

# AGGIEVILLE COMMUNITY VISION PLAN

March 2017



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## Special Thanks

A special thanks to the thousands of Manhattan residents, students, KSU alumni, visitors and leaders of Manhattan who thoughtfully and kindly provided their ideas and comments contributing to the development of this plan.

A special thanks to Blake Belanger, Howard Hahn, and the students of the Summer 2014 Community Planning and Design Studio of the Landscape Architecture and Regional & Community Planning Department of Kansas State University for committing research and design inspiration contributing to the development of this plan.

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# I. Introduction & Summary

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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 Aggieville for the foreseeable future. It is 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.”*

## **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 1.1). 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, though the adjoining residential areas along the north side of Fremont Street are included to address the transition to and from City Park.

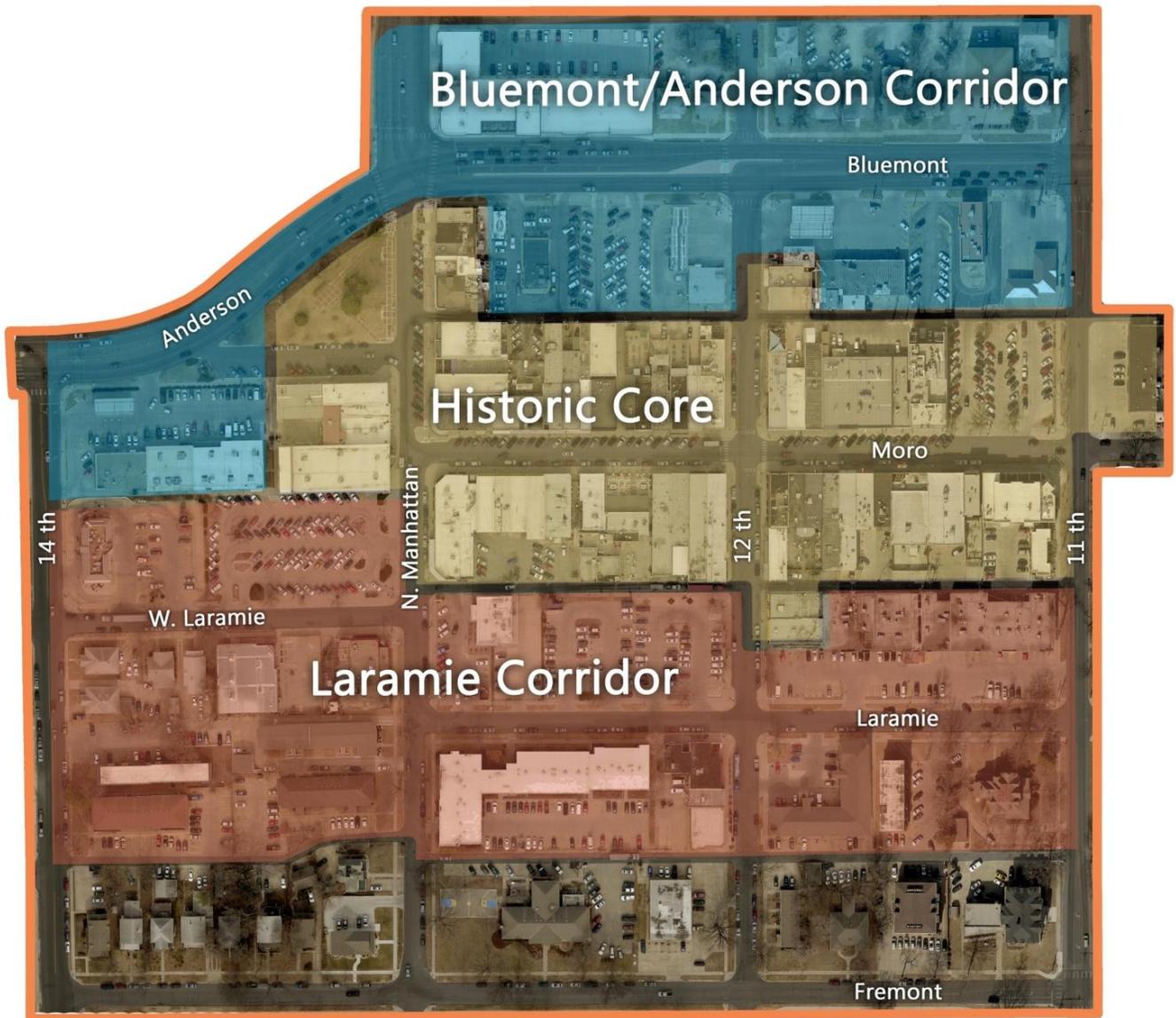


Figure 1.1: Aggieville Community Vision Sub-Area Map and Planning Area (2016 Aerial)

## Sub-Areas

The planning area for the Aggieville Community Vision can be divided into three distinct sub-areas (see again Figure 1.1):

**The Historic Core** generally consists of properties on Moro Street or located between the alleys just north and south of Moro Street as well as frontage on the 700 block of N. Manhattan Avenue. The vision for this sub-area is the preservation of the unique urban fabric at the same building scale and massing as has existed historically, with continued emphasis on buildings fronting the sidewalk and small-scale mixed-use urban development (Figure 0.3).



*Figure 1.2: Future model of Historic Core at 12th and Moro looking southeast.*

**The Bluemont/Anderson Corridor** consists of properties on Bluemont and Anderson Avenue between North 11th and North 14th Street. The vision for this sub-area is a mixed-use commercial corridor with a limited range of neighborhood commercial uses and high-density residential on the north side of Bluemont Avenue up to the alley between Bluemont Avenue and Vattier Street with increased height and massing on both sides of the corridor up to five stories (Figure 0.2). This plan promotes dense, urban development along this corridor while discouraging highway commercial and strip-style development.



*Figure 1.3: Future model of Bluemont/Anderson Corridor from N. Manhattan and Bluemont looking east.*

**The Laramie Corridor** generally consists of properties on Laramie and West Laramie Streets and properties north of the alleys between Fremont and West Laramie Street. The vision for this sub-area is an increase in building mass and height, namely the redevelopment of strip-commercial uses and city-owned parking lots into pedestrian-oriented, urban character projects that front on sidewalks. Parking garages are envisioned as a part of public and private redevelopment in this area. Residential use is emphasized more in a mixed-use setting (Figure 0.4).



*Figure 1.4: Future model of W. Laramie with Garage looking northwest*



Figure 1.5: Aerial view of Aggieville Community Vision model

It is understood that the boundaries between the sub-areas are not firm and that some activities and characteristics overlap and support adjoining sub-areas. The sub-area plans present issues and recommendations that are directly related, and in most instances, unique to those sub-areas. Overall, this plan promotes a pattern of development that is very urban in nature; that seeks to preserve the historic core of Aggieville, while promoting the redevelopment of properties surrounding the historic core by allowing building heights greater than in the historic core that are built to the sidewalk and places parking behind buildings. Streetscape and transportation improvements are envisioned throughout.

### **Trends Influencing an Update**

In 2005, the Aggieville - Campus Edge Plan established many development principles for the Aggieville district. One of the most significant recommendations of the plan is the development of a high-density residential Campus-Edge neighborhood north of Aggieville. This will largely be fulfilled with implementation of the Urban Core Residential (UCR) District (*see Appendix B*) and therefore will not be the focus of this plan. Another significant recommendation was the redevelopment of highway-oriented development along the Bluemont Corridor. Generally, the plan called for pedestrian-oriented development, with increased height and density and the placement of buildings up to the street with parking at the rear. Many of these principles are still valid. However, since the adoption of this plan, many forces, including a changing economic environment and district conditions have affected the area's development potential and

highlighted the need to revisit the plan and develop a stronger, more detailed action plan.

### **Related Planning Initiatives**

- Manhattan Urban Area Comprehensive Plan
- Manhattan Area Transportation Strategy
- City Park Master Plan
- Five-Year Strategic Bicycle Plan
- Kansas State University Master Plan Update
- Manhattan Christian College Strategic Plan

### **Influential Zoning Activity**

- East City Park Downzone
- M-FRO/R-3 Expansion
- Urban Core Residential District

### **Supplemental Studies**

- Aggieville Parking Study
- Downtown/Aggieville Parking Garage Feasibility Study
- FHMPPO Multimodal Integration Plan
- Visions in the Ville
- Downtown Watershed Study

### **Major Developments**

- Bluemont Corridor Redevelopment
- M-FRO Redevelopment
- Ongoing KSU and MCC Development

### **State of the Ville**

The "State of the Ville" is a compilation of background information supplementing this document. It establishes the current conditions and trends from recent years on a range of factors shaping Aggieville today. The report creates a dialogue of the issues and challenges within the district while helping to identify opportunities throughout the planning process based on analysis of observed data, informational mapping, and analyzed community input. This plan is a response to the findings in the State of the Ville report, which should be referenced for more detailed information about the state of the district.

## II. Plan Purpose and Goals

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### **Purpose**

- Establish short-term and long-range goals and objectives for the targeted redevelopment and preservation of the Aggieville area into a walkable, high-quality mixed-use, commercial, and residential neighborhood with unique character.
- Provide a land use framework and establish implementation strategies, which will help to direct the Aggieville District towards the vision of a unique community shopping area within Manhattan's urban fabric where people live, work, receive an education, and recreate.
- Provide an urban design framework defining the design and site-layout relationships between private development and the public realm of the streetscape.
- Evaluate the opportunities and implications of redeveloping the Aggieville area into a pedestrian-oriented shopping area which appeals to both the adjacent neighborhoods as well as the broader community and is unified in streetscape and urban design.
- Define the nature of the sub-areas identified in the plan and better define edges of the Aggieville Business District in terms of land use, redevelopment potential, and urban design.
- Provide guidance on improving safety, coordination and accommodation between pedestrians, cyclists, transit, automobile traffic circulation, delivery, parking and access control.

## Goals

- **Land Use:** Create a mixture of land uses, which includes housing, offices, and pedestrian-oriented commercial services, retail, restaurants, event space entertainment, green space, and parking facilities.
- **Economy:** Create an economically viable commercial district by making appropriate civic improvements and encouraging a mixture of uses that satisfy the needs of the landowners, the surrounding neighborhoods, visitors, and the broader community.
- **Housing:** Increase housing on the periphery of Aggieville and increase housing diversity to encourage affordability.
- **Community Participation:** Create opportunities for residents to participate and be involved in community events.
- **Public Space:** Create opportunities for interaction and informal gathering through the provision of public spaces and activity nodes.
- **Utilities:** Improve utility services through coordination with redevelopment and civic improvements.
- **Identity:** Enhance the district's sense of place and maintain its identity as a unique community icon while changing perceptions to increase the sense of investment from the broader community.
- **City Park:** Strengthen the perceptual connection and enhance the physical transition between City Park and the Aggieville District.
- **Triangle Park:** Improve Triangle Park, incorporating enhanced amenities and features consistent with the district's streetscape as well as facilities that invite users and activate the space.
- **Historic Preservation:** Preserve the historic fabric, historic design characteristics, and iconic buildings within the Aggieville area.
- **Business:** Promote employment and support local business within the Aggieville area to reduce business turnover.
- **Walkability:** Provide active pedestrian-oriented uses on the ground floors of mixed-use projects, generous sidewalks, reoriented on-street parking, enhanced and unified streetscapes, landscaping, street trees, and other pedestrian amenities. Design buildings characterized by pedestrian scale and complementary architectural detail. Improve pedestrian crossings within and into the district.

- **Parking:** Address automobile parking needs and issues through updated policy, enforcement, efficient land use policy, public and private parking garages, and multi-modal infrastructure and integration while relieving parking impacts on surrounding areas.
- **Transportation:** Increase walking, cycling, and use of public transit as a means of transportation to and from Aggieville through respective facility and infrastructure implementation while minimizing conflict with automobile traffic through the district.
- **Art and Culture:** Capitalize on historic and cultural significance of the district and its proximity to KSU art and cultural activities.
- **Safety:** Improve safety and security of the district and surrounding areas through design, improved enforcement capabilities, and increased positive perception.
- **Gateways:** Establish defined entrances and landmark gateways to Aggieville with a uniquely recognizable sense of place and a special aesthetic feeling, characterized by taller buildings built to the sidewalk, an enhanced public realm, and landmarks.
- **Management:** Maintain the district's economic, environmental, and social well-being through the business association's continued management; recruiting business, participating in the public decision-making process, facilitating community events, and maintaining a clean and beautiful district.
- **Redevelopment:** Create a pedestrian-oriented, mixed-use corridor along Laramie Street, Anderson Avenue and Bluemont Avenue, with increased massing, buildings up to 5 stories tall, structured parking, and human-scale architectural detail that is built to the sidewalk and supports the function of the district as a whole.
- **Zoning:** Expand Aggieville in conformance with the Comprehensive Plan through rezoning. Amend the C-3 district regulations and make other adjustments to zoning throughout the area in conformance with Aggieville Community Vision.
- **Desirability:** Increase desirability to live near Aggieville, spurring investment in surrounding neighborhoods, while also serving as an asset to the function and appeal of KSU and MCC.

### III. General Opportunities

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This section provides a general overview of the opportunities presented by the Aggieville Community Vision Plan Area, followed by a more detailed discussion of issues and recommendations particular to the three identified sub-areas.

#### Design Review

This plan proposes the development of specific zoning tools, which establish site and building design standards and a review process for infill residential and commercial development.

The streetscape is an important element of the public realm; it is public open space and the way the public experiences and perceives the city and the neighborhood. The definition and enclosure of this space by buildings is one of the elements contributing to the comfort and interest of the experience of walking, biking, and driving down streets in the area.

The character of these buildings, their transparency and architectural detail are factors that make this experience more interesting and pleasant. The streetscape, landscape and design elements within the street space also help define the character of the public realm, and consist of sidewalks, paving, street furniture, lighting, commercial signs, wayfinding, landscaping, street trees, bike racks and other and other pedestrian amenities.

The intent of the Aggieville Community Vision Plan’s recommendations is to promote safe pedestrian activity and a pleasant, walkable and bikable environment; and design guidelines that address human-scale, detail of facade design, spatial definition and the relationship between

private buildings and an enhanced public street space.



*Figure 3.1: Future model of Aggieville looking at N. Manhattan Ave. and Moro St.*

#### Circulation & Environment

Though improvements have been made along Bluemont Avenue with the incorporation of a raised median and enhanced pedestrian crossings at North 11<sup>th</sup> Street, North 12<sup>th</sup> Street, and North Manhattan Avenue, sidewalks are still discontinuous and interrupted by frequent curb cuts on the south side of Bluemont Avenue. East–west connectivity across North 14<sup>th</sup> Street should also be improved where vehicular traffic speeds are high, and street widths, low visibility, and lack of crossing facilities make crossing on foot or by bicycle uncomfortable, inconvenient, and dangerous.

Opportunity for improvement also exists within the district where intersections that pose conflict points between high volumes of pedestrians and automobiles are lacking basic

crossing infrastructure, accessibility features, and traffic calming measures.

Many of the commercial buildings along the south side of Bluemont Avenue and north side of Laramie Street are arranged in a highway or strip commercial pattern with large setbacks and parking lots located between the building and the street. These buildings lack visual association with the Historic Core, presenting a different urban environment that does not relate with the pedestrian activity along the sidewalk and are therefore uninviting to pedestrians and discouraging use of the sidewalks along these streets. In the case of Bluemont Avenue, sidewalks are also placed very close to the streets carrying high volumes of traffic at relatively quick speeds with little buffer between them and little to no amenities. Although the north side of Bluemont Avenue shares similar qualities, the section of sidewalk along the Bluemont Hotel provides some interest and sense of place to pedestrians; however still lacks separation from the street and desirable pedestrian amenities such as landscaping. The north side of Anderson Avenue between North Manhattan Avenue and 14th Street also lacks a sidewalk.

Aggieville acts as a destination for cyclists as well as a major thoroughfare with bike lanes and bike routes serving it. However, current facilities are not optimal for encouraging their use. Specifically the contra-flow lane on North Manhattan is underutilized as cyclists continue to bike illegally in the street. As well, existing bike racks are not well spread out and are not user-friendly.

Aggieville currently lacks a fixed-route transit stop in the center of the district, largely due to

its inability to accommodate a safe and functional facility.

## **Urban Form**

With the presence of open land in surface parking lots and under-utilized properties, there is great potential for redevelopment and improvement to create a district with a stronger sense of place within an urban, pedestrian-oriented environment. At the same time, there are several buildings of varying age and architectural style that are strong assets of the streetscape along North Manhattan Avenue and along Moro Street in Aggieville. These buildings contribute to the unique character of this area and should be cherished and preserved. Together these physical characteristics provide great opportunities to create a cohesive identity and a unique character within the larger urban context.

Triangle Park marks the transition between the Historic Core of Aggieville and Kansas State University. It also serves as the largest green space and gathering space in the Aggieville area. However it is not centrally located and lacks amenities that invite users and activate the space. The park also lacks identity which could contribute to the strength of the space as a landmark and gateway to Aggieville.

The aging streetscape design throughout the Aggieville Area, including the existing light poles, trashcans, benches, and patterned sidewalk paving was installed in 1989 and is now falling into disrepair. Revisiting the street circulation and on-street parking orientation provides a timely opportunity to expand pedestrian areas and upgrade these design elements.

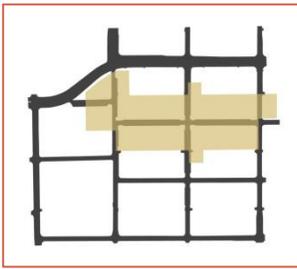
## Sub-Area Opportunities

Overall, this plan promotes a pattern of development that is very urban in nature; that seeks to preserve the historic core, while promoting the redevelopment of properties in

the Laramie and Bluemont/Anderson Corridors by allowing building heights greater than in the historic core that are built to the sidewalk and places parking behind buildings.



*Figure 3.2: Future Model of Aggieville, Birds-Eye View looking Northeast.*



## IV. Historic Core

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### Existing Conditions

The three-block area of Aggieville's Historic Core consists of properties generally having frontage on Moro Street, the 600 and 700 block of N. Manhattan Avenue, or adjacent properties remnant of the historic fabric, such as 606 and 714 North 12th Street (see *Figure 1.1*).

The character of this Aggieville sub-area is distinct from the rest of the area with the dominance of commercial and retail uses. This business district is recognized as one of the oldest shopping districts in Kansas and contains remnants of a traditional "walkable" main street that invites window shopping and social interaction.

This sub-area has developed into, and has attracted establishments that provide retail, restaurants, services, and entertainment oriented towards the university population, which one can walk or bike to from the university campus and adjacent neighborhoods. One of the biggest concerns from businesses and the general public is lack of parking to support this area for those choosing to drive in. On-street parking and publicly owned surface parking lots provide the majority of parking for this area, but are typically at or near capacity during peak hours.

### Issues

Buildings with large front setbacks and surface parking lots create gaps in the street-wall and leave the street space undefined and uncomfortable for pedestrians by interrupting

the window-shopping experience and sense of enclosure.

Though parking garages are costly, they are a more efficient use of land, if it is to be used for parking, providing a greater number of stalls by area. Public parking garages need to be located so that they meet and balance the parking demands across the whole of the Aggieville Business District while not generating more through-traffic within the district in order to reach them. Mixed-use parking garages that provide sidewalk-level commercial space are preferred over stand-alone garages. Garages should also incorporate vegetation for screening and softening of the site, ground-level masonry, and projecting architectural features to give them interest.



*Figure 4.1: Model of Garage with Ground Floor Commercial and Tree Screening at 11th and Moro.*

### Recommendations

- **Preservation:** Preserve, rehabilitate, and repurpose existing historic buildings. Renovations of old buildings should be compatible with existing buildings, such as building mass, scale, material, texture,

entrances on the street, window areas and commercial signage. Iconic buildings with characteristics remnant of pre-1960s design with high integrity should be preserved.

Examples include:

- 600 block of N. Manhattan Avenue
- 600 block of N. 12th Street
- 700 N. Manhattan Avenue
- 704 N. Manhattan Avenue
- 718–722 N. Manhattan Avenue
- 1119–1131 Moro Street
- 1223–1227 Moro Street

➤ **New Building Design:** Build new buildings to the sidewalk to create a continuous street wall utilizing urban design components, human-scaled architectural elements, transparent storefronts, and outdoor seating areas to create pedestrian interest and help knit together the Aggieville business district and the adjoining residential neighborhoods. Place associated parking, if provided, at the rear of the buildings with additional entrances facing the parking lots. Orient the main entrances to front onto commercial streets.

➤ **Ground Floor Use:** Incorporate ground floors with traditional uses supportive of the broader community such as shops, restaurants, and services like “slow food” restaurants with outdoor seating, bike shops, coffee shops, entertainment venues, galleries, bookstores, retail stores, a grocery store, dry cleaners, and hair salons.

➤ **Upper Floor Use:** Include small-scale residential and/or office uses above first floor commercial development when possible.

➤ **Signage:** Commercial signs should be scaled and designed to be appropriate to a pedestrian retail district, not a highway commercial district. Encourage innovative signs and graphics that will aid in the creation of a unique streetscape.

## Land Use

### Issues

The ratio of parking spaces to commercial space in Aggieville is relatively low compared to what would otherwise be required of a more suburban commercial district. The difference is estimated to be about 585 spaces. However, the pedestrian-oriented environment and traditional urban form of this area is also what makes it unique.

Surface parking lots waste valuable land, are incompatible with the desired development density, and interrupt the streetscape and window shopping environment. Structured parking is a more efficient method of accommodating vehicular parking; however, incorporation of structured parking in this sub-area must be extremely sensitive in design and location, as not to negatively affect the current urban fabric and pedestrian appeal.

The lack of nearby parking for customers may have discouraged the establishment of new commercial businesses and redevelopment.

There is a small strip commercial center located east of North 11th Street that has penetrated into the traditional residential neighborhood and provides no contextual relationship to the rest of the Aggieville District.

Triangle Park acts as the largest green space and gathering space. However, it is not centrally located and lacks features to draw people in.

## Recommendations

- **Parking Strategy:** Implement the Manhattan Area Transportation Strategy recommendations on parking strategies for Aggieville, including the implementation of way-finding, public-private garages, shared parking, unbundled parking for residential developments, reverse-angle parking, active parking management, metering, and revised parking enforcement and fee policies. Integration of pedestrian, bicycle and transit infrastructure to encourage transportation other than personal vehicle should also be part of this strategy.
- **Parking Facilities:** Construct parking garages that balance the load of parking needs evenly throughout the district and incorporate a veneer of ground floor retail space, and a residential or office veneer above the ground floor when feasible. Otherwise, garages should incorporate architectural details and screening compatible to their surroundings. Existing and future surface parking lots shall provide screen walls and landscaping at their perimeters.
- **Redevelopment:** Redevelop the strip commercial center east of N. 11th Street with residential uses and redevelop the surface parking lots at the eastern end of Moro with a mixed-use parking garage. Develop new anchor businesses at the east and west ends of the Moro and Laramie Street corridors to reinforce their

significance and position as gateways to the Aggieville business district and to help draw pedestrians throughout the district.

## Street Space & Public Realm

### Issues

The Historic Core of Aggieville experiences some of the most significant pedestrian and bicycle traffic in the city. The current design of street space gives a disproportionate amount of consideration to automobile circulation and parking, stunting the quantity and quality of potential pedestrian and bicycle amenities and reducing the safety and comfort of the pedestrian experience.

### Recommendations

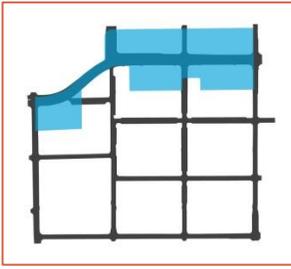
- **Spatial Relation:** Define the street spaces by developing buildings at the front property line. For street-facing building facades, provide human-scale and visual interest through change in plane, and architectural detailing and intricacy in form, color, and materials that are sensitive to the historical character of the district. Encourage corner treatment of buildings to create visual interest along both frontages and enhanced pedestrian flow and attraction.
- **Streetscape:** Create a cohesive, identifiable shopping district through an enhanced and updated streetscape, including generous sidewalk widths and well-distributed street trees, landscaping, seating, trash bins, bicycle racks, pedestrian and ornamental lighting, transit stops, public art, and other pedestrian amenities on all streets.

- **Street Orientation:** Provide greater width in the public right-of-way for pedestrian improvements, potentially by converting two-way streets to one-way streets, reorienting and/or eliminating some of the on-street parking, reducing travel lane widths, and temporarily closing streets to through traffic on nights, weekends, and special events with retractable bollards.
- **Access:** Prohibit new curb cuts to individual businesses on Moro and N. Manhattan and promote parking access through alleys whenever provided.
- **Pedestrian Connections:** Strengthen and enhance pedestrian connections to Aggieville on the east and west ends across North 11th and North 14th Streets to make them safer and more comfortable. In addition incorporate traffic-calming features, mid-block crossings, raised crossings, colored crosswalks, and accessibility features on interior streets to improve safety and comfort. Consider alleys as viable pedestrian routes.



*Figure 4.2: Enhanced Streetscape with Midblock Crossing on Moro.*

- **Bicycles:** Integrate on-street facilities to best suit routing needs in and around Aggieville, including bike boulevards and lanes. Redesign the contra-flow lane on N. Manhattan. Provide numerous, well-designed and well-distributed racks throughout the area.
- **Transit:** Integrate a transit stop of the appropriate type to serve the district in this area, based on the standards developed in the Flint Hills Multi-modal Integration Plan.
- **Triangle Park:** Improve Triangle Park as a more active space with additional facilities and amenities consistent with the streetscape design to draw people in. Institute barriers between the park and Anderson Avenue on the northern edge of the park, creating a buffer from the street and making the space more comfortable. Explore the temporary or permanent expansion of the park into adjacent streets. Capitalize on the park's position to install gateway and landmark features to help with recognition of the district and to help strengthen the identity of the park.



## V. Bluemont/Anderson Corridor

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### Existing Conditions

This three-block-long area generally extends along both sides of Bluemont Avenue and the south side of Anderson from North 14th Street to North 11th Street and extends north as far as the alley between Bluemont Avenue and Vattier Street (see *Figure 1.1*). Historically the north side of Bluemont Avenue has been a purely residential area while the southern side, including Anderson Avenue, has been part of the Aggieville Business District.

The two half blocks north of Bluemont Avenue are part of the older, well-established grid street neighborhood of the community. Most of the lots in this sub-area back onto an alley, which can provide rear vehicular access to properties and accommodates the utilities serving the neighborhood. The structures on the north side are generally set back providing open space in the front yards along tree-lined streets. This sub-area has a variety of uses with some converted and sub-divided single-family homes, duplexes, an apartment building, and most prominently, the Bluemont Hotel; however, it is substantially characterized by sub-divided houses.

Much of the area has undergone significant change from its original function and character. Conversions of single-family homes to multi-family rental structures have occurred due to its proximity to the K-State Campus and the demand for rental properties in this area. Many

existing structures have become marginal and are in need of renovation or redevelopment. Properties fronting onto the south side of Bluemont and Anderson Avenues consist of commercial development and form the northern limit of the Aggieville Business District. The area consists of a variety of business uses, primarily highway commercial in nature, including drive-up fast food establishments, gas stations, strip commercial development and a drive-up bank. The front area of these properties serve as parking for these businesses, the majority of which are set far back from Bluemont and Anderson Avenues. There are a significant number of curb cuts onto Bluemont Avenue providing vehicular access to the street-facing businesses, but also hinder vehicular and pedestrian flow along Bluemont Avenue. The elimination of some curb cuts and the recent introduction of a median along Bluemont Avenue have helped to control vehicular movements, however drive-through establishments have continually posed problems when drive-through traffic gets backed up and spills onto Bluemont. The strip center on the south side of Anderson Avenue also has several access points to Anderson and North 14th Street which disrupt traffic flow by being too close to the intersection.

## Conceptual Framework

### Issues

Major streets border, but do not pass through the Aggieville business district. Gateways define a threshold one crosses as one enters a district. Aggieville lacks consistent building form and design with special character along Bluemont and Anderson Avenue, which is contrary to serving as a gateway that announces the arrival in the District.

Gateways can be created through combinations of urban design, streetscape treatment, and contrasting architecture and building form.

There is an opportunity to create gateways along Bluemont and Anderson Avenue at North 11th Street, North 12th Street, North Manhattan Avenue, North 14th Street, and the southwest corner of Triangle Park. The Bluemont Hotel has begun the process of enhancing a gateway feel at its intersection.

There is a need to create streetscape and architectural design elements along the Bluemont/Anderson Corridor that attract pedestrians and provide interest to passing motorists.

### Recommendations

➤ **Building Form:** Create a continuous wall of building facades along both sides of Bluemont Avenue and the south side of Anderson Avenue, with new buildings built to the sidewalk, with slight setback to make space for sidewalk amenities, parking behind, transparent ground floors, landscaping, entrances facing the street, and outdoor gathering and seating areas to

define and create an “entrance” to Aggieville and knit the area together.

- **Ground Floors:** Encourage ground floor retail/commercial uses such as restaurants with outdoor eating areas, shops, a small grocery store, personal or professional services and hotels along both sides of Bluemont Avenue and the south side of Anderson Avenue.



*Figure 5.1: Model of Bluemont Avenue from 11th and Bluemont looking East.*

- **Upper Floors:** Upper floors should contain offices and residential uses when feasible.
- **North Bluemont:** Emphasize smaller-scale retail/commercial on the north side of Bluemont to support the needs of the immediate neighborhood. Although mixed-use is encouraged, single-use, high-density residential development and hotels are acceptable.
- **Parking:** Address parking requirements in mixed-use projects through the use of shared parking strategies or reduced parking requirements for both residential and commercial uses. Provide screen walls and landscaping at the perimeters of all

existing and future surface parking lots visible from a street.

- **Signs:** Design and scale signs for a pedestrian commercial district, not a highway commercial district.

## Land Use

### Issues

Commercial development has historically been limited to the south side of Bluemont and Anderson Avenues in this area of the community.

The commercial development along the south side of the Bluemont/Anderson Avenue Corridor has taken on a highway strip commercial character with retail buildings located at the rear of the site and unattractive parking dominating the area between the building and the street. Valuable retail space with high visibility is being taken up by surface parking.

Rezoning the remaining portion of the two-block area along the north side of Bluemont Avenue to commercial could potentially allow individual property owners to develop their properties without the benefit of unified design standards, and without a public site plan review process to control mixed land uses, building design, and site layout and thereby not achieve the vision for this area. This is particularly important given the broad range of possibilities and the unique challenges of incorporating a potential mixed-use parking structure in the redevelopment of this two-block area.

## Recommendations

- **Character:** Strengthen the pedestrian retail character of the Bluemont/Anderson Avenue Corridor as a gateway into the Aggieville Business District while prohibiting future highway/strip commercial development.
- **Zoning:** Develop mixed-use commercial, office and residential projects located along the northern edge of the Bluemont Corridor utilizing the Planned Unit Development zoning process, until such time as the C-3, Aggieville Business District has been updated and extended to incorporate provisions identified in this plan due to the broader range of possibilities and unique challenges the area poses. This process will help to ensure a unified design and provide for greater development flexibility (See *Appendix A: Design Guidelines*).
- **Building Design:** Incorporate pedestrian-scale architectural detailing and interest in new building design, such as visually dividing the façade, entrances that open to the sidewalk, and providing more human scale to its design.



*Figure 5.2: Model of Southeast Corner of 14th and Anderson.*

- **Building Height:** Allow structures up to 5 stories along Bluemont and Anderson Avenues with consideration to develop stepped-back buildings on the south side of Bluemont Avenue where buildings are lowered to 3 or 4 stories at the back of the lot abutting the alley to transition to the lower heights in the Historic Core on Moro Street.
- **Density:** Encourage density that would allow for diversity and affordability of housing stock.
- **Parking Garages:** Require parking garages to incorporate a veneer of residential and/or commercial uses as appropriate to the site along with landscaping, to help buffer and visually shield the garage from public view from the street.
- **Corner Lots:** Incorporate special corner treatment of buildings to create a safer pedestrian environment and wider sidewalks.
- **Redevelopment:** Redevelop the city-owned parking lot on Bluemont with a multi-story building possibly involving a public-private garage. This property may need to be sold or leased to combine with redevelopment of adjoining private properties. Explore constructing a parking garage at the east end of the corridor, stretching from Moro, spanning the alley and having frontage on Bluemont Avenue. with integrated groundfloor commercial space.

## Street Space & Public Realm

### Issues

The Anderson/Bluemont Corridor lacks definition, enclosure of space, and buildings specifically designed to contribute to the comfort and interest of the experience of walking and driving down this street.

The sub-area encompasses a major east-west arterial with high traffic volumes, which can be difficult or uncomfortable for pedestrians to cross. The introduction of a raised median and additional pedestrian crossing facilities along Bluemont has helped mitigate this issue.

### Recommendations

- **Transportation:** Balance the need to move cars with the ability of pedestrians and cyclists to move comfortably and safely through the area and across major thoroughfares (utilizing the recommendations in the previous sub-areas regarding pedestrian enhancements at street crossings).
- **Gateways:** Design the streetscape and landscaping to define the character of the public realm and gateway entrances at North 14th Street, North Manhattan Avenue, North 12th Street, and North 11th Street. Future development and design should include gateway features, sidewalks, paving, landscaping, street trees, lighting and street furniture.
- **Sidewalks:** Create safe, well-lit pedestrian connections along those street sections that lead to the K-State campus as well as along the Anderson/Bluemont Corridor, North Manhattan and the campus edge neighborhood. Increase the width of these sidewalk

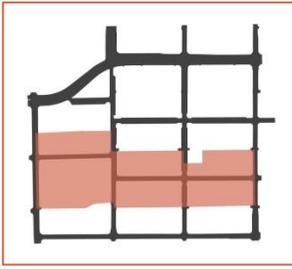
surfaces to accommodate pedestrian movement. Install a sidewalk on the north side of Anderson Avenue between North Manhattan Avenue and 14th Street, possibly on the north side of the campus wall.

- **Street Pattern:** Maintain the grid pattern of streets and alleys to reinforce the block pattern and the existing urban fabric.
- **Walkability:** Create a more pedestrian friendly environment on the east side of the N. Manhattan and Bluemont Avenue intersection with a focus on safety and ease of movement.
- **Access:** Consider redesigning the Bluemont/Anderson corridor between 14th and 11th Street by removing and prohibiting new driveway access while providing automobile access from side streets and alleys.

- **Bicycles:** Improve crossings at intersections along Bluemont and Anderson Avenue to make them safer and more comfortable for cyclists. Provide well-designed and well distributed racks throughout the area. Relocate bike lanes to west side of N. Manhattan Avenue to increase use and safety.



*Figure 5.3: Model of the 1100 & 1200 blocks of Bluemont Avenue looking south.*



## VI. Laramie Corridor

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### Existing Conditions

This three-block-long area extends along both sides of Laramie and West Laramie Streets between North 11th Street and North 14th Street and extends as far south as the alley between Fremont Street and West Laramie Street (see *Figure 1.1*). Historically this has been a transitional area mixed with residential and strip/highway commercial uses and expansive surface parking lots, two of which are owned by the city.

### Conceptual Framework

#### Issues

There is a need to create streetscape and architectural design elements along the Laramie Corridor that attract pedestrians and provide interest in a more urban setting.

Large surface parking lots present viable opportunities for redevelopment and for filling out the sparse urban fabric of Aggieville in this area.

#### Recommendations

➤ **Building Form:** Create a continuous wall of building façade along both sides of Laramie and West Laramie and north-south streets in the area (North 11th Street, North 12th Street, North Manhattan Avenue, and North 14th Street) with new buildings built to the sidewalk, and transparent storefronts and outdoor gathering spaces to define and create a southern edge to the Aggieville

district while linking the Laramie Corridor with the Historic Core.

- **Ground Floors:** Develop ground floors along the north sides of Laramie and West Laramie with retail/commercial uses such as restaurants with outdoor eating areas, shops, a small grocery store, entertainment venues, and personal or professional services.
- **Upper Floors:** Upper floors should contain offices and residential uses when feasible.
- **Signs:** Design commercial signs to be appropriate for a pedestrian retail district and not a strip commercial district.
- **South Laramie:** Emphasize smaller-scale retail/commercial on the south side of Laramie and West Laramie to support the needs of the immediate neighborhood. Although mixed-use is encouraged, single-use, high-density residential development is acceptable. Prohibit commercial uses south of the alley between Laramie and Fremont Streets.
- **Preservation:** Preserve the residential building at 519 North 11th Street, the “John E. Hessin House”. Preserve the character of the old hospital (currently a fraternity house) at 501 N. 11th Street. Preserve the character of the 1300 block of Fremont Street to serve as a transition to lower-density neighborhoods southwest of Aggieville.

- **Density:** Encourage density that would allow for diversity and affordability of housing stock. Allow the 1100 and 1200 blocks of Fremont Street to have higher-density residential buildings with a traditional neighborhood design, creating a compatible transition to City Park and residential areas generally south of Aggieville.

## Land Use

### Issues

Commercial development has historically been mixed with residential development on the south side of Laramie, with the north side being strictly commercial, though it is mostly comprised of parking lots.

The commercial development along the north side of the Laramie Corridor has taken on a strip commercial character with retail buildings located at the rear of the site and unattractive parking dominating the area between the building and the street. Valuable retail and residential space in close proximity to the Historic Core of Aggieville is being taken up by surface parking, a large portion of which is land owned by the city. Raising the allowed height of buildings in this area would incentivize redevelopment. However, the difference in building heights between this area and the Historic Core along Moro Street would need to transition sensitively.

## Recommendations

- **Character:** Strengthen the pedestrian retail character of the Laramie Corridor as a southern edge and gateway to the Aggieville District, while prohibiting future highway/strip commercial development. Create commercial and residential uses designed to be a high-density extension of the Historic Core.
- **Building Design:** Incorporate pedestrian-scale architectural detailing and interest in new building design, such as visually dividing the façade, entrances that open to the sidewalk, and providing more human scale to its design.
- **Parking Garages:** Design parking garages to incorporate a veneer of residential and/or commercial uses as appropriate to the site along with landscaping, to help buffer and visually mask the garage from public view from the street. Public garages must be located on the edge of the district with ingress and egress from non-local streets such as N. 11th and N. 14th Streets. They must also have direct pedestrian connection to the interior of the district.



*Figure 6.1: Model of Mixed-Use Development Wrapping and Parking Garage South of Rally House (formerly Varney's).*

- **Building Height:** Permit structures up to 5 stories along Laramie and West Laramie with consideration to develop stepped-back buildings on the north side of Laramie where the buildings are lowered to 3 or 4 stories at the back of the lot abutting the alley to transition to the lower heights in the Historic Core on Moro Street.
- **Separation:** Incorporate pocket parks to visually and spatially separate new, multi-story construction from older, historic construction and to create unique and attractive gathering spaces.
- **Corner Lots:** Incorporate special corner treatment of buildings to create a safer pedestrian environment and wider sidewalks.
- **Redevelopment:** Redevelop city-owned lots with mixed-use developments and/or parking garages that enhance the pedestrian-retail character of the district.
- **Parking:** Address parking requirements through public-private garages, shared parking, unbundled parking for residential developments, reverse-angle parking, active parking management, metering, and revised parking enforcement and fee policies. Integration of pedestrian, bicycle and transit infrastructure to encourage transportation other than personal vehicle should also be part of this strategy.

## Street Space & Public Realm

### Issues

The Laramie Corridor has the advantage of a low level of vehicular traffic, contributing to the comfort of pedestrians walking in this area. However, this area lacks the visual definition and enclosure of space by buildings specifically designed to contribute to the comfort and interest of the experience of walking, biking, and driving down this street.



*Figure 6.2: Model of 12th and Laramie Looking East (The Library is on the right).*

### Recommendations

- **Walkability:** Increase the width of the sidewalk surface and create safe, well-lit pedestrian connections to and from this area to accommodate pedestrian movement and commercial uses throughout the area. In addition, incorporate traffic-calming features, mid-block crossings, raised crossings, colored crosswalks, and accessibility features on interior streets to improve safety and comfort. Redesign intersections across N. 14th Street and Fremont Street to make crossing on foot and bike safer and more comfortable.
- **Streetscape:** The streetscape, landscape and design elements should help define the character of the public realm. Future development and design should include

gateway features, sidewalks, paving, landscaping, street trees, bike racks, lighting, public art, and street furniture consistent throughout the district.

- **Access:** Minimize and consolidate curb cuts and provide access to parking from alleys.
- **Gateways:** Design the streetscape and landscaping to define the character of the public realm and gateway entrances along Laramie Street at North 14th Street, North Manhattan Avenue, North 12th Street, and North 11th Street. Future development and design should include streetscape elements mentioned previously.
- **Bicycles:** Integrate on-street facilities to best suit routing needs in and around Aggieville, including bike boulevards and lanes. Improve crossings at intersections to make them safer and more comfortable for cyclists along North 11th, North 14th, and Fremont Streets. Provide well-designed and well-distributed racks throughout the area.



*Figure 5.3: Model of Laramie Corridor from 11th and Laramie looking west.*

# VII. Strategic Action Plan

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The following is a set of actions to be taken after adoption of the Aggieville Community Vision. Actions facilitate achieving goals and directly respond to the issues and recommendations for the Aggieville area as identified previously in this document. Though the Strategic Action Plan is detailed, it is not an exhaustive list of actions and serves as a framework to address and implement the more major goals of the plan. Some items may need to be implemented concurrently with others.

## Transportation, Circulation & Parking Analysis Combined with Streetscape Design and Triangle Park Concept

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<b>What</b>	Conduct a comprehensive analysis of street, alley, public transit, pedestrian and bicycle circulation and identify the best long-term approach, potentially resulting in major modifications to the street realm of Aggieville, including on-street parking and parking garage alternatives, sidewalk and travel lane widths, direction of traffic flow, and permanent or temporary closure. The circulation analysis will be conducted in conjunction with developing the streetscape design along with a "concept plan" for Triangle Park addressing long-term utilization and design improvements to the park.
<b>Lead</b>	Consultant Team (Architects, LAs, and Engineers) with oversight from Manager's Office, Public Works, Parks & Recreation, and Community Development. Estimated \$65,000 to \$85,000 to develop a concept plan to take to the public, Planning Board, and City Commission to get community buy-in.
<b>Financing Tools</b>	For the analysis/concept design: Economic Development fund. For construction: Special Street and Highway, Economic Development (ED), Business Improvement District (BID), Benefit Districts (BD) by public hearing, and Capital Improvement Project (CIP) funds.
<b>Needs</b>	<ul style="list-style-type: none"><li>❑ Assess circulation patterns of vehicles, delivery trucks, public transit, bikes, pedestrians and their interactions.</li><li>❑ Determine future orientation of streets and alleys (one-way or two-way).</li><li>❑ Identify where to keep, remove, or reorient on-street parking to expand pedestrian and streetscape infrastructure opportunities.</li><li>❑ Assess relocation of Contra-flow Bike lane.</li><li>❑ Examine parking policy and feasibility of metered parking.</li><li>❑ Establish parking garage sites at edge(s) of district along arterial and collector streets, and determine appropriate access points and circulation patterns to minimize impacts on interior streets.</li><li>❑ Design enhanced street cross-sections<ul style="list-style-type: none"><li>● Travel lane(s)</li></ul></li></ul>

- On-street parking
- Wider sidewalks
- Pedestrian crossings
- Traffic calming features
- Bike lanes/boulevards
- Sidewalk Amenities
- Storm drainage
- Lower speed limits
- Determine design & placement of streetscape amenities
  - Design with easy maintenance in mind
  - Bike racks
  - Landscaping locations, enclosures, appropriate planting species including trees
  - Hose bib locations
  - Lighting (pedestrian, street, and ornamental)
  - Way-finding
  - Trash receptacles
  - Seating (Public/Private)
  - Pavement materials/colors/textures
  - Gateway features
  - Transit stops
- Triangle Park Concept Plan – Long Term Utilization and Improvements
  - Consider expansion of hardscaping as event space/public plaza
  - Lighting, seating, bike racks, trash bins, power and water outlets, and other considerations
  - Screening from Anderson
  - Activating uses
  - Consider park expansion for events into adjoining Anderson on south and N. Manhattan on east
  - Visibility and identification through landmarks and possible renaming
  - Accommodation of art, music and other types of public events and gatherings
- Determine feasibility of periodic temporary or permanent pedestrianization (closure) of select street(s).

## Utility Improvements

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What	Construct concurrently with streetscape improvements.
Lead	Public Works/Utilities
Financing Tools	Water fund, Storm Water fund, Benefit/Improvement district
Needs	<ul style="list-style-type: none"><li>❑ Upgrade waterlines on Moro and 12th Streets.</li><li>❑ Increase fire flow in district.</li><li>❑ Consolidate trash and grease enclosures along alleys (lead by Aggieville Business Association).</li><li>❑ Conduct cost analysis of retrofitting underground electrical lines in alleys.</li><li>❑ Improve storm drainage on Bluemont Ave. and at N. Manhattan &amp; Moro Street.</li></ul>

## Safety and Enforcement Improvements

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What	Utilize physical and operational changes to improve district safety.
Lead	Riley County Police Department, City
Financing Tools	RCPD, CIP
Needs	<ul style="list-style-type: none"><li>❑ Explore police substation relocation feasibility.</li><li>❑ Assess effectiveness of new noise ordinance</li><li>❑ Develop increased security surveillance in partnership with business owners.</li><li>❑ District-wide lighting improvements as part of streetscape improvements on public rights-of-way, and by private development on private property.</li></ul>

## City-Owned Property & Public Parking Assessment; Identify Redevelopment Areas

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What	Determine future uses of city-owned properties in the planning area and leverage potential development for other district improvements including public parking garages. Identify redevelopment areas including private property locations.
Lead	Manager's Office, Community Development
Financing	No cost for internal assessment
Tools	Construction: Tax Increment Financing (TIF), Transportation Development Districts (TDD), Construction Improvement Districts (CID), BD
Needs	<ul style="list-style-type: none"> <li>❑ Identify highest and best use of City properties (parking garage, residential, hotel, retail, commercial, office, mixed-use).</li> <li>❑ Conduct RFP process and develop public/private partnerships.</li> <li>❑ Identify private parcels that are likely partners with leveraged city land, as well as other private redevelopment opportunities.</li> <li>❑ Identify design criteria based on urban design and streetscape plans.</li> </ul>

## Urban Design Concepts for Building Massing

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What	Develop urban design concepts addressing building mass and heights in various areas of Aggieville to guide future redevelopment. This should be established before RFP for city-owned properties is executed.
Lead	Community Development Department, Steering Committee
Financing	N/A (in-house)
Tools	
Needs	<ul style="list-style-type: none"> <li>❑ Establish setback and bulk regulations for taller structures (over 35 feet).</li> <li>❑ Determine where higher building massing is appropriate and where not, including step-down transition zones.</li> <li>❑ Keep Moro Street at traditional 1–3 stories.</li> <li>❑ Determine if and where stepped back building heights are appropriate.</li> <li>❑ Explore building material and architectural standards.</li> <li>❑ Identify appropriate design review process.</li> </ul>

## Historic Preservation

What	Will be dependent on property owner interest and discovery of historic significance.
Lead	Community Development Department
Financing	CIP, Kansas Historic Preservation funds
Tools	
Needs	<ul style="list-style-type: none"> <li>❑ Host property owner meetings.</li> <li>❑ Conduct Historic Resources Survey.</li> <li>❑ Establish eligible sites or area for designation.</li> <li>❑ List individual properties on the state/national register.</li> <li>❑ Create historic district if desired or an alternative local/conservation district.</li> <li>❑ Explore opportunities for interpretive signage.</li> </ul>

## Regulation Amendment & Rezoning Actions

What	Rezone land and amend zoning regulations to reflect Aggieville Community Vision, the Comprehensive Plan, and urban design concepts as noted above.	
Lead	Community Development Department	
Financing	N/A	
Tools		
Needs	Short term	<ul style="list-style-type: none"> <li>❑ Prohibit highway commercial development. <ul style="list-style-type: none"> <li>● Drive-through uses.</li> <li>● Pylon signs, monument signs.</li> </ul> </li> <li>❑ Prohibit parking between buildings and street.</li> <li>❑ Prohibit curb cuts on Moro, Bluemont, and Anderson.</li> </ul>
	Long term	<ul style="list-style-type: none"> <li>❑ Establish maximum setbacks (i.e. build-to lines).</li> <li>❑ Explore desire and legality of limiting number of drinking establishments.</li> <li>❑ Adjust maximum structure height and explore minimum height, massing, or floor area ratios in the Laramie Corridor and the Bluemont/Anderson Corridor.</li> <li>❑ Address food truck regulations.</li> <li>❑ Adjust parking requirements for residential development.</li> <li>❑ Rezone the pocket of R-3 zoning on the south side of the 1300 block of West Laramie Street to C-3 after the district standards are</li> </ul>

amended.

- ❑ Create form-based design requirements.
- ❑ Impose limitations on awning length.
- ❑ Impose limitations to ground-floor residential on Moro.
- ❑ Rezone 1100 and 1200 block of Fremont to R-3/M-FRO/UO.
- ❑ Rezone remaining R-3/M-FRO areas along Bluemont/Anderson Corridor to C-3 after the district standards are amended.

## District Management

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What	Business Association leadership fostering retail, service, and restaurant growth opportunities.
Lead	Aggieville Business Association
Financing Tools	Aggieville BID, ED
Needs	<ul style="list-style-type: none"><li>❑ Professional Management of the District.</li><li>❑ Organizational activities to build partnerships that support the District.</li><li>❑ Strengthen existing assets of the District while diversifying its economic base.</li><li>❑ Promotional activities to maintain a positive image and support the activities of member businesses.</li><li>❑ Physical improvements that provide a safe environment for shoppers, workers and visitors and protects the historic character of the District</li></ul>

# Appendix A: Design Guidelines

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Though the Strategic Action Plan above calls for the codification of many of the following design guidelines as well as other aspects of building design and site layout through zoning regulation amendments in the Aggieville Area, these design guidelines shall be utilized when considering developments in the Bluemont/Anderson Corridor that meet the general goals and principles of the Aggieville Community Vision, but must utilize the Planned Unit Development process to overcome zoning regulation constraints that have not been fully updated to align with the vision of the Plan.

## Building Orientation & Placement

- ❑ Buildings must be oriented parallel to the street.
- ❑ Buildings shall orient façades and main entrances towards the street.
- ❑ Buildings located on corners shall include special corner treatments to create a focal point and provide a safer pedestrian crossing environment with wider sidewalks.
- ❑ The placement and design of buildings to create outdoor courtyard spaces accommodating seating, entry vestibules and pockets of landscaping is encouraged.

## Parking

- ❑ Parking shall be located to the rear or side of the building, or may be contained inside a mixed-use parking structure.
- ❑ Parking areas shall be accessed from alleys and side streets.
- ❑ On-site bicycle parking shall be provided to match surrounding zoning district requirements.

## Site Access

- ❑ Eliminate existing and prohibit new curb cuts off Laramie, West Laramie, Bluemont and Anderson.

## Pedestrian Environment

- ❑ Sidewalks shall be as wide as practicable, but not less than eight feet in width.
- ❑ Paved pedestrian walkways, lined with trees and incorporating landscaped areas and outdoor seating shall be provided along the building façades facing a street.
- ❑ Ground floor pedestrian-oriented façades are required along pedestrian routes.
- ❑ Ornamental pedestrian-scale light fixtures shall be used to enhance the pedestrian promenades, to tie together the Bluemont/Anderson Corridor and Laramie Corridor, and to tie in with the rest of the Aggieville Business District.

## Building Façades

- ❑ Individual building façade elements shall respect the rhythm, floor heights and scale of immediately adjacent and surrounding building elements.
- ❑ Building façade elements shall create strong patterns of light and shadow.

- ❑ Rear and side façades visible from streets shall provide consistent visual interest by incorporating characteristics and materials similar to the primary façade.
- ❑ Corporate or franchise façade styles shall be at a downtown pedestrian scale that would strengthen the sense of place, and ensure long-term compatibility between the business design and the vision for the Aggieville business district.
- ❑ Large buildings with extensive façades shall incorporate the use of several building materials with complimentary color, texture and placement with primary emphasis on masonry and/or stone materials.
- ❑ Building façades oriented towards a street or public space shall provide architectural variety and pedestrian scale.
- ❑ Building façades should generally be perceived as having three distinct divisions including a ground floor, middle, and a top.
- ❑ Façades that face streets shall be built near or to the edge of the street-facing property line to create a street wall incorporating alcoves and vestibules.
- ❑ Awnings and canopies shall be designed to create visual interest and diversity for individual businesses and shall incorporate design, scale, materials and colors that are appropriate to the area.

### Building Proportion and Scale

- ❑ Limit structure height to five stories along Bluemont and Anderson Avenue. Structures taller than three stories on lots abutting an alley shared by properties with frontage on Moro Street shall incorporate step-down architecture of at least one story on the side of the building facing Moro Street.
- ❑ The floor area of any one commercial use on the north side of Bluemont Avenue should generally not exceed 5,000 square feet.
- ❑ Buildings located at street intersections shall incorporate special corner treatment to create a safer pedestrian environment, wider sidewalks, and visual interest.
- ❑ It is recognized that mixed-use projects are likely to have a high lot coverage percentage, particularly when a parking structure is incorporated.

### Commercial Building Signs

- ❑ Commercial signs shall be scaled and designed to be appropriate to a pedestrian retail district, and limited to wall, awning, or pedestrian signs.

### Parking Structures and Parking Lots

- ❑ Parking garages shall be designed to incorporate a veneer of residential and/or commercial uses, as appropriate to the site, to help to buffer and visually mask the garage from public view along streets.
- ❑ Surface parking lots are generally discouraged and shall be designed incorporating landscape islands and screening utilizing appropriate year-round species and screening materials for walls and ornamental fencing. Large undifferentiated parking expanses are prohibited.

## Outdoor Lighting

- All outdoor lighting (both in the public realm and on private property) within the Aggieville Community Vision Plan area should be “full cutoff lighting” mounted in the horizontal position as it was designed for, which prevents direct view of the bulb and eliminates glare and excessive lighting. Low-intensity architectural lighting may be permitted.

# Appendix B: Campus-Edge Neighborhood

The Campus Edge Neighborhood was originally addressed in the 2005 Aggieville-Campus Edge Plan which is superseded by the Aggieville Community Vision Plan. This area is no longer in the focus of this plan update due largely to its fulfillment through the creation and implementation of the Urban Core Residential (UCR) Zoning District. However, relevant aspects of the plan for this area as identified in the 2005 Aggieville-Campus Edge Plan still remain, largely as it relates to design of the streetscape and the relationship between this district, Aggieville, and the KSU Campus. This section has been updated to reflect zoning changes in this area as per the proposed UCR District regulations identified in the 2015 update of the Manhattan Urban Area Comprehensive Plan. This plan also identified the aspirations for the streetscape and North Manhattan Avenue Corridor as this district develops over time.

## Existing Conditions

This sub-area consists of five blocks located north of Bluemont Avenue and east of N. Manhattan Avenue, east of the KSU Campus. It is located at the juncture of Bluemont and N. Manhattan Avenues, which are major thoroughfares that provide access to the two significant community focal points of Aggieville and the KSU Campus.

The Campus Edge Neighborhood is part of the older well-established grid street neighborhoods of the community. Most of the lots in this sub-area back onto an alley, which provide rear vehicular access to properties, and accommodate the utilities serving the

neighborhood. Residential structures are generally set back providing open space in the front yards along tree-lined streets. The sub-area contains a variety of uses with some single-family homes and duplexes, however they are mostly apartment buildings and single-family structures that have been converted into multiple-occupancy student rental properties. The site of a Planned Unit Development eight-story apartment condominium building, the Campus Bridge Lofts, is also in this area, along



*Figure B.1: Urban Core Residential Area, Highlighted in Purple.*

with uses associated with Kansas State University (Brockman House and Leadership House) and the UFM Community Learning Center.

Conversions of remaining single-family homes to multi-family rental structures have occurred because of its proximity to the K-State Campus and the demand for rental properties in this area. Many of the existing structures have become marginal and are in need of renovation or replacement through redevelopment.

## Conceptual framework

### Issues

Future redevelopment and intensification should be sensitive to both the KSU Campus' design and architecture and the traditional neighborhood character of the setting, while recognizing Bluemont and N. Manhattan Avenue's function as important entry corridors to the community.

### Recommendations

- **Context:** Create a high-density residential neighborhood edge, which incorporates site and building design elements that enhance the public streetscape and complement the KSU Campus.
- **Livability:** Site buildings at a scale that provides high-quality, functional, and livable outdoor spaces that enhance the use of the building, the streetscape, and the surrounding neighborhood.
- **Character:** Building architecture should be sensitive to the setting and utilize timeless design that will not become outdated, or appear out of place.

## Land Use

### Issues

The current zoning requirements provide limited control over height and massing along the major streets.

The existing site and building design standards were developed as generic standards for the Multi-Family Redevelopment Overlay District, M-FRO, which apply to the larger redevelopment area. The sub-area's high visibility and relationship to the K-State Campus and Aggieville justify a more sophisticated set of site and building design standards for this campus edge neighborhood.

### Recommendations:

- **Zoning:** Create and implement a zoning district to include site and building design compatibility standards that would guide and further enhance residential redevelopment projects adjacent to the K-State Campus and the Aggieville commercial area.
- **Building Height:** Allow buildings up to 8 stories tall.
- **Building Design:** Encourage human-scale architectural detailing and interest in new building design particularly along N. Manhattan Avenue. Urban design issues, such as mass, scale, texture, openings to the street, relationship to the pedestrian, quality landscaping and land use should be fully considered in the design of new structures.
- **Use:** Encourage the development of a mix of housing stock including mid to high-rise apartments and row houses and

townhouses. Allow mixed-use development fronting only on North Manhattan Avenue, with limitations to the location, scale, and use of commercial space, not to duplicate or be an extension of Aggieville.

- **Parking:** Consider the feasibility of a combination of parking garages, on-street parking, reduced parking requirements, parking reduction incentives, and a “shared” or “unbundled” parking strategy to minimize the need for costly parking in the area. Provide screening at the perimeters of all existing and future surface parking lots. Break up large parking areas through the strategic use of landscaping to create smaller, less obtrusive parking lots. The parking permit system should be revisited.
  
- **Preservation:** There are several buildings of varying age and architectural style, which are strong assets of the streetscape along North Manhattan Avenue. These buildings contribute to the unique character of this area, and should be considered for preservation (UFM building, 1221 Thurston Street; and the buildings at 914, 918 and 1120 N. Manhattan Avenue and 1230 Thurston Street).
  
- **Setbacks:** Spatially define the streetscape by placing buildings as close as ten feet to the front property line along N. Manhattan and five feet along side streets (see *Figures B.1 and B.2*).



Figure B.2: Urban Core Residential Model

## Street Space & Public Realm

### Issues

Many of the infill structures have setbacks, mass, scale, façade orientation, site layout and architectural characteristics that do not relate in a complementary way to the adjoining public street space.

East-west pedestrian flow from the Campus Edge Neighborhood to the KSU Campus must be accommodated for.

Pedestrians are uncomfortable crossing arterials and collectors because of the large right-of-way widths and the speed and volume of vehicular traffic.

Frequent curb cuts and turning movements that bring vehicles across the pedestrian space interrupt the continuity of the walking experience and reduce both pedestrian and vehicular safety.

### Recommendations

- **Building Design:** For street-facing building façades, provide human-scale and visual interest through change in plane, contrast, and intricacy in form, color, and materials.
  
- **Streetscape:** Enhance the streetscape and pedestrian environment through use of trees, quality-landscaped areas, courtyards,

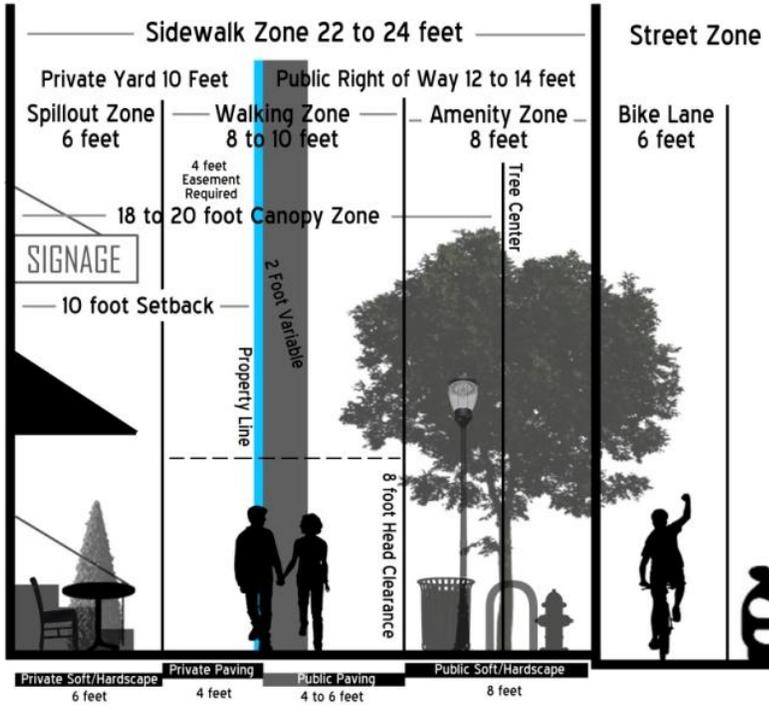
street furnishings, and lighting (*see Figures B.1 and B.2*).

- **Entrances:** Building façades should address the public realm and be inviting to the pedestrian through use of appropriately scaled architectural elements that frame the front door entrance.
- **Access:** Prohibit new curb cuts on N. Manhattan Avenue and side streets. Access to parking shall be provided from alleys.
- **Street Pattern:** Maintain the grid pattern of streets and alleys to reinforce the traditional block pattern and the existing urban fabric. It is recognized that some alleys may need to be vacated in the Campus Edge Neighborhood to accommodate larger multiple family building projects and parking structures.
- **Site Arrangement:** Design and arrange sites with pedestrians and cyclists in mind and not just cars.
- **Circulation:** Maintain N. Manhattan Avenue, Bluemont Avenue and N. 11th Street as main vehicular circulation routes. Consider warranting four-way stops along 12<sup>th</sup> Street as development may inhibit visibility.
- **Bicycles:** Continue to implement the recommendations of the Bicycle and

Pedestrian Advisory Committee and refer to the recommendations contained in the *Manhattan Area Transportation Strategy (MATS)*. Require bicycle parking as part of developments.

- **Transit:** Integrate fully furnished fixed route transit stops to serve the dense population in this area.
- **Walkability:** Enhance pedestrian safety and create greater awareness of pedestrian crossing zones throughout the area and across N. Manhattan Avenue by considering:
  - *Shortening pedestrian crossing distances; bulb-out curb lines at intersections and creating pedestrian refuges.*
  - *Emphasizing pedestrian crossings through use of colored and/or textured paving.*
  - *Studying the need for full signalization at intersections as pedestrian and automobile traffic increase.*
  - *Increasing the widths of sidewalks to accommodate pedestrian movement along N. Manhattan Avenue and side streets.*

## North Manhattan Avenue UCR Streetscape Guide



*Crosscut of Ideal Sidewalk Zone along North Manhattan Avenue (Figure B.3, Above) and Side-Streets (Figure B.4, Below) in the Campus Edge Neighborhood.*

## UCR Side Streetscape Guide

