

# **VISIONS in the VILLE**

**Looking Toward the Next 125 Years**

## **Volume 2: Design Proposals**

Design proposals for Aggieville by Kansas State  
University landscape architecture students

Edited by  
**Blake Belanger and Howard Hahn**



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LANDSCAPE ARCHITECTURE  
/ REGIONAL & COMMUNITY PLANNING

THE COLLEGE of  
ARCHITECTURE, PLANNING & DESIGN // K-STATE

**Visions in the Ville:**

**Looking Toward the Next 150 Years**

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**Kansas State University. College of Architecture, Planning and Design, Department of Landscape Architecture and Regional & Community Planning, LAR 646 Community Planning and Design Studio**

**Book design and organization by Elizabeth Decker, Lauren Heermann, Jared Sickmann, and Libby Tudor  
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Wednesday, July 23, 2014

## Students share visions for future of Aggieville

Bryan Richardson  
[brichardson@themercury.com](mailto:brichardson@themercury.com)

Kansas State University students made presentations to the city commission Tuesday about the future of Aggieville.

Contrary to a certain stereotype, these students weren't concerned about adding bars and restaurants but finding ways to better diversify the district.

According to the students' gathered data, 53 percent of Aggieville is bars and restaurants, compared to 23 percent of Massachusetts Street in Lawrence, 25 percent of Pearl Street in Boulder, Colo., and 23 percent of The District in Columbia, Mo.

"While that's a unique identity, it's not as holistic in terms of what other comparable districts offer," said Beth Krehbiel.

The students' presentations were a part of a summer project for the Community Planning and Design Studio class. They said Aggieville lacks urban residential options and has needs for parking and civic space.

Krehbiel spoke about Aggieville's potential as a city-wide hub.

"There's a lot of money surrounding Aggieville, and Aggieville itself in terms of public investment hasn't really been developed in the last 20 years," she said.

Richard Dean Prudenti said his group's project would enhance Aggieville's outdoor experiences through 12th Street becoming more pedestrian friendly, realigning Laramie Street for a direct connection between 11th and 14th streets and creating a prome-

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## Students share visions for future of Aggieville

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nade with the vacated street portion, and expanding Triangle Park.

"It keeps in mind a greater goal, which is connecting Aggieville to the surrounding areas, so it becomes a link between existing and new outdoor spaces," he said.

Jared Sickmann said his group focused on building upward with higher-density housing, offices, mixed-used buildings and parking in Aggieville.

"This expansion and densification of Aggieville is one option in supplementing Manhattan's anticipated growth, and gives prospective residents a place to live, work and play," he said.

Associate professor

Blake Belanger said, "We are really hoping the work we did this summer will help push the dialogue forward about Aggieville."

Commissioners said they appreciated the presentation particularly with the current work being done with Manhattan Area 2035, an update of the Manhattan Urban Area Comprehensive Plan and the Manhattan Area Transportation Strategy.

### Flint Hills Discovery Center

Fred Goss, Flint Hills Discovery Center director, shared the center's vision for improving revenue Tuesday to the city commission.

The center had an

\$86,434 operational deficit in 2013 and could face the same in 2014 based on year-to-date numbers.

For the 2015 budget, the commission suggested transferring a projected \$77,881 in excess transient guest tax revenue to the center. This suggestion came because commissioners didn't support a half-cent increase to the 6 percent guest tax.

The center will also turn its part-time public program coordinator into a full-time position.

Goss said revenue is growing for the center. He said education programs revenue at the midway point in 2014 has already exceeded all of 2013.

Goss said 25 percent of the center's revenue comes from admissions

revenue.

"That's where the growth really can probably come the most consistently," he said.

The Discovery Center will also offer new corporate and individual membership levels, something Goss said he identified as an area of potential growth when he first came to the center in May 2013.

"That also has in fairly short order — two to three years — has a very good potential to be another growing revenue stream for us," he said.

Mayor Wynn Butler said the center is heading in the right direction.

"The goal is we really need to make this thing at least break even...so we don't have to tinker with that tax," he said.

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# **Introduction and Studio Overview**

**Professors Blake Belanger and Howard Hahn**

# Introduction and Studio Overview

## Studio background, project summaries, and recommendations

Professors Belanger and Hahn introduce the studio challenge, identify the primary dilemmas and questions that emerged through the students' research, summarize each studio project, make recommendations for a Moro Street retrofit, and present some ideas for first steps.

This year Aggieville is celebrating its 125th anniversary, the City of Manhattan is revising its comprehensive plan, and the Aggieville Business Association is ready to look toward the future. Although the district is thriving in certain respects, there is uncertainty for the future. The city's population is projected to grow by 30% over the next 20 years, housing preferences are changing, emerging businesses are locating in Manhattan, and NBAF will begin operating soon. There has recently been significant development Downtown – in Manhattan's "other" urban business district – including a conference center, hotels, restaurants, and multi-family housing. Now is an ideal moment to consider Aggieville's past, evaluate current conditions and cast a gaze toward what lies ahead. Visibility, identity, business mix, parking conditions, civic space, and quality of urban amenities are all critical issues that shape people's experiences and perceptions of Aggieville. Thus the question becomes: what planning and design strategies might shape a unique identity for Aggieville, building on its historic foundation, understanding its current place in time, and looking toward the future?

This book, *Visions in the Ville: Looking Toward the Next 125 Years Volume 2*, presents ideas for stimulating dialogue about the future of Aggieville. The planning and design proposals build upon research created through a process called Critical Mapping, presented in *Visions in the Ville: Looking Toward the Next 125 Years Volume 1*. Fourteen mid-level landscape architecture students in an intensive 8-week Community Planning and Design studio completed both volumes during the summer of 2014. The studio was co-led by Associate Professor Blake Belanger and Associate Professor Howard Hahn. The project would not have

been possible without our local community partners: the Aggieville Business Association, particularly Aaron Apel of Big Poppy Bikes, and the Manhattan Chamber of Commerce, particularly Trent Armbrust. We'd also like to acknowledge the participation of many stakeholders through the process, including City Commissioner Rich Jankovich.

In this section, the Introduction and Studio Overview, we first outline the most salient dilemmas and research questions that emerged through critical mapping and stakeholder discussions. Next we briefly summarize the five planning and design proposals that emerged through the studio, identifying strategies that we believe have the greatest potential, and provide a comparative analysis of some key redevelopment metrics. Since Moro Street is critical to the identity and economic success of Aggieville, we summarize project strategies for streetscape improvements, and present an alternative not articulated in any of the projects. Finally, we look toward the future by suggesting some low-cost and attainable first steps for improving conditions in Aggieville.

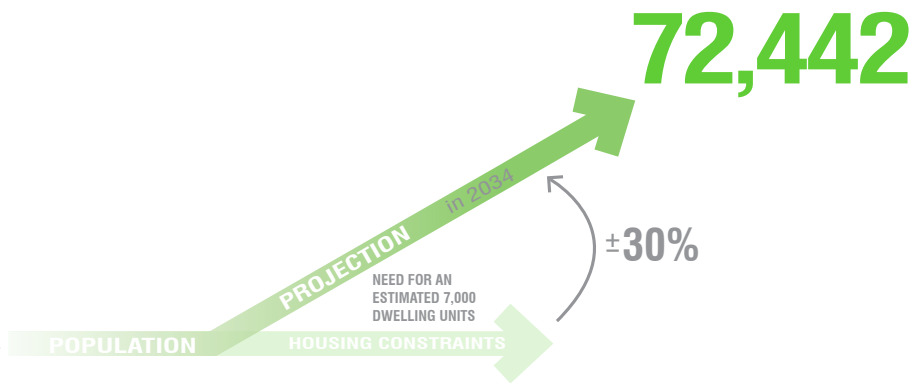
## Primary Dilemmas and Research Questions

### Manhattan Population Projections and Housing

Over the next 20 years, Manhattan's population is expected to grow by more than 16,000 people (Credit 2014). Using an average of 2.3 people per household, Manhattan needs roughly 7,000 new dwellings to accommodate the anticipated growth (Fig 0.1). Where will the new

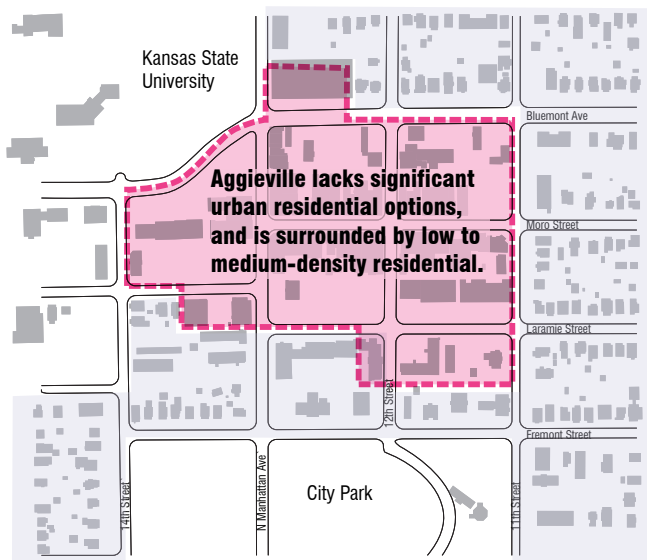
# 20 YR MANHATTAN POPULATION PROJECTION

56,668 city of MANHATTAN in 2014



**Figure 0.1: Manhattan’s population is expected to increase.** (Krehbiel, Holzum, Tudor 2014. Source: Credit 2014)

housing be located? Surely some development will continue to push the suburban fringe further into the prairie, however many people may wish to live in the city, particularly urbanites recruited by emerging Manhattan companies like CivicPlus, or those affiliated with NBAF. Manhattan’s projected population change, roughly a 30% increase, will be occurring over a period when housing preferences are shifting away from suburban single-family homes, and toward smaller dwellings within walking distance of jobs, services, park space, and cultural activities (Nelson 2009). The demand for higher-density housing close to restaurants, jobs, and other services is evident by recent multi-family development in Downtown Manhattan. Very few people currently live in Aggieville, and the surrounding neighborhoods are low to medium density housing (Fig 0.2). **How can Aggieville accommodate some of Manhattan’s projected population growth through medium-density and high-density housing? What are planning and design strategies for organizing residential buildings while also supporting the needs for parking, a diverse mix of businesses, and civic space?**



**Figure 0.2: Aggieville lacks housing options.** There is an opportunity to provide residential options in and around Aggieville (Belanger 2014).

## Aggieville’s Business Mix

The identity of Aggieville has changed over the last 125 years. At one time, the district was understood to be a mixed-use business district with a few bars and restaurants. Today, the business mix has shifted to be predominantly eating and drinking establishments, with 53% of businesses being bars or restaurants that serve alcohol. Illustrated in Figure 0.3, Aggieville currently has double the percentage of drinking establishments of similar business districts in the college towns of Boulder, CO (Pearl Street), Lawrence, KS (Massachusetts Street), and Columbia, MO (The District) (Wilson 2014). **What types of businesses and land uses would complement the current mix to provide a more well rounded business district? What local or regional attractions might be considered?**



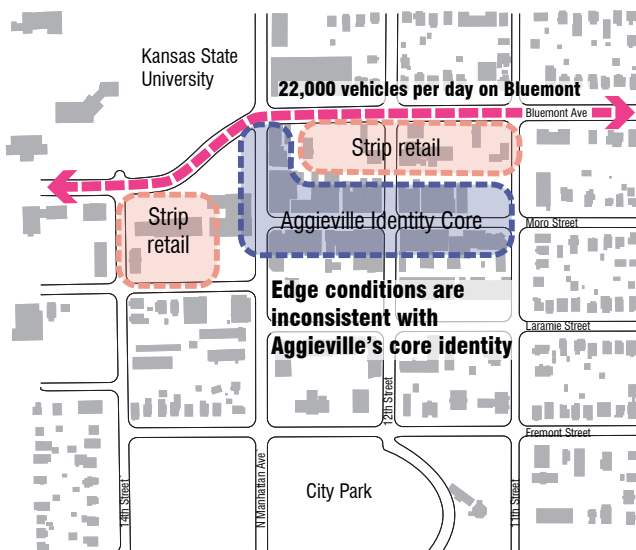
**Figure 0.3: Aggieville is heavy on bars.** Relative to business districts in three other college towns, Aggieville has about double the bars and restaurants (Wilson 2014).

## Aggieville's Visibility

With one of the highest traffic volumes in the city at over 22,000 vehicle trips per day, Anderson/Bluemont Avenue provides the greatest degree of visibility for Aggieville (Fig 0.4). Despite this opportunity (or perhaps because of it), the outward appearance along this corridor is unrepresentative of Aggieville's central identity.

The physical character of the built environment varies across Aggieville. The district's most iconic area, the two blocks of Moro Street between N Manhattan Avenue and 11th Street is characterized by one to three-story buildings with narrow footprints and densely packed storefronts supporting entries to over 40 businesses. Just across the alley to the north, along Bluemont Avenue, the physical form is radically different, characterized by expansive parking lots and strip-mall businesses including a gas station, car wash, Arby's, and a convenience store. Similarly, the northwestern-most corner of the district, the intersection of 14th Street and Anderson Avenue, is occupied by buildings set back from the street with the majority of space dedicated to vehicular parking. Another convenience store, gas station, a Burger King, and a one-story strip retail building – all foregrounded with parking lots – are visible from Anderson Avenue.

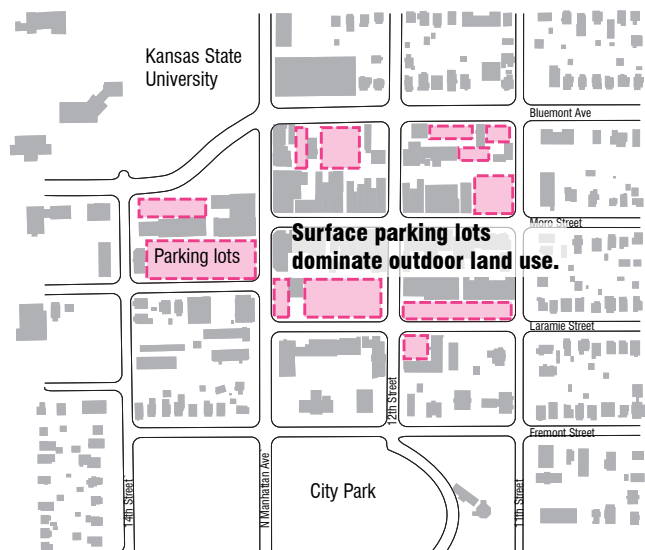
Aside from a brief glimpse of Aggieville's memorable character at the intersection of N Manhattan Avenue and Bluemont Avenue (Coca Bolo's, Rock-A-Belly, etc), the outward identity of Aggieville is a roadside convenience strip center. **What transformations along Anderson/Bluemont Avenue would provide a stronger identity for Aggieville?**



**Figure 0.4: Convenience character along Bluemont.** There is an opportunity to improve Aggieville's identity along Anderson/Bluemont (Belanger 2014).

## Parking

Surface parking lots dominate ground area in Aggieville, yet business owners share a common concern that parking is inadequate (Fig 0.5). Including streets, alleys, and parking areas, fully 55% of Aggieville is dedicated to vehicles and only 10% to pedestrians (Prudenti 2014). However, if the same square footage of building space were in a suburban location, the existing 904 parking stalls would provide only 63% of the required parking (Heerman 2014). It's reasonable to expect that new residential housing in Aggieville will increase pedestrian activity, but people living outside walking distance will still likely want to drive and park. Therefore any type of redevelopment in Aggieville will necessitate providing additional parking to support increased population, employees, local customers, and out-of-town visitors. **How can unobtrusive parking be accommodated in Aggieville to provide convenient access to existing and future residences and businesses?**



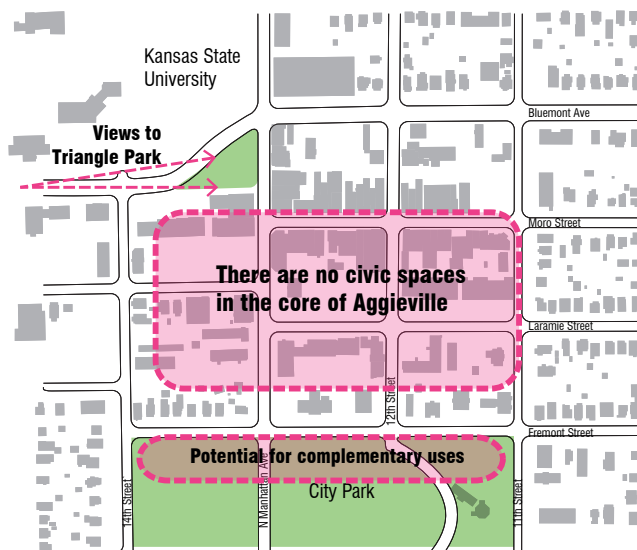
**Figure 0.5: Parking lots dominate.** Surface parking presents opportunities for redevelopment, but adequate parking is needed to serve Aggieville's businesses. (Belanger 2014)

## Civic Space

Triangle Park, located at the intersection of N Manhattan Avenue and Anderson Avenue, is the only dedicated civic space in Aggieville. High traffic volume on Anderson Avenue diminishes the experience of being in the park, and creates an unsafe edge for families with small children. Park amenities include benches, sidewalks, a pergola, and some trees, but the spatial organization doesn't easily accommodate gatherings or events. Additionally, the park is visually aligned with eastbound traffic on Anderson Ave, and is the first glimpse of Aggieville from the west (Fig 0.6). **How could Triangle Park be redesigned to become a comfortable and safe outdoor space appropriate for leisure and community gatherings? How could Triangle Park help create a stronger identity for Aggieville?**

City Park is located immediately south of Aggieville and presents opportunities for community amenities that could strengthen the district. Currently, the gravel City Park parking lot aligned with N Manhattan Ave provides overflow parking during Aggieville's peak hours, and the outdoor band shell is close enough that concert-goers can easily walk to restaurants and bars in Aggieville (Fig 0.6). **What improvements to City Park would enhance connections across Freemont St and complement uses in Aggieville?**

With Triangle Park and City Park located on the edges of Aggieville, there is no centrally located civic space (Fig 0.6). A public plaza or small park with inviting amenities such as shade, comfortable seating, interactive water features, creative play areas, and flexible use areas (to name a few), could provide a destination for families and help contribute to Aggieville's identity. The space could be used for gathering during events, and provide a place for leisure activities. **How might new civic space be introduced into central Aggieville to support businesses, attract a diverse mix of visitors, and improve Aggieville's identity?**

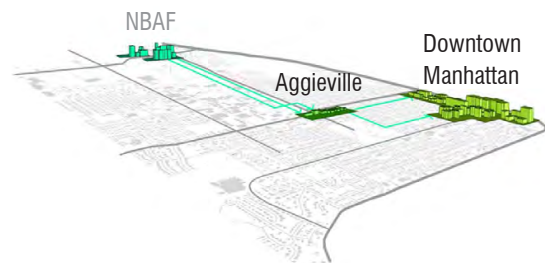


**Figure 0.6: Civic space is currently on the edges.** Renovating Triangle Park and/or City Park presents opportunities on the edges of Aggieville, while introducing a centrally located space would provide a new Aggieville destination. (Belanger 2014)

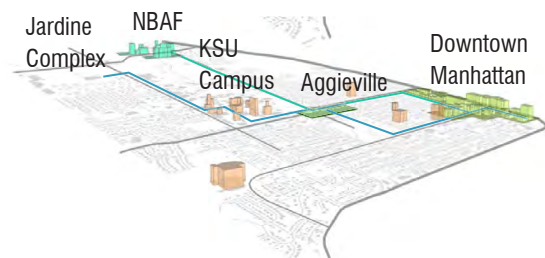
## Summary of Studio Proposals

### Context and Connections

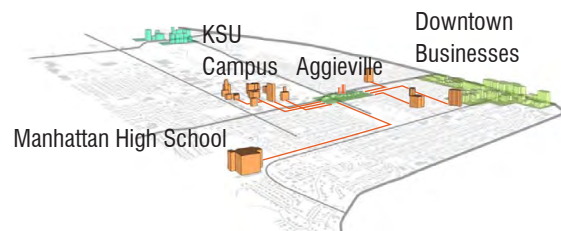
With a goal studying Aggieville's role within the context of the City of Manhattan and Kansas State University, *Context and Connections* looks at leveraging investments, transportation connections, and community partnerships (Figs 0.7-0.9). Focusing on local and national trends in employment, housing preferences, and urban redevelopment patterns, the group makes recommendations for greater housing and business density in Aggieville and Downtown. These two districts, along with the K-State main campus and Jardine Complex, would be more strongly connected through a dedicated shuttle system and strategically implemented bike share program. The group further calls for partnerships between university programs and stakeholders to establish a mutually beneficial academic and university-affiliated entrepreneurial presence in Aggieville. The group foresees Aggieville as a citywide hub for permanent residents, students, tourists, and business visitors.



**Figure 0.7: Leveraging Investments.** With recent investments in NBAF and Downtown Manhattan, Aggieville is well positioned for redevelopment. (Krehbiel, Holzum, Tudor 2014)



**Figure 0.8: Creating Connections.** Providing strategic connections to key destinations for residents and visitors would provide a framework for growth. (Krehbiel, Holzum, Tudor 2014)

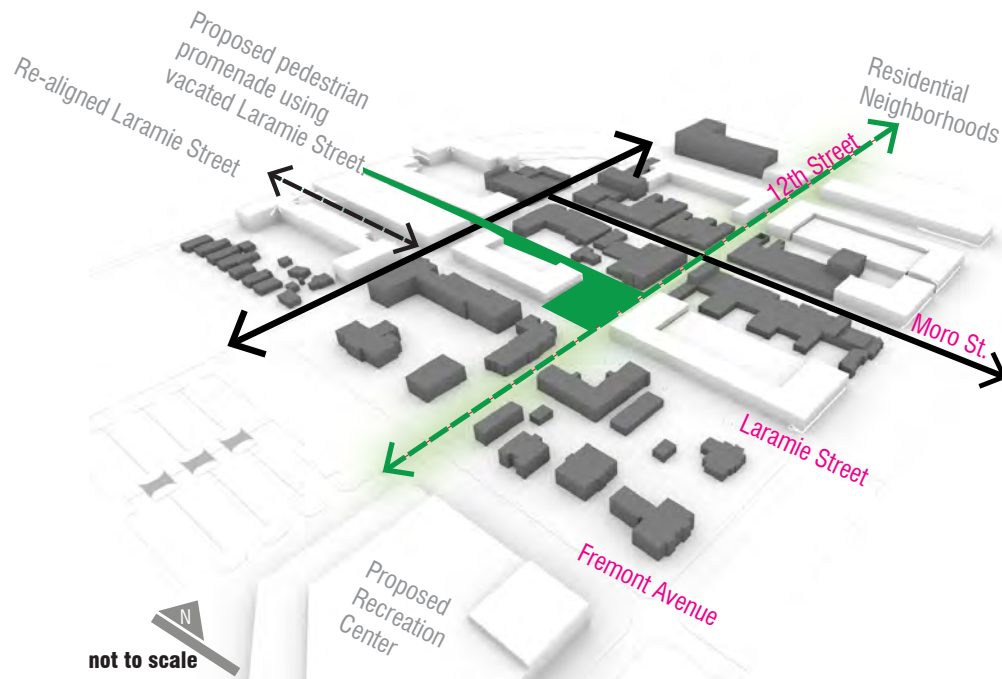


**Figure 0.9: Building Partnerships.** Aggieville could attract more diverse demographics by partnering with K-State and local K-12 schools to showcase student work. (Krehbiel, Holzum, Tudor 2014)

### Anchor to Anchor

Primarily focused on making connections between improved outdoor spaces, *Anchor to Anchor* presents a vision for a modest increase in Aggieville development. The project is framed around three big moves: realigning the jog in Laramie Street, improving the connectivity and pedestrian experience on 12th Street, and improving civic space by redesigning Triangle Park, adding amenities to City Park, and introducing a new park and pedestrian promenade (Fig 0.10). The Laramie Street realignment would allow more direct vehicular access to Aggieville

from the west, and the vacated right-of-way would become a tree-lined pedestrian promenade through the heart of Aggieville (Fig 0.11). The group's proposed improvements to City Park and 12th Street would provide safer and more direct access to the residential neighborhoods to the north, and more strongly anchor Aggieville to amenities in City Park. Through safety and aesthetic considerations, Triangle Park is imagined as a comfortable gathering place at Aggieville's front door.



**Figure 0.10: Realigning Laramie Street.** *Anchor to Anchor* proposes realigning Laramie Street, replacing the street with a tree-lined pedestrian promenade, introducing a park in the core of Aggieville, and strengthening north-south connections. (Prudenti 2014)

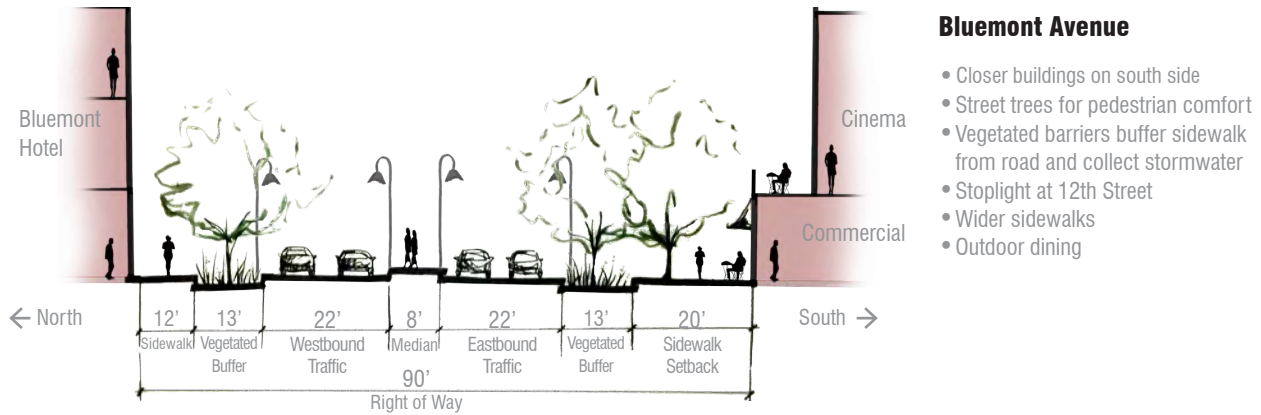


**Figure 0.11: Larimer Promenade (looking west).** The promenade would feature a protected pedestrian route, tree plantings, outdoor seating, and retail opportunities. (Rostek & Balderston 2014)

## Beginning with Bluemont

This project looks to improve the outward identity of Aggieville by transforming Bluemont Avenue into a safe and comfortable pedestrian-oriented street environment (Fig 0.12). The redesign will continue to accommodate high volume vehicular traffic, but at a slower rate of speed. By improving the pedestrian experience on N Manhattan Avenue and adding a civic space at Laramie Street, the plan proposes strengthening connection between campus, Aggieville, and City Park.

A redesign for Triangle Park proposes a physical separation from Anderson Ave, creating a safe and comfortable environment for gatherings and outdoor music (Fig 0.13). The proposal introduces an iconic landmark aligned with the Anderson Avenue sight line that announces Aggieville and strengthens its identity. By transforming existing surface parking lots into residences, businesses, and parking structures, the project significantly increases population density in the district.



**Figure 0.12: Brave new Bluemont.** Street cross section illustrating a vision for Bluemont Avenue as a pedestrian-oriented street. (Albracht, Heermann, Wilson 2014)

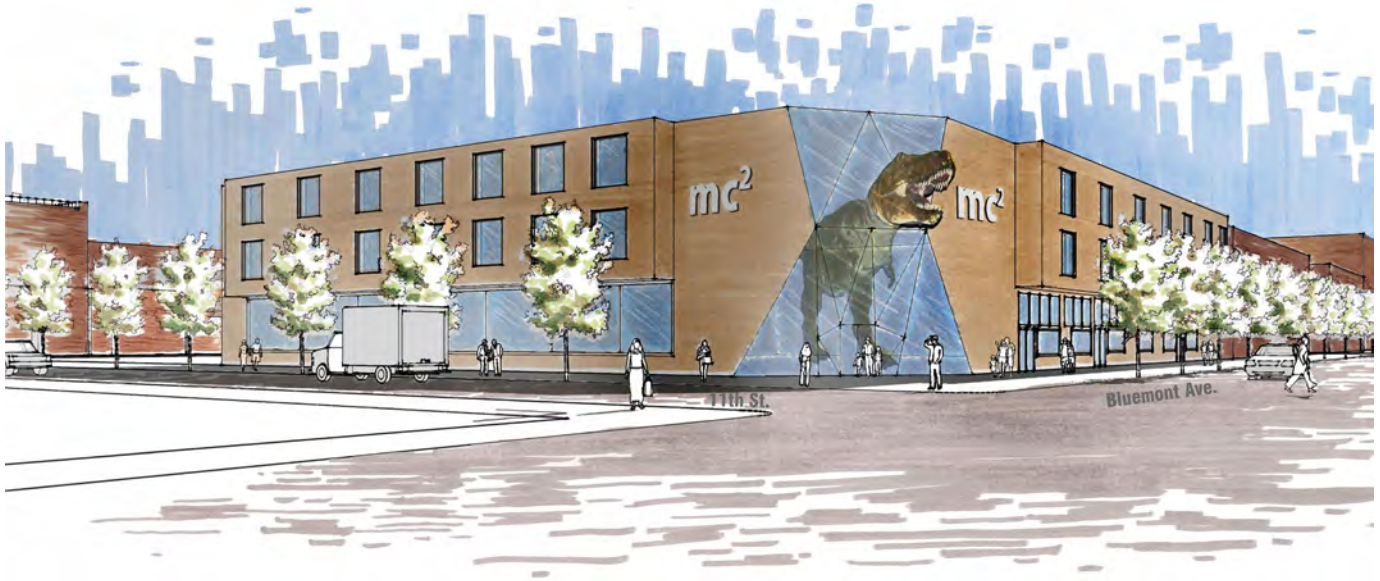


**Figure 0.13: Triangle Park as iconic gathering place.** *Beginning with Bluemont's* Triangle park renovation proposes removing the short street segment north of Varneys, and recommends introducing a protective edge along Anderson/Bluemont Avenue, an event space, and an iconic landmark. (Heermann, Wilson 2014)

## Daring to Densify

Daring to Densify imagines Aggieville as a thriving 24/7 live, work, and play district. The project introduces a technology center for local gamers to gather, and an interactive creative center for local and regional schools and families (Fig 0.14). In addition to promoting new attractions, the project proposes high-density residential living, office space for

emerging local businesses, and ample structured parking (Fig 0.15). The proposal recommends maintaining existing building heights along Moro Street, but encourages taller buildings, up to 8 stories, on the north and south edges of the district.



**Figure 0.14: Regional attraction for Aggieville.** Modeled after the St. Louis City Museum, the Manhattan Creative Center would provide interactive exhibits and promote creativity for local and regional visitors. (Kline, Sickmann, Ruskamp 2014)



**Figure 0.15: Ambitious program.** *Daring to Densify's* proposal involves the highest increase in residential units, commercial space, and structured parking ((Kline, Sickmann, Ruskamp 2014)



## Beyond the Proposal

The fifth group explores experiential aspects of transforming Aggieville. Highly expressive and supportive of the other studio projects, they use visual techniques of photomontage, cartoons, and poster art. With the intent of appealing to general audiences and opening dialogue, they embrace a graphic style allowing sophisticated planning and design ideas to be read easily. Their work is presented in three “acts.” Act 1 uses abstract images to visually bridge between present conditions and

the studio’s visions for the future (Fig 0.16), as well as explores how poster art might activate people’s imagination (Fig 0.17). Act 2 uses cartoon graphics to challenge audiences’ perceptions and status quo. Act 3 presents a series of advertising posters for potential future events in Aggieville. Most notably, the team imagines an event called “Fake Patio Day,” a family-oriented festival that transforms Moro Street into a temporary collection of patios for eating, playing, and relaxing.



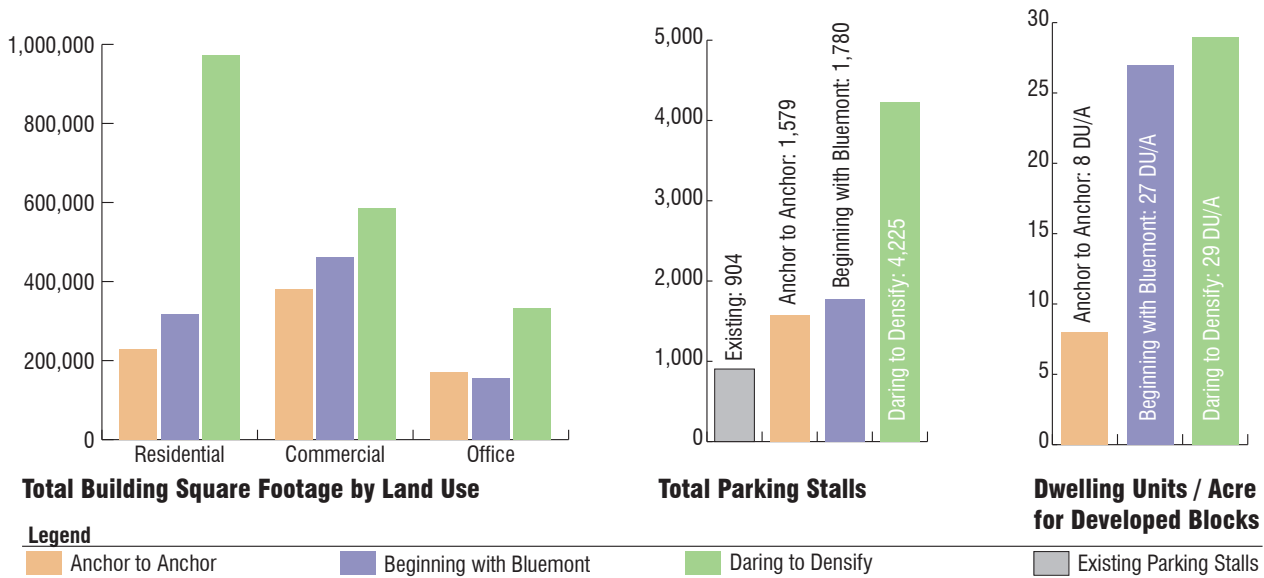
**Figure 0.16: Parking lot or park?** Conceptual image illustrating how an existing parking lot could become a park. (Linger, Moore 2014)



**Figure 0.17: Evoking ideas.** *Beyond the Proposal* uses dreamlike images to explore how event posters might inspire people’s imaginations. (Linger, Moore 2014)

## Comparing Key Aspects of the Proposals

Total enclosed building area, parking accommodations, and residential density are important considerations for any redevelopment project. The three urban design proposals that emerged in the studio provide alternatives, with *Daring to Densify* proposing the most ambitious plan in all three categories (Fig 0.18).



**Figure 0.18: Studio proposals present alternative development intensities.** Comparative analysis of *Anchor to Anchor*, *Beginning with Bluemont*, and *Daring to Densify*. (Belanger 2014)

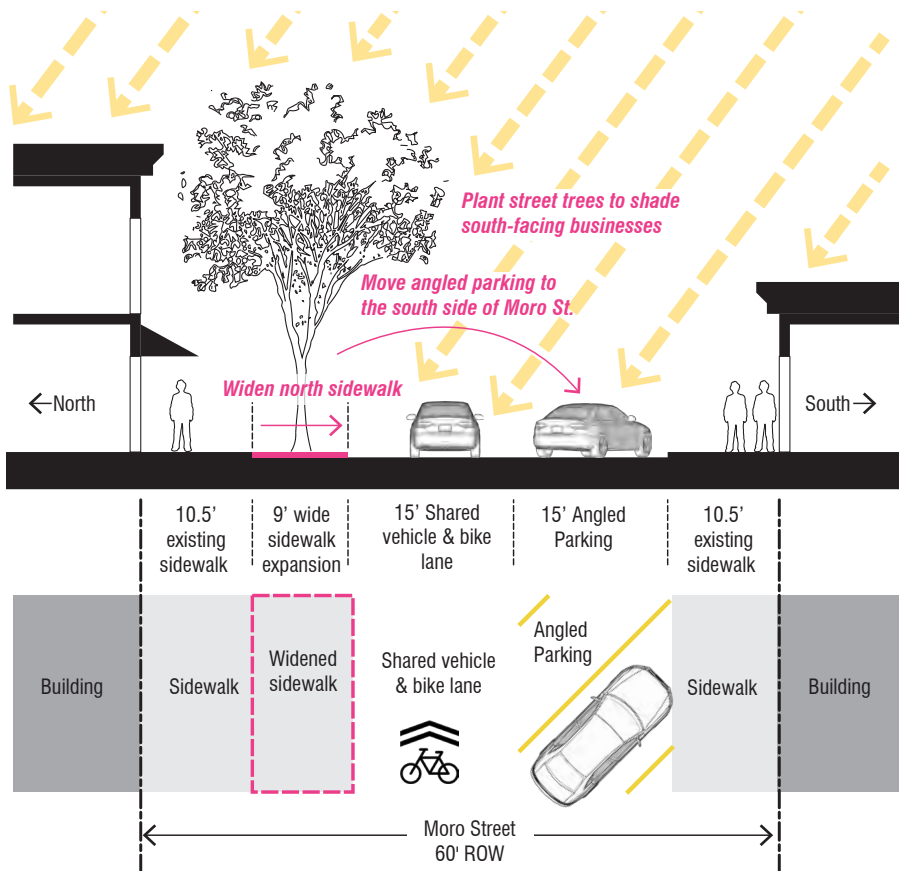
## Moro Street Recommendations

Moro Street is at the core of Aggieville and is central to the district’s identity. A primary dilemma is improving narrow and degraded sidewalks lacking amenities such as café seating, street trees, and trash bins. To accommodate these features, the sidewalks would need to be widened. Assuming buildings should remain in their current alignment and a vehicular drive lane should be maintained, the only way to expand the sidewalks is to remove all or some angled and/or parallel parking stalls. Removing parking stalls directly contradicts one of the most common concerns among business owners: there isn’t adequate parking in Aggieville. Is there a compromise? There are currently 45 angled stalls on the north side of Moro Street, and 28 parallel stalls on the south side.

*Anchor to Anchor* suggests adding street trees and plantings to the sidewalks by eliminating the angled parking stalls and providing parallel parking in banks that alternate on each side of the street. *Beginning with Bluemont* provides two alternative treatments for Moro Street, both of which include street trees and eliminate the angled parking stalls. *Daring to Densify* recommends eliminating the angled parking to widen the north sidewalk and adding street trees to both sides of the street. The parallel stalls on the south side would remain, but a removable deck

would be placed over the stalls during the summer season to effectively expand the south sidewalk for seating.

While each project’s ideas are valuable for exploring alternatives, they have one strategy in common: they eliminate angled parking and significantly reduce the number of stalls on Moro Street. The question of how to best treat Moro Street must focus on the tension between improving the pedestrian experience while also providing a reasonable amount of parking. Professors Belanger and Hahn propose a compromise that maintains the majority of existing parking stalls and also significantly improves the pedestrian experience and identity along Moro Street. The idea is simply to move the existing angled parking stalls from the north side of Moro to the south side, and expand the north sidewalk 9 feet into the right-of-way, where the angled stalls currently exist (Fig 0.19). The proposal maintains roughly two-thirds of Moro Street’s on-street parking, and also accommodates space for café seating beneath street trees, temporary business signage (such as sandwich signs), waste bins, and other streetscape amenities. Because the existing sidewalk is cracking and degraded with uneven surfaces, we suggest repaving all sidewalks as part of the north sidewalk expansion.



**Figure 0.19: Faculty proposal for retrofitting Moro Street.** Our Moro Street recommendation replaces the existing parallel parking stalls with an expanded sidewalk for street trees, café seating, and other streetscape amenities. (Belanger, Hahn 2014)

## First Steps

Speaking with business owners and other stakeholders throughout the studio process, it became evident that people are motivated to improve Aggieville, they're just not sure how. While the proposals presented here give long-term visions for the future, there are some short-term and low-cost strategies that can serve as early wins and generate momentum in the community.

- Clean up the alleys, potentially using one or more strategies presented in *Visions in Ville Volume 1*, Section 4. The highest priority is to address the visual clutter and odor of commercial dumpsters.
- Provide more seating and waste bins, potentially through a Moro Street renovation as outlined above, or through strategies identified in *Visions in the Ville Volume 1*, Sections 4 and 5.
- Repave walkways to improve safety, aesthetic quality, and identity.
- Provide more bicycle parking throughout the district.
- Program fun activities that cater to a diversity of people, particularly daytime activities attractive to families

## Conclusion

We hope *Visions in the Ville: Looking Toward the Next 125 Years Volume 2* presents some ideas that might inspire conversation about Aggieville. Maybe there are opportunities for some big moves, like realigning Laramie Street, bringing an interactive creativity center to Manhattan, or transforming Bluemont Avenue into a pedestrian-friendly shopping street. Maybe stakeholders can begin with less expensive and quickly attainable successes, such as reconfiguring alleyways to be safer, cleaner, and more pedestrian friendly. Perhaps people will talk about widening sidewalks and introducing street trees, or simply creating new family-friendly events like Fake Patio Day. With community engagement and strong leadership, Aggieville can change for the better in many ways. With the collection of ideas presented in the following chapters, as well as those presented in *Visions in the Ville: Looking Toward the Next 125 Years Volume 1*, we encourage advocates, stakeholders, leaders, decision-makers, and all interested residents to thoughtfully and deliberately move Aggieville toward the next 125 years.

## List of Figures

**Figure 0.1: Manhattan's population is expected to increase.** Krehbiel, Beth, Andrew Holzum, and Libby Tudor. 2014. "Fig 1.2 Manhattan Economic Trends" In *Visions in the Ville: Looking Toward the Next 125 Years*, edited by Blake Belanger and Howard Hahn, 2:18. Manhattan, KS: Kansas State University. Data source: Credit 2014.

**Figure 0.2: Aggieville lacks housing options.**

Belanger, Blake. 2014. "Aggieville lacks housing options." Findings source: summary of student research in *Visions in the Ville: Looking Toward the Next 125 Years*, edited by Blake Belanger and Howard Hahn, 1. Manhattan, KS: Kansas State University. Base map data source: Google Earth aerial photograph of Aggieville, Manhattan KS: 39d11'06.94"N, 96d34'28.40"W. Imagery Date: September 1, 2012. Accessed July 15, 2014. Building footprint data from Riley County GIS 2009, modified in 2014 by Visions in the Ville studio to reflect construction changes since 2009.

**Figure 0.3: Aggieville is heavy on bars.**

Wilson, Erin. 2014. "Study Area Business Composition." In *College town business composition: A comparison of Aggieville and three other college town districts*. Graduate seminar research paper, Kansas State University, 2014, 13.

**Figure 0.4: Convenience character along Bluemont.**

Belanger, Blake. 2014. "Convenience character along Bluemont." Findings source: summary of student research in *Visions in the Ville: Looking Toward the Next 125 Years*, edited by Blake Belanger and Howard Hahn, 1. Manhattan, KS: Kansas State University. Base map data source: Google Earth aerial photograph of Aggieville, Manhattan KS: 39d11'06.94"N, 96d34'28.40"W. Imagery Date: September 1, 2012. Accessed July 15, 2014. Building footprint data from Riley County GIS 2009, modified in 2014 by Visions in the Ville studio to reflect construction changes since 2009.

**Figure 0.5: Parking lots dominate.**

Belanger, Blake. 2014. "Parking lots dominate." Findings source: summary of student research in *Visions in the Ville: Looking Toward the Next 125 Years*, edited by Blake Belanger and Howard Hahn, 1. Manhattan, KS: Kansas State University. Base map data source: Google Earth aerial photograph of Aggieville, Manhattan KS: 39d11'06.94"N, 96d34'28.40"W. Imagery Date: September 1, 2012. Accessed July 15, 2014. Building footprint data from Riley County GIS 2009, modified in 2014 by Visions in the Ville studio to reflect construction changes since 2009.

**Figure 0.6: Civic space is currently on the edges.**

Belanger, Blake. 2014. "Civic space is currently on the edges." Findings source: summary of student research in *Visions in the Ville: Looking Toward the Next 125 Years*, edited by Blake Belanger and Howard Hahn, 1. Manhattan, KS: Kansas State University. Base map data source: Google Earth aerial photograph of Aggieville, Manhattan KS: 39d11'06.94"N, 96d34'28.40"W. Imagery Date: September 1, 2012. Accessed July 15, 2014. Building footprint data from Riley County

GIS 2009, modified in 2014 by Visions in the Ville studio to reflect construction changes since 2009.

**Figure 0.7: Leveraging Investments.**

Holzum, Andrew. 2014. "Figure 1.19: Economy, Partnership, and Connections Layered" In *Visions in the Ville: Looking Toward the Next 125 Years*, edited by Blake Belanger and Howard Hahn, 2:26-27. Manhattan, KS: Kansas State University.

**Figure 0.8: Creating Connections.**

Holzum, Andrew. 2014. "Figure 1.19: Economy, Partnership, and Connections Layered" In *Visions in the Ville: Looking Toward the Next 125 Years*, edited by Blake Belanger and Howard Hahn, 2:26-27. Manhattan, KS: Kansas State University.

**Figure 0.9: Building Partnerships.**

Holzum, Andrew. 2014. "Figure 1.19: Economy, Partnership, and Connections Layered" In *Visions in the Ville: Looking Toward the Next 125 Years*, edited by Blake Belanger and Howard Hahn, 2:26-27. Manhattan, KS: Kansas State University.

**Figure 0.10: Realigning Laramie Street.**

Prudenti, Richard. 2014. "Figure 2.6: Improving Bicycle and Pedestrian Connections." In *Visions in the Ville: Looking Toward the Next 125 Years*, edited by Blake Belanger and Howard Hahn, 2:41. Manhattan, KS: Kansas State University.

**Figure 0.11: Larimer Promenade (looking west).**

Roskek, Andrew and Allison Balderston. 2014. "Figure 2.13: Realign and Recreate" In *Visions in the Ville: Looking Toward the Next 125 Years*, edited by Blake Belanger and Howard Hahn, 2:44. Manhattan, KS: Kansas State University.

**Figure 0.12: Brave new Bluemont.**

Albracht, Ryan, Lauren Heerman, and Erin Wilson. 2014. "Figure 3.7: Lively Pedestrian Activities Along Aggieville Streets." In *Visions in the Ville: Looking Toward the Next 125 Years*, edited by Blake Belanger and Howard Hahn, 2:58-59. Manhattan, KS: Kansas State University.

**Figure 0.13: Triangle Park as iconic gathering place.**

Heerman, Lauren and Erin Wilson. 2014. "Figure 3.10: Tunes on the Triangle" In *Visions in the Ville: Looking Toward the Next 125 Years*, edited by Blake Belanger and Howard Hahn, 2:60-61. Manhattan, KS: Kansas State University.

**Figure 0.14: Regional attraction for Aggieville.**

Kline, Amanda, Jared Sickmann, and Parker Ruskamp. 2014. "Figure 4.8: Manhattan's Creative Center (MC<sup>2</sup>) along Bluemont Ave. and 11th St." In *Visions in the Ville: Looking Toward the Next 125 Years*, edited by Blake Belanger and Howard Hahn, 2: 76-77. Manhattan, KS: Kansas State University.

**Figure 0.15: Ambitious program.**

Kline, Amanda, Jared Sickmann, and Parker Ruskamp. 2014. "Figure 4.2: Entry Landmark." In *Visions in the Ville: Looking Toward the Next 125 Years*, edited by Blake Belanger and Howard Hahn, 2:71. Manhattan, KS: Kansas State University.

**Figure 0.16: Parking lot or park?**

Lininger, Taylor and Wesley Moore. 2014. "Figure 5.1: Parking lots" In *Visions in the Ville: Looking Toward the Next 125 Years*, edited by Blake Belanger and Howard Hahn, 2:87. Manhattan, KS: Kansas State University.

**Figure 0.17: Evoking ideas.**

Lininger, Taylor and Wesley Moore. 2014. "Figure 5.2: Event Representation Activates Aggieville's Future" In *Visions in the Ville: Looking Toward the Next 125 Years*, edited by Blake Belanger and Howard Hahn, 2:88. Manhattan, KS: Kansas State University.

**Figure 0.18: Studio proposals present alternative development intensities.**

Belanger, Blake. 2014. Data source: calculations from studio teams "Anchor to Anchor," "Beginning with Bluemont," and "Daring to Density" In *Visions in the Ville: Looking Toward the Next 125 Years*, edited by Blake Belanger and Howard Hahn, 2. Manhattan, KS: Kansas State University.

**Figure 0.19: Faculty proposal for retrofitting Moro Street.**

Belanger, Blake and Howard Hahn. 2014. Base map data source: Field measurements 2014 and Google Earth aerial photograph of Aggieville, Manhattan KS: 39d11'06.94"N, 96d34'28.40"W. Imagery Date: September 1, 2012. Accessed July 15, 2014.

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# Context and Connections

Andrew Holzem, Beth Krehbiel, and Libby Tudor

1

# Context and Connections

## Opportunities for Aggieville within Manhattan's Urban Systems

Manhattan's population is growing, housing preferences are changing, the local job market is expanding, and people are investing in urban redevelopment. This project examines Aggieville's potential as a city-wide hub through investments, partnerships, and transportation connections.

### Methodology

In order to support the claim that Aggieville needs to be looked at for redevelopment, we outlined dilemmas that fall into the categories of **economic** investment issues, **social** issues, and **connectivity** issues.

### Strategy



The economic investment section includes information regarding demographics, trends, and livability, providing information for why Aggieville should be looked at as an area for development.



The social section focuses on the current business mix of Aggieville compared to similar districts in other towns. Opportunities were explored to identify potential community/KSU partners who would utilize Aggieville space and presence through showcasing, educating, or even branding.



The connectivity section introduces concepts for a new shuttle system working in tandem with existing ATA bus routes, but provides a more direct connection between higher density areas in Manhattan. Also discussed is the potential phasing of a bike share program.





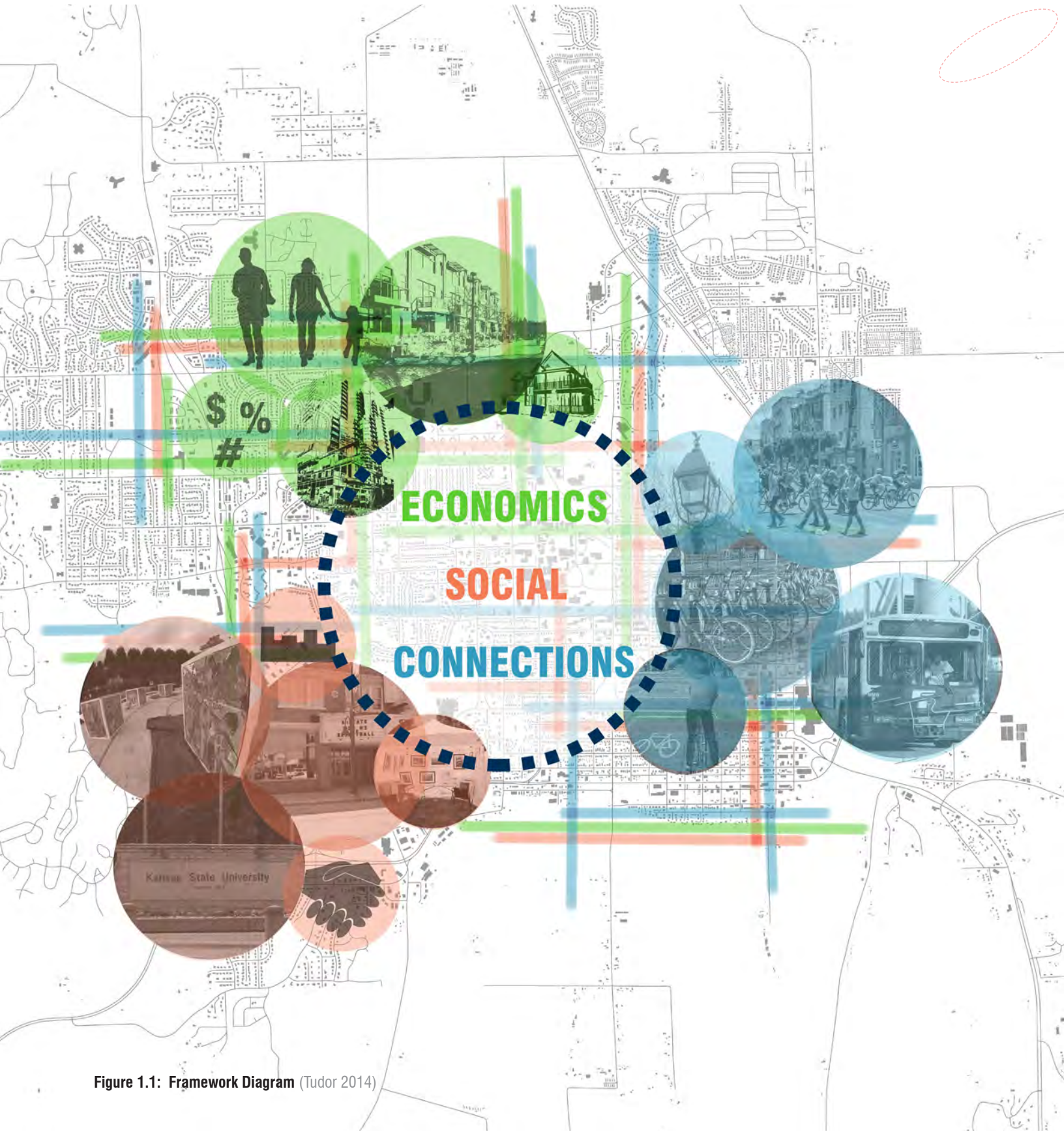
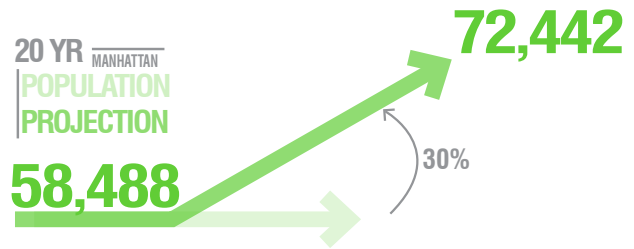


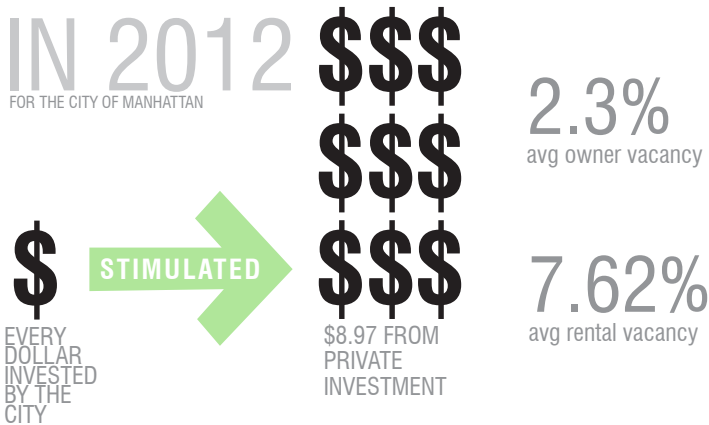
Figure 1.1: Framework Diagram (Tudor 2014)



Aggieville is centrally located between cores of concentrated public/private investment in Manhattan. The last public investment in Aggieville was the streetscaping in 1989. Considering current trends in housing and the constraints for new housing developments in Manhattan, it would be opportune to leverage existing infrastructure and focus development in Aggieville.



TRENDS IN MANHATTAN



NBAF ESTIMATED ECONOMIC IMPACTS over first 25 years

<b>JOBS</b>	
direct	326
indirect and induced	236
<b>total</b>	<b>562</b>
<b>BUSINESS REVENUES in millions</b>	
direct	\$1,354
indirect and induced	\$707
<b>total</b>	<b>\$2,061</b>
<b>WORKERS' EARNINGS in millions</b>	
direct	\$857
indirect and induced	\$322
<b>total</b>	<b>\$1,180</b>

"In addition, induced sales, jobs and workers' earnings will be created or supported in area businesses, such as **restaurants, gas stations, banks, book stores, grocery stores, apartment complexes, convenience stores, and service companies** that supply goods and services to the direct and indirect workers and their families." - A Report of the Economic of the National Bio and Agro-Defense Facility in Manhattan, Kansas

Figure 1.2: Manhattan Economic Trends (Krehbiel 2014), derived from (Cite, 2014; City of Manhattan, 2012; Department of Numbers; Impact Data Source, 2012)

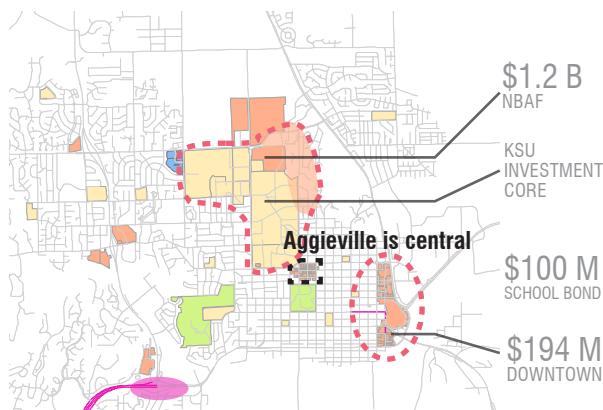


Figure 1.3: Aggieville Can Be Linked to Major Investment Cores (Krehbiel 2014)

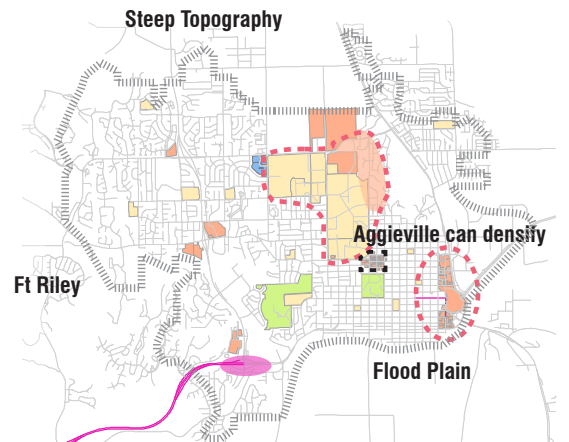


Figure 1.4: Housing Development Constraints (Krehbiel 2014)

Investment Type: Health (blue), Commercial (orange), Education (yellow), Recreation (green), Transportation (pink), Aggieville (dashed red)

TRENDS

DEMOGRAPHICS

LIVABILITY

### HOUSING MARKET TRENDS

2000s HOUSING CRISIS and consequent mortgage regulations contribute to changing housing market and projections through 2020

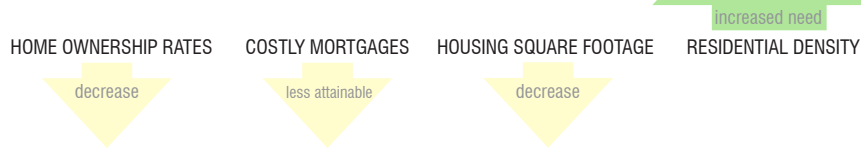


Figure 1.5: Housing Trends and Projections (Krehbiel 2014) derived from (Nelson 2009)



Based on a 2009 Study People Want

Easy access to Work, Shopping, Services, Public Spaces, Cultural Activities, Education Opportunities, and Events (Nelson 2009)

Figure 1.6: Housing Trends and Projections Relating to Manhattan Current and Projected Demographics (Krehbiel 2014)



SHOWCASE

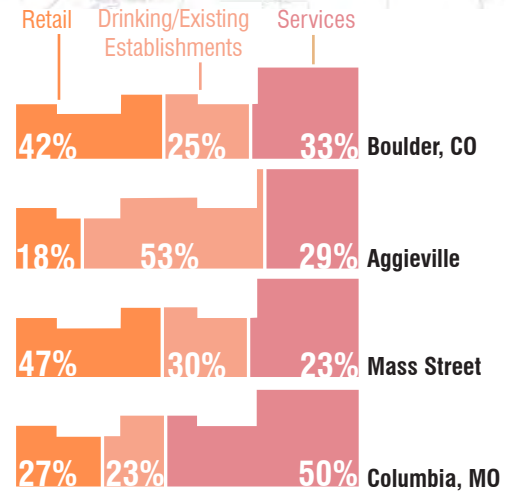
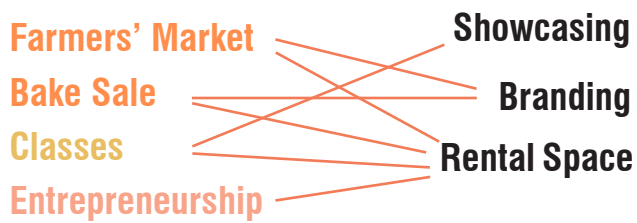


Figure 1.7: Business Mix (Holzum 2014)

### Potential Partnerships

College of Agriculture; College of Engineering; College of Architecture, Planning, and Design; College of Veterinary Medicine; College of Arts and Science; College of Business Administration; College of Education; College of Human Ecology; College of Technology and Aviation; Regional K-12 Schools



### Advantages

By incorporating partnerships that reach beyond the usual patrons of Aggieville, a larger demographic and mix of users might use and be represented within the space. This partnership could benefit adjacent institutions by providing a space for showcasing that gets high traffic. Implementation phasing would begin with using existing businesses for showcasing, and phase 2 would be to use proposed open space and new buildings as galleries.

### Business Mix

Compared to Boulder, Colorado's Pearl Street, Aggieville has about 28% more drinking establishments, 24% less retail space, and 4% less personal and professional services. These trends are consistent between Boulder, Colorado, Columbia, Missouri, and Mass St. in Lawrence, Kansas.

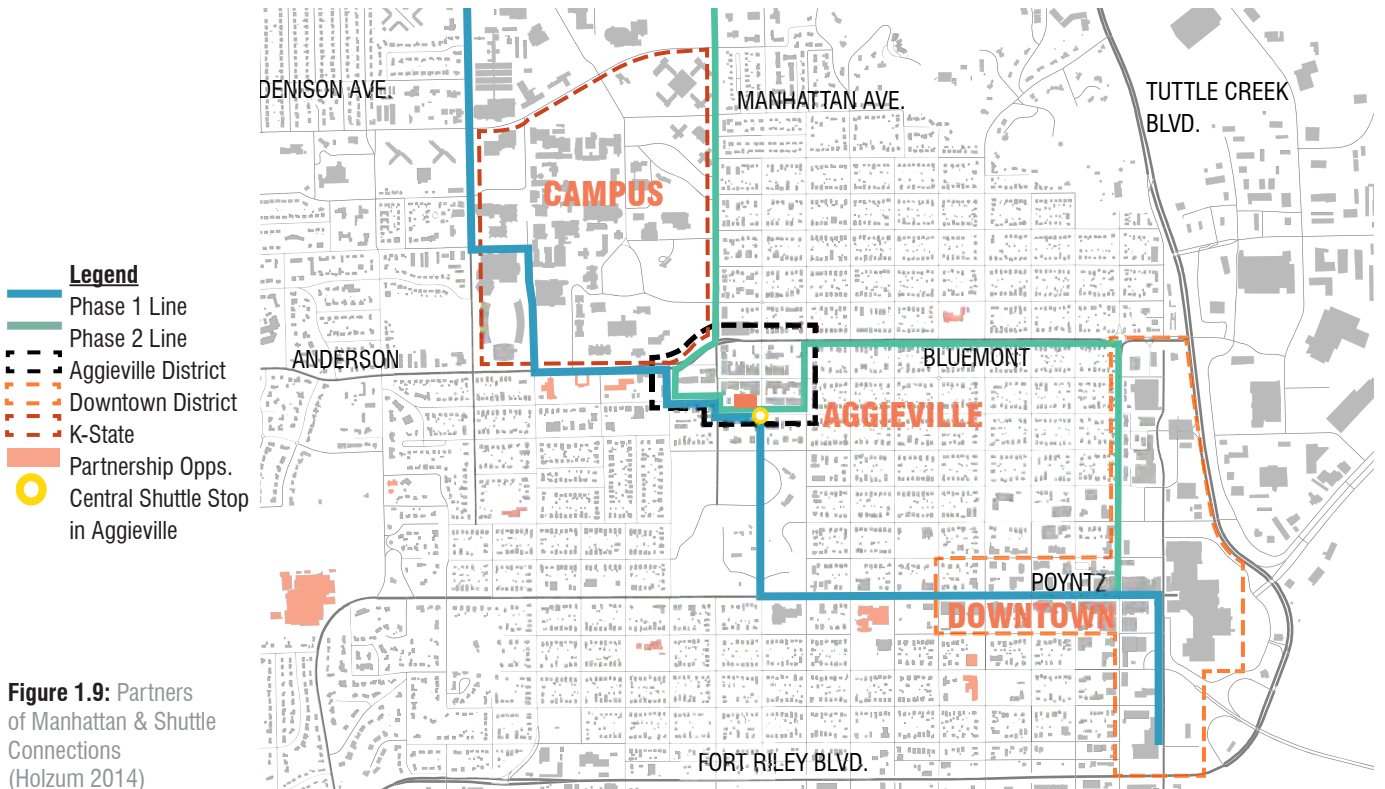
INTERACT



EDUCATE

Figure 1.8: Phase 1- Artist Co-op with existing businesses (Holzum 2014)

# Manhattan Partners



**Figure 1.9:** Partners of Manhattan & Shuttle Connections (Holzum 2014)



**Image 1.10:** Phase 2- Utilize new civic space for partnership opportunities (Holzum 2014)



## Bike

Incorporating a bike share program to offer a new mode of transportation.

### Why?

- Increase bike culture in Manhattan
- Promotes healthier option for getting around
- Local bike shops can contract with city and KSU for maintenance
- Increase in local economy from improved access

#### Phase 1: KSU Campus & Aggieville

With the plan to eliminate parking on campus in the Campus Master Plan, a bike share program may be a viable means of transportation, with locations at the dining centers and the Union as well as Jardine. By adding Aggieville to this phase, there is a stop for entertainment as well as for school needs.

#### Phase 2: Downtown & Convention Center

Visitors that stay at the conference center that want to go to Aggieville or visit campus won't have to rely on their cars and the hassles associated with parking with the implementation of a bike share. They have more freedom to move about the city without being tied to their means of transportation.

#### Phase 3: Linear Trail & Parks

Providing access to parks and trails may not be as much of a necessity as campus or downtown, but might provide a different experience for people using the parks and trails.

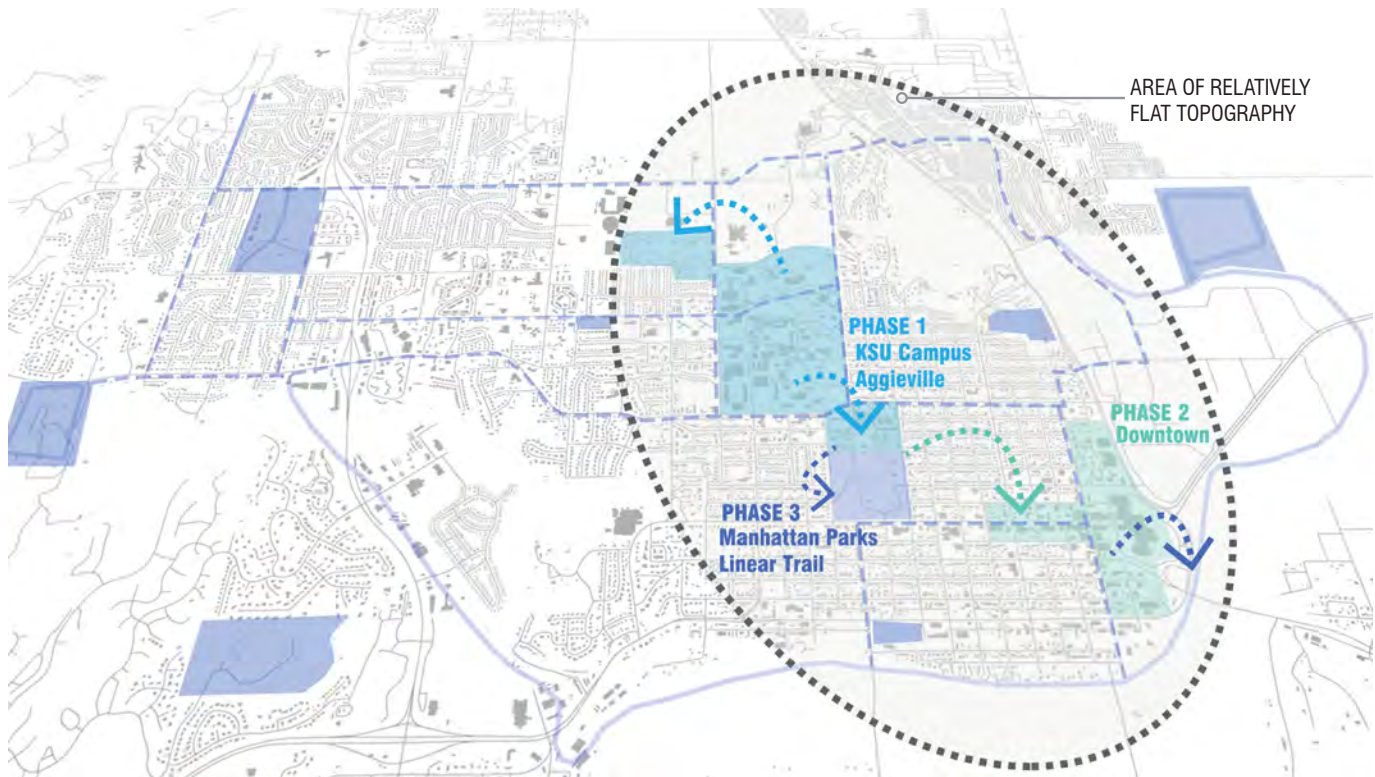
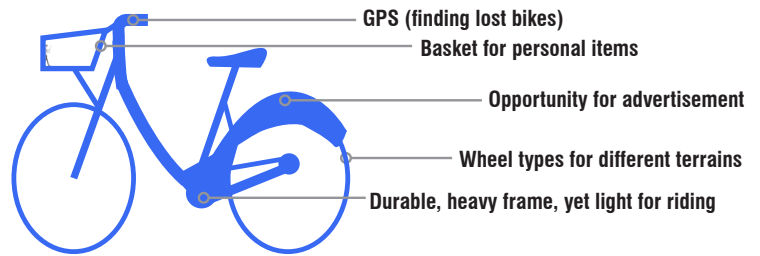


Figure 1.11: Bike Share Map (Tudor 2014)

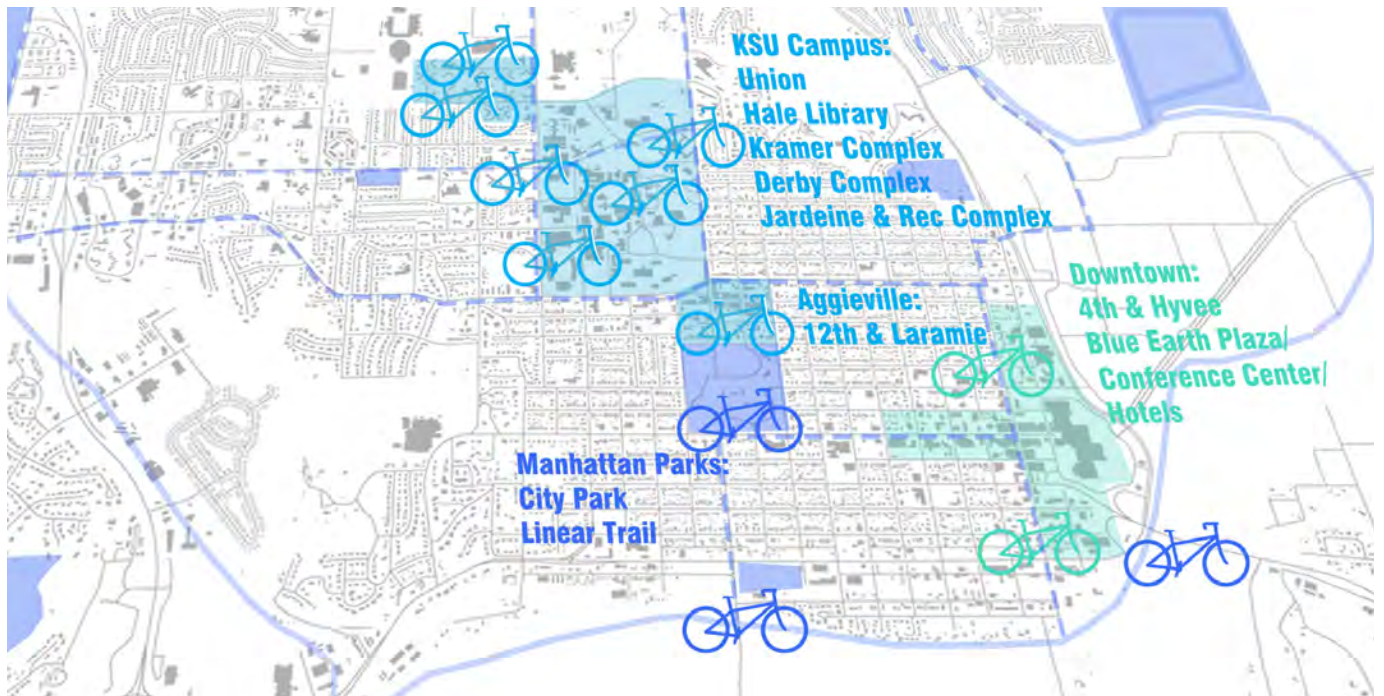


Figure 1.12: Bike Share Map (Tudor 2014)



Figure 1.13: Bike Share Branding (Tudor 2014)



<b>MADISON, WI - University of Wisconsin</b>
35 Stations
225 Bikes
~6 bikes per station
240, 323 city population
<b>CHATTANOOGA, TN - University of Tennessee</b>
32 Stations
300 Bikes
~9 bikes per station
171, 279 population
<b>BOULDER, CO - University of Colorado</b>
22 Stations
150 Bikes
~7 bikes per station
97, 385 city population

<b>MANHATTAN, KS</b>
12 Stations
80 Bikes
~7 bikes per station
56, 069 city population

Figure 1.15: Bike Share Metrics (Tudor 2014)

Figure 1.14: Bike Share Phasing (Tudor 2014)



## Shuttles

While there are currently dedicated buses and routes in Manhattan, they are limited by their frequency and destinations. We feel Aggieville could be a hub of transit connecting Downtown to Kansas State University.

## Why?

- A fast, direct route to key destinations throughout Manhattan
- Promotes social interaction and community participation
- Provides transportation for visitors and students lacking automobiles and desiring alternatives
- Potentially free for users through Transient Guest Tax and subsidies

### Phase 1: Blue Earth Plaza to Jardine Apartments

With prime destinations in town being Downtown, Aggieville, KSU campus and its residential halls, a shuttle that is more direct along a multi-modal corridor could benefit the residents of Manhattan, students, and visitors with an easy, and quicker transportation option to these key locations around town. This phase would also include a special stop at the KSU Sports Complex on game days to provide users an fun and faster way to get to the stadium.

### Phase 2: Blue Earth Plaza to NBAF/Medowlark Hills

The population of Manhattan is due to increase in part to NBAF and projected growth trends. Considering NBAF, the Campus Research Park to the south and Medowlark Hills, a second line could be implemented running from downtown to the N. Manhattan corridor. This dedicated line could provide these new and current residents and employees with an alternate mode of transportation. This phase also runs through Aggieville's central station.

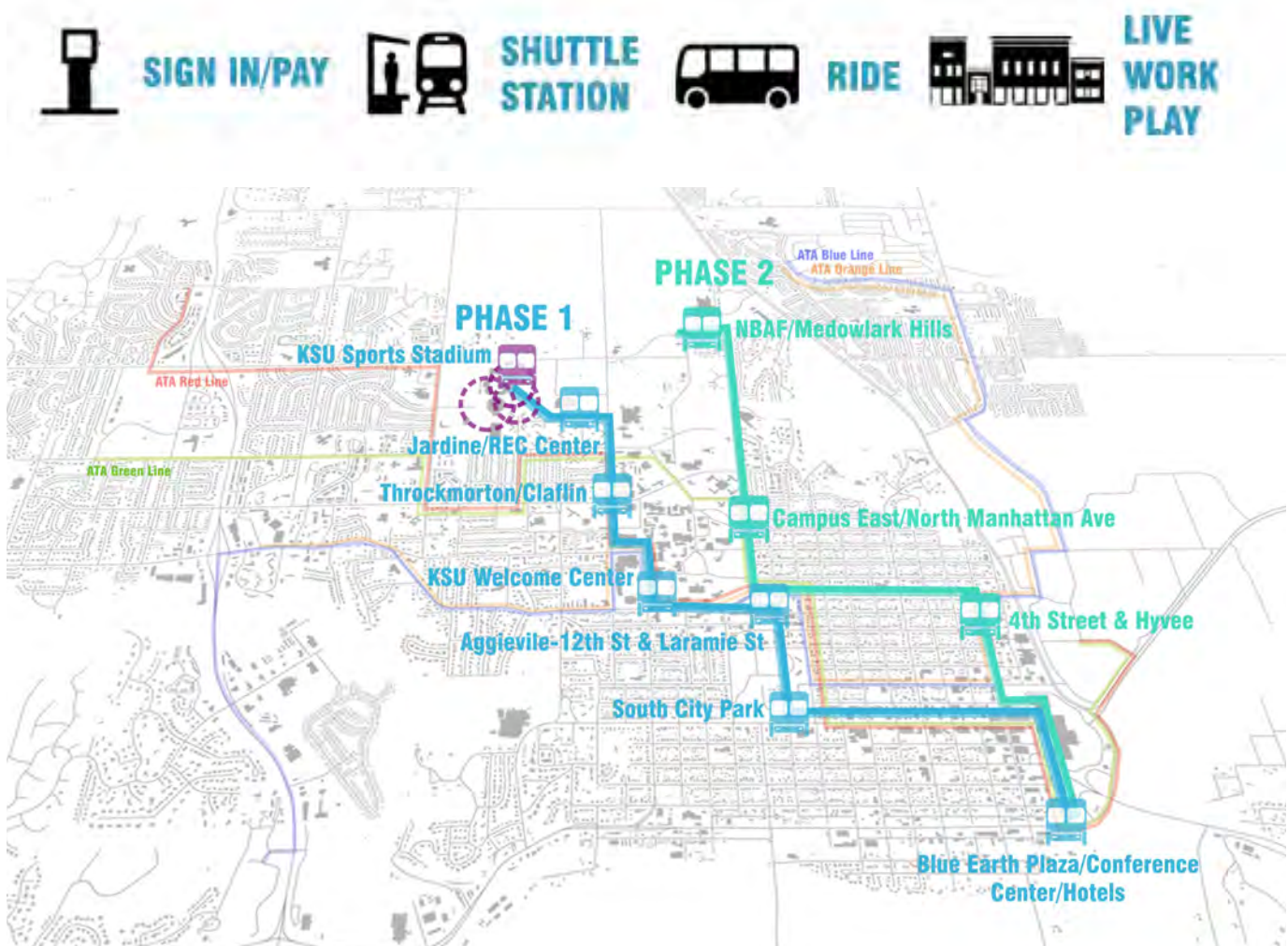


Figure 1.16: Shuttle Map (Tudor 2014)



# Express Shuttle

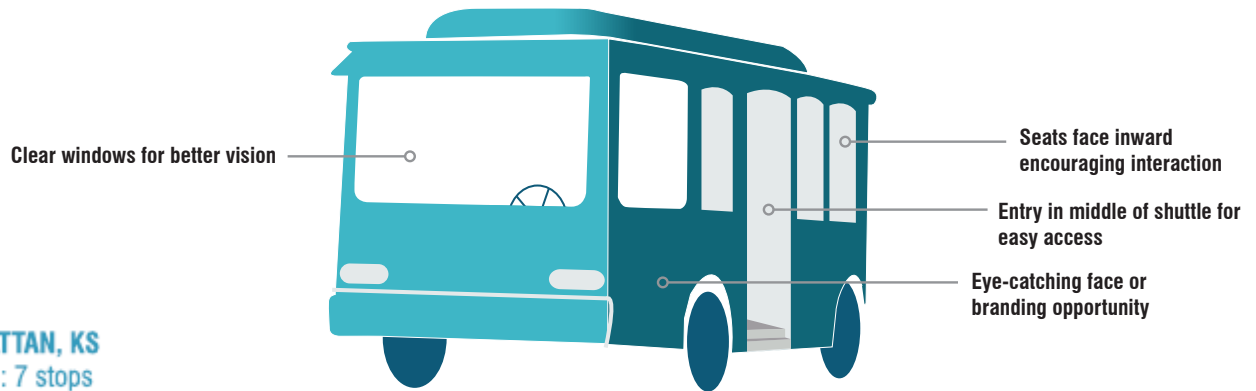


Figure 1.17: Shuttle Layout (Holzum 2014)

## MANHATTAN, KS

Phase 1: 7 stops

Phase 2: Adding 4 stops

Total time on shuttle from beginning to end is 16 minutes

Multi-modal transportation hub in Aggieville serving as a station and civic space alike

Additional stops located at prime destinations around town

56,069 city population

## Denver, CO - 16th Street Mall Ride

Free to ride (ran by Regional Transportation District)

Stops at every block with 17 total stops (total span of line is one mile)

Dedicated shuttle lane

50,000 average riders per day during weekdays

~5 minute wait in between shuttles

634,265 city population

## Portland, OR - Tri-Met Shuttle System

Passes vary from hourly to annual passes

Runs 13 shuttle lines with stops at regional hubs around the city

Dedicated shuttle lanes with traffic signal priority

Frequent service lines run every 15 minutes

603,106 city population

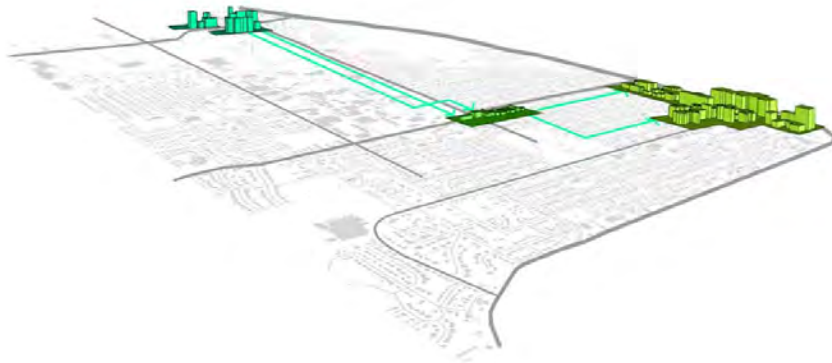


Figure 1.18: Downtown Overlay (Tudor, 2014)



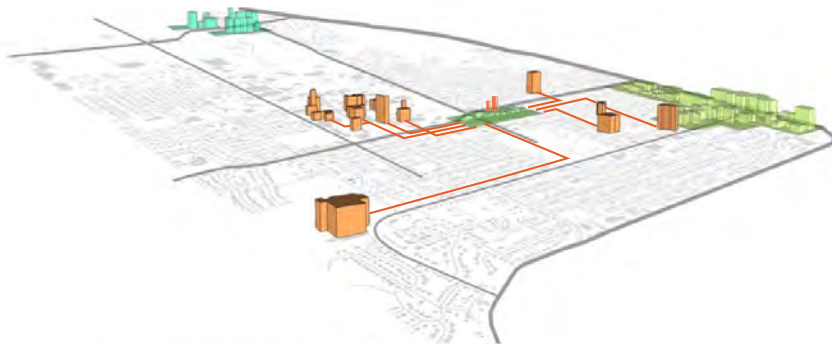
## Integrating

With improved mobility, accessibility and connectivity, narratives begin to interweave the urban systems of Manhattan.



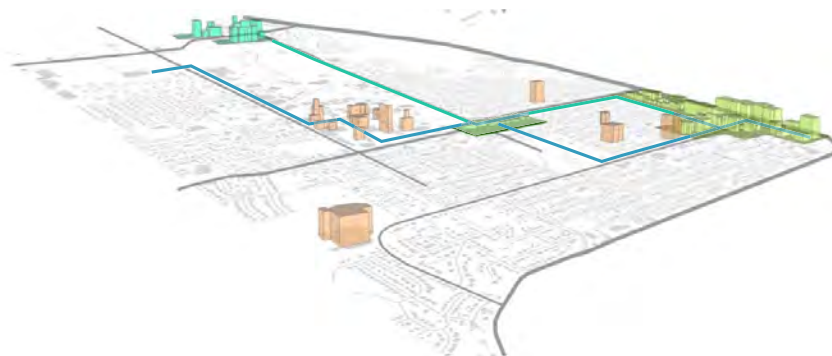
## Economics

Investment has been made in the urban redevelopment of Downtown, and with the new addition of NBAF, Aggieville is becoming an asset for future development.



## Partnerships

To incorporate a more diverse demographic in Aggieville, partnership programs can be looked at between Aggieville, KSU, and local K-12 schools for showcasing work.



## Connections

Connections between major districts such as Aggieville, Downtown, and KSU will be important with the growth of Manhattan, providing safe, convenient access to goods, services, and entertainment.

Figure 1.19: Economy, Partnership, and Connections Layered (Holzum, 2014)

## Young Professionals

A **young professional** has just moved here to start working at the new **NBAF** facility and he has moved into a new apartment along the **Manhattan Ave. corridor**. After work some co-workers want to get a drink in **Aggieville** at Wabash. He does not want to walk there so he takes the express **shuttle** from a station near his home to Aggieville.



## Tourist

A **tourist** is in town to see the Flint Hills Discovery Center. While in Manhattan, she stays at the **Candlewood Suites** due to close proximity. After she visits the Discovery Center in the morning, She is eager to visit **Aggieville** in the evening to explore the local retail shops and eat dinner at **So Long Saloon**. With a **bike share station** located near her hotel, she can easily make the short trip to Aggieville and back.



## Alumni

A **KSU Alumnus** is in town for the football game between K-State and Auburn. He is staying at the **Hilton Garden Inn** for the weekend. Saturday is the big game and the Alumnus wants to make it up to the stadium in a timely manner so he takes the **express shuttle** from the hotel up to the front gate of Bill Snyder Family Stadium.



## Families

These two parents enrolled their daughter Ella in school at **Bluemont Elementary** earlier this year. Recently Ella's class has been selected to display their artwork in the windows at **Kites Grill** for the community to see. Ella and her parents go get breakfast at Bluestem on a Saturday morning in **Aggieville** and after they walk over to view Ella's painting of her favorite animal.



## Student

A **KSU student** remembers that one of his friends from the **College of Arts and Sciences** has artwork displayed in the new civic space in **Aggieville**. He does not have much time in between his classes so he decides to check a bike from the **bike share** station by the **Union** with his annual student pass. He quickly arrives at the bike share station in Aggieville to view the art gala.



## Conference Attendee

A business man staying at the **Marriott Hotel** has a week full of meetings at the **conference center**. He is able to walk from his hotel to the conference center but with no car he can't travel far. But with the **express shuttle** located by Blue Earth Plaza, he and other conference attendees can get dinner at Wahoo Fire and Ice in **Aggieville** after their meetings.



## Empty Nesters

A **couple** who lives at **Meadowlark Hills** has family in town for the weekend and they are staying downtown at the Hilton Garden Inn. This couple loves to **interact** with people and walk around so they take the express shuttle to their family's hotel to meet them. Later they go shopping in **Aggieville** and let their grandchildren have a tour of the **KSU Campus**.



# Alternative Routes and Stations Realized through the Various Design Proposals

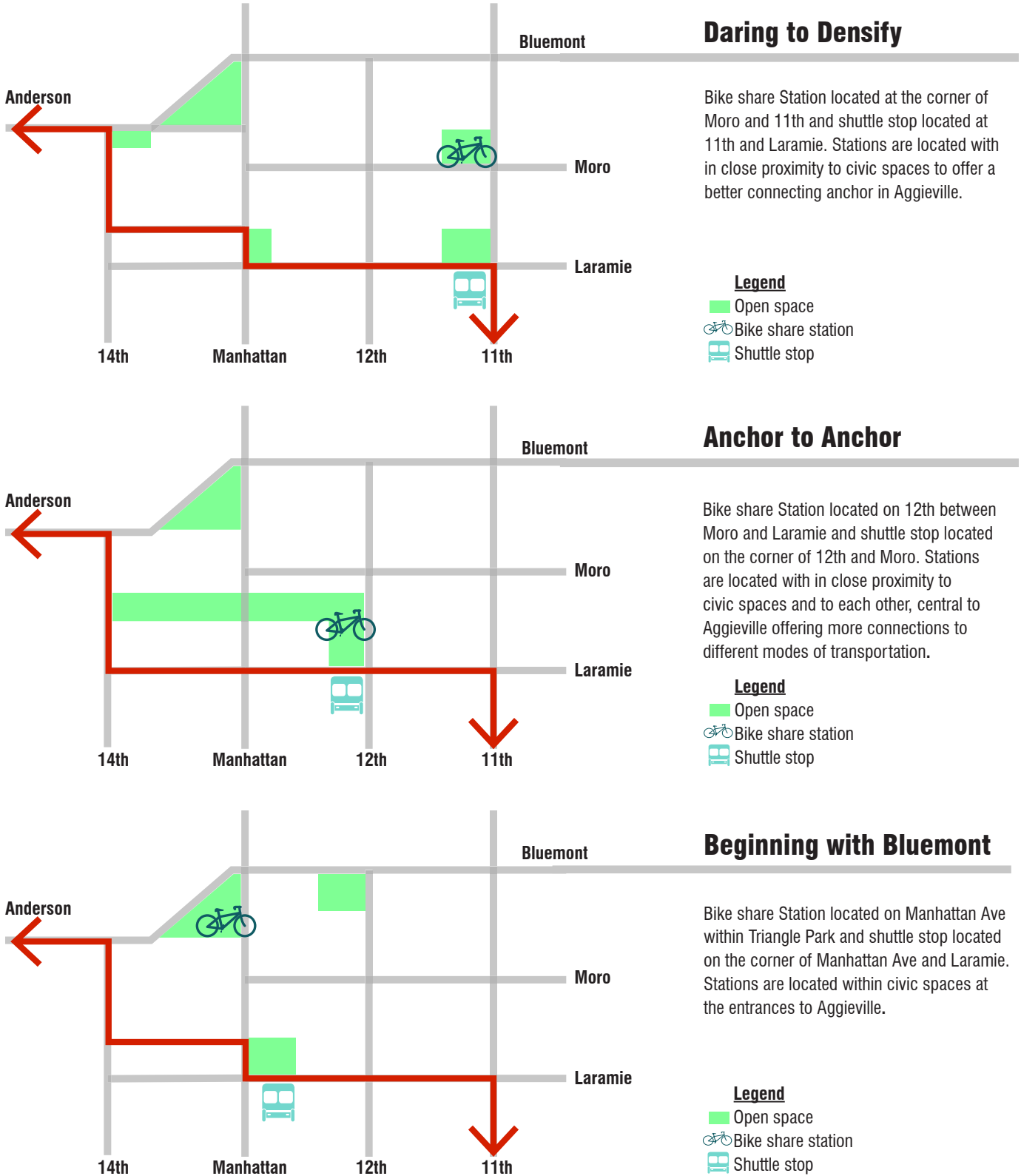


Figure 1.20: Street Layout with Connections (Holzum 2014)

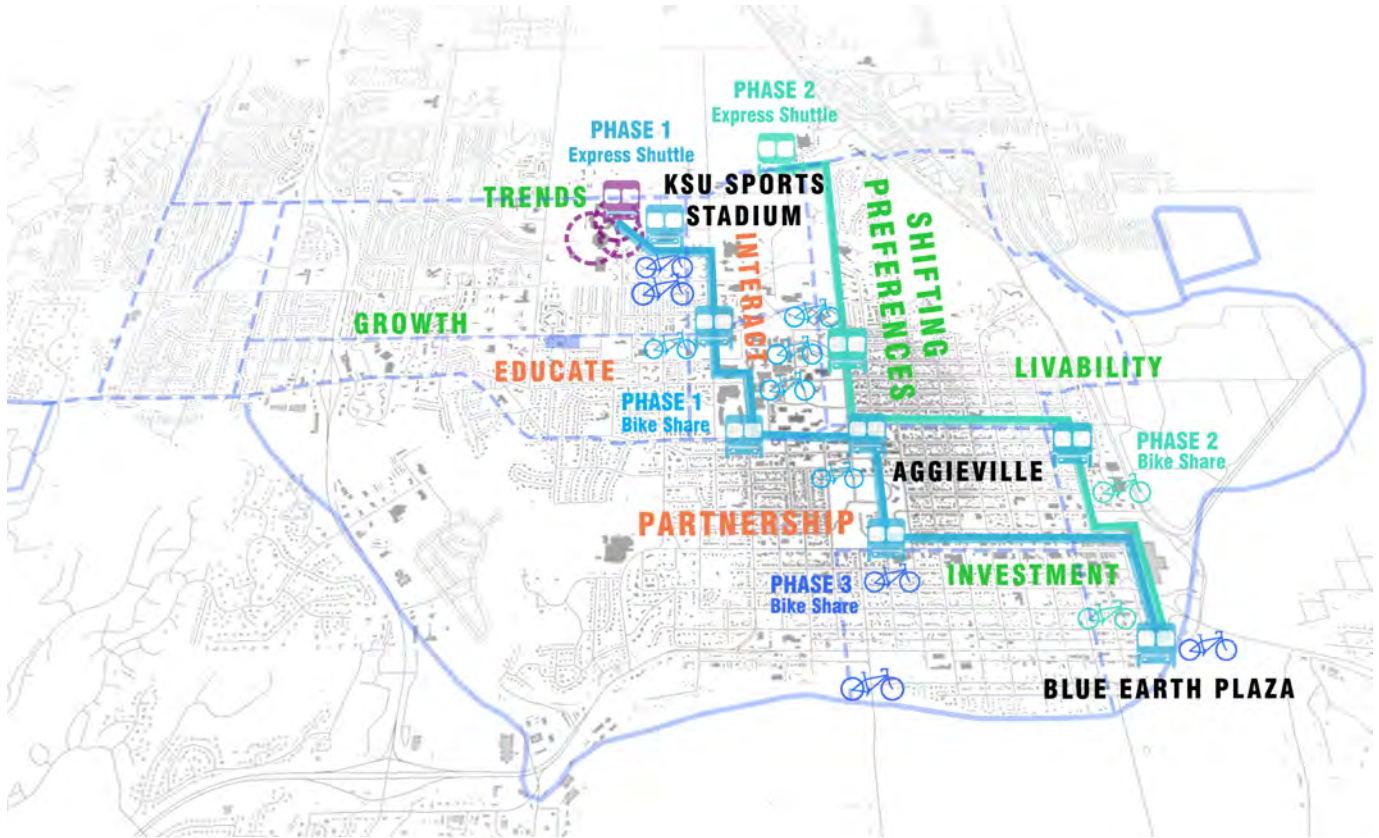


Figure 1.21: Context and Connections Site Plan (Tudor 2014)

**Legend**

Economic Growth Factors

Strategies

Phase 1

Phase 2

Phase 3

BID District

**Conclusion**

Aggieville is situated to grow as a multi-use district with opportunities to partner with the local community to shape a more vibrant future for Manhattan’s varied systems. Through the demographic and market/preference shifts affecting growth, Aggieville has the opportunity to adapt its image, allowing for infill as well as further development connecting the district to the larger context of Manhattan.

Through investments, partnerships, and connections, we can mitigate the gaps between Aggieville and its surrounding context. We can promote healthy competition within the different business districts, provide access to a varied range of housing and job opportunities, promote community and public life by encouraging the community to participate, and create an environment for all by mixing the demographics that can use Aggieville.

Through this growth and development, Aggieville has major potential to become a city-wide hub through leveraged public/private investments, partnerships, and its transportation connections.

Figure 1.1

Tudor, Libby. 2014. *Framework Diagram*. Digital Rendering in Adobe Photoshop. Source Data: Hahn GIS Data. "RoadCenterline." Wilson GIS Data. "BLDGFTPRNTS."

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Figure 1.7: Business Mix (Holzum 2014)

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Holzum, Andrew. 2014. *Manhattan Partners*. Source data: Wilson GIS Data. "BLDGFTPRNTS". Hahn GIS Data. "RoadCenterline".

**Figure 1.10:** Phase 2- Utilize new civic space for Partnership Opportunities (Holzum 2014)

Holzum, Andrew. 2014. *Phase 2- Utilize New Civic Space for Partnership Opportunities*. Photo montage. Source Data: Sketchup Model. Holzum, Andrew. 2014. *Aville Model\_AH Edits*.

**Figure 1.11** Bike Share Map (Tudor 2014)

Tudor, Libby. 2014. *Bike Share Map*. Digital Site Plan Rendering in Adobe Photoshop. Source Data: Hahn GIS Data. "RoadCenterline." Wilson GIS Data. "BLDGFTPRNTS."

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**Figure 1.16:**

Tudor, Libby. 2014. Shuttle Map. Digital Site Plan Rendering in Adobe Photoshop. Source Data: Hahn GIS Data. "RoadCenterline." Wilson GIS Data. "BLDGFTPRINTS."

**Figure 1.17:** Shuttle Layout

Holzum, Andrew. 2014. Shuttle Layout. Digital diagram in Adobe Illustrator.

**Figure 1.18** Downtown Overlay

Tudor, Libby. 2014. Downtown Overlay. Digital Rendering in Adobe Photoshop.

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**Figure 1.15:** Bike Share Metrics (Tudor 2014)

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**Figure 1.16:** Shuttle Map (Tudor 2014)

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**Figure 1.19:** Economy, Partnerships, and Connections Layered (Holzum 2014)

Holzum, Andrew. 2014. *Economic, Partnerships, and Connections Layered*. Source Data: Hahn GIS. "RoadCenterline."  
Wilson GIS Data. "BLDGFTPRNTS."

**Figure 1.20:** Street Layouts with Connections (Holzum 2014)

Holzum, Andrew. 2014. *Street Layouts with Opportunities*. Diagram. Source Data: Sketchup Model. Holzum, Andrew.  
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**Figure 1.21:** Context and Connections Site Plan (Tudor 2014)

Tudor, Libby. 2014. Context and Connections. Digital Site Plan Rendering in Adobe Photoshop. Source Data: Hahn GIS Data. "RoadCenterline." Wilson GIS Data. "BLDGFTPRNTS."





# **Anchor to Anchor**

**Ally Balderston, Richard Prudenti, Andrew Rostek**

**2**

# Anchor to Anchor

## Making Aggieville the link between existing & new outdoor spaces

The story of Aggieville just got better. By connecting civic spaces through a strong pedestrian path and outdoor amenities, Aggieville becomes a major link between Manhattan City Park, the campuses of Kansas State University and Manhattan Christian College, and the surrounding residential neighborhoods.

### The Vision

Approximately 55% of existing outdoor spaces in Aggieville are dedicated to serving vehicular needs, including streets, alleyways, parking lots and on-street parking. For pedestrians, the public sidewalks are narrow and therefore unable to accommodate desired urban features such as sidewalk café furniture, benches and street trees. In hope of resolving these issues, the Anchor to Anchor plan promotes these goals:

- **Wider Appeal:** Provide permanent and flexible outdoor amenities that attract local and regional audiences.
- **Community Ties:** Create strong visual and physical connections between Aggieville, City Park and surrounding campus/residential neighborhoods.
- **Connections Within:** Improve pedestrian experiences while providing vehicular access.

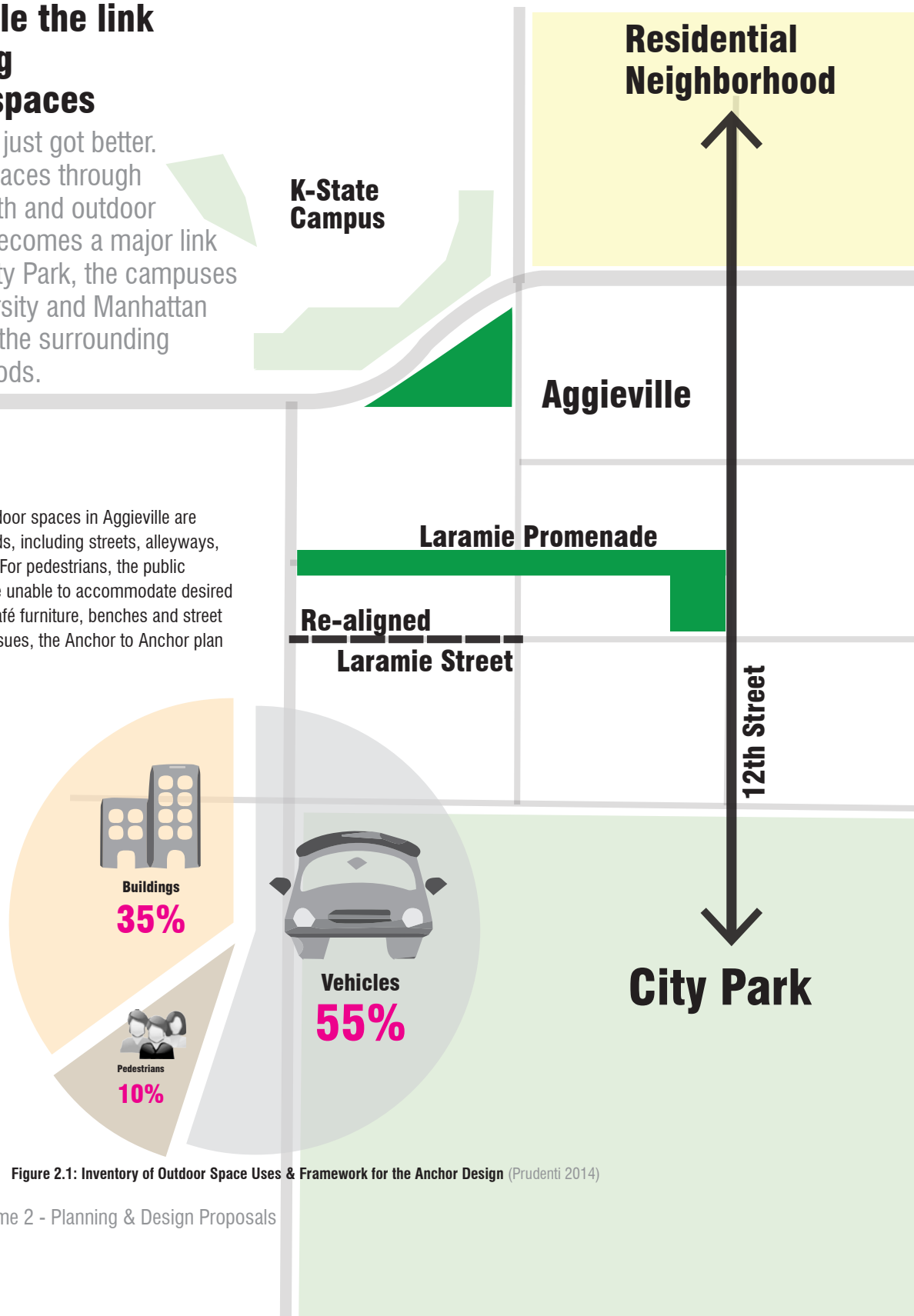


Figure 2.1: Inventory of Outdoor Space Uses & Framework for the Anchor Design (Prudenti 2014)



**Figure 2.2: Creating Anchors** New outdoor civic spaces, new buildings that shape these spaces, and a stronger pedestrian connection via 12th Street make Aggieville more closely tied to residential neighborhoods, the campuses of Kansas State University and Manhattan Christian College, and City Park to the south. Community interaction within a walkable district is the main goal (Rostek & Balderston 2014).

# Design Framework



**Image 2.3: Activities** Games like this permanent pin pong table in Bryant Park, New York, would make Aggieville a more inviting place to “go and do and be seen” (Natta 2009).



**Image 2.4: Eating** By providing open air eating areas, people will have more opportunities for social interaction in Aggieville (Benoist 2012).



**Image 2.5: Outdoor Space** Flexibility is a key component of comfortable outdoor environments. Moveable furniture like these in Bryant Park can be secured at night to prevent vandalism and brought out in the day to allow people to take ownership of their public spaces (Kamel15 2008).

## Transformation of Place

The Anchor to Anchor plan envisions the transformation of outdoor experiences within and outside Aggieville to become more exciting, more meaningful and more connected.

### 12th Street Pedestrian Boulevard (north-south)

What better way to improve the outdoor experience of Aggieville than to make better use of outdoor amenities close by?

City Park is one block south of Aggieville, with a variety of amenities including an aquatic center, splash pad, children’s playground, rose garden, volleyball and tennis courts, and baseball fields. Through improved connections, the park can be a significant part of the Aggieville experience. The Anchor to Anchor plan calls for reorganization of park amenities (including relocating ballfields and tennis courts). This would be advantageous to the overall look, feel and experience. Also, a new recreation facility and parking area northeast of City Park would connect directly to a redefined 12th Street leading into Aggieville. Aggieville would become the hub for pedestrian circulation as 12th Street is envisioned to be its main north-south pedestrian corridor to the nearby neighborhoods (Figure 2.6).

### Laramie Street Realignment & Promenade (east-west)

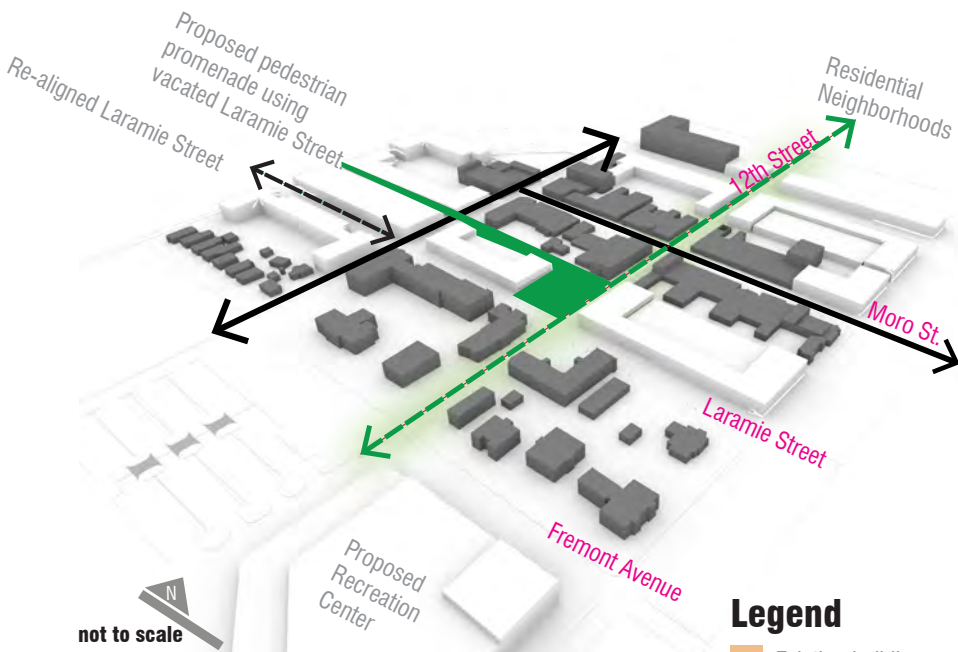
Realigning Laramie Street to become a direct route between 11th Street and 14th Street would improve vehicular circulation and open up the current right of way for a pedestrian promenade. This boulevard would create a strong connection to Manhattan Christian College, which is currently not strongly associated with Aggieville. Permeable pavement would allow for emergency vehicle access, and the space would become a strong focal point for markets and events (Figures 2.6, 2.7).

### Other street changes:

- Moro Street becomes a two-way route.
- The one-way directional traffic on Manhattan Avenue continues one block south to Laramie Street, at which point it resumes to two-way directional flow.

While Aggieville is envisioned to be a walkable district, the business district operates on sales of products and services. Therefore, the convenience of vehicular access must be respected. The Anchor to Anchor plan calls for reduction of surface parking on Moro Street and 12th Streets and new multi-level parking structures to add more than 100 parking spaces overall. The three parking structures would be placed on underutilized lots to help improve the overall continuity of built form. (Figure 2.24 at the end of this chapter).



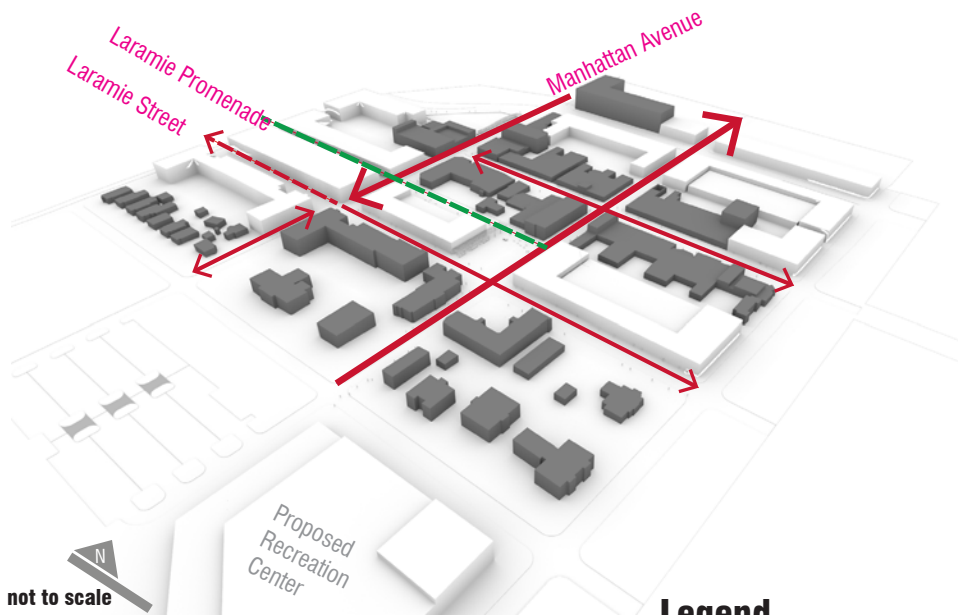


**Figure 2.6: Improving Bicycle and Pedestrian Connections**

12th Street is the main pedestrian corridor connecting residents to the north and City Park to the south, Laramie Street is realigned with the vacated right-of-way transformed into a tree-lined pedestrian promenade (Prudenti 2014).

**Legend**

- Existing building
- Proposed building
- Pedestrian-focused street
- Pedestrian-only corridor/park



**Figure 2.7: Improving Traffic Flow** Several roadway changes are planned: realignment of Laramie Street and directional changes for vehicles. Laramie Street and Moro Street (currently one-way streets headed west and east, respectively) are slated to become two-way streets. Manhattan Avenue's one-way direction is extended one block south, and 12th Street is converted to one way headed north (Prudenti 2014).

**Legend**

- Pedestrian-only corridor
- Realigned Laramie Street
- Traffic flow direction

**Figure 2.8: What's New** The Anchor to Anchor plan includes new outdoor civic spaces, new buildings that shape these spaces, and parking structures. New apartments and buildings for mixed uses define the edges of Aggieville. Aggieville will be defined by its visual and physical connections to surrounding neighborhoods (Prudenti 2014).





**Figure 2.9: Moro Makeover** Moro Street’s visual appeal will be enhanced through installation of street trees, cross walks, native grasses, and wider sidewalks with benches (Rostek & Balderston 2014).

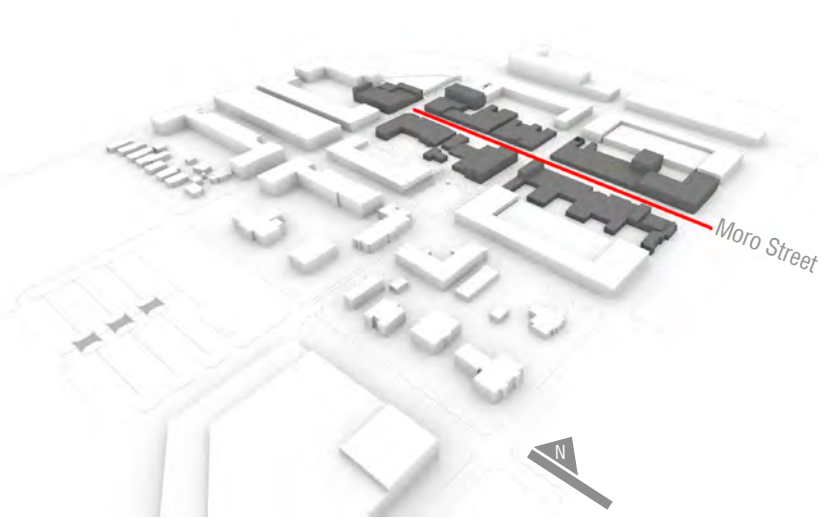
**Makeover for Moro**

The retained spatial form and building character of Moro Street will continue to play a defining role in Aggieville. The overall pedestrian experience would be improved through streetscape alterations aimed at creating comfortable spaces for people. Moro Street will be one of several corridors where the pedestrian experience is enhanced. Wider sidewalks would be coupled with significant vehicular traffic changes, including elimination of on-street parking, allocation of four vehicular drop-offs (two per block, one on either side of the street), and return to two-way traffic flow instead of the current one-way eastbound direction.

Removal of on-street parking promotes walkability. Parking structures or nearby surface lots allow for convenient access to businesses. The building frontage will work to screen the view of parking structures.

The plan calls for the addition of several trees but does not inhibit important views. The trees will provide shade and visual continuity, preserving the view of Varney’s Book Store at the Manhattan Avenue/ Moro Street intersection.

Outdoor seating areas in front of businesses would be among the features that make this street more comfortable for pedestrians.



**Figure 2.10: Moro Street Makeover** (Prudenti 2014)

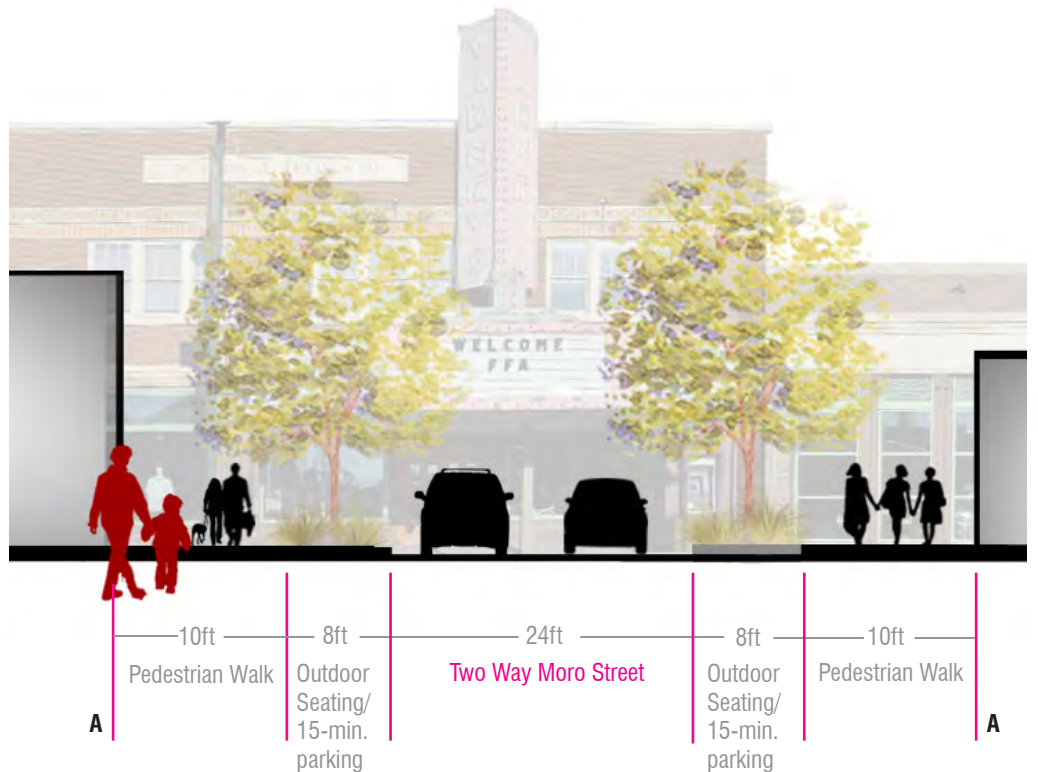
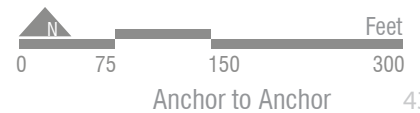


Figure 2.11: Section "A-A" on Moro (Balderston 2014)



Figure 2.12: Plan Enlargement Showing Moro Street Redesign Moro Street in the Anchor to Anchor plan becomes a two-way traffic corridor with occasional street trees and wider sidewalks (Rostek & Balderston 2014).





**Figure 2.13: Realign and Recreate:** Aggieville will be defined by its visual and physical connections to surrounding neighborhoods. This area is a recreation of place — the former portion of Laramie Street on the west side of Aggieville. Pedestrian comfort is a main reason the Anchor to Anchor plan includes a major walkable corridor from 14th Street to 12th Street (Rostek & Balderston 2014).

## Realizing Aggieville’s Future

Pedestrian comfort is a key reason for the design of a “green promenade” within central Aggieville, north of Laramie Street, which will be realigned to create a straight path a half-block south, improving vehicle circulation in Aggieville.

Aggieville is envisioned as a destination place where people enjoy superb outdoor and shopping experiences within an urban setting that is less dependent on vehicular traffic. Laramie Promenade and Laramie Street would enhance walkability, safety and aesthetics in Aggieville.

The image of Aggieville as a “bar district” would be altered through an increase in outdoor cafes and gathering spaces that reflect a character that represents all segments of the community. These diverse outdoor experiences would draw a broader audience including families, college students and seniors.



**Figure 2.14: Laramie Promenade & Street** (Prudenti 2014)

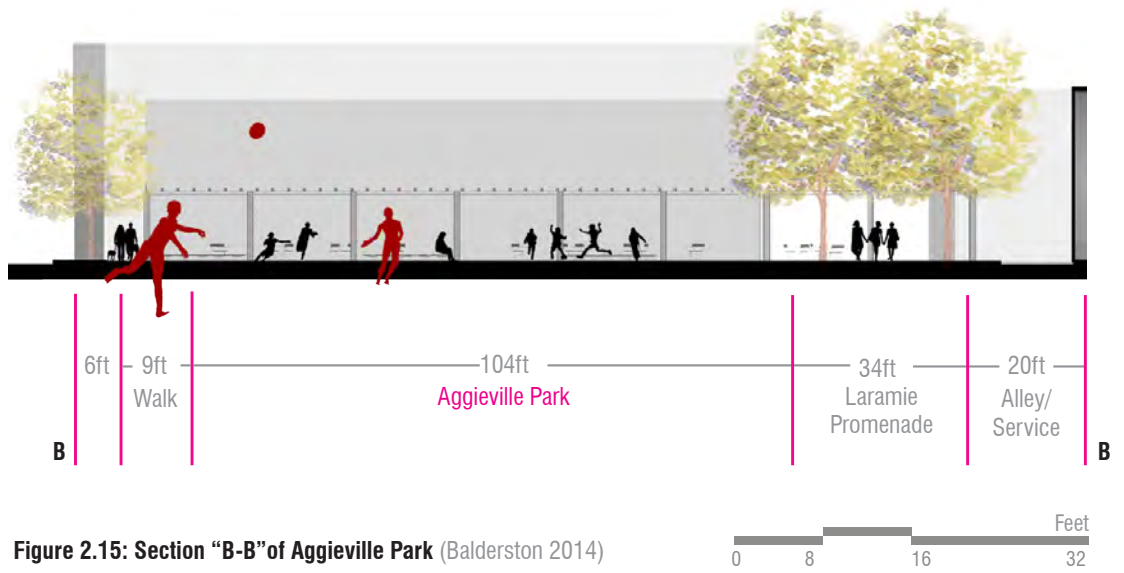


Figure 2.15: Section "B-B" of Aggieville Park (Balderston 2014)

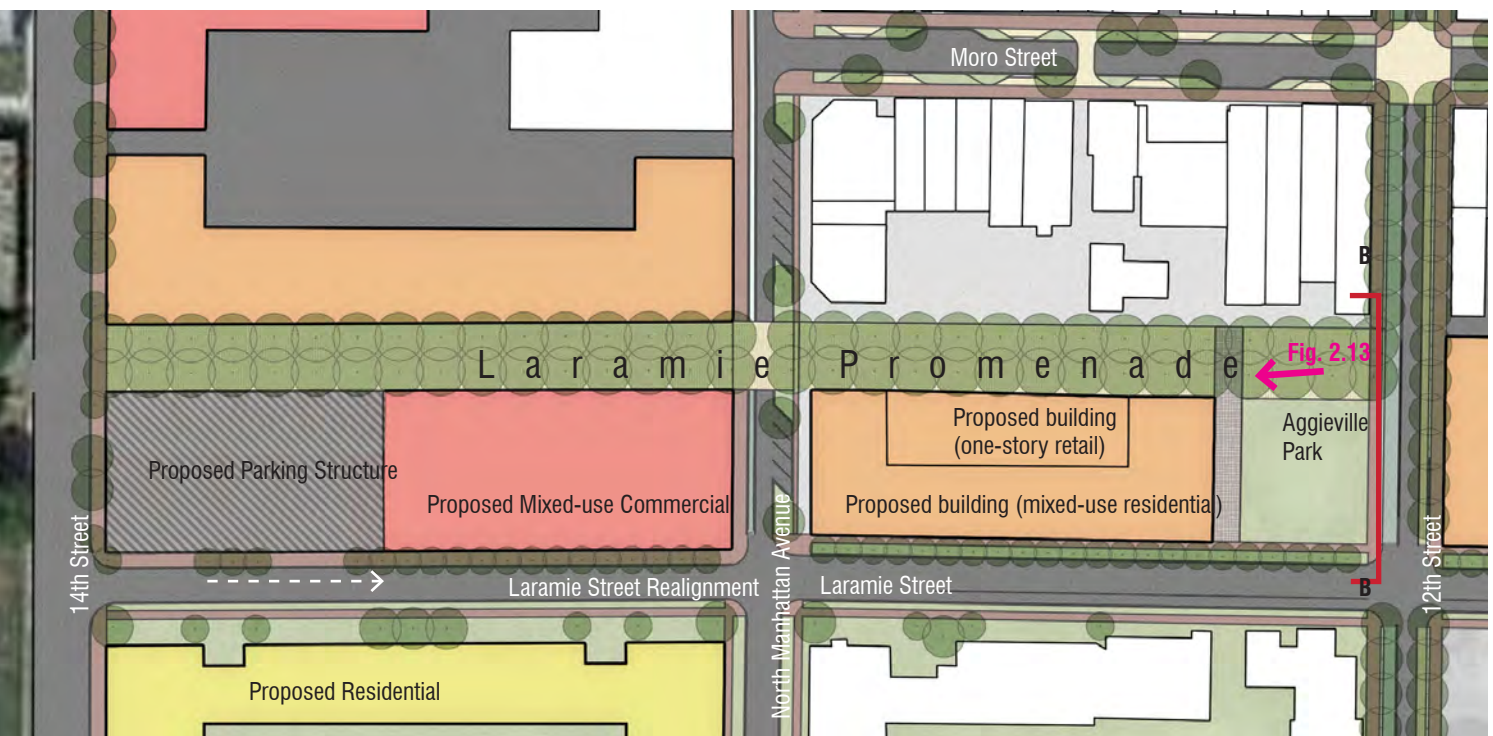


Figure 2.16: Plan Enlargement Showing Laramie Redesign The Laramie Street Realignment creates a stronger east-west corridor, and provides an opportunity to create a green corridor to the north (Rostek & Balderston 2014).



**Figure 2.17: A New Central Core** Aggieville users would experience passive recreation within a quarter-acre park situated in the heart of Aggieville — northwest corner of 12th and Laramie streets. This park provides permanent and flexible outdoor amenities that attract students, residents, professionals and regional visitors (Rostek & Balderston 2014).

**Pedestrian-friendly Aggieville**

An enhanced pedestrian-friendly 12th Street stitches Aggieville with the residential neighborhood to the north and City Park to the south. Midway, and adjacent to 12th Street, a new quarter-acre Aggieville Park is envisioned. This public lawn would allow for gathering and relaxation within Aggieville’s center, and would be surrounded by shops and cafe’s for community enjoyment.

Wider sidewalks and a two-way bike traffic lane on the west side of 12th Street reduces vehicular traffic to one lane heading north. These measures that promote walkability and reduce dependence on vehicles.

This move would help strengthen the connections to nearby housing and promote walking to Aggieville.



**Figure 2.18: 12th Street Anchor** (Prudenti 2014)

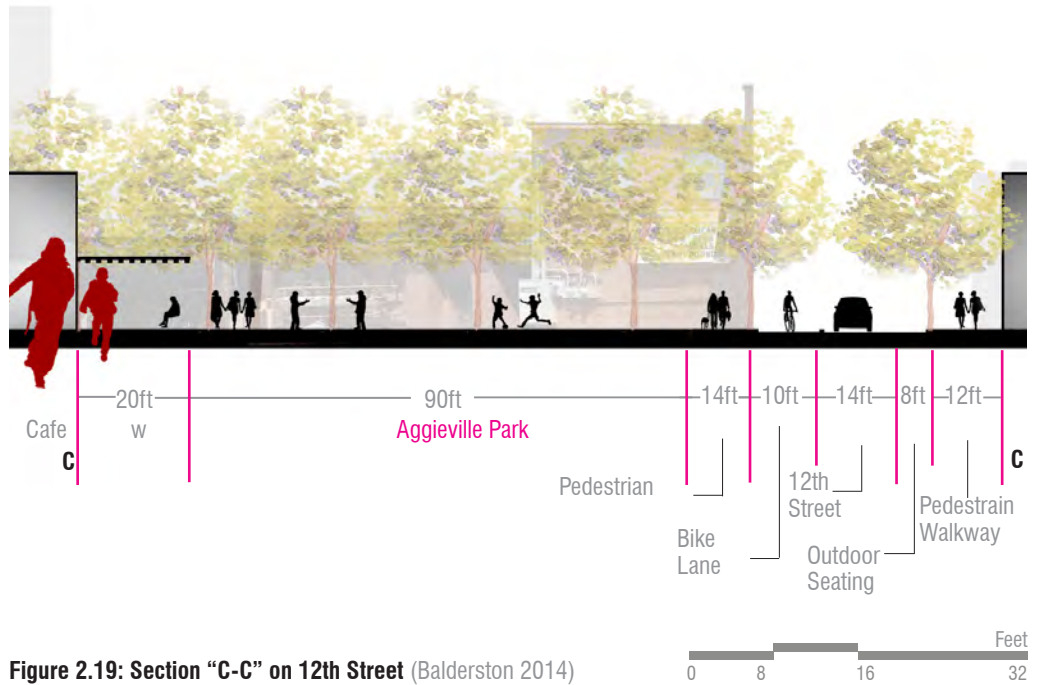


Figure 2.19: Section "C-C" on 12th Street (Balderston 2014)

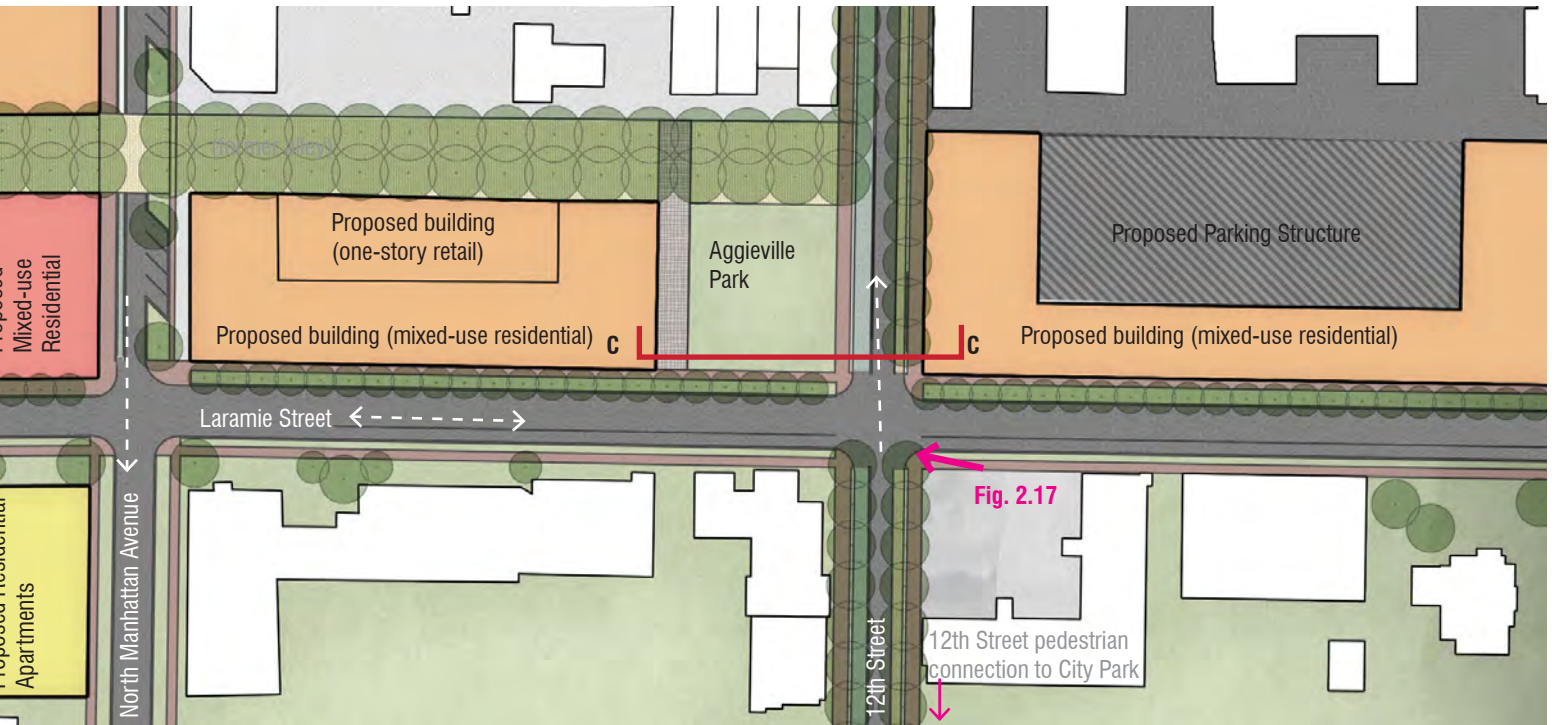


Figure 2.20: Plan Enlargement As Part of 12th Street Anchor Aggieville Park becomes the central location for recreation, along a pedestrian-friendly 12th Street corridor (Rostek & Balderston 2014)





# triangle park

**Figure 2.21: Recreated Place** This view from Bluemont Hotel shows a redeveloped Triangle Park, which will be one of three major civic spaces that serves as landmarks for Aggieville. The other two areas are Laramie Promenade as a pedestrian corridor and Aggieville Park as a new civic space for passive recreation.

## Window Into Aggieville

Many cities provide free movies played within the downtown square. In Aggieville, movies will be within Triangle Park, nestled at the corner of Anderson and Manhattan Avenue.

The newly developed Triangle Park would become an iconic space within Aggieville. The history and location at a heavily traveled intersection make this space unique. As the window into Aggieville, visitors will know they are about to enter a special business district because of a north fronting wall that bears Aggieville’s name within a regionally appropriate limestone facade, enclosing a comfortable court inside. Water features mark this as a special spot.

The expanded park would seamlessly connect to Aggieville, reclaiming space that once was a one-way street that veered off Anderson into Aggieville. Lastly, the Anchor plan allows for vehicular traffic to make right turns on Manhattan Avenue that leads into the heart of Aggieville.



**Figure 2.22: Triangle Park** (Prudenti 2014)





**Figure 2.23: Plan of Triangle Park** A new traffic pattern is created in the redeveloped Triangle Park. Access to Aggieville is through a right turn on Manhattan Avenue. (Rostek 2014)



## A Better Aggieville

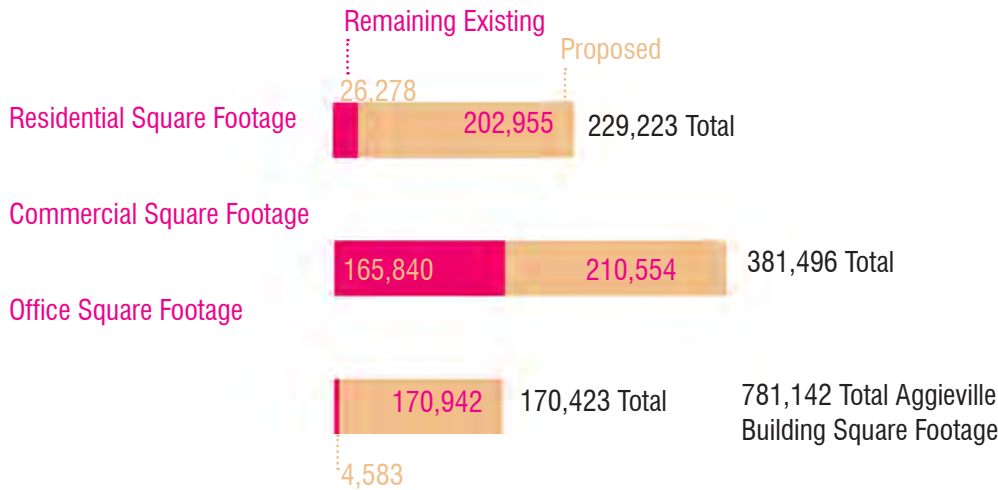
Anchor to Anchor would make Aggieville a destination for people to enjoy superb outdoor and shopping experiences within an urban setting less dependent on vehicular traffic.

New civic spaces, buildings that help shape outdoor spaces, stronger pedestrian connections, and green pathways would define Aggieville as a pedestrian-oriented district — safe, walkable and aesthetically pleasing for all visitors.

Strengthening community ties through visual and physical connections between Aggieville, City Park and surrounding neighborhoods would improve the pedestrian experience without hurting vehicular requirements, creating a wider appeal for local and regional audiences.

Anchor to Anchor would promote community interaction and transform Aggieville as an anchor for the community.

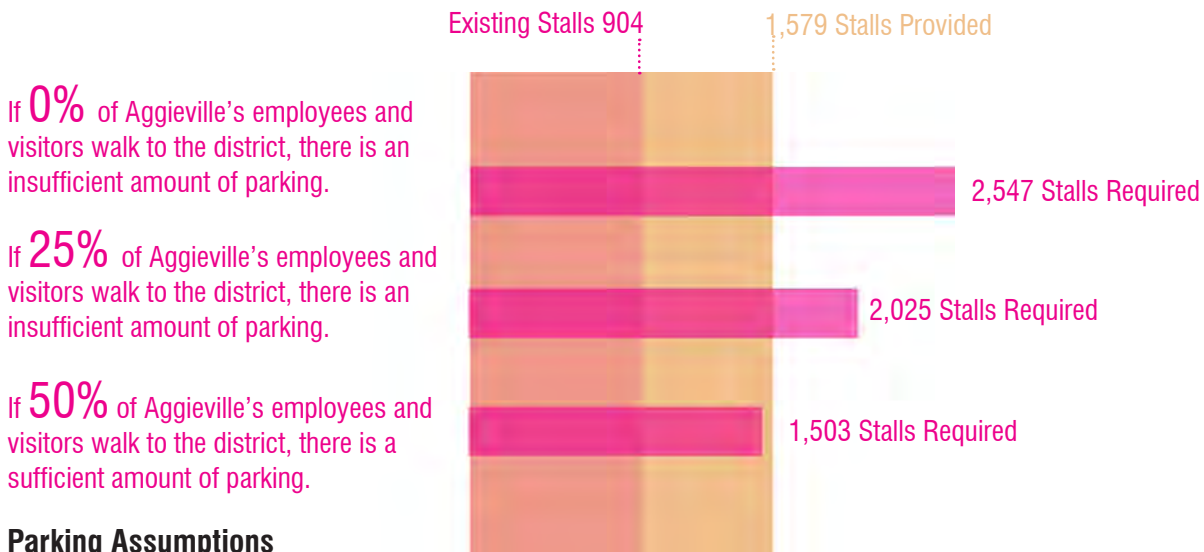
## At A Glance: Building Space and Parking



## People Projections & Assumptions

Total Residents: 458 (2 residents/DU)  
 Total Commercial Employees: 509 (1 employee/750 s.f. GLA)  
 Total Office Employees: 341 (1 employee/500 s.f. GLA)

Total Dwelling Units: 229  
 Total Block Area (square feet): 1,047,972  
 Total Block Area (acres): 24.06



## Parking Assumptions

Residential: 2 stalls/DU  
 Commercial: 4 stalls/1,000 s.f. GLA  
 Office: 3.3 stalls/1,000 s.f. GLA  
 Surface Parking: 360 s.f./stall (includes prorated aisle and landscape islands)  
 Structured Parking: 330 s.f. (includes prorated aisle and ramps)  
 Stalls shown in above graphic include on-street parking, surface parking lots, and structured parking stalls

Figure 2.24: Building Spaces and Parking Metrics (Prudenti & Balderston 2014)

## Citations

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Figure 2:2: Balderson, Ally and Rostek, Andrew. 2014 Aggieville Plan 150. Digital Rendering. June 28.

Image 2:3: André Natta. 2009. Playing Ping Pong in Bryant Park. <http://www.flickr.com/photos/acnatta/3813328294/>.

Image 2:4: Benoist, Jean-Christophe. 2012. Français : New-York - Bryant Park. Own work. [http://commons.wikimedia.org/wiki/File:New-York\\_-\\_Bryant\\_Park.jpg](http://commons.wikimedia.org/wiki/File:New-York_-_Bryant_Park.jpg).

Image. 2:5: Kamel15. 2008. Looking Southeast in Manhattan, New York City. Own work. [http://commons.wikimedia.org/wiki/File:Manhattan\\_New\\_York\\_City\\_2008\\_PD\\_57.JPG](http://commons.wikimedia.org/wiki/File:Manhattan_New_York_City_2008_PD_57.JPG).

Figure 2:6; 2:7; 2:10, 2:14; 2:18; 2:22. Prudenti, Richard. 2014. Strengthening Connections and Improving Traffic Flow; Moro Street Makeover; Laramie Promenade & Boulevard; 12th Street Anchor: Promenade; Triangle Park. Created with Google Sketchup and Adobe Photoshop. Source map: Google Earth.

Figure 2:8: Prudenti, Richard. 2014. What's New. Created with Google Sketchup and Adobe Photoshop. Source map: Google Earth.

Figure 2:9: Rostek, Andrew. 2014. Moro Street. Mixed Media. Balderson, Ally. 2014. Trees for Moro. Hand Render Ed Yourdon. 2014. Woman with Big Headphones. Accessed July 14. <http://www.immediateentourage.com/woman-with-big-headphones-2/>. immediateentourage. 2014c. Two Low Res Women. Accessed July 14. <http://www.immediateentourage.com/two-low-res-women/>. "759-cars\_porsche\_911\_turbo\_wallpaper.jpg (JPEG Image, 1600 × 1200 Pixels) - Scaled (83%)." 2014. Accessed July 14. [http://www.imgbase.info/images/safe-wallpapers/cars/porsche/759-cars\\_porsche\\_911\\_turbo\\_wallpaper.jpg](http://www.imgbase.info/images/safe-wallpapers/cars/porsche/759-cars_porsche_911_turbo_wallpaper.jpg). "Bmw-1-Series-Urban-Line-2012-Exotic-Cars-Luxury-Cars-Sports-773x573.jpg (JPEG Image, 773 × 573 Pixels)." 2014. Accessed July 14. [http://lunar.thegamez.net/car/bmw-1-series-](http://lunar.thegamez.net/car/bmw-1-series-urban-line-wallpaper/bmw-1-series-urban-line-2012-exotic-cars-luxury-cars-sports-773x573.jpg)

[urban-line-wallpaper/bmw-1-series-urban-line-2012-exotic-cars-luxury-cars-sports-773x573.jpg](http://lunar.thegamez.net/car/bmw-1-series-urban-line-wallpaper/bmw-1-series-urban-line-2012-exotic-cars-luxury-cars-sports-773x573.jpg).

Figure 2.11 Balderston, Allison. 2014. Section "A-A" on Moro Street. Source data: Rostek, Andrew.2014. Sketch-Up Model. Google Earth, Manhattan, Kansas. 39d11'08.58"N 96d34'31"W. Accessed July 12, 2014.

Figure 2:12: Balderson, Ally and Rostek, Andrew. 2014 Aggieville Plan\_150. Digital Rendering. June 28.

Figure 2:13: Rostek, Andrew. 2014. Aggieville Park. Mixed Media. Balderson, Ally. 2014. Trees for Aggieville Park. Hand Render. immediateentourage. 2014a. Couple on Motorcycle. Accessed July 14. <http://www.immediateentourage.com/couple-on-a-motorcycle/>.

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———. 2014e. Woman with Stroller. Accessed July 14. <http://www.immediateentourage.com/women-with-stroller/>.

Figure 2:15: Balderston, Allison. 2014. Section "B-B" of Aggieville Park. Source data: Rostek, Andrew.2014. Sketch-Up Model.

Figure 2:16: Balderson, Ally and Rostek, Andrew. 2014 Aggieville Plan\_150. Digital Rendering. June 28.

Figure 2:17: Rostek, Andrew. 2014. Triangle Park. Mixed Media Belenger, Blake. 2014. Team Photo. Accessed June 20. Rostek, Andrew. 2014. Trees for Triangle Park. Hand Render.

Figure 2:19: Balderston, Allison. 2014. Section "C-C" on 12th Street. Source data: Rostek, Andrew.2014. Sketch-Up Model. Figure

Figure 2:20: Balderson, Ally and Rostek, Andrew. 2014 Aggieville Plan\_150. Digital Rendering. June 28.

Figure 2:21: Rostek, Andrew. 2014. Laramie Promenade. Mixed Media, Balderson, Ally. 2014. Trees for Laramie Promenade. Hand Render "6020558770\_49b3917f24\_z.jpg (JPEG Image, 640 × 480 Pixels)." 2014. Accessed July 14. [http://farm7.staticflickr.com/6133/6020558770\\_49b3917f24\\_z.jpg](http://farm7.staticflickr.com/6133/6020558770_49b3917f24_z.jpg). immediateentourage. 2014. Nice Guy with Backpack. Accessed July 14. <http://www.immediateentourage.com/woman-in-nice-boots-2/>.

Figure 2:23: Balderson, Ally and Rostek, Andrew. 2014 Aggieville Plan\_150. Digital Rendering. June 28.

Figure 2:24: Prudenti, Richard and Ally Balderson. 2014 Building Space and Parking Metrics. Source: Data based on Anchor to Anchor plan, square footage and the "Aggieville\_DevelopMetrics\_Template\_v1.xlsx." July 2014, excel spreadsheet by Howard Hahn. Created using Adobe Illustrator.



# **Beginning with Bluemont**

**Ryan Albracht, Lauren Heermann, and Erin Wilson**

**3**

# Beginning with Bluemont

## Re-defining Aggieville's identity and edge

Beginning with Bluemont expands Aggieville's perceived edge and identity by transforming fringe development into a cohesive, liveable, and urban environment.

### Background of Aggieville

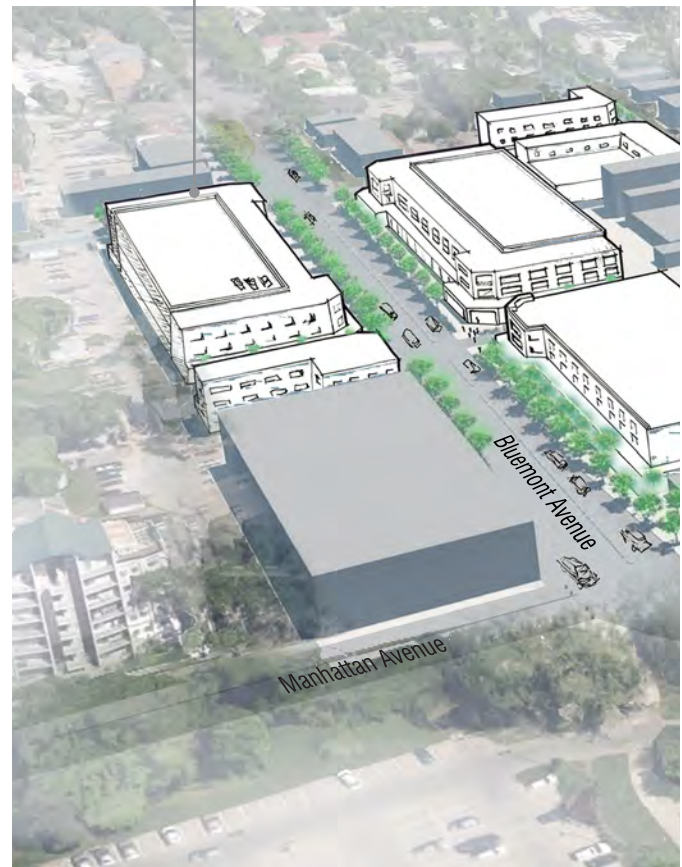
Aggieville, an urban business district in Manhattan, Kansas, serves as a historical and cultural core for many people. With its close proximity to two university campuses, high volume traffic routes, and higher density residential areas, the district has provided a playground for many social experiences. Aggieville has faced economic challenges over the past decades, which have created fragmented businesses away from the main thriving core, Moro Street.

### Aggieville's Central Dilemmas

The proposed plan for a better Aggieville, Beginning with Bluemont, builds upon three critical issues. Aggieville's character and identity is not apparent along Bluemont Avenue. Daily commuters pass parking lots and strip developments not associated with Aggieville's character. Vehicle circulation and parking lots overpower pedestrian comfort. Due to current parking demands, sidewalks are not wide enough to accommodate shade trees. Bluemont Avenue creates a physical barrier between residential neighborhoods and Aggieville. The mix of Aggieville businesses is predominantly bars and restaurants. Residential opportunities within Aggieville are scarce and scattered. Also, family-friendly and non-alcoholic entertainment opportunities are limited to few shops and restaurants.



**Coollest Grandma** @CoollestGrandma  
Looking at local goods in Aggieville today!  
#BakeryonBluemont #Aggieville



# Strategies

## Edge & Identity

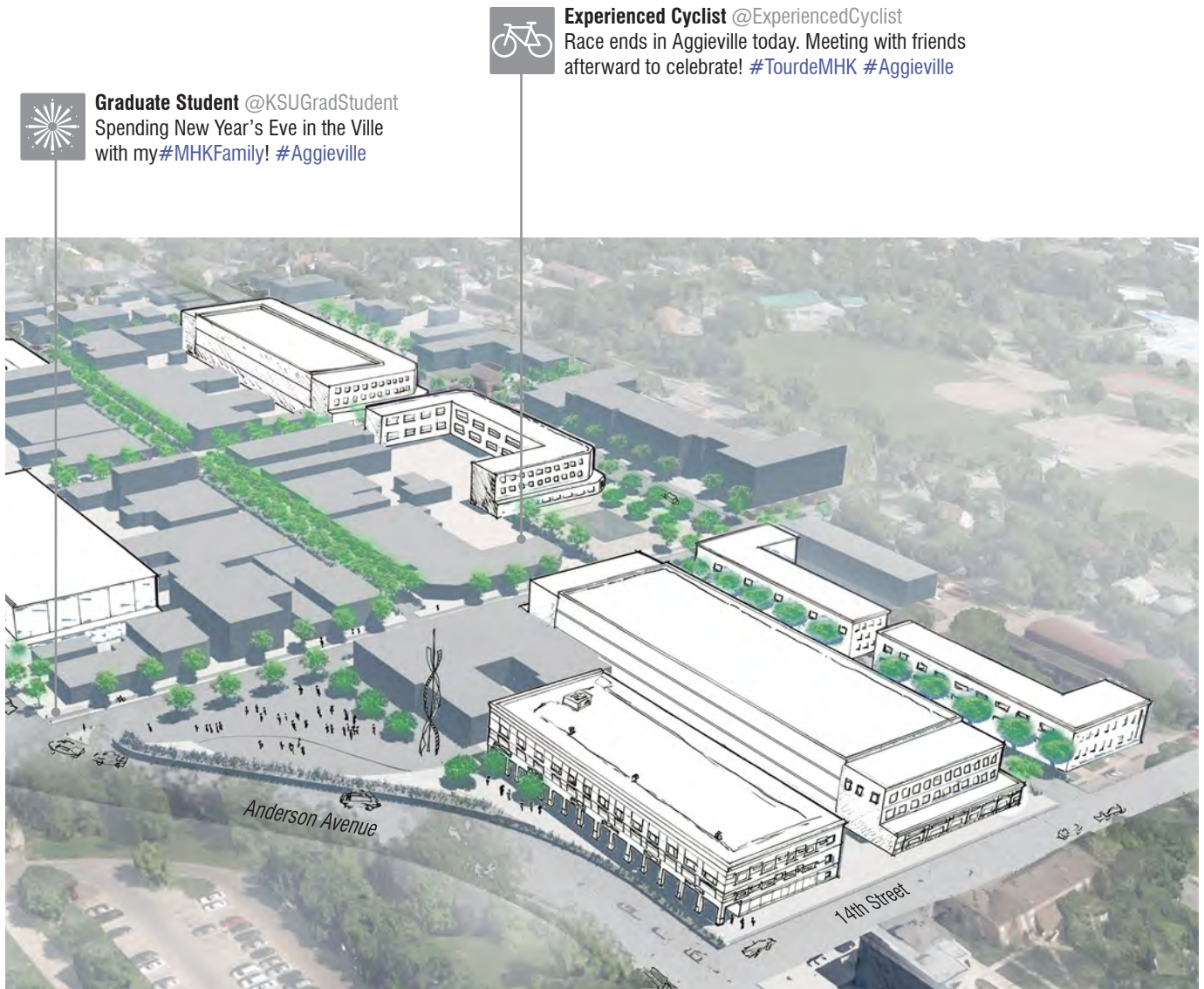
- Develop new buildings closer to streets
- Use building materials similar to Moro Street for a more cohesive character
- Allocate current surface parking into internal parking structures or internal parking lots

## Pedestrian Comfort

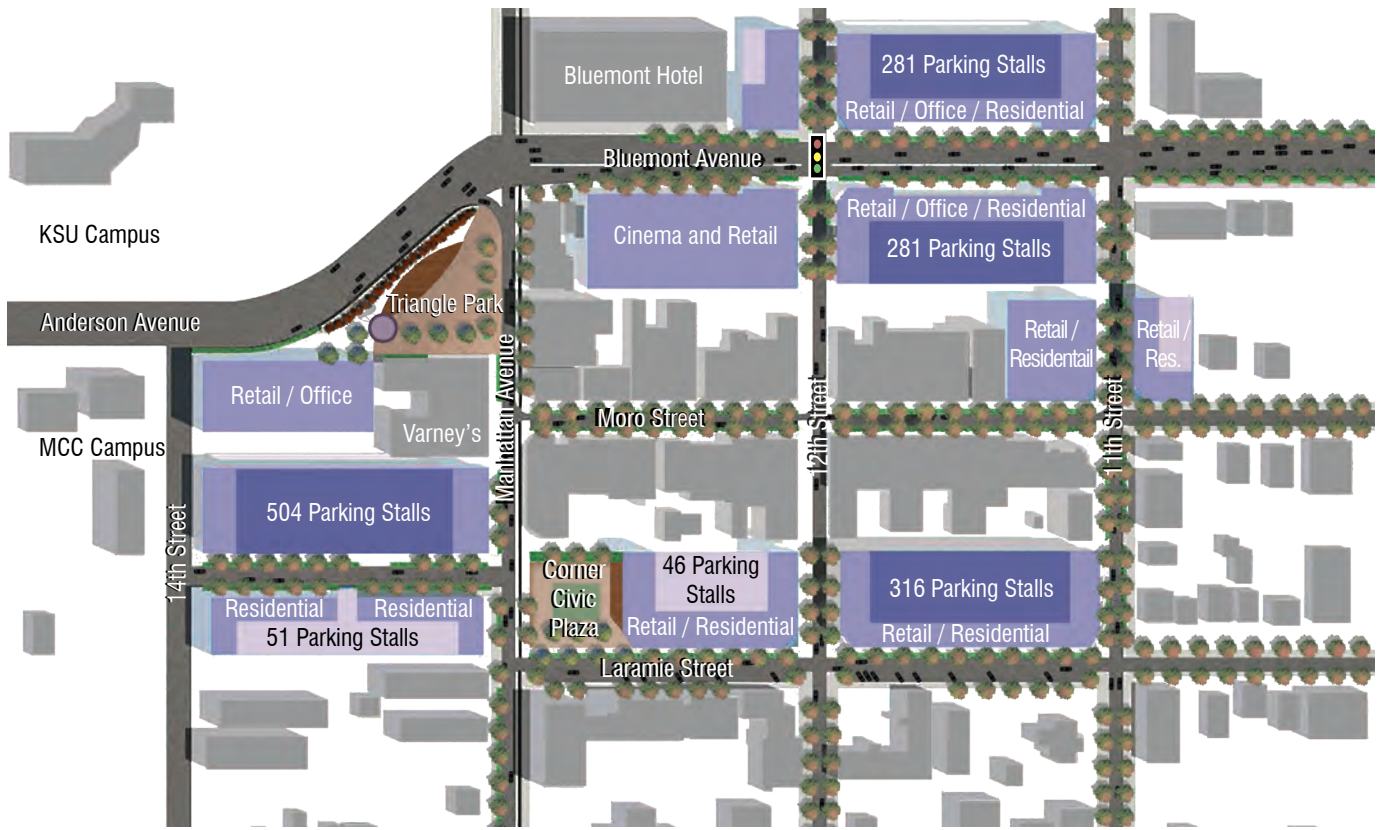
- Widen sidewalks on all streets
- Implement street trees for more shade
- Add vegetation buffers on high traffic streets
- Provide comfortable streetside dining and resting areas

## Land Use Mix

- Create mixed-use development
- Implement more residential areas on upper levels of new development
- Implement opportunities for services and offices on second levels above commercial
- Suggest more arts and entertainment businesses such as a cinema, comedy clubs, and small music venues



**Figure 3.1: The New Aggieville Begins With Bluemont** Beginning with Bluemont Avenue, the new proposal brings out the life from Moro Street (Albracht, Heermann 2014).



**Figure 3.2: A New Plan for Aggieville** Proposed buildings closer to roads strengthen pedestrian street experiences, similar to Moro Street (Wilson 2014).



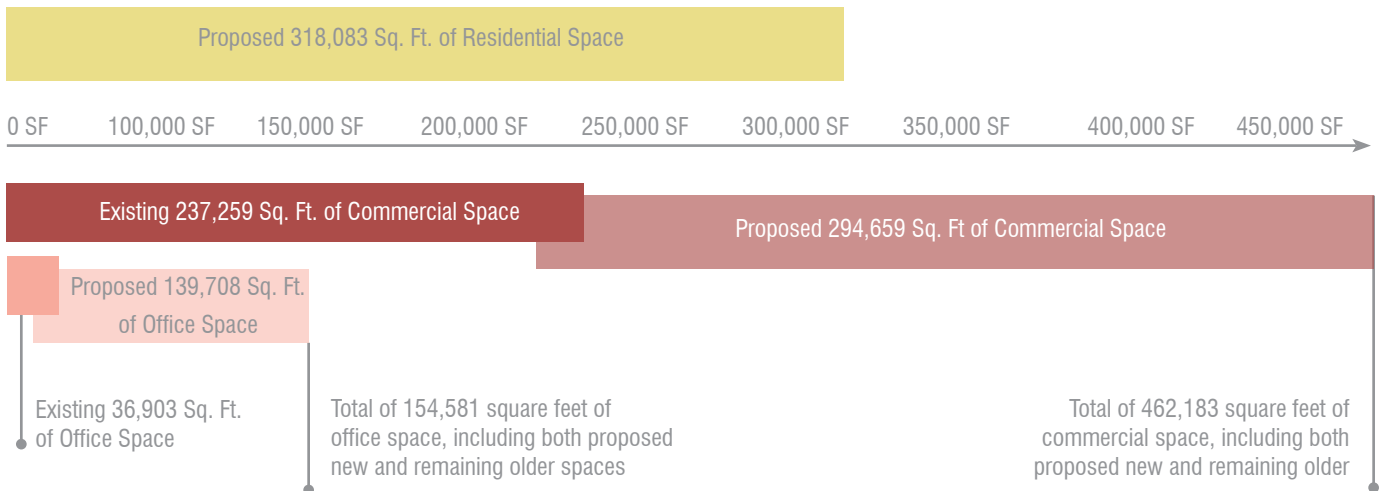
**Legend**

- Existing Buildings
- Proposed Buildings
- Parking Structures
- Parking Lots
- Proposed Traffic Signal

**People Projection Assumptions**

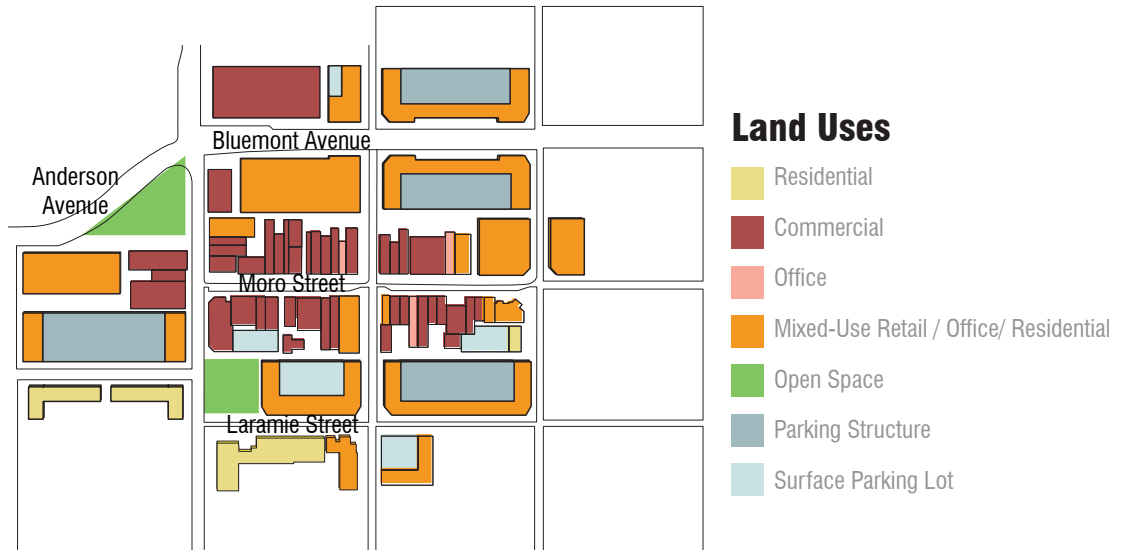
- Total Residents: 636
- Total Commercial Employees: 393
- Total Office Employees: 667
- Total Dwelling Units: 318

- Two People per Dwelling Unit (2 Parking Stalls per DU)
- Sq. Ft. per Commercial Employee: 750
- Sq. Ft. per Office Employee: 500

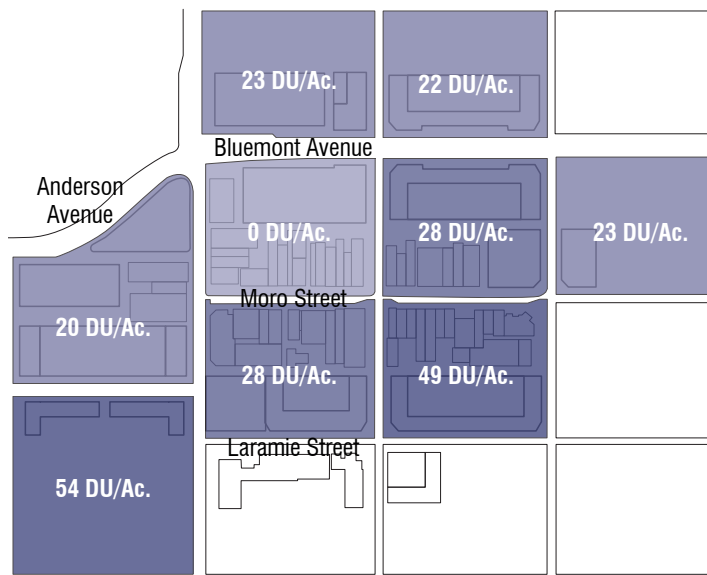


**Figure 3.3: Proposed and Existing Square Footage** Proposed residential, commercial, and office spaces could greatly increase Aggieville's usable space and economic activity (Heermann, Wilson 2014).

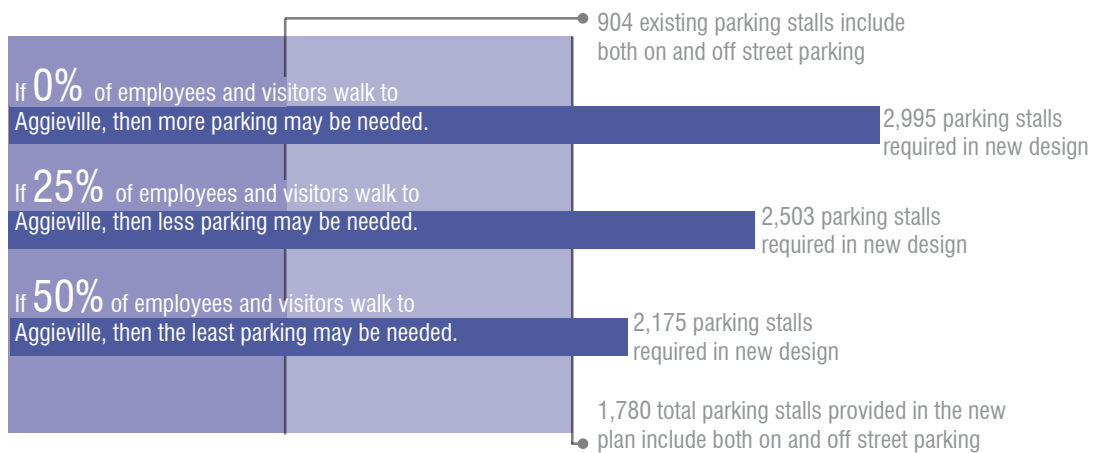




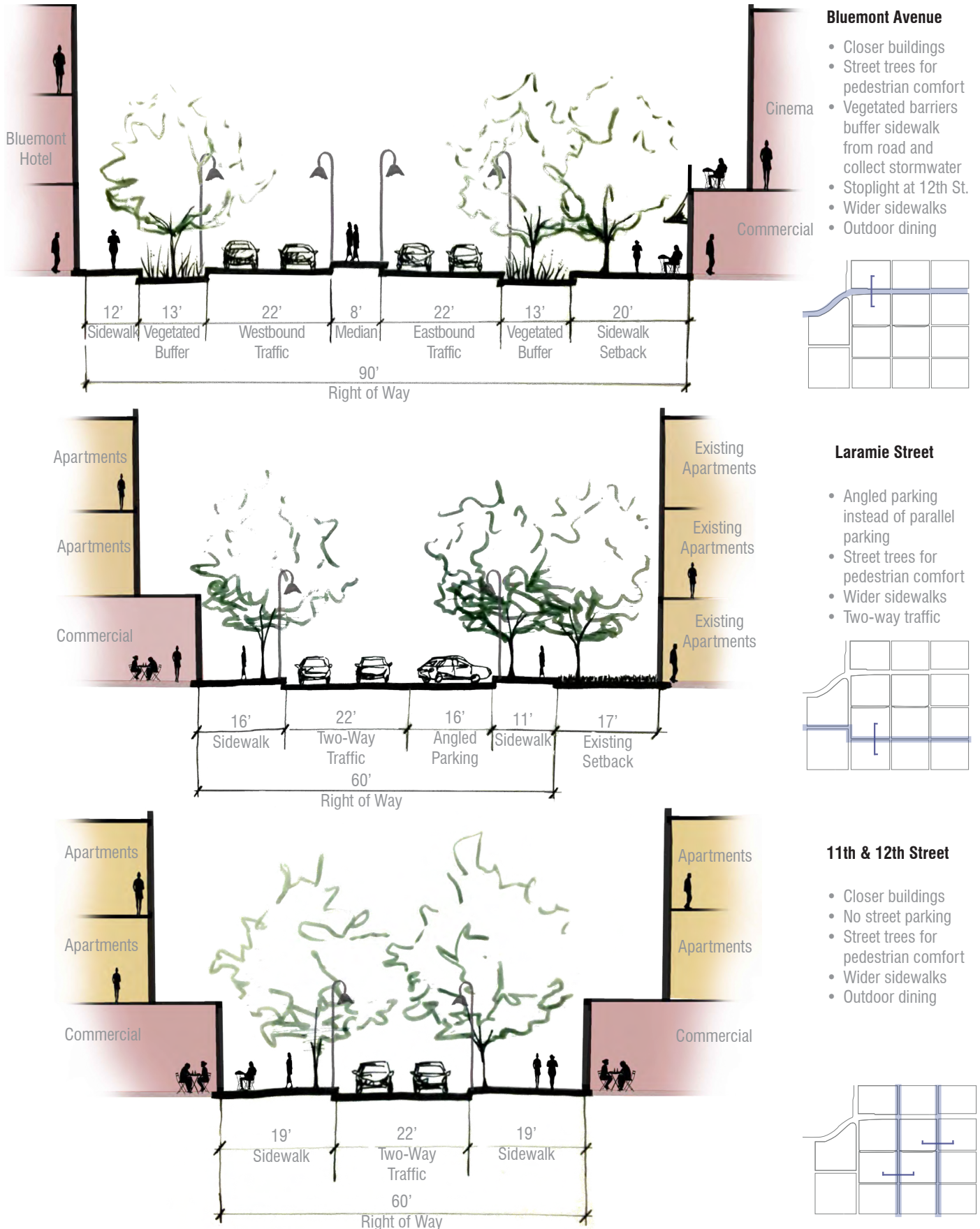
**Figure 3.4: Building and Land Use Plan** The proposed design brings more entertainment, residential, office, and retail space (Heermann, Wilson 2014).



**Figure 3.5: Proposed Dwelling Units Per Acre By Block** An average of 27 dwelling units per acre within all proposed blocks (Wilson 2014)



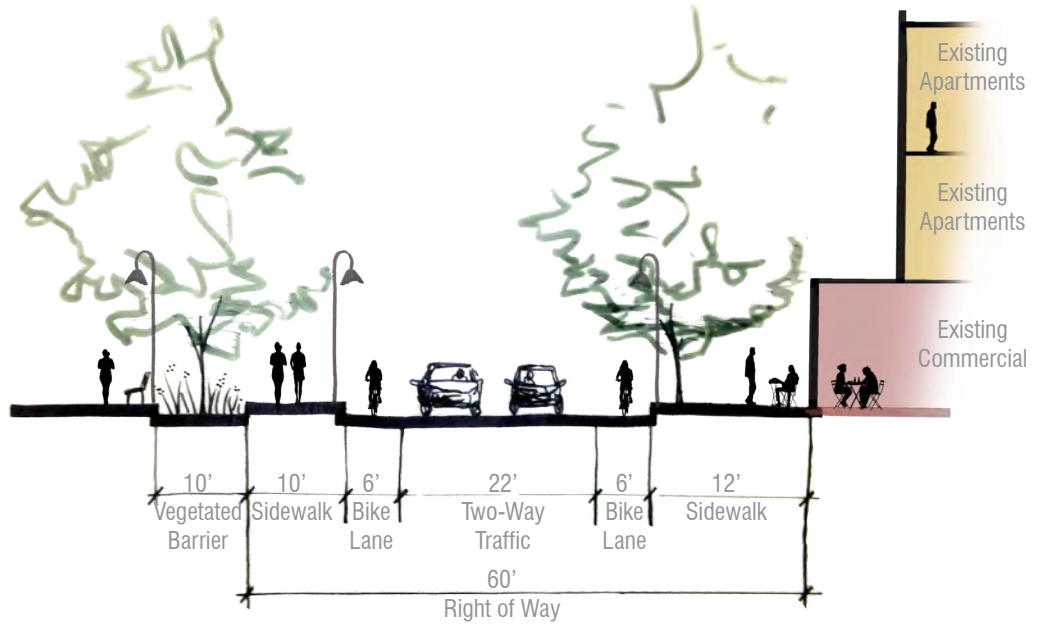
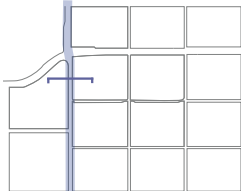
**Figure 3.6: When More People Live and Work in Aggieville, Less Parking is Needed** If Aggieville businesses incentivize employees to live in the business district, less parking will be needed (Heermann 2014).



**Figure 3.7: Lively Pedestrian Activities Along Aggieville Streets** Wider sidewalks for outdoor dining and shade trees on every street can enhance the Aggieville experience (Albracht, Heermann, Wilson 2014).

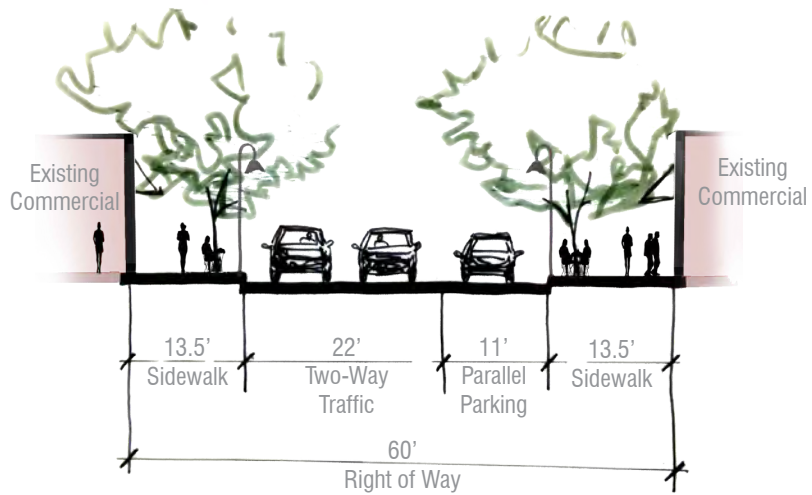
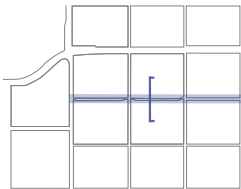
**Manhattan Avenue**

- No street parking
- Two-way traffic
- Bike lane on west side
- Planters to buffer Triangle Park from street
- Street trees for pedestrian comfort
- Wider sidewalks
- Outdoor dining



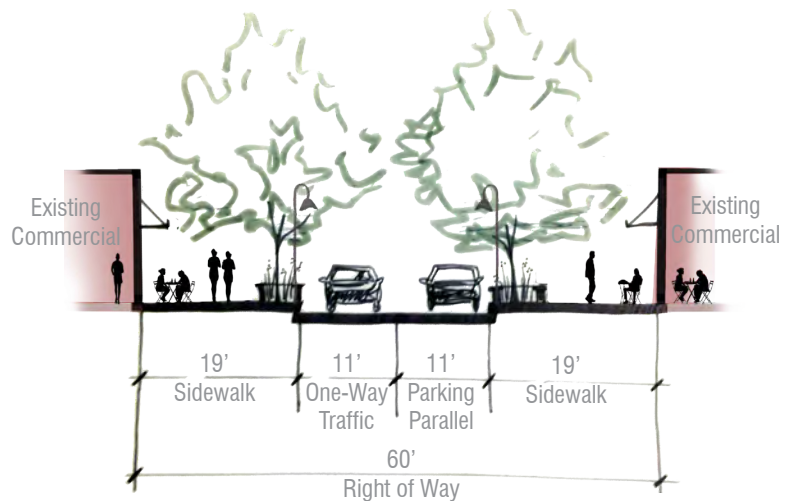
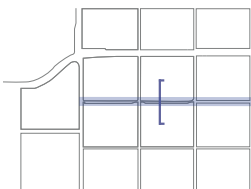
**Moro Street  
Two-Way Traffic Alternative**

- Parallel parking instead of angled parking
- Two-way traffic
- Street trees for pedestrian comfort
- Wider sidewalks
- Outdoor dining



**Moro Street  
One-Way Traffic Alternative**

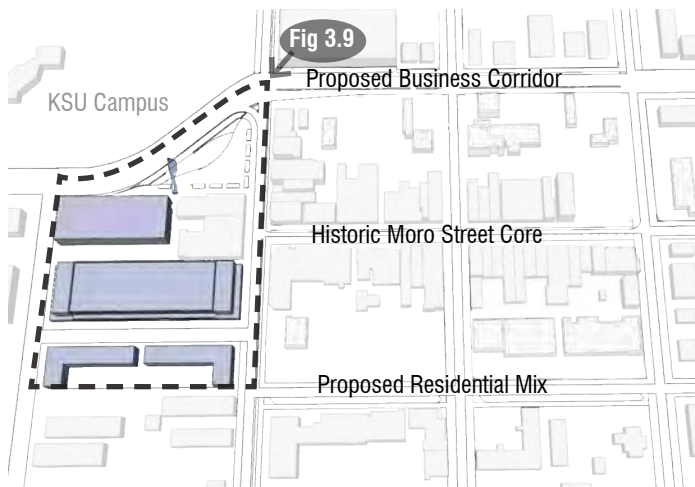
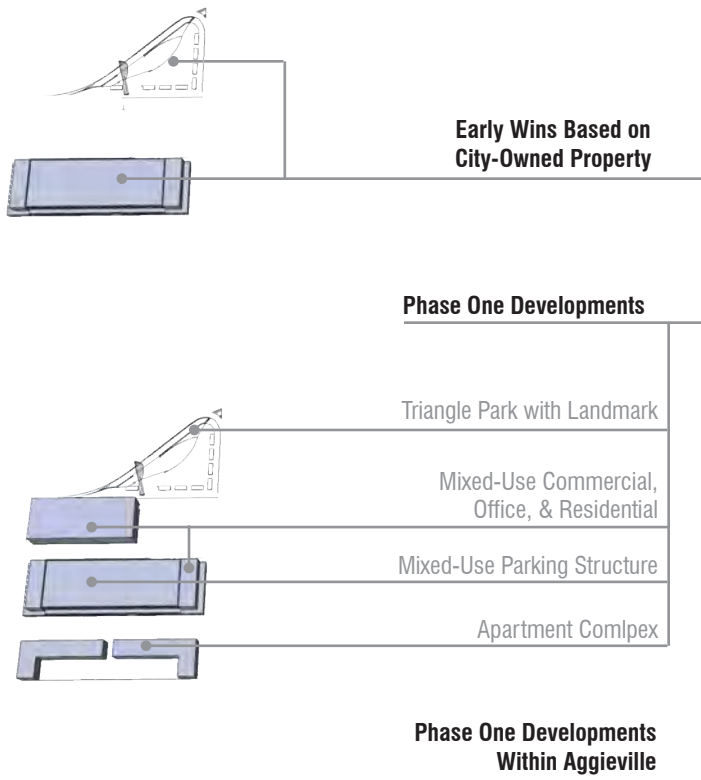
- Parallel parking instead of angled parking
- One-way traffic
- Planters to buffer sidewalk from road
- Street trees for pedestrian comfort
- Wider sidewalks
- Outdoor dining



## Phase One: West Aggieville Along 14th Street



**Figure 3.8: Triangle Park Currently** No barrier separates the park street, creating a noisy and awkward pedestrian space (Albracht 2014).



**Figure 3.9: Phase One** Improvements in west Aggieville include Triangle Park, two mix-use buildings, and a parking structure (Heermann 2014).



**Business Owner** @VilleBusinessOwner  
The weather looks nice outside!  
Time for lunch break at the Triangle.  
#NiceKansasWeather #Aggieville

**Figure 3.10: Tunes on the Triangle** A view from a Bluemont Hotel room shows Triangle Park with a landscaped wall and vegetation as a barrier between Anderson Avenue and the special event space (Heermann, Wilson 2014).

### Edge & Identity

Accentuating a prime Aggieville entry location, the new Triangle Park better serves existing needs of the space. Outdoor concerts can entertain expansive crowds that may flood the park and the rest of Aggieville streets during large events. A tall landmark sits on axis with Anderson Avenue and brings attention to the Ville from surrounding areas. The Triangle Park proposal can create memorable experiences through possible social interactions and distinctive landmark qualities.

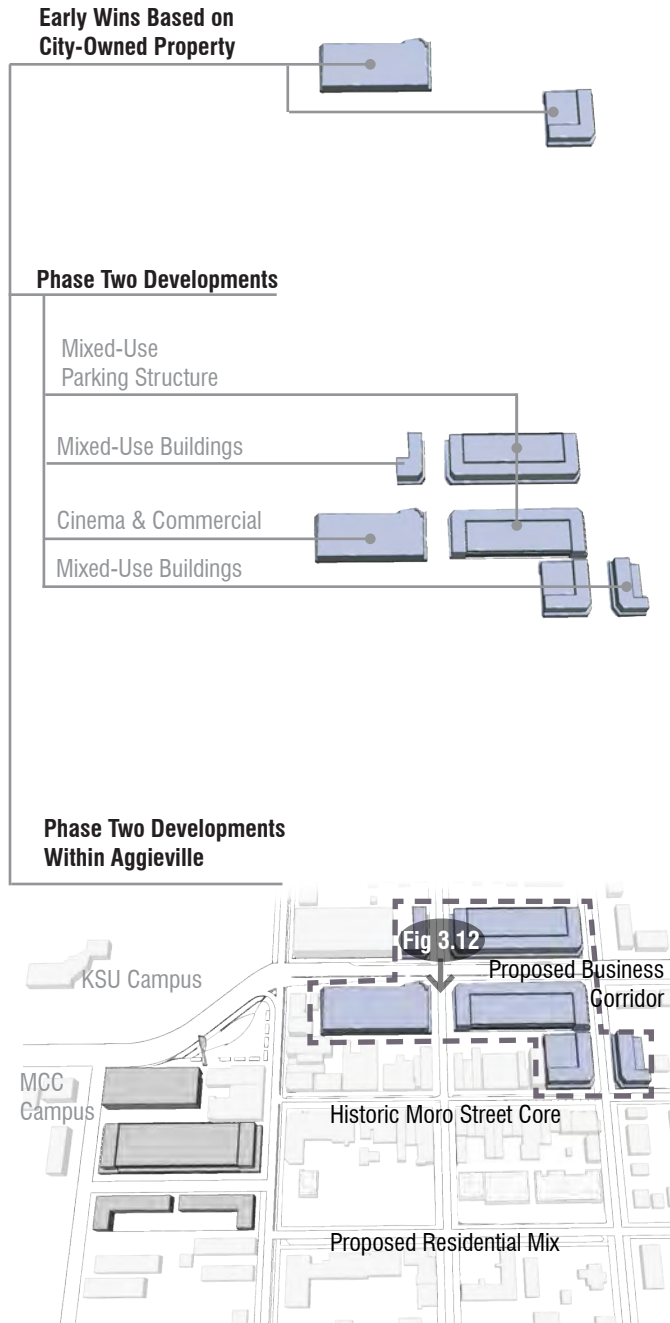


**Figure 3.11: Manhattan Landmark Heights** The proposed Aggieville structure fits within the height range of other iconic Manhattan landmarks (Heermann, Wilson 2014).

## Phase Two: North Aggieville Along Bluemont Avenue

### Business Corridor Expansion

As redevelopment continues along Bluemont Avenue, a new proposed business corridor can bring the lively pedestrian activity from Moro Street outward. If phase one anchors the northwestern entrance to Aggieville district, then phase two marks the northeastern entrance. Buildings may offer first floor retail activity for shopping and dining, second floor office space, and third floor residential units. A cinema can offer evening entertainment for all ages. Most upstairs spaces may look out to an attractive view of the avenue below.



**Chic Soccer Mom** @ChicSoccerMom  
Dropped off the kids at  
@AggievilleCinema. Time to shop!  
#BargainsonBluemont #Aggieville



**Figure 3.12: Phase Two** Redevelopments along Bluemont Avenue include mix-use buildings, parking structures, and a cinema (Heermann 2014).

### Pedestrian Activity and Social Interactions

A new traffic light intersection at 12th Street and Bluemont Avenue can slow traffic to allow pedestrian safer movement across. According to the current Campus Edge Plan proposals, 12th Street will serve as a major pedestrian corridor into Aggieville from the north. This design expands on this concept and provides for pedestrian needs of safe experiences and exciting social places. Rows of trees and vegetated planting beds separate vehicles from sidewalks and outdoor dining areas. Sidewalks within the new design may be buzzing with pedestrian social activity during all times of the day.



**Figure 3.13: 12th Street Currently** Vehicles cannot currently enter Aggieville from the north on 12th Street. Pedestrians crossing here do not have the right of way (Heermann 2014).



**KSU Land Arch Professor** @BlakeBelanger  
Time for yoga after a long day of teaching.  
#Yoga #Aggieville

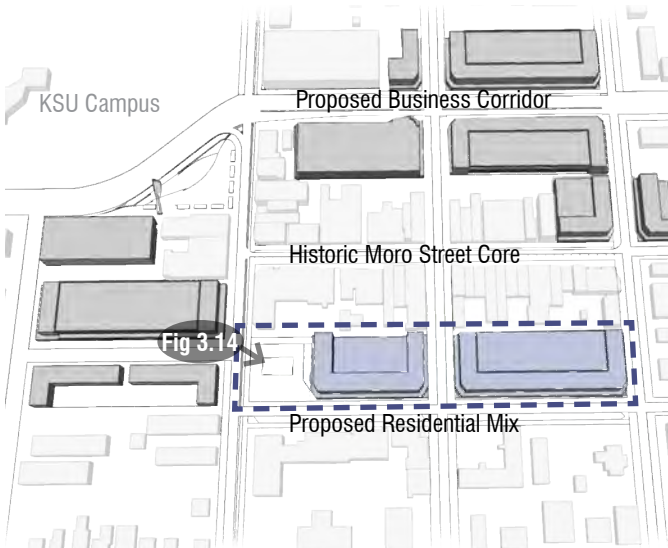
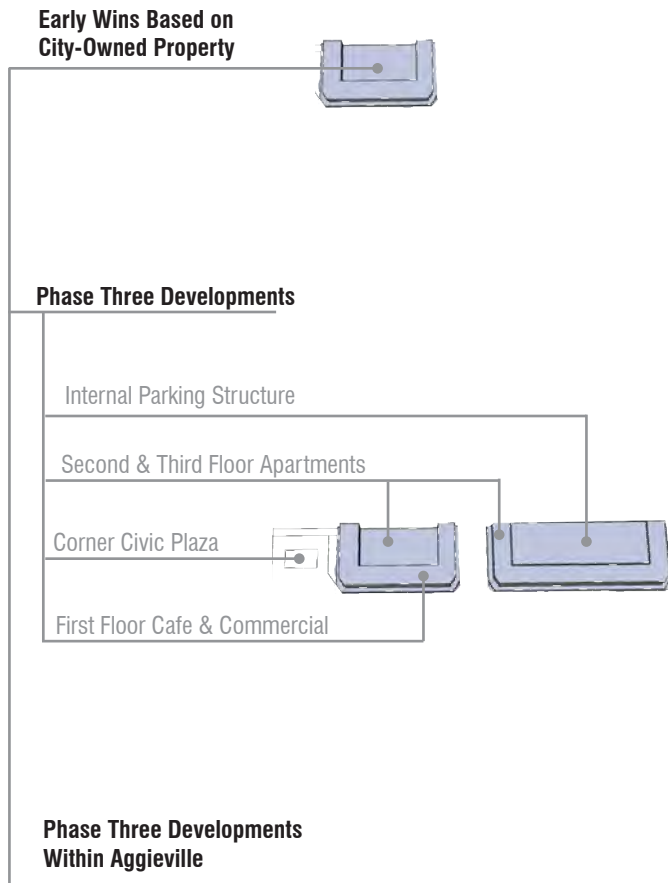


**The Assistant** @DedicatedAssistant  
Meeting the boss in the Ville for dinner.  
#WorldsBestBoss #Aggieville

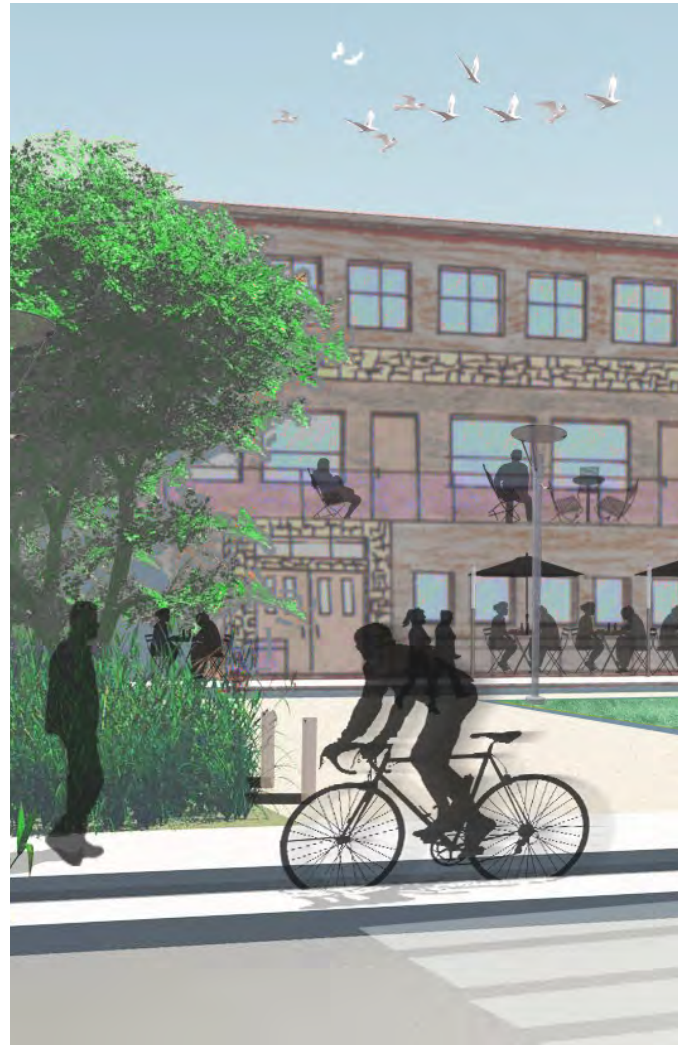


**Figure 3.14: 12th Street Pedestrian Gateway** A grand entrance welcomes pedestrian visitors at the 12th Street intersection with Bluemont Avenue as they enter from the neighborhoods to the north (Heermann, Wilson 2014).

## Phase Three: South Aggieville Along Laramie Street



**Figure 3.15: Phase Three** The final phase for Aggieville includes more residential spaces, a civic corner plaza, retail space, and a new parking structure (Heermann 2014).



**Figure 3.16: Corner Civic Plaza** A plaza serves new residents to the south and can be used for dining, relaxation, and play (Albracht 2014).

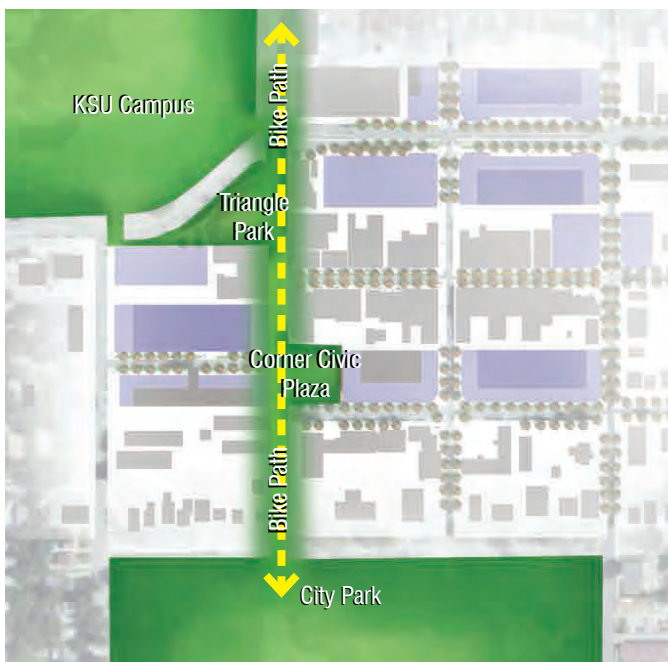
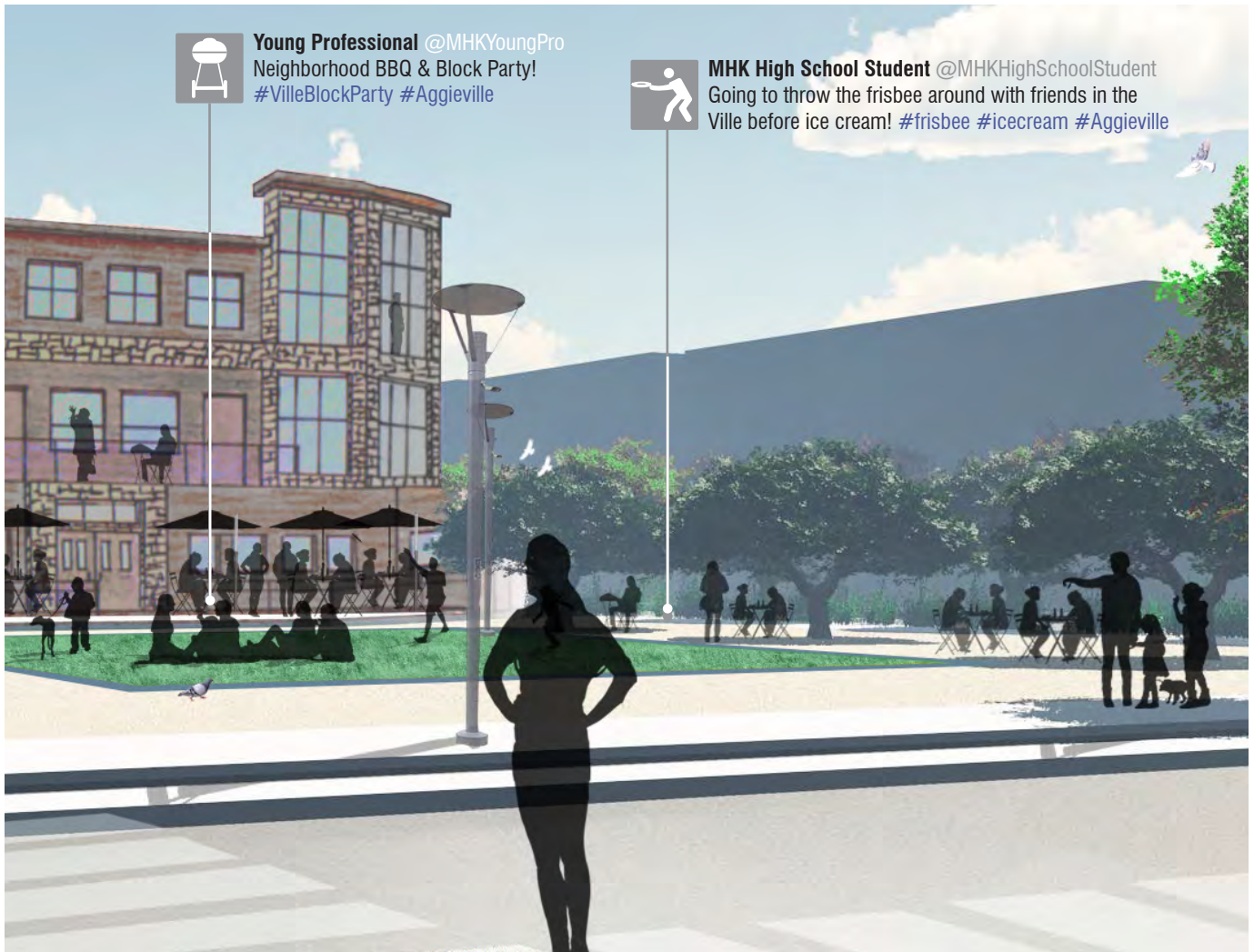
### Creating a Corner Space

The last phase of development can involve removing surface parking lots and undesirable structures to create a better urban environment with open civic space. The proposed mixed-use buildings have first floor commercial space and second-third floor residential units, which opens up on the west to a civic space, Corner Civic Plaza.

### KSU Campus to City Park Connections

This plaza would be part of a greenway system which connects the K-State campus to City Park. The Corner Civic Plaza would replace the current location of Chipotle. This location is a prime spot for a civic space as it lies on axis with Laramie Street and can serve as another grand Aggieville entrance. Adjacent buildings with first floor restaurants may have outdoor dining, which spills out into the civic entry space.





**Figure 3.17: Civic Spaces Linked by Manhattan Avenue** Manhattan Avenue connects KSU campus, Triangle Park, Corner Civic Plaza, and City Park where additional bike lanes can be implemented (Albracht 2014).



**Figure 3.18: Current Laramie Corner** Chipotle parking currently covers the corner with little outdoor dining space (Heermann 2014).

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**Figure 3.18:**

Heermann, Lauren. 2014. Current Laramie Corner. Digital photograph.



# Daring to Densify

Amanda Kline, Parker Ruskamp, and Jared Sickmann

4

# Daring to Densify

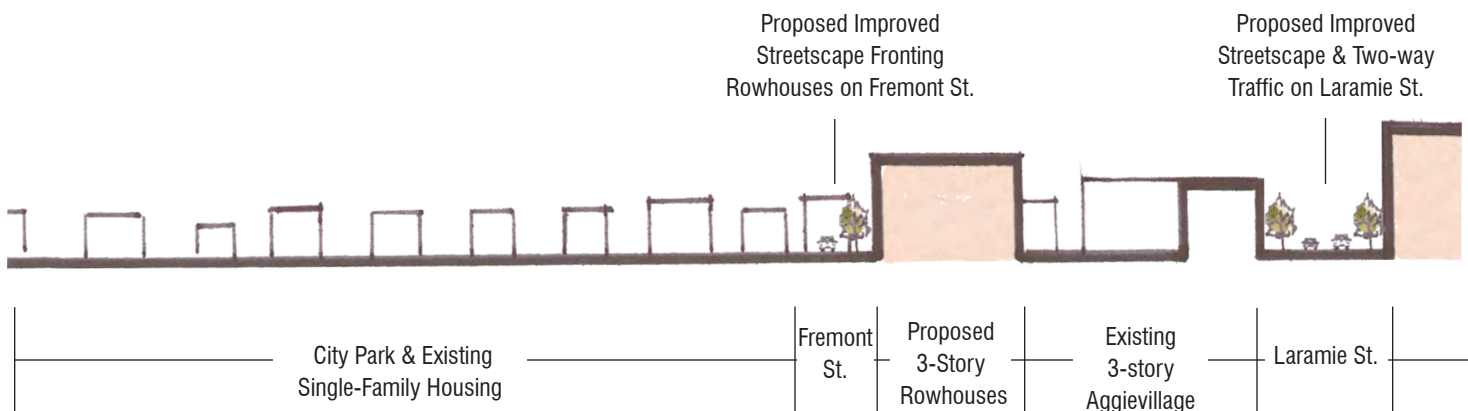
## A Visionary Future of Aggieville as an Urban District

Anticipating population growth in the near future, this proposal looks at Aggieville as a densely developed urban district, providing an array of new housing, employment, entertainment, and outdoor activity opportunities while promoting walkable environments.

### Project Overview

Aggieville has long been associated with the identity of both the City of Manhattan and Kansas State University. In recent years, the population of Manhattan has been growing at a steady rate and is expected to increase dramatically within the near future. Population projections are expected to grow 30% by 2034, both as a part of the city's steady upward growth trend and the opening of the new National Bio and Agro-Defense Facility, a government-run research facility expected to create hundreds of new jobs (Credit 2014). To supplement the anticipated growth, this proposal

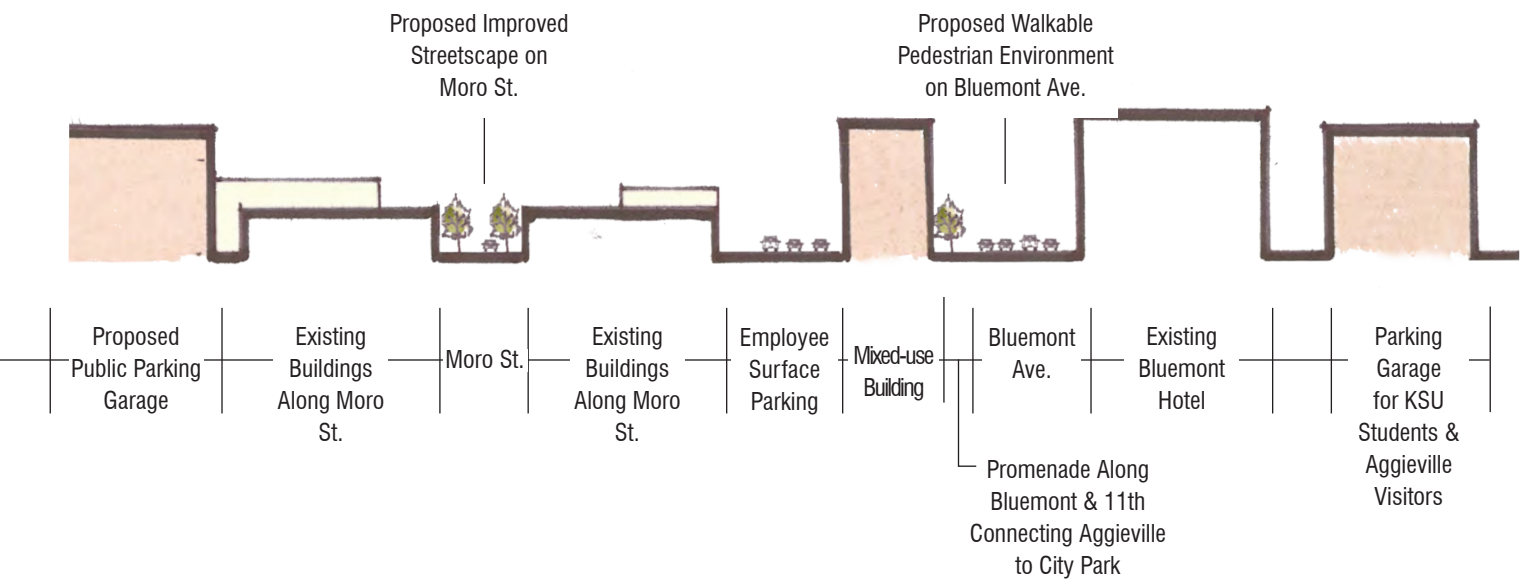
looks at a visionary future for Aggieville as an established urban district within Manhattan. The new proposal incorporates high-density single-family and multi-family housing, office and commercial mixed-use buildings, as well as parking structures to supplement the new developments. While also increasing density, this proposal aims to create a comfortable pedestrian environment by incorporating improvements to existing streetscapes as well as a new promenade to connect nodes of activity throughout Aggieville and adjacent areas.



**Figure 4.1: Proposed Aggieville Infill (South to North Section, Facing West)** Aggieville's density increases with new 5-6 story buildings (Sickmann 2014).



**Figure 4.2: Entry Landmark** Enhanced entry from City Park on 11th St. with a corner 8-story mixed-use building and plaza landmark (Kline, Sickmann, & Ruskamp 2014).

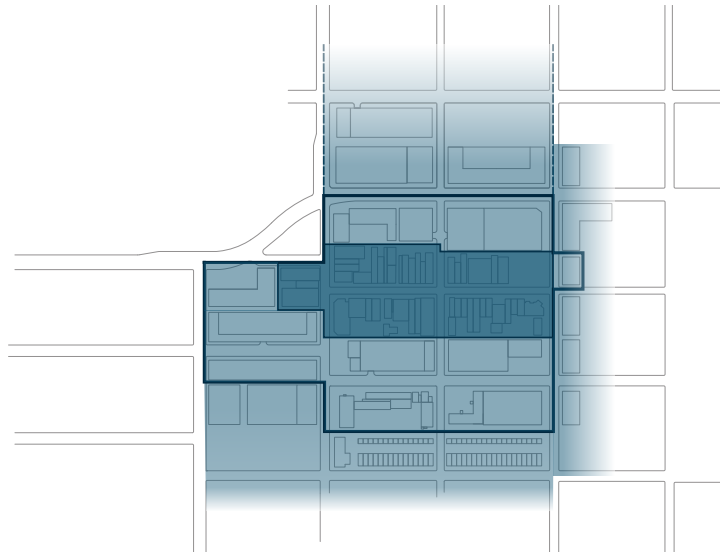


# Densification Within the Ville

## Expansion

While increasing density within Aggieville’s existing boundary was the primary goal, part of this proposal also looks at expanding Aggieville’s influence and increasing developmental density in nearby neighborhoods as well. To the north, south, and east of Aggieville’s existing boundary, a mix of single- and multi-family residential, as well as office and commercial mixed-use buildings, were implemented as well as parking structures to supplement the proposed developments.

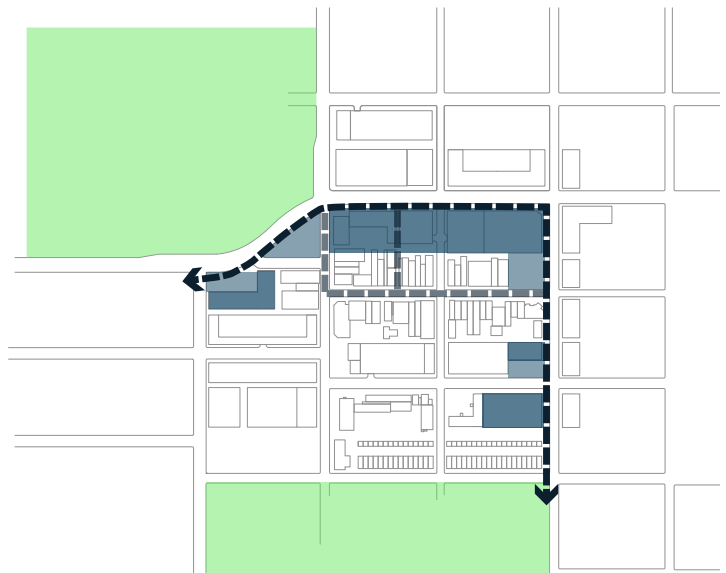
- Moro Street Core
- Expansion of the Ville
- Aggieville Existing Boundary



## Linkage

In addition to increasing developmental density, another goal was to create pedestrian-friendly environments within Aggieville and connect the district to nearby landmarks (KSU and MCC campuses, City Park, and the Downtown District). A proposed promenade runs along Anderson/Bluement Ave. between 14th and 11th Street before turning south down 11th Street, while also providing additional paths that connect the promenade to historic Moro Street. Along the promenade, new developments such as street-level retail, an interactive museum and arcade, as well as multiple outdoor spaces provide an array of entertainment opportunities for people of all ages.

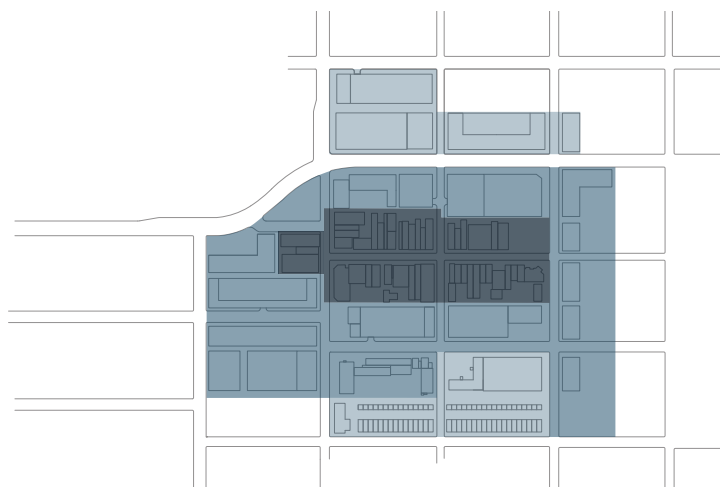
- Pedestrian Linkage
- Connection Districts
- Infill along Promenade



## Phasing

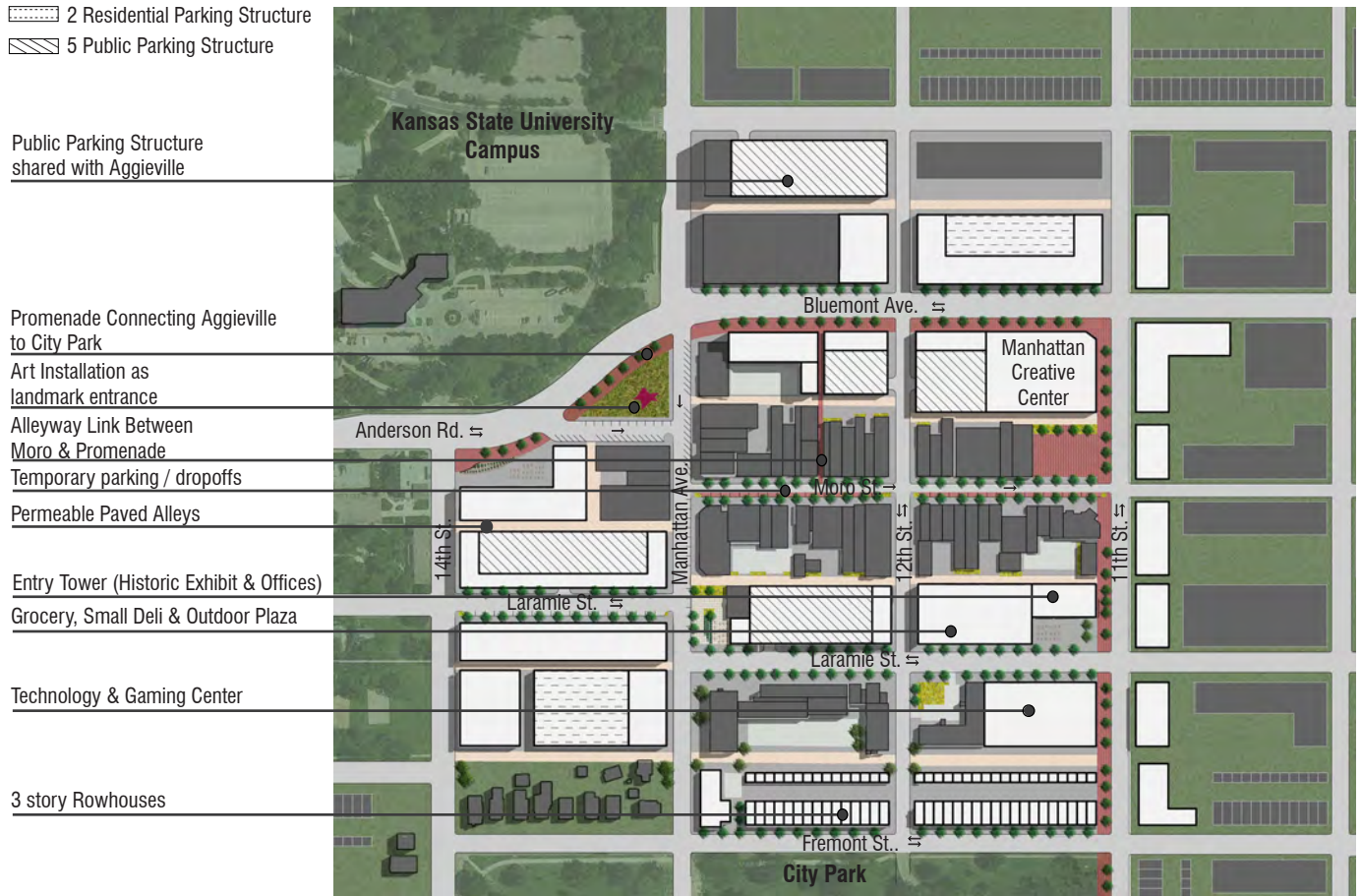
Keeping the existing historic Moro Street spine and form intact was critical to preserve a portion of Aggieville’s historic character, but improvements for pedestrian experience along Moro were proposed to create a more urbanized environment. The next phase in development would be infilling with higher density development from outside Moro Street up to the existing boundary of Aggieville. The final phase would be additional high-density development beyond Aggieville’s current boundary into the adjacent neighborhoods (to the north and east) and towards City Park (to the south).

- Phase I - Moro St.
- Phase II - Infill Existing Boundary
- Phase III - Expansion



**Figure 4.3: Site Diagrams** Conceptual design aspects are depicted above through diagrams (Sickmann 2014).





**Figure 4.4: Daring to Density Site Plan** Aggieville's future could have higher density 5-6 story buildings, improved pedestrian friendly environments, and connecting promenade from the district to City Park (Kline 2014)

### Conceptual Design Visions

The densest infill in this proposal occurs along the proposed promenade beginning with Anderson Avenue. A proposed commercial and office mixed-use building with a public plaza connected loosely to Triangle Park lie adjacent to the beginning of the promenade with a public parking structure replacing an existing surface lot to the south. One block south, two multi-family residential units and an office building conceal a private parking structure for the residents and workers. New mixed-use (commercial and office as well as commercial and multi-family residential) buildings, two public and two private parking structures, as well as an interactive science museum front Bluemont are before the promenade turns to the south. Along 11th Street, six multi-family residential buildings, two public spaces, a commercial and office mixed-use building and mixed-use grocery and residential building create a strong urban edge along the promenade. Continuing south further along 11th, another mixed-use commercial building with an arcade provide additional residential units, entertainment and relaxation spaces, and amenities that are not currently present in Aggieville. Fronting City Park are thirty-three single-family rowhouses, each with a detached two-car garage that form a private backyard for every unit. The historic Moro Street spine is to stay intact aside from streetscape improvements.

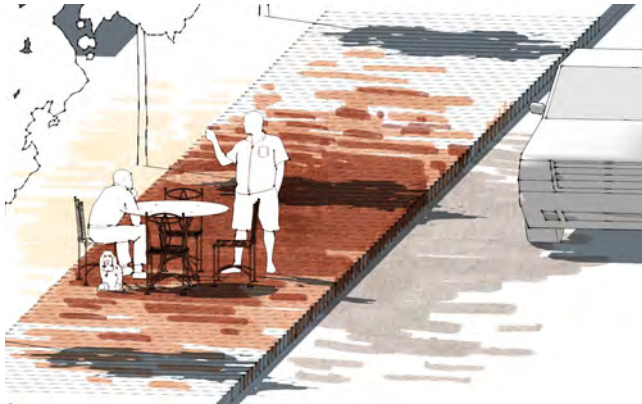
## More Comfortable Environment

### Moro Street Improvements

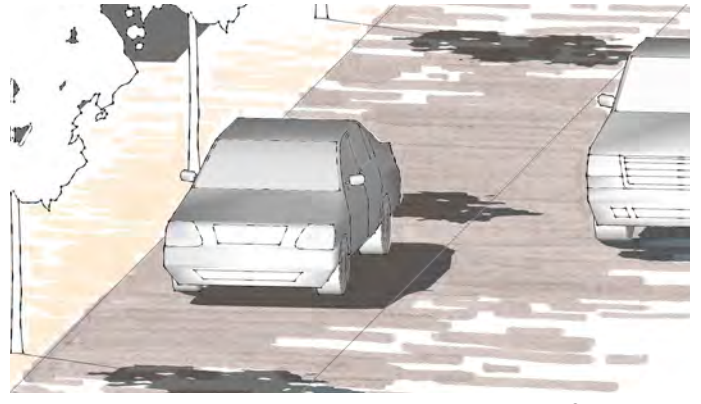
A denser Aggieville can also be a walkable, pedestrian friendly Aggieville. This proposal calls for improvements to the streetscape along Moro Street, with the inclusion of street trees, additional amenities for users (waste bins, benches, street lighting), as well as a temporary on-street parking configuration that provides businesses along Moro Street with the option of having additional outdoor seating space or providing temporary parking for their customers. The temporary installations would resemble decking that businesses could provide as outdoor seating for visitors either for dining or rest opportunities, depending on the business type. The installations could also change with seasonality, as perhaps more parking would be desired during the winter months, when the weather is less desirable for walking, or during large events, when more parking would be necessary. Moving the installations would provide temporary on-street 15-minute parking zones for the businesses, giving patrons that do not plan on spending a lot of time in the business quick and easy access for a limited amount of time.



**Figure 4.5: Moro Street's New Environment** Moro St. streetscape improves with new site amenities like outdoor seating, street trees, lighting, and waste bins (Kline & Sickmann 2014).

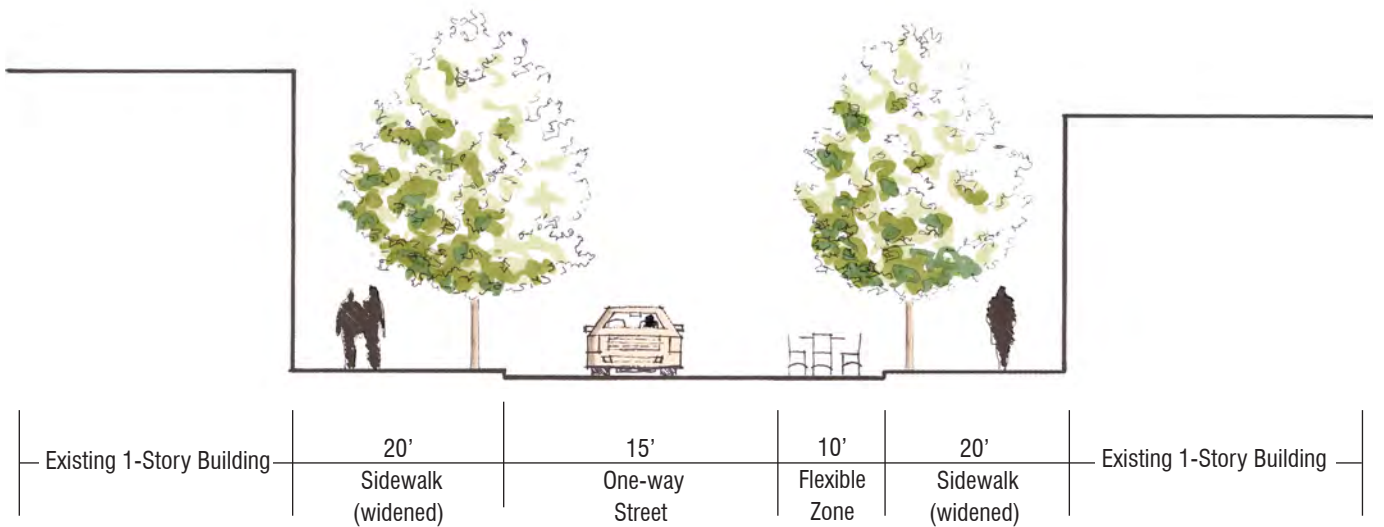


Seating Use - Movable deck panels creating additional space for outdoor dining



Parking Use - Removed deck panels for additionally parking on Moro St.

**Figure 4.6: Moro St. Improvements** A flexible zone for temporary parking, car dropoffs, and outdoor seating creates a better functioning pedestrian environment (Sickmann 2014).



**Figure 4.7: Proposed Moro St.** The section depicts how removing parking except in the flexible zone allows for a more pedestrian-friendly environment, but still provides commercial visibility and accessibility by cars (Sickmann 2014).

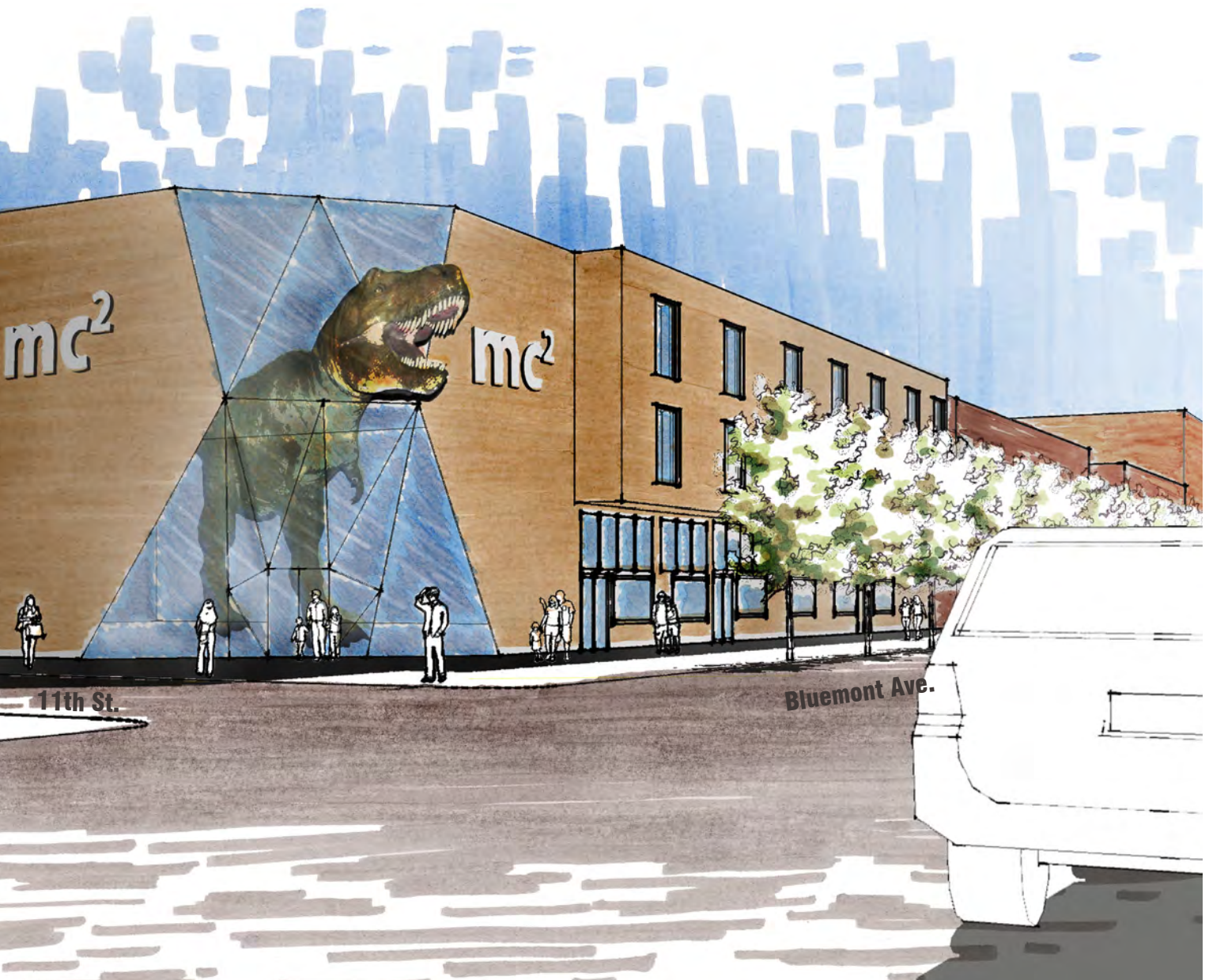


**Figure 4.8: Manhattan's Creative Center (MC<sup>2</sup>) along Bluemont Ave. and 11th St.** Anchoring the intersection and entry into Aggieville, MC<sup>2</sup> could provide a regional and local attraction drawing visitors to Aggieville during all seasons and various times of day (Kline, Sickmann, & Ruskamp 2014)

## Bringing People and Activity to the Ville

### Precedent for Children's Indoor Activities - St. Louis's City Museum

In Missouri, St. Louis's City Museum ignites children's wonder and creativity through a mixture of playgrounds, funhouses, surrealism, and architectural marvel all created with found objects within the city. The museum is a regional attraction, and provides indoor activity space for families. The museum encourages climbing, playing, and touching that induces physical activity, but also educates visitors through the visible history of the found objects within the exhibits. The City Museum has become a destination and won awards for being one of the great public spaces (St. Louis City Museum 2014).



### **Aggieville's Regional Attraction : MC<sup>2</sup>**

There currently lacks a regional attraction within Aggieville suitable for families during the winter season. The Manhattan Creative Center or MC<sup>2</sup> provides a year-round regional indoor attraction for residents of all ages to explore the fields of science, technology, and engineering. Experimental laboratories, interactive art studios, and indoor activity playspaces serve as settings for individuals to express their inner ingenuity in a captivating and compelling way much like the St. Louis City Museum. Being located at the intersection of Bluemont Ave. and 11th St., MC<sup>2</sup> can serve as a dominant landmark, and could potentially provide incentive for future Sales Tax Revenue (STAR) Bonds to be issued for further development within the Aggieville Business District.

# Project Metrics

## Dwelling Units

To calculate the dwelling units per acre (DU/Ac) for this proposal, each proposed multi-family residential unit was assumed to be 1,200 square feet. The number of units in each building (found by multiplying the building footprint area [in square feet] by the number of residential floors then dividing by the assumed 1,200 sq. ft. per unit) was divided by the total acreage of the parcels in each block. Single-family rowhomes were calculated at 2,400 sq. ft.

## Parking Assumptions

**Stall Sizes:** When estimating parking for the proposal, surface parking spaces were calculated at 360 sq. ft. per space, which includes a prorated share of parking aisles and landscaped islands. Structured parking spaces were calculated at 330 sq. ft. per space, which includes a prorated share of parking aisles and ramps.

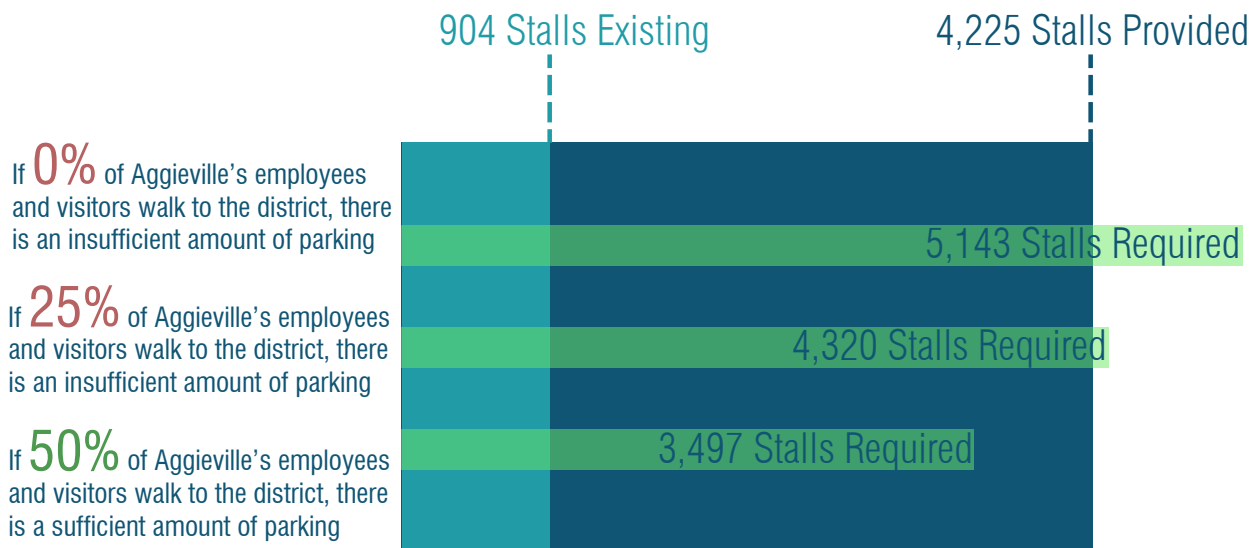
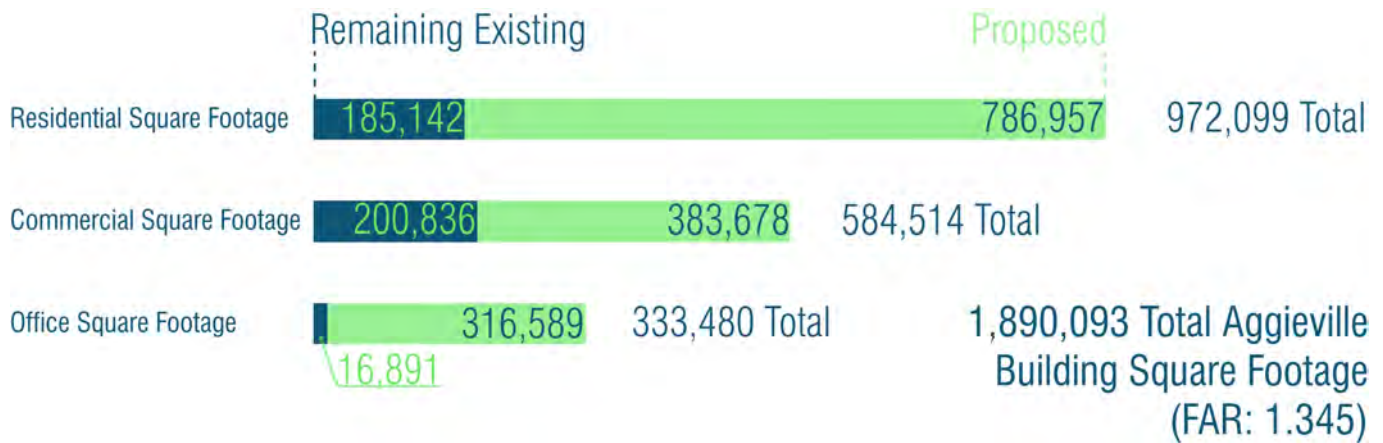
**Parking Requirements:** Each residential dwelling unit was assumed to require 2 parking spaces per unit, commercial buildings were assumed to require 4 parking spaces per 1,000 sq. ft. of commercial area, and office buildings were assumed to require 3.3 spaces per 1,000 sq. ft. of office area.

## People Projection Assumptions

Two people per Dwelling Unit  
 Sq. Ft. per Commercial Employee: 750  
 Sq. Ft. per Office Employee: 500

**Total Residents:** 2,575  
**Total Commercial Employees:** 779  
**Total Office Employees:** 667

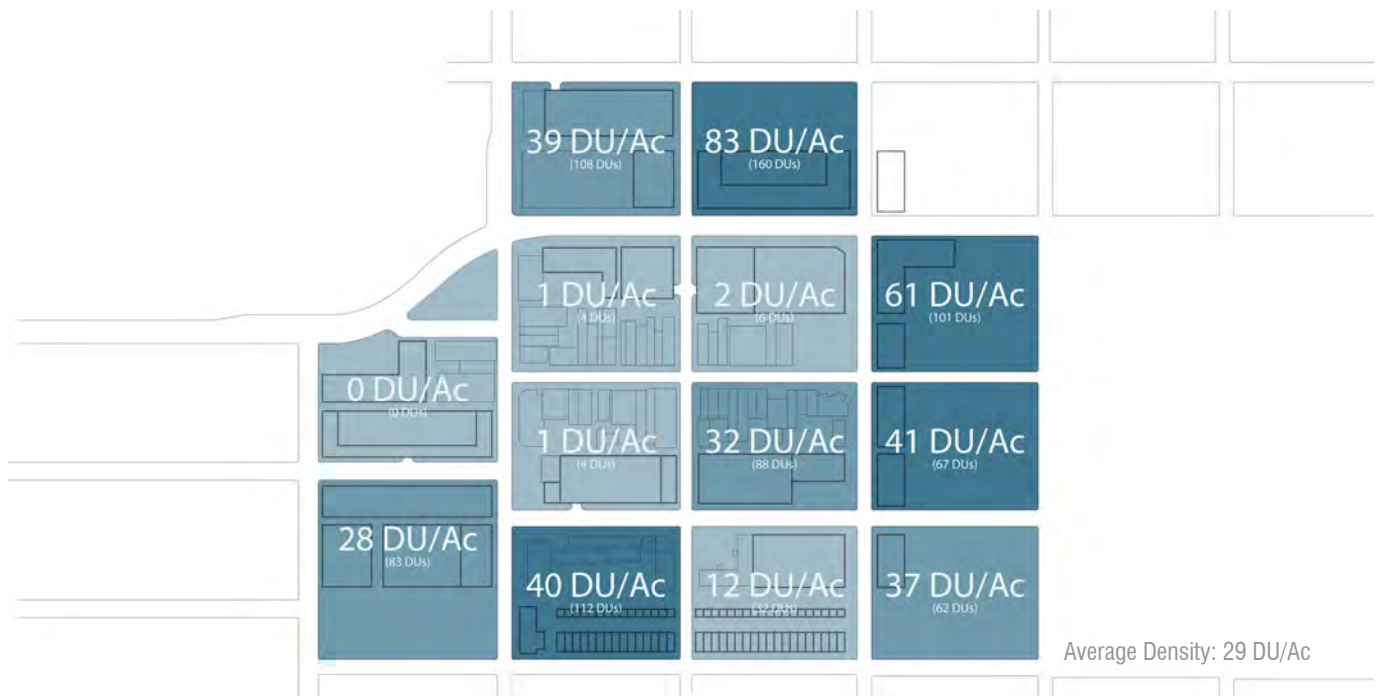
**Total Dwelling Units:** 1,127  
**Total Block Area (sq ft):** 1,405,768



**Figure 4.9: Proposed Building Metrics and Parking Requirements** Proposal nearly quintuples existing parking spaces to accommodate proposed densification (Ruskamp 2014).



**Figure 4.10: Building and Land Use Plan** Proposed land use plan keeps Aggieville’s retail-oriented spine (Moro St.) intact, while concentrating proposed residential and office developments on the edges of Aggieville (Ruskamp 2014).



**Figure 4.11: Dwelling Units per Acre by Block** Proposed single-family and multi-family residential units on the edges of Aggieville dramatically increase the residential density of Aggieville. (Ruskamp 2014).



**Figure 4.12: Rowhouses Extend Aggieville to City Park** A series of 3-story rowhouses line Fremont St. to create a transition edge from City Park's open space to Aggieville's high density buildings (Kline, Sickmann, & Ruskamp 2014).

## Conclusion

Following current population growth trends, as well as the added employment opportunities from NBAF and CivicPlus, the city of Manhattan and Aggieville's future is constantly changing with the projected addition of 16,000 people in the next 20 years (Credit 2014). This proposed densification of Aggieville would add a plethora of new high-density residential developments, additional retail spaces, and increase opportunities for new businesses to come to Aggieville with added office spaces. Additionally, the proposed pedestrian promenade gives visitors, employees, and residents of Aggieville the opportunity to engage with a series of proposed outdoor civic spaces, experience new retail and entertainment opportunities, and connect them to City Park and eventually the Poyntz Avenue Downtown District. The expansion and densification of Aggieville is one option in supplementing Manhattan's anticipated growth, and gives prospective residents the chance to live, work, and play in an established urban district.







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### Figure 4.6

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### Figure 4.7

Sickmann, Jared. 2014. Proposed Moro St. Adobe Illustrator linework and marker on trace paper

### Figure 4.8

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Ruskamp, Parker. 2014. Dwelling Units per Acre by Block. Source data: Riley County Kansas State University LAR422 Data Set 2014. File names: "Buildingfootprints". Accessed 27 June 2014. Data edited in ArcGIS, Civil 3D, and Adobe Illustrator

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# Beyond the Proposals

Taylor Lininger and Wesley Moore

5

# Beyond the Proposals

## An investigation of experience, expectations, and possibilities

This section expands upon the spatial proposals of Visions in the Ville through an investigation of place experience, spatial expectations, and programmatic possibilities.

### Introduction

Landscape architecture projects typically exhibit a condition that requires the individual to stretch their imagination to envision the space the designer is proposing. But this communication is primarily dependent on the designer's ideas. In this final section we hope to facilitate a more inclusive discussion about new spatial possibilities. We do this through intentionally exaggerating visuals and ideas in order to create a safe ground for imaginative ideas to be pondered. Our hope is to avoid commanding the conversation. In discussions with designers, the audience sometimes responds with "I can't think creatively" or "I can't draw," indicating the barrier they feel between their ideas and "good" ideas. This fear detracts from the ability of all people to really consider what a space could and should be. Landscape Architecture proposals typically demand a yes or no response from the audience, but our hope is that by creating exaggerated snapshots we move the conversation into a realm where there is nothing to lose. We are placing design into the thoughts of everyone in order to turn the spotlight away from the designer's ideas toward what people really want from a place.

Primarily, we are investigating what new experiences can be provided by the spatial forms we create. We are posing this investigation in three parts. We are calling these parts Acts indicating our intention for this to be about the active responses to each section. Our process is about creating a living document of questions instead of a fully resolved document of answers. Act one considers what experiential qualities arise from our classmate's proposals. Act two moves the conversation closer to the reader's role of imagining by posing snapshots of unexpected uses of space. Act three then begins to blur the boundary between our document and reality through the creation of posters for events which can be imagined as happening in Aggieville. Design proposals confront existing conflicts and argue why the new reality would be worth it. Instead of adamantly defending our ideas, we hope to stir an imaginative excitement within others.

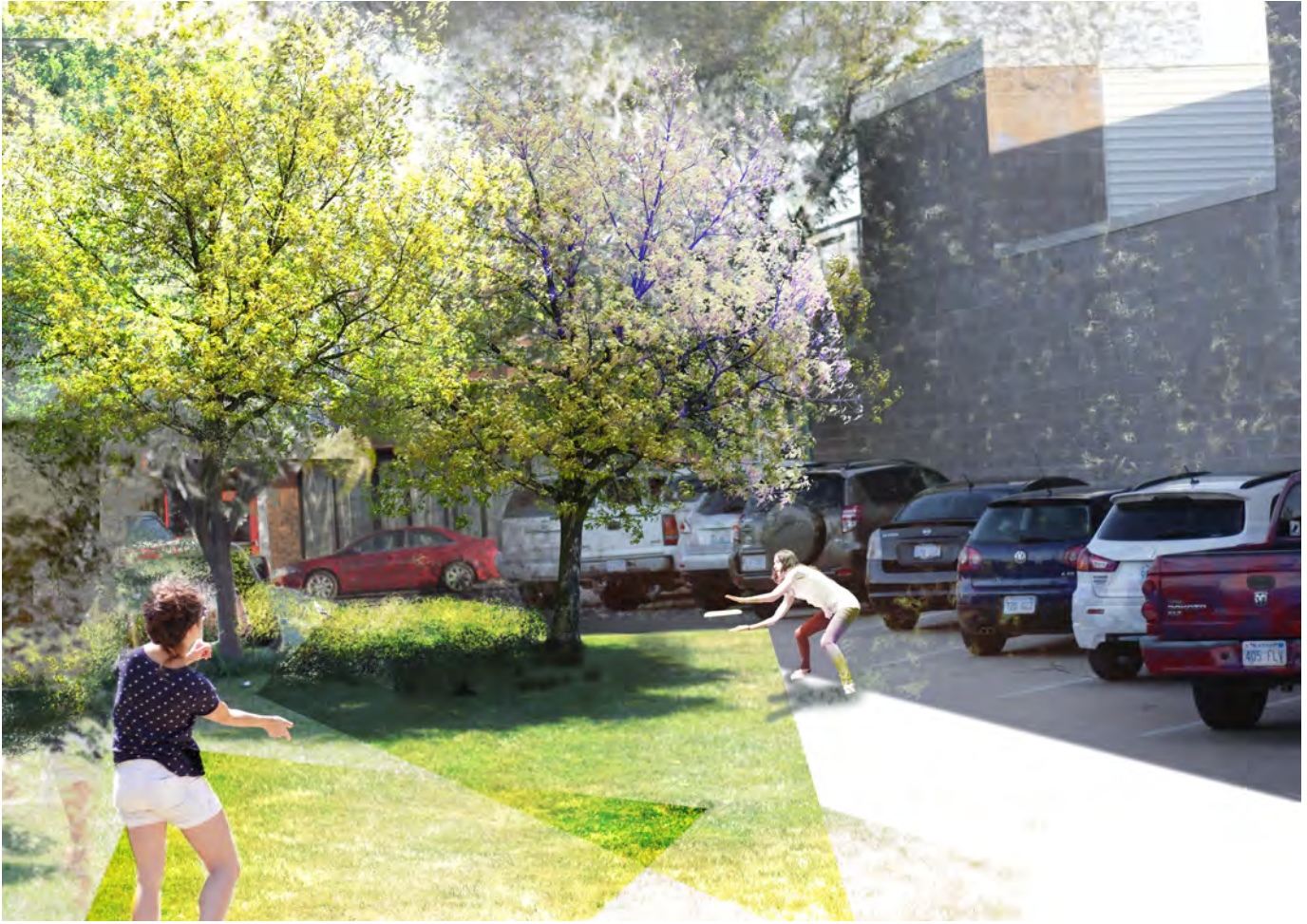


Figure 5.1: ~~Parking lots~~ With efficiency gained by proposed parking garages, existing parking lots become parks (Moore 2014)

Investigating...

**Experience**

Expectations

Possibilities

### **Act 1: New Experiences**

#### **How do the class' design proposals make life better?**

Development decisions are largely based on economic models for profitability. Therefore, the design qualities of a new project are largely dependent on the plan's viability. However, economic models have little power to predict what cultural trends and demands will arise, or will be fulfilled by a certain spatial design. We are proposing a qualitative argumentation in support of our classmate's proposals and supporting quantitative analyses. Act 1 exhibits some of the experiential qualities—the things which make our days and lives better—at the core of our classes design proposals.



**Figure 5.2: Event Representation Activates Aggieville's Future** Event advertisements stir imaginations of what new events can bring to Aggieville. (Linger & Moore 2014)





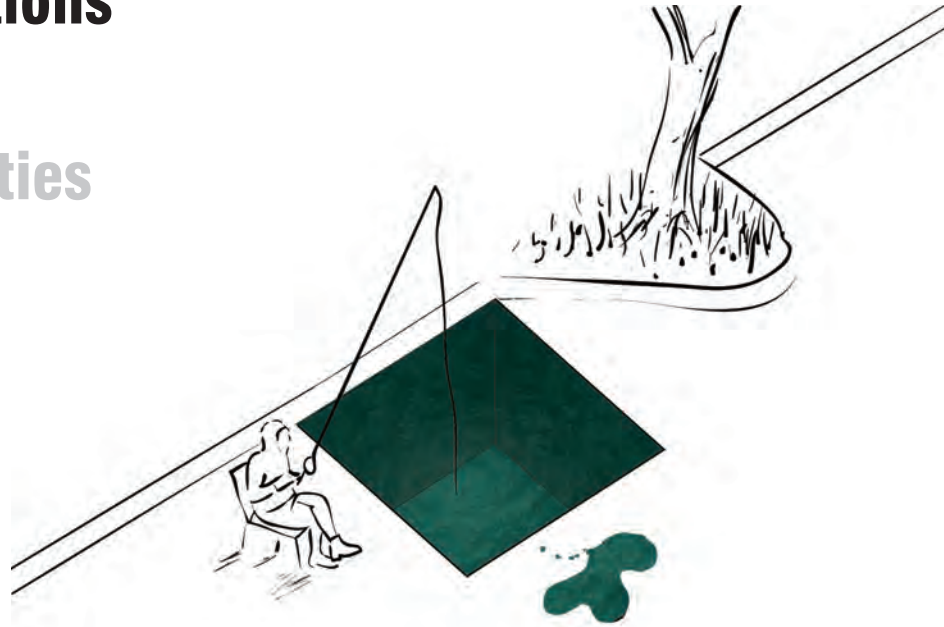
Figure 5.3: Cyclist Connections Linear trail extension connects cyclists to Aggieville (Moore 2014)

**Investigating...**

**Experience**

**Expectations**

**Possibilities**



**Figure 5.4: Restful Reuse** Cars sit outside resting all day, taking up civic space. How might we use this civic space to provide restful space for people? (Linger & Moore 2014)



**Figure 5.5: Employing Emptiness** Bars sit empty during the morning and day, How might we employ open floor space in the hours of non-use? (Linger & Moore 2014)

## Act 2: [Un]expectations

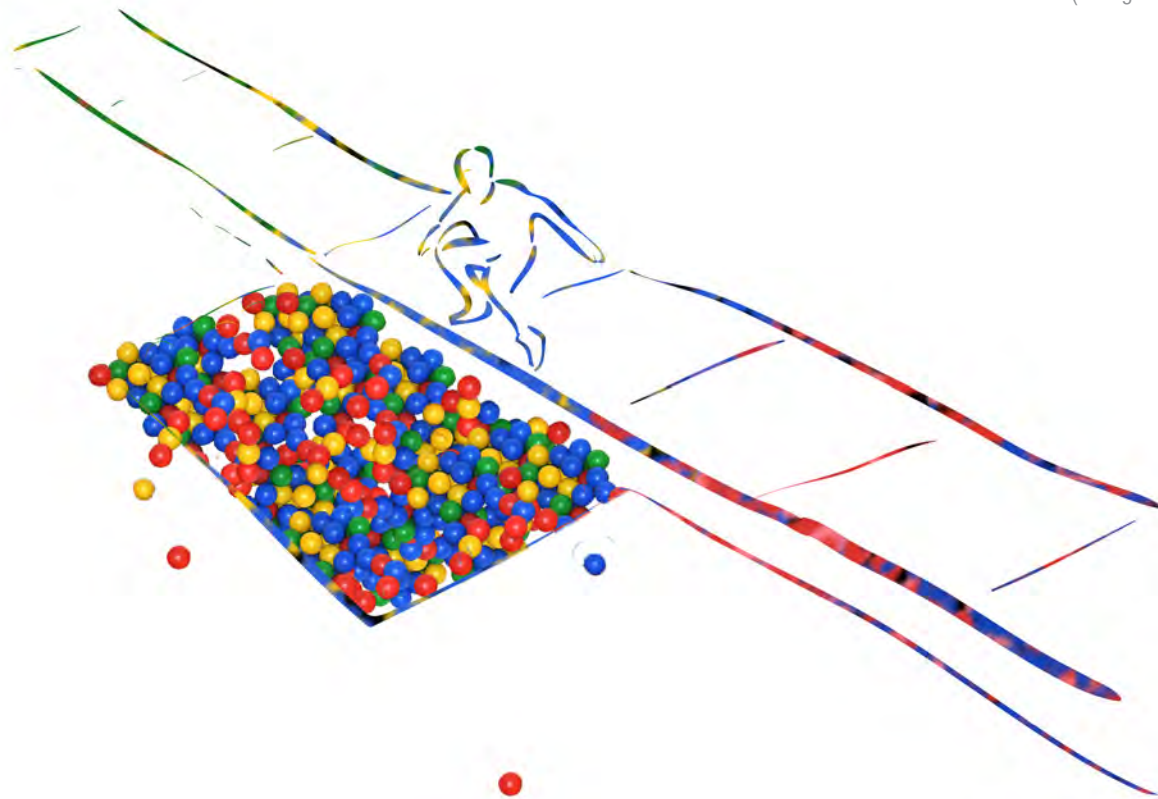
### Imagining new uses within forgotten urban residues

It is generally recognized that an empty lot or a vacant building is residual and should be occupied with a use - but seldom are any spaces utilized 24 hours a day. We propose an interpretation of urban space as being more flexible, primarily that spaces be used for more than one purpose. The Varsity Truck in Aggieville is a great example of time-specific use of space. During the day the alleyway is used as a space for deliveries and services but during the evening and night this space is generally unused. The Varsity Truck utilizes this temporal emptiness by creating a time specific new use for the space. Our hope is that such innovation be incorporated into the broader civic use of space. Some development requirements are merely spatial in their scope, what we propose is a temporal requirement in the development of spaces.

It is assumed that all spaces have at least one use, but at the civic scale it is difficult to fill every space with activity at all times. For example, if parking spaces are empty during a certain time of day, that space isn't being fully utilized. While it is convenient to let a parking space sit empty for as long as it needs, it is still an inefficiency within the urban system. What we pose with this work is not specifically that parking spaces should be used 24 hours a day but that these questions of how spaces are used be posed to the professions which play a role in determining spatial form. In essence, we are asking developers, government agencies, designers, and all people to consider how spaces can be more thoroughly utilized.



**Figure 5.6: Friendly Infrastructure** Trash cans exist as mundane infrastructure. How might our designs of infrastructure become attractive elements of the urban environment? (Lininger & Moore 2014)



**Figure 5.7: Playful Parking** Parking Stalls give access to the front of stores but they don't attract people to a place in themselves. How might the space in front of stores become an attraction in itself? (Lininger & Moore 2014)



**Figure 5.8: Fake Patio Day.** Moro Street is closed down for businesses to setup their own “Fake Patios.” Instead of being a street dedicated to cars, Moro becomes a location for dining, playing, chilling, and shopping. (Moore 2014)

## Investigating...

Experience

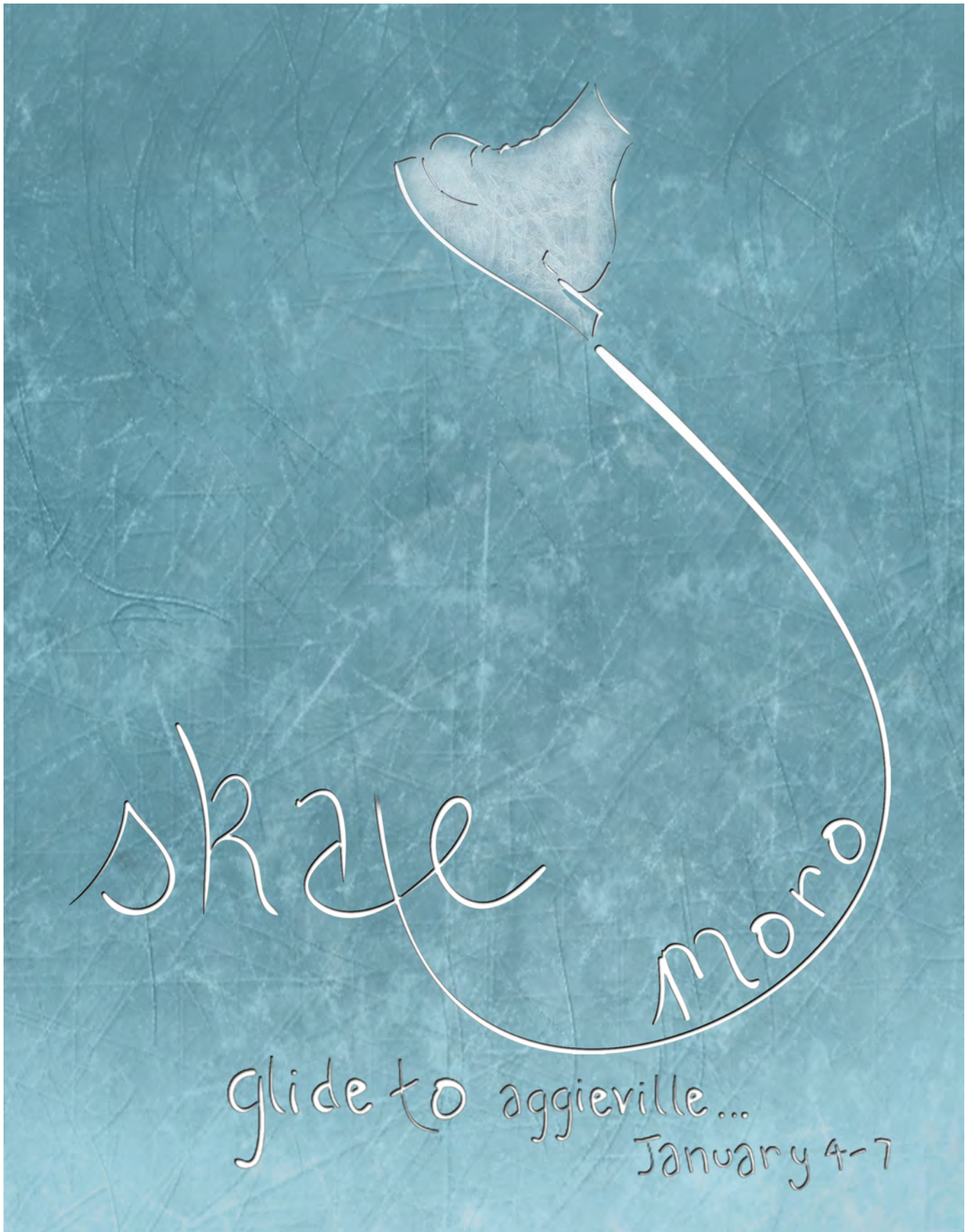
Expectations

Possibilities

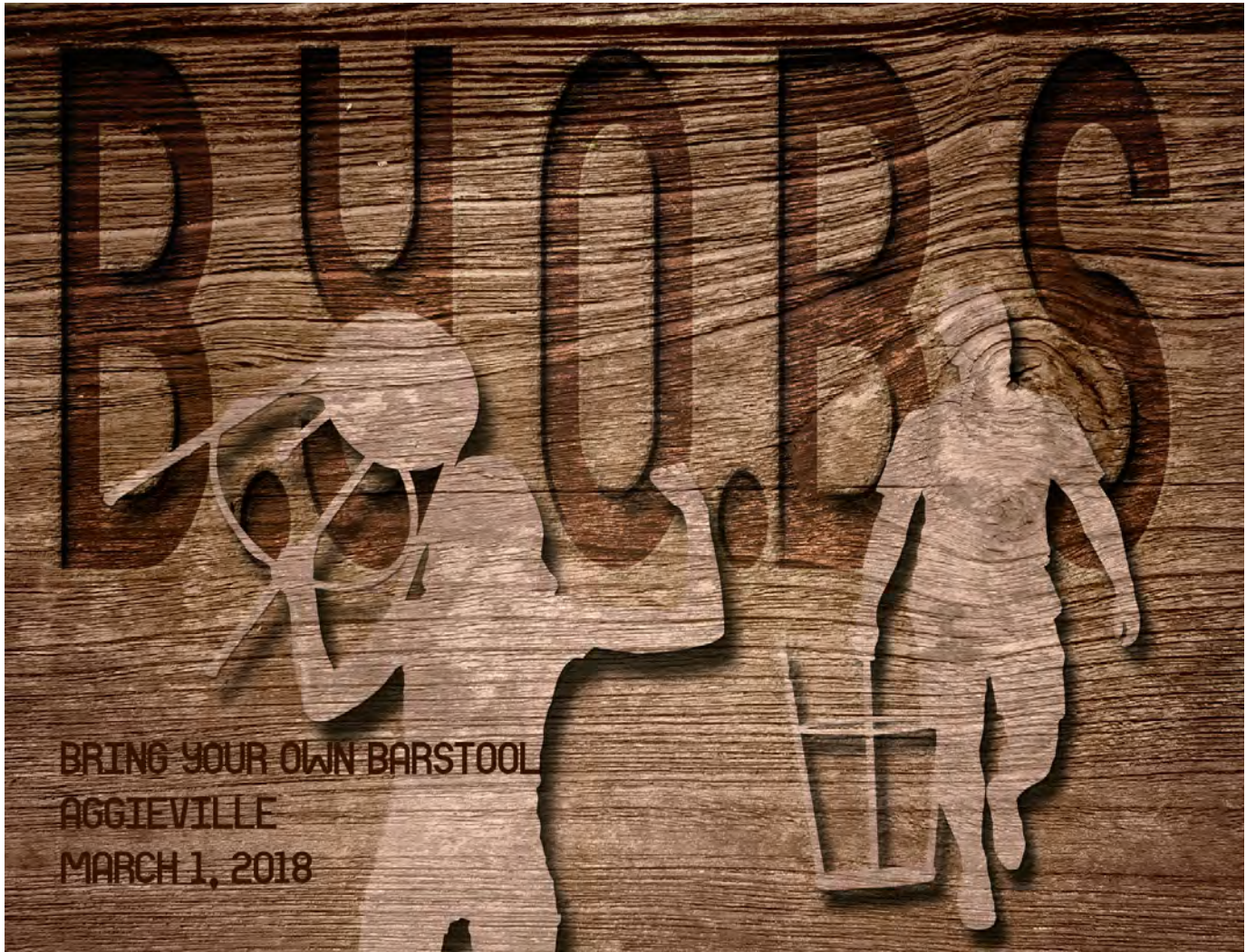
### Act 3: Event Inspirations

#### What do you wish you could do in Aggieville?

Posters are just pieces of paper, but looking at a poster we begin to imagine what an event might be like, what would be fun about it, who we might go with, and who we might meet there. By these associations we begin to sense new possibilities for a place. Therefore, by making a series of posters we offer to the individual an opportunity to picture an event happening in Aggieville, maybe tomorrow, maybe next year, maybe never, but by thinking about the possibilities we are inciting new ideas about what Aggieville is and might become.



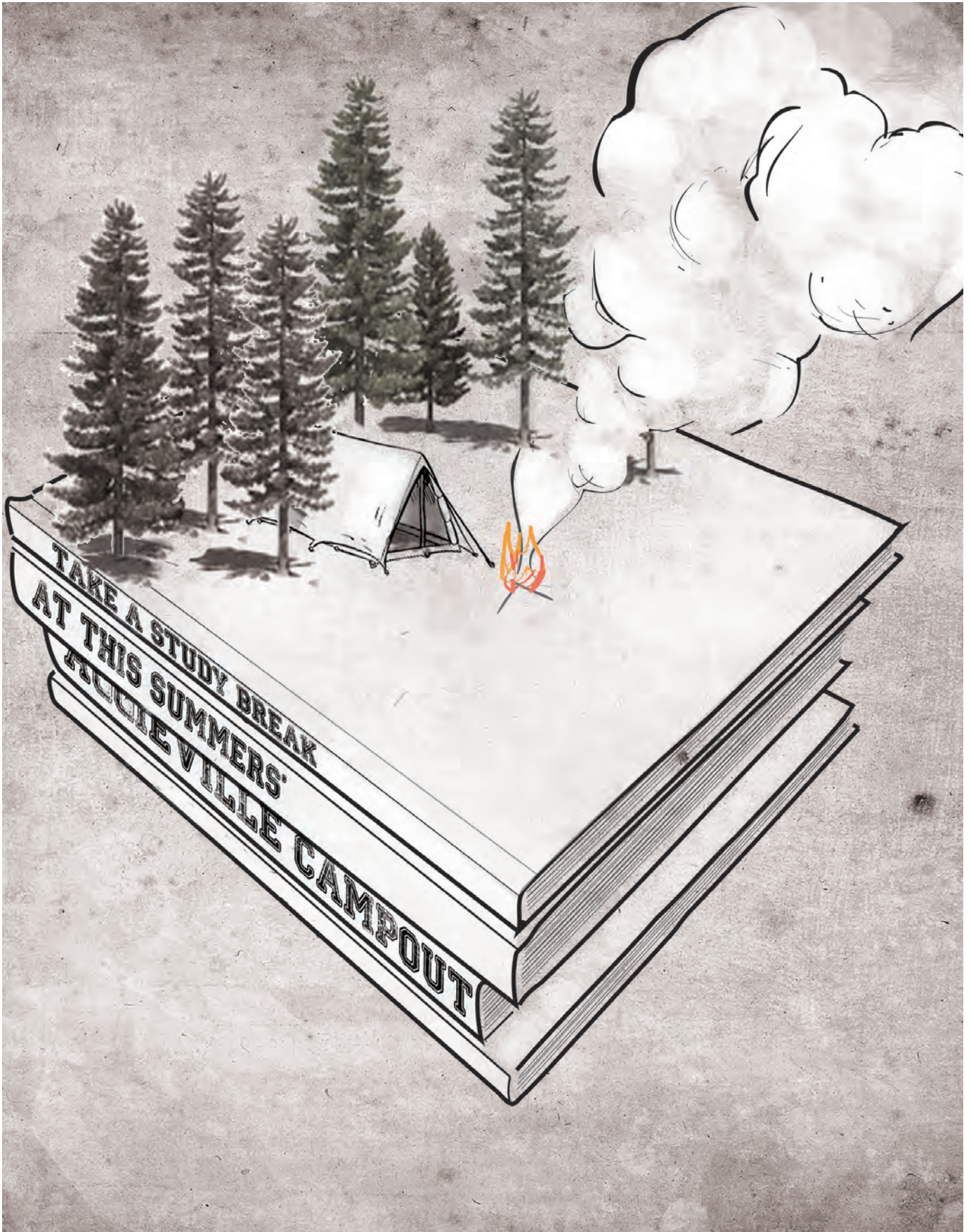
**Figure 5.10: Skate Moro.** Moro Street is closed down and transformed into an ice rink for a day of fun with families and friends to gather in a new way. (Lininger 2014)



**Figure 5.9: Bring Your Own Bar Stool.** Rather than purchasing a ticket for entry to bar, each individual purchases the right to a barstool for the day. Their entry (and comfort) at each bar is dependent on the stool in their hand. (Linger 2014)

## Conclusions:

These three acts all question the expectations of spatial use within Aggieville; but beyond this, the intention is to question perceptions associated with Aggieville's identity. An event such as "Fake Patio Day" not only creates a new temporary use for Moro street, but it also poses a more permanent shift in the identity of Aggieville. Primarily, a shift away from the drunkenness associated with "Fake Patio Day's" infamous springtime counterpart to an identity as a more friendly place for eating, hanging out, and living. These new ideas for shaping Aggieville's future are not meant to replace or cover up what is already there, but enrich the breadth of Aggieville's identity.



**Figure 5.11: Aggieville Campout.** Aggieville is transformed into a campground for an evening of summer celebration. Film showings, s'more roasts, and pitched tents transform the use of the 'Ville for one night. (Moore 2014)

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