

A HISTORICAL LOOK AT THE DEVELOPMENT OF THE 17TH STREET CORRIDOR
THROUGH THE KANSAS STATE UNIVERSITY CAMPUS

by

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A REPORT

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Abstract

This report examines how 17th Street on the Kansas State University campus, initially a service road on the west edge of the campus, has become a major point of public campus access while retaining its function as a service road. In addition, this report conducts interviews with 10 persons with various backgrounds and experiences involving 17th Street to understand public impressions and interests regarding 17th Street. Finally, this report reviews future development scenarios of 17th Street that allow 17th Street to be a contributor with a distinctive character to the university. When Kansas State University was transferred from old Bluemont Central College to its current location in 1875, 17th Street, which now crosses the middle of the campus on a North-South axis, was outside of the campus' core facility areas. As various university programs have grown throughout the late 20th Century, the campus of Kansas State University has expanded toward the west. As a result, the relative proximity of 17th Street to the center of campus has changed. Now, 17th Street is recognized as one of the major entrances to campus from the south; yet because of the street's initial and ongoing service function and its service-related facilities, there are parts of the corridor that are not attractive. It is desired for 17th Street to become a more appealing and functional part of the university experience for guiding and welcoming visitors to the campus.

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Finally, and most importantly, I acknowledge my parents, Koji and Chieko Suzuki, and my sister, Midori. This research could not have been conducted without the understanding and support of my family.

Preface

The final outcome of this research is an analysis of future scenarios for Kansas State University's 17th Street development. As such, it is important to first understand its history, which this research includes. Additionally, this research focuses on interviews with individuals who have knowledge of community planning and campus development and who represent the stakeholders of various local communities that frequently use 17th Street on campus. The interviews inquired about community members' first impressions of 17th Street as well as their current perceptions of the street and ideas for future development.

To provide a clear sense of the historical progress of 17th Street development and facility development along the street, past and current university and community representatives were selected as interviewees. The final selection of interviewees was based on their professions involving community development, responsibilities to the local and university communities, and historical knowledge of 17th Street and surrounding areas. The interviewees include representatives of university administration and educational units along 17th Street; additionally, because the city of Manhattan, Kansas, monitors and consults with the development of the Kansas State University campus, some municipal representatives were also included as interviewees.

Before the interviews, the research purpose and expectations were conveyed to each interviewee via e-mail or meeting. Then, during the interview, five questions were asked. Each question was answered based on the interviewees' experiences and thoughts. After each interview was conducted, the interview responses were transcribed and revised for clarity. The interviewer then showed to each interviewee the draft of his or her response for approval. The interviewees could choose to remain anonymous or to allow their names to be used in this report. All interview responses were approved by the interviewees.

The interviewees are as follows: Mrs. Karen Davis, Director of Community Development for the City of Manhattan; the late Dr. Vernon Deines, former Department Head of the Department of Regional and Community Planning at Kansas State University; Professor Emeritus Gene Ernst, former Department Head of the Department of Architecture at Kansas State University; Mr. Dalton Henry, former Student Body President, Kansas State University; Mr. Tom Phillips, former Mayor of the City of Manhattan, Kansas; Mr. Tom C. Roberts, P.E.,

Assistant Dean for the College of Engineering, Kansas State University; Mr. Bruce Shubert, Vice President for Administration and Finance, Kansas State University; Mr. Bruce Snead, Mayor of the City of Manhattan, Kansas; Dr. Robert Stokes, Professor of Civil Engineering at Kansas State University; and Mr. Mark Taussig, Associate Director of Planning for the Division of Facilities at Kansas State University and former Mayor of the City of Manhattan, Kansas.

Chapter 1 - Introduction

Kansas State University, one of the first land-grant universities in the U.S., was founded in 1863 under the provisions of the Morrill Act. When the university was transferred in 1875 from the old Bluemont Central College location to its current location, 17th Street, which now crosses the middle of campus on a North-South axis, was outside of the core facility areas on campus. 17th Street and the surrounding areas were extensively developed throughout the late 20th century, and now, as a result 17th Street is recognized as a major entrance as well as one of the major corridors to campus. Based on an historical look at 17th Street from K-State's beginning through 2010, it is assumed that 17th Street will be continue to be used as one of the major corridors to the campus in the future.

The value of this research is its contribution to identifying development possibilities of 17th Street as it relates to campus development; accordingly, this research focuses on the analysis of historical progress and current issues and concerns related to 17th Street development. Specifically, this research will consider the facility development, street functions, and characteristics along 17th Street and the surrounding area. As one of the major corridors to the campus, 17th Street needs to be a contributor to the important character of the university community as well as a more pleasant, functional part of the university experience for guiding and welcoming visitors to the campus.

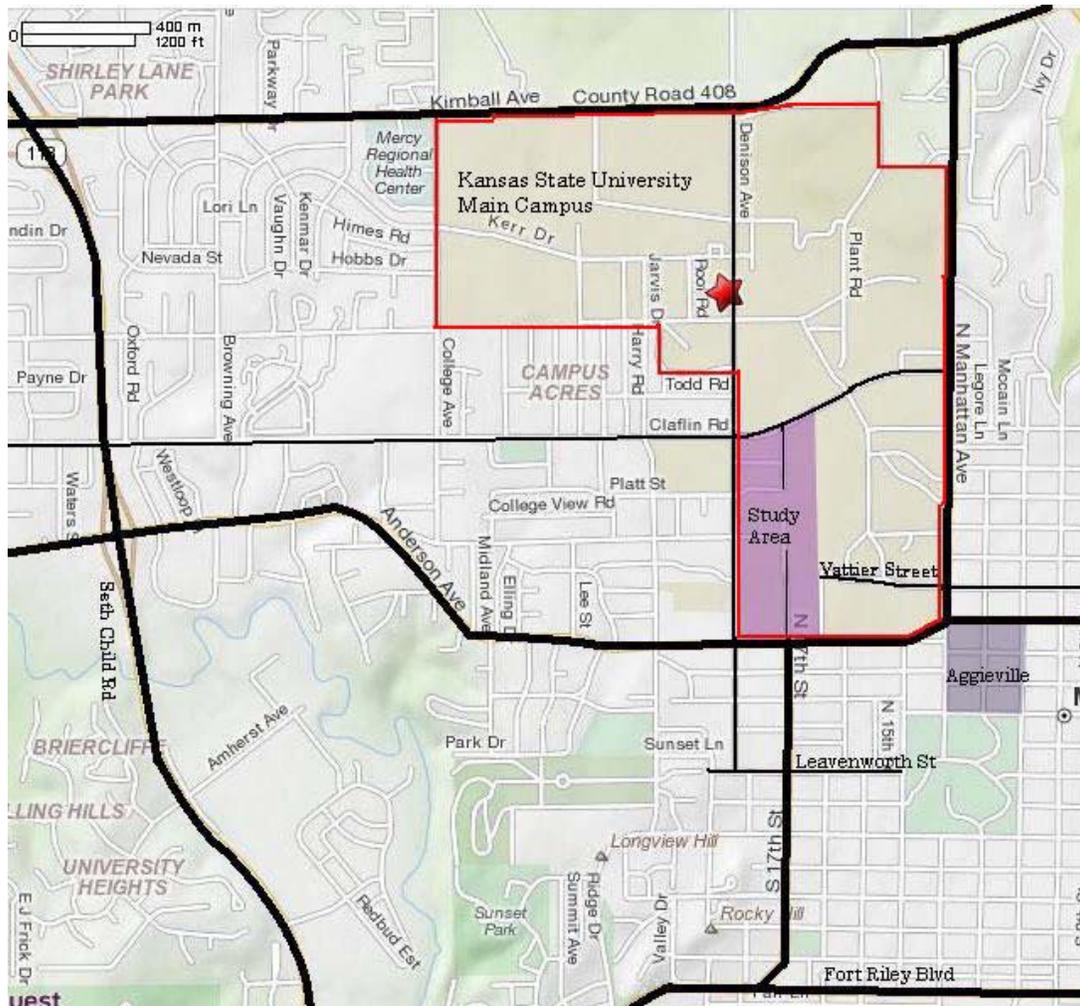
Chapter 2 will reflect on Kansas State University's developments through past university administrations. Based on this history and analysis, Chapter 3 will discuss 17th Street's development physically to its current state. This chapter will discuss facility developments around 17th Street in chronological order. In Chapter 4, the interview responses from the university and community stakeholders regarding perceptions of 17th Street development, issues, and concerns related to 17th Street conditions, and ideas for the future of 17th Street and its surrounding areas will be analyzed. It is presumed that these stakeholders' perceptions and thoughts represent those of the general public who frequently use the street. Chapter 5 will review the future development scenarios of 17th Street and surrounding areas. Chapter 6 will conclude this research with the outcomes of the historical research of 17th Street development in Chapter 2 and 3, the outcomes of the interview responses by the stakeholders analyzed in

Chapter 4, and reviews of the future development scenarios of 17th Street conducted in Chapter 5.

Study Area

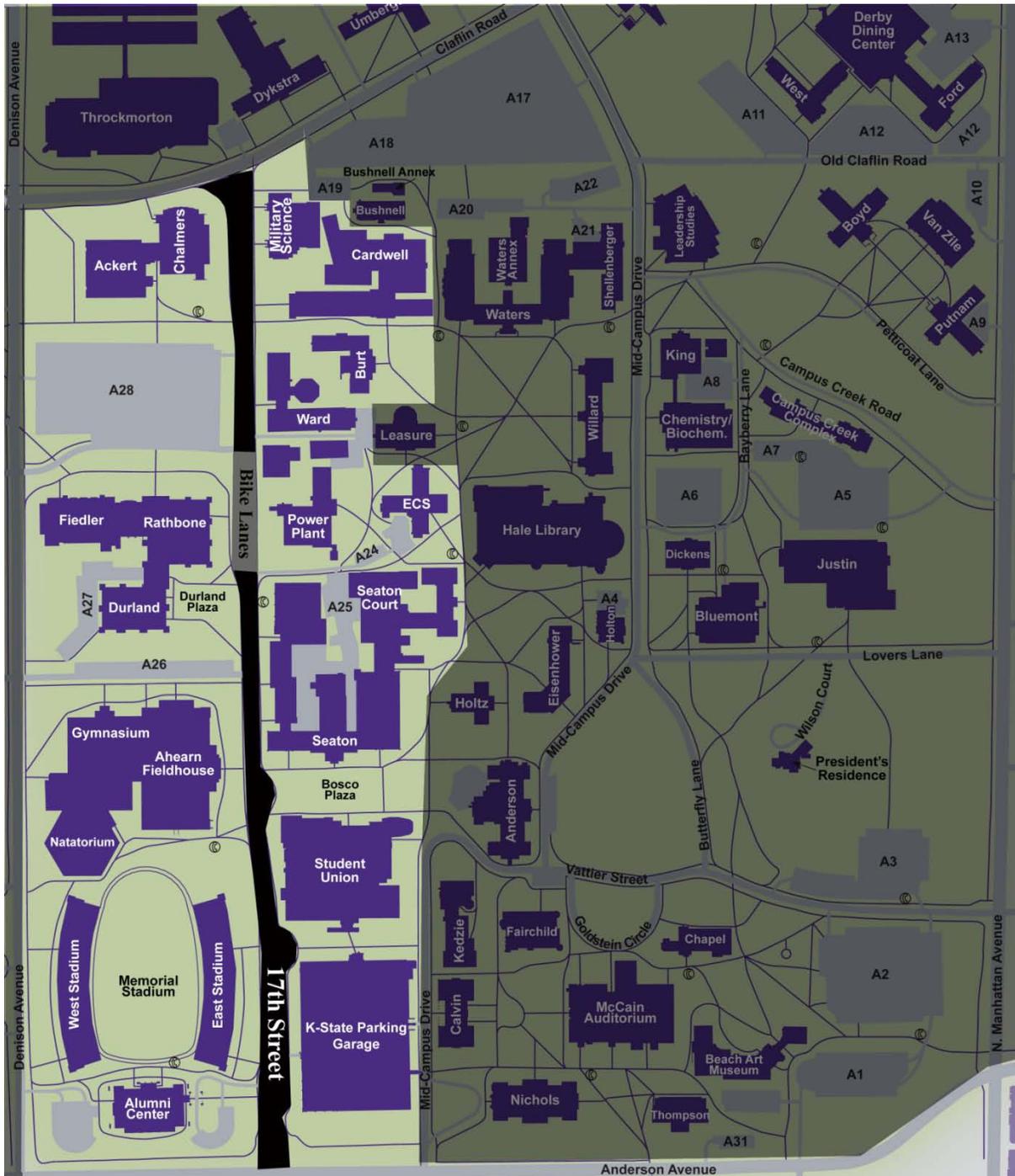
The study area of this research is 17th Street and surrounding areas on the Kansas State University campus. Figure 1.1 and Figure 1.2 geographically show the actual study areas and facilities along 17th Street.

Figure 1.1 Study Area and Its Surroundings



Source: Mapquest, 2010

Figure 1.2 Study Area



Source: Kansas State University, 2010b

This study area was determined based on the approximation to and functional association with 17th Street. The importance of the facilities in academic and research activities was also considered through the determination process of the study area. The study area includes the

following university facilities: Ackert Hall, Alumni Center, Ahearn Field House, Burt Hall, Cardwell Hall, Chalmers Hall, Durland Hall, East Stadium, English/Counseling Services, Fiedler Hall, Gen. Richard B. Myers Hall, K-State Parking Garage, K-State Student Union, Natatorium, Power Plant, Rathbone Hall, Seaton Hall, Seaton Court, Ward Hall, and West Stadium. For clarification purposes, the following facilities are structurally interconnected and recognized as one facility complex: Chalmers Hall and Ackert Hall as the Division of Biology Facility; Durland Hall, Fiedler Hall, and Rathbone Hall as the Engineering Complex; East Stadium and West Stadium as Memorial Stadium; Ahearn Field House and Natatorium as the Physical Education Facility; and Seaton Hall and Seaton Court as Seaton Hall.

Chapter 2 - History of Kansas State University

The Early History 1863-1909

Kansas State Agricultural College, now Kansas State University, was founded in 1863 under the provision of the Morrill Act as the land-grant institution of the State of Kansas. With the provision of the Morrill Act, public lands were donated to the states for agricultural and mechanic arts education, as well as for military tactics. The Act donated 30,000 acres of land for each senator and representative in Congress. In Kansas, with two senators and one representative, 90,000 acres of public lands were donated for the land-grant institution. The 90,000 acres of public lands were used to endow and support agricultural and mechanic arts education in the college (Willard, 1940).

Bluemont Central College, which was founded in 1858 in Manhattan, offered their land and facilities for the proposed land-grant institution. The donation by Bluemont Central College consisted of 100 acres of land, a three-story building, library, and some illustrative apparatus (Walters, 1909). With this, the Bluemont Central College became Kansas State Agricultural College (Carey, 1977).

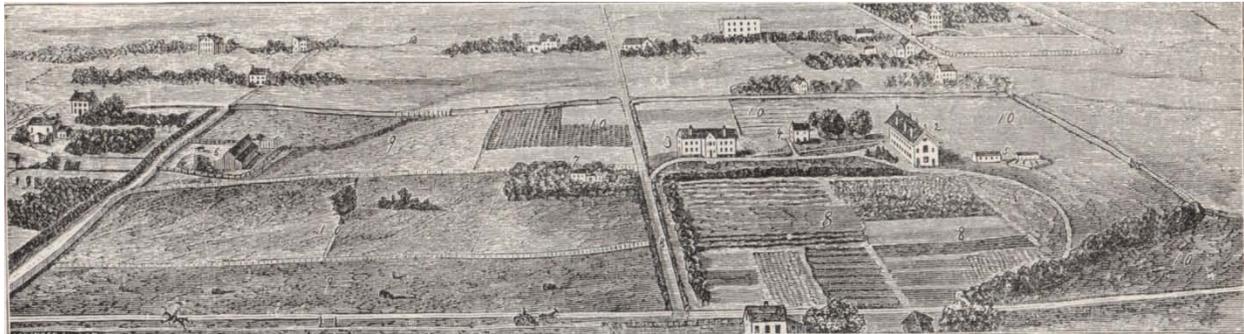
Joseph Denison was the first president of Kansas State Agricultural College and was president until 1873. During his administration, Denison himself and the majority of the faculty members focused on classical education with little faith in technical educations, including agriculture and mechanic arts (Walters, 1909). Founded in 1863, Kansas State Agricultural College grew slowly over the next 10 years. The location of the university 3 miles outside of Manhattan, the isolation of Manhattan from more heavily populated areas in Kansas, the relative newness of the State of Kansas, the existence of in-state rival schools, and the fact that industrial education had not yet become widespread were all factors that contributed to the slow growth of the university; only 15 students had graduated by 1873 (Carey, 1977; Walters, 1909).

In 1873, John Anderson became the second president of Kansas State Agricultural College. Under his direction, the educational focus shifted from former President Denison's classical approach to an approach that favored a more practical agricultural education. Anderson envisioned an education that prepared capable farmers and housewives rather than agricultural experts and other kinds of professionals (Kansas State University, 1962). In addition, he

reorganized the curriculum along gender lines. In other words, he aimed to educate and prepare women for women's work and men for men's work (Carey, 1977). In that educational climate, the Department of Domestic Science, which later became the College of Human Ecology, was founded in 1873 (Kansas State University, 1962).

To address the isolation of the campus, the Manhattan Township provided 160 acres of farmland to the east of old Bluemont Central College, and the college was transferred to this new location in 1875 where it still stands today (Carey, 1977). At that time, the campus was compact and not very developed, proportional to low enrollment and a narrow academic focus. Figure 2.1 is a perspective drawing of the college campus in 1875.

Figure 2.1 Perspective Drawing of Kansas State Agricultural College in 1875



Source: Willard, 1940

A few inaccurate details notwithstanding, Figure 2.1 illustrates that there were only a few facilities on campus when it was moved from the old Bluemont Central College campus. After the college moved to its current location in 1875, 5 major buildings were developed through President Anderson's administration as follows: Mechanics Hall in 1875 now known as Seaton Court; Chemistry Laboratory in 1876 now known as Holtz Hall; Horticulture Hall in 1876; a stone barn for horses in 1877; and the north wing of Anderson Hall in 1879 (Carey, 1977).

George Fairchild, the third president of Kansas State Agricultural College, assumed the presidency in 1879. Over the course of his administration, he reorganized the educational approach once more, this time emphasizing liberal arts. For instance, through the curriculum revision instituted by Fairchild, trigonometry, general history, psychology, and U.S. constitution classes were added; at the same time, the strength of the existing practical education initiated by President Anderson was retained. In addition to the curriculum changes, the college started conferring the Master of Arts degree for completion of advanced study (Willard, 1940).

Fairchild believed that the liberal arts courses provided a necessary broader background to new students that laid the groundwork before they decided on an academic specialization. Also, he focused more on theoretical education rather than the practical and industrial education focused on by Denison and Anderson (Carey, 1977). Following this academic reform, the number of students increased every year. In the academic year of 1878, only 207 students attended the college. By the final year of Fairchild's presidency in 1896, 734 students were enrolled, three times the number during the final year of the Anderson's presidency (Walters, 1909).

As enrollment grew, so did the need for new educational and research facilities (Carey, 1977). Financial assistance for these needed programs and facilities was provided by federal grants. In 1887, Congress passed the Hatch Act and provided federal funds for extensive investigation of agricultural problems; as a result, the department known as Agricultural Experiment Station was founded. In addition, Congress passed the Second Morrill Act for additional endowment support for the land-grant universities, including Kansas State (Kansas State University, 1962). Thanks to these monies, extensive campus development began and was ongoing for about 30 years, until 1909 (Carey, 1977). In 1885, at the behest of President Fairchild, Professor Maximilian Kern prepared a general campus plan, which became the first campus plan of the university's history and consisted of fundamental frameworks of landscape architecture. Based on the campus plan, some major roads were graded and covered with gravel, including the college entrance from Vattier Street. Furthermore, a substantial number of trees and shrubs were planted, and basic utilities and infrastructures were developed, including water, sewer, lighting, heating, and telephone systems (Willard, 1940).

Thomas Will became the fourth president in 1897. During his presidency, his administration designated four distinct curriculum paths: agricultural; engineering; general; and household economics (Willard, 1940). This educational vision allowed students to specify their academic interests. Further building on the university's academic foundation, several faculty members who held Doctor of Philosophy degrees were hired (Kansas State University, 1962).

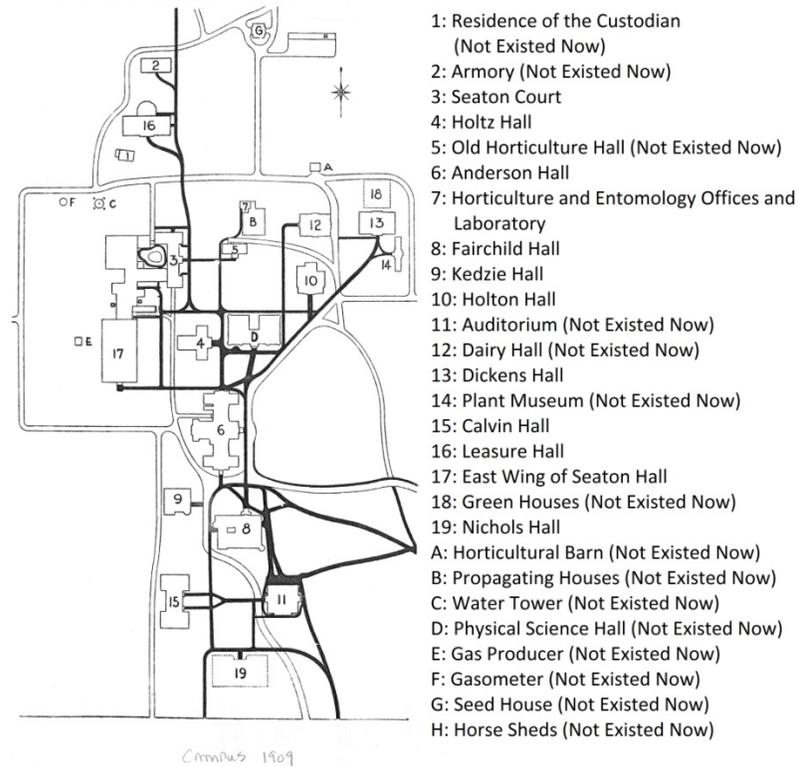
Ernest Nichols assumed the position as the fifth president of Kansas State after only two years of Thomas Will's presidency. Nichols's 10-year presidency saw extensive development of academic programs. He revised the four distinct curriculums introduced by President Will to agriculture, mechanical engineering, science, and domestic science (Kansas State University, 1962). By the end of his tenure, academic departments under each focused curriculum had

formed. Under the unit of agriculture, the departments of agronomy, animal husbandry, bacteriology, botany, chemistry, dairy husbandry, entomology, horticulture, poultry husbandry, and veterinary medicine were formed. Under the unit of mechanical engineering, the departments of architecture and drawing, civil engineering, electrical engineering, mechanical engineering, and printing were formed. Under the unit of science, the departments of economics, English, history, languages, mathematics, military science, music, philosophy, physics, and preparatory work were formed. Finally, under the unit of domestic science, the departments of domestic science, domestic art, and physical training were formed (Carey, 1977). The number of academic departments increased from 19 to 28. As a result, the interdisciplinary aspect of education had expanded, and as academic programs expanded, university facilities were also extensively developed. Under Nichols's administration, 10 major facilities were developed; additionally, 664.8 acres of experimental plots were acquired (Kansas State University, 1962).

During Nichols's presidency, Congress passed two significant acts to support the land-grant institutions. In 1906, the Adams Act was passed to provide the additional funding for agricultural experiment stations. The Nelson Bill was passed in 1907 for supporting college education and research programs. These initiatives further helped to develop academic programs as well as facilities at Kansas State (Kansas State University, 1962).

In the early history of the university, it became clear that agricultural and mechanic arts education, not liberal arts education, was the central focus of college education. During this time, Kansas State retained its character as a small college with small numbers of students and faculty. Figure 2.2 is the campus map of Kansas State in 1909.

Figure 2.2 Campus Map of Kansas State Agricultural College in 1909



Source: Willard, 1940

Compared with Figure 2.1, Figure 2.2 shows the development of additional facilities and circulations under the provision of the first campus master plan. However, the map also illustrates that the campus was still compact in 1909. During the first 40 years of the university's history, Kansas State remained small and compact in terms of academic variety, enrollment, and physical campus.

The Middle History 1909-1950

Henry Waters became the president of Kansas State in 1909 after serving as the Dean of the College of Agriculture, University of Missouri. In 1912, Waters changed the designation of "colleges" to "divisions." As a result, the colleges were changed as follows: the Division of Agriculture; the Division of General Science; the Division of Mechanic Arts; the Division of Home Economics; the Division of Extension; and the Division of College (Kansas State University, 1962). This internal change was made to strengthen the responsibility of each dean in each academic unit (Willard, 1940). In addition, the official governing body of the university was changed from the Kansas State College Board of Regents to the State Board of

Administration in 1913, which governed several other state institutions as well. Furthermore, the Waters administration raised the admission requirements to be more comparable with those of peer schools. Additional changes during Waters's presidency included new administrative and educational systems that were introduced to strengthen the academic programs (Kansas State University, 1962).

Compared with President Nichols's administration, physical developments were not as much of a focus during Waters's leadership. This was due to the fact that educational facility needs were fairly well met before President Waters. A priority during President Waters's presidency was acquiring general appropriations for increased demand for salaries, facilities maintenance, and educational and research equipment (Willard, 1940).

In 1918, William Jardine succeeded J.T. Willard, Dean of General Science, who had been serving as interim President. Jardine had been the Dean of Agriculture and Director of Agricultural Experiment Stations at Kansas State prior to his position as president (Willard, 1940). The era of his presidency saw wars and epidemics of influenza, each impacting the college differently. The college was often closed due to influenza. Yet, the enrollment grew 60% because of returning veterans (Kansas State University, 1962). During this time, Congress appropriated emergency funds to the extension program mainly for food production and conservation and economic utilization of farm products during World War I (Willard, 1940). Academic changes also occurred: the Division of Veterinary Medicine was separated from the Division of Agriculture in 1919 (Kansas State University, 1962). Moreover, President Jardine directly initiated the creation of a curriculum in rural commerce and business administration, which later became the College of Business Administration (Willard, 1940).

Through President Jardine's era, the legislature appropriated significant funds for acquiring land for the use of military science and tactics. In fact, Kansas State grew to own a total of 1,136 acres surrounding Manhattan as a result of this funding. Substantial construction also took place during Jardine's presidency, due to the need for additional educational spaces and housing facilities. In particular, additional housing facilities for students in the department of military science and tactics were in high demand. As a result, several wooden buildings were erected in 1918 as barracks and mess halls in the northwest part of campus, though these buildings were later taken over by the university. In addition, some major educational facilities were erected during President Jardine's administration: the west portion of Engineering Hall,

now known as west wing of Seaton Hall in 1919-1921; Education Hall in 1919-1920; Thompson Hall in 1922; the west wing of Waters Hall in 1921-1923; and a veterinary clinics facility, now known as Burt Hall, in 1923. To meet the on-campus housing demand for female students, construction of Van Zile Hall was started by President Jardine's leadership. Memorial Stadium, which was the largest facility on campus, was planned and carried out by President Jardine as well. From an infrastructure maintenance and development standpoint, Jardine focused on the modernization of the power plant and having adequate supply of water (Willard, 1940). During his tenure, enrollment rose; at that same time, substantial physical development also begun.

Francis Farrell became the eighth president of Kansas State in 1925, after serving as Dean of Agriculture and Director of Agricultural Experiment Stations. His administration faced two large social recessions: the Great Depression in 1929 and World War II. Enrollment did not grow compared with his first and last years as president, even though the record enrollment of 4,910 was marked in between. In addition, the governing body of Kansas State changed just after Farrell assumed presidency in 1925. Before 1925, the Board of Administration was the entity that managed the educational, benevolent, and penal institutions. The Governor of Kansas signed a bill to replace the Board of Administration with the Board of Regents for the purpose of having central management of educational institutions. In 1931, the legislature changed the name from Kansas State Agricultural College to Kansas State College of Agriculture and Applied Science. In addition, the Board of Regents authorized the granting of Ph.D. degrees in chemistry, milling industry, bacteriology, and entomology (Kansas State University, 1962). As a result, the number of graduate students significantly increased to 845 in 1934 from 345 students in 1927. The level of research was also improved, and some advanced students started cooperative research with faculty (Carey, 1977). In 1942, the divisions had changed to schools as follows: the School of Agriculture; School of Engineering; School of Home Economics; School of Veterinary Medicine; School of Arts and Sciences; and School of Graduate Study. These changes were the result of a sufficient level of facility and curriculum development. In addition, the increasing liberalization of the offerings also influenced the changes (Kansas State University, 1962).

Difficulties, however, were also present due to the depression-related reduction of state appropriations. As a result, some faculties were laid off, and the salaries of faculty and staff declined as well (Carey, 1977). Still, the campus saw development even through these difficult

economic situations. For example, small parcels of lands were acquired and added to the campus for the department of physical education and athletics for use as athletic fields. Housing facilities and adequate library structures were also improved. During President Farrell's administration, Van Zile Hall was completed in 1926. The library was moved from Fairchild Hall to the newly constructed facility in 1927. Fairchild Hall was then remodeled to be used as classrooms, laboratories, and offices. From an infrastructure standpoint, the Power Plant was also erected to provide a better heating system entire college. Furthermore, the Physical Science Building, now known as Willard Hall, was erected in 1939 to host the departments of chemistry and physics (Willard, 1940). These developments were conducted as a result of college and state coordination with state and federal agency efforts to combat the depression (Carey, 1977).

Figure 2.3 is an aerial photo of Kansas State College in 1931.

Figure 2.3 Campus of Kansas State College of Agriculture and Applied Science in 1931



Source: Kansas State College of Agriculture and Applied Science, 1931

Compared with Figure 2.2, this photograph indicates that the campus had widely developed on account of the installation of some major facilities. These developments were associated with the increasing liberalization of curriculum offerings, as well as expanding trends in academic and research programs. However, the campus was still relatively small and sparsely

developed by 1930s. In addition, academic programs still focused heavily on agricultural and mechanic arts education.

Milton Eisenhower was elected in 1943 as the ninth president. He was the first alumni and first Kansas native to serve as the president of Kansas State. During his era, problems associated with World War II needed attention, as well as yet another reorganization of the academic programs (Kansas State University, 1962). During World War II, many routine educational patterns, including class assignments and instruction, had been interrupted (Carey, 1977). Enrollment dropped during the war as well; enrollment in 1944 was the lowest it had been since 1906 (Kansas State University, 1962).

After World War II, enrollment grew rapidly primary because of increased veteran enrollment. As a result, Kansas State reached a record enrollment of 8,000 in 1948. Though a welcome growth, its rapidity caused problems. For example, the shortage of housing for veterans and their families became a major problem on campus. As a result, barracks and mobile homes were installed mainly in the southeast corner of the campus and northwest of the campus near the Military Science Building, now known as Gen. Richard B. Myers Hall. Moreover, the shortage of qualified faculty and instructional equipment became a serious problem (Carey, 1977).

Along with this growth in the late 1940s, academic and research programs also expanded. Doctoral programs were added for the departments of physics, foods and nutrition, and animal husbandry. Later, curriculum in elementary education at both the undergraduate and graduate levels was added. President Eisenhower also expanded research programs through cooperation with industries and agencies. For example, Kansas State cooperated with the Kansas Industrial Development Commission for the addition of agricultural and grain science research programs (Carey, 1977).

President Eisenhower's era shifted the educational focus more toward liberal and comprehensive education. Postwar academic planning of Kansas State resulted in the realization of the importance of general education including social science, physical science, biological science, and humanities. Eisenhower referred to the Harvard University Committee on the Objectives of a General Education in a Free Society and realized that a general education approach could provide students with adequate background for their choice of academic specialties and prepare students to become well-rounded individuals. As a result, students were

now required to take general courses offered from four academic fields: social studies; biological sciences; physical sciences; and humanities (Carey, 1977).

The Late History 1950-2009

Before World War II, it was often said that Kansas State was a small college that emphasized agriculture, mechanic arts, home economics, and veterinary medicine (Carey, 1977). When James McCain took office in 1950 as the tenth president of Kansas State, he expanded academic and research programs as well as initiated what was to become another extensive development of the campus. In 1956, the Kansas Board of Regents authorized the conference of a Bachelor's of Arts degree in humanities and social sciences. In addition, new departments emerged during President McCain's tenure as follows: sociology and anthropology from the department of economics; political science and philosophy from the department of history; geography from the department of geology; business administration from the department of economics; and psychology from the department of education. Moreover, the College of Business Administration was expanded from the School of Commerce, and the College of Architecture and Design was divided from the College of Engineering, both in 1963. The School of Education was later renamed to the College of Education in 1965 (Carey, 1977).

Due to the acquirement of financial support from external institutions, President McCain's administration created new research units. For instance, the newly created social science and humanities units were granted external funds from the Bureau of General Research in 1953-1954. Furthermore, as a result of capital improvements during President McCain's administration, the university could hire highly qualified faculty. In fact, over 45% of faculty held a doctoral degree in 1960, compared with only 23% in 1950. Also at this time, Kansas State College of Agriculture and Applied Science received "university" status, and in 1959, the name changed to Kansas State University of Agriculture and Applied Science. By the end of President McCain's tenure at Kansas State, the university budget had grown to \$79 million from \$10 million in 1950. The fulltime enrollment had grown to 17,000 as well (Carey, 1977).

As academic programs expanded, so did physical development of the campus. Facilities constructed in the McCain era include: Ahearn Field House; Eisenhower Hall; K-State Student Union; Weber Hall; Justin Hall; Ward Hall; Cardwell Hall; King Hall; new KSU Football Stadium; Ackert Hall; McCain Auditorium; and Veterinary Medical Complex. His

administration conducted other facility developments and expansion projects as well (Fischer, 1975). Figure 2.4 is an aerial photo of the Kansas State campus in the 1960s.

Figure 2.4 Campus of Kansas State University of Agriculture and Applied Science in 1960s



Source: Kansas State University, n.d.b

Compared with Figure 2.3 taken during President Farrell's administration, Figure 2.4 pronounces the extensive development that took place between the 1930s and the 1960s. During that era, academic programs had also evolved into a strong liberal arts program that retained the original strength of an agriculture and mechanic arts education. In addition, the enrollment had grown in the 1930s through the 1960s, despite the drop during World War II. A correlation between physical expansion of the campus and academic and enrollment expansion of the college can be seen.

Duane Acker became the eleventh Kansas State president in 1975 after 25 years of service by President McCain. During his presidency, he maintained the liberalization of academics that had been ongoing since early presidencies. In addition, he conducted some major facility developments. During his 11 years of presidency, the university expended \$42.9 million for construction of facilities (Kansas State University, 1985). The university renovated the burned Nichols Gymnasium, renaming it to Nichols Hall. His administration also built a recreation center, Throckmorton Hall, and International Student Center. Several other major

renovations and expansions were also conducted under the leadership of President Acker (Kansas State University Alumni Association, 1985).

Despite this physical growth, the university faced significant enrollment decline during President Acker's administration (Shoop, 2001). This was partially due to the approximately 24% decline in the high school graduating classes in Kansas from 1975-1985 (Kansas State University, 1985).

Jon Wefald assumed the presidency in 1986 to solve the university's declining trends (Shoop, 2001). As a result of his leadership, the university returned to the past growth trends. Most notably, his administration oversaw capital improvements for the operation of the university. As a result, the university attracted qualified faculty and students (Shoop, 2001).

Additionally during this time, the Kansas State University Foundation, a non-profit organization and independent from the university administration, conducted the Changing Lives Campaign, which raised \$530 million. Even though the foundation was independent from Wefald's administration, the foundation cooperated with Wefald to raise endowment funds. In addition, the foundation held private giving at about \$100 million annually, compared with about \$6 million in 1986. Wefald's administration also raised the external research funding to \$110 million in 2008 compared with \$15 million in 1986, and total research funding exceeded \$220 million in 2008 (Kansas State University, 2008c). Furthermore, his administration focused on expansion of the library stocks through increased library funding (Shoop, 2001).

As major facility projects under Wefald's leadership, the Beach Museum of Art, Hale Library, and the Alumni Center were erected. In addition, more than 2.2 million square feet of new buildings were constructed during his presidency from 1986 through 2008 (Kansas State University, 2008c).

A broader perspective of campus expansion includes Kansas State's merger with Kansas College of Technology in 1991, the result of which became a branch campus called K-State Salina. Here, new academic units were created in the field of technology and aviation (Shoop, 2001). Moreover, Wefald initiated the creation of the Olathe Innovation Campus through cooperation with local government and industries. The campus is under construction in 2010, and it plans to host food science, public health, and animal health training courses (Kansas State University, 2008a). Furthermore, Wefald's leadership corresponded with the U.S. Department of Homeland Security's selection of Kansas State as the site of the National Bio and Agro-

defense Facility (NBAF), a new federal animal health laboratory (Kansas State University, 2009). Figure 2.5 shows the aerial photos of the Kansas State university campus in 2008.

Figure 2.5 Campus of Kansas State University



Source: Kansas State University, 2008b

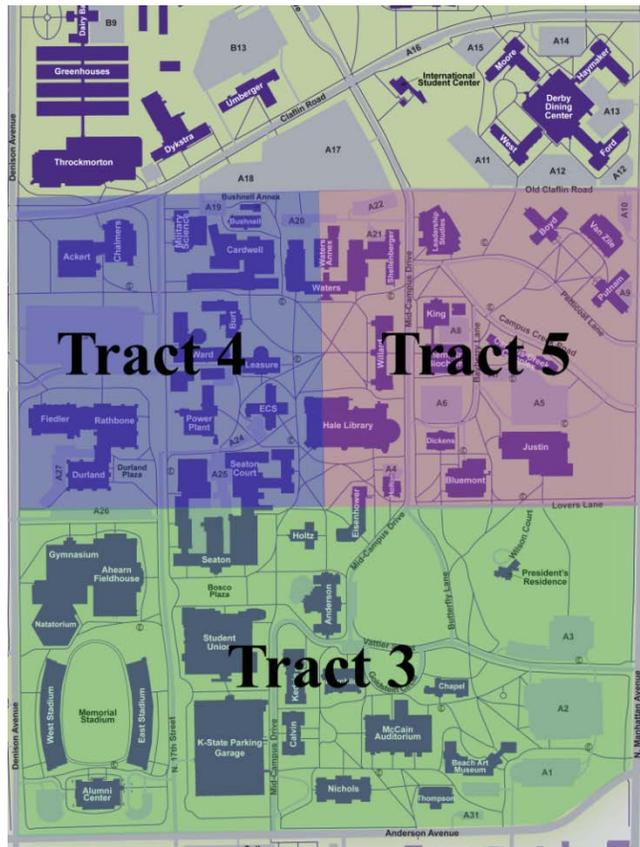
Compared with the aerial photos and maps from the early and middle history of the university, this picture shows the growth of building density on campus, demonstrating Kansas State University's extensive development through 137 years. Figure 2.5 indicates that what is currently the main part of Kansas State University's campus was formed and developed after the 1950s and extended through 2000, in proportion to expansion of academic programs and enrollment growth through the history of the university.

Chapter 3 - History of 17th Street on Campus Development

The Early History of 17th Street Development 1863-1909

Willard (1940) recounts that in 1871, during President Denison's administration and prior to the transfer from the site of the old Bluemont Central College, Kansas State Agricultural College, which is now Kansas State University, acquired the land that now comprises the main part of the campus. This purchase was made possible in part with \$12,000 of bonds issued by the Manhattan Township. Tract three makes up the main part of the current Kansas State University campus, and the study area that houses this research spans two tracts – tracts 3 and 4. Figure 3.1 shows the three tracts of lands purchased in 1871.

Figure 3.1 Three Tracts of Lands Acquired by Kansas State in 1871



Source: Willard, 1940 & Kansas State University, 2010b

Tract 4, purchased from Charlotte S. Preston for \$7,000, consists of about 40 acres of land with Old Clafin Road as the northern boundary, Denison Avenue as the western boundary,

the middle line of Denison and Manhattan Avenue as the eastern boundary, and Lovers Lane as the southern boundary (Willard, 1940).

Tract 3, purchased from Jane G. and E.L. Foster for \$12,500, is approximately 75 acres and is surrounded by Lovers Lane as the northern boundary, Denison Avenue as the western boundary, Manhattan Avenue as eastern boundary, and Anderson Avenue as the southern boundary (Willard, 1940).

During the early history of Kansas State University, only one facility was developed around 17th Street: Seaton Court in 1875 during President Anderson's administration (Fischer, 1975). As a result of there being just this one facility along the street, 17th Street and its surrounding areas fell outside of the core facility area.

The Middle History of 17th Street Development 1909-1950

During the early part of President Waters's administration in 1909, the east wing of Seaton Hall was constructed (Fischer, 1975). In addition, the administration determined that the southwest corner of the campus, 100-150 feet west of the Domestic Science Building, now known as Kedzie Hall, could be developed as athletic fields for football, baseball, tennis courts, tracks, and other athletic usages; these fields were laid out by 1911 (Willard, 1940). It is assumed that this area is currently occupied by K-State's Student Union, Memorial Stadium, Alumni Center, and Physical Education Facility and that this area was used as athletic fields just until what are the current athletic facilities were developed.

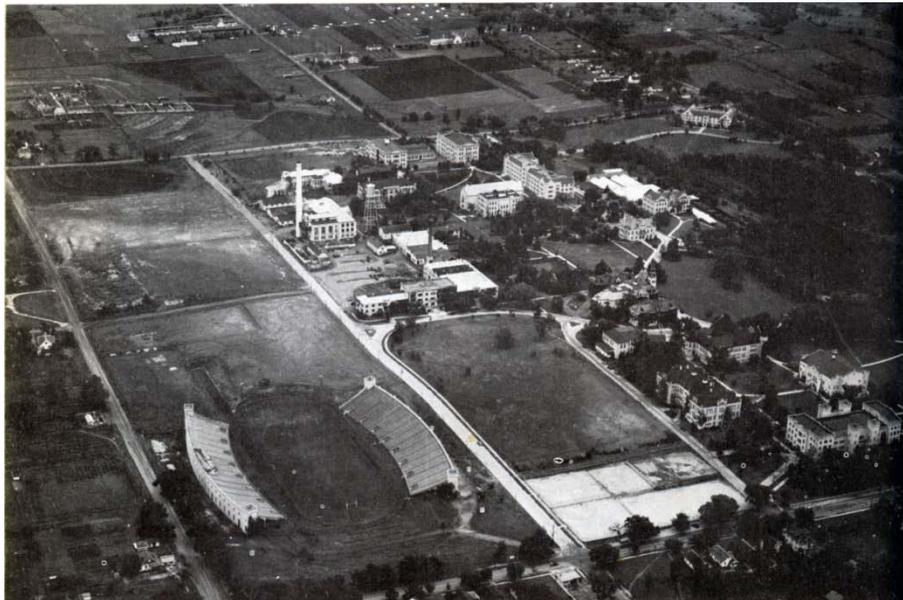
During President Jardine's administration from 1918 through 1925, some facilities were developed on the east side of 17th Street. In 1918, six wooden buildings were erected along 17th Street to the northwest of the shops, which is now known as Seaton Court, to be used as barracks and mess halls for students in the department of military science and tactics. Five of the six buildings were built parallel to each other and named with numbers 5, 1, 2, 3, and 4 from the south. The No. 6 building was located east of the No. 5 building to provide toilets, a barber shop, and other facilities. The No. 4 building was used for research for the departments of agronomy, animal husbandry, chemistry, bacteriology, and zoology. The No. 3 and the west portion of the No. 2 buildings were used as laboratory space for tractors and other farm machinery by the department of agricultural engineering. The No. 1 and east portion of the No. 2 buildings were razed when the Power Plant was constructed in 1928. The main part of the No. 5 building was moved to west of Seaton Court to serve as a warehouse. The west portion of the

No. 6 building was used as a locker room and storeroom by the Division of Engineering and Architecture. The east portion of the No. 6 building was used as an infirmary for students affected by contagious diseases. All of these buildings were razed at the close of World War I (Willard, 1940).

The major facility developments along 17th Street during President Jardine's administration are as follows: the south portion of Seaton Hall in 1922; Burt Hall in 1923; West Stadium in 1923; and East Stadium in 1924 (Fischer, 1975).

During President Farrell's administration from 1925 through 1943, the administration faced two major social recessions: the Great Depression in 1929 and World War II. Despite the recessions, President Farrell's administration continued with facility development (Willard, 1940), but only two of these developments took place along 17th Street: the Power Plant in 1928 and Gen. Richard B. Myers Hall in 1943 (Fischer, 1975). Other developments took place on other parts of the campus. In fact, some 17th Street projects were postponed to allow for other projects to proceed. For example, even though Kansas State began plans for the construction of the student union south of Seaton Hall, the project was postponed until after World War II (Crawford, 2006). Figure 3.2 shows 17th Street and the surrounding area by the end of President Farrell's administration.

Figure 3.2 17th Street in 1943



Source: Kansas State College of Agriculture and Applied Science, 1943

Figure 3.2 clearly shows that in 1943 only Memorial Stadium existed west of 17th Street. According to Mrs. Stormy Kennedy, owner of Claflin Books and Copies and longtime residence of City of Manhattan; her husband, Dr. George Kennedy, Professor Emeritus, College of Veterinary Medicine at Kansas State; her father, Dr. Huber Self, Professor Emeritus of the Department of Geography at Kansas State (personal communication, October 5, 2010), the open space south of Memorial Stadium was used as fields for various student activities. The open space where the current Engineering Complex stands was the football practice field. The open space in the northwest corner of 17th Street was used as a practice field for military science students.

After President Eisenhower assumed the presidency in 1943, there were no major facility developments along 17th Street. Instead, after World War II, barracks and mobile homes were installed along 17th Street where Ackert and Chalmers Halls, and parking lots north of Engineering Complex currently exist. These housing developments addressed a shortage of housing during this time due to a rapid increase in veterans' enrollment (Carey, 1975). Figures 3.3 and 3.4 show the trailer houses and barracks located northwest of 17th Street in the late 1940s.

Figure 3.3 Trailer Houses in the corner of 17th Street and Claflin Road in 1946



Source: Kansas State College of Agriculture and Applied Science, 1946

Figure 3.4 Aerial Photo of Kansas State in 1947



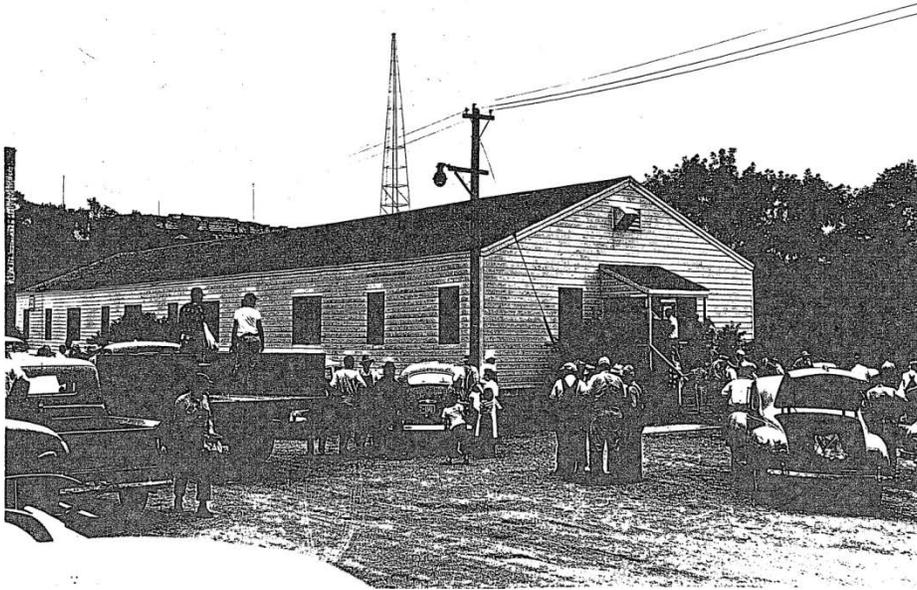
Source: Kansas State College of Agriculture and Applied Science, 1947

The trailer houses located where Ackert and Chalmers Halls are today were known as Campus Courts and consisted of 101 stalls of trailer houses for married students. The barracks located where there now sit parking lots north of the Engineering Complex were known as Hilltop Courts, and they consisted of 120 living units for married students (Patton, 2006).

Memorial Stadium was also used as dormitory rooms for students after World War II. In 1946, East Stadium became known as Ed Klimek Hall. The space initially accommodated 48 men, but later it was converted into a hall for women due to a need for full female residential halls. West Stadium became known as Athletic Dorm and housed 150 male students. West Stadium was used as a dormitory until Goodnow Hall opened in 1960 (Patton, 2006).

Responding to a need for a student gathering place, Kansas State added a temporary student union south of Seaton Hall in 1947. The temporary student union consisted of two barracks and existed until what is the current K-State Student Union was constructed in 1956 (Crawford, 2006). Figure 3.5 shows the barrack structure used as the temporary student union.

Figure 3.5 Temporary Student Union in 1951



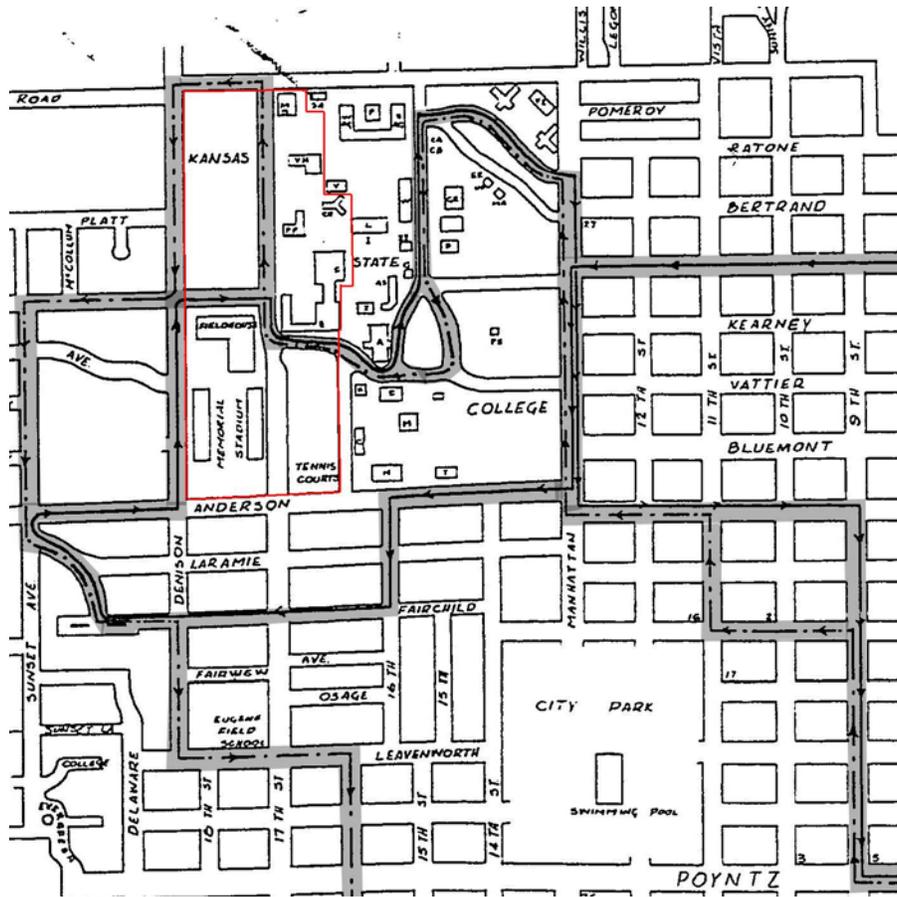
Source: Kansas State College of Agriculture and Applied Science, 1951

During the middle history of 17th Street development, the characteristics of the street and surrounding area had changed due to some major facility construction. However, based on the aerial photos and the progress of the facility developments, it is assumed that 17th Street retained the character of being the western edge of the campus.

The Late History of 17th Street Development 1950-2009

In the early 1950s through the 1960s, 17th Street was part of a public transportation route (Kennedy & Self, personal communication, October 5, 2010). The bus system was managed and owned by Manhattan Transit, Inc., a private transportation company. Figure 3.6 shows the bus routes of the City of Manhattan in 1952.

Figure 3.6 Bus Routes in City of Manhattan in 1952



Source: Manhattan Transit Inc. & Mercury Chronicle, August, 1952

During President McCain’s administration from 1950 through 1975, academic and research programs were expanded along with a corresponding development of facilities (Carey, 1977). Along with other parts of campus, 17th Street and surrounding areas were a part of this growth. The major facility developments along 17th Street conducted by President McCain are as follows: Ahearn Field House in 1951; the west wing of Seaton Hall in 1952; K-State Student Union in 1956; the north extension of Seaton Hall in 1959; English/Counseling Services in 1960; an addition to the K-State Student Union in 1961; the left wing of Ward Hall in 1962; Cardwell Hall in 1963; Ackert Hall in 1970; the addition of south portion of K-State Student Union in 1970; the right wing of Ward Hall in 1972; and the Natatorium in 1975 (Fischer, 1975).

Figure 3.7 shows that the barracks constructed after World War II still remained to the northwest of 17th Street in 1954 and remained until around 1958. The trailer houses north of these barracks, though, were already being torn down by the early 1950s, no longer needed

because of new housing unit developments in Jardine Complex and dormitory constructions (Kennedy & Self, personal communication, October 5, 2010). The K-State Student Union had not yet been constructed. Figure 3.7 shows the temporary student union structure between the tennis courts in the south and parking lots in the north. By contrast, Figure 3.7 also shows the density of development northeast of 17th Street.

Figure 3.7 Aerial Photo of Kansas State College of Agriculture and Applied Science in 1954



Source: Kansas State College of Agriculture and Applied Science, 1954

Figure 3.8 provides an aerial of 17th Street in 1968. The photo shows the newly developed K-State Student Union and parking lots along 17th Street. West of 17th Street were only athletic-related facilities, including Ahearn Field House and Memorial Stadium. No academic or research facilities yet existed west of 17th Street by 1968.

The open space north of Ahearn Field House as seen in Figures 3.7 and 3.8 continued to be used as a football practice field until the late 1960s and early 1970s, at which time the new football complex was constructed and the former practice fields became the Engineering Complex. The open space northwest of 17th Street was used as a drill field for military science students until the land was occupied by Ackert Hall in 1970. Figures 3.7 and 3.8 also show the tennis courts on south 17th Street along Anderson Hall, used until the new tennis courts were developed in the northern part of campus (Kennedy & Self, personal communication, October 5, 2010). Well into the 1960s, 17th Street was clearly still the western edge of academic facilities.

Figure 3.8 Aerial Photo of Kansas State University in 1968



Source: Kansas State University, 1968

President Acker's administration from 1975 through 1986 focused on the development of academic facilities along 17th Street, these developments despite the fact that the university had faced a significant decline in enrollment (Kansas State University Alumni Association, 1985; Shoop, 2001). 17th Street and surrounding areas, especially the west side of the street, were developed by adding two significant academic facilities during President Acker's presidency: Durland Hall in 1976 and Rathbone Hall in 1983 (Fischer, 1975; Kansas State University, 2010d).

An additional change to 17th Street altered its function. Under President Acker's administration, in 1983, 17th Street was closed off at College Heights where bike lines were then added in front of the Power Plant (Kansas State University, November 3, 1982). According to Mr. Taussig (personal communication, September 17, 2010), the change was to distinguish between bicycle and the other traffic, including pedestrian and vehicular.

Figure 3.9 Aerial Photo of Kansas State University in the early 1980s



Source: Kansas State University, n.d.b

Figure 3.9 shows that 17th Street was opened when this picture was taken. In addition, Figure 3.9 shows that the tennis courts were already eliminated. Furthermore, it shows that the development of the northwestern part of 17th Street had begun with the additions of Durland Hall and Ackert Hall.

After President Wefald assumed the presidency in 1986, the university continued with extensive capital improvements for the operation of the university (Shoop, 2001; Kansas State University, 2008c). The facilities along 17th Street were developed to the current forms, with a focus more on the renovations and developments in the south and west portions of 17th Street as follows: Fiedler Hall in 2000; K-State Student Union renovation in 2000; the renovation of east wing of Seaton Hall in 2000; the renovation of west wing of Seaton Hall in 2002; Alumni Center in 2002; and Chalmers Hall in 2003. The building of the K-State Parking Garage began in 2010, but then was completed during now-President Shultz's administration (Kansas State University, 2010c).

From the 1980s through the 1990s, changes elsewhere also affected the function of 17th Street. Vattier Street was closed off for public and emergency vehicles in front of Seaton Hall and the K-State Student Union in 1980s. In the 1990s, with the addition of what is now Bosco Student Plaza, the street was completely closed off (Kennedy & Self, personal communication, October 5, 2010). Figure 3.10 shows an aerial image of 17th Street and its surrounding areas during President Wefald's administration.

Figure 3.10 Aerial Photo of Kansas State University in 2008



Source: Kansas State University, 2008b

Figure 3.10 shows the dramatic changes of 17th Street and surrounding areas compared with the aerial photos and maps from the early and middle history of the university. In particular, the southern and western part of 17th Street saw extensive development from the 1980s through 2000s with the additions of relatively large-scale facilities. In fact, empty spaces to the west of 17th Street no longer existed. More clearly, the physical characteristics of 17th Street, which had previously been conceived as the western edge of the campus, changed due to the facility developments on the western side of the street. These changes led to Denison Avenue, west of Memorial Stadium up to the north, seeming like the western edge of the campus.

Facility Profiles in the Study Area

Through the history of Kansas State University, 17th Street and surrounding areas have seen continuous development, namely new facilities, new structures to existing facilities, and the renovation of existing structures. Many of these developments consisted of several development phases and remodels. In addition, each facility was named after notable K-State persons known for their contributions to the academic field each respective facility was serving. This section profiles each of these facility developments along 17th Street.

Ackert Hall

Ackert Hall was built in 1970 to serve as administrative offices, laboratories, and classrooms for the Division of Biology and related research units. This building was erected on the old R.O.T.C. drill field. Designed by the firm of Joseph Radotinsky, Deardoff and Associates with the direction of State Architect William Hale (Fischer, 1975), the building cost \$2,885,000. This facility was named after Dr. James E. Ackert, former professor of zoology and Dean of Graduate School.

Alumni Center

The Alumni Center was erected in 2002. The facility contains 52,000 square feet and was funded entirely by private donations from over 1,300 donors. The facility was built with native Kansas limestone, and contains 60% of the university's public spaces. Kansas State University Alumni Association occupies the space of Alumni Center. In addition, conference and banquet rooms are available for alumni and friends (Kansas State University, 2010d).

Ahearn Field House

Ahearn Field House was built in 1951 for basketball and indoor track events as an improvement over Nichols Gymnasium, which is now Nichols Hall. Designed and built under the supervision of Charles Marshall, State Architect (Fischer, 1975), the building cost \$1,165,000. The gymnasium attached to the west side of the building was completed in 1951 and cost \$610,000. This facility was named after Michael F. Ahearn, former head of Department of Physical Education and Director of Athletics. The following academic units are located in Ahearn Field House: Athletics Departments; Center for Engagement and Community Development; and Institute for Civic Discourse and Democracy (Kansas State University, 2010d).

Burt Hall

Burt Hall was erected in 1923 for the College of Veterinary Medicine, more specifically for clinical research, instruction, and surgery of large animals. The construction cost was \$100,000, and Raymond L. Gambel, the State Architect, supervised the project. The facility was named after Dr. Burt, the department head of Anatomy, College of Veterinary Medicine. In 1946, the facility was remodeled by Charles Marshall, the State Architect. Then, in 1959 after fire damage, the facility was renovated by the architectural firm of Lippenberger and Hutchins and then again upgraded in 1981 (Fischer, 1975). Burt Hall now provides research spaces for Biotechnology Core Facility and Electronics Design Laboratory (Kansas State University, 2010d).

Cardwell Hall

Cardwell Hall was built in 1963 for housing of administrative offices, laboratories, and classrooms for physical sciences. Designed by the firm of Floyd Wolfenbarger F.A.I.A. and Associates, with the direction of State Architect James Canole (Fischer, 1975), the building cost approximately \$3,000,000. This facility was named after Dr. A. B. Cardwell, former head of Department of Physics. Cardwell Hall is now used for research, teaching, and administrative spaces of the Department of Mathematics and the Department of Physics (Kansas State University, 2010d).

Chalmers Hall

Chalmers Hall, named for John Chalmers, former Dean of the College of Arts and Sciences, was built in 2003. The facility is 62,000 square feet and is structurally connected to Ackert Hall. Chalmers Hall is used primarily for research and administrative space for the Department of Biochemistry and the Terry C. Johnson Center for Basic Cancer Research (Kansas State University, 2010d).

Durland Hall

Durland Hall was first constructed in 1976, costing \$3,000,000, as phase I of the Engineering Complex. The facility was constructed by the firm of Horst, Terrill and Karst of Topeka, Kansas, as associate architects under direction of Louis J. Krueger, State Architect. The building was named after the former Dean of the school of Engineering and Architecture, Merrill A. Durland (Fischer, 1975). The College of Engineering, the Engineering Experiment

Station, and related research and educational units now use the facility (Kansas State University, 2010d).

East Stadium

East Stadium was built in 1924, a year after West Stadium was constructed, as a memorial of students and graduates lost in World War I. The building's construction cost \$45,000. This facility stands to the east of Memorial Stadium. This building was designed by Professor L.E. Conrad, former head of the Department of Civil Engineering and Professor Charles Scholer. In 1928, Professor Paul Weigel, head of the Department of Architecture, collaborated with Professor Wichers to create stone walls and towers on East Stadium, spending \$37,000 to do so. In 1946, dormitory facilities were constructed on the underside of the seating (Fischer, 1975). East Stadium is home to Computing and Telecommunications Services and provides administrative and working spaces for other IT technology units (Kansas State University, 2010d). In addition, Purple Masque Theater for the Department of Communication Studies, Theatre and Dance is located in East Stadium (Kansas State University, n.d.a).

English/Counseling Services

Originally built as Lafene Health Center for outpatient and referral services, what is now the English/Counseling Services building was constructed in 1960 by spending \$543,000. This facility was designed by Charles and John Shaver of Salina, Kansas, with supervision of John Brink, State Architect (Fischer, 1975). In 2004, the building was dedicated as English/Counseling Services. Currently, the first floor of the building is occupied by the Department of English and the second floor by Counseling Services (Kansas State University, 2010d).

Fiedler Hall

Fiedler Hall was completed in 2000 as phase III of the project of Engineering Complex construction. The building was named after George Fiedler, KSU Engineering Hall of Fame. This facility structurally connects to Durland and Rathbone Halls (Kansas State University, 2010d).

Gen. Richard B. Myers Hall

Gen. Richard B. Myers Hall was built in 1943, the only building completed during World War II. The building was originally used for offices for Army and Air Force Administrative Personal, classrooms, and gallery for rifle practice. This building was designed under the

supervision of State Architect, Roy W. Stookey (Fischer, 1975). This building was recently renamed after Richard B. Myers, former Chairman of the Joint Chiefs of Staff. The facility is occupied by the Department of Aerospace Studies and Department of Military Science (Kansas State University, 2010d).

K-State Parking Garage

K-State Parking Garage was completed in 2010. The garage contains 1,385 stalls. Within those stalls, 500 stalls are allocated to students, 400 to employees, 130 for reserved parking, and 350 stalls for group and public parking. The parking garage is connected to K-State Student Union by a bridge (Kansas State University, 2010d).

K-State Student Union

K-State Student Union was built in 1956 as administrative offices, a small art lounge, theatre, meeting rooms, and private dining facilities. The building was supervised by Charles Marshall, State Architect. In 1961, an additional 42,000 square feet was completed. In 1970, the south portion of the building was added. The firm of Clayton, Jones, and Engelhardt were the associate architects under the supervision of William R. Hale, State Architect (Fischer, 1975). In 2000, a major renovation was completed. The facility is now used for student activities as well as conferences and cultural entertainment (Kansas State University, 2010d).

Natatorium

K-State's Natatorium was erected in 1975 for \$1,750,000. The facility was designed by the firm of Hibbs and Pettit of Wichita, Kansas, under the supervision of Louis J. Krueger, State Architect. The facility is structurally connected to Ahearn Field House and known as the Physical Education Facility (Fischer, 1975).

Power Plant

The Power Plant was built in 1928 from a design submitted by the Department of Architecture under the direction of Charles D. Cuthbert, State Architecture. In 1882, the former power house was located in the shop area north of Seaton Court. By the mid-1920s, the facility was no longer adequate. As a result, \$150,000 was spent in 1927 and \$165,000 in 1928 to complete the project. The east facing façade is pseudo Gothic design of native limestone. However, the west facing façade took much longer to be completed (Fischer, 1975).

Rathbone Hall

In 1983, Rathbone Hall was built as Phase II of the Engineering Complex by using about \$8,000,000 (Fischer, 1975). The facility is structurally connected to Durland and Fiedler Halls. The building was named after Donald E. Rathbone, the 1997 Dean of the College of Engineering. The College of Engineering occupies Rathbone Hall (Kansas State University, 2010d).

Seaton Hall

The east wing of Seaton Hall was constructed in 1909 for \$80,000 under the direction of John F. Stanton, State Architect. The south portion of Seaton Hall was constructed in 1922 for \$272,000 under the direction of Roy L. Gambel, State Architect. The west wing of Seaton Hall was constructed in 1952 and was designed by former Professor of Architecture Theodore Chadwick under the direction of John A Brown, State Architect. The extension to the north, conducted by several faculty of the Department of Architecture under the direction of John Brink, State Architect, was completed in 1959. The entire hall was named after Dr. Roy A. Seaton, former dean of the Division of Engineering and Architecture in 1920 (Fischer, 1975). In 2000, the east wing was renovated by the College of Architecture. In 2002, the west wing was renovated by the College of Engineering and named Lee Wing for Robert V. and Mildred E. Lee. Seaton Hall is shared by the College of Architecture and several departments in the College of Engineering, and the Department of Geography (Kansas State University, 2010d).

Seaton Court

Seaton Court, constructed in 1875, is the oldest facility within existing facilities on campus, and construction costs totaled \$7,500. Seaton Court is structurally connected to Seaton Hall. Previously, the industrial arts program was located in Seaton Court. In 1876, a structure was added behind the original structure of Seaton Court to be used as a foundry in blacksmithing. A few years later, the north wing was constructed for woodwork shops, printing, telegraphy, household arts, and music. Power machinery was added in the north wing in 1887. As a result of several additional structures attached to the original facility, Seaton Court was formed as a facility with a courtyard (Kansas State University, 2010d). Seaton Court is currently used as studio space for the College of Architecture.

Ward Hall

The wing to the left of the front entrance of Ward Hall was built in 1962. The portion to the right was completed in 1972. The building houses laboratories, offices, and classrooms for the Department of Nuclear Engineering and associated research units; it also contains the TRIGA MARK II reactor. This facility was named after Dr. Henry T. Ward, former head of the Department of Chemical Engineering. This building was designed and built under the supervision of William Hale, State Architect. Brown, Slemmons and Krueger of Topeka, Kansas, were the associate architects for this facility (Fischer, 1975).

West Stadium

West Stadium was erected in 1923 as a memorial of students and graduates who had fallen in World War I. The construction cost \$45,000. Later in 1938, the stone walls and towers were erected (Fischer, 1975). West Stadium is now occupied by the Department of Art (Kansas State University, 2010d).

Chapter 4 - Interviews

Introduction

The final outcome of this research project is an analysis of future scenarios for Kansas State University's 17th Street development that account for its historical purposes and development as well as its current limitations and needs. The historical development of 17th Street has been analyzed in the previous chapters. This chapter will analyze current public perceptions about 17th Street as expressed by 10 interviewees who have knowledge of 17th Street history, who represent community and university stakeholders, and who are responsible for physical and community development along 17th Street. In each interview, 5 questions were asked as follows:

Question 1: What were your first impressions of 17th Street on campus when you first remember using 17th Street?

Purpose: Understanding the interviewees' first impressions and thoughts of 17th Street and the surrounding facilities is one of the most important aspects of this project; because each interviewee's first impression took place at different times in 17th Street's history, this understanding provides a sort of timeline along which to follow 17th Street's characteristics and changes. The interviewees' first impressions provide a sense of the extent to which 17th Street has changed, and as a result can serve as inspiration for further change.

Question 2: Which mode of transportation do you mainly use on 17th Street on campus?

Purpose: The outcome of this question identifies which mode(s) of transportation 17th Street commonly accommodates. This understanding of mobility trends can help identify what 17th Street currently is, in terms of its functionality to the other parts of campus. In addition, the identification of transportation modes along 17th Street over time may prompt ideas for future traffic possibilities along 17th Street and the surrounding areas.

Question 3: Do you have any specific impressions and thoughts about 17th Street on campus?

Purpose: It is presumed that the interviewees' current impressions are based on their past observation of and experience with 17th Street as well as their own expertise. Therefore, the

responses to this question identify how 17th Street has changed through the history of the university associated with facility developments conducted by past and current university administrations. In addition, this question brings to light current issues and concerns regarding 17th Street. Future development possibilities of 17th Street must be able address these problems.

Question 4: What would you like to see happen in the future?

Purpose: This question provides insight into future possibilities of 17th Street development based on the interviewees' observations, impressions, and expertise. Since the interviewees represent stakeholders of various groups that are influential to the implementation of 17th Street development, their experience and expertise lend accuracy and credibility to their future development ideas.

Question 5: Do you have any further thoughts to share?

Purpose: This open-ended question provides the opportunity for any issues and thoughts toward 17th Street not covered in previous questions to be expressed.

Findings

Through the interviews, it was found that the first impressions toward 17th Street and surrounding areas were more neutral than the current impressions. Moreover, since 17th Street and its surrounding facilities have seen many changes, each first impression differed according to when over the course of 17th Street's history it occurred.

Current impressions toward 17th Street by the interviewees vary; however, most interviewees agreed that the relative importance of 17th Street has increased through the history of the university. Many interviewees described new facility developments along 17th Street as positive examples of campus development. At the same time, most interviewees raised functional and aesthetic issues and concerns regarding 17th Street and the surrounding area.

Reflecting on the current issues and concerns regarding 17th Street, most interviewees suggested the necessity of 17th Street improvement, particularly the improvement of street function, of the street's and facilities' aesthetic qualities, and of environmental qualities. In addition, some interviewees pointed out development possibilities the university administration has already considered.

The interviews also found the fact that 17th street is a multi-mode transportation corridor. The mode of transportation along 17th Street by each interviewee falls into one of four different

modes: private vehicular traffic; service vehicular traffic; pedestrian traffic; and bicycle traffic. The interviewees combine some of these four modes of traffic along 17th Street.

Question 1: What were your first impressions of 17th Street on campus when you first remember using 17th Street?

Overall first impressions toward 17th Street by interviewees were mostly neutral or unremarkable. In addition, the interviewees with more dated first impressions tended to recall 17th Street as more of a back door and western edge of the campus; in contrast, the interviewees with relatively recent first impressions experienced 17th Street as more of a service road and an important corridor of campus. Most interviewees noted the expanded functions of 17th Street over time.

First Impressions: 1940s

Among the interviewees, Dr. Vernon Deines and Mr. Gene Ernst recalled the earliest 17th Street memories, memories from the 1940s. Both of them recollected 17th Street as the western edge of the campus and not a major entrance to the campus.

Dr. Deines first thought of 17th Street in 1949 as a residential street and not the major entrance to the campus. Instead, he pointed out, everybody assumed that the southeast corner of the campus near Aggieville, one of the most crowded social-gathering points in the city located in the southeast side from Kansas State University campus, was the main entrance to the campus. He mentioned that Memorial Stadium was the only major building west of 17th Street in the 1940s. He also described faculty housing on the east and west side of Denison Avenue, which was later removed. In addition, he mentioned that there was a wooden building south of Seaton Hall being used as the student union.

Mr. Ernst's first impression of 17th Street was that of a side entrance to the campus as well as a utility street. He pointed to the main part of the campus as Anderson Hall; thus, the main entrance to the campus in his mind was Vattier Street to the east of campus. He recalled open space beyond Memorial Stadium. Similarly to Mr. Deines, Mr. Ernst described that there was a wooden building used temporarily as the student union.

First Impressions: 1950s through 1960s

Mr. Tom C. Roberts's and Mr. Mark Taussig's first impressions date to the late 1950s through the 1960s. They both pointed out 17th Street's change in function due to the cutoff of the street just north of the College Heights intersection.

Mr. Roberts recognized 17th Street in 1957 as the western edge of the campus, as well as the major campus access point. In addition, he pointed out that 17th Street was the major service road for food service to K-State Student Union and fuel service to the Power Plant. He described that Ahearn Field House and Memorial Stadium were the only facilities located west of 17th Street in the 1950s through the 60s, around which there was little parking space for football and basketball games. He commented that 17th Street has taken on different forms and different uses; in particular, the traffic flow along 17th Street changed due to the cutoff of vehicular traffic between the Power Plant and Engineering Complex and between Seaton Hall and K-State Student Union.

Mr. Taussig mentioned that it was hard to remember his first impression of 17th Street when he first moved to Manhattan in 1966. However, his memory of 17th Street being completely opened and accessible only to vehicles stood out. Like Mr. Roberts, Mr. Taussig also pointed out that the plaza between Seaton and the Union was also opened to vehicular traffic. He recalled that 17th Street was a busy street for vehicular traffic.

First Impressions: 1970s

The 17th Street first impressions of Mrs. Karen Davis, Mr. Tom Phillips, and Mr. Bruce Snead occurred in the 1970s. Their first impressions of 17th Street are varied, yet all of them noted the difference between their first impressions and how they see 17th Street now due to the street's changes in character and function.

Mrs. Davis recalled 17th Street as more of a back entrance in 1979, especially the northern part of the street by the Engineering Complex. Also, she pointed out that the function of 17th Street was different, just as Mr. Roberts and Mr. Taussig mentioned. In addition, she mentioned that 17th Street to Ahearn Field House was often crowded by pedestrians and other traffic because basketball games were held there. Mr. Roberts's observation that there were just a few parking spots around Ahearn in the late 1950s was shared by Mrs. Davis who recalled many people parking in the neighborhood located west of the campus.

Mr. Phillips did not recall a distinct impression of 17th Street in 1975; he thought it to be a nondescript, normal intersection. He mentioned that pedestrian and bicycle access was allowed at the northern end of 17th Street, even when 17th Street was a through street with more vehicular traffic. He also recollected the parking lots on the south side of the K-State Student Union.

Mr. Snead's first impression of 17th Street was neutral based on the function of the street in 1976 as a through street. Associating it with the close-off, he pointed out the growth of pedestrian traffic along 17th Street.

First Impressions: 1990s

Dr. Robert Stokes's and Mr. Bruce Shubert's first impressions took place in the early 1990s. Their impressions differed. However, both of them pointed out that 17th Street functioned both as the gateway to the campus and as a service street.

Dr. Stokes mentioned that 17th Street did not leave much of an impression because nothing was remarkable in 1991. He said that 17th Street was an ordinary service street and a gateway to the university. He also pointed out that 17th Street should be a little more remarkable since, by now, 17th Street functions as both a main gateway to the university and a service road to the facilities.

Mr. Shubert first thought of 17th Street as a fairly major entrance to the campus when he first visited Kansas State 20 years ago. He pointed out the importance of 17th Street to the K-State Student Union, which featured prominently in university activities. He also pointed out that 17th Street has become more congested and heavily used in recent years, much more so than when he first encountered 17th Street.

First Impressions: 2000s

Mr. Dalton Henry's first impression of 17th Street in 2005 is the most recent among the interviewees. He remembers having a positive impression, noting its important function and its aesthetic contribution. In terms of the street's function, he pointed out the ease and simplicity of the small visitor's information kiosk that existed at that point along 17th Street near the K-State Student Union to get parking permits. From an aesthetics point of view, he mentioned that 17th Street seemed to be consistent with the look of the Alumni Center and Peine Gate, the gate located in the south end of 17th Street on campus.

Figure 4.1 Peine Gate and 17th Street from South



Source: Photo by author, 2010

Figure 4.2 17th Street and Alumni Center from North



Source: Photo by author, 2010

Question 2: Which mode of transportation do you mainly use on 17th Street on campus?

The interviewees' responses to this question conveyed that one's mode of transportation along 17th Street depends either on one's involvement with or purpose for using 17th Street and the nearby facilities or on one's initial proximity to the street. For example, as the interviewees changed residences or occupations, so too did their mode of transportation. Three patterns of transportation modes around the study area emerged from the interviews: vehicular traffic in combination with pedestrian traffic; vehicular traffic for pick-up/drop-off; and bicycle and pedestrian traffic with no combination of vehicular traffic. The interview responses illustrate that 17th Street accommodates at least four modes of transportation: private vehicular traffic; pedestrian traffic; bicycle traffic; and service vehicular traffic.

Vehicular traffic in combination with pedestrian traffic

The most common mode of transportation along 17th Street is combinations of vehicular and pedestrian traffics. Interviewees Mrs. Davis, Mr. Henry, Mr. Roberts, Dr. Stokes, Mr. Snead, and Mr. Shubert come to campus mostly via vehicles and park near 17th Street either in the parking lots of the Engineering Complex or West Stadium, or in the K-State Parking Garage. Then they cross 17th Street to go to facilities on campus. Except for Mrs. Davis, each has worked full-time in the facilities along 17th Street. In addition, Mr. Phillips occasionally drives along 17th Street and parks in the K-State Parking Garage and then walks to McCain Auditorium. Mr. Ernst was also used to drive along 17th Street when he was a student in 1940s.

Vehicular traffic for pick-up/drop-off

Some interviewees including Mr. Roberts and Mr. Phillips often use 17th Street as a pick-up/drop-off point for vehicular traffic. Mr. Roberts occasionally uses the southeast corner of the Engineering Complex along 17th Street as a pick-up/drop off point for delivering displays and equipment to the Engineering Complex. Mr. Phillips often picks-up/drops-off in the union circle drive along 17th Street and the small alley behind Seaton Hall.

Figure 4.3 K-State Student Union Circle Drive



Source: Photo by author, 2010

Bicycle and pedestrian traffic with no combination of vehicular traffic

Interviewees Mr. Taussig, Dr. Deines, and Mr. Ernst mostly use bicycle and pedestrian traffic with no combination of vehicular traffic. This mode of transportation is preferred in relation to proximity of residence and work to 17th Street, as well as shortages of parking space on campus. In addition, Mrs. Davis used to bicycle and walk along 17th Street when she was a college student in 1979. Mr. Phillips also used to walk along 17th Street when he lived on Leavenworth Street, which is located several blocks south of 17th Street. During his freshman year, Mr. Henry lived in Marlatt Hall, a residential dormitory on campus, and he walked across the north side of the Engineering Complex and used the sidewalk on 17th Street to go to the K-State Student Union and classrooms.

Question 3: Do you have any specific impressions and thoughts about 17th Street on campus?

This question addressed current impressions and thoughts about 17th Street as compared with their first impressions of 17th Street. Current impressions toward 17th Street vary by each interviewee.

Overall, it appears that 17th Street lacks identity. Owing to the number of facilities and their functions along 17th Street, some interviewees described it as the major corridor and major entrance to the campus. As Mr. Taussig mentioned, there are many important public, educational, and administrative facilities located along 17th Street compared with other areas of campus. In contrast, other interviewees described 17th Street as still more a service and utility road to the campus rather than a main entrance. As Mr. Ernst described, 17th Street is still not the entrance to the symbolic center of the campus, which is Anderson Hall and surrounding areas.

Another point of discrepancy among the interviewees concerns the cut-off of 17th Street. Mr. Henry and Mr. Snead expressed some negativity regarding the cut-off of the street in front of the Power Plant. Mr. Henry mentioned that the close-off is problematic because it eliminated vehicular routes to the K-State Parking Garage. Mr. Snead pointed out that the closing off of 17th Street occurred probably because the university wanted to restrict traffic other than service vehicular traffic to the Power Plant. However, he also pointed out that in reality, the situation of closing off 17th Street has led to problems with accommodating various traffic modes along 17th Street as it limited traffic to mostly bicycle and pedestrian. In addition, he mentioned that the close-off inconveniently surprises visitors who are new to the campus since 17th Street doesn't at first appear to be a dead end, thusly resulting in drivers having to turn around in the crowded, narrow area in front of the Power Plant.

Figure 4.4 View of Abrupt Close-Off along 17th Street



Source: Photo by author

Figure 4.5 Narrow Alley to East in front of the Power Plant



Source: Photo by author

Alternatively, Mr. Taussig, as the University Landscape Architect, viewed the closing off itself more positively, even though he also agreed that there are some improvements necessary for the bike lanes that begin where the road ends. He believes that it is necessary to restrict private traffic's access to the Power Plant facilities along 17th Street while still maintaining service vehicular traffic's access.

Most interviewees agree that the importance of 17th Street has grown in recent years. Facility development along 17th Street, especially on the south side of 17th Street, including the Alumni Center and the K-State Parking Garage, account for this growth in importance.

The interviewees described some additional positive and negative aspects of 17th Street and surrounding areas. The following points are functional and aesthetics values and issues pointed out by the interviewees.

Functional Values

- 17th Street as an alternative vehicular route to Denison Avenue as 17th Street can accommodate more traffic in rush hours
- 17th Street as pick-up/drop-off point
- Slow traffic flow of 17th Street due to restricted traffic flow by close-off
- Nicely designed benches and circle drives located north of the Engineering Complex along 17th Street
- Adequate street surface condition

Functional Issues

- Incorrectly placed handicap ramps on the corner of College Heights and 17th Street
- Rough surface of sidewalks along 17th Street
- Narrow sidewalks in front of Power Plant
- Condition of bike lanes in front of Power Plant which are often muddy due to poor drainage
- Lack of distinction of vehicular, pedestrian, and bicycle traffics along 17th Street
- No push button for bicycle traffic in the signal at the corner of 17th Street and Anderson
- Shortage of parking space around 17th Street
- Traffic congestion along 17th Street

Figure 4.6 Sidewalk along 17th Street



Source: Photo by author

Figure 4.7 Bike Lanes along 17th Street



Source: Photo by author

Figure 4.8 Vehicular, Pedestrian, and Bicycle Traffic Lanes in front of Power Plant



Source: Photo by author

Aesthetics Values

- Aesthetic beauty of facilities along 17th Street including Alumni Center, K-State Parking Garage, Peine Gate, Ahearn Field House, and K-State Student Union

Aesthetics Issues

- Aesthetics of Power Plant and surrounding facilities
- No street trees along 17th Street

Figure 4.9 Power Plant



Source: Photo by author

Question 4: What would you like to see happen in the future?

Based on their reflection of the current issues and concerns and on their expertise, the interviewees suggested various 17th Street development possibilities. All interviewees clearly share the fundamental development assumption that it is not realistic to change dramatically the characteristics of 17th Street. In other words, the interviewees agreed that the basic configuration of facilities along 17th Street cannot be changed, and neither can the associated basic service functions be eliminated.

This assumption is primarily based on the importance of the Power Plant and surrounding facilities as the heating system of the entire university and on the impossibility of funding a

removal and repositioning of such an important structure; the K-State Student Union loading dock is another example of something with important function that cannot be removed.

Figure 4.10 K-State Student Union Loading Dock



Source: Photo by author

Mr. Shubert, who is responsible for budgeting and financing of the entire university system, confirmed that it is not realistic to replace the Power Plant because of resource limitations. At the same time as assuming that these prominent facilities cannot be removed, however, interviewees also pointed to these facilities as being the primary contributor to what were identified as the serious functional and aesthetics problems of 17th Street. To address this dilemma, both Mr. Snead and Mr. Shubert suggested that some adjacent facilities for equipment storage and some functions associated with the facilities could be replaced in the future.

From an administrative standpoint, Mr. Shubert believed that the development of 17th Street needs to be a high priority. Because resources are limited, however, he pointed out the important role private fundraising would play in such development.

The interviewees' suggestions for the future of the bike lanes varied. Mr. Henry pointed out that 17th Street should be opened once again to create direct routes to the K-State Parking Garage. On the other hand, Mr. Snead deemed it necessary to preserve 17th Street as more of a pedestrian and bicycle corridor; therefore, he advocated for keeping the bike lanes open. He also

pointed out that Denison Avenue would then need to hold more traffic if 17th Street was preserved as the pedestrian and bicycle corridor. Mr. Roberts supported this opinion as well. Mr. Ernst, too, supported the preservation of the bike lanes to avoid fast traffic along 17th Street. This reflected on maintaining the character of 17th Street as a pedestrian and bicycle corridor. In addition, Mr. Roberts and Mr. Taussig pointed out that 17th Street could be a route of future public transportation. These interviewees agreed that it is important to restrict some vehicular access while retaining the public and service vehicular traffic. These suggestions can help characterize 17th Street as more of a pedestrian and bicycle corridor.

Despite a focus on the desired character of 17th Street as being more pedestrian friendly, the interviewees also raised possibilities of 17th Street that would maintain the function of 17th Street as a service road. Their suggestions can be categorized as follows: functional possibilities; aesthetic possibilities; and environmental possibilities. In addition, some interviewees mentioned future plans that have already been considered by the university administration. The following are the interviewees' suggestions for the future of 17th Street:

Functional Possibilities

- Creation of plaza area for display and event space between Engineering Complex and Seaton Hall by closing off 17th Street even sooner than it currently is closed off
- Increase of the parking spaces along 17th Street
- Improvement of vehicular flow in and out of the K-State Parking Garage
- Addition of landscaping to distinguish vehicular traffic from pedestrian movement
- Construction of bike lanes along entire 17th Street to accommodate bicycle traffic
- Improving visibility of traffic signs
- Improvement of connectivity of 17th Street and College Heights
- Introduction of special texture and special pavements, street lighting, and street furniture for pedestrian traffic

Figure 4.11 Special Pavements for Pedestrian Traffic along 17th Street



Source: Photo by author

Aesthetic Possibilities

- Improvement of aesthetics of Power Plant and surrounding facilities
- Integration of architectural style of K-State Student Union into historical architectural character of the other facilities on campus
- Preservation of limestone architectural style

Environmental Possibilities

- Implementation of the concept of green street and smart street
- Introduction of stormwater management
- Introduction of efficient lighting fixtures and making use of tree shades for energy efficiency

Future Possibilities already considered by the University Administration

- Implementation of phase 4 of Engineering Complex construction
- Construction of parking garage in the current parking lot area to the north of the Engineering Complex
- Renovation of East Stadium as a visitor center
- Elimination of Ward Hall with a new building replacing it
- Conversion of Ahearn Field House to other academic use
- Improvement of pavement of the parking area in Power Plant
- Improvement of aesthetics of Power Plant by cleaning up and improving façade

Question 5: Do you have any further thoughts to share?

In this question, most interviewees reiterated their issues and concerns as well as their ideas for the future of 17th Street and surrounding areas already mentioned in the previous questions' responses. Some interviewees, though, raised new issues and possibilities.

Mr. Phillips, former Mayor of Manhattan, suggested renaming 17th Street as Martin Luther King Memorial, which would strengthen the characteristic of 17th Street from a community development standpoint. In fact, Dr. King himself traveled along 17th Street to get to Ahearn Field House where he spoke in 1968.

Figure 4.12 Bust of Martin Luther King Jr. in Southeast Corner of Ahearn Field House



Source: Photo by author

He also suggested that the city needs a balance between efficient movement of vehicles and present walking environments by providing a link between 17th Street and Fort Riley Boulevard. In addition, he pointed out that the future influence of the NBAF facility could make Denison Avenue more important.

As the Student Body President, Mr. Henry mentioned some Student Governing Association efforts. He reported that one of the student committees recommended that city-university funds, which is about \$35,000, could be used in the fiscal year of 2012 to repair the sidewalks near the bike lanes in front of the Power Plant along 17th Street, especially focusing on the improvement of drainage areas along the bike lanes.

At the same time, however, Mr. Henry pointed out that student groups on campus do not have the same level of enthusiasm for the development and improvement of 17th Street as they do for other major campus projects.

As a long-time educator at Kansas State, Dr. Deines reflected on President McCain's administration in 1960s. He mentioned that there has been a parking shortage on campus since the 1960s. In addition, he reflected on the academic-focus shift toward arts and science education during President McCain's presidency. He also pointed out that as the academic emphasis changed from agricultural and engineering education, many buildings on campus were planned, designed, and built by President McCain.

As a member of the university campus planning committee in the 1960s, Dr. Deines also reflected on the fact that campus planning and development was less of a priority for the university due to the fact that the chairperson of the campus planning committee was also the chairperson of the athletic council, resulting, according to Dr. Deines, in a conflict of interest that favored athletic development over campus development.

Mr. Ernst described his ideal for the future development of Kansas State's campus based on his architectural expertise. He believes that the main part of campus should still be thought of as Anderson Hall and surrounding areas. Presuming a symbolic importance of Anderson Hall, he said Vattier Street should still be perceived as the main entrance to campus. To strengthen the visibility and functionality of this entrance, he suggested that Manhattan Avenue could be widened to be safer and improved visually. He also pointed out that it would be a possibility to construct a diagonal street to Anderson Hall from the pedestrian gate located in the intersection of Manhattan Avenue and Anderson Avenue, and this street would then become a major

symbolic entrance to the campus. He described that ideally 17th Street could turn toward the campus to the east and connect to the diagonal street from the southeast corner of campus; this would happen by tearing down the Power Plant.

Mr. Ernst also pointed out the lack of a significant Kansas State University's entrance along the northwest edge of the campus. As he suggested, 17th Street could be extended to Kimball Avenue, and a more prominent entrance in the northwest corner of campus along 17th Street could be constructed.

Mr. Ernst also pointed out the architectural style of facilities of land-grant universities. He mentioned that the visual appearance of the land-grant universities is assigned less importance compared with that assigned to other kinds of universities, most notably, Ivy League schools. In addition, he reflected on the size of Kansas State University campus as still small, compared with the University of Kansas campus.

Mr. Shubert reflected on the university's effort regarding 17th Street. Mr. Shubert mentioned that the university has done a reasonable job of upgrading utilities along 17th Street including upgrades of electrical service and steam lines, upgrades made possible by using 2.2 million dollars of the stimulus funding provided by the governmental agencies.

Chapter 5 - Future Possibilities of the 17th Street Development

Introduction

This chapter will review development possibilities for Kansas State University's 17th Street, possibilities that have been considered by various entities in the university community with supervision of the central university administration and the Division of Facilities. These possibilities will be evaluated based on past 17th Street development and its current limitations and needs as discussed by earlier chapters.

Currently, Kansas State plans to implement 8 development plans along 17th Street. Implementation of 3 of the 8 projects is estimated to occur in the short term, and the other 5 projects will be conducted over a longer term. The proposed development plans are as follows: East Stadium Renovation; Coretta Scott King Garden of Engagement; 17th Street Multi-Modal Corridor Master Plan; Phase 4 of Engineering Complex Addition; Parking Garage Construction to the north of the Engineering Complex; Power Plant Improvements; Ackert Hall Addition; and Seaton Court Renovation.

17th Street Multi-Modal Corridor Master Plan

Within the development possibilities along 17th Street in both the short-term and long-term, the 17th Street Multi-Modal Corridor Master Plan will play an important role in defining the characteristics of 17th Street. According to Mr. Taussig (personal communication, September, 17, 2010), the Division of Facilities at Kansas State University finished preparing the draft of the master plan, and the final version of the master plan will be prepared after they gather comments and insights from various stakeholders by the end of 2010. The master plan was created by Gould Evans Associates, Kansas City, Missouri; LSA Associates, Fort Collins, Colorado; and BG Consultants, Manhattan, Kansas, with supervision of the Department of Planning, Division of Facilities at Kansas State. The following points are the key study criteria raised in the master plan:

- Shift the focus of 17th Street from primarily vehicular use to an emphasis on pedestrian, bicycle and mass transit use
- Support public, service, maintenance, delivery, and emergency vehicles in a prioritized and functional fashion

- Emphasize convenient and comfortable pedestrian movement within the corridor
- Identify and enhance linkages with key E/W pedestrian routes to the campus and nearby community
- Establish and reinforce key campus gateways and nodes associated with the corridor
- Promote sustainability, maintainability and longevity in the ultimate improvement of the corridor
- Establish a consistent and unified theme throughout the corridor – a distinct sense of place that complements and comfortably integrates with the KSU Campus

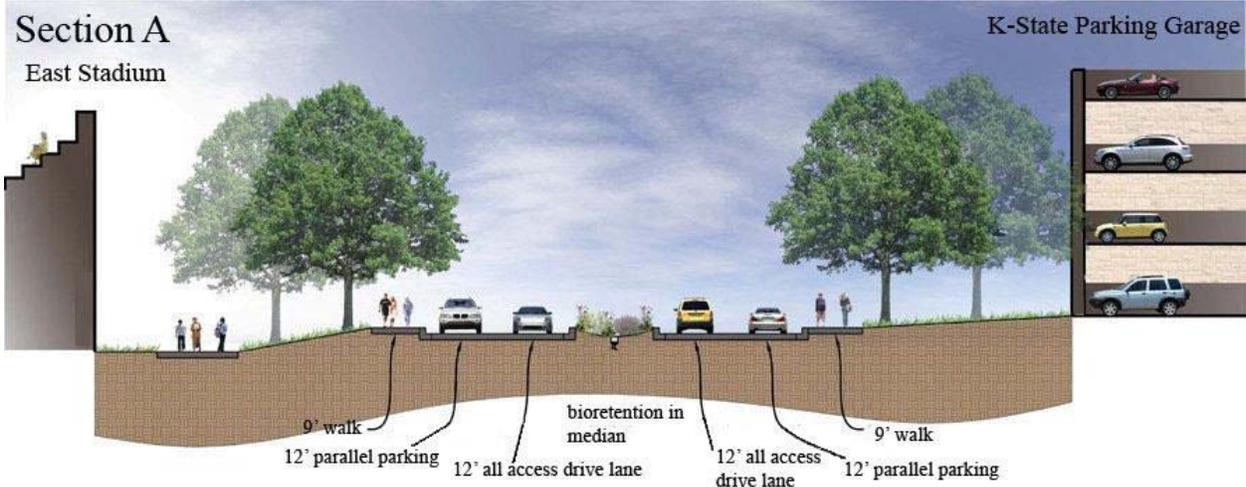
Source: Kansas State University, August, 2010

Based on these criteria, the master plan suggests defining three types of traffic areas along 17th Street to serve various functions associated with the facilities along the street. First, the master plan proposes an unrestricted traffic area along 17th Street from Anderson Avenue to a roundabout that is planned to be constructed in the southwest corner of the K-State Student Union (Kansas State University, 2010). The following points are the master plan’s design recommendations in the unrestricted traffic area in south 17th Street:

- An overall paving width of about 78 feet comprised of four 12-foot vehicular traffic lanes, two 9-foot walkways, and a 12-foot-wide center median/bioretenion swale north of the garage entry.
- Required turning lanes for the parking garage and Anderson Avenue. A vehicular drop-off is proposed near the East Stadium entry.
- A circular roundabout will serve as a drop-off for the KSU Union and parking garage, and a turnaround for north-bound vehicles to reverse direction and proceed south on 17th Street.
- Bicyclists will utilize the traffic lanes. Pedestrians will utilize the sidewalks, which will be paved to match the corridor paving system.
- Street trees will provide spatial definition and shade for pedestrian zones. Pedestrian-level lighting will illuminate the walkway.
- Enhance the Anderson Avenue intersection to signify this important campus gateway.

Source: Kansas State University, August, 2010

Figure 5.1 Section of Unrestricted Traffic Area between East Stadium and K-State Parking Garage



Source: Kansas State University, August, 2010

Restricted traffic is permitted from the planned roundabout in the southwest corner of K-State Student Union to the loading docks of the union which are located along the west side of the K-State Student Union along 17th Street. The area is restricted to permitted automobiles, disabled-parking users, and delivery, service, and transit vehicles (Kansas State University, August, 2010).

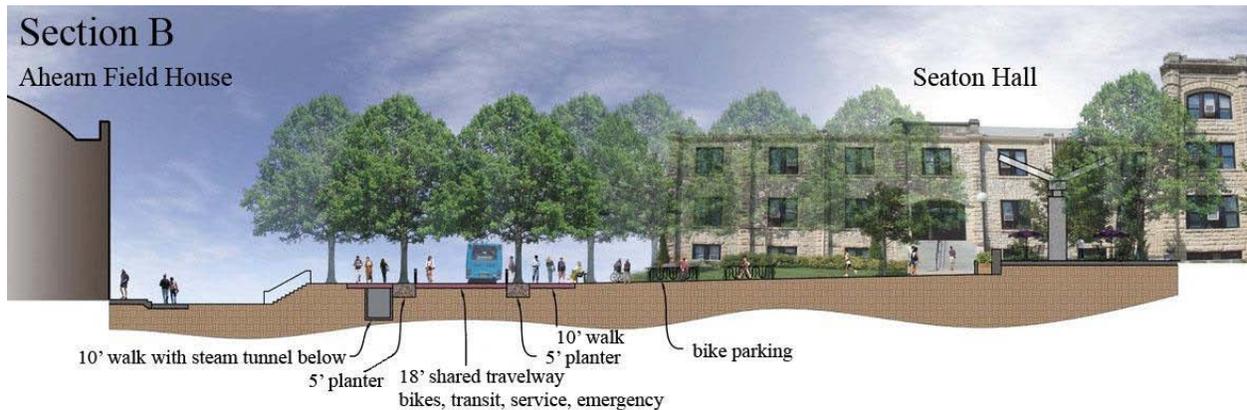
The area from the northern end of K-State Student Union loading dock to the northwest of Seaton Hall along 17th Street is restricted for transit, emergency, and service vehicles. As a result of the traffic restriction, this area’s primary users are intended to be pedestrians and bicyclists (Kansas State University, August, 2010). The following points are the design recommendations in the restricted traffic area located at the north end of the loading dock to the northwest corner of Seaton Hall:

- An overall paving width of 48 feet comprised of an 18-foot combined travelway (pedestrians, bicyclists, transit, and permitted vehicles), two 5-foot-wide planting strips, and two 10-foot-wide walkways at the edges.
- Unrestricted traffic is permitted on College Heights Road, allowing general public traffic to access Ahearn Field House and existing on-street parking. A new cul-de-sac at the east end will allow traffic to reverse direction and proceed west on College Heights Road.

- Vehicular traffic is minimized in this zone. The combined travelway is defined only by bollards. Pedestrians and bicyclists will move freely and comfortable along and across this zone.
- A special paving pattern that will visually denote this primarily pedestrian segment of the corridor is suggested. While unique to this zone, the paving treatment must respond to the vocabulary of the overall corridor paving system.
- The 5-foot-wide planting strips will include intermittent planters spaced consistently throughout the zone. The planters will be designed to support street trees and serve a bioretention function.
- Street trees will provide spatial definition and shade for pedestrian zones. Pedestrian-level lighting will illuminate the walkway.
- A new outdoor greenspace located west of Bosco Plaza will link this important campus space with the corridor.
- A new outdoor greenspace east of the Durland Hall Plaza will link this outdoor space with the corridor.

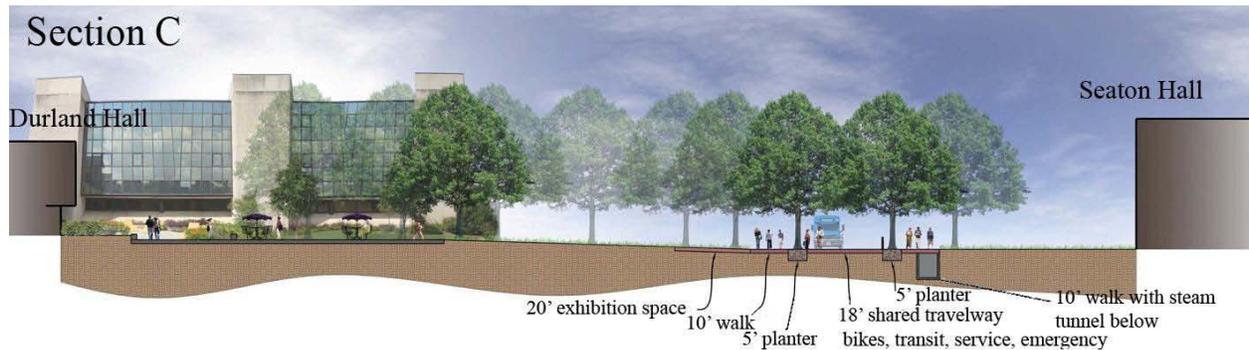
Source: Kansas State University, August, 2010

Figure 5.2 Section of Restricted Traffic Area between Engineering Complex and Seaton Hall



Source: Kansas State University, August, 2010

Figure 5.3 Section of Restricted Traffic Area between Durland Hall and Seaton Hall



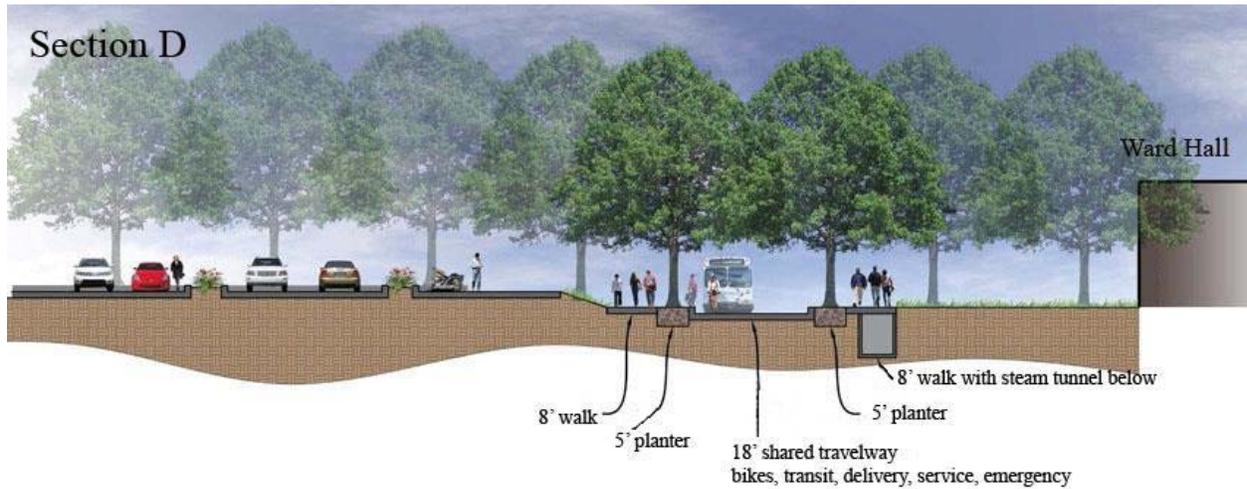
Source: Kansas State University, August, 2010

The area from the northwest corner of Seaton Hall to Claflin Road is restricted for permitted automobiles, disabled-parking users, and delivery, service, and transit vehicles associated with the functions of facilities in this area (Kansas State University, August, 2010). The following points are the master plan's design recommendations in the restricted traffic area along north 17th Street:

- An overall paving width of 44 feet comprised of an 18-foot combined travelway (pedestrians, bicyclists, transit and permitted vehicles), two 5-foot-wide planting strips, and two 10-foot-wide walkways at the edges. The travelway will be defined by a 6-inch curb.
- A half-circle turnaround at SE corner of surface parking lot south of Ackert Hall will allow vehicles to change directions if necessary.
- Bicyclists will share the travelway with vehicles. Pedestrians will utilize the sidewalks, which will be paved to match the paving system within the corridor.
- The 5-foot-wide planting strips will include intermittent planters spaced consistently throughout the zone. The planters will support street trees and serve a bioretention function.
- Street trees will provide spatial definition and shade for pedestrian zones. Pedestrian-level lighting will illuminate the walkway.
- A substantial vegetative screen is proposed near the Physical Plant and associated maintenance facilities.

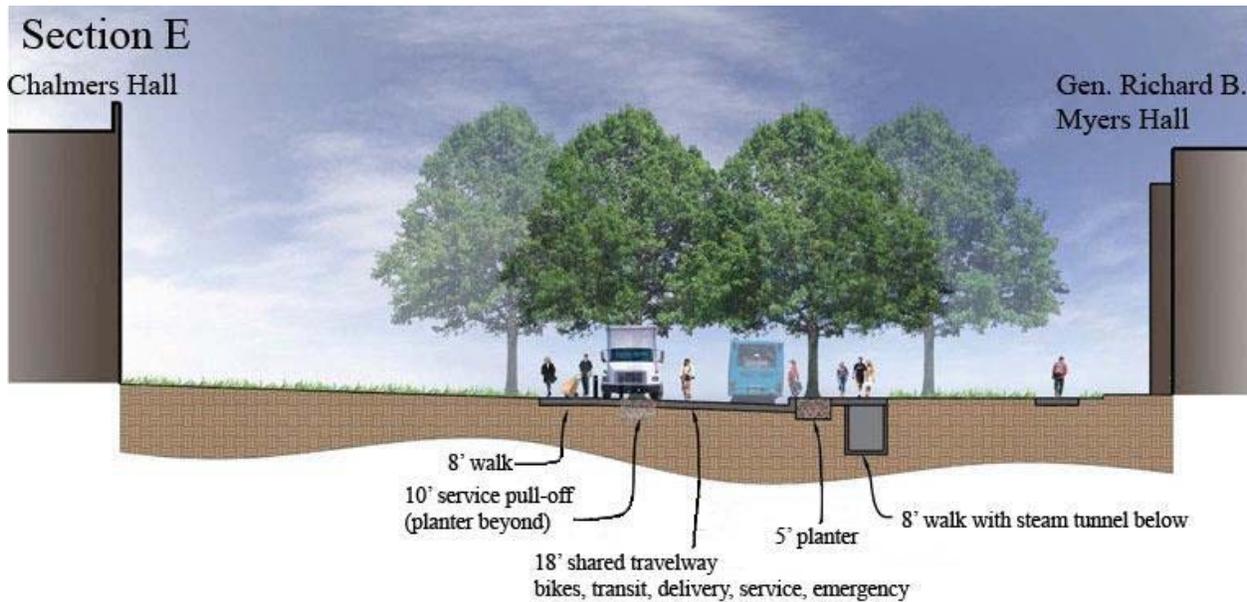
Source: Kansas State University, August, 2010

Figure 5.4 Section of Restricted Traffic Area west of Ward Hall



Source: Kansas State University, August, 2010

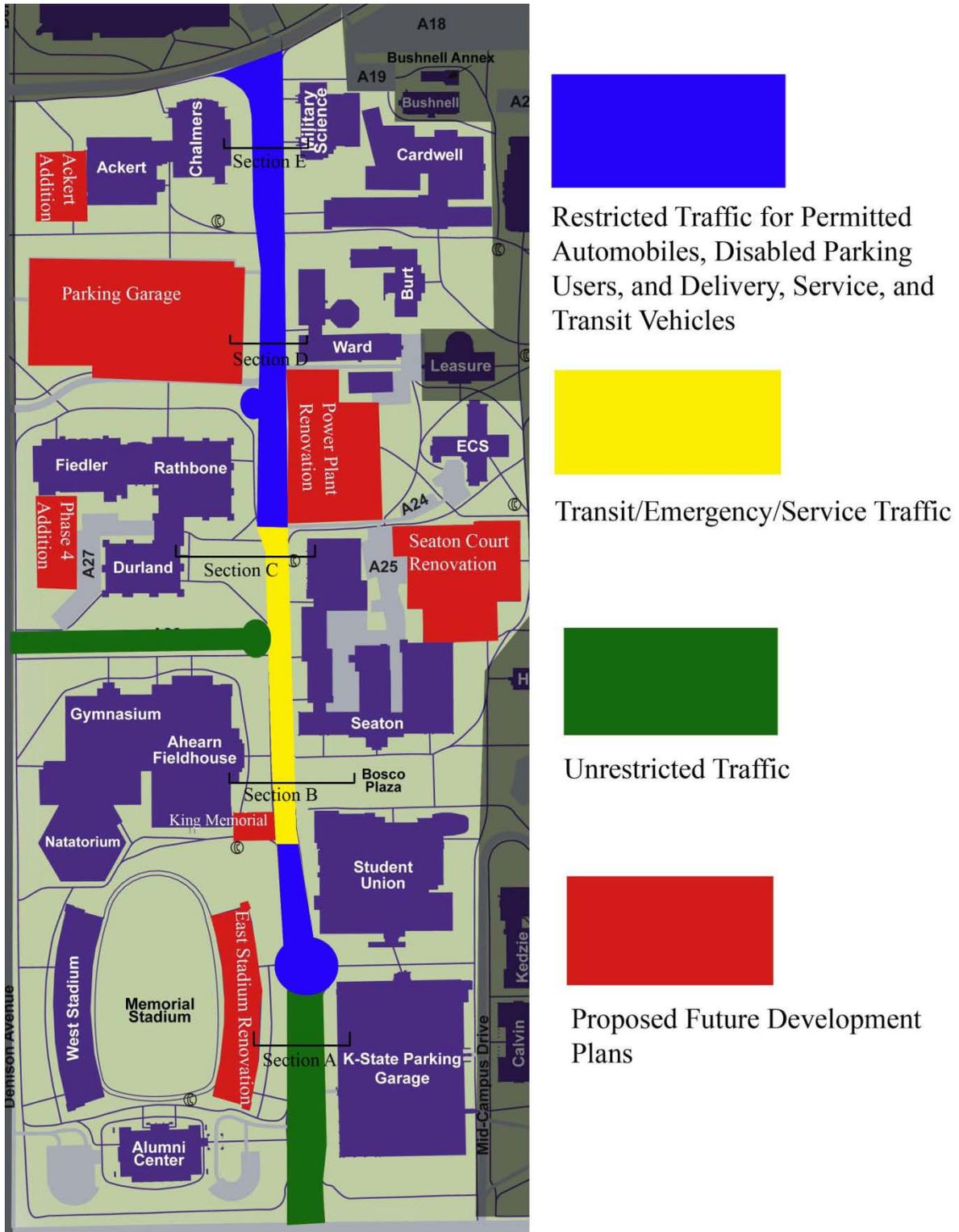
Figure 5.5 Section of Restricted Traffic Area between Chalmers Hall and Gen. Richard B. Myers Hall



Source: Kansas State University, August, 2010

Figure 5.6 shows 17th Street development possibilities including traffic restrictions defined in the 17th Street Multi-Modal Corridor Master Plan and proposed facility and landscape development projects.

Figure 5.6 Future 17th Street Development Plans



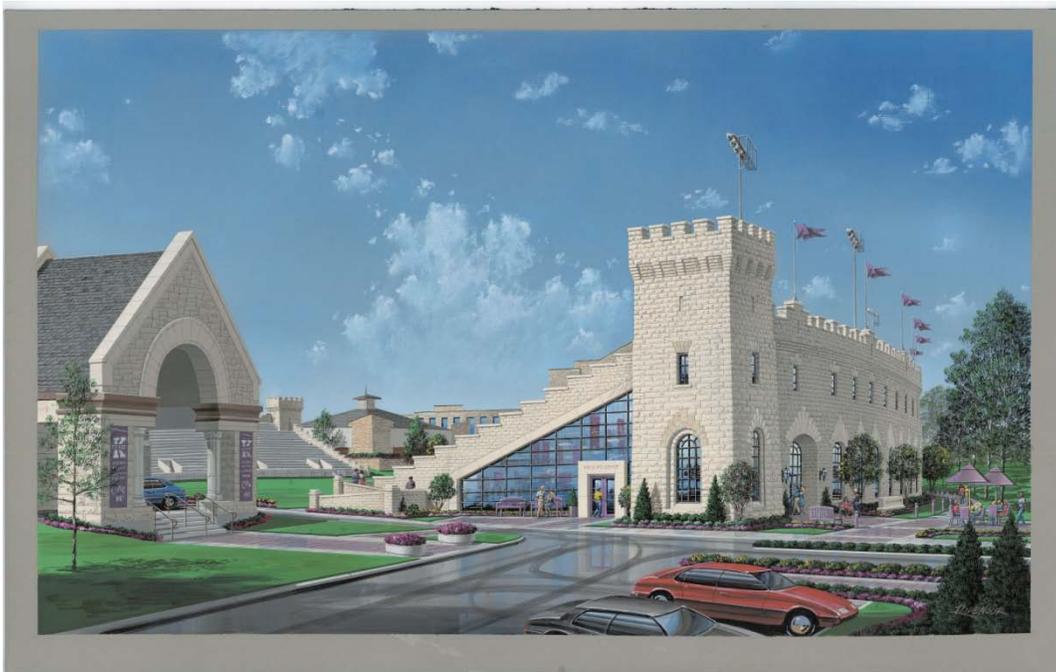
Source: Kansas State University, 2010b & Kansas State University, August, 2010

Short-Term Development Possibilities

East Stadium Renovation

According to Dr. Emily Lehning, Assistant Vice President for Student Life and Director of New Student Services (personal communication, October 12, 2010), East Stadium is planned to be renovated as a welcoming center for visitors to the campus. Estimated construction cost is approximately \$20 million, covered by private donation. The project was initiated by a committee that consists of members from central university administration, Kansas State University Foundation, Office of Student Life, and Division of Facilities. As of October, 2010, the project is still at the very beginning phase; however, the fundraising has already started, and some conceptual drawings have already been prepared by The Ebert Mayo Design Group, an architectural and planning firm in Manhattan, KS. Figure 5.7 and Figure 5.8 are the conceptual drawings of East Stadium Renovation.

Figure 5.7 Exterior Drawing of East Stadium Renovation



Source: Kansas State University, 2010c

Figure 5.8 Interior Drawing of East Stadium Renovation



Source: Kansas State University, 2010c

According to Dr. Lehning (personal communication, October 12, 2010), this project is one of the first development priorities of President Kirk Shultz, and the plan is estimated to be implemented in the short term. Currently, Kansas State has been preparing for advertising of the necessity of this facility in order to attract donors.

From an environmental standpoint, Dr. Lehning mentioned the plan to install a green roof on the top of East Stadium, and the green roof project will be funded by local and federal governmental agencies and research organizations.

Coretta Scott King Garden of Engagement

According to Ms. LaBarbara Wigfall, professor of landscape architecture, regional and community planning at Kansas State (personal communication, October 11, 2010), the southeast corner of Ahern Field House will be developed as the Coretta Scott King Garden of Engagement in honor of King's speech in Ahern Field House in 1968, just a few weeks before he was assassinated. Ms. Wigfall mentioned that Dr. Myra Gordon, who is the Associate Provost for Diversity and Dual Career Development, is organizing this project with supervision of the Division of Facilities and Kansas State's central administration, including responsibilities for fundraising, project scheduling, and other administrative tasks.

Ms. Wigfall (2010) mentioned that Kansas State's chapter of the National Organization of Minority Architecture Students (NOMAS) has been involved in this project. In fact, in 2006, students in NOMAS led a design charrette with various experts in order to determine a conceptual design of the garden, and the project plan was approved by the Division of Facilities in 2007. As of October 2010, HOK, an architectural firm in St Louis, Missouri, is conducting design refinement and documentations based on the conceptual design submitted by Kansas State's chapter of NOMAS.

Ms. Wigfall (2010) mentioned that the project cost is estimated to be approximately a little over \$1 million. Dr. Gordon is responsible for this project's fundraising, and fundraising is already underway. Ms. Wigfall expects to implement this plan in the short term.

Long-Term Development Possibilities

According to Mr. Taussig (personal communication, September, 17, 2010), Kansas State plans to develop and renovate several other facilities along 17th Street over the long term. However, as of September 17, 2010, Kansas State has not decided on the details of those projects. The following facilities are planned to be developed or renovated in the future: Ackert Hall Addition in the corner of Denison Avenue and Claflin Road; Parking Garage Construction north of the Engineering Complex; Phase 4 of Engineering Complex Addition in the corner of Denison Avenue and College Heights; Power Plant Improvements including removal of unused chimney, painting of the facility, pavement, and landscaping in surrounding service facilities; Seaton Court Renovation.

In addition, according to the interview responses analyzed in Chapter 4, two additional projects might be the elimination of Ward Hall with a new building replacing it and the conversion of Ahearn Field House to other academic use. However, these possibilities are not mentioned in Campus Master Plan (Kansas State University, 2004).

According to Mr. Taussig (personal communication, September, 17, 2010), these long-term development possibilities are still uncertain because actual implementation of the plans depends on the availability of development funds. In addition, these facility developments tend to be funded by private donation, which further makes the plans uncertain.

Evaluation of the Proposed Future Possibilities

This section evaluates the proposed development plans based on past 17th Street development and its current limitations and needs as discussed by earlier chapters.

Comparisons of 17th Street Character

As discussed in Chapters 3 and 4, it is clear that though 17th Street has historically been seen as the western edge of the campus, it is now seen as an important corridor to campus.

The 17th Street Multi-Modal Corridor Master Plan describes the importance of 17th Street as follows:

“KSU has long been aware of the key location of 17th Street relative to the larger campus and surrounding community, and the important functions and activities this corridor supports. The university also recognized the potential for 17th Street to become a much more inviting and pedestrian-friendly corridor and campus asset.” (Kansas State University, August, 2010)

This statement clearly overlaps with the historical analysis of 17th Street development in Chapter 3, which concluded that the changing characteristics of 17th Street—due to the additions over time of educational, research, and athletic facilities—have increased the importance of the street. The current impressions of 17th Street by community stakeholders analyzed in Chapter 4 also reflect this change of 17th Street’s characteristics. Even though each interviewee has his or her own impressions and thoughts toward the current state of 17th Street, all interviewees agreed that 17th Street has held more importance on campus in more recent years as compared with their first impressions of 17th Street at various periods in time. The proposed 17th Street Multi-Modal Corridor Master Plan proves that the Kansas State University’s administration and the community stakeholders share the same view of 17th Street as an important part of university activities.

Traffic Accommodation

From the standpoint of traffic accommodation, the analysis of traffic modes along 17th Street in Chapter 4 clearly shows that 17th Street now accommodates a combination of various traffic modes, including vehicular traffic in combination with pedestrian traffic, vehicular traffic for pick-up/drop-off, and bicycle and pedestrian traffic with no combination of vehicular traffic. The proposed 17th Street Multi-Modal Corridor Master Plan attempts to accommodate these traffic modes. Additionally, the proposed master plan accommodates emergency and transit traffics. The proposed master plan addresses the need of traffic accommodation along 17th Street by restricting traffic flows along the street.

Comparisons of Future Development Possibilities

The Master Plan's 8 proposals cover most of the 17th Street development possibilities raised by community stakeholders. However, two future possibilities suggested by community stakeholders not covered by the proposed plans are as follows:

- Improving traffic sign visibility

The 17th Street Multi-Modal Corridor Master Plan divides 17th Street into various traffic areas with unique traffic restrictions. However, if visible and readable signage is not appropriately placed along 17th Street, those traffic restrictions will not be effective. In addition, as discussed in Chapter 4, 17th Street is becoming a more visitor-oriented street because of facility developments such as Alumni Center, the proposed visitor center in East Stadium, and K-State Student Union. In these circumstances, it is assumed that visible and readable signage can hold an important role to guide and welcome visitors to campus. The proposed plans do not mention the details of signage.

- Integration of architectural style of K-State Student Union into historical architectural character of the other facilities on campus

Currently, there are no plans to change the architectural style of K-State Student Union. Most facilities on Kansas State campus use limestone for their exterior walls, while 17th Street features a variety of architectural styles. This can be explained by the fact that changes along 17th Street have taken place in different historical periods and, as Mr. Snead noted in his interview, the architectural styles of facilities reflect on functional needs and issues along with the budgets and architectural styles associated with the periods when they were built. Various styles notwithstanding, the exterior walls of buildings lining 17th Street incorporate limestone. Limestone is used for the K-State Student Union as well. In these architectural circumstances, it is assumed that architectural consistency can be found only in the limestone exterior walls in the facilities on campus in the future.

Issues and Concerns not Addressed

The issues and concerns of 17th Street's current condition raised by the stakeholders are well addressed by the proposed plans. However, some issues not addressed by the proposed plans remain as follows:

- Incorrectly placed handicap ramps on the corner of College Heights and 17th Street
- No push button for bicycle traffic in the signal at the corner of 17th Street and Anderson

These remaining issues are relatively small scale, and not expensive problems, though still important. Therefore, it is assumed that those issues can be addressed in the near future.

Chapter 6 - Conclusion

The value of this research is its identification of development possibilities for 17th Street, possibilities that would enhance 17th Street's contributions to the important character of the university community as well as establish 17th Street as a more pleasant, functional part of the university experience for guiding and welcoming visitors to the campus. To explore these development possibilities, this research consisted of three types of analysis as follows: historical analysis of 17th Street development as associated with the historical academic development at Kansas State University; analysis of public perceptions and thoughts toward 17th Street to understand public desires toward future 17th Street development associated with historical evolution of 17th Street and surrounding facilities; and analysis of proposed development possibilities along 17th Street considered by central university administration as well as various campus entities to understand whether those proposed plans can address the issues and concerns of 17th Street realized by public.

The historical analysis of 17th Street development in Chapters 2 and 3 showed that 17th Street and surrounding facilities have developed over time correlative to Kansas State's ongoing academic and research expansion. As chronicled in these chapters, facility development along 17th Street conducted after World War II occurred as the educational focus of Kansas State University shifted from an agricultural and mechanic arts education focus toward comprehensive arts and science education with more focus on research. As 17th Street facilities have developed, the street's function as the western edge of campus has changed; rather than being a campus border, 17th Street now passes through various important academic, research, infrastructure, and athletic functions on campus.

Chapter 4 analyzed public perceptions and thoughts toward 17th Street as gathered through interview responses from community stakeholders. The analysis indicated that community stakeholders recognize 17th Street's current functional importance, which contrasts with their first impressions of the street as more of a service road or even back entrance to campus. These stakeholders also pointed out issues and concerns associated with 17th Street, and suggested development possibilities that might more clearly define the characteristics of 17th Street. As these suggestions emerged, it became clear that all interviewees had as a fundamental

assumption that it was not realistic to change 17th Street's basic configurations and functions in future development.

The analysis of proposed development possibilities along 17th Street discussed in Chapter 5 indicated that the central administration of Kansas State University and various campus entities also recognize the importance of 17th Street as a key focal point of the campus, similarly to the stakeholders' perceptions presented in Chapter 4. In addition, based on the comparisons of the proposed development plans with the ideas raised by community stakeholders, it became appear that the proposed development plans along 17th Street are capable of addressing the most pressing issues and concerns raised by community stakeholders, and these plans can strengthen the character of 17th Street as an important corridor to the campus. It is likely that 17th Street will be a contributor to the important character of the university community as well as a more pleasant, functional part of the university experience for guiding and welcoming visitors to the campus in the future, if the proposed plans are implemented accordingly.

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Appendix A - Interview Notes from Karen Davis

Personal background information provided by Davis

Karen Davis is the Director of Community Development for the City of Manhattan, Kansas. The community development department is responsible for long-range planning, current planning, grant writing, and administration for the city. Planning responsibilities for the Kansas State University campus are separated from the Office of Community Development because the campus property is owned and controlled by the State of Kansas. However, the Office of Community Development is aware of K-State's development issues and needs, and the office consults in regard to university campus planning. Karen earned a Bachelor's of Science in Geography from Emporia State University. She also earned a Master's of Regional and Community Planning from Kansas State University in 1997. She first moved to Manhattan in 1979 as a graduate student and public worker in the city government. Since first coming to Manhattan, she has been involved in various positions within the city government including planning and grant administration. She was appointed as the Director of Community Development in 1996. The interview was conducted in December 4, 2009.

What were your first impressions of 17th Street on campus when you first remember using 17th Street?

In 1979, 17th Street on campus was more of a back entrance to the campus. That is probably the first impression. The south end of 17th Street by the Old Football Stadium and the Union does seem more like an entrance now due to the addition of Peine Gate. The old entrance gate before the Peine Gate was installed was not as expansive. 17th Street was more of a back entrance, especially the northern part of the street by the Engineering Complex. However, I had almost no impression about the area north of the Engineering Complex because most of the classes were held in Seaton Hall. I do recall an impression about the usage of the northern part of 17th Street because Lafene Health Center was located behind Seaton Hall. The campus in 1979 was much different from now. Vehicular access was allowed in the plaza area between the K-State Student Union and Seaton Hall. Now it is all closed off. 17th Street to Ahearn Field House was often crowded by pedestrian access and other traffic because basketball games were held there. Since there were just a few parking spots around Ahearn, many people parked in the

neighborhood located west of the campus. Thus, there were constant streams of people when there were basketball games in Ahearn. I had just a few experiences with 17th Street because of the location of my residence east of campus. Thus, I used the east-west axis, not the north-south axis along 17th Street in 1979.

Which mode of transportation do you mainly use on 17th Street on campus?

Now vehicular access is my main mode of transportation. Bicycle and walking were my primary modes of transportation to the campus in 1979. Now, I occasionally visit Seaton Hall for planning committees and to speak in classes as an adjunct professor for the planning program at K-State. In general, I use the former union parking lots or College Heights Road parking lots which are located in between Ahearn Field House and Engineering Complex.

Do you have any specific impressions and thoughts about 17th Street on campus?

17th Street does not have any particular identity. It is kind of hard to use 17th Street because vehicular users need to pay attention to the pedestrian access across the street. 17th Street serves so many functions. It is the service road to the campus and main thoroughfare into the university as well. Nobody knows what 17th Street is and what 17th Street is supposed to be.

What would you like to see happen in the future?

The University is recognizing that 17th Street is the main thoroughfare and main entrance into the university because the parking garage and Ahearn Field House are there. There is so much pedestrian traffic going along an east-west axis to get into the core campus. 17th Street needs to be pedestrian and bicycle friendly. These modes of transportation along 17th Street need to be recognized. Then the service entrance is another aspect of 17th Street into campus, which does not look good and is not attractive. 17th Street needs to fulfill a variety of needs, and the university has to make 17th Street look good.

Do you have any further thoughts to share?

17th Street needs to accommodate all traffic modes including pedestrian, bicycle, and vehicle. The university needs to accommodate all kinds of usages along 17th Street. The parking garage is the huge change for 17th Street and is becoming a primary entrance. Moreover, many people come to Ahearn Field House for volleyball games, to Seaton Hall for classes, and to the Union. There are always many pedestrian streams along 17th Street.

Pedestrian crossing and sidewalks need to be improved in the future. Defined pedestrian crossing is needed so that students can know where to go. Better sidewalk facilities need to be used. Sidewalks should be handling all pedestrian movement along 17th Street.

Appendix B - Interview Notes from Vernon Deines

Personal background information provided by Deines

Vernon Deines is the former Department Head of the Department of Regional and Community Planning at Kansas State University. In addition, he is a long-time resident of Manhattan. He earned a Bachelor's of Science in Architectural Engineering from Kansas State University in 1952. He also earned a Master's of Regional and Community Planning from Kansas State University in 1962. He served on the Kansas State University Long-range Campus Planning Committee in the 1960s. From 1971 through 1973, Vernon was appointed as the President of Association of Collegiate Schools of Planning. He finally earned a PhD in Urban Affairs from the University of Pittsburgh in 1977. During his tenure at Kansas State University, he developed and reorganized the curriculum for the graduate program in regional and community planning. Vernon passed away on March 30, 2010. The interview was conducted in December 11, 2009.

What were your first impressions of 17th Street on campus when you first remember using 17th Street?

I first came to campus in 1949 as a student to study architectural engineering. I used 17th Street to go to Seaton Hall, Old Football Stadium, and tennis courts. There were houses on the west side of Denison Avenue, and many university faculty lived there. Some of the faculty lived on the east side of Denison Avenue, but the housing was removed from the area within Anderson, College Heights, Denison, and 17th Street. There was a wooden building, which was the Old Student Union, on 17th Street. 17th Street was a residential street. No major activities went on along 17th Street. Instead, all sorts of activities were going on in Aggieville. The old Football Stadium was the only major building west of 17th Street in the 1940s. In fact, Ahearn Field House and the new Student Union were built in 1950s. 17th Street was not the major entrance to the campus. Everybody assumed that the southeast corner of the campus near Aggieville was the entrance to the campus. 17th Street was nothing spectacular. 17th Street was the only street to access what used to be Lafene Health Center.

Which mode of transportation do you mainly use on 17th Street on campus?

Walking is my mode of transportation. Many people drive up to campus and park. However, it is difficult to find parking space on campus if somebody drives on campus. Right after WWII, many veterans came back; as a result, shortages of parking space and on-campus housing became a major problem.

Do you have any specific impressions and thoughts about 17th Street on campus?

In recent years, 17th Street is becoming more important as an entrance to the campus because of the construction of the Alumni Center. Shortage of parking must still be a problem.

What would you like to see happen in the future?

Now many visitors stop by the Alumni Center to get information. McCain Auditorium, Alumni Center, and the Athletic Complex are the three major areas for visitors. 17th Street will have more and more traffic. There will be major issues with parking space in the future. This is because the students often park in the empty spaces on campus. 17th Street will become a more and more important street to campus. There is a stop sign in the intersection of 17th Street and College Heights, but nobody stops there. There are conflicts with automobile, pedestrian, and bicycle traffic along 17th Street. The stop sign needs to be improved, and bike lanes need to be constructed along 17th Street.

Do you have any further thoughts to share?

In the 1960s, the long-range planning committee for campus planning focused on traffic problems. At one time, President McCain came to the committee and announced construction of on-campus housing would be restricted during his presidency. This is because President McCain tried to solve the problem of the parking shortage. The students in on-campus housing used many parking spaces. After the policy was established by President McCain, the students started living mainly in off-campus apartments. Before President McCain's era, most students lived on-campus. This policy was less constrained. President McCain cared for the local economy, alumni, and visitors to campus. In President McCain's era, many buildings on campus were planned, designed, and built. In addition, before President McCain came to K-State, K-State was mainly an agricultural and engineering college. After that, he put more emphasis on arts and science education. In recent years, many retail shops on campus have opened. For example,

there are restaurants and a bookstore in the K-State Union. Now, retail sales and activities on campus compete with off campus business activities. Within the University Faculty Senate in the 1960s, there was both the University Long-range Campus Planning Committee and the Athletic Council. The chairperson of the Long-range Campus Planning Committee and the chairperson of the Athletic Council was the same. Thus, it seemed that the Athletic Council decided many campus planning decisions.

Appendix C - Interview Notes from Gene Ernst

Personal background information provided by Ernst

Gene is the former Department Head of the Department of Architecture at Kansas State University. He was born and raised in Manhattan, Kansas. He started studying at Kansas State University in 1947 as an undergraduate student in the Department of Architectural Engineering. Then, he switched his major to architecture. He earned a Bachelor's of Architecture from Kansas State University in 1953. After he graduated from the university, he started working for a professional architectural firm in Louisiana for 14 years. He joined the Urban Renewal Agency in Kansas City, Kansas, as a planner from 1961 through 1967. The Urban Renewal Agency in Kansas City was a joint program of the City and Federal government dealing with rehabilitation, preservation, and redevelopment of buildings within Kansas City. Gene returned to Kansas State University in 1967 as faculty in both the planning and architecture departments. In 1971, he earned a Master's of Urban Design degree at University of Washington. In the same year, he was appointed Department Head of the Department of Architecture at Kansas State University. He retired in 1992. His research specialization is urban design, historical preservation and architecture.

What were your first impressions of 17th Street on campus when you first remember using 17th Street?

In the 1940s, my first impression of 17th Street focused on the open spaces to the left and right. The south side of the intersection of 17th Street and Anderson was a housing area. The campus side of the intersection was open space with the Old Football Stadium on the Westside. The old stadium was set back a ways from 17th Street. Tennis courts and a small old student union were to the east of 17th Street. 17th Street was a pretty nominal entrance to campus. Beyond the old stadium, it was open space ... No buildings were there. As a student in 1940s, there was a wooden building to the north of the tennis courts. The building was used temporarily as the student union. The building lasted for 7-8 years. From Seaton Hall to the old student union, people walked on the open space to get into the building. The open space was often muddy in the rainy and snowy days. However, from the tennis court to the north, it provided easy access to the old student union. In fact, many people who played tennis grabbed a cup of

coffee and snacks in the union. 17th Street was just an uninterrupted street from Anderson to Claflin. 17th Street was the side entrance to the campus. The main part of the campus would be Anderson Hall. The main entrance to the campus would be Vattier Street to the east of campus to Anderson Hall. 17th Street was a utility street. Nothing was special. I had a neutral impression of 17th Street.

Which mode of transportation do you mainly use on 17th Street on campus?

In the old days, I used bicycle, cars, and walking as a student. Now and when teaching, walking is my mode of transportation because my house is located just 3 blocks from campus. Recently, I do not use a car on 17th Street.

Do you have any specific impressions and thoughts about 17th Street on campus?

17th Street is a gentle hill and takes some effort to walk up to Seaton Hall. There are no trees on either side of the street. No landscaping. At the southwest corner of Seaton Hall, there was a pyramidal monument dedicated to the Engineering Society. The area was a kind of landmark for the engineering college. The southwest corner is now the place to pick up and drop off people. In 1952, my final year at K-State as a student, the construction of the new K-State Student Union was started. They had already built Ahearn Field House to the west of 17th Street in 1949 or 1950. Both of those buildings changed the impression of 17th Street. Much later, the construction of Peine Gate and Alumni Center changed the impression of 17th Street again. One would speculate that the development of both Peine Gate and Alumni Center might very well continue along 17th Street all the way to the north of campus. As an observation, there are just a few visitors to the campus along 17th Street. Even now, 17th Street is not the entrance to the symbolic center of the campus, which is Anderson Hall. 17th Street is the entrance to parking, Alumni Center, and dropping off area for people who go to Ahearn, Seaton, and Engineering Complex. 17th Street is still a utility road.

What would you like to see happen in the future?

I do not think 17th Street will change in the next 20 years. 17th Street will continue to be used as a dropping off point. 17th Street does not have any chance of providing access to the east part of campus, especially Anderson Hall, which is the symbolic center of campus. This is because of the configuration of the present street. 17th Street could be landscaped by

introducing some street trees and flowers. The bike lanes in front of Power Plant would not be eliminated because opening up 17th Street would cause fast traffic. It is okay for the closed off area to be used as an emergency route. However, there are too many pedestrians from the parking lots in the Engineering Complex to the main part of the campus, which makes it difficult to open up the street.

Do you have any further thoughts to share?

17th Street was closed off around 15 years ago by making the bike lanes. Ideally, Manhattan Avenue could be widened to be safer and to be improved visually. This is because of the importance of the connection from Aggieville to Vattier Street, which is the symbolic entrance to the campus. There is a pedestrian gate in the intersection of Manhattan Avenue and Anderson Avenue. It would be a possibility to construct a diagonal street to Anderson Hall from the pedestrian gate, and it could become a major symbolic entrance to the campus. There is no important monument in the northwest side of the campus now. Since the City of Manhattan has grown to the northwest, a monumental entrance could be constructed in the northwest corner of campus. Ideally, 17th Street could be extended to Kimball Avenue, and some kind of entrance could be added there. If possible, the university should tear down and remove the Power Plant so that 17th Street can turn into the campus to the east, and connect to the diagonal street from the southeast corner of campus, which makes 17th Street a more symbolic part of the campus. As a land-grant university, the visual appearance of the university is assigned less importance compared to Ivy League schools. K-State is still a compact campus, compared to KU.

Appendix D - Interview Notes from Dalton Henry

Personal background information provided by Henry

Dalton Henry is the former student body president at Kansas State University. His majors are Agricultural Communications and Journalism, and Agricultural Economics. He entered Kansas State University in the fall of 2005. He was elected as the Student Body President in March 2009. His term as the Student Body President ended April 2010. The interview was conducted in December 10, 2009.

What were your first impressions of 17th Street on campus when you first remember using 17th Street?

The spring of my high school senior year in 2005 was kind of my first visit to K-State campus, and this visit was as a prospective student. I visited Anderson Hall and used 17th Street to go to the Union. There was a little information visitor kiosk along 17th Street near the Union. The kiosk was simple to get to. I got parking permits in the kiosk to park in the Union. The Alumni Center was kind of the first building to see for the visitors. The view of Peine Gate and Alumni Center fits the K-State campus because of the limestone rocks, and the view was distinctively different. Mostly, I had a positive impression of 17th Street. I lived 30 miles north of Manhattan and both parents graduated from K-State, so getting to K-State's campus was very familiar. While in high school, I visited the K-State campus several times. There were career events every year, and most of the events were held in the north part of campus around Weber Hall and Umberger Hall. In addition, basketball games and football games were all held farther north. Thus, I rarely came down to the south side of the campus until spring 2005.

Which mode of transportation do you mainly use on 17th Street on campus?

Vehicle and walking are my modes of transportation. I use 17th Street on a fairly regular basis, especially a year ago when I lived in a fraternity south of Lafene Health Center. From the Union to the fraternity, I drove through 17th Street and turned left on College Heights to avoid the larger street. I often walked along 17th Street when there were meetings in the Engineering Complex. When I lived in Marlatt Hall during my freshman year, I walked across the north side of Engineering Complex and used the sidewalk on 17th Street to go to the Union and classrooms.

Do you have any specific impressions and thoughts about 17th Street on campus?

Most of my classes are held in Waters Hall, Umberger Hall, and Kedzie Hall. From Waters Hall and the north side of the campus, 17th Street does not go all the way to the Union and south campus directly. Thus, I often drove up to Weber Hall to park or drive along Claflin to Denison, down to College Heights over to 17th Street to go to the parking garage. This is because vehicles cannot enter the parking garage from the little one way road on the east side of garage. It is a long ways around to get from the other side of campus to the parking garage, even from the south side of campus. I have no direct connection to the parking garage. Many students and student groups claim the same problem. My impression is more negative than positive because of the long distance and lack of direct routes. When walking along 17th Street, the bike lanes in front of the Power Plant have a weird feeling especially when the bike lanes are under water and muddy. There are three separate paths in the area; two of them are bike lanes, and one is the sidewalk. However, it is hard to tell which one is which. The area is not well maintained. I have a negative impression. Many students and student groups claim that the bike lanes and sidewalk are the least maintained. In addition, the corner of Rathbone Hall is dark and not visually appealing at all.

What would you like to see happen in the future?

I would like to see vehicle access from Claflin to Anderson using 17th Street. Visitors to campus mostly park in the parking garage or the parking lots west of West Stadium. People need to pick up parking permits in the parking garage where Parking Services is located. Anyone on campus needs to come down to 17th Street to park in the parking garage, but there is no direct connection, especially from the north side of the campus. Thus, people need to use Denison, College Heights, and Claflin. However, driving down on Denison is not a pleasant experience because of pedestrian traffic along the east-west axis. Angular crosswalks along Denison are problematic. In the future, East Stadium is planned to become a visitor center. As a result, 17th Street will become a more important corridor for people who come to campus. 17th Street is the main entrance and major street to campus. In fact, 17th Street is the place to first come in. Peine Gate, Alumni Center, and Student Union are visitor attractions. The newly planned visitor center will become the third predominant location for visitors. McCain Auditorium is the fourth

predominant location for visitors, and people often park in the parking garage and walk to McCain. In addition, people park in the parking garage to go to Anderson Hall, which is the key building of campus.

Do you have any further thoughts to share?

One of the student committees recommended that city-university funds, which is about \$35,000, could be used in fiscal year 2012 to repair the sidewalks near the bike lanes in front of the Power Plant along 17th Street, especially focusing on the improvement of drainage areas along the bike lanes. The Power Plant Building is not the most appealing building on campus, especially the parking lot area and facility buildings north of the Power Plant which have maintenance equipment in them. Aesthetically, the university needs to think about how we can improve landscaping and curb appeal of the facilities' grounds and buildings. The facilities buildings do not have good vehicular access currently. In the Student Senate, students from the College of Architecture often claim great lack of parking space and adequate lighting around Seaton Hall. This is because many students in the architecture program stay in Seaton every night. Students on campus do not have the same level of enthusiasm for development and improvement of 17th Street as the other campus projects.

Appendix E - Interview Notes from Tom Phillips

Personal background information provided by Henry

Tom Phillips is the former mayor of the City of Manhattan, Kansas. Tom earned a Bachelor's of Science in Geography from Kansas State University in 1980. Tom also earned a Master's of Regional and Community Planning from Kansas State University in 1983. After he graduated from the university, he became the director of the planning department in Lenexa, Kansas. He was in the planning department for 8 years. He moved to Manhattan in 1992 and started his own planning consultant company named Phillips & Associates. In his company, he has been working for small and rural area planning. Tom served on the Manhattan City Commission from 2004 through 2009 and was appointed as the Mayor in 2008. He also served on the Manhattan Urban Area Planning Board from 1994 through 2000. The interview was conducted in December 10, 2009.

What were your first impressions of 17th Street on campus when you first remember using 17th Street?

I first visited Manhattan in 1975 as a college student. 17th Street has changed dramatically since 1975. 17th Street was a vehicular route from Anderson to Claflin. There were no bike lanes. 17th Street was not closed off. But pedestrian and bicycle access was allowed at the northern end. 17th Street was a nondescript street, just a normal intersection. I had no impressions at all. There were parking lots where the current parking garage south of the Union is. The parking lots were convenient for walking up to the back door of the Union. I used to live on 17th Street south of Poyntz Avenue and walked along 17th Street up through campus on a regular basis. I mainly used the sidewalks up to the campus.

Which mode of transportation do you mainly use on 17th Street on campus?

I do not get on campus very often any more. My car is now my mode of transportation most of time. Drop off points in the union circle lanes are sometimes used for pick up. The circle drive near the Union is the only convenient place to pick up and drop off, but parking is not allowed. I usually come from the west on Anderson and turn left to go to north on 17th Street, meet friends in the union circle lane and turn around to go back to the south. I do not often use College Heights. At another time, I came down from College Heights Avenue to the

small alley behind Seaton Hall and picked up friends in the little service drive in front of what is now the English/Counseling Services Building. When I attend McCain Performance Series, I come from Anderson onto 17th Street, park in the parking garage, and go to McCain Auditorium. Walking was my mode of transportation on 17th Street when I lived on Leavenworth Street. I walked on 17th Street to go to campus with kids on the weekends to let them play on campus.

Do you have any specific impressions and thoughts about 17th Street on campus?

17th Street is the convenient vehicular route to the core of the campus. Peine Gate is clearly the positive addition and signifies the entry into the campus. The physical statement of the gate influences positively. The Alumni Center is a nice signature structure on the corner of Anderson and 17th Street. 17th Street is the major point of entry to the campus now. I have a positive impression of 17th Street now. 17th Street is one of the few roads leading into the campus, which serves vehicles as well as pedestrians. That is important.

What would you like to see happen in the future?

Planning has done well to focus on making 17th Street primarily for vehicular access. Landscaping will allow for distinguishing vehicular traffic and pedestrian movement. It needs to be a little more pedestrian friendly. For example, it needs nice sidewalks and trees planted between sidewalks and road to separate so that pedestrians do not have to compete with cars. Landscaping and architectural statements will aesthetically appeal. The university needs to think about bicycle movement. 17th Street should accommodate bicycle traffic so that students, faculty and visitors can ride bicycles up onto the campus. Problems of parking space for the bicycles will present themselves. Bike lanes in front of Power Plant can be after thought type of things. There are bike lanes because there are spaces, but the bike lane is convenient. It is a challenge to accommodate all traffic modes with limited space. A small empty space south of parking garage can be developed in the future. The continued wall in front of the Alumni Center is a good architectural element defining K-State. Limestone architectural style defines the K-State campus. The new parking garage is fine architecturally. The architectural character of the K-State Union can be integrated into the historical character of the campus in the future. Ahearn Field House is architecturally appealing. The Nuclear Reactor and Power Plant Building can be improved by using historical limestone building designs.

Do you have any further thoughts to share?

17th Street may be renamed to Martin Luther King Memorial Street, which strengthens the characteristics of 17th Street in the future. The intersection of 17th Street and Anderson is the major intersection of the community. As long as the city grows, traffic increases. The city needs to find a balance between efficient movement of cars and present walking environments. The link between 17th Street and Fort Riley Boulevard is going to be more critical for the future. The NBAF facility will make Denison Avenue more important.

Appendix F - Interview Notes from Tom C. Roberts, P.E

Personal background information provided by Roberts

Tom C. Roberts, P.E., is the Assistant Dean for the College of Engineering, Kansas State University. He was born in Manhattan, Kansas. He moved away and returned to the city four times since he was born. In his childhood, he lived in a trailer house that was located where Ackert Hall is now. He moved away from the city and came back again in the 1950s as an elementary school student. At that time, he often rode his bicycle along 17th Street to go to the theater in Aggieville. He again moved away from Manhattan and then returned in 1965 as a college student. In college, he frequently used 17th Street to access the nuclear reactor and Seaton Hall for his studies. Tom earned a Bachelor's of Science in Nuclear Engineering from Kansas State University in 1970. He also earned a Master's of Science in Nuclear Engineering from Kansas State University in 1972. After he earned these degrees, he left the university. He returned to Manhattan again in 1993 and became the Assistant Dean for the College of Engineering. He is a licensed professional engineer. His research specialization is nuclear engineering. The interview was conducted in December 9, 2009.

What were your first impressions of 17th Street on campus when you first remember using 17th Street?

In 1957 and 1958, 17th Street was the western edge of the campus. 17th Street was the major access to get to the campus as well. In addition, 17th Street must have been the major service road because of the food service to K-State Union and fuel service to the Power Plant Building. Ahearn Field House and the old football stadium were the only facilities located west of 17th Street. In the 1950s and 1960s, there was not much parking by the old stadium for football games and Ahearn Field House for basketball games. The Engineering Complex did not exist in 1950s. The place where the Engineering Complex is now was the football practice area. The south end by the Union was tennis courts back in 1965. In the 1960s, the tennis courts became the parking lots for the K-State Union. 17th Street was useful for bicycle, foot traffic and automobile traffic. The traffic flow along 17th Street changed in the 1980s due to the creation of bike lanes along 17th Street between the Power Plant Building and Engineering Complex. At around that same time, the university cut off vehicular traffic between Seaton Hall

and the K-State Union. Over the last 50 years, 17th Street has changed to different forms and different uses.

Which mode of transportation do you mainly use on 17th Street on campus?

I walk as well as drive. When driving, I mostly use the parking lots in the north of the Engineering Complex. Occasionally, service parking is used when carrying equipment to Seaton Hall. Sometimes I use the circular drive on the southeast corner of the Engineering Complex for parking to deliver displays and equipment to the Engineering Complex.

Do you have any specific impressions and thoughts about 17th Street on campus?

I have a positive impression for driving. 17th Street is the alternative way to go to Aggieville via Anderson Avenue – faster than Denison Avenue. When using the parking lots north of the Engineering Complex to go to and leave the college, I drive on 17th Street and avoid Denison Avenue because Denison Avenue cannot handle all traffic in rush hour and at the beginning and end of classes on any given day. Denison is now the major arterial on the west side of campus, but it is a major bottle-neck for traffic jams. Regarding the parking lots north of the Engineering Complex, traffic flows from the north, and pedestrian crossing across Denison Avenue negatively impacts the traffic. Using 17th Street is faster to go to Aggieville from the parking lots north of the Engineering Complex. People often drive along 17th Street or College Heights and drop off or pick up on the corner of College Heights and 17th Street to go to Seaton Hall and the Engineering Complex. People drop off and pick up in the circle lane in the plaza area between Seaton and Union as well. I have a negative impression for walking on 17th Street. Handicap ramps near the corner of College Heights and 17th Street are in the wrong place. The sidewalk along 17th Street, especially on the side of Seaton Hall, is rough and needs major improvement. The bike lanes in front of Power Plant are muddy and negatively impress visitors. The benches and circle drive located north of the bike lanes are well designed and landscaped because many people use those. Many people drop off and pick up in the northern portion of 17th Street as well. There is a lot of pedestrian traffic across north 17th Street between Ackert and Cardwell Halls as students move to/from Goodnow Hall to the core of the campus.

What would you like to see happen in the future?

Denison needs to handle more traffic. If Denison handled more traffic, 17th Street can restrict public traffic. 17th Street is the logical place for public transportation and can be a public transportation corridor. It is ideal that the university creates a plaza area between the Engineering Complex and Seaton Hall by closing off 17th Street from College Heights to the bike lanes so that the Engineering Campus is more unified. The plaza can be used for display and public events. To make the plaza area, restricted traffic access to the Seaton Court area may be necessary. A cul-de-sac can be created along 17th Street near the Union for newly proposed visitor's center in East Stadium. Cul-de-sacs at College Heights and north of Engineering Complex could be created for service to the College of Engineering and College of Architecture, Planning and Design. Restricted access to 17th Street still saves access to Seaton Court. The plaza can be an additional focal point of campus. The west façade along 17th Street can be improved to designate the plaza area as "Engineering" so that the area can attract visitors. The Engineering Complex and West Seaton can be tied together by making a plaza area. The current plaza area in front of Rathbone and east of Durland can be extended.

Phase four of the Engineering Complex construction (west of Durland near Denison Avenue) will increase population, service, and traffic flow around the area. The parking lots north of the Engineering Complex may become a parking garage in the future. The construction of the parking garage would also change the traffic flows of the area.

Do you have any further thoughts to share?

Sidewalks need to be improved for visual appeal. The graduate walkways put in the sidewalk near the Alumni Center can be extended to the north to be more attractive to visitors. The other visual improvement necessary is using landscaping and other pedestrian friendly ways. The parking garage which may be constructed on the site of the parking lots north of the Engineering Complex needs to be visually blended to the other buildings.

Appendix G - Interview Notes from Bruce Shubert

Personal background information provided by Shubert

Bruce Shubert is the Vice President for Administration and Finance, Kansas State University. He was born and raised in Kansas. He earned a Master's of Business Administration from Fort Hays State University in 1996. He joined K-State in 2003 as Associate Vice President for Administration and Finance. He was named to his current K-State position in 2009. Bruce supervises the Division of Facilities at Kansas State University, which is responsible for campus planning. He also supervises the Budget Office, Controller's Office, Employee Relations and Training, Environmental Health and Training, the Division of Human Resources, Internal Audit, Parking Services, and University Police. As a member of the President's Cabinet, he periodically communicates with President Kirk Shultz for campus planning issues. He is a Certified Public Accountant. The interview was conducted in August 30, 2010.

What were your first impressions of 17th Street on campus when you first remember using 17th Street?

About 20 years ago, 17th Street was a fairly major entrance to the campus. Major functions occurred in the K-State Union. Many visitors parked and went to the Union. The parking shed around 17th Street was not attractive. Compared to 20 years ago, especially since 7 years ago, 17th Street has become more congested and heavily used. The K-State Union was a very important part of activities, and it is still an important destination point. 17th Street was impressive.

Which mode of transportation do you mainly use on 17th Street on campus?

Vehicle is my mode of transportation. I park in the parking garage every day, so I use 17th Street 4 times a day. Every day, I come from the west and turn left on Anderson Avenue to 17th Street, and then I park in the garage.

Do you have any specific impressions and thoughts about 17th Street on campus?

Generally, my current impression of 17th Street is positive; however, the university has some challenges to make 17th Street more useful. 17th Street is becoming more important. An obvious change is the parking garage and Alumni Center. In addition, more people have come to Manhattan and K-State in recent years, which causes congestion of 17th Street and surrounding areas. The university has some work to do for 17th Street. Generally speaking, 17th Street is surrounded by some attractive facilities; Alumni Center, K-State Union, and Peine Gate, which makes the impression more positive.

What would you like to see happen in the future?

The university has some work to do for 17th Street in terms of vehicles being stuck as they await entrance into the parking garage as vehicles exit the garage. The university also needs to accommodate a great deal of pedestrian traffic around 17th Street and an increasing amount of bicycle traffic. East Stadium will be renovated as the visitor's center, and this will increase the traffic along 17th Street. Within 10-20 years, 17th Street will be required to be improved for pedestrian accessibility and safety and other modes of transportation. The fundraising campaign goals for East Stadium renovation will be met within a couple of years. Within the East Stadium renovation project, the university needs to improve 17th Street. If there are unlimited resources, it is reasonable to replace the Power Plant. However, since the resources are always limited, it is not practical or realistic to replace the Power Plant. However, it may be practical to relocate the adjacent structures mainly used for equipment storage. President Shultz's priority along 17th Street is the East Stadium renovation. In President Shultz's Administration, it is crucial to address the facility renovations. Within limited resources, it is important to think about development priority. In addition, it is important to engage with private fundraising activities for campus development. There are always challenges to find resources from private fundraising; it depends on potential donors' area of passion and relationships to the donors. For example, East Stadium renovation is attractive to many donors because of the high level of visibility. Moreover, compared to constructing buildings, it is not expensive to upgrade the street. Thus, it is crucial to upgrade 17th Street in the future. It needs to be addressed that 17th Street quickly

turns into College Heights. The transition from main street (17th Street) to local street (College Heights) has to be considered as one continuous asset.

Do you have any further thoughts to share?

Since there are about 1400 stalls in the parking garage, many visitors and students enter to the campus through 17th Street. However, many people still approach the campus from Manhattan Avenue, Claflin, and Denison. Along those streets are still some major academic facilities. Thus, how and where people come to the campus is fairly evenly distributed. 17th Street, because of the K-State Student Union, proposed Welcoming Center, and Alumni Center, is always the important entrance of visitors to the campus. In addition, a pretty sizable component of people works around 17th Street, especially in Calvin Hall, Kedzie Hall, K-State Union, Fairchild Hall, and Seaton Hall. Manhattan Avenue is too far to be used to access those academic buildings around 17th Street. Therefore, 17th Street is also used as the major street for these faculty and staff. Wefald's Administration cared a great deal about the physical condition of campus as well as 17th Street. Dr. Wefald was very proud of the Alumni Center and East Stadium project. The university has done a reasonable job of upgrading utilities along 17th Street. For example, electrical service and steam lines have been upgraded along the street. 2.2 million dollars were used to upgrade the steam lines from the Power Plant to the south along 17th Street. The resources came from the stimulus funding.

Appendix H - Interview Notes from Bruce Snead

Personal background information provided by Snead

Bruce Snead is the Mayor of the City of Manhattan, Kansas. He has lived in Manhattan since 1976. He has been the Extension Specialist of Kansas Industrial Extension Service since 1982. His current job specialization is residential energy, radon, solar energy, and IAQ. He earned a Bachelor's of Architecture from California Polytechnic State University in 1974. He was the member of the Manhattan Urban Area Planning Board from 1991 through 1995. In addition, he was elected as City Commissioner in 1995. He was appointed as the Mayor in 1997, 2001, 2006, and 2010. Based on his planning and administrative background, he has good knowledge of planning principles, community and regional growth issues, and planning policies. The interview was conducted in December 11, 2009.

What were your first impressions of 17th Street on campus when you first remember using 17th Street?

In 1976, my impression of 17th Street was neutral based on the function of the street. 17th Street had connected to Claflin Road because 17th Street was the through street. 17th Street has changed in the last 20 years, including when it was closed off in front of Power Plant. The improvement of the entrance at the intersection of 17th Street and Anderson has also occurred. 17th Street has been changed as a street and a pedestrian pathway.

Which mode of transportation do you mainly use on 17th Street on campus?

I predominantly walk on campus. I do not drive as often as I walk on campus. To campus, I drive on Anderson to Denison to park in the parking lots in front of Engineering Complex. Sometimes I take 17th to go to Denison by vehicle because of the blockage in front of Power Plant. However, on campus, I walk through 17th Street to go to the K-State Union.

Do you have any specific impressions and thoughts about 17th Street on campus?

17th Street is disjointed. There is a challenge for vehicular traffic, pedestrian traffic, bicycle traffic, and maintenance access all occurring right at Rathbone Hall along 17th Street, near the bike lanes in front of the Power Plant Building. When the bike lanes were created, there was an effort to reduce the traffic other than service vehicular traffic along 17th Street by closing off the street. I do not know whether or not the closing off 17th Street was the good alternative because the university has needed to maintain the access of service vehicles to the area behind Seaton Hall, physical plants, and small alleys behind the Nuclear Reactors. The mixture of usage along 17th Street is more of a challenge for visitors and perhaps not the best solution for the long-term. Now, 17th Street is clearly the bicycle and pedestrian corridor. 17th Street is not the street that takes people around the university. Instead, 17th Street is used to go to the parking garage and the Union or to drop someone off. People can go up to College Heights but need to turn left. 17th Street is now the entry into one area. This situation is problematic especially for the visitors to the campus because they do not know about the closed off area in front of the Power Plant; as a result, they find a dead end. 17th Street gives a sense to visitors that the street goes through, but it does not.

What would you like to see happen in the future?

There are some facility location issues that would have to be changed; however, all maintenance facilities cannot be eliminated. Removal of some functions associated with facilities is beneficial in terms of reduction of vehicular traffic. This can reinforce the character of 17th Street as more pedestrian and bicycle friendly. The relocation of the functions could enhance the performance of the street by reducing traffic. The facility locations are all associated with the location of the Power Plant and maintenance shed. That is the significant generator of service vehicles, trucks, and delivery vehicles, and has to be addressed. The southern and northern portions of 17th Street cannot be changed much and cannot eliminate vehicular access. This is because the south portion of 17th Street serves as access to Ahearn and the parking garage, and the northern portion serves delivery vehicles and provides access to parking lots in the Engineering Complex from Claflin. 17th Street is now a multi-functional and major entrance to the campus. The function as a major entrance cannot be changed in the future.

The bike lanes in front of the Power Plant need to be improved because of the ineffective mixture of the usages by pedestrian, bicycles, and maintenance vehicles. 17th Street is not a through street now; however, it is understandable because Denison Avenue serves the through traffic north-south. Now Denison needs to be able to handle north-south traffic which 17th Street had handled in the past. Thus, the characteristics of 17th Street as more of a pedestrian and bicycle corridor can be preserved in the future.

Do you have any further thoughts to share?

17th Street has faced evolutionary changes. The closed off area in front of the Power Plant changed the traffic patterns of 17th Street. As a result, Denison serves more vehicular traffic. That is why 17th Street is less for vehicular traffic, and more for the pedestrian and bicycle traffic. But there still needs to be some vehicular access to the maintenance facilities. Buildings along 17th Street are the typical development of the university campus which has consistently used limestone materials, and it helps to tie things together. The buildings reflect on functional needs and issues along with the budgets and architectural styles associated with the periods when they were built. Pedestrian, bicycle, landscaping, and service access are compressed in the bike lane area. Those four things do not necessarily mesh well for longevity. Thus, landscaping along 17th Street may be difficult.

Appendix I - Interview Notes from Robert Stokes

Personal background information provided by Stokes

Robert Stokes is Professor of Civil Engineering at Kansas State University. He is also the Director of the University Transportation Center. He earned a Bachelor's of Science in Engineering from Antich College in 1976. He also earned a Master's of Science in Civil Engineering in 1977 and a Master's of City and Regional Planning in 1978, both from Ohio State University. He finally earned his PhD in Urban and Regional Sciences from Texas A&M University in 1984. Since 1991, Robert has been a faculty member of the Department of Civil Engineering at Kansas State University. He served on the Manhattan Urban Area Planning Board from 1993 through 1999. His research and teaching specializations are traffic planning, traffic engineering, and highway designs. The interview was conducted in December 9, 2009

What were your first impressions of 17th Street on campus when you first remember using 17th Street?

In the spring of 1991, I first came to K-State for a job interview, and stayed in the Ramada Inn, which is now the Holiday Inn, on the southeast corner of the intersection of Anderson Avenue and 17th Street. Since the interview was held in Seaton Hall, I walked from the hotel to Seaton Hall by using 17th Street. I had no specific impression of 17th Street. Nothing was remarkable about 17th Street. 17th Street was an ordinary service street, and kind of a gateway to the university. 17th Street did not leave much of an impression because nothing was remarkable. It's unfortunate that 17th Street was a service road because 17th Street is a gateway to the university and should be a little more remarkable. Even now, 17th Street is not a remarkable street.

Which mode of transportation do you mainly use on 17th Street on campus?

My primary mode of transportation to campus is now the automobile. I usually park in the parking lots near Fiedler Hall, so I do not come down to 17th Street very often. I use 17th Street only when going to the Union a couple times a week by walking. Since the Department of Civil Engineering was located in Seaton Hall, by the year 2000 I mainly used the parking lots located on the west side of Memorial Stadium. I used the crosswalk along 17th when going to Seaton Hall from the parking lots along the west side of Memorial Stadium. I did not come to

the Engineering Complex very often until the Department of Civil Engineering was moved to the Engineering Complex in 2000.

Do you have any specific impressions and thoughts about 17th Street on campus?

Nothing is remarkable. My impression has not changed since I first came to K-State. 17th Street is still a service street. 17th Street has not changed much since 1991. It is relatively safe for automobile traffic. Peine Gate looks nice, and it is okay for the gate. Now 17th Street has more traffic because of the parking garage south of the Union. The condition of 17th Street is adequate. It is maintained in the same way as the other streets on campus.

What would you like to see happen in the future?

17th Street is adequate from a traffic engineer's standpoint. The maintenance of the street surface is adequate, and the street is capable of handling the volume of traffic. From a planning standpoint, 17th Street has been a gateway to the university, and even more so now with the parking garage. The University should do something in terms of featuring some special texture of the street, special pavement, landscaping, street lighting and furniture for making the street more remarkable. There should be less distinction between the road and adjacent sidewalks and blend all for a multimode of transportation space. For example, the concept of a green street or smart street can be useful. 17th Street should serve a lot more pedestrian and bicycle traffic. 17th Street should have more of a visual impression as the university's main street. 17th Street could be the university's main street and main entrance because of the location of the parking garage, Union, Alumni Center, and Ahearn. The majority of the vehicular traffic along 17th Street is not service traffic. Thus, 17th Street is not the major service road to the campus. The university can improve the bike lanes in front of the Power Plant by making more pedestrian routes. Anything to accommodate pedestrians and bicycles should be great for the bike lanes. The bike lanes are poorly maintained. They are always wet and muddy. A pedestrian should use the sidewalks near the Engineering Complex, and the university can make better use of the space.

Do you have any further thoughts to share?

Define what the function of 17th Street should be and what the role of 17th Street should be relative to the university. Main entrance or gateway to the university can be the intent for the definition of 17th Street. 17th Street does not look special now.

Appendix J - Interview Notes from Mark Taussig

Personal background information provided by Taussig

Mark Taussig is the Associate Director of Planning for the Division of Facilities at Kansas State University. In addition, he is the former Mayor of Manhattan. Mark earned a Bachelor's of Landscape Architecture from Kansas State University in 1979. After he earned the degree, he worked for a private consulting firm in Colorado for a year. He became the University Landscape Architect and Campus Planner at the University of Northern Colorado. He moved back to Kansas State University and became University Landscape Architect and Campus Planner in 1985. He also earned a Master's of Public Administration from Kansas State University in 1989. He served on the Manhattan City Commission from 2001 through 2005. He was the Mayor of Manhattan from 2003 through 2004. The interview was conducted in December 10, 2009.

What were your first impressions of 17th Street on campus when you first remember using 17th Street?

I moved to Manhattan in 1966. I grew up on 17th Street. My parents still live on 17th Street, about 4 blocks south of campus. I have a long-standing history with 17th Street since the 1960s. My first impression is hard to remember. My father started working in Dykstra Hall in 1966. I walked and drove through 17th Street when I visited my father in Dykstra Hall in the 1960s. 17th Street was completely open and people could come through by vehicles. The plaza area between Seaton and Union was also open for vehicular traffic. 17th Street was a busy street for vehicular traffic.

Which mode of transportation do you mainly use on 17th Street on campus?

I use 17th Street a lot because Dykstra Hall is located at the north end of the 17th Street Corridor. 17th Street is also used when I go to the Union and Ahearn for swimming. My common mode of transportation on 17th Street is bicycle. I often ride a bicycle on 17th Street to go to my parent's house. Riding a bicycle on 17th Street is easy and comfortable.

Do you have any specific impressions and thoughts about 17th Street on campus?

17th Street is nice because it is closed off and traffic is restricted. The most difficult thing on 17th Street is the signal of 17th Street on Anderson, which does not respond to the bicycle traffic. Pedestrians need to push a button. That is the problem. The bicycle lanes in front of the Power Plant Building are poorly engineered. The bike lanes always contain water and are muddy. The Power Plant Building looks like a junkyard and is unsightly, especially parking areas and infrastructures. Sidewalks in front of the Power Plant are narrow and used to be blocked off on the east side. In terms of 17th Street as a corridor, it is very significant. 17th Street is the most important north-south corridor on campus. It is the main entrance to the campus from the south because of its many functions. The parking garage, Alumni Center, future visitor center, Student Union, sporting events, College of Architecture and Engineering, Extension Offices, Military Service, and Biology Department are all along 17th Street. There are many important public, educational, and administrative functions taking place along the street. 17th Street contains more of a mixture of public and academic functions, compared to other areas of campus.

What would you like to see happen in the future?

Consider 17th Street as a transportation corridor. The most important thing is to maintain good access for pedestrian traffic. Pedestrian access needs to be improved by providing widened sidewalks, good surface, attractive paving materials, street furniture, and landscaping. The second important thing is bicycle access. The bike lanes in front of the Power Plant Building should be eliminated, making bike lanes along 17th Street the master plan. The third important thing is vehicular access. From 17th Street, one can cover the entire campus within 5 minutes by walking. 17th Street is the best location for future mass transit. The university needs to restrict some vehicular access on 17th Street. Closing off private vehicular access along the entire street is controversial, so we need to maintain some of the access to private vehicular traffic as well. We should avoid over restriction of vehicular access for broad acceptance of the future plan politically. The Planning Office is creating a master plan for the future development of 17th Street. The Planning Office is planning to close off vehicles from the loading dock of the Student Union to the north end of Seaton Hall by making a cul-de-sac in the union loading dock

and east end of College Heights. A cul-de-sac also needs to be created east of the parking lots for the Engineering Complex. Emergency vehicles, service vehicles, and delivery vehicles should be allowed access to 17th Street. The landscaping will distinguish vehicular and pedestrian traffic.

Do you have any further thoughts to share?

Sustainability and environmental issues need to be dealt with along the street. Stormwater management including bioretention and permeable pavement needs to be considered. Energy efficiency including efficient lighting fixtures and shading trees need to also be considered. The parking lots in front of the Engineering Complex are the potential site for the academic buildings and parking garage. Ward Hall can be eliminated and replaced with a new building in the future. The Power Plant needs to be cleaned up, but it would be difficult to remove. The parking area in the Power Plant needs be paved. Ahearn can be converted to other academic use in the future. East side of Memorial Stadium can be renovated as the visitors center. The south end of 17th Street is more for publicly attractive areas and should not change much in the future.