



AGGIEVILLE - CAMPUS EDGE DISTRICT PLAN

Community Development



August 2005



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On October 11, 2005

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PLAN CONTEXT

The Aggieville-Campus Edge District Plan supplements the Manhattan Urban Area Comprehensive Plan. The Manhattan Urban Area Comprehensive Plan presents a citywide perspective, while the District Plan provides more specific guidance both for the allocation of City resources and for the location and design of private development.

The Aggieville-Campus Edge District Plan (the “District Plan”) is intended to promote patterns of land use, urban design, circulation and services that contribute to the economic, social, and physical health, safety and welfare of the people who live and work in the District. The District Plan addresses challenges and opportunities at a level that is more focused and more responsive to unique conditions and specific needs of these neighborhoods, compared to the more generalized policies of the Comprehensive Plan.

The District Plan has been divided into three distinct sub-areas (See [Map 1, Plan Sub-Areas](#)):

- The **Aggieville Commercial District** in the south;
- The five-block residential **Campus Edge Neighborhood** to the north of Aggieville (consisting of the two residential blocks north of Aggieville between 11th Street and N. Manhattan Avenue and the three blocks adjacent to the east of N. Manhattan Avenue and across from the Kansas State University Campus); and

**THE AGGIEVILLE-CAMPUS EDGE
DISTRICT PLAN SUPPLEMENTS THE
MANHATTAN URBAN AREA
COMPREHENSIVE PLAN.**

- The **Bluemont/Aggieville Corridor** consists of those properties that are adjacent to and face Bluemont Avenue between N. Manhattan Avenue and 11th Street. The District Plan proposes the establishment of this third sub-area as a new commercial corridor by expanding a limited range of neighborhood commercial uses to the north side of Bluemont Avenue up to the Alley between Bluemont Avenue and Vattier Street.

The plan area is bounded and bisected by major roadways that include the Bluemont Avenue arterial; and the North Manhattan Avenue, Bertrand Street, Fremont Street, 14th Street and 11th Street collectors, which not only carry large volumes of traffic around the neighborhood, but also help clearly define its boundaries.

Contents Summary

The District Plan document is comprised of the following components:

- **Plan Background**, which provides a chronology of events and actions that have led to the development of the District Plan;
- **Plan Purpose**, which defines the results that are expected, and briefly describes the scope and limits of the District Plan;
- **Goals and Principles**, which is intended to provide a broad understanding of the community’s vision for the future development and redevelopment of Aggieville-Campus Edge District;
- **Plan Area**, which firstly provides a general overview of the issues and opportunities within the study area, and then provides a brief overview, identifies issues and makes recommendations on the future

redevelopment of the three identified sub areas within the District Plan; and

- **Action Plan**, which prioritizes the sequence of implementing those actions important to achieving the recommendations for the plan area.

PLAN BACKGROUND

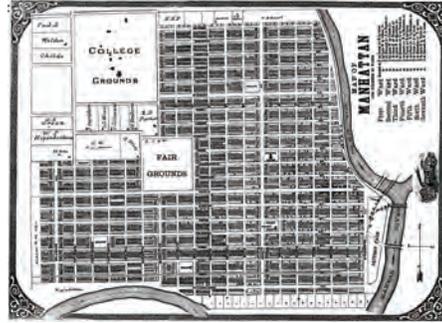
Traditional Neighborhood Study:

In early 2001, the Planning Division initiated a comprehensive study of the older traditional neighborhoods, located generally in the original grid-street portion of the community, in an effort to identify a combination of tools to address affordable family housing, student housing, declining school-age population and other neighborhood stability issues. Through an extensive community planning and public input process, a combination of overlay districts and rezoning was identified as the best approach to comprehensively address the issues unique to the traditional neighborhoods.

Neighborhood Index and Overlay Districts:

Analysis and development of a Neighborhood Index helped identify areas that still reflect family oriented characteristics with viable affordable housing stock and higher levels of homeownership, which could benefit from combinations of down-zoning and/or application of the Traditional Neighborhood Overlay District

**THE PURPOSE IS TO ESTABLISH
LONG-RANGE GOALS AND
OBJECTIVES FOR REDEVELOPMENT**



Manhattan Traditional
Neighborhood Plat

(TNO). Additionally, areas that have changed to such an extent that they are characterized by primarily student oriented, rental neighborhoods were identified that could benefit from higher density residential redevelopment, through up-zoning and application of the Multi-Family Redevelopment Overlay District (M-FRO). This identified Redevelopment Area included the five-block Campus Edge Neighborhood.

Rezoning (Stabilization and Redevelopment):

From May 2003 through April 2004 a series of down-zonings and up-zonings were undertaken in four phases to implement the findings of the Traditional Neighborhood Study. In addition, the TNO District was added to the existing Single-family, Two-family and Four-family Residential Districts (*R-1*, *R-2* & *R-M*) within those neighborhoods that were identified for



Bluemont and N. Manhattan Avenue



Existing Aggieville retail district

stabilization and protection of the existing affordable housing. The identified 17.5 block Redevelopment Area was up-zoned to R-3, Multiple-Family Residential District and the M-FRO, Multi-Family Redevelopment Overlay District was added (see *Map 2*). Both overlay districts were designed to establish minimum site-layout and building compatibility standards, to insure that new development would be more compatible by maintaining certain defining characteristics of their respective neighborhoods.

Campus Edge Redevelopment Area:

The intent of the Redevelopment Area is to provide additional housing opportunities primarily for the college student population and others who desire to live in an area located adjacent to the University Campus and Aggieville. The M-FRO District is specifically designed to provide a framework within which multiple-family infill housing and redevelopment can be built, while being sensitive to the Kansas State University Campus, surrounding neighborhoods, the high visibility street corridors and public streetscape.

The Redevelopment Area was originally identified for a 22.5 block area located east of the KSU Campus, generally to N. 9th Street, and extending southward around Aggieville, to City Park. In October 2003, the City Commission approved the rezoning of the Redevelopment Area, to R-3/M-FRO District, with the exception of the five blocks

that had been identified by the Aggieville Business Association for further evaluation as part of the Aggieville-Campus Edge Study.

Aggieville-Campus Edge Study:

The Aggieville Business Association approached an architecture design consultant to assist in the preparation of a planning study for a mixed-use residential redevelopment concept within the five blocks north of Aggieville, as well as a study of the Aggieville shopping district. The Aggieville Business Association and consultant held several public and stakeholder meetings in regard to development of the draft Aggieville-Campus Edge Study.

Conceptual Vision and District Plan:

At a September 2004 joint City Commission-Planning Board Work Session, the Aggieville Business Association and consultant presented the results of the Aggieville-Campus Edge Study and discussed urban design concepts and suggestions regarding how to proceed towards implementation. The City Commission directed City Administration to expand the Aggieville-Campus Edge conceptual vision into a formal District Plan for consideration for adoption as an amendment to the Comprehensive Plan,

THE AGGIEVILLE-CAMPUS EDGE STUDY OUTLINED A MIXED USE RESIDENTIAL REDEVELOPMENT CONCEPT FOR THE FIVE BLOCKS NORTH OF AGGIEVILLE AS WELL AS A REDEVELOPMENT CONCEPT FOR THE AGGIEVILLE SHOPPING DISTRICT

and to develop the necessary design guidelines and zoning tools to implement the District Plan. The Commission also directed City Administration to proceed with up-zoning the remaining five-block Campus Edge area to the R-3/M-FRO District, which was completed in January 2005.

Conceptual Vision:

The conceptual drawing (*Figure A*), as prepared by the consultant, is a graphic repre-

sentation of the development vision for the Aggieville-Campus Edge district. This drawing is not the “future land use map” for the District Plan, however serves to provide a graphic visualization of long-range potential redevelopment in this area and a framework for development of the District Plan. This conceptual vision for the Plan Area, and the Campus Edge Neighborhood in particular, did not directly address the challenges associated with the existing lot configurations, development patterns and multiple property owners. Because no single developer has been identified to guide, or carryout the redevelopment of this area, it will be necessary to accommodate a broader range of unknowns that requires a higher level of flexibility to carryout the implementation of this District Plan.

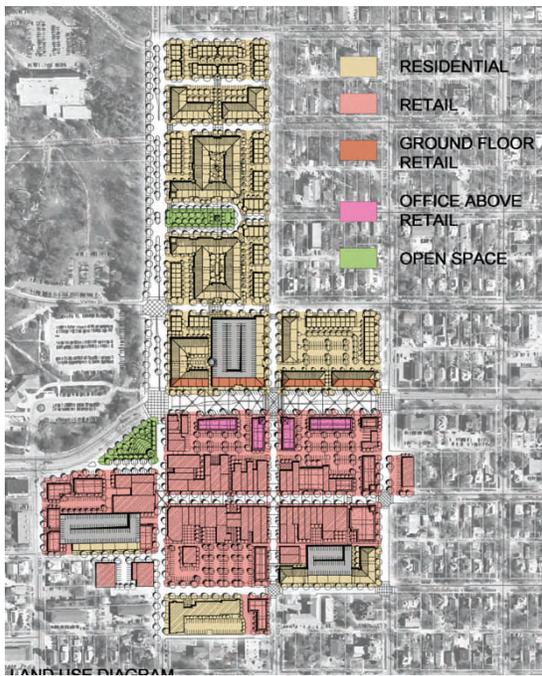


Figure A: Conceptual Vision prepared by RTKL

District Plan Map:

Map 3 is the *Future Land Use Map* for the Plan Area and should be used in conjunction with the Manhattan Urban Area Comprehensive Plan and the written goals, principles and policy recommendations contained in this District Plan to guide decision making and when considering redevelopment proposals in the area.

PLAN PURPOSE

The purpose of this District Plan is:

- To establish long-range goals and objectives for the redevelopment of the Campus Edge Neighborhood and the Aggieville Business District into high-quality walkable residential, mixed-use and commercial areas with unique character.
- To provide a land use framework and establish implementation strategies, which will help to direct the Aggieville-Campus Edge District towards the vision of a unique campus-neighborhood and community shopping area within Manhattan’s urban fabric where people live, work, receive an education and recreate.
- To provide an urban design framework defining the design and site-layout relationships between private development and the public realm of the streetscape.
- To evaluate the opportunities and implications of redeveloping the five-block Campus Edge area located adjacent to the Kansas State University Campus and north of the Aggieville Business District.
- To evaluate the opportunities and implications of redeveloping the Aggieville Business District into a more unified pedestrian oriented shopping area, which appeals to both the adjacent neighborhoods, as well as the broader community.
- To define the nature of the Bluemont Aggieville Corridor, and the physical limits to the mixed-use redevelopment north of Bluemont Avenue.
- To better define the boundaries and edges of the Aggieville Business District, in terms of land use, urban design and limits to future expansion of the district.
- To provide guidance on improving safety and coordination between pedestrian and traffic circulation, parking and access control.

GOALS AND PRINCIPLES

Goals reflect the values of the community and its vision for the future redevelopment of the Aggieville-Campus Edge Area.

Principles are the concepts that frame the Plan’s recommendations to achieve the goals of the community.

Principle: Promote employment and business opportunities for members of the community by supporting the existing businesses within the Aggieville area.

Principle: Create a walkable neighborhood by providing active pedestrian-oriented public uses on the ground floors of mixed-use projects, generous sidewalks, enhanced streetscapes, and building design characterized by pedestrian scale and complementary architectural detail.

GOAL ONE

CREATE A CAMPUS – EDGE URBAN VILLAGE
— A LIVABLE NEIGHBORHOOD.

Principle: Encourage a mix of land uses, which includes housing, parking, offices, and limited scale pedestrian oriented neighborhood commercial services.

Principle: Provide diversity of housing stock to allow affordable options and promote a diverse resident population.

Principle: Create an economically viable commercial district by encouraging a mix of uses to satisfy both the landowners’ investment needs and the needs of the public and the residents.



Encouraging walkable neighborhoods and promoting mixed land use design at pedestrian scale.

GOAL TWO

PROMOTE ACTIVE COMMUNITY PARTICIPATION



Special corner treatment with different materials and color to demarcate pedestrian walkway

Principle: Create opportunities for residents to participate and be involved in community events and community decisions.

Principle: Create opportunities for informal interaction and gathering through the provision of public spaces and activity nodes.



Creating opportunities for informal meetings, public spaces and activity nodes



Creating pedestrian oriented commercial corridor



Pedestrian corridors with strategically located seating areas

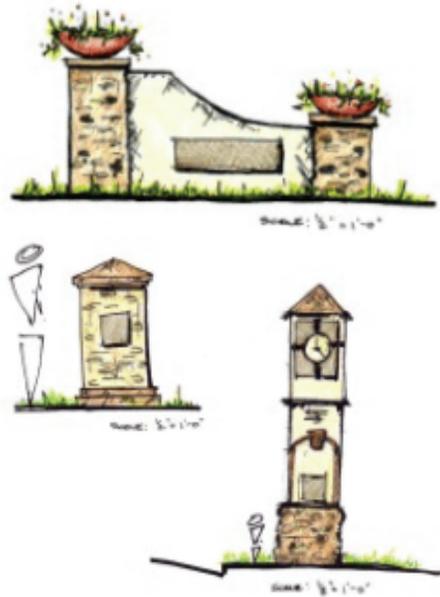
GOAL THREE

CREATE A DISTINCT IDENTITY THROUGH THE BUILT ENVIROMENT

Principle: Create a pedestrian oriented commercial corridor along Bluemont Avenue between N. 11th Street and N. Manhattan Avenue to help establish a defined “entrance” to Aggieville.

Principle: Create a landmark gateway to Aggieville with a uniquely recognizable sense of place and a special aesthetic feeling.

Principle: Create a distinctive identity, and develop the Aggieville-Campus Edge Area into a unique neighborhood through the overall composition of spaces, juxtaposition of buildings and public realm and special architectural character and details.



Landmark gateway features

PLAN AREA

GENERAL

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

OPPORTUNITIES

Design Review

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

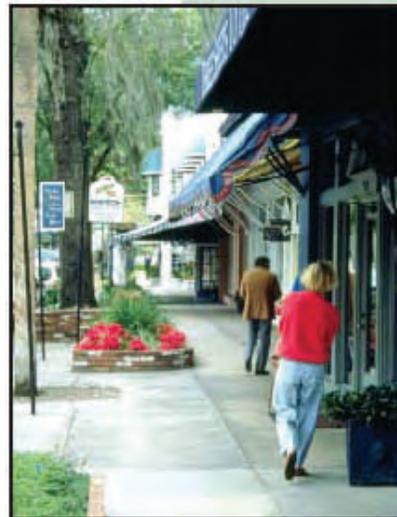
The streetscape is an important element of the public realm; it is public open space and the way the public experiences and perceives the city and the neighborhood. The definition and enclosure of this space by buildings is one of the elements that contribute to the comfort and interest of the experience of walking and driving down streets in the area. The character of these buildings, their transparency and architectural detail are factors that make this experience more interesting and pleasant. The streetscape, landscape and design elements within the street space also help define the character of the public realm, and consist of sidewalks, paving, street furniture, lighting, commercial signs, landscaping and street trees.

The intent of the District Plan's recommendations is to promote safe pedestrian activity and a pleasant, walkable environment; and design guidelines that address human scale, detail of facade design, spatial definition and the relationship between private buildings and the public street space.

PEDESTRIAN CIRCULATION & ENVIRONMENT

The high vehicular and pedestrian volume streets of Bluemont and North Manhattan Avenues present both physical and functional barriers between Aggieville and the Campus Edge Neighborhood, and are difficult to cross and disrupt pedestrian circulation. Pedestrian connections across these streets are tenuous and sidewalks are discontinuous and interrupted by frequent curb cuts.

The intersection of Bluemont and N. Manhattan Avenues is the most significant node and gateway landmark in the entire Aggieville-Campus Edge area. It is the point where the highest volumes of pedestrian and vehicular traffic merge and interact, and it marks the transition between the University to the northwest, the Aggieville retail activities to the southeast and the residential neighborhoods to the northeast. While the northwest and southwest quad-





Higginbotham Gate - Inviting Pedestrian Sidewalk Refuge

rants of this intersection have excellent and inviting pedestrian facilities, consisting of K-State's Higinbotham Gate and the City's Triangle Park, the northeast and southeast quadrants are both visually and physically confined by the adjoining private development, resulting in sidewalk refuges that are too narrow, an uninviting pedestrian environment and an asymmetric urban form to the intersection. Sensitive and careful attention to urban design issues of both the public realm and private development in the eastern quadrants of this important intersection will be critical to the overall success of the Aggieville-Campus Edge District Plan.

Many of the commercial buildings along the south side of Bluemont Avenue are arranged in a highway commercial pattern with large setbacks and parking lots between the building and the street. These buildings lack association with the pedestrian activity along the sidewalk and are therefore uninviting to pedestrians and discourage use of the sidewalks along these streets.

**PROMOTE SAFE PEDESTRIAN
ACTIVITY AND A PLESANT AND
WALKABLE ENVIRONMENT**

URBAN FORM

The Aggieville shopping district is unique in that its boundaries have historically been set with very little change over the years. The Campus Edge Neighborhood is defined by the North Manhattan Avenue arterial and K-State Campus on the west side, Aggieville on the south, while the north and east sides form part of a larger area that has been identified for redevelopment and intensification. With the presence of open land in surface parking lots and under-developed property, there is great potential for redevelopment and improvement. In addition there are several buildings of varying age and architectural style that are strong assets of the streetscape along North Manhattan Avenue and along Moro Street in Aggieville, which contribute to the unique character of this area, and should be cherished and preserved. Together these physical characteristics provide great opportunities to create an identity and a unique character within the larger urban context.



Uninviting Pedestrian Environment



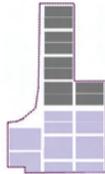
PLAN SUB AREAS

GENERAL

The District Plan recognizes three sub-areas that have relatively distinct characteristics: the Campus Edge Neighborhood; Aggieville Business District; and Bluemont/Aggieville Corridor (See *Map 1, Plan Sub-Areas*). The District Plan acknowledges that the boundaries between the sub-areas are not firm and that some activities and characteristics overlap and support adjoining sub-areas. The sub-area plans present issues and recommendations that are directly related, and in most instances, unique to those sub-areas.

Campus Edge Neighborhood:

EXISTING CONDITIONS



This sub-area consisting of a five-block area located north of Bluemont Avenue, and is adjacent to the east side of N. Manhattan Avenue and the KSU Campus. The sub-area is located at the juncture of Bluemont and N. Manhattan Avenues, which are major thoroughfares that provide access to the two significant community focal points of Aggieville and the K-State Campus.

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

CREATE A HIGH DENSITY RESIDENTIAL EDGE, DESIGNED TO ENHANCE PUBLIC STREETSCAPE



Step down building heights from the center of the residential block toward the street edge

structures are generally set back providing open space in the front yards along tree lined streets. The sub-area contains a variety of uses with some single-family homes and duplexes, however mostly apartment buildings and single-family structures that have been converted into multiple-occupancy student rental properties. The site of a recently approved residential Planned Unit Development for a proposed eight-storey apartment condominium building is also in this area. This area also includes university related uses associated with the Kansas State University (Brockman House and Leadership House) and the UFM Community Learning Center.

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



Mid-rise Apartment incorporating design features such as mass, scale and access to sidewalks

CONCEPTUAL FRAMEWORK

Issues:

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

Recommendations:

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



Street-facing building facades, providing human scale and visual interest



High-density residential neighborhood incorporating site and building design elements.

LAND USE

Issues:

- The current zoning requirements provide limited control over height and massing along the major streets.
- The existing site and building design standards were developed as generic standards for the Multi-Family Redevelopment Overlay District, M-FRO, which apply to the larger redevelopment area. The sub-area's high visibility and relationship to the K-State Campus and Aggieville justify a more sophisticated set of site and building design standards for the Campus Edge Neighborhood.

Recommendations:

- Adjust the zoning requirements of the M-FRO, Multi-Family Redevelopment Overlay district to include site and building design compatibility standards that would guide and further enhance residential redevelopment projects adjacent to the K-State Campus and the Aggieville commercial area.
- Encourage human scale architectural

***ENCOURAGE HUMAN SCALE
ARCHITECTURAL DETAILING AND
INTEREST IN NEW BUILDING DESIGN***

detailing and interest in new building design particularly along N. Manhattan Avenue.

- Urban design issues, such as mass, scale, texture, openings to the street, relationship to the pedestrian, quality landscaping and land use should be fully considered in the design of new structures.
- Building heights should step down from the center of the residential block toward the edge facing the neighborhood streets.
- Develop mid-rise structures, 3 to 3½ stories, on those properties that adjoin the neighborhood streets, and transition into potentially taller structures along the mid-block. Special consideration may be given for proposed buildings that exceed the maximum height limitation through a Planned Unit Development (PUD) process.
- Encourage the development of a mix of housing stock including row-townhouses.
- Consider the feasibility of a combination of parking garages, on-street parking, and a “shared” parking strategy to minimize the need for surface parking in the area.
- There are several buildings of varying age and architectural style, which are strong assets of the streetscape along North Manhattan Avenue, that contribute to the unique character of this area, and should be considered for preservation (UFM building, 1221 Thurston Street; and the buildings at 914, 918 and 1120 N. Manhattan Avenue and 1230 Thurston Street).



UFM building on 1221 Thurston

STREET SPACE & PUBLIC REALM

ISSUE:

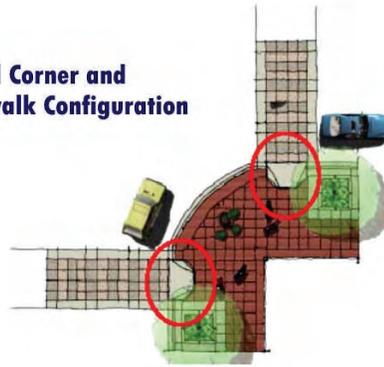
- Many of the infill structures have setbacks, mass, scale, façade orientation, site layout and architectural characteristics that do not relate in a complementary way to the adjoining public street space.
- While the east-west pedestrian flow from the Campus Edge Neighborhood to the KSU Campus is relatively unencumbered, the north-south pedestrian flow between the Campus Edge Neighborhood and Aggieville is more difficult.
- Pedestrians are uncomfortable crossing arterials and collectors because of the large right-of-way widths and the speed and volume of vehicular traffic.
- Frequent curb cuts and turning movements that bring vehicles across the pedestrian space interrupt the continuity of the walking experience and reduce both pedestrian and vehicular safety.
- The *Bicycle Master Plan* recommendations, as applicable to the designated bicycle routes passing through the neighborhood, have not been fully implemented.

***SPATIALLY DEFINE THE STREETScape
BY PLACING BUILDINGS AS
CLOSE AS 14 FEET TO THE
FRONT PROPERTY LINE.***

Recommendations:

- Spatially define the streetscape by placing buildings as close as 14 feet to the front property line.
- For street-facing building facades, provide human scale and visual interest through change in plane, contrast and intricacy in form, color, and materials.
- Building facades should address the public realm and be inviting to the pedestrian through use of appropriately scaled architectural elements that frame the front door entrance.
- Enhance the streetscape and pedestrian environment through use of trees, quality-landscaped areas and courtyards.
- Prevent new curb cuts on Bluemont Avenue, and N. Manhattan Avenue.
- Access parking for properties along Bluemont Avenue from side streets and alleys.
- Maintain the grid pattern of streets and alleys to reinforce the traditional block

Typical Corner and Crosswalk Configuration



pattern and the existing urban fabric. It is recognized that some alleys may need to be vacated in the Campus Edge Neighborhood to accommodate larger multiple family projects and a parking structure.

- Design and arrange sites with the pedestrian in mind and not just cars.
- Enhance pedestrian safety and create greater awareness of pedestrian crossing zones by considering measures such as:
 - Shorten pedestrian crossing distances; bulb-out curb lines at intersections and create pedestrian refuges.
 - Emphasize pedestrian crossings through use of colored and/or textured paving.
 - Consider lengthening the pedestrian crossing time at stoplights.
 - Study the need for pedestrian crossing signals.
 - Create a more pedestrian friendly environment on the east side of the N. Manhattan and Bluemont Avenue intersection with a focus on safety and ease of movement.
 - Consider increasing the widths of side walks to accommodate pedestrian movement along Bluemont and N. Manhattan Avenues.
- Maintain N. Manhattan Avenue, Bluemont Avenue and N. 11th Street as main vehicular circulation routes, which bring traffic through and to the business district and neighborhood.
- Enhance the pedestrian environment by seeking opportunities for providing open spaces along the public realm and use of appropriate street furniture and



Gateway Corridor with Enhanced Pedestrian and Vehicular Circulation - RTKL Concept



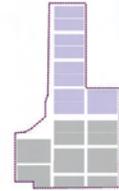
Architectural design sensitive to neighborhood setting

- lighting.
- Continue to implement the recommendations of the *Bicycle Master Plan* specifically as it relates to the identified bicycle routes of Thurston Street, Vattier Street, 11th Street, Moro Street and N. Manhattan Avenue. Also refer to the recommendations contained in Chapter 8 of the *Manhattan Area Transportation Strategy (MATS)*.
- Provide screening walls and landscaping at the perimeters of all existing and future surface parking lots.
- Break up large parking areas through the strategic use of landscaping to create smaller less obtrusive parking lots.



Moro Street - The Traditional "Walkable" Main street of Aggieville

AGGIEVILLE BUSINESS DISTRICT:



EXISTING CONDITIONS

The boundaries of the Aggieville Business District are defined by N. 14th Street on the west; N. 11th Street on the east; the alley north of City Park on the south; and Bluemont Avenue on the north.

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

This sub-area has developed into, and has attracted retail establishments that provide services and entertainment oriented towards the student population while serving the broader community as well. Residents from the adjacent neighborhoods walk to restaurants, bookshops, coffee shops, and other university neighborhood support services. On-street parking and surface parking lots provide parking. However, the Aggieville Business District and the *Manhattan Area Transportation Strategy (MATS)* have identified a need for additional parking to serve customers.

In 1982 the Aggieville Business Association completed the *Aggieville Improvement Plan*, which led to the development and adoption of the implementation documents titled *Guidelines for Storefront* and the *Aggieville District Improvement Plan*. The recommendations contained in these documents are still valid and applicable, and should be considered in the implementation of the Aggieville-Campus Edge District Plan.



Pedestrian Scale Commercial Signs and Building Design in Aggieville

CONCEPTUAL FRAMEWORK

Issues:

- Buildings with large front setbacks and surface parking lots create gaps in the street-wall and leave the street space undefined and uncomfortable for pedestrians by interrupting the window-shopping experience.
- Parking garages are a more efficient use of land and provide greater amounts of parking. Parking garages need to be located so that they meet and balance the parking demands across the whole of the Aggieville Business District.

Recommendations

- Development of a continuous street-wall along both sides of commercial streets, with new buildings built to the sidewalk, and utilization of transparent storefronts and outdoor cafes would help define and create an “entrance” to Aggieville, and knit together this business district and the adjoining residential neighborhoods and create pedestrian interest.
- Commercial signs should be scaled and designed to be appropriate to a pedestrian retail district and not a highway commercial district.
- Ground floors should contain traditional uses such as shops and restaurants; upper floors should contain offices and

residential units when appropriate.

- Urban design components, such as mass, scale, material, texture, openings to the street, commercial signs, pedestrian window shopping, and land use should be fully considered in the design of new structures.
- Future development should encourage residential uses above first floor commercial development and provide retail businesses and services that support the needs of both the student and larger residential community, such as “slow food” restaurants with outdoor seating, coffee shops, galleries, music stores, bookstores, a grocery store, dry cleaners and hair salons.
- The district must also provide office space for professional services to serve business and residents of the surrounding neighborhoods.

LAND USE

Issues:

- The existing parking ratio in Aggieville is relatively low for this type of business area. The *Manhattan Area Transportation Strategy*, prepared in 2000, identified a parking space deficit in Aggieville that ranged from 379 to 700 spaces.
- The lack of parking for retail customers may have discouraged the establishment of new retail businesses and kept the district from realizing its full potential.
- Surface parking lots waste valuable land and are incompatible with the desired pedestrian scale development

***LOAD - BALANCED PARKING
STRUCTURES INCORPORATING
A VENEER OF GROUND
FLOOR RETAIL SPACE.***



*Buildings at Sidewalk Edge,
Moro Street Aggieville*

density.

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

Recommendations:

- Implement the *Manhattan Area Transportation Strategy* recommendations on parking alternatives for Aggieville.
- Develop a parking strategy where the future parking needs are met by several strategically placed and load-balanced parking structures incorporating a veneer of ground floor retail space.
- Undertake a parking management study with the objective to consider the feasibility of a combination of parking garages, on-street parking, and a “shared” parking strategy to minimize the need for surface parking in the area.
- Redevelop surface parking lots with higher and better uses that enhance the pedestrian retail environment.
- Encourage human scale architectural detailing and interest in new building design.
- Encourage ground floor uses that serve the public and neighborhood needs.
- Open up storefronts in existing buildings with display windows to make the lower floor of buildings more transparent.

- Develop new anchor businesses at the east and west ends of the Moro and Laramie Street corridors to reinforce their significance and position as gateways to the Aggieville business district and to help attract pedestrians throughout the district.
- Redevelopment within the Aggieville Business District shall bring buildings to the front property line with the front facades facing the street. Place associated parking at the rear of the buildings with additional entrances facing the parking lots.
- Encourage innovative signs and graphics that are appropriate to the pedestrian retail setting and will aid in the creation of a unique streetscape along the proposed Bluemont/Aggieville corridor.
- Contain Aggieville within definite boundaries to provide a commercial edge that does not encroach into adjacent residential neighborhoods.
- Redevelop the strip commercial center east of N. 11th Street with residential uses.

STREET SPACE & PUBLIC REALM

Issues:

- People are less likely to walk along the south side of Bluemont Avenue and along Laramie Street because the walk is not an interesting one. There are blank walls and large parking areas located between the sidewalk and the building facades, which break the continuity of the walk, creating pedestrian discomfort. The lack of a consistent line of storefronts, that are

***COMMERCIAL SIGNS SHOULD BE
SCALED AND DESIGNED
TO BE APPROPRIATE FOR THE
PEDESTRIAN SETTING***



A cohesive, identifiable shopping district through streetscape design

interesting to look into, interrupts the window-shopping rhythm and discourages social interaction.

Recommendations:

- Orient the main entrance of new buildings to front onto Bluemont Avenue and the other main commercial streets of Aggieville.
- Spatially define the street spaces by developing buildings at the front property line. For street-facing building



Unique Corner Treatment of Buildings

ORIENT MAIN ENTRANCES OF NEW BUILDINGS TO FRONT ONTO STREETS.

facades, provide human scale and visual interest through change in plane, and architectural detailing and intricacy in form, color, and materials that are sensitive to the historical character of the district.

- To provide continuity of building facades at the sidewalk edge; require infill development to be built at the sidewalk.
- Prohibit new curb cuts on Bluemont Avenue, Moro and Laramie Streets and promote parking access through alleys and side streets whenever possible.
- Strengthen the pedestrian connections to the Aggieville Business District from the surrounding neighborhoods across Bluemont Avenue to the Aggieville Business District.
- Strengthen the pedestrian connections to Aggieville on the east and west ends across N. 11th and N. 14th Streets.
- Create a safer and more pleasant walking environment.
- Intersections of streets provide special opportunities for designing the corners of buildings. In redeveloping property



A cohesive, identifiable shopping district through streetscape design

at street intersections, encourage unique corner treatment of buildings to create visual interest along both frontages and enhanced pedestrian attraction.

- Create a cohesive, identifiable shopping district through streetscape design. Provide an enhanced streetscape, generous sidewalk widths, street trees, landscaping and pedestrian lighting on all streets.
- Provide screen walls and landscaping at the perimeters of all existing and future surface parking lots.
- Improve vehicular circulation and access in Aggieville by returning one-way streets to two-way streets.

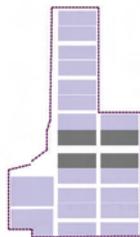


Bluemont/Aggieville Corridor

BLUEMONT/AGGIEVILLE CORRIDOR:

EXISTING CONDITIONS

This two-block long area extends along both sides of Bluemont Avenue from N. Manhattan Avenue, to N. 11th Street and extends north as far as the alley between Bluemont Avenue and Vattier Street. Historically the north side of Bluemont Avenue has been a purely residential area while the southern side is part of the Aggieville Business District.



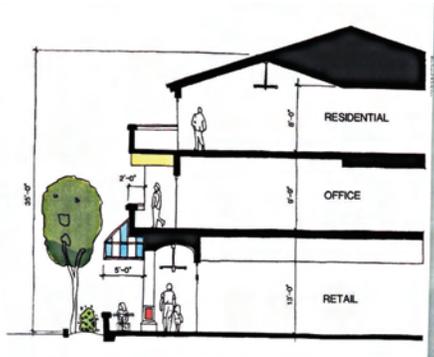
The two-block area north of Bluemont Avenue is part of the older well-established grid street neighborhood area of the community. Most of the lots in this sub-area back onto an alley, which can provide rear vehicular access to properties, and

***STRENGTHEN THE PEDESTRIAN
RETAIL CHARACTER OF THE
BLUEMONT AVENUE CORRIDOR
AS A GATEWAY INTO
AGGIEVILLE BUSINESS DISTRICT***

accommodates the utilities serving the neighborhood. The structures are generally set back providing open space in the front yards along tree lined streets. The sub-area has a variety of uses with some single-family homes and duplexes; however, it is predominantly characterized by apartment buildings and single-family structures that have been converted into multiple-occupancy student rental properties.

Much of the area has undergone significant change from its original function and character. Conversions of single-family homes to multi-family rental structures have occurred because of its proximity to the K-State Campus and the demand for rental properties in this area. Many of the existing structures have become marginal and are in need of renovation or replacement through redevelopment.

Properties fronting onto the south side of Bluemont Avenue consist of commercial development and form the northern limit of the Aggieville Business District. The area consists of a variety of business uses, primarily highway commercial in nature, including drive-up fast food and eating establishments, a gas station, strip commercial development and a drive-up bank. The street front area serves as parking for these businesses, the majority of which are set far



Mixed Use Development Concept



Aggieville Gateway Feature

back from Bluemont Avenue. There are a significant number of curb cuts onto Bluemont Avenue providing vehicular access to the street facing businesses, but which hinder vehicular and pedestrian flow along Bluemont Avenue. The elimination of curb cuts and the introduction of a median along Bluemont Avenue could help to control vehicular movements and also create safe zones for pedestrian crossing.

CONCEPTUAL FRAMEWORK

Issues:

- Major streets border, but do not pass through the Aggieville business district. Gateways define a threshold one crosses as one enters a district. Aggieville lacks consistent building form and design with special character along Bluemont Avenue, which is contrary to serving as a gateway that announces the arrival in the District.
- Gateways can be created through combinations of urban design, streetscape treatment and sensitive architecture and building form.
- There is an opportunity to create

gateways at the intersection of Bluemont and N. Manhattan Avenues, and at the intersection of Bluemont Avenue and 11th Street.

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

Recommendations:

- Ground floors along both sides of Bluemont Avenue should contain retail/commercial uses such as shops, galleries and restaurants; upper floors should contain offices and residential units when appropriate.
- Future development on the north side of Bluemont Avenue should encourage residential uses above first floor commercial development, and provide a limited range of smaller neighborhood scale retail businesses and services that support the needs of the Campus Edge Neighborhood, such as “slow food” restaurants with outdoor seating, sandwich and coffee shops, a small grocery store, dry cleaners and hair salons.
- A continuous street-wall along both sides of Bluemont Avenue, with new buildings built to the sidewalk, and transparent storefronts and outdoor cafes would help define and create an “entrance” to Aggieville, and help to knit together this business district and

COMMERCIAL USES SHALL NOT EXTEND NORTH OF THE ALLEY BETWEEN BLUEMONT AVENUE AND VATTIER STREET.



The south side of Bluemont Avenue has a highway commercial character

the adjoining Campus Edge Neighborhood.

- Commercial signs should be scaled and designed to be appropriate to a pedestrian retail district and not a highway commercial district.

LAND USE

Issues:

- Commercial development has historically been limited to the south side of Bluemont Avenue in this area of the community.
- The commercial development along the south side of Bluemont Avenue has taken on a highway strip commercial character with retail buildings located at the rear of the site and unattractive parking dominating the area between the building and the street.
- Rezoning the two-block area along the north side of Bluemont Avenue to commercial could potentially allow individual property owners to develop their properties without the benefit of unified design standards, and without a public site plan review process to control mixed land uses, building design and site layout and thereby achieve the vision for this area. This is particularly important given the broad range of possibilities and the unique challenges of incorporating a potential mixed-use parking structure in the redevelopment

of this two-block area.

- Valuable retail space with high visibility is being taken up by surface parking.

Recommendations:

- Strengthen the pedestrian retail character of the Bluemont Avenue Corridor as a gateway into the Aggieville Business District.
- Due to the broader range of possibilities and unique challenges, mixed-use commercial, office and residential projects located along the northern edge of the Bluemont/Aggieville Corridor, shall be developed utilizing the Planned Unit Development zoning process. This process will help to ensure a unified design and provide for greater development flexibility. (See ***Appendix A*** for the *Bluemont/Aggieville Corridor Mixed-Use Planned Unit Development Site and Building Design Guidelines*).
- Commercial uses shall not extend north of the Alley between Bluemont Avenue and Vattier Street.
- Limit commercial uses on the north side of Bluemont Avenue to small-scale uses designed to serve the adjacent neighborhoods.
- The floor area of any one commercial use on the north side of Bluemont Avenue shall not exceed 3,600 square feet for larger businesses, particularly on the block corners, with smaller business spaces on interior lots.
- Incorporate pedestrian scale architectural detailing and interest in new building design.
- Limit structure height to 3½ stories along Bluemont Avenue with potentially taller structures enclosing the proposed parking.

***UTILIZE SPECIAL CORNER
TREATMENT OF BUILDINGS TO CREATE A
SAFER PEDESTRIAN ENVIRONMENT.***

***REDUCE SURFACE PARKING
LOTS BY DEVELOPING A
PARKING GARAGE TO SERVE
AGGIEVILLE, K-STATE CAMPUS
AND NEARBY NEIGHBORHOOD.***

- Encourage density that would allow for diversity and affordability of housing stock.
- Address parking requirements in mixed-use projects through the use of shared parking strategies.
- Eliminate surface parking lots by developing a parking garage to serve Aggieville, the University and the nearby neighborhood.
- Parking garages shall be designed to incorporate a veneer of residential and/or commercial uses as appropriate to the site, to help buffer and visually shield the garage from public view from the street.
- Maintain the grid pattern of streets and alleys to reinforce the block pattern and the existing urban fabric. On the north side of the Bluemont/Aggieville Corridor it is recognized that alleys may need to be vacated to accommodate a mixed-use parking structure project.
- Intersections of streets provide special opportunities for designing the corners of buildings. In redeveloping property at street intersections, special corner treatment of buildings should be incorporated to create a safer pedestrian environment and wider sidewalks. This is particularly important for the pedestrian crossing on the east side of N. Manhattan and Bluemont Avenues, which is currently very restricted.

STREET SPACE & PUBLIC REALM

Issues:

- The street space is an important element of the public realm; it is public open space and contributes to the way the public experiences this portion of city and the neighborhood. The character of buildings, their transparency and architectural detail are factors that make this experience pleasant. The Aggieville/Bluemont Corridor currently lacks the definition and enclosure of this space by buildings specifically designed to help contribute to the comfort and interest of the experience of walking and driving down this street.
- The sub-area encompasses a major east west arterial with high turning movement and traffic volumes, which is difficult for pedestrians to cross. This condition results in a lack of pedestrian friendly connections between the Campus Edge Neighborhood and the Aggieville Business District.
- The public right-of-way along Bluemont Avenue might be insufficient in width to adequately provide for through traffic lanes, a median, enhanced pedestrian movement and on-street parallel parking to support the proposed retail businesses.



Along with pedestrian friendly design parking garages should be shielded from public view.

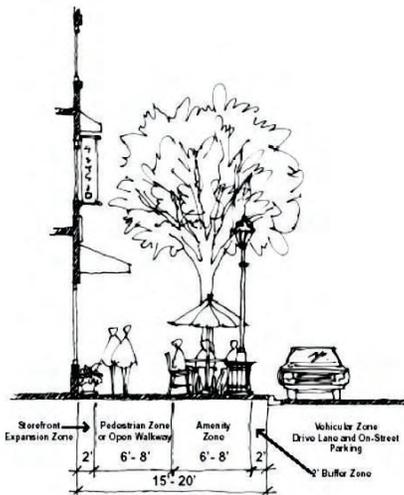
Recommendations

- The streetscape, landscape and design elements should help define the character of the public realm and gateway entrances at N. Manhattan and N. 11th Street. Future development and design should include gateway features, sidewalks, paving, landscaping, street trees, lighting and street furniture.
- Provide screen walls and landscaping at the perimeters of all existing and future surface parking lots.
- Balance the need to move cars efficiently, with the ability of pedestrians to walk comfortably and safely through the neighborhood and across major thoroughfares.
- Create safe, well-lit pedestrian connections along those street sections that lead to the K-State Campus as well as along the proposed Aggieville/Bluemont Corridor.
- Create a more pedestrian friendly environment on the east side of the N. Manhattan and Bluemont Avenue intersection with a focus on safety and ease of movement. (Utilize the recommendations in the previous sub-areas regarding pedestrian enhancements at street



Streetscape design elements

- crossings.)
- Increase the width of the sidewalk surface to accommodate pedestrian movement along Bluemont and N. Manhattan Avenues.
- Consider redesigning the Bluemont Avenue corridor between N. Manhattan and 11th Street by removing and prohibiting new driveway access; incorporating a median to restrict turning movements while providing a pedestrian refuge; and integrate parallel on-street parking to serve the existing and proposed commercial development along this corridor.
- Provide access to parking from alleys and side streets.



Streetscape design elements

**MIXED USE COMMERCIAL,
OFFICE, AND RESIDENTIAL
PROJECTS SHALL BE DEVELOPED
UTILIZING PLANNED UNIT
DEVELOPMENT ZONING PROCESS**

ACTION PLAN

The implementation plan consists of specific actions that can be taken to implement the recommendations contained in the Plan sub-areas. The Aggieville-Campus Edge District Plan contains many specific recommendations affecting different elements of the sub areas. In order to implement these, a prioritization of key actions is required. It is not intended that there be strict adherence to these stated priorities; should opportunities present themselves which make lower priority projects feasible and desirable, they should be pursued as opportunities arise.

PRIORITY ACTIONS

Action 1:

Adjust the M-FRO, Multi-Family Redevelopment Overlay District requirements to achieve the District Plan goals, principles and recommendations for the Campus Edge Neighborhood.

Implementation:

Adopt proposed revisions to the text of the M-FRO, Multi-Family Redevelopment Overlay.

Action 2:

Establish a Gateway and Streetscape Improvement Program for the Bluemont/Aggieville Corridor, which provides for a balanced, multi-modal transportation system of streets, pedestrian sidewalks and bikeways.

Implementation:

- Develop a Gateway and Streetscape Improvement Plan for the Bluemont/Aggieville Corridor to guide future commercial redevelopment and road and sidewalk improvement.
- Consider the most appropriate financing tools when formulating the improvement program. Financing of the Gateway and Streetscape Improvement Pro-

gram is possible through a broad range of potential financing mechanisms (See the *Manhattan Area Transportation Strategy*, Chapter 11: Financial Capacity Analysis for a list of potential federal and state funding programs and local revenue).

Action 3:

Consider amendments to the C-3, Aggieville Business District that address among other things Building and Site Design Standards and sign regulations.

Implementation:

- Initiate a process to review the C-3, Aggieville Business District regulations and consider adopting appropriate amendments that can facilitate implementation of this District Plan.

Action 4:

Undertake a traffic circulation and parking analysis for the Bluemont/Aggieville Corridor and Aggieville Business District and Campus Edge Neighborhood.

Implementation:

- Initiate a traffic circulation study taking into account the increase in intensity of both residential redevelopment in the Campus Edge Neighborhood and mixed-use development along the Bluemont/Aggieville Corridor. In particular the carrying capacity of streets and alleys, and the increase in the demand for parking in both the residential and commercial districts should be addressed.

Action 5:

Develop a parking strategy for each sub-area with possible shared use parking garage structures.

Implementation:

Develop a parking strategy to address the parking space deficit in Aggieville and to consider the feasibility of a combination of parking garages, on-street parking, and a "shared" parking strategy for Aggieville, the Campus Edge Neighborhood and the University to minimize the need for surface parking

(Also see the parking analysis for Aggieville in the *Manhattan Area Transportation Strategy*).

Action 6:

Develop public-private partnerships to promote redevelopment of the Bluemont/Aggieville Corridor area, and the construction of parking structures in the District Plan area.

Implementation:

- Develop financing programs and incentives through the use of economic development tools, to stimulate public-private redevelopment projects.
- Utilize the flexible Planned Unit Development process to implement mixed-use projects in the identified area north of Bluemont Avenue.
- Investigate financial tools to upgrade utilities and other public infrastructure necessary to implement redevelopment in the Campus Edge Neighborhood and Bluemont/Aggieville Corridor.

Appendix and Maps

BLUEMONT/AGGIEVILLE CORRIDOR MIXED-USE PLANNED UNIT DEVELOPMENT SITE AND BUILDING DESIGN GUIDELINES

The following design guidelines should be utilized when considering mixed-use Planned Unit Developments in the Bluemont/Aggieville Corridor.

SITE DESIGN GUIDELINES

Building Orientation & Placement

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

Parking

- Parking shall be located to the rear or side of the building, or may be contained inside a mixed-use parking structure.
- Parking areas shall be accessed from alleys and side streets, not from Bluemont Avenue.

Site Access

- Eliminate existing and prohibit new curb cuts onto Bluemont Avenue.

Pedestrian Environment

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

BUILDING DESIGN GUIDELINES

Building Facades

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

Building Proportion and Scale

- Limit structure height to 3½ stories on the north side of Bluemont Avenue. Taller structures that enclose a mixed-use parking garage may be considered.
- The floor area of any one commercial use on the north side of Bluemont Avenue shall not exceed 3,600 square feet for businesses located on block corners, with smaller business spaces on the interior lots along Bluemont Avenue.
- Buildings located at street intersections shall incorporate special corner treatment to create a safer pedestrian environment, wider sidewalks and visual interest.
- It is recognized that mix-use projects are likely to have a high lot coverage percentage, particularly when a parking structure is incorporated.

Commercial Building Signs

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

Parking Structures and Parking Lots

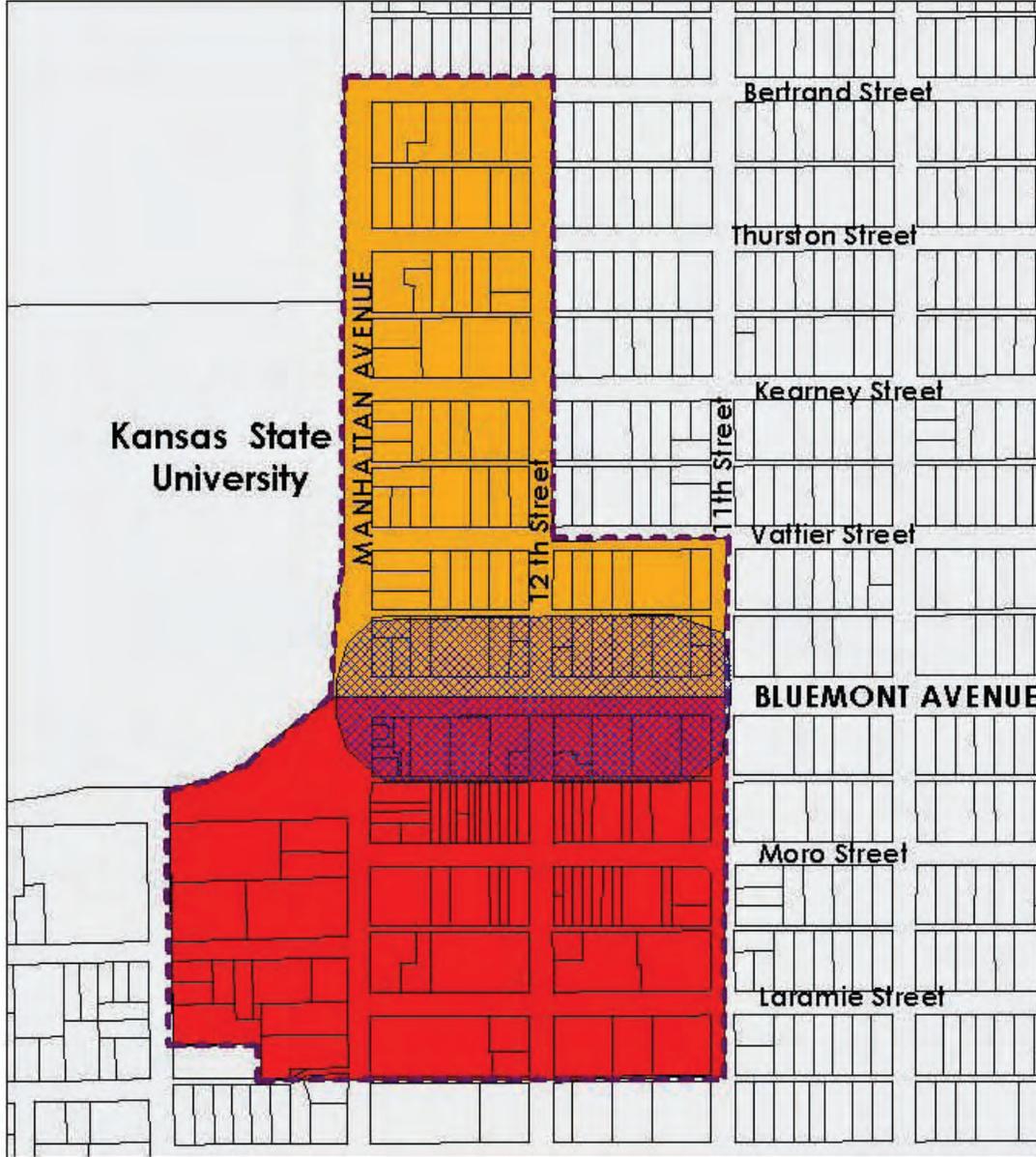
- Parking Garages shall be designed to incorporate a veneer of residential and/or commercial uses, as appropriate to the site, to help to buffer and visually shield the garage from public view along streets.
- Surface parking lots are generally discouraged and shall be designed incorporating landscape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

Outdoor Lighting

- All outdoor lighting (both in the public realm and on private property) within the Aggieville-Campus Edge District Plan should be “full cutoff lighting” mounted in the horizontal position as it was designed for, which prevents direct view of the bulb and eliminates glare and excessive lighting.

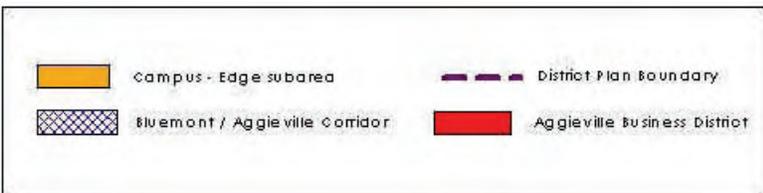
AGGIEVILLE - CAMPUS EDGE DISTRICT PLAN

Map 1: Plan Sub-Areas



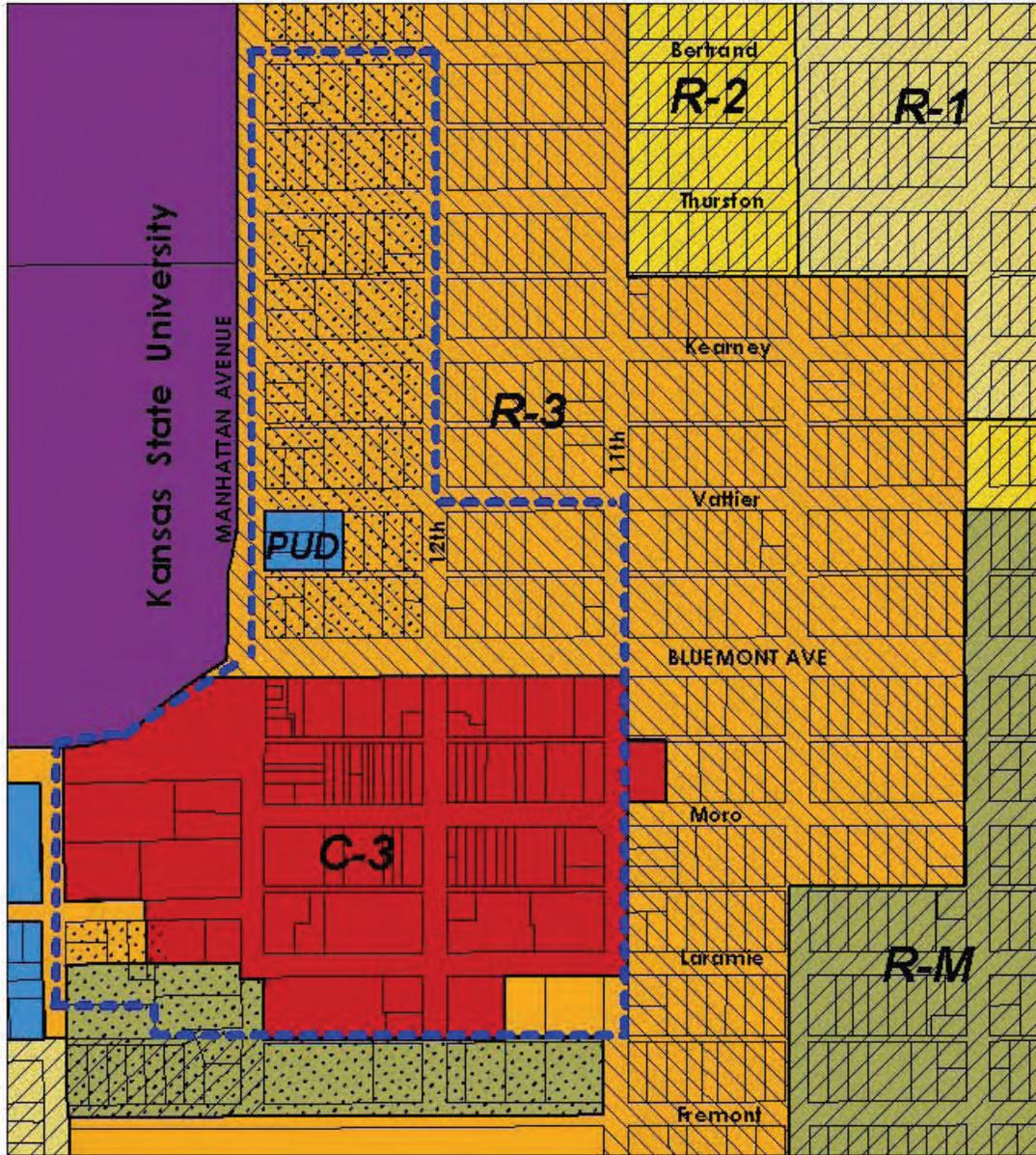
Community
Development

AUGUST 2005



AGGIEVILLE - CAMPUS EDGE DISTRICT PLAN

Map 2: Existing Zoning Districts

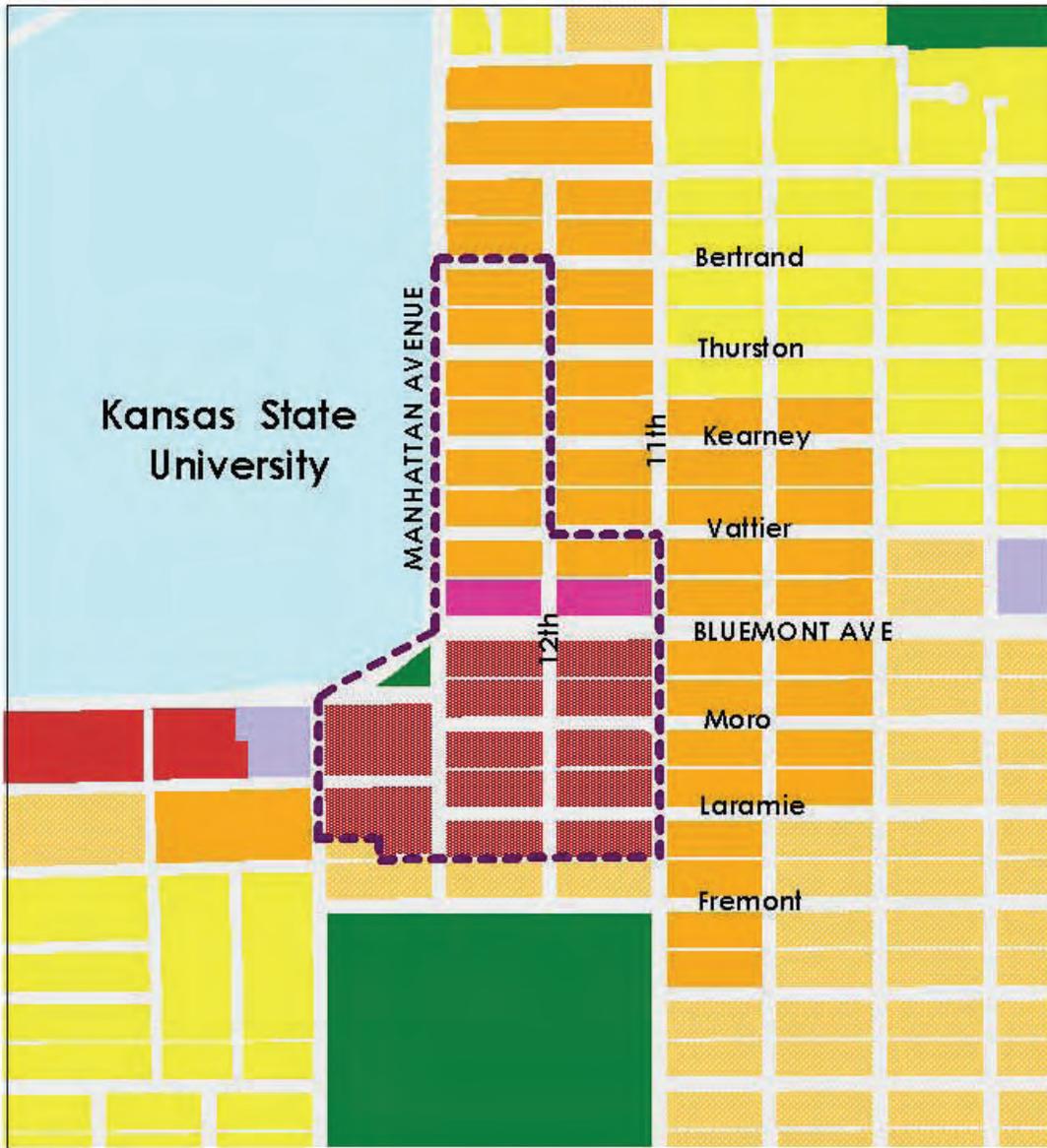


AUGUST 2005

	District Plan Boundary		PUD (Planned Unit Development)
	R-1 (Single-Family Residential)		U (University)
	R-2 (Two-Family Residential)		TN O (Traditional Neighborhood Overlay)
	R-M (Four-Family Residential)		MFR O (Multi-Family Redev. Overlay)
	R-3 (Multiple-Family Residential)		University Overlay
	C-3 (Aggieville Business District)		

AGGIEVILLE - CAMPUS EDGE DISTRICT PLAN

Map 3: Future Land Use



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- | | |
|----------------------------------|-------------------------|
| Residential Low/Medium Density | Community Commercial |
| Residential Medium/High Density | Parks and Recreation |
| Residential High Density | Public/Semi-Public |
| Central Core District | Kansas State University |
| Mixed-Use Commercial/Residential | District Plan Boundary |
- Note: This map amends the Aggieville portion of the "Downtown Core Neighborhoods Future Land Use" Map in the Manhattan Urban Area Comprehensive Plan.

