

DETAILED PROPOSAL

fort scott corridor

SHORT TERM

BEGIN TRANSFORMATION OF LAND ADJACENT TO THE HIGHWAY

REFER TO PG. 72-76

BEGIN IMPLEMENTATION OF MATERIAL AND LANDSCAPING GUIDELINES

REFER TO PG. 72-73

BEGIN IMPLEMENTATION OF MAN MADE WATER FEATURES

REFER TO PG. 72-73

MID TERM

IMPLEMENT NON PERMANENT STRUCTURES WITHIN THE PARK

REFER TO PG. 72-74

COMPLETE CONSTRUCTION OF GATEWAY PARK

REFER TO PG. 72-76

LONG TERM

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EXAMPLE STREETSCAPING
(FIG_DTPRL_78_1)



EXAMPLE STREETSCAPING
(FIG_DTPRL_78_2)



FIGURE GROUND

There are two primary ways to enter into the city of Butler. The first entrance from Highway 71 is onto a less commercial sector of Orange Street. However, though that entrance is utilized, the main gateway entrance into town is the Fort Scott Street exit off of Highway 71. When a traveler initially exits off they are first introduced to Butler's commercial thoroughfare. They are invited by multiple places to visit and stop at – and, in the future, will be invited by even more commercial, retail and entertainment venues.

At present, the span of Fort Scott is somewhat monotonous and has no continuity. More specifically, there is nothing aside from the commercial attributes that would engage a traveler to stay on the road. There are no guidelines between businesses, and no obvious plan to integrate a cohesive set of beautification and streetscaping characteristics. In addition to the lack of interrelated parts, there is also no obvious distinction between points of interest along the street, which, again, results in lost interest from travelers and citizens alike.

Finally, and most importantly, aside from the uninviting sidewalks along various portions of Fort Scott Street, there is no access other than automobile access. Even if a pedestrian decided that they did not need a functioning sidewalk along the street, the risk of getting hit by a motor vehicle would immediately crush any desires they once had. Because of these factors, the commercial economy within the city is not reaching its full potential. Furthermore, the city is not utilizing simple forms of active living, which depletes factors of socialization and depresses any hopes of an active community.



CURRENT VIEW OF FT. SCOTT COMMERCIAL CORRIDOR

(FIG_DTPRL_78_3)



CURRENT VIEW OF FT. SCOTT RESIDENTIAL CORRIDOR

(FIG_DTPRL_78_4)

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COMMERCIAL CORRIDOR THAT EXPRESSES PEDESTRIAN PATHS

FIG_DTPRL_79_1



RESIDENTIAL CORRIDOR THAT EXPRESSES PEDESTRIAN PATHS

FIG_DTPRL_79_2

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CURRENT LIGHTING
\\FIG_DTPRL_80_1\\



CURRENT STREET SHOULDERS
\\FIG_DTPRL_80_2\\

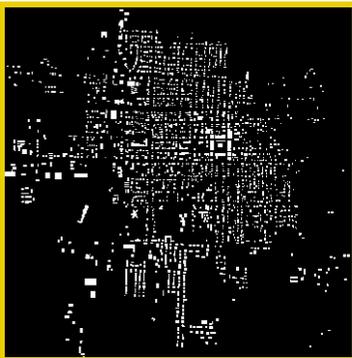


FIGURE GROUND

COMMERCIAL CORRIDOR: Extends from Highway 71 to the area directly after Orange Street

HIGHWAY 71 INTERCHANGE
SUNSET DRIVE
RICE ROAD
WEST FORT SCOTT STREET
WEST STREET
PROSPECT STREET
RAIL OVERPASS
ORANGE STREET



CURRENT COMMERCIAL CORRIDOR

\\FIG_DTPRL_80_3\\

RECOMMENDATIONS

Based on these insights, a series of steps have been taken to improve the Fort Scott Commercial Corridor:

- The addition of wide sidewalks along the perimeter of the commercial zone of Fort Scott
- The addition of a central median that reinforces lane distribution and adds a softscape to the once industrial looking Fort Scott Street
- Organized streetscaping guidelines that provide: standardization of materials, lighting and their placement
- The addition of crossmarks that provide safe walking paths across the street
- The addition of crossmarks that add visual stimulation to points of interest throughout the city
- Historical attributes that further enforce Butler's rich historic past
- Signage development at gateways and points of interest



CURRENT COMMERCIAL CORRIDOR

\\FIG_DTPRL_80_4\\

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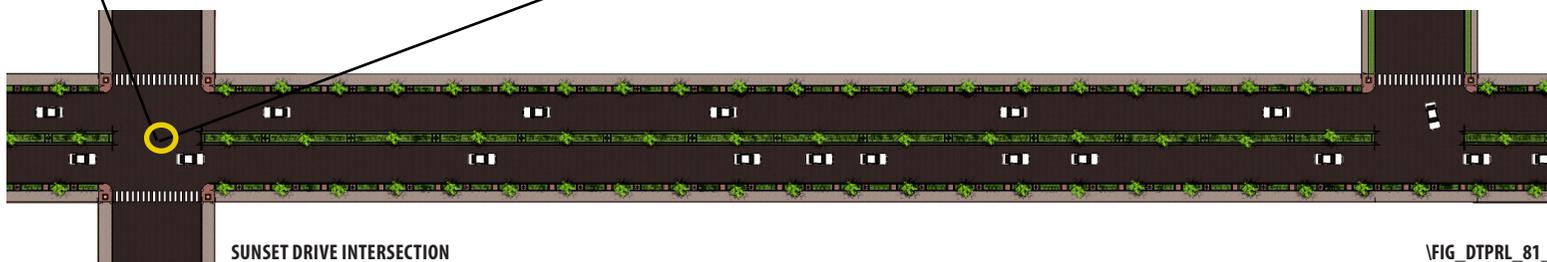
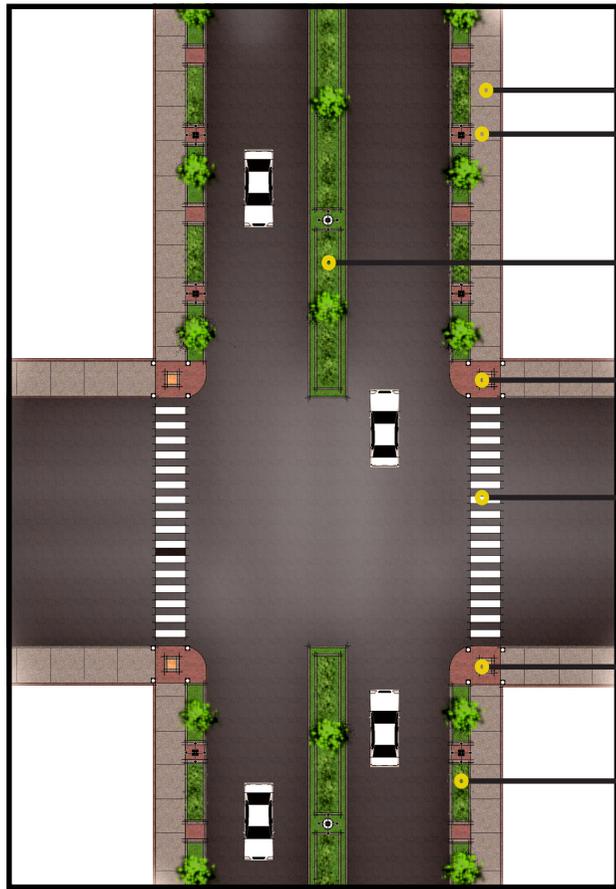
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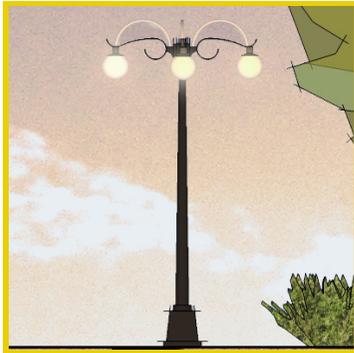
GENERAL KEY PLAN (Typical at all intersections)

1. Concrete paved sidewalk
2. Standard lighting implementation
3. Central median large raised planters (44'x8'x2')
4. Brick intersection pavement change noted at crossmarks
5. Paved crossmark
6. Bronze marker that denotes Butler's historic past (2'x2' centrally located on corner)
7. Perimeter median planters (12'x4')

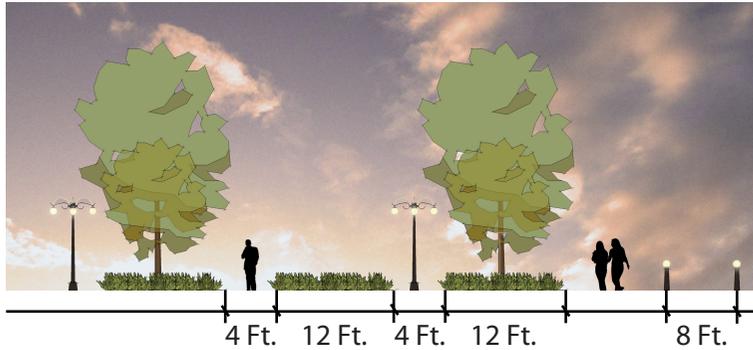


SUNSET DRIVE INTERSECTION

\FIG_DTPRL_81_1\



STREET LIGHT
\\FIG_DTPRL_82_1\

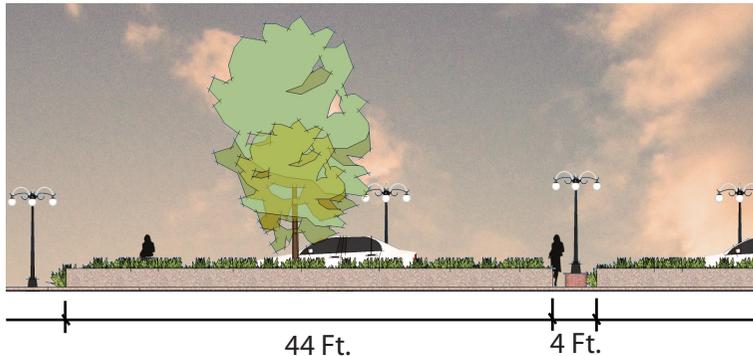


PERIMETER MEDIAN

\\FIG_DTPRL_82_3\



LIGHT POSTS
\\FIG_DTPRL_82_2\



CENTRAL MEDIAN

\\FIG_DTPRL_82_4\

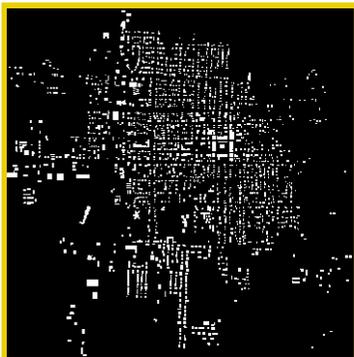
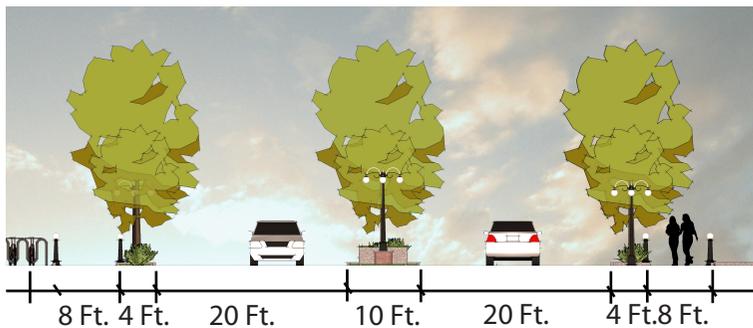


FIGURE GROUND



SECTION

\\FIG_DTPRL_82_5\

Guidelines for Commercial Corridor Streetscaping are based on a number of considerations. The visioning team first researched a number of precedents in order to gauge standards for an area similar to Butler. After having done so, the city of Butler was studied based on its current implementations. This includes, the current lights, sidewalks, streets, landscaping guidelines, signage opportunities, etc. Finally, a set of guidelines were created based on the projected success of the visioning teams recommendations. The guidelines are as follows:

PERIMETER MEDIANS:

- Include in-ground planters that sustain natural vegetation
- Every other planter contains one 30'-40' deciduous tree (when mature)
- Between each planter is a 4' paved space which is paved with brick and concrete
- Every other 4' paved space includes a centrally located **street light** (12' in height) without a brick base
- Light **posts** (3.5' in height) are placed at large intersections to further implement a walking path and are spaced 8' away from each other

CENTRAL MEDIANS:

- Include in ground planters that sustain natural vegetation
- Every planter enclosed in pre-cast concrete is 44' in length and 2' in height to create a visible barrier between lanes
- Each planter includes one centrally located deciduous 30'-40' tree (when mature)
- Between each planter is a 4' wide landscaped space that contains one centrally located **street light** with a brick base

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PROJECTED IMAGE OF COMMERCIAL CORRIDOR THAT EXPRESSES PEDESTRIAN PATHS WITH LIGHT POSTS AND STREETSCAPING GUIDELINES

FIG_DTPRL_83_1

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CURRENT RESIDENTIAL CORRIDOR
\\FIG_DTPRL_84_1\\



CURRENT RESIDENTIAL CORRIDOR
\\FIG_DTPRL_84_2\\

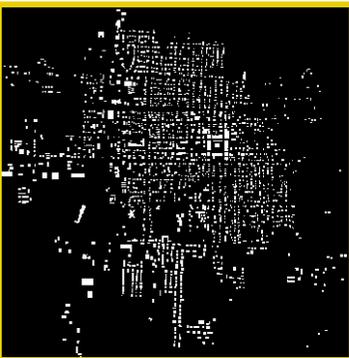
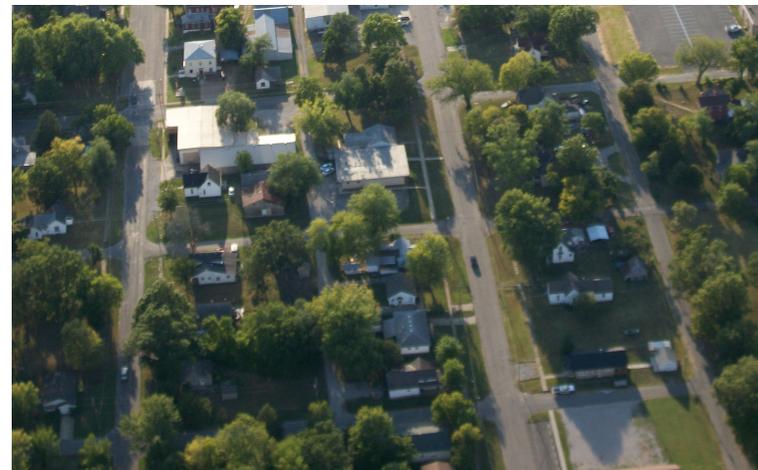


FIGURE GROUND

RESIDENTIAL CORRIDOR: Extends from the area directly after Orange Street to Main Street



CURRENT RESIDENTIAL CORRIDOR

\\FIG_DTPRL_84_3\\

RECOMMENDATIONS

Based on these insights above, a series of steps have been taken to improve the Fort Scott Residential Corridor:

- The development of 6' sidewalks along the perimeter of Fort Scott and 4' landscaped buffer between sidewalk and curb
- Organized streetscaping guidelines that provide: standardization of materials, lighting and their placement
- The addition of crossmarks that provide safe walking paths across the street
- The addition of crossmarks that add visual stimulation to points of interest throughout the city
- Historical attributes that further reinforce Butler's rich historic past
- Signage development at gateways and points of interest



CURRENT RESIDENTIAL CORRIDOR

\\FIG_DTPRL_84_4\\

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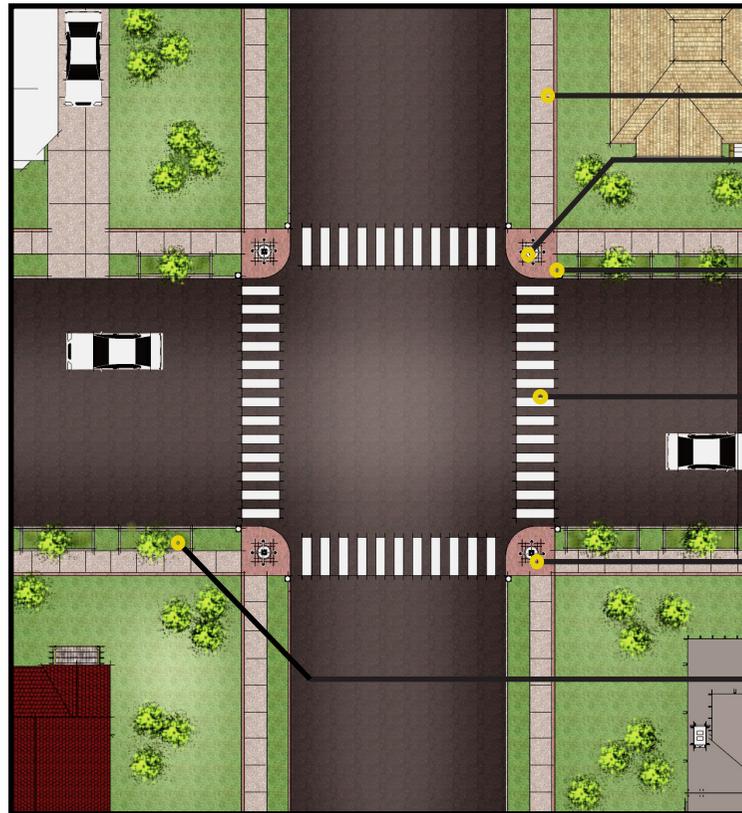
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GENERAL KEY PLAN (Typical at all intersections)



1. Concrete paved sidewalk
2. Standard lighting implementation
3. Brick intersection pavement change at noted crossmarks
4. Paved crossmark
5. Bronze marker that denotes Butler's historic past (2'x2' centrally located on corner)
6. Perimeter median planters (12'x4')



HIGH STREET INTERSECTION

FIG_DTPRL_85_11

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STREET LIGHTS
\\FIG_DTPRL_86_1\\



PERIMETER ELEVATION

PERIMETER MEDIANS:

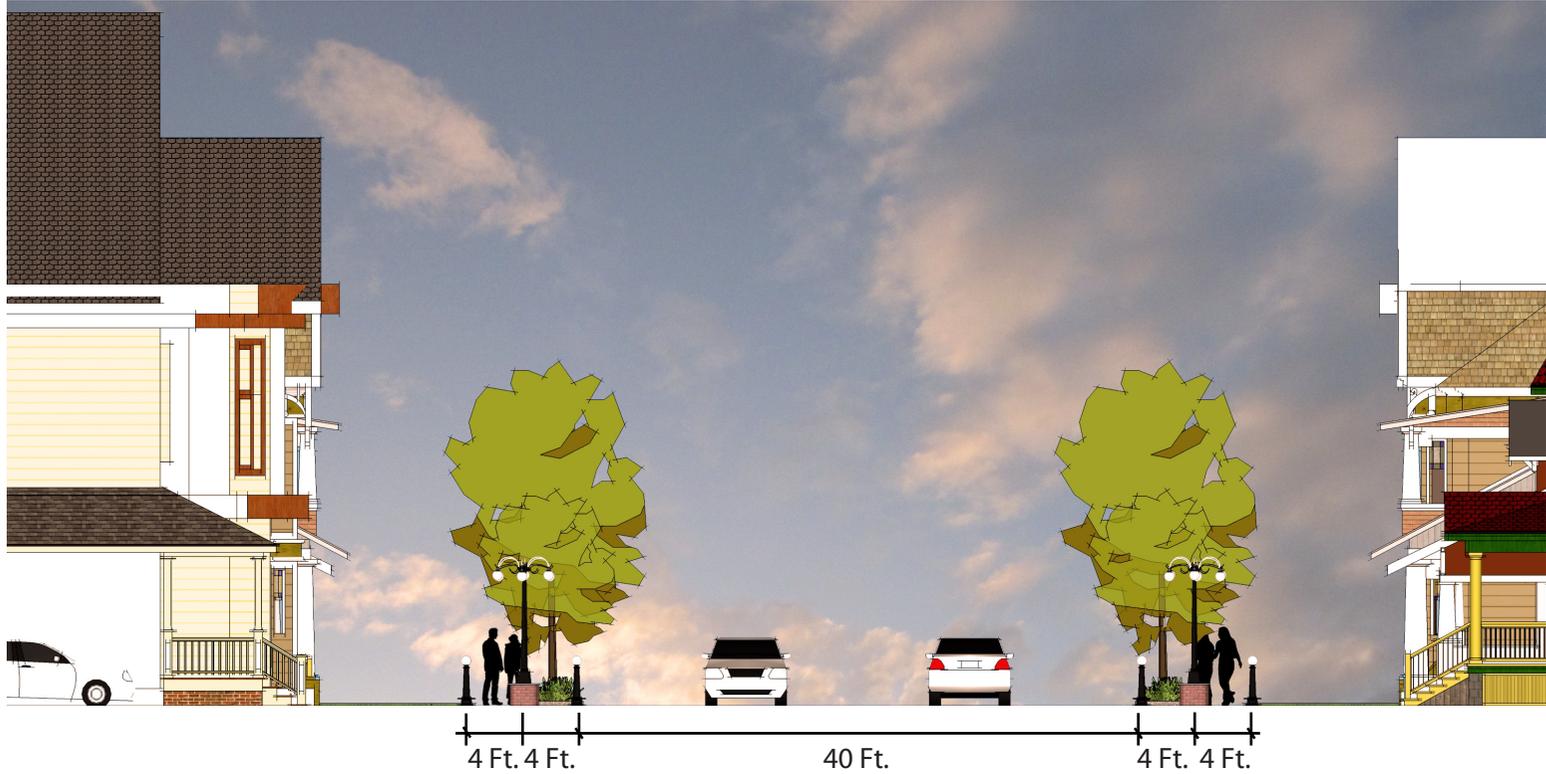
- Include in ground planters that sustain natural vegetation
- Every planter contains one 30'-40' deciduous tree (when mature)
- Between each planter is a 4' landscaped space
- Light **posts** (3.5' in height) are placed at large intersections to further implement a walking path and are spaced 8' away from each other
- At similar large intersections, a **street light** (12' in height) with a brick base is centrally located to note the pedestrian location



BRONZE PLAQUE
\\FIG_DTPRL_86_2\\



FIGURE GROUND



SECTION

\\FIG_DTPRL_86_4\\

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FORT SCOTT STREET RESIDENTIAL CORRIDOR THAT EXPRESSES PEDESTRIAN PATHS WITH LIGHT POSTS AND STREETSCAPING GUIDELINES

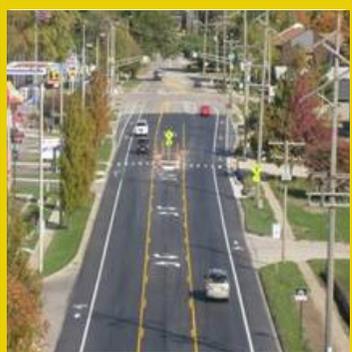
\\FIG_DTPRL_87_1\\

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STREETSCAPING EXAMPLE
FIG_DTPRL_88_4\



STREETSCAPING EXAMPLE
FIG_DTPRL_88_2\

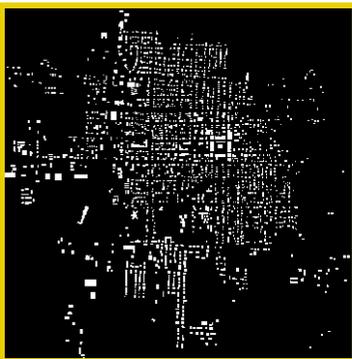


FIGURE GROUND

OUTCOME

The above noted information spells out a series of guidelines that the visioning team sees fitting for the city of Butler. Using these guidelines, an overall cohesion and organization will begin to develop down the city's main corridor of Fort Scott Street. Not only will this aesthetically improve the city and bring in outside travelers, but it will create a social and unified community that every citizen and business can come to appreciate.



THE CITY OF BUTLER - BEFORE

FIG_DTPRL_88_3\



THE CITY OF BUTLER - AFTER IMPLEMENTING OUR RECOMMENDATIONS

FIG_DTPRL_88_4\

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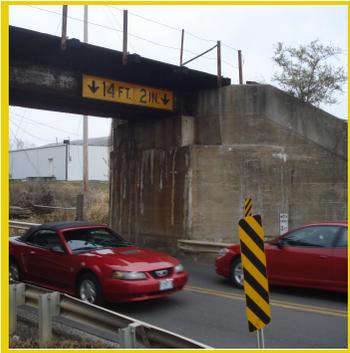
DETAILED PROPOSAL

SHORT TERM	BEGIN INSTALLATION OF MATERIALS AND LANDSCAPING IN THE RESIDENTIAL CORRIDOR REFER TO PG. 84-87
	REPLACE CURRENT STREET LIGHTS ALONG ENTIRE LENGTH OF FORT SCOTT WITH NEWLY DESIGNED STREET LIGHTS REFER TO PG. 78-87
MID TERM	COMPLETE APPLICATION OF STREETSCAPING GUIDELINES ALONG RESIDENTIAL CORRIDOR REFER TO PG. 84-87
	ACQUIRE LAND FROM BUSINESSES TO WIDEN FORT SCOTT STREET RIGHT OF WAY ALONG THE COMMERCIAL CORRIDOR REFER TO PG. 78-83
	BEGIN WIDENING FORT SCOTT STREET TO ACCOMMODATE MIDDLE MEDIAN IN COMMERCIAL CORRIDOR REFER TO PG. 78-83
LONG TERM	BEGIN APPLICATION OF STREETSCAPING GUIDELINES ALONG THE COMMERCIAL CORRIDOR REFER TO PG. 78-83
	BEGIN ADDITIONS OF CENTER AND EDGE MEDIANS ALONG COMMERCIAL CORRIDOR REFER TO PG. 78-83
	COMPLETE APPLICATION OF STREETSCAPING GUIDELINES ALONG COMMERCIAL CORRIDOR REFER TO PG. 78-83

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CURRENT OVERPASS
|FIG_DTPRL_90_1|



CURRENT TRANSPORTATION
|FIG_DTPRL_90_2|



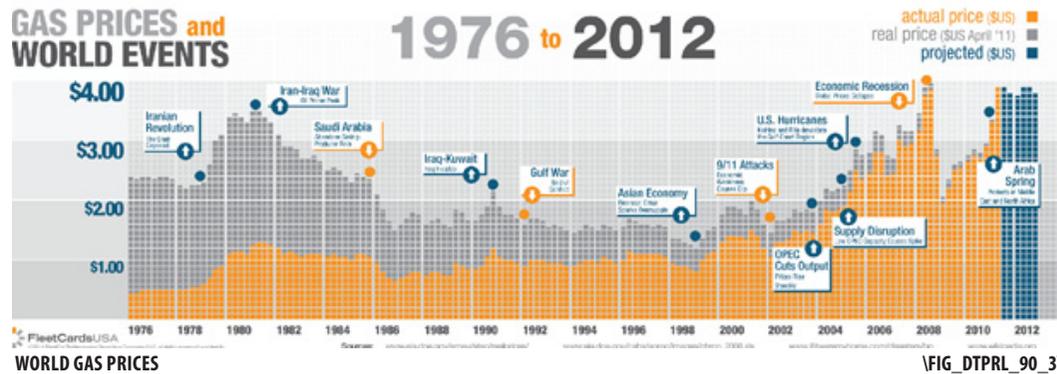
FIGURE GROUND

As the world enters yet another dip into the recession, it is difficult in a situation such as city revitalization project not to consider the global issues. Specifically speaking, one global issue that is pertinent to understand by each and every person is the globe's perspective on resources. While only 30% of the world's reserves of oil have been used, it is becoming more and more evident through rising gas prices that society must make changes to its consumption.

Below, is a chart that shows the United States' price of oil over the last 35 years, and what it is projected to reach in the following year. Prices began in 1976 at around 50 cents a gallon; however, as the world enters the year 2012, prices have entered the 4 dollar per gallon stages. These prices not only affect the global economy and the national markets, but also affect every individual using a car or operating machinery powered by oil based fuel. This situation is not any different for the people of Butler, Missouri, and is, in fact, an even higher

concern in many aspects. The main reason is as follows: Butler is a "bedroom community." Being a "bedroom community" can be defined as an environment in which residents live and sleep within its geographic confines, but they choose to work in separate locations due to lack of local commercial and industrial activity. Although Butler is in the process of revitalization, its close proximity to Kansas City will probably not allow this speculation to change in the near future.

For reasons such as this, it is recommended that Butler joins the progressive movement towards renewable and sustainable resource and energy use. There are multiple ways in which this can occur, two of which are prime opportunities for Butler to utilize: the implementation of public transportation and alternative energy sources.



PUBLIC TRANSPORTATION

The initial response to public transportation in Butler was overwhelmingly similar: “Butler is too small for a public transportation system.” However, there two statements that must be made clear:

- Public transportation is confined to large urban areas: Although there is more ground to cover with a public transportation system in a larger city, the system is present to serve the same functions that any thriving city contains; large or small.
- Public transportation is no longer defined by diesel buses: There are multiple alternative energy and fuel sources for public transportation that do not utilize diesel fuel



PROJECTED SIZE OF BUTLER BUS

FIG_DTPRL_91_1\

In conjunction with these two characteristics, it is also important to note the list of benefits concerning public transportation that many people would not initially think of. Listed below are a number of **benefits** that would specifically **influence the city of Butler** as a whole, in addition to each individual citizen:

- A public transportation system is convenient: It provides access to jobs, schools, shopping and critical community services vital to anyone living in the city
- Frequent use of public transportation is inexpensive: Compared to the rising costs of diesel fuel and international fuel exchange rates, public transportation is an economical way to get from place to place without spending a great deal of money
- Public transportation provides an accessible mode of transportation: For students, the elderly, those with disabilities, and low income citizens public transportation provides an option that they would not normally be able to utilize
- The use of public transportation dramatically reduces the use of diesel fuel: Making the community more economically sustainable and a healthier place to live
- Public transportation increases economic development
- Public transportation can enable a city to use market forces to increase densities near stations where most services are located
- Public transportation enables a city to be more corridor oriented: This makes it easier to provide infrastructure for a successful and thriving place to live and call home.

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TRANSIT
FIG_DTPRL_92_1\

RECOMMENDATIONS

Keeping these thoughts in mind, the Vision Committee has suggested that Butler develop a public transportation system. After receiving feedback from a number of individuals at the beginning of the process, it has been made evident that Butler has no interest in the traditional diesel system. This reinforces Butler's willingness to let change for the better occur, and as a result of that enthusiasm, the following proposals have been suggested.

SHORT TERM:

1. One Link from Highway 71 to the Square
Stops Occur at: Wal-mart, intersection of Orange and Ft. Scott, Downtown Square

MID TERM (BASED ON SUCCESS):

2. One Link from Highway 71 to the Square, plus intermittent locations
Stops Occur at: Wal-mart, intersection of Orange and Ft. Scott, Downtown Square, High school, Elementary School, Senior Center

LONG TERM (BASED ON SUCCESS):

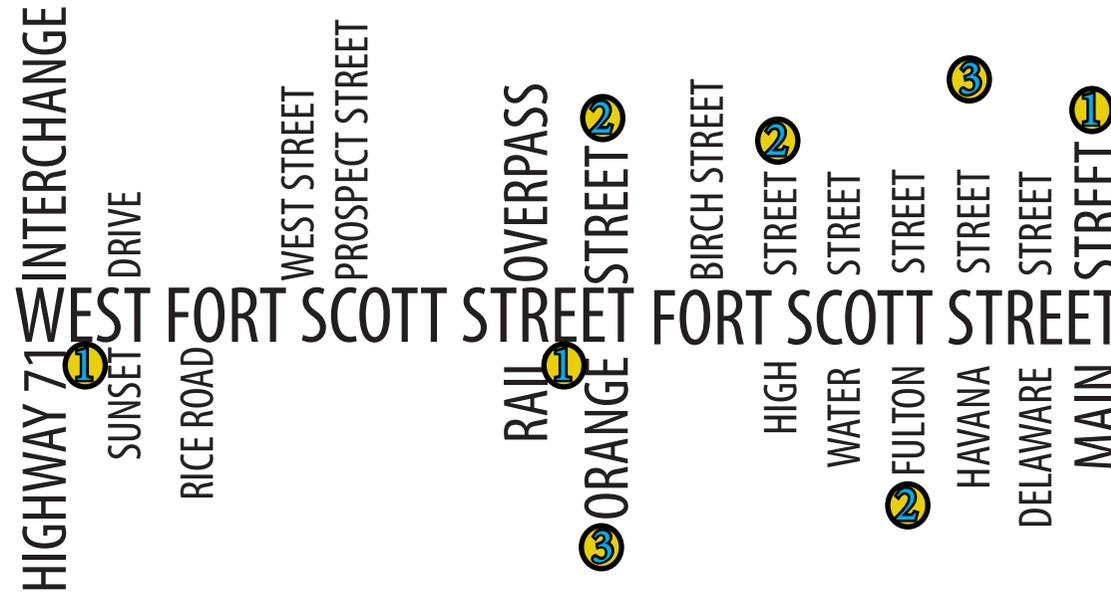
3. Stops all over the city
Stops occur at: Wal-mart, intersection of Orange and Ft. Scott, Downtown Square, High school, Elementary School, Senior Center, Rec Center, Outdoor Pool/Park, Northern and Southern edges of town



TRANSIT
FIG_DTPRL_92_2\



FIGURE GROUND



TROLLEY STOP DESIGNATION DIAGRAM

FIG_DTPRL_92_3\

By suggesting that the system be integrated in phases allows the city to see how well the system will be utilized. By placing stops immediately along the main thoroughfare, one would hope that many people begin to see how well the system can be integrated into society and the benefits that can be had from it. Then, after a span of time, the city can vote to assimilate more stop locations into the plan that the whole community can benefit from.

Our recommendation: that the city of Butler initiate a lithium ion battery powered trolley system.

These trolleys would be powered and maintained by a company, or similar affiliate, called the Better Place Corporation.

“Better Place delivers the network and services that make an electric car affordable to buy, easy to use, and amazing to own. Electric car drivers will have access to a network of charge spots, battery switch stations and systems that optimize the driving experience and minimize environmental impact and cost.”

FIG_DTPRL_93_4\

A company such as this is seeking to find an alternative means to energy use, and through this has begun to develop a battery system that can last for up to 100 miles without the need to recharge. Once a charge is necessary, the battery can either be charged at a station located within several points of the city, or it can be swapped out for a fully charged battery.

better place



FIG_DTPRL_93_1\



BETTERPLACE CHARGING STATION

FIG_DTPRL_93_2\



ELECTRIC ADAPTER ON CAR

FIG_DTPRL_93_3\

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PUBLIC TRANSIT
\\FIG_DTPRL_94_1\\



PUBLIC TRANSIT
\\FIG_DTPRL_94_2\\

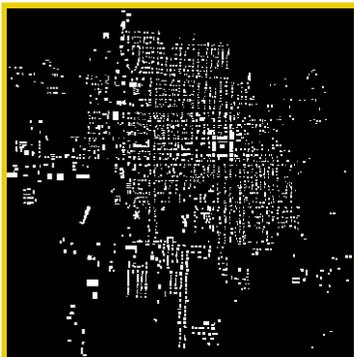


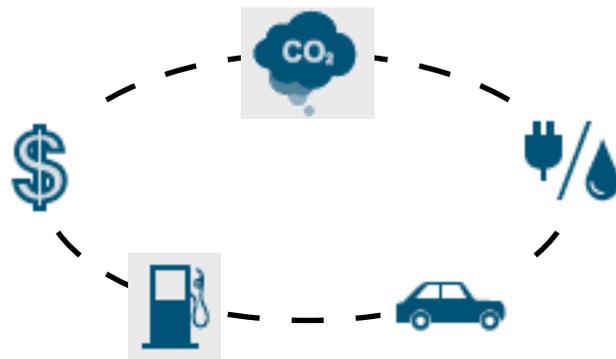
FIGURE GROUND

Because Butler is roughly five miles from edge to edge, a system like this could promote **multiple positive attributes**:

- Satisfies every public transportation benefit mentioned above
- It costs nearly nothing to maintain except the electric charge taken to charge the battery every 100 miles
- It creates an alternative to diesel use which impacts the local economy as well as the average person
- "Because electric vehicles offer energy efficiency up to three times greater than that of gasoline-powered vehicles, electric vehicles reduce the overall burden on energy resources." \\FIG_DTPRL_94_5\\
- "Due to the efficiency gains offered by electric vehicles and the stable cost of electricity relative to that of oil, electric vehicles promise to deliver transportation cost savings to consumers" \\FIG_DTPRL_94_6\\
- Electric vehicles offer nearly silent transportation options compared to their oil-fueled counterparts
- Electric vehicles have half the moving parts of their gas combustion engine counterparts; therefore, lower maintenance costs are expected

OUTCOME

Although there are a majority of benefits to a lithium ion charged battery system that outweigh the negative aspects, there are a few minor points to mention that must be considered. The first is that the electric vehicles is still in the development phase, so it could not be immediately introduced without further testing. That being said, however, this also gives Butler the time it needs to gather the funds to initiate a program such as this from government programs or grants. In addition, a series of charging stations would have to be placed throughout Butler. The visioning team believes that a system such as this would help make Butler the "better place" that everyone wishes it could be.



NEGATIVE ATTRIBUTES

\\FIG_DTPRL_94_3\\



TRANSIT EXAMPLE

\\FIG_DTPRL_94_4\\

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SHORT TERM	BEGIN RESEARCH OF BETTERPLACE APPLICATION REFER TO PG. 93
	ESTABLISH ELECTRIC TRANSPORTATION SYSTEM REFER TO PG. 92
	ESTABLISH FIRST PHASE OF TRANSPORTATION ROUTES REFER TO PG. 92
MID TERM	CONVERT TO BETTERPLACE BATTERY OPERATED ELECTRIC PUBLIC TRANSPORTATION REFER TO PG. 93-94
	ESTABLISH SECOND PHASE OF TRANSPORTATION ROUTES REFER TO PG. 92
LONG TERM	ESTABLISH THIRD PHASE OF TRANSPORTATION ROUTES REFER TO PG. 92
	ESTABLISH BETTERPLACE CHARGING STATIONS TO ACCOMMODATE CHANGE REFER TO PG. 93-94

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TOD
FIG_DTPRL_96_1\



TOD
FIG_DTPRL_96_2\

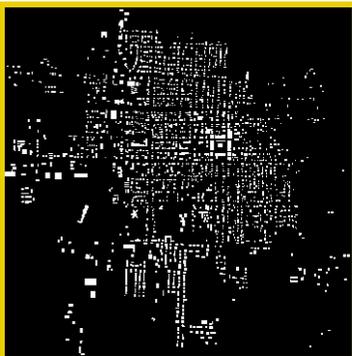
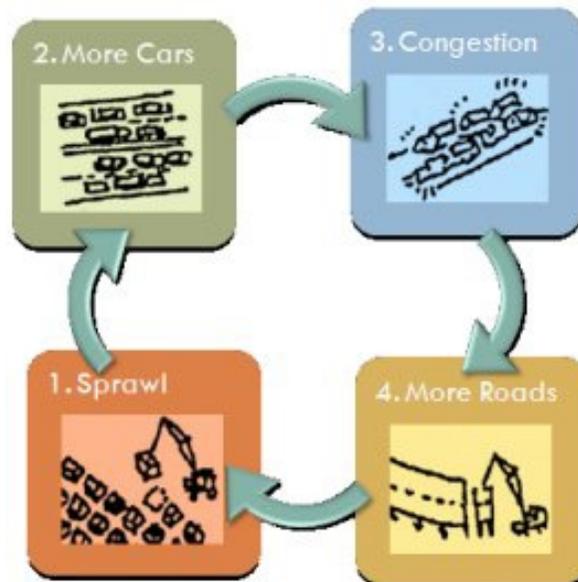


FIGURE GROUND

As noted previously, transportation is vital within a city like Butler that hosts a large majority of commuting citizens. However, up until this point, only transportation within the city limits of Butler has been discussed. What is important to note, is the fact that transportation, as a whole, is pertinent to a community, and similarly stated above, pertinent to the development of Butler.

In the previous section, public transportation was highlighted due to the number of advantageous results that it could provide the citizens and city of Butler in regards to inner city travel, local and personal economic gain and environmental concern. While those advantages result in a large amount of gain, the visioning committee had to ask: If the addition of a public transportation system had that much impact on a specific part of society, what kind of impact could it have on a society from a holistic approach? The answer: **Transit Oriented Development.**

CITY WITHOUT TOD



FIG_DTPRL_96_3\

WHAT IS IT?

“Transit-oriented development (TOD) is compact, mixed-use development near transit facilities and high-quality walking environments. The TCRP study concludes that the typical TOD leverages transit infrastructure to promote economic development and smart growth, and to cater to shifting market demands and lifestyle preferences. TOD is about creating sustainable communities where people of all ages and incomes have transportation and housing choices, increasing location efficiency where people can walk, bike and take transit. In addition, TOD boosts transit ridership and reduces automobile congestion, providing value for both the public and private sectors, while creating a sense of community and place.

The same TCRP study defines joint development as a form of transit-oriented development that is often project specific, taking place on, above, or adjacent to transit agency property. It involves the common use of property for transit and non-transit purposes. Proximity to rail transit has been shown to enhance property values and can increase the opportunity for fostering community and development partnerships.

According to the TCRP study, the most common joint development arrangements are ground leases and operation-cost sharing. Most often, joint development occurs at rail stations surrounded by a mix of office, commercial and institutional land uses. However, examples of public-private joint ventures can be found among bus-only systems as well, normally in the form of joint intermodal transfer and commercial-retail space at central-city bus terminals.”

FIG_DTPRL_96_4\

BENEFITS

WHAT COULD THIS PROVIDE BUTLER AND ITS CITIZENS?

- Additional Time
By commuting to work by train versus traditional methods of transportation one gains time to complete other tasks that they, previously, would not have had the opportunity to complete while operating a vehicle
- Money Saving Option
By commuting to work by train versus traditional methods of transportation, money is not spent on the rising cost of fuel; Rather it is spent on a controlled and standard method of transportation that decreases money spent on transportation
- A controlled way to get from point A to point B
Variable factors such as traffic and accidents are non-existent on a rail line
- Provides an easy way to get away for the day, but also an easy way to get back to what each citizen calls home
- Use of trains and eco-friendly transportation reduces the use of diesel fuel
Making the community a more economical sustainable and healthier place to live
- The family unit is changing
If Butler wants people to stay within its limits it must accommodate to the modern professional and family structures: more singles, empty-nesters, etc.
- Reduced household spending on transportation
Results in more affordable housing
- Promotes a healthier lifestyle
More walking, and less stress
- Higher, more stable property values due to an increase in revenue
- Increased foot traffic and customers for area business

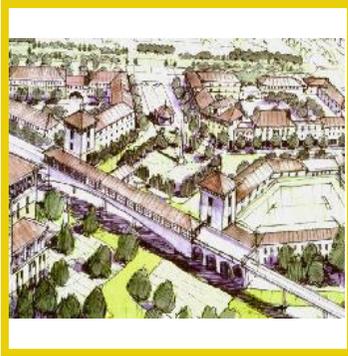
- Reduced incentive to sprawl
Results in increased incentive for compact development
- Less expensive than building roads and sprawl
- Enhanced ability to maintain economic competitiveness
The more ways people have to get to a destination the more apt they will be to visit
- Transit investment has double the economic benefit to a city than a highway investment does
- Transit can enable a city to use market forces to increase densities near stations where most services are located
This creates more efficient subcenters and minimizes sprawl.
- Transit enable a city to be more corridor-oriented, making it easier to provide infrastructure
- Provides a rich mix of housing, shopping, and transportation options



TOD

FIG_DTPRL_97_1\

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TOD
FIG_DTPRL_98_1\



TOD
FIG_DTPRL_98_2\



FIGURE GROUND

THE PROCESS

In order to implement such a system, a series of steps must be taken and a number of things must be considered:

- Walkable design with pedestrian as the highest priority
- Train station as prominent feature of town center
- A regional node containing a mixture of uses in close proximity including office, residential, retail and civic uses
- High density, high-quality development within 10-minute walk circle surrounding train station
- Collector support transit systems including trolleys, streetcars, light rail, buses, etc
- Designed to include the easy use of bicycles, scooters, and roller blades as daily support transportation systems
- Reduced and managed parking inside 10-minute walk circle around town center / train station

Keeping these things in mind, what is most important is how these ideas will translate to the City of Butler. Like the use of public transportation, the first thing that must be stated is that all of these ideas are possible. They do not apply only to large cities or urban areas, and can drastically change any city based on correct implementation. However, in order to make these ideas work; the city must want them to work. The following descriptions convey exactly how the visioning team recommends that the ideas be initiated into the City of Butler.



PRESENT DAY BUTLER

FIG_DTPRL_98_3\



POTENTIAL BUTLER

FIG_DTPRL_98_4\

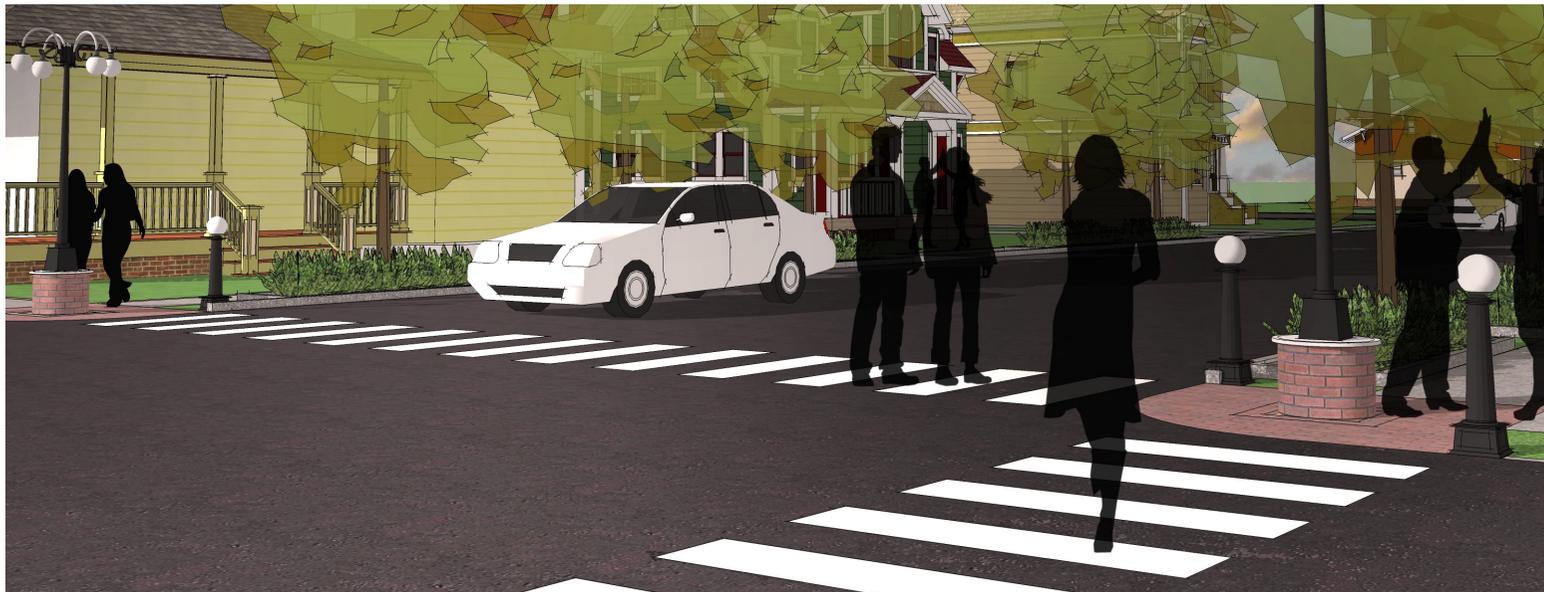
RECOMMENDATIONS

- Walkable design with pedestrian as the highest priority: Based on the redesign of Fort Scott Street and other streets within the city, the residents of Butler now have the opportunity to walk to any location within the city in a safe and care free manner. By widening the streets, implementing sidewalks, and utilizing and redesigning the large perimeter medians, Butler has become a city that is healthier, but built with the pedestrian and cyclist in mind.



BUTLER TRANSIT CENTER

FIG_DTPRL_99_1\



STREETSCAPING

FIG_DTPRL_99_2\

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TOD
\\FIG_DTPRL_100_1\\

- **Train station as prominent feature of town center:** While it may be difficult to grasp the concept of a train station in the city of Butler in the year 2011, based on rising fuel costs, the visioning committee believes that this skepticism will change. Butler has a prime opportunity to utilize something, which up until now, has been an eyesore in the town. However, with the correct changes it could become the most successful region in the town.

The industrial train overpass is located at the busiest intersection in Butler: Fort Scott Street and Orange Street. This intersection is where the city's two main roads intersect, and, consequently, where the largest amount of commercial business is already built up. Because of this, our proposal is as follows:

STEP ONE: Widen the overpass to create a safe and walkable path underneath for pedestrians and drivers alike. Raise the overpass about 1.5 feet at a steady slope in order to assure large vehicles clearance when passing underneath. This also minimizes the disconnect that the current overpass creates between the two zones of Fort Scott Street.

STEP TWO: Apply aesthetic beautification to the bridge similar to what is being proposed for the rest of the city to create a gateway into the center of the city.

STEP THREE: Work with the state of the Missouri and railroad to utilize the passenger rail system that connects to part of Missouri such as Kansas City and Saint Louis within Butler. The rail is already present; the system just has to be integrated.



TOD
\\FIG_DTPRL_100_2\\



STEP ONE

\\FIG_DTPRL_100_3\\

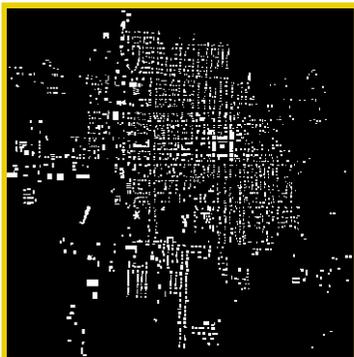


FIGURE GROUND



STEP TWO

\\FIG_DTPRL_100_4\\

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STEP FOUR: Integrate a transit hub that operates underneath the overpass. Because the street has already been widened, there is plenty of walkable space to this location. It utilizes a form that has already been constructed and is located centrally in the town to utilize the other necessary components of Transit Oriented Development.

The transit hub will host the following services: a train station, a train depot, a rest area and retail shopping, and a bus depot. By mixing the function of the space, it better complies with elements of Transit Oriented Development and creates a stop destination for the people of Butler and visitors to the town. Additionally, the transit hub will be accessible by all modes of transportation to support the facility and to cater to every user.



BUTLER TRANSIT CENTER

FIG_DTPRL_101_1



STEP FOUR

FIG_DTPRL_101_2

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BUS STOP UNDER BRIDGE
\\FIG_DTPRL_102_1\\



TRANSIT CENTER SIGNAGE
\\FIG_DTPRL_102_2\\

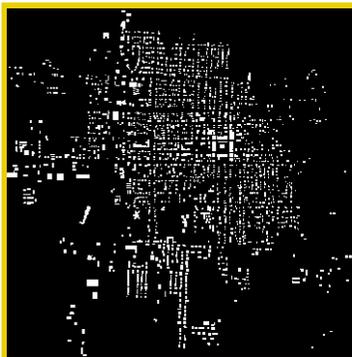


FIGURE GROUND



BUTLER TRANSIT CENTER

\\FIG_DTPRL_102_3\\

TRANSIT HUB AND TRAIN STATION

While it is evident that these are incredibly large steps to take, it is important to remind the city that the proposals being suggested cover what could be a 30 year time span. It is also pertinent that one remembers the benefits of a system such as this listed above. Thirty years ago today, we did not have hybrid vehicles, gas was under one dollar, and public transportation systems such as a "metro" were not in existence. However, today an average person takes all of these things for granted because they have been systematically assimilated into society, just as transit oriented development will soon do in the future of modern civilization.



BUTLER TRANSIT CENTER

\\FIG_DTPRL_102_4\\

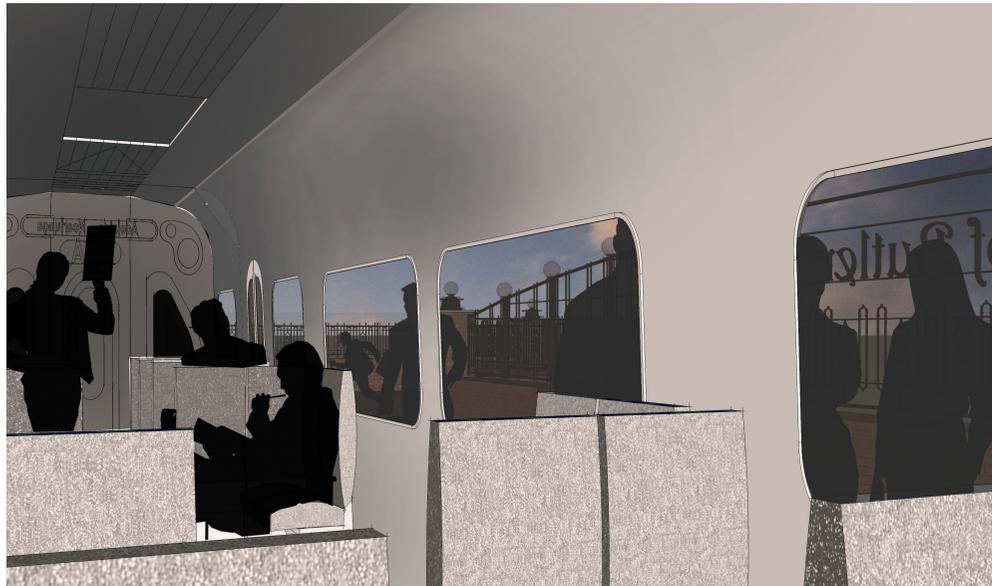
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BUTLER TRANSIT CENTER

FIG_DTPRL_103_1



BUTLER TRANSIT CENTER

FIG_DTPRL_103_2

These images depict a possible solution regarding the implementation of a train station in the City of Butler. The Visioning Committee has deduced, based on sprawl and population patterns in conjunction with rising gas prices, that the addition of a passenger rail system would greatly benefit the City of Butler. The central location of the city within the state makes it the perfect location for a stop, while the central location of the overpass gives the city a means create a stop. Transportation will be subject to change in the next five to ten years. It is up to Butler to take advantage of the opportunities the change presents to the city.

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TOD
\\FIG_DTPRL_104_1\\



TOD
\\FIG_DTPRL_104_2\\

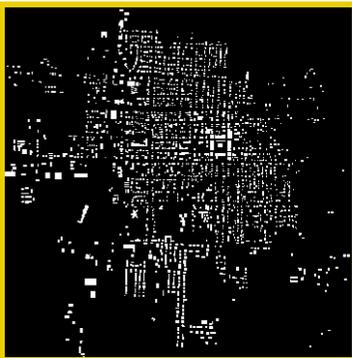


FIGURE GROUND

- A regional node containing a mixture of uses in close proximity including office, residential, retail, and civic uses
- High density, high-quality development within 10-minute walk circle surrounding train station
- Collector support transit systems including trolleys, streetcars, light rail, and buses, etc
- Designed to include the easy use of bicycles, scooters, and rollerblades as daily support transportation systems
- Reduced and managed parking inside 10-minute walk circle around town center / train station

The remaining steps are all suggested attributes that could be integrated into the city in separate phases as time allows. Regardless of whether they are associated with a transportation hub such as the one suggested above, the remaining steps are critical to the development of any city and have been noted separately throughout the book.

A regional node containing a mixture of uses is already in the stages of development around the intersection of Fort Scott Street and Orange Street and will only continue to thrive through implementation of other suggestions throughout the book such as sustainable living communities and active living recommendations. Refer to **SELF SUSTAINING COMMUNITIES** for further detailed proposals and attributes.

The same is true regarding support transit systems such as a trolley. Refer to **TRANSPORTATION** for details. By integrating a trolley stop with the transportation hub as suggested above, a city center becomes more evident and usable. If the options are available and better than any previous option, they will be utilized.

Refer to the **SELF SUSTAINING COMMUNITIES** portion of the book for guidelines, diagrams and spatial relationships regarding

any additional aspects relatable to transit oriented design. Although they are two differing concepts, the notions presented satisfy many of the same principles and result in the same positive outcomes.

OUTCOME

As noted earlier, the visioning committee is aware that a concept such as this is slightly harder to grasp due to its extended timeline of production. It cannot happen instantaneously and will take a great deal of effort and funding from private and public sources, but nonetheless, the eventual benefits will be long-lasting and profitable to the City of Butler and its future social and economic state.

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SHORT TERM	BEGIN SURVEY OF LAND SURROUNDING THE RAIL OVERPASS SPANNING FORT SCOTT STREET REFER TO PG. 96-104
	WIDEN RAIL OVERPASS SPANNING FORT SCOTT STREET REFER TO PG. 100
	BEGIN IMPLEMENTATION OF TRANSIT ORIENTED RECOMMENDATIONS REFER TO PG. 96-104
	RAISE THE OVERPASS SPANNING FORT SCOTT STREET REFER TO PG. 100
MID TERM	ADD AESTHETIC SIGNAGE AND MATERIALS TO THE FACADE OF THE NEWLY RENOVATED RAIL OVERPASS REFER TO PG. 100
	WORK IN CONJUNCTION WITH THE STATE OF MISSOURI AND RAILROAD TO ESTABLISH A PASSENGER RAIL CORRIDOR THROUGH BUTLER REFER TO PG. 100
LONG TERM	BEGIN CONSTRUCTION OF TRANSIT HUB REFER TO PG. 100-104
	COMPLETE IMPLEMENTATION OF TRANSIT ORIENTED RECOMMENDATIONS REFER TO PG. 96-104
	COMPLETE CONSTRUCTION OF TRANSIT HUB AND UTILIZE AS PASSENGER RAIL TRANSPORTATION SYSTEM REFER TO PG. 100-104

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RENOVATED WAREHOUSE
\\FIG_DTPRL_106_1\\

In downtown Wisconsin, Wal-Mart outgrew their building location and, therefore, relocated to a larger building on the out-skirts of town. The abandoned building was bought by the City of Wisconsin Rapids. They then transformed the building into a venue that housed senior services. Although the citizens initially fought against buying the building, those who argued that it was cheaper to reuse were left with a feeling of achievement due to the following success of their plans.

Inside, seniors now enjoy a library, spaces to meet and socialize, a walking track, pool tables, a state-of-the-art kitchen and a computer center.



RENOVATED WAREHOUSE
\\FIG_DTPRL_106_2\\

If Butler takes the approach of Wisconsin Rapids, they would realize that it is cheaper to reuse a building rather than leaving an abandoned building within the community--hopefully leading to something that could benefit the community as a whole.



WAL-MART

\\FIG_DTPRL_106_3\\



RENOVATED WAREHOUSE

\\FIG_DTPRL_106_4\\

Another approach to reusing warehouses are converting them into apartments or townhouses. In New York, because of the high density within the area, there was an increasing demand of apartment style housing. Based on their research they realized that the younger people within the area preferred apartments and lofts instead of owning their own land or houses. In New York, there is constant change, thus leaving empty buildings behind. Because the cost of building is so high in New York, private companies have begun to purchase the abandoned warehouses in order to turn them into housing options for the growing population.

The steps these companies took in developing housing in abandoned stores and warehouses are as follows:

- They used the existing structure and divided the building into multiple segments
- If the warehouses were wide, the use of a skylight came into play. In addition, the core of the building was often removed to add even more natural light.

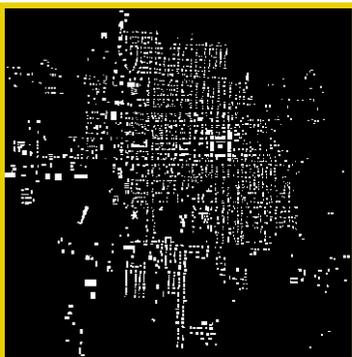


FIGURE GROUND

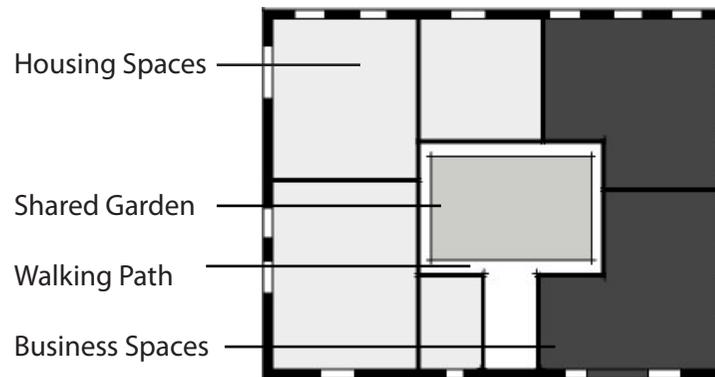
Although New York is a much larger city than Butler, the concept is still applicable. It is related in the sense that they are catering to the younger generation in the community and expanding housing options just as Butler should. If the old Wal-Mart is transformed into housing it would increase the population in the commercial area and help with community socialization by bringing the younger generation back into the city.



RENOVATED WAREHOUSE

\FIG_DTPRL_107_1\

- Create multiple housing sizes in order to develop a diverse housing area that would promote the socialization of different age groups
- Implement a community garden in the center of the complex, which would be used for growing fruits and vegetable further attaining a self-supportive community
- Provide multiple housing styles to appeal to all members of the community
- Apply softscape, such as trees and flowering plants, to add to the aesthetic value of the building
- Add retail shopping area within the complex on one side
- Divide the retail side of the building into two level with separated spaces so that it could be utilized by a series of different businesses
- Create a shared entrance for security purposes



PLAN DIAGRAM

\FIG_DTPRL_107_2\

PARKING LOT

The parking lot around the old Wal-Mart building should remain where it is and be softened with the use of trees (reference Smart Growth and Self Supportive Communities under Property).

The following suggestions are the preferred recommendation for converting the old Wal-Mart into mixed use housing and retail:

- Divide the space into a two story building to create more space for housing
- Open the core of the building to let light into all of the spaces

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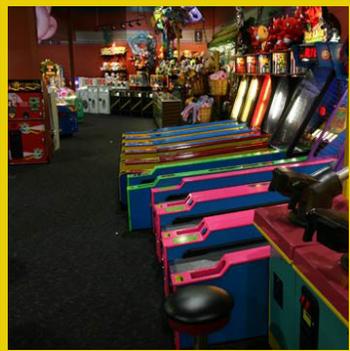
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ENTERTAINMENT CENTER
\\FIG_DTPRL_108_1\\



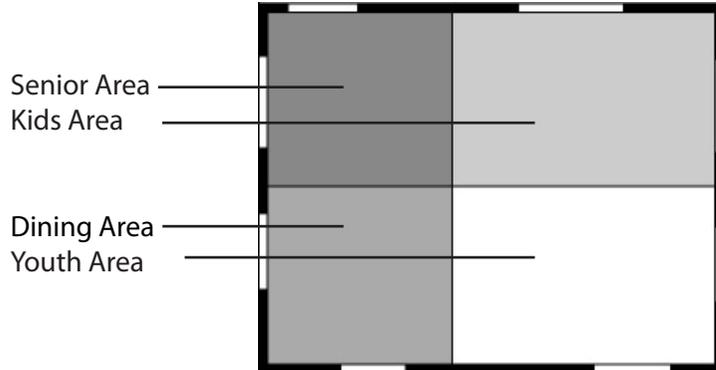
ENTERTAINMENT CENTER
\\FIG_DTPRL_108_2\\



FIGURE GROUND

Another option for transforming the warehouse spaces might be the development of an entertainment venue. Most entertainment venues are housed in large buildings; therefore, based on that alone, the old Wal-Mart has a large amount of potential. Ways in which the old Wal-Mart could be transformed include:

- Adding openings to the building such as windows and sky-lights, which would reduce electricity costs with natural ventilation and heat gain
- Dividing the space into segments so that the space can be used by all age groups--increasing socialization
- Adding additional seating and other spaces to the exterior of the building
- Adding vegetation so that the building would appear softer and more inviting to the public



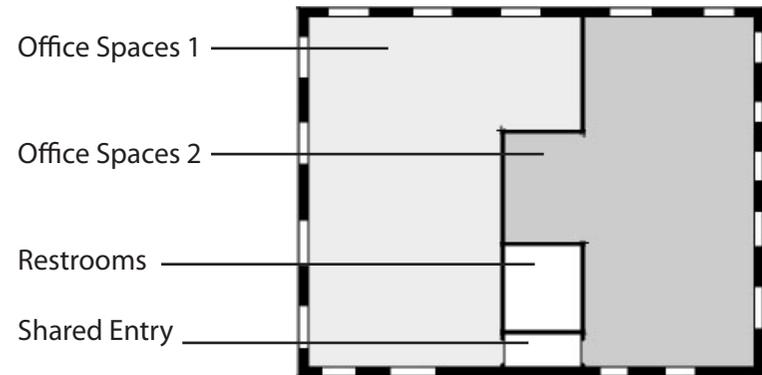
PLAN DIAGRAM

\\FIG_DTPRL_108_3\\

A third option for the revitalization of the old Wal-Mart is to utilize the structure for office or government space:

- Divide the space into a two story building to create more space for offices

- Divide the building into multiple spaces so that it could be utilized by a series of different businesses
- Create a shared entrance for security purposes so that the buildings could be used as government offices or office spaces.



PLAN DIAGRAM

\\FIG_DTPRL_108_4\\



RENOVATED WAREHOUSE

\\FIG_DTPRL_108_5\\

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SHORT TERM	BEGIN EXPLORATION OF OLD WAL-MART PROPERTY REFER TO PG. 106-108
	PURCHASE THE RIGHTS TO THE OLD WAL-MART FACILITY AND SURROUNDING LAND REFER TO PG. 106-108
	BEGIN ADAPTIVE REUSE PLANNING OF THE OLD WAL-MART REFER TO PG. 106-108
	BEGIN CONSTRUCTION OF THE NEW DEVELOPMENT BASED ON SELECTED FUNCTION REFER TO PG. 107-108
MID TERM	DEVELOP SURROUNDING AREA OF LOCATION TO SUPPORT THE DEVELOPING FUNCTION REFER TO PG. 107-108
LONG TERM	COMPLETE BUILDING REDEVELOPMENT REFER TO PG. 106-108

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PLAYROOM
\\FIG_DTPRL_110_1\\



YOUTH CENTER
\\FIG_DTPRL_110_2\\

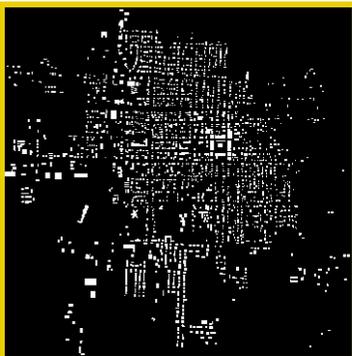


FIGURE GROUND

COMMUNITY CENTER

The implementation of a more modern and programmatically appropriate community center in Butler would be very beneficial to the various organizations that currently are using the old high school facility, the numerous social and civic organizations that need improved meeting locations and to the general public. Such a new community center would help to strengthen and broaden the social connections among the citizens and become a point of focus and pride within the town.

A new community center needs to be built if the old high school is to be refurbished and re-purposed. Moving all of the groups that meet in the old high school would need to happen before the renovation process could start. The first step in the process would be to renovate two vacant buildings in the city center. The groups that currently have a space in the old high

school that use their spaces most often would be moved into these renovated storefronts.

THRIFT SHOP AND YOUTH CENTER

SIZE: 25-30 sq. ft. per person

ACTIVITY AREA IN YOUTH CENTER SIZE: 30 sq. ft. per person

The thrift shop is used all of the time, so it would move into one of these buildings downtown. The bottom floor would be the space for the shop, and the top floor would be storage and offices for the workers of the thrift shop. Moving the thrift shop to the square would help bring business and people to the downtown area, which would help bring life back to the square.

For this move to work the financial status of the thrift shop would have to be studied. The city of Butler would need to work out a way that the thrift shop's business could still be profitable, given the new rent requirements of the space.



THRIFT SHOP AND YOUTH CENTER STOREFRONTS ON THE SQUARE

\\FIG_DTPRL_110_3\\

DETAILED PROPOSAL

downtown corridor

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YOUTH CENTER DIAGRAM

FIG_DTPRL_111_1\

The other group that uses their space in the old high school frequently is the Youth Center. This would be another group that would be moved from the old high school to the downtown square. It should not be a hardship for the kids and parents since it is still quite close to the old high school.

The bottom floor of the new storefront space would be renovated and turned into a kitchen and eating area. This would be where the children would get their meals after school, as well as during the summer now that the Youth Center would be open all-year-round. The senior citizens of Butler would also be able to get a meal at the Youth Center with the children. This would promote interaction between the age groups, which is beneficial for both. The youth would have a role model and people to look up to and to learn from, while the senior citizens would be kept youthful by being around the children.



YOUTH CENTER MEAL ROOM

FIG_DTPRL_111_2\

The upstairs of this facility would be turned into a play area for the kids. This area would be accessible by elevator and stairs. Since the Youth Center would be open all-year-round the children would have a place to go in the summer time for a meal and a place to play and interact with other children.



YOUTH CENTER PLAY ROOM

FIG_DTPRL_111_3\

By putting this part of the Youth Center upstairs it provides an extra aspect of safety for the children. There would be administrative offices upstairs as well. The Youth Center upstairs is at the front of the building while the administrative offices are at the back. This is another added measure of safety because to go to and from the upstairs Youth Center you have to walk through the bottom floor and past the administrative office upstairs. Since the upstairs and downstairs would house different uses an extra fire barrier would need to be implemented.

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PLAYGROUND
\\FIG_DTPRL_112_1\\



COMMUNITY CENTER SITE
\\FIG_DTPRL_112_2\\



FIGURE GROUND



YOUTH CENTER PLAYGROUND

\\FIG_DTPRL_112_3\\

A lot behind the Youth Center storefront building would be turned into a park. This park would be an outdoor space so the kids could have a place to play on a playground as well as a field so they could play sports. It's close enough to the Youth Center that it would be safe for the workers to take the kids to the playground. There is only one street between the Youth Center and the playground if they exit through the back of the building. There are many benches around the playground so anyone watching the kids would have a place to sit.

This will be one of the biggest improvements over the current Youth Center in the old high school. The current youth center does not have a playground within a safe walking distance for the children to play outside. All of their play space is inside the old high school.

Moving the Youth Center downtown will not only give the children more room to play and a nearby playground, but it will also help bring more activity to the downtown area since parents would need to pick up and drop off their children at this location.

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downtown corridor



AERIAL OF SITE

FIG_DTPRL_113_1\



AERIAL OF SITE

FIG_DTPRL_113_2\



AERIAL OF SITE

FIG_DTPRL_113_3\

While these two downtown renovations are under way, the main part of the community center could also be constructed. The community center building will be built two blocks from the square next to the Ohio Street United Methodist Church. The church's parking lot will move from the corner of Foulton and Ohio to behind the church on the corner of Havana and Dakota.

The new community center will be built on the lot where the parking lot used to be and will share the new parking lot with the church. This is a good location for the community center because it is close to the square and will stimulate new life and activity in the heart of Butler. It is also off of Foulton, which is the same street the current high school is on, so the students and members of organizations should have an easy time getting to the new community center. The elementary school is only three blocks away from this location so it should be easy for parents to get their kids to the community center for any organization they are part of that would meet or store things in this location; such as little league teams, girl scouts, boy scouts, etc.

To further strengthen the connections between the individual areas we propose a walkable corridor that runs from the school to the community center and to the square. These connections include greenscaping and streetscaping further explained in the Fort Scott corridor and the downtown square.

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WILLIAMSBURG CENTER
(FIG_DTPRL_114_1)



VIRGINIA PARK EXPANSION
(FIG_DTPRL_114_2)



FIGURE GROUND

COMMUNITY CENTER

SIZE: 20,000-30,000 sq. ft. 25-30 sq. ft. per person

MEETING ROOM: 800-1,700 sq. ft.

KITCHEN: 800 sq. ft.

The entry sequence visually connects with the street scape toward the downtown square. There is a fountain and reflection pool with seating surrounding it. More seating is across from the fountain under the trees by in front of the community center. There is a sculpture that doubles as a bench for a single person. On the corner there is a trolley stop connecting to Fort Scott Street, which is further described in the transportation section of the Fort Scott Corridor.

We recommend that the community center have two floors. Right at the entrance is a main desk where there will be a secretary who can help groups book the meeting rooms. The main floor would have lounge space where families could wait while another member is in a meeting. There would also be tables where anyone could work while waiting. There is also an exercise studio. Dance classes and Yoga could be taught in this space because it is a large open room with one wall covered in

mirrors. This space could also double as a meeting space if the two main meeting spaces are full. The group would just need to bring in tables and chairs as needed.

The top floor of the community center would have another lounge and work area. The two main meeting spaces are on this floor and can be booked by any group or organization in Butler. There are also several storage rooms that groups and organizations can rent out and use like they currently do with the old high school classrooms. This allows them to have the same amenities as they currently do and some new ones. There will also be a room that has a kitchen so that there could be cooking classes as well.

The community center will house more than just meeting spaces and storage spaces for groups and organizations. In addition to these two meeting spaces the upper floor will also have a roof garden where classes could be held to teach people about growing different types of gardens. These classes would be open to all age groups, and anything grown in these classes could be sold at the farmer's market on the square or used in the community center kitchen for cooking classes. It will also



COMMUNITY CENTER ENTRANCE

(FIG_DTPRL_114_3)



COMMUNITY CENTER

(FIG_DTPRL_114_4)