

## DEVELOPMENT PLAN

The Development Plan is a guide that community leaders may use in making decisions which will affect their city. The Plan is based upon the individual plan elements, but draws largely from the city's existing land use, projected population and the physiographic features of the area. While a Development Plan is not an attempt at creating a perfect urban environment, it does envisage a desirable city which can be achieved, if growth and development policies of the Plan are followed. The Development Plan presented in this study is very similar to the previous (1968-72) plan, in that the general areas recommended for certain types of land uses are often identical. Most of the differences occur in the definition of the boundaries or extent of the various land uses as a result of varying perceptions regarding the aforementioned factors.

Since the collection and treatment of sewage requires major expenditure of public funds, the service limits of the present sanitary sewer system were used to determine the *development limits* of Butler. The placement of this line was based on the topography of the community rather than the city limits line. The newly constructed sewage treatment plant in Butler will be able to serve the area within the development limits with gravity-flow sanitary sewers. Development outside this area will require the use of expensive, high maintenance lift stations and force mains in order to tie into the existing gravity-flow system, or the construction of a new sewage treatment facility. There is, for all practical purposes, ample nonurban (agricultural or vacant) area within the development limits to provide for future land use needs during the planning period.

The *Development Plan* map shows projected growth areas, recommended land uses and a system of major streets for moving vehicular traffic efficiently through the community and to major traffic generators (both existing and proposed). Natural drainageways should be preserved and protected from urban encroachment so that they may continue to carry storm water runoff away from urban development. Natural drainageways may be effectively integrated into the urban landscape, as shown in the Development Plan, by serving as green spaces or as buffers between incompatible land uses.

## DESIRED GROWTH

All new development should initially be encouraged to locate within the existing city limits of Butler, regardless of whether industrial, commercial or residential in nature. Based upon Butler's growth trends, land use pattern and topography, the following general recommendations are submitted in order to achieve the desired urban environment within the city:

### North

The area west of Business U.S. 71 should become a prime location for industry, due to the area's proximity to the railroad. Heavy industries should be encouraged to locate in this area so that any dust, smoke or odors emitted would be carried away from Butler by the prevailing winds. Urban development in the extreme northwest portion of this area should be closely monitored, and perhaps restricted, in order to contain urban growth within the development limits of Butler.

The northern area should continue to be attractive for low density residential development in the future. The drainageway in this area should be protected from residential encroachment so that storm water runoff may be carried away. As this area is developed, a park might be added adjacent to the drainageway, to help serve this area's recreational needs.

#### West

The area along the railroad is currently developing industrially, and should continue to do so. Rice Road should be extended between Mill and Fort Scott Streets in order to open this area for light industrial uses. Rice Road would then serve as the major industrial traffic carrier to and from the U.S. 71 interchange. Industrial development in this area should be confined to the area east of the drainageway. The drainageway should be utilized as a buffer between the industries and the proposed residential areas to the west. While perhaps too small an area for any significant or desirable conventional residential development, the area might well be attractive for a mobile home subdivision. Residential development should be effectively shielded from the highway and industrial uses by the drainageway and adjacent parks, as well as buffers in order to maintain the sense of neighborhood.

Commercial uses are proposed only for the eastern interchanges with U.S. 71, since that area to the west is beyond Butler's development limits. Commercial uses should not be allowed to strip develop along Fort Scott Street, but should be concentrated so as not to contribute to traffic congestion.

#### Central

The downtown should remain the focus of the community's retail activities. While some filling in should occur by commercial uses, the downtown should not be allowed to encroach upon the residential areas south of Fort Scott Street.

The center of the city around the downtown should be allowed to develop as high density residential, and extend south to the senior citizens housing complex. This area should continue to be attractive to the senior citizens of the community, due to its proximity to the business center of Butler.

#### East, South

By extending Broadway north to Mill, and Fort Scott westward, this area will be made available and attractive to residential expansion. The High Street extension southward, and the proposed Estate Drive will also open up large areas for residential expansion. The hospital and residential uses should be screened from any industrial uses along Business Route 71 through the use of buffers and/or natural drainageways.

After this process of "filling in" within the existing city limits, new development should be encouraged to locate within the *immediate service area* of the city's sanitary sewer system. This area is generally located within 1500 feet of the existing sanitary sewers and may be developed with less cost than to extend major new lines to outlying development. New residential development should be encouraged to locate to the north, east and south. This general area is the most attractive for and can accomodate most intensive residential development due to the relationship to existing residential areas, as well as the city's sanitary sewer system.

Industrial development should be encouraged also to "fill in" within the city limits, then extend on a limited basis, to the northwest, west and south along the railroad and extreme south part of Business Route 71. This area's proximity to major transportation networks and its location relative to the residential areas make it particularly attractive for industrial purposes.

A number of factors may interplay during the planning period which will affect city expansion, such as:

1. skyrocketing costs of developing raw land
2. the specter of decreasing federal financial assistance for various projects, either as a result of federal budget cutbacks or the standardization of population projections
3. increased costs to the city for the provision and maintenance of the city services over larger and larger areas
4. dual majority annexations.

Many communities, including Butler, may find they can no longer afford to favor outward expansion over developing the vacant or obsolete areas within their current boundaries as a direct result of these factors. By encouraging development to occur first, within the city, and secondly, within the immediate service area, more efficient development should result by eliminating pockets of undevelopable land and discouraging urban sprawl. More concentrated development will allow the city of Butler to utilize its existing facilities to the fullest and provide the most efficient services possible to its citizens.