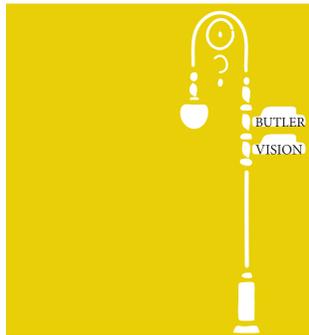




BUTLER-VISION

BRINGING THE **SPARK** BACK TO THE ELECTRIC CITY

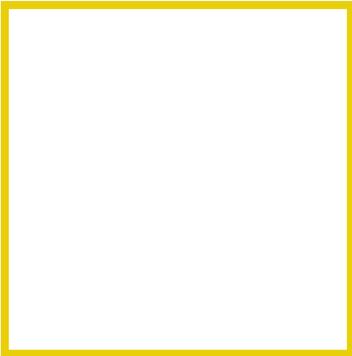




BUTLER-VISION

BRINGING THE SPARK BACK TO THE ELECTRIC CITY

HAMMONS SCHOOL OF ARCHITECTURE : CENTER FOR COMMUNITY STUDIES FALL 2011

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BUTLER 2040

acknowledgements



DRURY UNIVERSITY LOGO
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The Drury University Center of Community Studies team would like to give their thanks to all the community members for their support and participation through out the development of this document. Their input was vital in making the Butler visioning process a success. The team would like to extend their appreciation to all of the community members who attended the meetings and helped guide the team to these recommendations.

We would also like to thank the Butler Visioning Committee with whom we have worked closely in constructing this vision. Throughout the stages of this project they have been helpful, insightful, supportive, and involved in shaping this visioning “tool kit.”



BUTLER LOGO \\FIG_BUTLERLOGO\



MISSOURI EXTENSION LOGO
\\FIG_MOLOGO\

VISION TEAM PARTNERSHIP

Community of Butler
Butler Visioning Committee
Drury University
University of Missouri-Extension

BUTLER VISIONING COMMITTEE

Brian Phillips, Chair
Casey Koehn
Pam Hedger
Carl Simpson
Terry Davis
Tyler Green
Renee Burton
Ron Dunlap
David Brown
Zach Craft
Abbey McGrew
Madyson Koehn
Alex Clover
Jana Allen
Don Malan

BUTLER CITY COUNCIL

Don Malan, Mayor
David Brown, Councilman Ward 1
Brian Phillips, Councilman Ward 1
Thom Burg, Councilman Ward 2
Pat Simons, Councilman Ward 2
Harold Weil, Councilman Ward 3
Jim Fisher, Councilman Ward 3
Brian Boyd, Councilman Ward 4
Doug Wix, Councilman Ward 4

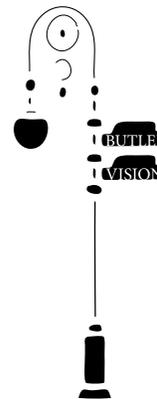


FIGURE GROUND



CCS LOGO

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BUTLER VISION LOGO

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DRURY UNIVERSITY

Project Facilitator/Administrator:

Jay G. Garrott, Professor and Director
Center for Community Studies (CCS)
Hammons School of Architecture

CCS Team:

Nick Beishir
Nicole Buerke
Jacob Cordonnier
Anya Fernander
Nathanial Hay
Brandon Hoch
Pat Jankowicz
Michaela Slama
Colton Todd
Kyle Yarbrough

UNIVERSITY OF MISSOURI-EXTENSION

Jeff Barber, LEED AP, Architect
Housing+Environmental Design Specialist

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City Hall and Butler High School for providing a venue for the community meetings

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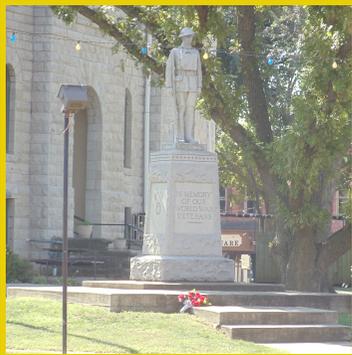
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DECORATION DAY 1898
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VETERAN MEMORIAL STATUE
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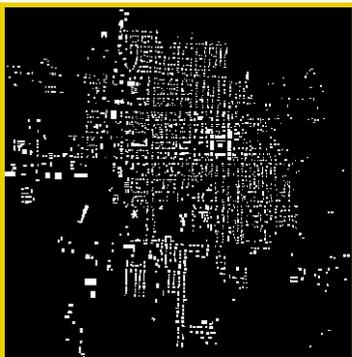


FIGURE GROUND



BUTLER COURTHOUSE

\\FIG_INTRO_8_3\\

MISSION: TO REINVENT THE CITY OF BUTLER'S "ELECTRIC CITY" IDENTITY THROUGH ASPECTS OF:

- **SOCIALIZATION**
- **ACTIVE LIVING**
- **SUSTAINABLE PRACTICES**

The City of Butler has a great and rich history. It is this history and the natural landscape around Butler that gave it great potential, and makes it what it is today.

In recent years the history of Butler has begun to fade. It is no longer obvious what the city's main historical aspects are. Butler no longer represents its history as the "Electric City."

The vision proposed in the Butler 2040 book seeks to provide the City of Butler with necessary strategies, insights, and resources to renew the city to what it once was. This book will help the community of Butler develop its own vision based on issues explored and the recommendations proposed.



THE ELECTRIC CITY

FIG_INTRO_9_11

The challenges addressed in this book are:

- The lack of a strong feeling of community in Butler
- A lack of identity and of a sense of place
- A disconnect from their history as “The Electric City”
- A lack of things to do
- A lack of educational opportunities
- A lack of jobs
- A lack of consensus between community members.

The Butler 2040 book was prepared by Hammons School of Architecture, Drury University in collaboration with the University of Missouri Extension and Butler Vision Committee.

The community members of Butler who attended the visioning meetings and gave their input throughout the process have been instrumental in helping to make this collaboration a success. Without the opinions and comments of the community members this would not have been possible.

It is now the responsibility of the Butler Vision Committee in collaboration with the citizens of Butler to take this “visioning toolkit” and begin the process of review and debate as they come together to prepare the community’s long range vision for the renewal of the City of Butler.

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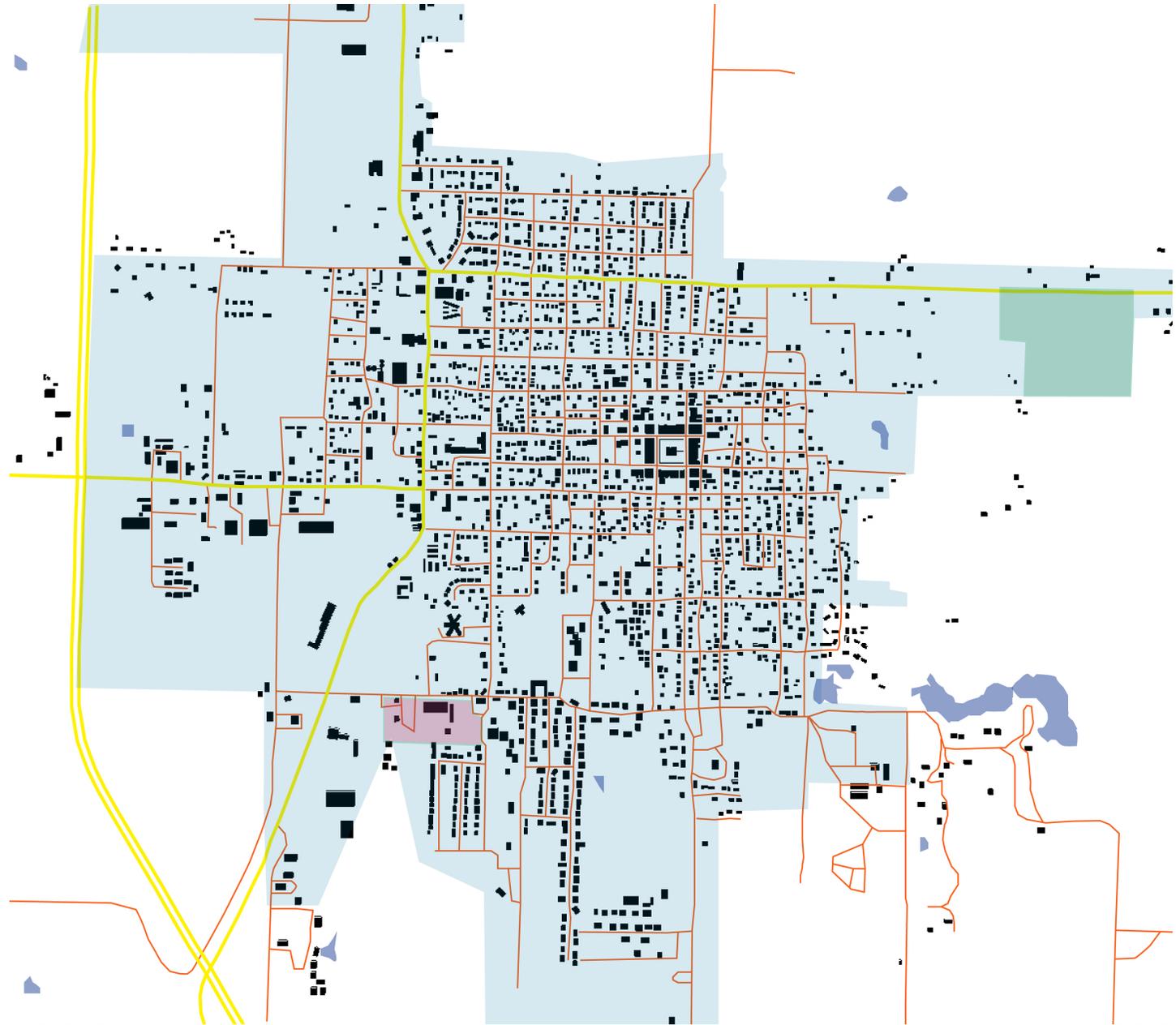


FIGURE GROUND

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Working with the citizens of Butler and the visioning committee brought up many concerns that the community wanted the Drury team to address in order to expand, develop and revitalize the City of Butler

This section provides broad reaching approaches to those different concerns and problems. It gives the recommendations that should be taken into consideration during the design of the vision for Butler. It provides reasons as to why and how these recommendations can promote active living, boost socialization, diversity, and the economic system within the community.

The notes found in this section give general concepts that will be covered in depth later in the book, and begin to allude to the detailed descriptions that are recommended for the City of Butler. Each concern has been specially noted as relevant for Butler and each recommendation takes into account the uniqueness of the region and city.

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SUSTAINABLE AREA
FIG_INTRO_12_1\



HOUSING
FIG_INTRO_12_2\

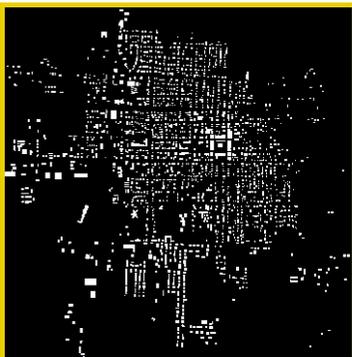


FIGURE GROUND

CONCERN: URBAN SPRAWL

Currently, the City of Butler is growing and will continue to grow in accordance with urban sprawl. This is a concern because as oil prices rise so will transportation costs, and urban sprawl leads to more spread out communities. This will also lead to issues of community detachment and lack of multi-modal transportation that is not environmental friendly.

Another concern is that, currently, the world population is consuming 1.5 planets worth of natural resources each and every year. If nothing is done to curb this usage then the environment will continue to be degraded past the point where it can be reversed.

Butler's economy is weak and needs revitalization. Butler is a bedroom community where most of the working population goes elsewhere to work. Unless the economy is jump-started, businesses will continue to locate in surrounding communities.

The citizens of Butler are both physically and socially detached from one another. The citizens need to be brought together as a community by ties of increased social interaction. Butler also lacks a sense of community that is unique. It needs improvement in the areas of socialization and identity.

Pedestrian and non motorized forms of transportation are not provided for in Butler. Motorized vehicles are the only form of transportation. This needs to be broadened to include pedestrians, bikes, and other means.

RECOMMENDATION

To address all of these concerns it is recommended that Butler implement the concepts of limited impact development, smart growth, self-supportive communities, and traditional neighborhood design.

There are nine key conceptual principles to address: compact building design, a range of housing choices, walkable neighborhoods, the encouragement of community and stakeholder collaboration, fostering distinct and attractive communities with a strong sense of place, mixed land uses, the preservation of open space, variety of transportation choices and environmentally friendly design. The first eight points have been directly taken from the SmartGrowth.org website.

1. TAKE ADVANTAGE OF COMPACT BUILDING DESIGN

Smart growth provides a means for communities to incorporate more compact building design as an alternative to conventional, land consumptive development. Compact building design suggests that communities be designed in a way which permits more open space to be preserved, and that buildings can be constructed which make more efficient use of land and resources. By encouraging buildings to grow vertically rather than horizontally, and by incorporating structured rather than surface parking, for example, communities can reduce the footprint of new construction, and preserve more greenspace. Not only is this approach more efficient by requiring less land for construction. It also provides and protects more open, undeveloped land that would exist otherwise to absorb and filter rain water, reduce flooding and storm water drainage needs, and lower the amount of pollution washing into our streams, rivers and lakes.

Compact building design is necessary to support wider transportation choices, and provides cost savings for localities. Communities seeking to encourage transit use to reduce air pollution and congestion recognize that minimum levels of density are required to make public transit networks viable. Local governments find that on a per-unit basis, it is cheaper to provide and maintain services like water, sewer, electricity, phone service and other utilities in more compact neighborhoods than in dispersed communities.

Research based on these developments has shown, for example, that well-designed, compact New Urbanist communities

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smart growth and self-supportive communities

that include a variety of house sizes and types command a higher market value on a per square foot basis than do those in adjacent conventional suburban developments. Perhaps this is why increasing numbers of the development industry have been able to successfully integrate compact design into community building efforts. Despite current zoning practices—such as those that require minimum lot sizes, or prohibit multi-family or attached housing, and other barriers—community perceptions of “higher density” development, often preclude compact design.

2. CREATE A RANGE OF HOUSING CHOICES AND OPPORTUNITIES

Providing quality housing for people of all income levels is an integral component in any smart growth strategy. Housing is a critical part of the way communities grow, as it constitutes a significant share of new construction and development. More importantly, however, is also a key factor in determining households’ access to transportation, commuting patterns, access to services and education, consumption of energy and other natural resources. By using smart growth approaches to create a wider range of housing choices, communities can mitigate the environmental costs of auto-dependent development, use their infrastructure resources more efficiently, ensure a better jobs-housing balance, and generate a strong foundation of support for neighborhood transit stops, commercial centers, and other services.

No single type of housing can serve the varied needs of today’s diverse households. Smart growth represents an opportunity for local communities to increase housing choice not only by modifying their land use patterns on newly-developed land, but also by increasing housing supply in existing neighborhoods and on land served by existing infrastructure. Integrating single- and multi-family structures in new housing developments can support a more diverse population and allow more equitable distribution of households of all income levels across the region. The addition of units – through attached housing, accessory units, or conversion to multi-family dwellings – to existing neighborhoods creates opportunities for communities to slowly increase density without radically changing the landscape. New

housing construction can be an economic stimulus for existing commercial centers that are currently vibrant during the work day, but suffer from a lack of foot traffic and consumers in evenings or weekends. Most importantly, providing a range of housing choices allow all households to find their niche in a smart growth community, whether it is a garden apartment, a rowhouse, or a traditional suburban home, and accommodate growth at the same time.

3. CREATE WALKABLE NEIGHBORHOODS

Walkable communities are desirable places to live, work, learn, worship and play, and are therefore a key component of smart growth. Their desirability comes from two factors. First, walkable communities locate within an easy and safe walk goods (such as housing, offices, and retail) and services (such as transportation, schools, libraries) that a community resident or employee needs on a regular basis. Second, by definition, walkable communities make pedestrian activity possible, thus expanding transportation options, and creating a streetscape that better serves a range of users – pedestrians, bicyclists, transit riders, and automobiles. To foster walkability, communities must mix land uses, build compactly, and ensure safe and inviting pedestrian corridors.

Walkable communities are nothing new. Outside of the last half-century communities worldwide have created neighborhoods, communities, towns and cities premised on pedestrian access. Within the last fifty years public and private actions often present created obstacles to walkable communities. Conventional land use regulation often prohibits the mixing of land uses, thus lengthening trips and making walking a less viable alternative to other forms of travel. This regulatory bias against mixed-use development is reinforced by private financing policies that view mixed-use development as riskier than single-use development. Many communities, particularly those that are dispersed and largely auto-dependent, employ street and development design practices that reduce pedestrian activity.

As the personal and societal benefits of pedestrian friendly communities are realized – benefits which include lower

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MULTI-USE STREETS
FIG_INTRO_14_1\



GREEN SPACES
FIG_INTRO_14_2\

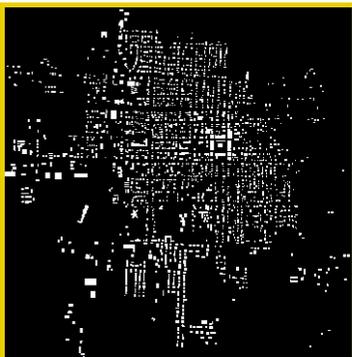


FIGURE GROUND

transportation costs, greater social interaction, improved personal and environmental health, and expanded consumer choice – many are calling upon the public and private sector to facilitate the development of walkable places. Land use and community design plays a pivotal role in encouraging pedestrian environments. By building places with multiple destinations within close proximity, where the streets and sidewalks balance all forms of transportation, communities have the basic framework for encouraging walkability.

4. ENCOURAGE COMMUNITY AND STAKEHOLDER COLLABORATION

Growth can create great places to live, work and play—if it responds to a community’s own sense of how and where it wants to grow. Communities have different needs and will emphasize some smart growth principles over others: those with robust economic growth may need to improve housing choices; others that have suffered from disinvestment may emphasize infill development; newer communities with separated uses may be looking for the sense of place provided by mixed-use town centers; and still others with poor air quality may seek relief by offering transportation choices. The common thread among all, however, is that the needs of every community and the programs to address them are best defined by the people who live and work there.

Citizen participation can be time-consuming, frustrating and expensive, but encouraging community and stakeholder collaboration can lead to creative, speedy resolution of development issues and greater community understanding of the importance of good planning and investment. Smart Growth plans and policies developed without strong citizen involvement will at best not have staying power; at worst, they will be used to create unhealthy, undesirable communities. When people feel left out of important decisions, they will be less likely to become engaged when tough decisions need to be made. Involving the community early and often in the planning process vastly improves public support for smart growth and often leads to innovative strategies that fit the unique needs of each community.

5. FOSTER DISTINCTIVE, ATTRACTIVE COMMUNITIES WITH A STRONG SENSE OF PLACE

Smart growth encourages communities to craft a vision and set standards for development and construction which respond to community values of architectural beauty and distinctiveness, as well as expanded choices in housing and transportation. It seeks to create interesting, unique communities which reflect the values and cultures of the people who reside there, and foster the types of physical environments which support a more cohesive community fabric. Smart growth promotes development which uses natural and man-made boundaries and landmarks to create a sense of defined neighborhoods, towns, and regions. It encourages the construction and preservation of buildings which prove to be assets to a community over time, not only because of the services provided within, but because of the unique contribution they make on the outside to the look and feel of a city.

Guided by a vision of how and where to grow, communities are able to identify and utilize opportunities to make new development conform to their standards of distinctiveness and beauty. Contrary to the current mode of development, smart growth ensures that the value of infill and greenfield development is determined as much by their accessibility (by car or other means) as their physical orientation to and relationship with other buildings and open space. By creating high-quality communities with architectural and natural elements that reflect the interests of all residents, there is a greater likelihood that buildings (and therefore entire neighborhoods) will retain their economic vitality and value over time. In so doing, the infrastructure and natural resources used to create these areas will provide residents with a distinctive and beautiful place that they can call “home” for generations to come.

6. MIX LAND USES

Smart growth supports the integration of mixed land uses into communities as a critical component of achieving better places to live. By putting uses in close proximity to one another, alternatives to driving, such as walking or biking, once again

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become viable. Mixed land uses also provide a more diverse and sizable population and commercial base for supporting viable public transit. It can enhance the vitality and perceived security of an area by increasing the number and attitude of people on the street. It helps streets, public spaces and pedestrian-oriented retail again become places where people meet, attracting pedestrians back onto the street and helping to revitalize community life.

Mixed land uses can convey substantial fiscal and economic benefits. Commercial uses in close proximity to residential areas are often reflected in higher property values, and therefore help raise local tax receipts. Businesses recognize the benefits associated with areas able to attract more people, as there is increased economic activity when there are more people in an area to shop. In today's service economy, communities find that by mixing land uses, they make their neighborhoods attractive to workers who increasingly balance quality of life criteria with salary to determine where they will settle. Smart growth provides a means for communities to alter the planning context which currently renders mixed land uses illegal in most of the country.

7. PRESERVE OPEN SPACE

Smart growth uses the term "open space" broadly to mean natural areas both in and surrounding localities that provide important community space, habitat for plants and animals, recreational opportunities, farm and ranch land (working lands), places of natural beauty and critical environmental areas (e.g. wetlands). Open space preservation supports smart growth goals by bolstering local economies, preserving critical environmental areas, improving our communities quality of life, and guiding new growth into existing communities.

There is growing political will to save the "open spaces" that Americans treasure. Voters in 2000 overwhelmingly approved ballot measures to fund open space protection efforts. The reasons for such support are varied and attributable to the benefits associated with open space protection. Protection

of open space provides many fiscal benefits, including increasing local property value (thereby increasing property tax bases), providing tourism dollars, and decreases local tax increases (due to the savings of reducing the construction of new infrastructure). Management of the quality and supply of open space also ensures that prime farm and ranch lands are available, prevents flood damage, and provides a less expensive and natural alternative for providing clean drinking water.

The availability of open space also provides significant environmental quality and health benefits. Open space protects animal and plant habitat, places of natural beauty, and working lands by removing the development pressure and redirecting new growth to existing communities. Additionally, preservation of open space benefits the environment by combating air pollution, attenuating noise, controlling wind, providing erosion control, and moderating temperatures. Open space also protects surface and ground water resources by filtering trash, debris, and chemical pollutants before they enter a water system.

8. PROVIDE A VARIETY OF TRANSPORTATION CHOICES

Providing people with more choices in housing, shopping, communities, and transportation is a key aim of smart growth. Communities are increasingly seeking these choices – particularly a wider range of transportation options – in an effort to improve beleaguered transportation systems. Traffic congestion is worsening across the country. Where in 1982 65 percent of travel occurred in uncongested conditions, by 1997 only 36 percent of peak travel occurred did so. In fact, according to the Texas Transportation Institute, congestion over the last several years has worsened in nearly every major metropolitan area in the United States.

In response, communities are beginning to implement new approaches to transportation planning, such as better coordinating land use and transportation; increasing the availability of high quality transit service; creating redundancy, resiliency and connectivity within their road networks; and

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HOUSING OPTIONS
FIG_INTRO_16_11



SINGLE FAMILY HOUSING
FIG_INTRO_16_21

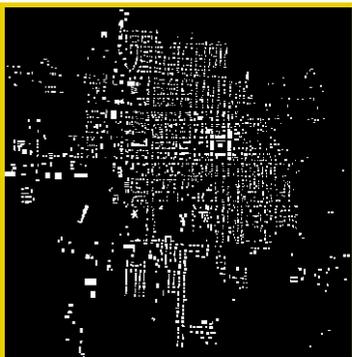


FIGURE GROUND

ensuring connectivity between pedestrian, bike, transit, and road facilities. In short, they are coupling a multi-modal approach to transportation with supportive development patterns, to create a variety of transportation options." FIG_EXEC_16_31

9. ENVIRONMENTALLY FRIENDLY DESIGN

Environmentally friendly design is incorporated into a community by minimizing required inputs of energy, water, materials, food and of waste output of heat and air pollution. In addition, green building aims to be environmentally responsible and resource-efficient throughout a building's life-cycle. Its goal is to reduce the overall impact of the built environment. Also, emphasized are the utilization of renewable resources like sun, wind, and vegetation; as well as other techniques such as permeable concrete instead of asphalt to replenish ground water. The fundamental principles include: energy efficiency, water efficiency, material efficiency and indoor environment quality.

Two ways to achieve energy efficiency is to install wind turbines and solar panels. Although wind turbines are available that have the ability to supplement power for a single building, the efficiency of the wind turbine depends much upon the wind conditions at the building site. For these reasons, wind turbines must be installed at locations that are known to receive a constant amount of wind (with average wind speeds of more than 15 mph), rather than locations that receive wind sporadically in order to remain efficient. Turbines for residential scale use are available as well. Also, active solar devices such as photovoltaic solar panels help to provide sustainable electricity for any use. Electrical output of a solar panel is dependent on orientation, efficiency, latitude, and climate—solar gain varies even at the same latitude. In the northern hemisphere, a true-south facing orientation maximizes yield for any solar panel.

Solar water heaters can be a cost-effective way to generate hot water for a home. There are two types of solar water systems—active and passive. An active solar collector system will cost approximately \$2,500 to \$3,500 installed and produce about

80 to 100 gallons of hot water per day. A passive system will cost about \$1,000 to \$2,000 installed but will have a lower capacity.

Water efficiency is often concerned with the demands put on a supplying aquifer. Facilities increase their independence on water that is collected and used on site. Conservation of water during a building's life can be accomplished by designing for plumbing that reuses water. Waste water can be minimized through utilizing fixtures that are low flow. Point of use water treatment and heating improves the water quality and the efficiency of energy used while reducing the amount of water circulated. Using non-sewage and grey water for uses such as irrigation minimize demands on the local aquifer.

Material efficiency can be achieved by using sustainable materials. Sustainable materials incorporate the use of recycled or second hand materials, such as reclaimed lumber. The reduction in use of new materials creates a corresponding reduction in embodied energy (energy used in the production of materials). Often sustainable architects attempt to retrofit old structures to serve new needs in order to avoid unnecessary development. Architectural salvage and reclaimed materials are used when appropriate. When older buildings are demolished, frequently any good wood is reclaimed, renewed, and sold as flooring. Many other parts are reused as well, such as doors, windows, mantels, and hardware, thus reducing the consumption of new goods. When possible, building materials may be gleaned from the site itself; for example, if a new structure is being constructed in a wooded area, wood from the trees which were cut to make room for the building would be re-used as part of the building itself.

Indoor environmental quality can be achieved by modifying the heating, cooling, and venting systems of the building. Passive solar building design allows buildings to harness the energy of the sun efficiently without the use of any active solar mechanisms such as photovoltaic cells or solar hot water panels. Windows should be placed to maximize the input of heat; creating light and cool air ventilation while minimizing

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the loss of heat through glass. In the northern hemisphere this usually involves installing a large number of south-facing windows to collect direct sun and severely restricting the number of north-facing windows. Certain window types, such as double or triple glazed insulated windows with gas filled spaces and low emissivity (low-E) coatings, provide much better insulation than single-pane glass windows.

CONCERN: GATEWAY ENTRY PARK

In Butler, a major concern is that there are not enough visitors coming into the city. This problem can be attributed to several differing factors. The first, is that there is no signage leading up to the City of Butler that promotes it as a destination. Secondly, as one enters Butler, there is no sense of attraction or memorable notation that defines the city. Butler is lacking a visible identity.

RECOMMENDATION

The gateway into Butler should be the focal point of the city in conjunction with providing the city with an evident identity. Butler should be a memorable place that people would think of as a destination rather than a city to pass through. Historically, Butler is known as the “Electric City”, but it could be known for its present achievements, such as being defined as a “Sustainable, Self-Supportive Active City”. Because Butler is situated next to the Highway 71/interstate 49, there is ample opportunity to display the city’s identity.

The entry to the city should become an “oasis” in addition to becoming a one stop shop to appeal to the masses. This “oasis” can be defined as four parts that expands onto all four corners of the Highway 71/Fort Scott Street exit. Each section needs to be distinct and focus on different aspects on the city. The four parts should consist of retail, leisure space, outdoor activity and fueling station.

The retail sector of the square will boost the economy by containing restaurants and other specialty stores. The rest area

provides a place for the multiple travellers on Highway 71 to stop and rest. While resting, this gives them the opportunity to be invited into the rest of the city and view its numerous amenities. Additionally, a park that has large open areas and paved walkways should be initiated into one of the regions to supplement the rest area. The final region should consist of a fueling station. This station would feature two parts: a regular gas station and a recharging station by the BetterPlace Corporation which will be discussed in later portions of the book. The “oasis” square should, as a whole, strive to encompass the new identity that Butler is trying to convey.

Butler has a history that is rich and influential. By implementing features within the park that celebrate the regional history, it would strengthen the community’s historical roots. A prominent gateway landmark that celebrates the history of the area and values of the Butler community would create a destination within Butler.

CONCERN: DEVELOPMENT OF FORT SCOTT STREET FROM HIGHWAY 71 TO ORANGE STREET (COMMERCIAL ZONE)

Fort Scott Street is regarded within Butler as its “main street.” Its span contains commercial, retail, entertainment and residential areas that are used by the entire community on a daily basis. Unfortunately, in its current condition the street does not feel inviting, nor does it encourage a traveler to linger in town. The street is not aesthetically pleasing, largely, because of the lack of unification. The buildings are dissimilar in shape, size, and materials. The landscaping used along the street is also specific to each business which further adds to the streets lack of continuity. In addition, the street itself is far from functional. While the span of Fort Scott Street between Highway 71 and Orange Street is accessible by car, it is not accessible to pedestrians or bikers. Because the street does not have a sidewalk, people are unable to travel on a continuous path, which diminishes socialization and weakens local commerce. Furthermore, there is also no obvious distinction between points of interest along the street, which results in lost interest

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EXAMPLE STREETSCAPING
FIG_INTRO_18_1\



EXAMPLE STREETSCAPING
FIG_INTRO_18_2\

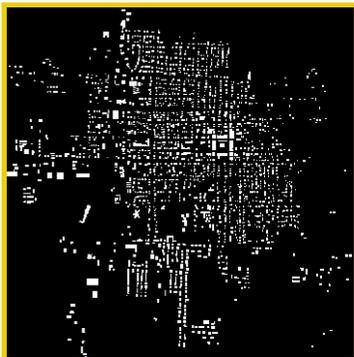


FIGURE GROUND

from travelers and citizens alike. Loss of interest results in loss of business and a loss of business further weakens the town of Butler as a whole.

RECOMMENDATION

To begin redeveloping Fort Scott Street, it is necessary that the street be conceptually split into two distinct areas. These areas can be defined as a “commercial corridor” and as a “residential corridor.” By splitting the street into regions, it becomes easier to apply guidelines that better suit the area; making the entire length of Fort Scott Function more successfully.

While both corridors will utilize similar features, they should be implemented in very different ways. They should both utilize the system of street lights and street posts initiated throughout the town and incorporate elements of Butler’s historic past into their designs. This includes incorporating brick into the sidewalks, wrought iron into the signage, and bronze plaques into the sidewalks that narrate Butler’s “electric” past. The following changes are specific to the commercial corridor:

- The street will be widened and sidewalks will be added. These 10’ sidewalks will contain concrete and brick and will be placed on each side of the street.
- Sidewalks will be separated from the street by 4’ of green softscape that includes a deciduous, possibly fruit bearing, trees along every 40’ of its length.
- At each major intersection, a crosswalk will be implemented that includes street lighting and light posts to further define the pedestrian path.
- In addition to perimeter softscaping, a central median will be placed along the corridor. It will contain lush greenery and deciduous trees and will stop and start at all perpendicular intersections.
- Bronze historic Butler sidewalk plaques and iron signage will reveal elements of Butler’s proud historic roots and will be located at each intersection along the street

By implementing the suggestions above, the “commercial corridor” will have the opportunity to truly develop into a utilized commercial area. Aspects of Transit Oriented Development, which will be discussed later in the book, will compliment the guides that are being suggested and allow for more socialization throughout the city. By creating unified guidelines, the city will be more visually stimulating and draw visitors into the city’s center. If the city appears to be flourishing as a community, it will also attract more commercial and retail business which will further enhance Butler’s economy and make it a better place to reside.

CONCERN: DEVELOPMENT OF FORT SCOTT STREET FROM ORANGE STREET TO THE DOWNTOWN SQUARE (RESIDENTIAL ZONE)

Similar to the commercial portion of Fort Scott Street, the residential area of Fort Scott that occupies the space between Orange Street and the downtown square would also benefit from redevelopment. The current conditions, are not in need of as much repair as the commercial corridor, however there is still room for improvement. The houses located along this portion of the street appear to be similar in style, but the upkeep of some of the houses is less than desired. Additionally, the landscaping, like in the “commercial corridor,” is not unified in any way and appears unorganized. Since this is a residential area, there is a large amount of pedestrian traffic. While there are sidewalks present, they have not been properly maintained and are a hazard. Furthermore, there are no defined crosswalks, which is unsafe for the residents of the neighborhood and school children.

RECOMMENDATION

As mentioned previously, the residential corridor will utilize the system of street lights and street posts initiated throughout the town. Additionally, it will incorporate brick into the sidewalks, wrought iron into the signage, and bronze plaques into the sidewalks to tell the story of Butler’s “electric” past. However, the following changes are specific to the residential corridor:

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fort scott corridor

- Sidewalks will be widened to 6' and contain a mix of concrete and brick pavement .
- Sidewalks will be separated from the street by 4' of green softscape that includes a deciduous trees every 30' along the length of the street and lush planters with plants native to the area.
- At each major intersection, a crosswalk will be implemented that includes street lighting and light posts to further define the pedestrian path. Additionally, a mounted street light will be placed on all corners to light the intersection and define the intersections importance.
- Bronze historic Butler sidewalk plaques and iron signage will reveal elements of Butler's proud historic roots and will be located at each intersection along the street
- Request of residents to maintain upkeep of their houses

Implementation of such suggestions will seek to bring a cohesion and sense of identity to the residential corridor that is not currently in place. It will become more inviting, more walk-able, and more social. All of these aspects lead to a better living environment and a safer place to call home. Additionally, property values will rise and, once again, boost Butler's economic development.

CONCERN: TRANSPORTATION

The City of Butler lacks an organized system of public transportation and is, therefore, dependent upon automobiles. This creates unnecessary pollution in the city, economic waste of fuel and a reliance on one method of travel.

RECOMMENDATION

While it was not an immediate concern of the citizens of Butler, the visioning team has deemed it necessary to suggest alternate means of transportation within the City of Butler because of the following list of benefits:

- A public transportation system is convenient.
- Frequent use of public transportation is inexpensive compared to the rising costs of diesel fuel and international fuel exchange rates.
- 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 can enable a city to use market forces to increase densities near stations, where most services are located--creating more efficient subcenters and minimizing sprawl.
- Public transportation enables a city to be more corridor-oriented, making it easier to provide infrastructure for a successful and thriving place to live.

It is evident that the City of Butler could be immediately enhanced by utilizing a trolley system. This system should begin on Fort Scott Street and continue into the center of town. This system would be utilized by travelers looking to stop in Butler for an afternoon, but more importantly, it would cater to the number of Butler citizens who do not have a means to get around the city; i.e. seniors and teenagers.

The specific phasing of the system is listed as follows:

1. SHORT TERM: One Link from Highway 71 to the Square
2. MID TERM (Based on success): One Link from Highway 71 to the Square + intermittent stops at points of interest like the community center, senior center or recreation center
3. LONG TERM (Based on success): Stops all over the city

The system we propose implementing is a Lithium ion battery powered trolley influenced by the BetterPlace corporation. It is low in cost, not bound to a specific fuel, and operates almost identically to an average public city bus. By initiating the BetterPlace system, Butler has the opportunity to further strengthen its identity and become a leading source of environmental conservation in regards to energy usage. Butler prides themselves on the development of electricity in the past. With a corporation like BetterPlace as a base, they could have something to be proud of in the future.

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TRAIN STATION
FIG_INTRO_20_1\

CONCERN: SOCIALIZATION

It has become evident that the social ties between citizens, as well as the ties between citizens and the city is seriously lacking. This is due, largely, to the disconnect that is present among different areas of the city. There is no clear way to get from one place to the other, and there is nothing that specifically draws a person to a specific place. Additionally, there is no evident identity to the city other than the fact that it prides itself on its historic use of electricity.

RECOMMENDATION

To achieve a more unified city and society, it is recommended that the City of Butler follow the principles of Transit Oriented Development (TOD) as a key initiative for economic and urban renewal. It involves combining transportation, the importance of the pedestrian, and high density development in an effort to successfully activate a city from the center to its perimeters. It is to be used in conjunction with sustainable building and system practices, and can be integrated into the city. It is specifically successful within and around sustainable communities, but can also be placed in any commercial or residential area to boost property value, stimulate a healthy society, and boost economic growth.

Another vital piece to TOD, is utilizing the rail system. Butler has the fortunate opportunity to utilize this principle due to the current placement of the industrial rail along Orange Street. With Butler's close proximity to major urban areas, the rail line through Butler already provides a major advantage in beginning this process since Butler is defined as a "bedroom community" with 75% of its citizens commute to their daily jobs in another city. Therefore, the development of a transportation oriented district in Butler is absolutely vital due to the large number of people that would potentially benefit from this system. Below are a list of the possible benefits that could apply to Butler and its citizens:

- Additional time to utilize that one wouldn't otherwise have while driving
- Money saving options
- Provides an easy way to get away for the day
- Use of trains and eco-friendly public transportation reduces the use of 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, resulting in more affordable lifestyles.
- Healthier lifestyles with more walking, and less stress
- Higher, more stable property values
- Increased foot traffic and customers for area businesses
- Reduced incentive to sprawl, increased incentive for compact development within Butler
- Less expensive than building roads and sprawl
- Enhanced ability to maintain economic competitiveness
- Transit enables a city to use market forces to increase densities near stations, where most services are located, thus creating more efficient subcenters and minimizing sprawl.
- Transit enables a city to be more corridor-oriented, making it easier to provide infrastructure.
- Transit oriented development provides the opportunity for a rich mix of housing, shopping and transportation choices

In order to attain any of the above mentioned advantages, it is suggested that the City of Butler implement a transit hub near the intersection of Orange and Fort Scott Street. The intersection is the largest in town, and has the most potential for growth due to its close proximity to residential, commercial, and retail areas. It is also suggested that the transit hub be placed near the current overpass location to utilize the new and enlarged overpass structure that will need to be constructed. The overpass would have to be widened and redeveloped, but



TRANSIT HUB
FIG_INTRO_20_2\

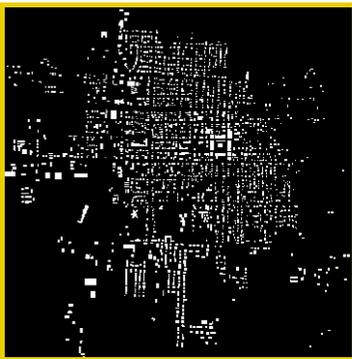


FIGURE GROUND

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the opportunities for development are endless. It would create an accessible link to the train, a designated trolley stop, and a surrounding environment with room to grow. The surroundings could be utilized by other aspects of TOD and have the ability to spread into many differing areas of town.

Taking advantage of the benefits of TOD would clearly enhance the City of Butler as a whole. It stimulates population growth, economic growth, sustainable practice, and multi use function. By developing these ideologies, Butler has the opportunity to create an identity they would not only be proud of, but create an identity that would last.

According to market trends, development of this nature is on the rise. Automobile sales are slowing and families and individuals are looking for a way out of the current economic slump. Butler could be the way out. It could be the next area in Missouri to fully take advantage of all things communal and sustainable.

CONCERN: OLD WALMART

Among the many concerns in Butler, one that particularly stands out is the use of the old Wal-Mart facility. The old facility is in a key location, and at present, it has no future function.

RECOMMENDATION

In recent years, a nationwide trend has been the reuse of vacant big box retail buildings. The preferred reuse we recommend is converting the old Wal-Mart into mixed use housing and retail spaces. If a transportation hub is created within the city near this location, this vacant facility would be in a prime location for a mixed used center. It would decrease the amount of driving to multiple locations and promote sustainable living.

The old Wal-Mart structure should be divided into two parts -- one that is dedicated to retail and, the other, to housing. By opening the space to retail opportunity, there would be options

for local business to move in; further increasing the economy.

The benefits to making this a mixed used complex include the following:

- It would increase the activity in this part of the town
- It would bring more people into the commercial area
- It would encourage socialization
- It would promote economic growth

The benefits listed above, not only compliment Transit Oriented Development, but positively add to it. By implementing more spaces of this nature, progress can be made towards rooting smart growth in Butler.

CONCERN: DOWNTOWN CORRIDOR

Butler's old high school has become an iconic image for the citizens of Butler. Great differences in opinion have developed over the years as to its place in the community. Many of the community members want to keep the building and renovate it, while many others want to tear it down. The people in favor of keeping the building feel it has historical significance in the community, and that it should be renovated because the building is still structurally sound. However, others feel that the building is a waste of money and that it would cost more to fix the building than it is worth. If the building were to be used it would need to be made ADA accessible and asbestos would need to be properly removed.

In the City of Butler, the citizens tend to live more private lives and do not often participate in community activities. For entertainment community members must travel to other towns. There are few community gatherings which people together, besides sporting events and the occasional festival and, for those that wish to hold civic or social meetings, there is a general lack of adequate public meeting facilities. Current groups and organizations meet in the old high school; this facility is inadequate for their needs.



OLD HIGH SCHOOL
FIG_INTRO_22_1



PORTION OF DOWNTOWN CORRIDOR
FIG_INTRO_22_2



FIGURE GROUND

Finally, when Butler was founded, the downtown square was the social and economic heart of the community. Currently, many of the buildings around the downtown square are vacant or under utilized. The life of the square has declined socially and economically throughout the years as the town has grown. The majority of activity in Butler has moved down the Fort Scott corridor towards the highway entrance. The growing trend suggests that this commercial development away from the city center will continue. All the business along this corridor tends to be large corporate chains. This has caused a decline in local businesses in Butler, and further detracts from the downtown square.

RECOMMENDATION

Due to the architectural significance and structural integrity of the old high school building north of the square, we recommend that the building be saved and converted into senior housing. The bottom floor would become an activity center, while the top two floors would become housing for senior living. This housing and center would bring the senior citizen population closer to the downtown square and help to stimulate the downtown renewal. This will make it easier for the senior citizens by centralizing the activities in the heart of the community. To further enrich the experience for the senior citizens we suggest that the old high school lot become a community garden.

It is strongly recommended that a new community center be developed a block west of the square. This community center will provide meeting spaces for community groups and organizations. This new community center will further promote activity in the downtown area and help to stimulate the social and economic renewal of the downtown.

Also, the youth center currently located in the old high school should be relocated to one of the vacant buildings on the square. The lower floor of this new building should house the kitchen and eating area for the after school meal program. We

also suggest that this kitchen and dining area could be used to serve the senior meals as well. The top floor would be a youth play area.

Relocation of the thrift shop from the old high school to a vacant building on the square is also recommended. If an appropriate location with a reasonable rent can be found this move would further help to draw people back to the square.

In the area between the old high school and the new community center, several blocks of new higher density downtown housing should be developed. This new “active living” neighborhood would provide a downtown village community appropriate for all ages and socioeconomic groups. The clusters of houses would surround a common green space and provide a sheltered communal gathering space for the residents. This housing area would be a new model for city living, and will stimulate the development of similar developments around the city center.

CONCERN: LACK OF RECREATIONAL ACTIVITY

The community has expressed their desire for the development of a recreation center that could provide social, recreational and educational activities for all ages. The community has also expressed the need of a place where community organizations can meet.

Additionally, the community has expressed that the students of Butler are in need of after school activities. Currently, students either go home or to local businesses to hangout.

Many students have mentioned that the aquatic center would provide a great venue for after school activities. However, due to the seasonal hours, the aquatic center is an unsuitable place for year round activities, and more importantly, as a location for the high school swim team to practice.

Another concern is that the City of Butler has paid little attention to the health and well being of it's citizens. The City of Butler does not have a fitness or recreation facility in town. The current privately owned facility is located out of town and has limited equipment and hours.

Finally, there are very few year round recreational activities in Butler. This results in very few organized activities for Butler's citizens to do throughout the year and on the weekends. With no organized activity, the city's youth look elsewhere for entertainment, which may or may not be positive.

RECOMMENDATION

We recommend that a recreation center be constructed to resolve these issues. Furthermore, we recommend that the new recreation center should be located in one of two locations: near the new high school track and football field in the south west part of town or near the aquatic center.

OPTION ONE: NEAR THE NEW HIGH SCHOOL AND HOSPITAL

The benefit of locating the center near the new football field and track is that it places the recreation center closer to the high school, nursing home and hospital. This would encourage shared program activities and community interaction between these local entities.

OPTION TWO: AT THE AQUATIC CENTER

By locating the center at the aquatic center it would allow the community center to be built around the pool and, thus, turn it into a year round facility for the high school and community. This location also provides convenient access to the football and soccer practice fields. This facility allows for expansion of outdoor recreational space and community amenities.

PROPOSAL:

The visioning team recommends further consideration of option two because of the opportunity it provides for expansion in the future. In addition, it takes advantage of the existing recreation infrastructure that is located in and around the aquatic center.

We believe that this sites more distant location from the central residential area can be addressed with the development of bike and trolley routes.

It is also recommended that the City of Butler develop year round swimming facilities within the town. An indoor pool would allow the high school full access to the pool for practices and competitions. The pool would also give the students a place to go after school and offer them the chance to become more involved with water sports. Furthermore, it would provide the youth with a safer place to hang out with friends. For the community, the pool and community center would be a great place to exercise and be with family and friends. It is recommended that the community either upgrade the aquatic center to a year around use or that a new recreation center with indoor pool be developed.

The development of a recreation center should also better promote public health and wellbeing. It is suggested that a diversity of health and recreation facilities, programs and services be offered including the following: an indoor walking and running track, basketball courts, racquetball courts, a weight room, an indoor pool with swimming lanes, dance, yoga, free weights, spinning, and classrooms. The center should integrate multiple green spaces, and outdoor activity areas to link physically and symbolically with the natural surroundings.

CONCERN: OVERALL DEVELOPMENT

Butler's center has evolved into a 9am to 5pm government and retail area. Many of the retail establishments that once flourished on the square have had to follow the retail exodus out of the downtown or go out of business. The competition from the large box stores like Wal-mart, have caused great pressure and hardship for the small retailers. The "Heart" of Butler, the city square and the surrounding city center, has been weakened and may not survive. The physical, social, and economic center of Butler, is in desperate need of rejuvenation. Symbolically, the center of the community must be restored.

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TRACK
FIG_INTRO_24_11



POOL
FIG_INTRO_24_21

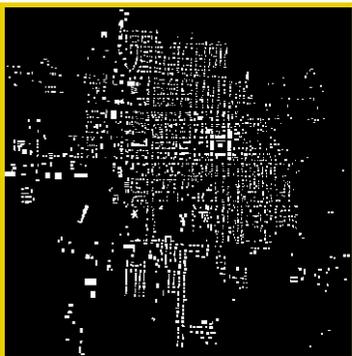


FIGURE GROUND

The city center lacks activities and a spatial quality that will attract people to come to the downtown area other than for governmental business or the occasional visit. Butler's current economic condition is at a low point. There are a multitude of reasons as to why this is. A large reason for this is a lack of shops and restaurants throughout the city. Since the closing of the Jennings' grocery store, the majority of the city's citizens relies on Wal-Mart for their weekly shopping needs. A lack of variety in shops and restaurants can be harmful to Butler's economy.

CONCERN: PARKING

The parking and double-lane one-way street that surrounds the Courthouse Square has created a vehicular dominated city center environment that is uncomfortable for pedestrians and visually distracting.

RECOMMENDATION

We recommend that the double-lane one-way street with the three aisles of parking be modified to make the city center more pedestrian-friendly and the vehicular circulation and parking arrangement more simplified. Specifically, we propose that the city remove the center aisle of parking and one of the traffic lanes. The remaining single lane of one-way traffic would have diagonal parking spaces on both sides. The land that is gained by removing the parking and traffic lane will be reallocated to the Courthouse Square and the public sidewalk in front of the retail stores to create a more spacious and pedestrian-friendly city center area. The parking that is removed will be moved to new parking lots that will surround the city center behind the retail areas, for example, the two open lots to the northwest of the square.

This street and parking configuration will provide additional space for vegetation to color, texture, add fragrance and softness to the city center. The narrowed street will act as a traffic calming device that will slow the traffic and make it safer for pedestrians to cross the street.

The primary consideration is returning the city center to a pedestrian-oriented space and diminishing the dominance of the vehicular traffic. These modifications will create a more pleasant space to occupy, encourage pedestrians to linger in the city center and help to reestablish the city center as a destination for commerce and socialization.

CONCERN: DOWNTOWN STREETSCAPING

There is a lack of façade cohesiveness, streetscape coordination, and landscaping in the city center and as a result the area appears weathered, unattractive, and economically depressed.

RECOMMENDATION

We recommend that the city develop city center streetscape guidelines that describe the expectations for the character, quality, and maintenance of the following aspects of the city center:

FACADES

The facades in the city center should be maintained to respect the architectural style and period from which they date. The buildings should be respectful of the traditions and conventions that lead to the creation of these structures. Wherever possible these structures should be returned to their original design and their details, materials, scale, colors and spatial qualities should be respected. Infill structures should respect the character, scale, rhythm and intentions of the existing facades, but seek to explore compatible and sensitive design solutions that compliment the old in modern forms and materials.

AWNINGS

Many of the buildings around the square originally had awnings and would benefit from the addition of new awnings that are reflective of those originals. Awnings provide shade for both the building and sidewalk and help to create a more comfortable human-scale along the sidewalk and add color and charm.

EXECUTIVE SUMMARY

recreation center

LIGHTING

The city should seek to extend the utilization of the standardized street light fixture. However, the city should begin exploring design strategies for broadening and diversifying the use of lighting in the city center to create a stronger visual impact and emotional response. Specialty light for planters, trees, awnings, storefronts and facades, street lighting for vehicular traffic, outdoor event areas and seasonal events should be considered by the visioning committee.

SIGNAGE

Consideration should be given to establishing a general character for the signage in the city center. The signage should not be standardized, however, it should be coordinated to create a compatible and complimentary palette from which the public can explore and be creative. This would include signage for stores and advertising, wayfinding, historic markers, street signs, etc. This would include such issues as fonts, sizes, locations, materials, illumination, color, etc.

STREET FURNISHINGS

The city center should have a coordinated and comprehensive plan for furnishing the sidewalks around the city center. The intent of the furnishings should be to promote community socialization, comfort, interest and efficiency. The city center should be the community's living room, a place where people wish to visit and linger. Such items as: benches, chairs and tables, kiosks, recycling bins and trash containers, planter boxes, bicycle racks, trolley shelters, banners, flags and flag poles, etc.

VEGETATION

The vegetation in the city center should be carefully selected to change throughout the seasons, to add drama and character, to provide shade and color, to provide aromas and texture, to attract birds and butterflies, to fill the landscape at a low medium and tall level compatible with the surroundings, and to be hardy and low maintenance. The enrichment of the vegetated diversity within the city center is important for it will help in establishing the area as a destination within the city for the visitors and residents of Butler.

SIDEWALKS

With the removal of the lane of traffic and aisle of parking the sidewalk in front of the storefronts can be enlarged and a sidewalk can be added around the perimeter of the square. We recommend that these sidewalks be oversized to allow for multiple activities to occur: strolling, small group gatherings, sidewalk café dining, planters, street furnishings, community events like craft shows and the farmers market, and the addition of civic art. The sidewalks must become more accommodating to pedestrians. They need to add beauty to the downtown. They need to function throughout the day and week and year as a place where people can go to see others and be seen; a true year round social center or "heart of the community".

PARKING

The parking in the city center should be subservient to the pedestrian and social and economic purpose of the downtown. The car should never be allowed to dominate the space and take away from the experience of enjoying the city center. In the years to come, the dominance of the car will be mitigated by escalating fuel cost. The city will become less dependent upon the car and emphasis will be placed on alternative modes of transportation like the trolley, bike and walking. We believe that the reduction of parking around the square and the addition of parking one block beyond the square is a viable solution that provides convenience for the out of town motorist and a pedestrian-oriented city center for the community.

CONCERN: CITY CENTER HOUSING

There is a need to increase the housing in and around the city center to help stimulate economic activity in the area. The second floor area above the downtown stores is primarily storage or vacant space and the surrounding neighborhood lacks housing density and upkeep.

RECOMMENDATION

We recommend that the second floor space above the storefronts be eventually returned to its original use as housing

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MURAL ON SQUARE
FIG_INTRO_26_11



EXAMPLE STREETSCAPING
FIG_INTRO_26_21



FIGURE GROUND

or offices and that the surrounding city center neighborhood be renewed to increase home ownership and density.

We suggest that as the city center's economic condition improves and diversifies and new businesses start to open around the square that the city pursues an incentive program to encourage building owners to revitalize their buildings and establish second floor housing units. These units could be occupied by both the building owners and tenants. Furthermore, we encourage the city to seek ways to promote the renewal of the housing in the city center area through incentive and public education programs. We hope that the city will support the development of the new housing "village" on the blocks between the old high school and the proposed community center. We believe that this should be a public/private development initiative of the City of Butler.

The renewal and development of housing in the city center should be a high priority for the community for it will assist in stimulating new retail investment around the square and in promoting greater city center activity. This alone will not revitalize the city center. However, improvements in the housing infrastructure and increases in the population density in the city center in combination with the other suggested improvements to the square, an expanded program of activities that occur on the square and improved intercity connectivity will all assist in creating a context where the city center may once again become the "heart of the community". The city should do what it can to encourage people to move closer to the center of town and seek to limit the community's outward growth. As fuel price continue to increase in the years ahead and the baby-boomers retire and seek an active, social lifestyle, the city center district of Butler will become more attractive as a place to live.

CONCERN: LACK OF CITY CENTER EVENTS

The city center area and Courthouse Square are under utilized as a location to hold public events.

RECOMMENDATION

We recommend that the community seek every opportunity to develop and to hold community events in the city center. The events that are currently held in the city center should be assessed to determine how those activities can be improved organizationally and, more importantly, physically. How can the city infrastructure better support these events?

We encourage the visioning committee to conceive of the city center and square as an event center. This event center should be active throughout the year with an array of activities that attract people of all ages from the community and beyond. If these events become successful, we would hope that the city would consider hiring an events coordinator to plan, organize and promote these regular activities. We believe that these activities would add vitality to the city center, attract people back downtown, stimulate economic development in town and improve Butler's small-town quality of life. We can envision such activities as:

- Seasonal Festivals
- Musical Festivals
- Ethnic Heritage Festivals
- "The Electric City" Birthday Party
- Antique and Craft Fairs
- A Monthly Art Walk
- Evening Outdoor Movies on the Square
- Parades
- The Butler Street Dance
- History Days
- Civil War Reenactments
- Loft Walk Open House
- Farmers Market
- Vintage Car Shows
- Reunions
- "Safe Graduation", A Community Sponsored High School Graduation Party
- Seasonal Gardening Displays

These suggestions of possible events are intended to illustrate the breadth of activities that might be sponsored. These will be costly and they will take time to establish, however we believe that in the long-term the community would be enhanced socially and economically if such an aggressive utilization of the city center was adopted. Whether it is just 4-5 events a year or one event each month it really doesn't matter. What does matter is that the city commits itself to fostering community and regional events in the city center on a regular basis to create excitement, vitality and social engagement in the "heart of the community".

CONCERN: LACK OF PUBLIC GREEN SPACE IN THE CITY CENTER

Other than the Courthouse Square there are no public green spaces for people to enjoy in the city center. Even the Courthouse Square is not design to encourage casual public use, rather it is a formal lawn located within a sea of cars. The square is a place that you pass through and view from afar. It is not a public place that encourages a person or group of people to linger, sit on the grass, take a nap, throw a Frisbee, or walk your dog.

RECOMMENDATION

We recommend that additional open green space and gardens be developed in the city center area to compliment the Courthouse Square, and to provide a space that encourages free play, spontaneous activities and an overflow event area. We encourage the city to consider the transformation of the city block located to the southwest of the Courthouse Square and bounded by Fort Scott, Delaware, Dakota and Havana Streets into a city park. The current block has several homes and a retail establishment located on the property that requires careful consideration to determine if they can be incorporated into the long-term plan for the park. The proposals illustrated herein suggest the removal of each of the existing structures.

We recommend that this new city park be developed as a multiuse park for the community and as a "pre-entry" element

for arrival into the downtown. We encourage the city to maintain the line of sight across this park from Fort Scott Street to the Courthouse Square. We believe that this visual connection between the square and the arrival sequence along Fort Scott Street is crucial to enhancing the importance of the city center and highlighting the architectural significance of the courthouse and downtown. To compliment the new city park, we further recommend that the parking lot, County Sheriffs' office and rear of the storefront buildings seen from the corner of Fort Scott Street and Delaware Street be upgraded and landscaped.

The location of this new city center park makes it convenient for shared events between the Courthouse Square and the park, for the residents of the downtown neighborhoods and city center lofts, and for the people using the downtown community center. This additional green space in the city center would serve as a catalyst for stimulating renewal downtown. We recommend to the visioning community that this new park be a key element in the redevelopment plan for Butler's city center.

CONCERN: WHAT SHOULD THE VISIONING COMMITTEE AND COMMUNITY DO NOW THAT THE BUTLER 2040 DOCUMENT IS COMPLETED?

RECOMMENDATION

IMPLEMENTATION STRATEGIES

With the preparation of this Butler 2040 document the first step in the community visioning process comes to an end. The community process used to develop this document was intended to identify the community's goals and objectives, to propose innovative and creative ideas for how those goals and objectives might be met and to educate the community about the challenges and opportunities that the Butler community will confront as it grows and changes. With the dissemination of this document, the second phase of the process begins; the creation of the community's vision for the future of Butler. The Butler 2040 is not "the community's vision"; rather it is a tool that the community may use to develop its own vision.

BUTLER 2040

downtown square



CURRENT DOWNTOWN LOFTS
FIG_INTRO_28_11



CURRENT STREET CONDITION
FIG_INTRO_28_21



FIGURE GROUND

The Process we recommend the community use to create its own community vision involves the public review and discussion of the Butler 2040 document. This will help to develop a broader community understanding, consensus and “ownership”.

ISSUE: REVIEW, MODIFY AND AFFIRM

Upon receipt of the Butler 2040 document, the Visioning Committee and city officials should formulate a community process for the systematic review of the issues, recommendations and visions presented herein.

We recommend that the city continue its association with Mr. Jeff Barber, University of Missouri-Extension. The continuity of his involvement in this visioning process and his technical expertise will be invaluable to the community and the success of this visioning effort.

After the community review, the Visioning Committee and city officials should modify or affirm the Butler 2040 document’s long term vision to fit the consensus of those involved.

ISSUE: CITY COUNCIL RESOLUTION

The Visioning Committee should prepare a resolution outlining the community’s Butler 2040 vision and the principles that will guide its implementation. This resolution should be presented to the Butler’s City Council for ratification.

ISSUE: RESPECT THE VISION’S PRINCIPLES AND GUIDELINES

The Butler 2040 document outlines the principles and guidelines for the consideration of future city goals and objectives related to the evolution of the city center and Fort Scott corridor. As long as the principles and guidelines that have been ratified are respected, then the incremental implementation of the vision will remain cohesive and allow for flexible response to future opportunities and circumstances.

ISSUE: REVIEW, MODIFICATION AND REAFFIRMATION EVERY FIVE YEARS

To keep the vision fresh and relevant, we recommend that as

part of the resolution presented to the City Council it state that the city is charged with orchestrating a community review of the vision’s implementation at least every five years for the purpose of either modifying or reaffirming the community’s vision principles and guidelines.

CONCERN: HOW SHOULD THE COMMUNITY CONSIDER IMPLEMENTING THE AGREED UPON VISION?

RECOMMENDATION

A suggestive task sequencing has been developed to illustrate how this community vision could be implemented. There are many steps that the city and its citizens can take to improve their community as they discuss and phase in their vision in the coming years.

ISSUE: ENFORCE EXISTING LAWS

The city could increase its enforcement of existing laws relating to the condition and use of private and public property and structures in the city center.

ISSUE: CLEAN UP/FIX UP

The city could promote a community “clean up and fix up” initiative aimed at beautifying the city center. This could be a community-building activity that strengthens community pride, identity and friendships.

ISSUE: REMOVE BOARDED UP WINDOWS AND DOORS

The boarded or bricked up windows and doors within the city center should be removed and new windows and doors properly installed. The appearance of the city center with its covered windows and doors projects an image of under use and decline. A city initiative to present the city center as a stable and economically viable community would be beneficial.

ISSUE: CITY SPONSORED LOW-INTEREST FAÇADE LOANS

The city could work with local banks to develop a low-interest façade improvement loan program. Or, the city could set up a

low-interest revolving fund of its own for façade improvements. It is important that the city take a creative look at how it might facilitate the renewal and stabilization of the buildings in the city center; particularly the facades.

ISSUE: STABILIZE HISTORICALLY AND ARCHITECTURALLY SIGNIFICANT STRUCTURES

The city should make certain that the historically and architecturally significant structures in the city center are being properly maintained to avoid damage done due to lack of weatherproofing or improper renovation. This is important for all buildings in the city center, but it is especially crucial for those structures that possess extra historical and architectural importance.

ISSUE: BEGIN A PLAN FOR PUBLIC ACQUISITIONS

The Butler 2040 vision suggests several new public use areas in the city center. With an eye to the long term implementation of the vision, the city should develop an acquisition plan for the properties in these proposed public areas so that the land can be assembled as it becomes available.

ISSUE: IMPLEMENT PLAN INCREMENTALLY

The Butler 2040 vision document is a tool that will allow the community to implement the city improvements in an incremental manner. A sequence has been proposed based upon the current understanding of the community's needs and interest, but as time goes on those needs and interests will change and, thus, the implementation sequence. However, the community's values and the identified issues and their relationships are more constant. Therefore, by keeping the relationships between these issues and the community's values in mind the future decision-making process and implementation strategies will be compatible, no matter what implementation order evolves.

- Introduction
- Executive Summary
- Smart Growth and Self Supportive Communities
- Fort Scott Corridor
- Downtown Corridor
- Recreation Center
- Downtown Square**
- Comprehensive Proposal
- Detailed Proposal
- Research and Precedents
- Appendix
- Resources and References

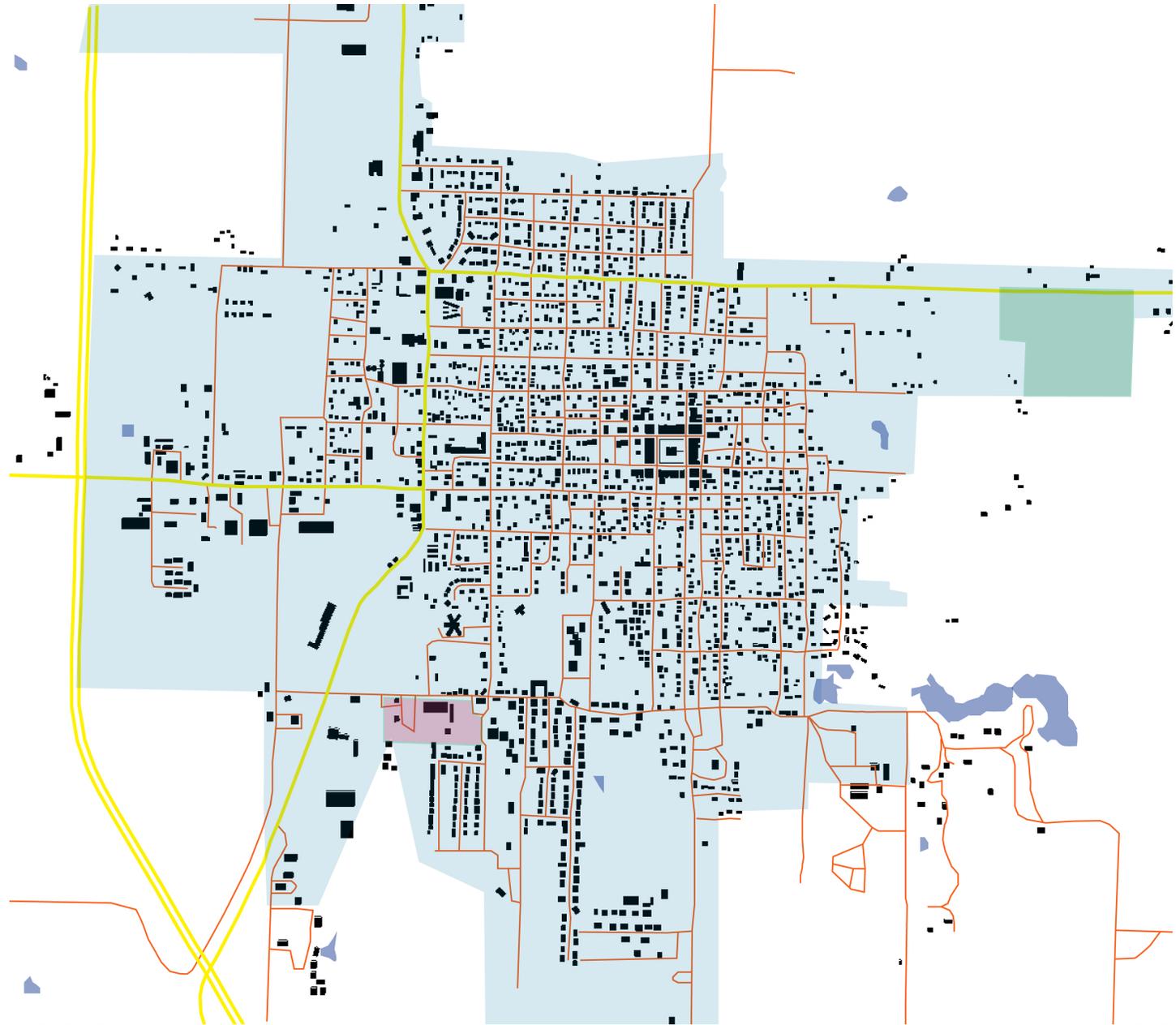


FIGURE GROUND

\FIG_CLR GRND\

Introduction	1
Executive Summary	10
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Detailed Proposal	38
Research and Precedents	178
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The comprehensive recommendations will briefly describe the potential solutions, just as the executive summaries have. However, the comprehensive recommendation will elaborate on how each piece of the solution interrelates. In order to relate each recommendation to the other, we have prepared a series of short term, mid term, and long term categories that each proposal.

The categories we have provided are not an exact reference to how long each proposal will take to complete. Rather, it is a guide based on general knowledge and research. In addition to the specified time frames, there are also some processes that have not been completely developed. For the purpose of this document, these processes will be noted as long term proposals.

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COMMUNITY STRATEGY
FIG_COMP_32_1

SHORT TERM PROPOSALS

Refer to the recommendations that could be initiated into Butler immediately. The funds required are minimal, and are items that Butler has already proposed in other manners.

MID TERM PROPOSALS

They require a larger sum of money that could be available through the application of grants or other sources. They also require a greater amount of time to establish than the short term proposals.



COMMUNITY STRATEGY
FIG_COMP_32_2

LONG TERM PROPOSALS

Refer to the recommendations that could take up to 20 years to implement completely. This is due to such variables as the large sums of money they require, the amount of research needed to start the application, or the development of support infrastructure. The time frame needed to complete these recommendations is lengthy, or undeterminable at the present time.



COMMUNITY STRATEGY

FIG_COMP_32_3

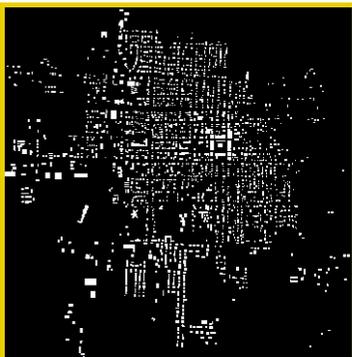


FIGURE GROUND

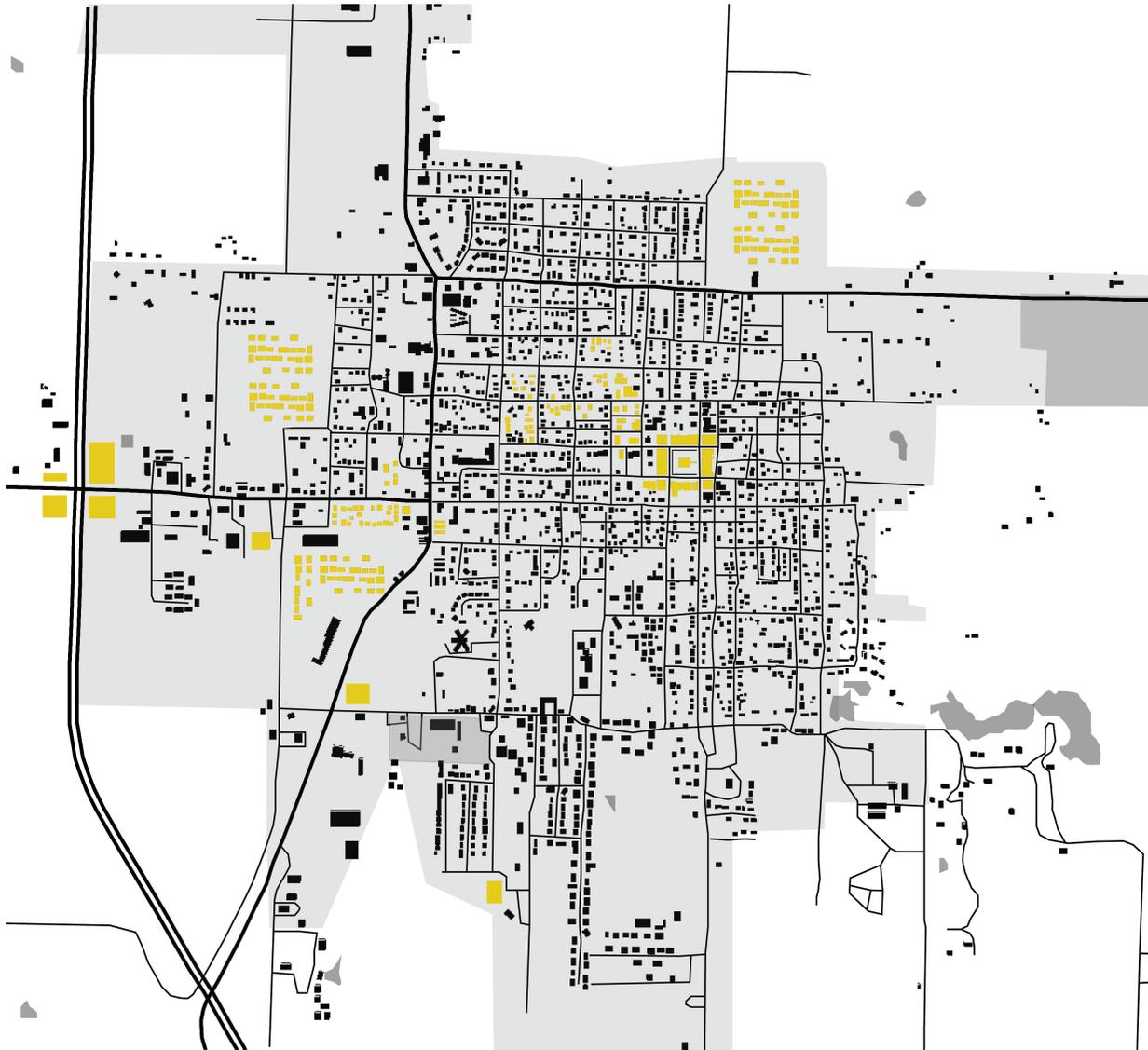


COMMUNITY STRATEGY

FIG_COMP_32_4

COMPREHENSIVE RECOMMENDATION

comprehensive recommendation



MAP OF BUTLER WITH AREAS TO BE EXPLORED CALLED OUT

\\FIG_COMP_33_1\\

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COMPREHENSIVE RECOMMENDATION

COMPREHENSIVE RECOMMENDATION

comprehensive recommendation

SHORT TERM PROPOSALS

IMPLEMENT ZONING AND REGULATIONS TO ALLOW FOR ALL CHANGE TO OCCUR

REFER TO PG. 63-69

APPLY REGULATIONS TO ALL NEW CONSTRUCTION THROUGHOUT THE CITY

REFER TO PG. 63-69

ENCOURAGE ENVIRONMENTAL AND ECONOMIC SUSTAINABILITY

REFER TO PG. 63-69

BEGIN RESEARCH OF BETTERPLACE APPLICATION

REFER TO PG. 91-93

ACQUIRE PERIMETER LAND FROM BUSINESSES TO WIDEN FORT SCOTT STREET ALONG THE COMMERCIAL CORRIDOR

REFER TO PG. 80-83

BEGIN TRANSFORMATION OF LAND DEVELOPMENT ADJACENT TO THE HIGHWAY 71

REFER TO PG. 72-76

BEGIN APPLICATION OF STREETSCAPING GUIDELINES THROUGHOUT THE CITY

REFER TO PG. 42-48

REPLACE CURRENT STREET LIGHTS THROUGHOUT THE CITY WITH NEWLY DESIGNED STREET LIGHTS

REFER TO PG. 78-89

BEGIN RETROFITTING EXISTING ELEMENTS WITHIN CITY TO ACCOMMODATE SELF SUSTAINABLE COMMUNITIES

REFER TO PG. 60-62, 42-48

BEGIN IMPLEMENTATION GATEWAY PARK

REFER TO PG. 72-76

BEGIN INCORPORATING LOFTS IN THE UPPER LEVELS OF DOWNTOWN SHOPS

REFER TO PG. 160-161

BEGIN DEVELOPMENT OF NEW BUSINESS IN DOWNTOWN SQUARE AND FORT SCOTT CORRIDOR AREAS

REFER TO PG. 162

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COMPREHENSIVE RECOMMENDATION

BUTLER 2040

comprehensive recommendation

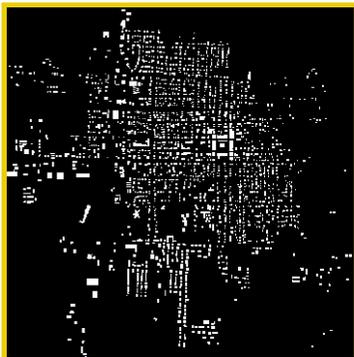
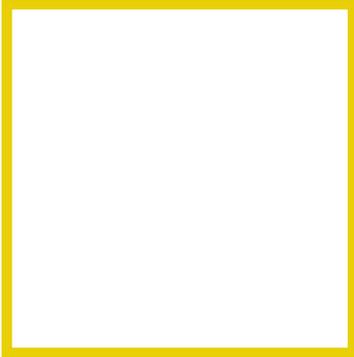
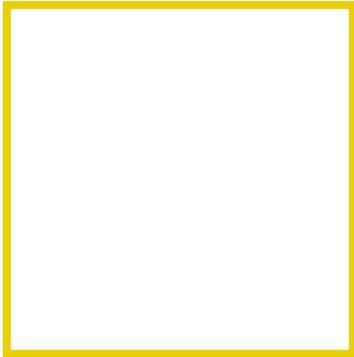


FIGURE GROUND

MID TERM PROPOSALS

MOVE THE POLICE STATION NORTH OF THE NEW CITY CENTER PARK/GREEN SPACE
REFER TO PG. 162-163

MOVE THE YOUTH CENTER AND THRIFT SHOP TO THE DOWNTOWN SQUARE
REFER TO PG. 110-112

ESTABLISH PUBLIC TRANSPORTATION SYSTEM AND INITIATE ROUTE PHASING
REFER TO PG. 90-94

BEGIN CONSTRUCTION OF SOUTH COMMUNITY/RECREATION CENTER
REFER TO PG. 138, 141

BEGIN CONSTRUCTION OF DOWNTOWN COMMUNITY CENTER
REFER TO PG. 113-115

BEGIN RENOVATING OLD HIGH SCHOOL INTO SENIOR HOUSING
REFER TO PG. 120-126

CONVERT TO BETTERPLACE BATTERY OPERATED ELECTRIC PUBLIC TRANSPORTATION
REFER TO PG. 90-94

BEGIN WIDENING FORT SCOTT STREET TO ACCOMMODATE MIDDLE MEDIAN IN COMMERCIAL CORRIDOR
REFER TO PG. 80-83

COMPLETE IMPLEMENTATION OF STREETSCAPING GUIDELINES THROUGHOUT THE CITY
REFER TO PG. 42-48, 78-88

COMPLETE CONSTRUCTION OF GATEWAY PARK
REFER TO PG. 72-76

COMPREHENSIVE RECOMMENDATION

comprehensive recommendation

LONG TERM PROPOSALS

COMPLETE SOUTH COMMUNITY/RECREATION CENTER

REFER TO PG.128-147

COMPLETE DOWNTOWN COMMUNITY CENTER

REFER TO PG. 113-115

COMPLETE RENOVATION OF OLD HIGH SCHOOL INTO SENIOR HOUSING

REFER TO PG. 120-126

WIDEN RAIL OVERPASS SPANNING FORT SCOTT STREET

REFER TO PG. 96-104

WORK WITH THE STATE OF MISSOURI AND RAILROAD TO ESTABLISH A PASSENGER RAIL SYSTEM IN BUTLER

REFER TO PG. 96-104

ADD AESTHETIC SIGNAGE AND MATERIALS TO THE FACADE OF THE NEWLY RENOVATED RAIL OVERPASS

REFER TO PG. 100-101

BEGIN CONSTRUCTION OF TRANSIT HUB AT THE CURRENT RAIL OVERPASS

REFER TO PG. 96-104

ESTABLISH BETTERPLACE CHARGING STATIONS IN PLACE OF TRADITIONAL STATIONS TO ACCOMMODATE CHANGE

REFER TO PG. 90-94

BUILD NEW FULL SELF-SUSTAINING COMMUNITIES AS BUTLER EXPANDS

REFER TO PG. 40-71, 96-97

COMPLETE CONSTRUCTION OF TRANSIT HUB AND UTILIZE AS PASSENGER RAIL TRANSPORTATION SYSTEM

REFER TO PG. 96-104

CONTINUE INTEGRATION OF ALL RECOMMENDATIONS IN NEW DEVELOPMENTS

REFER TO DETAILED PROPOSAL

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COMPREHENSIVE RECOMMENDATION

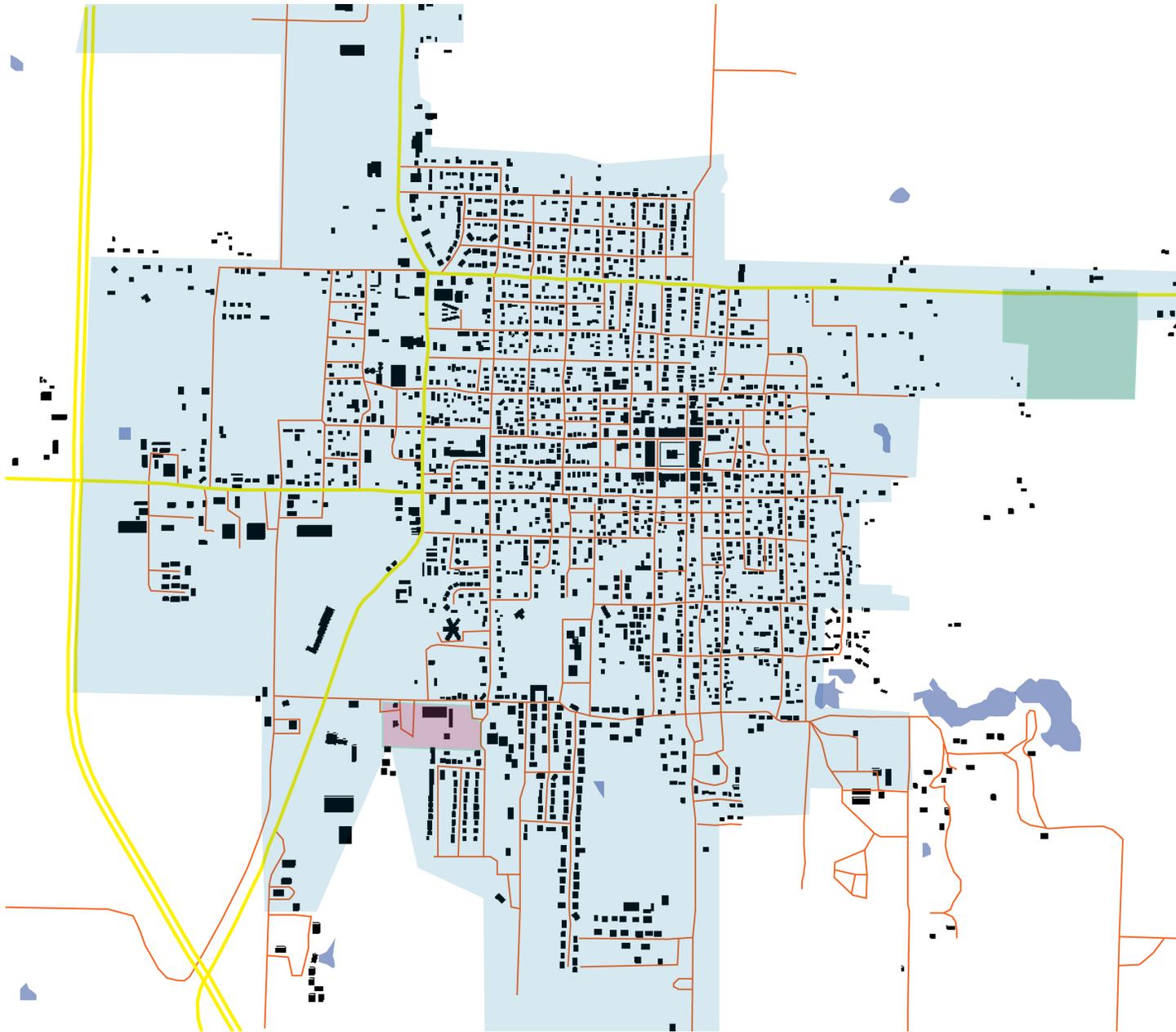


FIGURE GROUND

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