

Carthage, Missouri

Downtown Revitalization Plan, Spring 2011

Drury University Center for Community Studies (CCS)

Carthage, MO • Reconnecting the Center



Center for Community Studies
Hammons School of Architecture



Figure 1.1 Watercolor by Felipe Velastegui

Acknowledgements

The Drury University Center of Community Studies team would like to thank all the community members for their overwhelming support and their participation through out the development of this document. Their input was essential in making this project a success.

We would also like to thank the Visioning Committee of Carthage, which we have worked closely with in constructing this vision. Throughout the stages of this project they have been helpful, supportive, and deeply involved in shaping the vision developed.

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Preface

During the spring semester of 2011, the Drury University Center for Community Studies (CCS) was contacted by the city of Carthage, Missouri in an effort to develop a twenty year vision for the Carthage community. This process was funded by the city of Carthage and undertaken by six architecture students from the Hammons School of Architecture, fifteen members of the Carthage Visioning Committee, University of Missouri-Extension, and the citizens of Carthage.

The students were first introduced to Carthage on January 19th, 2011 when three members of the visioning committee, as well as a member of the local press, came to Drury and gave a presentation about Carthage. From there, the students then visited Carthage on January 26th, 2011 and were given a tour of the city by members of the visioning committee. This trip marked the beginning of the student's semester-long analysis and development of recommendations for the city.

Once the students were introduced to the town, a more thorough analytical process began. Not only did this process include researching the history, economics, and demographic information of Carthage, but also looking at precedent studies of other cities with similar character. The students also made multiple visits to Carthage to gain a better understanding of the community.

Although the whole city was considered during the analysis, the original charge to the students was to develop a vision for the revitalization of the historic downtown square and the surrounding blocks.

Carthage has abundant assets at its disposal. Carthage is the county seat of Jasper County. The courthouse is the keystone element of the downtown square. It is a great source of pride for the community. Carthage also has a rich history. The Battle of Carthage, also known as the Battle of Dry Fork, took place near Carthage, not far from the courthouse.

Carthage has profited from its mining industry that brought great amounts of revenue to the town. This is evident in the lavish Victorian architecture that is well preserved in the historic districts around town. Carthage is sited directly at the center of the original installment of Route 66 Highway between Springfield, MO and Tulsa, OK.

The Carthage economy is stable with a good tax base and multiple industries that call the area home. Carthage hosts multiple festivals throughout the year including the Maple Leaf Festival in October which brings 60,000-80,000 tourists to the area. The Marian Days Festival is also hosted annually in Carthage and brings 60,000 Vietnamese visitors to Carthage. The city has a very rich heritage and diverse culture. That was an important consideration for the students and greater community as they developed the vision.

Given the growth and development of Carthage, it still has not reached its full potential. Route 66 is a vibrant part of the community's history, but is not currently developed as a commodity for the city. The downtown square, while a successful government center, is still seeking organization that will cater to community interaction.

The intent of this study by the Center for Community Studies is to develop a twenty year plan that outlines the "vision" or potentials for the city of Carthage. Carthage is a flourishing community with multiple assets that the CCS team believes, when brought to their full potential, will enhance the already thriving community.

The community is reminded that this visioning process and resulting document is not the vision plan for the city of Carthage, but rather the visioning "tool kit" that the Visioning Committee and community leader should use to prepare the community's vision.

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Figure 2.1 Rendering of Downtown Square

re:connections
executive summary

introduction:

This executive summary is an outline of the main issues that have been identified by the community and Center for Community Studies (CCS) project team throughout the Carthage Visioning Process that will influence the implementation and quality of the community's long term vision. Although each issue is presented as a single entity, they are a network of interrelated variables that should/must be considered by the community for this vision to be achieved.

Issue:

The issue is a variable that has been identified that will significantly influence the conceptualization, implementation and maintenance of the Carthage vision.

Concern(s):

The concern(s) are the various explanation of why the identified issue should/need to be carefully considered by the community during the visioning process.

Recommendation:

The recommendation is the CCS project team's recommendation for responding to the identified issue variable.

Goal Statement:

During the Carthage Visioning workshop, each community member present was asked to select and discuss the goal statement that they believed best portrayed their aspirations for the community. After discussion, the teams of community members were then asked to select or write a goal statement upon which they all could agree. The CCS project team analyzed the results of the teams' selection and identified four main goal themes:

Stimulating social engagements in the downtown area

Economic renewal

Creating a destination

Celebrating the city's heritage

The CCS project team sees these goals as mutually supportive, if not interdependent. The project team has proposed a goal statement for Carthage that has become the guiding principle in the preparation of this Carthage Visioning "Tool Kit":

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The goal for Carthage is to revitalize the heart of the city, the city center, by emphasizing and creating nodes and connections that link the community to the downtown.

Givens:

These are concepts, principles and variables that should be considered when discussing every aspect of this vision's conceptualization, implementation and maintenance; no matter if it is at the micro or macro scale. In other words, it is given that these factors will be a basis of the deliberations.

Sustainability:

Sustainability can be considered a modern day term for the old time small town value of "self-reliance". Today the terms self-reliance and sustainability have broader reaching definitions in our interconnected global society than during the days when our world revolved primarily around ones farm and small town. Conceptually the terms are just as relevant and crucial for the survival of Carthage today as they were 100 years ago. The city of Carthage and each citizen of the community must consider the impact of their decisions upon the environment in terms of these three perspectives: the people, the economy and the environment.

The goal of the city and the citizens of Carthage should be to seek a balance between the people, economy and environment; a healthy harmony that allows each component to thrive. As the Visioning Committee and the community discuss the vision for Carthage, the CCS project team recommends that you deliberate on this factor and the few suggested variables listed below, as a minimum.

Throughout the development of this visioning tool kit the CCS project team has kept these sustainability variables in the forefront of their minds. The incorporation of these principles and ideas will be observed in the narrative throughout the document; however we wish to delineate these specific points for consideration:

Leadership in Energy and Environmental Design (LEED)

LEED is a national design standard for sustainable design. The LEED standards that would be of particular relevance for Carthage would be those for new construction, renovation, and neighborhood (city) design. We recommend that the city of Carthage consider using these standards as guides for the construction of all new structures in town and all substantial renovations.

Energy Conservation:

The energy demand of a community can be significantly reduced with a thorough audit of and adjustment to the energy system, usage, and consumer habits. Improvements to the community's buildings to make them more energy efficient and weatherproof would be a good investment for the community.

Alternative Energy Sources:

The exploration of alternative energy sources is recommended for the city of Carthage. As the technology improves the viability of wind and solar electrical generation in the Carthage area will become more cost effective; as will geothermal heating and cooling. We recommend that the city continually monitor the advancements in alternative energy sources to determine when it might be economically feasible to invest in alternate energy production at a city and individual unit scale. Long term dependence upon large scale coal fired electrical generation is not sustainable and a shift to more localized site specific electrical generation is anticipated. The city should consider all forms of alternative energy sources for the operation of the town including electricity, heating and cooling, and vehicular fuels.

Compact Town Design Strategies:

As the population increases it is advisable for the community to promote the development of new housing and businesses within the current city limits. This will reduce the need for expanding the physical area of the city utilities and services, centralize the community amenities and improve social connectivity.

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Design of an Active Living Community:

Research shows that the physical design of communities directly effects the amount and quality of the active living lifestyle that occurs in a community. In this case active living refers to the availability of community amenities that allow or fosters: walking, biking, skating, recreation, outdoor socialization, or any activity that gets citizens out of the house and car to be physically engaged in the community. These activities are encouraged by such community amenities and design strategies as: neighborhood parks, sidewalks, bike paths, public recreation facilities, a downtown that is comfortable for strolling, compact city design that places the city amenities in close proximity, and mixed-use live-work-play living arrangements. Research on active living has shown that community's who promote such a lifestyle see a significant reduction in both physical and mental community health issues. Furthermore, these communities see a marked increase in property value because these communities become very popular places to live.

Locally Grown Foods:

Increases in transportation cost and concerns about the use of chemicals in the production of foods have lead to a national sustainability movement that advocates locally grown foods. A combination of approaches are being used by communities around the world: conversion of local farm land to more diverse and regional human food crops, community gardens, vertical gardens (the use of plants to insulate building surfaces and to produce food at the same time), and the conversion of trees and shrubs in public areas to food producing varieties. The food produced is by local citizens and farmers for personal consumption, local sale or donation to food pantries. The result of the initiative is to reduce the cost of food by reducing the energy demand to produce and transport the food to market, improve the quality of the food, and to strengthen the social bonds within the community.

Xeriscaping:

A sustainable practice that reduces water consumption and the need for fertilizers and pesticides is xeriscaping; the use of native plants for landscaping. The promotion of this practice would celebrate the beauty of the native species, save water, and maintenance cost.

Bioremediation:

Bioremediation is the use of biological organisms to breakdown and to clean up pollutants in the soil and water. Natural wetland areas are perfect examples of how nature purifies the soil and water in this manner. The creation of man-made wetland (retention) areas near areas of large pollution sources, such as parking lots and streets, helps to remove the pollutants in a natural and beautiful manner.

Phytoremediation:

Phytoremediation is the use of plants to remove, or to render harmless, pollutants from the soil and water. The application of phytoremediation would be for similar uses as stated under bioremediation. Again, this would provide a natural and beautiful solution to pollution removal.

Universal Design:

Universal design is the principle and practice of physically accommodating all individuals in the man-made environment in a dignified manner appropriate to their capabilities. This has been codified by the federal government in the Americans with Disabilities Act (ADA).

The CCS project team has developed this vision tool kit from the perspective that the community of Carthage will be developed following universal design best practices. By integrating these principles into the visioning from the beginning of the process, an approach can be created that will foster the development of a town that accommodates all people seamlessly, both physically and socially, into the community.

Social and Cultural Accommodation:

Carthage is a community comprised of several diverse sociocultural groups. The CCS project team has developed this vision tool kit from the perspective that all of these diverse sociocultural groups constitutes the fabric of the community and as such must be recognized and considered, and preferably involved, in the creation of the community's long term vision. Each group's needs and aspirations should be respected and supported so that the community can thrive and prosper.

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issue:
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concern: preserved city image

The Battle of Carthage occurred on July 5th, 1861. The Civil War is a rich part of American history. The community should take greater pride in their significant role in Civil War history. In the downtown area, their civil war heritage needs to be celebrated and marketed. Currently, this significant event is only celebrated at a small museum. The story of this battle needs to be better told and promoted to the community and tourists. The passion and patriotism that is associated with such a significant event in American history should not be lost. Future generations must be aware of such a significant piece of history.

Mining has had a strong role in the shaping of Carthage as a city. Throughout the early Twentieth Century, it brought in great revenue in the city as zinc, lead, and limestone were extracted. This made the city very wealthy to the extent that, at one point, it had more millionaires per capita than anywhere in the United States. This heritage of wealth is still evident in the elaborate Victorian era homes throughout town.

Historic Route 66 and Jefferson Highway both are a rich part of Carthage's heritage. Both routes are great assets for the city. More emphasis should be placed on these historic routes to celebrate their history in Carthage.

Carthage strongly identifies with their rich history and the town has many historic districts that are well preserved, however the downtown facades are currently lacking a cohesive aesthetic. Over the years, many of Carthage's historic facades have been modified with improper repair and short-lived architectural styles. The inconsistencies of styles downtown are currently diluting the aesthetic character of the area. Inconsistent awnings, proportions of buildings, and material choices are breaking up what could be a powerful expression of the beautiful historic architecture.

recommendations:

The small Civil War museum located off of the square should be expanded. In conjunction with this expansion, landmarks around town should be better highlighted. Better development of these assets would properly portray the heroism and patriotism that took place on July 5th 1861 to the entire regional community. The CCS team also proposes expanding on the current Civil War museum (see page 107 for more information). This would not only be an opportunity to promote awareness of this significant chapter in Carthage's history, but also contribute to the economic vitality of downtown.

Carthage's heritage is also evident in the architectural disposition of the city. To preserve the architectural character of downtown facades, guidelines should be created. These guidelines would include regulated proportions, styles, and historical details and apply to all renovation and new construction in the city center (pages 108-119).

Route 66 and the Jefferson Highway both have had a large impact on Carthage. To celebrate these iconic routes, the CCS team proposes a Route 66 Museum, improved streetscaping, and restoration of historic landmarks (pages 86-91, 107).

Much of Carthage's rich history can be seen in the many historic homes around town. The CCS team proposes the creation of historic route tours. These tours would allow visitors and residents the opportunity to enjoy this part of Carthage's history (pages 80-81).

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issue:

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concern: ambience in the downtown district

The downtown square is currently lack vitality and does not serve the community well as a community center or the “heart of the community”. The square is lacking a variety of businesses. There is a limited variety of stores; antique shops, restaurants, and governmental institutions. Without a variety of activities that would attract all age groups and demographics, the downtown square will not be a thriving activity core for the city. Closely linked to diversifying business, is creating an active environment throughout the day and evening. Currently, the downtown square has limited community interaction in the evening hours because it is essentially a nine-to-five governmental center. The square’s governmental function requires a regulated environment including parking specifications and public access requirements.

The function and design of the square currently inhibit pedestrian use throughout the day and evening. Sidewalks are not conducive to creating an environment for gathering and leisure. The current orientation is limiting the potential for activity in this developing city core.

The inadequate levels of housing in the downtown area are also contributing to the general lack of activity in the square. In order for the downtown square to be a successful community center, the area immediately surrounding the square should also be a rich and diverse economic and social environment.

recommendations:

To increase activity downtown, a diversified economic base must be created. This would include venues that attract all age groups such as a youth center, a Civil War Museum, a children's museum, live performance venues, shopping, and cultural display space. A youth center would provide the opportunity for younger generations to have a strong presence in the downtown (Page 105). An expanded Civil War Museum would further promote Carthage's Civil War heritage (Page 107). Creating family oriented centers, such as a children's museum, would promote community interaction in the area (Page 107). Having community activities in the downtown, like art walks and live performances, will bring residents of Carthage and the surrounding communities to the downtown(Pages 102-103). The city needs to take an active role in seeking out investors and developers that will take an interest in these types of activity centers and diversify downtown business. The city should provide incentives and promotion for the desired developments downtown. The CCS team proposes expanding the sidewalks ten feet to provide space for pedestrian gathering. This additional sidewalk space will create an environment that would cater to activity oriented businesses around the square. This infrastructure change creates the appropriate environment for maximizing community interaction.

The expansion of sidewalks on the square will reduce the amount of parking. There would still be substantial parking around the square, but additional parking would be located in a new multi-level structure located one block south of the square. The proposal also considers the surface parking surrounding the square. The new parking scheme creates the opportunity for an enriched pedestrian experience. A pedestrian access way to the multi-level parking should be established through the expansion/renovation of an existing corridor on the south side of the square. This corridor would provide for future retail development space as well as create the opportunity for outdoor terraces (Page 98).

To create an active downtown a residential population must be present. The CCS team proposes increased residential developments around the city center. Increasing housing will bring activity into the downtown district at all times of the day (Pages 122-123).

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issue:

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concern: creating carthage as a destination

With the conversion of Highway 71 to I-49 the section of Highway 71 in Carthage will become I-49 Business and the entrance from Interstate 44 will become even more crucial to Carthage's image. It will be critical that the town's image and expression of that image pull people off of the highway and into the city.

Carthage is lacking a clear entry sequence into town. When entering a town, there should be visible evidence and signage that clarifies the gateways into the city. This is not the case in Carthage. Entry is not limited to signage, but includes the entire experience of approaching a city. Upon entering a town, there should be a unified and aesthetically pleasing streetscape. This includes buffer zones between pedestrians and automobiles and landscaping to improve the aesthetic quality. The streetscaping in Carthage is disorganized and does not accurately portray the rich character of the city.

recommendations:

With the conversion of Highway 71, promoting Carthage becomes important to keep the city accessible and thriving. The CCS team proposes that the city increase signage along Interstate 44 and the future Interstate 49 as well as further promote Carthage as a tourist destination to keep the city prosperous.

Carthage needs a sequence of entry that delineates itself as a place of significance. There needs to be a sense of arrival upon entering the town. Along Highway 96 there are currently three bridges that are crossed on the way into town. These bridges need to inspire interest as well as enhance the already magnificent view of the courthouse (Page 85). Kellogg Lake Park is also part of this entry sequence. The CCS team proposes that this park be extended to Central Avenue to enhance the aesthetic for visitors and residents (Page 84).

Streetscaping is an important part of how the town is perceived. A well organized and landscaped street with pedestrian activity reflects a vibrant and active community. This kind of image would help Carthage promote itself even more as a destination. Future street development in Carthage should include bike lanes and landscaped buffer zones so safety is increased for pedestrians (Pages 86-91).

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concern: celebrating diversity

The cultural climate of the United States is in a constant state of assimilation. It is important to recognize that assimilation does not mean absorption and loss of identity, but rather a celebration of the strength resulting from a culturally diverse heritage. Carthage has always experienced cultural shifts. This trend, which is not always an easy adjustment, is a great strength of Carthage. All residents have contributed to the economic and cultural vitality of Carthage, whether they are Italian, Hispanic, German, Dutch, Vietnamese, or of any other cultural background and, therefore, deserve to be recognized and celebrated.

recommendations:

We suggest that cultural diversity be enhanced in the community, rather than identified as a problem. We recommend the creation of a Cultural Center for the community; establishing a place to gather and celebrate the great heritage and diversity in Carthage. This is not only a facility for education and increased awareness, but also a place for celebrations and community wide events. The center would become a place for festivals, a repository of resources and artifacts about the various cultures, a place of learning, a place of sharing and the place for commemorating Carthage's Sister City relationships (Pages 134-135).

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issue:

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concern: Linkages

Currently, Carthage does not have a public transportation system. For the city center to thrive it must be easily accessible by the general public. With the fluctuating energy markets and increasing gas prices, having alternate modes of transportation will become a standard of community development. While the infrastructure of Carthage is nicely laid out, it currently only caters to automobile traffic and this will need to be addressed.

Carthage has many trails that are assets to the community. The Ruby Jack Trail is in the vicinity, hopefully to extend into the city itself. There are also walking trails located along Municipal Park. Even though the town currently has walking and biking trails, there is an opportunity for expansion. Expansion of these trails would further promote an active lifestyle and a healthy, positive city image.

recommendations:

Public transportation would be a beneficial program for Carthage to implement. Whether it be bus routes, a tram system, or rail system, some form of public transportation will become necessary (Pages 80-81). Bike routes linking key parts of the town will provide an important secondary form of transportation to the citizens of Carthage. Bike routes also promote a healthy active community environment. The CCS team proposes that bike routes be implemented throughout the city (Pages 80-81). The organization of the public transportation system should link key activity points to the downtown. These would include the industrial park to the south, the historic Civil War battle site, and Municipal Park.

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concern: streetscaping

A vibrant community character within Carthage can be achieved through consistent treatment of streetscape and landscape features. There is a lack of physical and visual buffers between vehicular and pedestrian traffic. Much of the streetscaping in the downtown area is oriented toward vehicular traffic and does not give enough attention to the comfort and needs of the pedestrian.

In the downtown area there is a lack of visual hierarchy in street organization. To emphasize important gateways throughout town, a consistent streetscaping hierarchy can be used to emphasize importance. The main nodes of entry into the downtown square are not properly identified. This is a missed opportunity to attract tourist and community members to the historic downtown square. Parking is also an important part of streetscaping. The orientation of parking affects the perceptual experience of the pedestrian. The city's streetscaping needs to be sensitive to this.

recommendations:

Central Avenue and Garrison Street are the primary arterials leading to the downtown. The corridors leading from these streets to the courthouse square need to be identified through the use of streetscaping and landscaping elements. The intersection of these major streets is important and needs to be visually celebrated. These gateway intersections should be highlighted by inlaid street patterns, low decorative/retaining walls, and distinctive lighting and planting (Pages 86-91). This streetscaping would extend along the main avenues of downtown to accommodate a comfortable pedestrian experience. The streetscaping would improve the pedestrian experience by creating a buffer that would reduce the noise and intrusion of vehicular traffic. This would also increase safety and help to slow traffic making the Carthage downtown a place to visit rather than pass through. Parking should be organized to serve as an additional buffer between pedestrians and the street.

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concern: sequence of tasks

A sequence of suggested tasks has been developed to illustrate how the 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.

The development of this visioning document concludes the first step in Carthage's visioning process. This document identifies the community's goals and objectives, illustrates potentials for downtown renewal, and forms the foundation for the community vision.

recommendations:

Develop the Community's Vision:

This document is not the community's vision, but rather a visioning "tool kit" that the community should use to develop its own vision. The CCS team recommends that the community use this document as a guide in the formation of their community vision. The Vision Committee should review, affirm or modify the Carthage vision tool kit to create the community's long term vision plan and prepare a resolution for City Council adoption.

Implement Plan Incrementally:

The Carthage 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.

Enforce Existing Laws:

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

Concentrate on High-Impact Projects First:

To further stimulate and maintain the community's and developer's interest in the city center development it is important to demonstrate the city's commitment by showing tangible results. We recommend that the Carthage Vision Committee and the city officials identify several projects that can be implemented quickly. These initial projects should be selected based upon a high return to cost ratio. The return could be economic or aesthetic or functional and/or community pride. The ultimate result should be to stimulate and excite the community, legitimize the process, demonstrate commitment and promote community ownership of the Carthage vision.

Clean up and 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. This would include fixing minor facade damage, trash clean up, and planting vegetation. This would present the city center as a stable and economically viable community.

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Develop Facade Guidelines:

We recommend that the city develop facade guidelines for the aesthetic of the downtown facades. The facade guidelines outlined herein are an example from which the community should begin to develop the Carthage city standards.

Establish Overlay District Standards and Form-Based Codes:

The town should consider the development of an overlay district for the areas covered by the Carthage vision. This overlay district would allow the city to establish form-based codes or guidelines for the target area which outlines a private/public cooperative process for the development of the city center in conformance with the vision plan. Such a form-based code would provide a clear statement to the developers of the physical and aesthetic expectations for any new construction or renovation in the overlay district. This would provide the city with a flexible, yet coordinated, process for working with community entrepreneurs as the city evolves.

City Sponsored Low-Interest Façade Loans:

The city should 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.

Streetscaping:

Early in the phasing we recommend the development of a streetscape plan for the Carthage city center area. The CCS team has conceived of the streetscaping being developed in three phases based upon hierarchy.

- The first and most important tier of streetscaping would be Central Avenue and Garrison Avenue corridors. The intersection of Central and Garrison, "The Crossroads of America", requires special attention to celebrate the importance of this location; the general area where the Jefferson Highway and Route 66 alignments cross.
- The second tier would be the streets leading into the courthouse square: Grant Street, Main Street, 3rd Street, and 4th Street. These streets also require special attention to mark where they intersect with Central Avenue and Garrison Avenue.

- The third tier would be the development of all other streets in the city center area. Of these streets we recommend that particular attention be given to the Lyon Street corridor between 2nd Street and 6th Street. This Lyon Street corridor would connect two important cultural nodes in the city center and, it is hoped, help to stimulate the development of a cultural district along its length with the Linear Gallery to the north and the Cultural Center to the south.

Promotion of the City Center Renewal:

Concurrent with the first phase of streetscaping we recommend that the city develop an advertising campaign to promote the community's efforts in the renewal of the Carthage city center. It is important that the community and prospective investors understand the vision that is taking shape. The support of the community and investor is crucial to the success of this vision. The advertising efforts might include increased community wide gatherings in the city center, a community open house, workshops, walking tours, newspaper articles, television news coverage, and posters all aimed at educating the public and bolster the community's support.

Development of Incentives:

The city should develop a package of economic incentives aimed at land owners, store owners, and potential investors to stimulate the renewal. The hardest part of implementing the vision is getting the owners and investors to take the first risk; once the investment in the city center has been shown to be a good investment, the domino effect will begin and other investors will join the renewal effort.

Begin a Plan for Public Acquisitions:

The Carthage vision suggests several new public use areas in the city center: the parking structure and surface lots, pedestrian arcade, cultural center, youth community center, Civil War Museum, Route 66 Museum, etc. 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.

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Acquire The Boots Motel and Boots Drive-In:

The community must begin a concerted public/private effort to purchase the Boots Motel and Boots Drive-In for the purpose of restoring them. These are two very important buildings that are key component to the city center vision. These buildings cannot be allowed to deteriorate further; their loss is greater than the destruction of two local landmarks, it would be the loss of part of our national heritage and a link to the original stretch of the Mother Road.

Work on the Interconnectivity of the City:

Efforts should begin to promote a more pedestrian and bicyclist friendly community that will help to link the various sections of the community to the city center. Well-marked and pleasant routes in and around the city center will stimulate more and safer citizen participation.

Begin Development of the Public Transit System:

Public transportation is crucial for the city of Carthage. Easy accessibility to the city center area is a vital component to its success. The CCS team recommends that a public transportation system be developed as soon as possible to help link the city center node to the rest of the community.

Develop City Entrance Signage:

With the conversion of US-71 to I-49 and the realignment of the I-49 towards Webb City and Joplin, Carthage will see less traffic on the I-49 Business route through the community. The community needs to develop city signage at all major traffic points surrounding the city to direct the motorist into town and the city center.

Increase City Center Urban Density:

The city should make a concerted effort to increase the building density within the city center. Recent new developments that have been built in the city center are incompatible with the city center fabric and distract from the urban center. All future developments in the city center should respect the urban fabric by maintaining the zero lot line, eliminating the large grassed lawn spaces, and suburban architectural styling. The existing newer buildings with such suburban characteristic should be modified over time to minimize their intrusiveness in the urban city center.

Development of the youth center, wellness center, and children's museum:

The development of larger scale projects such as the youth center, wellness center, and children's museum need to occur when substantial interest in the project has accumulated. The CCS team's proposal suggested that these programs be located in existing facilities to strengthen and preserve the environment and reduce the developmental cost. Although it will ultimately be up to the community and economy as to when these facilities will be implemented we encourage the community to seek every opportunity to develop these facilities as soon as possible. These are important facilities that will attract a diverse age group of citizens to the city center. During the community workshops it was often stated that the youth of Carthage needed activity places to go where they could interact in a supervised, fun and educational setting.

Courthouse Square Parking Modified:

The CCS team recommends that the two lanes of one way traffic around the courthouse be changed to one lane of one way traffic and that the inside diagonal parking around the courthouse square be removed. The space that these changes provide would be allotted to the enlargement of the sidewalk space on the outside of the square and the remaining diagonal parking. These proposals have been made to de-emphasize the importance of the car within the city center and to shift the importance back to the pedestrian and the social interaction of people. Long term parking for the courthouse square/city center will be handled primarily by a multilevel parking structure at the corner of 5th Street and Main Street. In the short term, the removal of the inside lane of parking around the square would be accommodated by surface lots located within a one block radius of the square.

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Development of the Courthouse Square Streetscaping:

The extended sidewalk and improved diagonal parking arrangement within the courthouse square area would be design to promote a pedestrian friendly setting where people would be more inclined to linger, socialize, and shop. The area would be landscaped with trees, shrubbery, and flowers, furnished with places to sit alone or in small groups under the shade of a tree or structure, and have establishments where you could socialize at a sidewalk cafe. As you strolled the city center you could look at civic art, an old time street clock, enjoy the lights as they came on at dusk, and listen to the street musicians and performers. The enlarged sidewalk would become a furnished stage upon which the visitors and people of Carthage could interact, shop and play.

Highway 96 (Route 66) Gateway Sequence:

The Route 66 approach from the east is an important entry sequence into the city of Carthage because of Kellogg Lake Park and the grand view of the Courthouse rising above the trees in the distance. For many years this was the primary entry into town for the motorist traveling west. With the number of tourist who travel Route 66 increasing each year it is important for the community to improve this gateway into town. The CCS team recommends that this entry sequence be improved to present Carthage and this vista to the town in a more positive way and memorable manner.

We suggest that the Kellogg Lake Park be extended along the Highway 96 corridor to Central Avenue where it would merge with the landscaping of the Central Avenue streetscaping. The park extension would also merge with the Ruby Jack Trail as it extends through town and emerges on the east side and heads southeast along the abandoned rail line.

We suggest that the three bridges in this area be upgraded to more appropriately express the character of bridges from the Route 66 era with their arched supports. These arched sculptural elements would add a memorable artistic expression to the arrival sequence during the day and provide a beautiful illuminated element in the evening.

Establishment of the Highway 96 View Corridor:

The view of the courthouse as you arrive into town along Highway 96 is a very important vista that needs to be protected. We recommend that the city of Carthage establish guidelines for future development in the area between Kellogg Lake Park and the courthouse. This guideline should restrict the height and type of structures that can be building in this view corridor.

Development of a Public Transit Station:

As the Carthage public transportation system evolves it will become necessary to construct a central transit station. We recommend that this transit station be located in the city center area to further encourage people to use the downtown amenities. In addition, we encourage the community to seek to develop a multi modal approach to public transportation, one that is flexible and can adaptable to changes in technology and energy cost efficiently.

New Construction Development Projects (cultural center, linear gallery, Route 66 Museum and housing):

The CCS team envisions the cultural center, linear gallery, Route 66 Museum and the various housing developments as new construction projects. Major community investments such as these would occur when there is proper funding and community interest. The city should work to identify investors and grants for the construction of these projects as early in the visioning process as if feasible. We believe that these various projects are important catalyst for the renewal of the city center. These new nodes of activities would also strengthen the linkages to the community at large and the city center specifically.

New Construction Development Projects (multi-level parking garage and pedestrian arcade):

As the city center is renewed and repopulated by Carthage residents and visitors, it will be important to construct the multi-level parking garage at 5th Street and Main Street and the mid block pedestrian covered arcade that links the garage to the courthouse square.

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concern: implementation strategies

With the preparation of this Carthage vision tool kit 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 Carthage community will confront as it grows and changes. With the distribution of this document, the second phase of the process begins; the creation of the community's vision for the future of Carthage. The Carthage vision tool kit is not "the community's vision"; rather it is a tool that the community may use to develop its own vision.

The process we recommend the community use to create its own community vision involves the public review and discussion of the Carthage tool kit document. This will help to develop a broader community understanding, consensus and "ownership".

recommendations:

Recommendation: Review, Modify and Affirm

Upon receipt of the Carthage vision tool kit document, the advisory committee and city officials should formulate a community process for the systematic review of the Issues, Concerns and Recommendations and visions presented herein.

After the community review the advisory committee and city officials should modify or affirm the Carthage vision tool kit document's long term vision to fit the consensus of those involved.

Recommendation: City Council Resolution

The advisory committee should prepare a resolution outlining the community's Carthage vision and the principles that will guide its implementation. This resolution should be presented to the Carthage's City Council for ratification.

Recommendation: Respect the Vision's Principles and Guidelines

The Carthage vision tool kit document outlines the principles and guidelines for the consideration of future city goals and objectives related to the evolution of the city of Carthage. 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.

Recommendation: 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 that 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.

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Figure 3.1 Rendering of Youth Center

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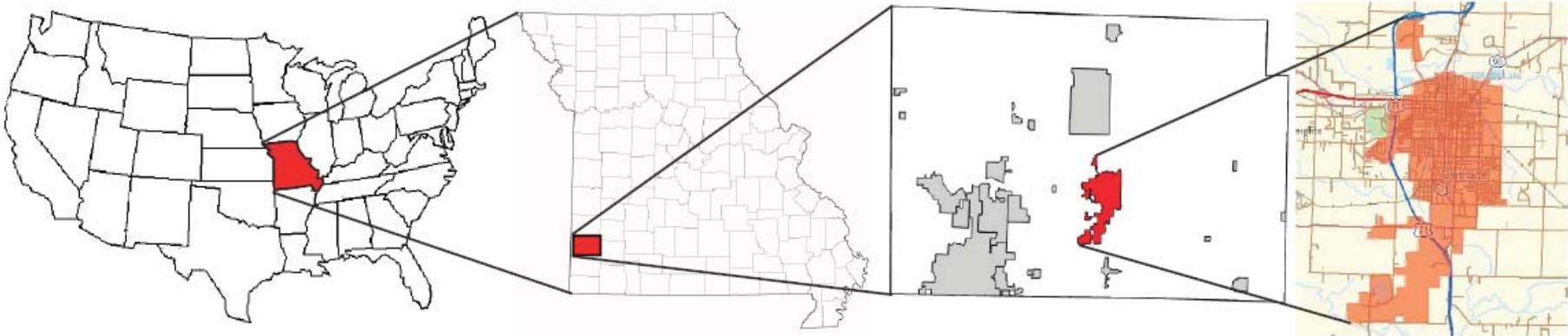


Figure 3.2 Location Map

Carthage is located in Jasper County in Southwest Missouri. The town is located in the Ozarks of Missouri. Highway 96, the original Route 66 runs through Carthage and intersects with Highway 571. This is known as the "Cross Roads of America". Highway 71 runs along Carthage's west boundary. Carthage is naturally bounded by the Spring River to the North. The land east of Carthage is mostly rural farm land. Carthage is located on a plateau, which is surrounded by hills that help to create the north, west, and northeast borders of the city.

The town is also the county seat for Jasper County and has a strong governmental influence.

Since Carthage is located along Highway 71, close to Wal-Mart headquarters in northwest Arkansas, an opportunity exists to create a strong economic relationship between the Wal-Mart headquarters and Carthage.

Carthage is located within a days drive of 40% of the United States population. This creates an opportunity for tourism in Carthage.

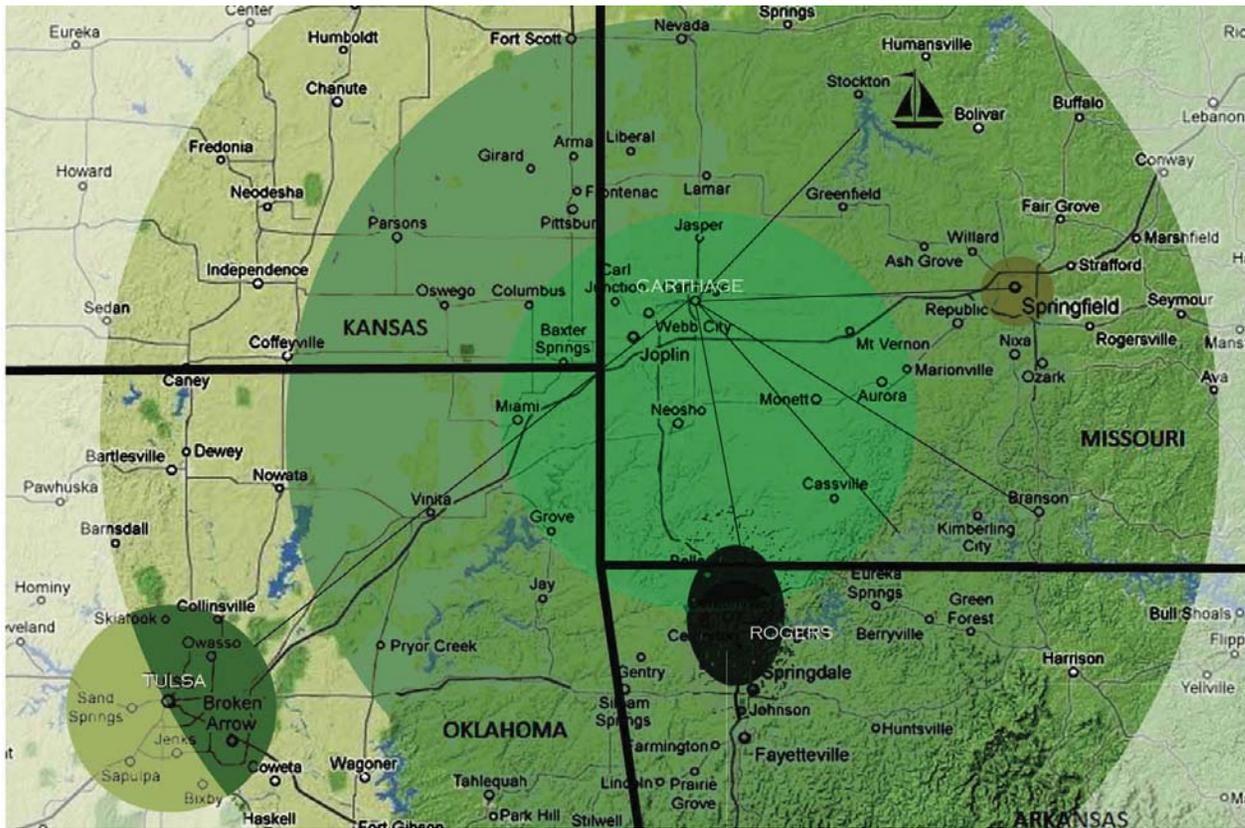


Figure 3.3 Context Map

Carthage has many opportunities being closely located to many larger towns. Within a two hour radius is Tulsa, OK, Kansas City, MO and within an hour radius is Springfield, MO, Stockton, MO, and Rogers, AR, the head quarters of Wal-Mart. Carthage is located about thirty minutes from the Kansas border and about an hour from the Arkansas border.

Mileage Chart

Kansas City, MO	142	Tulsa, OK	128
St. Louis, MO	270	Rogers, AR	75
Jefferson City, MO	192	Wichita, KS	189
Springfield, MO	57		
Joplin, MO	16		

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History

The first settlement in the area of Carthage, MO was occupied by the Osage Native American tribe. In 1808 The U.S. government purchased this land from the Osage tribe for \$1,200 in cash and \$1,500 in merchandise.

The city of Carthage, MO was laid out in 1842 in Jasper County. The first brick building, the first courthouse, was built in 1851. It was destroyed in 1860's during the Civil War. The Battle of Carthage, which happened July 5th, 1861, led to the first victory for the Confederate Army in Missouri. Most of the city was destroyed during the Civil War. People started to return to the town in the mid 1860's



Figure 3.4 Battle of Carthage

By 1868 the town's population had reached 1,200. In 1872, Missouri Western Railroad passed through Carthage which led to population and business growth. By the mid 1880's, the town had a foundry, a furniture factory, two wooden mills, 4 grain mills, a brick manufacturer, and other businesses. Leggett & Platt, the only company that was established before 1900 which still exists in Carthage, was established in 1883. In the late 1880's limestone, lead and zinc were discovered and many fortunes were made. Carthage becomes known as the Queen City of the Southwest because of its high prosperity.

The increasing wealth in the town can be seen in the beautiful Victorian Houses. Many of these homes still exist today. In 1895 a new courthouse was built from local limestone at a cost of \$100,000. By 1900, Carthage had a population of around 12,000. On November 11th, 1926, the first section of Route 66, which passed through Carthage, was dedicated, which further spurred population growth. The byway resulted in the construction of the Boot's Court Motel in 1936, Boot's Drive In 1946 and 66 Drive-In Theatre.

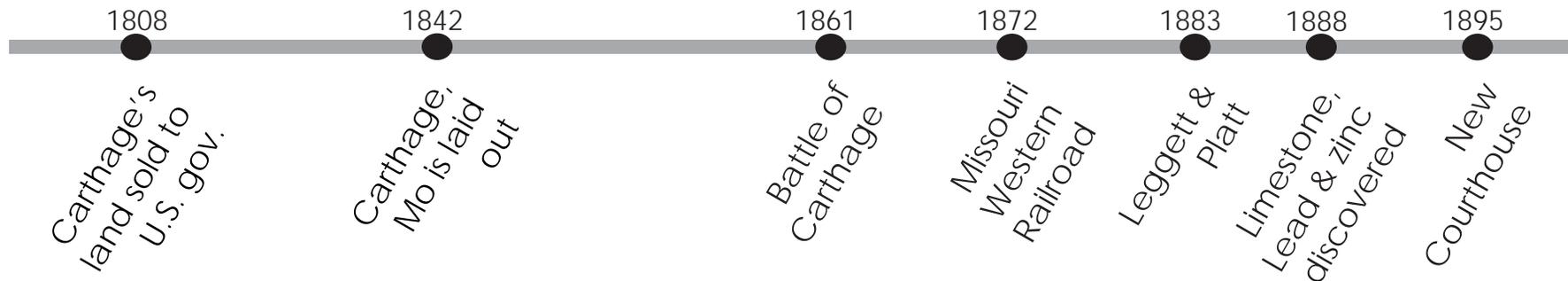




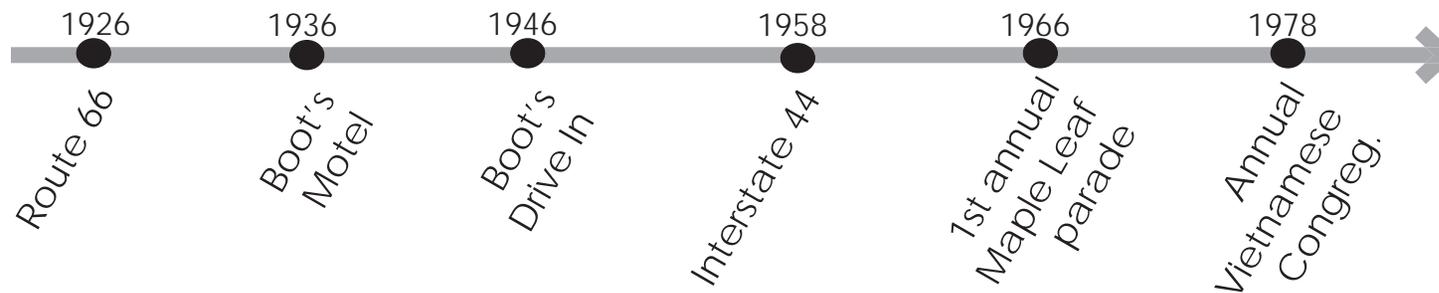
Figure 3.5 Carthage Square in 1935



Figure 3.6 Painting of 66 Drive-In Theatre

In 1925, Ozark Wesleyan College was built. Between 1944 and 1971 the building was occupied by Lady of the Ozarks College. Currently it houses the Vietnamese-American Catholic religious congregation of the Mother Co-Redemptrix which brings over 70,000 people to meetings annually.

Another annual event in town is the Maple Leaf Festival and parade. This festival started as a marching band competition and is still held yearly celebrates fall with a variety of events.



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Demographics

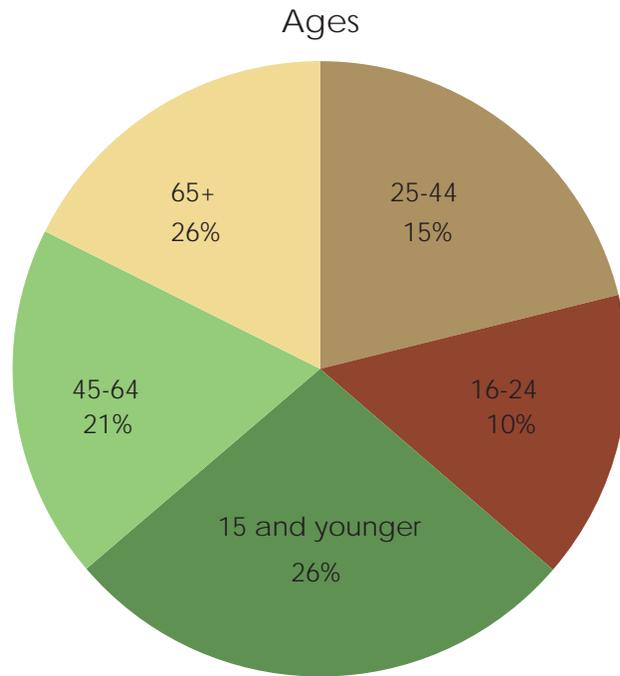


Figure 3.7

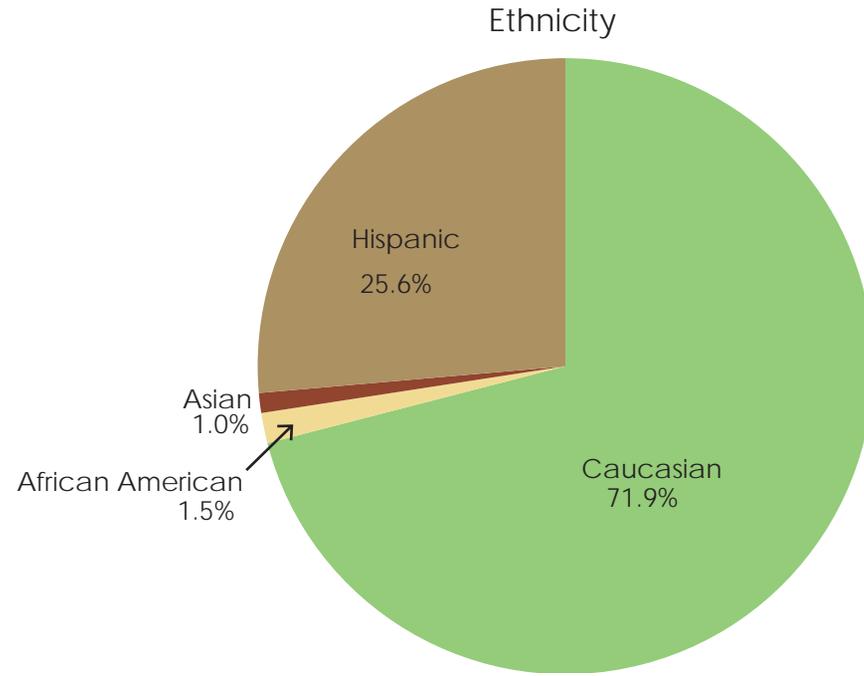


Figure 3.8

Carthage is unique in that it has a large Hispanic population. Over one fourth of the population is of Hispanic decent. The Hispanic population has almost doubled since 2000.

According to the 2010 Census Carthage's population is 14,378. Since 2000 the population has risen 13.5%. The surrounding communities are also steadily increasing with the exception of Joplin, MO which is increasing at a faster rate.

Home Values

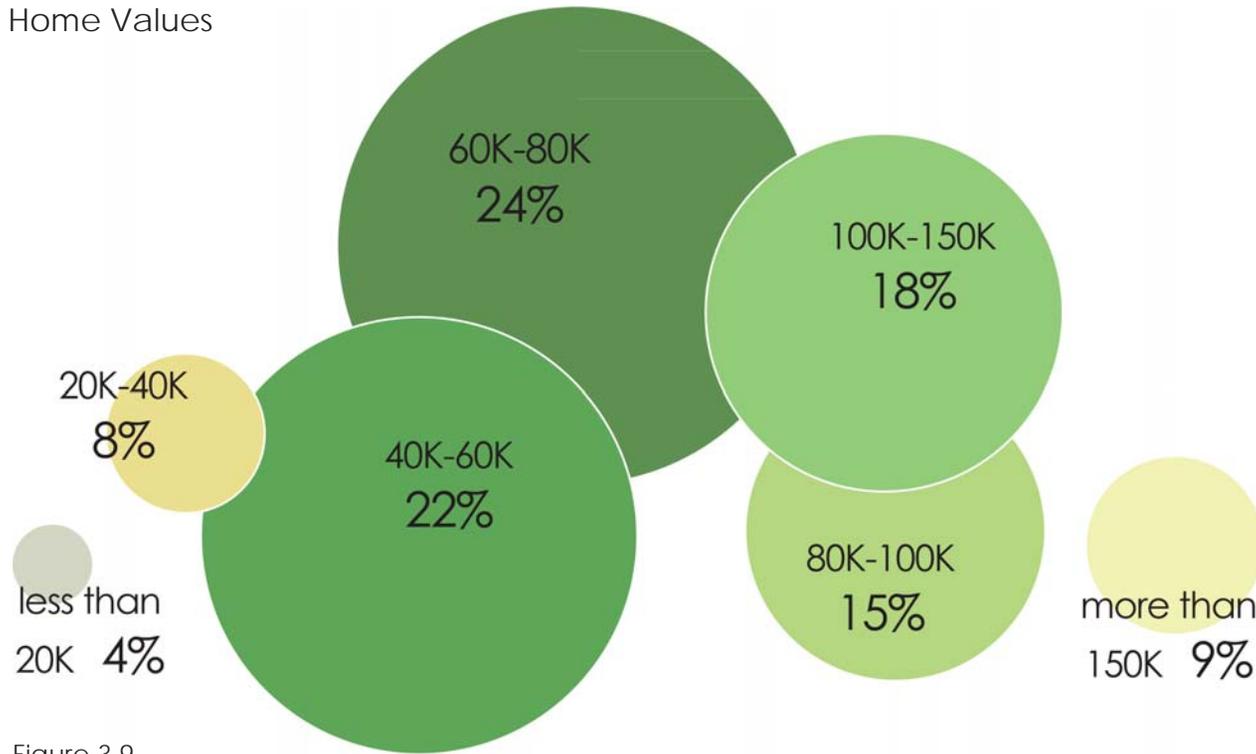


Figure 3.9

Major Employers

Company	Employees
Leggett & Platt	1,936
SCHREIBER	801
BUTTERBALL	590
McCune-Brooks Hospital	375
AmeriCold	356
Carthage Crushed Limestone	356
Dyno Nobel	350

Company	Employees
JASPER COUNTY	340
Williams H. F. WILLIAMS, INC.	300
WAL-MART	255
D&D Sexton	227
Windsor Quality Foods	178
Justin LUMBER	125

Figure 3.10

Carthage has a variety of industries that provide jobs to a large number of its population.

Job growth in the area is expected to increase 28.3% in the next ten years.

The unemployment rate in Carthage is currently 7.8% percent.

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Route 66



Figure 3.11 Route 66 Highway Marker

Historic Route 66 passes through Carthage. The first stretch of Route 66 constructed was from Springfield to Tulsa and was opened on November 11, 1926. Carthage has a strong relationship with Route 66; each year over 300,000 people travel Route 66 and many visit Carthage. By increasing the awareness of the Route 66 amenities in and around Carthage there is a potential to bring more of these Route 66 enthusiasts into the community. Some of the Route 66 attractions that are in Carthage are the Boots Motel, Boots Drive-In, and Route 66 Drive-In Theater.

Hispanic Culture



Figure 3.12 Supermercado Guerrero

Carthage's rich heritage and city fabric is the result of the efforts of many men and women of diverse cultures that have labored long and hard to create a new home for themselves and a community of distinction. These people brought their cultural traditions and values to blend together and become the cultural expression seen in Carthage today. The most recent arrivals to Carthage, the Hispanic community members, have brought a new richness of cultural expression to add to the Carthage community. As of the 2010 census the Hispanic community of Carthage was estimated at twenty-five percent of the total community population. The emergence of this strong Hispanic community can be seen in the city of Carthage in the many Hispanic stores, restaurants, and churches.

Carthage's Historic Homes



Figure 3.13 Historic Phelps House

Carthage is known for its historic homes. There are four historic districts located in Carthage. Most of these homes are currently occupied, and a few are open for tours. Most of the homes are located in the south District.

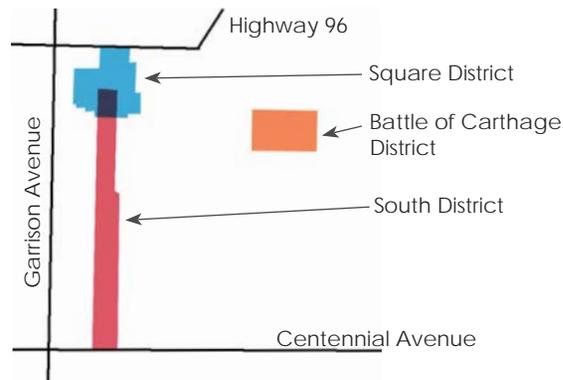


Figure 3.14 Map of Historic Districts

Maple Leaf Festival



Figure 3.15 Maple Leaf Parade

Carthage is home to the annual Maple Leaf Festival. Every year during the third week in October over 60,000 visitors come to Carthage to be a part of the celebration. The festival celebrates the fall season and is a time for the community to come together and be with friends and visitors. During the festival there are activities such as a car show, dog show, food vendors, live entertainment, and petting zoo. The Maple Leaf Festival is held around Kellogg Lake and in the downtown area. The festival has become a major part of Carthage's culture.

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Figure 4.1 View of Cultural Center

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St. Charles, Missouri

The trailhead of the Katy Trail in St. Charles is an essential part of the city's downtown. The integration of a major trail like this creates activity during the day time. In combination with an accommodating family atmosphere, the Katy Trail is a great generator of pedestrian activity for the city. A hiking trail like this brings vibrancy to the city as visitors to the trail will also bring more revenue dollars to local businesses.

The Katy Trail runs 225 miles along the retired rail track of the MKT railroad. Bikers and runners use the trail for exercise and leisure at all times of the year. The trail connects parks and campgrounds across northern Missouri.

Carthage has similar amenities as St. Charles. Carthage is located on the Ruby Jack Trail which is a rails-to-trails pathway just like the Katy. This creates the opportunity for Carthage to bring in visitors who are traveling the Ruby Jack Trail. Having a trail system also promotes an active living community. Carthage should promote the Ruby Jack Trail and encourage citizens to use the trail system to create a more active community.

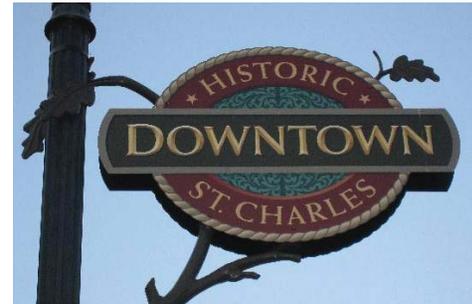


Figure 4.2 Signage

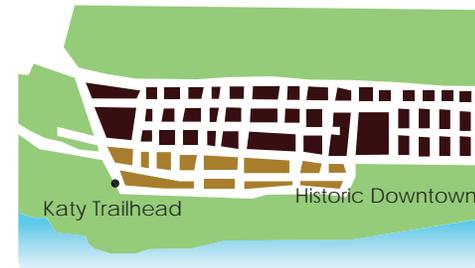


Figure 4.3 St. Charles MapSa



Figure 4.4 Community Gathering

Davidson, North Carolina

The downtown business district in Davidson is focused around Main Street. Trees and other greenery lining the sidewalk break up the facades of the business and generate a pedestrian culture. Businesses start to use the public space, which both attracts people to the store, and adds a social dynamic. Even though it is a small town of only 9,645 residents, the town has used logical urban planning to create a cohesive and enjoyable community. Davidson also has an exciting nightlife downtown. Many of the stores are open later and help attract a younger crowd.

In Carthage, many of the businesses can use the public space to create a more pedestrian oriented area. Many of the stores in Davidson use the sidewalk space in front of the store to have a seating area for customers. Carthage could use this idea with their businesses and create a space in front of the shops that can be used as outdoor seating. In Carthage, activity at all times of the day and night will be a priority for a successful and vibrant downtown.



Figure 4.5 Outdoor Seating Area



Figure 4.6 Signage



Figure 4.7 Retail in the Evening

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Northampton, Massachusetts

The city of Northampton has had success in renewing the historic Main Street downtown. A preserved architectural character is combined with current uses - boutiques, galleries, coffee houses, and restaurants to create visual interest. People are encouraged to walk, gather, and interact because of the pedestrian friendly atmosphere. Many of the stores have outdoor seating on the sidewalk that creates a pleasant atmosphere for citizens. Main Street's success has meant extremely low vacancy rates for ground floor businesses as well as the offices and residences above them. Northampton houses Smith College which brings a great amount of activity to the city. Students and teens are an essential interest group that will be a major part of any development. Students also help create thriving night time activity for the downtown. By having stores that are open later at night and are targeted at a younger audience activity occurs in downtown at all times of the day. Northampton also has a multi-level parking structure that compliments the historic urban fabric. By having parking located near the downtown people are encouraged to walk from store to store downtown instead of driving.

Carthage, MO can benefit from looking at Northampton, MA. Carthage can study how Northampton incorporated parking that blends with the historic aspects of the downtown. The use of multi-level parking is something that could be beneficial to Carthage's square. The use of all available space downtown can also be incorporated into Carthage. Looking at how Northampton stores used the sidewalks to create outdoor areas for the stores is something that can be incorporated into Carthage. Northampton creates a variety of spaces downtown including residential, retail and restaurants which all could help populate Carthage's downtown at all times of the day.



Figure 4.8 Parking Facility



Figure 4.9 Downtown Northampton, MA



Figure 4.10 Aerial View of Downtown

Boulder, Colorado

Boulder, Colorado is a thriving downtown that has a rich history. Protecting the town's history was very important to the citizens. In 1996, downtown Boulder developed guide lines for developing the downtown and to protect the downtown's historic character and maintain a high quality of living.

To ensure that the downtown's historic character was maintained guidelines were created that described the qualities of and expectations for the downtown development. Some of these guidelines were:

- Assure long economic vitality
- Establish a pedestrian district
- Provide links between downtown and the park
- Locate and build additional public places
- Improve streetscapes
- Maintain the character of the downtown area
- Expand the role of arts
- Encourage residential development
- Provide alternate transportation
- Improve parking



Figure 4.11 Downtown Boulder, CO



Figure 4.12 Downtown Boulder, CO

Carthage should look at Boulder's guidelines and use them to help develop downtown guidelines for Carthage. The development of facade guidelines is important in Carthage to preserve the historic facades of the downtown and to ensure that any new buildings are compatible to the context.

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Baraboo, Wisconsin

Baraboo is a small town located forty five minutes north of Madison, Wisconsin. The town's population is 11,550. Baraboo is very similar to Carthage in that the focus of the town square is a courthouse. Baraboo has renovated the downtown building facades to enhance them and return them to their original character. Baraboo also has a historic theatre, the AL. Ringling Theatre. The theatre has been renovated into a modern day movie theatre. Another asset Baraboo has is that the Baraboo River runs through the town.

Baraboo has a sense of identity for the downtown square. The renovation of the downtown facades has given the downtown new life and made it an attraction for many visitors. Carthage's square shows potential and the community can have an exceptional square with its courthouse, but the surrounding building facades need upgrading. Baraboo capitalizes on its primary natural features, like the Baraboo River. Although Carthage does not have a river running directly through town it does have historic Route 66, which is a major tourist attraction and could become a profitable part of the Carthage economy.



Figure 4.13 Downtown Baraboo



Figure 4.14 Baraboo Courthouse



Figure 4.15 Baraboo Facade

Watertown, New York

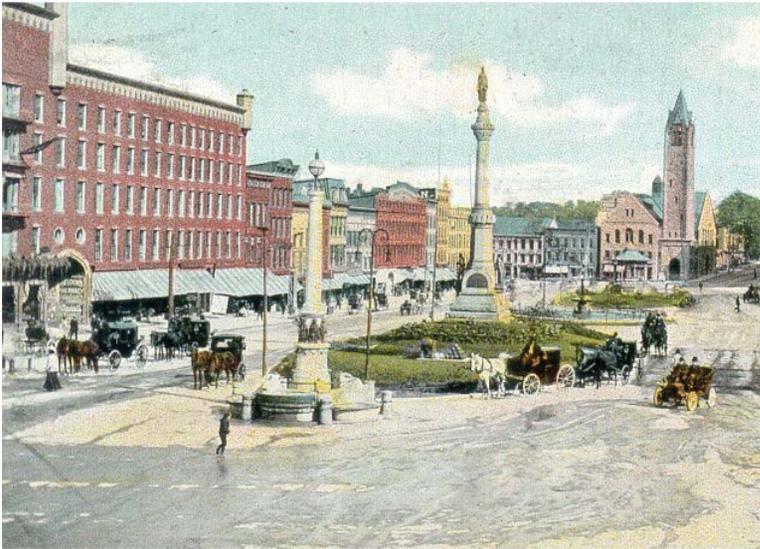


Figure 4.16 Watertown, NY



Figure 4.17 Watertown, NY

Watertown is located in northern New York and has a population of approximately 26,000. Parking is an issue that Watertown has addressed by providing residents and visitors free parking. Parking is concentrated away from the core downtown area to make the downtown a walkable pedestrian friendly environment.

Watertown has a historic square, which the community has restored. The revitalization focused on streetscape improvements, street reconstruction, side walk repairs, and utility replacement.

Carthage should look at how Watertown used parking to make the downtown pedestrian friendly and also how street beautification was used to revitalize the downtown.

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Active Living

A healthy community is a happy community; this is the cornerstone philosophy of active living programs. They are designed to promote and enable a healthy lifestyle and diet. Participants focus on physical activity as a priority, and strive to organize their communities in an effort to enable exercise and improved health. A sense of community is derived from the health and well-being of the residents. Illness and depression are often the result of a sedentary lifestyle.

Carthage should take advantage of the abundance of green space throughout the community to promote a more active living lifestyle.

Active living is a reflection of the area. It is important for a community to have safe and beautiful spaces for physical activity. The Ruby Jack Trail is an important asset for Carthage. It is the beginning of a healthier future. The city of Carthage needs to take on its prospective development mindful of the great benefits that active living can provide.



Figure 4.18 Active Living Logo



Figure 4.19 Biking Trail

Active Living by Design, ALbD's, are communities that can receive grant money to allocate towards a healthier physical environment. These communities are organized and endorsed by the ALbD name.

Columbia, MO is an ALbD Community. The community consists of individuals, businesses, and not-for-profit organizations that seek to improve the quality of life in Columbia. The program has been able to establish a network of pedestrian biking and walking trails across the city.

Carthage has a great opportunity to create an active living community. With the close relationship to the Ruby Jack Trail system and parks throughout town Carthage can promote a community that is very active which will improve the quality of life for its residents.

A list of current ALbD Communities:

Albuquerque, NM

Bronx, NY

Charleston, SC

Denver, CO

Columbia, MO

Honolulu, HI

Santa Ana, CA

Somerville, MA

Winnebago, NE

...among others

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Live, Work, Play

Live, work, play communities are communities that promote a healthier, safer, and more desirable way of living. They are based on the idea that a consumer can live in the same area where they shopping, work, spend time with the family, or any other aspect of daily life. All the daily amenities a person needs are within a short distance and, as a result, a healthier and more social life is achieved for the residents.

This was originally how Carthage was planned and designed; like all towns prior to the beginning of the Twentieth Century. Since World War II this lifestyle began to decline as people moved away from the city center and to the suburbs; making the automobile a necessary part of daily life. Live, Work, Play not only encourages people to move back to the heart of the city, but also decreases the need for the automobile. This life style trend is affirmation of the wisdom of the early town planning strategies. Towns are seeing trends of moving back into the heart of the city and having the heart of the town more densely populated.



Figure 4.20 Family Biking



Figure 4.21 Kids Playing Football

Carthage was originally a live, work, play community with a thriving downtown. Downtown Carthage has the dense fabric necessary for this type of community to work in present day. Mixed use development and residential opportunities in close proximity to retail and commercial venues is imperative for this type of social scenario to be a success.

Carthage also has existing bike and walking trails and expanding these will create the opportunity for more pedestrian links throughout the town. In addition to a dense downtown,

Carthage also has a swimming pool, a golf course, and recreational parks that promote a higher quality of life for its residents. Many of these amenities are located farther away from the city center, thus making it difficult for some to have convenient access to these amenities. The city center should have a connection to these activities along with providing opportunities for citizens to be active closer the city center to encourage a live, work, play environment.



Figure 4.22 Photo of Downtown Square



Figure 4.23 Photo of Downtown Square

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Figure 5.1 Entrance From Highway 96

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Meeting the Visioning Team

During the CCS team's first visit to Carthage, members of the visioning committee gave the CCS team a tour of the community. The visioning committee took the CCS team around town pointing out the community's assets and challenges and expresses their goals and dreams for the project and community. During this first visit the CCS team was given time to explore the town on their own and reflect on their first impressions of the town.



Figure 5.1 The CCS Team

"Carthage has many great assets. Aside from a rich historical character, a good economic base, and a healthy cultural diversity; the city has an engaged community. The city will be able to utilize this positive energy and ultimately the community's vision will be benefited. Carthage is a great city and I am excited about the opportunity to make it even better."

- Greg Wanko

"During my first visit to the town I was very impressed with the town's rich history. I enjoyed viewing the town's historic homes and neighborhoods. I thought that Carthage had a great deal of opportunities and would be an enjoyable community with whom to work. Everyone that we talked to in the town seem very excited about the project, which was very encouraging."

- Lauren Schuyler

"My first impression of Carthage was that it is a well developed community, with a lot of assets and landmarks. A community that is proud of their heritage. I am really glad I have the opportunity to work with such a wonderful visioning committee, whose members are actively involved in the community. The town presents a lot of potential but at the end it will be the people which determines the kind of place Carthage is going be in the future, we are merely facilitators that will provide assistance."

- Felipe Velastegui



Figure 5.2 Felipe Velastegui

"My first impression of Carthage was focused on the historic beauty within the city. Seeing the courthouse looming above the treetops as we approached the city for the first time reinforced this feeling of entering a gem from the past. Carthage has many great building blocks from which to create a great city."

- Conrad Remington

"My first impression of Carthage: I entered the city from historic Route 66 and caught sight of the courthouse for the first time. It towered high over the other building that surrounded it. I believe that the Carthage square is one of the best city centers I've been to. After taking a tour of the town I thought it has a lot to offer and with some improvement will be an even greater town."

- Kent Fauska

"The participation of the Carthage community was well organized and they demonstrated the community to us very well. From what I saw of the town it has many existing assets and great opportunities to build upon."

- George Mandrik

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Visioning Workshop: February 24, 2011

At the first formal community meeting, 52 members of the Carthage community met at Memorial Hall on Garrison Street. These community members sat down with the Drury Students in an effort to reach consensus on the goal for the community, the objectives used to reach that goal, and the methods to implement those objectives.

The community members were split into six groups. The community members were given goal cards to review and able to choose the one that best expressed their vision for an ideal future in Carthage. The groups then discussed the issues and found the one goal that best described each group's collective vision. After establishing a goal, the community members went on to choose objectives that would lead to this goal. After objectives, the groups discussed the specific methods needed to accomplish each objective.

After the goal, objective, and method cards were all selected the community members were then asked in their groups to draw on a map of Carthage where they envisioned their ideas for Carthage being placed.

After coming to a consensus, all of the groups made a short presentation to one another about their results. These results were recorded by the Drury students. From the information gathered at the first Visioning Workshop, the first community master plan renditions were developed. This workshop concluded the research and analysis phase of the project and gave the design team a clear understanding of the community values and needs.



Figure 5.3 Workshop One



Figure 5.4 Goals, Methods, Objectives Board

Some of the issues raised during the workshop were:

- Revitalizing the downtown
- Restoring the Boots Motel
- Job opportunities for all levels of education
- Creating Economic Opportunities
- Creating entrances and awareness of Carthage
- Enhancing Route 66 History
- Downtown Parking
- Preserving the Architectural Character of the community
- Increasing Tourism
- Creating bike and walking trails
- Further emphasizing landmarks and assets



Figure 5.5 Workshop One

The Visioning Workshop is an essential part of design development. It has always been the vision of Carthage that the Drury Students want to realize, so it is imperative that we communicate with the residents about their wants and needs. By analyzing the results of the workshop the Drury students were able to better understand Carthage's vision for their community.

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Visioning Workshop: February 24, 2011

At the workshop cards were given to the community to express their goals, objectives, and methods. The cards that were selected by the community were recorded and used to determine the communities values, wants, and needs.

Cards Picked by Community

Goals

To enhance Carthage through revitalization of the downtown.	19
To boost Carthage's economy by introducing economic opportunities	15
To attract visitors and residents to Carthage	5
To promote a culturally diverse community.	1

Objectives

To create a thriving downtown at all times of the day and week	25
To create more job opportunities for all levels of education	25
To preserve the architectural character of the community	22
To create strong regional relationships	17
To emphasize landmarks and community assets	7
To increase awareness of Carthage in the surrounding region	5
To celebrate the ethnic heritages and diversity of the community	4
To further capitalize on the current community events	4
To provide a range of housing types in and around the downtown.	2
To create a safer downtown	2
To increase awareness of Carthage at the state and national level	1

Methods

To diversify the businesses in the city center to encourage more activity throughout the day and week	30
To increase use of downtown at night and on the weekends	19
To make the city center a people oriented district	15
To develop uniform guidelines for downtown facades	14
To establish a route 66 museum	12
To develop signage for major entrances into Carthage	10
To restore the boots drive in	10
To develop a city-wide pedestrian and bike trail system	8
To move parking around the square to adjacent blocks	8
To promote living downtown	7
To focus community renewal in the city center	7
To improve street lighting throughout the town	5
To encourage cultural expression throughout the community	4
To offer community language programs (both in Spanish and English)	3
To establish a community cultural center	3
To create multiple modes of transportation	2
To establish a sister city program	1
To establish a welcome wagon program	1

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Community Meeting: April 7, 2011

At the second formal community meeting, 64 members of the Carthage community met at Memorial Hall. During this community meeting the Drury CCS team presented a twenty minute presentation to the community. The presentation began with presenting the results of the last community meeting. The project original charged to the Drury CCS team was to look at the downtown square. The area of focus was expanded to include the area surrounding the downtown square including entry from Highway 96 and Kellogg Park.

The area of focus was divided into three zones:

The first zone that was discussed was the entry into town from Highway 96 and the Central Avenue corridor. Ideas proposed for this area were creating arched bridges near Kellogg Park, creating streetscaping along Central Avenue, and the addition of a children's museum and a public transit station.

The next area of focus that was discussed was the historic square district. One of the main ideas proposed for the square was to provide a variety of activities for the square. Some of these ideas included cafes, restaurants, and outdoor kiosks. Expanding the sidewalks twenty feet on the downtown square was also proposed. Expanding the sidewalks would make the square more pedestrian friendly and allow for patio space outside for businesses. Another idea proposed for downtown was a pedestrian corridor that would connect the square with a multi-level parking facility located south of the square. This corridor would be sheltered from the elements and would be an ideal place for small retail shops.



Figure 5.6 Junior High Students



Figure 5.7 Community Meeting Two

Another concern that was voiced by the community at the first meeting was preserving the historic facades on the downtown square. To preserve the historic feel of the downtown it was proposed that facade guidelines would be created to preserve the historic facades.

The third area of focus that was looked at was the downtown district. This area encompassed the proposals of Garrison Street streetscaping, a roundabout, a cultural center, a Route 66 museum, housing, a linear art gallery, and increased retail. The restoration of the Boots Motel and Drive-In was also proposed for this area.

After the Drury CCS team presented their proposals there was an informal discussion between the CCS team and the community. During this time the community voiced their opinions and concerns about the proposals. There was also a question and answer time when the community was encouraged to ask questions about the project.

After this meeting the community's thoughts and concerns were analyzed by the Drury CCS team. All of the community's ideas were carefully considered. The next step was for the CCS team to make changes to the proposal carefully considering the communities concerns.



Figure 5.8 Rendering of Downtown Sidewalks



Figure 5.9 Rendering of Cultural Center

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Community Meeting: May 9, 2011

On May 9th the Drury CCS team gave their final proposal to the community and then had a brief question and answer time. As established in earlier community workshops the ultimate goal of the project was to revitalize the city center. To revitalize the heart of Carthage the CCS team's proposal included enhancing the entry sequence from Highway 96, create streetscaping, providing public transportation, promote Carthage's rich heritage, and create an active city center. Programs that the CCS team proposed were a youth center, a children's museum, an expanded civil war museum, a Route 66 museum, a linear art gallery, a cultural center, expanded retail, and housing developments. All of these programs contribute to the goal of revitalizing the city center. Having activity centers draws people to the downtown and creates a thriving atmosphere.



Figure 5.10 Cultural Center



Figure 5.11 Mural Park

On May 9th the CCS team presented the visioning tool kit's recommendations to the community. The next step is for the community to review the document and use it as a guide to create their own vision for Carthage.



Figure 5.12 Downtown Square



Figure 5.13 Route 66 Museum



Figure 5.14 Retail Plaza

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Figure 6.1 View of Linear Art Gallery

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Master Plan: Revitalizing the Downtown Square

The master plan for the revitalization of Carthage's Courthouse Square and city center focuses on:

- The entrance from Highway 96
- The Central Avenue corridor
- The Courthouse Square
- The area surrounding the square reaching past Garrison Avenue
- The linkages to the major activity nodes in Carthage

The master plan focuses on transforming Carthage into a destination for visitors and tourists by creating:

- Gateways into town
- Improving signage along major entrance corridors
- Expanding landscaped elements along the entrance corridors

The downtown area focuses on creating conditions that cater to:

- Increased pedestrian activity
- Retail expansion

Creating activity downtown is crucial to the revitalization of the city center. Important conductors of community activity that are proposed are:

- Housing developments
- Diverse retail
- Cultural events and expressions

An important part of the master plan is identifying and celebrating Carthage's history:

- Route 66 is an asset of the city and its importance to the city's history should be both recognized and enhanced
- The strong architectural character and historic knowledge of the city should be preserved

This will encourage community pride by implementing aesthetic standards around the city that reflect a vibrant and cohesive community.

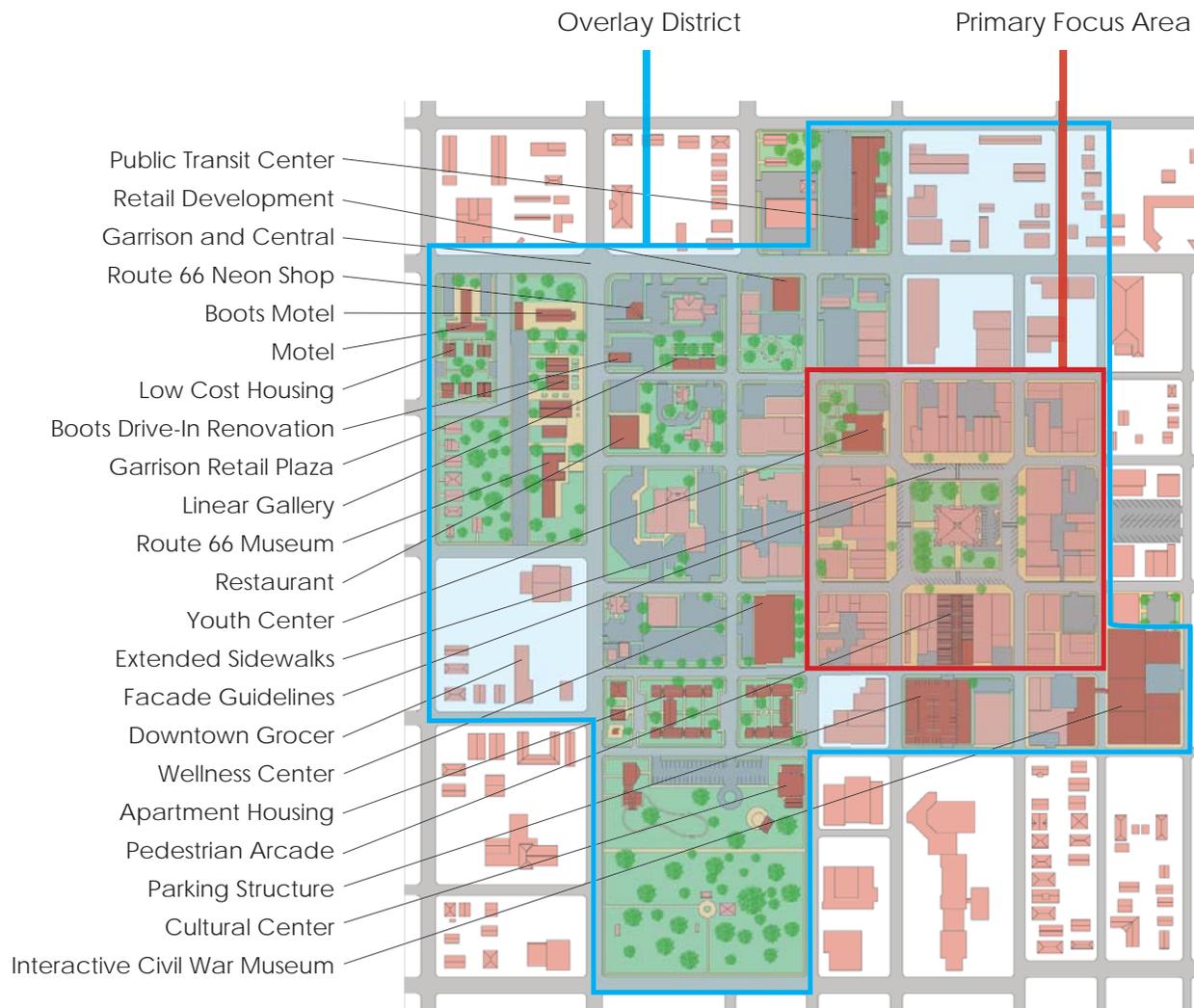


Figure 6.2 Master Plan Vision 2040

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Public Transportation Route

Providing transportation to all parts of the city is important to activating the city center. The creation of public transportation route would further strengthen the links between activity centers throughout town. With the continuing escalation of fueling prices alternate modes of transportation will become standard and decrease the dependency on the automobile. These routes will also provide those without a vehicle access to the entire town, especially the city center.

The transportation lines should provide connections to the downtown city center, Municipal Park, schools, and industrial park. Providing transportation to the city center is vital in the revitalization of downtown. To further strengthen the revitalization efforts, we propose that the public transfer station be located in downtown area near the square to draw people into the city center and create a more activity downtown.

A historic trolley line is also proposed. This line would go through the historic districts near downtown Carthage. It would provide the opportunity for the community and visitors to tour the historic homes for which Carthage is known. This transportation line would further promote Carthage as a destination city and attract tourists.

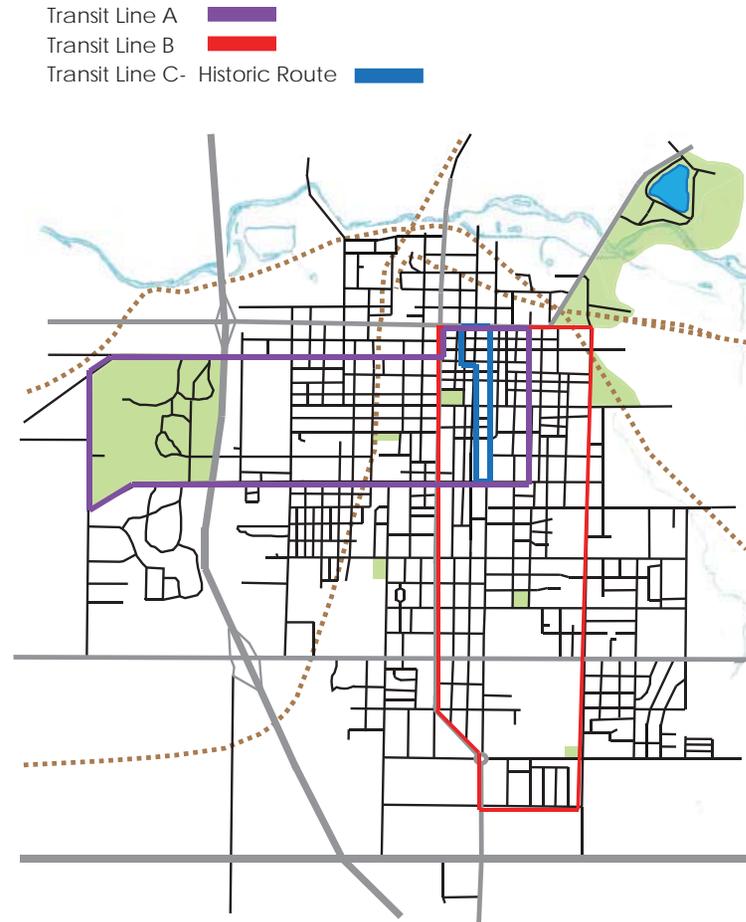


Figure 7.1 Public Transportation

Bike Route

Ruby Jack Trail is a rails to trails bike and pedestrian trail that runs from Carthage to the Kansas state line. The trail head for the Ruby Jack is located near Municipal Park. We recommend that the trail be extended through the community and link to the abandon train line on the east side of town. This would bring visitors through Carthage and into the courthouse square area. Connecting a major bike trail to town would also provide residents with access to a bike and pedestrian trail that links to the city center and help to encourage the community to live a more active life style.

To provide the community with a safe bicycling experience, bike lanes should be added to all city streets whenever possible. Providing bike lanes throughout town decreases the dependency on automobiles, which is becoming an ever increasingly economic burden for some citizens due to rising fuel prices.

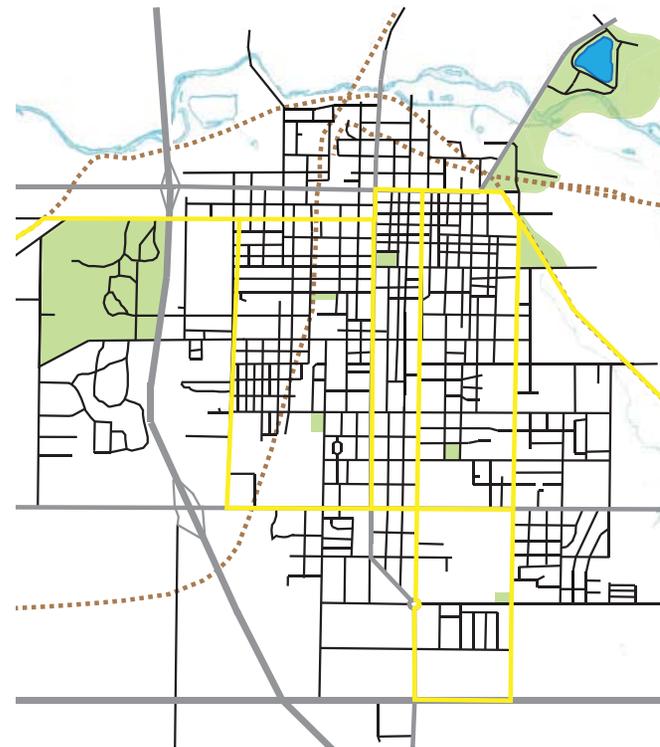


Figure 7.2 Bike Routes

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Entry

The entrance into a town should express the community's identity and create a sense of place. The point of arrival should be emphasized because this is how visitors first experience the town. Upon arrival, an entrance should denote that one has entered an important destination and not just another place to pass through. One of the most significant entrances into Carthage is by way of Highway 96. This is historic Route 66. Every year, over 300,000 travelers from all over the world travel Route 66. This creates an opportunity for the community of Carthage to attract these visitors to their great city and increase the revenue generated by this tourist attraction. From this entrance into town one can see the historic courthouse in the distance. Developing this gateway sequence into town from Highway 96 is an essential part of attracting Route 66 travelers to Carthage.



Figure 8.1 Current Entrance to Carthage



Figure 8.2 Courthouse

Entry: Signage

Signage can also be used to place emphasis upon arrival. Currently, when you enter into Carthage from Highway 96 there is a lack of informational and welcome signage. Signage is an important element to establishing a sense of place. The CCS team recommends that the informational and welcoming signage along all of the entry sequence corridors into town be increased.

For example, since historic Route 66 is an important part of this entrance the road should denote this important piece of American history. The CCS team proposes placing the iconic Route 66 markers on the street as they once appeared.



Figure 8.3 Entry Signage



Figure 8.4 Route 66 Road Markers

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Entry: Kellogg Lake Park

Currently, when entering Carthage by way of Highway 96, the first encounter one has with Carthage is Kellogg Lake Park. To enhance this entry into town, the CCS team proposes that Kellogg Lake Park be extended to Central Avenue. Creating this extension will enhance Carthage by providing a landscaped connection between Kellogg Lake Park, Central Avenue and the downtown area.

Along Central Avenue this landscaped connection, or streetscaping, would help to visually unify the entry sequence and increase pedestrian physical and perceptual comfort by creating a buffer between the sidewalk and traffic lanes. This streetscaping will make the entry into Carthage more distinctive and help to create a sense of place.

Entry: Cone of Vision

When one enters Carthage on Highway 96 the courthouse can be seen as an iconic symbol for the city projecting above the trees on the horizon. This view of the courthouse is cherished by the community and should be protected. The developments that are built around the Central Avenue corridor should respect and take into consideration this view of the courthouse. We recommend that the city of Carthage establish a restrictive building height zone in this area to protect this view.



Figure 8.5 Kellogg Lake Park

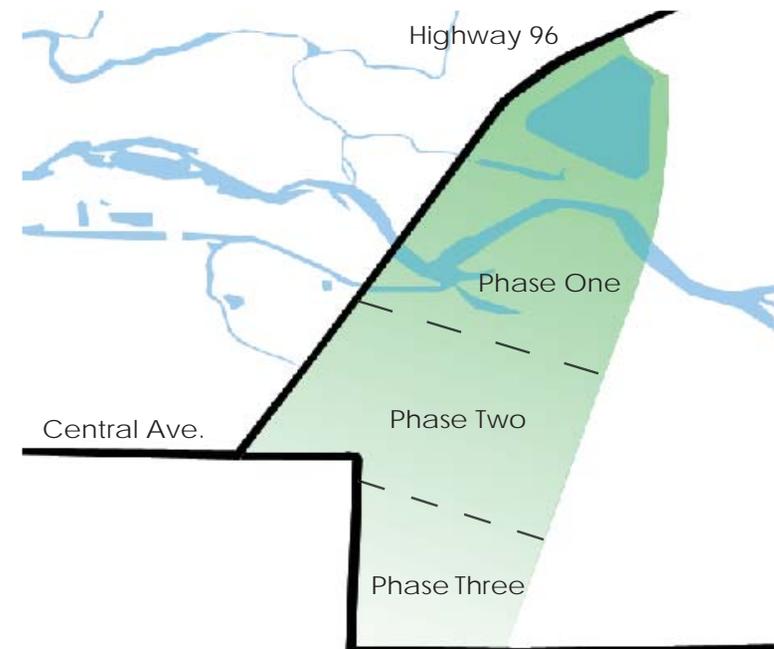


Figure 8.6 Kellogg Lake Park Expansion

Entry: Bridge Sequence

As you enter Carthage on Highway 96 you cross three bridges. To further enhance the entry sequence into town, the CCS team proposes these bridges be upgraded to better accommodate motorist, pedestrian and bicyclist and to create a dynamic and inviting experience. We recommend that pedestrian and bike lanes be added to improve safety, that sculptural elements that harken back to Route 66 period structures be added to improve the visual interest and arrival sequence, that informational and welcome signage be incorporated and that the entry sequence be illuminated to make its as dynamic at night as it is in the day time.



Figure 8.7 Example of Route 66 Bridge



Figure 8.8 Rendering of Bridge

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Streetscaping: Atmosphere

The atmosphere downtown is the most important aspect of streetscaping. The interaction amongst the community is driven by the atmosphere that is created in beautification. As noted in the downtown proposal, a diverse mix of business is essential for creating a dynamic downtown environment. Just as important is a successful streetscape to establish a comfortable and welcoming setting. The boundaries between indoor and outdoor space need to be broken down so that the downtown area is a welcoming visually stimulating place, rather than a series of highly individual establishments. The size and style of furnishings and landscaping should always consider the human scale in relation to the city itself.



Figure 9.1 Streetscaping

Streetscaping: Lighting

At night time, it is important that the street be well lit and the lighting should be clearly regulated and make navigation of the streets in Carthage easy. Secondary pedestrian lighting is necessary for safety and aesthetics on the sidewalk. This lighting should create a comfortable environment at night and maintain a healthy atmosphere. The height of these pedestrian lights should cater to a more comfortable pedestrian feel being much less intense than the vehicular street lights. Lighting is an important consideration in any developments around Carthage. Landscaping, like trees and shrubs, should be lit at night to maintain a healthy streetscape. This would contribute to a dynamic environment in Carthage. A single fixture should provide these lighting types to avoid clutter on the street. This single fixture would also support community indicators like a flag that would further promote the downtown area.

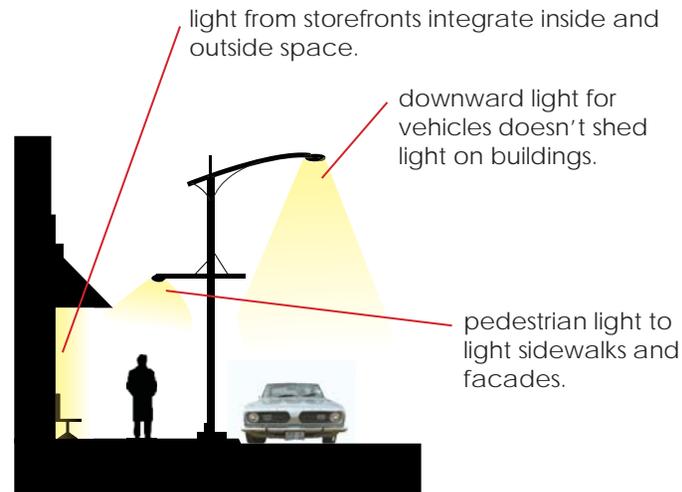


Figure 9.2 Lighting Section



Figure 9.3 Lighting Fixtures

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Streetscaping: Vegetation

Adding vegetation to the streetscape in Carthage will visually break up the sidewalk, helping to create a buffer zone for pedestrians. This buffer zone provides a perceptual boundary between sidewalks and traffic lanes. Vegetation also serves to reduce undesirable by-products of traffic such as noise and pollution. The buffer will provide a place for storm water to drain. Small deciduous trees will be planted to lower the scale of the street to an intimate human scale. Landscaping is important for establishing an order for the street. It clearly delineates space, slows traffic in the area, and increases the aesthetic quality of the street. Vegetation also creates shade for the community and evokes a positive, healthy atmosphere.

Garrison and Central should be renovated to accommodate a buffer of trees that forms a soft barrier between the sidewalk and street.



Figure 9.4 Organized Streetscape



Figure 9.5 Sidewalk with Vegetation

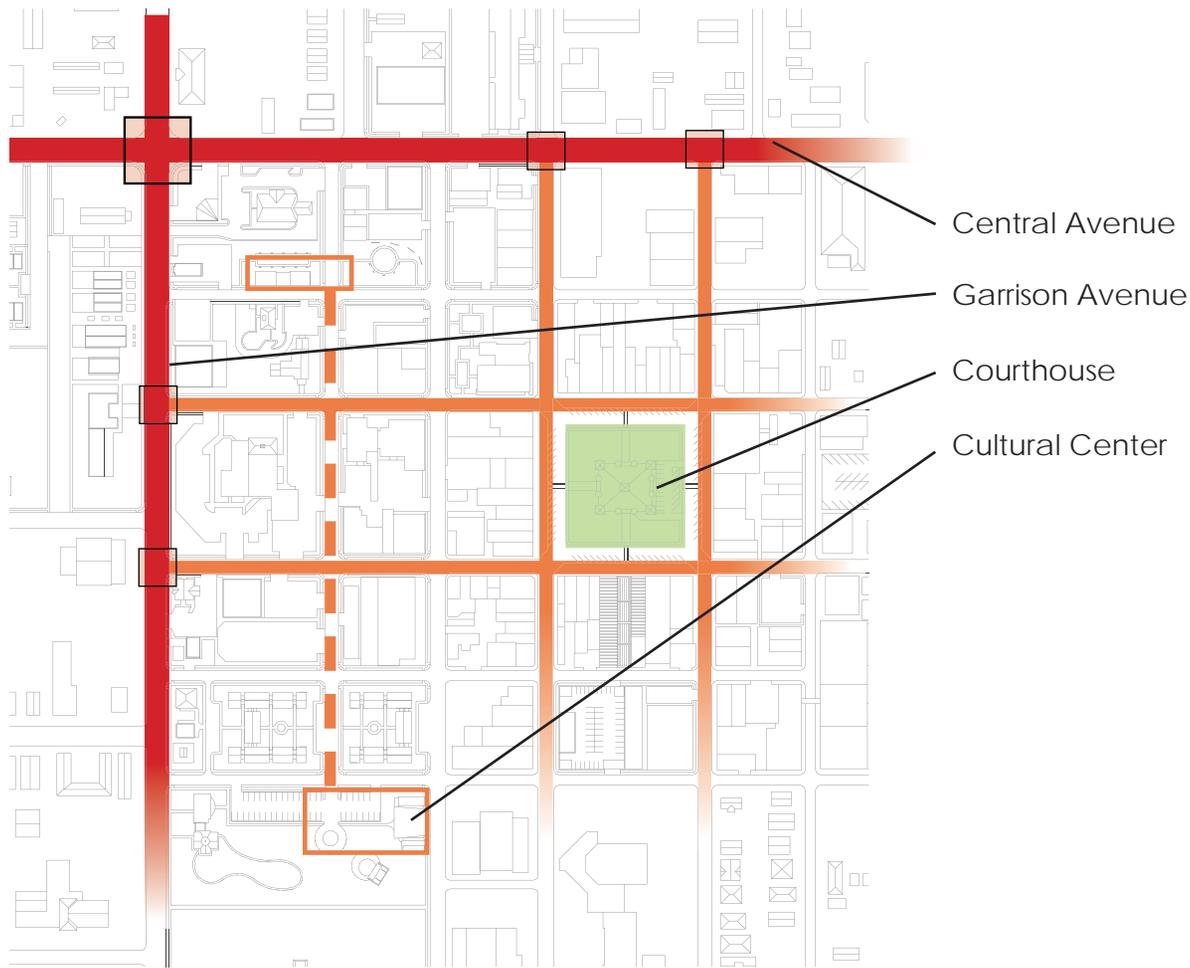


Figure 9.6 Hierarchy Diagram

The primary nodes in downtown are Garrison and Central Avenue. The streetscaping on these streets should reflect their essential role. The secondary streets that extend from Garrison and Central to comprise the square will be the second most streetscaped avenues. In between primary activity centers, like the Linear Gallery and Cultural Center, streetscaping should also be developed to a greater extent. The intersections of primary and secondary nodes will be developed to indicate their importance.

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Streetscaping: Parking

Parking is an important consideration in constructing the street environment. It represents an integral relationship between vehicular and pedestrian traffic. Parking on the square has been reorganized to accommodate pedestrians. Elsewhere around the downtown area, roadside parallel parking should be provided as part of the streetscaped environment. This would not only provide additional parking for the developing downtown area, but also provide a physical barrier between the people on the sidewalk and vehicular traffic. This organization of streetscaping will increase safety and usability of the sidewalks as well as enhance the dense character of downtown Carthage. Streetscaping is not only the environment itself, but also how the community interacts with the environment.

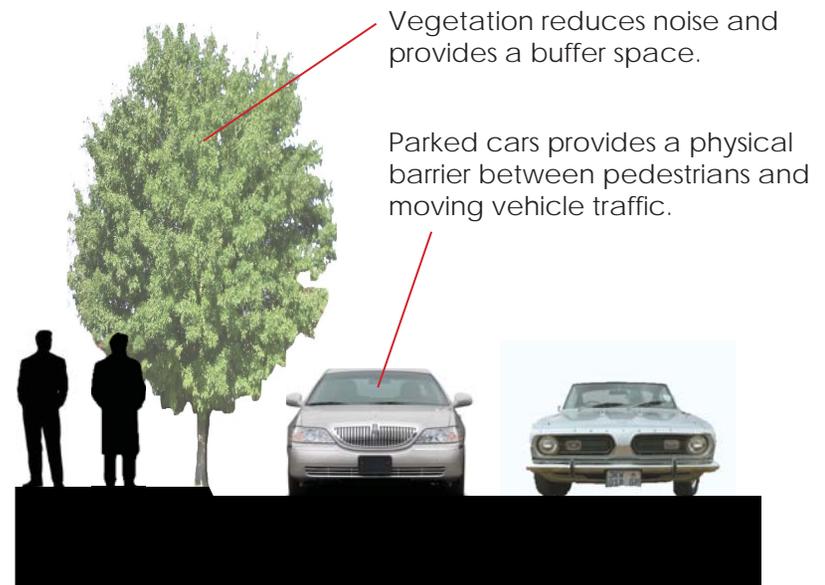


Figure 9.7 Pedestrian Relationship to Street



Figure 9.8 Parallel Parking

Streetscaping: Furnishings

As important as regulating the vehicular and pedestrian traffic is providing seating areas for people to gather. Seating areas serve as breaks in an otherwise busy street atmosphere which is important in creating a comfortable image. Any seating should fit into the overall streetscaping scheme, however individual buildings should also be able to provide their own seating elements according to their specific needs.

Waste management is a consideration that is part of the streetscape. Trash receptacles should be available at regular intervals along the street. This also brings up the increasingly important issue of sustainability in community design. In addition to an organized form of trash collection, recycling programs must be provided. Recycling containers can take many forms that will compliment the streetscape. Above all, furnishings should communicate a healthy and lively community character.



Figure 9.11 Seating



Figure 9.12 Bench Seating



Figure 9.9 Recycling Bins



Figure 9.10 Recycling Bins



Figure 9.13 Recycling

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Downtown Square

The community of Carthage first approached The Center for Community Studies about revitalizing the downtown square in Carthage. The downtown square is the heart of the community. This is the city center of the community and a place that the rest of the town should relate to. The Carthage downtown square is home to the Jasper County Courthouse, the prize jewel of the city. The courthouse is faced with marble that was extracted from the surrounding area and is a great source of pride for the community. The downtown square is also home to many historic buildings with an architectural character that is cherished by the community.

The downtown square has many assets that are not fully realized and has the potential to build upon what is already a great community. Many of the facades on the buildings on and around the square are in need of repair. The lack of uniformity in the downtown facades is currently taking away from the architectural quality of the downtown.



Figure 10.1 Jasper County Courthouse



Figure 10.2 View of Carthage Downtown

Having activity in the city center is another key part to revitalizing the downtown. Since the downtown is a mainly governmental center it is currently lacking activity during the evenings and on the weekends. A thriving downtown must have activities occurring throughout the day. To further revitalize the downtown increased activity for the community is vital. These activities could include art walks, festivals, and live entertainment.



Figure 10.3 Community Art Walk

Since the Jasper county courthouse is a governmental center parking was an issue for the community. Currently parking is located on both sides of the street of the square. The parking around the square is restricted to two hour parking. The community has expressed many concerns about parking surrounding the square.



Figure 10.4 Outdoor Musical Festival

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Extended Sidewalks

To enhance the downtown atmosphere the square should be pedestrian oriented. Currently the square is arranged around vehicular traffic due to its role as a governmental center. A pedestrian friendly environment will encourage activity in the city center. To improve the pedestrian quality of the downtown the CCS team proposes extending the sidewalks on the downtown square.

Extended sidewalks will allow for more activity space that can be utilized by the community. These activities would include; outdoor dining, socializing, biking, vending, and business displays. The sidewalks will be extended twenty feet. This increased space will allow the opportunity for community gathering to occur.

This additional space will require that the vehicular lanes of traffic be redistributed. While the extension of sidewalks will not completely eliminate parking or vehicle access, the number of lanes will be reduced to one around the square. Parking will remain along the outside edge. This parking will be devoted to the businesses patrons in the area. The interior parking will be relocated to a new structure located to the south of the square.



Figure 10.5 Brewery on the South Side of the Square

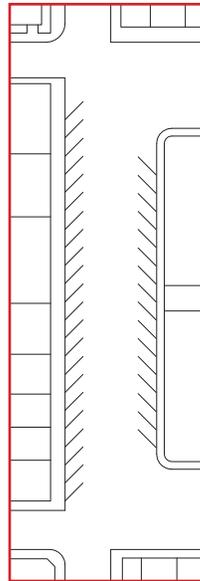


Figure 10.6 Active Sidewalks

It is essential that the sidewalks throughout the downtown district have a visual and textural engagement with the user. The experience of walking should not be simply about getting to a destination. The streetscape should create a journey and encourage the individual to become part of the community. An organized and recurring sidewalk system gives the community order and a consolidated aesthetic. Changes in material can denote unique events within the design. At major connecting streets along Garrison and Central, there should be cross walks indicated by a material change. This establishes vehicular lanes as subordinate to pedestrian access.

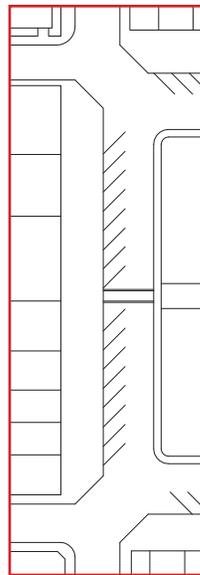


Figure 10.7 Material Difference



Existing Parking Scheme

Two lanes of one way traffic with angled parking on either side.



Proposed Parking Scheme

One lane, still one way, with sidewalks extended 20 feet and angled parking on one side.

Figure 10.8 parking schemes

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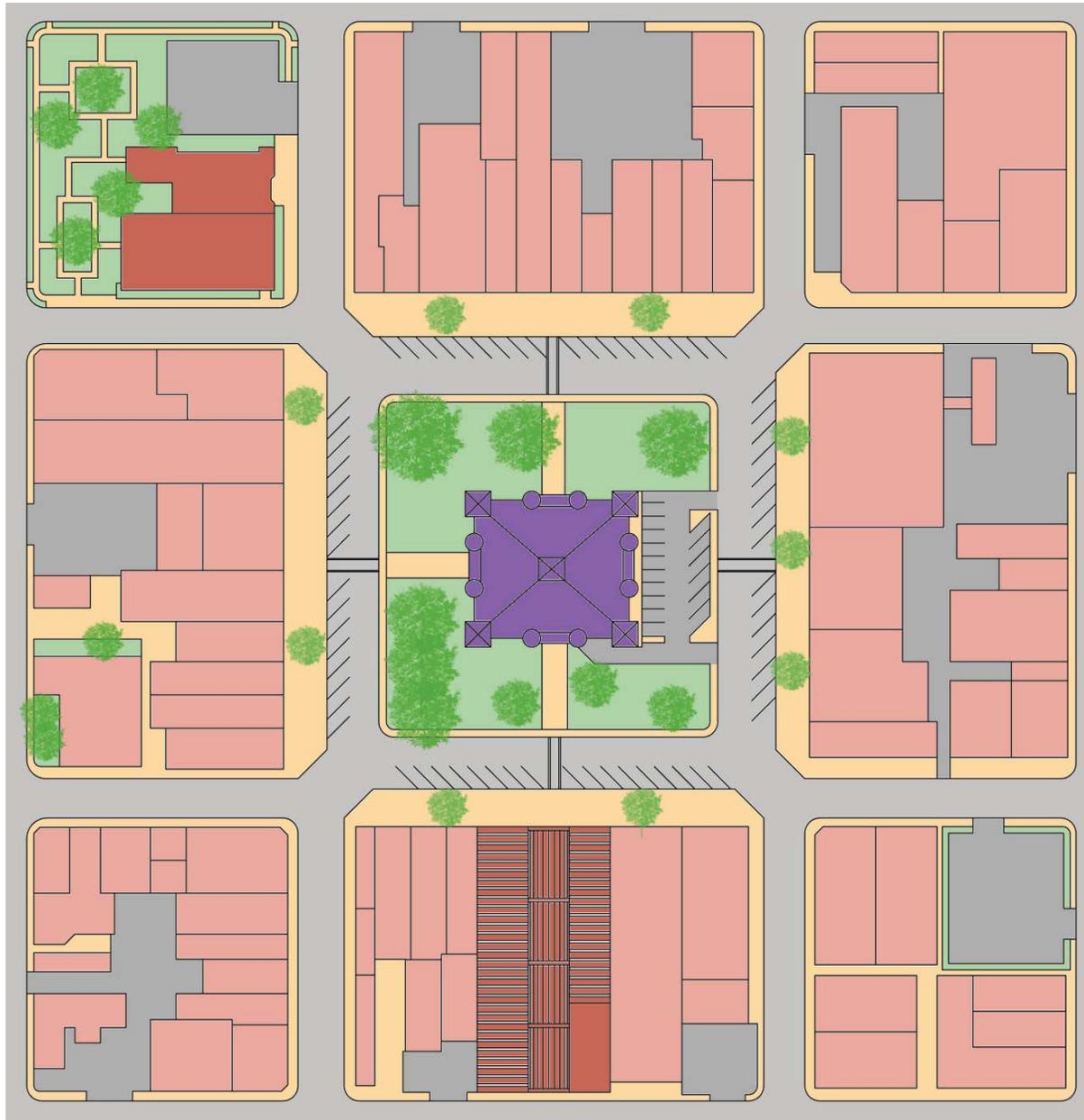


Figure 10.9 Downtown Square Site Plan



Figure 10.10 Rendering of South Side of Downtown Square

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Parking Structure

The issue of downtown parking is a great concern to the community. To accommodate for lack of parking in the downtown the CCS team proposes that a multilevel parking structure be developed just one block south of the square, on 5th Street. Currently, there is a two hour limit for parking on the immediate downtown square. There is also a dollar fine for anyone who parks for over two hours. The courthouse located in the downtown square is the working governmental center, therefore people are coming and going from the courthouse on a daily basis. This requires parking to be readily available around the square. The issue of parking has created problems and division within the community.

The new parking structure would consolidate and clarify parking for the courthouse and the greater downtown area. There should still be a discreet reserved parking area attached to the Courthouse. Additional multilevel parking would accommodate all other visitors and workers in downtown Carthage.

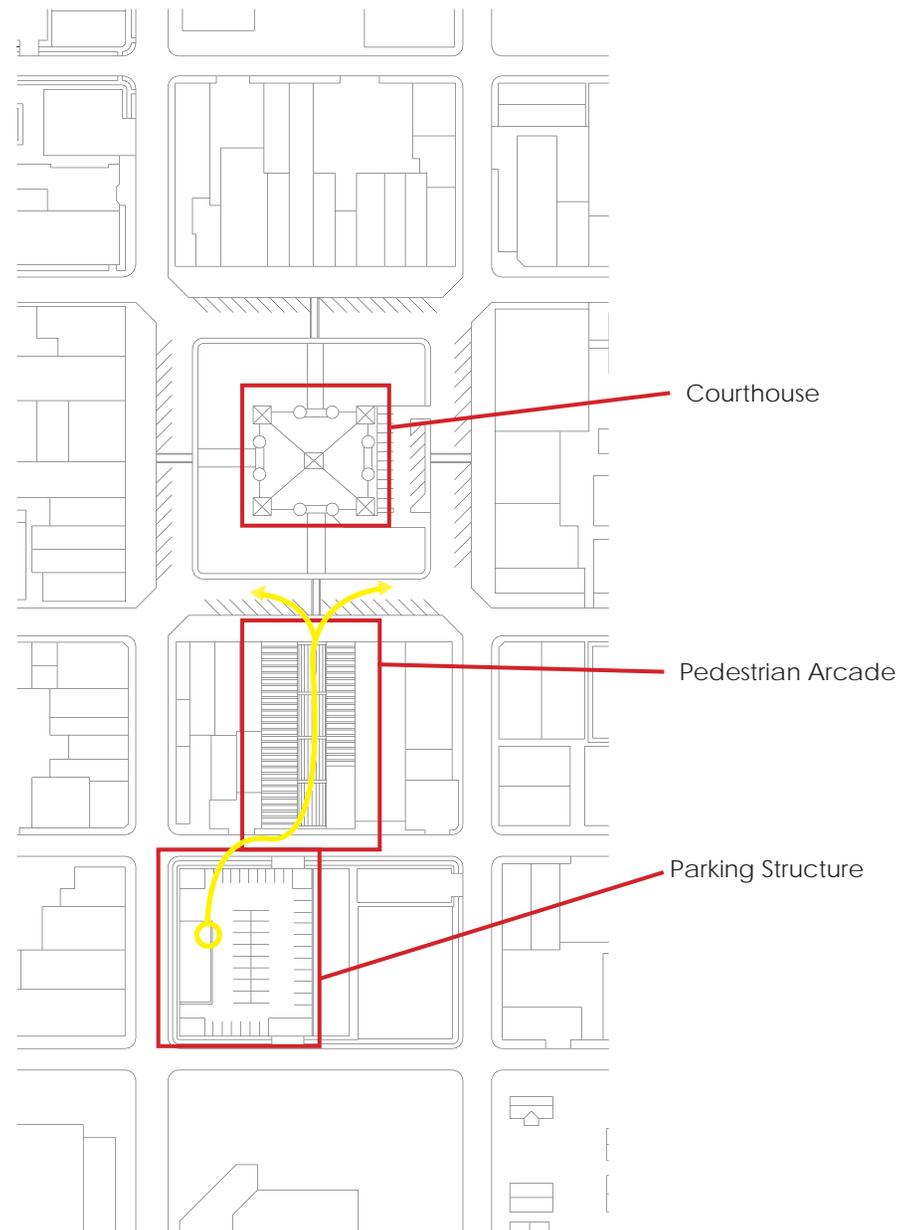


Figure 10.11 Parking Relationships

Terraces

The proposed overhead structure on the pedestrian walkway provides for developable overhead space. The CCS team proposes outdoor terraces in this space that could be extensions of restaurants and shops in the area. This dynamic additional gathering space evokes a lively downtown atmosphere that would enhance the experience on the street by increasing the transparency of the storefronts and buildings.

Layers of activity space create appealing environments for dining and leisure. The built environment is important in creating a non-threatening, safe place that the community will want to be in. Layers of activity space create appealing environments for dining and leisure. Terraced and second level gathering space also contributes to the high density fabric of the downtown area which needs to be maintained.



Figure 10.12 Terrace



Figure 10.13 Terrace Restaurant

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Pedestrian Arcade

The relationship between the square and a new parking structure to the south will be of critical importance. The CCS team proposes that the existing pedestrian access way on the middle of the southern block of the square be developed into a pedestrian arcade that would become the primary entrance into the square. This entry sequence would improve the relationship of the individual to the square and enhance the experience of journey from parking to destination. This dynamic element makes the journey desirable, rather than a hindrance and establishes the square as a celebrated point of interest.

Within this pedestrian accessway, the opportunity for additional retail space is created. To expand on the urban dense character of the square, the pedestrian arcade would eventually provide more shops and retail space in downtown Carthage. These developments would include a coffee shop, restaurants, and clothing store, as well as other retail venues.



Figure 10.14 Rendering of Pedestrian Arcade



Figure 10.15 Coffee Shop Downtown

Pedestrian Arcade

The glass arcade, or gallery, has experienced great success in Europe. People enjoy the feeling of being outside, but also like the safety of being protected from the elements. These types of space create an atmosphere that is between indoors and outdoors -private and public. Carthage would benefit from installing an access way like this. Not only will this comply with the architectural guidelines and character of the town, it will further celebrate the already famous Jasper County Courthouse.

It is also important to consider how this installation would need to be maintained. Proper lighting within these arcades will be essential, giving the people using them a feeling of safety. This structure would also need to be aesthetically subordinate to the Courthouse and existing historic facades.



Figure 10.16 Pedestrian Arcade



Figure 10.17 Pedestrian Arcade

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Downtown Square: Activity in the City Center

Creating an active downtown further promotes the city center. A thriving atmosphere is one that has a wide-range of activities that attract all age groups. Currently Carthage has a limited variety of activities on the square. Despite the governmental function of the courthouse, there is still great potential for entertainment venues and social interaction on the square. Creating activities that cater to all age groups of people would help to revitalize the downtown. The CCS team proposes an increase in restaurants, a theater, and brewery be developed on the square to increase the amount of time people spend downtown. Lofts should be developed wherever possible to increase the residents downtown. This loft district would be supplemented by additional apartment housing.



Figure 10.18 Community Activity



Figure 10.19 Sidewalk Activity

The CCS team proposes promoting events downtown such as art walks, live music, and festivals. Events such as these bring people into the downtown and promote community interaction. Events in the city center not only enhance the downtown, but also promote Carthage to the surrounding communities. These large scale activities will create a character for the city advertising Carthage as a destination city. This will bring visitors to Carthage and further promote the city.



Figure 10.20 Music Festival



Figure 10.21 Providing Areas for Community to Gather

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Youth Center: A Keystone for the City

Carthage needs a place for youth to gather in a monitored, healthy environment. The city has a prevalent youth community that is also a major factor in measuring the success of the city. The youth center will establish a facility that represents a bond between the youth of Carthage and the city itself. Within the downtown area, there are very few places that children and teens can go. A Youth Center will cater to the younger crowd in Carthage as well as be a keystone element of a more vibrant downtown. The youth center would create healthy interaction between families and residents of Carthage by establishing a universally recognized point of community pride. The youth center would be mutually beneficial for all of the residents from the varied cultural backgrounds around town.



Figure 10.22 Youth Center



Figure 10.23 Students Gathering

Youth Center: A Gathering Place

The Youth Center will provide activities such as outdoor play, musical venues, games, and other engaging activities for children and young adults. This should be a facility big enough to accommodate large groups of students and young children. There should be a primary activity hall supported by the offices of the monitors and employees as well as an outdoor area with basketball hoops and playground equipment for younger children. This facility would host after school activities as well as summer hours of operation. It gives children and teens a location of their own in the downtown area.



Figure 10.24 Youth center



Figure 10.25 Youth center

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Civil War Museum

The Battle of Carthage occurred on July 5th, 1861. Carthage plays an important role in Civil War history. Having a historic battle site so closely located to the downtown is an asset for the community. Many Civil War enthusiasts spend much of their time traveling across the country visiting these historic battle sites. Carthage has the opportunity to draw in many of these travelers. The Battle of Carthage historic site is located just north of the downtown square. Currently there is a small Civil War Museum one block north of the square. This museum lacks the space necessary to fully display Carthage's important role in history.

The CCS team proposes relocating the Civil War Museum to the old Leggett and Platt building southeast of the square. This building would be renovated and enhanced to add to the aesthetic quality of the downtown. This location would allow the museum to still be located off the square, and would provide a larger facility. Having a large facility would allow the museum to expand their collection. The museum would be large enough to display larger items such as cannons. A enhanced museum would further promote Carthage's great history and attract visitors coming to see the battle site into the downtown.



Figure 10.26 Civil War Museum



Figure 10.27 Civil War Museum Display

Interactive Learning Center

To further promote the Civil War museum the CCS team proposes that the facility would also house a children museum. A children museum is an educational center that involves interactive, hands-on learning. It would promote learning in the community and encourage community interaction. A variety of activities would occur in this space. The proposed space would provide interactive learning exhibits, learning class rooms, and family events. The focus of the children museum would be on the Civil War.

Having the children museum and the Civil War museum in the same location provides the opportunity to have an activity center located downtown. Having family oriented activities in the downtown will draw people to downtown and help revitalize the city center. An important part to a thriving center is having a high density of people. For Carthage to increase the amount of people that frequent the downtown, activity centers, such as the children museum and the Civil War museum are necessary.



Figure 10.28 Civil War Museum/ Discovery Center



Figure 10.29 Discovery Center Springfield, MO

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Downtown: Facade Study

When analyzing the existing facades of the downtown square there were multiple concerns brought to attention. These issues have been analyzed and solutions have been proposed. The proposals made by the CCS team have been illustrated in the following text.

Building facade is not cohesive with the character of the square: no second story windows and proper materials are not used.

Dome awnings are not appropriate for historical buildings.

Inappropriate material use for downtown. This style of metal cladding was not used until after WWII

Current sign size responds to vehicular traffic. Sign size should be reduced to respond to pedestrian environment.



Current: 3rd Street North between Main Street and Grant Street

Facade replaced with compatible square materials, vertical windows, sign band, and awnings to reflect character of downtown.

Awnings replaced with triangular ones, which were the style at the turn of the century.

Facade returned/uncovered to historical quality: Sign band and transom windows restored



Proposed: 3rd Street North between Main Street and Grant Street

Building style does not fit in with the historical rhythm and facade elements of the square.

Building does not fit in with the historical rhythm of the square.



Current: Grant Street East between 3rd Street and 4th Street

Future development should follow design guidelines (see pages 116-119)

Even though, the CCS team believes that this building does not fit in with the context, because of its governmental use and popularity we do not recommended changes.



Proposed: Grant Street East between 3rd Street and 4th Street

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Metal facade was not original to the building. Needs to be removed to restore to historical character.

Signage and wood transom do not fit the historical character of the square



Current: Main Street West between 3rd Street and 4th Street

Uncover/repair historical facades

Repair sign band and awnings to return to historical character



Proposed: Main Street West between 3rd Street and 4th Street

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Downtown: Facade Study

Building facade is not cohesive with character of the square: no second story windows and proper materials are not used.



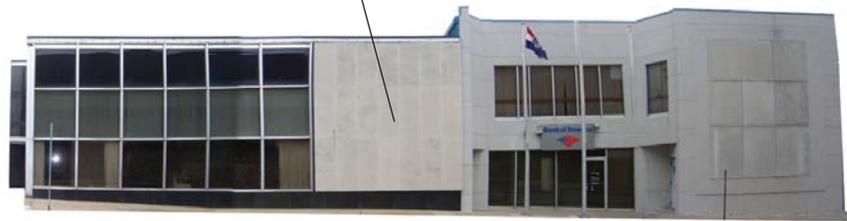
Current: Main Street West between 2nd Street and 3rd Street

Facade replaced with one better suited for the square: material use, vertical windows, sign band, display windows, and awnings all reflect character of downtown.



Proposed: Main Street East between 2nd Street and 3rd Street

Building style does not fit in with the historical rhythm and facade elements of the square.



Current: Main Street West between 2nd Street and 3rd Street

Future development should follow design guidelines (see page 116-119)



Proposed: Main Street West between 2nd Street and 3rd Street

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Downtown: Facade Study

Metal facade is not original to the building.
Needs to be returned to historical facade.



Current: Main Street West between 4th Street and 5th Street

An example of what the historical facade might look like.



Proposed: Main Street West between 3rd Street and 4th Street

Needs general repair and restoration, including acid wash, mortar repair, and paint.



Current: 4th Street North between Main Street and Lyon Street



Proposed: 4th Street North between Main Street and Lyon Street

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Downtown: Façade Study

There are many historically and architecturally significant buildings in the downtown area. These buildings add to the fabric of the Carthage and should be protected and preserved. The creation of façade guidelines will help protect the character of the downtown square. The façade guidelines would apply to the buildings on the square and one block surrounding the square. To create these guidelines the community should form a committee that would be responsible for advertising and gaining interest in the regulations of facades. These facade guidelines should protect the architectural quality of the building without taking away the individual freedom of the store owners. The next step would be for façade guidelines to be proposed to the community and then form them to be implemented. This committee would also be responsible for regulating the facades in this area and making sure any façade changes abided by the guidelines.

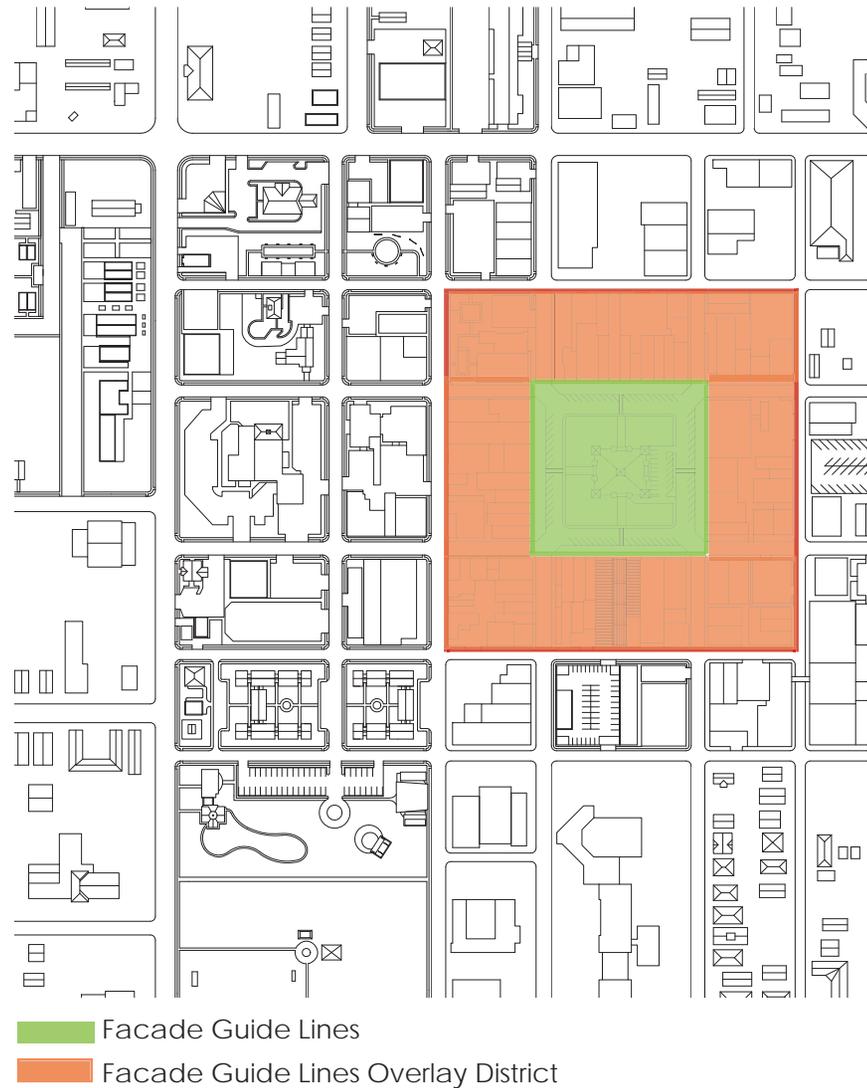


Figure 11.1 Façade Guidelines and Façade Over Lay District

When writing façade guidelines things to consider are scale, proportion, signage, awnings, cleaning, and repair. Many of the buildings in the downtown were designed using similar scales and proportions. When looking at proportions the committee should consider the proportions of the materials, building height proportions, and window proportions. Signage and awnings should respect the character of the building and not take away from the façade. In order to properly restore the facades it will be necessary to carefully consider how the materials are cleaned and repaired to make sure further damage is not done to the facades. It is also important to make sure that the original architectural details of the facades are preserved. By creating and implementing guidelines the facades will protect the aesthetic quality of the downtown area.

The CCS team proposes that a start to the guidelines should be:

- New construction shall respect the rhythm of the block and horizontal detailing.
- Constructed buildings shall be kept in good condition including, but not limited to, cleaning, unappealing mechanical equipment, and signage. This shall be determined by a review board.
- Construction within historic buildings must retain or restore the character of the building.
- Where applicable, the rear of buildings can be used for employee parking, but all trash receptacles must be kept out of view so as not to hinder the pedestrian experience.

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Downtown: Facade Study

Restoring Historical Buildings

Part of the proposed design guidelines are the restoration of historical facades. We propose this so that the architectural quality of the downtown can be maintained.



Figure 11.2 Example of a Revitalized Historical Building

Elements of Historical Facades:

- A. Kick plates as base to building fronts
- B. First floor display windows
- C. Recessed central entrance areas or angled entrances on corners
- D. Transoms above entrance doors
- E. Clerestory portions of display windows
- F. Sign bands
- G. Parapet walls with caps or cornices
- H. Vertical window patterns, shapes, window sills on 2nd floor
- I. Pilasters and decorative brick or stone

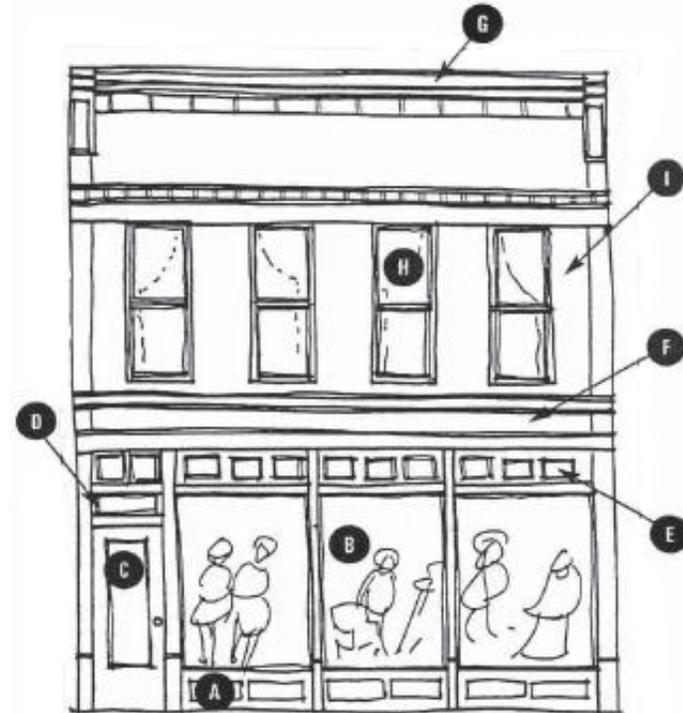


Figure 11.3 Historical Facade

New construction

Another part of the proposed design guidelines are guidelines for future development. New development should:

- Respect the rhythm of the street
- Respond to the elements of the historical facades
- Consist of materials that respect the downtown environment



Figure 11.4 Example of a Modern Building that Responds to its Context

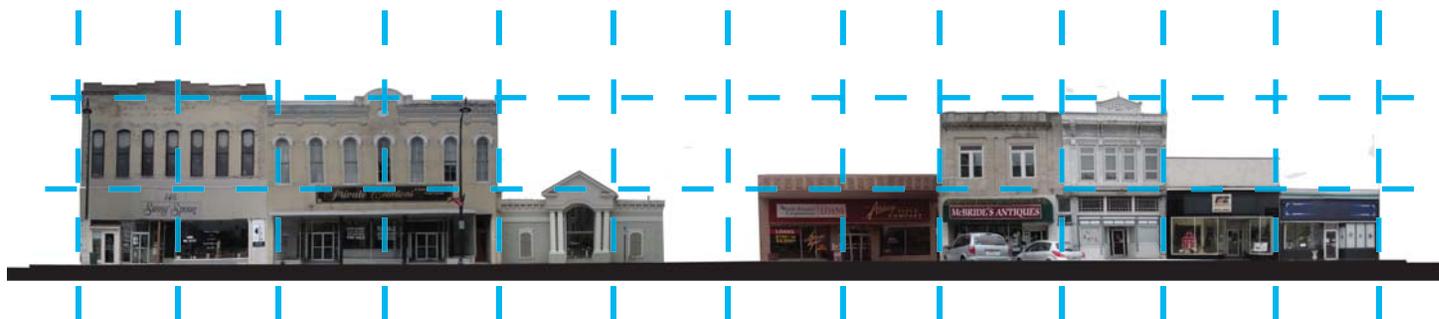


Figure 11.5 Diagram Showing Rhythm of Existing Buildings

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Retail Developments: Encouraging Interaction

To have a thriving downtown, multiple economic opportunities have to be created. Currently, the majority of the retail business downtown is located on the square or in the adjacent blocks. The CCS team proposes expanding retail towards the west on the other side of Garrison Street. Retail is proposed along Garrison Street in-between the Boots Motel and the Route 66 Museum. Increasing the density of business along this corridor will generate economic opportunities and help revitalize the downtown district. Retail developments should be varied, providing a multitude of options including; restaurants, galleries, and boutiques. This mixed use will contribute to a diverse customer base which will in turn, further enrich the downtown community dynamic.

Retail is one of the three essential components of a successful live, work, play community. The downtown area has a great opportunity to generate revenue. Having retail developments open throughout the day, evenings, and weekends will further promote activity in the city center. The proposed retail developments would provide outdoor plazas for shoppers and community members to gather. Available gathering space outside of stores would allow for seating as well as promote community interactions.



Figure 12.1 Retail Development



Figure 12.2 Increased Retail

Retail Developments: Mixed Use

It is imperative that retail businesses be developed in conjunction with new residential projects. Without a critical mass of local residents supporting new business, there will continue to be a lack of diverse retail developments in the downtown area of Carthage. In this proposal, retail and housing developments are identified separately. It is important to realize that these developments will not be able to occur without each other.

The core of retail development in this proposal exists around the Garrison Street and Central Street Intersection. This core is juxtaposed to the residential center immediately to the south. In this way, retail developments will not only increase revenue for the city, but also establish an order in the downtown area off of which the community can thrive.



Figure 12.3 Outdoor Plaza in the Evening



Figure 12.4 Outdoor Plaza

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Downtown Apartments

Currently, the blocks that comprise the historic downtown square are of an urban character and density; however, the surrounding blocks are largely of suburban character. To reach the full potential of the downtown district, more dense blocks must be developed. Housing in the area is also an essential part of the development of downtown. Without a large local population, the square will not be able to develop as an activity center for the community. A dense apartment style residential development should be developed for the downtown area. This will maximize the occupancy downtown which will in turn create the need and implementation of retail in the area. The Carthage downtown will experience increased activity as more and more community members reside nearby. Without maximized residential opportunity in the area, retail developments will struggle to prosper and vice versa.



Figure 13.1 Housing



Figure 13.2 Apartment Housing

Low Budget Housing

The downtown district of Carthage will need a larger base of residents to support it as it grows. Not only will there need to be housing opportunities, but these developments will need to attract residents at all levels of cultural and economic standing. Because of the large industrial base in Carthage, there is a need for appropriate housing accommodations. Low income and worker housing developments in the downtown district will increase revenue in the area and provide an important housing tier for the city.

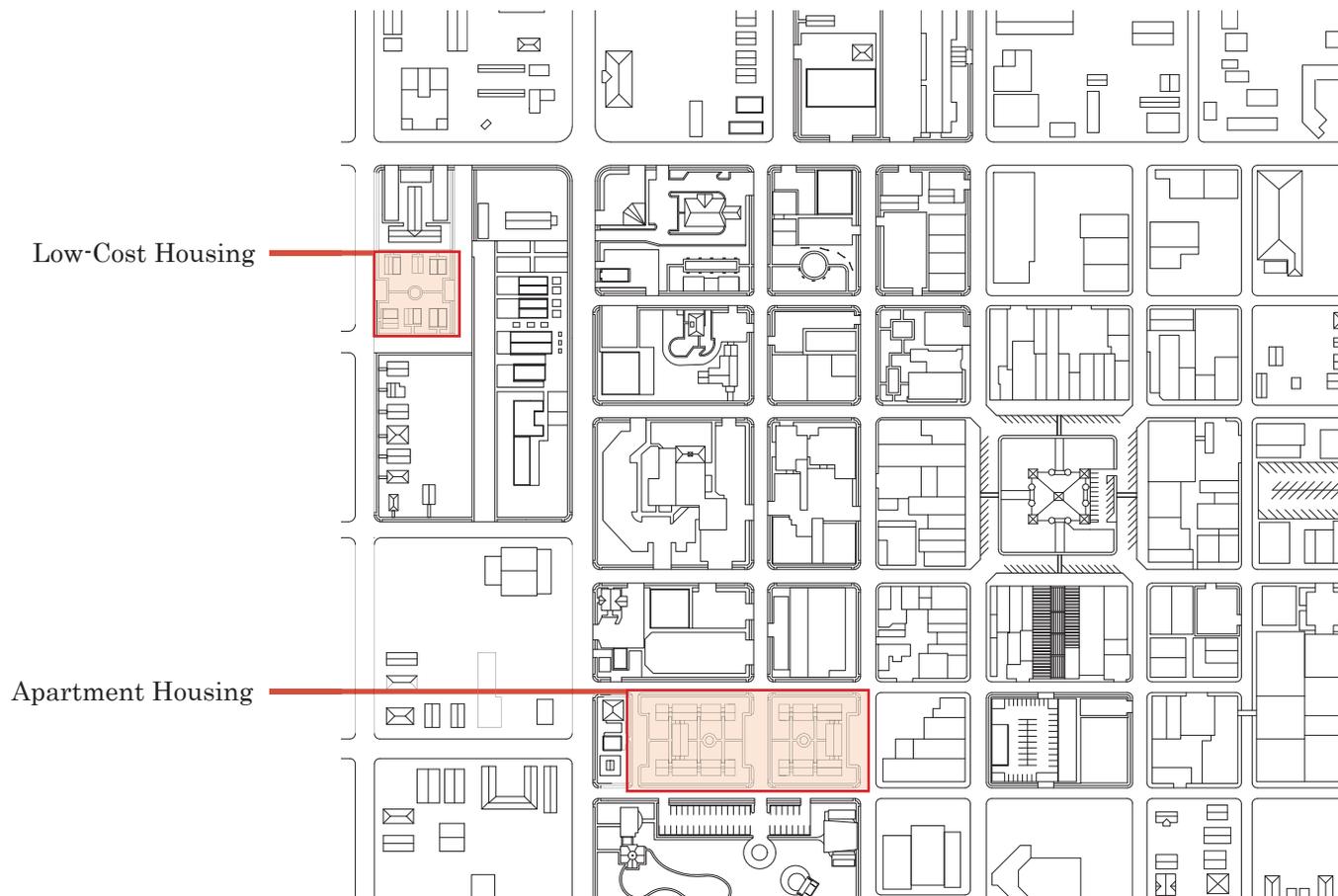


Figure 13.3 Housing Development Locations

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Downtown Wellness Center

Health and fitness are important for the community. To establish a strong community in the downtown area, the residents will need to have public facilities within easy walking distance. The Wellness Center would include exercise equipment, a health and information center for the public, and child care services. This facility would need to accommodate large groups of people. This would be a entrepreneurial opportunity, being built and run by a private developer. A facility like this would provide the downtown community with an activity/ community center. Filling the vacant blocks of the downtown with active, people-oriented programs is going to create a bustling and lively atmosphere. The Wellness Center would include daycare facilities for children as well as exercise equipment for strength and aerobic training programs. The facility should also provide space for other forms of exercise including yoga, racquetball courts, and exercise programs geared toward seniors.



Figure 13.4 Treadmills



Figure 13.5 Exercise Class

The CCS team sees this facility being developed using energy efficient implementations. Harnessing the energy produced by physical activity, exercise equipment can be integrated into the building systems and furnishings to achieve a more sustainable and cost-effective facility.



Figure 13.6 Gym



Figure 13.7 Men Playing Squash

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Route 66

Route 66 is a major asset for Carthage. Historic Route 66 currently follows Highway 96 and comes into Carthage on Central Avenue and turns south onto Garrison Street. From there Route 66 turns west onto Oak Street and then continues through Carthage.

The CCS team and the community believe that Carthage should expand their association with Route 66 and further capitalize and promote this great American route. Some historic sites along in Carthage along this section of Route 66 are the Boots Motel, the Boots Drive-In, and the Route 66 Drive- In Theatre. To further promote Route 66 the CCS team proposes the restoration of the Boots Motel and the Boots Drive-in. A Route 66 Museum would also be placed along Garrison Street to celebrate its history and attract visitors.



Figure 14.1 Map of Route 66



Figure 14.2 Route 66

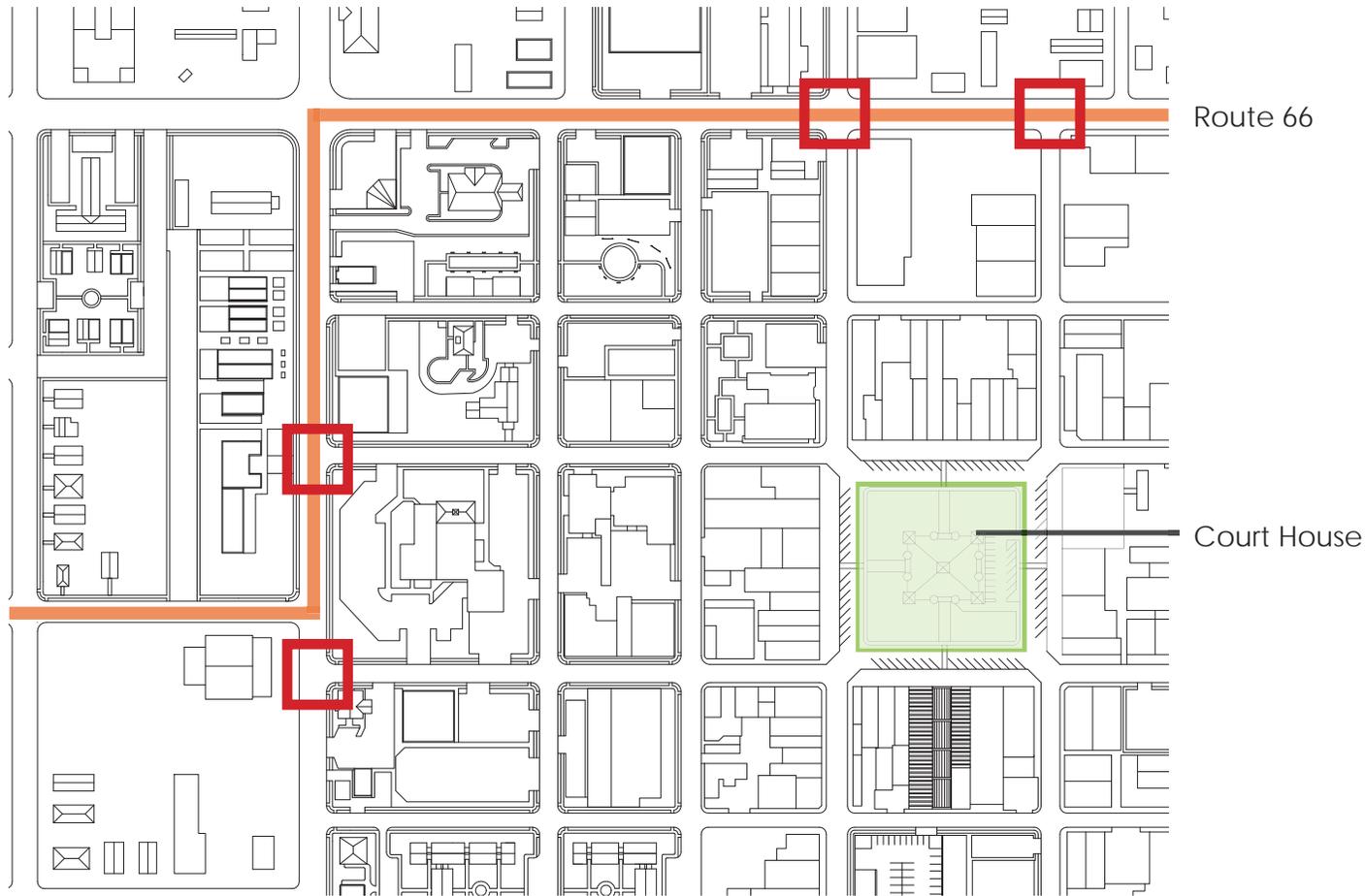


Figure 14.3 Route 66 in Carthage

The intersections highlighted in red above are the main access points for the historic square. These areas need signage and visual engagement to encourage travelers to stop in Carthage.

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Route 66: The Boots Motel

The Boots Motel was established in 1939 by Arthur Boots. It is located at the corner of Central Avenue and Garrison Street. This intersection is considered the "Crossroads of America". The Boots Motel is an important part of Route 66 history and is currently falling into ruin.

To further promote Route 66 as an asset in Carthage the restoration of the Boots Motel is necessary. The Boots Motel should be restored to its original purpose. If it were repaired to where people could once again come and stay in the motel it would create a greater opportunity for tourism in Carthage.



Figure 14.4 Boots Court Motel

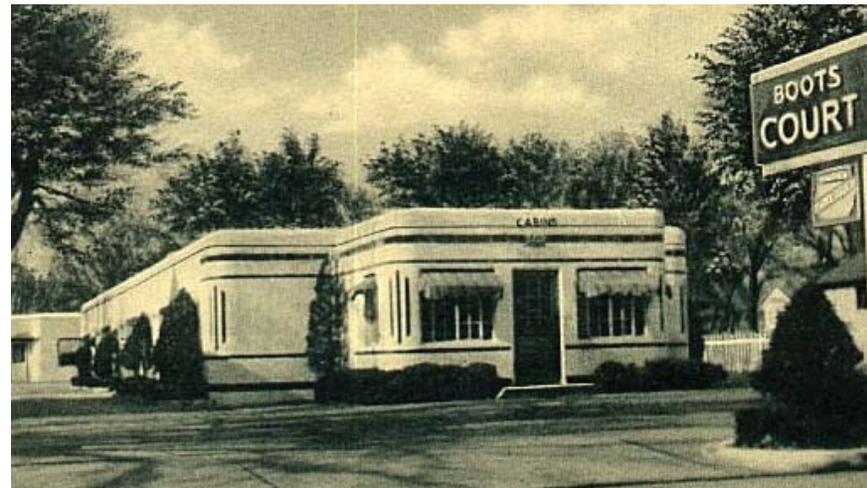


Figure 14.5 Boots Court Motel with Original Roof

Route 66: The Boots Drive-In

The Boots Drive-In was established in 1946 by Arthur Boots. Route 66 runs in front of the Boots Drive-In; which is located across the street from the Boots Motel. The Boots Drive-In is an iconic part of historic Route 66. In 1971 the drive in was closed. Today it is used as a bank. The building has been well preserved and traces of the historic diner can still be seen.

The CCS team proposes that the Boots Drive-In be restored to its original purpose. The Boots Drive-In is an iconic symbol in history and its restoration will create a strong tourist attraction in Carthage. With the restoration of the Boots Motel and the Boots Drive-In a strong connection will be created on Garrison Avenue that is ideal for further promoting Route 66 in Carthage.



Figure 14.6 Painting of the Boots Drive-In



Figure 14.7 Boots Drive-In

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Route 66: Museum

A Route 66 Museum serves as an important piece in the promotion of Route 66. Route 66 is a strong piece in Carthage's history and an asset that can be used to enhance the city. Every year over 300,000 people travel Route 66. There is the potential to bring these visitors through Carthage. To further promote Route 66 a museum is proposed.

This museum would encompass Route 66 memorabilia. This facility would be large enough to display vintage cars that would have typically been the type of cars on Route 66 in its prime. The museum would include a gallery space where items such as neon signage could be displayed. The gallery space would also display cultural artifacts from the Boots Motel and Boots Drive-In. The museum could also hold a small film screening room where documentaries about this historic route could be viewed.



Figure 14.8 Route 66 Museum



Figure 14.9 Route 66 Museum Plaza

The Route 66 Museum is located on Garrison Street adjacent to the Boots Motel. The museum is also located across from the Boots Drive-In. The museum's close proximity to these major historic sites will make this area a primary destination for Route 66 travelers. The museum should become a tourist attraction for the city. As visitors are attracted to the museum, Garrison Street would become a thriving area of the city. Increasing the amount of visitors to Carthage also increases the economic opportunities in the city.

We propose locating the Route 66 Museum on the west side of Garrison Street on axis with Second Avenue. This will establish a strong axis between the Courthouse Square and the museum, which is anchored by two important civic locations. The location of the museum at the terminus of the Second Avenue corridor also strengthens the gateway entrance into the city center from Garrison Street.



Figure 14.10 Interior of Route 66 Museum

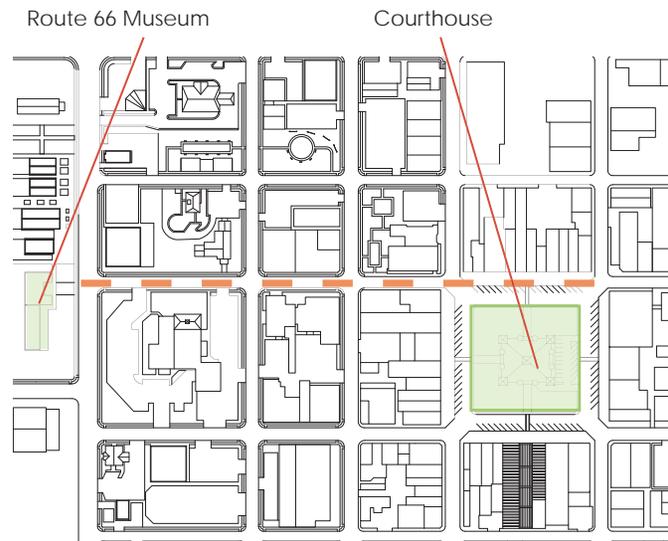


Figure 14.11 Diagram of Museum Axis

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Linear Art Gallery

The Linear Art Gallery serves as a space for the community to celebrate local artwork. Carthage has many local artists and this space would provide an opportunity for the public to experience their work. The linear orientation of the Art Gallery would allow for easy viewing by pedestrians on the street. The Linear Gallery is situated to direct visitors and passers-by towards the historic square.

The gallery also has an outdoor space that features a mural wall. The community of Carthage is known for its murals. This mural wall provides an opportunity for the community to further express their artist's talents. Around the mural wall is an outdoor area with green space for the community to gather. The close proximity to the downtown square allows this outdoor space to be utilized as a park where members of the immediate community can relax and have lunch.



Figure 15.1 Museum Relationship to Downtown



Figure 15.2 Linear Art Gallery

On the lot to the east of the gallery, there is a series of outdoor art displays surrounded by green space. These art displays could be monthly exhibits, student art projects, or cultural displays that relate to the proposed cultural center. This area provides additional green space in the downtown district and promote a vibrant community.

This location is also a potential venue for live performances at night and on the weekends. This building could be a generator of activity in the downtown district which contributes to the ultimate goal of revitalization in the square.



Figure 15.4 Mural Wall



Figure 15.3 Outdoor Exhibits at Night



Figure 15.5 Outdoor Exhibits

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Cultural Center: A Symbol for the Community

The Cultural Center serves as a very important civic landmark for the community. The building is located in a primary location, on the lot directly across from the library downtown. This location is also adjacent to Central Park where a hallowed Civil War Memorial is sited. The Cultural Center's close proximity to these major civic sites will make the space between them a primary gathering space for the community. The proposal includes reorganizing the streets in this area to consolidate the currently disconnected blocks into a single habitable space. The segment of Maple Street between 6th and 7th streets will be phased out to create room for an outdoor bandstand where community events can be held. Further, 7th street, as it spans Central Park, will eventually be reduced to only pedestrian and bike access. The Cultural Center will be a major addition to the downtown area that will close the physical gap between the south part of town and the developing square. This building will be a voice for the community and represent the bright and promising future of the city.



Figure 15.6 Map of Cultural Centers



Figure 15.7 View of Cultural Center

Cultural Center: Celebrating Heritage

The community of Carthage has always been a group with a diverse cultural background. Today, the city not only has its heritage to consider, but also a demographic make-up that is increasingly complex. It is essential that this character be recognized by the community and also expressed through the development of an all-encompassing facility which not only represents all members of the community, but becomes a highlight of the town's character and pride.

The Cultural Center should be a place to celebrate the heritage and diversity of the Carthage community. This is not a facility oriented towards any particular group, but rather a new gathering place for the entire community. It would be the operational center for any current or future Sister City programs as well as an information center for visitors. The facility program would include a gallery space for cultural displays. These displays could range from the works of local artists to information displays about the Carthage community and its history and heritage. This could also be a place that works in conjunction with the local schools, displaying student art pieces and research projects.

The Cultural Center would work to break down the socioeconomic barriers that are inherent in any community. This facility would also provide classroom and meeting space for continued education programs. Providing language programs for all residents is one way that this facility would contribute to a unified, forward-thinking community.



Figure 15.8 Interior of Cultural Center



Figure 15.9 Cultural Center

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Appendix



Figure 16.1 View of Cultural Center

re:connections appendix

Presentation Boards

February 24, 2011



Victorian house, Carthage



Youth Center, Carthage

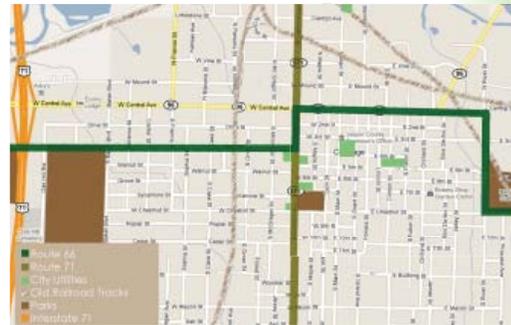


Old Hospital, Carthage



New Hospital, Carthage

LOCAL CONTEXT



Court House
Carthage



Library
Carthage



Vietnamese Park,
Carthage

With Baby Boomers and New Economy labor wanting a better quality of life, small towns have a huge opportunity. Small town in North America have been developing themselves in compact walkable urban centers to avoid sprawl and advocates compact, transit-oriented, walkable, bicycle-friendly land use, including neighborhood schools, complete streets, and mixed-use development with a range of housing choices, so that their community is not segregated by income or acquisitive power.

Carthage has not been an exception, there has been a lot of remodeling in the community, and the improvements are remarkable in the health and education sectors, with the construction of a new hospital and a new high school. The Victorian houses used on special occasions reconnect with their heritage, and the green spaces are currently used by the community.

Although the downtown area holds the city crown jewel, it's not being used by the people in a optimum way. Part of this is because of the 2 hour parking limitation on the square, this makes the users leave promptly and therefore decreases the business opportunities of the area.

Carthage, Missouri is a distinctive old Route 66 town. There's a lot of the old Mother Road left here too, in fact its one of the best sectors of the route kept. So all the visitors from Europe that travel the mother road would want to stop in Carthage if they had the chance to do so.

There are a lot of opportunities in the area, two hours away we find Tulsa, OK, the second largest city in that state.

A little over an hour away from the town we can find Rogers, AR, the headquarters of Walmart, Springfield, MO, with a variety of higher education opportunities, Stockton, MO with aquatic recreation opportunities.

Less than an hour away from the city we can find Quapaw, OK, with Downstream Casino Resort, Joplin, MO, which has a regional airport and hospital, Jasper, Webb City, etc.

There are many features in and around the city: this is like an open door for opportunities.

REGIONAL CONTEXT



St. John Regional
Hospital, Joplin



Jasper High School



Joplin Regional airport

Jasper County Info

Area:
- Total: 641 sq mi (1,660 km²)
- Land: 640 sq mi (1,658 km²)
- Water: 2 sq mi (5 km²), 0.25%

Population in the County:
- 2000: 104,686
- Density: 163/sq mi (63/km²)

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HISTORY

The City of Carthage, MO was laid out in 1842 in Jasper County. The first brick building illustrated below was the first courthouse of the town which was destroyed in 1860's during the Civil War. The Battle of Carthage, which happened July 5th, 1861, led to the first victory for the Confederate Army in Missouri. Most of the city was destroyed during the Civil War.



People started to settle back into town in the mid 1860's after the war was over. In 1872, Missouri Western Railroad passed through Carthage which led to population and business growth. By mid 1880's, town had a foundry, a furniture factory, two wooden mills, 4 grain mills, a pottery, a brick manufacturer, and other businesses. Leggett & Platt, the only company that was established before 1900 which still exists in Carthage, was established in 1883. In late 1880's limestone, lead and zinc were discovered resulting in a lot of wealth and expensive Victorian housing for the town.



Beautiful Victorian Houses wasn't the only thing that showed off the town's wealth. In 1895 a new courthouse was built from local limestone, which became the proud image of Carthage.



On November 11th, 1926, Route 66 passed through Carthage which started a growth in population. The bypass resulted in Bool's Motel in 1936, Bool's Drive in 1946 and 66 Drive in which was preserved to present day by Goodman family. The growth lasted for a couple of decades until Interstate 44 bypassed Carthage.



In 1925, Ozark Wesleyan College was built but only lasted for a few years. Between 1944 and 1971 the building was occupied by Lady of the Ozarks College. Currently it houses the Vietnamese-American Catholic religious congregation of the Mother Co-Redemptrix which brings over 70000 people to meetings annually. Another big annual gathering for the town is a week long Maple Leaf parade, tradition of which started in 1966.



Downtown
The downtown square at one time was the center of commerce. Now it is a governmental and office center

City Growth



The city has grown in a radial fashion, radiating out from the square. The Spring River has slowed growth north and acts as a natural barrier

Railroad



Once the primary means of traveling across the country, rail is still important for transporting goods. The Missouri & Northern Arkansas Railroad Company has an office in Carthage.

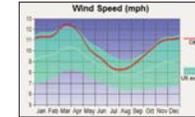
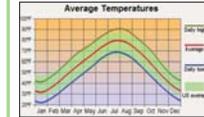
Commerce & Industry



Originally focused on the square, commerce and industry are now located at the south area of town and at the north industrial park.

2010 Climate Data

Average Temperature: 59 °F
Average WindSpeed: 9 mph
Total Precipitation: 43.11 in



PHYSICAL & ENVIRONMENTAL

Boundaries



Two natural boundaries exist in Carthage. The most obvious is the Spring River which forms the northern border. Carthage is located on a plateau which is surrounded by hills that create the north, west, and northeast borders of the city. The man-made border of main focus is the I-71 and I-44 corridors.

Roads/Access



Access to the city is dominated by two major roads. US-71 (future I-49) is the major access point from the north and south, MO-96 (former route 66) is the major access from the east and west, and I-44 is a major access that lies across the southern boundary of the city.

Route 66 & Jefferson Highway



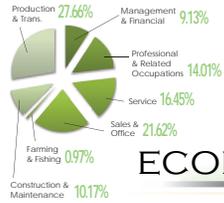
Route 66 and the Jefferson Highway intersected in Carthage. When they were first built they were the main east-west and north-south roads in the country. After the creation of the interstate system, these roads were no longer needed, but they are still frequented by tourists from all over the world today.

Future I-49 will connect Kansas City, MO to New Orleans, LA

The Jasper county Courthouse is made from Carthage marble. The quarries for this is now called the Carthage Underground.

Americold, the company that owns much of the Carthage Underground, boasts of space to employees in Carthage, MO. The world's largest underground office space is located in Kansas City, SubTropolis, U.S.A.

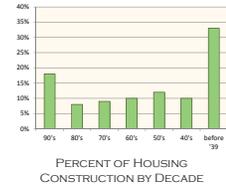
POPULATION BY OCCUPATION



The unemployment rate in Carthage is 7.8%.

Job growth over the next ten years is expected to increase to +28.32%.

Housing Vacancies are currently at 7.51%.

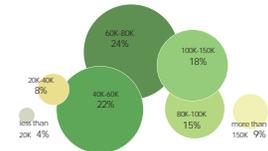


ECONOMICS

ESTIMATED HOUSEHOLDS BY HOUSEHOLD INCOME

Income Less than 15K	21.03%
Income between 15K and 25K	14.48%
Income between 25K and 35K	17.62%
Income between 35K and 50K	18.49%
Income between 50K and 75K	16.43%
Income between 75K and 100K	6.65%
Income between 100K and 150K	3.08%
Income between 150K and 250K	1.15%
Income between 250K and 500K	0.93%
Income greater than 500K	0.14%

HOME VALUES IN CARTHAGE

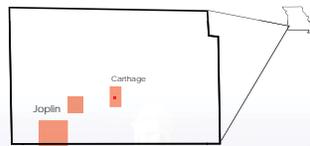
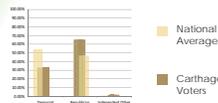


(Figures accurate as of 2010)

MAJOR EMPLOYERS IN CARTHAGE

Company	Employees	Company	Employees
Leggett & Platt	1,936	Leggett & Platt	340
Maple Leaf	801	Maple Leaf	300
Maple Leaf	590	Maple Leaf	255
Maple Leaf	375	Maple Leaf	227
Maple Leaf	356	Maple Leaf	178
Maple Leaf	356	Maple Leaf	125
Maple Leaf	350		

GOVERNMENT



WHAT IS THE WARD PARTICIPATORY SYSTEM?

The ward participatory system of municipal government allows for the establishment of ward committees to facilitate community participation in the matters of local government. Ward committees can also improve communication between the municipal council and local communities, and play a role in identifying community needs and fine-tuning municipal programs to accommodate local circumstances.

A CARTHAGE OVERVIEW

Carthage is the governmental center of Jasper County.

The Courthouse is the center piece of the downtown square in Carthage.

The city of Carthage is economically stable.

There is a slight imbalance of incomes in the city, but there is a strong set of employers in town and a healthy diversity of housing.

The character of the square is defined by the Jasper County Courthouse.

IDENTITY AND CULTURE



JASPER COUNTY COURTHOUSE

The first courthouse was completed in 1854. It was used during the Civil War and burned in 1863.

The Current courthouse was finished October 9, 1895.

The Courthouse was designed by Max A. Orloff.

The Courthouse cost \$100,000 to build.

The limestone used to build the courthouse was quarried from Carthage.

The Courthouse is on the National Register of Historic Places.

CARTHAGE HISTORIC HOMES

PHELPS HOUSE

The house was built in 1895, the later Victorian Era and owned by Colonel Phelps

Today the house is open for tours and is often used for dinners and luncheons.

The house is located in the Carthage South Historic District and is owned by the Carthage Historic Preservation Society.

HISPANIC COMMUNITY

The Hispanic community has an increasing presence in Carthage culture

There are 12.5% or 1,589 people according to the 2000 census

There are now three hispanic stores located on or around the downtown square

U.S. ROUTE 66



Route 66 was established November 11, 1926

U.S. Route 66 was officially removed from the United States Highway System on June 27, 1985

The historic highway covers a total of 2,448 miles

Route 66 runs directly through Carthage Drawing crowds from 300,000 to 600,000 each year

66 DRIVE-IN THEATER

Carthage is home to one of Route 66 last operational Drive-In Theaters "66 Drive-In Theater"

MAPLE LEAF & MARIAN DAYS FESTIVALS



Every year during the third week of October comes around the city of Carthage hosts the Maple Leaf Festival. This event draws crowds in the ranges of 60,000 to 80,000. The festival started in 1938 so it is easy to say that it is a major part of Carthage culture.

The annual Marian Days festival is held during the first week in August, since 1978. This event is a pilgrimage for celebrating all of the Vietnamese Catholics. The celebration attracts over 60,000 people during the four days that the festival is going on. It is held at the campus of the Congregation of the Mother Co-Redemptrix.

Carthage is part of the Joplin Metropolitan Statistical Area which, as of July 1, 2009, had an estimated population of 174,300.

The majority of employees in Carthage are in the Manufacturing and Food Processing industries

Leggett and Platt has a single stock value of \$2.88 on the New York Stock Exchange Data as of Feb. 09, 2011 4:01 p.m. ET

Carthage has four districts on the National Registry of Historic Places.

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WHAT IS AN ACTIVE LIVING COMMUNITY?

Active Living Communities are designed to promote and more importantly, adopt a healthy lifestyle and diet.

Participants focus on active living as a priority, and strive to organize their communities to enable exercise and improved health.

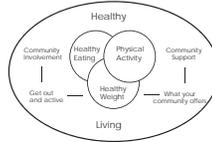
A sense of community is derived from the health and well-being of the residents.

Illness and depression are a result of a sedentary lifestyle.

A vision of communities where routine physical activity and healthy eating are accessible to everybody.



Some communities are certified and develop programs, but communities do not necessarily need this to adopt the concept of active living.



Active Living by Design Communities (ALbD):

- Albuquerque, NM
- Bronx, NY
- Charleston, SC
- Denver, CO
- Columbia, MO
- Honolulu, HI
- Santa Ana, CA
- Somerville, MA
- Winnebago, NE
- ...among others



ALbD's are communities that can receive grant money to allocate towards a healthier physical environment. These communities are organized and endorsed by the ALbD name, but that doesn't mean there aren't other communities organizing similar projects and developments.

ACTIVE LIVING



Active Living is a cultural shift, it is a change in the mentality of a community. It strengthens the bond between community members.

COLUMBIA, MO

The residents of nearby, Columbia, MO have established an Active Living by Design (ALbD) Community in their town.

The community consists of individuals, businesses, and not-for-profit organizations that want to improve the quality of life in Columbia.

The program has been able to establish a network of pedestrian biking and walking trails across the city.

This particular program has also had a focus on child health and development.



The Columbia ALbD Group has created a one-mile urban loop that is a low-income neighborhood and a walking/recreation program.

Carthage has a great asset in it's vast green spaces.

Carthage was home to the great ragtime composer James Scott.

LIVE WORK PLAY

Live, work, play communities are ideal communities that promote a healthier, safer, and more desirable way to living. They are based around the ideal that a consumer can live in the same area that they also reside and entertain. With all the daily amenities a person needs within such a short distance from each other a higher quality of life is achieved for the residents.



This way of living is how cities were designed prior to WWII. After WWII people began to move away from the city making the automobile a necessary part of daily life. Live, work, play promotes stronger economic, cultural and social neighborhoods.



Downtown Columbia, MO

Downtown Carthage was originally a live work play community with a thriving downtown business. Carthage has this fabric already and is just waiting to be developed into a thriving live, work, play community that it once was.



Live: Diverse neighborhoods create a great quality of life.

Work: Communities offer a variety of jobs with a thriving community.

Play: Communities provide entertainment, night life, sports, recreation, arts and a diverse culture.

Many towns are striving to create amenities Carthage already has



Carthage, MO

Carthage has a variety of recreational activities including a golf course, swimming pool, and baseball fields.



Downtown currently has retail shops on the bottom level of many of the buildings with vacant second floors. These second floors could be easily renovated to downtown apartments.



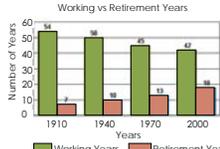
Carthage, MO

Carthage Currently has existing bike and walking trails, which create the opportunity for increased trails to encourage pedestrian links to be made throughout the city.



BABY BOOMERS

The Baby Boomer Generation happen during the years 1946 to 1964 in the years that followed World War II. It is unknown the exact number of people that were born during this period but there is speculation to being over 79 million people born from 1946-64. The baby boomers were born after the war in a time of economic prosperity which is a major change from their parents. The baby boomers are a lot more independent and accepting of change.

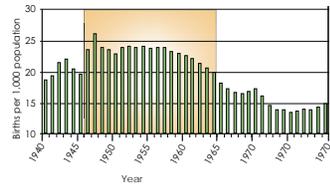


During the last century the numbers of years worked has decreased as the number of years retired has increased. People that are 47-65 years old have an average net worth of \$156,750.

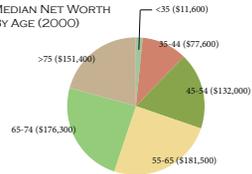
The baby boomers are beginning to retire with the highest net worth and the longest retirement period we have ever seen.

Baby Boomers make up about 45% and the highest average net worth.

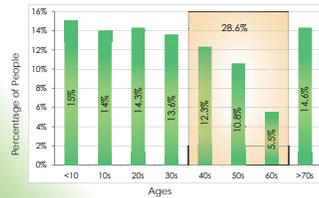
U.S. BIRTH RATE: 1940-1980 (Highlighted is baby boomer period)



MEDIAN NET WORTH BY AGE (2000)



AGE DISTRIBUTION



There were 3623 or 28.6% Baby Boomers living in Carthage in 2000. Carthage's age disparity is a pretty even spread, other than people who are in their 50s and 60s the age disparity is not greater than 3%. What this means for the town of Carthage is that the number of retiree's will be on the rise in the near future. The heightened retirement percentage will probable produce a increase in spending.



By 2014, there will be more adults older than age 65 than children younger than 18. The demographic 64+ has turned

The USA national average for retirement from the 2000 census was 62 years old. Due to the state of the economy the average of 68 is expected to rise to 65 or higher.

One feature of Boomers was that they tended to think of themselves as a special generation, very different from those that had come before.

PLACE-MAKING

Placemaking capitalizes on a local community's assets, inspiration, and potential, ultimately creating good public spaces that promote people's health, happiness, and well being.



Placemaking can be used to improve all of the spaces that comprise the gathering places within a community—its streets, sidewalks, parks, buildings, and other public spaces—so they invite greater interaction between people and foster healthier, more social, and economically viable communities.



But Placemaking is not just the act of building or fixing up a space: It is a process that fosters the creation of vital public destinations—the kind of places where people feel a strong stake in their communities and commitment to making things better.



An entity can only be fully identical with itself. Any difference gives rise to a separate identity. Thus identity is whatever makes an entity definable and recognizable, in terms of possessing a set of qualities or characteristics that distinguish it from other entities. In other words the identity, does not mean that the individual will resign to their beliefs or heritage, it means that they will identify themselves in something else and therefore be a part of it.

What constitutes as a good place-making community

1. Good places promote sociability. These are the spots where you run into people you know.
2. Good places have lots of things to do. The places people love most are the ones where they can pursue a variety of activities.
3. Good places are comfortable and attractive. They beckon you to come visit.
4. Good places are accessible. These places are clearly identifiable from a distance.
5. Good places capitalize on the Power of 10. Think of the 10 most important places in your community.
6. Good places are inspired by the people who live there.



Chapel Street, New Haven, Connecticut



The Plateau, Montreal, Quebec



Division Street, Northfield, Minnesota



Pearl District, Portland, Oregon



Country Club Plaza, Kansas City, Missouri

"My dream is of a place and a time where America will once again be seen as the last best hope of earth."
—Abraham Lincoln, the 16th President of the United States

"Placemaking is both an overarching idea and a hands-on tool for improving a neighborhood, city or region. It has the potential to be one of the most transformative ideas of this century."
Metropolitan Planning Council of Chicago

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What is Smart Growth?

Smart growth is an urban planning theory that focuses on growth in compact, walkable urban centers to avoid sprawl. It also pushes for compact, transit-oriented, bicycle and pedestrian friendly land use, including neighborhood schools and mixed-use development with a range of housing choices.

Smart growth's goals are to achieve a unique sense of community and place; expand the range of transportation, employment, and housing choices; equitably distribute the costs and benefits of development; preserve and enhance natural and cultural resources; and promote public health, all while being inherently sustainable.



- The 10 principles of Smart Growth:
- Mix land uses
 - Take advantage of compact building design
 - Create a range of housing opportunities and choices
 - Create walkable neighborhoods
 - Foster distinctive, attractive communities with a strong sense of place
 - Preserve open space, farmland, natural beauty, and critical environmental areas
 - Strengthen and direct development towards existing communities
 - Provide a variety of transportation choices
 - Make development decisions predictable, fair, and cost effective
 - Encourage community and stakeholder collaboration in development decisions.

SMART GROWTH



How can Smart Growth be used in Carthage?

- **Create a unique pedestrian experience.** -Encourages walking and social interaction.
- **Develop bicycle and pedestrian paths and a public transportation system.** -Allows for alternative means to get across town. Improves health and addresses environmental concerns.
- **Mixed-used zoning.** -Creates neighborhoods where you can easily access what you need without having to travel far.
- **Adaptation of unused buildings.** -Keeps the historical aspect of the city while staying up to date with architectural and technological trends.
- **Innovative use of green spaces.** -Creation of small parks allows for outdoor activities and beautification of blighted areas



Create a unique pedestrian experience.



Bicycle friendly roads and paths.



Adaptation of unused buildings



Innovative use of green spaces.

With current fuel prices, for each mile driven from work you live you pay over \$16 more per month for gasoline.

Smart Growth is referred to as "Compact City" in Europe.

For more information, go to www.smartgrowth.org or www.smartgrowthamerica.org

NEIGHBORHOOD GARDENING

NEIGHBORHOOD GARDENS ASSOCIATION A PHILADELPHIA LAND TRUST

The Neighborhood Gardens Association now holds title to twenty-nine gardens on behalf of the community. These parcels range from 3.7 acres to single house lots. The gardens are a variety of vegetable and flower gardens as well as sitting parks, and are maintained by the local community residents. Two of the NGA's gardens, Glenwood Green Acres and Fitzwater 2000, are illustrated below.

GLENWOOD GREEN ACRES



FITZWATER 2000



BENEFITS OF NEIGHBORHOOD GARDENS

- Many community gardeners take advantage of food production in community gardens to provide a significant source of food and/or income.
- Community gardens allow families and individuals without land of their own the opportunity to produce food.
- Community gardens provide opportunities to meet neighbors.
- Community gardens helps communities be more self-reliant and boost the economy.
- Urban agriculture is 3.5 times more productive per acre than traditional large-scale farming.



NEIGHBORHOOD GARDENS IN CARTHAGE

Carthage, MO can benefit from neighborhood gardening as well. Production of food within walking distance from home provides self reliance and saves money. Besides economic benefits, these gardens also bring people together and will help unite the Caucasian, Hispanic and Vietnamese cultures in the community. Carthage has a lot of area that can be utilized as gardens which will be beneficial and provide activities for all age groups.



Exposure to green space reduces stress and increases a sense of wellness and belonging.

Community gardening is recognized by the many police departments as an effective community crime prevention strategy.

Eating locally produced food reduces asthma rates, because children are able to consume manageable amounts of local pollen and develop immunity.

LOCAL OPPORTUNITIES

FESTIVALS Marian Day Festival



Maple Leaf Festival



HISTORY Route 66



Downtown Square



GREEN SPACE Rails to Trails



Parks



CHALLENGES

CULTURAL DIFFERENCES



DOWNTOWN SQUARE



Lack of night life



Increase Diversity of Downtown Retail

SIGNAGE



Carthage has lots of amenities and opportunities to offer.

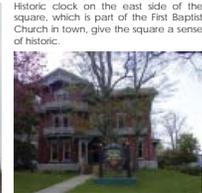


WATERTOWN, NY



Public Square

Parking in the downtown area of the City of Watertown is available in multiple free municipal parking lots for visitors, residents and workers. In addition, free on-street parking is available in the heart of the downtown area and on some surrounding streets. Most of the downtown area is exempt from having to provide dedicated parking for businesses and residents in order to foster a dense, walkable city center.



Historic clock on the east side of the square, which is part of the First Baptist Church in town, give the square a sense of historic.

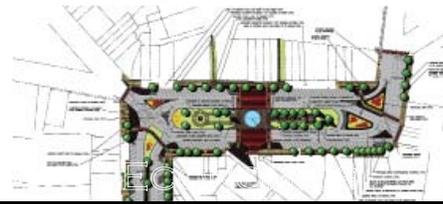
An impressive Victorian structure with Swiss chalet trails built in 1876. The town takes pride in this mansion, because it relates to their heritage, but they want to share it with their visitors in a form of a museum.

Public Square Revival - Proposal

The project scope involved:

- Streetscape Improvements
- Street reconstruction
- Sidewalk vault infilling and repair
- Sidewalk replacement
- Utility replacement

All of the above throughout public square and Washington Street up to Stone Street.



Revitalization of the Blackriver, in Watertown, NY

Current Population Estimate (2000 Census) 26,705
Population Density (per acre) 4.5
Land Area (square miles) 9.3
Median Household Income (2000) \$28,429

Miles of Street 100
Number of Acres of Parks and Playgrounds 514
Number of Streetlights 2,639

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BARABOO, WISCONSIN



A small town located 45 minutes north of Madison, Wisconsin. The town has a population of 11,550 and a court house in the center of the town square; making Baraboo is almost identical to Carthage. It was founded in 1838 and became the seat Sauk county in 1846.



Baraboo Square



Al. Ringling Theater



Baraboo Court House



Devils Lake

What Carthage should take away from the town of Baraboo, Wisconsin is a sense of identity for the downtown square. Carthage square shows some potential of having an exceptional square with its amazing court house but it lacks in the street side facades. Also Baraboo capitalizes on its natural features (Baraboo River). Carthage does not have a river running directly through the middle of it but it does have Historic Route 66 which it could use more to its advantage when trying to draw people into the town.

BARABOO SQUARE



Baraboo square's facades have been renovated and decorated to bring them back to what they once were. This makes the town appealing for all who visit.

BARABOO RIVER



One of Baraboo's main features is the river that runs directly through the town. A way that they are capitalizing on this is by putting in a boardwalk for small stores and restaurants. This will increase the activity in a part of town that has not had it for a while.



DEVIL'S LAKE



Devils Lake located right on the outskirts of the town is also one of the main attractions that this small town has to offer. Bringing in many tourists like Route 66, it caters to the crowds that are looking for camping and boating during the summer and ice fishing during the winter months.

AL. RINGLING THEATER



AL. Ringling Theater is the main feature of Baraboo square. The doors opened in 1915, and was designed by the architecture firm Rapp and Rapp. Rapp and Rapp went on to become world known for their theater designs in Europe. The theater only cost \$100,000 to build, just like the Carthage court house. This theater has been converted into a modern day movie theater, but still has the original design.

Baraboo: 5.3 square miles
Carthage: 9.5 square miles

"My father was born and grew up in the town of Baraboo and I have been there many times. I feel it is a great place to start when talking about renovating Carthage's square."
- Kent Faulstich

the world famous Ringling Brothers Circus originated in the town of Baraboo, that is where their headquarters were until they moved to Florida so that they could stay open all year long.

Housing

Davidson uses a variety of residential densities to meet the needs of many different individuals and families.



Commercial

The downtown business district is focused around Main Street. Trees and other greenery lining the sidewalk break up the facades of the business and generate a pedestrian culture. Businesses start to use the public space, which both attracts people to the store, and adds a social dynamic.



The Town of Davidson is located on Lake Norman in western North Carolina and has been recognized many times for its use of Smart Growth ideals. Even though it is a small town of only 9,645 residents, the town has used logical urban planning to create a cohesive and enjoyable community.



DAVIDSON,



An example of sidewalk design and cohesiveness with the business facade.



NORTH CAROLINA

Nightlife



Even though Davidson is a small town, there is still plenty to do at night. Main Street has many businesses that are open later, which on average attract a younger crowd.



An example of cohesive sign design. Note the similarities between the sign and the traffic signal to the left.



There are many aspects of Davidson that can be useful in Carthage. Even though the population is smaller in Davidson, Carthage has a smaller population density. If you increase the density of the city, it becomes easier to get to work and have the added benefit of freeing up land for open space. The use of the vacant spaces above businesses on the square for loft apartments and low-rise apartment buildings could change this.

Another thing to be taken away from Davidson is the cohesive design of all aspects of the city. The design of the pedestrian areas complements the facades of businesses, and the appearance of signs and traffic signals fit in well also. The connection of all of these aspects create a city that is enjoyable to live in and visit.

Davidson's population has increased by 35% since the year 2000.

in 2000, the population density was 1,468.0 people per square mile.

Davidson College is consistently ranked in the top ten liberal arts colleges in the country.

BOULDER, COLORADO

DOWNTOWN REVITALIZATION



Downtown Boulder, CO has revitalized itself into an ideal place to be. Boulder, CO has a historic downtown and it was important that the historic character of the town remain in the downtown's image. Downtown is a vibrant area to be with a variety of busines, events, concerts, short walking distances, and an emphasis on art.

In 1996 downtown Boulder made guide lines for developing the downtown. It was important to protect the downtown's historic aspect and maintain a high quality of life.

- Assure long economic vitality
- Establish a Pedestrian District
- Provide links between downtown and the park
- Locate and build additional public places
- Improve Streetscapes
- Maintain the Historic character of the downtown area
- Expand the role of arts
- Encourage residential development
- Provide alternate transportation
- Improve Parking



VALUES

GUIDELINES FOR RESTORING DOWNTOWN



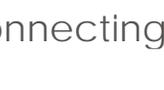
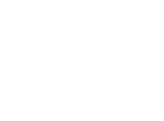
- Respect the original materials of the building
- Maintain the original proportions
- Maintain the character of the facades
- Maintain a human scale
- Develop a color scheme that is appropriate
- Focus on pedestrian activity
- Provide attractive parking
- Reduce visual impact of surface parking lots
- Create Attractive open space
- Create Attractive sitting areas



The revitalization of downtown has increased local economy.

In the 1930's downtown had thriving economy, but in the 1950's the popularity of the automobile moved shopping areas away from downtown.

The University of Colorado is located in Boulder, Co. The atmosphere in Downtown Boulder attracts 30,000 college students to the festivals, shops, concerts, art events, and much more.



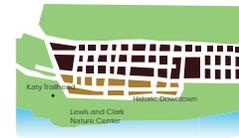
MAIN STREET ATTRACTIONS

Located just north-west of Saint Louis, the Saint Charles downtown has taken advantage of it's quaint style and modest scale. The city attracts visitors from nearby areas by creating a downtown lined with small craft shops and artisans.



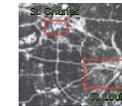
The Foundry Art Center

The main street becomes a walkable playground of shops and eateries, culminating at a trail head at one end and the Foundry Art Center at the other.



Plan of the St. Charles downtown displaying the relationship to the river and Katy trail access point.

St. Charles' downtown and historic mainstreet thrive off of the diversity of attractions. There is something for everyone which keeps families coming back to the area.



Carthage and St. Charles are both cities that have developed in close proximity to larger cities. The city of St. Charles' growth has, in part, been defined by this relationship. The city offers a variety of activities to keep visitors of all ages coming back to the area.

ST. CHARLES, MO

RAILS TO TRAILS: THE KATY TRAIL

Creating a nationwide network of trails from former rail lines and connecting corridors to build healthier places for healthier people.



The Katy Trail runs 225 miles along the retired rail track of the MKT railroad. Hundreds of bikers and runners use the trail for exercise and leisure each day. The trail connects parks and campgrounds across northern Missouri.



The Trailhead in St. Charles is an essential part of the city's downtown. The integration of a major trail like this creates activity during the day time. In combination with an accommodating family atmosphere, the Katy Trail is a great generator of pedestrian activity for the city.

Carthage has it's own rail trail with a trailhead near the downtown square.



Trailhead Brewery is another business attracting visitors to the area.



The Ruby Jack Trail, out of Carthage, is currently proposed to link to the Katy Trail. This would be part of a massive trail network linking four states.



Horseback riding is allowed on a 25 mile stretch of the Katy Trail.

St. Charles has a population of 63,644. Over 5 times as much as Carthage.

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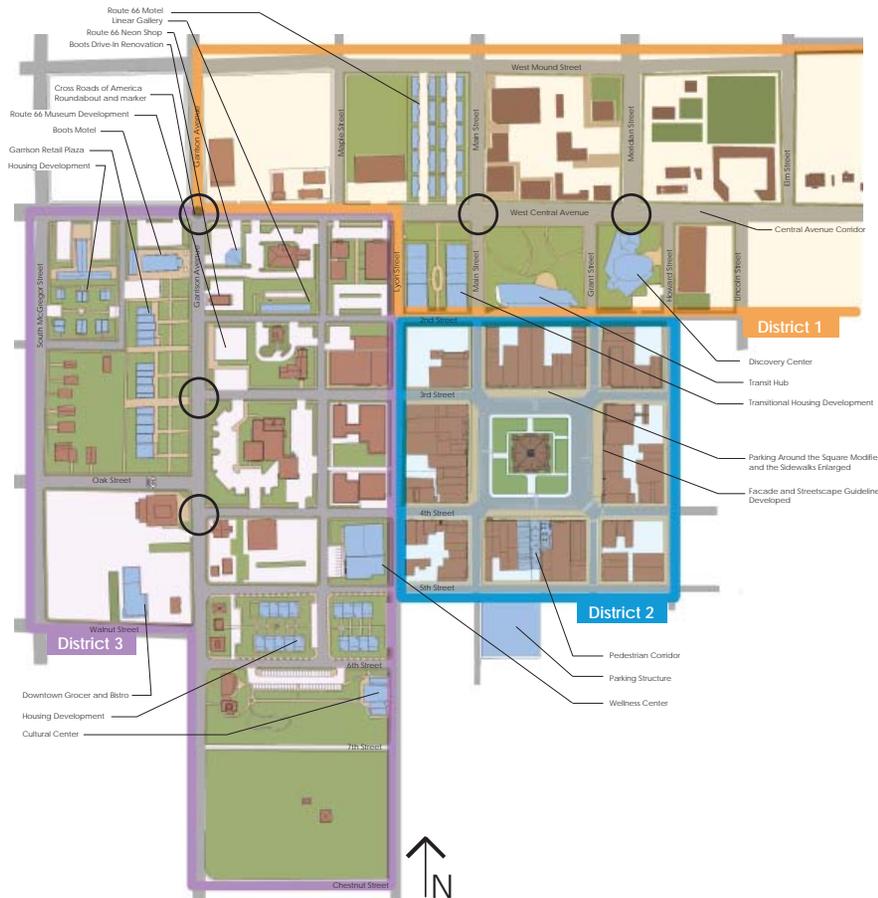
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Presentation Boards

April 7, 2011

The Context Plan



The Proposal area has been divided into three separate districts. The buildings in this site plan that are blue are proposals, while the buildings in brown are already existing.

- District 1: Entry Sequence and Route 66 Corridor (Highlighted in Orange)
This area includes Streetscaping, The Discovery Center, The Transit Station
- District 2: The Historic Square (Highlighted in Blue)
This area includes proposals for Facade renovations, Street renovations, and a pedestrian arcade
- District 3: The Downtown District (Highlighted in Purple)
This area includes proposals for a cultural center, housing developments, the Garrison retail Plaza, a linear gallery, route 66 museum, and Street renovations

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Entry to Carthage

Kellogg Entry Way



The Route 66 entry into the city of Carthage from the northeast is a very important gateway sequence that needs to be upgraded and protected. We propose that the view corridor from this approach of the courthouse on the hilltop must be preserved and enhanced. Building and landscaping guidelines should be developed in this area to protect this view corridor for perpetuity.

We also propose to enhance this gateway sequence by extending Kellogg Park southward to Central Avenue. This will provide a continual landscaped corridor into town and help link the Ruby Jack Trail extension and anticipated rail to trail path to the east of town, the battlefield site to Kellogg Park.



To further enhance the gateway sequence into town from the northeast, we also suggest that the bridges between Kellogg Park and Central Avenue be upgraded as shown above. The sculptural arch additions on the bridges create an artistic accent and help to express the importance of this arrival sequence. During festival events, the bridge arches could be hung with banners announcing to generate excitement and to draw people into the city center. On the surface of the Route 66 by way we propose marking the route with vintage signage to celebrate the importance of the Mother Road to Carthage and America.

Streetscaping Images



Route 66 is and will always be an attraction for tourists. This is a perspective from inside of one of the thousands of cars that travel the mother road every year.



We propose neon signage adjacent to the proposed bus station, to mark the entrances to downtown, commemorating Route 66.



We propose surface signage on the mother road, to celebrate its importance and to give the road a clear distinction from others in the town.

Streetscaping



The Central Avenue corridor is a major entry sequence into Carthage and needs to be upgraded to express its importance. This is the old Route 66 entrance into Carthage leading from Kellogg Park to the Crossroads of America and the Best's Motel. We recommend that the buildings and streetscape along this corridor be upgraded to celebrate the importance of the Route 66 Byway and this edge of the city center. We propose the incorporation neon signage, civic buildings, parks and new developments that commemorate the Route 66 era.

Garrison Street

Cross Roads of America



The intersection of Central Avenue and Garrison Street is considered the "Crossroads of America". At this location Route 66 and the Jefferson Highway cross. This intersection needs to be concentrated in a major way, not only because of the two historic highways but also because it is a major gateway to downtown Carthage.

We recommend the creation of a roundabout at this intersection. Within the landscaped roundabout we would suggest that a commemorative element be placed to symbolically mark the "Crossroads of America."

Streetscape



Examples of a successful streetscaping where a natural buffer is created between the pedestrians and the vehicles.



A street section across Garrison Street that shows the relationship between pedestrians, bikes, and cars.

Pedestrian Friendly Sidewalks

We recommend that the sidewalks along Garrison Street be widened and that a landscaped buffer be planted between the sidewalk and street. These modifications would make the sidewalks safer and more convenient.

The safer and more convenient sidewalks will increase the pedestrian traffic in the city center and help to encourage a more active lifestyle.



Central Avenue

Discovery Center and Modern Court Inn



We suggest creating a discovery center as a gateway element along the central avenue corridor. This center would be a public facility that will draw people into the downtown area and strengthen the public image of the area.



We propose that the empty lot between Main Street and Maple Street, north of Central Avenue be developed into a motel complex. The new motel should be a modern interpretation of a vintage Route 66 motel. We believe that with the improvements in the downtown area and the restoration of the Boots Motel Complex, additional motel facilities will be needed in the city center.

Transitional Housing Complex

We propose the development of affordable housing on the block South of Central Avenue between the streets of Lyon and Main. This housing would provide accommodations to young families and new community residents. This location has been selected due to its convenient access to public transportation, services and downtown businesses.



Transit Station



At the main entrance to the city center from the Central Avenue corridor, we have located a public transit station. This facility would serve as a multimodal transit stop and trailhead for buses, trolleys, bikes and pedestrians.

The transit station is located on the south side of the block bounded by Central Avenue, Grant, 2nd, and Main Streets. To the north of the bus station there would be a park with sculptures to mark the major entry points into the city center.

Route 66

Restoration



We recommend that the Boots Motel be restored to its original character and purpose. This is the most significant Route 66 artifact in Carthage and a major attraction for the travelers of Route 66. We believe that Route 66 is a major asset to the city of Carthage and can be a significant catalyst for economic renewal in the city center if developed and promoted.



We also believe that the Boots Drive-In should be restored and returned to its original purpose. The Boots Motel and Drive-In should be seen as a joint project. The renewal of these historic establishments at the "Crossroads of America" will further strengthen the gateway to Carthage and promote the downtown revitalization.

Feel of the Development



Addition



The southeast corner of Garrison Street and Central Avenue is currently occupied by a muffler shop. We recommend that consideration be given to relocating the muffler shop and establishing a facility or park that more appropriately commemorates the importance of the "Crossroads of America".



We propose the development of a Route 66 museum just south of the Boots Drive-In. This museum would commemorate Carthage's important role as being in the center of the first stretch of Route 66 that was opened. We envision this museum housing vintage cars, neon lights, and Route 66 memorabilia.

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Downtown Square

The Connection

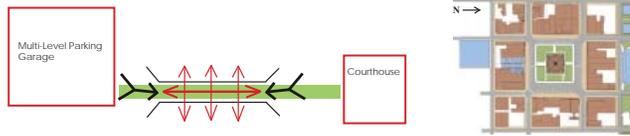


Above is a rendering of the proposed redesigned pedestrian walkway on the south side of the square. This covered passageway would connect the Courthouse Square with a multilevel parking garage on West 5th Street. The illuminated glass arcade will provide weather protection and a dramatic accent in the city center, especially for evening events. Below the arcade and along the corridor would be shops and terraces for dining and socializing.



We propose that the diagonal parking around the interior of the Courthouse Square be removed and that the remaining parking be designated for use by the patrons of the local business. The courthouse parking would be located in the multilevel parking garage on West 5th Street south of the square. The area gained by removing the parking would be used to enlarge the sidewalks and to make the Courthouse Square and city center more pedestrian friendly.

Connection and New Parking



Pedestrian Sidewalks



The extension of the sidewalk would allow for more activities to occur between the businesses and parking: cafes, outdoor kiosks, merchandise displays, social gathering area, landscaping, etc. The additional space would also enhance the festival activities in the city center.



Downtown Square

Residential Terrace



On the south side of the Courthouse Square, we propose developing a covered arcade pedestrian passage to the parking structure on East 5th Street. The two one story structures locate mid block would be modified and the arcade constructed between them. The roof tops of these lower structures would be used as exterior terraces for adjacent loft apartments and new restaurants. These roof terraces would be landscaped to continue the ground plane landscaping up onto the second floor structure.



Roof Top Bar

The terrace could be used for outdoor dining or for a roof top bar. The terraces can be accessed by a staircase from the arcade or through the restaurant or adjacent building.



Glass Arcade

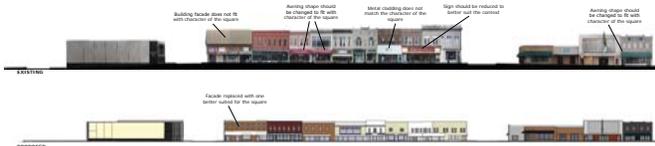


The arcade provides protection from the weather and a dramatic architectural accent in the city center. The arcade runs the full length between East 5th Street and East 4th Street.

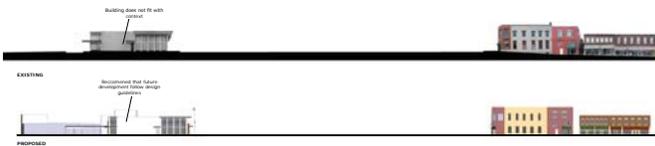


façade Study

3rd Street Facing North



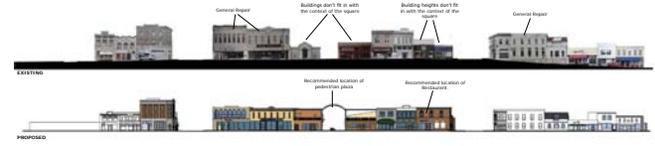
3rd Street Facing South



4th Street Facing North

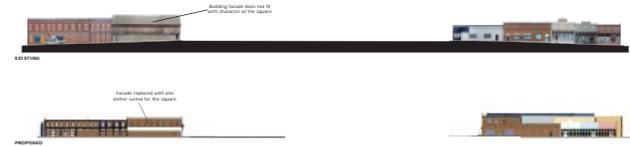


4th Street Facing South



façade Study

Main Street Facing East



Main Street Facing West



Grant Street Facing East



Grant Street Facing West



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Downtown living

Housing



Downtown housing is an essential part of the city center renewal plan. The increased population in the city center will foster development and promote additional activities that will draw more people into the downtown area.



The new downtown housing will compliment the existing architecture in the city center while expressing a modern and progressive style. Throughout the downtown housing developments outdoor gathering spaces will be provided for residents to gather, socialize and recreate. These developments will be linked to the downtown outdoor gathering and recreation area by enhanced streetscape connectors.

Active living



A wellness and recreation center is proposed adjacent to the downtown housing. This facility would be located in a refurbished building near the square and provides services to all citizens of Carthage. By locating the center in the downtown area to attract more people back to the city center.



To promote active living lifestyle, open community green spaces and parks should be located within and in close proximity to the downtown housing.

Precedents



Housing Housing Rock Climbing Wall Exercise Class Outdoor Community Areas

Economics and Retail

Economic Developments



With the introduction of downtown housing there will need to be support services developed: grocery stores, day care, entertainment, restaurants, shops, etc. These service areas will be developed within the downtown fabric as new construction and retrofitted projects.



We propose the development of a wellness and recreation center in the downtown area to support the increased resident population. This center would include childcare, exercise, activity spaces, meeting rooms, and clinics.

The Essential Process

As the downtown area develops we anticipate new and unique economic opportunities will arise, we believe that the city needs to be prepared to respond to these opportunities in a flexible manner. Economic incentives to support investors need to be established and promoted.

The role of the city is to enact policy which will provide for the proper developments to take place and to promote these ideas to the public. The city cannot simply build without the essential capital to execute the ideas properly. What the city can do is provide incentives to developers and get the community on board so that none of these developments occur independently, but rather develop together as a singular vision. In fact, this is the only way the vision will be realized.



Garrison Plaza



The Garrison Shopping Plaza will provide public space for economic and cultural exchanges. Garrison street is a primary access for the city and as the junction of Route 66 and the Old Jefferson Highway is developed, this area will become prime retail opportunity.



The Garrison Shopping Plaza would help support the new downtown housing and help to create a sense of community necessary for a retail establishment to function.

Gallery

Linear Gallery



We propose a linear gallery be located on 2nd Street in-between Gamson Street and Maple Street. This linear gallery would serve as a connector between the Route 66 development at the Boot's Motel location and the Courthouse Square.



This linear gallery should be designed to allow easy viewing by the pedestrians and vehicular traffic on 2nd Street.

Feel of the Development



Mural Park



The north side of the linear gallery would become a mural wall. The adjacent urban park would create a perfect location for the display of outdoor art by local artists and would further celebrate the strong tradition of the arts in Carthage.



Mural Park provides a natural, relaxing space in the city center to stroll, have lunch and to observe the art of local artists.

The Cultural Center

Celebration of Heritage



We recommend the establishment of a cultural center to commemorate the rich, diverse heritage of Carthage. The cultural center would be a place to celebrate the arts, traditions, history and culture of the many people who have helped build Carthage into the great city it is today. It is a place to share and learn from one another.



We propose to locate the cultural center near the library and cultural park. We believe that this location symbolizes the importance of this center as a component of the cultural heritage of Carthage in the same way that the library represents the repository of knowledge and Central Park represents the hallowed ground of our fallen forefathers.

Precedents



Although larger than the cultural center that we have envisioned for Carthage, these examples display the monumental importance that such a center should express.

We've represented the Carthage Cultural Center as a progressively formed building communicating it as a symbol of the bright future of the city.



Choosing a Program...



We envision the Carthage Cultural Center as a multi-dimensional facility that enhances the breadth of contribution from all the people who have and will make Carthage great. This center is seen as a work in progress, always expanding and renewing itself as the city changes. We see the center as a place to commemorate the cultures that have helped to shape this community through the study of their arts, songs, language, traditions, festivals, heritage, and aspirations.

We also believe that the cultural center would be a good venue for recognizing Carthage's current or future sister city communities. These communities could be commemorated through displays of cultural objects and flags. We also recommend the establishment of a sister city plaza adjacent to the cultural center. Programmatically, we would recommend the development of gallery spaces, meeting rooms, banquet/kitchen areas, office spaces, restrooms, outdoor plaza and archival storage.

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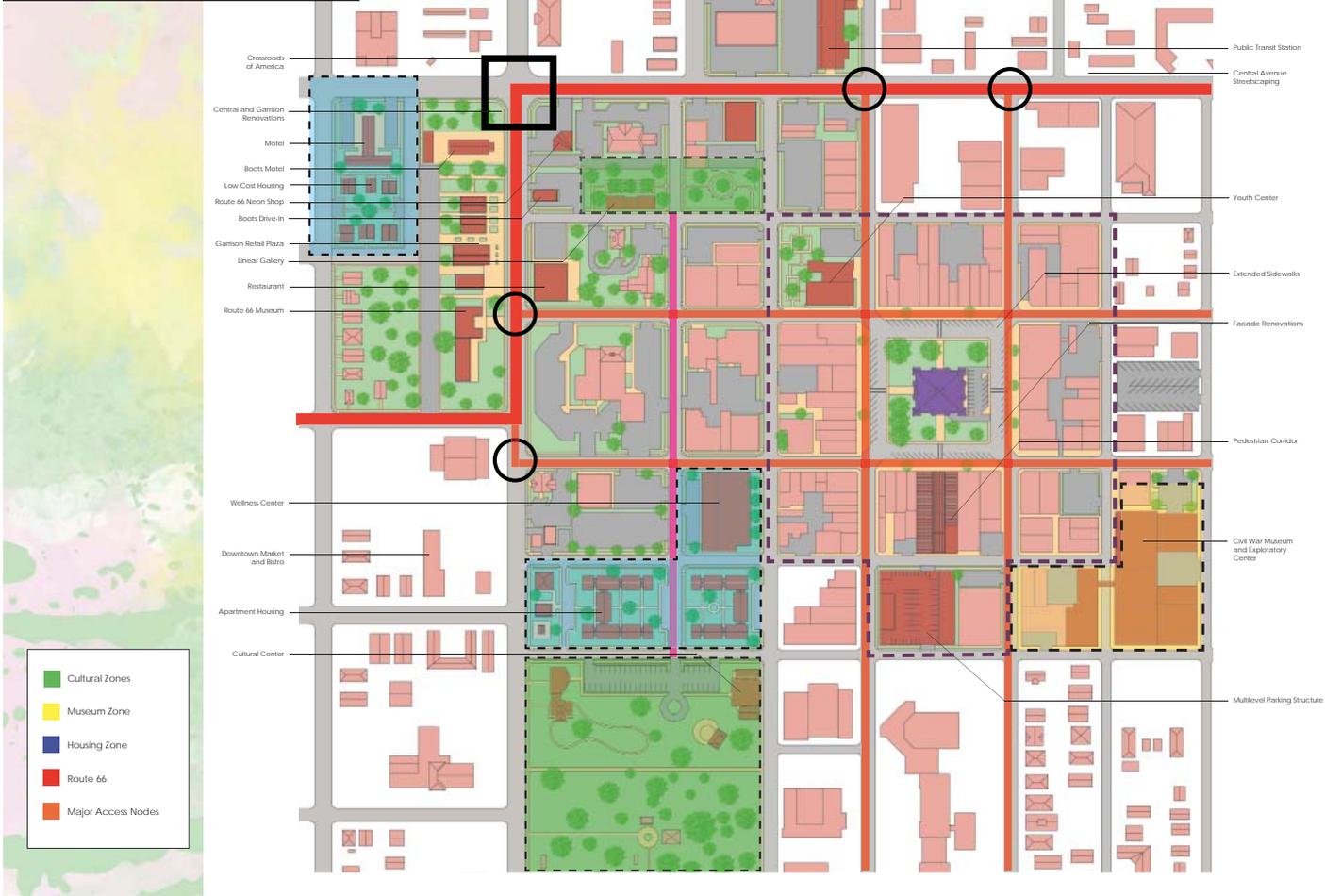
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Transit Lines

Providing transportation to all parts of the city is important to activating the city center. For the city center to thrive access to it has to be readily available to all. The creation of public transportation routes would further strengthen the links between activity centers throughout town. With continuing escalation of fuel prices alternate modes of transportation will become standard. Public transportation will decrease the dependency on the automobile. These routes will also provide those without a vehicle access to the entire town, especially the city center.

The transportation lines should provide connections to the downtown city center, Municipal Park, the schools, and the industrial park. Providing the public with access to all areas of town will unite the city and encourage activity throughout the city. Providing transportation to the city center is vital in the revitalization of downtown. Since the public transportation station is proposed to be located in downtown near the square it will bring people into the city center and create activity downtown.

A historic trolley line is also proposed. This line would go through the historic districts near downtown Carthage. It would provide the opportunity for the community and visitors to tour the historic homes that Carthage is known for. This transportation line would further promote Carthage as a destination city and attract tourists.

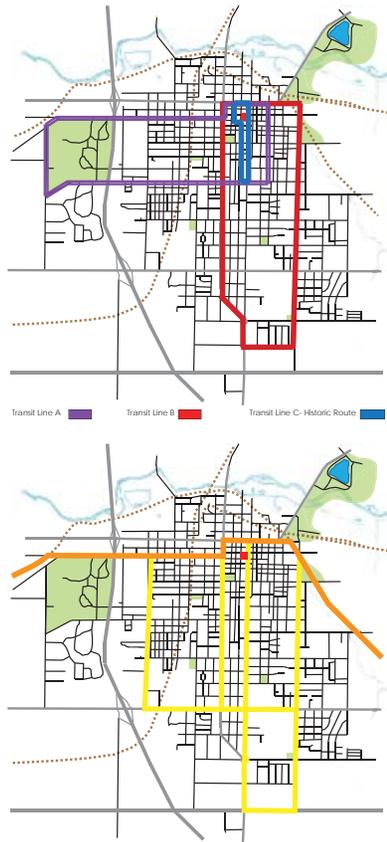
Bike Routes

Carthage is closely located to the Ruby Jack Trail. With the close proximity to this trail, Carthage should continue the Ruby Jack Trail through town. This would bring visitors through Carthage and into the downtown square. Connecting a major bike trail to town would also provide the opportunity for residents to be close to a bike trail. Promotion of the Ruby Jack Trail will encourage the community to live an active life style. Bike trails should also be introduced throughout town.

To provide the community with a safe atmosphere to bicycle when streets are repaired bike lanes should be added. Providing bike lanes throughout town encourages decreasing dependency on automobiles, which is becoming increasingly important with rising fuel prices. Bike lanes should provide a safe area for bikers to ride. To implement bike routes throughout town the city would have to promote the benefits to the community so that awareness can be raised about active living.



Bike riders using an urban bike path

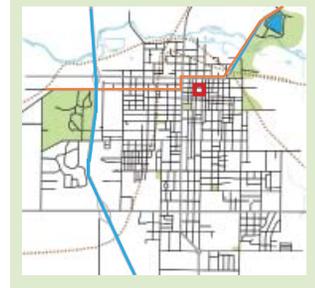


linkages

Bike Lanes Ruby Jack Trail



The entrance into a town should express the community's identity and create a sense of place. The point of arrival should be emphasized because this is how visitors first experience the town. Upon arrival, an entrance should denote that one has entered an important destination and not just another place to pass through.



From the Highway 96 entrance into town one can see the historic courthouse in the distance. It is very important to preserve this view as part of the entry sequence. Developing this gateway sequence into town from Highway 96 is an essential part of attracting Route 66 travelers to Carthage.



As one approaches Carthage there are currently three bridges. To further enhance the entry sequence into town, the CCS team proposes further development of these bridges. The bridges should better accommodate pedestrian traffic as well as create a dynamic and inviting experience for vehicular traffic. The bridges should include vertical elements that enhance the visual aesthetics and increase the awareness of visitors. These elements would also express and mark the entry sequence into town, denoting arrival at a significant destination.

Signage can also be used to create emphasis upon arrival. Currently when entering Carthage from Highway 96 there is a lack of signage. Signage is an important element to establishing a sense of place. The CCS team proposes that the amount of signage along the entry sequence be increased from all entries into town.

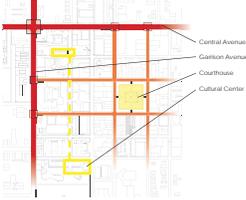
Since historic Route 66 is an important part of this entrance the road should denote this important piece of American History. The CCS team proposes placing Route 66 markers on the street.



entry



The primary nodes in downtown are Garrison and Central Streets. The streetscaping on these streets should reflect their essential role. The secondary streets that extend from Garrison and Central to comprise the square will be the second most streetscaped avenues. In between primary activity centers, like the Linear Gallery and Cultural Center, streetscaping should also be developed to a greater extent. The intersections of primary and secondary nodes will be developed to indicate their importance.



Adding vegetation to the streetscape in Carthage will visually break up the sidewalk, helping to create a buffer zone for pedestrians. This buffer zone provides a perceptual boundary between sidewalks and traffic lanes. Vegetation also serves to reduce undesirable by-products of traffic such as noise and pollution. The buffer will provide a place for storm water to drain. Small deciduous trees will be planted to lower the scale of the street to an intimate human scale. Landscaping is important for establishing an order for the street. It clearly delineates space, slows traffic in the area, and increases the aesthetic quality of the street. Vegetation also creates shade for the community and evokes a positive, healthy atmosphere.

Garrison and Central Streets should be renovated to accommodate a buffer of trees that forms a soft barrier between the sidewalk and street.

garrison and central



Since Central and Garrison Streets are one of the first encounters that visitors have with the town, it is vital that they leave a positive first impression. The CCS team is proposing general clean up of these areas to make the area more aesthetically pleasing.



Route 66 Museum

The Route 66 Museum serves as an important piece in the promotion of Route 66. Route 66 is a strong component of Carthage's history and an asset that can be used to enhance the city. Every year over 300,000 people travel Route 66. There is the potential to bring these visitors through Carthage. To further promote Route 66 a museum is proposed.

This museum would encompass Route 66 memorabilia. This facility would be large enough to display vintage cars that would have typically been the type of cars on Route 66 in its prime. The museum would include a gallery space where items such as neon signage could be displayed. The gallery space would also display cultural artifacts from the Boots Motel and Boots Drive-in. The museum could also hold a small film screening room where documentaries about this historic route could be viewed.



The Route 66 Museum is located on Garrison Street adjacent to the Boots Motel. The museum is also located across from the Boots Drive-in. The museum's close proximity to these major historic sites will make this area a primary destination for Route 66 travelers. The museum should become an economic piece for the city. As visitors are attracted to the museum, Garrison Street becomes a thriving piece for the city. Increasing the amount of visitors to Carthage also increases the economic opportunities in the city.

We propose locating the Route 66 Museum on the west side of Garrison Street on axis with Second Avenue. This will establish a strong axis between the Courthouse Square and the museum, which is anchored by two important civic locations. The location of the museum at the terminus of the Second Avenue Corridor also strengthens the gateway entrance into the city center from Garrison Street.



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Extended Sidewalks & On-Square Parking

To enhance the downtown atmosphere the square should be pedestrian oriented. Currently the square is arranged around vehicular traffic due to its role as a governmental center. A pedestrian friendly environment will encourage activity in the city center. To improve the pedestrian quality of the downtown the CCS team proposes extending the sidewalks on the downtown square.

Extended sidewalks will allow for more activity space that can be utilized by the community. These activities would include: outdoor dining, socializing, biking, vending, and business displays. The sidewalks will be extended twenty feet. This increased space will allow the opportunity for community gathering to occur.

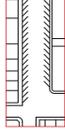
This additional space will require that the vehicular lanes of traffic be redistributed. While the extension of sidewalks will not completely eliminate parking or vehicle access, the number of lanes will be reduced to one around the square. Parking will remain along the outside edge. The parking will be devoted to the businesses patrons in the area. The interior parking will be relocated to a new structure located to the south of the square.

It is essential that the sidewalks throughout the downtown district have a visual and textural engagement with the user. The experience of walking should not be simply about getting to a destination. The streetscape should create a journey and encourage the individual to become part of the community. An organized and recurring sidewalk system gives the community order and a consolidated aesthetic. Changes in material can denote unique events within the design. At major connecting streets along Garrison and Central streets, there should be cross walks indicated by a material change. This establishes vehicular lanes as subordinate to pedestrian access.

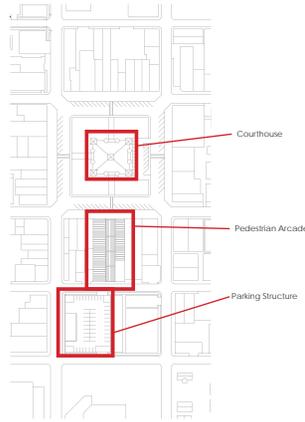
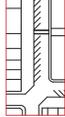


Brewery on the South Side of the Square, showing the extended sidewalks

Existing Parking Scheme
Two lanes of one way traffic with angled parking on either side.



Proposed Parking Scheme
One lane, still one way, with sidewalks extended 20 feet and angled parking on one side.



Parking Structure

The issue of downtown parking is a great concern to the community. To accommodate for the lack of parking in the downtown the CCS team proposes that a multilevel parking structure be developed just one block south of the square, on 5th Street. As of right now, there is a two hour limit for parking on the immediate downtown square. There is also a dollar fine for anyone who parks for over two hours. The courthouse located in the downtown square is the working governmental center, therefore people are coming and going from the courthouse on a daily basis. This requires parking to be readily available around the square. The issue of parking has created problems and division within the community.

The new parking structure would consolidate and clarify parking for the courthouse and the greater downtown area. There should still be a discreet reserved parking area attached to the Courthouse.

parking



Pedestrian Arcade

The glass arcade, or gallery, has experienced great success in Europe. People enjoy the feeling of being outside, but also like the safety of being protected from the elements. These types of space create an atmosphere that is between indoors and outdoors and what is private and public. Carthage would benefit from installing an access way like this. Not only will this comply with the architectural guidelines and character of the town, it will further celebrate the already famous Jasper County Courthouse. It is also important to consider how this installation would need to be maintained. Proper lighting within these arcades will be essential, giving the people using them a feeling of safety. This structure would also need to be aesthetically subordinate to the Courthouse and existing historic facades.

The relationship between the square and a new parking structure to the south will be of critical importance. The CCS team proposes that the existing pedestrian access way in the middle of the southern block of the square be developed into a pedestrian arcade that would become the primary entrance into the square. This entry sequence would improve the relationship of the individual to the square and enhance the experience of journey from parking to destination. This dynamic element makes the journey desirable, rather than a hindrance and establishes the square as a celebrated point of interest. Within this pedestrian access way, the opportunity for additional retail space is created. To expand on the urban dense character of the square, the pedestrian arcade would eventually provide more shops and retail space in downtown Carthage. These developments would include a coffee shop, restaurants, and clothing store, as well as other retail venues.



Terraces

The proposed overhead structure on the pedestrian walkway provides for developable overhead space. The CCS team proposes outdoor terraces in this space that could be extensions of restaurants and shops in the area. This dynamic additional gathering space evokes a lively downtown atmosphere that would enhance the experience on the street by increasing the transparency of the storefronts and buildings. Layers of activity space create appealing environments for dining and leisure. The built environment is important in creating a non-threatening, safe place that the community will want to be in. Layers of activity space create appealing environments for dining and leisure. Terraced and second level gathering space also contributes to the high density fabric of the downtown area which needs to be maintained.

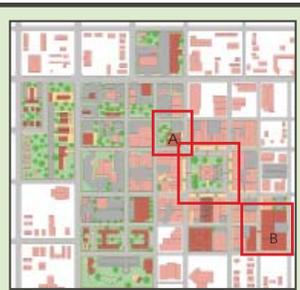


arcade & terraces

Locations

The proposed Carthage Youth Center will be located at the northwest corner of the downtown square on 3rd and Main Street across from the Carthage Deli. This location was chosen due to its proximity to the Carthage downtown square.

Located at the southeast corner of the square is the newly proposed Civil War Museum and Learning center. The building transforms the old Leggett and Platt factory into a community activity center. We feel that this is the best fit for the center because of its large footprint allowing for much needed growth to the presently cramped Civil War Museum and a large space for learning exhibits.



Carthage Youth Center

Carthage needs a place for youth to gather in a monitored, healthy environment. The city has a prevalent youth community that is also a major factor in measuring the success of the city. The youth center will establish a facility that represents a bond between the youth of Carthage and the city itself. A youth center will cater to the younger crowd in Carthage as well as be a keystone element of a more vibrant downtown.



The youth center will provide activities such as outdoor play, musical venues, games, and other engaging activities for children and young adults. This facility would host after school activities as well as summer hours of operation. It gives children and teens a location of their own in the downtown area.



Civil War and Children's Exploration Center

The CCS team proposes relocating the Civil War Museum to the old Leggett and Platt building southeast of the square. This building would be renovated and enhanced to add to the aesthetic quality of the downtown. This location would allow the museum to still be located off the square, and would provide a larger facility. Having a large facility would allow the museum to expand their collection. The museum would be large enough to display larger items such as cannons. An enhanced museum would further promote Carthage's great history and attract visitors coming to see the battle site into the downtown.

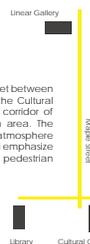


To further promote the Civil War Museum the CCS team proposes that the facility would also house a Children's Exploration Center. This exploration center is an educational center that involves interactive, hands-on learning. It would promote learning in the community and encourage community interaction. A variety of activities would occur in this space. The proposed space would provide interactive learning exhibits, learning classrooms, and family events. Having the Children's Exploration Center and the Civil War Museum in the same location provides the opportunity to have an activity center located downtown. Having family oriented activities in the downtown will draw people to downtown and help revitalize the city center. An important part to a thriving center is having a high density of people. For Carthage to increase the amount of people that frequent the downtown, activity centers, such as the Children's Exploration Center and the Civil War Museum are necessary.



activity centers

The section of Maple Street between the Linear Gallery and the Cultural Center will be a major corridor of travel in the downtown area. The streetscaping and atmosphere along this corridor should emphasize the street and create a pedestrian friendly environment.



Celebrating Heritage

The Cultural Center serves as a very important civic landmark for the community. The building is located in a primary location, on the lot directly across from the Library downtown. This location is also adjacent to Central Park where a hallowed Civil War Memorial is sited. The Cultural Center's close proximity to these major civic sites will make the space between them a primary gathering space for the community. Within this space an outdoor bandstand or gathering space should be developed for the community. The proposal includes reorganizing the streets in this area to consolidate the currently disconnected blocks into a single habitable space. The segment of Maple Street between 6th and 7th streets will be phased out to create room for an outdoor bandstand where community events can be held. Further, 7th street, as it spans Central Park, will eventually be reduced to only pedestrian and bike access. The Cultural Center will be a major addition to the downtown area that will close the physical gap between the south part of town and the developing square.



The community of Carthage has always been a group with a diverse cultural background. Today, the city not only has its heritage to consider, but also a demographic make-up that is increasingly complex. It is essential that this character be recognized by the community and also expressed through the development of an all-encompassing facility which not only represents all members of the community, but becomes a highlight of the town's character and pride.



The Cultural Center should be a place to celebrate the heritage and diversity of the Carthage Community. This is not a facility oriented towards any particular minority group, but rather a new gathering place for the entire community. It would be the operational center for any current or future Sister City programs as well as an information center for visitors. The facility program would include a gallery space for cultural displays. These displays could range anywhere from the works of local artists to information displays about the Carthage community and its history and heritage. This could also be a place that works in conjunction with the local schools, displaying student art pieces and research projects. This facility would also provide classroom and meeting space for continued education programs. Providing language programs for all residents is one way that this facility would contribute to a unified, forward-thinking community.



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The Linear Art Gallery serves as a space for the community to celebrate local artwork. Carthage has many local artists and this space would provide an opportunity for the public to experience their work. The linear orientation of the Art Gallery would allow for easy viewing by pedestrians on the street. The Linear Gallery is situated to direct visitors and passers-by towards the historic square.

The gallery has an outdoor space that features a mural wall. Around the mural wall is an outdoor area with green space for the community to gather. The close proximity to the downtown square allows this outdoor space to be utilized as a park where members of the immediate community can relax and have lunch.

On the lot to the east of the gallery, there is a series of outdoor art displays surrounded by green space. These art displays could be monthly exhibits, student art projects, or cultural displays that relate to the proposed cultural center. This area provides additional green space in the downtown district and promote a vibrant community. This location is also a potential venue for live performances at night and on the weekends. This building could be a generator of activity in the downtown district which contributes to the ultimate goal of revitalization in the square.



linear gallery

Density in the Downtown Area

Currently, the blocks that comprise the historic downtown square are of an urban character and density however, the surrounding blocks are largely of suburban character. To reach the full potential of the downtown district, more dense blocks must be developed.



Apartment Housing

Housing in the downtown area is an essential part of the development of downtown. Without a large local population, the square will not be able to develop as an activity center for the community. A dense apartment style residential development should be developed for the downtown area. This should maximize the occupancy downtown which will, in turn create the need and implementation of retail in the area. The Carthage downtown will experience increased activity as more and more community members reside nearby. Without maximized residential opportunity in the area, retail developments will struggle to find continued success.



Low Cost Housing

The downtown district of Carthage will need a larger base of residents to support it as it grows. Not only will there need to be housing opportunities, but these developments will need to attract residents at all levels of cultural and economic standing. Because of the large industrial base in Carthage, there is a need for appropriate housing accommodations. Low income and worker housing developments in the downtown district will increase revenue in the area and provide an important housing tier for the city.



Wellness Center

Health and fitness are important for the community. The Wellness Center would include exercise equipment, a health and information center for the public, and child care services. This facility would need to accommodate large groups of people. A facility like this would provide the downtown community with an activity center. Filling the vacant blocks of the downtown with active, people-oriented programs is going to create a bustling and lively atmosphere. The Wellness Center would include daycare facilities for children as well as exercise equipment for strength and aerobic training programs. The facility should also provide space for other forms of exercise including yoga, racquetball courts, and exercise programs geared toward seniors and youth.



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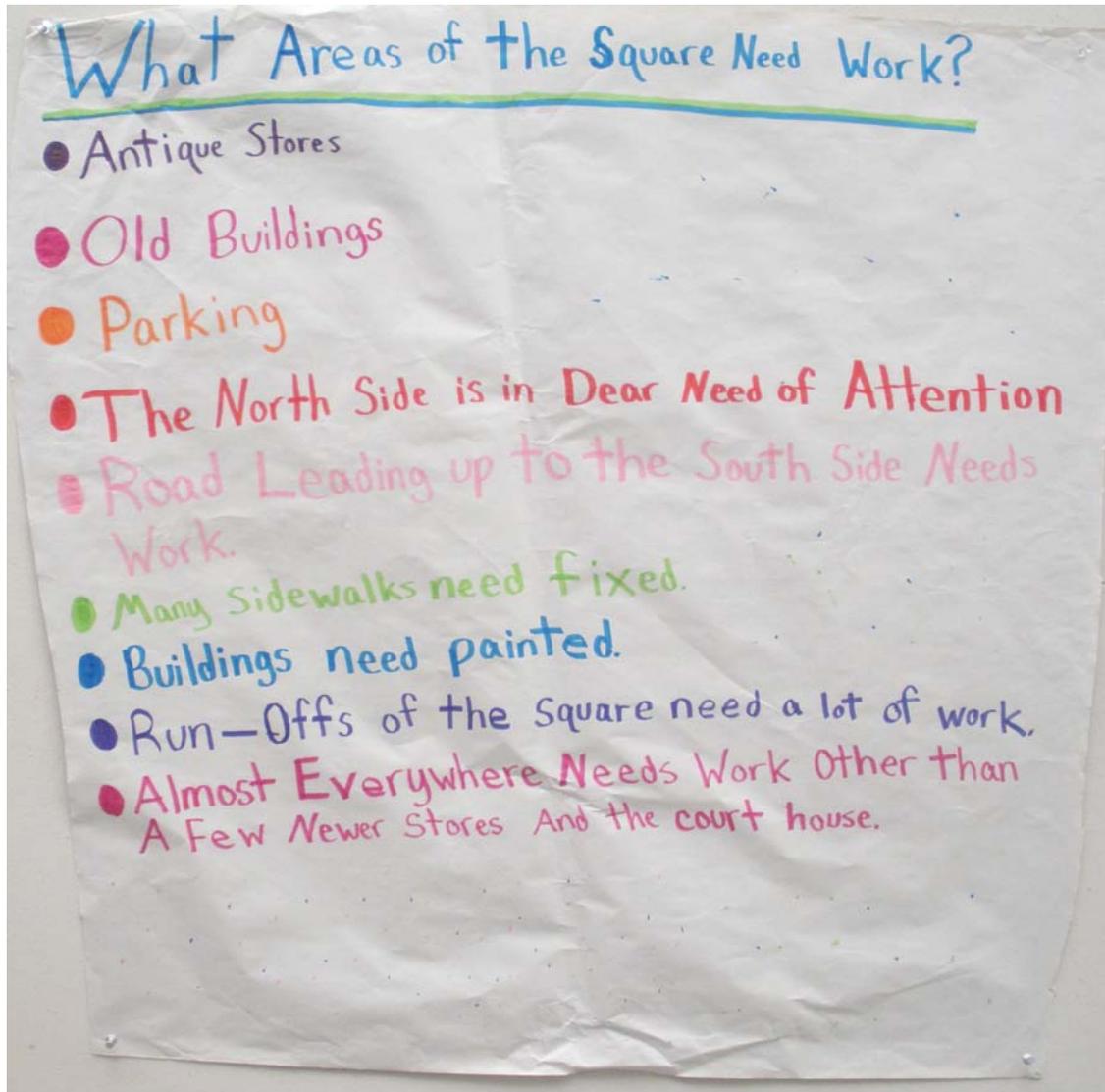
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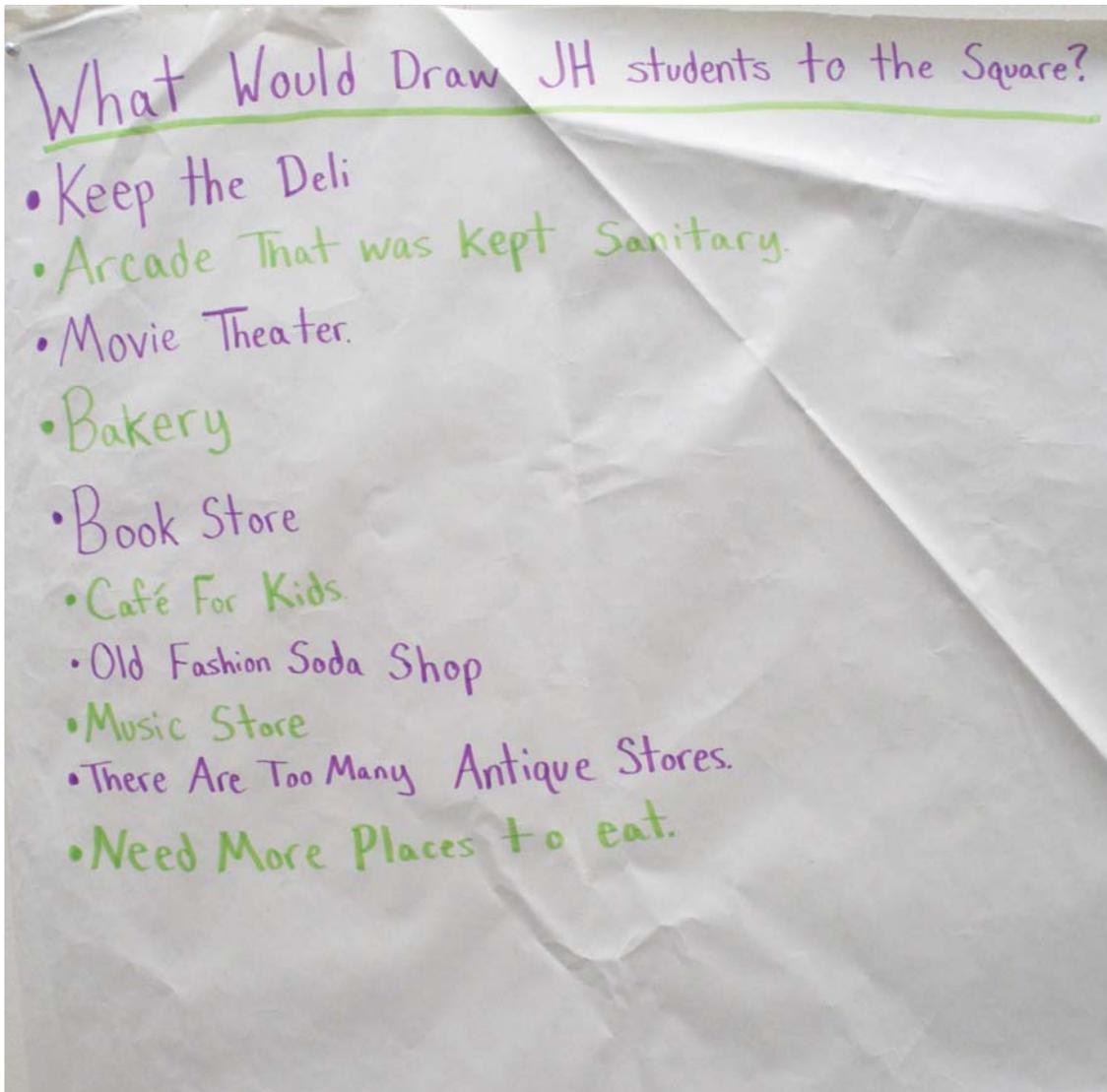
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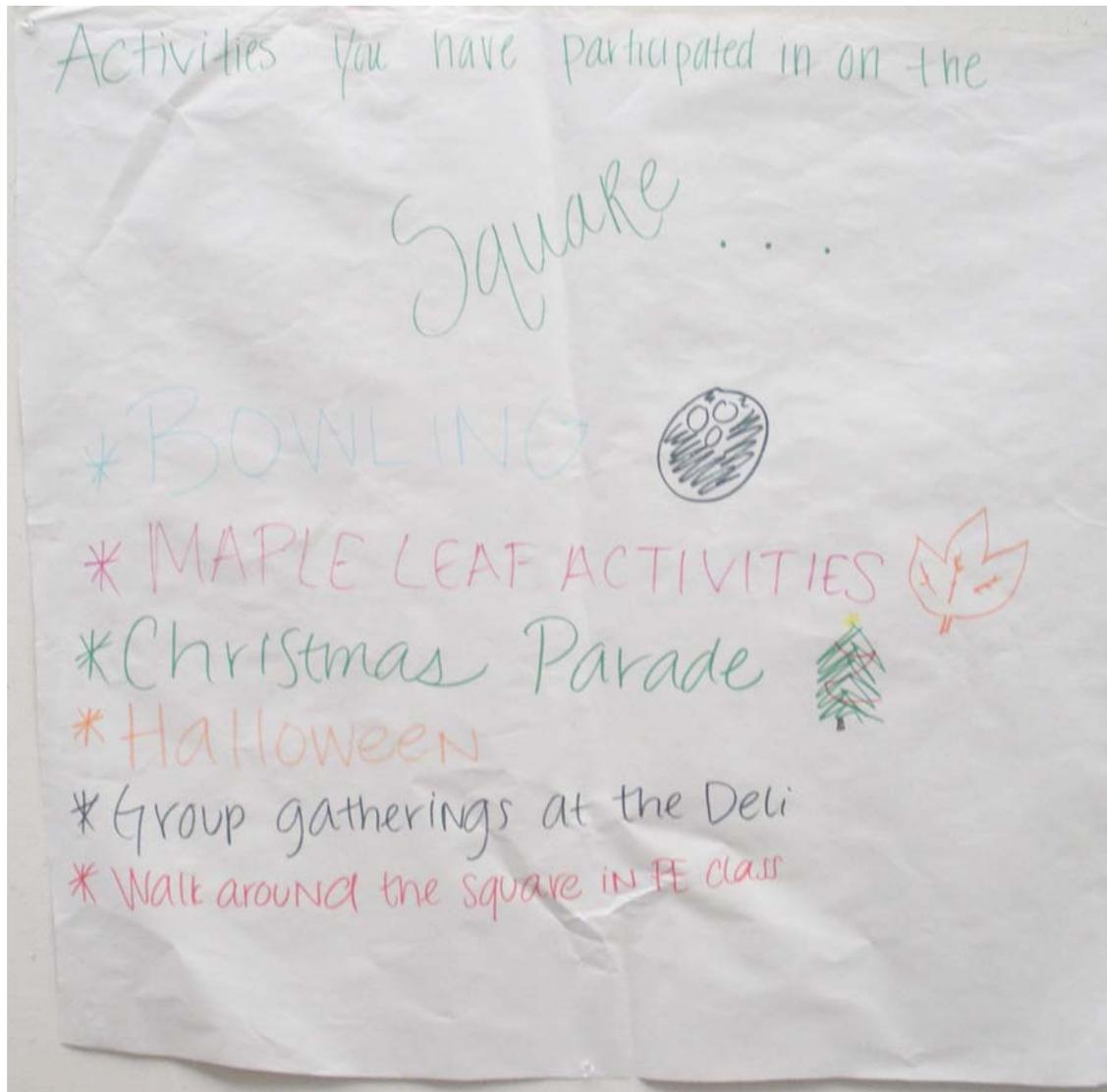
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Buisness Visited by JH Students
ON the Square:

The Deli
The Sassy Spoon
Hair Salons
Crazy Daisy
The Dancer's Studio
The Guerrero
Live + Laughter
Emporium
The Shirt Shop
True Value
Star Lane
Bowling Alley
The Emporium
Ma + Pop Shop
Eye Doctor



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Figure 3.2 Diagram by Kent Fauska

Figure 3.3 Diagram by Felipe Velastegui

Figure 3.4 www.sonofthesouth.net

Figure 3.5 www.flickr.com/photos/powersmuseum

Figure 3.6 http://www.route66roadstore.com/drive_in_cover_art

Figure 3.7 Diagram by Lauren Schuyler

Figure 3.8 Diagram by Lauren Schuyler

Figure 3.9 Diagram by Greg Wanko

Figure 3.10 Diagram by Greg Wanko

Figure 3.11 <http://cache2.allpostersimages.com>

Figure 3.12 Photograph by Lauren Schuyler

Figure 3.13 http://farm5.static.flickr.com/4044/4648603948_30111e9c42.jpg

Figure 3.14 Diagram by Lauren Schuyler

Figure 3.15 <http://carthage-tigers.com/docia8.jpg>

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Figure 4.1 Modeled by Greg Wanko, Rendered by George Mandrik and Lauren Schuyler

Figure 4.2 <http://www.stcharlesnightout.com/mnodata/>

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Figure 4.4 <http://i2.cdn.turner.com/money/galleries>

Figure 4.5 <http://media.charlotteobserver.com/smedia>

Figure 4.6

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Figure 4.9	http://pics4.city-data.com/cpicc/cfiles9178.jpg
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Figure 4.12	http://www.metroseen.com/sites/default/files/blogphotos
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Figure 4.14	http://www.wcma-wi.org/PhotoGallery/
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Figure 4.21	http://www.stpete.org/HR_Photos/0810.jpg
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Figure 4.23	Photograph by Lauren Schuyler

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Figure 5.1	Modeled by Felipe Velastegui Rendered by George Mandrik and Lauren Schuyler
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Figure 5.3	www.carthagepress.com
Figure 5.4	Photograph by Jay Garrott
Figure 5.5	Photograph by Jay Garrott
Figure 5.6	Photograph by Jay Garrott
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Figure 8.7	Modeled by Felipe Velastegui, Rendering by George Mandrik and Lauren Schuyler
Figure 8.8	http://www.e-architect.co.uk/images

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Figure 9.5	http://jarretlla.blogspot.com/
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Figure 9.11	http://www.faqs.org/photo-dict/
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Figure 9.13	http://www.celsias.com

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Figure 10.1	http://upload.wikimedia.org/wikipedia/
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Figure 10.3	http://media.photobucket.com
Figure 10.4	http://1.bp.blogspot.com/-UdKZWnRA2xE/
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Figure 10.11	Diagram by Greg Wanko
Figure 10.12	Modeled by Kent Fauska, Rendering by George Mandrik and Lauren Schuyler
Figure 10.13	http://www.eatout.co.uk/bites/
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Figure 10.29	http://picasaweb.google.com/DiscoveryCenterSpringfield/

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Figure 11.3	http://www.winterandcompany.net/pdf/boulder_co_dt.pdf
Figure 11.4	http://www.superstock.com/stock-photo-images/1848-70680
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Figure 12.2	Modeled by Lauren Schuyler, Rendering by George Mandrik and Lauren Schuyler
Figure 12.3	http://www.walkablestreets.com/
Figure 12.4	http://farm1.static.flickr.com/73/195519638_2c77920305.jpg

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Figure 13.3	Diagram by Greg Wanko

Figure 13.4	http://www.malepatternfitness.com/2009/6/25/925080/
Figure 13.5	http://www.amerrylife.com
Figure 13.6	http://4womens.net/blog/best-weight-loss
Figure 13.7	http://www.negotiationlawblog.com/legal-practice/

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Figure 14.1	http://www.historic66.com/pictures/copyright/us-map.gif
Figure 14.2	http://u.slimg.com/smartertravel/gallery/15/originals
Figure 14.3	Diagram by Lauren Schuyler
Figure 14.4	http://farm2.static.flickr.com/1260/544797407
Figure 14.5	http://lh5.ggpht.com/
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Figure 14.9	Modeled by Lauren Schuyler, Rendering by George Mandrik and Lauren Schuyler
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Figure 15.3	Modeled and Rendered by George Mandrik
Figure 15.4	http://www.wishwallmural.com/learn/
Figure 15.5	Modeled and Rendered by George Mandrik
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Figure 15.8	Modeled by Greg Wanko, Rendering by George Mandrik and Lauren Schuyler
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Figure 16.1	Modeled by Greg Wanko, Rendering by George Mandrik and Lauren Schuyler
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