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# EXECUTIVE SUMMARY

## INTRODUCTION

Maguire Street in its current configuration does not sufficiently serve the community of Warrensburg. Maguire Street provides the first impression of Warrensburg, for visitors as they access the community and for residents as they experience their community, and it typically is not a positive impression. Warrensburg is home to a reenergized downtown, an excellent university, quality parks, trails and recreation facilities, regional healthcare facilities and distinct neighborhoods. These community assets are accessed by Maguire Street, but the street does not convey the quality of the community.

This plan concentrates on needed physical improvements to the Maguire Street corridor; improvements that will redefine the corridor – its use, its appearance and its contribution to the community of Warrensburg.

Additional measures were proposed to soften and green the corridor through implementation of a significant streetscape element to include trees, plantings, benches and other pedestrian amenities. Through the council direction to limit future improvements to the current right-of-way and the addition of dedicated bicycle lanes the streetscape elements were removed from the plan.

## CORRIDOR EVALUATION

To better understand the forces that have shaped the Maguire Street corridor five frameworks were identified - economic, development, infrastructure (transportation and utilities), urban design and environmental. Each of the frameworks provides a picture of the issues and actions that influence development within the corridor.

- *Economic / Market* – The population of the City continues to grow while unemployment grows and the retail sector shrinks. The growth of the community can be attributed to growth of the University and Whiteman Air Force Base, two populations that will shape the market for the foreseeable future.
- *(Re)Development* – Much of the corridor is currently zoned for commercial uses; however, new commercial areas directly compete with the aging facilities and structures along the corridor. The uses along the corridor continue to change as the community grows and evolves. The Maguire Street Corridor does benefit from the close proximity of the neighborhoods that it serves.
- *Infrastructure* – The primary challenge that Maguire Street faces today is the current traffic operations in the corridor, particularly in the north end of the corridor. Lack of pedestrian and bicycle facilities and the current development pattern have made the car a necessity to access the corridor and its businesses. However, unsynchronized traffic signals, no access management and lack of maintenance have made the corridor difficult to use. Similarly, the poor quality of the infrastructure including the streets, sidewalks and overhead power lines detracts from the visual appeal of the corridor.
- *Urban Design* – In general the visual appeal of the corridor is lacking. The absence of streetscape, landscape and pedestrian facilities detracts from the overall appearance of the corridor as well as its use. Similarly the Maguire Street corridor lacks gateways and focal points to define it as the primary entrance into the community.

- *Sustainability* – Many of the previous topics discussed contribute to the overall sustainability of the corridor, both economically and environmentally. In addition to those elements, the Maguire Street Corridor is at the top of two watersheds giving the corridor an opportunity to have a positive impact on water downstream through better performing site design and infrastructure improvements.

All of these elements contribute to a degraded corridor that is a negative impact on the community of Warrensburg. To end the decline of the corridor physically, visually and economically, long-term transportation improvements that are people-oriented are needed as well as design and development improvements that benefit from an improved public realm. The Maguire Street Corridor Plan encompasses those improvements that have been identified by the community and corridor stakeholders.

## THE PLAN

### *The Process*

The planning process was centered on a public engagement process that included a community advisory committee and the public at-large. Through various outreach techniques, including a three-day design workshop, committee meetings and public meetings, issues were identified, ideas were sought and concepts were discussed. Through the review of concepts for the corridor, the plan was created based on what the community desired to improve Maguire Street. The plan and components adopted are a direct result of the public engagement and adoption processes.

### *Corridor Vision and Frameworks*

The corridor plan was formulated around a simple vision reflecting the input of the community for the future of Maguire Street. The Vision statement is:

*The Maguire Street Corridor will be an inviting, thriving place for people – a place that is comfortable, attractive and successful.*

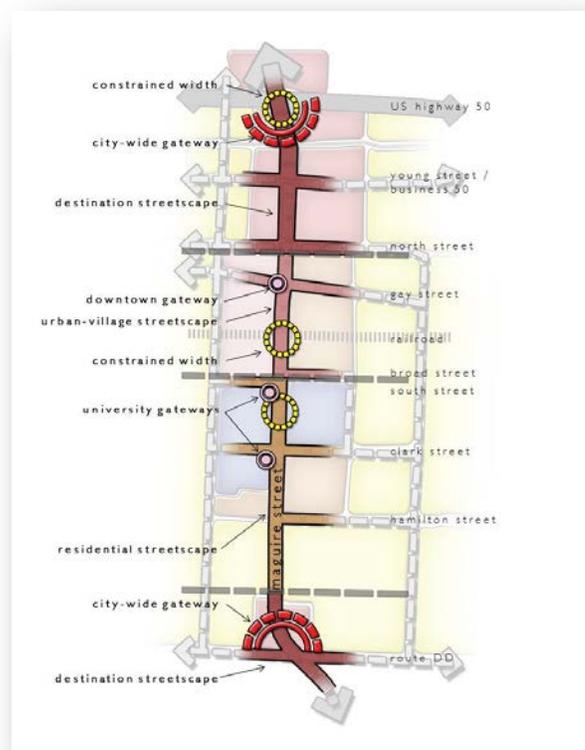


Figure 1-1: Corridor Frameworks

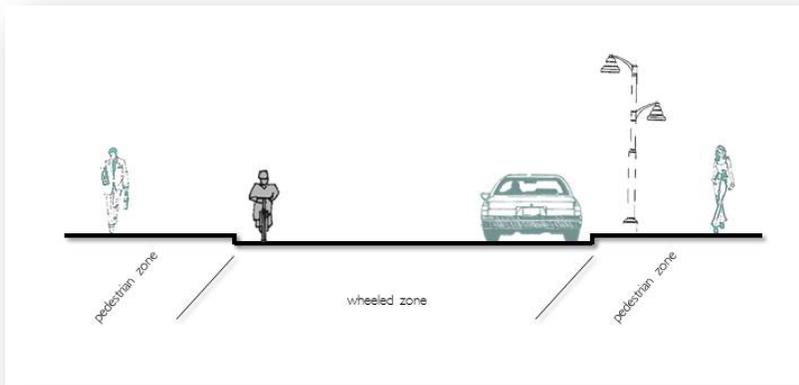


Figure I-2: Redefined right-of-way

The vision defines the future of the corridor as it is redeveloped and reshaped to better serve the community of Warrensburg with attention to the future operation, aesthetics and economics of the corridor. To implement the

vision for Maguire Street the plan focuses on six frameworks (similar to those used to define the corridor) that each defines contributions to a new, reinvigorated Maguire Street. The frameworks outline the principles and objectives for Maguire Street and include general, economic, development, infrastructure, urban design and sustainability.

Through the use of the frameworks land owners, developers, city staff and elected and appointed officials can make day-to-day decisions regarding development and improvements that, over time, will implement the vision for Maguire Street.

*Maguire Street*

To provide further guidance for improvements to the Maguire Street corridor Chapter 4 of the plan focuses on different concepts that strive to improve the corridor physically, visually and economically. Many of the improvements that are proposed can be applied throughout the corridor but should be tailored to the different context of the corridor. Thus, the chapter is divided in to four primary subjects, The Corridor, North Maguire, Maguire Core and South Maguire to relate improvements to different areas of the corridor.

The common themes throughout the planning process were improving the transportation, design and business environment for the Maguire Street corridor. Each of these topics provides the foundation for improving the

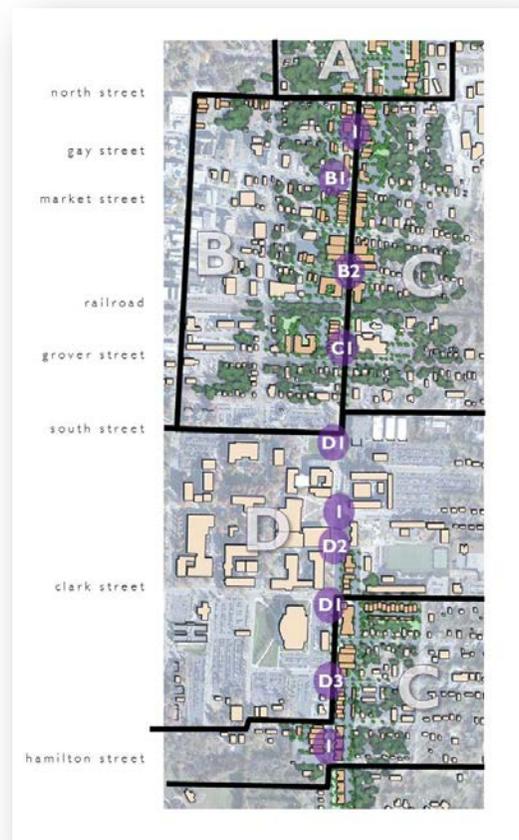


Figure I-3: Maguire Core

corridor and each must be supportive of one another to achieve the vision. Transportation improvements throughout the corridor will occur within the established right-of-way and will provide operational improvements to increase capacity, efficiency and safety of travel. These improvements will focus on a multi-modal transportation system that includes pedestrian and bicycle facilities as well as automobile accommodations. To achieve an improved system several specific improvements need to be implemented including traffic signal timing optimization, access management and the redefinition the right-of-way to balance automobiles with other modes. The future of Maguire Street should include urban design elements (streetscape, lighting, pedestrian facilities, etc.) that soften the corridor encouraging use of the corridor by people on foot. Transportation and design improvements when combined with development and infrastructure improvements will help the corridor remain competitive within the market.

Each of these concepts is applied to North Maguire -from Highway 50 south to North Street; the Maguire Core - from North Street south to Hamilton Street; and South Maguire - from Hamilton Street to Route DD. The plan details concepts for improvements to each area based on the overall vision for the corridor including street and access improvements, pedestrian design elements and gateways and new housing and service opportunities. As implementation of these concepts occur it is important that ideas are applied in a context sensitive manner within the corridor and in relation to the surrounding neighborhood.

## IMPLEMENTATION

Action is necessary to achieve the vision for Maguire Street. Implementation is the process of putting this corridor plan into action. Specific action items have been identified based on the vision, principles, objectives and concepts within the plan. Responsibility for implementation lies not only with the City of Warrensburg but the property owners, stakeholders and community in general. The vision for Maguire Street will be realized over time through the incremental, day-to-day decisions that are made in response to this planning document. Illustrative examples of different types of development are included in this document to help generate ideas to improve the Maguire Street corridor.



Figure I-4: Development Illustrative

## 2.a CORRIDOR CONDITIONS

The corridor conditions for Maguire Street focuses on the current economic and physical state of the corridor. The evaluation is organized around five frameworks that provide guidance throughout the planning process and plan. The frameworks include economic, development, infrastructure (transportation and utilities), urban design and environmental. This chapter uses these frameworks to identify and analyze the major influences, actions and results that have shaped the current condition of Maguire Street.

### Economics / Market

To obtain a thorough understanding of the current market conditions in the City of Warrensburg, and the Maguire Street corridor, demographic and economic trends including population growth, education, households, unemployment, retail sales, housing and commercial space were evaluated. In addition to the market direction, there is considerable focus and activity from a variety of initiatives that will improve the potential for future development along the Maguire Street Corridor. This section of the corridor evaluation provides a summary of the market conditions and an overview of the feedback received during the information gathering process. A complete copy of the market study can be obtained from the Community Development Department of the City of Warrensburg.

#### Core Findings

The key findings that define the Maguire Street corridor market conditions include:

- Population growth:*  
Population growth has taken place at an annualized rate of 1.4 percent in the City of Warrensburg from 2000 to 2010. During this time, the total population increased from roughly 16,300 in 2000 to 18,800 in 2010.
- College enrollment growth:*  
From 2002 to 2011, total fall enrollment at the University of Central Missouri has grown at an annualized rate of 1.4 percent. Additionally, from 2007 to 2011, fall enrollment has increased the university's ten-year

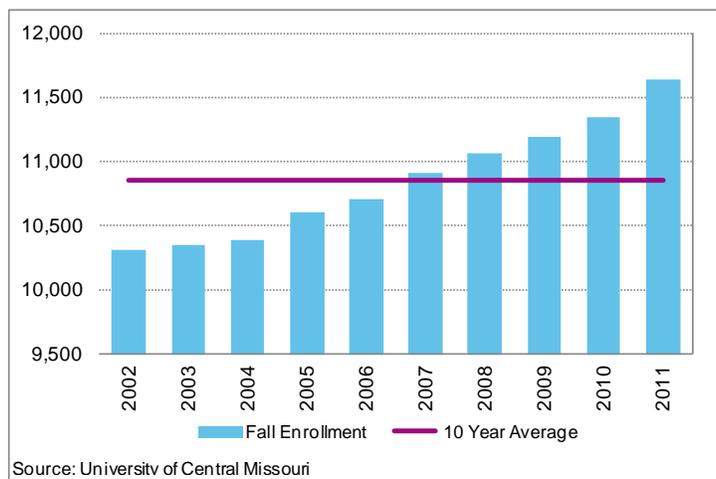


Figure 2-1: UCM Enrollment Growth, 2002-2011

enrollment average by an average difference of 3 percent. Full-time undergraduate and graduate fall enrollment have increased at annualized rates of 3 percent and 7 percent from 2007 to 2011.

- *Household structure:* From 1990 to 2010, persons living alone in the City of Warrensburg have increased as a share of the total population, from 30.4 percent in 1990 to 31.3 percent in 2010. On average, this segment of the population trended on a pace 4.5 percent higher than the national average from 1990 to 2010.
- *Labor force:* Johnson County's unemployment rate was nearly 1 percentage point below the national average in December 2011, at 7.5 percent. Additionally, after several years of decline, beginning in 2006, Johnson County has begun to experience growth in employment from 2010 (ten-year low) to 2011; employment is currently trending at 2002 to levels.
- *Industry sales:* Retail Sales in the City of Warrensburg have been led by the general merchandise stores and eating and drinking retail sectors. On average from 2007 to 2011, general merchandise stores have reported total sales upwards of \$82.4 million, while eating and drinking places have reported totals upwards of \$37.5 million. Building materials and health services sectors have experienced the most growth from 2007 to 2011, both increasing at annualized rates of 27.5 percent.
- *Housing:* In the City of Warrensburg, occupied space has increased at an annualized rate of 1.35 percent from 2000 to 2010. While owner-occupied units have grown during this time period, renter-occupied housing has increased at a quicker pace, at annualized rate of 1.43 percent from 2000 to 2010. During this time period, multiunit structures, specifically ones with 10 to 19 units, have experienced the more robust growth, increasing at an annualized rate of 3 percent.
- *Housing costs:* On average homes have sold for nearly \$120,000 from 2008 to 2009, while the majority of rentals lease for rents between \$500 and \$1000 per month. In 2011, more than 50 percent of homeowners expended less than 20 percent of their household income on monthly mortgage costs, while over 50 percent of renters expended more than 30 percent of their household income towards monthly rental costs.
- *Retail Space:* The Maguire street corridor accounts for 67 percent of the total office and retail space in the City of Warrensburg, more than half of which is street level retail. Currently, the Maguire street corridor is reporting a vacancy rate of 6.4 percent, however nearly 90 percent of the vacancy is located on Missouri Route 13, north of US Route 50.

Figure 2-2: Warrensburg Office and Retail Inventory (sq. ft.)

Corridor	Total Space	Street Level	Street Level Retail	Street Level Office	Total Vacant	Street Level Retail Vacant	Street Level Office Vacant	Street Level Retail Vacant	Street Level Office Vacant
Far South Maguire St. (South of Hamilton St.)	73,407	73,407	59,227	10,062	0	0	0	0%	0%
South UCM Campus (Hamilton St. to UP rail line)	53,715	50,027	34,659	6,414	1,288	0	1,288	0%	20%
North – Core (UP rail line to North St.)	54,973	52,188	24,454	10,219	4,222	4,222	0	17%	0%
North – Destination (North Street to 50 Hwy.)	474,599	0	45,383	0	30,438	0	0	0%	0%
North (N of 50 Hwy.)	516,205	518,392	518,392	0	39,312	39,312	0	8%	0%
<b>Sub-Total (Maguire St Corridor)</b>	<b>1,172,899</b>	<b>694,014</b>	<b>682,115</b>	<b>26,695</b>	<b>75,260</b>	<b>43,534</b>	<b>1,288</b>	<b>6%</b>	<b>0%</b>
Downtown	507,573	333,514	248,618	72,068	65,076	47,216	1,164	19%	2%
Other Space	75,352	72,155	55,228	14,677	17,032	13,700	3,332	25%	23%
Grand Total	1,755,824	1,099,683	985,961	113,440	157,368	104,450	5,784	11%	5%

Source: AECOM

*Perceptions, Issues, Opportunities*

As part of the information gathering process a series of stakeholder interviews were conducted. Interviews were conducted with a sample of people from across the region, generally including:

- Merchants and property owners
- City staff in planning, finance
- City elected leadership
- County economic development
- University officials
- Real estate brokers
- Real estate property managers
- Main Street program
- Chamber leadership
- State economic development leadership (MODED)

The focus of the interviews was to frame perceptions, issues and opportunities that will influence the overall corridor planning effort. These insights were evaluated based on past experience with similar corridors elsewhere in the Midwest. Key insights gained included:

#### *Economic Framework*

For Warrensburg, the recession came late, similar to other communities in the Midwest and recovery remains slow. Through the interview process, several key demand drivers for the community were identified that define the economic framework for the Maguire Street corridor. Those drivers include anchors, transportation and retail and residential frameworks.

#### *Key Anchors*

Anchors are businesses, industry or activities that provide a significant contribution to the local economy through direct or indirect impact. Warrensburg is fortunate to have several, diverse anchors that support the local economy. The key anchors for the community and Maguire Street are:

- *Whiteman AFB* - Whiteman AFB employs about 11,000 active duty personnel and civilians, as well as a larger market of retirees. Partially due to Whiteman, the local market is highly transient, with a reported 47% of the community population turning over every year. Within this larger market, there is a core of retirees and residents who have lived in the community for many years. The transient nature of the community results in distinct and fragmented markets, with broad distinctions in market behavior between military retirees, active duty and college students. Interviews suggest that the military is a key driver of the housing market. Indications suggest that base employment levels have been stable / grown slightly. Given the sensitive nature of missions at Whiteman, base access is limited.
- *University* - Like Whiteman AFB, the university remains an essential anchor for the community. Like many universities, The University of Central Missouri has recently become more interested in how it interacts with the community, playing a more visible role. Reports indicate that the University is expecting a 3% to 4% increase in enrollment over the near-term. With state budgets remaining challenged and less funding for higher education, it is reasonable to expect that the University will pursue growth in enrollments. The University is planning a new mixed use development near the stadium and downtown that will support about 50,000 SF of retail space, in addition to 340 residential units. Reviews suggest that a share of University employees / professors do not live in Warrensburg, opting for communities closer to Kansas City.
- *Gateway Tourism* -Warrensburg continues to serve as a gateway into the Ozarks and Truman Lake Reservoir. These corridors include:
  1. Hwy 71 or Hwy 291, connecting to Hwy 7 to Warsaw
  2. Hwy 50 to Hwy 13 to Hwy 7 to Warsaw
  3. Hwy 50 to Hwy 65 to Warsaw

4. To get to Lake of the Ozarks, Hwy 50 connects to Hwy 5 in Tipton.

The table below lists four possible routes which can be taken to get to and from these destinations and Kansas City. In addition, each route has a specific segment (i.e. a gateway or destination route segment) followed by the traffic point location associated with that route's specific segment.

From 2000 to 2010, the total daily traffic on Route 2 increased at an average annual rate of 0.1 percent. Route 2 represents the route in this table with the second highest daily traffic count total, at 21,339 in 2010, and is a direct route to the Truman Lake area, passing directly through the City of Warrensburg at US Route 50 and Missouri Route 13. Routes 3 and 4 both pass through the City of Warrensburg traveling to both tourist destination areas; more, average daily traffic counts on the gateway route segment on US Route 50, just west of Tipton, has experienced an average annual increase of 1.53 percent from 2000 to 2010.

**Figure 2-3: Traffic Count Growth for Tourist Destinations near Warrensburg, 2000-2010**

	Route Segment	Traffic Point Location	2000	2010	Net	CAGR
Route 1	Gateway	US Route 71 Southwest of Harrisonville	32,621	30,668	-1,953	-0.62%
	Destination	MO Route 7 West of Clinton	12,104	10,212	-1,892	-1.69%
Route 2	Gateway	US Route 50 West of Warrensburg	16,442	15,953	-489	-0.30%
	Destination	MO Route 13 North of Clinton	4,740	5,386	646	1.29%
Route 3	Gateway	US Route 50 West of Sedalia	13,878	10,849	-3,029	-2.43%
	Destination	Interstate 65 North of Warsaw	9,176	8,490	-686	-0.77%
Route 4	Gateway	US Route 50 West of Tipton	4,992	5,808	816	1.53%
	Destination	MO Route 5 North of Versailles	3,778	2,662	-1,116	-3.44%

Source: Missouri Department of Transportation

CAGR = Compound Annual Growth Rate

While initially Hwy 13 was the primary gateway from Kansas City, as other routes have been improved destination traffic through Warrensburg has slowed. At the same time interviews suggest that specific chain stores (Wal-Mart) sustain a strong business catering to this segment. As part of the analysis process, further research will be conducted to better evaluate destination traffic flows through Warrensburg.

- *Health Care* - The area is supported by a regional hospital. Related demand for medical office space resulted in the construction of several new medical office buildings east of Maguire Street.

#### *Transportation Considerations*

- Although MoDOT has purchased the easements along the right-of-way for the new by-pass, it is not clear how this action will prevent retail from shifting toward the corridor. For the near term, values for vacant land appear to be more supportive of continued agricultural use rather than redevelopment. Agricultural land values were quoted in the \$2,200 per acre range.

- Maguire Street will require reinvestment in the near term. Potholes and drainage are significant problems, along with limited sidewalks. As one person put it, the State recently put icing (i.e. new asphalt) on what is in fact an old cake.
- Warrensburg lacks solid north south alternatives to US 13 / Maguire Street. In many ways the community does not have a complete grid of streets.
- Signage into the community is poor, particularly at the US 50 / Maguire interchange. Sense of “arrival” is lacking
- Union Pacific and Amtrak are significant users of the rail line through town.
- Some question as to the level of bike friendliness in the town.
- Interviewees suggested awareness that portions of Maguire would need to be widened.

#### *Retail Framework*

- The market is still reacting to the apparent failure of Hawthorne Plaza, with two largely vacant strip centers and a partially completed bowling center. Interviews suggested that higher rents and limited visibility from Route 13 were factors.
- Comments focused on the lack of certain types of stores in the community (apparel) as well as the reality of proximity to Kansas City
- At the same time, it is notable that the community did survive the arrival of a Wal-Mart Supercenter, pointing to a stronger retail market. As well, the larger region appears saturated with Wal-Mart’s.
- Reports indicate that several fast food chains rebuilt their stores in recent years to better serve this market.
- Rents along the corridor fall in a \$10 to \$15 per square foot range, with older shopping centers supporting rents in the \$12 per SF range.
- Warrensburg supports a Main Street Program to sustain the downtown area. The area served by Main Street does not include the corridor. The mix of downtown stores includes several consignment shops, as well as restaurants and bars.

- Rents at the southern end of Maguire Street, including the intersection with County Route DD, are generally lower. Route DD was identified as a secondary route for military personnel, who live in the area. Interviews suggested that traffic speeds along this stretch of the corridor are higher, which is counterproductive from a retail standpoint.

#### *Residential Framework*

- The military has a larger influence over the housing market, particularly homes for sale. “Typical” new housing costs in the range of \$175,000 (with basement). The upper end of the market (> \$300,000) is saturated according to interviews.
- During the recession, as military transfers had a harder time selling their other house, local demand for rental houses has increased. Rents for these units tend to fall in a \$750 to \$1500 per month range.
- Older 2br units (900 SF) rent for about \$450 per month
- Older 3br units (1100 SF) rent for about \$950 per month
- Rates per bedroom for college students range between \$250 to \$275 per month
- Newer studio units are renting for \$375 to \$450 per month
- Rental occupancies are positive

#### *Core Implications*

In reviewing the array of perceptions noted during the interviews, past experience suggests that the following points are particularly relevant:

- The community has clearly benefited from stable growth opportunities created by Whiteman AFB and the University. At the same time, there appears to be a level of complacency about the assumed long-term stability of these anchors. While Whiteman has survived several base closure rounds, and sustains a critical and high profile mission, our experience suggests that over the long-term, there will generally be fewer larger military installations around the country.
- It can be argued that the currently difficult fiscal climate at the state level in Missouri is influencing plans by the University to further grow enrollment. Based on experience in Platteville, WI, where UW-Platteville recorded annual enrollment growth of 3.8% since 2000, the rapid introduction of additional students creates both new housing demand, as well as housing market challenges, to the extent that growth happens in a planning vacuum.

- The analysis and interviews point to a retail market which has weathered the arrival of Wal-Mart and grown. Vacancies appear modest, in spite of the recession. Moving forward, our main concern focuses on the new by-pass route, and the extent to which MoDOT's practice of securing easements along the corridor to limit development is successful. Field surveys of corridor real estate are suggesting that several existing shopping centers have not seen significant reinvestment recently, potential greenfield sites along the by-pass could see tenant interest in the future.
- The City does offer an industrial park, although reports suggest that it has few sites left for new development.

## Development

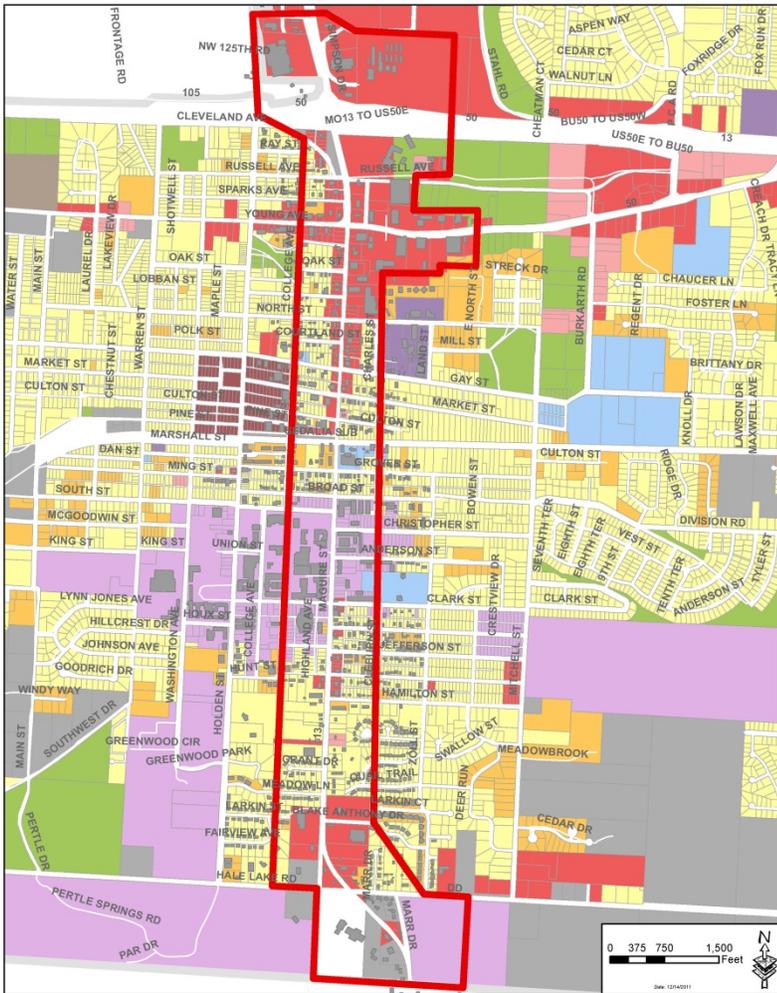
### *Land Use*

Defining land uses provides a snapshot of the current mix of and the future vision for activities within the corridor. The current land uses throughout the Maguire Street corridor are varied ranging in intensity from industrial uses to single family residential uses. Generally the retail uses are spread along the corridor with their greatest concentration at the north end, adjacent to US 50 Highway, and the south end of the corridor adjacent to Route DD. The primary land use in the core of the corridor is institutional with the presence of the University of Central Missouri campus. Adjacent to the corridor the predominant land uses are residential, primarily single family residential structures providing housing for residents and multifamily structures in proximity to the campus for students. Other uses are dotted along the corridor including institutional uses, such as schools and recreational areas and a pocket of industrial uses in the north portion of the corridor.

The future land use plan for the Maguire Street Corridor, as adopted by the 2007 Comprehensive Plan, identifies the future uses along the corridor as "commercial" from US 50 Highway to Route DD, with the exception of the UCM Campus property along Maguire Street. It should be noted that Downtown Warrensburg is recognized as a commercial center and its maintenance as such is important to the community. In addition to the Maguire Street Corridor commercial, areas along US 50 and Business 50 to the east and at the interchange of the US 50 bypass are identified as future commercial areas within Warrensburg. Similarly an "activity center" containing commercial use is identified along Maguire Street. Two areas along the corridor have been identified as redevelopment areas, the area north of Gay Street on the west side of Maguire and the area south of Route DD on the west side of Maguire Street.

The future land uses within the corridor include the following uses, for the specific location of each use refer to Figure 2-4 Future Land Use. Each use is defined in the following manner by the Comprehensive Plan.

- Single Family Residential – areas with units designed to house one family per unit. Includes housing density between three and eight units per acre and can include a mixture of dwelling types including detached, semi-detached, attached, patio homes and townhouses.



**LAND USE**

Single Family Residential	Industrial
Multi-Family Residential	Park/Open Space
Mobile Residential	Public
Office	UCM
Retail	Vacant
Central Business District	Maguire St. Study Area
City Limits	Building Footprints

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**Figure 2-4: Future Land Use**

Source: Comprehensive Plan

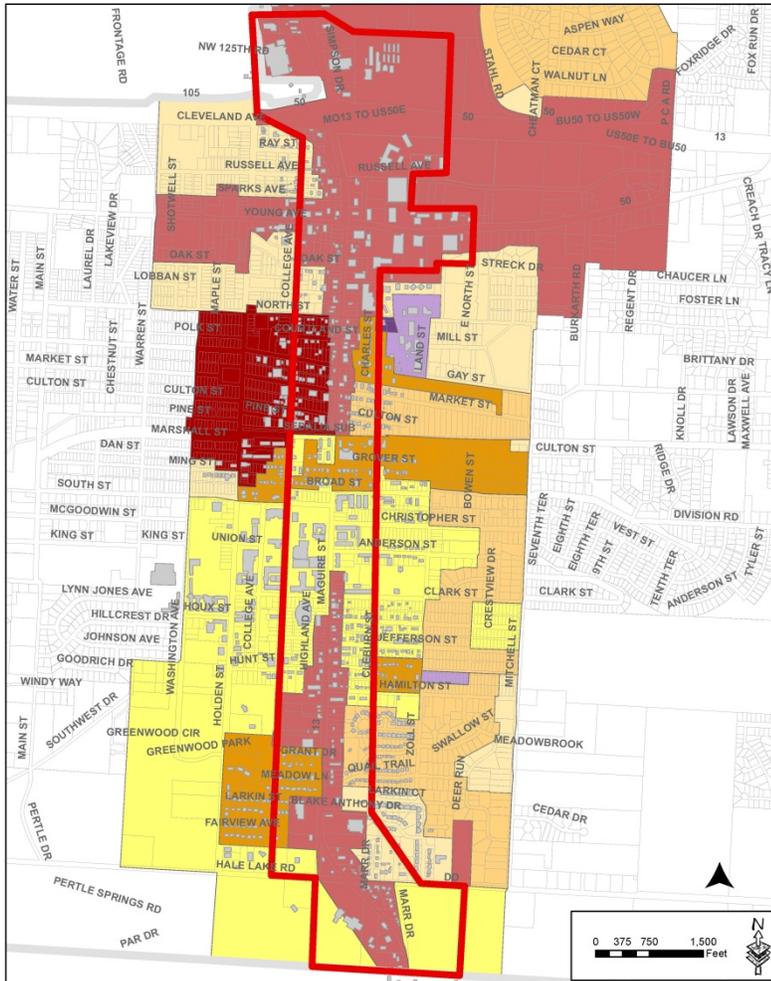
- Multifamily Residential – uses include structures that can accommodate more than one family such as condominiums and apartments at densities of eight or more units per acre. Units are typically two to four stories in height and should incorporate public space for residents.
- Office – uses that focus solely on providing services for people, businesses or institution with no retail or commercial sales.
- Commercial – uses that focus on the sale of good and services typically serving customers through a store or office building.
- Downtown – commercial, retail, office, institutional and residential uses congregated in a walkable urban environment that serves the entire community.
- University of Central Missouri (UCM) – see educational uses.
- Public / Quasi-Public – uses include land and building improvements that are owned by the City of Warrensburg, or other public entities. Uses would include city hall, police and fire stations, cemetery and the community center.
- Educational - uses includes schools, universities and school support uses, such as administrative, recreation and facility support uses.

- Park / Open Space - includes passive and active recreational areas such as parks, playgrounds, ball fields, picnic areas and swimming pools. Also included in this designation are open spaces including natural areas, wooded areas and floodplains.
- Industrial – generally defined as those uses that involve the manufacturing, production, processing, fabrication, assembly, treatment, repair or packaging of finished products, predominately from previously prepared or refined materials. Warehousing, wholesaling and distributions of the products are also considered part of the general industrial use.
- Activity Center – these areas are defined by a pedestrian scaled village that allows community members to work , shop, live, worship, congregate and enjoy the outdoors all within close proximity (walking distance) from their homes.
- Redevelopment Area – these areas are generally defined as areas that are ready for a change in development from what currently exists, this can be in the form of expansion, addition, or major façade changes to existing buildings and structures. In the City of Warrensburg's Comprehensive Plan two redevelopment areas have been identified, both impact the Maguire Street Corridor. The first area generally surrounds US Business 50 and is bounded by US 50 Highway on the north, Gay Street on the south, Maguire Street on the east and Hidden Pines Country Club on the west. The second area is at the south end of Maguire Street and is bounded by Route DD / Hale Lake Road on the north, Route BB on the south on each side of the corridor.

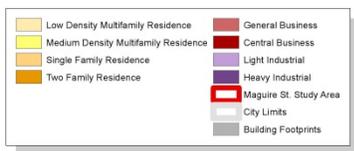
### *Zoning*

The predominant zoning along the Maguire Street corridor is general business, along the northern and southern ends of the corridor. This zoning pattern is responsive to the traffic that is experienced along the interchange of Maguire at US 50 Highway and the intersection with Route DD. The uses within these areas are primarily commercial retail and services oriented business of a suburban development pattern – building setback from the street, parking in front with few pedestrian improvements. This is particularly true of the north end, north and south of US 50 Highway, to accommodate the automobile. The Central Business district zoning category which covers most of the Downtown Warrensburg area is adjacent to west side of the Maguire Street Corridor generally between North and Broad streets. In the area between College Avenue and the corridor there are historic remnants of the commercial retail and services uses, of an urban format – buildings to the street, parking to the side or rear and on-street and sidewalks line both sides of the streets – that once completed the area.

The other zoning categories that exist along the corridor area residential, single family, two family and multifamily. Medium Density Multifamily zoning is the most prevalent zoning within the corridor, mostly because the University of Central Missouri campus is zoned as such. Low Density Multifamily zoning exists just off the corridor adjacent to the businesses along the corridor at the north and south ends. Similarly Two Family Residential zoning exists just off the



### ZONING



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**Figure 2-5: Zoning**  
Source: City of Warrensburg

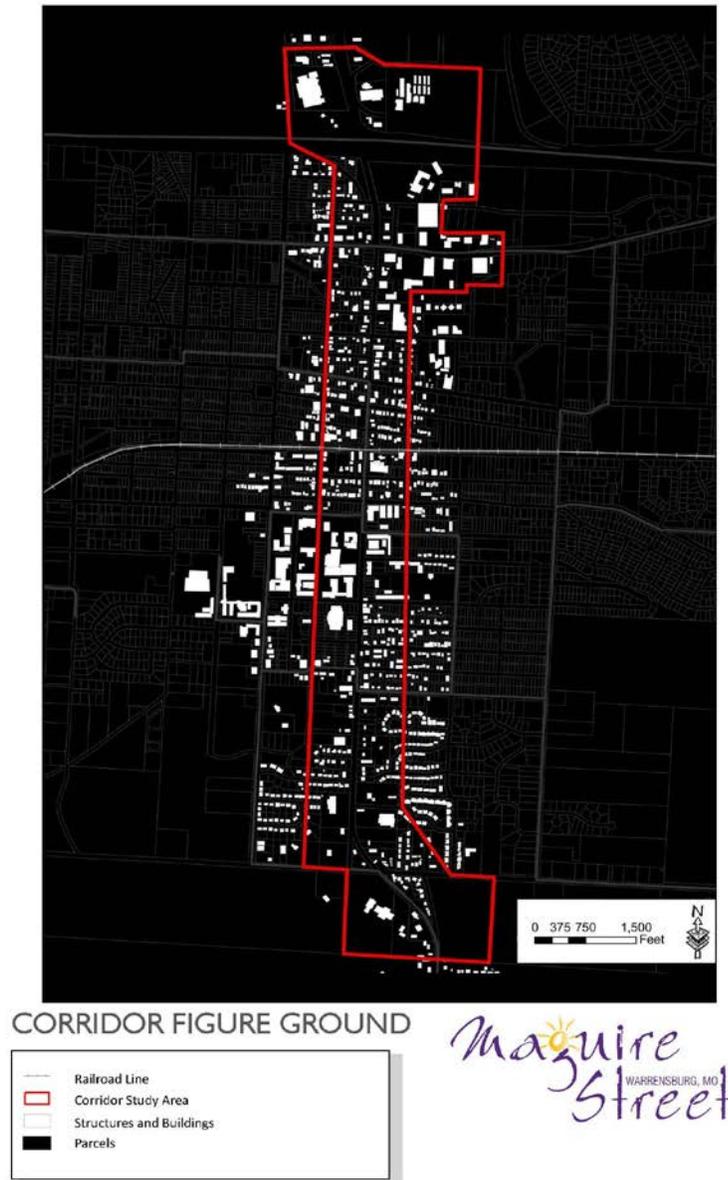
corridor adjacent to the business along the corridor and in downtown. There is currently a swath of two family zoning that stretches across the Maguire Street Corridor between the railroad right-of-way and the South Street, an area dominated by smaller lot single family homes and apartment buildings. Two small areas of Single Family Residential zoning encroach in to the study area adjacent to business along the corridor, each east of Maguire with one just north of the railroad tracks and one south of Hamilton Street. Adjacent to the Corridor study area there are two locations zoned for industrial, light and heavy, between North and Gay Streets east of Charles Street.

The current zoning accurately reflects the development of the corridor; however it does not conform to future land use plan as adopted by the community through the Comprehensive Plan. To implement the future land use plan for the corridor the zoning is in place, primarily to accommodate commercial / retail development along those areas of the corridor that are now residential and institution and zoned for residential uses. This is specifically the case in the area adjacent to the corridor between the railroad right-of-way and UCM which is planned for commercial uses but is currently developed with residential uses and Martin Warren Elementary School. Similarly, the two areas that have been identified by the

comprehensive plan as "redevelopment areas" for land use may need to be rezoned to accommodate the redevelopment proposed.

### Zoning Category Definitions:

- *Single Family Residence (R-1)* – designed to allow low density residential development in an urban setting where all municipal or public services are provided
- *Two Family Residence (R-2)* – designed to allow low density, one- and two-family residential development. The R-2 district may be utilized for infill development areas.
- *Low Density Multifamily Residence (R-3)* – designed to allow low-rise, low density residential development with the commingling of compatible single-family and multiple-family dwellings, home occupations, certain community facilities and special uses, yet retain the basic residential qualities of a quiet living environment and limited vehicular traffic.
- *Medium Density Multifamily Residence (R-4)* – designed to allow the medium density residential development with the commingling of compatible single-family and multiple-family dwellings, home occupations, certain community facilities and special uses, yet retain the basic residential qualities of a quiet living environment and limited vehicular traffic.
- *General Business (GB)* – designed to allow general trades and commercial services on major thoroughfares outside of central or neighborhood business districts. to promote infill and sustain the mix of residential development within the community, certain residential uses area allowed in the GB district subject to conditions.
- *Central Business (CB)* – designed to allow major business services and a broad range of retail merchandising to co-exist with high-density residential developments. Principal commercial uses include financial service and office businesses; department stores variety stores and general and specialty retail stores. Residential uses are permitted a principal uses on individual lots, and on the second and higher floors above commercial buildings.
- *Light Industrial (LI)* – intended to primarily for manufacturing industries and other industrial activities in which the impact upon the surrounding land uses and environment is limited.
- *Heavy Industrial (HI)* – intended primarily for manufacturing uses and other industrial activities in which the impact on the surrounding land uses and environment is, or may be more extensive than those found in the Light Industrial (LI) district. Commercial uses in this district are generally those which serve the convenience of industrial establishments and their employees. Residential uses are not compatible with this environment and are not included in order that the district may be reserved for its intended heavy industrial purpose.



**Figure 2-6: Figure Ground**  
 Source: Gould Evans Associates

*Development Patterns*

The current development pattern of the Maguire Street Corridor is generally defined by the “context” that influences and supports the development along the corridor. Although Maguire Street is a single continuous street, approximately 2.7 miles in length, the character, intent and use of this public way and adjacent properties are used in a variety of different ways, for a host of reasons. The corridor context can be divided into three distinct areas – north, core and south.

The context of these areas is largely defined by the key development drivers of the area and the impact they have on daily use of the area. In general the development drivers shape the uses format of development along the corridor, thus influencing the way people use the corridor and the business, homes, institutional and recreational uses along Maguire Street.

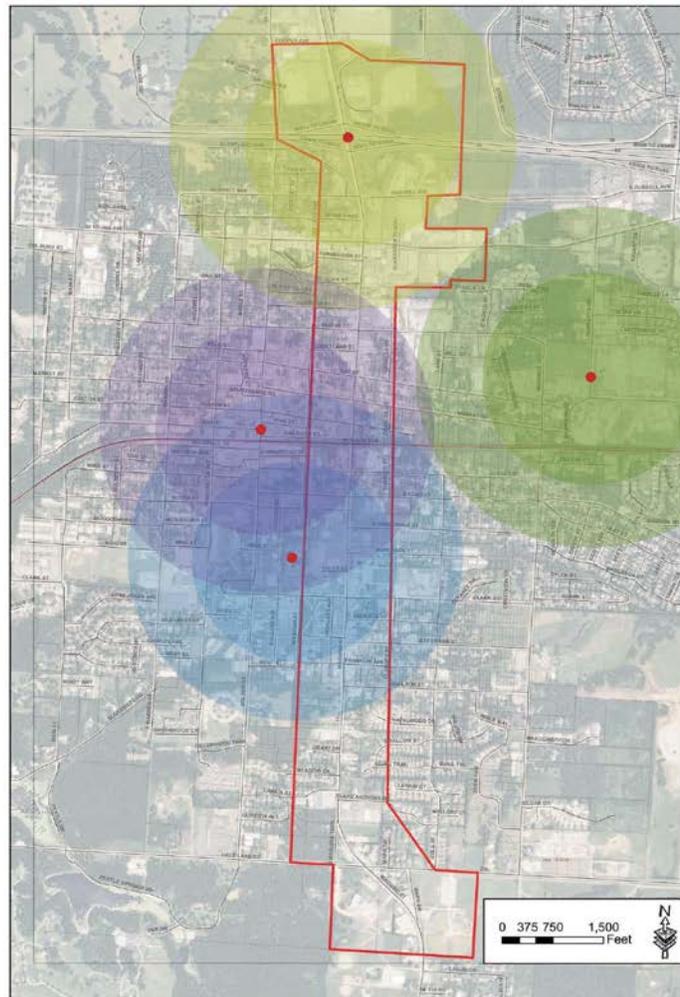
In the north portion of the corridor the development driver is the Interchange of US Highway 50 and Maguire Street and more specifically to the automobile traffic that it generates. Thus, the development pattern is responsive to the auto oriented use of this section of the corridor with large parking areas, numerous access points (curb-cuts) per

block and larger structure, low-density development. These elements combined make it difficult to accommodate the pedestrian and encourages further use of the automobile to access the goods and services provided. This pattern generally occurs from Northeast 175<sup>th</sup> Street on the north, to North Street on the south and College Avenue on the west to North Burkarth Road on the east.

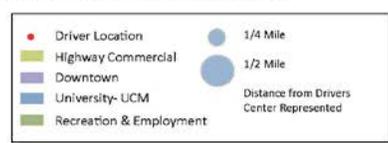
The core portion of the corridor, the area generally between North Street and Hamilton Street, benefits from its location adjacent to Downtown and the UCM campus. These two districts drive the development pattern of the area and have help to maintain some of the urban character along Maguire Street and the adjacent neighborhoods. The development pattern within this area has also been driven by the recreational and employment opportunities that exist east of the corridor at Grover Park and the Western Missouri Medical Campus. The continued traffic generated by Maguire Street has led to some suburban style redevelopment of this area, however the original development framework, including the grid street network, provide good connectivity throughout this core area and an opportunity to strengthen the urban pattern.

The southern portion of the corridor lacks any identity and specific pattern for development. The root cause of this is the lack of a single development driver to which development responds. The mixture of urban and suburban, commercial and residential development along the corridor responds to the presence of Maguire Street with nothing significant to organize development, thus the lack of stable businesses and properties, with a few exceptions. This provides an opportunity to create a place in the southern portion of the corridor based on a development driver, something that development can build from and provide meaning to the corridor and the users of the development. The corridor concepts will explore these opportunities further.

The current development patterns for Maguire Street are visually represented in the Figure Ground Map (Figure: 2-6) depicting the current built environment. This map illustrates a footprint of building size and setbacks to Maguire Street to the amount of open-space ground level parking for buildings in the study area. The retail land use closest to Interstate 50, otherwise referred to as the Highway Commercial driver, clearly has a larger amount of space for parking at the forefront of the buildings along the corridor. The core of the corridor shows many small building



### CORRIDOR DRIVERS



*Maguire Street*  
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**Figure 2-7: Development Drivers**

Source: Gould Evans Associates

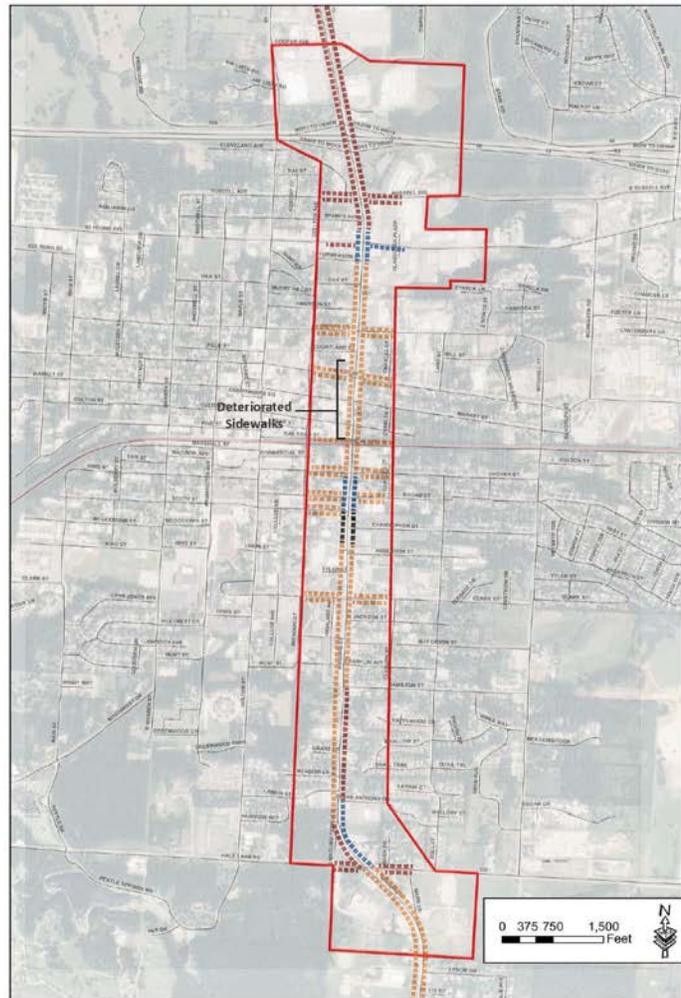
footprints with multiple gaps between their off-street entries, an indicator of multiple auto-oriented curb cuts instead of contiguous building frontages or clustered developments for pedestrian access.

#### *Development Density*

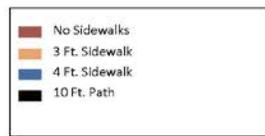
The current development density for commercial and business use along the corridor is moderate to low and most structures do not exceed one to two stories in height. It is apparent that the development drivers noted have influenced the development character throughout the Maguire Street corridor. As the community has grown outward from Downtown the density has decreased and the bulk of individual buildings have increased. (See Figure 2-6: Figure Ground) In the core of the corridor, the older section of the corridor, development is more dense adjacent to the University and Downtown areas, and generally has not seen significant commercial redevelopment. The north end of the corridor has developed to accommodate the significant traffic generated by US 50, with more surface parking and fewer larger buildings. The south end of the corridor, mostly developed as residential has seen some commercial investment of a suburban style, similar to the north end of the corridor. The University campus provides a change in the density and character of development within the corridor. The core of the campus, between South Street, Clark Street, Holden Street and Maguire Street, is a dense, walkable activity node that serves the student population and community. Parking provided for the campus largely exists outside the core campus area. The heights on the campus provide a stature for the campus within the community and a defining presence along Maguire Street. The quality and character of the campus creates a different feel to the center portion of the corridor.

### Connectivity

Maguire Street is an automobile oriented corridor, is the primary route through Warrensburg, and provides access to many of the destinations within the community. While much of the community uses Maguire Street to traverse town by car, the corridor gets very little use by pedestrians and cyclists. Much of the corridor is supported by a grid network of streets that are perpendicular and parallel to Maguire providing redundant, supportive system of streets to connect the community. This is particularly true in the areas north of Clark Street, with the street network south of Clark being disconnected. The grid provides great connectivity throughout the portions of the community where it is present. However, the design of the right-of-way, the portion outside of the street pavement has not been designed to accommodate the pedestrian or cyclist comfortably, thus these modes of transportation do not use the grid as effectively as they could. While this is acceptable on most of the narrower and slower side streets serving residences (cars, bikes, pedestrians more comfortably share the same space), this is not acceptable along Maguire Street and the other arterial streets that serve the community. Inadequate pedestrian and bicycle improvements along arterial roadways create a dangerous situation for people and they will not use those streets. The people that use the Maguire Street Corridor as a pedestrian or bicyclist do so because it may be their only option or they are willing to take the associated risk. One alternative to walking or bicycling along the corridor and throughout the community is the Old Drum local bus line that uses the corridor.



### SIDEWALK CONDITIONS



Maguire Street  
WARRENSBURG, MO

Figure 2-8: Sidewalks

Source: Gould Evans Associates

Sidewalks and trails provide an important piece of the connectivity network for pedestrians and bicyclists. The sidewalks along much of the Maguire Street Corridor, and connecting streets, are lacking, either missing altogether, completely overgrown or in some state of disrepair. In some cases the sidewalk has been completely removed to accommodate a driveway or curb cut improvement for vehicular access. Similarly, the American's with Disabilities Act (ADA) access improvements along the corridor are incomplete, with some intersections and crosswalk locations upgraded with ramps and signals. The sidewalks that do exist range in size from three feet wide to a short section of 10 feet wide trails along Maguire, on UCM's campus. Many side streets are connected with three to four foot sidewalks, some of which are simply paved extensions of the roadway. Five major streets, Young Avenue, North Street, Gay Street, Broad Street and Clark Street, intersect Maguire Street and connect community destinations and were identified as important routes according to participants. (See Public Engagement Section of this Report) At each end of the Maguire Street study area there are no sidewalks present on either side of the roadway and pedestrians must use the street, including the US 50 Highway overpass, in these areas where automobiles are most heavily used. The trail system within the community as proposed focuses on areas outside of the Maguire Street Corridor with a few crossing routes at Hamilton Street, Clark Street, South Street, Gay Street and Russell Avenue. The quality of and connectedness of the sidewalk and trail system has had and will continue to have an effect on the use of the corridor by automobiles, pedestrians and cyclists.

#### *Public Spaces*

The Maguire Street Corridor is devoid of any meaningful public spaces for people. The University campus provides a quality semi-public space for people that are attending the college or a campus event. The Martin Warren Elementary School provides a similar semi-public space for the community. Within the corridor the street, and accompanying right-of-way, provides the greatest amount of public space for people, and as previously noted that quality of the space is not useable by people. It is evident that the public space along Maguire Street has been designed to accommodate the automobile. The poor quality and design of the public space including sidewalks, crosswalks, streetscape, landscape and visual elements does not encourage the use of the street as a public space. Similarly there is a general lack of public spaces for recreational use or otherwise along the corridor. The corridor provides connection to, Grover Park and Sheppard Park, but there is no meaningful, useable public space exists along the corridor.

Public spaces and parks can transform a town's comfortable sense of place, highlighting healthy activities and neighborhood destinations. They are an essential community and economic asset that can reinvigorate a locations appeal to residents, consumers and visitors. Warrensburg has eight locations identified as public spaces according to the land use map, although only three are within the Maguire Street study area. One public space location is directly adjacent to Maguire on the east, between the railway divide and Grover Street near the Martin Warren Elementary School. Blind Boone Park is a small park located near the corridor that also serves as a landmark to the City. Open space and parks are one of the most important highlights to Warrensburg, with forested areas and parks located at both the north and south of the City. Ten locations, two very large designations, are shown in the land use map for parks and open space in the area. Both have limited direct connection to the Maguire Street corridor.

### *Parking*

The commercial nature and the suburban style of development of much of the corridor is attractive to the use of the automobile, thus parking is a major component of the corridor development pattern and use. The pattern of off-street commercial parking within the corridor is responsive to the development patterns that it supports. In the north end of the corridor the parking is generally specific to the building that it is serving, and the bigger the individual building, the larger the parking area. In this area, generally north of North Street, the parking areas occupy more land than the buildings do. (Refer to Figure 2-16: Figure Ground) The core of the corridor, extending south to Hamilton Street, provides parking immediately adjacent to the roadway in front and beside businesses. The development pattern for most of the area is smaller buildings or rows of shops that front on Maguire. Some shared parking occurs on those blocks with several smaller shops, to maximize parking on the site. Redevelopment within this area has changed some development patterns to a "pad site" format in which parking can be accommodated around the entire building. Often this means that the buildings no longer front Maguire or are set back far enough that it interferes with pedestrian accessibility. The limited commercial development in the southern portion of the corridor has provided parking on site in front of the build with direct access to the front door. To accommodate this parking format the buildings set further back from the street or do not front to Maguire, similar to much of the north end of the corridor. The limited commercial development to the south end of the corridor does not provide opportunities for shared parking.

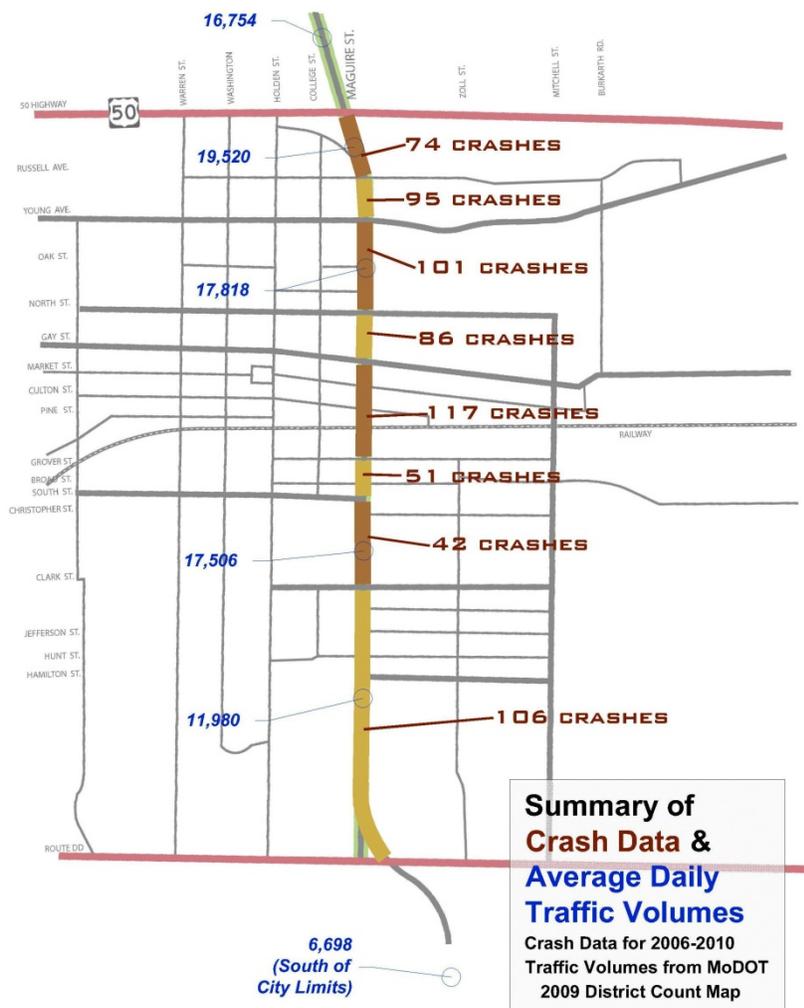
### *Neighborhood Adjacency*

The Maguire Street corridor is primarily developed with commercial, institutional (University) and residential uses (multifamily and single family). However, immediately adjacent to those uses are residential neighborhoods, typically made up of single family homes. This is particularly important in the north portion, the more commercialized area, of the corridor. The proximity of the different uses provides potential for a walkable environment and easy access to a variety of uses, but the scale and development of different uses can cause problems if not addressed. As changes to the corridor development pattern happen over time the interaction between uses that rely on the Maguire Street corridor for traffic and those surrounding that do not, is an important topic for the future success of the corridor. The transitions between higher intensity commercial and office uses are important to understand so that corridor uses do not harm the quality and residential character of the surrounding neighborhoods, and vice-versa. Similarly, transitions between uses should be designed to allow for the redevelopment of Maguire Street and the continued connection between the neighborhoods and the corridor.

### **Infrastructure**

#### *Transportation*

The Maguire Street corridor is one of the major routes through Warrensburg providing access and utility services to businesses and residents throughout the community. As Missouri Highway 13, Maguire Street has long been a major transportation artery, both for local residents traveling north and south within Warrensburg as well as for regional traffic traveling between portions of the state. Its interchange with US 50 Highway is the primary access point for vehicles entering and exiting this major highway.



The existing roadway consists of an asphalt-surfaced 3-lane section in northern portion (one through lane in each direction as well as a center left turn lane) with curbs and storm sewers for drainage and sidewalks present along a majority of the corridor. In the southern portion of Maguire Street, the roadway is more typically an asphalt-surfaced 2-lane section with open ditches and no sidewalks. The majority of the corridor has a 60-foot wide right-of-way for the roadway, sidewalks, and other public utilities. There does not appear to be enough existing right-of-way to significantly expand the facilities for vehicles or pedestrians beyond the current 3-lane section with narrow sidewalks without acquiring additional property and/or easements from adjacent properties for the majority of the corridor.

Figure 2-9: Traffic Counts and Crash Data  
Source: Gould Evans Associates

Recent (2009) traffic counts by MoDOT indicate that portions of the Maguire Street corridor near US 50 Highway have average daily traffic of approximately 20,000 vehicles. The traffic volumes decrease as you move away from US 50 interchange, with daily traffic volumes of approximately 9,000 vehicles to north of Warrensburg and 7,000 vehicles south of Warrensburg. With MoDOT's current effort to construct a bypass for regional Highway 13 traffic around the east side of Warrensburg, it remains unclear how much of the existing traffic will be diverted from Maguire Street.

Traffic along Maguire Street is regulated by a series of traffic signals at major intersections throughout the corridor, with the majority of these signals in the northern portion of the corridor. The signals are not interconnected or coordinated with the US 50 Highway ramp signals to allow for adjustments in signal timing to adjust to changes in traffic volumes along the corridor during peak travel times. At times (Friday afternoon being the most predictable), traffic volumes are such that significant queuing occurs for northbound vehicles at the Young and Russell intersections and vehicles may have to wait through multiple signal cycles in order to get through an intersection. One intersection capacity analysis performed in 2010 for the proposed Keystone development using existing traffic only indicated an overall level of service (LOS) of D at Young (Business 50) intersection (and an LOS of F for northbound traffic) indicating significant delays for vehicles.

Based on our observations, travel through the study area during non-peak times averaged between 5.5 and 7 minutes (averaging between 21 and 27 mph). For periods of peak traffic, this travel time can increase by several minutes. This potential congestion has led to many residents to use other local streets, such as Holden and Mitchell, as alternative routes for north-south travel.

In addition to the traffic congestion at key locations, there are also concerns about the lack of access management throughout the corridor. There are unrestricted entrances to properties throughout the corridor which creates multiple vehicle turning locations in every block of Maguire Street. While the center lane allows left-turning vehicles to leave the through lane unobstructed, frequent right turns can create delays for through traffic at virtually any location. Similarly, the large number of potential left turns does create more opportunities (conflict points) for crashes along Maguire. In addition to vehicles turning off of Maguire to access adjacent properties, there are also potential crash opportunities from vehicles turning on to Maguire Street from the private properties. With a crash rate within the corridor above the State average for this type of facility, steps to improve conditions and reduce the likelihood of crashes would be prudent.

The corridor has an inconsistent availability of sidewalks for pedestrians, and there are no bicycle facilities other than the existing roadway to be shared with motorists. Sidewalks are generally available on one or both sides of the corridor between US 50 Highway and the UCM campus, often narrow and of poor quality. However, there are large portions of Maguire Street with no sidewalks south of Franklin Street where pedestrians may have to use the shoulder. Unfortunately, there are no pedestrian facilities north of Young Street. Given the Walmart being located at the north end, a number of pedestrians must use a narrow, unprotected shoulder on the overpass and roadway when traveling there.



#### *Utilities*

Storm drainage facilities within the corridor are generally limited in size as Maguire Street generally follows a ridgeline for much of its length. In the northern portions of the corridor the street generally has curb and gutter and runoff is either collected in curb inlets or is directed down intersecting streets to flow west or east. The southern portion of the corridor is constructed using a more rural-type roadway section with open drainage adjacent to the roadway and flowing off the corridor to adjacent drainages. There is a history of past flooding of Maguire Street at UCM campus and near Emerson Street. The flooding at the UCM campus has been addressed as part of previous street and storm improvements, but the roadway ponding (reportedly nearly a foot deep) near Emerson Street continues to be

problematic during heavy rainfall. Drainage improvements at this location are likely to require significant improvements to the downstream drainage system flowing through Shepard Park.

Given Maguire Street's role as the busiest and most developed north-south arterial in Warrensburg, it is not surprising that the corridor has quite a few utilities. Embarras – Centurylink (communications), KCP&L (power), MGE (natural gas), Charter Communications (communications), Missouri American Water Co. (water), City Of Warrensburg (storm and sanitary), and MoDOT (fiber for State facilities) are all present with utility facilities along Maguire Street. While a majority of those utilities are underground, they all have an impact on existing operations and maintenance as well as future opportunities to make improvements to Maguire Street. A map providing a schematic layout of existing public utilities within the corridor can be found at the Public Works Department of the City.

Based on available information, it appears that KCP&L, MoDOT, and MGE are using Maguire Street as a main route for serving their customers and operational needs in Warrensburg. The remaining utility providers have facilities along Maguire but they are smaller in capacity and sized primarily just for those properties immediately adjacent to the corridor. Based on this, any future improvements to Maguire Street (especially widening of the roadway) may require extensive coordination with several utility companies to clear the way for construction to occur.

In general the infrastructure is in place to support the use of the corridor, however much of the above ground infrastructure streets and sidewalks is of poor quality and in need of improvement. The systems of water, waste water, storm water, electrical and gas seem to be in working order and providing adequate service for the corridor. As changes occur to the corridor all the infrastructure systems should be evaluated and improvements made as necessary.

### **Urban Design**

Maguire Street provides the primary entry into Warrensburg from the north and the south and it serves as the principal arterial that moves traffic throughout town, for both residents and guests. As such, Maguire Street is the most used corridor within the community and serves as the “front door” to the community. It is apparent from looking at all of the attributes of the corridor, street, lack of sidewalks, utility poles, driveways and turn-lanes that the automobile has been the priority for the design of the corridor. However, the design of the corridor currently does not convey a sense of pride in community or a quality of development that should be associated with Warrensburg.

Urban Design has to do with the quality and usefulness of the public spaces in the community. The largest public space in any community is the rights-of-way that contain the roadways, sidewalks, bike lanes, streetscape, signage and access for the adjacent properties within the corridor. When the elements of urban design are planned in concert with one another, and the private development codes, the design quality of the corridor is improved, the visual clutter along the corridor can be reduced and the attractiveness and usefulness of the corridor increases. A thorough review of the urban design elements has been undertaken and the challenges for redevelopment of the corridor identified.

### *Streetscape*

Streetscape encompasses those design elements, outside of the roadway, that define the public spaces along Maguire Street, specifically the sidewalks, green space, trees and plantings, lighting, utility poles and pedestrian amenities. Each of these elements contributes to the design and usefulness of the corridor. The streetscape along Maguire Street generally consists of signage and utility poles; green space, trees and plantings and pedestrian amenities are generally absent from the corridor, and where sidewalks do exist they are generally in poor quality. A good quality streetscape can promote a sense of quality, encourage walking and pedestrian activity and provide a catalyst for business use along the corridor, in addition to beautifying the corridor. The streetscape and other urban design elements discussed have not been a priority during the evolution of the Maguire Street corridor, thus the corridor lacks a consistent, quality public realm, pedestrian activity and connectivity and is not an aesthetically attractive corridor. Streetscape can contribute to all of these challenges through softening and beautifying the corridor.

### *Landscape*

Landscape is the green space, trees and plantings on private property that accents development. Similar to the streetscape along Maguire the landscape along the corridor is lacking. The within the commercial sections of the corridor is minimal and much of what is present is in poor condition. Conversely in the residential sections of the corridor and the University, the landscaping green areas provide a softer, natural feel to the corridor. Similarly, this portion of the corridor is more pedestrian friendly and connected to surrounding areas.

### *Connectivity*

A challenge of the Maguire Street Corridor, because of the lack of attention to design of the public realm, is the lack of good pedestrian connectivity throughout the corridor and to the surrounding areas. The inconsistent, poor quality of the sidewalks and the poor visual environment for much of the corridor detracts from pedestrian usage between businesses and between the adjacent neighborhoods and the corridor. Similarly, the lack of bike path and lanes, within or bisecting the corridor, makes the use of Maguire Street for cyclists dangerous trying to ride in traffic and reduces access to the corridor and surrounding destinations. Improvements to the intersection at Gay and Maguire Streets are necessary throughout the corridor to provide consistent connectivity and access within the corridor to pedestrians. Additionally, the Americans with Disabilities Act require handicap accessibility in public spaces, including the right-of-ways along streets. Overall connectivity throughout the corridor is lacking and reduces the ability to effectively use the public space along Maguire.

### *Gateways and Wayfinding*

The Maguire Street Corridor provides the primary entry points for the city from the north and south, yet there is nothing significant to announce that you are entering Warrensburg. A gateway or entry feature, in addition to welcoming visitors and residents to Warrensburg, can convey a sense of community pride and expectation that the citizens have regarding their city. The current wayfinding system in Warrensburg provides direction to people to access some of the more notable destination within the community, the University, Downtown, Grover Park and the like. However, it is not as comprehensive and expansive as it should be to provide clear guidance to visitors. It will

be important to incorporate and coordinate gateways, at the neighborhood, district and community scale, and wayfinding into an effective system as the Maguire Street Corridor and the community continues to evolve.

## **Environmental**

Environmental elements identified within the study corridor included: Ecoregions (ecological land types), natural communities, watersheds, wetlands, water quality, soils, historic and cultural resources, public lands, and hazardous waste.

### *Ecoregions and Natural Communities*

Assessment of current land use provides a preliminary inventory of existing vegetation including trees, shrubs, and herbaceous plants. The vegetative cover can be used to determine sensitive areas for protection. Information on the State's ecoregions is available through the Missouri Department of Conservation (MDC).

The Corridor Study Area lies within the Scarped Osage Plains ecoregion of Missouri. This ecoregion is characterized by a smooth plain interspersed with steep slopes trending southwest-northeast. Limestone bedrock is commonly exposed on steep slopes and local relief averages less than 100 feet.

Natural communities within the region were formerly greater than 80% prairie. Oak savannas and woodlands occurred along steeper, sloped or scarped areas and in valleys. Marsh and bottomland forest was common along streams and rivers. Currently, greater than 60% of the region has been converted to fescue pasture with large fields of cropland. Woodlands and forests are confined to steep slopes and bottomland along streams and rivers.

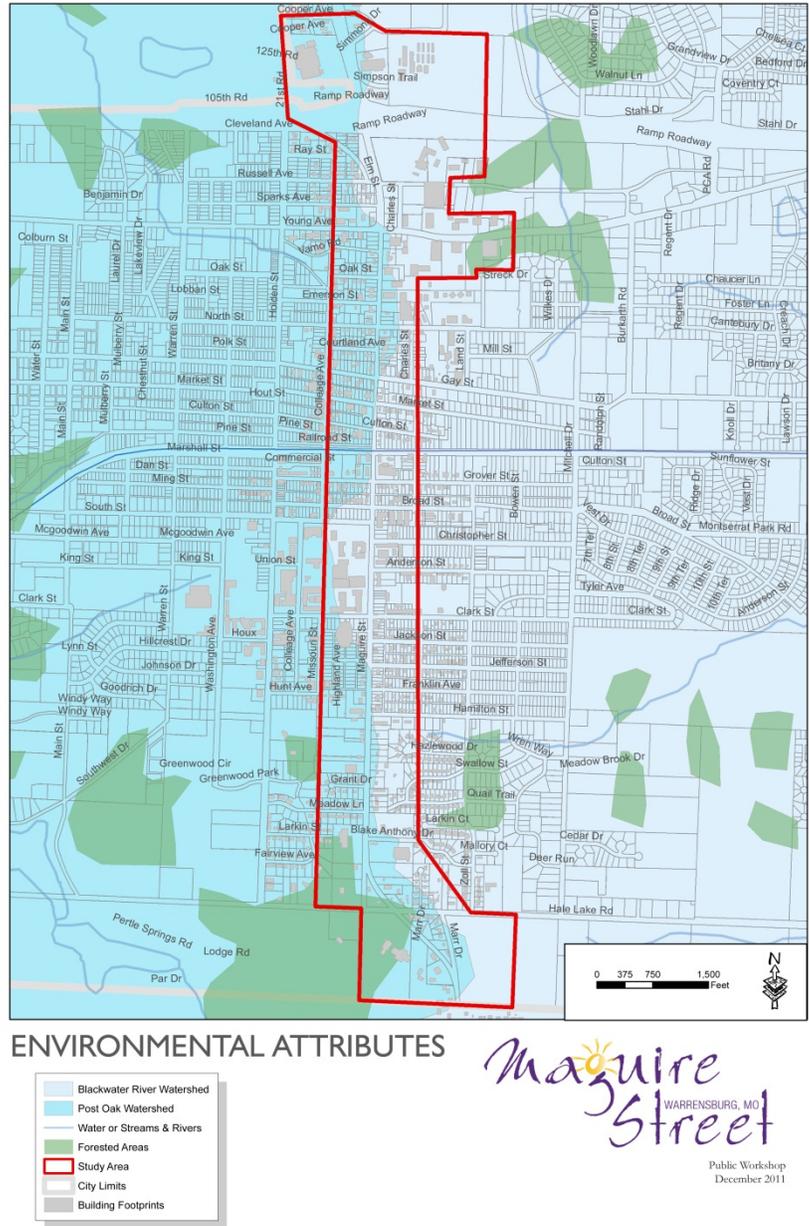
### *Watersheds, Wetlands, and Water Quality*

Watersheds, wetlands, and riparian (stream) corridors are critical for managing natural stormwater runoff, as well as providing valuable habitats for wildlife. The US Fish and Wildlife Service (USFWS) maintain a Wetland Mapper website that provides National Wetland Inventory (NWI) information on potential wetlands, including streams that may occur on a site.

The study corridor lies within the Blackwater and Post Oak Watersheds. Maguire Street is the dividing ridgeline forming the boundary between the two watersheds. Therefore, the corridor is outside of any 100-year floodplains and there are no streams that cross Maguire. However, stormwater drainage from the street and adjoining developments has a direct impact upon streams within both watersheds. There are three streams close to the study corridor. An unnamed tributary beginning in Shephard Park located on the northwestern side of the corridor, flows northeast into the West Fork of Post Oak Creek. Another unnamed tributary beginning in Grover Park on the northeastern side of the corridor flows north into the Blackwater River. Bear Creek located between Hamilton and Hazelwood Drive in the southeastern part of the corridor flows east to the Blackwater River.

The NWI indicates the presence of four freshwater ponds within the study corridor. The largest being a pond located on the eastern side of Maguire, directly south of Highway 50. Three small ponds are located on the southwestern end of the study corridor within remnant forested areas and adjacent to the First Baptist Church.

The National Pollutant Discharge Elimination System (NPDES) requirements of the Clean Water Act are in place to protect water quality and reduce impacts to rivers and streams due to construction activities. The Missouri Department of Natural Resources' stormwater regulations (10 CSR 20-6.010) require utilization of erosion controls that limit the amount of pollutants that are allowed to leave a construction site. Implementation of control measures including best management practices and compliance with permits will prevent adverse impacts to water quality due to the roadway and adjacent land uses.



**Figure 2-10: Environmental Attributes**  
Source: Gould Evans Associates

### *Soils*

Slopes are categorized with soil types. This type of assessment can help highlight areas that are prone to erosion and therefore are less suitable for development. Soil information from the Natural Resources Conservation Service (NRCS) Web Soil Survey website was examined to determine the characteristics of soils throughout the study corridor. Factors reviewed included general soil types, representative slope, hydrologic soil group, and ecological site type.

Dominant soils within Warrensburg are in the Mandeville–Norris–Bolivar association. They are characterized as shallow and moderately deep, gently sloping to steep, well and moderately well drained. They were formed in residuum from Pennsylvanian shale, sandstone, or limestone; on uplands. This area was not glaciated. Subsoils are loamy to clayey with variable depth and drainage capacity.

Due to the agricultural nature of the County, soil is one of the most important natural resources. Most of the soils within the study corridor are classified as either farmland of statewide importance or prime farmland, indicating that they are best suited to food, feed, fiber, forage, and oilseed crops.

When considering development potential, factors affecting load bearing capabilities are depth to water table, flooding, subsidence, shrink-swell potential, and compressibility. Excavation is influenced by the above factors as well as slope, depth to bedrock, and the amount and size of rock fragments.

### *Historic and Cultural Resources*

A historic property is any prehistoric or historic district, archeological site, building, structure, or object included in, or eligible for, inclusion in the National Register of Historic Places (NRHP).

### *Public Lands*

Public lands include any properties used or reserved for use as parks, recreation, or wildlife areas. These lands may be in local, state, or federal ownership and management. There are four public parks within the City limits and in close proximity to the study corridor including Shephard and Grover Parks in the north, and Pertle Springs and Lions Lake in the southwest. Pertle Springs is owned by the University of Central Missouri. Additional wildlife and recreation areas located within 25 miles of Warrensburg include Knob Noster State Park, Ralph and Martha Perry Memorial State Wildlife Area, and Kearn Memorial Wildlife Area.

Recreational bicycle and pedestrian trails add value to a communities open space and park land as well as providing alternative forms of transportation. The City currently has approximately 22-miles of walking trails throughout an area east of the study corridor. The trails do cross the study corridor on Clark Street in the south and Gay Street in the north.





### Visual Mapping

The visual mapping exercise is an ongoing diagrammatical map that is a result of community participation and stakeholder collaboration to identify key elements along the Maguire Street corridor. Maguire Street is an asset to the city and works as an integral part of the connectivity within Warrensburg, thus identification of the most notable pathways, edges landmarks, districts, destinations and nodes are important to understanding the general navigation of the city.

When asked to map the personal use of the corridor many similarities were identified. Many times they were identified for the same reason, either being a challenge or an asset to the corridor. Figure 2-13: Visual Mapping Results depicts those items that were most often mapped by the participants.

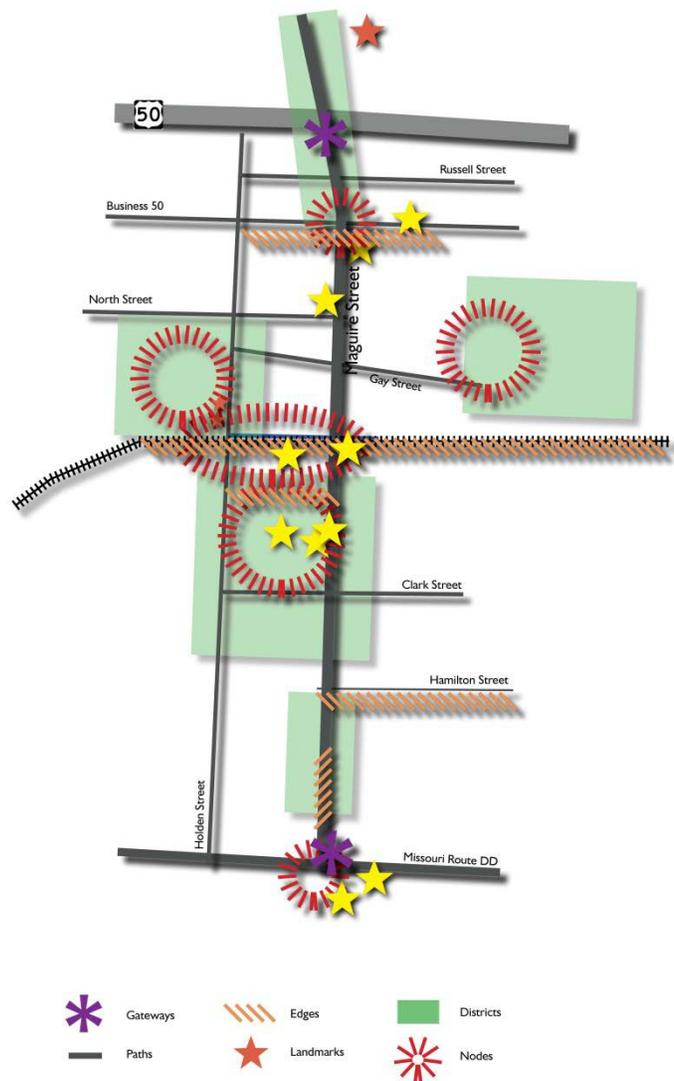
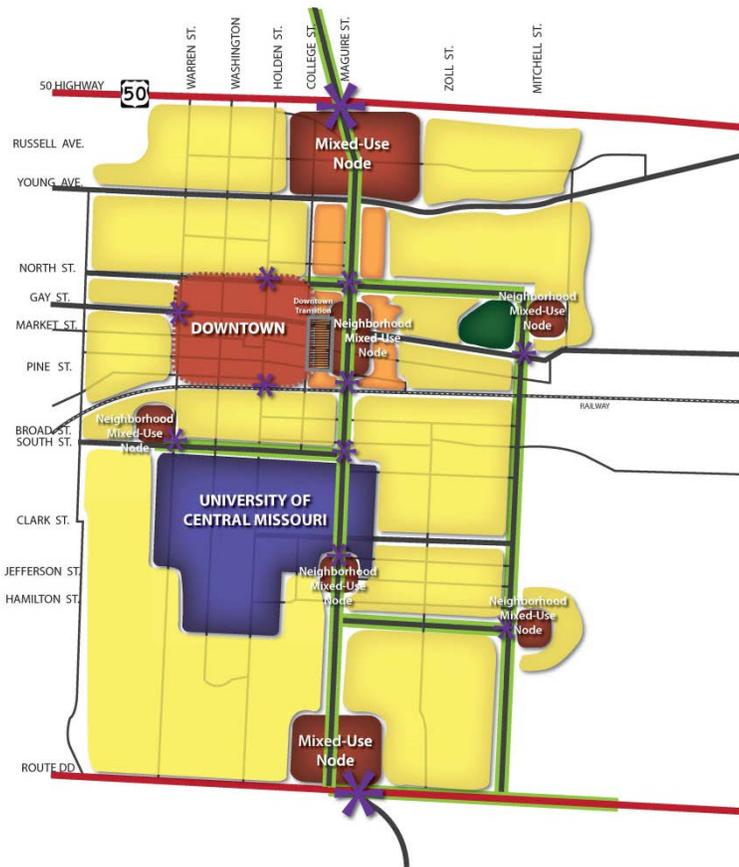


Figure 2-13 Visual Mapping  
Source: Gould Evans Associates



**Figure 2-14: Neighborhood Concept**  
Source: Gould Evans Associates

intentionally compete with community centers like Downtown Warrensburg. Improvements to the corridor including traffic, urban design, infrastructure, connectivity and development would respond and support the development of the neighborhood centers.

### Corridor Concepts

From the input gathered through the public participation process the corridor concepts were prepared. The concepts depict different means to address issues and concerns about the corridor. The concepts that were prepared are comprised of many different components that respond to the five different frameworks – economics, development, infrastructure, urban design and sustainability. The following is an overview of the concepts.

### Neighborhoods

The Neighborhood Concept focuses on development of distinct neighborhood centers that provide goods and services to the neighborhoods adjacent to the corridor. These centers would provide the daily needs, within proximity, to the citizens of the community. The centers would also be the impetus for additional infill and redevelopment along the corridor and within the surrounding neighborhoods. The centers would be of a size and scale to serve the adjacent neighborhoods and not

### Destinations

This concept focuses on the creation of larger destinations that serve the people of Warrensburg. One example of this, currently in Warrensburg, is downtown providing institutional, commercial, entertainment, residential and other uses to citizens and visitors. Another example of a destination is the UCM campus. This concept would expand this idea to the community by creating new destinations along the Maguire Street corridor. Because these are larger mixed-use areas providing necessary goods and services there would be fewer of them to serve the community. Improvements to the corridor including traffic, urban design, infrastructure, connectivity and development would respond and support the development of these larger destinations.

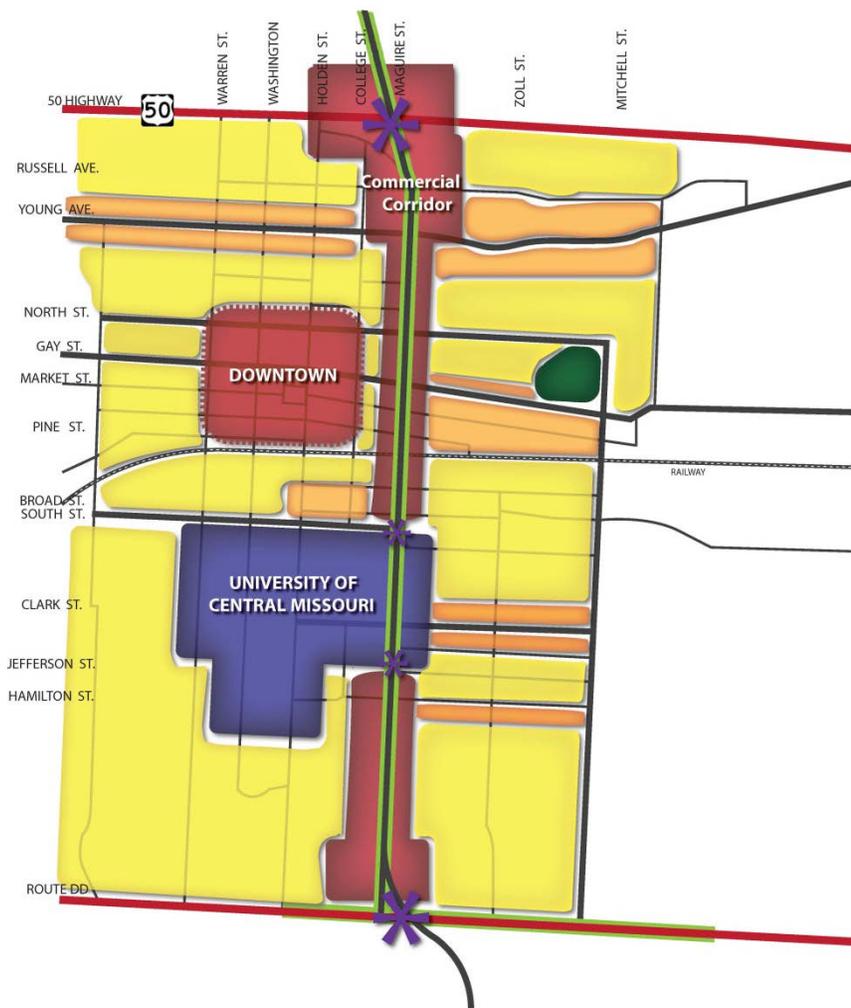
### Corridor

The Corridor Concept aligns with the land use patterns, defined by the comprehensive plan, in which the corridor becomes a commercial corridor and Maguire Street becomes the traffic artery for servicing those commercial businesses. The corridor would become the central spine for providing goods and services to the community and region. Given the current development pattern and development within the corridor, Warrensburg and the region, market growth is necessary to support this concept. This concept would have the greatest overall physical disruption to the corridor as it repurposed to a strictly commercial corridor.



Figure 2-15: Destinations Concept

Source: Gould Evans Associates



The concepts were evaluated by the public during a 3-day Charrette session in which multiple meetings and discussions took place regarding the merits of each concept. The plan that is described in the next two chapters is the result of those discussions and the items that were identified by the community to change Maguire Street.

Figure 2-16: Commercial Corridor Concept  
Source: Gould Evans Associates

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# Corridor Vision and Frameworks

## INTRODUCTION

The corridor plan provides the policy framework to guide the future development and redevelopment of the Maguire Street Corridor. Understanding the desire and needs of the community are the first step in providing this guidance. An overarching vision statement and basic frameworks addressing specific topics on future development in the corridor will guide a variety of development concepts and individual projects to occur over time, while reshaping the corridor towards the desires and needs of the community.

## VISION STATEMENT

*The Maguire Street Corridor will be an inviting, thriving place for people – a place that is comfortable, attractive and successful.*

## FRAMEWORKS

The frameworks provided in this chapter, like the vision, have been shaped by the public participation received during the planning process. In general there were three primary topics that were most often discussed for Maguire Street:

- the operations of the street (traffic flow and safety),
- the appearance of the street (aesthetics) and
- the businesses supported by the street (development).

To adequately address each of these broad topics we have organized the ideas and needs of the corridor through our corridor “frameworks” of economic, development, infrastructure, urban design and sustainability. It is important to understand that each of these frameworks is dependent on and will influence other frameworks. Actions taken to solve a traffic issues will potentially have an impact on the urban design of the public realm and the accommodation of natural stormwater infrastructure. To emphasize the relationship of each framework and the connection to the vision for the corridor, an additional framework of general principles has been created.

The frameworks are intended to provide general guidance and identify opportunities to improve development along the corridor in light of the corridor vision.

### 3.a General Framework

The Maguire Street corridor is an integral part to the future of Warrensburg; as such any changes should strive to have a positive impact on the corridor and the community. The General Principles Framework provides broad guidance and general direction for the 5 topic-specific frameworks.

#### Principles

1. *Transform Maguire Street into a community asset for Warrensburg.*

Changes to Maguire street should focus increasing the appeal of the corridor physically, operationally and aesthetically to create an inviting and safe corridor for residents and visitors to Warrensburg.

Objectives:

- o Improve the appeal of the corridor through quality design and development.
- o Create a safe and inviting corridor for people.
- o Create a positive first impression of Warrensburg.

2. *Create a good business environment along Maguire Street.*

Improvements to the corridor should create an environment in which businesses can thrive by balancing traffic flow, site access, community connectivity, parking, aesthetics and development patterns that serve different modes of transportation.

Objectives:

- o Create a diversity of uses along the corridor and in proximity to neighborhoods.
- o Create destinations and emphasize urban design techniques that coordinate uses along the corridor.
- o Improve connectivity to adjacent areas throughout the corridor.
- o Redesign and redevelop dilapidated and vacant properties.
- o Target resources for business creation and growth.

3. *Create places for people.*

Maguire Street should focus on serving the people of Warrensburg through positive experience and interactions. Development along Maguire Street should focus on creating active destinations that are easily accessible and connected, promoting their use.

Objectives:

- o Create activity destinations that provide a “park once” experience.
- o Create a mix of uses (commercial, residential, institutional and open space/recreational) within destinations.

- Target increased intensity of uses in activity destinations through compact walkable development patterns.
- Remove or minimize the visibility parking in the core of activity destinations.
- Incorporate green space and gathering places as a central element in activity centers.

### 3.b Economic Framework

Several economic factors will need to be managed for the revitalization of Maguire Street to be successful. Most important to Maguire Street and Warrensburg are the slowing future growth rate of the population, contrasted by increased university enrollment, and the general challenges of redevelopment. Challenges include the difficulty of financing for projects and the perception of entitlement process risks. Addressing these factors will assist the Maguire Street corridor redevelopment.

#### Principles

##### 1. *Set the Stage for Future Redevelopment*

###### Objectives:

- Prioritize public investments to encourage and leverage private sector reinvestment in key areas along the corridor.
- Consider use of incentives such as Tax Increment Financing to enable anchor projects to move forward.
- Streamline the predevelopment planning and entitlement processes to encourage redevelopment and reduce development costs.
- Prioritize walkable sites for higher density mixed use development along the corridor, focused on commercial (retail /office) and residential development.
- Work with larger shopping center owners along Maguire Street to renovate / upgrade their properties, in part to position strategically against the unclear threat of future development along the by-pass route.

##### 2. *Focus on Market Opportunities -*

###### Objectives:

- Monitor future mission and population changes at Whiteman AFB and plan for potential impacts.
- Provide housing, retail and service opportunities for the growing student population at the University.

- Capture the retail market opportunities with destination scale retail closer to Highway 50, and neighborhood oriented more walkable commercial focused development along the corridor near downtown, campus and the south end.
- Capture the current residential market by focusing on rental housing, more upscale single occupancy student oriented housing close to campus and downtown. Consider a more urban townhouse format for key sites close to downtown / campus for a different single family housing format.

### 3.c (Re)Development Framework

For many residents Maguire Street is part of their daily lives; however it is generally not a positive experience for most uses. The lack of coordination of development and improvements throughout the corridor historically has created the challenges that exist today in using the corridor.

#### Principles

##### 1. *Promote infill / (re)development within the Maguire Street Corridor.*

##### Objectives:

- Develop a mixture of places (scale, density, use) accessible by different modes of transportation.
- Design infill and redevelopment for its context considering the scale, relationships and transitions to adjacent areas.

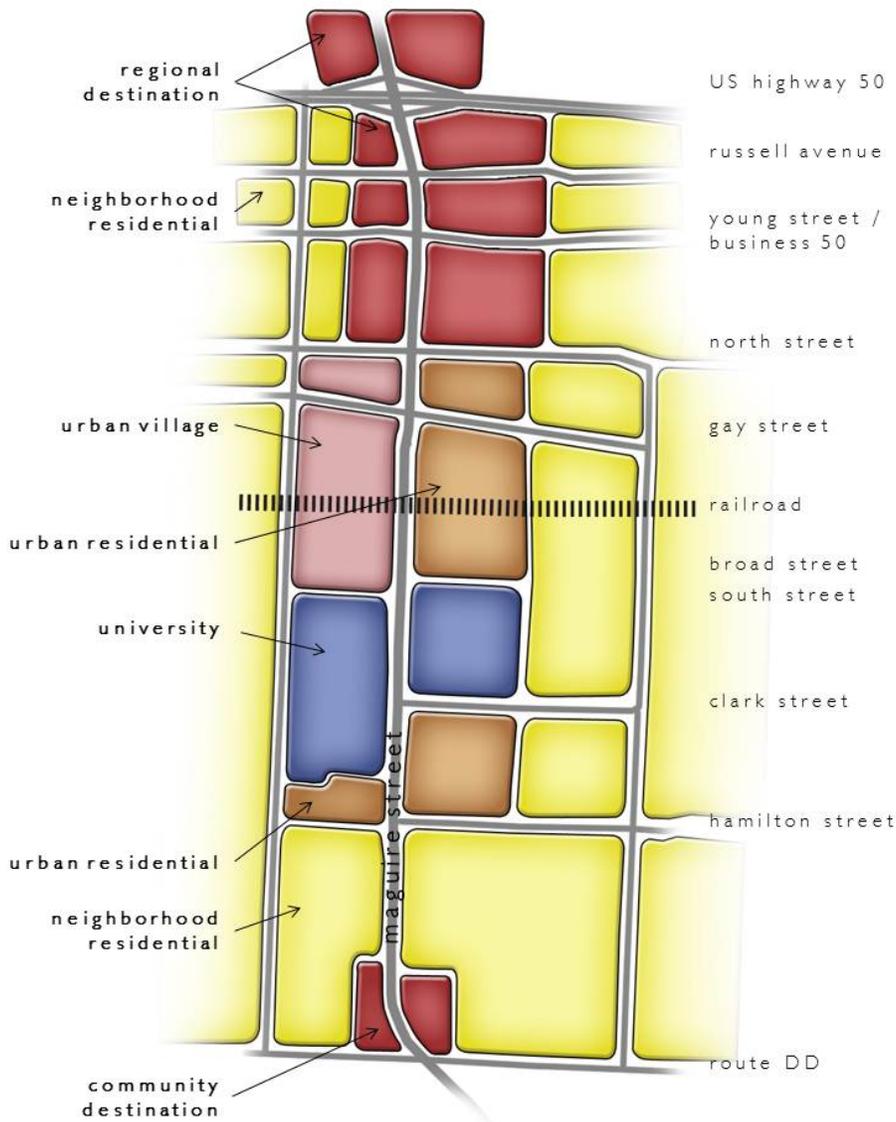


Figure 3-1: (Re)development Framework

- o Organize (re)development and improvement efforts to create coordinated redevelopment of the corridor.

- o Establish connections between neighborhoods and corridor destinations.

- o Create development patterns that emphasize city landmarks or create gateways and transitions within the corridor.

- o Aggressively market the (re)development of the Maguire Street Corridor.

2. Provide a variety of housing types to meet current and emerging housing needs.

Objectives:

- o Develop a higher density of

housing adjacent to or within activity destinations.

- o Develop multifamily (flats, townhomes and walk-ups) and single family (attached and detached) housing formats – both ownership and rental.
- o Convert marginal retail uses to higher density residential formats.

3. Improve access and connectivity to properties along Maguire Street.

Objectives:

- o Coordinate access at the block level.
- o Implement access management that supports properties and improves traffic flow along Maguire Street.
- o Establish a pattern of development that promotes walking and bicycle access.

4. *Be sensitive to the transitions between commercial and residential neighborhoods.*

Objectives:

- Buffer different uses when necessary.
- Coordinate development efforts between the corridor and surrounding neighborhoods.
- Identify constrained redevelopment sites.
- Identify opportunities for redevelopment that does not encroach on the neighborhood.

### **3.d Infrastructure Framework**

The transportation and utility infrastructure networks provide the foundation for the Maguire Street Corridor. Although most of the infrastructure that is necessary is never seen, water, sewer waste water and gas lines, those systems must function well to encourage and support development. Conversely those visible infrastructure elements, power lines and roadways, which detract from the corridor or are in poor condition, can have a negative effect, physically and perceptually, on the corridor. The infrastructure of the corridor should be coordinated and supportive of future development to create a useable lasting Maguire Street Corridor.

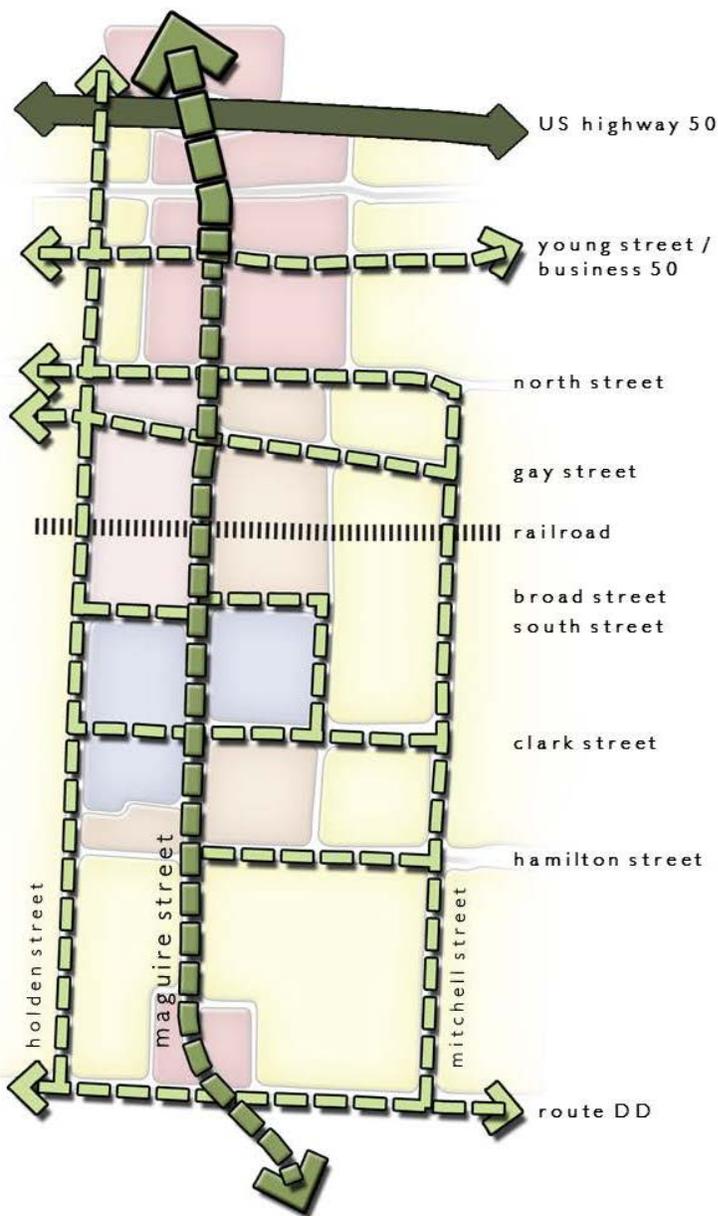


Figure 3-2: Transportation Network Framework

### 3.d.i Transportation

Maguire Street will function better and be more efficient if it is supported by a multi-modal transportation network. By providing multiple routes by multiple modes the traffic is dispersed throughout the system and reliance on a single roadway, Maguire Street, is reduced.

#### Principles

1. *Strengthen multi-modal transportation networks connecting to Maguire Street.*

#### Objectives:

- Provide dedicated facilities for pedestrians and cyclists within the corridor and connections to the corridor.
- Maintain a minimum sidewalk width of 5' on both sides of Maguire, with wider pedestrian spaces in commercial areas, designed in conjunction with streetscape improvements.
- Maintain a minimum right-of-way of 60' for the length of Maguire Street to accommodate pedestrian and bicycle facilities.

- Engage MoDOT regarding pedestrian facilities on the US 50 overpass.
- Install signage to identify bike routes and connections at key intersections.

2. *Reduce congestion and travel delays for motorists.*

#### Objectives:

- Develop a plan to connect and coordinate traffic signal operations.
- Reduce the number of entrances along the corridor.

- Improve capacity of alternate routes thru the City.
  - Distribute vehicle trips throughout the network.
  - Implement limited geometric improvements north of Young.
3. *Enhance safety for all users of the corridor.*  
Objectives:
- Reduce number of automobile and pedestrian conflict points within the corridor.
  - Implement geometric improvements around Hwy DD intersection.
  - Implement City's adopted access management policy as redevelopment occurs.
  - Design of the roadway and amenities should balance the use of the street for different travel modes in a manner that they are accommodating of the other modes.
4. *Design transportation facilities within corridor to support adjacent development.*  
Objectives:
- The scale of roadway improvements should correspond to the development it supports.
  - Implement an improved 3-lane road section (shared left-turn lane, coordinated access, bike lanes and pedestrian amenities) south of Young Street.
  - Create urban design elements that complement the scale of the transportation network.

### ***3.d.ii Utilities***

Utilities are necessary to support the current development and future (re)development of the corridor. As the corridor is redeveloped and the use, function and design of the corridor changes, utilities must be accommodated in a manner that supports development and improvement activities. The use of the existing corridor utilities to accommodate redevelopment can reduce the cost of development and reduce the need for new infrastructure and resources.

#### Principles

1. *Promote availability of utility services for current and future development activity.*

#### Objectives:

- Inform utility providers of Maguire Street Corridor Study.
- Improve the appeal of infill sites with targeted infrastructure improvements.
- Coordinate utility improvements with redevelopment and corridor improvements.
- Direct (re)development to areas in which utilities, with capacity, are present.
- Establish a right-of-way management plan for the corridor.

2. *Encourage utilities locations to be coordinated and arranged to reduce maintenance impacts to roadway and sidewalks*  
Objectives:
  - Identify utilities that must be located along corridor.
  - Establish minimum separation between utility structures and lines.
  - Develop a plan for typical location of each utility within corridor.
  - Require and enforce right-of-way permits for utility construction.
  
3. *Address stormwater within the corridor.*  
Objectives:
  - Address stormwater runoff at a district or area wide level, were possible, through the use of streetscape improvements or property easements that allow contiguous improvements to be made.
  - Retain / detain stormwater along Maguire Street to minimize its erosion and water quality impacts downstream.
  - Incorporate natural stormwater solutions into the landscape (private) and streetscape (public) where possible.
  
4. *Reduce/eliminate the visual impact of above-ground utilities within corridor.*  
Objectives:
  - Pursue the feasibility of burying utility lines; as a secondary measure pursue relocation of utility lines.
  - Identify possible locations for relocation of utilities away from street.
  - Budget adequate City funds to pay for burying / relocation.

### 3.e Urban Design Framework

Urban Design strategies can address the lack of visual interest and quality in the corridor. Improvements to streetscape, landscape, signage and gateways offer opportunities to create relationships between multiple developments, improve the visual character of the corridor, and allow the corridor to have a positive impact on the community.

#### Principles

1. *Create an identity for the Maguire Street Corridor.*

Through design and development, a new, fresh identity will be created for Maguire Street that demonstrates a friendly, coordinated, useable space for people.

Objectives:

- o Create a quality public realm to support development.
- o Create visual interest through design elements and details of public realm investments.
- o Provide a consistent quality to urban design elements of private investment that will define the corridor.
- o Create gateways that define the community, districts and neighborhoods.

2. *Emphasize pedestrian scale details in all aspects of public and private investment – streetscapes, site plans, building design, and open spaces.*

Objectives:

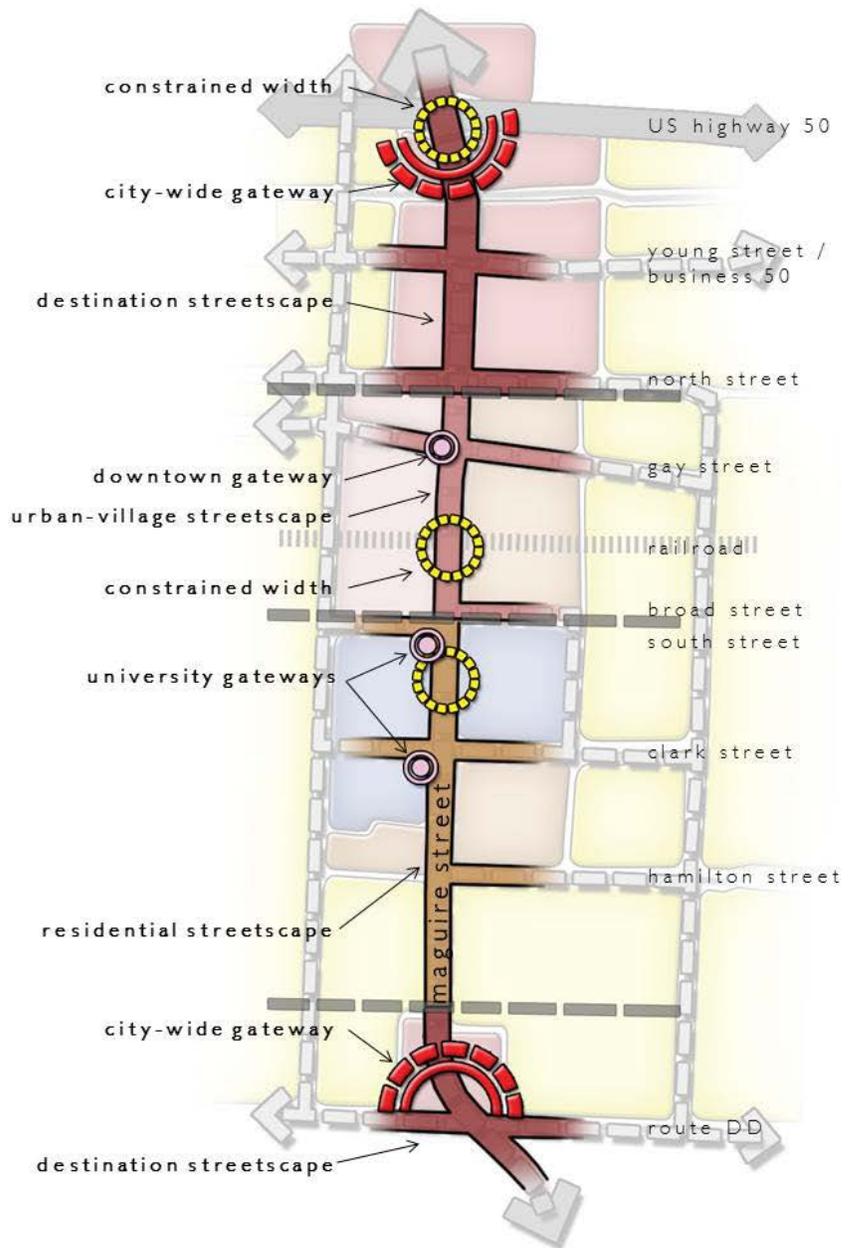


Figure 3-3: Urban Design Framework

- Promote diversity and visual interest along the corridor by focusing on the pedestrian scale design details.
  - Create gathering places along the corridor, where people feel comfortable to spend time between traveling and accessing their destination.
  - Incorporate natural features into the corridor where possible.
  - Balance access and mobility, so accommodations for traffic do not overwhelm needs of people in and around the corridor
3. *Create consistent relationship between private spaces and public right-of-way including accessibility.*
- Objectives:
- Implement landscape standards for private development as an extension of public streetscape amenities; accommodate stormwater improvements in these areas, where possible.
  - Create useable space for people between the right-of-way and buildings.
  - Promote building and site designs that connect the building frontage (façade and space along front of building) and the public realm.
  - Encourage building massing, orientation and façade designs that positively and intentionally shape meaningful outdoor space, including the streetscape.
4. *Integrate Maguire Street into the broader community with urban design features that emphasize links and transitions between the corridor and other areas of the community.*
- Objectives:
- Create community, district and neighborhood gateways
  - Expand community wayfinding system – improve visibility and connectivity throughout the community, focus on identifying destinations within the corridor and other community destinations.

### **3.f Sustainability Framework**

The sustainability of the Warrensburg community depends on the innumerable decisions and actions of its' people. Every building and development in Warrensburg can help create lasting, positive growth for the community. The Maguire Street vision supports principles for new urban infill housing, mixed-use retail, green infrastructure design, and sustainable practices related to site design, storm water management and building design. These are all supportive of LEED for Neighborhood Development principles for public and private development throughout the corridor. Many of the items that are considered sustainable

development practices are reflected in the previous frameworks. The following principles aim to emphasize long-lasting growth, resilient development, and high performance design valued in other framework principles.

#### Principles

1. *Create a lasting, usable development pattern through individual site development.*

##### Objectives:

- o Reinvest in existing centers by encouraging targeted development, redevelopment and infill.
- o Establish a compact development pattern to create walkable destinations.
- o Encourage building and site designs that are easily adaptable to a variety of uses or tenants, and not exclusively reflective of one development program.
- o Increase the residential density of the corridor to allow more efficient infrastructure investments.
- o Design to the “optimal” amount of parking and reduce the overall footprint of parking areas, to promote compact development and minimize run-off.
- o Design landscapes and streetscapes to provide energy efficiency benefits including passive cooling, heat island reduction and infiltration of stormwater.
- o Design flexible lot configurations to allow for innovative designs, to promoting infill, improve solar orientation, allowing different housing formats, and incenting adaptive re-use.
- o Develop community gardens as temporary uses on under-utilized or vacant sites.

2. *Balance the use of automobile with other modes of transportation.*

##### Objectives:

- o Create an interconnected street network to increase the opportunity for walking, reduce vehicular miles traveled, and provides access to adjacent land uses.
- o Develop balanced street designs that accommodate all potential users of the street and rights-of-way.
- o Create a pedestrian network that improve the connectivity of pedestrian destinations, shorten distances for pedestrians with more direct and more frequent connections, and improve the quality of walks with visual interest, comfort, and safety.
- o Create dedicated, safe routes for bicycling to increase use, improve connectivity and reduce pollution.

3. *Promote the use of energy efficiency and alternative energy in the development and operation of land and structures throughout the corridor.*

Objective:

- Design, construct, operate, and maintain buildings and infrastructure (both public and private) that lead to less energy use and reduced lifecycle costs affecting the built environment.
- Reduce or avoid large expanses of heat collecting surfaces, which cause a rise in ambient air temperatures (increasing energy use or other energy-intensive mitigation strategies).
- Implement 'cool' or 'green' roofs to reduce unwanted heat gain from non-reflective surfaces and to minimize stormwater run-off and pollutants.
- Design for active and passive solar energy capture through building and site orientation to enable the utilization of natural light throughout the year while allowing for reduction summer, solar, heat gain.
- Encourage the use of alternative energy sources at the site, block, or district scale such as solar, wind, geo-thermal heat pumps, and bio mass.

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## INTRODUCTION

To address the concerns of the community of Warrensburg, improvements to traffic and safety, the appearance and the business environment along the Maguire Street Corridor are necessary. This chapter will define the necessary improvements to address the frameworks and principles in the Chapter 3. Many of the improvements that are necessary are relevant to the entire corridor, but each can be implemented differently in distinct areas of the corridor. To ensure consistency of the improvements along the corridor, improvements have been defined generally for the entire corridor and specific concepts are defined for the different contexts of the corridor.

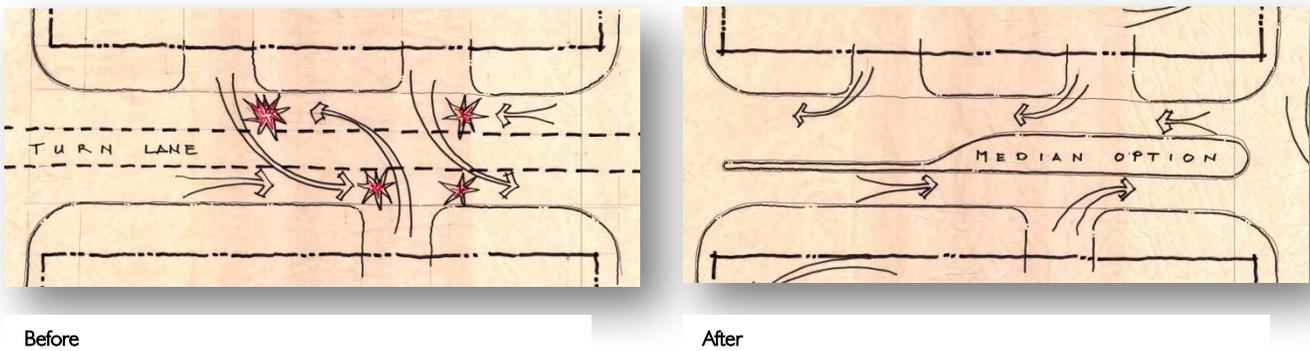
## THE CORRIDOR

Throughout the planning process the community focused on three primary themes of improvement for the corridor: transportation, design and business. Each of these topics is relevant to the entire corridor and provides the structure for future improvements to the corridor. The transportation improvements will provide the physical restructuring of the corridor to change the use patterns for both vehicles and pedestrians. The design of the corridor will focus on the visual changes that will create an atmosphere comfortable for the people who will use the corridor. Finally, improving the business environment will meet commercial and residential needs of the market and provide a foundation for infill and redevelopment activities.

Each of these themes is related to and dependent upon the others. For example, redefining the business environment is in large part dependent on the transportation facilities and design of the corridor that attracts and sustains people using the corridor and its services. A general description of the improvements recommended is followed by the application of specific improvements for the different sections of the corridor.

- I. Transportation Improvements – operational improvements to increase capacity, efficiency and effectiveness of travel along Maguire Street. In addition to the vehicular improvements, pedestrian and bicycle improvements are an emphasis of the transportation network that will help all modes through the creation of a multi-modal traffic network.
  - a. *Traffic Signal Timing* – traffic flow throughout the corridor, particularly in the northern section of the corridor is hampered by uncoordinated traffic signal timing and sequencing. To improve flow through, and within, the corridor the traffic signalization should be synchronized, optimized and maintained to provide the desired travel priorities based on evolving traffic patterns.

- b. *Access Management* – the number of vehicular and vehicular / pedestrian conflicts in the corridor also hinders good traffic movement and accessibility throughout the corridor. The lack of defined access and turning points and the number of driveways along the corridor is confusing and promotes undefined and unsafe turning movements. To improve safety and better define vehicular movements the access management policy of the City of Warrensburg should be applied to Maguire Street. Access concepts can be seen in the illustrations in Chapter 5, Section b.



Before

After

Figure 4-1: Access Management Example – Before and After

- c. *Redefinition of Right-of-way* – After years of resurfacing and milling the roadway, a complete reconstruction of the curb, gutters and roadbed are necessary. During reconstruction of the roadway the street corridor (within the current right-of-way or expanded right-of-way) should be evaluated and a consistent alignment of the travel lanes should be considered. Similarly, the alignment of the intersections, including the cross streets, should be evaluated and consistency encouraged particularly as the street cross-section (number of lanes) changes.

The current right-of-way is exclusively concerned about the movement of vehicles, making the use of the street difficult for anything else. As discussed Maguire Street should represent the community and provide a place for people and business; to achieve this goals improvements area necessary. Improvements to Maguire Street can generally be targeted to three primary areas, of equal importance:

- The *wheeled zone* represents the movement of traffic, both vehicular and bicycle, within and through the corridor. This zone is defined as the area between the curbs.
- The *pedestrian zone*, as its name implies, represents the area of the right-of-way that is reserved for the people that chose to walk, for different reasons, throughout the corridor, and is most often a sidewalk. This zone is generally located at the outer edges of the right-of-way, adjacent to the property line or building that is served by the sidewalk.

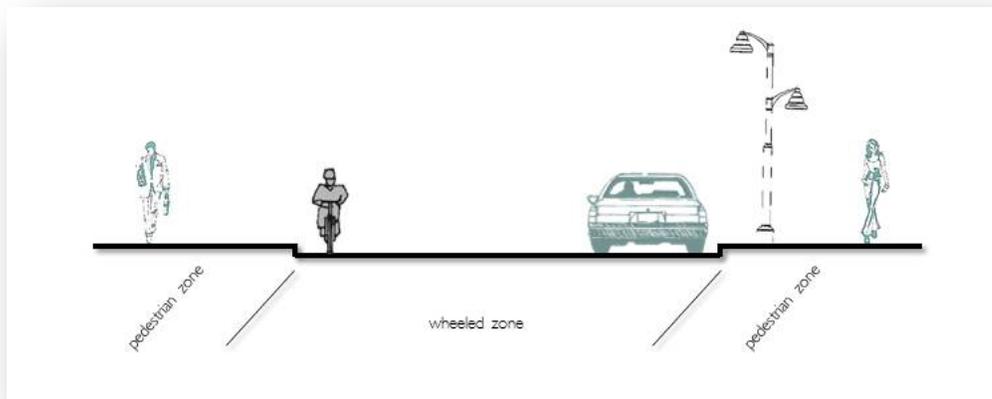


Figure 4-2: Right-of-Way Zones

- d. *Pedestrian Improvements* – The need for a defined, consistent and accessible pedestrian network along Maguire Street, and supporting corridors, is evident. Current pedestrian facilities area inconsistent and where present are generally in poor condition. To encourage pedestrian use and activity along Maguire Street a pedestrian network, defined by sidewalks, streetscape and landscape, is necessary.

- e. *Bicycle Improvements* – Similar to a good pedestrian realm, defined bicycle accommodations can increase the use and connectivity of the corridor. Accommodating bicycles is an important element of the future of Maguire Street defined by a dedicated 5 foot striped bike lane along the curb.

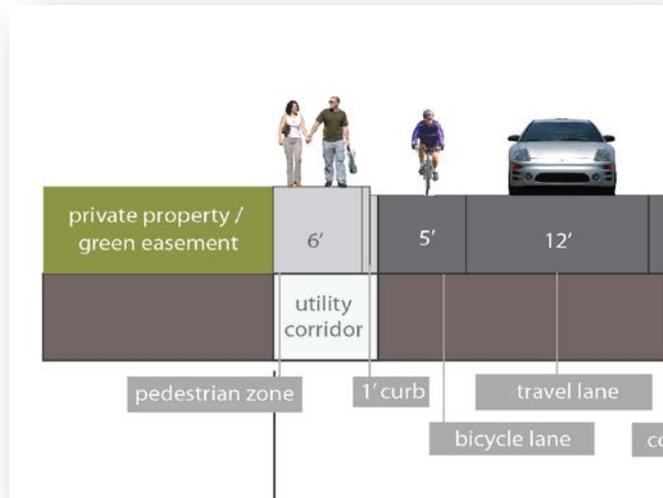


Figure 4-3: Dedicated Bicycle and Pedestrian Improvements

2. *Aesthetic Improvements* – To address the appearance issues of the corridor, urban design should be a focus to improve the public areas within the corridor. Improvements such as streetscape and landscape to “green and soften” the corridor will also encourage use of the corridor by pedestrians. A consistent design in street and pedestrian lighting and signage will also make the corridor more usable. Improvements like burying the overhead power lines can clear the visual clutter but can be expensive so moving the power lines to the rear of the property should also be considered.

Where buildings are not, currently or developed later, adjacent to the right-of-way, landscaping should assist in greening the corridor. To best achieve this idea “green easements” should be encouraged on private property, adjacent to the public right-of-way. In addition to providing additional natural elements within the corridor the easement should also serve as a stormwater control mechanism. If designed correctly, contiguous “green easements” could provide a block or district improvement within the corridor, with the potential to lessen the stormwater requirements on individual property owners.

3. *Market Improvements* – Much of the recent growth, both commercial and residential, within Warrensburg has been on the edges of the community. These areas provide the community with necessary goods and services, but they also create competition for older commercial areas like the Maguire Street Corridor. To regain its competitive edge Maguire Street needs to be repositioned to compete in a saturated market.

- a. Development Improvements – Repurposing portions of the corridor is necessary to remain a competitive business environment as well as fulfill the market demand within the corridor. Providing new commercial and residential opportunities, as defined by the development framework, will strengthen the corridor development mix and bring people to the corridor.

To complement the public urban design improvements along the corridor a higher quality of development should be expected to further enhance the appearance of the corridor. Similarly, development along the corridor should strive to create places that people will use, through the location and site design. Establishing relationships between the public improvements and private development and improvements will create these places.

- b. Infrastructure Improvements – Utilities within the corridor are expected to be adequate to accommodate infill and redevelopment of the corridor. Development will provide the opportunity to evaluate the infrastructure and improve facilities for the next 100 years. Improvement of the street will also provide the same opportunity to upgrade the utilities as necessary. Similarly, the transportation improvements that are made to the corridor should be completed to enhance the business environment of the corridor, providing improved access, pedestrian and automobile, to businesses along the corridor.

As mentioned previously in this section, “green easements” can provide a stormwater solution for the corridor while adding natural elements that can soften the corridor appearance.

In addition to those concepts that can be applied throughout the entire corridor, the different development contexts of Maguire Street have been addressed by dividing the corridor into three specific sections:

- North Maguire – US 50 Highway to North Street
- Maguire Core – North Street to Hamilton Street
- South Maguire – Hamilton Street to Missouri Route DD

These individual sections provide conceptual examples of the improvements necessary to implement the frameworks outlined in Chapter 3 and general corridor guidance provided in the previous section. The development within each of these sections of the corridor responds to different development drivers, as defined in Chapter 2: Corridor Conditions. The ideas and concepts portrayed represent one manner in which the (re)development of Maguire Street could implement the vision. Many other alternatives exist. Because we are not able to illustrate all potential concepts for improvements within the corridor, the principles in Chapter 3 should be used to evaluate development, redevelopment and improvements, both public and private, where specific guidance may be absent.

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us highway 50

russell avenue

young street /  
business 50

north street



- Conceptual Redevelopment
- Existing Structure

Figure 4-4 North Maguire

#### 4.a North Maguire

North Maguire Street serves two primary purposes for Warrensburg as the community's front door and a regional commercial center. It is envisioned that each of these purposes will remain in the future, however both will be improved. The current state of this section of Maguire Street is disorganized, unfriendly and lacking in visual appeal. To address the operational and aesthetics of North Maguire the following improvements are recommended.

##### A. Regional Destination

- Encourage infill / redevelopment / rehabilitation and provide a mix of uses including residential to remain competitive for the future.
- Provide operational improvements, new street and intersection configuration, traffic signal timing and street network improvements to improve traffic flow, improve safety, improve walkability and connectivity and support development.
- Implement new urban design elements and encourage a higher quality of development to support North Maguire as the gateway to the community.

##### A<sub>1</sub>. Regional Destination – Local Scale

The southern portion of North Maguire suffers from much of the same challenges as the rest of the area and solutions proposed should be applied to this area. One additional change that is necessary is a reduction in the scale of development to serve the surrounding neighborhoods and better integrate physically into the existing development context.

1. Install a Community Gateway for Warrensburg at US 50 Highway and Maguire Street.
2. Implement new street design and destination streetscape concept.
  - a. 100' right-of way - 50 Highway to Russell
  - b. 80' right-of-way – Russell Street to Young Street / Business 50
  - c. 60' right of way – Young Street / Business 50 to North Street
3. Redesign intersections to accommodate new Maguire Street configuration.
  - a. Russell Street and Maguire
  - b. Young Street and Business 50 - transition from 80' to 60' of right-of-way
  - c. US 50 Highway

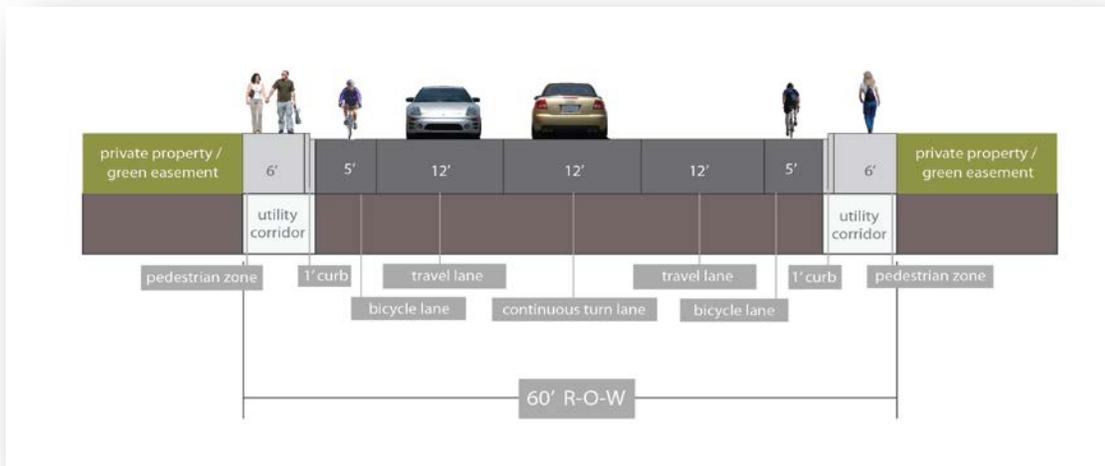


Figure 4-5: Improved Street Section – 60'

Improved travel lanes, urban design and pedestrian ways can be accommodated within the existing right-of-way of Maguire Street. To effectively implement these improvements the automobile lanes, bicycle lane and pedestrian improvements should be balanced across the street section, as shown in Figures 4-5 and 4-6. The speed of Maguire Street should be held to 30 mph or less to create a safe environment for cyclist and pedestrian as improvements are made.



Figure 4-6: Improved Street Site Plan 60'

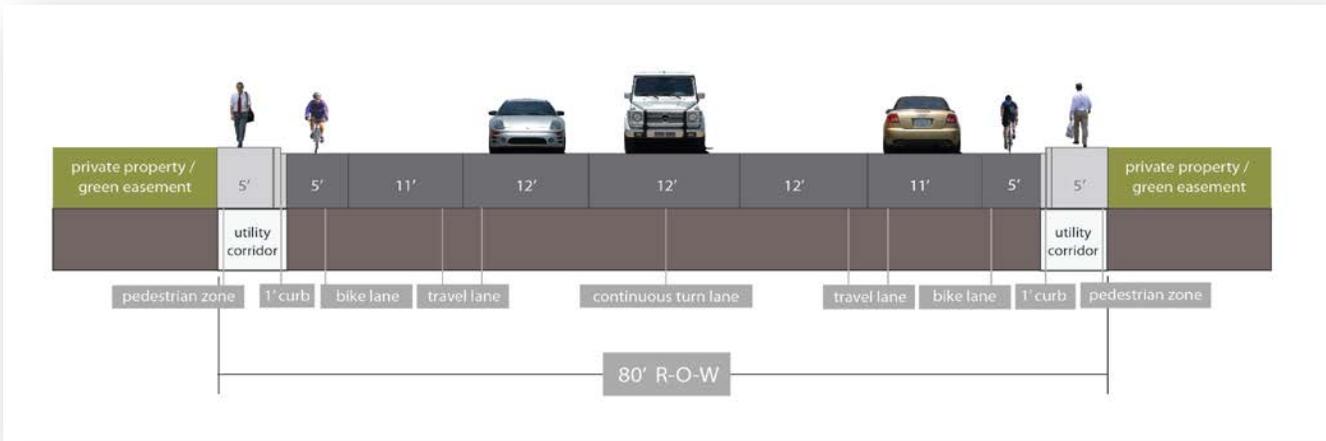


Figure 4-7: Improved Street Section – 80' - Russell Street to Young Street / Business 50

From Russell Street south to Young Street / Business 50 there is currently 80 feet of right-of-way. It is important that the bicycle and pedestrian improvements are continued north to create a consistency of improvements throughout the corridor. Similar to the street section south of this portion of Maguire, improvements to the right-of-way should strike a balance between the automobile, cyclist and pedestrian that support each. The concept for this stretch of the corridor is illustrated in Figures 4-7 and 4-8.

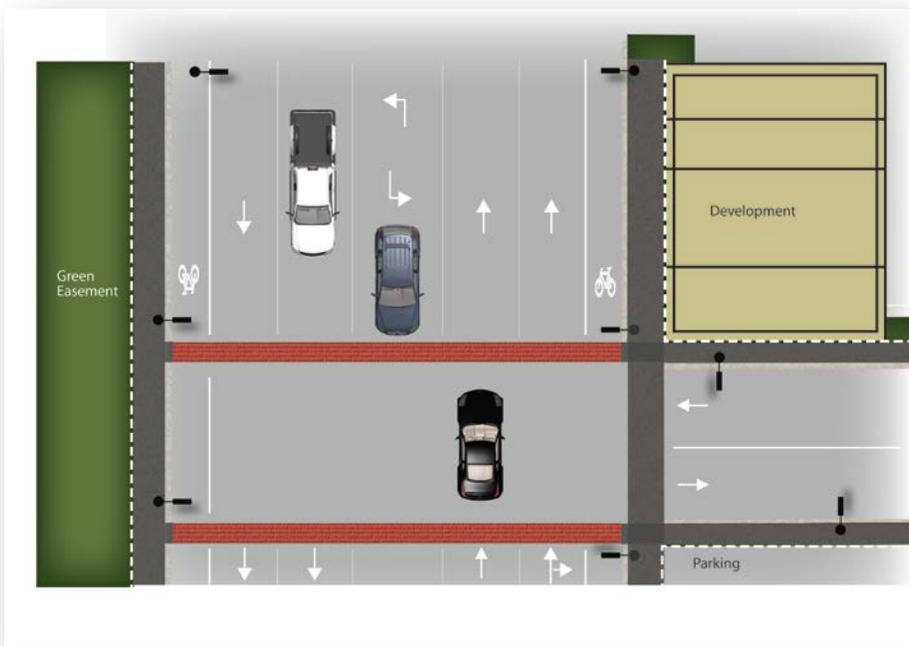


Figure 4-8: Improved Street Site Plan – 80'– Russell Street to Young Street / Business 50

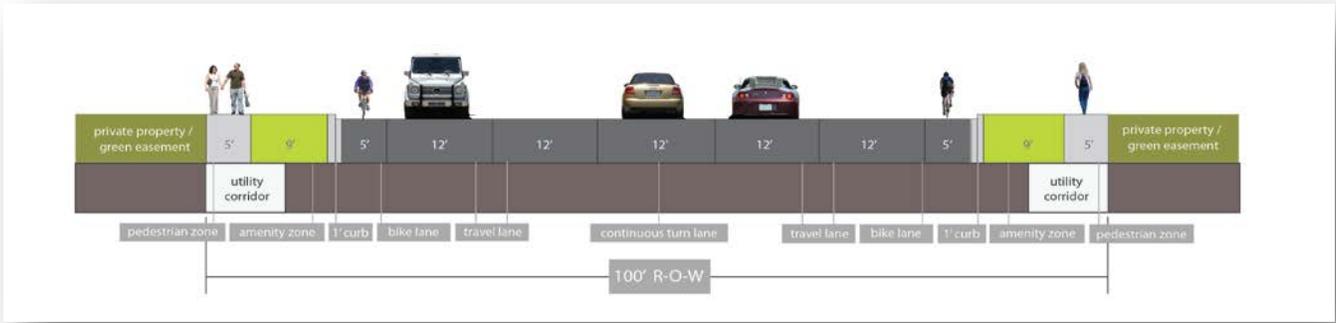


Figure 4-9: Improved Street Section – 100' - US 50 Highway to Russell Street

The bridge on Maguire Street that spans 50 Highway will not currently accommodate pedestrian and bicycle improvements, future widening or other improvements will be necessary to ensure these improvements happen. South of the bridge, Maguire Street has 100 feet of right-of-way currently, enough to accommodate significant pedestrian and bicycle improvements while also improving the roadway and capacity for automobile traffic. A conceptual example of potential improvements to this section are illustrated in Figure 4-9 and Figure 4-10, and any improvements made should be along with the current bridge configuration and future changes.

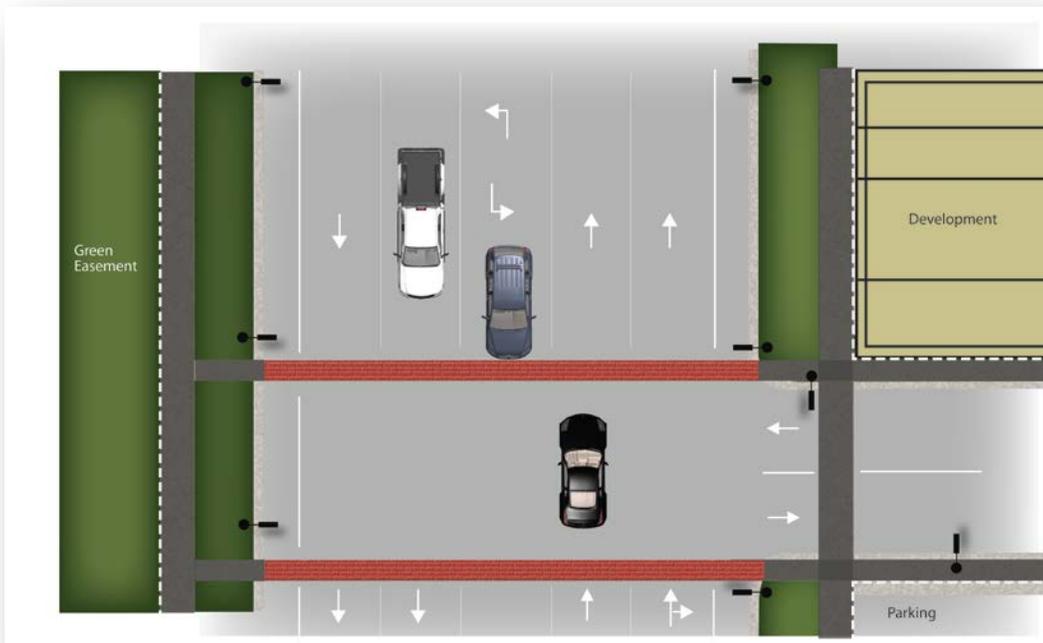
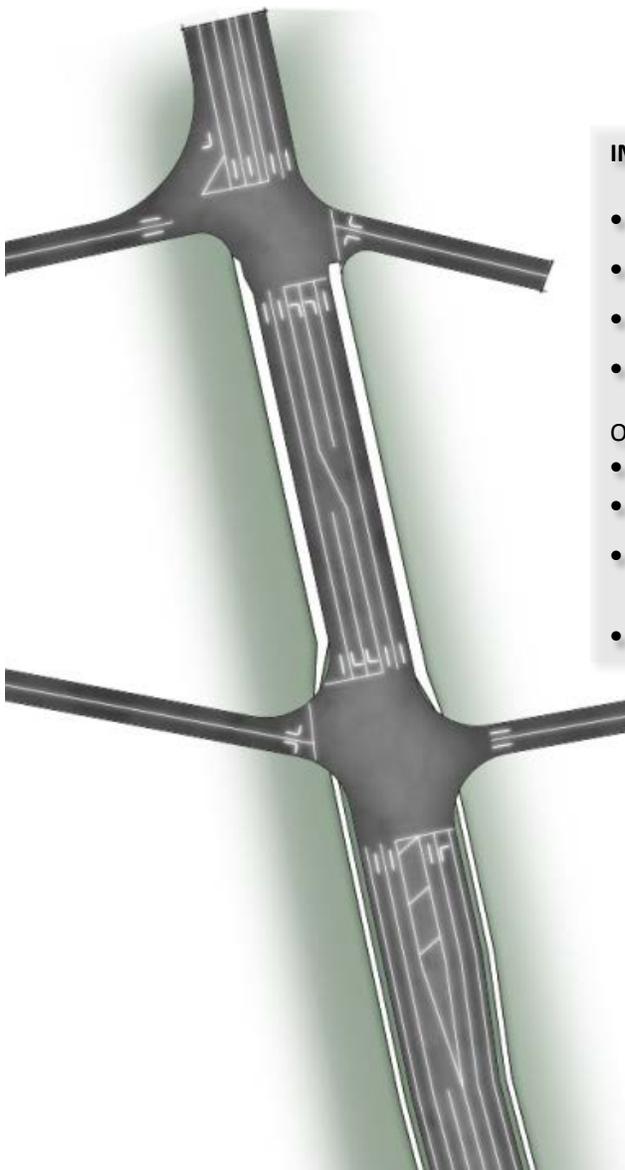


Figure 4-10: Improved Street Site Plan - 100' – US 50 Highway to Russell Street

Interchange and intersections improvements at the north end of the corridor are necessary to support the realignment of the street and to accommodate additional vehicular capacity as well as the pedestrian and bicycle improvements recommended. Improvements at the US 50 Interchange, Russell Street and Young Street / Business 50 are warranted. Similar to the different street sections the interchange and intersections should be improved in conjunction with the desired right-of-way configuration to ensure consistency of the improvements.



#### **IMPROVEMENTS – US 50 / MAGUIRE INTERCHANGE**

- Two through lanes in each direction.
- Drop center turn lane.
- Right turn lanes for access ramps.
- Provide pedestrian and bicycle improvements.

#### **On Bridge**

- Widen bridge over US 50.
- Provide one through lane across the bridge.
- Provide dual left turn lanes (east and west bound access to US 50).
- Provide pedestrian and bicycle improvements.

Figure 4-11: Interchange Improvements / Lane Configuration – US 50 Interchange and Maguire Street

#### IMPROVEMENTS – RUSSELL STREET

- Two through lanes in each direction.
- Center turn lane in each direction.
- Combination right turn / through turn lanes for outer lanes.
- Provide pedestrian and bicycle improvements.
- Dedicated left turn lanes from Russell to Maguire.

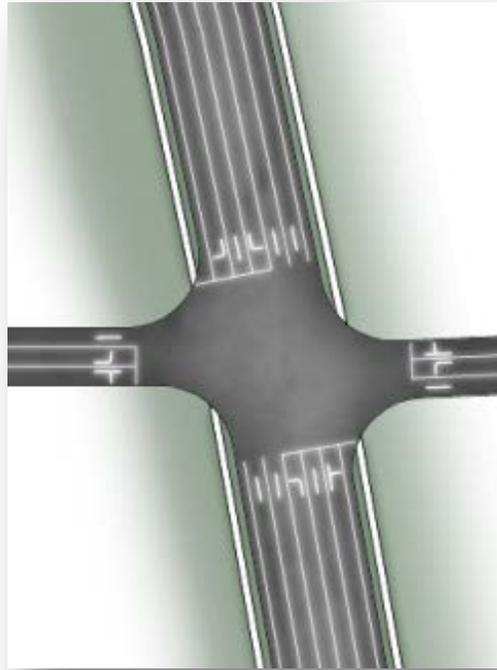


Figure 4-12: Intersection Improvements / Lane Configuration – Russell Street and Maguire Street

#### IMPROVEMENTS – YOUNG STREET / BUSINESS 50

- Single through lanes south of Young / Business 50.
- Two through lanes north of Young Business 50.
- Center turn lane in each direction.
- Right turn lanes to Young / Business 50.
- Provide pedestrian and bicycle improvements.
- Dedicated left turn lanes from Russell to Maguire.

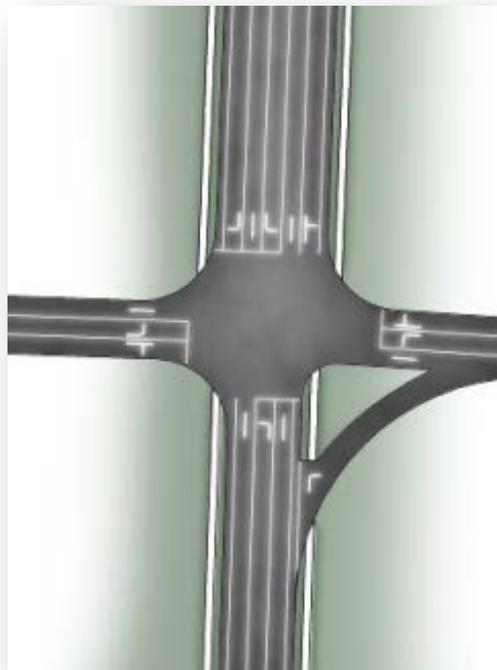


Figure 4-13: Intersection Improvements / Lane Configuration – Russell Street and Maguire Street

To accompany the street improvements, changes to the right-of-way outside of the roadway are also necessary. Improvements to these areas will improve the pedestrian accessibility, the design and the comfort of the corridor. Implementation of these improvements will assist private development with accessibility, visibility and design to create an improved business environment by creating places that people will use.

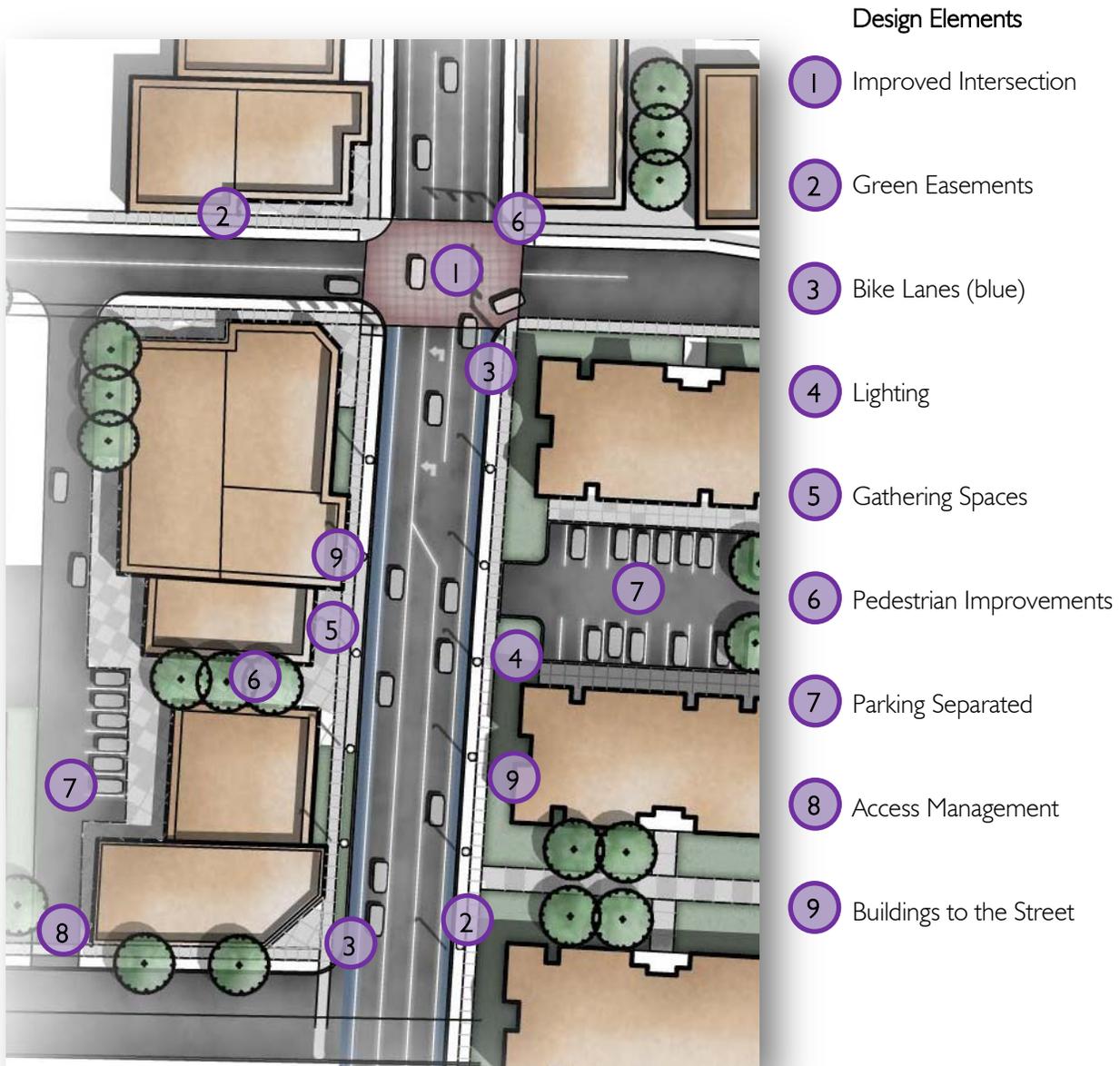


Figure 4-14: North Maguire: Street and Plan Detail

The arrangement of the right-of-way will play an important role in defining the future of the corridor. In particular the edges of the right-of-way, the areas behind the curb, will have the greatest influence on the use and the quality on the corridor.

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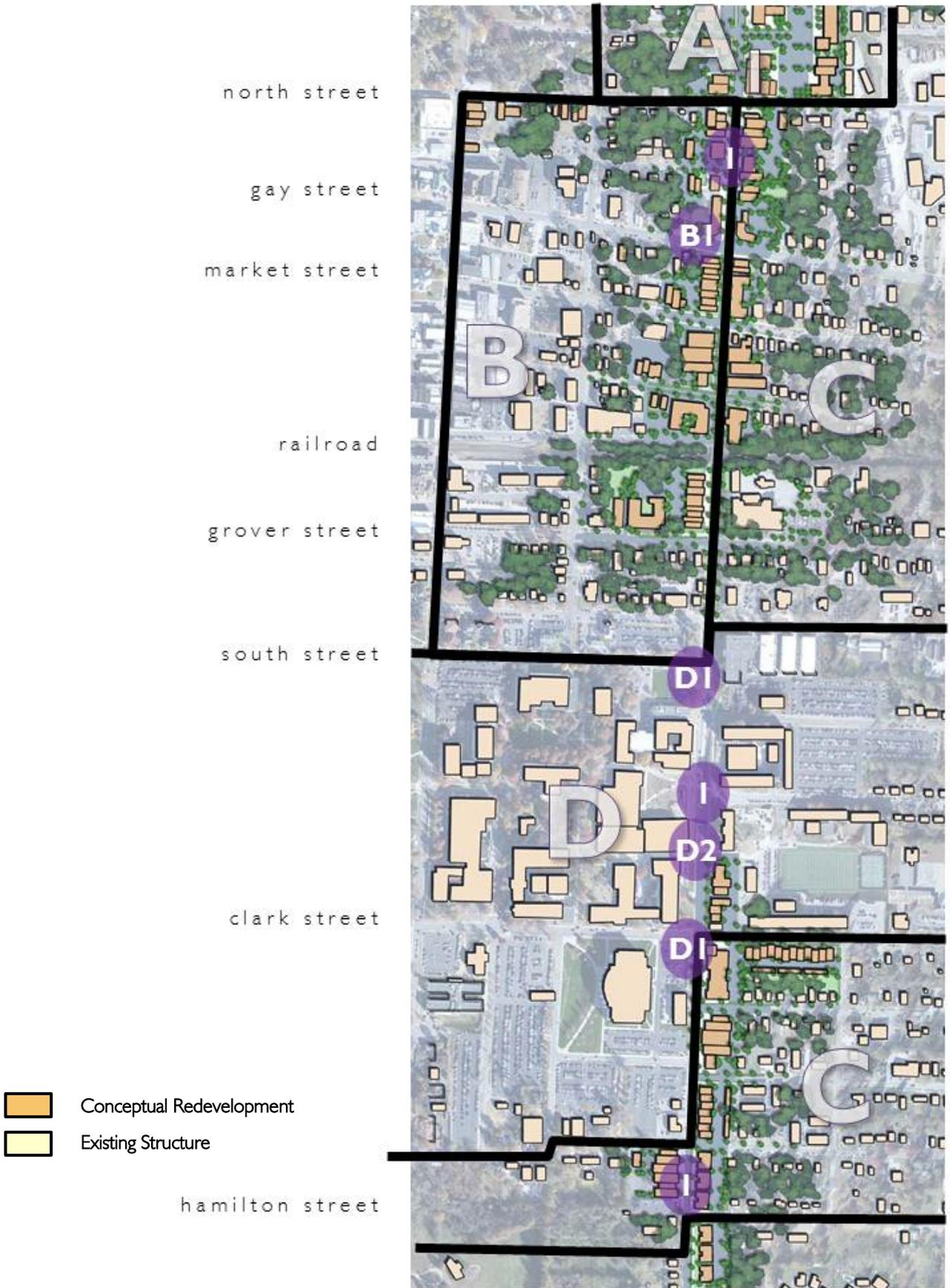


Figure 4-15: Maguire Core

#### 4.b Maguire Core

The central portion of Maguire Street includes an eclectic mix of uses - predominantly University-related residential uses supported by commercial along the corridor that defines its small town character. It is envisioned that the character of this area will be maintained and enhanced for the future. To strengthen and not compete with the Downtown and North Maguire destination areas the Core area will focus on redevelopment and infill of residential uses with retail and service supporting uses. Improvements to the area should focus on enhancing the neighborhood character of the area and connectivity for residents to community destinations.

- Encourage infill / redevelopment / rehabilitation of different residential forms (flats, walk-up, townhomes, rowhouses, attached and detached, etc.) to meet current and future market demands.
- Provide operational improvements, new street format, signal timing, access management, and street network improvements to improve traffic flow, improve safety, improve walkability and connectivity and support development.
- Implement new urban design elements and pedestrian improvements to improve connectivity and promote alternative forms of travel.

I. Implement new street design for Maguire Street within 60' right of way.

##### B. Urban Village

- Focus on infill and redevelopment of residential and services uses consistent with the current context of the area.

BI. Downtown Gateway at Gay Street and Maguire

##### C. Urban Residential

- Increase the residential diversity and density along the Maguire Street corridor to complement and support the surrounding neighborhoods.
- Encourage small scale daily service commercial services that support the surrounding neighborhoods.

##### D. University

- Continue to support Maguire Street with campus improvements that improve the accessibility and appearance of the campus.

D1. Enhance university gateways at South and Clark Streets.

D2. Soften Maguire Street under the pedestrian overpass through median plantings or alternative measures.

To create a consistent collection of improvements throughout Maguire Street it is proposed that the right-of-way improvements identified with the 60 foot cross section be carried through the core portion of Maguire Street. It is important that the right-of-way be consistent throughout the corridor. The concepts are illustrated below.



Figure 4-16: Improved Street Section – 60'



- Design Elements
- 1 Improved Intersection
  - 2 Pedestrian Improvements
  - 3 Bike Lanes (blue)
  - 4 Lighting
  - 5 Gathering Spaces
  - 6 Pedestrian Improvements
  - 7 Parking Buffered
  - 8 Access Management
  - 9 Buildings to the Street

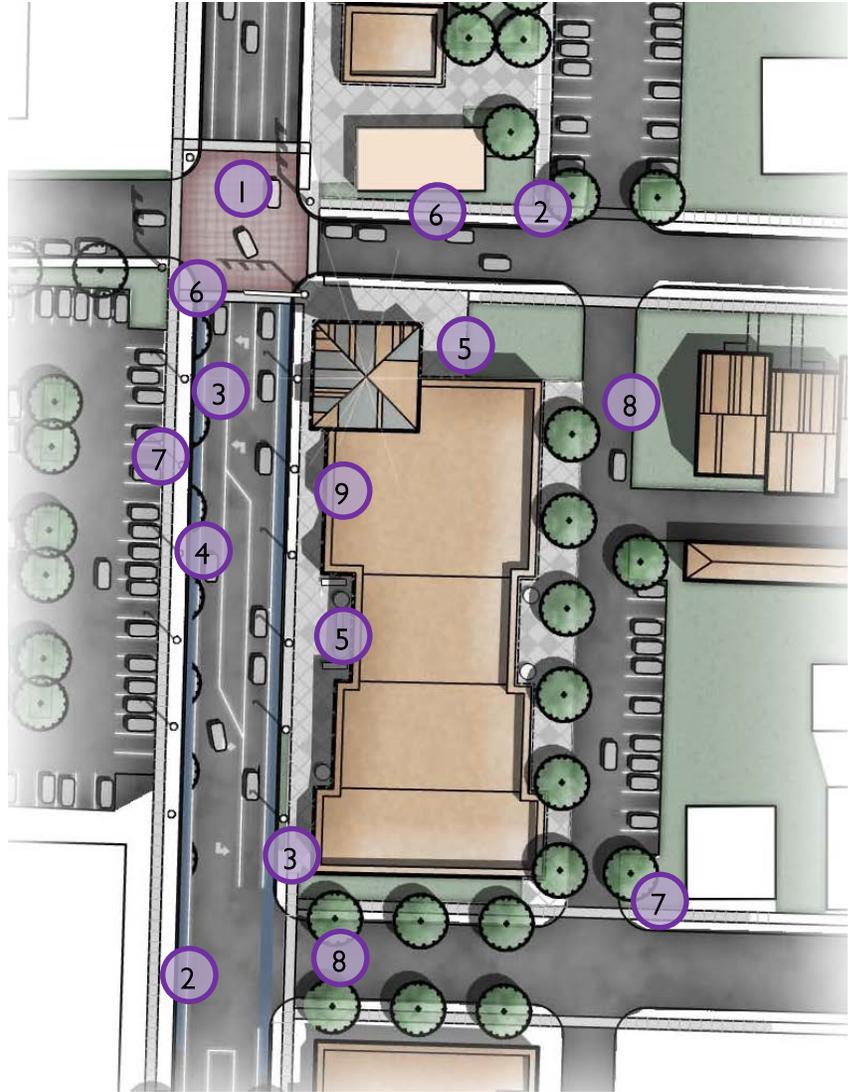
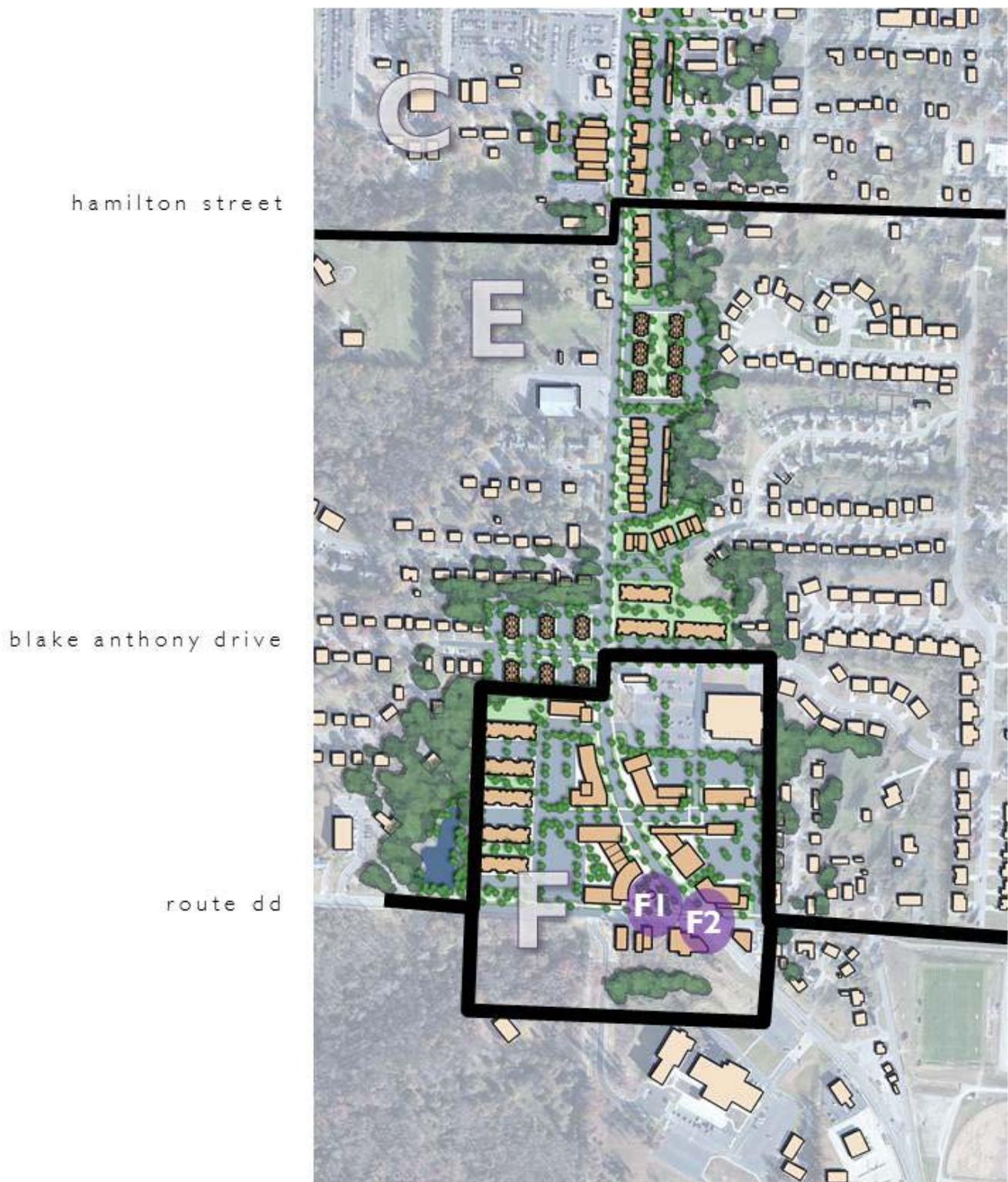


Figure 4-18: Maguire Core: Street and Plan Detail

The design elements for the core of Maguire Street should focus on creating and enhanced environment for pedestrians, bicyclists and residents. Increased residential development in this section of the corridor should be well connected to surrounding destinations such as downtown or the UCM campus through a well design pedestrian and bicycle system. An improved pedestrian and bicycle environment will also reduce the number of automobiles on the corridor.

The core of Maguire Street is uniquely situated in relationship to the primary destination within Warrensburg; Downtown and the University of Central Missouri. As growth and improvement to both destinations continue it is important the Maguire Street Corridor is connected to those destinations

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- Conceptual Redevelopment
- Existing Structure

Figure 4-19: South Maguire

#### 4.c South Maguire

South Maguire Street, predominately residential, lacks a definable activity center to which it can relate or from which it can create an identity. Thus, the south end of the corridor also lacks retail and services to support the residents of the community. This segment of the corridor should focus on the infill and redevelopment of residential, to increase the market, and the creation of a community destination to serve the residential and reduce corridor trips for daily services.

- Create a compact, walkable community destination that provides retail, office and residential opportunities.
  - Increase the diversity and density of housing along Maguire Street.
  - Provide operational improvements, new street format, access management, and street network improvements to improve traffic flow, improve safety, improve walkability and connectivity and support development.
  - Implement new urban design elements and pedestrian improvements to improve connectivity and promote alternative forms of travel.
- I. Implement new street design for Maguire Street within 60' right of way.
- E. Neighborhood Residential
- Focus on infill and redevelopment of residential along Maguire Street.
- F. Community Destination
- Increase the commercial and residential diversity and density along the Maguire Street corridor to complement and support the surrounding neighborhoods.
  - Encourage small scale daily service commercial services that support the surrounding neighborhoods.
- F1. Install a Community Gateway for Warrensburg at Route DD and Maguire Street.
- F2. Improve the Maguire Street / Route DD intersection to accommodate an improved 3-lane section to improve safety and traffic flow.

An improved right-of-way will provide a central piece of the future development / redevelopment of the South Maguire Street area. Improvements to the right-of-way will define the accessibility of the area while providing a foundation to new development. The 60' right of way improvement defined will provide the consistency of design while repositioning the corridor, physically and aesthetically.



Figure 4-20: Improved Street Section – 60'



To support the increased commercial and residential development within the southern portion of the corridor the urban design elements should focus on creating an inviting connected pedestrian network between surrounding neighborhoods and anew destinations. A new urban development form will provides commercial opportunities to the surrounding neighborhoods and visitors to the community.

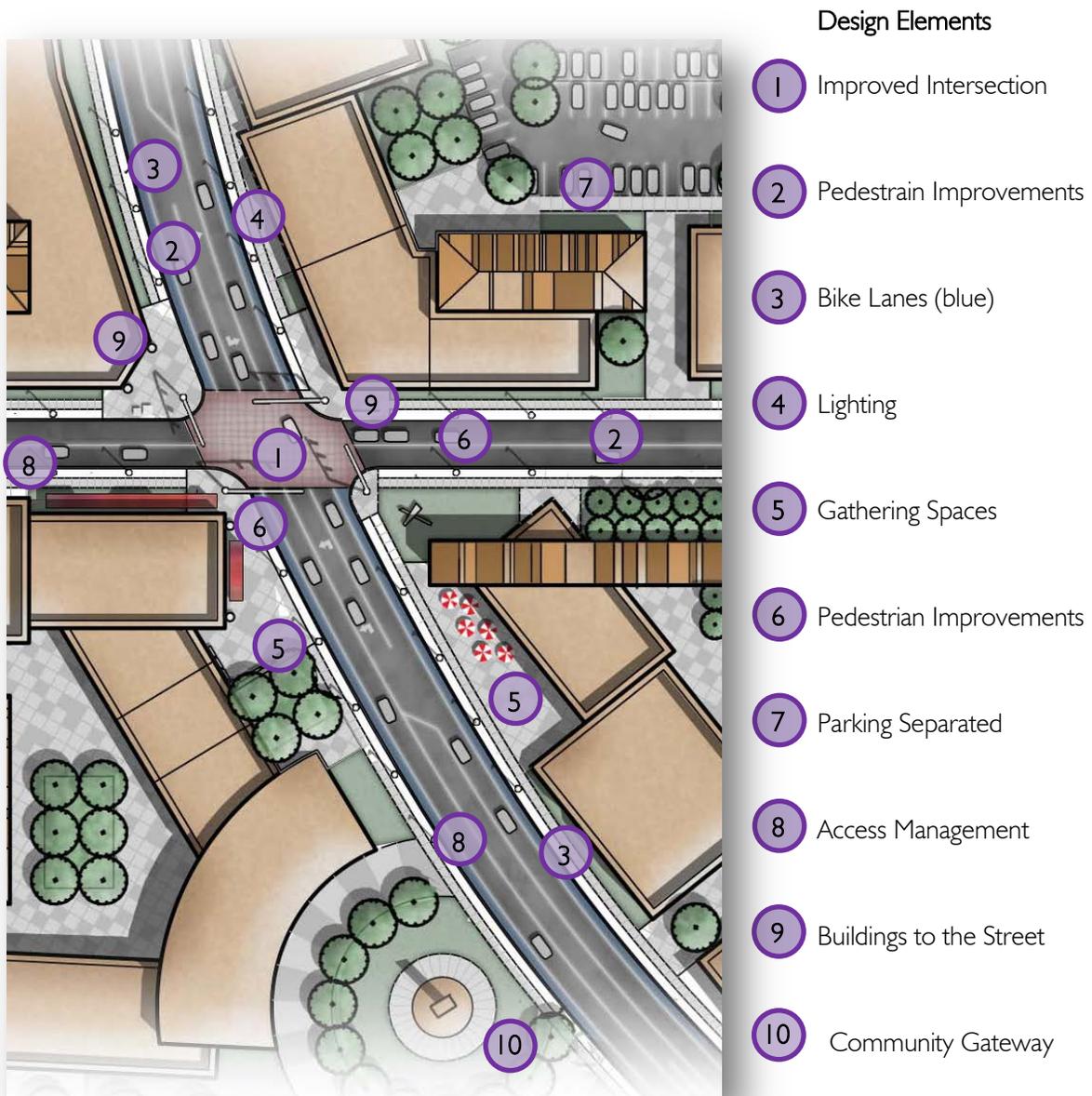


Figure 4-22 South Maguire: Street and Plan Detail

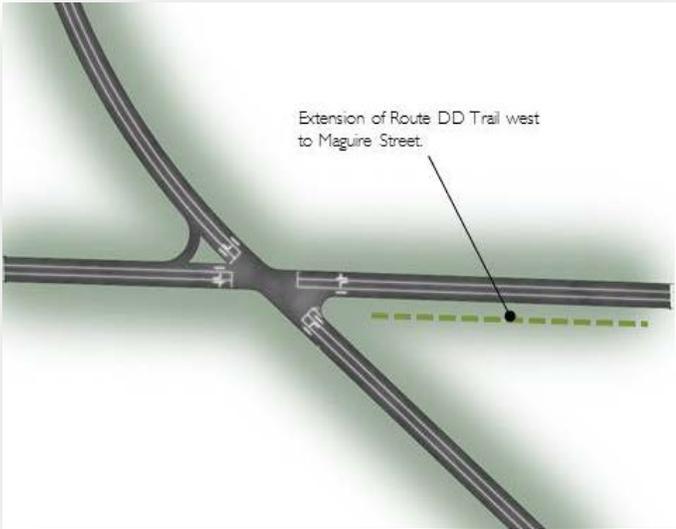


Figure 4-23: Route DD Improvement

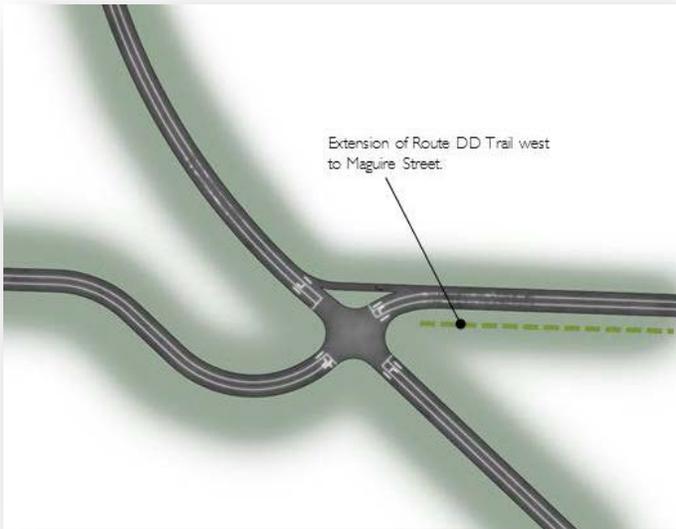


Figure 4-24: Route DD Improvement Option – Long-term

The intersection of Maguire Street with Route DD at the south end of the corridor provides an entry point to the community, connecting the community to points east, west and south. In addition to the gateway recommendations for this intersection, the operations of this intersection could be improved. Currently, the intersection operates sufficiently for the traffic volumes, but could use striping and minor geometric improvements. (Figure 4-24). As growth of Warrensburg continues and the southern portion of the Maguire Street Corridor realizes more traffic through this intersection, additional improvements may be necessary. Alignment of the intersection to create a right-angle alignment would improve the efficiency and safety of the intersection as traffic volumes rise. This is a future improvement that is not warranted at this time. Figure 4-25 shows a design concept that could be implemented when necessary.

South Maguire will benefit from the creation of a destination to provide goods and services to the surrounding neighborhoods. The development of the south end of Maguire Street will benefit from a quality streetscape that will provide connectivity from the neighborhoods. Within the residential areas the streetscape should focus solely on the connectivity to the destination area and uses. The destination area, similar to the destination area at the north end of the corridor, should focus on connectivity and place making to support development through its design.

The concepts and designs within this chapter are intended to illustrate the community's desires for redeveloping the Maguire Street Corridor. The implementation of these concepts will assist in creating a vibrant corridor that serves the community by repositioning the corridor – operationally, aesthetically and economically. These concepts are not intended to be directives or plans for redevelopment, but design and development criteria that build upon the corridor frameworks and principles to create a corridor the community desires.

Implementation of the frameworks and principles will happen through redevelopment and development within the corridor. To most effectively transform the corridor there are specific tasks that should be focused on to implement the concepts illustrated herein.

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# IMPLEMENTATION

## INTRODUCTION

Action is necessary to achieve the vision of Maguire Street for the future. This chapter focuses on the actions and strategies necessary to achieve the vision of Maguire Street under the guidance of the principles and objectives defined in the plan. Implementation of the action, goals and vision is critical to Maguire Street becoming the corridor that has been defined by the planning process. The time to act is now.

Implementation is the process of putting the corridor study into action. Implementation is not the culmination of the planning process; rather it is part of the continual planning cycle of input, analysis, evaluation, plan development, and action. The corridor study is a plan; therefore implementation will be incremental and cumulative. Implementation occasionally involves a large-scale project, however more frequently it involves small projects and the day-to-day decision making of stakeholders.

Responsibility for implementation of the principles, strategies and actions in this plan are not the sole responsibility of the City of Warrensburg. With limited resources at their disposal the City cannot and should not take on all the items in this plan. Putting the plan into action will occur through private and public decisions, investments, and improvements. Partnerships that can leverage resources, both public and private, organize citizens, and create a positive environment for change are many times created to serve as community catalysts to accomplish recommendations in a corridor study.

### 5.a MAGUIRE STREET

The decisions that put the plan into action come from a variety of sources – both public and private – and from a variety of perspectives – regulatory, fiscal, and strategic. The following strategies are intended to guide the City's implementation of the Maguire Street Corridor Study in pursuit of the defined vision.

To assist in prioritizing implementation of the corridor actions the items have been assigned a time range for completion. The different time frames are defined as such:

- Long-term Improvement – are defined by those actions that are not currently necessary but should be implemented as Maguire Street continues to evolve. These projects can have a larger price tag that may require financial assistance from other organizations that can take time to acquire. In general these projects are more than **10+ years out**, unless alternative funding sources can be identified.
- Mid-term Improvement – are defined as those actions that are necessary because of other actions or changes within the corridor. These projects are typically 5 to 10 years out and can require coordination between multiple entities and / or property owners.

- Short –term Improvement – are defined as those projects that are currently necessary. These projects typically take less money to complete involve fewer challenges and can support other medium or long-term project. Short-term project should be completed within the first 5 years after the study is complete.
- On-going Improvement – are those actions that are reoccurring over time. These actions need to be maintained so that the vision of the corridor can be realized.

Many of the actions necessary to improve Maguire Street are applicable to the length of the corridor, but some are specific to different sections to maintain the character of the area or address a specific issue. The Implementation Matrix identifies those actions, responsible parties and a timeline for improvement to the corridor.

#### **5.a.i Implementation Matrix**

The decisions that put the plan into action come from a variety of sources – both public and private – and from a variety of perspectives – regulatory, fiscal, and strategic. The following strategies and actions are intended to guide the City’s implementation of the Corridor Study in pursuit of the defined vision. The strategies and actions detailed in this section are the direct result of the vision, principles and objectives identified previously in this study.

The City will work to implement the initiatives through the annual goal setting process that leads to the adoption of an annual strategic plan, Capital Improvement Plan, and annual operating budget. Staff will bring the initiatives forward at the beginning of the strategic planning process for consideration and inclusion of the highest priorities in the coming year. The strategic plan is also organized by short, medium and long-term timeframes.

Corridor Initiatives	Time Frame				Project Type	Primary Participants
	Short	Medium	Long	On-going		
<ul style="list-style-type: none"> <li>Optimize and coordinate traffic signal timing to improve traffic flow through the corridor at peak times.</li> </ul>	x				Public	City of Warrensburg
<ul style="list-style-type: none"> <li>o Focus efforts between US 50 and Gay Street extending south to South Street.</li> </ul>	x				Public	City of Warrensburg
<ul style="list-style-type: none"> <li>Evaluate and amend zoning regulations as necessary to promote development and design concepts for Maguire Street – specifically mixing of uses, higher density residential and urban infill development.</li> </ul>	x				Partnership	City of Warrensburg / Land Owners / Developers
<ul style="list-style-type: none"> <li>Prepare and adopt Design and Development Guidelines that promote quality development and are based on the corridor frameworks and principles and design concepts of this plan.</li> </ul>	x				Partnership	City of Warrensburg / Land Owners / Developers
<ul style="list-style-type: none"> <li>Require access management strategies as part of redevelopment proposals.</li> </ul>				x	Public	City of Warrensburg
<ul style="list-style-type: none"> <li>Implement improved right-of-way design standards as (re)development occurs.</li> </ul>		x			Public Partnership	City/ State / Federal City of Warrensburg / Land Owners / Developers
<ul style="list-style-type: none"> <li>Implement pedestrian and bicycle improvements on Maguire Street.</li> </ul>		x			Public	City of Warrensburg
<ul style="list-style-type: none"> <li>Bury utility lines throughout the corridor.</li> </ul>				x	Partnership	City of Warrensburg / KCP&L
<ul style="list-style-type: none"> <li>Coordinate stormwater management improvements throughout the corridor to address current issues and as (re)development occurs.</li> </ul>				x	Partnership	City of Warrensburg / Property Owners
<ul style="list-style-type: none"> <li>Encourage the development of “green easements’ adjacent to the Maguire Street right-of way for stormwater management and landscape improvements along the corridor.</li> </ul>				x	Partnership	City of Warrensburg / Property Owners
<ul style="list-style-type: none"> <li>Investigate streets identified in the Street Network Framework for automobile, pedestrian and bicycle improvements to support Maguire Street.</li> </ul>		x			Public	City of Warrensburg

North Maguire Initiatives	Time Frame				Project Type	Primary Participants
	Short	Medium	Long	On-going		
<ul style="list-style-type: none"> <li>Design and construct a Community Gateway at US 50 and Maguire Street.</li> </ul>	x				Public / Private / Partnership	City of Warrensburg
<ul style="list-style-type: none"> <li>Improve the road capacity of Maguire Street near US 50 Highway – through lane reconfiguration and additional signage.</li> </ul>	x				Public	City of Warrensburg
<ul style="list-style-type: none"> <li>Widen the US 50 overpass to accommodate increased traffic and pedestrian and bicycle improvements.</li> </ul>			x		Public	City of Warrensburg / State of Missouri
<ul style="list-style-type: none"> <li>Implement the Destination Streetscape between US 50 and North Street.</li> </ul>		x			Partnership	City of Warrensburg / Land Owners / Developers
<ul style="list-style-type: none"> <li>Consolidate access points as redevelopment occurs.</li> </ul>				x	Partnership	City of Warrensburg / Land Owners
<ul style="list-style-type: none"> <li>Encourage landscape and pedestrian amenities in parking lots as redevelopment occurs.</li> </ul>	x				Partnership	City of Warrensburg / Land Owners
<ul style="list-style-type: none"> <li>Construct the improved right-of-way sections based on the concepts shown in this plan to include pedestrian and bicycle improvements as well as traffic improvements.</li> </ul>		x			Public Partnership	City/ State / Federal City of Warrensburg / Land Owners / Developers
<ul style="list-style-type: none"> <li>Construct interchange and intersection improvements to improve traffic flow and align street improvements.</li> </ul>		x			Partnership	City of Warrensburg / State of Missouri / Property Owners
<ul style="list-style-type: none"> <li>o US 50 Interchange improvements to all ramps.</li> </ul>			x		Partnership	City of Warrensburg / State of Missouri / Property Owners
<ul style="list-style-type: none"> <li>o Russell Street intersection improvements.</li> </ul>		x			Partnership	City of Warrensburg / Property Owners
<ul style="list-style-type: none"> <li>o Young Street / US 50 intersection improvements.</li> </ul>		x			Partnership	City of Warrensburg / State of Missouri / Property Owners

Maguire Core Initiatives	Time Frame				Project Type	Primary Participants
	Short	Medium	Long	On-going		
<ul style="list-style-type: none"> <li>Encourage the development of higher density, alternative forms of residential that meets the market need.</li> </ul>	x				Public / Private / Partnership	City of Warrensburg
<ul style="list-style-type: none"> <li>Research alternatives to providing pedestrian and bicycle improvements over the railroad tracks on Maguire Street through widening or other improvements to the current bridge structure.</li> </ul>	x				Partnership	City of Warrensburg / Railroad / Property Owners
<ul style="list-style-type: none"> <li>Improve Maguire Street over railroad to accommodate new right-of-way standards, including pedestrian and bicycle improvements.</li> </ul>			x		Partnership	City of Warrensburg / Railroad
<ul style="list-style-type: none"> <li>Design and construct a Downtown Gateway at Maguire Street and Gay Street.</li> </ul>	x				Public	City of Warrensburg
<ul style="list-style-type: none"> <li>Implement the Urban Village streetscape between North Street and Broad Street.</li> </ul>		x			Partnership	City of Warrensburg / Land Owners / Developers
<ul style="list-style-type: none"> <li>Implement the Residential streetscape between South Street and Hamilton Street.</li> </ul>		x			Partnership	City of Warrensburg / Land Owners / Developers
<ul style="list-style-type: none"> <li>Construct the improved right-of-way sections based on the concepts shown in this plan to include pedestrian and bicycle improvements as well as traffic improvements.</li> </ul>		x			Public Partnership	City/ State / Federal City of Warrensburg / Land Owners / Developers
<ul style="list-style-type: none"> <li>Improve Maguire Street under the pedestrian overpass, green or soften with plantings. Investigate the potential to incorporate stormwater improvements in this area.</li> </ul>	x				Partnership	City of Warrensburg / University of Central Missouri

South Maguire Initiatives	Time Frame				Project Type	Primary Participants
	Short	Medium	Long	On-going		
<ul style="list-style-type: none"> <li>Design and construct a Community Gateway at Route DD and Maguire Street.</li> </ul>	x				Public	City of Warrensburg
<ul style="list-style-type: none"> <li>Create a Community Destination to provide goods and services to the neighborhoods in the southern portion of the corridor.</li> </ul>				x	Partnership	City of Warrensburg / Property Owners / Developers
<ul style="list-style-type: none"> <li>Encourage the development of higher density, alternative forms of residential that support the Community Destination and meet the market need.</li> </ul>		x			Partnership	City of Warrensburg / Property Owners / Developers
<ul style="list-style-type: none"> <li>Encourage higher density redevelopment along Maguire Street between Clark Street and Hamilton Street.</li> </ul>				x	Partnership	City of Warrensburg / Property Owners / Developers
<ul style="list-style-type: none"> <li>Implement the Residential streetscape between Hamilton Street and Blake Anthony Road.</li> </ul>		x			Partnership	City of Warrensburg / Property Owners / Developers
<ul style="list-style-type: none"> <li>Implement the Destination streetscape between Blake Anthony Road and Route DD.</li> </ul>		x			Partnership	City of Warrensburg / Property Owners / Developers
<ul style="list-style-type: none"> <li>Construct the improved right-of-way sections based on the concepts shown in this plan to include pedestrian and bicycle improvements as well as traffic improvements.</li> </ul>		x			Partnership	City of Warrensburg / Property Owners / Developers
<ul style="list-style-type: none"> <li>Close and vacate South Maguire Terrace to improve safety of Maguire Street and provide additional development opportunities.</li> </ul>	x				Partnership	City of Warrensburg / Property Owners
<ul style="list-style-type: none"> <li>o Design and construct improvements to maintain access for adjacent properties.</li> </ul>	x				Partnership	City of Warrensburg / Property Owners
<ul style="list-style-type: none"> <li>Monitor the traffic through the Route DD and Maguire Street intersection to anticipate needed improvements.</li> </ul>	x				Public	City of Warrensburg / State of Missouri
<ul style="list-style-type: none"> <li>o Design and construct minor geometric improvements to intersection.</li> </ul>	x				Partnership	City of Warrensburg / State of Missouri / Property Owners
<ul style="list-style-type: none"> <li>o Realign intersection to right-angle configuration.</li> </ul>			x		Partnership	City of Warrensburg / State of Missouri / Property Owners

## 5.b Priority Development Concepts

(Re)development of the corridor will continue to happen through private investment in property. Continued investment in the corridor has the ability to reshape the corridor and implement the vision described in this plan. The priority development concepts are intended to provide an example of site planning for redevelopment and infill that can benefit the corridor. These examples when completed in conjunction with roadway, infrastructure, streetscape and other improvements will create a Maguire Street that the people of Warrensburg will use and what will represent the community in a positive manner.

### *Commercial Infill / Redevelopment - Suburban*

There are valuable goods and services that are provided along the corridor. Today, much of the development along the corridor, through site design, caters to access by automobile and parking. Recognizing that the automobile will always be an important part of the corridor, automobile improvements should not continue to be made at the expense of the pedestrian or the bicycle. As property (re)develops site design should consider those elements defined in this plan that can help improve the quality of the corridor. Figures 5-1 and 5-2 are examples of how site development can accommodate all the important factors that will define the corridor and accommodate the automobile.

#### Site Attributes:

- 1 Consolidated Site Access
- 2 Pedestrian / Streetscape Improvements
- 3 Landscaping
- 4 Street and Bicycle Improvements
- 5 Building Established Street Wall
- 6 Access to Building from Sidewalk
- 7 Secondary Ingress / Egress for Circulation
- 8 Buffering from Adjacent Uses



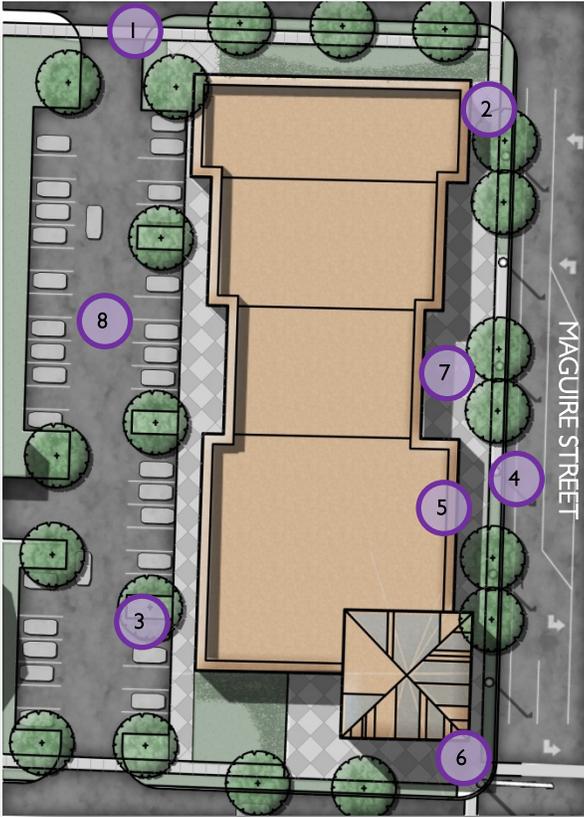
Figure 5-1: Commercial Infill / Redevelopment Site Plan



Figure 5-2: Commercial Infill / Redevelopment - Perspective

#### *Residential Redevelopment*

One market that is underserved in the corridor is rental and ownership residential units, specifically townhome, rowhouse, walk-up and flat formats. These higher density units provide housing opportunities for empty-nesters, students and others who want a smaller unit with less responsibility, like a yard. The area is ripe for these types of housing opportunities given the corridor's proximity to destinations such as Downtown the University and recreational activities. Figures 5-3 and 5-4 provide an understanding of what this product might look like.



- 1 Side Street Site Access
- 2 Pedestrian / Streetscape Improvements
- 3 Landscaping
- 4 Street and Bicycle Improvements
- 5 Building Established Street Wall
- 6 Access to Building from Sidewalk
- 7 Gathering Spaces
- 8 Parking Behind Building

Figure 5-3: Residential Development Site Plan



Figure 5-4: Residential Development - Perspective

*Mixed-use – Urban Form*

There are a few opportunities within the corridor to establish a new development pattern. Where these opportunities exist a walkable, connected urban development environment should be the goal. Creating a quality development location by addressing development patterns, the transportation network and urban design, will enable a place to be created that will allow business and residential development to prosper. Figures 5-5 and 5-6 demonstrate the type of development that can be created when a well-connected, active, quality place should be the goal.

- 1 Consolidated Site Access
- 2 Pedestrian / Streetscape Improvements
- 3 Landscaping
- 4 Street and Bicycle Improvements
- 5 Building Established Street Wall
- 6 Access to Building from Sidewalk
- 7 Gathering Spaces
- 8 Parking Behind Building

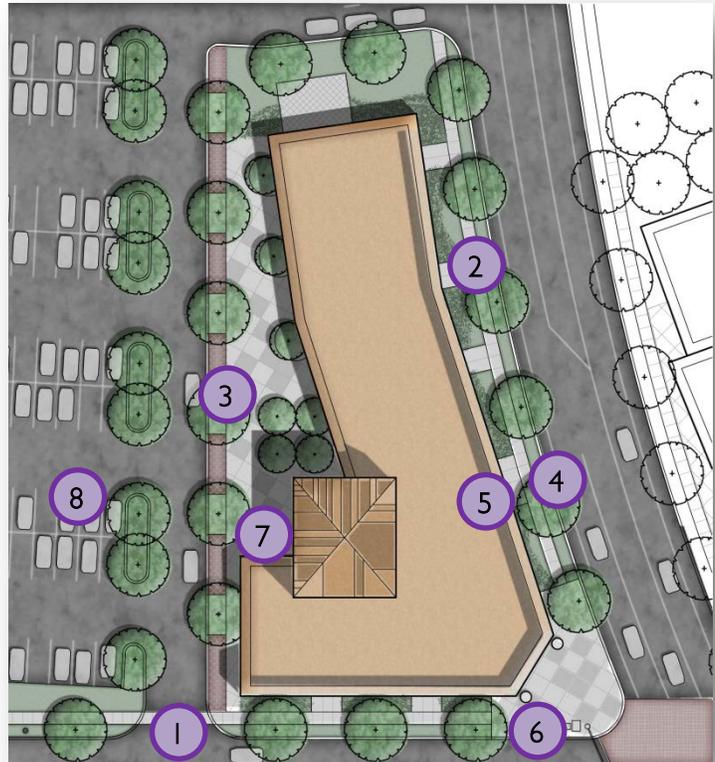


Figure 5-5: Mixed-use Development Site Plan



Figure 5-6: Mixed-use Development - Perspective

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