

Comprehensive City Plan Warrensburg, Missouri Summer 2007



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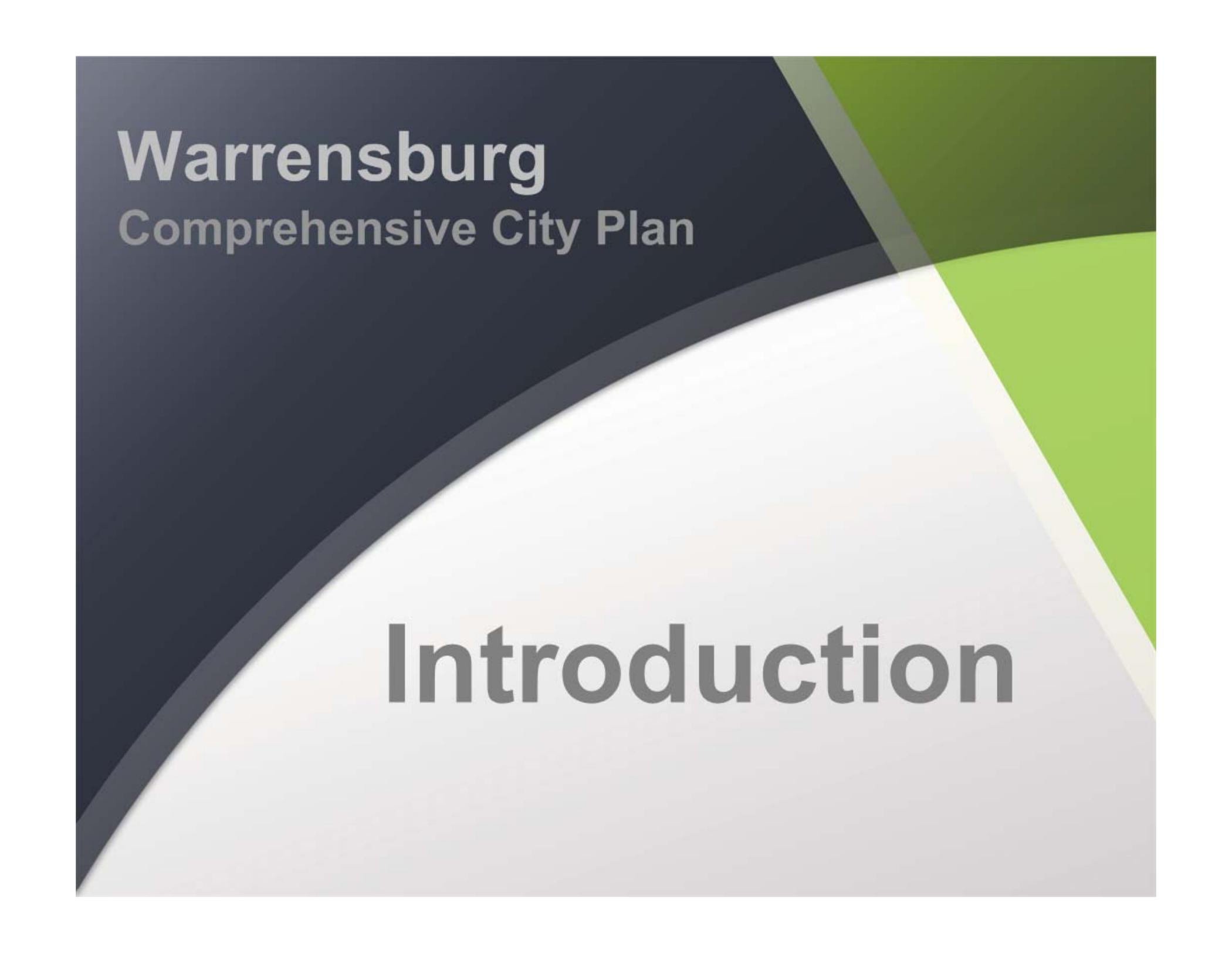
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Warrensburg

Comprehensive City Plan

Introduction

1.0 Introduction

A comprehensive city plan establishes a vision for future growth. Comprehensive city plans are anticipatory, forward thinking, and long-range in nature. Typically, a comprehensive city plan anticipates a growth period of 20 to 30 years. A comprehensive city plan is a tool designed and developed to help communities determine needs and to set goals and recommendations to direct future development. The comprehensive city plan should serve as the foundation for local planning programs, policies, and principles.

The Warrensburg Comprehensive City Plan was created to serve the needs of citizens, City staff, and elected officials. The goals, policies, and recommendations described in this plan are based on information gathered during public forums, a community assessment survey, and several meetings with an advisory committee. The Warrensburg Comprehensive City Plan describes a future vision of the community and also recommends a method in which this vision can be attained.

The Warrensburg Comprehensive City Plan was created in accordance with four key planning principles:

- 1.) The Warrensburg Comprehensive City Plan is intended to be used as a guideline and decision-making tool for community development. This document is broad in its approach and does not include specific lot-level recommendations.
- 2.) The Warrensburg Comprehensive City Plan expects that public policy decisions, in concert with market forces, will determine the implementation timeline.
- 3.) The Warrensburg Comprehensive City Plan is governed by the Warrensburg Zoning and Subdivision regulations.
- 4.) The Warrensburg Comprehensive City Plan contains recommendations that are designed to promote quality development that is congruent with the vision of the community.

1.1 Purpose of the Warrensburg Comprehensive City Plan

The purpose of a comprehensive city plan is to describe what a community wants to become in the future. This is best accomplished by establishing accurate population projections, determining future land-use needs, anticipating growth patterns, and making land-use recommendations that ensure the health, safety, and general welfare of all Warrensburg residents. Successful execution of the Warrensburg Comprehensive City Plan will ensure predictable, orderly, and contiguous growth that follows existing infrastructure. The Warrensburg Comprehensive City Plan also identifies future infrastructure improvements, future park placements, as well as the location of future residential, commercial, and industrial growth areas.

The Warrensburg Comprehensive City Plan functions as a guideline or compass for the Warrensburg Planning and Zoning Commission and helps steer and direct planning policy.

1.2 Warrensburg Comprehensive Planning Process

The City of Warrensburg first assembled an advisory committee to help steer the direction of the Comprehensive City Plan. The committee consisted of members of the Planning and Zoning Commission, members of the business community, representatives of area institutions and organizations, and interested community residents. Advisory committee and community feedback served as the basis for the development of the Warrensburg Comprehensive City Plan. The life cycle of Warrensburg's planning process consisted of eight phases.

The initial phase included developing a sound understanding of the community. Before we could make recommendations about future growth, we first needed to possess a fundamental understanding of the existing conditions within the Warrensburg community. This was best accomplished by data collection and issue identification. Phase two involved summarizing the data and then working with the community to define goals and visions. These goals, visions, and guiding principles then set the tone for the development of the comprehensive city plan. In phase three, we created alternative development scenarios and identified the advantages and disadvantages of each. In phase four, the planning staff and advisory committee selected a preferred direction. Phase five consisted of developing a draft Comprehensive City Plan. Phase six explored specific implementation strategies that the community could undertake to fulfill the visions, goals, and guiding principles described within the

Comprehensive City Plan. The completed plan was then presented to both the Planning and Zoning Commission and the City Council. In the final step, the Planning and Zoning Commission and the City Council formally adopted the plan. Ongoing implementation of the plan's detailed guidelines will keep Warrensburg moving toward its vision of the future.

The Warrensburg Comprehensive City Plan was developed over the course of several months. The advisory committee met several times during the planning process to provide critical input and guidance on land use and community development issues. Interviews, work sessions, and qualitative surveys were used to gather input on current Warrensburg challenges and future opportunities.

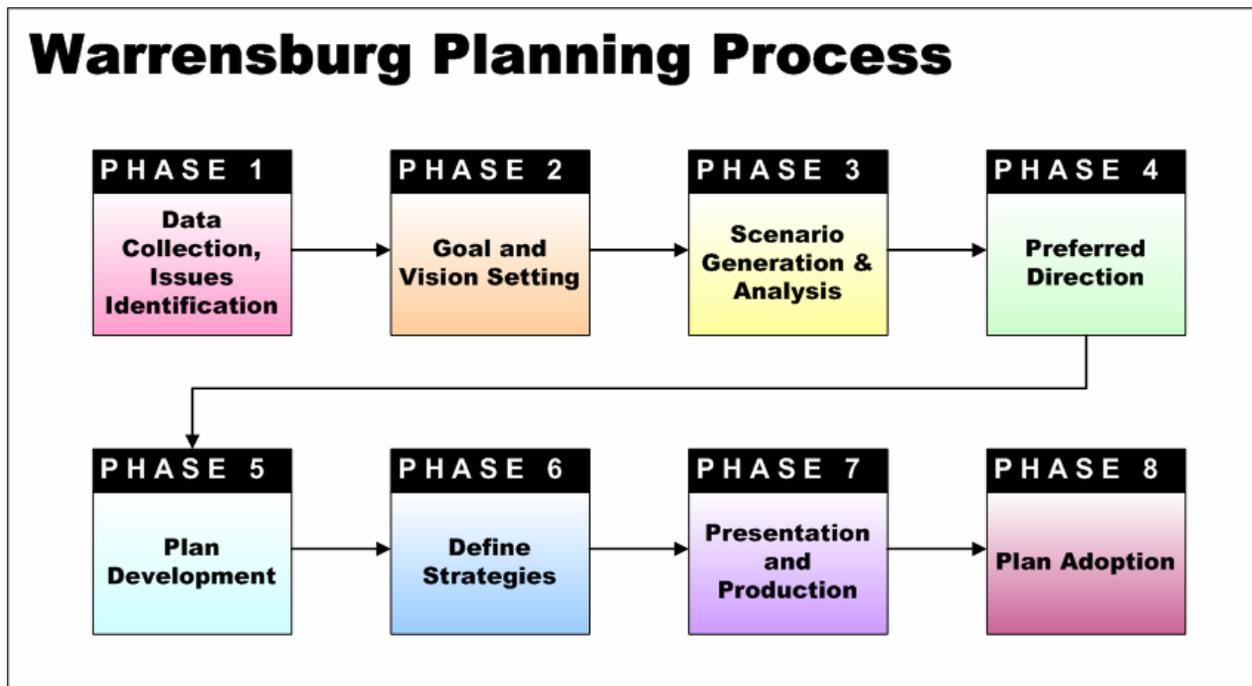


Figure 1-1: Warrensburg Planning Process

1.3 Elements of the Warrensburg City Comprehensive Plan

The Warrensburg Comprehensive City Plan contains five major sections:

- **Introduction.** This section introduces basic comprehensive planning concepts and processes and also highlights existing conditions and community character findings.
- **Land-Use Plan.** This section first evaluates Warrensburg's existing land-use characteristics and then describes a development concept that embodies the values, vision, and goals of the Warrensburg community.
- **Housing Assessment.** This section contains a detailed evaluation of Warrensburg's existing housing stock and then describes numerous suggested future housing recommendations.
- **Recommendations.** This section consists of specific short-term, mid-term, and long-term strategies that Warrensburg can implement to achieve its community goals.
- **Appendixes**
 - Terms
 - Background
 - History
 - Demographics
 - Parks and Recreation
 - Public Facilities
 - Schools
 - Utilities
 - Community Character Assessment
 - Vision and Values
 - Development Alternatives
 - Funding Sources

1.4 Background Executive Summary

Demographic Facts. The following facts and statistics were obtained from the U.S. Census Bureau. More detailed demographic information is contained in the Demographics Appendix.

Population

- Warrensburg's population increased by 1,096 residents from 1990 to 2000. This represents a population change of +7.19 percent. Warrensburg's most significant growth occurred between 1950 to 1960 when the community grew by +41.3 percent. Warrensburg also saw significant population growth between 1960 and 1970.
- The 20 to 24 age cohort represents 25.7 percent of the total population of Warrensburg. Warrensburg seniors (those who are 65 years of age and older) represent 9.8 percent of the total population.

Economic

- Warrensburg's largest employment sector is education, health, and social service. This employment sector accounts for 2,715 jobs. Warrensburg's smallest employment sector is agriculture, forestry, fishing, and hunting. This employment sector accounts for 33 jobs.
- Over 20 percent of Warrensburg households earn less than \$10,000. The median household income in Warrensburg is \$29,332. This number is lower than the norm because of the high number of University of Central Missouri students that live within the community.

Housing

- The median price of an existing single-family home is \$91,600. Approximately 63 percent of Warrensburg homes are worth less than \$100,000. Warrensburg contains zero homes that are worth more than \$500,000.
- Warrensburg contains 6,399 housing units. Homes built in 1939 or before account for 10.4 percent of Warrensburg's housing stock.

- Nearly 66 percent of Warrensburg homeowners spend less than 20 percent of their income on housing costs.
- Warrensburg has seen a steady increase in single-family building permits since 2000. The number of building permits increased +51.4 percent between 2003 and 2004 and +27.2 percent from 2004 to 2005. Warrensburg experienced a slight single family building permit decrease from 2005 to 2006.

Parks and Recreation. The Warrensburg park system includes a variety of recreational amenities designed to provide residents of all ages places to play, frolic, relax, and enjoy the natural environment. Appendix B: Background describes each park, its location, and the amenities and services offered. The following Warrensburg parks were assessed and evaluated:

- | | |
|------------------------|--------------------|
| ▪ Blind Boone Park | ▪ Lion's Lake Park |
| ▪ Cave Hollow Park | ▪ Marr Park |
| ▪ Culp Park | ▪ Sheppard Park |
| ▪ Grover Memorial Park | ▪ West Park |

Public Facilities and Schools. Warrensburg's public facilities provide value to all and enhance the quality of life within the community. Appendix B: Background provides a thorough assessment and evaluation of the facilities that provide support to the development of Warrensburg. The following public facilities were assessed and evaluated:

- | | |
|------------------------------|-----------------------------------|
| ▪ Municipal Swimming Pool | ▪ Southeast Elementary School |
| ▪ Municipal Community Center | ▪ Ridge View Elementary School |
| ▪ Police Station | ▪ Martin Warren Elementary School |
| ▪ Fire Station #1 | ▪ Sterling Elementary School |
| ▪ Fire Station #2 | ▪ Warrensburg Middle School |
| ▪ Library | ▪ Warrensburg High School |
| ▪ City Hall | ▪ Reese School |

1.5 Community Character Executive Summary

A community character assessment was completed to formulate a better understanding of Warrensburg's distinct districts. Areas throughout the city were identified according to similar settings, qualities, and locations. Each community character assessment identified and evaluated a variety of characteristics, including roadways, housing stock, uses and functions, landmarks, paths, activity centers, and barriers. The detailed assessment and analysis is contained within the Community Character Appendix.

Thirteen districts were identified and evaluated, including:

- **Northern Gateway District.** The strengths of this district include quality homes that are available to middle-income residents, excellent vista views of the city, trees and rolling hills within the Hawthorne subdivision, and roadways that are in good condition.
- **Historic Warrensburg District.** The strengths of this district include a strong historic legacy, numerous parks, a mature landscape that creates a naturally inviting atmosphere, and several activity centers.
- **Highway Commercial Corridor District.** The strengths of this district include excellent activity centers with consistent pedestrian access, an abundance of retail options for area residents, and a crime-free feeling due to the constant level of activity.
- **Services/Industrial Central District.** The strengths of this district include a high-quality industrial complex that is separate from the residential parts of the city, and its proximity to the Union Pacific main line.
- **Central Neighborhood District.** The strengths of this district include close proximity to neighborhood schools and activity centers.
- **Classic Warrensburg District.** The strengths of this district include a high-quality housing stock that contributes to the appeal of the area, numerous park sites that offer excellent pedestrian and vehicular access to some of the area's best recreational facilities, and the absence of retail and industrial establishments, which ensures that the character of the community maintains a residential feel.

- **University Village District.** The strengths of this district include the presence of the University of Central Missouri (UCM), which provides Warrensburg with quality arts and entertainment activities, a comprehensive sidewalk network, and the close proximity of the campus to downtown Warrensburg.
- **New Warrensburg District.** The strengths of this district include an excellent housing stock that will ensure the desirability of the area for many years, strong pedestrian connections to the Hale Lake Road biking/walking path, and acres of land that can still be developed so quality growth can continue in the area.
- **Southern Neighborhood District.** The strengths of this district include a broad diversity of housing styles and price ranges that appeal to people within a broad variety of socio-economic backgrounds, and convenient access to Highway 13, UCM, and the biking/hiking trail along Hale Lake Road.
- **Rural Warrensburg District.** The strengths of this district include a high-quality housing stock that is desirable to existing residents and potential residents, a strong rural character, and large lot sizes that accommodate the lifestyle of those who reside in the area.
- **Southern Gateway District.** The strengths of this district include an excellent location that places it at the southern gateway to the community, and abundant surrounding land that provides future development opportunities.
- **Transition District.** The strength of this district is its strategic location near downtown and UCM.
- **Downtown District.** The strengths of this district include charm, independent businesses that offer services and products that cannot be found elsewhere within the community, the prevalence of landmarks and activity centers that make downtown a true destination center for the entire community, excellent pedestrian and vehicular access that allow for continued viability of the downtown business area, and passenger rail service that makes national travel available to the Warrensburg community.

1.6 Vision and Values Executive Summary

A broad variety of Warrensburg organizations and stakeholders completed the Greater Warrensburg Vision 2010 visioning effort in 2001. The scope of the comprehensive plan did not replicate this process, but focused on validating the initial findings and measuring the current progress toward the Vision 2010 goals. Goals were organized into six categories:

- Infrastructure
- Economic development
- Education
- Safety and wellness
- Amenities, cultural activities, recreational opportunities, and community enrichment
- Aesthetics

A detailed update on how Warrensburg is progressing toward these goals is discussed in the Vision and Values Appendix.

The visioning phase of the comprehensive planning process did include a brief questionnaire, which was distributed at a community meeting. Nine questions were included in this survey, addressing planning issues, demographics, parks and recreation, and future land use. Highlights of the survey results include:

- Question one asked, “What are the reasons you choose to live in Warrensburg?” The most popular response was location, and the second most popular response was affordability.
- Question two asked, “What do you like least about living in Warrensburg?” The most popular response was a lack of variety of retailers, and the second most popular response was traffic.
- Question three asked, “How would you describe Warrensburg?” The most popular response was college town.
- Question four asked, “What are Warrensburg’s most important planning issues?” The most popular response was business retention and attraction.

- Question five asked, “I believe that the ideal population of Warrensburg is...” The most popular answer was 30,000.
- Question six asked, “Which park do you visit most often?” The most popular response was Grover Park.
- Question seven asked, “My overall impression of the Warrensburg park system is...” The most popular response was good.
- Question eight asked, “I think that creating a more unified and contiguous park and trail system is important...” Agree was the most popular response.
- Question nine asked, “I believe that the ideal development and growth concept for Warrensburg is...” The most popular response was the concentric growth concept.

A more detailed summary of the results of the survey are included in the Vision and Values Appendix.

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Warrensburg
Comprehensive City Plan

Land-Use Plan

2.0 Land-Use Plan

A land-use plan is a long-range plan that identifies the desired course of growth for a city. This “blueprint” for growth serves as a guide for zoning changes, future land uses, and proposed acquisition areas. An inventory of existing land uses is used in conjunction with population projections to most accurately predict future land-use needs. This section of the Warrensburg Comprehensive City Plan evaluates the location and total area of all the different types of land uses contained within Warrensburg.

2.1 Existing Land Use

Existing land use is a description of how each parcel of land is currently being occupied or utilized (*A Planner's Dictionary*, 2003). This description is independent of and may or may not match city zoning regulations. This section of the Warrensburg Comprehensive City Plan is meant to provide an approximation of the number of acres of different land-use types contained within Warrensburg. Existing land-use figures only reflect those land uses residing within current corporate boundaries. All land uses outside the Warrensburg corporate boundary are subject to the authority of Johnson County.

The Existing Land Use section summarizes the breakdown of land use categories within Warrensburg, then provides detailed information about each land-use type. A field survey was completed in the summer of 2006 by Olsson Associates. Table 2-1 depicts the number of acres of each land-use type contained within the corporate boundary of Warrensburg. Land-use types are listed in the far left-hand column. Number of acres and percentage of total acres are listed as rows.

“A land-use plan is a long-range plan that identifies the desired course of growth for a city. This ‘blueprint’ for growth serves as a guide for zoning changes, future land use, and proposed acquisition areas.”

The City of Warrensburg contains 4,704 acres. Single-family residential land uses occupy 1,679 acres, which represents 35.6 percent of the total land area within the city. Vacant urban land uses account for 18.6 percent of the total land area, occupying approximately 874 acres. Combined, parks and open spaces represent 10.9 percent of total land use, occupying 511 acres. Warrensburg's remaining land uses are fairly well diversified.

Warrensburg Existing Land Use	Acres	% Total
Single Family Residential	1,679	35.6%
Multi Family Residential	257	5.5%
Mobile Home Residential	23	0.5%
Central Business District	21	0.4%
Retail	408	8.7%
Office	44	0.9%
Industrial	197	4.2%
University of Central Missouri	203	4.3%
UCM (Undeveloped)	299	6.3%
Park / Open Space	511	10.9%
Public (School)	105	2.2%
Public	30	0.6%
Cemetery	53	1.1%
Unidentified	46	0.9%
Vacant	874	18.6%
Totals	4,704	100%
Total Developed Land	3,531	74.9%

Table 2-1: Warrensburg Existing Land Use

Residential Land Uses

Like many comparable communities, Warrensburg is predominantly a community of residential homes. Approximately 56 percent of the developed land within Warrensburg is in residential use. Single-family units account for 85.7 percent of all residential units. Multifamily units, representing about 13 percent, comprise the second-largest residential use within Warrensburg. Multi-family residential is a higher density residential distinction and is characterized by townhomes, condominiums, or apartments. The percentage of multifamily units is higher than comparable cities due in part to the presence of the University of Central Missouri which results in higher density student-residential areas. Mobile or manufactured residential uses account for only 1.2 percent of residential uses within Warrensburg. Mobile homes are typically manufactured in factories instead of on-site, and as a result, are often less expensive than site-built homes. Mobile home districts provide additional housing alternatives to the residents of Warrensburg.

Warrensburg Residential Land Use	Acres	% Total
Single Family	1,679	85.7%
Multi Family	257	13.1%
Mobile Home	23	1.2%
Total Residential Use	607	100%

Table 2-2: Warrensburg Residential Land Use

Commercial Land Uses

Retail and commercial uses are those focused on the growing, processing, and manufacturing of goods and/or the provision of services for consideration or profit. The existing land-use survey identified three types of uses that fall into the general category of commercial. The general commercial category accounts for 473 acres or about 10 percent of Warrensburg's total existing land. While commercial uses are found throughout the city, the major commercial nodes can be found on or near Missouri Highway 13, U.S. Highway 50, or U.S. Highway 50 Business.

Warrensburg Commercial Land Use	Acres	% Total
Central Business District	21	4.4%
Office	44	9.3%
Retail	408	86.3%
Total Commercial Use	473	100%

Table 2-3: Warrensburg Commercial Land Use

The Central Business District (CBD) is generally bounded by North Street on the north, Washington Avenue on the west, Maguire Street on the east, and Grover Street on the south. This area contains 21 acres, which represents just over 4.4 percent of the general commercial category. This small area makes significant contributions to the local economic and cultural climates of the community.

Warrensburg possesses around 44 acres of office space, which corresponds to 9.3 percent of the general commercial category. Office uses are generally located either on or near Highway 50, or in close proximity to major retail commercial areas. Office land-use areas function as employment centers for Warrensburg residents.

Retail commercial, the largest component of commercial land uses, contains 408 acres, representing about 86.3 percent of the general commercial category. Retail commercial areas are made up of both local and national businesses and tend to be located near the three major highway corridors.

Industrial and Manufacturing Uses

Industrial uses are generally defined as “uses that involve the manufacturing, production, processing, fabrication, assembly, treatment, repair, or packaging of finished products, predominantly from previously prepared or refined materials (or from raw materials that do not need refining).” (*A Planner's Dictionary*, 2003) Warehousing, wholesaling, and distribution of the finished products produced at the site are also considered parts of general industrial use. The general industrial category accounts for 197 acres of land, or about 4.2 percent of the total existing acreage of Warrensburg. These uses are predominantly located at the southwest corner of the intersection of Devasher Road and U.S. Highway 50 in the northeast section of town.

Public/Quasi-Public Uses

Public land uses include land and building improvements that are owned and operated by the City of Warrensburg. Examples of public land uses include City Hall, the police station, two fire stations, the cemetery, and the community center. Public schools or school-related uses are not included in this designation. Approximately 83 acres of land, or two percent of the total acreage, are considered to be a part of the public use category.

Quasi-public land uses are those that are privately owned, but are available to the public. An example of quasi-public land use in Warrensburg is a church. Quasi-public uses account for 2 acres or less than one percent of the total city acreage.

Educational Uses

Educational land uses include schools, universities, and educational administration buildings. Educational institutions in Warrensburg include six public schools and the University of Central Missouri (both developed and undeveloped lands). These two uses combine to occupy 607 acres or 12.9 percent of total city acreage.

The University of Central Missouri exhibits a prominent educational, cultural, and economic presence within the City of Warrensburg. The university is home to more than 10,000 students and 400 highly educated faculty and staff. These two factors affect a variety of demographic statistics, including diversity, educational attainment, and income in the City of Warrensburg. The central location, diversified student body, and sizeable campus make UCM a significant stakeholder in the future of the city. UCM occupies 203 acres of developed land or about 33 percent of the general educational designation. It also owns an additional 299 acres, almost 50 percent of educational uses, of land that is currently undeveloped. These 502 acres account for 10.7 percent of total city acreage, further emphasizing the significant presence UCM holds in the community.

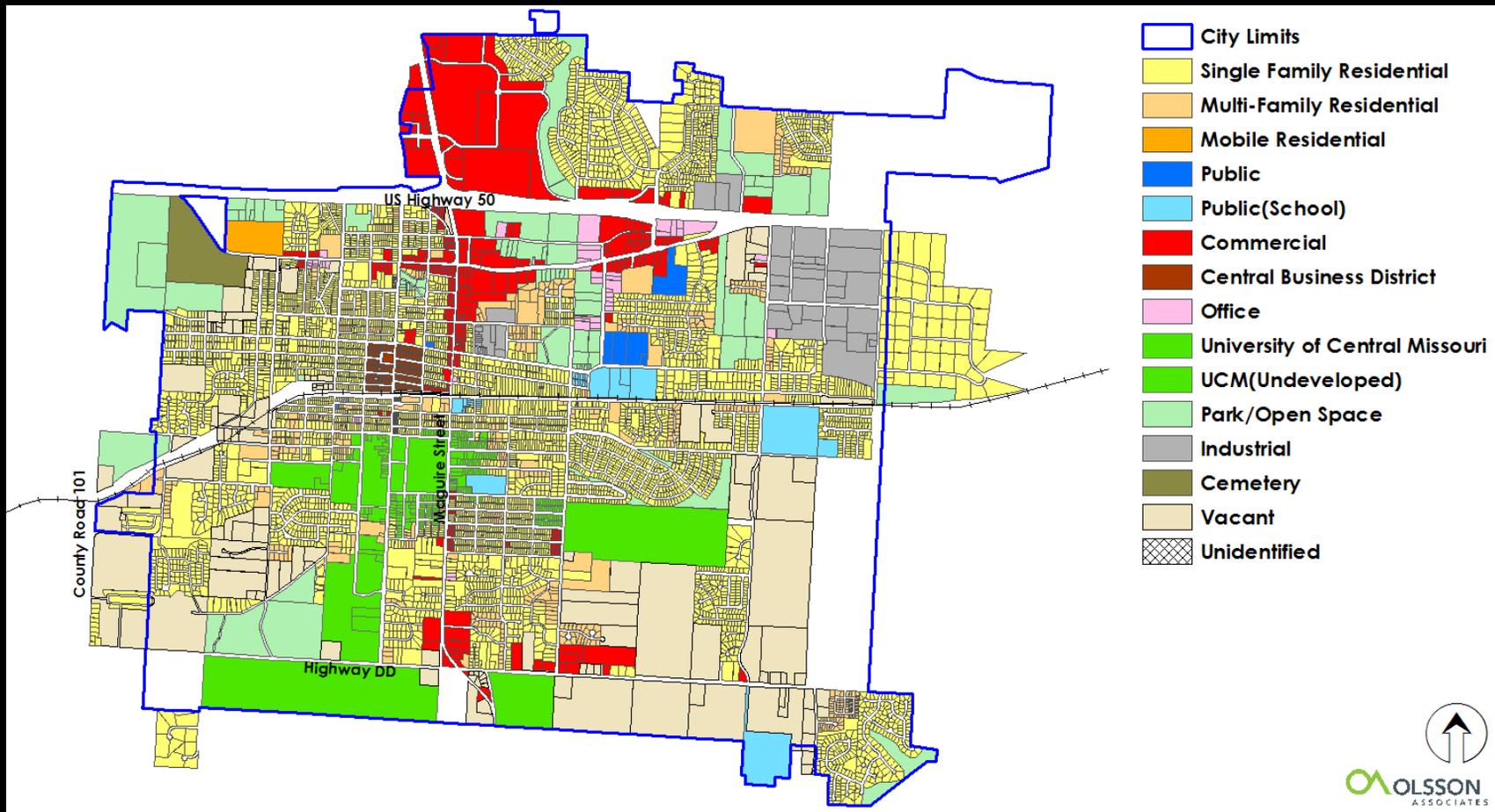
Warrensburg Educational Land Use	Acres	% Total
University of Central Missouri	203	33.4%
UCM Undeveloped	299	49.3%
Warrensburg Public Schools	105	17.3%
Total Educational Use	607	100%

Table 2-4: Warrensburg Educational Land Use

The Warrensburg public school system is also included within the general educational use category. Six public schools in Warrensburg account for 105 acres or 17.3 percent of general educational uses.

Warrensburg Comprehensive City Plan

City of Warrensburg, Missouri
Existing Land Use Map



Parks/Open Space Uses

The City of Warrensburg has a variety of natural space venues that offer many recreational opportunities, including playgrounds, ball fields, picnic areas, and swimming pools, among many others. Open space areas include floodplain, naturally wooded areas, and open areas between subdivisions and neighborhoods. In all, parks and open space account for 511 acres, or nearly 11 percent of total city acreage.

Warrensburg Park and Open Space	Acres	Acres per 100 Residents
Existing Park and Open Space	511	2.87
Proposed Park and Open Space	1,347	6.37

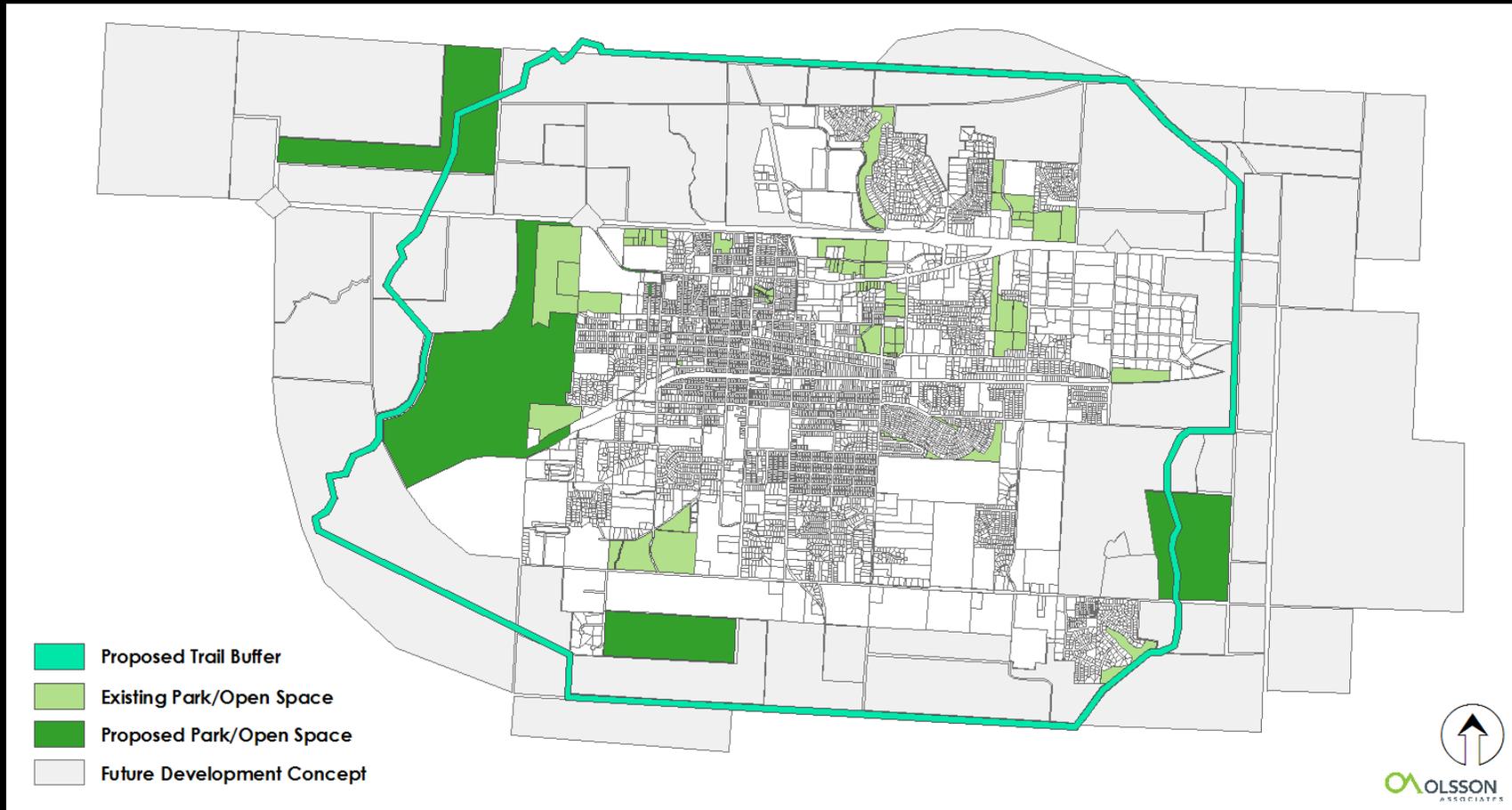
Table 2-5: Warrensburg Park and Open Space

Vacant Land Use

Vacant uses are those lands and buildings that are not being actively used for any other purpose. Many of the existing vacant lands in Warrensburg can be developed or are in the process of being developed. All undeveloped parcels owned or maintained by the University of Central Missouri were not included in this designation. Warrensburg has 874 acres of vacant land or buildings, accounting for 18.6 percent of total city acreage. Warrensburg has an abundance of vacant parcels located within the City, further emphasizing the importance of continued infill development.

Warrensburg Comprehensive City Plan

City of Warrensburg, Missouri
Existing and Future Parks Map



2.2 Population Projections

Population forecasting has significant effects on community planning efforts. A community's growth rate affects school enrollment, housing needs, and the scheduling of infrastructure upgrades. Planning to accommodate population growth is an important component of the comprehensive planning process. The amount and allocation of different future land uses are heavily influenced by future population projections. Future population growth will dictate future land use.

Historic population trends, birth and death rates, and migration patterns, are all factors in developing population projections that are best suited for the City of Warrensburg. Figure 2-1, the Warrensburg Population Projections graph, displays four separate projections. The baseline projection is based solely on natural increase (births-deaths). The other projections are based upon annual growth rates.

Annual growth rate is an indicator used in population projections to assess average change in a population over a defined period of time. In population projections, annual growth rate is expressed as a percentage which is compounded annually. This percentage takes into account all factors (historic trends, natural increase, migration) and combines them into a single projected growth percentage. Figure 2-1 displays projections based on one percent, two percent, and three percent annual growth rates.

The 2005 population estimate of Warrensburg was 17,769. As the figure illustrates, if Warrensburg grew one percent annually over the defined time period, the 2030 population would be 22,788. Two percent annual growth would yield a population of 29,152, while three percent annual growth would generate a 2030 population of 37,204.

Generally, larger healthy cities can support about one percent annual growth over an extended period of time, while surrounding suburban cities can support slightly higher rates. Fifteen-year trends indicate that Warrensburg has averaged slightly higher than one percent annual growth. Given the presence of the university, proximity to the Kansas City metro area, and the commitment of the City for continued growth and expansion, the 2030 population should be closest in line with the two percent projections. At close to 30,000 residents, Warrensburg in 2030 should be a thriving and sustainable community.

Warrensburg Population Projections

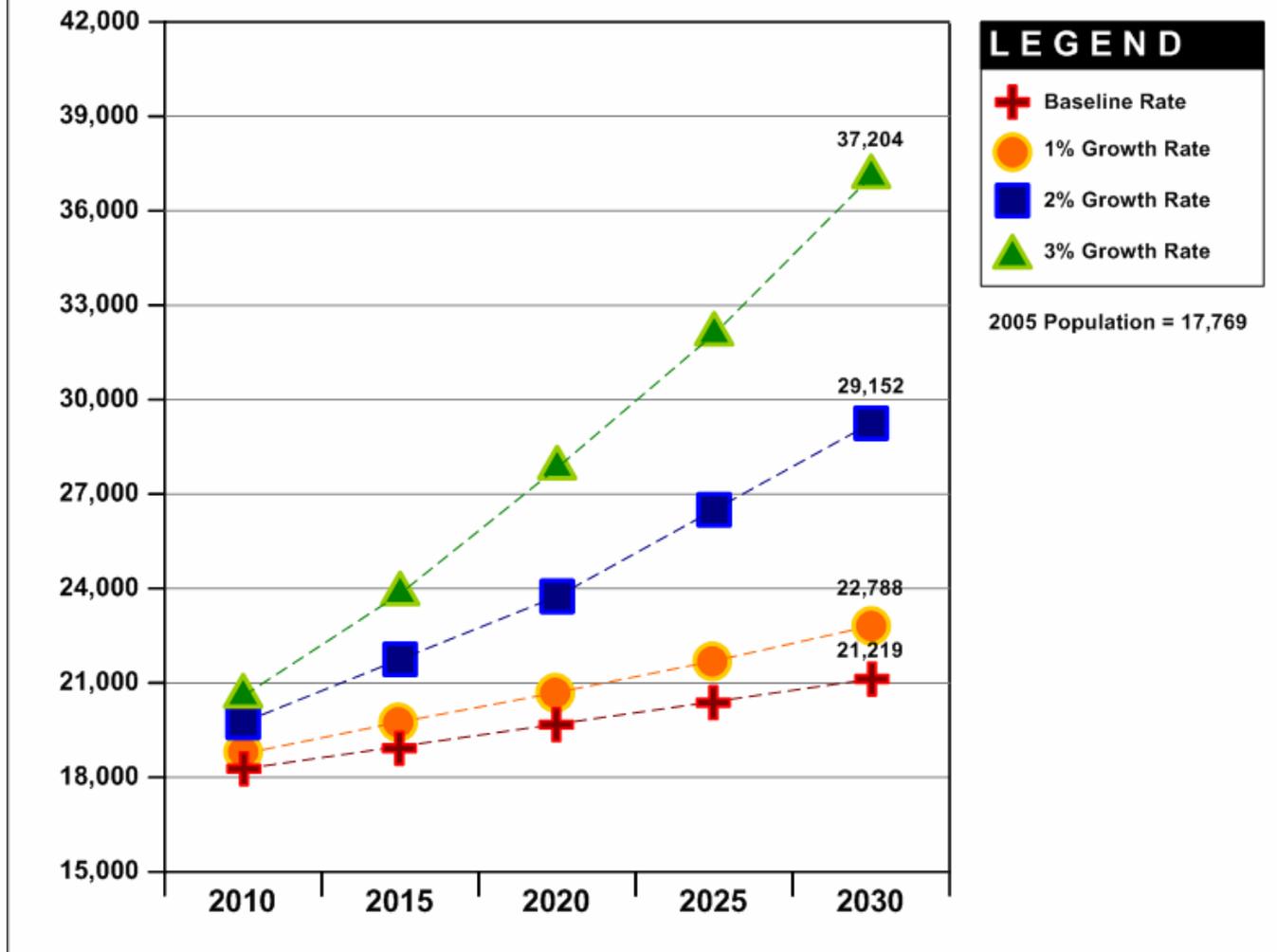


Figure 2-1: Warrensburg Population Projections

2.3 Future Land Use

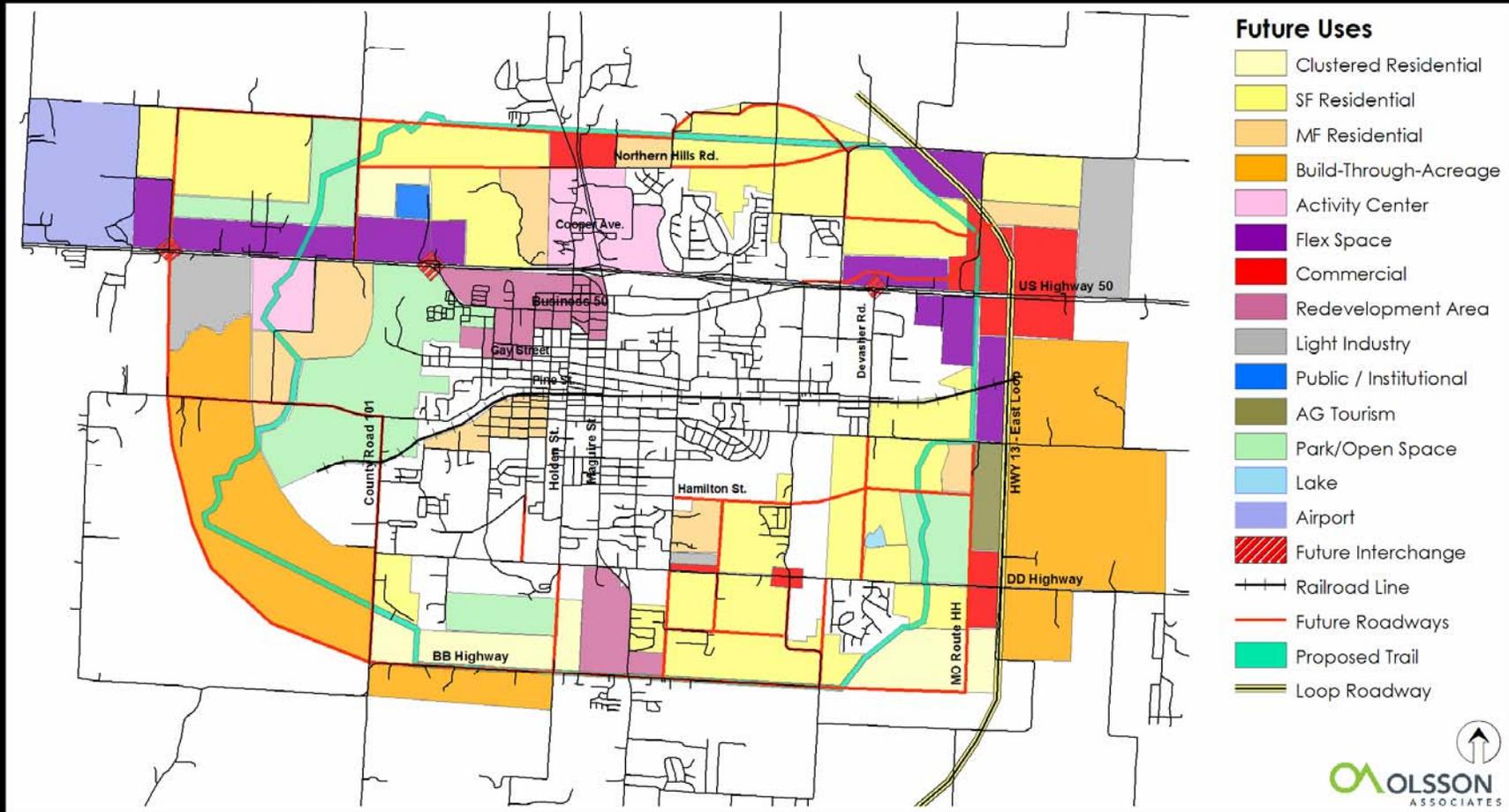
The Warrensburg Comprehensive City Plan advisory committee and City staff first reviewed the original six development alternatives in the fall of 2006. In January 2007, the general public had an opportunity to review the development alternatives at a community open house. Approximately 100 residents attended this event and an abundance of dialogue and positive feedback was received.

Responses and reviews from the advisory committee, city staff, and the general public were all used in the design and development of the future land-use plan. In the end, the desirable elements from each of the six concepts were merged to form a new preferred development concept. The development concept alternatives are discussed in detail in Appendix E: Alternative Development Concepts.

The future land-use plan was developed in conjunction with the advisory committee, city staff, and the general public. Most importantly, the recommendations contained within the future land-use plan are congruent with Warrensburg community goals and values.

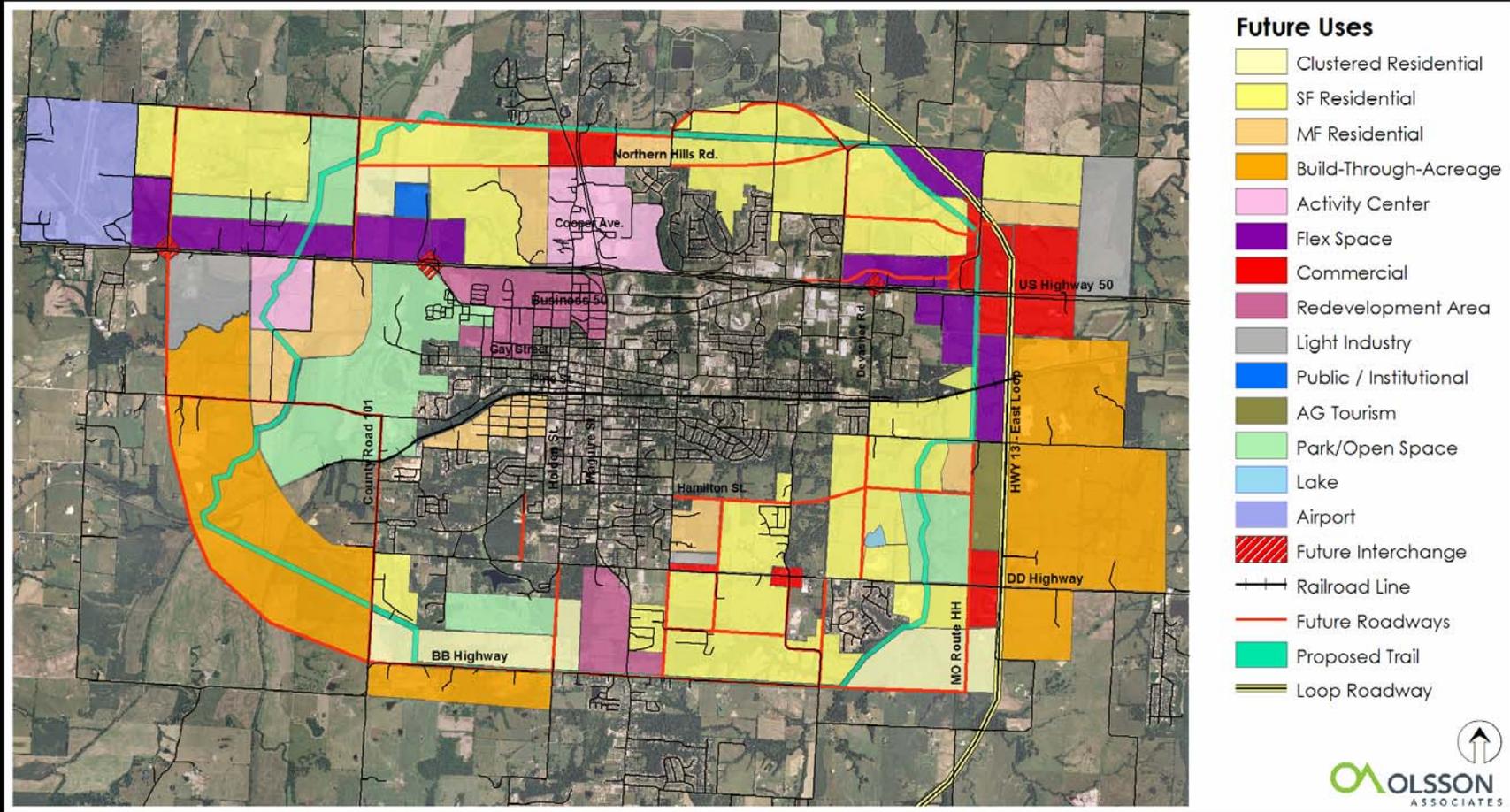
Warrensburg Comprehensive City Plan

City of Warrensburg, Missouri
Future Land Use Map



Warrensburg Comprehensive City Plan

City of Warrensburg, Missouri
Future Land Use Map



Predominant Themes and Key Features of the Future Land-Use Plan

Parks and Recreation

One goal of the preferred concept was to expand and improve the Warrensburg park and trail system. Community input suggested that pursuing the expansion and improvement of park facilities is of high importance. The future land-use plan includes a perimeter greenbelt/trail system, which was designed to capitalize on existing natural features in the community. Development of the greenbelt could yield numerous positive effects, including:

- Improved and more widely used park system
- Better interconnectivity community-wide
- Promotion of healthier, more active lifestyles for the residents of Warrensburg
- A natural urban-growth boundary
- Decreased dependence on automobiles for intercommunity transit

In addition to the greenbelt, the future land-use plan proposes existing park expansion and creation of a new park and open space facilities. The two highlighted expansion areas are an extension of open space south of the Keth Memorial Golf Course and an extension of park and open space south and west of Hidden Pines Country Club. Three new park and open space sites are identified in the future land-use plan. The selection of new park and open space sites was based upon two primary factors. Each site had to contain naturally conducive topographic and physical features, as well as maintain a balance of park accessibility to all areas and residents of Warrensburg. Of the three new park sites, two sites are proposed in the northwest section of Warrensburg, while the third site is proposed in the southeast portion of the city.

Flexible-Space Areas

Flex-space development can be defined as a new and more flexible development classification that has been established to specifically accommodate traditional and modern businesses and industries. The intent of such a classification is to broaden the range of future development options available to the City of Warrensburg. This recognition by the city that the appropriate use for every parcel of land cannot be predetermined will prove beneficial to future residents and decision makers. This "flexible" designation allows for future policies and criteria that are based more solely on performance standards rather than specified uses.

The flexible concept is becoming increasingly popular because the traditional classification of businesses and industry has changed over the course of the last several decades. Many uses that were once offensive are now clean, efficient, and more compatible with adjacent land uses. This designation also enables the future market to assist in determining the end use of the development in the proposed flexible areas.

The Warrensburg future land-use plan suggests six separate flexible designation districts. All six districts lie in close proximity to U.S. Highway 50. Four of the proposed districts are positioned on the eastern edge of the community, while the other two are located near the western gateway. All six districts were strategically placed near areas where future interchanges or transportation-related changes may occur. The continued development of the Highway 13 East Loop will also have a substantial effect on the uses along the eastern edge of Warrensburg. These factors, combined with the relatively undefined time frame for these changes, guided the decision to propose flex-space districts in these areas.

Activity Centers

Another key feature of the future land-use plan is the introduction and inclusion of activity centers. The primary purpose of an activity center is to create a pedestrian-scale village that allows community members to work, shop, live, worship, congregate, and enjoy the outdoors all within close proximity (walking distance) from their homes.

Activity centers typically adhere to several development principles:

- Contain a concentrated mix of uses, including medium-density residential (townhouses, condominiums, rowhouses), retail, commercial, entertainment, office, public, and service.
- Preserve environmentally sensitive areas and integrate those areas into the development.
- Connect green space, linear parks, and other open spaces together as much as possible.
- Transit stops are located near busy commercial areas and in close proximity to residential units.
- Provide a diversified supply of housing types and styles (i.e., rowhouses, apartments, single-family residences, condominiums).
- Use public facilities/institutions to serve as centers of neighborhoods.
- Compact and pedestrian-oriented development pattern.
- Pedestrian paths should provide linkage between subareas.
- High design standards that emphasize quality and variety of building components and landscape design.

Activity Center



Activity centers are not:

- Strip malls
- Big box developments with deep setbacks
- Single-use zoning districts
- Auto-oriented development.

Activity centers also offer a variety of ancillary benefits. The activity center development pattern is more supportive of the needs of aging population groups. Seniors appreciate safe and walkable neighborhoods and smaller yards that require less maintenance. Activity centers also promote healthy lifestyles by accommodating the needs of the pedestrian first and the automobile second. The presence of wide sidewalks and trail networks makes pedestrian travel safe, efficient, and fun.

The preferred development concept for Warrensburg includes two types of activity centers: Neighborhood Activity Center (NAC) and Community Activity Center (CAC). Each type of activity center is designed to serve different needs of the community. The Neighborhood Activity Center (NAC) contains facilities vital to the day-to-day activity of the neighborhood. The central focus area may be a retail, public, or quasi-public use such as a grocery store, service station, or small park. Each of these diverse facilities is ideally located in close proximity to each other in the central section of the activity center. The areas directly around the central core should contain the neighborhood's highest-density housing. This design reduces the number of daily automotive trips for shopping needs by allowing residents access to amenities that are in walking distance.

The Warrensburg preferred development concept proposes a neighborhood activity center south of U.S. Highway 50 near the west gateway of the community. This activity center would serve the day-to-day needs of the surrounding low- and medium-density residential. The proposed greenbelt/trail system is planned to navigate directly through the central core of this activity center making the area pedestrian-friendly and accessible.

The Community Activity Center (CAC) contains the shopping, services, recreation, employment, and institutional facilities that are required and supported by the community as a whole. The central section of the center likely contains a large supermarket or other large retail shopping establishment with a mix of smaller retail opportunities included. Other uses, such as parks, public, and office, are also included in the activity center. As with the neighborhood activity center, the highest-density residential areas are adjacent to the central core, with housing

densities declining outward. The community activity center contains a central area that is considerably larger and more diverse in its land uses than the neighborhood activity center.

The Warrensburg preferred concept proposes a community activity center north of the intersection of Missouri Highway 13 and U.S. Highway 50. This location retains major existing commercial establishments and has the opportunity, provided its prominent location, to become a functional and well-designed activity center. The introduction of a highly diversified center, both residential and retail, could stimulate economic and population expectations in a positive manner, but is dependent on a change in community perception on the exact nature of “commercial centers.” The convenient and prominent location of this area, combined with the existing large retail component, make this area very suitable for a community activity center.

Residential

The Warrensburg Preferred Development Concept supports a wide variety of housing options, including:

- **Clustered Residential:** A development design technique that concentrates housing in specific areas on a site to allow remaining land to be used for recreation, common open space, or the preservation of historically or environmentally sensitive features.
- **Single-Family Residential:** Areas with units designed to house one family per unit. Includes housing densities ranging between three and eight units per acre and can include a mixture of dwelling types including single-family detached and semi-detached units, single-family attached units, patio homes, and townhouses.
- **Multifamily Residential:** Typical uses include multifamily condominiums and apartments at densities of eight or more units per acre. These housing units are typically two to four stories in height. Multifamily residential units should incorporate some amount of public space for their residents.
- **Build-Through Acreage:** Allows short-term acreage development in areas that are not expected to urbanize within 20 years. Build-through acreages are intended to allow landowners to develop rural estate style development now. However, the plat must be designed in such a way to support higher density levels in the future.

Build-through acreages are suggested on the southeast and southwest fringes of the preferred development concept.

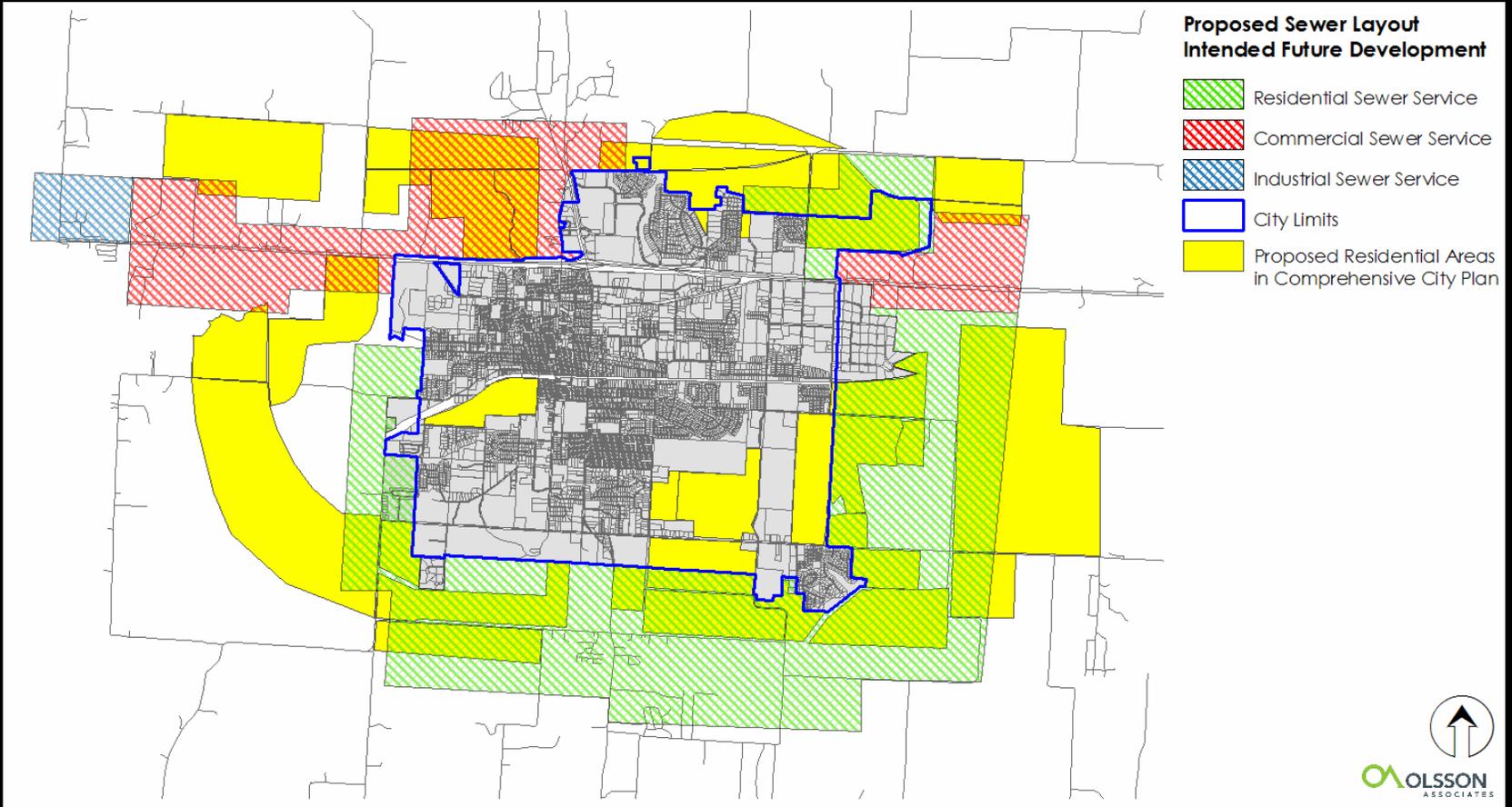
Multifamily residential areas are proposed throughout the community. One area, east of Holden Street and south of the railroad tracks, is in close proximity to UCM, making infill multifamily development ideal for student living options. Other suggested areas flank the two proposed activity centers. Higher-density residential adjacent to activity centers have the potential to create dynamic and pedestrian-friendly areas of the community. Two other multifamily residential districts can be found at the intersection of Mitchell Street and Hamilton Drive and the intersection of Division Road and the proposed southward extension of Missouri Route HH. These two residential areas would serve as transition areas between single-family residential and other uses.

Single-family residential is suggested to be distributed throughout Warrensburg. These proposed areas were selected based upon future infrastructure networks, community input, and projected market trends. Proposed single-family areas in the southeast section of town are dependent on future extensions in street networks. The City of Warrensburg needs to place a continued emphasis on the development of vacant/open space parcels located within current corporate boundaries. Phased infill development will allow the city to maximize and capitalize on property tax assessments without having to extend boundaries and services. Other suggested single-family areas are generally located in the northeast and northwest sections of the community.

Three clustered residential districts are proposed in the preferred development concept. Two of these areas, along BB Highway, allow developments to maintain a reasonable level of residential units, while also creating open space corridors along the major transportation route. The third area is located near the public/utilities area in the northwest corner of the community.

Warrensburg Comprehensive City Plan

City of Warrensburg, Missouri
Proposed Sewer Overlay Map



Commercial/Retail

Smaller commercial areas are also included in the future land-use plan. These areas are different from activity centers in the goods and services provided. The Warrensburg future land-use plan proposes that these areas be primarily located near or around major transportation corridors. Most of these areas are adjacent to the proposed Missouri Highway 13 East Loop at the intersections of DD Highway or U.S. Highway 50. General commercial areas will primarily comprise “highway commercial” establishments such as fuel stations and restaurants. Another small commercial area is proposed slightly north of the community activity center, which will likely serve highway commercial needs as well.

Redevelopment Areas

The preferred development concept suggests two interior sections of the community be deemed areas of redevelopment. A redevelopment area can generally be considered any proposed expansions, additions, or major façade changes to existing buildings, structures, or parking facilities in an area (*A Planner's Dictionary*, 2003).

One of the redevelopment areas is located in the northern section of the community. It is generally bounded by U.S. Highway 50 on the north, Gay Street on the south, Maguire Street on the east, and Hidden Pines Country Club on the west. This area is considered to be a Business 50 gateway and contains aging and deteriorating conditions. Redevelopment of this area, given its proximity to downtown and its prominent location, will positively affect the entire community.

The second redevelopment area is the southern gateway of the community, which is generally bounded by DD Highway on the north and BB Highway on the south, and runs parallel to U.S. Highway 50. The existing conditions of this gateway do not present the community in the most effective and welcoming manner. While physical transformation of the area is the ultimate goal, the city can begin to take primer steps to ensure the future vitality of this district. Some of these short-term measures may be incentives for new and existing businesses to locate in the area, such as updating the city signage ordinance, or city-assisted rehabilitation. These city-initiated steps can begin to lay the foundation for more physical redevelopment in the future.

Agricultural Tourism

Agricultural tourism is generally defined as a use that allows residents to visit a working farm or any agricultural, horticultural, or agribusiness operation for the purpose of enjoyment, education, or active involvement in the activities of the farm or operation (Lobo, UC Cooperative Extension, 2007). These activities may include a local vineyard, a “rent-a-tree” operation, or any “pick-your-own” operations. All of these activities offer the residents of the community a unique experience while providing locally produced agricultural products. This land use could be temporary in nature, and allow for other uses, such as residential or commercial, in the future.

The preferred development concept proposes one area designated to agricultural tourism. This area is located in the southeast quadrant of the community, parallel to the Highway 13 – East Loop. Ideally, the area functions as a transition area between more urbanized uses and more agricultural uses, but also provides an engaged and supported local agricultural use.

Industrial Uses

The preferred development concept suggests two smaller industrial centers. One area is located on the west side of the community, south of U.S. Highway 50 and west of the proposed neighborhood activity center. This site was selected for industrial use based on proximity to the potential airport innovation park and as industrial support for the surrounding flexible spaces and activity center. The second area is located on the east side of the community, north of U.S. Highway 50 and east of the Highway 13 – East Loop. This site was selected based on location and access to U.S. Highway 50 and Highway 13 – East Loop.

Transportation Improvements/Expansions

The Warrensburg preferred development concept also proposes improvements and expansions to the transportation network. These changes include:

- Completion of the proposed Missouri Highway 13 East Loop
- Development of a west loop connecting County Road BB to U.S. Highway 50
- Improvement of County Road DD to either a four-lane arterial or addition of a center turn lane
- Improvement/expansion of County Road BB to accommodate increased traffic volumes
- Realignment of County Road HH in the area of the Highway 13 East Loop
- Extension of Division Road to the west loop
- Extension of Veterans Road to the proposed Missouri Highway 13 East Loop

- Improvement of 175 Road from NW 121 Road to PCA Road
- Development of overpasses on Main Street, Warren Street, and George Cooper Road (SW101 Road) across the railroad

All recommended transportation changes are proposed to create more fluid circulation and greater access to all areas of the city. As the population grows, consequently the number of vehicles also increases. The efficiency of movement will directly determine when and where the community will be able to expand.

2.4 Infill Future Land-Use Plan

The Warrensburg Comprehensive City Plan also identifies the preferred course of infill growth for areas already within existing corporate boundaries. This concept provides more general land-use delineations, focusing primarily on single-family residential and general commercial uses. The intent of the preferred infill development concept is to determine the appropriate general uses within current city boundaries to ensure a continued emphasis on the health and vitality of the existing community. Ideally, short-term growth should be concentrated on reducing the abundance of vacant and undeveloped land within city limits. Developing this land will increase the city tax base without extending city services. The preferred infill development concept makes general categorizations about existing uses as well.

Predominant Themes and Key Features of Infill Future Land-Use Plan

Residential

Single-family residential is the overarching theme within the preferred infill development concept. The southwest and southeast sections of the community were the targeted areas for expansion of single-family residential. Many of the newly proposed single-family residential areas expand into existing vacant or undeveloped land.

There are also three multifamily areas proposed within the infill development concept. The first, located south of U.S. Highway 50 and east of Devasher Road, acts as a transitional area between industrial and low-density residential uses. The second, located north of U.S. Highway 50 and south of Veterans Road, also acts as a transitional area between commercial uses and low-density residential. This multifamily area also creates a higher-density residential area to support the vast commercial uses in the area. The third multifamily area, located north of DD Highway and east of Mitchell Street, creates a higher-density residential area in the south end of the community, which supports surrounding commercial as well.

Commercial Uses

The preferred infill development concept generally identifies existing and future commercial use areas. The concept also distinguishes between general commercial uses and downtown commercial uses, placing a specified interest on maintaining downtown commercial uses. The concept proposes a commercial corridor along Maguire

Street from DD Highway to U.S. Highway 50. These general commercial uses may contain a mix of local establishments, fuel stations, and restaurants. General commercial areas extend eastward, encompassing land along Business 50 and U.S. Highway 50. The City of Warrensburg needs to continue to encourage aesthetically appealing form, consistent and attractive signage, and commercial establishments that enhance the image of the community.

University of Central Missouri

The University of Central Missouri is a predominant stakeholder in the community and the growth and expansion of its facilities must be monitored. The university owns large tracts of undeveloped land in the south and southeast sections of the community, but likely short-term expansion will be near existing facilities. The proposed expansion area accounts for existing structures and connection and access issues.

The presence of the university as a key component of the community requires the city to coordinate and collaborate with school officials on the future growth of the university and community as a whole. The ability of these entities to adapt and accommodate each other's future plans will directly affect the entire community.

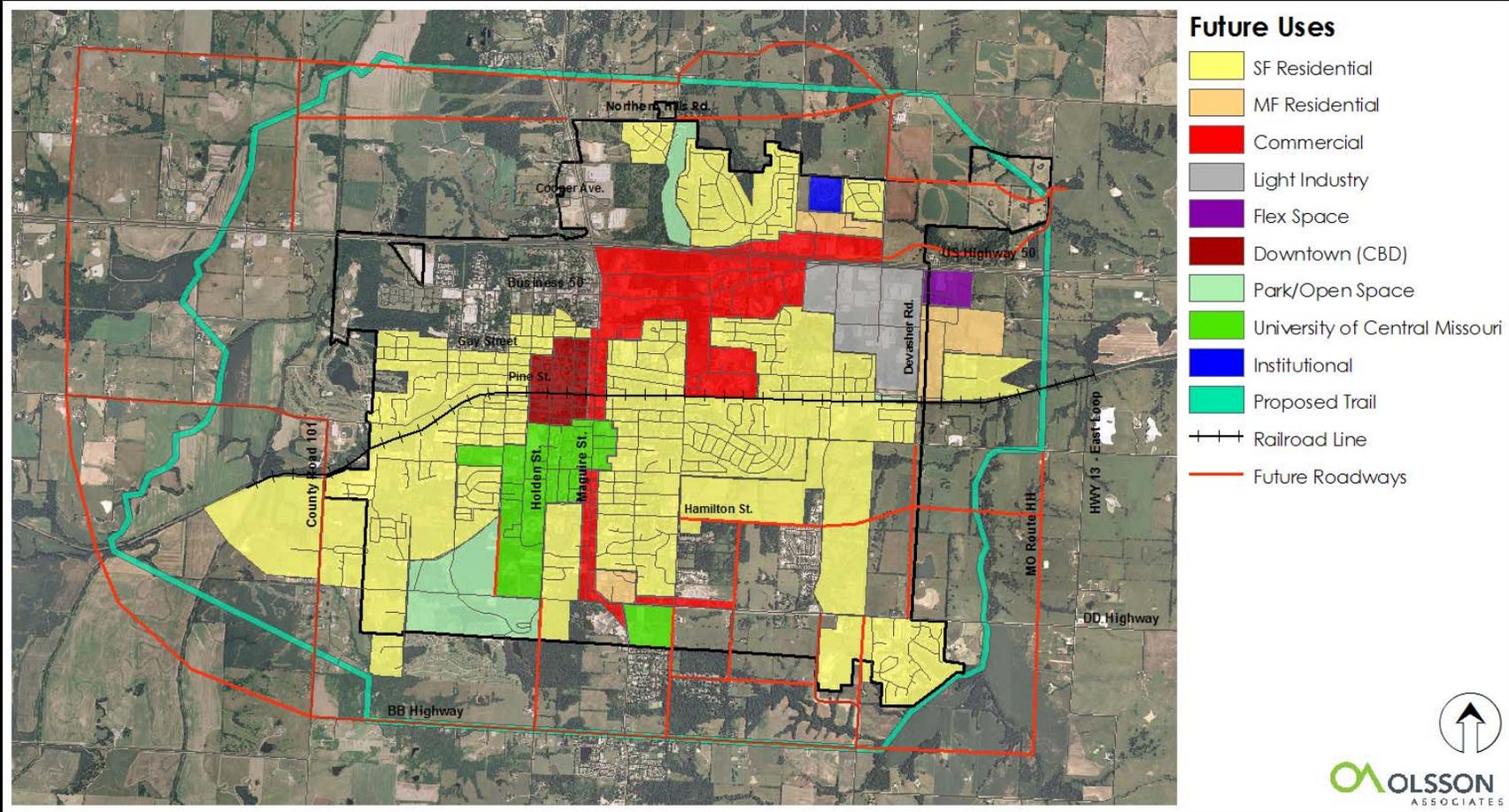
Additional Areas

The preferred infill development concept generally categorizes other uses such as park and open space, flex space, and industrial. Keth Memorial Golf Course and expansion area are identified as park and open space, as is a linear strip of open space on the north end of the community. This small strip will serve as an extension of the proposed trail to the community activity center.

A small flex space area is suggested east of Devasher Road and south of U.S. Highway 50, adjacent to existing industrial uses, which are also identified within the concept. These two uses complement each other very well. The flexible space is capable of handling additional industrial uses, but also capable of providing a supporting use such as commercial.

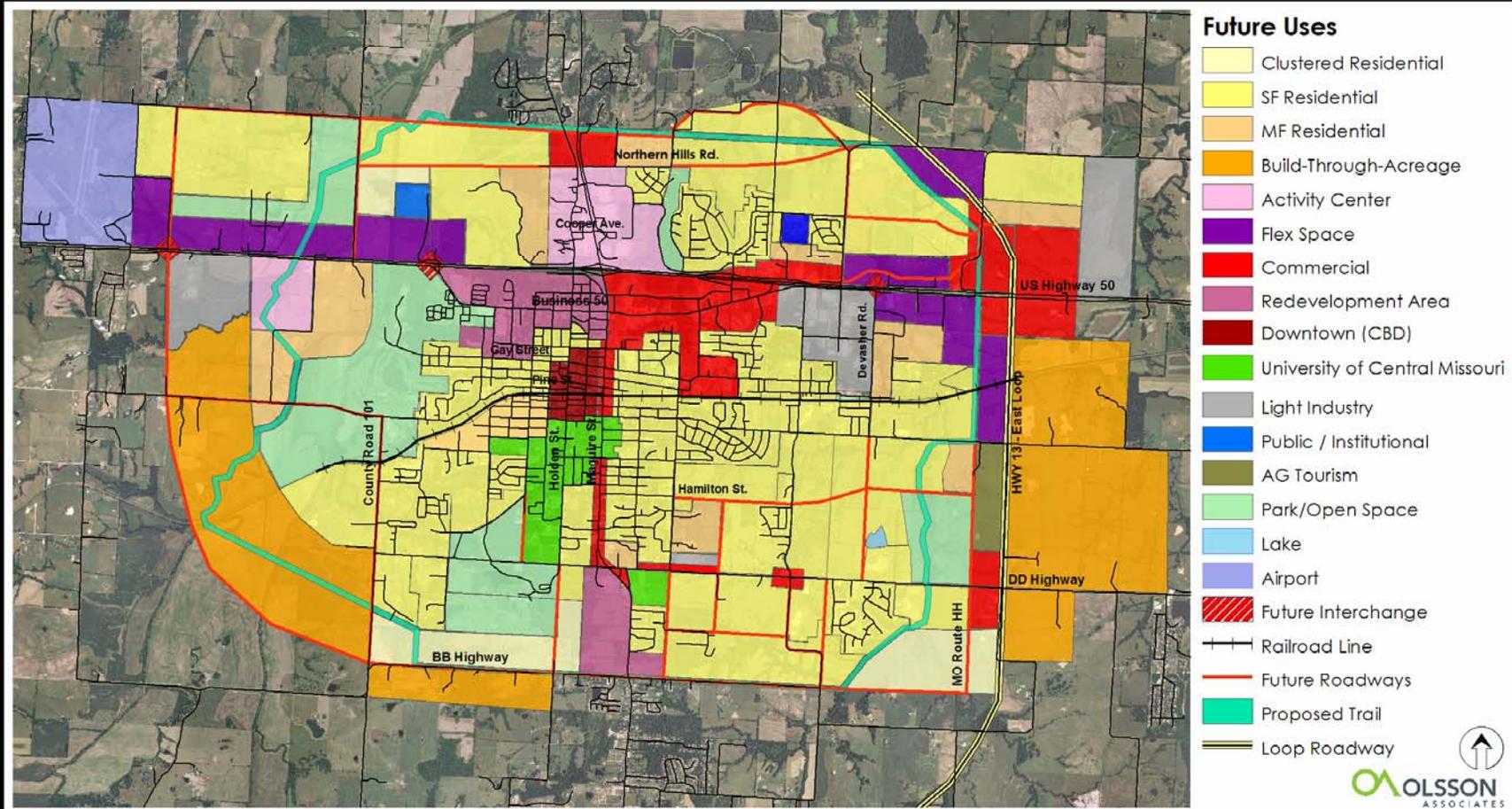
Warrensburg Comprehensive City Plan

City of Warrensburg, Missouri
 Future Infill Growth Concept Map



Warrensburg Comprehensive City Plan

City of Warrensburg, Missouri
City-Wide Future Land Use Map



Overall, the preferred infill development concept generally identifies appropriate types of uses in particular areas of the community. While the uses identified should guide future development, any and all projects and infill development must be assessed on an individual basis according to the benefit it provides the community.

Potential Development Constraints

During the course of the 20- to 30-year planning period, a number of growth constraints will need to be addressed in a manner that either mitigates them or utilizes them in a positive manner. The most notable of these constraints is the presence of the floodplain on the western fringe of the community, which will impact the type and location of growth in the southwest and west central sections of Warrensburg.

Transportation corridors will significantly influence Warrensburg's growth during the planning period due to the new Highway 13 East Loop, but also because of new interchanges along U.S. Highway 50, potentially necessary improvements to Highways DD and BB, and the presence of the railroad in the center of the community.

Additionally, topographical changes should be carefully taken into account during the site development process. Many of the future growth areas surrounding Warrensburg have significant changes in elevation, and the City should consider revising its subdivision regulations to better accommodate such changes.

Finally, to better guide growth on its fringes, the City of Warrensburg should begin working with Johnson County to either establish an area of extraterritorial jurisdiction or to develop an area of joint development review.

Annexation/Timing of Growth

As the community grows, the City of Warrensburg should consider methods to bring the larger community within the corporate boundary through annexation. Although the annexation process is often confused with eminent domain, it is merely the process of extending the city's boundaries to include adjacent properties that are urban and suburban in nature.

During the course of the planning period, the community should begin to consider the annexation of property at the time it is platted for development. Existing areas of development should be considered for annexation at the time they are contiguous and when a substantial number of services are provided by the City. Furthermore, no services

should be extended to rural areas unless an agreement is in place with property owners that gives their consent to annexation.

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Warrensburg
Comprehensive City Plan

**Housing
Assessment**

3.0 Housing Assessment

As a city that aspires to continued growth and vitality, Warrensburg must place a sustained emphasis on providing attractive and affordable housing. Housing is the anchor of a great neighborhood and great neighborhoods are the foundation for thriving cities, making the provision of quality housing an important factor as Warrensburg grows. Assessing the current housing stock provides detailed information about the existing quality and availability of housing, which helps to better determine future residential demands and growth patterns.

3.1 Methodology

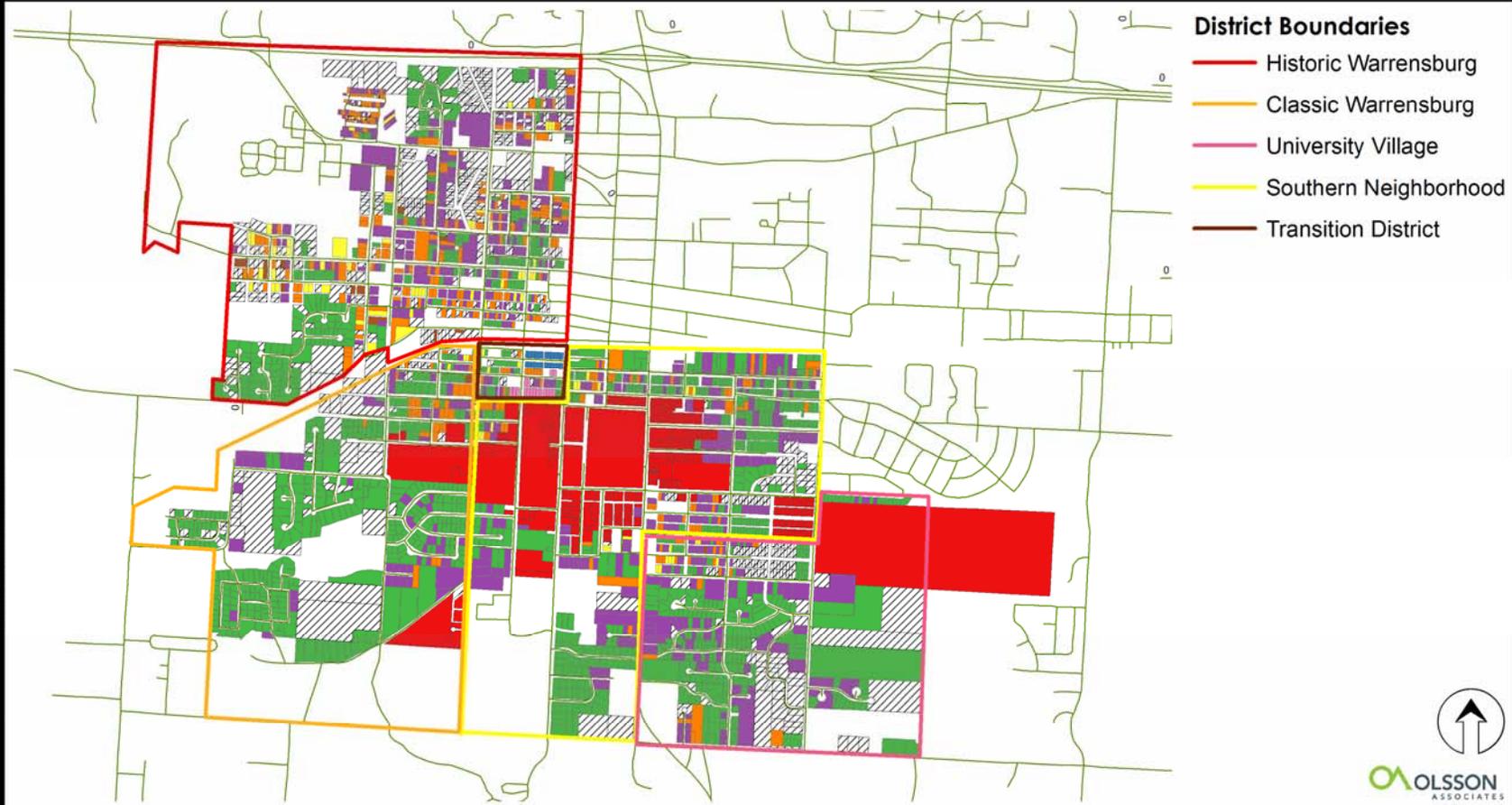
The housing assessment and study was not completed citywide. Instead, particular neighborhoods of interest were identified as areas for the housing analysis to take place. A thorough assessment was performed by city staff, which evaluated each residential unit on a five-point scale. The scale provided the assessment with a consistent and objective method for determining the quality of each individual house, thus providing enough data to make general assumptions about the quality of housing for each neighborhood as a whole. The field survey identified 3,311 plotted parcels within the five examined districts.

“Housing is the anchor of a great neighborhood and great neighborhoods are the foundation for thriving cities.”

Warrensburg Comprehensive City Plan

City of Warrensburg, Missouri

Housing Assessment District Boundaries Map



3.2 Housing Quality

Housing quality is a combination of structural age and existing condition. While the survey results indicated 3,311 plotted parcels, 275 parcels, or 8.3 percent, are owned and occupied by the University of Central Missouri, subsequently eliminating those from the overall survey results. Of the remaining parcels, 17 or 0.51 percent are used for parking areas, and 24 parcels, or 0.72 percent, are city-owned (non-occupied) parcels. These two subsets were noted, but also eliminated from the overall housing survey results. Therefore, the survey indicated 2,995 plotted parcels either containing existing housing units or reserved for residential development. Of these, 1946 parcels, or 64.9 percent, were deemed to be in good or excellent condition, and only 103 parcels, or 3.4 percent, were considered poor or deteriorated. While the number of university-owned, city-owned, and parking parcels was dropped from quantitative results of the survey, the qualitative impact of these uses on housing will still be examined.

Warrensburg Housing Assessment

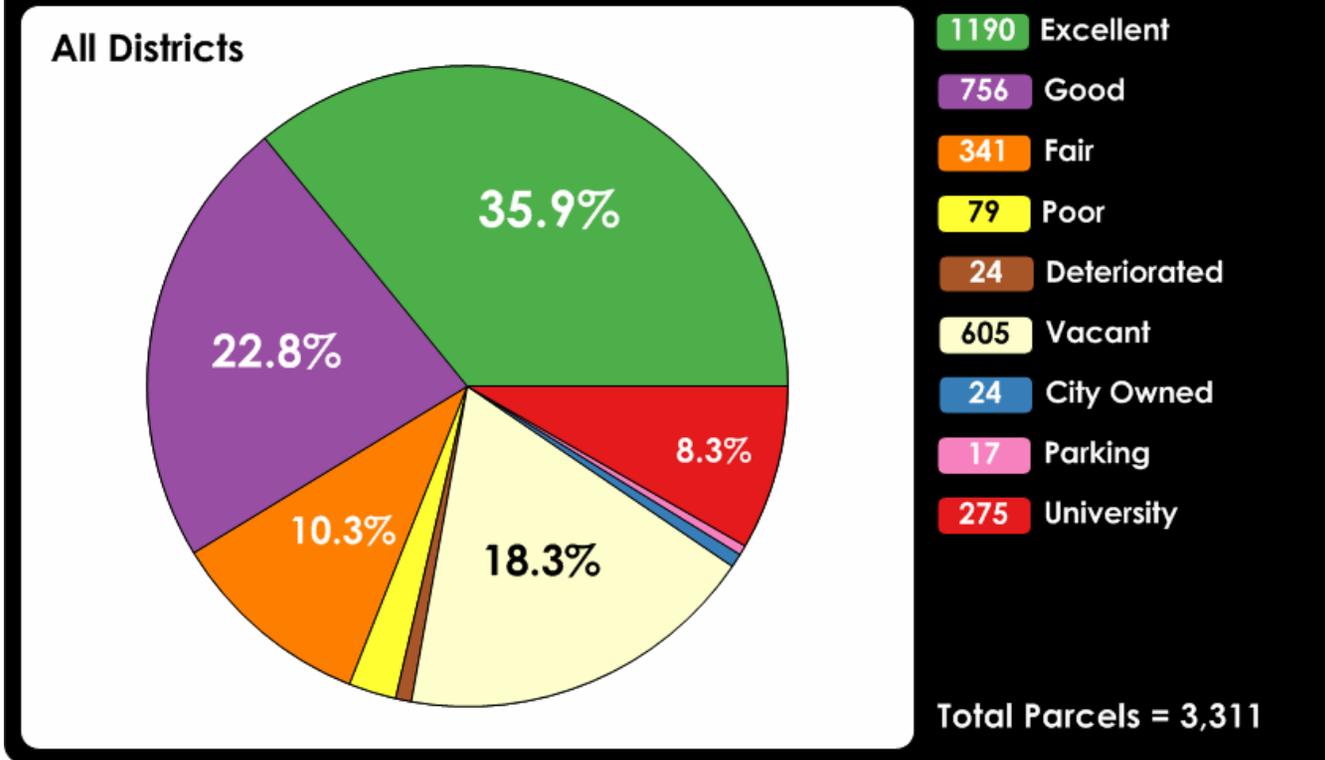


Figure 3-1: All District Assessment Summary

3.3 District Housing Assessments

Historic Warrensburg District

District #2, Historic Warrensburg, which has the most parcels dedicated to residential development, includes 1,188 parcels. This area is bounded on the north by Highway 50, by Holden Street on the east, Pine Street on the south, and the city limits to the west. This does not include downtown, which constitutes its own distinct area. Overall, the housing contained within the Historic Warrensburg district is in relative good condition. Approximately 25 percent of the homes are in good condition, and 21.38 percent of the homes are in excellent condition. However, this district also has 67 units that need serious rehabilitation or should be demolished. These homes account for 5.63 percent of the total residential units within the Historic Warrensburg district.

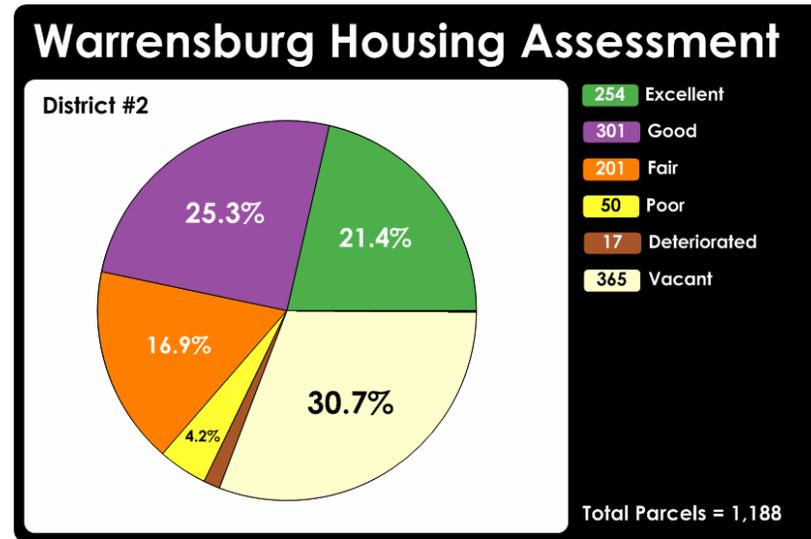


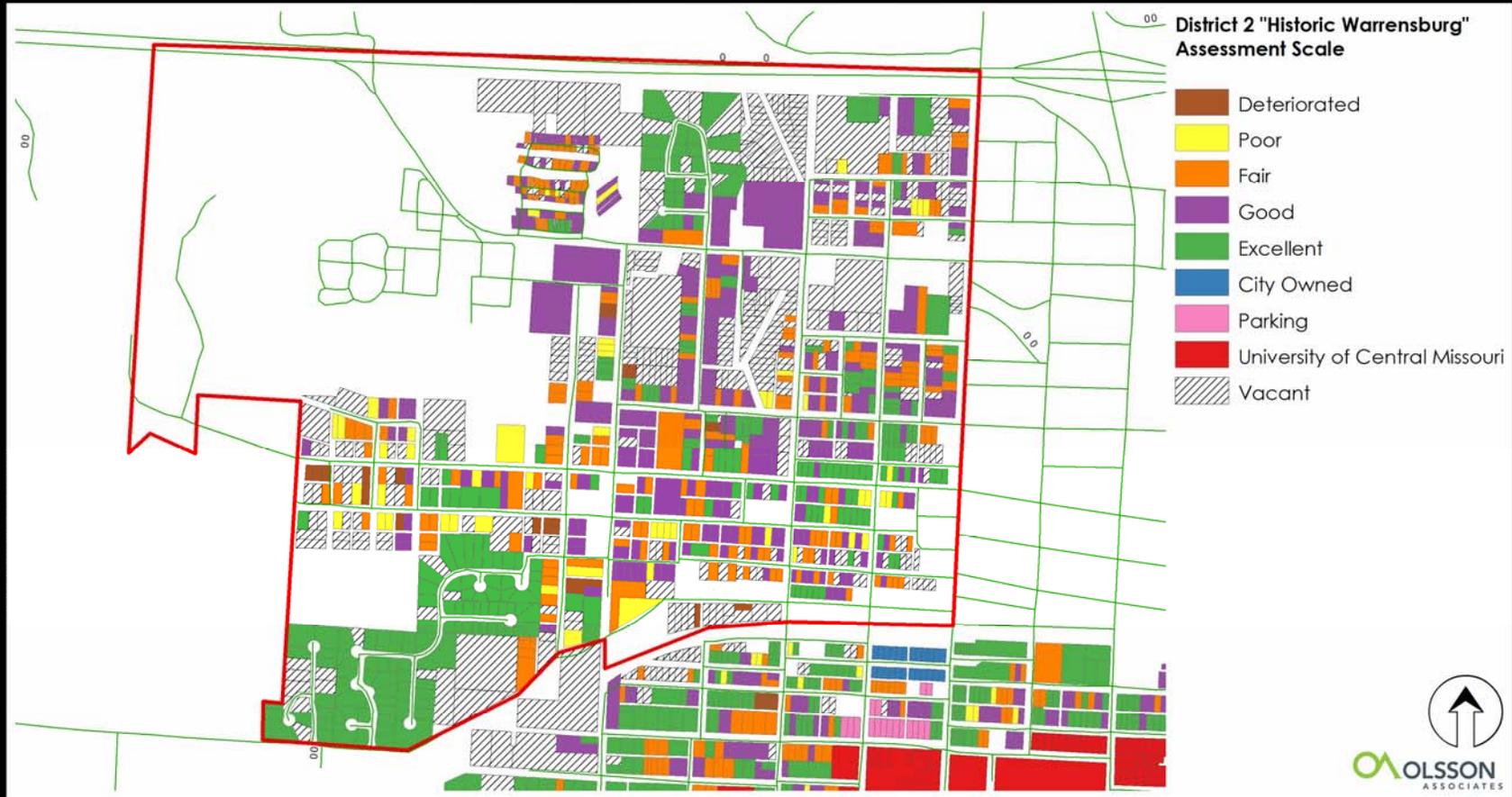
Figure 3-2: Historic Warrensburg District Summary

An even more troubling statistic is that 365 parcels within this district are currently vacant or undeveloped. Vacant or undeveloped parcels account for 30.72 percent of the total parcels within the district. The high number of vacancies would seem to suggest that the area has a high potential for new development, but the age and style of the existing housing stock will likely prevent the addition of any newer homes. Therefore, the district will need to focus much attention on quality retention of the older historic housing stock. While some of the vacant lots in the district are unsuitable for future development, the combination of quality retention, improvement of existing structures, and style-appropriate new development will ensure the future housing vitality of this area. The district contains many significant community landmarks, including the Howard School, the original courthouse, the historic society and museum, Blind Boone Park, and the library.

Warrensburg Comprehensive City Plan

City of Warrensburg, Missouri

Housing Assessment: "Historic Warrensburg"



Classic Warrensburg District

District #6, Classic Warrensburg, contains 567 parcels that are dedicated to residential development. This area is generally delineated by Warren Street on the east, the railroad tracks to the north, Hale Lake Road on the south, and the western city limits. Approximately 63.84 percent, or 362 houses, within the Classic Warrensburg district were rated excellent. Approximately 14 percent, or 81 houses, within the Classic Warrensburg district were rated good. The district also boasts low numbers of poor or deteriorated houses. Less than one percent of the houses rated were defined as poor and less than one percent of the houses rated were categorized as deteriorated. The field study indicated the area does contain 72 vacant lots. This accounts for 12.70 percent of the total housing parcels within the Classic Warrensburg district. This area sits on the fringe of major university activity and does contain nine parcels associated with the university.

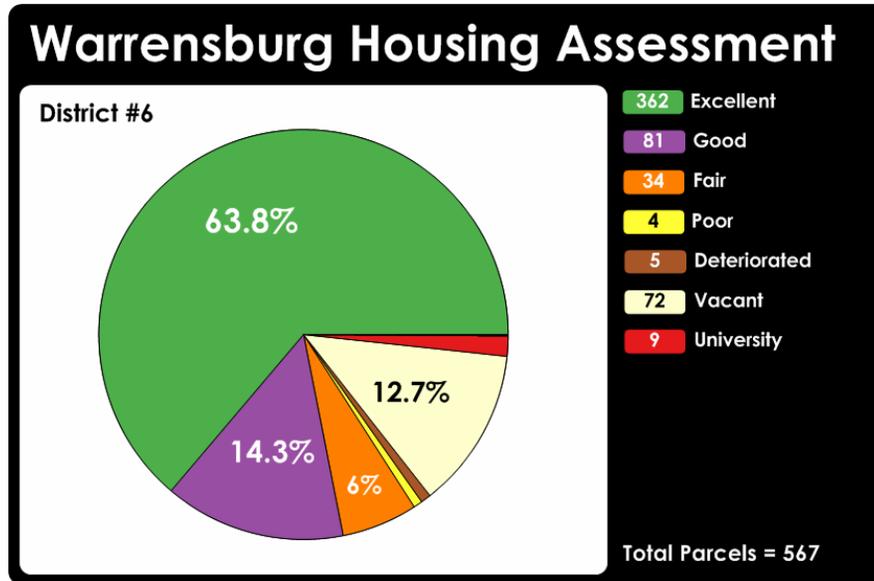


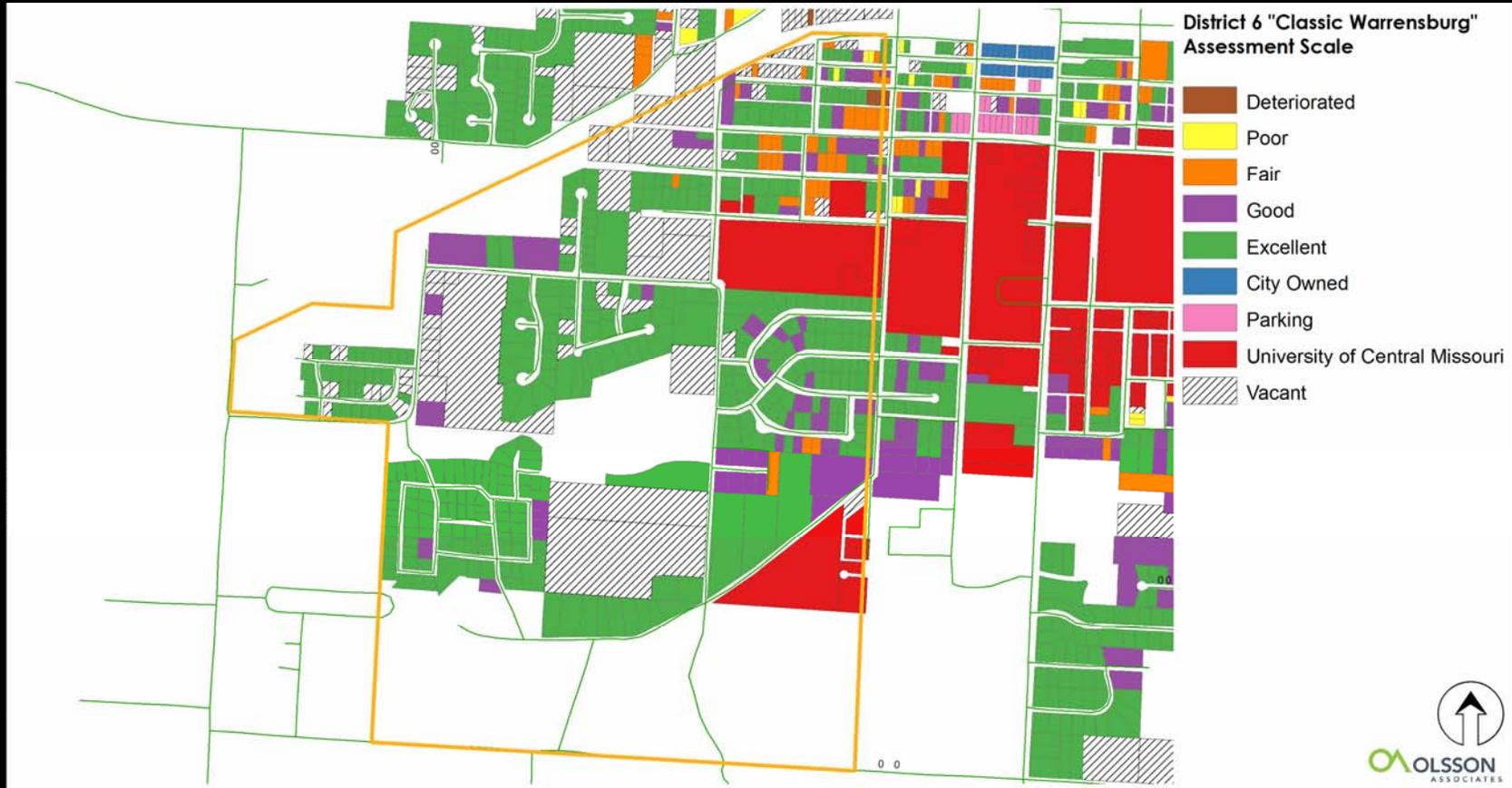
Figure 3-3: Classic Warrensburg District Summary

While the district includes a substantial amount of houses in good or excellent condition, the number of vacant parcels indicates an opportunity for more residential development. The district is considered to be one of the strongest areas of town as it relates to the diversity and quality of housing stock. Ongoing new residential development ensures that the area will eventually reach full build-out. The city, as with other districts, should continue to focus on quality retention of aging units within the district. The abundance of park and recreation centers in the district will assuredly help in maintaining and attracting new quality housing stock. This district is home to Hidden Pines Country Club, Culp Park, Lion's Lake, and West Park.

Warrensburg Comprehensive City Plan

City of Warrensburg, Missouri

Housing Assessment: "Classic Warrensburg"



University Village District

District #7, University Village, includes 670 residential parcels. The northern boundary of this area is Grover Street, and Warren Street forms the area's western edge. The area extends as far south as Hale Lake Road, but is delineated on the south by Carpenter Street east of Maguire Street. Mitchell Street is the eastern boundary of the district north of Carpenter Street, while Maguire Street is the eastern boundary south of Carpenter Street. As the center of student activity and buildings, this district contains a considerable number

of university parcels. A large number, 265, are university dedicated. This concentration of university-related

activity, as well as the district's proximity to downtown, makes this area particularly attractive to student tenants. The district, therefore, contains a substantial amount of renter-occupied housing and multifamily units.

Approximately 47 percent, or 317, of the housing units in the University Village district were rated excellent and 33.43 percent, or 224, of the housing units were considered good. Nearly 2 percent of the houses are in need of serious rehabilitation and 10 percent of the housing units are in need of minor rehabilitation.

The field survey indicated that 7.46 percent of the housing parcels were vacant lots. Zero homes within the University Village district are in deteriorated condition. The constant demand for housing in this district by current and future students is an advantage to property owners, but the condition of housing will need to be continually monitored by the city. With the university centrally located, the district is home to a great number of university and community landmarks and activity centers, including the Maastricht Friendship Tower, James C. Kirkpatrick Library, Alumni Memorial Chapel, Elliot Union, and a variety of university sporting venues.

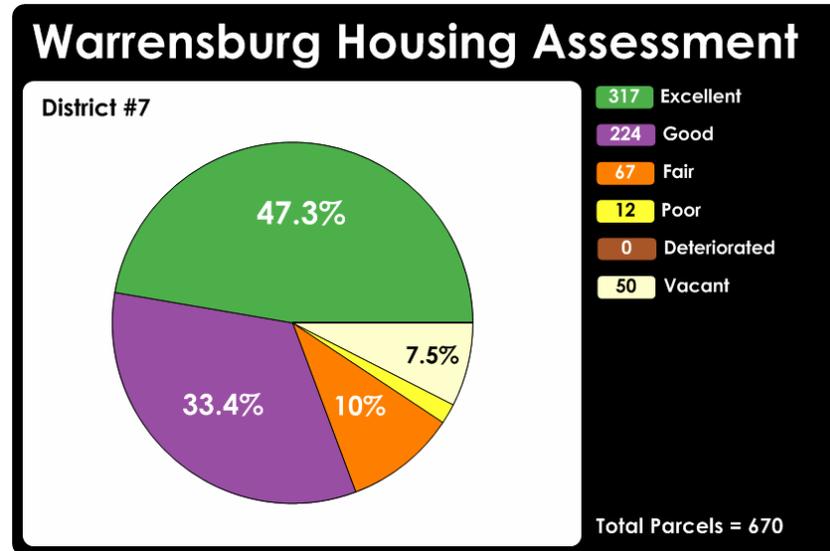
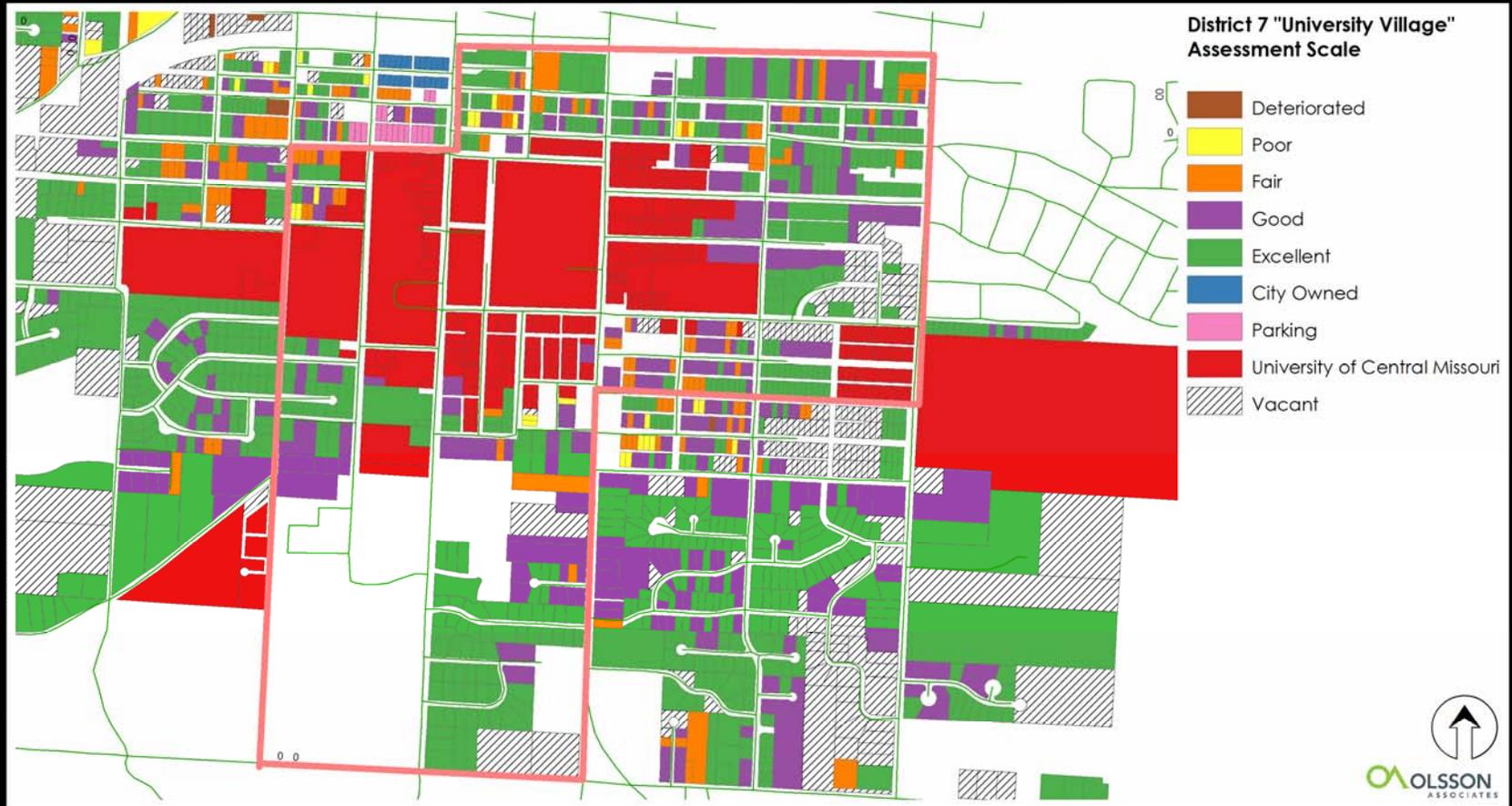


Figure 3-4: University Village District Summary

Warrensburg Comprehensive City Plan

City of Warrensburg, Missouri

Housing Assessment: "University Village"



Southern Neighborhood District

District #9, Southern Neighborhood, includes 516 residential parcels. This district is bounded by Hale Lake Road on the south, the Ridgeview Drive developments on the east, Carpenter Street on the north, and Maguire Street on the west. The district, like many of the other districts, contains a substantial percentage of units in excellent and good condition. Nearly 45 percent of residential homes in the Southern Neighborhood district were considered to be in excellent condition. A little over 26 percent of the residential homes within the Southern Neighborhood district were considered to be in good condition. One house is completely deteriorated, 10 homes need serious rehabilitation, and 25 houses are in need of minor repairs.

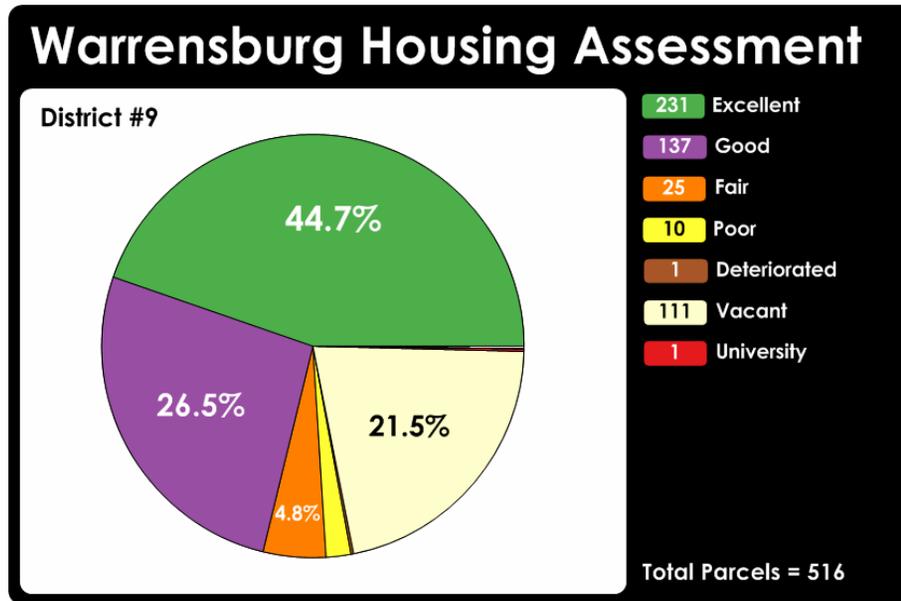


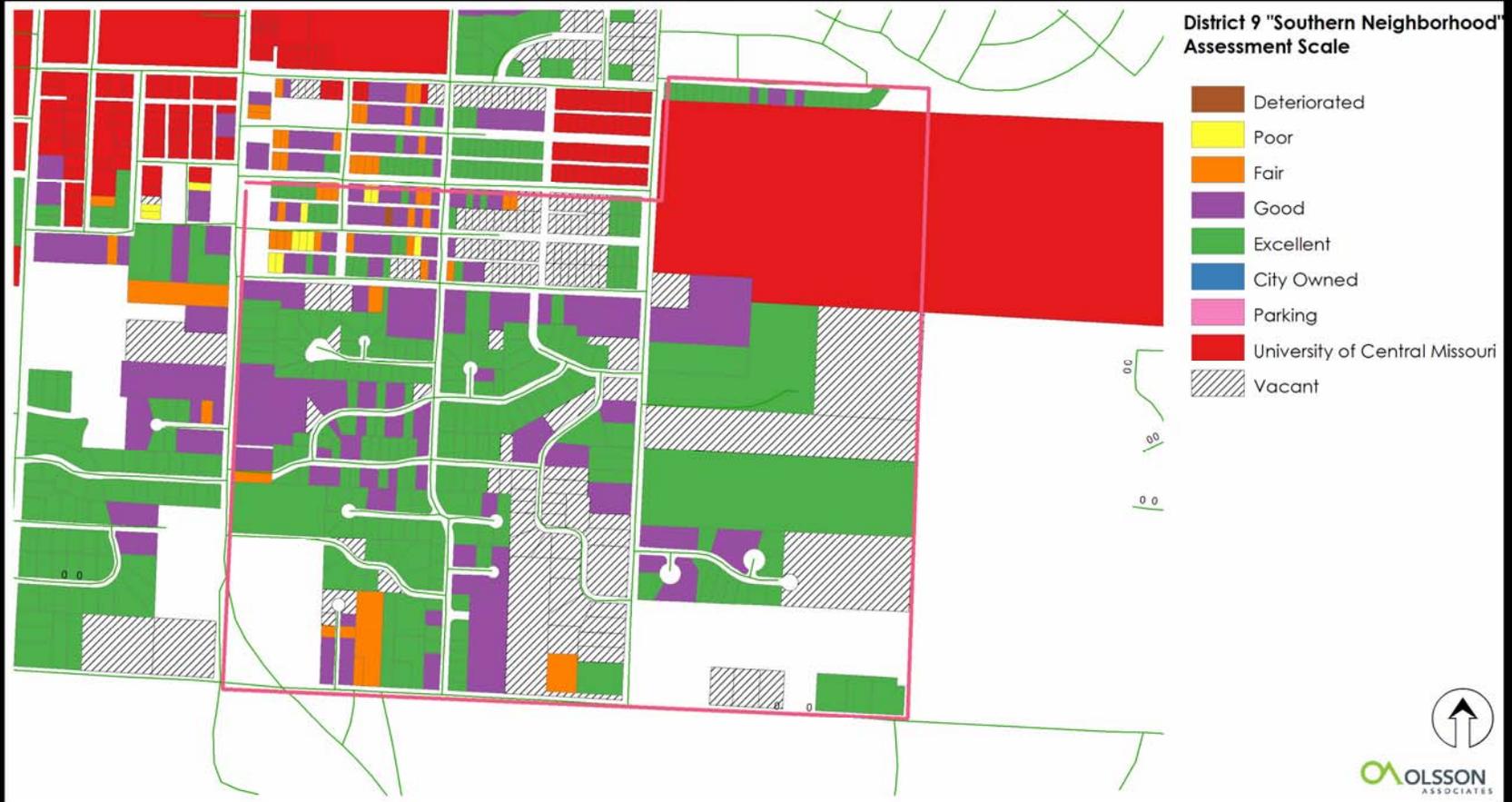
Figure 3-5: Southern Neighborhood District Summary

This district's 111 vacant lots are concerning. Vacant lots account for 21.5 percent of the total residential parcels within the Southern Neighborhood district. While this provides an opportunity for new development, it must be seen as a current weakness for the area. The location of Southern Neighborhood, situated between the walking/bike trail on the Hale Lake Road and UCM, is superb for students and active citizens. The proximity to the university makes the district attractive to students, subsequently increasing the number of multifamily units. The high density creates an income-diversified demographic, with the quality and provision of housing reflecting the needs of this varied group. These factors contribute to the high potential of this district eventually reaching full build-out of vacant parcels. While the district does not include any significant community landmarks or activity centers, its proximity to the university makes many of the community activity centers very accessible.

Warrensburg Comprehensive City Plan

City of Warrensburg, Missouri

Housing Assessment: "Southern Neighborhood"



Transition District

District #12, Transition District, includes 105 residential parcels. This district encompasses a small area that is strategically located between the university and the downtown business district. It is bounded by Marshall Street on the north, South Street on the south, Warren Street on the west, and Holden Street on the east. Nearly 25 percent of the homes within the Transition District are categorized as excellent and 12.38 percent of the homes are categorized as good.

About 13 percent of the parcels are in need of minor rehabilitation, 2.85 percent of the parcels are in need of serious rehabilitation, and less than one percent of the residential homes are considered to be deteriorated.

Approximately 16 percent of the parcels within the district, which is a significant amount, are dedicated to parking and 22.85 percent of the parcels are owned by the city. While the official number of vacant parcels is only seven, the area is in a perfect location to benefit from redevelopment. Its ideal location between two major city activity areas exposes all parcels to the potential of future development. This district does not currently contain any significant landmarks or activity centers.

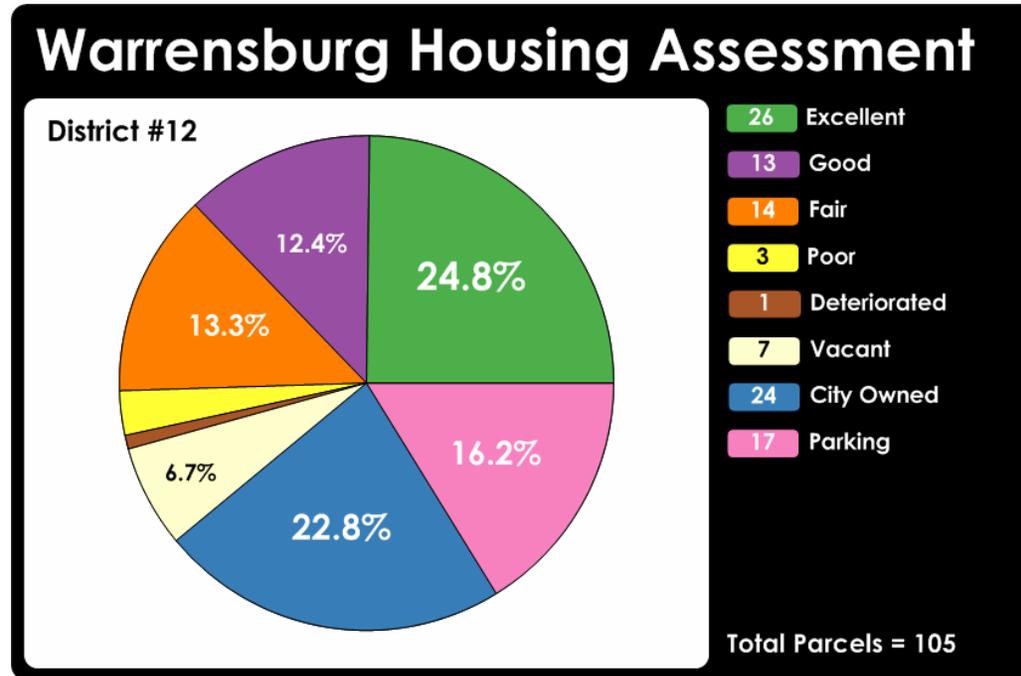
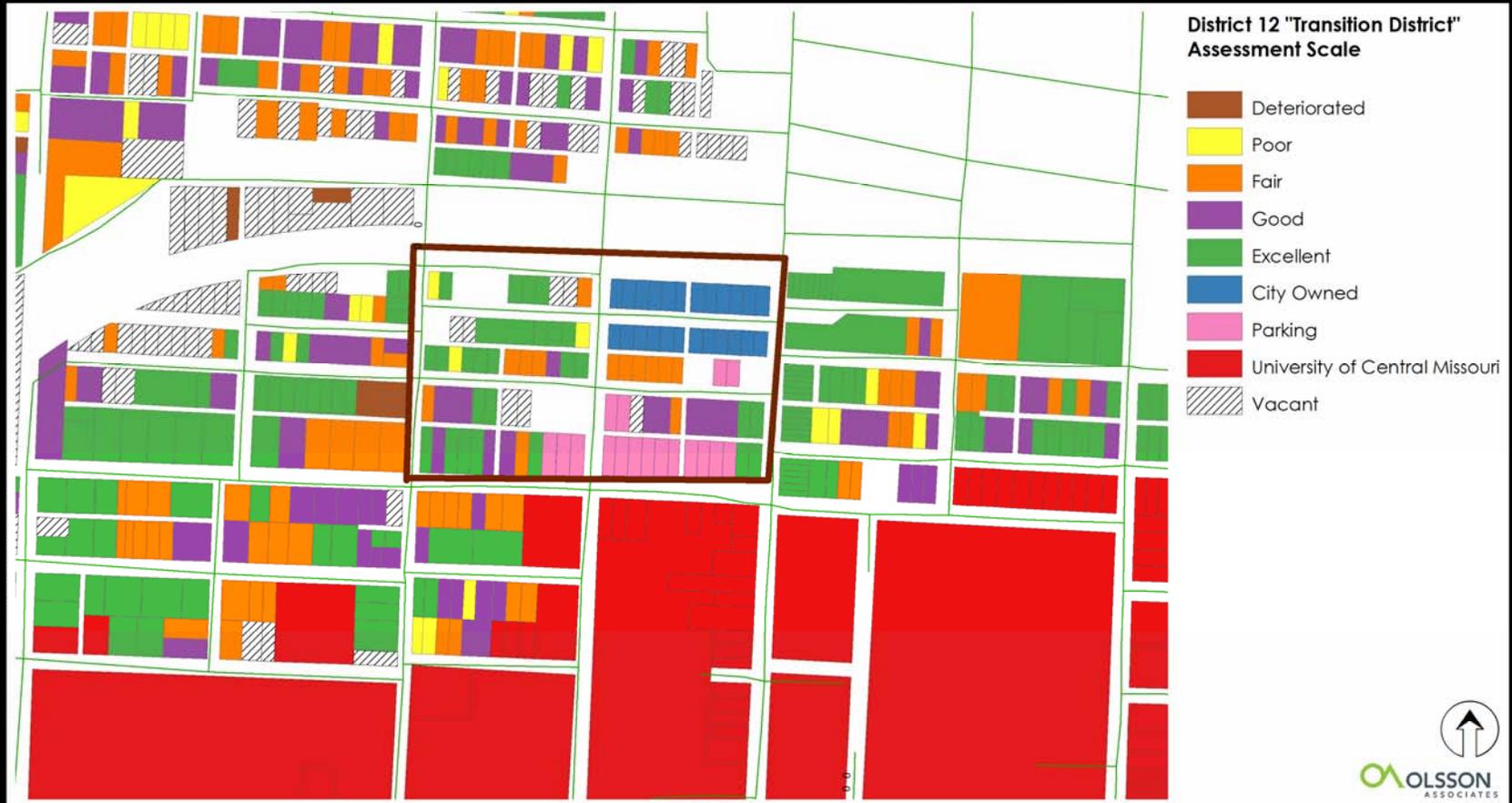


Figure 3-6: Transition District Summary

Warrensburg Comprehensive City Plan

City of Warrensburg, Missouri

Housing Assessment: "Transition District"



3.4 Conclusions and Recommendations

The field survey and subsequent analysis show that much of the housing stock within the community is in good or excellent condition, with relatively few dwelling units reported to be in a deteriorated or poor condition. During the course of the planning period, the city will need to work with non-profits, property owners, and other government agencies to ensure that the housing stock is maintained, preserved, and enhanced. This is particularly true in the areas with large numbers of vacant lots, deteriorated structures, and aging housing.

In addition, the community will need to continue to develop housing opportunities as Warrensburg grows. Regardless of which population projection becomes reality, the community will likely have a significant increase in the need for housing. This need is presented in Table 3-1, which illustrates the additional housing demand in relation to the potential population.

The table indicates that if the low growth rate were to become reality, the city would add 3,300 new housing units by the year 2030. Almost 6,000 additional housing units would be necessary by 2030 if the medium growth rate were to transpire, and around 9,400 housing units would be

Housing Statistic	2000	Low Series	Medium Series	High Series	% of Total Housing
	Total	2030	2030	2030	
Population	16,340	22,788	29,152	37,204	
Persons Living in Household	13,607	18,977	24,276	30,981	83.3%
Persons per Household	2.29	2.11	2.11	2.11	
Occupied Housing Units	5,951	8,994	11,505	14,683	93.3%
Owner Occupied	2,521	3,810	4,874	6,220	39.5%
Persons per Owner Occupied	2.57	2.06	2.06	2.06	
Renter Occupied	3,430	5,184	6,631	8,463	53.8%
Persons per Renter Occupied	2.08	2.36	2.36	2.36	
Vacant Housing	429	648	829	1,058	6.7%
Housing Units	6,380	9,642	12,335	15,742	
Single family	3,536	5,344	6,836	8,724	55.4%
Multi-Family	2,640	3,990	5,104	6,514	41.4%
Mobile Home, Trailer, Other	223	337	431	550	3.5%
Potential Change from 2000					
		2030	2030	2030	
Population		6,448	12,812	20,864	
Persons Living in Households		5,370	10,669	17,374	
Occupied Housing Units		3,043	5,554	8,732	
Owner Occupied		1,289	2,353	3,699	
Renter Occupied		1,754	3,201	5,033	
Vacant Housing		219	400	629	
Housing Units		3,262	5,955	9,362	
Single family		1,808	3,300	5,188	
Multi-Family		1,350	2,464	3,874	
Mobile Home, Trailer, Other		114	208	327	

Table 3-1: Future Warrensburg Housing Demands

required to accommodate the high growth rate.

The following strategies should be considered by the community to enhance and improve housing within the City of Warrensburg.

- Develop an aesthetic/historic overlay zoning district for the Historic Warrensburg and/or the downtown area that includes guidelines on the character and use of buildings.
- Consider the establishment of a historic district designation for the areas adjacent to the downtown that contain the most significant buildings, and pursue this designation at both the state and national levels.
- Pursue, through the code enforcement process, the removal of dilapidated structures or dangerous buildings.
- Pursue the assemblage of vacant lots for redevelopment.
- Assist interested stakeholders in establishing a Community Development Housing Organization (CHDO).
- Work with Community Development Housing Organization (CHDO) to develop housing for lower-income households.
- Work with stakeholders to utilize low income (LITHC) and historic preservation (HP) tax credits to develop new housing units or to renovate properties.
- Consider developing a property/building maintenance code for rental properties.
- Increase code enforcement efforts with regard to housing.
- Expand education efforts regarding existing rehabilitation programs.
- Establish a coordinated housing policy that targets specific areas and income levels.
- Work with other government agencies to establish rehabilitation programs for moderate-income households.
- Consider the utilization of Tax Increment Financing to develop infill housing opportunities.

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Warrensburg

Comprehensive City Plan

Goals and Recommendations

4.0 Goals and Recommendations

This Goals and Recommendation section of the Warrensburg Comprehensive City Plan describes specific community goals and details how the community can implement recommendations to attain these goals. Goals from the Vision 2010 exercise that have not been achieved have been included and expanded. These goals should be important and relevant community priorities.

Goals define a desired outcome. Recommendations are the vehicle by which goals are attained. If goals are the finish line, recommendations are the race. Recommendations provide specific implementation measures and suggest methods that the Warrensburg community can employ to achieve the goals defined within the Comprehensive City Plan.

A plan without recommendations is tenuous and provides Warrensburg with limited long-term value. The recommendations contained within this section are strategic, action-oriented, and meant to provide sustenance to the vision and guiding principles that were defined by the Warrensburg community.

The recommendations section follows the goals section and is organized by chronological order of implementation and categorized by key areas defined within the Vision 2010 exercise. Short-term strategies should be implemented first; mid-term strategies should be implemented next; and long-term projects should be implemented last. The recommended strategies are foundational, meaning that subsequent projects extend or build upon previous projects. Smaller, easier projects are recommended to occur earlier (short term). The implementation of larger and more complex strategies should expect to occur over a longer period of time. Short-term recommendations are suggested to be implemented within zero to five years. Mid-term recommendations are suggested to be implemented within 6 to 15 years. Long-term recommendations are suggested to be implemented in 15-plus years. Implemented recommendations will likely result in achieved goals.

“The recommendations contained within this section are strategic, action-oriented, and meant to provide sustenance to the vision and guiding principles that were defined by the Warrensburg community.”

4.1 Warrensburg Community Goals

Infrastructure

- Work with developers to provide adequate water, sewer, drainage and other infrastructure capacity in future growth areas.
- Upgrade and expand Public Works maintenance facility.
- Work with the State of Missouri to complete Highway 13 loop roadway.
- Expand sanitary sewer system to meet development demands.
- Decrease use of on-site treatment/septic systems.
- Develop a citywide GIS system to be used extensively in monitoring infrastructure.
- Increase annual usage of alternative modes of transportation (i.e., public transit, bicycle, etc.).
- Improve pedestrian circulation in and through the community.
- Increase east-west thoroughfares to ease transportation congestion.
- Extend sidewalk and trail system to all parts of the city.
- Ensure that access to new telecommunications services keeps pace with residential and business demands.
- Increase rail crossings in the central sections of the community.
- Monitor community transportation trends and issues to more effectively plan for future needs.
- Develop creative approaches to provide infrastructure (sewer and water) past the natural floodplain boundaries to accommodate growth pressure.

Economic Development

- Decrease annually the percentage of vacant land and vacant buildings within corporate boundaries.
- Retain talented graduates from the University of Central Missouri to increase Warrensburg's competitive workforce and population.
- Update Capital Improvement Programs (CIP).
- Enhance land-use regulations and policies to account for areas outside of the corporate boundary and in older sections of the community.
- Monitor future growth and development (i.e., building permits, converted agricultural acreage) in an attempt to achieve the desired future population of 30,000.
- Create a Community Development Housing Organization (CDHO).

- Develop a mix of housing that can attract all price ranges and market preferences.
- Rehabilitate deteriorated housing stock.
- Locate commercial and industrial development in areas of easy transportation access and minimal conflict with residential development.
- Utilize Tax Increment Financing (TIF) or other innovative financing tools for infill redevelopment projects.
- Strengthen and enhance the Central Business District.
- Emphasize, through policy and incentives, the importance of downtown vibrancy and enhancement.
- Strengthen existing businesses in Warrensburg.
- Avert Warrensburg shoppers from shopping in Kansas City by providing a wide array of retail shops.
- Ensure that downtown remains the heart of the City by encouraging a wide mix of retail, office, and commercial businesses.
- Work to develop and/or attract businesses to Warrensburg that complement existing businesses in the area.
- Position Warrensburg as the preferred alternative to the suburban areas in the eastern Kansas City Metropolitan area.

Education

- Retain and attract experienced and high-quality staff at all levels of schooling.
- Capitalize on the educational resources of the university in local elementary, middle, and high schools.
- Exhibit the best student-to-teacher ratio of school districts in the county.
- Place strong emphasis on quality educational facilities by eliminating mobile classrooms.
- Strive to become the premier school district in Johnson County and the entire region.

Safety and Wellness

- Create healthy and safe neighborhoods in all areas of Warrensburg.
- Attract developers and development to accommodate the needs of an aging population.
- Provide law enforcement and fire protection facilities that will accommodate future needs in locations that maximize their service potential.
- Plan for future police and fire facility, equipment, and staffing needs.
- Develop and maintain high-quality health care facilities.

Amenities, Cultural Activities, Recreation Opportunities, and Community Enrichment

- Develop new park facilities in areas of new residential growth.
- Develop a comprehensive greenway pedestrian trail network.
- Maintain existing park and recreation facilities at standards that either preserve or enhance their existing state.
- Develop residential neighborhoods that encompass a range of amenities and transportation features.
- Generate community dialogue regarding amenities, recreational options, and park condition and development.
- Engage young professionals and teenagers in community enrichment efforts.

Aesthetics

- Work to enhance and revitalize older neighborhoods in Warrensburg.
- Protect the structures and ambience of historic areas in Warrensburg.
- Develop and enhance the six main gateways into Warrensburg.
- Emphasize the importance of visually pleasing structures and building form.

Administrative

- Evaluate and update the Comprehensive City Plan and Implementation Plan every two years.
- Evaluate and update the zoning ordinance every year.
- Create an action plan for future city staffing resources.
- Engage the university in community planning efforts.
- Solidify Warrensburg's position as the heart of Johnson County.

4.2 Short-Term Recommendations (0 – 5 Years)

Infrastructure

- **Promote appropriate areas of growth by providing municipal infrastructure and services.** Existing infrastructure should be the greatest determinant of the location of future growth. While nearly any location adjacent to the city is within a drainage basin and can support the extension of infrastructure, it is more fiscally responsible to develop adjacent to existing infrastructure before extending new infrastructure lines.
- **Implement a citywide GIS system to better serve utility systems.** A comprehensive GIS system will allow city staff to quickly and easily understand the locations of existing infrastructure and utility lines.
- **Develop a comprehensive storm drainage program and impact fee ordinance that includes alternatives to traditional methods.** The city should institute a monthly fee to help fund drainage projects that benefit the community as a whole. Reductions in the fee could be granted if the development utilized on-site stormwater best management practices, including pervious concrete, detention basins, rain gardens, etc.
- **Construct a new Public Works maintenance facility.**
- **Work with the Missouri Department of Transportation to ensure the State Highway 13 loop roadway is built, and that U.S. Highway 50 is maintained in excellent condition.**

Economic Development

- **Pursue the assemblage of vacant lots for redevelopment.** Vacant lots disturb the continuity of a neighborhood. If adjoining vacant lots can be assembled, then developers will be more likely to initiate redevelopment.
- **Establish a partnership between the City of Warrensburg and the University of Central Missouri in support of a new business incubator.** A business incubator will capture and retain University of Central Missouri talent and will encourage graduates to remain in Warrensburg.

- **Ensure all future Capital Improvements Program recommendations are in compliance with the Comprehensive City Plan.** Proposed capital improvements aligned with the growth direction set forth in the Comprehensive City Plan will help the city utilize its resources in an appropriate manner.
- **Develop and administer an annexation program that addresses rural properties on the fringe of the community.** The city should identify properties that are eligible for annexation according to Missouri statutes, as well as a timeline for potential annexation.
- **Help interested stakeholders establish a Community Development Housing Organization (CHDO).** This is a non-profit organization designed to create housing opportunities for particular segments of the population. Many of these groups develop new housing for low- and moderate-income families, although some focus entirely on the rehabilitation of existing housing units.
- **Establish first-time-buyer housing buyer program through a cooperative with the City, local banks, and developers.** Warrensburg's percentage of owner-occupied housing units is 42.2 percent. This is significantly lower than the national average rate of 66.2 percent. A first-time-buyer housing buyer program would likely help increase owner-occupied housing in Warrensburg.

Education

- **Develop an action plan to attract and retain talented teachers.** Talented and committed teachers create continuity and strong school districts, resulting in better educated students. Warrensburg should develop a strategic plan to attract and retain excellent teachers.
- **Identify an achievable student-teacher ratio.** This ratio is a significant factor in the evaluation of school districts. Warrensburg should strive to have a ratio at the same level or better than surrounding communities.
- **Establish a partnership between the City of Warrensburg and the University of Central Missouri in support of a student-teacher program.** Warrensburg should attempt to capture and retain talented individuals with education majors.

Safety and Wellness

- **Encourage the formation of neighborhood associations.** Neighborhood associations are a method for civic-minded individuals to collectively band together to find common solutions to neighborhood problems. Neighborhood associations can increase rapport within residential areas, as well as collectively advocate for neighborhood improvements.
- **Research and develop a property/building maintenance code for rental properties.** An additional level of standards specific to rental properties would provide increased protection for residents. An increase in code enforcement relating to housing should also be included.
- **Construct a new police department facility.** A new police facility is currently being proposed and will be located adjacent to the existing Warrensburg City Hall.

Amenities, Cultural Activities, Recreational Opportunities, and Community Enrichment

- **Construct a skate park facility.** Grover Memorial Park, due to its heavy usage and central location, might be a suitable location for a skate park.
- **Renovate/upgrade Nassif Pool to include updated facilities and features.** Classic L-shaped pools are losing luster with families and children. Many classic pools are being converted to water parks. These facilities contain a range of activities for children and adults. Water parks often feature the following amenities: zero-depth pool, water slides, wading pools, fountains, and diving boards.
- **Initiate greenway trail community awareness and marketing effort.** Before the greenway trail fundraising campaign is initiated, Warrensburg is encouraged to develop a greenway trail community awareness and marketing effort. Greenway trail benefits, which include additional recreational opportunities, an increased quality of life, a catalyst for development, and increased property values adjacent to the trail, should be highlighted.

- **Initiate greenway trail fundraising campaign.** In addition to public funds, private funds should also be solicited for the development of Warrensburg's greenway trail.
- **Develop a comprehensive trail system plan for the community, and begin construction on segments that are considered a high priority.** This plan should address the acquisition of land and construction of the trail system. The plan should identify how the trail could be implemented in phases.
- **Expand and remodel the Park Maintenance Facility.**
- **Amend the subdivision regulations to include dedications for new park land or require fees-in-lieu of land dedications.** The subdivision regulations should have language added that requires new subdivisions to either dedicate a portion of land within the proposed plat for park/trail space that is suitable for park development (i.e. parking, shelter houses, playgrounds, and restrooms) or pay a fee as part of the platting process.
- **Consider the establishment of a historic district designation for the areas adjacent to downtown that contain the most significant buildings and pursue this designation at both state and national levels.** Once a preliminary survey of potentially historic properties and/or areas is completed, nominations should be written for both state and national registers.
- **Remodel and upgrade City Hall to provide more adequate office, meeting, and storage space.** A new police facility will allow City Staff to reallocate space that had previously been used for police uses and functions.

Aesthetics

- **Continue efforts to update the nuisance ordinance.** Ensuring that Warrensburg has a comprehensive nuisance ordinance that clearly outlines the nuisance conditions and restrictions provides residents with an explicit guideline on tall grass, inoperative vehicles, trash, property in disrepair, etc.
- **Increase code enforcement efforts.** This recommendation complements an updated rehabilitation and nuisance code, and includes additional staff positions as necessary to carry out appropriate code enforcement. These efforts can be used to assist in the removal of dilapidated structures as well.

- **Develop an aesthetic/historic overlay zoning district for Historic Warrensburg and/or the downtown area, which includes guidelines on the character and use of buildings.** Design guidelines should emphasize the enhancement and preservation of all historic areas. Design guidelines should specifically address building form, landscape presentation, parking, and signage.

Administrative

- **Perform Comprehensive City Plan review annually and update the document every two to five years.** Being proactive and anticipating development patterns allow a municipality to plan and prepare for growth, which can minimize city infrastructure costs. This is best accomplished by continually reviewing and editing the Comprehensive City Plan.
- **Implement changes to the zoning ordinance.**
 - Revisions should include standards for downtown mixed-use areas regarding such things as parking, aesthetics, building design, and signage.
 - Residential areas should be re-evaluated for consideration of rezoning to the appropriate classifications.
 - Standards should be implemented and/or strengthened to protect older and historic structures.
 - Floodplain areas should be protected and strict standards utilized to ensure appropriate development.
 - Creation of a flexible commercial-industrial zoning district to allow market forces to determine the end use of development in these areas.
 - Creation of standards that allow rural acreages to be re-platted to urban scale densities at a later date (build-through acreages).
 - Residential standards in rural areas need to provide mechanisms for the preservation of farmland, open space, or other amenities.
 - Creation of an activity center zoning district.

- **Establish relationships between other area municipalities, Johnson County, and Whiteman Air Force Base (AFB) with the intent of better regional planning.** Comprehensive planning is a laudable planning goal that should be pursued in the Warrensburg area. Establishing planning standards and using common language will establish a cooperative framework that will encourage neighboring communities to plan together. This is best attained through regular and consistent meetings with other area jurisdictions.
- **Utilize the Historic Preservation Commission to administer design review criteria and assist in reviews for historic districts and structures.**

4.3 Mid-Term Recommendations (6 – 15 Years)

Infrastructure

- **Continue to expand the sewer capacity of the community.** The City should be proactive, and in anticipation of growth, develop additional capacity in growing areas as deemed appropriate.
- **Enhance Old Drum Transportation as an available transportation alternative.** This includes service area expansion, increased service hours, and para-transit accommodations.
- **Establish neighborhood improvement districts that provide better connectivity through the installation of sidewalks; work with residents to help alleviate the costs as appropriate. Although most Warrensburg neighborhoods contain at least some level of sidewalk coverage, there are large areas that lack pedestrian infrastructure.** Sidewalks are extremely important in areas that receive significant pedestrian activity. These areas include the central business district, areas adjacent to parks, and areas adjacent to schools. Sidewalk connectivity allows pedestrians to travel safely throughout the community without the threat of sharing the roadway with cars or trucks. Establishing paving districts will help offset sidewalk implementation costs and will also promote community health and wellness.

Economic Development

- **Develop economic opportunities sectors that complement the local economy, such as research and development, warehousing, aviation, and other businesses.**
- **Create city-initiated housing program to acquire and distribute vacant parcels of land.** Distributing parcels of land increases Warrensburg's tax base and promotes infill development, which typically is already served by city services.
- **Develop a housing rehabilitation assistance program, in conjunction with neighborhood associations, to preserve and rehabilitate Warrensburg's housing stock. Strive to rehabilitate 10 homes per year.** Warrensburg contains many classic Victorian and Bungalow homes that were built in the early 1900s and should be preserved and rehabilitated. A distinctive housing stock increases

Warrensburg's charm for residents and tourists and also fosters an increased sense of pride within the community.

- **Provide incentives to developers to construct affordable housing.** Providing sufficient affordable housing allows Warrensburg residents with less the means to achieve the American dream of home ownership. Possible incentives include density bonus, distribution of vacant parcels, tax incentives, and tax credits.
- **Work with a Community Development Housing Organization (CHDO) to develop housing for lower-income households.**
- **Work with stakeholders to utilize low income (LITHC) and historic preservation (HP) tax credits to develop new housing units or to renovate properties.**
- **Consider the utilization of TIF (tax increment financing) and other innovative financing tools to develop infill housing opportunities.**

Education

- **Eliminate all mobile classrooms.** Providing learning environments that maximize student achievement should be a priority for Warrensburg. Warrensburg needs additional attached classroom space to eliminate mobile facilities.

Safety and Wellness

- **Identify standards to evaluate and measure the effectiveness of local health care facilities.**

Amenities, Cultural Activities, Recreational Opportunities, and Community Enrichment

- **Develop additional services, facilities, and amenities to accommodate an aging population.** This should address housing, age-appropriate recreational activities, and medical services for Warrensburg's seniors.

Aesthetics

- **Develop a coordinated entryway program that builds on the success of the wayfinding program, which includes signage, landscaping, and decorative lighting.** New gateways into the community can help to create a “sense of place” as well as incorporate decorative lighting, landscaping, and the community’s branding campaign.

Administrative

- **Identify and plan for future staffing needs.** Proactively determine future staffing and resource needs.

4.4 Long-Term Recommendations (15+ Years)

Infrastructure

- Work with appropriate providers to ensure all sections of the community have superior Internet, cable, and cellular service.

Economic Development

- Establish a brownfield redevelopment program to focus redevelopment on sites such as old gas stations, railroad areas, and industrial sites.
- Work with Johnson County to establish an Extraterritorial Zoning Jurisdiction (ETJ) for rural areas adjacent to the city limits. The ETJ should be an area where the city has zoning authority so the City of Warrensburg can exercise appropriate controls in areas where it will logically grow.

Education

- Begin site selection process for new educational facilities.

Safety and Wellness

- **Begin to develop a third fire station.** The service area may contain some areas of overlap with other stations, but should be located to service future growth areas.
- Begin site selection process for new public safety and public health care facilities.

Amenities, Cultural Activities, Recreational Opportunities, and Community Enrichment

- Encourage Johnson County and the Missouri Department of Transportation (MoDOT) to expand the trail system to Knob Noster State Park, Whiteman Air Force Base, and surrounding areas.

Aesthetics

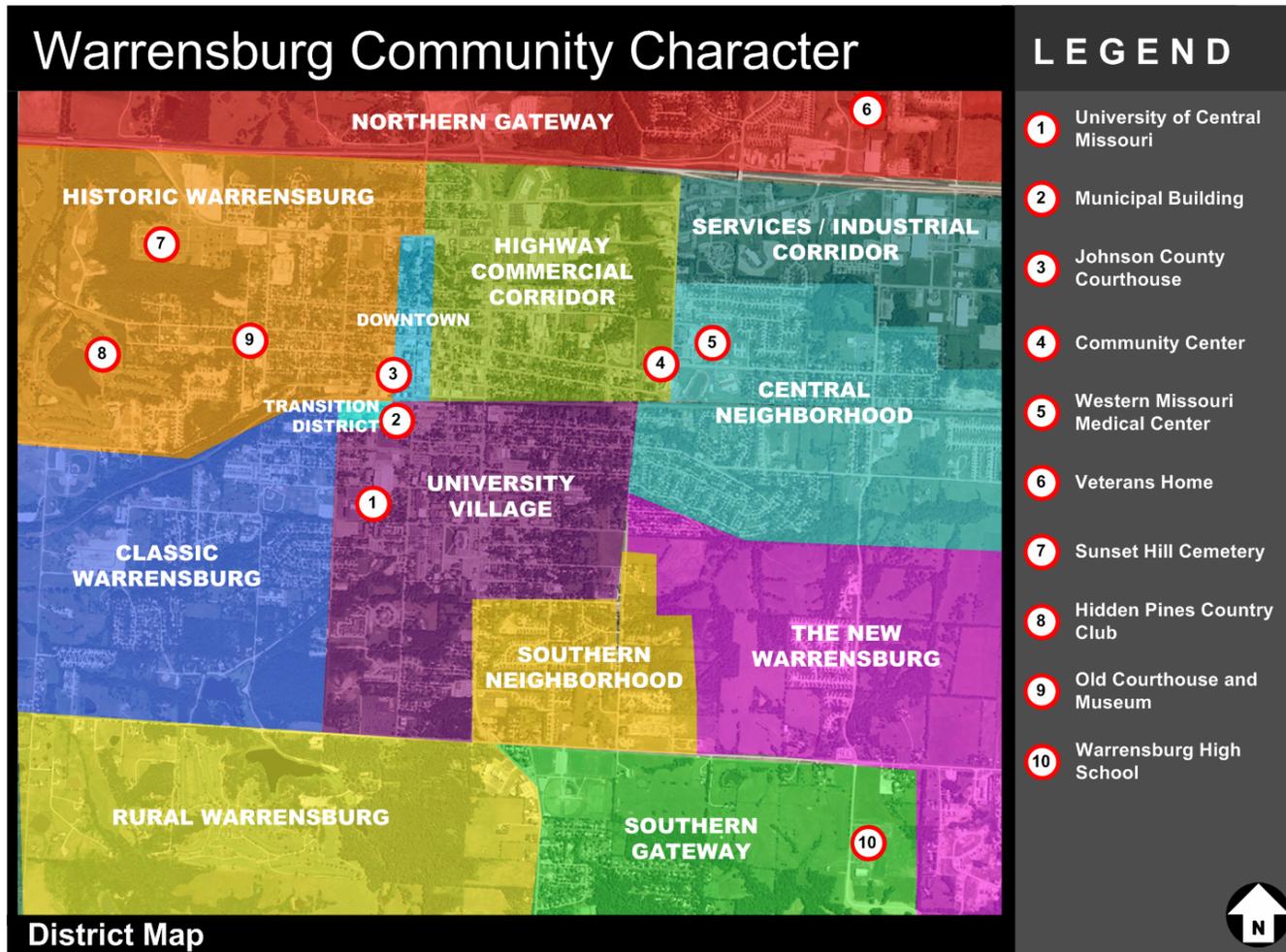
- Develop extensive design guidelines for all future development.

Administrative

- Evaluate the potential of a joint City of Warrensburg/Johnson County Planning Department.

4.5 District Recommendations

District recommendations are meant to address opportunities that could enhance the condition and character of each district.

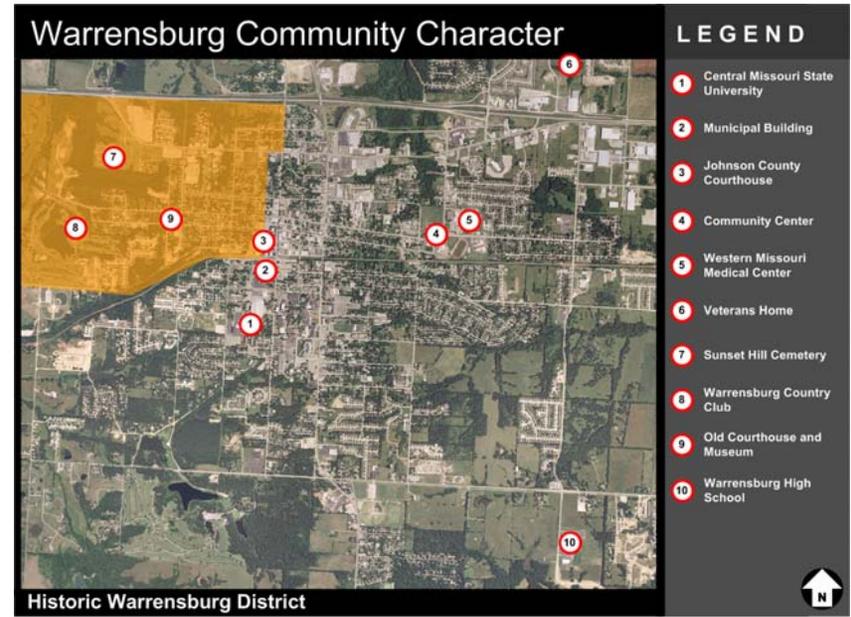
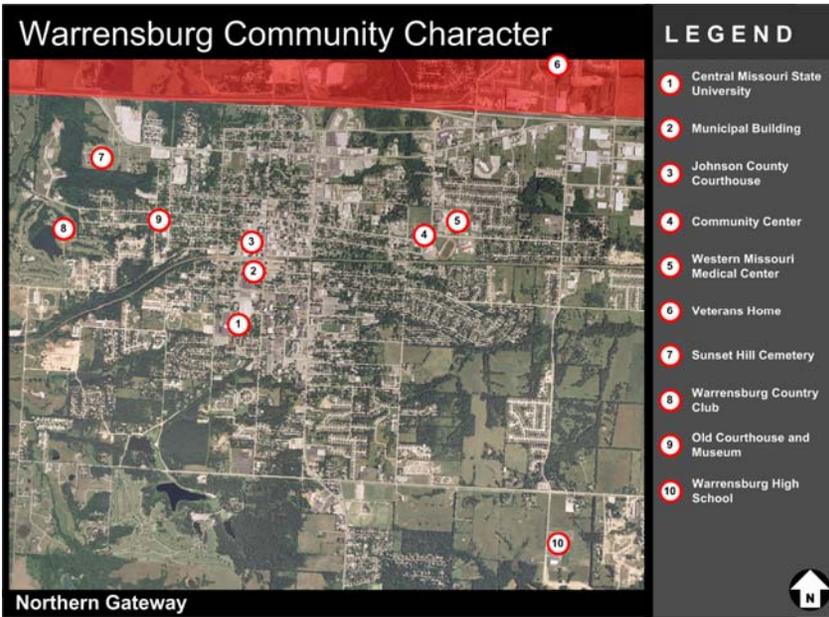


Northern Gateway District Recommendations

- Develop appropriate screening of industrial areas.
- Continue the development of sidewalks on both sides of residential streets.
- Develop new park and trail facilities that serve new and existing residential areas.
- Ensure new residential areas have local public and/or shared open space.
- Work with property owners to improve and/or rehabilitate residential properties.
- Develop pedestrian access, such as sidewalks or trails, from residential areas to retail areas.
- Develop additional playground facilities at Hawthorn and Clover Creek Parks. New playground facilities will help to increase the usage of these park facilities. Considerations for new playground facilities should include all ages, activity levels, and handicap accessibility.

Historic Warrensburg District Recommendations

- Improve code enforcement efforts regarding property maintenance.
- Rehabilitate/renovate residential dwelling units.
- Develop a historic property and/or district list and pursue their listing on both the state and National Register of Historic Sites.
- Develop improved walkways linking the area to downtown.
- Consider amending the zoning ordinance to allow a greater percentage of lot areas to be utilized for accessory uses such as garages.
- Redevelop vacant lots into residential dwelling units, particularly those farther away from downtown.
- Consider the further development of the old Courthouse area as a model of the historic aspects of the community.
- Consider relocating businesses that create land-use conflicts to more appropriate areas with greater visibility and traffic circulation.
- Develop the area as a historic extension of downtown.

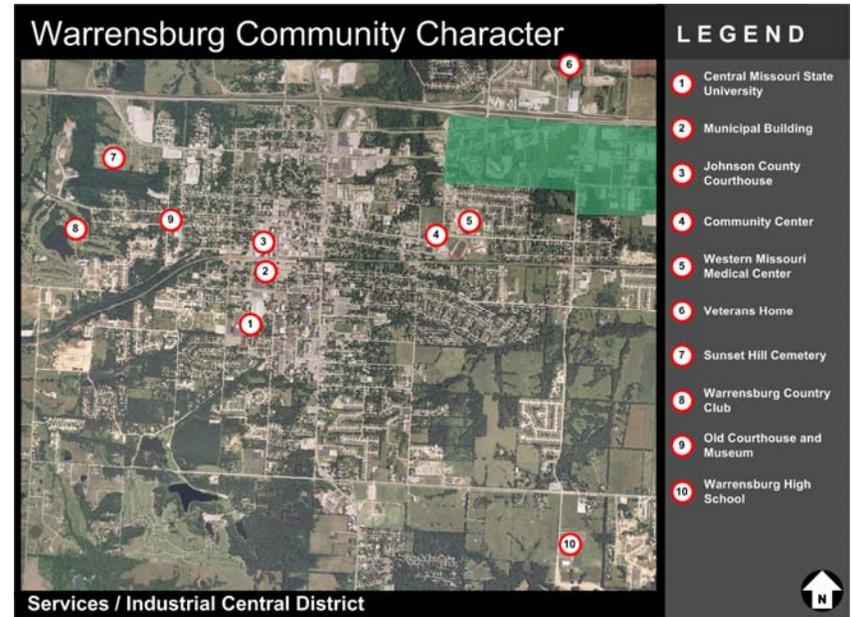
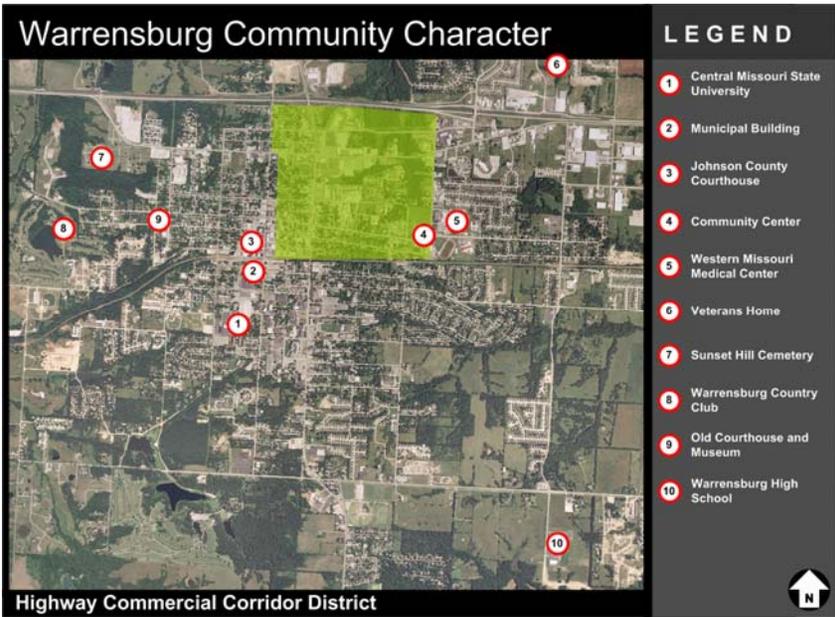


Highway Commercial District Recommendations

- Increase screening for areas adjacent to multifamily residential.
- Consider revising the zoning ordinance to address issues relating to building aesthetics (such as materials), increased landscaping, parking layout standards, and site layout and aesthetics.
- Expand sidewalks and/or trails to access retail areas.
- Develop an overall streetscape plan for Maguire Street.

Industrial/Services Central District Recommendations

- Improve exterior building finishes to include a greater proportion of materials such as stone and/or brick.
- Develop an overall streetscape concept for U.S. Highway 50 Business.
- Rehabilitate multifamily dwelling units as appropriate.
- Improve overall visual gateways into the community.

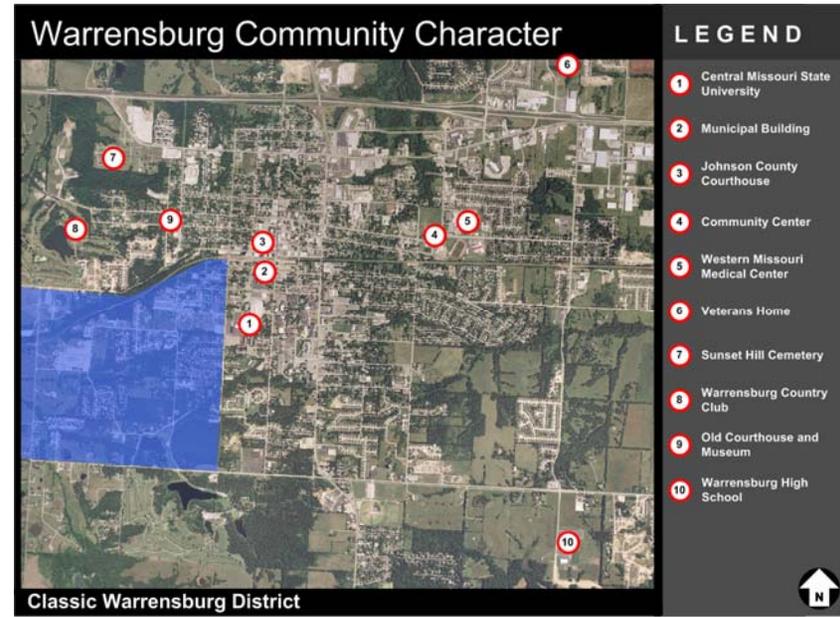
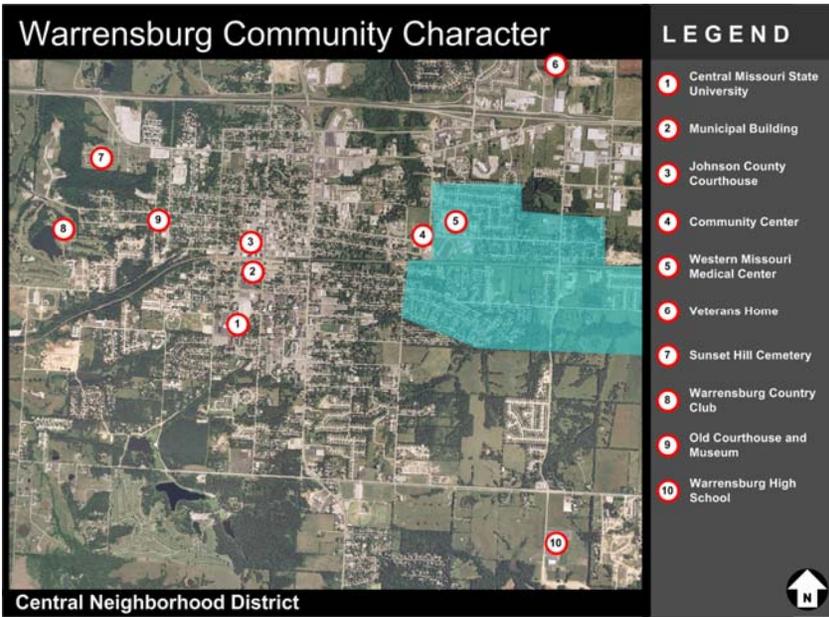


Central Neighborhood District Recommendations

- Rehabilitate deteriorated housing stock.
- Reconstruct deteriorated roadways, particularly arterial and collector streets.
- Work with property owners and interested parties to develop vacant lots.
- Reconstruct sidewalks.
- Rehabilitate Marr Park facilities such as pedestrian bridges and playground areas.
- Develop additional incentives to promote infill development.
- Develop pedestrian access to the Ridgeview Outdoor Classroom in conjunction with the Warrensburg Public Schools.

Classic Warrensburg District Recommendations

- Develop streams and creeks as community amenities.
- Mitigate visual and other impacts of the railroad. Man-made and natural barriers, such as landscaping and lighting, can help enhance the visual quality of the railroad corridor throughout the City.
- Dredge Lion's Lake.
- Add sections to the Culp Park Trail, as well as amenities such as lighting, vegetation clearance, increased police patrols, and benches and trash receptacles.
- Develop additional facilities at Culp Park such as trails, ball fields, shelters, and playgrounds.
- Consider revising parking regulations to allow parking on only one side of residential streets.
- Construct sidewalks along Warren Street, Main Street, and Southwest Boulevard to provide safer pedestrian access to Culp Park and Lion's Lake from nearby residential areas.

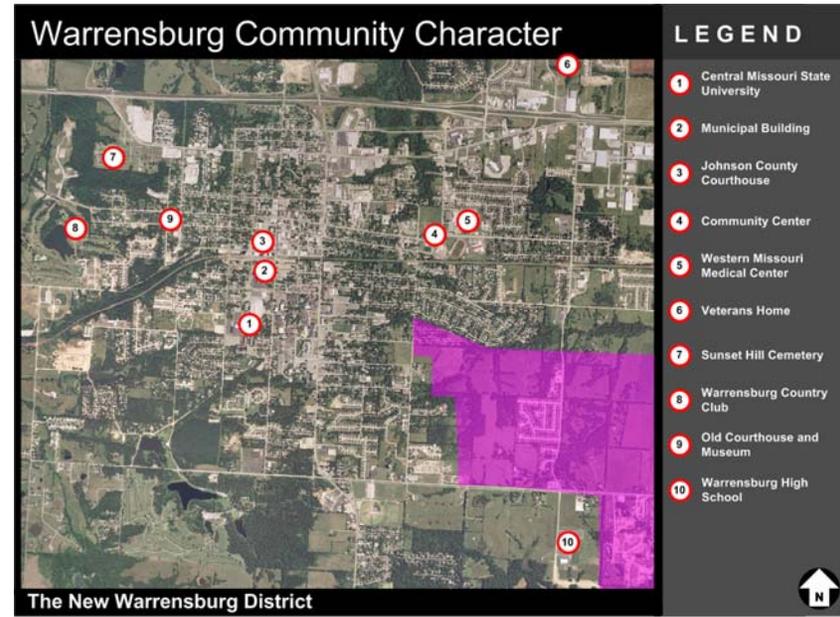
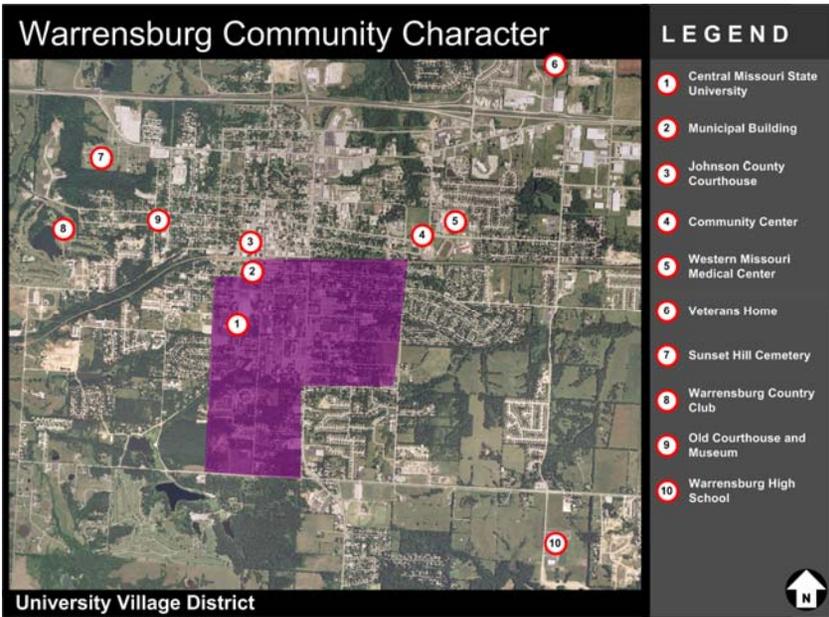


University Village District Recommendations

- Develop a visually pleasing railroad corridor.
- Consider developing a rental property maintenance code.
- Rehabilitate deteriorated housing units as appropriate.
- Reconstruct sidewalks throughout the area.
- Develop traffic mitigation measures on Maguire Street.
- Develop better marketing strategies in conjunction with the downtown area. Discussion should ensue between landowners, city staff, and developers as to how the areas can market and work together cooperatively to keep people in the heart of the community.
- Work to continue developing a better dialogue with students and downtown stakeholders.
- Develop gateways around the University of Central Missouri community. These gateways should incorporate the university logo and those of adjacent neighborhood organizations as appropriate. These should be on a smaller scale than community gateways.

New Warrensburg District Recommendations

- Develop neighborhood commercial areas.
- Develop buffer areas along the Missouri Highway 13 loop roadway such as natural planting areas and other landscaping forms.
- Develop vehicular connections to the rest of the community.
- Develop pedestrian connections to the rest of the community.
- Develop neighborhood-serving park facilities.

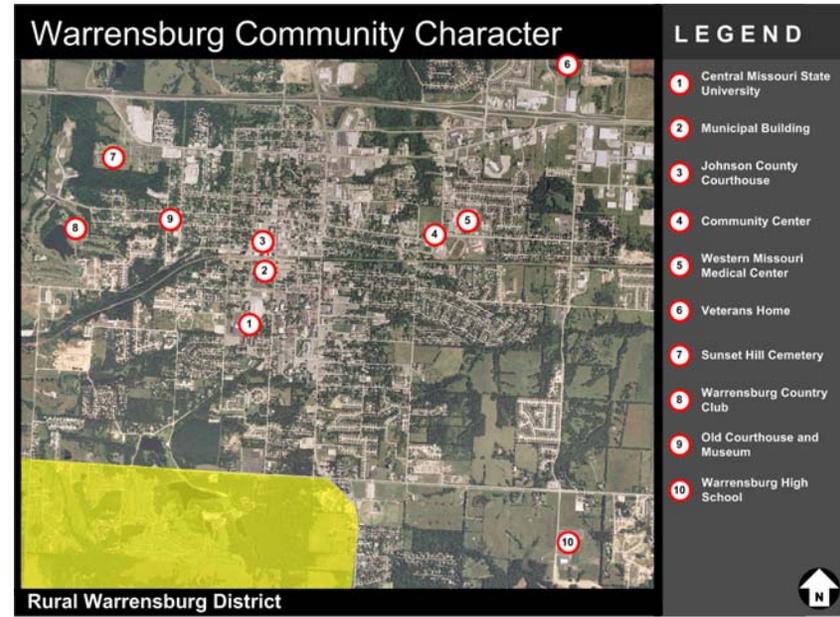
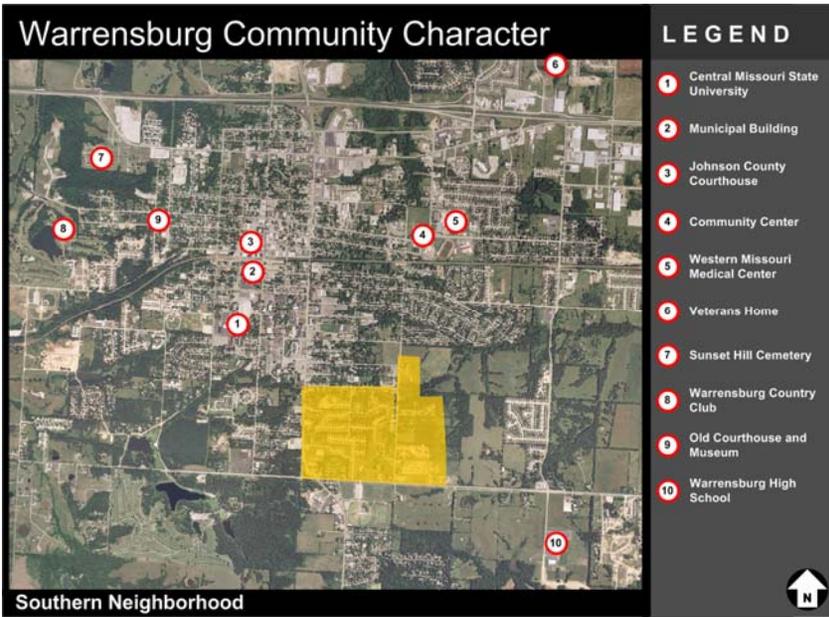


Southern Neighborhood District Recommendations

- Develop neighborhood commercial areas.
- Develop vehicular connections to the rest of the community.
- Develop pedestrian connections to the rest of the community.
- Develop neighborhood serving park facilities.

Rural Warrensburg District Recommendations

- Work with Johnson County to ensure orderly growth and development.
- Develop appropriate infrastructure as necessary and appropriate.
- Ensure future infrastructure connections and extensions are provided in conjunction with agreements consenting to annexation by the City.

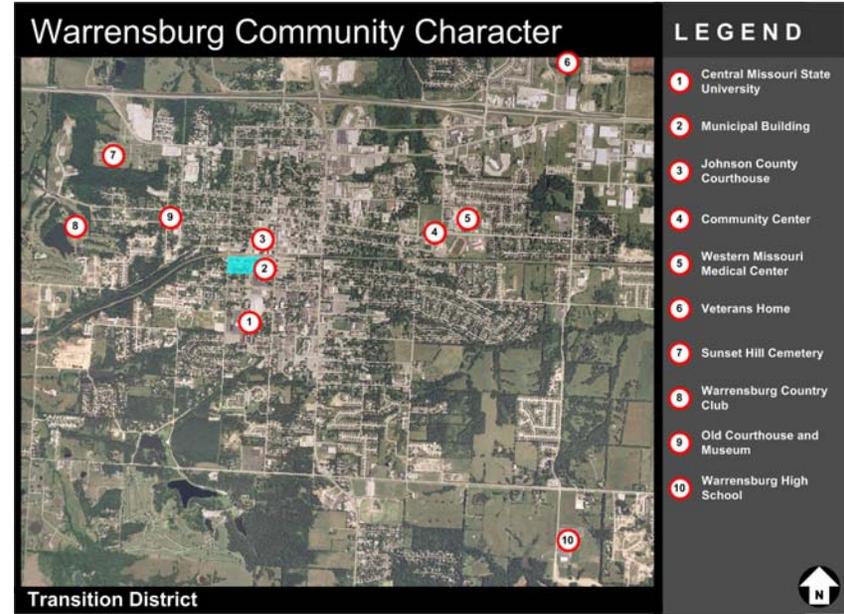
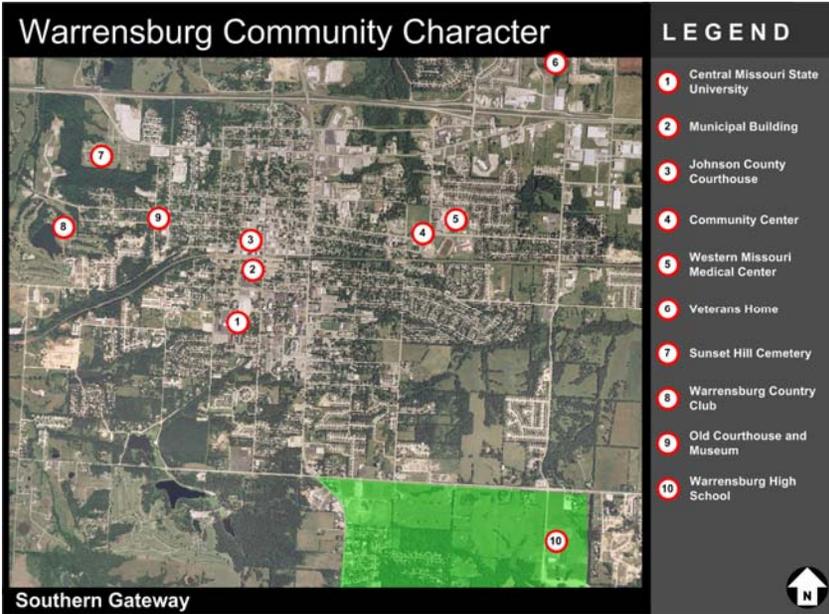


Gateway to Warrensburg

- Improve pedestrian connections throughout the area.
- Improve commercial opportunities for neighborhood residents.
- Consider revising the zoning ordinance to improve aesthetics relating to signage, buildings, and landscaping.
- Improve vehicular circulation throughout the area, particularly access management off of Missouri Highway 13.

Transition District Recommendations

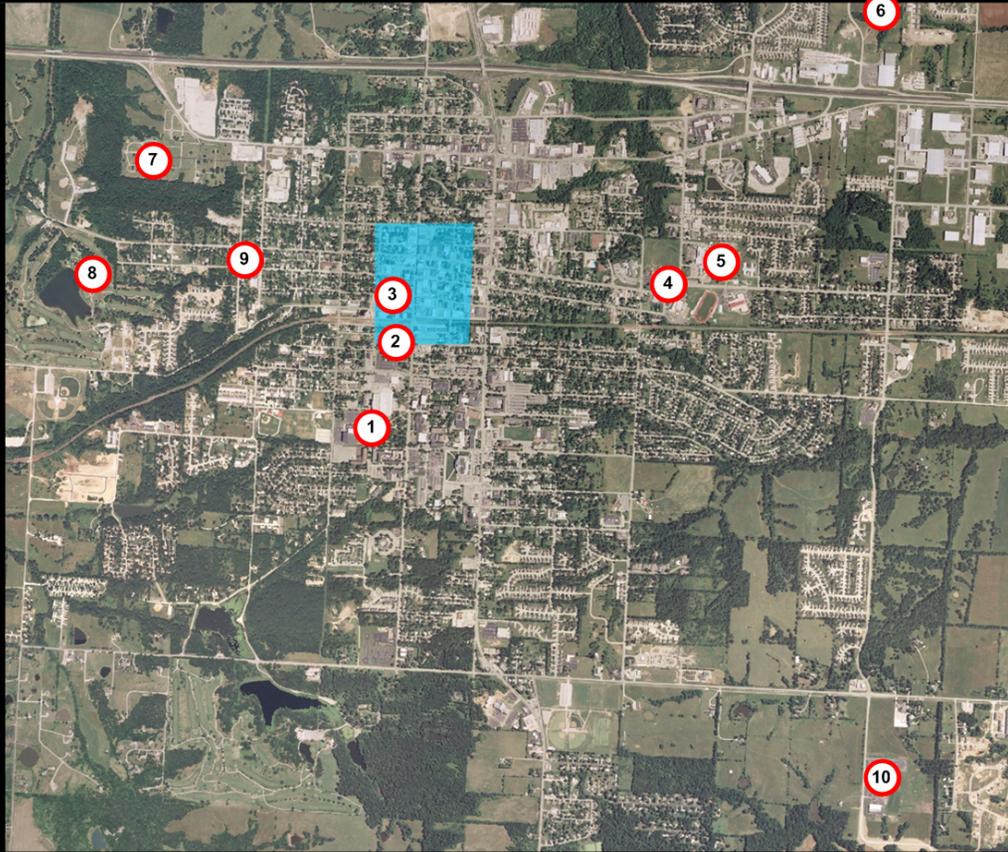
- Develop new public-use areas.
- Improve the visual characteristics of the railroad corridor.
- Work with the University of Central Missouri to develop new areas for use by the university.



Downtown District Recommendations

- Define overall boundary areas.
- Extend streetscape to side streets.
- Improve the visual quality of the railroad corridor.
- Consider having students and faculty from UCM on the Main Street Board of Directors.
- Develop physical connections between the historic area and the downtown.
- Designate either individual properties or the entire area as part of the National Register of Historic Sites.
- Continue to develop upper-story offices and/or residential as appropriate.
- Expand new wayfinding signage to side streets and adjacent areas as appropriate.
- Work to expand commercial opportunities on the west side of the downtown area in a manner that can fit within the context of the historic area.
- Improve parking in the area.
- Improve aesthetics and traffic flow.
- Add parking spaces as deemed appropriate.
- Resurface parking areas as needed.
- Consider designating loading zones and times in the area.
- Consider revising the zoning ordinance to allow a greater mix of uses in the area.
- Develop standards for residential areas in and adjacent to the downtown.
- Develop commercial standards in the downtown area.
- Consider allowing off street parking up to 400 feet from the primary structure.
- Develop downtown design guidelines to ensure the built environment is harmonious and contains common themes.
- Institute a rehabilitation program for downtown buildings.
- Consider making off-street parking a special/conditional use.

Warrensburg Community Character



Downtown District

LEGEND

- 1 Central Missouri State University
- 2 Municipal Building
- 3 Johnson County Courthouse
- 4 Community Center
- 5 Western Missouri Medical Center
- 6 Veterans Home
- 7 Sunset Hill Cemetery
- 8 Warrensburg Country Club
- 9 Old Courthouse and Museum
- 10 Warrensburg High School



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Warrensburg
Comprehensive City Plan

Appendices

Appendix A:

Definition of Terminology

Affordable Housing: Housing for which the occupant is paying no more than 30 percent of his or her income for gross housing costs, including utilities. *(Source: Department of Housing and Urban Development)*

Air Installation Compatible Use Zone (AICUZ): The area within the designated flight path(s) and other adjacent areas of a military installation owned by the Department of Defense, one of its agencies, a similar state agency, or an agency of the federal government that contain the accident potential zones and noise zones.

Americans with Disabilities Act (ADA): Was established in 1990 and is meant to ensure civil rights to persons who are disabled. Public places are required, by law, to be accessible to individuals with physical handicaps.

Annexation: The process whereby a city or municipality incorporates additional land or territory to increase its size.

Assisted Living: Assisted living centers are designed to accommodate seniors who can live independently and only need minor assistance with day-to-day functions like taking medications and providing meals. These individuals do not need around-the-clock medical care typically found in nursing homes.

Aquatic Center: Offers numerous modern-day water park activities including zero-depth entry, waterslides, fountains, and more shallow water. Water parks and aquatic centers are replacing aging pool facilities.

Bike Lane: A dedicated area on streets designed to accommodate bicycles. Bike lanes are demarcated with a stripe of paint.

Birthrate: The number of live births per 1,000 population.

Boulevard: A wide street that often contains a tree-lined median.

Build-Through Acreage: Allows short-term acreage development in areas that are not expected to urbanize within 20 years. Build-through acreages are intended to allow landowners to develop a portion of the acreage with low-density residential development, while preserving and reserving the majority of the property for future long-term development. Build-through acreages must be designed to accommodate higher density levels in the future. This concept is illustrated on page 87.

Census: The United States Census, which is a division of the Department of Commerce, conducts a thorough population count every 10 years. A broad range of information is collected, including social, educational, housing, and economic information.

Central Business District: The commercial heart of a city. Central business districts are often synonymous with downtowns.

City Limits: A defined boundary that is occupied by a city or a town.

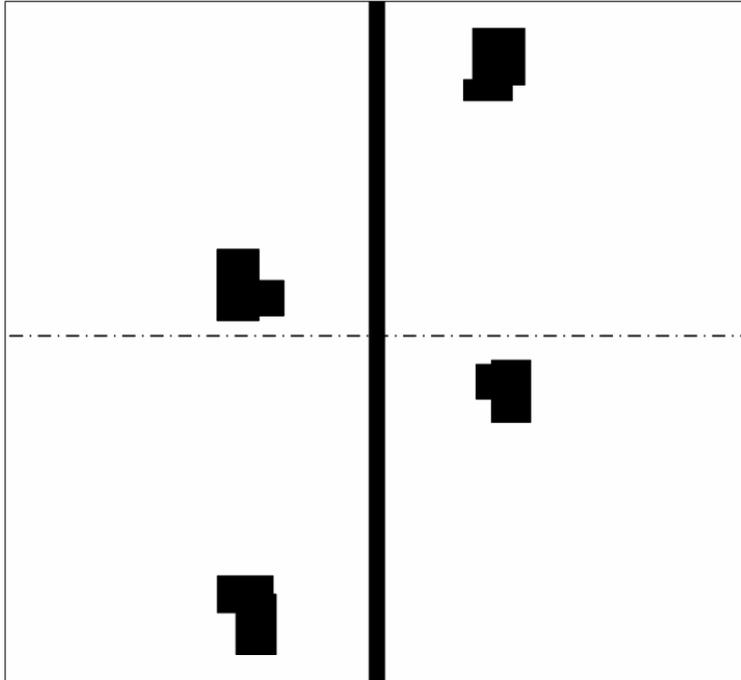
Clustered Residential Development: Housing that is concentrated in specific areas to minimize infrastructure and development costs while achieving allowable density. Clustered developments allow the preservation of natural open space for recreation, common open space, or preservation. This concept is illustrated on page 88.

Cohort: A group of individuals born in the same year or group of years. *(Source: U.S. Census)*

Comprehensive City Plan: A comprehensive plan is a planning tool designed and developed to assist well-managed communities determine needs and to set goals and recommendations to direct future development. The comprehensive plan should serve as the foundation for local planning programs, policies, and principles.

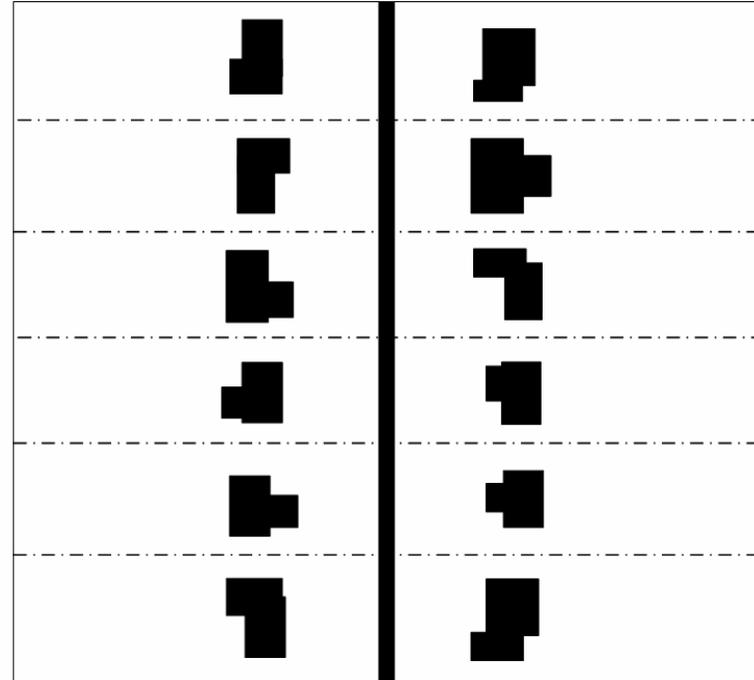
Community Activity Center: Contains the shopping, services, recreation, employment, and institutional facilities that are required and supported by the community as a whole. With this in mind, the central section of the activity center would likely contain a large supermarket or other large retail shopping with a mix of smaller retail opportunities included. Other uses, such as offices, parks, and either public or quasi-public uses, would be included as well. The community activity center contains a central area that is considerably larger and more diverse in its land uses than the neighborhood activity center.

Build Through Acreage – Initial Plat



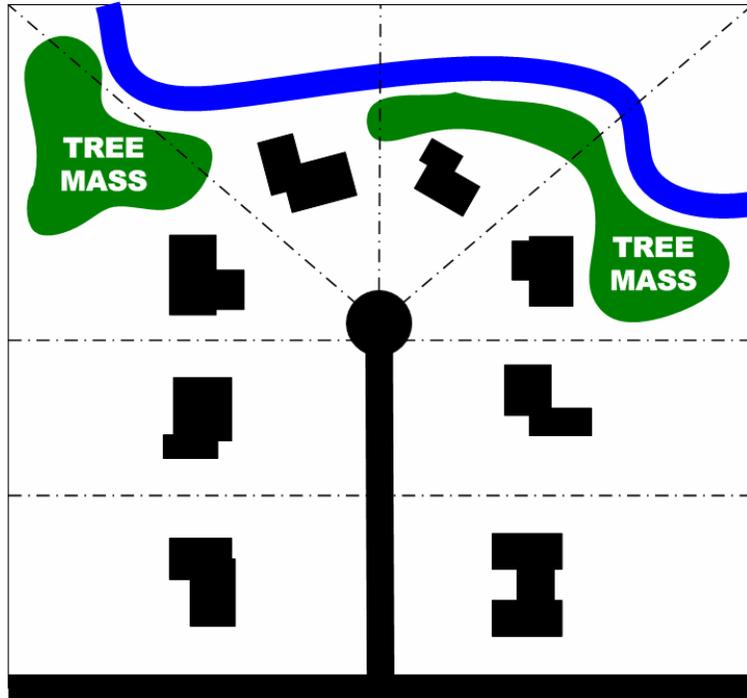
Initial plat has four acreage lots. Homesites are strategically placed to support additional density at a future date.

Build Through Acreage – Ghost Plat



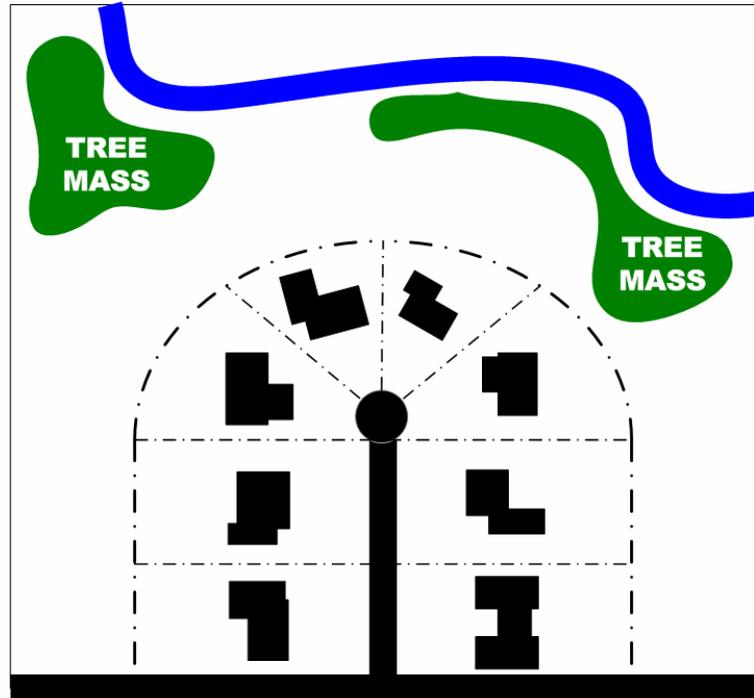
The ghost plat, which is submitted at the same time as the initial plat, shows how land could support a higher density level in the future.

Conventional Subdivision



This subdivision contains eight, 5-acre lots. It contains no shared open space. Entire 40-acre plot is developed.

Clustered Subdivision



This subdivision contains eight, 2-acre lots. It contains 24-acres of open space. Smaller individual lots require less maintenance.

Community Development Housing Organization (CDHO): Are specially defined non-profits allowed to compete each year for a 15% HOME reserve once they meet certain Housing and Urban Development (HUD). These HUD CHDO criteria include:

- The provision of affordable low and moderate income housing as a stated purpose
- Operation as a 501 C3 IRS tax-exempt organization
- A commitment to affordable housing over time.
- The capacity to carry out HOME activities.
- The maintenance of low-income residents or their representatives on CHDO governing boards.

Although CHDO's may apply for a variety of types of HOME funding, only the following HOME activities qualify toward the 15% set-aside reserved for CHDO's:

- New construction of rental housing, including supportive housing.
- Acquisition and rehabilitation of existing rental housing, including supportive housing.
- Acquisition and rehabilitation of existing housing for sale to homebuyers.

(Source: Illinois Housing Development Authority)

Community Park: A community park is typically 25-plus acres and is intended to serve several neighborhoods for a one- to two-mile radius. Community parks are designed to provide a broad range of active and passive recreation activities. Common community park features include: ball fields, large swimming pools, playgrounds, walking trails, natural areas, water bodies, and picnicking areas. Community park uses are primarily defined by site suitability and community needs.

Condominium: Individual ownership of a private dwelling residence along with a proportionate ownership interest in certain common areas.

Corporate Boundary: Synonymous with city limits.

Density: A zoning term, which is typically measured in the number of dwelling units per acre.

Density Bonus: An increase in the allowable number of dwelling units per acre.

Design Guidelines: Provide distinction and seek to instill consistency and continuity for a specific area. Design guidelines are developed to ensure that future development conforms to the area's unique style. Guidelines establish a vision and a framework to attain that vision.

Design Standards: Design standards are more restrictive. Standards dictate.

Development Concept: Future growth scenario.

Disability: A debilitating condition that affects one's ability to carry on normal pursuits. Disabilities can be physical, mental, permanent, or temporary.

Drainage Basin: The total land area that drains into a lake, river, or tributary.

Duplex: A dwelling unit that contains two separate family living units.

Educational Attainment: Refers to the highest level of school completed or the highest degree earned.

Existing Land Use: Provide an overview of the number of acres of different land-use types.

Extraterritorial Jurisdiction (ETJ): The area beyond the corporate limits of the city, in which the state has granted the city the power to exercise zoning jurisdiction and building regulations.

Flex-Space Zoning: Flexible-space zoning is a new and more flexible zoning classification that has been established to specifically accommodate traditional and modern businesses and industries. Flexible-space zoning supports commercial/retail uses, service uses, public uses, and light industrial uses.

Fringe Development: Development that is located far from the center of the city. Fringe development is often characterized as sprawl. Fringe development typically occurs on green fields and is the opposite of infill development.

Future Land Use: Future land-use projections attempt to estimate the number of acres of each land-use type the city will need to add to accommodate future population growth.

Gateway: A point of entry into or exit out of the community.

General Obligation Bond: A type of secured bond that is backed by the full faith and credit of a municipality.

Goal: Although general in nature, goals describe how a community can attain its vision. Goals are statements that indicate a desired result that is typically long-term and strategic. Goals provide purpose and direction.

Greenway: A linear open space; a corridor composed of natural vegetation. Greenways can be used to create connected networks of open space that include traditional parks and natural areas. *(Source: Smart Growth Network)*

Grid Street Pattern: A street network characteristic of straight roads and 90 degree angles.

High-Density Residential: Typical uses include single-family-attached dwellings (such as townhouses), as well as multifamily condominiums and apartments, at densities of eight or more units per acre. These housing developments are typically two to four stories in height. High-density residential developments should incorporate some amount of outdoor public space for their residents. As in the other residential designations, limited compatible and complementary institutional uses may be considered.

Housing Affordability Index: A useful calculation that compares the necessary qualifying income (income necessary to qualify for a loan for a median-priced home) with the median price of an existing home. A value of 100 indicates that a family who makes the median income has exactly enough income to qualify for a mortgage for an existing median single-family home. Essentially, the higher the Housing Affordability Index value, the more affordable the local housing is in relation to the median income.

Housing Tenure: The two most common forms of house tenure are owner-occupied or renter-occupied.

Impact Fee: Typically assessed on new construction on the fringe. The intent is that these fees are then used to offset the cost of city services to that area (e.g., extending infrastructure, new roads, police service, new schools, etc).

In Migration: Migration into an area during a specific period of time.

Infill Development: The practice of building on vacant lots or undeveloped parcels within the older parts of an urban area or already developed area. (Source: Department of Natural Resources)

Infrastructure: Can be defined as all of the support services and facilities that are necessary for a community to function. Infrastructure includes roads, utility lines, water systems, sewage disposal systems, bridges, and communication systems.

Jobs-Housing Balance: Compares the available housing and the available jobs within a city or community. This statistic measures whether the community contains an adequate supply of housing to house workers employed within the area.

Labor Force: All persons 16 years or older who are either employed or unemployed and actively looking. (Source: U.S.Census)

Linear Park: A narrow park or recreational area that often serves as a linkage between two other activity centers.

Live-Work Unit: A dwelling unit in combination with a shop, office, studio, or other work space within the same unit, where the resident occupant both lives and works, located on the first floor of a building that abuts a major street and that has separate entrances for each space.

Low-Density Residential: Single-family-detached residential dwellings with density ranges from one to three dwelling units per acre and lot sizes typically ranging from approximately 10,000 square feet to one acre. Smaller lot sizes and perhaps even single-family-attached housing are possible when using clustered development designs that preserve large portions of the site as permanent open space.

Manufactured Housing: Housing units that are partially or entirely constructed in a factory. Some reside on permanent foundations and some do not.

Median Family Income: The sum of money income received in calendar year 1999 by all individuals 15 years old and over, where two or more individuals are related. Included in the total are amounts reported separately for wage or salary income; net self-employment income; interest, dividends, or net rental or royalty income or income from estates and trusts; Social Security or Railroad Retirement income; Supplemental Security Income (SSI); public assistance or welfare payments; retirement, survivor, or disability pensions; and all other income. (Source: U.S. Census)

Median Household Income: The sum of money income received in calendar year 1999 by all household members 15 years old and over, including household members not related to the householder, people living alone, and other nonfamily household members. Included in the total are amounts reported separately for wage or salary income; net self-employment income; interest, dividends, or net rental or royalty income or income from estates and trusts; Social Security or Railroad Retirement income; Supplemental Security Income (SSI); public assistance or welfare payments; retirement, survivor, or disability pensions; and all other income. (Source: U.S. Census)

Medium-Density Residential: Includes housing densities between three and eight dwelling units per acre and can have a mixture of dwelling types including single-family-detached and semi-detached units, single-family-attached units, patio homes, duplexes and triplexes, and townhouses. Multifamily housing is possible when using clustered/conservation development design that preserves portions of the site as permanent open space.

Migration: The number of people that move from one jurisdiction location to another during a specific period of time.

Mini-Park: A mini-park is typically one acre or less and is intended to serve less than a quarter-mile radius. Mini-parks are designed to include specialized facilities for a specific population group (e.g., senior citizens or children). Mini-parks are typically found near higher-density residential developments or near elderly housing centers.

Mixed Use: Development that combines two or more types of uses: residential, commercial, retail, office, industrial, or public. Mixed use typically encourages pedestrian-friendly site design, is more energy efficient, and is more effective at conserving land. Mixed-use developments are often found along commercial corridors.

Multifamily Residential: Multifamily residential can be defined as a building designed to accommodate two or more families. Examples of multifamily residences include apartment complexes, duplexes, and townhouses.

Neighborhood Activity Center: Contains facilities vital to the day-to-day activity of the neighborhood. Within this area, the central focus area might contain a retail, public, or quasi-public use such as a grocery store, service station, or small park. These diverse facilities are ideally located in close proximity to one another in the central section(s) of the activity center, making all vital shops and services accessible in a single stop.

Neighborhood Association: Neighborhood associations build community, preserve and enhance the character of the neighborhood, and foster interaction and friendship among neighborhood residents and businesses.

Neighborhood Park: A neighborhood park is typically 15-plus acres and is intended to serve a single neighborhood, a one-half mile radius, or a population of approximately 5,000 residents. Neighborhood parks are designed to provide areas for both active recreation activities (e.g., playgrounds, field games) and passive recreation activities (e.g., picnicking, trails). Neighborhood parks should be strategically placed within the center of several neighborhoods so that the parks are easily accessible by all surrounding residents.

Neighborhood Unit Plan: Was developed by Clarence A. Perry by in the late 1920s. The neighborhood unit is a physical design standard for which the size and the layout of the neighborhood meets the needs of a base unit of population for education, recreation, and other service facilities. The physical base of the neighborhood unit is an area, typically a circle, with a one-quarter-mile radius, which is the distance an average person can comfortably walk in five minutes. Typically, a neighborhood park and elementary school are located within the neighborhood, with a shopping district located in the periphery at the intersection of adjacent, major streets.

Net Migration: The difference between in migration and out migration during a specific period of time.

Nuisance Ordinance: Designed to protect the health, safety, and well-being of a municipality by establishing and enforcing standards, which dictate the length of weeds, trash disposal, or other property complaints.

Open Space: Any parcel or area of land or water essentially unimproved and set aside, dedicated, designated, or reserved for public or private user or enjoyment, or for the use and enjoyment of owners and occupants of land adjoining or neighboring such open space.

Out Migration: Defined as migration out of an area during a specific period of time.

Park: A tract of land, designated and generally used for active and passive recreation.

Pedestrian Scale: Development designed so a person can comfortably walk from one location to another; encourages strolling, window-shopping, and other pedestrian activities; provides a mix of commercial and civic uses (offices, a mix of different retail types, libraries, and other government and social service outlets); and provides visually interesting and useful details such as:

- Public clocks
- Benches
- Public art (e.g., murals, sculptures)
- Shade structures (e.g., canopies, covered walkways)
- Textured pavement (e.g., bricks or cobblestones)
- Shade trees
- Interesting light poles
- Trash bins
- Transit system maps
- Covered transit stops
- Street-level retail with storefront windows

Planning: The collaborative and anticipatory science of determining a community's needs, creating methods to address those needs, and developing solutions to achieve desired future results.

Preferred Development Concept: Represents a preferred future land-use scenario, which is developed based on feedback received from the advisory committee and the general public.

Public Facility: Buildings or structures that are owned and operated by local or state government. Public facilities serve the general public and the entire community.

Public Transportation: Various forms of shared-ride services, including buses, vans, trolleys, and subways, which are intended for conveying the public. *(Source: Natural Resources Defense Council)*

Recommendations: Provide specific implementation measures and suggest methods that the community can employ to achieve defined goals.

Regional Activity Center: Contains the shopping, services, recreation, employment, and institutional facilities that are desired and utilized by residents of a large region; in this case Johnson County and part of the larger Kansas City Metropolitan Area. Because of this, the center of a regional activity center should include a regional shopping mall, a number of major employers, and other amenities that support a large area such as dining, entertainment, and public/quasi-public uses. While the core of the activity may also serve the adjacent community and/or neighborhood, it is much larger in scale.

Regional Park: A regional park is typically 200-plus acres and is intended to serve several communities. Regional parks are often found along a natural resource and typically support boating, camping, fishing, picnicking, swimming, a variety of trails, and play areas.

Regional Planning: The science of planning applied to the efficient use of land, utilities, and other infrastructure across multiple cities, counties, or other jurisdictions.

Ridgeline: The crest along a range of hills. Basin boundaries and ridgelines are a key determinant of growth boundaries because these areas flow gradually in the same direction. Developed areas must be serviced with infrastructure and services (i.e., sewer and water). Pumping wastewater uphill or across a ridgeline into another drainage basin can be problematic.

Rural Estate: Single-family-detached residential dwellings having lot sizes of one acre or more.

Sign Ordinance: Establishes standards for the size, color, and height of signs. Sign ordinances are meant to encourage attractive and aesthetic signs and minimize clutter and visual blight.

Single-Family Residential: Housing units designed to accommodate one family per unit.

Street Trees: Street trees offer numerous community and individual benefits, including enhancing the attractiveness of the roadway, reduced road noises, improved air quality, and increased property values. Studies have also shown that pedestrians are more likely to walk on streets with street trees.

Subdivision Regulations: Subdivision regulations provide standards for streets, water systems, sewage disposal, and other components of public infrastructure. These standards ensure that developments are served by public service.

Tax Increment Financing (TIF): TIF is designed to finance public costs associated with a private development project. Think of tax increment financing as a loan for developers. The City is borrowing funds that it expects to recoup in the form of higher tax base (higher property valuations). However, that loan is specifically earmarked to finance public costs.

Townhouse: A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical wall(s).

Unemployment Rate: Someone who is willing and able to work, but is unable to find a paying job is considered unemployed. The unemployment rate is the number of unemployed workers divided by the total civilian labor force.

Utilities: Various components of infrastructure, including water, gas, and electricity.

Vacant Lot: A subdivided residential, industrial, governmental, or commercial lot, which contains no approved or permitted buildings of a temporary or permanent nature. *(Source: Environmental Protection Agency)*

Vehicle Miles Traveled (VMT): Vehicle miles traveled is the number of miles traveled by a vehicle within a specified area in a specified time period. Typically, VMT is greater in areas with more housing than employment land uses or areas with more dispersed development.

Vision Statement: A vision is an image of a desired future that a community seeks to achieve. Effective vision statements are detailed, inspiring, and help motivate a community to advance toward this desired future state.

Wastewater: Water that has been used and discarded from homes, businesses, or industrial sources. It can contain a wide variety of waste products, including soap, chemicals, or human waste.

Zoning: The segregation of land uses into distinct and separate areas throughout the community in order to guide growth and development in a manner that protects the health, safety, and welfare of community residents.

Appendix B:

Background

The Background Appendix contains a comprehensive overview of the history and existing conditions of Warrensburg. This appendix includes historical information and existing conditions information relating to housing, population, employment, public facilities, parks and recreation, and utilities.

History

The City of Warrensburg, one of Missouri's early western prairie towns, was founded in 1836 as the seat of Johnson County. Pioneer settler and local blacksmith Martin Warren served as the city's namesake. Warren, a native of Kentucky, had come to Missouri seeking a place to build a cabin and establish his blacksmithing business, and he settled on a place in present-day Warrensburg that was located on the heavily traveled Osage Indian trail. Warren's shop was a gathering place for local farmers, and prairie residents frequently visited Warren to inquire about settlements, law, and the local happenings. Initially, this gathering spot was known as Warren's corner, and it later became Warren's burg, which eventually became the name of city.

After 20 years as an unincorporated area, Warrensburg became a city in 1855. Soon after, in April of 1856, the City held its first official election. In that election, Dr. John Foushee became Warrensburg's first mayor, while the first City Council was comprised of William H. Anderson, James M. Bratton, Dr. William Calhoun, and Alexander Marr. Three months later, the first County Court session in Warrensburg was held. Two years later, the City and its famous courthouse witnessed the historic case of a man's best friend.

Story of Old Drum and the Old Courthouse

One of Warrensburg's most recognizable and prominent buildings is the Old Courthouse, which sits along north Main Street. The site of the building was selected in 1836 by three County Commissioners, one of whom was the son of Daniel Boone. In 1838, with federal grant funds totaling \$2,000, builders set out to construct what would become Warrensburg's first public building; however, contractors soon realized that \$2,000 would not be enough to fund the planned construction. This lack of funds caused a change in the building plans – the final building ended up smaller than planned, and contractors did not install a cupola dome atop the roof. What Warrensburg ended up with was a two-story brick building for a total construction cost of \$2,800. Although meetings were held in the

building as early as 1840, the Court officially accepted and opened the building on July 28, 1842. In addition to its use as the local hall of justice, the Old Courthouse was used for religious meetings, community socials, and as a school house. The Old Town Square, where the building is located, was the heart of Warrensburg until the railroad was laid through the City. The Old Courthouse also became the venue for the most celebrated case in the City's history.

The Old Drum case is the most well-known piece of Warrensburg history. On October 18, 1869, Warrensburg resident Charles Burden's dog, Old Drum, was shot to death by Burden's neighbor and brother-in-law, Leonidas Hornsby. Following the death of his dedicated dog, Burden sued Hornsby, and the case proceeded through three trials and appeals before it was finally decided at the Old Courthouse on September 23, 1870. Future United States Senator George Graham Vest represented Burden in the case and provided an impassioned and memorable defense of Old Drum's life and devotion. Vest's eulogy of Old Drum is the most famous tribute to a pet, and it created and immortalized the image of the dog as "man's best friend."



Photo B-1: Old Drum

Railtown

In 1861 as the Civil War broke out and the nation was paralyzed with conflict, the railroad was thirty (30) miles from Warrensburg. Despite the war, intermittent construction continued and the rail line eventually reached the City. On July 4, 1864, the Missouri Pacific Railroad finally came to Warrensburg, which served as the line's western terminus until the railroad expanded the next year. Once the rail line became a transportation hub for Warrensburg residents and visitors, the center of town shifted toward the train depot and away from the area around the Old Courthouse.

The railroad had a major impact on Warrensburg and the surrounding community. Because the railroad became the central focus of the City, the downtown district was founded adjacent to the tracks; the current location of downtown Warrensburg is due to the railroad's construction in the 1860s. The line continues to hold a preeminent place in the community as, according to the Warrensburg Chamber of Commerce, it currently experiences the sixth-highest volume of Amtrak rail traffic in the State of Missouri.

Quarries & Mines

Aiding the success of the rail line was the discovery of sandstone deposits in the 1870s. These deposits were found north of the city and provided a boost to Warrensburg's economy. In addition to the sandstone quarries, coal mining was also a significant component of the local economy. Beginning in the late 19th century, coal mining and the sandstone quarries combined to form a solid economical foundation on which Warrensburg could grow.

These ventures were also well-served by the railroad, which provided an easy and efficient way to ship Warrensburg's products across the continent. Other institutions, including the University of Central Missouri and Whiteman Air Force Base, also proved vital in shaping the Warrensburg community.

University

The University of Central Missouri (UCM) began in 1871 as a state normal school with an enrollment of 87 students. By 1881, enrollment had surged to over 500 students, which was an increase of approximately 500 percent in 10 years. The school's name was changed to the Central State Teachers College in 1919, and as the university grew to encompass more students and academic disciplines, it eventually became Central Missouri State University. Legislation was passed in 2005 that allowed the school to once again change its name, and in September 2006, the college's Board of Governors formally changed the school's name to the University of Central Missouri.

The university's campus has become a centerpiece of the Warrensburg community. Campus facilities include classic sandstone architecture and well-groomed greenspace along its 1,561 acres. UCM is the only public institution in Missouri that operates its own airport – Skyhaven Airport, located just northwest of the City, serves as the Warrensburg area airfield. Also featured on UCM grounds is Pertle Springs, which is a 300-acre park that includes an 18-hole golf course, observatory, and nature center.



Photo B-2: University of Central Missouri Campus

Whiteman Air Force Base

Now home to a total base employment of approximately 7,000, Whiteman Air Force Base is a regional point of pride for the Warrensburg community. The history of the base traces back to World War II, when U.S. Army Air Force officials selected the site to be the home of the Sedalia Army Air Field and as a training field for WACO glider pilots before they went off to fight in the war. Some pilots from the base saw action during the invasion of Sicily in July of 1943 and in the D-Day invasion of Normandy, France.

Immediately after the war, the base remained in service as an operational airfield for Army Air Force transport planes, but in December 1947, the base was deactivated. The newly formed independent Air Force selected the site as base for a new bombardment wing in 1951. Four years later, the name of the base was changed to Whiteman Air Force Base to memorialize the sacrifice of Sedalia native George A. Whiteman. Whiteman was among the first American airmen killed in World War II when he was shot down in an attempt to fight Japanese bombers at Pearl Harbor on December 7, 1941.

After manning Minutemen intercontinental ballistic missiles throughout much of the Cold War, Whiteman Air Force Base now houses the B-2 Stealth Bomber Unit. Whiteman's important mission continues to fill the Warrensburg community with both pride and patriotism.

Warrensburg Today

Today, Warrensburg is typified by its exciting growth. The City is growing at a pace rarely seen in its history. Recently, Warrensburg has welcomed new businesses, new hotels, and a multitude of new restaurants. A prominent addition to the area was the new Community Center, which is fulfilling its promise to provide a fun-filled gathering place for Warrensburg families. As Missouri's fourth-largest Micropolitan Area, Warrensburg continues to develop, and in so doing, it continues to improve the educational, economic, and cultural hub of Johnson County.

Demographics

Population by Decade

Warrensburg's population trends since 1880 are illustrated in Figure B-1. Population is identified on the y-axis, and 13 decades, from 1880 to 2000, are located on the x-axis. Warrensburg's population in 1880 was 4,040. The population grew to 4,724 in 1890 but then declined slightly in 1910 to 4,698. During a 30-year stretch from 1890 to 1920, the population of Warrensburg only increased by 105 residents.

After experiencing fairly stable population numbers from 1880 through 1930, Warrensburg began a continuing stretch of population increases in the 1940s, when the city experienced a 12.3 percent population increase from the previous decade. The most substantial growth in the city's history soon followed as Warrensburg's population rose by 41.3 percent between 1950 and 1960. Similar population increases occurred between 1960 and 1970, when the city's population rose by 35.5 percent. Steady population gains followed, and the city experienced a 7.19 percent increase between 1990 and 2000.

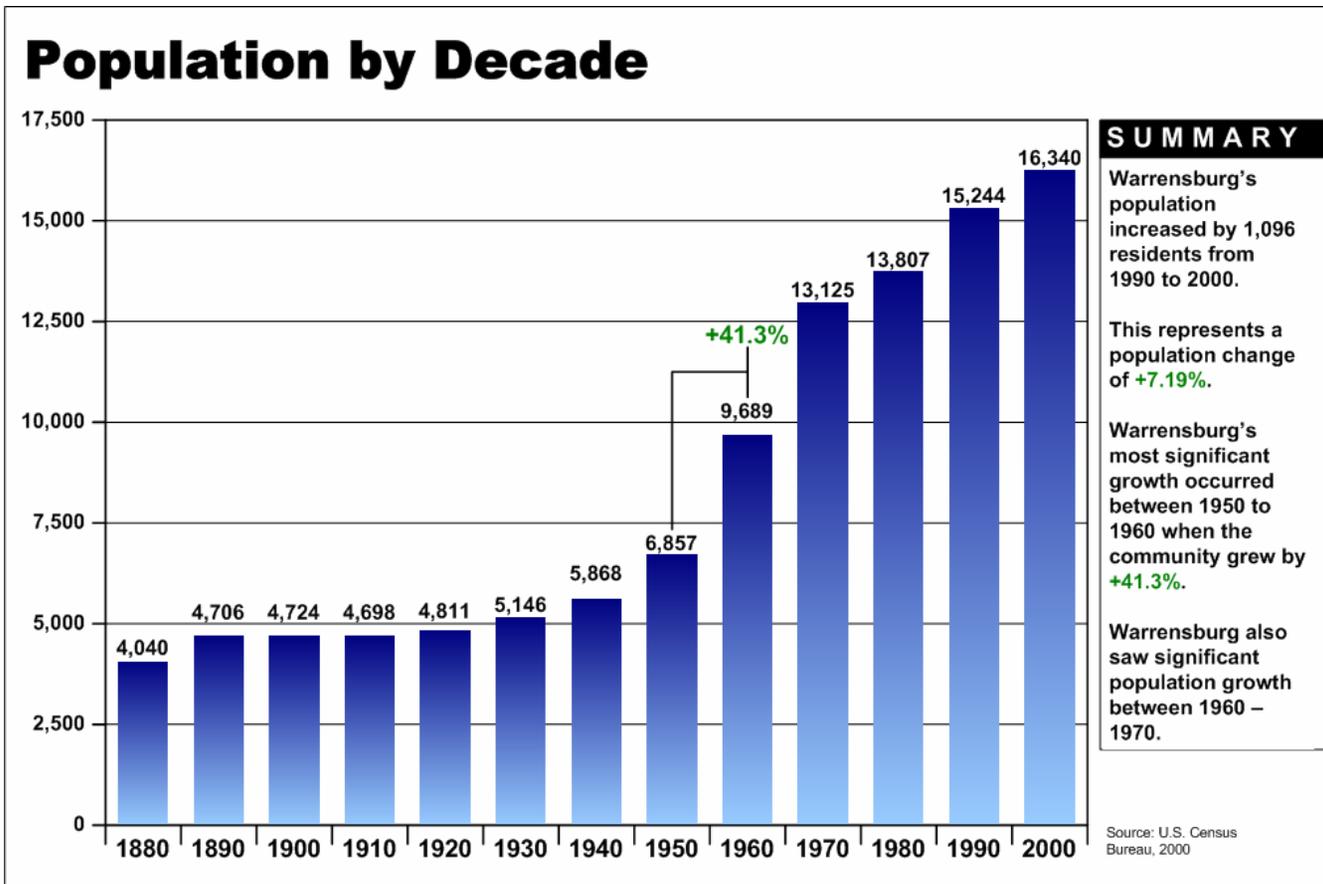


Figure B-1: Population by Decade

Population Distribution

Figure B-2 depicts the age groupings of Warrensburg's residents. The number of Warrensburg residents is identified on the y-axis, and the thirteen (13) age cohorts are included on the x-axis. An age cohort is a group of similar-aged individuals. According to the U.S. Census, Warrensburg contains 850 residents that are five years old or younger; 791 residents that are between the ages of five and nine; 807 residents that are between the ages of 10 and 14; 2,273 residents between the ages of 15 and 19; 4,196 residents between the ages of 20 and 24; 2,033 residents between the ages of 25 and 34; 1,691 residents between the ages of 35 and 44; 1,329 residents between the ages of 45 and 54; 428 residents between the ages of 55 and 59; 352 residents between the ages of 60 and 64; 659 residents between the ages of 65 and 74; 597 residents between the ages of 75 and 84; and 298 residents that are 85 years old or older.

The 20-24 age cohort includes the largest number of residents and constitutes 25.7 percent of the city's population; the University of Central Missouri student population included in the 20-24 and 15-19 age cohorts accounts for those two cohorts representing the largest population segments in Warrensburg. The 25-34 age cohort includes 2,033 residents, represents 12.4 percent of the city's population, and comprises primarily young adults and professionals. The 35-44 age cohort constitutes 10.3 percent of the population and includes many parents and Warrensburg's higher wage earners. Senior citizens—those who are 65 years of age and older—make up 9.8 percent of the city's population, and 5.2 percent of the population is composed of children five years of age and younger.

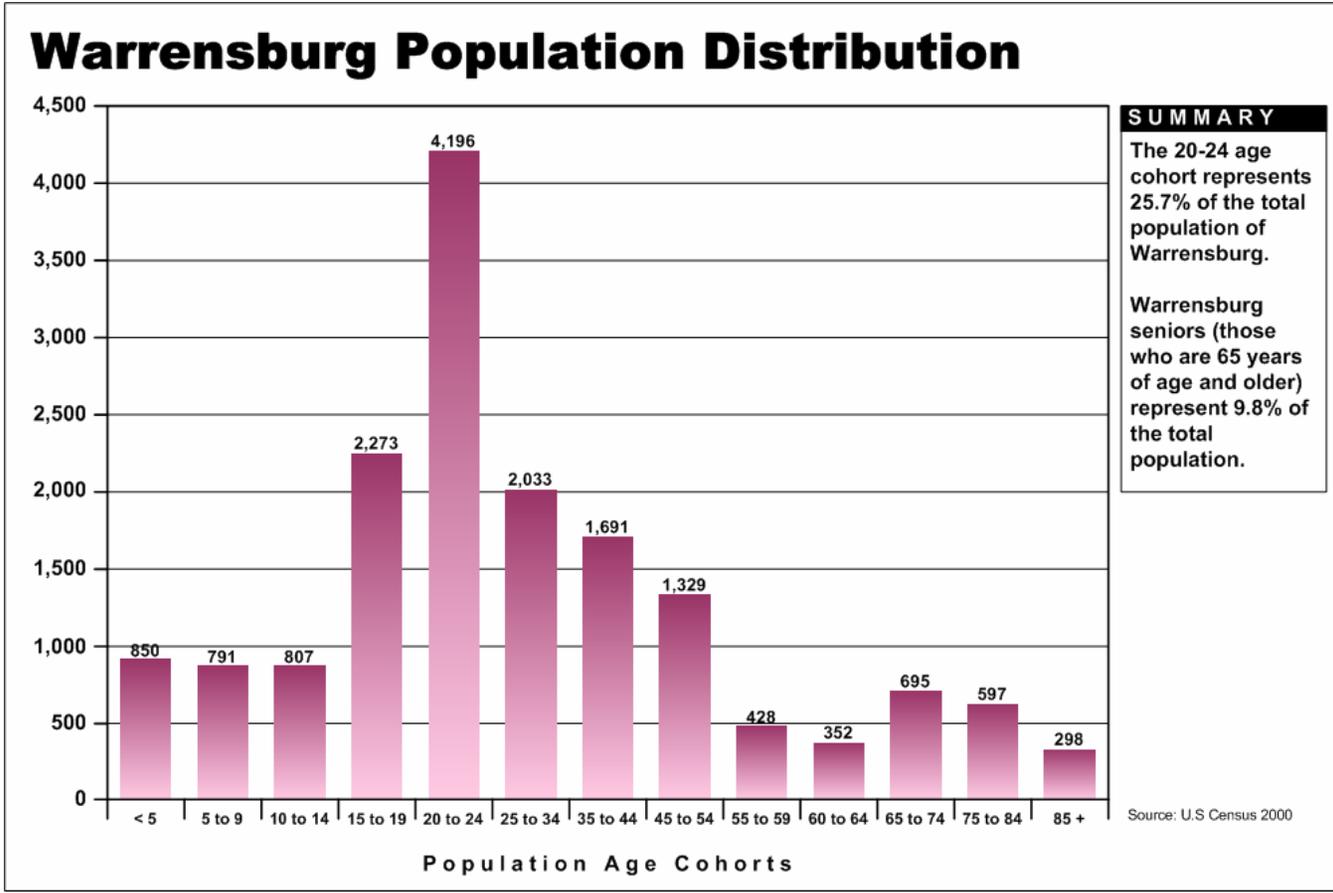


Figure B-2: Warrensburg Population Distribution

Employment by Industry

Figure B-3 represents the categorization by industry of all jobs in Warrensburg. The y-axis lists thirteen (13) standard employment industries. The number of Warrensburg jobs are identified on the x-axis. According to the U.S. Census, 33 residents work within the agriculture, forestry, fishing and hunting, and mining industry; 288 residents work within the construction industry; 655 residents work within the manufacturing industry; 82 residents work within the wholesale trade industry; 1,050 residents work within the retail trade industry; 180 residents work within the transportation and warehousing, and utilities industry; 205 residents work within the information industry; 254 residents work within the finance, insurance, real estate, and rental and leasing industry; 360 residents work within the professional, scientific, management, administrative, and waste management services industry; 2,715 residents work within the educational, health, and social services industry; 1,251 residents work within the arts, entertainment, recreation, accommodation and food services industry; 339 residents work within other services; and 532 residents work within the public administration industry.

With 2,715 positions, occupations in the educational, health, and social service fields dominate the Warrensburg job market, while the 33 positions that constitute the agricultural, forestry, fishing and hunting, and mining industries represent the city's smallest employment sector. Jobs associated with arts, entertainment, reception, accommodation, and food services account for the second-largest employment sector and include more than 1,200 positions, while the retail trades sector, with more than 900 jobs, is the third-largest employment industry.

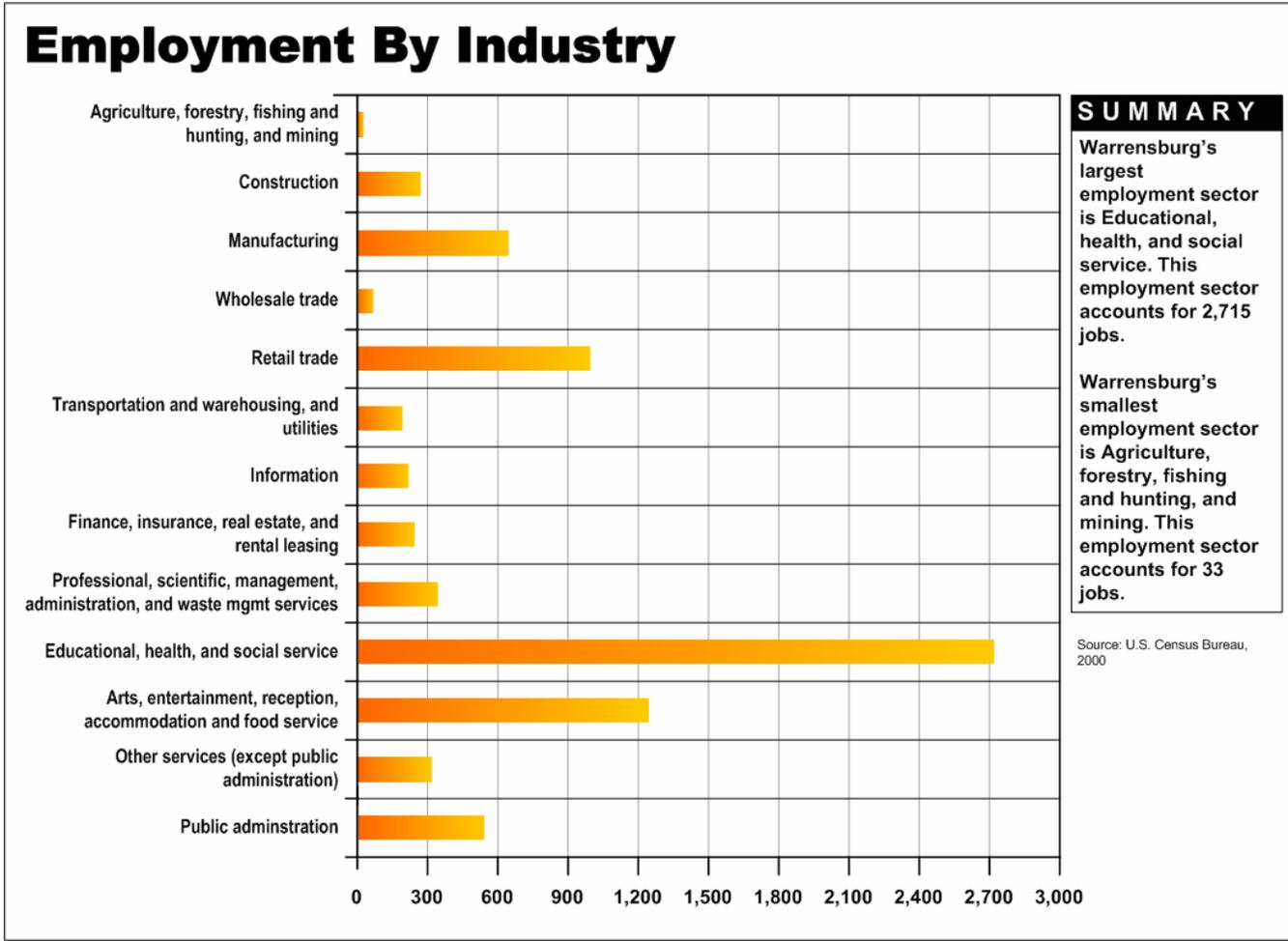


Figure B-3: Employment by Industry

Employment by Industry Comparison

Figure B-4 is an industry comparison of Warrensburg's employment to the State of Missouri. Warrensburg's largest employment industry—the educational, health, and social service fields—has a significantly higher percentage of jobs—35 percent—than does the State of Missouri, which has slightly over 20 percent of its positions in that field. The second-largest jobs sector in Warrensburg—the arts, entertainment, reception, accommodation, and food services fields—has a similarly disproportionate number of positions compared to the state. Because Warrensburg's two leading employment sectors account for approximately half of its jobs, many of the other sectors are not as prominent in Warrensburg as they are throughout the rest of Missouri. The state's employment base is more diverse than is Warrensburg's.

Employment by Industry Comparison

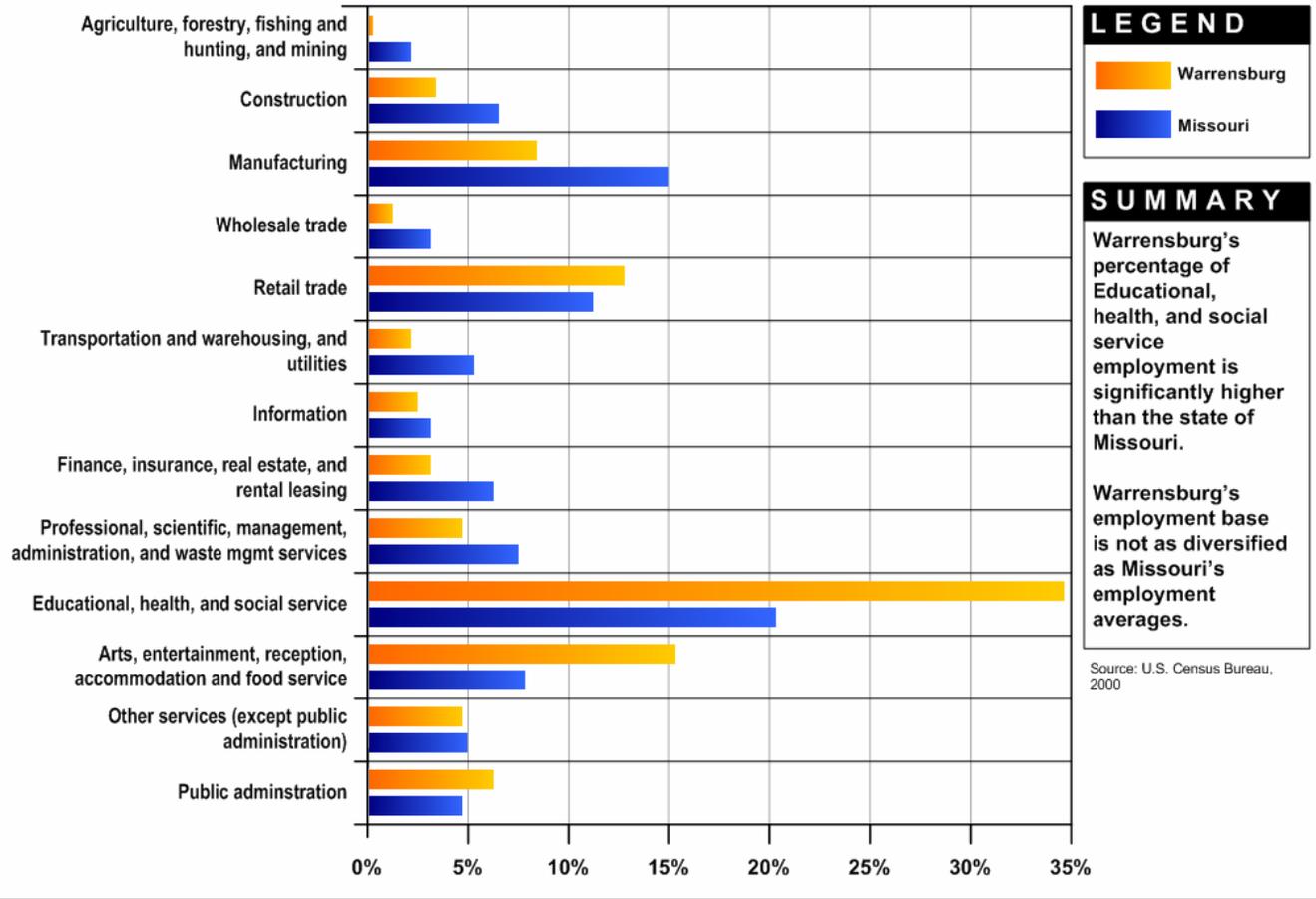


Figure B-4: Employment by Industry Comparison

Income in 1999 Dollars

Figure B-5 depicts the income stratification among Warrensburg's residents. The numbers of Warrensburg households are identified on the y-axis, and 10 income ranges are located on the x-axis. Household income is defined as the sum of the gross income earned by all members of a household. According to the U.S. Census, 1,196 households earn less than \$10,000; 502 households earn between \$10,000 and \$14,999; 956 households earn between \$15,000 and \$24,999; 680 households earn between \$25,000 and \$34,999; 898 households earn between \$35,000 and \$49,999; 1,050 households earn between \$50,000 and \$74,999; 360 households earn between \$75,000 and \$99,999; 254 households earn between \$100,000 and \$149,999; 40 households earn between \$150,000 and \$199,999; and 24 households earn \$200,000 or more.

This graph indicates that over 20 percent of Warrensburg households earn less than \$10,000 each year. Warrensburg's median household income is \$29,332, meaning that half of all households earn more and half earn less than that amount. Households annually earning more than \$100,000 constitute 5.3 percent of the population, while 71 percent of households annually earn less than \$50,000. This chart indicates that Warrensburg does not have a diverse distribution of household income.

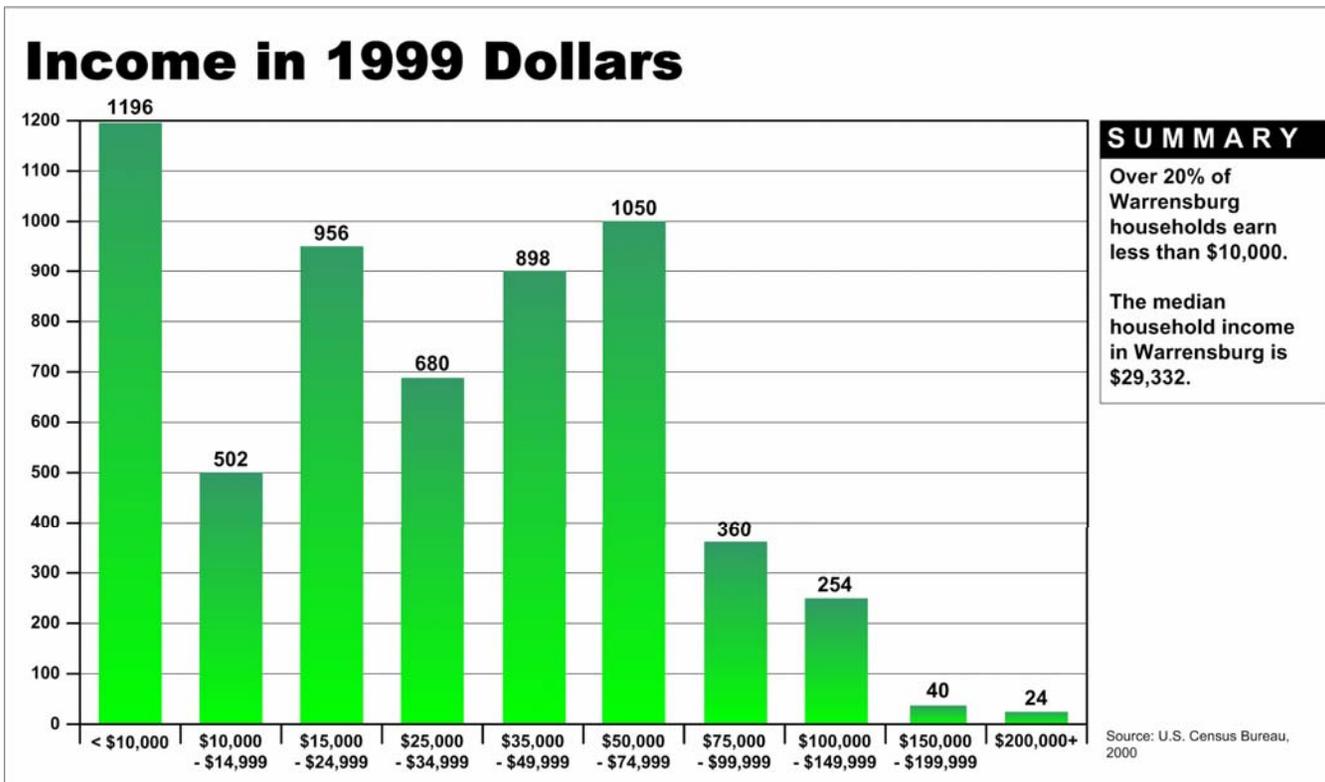


Figure B-5: Income in 1999 Dollars

Value of Homes

Figure B-6 includes values of the housing stock in Warrensburg. The numbers of homes are identified on the y-axis, and housing price ranges are located on the x-axis. According to the U.S. Census, 233 homes are worth less than \$50,000; 1,218 homes are worth between \$50,000 and \$99,999; 577 homes are worth between \$100,000 and \$149,999; 189 homes are worth between \$150,000 and \$199,999; 79 homes are worth between \$200,000 and \$299,999; and eight homes are worth between \$300,000 and \$499,999.

Approximately 63 percent of homes in Warrensburg are valued at less than \$100,000, and the city does not have any homes valued at more than \$500,000, though 11.9 percent of the housing stock is worth \$150,000 or more. The median value of an existing single-family home is \$91,600, which lags behind the national median home value of \$119,900.

Value of Warrensburg Homes

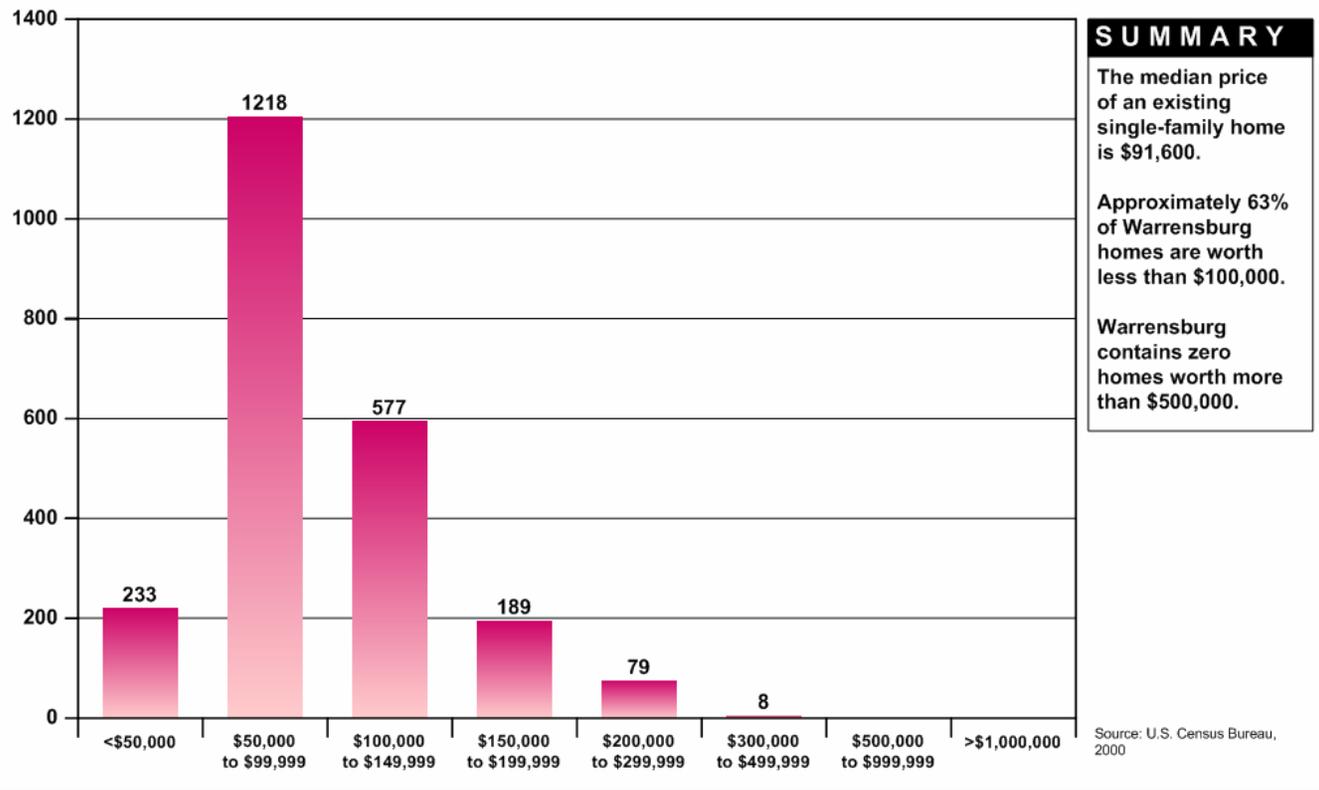


Figure B-6: Value of Warrensburg Homes

Year Structure Built

Figure B-7 identifies the number of homes that were constructed between 1939 and March of 2000. The y-axis identifies the number of homes, and the x-axis lists eight date ranges. According to the U.S. Census, 671 homes were constructed in 1939 or before; 1,242 homes were constructed between 1940 and 1959; 765 homes were constructed between 1960 and 1969; 1,164 homes were constructed between 1970 and 1979; 1,138 homes were constructed between 1980 and 1989; 691 homes were constructed between 1990 and 1994; 562 homes were constructed between 1995 and 1998; and 166 homes were constructed between 1999 and March of 2000.

Homes built before 1940 account for approximately 10.5 percent of Warrensburg's housing stock. The largest share of Warrensburg homes were constructed between 1940 and 1959, when 1,242 homes, or 19.4 percent of Warrensburg's total housing stock, were built. The second-largest share of homes within Warrensburg was constructed between 1970 and 1979, though the 1980-1989 timeframe very closely matches the 1970-1979 data. According to the U.S. Census, 1,164 homes, or 18.2 percent of Warrensburg's housing stock, were constructed between 1970 and 1979, while 1,138 homes, or 17.8 percent of Warrensburg's housing stock, were constructed in the 1980s.

Year Structure Built

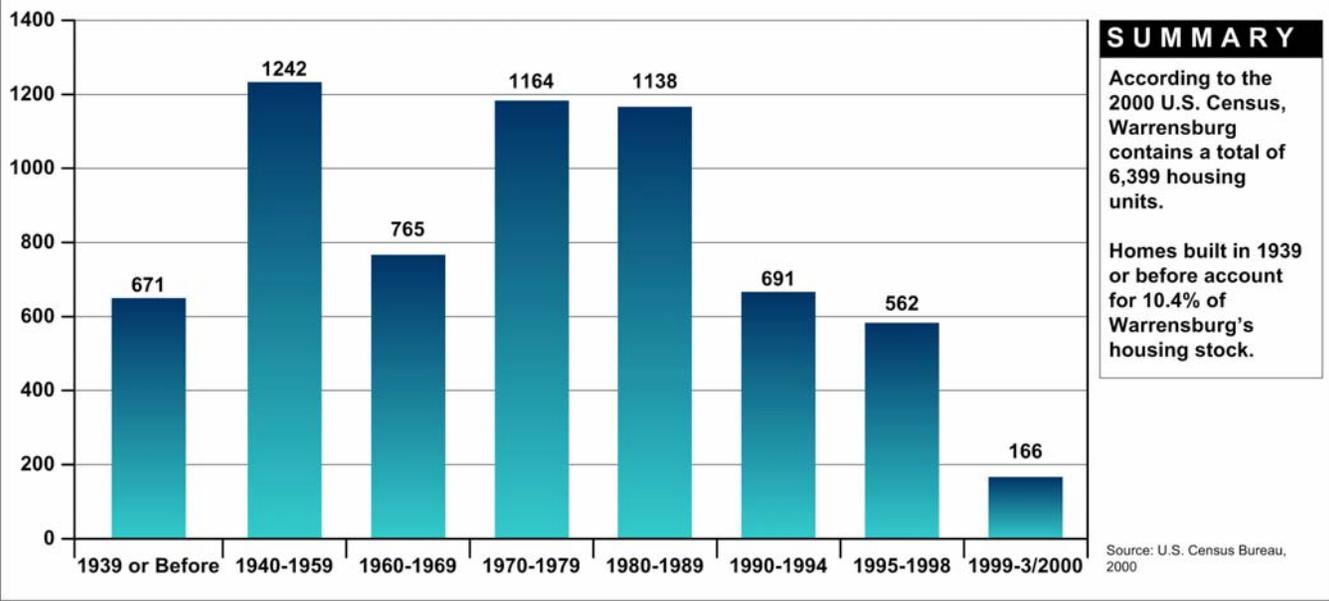


Figure B-7: Year Structure Built Graph

Monthly Owner Costs as a Percentage of Household Income (1999)

Figure B-8 identifies the total monthly costs associated with household ownership as a percentage of total household income. The numbers of Warrensburg households are identified on the y-axis, and six ownership cost ranges are located on the x-axis. According to the U.S. Census, 1,032 homeowners spend 15 percent or less of their income on housing costs; 489 homeowners spend between 15 percent to 19 percent of their income on housing costs; 341 homeowners spend between 20 percent to 24 percent of their income on housing costs; 177 homeowners spend between 25 percent to 29 percent of their income on housing costs; 78 homeowners spend between 30 percent to 34 percent of their income on housing costs; and 187 homeowners spend 35 percent or more of their income on housing costs.

Almost 66 percent of Warrensburg homeowners spend less than 20 percent of their monthly incomes on housing costs. The largest group represented on this chart includes homeowners who expend less than 15 percent of their incomes on housing costs; these homeowners constitute nearly 45 percent of the owner population, while 8.1 percent of homeowners spend 35 percent or more of their incomes on monthly household costs. Most homeowners in Warrensburg are not devoting a burdensome amount of their incomes to cover monthly housing costs.

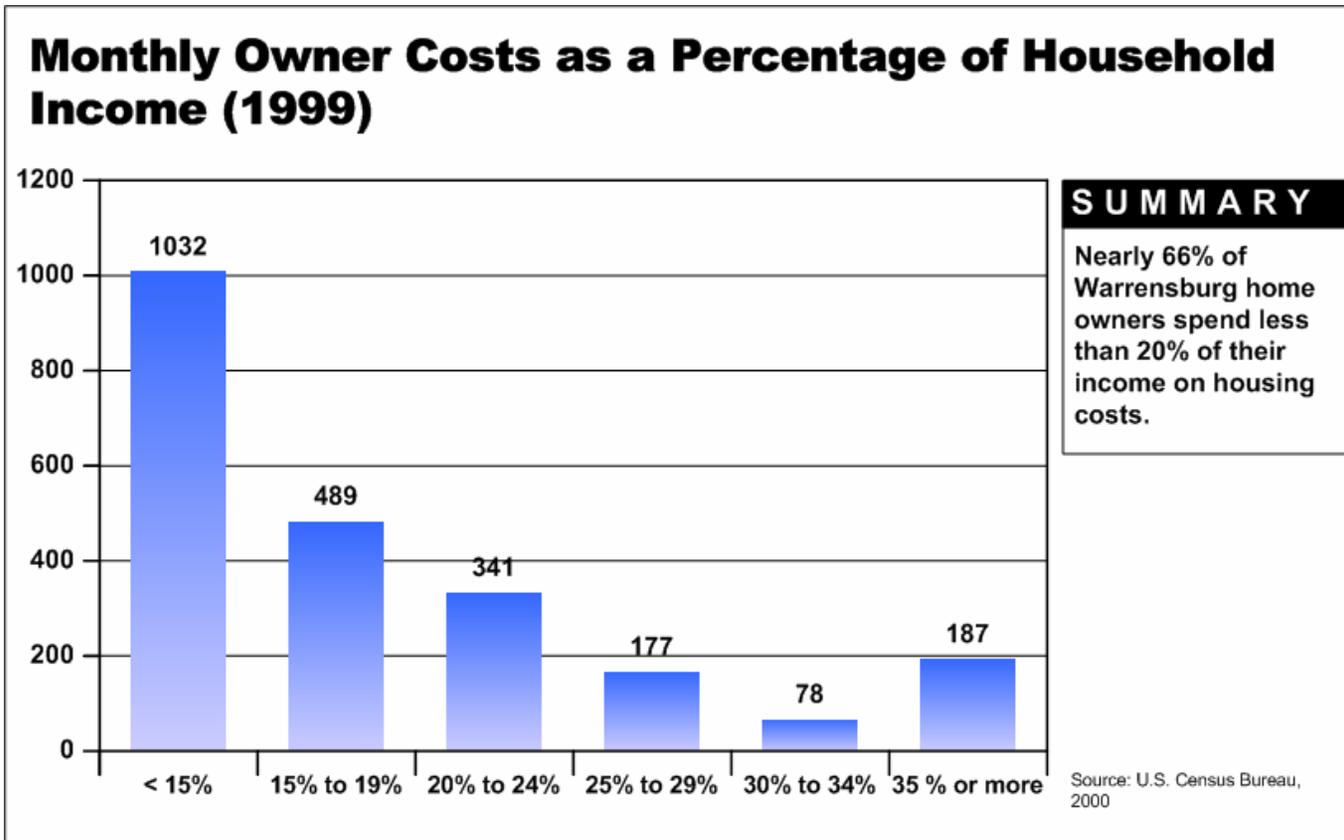


Figure B-8: Monthly Owner Costs as a Percentage of Household Income (1999)

Single-Family Building Permits

Figure B-9 depicts the total number of single-family building permits granted between 1998 through 2006. The number of housing units is displayed on the y-axis, and the year is displayed on the x-axis. According to the Warrensburg Community Development Department, 63 new single-family home permits were granted in 1998; 64 single-family home permits were granted in 1999; 47 new single-family home permits were granted in 2000; 51 new single-family home permits were granted in 2001; 57 new single-family home permits were granted in 2002; 68 new single-family home permits were granted in 2003; 103 new single-family home permits were granted in 2004; 131 new single-family home permits were granted in 2005; and 123 new single-family home permits were granted in 2006.

After a decrease in the number of single-family permits issued in 2000, Warrensburg has experienced consistent increases in the issuance of those permits. Significant increases occurred between 2003 and 2005, including a 51.4 percent rise from 2003 to 2004 and a 27.2% increase from 2004 to 2005. Although the number of single-family building permits decreased slightly from 2005 to 2006, Warrensburg's housing market continues to be strong.

Single Family Building Permits

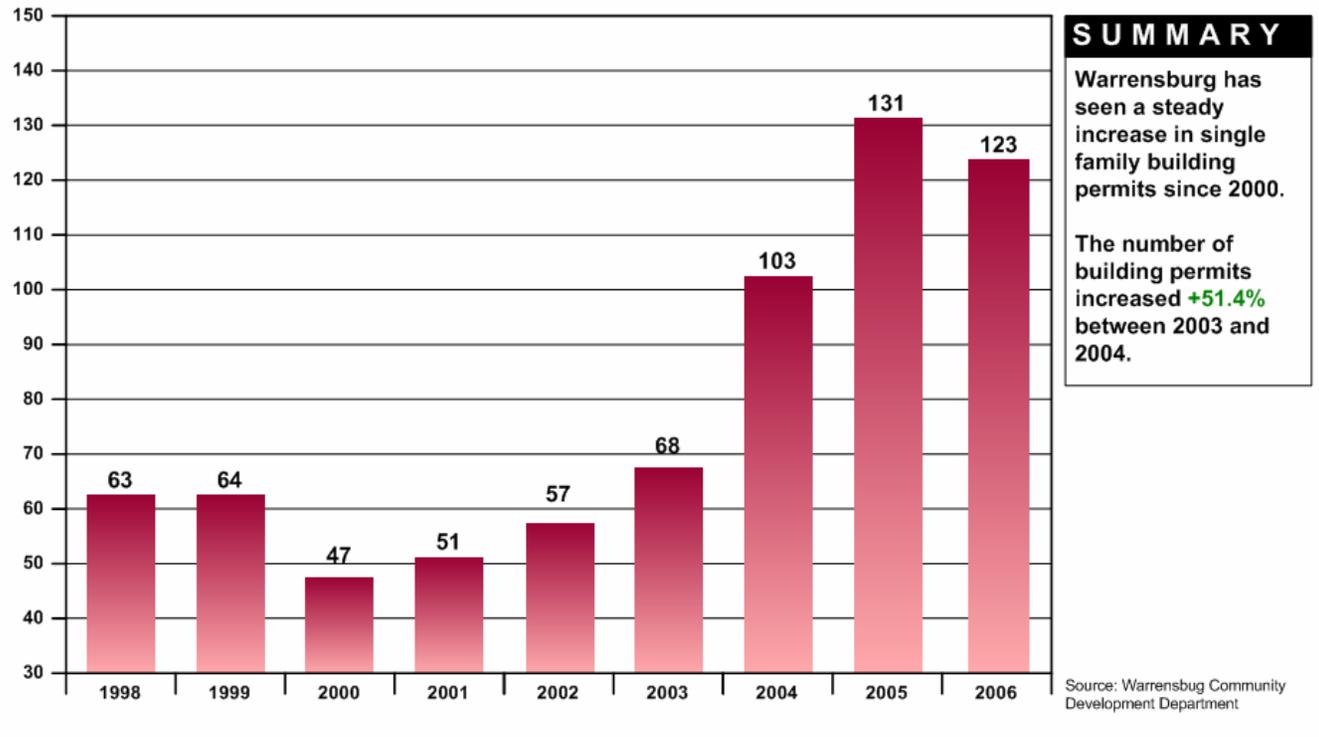


Figure B-9: Single Family Building Permits

Comparative Demographics

Armed Forces Comparison: Where They Live

Figure B-10 is a comparison of the numbers of armed forces personnel who reside in Warrensburg and other Missouri communities. Approximately 380 military employees live in Warrensburg, constituting 2.8 percent of the city's population. Other Missouri cities, including Maryville and Kirksville, have no residents who are members of the armed forces, while Rolla and Marshall each have fewer than 100 military employees among their overall populations. The high number of Warrensburg residents who are members of the armed forces is attributable to the close proximity of Whiteman Air Force Base. Separated by fewer than ten miles from Warrensburg, Whiteman Air Force Base is within a reasonable commuting distance from Warrensburg, and many of the base's personnel choose to live in the city.

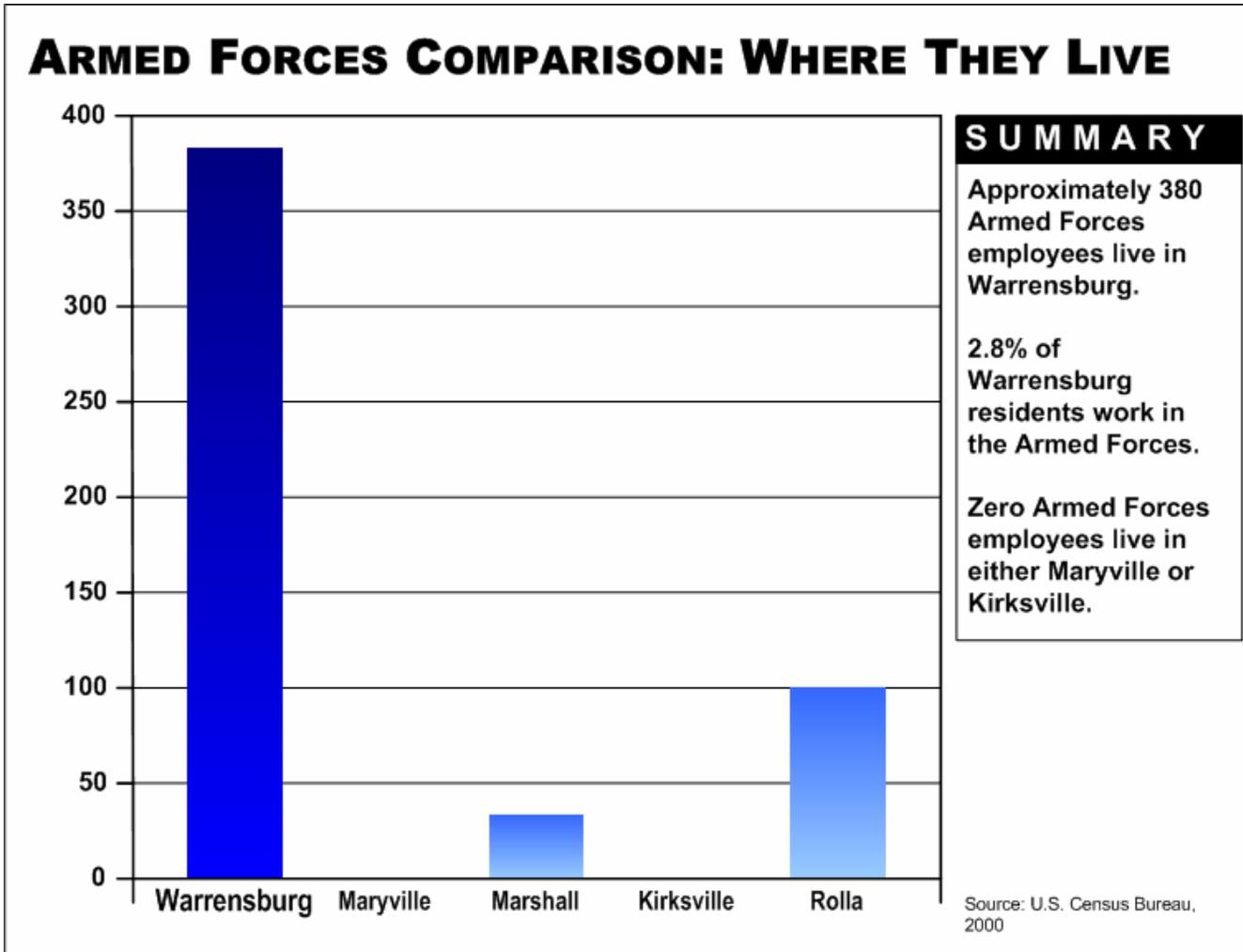


Figure B-10: Armed Forces Comparison, Where They Live

Educational Attainment Comparison

The levels of education attained by populations are illustrated in Figure B-11. Warrensburg compares favorably with other Missouri communities, the state, and the country. With 20.9 percent of its population having graduated high school and not gone to college, Warrensburg has the lowest number of those possessing only high school educations; this number is low because of the high levels of college work completed by the city's residents. Only Kirksville has a higher percentage of its population who have received a bachelor's degree. Warrensburg has the highest percentage of its population who has completed a graduate or professional degree with a rate of 19.0 percent. The effect of the University of Central Missouri (UCM) is evident in the levels of education attained by Warrensburg residents. Large universities, including UCM, inflate the percentages of populations with higher levels of college degrees; this effect has caused Warrensburg to have high numbers of residents with bachelor's, graduate, and professional degrees.

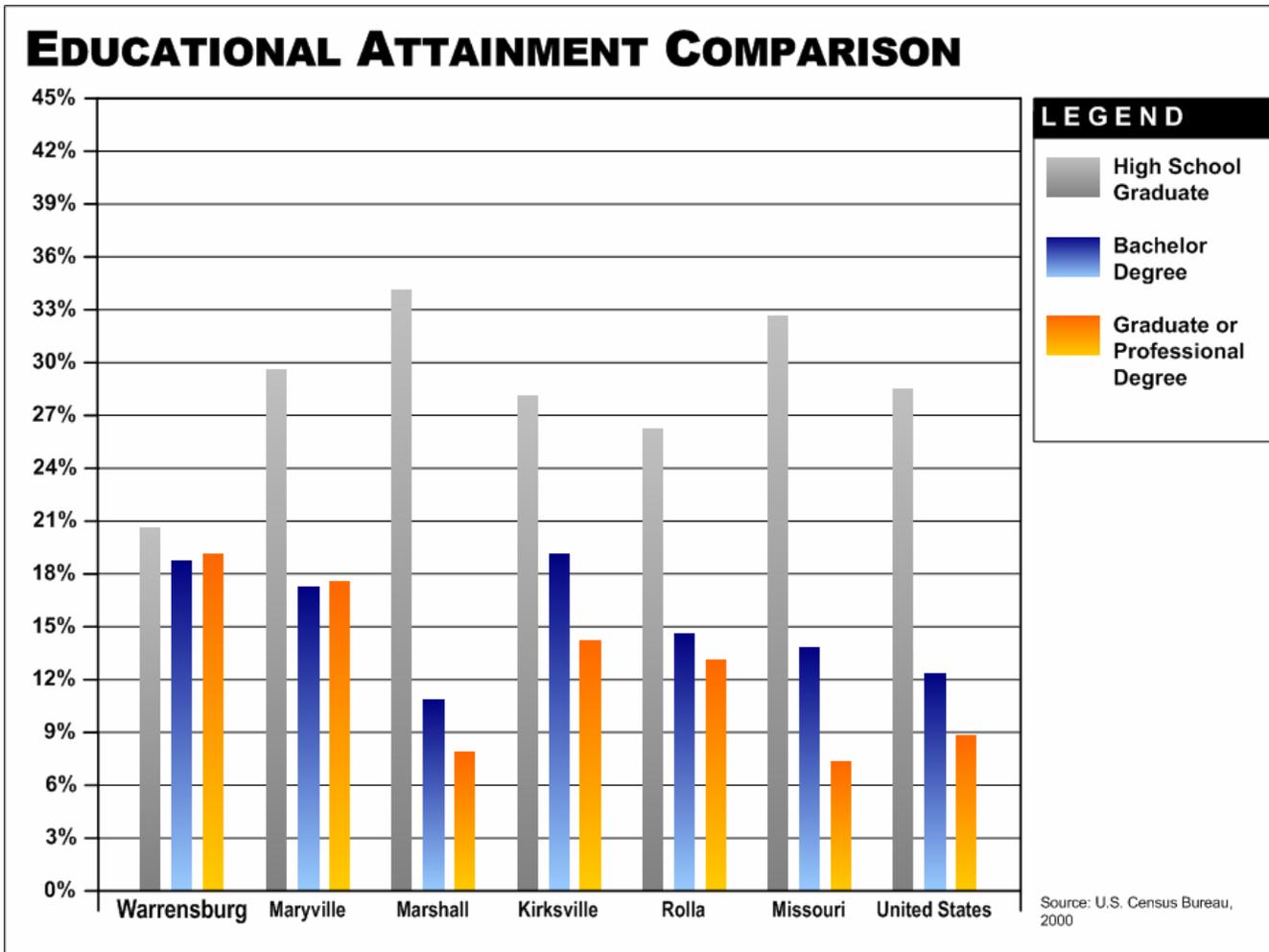


Figure B-11: Educational Attainment Comparison

Median Family Income Comparison

Figure B-12 depicts the median family income values for Warrensburg and its comparison communities. Family income is defined as the combine income for all family members that are 14 years of age or older that live in the same household. The median family income in Warrensburg is \$45,845, compared to the median family incomes in Missouri (\$46,044) and the United States (\$50,046), Warrensburg has a lower median family income. Warrensburg has a higher median family income than all comparison cities, including substantially higher income values than Marshall, Kirksville, and Rolla. The city also has a higher median family income than Maryville, which is much closer to the annual average of Warrensburg than are the other comparison cities.

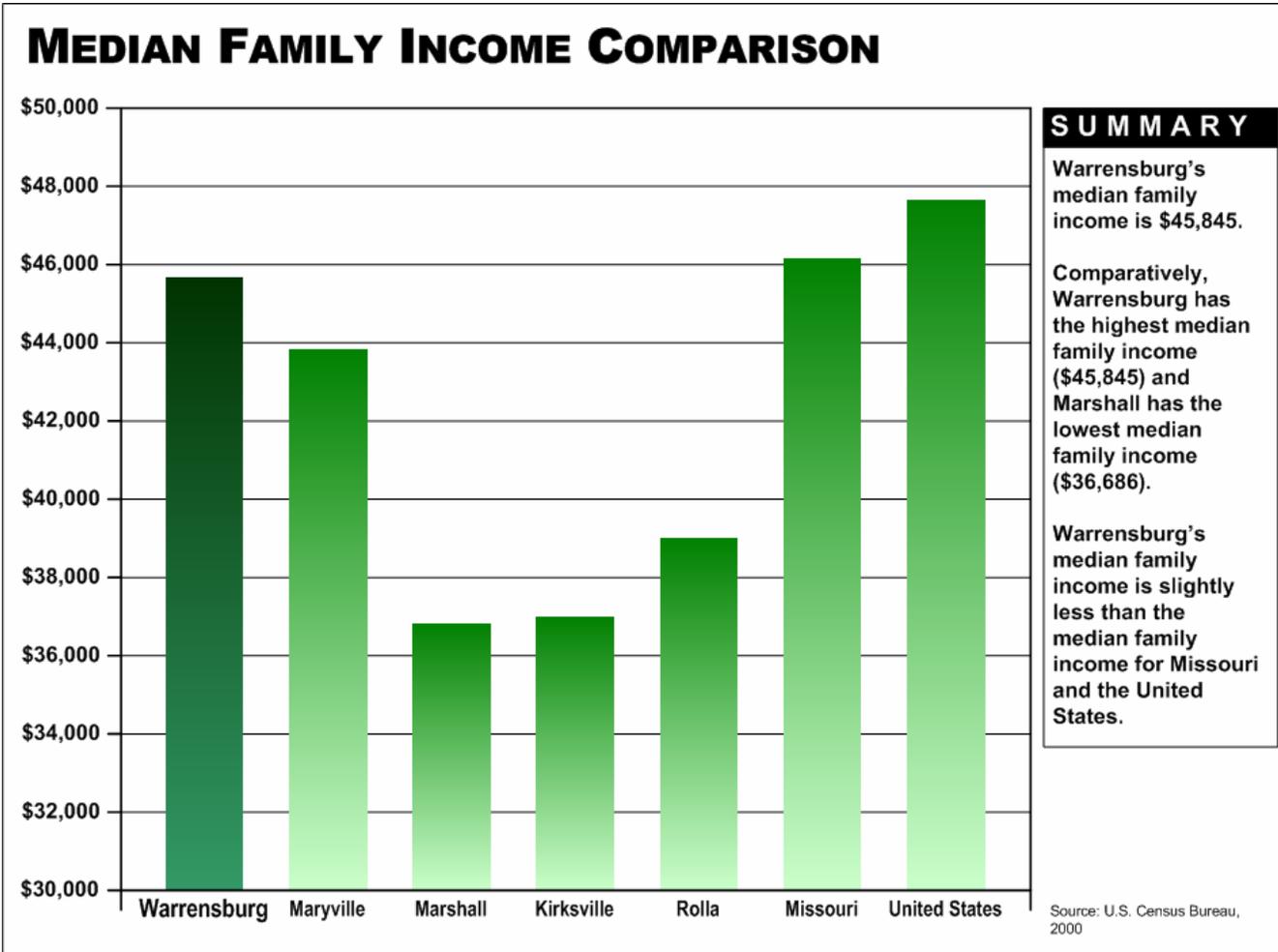


Figure B-12: Median Family Income Comparison

Median Value Single-Family House Comparison

Figure B-13 lists a comparison of median values for single-family homes in Warrensburg, its comparable cities, the state, and the country. A single-family house in Warrensburg has a median value of \$91,600; the city median lags significantly behind the national average of \$119,600. Warrensburg's median home value is slightly higher than the state average of \$89,900. In addition, the city also has a higher median home value than all comparison cities, including substantially higher home values than Marshall, Kirksville, and Rolla. Maryville, with a median home value of \$86,500, has a housing stock with slightly less value than Warrensburg.

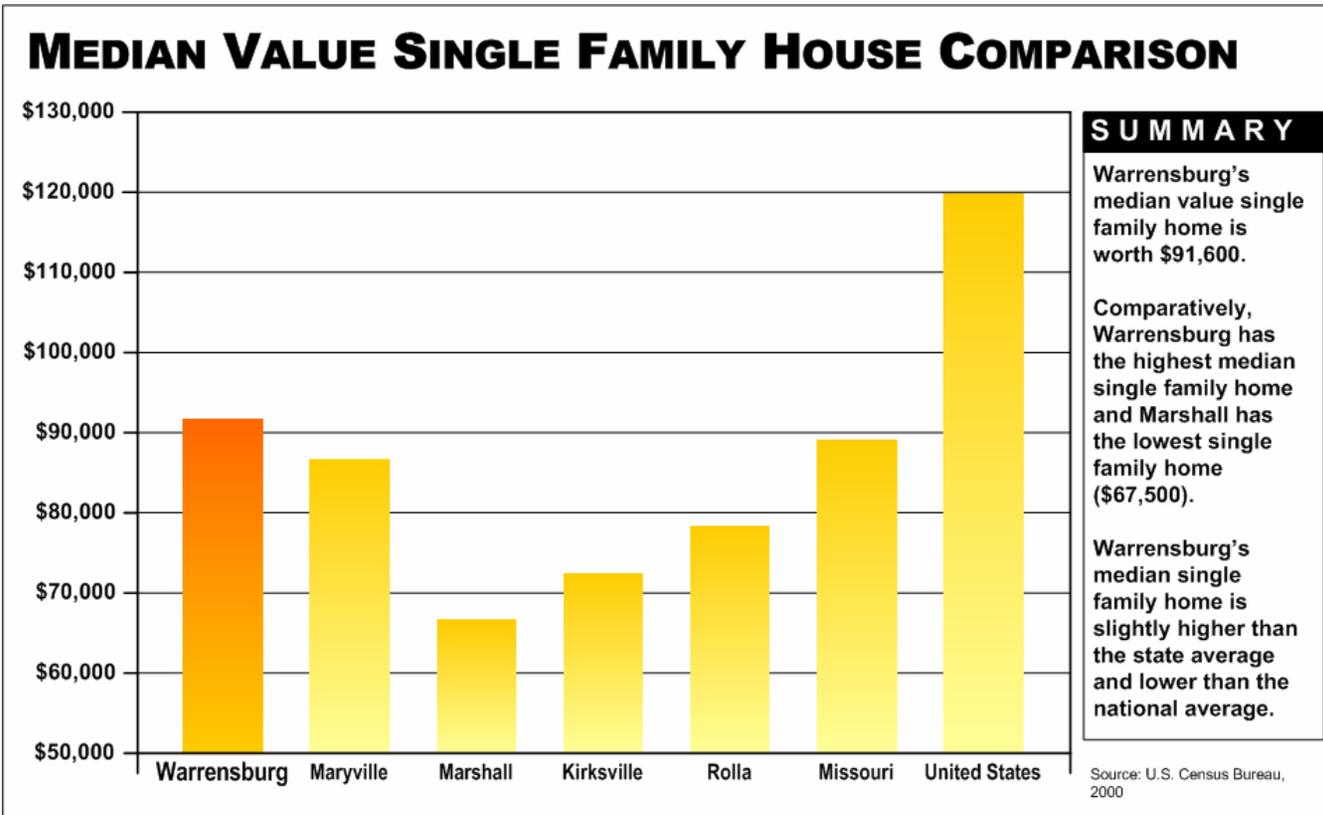


Figure B-13: Median Value Single Family House Comparison

Renter-Occupied Housing Comparison

Figure B-14 compares the percentage of housing stock occupied by renters in Warrensburg and other comparison communities. Over 57.0 percent of the housing stock in Warrensburg is occupied by renters, while the state has an average of less than thirty 30.0 percent of renter-occupied housing. Warrensburg clearly has the highest percentage of renter-occupied housing stock in its comparison group; however, Maryville, Kirksville, and Rolla City each also have over 50.0 percent of their homes occupied by renting tenants. Marshall, with 37.5 percent of renter-occupied housing, is the only city in the comparison group to have a significantly lower percentage of such housing than Warrensburg. The effect of University of Central Missouri on Warrensburg's housing stock is evident in the percentage of the city's housing units that are occupied by renters, and the university population is the likely reason why the city has a much higher rate than the state average.

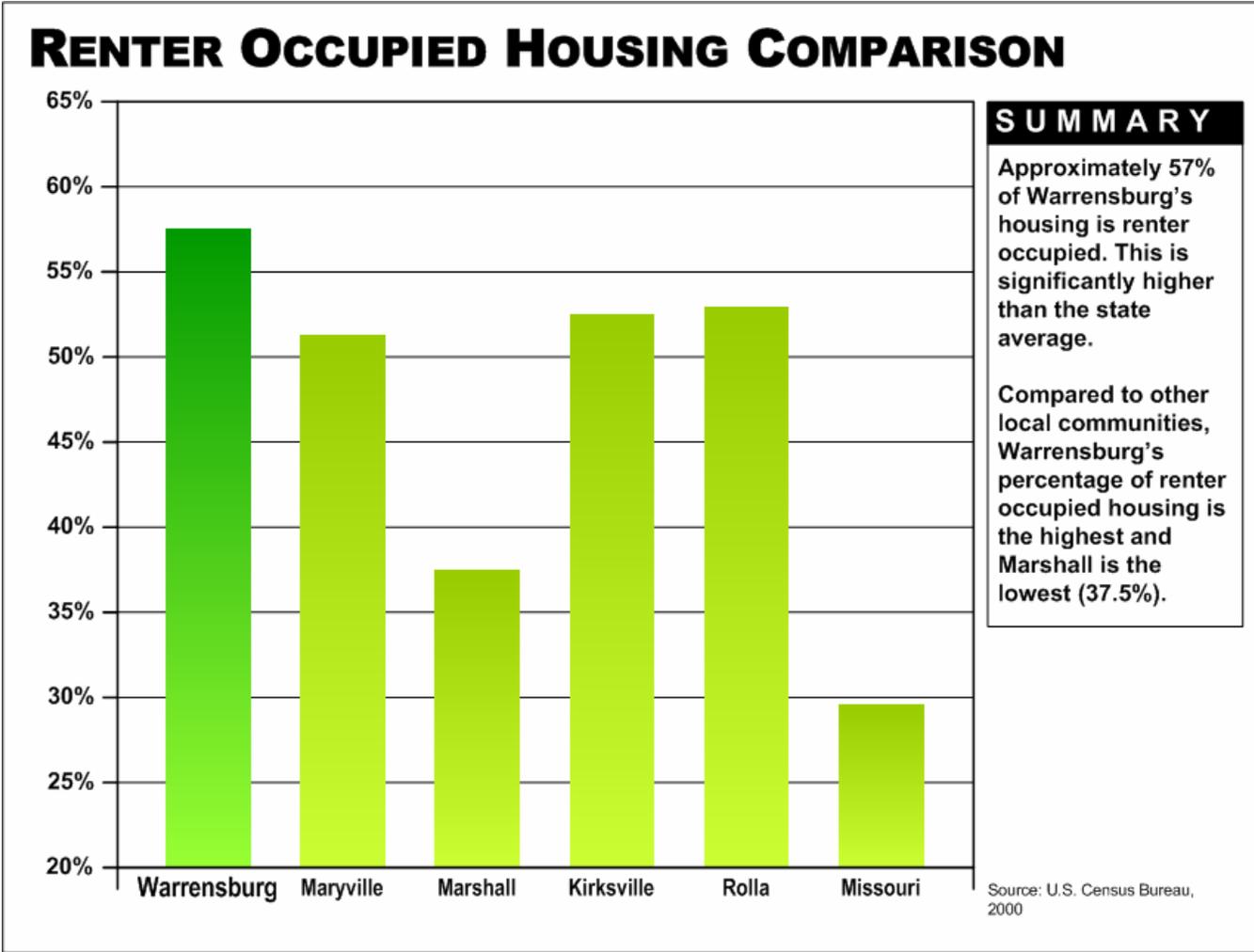


Figure B-14: Renter Occupied Housing Comparison

Foreign-Born Comparison

Figure B-15 depicts the percentages of foreign-born residents living in Warrensburg, its comparable communities, and the State of Missouri. The U.S. Census indicates that 4.5 percent of Warrensburg's population was born outside of the United States. Therefore, the city has a higher rate of foreign-born residents than does the state. Warrensburg's foreign-born population percentage is also significantly higher than both Maryville and Kirksville, but it is lower than the rates in Marshall and Rolla.

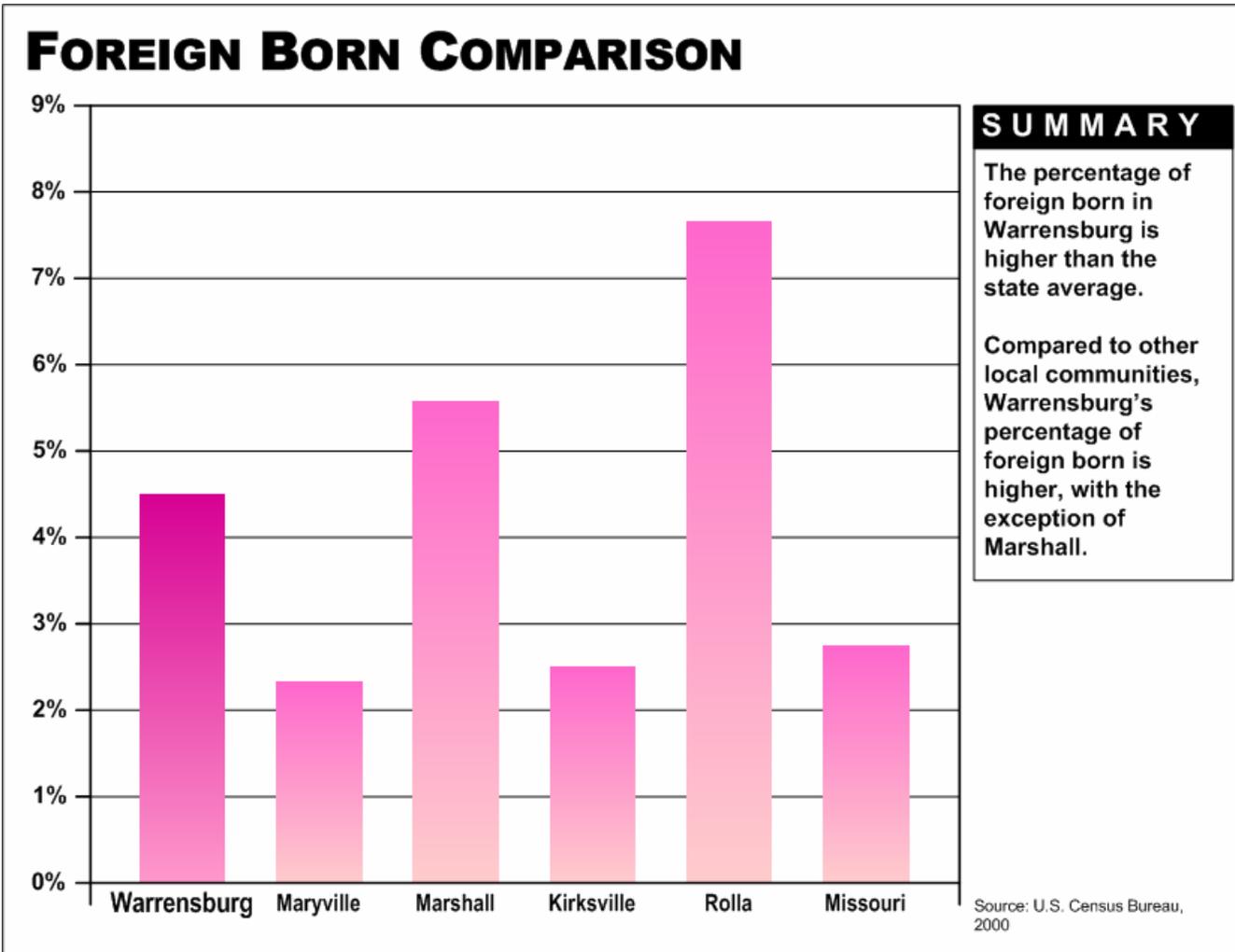


Figure B-15: Foreign Born Comparison

Disability Rate Comparison

Figure B-16 displays the disability rates for Warrensburg, comparable Missouri cities, the State of Missouri, and the United States. With 14.5 percent of its population disabled, Warrensburg has a significantly lower disability rate than both the state, with a 19.0 percent rate, and the country, which has a 19.3 percent average. Kirksville, with a rate of 14.3 percent, is the only comparable city that has a lower disability rate than Warrensburg. Maryville has the same disability rate as Warrensburg. The differences in disability rates may be attributable to age demographics—the median age and percent of population over 65 years of age are much lower in Warrensburg than in any of the populations listed with significantly higher disability rates.

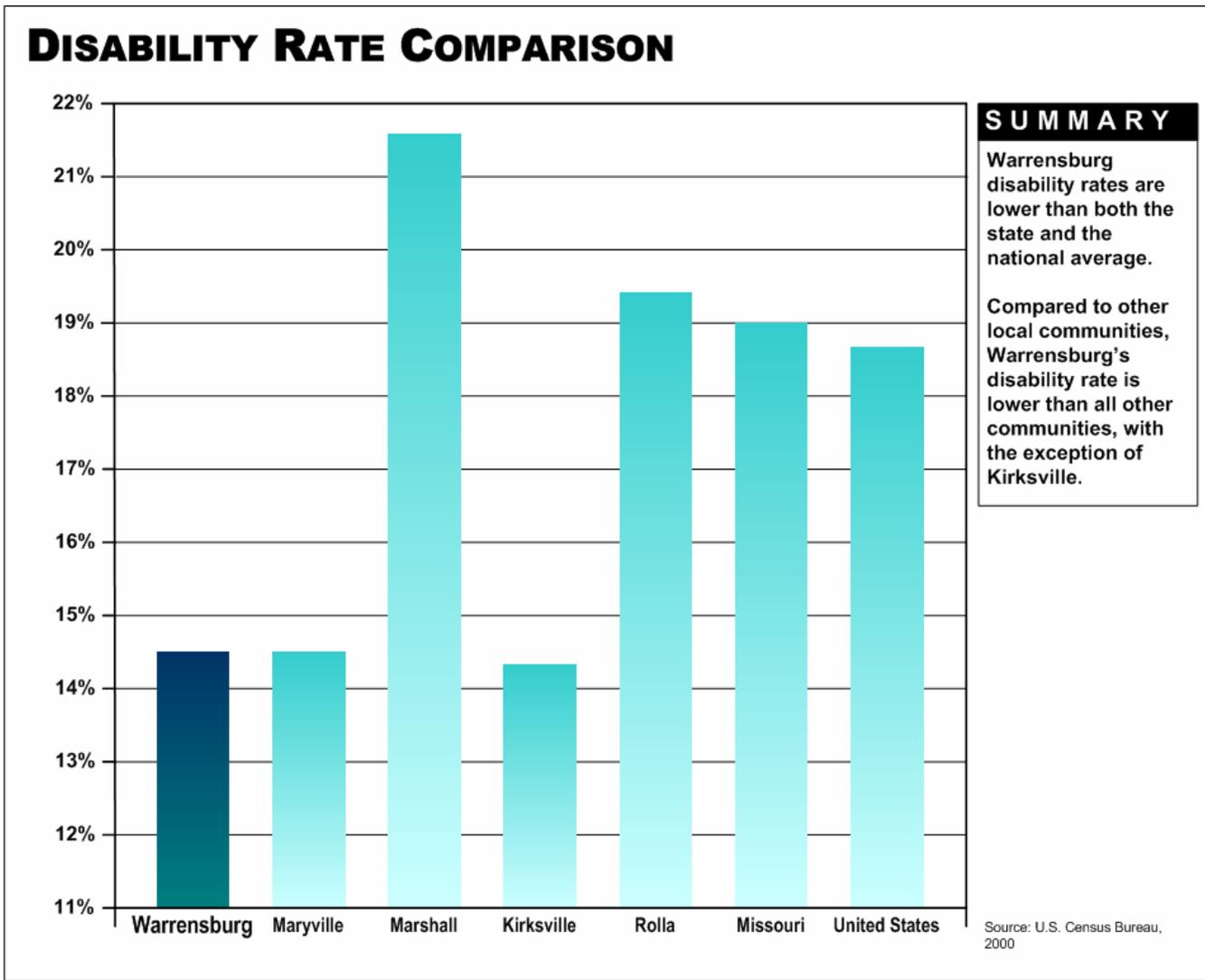


Figure B-16: Disability Rate Comparison

Divorce Rate Comparison

Figure B-17 lists the divorce rates for Warrensburg, its comparable cities, and the State of Missouri. Only 40.6 percent of Warrensburg residents are now married; this lags significantly behind the state's average of a 55.5 percent married population. Approximately 46.0 percent of Warrensburg's residents have never married, placing it at a much higher percentage than the state average. With a 7.8 percent divorce rate, Warrensburg has a lower number of divorced residents than does Marshall and Rolla; however, Kirksville has the same divorce rate as Warrensburg. The state average is 10.8 percent, which means that the state experiences a 38.5 percent higher divorce rate than does Warrensburg. The city has fewer divorces than both the state and the country.

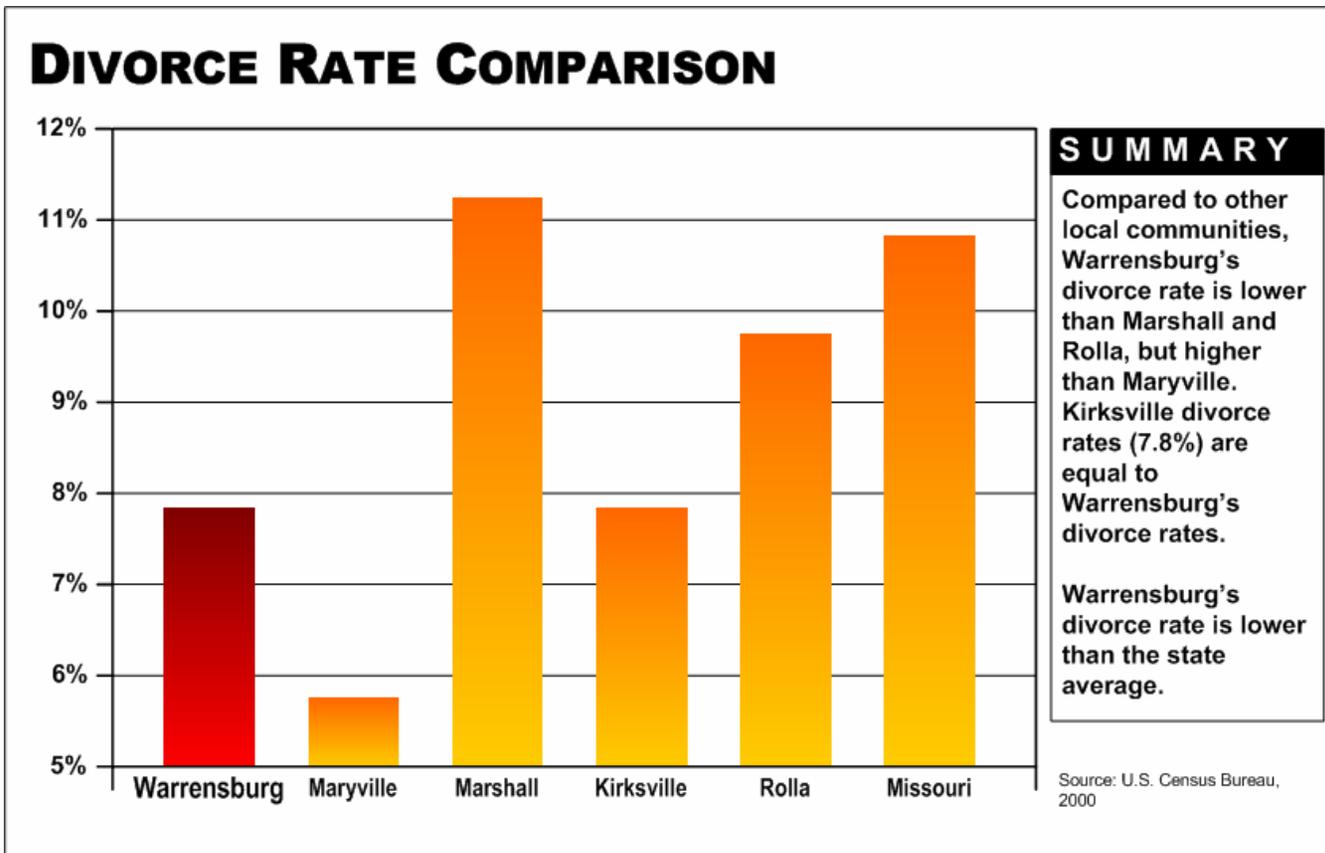


Figure B-17: Divorce Rate Comparison

Parks and Recreation

The National Recreation and Park Association's 1996 document entitled *Park, Recreation, Open Space and Greenway Guidelines* has served as a primary reference for defining park guidelines and standards and is used by both park designers and park planners. This document suggests that a community's park system should contain 10 acres of public open space per every 1,000 residents. In addition to defining park standards, the document also includes a park classification system. The size of a park strongly affects the type of uses available, the service area, and the site characteristics. Parks within Warrensburg are generally categorized into four types.

Mini-Park

A mini-park is typically one acre or less and is intended to serve less than a quarter-mile radius. Mini-parks are designed to include specialized facilities for a specific population group (e.g., senior citizens or children). Mini-parks are typically found near higher-density residential developments or near elderly housing centers.

Neighborhood Park

A neighborhood park is typically 15-plus acres and is intended to serve a single neighborhood, a one-half mile radius, or a population of approximately 5,000 residents. Neighborhood parks are designed to provide areas for both active recreation activities (e.g., playgrounds, field games) and passive recreation activities (e.g., picnicking, trails). Neighborhood parks should be strategically placed within the center of several neighborhoods so they are easily accessible to all surrounding residents.

Community Park

A community park is typically 25-plus acres and is intended to serve several neighborhoods or a one- to two-mile radius. Community parks are designed to provide a broad range of active and passive recreation activities. Common community park features include: ball fields, large swimming pools, playgrounds, walking trails, natural areas, water bodies, and picnicking areas. Community park uses are primarily defined by site suitability and community needs.

Regional Park

A regional park is typically 200-plus acres and is intended to serve several communities. Regional parks are often found along a natural resource and typically support boating, camping, fishing, picnicking, swimming, a variety of trails, and play areas.

The Warrensburg park system includes a variety of recreational amenities designed to provide residents of all ages places to play, frolic, relax, and enjoy the natural environment. These parks offer a variety of benefits to the community, including improving public health, building rapport among community members, and economic benefits in the form of increased property valuation. The Parks and Recreation section of the Warrensburg Comprehensive Plan describes each park, its location, and the amenities and services offered.

Blind Boone Park

Blind Boone Park is located at 402 West Pine Street. The park landscaping is extensive and creates a peaceful and tranquil environment. A new gazebo, shuffleboard courts, horseshoe courts, and numerous picnic tables constitute the amenities found within Blind Boone Park. The most prominent feature of the park is a statue memorial which honors John William “Blind” Boone, a musician who hailed from Warrensburg.

The conditions of the facilities contained within the park are excellent. Most are newer and everything in the park is in good working condition.



Photo B-4: Blind Boone Park

Blind Boone Park contains limited pedestrian access. There are no trails or sidewalks that lead to the park. Pedestrians would have to access Blind Boone Park via Pine Street, which is not a very pedestrian-friendly roadway. The park is surrounded by large tree masses and is located in a close and secluded area of Warrensburg, which might make Blind Boone Park a place to avoid after dark.

Despite limited signage advertising its location, Blind Boone Park is well utilized for primarily passive recreation activities. Better signage and additional trails would greatly enhance this park.

Cave Hollow Park

Cave Hollow Park is located at 1001 West Gay Street. This 88-acre park is well utilized and can be found in the northwest section of Warrensburg. Cave Hollow Park was built on top of a capped landfill and contains numerous softball fields, baseball fields, and volleyball courts. A playground, picnic shelter, nature area, concession stand, and a concrete pedestrian trail round out the list of activities that can be found at Cave Hollow Park.

Many of the Cave Hollow Park facilities are in poor condition. Also, because Cave Hollow Park is located within the floodplain, the baseball fields, which are located close to the entrance, occasionally flood. Many of the fields are lighted, but the condition of these lights is poor. The volleyball court area is deteriorated and will need extensive rehabilitation. The volleyball courts include one or more of the following hazards: sparse grass, weeds, piles of materials, and patches of dirt.



Photo B-5: Cave Hollow Park

Pedestrian access to Cave Hollow Park is extremely limited. Sidewalks and trails leading to or from the park are non-existent. Additional safety concerns include a manhole in the center of a ball field, the poor condition of the volleyball courts, and a primary roadway that runs through the center of the park. This central roadway is problematic because it forces children to cross the street and parking area to travel from the ball fields to either the concession stand or the playground.

Culp Park

Culp Park is located at 311 Hale Lake Road and can be found in the southwest section of Warrensburg. Culp Park borders Lion's Lake Park. Culp Park is heavily wooded and is primarily a passive recreation park. Wooded areas and walking/biking trails are the primary amenities found at Culp Park.

Culp Park does not contain any physical structures. However, the trail loop is in good condition. Pedestrian access to the park is limited. No sidewalks or trails lead to or away from Culp Park. Walking across the street from the parking area to the entrance of the park poses safety issues for park patrons. Also, because a number of large trees block views and vistas from the trail, this area is very secluded and may be susceptible to accidents and criminal activity.

Culp Park does not appear to be a heavily utilized park. This is likely a result of the level of seclusion of the trail loop.

Grover Memorial Park

Grover Memorial Park is located at 445 East Gay Street. This 20-acre park resides three blocks east of Highway 13, which is Warrensburg's primary north/south corridor. Grover Memorial Park is one of Warrensburg's busiest and most active parks. The list of activities and amenities that can be found at Grover Memorial Park is vast and includes: a basketball court, a full-size pool and kiddie pool, tennis courts, baseball and softball fields, picnic tables, a gazebo, a playground, a concession stand, and an arts and craft building. Warrensburg's community center, which includes a fitness center and an aquatic center, is also located within Grover Memorial Park. In addition to numerous active recreational amenities, Grover Memorial Park also contains a variety of passive recreational amenities including large swaths of green space and several comfortable shaded areas.



Photo B-6: Grover Memorial Park

Generally speaking, the facilities located at Grover Memorial Park are currently in good condition. Several facilities, however, are showing signs of wear and tear. The outside pool locker room is in poor condition and the basketball court will soon need to be replaced. Several other Grover Memorial Park facilities have been upgraded and improved. A new piping and filtration system was recently installed on the outdoor pool. The tennis courts were also recently renovated.

Grover Memorial Park contains limited pedestrian access. There are no trails or sidewalks leading into the park. Vehicular access is convenient and the park contains sufficient parking. The lone children's playground is isolated and detached from the rest of the park. This creates a safety concern because children must cross a roadway to reach the park.

Suggested improvements to Grover Memorial Park include a comprehensive walking path along the roadway throughout the park and better pedestrian access in the form of connecting sidewalks and street crossings. Also, the usage of the fitness center inside the community center has greatly exceeded expectations. Warrensburg should evaluate expanding this facility.

Lion's Lake Park

Lion's Lake Park is located at 518 Southwest Boulevard. This 30-acre park resides at the southwest corner of Warrensburg. Lion's Lake Park contains the following amenities and activities: a stocked lake, a picnic shelter, a ball field, a batting cage, and a playground. Lion's Lake is a landmark and has been long supported by the Warrensburg Lion's Club.

Lion's Lake is in poor condition. The lake is strewn with algae and water lilies. Additionally, the lake is severely silted. Lion's Lake is also a popular location/destination for area geese and, as a result, the lake area is riddled with geese droppings. Both of Lion's Lake Park's primary facilities, the lake and ball field, are frequently used.



Photo B-7: Lion's Lake Park

Lion's Lake Park contains limited pedestrian access. The area lacks visible sidewalks or trails leading to the park. Vehicular access is more prominent. Sufficient parking provides ample vehicular access to the park.

Suggested improvements to Lion's Lake Park include dredging and rehabilitating the lake and providing better integration with Warrensburg's other parks via an integrated trail system.

Marr Park

Marr Park is located at 1400 Broad Street. This 17-acre neighborhood park is centrally located just three blocks east of Mitchell Street. Marr Park contains abundant green space, as well as a hiking trail, a playground, and several covered picnic tables. Large expansions of the hiking trail are secluded. This park also contains a number of creek crossings. The expansive open spaces and the variety of sheltered and unsheltered picnic tables make Marr Park an ideal location for picnicking. Marr Park is maintained by Warrensburg's Optimist Club.



Photo B-8: Marr Park

The condition of the playground equipment and picnic tables is good. The creek crossing and bridges, however, are dangerous, unstable, and are in poor condition. Additional safety concerns include:

- Large bridge at opening of park is unstable.
- Many areas are very secluded and would be unsafe at night.
- Barbed-wire fence winds along sections of the hiking trail.

Marr Park is well integrated with a neighborhood trail system, which makes pedestrian access easy and convenient. A general lack of parking limits vehicular access to Marr Park. However, for those Warrensburg residents who live within walking distance, Marr Park offers a good passive recreation experience.

Sheppard Park

Sheppard Park is located at 608 North College Avenue, which is one block west of Maguire Street and two blocks south of Young Street. This 7-acre park resides at the northern edge of downtown Warrensburg. Green space is the dominant trait of this park. Sheppard Park also includes several picnic tables and children's playground equipment. Smaller trees and more mature trees can be found scattered throughout the park.

The playground equipment, which includes a new jungle gym, is in good condition. The park grounds appear to be well maintained. Sidewalks surround the perimeter of the park, providing easy and convenient pedestrian access. Street parking is also sufficient. Adjacent street traffic is problematic and pedestrian park visitors need to use caution when crossing the road. Periodic flooding is also a public safety concern. Sheppard Park does appear to be well utilized.



Photo B-9: Sheppard Park

West Park

West Park is located at 35 SW 101 Road. This large community park can be found on the western boundary of Warrensburg. Numerous soccer fields and ball fields make this site the city's busiest and most popular park. Other West Park amenities and activities include a concession area, a picnic shelter, and a large prairie preserve.

The ball fields are in good condition. While the soccer fields are also in good condition, they are at risk of flooding because they reside in the floodplain. The gravel parking lots are functional but are not very visually appealing.

The remote nature of West Park limits pedestrian access. Not surprisingly, no pedestrian pathways link this rural park to the city. Existing parking provides adequate vehicular access to the park, but additional parking is needed for optimal accessibility. In terms of safety concerns, better signage would make West Park easier to find. Also, deer are known to frequently cross Pine Street near the park entrance. This area would likely benefit from a deer crossing sign. West Park could also utilize additional parking.

Public Facilities

Municipal Swimming Pool – Grover Park

The pool was constructed in 1972 and contains a 25-yard leisure pool along with a small children's pool. The facility is ADA-compliant and is in fair condition. City staff has noted that the facility is in need of upgrades to become more of a family aquatic facility. Recommended improvements include a new bathhouse and a new concession building.



Photo B-10: Municipal Swimming Pool

Municipal Community Center – 445 East Gay Street

The municipal community center facility was built in 1997 and contains 54,000 square feet of space. The building features meeting facilities, recreation and fitness programs, and specific recreational facilities such as basketball courts and a swimming pool. The building is ADA-compliant and requires no major maintenance issues at the present time. City staff has indicated that older equipment will be replaced on an ongoing basis, and that an additional gymnasium may be needed by the end of the planning period.

Police Station – 102 South Holden Street

The Warrensburg Police Department is centrally located within the community in a facility that was constructed in 1975. The facility is ADA-accessible. The exterior of the 10,000-square-foot building is in sound condition, while the interior is considered to be in fair condition. The station houses 15 police vehicles, which are used by the department's 31 officers. In addition to its patrol, records, and investigative divisions, the building also houses the municipal court functions. A new 30,000-square-foot building is being planned



Photo B-11: Police Station

directly west of the current facility. The new building will house each of the current functions of the department, and will also include underground parking and a firearms range.

Fire Station #1 – 102 South Holden Street

Fire Station #1 contains the administrative office of the department, as well as housing firefighting apparatus. The building contains an engine, ladder truck, and battalion chief vehicle. This facility also contains about half of the fire department staff. City staff notes that while there are no structural problems, the building resides too close to the adjacent railroad tracks.

Fire Station #2 – Corporate Drive

Fire Station #2 is noted by staff to be ADA-compliant and in good condition. The facility houses six vehicles, and half of the overall staff of the department. The department's student firefighters are based at this facility. This facility primarily serves the northern half of the community. There are no plans to expand the facility or add new stations at the present time.

Library – 432 North Holden Street

This 24,000-square-foot building was remodeled in 2005 to accommodate the library, and is ADA-compliant. The library is part of a regional system, but serves as the cataloging location for all branches. With an annual circulation of over 100,000 volumes, the library contains a variety of media for adults and children, as well as computer and reference areas. The building is in need of additional computers, electrical, and Internet connections, and carpeting of some areas.



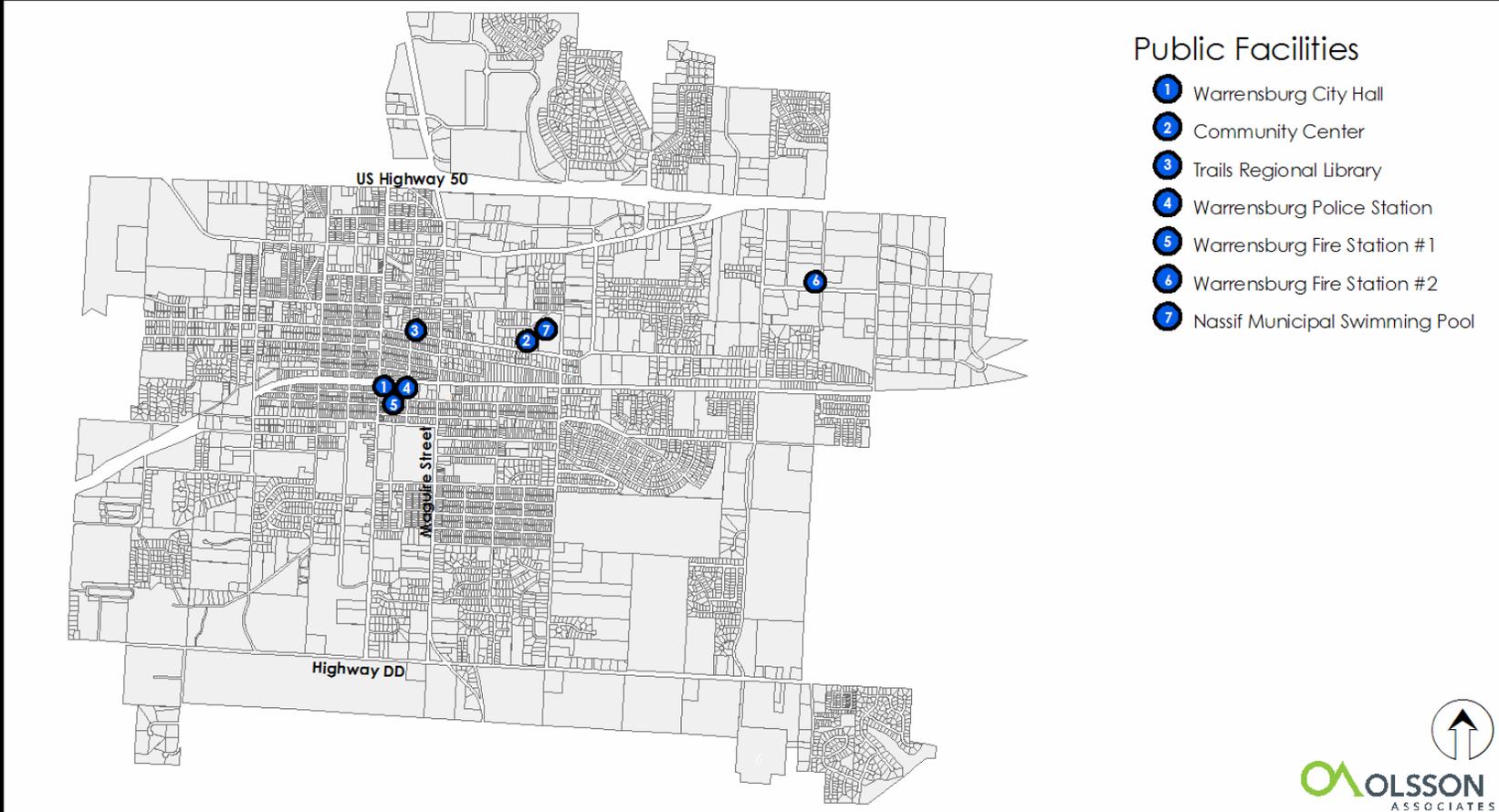
Photo B-12: Fire Station #2



Photo B-13: Library

Warrensburg Comprehensive City Plan

City of Warrensburg, Missouri
Public Facilities Map



City Hall – 102 South Holden Street

This building houses all administrative functions of the City, and is ADA-accessible. Many of the city departments are located in the building. The building is in need of renovation, particularly once the new police station is built.

Schools

Elementary Schools

Southeast Elementary School

Southeast Elementary School is located at 415 E. Clark Street. The facility was originally built in 1956. The building occupies 22,000 square feet and is fully ADA-compliant. The overall condition of the building is rated as fair. Approximately 260 are currently enrolled in the Warrensburg kindergarten program. Southeast Elementary is the only school that includes kindergarten students. At this time, there are no future building modifications or upgrades planned or needed.

Ridge View Elementary School

Ridge View Elementary School is located at 215 South Ridgeview Drive. The school was originally constructed in 1969. The building occupies 44,000 square feet and is fully ADA-compliant. The overall condition of the facility is rated as good. The school has 344 students enrolled in three grade levels (first grade through third grade). Future plans address the need to eliminate mobile classrooms for a permanent building addition. The future building addition may also include cafeteria space. The facility currently needs additional space to create more classrooms.

Warrensburg Comprehensive City Plan

City of Warrensburg, Missouri
Existing Schools Map



Martin Warren Elementary School

Martin Warren Elementary School is located at 105 South Maguire Street. The building was originally constructed in 1924. The building occupies 48,000 square feet. The building is not fully ADA-compliant; only the lower stories meet ADA-compliance standards. The overall condition of the facility is rated as fair. The school has 369 students currently enrolled in three grade levels (first grade through third grade). Future plans for the facility address the need for increased classroom space. The school currently desires to eliminate classrooms in unattached buildings and create additional classroom space in the primary building.

Sterling Elementary School

Sterling Elementary School is located at 522 East Gay Street. The building was originally constructed in 1963. The building occupies 53,000 square feet. The facility is not fully ADA-compliant; only the main level meets ADA-compliance standards. The overall condition of the building is rated as good. Sterling Elementary has 466 students enrolled in two grade levels (fourth grade and fifth grade). Future plans for the school include additional classroom space and an upgrade or newly built media center area. The school currently needs to eliminate mobile classroom space and move all students into the primary facility.

Middle Schools

Warrensburg Middle School

Warrensburg Middle School is located at 640 East Gay Street. The building was originally constructed in 1996 and is fully ADA-compliant. The building occupies 87,000 square feet. The overall condition of the building was rated as good. The middle school has 720 students enrolled in three grade levels (sixth grade through eighth grade). At this time, the school does not have plans for any future upgrades nor does it currently require any modifications or changes.

High Schools

Warrensburg High School

Warrensburg High School is located at 1411 South Ridgeview Drive. The building was originally constructed in 1988, with an addition completed in 1998. The building occupies 143,000 square feet and is fully ADA-compliant. The overall condition of the building was rated as good. The high school has 1,022 students enrolled in four grade levels (ninth grade through twelfth grade). Future plans for the facility, which are under consideration, include auxiliary gym space, a fine arts center, and additional weight-training facilities. The building does not currently require any modifications or upgrades.

Additional Education Facilities

Reese School

Reese School is located at 301 West Market Street. The building was originally constructed in 1953. The building occupies 21,000 square feet and is fully ADA-compliant. The overall condition of the facility was rated as good. The school has a maximum of 40 students in a variety of programs including Parents As Teachers (PAT), before/after school child care, and Early Childhood Special Education (ECSE). Future plans for the building include a renovation of the facility's east end in 2007-2008. The facility may need additional classroom space as enrollment increases.

Utilities

- Water service is provided by Missouri-American Water Company.
- Sewer service is provided by the City of Warrensburg.
- Electric service is furnished by Aquila.
- Missouri Gas Energy provides natural gas service.

Appendix C: Community Character

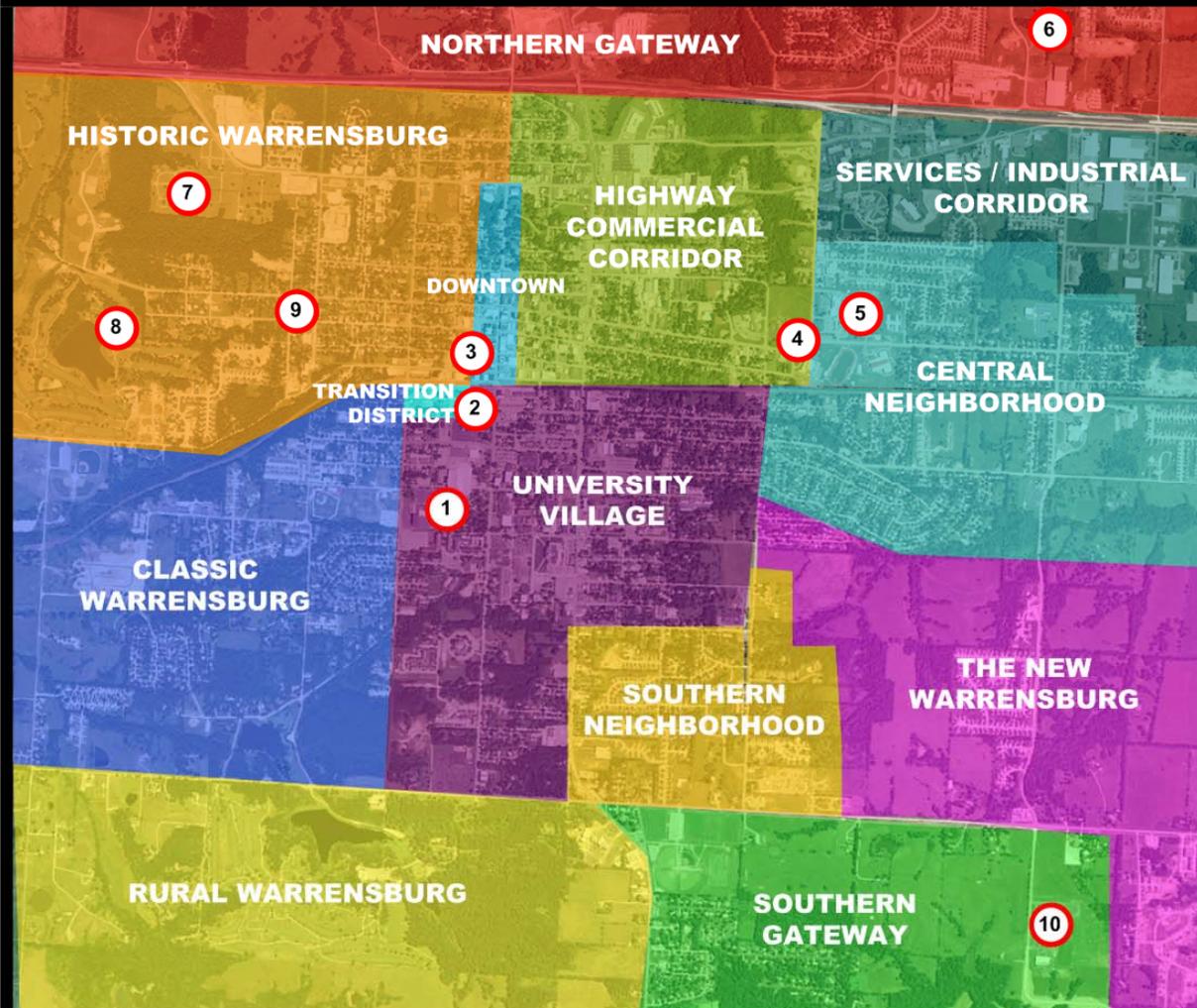
A community character assessment was completed to formulate a better understanding of Warrensburg's distinct districts. During a preliminary review, areas throughout the city were identified according to similar settings, qualities, and locations. The boundaries of each area were sometimes very precise, defined by a street or a roadway such as Holden Street. Other times, the boundaries were more fluid and less structured. After the area boundaries were identified, a formal assessment was completed for each area. Each community character assessment identified and evaluated a variety of characteristics.

The streets and roadways were the first characteristic evaluated. Assessed qualities included street pattern, width, condition, and speed limit. Building setbacks, sidewalks, and streetscapes were also evaluated within this category. Housing stock was the second characteristic that was assessed. The age, condition, density, and diversity of income level and housing style were all evaluated. The uses and functions of each area constituted the third assessed characteristic. Retail and commercial areas were evaluated with special consideration applied to pedestrian accessibility and safety. The final component of the assessment included an evaluation of landmarks, paths, activity centers, barriers, and the special features contained within each area.

Thirteen districts were identified and evaluated. They include the Northern Gateway, Historic Warrensburg, Highway Commercial Corridor, Service/Industrial Service Central, Central Neighborhood, Classic Warrensburg, University Village, The New Warrensburg, Southern Neighborhood, Rural Warrensburg, Southern Gateway, Transition District, and Downtown.

“A community’s character is defined by the distinctiveness of its streets and roadways, housing, uses and functions, landmarks, paths, activity centers, edges, and features.”

Warrensburg Community Character



District Map

LEGEND

- 1 University of Central Missouri
- 2 Municipal Building
- 3 Johnson County Courthouse
- 4 Community Center
- 5 Western Missouri Medical Center
- 6 Veterans Home
- 7 Sunset Hill Cemetery
- 8 Hidden Pines Country Club
- 9 Old Courthouse and Museum
- 10 Warrensburg High School



Northern Gateway District

Boundaries

This area is located north of Highway 50. It includes the northern, northwest, and northeast boundaries of the city, as well as the retail along Highway 13.

Synopsis

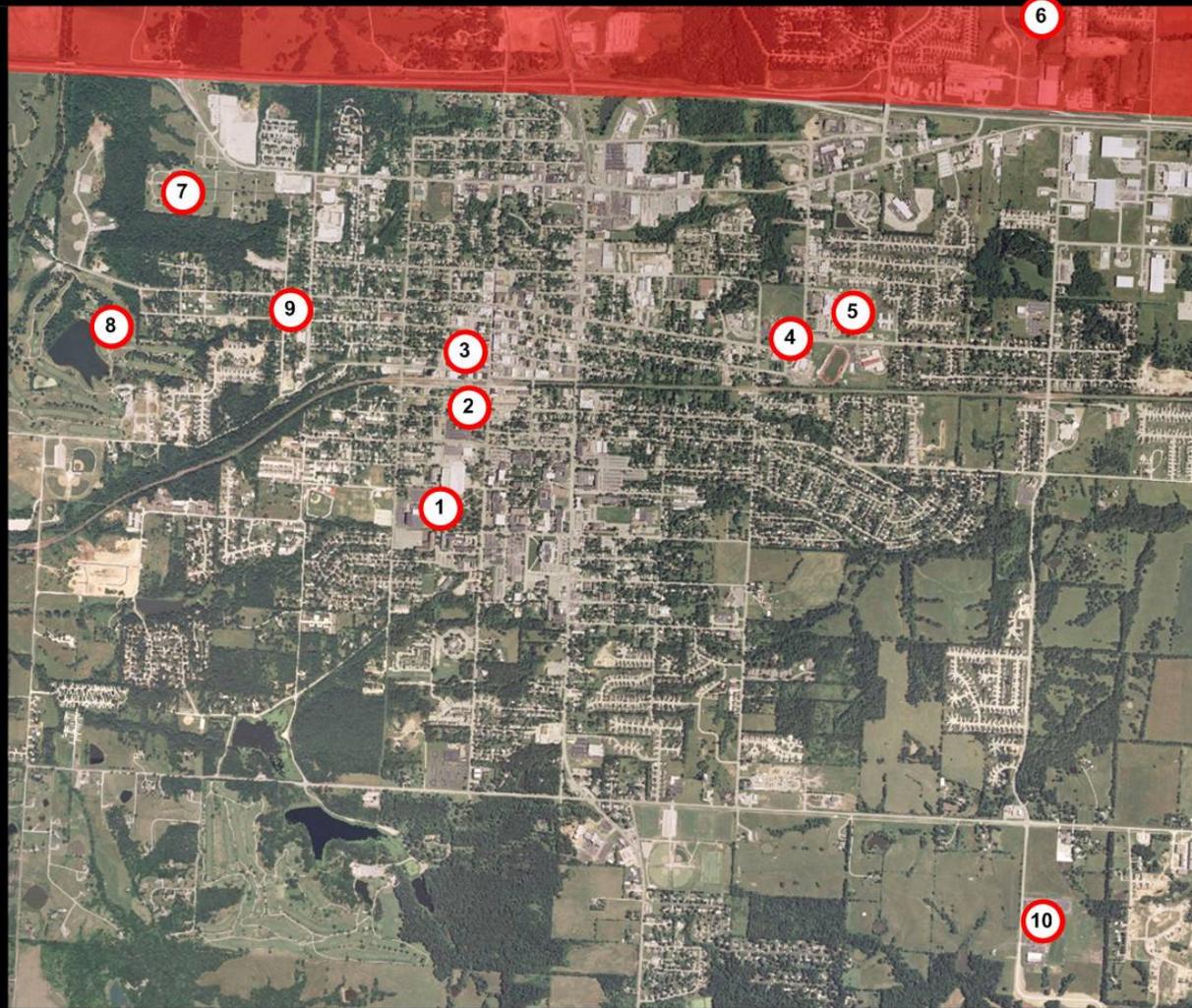
The strengths of the Northern Gateway district include quality homes that are available to middle-income residents; excellent vista views of the city, trees and rolling hills within the Hawthorne subdivision; and roadways that are in good condition.

The weaknesses of the Northern Gateway district include no sidewalks leading to the area's retail establishments or its Veterans Home; a lack of sidewalks in the Northfield subdivision; a lack of activity centers and landmarks; an industrial area along Highway 50 that directly borders residential uses; and a general feeling that the area is unsafe because of the secluded nature of the Highway 50 division.

The opportunities found within the Northern Gateway district include locating parks in this area that serve to create important activity centers because much of this district is composed of housing and is separated from other activity centers by Highway 50; the extension of sidewalks that could lead from new housing developments into the retail portion of this area; and land outside of the boundaries that is open and may be available for development and subsequent annexation.

The threats found within the Northern Gateway district include a housing market that may diminish as potential buyers see that there is no recognizable character here, and neighborhood properties in Johnson County's jurisdiction that are not subject to building codes, which could jeopardize any future annexations, property acquisitions, or developments.

Warrensburg Community Character



Northern Gateway

LEGEND

- 1 University of Central Missouri
- 2 Municipal Building
- 3 Johnson County Courthouse
- 4 Community Center
- 5 Western Missouri Medical Center
- 6 Veterans Home
- 7 Sunset Hill Cemetery
- 8 Hidden Pines Country Club
- 9 Old Courthouse and Museum
- 10 Warrensburg High School



Streets and Roadways

The streets and roadways in this area are configured in a winding layout, and no clear grid pattern is present. This winding street pattern makes traveling in and around the Northern Gateway neighborhood confusing. Most of the roadways in this area are residential streets, and they are wide enough to support on-street parking on both sides of the streets. The speed limits are typical for residential areas, and most of the roadways are relatively new and in good condition. Improvements are not necessary because the streets function adequately.

The commercial buildings in the Northern Gateway district are comprised mostly of big-box retail, including Lowe's and Wal-Mart, and have large setbacks to accommodate the size of the stores. Residential areas have average-sized setbacks. Neighborhood sidewalks are mostly located on only one side of each street. Those sidewalks are in good condition and include curb-cuts that make them accessible to disabled persons. Neither the commercial establishments nor the Veterans Home are accessible by sidewalk.

Because of the newness of the area, most of the relatively few trees found here are young and not yet mature; however, some mature trees are located in the area's older section. Minimal landscaping is scattered throughout the neighborhoods, but good street lighting is provided throughout the area.

Housing

Most of the homes within the Northern Gateway were built in the 1990s or 2000s, though some homes were built earlier. Most of the newer homes located in this area are larger than the older homes and include at least 2,000 square feet. Housing stock is composed primarily of newer style homes that contain minimal ornamentation. House sizes and shapes are generally consistent. The condition of the homes is poorer than might be expected given their age – some of this area's housing stock has been poorly maintained. Residential lots are larger in this area than those found in older subdivisions, and the majority of homes here have attached garages.



Photo C-1: Warrensburg Lowe's



Photo C-2: Housing backed directly by industrial

Uses and Functions

The Northern Gateway is largely a residential area, but notable retail and industrial uses are located next to the housing stock. Highway 13 serves as the primary commercial corridor, while Highway 50 includes several industrial establishments. Residences make up the area north of Highway 50 industrial buildings and the Highway 13 retail businesses. The commercial use in this area is comprised primarily of big-box retail – an access road makes this retail area directly accessible to those residing in the surrounding neighborhoods without having to access Highway 50. The residential neighborhood is separated from the area's retail section.

Industrial developments dominate Stahl Drive on the north side of Highway 50. These industrial uses are not sufficiently separated from the area's housing stock, as some of the homes in the neighborhood north of Highway 50 directly abut the industrial establishments.

Landmarks and Activity Centers

This area lacks landmarks or activity centers. Additionally, no parks are located here. With the abundance of housing, a park could serve as a vital center for community activity. Undeveloped parkland includes Hawthorne Park and Clover Creek Park.

Historic Warrensburg District

Boundaries

This area is bounded on the north by Highway 50, by Holden Street on the east, Pine Street on the south, and the city limits to the west. This does not include downtown, which constitutes its own distinct area.

Synopsis

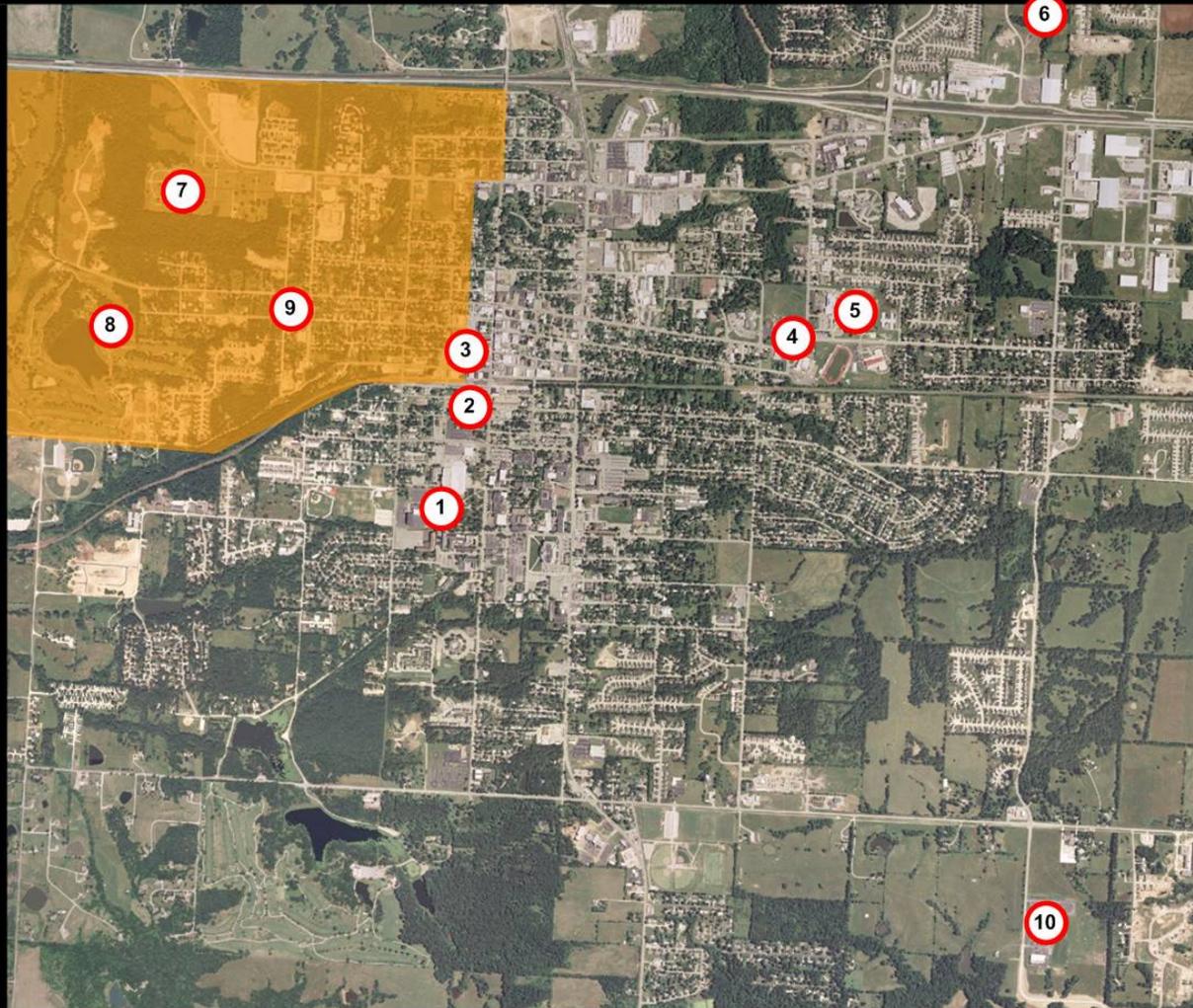
The strengths of the Historic Warrensburg district include a strong historic legacy, numerous parks, a mature landscaping that creates a naturally inviting atmosphere, and several activity centers.

The weaknesses of the Historic Warrensburg district include poorer quality homes that constitute most of the housing stock, and that the district appears to be unkempt and poorly maintained.

The opportunities of the Historic Warrensburg district include potential restoring and protecting the housing stock to ensure the preservation of Warrensburg's most distinctive historic homes, and creating walkways along neighborhood roadways to tie into Holden Street to allow residents to safely walk to and from downtown.

The threats to the Historic Warrensburg district include the concern that poor quality homes threaten to diminish the desirability of this area of town, and that teardowns may destroy many of the area's historic homes.

Warrensburg Community Character



Historic Warrensburg District

LEGEND

- 1 University of Central Missouri
- 2 Municipal Building
- 3 Johnson County Courthouse
- 4 Community Center
- 5 Western Missouri Medical Center
- 6 Veterans Home
- 7 Sunset Hill Cemetery
- 8 Hidden Pines Country Club
- 9 Old Courthouse and Museum
- 10 Warrensburg High School



Streets and Roadways

The streets and roadways in this area are laid out mostly in a grid pattern, with most roadways running directly east, west, north, or south. Because of the orderly layout of the streets, this area is easy to navigate. Roadways mostly run through residential areas, and the majority of these streets are narrow and do not include curbs or gutters. Speed limits on these streets are typical for residential areas. Continual improvements to the streets will be needed to ensure the proper functioning of the roadways.

Many of the area's commercial buildings are located along Holden Street, including several establishments that use converted homes to house their businesses. Other commercial buildings are free-standing and include average-sized setbacks. Due to the older age of the homes, residential areas have smaller-than average-setbacks. Many areas do not have sidewalks, though some neighborhood sidewalks exist and are located on only one side of each street or on both sides of the streets in some areas. Those sidewalks are in fair to poor condition.

As this is the oldest area of Warrensburg, mature trees dominate the streetscapes throughout the area. Good street lighting is provided along Holden Street and into the downtown business district.

Housing

The majority of homes located within the Historic Warrensburg area were built in the early 20th century. A diverse housing stock is found here, though much of the area is made up of smaller, low-income homes. An abundance of housing styles is located within this area, as house size and shape is generally varied. Some homes are well-kept and are genuine historic treasures for the community; however, most of the homes are in poor condition. Several units appear to be in dangerously poor conditions. Residential lots are not uniform, and there is a positive integration of single-family and multifamily homes. Unkempt yards are common throughout this area – this may be symptomatic of most homes having carports instead of garages, which means there is less space for household storage.



Photo C-3: Original Courthouse



Photo C-4: Classic architectural home

Uses and Functions

This historic area of Warrensburg is largely a residential area, though notable retail and industrial uses are located next to the housing stock. Holden Street and Business 50 are the primary commercial corridors, while streets branching off of Holden include the residential areas. Niche retail, dependent mostly on the automobile industry, is located along Business 50.

The commercial and residential uses in this area suffer from a pattern of irregular lot placement that has interspersed land and homes. A handful of businesses, including a radiator shop and car dealership, are located in the area's residential section. Several vacant lots are also located here.

Landmarks and Activity Centers

This area boasts several of the community's best landmarks, including the Howard School, the original courthouse, and the Historical Society and museum. Additionally, the library is located here, and it serves as a major activity center for the Warrensburg community. Blind Boone Park is also found here. This section of the city is characterized as the oldest, most historic area of the community.



Photo C-5: Radiator shop in the middle of a neighborhood

Highway Commercial Corridor District

Boundaries

This area is bounded to the north by Highway 50, and Burkarth Road is its boundary line to the east. The railroad tracks serve as its southernmost delineation, and Holden Street forms the western edge of the area.

Synopsis

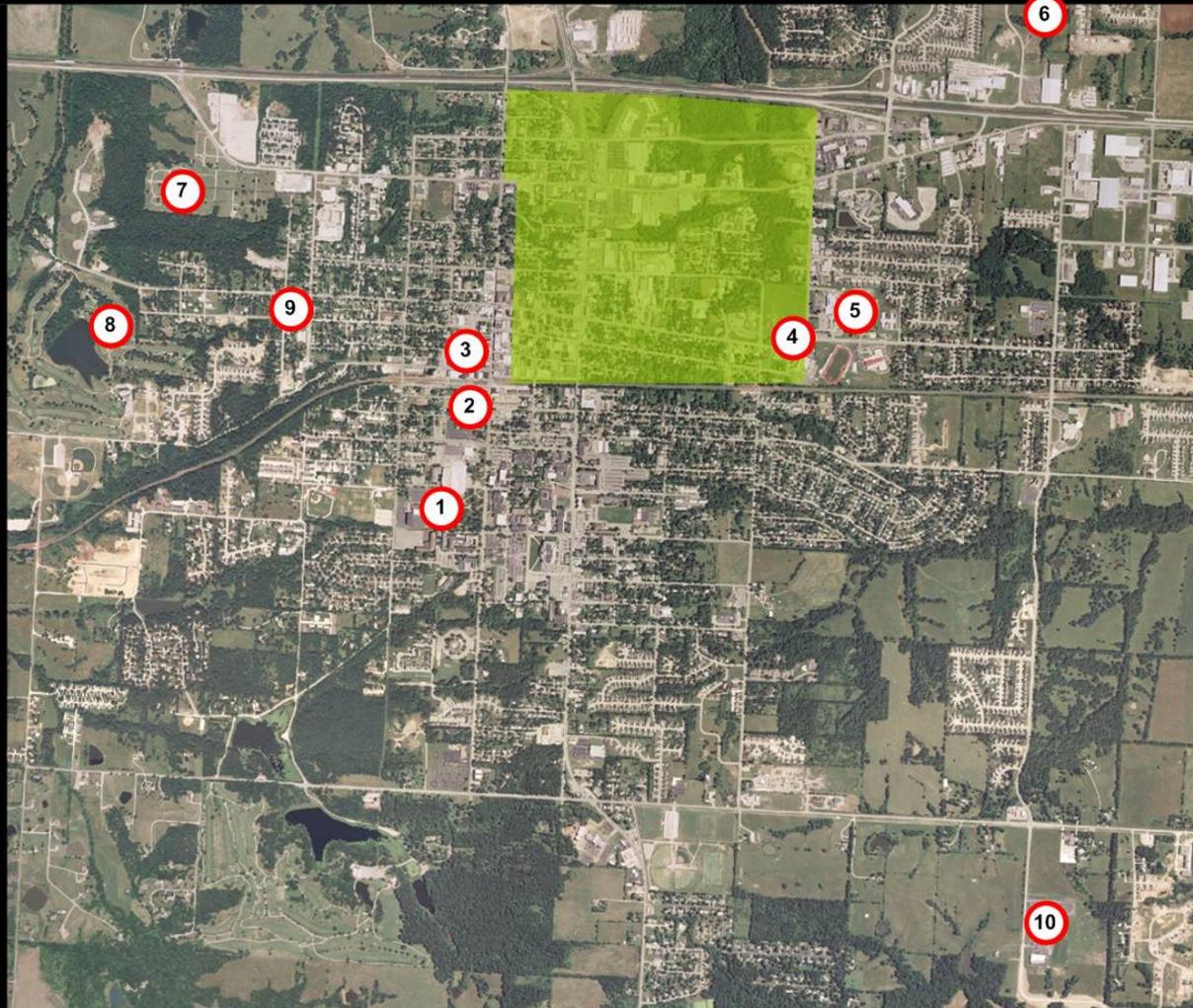
The strengths of the Highway Commercial Corridor district include excellent activity centers with consistent pedestrian access; an abundance of retail options for area residents; and a crime-free feeling due to the constant level of activity.

The weaknesses of the Highway Commercial Corridor district include the poor location of multifamily housing units, which are located next to industrial uses on North Street; incompatible zoning among neighboring uses; and retail areas that do not cater to pedestrian traffic.

The opportunities within the Highway Commercial Corridor district include the possibility of improving pedestrian access to the Maguire Street retail sites, and the creation of a city trail network that would link residential areas to the Community Center and Grover Park.

The threats to the Highway Commercial Corridor district include general traffic safety along Maguire Street, and the location of a bulk fuel center next to both residential neighborhoods and Grover Park.

Warrensburg Community Character



Highway Commercial Corridor District

LEGEND

- 1 University of Central Missouri
- 2 Municipal Building
- 3 Johnson County Courthouse
- 4 Community Center
- 5 Western Missouri Medical Center
- 6 Veterans Home
- 7 Sunset Hill Cemetery
- 8 Hidden Pines Country Club
- 9 Old Courthouse and Museum
- 10 Warrensburg High School



Streets and Roadways

The streets in the Highway Commercial Corridor area display a semi-grid pattern and have consistent residential and commercial speed limits; however, travel throughout this area can be confusing because only one major north-south corridor runs through the area. Roadways are in fair condition, and many areas include neighborhood sidewalks. Landscaping in this area is scant; the streetscape is dominated by the retail parking lots that front the commercial buildings.

Most of this area is composed of commercial properties, especially along Maguire Street and Business 50, and includes large building setbacks that accommodate the abundant parking found in front of most of the buildings.

Housing

As most of this area is dominated by highway commercial establishments, very little of the land is used for residential purposes. The minimal amount of housing located here includes older homes built in the middle of the 20th century. Housing stock is in fair condition, and it includes homes for middle- to low-income residents. Most of the housing in this area is made up of single-family units, though some multifamily buildings are also found here. While building materials vary from home to home, the housing stock is typified mostly by siding work.

Uses and Functions

Commercial is the most common type of land use in the Highway Commercial Corridor; however, some residential and industrial establishments are also located here. One of the city's most utilized parks – Grover Park – and the new Community Center are situated near the area's residential facilities.

This area's retail establishments are not pedestrian-friendly, though all have abundant parking available that ensures good vehicular access. Tin buildings are prevalent in this area. Warrensburg's commercial lodging facilities, including the Holiday Inn Express, Comfort Inn, Super 8, and Days Inn, are located nearby, but no walking paths exist to bring visitors to the commercial areas along



Photo C-6: Fuel center next to housing units

Business 50 and Maguire Street. Independent bed-and-breakfast establishments are located along the western side of the district. Many commercial properties are also situated along eastern Gay Street.

The major residential area in this district suffers from its proximity to two industrial sites and its lack of access. The housing north of Grover Park has only one access point – North Street. Also, the Raintree Apartments are located across the street from the bulk fuel center and the Missouri National Guard Armory.

The area appears to be relatively safe from crime; the main safety concerns here are associated with vehicular traffic. With such a large number of vehicles passing through this area, traffic safety is an issue. This area also has more senior housing than any other part of the community.

Landmarks and Activity Centers

This area includes notable landmarks and activity centers. The Missouri National Guard Armory is a significant local establishment, and the newly built Community Center and active Grover Park serve as excellent meeting places. Shepherd Park is also located here. Facilitating activities at these places are the new sidewalks that run from residential neighborhoods directly to these sites.



Photo C-7: Community Center

Services/Industrial Central District

Boundaries

This area is delineated by Highway 50 to the north, Burkarth Road to the west, and the railroad tracks to the south. The area extends to Devasher Road and through the eastern city limits.

Synopsis

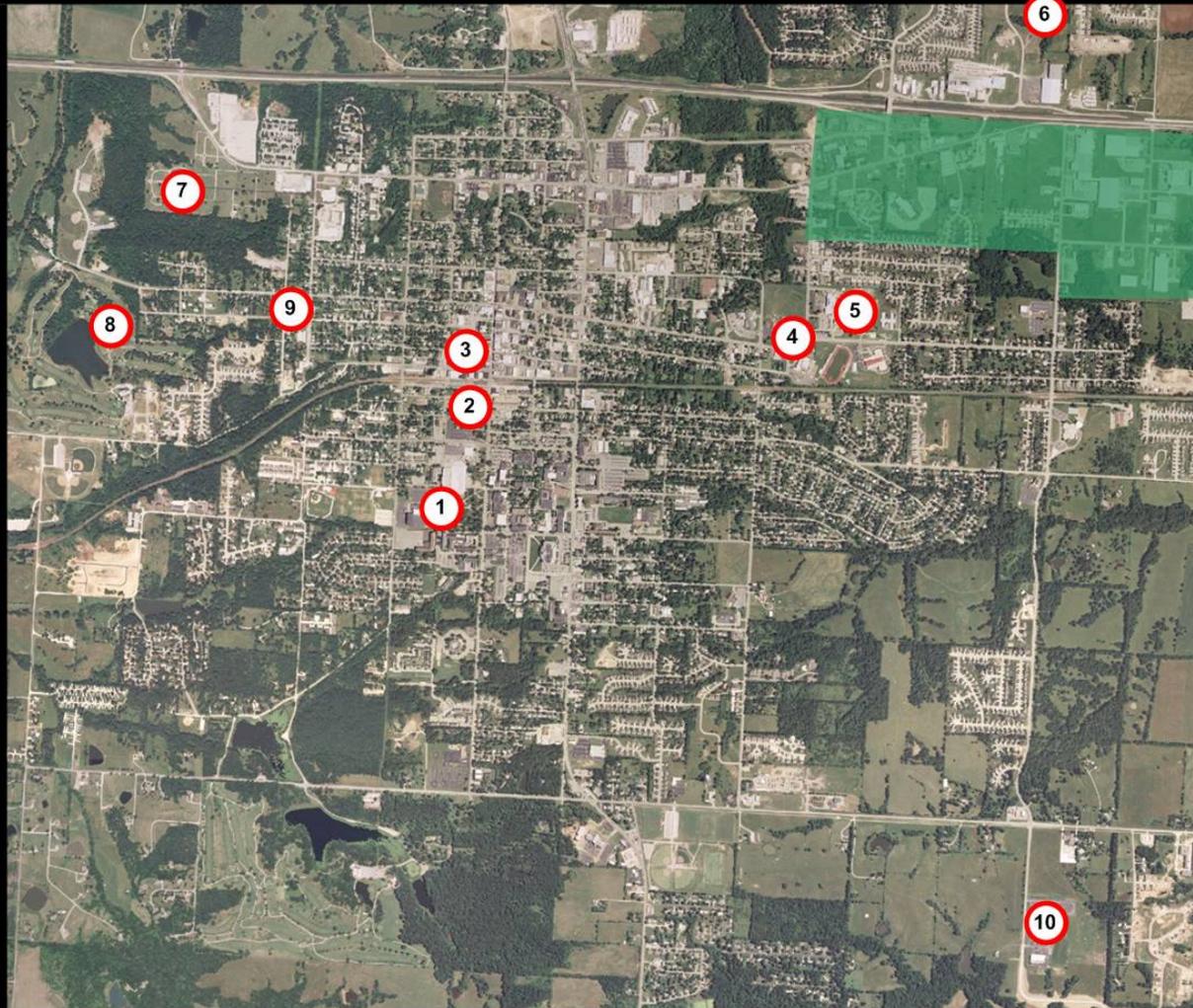
The strengths of the Services/Industrial Central district include a high-quality industrial complex that is separated from the residential parts of the city, close proximity to the Santa Fe Trail Shopping Center, which offers nearby retail options for area residential and commercial tenants; close proximity to the fire station; and close proximity to the medical center.

The weaknesses of the Services/Industrial Central district include diminished desirability of the surrounding residential neighborhoods due to the industrial dominance of this area, and the poor location of area activity centers.

The opportunities of the Services/Industrial Central district include increased beautification along Business 50 into town. This enhanced gateway will provide a more attractive experience for first-time visitors.

The threats to the Services/Industrial district include job losses if an industrial tenant or company left town. Also, while the fire station is close to neighboring industrial buildings, it is not sufficiently close to the rest of town to maximize how it serves Warrensburg.

Warrensburg Community Character



Services / Industrial Central District

LEGEND

- 1 University of Central Missouri
- 2 Municipal Building
- 3 Johnson County Courthouse
- 4 Community Center
- 5 Western Missouri Medical Center
- 6 Veterans Home
- 7 Sunset Hill Cemetery
- 8 Hidden Pines Country Club
- 9 Old Courthouse and Museum
- 10 Warrensburg High School



Streets and Roadways

Streets in this area do not follow a planned grid pattern; rather, they wind and curve around the area's industrial and residential units. Speed limits are typical of those found within similar industrial areas, though the limits enforced throughout the residential areas are the same here as throughout the rest of Warrensburg. Because most of this area is used for industrial purposes, roadways are wide enough to accommodate the needs of the industrial buildings.

Sidewalks are intermittently located, but they do run from the surrounding neighborhoods to Sterling Elementary School, Warrensburg Middle School, and the Western Missouri Medical Center (WMMC). No notable landscaping lines the sides of these streets.



Photo C-8: Services/Industrial District

Housing

The housing stock is comprised of older homes and units, and it includes average-sized residential lots. The area's single-family homes are mostly in good condition and serve a middle-income residential population, while the multifamily units are mostly low-income and are generally in poor shape. A good number of housing units is found in this area.

Uses and Functions

Industrial establishments dominate the east side of the area, as there are only a handful of retail or residential uses found throughout the area. The industrial complex is secluded from the residential neighborhoods; also, no sidewalks run from the area homes to the industrial developments, meaning that pedestrian access is wisely cut off from the industrial facilities.

The retail establishments located here are found along the Business 50 corridor and include those businesses in the Santa Fe Center, and the character of the area is more indicative of a commercial district rather than an industrial district. The WMMC is situated near the schools and the senior living areas, ensuring that the community's most vulnerable populations have quick and easy access to medical care.

The city's second fire station is also situated here; it is conveniently located in the industrial complex and is available for quick response in case of a major emergency at one of the nearby facilities.

Landmarks and Activity Centers

This area's landmark and activity centers are very poorly located along Young Street. A historical marker sign is situated along Young Street in a location that is not in a highly accessible part of town. The American Legion and Elks Lodge halls are also located on Young Street, just next to the area's industrial complexes. While these two halls are certainly community meeting and activity centers, their poor locations make them less accessible than if they were situated in sites closer to residential neighborhoods.



Photo C-9: Warrensburg history sign on Business 50

Central Neighborhood District

Boundaries

This area is bounded on the north by Chaucer Lane and Corporate Drive and Anderson and Tyler Street on the south. Mitchell Street forms the western border of the area, which also extends east through the city limits.

Synopsis

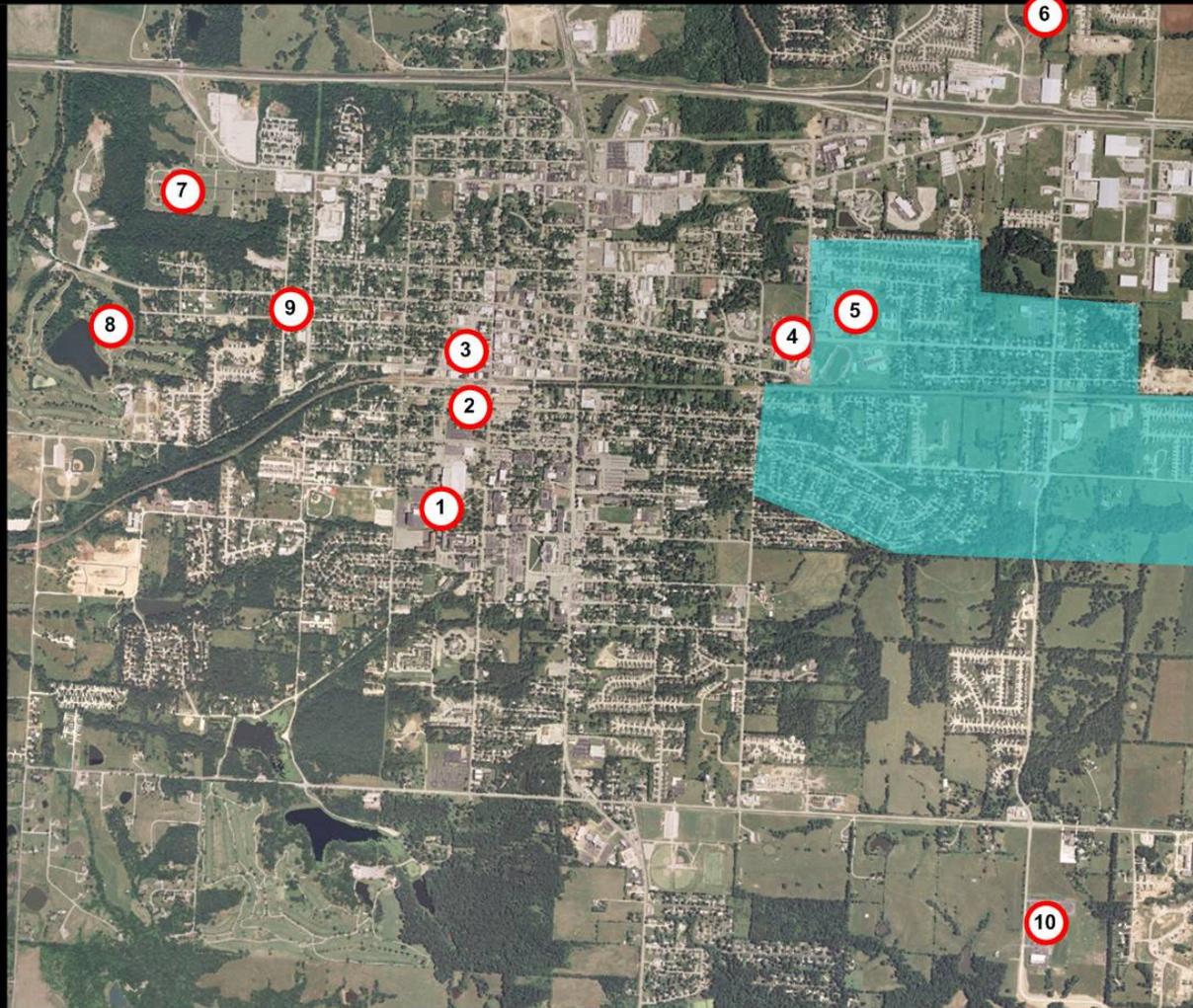
The strengths of the Central Neighborhood district include close proximity to neighborhood schools and activity centers.

The weaknesses of the Central Neighborhood district include non-contiguous development that negatively affects community unity; an abundance of moderate-quality housing stock; and roadways that are in poor condition.

The opportunities of the Central Neighborhood district include potential future development on vacant lots; the creation of housing incentive programs that would be designed to improve the overall housing stock; and significant upgrades to streets and sidewalks.

The threats to the Central Neighborhood district include the potential for further housing stock deterioration.

Warrensburg Community Character



Central Neighborhood District

LEGEND

- 1 University of Central Missouri
- 2 Municipal Building
- 3 Johnson County Courthouse
- 4 Community Center
- 5 Western Missouri Medical Center
- 6 Veterans Home
- 7 Sunset Hill Cemetery
- 8 Hidden Pines Country Club
- 9 Old Courthouse and Museum
- 10 Warrensburg High School



Streets and Roadways

This area's streets and roadways in no way resemble a grid pattern, and because they form an extremely winding, curving pattern through the surrounding neighborhoods, they constitute the most confusing road layout in the city. Consequently, this area is difficult to navigate. Speed limits on these streets are typical for residential areas. Roadways in the area are in poor condition – grass has grown through the roads south of Broad Street. Road improvements are needed now to upgrade the current streets, which are the worst roadways in the city.

Sidewalks are found on one side of some of the streets in this area, though certain areas are not served by any sidewalks. Hiking and biking trails provide surrounding homes pedestrian access to Marr Park. Few trees are located in this area, but those that are planted are mature and provide shade to pedestrians.

Housing

Most of the homes located in this central area of Warrensburg are typified by their post-World War II construction and design. The area is comprised mostly of small, low-income housing. There is not a great variety of housing styles featured within this area, though the homes north of Montserrat Park Road are generally different than those located on the Anderson Street curve. Homes north of Montserrat Park Road are in fair condition while most homes south of Broad Street are in poor shape. Residential lots are smaller so there is a higher population density here than in other single-family neighborhoods. Most homes have street-facing, single-car garages or carports.



Photo C-10: Prevalent housing style south of Broad

Uses and Functions

No retail uses are found in this area, which is composed solely of residential neighborhoods. The most striking feature of this residential area is the abundance of open land interspersed within housing developments. Non-contiguous development is particularly evident throughout the eastern portions of the area. The Missouri-American Water Company is located in this area; its facility is situated directly adjacent to a residential neighborhood and to some of the vacant land interspersed throughout the area.

Landmarks and Activity Centers

Western Missouri Medical Center is this district's most notable landmark. The district does contain two activity centers that are not easily accessible to pedestrians. The Ridgeview Outdoor Classroom at Ridgeview Elementary School serves as a gathering place, but it is not accessible by sidewalks or biking trails. Marr Park is a large, open site that has playground, hiking, and picnic uses available. The park does not have sidewalks leading to it; however, a biking and hiking trail connects the surrounding homes to the park.

Classic Warrensburg District

Boundaries

This area encompasses the southwestern section of Warrensburg and is generally delineated by Warren Street on the east, the railroad tracks to the north, Hale Lake Road on the south, and the western city limits. The Deerfield and Hidden Pines subdivisions, located just north of West Pine Street, are also included in this area.

Synopsis

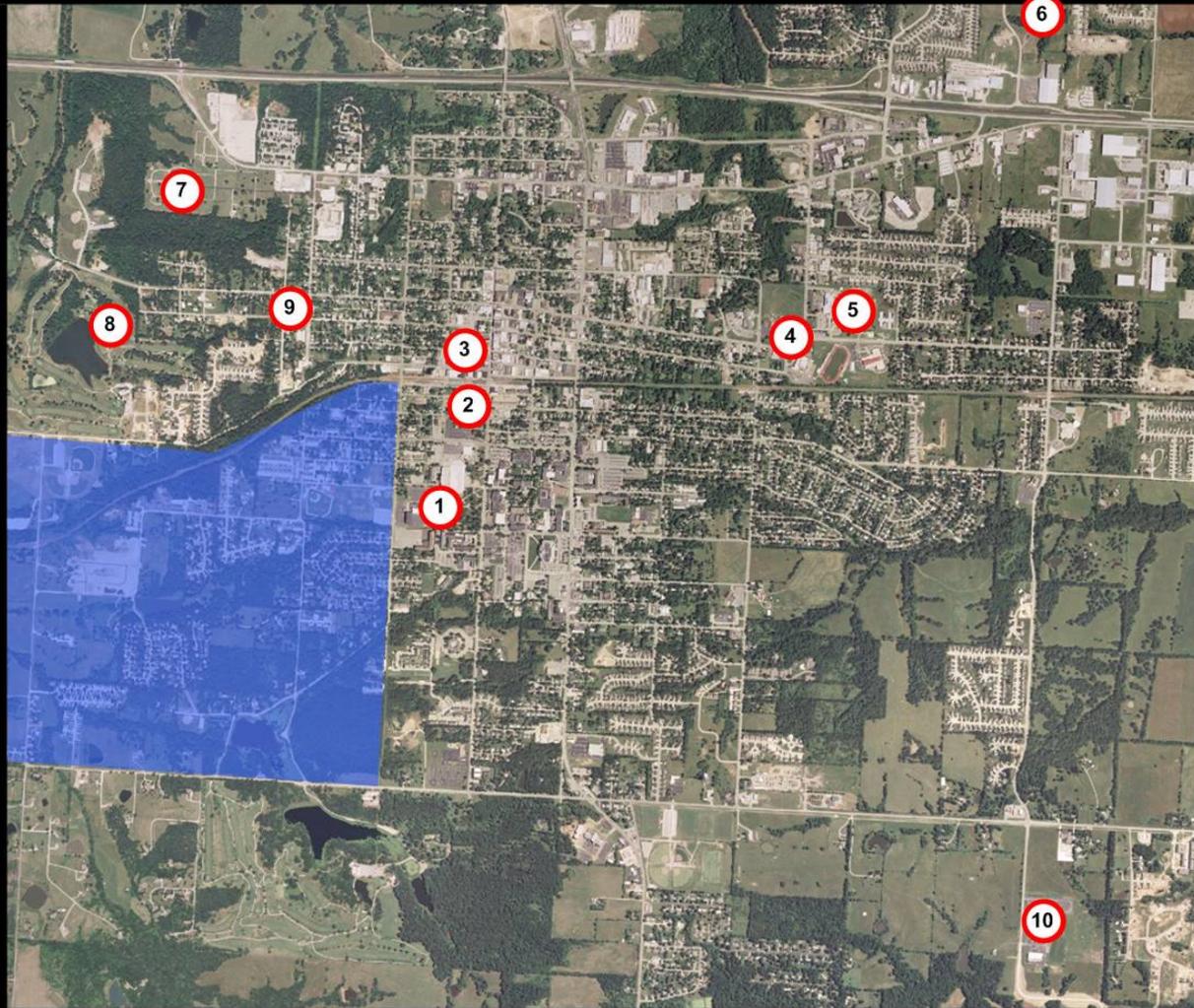
The strengths of the Classic Warrensburg district include a high-quality housing stock that contributes to the appeal of the area; numerous park sites that offer excellent pedestrian and vehicular access to some of the area's best recreational facilities; and an absence of retail and industrial establishments, which ensures that the character of the community maintains a residential feel.

The weaknesses of the Classic Warrensburg district include the location of creeks that bisect this district into multiple subareas. These divisions serve as a major barrier to development. Additional weaknesses include a strong separation between this district and the downtown business district due to the location of the railroad tracks.

The opportunities of the Classic Warrensburg district include the location of Lion's Lake. Although the lake is in need of rehabilitation, this recreational area is a strong asset to the adjacent district and the entire Warrensburg community.

The threats of the Classic Warrensburg district include minor safety issues. The thick forest that surrounds the Culp Park trail is one potentially dangerous place in the area. Procedures should be undertaken to provide patrols through the park or to provide more visibility to this area.

Warrensburg Community Character



Classic Warrensburg District

LEGEND

- 1 University of Central Missouri
- 2 Municipal Building
- 3 Johnson County Courthouse
- 4 Community Center
- 5 Western Missouri Medical Center
- 6 Veterans Home
- 7 Sunset Hill Cemetery
- 8 Hidden Pines Country Club
- 9 Old Courthouse and Museum
- 10 Warrensburg High School



Streets and Roadways

The streets in this part of Warrensburg do not follow any sort of grid pattern, which makes traveling in the area confusing. Roads are in good condition, and many do not have curbs or gutters. These streets are generally wide, which allows for parking on both sides of the streets, but also facilitates unsafe driving speeds. The city's 25 mph residential speed limit applies to all of the area's neighborhoods.

Sidewalks line the streets in the Deerfield and Hidden Pines neighborhoods. The lack of sidewalks on Main Street, Warren Street, and Southwest Boulevard provide an unsafe pedestrian access to Lion's Lake and Culp Park from the residential areas. While the newer Deerfield and Hidden Pines neighborhoods have still-maturing trees, the areas south of the railroad tracks have a plethora of mature trees. These full-grown trees are located near the street and serve as a canopy to passing vehicles and to residential yards.

Housing

There are two distinct types of housing stock within this area, though both are in similarly good condition. Homes located in the Deerfield and Hidden Pines subdivisions are among the newest in the area and include houses built within the last five years. These homes are designed for high- to middle-income residents and are situated on large lots. This area features a fair amount of housing diversity and is dominated by aesthetically appealing building materials.



Photo C-11: New house in the Deerfield subdivision

Houses south of the railroad tracks are older than the homes in the Deerfield and Hidden Pines subdivisions, but they are also in very good condition. A diverse array of housing plans is evident in this area. Lot size is also variable, as some homes are located on large, multi-acre estates, and others are situated on average-sized lots. Two-car garages are prevalent in this area, which is maintained and well-kept. Like the Deerfield and Hidden Pines neighborhoods, high- to middle-income residents occupy these homes. Though the vast majority of this area is comprised of single-family homes, multifamily units are located along Clark Street.

Uses and Functions

No retail or industrial uses are found in this area, which is composed solely of residential neighborhoods. Three parks – Culp Park, Lion’s Lake, and West Park – are located in this area, so residents have excellent access to park activities and facilities. Additionally, the Hidden Pines Country Club, a private golf course, abuts the Deerfield subdivision and is another nearby option for recreational activity.

Landmarks and Activity Centers

Although this area lacks landmarks, it features numerous activity centers for the surrounding community. Culp Park, Lion’s Lake, and West Park are all located here; Lion’s Lake is a jewel of the local parks system, and West Park is the city’s busiest recreational facility due to its baseball and softball fields. Culp Park is an activity center, but due to its dense forest trail, it does not serve as a community meeting place.



Photo C-12: Hidden Pines Country Club

University Village District

Boundaries

The northern boundary of this area is Grover Street, and Warren Street forms the area's western edge. The area extends as far south as Hale Lake Road, but is delineated on the south by Hamilton Street east of Maguire Street. Mitchell Street is the eastern boundary of the area north of Hamilton Street, while Maguire Street is the eastern edge of the land south of Hamilton Street.

Synopsis

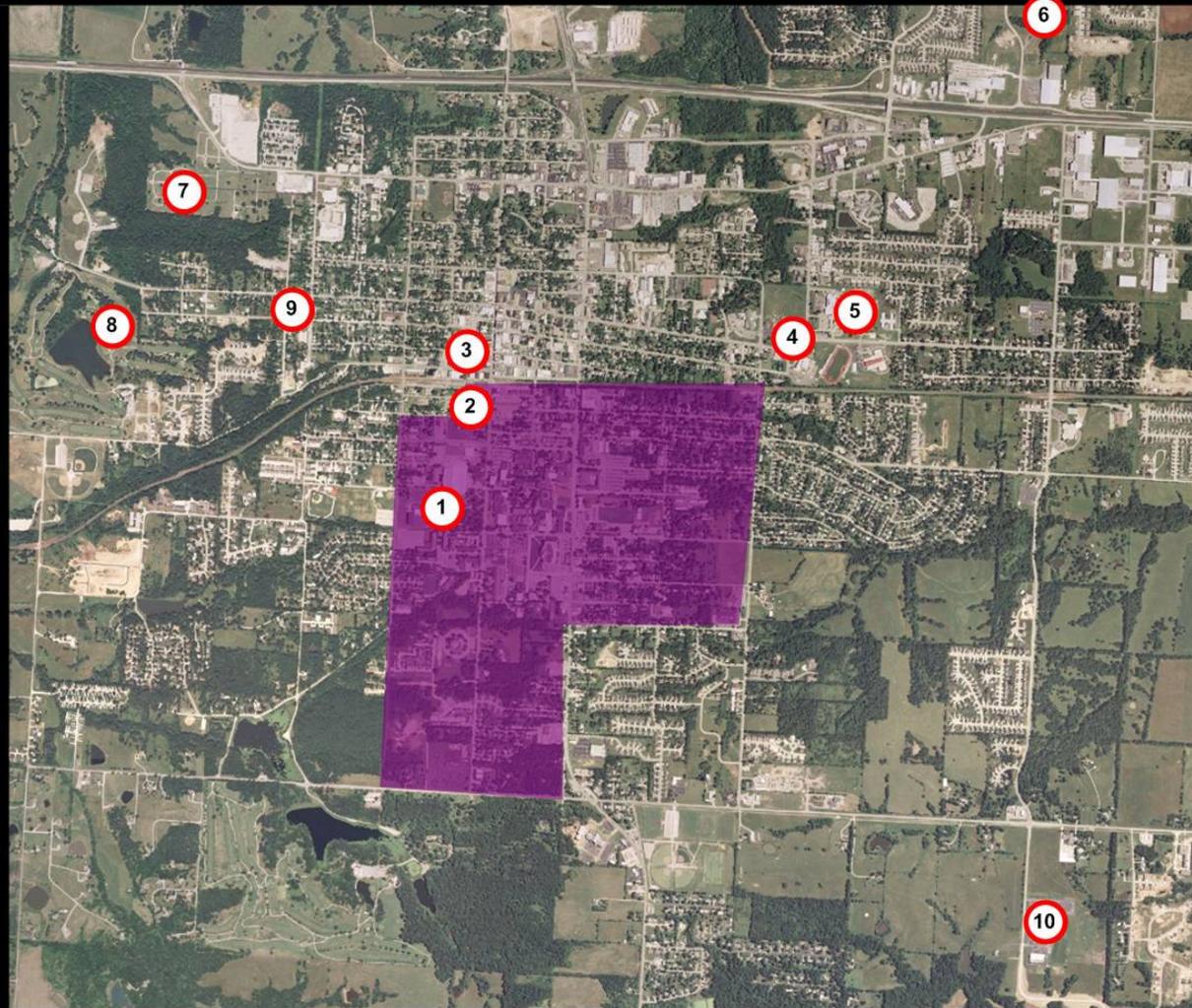
The strengths of the University Village district include the presence of the University of Central Missouri, which provides Warrensburg with quality arts and entertainment activities; a comprehensive sidewalk network; and the proximity of the campus to downtown Warrensburg.

The weaknesses of the University Village district include a saturation of renter-occupied housing and railroad tracks that separate this area from the downtown business district.

The opportunities of the University Village district include overall improvements to the quality of the housing stock surrounding UCM and upgrades of neglected neighborhood sidewalks that would ensure that all surrounding areas would have access to the excellent pathways found within campus. Both of these improvements would enhance the area and make the area around campus visually appealing and pedestrian-friendly.

The threats to the University Village district include increasing traffic volumes along Maguire Street that threaten to become an eastern barrier to the university area, and that the negative feelings of some downtown business owners and the city about students' nightlife behavior may dissuade students from supporting downtown businesses.

Warrensburg Community Character



University Village District

LEGEND

- 1 Central Missouri State University
- 2 Municipal Building
- 3 Johnson County Courthouse
- 4 Community Center
- 5 Western Missouri Medical Center
- 6 Veterans Home
- 7 Sunset Hill Cemetery
- 8 Warrensburg Country Club
- 9 Old Courthouse and Museum
- 10 Warrensburg High School



Streets and Roadways

Streets located throughout this area generally follow a north-south or east-west pattern, which allows for easy navigation through the area. Most of the major corridors are north-south routes. Roadways are of average width and are in generally good condition; improvements are not imminently needed to upgrade the area's streets. A few alleys are located in this area, and some streets offer angled parking spaces in front of housing units.

Due to the presence of UCM, more sidewalks are found in this area than in any other part of Warrensburg. Sidewalks are wide, and surrounding streets include visible pedestrian crosswalks. While the walking paths surrounding UCM are in excellent condition and are highly utilized, some of the pathways in the surrounding neighborhood are neglected.

This area also features an attractive streetscape, with mature trees and streetlights surrounding the campus. Campus banners hang from light poles throughout the area, providing continuity to the character of this community.

Housing

The housing stock in this area consists primarily of multifamily units occupied by UCM's student population. The student housing owned by the university is in good shape, but some of the adjacent, independent, multifamily developments are in poor condition. This middle- to low-income housing provides for a high density of residents living near the university. Brick construction typifies the housing stock and characterizes the overarching building theme of the area.



Photo C-13: UCM sidewalks



Photo C-14: Deteriorated housing around UCM

Uses and Functions

UCM dominates and defines this area as the educational enclave of Warrensburg. Residential and commercial uses surround the university, but the center of this area is UCM. Campus open spaces are well-maintained, and banners displayed on all streets identify this as the university's territory. The buildings on the university campus contain a mix of older and newer structures and feature the classical looks of traditional university architecture. Contributing to the safe feeling engendered by the university are the ubiquitous emergency call boxes and the presence of the UCM police force. Excellent transitions, including navigable pedestrian walkways, link the university with its surrounding residential and retail establishments, and the overpass at Maguire Street provides for a unified campus layout.

Most of the residential developments surrounding the university are multifamily units, though some single-family homes are also situated nearby. The primary retail section of this area is found along Maguire Street, which houses several businesses that cater to the student population.

Landmarks and Activity Centers

Several university buildings serve as local landmarks – two of the most well-known landmarks on UCM's campus include the Maastricht Friendship Tower and the James C. Kirkpatrick Library. The campus also provides several activity centers, including the Alumni Memorial Chapel, Elliott Union, and various sports venues. Such landmarks and activity centers offer the community an exciting array of arts and entertainment options.



Photo C-15: UCM Library

The New Warrensburg District

Boundaries

This area is bounded on the east by Warrensburg's city limits, and its southern border is formed by Hale Lake Road. Clark Street serves as the primary northern delineation, though the neighborhood south of Tyler Avenue is also included in this area. The open land west of Shamrock Court is the area's western boundary.

Synopsis

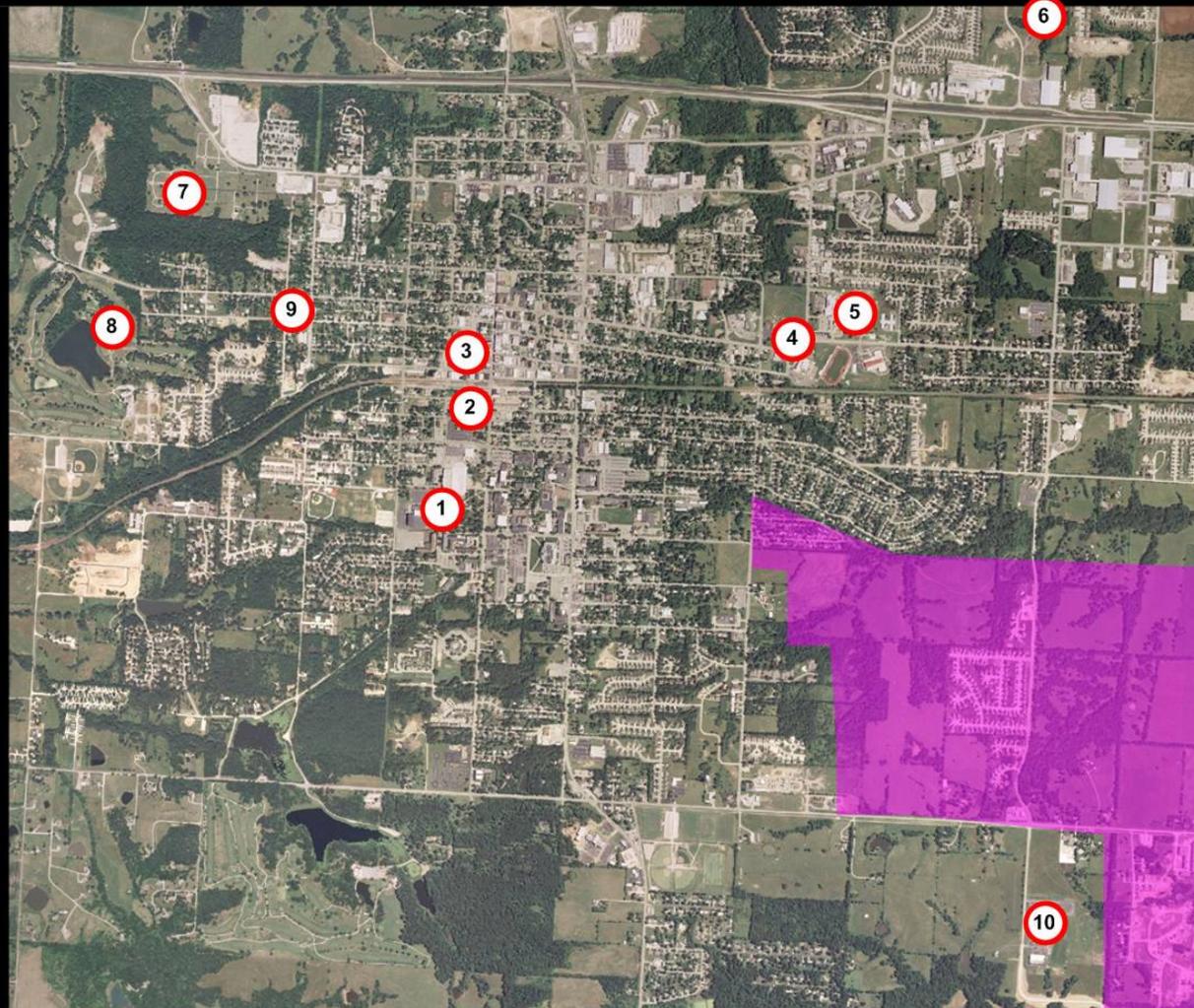
The strengths of the New Warrensburg district include an excellent housing stock that will ensure desirability of the area for many years; strong pedestrian connections to the Hale Lake Road biking/walking path; and the existence of acres of land that can still be developed to continue quality growth of the area.

The weaknesses of the New Warrensburg district include no retail or commercial venues nearby; the lack of discernible landmarks and activity centers; and only a singular route that funnels people into and out of the Ridgeview Drive developments.

The opportunities of the New Warrensburg district include numerous vacant lots that are still available for development. Also, creating an active park facility would provide residents with a neighborhood recreational area.

The largest threat to the New Warrensburg district is the possibility of undeveloped lots remaining vacant—they may serve as a buffer between Ridgeview Drive developments and the rest of the city, which would add to the area feeling isolated from the community. An additional threat is Tyler Avenue neighborhood's close proximity to lower-quality homes and the effect that might have on area property values.

Warrensburg Community Character



The New Warrensburg District

LEGEND

- 1 University of Central Missouri
- 2 Municipal Building
- 3 Johnson County Courthouse
- 4 Community Center
- 5 Western Missouri Medical Center
- 6 Veterans Home
- 7 Sunset Hill Cemetery
- 8 Hidden Pines Country Club
- 9 Old Courthouse and Museum
- 10 Warrensburg High School



Streets and Roadways

This area's streets in no way resemble a grid pattern. The neighborhood south of Tyler Avenue includes east-west and north-south streets, while the new developments off of Ridgeview Drive also include dead-end courts and lanes. Roads are in excellent condition and feature sidewalks that link to other neighborhoods. The city's 25 mph residential speed limit is in effect in this area. Many lots have large setbacks that are bigger than those found in most of the other areas of Warrensburg.

Generally, these neighborhoods include newer sidewalks on both sides of the streets that are in great condition, though sidewalks are required to only be on one side of residential streets. The developments off of Ridgeview Drive have direct access to the biking and walking trail situated along Hale Lake Road via sidewalks that run the length of Ridgeview Drive to connect to Hale Lake Road.

The Tyler Avenue neighborhood is older than the Ridgeview Drive developments, so it features more mature landscaping. The area surrounding Ridgeview Drive includes new plantings and trees that will someday mature to make an aesthetically pleasing streetscape.



Photo C-16: New housing along Ridgeview Drive

Housing

Most of the housing in this area is new – the Tyler Avenue neighborhood features homes built within the past 30 years, while homes in the Ridgeview Drive area are new. The housing stock in both locations is in very good condition, and it features a diversity of available housing styles. Homes are characterized by high-quality brick-and-mortar construction, though siding is also prevalent in the area. Residences in this area are kept in good condition. This area does not have a substantial degree of income diversity, as homes are built for high- to middle-income owners, and there is a lower population density in this area than other parts of the community. Housing in this area represents some of the city's newest development.



Photo C-17: Housing along Ridgeview Drive with sidewalk leading to Hale Lake Road bike trail

Uses and Functions

This area is mostly a residential section, though some retail, storage, and industrial establishments are found here. No parks are located here, though Marr Park is situated nearby. Although there are few other uses in this area, quality sidewalks and streets connect it to the rest of the community.

Several acreages of undeveloped land are available north of Hale Lake Road and may serve to continue the residential building boom in this section of town.

Landmarks and Activity Centers

No landmarks or activity centers exist within this area. Nearby Marr Park serves as an activity center, while Warrensburg High School, located directly south of Hale Lake Road, can function as a community meeting place for the area.

Southern Neighborhood District

Boundaries

This area is bounded by Hale Lake Road on the south, the Ridgeview Drive developments on the east, Hamilton Street on the north, and Maguire Street on the west.

Synopsis

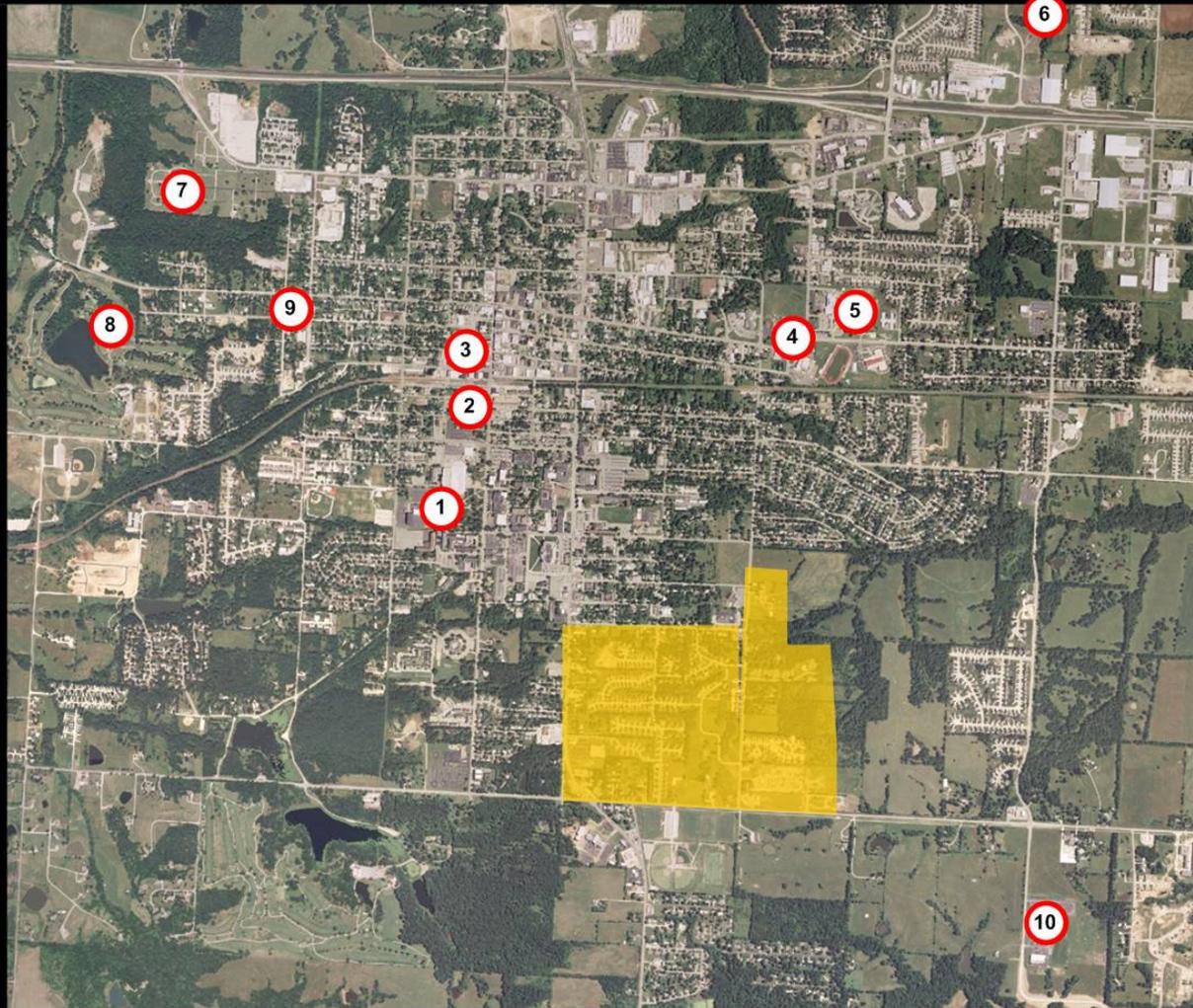
The strengths of the Southern Neighborhood district include a broad diversity of housing styles and price ranges that appeal to people within a broad variety of socio-economic backgrounds, and convenient access to Highway 13, UCM, and the biking/walking trail along Hale Lake Road.

The weaknesses of the Southern Neighborhood district include poor sidewalk networks along interior roads; scant landscaping that detracts from the character of this part of town; and a creek that presents a barrier by running east-west through the district.

The opportunities of the Southern Neighborhood district include developing the area's numerous vacant lots, which would take advantage of the district's desirable location; undertaking a series of streetscape improvements to beautify the neighborhood, which could encourage local homeowners to upgrade their properties; and constructing sidewalks that would better link residents with the neighborhood grocery store and the UCM campus.

The primary threat to the Southern Neighborhood district is that the high number of multifamily units makes this district more susceptible to hastened physical deterioration.

Warrensburg Community Character



Southern Neighborhood

LEGEND

- 1 University of Central Missouri
- 2 Municipal Building
- 3 Johnson County Courthouse
- 4 Community Center
- 5 Western Missouri Medical Center
- 6 Veterans Home
- 7 Sunset Hill Cemetery
- 8 Hidden Pines Country Club
- 9 Old Courthouse and Museum
- 10 Warrensburg High School



Streets and Roadways

The street pattern in this area is one of the most confusing in the entire city because so many of the roadways are winding curves that do not resemble a grid pattern. These roadways are very wide, and the regular residential and commercial speed limits apply to this area. Streets are in fair condition. This area features smaller setbacks than those found in the newer areas of the city.

Good quality sidewalks are located along the area's main thoroughfares, but the interior roads have poor sidewalk networks. The existing sidewalks link nearby neighborhoods to the area's grocery store, Parker's Supermarket and Pharmacy. Very little landscaping and only a small number of trees are located here; essentially, this area is devoid of notable landscaping.

Housing

Multifamily units dominate the housing in this area – because of its proximity to the UCM campus, this area features more multifamily developments than any other section of the city. Some of the housing stock is more newly built, and many older homes are located here. Overall, the single-family and multifamily homes are generally in good condition. The area supports a high degree of income diversity, with some homes available for higher-income owners and others that cater to lower-income owners.

Due to the predominance of multifamily housing, this area has the highest residential density in the city. Those multifamily units are mostly constructed with contractor-grade siding and bricks.



Photo C-18: Mitchell Street streetscape



Photo C-19: Apartment complex on Mitchell Street

Uses and Functions

Though large swaths of undeveloped land are located in this area, this is primarily a residential area. One of the community's major grocers, Parker's Supermarket and Pharmacy, is located along Maguire Street and is accessible by sidewalks located along the Maguire Street corridor.

Landmarks and Activity Centers

A distinctive community landmark is located along Mitchell Street – a unique set of cast-iron sculptures depicting agricultural scenes provides a distinguishing landmark for the community. The area does not possess any of its own activity centers, though the meeting and activity places found on the UCM campus are located blocks away from many of the housing developments.

Rural Warrensburg District

Boundaries

This area includes everything south of Hale Lake Road and west of Highway 13. The land extending east and west of the northern half of Live Oak Lane is within city limits, while the areas east and west of the southern half of Live Oak Lane are immediately outside of the city limits.

Synopsis

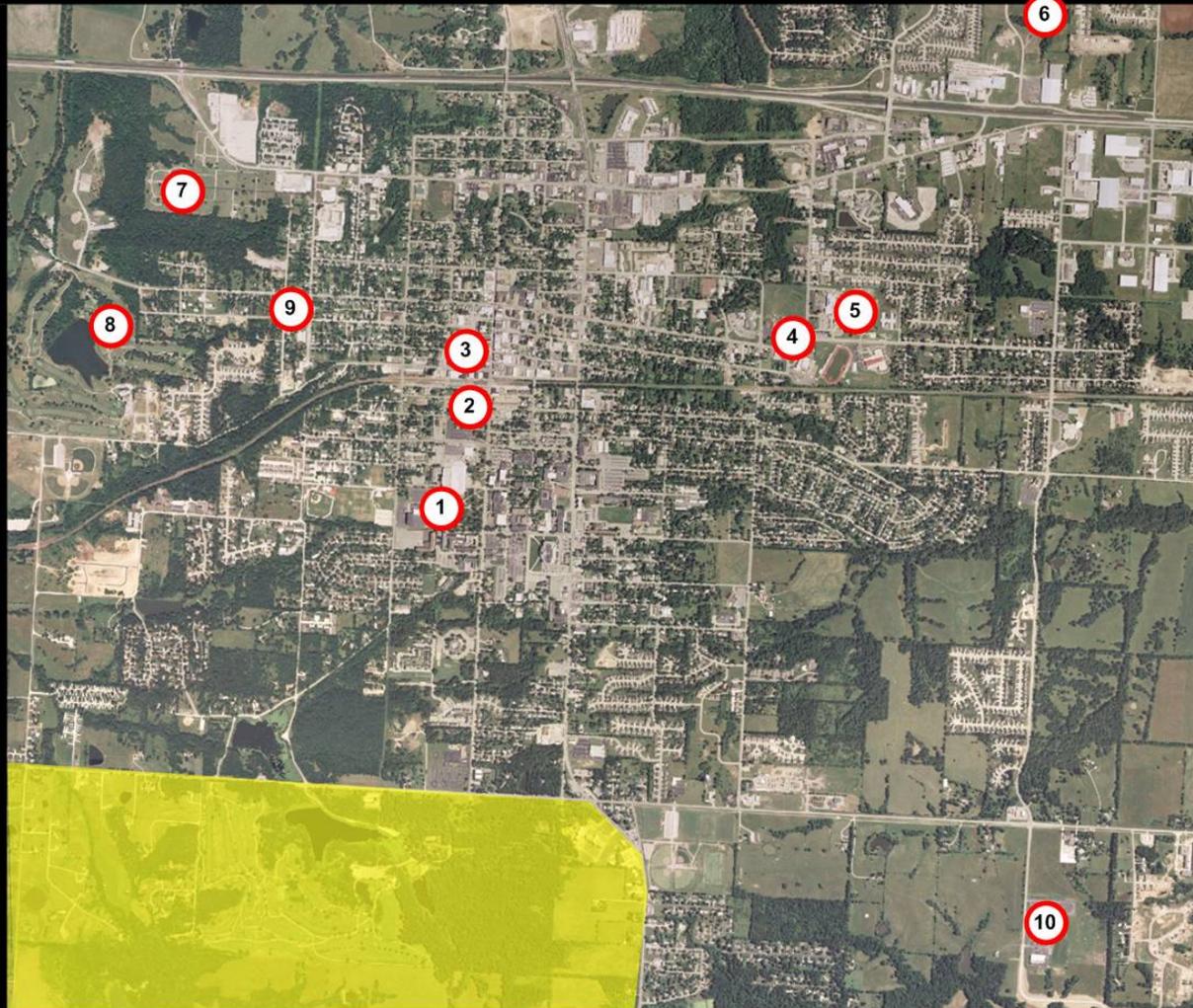
The strengths of the Rural Warrensburg district include a high-quality housing stock that is desirable to existing residents and potential residents; a strong rural character; and large lot sizes that accommodate the lifestyle of those who reside in the area.

The weaknesses of the Rural Warrensburg district include no near retail or commercial establishments.

The opportunities of the Rural Warrensburg district include upgrades to Lion's Lake, which would ensure that residents have access to the city's best fishing spot, and instituting extraterritorial construction regulations would alleviate the concerns about Johnson County's lack of building codes for neighboring properties.

The primary threat to the Rural Warrensburg district is that the neighboring properties in Johnson County's jurisdiction are not subject to building codes. This could potentially jeopardize any future annexations, property acquisitions, or developments.

Warrensburg Community Character



Rural Warrensburg District

LEGEND

- 1 University of Central Missouri
- 2 Municipal Building
- 3 Johnson County Courthouse
- 4 Community Center
- 5 Western Missouri Medical Center
- 6 Veterans Home
- 7 Sunset Hill Cemetery
- 8 Hidden Pines Country Club
- 9 Old Courthouse and Museum
- 10 Warrensburg High School



Streets and Roadways

Narrow roads that lack curbs and gutters are located throughout this area. The roadways have a distinct rural character. Visitors to this district will feel as though they are far removed from city services. These streets have a speed limit of 15 mph in Pertle Springs and 25 mph, the city standard, in the other sections of the area. Roadways are in good condition. Sizeable lots are located along these streets, which run through a rural part of the community. Because this is a rural place, there are no sidewalks linking the establishments here to the rest of the community, and no streetscaping exists along the roadways. Mature trees are located on the housing lots bordering the streets. Some gravel drives are found throughout this area.



Photo C-20: Gravel roadway south of Hale Lake Road

Housing

There are not many homes in this area because of the large acreage estates and lot sizes. Area homes are in good condition and are constructed of high-quality building materials, including bricks and siding.

These homes represent quality housing stock and are located in a higher-income area than other parts of the city. This area has very low residential density, and the rural character found here typifies this section of Warrensburg.

Uses and Functions

This is a solely residential area – no retail or industrial uses, other than Keth Memorial Golf Course, are located in this area. The golf course is tucked away on Pertle Springs Road, separating it from the homes located near Live Oak Lane.



Photo C-21: Acreage estates on Live Oak Lane near the city limit

Landmarks and Activity Centers

While no landmarks exist in this area, the Keth Memorial Golf Course serves as an activity center for the area. Lake Cena, located off of Pertle Drive, is another amenity close to residents.

Southern Gateway District

Boundaries

This area includes all land south of Hale Lake Road and east of Highway 13. The neighborhood east of Highway 13 and south of the UCM Athletic Complex is not located in the city limits, nor is the open land east of that residential area.

Synopsis

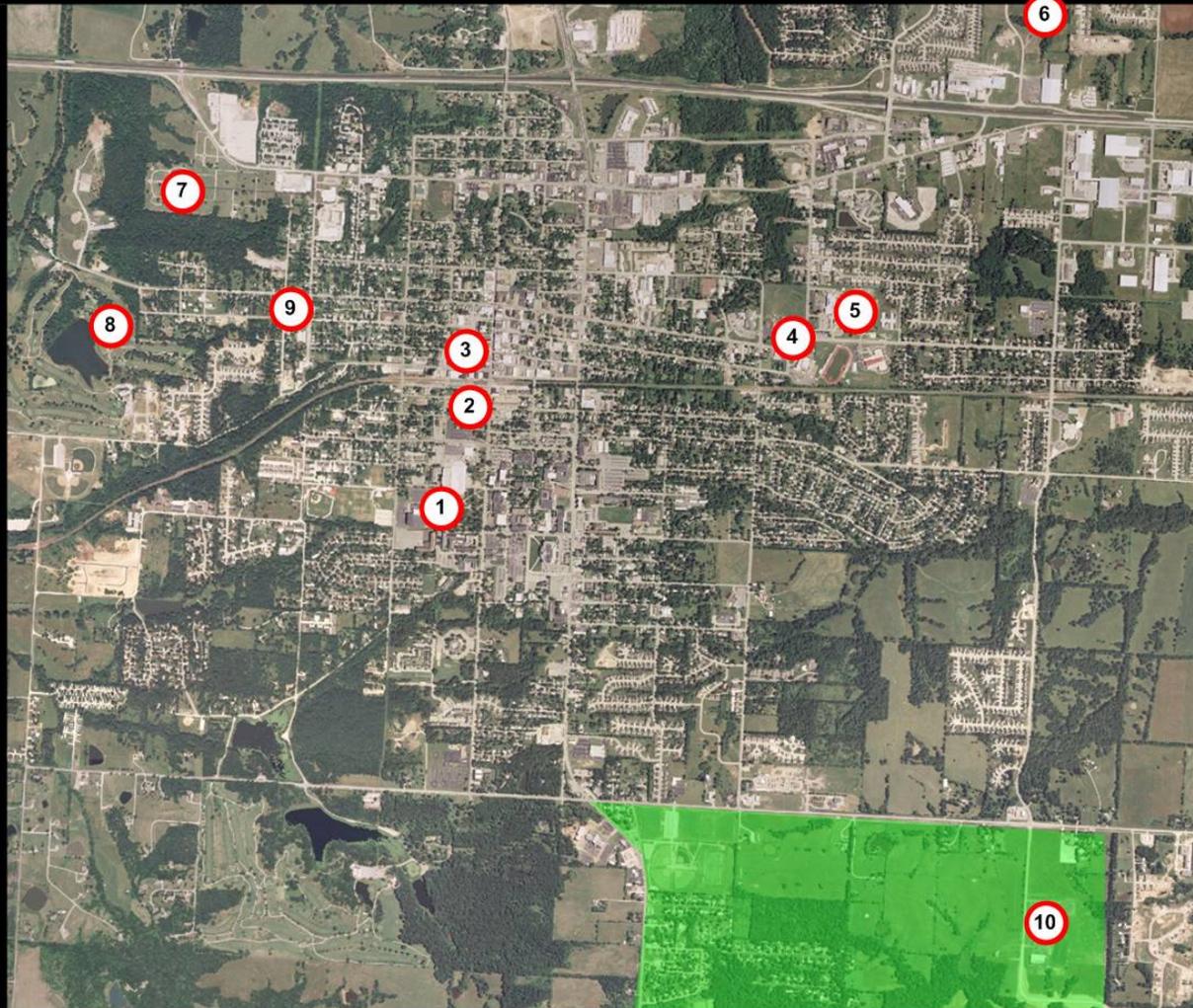
The strengths of the Southern Gateway district include an excellent location that places it at the southern gateway to the community, and abundant surrounding land that provides future development opportunities.

The weaknesses of the Southern Gateway district include numerous deteriorated storefronts that greet visitors along Highway 13, and lack of pedestrian access that denies pedestrians the ability to travel from neighborhoods to the area's limited retail establishments.

The opportunities of the Southern Gateway district include significant improvements to the Highway 13 corridor, which would create an inviting and appealing entrance into Warrensburg and would enhance the area's desirability; instituting extraterritorial construction regulations that would alleviate the concerns about Johnson County's lack of building codes for neighboring properties.

The threat to this district is that the continued deterioration of the Highway 13 corridor could hamper the viability of the area's business community.

Warrensburg Community Character



Southern Gateway District

LEGEND

- 1 University of Central Missouri
- 2 Municipal Building
- 3 Johnson County Courthouse
- 4 Community Center
- 5 Western Missouri Medical Center
- 6 Veterans Home
- 7 Sunset Hill Cemetery
- 8 Hidden Pines Country Club
- 9 Old Courthouse and Museum
- 10 Warrensburg High School



Streets and Roadways

Streets in this area are not located in any recognizable grid pattern, and the neighborhood south of Hale Lake Road includes many winding and curving roadways. Some gravel roads serve this area, though most streets are paved. The standard 25 mph residential speed limit is effective in these neighborhoods. These narrow streets are in good to fair condition, and they include average-sized setbacks. No sidewalks line the older residential area, and there is poor streetscaping along Highway 13. The established neighborhoods have mature trees.

Highway 13, the sole southern entrance into Warrensburg, is located here. This roadway is a commercial street with a residential neighborhood, which is not within the city limits, branching off of it.

Housing

The housing stock located in this area is comprised of generally older homes that have been constructed in the past 30 – 40 years. Conditions of the homes vary from good to poor, and these neighborhoods serve middle- to low-income residents. There is a strong mix of housing available, including single-family units, multifamily units, and mobile homes. Many of these homes are served by gravel driveways, and the single- and multifamily buildings have an average population density.

Uses and Functions

A variety of uses abounds on the southern segment of Highway 13. Retail establishments are located on the highway, and residential developments are situated just off of it. There is a strong mix of uses, including churches, banks, and highway commercial retail along Highway 13. Residential areas are also built around Warrensburg High School, which is accessible by the biking and walking trail located along Hale Lake Road.



Photo C-22: Highway 13 entrance to Warrensburg



Photo C-23: Mobile home complex at Maguire Street and Hale Lake Road

The Highway 13 corridor is characterized by the poor quality of retail located at the entrance to the community. The city's main southern gateway is not an aesthetically-appealing area, and streetscape and façade improvements would greatly enhance the look and character of the area.

Although the Hale Lake Road biking and walking trail provides east-west access to pedestrians throughout the entire area, the area lacks overall pedestrian accessibility. Vehicular access is the only mode of transportation supported by the current development.

Along with the residential and commercial areas of this district, large swaths of open land are located between the high school and the county's residential subdivision off of Highway 13. Most of this land is located in Johnson County, though some of it near Hale Lake Road is in Warrensburg city limits.

Landmarks and Activity Centers

This area lacks any landmarks, but two prominent activity centers are located here. The Warrensburg High School, situated on Ridgeview Drive south of Hale Lake Road, provides community meeting facilities, while the baseball fields south of Zoll Street and Hale Lake Road are an active amenity to the surrounding community.



Photo C-24: Warrensburg High School

Transition District

Boundaries

This area encompasses a small, undeveloped section of the city that includes the land directly north of the municipal building and west of the train depot. The land in this area represents a small patch of vacant land that holds high promise for future development due to its location between the downtown business area and the university campus.

Streets and Roadways

This is a very small section of land, so it has only a few roadways. Most of the streets are east-west routes branching west from downtown, though Washington Street serves as the north-south corridor through the area.

Housing

No housing exists within the area.

Uses and Functions

The land is not currently being utilized.

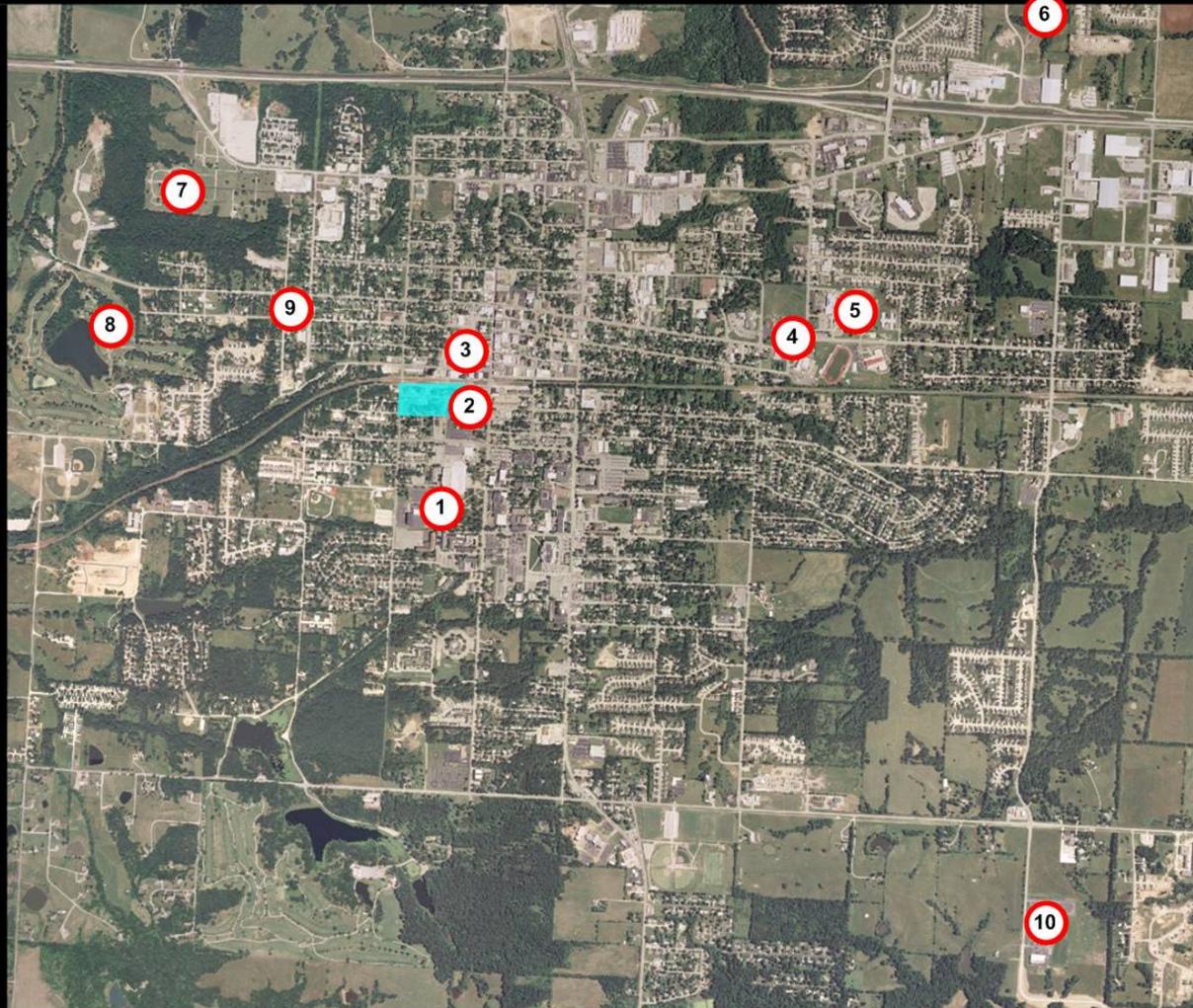
Landmarks and Activity Centers

No landmarks or activity centers currently exist in this area, but it is strategically situated between the downtown business area and the UCM campus where so many landmarks and activity centers are located.



Photo C-25: Undeveloped land near railroad tracks

Warrensburg Community Character



Transition District

LEGEND

- 1 University of Central Missouri
- 2 Municipal Building
- 3 Johnson County Courthouse
- 4 Community Center
- 5 Western Missouri Medical Center
- 6 Veterans Home
- 7 Sunset Hill Cemetery
- 8 Hidden Pines Country Club
- 9 Old Courthouse and Museum
- 10 Warrensburg High School



Downtown District

Boundaries

The downtown area centers on Holden Street south of North Street, and the southern boundary is formed by Grover Street. The area extends to the east two blocks from Holden Street and to Washington Street on the west.

Synopsis

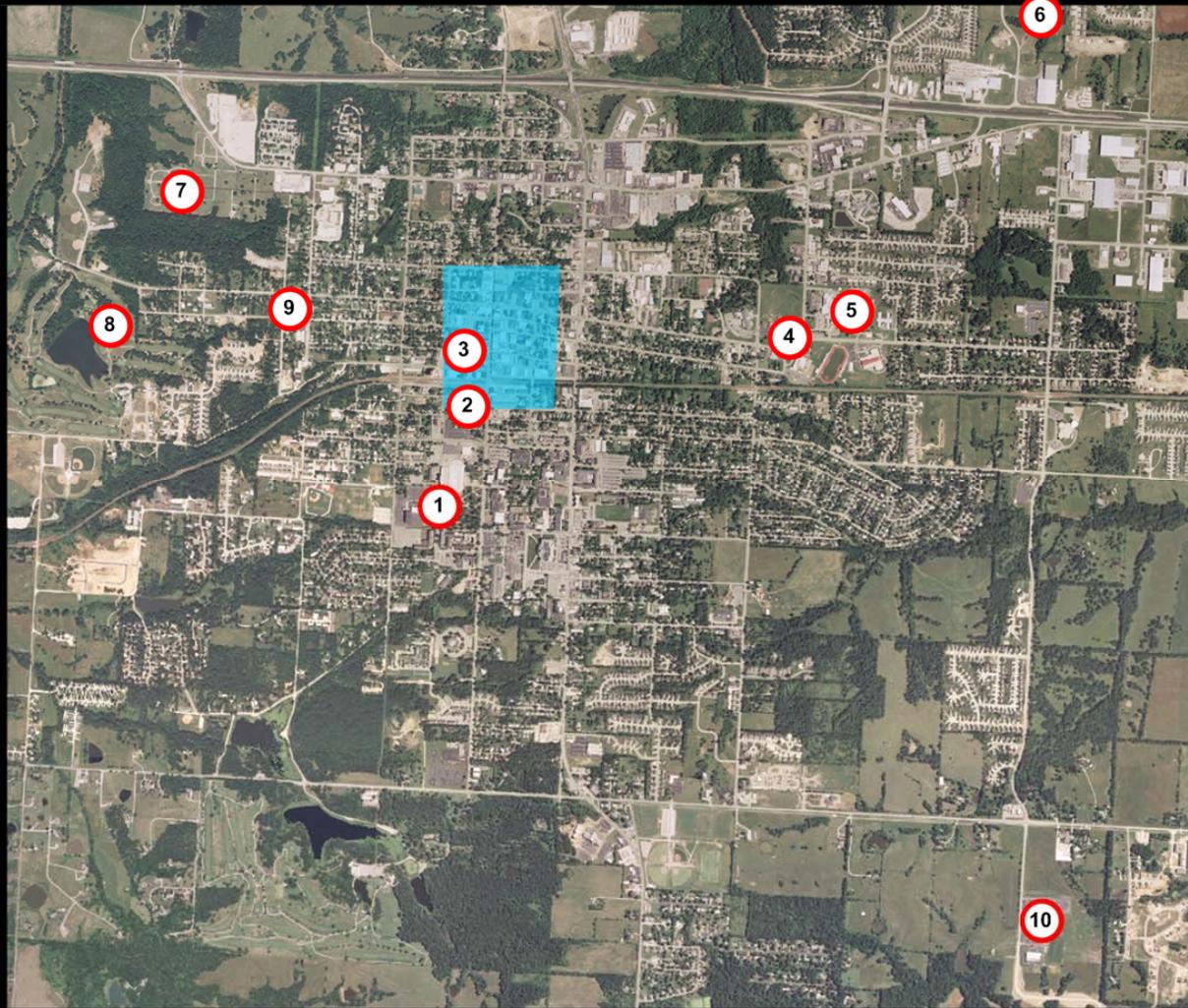
The strengths of the Downtown district include charm, independent businesses that offer services and products that cannot be found elsewhere within the community; the prevalence of landmarks and activity centers, which make downtown a true destination center for the entire community; excellent pedestrian and vehicular access that allows for continued viability of the downtown business area; and passenger rail service, which makes national travel available to the Warrensburg community.

The weaknesses of the Downtown district include a bisected district because of the railroad tracks that separate the downtown from UCM students, and public safety issues due to the high volume of people who clog downtown on weekend nights.

The opportunities of the Downtown district include initiatives that encourage the safe patronization of nightlife activities, which would alleviate public safety concerns, allow businesses to continue to benefit from nightlife activity, and foster a more trustful relationship between community officials and the area's student population.

The primary threat to the Downtown district is the proximity of the fire and police stations to the railroad tracks, which represents a continued threat to the ability of public safety personnel to conduct their work. Fears abound that, should a catastrophic derailment occur, the public safety facilities could be decimated, thereby eliminating their ability to respond to the emergency.

Warrensburg Community Character



Downtown District

LEGEND

- 1 Central Missouri State University
- 2 Municipal Building
- 3 Johnson County Courthouse
- 4 Community Center
- 5 Western Missouri Medical Center
- 6 Veterans Home
- 7 Sunset Hill Cemetery
- 8 Warrensburg Country Club
- 9 Old Courthouse and Museum
- 10 Warrensburg High School



Streets and Roadways

The streets in this area are arranged in an easily navigable grid; most streets run from the east to the west and branch off of the area’s main north-south corridor, Holden Street. Roadways are in excellent condition and are wide enough to accommodate parking on both sides of the street. Holden Street, the main commercial corridor, offers parallel parking on both sides while some of the side roads, including west Pine Street, provide angled, on-street parking. The standard 25 mph speed limit is in effect throughout the downtown area. Setbacks in downtown are different from those in other parts of the city, but they do provide sufficient space for sidewalks.



Photo C-26: Downtown Warrensburg along Holden Street

Downtown Warrensburg features an excellent network of sidewalks that allows for pedestrian access to all of the retail establishments that make the downtown business area unique. The sidewalks are relatively new and are in very good condition. The best streetscape in the city is found in downtown, which has numerous trees and decorative street lighting.

Housing

There is not much housing located here, but those existing homes are situated above the retail shops. The brick buildings that house these residences are some of the oldest in the city, but they are still in good condition. As this housing is located in a clustered set of mixed-use buildings, the area experiences high residential density.

Uses and Functions

Unique retail establishments dominate this area, which is comprised of a diverse array of locally owned businesses. While some residential space exists in downtown, not a lot of housing stock is viewable from the street level. Transitions between the



Photo C-27: Warrensburg City Hall

retail and residential uses are seamless because the area's housing is located directly above its first-floor storefronts.

The downtown entertainment scene morphs throughout the day – it is a place of commerce and shopping during the mornings, functions as a family-oriented restaurant and entertainment district in the evenings, and turns into a hub of youthful nightlife late at night. Students from nearby UCM pack the streets and sidewalks during weekend nights; the student-clogged streets create public safety hazards during the nights when college is in session.

Adequate parking exists along the sides of Holden Street and side streets and in the lot next to the train depot. The availability of parking allows for sufficient vehicular access to downtown. An excellent network of quality sidewalks provides good pedestrian access to the area.

Passenger railroad service is a distinctive amenity found in the middle of downtown. The Warrensburg train depot, which also houses the Chamber of Commerce, serves as a Missouri rail hub – the Warrensburg Amtrak station is the sixth-busiest passenger rail center in the state.

Landmarks and Activity Centers

Numerous landmarks are found throughout the downtown corridor, including the Johnson County Courthouse, train depot, and Old Drum statue. The train depot and courthouse double as activity centers, and downtown itself represents a destination bursting with vitality. The municipal building, which houses City Hall, the police department, and fire department, is located in the southern end of the area



Photo C-28: Old Drum statue at Johnson County Courthouse

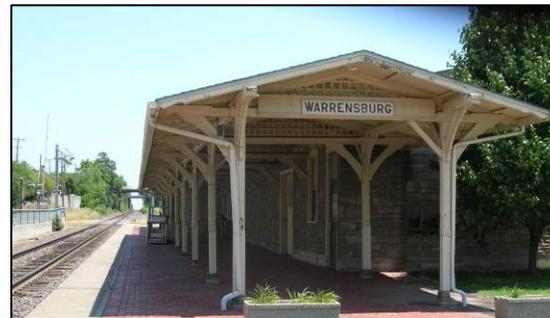


Photo C-29: Warrensburg Train Depot

Appendix D:

Vision and Values

Planning for a community's future is an ongoing process of goal setting and problem solving that aims to bring about livable places. The techniques and methods employed vary, but the goal of creating livable places is consistent. Planning focuses on ways of solving existing problems facing the community, as well as providing a powerful tool that people can use to achieve their vision for the future.

The American Planning Association (APA) supports visioning as a practical method communities can readily use for their benefit. Much of the visioning process used in Warrensburg was adapted from methods recommended by the APA. As a form of participatory planning, visioning allows community members to interact, but it also has the potential to open their eyes to problems and assets they might not have otherwise recognized. With more understanding of their strengths and weaknesses, communities are better able to seize the opportunities that will improve the quality of life for them and future generations.

Visioning Process

The visioning process differs from more traditional forms of community planning in a number of ways:

- Visioning tends to focus on a wider range of concerns.
- Visioning is strongly geared to community values.
- Visioning uses alternative scenarios to explore the future (i.e., what is probable as well as what is possible).
- Visioning is built around the development of a shared vision.

Visioning is also ideally suited to public involvement and the creative use of graphic imagery. A visioning process does not necessarily replace other forms of community planning; land use, transportation, and capital improvement plans all play important roles and have unique value. But visioning is a significant new tool in the community planning tool kit. Using this process, a jurisdiction can develop a long-range community plan or an “umbrella” vision for its existing plans and policies. Ultimately, it is up to each community to decide how it wants to integrate visioning with its other activities.

Virtually every step forward in the progress of mankind has begun with a dream. Seeing something in the mind's eye is the first step to achieving a new reality. Visioning is simply a process by which a community envisions the future it wants, and plans how to achieve it. Visioning brings people together to develop a shared image of what they want their community to become. Once a community has envisioned where it wants to go, it can begin to consciously work toward that goal. A vision statement is the formal expression of that vision. It depicts in words and images what the community is striving to become. The vision statement is the starting point for the creation and implementation of action plans. By going through a visioning process, a community can:

- Better understand the values of its citizens and use them as a basis for planning
- Identify the trends and forces that are affecting the community
- Articulate a big-picture view to guide short-term decisions and long-term initiatives
- Develop tools to achieve its vision

Validating the Vision

The City of Warrensburg, in cooperation with Central Missouri State University (now called the University of Central Missouri), the Warrensburg R-VI School District, the Warrensburg Area Economic Development Corporation, Western Missouri Medical Center, Hawker Industries, and Main Street, Inc., undertook the Greater Warrensburg Vision 2010 process, which was completed 2000-2001. This vision process was comprehensive in nature and formulated vision statements for six issue areas in the Warrensburg community. The issue areas include:

- Infrastructure
- Economic Development
- Education
- Safety and Wellness
- Amenities, Cultural Activities, Recreational Opportunities, and Community Enrichment
- Aesthetics

The scope for the comprehensive planning process didn't want to replicate this effort. As a result, the planning effort focused on validating the findings of this effort and in measuring current progress toward Vision 2010. Also, the intent of the comprehensive city plan is to formulate recommendations to help achieve Vision 2010. In summary, the Vision 2010 results include the following for each focus area:

Infrastructure

- Missouri 50 is a freeway with three diamond interchanges
- Highway 13 bypass routes truck and lake traffic east of the city
- Skyhaven Airport has commercial flights to Kansas City, Columbia, and St. Louis
- Amtrak operates six daily train stops in the city
- A bus/shuttle provides transportation to UCM, downtown, and Western Missouri Medical Center from points along Maguire, DD Highway, and Highway 13
- A sidewalk and trail system provides pedestrian and bicycle access to all parts of the city
- Water, sewer, electric, and natural gas services are extended along Highway 13 (north), Highway 50, and Highway 13 bypass
- The city's sanitary sewer system will expand to meet development demands and decrease use of on-site treatment/septic systems
- Access to new telecommunications services will keep pace with residential and business demands, e.g., wireless Internet and telephone
- The city and county will develop creative approaches to provide infrastructure (sewer and water) past the natural floodplain boundaries to accommodate growth pressure

Economic Development

- Commercial development—Warrensburg will have a wide array of retail shops that will stem the flow of shoppers to Kansas City
- Industrial development—new industry will locate in the City and area because of land availability, airport expansion, and a well-trained workforce
- Central Business District—Downtown will be the heart of the City with a wide mix of retail, office, and commercial businesses
- Downtown will be revitalized through investment in a new library and renovation of existing buildings
- Residential development—new industry will promote new housing construction

Education

- Education in 2010 will focus on accommodating the growth in instructional programs and student enrollment, as well as the facilities and technology needed to support that growth at both UCM and the R-VI school district

Safety and Wellness

- Warrensburg is a place where all residents feel safe and crime is low
- A healthy environment and lifestyle is valued and supported by many community organizations
- Quality, affordable health care facilities are located throughout the area
- New housing developments accommodate the aging population
- Public services are provided at locations convenient for area residents rather than convenient to agencies
- The City and County will develop a cooperative planning and zoning approach for the area

Amenities, Cultural Activities, Recreational Opportunities, and Community Enrichment

- Cultural, entertainment, and educational events will continue to be provided by UCM
- Library and recreation facilities—in the city and on campus—will keep pace with demands for services
- A community center with an outdoor pool and an indoor skating rink will be an important activity center in the community
- More sidewalks and trails will connect all parts of the city and provide safe, easy routes for pedestrians and bicyclists
- A variety of religious and worship opportunities will be available to area residents

Aesthetics

- Warrensburg will have an image that conveys it is an attractive and inviting community in which to live, shop, play, and work
- The image of Warrensburg will be enhanced through murals, street lights, street furniture, awnings, attractive storefronts, and signs
- Properties will be well maintained

- The six main gateways into the City will be attractive and recognizable—you will know when you are in Warrensburg

The consultant team conducted a series of one-on-one interviews with community stakeholders and worked with the advisory committee to validate the vision statements from Vision 2010 and to assess progress in achieving this vision. First, the community stakeholders and the advisory committee members strongly agreed that the vision statements contained within Vision 2010 are still valid and relevant to the community. Second, they identified some progress toward achieving the vision.

Vision 2010 Reality Check

The smiley face symbol (☺) responses indicate progress or achievement of the vision statement; the frown symbol (☹) responses indicate no progress toward the vision. Other comments are noted.

Infrastructure

- ☺ Missouri 50 is a freeway with three diamond interchanges.
- ☺ Water, sewer, electric, and natural gas services are extended along Highway 13 (north), Highway 50, and the Highway 13 bypass.
- ☺ Amtrack operates six daily train stops in the city.
- ☺ A bus/shuttle provides transportation to UCM, downtown, and Western Missouri Medical Center from points along Maguire, DD Highway, and Highway 13.
- ☺ The city's sanitary sewer system will expand to meet development demands and decrease use of on-site treatment/septic systems.
- ☹ Highway 13 bypass routes truck and lake traffic east of the city.
- ☹ Skyhaven Airport has commercial flights to Kansas City, Columbia, and St. Louis.
- ☹ A sidewalk and trail system provides pedestrian and bicycle access to all parts of the city.
- ☹ Access to new telecommunications services will keep pace with residential and business demands (i.e., wireless Internet and telephone is lacking).
- ☹ The city and county will develop creative approaches to provide infrastructure (sewer and water) past the natural floodplain boundaries to accommodate growth pressure.

Economic Development

- ☺ Residential Development – new industry will promote new housing construction.
- ☺ Industrial Development – new industry will locate in the city and area because of land availability, airport expansion, and a well-trained workforce.
- ☺ Downtown will be revitalized through investment in a new library and renovation of existing buildings.
- ☹ Commercial Development – Warrensburg will have a wide array of retail shops that will stem the flow of shoppers to Kansas City.
- ☹ Central Business District – Downtown will be the heart of the city with a wide mix of retail, office, and commercial business.

Education

- ☺ Education in 2010 will focus on accommodating the growth in instructional programs and student enrollment, as well as the facilities and technology needed to support that growth at both UCM and the R-VI school district.

Safety and Wellness

- ☺ Warrensburg is a place where all residents feel safe and crime is low.
- ☹ A healthy environment and lifestyle is valued and supported by many community organizations.
- ☹ Quality, affordable health care facilities are located throughout the area.
- ☹ New housing developments accommodate the aging population.
- ☹ Public services are provided at locations convenient for area residents rather than convenient to agencies.
- ☹ The City and County will develop a cooperative planning and zoning approach for the area.

Amenities, Cultural Activities, Recreational Opportunities, and Community Enrichment

- ☺ Culture, entertainment, and educational events will continue to be provided by UCM.
- ☺ Library and recreation facilities – in the city and on campus – will keep pace with demands for services.
- ☺ A community center with an outdoor pool and an indoor skating rink will be an important activity center in the community.

- ☺ More sidewalks and trails will connect all parts of the city and provide safe, easy routes for pedestrians and bicyclists.
- ☺ A variety of religious and worship opportunities will be available to area residents.

Aesthetics

- ☺ Warrensburg will have an image that conveys it is an attractive and inviting community in which to live, shop, play, and work.
- ☺ The image of Warrensburg will be enhanced through murals, street lights, street furniture, awnings, attractive storefronts, and signs.
- ☺ Properties will be well maintained.
- ☺ The six main gateways into the city will be attractive and recognizable – you will know when you are in Warrensburg.

Community Vision Survey

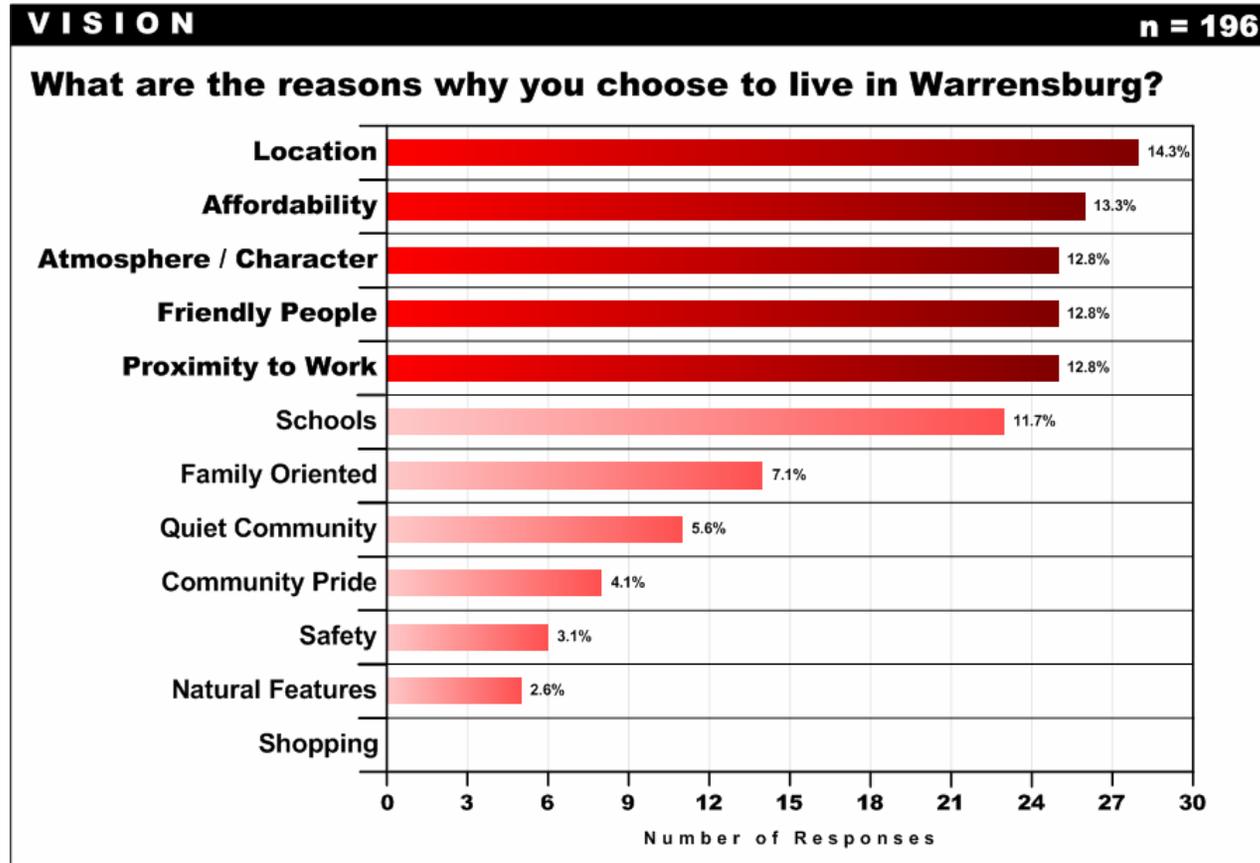
The consultant team conducted an initial community meeting to gain insight into issues and opportunities in Warrensburg. Part of the meeting activities focused on community visioning through a survey respondents completed at the meeting. The consultant team also conducted the same survey on the comprehensive plan Web site. The survey validated many of the findings of Vision 2010 and focused on the following general issue areas:

- Vision
- Planning Issues
- Parks and Recreation

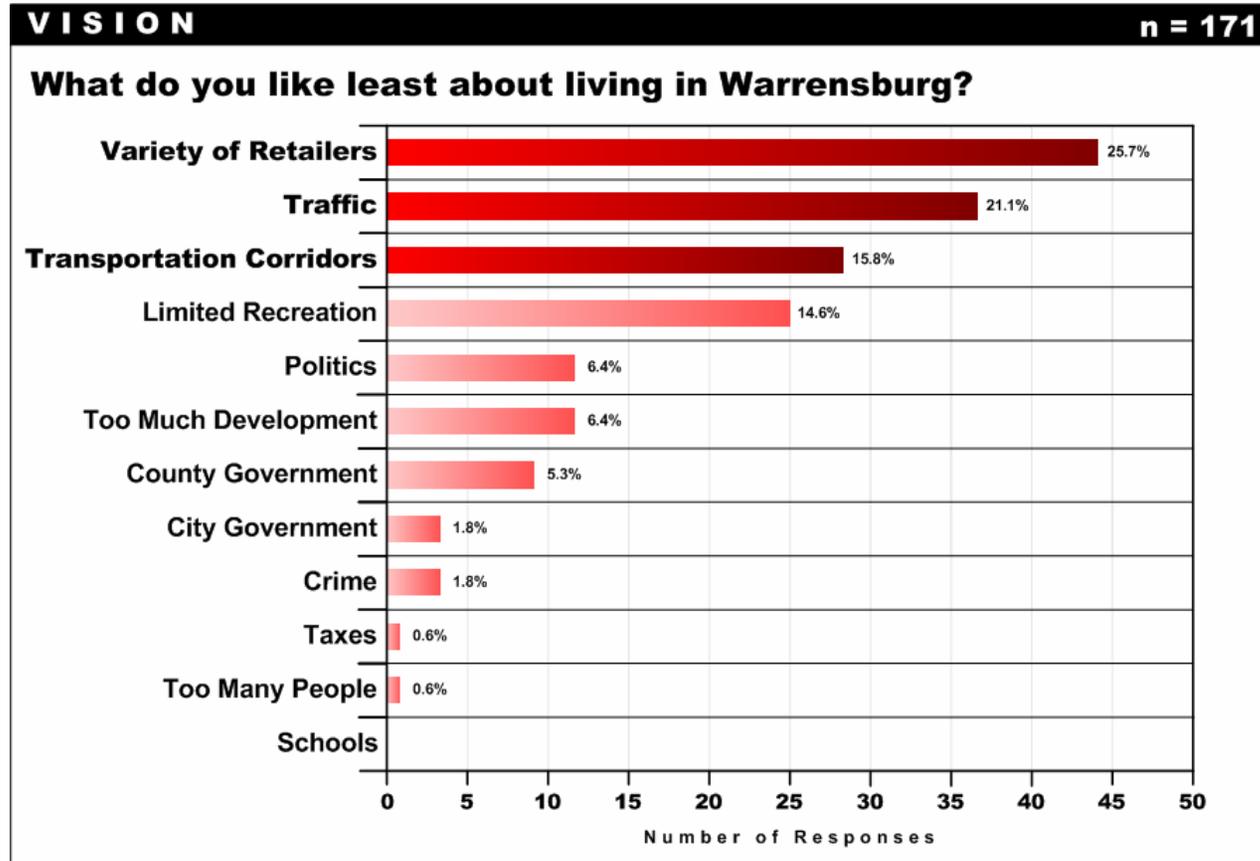
In summary, the survey validated many of the vision statements from Vision 2010. Respondents identify Warrensburg as a college town, and they are proud of the great educational opportunities that exist for all its residents. People live in Warrensburg because it is centrally located and provides easy access to work, whether your job is at Whiteman Air Force Base, in Kansas City, or in downtown Warrensburg. The community is filled with friendly people and has a great atmosphere in which to raise a family. Finally, folks in Warrensburg like the open spaces provided by the park and recreation system. They indicate the need to continue to improve this system, particularly through a greenway park and trail system.

As was identified in Vision 2010, survey respondents are dissatisfied with the variety of shopping opportunities in Warrensburg, as well as traffic congestion on Maguire Street. Because of this and due to concerns about providing more job opportunities for University of Central Missouri graduates, business retention and attraction is an economic development planning priority. Survey respondents want Warrensburg to grow, but not to get too big.

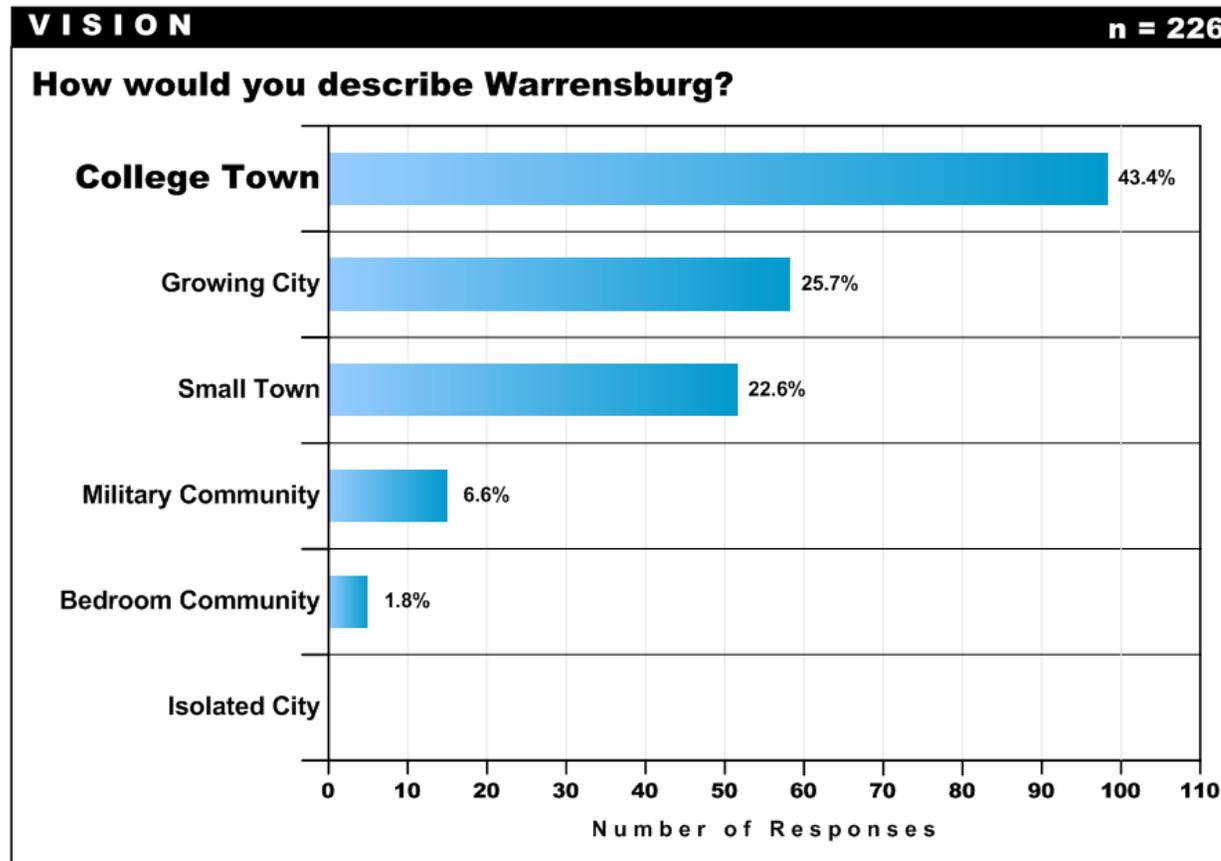
The first question of the community input survey asked, "What are the reasons why you choose to live in Warrensburg?" Respondents were asked to select their top three answers. The most popular answer, Location, received 28 votes. The second most popular response, Affordability, received 26 votes. Atmosphere/Character, Friendly People, and Proximity to Work all tied as the third most popular answer. Each of these responses received 25 votes.



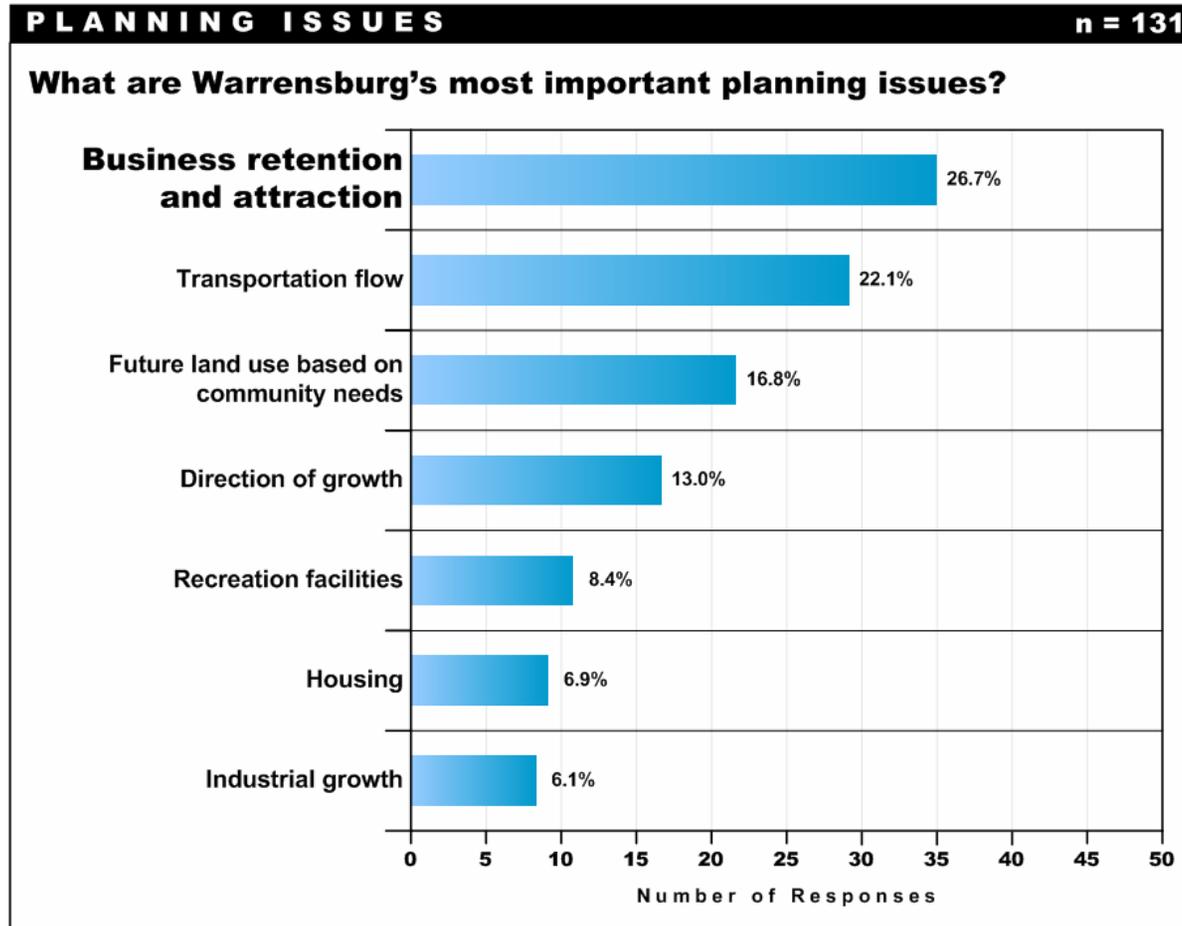
The second question of the community input survey asked, “What do you like least about living in Warrensburg?” Respondents were again asked to select their top three answers. The most popular response, Variety of Retailers, received 44 votes. The second most popular response, Traffic, garnered 36 votes. The third most popular selection, Transportation Corridors, was selected by 27 respondents.



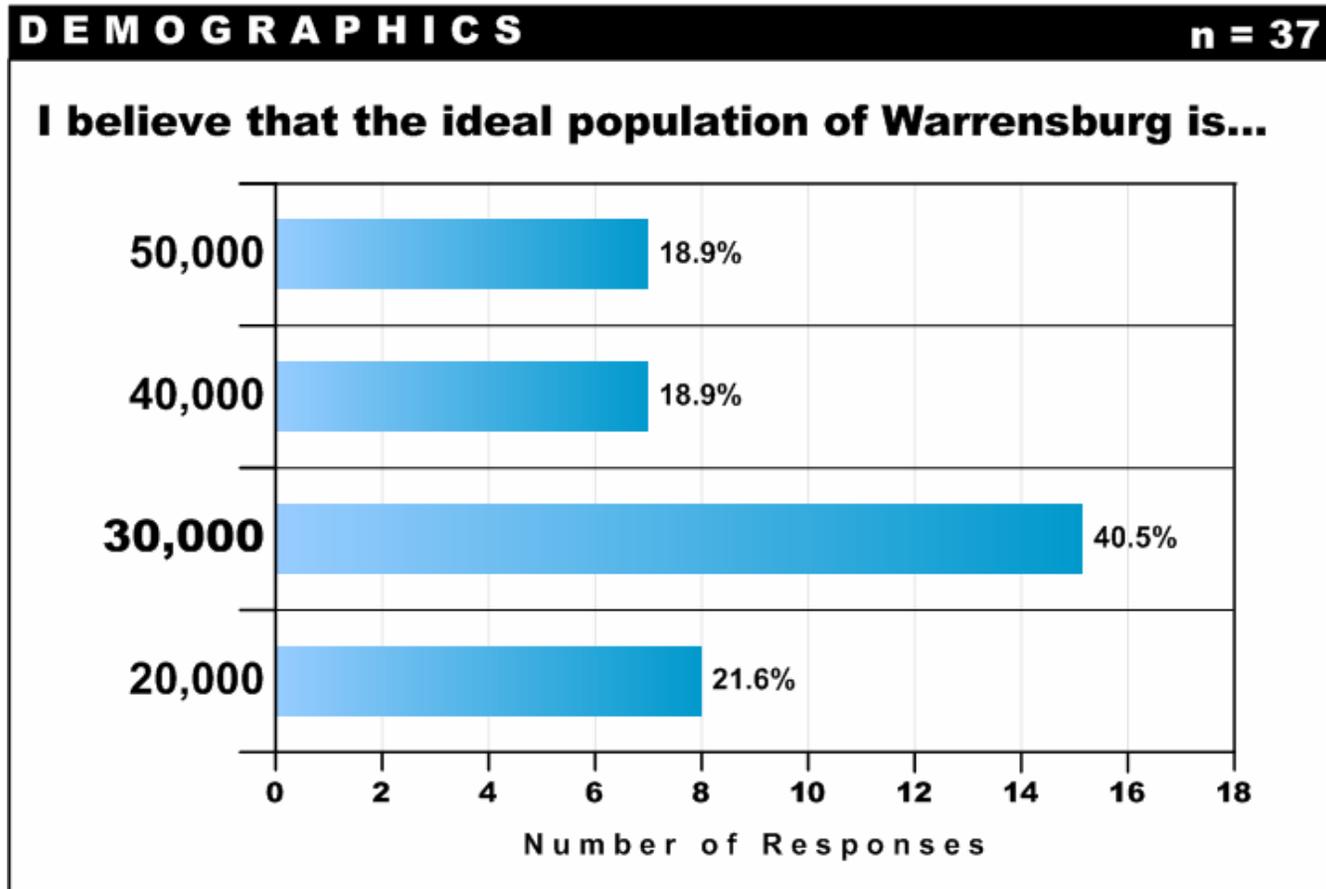
The third question of the community input survey asked, "How would you describe Warrensburg?" Respondents were asked to select their top two answers. The most popular answer, College Town, received 98 votes. The second most popular response, Growing City, received 58 votes. Small Town was the third most popular response and received 51 votes.



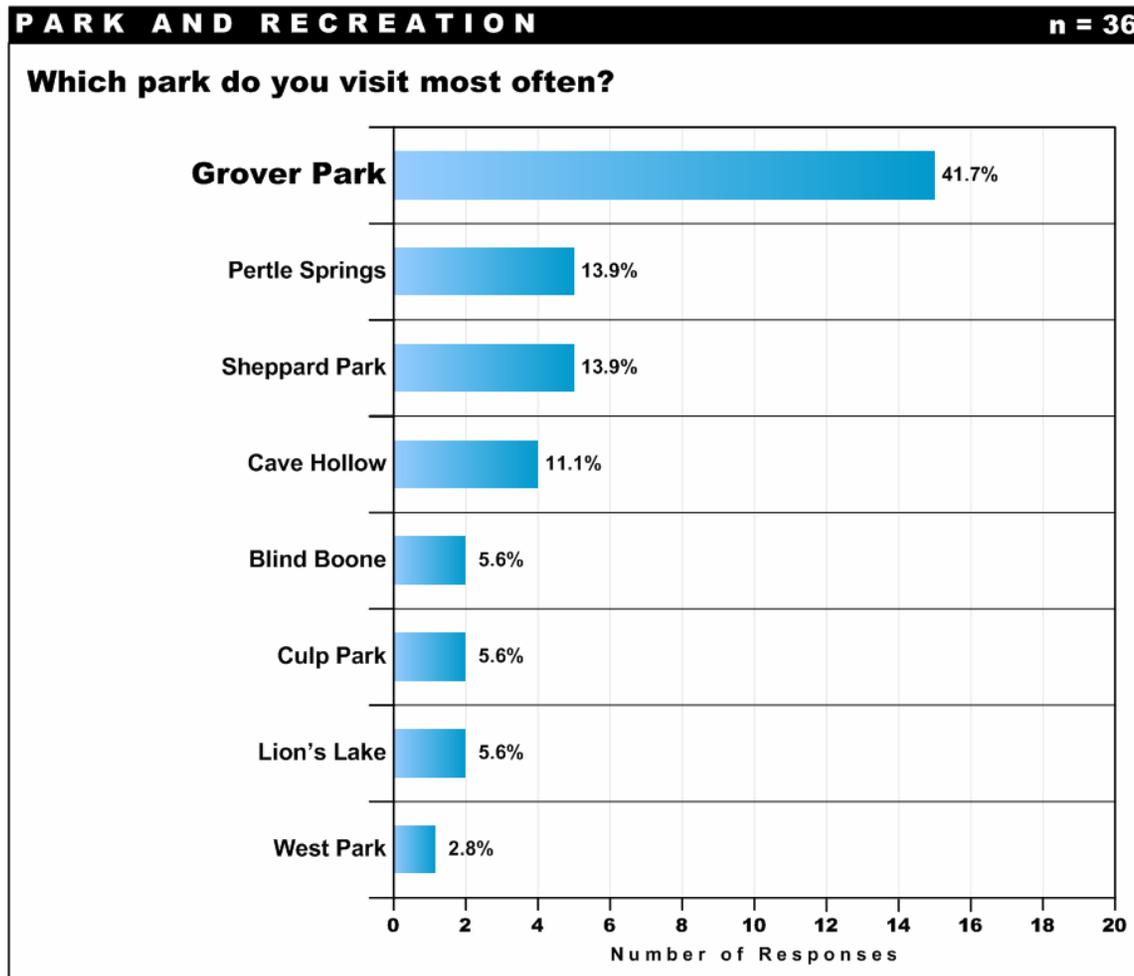
The fourth question of the community input survey asked, “What are Warrensburg’s most important planning issues?” The most popular response, Business Retention and Attraction, received 35 votes. The second most popular response, Transportation Flow, received 29 votes. Future Land Use Based on Community Needs was the third most popular selection. This response received 22 votes.



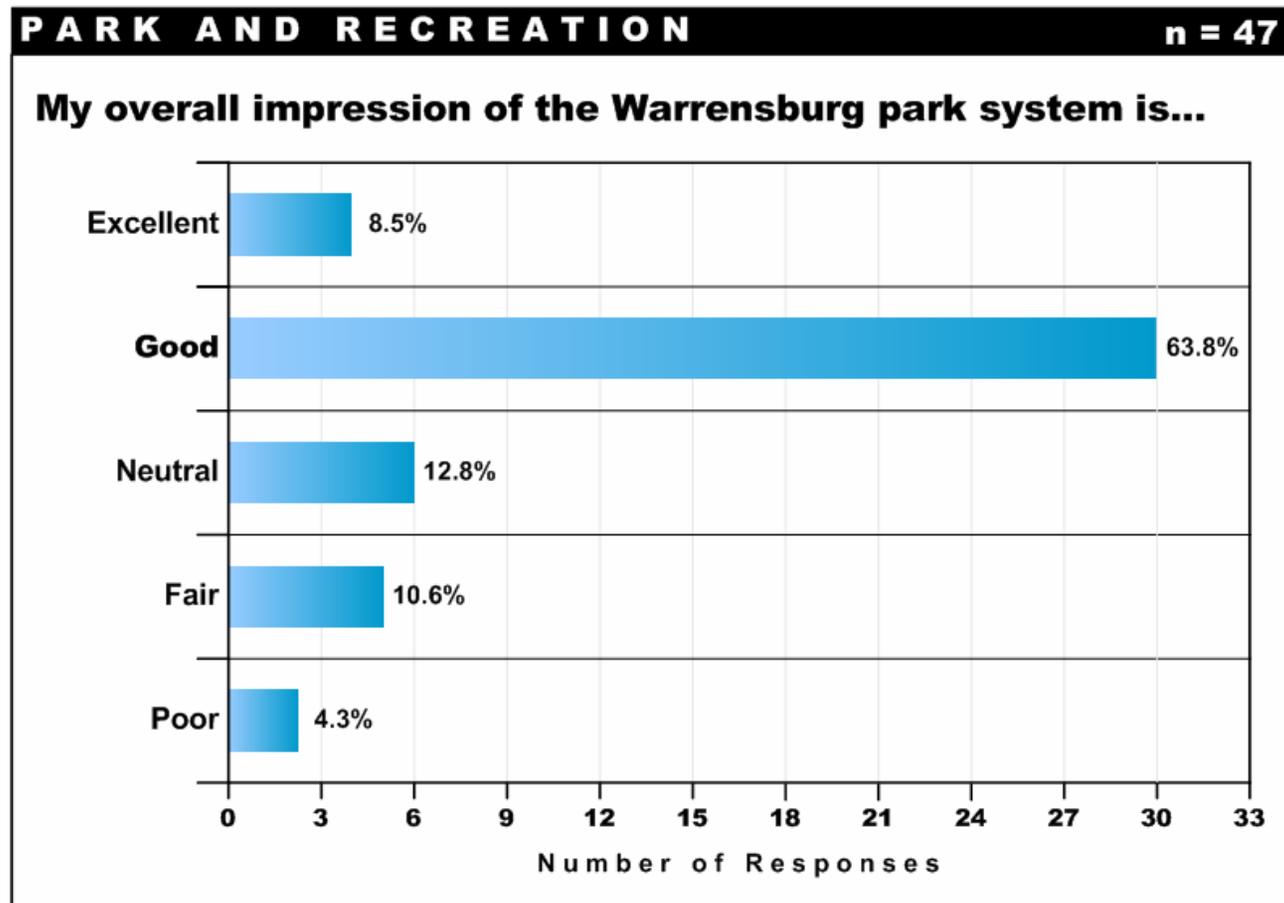
The fifth question of the community input survey asked, "I believe that the ideal population of Warrensburg is..." The most popular response, 30,000, received 15 votes which accounted for 40.5 percent of the total votes.



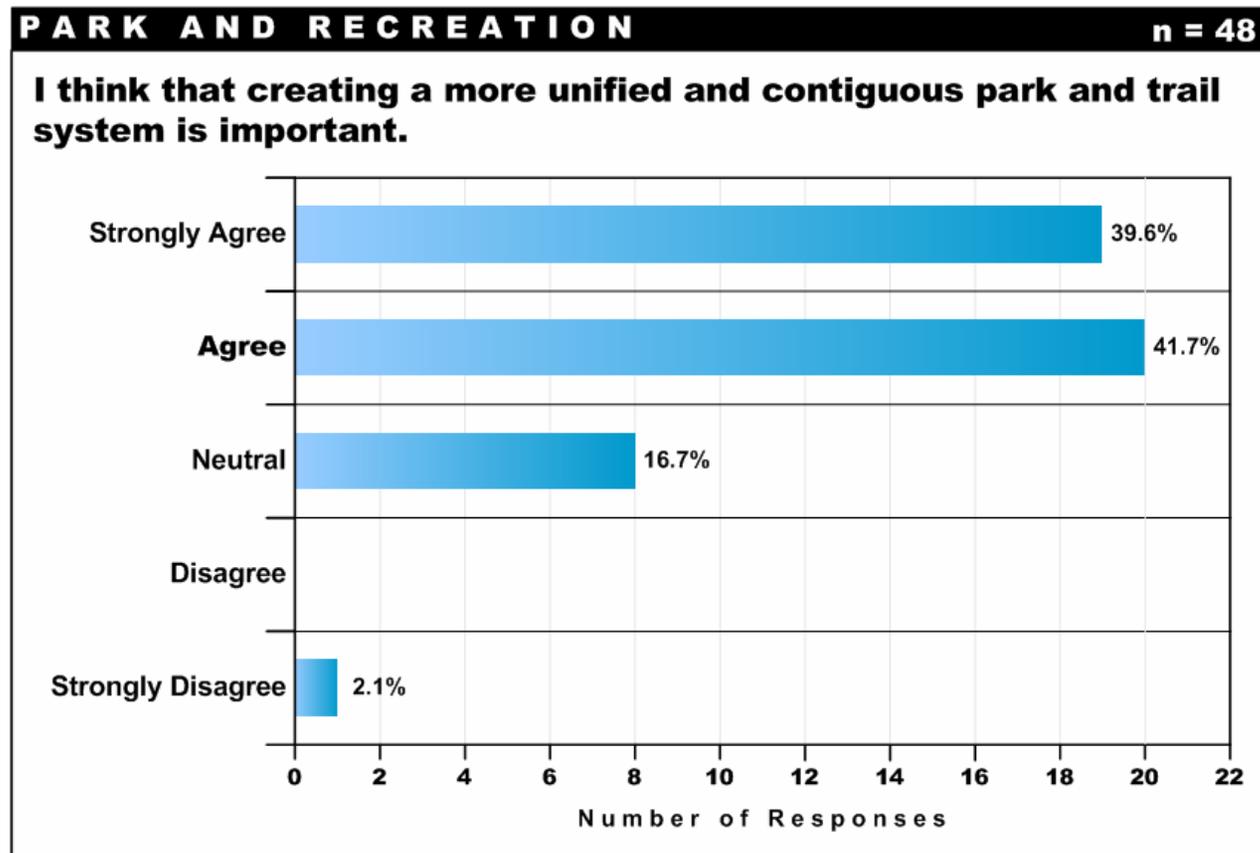
The sixth question of the community input survey asked, "Which park do you visit most often?" The most popular answer, Grover Park, was selected by 15 respondents. Pertle Springs Park and Sheppard Park both received 5 votes and tied for the second most popular response.



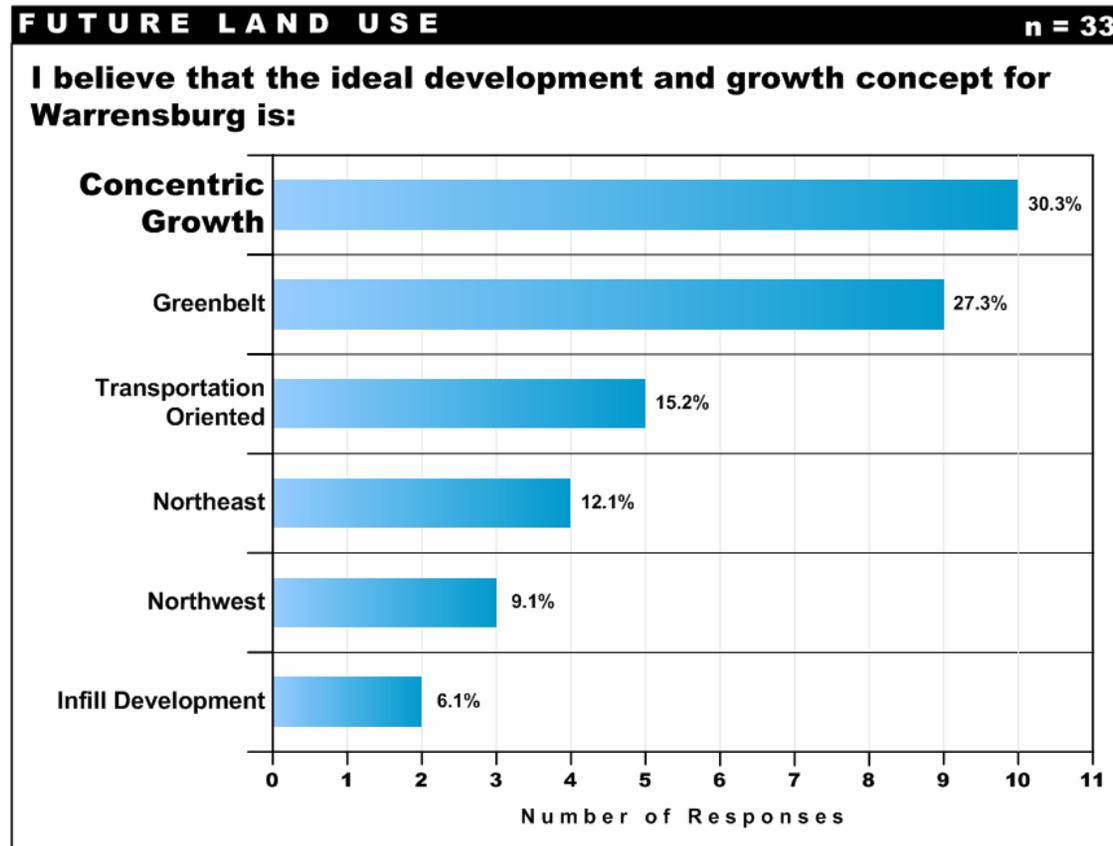
The seventh question of the community input survey asked, "My overall impression of the Warrensburg park system is..." Good was the most popular response. This selection item received 30 votes which accounted for 63.8 percent of the total votes.



The eighth question of the community input survey asked respondents whether or not they agreed with the following statement, "I think that creating a more unified and contiguous park and trail system is important." The most popular response, Agree, received 20 votes. The second most popular response, Strongly Agree, received 19 votes. The percentage of respondents who voiced support of a more unified and contiguous park and trail system, by answering either Strongly Agree or Agree, totaled 81.3 percent.



Community residents at the open house were also presented with a range of potential land-use options for the future of the community. After reviewing each of the growth scenarios and asking questions about the potential options, those in attendance were given the chance to provide written feedback about each of the potential development alternatives. The most popular response, Concentric Growth, received 30.3 percent of the votes. The second most popular response, Greenbelt, received 27.3 percent of the votes. The third most popular response, Transportation Oriented, received 15.2 percent of the total votes.



When looking at the overall results of the question regarding the ideal growth concept for the community, it appears that many feel future growth should occur in all directions rather than merely one direction. The results indicate that Warrensburg residents have a desire to increase both the vehicular, as well as pedestrian, circulation in and around the community. This validates earlier concerns expressed by the advisory committee, as well as members of the general public about traffic circulation and emergency access. The survey results also reflect a desire to enhance the quality of life through the continued development of parks and open space.

An analysis of Strengths, Weaknesses, Opportunities, and Threats (SWOT) was conducted with the advisory committee by the consultant in order to determine a better understanding of critical planning issues.

Strengths	Weaknesses
<p>What does the city do well? What unique resources are available? What do others see as city strengths?</p>	<p>What could be improved? Where is the city lacking in resources? What do others see as city weaknesses?</p>
<ul style="list-style-type: none"> ▪ Caters to families ▪ Unique resources – UCM, Skyhaven Airport, Whiteman AFB, Amtrak Station ▪ Up-and-coming downtown area ▪ Great working relationships between city staff members ▪ Positive relationships between city and other entities ▪ Central community in Johnson County ▪ Official Main Street Community ▪ Active Historical Society ▪ Substantial residential and commercial growth 	<ul style="list-style-type: none"> ▪ Downtown not as vibrant as it was several decades ago ▪ City lacking facility resources for its police and fire units ▪ City/community lacks staff resources to pursue a range of grant money ▪ Does not cater to young professionals or teenagers ▪ Has a troublesome relationship with college students downtown ▪ Land-use planning has been a weak point for the city ▪ Fast growth challenges city staffing levels

The advisory committee believes that a significant strength of the community is that it caters to families. Warrensburg is also fortunate to contain a number of unique resources and amenities. Concern was raised about Warrensburg’s downtown and the belief that it is not as vibrant as it once was.

Opportunities	Threats
<p>What positive opportunities are open?</p> <p>What trends could be capitalized on?</p> <p>How can strengths become opportunities?</p>	<p>What issues can harm the city?</p> <p>What threats do the weaknesses relate to?</p>
<ul style="list-style-type: none"> ▪ Official Main Street Town – can pursue downtown development funding through the new DREAM Initiative ▪ Plenty of room to grow and solidify its status as the heart of Johnson County ▪ Positive staff-community relations allows for fruitful partnerships ▪ Bring Innovation Park into the city ▪ Airport can be a catalyst for innovation, development, and investment in the community ▪ Make downtown an Entertainment District that embraces the energy of its nightlife youths ▪ Create parks out east near new development ▪ Comprehensive housing initiatives can improve housing stock ▪ Extraterritorial zoning can ensure that surrounding areas are annexable 	<ul style="list-style-type: none"> ▪ Reliance on sales tax can make future economic downturns very burdensome ▪ Encroachment from Lee’s Summit can draw people away from Warrensburg, which would have a negative effect on the entire city ▪ Absence of county planning means that property areas bordering the city are not built to code and are undesirable to annex—this could essentially hem in the city if left unchecked ▪ No agency targets retail development even though sales tax is the primary revenue source for the city ▪ Difficulty in retaining police officers an ongoing threat ▪ Accidents at railroad tracks could hamper emergency personnel at their current location

Warrensburg is fortunate in that the community can capitalize on a number of potential opportunities, including the Innovation Park, the designation as an Official Main Street Town, and increased prominence in Johnson County.

Appendix E:

Alternative Development Concepts

Prior to accepting a preferred development concept, several different concepts and alternatives were designed and discussed. Six concepts were developed, evaluated, and reviewed with City staff and the Warrensburg Comprehensive City Plan advisory committee. Each of these six concepts focused on different aspects of the community. This appendix describes and details each of the following alternatives:

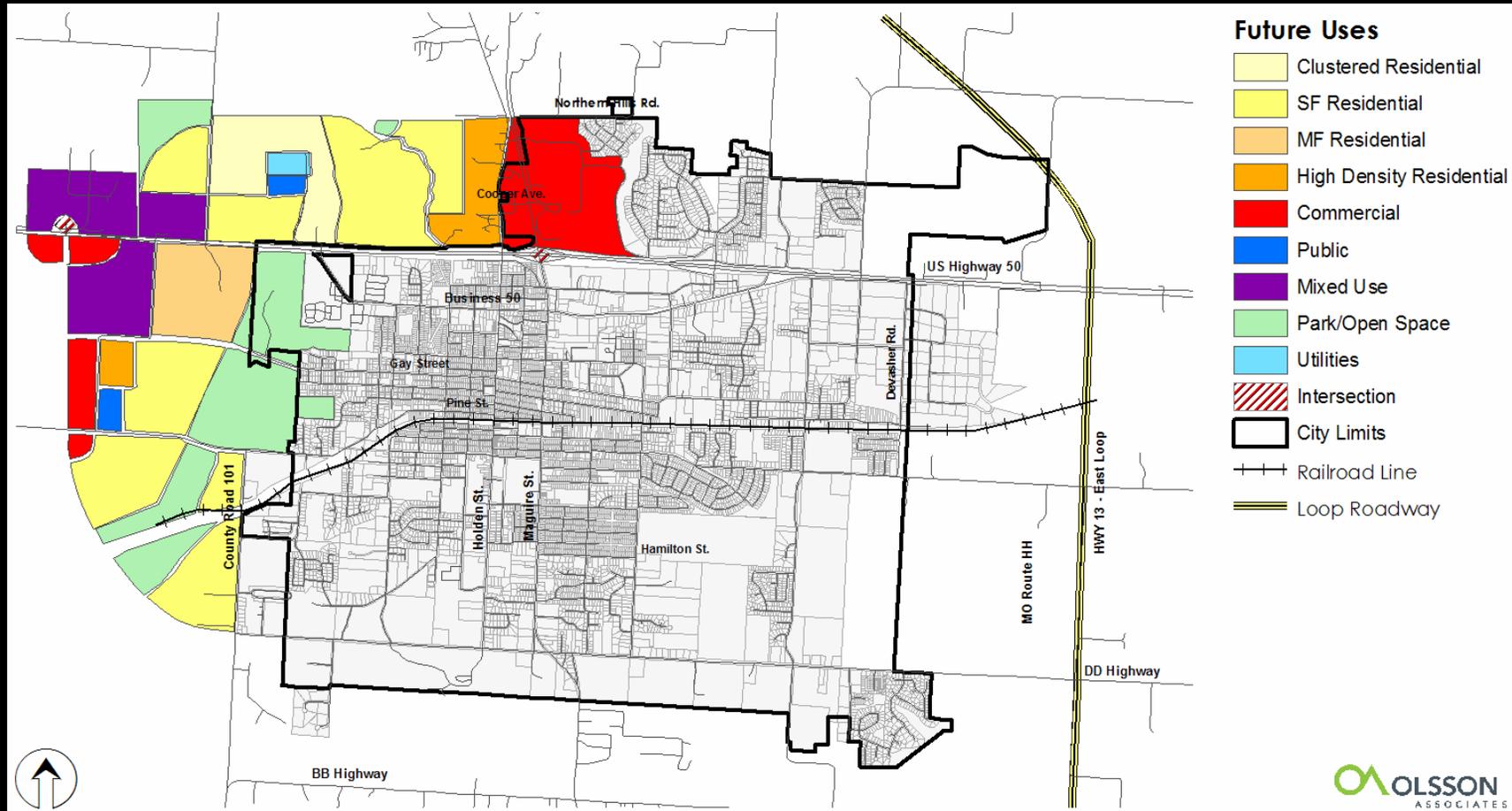
- Northwest Growth Concept
- Greenbelt Growth Concept
- Concentric Growth Concept
- Northeast Growth Concept
- Infill Concept
- Transportation Concept

Northwest Growth Concept

The Northwest Growth Concept builds upon existing development patterns that are occurring near the intersection of Highway 50 and Highway 13. This concept also looks to capitalize on and enhance the proposed Innovation Park concept plan. The Innovation Park concept plan seeks to develop a comprehensive center for aviation education, training, and business at Sky Haven airport. The Northwest Growth Concept anticipates the positive influence the Innovation Park will bring to northwest Warrensburg.

Warrensburg Comprehensive City Plan

City of Warrensburg, Missouri
Northwest Growth Concept Map

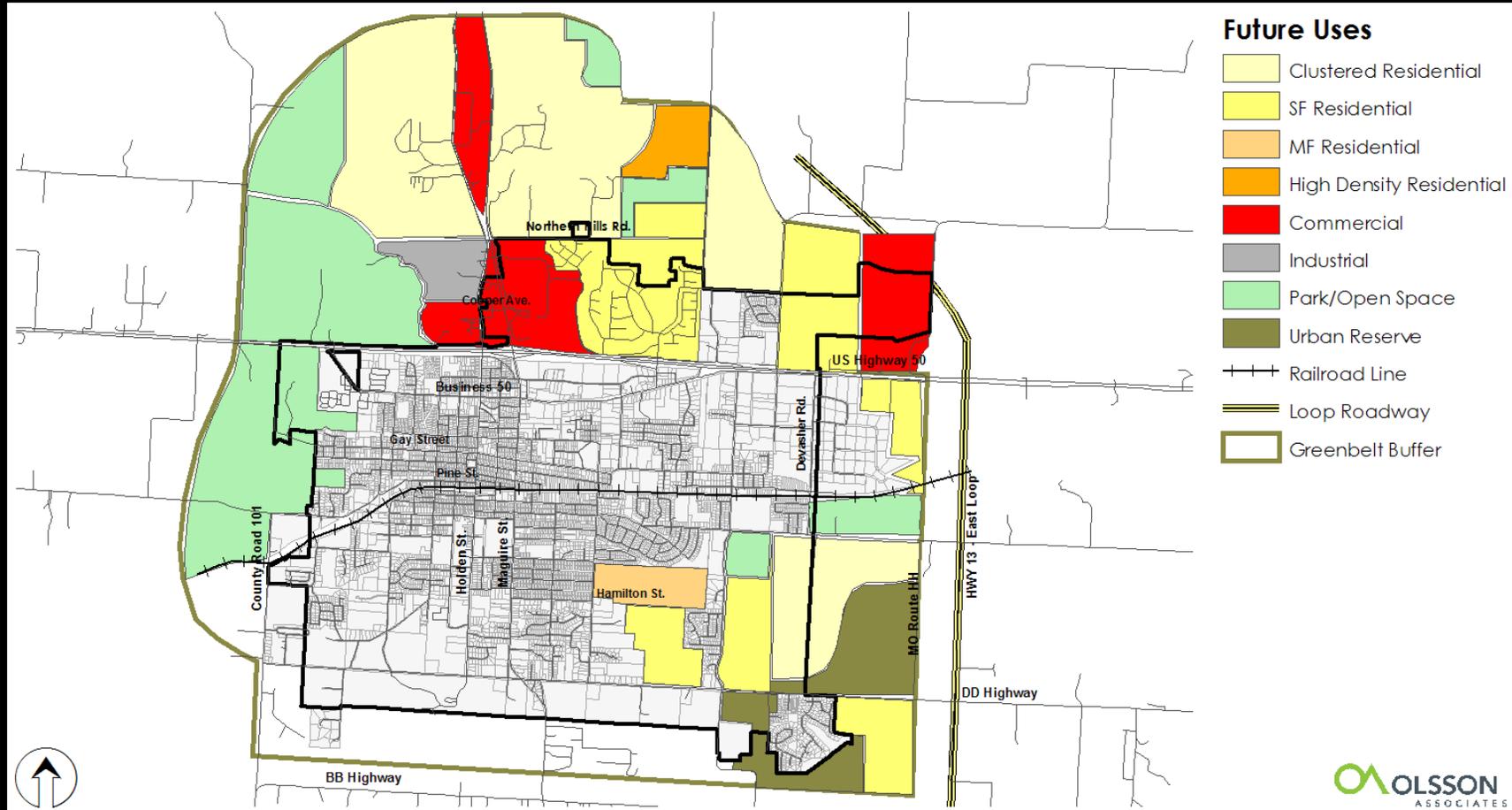


Greenbelt Growth Concept

The primary feature of this development concept is a perimeter greenbelt. The greenbelt serves two purposes. In addition to establishing an urban growth boundary, the greenbelt also establishes a linear park that would include a pedestrian and bike trail. A comprehensive and concentric bike and pedestrian trail would encourage greater pedestrian independence and connectivity in and around Warrensburg. This family-friendly amenity would also enhance Warrensburg's image as a health-conscious community. A perimeter greenway trail is an attractive feature that would improve the quality of life for all residents. A greenway trail would also likely boost property values for lots and homes that are located in proximity to the trail. The Greenbelt Growth Concept also includes ample urban reserve land. Urban reserve land is designated as interim open space and would not be expected to be developed for at least 15 years. Future commercial development is suggested to be located primarily along Highway 50 and Highway 13. This development concept also includes small areas of both medium- and high-density residential development.

Warrensburg Comprehensive City Plan

City of Warrensburg, Missouri
Greenbelt Growth Concept Map

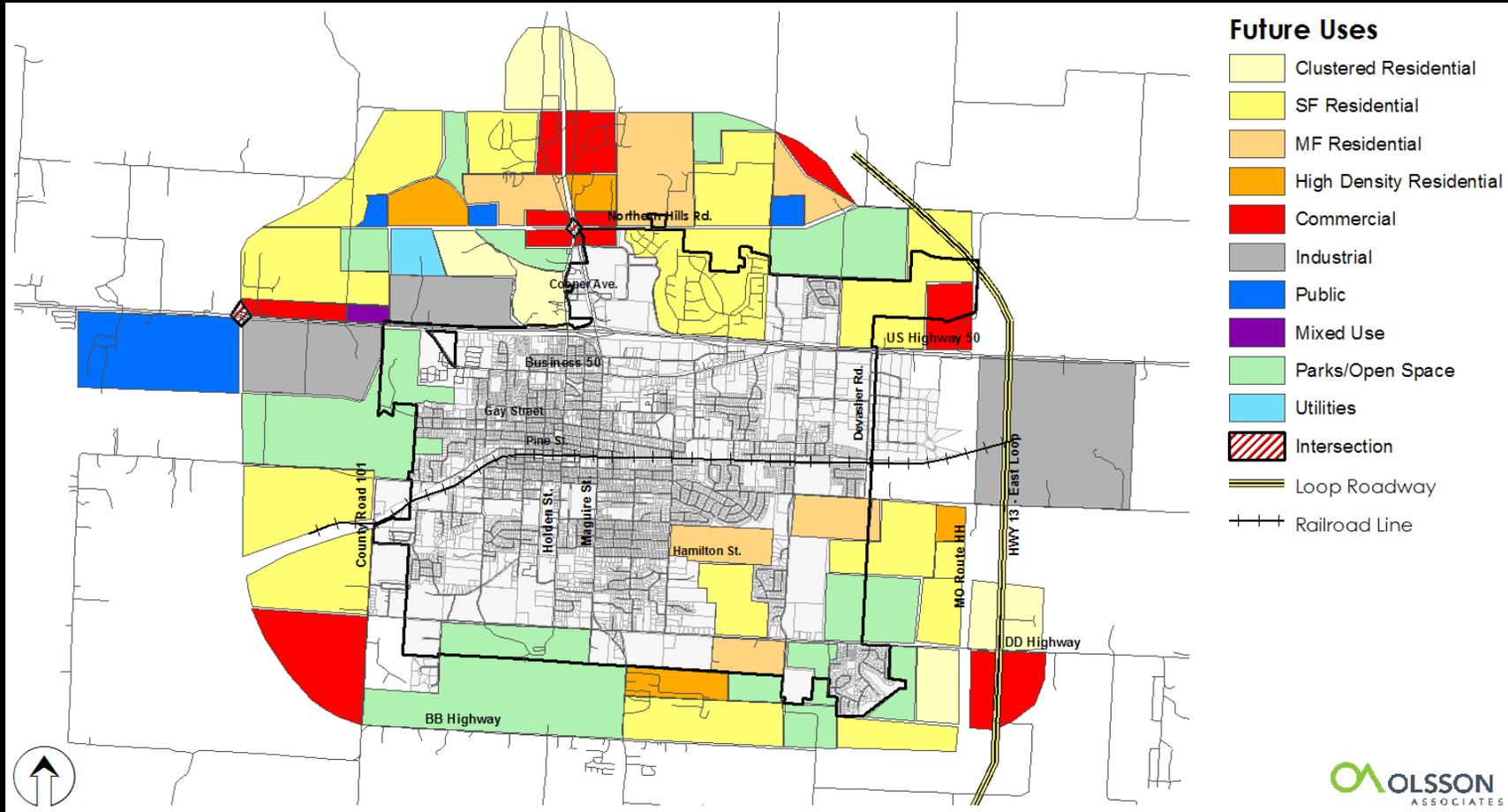


Concentric Growth Concept

The Concentric Growth Concept includes a loop roadway system that integrates with the proposed bypass and is designed to more efficiently move traffic from growth areas to Warrensburg's highway system and arterial roads. The establishment of a loop roadway would require the realignment of several existing streets. Four additional above-grade railroad crossings will greatly improve the ability to travel north and south through the community. This concept also establishes two industrial districts at each end of Highway 50. The southeastern quadrant is suggested to contain extensive residential development. Large quantities of residential development are also suggested in northern Warrensburg. The Concentric Growth Concept encourages relocating the fairgrounds so that this area could be used for future airport expansions. Parks and open spaces are strategically placed close to emerging residential developments to ensure that new growth areas have easy access to playgrounds, ball fields, and walking trails.

Warrensburg Comprehensive City Plan

City of Warrensburg, Missouri
Concentric Growth Concept Map



Northeast Growth Concept

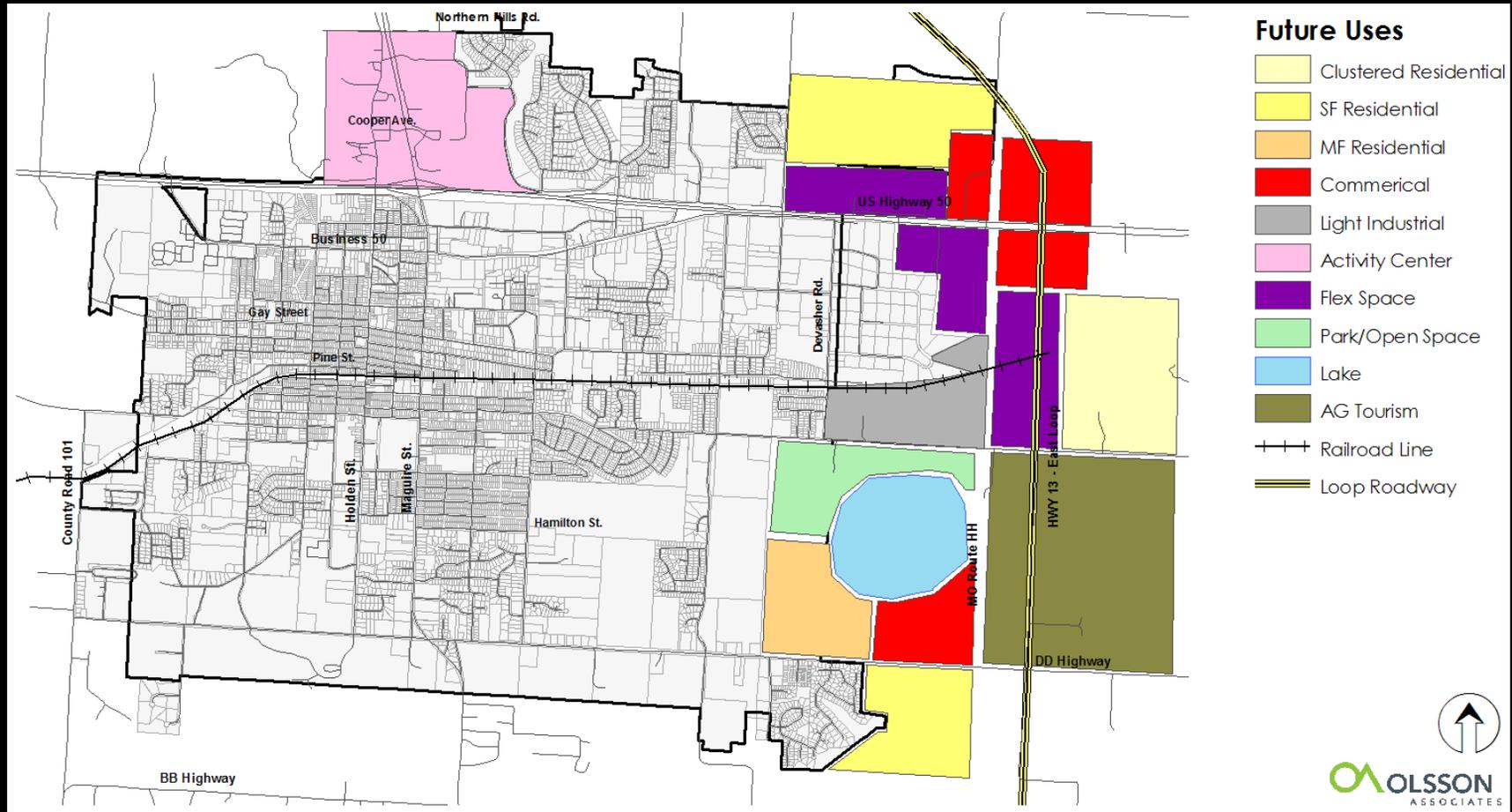
This concept is focused on providing additional growth opportunities along the proposed loop bypass of Highway 13 on the eastern edge of the community. Aside from the area along the Highway 13 bypass corridor, the major area shown for future development is the existing commercial area at the intersection of Highway 13 and US Highway 50. The concept envisions this retail area transforming from the typical large-scale commercial development into an activity center.

The activity center idea is based on aesthetics and the desire to get out and walk between places rather than drive. Aside from retail commercial opportunities within the activity center, there would also be commercial offices, residential areas such as apartments and condominiums, and public plaza areas. Additionally, aesthetics would be guided more than in other areas of the community through:

- The placement of parking and loading areas
- Landscaping and screening
- Building layout and design
- Signage layout and design
- The placement of public plaza areas within the development to encourage sociability

Warrensburg Comprehensive City Plan

City of Warrensburg, Missouri
Northeast Growth Concept Map



Infill Concept

The purpose of the infill concept is to focus attention on established areas of the community while providing growth opportunities on the fringe as well. By doing this, the City can address a number of issues within each redevelopment area, and in some cases, provide additional growth potential that can be complementary.

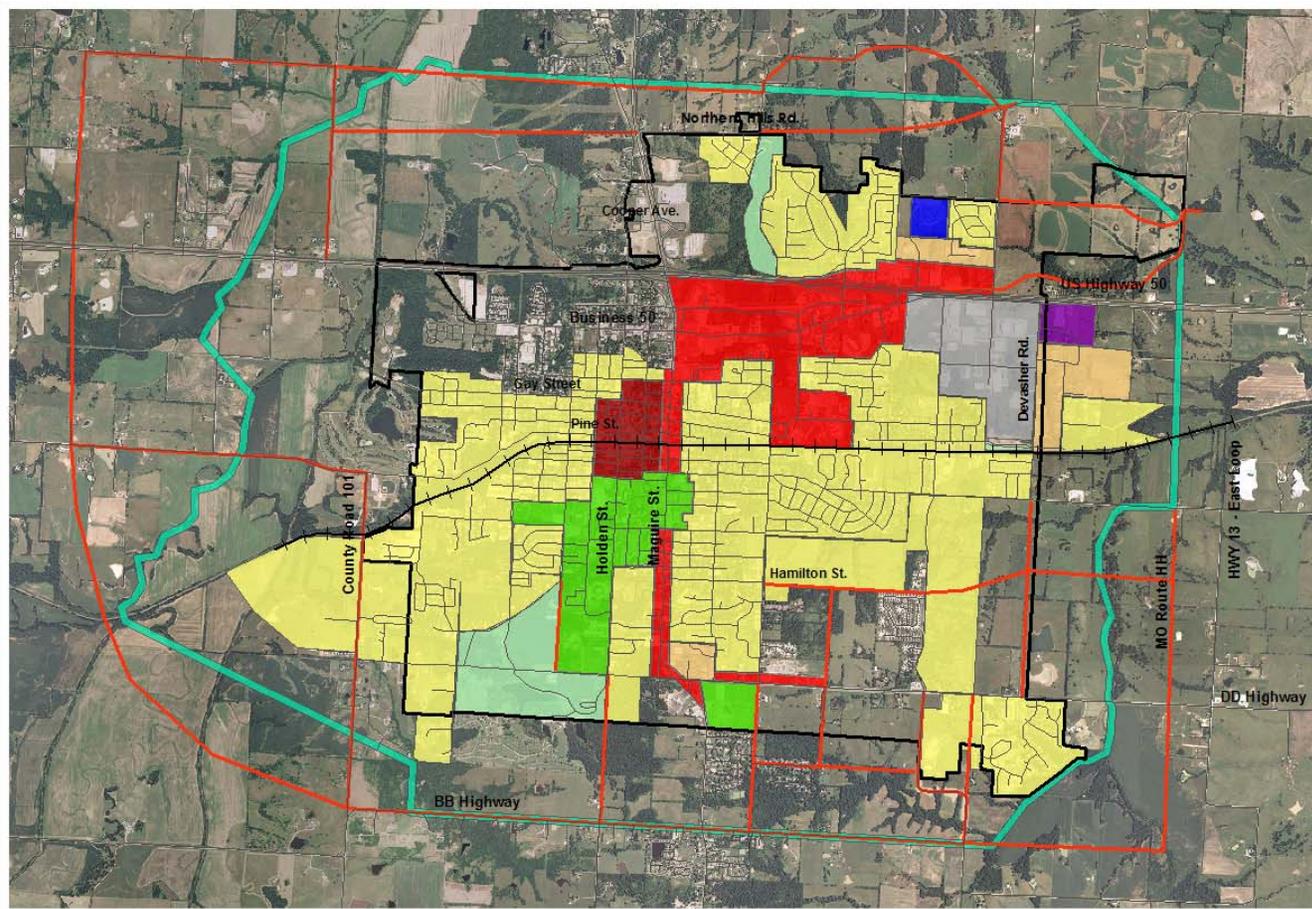
There are three redevelopment areas identified within the concept. The first is located at the intersection of Missouri Highway 13 and Hale Lake Road (County Road DD). This area is the southern gateway into the community and currently contains a large mix of land uses. Building condition and overall property aesthetics vary greatly, although the majority of properties are in a deteriorated state.

The second area is the area along U.S. Highway 50 business to the north of the downtown area. This area contains a mix of land uses, particularly light industrial and residential tracts of land. Many of the residential units have transitioned from owner-occupied dwelling units to rental properties. The third redevelopment area is located between Gay and North Streets. This is a much smaller redevelopment area, and is comprised primarily of residential dwelling units.

Within each of the redevelopment areas, the City should look at strategies designed to guide redevelopment in a manner that is compatible with the vision of the particular area after careful consultation with residents and property owners.

Warrensburg Comprehensive City Plan

City of Warrensburg, Missouri
 Future Infill Growth Concept Map



Future Uses

- SF Residential
- MF Residential
- Commercial
- Light Industry
- Flex Space
- Downtown (CBD)
- Park/Open Space
- University of Central Missouri
- Institutional
- Proposed Trail
- Railroad Line
- Future Roadways



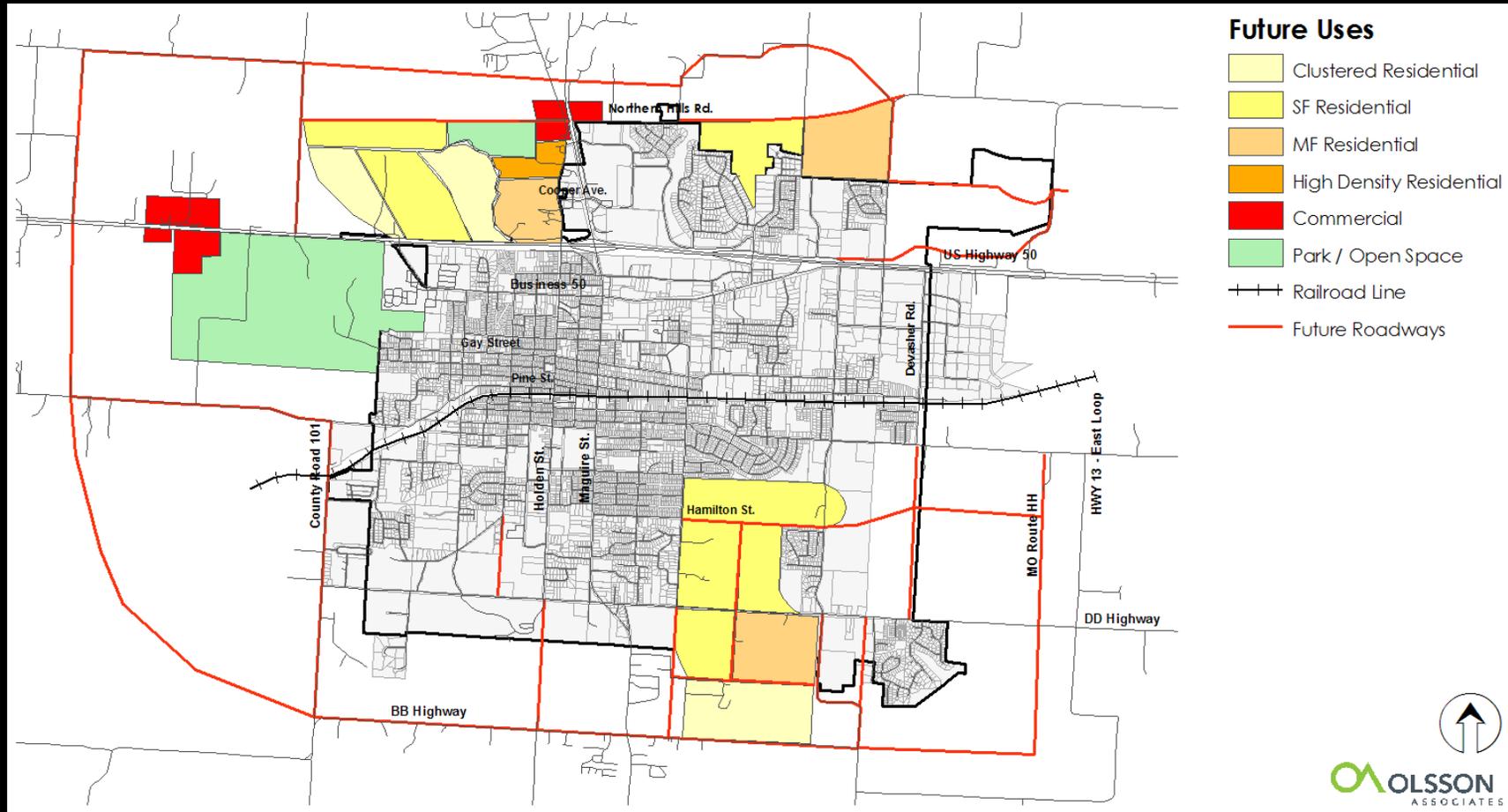
Transportation Concept

The transportation concept was designed in response to concerns raised by residents about the traffic circulation within the community, as well as access for fire and EMS personnel. Residents in the community feel the presence of the railroad hinders traffic flow on many of the north-south arterial and collector streets, particularly in areas west of Missouri Highway 13. In addition, because most of the emergency services are located south of the railroad, train traffic can significantly impede response times.

Warrensburg Comprehensive City Plan

City of Warrensburg, Missouri

Transportation Growth Concept Map



Appendix F:

Funding Sources

To accomplish the tasks proposed in the Warrensburg Comprehensive City Plan, the City will need to develop partnerships with a number of individuals, corporations, and other jurisdictions to provide financing and avenues to address issues and fund development projects. A summary of potential sources and development partners is provided in the following paragraphs. Although it is by no means exhaustive, it allows the community to begin the process of securing funding for projects and creating necessary partnerships in order to facilitate community development. Each funding category identifies where additional information is available.

Economic Development

- Missouri Department of Economic Development (<http://ded.mo.gov/>)
- US Small Business Administration (www.sba.gov)
- US Department of Commerce (www.commerce.gov)
- International Economic Development Council (www.iedc.org)

Business Improvement Districts (BID's)

- Missouri Department of Economic Development (<http://ded.mo.gov/>)
- U.S. Department of Housing and Urban Development (<http://www.hud.gov/>)
- International Downtown Association (<http://www.ida-downtown.org>)

General Obligation Bonds

- General obligation bonds are backed by property taxes, and are issued by the City for specific projects.

Special Assessment Districts

- Special Assessment Districts can finance:
 - Sidewalk Improvements
 - Parking Lots
- Tax upon a property owner for a portion of the cost incurred

Banks

- Federal Financial Institution (www.ffiec.gov)
- Community Reinvestment Act (www.ffiec.gov/cra)

Peer Group Lending

- Peer-group lending collects collateral and spreads the risk among a group of entrepreneurs, increasing an entrepreneur's chances of obtaining a loan.

Small Business Investment Companies

- Small Business Investment Companies (SBICs) provide another opportunity to secure venture capital.
- Privately owned and managed investment firms that use their own capital, plus funds borrowed at favorable rates with an SBA guarantee.
- Primarily for-profit organizations that provide equity capital, long-term loans, debt-equity investments, and management assistance to qualifying small businesses.

Community Development Financial Institutions

- The federal government also supports Community Development Financial Institutions (CDFIs), which promote community economic development in areas lacking financial access. The three types of CDFIs are:
 - **Community Development Banks** are federally insured and regulated depository institutions structured and regulated like normal banks with a primary mission to serve low-income communities. Community development banks include South Shore Bank in Chicago, IL and Elk Horn Bank in Arkadelphia, AR.
 - **Community Development Credit Unions (CDCUs)** are financial cooperatives owned and operated by low-income people to serve member needs. CDCUs can make low interest loans for small business creation and expansion. For the initial fund start-up, CDCUs rely on outside groups interested in making social purpose investments. There are approximately 300 CDCUs serving 40 states.

- **Community Development Loan Funds** aggregate capital and contributions from socially conscious banks, investors, and foundations to provide equity, bridge loans, or low-market financing for affordable housing, small businesses, or neighborhood economic development in distressed communities.
- U.S. Department of the Treasury (www.cdfifund.gov)

Foundations

- Foundations with objectives similar to those of a neighborhood group or project can be approached for funds.
- A foundation, while likely to fund planning studies, management or technical programs, may provide funds for construction, maintenance or operations.

Small Business Administration (SBA)

- Small businesses that meet SBA size standards and program requirements can apply for SBA guaranteed loans through participating lenders.
- Loans are administered through a participating bank.
- Loans are federally guaranteed.
- Bank is not at risk.
- U.S. Small Business Administration (www.sba.gov)
- Different Programs include:
 - **Community Development Corporations 504 Loan Lender**
 - A Community Development Corporation (CDC) loan lender (504 CDC) provides financial assistance on participation with SBA under Title V of the Small Business Investment Act.
 - May aid a small business in obtaining other assistance from SBA by preparing loan applications, facilitating management and procurement assistance, and obtaining assistance from other government and non-government programs.
 - Community Development Corporation Small Business Financing (www.cdclloans.com)
 - **MicroLoan**
 - Program is designed to support existing financial assistance opportunities for microenterprises, particularly those in low-income or rural areas.
 - Seeks to provide credit or enhancement to motivate local lending institutions to extend funding to firms that are in certain industries (i.e., service or retail), are young, and/or are small.

- **CAPLines**
 - CAPLines is used by SBA to help small businesses meet short-term and cyclical **working-capital needs**.
- **Low Documentation Loan Program (LowDoc)**
 - Business start-ups and businesses with fewer than 100 employees and with average annual sales of less than \$5 million over the past three years are eligible for LowDoc.
- **FA\$TRAK**
 - FA\$TRAK makes loans of up to \$100,000 available without requiring lenders to use the SBA process
 - SBA guarantees up to 50 percent of the loan.

Revolving Loan Funds (RLF's)

- Purpose to be used in revitalization of economically distressed areas
- RLF's make capital accessible to those unable to obtain financing from banks or other financial
- Institute for Community Economics (www.iceclt.org)

Infrastructure

- U.S. Department of Transportation (www.dot.gov)
- Economic Development Administration (www.eda.gov)
- Federal Highway Administration (www.fhwa.dot.gov)
- Available Programs:
 - Transportation Equity Act for the 21st Century (TEA-21) programs:
 - Transportation Community and System Preservation
 - Transportation Enhancements
 - Scenic, Historical, and Trails
 - U.S. Department of Commerce EDA programs:
 - Public Works

Aesthetics, Safety and Wellness

- U.S. Department of Housing and Urban Development (www.hud.gov)

- Environmental Protection Agency (www.epa.gov)

Amenities, Cultural, Activities, Recreational Opportunities, and Community Enrichment

- Transportation Equity Act for the 21st Century (TEA-21) programs (www.fhwa.gov)
- U.S. Department of Agriculture (www.usda.gov)