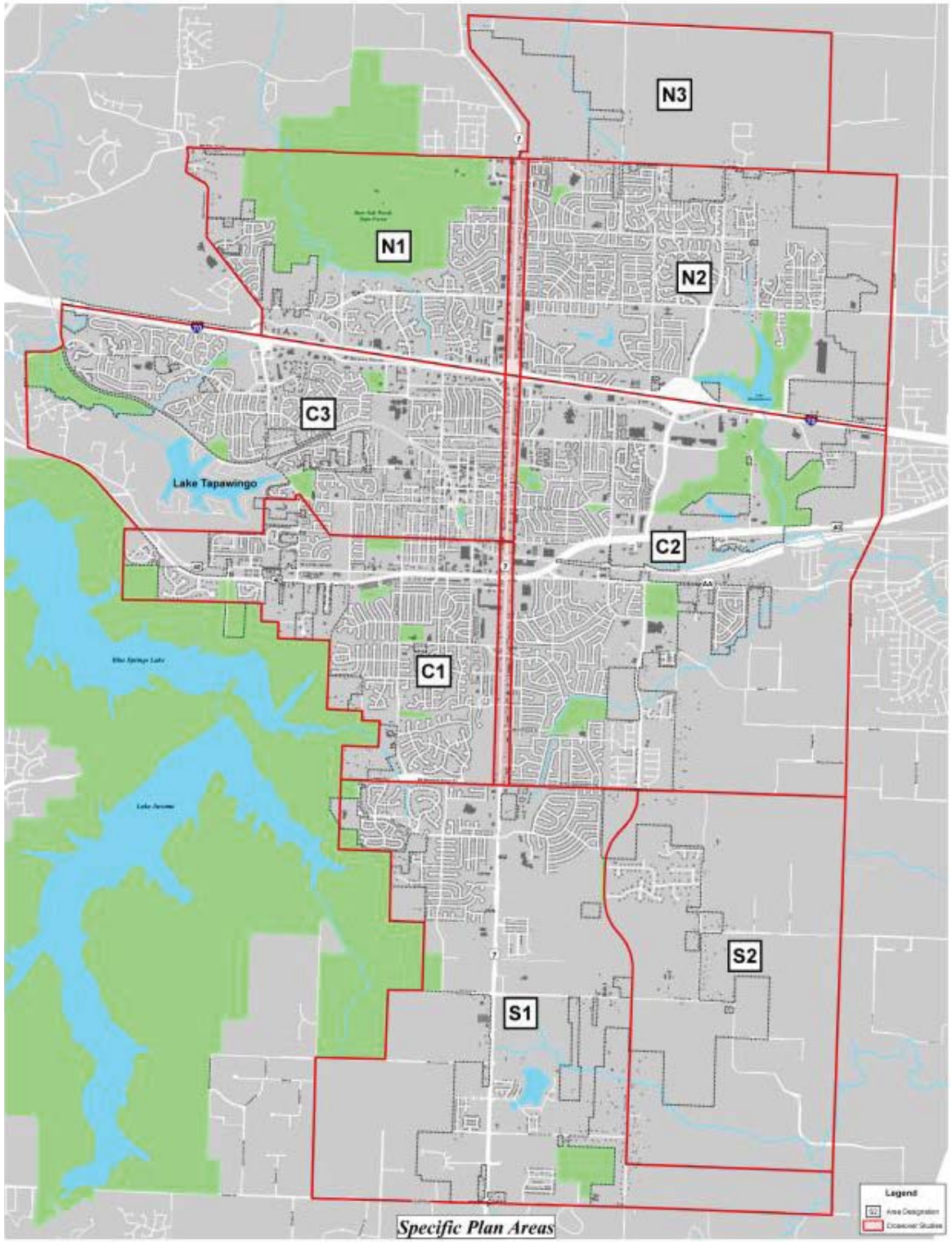
# APPENDIX B:SPECIFIC PLANS

## INTRODUCTION

The Blue Springs comprehensive plan is based on three planning scales: The General Plan (city-wide-scale), Specific Plans (area-scale), and Development or Project Plans (concept- or project-scale. The General Plan establishes broad, long-range, yet flexible guidance based on the community's values, vision and its role within an evolving region. It also enables data, analysis, and public participation that is more precise to the conditions and opportunities for particular areas where necessary, through Specific Plans. This process allows new and more specific information for an area to influence decisions and investment, while still viewing all development decisions through the lens of city-wide outcomes and long-range goals.

While the General Plan should always provide the city-wide policies and guidance for the general direction of future planning and development, Specific Plans are a means to adding greater detail and more direction in specific areas. Specific Plans allow stakeholder in a particular area to consider "What does the General Plan mean to us, in our context?", and also requires them to determine "What is our role in contributing to the city-wide Vision, Goals and Targets of that plan?"




## SPECIFIC PLANS

This plan initially recognizes the following sub-areas for creating more specific plans under the guidance of the General Plan. Different areas, or further targeted locations within this area may also be identified for more specific planning. These areas are identified to establish an on-going system of planning, where more detailed plans and periodic updates and refinements to those plans keep the Policies, Goals and Targets of the General Plan relevant to these areas. Specific Plans should be incorporated into this appendix as they are created.

## HOW TO USE THIS PLAN TO DO SPECIFIC PLANS OR DEVELOPMENT PLANNING

The following steps are a template for how to continue to apply the General Plan in on-going specific planning processes. This is a general outline, which should be tailored to the needs, issues and personnel or financial resources available for any particular area or initiative.

**Step 1 – Area Assessment:** Refine existing conditions for a particular area. Use the framework provided in the Technical Supplement to update and/or provide more specific data on the area. The area assessment may begin to identify strengths, weaknesses or opportunities to implement General Plan concepts in a specific area. The assessment should include the following:

- Street network figure ground, considering all modes of transportation
- Existing land use (ideally with building scale figure ground), including the mix of specific development types (see Appendix A on future land use).
- Open space systems
- Natural resource analysis (Level 2 or 3 NRI data, from Mid-America Regional Council's Natural Resource Inventory. See City-wide Natural Resource Policy Map in Appendix A.)
- Assessment of conditions (windshield survey) categorizing opportunities and constraints (i.e. areas of potential change, etc.)
- Any other information relevant to the Goals and Targets of the General Plan.

**Step 2 – Community Dialogue / SWOT Analysis:** Based upon the area assessment, a public participation process should verify or revise the analysis provided in the area assessment. This is an opportunity for stakeholders in specific areas to determine "What does the general plan mean in our area and based on our context?" *and* "What is our role in implementing the city-wide Vision, Goals, and Targets of the General Plan?"

**Step 3 – Concepts and Illustrations:** Based on the feedback in the community dialogue, initial concepts of the way the General Plan may be implemented for the specific area should be presented. These may include graphics and maps at a more refined level and/or a specific lists of projects and priorities for the area. Typically this should include:

- Area Wide Systems: Street Networks, Open Space, Parks and Trails, Land Use Patterns at a block or area scale, or Development/redevelopment areas.
- Illustrative Concepts: more detailed illustrations of prototype projects, example developments, etc.

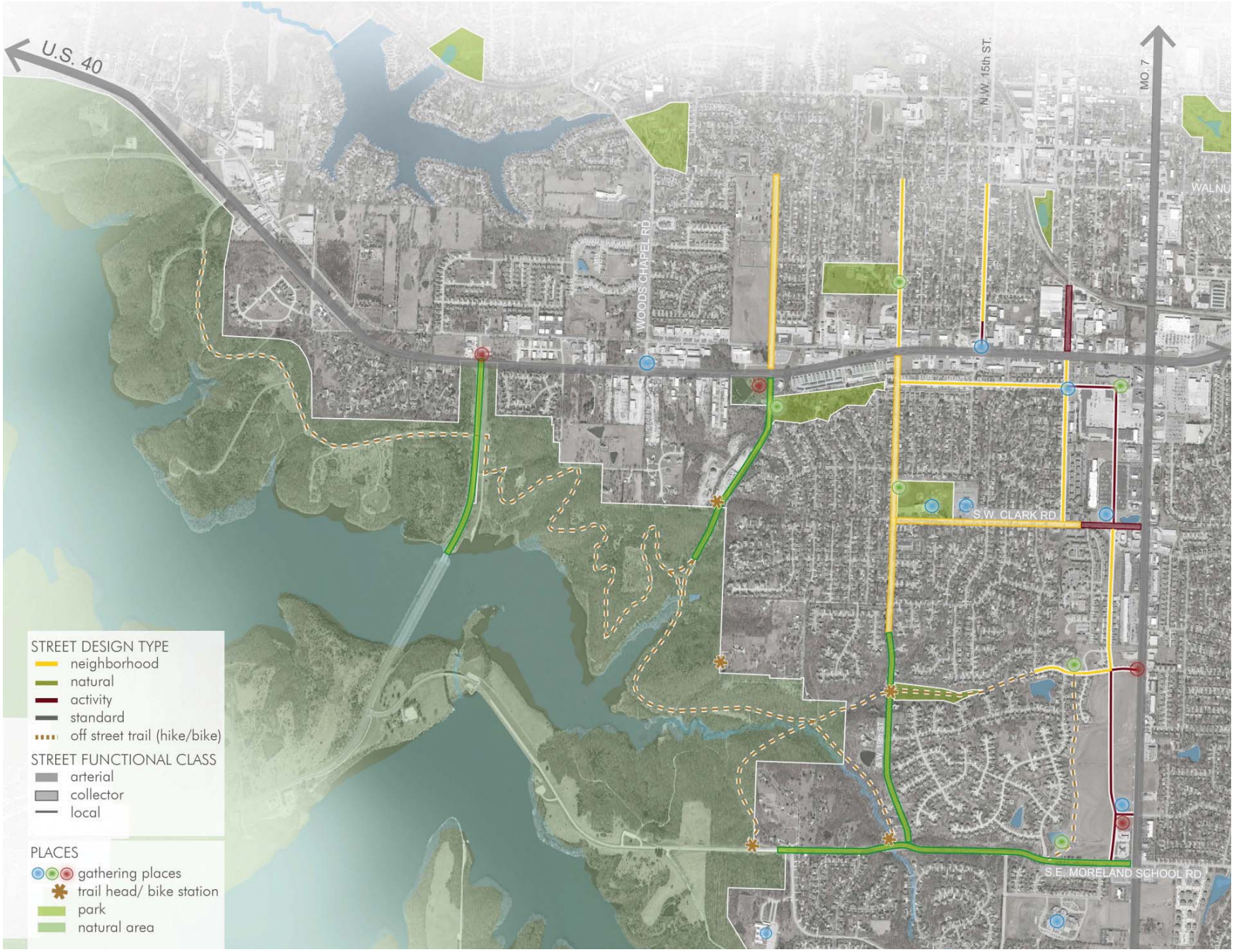
**Step 4 – Evaluation of Concepts:** Based upon the direction from the dialogue and concepts, an evaluation should occur. This can either refine or discount certain concepts, or prioritize initiatives in a strategic sense for the area. This evaluation should also consider which options are most in line with the Frameworks and Goals and Targets of the General Plan.

**Step 5 – Plan Development & Adoption.** Feedback from the evaluation should be formalized into a final plan for the specific area. Upon official adoption of a Specific Plan by the Planning Commission, the Specific Plan becomes part of, and a more detailed reflection of the General Plan for that particular area. In general the Specific Plan should address the following components:

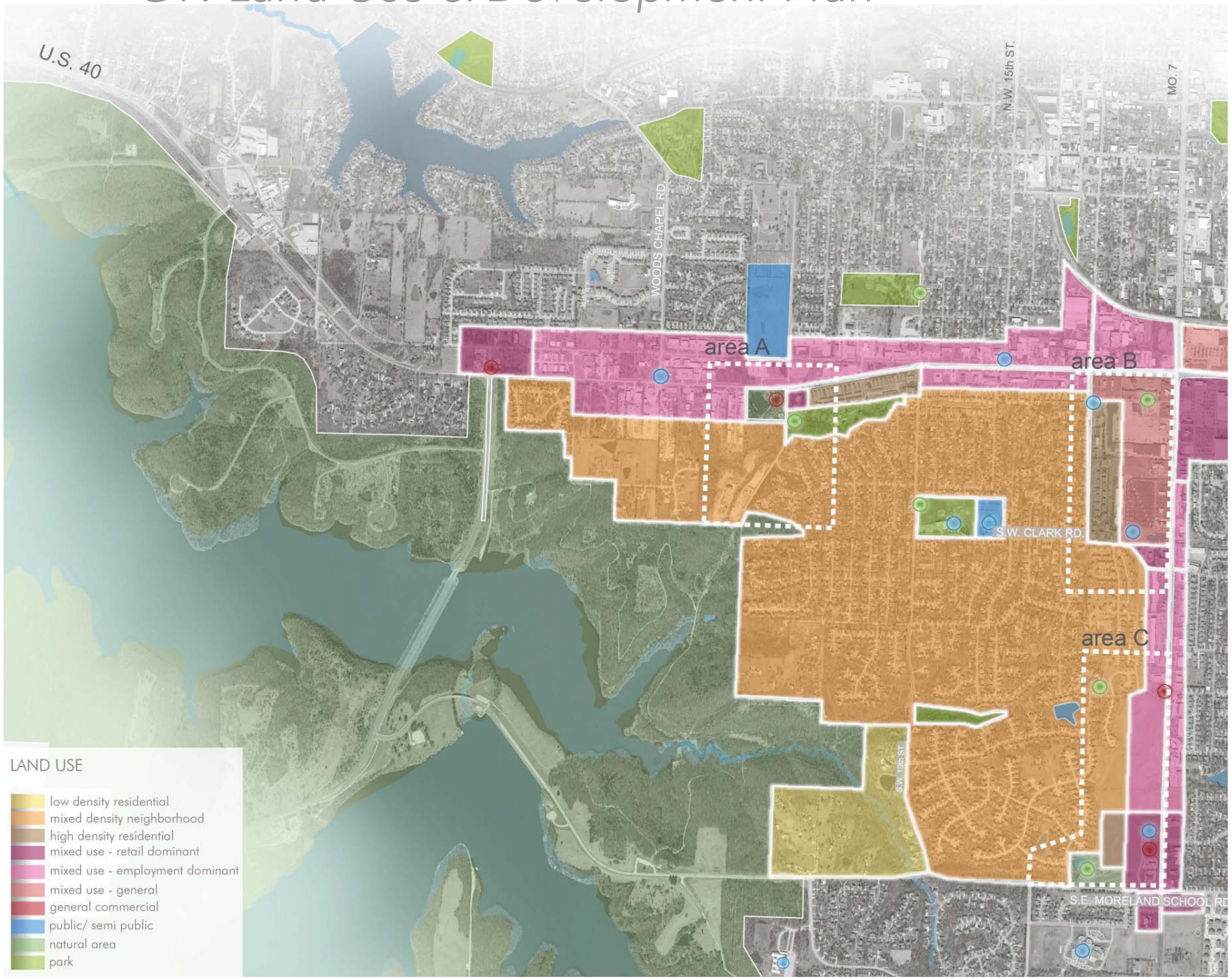
- Community Character Plan (Public Realm): including street networks and Street Design types applied to the network (see City-wide Transportation Policy in Appendix A); parks, trails, natural areas and civic spaces; and institutions.
- Land Use and Development Plan (Private Realm): including detailed future land use, building form and urban design strategies, and potential targeted development areas where future private investment or a land use/development change is likely.
- Strategies: including public or private investment priorities, potential catalyst projects, or other implementation guidance, etc.

# C1: Community Character Plan

C1: specific plan



# C1: Land Use & Development Plan




C1: specific plan

# C1: Strategies

## 1 TO 2 YEARS

- Complete bicycle connection between Burr Oak Woods and Fleming Park, via Woods Chapel Road (south of Highway 40 Woods Chapel Road and Quarry Road provide connections to Fleming Park).
- Coordinate redevelopment of the White Oaks area to establish a mixed-use center that is connected internally and to the adjacent neighborhoods and development patterns, particular connections to the south and west.
- Implement a neighborhood gathering place at Clark Road, west of 7 Highway.
- Target the small industrial / business development along Highway 40 for small business and startups. Coordinate economic development for locating second stage growth companies in Blue Springs – i.e. MIP, industrial park, Highway 40 east.
- For incremental development in Development Area C, orient buildings to future internal connections and plan for phase implementation of access management on Highway 7.
- Implement 19th Street (bike lane) and Clark Road (On-street) as primary bike connections to connect the neighborhood to surrounding areas.

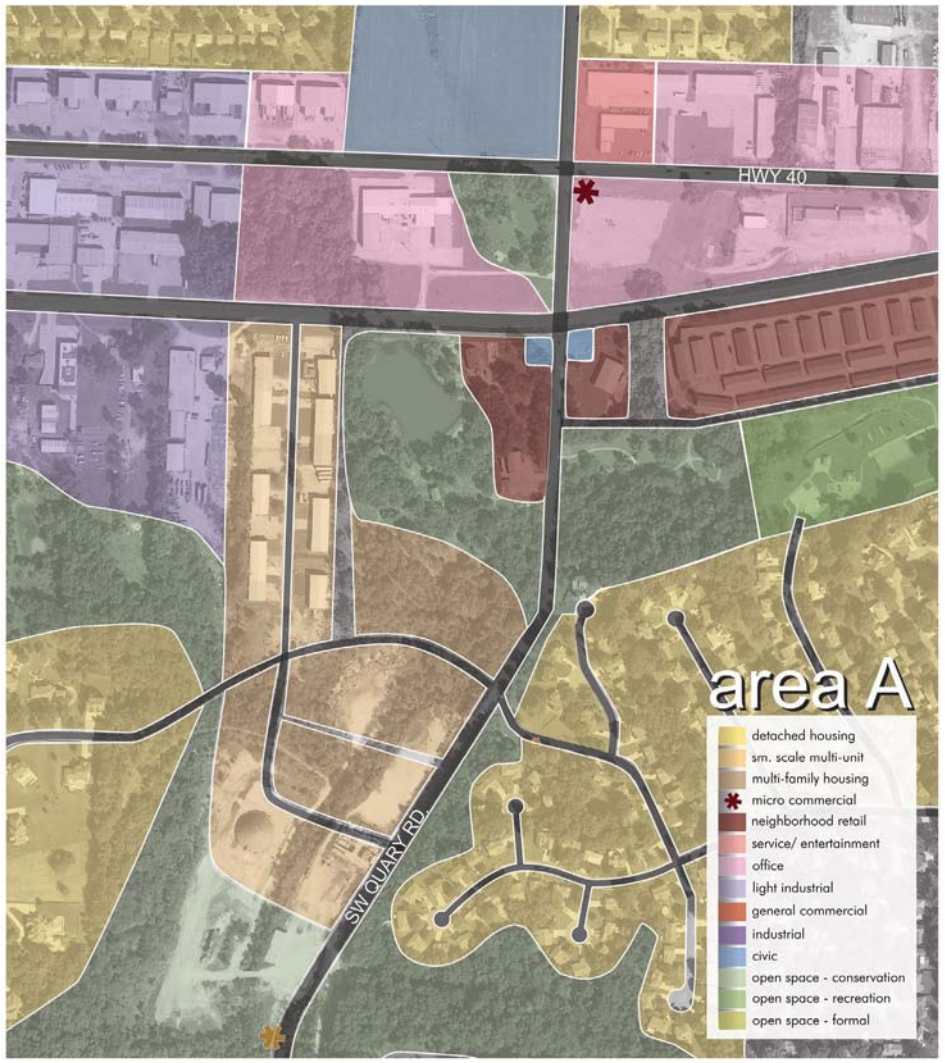
## 2 TO 5 YEARS

- Incorporate a significant civic anchor to create a Distinct Destination at Highways 40 and 7.
- Implement civic/open space concepts a part of incremental development of Area C.
- Provide new or strengthen existing bike / pedestrian connections through natural areas (drainage, forested, etc.) to Fleming Park trail network.
- Investigate an access management strategy for Highway 40. Any strategy should support redevelopment of the corridor, specifically a Gateway/ Neighborhood Center at Woods Chapel Road (south) and improved bike / pedestrian crossing across Highway 40.
- Implement gathering places at Highway 40 & Quarry Road to capitalize on connections to adjacent neighborhoods, Ward Park & Fleming Park.

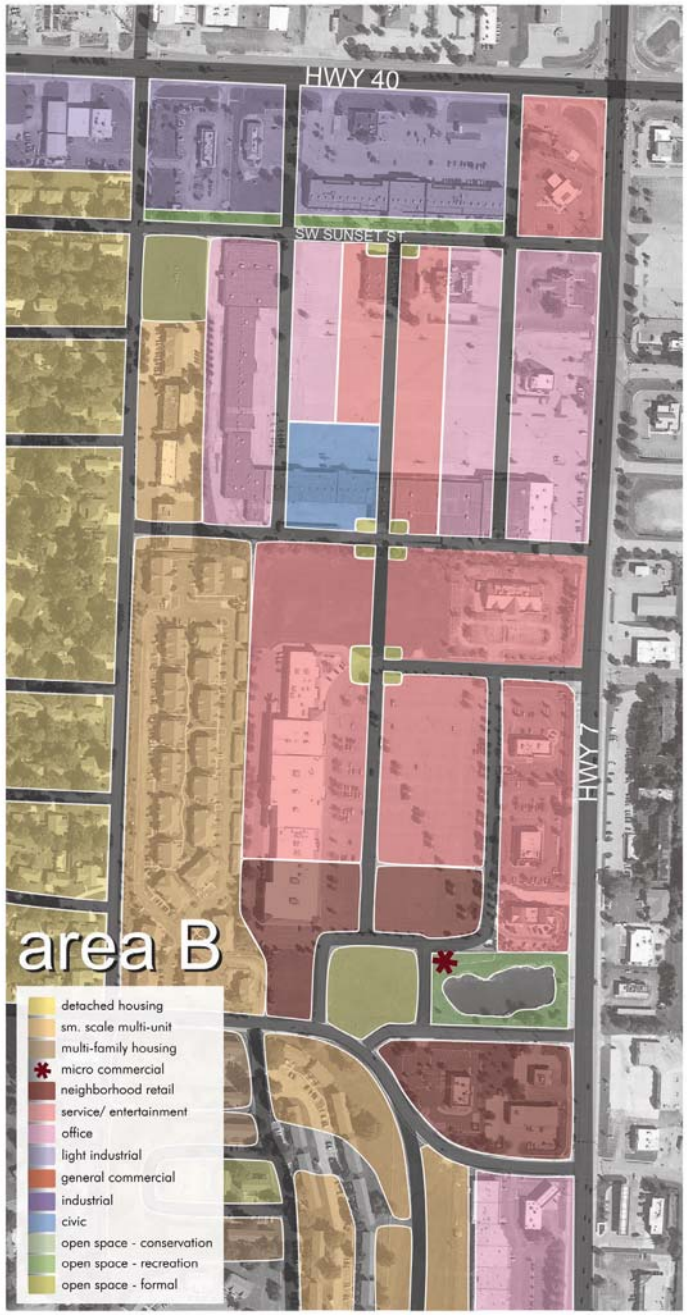
## 5+ YEARS

- Improve the visibility and accessibility of Ward Park from Quarry Road to encourage bike and pedestrian connectivity to surrounding neighborhoods and future redevelopment to the west.
- Implement an access management strategy that emphasizes internal connections and improved crossings for Highway 7 in Development Area C. Reduce the number of curb-cuts that currently exists as development occurs.

# C1: Development Concepts



# C1: Development Concepts



# C1: Development Concepts

