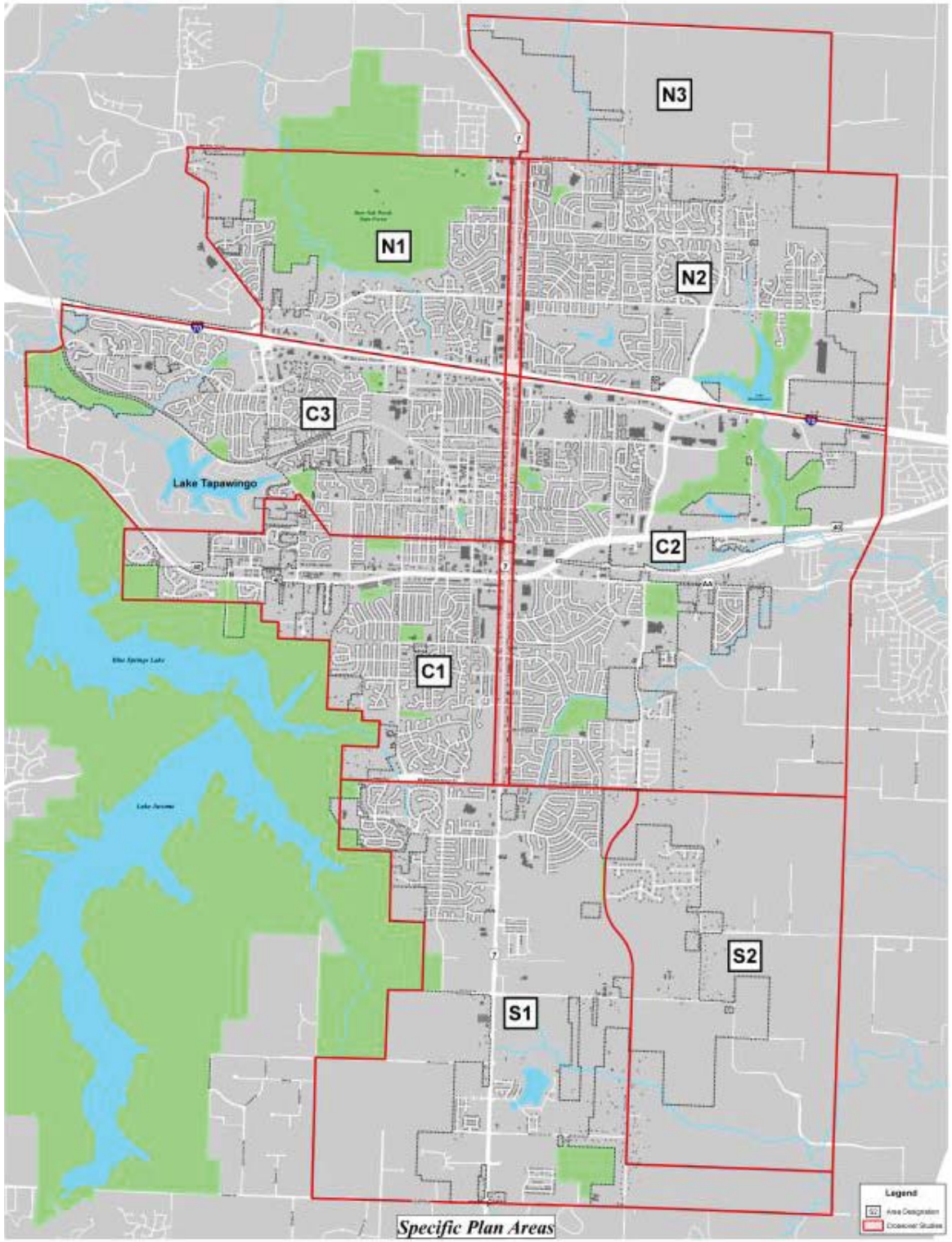
APPENDIX B:SPECIFIC PLANS

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.

APPENDIX A: CITY-WIDE POLICY MAPS

GENERAL USE CATEGORIES

The following are General Land Use Categories that support this plan. They are best mapped as a Future Land Use Plan for block- or area-scale plans through the Specific Plan process, to identify the range and relationships of different land uses that are typical of the Place Types in the Framework Plans. Areas that do not have a current Specific Plan should be guided by the categories for each Place Types identified in Table A-1, and the Goals and Targets of the General Plan.

Residential Categories:

Low Density Residential. Areas of predominantly detached houses and neighborhood compatible institutional uses. Net density for these areas is typically less than 5 units per acre. This category is appropriate in limited application to areas that are remote from neighborhood centers or where transitions to natural features makes it difficult to develop in more compact and walkable neighborhood patterns.

Mixed Density Neighborhood. Areas for residential living arranged in a neighborhood pattern with access to supporting uses. Net density for these areas is typically 5 to 12 units per acre. A range of housing formats, institutional uses or micro-commercial uses that are compatible with the neighborhood scale may be incorporated at strategic locations.

High Density Residential. Residential areas of predominantly multi-unit buildings or sites, apartments, and supporting institutional uses, primarily located in corridors or at the transition areas between neighborhoods and centers or corridors. Net density for these areas is typically more than 12 units per acre.

Mixed-use & Commercial Categories:

Mixed-use – General. A mix of retail, service and entertainment, institutional and employment uses, primarily located around the periphery of Neighborhood Centers or Distinct Destinations to support the core areas of those Place Types. These areas may include residential uses in formats that support the principal commercial nature of the area.

Mixed-use – Retail Dominant. A concentrated mix of small scale retail uses, and supporting service, office and institutional uses that serves as the core of Neighborhood Centers or Distinct Destinations. These areas may include residential uses in formats that support the principal retail uses.

Mixed-use – Employment Dominant. A mix of businesses that can include office, service, craft manufacturing or light industrial uses, and any small scale retail or institutional uses that help support the primary function of other job-creating uses. Appropriate locations include Business Hubs, Corridor Reinvestment Areas or on the periphery to support Neighborhood Centers or Distinct Destinations. These areas may include residential uses in formats that support the principle employment uses or serves as a transition to adjacent neighborhoods,

Downtown Blue Springs. A mixed use area including commercial, service, civic and residential uses organized in a walkable urban pattern. The scale, location and relationship of different land uses within downtown is more specifically identified in the Downtown Master Plan.

General Commercial. Areas primarily for larger scale non-retail service or office uses, or for retail uses that cannot easily be accommodated in or are not compatible with mixed-use areas.

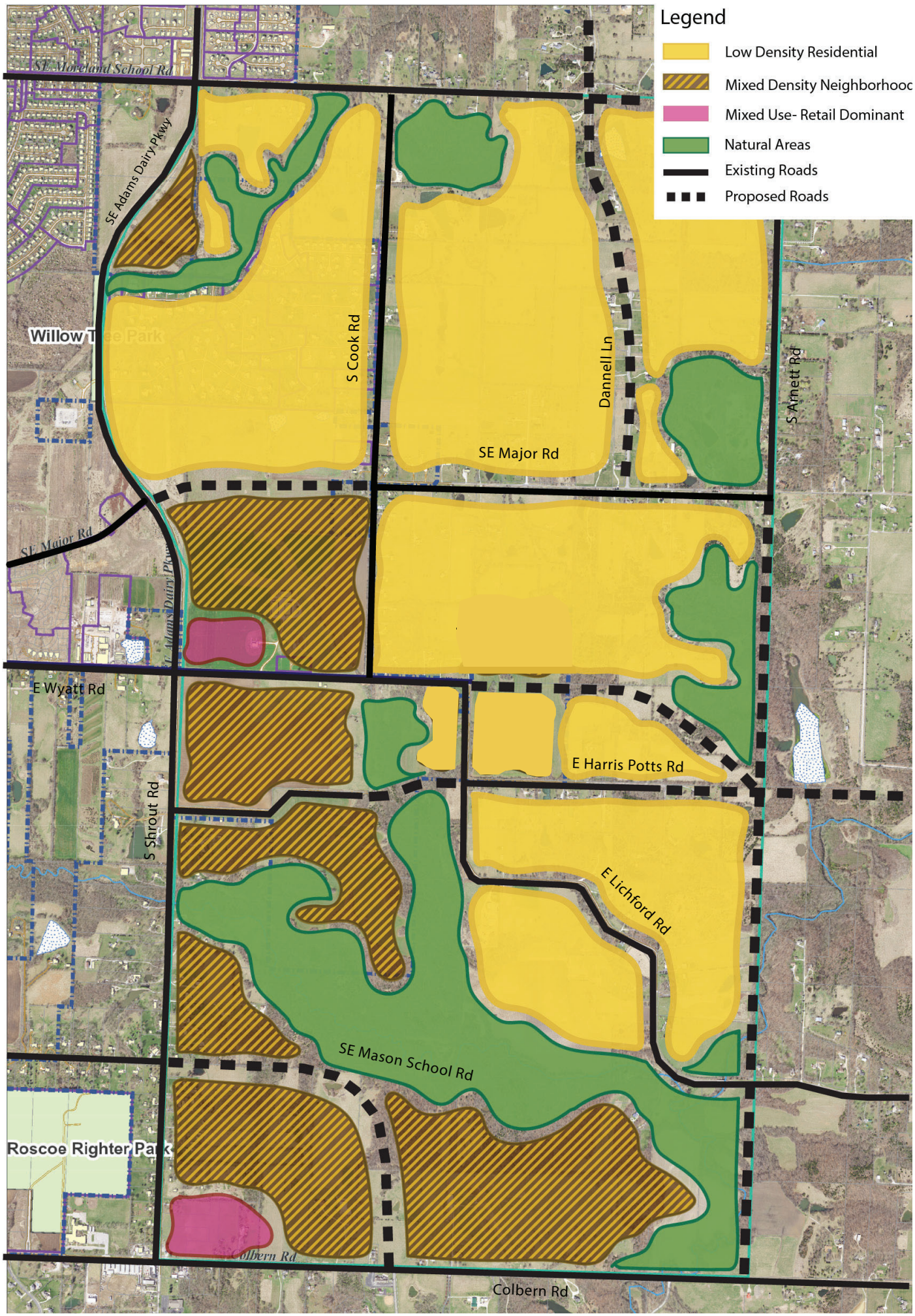
Industrial. Areas for assembly, processing, warehousing, and limited manufacturing uses that require larger building formats or land areas, and whose operations required buffering or separation from other potentially incompatible uses. These areas may include office or service use that support the principle production and employment function of the area.

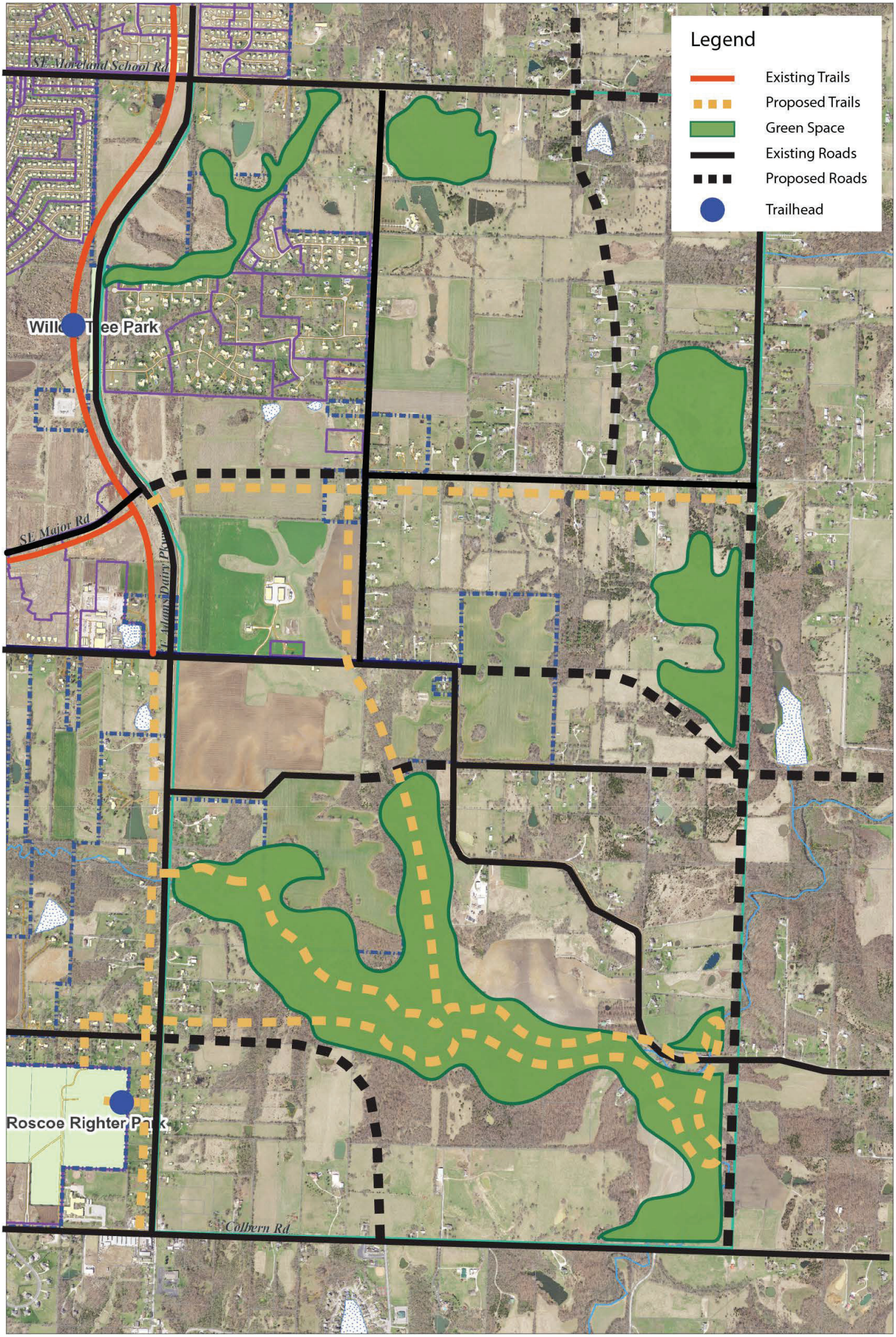
Civic Categories:

Public / Semi-Public. Areas to accommodate public entities, private uses that serve a broader public interest or other facilities built and maintained for general public use.

Parks. Open space designed for active or passive recreation which typically includes a mix of natural and formal amenities, such as parks, playgrounds, trails, and greenways.

Natural Areas. Areas of significant natural features such as topography, vegetation or bodies of water that will have an impact on infrastructure and development patterns. These areas may provide aesthetic, recreation, or green infrastructure opportunities for surrounding development.


SE Moreland School Rd
Legend
Low Density Residential
Mixed Density Neighborhooc
Mixed Use- Retail Dominant
Natural Areas
Existing Roads
Proposed Roads
SE Adams Dairy Pkwy
S Cook Rd
Dannell Ln
S Arnett Rd
SE Major Rd
E Wyatt Rd
E Harris Potts Rd
S Shrout Rd
E Lichford Rd
SE Mason School Rd
Roscoe Righter Park
Colbern Rd
Colbern Rd


Legend
Existing Trails
Proposed Trails
Green Space
Existing Roads
Proposed Roads
Trailhead
SE Major Rd
Colbern Rd
Roscoe Righter Park

S2: Strategies

1 TO 2 YEARS (SHORT-TERM)

- Assess traffic patterns at SE Adams Dairy Parkway and SE Wyatt Road to determine if any future modifications are needed to increase safety for drivers, pedestrians, and bicyclists (12 votes).
- Discourage "leapfrog" development that lead to gaps in public services and insufficient infrastructure systems (sewer, water, transportation, etc.) (10 votes).
- Preserve natural stream buffers and floodplains to avoid flooding issues, stabilize stream banks, and filter stormwater runoff (9 votes).
- Encourage development patterns which will preserve significant trees and topography (5 votes).
- Limit the subdividing of parcels under 50 acres, unless developed as part of a planned development, to promote coordinated development patterns (5 votes).
- Leave it alone (write-in by attendees) (5 votes).
- Encourage the Land Bank to set standards for development of Land Bank-owned properties (4 votes).
- Improve Moreland School Road and Cook Road intersection (write-in by attendees) (3 votes).
- Shoulder improvements to Moreland School Road and Cook Road (write-in by attendees) (2 votes).
- Create an Annexation guidebook for property owners within the area (2 votes).
- Encourage use of roundabouts or other alternatives to traffic signals on Adams Dairy Parkway (write-in by attendees) (2 votes).
- Encourage integration of various housing types and densities within single developments.

S2: Strategies, con't.

2 TO 5 YEARS (MID-TERM)

- Utilize floodplains and stream buffers to develop a system of greenways for future trail and park development (4 votes).
- Review, and amend if needed, Parks Master Plan for potential expansion of parks and trails within the area (3 votes).
- Evaluate opportunities for the development of a Complete Streets system within the area (1 vote).
- Require dedication of public open space in and adjacent to natural areas for future trail system (1 vote).

S2: Strategies, con't.

5+ YEARS (LONG-TERM)

- Support needed infrastructure improvements along Adams Dairy Parkway/Shrout Road without higher density development (write-in by attendees) (9 votes).
- Analyze viability of a natural trail system adjacent to stream buffers that provides bicycle and pedestrian connections between neighborhoods, schools, parks, and commercial areas (6 votes).
- Encourage higher density development along arterial streets (Adams Dairy Parkway/Shrout Road and Colbern Road) to support needed infrastructure improvements and long-term maintenance (2 votes).
- Determine solutions to fund future infrastructure improvements that go beyond the 2029 expiration of the Neighborhood Improvement District (NID), including utility and street improvements (1 vote).