

CITY OF BLUE SPRINGS COMPREHENSIVE PLAN

JUNE 2014

cover image:
Lake Remembrance

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introduction

This plan includes the following key components to tell our story.

DID YOU KNOW: Key data points, trends or interesting facts that explain what we are planning for.

THEMES: An editorial of big ideas and key opportunities in this plan.

VISION: The benchmark against which future policy and investment decisions should be made.

FRAMEWORKS: The critical policy areas that will create a more integrated, beautiful, functional & valuable city.

GOALS & TARGETS: Our to do list, to "move the needle" towards our vision.



natural gathering place

ABOUT THIS PLAN

planning for places, not land use

This plan is about planning for places, not simply land uses. It concentrates on **integrating land use, development form, urban design, transportation and economic development strategies** into all decisions that impact physical improvements in our city. It also focuses on the **relationships and transitions that are so critical to creating unique and dynamic places**. These places are well-loved, warrant long-term investment, and build value over time.

a system for planning at different scales

This plan is about **understanding different scales, and how city-wide policies can result in valuable places**. It starts with a comprehensive perspective, but it must end in projects. And each project—no matter how small or how subtle—contributes to our city. A system of planning at different scales, where each scale reinforces the other, can better coordinate policies, actions, investments and decisions that make our city work. This system can also **allow staff and the community to proactively continue the planning process under this plan**. Continuing to refine data, analysis and public participation at each scale can yield design and development solutions unique to a context, yet supportive of the city-wide vision and frameworks—a building as part of a site, a site as part of a block, a block as part of a street, a street as part of a neighborhood, and a neighborhood as part of our city.

incremental & strategic investments

The essential ingredient for long-range, comprehensive plans is time. This plan includes some things that are ambitious and call for significant change, while other things are simple and routine improvements. We can't possibly predict the outcome or success of every initiative over the course of this plan, but we can **coordinate actions of the many people who must take part in building the future we say we want**. This is a plan for individual action, but action that contributes to the broader, collective and long-range vision. The task of incremental individual city-building requires **a plan that is simple but strong, flexible but frequently used, focused but comprehensive and principled but pragmatic**. So this plan is about planting seeds for what is possible over time, with the right opportunities, and with careful attention to details about how projects relate and how small steps can be leveraged into bigger and better things—sometimes unanticipated.

a different way to think about our city

Let the conversation begin…and continue… and evolve… and build. This plan presents some simple concepts, and identifies some well-understood principles and documented patterns that support those concepts. What it **does not do is determine how those concepts are to be specifically executed**—and in fact as a comprehensive and city-wide plan it could not. However it frames the conversation and provides parameters to continually refine ideas, address issues and solve problems. All while on a steady course towards building more valuable and resilient places in our community. As long as the basic ideas in this plan are sound, it should serve the city well as **a guide to making more effective decisions** and a means to implement a planning system that **leads to action**. This plan presents **a different way to think about our city**.

plan objectives

This plan and its components are intended to meet the following objectives:

1. Guide all policy, development and investment decisions.

2. Influence the administration and coordinate decisions of all departments at all scales of action.

3. Create a "system of planning" whereby staff and stakeholders continue to do Specific Plans and Development Plans tailored towards the needs and priorities of different areas of the community.

4. Use Goals and Targets to evaluate progress towards the Vision.

5. Use appropriate strategies to ensure on-going, incremental and evolving implementation.

6. Identify opportunities for a series of smaller, incremental initiatives to be undertaken by those that want to build Blue Springs' desired future.

7. Be continually revised and updated to reflect the communities priorities.



Blue Springs fun run

Periodically throughout this document you will see the *what works* and *rules of thumb* symbols (right). These are intended to provide additional information regarding a specific topic. Each represent thoughts and ideas to help understand and implement the goals and targets identified to achieve the vision for Blue Springs.



what works

Lists of important principles to consider that have proven effective in implementing the concepts and policies in this plan. These reflect suggested methods to act on this plan through further planning, policies and projects.



rules of thumb

Lists of strategies and parameters likely to lead to successful outcomes. Further, planning, policies or projects that are clearly within the "Rules of Thumb" are likely consistent with the General Plan; when they begin to stray from one or more of the "Rules of Thumb" it may be an indication of issues that require further analysis or a greater level of justification to demonstrate consistency with the Vision, Frameworks, and Goals of the General Plan.

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did you know

There are many things that influence the growth and development of a community. Events like the discovery of a spring along the trails, completion of a freight rail system, investments in regional parks and natural areas, introduction of an interstate system, and investment in a top quality school system all helped shape the City of Blue Springs into the city we know today.

Currently, recovery from a recession, globalization and sustainable practices influence the decisions made for Blue Springs. In the future what will inspire change in our community—regional transit, demographic changes, new community investments or some other actions?

Blue Springs must anticipate and respond to many of these changes—some under our control locally and regionally, and some influencing us through national trends. Understanding our city, and the perspective afforded by a long-range and comprehensive plan, will help us accommodate change and remain healthy, viable and competitive within the metropolitan area.

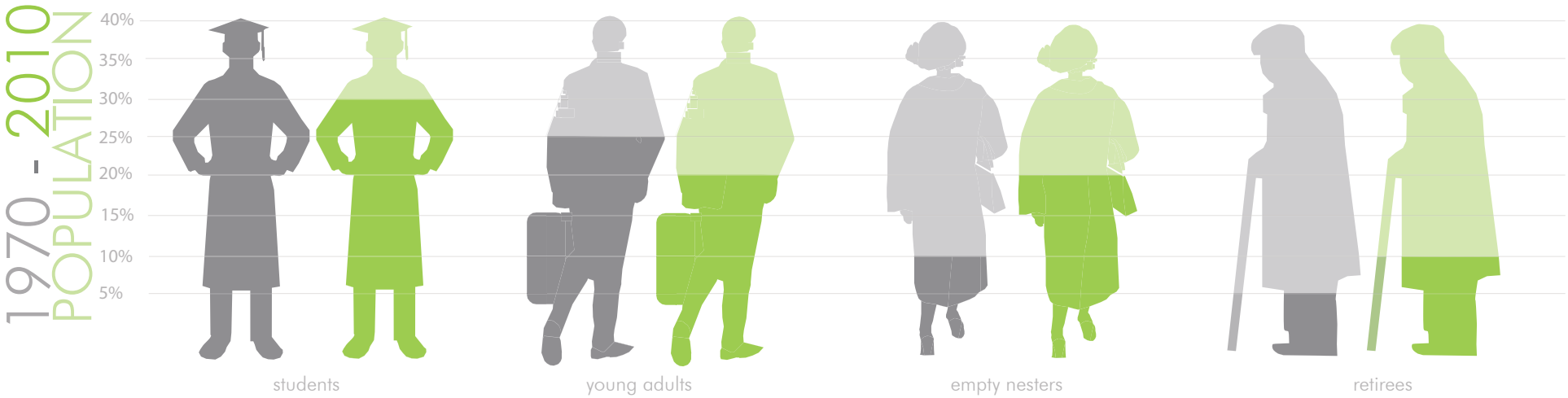


Big Sky - Blue Springs

DO YOU KNOW BLUE SPRINGS?

we are growing older and more diverse

The population of Blue Springs is **getting older**. Over the past several decades an increase in the percentage of empty-nesters and retirees, combined with a decrease in young adults and students, has made the population **more age diverse**. An aging population is consistent with the national trends.



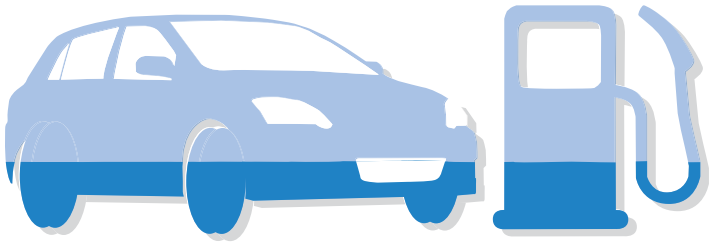
the community *loses population* during the daytime

85% of the workforce in Blue Springs leaves the city every day for a job. In contrast to the nearly 22,000 people that leave the community, almost 12,000 people come to Blue Springs for work. This activity represents a daytime population **loss of more than 10,000 people for the city**. This trend is similar to other suburban communities in Kansas City, including Independence and Lee's Summit.



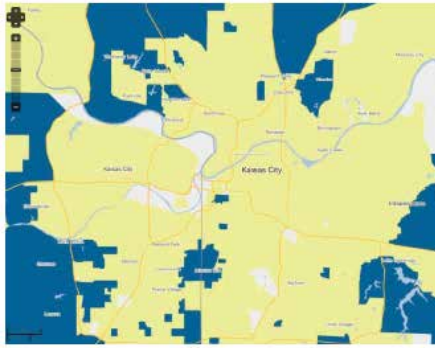
we spend more on transportation than the metropolitan & US average

The average household in Blue Springs spent $15,128, almost one-quarter **(23%) of their household income**, on transportation annually. This slightly more than the average household in the Kansas City metropolitan area, but near **double that of the national average**, $8,758 or 13% of household income. Similarly, when transportation costs are combined with housing costs, much of Blue Springs **exceeds what is considered affordable**, in relation to household income.* The U.S. is spending more than ever before on housing and transportation.



**The Center for Neighborhood Technology (CNT) identifies Housing and Transportation affordability as spending less than 45% of household income on the combination of housing and transportation costs.*

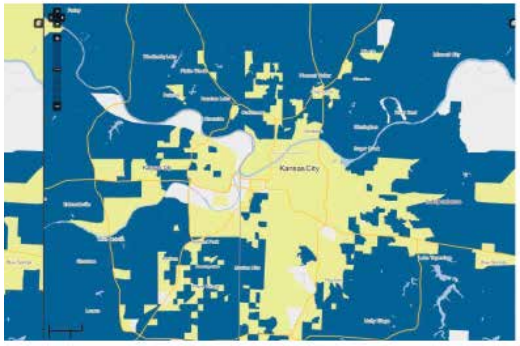
Housing Affordability



Below 30% of median income

Above 30% of median income

Housing + Transportation Affordability



Below 45% of median income

Above 45% of median income

three-fourths of our housing stock is comprised of single-family houses, but household size is decreasing.

People that live in Blue Springs identify with the neighborhood in which they live. A vast majority of those people lived in single family homes in 2010. At that time more than **75% of the housing stock in Blue Springs was single family**, detached housing units. Additionally, in 2010, 20% of the households in Blue Springs were occupied by a single inhabitant and 34% by two inhabitants.

It is projected that by 2025 over 50% of all new households will be single occupant.*

75%
of housing is single family



* *Arthur Nelson, Director, Metropolitan Research Center, City & Metropolitan Planning, University of Utah*

most daily services can be found within two miles of home

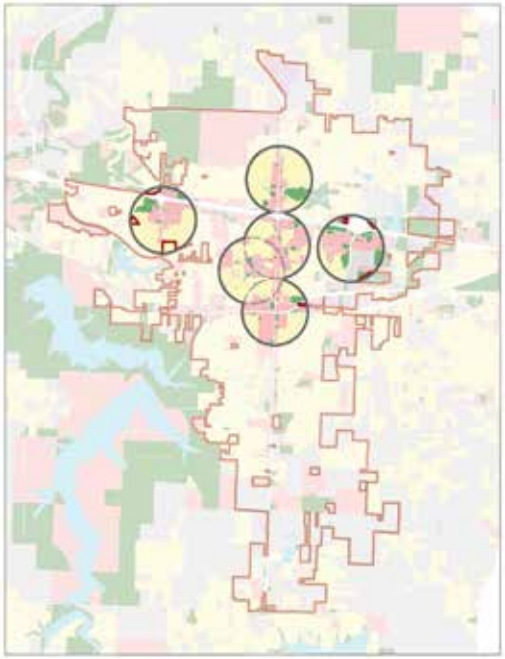
It is estimated that **80 to 85% of all transportation activities in a community are non-work related**, which means they are personal trips made by choice. Therefore when looking to hold the line on transportation costs, the ability to choose to **bicycle or walk for personal trips even just one or two days per week could result in transportation costs reduced by nearly 20%**. Residents of Blue Springs can find all their daily needs provided for in the community. The services that most residents need are within two miles. Many of these locations while readily accessible by car, **remain disconnected from the neighborhoods** and residents that they serve, particularly those wanting to walk or use a bicycle.

5.7—the average number of stores a customer visits in a walkable place

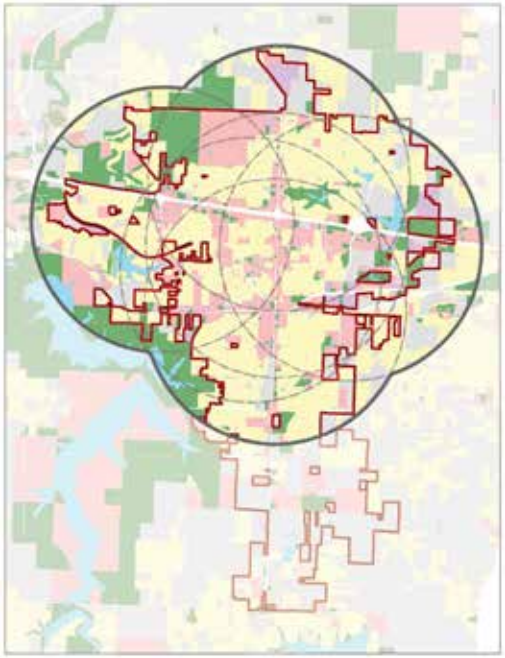
1.2—the number of stores the average customer visits in a car-oriented corridor

2–5 miles—the distance that is easily bikable under normal conditions

1/4–1/2 mile—the distance that is easily walkable in pedestrian-oriented places



Illustrative pedestrian shed for certain destinations



Illustrative bicycle shed for certain destinations

our community began at Burrus Old Mill Park

The residents of Blue Springs enjoy living here. Many of them chose Blue Springs for the **quiet, affordable neighborhoods** and the quality school system. However, when asked, most residents **cannot identify any unique elements** of Blue Springs. Something that Blue Springs is known for or people identify as unmistakably Blue Springs. Independence, MO has the square and tower. Kansas City has the Sky Stations. St. Louis has the Arch.

Blue Springs lacks community identity, something that **defines the quality and uniqueness of city** and its people. The community has many great qualities, but none of them have been developed into a brand or established as a community identity.



an average block downtown returns 2x to 10x the per acre property tax compared to other retail sites

Cities deal in the commodities of infrastructure and land, and getting the most value per acre is important to fiscal strength. It also usually makes great places. Downtowns generate tremendous value, even when the market is down. Three downtown properties (with rents near the bottom of the regional market) still generate far more tax revenue per acre than successful big-box and commercial properties elsewhere in the community. The equation is really quite simple: the efficient use of property generates more revenue per acre, which makes it easy to service and more financially sustainable. As downtown becomes more prosperous over time, these numbers have the ability to rise to even greater heights.

TYPICAL RETAIL PROPERTIES*:

Wal-Mart on Adams Dairy Parkway	$19,648
Home Depot on ADP	$15,989
1209 SW 7 Highway	$9,702

* property tax per acre

DOWNTOWN PROPERTIES*:

1114 West Main	$79,117
1100 West Main	$29,804
1104 West Main	$29,217

* property tax per acre

Note: 1100 & 1104 both include surface parking lots



**Downtowns are not only centers of commerce, culture, and places that a growing number of people want to live, but they are also highly efficient generators of tax revenue. These numbers include property tax only; data was not available on the per-acre sales tax generated by these properties.*

nature is all around us

Blue Springs is proximate to several **natural regional destinations** that support the metropolitan area. Recreational and natural areas such as the lakes, Blue Springs, Jacomo and Remembrance Lake and regional parks such Fleming Park, Burr Oak Woods*, Landahl Park, the Little Blue River and Trace Trail and Monkey Mountain Nature Preserve provide **numerous opportunities for outdoor recreation, leisure and education**. These natural areas are an attraction not only to Blue Springs, but for the entire metropolitan area. While these destinations provide ample opportunity for outdoor recreation, they are not very well connected and some not easily accessible.



**Burr Oak Woods is 1,071 acres of woodlands, glades, fields and ponds within Blue Springs. It also includes a 168-seat auditorium and 3000-gallon aquarium displaying native fish and reptiles.*

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themes

Increasingly suburban communities find themselves competing with their peer communities for growth, economic development and the types of investments required to keep cities strong. In this planning process it was noted in public discussions that "healthy, active lifestyles are no longer an amenity, they are an expectation." As our region grows and people relocate to our metropolitan area and Blue Springs, they are often coming from peer communities where active recreation is ingrained into the city structure, and where quality places are well-connected and engrained in neighborhoods. They are looking for a similar environment to live, work and play. The following "Themes" were a consistent part of the community dialogue and are major elements of our future long-range vision to keep Blue Springs competitive and unique.



Dillingham Lewis Museum - Blue Springs

THEMES: OUR BIG IDEAS

the LINC – our natural advantage

The **LINC**—a system of [**L**]ocal [**I**]ntegrated [**N**]atural [**C**]onnections—will **connect the major outdoor destinations through bike routes, trails and multi-modal streets that promote the green and natural amenities** of the region. It will incorporate gateways and landmarks at important locations along these routes to strengthen the presence of these amenities in our community. Strengthening essential **connections between neighborhoods and these places will improve the access and visibility** of these image-shaping natural assets. Linking this system with the city's well established parks and recreation system will help integrate a network of different open space types throughout the community. Key nodes along these routes will become **ripe for economic development with unique destinations** catering to these active, green spaces, and creating "a chain of valuable places and natural spaces."

The experiences offered by this system will be varied and diverse—from isolated natural areas, to active outdoor recreation, to the local park teeming with activity. This system will **provide the structure around which strong neighborhoods and healthy lifestyles thrive**. No other city in the metro enjoys such a close connection to so many vast and diverse open spaces. This will be the city's defining civic attribute and our "differentiator" compared to peer communities. The LINC is **"our natural advantage."**



cyclists along the little blue trace

a day in the life: the LINC system

7 AM

7:05

What a beautiful day. Sunny and 50°, spring is in the air, and the thaw is beginning. A great day for a bike ride.

7:15

Leaving my neighborhood I spotted an old friend on the trail. We decided to stop at the coffee shop up ahead on the route to catch up.

8 AM

8:30

Well that took a while. What a conversation and lively place to hang out—it was good to catch up.

8:45

A stop at the local park for a water break and to watch a soccer game between neighborhood kids.

9 AM

9:20

The entrance to Fleming Park never looked better! Groves of trees are beginning to bud, and the birds chirping have drown out traffic.

10 AM

10:15

What a circuit! 12 miles of uninterrupted biking under my belt really feels good. Not bad for a novice biker. I suppose the views of the beautiful lake and sail boats kept me rolling along.

11 AM

11:00

The day is turning out more spectacular than ever, and I am feeling really good. I think I will head up to Burr Oak Woods to do a little exploring.

11:10

That new connection to Burr Oak Woods certainly made this spectacular place more convenient and accessible than ever. It is still so tranquil—even as the morning hikers begin to emerge from the woods.

12 PM

Noon

I ran into another old friend on the trail. She was coming back from mountain biking at Landahl Park. We decide to gather for a quick bite and a beer on the patio of the new restaurant overlooking the creek.

1 PM

1:15

It's time to head home and my afternoon tasks await. I think I will take the route on the shady tree lined streets through the neighborhoods, as the afternoon sun is getting a bit warm. It's amazing to think that these new "green street" investments infiltrate 50% of the city's stormwater runoff.

1:35

Great morning ride, though a bit longer than I expected. Good thing there are plenty of interesting stops and things to do along the way. Maybe next week I will head out to Little Blue Trace or Monkey Mountain.

2 PM



downtown blue springs

neighborhoods & gathering places

Neighborhoods are the strength of Blue Springs. **Strong neighborhoods with good schools have led Blue Springs' growth, and this will continue to keep it strong into the future**. Yet when pressed for what is unique or remarkable about our neighborhoods, many residents have a hard time putting their finger on anything unique. Further, our demographics are changing and people are wanting more from their neighborhoods—things such as **housing options** that allow people to remain in their neighborhood through various stages of life, **places to walk** to, and **places to socialize** are some of the things people desired when asked about how to make a strength of Blue Springs—our neighborhoods—even stronger in the future.

Blue Springs' neighborhoods of the future will be well connected to **"gathering places"** within walking distance—including recreation, civic and commercial amenities to enjoy as part of a daily or weekly routine of neighborhood life. The potential types of gathering places are endless—commerce, education, culture, worship, or recreation are some of the reasons people visit a gathering place, but **the experience and the conversation are what keeps people coming back**. In this regard, our future gathering places should be as diverse as the neighborhoods they serve and the regulars who support them.

elements of a great gathering place

Gathering Places are a place to spend quality time away from home or work. They can include recreation, civic, or commercial functions—or often an enriching combination of all three. Great Gathering Places exhibit the following elements:

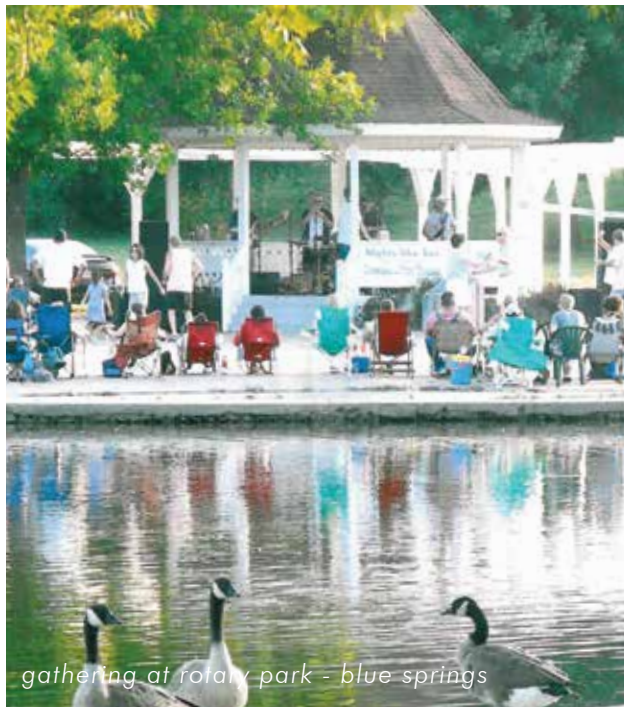
1. Convenient – within walking distance.
2. Social – welcoming and comfortable; conducive to informal conversations, spontaneous activity, and simply hanging out.
3. Unique service/experience – where a broad cross-section of the community can come together.
4. Engrained – fostering a sense of ownership, loyalty and belonging.
5. Inspiring – reinforcing routine use through different and rewarding experiences.

Additional Resource: *The Great Good Place*, by Ray Oldenburg.

The physical scale of gathering places is typically quite small, allowing these types of places to integrate well with the surroundings and remain accessible on foot. But the impact of this idea can be large—**offering rich and varied experiences and strengthening places that become social heart of our neighborhoods**.

Gathering places help strike the delicate balance between the home as an oasis of privacy and the neighborhood as our organizing structure for social and civic engagement. They offer a connection to something bigger than the home, yet smaller and more intimate than a jurisdiction, district or association that is simply a geographic circumstance. It is an idea as old as the corner inn and public house or the soda fountain, and as new and fresh as the coffee shop and Wi-Fi hot spot. And they will continue to be as dynamic in the future. But one constant remains—**great gathering places can be a simple, life-changing amenity that gives you an excuse to experience your community** on your own terms and at a slower and more social pace.

Where gathering places are lacking, we will build and integrate them in and around our neighborhoods; where they are present, we will strengthen them by improving connections, visibility and convenience—primarily for those nearby, on bicycle or on foot. ***Because every home needs a great place "just around the corner."***



gathering at rotary park - blue springs


mill springs business park

relationships & innovation: a great place to grow business

Blue Springs' population is quite different during the day than it is at night. This is not unique for places that are "bedroom communities." But the metropolitan economy is changing—the workforce is changing, the nature and locations of jobs is changing, and our commuting habits and preferences are changing. All of **these changes provide an opportunity for Blue Springs**. Changing our local economy from a bedroom community to a full–service community will **provide stability for Blue Springs to thrive in the future**.

To capitalize on this opportunity, it is not enough to simply suggest we will try to lure professional jobs or a growing company. Much like we need neighborhoods where people want to live, **we also need to be creating places where workers want to work and business owners want to invest**. A lot more goes into a business's decision to invest in one location over another, besides just appropriate land use designations, building infrastructure or granting tax incentives. And even more goes into building places that welcome new business development as an essential ingredient of a complete community.

Increasingly, **ideas and innovation are becoming as critical a component to business growth** as capital and infrastructure. And this presents a vast and untapped resource for communities, compared to the conventional economic development resources.

- Communities must be **conservative in their allocation of land** for different uses—this resource is finite.
- Communities must be **measured in their investment in infrastructure**—this commitment is long-term.
- Communities must be **strategic in their use of incentives**—the capacity for this is limited.
- But communities can be **aggressive in their pursuit of creating "environments for innovation"**—the potential of innovation is unlimited.

The ability to support innovative companies and entrepreneurs can be as strong of an economic development strategy as any development incentive. This means providing the types of places that draw the innovators and nurturing the relationships that are the roots for business development. Blue Springs can grow our local economy by focusing some on our strengths:

- **BUILD DIVERSE PHYSICAL SETTINGS**: Becoming a great place to start a business means creating physical environments where people want to be and continue to invest—whether in a garage or basement, in rehabilitated strip centers or underutilized sites, in "business hubs" or "neighborhood centers," or in our "distinct destinations" like downtown or the emerging innovation park. Developing a wealth of great local businesses requires all of these diverse physical settings to thrive.
- **PROMOTE OUR STRONG BUSINESS CULTURE**: Nurture our existing businesses and make sure they have access to the resources they need, including a well-trained workforce, lifelong learning and skill development opportunities, spaces to grow, and the physical facilities they need to remain successful. All of these efforts are part of our strong business culture.
- **PERSONAL RELATIONSHIPS ARE THE DIFFERENCE**: Really knowing the needs and communicating openly with small and local businesses so they can become successful—developing new markets, refining business models, physical locations and relationships with allied businesses, and sharing information so we can grow competitive intelligence. Blue Springs has always prided itself on valuing the personal relationships that make the difference.

When paired with the quality physical and social environment that we will create for our residents, and the diverse places for investment, Blue Springs will remain home to strong businesses—new and old, large and small. Building places that attract innovation often come with benefits far beyond economic development. Quite often the types of places that stimulate innovation are simply great places to be—and therefore they are also a great place to grow businesses.



growing our local economy

Growing our local community requires working towards all of the following principles:

Basic Infrastructure – Transportation networks, utilities, communication and broadband access, etc.

Available Locations – Space needs that are flexible and anticipate growth.

Quality of Life Infrastructure – A great place to live attracts a skilled and valuable workforce (arts, culture, education, libraries, parks and open space).

The Commodity of Information – Easier access to the resources that are staples of larger competitors (market research, GIS services, web and marketing support, strategic analysis and competitive assessments).

Strategic Networking – Linking allied businesses and complimentary resources with technical assistance and value added services.

Places to Invest – A great place to work is collaborative, convenient, inspiring, social, healthy and active.



downtown mural

downtown: the heart of our community

As Blue Springs has grown outward, a renewed attention has been placed on where it all started—downtown. Once the heart of a small, rural railroad community, downtown now is at **the center of a bustling municipality** of over 50,000 people. In the summer of 2006, the city of Blue Springs embarked on **a new direction for downtown** after public surveys placed its redevelopment near the top of the priority list. The city undertook a new master plan, which proposed a variety of solutions for jump-starting the area and capitalizing on its potential.

Downtowns are much more than symbolic. The Sonoran Institute, in its 2012 report titled "About Town" suggests that **downtowns are not only centers of commerce, culture, and places that a growing number of people want to live, but they are also highly efficient generators of tax revenue**.

As such, the city has directed a number of resources towards capturing the growth potential downtown. And, it's starting to pay off. Even through the recession, **downtown has seen positive activity** and new development. The city has gained control of some key parcels of land, and is poised to take advantage of regional commuter rail. Street improvements have been made and the visual effects are starting to become real. **Downtown is clearly awaking from its slumber**.

This plan anticipates the continued redevelopment of downtown, making it the distinct and unique destination within the city of Blue Springs. In fact, it has potential to become **a regional destination for culture, commerce and street life**. Changing lifestyle preferences are lining up to support this resurgence, as more and more young people are looking for an active, social environment in which to live. The supply of older buildings also provides a great well of opportunity for entrepreneurs that are looking for inexpensive space and a good location.

next steps for downtown

1. Finish acquiring land for the **town square concepts** outlined in the master plan. Even if the new city hall is not completed, this element of public space is critical to downtown's future success. The land will never be cheaper than it is today.

2. Target **entrepreneurs and risk takers that are willing to partner** with property owners on inexpensive downtown commercial space.

3. Target a **dining / entertainment anchor** to jump-start evening activity. Many cities have used these types of business as the catalysts for future redevelopment.

4. Target **young people** already in the community or looking to move to Blue Springs to move into downtown. If a higher-ed opportunity presents itself, try to bring it downtown.

5. Prepare the **former lumberyard site** for future redevelopment and work to select builders and developers.

6. Improve **cycling infrastructure** so downtown becomes a top biking destination.

7. Continue to focus on additional **downtown residential development** to increase the population base.

8. Continue to support **"Downtown Alive!"** and other efforts designed to increase activity in downtown for existing local businesses.



keys to a vibrant downtown

The attributes commonly found within these thriving downtowns include:

1. **HUMAN SCALE**
   Small blocks and people-friendly streets.
2. **DIVERS & UNIQUE**
   An innovative business culture.
3. **CRITICAL MASS**
   A strong, connected residential population.
4. **PUBLIC REALM**
   A network of well-designed civic spaces.
5. **ANCHORS**
   A cultural or civic attraction.


improved woods chapel road

breathing new life into old corridors

Corridors have been an organizing element of Blue Springs throughout its history, physically and visually. Nation-wide, communities like Blue Springs face a common dilemma—**car-oriented corridors reach a point of diminishing returns** when they are planned simply as centers for commerce. Each new business competes for the visibility, access and space needed to capture traffic along busy roads and the collective value to the community begins to decline—whether it is from aesthetics, congestion, or businesses failing. Once **thriving commercial corridors, built to encourage traffic, lose their luster due to new, more modern commercial areas** nearby.

Corridors are important to the past and the future of Blue Springs. However **a different strategy for investment** is needed in the older corridors and a different approach to development is necessary in our emerging corridors to avoid repeating patterns of the past. This requires a shift to **more land-based development markets,** rather than simply basing economic development on the hopes of capturing more pass-through traffic on our roadways. Strengthening the value of corridors requires being **strategic about where to concentrate quality places**, and then supporting those places with complimentary land uses that don't compete or undermine the effectiveness of those strategic investments. This is **a long-term and incremental strategy** that can begin to restore sustained value to these important areas of our community.

corridor reinvestment uses the following principles:

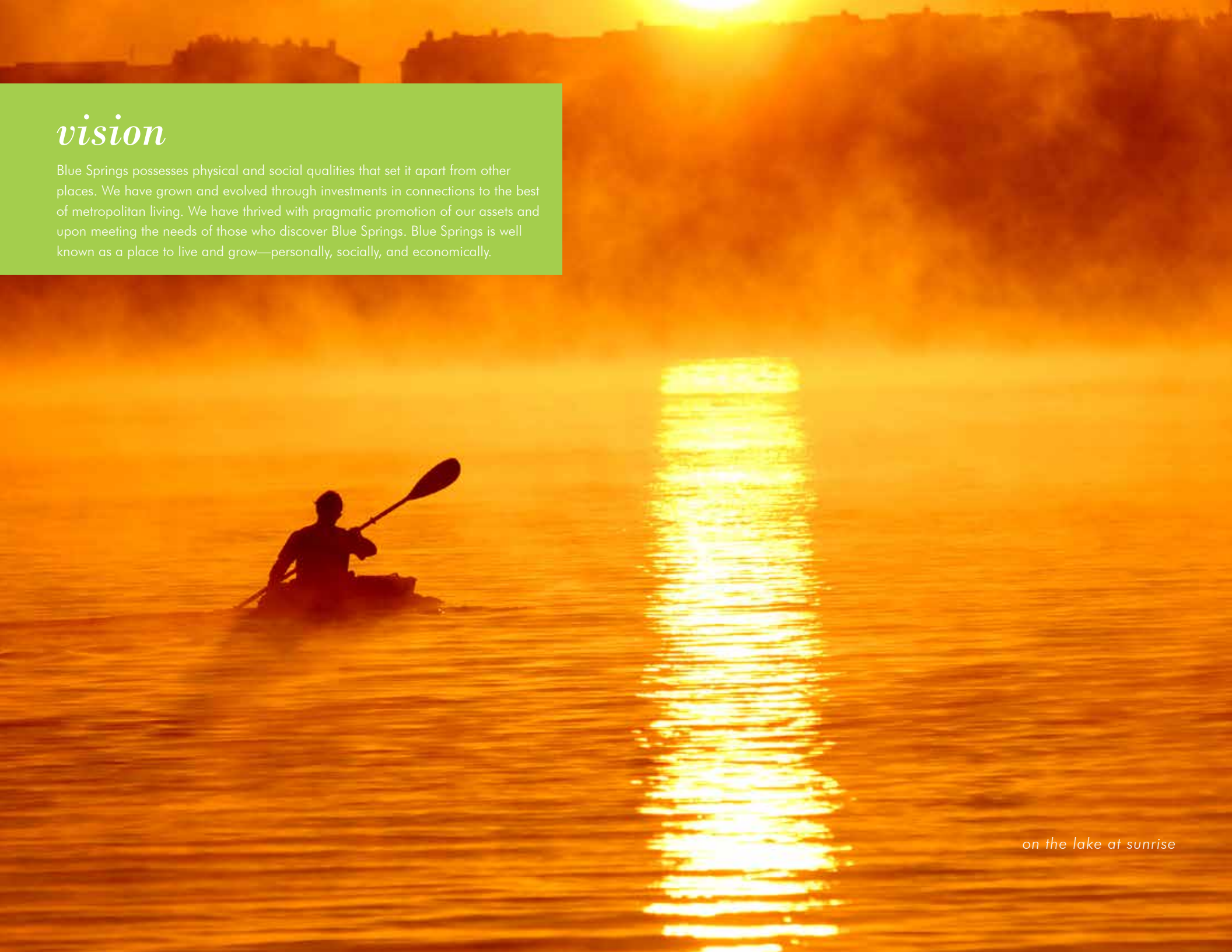
- Promote greater connectivity within sites and to adjacent areas.
- Manage access along busy corridors.
- Concentrate retail into nodes only at favorable locations.
- Create effective land use transitions; support concentrated retail nodes with supporting residential or employment uses.
- Improve the aesthetics of the streetscape to emphasize it as valuable civic space.
- Incorporate civic gathering spaces as the anchor for focused centers.
- Organize redevelopment around a block structure to support future infill development over time.
- Create pedestrian connections—particularly between neighborhoods and retail clusters.

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vision

Blue Springs possesses physical and social qualities that set it apart from other places. We have grown and evolved through investments in connections to the best of metropolitan living. We have thrived with pragmatic promotion of our assets and upon meeting the needs of those who discover Blue Springs. Blue Springs is well known as a place to live and grow—personally, socially, and economically.



on the lake at sunrise

WHAT WE VALUE

moving forward with purpose

From the earliest days of the western journey of pioneers traveling across the country, the spring near the Little Blue River was known as a place to rest and replenish. With the availability of fresh water, the development of a grist mill and the ability to provide supplies to pioneers, this community arose. After completion of the railroad and the construction of a station, this community grew from an outpost to a center for trade and commerce.

Decades later the construction of the interstate changed the physical nature of Blue Springs again, by providing improved access to metropolitan Kansas City and the nation. With quality neighborhoods, efficient municipal services, and premier education and recreation opportunities for citizens, Blue Springs flourished.

Today, Blue Springs is a place that desires to innovate to meet the needs of our community and to capitalize on the new opportunities amidst the changing metropolitan area. Blue Springs will differentiate itself through ***places, city image, connections, and investment.***



blue springs - downtown gathering

PLACES

Blue Springs is a community founded on safe, strong neighborhoods, with a home-town feel and enriching recreation amenities. Our neighborhoods will remain the strength of our community. They will provide quality living for future generations and become better connected to a variety of distinct places—the "social centers" that bind each neighborhood, the businesses that support everyday needs, and the diverse districts and city-wide destinations that deliver an exceptional quality-of-life.

CITY IMAGE

Blue Springs is a gateway to the metropolitan area and to local and regional recreation destinations. The natural and recreational amenities will be our community's defining element and we will establish Blue Springs' image as a healthy, active and connected community. We will capitalize on the visibility of key gateways into our community and emphasize its natural assets, and we will instill civic pride in the quality of our public and private investments.

CONNECTIONS

Blue Springs has evolved and thrived due to access and connections—from original settlement at a spring of the nearby Little Blue River, to a town that grew from railroad access, to the community we all know now on I-70 as the eastern gateway to the metro area. The ability to maximize connections—between people, resources, and places—will be our strength. We will continue to improve connections provided by our transportation assets; we will invest in emerging transportation possibilities; and we will improve accessibility and safety throughout our community with diverse transportation options.

INVESTMENT

Blue Springs has grown through its reputation for efficient municipal services, outstanding education opportunities, and the possibilities for personal and career growth. Our prosperity will be rooted in improving our strong fiscal capacity—for individuals, for businesses, and for our municipality. We will make strategic public investments, we will diversify our local economy and job base, and we will continue to value education at all levels.

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frameworks

The four frameworks of this plan - places, image, connections, and investment - provide the coordinating structure for future development and policies. All projects - no matter how small or how large, and whether they have a transportation focus or a land use focus - will impact each of these frameworks in some way.

Each framework is presented with the following elements:

- Organizing Elements – key concepts of the framework
- Framework Map – a conceptual physical representation of the framework
- Goals & Targets – how the framework is applied to development and investments, and how we measure incremental progress towards our vision.



keystone park

applying the frameworks

This plan is about planning for places. Many different decisions at many different scales are critical to making valuable and enduring places. The details and relationships that define quality places cannot simply be reflected on a future land use map. Therefore, this plan establishes four frameworks to organize the physical elements that will define Blue Springs: Places, Image, Connections, and Investment. These frameworks are based on the vision of the community, and focus on the city-wide relationships of land use, urban design, transportation, and infrastructure policy necessary to manage change, coordinate development and create great places.

Each framework provides essential concepts and organizing elements on how to evaluate projects within their context, and are intended to integrate sites, buildings and streetscapes into their broader surroundings in furtherance of a greater long-term city-wide vision.

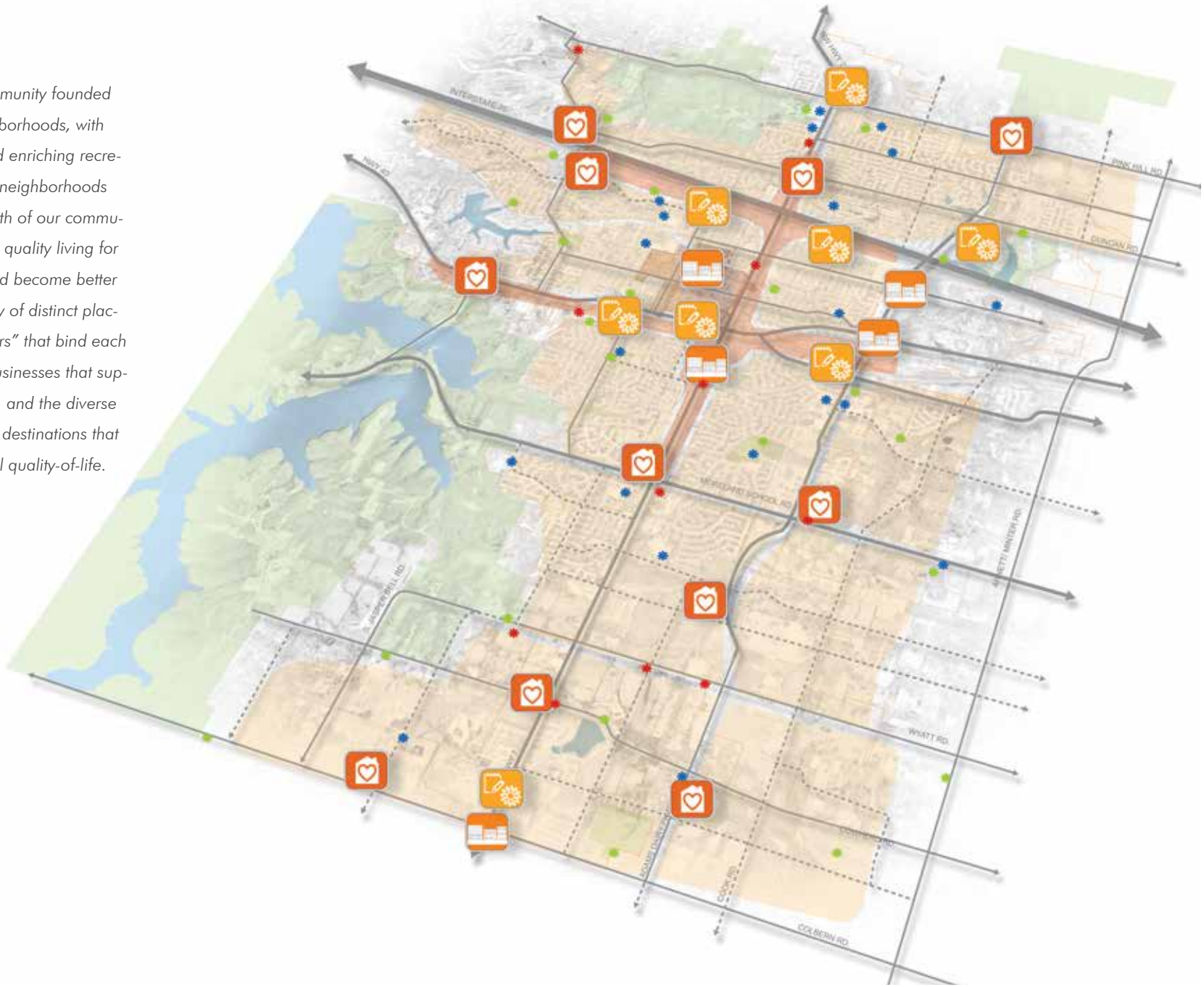
This plan calls for some substantial changes in the structures and patterns of development for Blue Springs. It is a long range plan. Some changes may be small, and there are plenty of opportunities for "quick success." But other changes are big and may not happen within ten years, or even 20 years, but perhaps within 50 years. Cities do not change overnight, but they do change every day—little by little. The goals and targets in this section call for the intentional, methodical, and incremental transformation of Blue Springs into the city identified in the vision. Blue Springs cannot transform itself in the short term, but it can in the long term. In fact, cities always do whether by intention or not.



blue springs - community parade

places

Blue Springs is a community founded on safe, strong neighborhoods, with a home-town feel and enriching recreation amenities. Our neighborhoods will remain the strength of our community. They will provide quality living for future generations and become better connected to a variety of distinct places—the "social centers" that bind each neighborhood, the businesses that support every-day needs, and the diverse districts and city-wide destinations that deliver an exceptional quality-of-life.



organizing elements



NEIGHBORHOODS are the fundamental planning unit for the City of Blue Springs. A neighborhood consists primarily of detached houses, with a mix and integration of different housing types based on the specific context of each individual neighborhood. Neighborhoods are strengthened by a close relationship with the gathering places and neighborhood centers that support them.



CORRIDOR REINVESTMENT AREAS are currently developed areas along significant transportation corridors, where specific site and building design must be balanced with transportation functions. Typically these areas grew with a pattern of private investment on individual sites focused on capturing traffic from the corridors. These areas anticipate the need to target redevelopment and incremental infill development in a more strategic manner, and improve the function, investment value and aesthetics along corridors.



DISTINCT DESTINATIONS are regionally significant places with a distinguishing scale, development pattern and character. These areas are typically a regional draw due to their distinct experience and offerings within Blue Springs or the region, and are typically located on major regional transportation routes. Each distinct destination requires a different land use, development pattern, urban design and transportation policy to maintain its differentiation within the community and market place.



NEIGHBORHOOD CENTERS are primarily retail and mixed-use areas that support two or more adjacent neighborhoods with every day needs. Individual uses are small scale, allowing close proximity and connections to neighborhoods, although large neighborhood centers can have larger anchor stores (i.e. grocery stores) as a draw. Development patterns and urban design strategies strengthen the relationship of neighborhood centers to the neighborhoods they serve.



GATHERING PLACES are the anchors of our neighborhoods, and where we spend quality time away from home or work. They provide for routine and convenient interactions with our community, and are embedded within or immediately abutting neighborhoods. They can be civic or institutional places, open spaces and recreation areas, or involve a commercial or service option that is unique to the area.



BUSINESS HUBS are a concentration of smaller businesses and institutions with diverse operations, typically complimentary or associated industries that can share resources or provide value-added services to one another. Development patterns and urban design strategies create places that warrant sustained investment, can grow businesses, and results in an attractive environment to work.

GOAL 1 *strengthen individual neighborhood identities*

TARGETS

- Create at least two distinguishing features or focal points (unique landscape features, gateway or monuments at key intersections, etc.) for each neighborhood.
- Enhance or build ***Gathering Places*** so that most homes are within a 5-10 minute walk of at least one gathering place.
- Provide each neighborhood with access to all three types of ***Gathering Places***—recreational, civic / institutional and commercial.
- Prioritize at least three small-scale neighborhood projects annually that leverage community investment to stabilize neighborhoods and encourage reinvestment in existing housing stock.



valley view choo-choo at rotary park

GOAL 2 *create distinct places along our corridors*

TARGETS

- Create at least one ***Neighborhood Center*** for each 1,000 to 2,000 housing units.
- Create four regionally significant places (***Distinct Destinations***) in a walkable or "park once" pattern
- Invest in at least one public or civic project as catalyst or focal point of each ***Distinct Destination***.
- Invest in unique ***Business Hubs*** that support business relationships and resource use.



small scale commercial gathering place

anatomy of a neighborhood center

Compact, connected and walkable development patterns are common themes for some of the best neighborhood centers. These patterns deliver convenience, concentration of a variety of daily needs, and active places designed for people—all key features of building places worthy to be the heart of great neighborhoods. The most enduring and successful neighborhood centers reflect the following attributes:

Compact:

- 4 to 20 acres / 10 K to 100K s.f. of retail.
- Small- scale uses. Typically under 2,500 square feet each, but larger centers may have 1 or 2 anchor tenants (up to 45K s.f. – such as a small grocery store)

Connected:

- Serves 1 to 4 neighborhoods (approximately 1,000 to 4,000 households)
- 1 to 4 acre blocks

Walkable:

- Walkable or "park once" pattern; human scale urban design
- Diverse uses / Multiple destinations (retail, civic, service/entertainment, employment)
- Incorporates small civic open space (courtyards, plazas, green)
- Includes at least 1 or 2 Gathering Places.

Based on the location and service area of a specific neighborhood center, the size and scale of development within that center can be larger or smaller.

GOAL 3 *integrate housing choices into neighborhoods & corridors*

TARGETS

- Increase quantity and diversity of housing types so that non-single-family options are to at least 30% of our housing stock.
- Locate / maintain at least 3,000 housing units within ½ mile of all transit stops and park and ride locations.
- Convert obsolete commercial properties to residential uses that provide housing choice.



housing choice

Building a wide range of housing options for different stages of life involves more than coloring a map to reflect "density" or "multi-family." A more refined approach to residential building types can help integrate a wide range of houses into different contexts, and strengthen our neighborhoods and corridor by building value beyond the individual projects. The following small-scale multi-unit building types can reflect a wide range of densities, yet present a compatible scale of buildings which can better articulate multi-family, moderate or high-density land use categories.

- Small-lot detached houses ("cottage homes")
- Accessory dwelling units
- Duplex / triplex / 4-plex (multi-unit house)
- Rowhouse (individual units, grouped 4–8 per building; 1K–2K sq. ft. lots)
- Walk-up apartment (2–3 story; 4–12 units; 5K–10K lot)
- Mid-rise apartment (3–6 story; 8–24 units; 8K–16K lots)
- Garden apartment (multi-unit building; multi-building complex, typically on 3+ acres
- Mixed-use building (apartment units on upper floors; ground floor commercial or office)

GOAL 4 *increase access to recreational amenities*

TARGETS

- Every household should be within a five minute bike ride & a ten minute walk of the parks & trail system (i.e. ¼ mile).
- Locate ***Gathering Places*** adjacent to the parks & trail system at a frequency of at least one every 1–2 miles.
- Prioritize three infrastructure projects annually that connect ***Gathering Places*** and parks and trail system.

GOAL 5 *promote downtown Blue Springs as the social, civic & small business heart of Blue Springs*

TARGETS

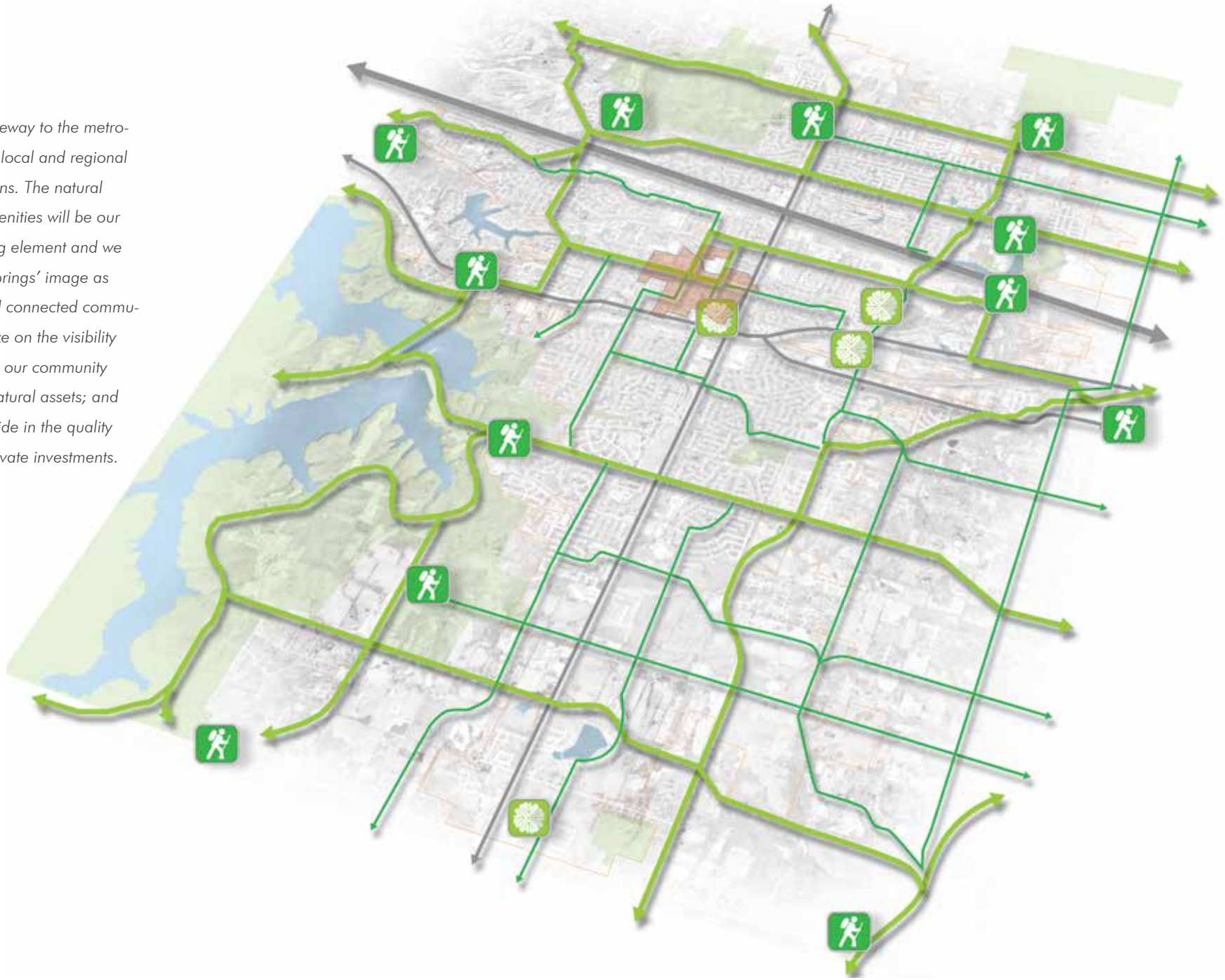
- Create 750 residential units in downtown.
- Locate 500 jobs in downtown.
- Build five new small, civic spaces in downtown (i.e. parks, greens, courtyards, plazas, etc.)
- Locate three new civic, cultural or entertainment / dining destinations in downtown.
- Locate a commuter rail stop in downtown.



downtown trick or treat

image

Blue Springs is a gateway to the metropolitan area, and to local and regional recreation destinations. The natural and recreational amenities will be our community's defining element and we will establish Blue Springs' image as a healthy, active and connected community. We will capitalize on the visibility of key gateways into our community and emphasize its natural assets; and we will instill civic pride in the quality of our public and private investments.



organizing elements



Natural Attractions are regionally significant outdoor recreation amenities and conservation areas. These areas incorporate landmark qualities as part of their entry points and connections to the community, which enhance their prominence in the community, present a sense of arrival, and draw out the natural elements into the city-wide public realm.



The LINC (Local Integrated Natural Connections) is a multi-modal system that connects city-wide assets and emphasizes natural elements of the community such as vegetation, topography, and outdoor recreation. This system includes both trails and on-street systems that connect the Natural Attractions, Gathering Places and Neighborhoods.



Image Streets are high-visibility, first-impression streets that provide important connections between neighborhoods and important places, including Gathering Places, Neighborhood Centers and Distinct Destinations. These streets are significant and worthy of a higher level of urban design investment with greater attention to multi-modal functions.



Landmarks are readily identifiable and highly visible features that relate to the public realm and reflect an elevated civic investment. Landmarks may include:

- Iconic buildings that embrace the context of the surrounding area through high-quality and distinctive architecture and site design, and which serve an important civic function.
- Gateway development patterns where the coordination of streetscape design, building arrangements, and intentional design details emphasize a transition to a distinct area or special place.
- Signature infrastructure projects that incorporate unique elements that are symbolic of the community or immediate vicinity.

GOAL 1 *connect and improve the visibility of our lakes, parks, trails, and recreation amenities*

TARGETS

- Prioritize three projects annually that complete gaps in trail system.
- Improve or build three miles of the LINC system annually.
- Create a consistent, iconic design theme to communicate Blue Springs' image.
- Apply design theme to the LINC system, parks and trails system and ***Gathering Places*** along the system.
- Invest in five green infrastructure projects (including small-scale, site specific) per year that connect riparian, natural or topographically significant features (i.e. natural drainage ways) to the LINC and parks and trail systems.



railroad lake - rotary park

GOAL 2 *strengthen the urban tree canopy through streetscapes, landscape,parks & natural areas*

TARGETS

- Increase the citywide tree canopy to 40% using regionally recommended trees (see Appendix 1.C Citywide Natural Resource Policy Map and Great Trees for Blue Springs list).
- Plant 200 street trees per year, prioritizing ***Image Streets*** and ***LINC*** system.
- Create and implement a tree preservation and planting program.



tree covered residential street



neighborhood street without trees



neighborhood street with trees



neighborhood street with mature trees

valuable trees

The urban forest provides significant value to Blue Springs. It is estimated that one urban tree will return between $10,000 and $20,000 in benefits over its lifespan. Street trees need to be considered a valuable part of our infrastructure and the public realm to take advantage of their environmental, aesthetic, and economic benefits. Street trees are not without their real or perceived drawbacks. Here are a few concerns and how to mitigate them:

- Trees damage pavement: Trees may damage pavement, but this can often be attributed to poor species selection, substandard pavement design or insufficient planting area. Studies prove that pavements with tree cover actually last longer due to less sun exposure and slower traffic speeds.
  - *Design spaces for trees that provide sizable, nutrient-rich, well-drained soils for deeper root structure and enhance sidewalk durability with thicker pavement thickness. Select street tree species that while large, perform well in smaller areas near streets and sidewalks - generally trees with maturity height less than 30' for areas 4' wide or less; trees 30' to 50' for areas 4' to 8' wide; and trees over 50' in areas 8' wide or more. (See Appendix A.3)*
- Trees are too expensive: Trees cost money to install and maintain. The payoff however in stormwater reduction, pollution reduction, taxable property value, retail sales increases and reduced energy consumption far exceeds their expense.
  - *Choose species that are culturally adapted to the region and which have a high survival rate. This can minimize maintenance and replacement costs. (See Appendix A.3)*
- Trees need space to be healthy: Trees in open areas with deep, rich soils perform better than trees on less-than-perfect sites. Street trees are the workhorse members serving our cities in ways far more valuable than any "champion" tree in an open lawn. Think of them as a key component to every street, like streetlights, curbs and roadway signage.
  - *Require ample uncompacted healthy soil in all areas planned for street trees and they will perform admirably, even though they are less-than-perfect sites.*

- Trees and traffic do not mix: There is a perception that trees are hazardous to moving traffic. However statistics show this is not true, particularly when street trees are used on the appropriate street type. Actually, trees typically have a calming effect on traffic by lowering speeds and reducing accidents.
    - *Use street trees in the appropriate context based on the desired street type and streetscape design. (See Appendix A.2 and A.3)*
- Trees conflict with utilities: Utilities are often located within the right-of-way, very near where street trees should be planted. The perception that you have to choose between street trees and utilities is false. Conflicts with overhead utilities are most concerning and must be avoided. While conflicts with underground utilities may be a concern, tree roots and underground utilities often peacefully coexist. The extent, frequency and severity of conflict must be put into perspective for all roadway designs to prevent barren streetscapes from occurring.
    - *Use small trees near overhead utilities. Design R.O.Ws so that priority is not given to utilities at the expense of street trees. (See Appendix A.2 and A.3)*
- No tree species are well suited as street trees. Many of our commonly planted street tree species are not well suited for the job. Many native, hybrid and non-native trees perform quite well when provided good soil conditions. Species diversity is the key for a healthy urban forest.
    - *Plant trees proven to do well in the region. Incorporate street tree species diversity for a healthy urban forest. Where possible consider uniform species on a single block for urban design effect, but vary the species across different blocks for diversity. (See Appendix A.3)*

Resources: Great Trees for Blue Springs, MO, As Rated by Metropolitan Area Experts, by Robert Whitman, ASLA, AICP, LEED AP Located in Appendix A.3. (See especially Large Street Trees, Large Trees for Landscape, and Lowest Rated Commonly Used Trees—i.e. trees to avoid);

Mid-America Regional Council, Assessing Urban Forest Effects and Values: the Greater Kansas City Region.


tree lined street - summer


tree lined street - fall


tree lined street - winter

GOAL 3 *use strategic investments in the public realm to emphasize places in the community*

TARGETS

- Create ***Landmarks*** at all Natural Attractions and Distinct Destination that convey the image of the city.
- Create civic spaces as a focal point of all ***Neighborhood Centers, Business Hubs*** and ***Gathering Places***.
- Invest in two miles of streetscape per year, prioritizing ***Image Streets*** that connect ***Neighborhoods*** to ***Gathering Places***, ***Neighborhood Centers*** and ***Distinct Destinations***.
- Implement green infrastructure projects to create gateways and transitions to different place; i.e. ***Distinct Destinations, Business Hubs, Gathering Places*** and ***Neighborhood Centers***.

designing valuable civic spaces

Designing valuable civic spaces uses the following principles:

- ***A focal point*** – prominent locations with connections to and through the area; a place to pause along routes people will otherwise travel.
- ***A reason to be there*** – whether active recreation, a place to socialize or a place to rest, read, or watch people – and in this case more is usually better.
- ***Conversation pieces*** – iconic or memorable elements such as a fountain, art, or other ornamental components as a center piece of the space that give people a reason to gather or linger.
- ***Comfort*** – Design places for informal seating such as walls, ledges or steps designed so someone will likely want to sit.
- ***Nature*** – Create comfort through landscape design that provides shade, color and a connection to nature.
- ***Value*** – Orient adjacent development so that the civic space becomes a focal point and builds greater value to abutting sites.
- Additional Resource: *What Makes a Successful Place?*, Project for Public Spaces

GOAL 4 *promote development that reinforces the importance of the public realm*

TARGETS

- Improve design quality and orient projects to the public realm at ***Distinct Destinations, Business Hubs, Neighborhood Centers*** and ***Gathering Places.***
- Require internal circulation and connectivity within development along corridors that allows for a more cohesive and aesthetically pleasing streetscape design.



improved public space

GOAL 5 *secure a dedicated funding source for future parks, trails and recreation maintenance*

TARGETS

- Educate community on importance of parks and trails system to city image.
- Emphasize natural attractions and LINC system as economic development opportunities.
- Promote enhanced streetscape design to build property value.



old mill skate park

connections

Blue Springs has evolved and thrived due to access and connections—from original settlement at a spring of the nearby Little Blue River, to a town that grew from railroad access, to the community we all know now on I-70 as the eastern gateway to the metro area. The ability to maximize connections—between people, resources, and places—will be our strength. We will continue to improve connections provided by our transportation assets; we will invest in emerging transportation possibilities; and we will improve accessibility and safety throughout our community with diverse transportation options.



organizing elements



Transit Hubs are locations where the development intensity, concentration of diverse uses, development patterns and urban design features support transit investment.



Local Transit Areas are locations that may be served by circulator-type transit supporting local trips or other regional transit investments.



Regional Transit is transit that integrates with the broader regional transit system, whether through commuter rail, regional bus service or connections to other local transit systems.



Pedestrian Priority Areas are locations in the vicinity of more compact and walkable development patterns that requires a refined secondary network of pedestrian-scaled streets, lanes or passages, and where multi-modal connections with neighborhoods are important.



Enhanced Crossings are locations where strategic investments are needed to reduce or improve bicycle and pedestrian connectivity across established transportation corridors. These investments are intended to improve multi-modal connectivity between neighborhoods, commercial centers, and community destinations.



Multi-modal Corridors are routes of city-wide or regional transportation significance that provide primary connections to destinations throughout the community, and where balancing transit pedestrian and bicycle facilities with automobile access is important. These corridors are indicated as Regional, Major, and Community connections.

GOAL 1 *improve transportation choice for local trips*

TARGETS

- Connect pedestrian routes on all streets within ½ mile of ***Gathering Places and Neighborhood Centers***.
- Create a transportation system in which at least 20% of all local trips are by bicycling or walking.
- Reduce household transportation costs and per capita vehicles miles traveled (VMT) by 5% per year.



street with bike lane

complete streets vs. complete networks

Too often we approach street design with a one-size-fits-all solution that falls short of our stated goals, including when we promote greater mobility. When complete street policies focus only on designing the cross-sections without improving the network, we miss opportunities for a more robust, multi-modal transportation system and sometimes end up with streets that don't function very well for any mode. To maximize the impact and opportunity for complete streets, a "complete network" policy for should include the following considerations:

- Improve the network and connections to increase overall capacity and give the most flexibility for design of different routes.
- Recognize that streets serve different purposes –to move traffic, to move people, to create interfaces of modes, and to be places to spend time.
- Understand that when streets are tasked to do "too much" (access, mobility, multi-modes, urban design), they often produce the least utility and value.
- Balance mobility options on the network, by designing different routes with emphasis and accommodations for certain modes.
- When multi-modal routes are necessary (those designed to accommodate all modes) design with the most care to effectively balance each mode.
- Focus design attention where different networks overlap – i.e. bike and transit routes; or arterial streets intersect a pedestrian area.
- Create "Great Streets"– those limited blocks or segments where greater investment and urban design amenity is justified to support valuable economic development of Places" (see Great Streets Rules of Thumb)
- Align network planning with access management strategies.

GOAL 2 *complete the bicycle and trail network that connects neighborhoods with commerce, parks, natural areas, and recreation destinations*

TARGETS

- Prioritize three projects annually that complete gaps in bike and trail systems and connect ***Distinct Destinations, Business Hubs, Gathering Places and Neighborhood Centers.***
- 100% of parks and open spaces should be accessible by the bicycle and trail network or by local streets that are bicycle and pedestrian accessible.
- Implement bike stations as ***Gathering Places*** every one to three miles along the bike and trail network or as opportunities permit.



bike and pedestrian trail

GOAL 3 *create transit-ready destinations*

TARGETS

- Increase the number and diversity of businesses within 1000' of park-and-ride locations and transit stops.
- Locate / maintain at least 3,000 housing units within ½ mile of all transit stops and park and ride locations.
- Create at least one transit stop within each ***Distinct Destination***.
- Connect pedestrian routes on all streets within ½ mile of transit stops.



railroad bridge over adams dairy parkway

GOAL 4 *promote regional connections*

TARGETS

- Continue downward trend in commute time and commute distance.
- Create an upward trend in transit ridership.
- Pursue discussions for expansion of Independence transit system (IndeBus) into Blue Springs.
- Explore the potential for the interchange at Tyer Road and I-70 to service the southeast Blue Springs growth area.
- Locate major transit hub in downtown to support the regional rail initiative.

GOAL 5 *overcome physical barriers with strategic connections across corridors*

TARGETS

- Implement a city-wide access management strategy.
- Develop and implement a focused access management program for both Highway 7 and US-40 that improves capacity by 30%.
- Create at least one ***Enhanced Crossing*** that supports pedestrian and cyclist movement for every half to one mile of regional or major corridors.



improved crossing

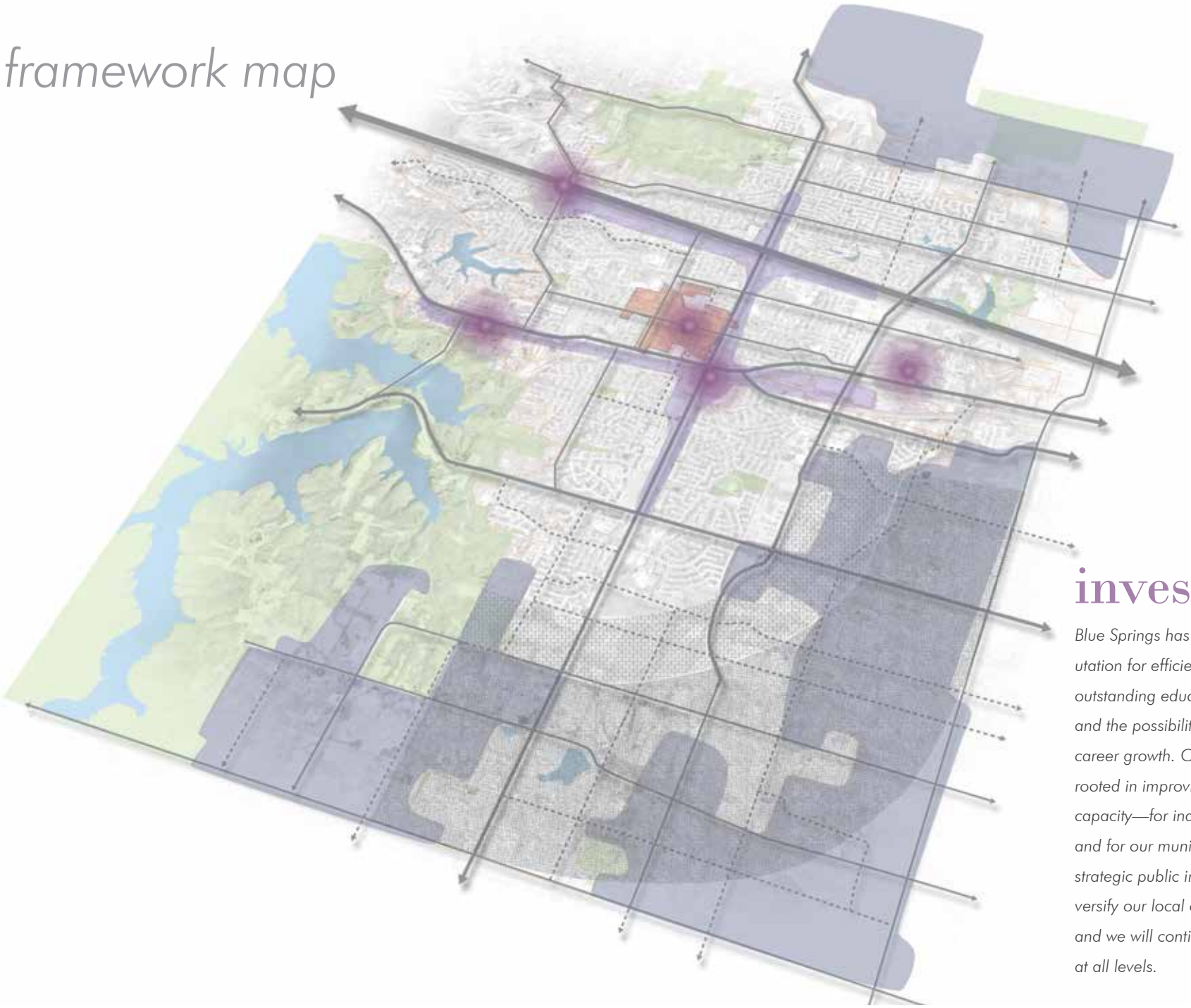
anatomy of a great street

Great streets are designed not just to get to some other place, but to be a place. They are attractive, economically vibrant, and pleasant places to spend time. While not every street in the City can or should aspire to all of the Great Street principles (See Complete Streets vs. Complete Networks), select streets that generate the most value for the City will exhibit the following qualities:

- Design for the block – use cross sections that support land use, urban design, and context of the immediately abutting property.
- Cluster activities to create spaces for social interaction at key nodes.
- Consistent street tree plantings that add interest, spade, and spatially define the public realm
- Use interesting & human scale details in the streetscape & on building facades.
- Build a sense of enclosure with front building facades, landscape elements or ornamental walls.
- Design active street edges that provide abundant interaction for people between rights-of-way and building sites.
- Integrate appropriate transportation modes—walking, biking, parking, driving and transit.

"If we can develop and design streets so that they are wonderful, fulfilling places to be—community-building places, attractive for all people—then we will have successfully designed about one-third of the city directly and will have had an immense impact on the rest." —Alan Jacobs

framework map



investment

Blue Springs has grown through its reputation for efficient municipal services, outstanding education opportunities, and the possibilities for personal and career growth. Our prosperity will be rooted in improving our strong fiscal capacity—for individuals, for businesses, and for our municipality. We will make strategic public investments; we will diversify our local economy and job base; and we will continue to value education at all levels.

organizing elements



Strategic Investment Areas are areas where public and private sector investments should be coordinated to create development opportunities that serve the broader community. They are areas where the city may currently own property, where significant infrastructure investments can improve development options, and / or where property conditions exist to warrant private redevelopment.



Future Growth Areas are unincorporated or undeveloped areas that provide opportunity for long-range growth of the city. These areas warrant careful attention to infrastructure investment, development patterns and transportation systems in order to best support all of the city-wide frameworks.



Corridor Reinvestment Areas are currently developed areas along significant transportation corridors, where specific site and building design must be balanced with transportation functions. Typically these areas grew with a pattern of private investment on individual sites focused on capturing traffic from the corridors. These areas anticipate the need to target redevelopment and incremental infill development in a more strategic manner, and improve the function, investment value and aesthetics along corridors.

GOAL 1 *grow & diversify Blue Springs business sectors to achieve sustained economic prosperity*

TARGETS

- Ensure that no sector in the local economy is more than 30%, and the top three sectors are not more than 60% of the economic activity
- Double the number of Blue Springs residents employed in the city
- Improve the jobs / housing balance to .75 or better (jobs : houses)



walnut street business center - blue springs

GOAL 2 *create an environment that supports entrepreneurs & small business development*

TARGETS

- Contact 10 small businesses per year to identify needs and new market opportunities
- Identify the top three business sectors missing from the community, where the city may have a regional competitive edge
- Develop a location assistance strategy that links allied business or complimentary resource needs
- Locate at least 50% of new investment in small-scale or "incubator spaces" for new and small, local businesses in ***Business Hubs and Corridor Reinvestment*** areas.

GOAL 3 *implement a capital improvements strategy that balances opportunities for redevelopment and new growth*

TARGETS

- Set aside 1.0 percent of the replacement value of each capital asset annually for the purpose of maintenance and repair.
- Prepare the annual capital improvements program based on a return-on-investment analysis, utilizing anticipated maintenance costs and estimating per-acre or per-linear foot revenue projections.
- Develop a connected block structure, street patterns and access system in new development areas that reduces reliance on regional routes for local trips.



woods chapel road

if we want to grow south

Blue Springs has limited options for east-west connections due to natural features, and the connections to the regional transportation network is somewhat fixed. Many of these routes and access points are at or near capacity. If Blue Springs were to remain a "bedroom community," its growth potential is limited by these constraints. So if we want to grow and build value to the south, we must:

1. Alter the development patterns to remove local trips off of the major north-south routes:
    - Shorter trips;
    - Fewer trips / more biking and walking;
    - Different routes / robust collector network
    - Local transit (circulator route)
2. Manage the city-wide and regional system:
    - Improved access at interchanges with regional systems
    - Access management on major routes to improve capacity on existing roads.
    - New access at interchanges (ie. Tyer Road & I-70)
    - Regional transit (expand Independence system and/or commuter rail)
3. Improve access to local jobs:
    - Work from home;
    - Corridor Reinvestment ("Business Hubs");
    - Downtown;
    - Missouri Innovation Park

GOAL 4 *invest public resources that increase community benefits and expedite plan implementation*

TARGETS

- Complete or update one specific plan per year. (see Appendix on specific plans)
- Within each specific plan identify five small-scale public improvements that can leverage private investment.
- Identify and prioritize **Development Plans** within ***Strategic Investment Areas*** where public / private partnerships can increase development potential in compliance with the policies of this plan.
- Locate civic uses where the largest potential to impact spin-off private development.



tree lined street

GOAL 5 *pursue strategic annexations*

TARGETS

- Target inlying properties for annexation into the city.
- Consider adjacent properties for annexation and infrastructure investment into the city, at the time of development.
- Demonstrate long-term positive fiscal impact (return-on-investment) for development proposed outside of adjacent land areas.



Lead Bank - mo 7

estimating fiscal impacts

Increasingly communities are concerned with a better understanding of the fiscal impacts of growth and development. This is primarily viewed against a backdrop of cumulative long-term infrastructure maintenance liabilities, and the revenues generated from development (property values and activity taxes) over multiple life-cycles. Through this lens it is not sufficient to merely cover the cost to build infrastructure, but also to continue to build value in the community to sustain it. Some key considerations for fiscal impact analysis are:

- Assemble local experts – the right people to identify costs of long-term obligations and revenue forecasts – finance, public works, emergency services, parks etc.
- Estimating Costs – different approaches can give different results - projecting average costs (simple but abstract) vs. case study of marginal costs (complex but more representative).
- Estimating Revenue – direct revenue (linked to development and easily estimated) v. indirect revenue (assumed or associated with development and very difficult to estimate).
- Types and patterns matter – the format of development determines the per acre, per capita, and per increment of infrastructure costs that are crucial to a "return on investment."
- Impacts are cumulative – a project with a marginal loss may be insignificant, but a system geared towards on-going and escalating losses is substantial.
- Threshold costs – be aware of "threshold costs"—things that cause substantial future investment and/or create certain impacts or conditions that are not acceptable to the community.
- Know the limitations – fiscal impacts are based on a lot of assumptions and projections, and many other considerations must go into growth and development decisions. They likely will not answer critical questions; rather they help you ask and analyze the most relevant questions.

Additional Resources: *Fiscal Impact Analysis*, Zenia Kotval and John Mullin, Lincoln Institute of Land Policy, 2007; *Fiscal Impact Analysis for Development Projects*, Michael J. Mucha, Government Finance Officers Association; *Community Guide to Development Impact Analysis*, Mary Edwards, www.lic.wisc.edu

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appendices

- A1: Future Land Use Policy Map
- A2: Future Transportation Policy Map
- A3: Natural Resources & Open Space Policy Map



adams pointe golf course

APPENDIX A: CITY-WIDE POLICY MAPS

INTRODUCTION

This plan presents "a different way to think about our City." The appendices begin to apply that thinking through our policies. The planning system introduced by the Blue Springs comprehensive plan is based on three planning scales:

- General Plan /City-wide Scale: At this scale we think about *relationships and systems* –
  - Land Use and Development = places and relationships among different places;
  - Transportation = connections and the street functional classification system;
  - Open space = natural resources and open space systems.

The General Plan is a comprehensive and city-wide perspective of the frameworks and systems of our city. The General Plan is based on the long-range Vision for the community, and establishes city-wide Policies, Goals and Targets to guide the physical development of the community.

- Specific Plans / Area Scale: At this scale we think about *patterns and categories* -
  - Land Use & Development = development patterns and future land use categories (see list in A1);
  - Transportation = street networks and street design categories (Standard, Natural, Neighborhood and Activity);
  - Open Space = development patterns and open space categories (Natural, Parks & Trails, and Civic/Formal).

Specific Plans are detailed, area-specific perspectives of the patterns and coordination of the built and natural environment, and how these details contribute to unique places in Blue Springs. These plans offer a more refined and location-specific application of the Policies, Goals and Targets of the General Plan to a particular context.

- Development or Project Plans / Block or Site Scale: At this scale we think about *types* -
  - Land Use and Development = specific use and development types and/or building types;
  - Transportation = specific street types and cross-section designs;
  - Open Space = specific open space types and designs.

Development or Project Plans are detailed plans to design and integrate a proposed project into its general surroundings. These include plans for any multi-site or large scale development, master planned developments, or plans for an individual site or facility. Although these plans often accompany a private development application, they may be initiated by the city or a neighborhood as a public/private partnership, or in response to official capital projects as well.

This planning system shows that each increment of what we build contributes to a larger and greater whole, and that each place we envision is made up of many different elements. It is through recognition of the relationship of each scale to the other, and the relationship of the different elements within each scale, that better design and development decisions can be made as all stakeholders collectively engage in "a different way to think about our city. "

Appendix A presents the City-wide policy maps that support the Frameworks of this plan (Places, Image, Connections and Investment). Appendix B presents application of the Frameworks and policy maps to specific areas.

A1: future land use policy map

HOW TO USE THIS MAP

The future land use policy map reflects planned future land uses at the most generalized and city-wide scale. This map reflects the city's policy for the desired relationships of different places, and the general land use categories that make up those places. This map should help guide:

1. Specific Plans to identify desired development patterns, relationship of complementary land uses and regulatory strategies on an area or block-scale;
2. Capital improvements planning as it relates to general intensity, coordination, and impacts of anticipated future development;
3. Development planning and regulatory decisions in the absence of Specific Plans for the area.

The intent of the Future Land Use Policy Map is not to predetermine land uses or zoning on a specific parcel or at specific locations. Together with the Frameworks, Goal and Targets in the General Plan, and this map should be used to guide the relationships and physical improvements needed to create the types of places that are part of Blue Springs' long range vision.

APPENDIX A: CITY-WIDE POLICY MAPS

PLACE TYPES

Neighborhood: Areas for residential living arranged in a connected pattern of streets and blocks to provide access to civic and neighborhood amenities. Neighborhoods are primarily detached houses, but can include integration of different housing types, institutional/civic uses and spaces, or micro-commercial uses that support the neighborhood pattern and scale. Connection to Gathering Places or Neighborhood Centers is important to access daily services and meet daily needs.

Gathering Places: An open space, institutional/civic, or micro-commercial land use (or mix of all three) designed as a compact and accessible focal point of a Neighborhood. Gathering Places are located at prominent intersections within the neighborhood or at strategic transition points between the neighborhoods and centers or corridors. (Gathering Places are small scale, are included in all other Place Types, and therefore do not appear at the scale of the city-wide Future Land Use Policy Map. The concept is outlined in the Places Framework, and should be located through the Specific Plan process.)

Neighborhood Center: A mix of neighborhood serving retail that provides for daily or weekly needs of surrounding neighborhoods, and supporting service, office and neighborhood compatible institutional uses. This area may include residential uses in formats that support the principal retail uses in the area or serve as a transition to adjacent neighborhoods. Neighborhood Centers rely on a compact, walkable or "park-once" format, and connections and transitions to adjacent neighborhoods and other supporting land uses is critical.

Distinct Destination: A mix of larger-scale and regionally significant land uses that are different from other places in Blue Springs and the region. These areas may include a mix of retail, service/entertainment, office, institutional/civic or light industrial land uses, but a unique land use policy for each area emphasizes different uses, patterns and characteristics that make the destinations distinct. The scale and intensity of development in these areas requires a supporting system of street networks, pedestrian circulation and civic/open spaces to strengthen the destination and created a defined focal point as a catalyst for development.

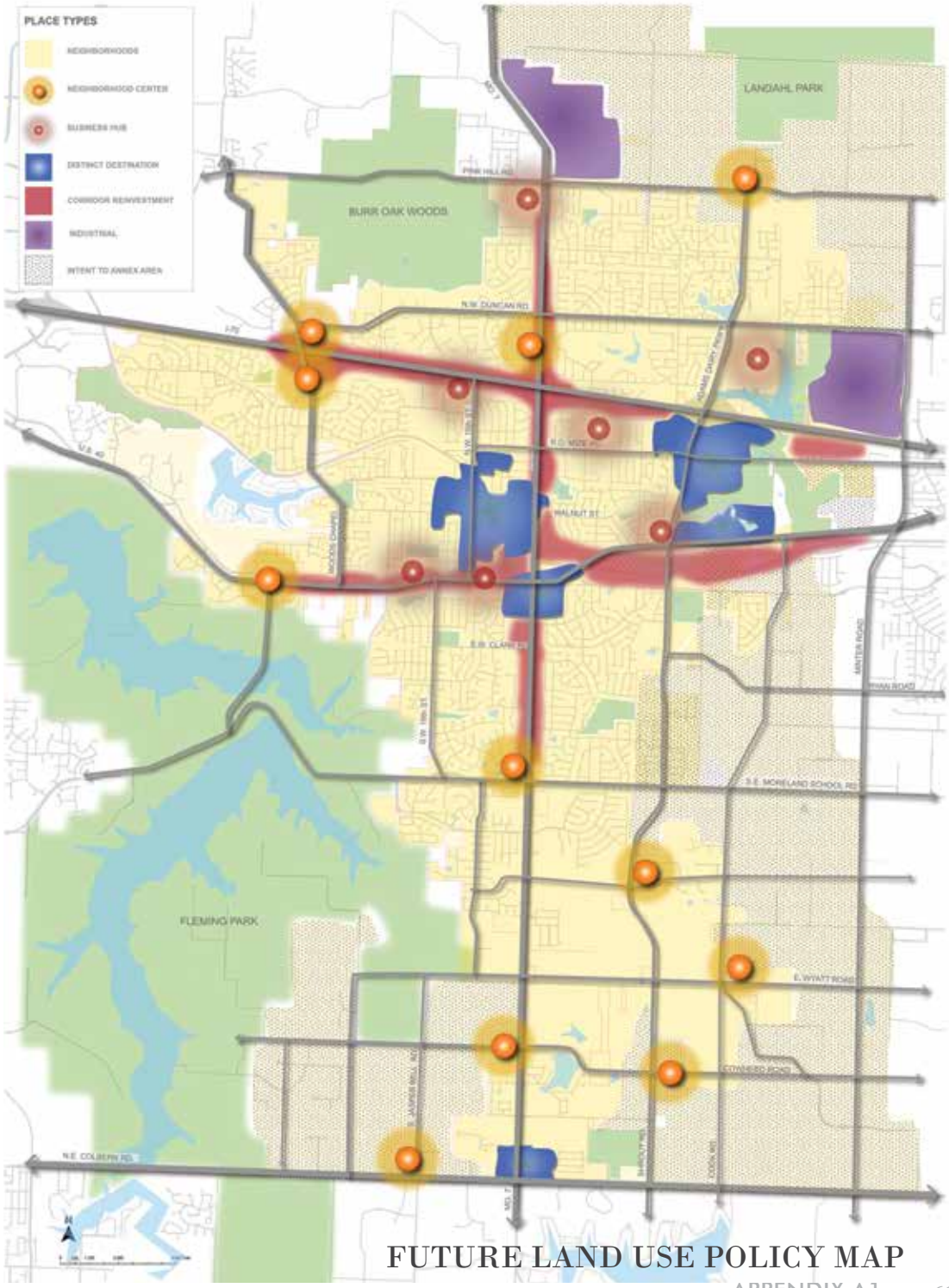
Business Hub: A mix of businesses that can include office, service, craft manufacturing or light industrial uses, and any small scale retail or institutional uses that helps support the primary function of other job-creating uses. These areas may include residential uses in formats that support the principle employment uses in the area or serve as a transition to adjacent neighborhoods. Business Hubs is a strategy for new investment and redevelopment that relies on proximity, connections and physical relationships of mutually supportive industries and businesses.

Corridor Reinvestment Area: Areas along the primary corridors in Blue Springs, outside of Neighborhood Centers, Business Hubs, or Distinct Destinations that require strategic investments to improve both the immediate area as well as the relationship to other potential places elsewhere in the corridors. Priority land uses in these areas include employment or residential uses that can support the other places, or commercial uses that require format, location or access needs that are not compatible with more compact or mixed-use places. Development patterns in Corridor Reinvestment Areas require balancing access and visibility along the corridor with incremental investment strategies that can restore value to the corridor as a whole.

Industrial Areas: Areas with a high level of regional transportation access and/or land suitability—due to remoteness from sensitive land areas or proximity to resources—it is appropriate for larger-scale industry and high-intensity uses, and the smaller businesses and services that may support them.

Future Growth Area: Areas of low or limited immediate or interim development, and where long-range development patterns call for future Neighborhoods and Neighborhood Centers.

Open Space: Large conservation and open space areas and parks that provide passive and active recreation opportunities to the citizens of Blue Springs. Smaller, local parks are incorporated into the neighborhood land use category at the city wide scale.



FUTURE LAND USE POLICY MAP

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.

FUTURE LAND USE RELATIONSHIPS & GUIDING PRACTICES

The following table is a guide for viewing future development projects in a broader context, and it can identify how to apply the Future Land Use Policy Map to specific areas, specific projects, and to other contexts that aren't readily identifiable at a city-wide scale. Future projects should be evaluated for conformance with this plan based on: (a) whether the proposed project is consistent with the appropriate General Land Use Category description; (b) whether the project is within the guiding parameters for Specific Development Types in Table A-1 when considering the relationship to surrounding areas; and (c) how well the project supports the Goals and Targets of the General Plan. (Descriptions of the Specific Development Type follow the table.)

TABLE A-1: RELATIONSHIP OF PLACES AND LAND USES

Place / Pattern From the Framework Plan and Future Land Use Policy Map	**General Land Use Categories** To be mapped as Future Land Use Plan Component of Specific Plans	**Specific Development Types** To be mapped as Concept Plans for Development Areas of Specific Plans; otherwise used as guiding parameters for Future Land Use Plan.
Gathering Place	Small scale; typically not specific enough to be mapped other than a node location. Gathering places can be integrated into other General Land Use Categories.	Institutional / Civic 0 – 90% Open Space 10 – 100% Micro-commercial 0 – 80%
Neighborhood Center	Mixed Use – Retail Dominant Mixed-Density Neighborhood High Density Residential Open Space	Institutional/ Civic 0 – 25% Micro-commercial 0 – 25% Neighborhood Retail 30-60% Service / Entertainment 10 – 40% Office & Light Industrial/Craft Manufacturing 0 – 40% Residential 0 – 30% Open Space 5 –15%
Business Hub	Mixed Use – Employment Dominant Mixed-Density Neighborhood High Density Residential Open Space	Office 15% – 60% Light Industrial/Craft Manufacturing 15% – 60% Institutional / Civic 0% – 25% Service / Entertainment 0% – 20% Micro-commercial/Neigh. Retail 0% – 20% Residential 0% – 20% Open Space 5% – 15%
Distinct Destination (specific land use ranges emphasis indicates distinctions between destinations.)	Mixed Use – [General, Retail, or Employment Dominant depends on each destination] Mixed-Density Neighborhood High Density Residential Open Space	40 & 7 / ADP / MIP / 7 & Colbern Institutional / Civic 10 – 25% / 0 – 10% / 10 – 25% / 0 – 10% Micro-commercial 0 – 10% / 0 – 10% / 0 – 10% / 0 – 10% Retail / General Commercial 15 – 30% / 50 – 70% / 0 – 10% / 15 – 30% Service / Entertainment 25 – 40% / 15 – 30% / 0 – 10% / 15 – 30% Office 10 – 25% / 0 – 15% / 25 – 70% / 10 – 25% Light Industrial / Craft Mfg. 10 – 25% / 0 – 15% / 10 – 40% / 0 – 15% Residential 5 – 15% / 0 – 10% / 0 – 10% / 15 – 30% Open Space 5 – 15% / 5 – 15% / 10 – 25% / 5 – 15%

TABLE A-1: RELATIONSHIP OF PLACES AND LAND USES

Place / Pattern From the Framework Plan and Future Land Use Policy Map	**General Land Use Categories** To be mapped as Future Land Use Plan Component of Specific Plans	**Specific Development Types** To be mapped as Concept Plans for Development Areas of Specific Plans; otherwise used as guiding parameters for Future Land Use Plan.
Corridor Reinvestment	Mixed Use – Employment Dominant Mixed Use – Service / Entertainment Dominant High Density Residential Open Space	There are no particular guiding parameters for the relationship of different land uses in Corridor Reinvestment areas. However, aside from opportunities for the other Place Types that may occur along reinvestment corridors (Gathering Places, Neighborhood Centers, Business Hubs and Distinct Destinations), priority is given to higher-density residential, employment based uses. Office Light Industrial/Craft Manufacturing Multi-family Housing Small-scale Multi-unit Housing Service / Entertainment Micro-commercial Neighborhood Retail Institutional / Civic Open Space Regional Commercial Industrial Commercial uses along corridors and outside of concentrated clusters, should be limited to only to those that don't fit in well with more mixed-use patterns and will not compromise those patterns from emerging elsewhere on the corridor.
Neighborhoods	Low Density Residential Mixed-Density Neighborhood High Density Residential Natural Areas Public / Semi-public	Estate Housing 0 – 10% Detached Housing 50 – 70% Small-scale Multi-unit Housing 10 – 25% Multi-Family Housing 0 – 15% [transition areas only] Institutional / Civic 0 – 15% [focal points only] Micro-commercial 0 – 10% [focal points only] Open Space 5 – 20%

APPENDIX A: CITY-WIDE POLICY MAPS

SPECIFIC DEVELOPMENT TYPES

The following are specific development types that support this plan. They are best mapped as part of Development Concepts to illustrate patterns and relationships for future development under the Specific Plans, or as part of development planning.

Residential Types:

Estate Housing. Areas appropriate for detached houses on large or rural lots in areas where natural features and development patterns make lots larger than 2.5 acres appropriate for long term development. This area use type is also appropriate where no foreseeable growth is intended, provided no infrastructure investments are needed and patterns are preserved in at least 5 to 10 acre lots to allow future intensification of land uses.

Detached Housing. Areas appropriate for detached houses on small to medium lots as part of a residential neighborhood. Lot sizes are typically in the 6,000 to 10,890 square foot (1/4 acre range). Larger lots may be integrated into the pattern in limited application to add variety of housing types or transition to adjacent natural areas. Smaller lots may be integrated into the pattern to provide housing options within walking distances to Gathering Places and Neighborhood Centers.

Small-scale Multi-unit Housing. Areas appropriate for small and targeted application of higher-density housing types that integrate with the scale and patterns of neighborhoods. This includes multi-unit houses (2-, 3-, and 4-plexes), townhouses, walk-up apartments (4 to 12 units / 2 to 4 stories). The lot sizes are comparable to lots for detached houses, and all building types retain a similar scale and relationship to the neighborhood streetscapes. Appropriate locations are typically the corners of important intersections, along block faces that front civic space, the end caps of blocks on larger streets, or on transition blocks between Neighborhoods and corridors or centers.

Multi-family Housing. Areas appropriate of higher-density and larger scale housing complexes that can provide housing options in close proximity to necessary services and transportation. This includes large apartment buildings (12 or more units/4 or more stories) or apartment complexes that have larger footprint buildings and/or have several residential buildings on larger parcels. Appropriate locations are typically at the transition of Neighborhoods to adjacent uses, or Corridor Reinvestment Areas where housing density can support nearby uses and have access to transportation options.

Mixed-use & Commercial Types:

Micro-commercial. A very small-scale neighborhood-serving retail or service use compatible with the neighborhood and with very little or no impact beyond the immediate property considering the use, operations and traffic. This use type may include accessory residential or be incorporated into a live-work building type.

Neighborhood Retail. Areas for businesses primarily engaged in selling merchandise to general consumers where the exchange occurs at the location and where lots or buildings are designed for interaction with customers on the premises. Uses are primarily small-scale to increase the concentration and diversity of uses accessible to nearby neighborhoods, although one or two anchor tenants may be incorporated into walkable patterns. Secondary service, employment or residential uses may be incorporated, particularly on upper stories of buildings.

Service / Entertainment. Areas for businesses engaged in the selling of professional skills, advice, personal care, or other use of equipment or facilities to general consumers where the exchange occurs at the location and where lots or buildings are designed for interaction with customers on the premises. Secondary employment or residential uses may be incorporated, particularly on upper stories of buildings. Retail uses should primarily be small-scale and primarily serve other activities in the immediate areas (i.e. micro-commercial).

Office. Areas for businesses primarily engaged in administrative, clerical or professional operations and support, and where products or services are of the nature that do not require frequent integration with the general public, and where lots or buildings are designed for accommodating employees and limited clients of the business. Secondary residential uses may be incorporated, particularly on upper stories of buildings or at transitions to neighborhoods. Retail or service uses should primarily be small-scale and primarily serve other activities in the immediate areas (i.e. micro-commercial).

APPENDIX A: CITY-WIDE POLICY MAPS

SPECIFIC DEVELOPMENT TYPES CONT.

Light Industrial/Craft Manufacturing. Areas for businesses engaged in small-scale manufacturing, processing and assembly and/or artisan assembly of products on the premises, and which may involve a limited component of retail or service use associated with the principle use. Activities are of a nature where impacts and operations are compatible with a mixed-use environment, and the use is easily incorporated into mixed-use buildings, standard commercial buildings or live/work buildings.

Regional Commercial. Areas of primarily higher-impact or large-scale retail or service activities that are not compatible to blend with neighborhoods (requiring buffering or other mitigation) or that have location and access needs that are not conducive with compact, mixed-use development patterns. The use typically requires a large-format building or sites designated to accommodate larger-scale operations.

Industrial. Areas for assembly, processing, warehousing, and limited manufacturing, and office or service use that support the principle production and employment function of the area.

Civic Types:

Institutional/Civic. Areas for administration and operations of entities that serve a broader community mission, such as community centers, schools, places of assembly or worship, medical facilities, or government functions.

Utility. Lands reserved for facilities to support surrounding development and infrastructure needs that cannot be integrated into the development patterns through rights-of-ways or easements. To the extent possible these facilities should be designated and integrated as a civic amenity, or where not possible should be designed in ways to minimize impacts on abutting property and civic spaces.

Open Space – Formal. Open space designed to serve as a focal point for surrounding development which typically includes a formal urban design amenity, such as greens, plazas, squares or courtyards; can be public, semi-public or private.

Open Space–Recreation. Open space designed to serve recreation needs of the neighborhood or larger surrounding area, such as playgrounds, parks, trails, or athletic fields, Can be public, semi-public or private.

Open Space – Conservation. Open space designed for preservation of valuable natural features of aesthetic or environmental performance that warrant protection from development or special planning considerations to integrate them more wholly and functionally into development patterns as green infrastructure. Large areas may include active or passive recreation components provided it does not harm the primarily conservation objective for the area; small areas are integrated into development patterns as buffers, screening or green infrastructure. Can be public, semi-public or private.

A2: transportation policy map

HOW TO USE THESE MAPS

The Transportation Policy Maps reflect future transportation strategies at a generalized and city-wide scale. It is comprised of three maps: Major Streets, Bike Routes and Trails, and Transit. These maps were developed in concert with the City's Livable Streets Policy (Resolution No. 83-2011) and reflect the City's policies for developing city-wide transportation systems that integrate with future development patterns, support the characteristics of distinct places, and create the desired relationships with future land uses. These maps should help guide:

1. Specific Plans to identify desired development patterns, relationship of complementary land uses and regulatory strategies on an area or block-scale;
2. Capital Improvements Programming as it relates to the function and general design characteristics of public improvement projects for new and existing streets;
3. Development planning and regulatory decisions in the absence of Specific Plans for the area.

MAJOR STREET MAP

The major streets map indicates the general location of future transportation systems and establishes the functional class for each street based upon the degree of connectivity throughout the system, and the anticipated traffic capacity of that street.

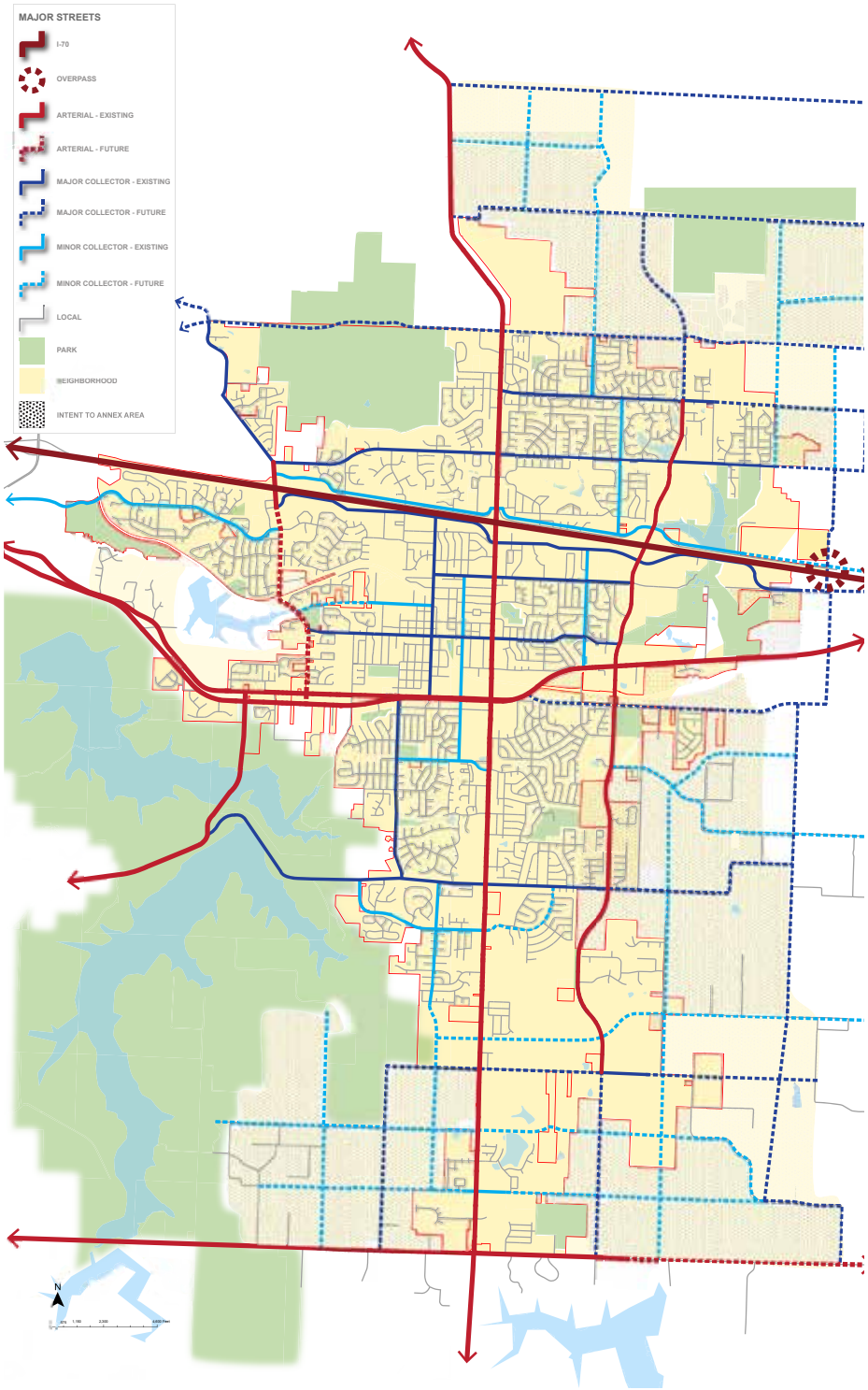
Freeway - A divided, multi-lane, high volume, controlled access, high speed regional route.

Arterial - A street with continuity throughout the city and to the region, designed for larger traffic volumes over long distances.

Major Collector - A street with considerable continuity throughout the city, designed for moderate traffic volumes over medium to long distances.

Minor Collector - A street with continuity within the area, designed for moderate traffic volumes over medium distances.

Local (not depicted on map) - A street with limited continuity except for short distances, and/or with high connectivity and designed for low traffic volumes over shorter distances.



BICYCLE FACILITIES MAP

The Bicycle Facilities map indicates the general location of future bicycle routes and establishes the general facility type recommended for each route. Specific designs and actual facility types on any segment of the location should be based upon this recommendation as well as specific analysis of the context (anticipated bicycle traffic, vehicle traffic and speeds, development patterns and the appropriate Street Design Type).

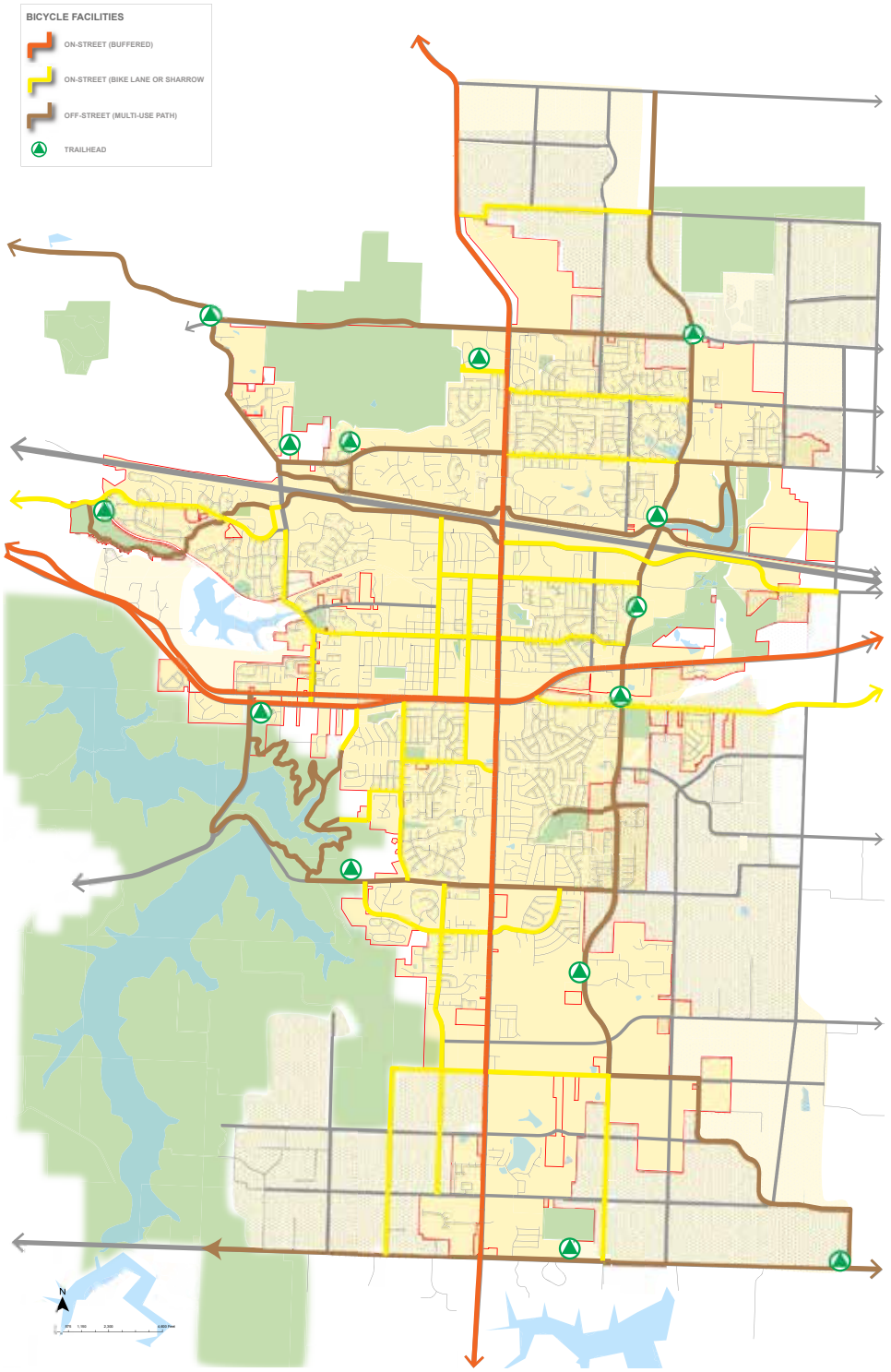
On-street (sharrow) - Sharrows (also known as share-the-road) are routes in which the travel lane is shared by both vehicles and bicycles. Sharrows require careful considerations in terms of streets in which they are incorporated; this treatment is typically reserved for streets with low traffic volumes and slower speeds.

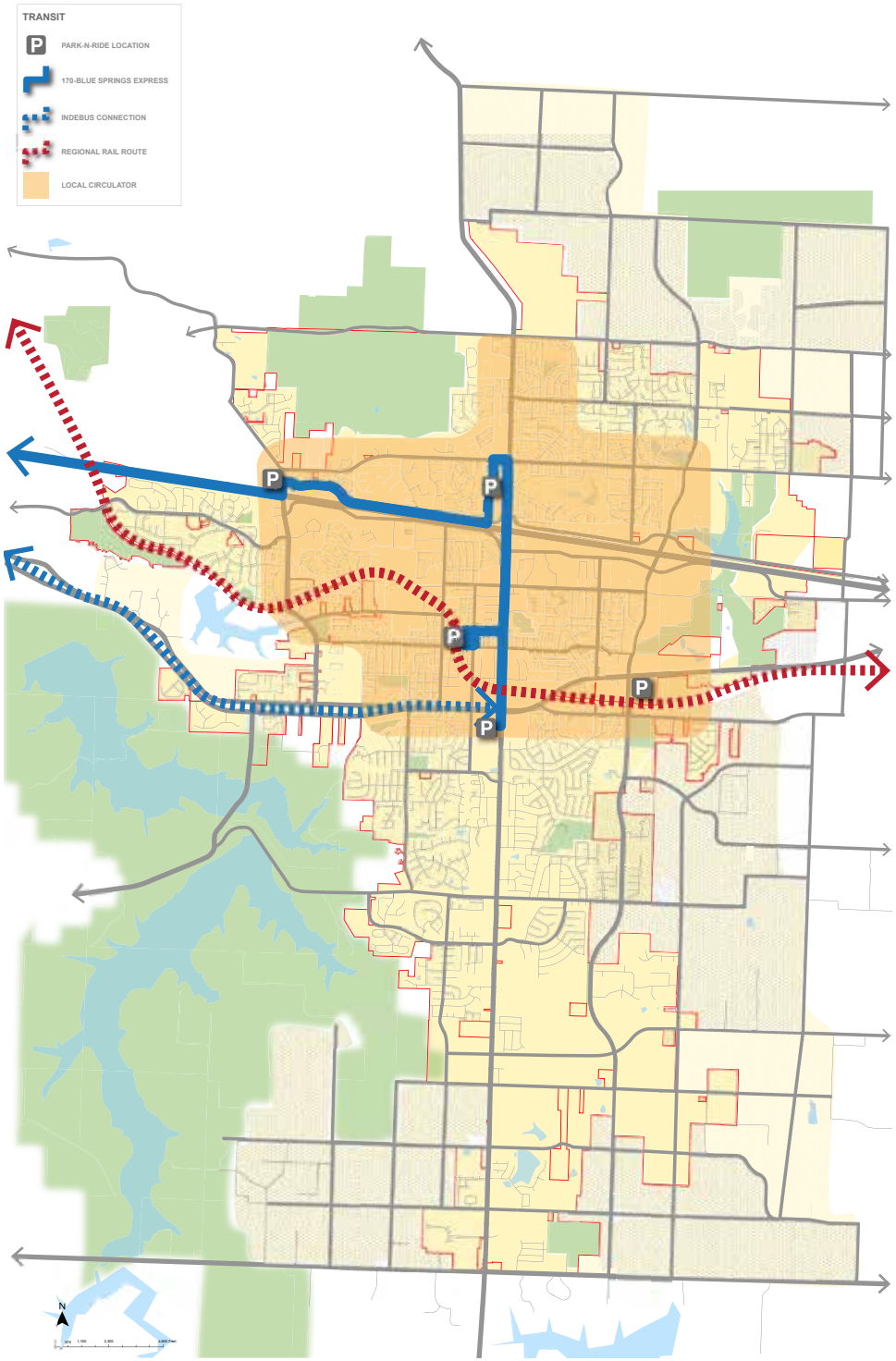
On-street (bike lane) - On-street (bike lane) - Bicycle lanes are a delineated travel lane reserved for the exclusive use of bicycle traffic. Given roadway conditions, particularly geometry, roadway width, traffic volume, and number of travel lanes, bicycle lanes can be installed economically.

On-street (buffered) - On-street (buffered) - Buffered on-street facilities (i.e. cycle track or buffered bicycle lane) utilize similar applications as bicycle lanes but they include a physical buffer and can also facilitate two-way movement within the traveled area. These facilities are often utilized for highly trafficked roads and facilitate inclusive use for riders of all comfort levels.

Off-street (multi-use path) - Multi-use paths are off-street facilities reserved for the use of pedestrians and bicyclists exclusively. These paths are typically built for recreational riders and typically do not serve local trip options or experienced riders.

Trail head - Trailheads are often located at the beginning or terminus of a trail and often include additional pedestrian or bicycle amenities including bathrooms, maps, benches, shade trees, drinking fountains, or wayfinding signage.





TRANSIT FACILITIES MAP

The Transit map indicates areas of existing and potentially expanded transit service for the city.

Park & Ride Location - A location where individuals can park their automobiles for carpooling, or as a location to board or alight the Blue Springs Express commuter bus. There are four Park & Ride Locations currently in Blue Springs including the northwest corner of I-70 and Woods Chapel Road, the southwest corner of North Ridge Road and Highway 7, the southwest corner of US 40 and Highway 7 (White Oak Plaza), and the southeast corner of 11th and Smith Streets (Downtown).

Blue Springs Express - An express Kansas City Area Transit Authority (KCATA) bus (route number 170) that provides weekday commute options for individuals traveling between Blue Springs and downtown Kansas City, Missouri. There are currently four locations where riders may board or alight in Blue Springs, which also double as Park & Ride Locations. Current operations limit commutes to short time periods and do not provide service to potential bus patrons that would commute to Blue Springs for work.

IndeBus Connection - The City of Independence, MO bus transit system. The IndeBus system does not currently operate in Blue Springs but could be an option for extending local transit service eastward in the region.

Regional Rail Route- A Regional Rail Route is a passenger commuter service that would run along the existing Kansas City Southern rail lines connecting Kansas City, Independence, Blue Springs, Grain Valley, Oak Grove, and Odessa.

Local Circulator - A local bus route network that can connect high activity locations including commercial centers, civic destinations, and higher density residential areas.

The intent of the Transportation Policy Maps is not to predetermine the street design on any specific segment of the transportation network. Together with the Frameworks, Goal and Targets in the General Plan, and through development of Specific Plans, these maps should be used to create transportation networks and public realm designs that best support the types of places that are part of Blue Springs' long range vision.

STREET DESIGN TYPES

Streets and rights-of-way are important public spaces. They create the social and economic fabric of Blue Springs. Streets are not simply a means of connection. They are the key element of the public realm, necessary to support the types of places we envision and the leading contributor to the image of our city. Investment in our public realm, and the designs we choose to implement, will play a critical role in the long-term health and vitality of Blue Springs.

Application of the Major Street map, Bicycle Facilities map and Transit map to specific areas provides the opportunity to apply specific Street Design Types to different streets. The following Design Types should be used – in addition to the functional classification system of the city-wide map – to create specific cross sections that reinforce the character of the area and support the planned or anticipated abutting land uses. Street Design Types are best mapped as part of the Community Character Plan at a block- or area-scale through the Specific Plan process. Areas that do not have a current Specific Plan may still use these types in association with the Future Land Use Policy Map and the Livable Streets Policy Guide to create appropriate street types for the area.

Standard. The Standard street design types are basic cross section appropriate generally where no particular development characteristics or urban design considerations warrant consideration of the other street types.

Neighborhood. The Neighborhood street design types are appropriate for areas where an improved neighborhood design amenity, increased walkability or more compact and mixed density housing is desired. This type is particularly appropriate to implement the Image Street concept on the City Image Framework Map. Cross sections reinforce the streetscape as an important part of establishing neighborhood character, creating desirable frontages for a variety of housing types.

Natural. The Natural street design types are appropriate for areas where important natural features exist and where prominent landscape design is emphasized as an urban design amenity. This type is particularly to implement the Image Street or LINC System on the City Image Framework Map, and suggests flexibility in cross section design to incorporate natural features and provide landscape design that creates a distinct character for the area. Cross sections promote dense and natural landscape treatments and environmental sensitivity in the cross-section design.

Activity. The Activity street design types are appropriate for areas where a high degree of pedestrian activity is desired, and particularly to implement the Pedestrian Priority Zones in the Connections Framework Map.. This type prioritizes on-street parking, pedestrian amenities and human-scale movement, and visibility and access for businesses fronting on these blocks. Cross sections promote movement of people on foot, accommodates vehicle access at slow speeds over short segments, yet provide a high degree of connectivity to the overall transportation network.

The Street Design Types are applicable to different functional classifications based upon the following matrix:

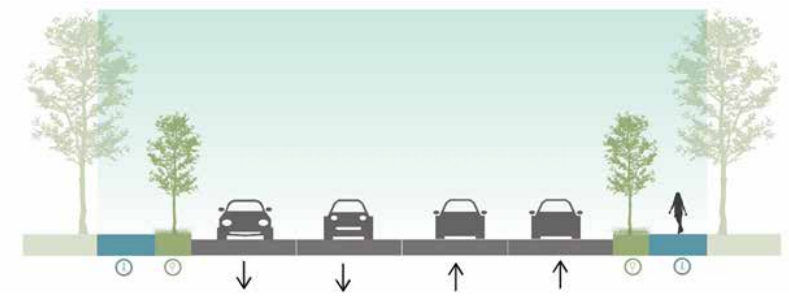
FUNCTIONAL CLASS / STREET DESIGN TYPES

Functional Class	Natural (NT)	Standard (S)	Activity (A)	Neighborhood (NH)
Arterial (A)	■	■	■	
Collector (C) *minor or major*	■	■	■	■
Local (L)	■	■	■	■

Each of these Street Design Types is demonstrated below with a prototypical example of a street from this region and the typical cross-section dimensions associated with the Street Design Type. These prototypes and dimensions should be used for applying actual design types to specific locations through Specific Plans, public improvements, and development projects. [Note: Images are examples and may not include all important elements to be considered for typical cross-sections in particular contexts.]

Local

LOCAL – STANDARD (L-ST)



Typical features:

ROW width:	50' (min
Pavement width (back of curb):	28' – 36'
Travel lanes:	2 @ 10' – 12'
Desired Speed:	25-35 mph

LOCAL – NEIGHBORHOOD (L-NH)



Typical features:

ROW width:	50' (min
Pavement width (back of curb):	24' – 28'
Travel lanes:	2 @ 9' (two-way flow); OR 1 @ 11' – 17' (yield flow)
Parking:	7' parallel (one-side on two-way flow; both sides on yield flow)
Sidewalk / Amenity Area:	5' sidewalk / 7' + tree lawn
Desired Speed:	Under 20 mph

Limit to only streets with under 1000 average daily trips; and only under 250 average daily trips if yield flow lane is used (requires blocks to include queuing areas of no parking where for two cars can slow and pass).

Local *(cont.)*

Local – Natural (L-NT)



wycklow street, overland park, ks

Typical features:

ROW width:	56' (min
Pavement width (back of shoulder):	22' – 24'
Travel lanes:	2 @ 9'-10'
Landscape:	Natural drainage edge/shoulder and informal planting
Desired Speed:	Under 20 mph

Limit to only streets with under 500 average daily trips.

Local – Activity (L-AC)



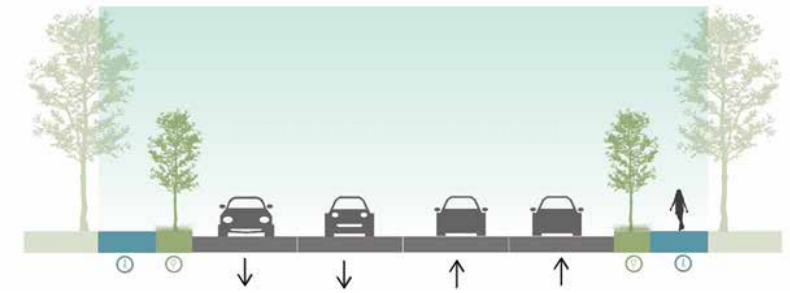
pennsylvania avenue -kansas city, mo

Typical features:

ROW width:	60' (min)
Pavement width (back of curb):	36' – 60'
Travel lanes:	2 @ 10'-11'
Parking:	7'- 8' parallel; OR 18' – 20' angled
Sidewalk / Amenity Area:	8' (min.); 12' + preferred
Desired Speed:	Under 20 mph

Collector

COLLECTOR– STANDARD (C-ST)



Typical features:

ROW width:	60' (min)
Pavement width (back of curb):	34' – 45'
Travel lanes:	2 @ 11'; OR 2 w/ Center Turn Lane
Desired Speed:	35 mph

COLLECTOR – NEIGHBORHOOD (C-NH)



63rd street - kansas city, mo

Typical features:

ROW width:	56' (min)
Pavement width (back of curb):	28' – 34'
Travel lanes:	2 @ 14' w/ sharrow
Target speed:	Under 20 mph
Parking:	7'parallel permitted; recommended at densities above 12 units/acre
Sidewalk / Amenity Area:	6' sidewalk / 8' + tree lawn
Desired Speed:	30 - 35 mph

Collector *(cont.)*

COLLECTOR – NATURAL (C-NT)



lee boulevard - leawood, ks

Typical features:

ROW width:	64' (min)
Pavement width (back of shoulder):	24' – 45'
Travel lanes:	2 @ 10' w/ 2' shoulder OR, 2 @14' w/ sharrow
Bicycle Facility:	Multi-use path or dedicated lane preferred; sharrow acceptable
Landscape:	Natural drainage edge/shoulder and informal planting
Desired Speed:	30 - 35 mph

COLLECTOR – ACTIVITY (C-AC)



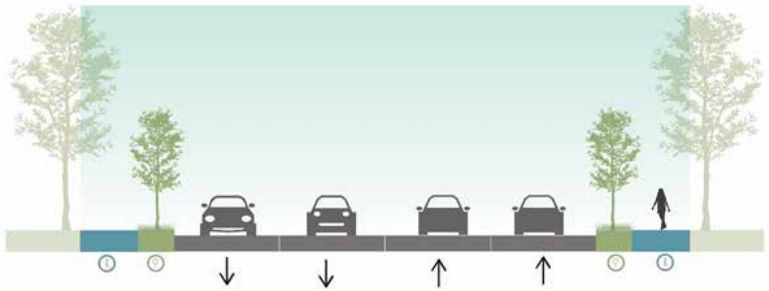
s. main street - st. charles, mo

Typical features:

ROW width:	72' (min)
Pavement width (back of curb):	48' – 60'
Travel lanes:	2 @ 10'-11'; OR 2 w/ center turn lane
Parking:	7'- 8' parallel
Sidewalk / Amenity Area:	14' (min.);
Desired Speed:	Under 25 mph

Arterial

ARTERIAL– STANDARD (A-ST)



Typical features:

ROW width:

Pavement width (back of curb):

Travel lanes:

Desired Speed:

ARTERIAL – NATURAL (A-NT)



tomahawk creek parkway - leawood, ks

Typical features:

ROW width:	88' (min)
Pavement width (back of shoulder):	48' (52' w/ dedicated bike lanes); OR 2 @ 24' w/ center median
Travel lanes:	4 @ 11'
Bicycle Facility:	Multi-use path preferred; dedicated lane acceptable;
Landscape:	Natural drainage edge/shoulder and informal planting; 20' (min) natural median optional
Desired -Speed:	35 - 45 mph

Arterial (cont.)

ARTERIAL – ACTIVITY (A-AC)	
	**Typical features:** ROW width: Pavement width (back of curb): Travel lanes: Parking: Sidewalk / Amenity Area: Desired Speed: 35 - 45 on through lanes; < 20 mph on side access lanes

Limited to 1 to 4 block segments within Neighborhood Centers and Distinct Destinations, or other pedestrian oriented patterns. Appropriate for creating an edge along high-volume streets to transition to more pedestrian-oriented development patterns. Pedestrian-oriented side street along edge and removed from traffic oriented street.

LIVABLE STREETS POLICIES FOR STREET CROSS SECTIONS

In addition to the Street Design Types, "livable streets" principles are also important to consider. The Blue Springs City Council passed a Livable Streets Policy on September 19, 2011. The policy defines a livable street as a street "designed to serve everyone – pedestrians, bicyclists, transit riders, and motorists – including persons of all ages and abilities." Livable street principles reinforce that street sections should be designed in a manner that supports the most potential and applicable users of the right-of-way as possible in order for our public realm investments to be effective and productive. While the Street Design Types allow consideration of street cross-section designs that are appropriate for a specific context, livable street principles should be used to create street cross-sections that prioritize different functions within multi-modal street networks.

Investment in our public realm presents many different scenarios as we deal with built places, emerging places, redeveloped places, and new growth. The new strategy for street design types therefore must be incremental and flexible. Street design projects (and opportunities to improve street design in alignment with our vision and policies) include all of the following situations:

- Incremental (resurfacing, restoration, rehabilitation)
  - Small CIP projects on limited segments
  - Retrofit scenarios associated with development
- Transformational (reconstruction)
  - Major CIP projects
  - Redevelopment projects
- New growth
  - Newly platted streets

Each of these scenarios may demand different design responses based on context and constraints of a particular project. However each should also take every opportunity to apply the policies and guidance of this city-wide approach to street design. Otherwise, our opportunity to transform the public realm for the city will be lessened or postponed. Therefore all final designs should embody the design principles and characteristics of the most applicable Street Design Type and balance priorities of the Livable Street Design Guide that are most applicable to each particular situation.

All dimensions and examples of street types should be considered guides to what works best for each design type; deviations may be considered based on context and constraints of any particular project, provided the alternative design still meets the intent for design type and competing priorities are resolved in favor of those that best support the applicable design type (i.e. do not use deviations to convert the final design into a fundamentally different street design type.)

The following matrix is a livable streets design guide to help apply both the desired Street Design Type and to appropriately balance different priorities for public realm/right-of-way design on different segments of our transportation networks.

Table A3: Livable Streets Design Guide				
Design Type	**Standard**	**Neighborhood**	**Activity**	**Natural**
Lanes / Lane Widths	The number of lanes and lane widths for any street section should be based upon the anticipated capacity, the desired vehicle speed, AND balanced with the need to accommodate other critical elements of "livable streets" within the ROW. Each Street Design Type has different emphasis on priorities that best support the context. In general "lane widths between 10' and 12' wide are sufficient for rural and urban arterials," where 12' wide lanes should only be used on principal arterials where "higher-speed, free flowing" traffic is the priority.[1] Lanes that are 10' wide can also work for low-volume or slow-speed streets, where frequent truck traffic is not anticipated, and other unique conditions.[2]			
Sidewalks	Most streets need sidewalks on both sides (except extremely low density areas, extremely high-traffic/high-vehicle oriented contexts, or where alternate facilities like a multi-use path are provided.) Typically wider is better – 5' is the minimum for two individuals to walk comfortably side by side; 8' is the minimum to support economic activity by pedestrians; 12' is the minimum to support social spaces along our streets. Sidewalks should be buffered from moving vehicle lanes by tree lawns, furniture/amenity areas, on-street parking or a combination of all of these.		8' minimum; At least 12' ideal (including paving between tree wells); 16' + recommended to support social spaces along streets at key locations.	Multi-use path preferred on arterials, particularly in association with the LINC system; 4'-5' min. on one side for collectors or local, or omitted as natural conditions warrant.
Bicycle Facility	Multi-use path preferred on arterial and major collectors, or in association with the LINC system; Bike lane or sharrow preferred on minor collectors; acceptable on major collectors. Sharrow is acceptable on local roads.		Sharrow acceptable; bicycle facilities can be omitted on limited segments where design speed is below 20 mph and bicycles comfortably mix with vehicles and/or where alternative parallel routes are located within 600'.	Multi-use path preferred on arterial, or in association with the LINC system; Bike lane or sharrow acceptable on collectors.
Landscape / Amenity Area	Small or large shade trees in tree lawn; Trees within a landscape easement are acceptable as an alternative; At least 35% tree canopy over ROW – 70% to 100% if associated with the LINC system; Tree lawn width 4' -6' for tress under 30' tall; 6' – 8' for tress 30' to 50' tall; 8'+ for trees over 50' tall.	Large shade trees in tree lawn; 70% to 100% tree canopy over ROW; Tree lawn width 4' -6' for tress under 30' tall; 6' – 8' for tress 30' to 50' tall; 8'+ for trees over 50' tall.	Small or large shade trees in tree wells; 24' s.f. min for tree wells; 36' s.f. plus recommended); At least 50% tree canopy over ROW.	More dense, irregular and natural plantings of trees and shrubs; coordinated with sidewalks and/or bicycle facilities and drainage relating to the land forms; 70% to 100% tree canopy over ROW.
Street Furniture / Amenity Area	None; unless in or abutting Neighborhood Centers, Business Hubs, Gathering Places or Distinct Destinations on the Places Framework; OR at Transit Stops.		Located in 6' + zone abutting curb and between tree-wells where on-street parking is provided; and/or located in first 6' along building frontage provided at least 6' clear zone for pedestrians provided.	None
Parking	Permitted with special engineering review.	7' parallel permitted. (includes curb & gutter)	8' parallel required; 18' angled permitted on local or some collector applications. (includes curb & gutter)	None
Drainage	2' curb and gutter; or "green infrastructure" drainage (i.e. rain gardens and perforated curbs) with special engineering review.			10' + natural swale; or "green infrastructure" drainage (i.e. rain gardens and perforated curbs) with special engineering review.

[1] ASHTO. Geometric Design of Highways and Streets, pg. 473, AASHTO, Washington D.C., 2004. The AASHTO "green book" is a guide intended to be used flexibly for different types of streets in different contexts. The Forward to the "green book" makes it clear that the dimensions are guides and not standards, and that ranges should not be used to imply that the larger end of a range is preferred. (AASHTO. Geometric Design of Highways and Streets, pg. xliii).

[2] ASHTO. Geometric Design of Highways and Streets, pg. 473, AASHTO, Washington D.C., 2004.

A3: natural resource policy map

HOW TO USE THIS MAP

The Natural Resources & Open Space Policy Map is based upon the 2013 data from the Mid America Regional Council Natural Resource Inventory (NRI). This inventory found that in 2013 22 percent of the metropolitan region retained areas of high-quality vegetative communities with numerous native species that are worthy of preservation. These areas, as well as natural resources outside of these areas, provide vital and valuable ecosystem services that clean our air and water, and provide scenic and recreational amenity. With proper planning – from the city-wide scale to the project scale – these assets can also be planned to serve our development, avoiding costly constructed infrastructure elements wherever possible.

The goals for integrating natural resource analysis into our development planning:

- Improve stormwater management and reduce construction and maintenance costs of stormwater infrastructure.
- Reduce flood risk.
- Improve aesthetic and recreational amenities to strengthen property values.
- Protect and improve our regional natural assets, and emphasize their role in our community.
- Identify critical areas where ecosystem services are needed; prioritize these areas as preservation or restoration areas in conjunction with Specific Plans and project development.

The NRI data includes four levels of classification, getting more specific at each level. This aligns well with the Blue Springs plan approach, dealing with general concepts and big picture opportunities at the larger scale, and refining it with more detailed analysis at the lower scales as information becomes clearer and opportunities are more immediate. At the smallest scale – the site, the NRI data should not be used as it is least accurate; instead, actual site analysis of actual conditions should take the place of the generalized concepts and data the NRI provides at higher scales.

This map should help guide:

1. Specific Plans to identify appropriate Open Space Types to support a particular planning effort;
2. Capital improvements planning as it relates the function and general design characteristics of public improvements including new and existing natural areas, recreation facilities, and civic spaces, and for integrating natural systems into all capital projects; and
3. Development planning and regulatory decisions in the absence of Specific Plans for the area.

The intent of the Natural Resource Inventory Map is not to specify areas of conservation and areas of development. Together with the Frameworks Goals and Targets in the General Plan, and through development of Specific Plans, this should be used to identify opportunities to better coordinate development with our natural systems, including integrating green infrastructure strategies into public and private projects and integrating natural, recreation and civic open space systems into our development patterns.

Open Space Categories:

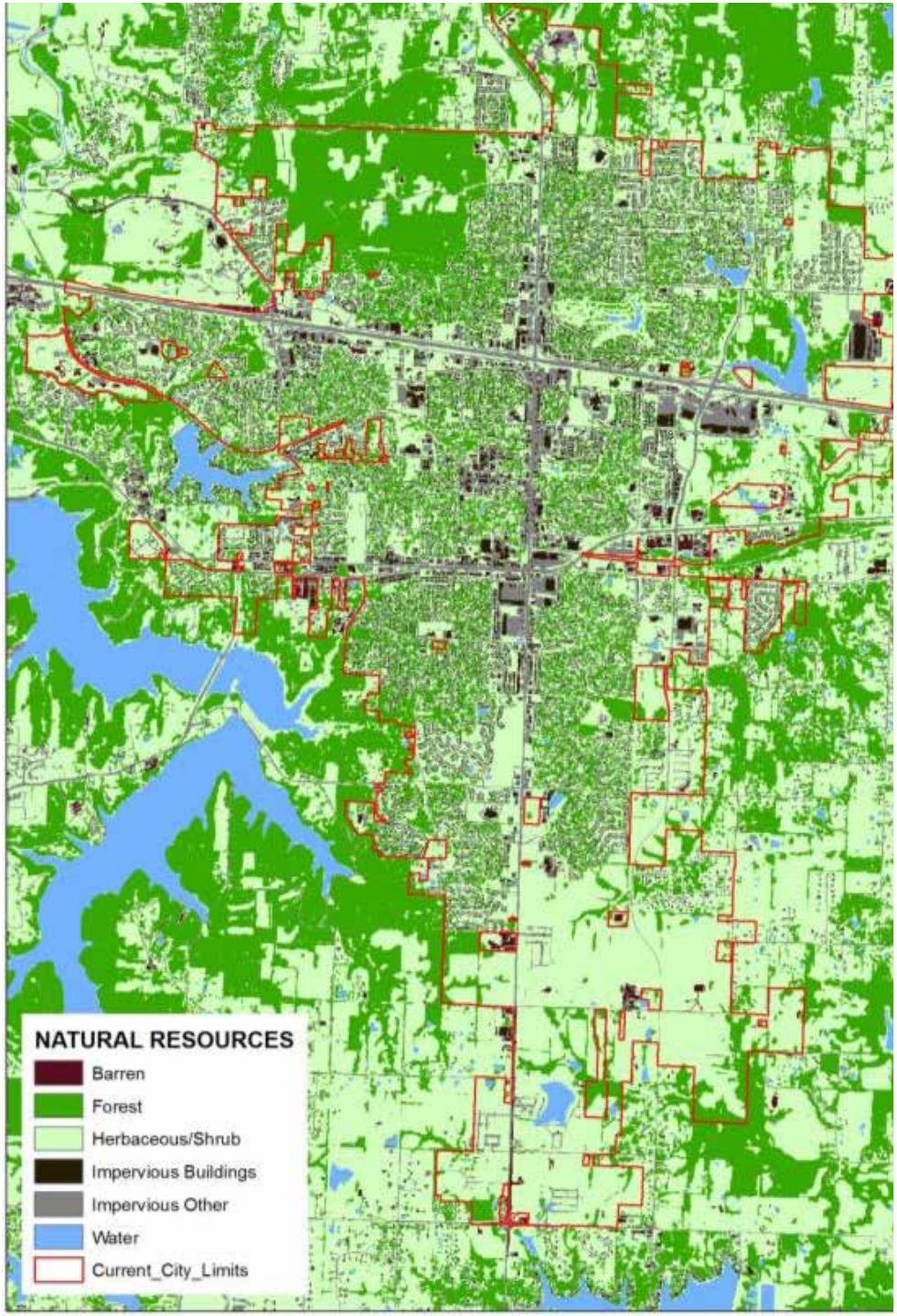
Public and private open spaces provide and extension of our public realm – beyond the framework established by our streets and rights of way. Designing these spaces in a coordinated manner can create a positive city image and build long-term value for the community. Developing public and private open spaces that are appropriate for a specific site, and which link ecological and recreation functions across multiple sites will promote a the health and vitality of Blue Springs.

Application of the Natural Resource Inventory Map to specific areas provides the opportunity to develop unique open spaces throughout our community, and to coordinate site, area, and city-wide functions of our open spaces. The following Open Space Types should be used to create natural, parks, and civic open spaces that support and reinforce the character of the area. They are best mapped as part of the Community Character Plan for specific areas at a block or area scale through the Specific Plan process. Areas that do not have a current Specific Plan may still use these types in association with the Future Land Use Policy Map, Transportation Policy Maps, and General Plan Frameworks.

Natural Areas - areas preserved primarily for the ecological and aesthetic features of the natural landscape, and may include passive recreation elements provided the preserve the predominant natural context.

Parks and Trails – A blend of ecological and recreation areas that incorporate substantial natural features and landscapes, but can be balanced with more structured and programed spaces.

Civic Spaces – Open spaces with a more formal design and concentrated for high impacts. They include gateway features, gathering spaces, and smaller and more ornamental landscaped areas that are focal points for an area.



Great Trees for Blue Springs:

In addition to designing diverse, context-appropriate Open Space Types, planting the right types of trees for the wide variety of conditions throughout the city is important. Tree species should be selected for their regional appropriateness, ecological benefits, environmental and social comforts, aesthetics and beauty, and longevity and ability to survive in certain contexts. Not all places where a tree should be planted will reflect ideal conditions. Therefore it important to consider many relevant factors in the design and planting of our public realm, public or private open spaces, and landscape areas of development sites.

The Great Trees and Evergreen Trees for Blue Springs lists were developed using data collected from tree experts with varied knowledge from all corners of the Kansas City Region. These lists provide reliable tree information for the design and planning professional or citizens wanting to improve their corner of Blue Springs.

THE TREE LIST

GREAT TREES FOR BLUE SPRINGS, MO

AS RATED BY METROPOLITAN AREA EXPERTS

April 2014 revision

Study by Robert Whitman, ASLA, AICP, LEED AP

robert.whitman@gouldevans.com

ABOUT THIS STUDY:

Kansas City area tree experts were asked to provide numerical opinions (0-5 ratings) for 378 trees in four categories (Landscape Value, Street Tree Value, Cultural Adaptability, and Useful Lifespan). These ratings were averaged to determine the highest rated trees for each category.

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GREAT TREES FOR BLUE SPRINGS, MO

AS RATED BY METROPOLITAN AREA EXPERTS

Study by Robert Whitman, ASLA, AICP, LEED AP

April 2014 revision

LARGE TREES FOR THE LANDSCAPE (IN ORDER OF PREFERENCE OUT OF 218 TREES)

1. *Quercus alba* White Oak
2. *Quercus bicolor* Swamp White Oak
3. *Acer saccharum 'Autumn Splendor'* Caddo Sugar Maple
4. *Gymnocladus dioicus 'Expresso'* Kentucky Coffeetree
5. *Acer x truncatum 'Warrenred'* Pacific Sunset Maple
6. *Acer saccharum 'John Pair'* John Pair Caddo Maple
7. *Ginkgo biloba 'Autumn Gold'* Autumn Gold Ginkgo
8. *Acer saccharum 'Fall Fiesta'* Fall Fiesta Sugar Maple
9. *Quercus macrocarpa* Bur Oak
10. *Quercus muehlenbergii* Chinkapin Oak
11. *Acer miyabei 'Morton'* State Street Miyabe Maple
12. *Taxodium distichum 'Shawnee Brave'* Bald Cypress
13. *Metasequoia glyptostroboides* Dawn Redwood
14. *Taxodium distichum* Bald Cypress
15. *Acer saccharum 'Legacy'* Legacy Sugar Maple
16. *Nyssa sylvatica* Blackgum
17. *Taxodium ascendens* Pond Cypress
18. *Ulmus propinqua 'JFS Bieberich'* Emerald Sunshine Elm
19. *Quercus shumardii* Shumard Oak
20. *Quercus rubra* Red Oak
21. *Ginkgo b. 'Princeton Sentry'* Princeton Sentry Ginkgo
22. *Acer x 'Keithsform'* Norwegian Sunset Maple
23. *Tilia tomentosa 'Sterling'* Sterling Silver Linden
24. *Quercus x wareii 'Long'* Regal Prince Columnar Oak
25. *Tilia americana 'DTR 123'* Legend American Linden
26. *Ulmus x 'Frontier'* Frontier Elm
27. *Quercus pagoda* Cherrybark Oak
28. *Quercus x 'Crimschmidt'* Crimson Spire Col. Oak
29. *Tilia tomentosa* Silver Linden
30. *Quercus stellata* Post Oak
31. *Zelkova serrata 'Musashino'* Columnar Zelkova
32. *Acer saccharum 'Green Mountain'* Green Mt. Sugar Maple
33. *Carpinus betulus* European Hornbeam
34. *Cladrastis kentukea* Yellowwood
35. *Ulmus parvifolia 'Emerald Prairie'* Em. Prairie Lbk. Elm
36. *Quercus lyrata* Overcup Oak
37. *Acer miyabei* Miyabe Maple
38. *Quercus prinus* Chestnut Oak
39. *Ulmus parvifolia 'Allee'* Allee Lacebark Elm
40. *Carpinus caroliniana* American Hornbeam
41. *Magnolia x acuminata 'Butterflies'* Butterflies Magnolia
42. *Quercus coccinea* Scarlet Oak
43. *Ulmus amer. 'New Harmony'* New Harmony Amer. Elm
44. *Eucommia ulmoides* Hardy Rubber Tree
45. *Ulmus americana 'Princeton'* Princeton American Elm
46. *Ulmus americana 'Valley Forge'* Valley Forge Amer. Elm
47. *Carpinus betulus 'Frans Fontaine'* Columnar Hornbeam
48. *Zelkova serrata 'Village Green'* Village Green Zelkova
49. *Maclura pomifera 'White Shield'* Seedless Osage Orange
50. *Aesculus x carnea 'O'Neill's Red'* Red Horsechestnut
51. *Ulmus parvifolia 'Athena'* Athena Lacebark Elm
52. *Zelkova serrata 'Green Vase'* Green Vase Zelkova
53. *Acer saccharum* Sugar Maple
54. *Tilia americana 'McKSentry'* American Sentry Linden
55. *Ulmus x 'Morton Glossy'* Triumph Elm
56. *Fagus sylvatica 'Atropunicea'* Purpleleaf Beech

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GREAT TREES FOR BLUE SPRINGS, MO

AS RATED BY METROPOLITAN AREA EXPERTS

LARGE STREET TREES (IN ORDER OF PREFERENCE OUT OF 218 TREES)

1. *Quercus bicolor* **Swamp White Oak**
2. *Tilia tomentosa 'Sterling'* **Sterling Silver Linden**
3. *Tilia americana 'DTR 123'* **Legend American Linden**
4. *Acer miyabei 'Morton'* **State Street Miyabe Maple**
5. *Taxodium d. 'Shawnee Brave'* **Col. Bald Cypress**
6. *Ulmus prop. 'JFS Bieberich'* **Emerald Sunshine Elm**
7. *Ulmus x 'Frontier'* **Frontier Elm**
8. *Ginkgo biloba 'Autumn Gold'* **Autumn Gold Ginkgo**
9. *Acer x trunc. 'Keithsform'* **Norwegian Sunset Maple**
10. *Acer x truncatum 'Warrenred'* **Pacific Sunset Maple**
11. *Gymnocladus dioicus 'Expresso'* **Kentucky Coffeetree**
12. *Quercus shumardii* **Shumard Oak**
13. *Ginkgo b. 'Princeton Sentry'* **Princeton Sentry Ginkgo**
14. *Quercus buckleyi* **Texas Red Oak**
15. *Quercus x wareii 'Long'* **Regal Prince Col. Oak**
16. *Quercus lyrata* **Overcup Oak**
17. *Ulmus americana 'Princeton'* **Princeton Amer. Elm**
18. *Quercus alba* **White Oak**
19. *Ulmus americana 'New Harmony'* **New Harmony Elm**
20. *Acer saccharum 'Autumn Splendor'* **Caddo Sugar Maple**
21. *Quercus rubra* **Red Oak**
22. *Maclura pomifera 'White Shield'* **Seedls. Osage Orange**
23. *Quercus muehlenbergii* **Chinkapin Oak**
24. *Eucommia ulmoides* **Hardy Rubber Tree**
25. *Platanus x acerifolia 'Bloodgood'* **Bloodgood Planetree**
26. *Ulmus a. 'Valley Forge'* **Valley Forge American Elm**
27. *Zelkova serrata 'Musashino'* **Columnar Zelkova**
28. *Zelkova serrata 'Green Vase'* **Green Vase Zelkova**
29. *Quercus x Crimschmidt'* **Crimson Spire Columnar Oak**
30. *Ulmus parvifolia 'Emerald Prairie'* **Lacebark Elm**
31. *Quercus texana* **Nuttall Oak**
32. *Tilia americana 'McKSentry'* **American Sentry Linden**
33. *Ulmus parvifolia 'Allee'* **Allee Lacebark Elm**
34. *Ulmus x 'Morton Glossy'* **Triumph Elm**
35. *Ulmus x 'Patriot'* **Patriot Elm**
36. *Taxodium ascendens* **Pond Cypress**
37. *Quercus macrocarpa* **Bur Oak**
38. *Quercus coccinea* **Scarlet Oak**
39. *Gleditsia triacanthos 'Imperial'* **Imperial Honeylocust**
40. *Ulmus parvifolia 'Athena'* **Athena Lacebark Elm**
41. *Acer saccharum 'John Pair'* **John Pair Caddo Maple**
42. *Gleditsia triacanthus 'Skyline'* **Skyline Honeylocust**
43. *Zelkova serrata 'Village Green'* **Village Green Zelkova**
44. *Acer saccharum 'Fall Fiesta'* **Fall Fiesta Sugar Maple**
45. *Acer saccharum 'Legacy'* **Legacy Sugar Maple**
46. *Metasequoia glyptostroboides* **Dawn Redwood**
47. *Quercus prinus* **Chestnut Oak**
48. *Taxodium distichum* **Bald Cypress**
49. *Ulmus x 'Morton'* **Accolade Elm**
50. *Acer miyabei* **Miyabe Maple**

LOWEST RATED COMMONLY USED TREES (IN ORDER OF LEAST PREFERENCE OUT OF 371 TREES)

1. *Pyrus calleryana 'Bradford'* **Bradford Pear**
2. *Acer saccharinum* **Silver Maple**
3. *Prunus cerasifera 'Newport'* **Newport Plum**
4. *Populus deltoides* **Cottonwood**
5. *Fraxinus* **Green & White Ash**
6. *Acer ginnala* **Amur Maple**
7. *Crataegus viridis 'Winter King'* **Green Hawthorn**
8. *Robinia pseudoacacia 'Purple Robe'* **Black Locust**
9. *Liquidambar styraciflua 'Rotundiloba'* **Sweetgum**
10. *Acer rubrum* **Red Maple**

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GREAT TREES FOR BLUE SPRINGS, MO

AS RATED BY METROPOLITAN AREA EXPERTS

MOST CULTURALLY ADAPTABLE TREES FOR KC (OUT OF 371 TREES)

1. *Ulmus americana 'New Harmony'* **New Harmony Elm**
2. *Quercus macrocarpa* **Bur Oak**
3. *Ulmus x 'Morton Glossy'* **Triumph Elm**
4. *Quercus bicolor* **Swamp White Oak**
5. *Ulmus propinqua 'JFS Bieberich'* **Emerald Sunshine Elm**
6. *Ulmus x 'Patriot'* **Patriot Elm**
7. *Maclura pomifera 'White Shield'* **Fruitless Osage Orange**
8. *Quercus x wareii 'Long'* **Regal Prince Columnar Oak**
9. *Taxodium d. 'Shawnee Brave'* **Columnar Bald Cypress**
10. *Plataus occidentalis* **Sycamore**
11. *Gymnocladus dioicus 'Expresso'* **Kentucky Coffeetree**
12. *Taxodium distichum* **Bald Cypress**
13. *Ulmus x 'Morton'* **Accolade Elm**
14. *Acer truncatum* **Shantung Maple**
15. *Quercus imbricaria* **Shingle Oak**
16. *Ginkgo biloba 'Autumn Gold'* **Autumn Gold Ginkgo**
17. *Tilia tomentosa 'Sterling'* **Sterling Silver Linden**
18. *Ulmus x 'Frontier'* **Frontier Elm**
19. *Acer x trunc. 'Keithsform'* **Norwegian Sunset Maple**
20. *Acer x truncatum 'Warrenred'* **Pacific Sunset Maple**
21. *Tilia americana 'DTR 123'* **Princeton Amer. Linden**
22. *Acer x freemanii 'Autumn Blaze'* **Autumn Blaze Maple**
23. *Quercus shumardii* **Shumard Oak**
24. *Quercus muehlenbergii* **Chinkapin Oak**
25. *Celtis occidentalis* **Hackberry**
26. *Ginkgo b. 'Princeton Sentry'* **Princeton Sentry Ginkgo**
27. *Platanus x acerifolia 'Bloodgood'* **Bloodgood Planetree**
28. *Acer x freemanii 'Armstrong'* **Armstrong Col. Maple**
29. *Quercus lyrata* **Overcup Oak**
30. *Acer miyabei 'Morton'* **State Street Miyabe Maple**
31. *Malus* **Coral Burst & Adirondack Crabapple**
32. *Quercus buckleyi* **Texas Red Oak**
33. *Euonymus bungeanus* **Winterberry Euonymus**
34. *Taxodium ascendens* **Pond Cypress**
35. *Malus* **Japanese & Professor Springer Crabapple**
36. *Quercus rubra* **Red Oak**
37. *Ulmus a. 'Valley Forge'* **Valley Forge American Elm**
38. *Gleditsia triacanthos* **Honeylocust**
39. *Acer campestre* **Hedge Maple**
40. *Corylus colurna* **Turkish Hazel**
41. *Malus* **Donald Wyman & Mary Potter Crabapple**
42. *Acer saccharum 'A.S.'* **Autumn Splendor Caddo Maple**

LONGEST LIVED TREES (IN ORDER OF USEFUL LIFESPAN, OUT OF 371 TREES)

1. *Quercus macrocarpa* **Bur Oak**
2. *Quercus muehlenbergii* **Chinkapin Oak**
3. *Quercus alba* **White Oak**
4. *Quercus bicolor* **Swamp White Oak**
5. *Quercus rubra* **Red Oak**
6. *Quercus stellata* **Post Oak**
7. *Juglans nigra* **Black Walnut**
8. *Quercus lyrata* **Overcup Oak**
9. *Taxodium dist.* **Bald Cypress**
10. *Ginkgo biloba* **Ginkgo**
11. *Ulmus americana* **Amer. Elm cultiv.**
12. *Platanus x acer.* **London Planetree**
13. *Platanus occidentalis* **Sycamore**
14. *Maclura pomifera* **Osage Orange**
15. *Quercus prinus* **Chestnut Oak**
16. *Quercus imbricaria* **Shingle Oak**
17. *Quercus shumardii* **Shumard Oak**
18. *Gymnocladus dioicus* **K. Coffeetree**
19. *Metasequoia glyp.* **Dawn Redwood**
20. *Quercus palustris* **Pin Oak**
21. *Quercus coccinea* **Scarlet Oak**
22. *Carya* **Hickory & Pecan**
23. *Quercus pagoda* **Cherrybark Oak**
24. *Quercus robur* **English Oak**
25. *Ulmus* X **Elm Hybrids**
26. *Acer* **Pac. & Nor. Sunset Maples**
27. *Catalpa speciosa* **Northern Catalpa**

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GREAT TREES FOR BLUE SPRINGS, MO

AS RATED BY METROPOLITAN AREA EXPERTS

SMALL TREES FOR THE LANDSCAPE (IN ORDER OF PREFERENCE OUT OF 153 TREES)

1. *Acer griseum* **Paperbark Maple**
2. *Acer truncatum* **Shantung Maple**
3. *Cornus kousa* **Kousa Dogwood**
4. *Chionanthus virginicus* **White Fringetree**
5. *Aesculus pavia* **Red Buckeye**
6. *Hamemalis virginiana* **Witch Hazel**
7. *Acer palmatum 'Bloodgood'* **Red-leaf Jap. Maple**
8. *Chionanthus retusus* **Chinese Fringetree**
9. *Cercis reniformis 'Oklahoma'* **Oklahoma Redbud**
10. *Syringa reticulata 'Ivory Silk'* **Japanese Tree Lilac**
11. *Acer buergerianum* **Trident Maple**
12. *Acer triflorum* **Three-Flowered Maple**
13. *Malus sargentii* **Sargent Crabapple**
14. *Malus 'Royal Raindrops'* **Royal Raindrops Crab**
15. *Cercis canadensis* **Redbud**
16. *Cornus florida* **White Flowering Dogwood**
17. *Magnolia virginiana* **Sweetbay Magnolia**
18. *Amelanchier 'Autumn Brilliance'* **Apple Serviceberry**
19. *Heptacodium miconiodes* **Seven-son Flower**
20. *Cornus controversa 'June Snow'* **June Snow Dogwood**
21. *Parrotia persica* **Persian Parrotia**
22. *Magnolia x 'Jane'* **Jane Magnolia**
23. *Malus 'Adirondack'* **Adirondack Crabapple**
24. *Malus 'Velvet Pillar'* **Columnar Crabapple**
25. *Cornus mas* **Corneliancherry Dogwood**
26. *Ostrya virginiana* **Ironwood/Hophornbeam**

SMALL STREET TREES (IN ORDER OF PREFERENCE OUT OF 153 TREES)

1. *Acer truncatum* **Shantung Maple**
2. *Zelkova serrata 'Schmidtlow'* **Wireless Zelkova**
3. *Acer buergerianum* **Trident Maple**
4. *Syringa reticulata 'Ivory Silk'* **Japanese Tree Lilac**
5. *Malus 'Velvet Pillar'* **Columnar Crabapple**
6. *Maakia amurensis* **Amur Maackia**
7. *Ostrya virginiana* **Ironwood/Hophornbeam**
8. *Koelreuteria paniculata* **Golden Raintree**
9. *Syringa pekinensis 'China Snow'* **Chinese Tree Lilac**
10. *Acer griseum* **Paperbark Maple**
11. *Malus 'Adirondack'* **Adirondack Crabapple**
12. *Acer tartaricum* **Tartarian Maple**
13. *Parrotia persica* **Persian Parrotia**
14. *Prunus padus 'Drietree'* **Merlot Bird Cherry**
15. *Malus 'Royal Raindrops'* **Royal Raindrops Crab**
16. *Crataegus ambigua* **Russian Hawthorn**

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THE TREE LIST

EVERGREEN TREES FOR BLUE SPRINGS, MO

AS RATED BY METROPOLITAN AREA EXPERTS

April 2014 revision

Study by Robert Whitman, ASLA, AICP, LEED AP

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ABOUT THIS STUDY:

In 2012 & 2013, Kansas City region tree experts were asked to provide numerical opinions (0-5 ratings) in each category for evergreen trees they have tested/observed from a master list of 154 evergreen trees. These ratings were averaged to determine the tree ratings for each category.

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EVERGREEN TREES FOR BLUE SPRINGS, MO

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April 2014 revision

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=superior tree for this condition
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Tested for KC	Height x Width (ft.)	Evergreen Tree name	Use as specimen	Use in buffer or as massing	Culturally adaptable	Heavy Soils	Drought Tolerant	Lifespan	Comments
		PINE							
✓✓	15x9	*Pinus aristata* - Bristlecone Pine							Needs excellent drainage, dislikes KC humidity
✓	35x20	*Pinus ayacahuite* – Mexican White Pine						?	Limited experience, but shows promise
✓✓	35x22	*Pinus banksiana* – Jack Pine							Pine wilt when under stress
✓✓	25x18	*Pinus bungeana* – Lacebark Pine							Excellent performer with interesting bark
✓	22x11	*Pinus cembra* – Swiss Stone Pine						?	Limited local success, slow grower
✓✓	30x20	*Pinus densiflora* – Japanese Red Pine							Some local success, very open habit
✓✓	14x12	*Pinus densiflora* 'Umbraculifera' – Tabletop Pine							Some local success, interesting flattop specimen
✓✓✓	30x17	*Pinus flexilis* 'Vanderwolf's – Limber Pine							Green-blue color, can get needle blight
✓	35x20	*Pinus koraiensis* – Korean Pine						?	Loose form, some local success
✓	28x15	*Pinus leucodermis* – Bosnian Pine						?	Some local success, black pine replacement
✓✓✓	12x14	*Pinus mugo* – Mugo Pine							Variation in size, pine wilt and scale problems
✓	12x7	*Pinus mugo* 'Tannenbaum' - Tannenbaum Pine						?	Attractive form, small pine alternative
✓✓✓	55x30	*Pinus nigra* – Austrian Pine							Severe diplodia tip blight, short lived
✓✓	35x19	*Pinus parviflora* – Japanese White Pine							Attractive pine, some local success
✓✓✓	50x30	*Pinus ponderosa* – Ponderosa Pine							Pine tip moth, fungal problems
✓✓	40x18	*Pinus resinosa* – Red Pine							Too hot in KC for this pine
✓✓	40x25	*Pinus strobiformis* – Southwestern White Pine							Performs well here and SW of KC
✓✓✓	60x30	*Pinus strobus* – Eastern White Pine							Drought susceptible, chlorosis, good pine
✓✓✓	45x16	*Pinus strob. 'Fastigiata'* – Columnar White Pine							Same as species but better for narrow sites
✓✓✓	45x25	*Pinus sylvestris* – Scotch Pine							Pine wilt & root nematode, European sawfly
✓	50x25	*Pinus taeda* – Loblolly Pine						?	Cold, ice and high pH can cause problems
✓✓	25x15	*Pinus thunbergiana* – Japanese Black Pine							Salt tolerant, ice damage, pine wilt
✓	30x15	*Pinus wallichiana* – Himalayan Pine						?	Needs more testing

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		SPRUCE							
✓✓✓	60x30	*Picea abies* – Norway Spruce							Tough and proven spruce for KC
✓✓✓	27x10	*Picea abies* 'Cupressina' –Upright Norway Spruce							Narrow and fast growing spruce
✓✓✓	22x15	*Picea abies. v. pendula* – Weeping Norway Spruce							Many specimen application options
✓✓	30x14	*Picea breweriana* – Brewer's Spruce							Tested with many failures
✓	30x16	*Picea engelmannii* – Engelmann Spruce						?	Not tolerant of KC heat or humidity
✓✓	40x20	*Picea glauca* – White Spruce							Poor heat tolerance
✓✓✓	30x18	*Picea glauca* 'Densata' – Black Hills Spruce							Slow growing but performs well, dense form
✓✓	18x4	*Picea glauca* 'Pendula' – Weeping White Spruce							Great specimen, good upright leader
✓✓	20x9	*Picea mariana* 'Columnar' – Columnar Black Spruce							Blue-green foliage, slow growing
✓✓	20x7	*Picea mariana* 'Wellspire' – Columnar Black Spruce							Upright form, soft needles, green color
✓✓	40x16	*Picea omorika* – Serbian Spruce							Blue-green color, performs well in irrigation
✓✓	25x10	*Picea omorika* 'Bruns' – Bruns Serbian Spruce							More narrow than species
✓✓	22x8	*Picea omorika* 'Pendula'- Weeping Serbian Spruce							Very attractive weeping specimen
✓✓✓	25x12	*Picea omorika* 'Riverside' Upright Serbian Spruce							Nice form with green color
✓	25x15	*Picea orientalis* - Oriental Spruce						?	Tiny needles
✓✓	18x8	*Picea orientalis* ' Deer Run' - Deer Run Spruce							Blue color, slow growing
✓	18x9	*P. orientalis* 'Skylands' – Yellow Oriental Spruce						?	Yellow needles fade to green, will scorch
✓✓✓	45x20	*Picea pungens* – Colorado Spruce							Not heat or drought tolerant, green needles
✓✓✓	45x20	*Picea pungens v. glauca* – Colorado Blue Spruce							Same as species, but blue color
✓✓✓	40x18	*Picea pungens* 'Kosteri' – Koster Blue Spruce							Blue color, not uniform or dense
✓	15x8	*Picea pungens* 'Baby Blue Eyes' – Baby Blue Eyes Spr.						?	Tidy, small mature size
✓✓	25x14	*Picea pungens* 'Bakeri' – Bakeri Spruce							Good blue color
✓✓✓	20x9	*Picea pungens* 'Blue Totum'– Col. Blue Spruce							Good blue color, snow/ice load is problem
✓✓	20x10	*Picea pungens* 'Fastigiata' - Col. Blue Spruce							Good blue color, snow/ice load is problem
✓✓✓	20x15	*Picea pungens* 'Fat Albert' – Fat Albert Blue Spruce							Excellent blue color and form
✓✓✓	30x16	*Picea pungens* 'Hoopsii' – Hoopsii Blue Spruce							Bluest spruce, more open form
		ARBORVITAE							
✓✓✓	25x15	*Thuja occidentalis* – Eastern Arborvitae							Needs irrigation, snow loads are a problem
✓✓	18x4	*T. occ.* 'Degroot's Spire' – Degroot's Spire Arborvitae							Best cultivar, otherwise same as species, slow
✓✓✓	16x6	*T. occ*identalis 'Smaragd' – Emerald Green Arborvitae							Overplanted and unloved by experts
✓✓	20x7	*Thuja occ*identalis 'Techny' – Techny Arborvitae							Poor performer, slow growing
✓✓✓	35x15	*Thuja* x 'Green Giant' – Green Giant Arborvitae							Fast grower, drought problems, deer resistant
✓✓	25x12	*Thuja* x 'Spring Grove' – Spring Grove Arborvitae							Less vigorous than Green Giant, but similar
✓✓✓	25x15	*Thuja orientalis* – Oriental Arborvitae							Toughest arborvitae for challenging KC

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		JUNIPER							
✓	20x12	*Juniperus chinensis* 'Wintergreen'–Wintergreen Juniper						?	Dense rich green
✓✓	16x9	*Juniperus chinensis* 'Blue Point' - Blue Point Juniper							Teardrop shape, blue-green color
✓✓	25x14	*J. chinensis* 'Columnaris Glauca' - Upright Blue Jun.							Narrow, loose habit, silver-grey color
✓✓✓	16x9	*Juniperus chinensis* 'Hetzii Columnaris' - Hetz Juniper							Green, heavy attractive cone production
✓✓	13x5	*Juniperus chinensis* 'Iowa' – Iowa Juniper							Green with blue tint, loose form
✓✓✓	20x13	*Juniperus chinensis* 'Keteleerii' – Keteleerii Juniper							Green with loose form, interesting unsheared
✓✓✓	20x12	*Juniperus chinensis* 'Perfecta' – Perfecta Juniper							Natural freshly sheared look
✓✓	18x9	*Juniperus chinensis* 'Robusta Green' – Upright Juniper							Green, tufted form, slightly irregular
✓✓✓	20x9	*Juniperus chinensis* 'Spartan' – Spartan Juniper							Green, dense and narrow
✓	20x18	*Juniperus rigida* – Temple Juniper						?	Green, slightly weeping branchlets
✓✓	25x13	*J. scopulorum* 'Blue Haven' – Blue Haven Juniper							Blue, striking color, heavy cone production
✓✓✓	20x7	*Juniperus scopulorum* 'Skyrocket' – Skyrocket Juniper							Blue, very narrow, poor performer
✓✓✓	18x8	*Juniperus scopulorum* 'Welchii' – Welch Juniper							Silvery blue-green, compact and dense
✓✓✓	20x10	*J. scopulorum* 'Wichita Blue' – Wichita Blue Juniper							Brilliant bright blue, poor performer
✓✓✓	40x25	*Juniperus virginiana* – Eastern Red Cedar							Our only native and most durable evergreen
✓✓✓	30x15	*J. virginiana* 'Glauca' – Silver Eastern Red Cedar							Silver hue and very durable
✓	15x5	Juniperus virginiana 'Blue Arrow'– Blue Arrow Juniper						?	More narrow than 'Glauca', not as durable
✓✓	25x14	*Juniperus virginiana* 'Burkii' – Blue Burkii Juniper							Steel-blue color, lacks interesting cones
✓✓✓	25x15	*Juniperus virginiana* 'Canaertii' – Canaert Juniper							Attractive lumpy form, proven durability
✓✓	20x12	*Juniperus virginiana* 'Cupressifolia' – Hillspire Juniper							Green, keeps winter color, durable
✓✓	23x10	*J. virg.* 'Emerald Sentinel'– Emerald Sentinel Juniper							Dark green color
✓	20x8	*J. virginiana* 'Prairie Sentinel' – Prairie Sentinel Juniper						?	Grey-green color, slower grower
✓✓	18x5	*Juniperus virginiana* 'Taylor' – Taylor Upright Juniper							Italian cypress look, durable, species color
		FIR / YEW							
✓	40x18	*Abies balsamea* – Balsam Fir						?	Poor performance in KC
✓✓	45x25	*Abies concolor* – White Fir							Beautiful, needs excellent drainage, variable
✓✓	25x14	*Abies concolor* 'Candicans' – Candicans Fir							White-blue color very impressive
✓	30x16	*Abies fraseri* – Fraser Fir						?	Very few good trees in KC, many failures
✓	30x20	*Abies homolepis* – Nikko Fir						?	Very few good trees in KC, many failures
✓	15x6	*Abies koreana* – Korean Fir						?	Heat and drought sensitive
✓	35x16	*Abies nordmanniana* – Nordman Fir						?	Very few good trees, but shows promise
✓✓	40x20	*Pseudotsuga menziesii* – Douglas Fir							Very few nice older specimens in KC
✓✓✓	20x14	*Taxus cuspidata* 'Capitata' – Pyramidal Japanese Yew							Great evergreen for shade, needs drainage
✓✓✓	15x9	*Taxus x media* 'Hicksii – Hicks Upright Yew							More upright/round form than Cap Yew

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		MISC. NEEDLED EVERGREENS							
✓	30x14	*Calocedrus decurrens* – Incense-Cedar						?	Does well in SW KS, but not tested in KC
✓✓	30x16	*Cedrus atlantica* 'Glauca' – Blue Atlas Cedar							Nice specimen if winters stay mild
✓	30x15	*C. deodara* 'Karl Fuchs' – Blue Himalayan Cedar						?	Blue fades to grey, cold tolerant
✓	25x12	*Cedrus deodara* 'Electric Blue' – Blue Him.Cedar						?	More dense, less cold tolerant than 'K.Fuchs'
✓	30x25	*Cedrus libani* v. stenocoma – Cedar of Lebanon						?	Not holding up in KC, no thriving old trees
✓	18x9	*Chamaecyparis lawsoniana* – Lawson Falsecypress						?	Interesting horizontal twig structure
✓✓	24x10	*Chamaecyparis nootkatensis* – Weeping Alaska Cedar							Interesting specimen, doing well in KC
✓✓	12x8	*Cham. pisifera* 'Filifera' – Japanese Falsecypress							Internal needles die but can be trimmed
✓✓	15x9	*Cham. pisifera* 'Boulevard' - Blvd. Falsecypress							Can look a bit rough with age, but does well
✓	35x20	*Cryptomeria japonica* – Japanese Cedar						?	Very few surviving trees in KC
✓	30x14	*Cupressus arizonica* – Arizona Cypress						?	Seed source/cultivar is important
✓	20x7	*C. arizonica* 'Cook's Peak' – Cook's Peak-Cypress						?	Appears to be cold hardy, blue foliage
✓	25x10	*Cupressus arizonica* 'Blue Ice' – Blue Ice Cypress						?	Blue foliage, cold hardiness in question
✓✓	25x10	*Sciadopitys verticillata* – Japanese Umbrella Pine							Very slow, needs winter shade, needs love
✓	30x15	*Sequoiadendron giganteum* – Giant Redwood						?	Not suited for KC's climate
✓	30x15	*Seq. giganteum* 'Hazel Smith' – Giant Redwood						?	Blue color, hates KC humidity,but can survive
✓✓✓	45x25	*Tsuga canadensis* – Canadian Hemlock							Needs winter wind protection and good soil
		HOLLY/MAGNOLIA (BROADLEAF EVERGREENS ONLY)							
✓✓✓	20x12	*Ilex x attenuata* 'Fosteri' – Foster's #2 Holly							Needs winter wind protection
✓✓✓	20x12	*Ilex x attenuata* 'Greenleaf' – Greenleaf Holly							Chlorosis, needs winter wind protection
✓✓✓	8x7	*Ilex x* 'Blue Maid' – Blue Maid Holly							Needs winter wind protection
✓✓	14x7	*Ilex x* Centennial Girl' – Centennial Girl Holly							Needs winter wind protection
✓	14x6	*Ilex x* 'Dragon Lady' – Dragon Lady Holly						?	Rare to succeed in KC
✓✓	6x5	*Ilex x* 'Honey Maid' – Honey Maid Holly							Creamy white leaf margin, often fails
✓	9x5	*Ilex x meserveae* 'Hackenfee' - Castle Spire Holly						?	Good fruit production, needs male in area
✓	9x5	*Ilex x meserveae* 'Hackenstar' - Castle Wall Holly						?	Male pollinator for 'Castle Spire'
✓	18x9	*Ilex x* 'Nellie R. Stevens'– Nellie Stevens Holly						?	Needs shelter, but often killed to ground
✓✓✓	35x18	*Ilex opaca* – American Holly							Species is variable, but many old specimens
✓	20x15	*Ilex penunculosa* – Longstock Holly						?	Not heat or drought tolerant
✓	10x5	*Ilex x* 'Rutzan' – Red Beauty Holly						?	Tough holly with excellent fruit production
✓	40x20	*Magnolia grandiflora* 'DD Blanchard' Magnolia						?	Large flowers, seems superior to 'Bracken's'
✓✓✓	30x20	*Magnolia grandiflora* 'Bracken's Brown' Magnolia							No protection needed, heavy snow breakage
✓✓	35x25	*Magnolia grandiflora* 'Edith Bogue' Magnolia							More hardy than 'Bracken's'
✓✓	25x12	*M. virginiana* 'Jim Wilson'–Moonglow Sweetbay Mag.							Holds some foliage thru winter, fragrant
✓✓✓	25x14	*Magnolia virginiana v. australis*–Sweetbay Magnolia							Tolerates wet sites, needs winter moisture

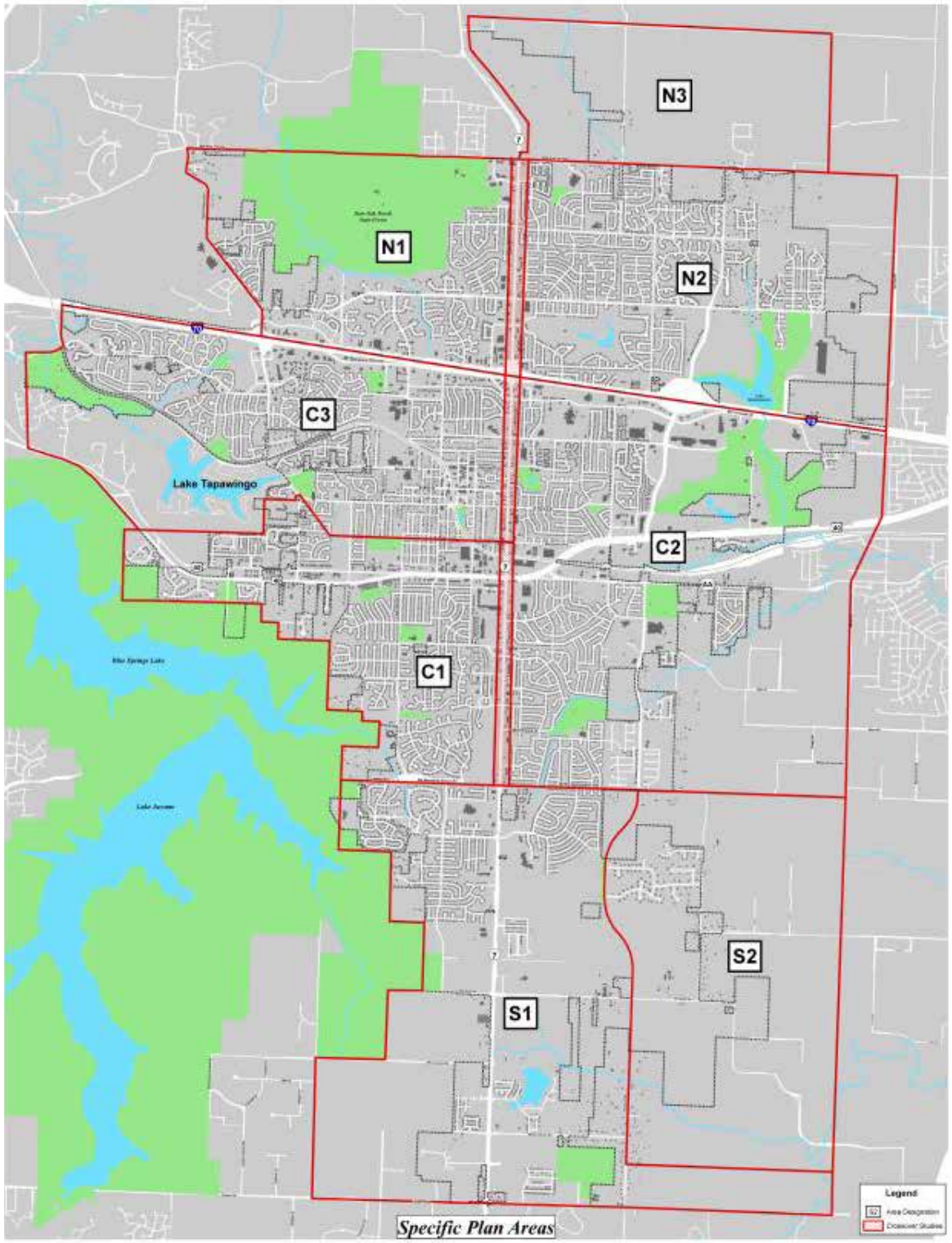
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APPENDIX B:SPECIFIC PLANS

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.

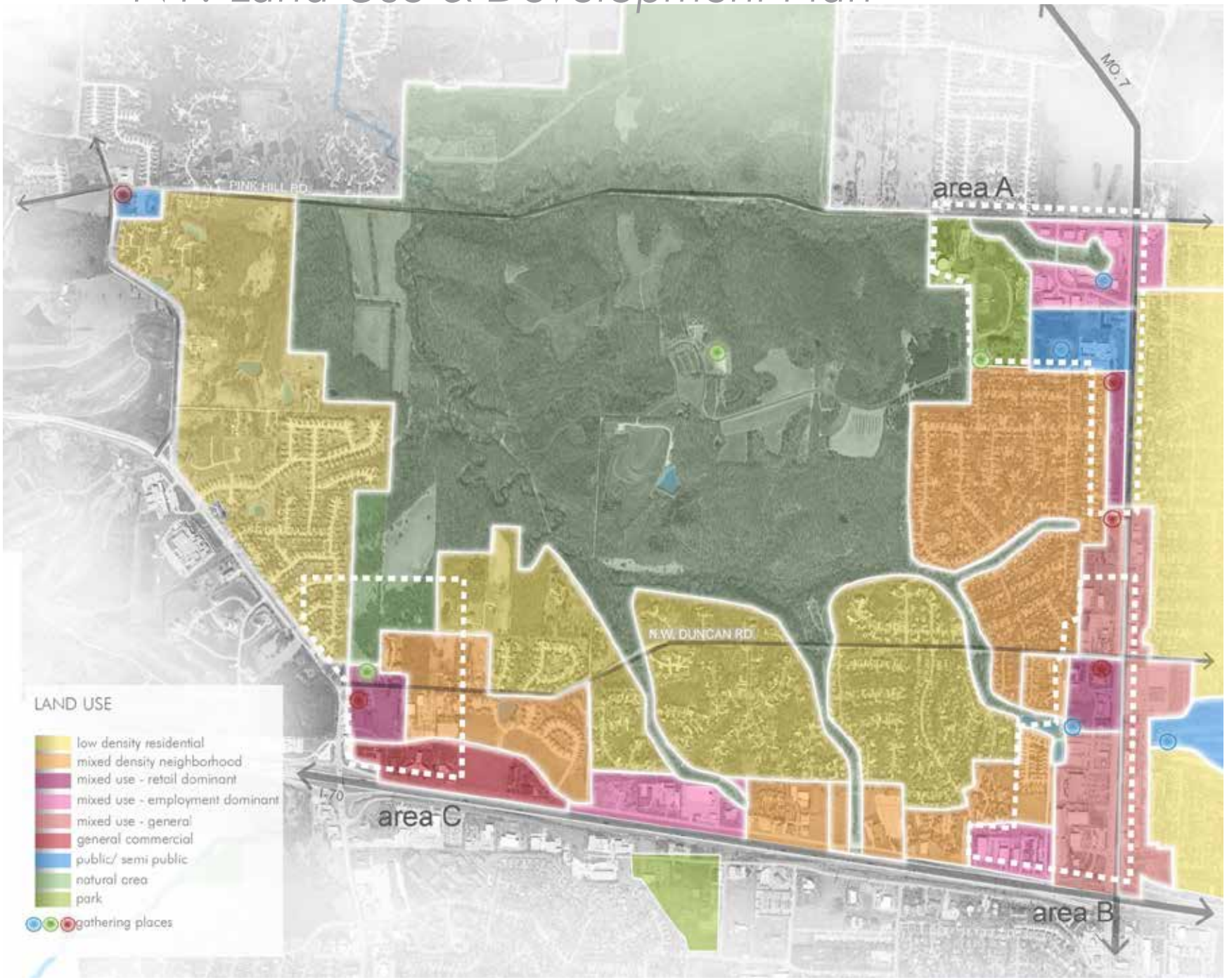
Step 5 – Plan Development & Adoption. Feedback from the evaluation should be formalized into a final plan for the specific area. Upon official adoption of a Specific Plan by the Planning Commission, the Specific Plan becomes part of, and a more detailed reflection of the General Plan for that particular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

N1: Community Character Plan



N1: Land Use & Development Plan



N1: specific plan

N1: Strategies

1 TO 2 YEARS

- Work with Burr Oak Woods to create a bicycle/pedestrian connection through the woods to connect with node at Duncan and Woods Chapel.
- Consider gateway feature to Burr Oak area from Northwest at Pink Hill and Woods Chapel, if significant development is recognized improvement could be tied to traffic improvement.
- Complete Duncan Road Trail to connect with Woods Chapel Road trail.
- Coordinate with property owners at Duncan and Woods Chapel Road to become a neighborhood center; integrate with opportunities for new connection to Burr Oak Woods.
- Improve connections within development sites west of Highway 7, between Duncan Road and Jefferson Street.
- Investigate bicycle / pedestrian connections over I-70, through the existing interchanges or a dedicated bicycle pedestrian connection.

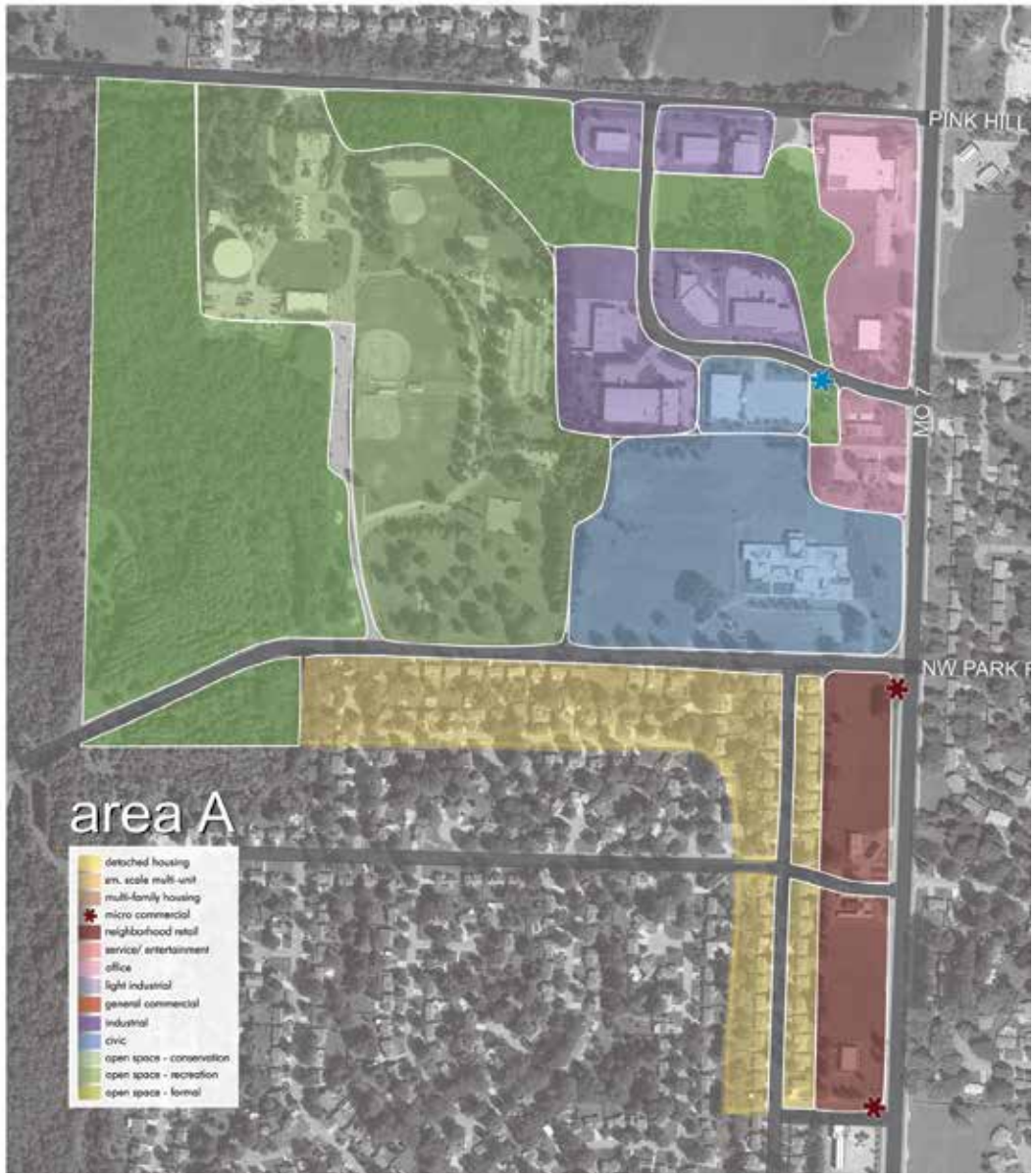
2 TO 5 YEARS

- Integrate housing choices to support the neighborhood center at Duncan and Woods Chapel.
- Implement Natural Street type with bike connections on Pink Hill Road.
- Locate gathering place at connection to Burr Oak Woods from Highway 7, any one or all three (civic, recreation, commercial) identified can be strengthened.
- Investigate access management strategy for Highway 7. Any strategy should support the creation of a neighborhood center at Duncan and Highway 7, and improved bike and pedestrian crossings of Highway 7.

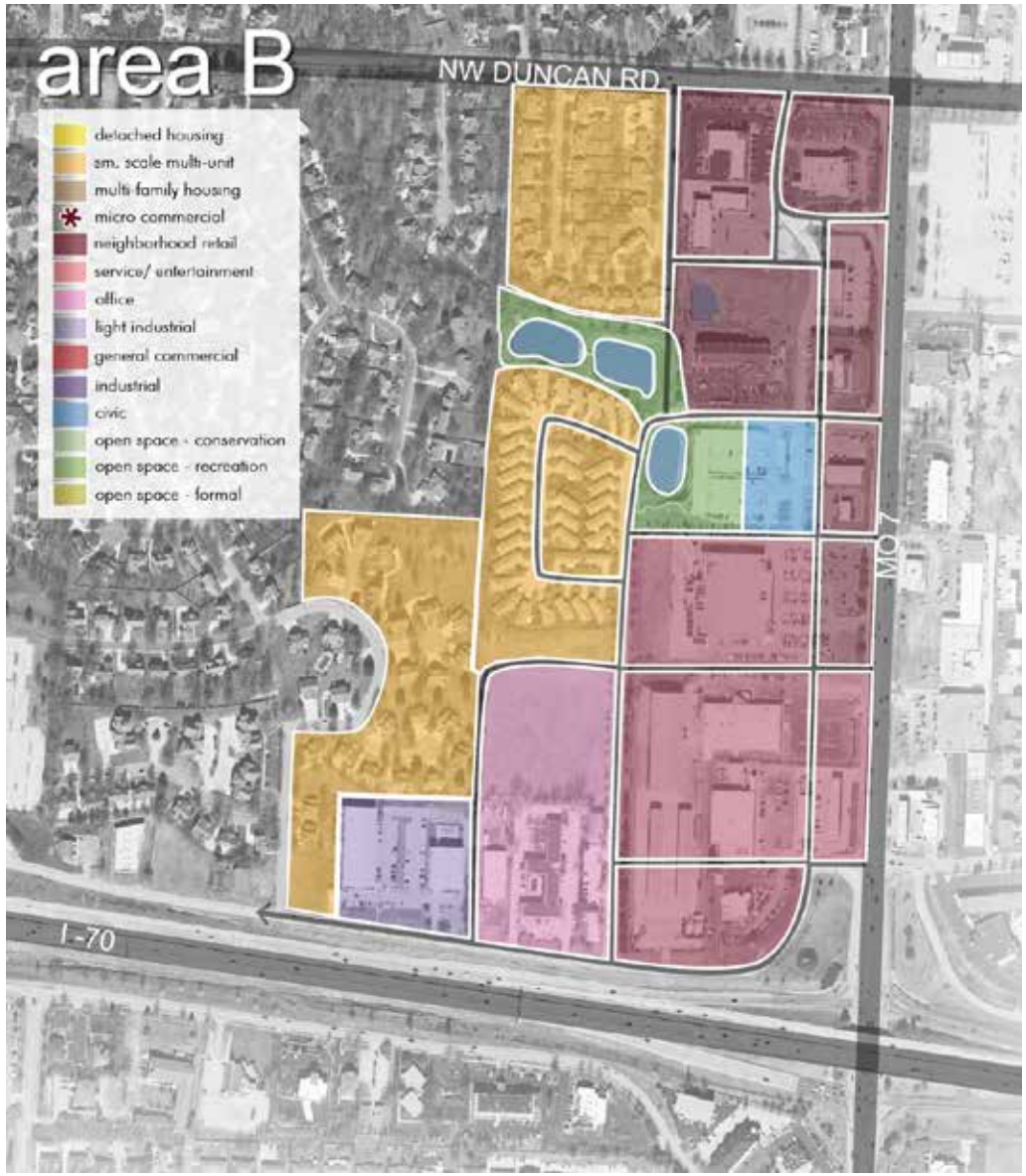
5+ YEARS

- Create trail connection between Timber Oak Drive to Duncan Road trail, with continuation to redevelopment along Highway 7.
- Repurpose civic space near NW North Ridge Drive (existing park-and-ride and pond) to create a gathering space and amenity to support redevelopment.

N1: Development Concepts



N1: Development Concepts

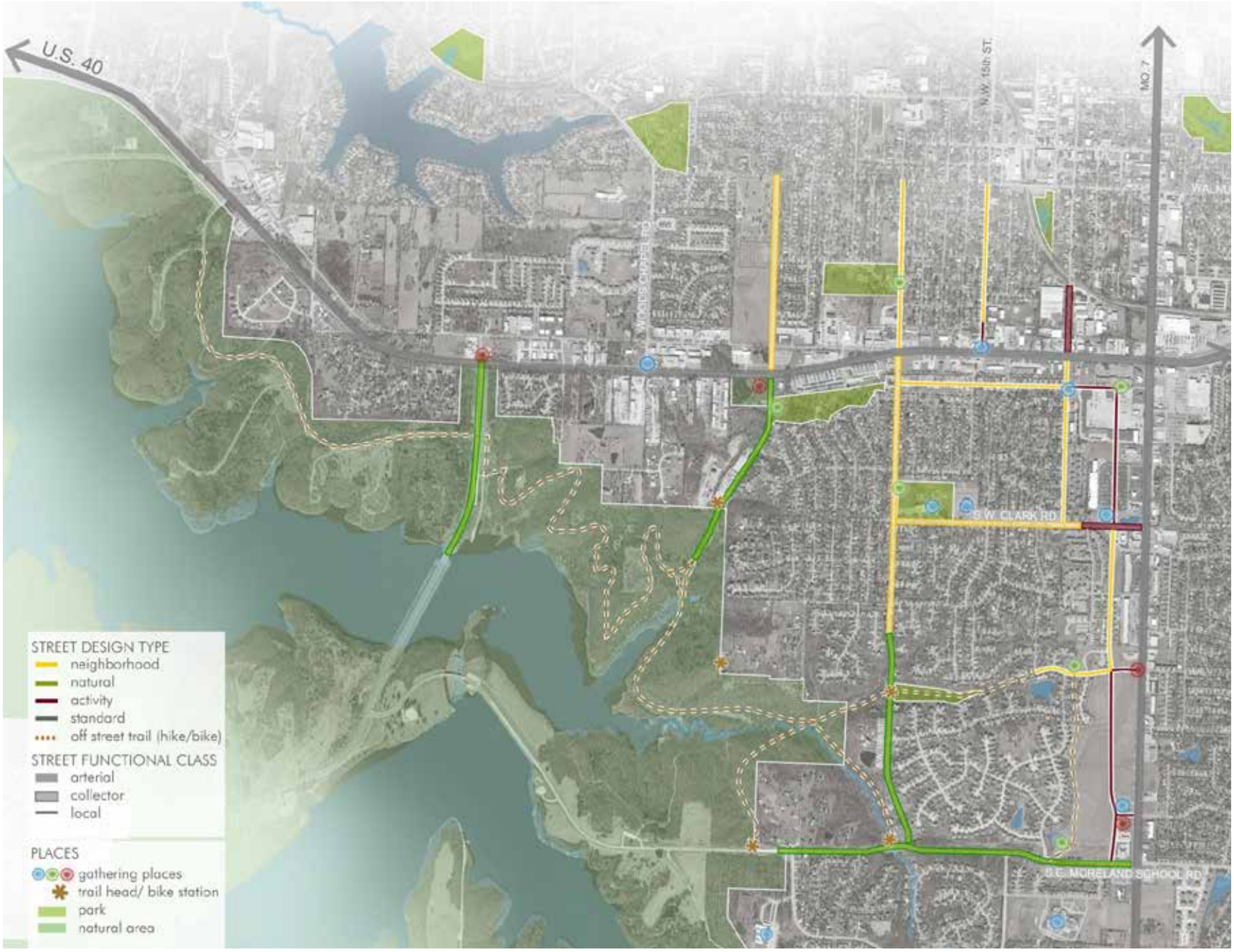


N1: Development Concepts

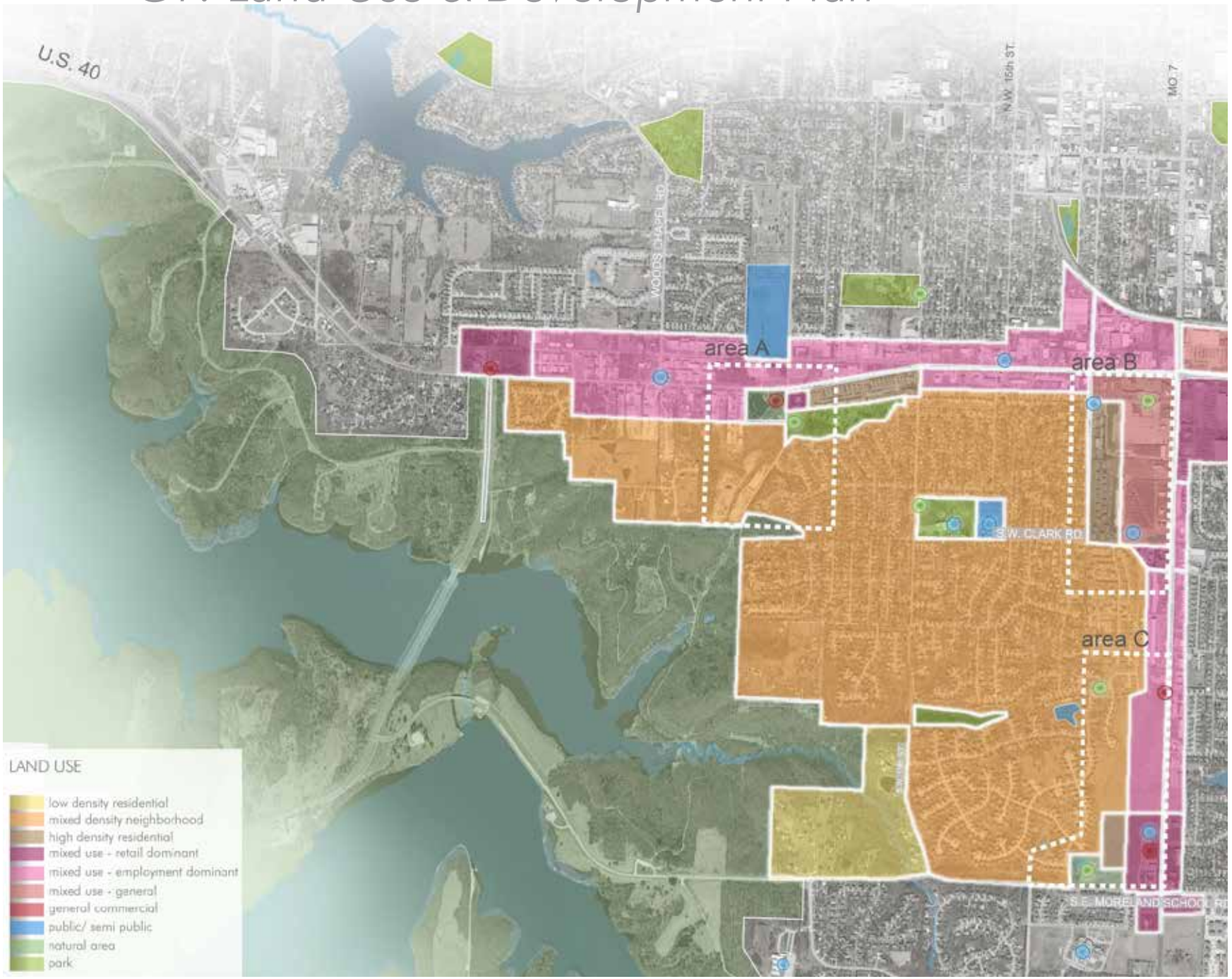


C1: Community Character Plan

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.

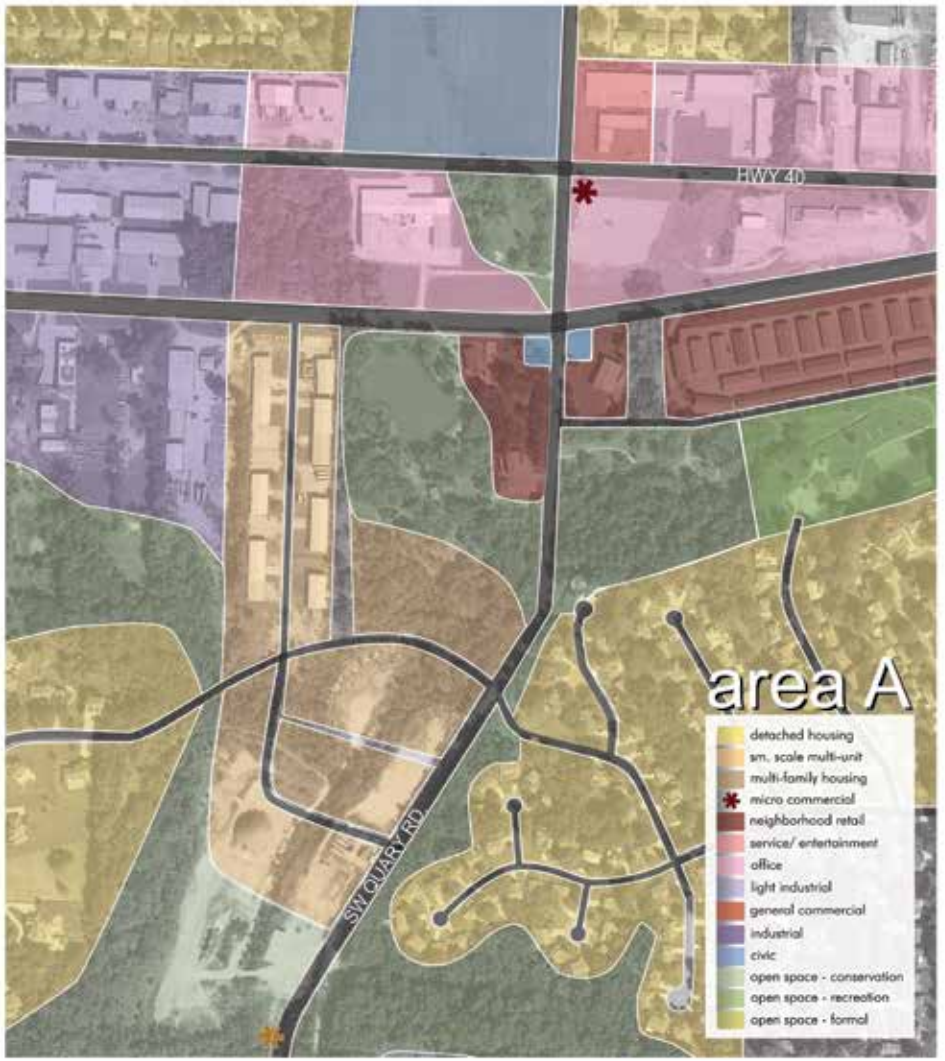
2 TO 5 YEARS

- 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.

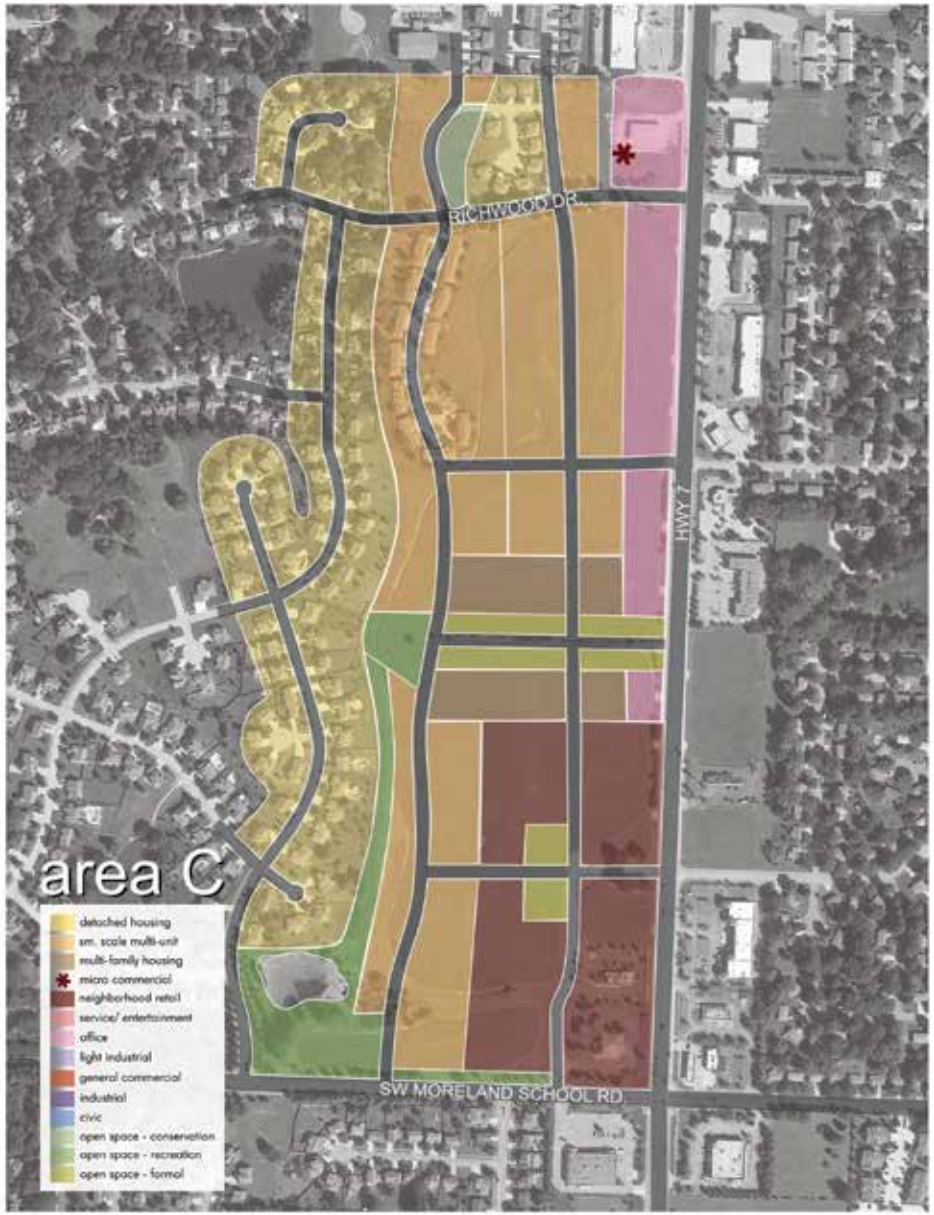
C1: Development Concepts



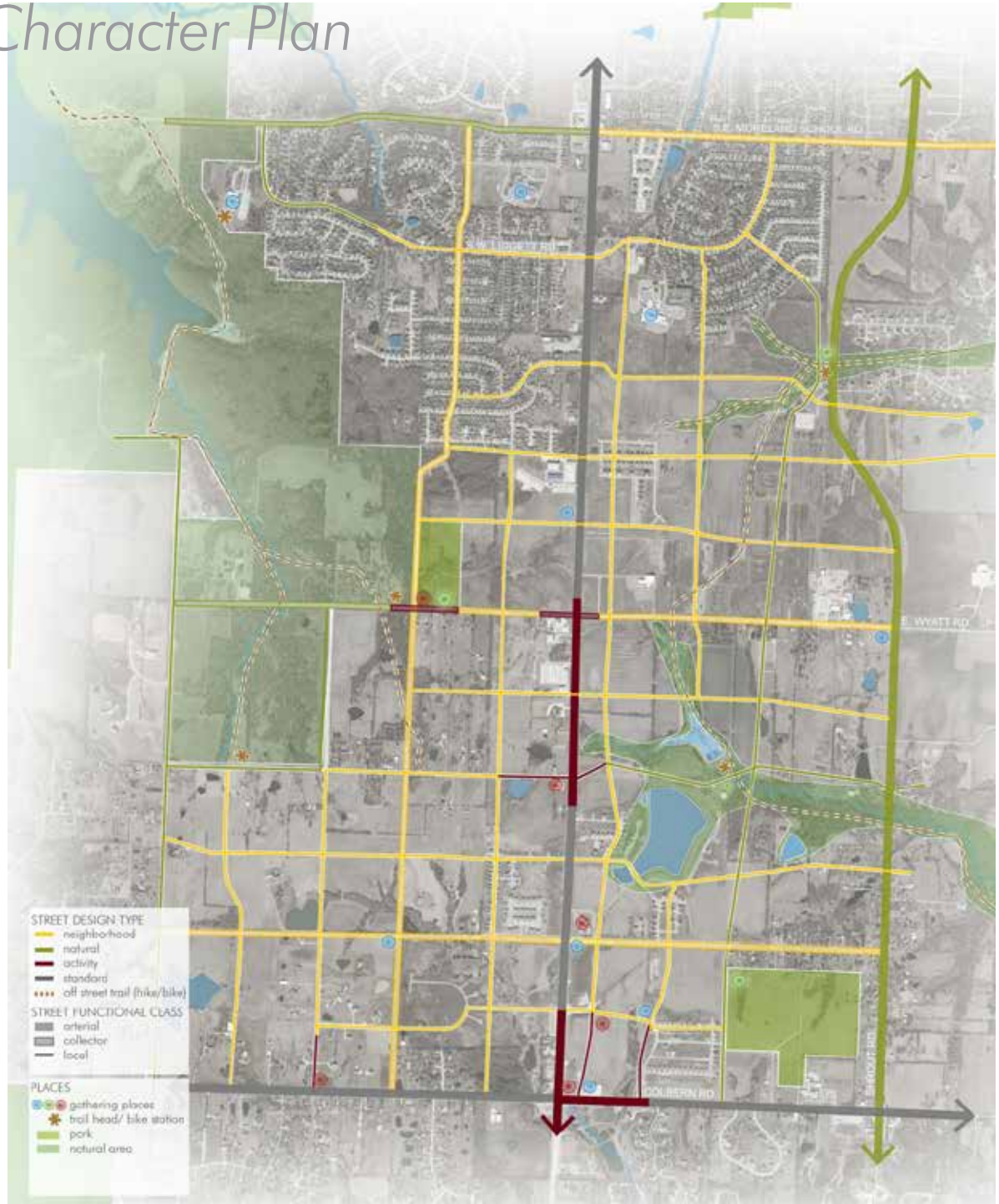
C1: Development Concepts



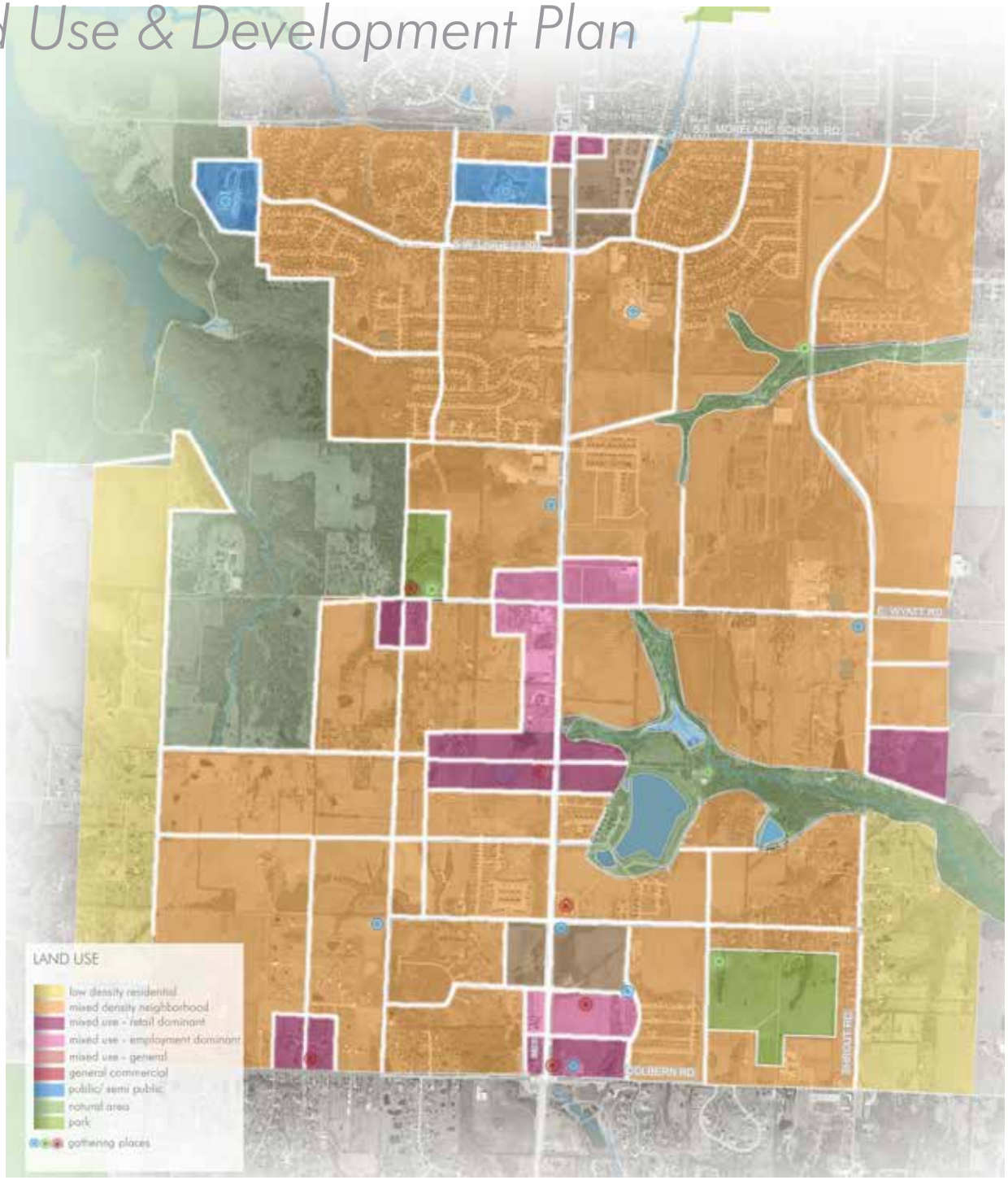
C1: Development Concepts



S1: Community Character Plan



S1: Land Use & Development Plan



S1: Strategies

1 TO 2 YEARS

- Establish a transportation network that reorients development off of Highway 7 to avoid commercial strip development along Highway 7. This requires greater connectivity of major and secondary streets and requires highly connected local street systems within neighborhoods. The system needs to be initiated immediately; however it is a long term implementation strategy, implemented incrementally as development of the entire south area occurs. In general this means:
  - Major streets at least every ½ mile – arterials or major collectors
  - Secondary street at least every 1000' to ¼ mile = minor collectors or local streets
  - Local streets that create 5 to 8 acre blocks (smaller at activity centers).
- Provide strategic infrastructure investment within the identified adjacent growth areas to support community growth.
  - Prioritize investments that can demonstrate a return on investment for the City.
  - Conduct fiscal impact studies with infrastructure expansion.

2 TO 5 YEARS

- Create bicycle connections throughout southern Blue Springs
  - Create trail connections between Fleming Park and adjacent neighborhoods
  - Create an east / west trail connection across south Blue Springs
  - Connect Fleming Park to Legacy Park through on-street and trail bike system
  - Establish connection to existing bike and trial facilities, and new facilities that better complete the citywide system.

5+ YEARS

- Establish neighborhoods centers in general vicinity of the Places Framework and Future Land Use policy map
  - Scale mixed-use centers to existing or anticipated residential population within a ½ mile.
  - Create highly connected local street network and pedestrian scale street: explore options of pedestrian scaled frontage roads for centers that abut Highway 7.
  - Incorporated civic space as a focal point of all neighborhood centers.

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