PLANNING COMMISSION MEETING
AGENDA

Monday, March 11, 2024 – 6:30 p.m.
Howard L. Brown Public Safety Building – 1100 SW Smith Street
Council Chambers

The meeting can be viewed live only on Blue Springs Channel 7, AT&T Channel 99 and
www.bluespringsgov.com/CityMeetingsLive

1 CALL TO ORDER – PLEDGE OF ALLEGIANCE - CONSENT AGENDA

(All items under Consent Agenda are considered to be routine by the Planning Commission and will be enacted by one motion. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Agenda and considered separately.)

a) **MINUTES** February 26, 2024

2 **PUBLIC HEARING / SITE PLAN DESIGN REIVEW WITH ALTERNATIVE DEVELOPMENT STANDARDS / SPDR-01-24-9034** / "Timothy Lutheran Church" / 301 SW Wyatt Road. (This item will be continued to the March 25, 2024, Planning Commission Meeting).

3 DOWNTOWN MASTER PLAN PRESENTATION

4 OTHER BUSINESS: The next scheduled meeting is **Monday, March 25, 2024.**
Community Development Monthly Report February 2024

5 ADJOURN

If special accommodations are required for citizen participation in this meeting,
PLEASE CALL 816-228-0207 (VOICE) OR 816-228-0250 (TDD)

Agenda posted at the following locations:
City Hall, 903 W. Main Street
City's website
http://www.bluespringsgov.com/AgendaCenter
March 6, 2024
A quorum of the City Council may be in attendance however no City Council votes will be taken.

Public Hearing Comments: If you would like to make a public comment during a public hearing, we request that you submit a Speaker Appearance Form prior to 4:00 p.m. the day of the meeting. There will be hard copies of the Speaker Appearance Form located at the entrance of the Multipurpose Room. After completion, the form is to be given to Recording Secretary, prior to the start of the meeting. The Chairperson will call upon you by announcing your First and Last Name. You will be sworn in by a Public Stenographer and asked to state your full name and address for the record before giving your testimony.

Mike Mallon, Director of Community Development

City of Blue Springs
903 Main
Blue Springs, Missouri 64015

Planning Commission
MINUTES
Monday, February 26, 2024

Media Link: February 26, 2024, Planning Commission Meeting

A regular meeting of the Planning Commission of the City of Blue Springs was held at 6:30 p.m. on Monday, February 26, 2024, in the Council Chambers of the Howard L. Brown Public Safety Building, located at 1100 SW Smith Street, Blue Springs. The meeting was also viewed live on Blue Springs Channel 7, AT&T Channel 99, and www.bluespringsgov.com/CityMeetingsLive. The following members, guests and staff were in attendance:

ATTENDANCE	Tom Rohr, Vice Chairperson Robert Morton Susan Stokenbury Chris Henning Richard How Jennifer Ritschel-Smith
STAFF PRESENT	Mike Mallon, Senior Director of City Development Dave McCumber, Development Review Manager Adair Bright, Senior Planner Jim Burgess, City Engineer John Mullane, Interim City Attorney Galen Ericson, Councilmember, District 1, Mayor Pro Tempore Traci Breshears, Recording Secretary
ABSENT	Byron Craddolph, Chairperson Chad Sanderson Travis Graham
CALL TO ORDER	Tom Rohr, Vice-Chairperson, called the meeting to order at 6:30 p.m. with a request that everyone stand for the Pledge of Allegiance.
CONSENT AGENDA APPROVAL	Chairperson Rohr requested action on the Consent Agenda with a motion by Commissioner Stokenbury and a second from Commissioner How and with a unanimous vote, the minutes of February 12, 2024, were approved.
AGENDA ITEM 2 / PUBLIC HEARING	The public hearing for agenda items 2 and 3 was opened at 6:32pm with agenda item 4 heard concurrently. The hearing exhibits were requested of the City

/ REZONING / RZ-10-23-8939 / "Hoot Owl Meadows" / SW Corner of E Wyatt Rd and S Litchford Rd

&

AGENDA ITEM 3 / PUBLIC HEARING / GENERAL DEVELOPMENT PLAN / GDP-10-23-8940 / "Hoot Owl Meadows" / SW Corner of E Wyatt Rd and S Litchford Rd

&

AGENDA ITEM 4 / PRELIMINARY PLAT/ PP-10-23-8941 / "Hoot Owl Meadows" / SW Corner of E Wyatt Rd and S Litchford Rd

Attorney, John Mullane who introduced 1 through 12 into the public record on behalf of the applicant.

1. Staff Report with attachments
2. Applicant Plans with attachments
3. Affidavit of Publication in The Kansas City Star on February 11, 2024
4. 185 ft. Notification Map
5. Property owners within 185 ft. of site
6. Copy of letter sent to said property owners
7. Affidavit of Publication in The Examiner on November 25, 2023
8. 185 ft. Notification Map
9. Property owners within 185 ft. of site
10. Copy of letter sent to said property owners
11. Title IV, Land Use Section – Blue Springs Code of Ordinances (by reference)
12. 2014 Comprehensive Plan (by reference)

Adair Bright, Senior Planner, presented the request for a Rezoning, General Development Plan, and Preliminary Plat to the Planning Commission.

QUESTIONS

None

APPLICANT

Jeremy Powell, 3200 S State Rte 291, Independence, MO, spoke on behalf of Justin Larkin, applicant.

WITNESSES IN FAVOR

None.

WITNESSES OPPOSED

David Knust, 8312 S Litchford Rd, Grain Valley, MO, 64029.

Ali Ajaz, 29910 E Harris Potts Rd, Grain Valley, MO, 64029.

Matin Underwood, 29110 E Wyatt Rd, Grain Valley, MO, 64029.

Tonya Parker, 9008 S Litchford Rd, Grain Valley, MO, 64029.

Troy Leavitt, 28812 E Wyatt Rd, Grain Valley, MO, 64029.

Jay Ryan, 28909 E Major Rd, Grain Valley, MO, 64029.

Warren Moult, 8608 S Shrout, Grain Valley, MO, 64029.

Becky Dowell Aholt, 4309 SE Willow Tree Ct, Blue Springs, MO, 64014.

Adam Kriz, 30404 E Litchford Rd, Grain Valley, MO, 64029

Jeff Whitthar, 8209 S Cook Rd, Grain Valley, MO, 64029.

Their opposition was due to road capability, wildlife, flooding, water run-off and wanting the lot sizes in the proposed development to be larger.

DISCUSSION

Mike Mallon summarized his notes of citizen opposition answering a few and directing many to Jeremy Powell, consultant to the developer.

Mr. Powell spoke to the issues of the roads, stating that they will only be able to build 90 homes until a third access road is built by another neighborhood that the developer can connect to. They will also be improving parts of Wyatt Rd and Litchford Rd.

Commissioner Rohr asked about water run-off which the consultant answered.

Commissioner Rohr asked about the traffic study to which the consultant answered.

Jim Burgess, City Engineer, spoke to the traffic study as well.

Commissioner How asked if duplexes or slab homes would be in the development.

Mr. Powell said no, there will only be single-family homes with basements.

Commissioner Henning asked what improvements would be made to the roads.

Mr. Mallon stated that Litchford and Wyatt would both have half road improvements with a portion of Wyatt being a full road improvement.

Commissioner Henning asked to clarify what half road improvements consist of.

Mr. Mallon stated that it includes curb, gutter and sidewalk improvements.

Commissioner Henning asked Mr. Powell about what portion of the roads they will be caring for and for the minimum square footage of the homes.

Mr. Powell stated he was unsure of the minimum square footage.

Adair Bright, Senior Planner, stated that the minimum will be 1800 square feet of livable space.

Mr. Powell confirmed with the applicant that the 1st floor of the homes would be a minimum of 1800 square feet.

Commissioner Rohr asked more questions on the roads and the upgrading of them.

	Mr. Mallon stated that Wyatt Road from 7 Hwy to Adams Dairy Parkway is part of a Capital Improvement Project to widen Wyatt Rd and should be done by summer of 2025.
PUBLIC HEARING CLOSED	The public hearing closed at 7:28 p.m.
MOTION / PUBLIC HEARING / REZONING / RZ-10-23-8939 / "Hoot Owl Meadows" / SW Corner of E Wyatt Rd and S Litchford Rd	Commissioner How motioned to approve the Rezoning / RZ-10-23-8939 / "Hoot Owl Meadows" / SW Corner of E Wyatt Rd and S Litchford Rd.
SECOND	Commissioner Smith seconded the motion.
VOTE	Tom Rohr – No Susan Stokenbury-Aye Jennifer Ritschel-Smith-Aye Richard How - Aye Chris Henning – Aye Robert Morton – No **RECOMMENDED APPROVAL** **(4-Aye, 2-No)** **This item will be heard at the March 4, 2024, City Council Meeting.**
STAFF CONDITIONS	None.
MOTION / PUBLIC HEARING / GENERAL DEVELOPMENT PLAN / GDP-10-23-8940 / "Hoot Owl Meadows" / SW Corner of E Wyatt Rd and S Litchford Rd	Commissioner How motioned to approve the General Development Plan / GDP-10-23-8940 / "Hoot Owl Meadows" / SW Corner of E Wyatt Rd and S Litchford Rd with one staff condition.
SECOND	Commissioner Smith seconded.
VOTE	Tom Rohr – No Susan Stokenbury-Aye Jennifer Ritschel-Smith-Aye Richard How - Aye Chris Henning – Aye Robert Morton – No

RECOMMENDED APPROVAL
(4-Aye, 2-No)
This item will be heard at the March 4, 2024, City Council Meeting.

STAFF CONDITIONS

1. Approval based on the representations of any drawings presented as part of this application does not waive any requirement or development standard contained in the UDC, unless modified by the Alternative Development Standards.
    a. Increase the maximum lot area from 1-acre to 1.41 +/- acres for Lot 27.
    b. Reduce the required lot frontage width from 100-ft. to a minimum of 81.15-ft. for Lots 1, 22, 62, 65, 66, 72, 73, 74, 75, 76, 94, 95, 96, 97, 98, 99, 109, 110, 112, 124, 127, 131, 154, 155, 156, 174, 176, 177, 178, 192, 193, 206, 207, 208, 216, 217, 222, 223, 224, and 225.
    c. Increase the maximum lot frontage width to exceed 150-ft. for Lots 152, 199, 200, and 209.

MOTION / PRELIMINARY PLAT / PP-10-23-8941 / "Hoot Owl Meadows" / SW Corner of E Wyatt Rd and S Litchford Rd

Commissioner How motioned to approve the Preliminary Plat / PP-10-23-8941 / "Hoot Owl Meadows" / SW Corner of E Wyatt Rd and S Litchford Rd with seven staff conditions.

SECOND

Commissioner Smith seconded.

VOTE

Tom Rohr – No	Richard How - Aye
Susan Stokenbury-Aye	Chris Henning – Aye
Jennifer Ritschel-Smith-Aye	Robert Morton – No

APPROVED
(4-Aye, 2-No)

STAFF CONDITIONS

1. Approval by the Planning Commission based on the representations of any drawings presented as part of this application does not waive any requirement or development standard contained in the UDC.
    a. Increase the maximum lot area from 1-acre to 1.41 +/- acres for Lot 27.
    b. Reduce the required lot frontage width from 100-ft. to a minimum of 81.15-ft. for Lots 1, 22, 62, 65, 66, 72, 73, 74, 75, 76, 94, 95, 96, 97, 98, 99, 109, 110, 112, 124, 127, 131, 154, 155, 156, 174, 176, 177, 178, 192, 193, 206, 207, 208, 216, 217, 222, 223, 224, and 225.

c. Increase the maximum lot frontage width to exceed 150-ft. for Lots 152, 199, 200, and 209.

2. A Limits of No Access must be delineated and dedicated on the Final Plat for all lots adjacent to E Wyatt Road and E Litchford Road.
3. An 8-ft. wide ADA compliant multi-use path along E Wyatt Road and E Litchford Road must be shown on the Final Plat.
4. Prior to approval of the Final Plat for each phase, the following must occur:
    a. An Administrative Site Plan Design Review must be completed for each phase to ensure landscaping and buffering complies with the UDC.
    b. All open spaces amenities, landscaping, and buffers must be installed or financially guaranteed prior to approval of the Final Plat in which the tract is located. Open space amenities must be installed prior to approval of the subsequent development phase (i.e., amenities in tracts platted with the first phase must be installed prior to approval of the second phase).
    c. Sidewalks adjacent to tracts are required to be installed.
    d. Drafts of the proposed Declaration of Restrictions and the Homes Association Declaration documents shall be submitted to the City. The Declarations shall address the maintenance of all open space tracts and amenities and the minimum livable floor area classification.
5. Prior to issuance of building permits, the following must occur:
    a. The approved Final Plat must be recorded at Jackson County.
    b. The Declarations of Restrictions and the Homes Association Declaration documents shall be recorded and provided to the City.
6. Prior to issuance of a Certificate of Occupancy, the following must occur:
    a. All required landscaping (45 plant units) and street tree(s) shall be installed or financially guaranteed.
    b. Sidewalks adjacent to lot frontages are required to be installed prior to the issuance of a Certificate of Occupancy.
7. The minimum livable floor area classification must be noted on each Final Plat.

OTHER BUSINESS

Mike Mallon reminded Commissioners of the photo that will be taken at the next meeting. He also stated that they were looking into a study session for the commissioners and asked them to email him with topics of interest.

The next scheduled meeting is Monday, March 11, 2024.

MEETING ADJOURN

With no further discussion, a motion was made by Commissioner Stokenbury and seconded by Commissioner How and the meeting adjourned at 7:38 p.m.

_____

Respectfully Submitted by
Traci Breshears, Recording Secretary

_____
Tom Rohr, Vice Chairperson

_____
Date

Blue Springs, Missouri
Community Development

MEMORANDUM

DATE: **March 6, 2024**

TO: **Chairman Craddolph and Members of the Planning Commission**

FROM: **Cara Elbert, Assistant Director of Community Development**

SUBJECT: **Downtown Master Plan Presentation**

The Downtown Master Plan is the product of an extensive planning process that included considerable community involvement and city resources. The Downtown Master Plan is a guiding document for the redevelopment of Downtown Blue Springs. It provides a vision supported by community leaders and interested parties, many of which participated in the Downtown Charette, held in November of 2023 and other public meetings throughout the public engagement portion of the planning process. It represents a vision for the redevelopment of Downtown Blue Springs, which illustrates a thriving center of activity for the community. The Downtown Master Plan is now complete and is presented here for your review.

DOWNTOWN BLUE SPRINGS MASTER PLAN

MARCH 2024

PREPARED FOR THE CITY OF BLUE SPRINGS
BY RDG PLANNING & DESIGN
IN ASSOCIATION WITH LANDWORKS STUDIO LLC



DOWNTOWN BLUE SPRINGS MASTER PLAN

- The City of Blue Springs put an RFP for planning services in **May, 2023** to engage with a consultant to prepare an update to the City's previous Downtown Master Plan that was completed in 2007.

- A contract was entered into at the **August 21, 2023** City Council Meeting and the planning process began.

- The **purpose** of engaging in this planning process was because the previous **plan goals had been realized** and **conditions had changed**, thus it was time to pivot and look at new possibilities for redevelopment in Downtown.

DOWNTOWN BLUE SPRINGS MASTER PLAN

The plan document is broken into several sections that are outlined below:

- The Purpose
- The Planning Process
- Overall Program Agenda
- Area Concepts
- Strategies-Mobility, Neighborhood and Facade
- Implementation

DOWNTOWN BLUE SPRINGS MASTER PLAN

The plan starts with identifying its Purpose. The primary purpose is to ensure that Downtown is supported and connected. What does that mean?

- **Understanding the potential changes in land use**
- **Identifying strategies to improve mobility, safety and parking**
- **Imagining aesthetic improvements to strengthen the area's image**

DOWNTOWN BLUE SPRINGS MASTER PLAN

The Planning Process

- Throughout the plan development, public engagement occurred in a variety of ways. Those included:
  - Creation of a technical committee
  - Stakeholder interviews and meetings
  - Interactive Map and Survey Tool
  - 3 Open Houses
  - Design Studio



DOWNTOWN
BLUE SPRINGS
MASTER PLAN















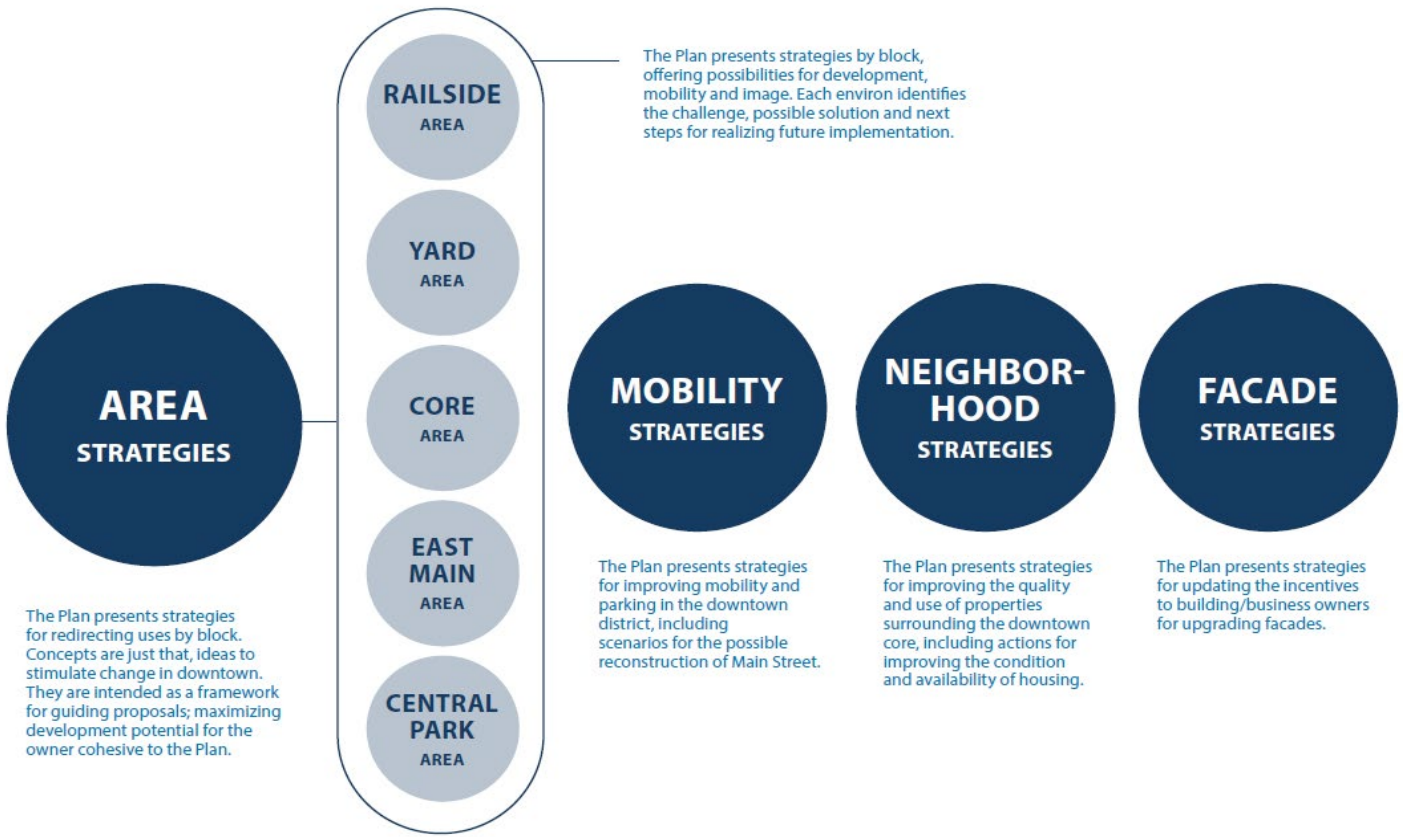
DOWNTOWN BLUE SPRINGS MASTER PLAN

- Overall Program Agenda

Presents a basic framework that orients the reader to the objectives of the plan as expressed through the public input process.

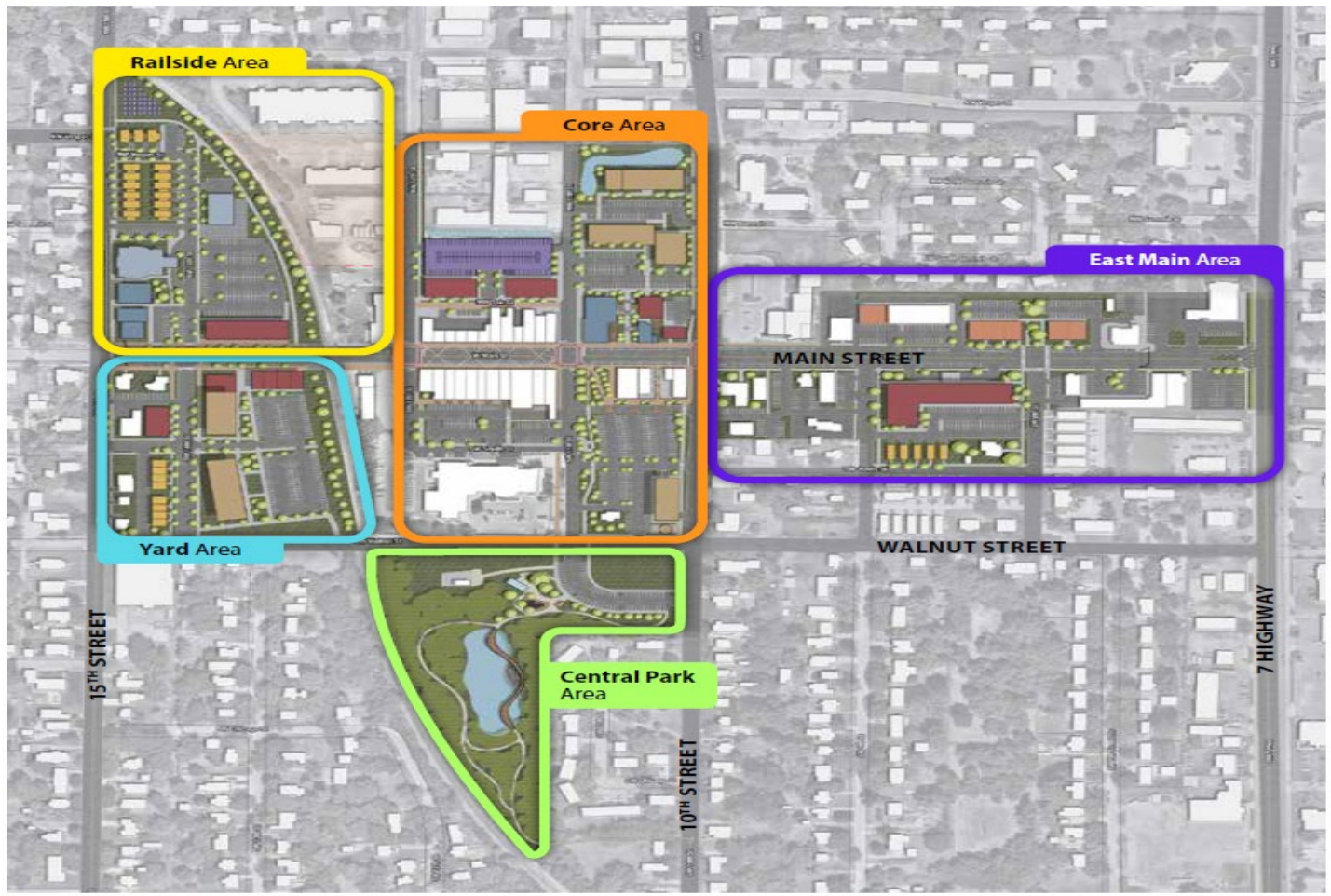
- **Development Agenda**-based on the development potential of retail, office, residential and cultural uses.
- **Community Agenda-**based on goals and recommendations that enhance the image of the district and reflect the citizen's desired outcomes.
- **Functional Agenda-**based on improving access to, and circulation through, the downtown area

DOWNTOWN BLUE SPRINGS MASTER PLAN



DOWNTOWN BLUE SPRINGS MASTER PLAN

Map 1: Areas



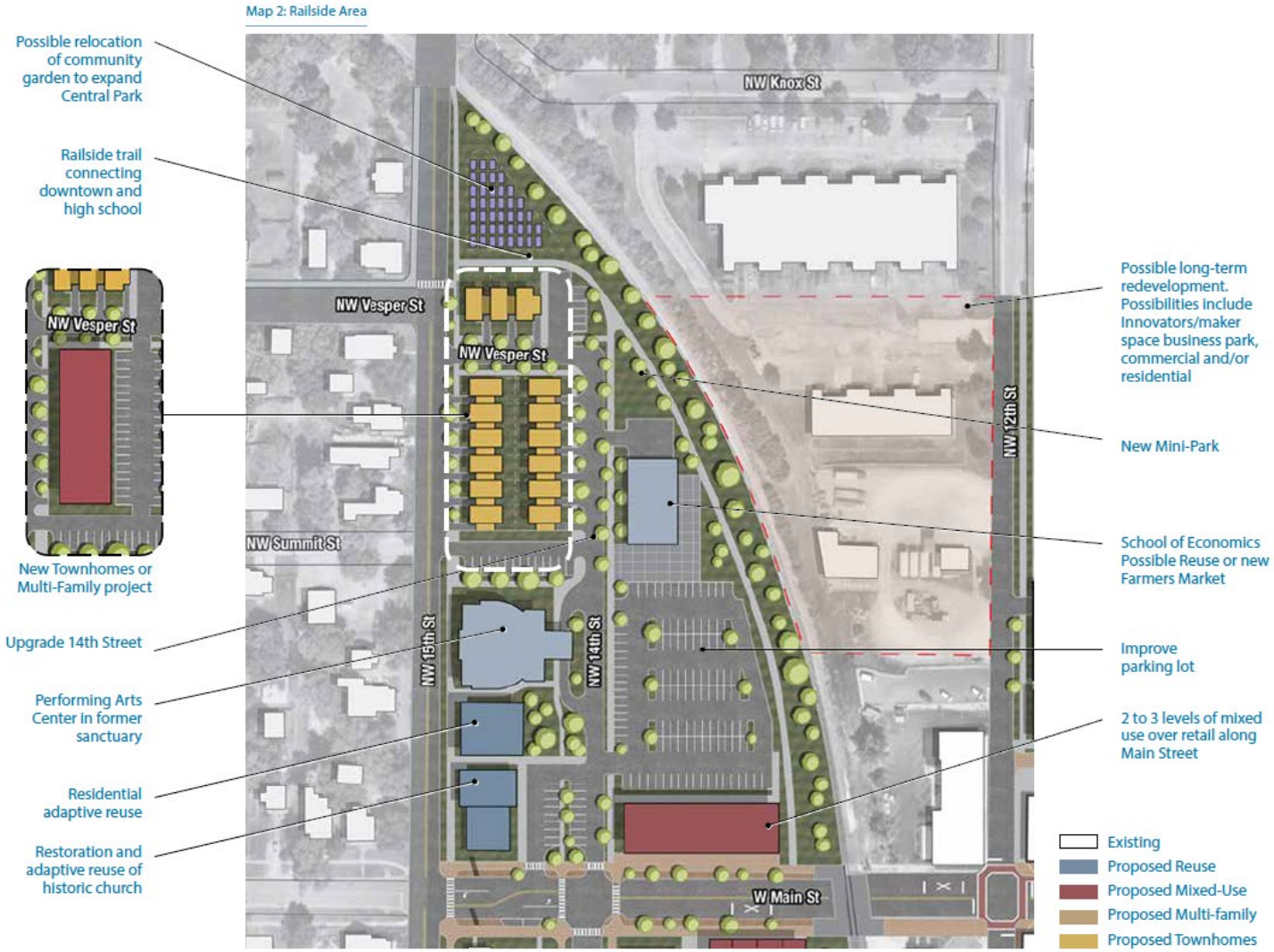
DOWNTOWN BLUE SPRINGS MASTER PLAN

Area Concepts-5 main areas were investigated and assessed for challenges, possible solutions and next steps for implementation. Those included:

- **Railside Area**
- **Yard Area**
- **Core Area**
- **East Main Area**
- **Central Park Area**

DOWNTOWN BLUE SPRINGS MASTER PLAN

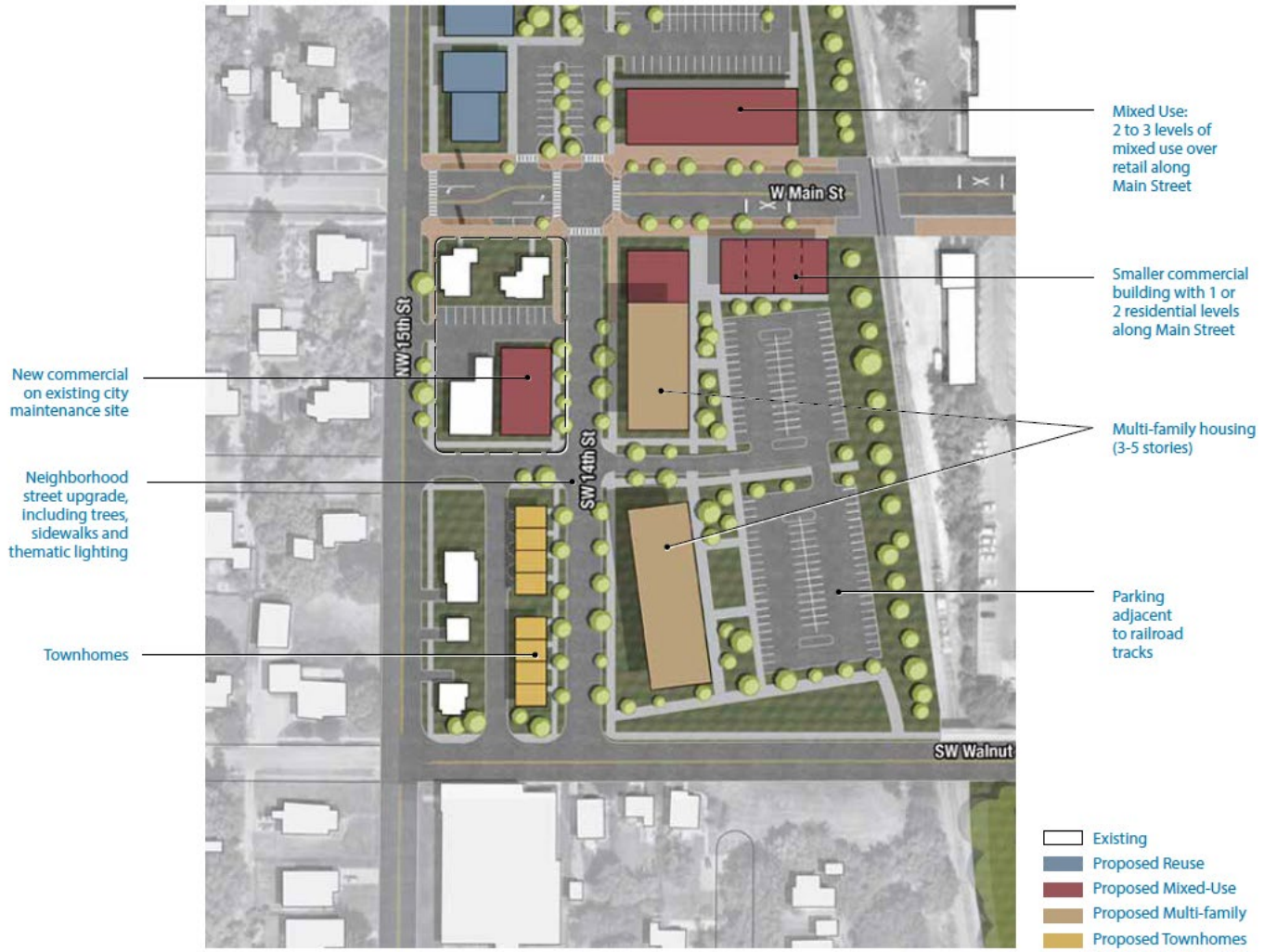
Railside Area-Solutions Identified



DOWNTOWN BLUE SPRINGS MASTER PLAN

Yard Area-Solutions Identified

Map 3: Yard Area



DOWNTOWN BLUE SPRINGS MASTER PLAN

Core Area-Solutions Identified

Map 4: Core Area



DOWNTOWN BLUE SPRINGS MASTER PLAN

East Main Area-Solutions Identified



DOWNTOWN BLUE SPRINGS MASTER PLAN

East Main Area-Solutions Identified



DOWNTOWN
BLUE SPRINGS
MASTER PLAN

Central Park Area-Solutions Identified

Figure 9: Central Park Conceptual Scenario, Civic-oriented

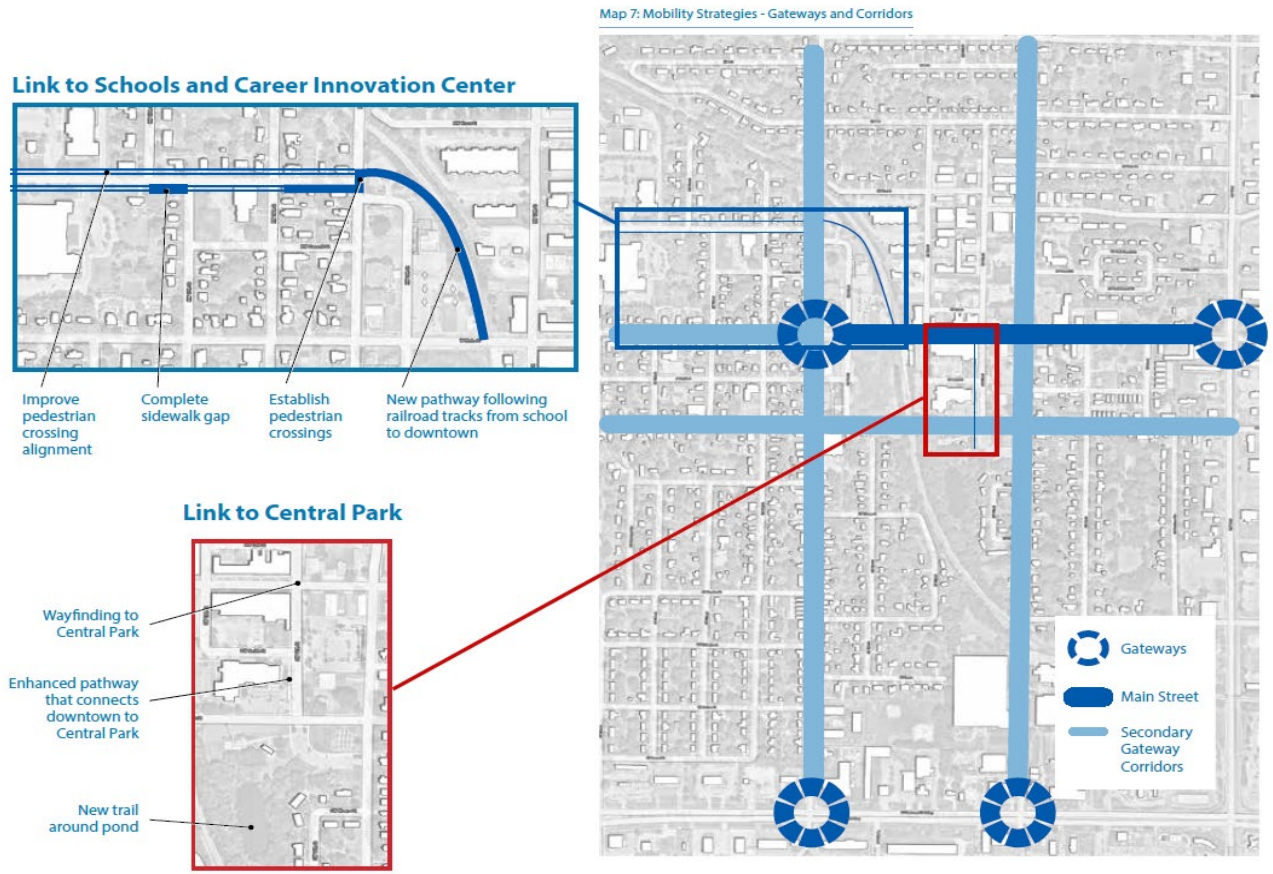


DOWNTOWN BLUE SPRINGS MASTER PLAN

Strategies

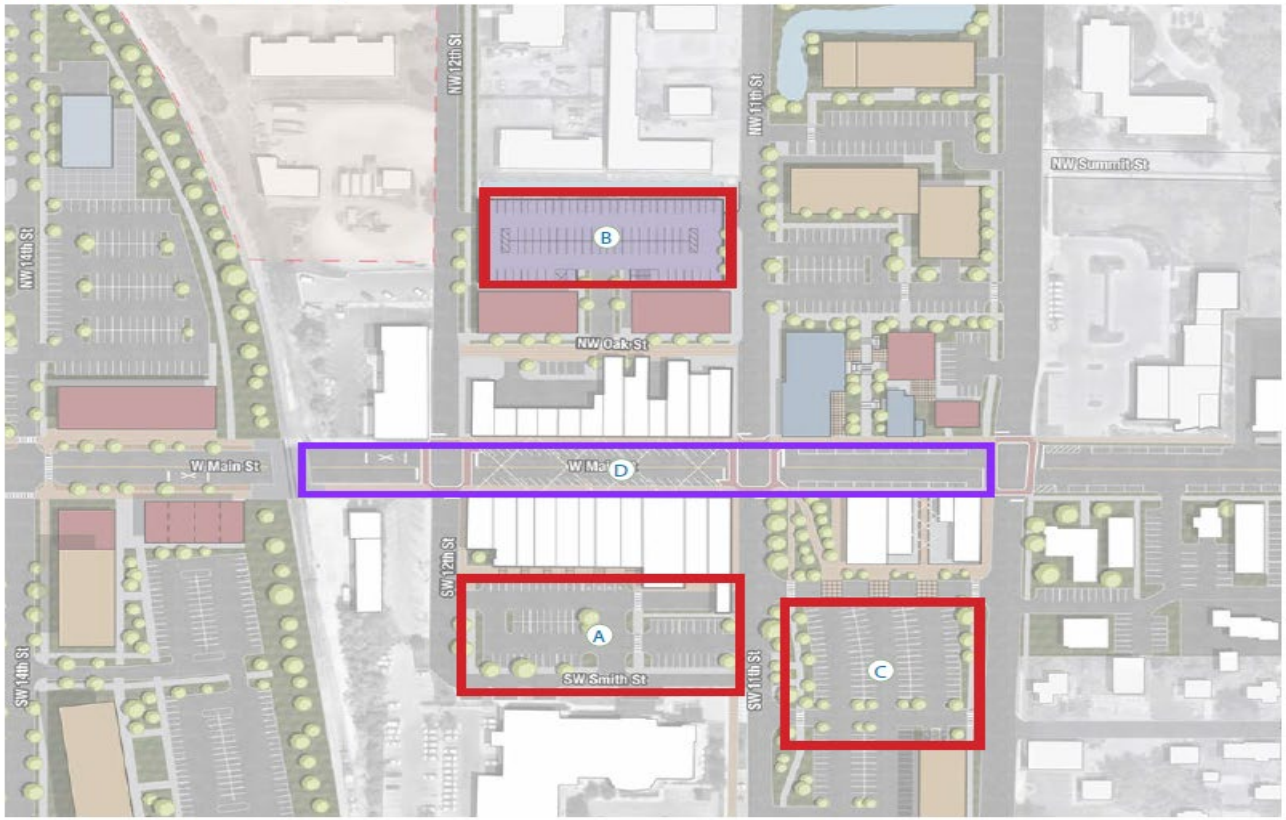
- Mobility Strategies-**Initiatives to improve downtown's connection to the surrounding neighborhood by bike, foot and car.**
  - Linkages to High School and Career Innovation Center
  - Linkage to Central Park
  - Complete sidewalk network
  - District parking and signage
  - District Gateways
  - Implement active transportation plan
  - Parking strategies
  - Streetscape improvements

DOWNTOWN BLUE SPRINGS MASTER PLAN



DOWNTOWN BLUE SPRINGS MASTER PLAN

Map 8: Mobility Strategies - Parking Areas



Ⓐ **South Main Lot.** Establish a private/public partnership to allow shared parking between nearby businesses. Also, redesign lot to improve overall yield of available parking.

Ⓑ **New parking structure.** Build a two-level parking structure that leverages the land's slope to create at-grade entrances for both levels.

Ⓒ **Redesign South Lot.** Reconstruct the lot to improve overall yield and orientation to Main Street.

Ⓓ **90-minute Parking Limit.** Install signs on existing poles that notify the public that parking along Main Street is limited to 90 minutes.

DOWNTOWN BLUE SPRINGS MASTER PLAN

Strategies

- Neighborhood Strategies-**Downtown doesn't live in isolation; the plan presents existing programs that can help stabilize and improve the surrounding neighborhoods.**
  - Land Use Policies
  - Property Maintenance
  - Rehabilitation
  - Infill Development
  - Home Conversions
  - MCRC Tax Abatement

DOWNTOWN BLUE SPRINGS MASTER PLAN

Strategies

- Façade Strategies-Improvements to the Façade Improvement Program

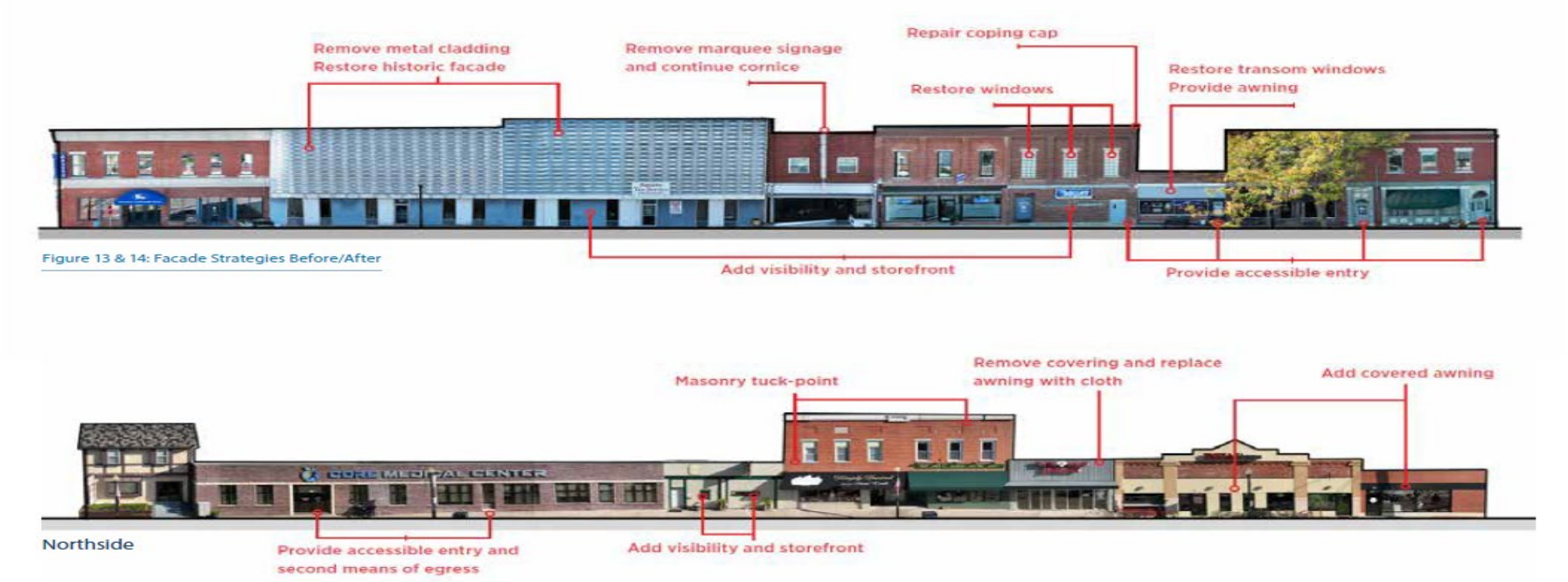


Figure 13 & 14: Facade Strategies Before/After

DOWNTOWN BLUE SPRINGS MASTER PLAN

Implementation

- Schedule and Priorities-Each Area has implementation steps identified and have a schedule of <3 years, 3-10 years and 10+ years
- Key Organizations-Public or Private or a combination of both


BLUE SPRINGS
DOWNTOWN

DOWNTOWN
BLUE SPRINGS
MASTER PLAN

MARCH 2024

PREPARED FOR THE CITY OF BLUE SPRINGS
BY RDG PLANNING & DESIGN
IN ASSOCIATION WITH LANDWORKS STUDIO LLC

ACKNOWLEDGEMENTS

MAYOR & COUNCIL

Mayor Carson Ross

Jerry Kaylor (District 1)

Galen Ericson (District 1)

Chris Lievsay (District 2)

Kent Edmondson (District 2)

Susan Culpepper (District 3)

Ron Fowler (District 3)

CITY STAFF

Christine Cates
City Administrator

Dennis Dovel
Interim Assistant City Administrator

Mike Mallon
Senior Director of City Development

Cara Elbert
Assistant Director of Community Development & Project Manager

Tom Degenhardt
Director of Public Works

David Watson
City Communications Manager

Dave McCumber
Development Review Manager

Adair Bright
Senior Planner

Jamarcus Magee
Associate Planner

CONSULTANTS

RDG PLANNING ● DESIGN

RDG Planning & Design
www.RDGUSA.com

landworks STUDIO

Landworks Studio
www.LANDWORKSSTUDIO.com

TABLE OF CONTENTS

1 INTRODUCTION 4

2 CONCEPTS 10

AREA STRATEGIES

- Railside Area 16
- Yard Area 22
- Core Area 26
- East Main Area 32
- Central Park Area 36

Mobility Strategies 40

Neighborhood Strategies 50

Facade Strategies 52

3 NEXT STEPS 54

INTRO

AN INTRODUCTION TO THE DOWNTOWN MASTER PLAN

BACKGROUND



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 is now the center of a bustling municipality of almost 60,000 people.

In 2006, the City of Blue Springs prepared a downtown plan to imagine a new direction for the city center. The plan proposed a variety of initiatives for capitalizing on its potential. Circumstances surrounding some of the key initiatives have since changed. In particular, the withdrawal of the commuter transit station concept and transit village and City Hall addition [rather than as the centerpiece of a new Town Square] create the need to prepare a new Downtown Plan.

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 in downtown. Even through the recession, downtown has seen positive activity and new development.

Both the Comprehensive Plan and this Downtown Plan anticipate the continued redevelopment of downtown, making it the distinct and unique destination 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 to live. The supply of older buildings provides a great well of opportunity for entrepreneurs that are looking for more affordable spaces and a good location.

**Excerpts from the 2014 Comprehensive Plan in italics*



PURPOSE OF THE PLAN

The goals of the the 2006 Downtown Plan were realized and in 2023, the City of Blue Springs launched an update of the Downtown Master Plan to **ensure that Downtown is supported and connected.**

The objective of the process is to create a vision for Downtown that includes detailed strategies for implementation that can be accomplished within 5 years and beyond. The plan is a guide for the City and stakeholders to promote redevelopment, enhance the Downtown retail market, increase business opportunities, improve pedestrian and bicycle accessibility and safety, and ensure consistency in development and design standards to create a distinct Downtown identity that is unique to Blue Springs.

ENSURE THAT DOWNTOWN IS SUPPORTED AND CONNECTED

- **Understand the potential changes in land use**
- **Identify strategies to improve mobility, safety, and parking**
- **Imagine aesthetic improvements to strengthen the area's image**

PLANNING PROCESS

The plan's concepts flow from the opinions and perceptions of those who best know Downtown Blue Springs – the residents, business owners, and others who work or invest their time and capital in Downtown. Public engagement is one of the most important pieces of planning, and as such, is carried throughout the entire planning process. Components of the public engagement process included:

- **Technical Committee.** The project team met with staff on a near bi-weekly basis to discuss the coordination of events and provide input/ feedback on emerging elements of the plan.
- **Stakeholder Interviews.** Stakeholder groups participated in several days of discussions about the project area, its dynamics, and its potential. Property owners, businesses, neighbors, elected/appointed officials, and non-profit groups were among these stakeholders.
- **Interactive Map (Public Activity #1).** The planning process included the development of a project website as a platform for the project, providing updates of the planning process, and make the process publicly accessible. Over 350 unique users visited the site and had the opportunity to share ideas on an interactive map.
- **Kick-off Open House (Public Activity #2).** The kick-off event took place on September 26, 2023. This event included a brief presentation about the process and scope of the study. Displays at the event encouraged people to share ideas and concerns for Downtown.
- **Design Studio (Public Activity #3 & #4).** On-site Design Studios were held November 1-3, 2023 to engage the public, stakeholders, and other interested parties in developing concepts for Downtown. Two open sessions encouraged the public to work alongside the project team to illustrate and test their own ideas. The studios were led as working sessions, creating "works in progress" that were subsequently refined by the project team.
- **Concept Open House (Public Activity #5).** An Open House occurred on December 19th, 2023 to share a storyboard of emerging concepts to be later included in the plan.
- **Final Open House (Public Activity #6).** The Final Open House occurred on February 8th, 2024 to provide the public an opportunity to review, comment on, and prioritize the development plan before its final publication and adoption.
- **Plan Approval Meetings.** The Planning Commission recommended approval of the plan to City Council, who held a public hearings prior to their approval on March 18, 2024.

6
Major Public Engagement Activities over 6 Months

150+
Attendees at Meetings and Events

662
Total Site Visits to Project Website

350
Unique Visitors

5+
Average Minutes Visiting Site

76+
Comments on Interactive Map















CONCEPTS

STRATEGIES FOR IMPROVING DOWNTOWN

INTRODUCTION

The vision for the Blue Springs Downtown Master Plan emerges from the themes compiled throughout the strategic planning process.

- **Overall Program.** This introduction presents a basic framework that orients the reader to the objectives of the plan as expressed through the public input process.
- **Areas.** Initiatives are detailed for various segments of downtown. The narrative identifies **challenges** facing the area, essentially identifying the problem, and then provides possible **solutions** and **next steps** for implementation.
- **Mobility Strategies.** Initiatives to improve downtown's connection to the surrounding neighborhood by bike, foot and car.
- **Neighborhood Strategies.** Downtown doesn't live in isolation; the plan presents existing programs that can help stabilize and improve the surrounding neighborhoods.

The development strategies focus on redevelopment and reuse projects to enhance the unique building stock and streetscape.

Most, if not all, redevelopment and reuse projects require partnerships. Cost is often the most prohibitive element. However, technical guidance on building methods and considerations of the market are equally important for property owners and developers. The City needs to be flexible with property owners of potential sites by amending codes, attract employment, create an attractive streetscape, and provide further financial incentives when the project fits with the vision for downtown. Other essential partners to include in redevelopment and reuse projects include financial institutions, the Chamber of Commerce, the Historic Preservation Commission, Downtown Alive! and the media to promote the new space.

Recommendations of the comprehensive plan that carryover to this plan include:

- Target entrepreneurs and risk takers that are willing to partner with property owners on inexpensive downtown commercial space.
- Target more dining / entertainment anchor to jump-start evening activity. Many cities have used these types of business as the catalyst for future redevelopment.
- 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.
- Prepare the former lumberyard site for future redevelopment and work to select builders and developers.
- Continue to focus on additional downtown residential development to increase the population base and density.
- Continue to support "Downtown Alive!" and other efforts designed to increase activity in downtown for existing local businesses.
- Partner with industrial businesses to relocate to alternative locations outside of Downtown.

*The terms **"redevelopment"** and **"reuse"** are often used interchangeably. For the purposed of this plan:*

***Redevelopment** indicates new construction of existing building(s) or site(s) for the purpose of a new use, building, or development.*

***Reuse** indicates rehabilitation of existing buildings for another use, while avoiding significant alteration.*

OVERALL PROGRAM

The concepts in the Blue Springs Downtown Master Plan combine input received from the public, review of current conditions and trends, previous plans and studies, and recommendations by the consultant team to create a feasible and realistic program for development and implementation. Downtown is not isolated. Conditions in the entire City and region shape the approach to downtown revitalization and the appropriate policies to implement.

The vision begins by establishing a development program, much like the architectural program for a building project. This program includes three agendas, including development, community and functional.

DEVELOPMENT AGENDA

The development agenda is based on the development potential of retail, office, residential, and cultural uses.

- **More diverse business mix.** Blue Springs' restaurant and retail strength lies in its ability to attract customers from outside of the neighborhood. Strategies to attract spending to the Downtown district relies on providing a customer experience of unique goods and services to create a diverse shopping experience.

- **Residential development.** Blue Springs will experience steady population growth in the future and downtown has the ability to absorb that growth through redevelopment in the form of higher density housing (townhomes and multi-family buildings) anchored by a unique center of activity.

- **Redevelopment and reuse.** Blue Springs has a stock of historical-contributing buildings, yet many of them have been adapted over the decades. Restoring and reusing buildings should be a priority, particularly for the structures along Main Street. Sites beyond repair or out of character with downtown are candidates for redevelopment. Vacant lots are opportunities to transform them into new development that aligns with typical development practices in downtowns.

- **Stimulate private investment.** Initial investments in the public realm, such as a refreshed streetscape, can create conditions for economic growth that are unlikely to happen spontaneously. These investments will maintain property values, increase sales tax revenues, and create a central district that adds business to the city.

COMMUNITY AGENDA

The community agenda is based on goals and recommendations that enhance the image of the district and reflect the citizen's desired outcomes for the downtown area.

- **Attract customers.** Blue Springs' strength as a retail center should continue by creating new opportunities to capture customers through destinations in new unique businesses and scheduled activities.

- **Retain the pedestrian-scale atmosphere.** Strategies for downtown should be sensitive to the historical charm of the area. Development in downtown should be scaled to historical main streets that invite pedestrian activity.

- **Create memories.** The district should have a cohesive atmosphere that creates a sense of place for downtown. Enhancing the image of the corridor will tell visitors they've arrived and add an element of excitement for reaching their destination.

- **Enhance undeveloped spaces.** All spaces should be aesthetically pleasing and enhanced for their best use, including both private and public spaces. Opportunities to transform lawns or unused paved areas will enhance the overall atmosphere of downtown until redevelopment occurs.

- **Enhance Central Park.** Central Park should be an attraction for those who live, work, and visit downtown. Increasing public access to the pond though pedestrian pathways creates a new user experience in downtown. Integrating existing culture and history into the park reinforces the unique heritage and creates a sense of place.



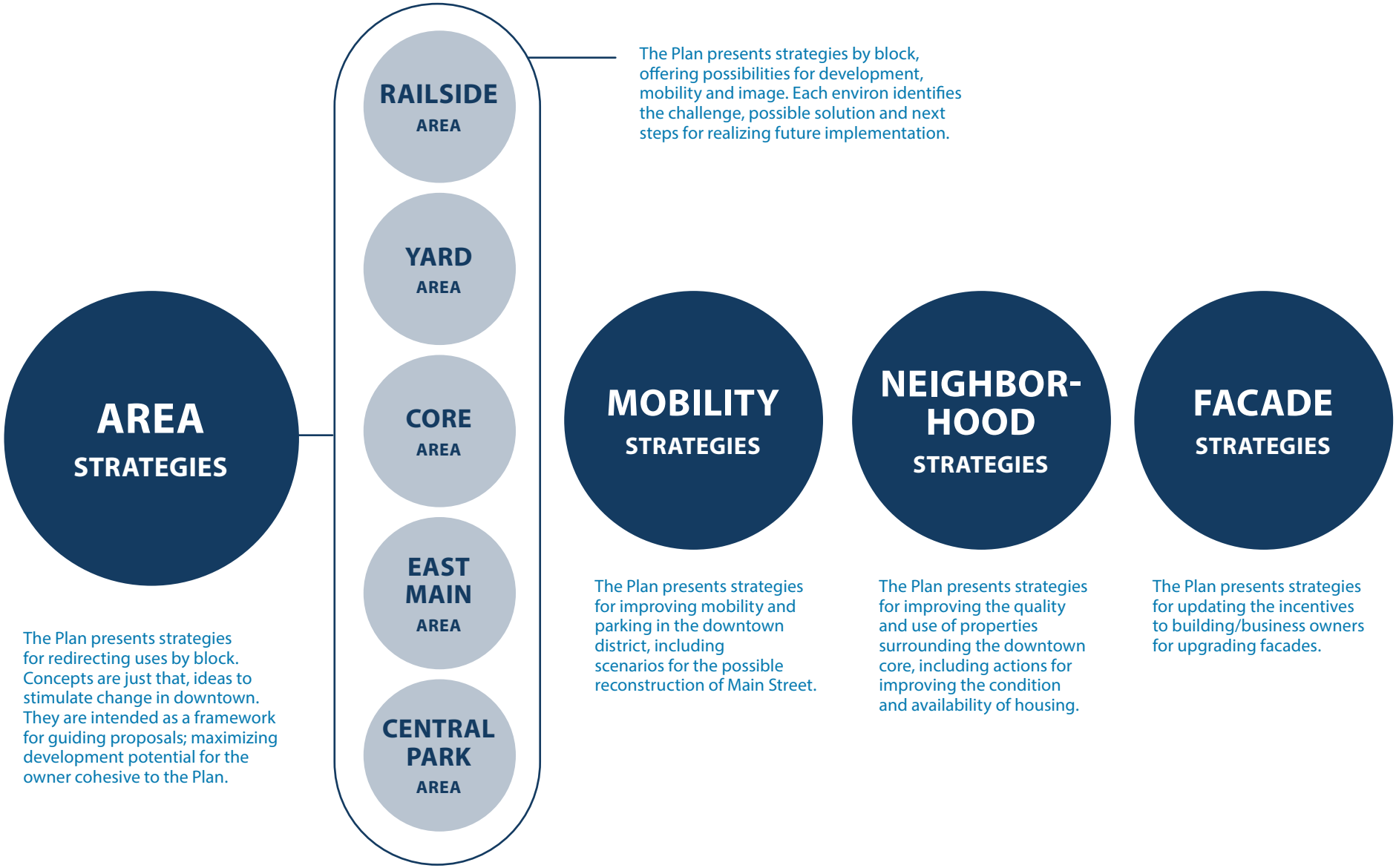
FUNCTIONAL AGENDA

The functional agenda is based on improving access to, and circulation through, the downtown area.

- **Improve parking availability and convenience.** Parking is an issue in nearly every downtown across the nation, and in many cases the availability of parking can either make or break a district. Downtown Blue Springs does not have a shortage of parking, but it is often considered private-parking or inconvenient. Signage and pathways defined by landscaping or alternative paving should direct drivers to parking areas, and pedestrians from parking areas to downtown destinations.

- **Make downtown more walkable.** Pedestrian safety is a key ingredient to a walkable downtown. Pedestrians need to feel safe crossing streets, exiting their cars, and utilizing public spaces. Improvements should focus on the pedestrian as a primary user of the streetscape. The sidewalks in downtown are functional, but have numerous ADA conflicts (tripping hazards, side slopes, and steps). Reconstructing the sidewalks and pedestrian amenities will create a friendly, and safer, pedestrian environment that invites people to walk from destination to destination in the district.

- **Update wayfinding system.** As people approach downtown from the highways, they should be clearly aware of downtown's presence. Gateways should be more prominent, enhanced with lighting and landscaping. Once in downtown, wayfinding should guide people to destinations and available parking.



The Plan presents strategies by block, offering possibilities for development, mobility and image. Each environ identifies the challenge, possible solution and next steps for realizing future implementation.

The Plan presents strategies for redirecting uses by block. Concepts are just that, ideas to stimulate change in downtown. They are intended as a framework for guiding proposals; maximizing development potential for the owner cohesive to the Plan.

The Plan presents strategies for improving mobility and parking in the downtown district, including scenarios for the possible reconstruction of Main Street.

The Plan presents strategies for improving the quality and use of properties surrounding the downtown core, including actions for improving the condition and availability of housing.

The Plan presents strategies for updating the incentives to building/business owners for upgrading facades.

Map 1: Areas


Railside Area
Core Area
East Main Area
MAIN STREET
Yard Area
WALNUT STREET
15TH STREET
Central Park Area
10TH STREET
7 HIGHWAY

RAILSIDE AREA

Challenge

The Railside Area includes a vacant church, surface parking and others uses that are in flux, such as the School of Economics, Student Life Center, and lawn service company. The site's proximity to the downtown core and redevelopment at the Yard Area will attract development interest in the Railside Area. Concepts should anticipate a development scenario that maximizes the available in near the Downtown Core.





Solution

- **New Main Street Mixed Use.** The plan recommends framing Main Street with multi-story mixed use projects that are built to or near the property line. The development should include ground level commercial and upper-floor residential.

- **Restoration and Adaptive Reuse of Historic Church.** The vacant building has had little interest from buyers. Historic buildings require careful maintenance, contain difficult spaces to renovate, and often require a mix of uses to be profitable for developers. In addition, mixing uses adds more building code regulations, often increasing costs exponentially. Options for reuse that were discussed in the planning process include:
    - Visual arts and culture hub
    - After school programs
    - Non-profit collaborative space
    - Business incubator
    - Restaurant

- **Adaptive Reuse of Church Annex.** The church annex was originally designed for classrooms and meeting space and is directly connected to teh orginal historic church. Adapting the church annex for multi-family apartments is a viable reuse and would be convenient to the proposed Mini-Park.

- **Reuse of the Church Sanctuary as a Community Performing Arts Center.** The sanctuary, which is the newest facility on the church complex, is an asset to the community and options should be considered for its reuse rather than decommissioning the space. Blue Springs City Theatre, in association with other arts groups, could be possible tenants.

- **Upgrade 14th Street.** 14th Street is envisioned as a local neighborhood street with trees, sidewalks and thematic lighting. The street should connect the Yard and Railside Areas.

- **New Railside Trail.** The trail follows the tracks and connects the schools on Vesper Street and the businesses on Main Street.

- **Reuse/Redevelopment of School of Economics building.** The School of Economics may eventually relocate to an alternate place or remain in place. The concept recommends reusing the building as an office before exploring redevelopment options. Alternatively, the site is a prime location for a new Farmer's Market shelter.

- **New Townhomes or Multi-family Project.** Introducing townhouses on the northend of the site is a compatible transition from single-family homes (west of 15th Street) to higher intensity uses (office and church facilities). The concept shows ~15 units near a community gardens and mini-park. Alternatively, the site could be developed with multi-family housing that has a comparable scale proposed for the Yards Area.

- **New Community Gardens.** Establishing a new community garden near the railroad tracks acts as a buffer between land uses while adding an amenity for the neighborhood.

- **New Mini-Park.** The small park could be an amenity for the nearby residents, designed as a space for pets or children.

- **Improved Parking Lot.** The design of the parking lot can be redesigned or rebuilt to improve its efficiency and circulation.

- **Brownfield Redevelopment.** The long-term plan for the area between 12th Street and the railroad tracks is for it to be redeveloped. The presence of the elevated storage tanks likely indicates that the site is a brownfield. The timeline for its redesign should follow the redevelopment of the Yard and Railside Areas.

Map 2: Railside Area



Possible relocation of community garden to expand Central Park

Railside trail connecting downtown and high school

New Townhomes or Multi-Family project

Upgrade 14th Street

Performing Arts Center in former sanctuary

Residential adaptive reuse

Restoration and adaptive reuse of historic church

Possible long-term redevelopment. Possibilities include Innovators/maker space business park, commercial and/or residential

New Mini-Park

School of Economics Possible Reuse or new Farmers Market

Improve parking lot

2 to 3 levels of mixed use over retail along Main Street

Existing
Proposed Reuse
Proposed Mixed-Use
Proposed Multi-family
Proposed Townhomes

Next Steps

The downtown plan recommends that the private market lead the redevelopment efforts along this segment of Main Street. The City can intervene, if necessary, by acquiring properties when they become subject for sale.

- **Private-sector to lead redevelopment efforts.** The private sector should initiate the effort to redevelop the site. In the circumstance that does not happen, the City should consider its role for redeveloping the site, which may include a similar approach to the Yards Area (acquisition and RFP for redevelopment). City to initiate a reuse study for the First Baptist Church facilities.

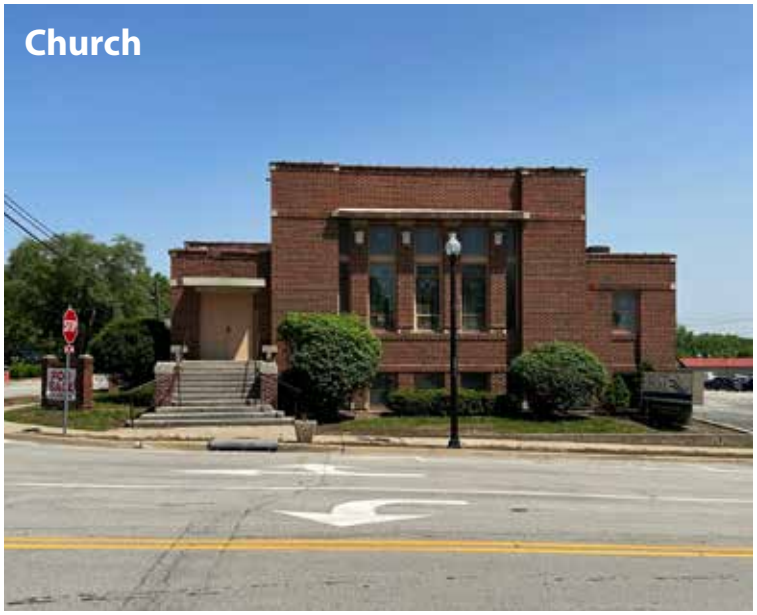
- **City to support the formation of an Arts Collaborative.** Blue Springs has numerous non-profit and private arts groups, both performing and visual, that could form a Collaborative (or coalition/council) that supports the greater arts community. This "collaborative" is a candidate organization to manage activities for the reuse of the church sanctuary.

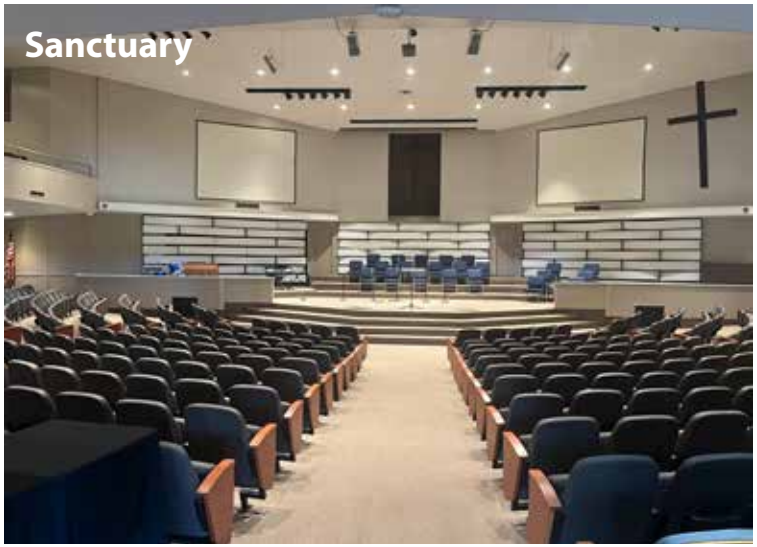
- **City to investigate the feasibility of redeveloping the possible brownfield site.** This initiative begins with having discussions with current property owners to understand possibilities for finding an alternative location, and preferred site in the community. As downtown becomes a hub for residential and commercial uses, relocating industrial activities becomes an increasing priority.


Farmer's Market


Community Gardens


Mini-park


Church


Sanctuary

TOWNHOME examples







MIXED-USE examples







14TH STREET examples







Figure 1: Railside Concept looking northwest







The concept for the Railside Area shows new mixed use redevelopment along Main Street with parking in the rear. Framing the street with new buildings extends the development pattern from the downtown core, creating a greater sense of place.

Figure 2: Railside Concept looking southeast






Farmer's Market Shelter

The concept shows redeveloping the east side of 15th Street with townhomes, similar to the housing on SW 8th Street. A portion of the area could be designated for a community garden.

YARD AREA

Challenge

The City of Blue Springs acquired the former lumberyard, a 3.5 acre property between Main Street and Walnut Street that's immediately west of the railroad tracks. The City has previously released Requests for Proposals (RFP) for the site's redevelopment. However, proposals have not aligned with the City's vision for its eventual redevelopment.





Solution

The City's vision for the Yard includes an arrangement of complementary uses between downtown and the surrounding neighborhood. The plan presents a framework for a mixed-use project on Main Street and multi-family housing for the remainder of the site.

- **New Main Street Mixed Use.** The plan recommends framing Main Street with multi-story mixed-use projects that are built to or near the property line. The development should include ground level commercial and upper-floor residential.

- **New Multi-family Housing.** The concept shows two multi-family housing projects (3 to 5 stories) along S 14th Street with parking adjacent to the railroad tracks. Land uses fronting Main Street should have a commercial function that engages the street.

- **New Townhomes.** The existing homes along 14th Street are candidates for redevelopment, particularly if the Yard site moves forward. As a transitional use between the multi-family housing at the Yard and the homes along 15th Street, the plan recommends stepping down the intensity of housing.

- **Redevelop City Maintenance Building.** The city-owned maintenance building is obsolete and can be decommissioned for redevelopment. The success of other development projects in downtown may result in an increased private market demand for the entire block to be assembled as a major redevelopment project that complements the Yard. While the map shows a new commercial building, the site could be surface parking.

- **Upgrade 14th Street.** 14th Street is envisioned as a local neighborhood street with trees, sidewalks and thematic lighting. The street should connect the Yard and Railside Areas.

Next Steps

The City should release an RFP for the redevelopment of the Yard and anticipate that financial assistance is necessary to achieve a proposal that matches the framework in this plan. The selected proposal must include:

- Commercial uses along Main Street
- Multi-family housing
- Parking

Map 3: Yard Area



Mixed Use:
2 to 3 levels of mixed use over retail along Main Street

Smaller commercial building with 1 or 2 residential levels along Main Street

New commercial on existing city maintenance site

Multi-family housing (3-5 stories)

Neighborhood street upgrade, including trees, sidewalks and thematic lighting

Parking adjacent to railroad tracks

Townhomes

Existing
Proposed Reuse
Proposed Mixed-Use
Proposed Multi-family
Proposed Townhomes

Figure 3: Yard Concept looking southwest







Concept shows a mixed-use project along Main Street and multi-family housing for the balance of the site. Walkways across the railroad tracks should be upgraded to unify the image of the area.

Figure 4: Yard Concept looking north







Concept shows 14th Street becoming a neighborhood street that connects the Yard and Railside redevelopment sites.

CORE AREA

Challenge

The Core of Main Street is the image-center of downtown. The area boasts signature businesses that are key to building momentum for downtowns, such as restaurants, bars, retail stores, coffee shops and a brewery. While these amenities exist, the district is still working towards enhancing activities for customers to demonstrate downtown as a "unified district". Input from the public engagement process indicates that downtown needs:

- Better walkability and streetscapes
- Refreshed lighting
- Place for gathering
- Better appearance of façades
- More options for food/beverage and outdoor dining
- Greater diversity of retail options
- Convenient parking



Solution

The plan presents scenarios for optimizing the available land in the Core Area, attempting to balance new construction of projects and parking.

- **Business Recruitment.** Despite momentum generating business located in the available space, many of the current business storefronts are not optimal for creating a memory-making destination. Recruiting restaurants, retail, breweries and distilleries will add to the experience of visiting Downtown. For illustration, re-purposing the 1099 Main Street building for a restaurant/bar, rather than an office and activating the adjacent space for an outdoor cafe or beer garden can add a signature space for visitors.

- **New Main Street Streetscape.** Rebuilding Main Street will refresh the image of the street and improve ADA accessibility. This will require the demolition of the street and sidewalk, replacing everything from building-face to building-face. *See Mobility Strategies*.

- **Redesign rear parking lot.** The surface parking lot behind Main Street provides the most convenient parking to downtown. The redesign shows a configuration that creates better circulation and overall yield. Improving the availability of parking before demolishing Main Street will help the district endure the street's construction.

- **Install wayfinding.** Directing visitors with a new wayfinding program will help people to available parking and destinations.

- **Façade Enhancements.** The City should be instrumental in relaying information to property owners before enacting any policy actions, realizing that final project undertakings will lie with owners. Exterior rehabilitation often translates to additional revenue in the eyes of a property owner. This equips property owners with information on potential long term energy savings, increased visitorship, and property value stabilization will make policy adoption less conflicting for all parties. *See Facade Strategies*.

- **Rear Façade Improvements.** While not as prominent as front façades, rear façades become aesthetically important when facing public spaces, like a parking lot. Rather easy improvements such as landscaping, decorative fencing or railings, and creative lighting can make the backs of buildings a positive element of the public space rather than a negative one.

- **New Parking Deck.** The concept shows a parking structure with two plates that are individually accessed at-grade. The upper deck is accessed from Oak Street while the lower deck is accessed from side streets. The grade change allows for a more affordable structure.

- **New Oak Street Development.** The Oak Street Development shows a series of multi-story structures above parking. The project could include commercial uses on the ground-level facing side streets or Oak Street and upper-story residential.

Map 4a: Core Area - New parking deck







- **Oak Street Improvements.** Oak Street behaves like an alley, effectively. Enhancements are demonstrated in the images to the right. Features include changing the surface and lighting.

- **New Multi-family Redevelopment.** The plan proposes a multi-family redevelopment project for the former Post Office site and acknowledges that markets may influence surrounding uses to change over time.

- **Former Post Office Site.** The concept shows a series of multi-family structures with a covered parking and four stories of residential above.

- **Main Street Redevelopment Site.** The presence of surface parking immediately adjacent to Main Street interrupts the rhythm of downtown's urban fabric, particularly on a corner lot. The plan proposes redeveloping the surface parking lot and a two-story structure with street-level access to Main Street and lower-level access to the parking behind. Further identified is a possible development project in the interior of the site as means for adding more commercial square footage to downtown.

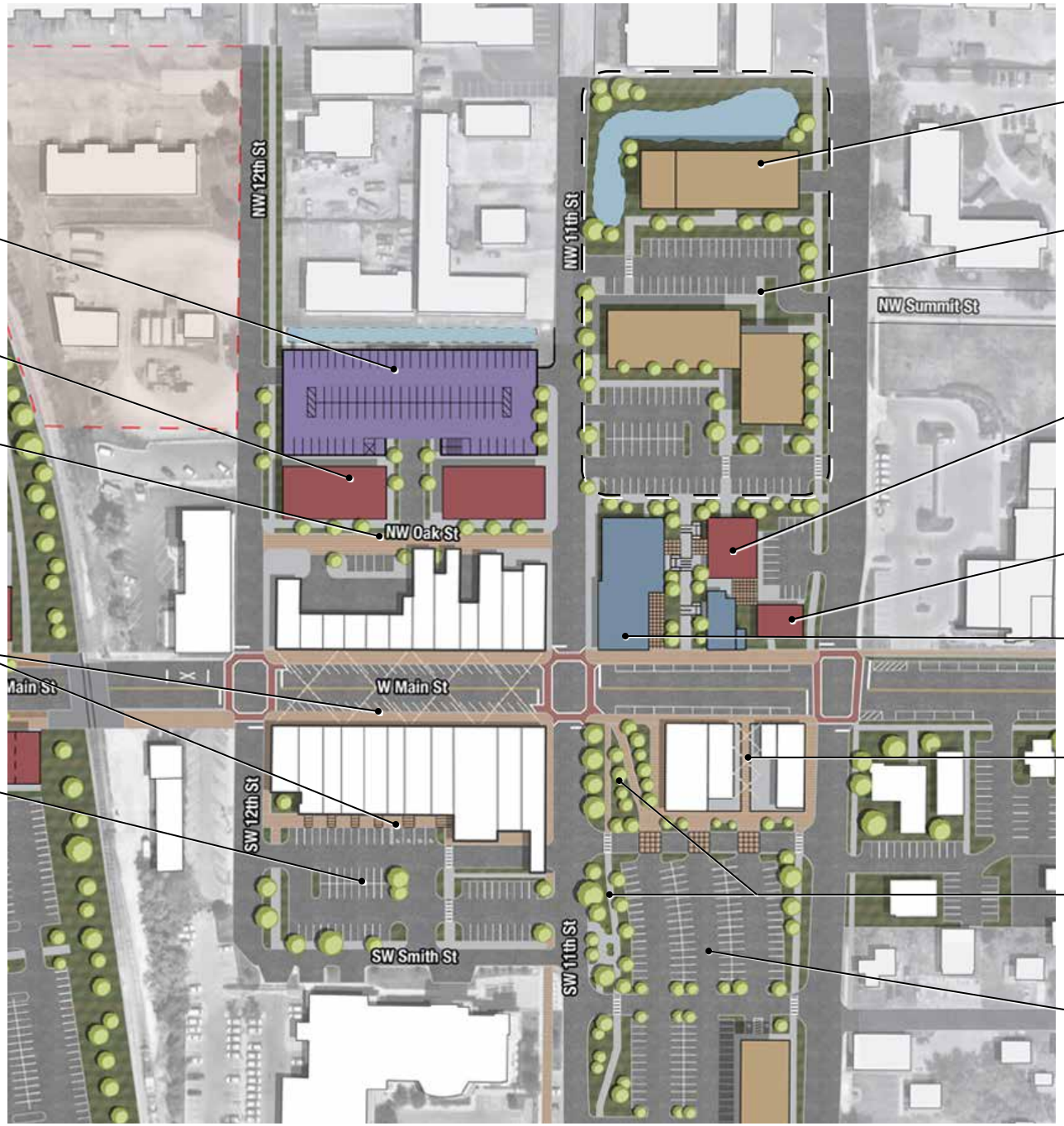
Map 4b: Core Area - Main Street Redevelopment



- **Main Street Reuse.** Re-purpose the 1009 Main Street building for a restaurant/bar, rather than an office, and activate the adjacent space for an outdoor cafe or beer garden.

- **Redesign public parking lot and connecting pathways.** The redesign of the existing surface parking lot provides greater circulation and overall yield. Increasing parking before demolishing Main Street will help the district during the street's construction. Pathways, including gaps between buildings, are opportunities extend the streetscape design to parking areas.

Map 4: Core Area



New parking deck with at-grade entrances from Oak and side streets

New Oak Street Development

Oak Street Improvements, converting into an intimate commercial environment

Facade improvements and walkway

Redesign rear parking lot to improve efficiency and circulation

New Multi-family Development

New Multi-family Development Plan on former post office site

Possible development project and parking.

Main Street Development

Re-purpose and activate adjacent open space.

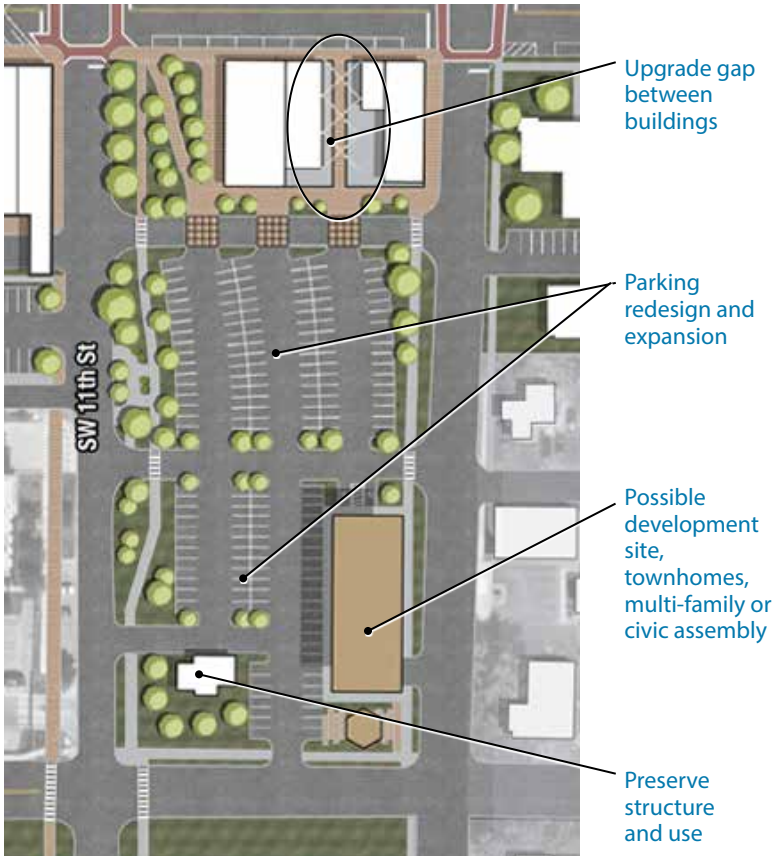
Connecting pathway Upgrade gap between buildings

Connecting pathway Landscaped walkway

Redesign parking lot to orient users to Main and 11th Street.

- Existing
- Proposed Reuse
- Proposed Mixed-Use
- Proposed Multi-family

Map 4c: Core Area - Connecting pathways





Next Steps

The downtown plan recommends that the private market lead the redevelopment efforts along this segment of Main Street. The City can intervene, if necessary, by acquiring properties when they become subject for sale.

- **City to negotiate the agreement for the redesign of parking lots.** The agreement may be best for the City to purchase the land from the property owner and make improvements to the surface parking lot. Upgrades should increase the circulation, yield and landscaping (trees and other plantings). The agreement could include stalls leased back to the owner for their business.
- **City to budget funds for Main Street's conceptual redesign.** The process should reimagine the future of the street, considering parking, lighting, materials and placemaking features.
- **City to budget funds for Main Street's reconstruction.** The reconstruction of Main Street can be completed in phases, making the cost of improvements spread throughout several years.
- **City to negotiate the purchase of the former Post Office Site.** The City should investigate the purchase of the privately held site so that they can facilitate the site's future redevelopment and ensure it aligns with the framework in this plan.
- **Update the façade enhancement program.** The incentives offered to building/business owners can be updated to encourage owners to apply for funding assistance. *See Facade Strategies for more detail.*
- **City to prepare a standardized package of incentives for developers.**

Figure 5: Core Concept looking north







Redesigning the parking lot will improve its efficiency and use.

The concept shows a continuous promenade that connects the backside of buildings. Businesses can upgrade their rear façade and an additional a secondary entrance facing the parking lot.

Figure 6: Core Concept looking northeast







Concept shows a two-level parking structure north of Main Street that has an upper-level entrance from Oak Street and lower-level entrance from 10th and 11th Streets. The site could support new mixed-use project. The foreground shows new multi-family housing that could range from 3 to 5 levels.

EAST MAIN AREA

Challenge

The East Main Area includes Main Street from City Hall (10th Street) to 7 Highway.

The approach to the core of downtown has a blend of auto- and pedestrian-oriented uses, having buildings that are setback from the street with surface parking in front. Along this stretch are several vacant lots and some single-family uses that are incompatible with the surrounding commercial character. Future development of these lots should reinforce downtown's character with pedestrian-oriented development rather than a series of surface parking that conflicts with the district's historic character.



Masonic Temple



809 Main

Solution

The plan supports the redevelopment of underused sites with projects that are oriented to the street and have parking in the rear.

- **Masonic Temple Reuse.** Allow the private market to determine the schedule and concept for reuse. Similar adaptive reuse projects include residential. The City can assist with grant applications for historic preservation. If the condition of the building declines, the City can intervene with enforcing building codes and possibly acquiring the structure.

- **Alley cooperative parking.** The concept shows the alley being developed in cooperation by private owners to add parking and circulation behind businesses.

- **800 Block Redevelopment.** Release Request for Proposals (RFP) for the redevelopment of the 800 block. The initial solicitation should include a boutique, hotel or mixed use multi-family. The property facing Jones Street could be redeveloped.

- **805-807 Main Street Development.** The vacant lot between 805-807 Main and 901 Main is a relatively small site with limited options for layout of the site.

    - Site could be redeveloped as part of an expansion of the existing 80-807 commercial building.

    - Site could be developed as part of a redevelopment effort that includes 901 Main. However, this building is in good condition and does not need to be replaced.

- **Townhomes or Small-lot Single-family Redevelopment.** Allow the private market to determine the schedule for redeveloping the single-family homes. The City's role could include purchasing properties as they arrive on the market, assembling them for a future redevelopment project.

- **Shoppes on Main Parking Lot Improvements.** This plan provides a concept for retrofitting the parking to improve pedestrian access and customer experience. The recommendation is advisory only.

- **Gateway Improvements.** Remove parking stalls on either side of the gateway monument to install lighting and landscaping.

Next Steps

- **Support private development.** The downtown plan recommends that the private market lead the redevelopment efforts along this segment of Main Street. The City can intervene, if necessary, by acquiring properties when they become subject for sale.

- **Include gateways as part of the streetscape concept.** The RFP for the streetscape should include concepts for improving the eastern gateway.

Map 5: East Main Area



Figure 7: East Main Concept looking southeast







New boutique style hotel along Main Street with parking in the rear. The City should encourage the project to engage with the street, creating ground-level activity with possibly outdoor seating.

Figure 8: East Main Concept looking northwest







Activating the gaps, passages, between buildings that can serve adjacent businesses, which could be used as restaurants or beer gardens.

CENTRAL PARK

Challenge

Central Park is home to the community garden and the Historic Chicago & Alton Depot building. Hidden inside this woodland space is a pond that goes unnoticed. This green space has significant potential to serve and attract Downtown visitors and future residents to the area if redesigned and represents one of the few opportunities for introducing nature in an urban setting.

Solution

This plan presents several scenarios for redesigning Central Park with the intent to stimulate discussion for reinvesting into the park. Public input favored the Civic-oriented concept as it creates a stronger "entertainment space" in downtown.

Next Steps

The Downtown Plan recommends commissioning a master plan for its redesign.

The following pages show existing conditions of the park and profiles the Civic-oriented concept as a preferred scenario.



"Civic" "Nature" "Gathering"

Map 6: Central Park, 2023




Central Park, looking southeast


Depot


Community Gardens

CENTRAL PARK

Civic-oriented Scenario

The Civic-oriented Scenario, which was preferred by stakeholders, provides a formal civic space that becomes a hub for community gatherings. Elements include:

- Retaining the parking and community gardens.
- Adding two plaza spaces for event programming, including lunchtime or weekend food truck parking, fairs (arts and crafts), festivals/performances, and small celebrations.
- Offering prominent spaces for public art.
- Providing an interactive water feature, a modern urban play structure, and small shelter that leads to hidden gems in the park.
- Upgrading the pond with an aerator, overlook, and edge.
- Showing a trail looping the lake and connecting into the neighborhood.









Figure 9: Central Park Conceptual Scenario, Civic-oriented



Nature-oriented Scenario

The intent of this concept celebrates the existing green space and reinforces the natural landscape with nature-play playground, native grasses and educational signage.

Components of the concept, as shown in the images below, could be incorporated into the Civic-oriented concept.

Figure 10: Central Park Conceptual Scenario, Gathering-oriented









Gathering-oriented Scenario

The concept blends the previous concepts for a full redevelopment of Central Park, creating a unique destination to Downtown with natural and passive areas that expands to include the existing parking.

Components of the concept, as shown in the images below, could be incorporated into the Civic-oriented concept.

Figure 11: Central Park Conceptual Scenario, Gathering-oriented









MOBILITY STRATEGIES

Overall Framework

Access by all modes of transportation, automobile, walking, biking, and public networks, is a key element found in vibrant downtowns. Streets are the circulation system that link downtown to the larger community while allowing travel within the district. Because most people arrive by car, parking is fundamental to the mobility system. However, emphasizing multi-modal options to reach downtown by foot, bike, or transit allows alternative methods to travel while reducing stress on parking. In addition, a multi-modal system allows people to comfortably walk or bike to multiple destinations after parking.

- **Linkages to High School and Career Innovation Center.** Complete sidewalk gaps and build a trail that creates a more direct link between Downtown and Blue Springs High School Campus, BSSD Administration buildings, and Thomas Ultican Elementary School.

- **Linkage to Central Park.** The sidewalk along SW 11th Street from Main Street to Central Park should be enhanced to emphasize the connection between the two destinations. Improvements may include:
    - Signage
    - Pedestrian lighting
    - Art installations
    - Pavement materials (colored/stained)
    - Other ornamentation like arches

- **Complete the sidewalk network.** The City should evaluate the sidewalks in the surrounding neighborhoods to downtown. This should consider the condition of the sidewalk, gaps and ADA conflicts. The City should develop a sidewalk replacement program that incrementally creates a complete network. The cost for reconstruction can be the responsibility of the owner, while the cost for new sidewalks can be a shared cost.

- **District Parking and Signage.** Customers want visible and convenient parking near their destination, or they perceive a lack of parking. Currently, the supply and quality of parking is an important issue for downtown, though it should not be at the expense of other modes of transportation or the feel of the area. Signage should be tailored towards different modes of transportation - wayfinding to destinations and available parking.

- **District Gateways.** The arch and columns along Main Street establish the district's bookends. These areas can be further enhanced by converting the adjacent parking stalls into landscaping beds. This will provide additional color and opportunities to add lighting to the gateway features, offering protection from possible collisions.

- **Implement Active Transportation Plan.** The plan presents an initial concept for an active transportation network that includes on-street and off-street pathways.

Linkage Demonstrations







Link to Schools and Career Innovation Center



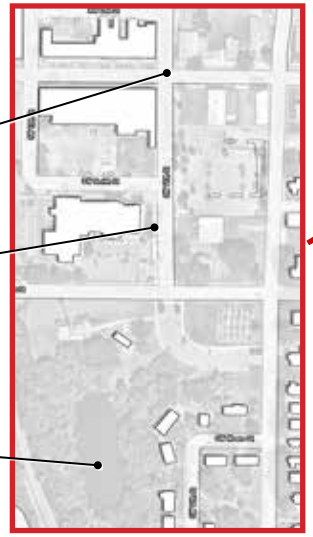
Improve pedestrian crossing alignment

Complete sidewalk gap

Establish pedestrian crossings

New pathway following railroad tracks from school to downtown

Link to Central Park

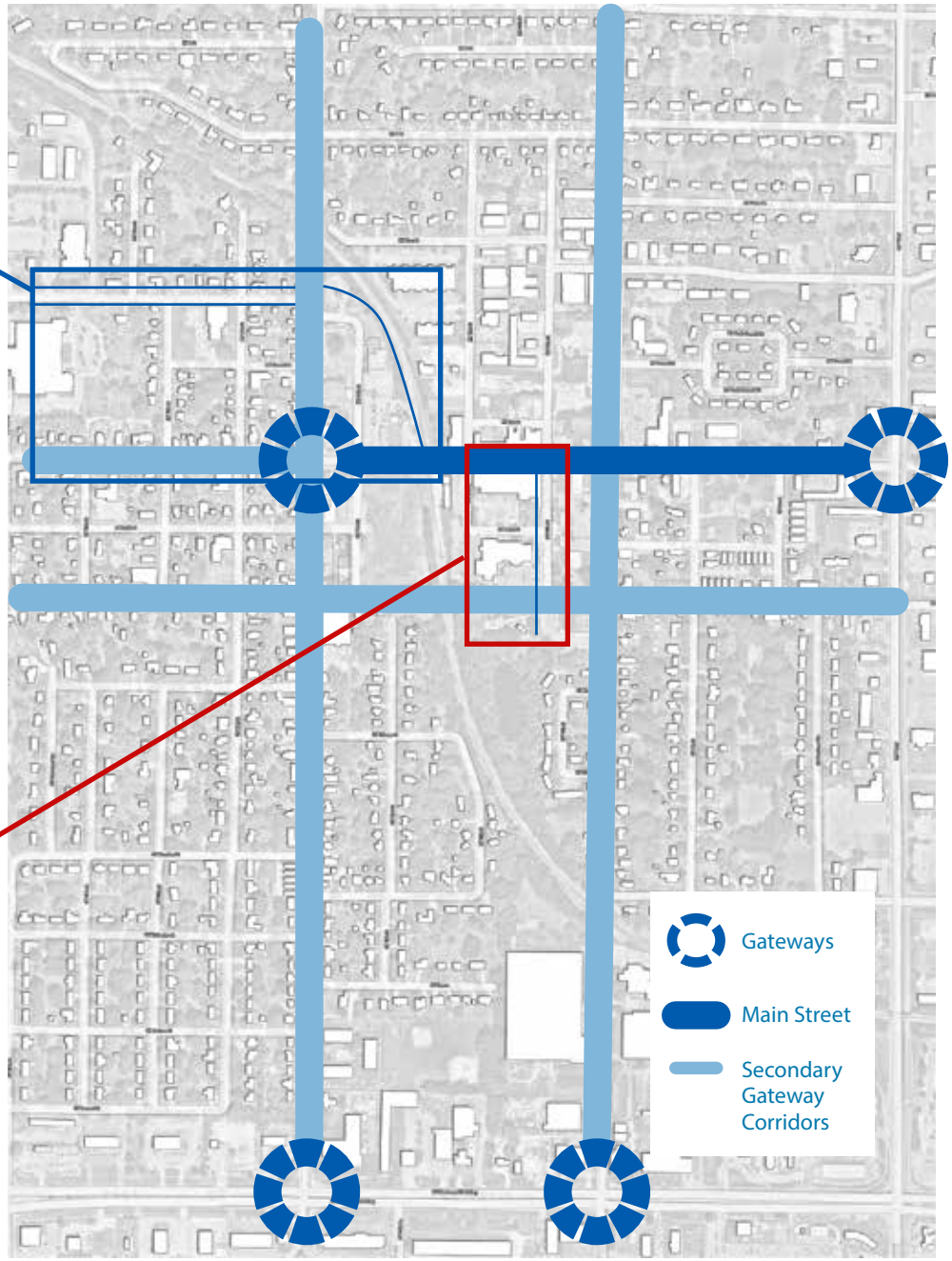


Wayfinding to Central Park

Enhanced pathway that connects downtown to Central Park

New trail around pond

Map 7: Mobility Strategies - Gateways and Corridors



MOBILITY STRATEGIES

Parking Strategies

As previously mentioned, customers want visible and convenient parking near their destination, or they perceive a lack of parking. Currently, the supply and quality of parking is an important issue for Downtown, though it should not come at the expense of other modes of transportation or the feel of the area. The plan presents recommendations for improving the available facilities and policies.

Ultimately, improvements to the streetscape will influence the customer's perception of their arrival to their destination. Rather than an individual business being their destination, the district becomes their destination. This results is the customer being more accepting that they have to park on the adjacent block rather than in front of the business that they will patron.

Parking improvements may want to proceed before the reconstruction of Main Street to ensure that parking is available for businesses during reconstruction.

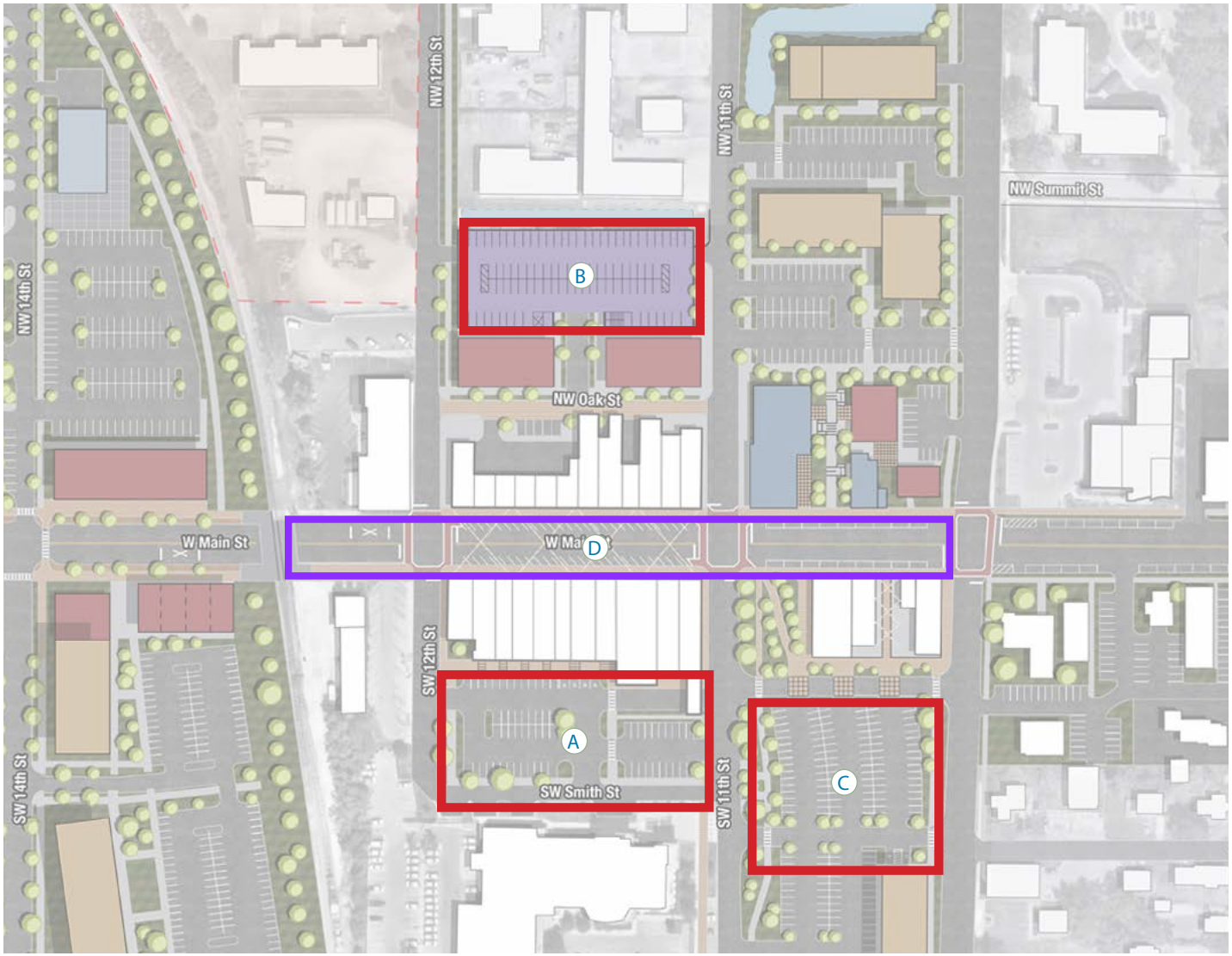
Facility Recommendations

- **Redesign parking along Main Street.** During and after reconstruction of Main Street, new parking needs to be added to improve customer convenience. This must be handled sensitively, and improved pedestrian linkages are necessary to promote access. This may include new rear accesses to businesses before the reconstruction of Main Street.
- **Parking linkages.** More generally, parking needs should be considered both from site and district-wide perspectives to prevent "dead space" and promote walkability. Proper design can help avoid issues and improve adjoining sidewalks by activating spaces, allowing redevelopment, or creating interest along edges
- **Improving the design and efficiency of existing parking lots.** Several lots can be redesigned to improve their efficiency and circulation, particularly south of Main Street.
- **Building additional parking facilities.** The plan identifies an opportunity to build a parking structure that leverages the grade changes north of Main Street.

Policy Recommendations

- **Main Street Parking Limits.** Establish 90-minute time limit on Main Street to encourage turnover. The time allows for people to enjoy a meal and shop. While the time-limit is legally enforceable by issuing citations, caution should be used. Instead "friendly" citations should be issued to remind customers where parking is available for extended time. Customers that receive fines may be deterred from returning to the district altogether.
- **Prohibit employee parking along Main Street.** Downtowns rely on customers being able to access their business. Employees that park on Main Street take away available stalls for customers and adds to the perception that Downtown has insufficient parking for visitors.
- **No parking limit on side streets.** This will encourage parking off of Main Street.
- **Public/Private Agreements.** Establish agreements between the City and private property owners to allow public parking on private lots. The City can negotiate parking agreements where parking can be shared between businesses that experience different peak demands. Office uses have a peak daytime demand, while restaurants have peak evening demand.

Map 8: Mobility Strategies - Parking Areas



Ⓐ **South Main Lot.** Establish a private/public partnership to allow shared parking between nearby businesses. Also, redesign lot to improve overall yield of available parking.

Ⓑ **New parking structure.** Build a two-level parking structure that leverages the land's slope to create at-grade entrances for both levels.

Ⓒ **Redesign South Lot.** Reconstruct the lot to improve overall yield and orientation to Main Street.

Ⓓ **90-minute Parking Limit.** Install signs on existing poles that notify the public that parking along Main Street is limited to 90 minutes.

MAIN STREET

Rebuilding Main Street

Main Street, particularly the segment between 7 Highway and 15th Street, is the image center of City of Blue Springs. Public input suggests that Main Street needs to be more competitive with other Downtowns in peer communities. Updating the streetscape to standout from peer communities will help stimulate private investment and establish the district's "entertainment space".

From a functional perspective, the corridor has several ADA accessibility conflicts for customers and limited stormwater management. Map 8 identifies the condition of Main Street's sidewalks. The inventory shows the deficiencies for accessibility and other hazards.

Common sidewalk accessibility issues include:

- Sidewalk gaps
- Heaving greater than 1 inch
- Obliterated surface material
- Cracked/broken surface material
- Cross slopes greater than 5%
- Tripping hazards
- Steps into businesses
- Railroad crossing

The space between buildings from 10th Street west to the railroad tracks limits options for redesigning the area. Public input favors wider sidewalks with dining opportunities, more plantings, more art, more furniture, signature lighting, and shorter crosswalks. Retaining the existing configuration of angle parking is preferred. In addition, upgrading the railroad crossing to a quiet crossing will improve safety. Introducing all of these elements in a tight space is not possible, so it's design deserves its own process that is backed by a commitment of funds to build on a timeline.

Map 9: Main Street's Sidewalk Accessibility Conflicts

ADA Conflicts Major ADA Conflicts



MAIN STREET

Solution

Rebulid Main Street from building-face to building-face.

While this plan provides streetscape concepts to stimulate further conversation, it is not a design. Elements in the streetscape should consider horizontal and vertical elements. Horizontal elements include the patterns in the sidewalks (currently pavers a foot from the curb) and vertical elements include lighting, bicycle racks, railings for dining areas, seating and plantings. The library of images provides initial input to the streetscape's redesign.

Next Steps

1. Budget funds to redesign and rebuild Main Street from the railroad tracks to 10th Street. Assume $1.25 million per block, or $3.75 million for functional and design features.
2. Initiate a design process by retaining a consultant to prepare a concept. The process must include individual businesses and property owners.
3. Establish a strategy for maintaining the streetscape and promoting businesses during reconstruction and beyond.
4. Coordinate improvements with private owners, offering incentives to improve their facade in tandem with the street reconstruction.











MAIN STREET

Streetscape Scenarios

When rebuilding the streetscape from building-face to building-face, the design should involve building/business owners and consider all of the desired amenities expressed by the participants in the planning process, including wider sidewalks, seating areas, lighting, parking configuration, art and more. Having all of the desired amenities will not fit in the available space, so a more detailed design process is necessary to find agreement. Possible scenarios for a future street configuration are explored as part of the Downtown plan.

- **Do Nothing.** Defer improvements.
- **Rebuild Angle Parking.** The parking configuration remains and the scope of sidewalk amenities are limited.
- **Hybrid Angle and Parallel.** One side of the street is retained for angle parking and the other side becomes parallel parking to allow for some wider sidewalks.
- **Parallel Parking.** Both sides of the streets becomes parallel parking to allow for wider sidewalks and sidewalk amenities.
- **Angle Parking with Large Bump-outs.** Both sides of the street have angle parking and large bump-outs for outdoor seating near restaurants.

All options will likely influence the total yield of parking. To balance this change, additional parking needs to be defined in the surrounding area and have logical connections to the district.

2023 - Current Condition



Figure 11a: Retain Parking and install string lights over the street

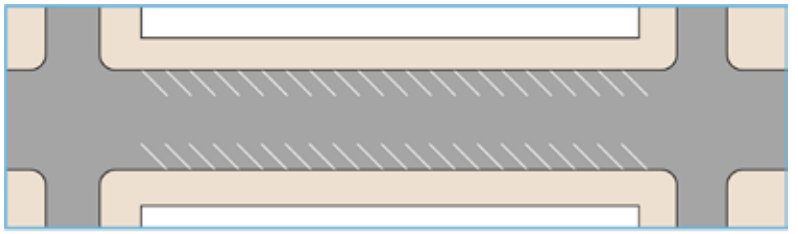


Figure 11b: Hybrid Parking: Angle and Parallel

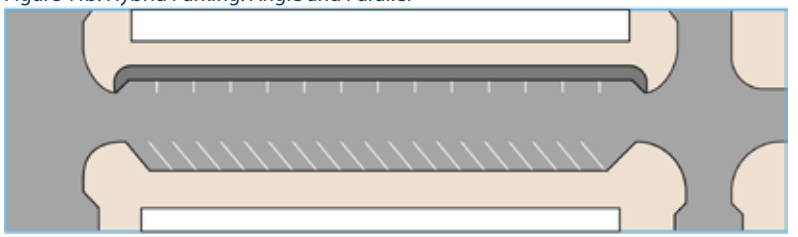


Figure 11c: Parallel Parking & Bump-outs at Intersections

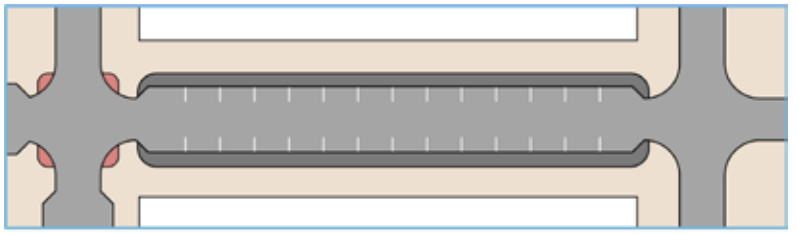
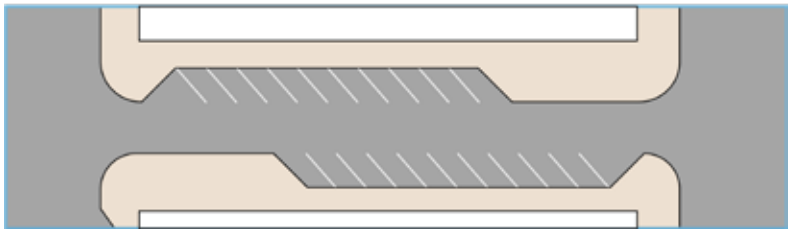


Figure 11d: Angle Parking and Large Bump-outs



MAIN STREET

Scenario Demonstration

The concept shows a demonstration for wider sidewalks for customers and parallel parking. The scenario allows for 20-foot sidewalks and the need to replace 14 stalls. Parking could be limited to 90-minutes to increase turnover.



Figure 12: Streetscape Scenario Demonstration

- (A) **West Entry.** New curb and plant beds at entry columns
- (B) **Railroad Crossing.** Add bump-outs at railroad crossing
- (C) **Public Parking Lots.** Better redirect people to parking south of Main Street
- (D) **Parallel Parking.** Convert to parallel parking. Replace 14 stalls in parking lot
- (E) **New Street Section**. 8' parallel parking, 6' amenity zone, 8' clear zone, and 6' business space
- (F) **Bump-outs.** Improve safety with bump out at intersections

MAIN STREET

Main Street Gateways

Figure 13: Main Street gateway at 15th Street



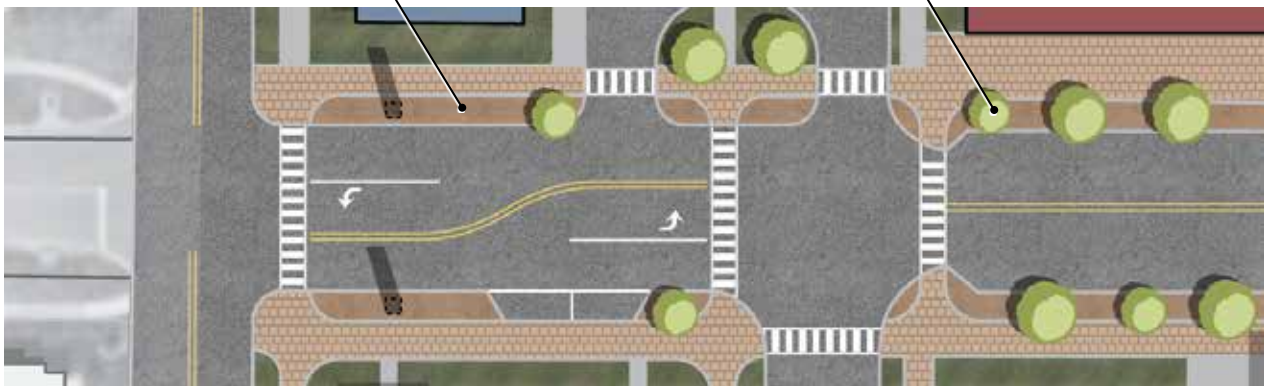
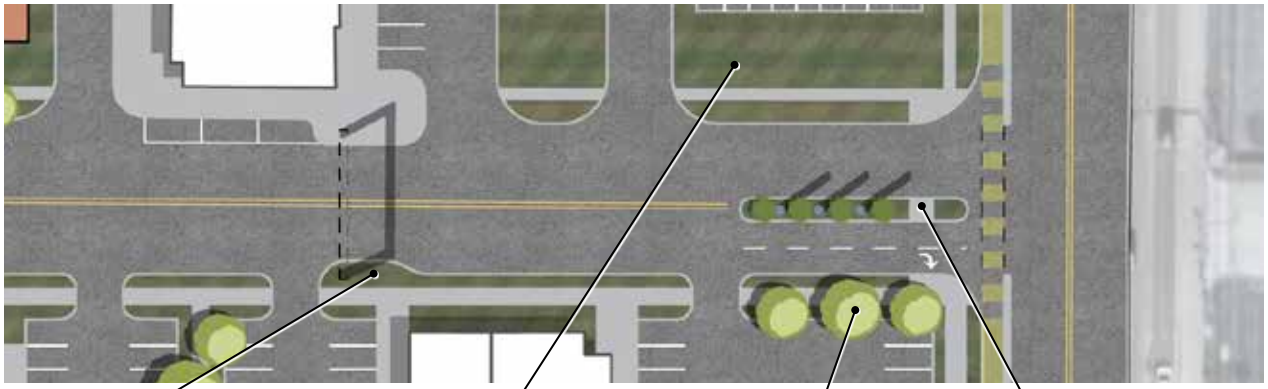


Figure 14: Main Street gateway at 15th Street





Main Street gateway at 7 Highway

MOBILITY

Active Transportation

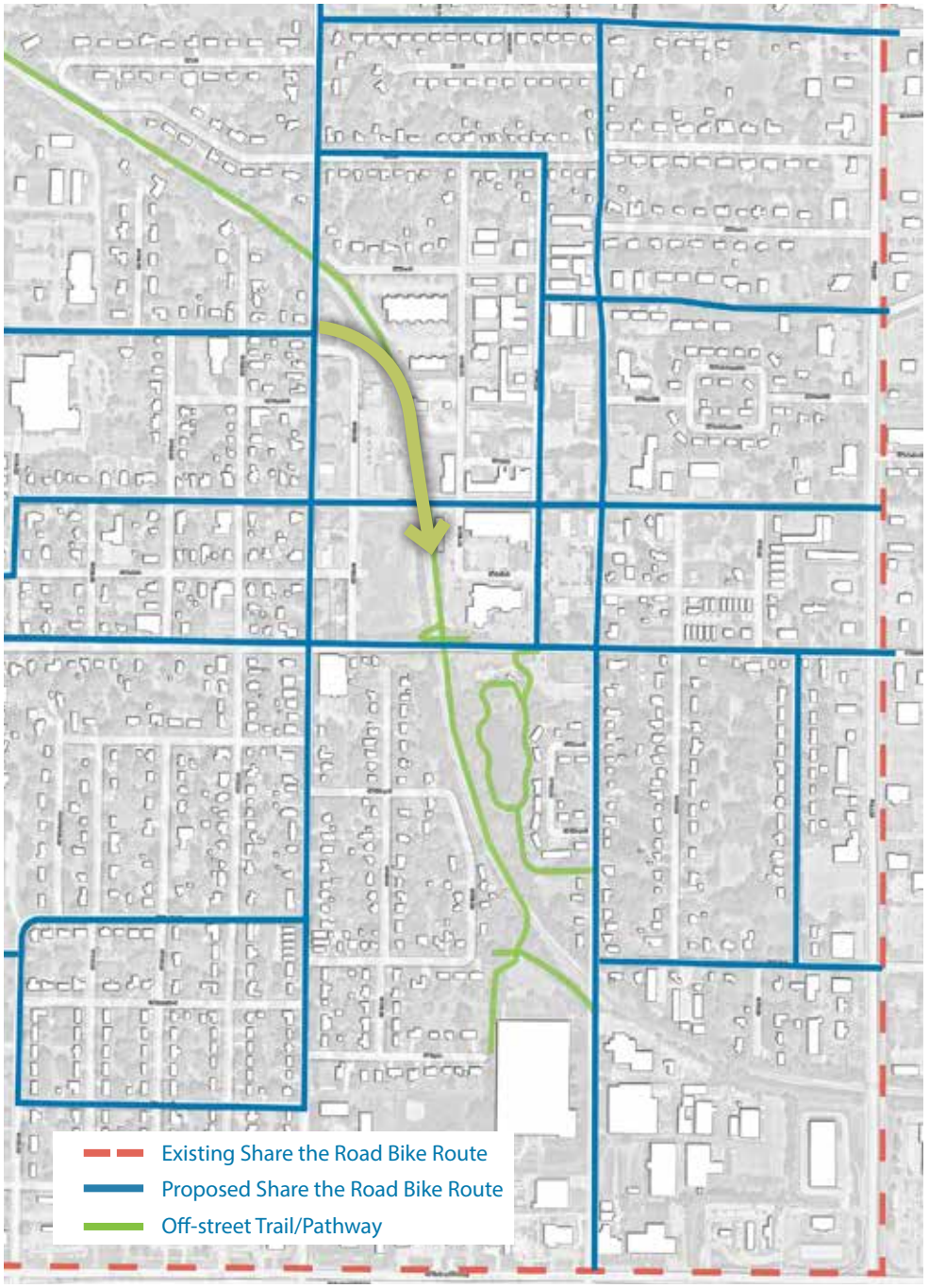
Not all visitors to downtown will arrive by vehicle. Proper design can encourage people to bicycle and walk from throughout the community by making alternative transportation modes an easy choice rather than a hindrance. Map 11: Active Transportation Map shows a proposed pathways network leading to downtown. Features that complement the network include:

- Railside trail
- Shorter crosswalks (bump-outs)
- Countdown timers at major intersections.
- Bike signage and sharrow
- Bicycle racks
- Resolving ADA conflicts and sidewalk gaps



New trail running parallel to railroad tracks.

Map 10: Mobility Strategies - Active Transportation Network



NEIGHBORHOOD STRATEGIES

The study area contains a range of houses with varying styles, prices, and conditions. More recently, reinvestment has begun to improve the quality of the housing stock, as seen with the new infill homes along SW 8th Street. As the City continues to invest in Downtown, reinvestment will likely increase in surrounding neighborhoods.

To protect and sustain the City's older neighborhoods, Blue Springs should continue to use neighborhood conservation programs to strengthen the housing stock, preserve its unique historical character, and promote further reinvestment and rehabilitation. The built housing supply is the city's largest single capital investment, and its preservation is essential to maintaining residential affordability. Neighborhood reinvestment strategies include:

- **Land Use Policies.** Blue Springs should maintain zoning and land use policies that protect the integrity of its neighborhoods. New zoning development proposals should continue to be evaluated with a view toward their effect on surrounding neighborhoods, especially as Downtown uses spread into the transition area. Zoning should encourage design that reduces land use conflicts between residential and other uses and that encourages buffering and screening standards.

- **Property Maintenance.** Owners should maintain their property according to the City's Downtown Development Code. Enforcing these more proactively can help improve the quality and image of housing near Downtown. Some cities inspect rental units to ensure they meet minimum safety and quality standards. These activities could be paired with property maintenance incentive information to encourage reinvestment.



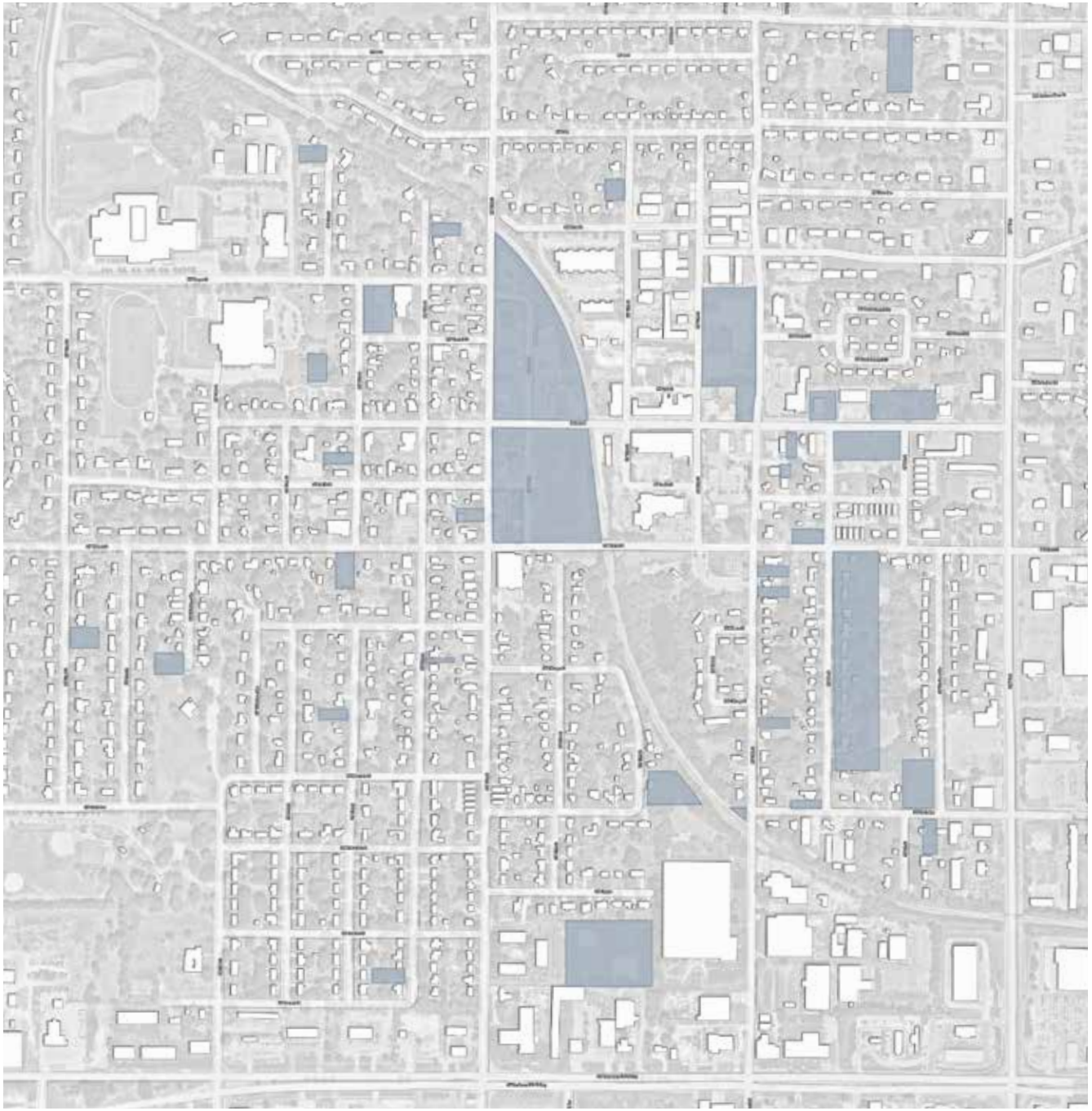
- **Rehabilitation.** Blue Springs currently provides a Minor Home Repair Program to low- and moderate income households. The City should continue to support these programs that promote the stabilization of housing stock, emphasizing the leveraging of private funds to extend scarce public resources. Further marketing this program and establishing new programs will encourage additional reinvestment.

- **Infill Development.** Map 12 identifies candidate sites for infill. Although Downtown Blue Springs has a limited supply of infill lots, the city should encourage the development and redevelopment of vacant and underused properties within and near Downtown. Infill lots use existing infrastructure, reducing costs and using city services more efficiently than greenfield growth.

- **Home Conversions.** Owners of many former single family homes have converted them to multi-family, office, or other uses. These uses may be appropriate near higher intense use, but the City may wish to review their policies regarding home conversions in the Unified Development Code.

- **MCRC Tax Abatements.** Chapter 353 tax abatement is an incentive allowed by Missouri law to encourage the redevelopment of blighted areas through the abatement of real property taxes. The city formed the Main Center Redevelopment Corporation (MCRC) to administer the 353 incentive program. Under Chapter 353, tax abatement on real property taxes is available for a period up to 25 years.

Map 11: Neighborhood Strategies - Sites Subject-to-change



Sites Subject-to-Change

Sites Subject-to-Change are properties that are vacant or may be influenced by natural market conditions to be redeveloped. They are not prescribed sites for redevelopment.

FAÇADE STRATEGIES

Downtown Blue Springs' diverse, authentic character makes it unique, but some façades are worn, outdated, or inadequate. The City should continue refining their Downtown Façade Improvement Grant for businesses and building owners to invest in the appearance of downtown.

The Façade Improvement Grant Program offers financial assistance to owners seeking to rehabilitate commercial building facades within the designated slum and blight area (MCRC Area). The primary goal of the program is to remove accessibility barriers, facilitate investment, and achieve significant visual improvements to building exteriors to remove blight. In 2024, the grant provides approved projects to receive a matching $10,000 grant per storefront to assist in exterior rehabilitation of commercial and mixed-use structures. Participation by owners has been marginal.

The Downtown Plan recommends revising the grant amount to where the owner can apply for up to $20,000 with a 25% match (or $5,000 from the owner and $15,000 incentive). Stipulations can be defined.

Ultimately, owners of the building or business hesitate on justifying the expense for upgrading the facade because raising their price on rent or goods/services to cover the cost does not have an obvious connection to the improvement. Increasing the incentive to owners may result in increased applications to the MCRC program.

Generally, façade treatments should create a visually comfortable and familiar environment while promoting architectural creativity. This can

The Downtown Plan recommends revising the grant amount to where the owner can apply for up to $20,000 with a 25% match.

be accomplished by providing interest, variety, and detail on a human scale and maintaining a sense of relationship with nearby buildings. The following elements also enhance architectural character while respecting traditional design:

- Vary the building form through recessed or projecting awnings
- Provide a range of window shapes and sizes that relate to the interior
- Emphasize entries with projecting/recessed forms, detail, color or materials
- Vary material, joints and details, surface relief, color, and texture to scale
- Express architectural modules that divide the façade into smaller elements
- Diversify roof lines

Many buildings downtown have simple footprints, but they should avoid large areas of undifferentiated façade. Instead, they should display architectural variety and scale by expressing building structure, varying the surface, and integrating art and ornament. Detailed entries create interest and variety by breaking up the façade. Major entries should be emphasized.

The following improvements are eligible under the current grant:

- Window, door, and storefront replacements
- Painting or other like finishes, including paint removal to historic masonry surfaces
- Exterior lighting, signage, and awnings (only awnings attached to the building)
- Installation of new masonry building materials
- Removal of non-historic building materials
- Repair or rehabilitation of historic building materials or architectural features

The following improvements are specifically not eligible:

- Interior rehabilitation
- Structural repairs, including roof repairs
- Any type of building expansion
- Any improvement which diminishes the historical integrity of the building

FACADE STRATEGIES



Figure 13 & 14: Facade Strategies Before/After



Northside

NEXT STEPS

IMPLEMENTATION STRATEGIES

Much like a comprehensive plan, the Blue Springs Downtown Master Plan will change and evolve over time. Property changes hands, funding sources come to light, economic forces evolve, and priority projects change. All these factors affect the implementation schedule of projects within the Plan.

This chapter summarizes the implementation schedule starting with the organizations involved, recommended policies and funding sources, priority projects, the time frame for completion, and probable costs. The City of Blue Springs can use the implementation schedule to shape planning and policy efforts for the future.

- Schedule and Priorities
- Key Organizations

SCHEDULE & PRIORITIES

The Downtown Master Plan establishes a concept for the future of downtown. The plan includes many projects that will be developed incrementally over time, and requires setting priorities, completing initial steps, and evaluating new conditions along the way. Blue Springs' ownership of the Yard site presents an opportunity to garner momentum for future private investments.

The City with coordinating agencies and other principals in the development process should maintain a five year Downtown capital program, updated annually, much as city and state governments do with their capital improvement plans. The tables in this chapter identify individual projects and provides a conceptual schedule for their implementation. However, market demands and opportunities will inevitably affect this schedule.

Annually, the City should update the schedule, based on priority criteria. These evaluative criteria may involve applying the following questions to specific projects at the time of consideration:

- Does the project respond to specific or high-profile community issues or needs?
- Does the project generate maximum private market response?
- What is the project's potential to transform the image of the area and community?
- Does the project attract both local residents and visitors, increasing business traffic and creating new reasons for people to be downtown?
- Does the project support the growth of existing businesses?
- Does the project capitalize on established, but unmet, market needs?
- Can the project be realistically implemented within a reasonable time frame with potentially available resources?
- Does the project generate substantial community support or consensus?
- Does the project incorporate and leverage outside funding sources, such as state grants or charitable contributions?

	Schedule				Lead	Notes
	Ongoing	*<3 Years*	*3-10 Years*	*10+ Years*		
RAILSIDE AREA					**Private/Public**	
New Main Street Mixed Use			x	x	Private	Market-driven project that is master planned. Project will likely need development incentives.
Reuse of Church		x	x		Non-profit/Public	City to initiate reuse study for church, annex, sanctuary. Assume $125k for study.
Reuse of Church Annex		x	x		Private/Public	City to initiate reuse study that includes an opinion of costs.
Reuse of Church Sanctuary		x		x	Non-profit/Public	City to initiate reuse study that includes an opinion of costs.
Form Arts Collaborative		x			Non-profit	City to require formation prior to commissioning reuse study of Sanctuary.
Upgrade 14th Street			x		Private	City to maintain improvements.
New Railside Trail			x		Public	Assume $70 linear foot.
Reuse/Redevelopment of School of Economics			x	x	Private/Public	Assume $240 SF for farmer's market shelter. Demolition may be $125k-$200K.
New Townhomes (or Multi-family)			x		Private	Market-driven project that is master planned. Flexible scenario to allow multi-family. Project will likely need development incentives.
New Community Gardens			x		Private	City to maintain as park.
New Mini-Park			x		Private/Public	Developer to build 1-acre park. City to possibly maintain. Assume starting cost of $3 SF.
Improved Parking Lot			x		Private	Market-driven project that is master planned.
Brownfield Redevelopment				x	Public	Prepare brownfield study.

YARD AREA	Schedule				Lead	Notes
	Ongoing	*<3 Years*	*3-10 Years*	*10+ Years*		
New Main Street Mixed Use		x			Private/Public	City to release RFP.
New Multi-family Housing		x			Private/Public	City to release RFP
New Townhouses				x	Private	Flexible scenario to allow multi-family.
Redevelop City Maintenance Building				x	Public/Private	Site could be a parking lot instead of being developed. Assume $70,000 for demolition and site clean-up.
Upgrade 14th Street		x			Private	Privately improved. City to maintain street.

CORE AREA	Schedule				Lead	Notes
	Ongoing	*<3 Years*	*3-10 Years*	*10+ Years*		
Business Recruitment	x				Private and Chamber	Chamber to continue recruitment.
New Main Street Streetscape		x			Public	Commit funding. Assume $100k for schematic design. Assume $1.35M per block.
Redesign Rear Parking Lot			x		Private/Public	City to negotiate ownership and leasing.
Façade Enhancement Program Update	x				Public	Commit funding and update facade program.
Rear Façade Enchancement Program		x	x		Public	Commit funding and update facade program.
New Parking Deck				x	Private/Public	Project will likely need significant development incentives. Assume $30,000 per stall.
New Oak Street Development				x	Private	Market-driven project.
Oak Street Improvements				x	Private/Public	Privately developed and City to maintain street.
New Multi-family Development (Post Office area)				x	Public/Private	City to assemble property.
Main Street Redevelopment Site (Main & 10th)			x		Public/Private	City-owned property. City to release RFP for development.
Main Street Reuse (Main & 11th)			x		Private	Possible TIF if occupied by a new restaurant
Redesign Public Parking Lot				x	Public	Develop after streetscape project.

EAST MAIN AREA	Schedule				Lead	Notes
	Ongoing	*<3 Years*	*3-10 Years*	*10+ Years*		
Masonic Temple Reuse	x			x	Private	Possible public intervention if there is no private market demand. The project may be eligible for historic tax credits. Project will likely need development incentives.
Alley Cooperative Parking	x				Private	Advisory project only. Subject to owner's interest.
800 Block Redevelopment		x			Private	Market-driven project. Project will likely need development incentives.
805-807 Main Street Development				x	Private	Market-driven project. Project will likely need development incentives.
Single-family Redevelopment	x				Private	Market-driven project that should be master planned with 800 Block. Project will likely need development incentives.
Shoppes on Main Parking Lot Improvements	x				Private	Advisory project only. Subject to owner's interest.
Gateway Improvements			x	x	Public	Schematic design during streetscape redesign. Assume $300K

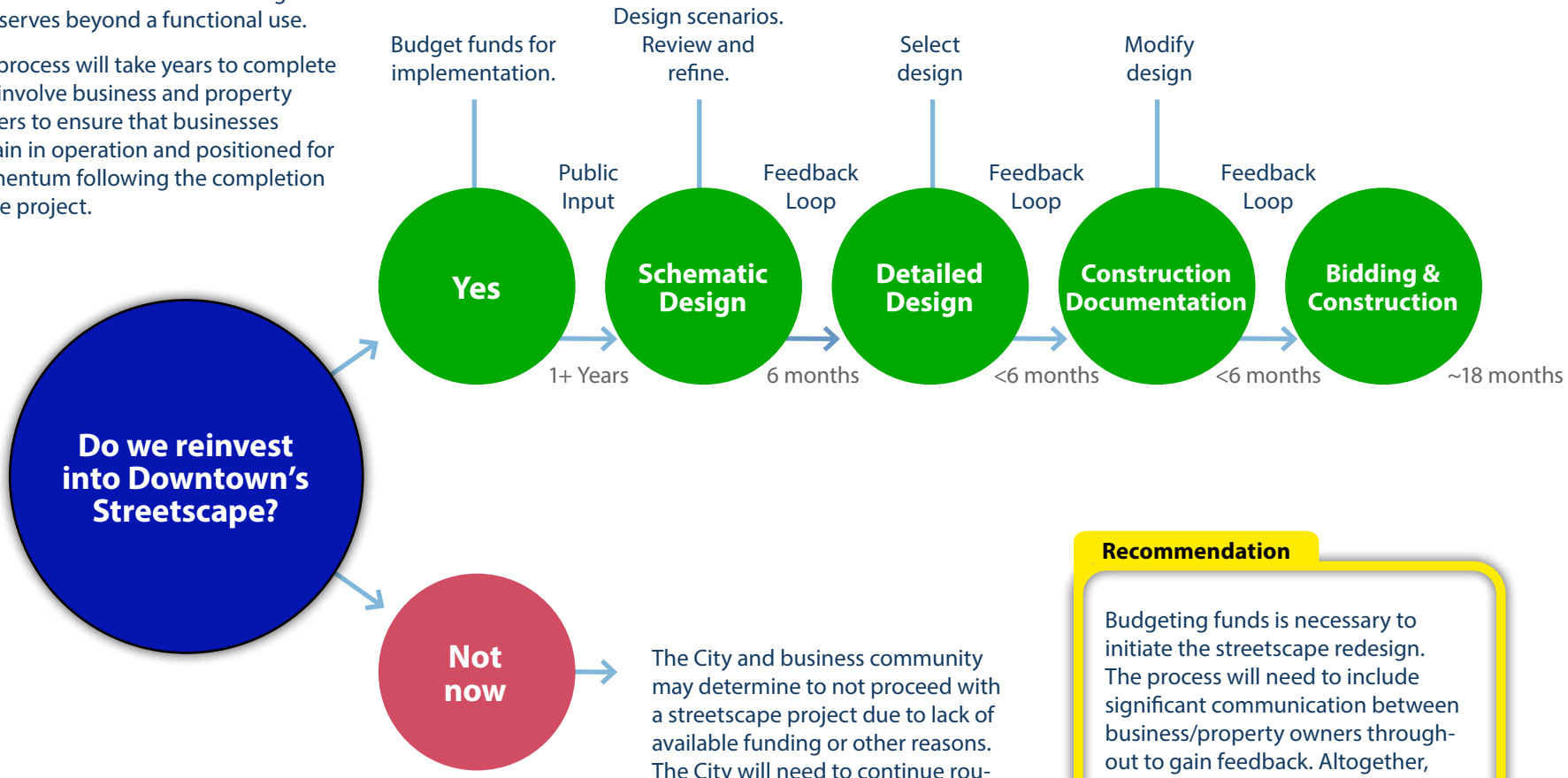
CENTRAL PARK	Schedule				Lead	Notes
	Ongoing	*<3 Years*	*3-10 Years*	*10+ Years*		
Schematic and Detailed Design			x		City	Initiate project when residential growth occurs. Assume $75K for design
Construction				x	City	Assume $4M for construction.

MOBILITY STRATEGIES	Schedule				Lead	Notes
	Ongoing	*<3 Years*	*3-10 Years*	*10+ Years*		
Linkage to High School and Career Innovation Center			x		Public	Assume $70 linear foot for trail and $25 linear foot for new sidewalks.
Linkage to Central Park				x	Public	Assume $40 linear foot for wide walkway.
Complete the Sidewalk Network	x				Public	Assume $25 linear foot for 5' sidewalk.
District Parking and Signage		x			Public	Assume $35K for citywide design of signage and ~$1K per sign installation.
Implement Active Transportation Plan	x				Public	Prepare a citywide Active Transportation Plan. Assume a cost of $125K.
Main Street Reconstruction	x	x	x		Public	Commit funding for schematic design and construction. Assume $100k for schematic design. Assume $1.35M per block for construction.

STREETSCAPE PROCESS

The purpose of rebuilding the streetscape is to resolve ADA conflicts and replace it with a memorable design that serves beyond a functional use.

The process will take years to complete and involve business and property owners to ensure that businesses remain in operation and positioned for momentum following the completion of the project.



The City and business community may determine to not proceed with a streetscape project due to lack of available funding or other reasons. The City will need to continue routine maintenance and address ADA issues by situation.

Recommendation

Budgeting funds is necessary to initiate the streetscape redesign. The process will need to include significant communication between business/property owners throughout to gain feedback. Altogether, the process will take a minimum of 2 years. However, since no funding has been identified, the process will take more time.

BUILDING FACADES	Schedule				Lead	Notes
	Ongoing	*<3 Years*	*3-10 Years*	*10+ Years*		
Façade Enhancement Program (update)	x				Public/Private	Update program to improve incentives for businesses.
Rear Façade Enhancement Program	x		x		Public/Private	Favor applications for front facade enhancements.

NEIGHBORHOOD STRATEGIES	Timeline				Lead	Notes
	Ongoing	*<3 Years*	*3-10 Years*	*10+ Years*		
Continue evaluating needs of the neighborhood	x				Private	Continue existing neighborhood programs that support homeowners. City to possibly take a role in assembling property for future redevelopment.

KEY ORGANIZATIONS FOR IMPLEMENTATION

The previous chapters of this plan focus on the physical components to reach a revitalized downtown. This section considers organizational aspects for Downtown and offers recommendations that can strengthen the support structure for the district. Successful development efforts require successful organizations, appropriate policies, and successful public/private partnerships.

Recommendation

Decommission the Downtown Review Board

City of Blue Springs

The City of Blue Springs is responsible to implement and guide the recommendations of the Plan. All city departments must be involved in day-to-day implementation – Community and Economic Development, Public Works, Parks and Recreation – they all have a role to play. The Mayor and City Council, under guidance from the City Manager, will oversee the overall plan strategies. The Planning and Development Director will undertake the day-to-day implementation, working with other departments as necessary.

Blue Springs Downtown Alive!

As implementation begins to unfold it is important that the Blue Springs Downtown Alive! be involved early and throughout the process.

Established in 2011, Downtown Blue Springs Main Street, Inc. is a 501(c)3 nonprofit organization dedicated to the revitalization of downtown. The mission of Blue Springs Downtown Alive! is to engage in historic preservation, revitalization activities, and education; by encouraging the cooperation of downtown merchants, property owners, residents and partners, creating a positive image of downtown, strengthening the economic base, and providing design education to improve the appearance and vitality of the downtown area.

Our vision is a healthy, vibrant downtown, creating a great city in which to live, work, shop, and play for the benefit of all residents and businesses in Blue Springs.

This organization will likely act as the advisory group to the next phases of updating public spaces, such as the streetscape and park.

Main Center Redevelopment Corporation

Chapter 353 tax abatement is an incentive allowed by Missouri law to encourage the redevelopment of blighted areas through the abatement of real property taxes. The city formed the Main Center Redevelopment Corporation (MCRC) to administer the downtown 353 incentive program.. Under Chapter 353, tax abatement on real property taxes is available for a period up to 25 years. Depending on the level of investment, applicants can qualify for:

- Up to 100% abatement on the assessed value of the improvements on the property (excluding land) for the first 10 years.
- 50-100% abatement on the assessed value of the improvements on the property (excluding land) for the next 15 years.
- 50% reduced building permits.

Downtown Review Board

Currently, the Downtown Review Board (DRB) acts as the Governing Body for the Downtown Development Code (DDC) and Sign Code within the Downtown Zoning District. Only alterations and additions to the principle structure will be reviewed in the T3 (Sub-Urban) Zoning District. Accessory structures in the T3 (Sub-Urban) Zoning District will be reviewed administratively. Temporary signage will be reviewed administratively in the Downtown Zoning District.

All development applications in the City have their project reviewed by city staff, Planning Commission, and City Council. However, projects in downtown includes additional steps for applicants - a review by the DRB and Historic Preservation Commission (HPC). Having additional steps to the approval process lengthens the development process beyond other areas of the community and metro. To improve this process, this plan recommends that the responsibilities of the DRB be completed by City Staff administratively and or the Planning Commission as determined necessary based on the City's Unified Development Code. Effectively, this will result in the decommissioning the Downtown Review Board to provide a more efficient process while retaining the duties of the Board.

Downtown CID

Downtown's Community Improvement District (CID) is a non-profit corporation that can issue bonds, levy taxes, and apply special assessments to finance public improvements, public services, and blight removal. The CID collects 1% of the district's sales tax revenue and decides how the funds are spent. The CID could finance the future upgrades and ongoing maintenace of the streetscape.


BLUE SPRINGS
DOWNTOWN

RDg

PLANNING ● DESIGN

APPENDIX

ONLINE INTERACTIVE MAP RESULTS

INTERACTIVE MAP RESULTS

The Downtown Blue Springs Master Plan included a myriad of public engagement opportunities. One unique option for residents was to engage in the planning process virtually via the Social Pinpoint planning website.

By visiting the website, residents could learn about and get involved with the planning process. While on the website, residents had the option to make comments on an interactive map, sharing their ideas and concerns throughout the Downtown Blue Springs area. Figure A.1 (right) displays where each of those comments were made. Comments are further broken down on Figure A.2.

Downtown Blue Springs Interactive Map by the Numbers:



Identified Themes:

Some comments placed on the map were not area-specific, but rather general suggestions for Downtown Blue Springs in general. Common themes found in these comments were:

- Improving walkability
- Enhancing streetscape aesthetics
- Developing more entertainment spaces for families
- Constructing affordable housing

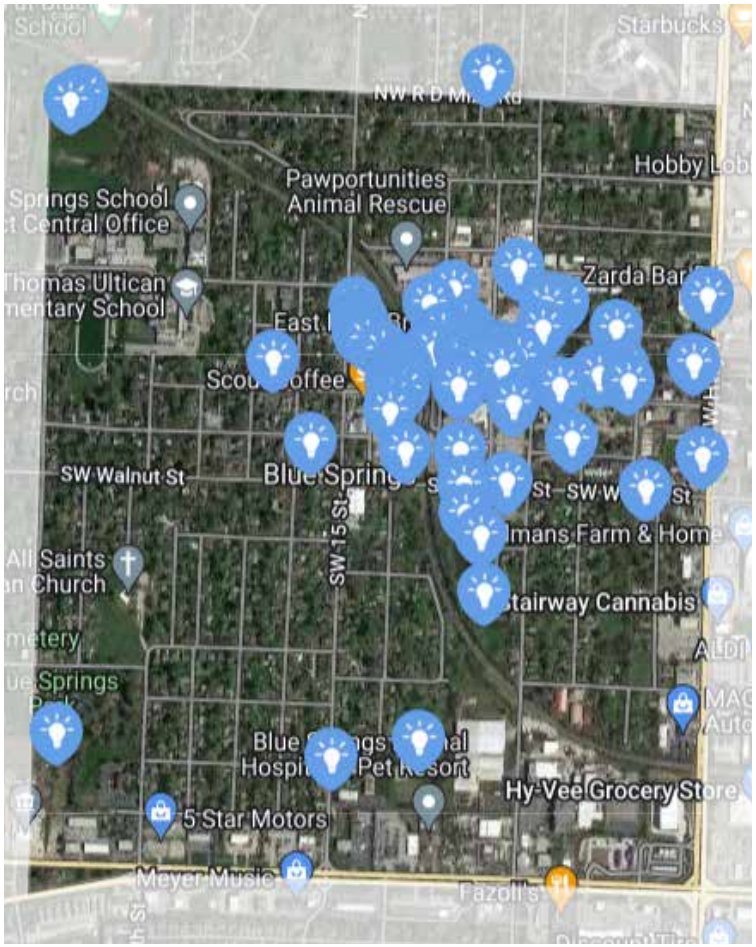


Figure A.1: Social Pinpoint Comment Locations



Figure A.2: Social Pinpoint Comment Locations

Blue Springs, Missouri
Community Development

MONTHLY REPORT
February 2024

Building Permit Activity

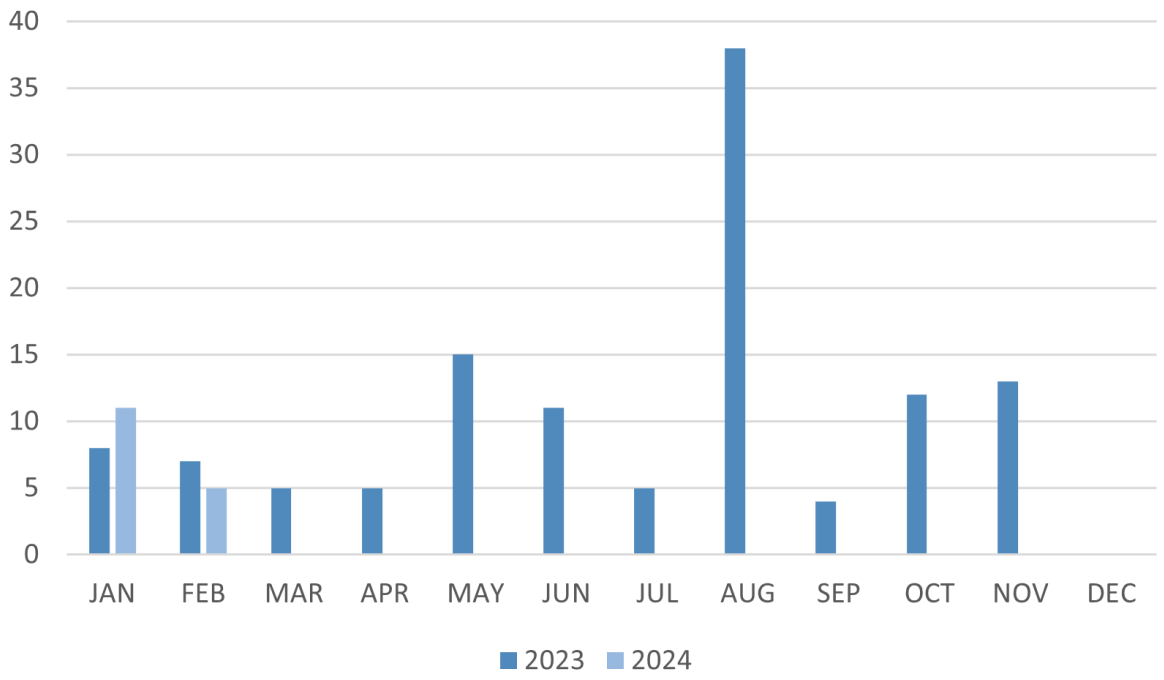
Type of Permit	Feb 2024	Feb 2023	YTD 2024	YTD 2023
Single-Family Detached	5	7	16	15
Single-Family Attached	0	0	0	0
Two-Family	0	0	3 (6 units)	0
Multi-Family	0	0	4 (16 units)	0
Total Dwelling Units	5	7	38	15
Miscellaneous Residential (additions & alterations)	9	15	28	28
Commercial—New	1	1	3	5
Commercial—Alterations	10	5	16	7
Total Building Permits*	78	73	150	155

*Includes all the above permits plus non-structural permits (mechanical, plumbing, etc.)

Building-Related Activity

	Feb 2024	Feb 2023	YTD 2024	YTD 2023
Total Square Feet	255,547	60,836	362,273	96,178
Total Construction Cost	$2,058,292	$2,919,577	$11,791,068	$5,555,025
Total Inspections	552	473	902	937

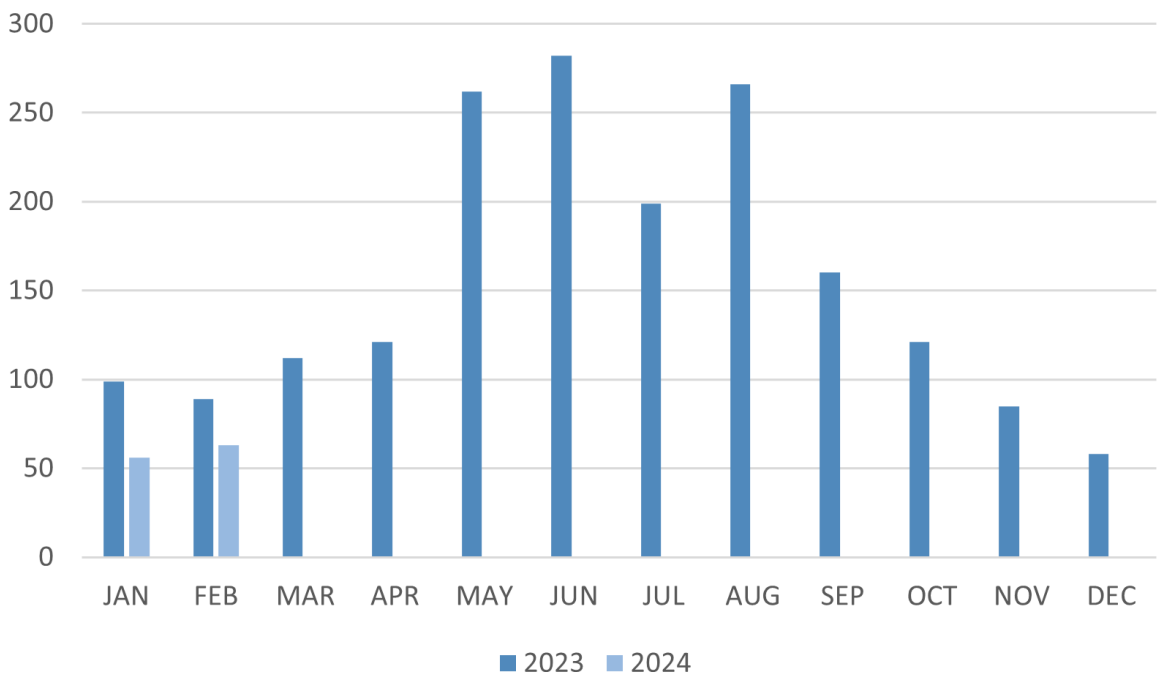
Single-Family Building Permits



Code Enforcement Activity

Code Reference	Description	Cases Opened
200-270	Public Health, Safety, and Welfare	45
300-390	Traffic Code	0
401-411	Zoning	3
500-520 (excl. 501)	Building and Construction	14
501	Sign Code	0
600-655	Business and Occupation	0
700-715	Utilities	1
	Total Cases	63

Total Code Cases



Most Common Code Cases in February

Code Reference	Description	Cases Opened
245.060	Nuisance Inspection—Citizen Complaint	24
245.130: A (11)	Trash—Prohibited	17
500.020: (a)	Building Permit Required	4
515.570	Accessory Structures—Maintenance Required	4

Planning Activity

Case Number	Project	Planning Commission	City Council	Ordinance
RZ-10-23-8944	Redwood Blue Springs Phase 2	Approved 2/12/24	Denied 2/21/24	N/A
PDC-10-23-8946	Redwood Blue Springs Phase 2	Approved 2/12/24	Denied 2/21/24	N/A
PP-10-23-8945	Redwoods Blue Springs Phase 2	Approved 2/12/24*	N/A	N/A
RZ-12-23-8974	Lucky Time Dog & Car Wash	Approved 2/12/24	Approved 2/21/24	5306
PDC-12-23-8975	Lucky Time Dog & Car Wash	Approved 2/12/24	Approved 2/21/24	5306
GDP-12-23-9004	Brittany Hill Middle School	Approved 2/12/24	Approved 2/21/24	5307
PP-12-23-9005	Brittany Hill Middle School	Approved 2/12/24	N/A	N/A
PF-12-23-9006	Brittany Hill Middle School	Approved 2/12/24	Approved 2/21/24	5308
SPDR-12-23-9007	Brittany Hill Middle School	Approved 2/12/24	N/A	N/A
PP-12-23-9002	BSSD Bartow Admin. Center	Approved 2/12/24	N/A	N/A
PF-12-23-9003	BSSD Bartow Admin. Center	Approved 2/12/24	Approved 2/21/24	5310
PP-12-23-8992	CJCFPD #5	Approved 2/12/24	N/A	N/A
PF-12-23-8993	CJCFPD #5	Approved 2/12/24	Approved 2/21/24	5309
PP-12-23-8996	Eagles Ridge Estates PR-0 5th Plat	Approved 2/12/24	N/A	N/A

*Approval rescinded due to denial of Rezoning & PD Concept Plan at City Council

Planning Activity Continued

Case Number	Project	Planning Commission	City Council	Ordinance
PDFS-12-23-8997	Career & Innovation Center	Approved 2/12/24	N/A	N/A
PP-10-23-8941	Hoot Owl Meadows	Approved 2/12/24**	N/A	N/A

**Pending the decision of the Rezoning & General Development by City Council

Planning Activity—Administrative Approvals

Case Number	Project	Administrative Approval
N/A		

Sign Permit Activity

Type of Sign Permit	Feb 2024	Feb 2023	YTD 2024	YTD 2023
Sign Face Replacement	1	9	2	10
Ground-Mounted Signs	1	2	3	2
Building-Mounted Signs	2	18	10	21
Temporary Signs	1	0	2	1
Other Signs (Flags, Paired-Bracket, Mural, etc.)	0	0	0	0
Total Signs Issued	5	29	17	34