

SPRING HILL DEVELOPMENT APPLICATION FEES

Rezoning:

Residential

0 to 5 acres	\$ 350.00
5.1 to 10 acres	\$ 500.00
10.1 to 20 acres	\$ 600.00
20.1 or more acres	\$ 750.00

Commercial/Industrial

0 to 5 acres	\$ 700.00
5.1 to 15 acres	\$ 800.00
15.1 to 25 acres	\$ 950.00
25.1 or more acres	\$ 1,100.00

Planned Zoning District:

Base Cost:	\$ 500.00
1 to 10 lots	\$ 8.00 per lot
11 to 50 lots	\$ 6.00 per lot
51 to 150 lots	\$ 4.00 per lot
151 lots to 500 lots	\$ 2.00 per lot
501 lots or more	\$ 1.00 per lot

Preliminary Plat:

Base Cost:	\$ 300.00
1 to 10 lots	\$ 8.00 per lot
11 to 50 lots	\$ 6.00 per lot
51 to 150 lots	\$ 4.00 per lot
151 lots to 500 lots	\$ 2.00 per lot
501 lots or more	\$ 1.00 per lot

Final Plat:

Base Cost:	\$ 300.00
1 to 10 lots	\$ 8.00 per lot
11 to 50 lots	\$ 6.00 per lot
51 to 150 lots	\$ 4.00 per lot
151 lots to 500 lots	\$ 2.00 per lot
501 lots or more	\$ 1.00 per lot

Site Plan Review:

0 to 10,000 Sq. Ft.	\$ 600.00
10,001 to 25,000 Sq. Ft.	\$ 700.00
25,001 or more Sq. Ft.	\$ 800.00

Conditional Use Permit Fee: \$ 600.00

PLANNED ZONING DISTRICT SUBMITTAL INFORMATION

- A. Pre-Development Meeting.** The applicant is required to have a pre-development meeting with city staff to review rules, regulations and proposed development. **It is the applicant's responsibility to make sure they have the most recent copy of the *Technical Specifications for Public Improvement Projects and the Design Criteria for Public Improvement Projects.***
- B. Planned District Preliminary Development Plans – Contents and Submission Requirements.** When property is zoned a planned district, the development plan shall be considered as preliminary and approved as part of the rezoning application. Due to the nature of planned districts, the preliminary site development plan may be more schematic and general in nature than a final plan that is more detailed in nature. The proponents of a planned district shall prepare and submit to the Planning Commission 16 copies of the preliminary development plan and a digital format approved by the Zoning Administrator, containing the following information:
1. A development plan showing the property to be included in the proposed development, plus the area within 200 feet thereof.
 - a. Existing topography with contours at two-foot intervals, and delineating any land areas subject to one hundred-year flood, including those areas identified by flood studies prepared by the Johnson County Storm Water Management Program.
 - b. Location of existing or proposed buildings and other structures, parking areas, drives, walks, screening, drainage patterns and drainage controls, public streets, proposed utility connection layouts for water and sewer, any existing easements, and areas of existing tree cover.
 - c. Sufficient dimensions to indicate relationship between buildings, property lines, parking areas, and other elements of the plan.
 - d. General extent and character of proposed landscaping, including common names and planting size.
 - e. Exterior Building Elevations. Preliminary sketches depicting the general style, size and exterior construction materials of the buildings proposed. In the event of several buildings, a typical sketch may be submitted. In case several building types, such as apartments and business buildings, are proposed on the plan, a separate sketch shall be prepared for each type. Such sketches shall include elevation drawings and a floor plan, but detailed drawings and perspectives are not required.
 - f. Schedules. A schedule shall be included indicating total floor area, dwelling units, land area, number of required and proposed parking spaces, and other quantities relative to the submitted plan in order that compliance with requirements of this title can be determined.
 - g. Amenities. Proposed development amenities shall be identified, including but not limited to pedestrian walkways and trails, neighborhood parks, plazas, landscaped open spaces, recreational facilities, pools, clubhouses or community buildings, and any other site amenities.
 2. The following information shall be shown on the same drawing within the 200-foot adjacent area:
 - a. Any public streets, which are of record.
 - b. Any drives which exist or which are proposed to the degree that they appear on plans on file with the City of Spring Hill, except those serving single-family houses.

- c. Any buildings, which exist or are proposed to the degree that their location and size are shown on plans on file with the City of Spring Hill. Single and two family residential buildings may be shown in approximate location and general size and shape.
 - d. The location and size of any drainage structure, such as culvert, paved or earthen ditches or storm water sewers and inlets.
3. The following other relevant information including:
- a. Name, address, telephone number, and fax number of the landowner, as well as the architect, landscape architect, land planner, engineer, surveyor, or other person involved in the preparation of the plan, technical studies, and documents submitted with the application.
 - b. Date of plan preparation.
 - c. The boundary lines of the area included in the development plan, including bearings, dimensions and reference to a section corner, quarter corner, or point on a recorded plat.
 - d. Existing land uses and current zoning districts.
 - e. North arrow and small key map indicating the location of the property within the City.
 - f. Engineering scale for site plans and standard architectural scale for building elevations.
 - g. Proof of adequate public facilities as set forth by Section 17.370.F of the City of Spring Hill Subdivision Regulations.
- C. Studies.** The applicant shall furnish a traffic impact study and a storm water runoff study pertaining to the planned district.
- D. Certified List of Property Owners.** The applicant shall furnish a certified list of all owners of record of lands located within at least 200 feet of the area proposed to be altered in the city limits; and the area of notification shall be extended to at least 1,000 feet in the unincorporated area when properties proposed to be altered are located adjacent to or outside of the city limits; or 1,000 feet in the growth area, of the area proposed to be zoned. The list shall include title owners of such property, their mailing addresses, and a legal description of their property. This information must be obtained through a title insurance company. Twenty days prior to the hearing, the Zoning Administrator shall mail to all parties described, a copy of the published notice of the hearing.
- E. Procedure for Rezoning to a Planned District.** The Planning Commission shall advertise and hold a public hearing on the plan as provided by law and as set forth by Section 17.364. The review criteria set forth by Section 17.364.D and the statement of objectives of planned zoning provided in Section 17.332.B shall apply to the approval of planned districts and the associated preliminary development plan.
- F. Recording of Approved Preliminary Development Plan.**
1. After rezoning to a planned district and the associated preliminary development plan has been approved, the landowner shall file with the Register of Deeds a statement that such a plan has been filed with the City of Spring Hill and has been approved, and that such planned unit development is applicable to certain specific legally described land and such statement recorded shall also specify the nature of the plan, the proposed density or

intensity of land uses and other pertinent information sufficient to notify any prospective purchaser or users of land of the existence of such plan.

2. The statement shall contain the following information:
 - a. A legal description of the property.
 - b. A statement that copies of the plan are on file with the City of Spring Hill Zoning Administrator.
 - c. A statement as to the nature of the plan, the proposed density or intensity of land uses, and other pertinent information determined necessary by the Zoning Administrator sufficient to notify any prospective purchasers or users of land of the existence of such a plan.
 - d. A statement that the preliminary development plan and development regulations established by the planned zoning district approval are binding upon all successors and assigns unless amended in conformance with this Code, or amendments thereto.

G. Changes to the Development Plans in Planned Zoning Districts.

1. Once property has been rezoned to a planned zoning district, changes to the preliminary development plan may be made only after approval of a revised preliminary development plan. Changes in the preliminary development plan which are not substantial or significant may be approved by the Planning Commission, and disapproval of such changes by the Planning Commission may be appealed to the Governing Body. Substantial or significant changes in the preliminary development plan may only be approved after rehearing; such rehearing shall be subject to the notice and protest provisions set forth in Section 17.364.
2. For purposes of this section, “substantial or significant changes” in the preliminary development plan shall mean the following:
 - a. Increases density or intensity of residential uses more than five percent.
 - b. Increases the floor area of nonresidential buildings by more than 10 percent.
 - c. Increases the ground cover of buildings by more than five percent.
 - d. Increases the height of a building of more than 5 percent.
 - e. Involves changes in ownership patterns or stages construction that will lead to a different development concept, lessens architectural harmony or quality or imposes substantially greater loads on streets and neighborhood facilities.
 - f. Changes in architectural style and building materials which make the project less compatible with surrounding uses.
 - g. Decreases in any peripheral setback of more than 5 percent.
 - h. Decreases of areas devoted to open space of more than 5 percent or the significant relocation of such areas.
 - i. Modification of removal of conditions or stipulations to the planned zoning preliminary development plan approval.

3. The criteria set forth in Section 17.364 shall be applied in determining whether to approve an application for revised preliminary development plan. In the event the application for revised preliminary development plan is denied, the previously approved preliminary development plan will remain in effect.
4. Upon approval of a revised preliminary development plan the plan shall be filed pursuant to Section 17.332.H.

H. Final Development Plans for Planned Zoning Districts, when required. Approval of a final development plan is required any time a preliminary development plan is required and approved for zoning to a planned district. No building permit shall be issued until a final development plan is approved and the property is platted.

I. Final Development Plans – Contents and Submission Requirements. All final development plans are to be drawn at the same scale as the preliminary site development plan. Sixteen copies of the final development plan and a digital format approved by the Zoning Administrator, containing the following information:

1. Contents required to be submitted with the preliminary development plan in Section 17.332.F. However, final development plan applications for single-family and two-family developments may not require all information as described in this section. Such applications must include information to address conditions established by the preliminary development plan related to consideration of the final plan, as well as information including but not limited to street tree plans, master landscape and fencing plans, and development amenities.
2. All information relevant to the proposed development including:
 - a. All existing and proposed adjacent public street rights-of-way with centerline location and surface type, condition, and width. Location, size and radii of all existing and proposed median breaks and turning lanes. All existing and proposed drive locations, widths, curb cuts and radii.
 - b. Finished grades showing 2 foot contours for the entire site.
 - c. Location, width, and limits of all existing and proposed sidewalks.
 - d. Location of all required building and parking setbacks.
 - e. Location, dimensions, number of stories, and area in square feet of all proposed buildings.
 - f. Final drainage design. Limits, location, size and material to be used in all proposed drainage basins and retaining walls.
 - g. Building elevations including the following:
 - i. Elevations of all sides of proposed buildings including notation indicating building materials to be used on exteriors and roofs.
 - ii. Size, location, color, and materials of all signs to be attached building exteriors.
 - iii. Location, size, and materials to be used for screening of rooftop, wall-mounted, or ground-based mechanical equipment and utility meters, fans, vents, or flues.
 - h. Final water and sanitary sewer plans and locations of existing and proposed fire hydrants.
 - i. Final landscape plans including detailed schedule of plant materials, planting size, and common and botanical names.

j. Location, height, candle power, and type of outside lighting fixtures for buildings and parking lots.

3. The following shall be submitted in support of the application for final development plan approval:

- a. Deeds of dedication for all rights-of-way or easements required as a result of preliminary development plan approval, if conveyance thereof is not to be made by plat.
- b. A copy of all covenants and restrictions applicable to the development.
- c. Evidence of the establishment of the agency for the ownership and maintenance of any common open space and all assurance of the financial and administrative ability of such agency required pursuant to approval of the preliminary development plan, if required by the terms of the approved preliminary development plan.
- d. Evidence of satisfaction of any stipulations of the preliminary development plan approval which were conditions precedent to consideration of the final development plan.
- e. Assurances of adequate public facilities.

J. Consideration of Final Development Plans for Planned Zoning Districts.

1. Final development Plan review shall be performed by the Zoning Administrator and presented to the Planning Commission for approval. The Planning Commission shall forward the Plan to the City Council for consideration with recommendation(s).
2. A final development plan which contains modifications from the approved preliminary development plan, but is in substantial compliance with the preliminary plan, may be considered and approved by the Planning Commission and Governing Body without a public hearing, provided the Planning Commission determines all submission requirements have been satisfied and conforms with the recommendations of the *Comprehensive Plan* including the Planning Principles and Design Guidelines. For purposes of this section, lack of “substantial compliance” shall have the same meaning as “substantial or significant changes” as set forth in Section 17.332.I.2.

In the event the Planning Commission determines the proposed final development plan is not in substantial compliance with the approved preliminary site development and the recommendations of the *Comprehensive Plan* including the Planning Principles and Design Guidelines, the application may not be considered except at a public hearing, following publication notice to surrounding property owners and protest provisions set forth in Section 17.364.

3. The applicant, in case of denial, may apply for a new hearing, with publication and posting as required in Section 17.364 and the Planning Commission and Governing Body may approve or deny the final plans after said hearing. All decisions of the Planning Commission may be appealed to the Governing Body who may reverse or affirm the same.
4. Revisions to approved final development plans which are insignificant in nature may be approved administratively by the Zoning Administrator. Provided, however, that in no event may revisions to approved final development plans be approved administratively if the proposed revised final plan contains “substantial or significant changes” as defined in Section 17.332.I.2.

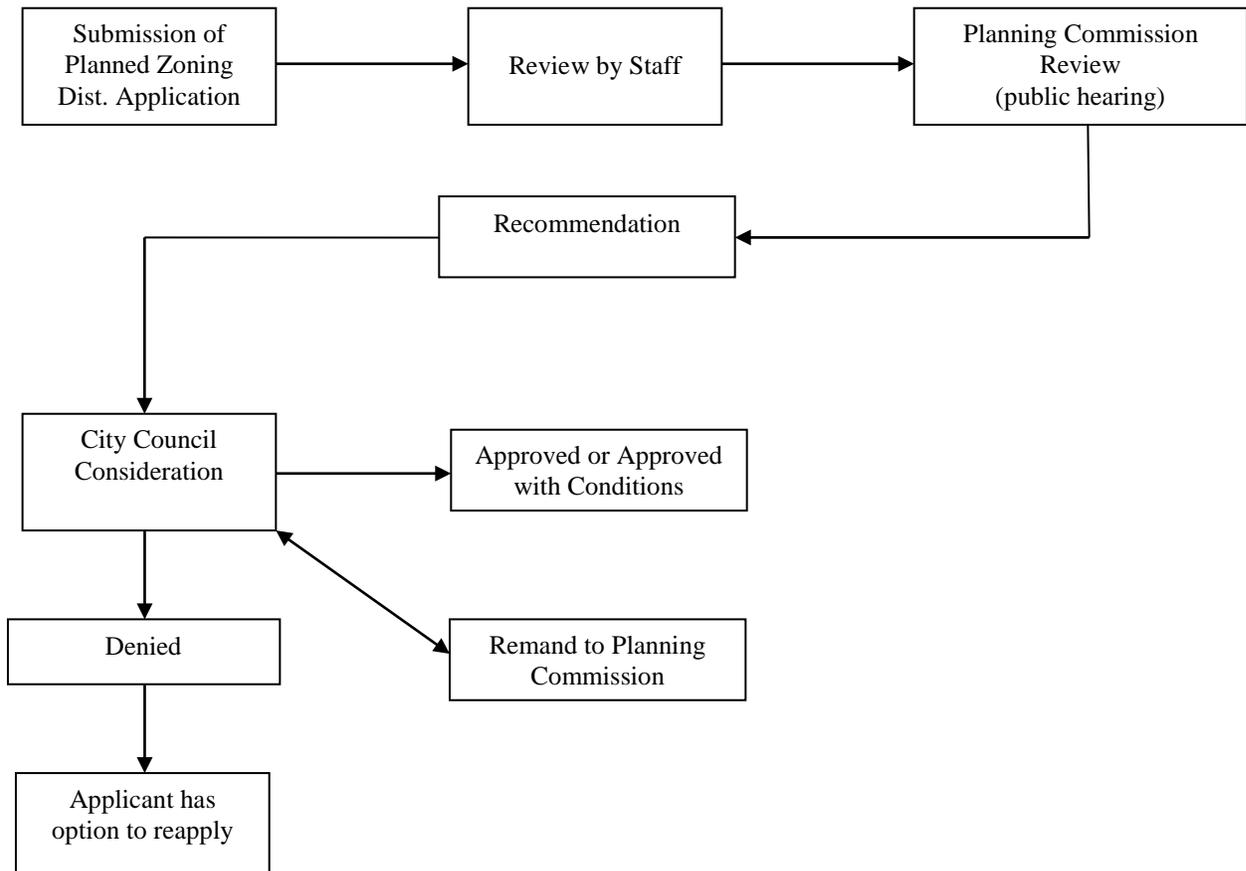
K. Abandonment of Final Development Plan. In the event that a plan or a section thereof is given final approval and thereafter the landowner abandons said plan or the section thereof, then the landowner shall so notify the City in writing, or in the event the landowner fails to commence the planned development within 2 years after final approval has been granted, then in either event such final approval shall terminate and shall be deemed null and void unless such time period as extended by the approving authority upon written application by the landowner. Whenever a final plan or section thereof has been abandoned as provided in this section, no development shall take place on the property until a new final development plan has been approved.

L. Street Trees and Master Landscape Plan in accordance with Section 17.358.G and Section 17.358.H.

M. Submission of Application. Complete submission of application, including signature by applicant on all documents, is required prior to scheduling on Planning Commission Agenda.

PLANNED ZONING DISTRICT APPLICATION PROCESS

Minimum time to complete review process = 60 days



Appendix

A

COMPREHENSIVE PLAN

City of Spring Hill, Kansas



Planning Principles and Design Guidelines

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Appendix A: Planning Principles and Design Guidelines

A.1 Guiding Principles

The Spring Hill Comprehensive Plan advocates the use of land planning principles and design guidelines to act as the basic framework for creating high quality environments to live, work, shop, and play. Future land use and development decisions, including individual zoning changes, subdivision plans and plats, site planning, infill development, annexations, and capital improvement programming should be coordinated with the Guiding Principles and recommendations set forth by this Section. The following Guiding Principles are a collection of physical design concepts reinforced by the results from the community Visual Preference Survey Questionnaire and the synthesis of the Vision Translation workshops.

The Community

1. Future development and redevelopment must respect the historical patterns, precedents, and boundaries of Spring Hill.
2. Development of land in the planning area must respect the natural environment and retain its natural and visual character derived from topography, woodlands, and riparian corridors. Engineering techniques requiring significant amounts of cut and fill must not be used to force-fit development into the environment.
3. The physical organization of the community must be supported by a framework of transportation alternatives, including pedestrian and bicycle systems that maximize access and mobility while reducing dependence upon the automobile.
4. Future transportation corridors must be planned and reserved in coordination with planned future land uses.
5. Greenway corridors shall preserve natural drainage areas, floodplains, and wooded areas, and must be used to define and connect urbanized areas of the community.
6. The Town Core of Spring Hill, including downtown and the Webster Street corridor, must be targeted for revitalization and future growth of higher intensity development, destination retail and entertainment, and higher density housing to maintain the area as the center focus of the community.
7. Civic, institutional, and mid-sized commercial uses serving the larger community should be embedded in downtown and the city core area, rather than isolated in remote single-use complexes.





The Neighborhood

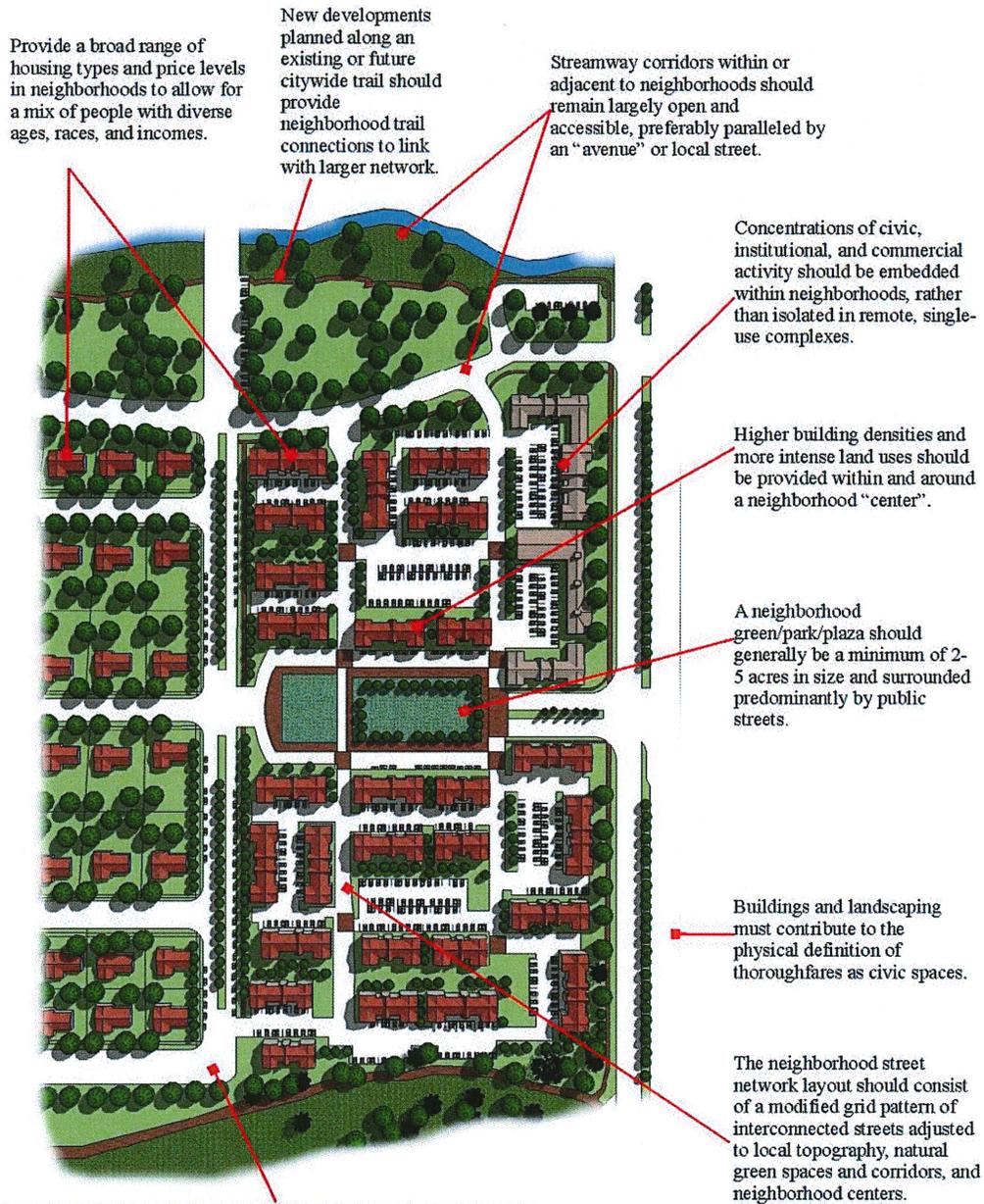
1. Neighborhoods shall have a “sense of place” and must be compact, pedestrian-friendly, and include a fine-grained mix of uses where no single use monopolizes a large area.
2. Neighborhoods should integrate a variety of residential, commercial, institutional, civic, and personal activities of daily living within close proximity and within a five minute walking distance of residents.
3. Neighborhoods must have a defined “center”, such as a neighborhood green (park), plaza, or neighborhood retail center public space.
4. Higher building densities and more intense land uses should be provided within and around a neighborhood “center”.
5. Interconnected networks of streets must be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy by reducing the length of automobile trips.
6. A broad range of housing types and price levels must be provided in neighborhoods to allow for a mix of people with diverse ages, races, and incomes.
7. Concentrations of civic, institutional, and commercial activity should be embedded within neighborhoods, rather than isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them.
8. A range of parks, from tot-lots and neighborhood greens to recreation fields and community gardens, must be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.
9. A grid, modified grid, or hybrid street layout that responds to local topography, water courses and greenways is the preferred street network pattern for new residential neighborhoods.
10. Where through street connections are not desirable due to topographic features, avenues/collectors parallel to open space areas or looped streets with neighborhood greens to create a “sense of place” are preferred over cul-de-sac streets.
11. Depending on the density, location, and type of development, alternative street networks should be used to minimize the amount of impervious surfaces, conserve open space, and protect natural features and water quality.



The Block, the Street, and the Building

1. Individual developments and buildings must be seamlessly integrated to their surroundings.
2. Accommodations for automobiles must be accomplished in ways that respect the pedestrian and the form of public space.

3. Buildings and landscaping must contribute to the physical definition of thoroughfares as civic spaces.
4. Streets and public spaces must be safe, comfortable, and interesting pedestrian environments. Properly configured, such spaces should encourage walking and enable neighbors to know each other and protect their neighborhoods.
5. Civic buildings and public gathering places should be placed on important sites and developed with distinctive form to reinforce the community's identity.



Where through street connections are not desirable due to topographic features, avenues/collectors parallel to open space areas or looped streets with neighborhood greens to create a "sense of place" are preferred over cul-de-sac streets.

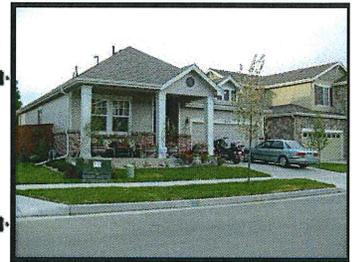
A.2 Neighborhood Development Guidelines

The following elements provide the basic framework for future neighborhood development in Spring Hill. These guidelines are intended to apply to the layout and design of new neighborhoods and infill or redevelopment projects.



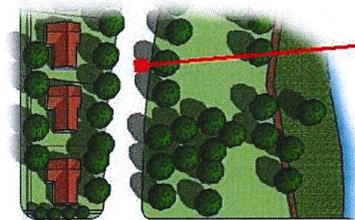
1. Identify all natural green spaces (including stream corridors, wetlands, floodplains and their buffers) and establish buffer zones for such areas. These buffers should be determined by the classification of the stream and environmental characteristics. An optimum minimum buffer of 150 feet from the center of the stream is recommended, but may vary based on local conditions. Specific buffers must meet state and federal standards. No floodplains should be encroached upon.
2. Natural green space areas should serve as the basis for laying out a network of streets that will maintain the spaces as continuous and interconnected as possible. Natural green spaces should remain visible and accessible to the public, rather than isolated or secluded behind development.
3. The layout of the street network should be based on pedestrian sheds with a “center” defined by a public park, green, or neighborhood retail plaza space. A 1,200 to 1,500 linear feet radius from the neighborhood center should be used as the basic determinate of neighborhood size.
4. The neighborhood street network layout should consist of a modified grid pattern of interconnected streets adjusted to local topography, natural green spaces and corridors, and neighborhood centers. Residential blocks must be no longer than 660 feet between centerlines of streets.
5. A range of lot sizes and housing types should be provided within each neighborhood.
6. A neighborhood should include a well integrated mix of housing stock and uses in a neighborhood --single-family, multifamily, civic, and limited neighborhood-oriented retail uses. While not every new residential development will be of appropriate size to accommodate a range of residential uses, the following is an ideal mix of land uses for larger planned neighborhoods:
 - Single-family residences allocated to not less than fifty (50) percent and not more than eighty (80) percent of gross land area within the neighborhood.
 - Two-family residences allocated to not more than ten (10) percent of land area within the neighborhood.
 - Townhouse, row house, condominiums, or other multifamily dwellings not less than ten (10) percent of the land area within the neighborhood. However, multifamily housing for rental purposes should generally not exceed twenty-five (25) percent of the housing units in a neighborhood.
 - Civic uses allocated to not less than two (2) percent of the land area within the neighborhood.
 - Neighborhood-oriented retail uses allocated to not more than two (2) percent of the land area within a neighborhood and located in a planned neighborhood center.

7. Lot sizes within blocks and the blocks themselves may increase as the distance away from a neighborhood center/green increases. Block sizes may be larger in the neighborhood center or core to accommodate parking and larger buildings.
8. All buildings should front onto streets, except for limited locations where residences may front onto community “greens” or parks. Buildings must not be designed into “complexes” or “pods”.
9. Residences should be designed to limit the appearance of garages. Alternative designs in which garages do not extend outward from the front of a home are strongly encouraged to maintain the historic character of Spring Hill. Garages which extend out from the front of a home create an emphasis on the automobile system, diminish the effects of inviting front doors and porches, and are simply less attractive than the house itself.
10. Residential areas with reduced lot sizes and widths should comply with the following architectural standards. Additional standards may be required with development approvals.
 - Provide roofline and building line offsets, such as projections, recesses, and changes in floor level.
 - Provide the front entry and the habitable portion of the dwelling as the dominant elements of the structure. Garages oriented toward the street must not exceed fifty (50) percent of the width of the residential structure facing the street.
 - Provide garages flush with the principal front building façade, recessed, side-loaded, rear-accessed, or detached. Garages oriented toward the street typically should not be projected in front of the habitable portion of the front façade. However if such projections occur they should be minimized and generally not exceed five (5) to seven (7) feet.
 - Provide other architectural features, such as a front porch or similar enclosed front stoop feature that projects in front of the garage, for any dwelling design in which a garage projects from or is flush with the principal front building façade.
11. Incorporate and use street connections from all existing or planned developments adjoining properties. Street connections to future development areas on adjoining properties should be no fewer than an average of one street for every 660 linear feet. Street connections to an arterial roadway typically must not be closer than 500 feet.
12. A neighborhood green/park/plaza should generally be a minimum of 2-5 acres in size and surrounded predominantly by public streets.
13. Buildings in a neighborhood center should front directly on the street and define a clear edge, with at least fifty percent (50%) of the building’s “active wall” oriented toward the street. An “active” wall is considered the side of the building containing the majority of the storefronts, customer entrances, and windows. Buildings should be arranged and grouped so that their primary placement and orientation frames and encloses parking areas on at least three sides. Parking must not be located between the building and the street. However, on-street parking may be permitted in order to create a “main street”.
14. Provide sidewalks on both sides of the street in higher density areas, within neighborhood centers, or streets leading to neighborhood centers.





15. Streamway corridors within or adjacent to neighborhoods should remain largely open and accessible, preferably paralleled by an “avenue” or local street. However in limited areas where development backs up to such spaces, wide view and access corridors should be maintained into the spaces, particularly at the terminus of street intersections.
16. The square footage of non-residential uses considered acceptable in a neighborhood retail center should be based on the type and range of residential unit types within the neighborhood. Neighborhood retail should not serve as regional or community destination, but should generally be oriented toward residents of nearby neighborhoods. Generally, the maximum size of a neighborhood center should be based on a ratio of up to 24-square feet of retail per housing unit within surrounding neighborhoods (pedestrian sheds) being served by the center.
17. Respect the location and image of development along arterial roads.
18. Plan for the location and integration of civic, institutional buildings including future school sites. Such building sites should be well integrated into the neighborhood fabric and easily accessible from within the neighborhood by local streets. Such uses should not be placed as isolated pods fronting onto an arterial street, but should be incorporated within the neighborhood or a neighborhood center.



Streamway corridors within or adjacent to neighborhoods should remain largely open and accessible, preferably paralleled by an “avenue” or local street.



Require buffer zones around natural green spaces including stream corridors, wetlands, and floodplains. An optimum minimum buffer of 150-feet from the center of the stream is recommended. However, the width of a buffer may vary based on environmental characteristics and by classification of the stream.

Use natural green space areas as the basis for laying out a network of streets that will maintain the open spaces as continuous and interconnected as possible.

A.3 Multifamily Residential Design Guidelines

New multifamily development should foster their residents a “sense of community” and connection with the greater Spring Hill community. As historically found throughout Spring Hill, buildings should face the street and integrate with the community-at-large through a connected street network designed with balanced use by automobiles, pedestrians, and bicycles.

Neighborhoods in Spring Hill are expected to provide a broad range of housing types and price levels to allow for a mix of people with diverse ages, races, and incomes. In addition to single-family dwellings, it is vital for neighborhoods to be balanced with a well integrated mix of attached housing types (e.g., apartments, townhouses, duplexes/single-family attached) thus creating a strong community for residents of all ages and incomes.

Multifamily development in Spring Hill is expected to meet the City’s Guiding Principles and integrated into the fabric of the community in a manner consistent with the Neighborhood Design Policies. In addition to the City’s core Guiding Principles and Neighborhood Design Policies, the following guidelines apply to multifamily developments in the community. Alternatives to these guidelines may be approved if it is deemed that enhanced development designs and amenities will be gained to the extent that an equal or higher quality “community” will result.

Site Layout and Development Pattern

- Buildings should be oriented toward streets and through-access drives to form “neighborhoods” rather than complexes or “pods”. In larger developments buildings may also be organized around a common open space, greenway, natural features such as a streamway corridor, or neighborhood amenities such as pools or other recreational facilities.
- To the maximum extent possible, garage entries, carports, parking areas, and parking structures must be oriented away from street frontage, or internalized in building groupings.
- Common open space and recreational facilities for residents should be centrally located where most conveniently accessible to a majority of residents.
- Create a hierarchy of interconnected streets and drives arranged to utilize both parallel and perpendicular streets in blocks or clusters, as well as occasional curvilinear or diagonal streets to respect the natural contours of the land. Variations may be allowed in areas where such a pattern would negatively impact environmentally sensitive areas. “T” intersections are desirable in locations to highlight important public spaces or open space areas.
- Design internal drives similar to public streets with detached sidewalks and planting strips between the curb and sidewalk, street trees, and lighting. Parallel on-street parking may also be incorporated where appropriate. Internal drives should not be designed with directly accessing angled or perpendicular parking stalls.





- Connect internal streets and drives to the perimeter public street system to provide multiple direct connections to and between local designations, and avoid creating a development as an isolated island in the surrounding community.
- Any fences should be decorative in nature such as wrought iron, picket fencing (not exceeding 4 feet in height) or a similar decorative fencing material. Solid wood fencing and chain link fencing is not desired, except for chain link fencing around recreational courts.

Open Space and Amenities



New multifamily areas are expected to provide common open space or contribute to the public open space for the use and enjoyment of the development’s residents. Open space must be provided in useful, quality spaces integrated purposefully into the overall development design. Residual areas left over after buildings and parking lots are sited are not considered acceptable open space. Open space may be active and passive. However, a minimum percentage of formal active open space must be provided -- a minimum ten (10) percent of the net land area is preferred for such space.



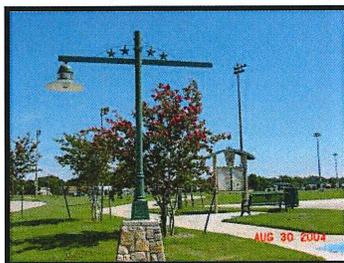
- Priority should be given to preserving areas of significant natural features, such as floodplains and drainage channels, mature trees and vegetation, stream corridors, wetlands, prominent bluffs and steep slope areas. Such features should be preserved through common open space or public dedication. Buildings, parking areas, other structures, and grading should be set back from such features a sufficient distance to ensure their continued quality and natural functions.



- Multifamily areas should provide “neighborhood greens” of at least 1-acre in size, in centrally located areas that are easily accessible for residents within the development. The quantity and size of such open space areas depends on the overall density and design of the development. Neighborhood greens should include the following design elements:



- Neighborhood greens should be mostly open and visible to residents, rather than secluded behind buildings or surrounded by parking lots. Buildings adjacent to a green should front onto the space and include entrances and windows rather than rear facades.
- The perimeter of a neighborhood green should front entirely to the street / drive curb on at least two sides. Buildings should not abut more than two sides of the green’s perimeter.
- Neighborhood greens should be landscaped and provide amenities such as walkways, plazas, seating, recreational facilities, gazebos or other similar decorative shelters, pedestrian scale lighting, or other similar features for the use and enjoyment of residents.



- Multifamily areas are expected to provide active recreational amenities within the development site, or submit a comparable donation to the City for park and recreation purposes when such amenities are not feasible for the development site. Preferred recreational amenities include:
 - Paved walking trail through common open space areas, minimum 8-feet in width.

- Tot lot and play equipment.
- Other recreation facilities such as ball fields, swimming pool, etc. may be incorporated if in the city’s judgment the facility is an enhancement for the development and the residents of the community.



Provide a neighborhood “green” / park in neighborhoods if located more than a quarter-mile walking distance from an existing or planned park area. Such neighborhood “greens” / parks should typically be owned and maintained by a neighborhood homes association, but may be public if determined appropriate by the city.

A neighborhood green / park / plaza should be surrounded predominately by public streets, rather than located behind development or on remnant tracts of land.

Incentives to allow higher density development may be granted if the size of the park and its amenities benefit the city at large.

Pedestrian Access and Circulation

- An on-site system of pedestrian walkways must be provided to link all buildings to any detached parking areas / structures, and also link to sidewalks along internal streets / drives.
- Pedestrian walkways and sidewalks must be provided along all internal streets/drives to link with the following:
 - the boundaries of the development and the sidewalk system along perimeter streets;
 - Any adjacent existing or future nonresidential land uses, such as retail centers, offices and employment areas, eating establishments, and other personal service establishments;
 - Any adjacent or future parks, greenways, schools, or civic spaces.





- On-site walkways and sidewalks should range in width from a minimum four (4) feet to eight (8) feet depending on the location and intensity of use. Generally, sidewalks along streets / drives should be a minimum five (5) feet in width and walking recreational paths should be a minimum eight (8) feet in width.
- Provide sidewalks on both sides of all public and private streets and drives in multifamily developments.

Parking Location and Layout

- Design and locate surface parking areas and freestanding parking structures (detached garages or carports) as follows:
 - Parking areas and parking structures (detached garages or carports) should occupy no more than thirty (30) percent of a perimeter street frontage.
 - Locate parking structures (detached garages or carports) perpendicular to a perimeter street to minimize the visual impact.
 - Locate parking areas behind or between buildings, not between a building and the street / drive. Any parking lots along a street /drive should be screened from view along the street.
 - Arrange parking areas in small “blocks” of parking spaces, generally no more than twenty (20) spaces per block, and no closer than thirty (30) feet to a street right-of-way.
 - Separate parking blocks with a landscape area at least ten (10) feet in width.
 - Detached garages or carport structures should not exceed 120 feet in length, with no more than two such structures placed end-to-end.
- Parking along a street or drive should be parallel to the street, rather than angled or perpendicular, to avoid the appearance of a parking lot.
- Provide lighting in parking lots with individual decorative poles and fixtures, rather than building mounted fixtures. Any building mounted light fixtures should be decorative in nature and used primarily at entrances, rather than for site or parking lot lighting purposes.



Building Design

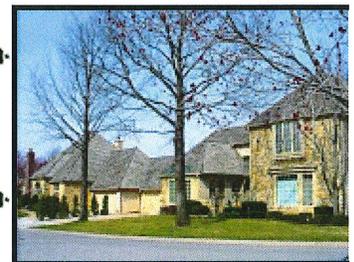
The design of multifamily buildings, either large or small, should contribute to a sense of “neighborhood” and add to the visual interest of Spring Hill’s streets. Building designs should be compatible with adjacent development and use building materials that are durable and attractive to maintain lasting value.

- The massing and use of exterior materials on small multifamily buildings such as duplexes, triplex, fourplex, etc. should be arranged to give the appearance of a large single-family dwelling (“big house”) to the extent possible. When such a design is not practical, small multifamily buildings should be designed with an appearance of individuality between dwelling units including varied rooflines, varied colors, and



varied façade depths to create variety and individuality. “Mirror image” design structures with the same general design repeated or flipped between units is not desired.

- Multifamily buildings should generally be limited to 2 stories in height for areas designated on the **Future Land Use Map** as “Residential”, while buildings of more than 3 stories in height should be directed to areas designated as “Mixed Use – Residential” or “Mixed Use-Commercial”.
- All sides of a multifamily building should display a similar level of quality and architectural interest, rather than limiting a majority of a building’s architectural features and interest to a single façade.
- Building elevations oriented toward the street should be articulated through the use of bays, insets, balconies, porches, or stoops related to entrances and windows.
- A prominent front entry with a porch or stoop should be provided on all facades facing the street.
- Any rear walls of multifamily buildings that back onto a perimeter street must be articulated with features similar to the front façade to avoid a “rear” appearance.
- Attached garages for multifamily buildings must be integrated into the building design and must not dominate the appearance of the structure, and should comply with the following:
 - Attached garages should be provided for at least a portion of dwelling units in apartment buildings is desired. Garages shall not project in front of the habitable living space.
 - Most or all of attached garages for small multifamily buildings such as town homes and row houses should be located on the sides or rear of the structure, rather than oriented toward the street.
 - Attached garages on the street side of any multifamily building must not comprise more than fifty (50) percent of the overall length of the front façade, and every two single-bay garage doors or every double garage door shall be offset by at least four (4) feet from the plane of an adjacent garage door(s).
 - Attached garages recessed back from the front façade or accessed from the rear or side are preferred over garages projecting toward the street/drive. Any attached garages oriented toward the street/drive must not project in front of habitable living space more than 5-feet. Side-loaded garages must comply with all exterior articulation and treatment, maximum length of front façade, and garage door appearance guidelines if visible from the street.
 - Attached garages with two or more bays oriented toward the street/drive shall be designed with one-door per bay or incorporate doors with features to give the appearance of individual doors.
 - Any side rear walls of detached garages and carports that back onto a perimeter street must be articulated with features such as windows, a trellis, and a variety of roof planes.





- A variety of exterior building materials and colors should be used to create visual interest and to avoid monotony. An amount no less than forty (40) percent of the total net exterior wall area of each elevation shall be finished with brick or stone, excluding gables, windows, doors, and related trim. The balance of the net exterior wall area may be lap siding (excluding vinyl lap siding) and/or stucco (excluding pre-manufactured stucco panels or EIFS).
- Predominate roofing materials must be high quality and durable. Preferred materials include 40-year or longer composition shingles, clay tiles, or concrete tiles. Other materials will be considered on a case-by-case basis.
- Detached garages and carport and other accessory structures including but not limited to grouped mailboxes, storage and maintenance facilities, clubhouses, recreational facility structures, and gazebos, shall incorporate compatible materials, scale, colors, architectural details, and roof slopes as the primary multifamily buildings, except that flat and shed roofs are prohibited.



A.4 Commercial Design Guidelines

The intent of the Commercial Design Guidelines is to improve the visual appearance and overall quality of development in Spring Hill. Commercial development should contribute to the “sense of community” desired in Spring Hill and be more than a collection of corporate, generic architectural styles that do not reflect the image and character of the community. New commercial development must remain compatible with surrounding land uses, particularly residential neighborhoods, and should foster a pedestrian experience that encourages nearby residents to walk or ride as an alternative to driving by creating a balance between the needs of the vehicle and the pedestrian.

Site Layout and Development Pattern

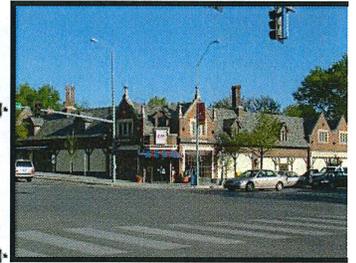
Appropriately sited buildings will greatly enhance the formation of the public streetscape. Buildings should be sited to provide a “sense of place” and to create a cohesive visual identity and attractive street scene. All primary and freestanding buildings must be arranged and grouped to create a distinct street edge.

Building location and orientation: Buildings should be sited to:

- front onto a street or major access drive to define a clear edge. Buildings must provide at least fifty percent (50%) of the building’s “active wall” oriented toward the street. An “active wall is considered the side of the building containing the majority of the storefronts, customer entrances, and windows.
- frame the corner of an adjacent street or entrance drive intersection.
- frame and enclose parking areas on at least three sides. Parking must not be located between the building and the street. However, on-street parking may be permitted in order to create a “main street”. A majority of the frontage along an arterial street or other major roadway should be occupied by buildings or other structures such as decorative architectural walls (not to exceed 3-feet in height).
- cluster individual freestanding buildings to define the street edge and create amenity areas between buildings. The even dispersal of freestanding buildings in a widely spaced pattern is not desirable.
- create a focal point at the four corners of major street intersections. A focal point may consist of a building with exceptional architectural design, a vertical architectural feature, public art, and/or exceptional designed public plaza or landscape amenities. However, parking areas must not be located within a minimum 200-foot radius of the center point of the intersection.

Vehicle and Pedestrian Circulation: Internal circulation for both vehicles and pedestrians must be safe and convenient, and provide connectivity within and between developments. The pedestrian network and the experience of the pedestrian within the development must be considered with the same or higher priority as that of the automobile. Walkways must be designed and buffered in a manner that encourages their use.

- Create a network of pedestrian walkways to link the entrances of every commercial building to each other and to the public sidewalk system along perimeter streets, as well as to adjacent neighborhoods. Walkways should be at





least five (5) feet in width and wider in areas with higher levels of pedestrian activity.

- Provide walkways along entrance or internal access drives and setback at least six (6) feet from drive or parking lot curbs, unless designed as a “main street” with on-street parking.
- Walkways extending through parking areas should be incorporated into linear landscape strips, generally at least 17-feet in width to accommodate car overhangs and planting areas between the sidewalk and the curb. Walkways painted onto pavement or extending through multiple individual landscape islands are not appropriate.
- Walkways must be setback several feet from a building wall to incorporate building foundation landscape plantings. In “main street” environments sidewalks may not be setback from the building wall but should be wider and should include a “transition zone” of pedestrian amenities along the street/drive such as street trees, landscape planters, pedestrian lighting, and other streetscape amenities.
- At each point where a walkway crosses a paved area in a parking lot or internal street or driveway, the crosswalk should be clearly delineated through the use of change in paving materials distinguished by color, texture, or height.



Parking Layout and Design: The intent of these guidelines is to create developments that focus on creating quality places and move away from the conventional suburban development pattern of predominant and highly-visible parking areas. Parking lots must be effectively screened from the surrounding street network and adjacent incompatible uses.

- A distinct system of internal circulation drives must be provided for access to parking areas. Such circulation drives should not be located along the facades of buildings that contain primary customer entrances in order to minimize pedestrian conflict.
- Developments designed as a “main street” may include directly-accessing parking spaces and may be located along building facades that contain primary entrances. Otherwise, directly accessing parking spaces and the number of parking aisle intersections with the internal circulation drives should be limited.
- Parking areas should be distributed into smaller parking blocks generally containing no more than 40 spaces. Each parking block should be separated by buildings, landscaping, access drives or streets, or pedestrian walkways.
- Where parking blocks cannot be easily defined, interior landscape islands should be provided at a ratio of at least one island (180 square feet) for every ten (10) parking spaces, or an equivalent amount of interior landscape area.
- Parking and circulation drive connections should be provided between adjacent nonresidential developments. Connections with adjacent residential areas should be planned and incorporated wherever possible to provide convenient access for nearby neighborhoods, without encouraging cut-through traffic from the commercial center to access a major roadway.
- Illumination of parking lots should be provided with individual decorative poles and fixtures, rather than building mounted fixtures. Any building mounted light



fixtures should be decorative in nature and used primarily at entrances, rather than for site or parking lot lighting purposes.

- Illumination of parking lots near residential or within neighborhood centers should be limited to individual poles and fixtures not to exceed fifteen (15) feet in height as measured from grade.

Open Space and Amenities

A key element of new commercial developments is the creation of public gathering space with site amenities and pedestrian-scale features to enhance the overall development quality and to contribute to the character of the area. Neighborhood center developments are expected to integrate with nearby residential areas and offer attractive places for nearby residents to gather and interact. Larger commercial developments may incorporate gathering spaces when located in near proximity to residential or as urban design elements at key intersections for developments where public gathering spaces may not be suitable due to the nature of the land use.

- Priority should be given to preserving areas of significant natural features, such as floodplains and drainage channels, mature trees and vegetation, stream corridors, wetlands, prominent bluffs and steep slope areas. Such features should be preserved through common open space or public dedication. Buildings, parking areas, other structures, and grading should be set back from such features a sufficient distance to ensure their continued quality and natural functions. However, the preservation of such areas generally will not be considered a site amenity unless they comply with the remaining guidelines in this section.
- Site amenities such as public plazas or open landscaped gathering spaces should generally be provided in commercial developments at a ratio of 15 square feet for each 10 parking spaces.
- Desired site amenities include the following.
 - Public plaza with seating;
 - Landscaped mini-park, neighborhood green, or square;
 - Water feature;
 - Public art feature or clock tower;
 - Other similar area of focal feature that in the city's judgment is an appropriate public gathering space or urban design enhancement.
- Site amenities for neighborhood centers may be aggregated with required open space of adjacent residential development to create a neighborhood.
- All site amenities shall be an integral part of the overall development design, rather than an undevelopable remnant parcel, storm water facility, or an unusable perimeter buffer.
- Public gathering spaces must have direct access to the public sidewalk network.





- Open storm drainage and detention areas visible to the public must be incorporated into the design of the development as an attractive water feature amenity or focal point. Such an area may be considered a site amenity provided it meets the spirit and intent of these guidelines to serve as a development amenity or public gathering space.



Provide a neighborhood “green” / park in neighborhoods if located more than a quarter-mile walking distance from an existing or planned park area. Such neighborhood “greens” / parks should typically be owned and maintained by a neighborhood homes association, but may be public if determined appropriate by the city.

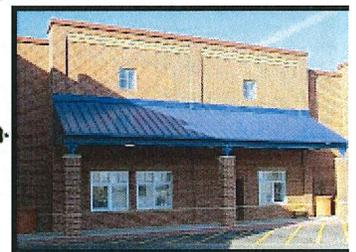
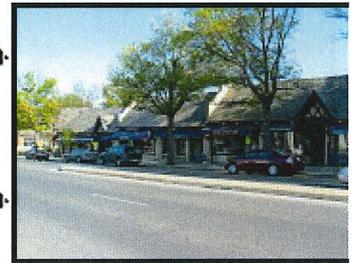
A neighborhood green / park / plaza should be surrounded predominately by public streets, rather than located behind development or on remnant tracts of land.

Incentives to allow higher density development may be granted if the size of the park and its amenities benefit the city at large.

Building Design

The design and treatment of commercial buildings plays an important role in the visual identity of Spring Hill. The purpose of these guidelines is to ensure the function, quality, and appearance of new structures is compatible in the context of the surrounding area.

- Consistent architectural design, including building materials and colors, shall be carried throughout the development. Designs that provide visual interest and variety, yet are consistent with the theme, are required.
- Buildings must be designed to create a human scale with elements such as canopies or porticos, arcades, colonnades, raised landscape planters, pedestrian level lighting, and special building material treatments at the base of the building.
- Each building must have similar qualities and architectural elements that contribute to the overall theme and shall include some of the following; arched windows, covered walkways, open courtyards, tile roofs, ornamental wrought iron, tile inlays, vertical towers, etc.
- Buildings near residential uses must be compatible in design, scale, and massing.
 - Buildings near residential uses must include sloped roofs, or the appearance of sloped roofs (mansard and gables) to maintain a residential appearance, unless other architectural features and site design provide residential compatibility.
 - Nonresidential sites designed to “back up” to residential rather than integrate with residential uses are subject to buffers with greater setbacks and landscape requirements. Setbacks and landscape buffers for buildings and parking/paved areas should be further increased for developments with loading docks, overhead doors, parking, or nonresidential buildings more than one story in height adjacent to residential zoning.
- All buildings must have architectural interest and variety to avoid the effect of long or massive walls with no relation to human scale. Building walls facing a street, pedestrian walkway, or adjacent development must meet the following:
 - Incorporate architectural features such as columns, ribs, pilaster or piers, changes in plane, changes in texture or masonry pattern, or an equivalent element that subdivides the wall into human scale proportions.
 - Incorporate a building bay or structural building system for walls exceeding 30 feet in width. Bays shall be visually established by architectural features such as columns, ribs or pilasters, piers, changes in wall planes, changes in texture or materials and fenestration pattern no less than twelve inches (12”) in width.
 - Incorporate at least one change in wall plane, such as projections or recesses, having a depth of at least three (3) percent of the entire length of the façade and extending at least twenty (20) percent of the entire length of the façade.





- Incorporate features into ground level walls such as windows, entrances, arcades, arbors, awnings, trellises, or alternative architectural detail that defines human scale to subdivide façade along no less than sixty (60%) percent of the façade. Windows shall be recessed and include visually prominent sills or other forms of framing.

- The sides and rear of the nonresidential buildings shall be treated with the same level of design quality and appearance as the front facades where such elevations are visible from a street or parking lots.
- Any business with drive-through lanes shall be oriented so the drive-through areas are not readily visible from street right-of-way.
- Window canopies/awnings must be canvas with a matte finish, tile, slate, or decorative metal and should be compatible with the overall color scheme of the facade from which it projects. Awnings with a high gloss finish or illuminated plastic canopies/awnings are not desirable.
- All exterior building wall signs facing toward or visible from residential dwellings shall be either non-illuminated or indirectly illuminated. No internally illuminated wall signs shall be permitted in any location where visible from residential dwellings.
- Decorative architectural accent lighting and landscape lighting shall be required.

Building Materials / Colors:

Building materials and colors used in a commercial development are expected to be durable, attractive, and have low maintenance requirements. Individual “corporate image” design elements and colors must be incorporated only as secondary elements to the development. Such elements must be consistent and blend with the larger development area.

- A variety and well proportioned mixture of exterior building materials and colors should be used to create visual interest and to avoid monotony, but must be consistent with a pallet of materials approved for the development area. No one material and color should dominate a building or a development. Corporate materials and colors should only be used to create variety if incorporated as secondary elements.
- Exterior building materials should consist of those that are durable, economically-maintained, and of a quality that will retain their appearance over time, including but not limited to, natural or synthetic stone; brick; stucco; integrally-colored, textured, or glazed concrete masonry units; high-quality prestressed concrete systems; or glass. Water-managed Exterior Installation Finish Systems (EIFS) may also be incorporated as a decorative accent material.
- Materials considered not acceptable include: vinyl siding; smooth-faced gray concrete block, painted or stained concrete block, tilt-up concrete panels; barrier-type EIFS; standard single- or double-tee concrete systems; split shakes, rough-sawn or board and batten wood; or field-painted or pre-finished standard corrugated metal siding.