City of Spring Hill Comprehensive Plan Update 2008

Business Development Plan, Final Report—September 2008

SPRING HILL
KANSAS

Planning Consultant

BWR
Right in the Center

Spring Hill Business Development Plan

While the current Spring Hill Comprehensive Plan identifies various industrial areas of suitable size to accommodate the city's steady, moderate growth, the *Spring Hill Comprehensive Plan Update 2008* takes a fresh look at new and unprecedented opportunities to capture Industrial/employment growth in the southwest Kansas City metropolitan area. This plan studies development opportunities from the city's strategic location eight miles east of the BNSF Railroad intermodal center currently in the planning stages on I-35 in Gardner, KS; and its location between the region's two new intermodal facilities: the Gardner facility to the west, and the newly inaugurated *Center Point* intermodal facility to the east in the southeast Kansas City metropolitan area at U.S. 71 Highway and M-150 Highway.

With this study the City of Spring Hill can determine land acreages needed for targeting industrial/employment development in the City's planning area, above and beyond the areas currently identified by the Comprehensive Plan for business development. Further, it presents site-specific development information for the City to consider in planning its public role as a partner with the private sector in development planning.

Finally, the Consultant has been assisted by Richard Caplan and Associates in providing a market study of the Spring Hill community and sub-regional market—including niche market opportunities and strengths. The Consultant Team examined the economic and market conditions of Spring Hill and the surrounding commercial and industrial market area relative to the Gardner intermodal facility. The development potential was assessed within the context of Spring Hill and the broader region. This included an analysis of the types and purposes of current businesses and individuals that are intermodal users and an evaluation of the role and strength these entities serve within Johnson and Miami counties.

The objective of this assessment is to assist in projecting the business expansion opportunities and quantify potential commercial and industrial development in and around the Gardner intermodal site. Market conditions were examined relative to:

- Kansas City Metro Area amenities,
- BNSF Mainline,
- Interstate 35,
- Available Land in Configuration for Intermodal Facility, and
- Available Land for Economic Development.

The methodology of the economic study was to:

- Project Intermodal Area Commercial and Industrial Demand,
- Project Spring Hill's Share of Intermodal Business, and
- Make Findings about the Intermodal Area's Business Expansion Opportunities.

Business Development Plan Setting

Demographic Summary (Source: *The Spring Hill Advantage, CERI*: 2008)

- Total Population in City Limits and within 5 miles of City Limits: 9,718 people.
- The median age of Spring Hill area residents (36 years old) is younger than both the Kansas City Metro Area (36.6) and the United States (36.7).
- 81.4% of households in this area are traditional families, which is significantly higher than the Metro Area (65.9%) and Nation (67.0%).
- The average household size is also larger in Spring Hill (2.86) than the Metro Area (2.50) and Nation (2.59).
- The percentage of owner-occupied residential units is much higher in Spring Hill (83.7%) than the Metro Area (70.2%) and Nation (68.1%).
- The Average Household Income in Spring Hill ($84,180) is 10% higher than the Metro Area ($76,337) and 14% higher than the Nation ($74,148).

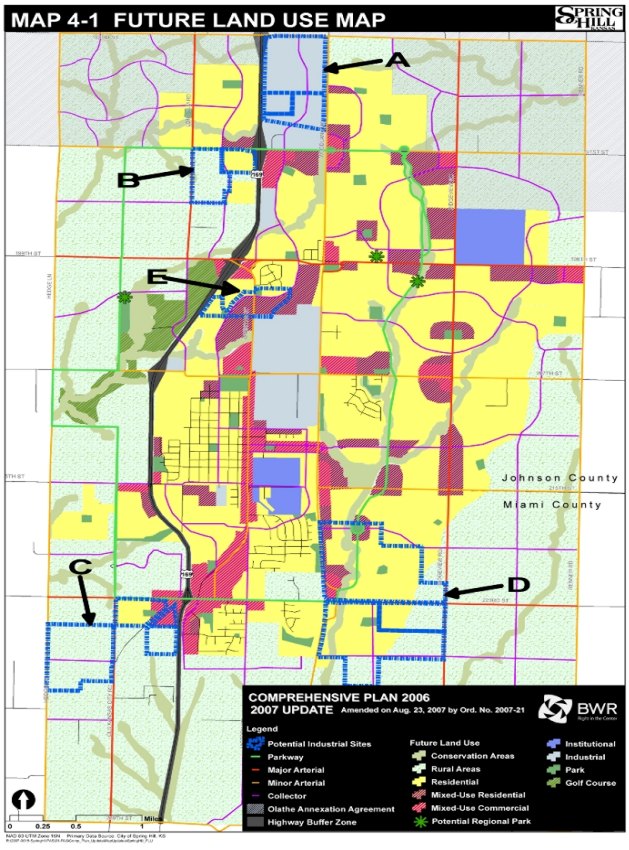
Labor Market Summary

Spring Hill's workforce is growing rapidly and is well suited to support new industry. Total employment within Spring Hill has increased by 41.8% between 1998 and 2005. This increase is more than the result of local population growth; it reflects real employment growth within Spring Hill.

Market Area Summary

All these statistics combined tell a story that on average Spring Hill is younger with more traditional families, and wealthier than other communities in the Kansas City area and the nation.

Figure 1



Business Development Sites

Five sites were selected for development analysis based on three key factors:

- Access to U.S. 169 Highway and to a local arterial road,
- Access to City of Spring Hill sanitary sewer service, and
- Related development considerations, such as water service and land conditions.

The five sites are shown at right in context of the current City of Spring Hill *Future Land Use Plan Map* (**Ref. Figure 1**).

The five sites are:

- **Site A**: 183rd Street east of U.S. 169 Highway,
- **Site B**: 191st Street west of U.S. 169 Highway,
- **Site C**: 223rd Street west of U.S. 169 Highway,
- **Site D**: 223rd Street east Woodland Road, and
- **Site E**: N. Webster Street on west side, south of 199th Street/U.S. 169 Highway.

Each site has unique opportunities and constraints as detailed at the end of the report.

Business Development Site Analyses

During development of the Plan several issues were identified as guiding principles:

- Any new "Business Park" must be planned based on both local and regional market trends.
- The business park must help support the goals of the Spring Hill long range land use plan and economic development strategy.
- Each park plan site must be planned to minimize development problems that hinder that goal or add undue costs.
- Each opportunity must benefit the greater Spring Hill community.
- Key arterial roads, water, City sanitary sewer, and other infrastructure investments must be considered to maximize return on standing public investments in those systems.

In addition to the land use policies, findings, and recommendations, the Plan presents site-specific development opportunities and constraints. Each site is evaluated based on specific characteristics, including:

Business Development Site Needs

- Available Area – total acres.
- Developable Area – net acres (as % of available area).
- Likely Configuration – size of lots and lot depths.
- Business SF – (average % lot coverage).
- Parking – number of stalls (average 3 stalls per 1,000 square foot).

Water

- Existing Service – Provided by which agency, via sized line.
- Needed Extensions of Service, if applicable.
- Fire Suppression – As per City requirements based on NFPA standards.

Sanitary Sewer

- Existing Service.
- Needed Extensions of Service, if applicable.

Access

- Existing access: adequate/inadequate based on existing and planned constraints.
- Two points of access to site desirable to ensure public safety.
- Streets to be improved to City standards based on adopted Thoroughfare Plan.

Thoroughfare Road Access to U.S. 169 Highway

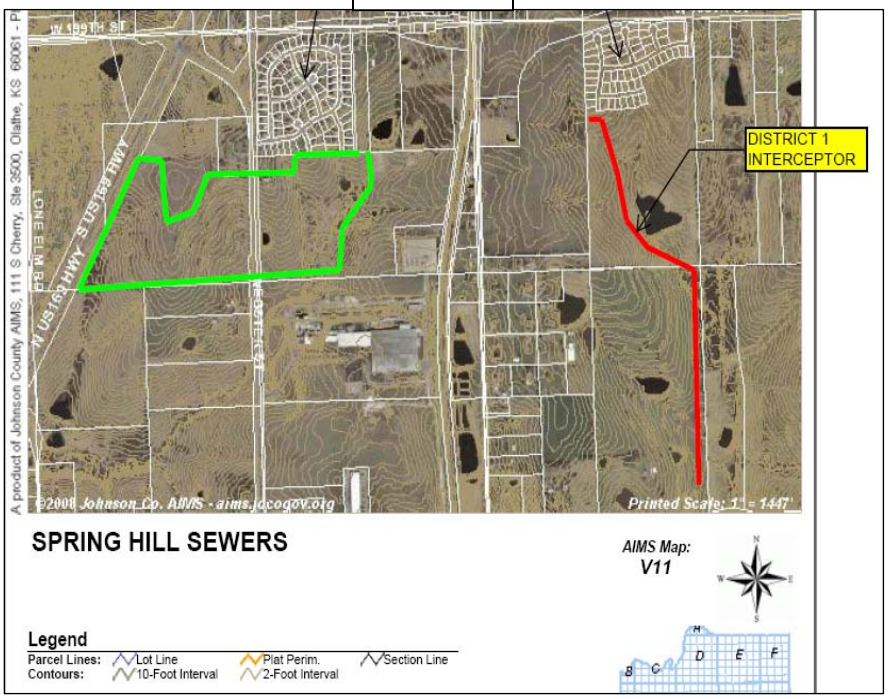
- Signalization – public versus private sector.
- Acceleration/Deceleration Lanes – public versus private sector.
- Sight Distances – adequate as is or off-site improvements needed.

Business Development Plan—Land Use Policy Implementation

The site analyses yielded recommendations for how to plan for development at each site. The various site factors (water availability, sanitary sewer extension needs, etc.) reflect unique opportunities and constraints. For example, at Site E (north Webster Street) the property would need installation of sanitary sewer lift stations, as the nearest gravity sanitary sewer is the District 1 Interceptor east of Webster Street, opposite a drainage basin ridge line
(**Ref. Figure 2**).

Currently the sanitary sewer service for the Maple Ridge subdivision flows by gravity to a lift station near the south line of this subdivision. They were allowed to discharge to an existing manhole south of the AFG plant and on the west side of the railroad. The city is not allowing any further connections to this manhole as the downstream line is at capacity. This new development would require at least two lift stations, one near the southeast corner and one near the southwest corner. They would have to discharge to the District 1 Interceptor in the Biltmore Farms subdivision.

Figure 1



Each of the five sites has similar constraints—and opportunities. This report attempts to explain how the City of Spring Hill can best optimize the opportunities, and minimize the constraints. The intent is for it to serve as a guide in selecting which site(s) provide the best strategy for partner with the private sector as the City plans for business development from the new BNSF intermodal facility eight miles west of town at Gardner. Once approved, the report should be adopted as an update or appendix to the City of Spring Hill Comprehensive Plan.

Business Demand Analysis for the Spring Hill Area

The purpose of this analysis is to serve as the basis for planning and determining the amount of acreage to accommodate additional industrial development in Spring Hill in the next 20 years. This analysis considers the City's industrial park and industrially zoned property currently identified by the Comprehensive Plan and projects the range of new BNSF intermodal-related industrial development that Spring Hill may capture as a result of this unique economic investment in Johnson County.

Spring Hill has an opportunity to capture an additional 120,000 to 640,000 square feet of warehouse and distribution center development requiring an additional 12 to 60 acres of industrial park as a result of the new BNSF intermodal rail/truck carrier facility under construction in Gardner. These projections are influenced, in part, by the limited industrial building vacancy in the Spring Hill and the Johnson County markets, the pro-active development incentive policies of the city and the skills of the community's existing work force.

The following tables present the key findings and conclusions from this industrial market analysis:

Table A: Area Industrial Development 2000 – 2006
Table B: Total Employment and Industrial-Related Labor Force Summary
Table C: Area Population Summary 1990 - 2030
Table D: Property Tax Rate Comparisons 2007
Table E: City Mileage Comparisons
Table F: Area Vacant Industrial Building Survey 2008
Table G: Projected Industrial Demand Analysis
Table H: Projected Spring Hill Industrial Absorption Through 2030

As a result of this analysis, the demand for new industrial-related development has been quantified, given the city's prevailing development policies and strategies, including a supply and demand assessment for intermodal-related buildings that can be expected to be absorbed around the growth areas most directly impacted by the new intermodal site.

Spring Hill has been very pro-active and successful in attracting new industrial development using a variety of tools and incentives in the past, including:

- Issuing industrial revenue bonds to aid industrial development;
- Rebating a portion of the city's utility franchise fees;
- Reducing local utility taxes collected from Atmos Energy, Westar and Kansas City Power & Light;
- Evaluating and/or constructing railroad access by assisting with rail spurs;
- Adjusting city fees collected for inspections, building permits and utility connections; and/or
- Providing interim office space for a company during the moving and construction phase for businesses.

As a result, Spring Hill's industrial base grew by over 50 percent from 2000 through 2006 to more than 1.4 million square feet. Since 2000, Spring Hill's growth rate was higher than any other city in Johnson County and more than three times the rate of the county. (See Table A: "Industrial Building Development 2000 – 2006.")

Table A: Area Industrial Development 2000 – 2006

Area	Total Square Feet of Industrial Buildings	Percent of County Industrial	Square Feet Built 2000 - 2006	2000 – 2006 Percent Change	Percent of County Total Built 2000 - 2006	Annual Average Square Feet Built
Johnson County	55,209,230	100%	7,826,002	16.5%	100%	1,304,334
Olathe	13,411,490	24.3%	3,281,623	32.4%	41.9%	546,937
Gardner	3,595,157	6.5%	690,374	23.8%	8.8%	115,062
SPRING HILL	**1,413,643**	**2.6%**	**487,206**	**52.6%**	**6.2%**	**81,201**
De Soto	1,109,066	2.0%	370,122	50.1%	4.7%	61,607
Edgerton	12,400	0.02%	3,100	33.3%	>0.1%	520

Source: Johnson County Appraiser's Office

The economic and market conditions of Spring Hill and the commercial and industrial market area surrounding the BNSF intermodal facility are measured by evaluating the following conditions:

- Spring Hill labor force characteristics
- Recent business trends
- Amount of vacant, industrial buildings and industrial land
- Property tax rates
- Industrial building absorption

Spring Hill Labor Force Characteristics

Spring Hill's workforce is growing rapidly and is well suited to support new industry. Total employment within Spring Hill has increased by 41.8% between 1998 and 2005. (See Table B – "Total Employment and Industrial-Related Labor Force Summary.") This increase is more than the result of local population growth; it reflects real employment growth within Spring Hill.

Also important to expanding the City's industrial base is the character of the City's labor force. Spring Hill's potential to accommodate additional industrial development is enhanced by the type of skills of its labor force. Spring Hill has a higher percentage of its labor force employed in the manufacturing, transportation and warehouse sectors than either Johnson or Miami County. More than one in four members of the Spring Hill labor force are already employed in the manufacturing, transportation or warehouse sectors. (See Table B). As a result of this factor, new or expanding companies considering Spring Hill can expect to more easily recruit the type of employees they need as well as require less training for their new hires. These factors are increasingly important to any employer when considering where to locate new business.

Table B: Total Employment and Industrial-Related Labor Force Summary

	Spring Hill	Johnson County	Miami County
1998 Employment	**1,272**	253,795	6,146
2005 Employment	**1,804**	288,975	6,884
1998 – 2005 Percent Change	**41.8%**	13.9%	12.0%
2000 Employment by Industry			
Manufacturing Jobs % of Labor Force	**17.4%**	9.6%	12.8%
Transportation and Warehousing Jobs % of Labor Force	**7.7%**	4.4%	6.2%
Combined Industrial Employees in Labor Force	**25.4%**	14.0%	19.0%

Source: Bureau of Economic Analysis; U.S. Census.

The City's labor force will expand as the City's population continues to grow. The population growth rate in Spring Hill is projected to continue to exceed both counties during the period in which the BNSF Intermodal is having its most immediate impact. Spring Hill's percentage of the two counties combined population grew from 0.6% to 0.9% of the area since 1990 and is projected to reach between 1.2% and 2.5% of the counties' population by 2025. Therefore, Spring Hill's expanding labor force will be readily available to support new industrial growth.

Table C: Area Population Summary 1990 - 2030

Year	Johnson County	Miami County	City of Spring Hill	Spring Hill % of Johnson and Miami Counties
1990	355,054	23,466	2,189	0.6%
2000	451,086	28,351	2,727	0.6%
2006	516,731	30,900	4,822	0.9%
Est. 2010	560,098	32,019	5,427 - 8,915	0.9% - 1.5%
Est. 2020	654,774	36,019	8,027 – 15,103	1.2% - 2.2%
Est. 2025	699,416	37,498	9,277 – 18,197	1.2% - 2.5%
Est. 2030	744,059	N / A	10,527 – 21,291	N / A
Change 1990 – 2006	**45.5%**	**31.7%**	**120.3%**	0.3%
Projected Change 2006 – 2020	**44.0%**	**21.4%**	**66 - 213%**	0.3% -1.3%

Source: U.S. Census; MARC; Kansas Department of Labor; University of Kansas; Spring Hill Comprehensive Plan.

Property Tax Rates

Property tax rates are another important consideration by companies in selecting a community to construct a new facility. Since each city in Johnson County has access to the same State of Kansas economic development incentives and tools, including the use of property tax abatement, a city's property tax rate can influence the amount of private industrial investment.

Among the four Johnson County cities most likely to compete for new warehouse development generated by the BNSF Intermodal, Spring Hill's combined property tax rate is higher than the average of the competing cities nearest to the BNSF Intermodal that are most likely to be considered for new warehouse and distribution center development. (See Table D: "Property Tax Rate Comparisons 2007.") As a result of this difference, Spring Hill will need to be prepared to compensate for its higher property tax rate through a continuation of its proactive tax abatement policy and/or with other local financial incentives.

Table D: Property Tax Rate Comparisons 2007

City	City Mill Levy	All Other Jurisdictions Mill Levy	Total Mill Levy	Total Spring Hill Levy Compared to Neighboring Cities Total Levy
Edgerton	44.424	120.539	164.963	+11.3%
Ottawa (Franklin Co.)	39.435	112.904	152.339	2.8%
5 City AVERAGE	31.905	112.585	144.489	(2.5%)
Spring Hill	**27.630**	**120.602**	**148.232**	N / A
Gardner	24.880	109.317	134.197	(9.5%)
Olathe	23.154	99.562	122.716	(17.2%)

Source: Johnson County Appraiser.

Access to Transportation

Access to transportation linkages will also influence a community's ability to recruit new industry and warehousing facilities. Although Spring Hill is further from Interstate 35 Highway, its proximity to the smaller rail-truck intermodal facility being developed at the former Richards-Gebaur Airport in nearby northern Cass County, Missouri is better than some Johnson County cities that are closer to the BNSF Intermodal in Gardner. It is important to note that the strategic plan for each of these intermodal facilities is different, and in design and practice each will serve a different role in the nation's transportation grid.

The BNSF Intermodal line operated by BNSF Railroad will predominantly move freight east-west in the United States. The intermodal facility at the former Richards-Gebaur Airport, operated by Kansas City Southern Railroad, will operate to move freight north-south in the country. Consequently, a

percentage of the future distribution centers and warehouses with products will seek to service both intermodal facilities and may be inclined to consider sites where they have reasonable access to both sites. There is no direct interstate highway and/or divided four lane highway between the two intermodal facilities other than utilizing an extended roundabout route using Interstate 435/US 70 that adds approximately 12 miles to the route.

Approximately one-third of the distribution centers and warehouses, or approximately 4,000,000 square feet, resulting from the BNSF Intermodal facility will be developed beyond the BNSF intermodal hub center. Therefore, for some future tenants, Spring Hill may be a considered as a preferred locale to offer a more mid-point setting for trucks between the two intermodal centers that are located approximately 32 miles apart from each other. East-west road improvements in southern Johnson County are important to enhance Spring Hill's connectivity to both intermodal facilities.

The following table compares the distance from the targeted Johnson County cities to each intermodal facility, as well as to other key transportation links.

Table E: City Mileage Comparisons

City	Distance to BNSF Intermodal	Distance to Interstate 35 Highway	Distance to Richards-Gebaur Intermodal	Distance to KCI Airport
Spring Hill (@ 199th Street)	**8 miles**	**7 miles**	**23 miles**	**47 miles**
Edgerton	5 miles	2 miles	37 miles	54 miles
Gardner	On line	1 mile	30 miles	47 miles
Olathe (@ 151st Street)	6 miles	On Interstate	23 miles	39 miles

Industrial Building Inventory and Vacancy

At present, Spring Hill contains 2.6 percent of the county's industrial square footage. Based on the availability of vacant industrial land with adequate infrastructure and the limited amount of vacant land for new development in northeast and some other parts of Johnson County, as well as population growth in Spring Hill and southern Johnson County, Spring Hill's total share of the county's industrial market will continue to grow over the next two decades.

The utilization of vacant industrial buildings is routinely more cost effective than new construction. Therefore, absorbing the existing inventory of suitably sized, available industrial buildings will receive active consideration by tenants seeking distribution or warehouse space in the area. Currently, Spring Hill has only one sizeable vacant industrial building, a 51,080 square foot building in the Spring Hill Industrial Park, resulting in a citywide industrial vacancy rate of approximately 3.6 percent. This vacancy rate is below the industrial vacancy rate for both Johnson County as a whole and the cities of Olathe and Gardner. (See Table F: "Area Industrial Vacancy Rates January 2008".) Consequently, the limited amount of vacant buildings in Spring Hill will place additional demand on providing suitable new buildings and/or industrial sites in the city in the near future.

Table F: Area Industrial Vacancy Survey January 2008

Area	Total Industrial Space (sq. Feet)	Vacant Industrial Space (Sq. Feet)	Industrial Vacancy Rate
Spring Hill	**1,413,643**	**51,080**	**3.6%**
Olathe	13,411,490	703,300	5.2%
Johnson County	55,209,230	3,120,000	5.6%
Kansas City Metropolitan Area	224,000,000	17,809,700	7.9%
Gardner	3,595,157	222,500	6.2%
Edgerton	12,300	None	0.0%

Source: LoopNet; Johnson County Appraiser; Integra Realty Resources; Grubb & Ellis.

This industrial building vacancy includes all three basic types of industrial uses:

1. Warehouse/distribution center space - represents the largest overall amount of vacant industrial space in the region, but the least amount of vacant industrial square footage in Johnson County, according to one of the region's major commercial real estate firms. This type of use represents the majority, if not all, of space required to support the BNSF Intermodal facility.

2. General industrial buildings - represent approximately 25 percent of the region's industrial vacant space. These buildings are the most traditional types of industrial spaces where products are either manufactured or assembled.

3. Research & development/flex space - represents approximately 15 percent of the region's vacant industrial space. This type of space is the least likely to locate in Spring Hill by prospective tenants as these users more routinely select sites that are closer to higher priced residential areas than found in Spring Hill and/or nearer to major educational or corporate office parks.

Spring Hill's Potential Demand from the BNSF Intermodal

Industrial and commercial development in Spring Hill will occur as Johnson and Miami Counties' populations continue to grow so long as there is vacant, appropriately zoned land in the city with adequate infrastructure. The broader question is to what extent the community seeks to attract its "fair share" of the potential generated by the BNSF intermodal.

It has been stated by company representatives and widely reported that the BNSF facility will result in a demand for an additional 12 million square feet of industrial building, predominantly warehouse, resulting in 12,000 additional jobs. This estimate reflects an average ratio of one additional job per each 1,000 square feet of new building. This is a comparatively low number of employees per building; however, this level of utilization is a common employment figure for warehouse type buildings.

A range of projections of Spring Hill's share of potential intermodal-related development has been prepared. These projections will be influenced, in part, by the development and public investment strategies utilized by the city to influence development policies presented in this market study and the city's competitive position within the region and the two counties. The amount of the Intermodal-related space that may be captured by Spring Hill will vary depending upon the strategies implemented by the city and will range as follows:

- Low Capture Rate Scenario: Passive approach without expanding existing infrastructure. Under this scenario, Spring Hill will capture around one percent of the BNSF Intermodal's spin off warehouse and distribution center development within the city's existing Industrial park without any focused effort.
- Moderate Capture Rate Scenario: Spring Hill captures approximately one third of the development that is built in the communities surrounding Gardener and Olathe, or approximately two and three quarter percent of the intermodal's development by virtue of the city's proximity to the intermodal facility and the community's on-going effort to recruit new business.
- High/Aggressive Capture Rate Scenario: This assumes that the city will be pro-actively plan and aggressively seek new warehouse and distribution and capture as much as two-thirds of the development that is built beyond the immediate Gardner and Olathe areas. This nets out to be a total of five and three tenths percent of total intermodal impact. Given the rate of population growth and the labor force characteristics found in Spring Hill, this is the highest percentage of intermodal related development that could be expected to occur by year 15.

The following table projects the building demand and estimated capture rate scenarios for Spring Hill.

Table G: Projected Industrial Demand Analysis

Community / Facility	Estimated Capture Rate	Estimated Total Square Feet
BNSF Logistics Park (in Gardner)	67%	8,000,000
Other: Gardner and Olathe	25 – 30%	3,000,000 - 3,600,000
Other cities: including Spring Hill, Edgerton, De Soto, Ottawa, others	3 – 8%	400,000 – 1,000,000
TOTAL	**100%**	**12,000,000**
Spring Hill Capture Rate:		
Low (percent of Intermodal total)	1.0%	120,000
Moderate: (up to 33% of other cities)	2.8% – 3.0%	340,000
High: (up to 50% of other cities total)	5.3%	640,000

Source: BNSF: RICHARD CAPLAN & ASSOCIATES.

These capture rates incorporate BNSF's plans to partner in a planned BNSF Logistics Park on land acquired by BNSF Railroad immediately adjacent to the BNSF Intermodal facility. Furthermore, BNSF representatives expect this demand to extend over a 20 year period. Given this build out, and based on the city's average annual absorption since 2000, the City of Spring Hill will reach build out of its existing 130 acres of vacant industrial land by 2025. With expanded industrial land in the city, Spring Hill would expect to absorb as much as 60 additional acres if the city actively seeks to maximize its position with regard to the BNSF Intermodal related development.

The following projects the industrial absorption scenarios for Spring Hill with and without the intermodal related development.

Table H: Projected Spring Hill Industrial Absorption Through 2030

Year	Projected Demand Without BNSF Intermodal	Capture Rate With BNSF Intermodal Facility			NET INTERMODAL IMPACT (Sq. Feet)	
		Low Rate	Moderate Rate	High Rate	Minimum:	Maximum:
2007 (est.)	81,500	81,500	81,500	81,500	0	0
2008	81,500	81,500	81,500	112,000	0	30,500
2009	81,500	81,500	102,450	115,000	0	33,500
2010	81,500	101,500	102,500	114,500	20,000	33,000
2011	81,500	81,500	102,500	116,000	0	34,500
2012	81,500	81,500	102,500	117,500	0	36,000
2013	81,500	101,500	102,500	119,000	20,000	37,500
2014	81,500	81,500	102,500	119,000	0	37,500
2015	81,500	81,500	102,500	122,000	0	40,500
2016	81,500	101,500	102,500	122,000	20,000	40,500
2017	81,500	81,500	102,500	118,000	0	36,500
2018	81,500	81,500	98,000	111,500	0	30,000
2019	81,500	101,500	98,000	108,000	20,000	26,500
2020	81,500	81,500	98,000	108,000	0	26,500
2021	81,500	81,500	98,000	108,000	0	26,500
2022	81,500	101,500	98,000	107,000	20,000	25,500
2023	81,500	81,500	98,000	107,000	0	25,500
2024	81,500	81,500	90,000	107,000	0	25,500
2025	81,500	101,500	98,050	108,000	20,000	26,500
2026	1,500	1,500	15,000	28,000	0	26,500
2027	0	0	13,500	20,500	0	20,500
2028	0	0	0	20,500	0	20,500
2029	0	0	0	0	0	0
2030	0	0	0	0	0	0
PROJECTED INDUSTRIAL DEMAND 2008 - 2030:						
Total New Square Ft.	1,550,000	**1,670,000**	**1,890,000**	**2,190,000**	**120,000 square feet**	**640,000 square feet**
Net Sq. Ft. Increase	N / A	**120,000**	**340,000**	**640,000**		
Total Acreage Required	130 acres	**142 acres**	**162 acres**	**190 acres**	**12 acres**	**60 acres**
Intermodal-Related Acres	N / A	**12**	**32**	**60**	**12 – 60 acres**	
Net New Employment		**120**	**340**	**640**	**120 – 640 employees**	

Note: These acreage projects assume an average floor area ratio of 25 percent.

Recommended Industrial Development Strategies

Industrial and commercial development in Spring Hill can expand as Johnson and Miami Counties' populations and work forces continue to grow so long as there is vacant, easily accessible, appropriately zoned land, and land with adequate infrastructure in the city. Based on an industry average of one employee per 1,000 square feet working in warehouse and distribution center buildings, it is projected that Spring Hill will accommodate approximately 120 to 640 new jobs by 2030 associated with the BNSF facility if the city continues to utilize proactive industrial recruitment efforts.

One item that would add flexibility to the industrial recruitment efforts would be the creation of a new land use designation. The new designation would be "Business Park" which would permit some mixed use in a high quality employment district. The design standards would be sufficiently high to allow it to exist next to residential uses and would help support the broader goals of nodes and connectivity and the integration of new development. A proposed description of "Business Park" would be:

> Mixed Use – Business Park:
>
> This category promotes a high quality employment district including a mixture of office, service, limited retail, and limited light industrial uses intermixed through site planning and building design to promote good site design and ensure compatibility with nearby residential areas. This category supports employment centers in a planned development environment with a supporting internal road system and pedestrian network. Such Mixed Use – Business Park areas generally consist of compatible office and limited retail uses and/or enhanced landscape buffers around the perimeter and along major thoroughfares, such as common open space, with more intensive employment activities located toward the interior of the development district. This district is intended to promoted better integration of mixed land uses and better site design, park design and architectural design, such as shared off-street parking, than would be achieved in mono-use office park and industrial park districts; and to allow limited industrial activities without manufacturing and outdoor industrial storage.

The broader challenge is to what extent the community works to attract and maximize the overflow non-residential development generated by the BNSF Intermodal facility. As Table H illustrates, it is projected that Spring Hill will require and absorb from 12 to 60 acres of industrial land by 2028. For the City of Spring Hill to capture and capitalize on the new demand generated by the BNSF Intermodal and capitalize on its work force skills, the following on-going strategies will be required by the city.

a. Zone a sufficient amount of land for new industry and complete the plans for extending infrastructure to the properties in response to private sector demand.

b. Plan, in the City's Capital Improvements Program (CIP), the needed improvements to designated local Arterial streets and encourage regional partners to do the same for regional road improvements serving southwest Johnson County and north Miami County.

c. Raise Spring Hill's visibility and community marketing and recruitment efforts through the Johnson County Economic Development Partnership and the Miami County Economic Development Department and similar institutions.

d. Continue to aggressively utilize state, utility and City financial incentive programs.

e. Consider, at the appropriate time amendments to the Land Use Plan for different designations as discussed for sites B, C, D, and E.

f. Prepare a zoning ordinance amendment to include a new zoning district for "Business Park".

Regional and Local Road Improvements

As stated, the sites selected for development analysis were selected based in part on access to US 169 Highway and to a local thoroughfare road. How these roads are improved—now and in the future given planning policies—is a critical factor in the plan update analysis.

U.S. 169 Highway

The City of Spring Hill is to benefit from KDOT improvements to key interchanges of local arterial roads and U.S. 169 Highway. Those improvements are detailed in the K-7 Highway Plan, and may be summarized as providing full interchanges at the following crossing arterial streets in Spring Hill:

- 223rd Street,
- 207th Street,
- 199th Street,
- 191st Street, and
- 183rd Street.

Regional Thoroughfare Road Planning

KDOT will be conducting a $1 million transportation study in summer and fall 2008 to look at transportation needs for a five-county area including Johnson, Miami, Leavenworth, Douglas, and Wyandotte, counties. The funding is provided by federal highway funds and no contributions are being requested of area governing agencies.

With the current KDOT Comprehensive Transportation Plan expiring in 2009, the agency wants to take a new look at transportation needs and projects due to significant developments in the KC metro region. Among these developments is the BNSF intermodal facility at Gardner. Other significant developments being considered by KDOT include:

- Development of the Sunflower Plant at K-10 Highway that could see 10,000 – 20,000 new homes and retail establishments constructed; and
- Growth in western Wyandotte County/around the Speedway/Legends area.

Additionally, there are regional roadway plans to consider:

- How to move truck freight between the Gardner intermodal facility and a similar facility now opened at the former Richards Gebaur AFB;
- South metro connections between Johnson, Miami and Cass counties; and
- The concept of a 21st Century Parkway or southwest bypass in the metropolitan area outside of I-435.

It is reasonable to assume that the KDOT study will consider a new freeway connection from southern I-35 north to K-10 and on across the Kaw River to the new Leavenworth County Road 1/KTA interchange. This has implications for Spring Hill and its connectivity to the southwest metropolitan area growth. The KDOT study will establish new regional priorities from a regional perspective for the new 2010 KDOT Comprehensive Transportation Plan. Phase I, a 12–18 month study, will focus on drafting a transportation needs assessment, for example, on how to move future heavy truck traffic from Gardner along I-35 and to I-70. A consulting firm will be selected to conduct the study and significant stakeholder participation will be asked of governing agencies in the future.

Local Thoroughfare Road Planning

Arterial and minor arterial streets in Spring Hill function to connect areas of principal traffic generation and important rural highways (**Ref Map 13-1 Thoroughfare Plan Map, Comprehensive Plan**). They provide for distribution and collection of traffic to and from collector streets and local streets. These thoroughfare streets are given preferential treatment over collector and local streets in signing and signalization of intersections. (Designated "Parkways" are considered arterial streets, as well.) Local streets have more limited direct access to an arterial roadway. Parking on an arterial street is restricted in all cases where it interferes with traffic flow. However, arterial on-street parking may be allowed in limited locations where appropriate given the context and character of adjoining higher intensity land uses such as in the Town Core of Spring Hill.

223rd Street. Miami County conducted a study of 223rd Street in January, 2002 extending from Columbia Avenue (just west of U.S. 169 Highway) to Old Metcalf Avenue (just east of U.S. 69 Highway). It classified 223rd Street as a county Minor Arterial for the next 20 years (though the designation by the City of Spring Hill is a Major Arterial). The design speed for the road, based on terrain conditions, sharpness of curves, and frequency of intersections, was recommended to be 45 mph.

The pavement width and shoulder width were determined based on the 20 year forecast model for traffic volume. Most of the road's projected volume ranged between 1,500 and 2,400 vehicles per day. This coupled with the design speed of 45 mph called for a recommendation of 24 feet of pavement width and 8 feet of paved shoulder for each side of the road.

The section of road between U.S. 169 Hwy and Victory Road (about 2000 feet) calls for a four lane road with railroad/crossing road (Woodland) underpass approximately 5,000 feet east of the highway interchange. The plan also calls for a center turn land and 8 feet of paved shoulder each side—though high bids have led to reassessment of design options and cost over-runs.

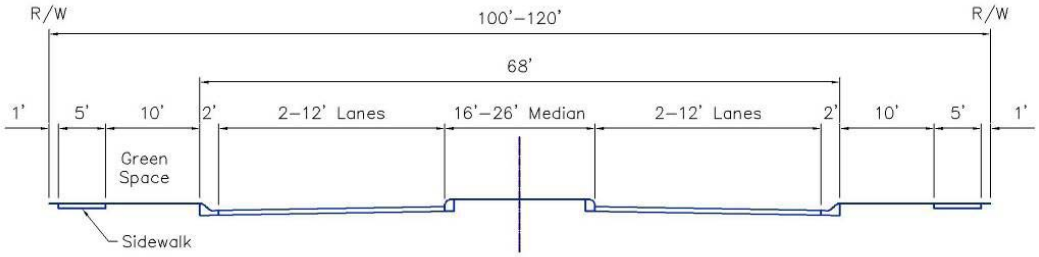
The whole length of the corridor is recommended to have a uniform 2% cross-slope for drainage and so the handling characteristics of the road are consistent for vehicles. The recommended pavement composition to fill the above requirements is:

- Minimum 6" soil subgrade compacted at least 95% maximum density,
- 6" stabilized aggregate base, and
- 4" asphalt surfacing.

To prepare for future increases in traffic volume beyond what was projected in the report, the purchase of 120' of continuous right-of-way was recommended, so that pavement widening and other improvements could occur as needed.

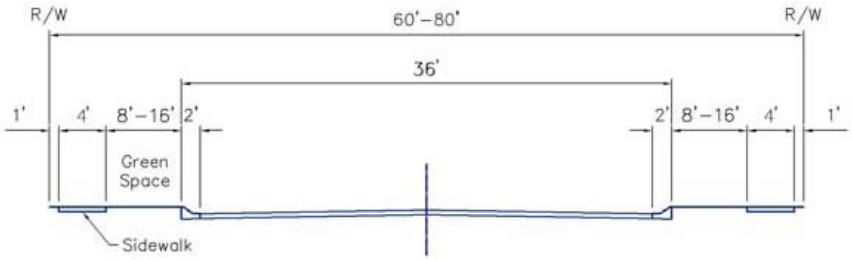
Arterial streets may vary in their character and traffic carrying capacity due to adjacent land uses. An arterial street classified as a major arterial is expected to carry 25,000 to 40,000 trips per day. A minor arterial street is expected to carry less than 25,000 trips per day, has a lower design speed, and generally is 3-4 lanes in width. Arterial streets are often multi-lane, and

directional traffic may be separated by a landscaped median. Auxiliary lanes may be provided for left turn storage and right turn acceleration/deceleration. Right-of-way needs range from a minimum of 100 feet in width for minor arterial streets to a minimum of 120 feet in width for major arterial streets. A typical county arterial street cross section is shown below.



Arterial Road Cross Section

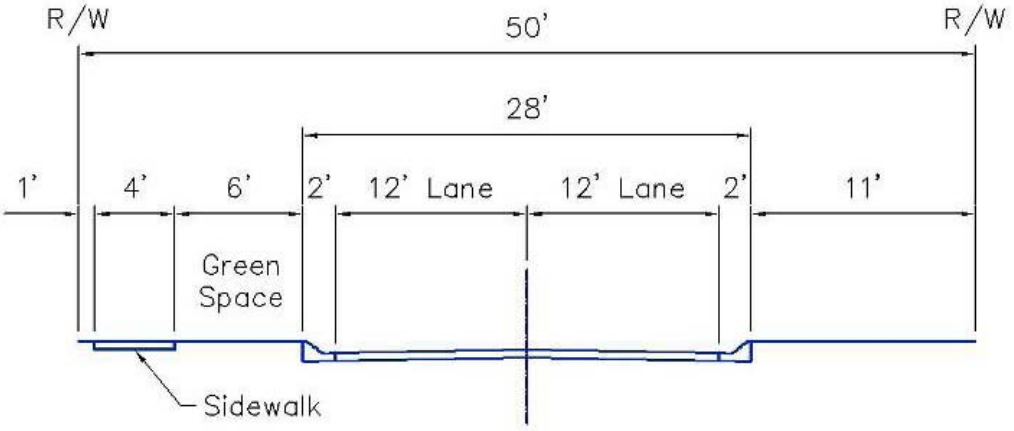
In conformance with the Vision Plan, arterial roadways in Spring Hill are typically intended to be designed with a "boulevard" character. A boulevard is a wide formally designed street of distinguished character with a 100 to 120-feet wide right-of-way and a landscaped median at least 16-26 feet in width with formal landscape effects that function as linear open space. The median width may be less in high intensity areas with limited right-of-way such as Webster Street.



Collector Street Cross Section

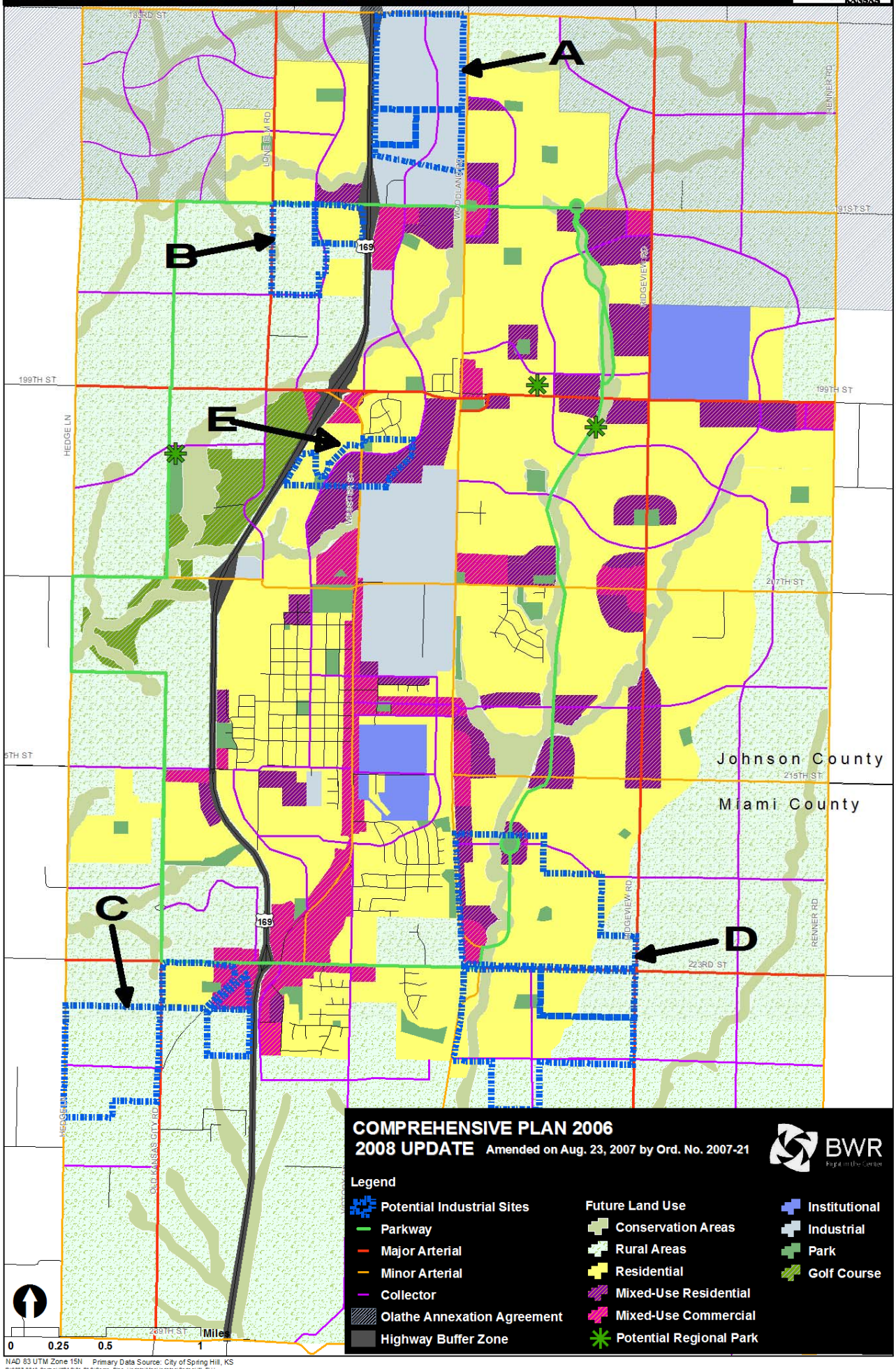
Collector streets include the design features of "avenues" as identified by the Vision Plan. Such roadways are typically 2-3 lanes in width and formally designed. A collector street (avenue) design includes wider sidewalks set further back from the street, larger building setbacks from the street, and more extensive landscape treatment than a typical local street. Such roadways may also incorporate on-street bike lanes, and in some locations include a landscaped median and/or common left turn lane. Collector streets (avenues) serve traffic desiring to travel between arterial and local streets and are used mainly for traffic movement within residential, commercial and industrial areas. Typical right-of-way requirements for collector streets (avenues) vary from 60 to 80 feet as shown above.

The primary function of local streets is to provide access to abutting property. In residential developments, the local street network should be designed with a grid, modified grid, or hybrid layout that responds to local topography, water courses, greenways, and neighborhood centers. Local streets should be designed to intersect with a collector street and provide easy access to adjacent property. Local streets are expected to have sidewalks on both sides of the street, except sidewalks may be provided on only one side of a street in low density single-family residential areas.



Local Street Cross Section

FUTURE LAND USE MAP



COMPREHENSIVE PLAN 2006
2008 UPDATE Amended on Aug. 23, 2007 by Ord. No. 2007-21

BWR Regional Planning Center

Legend

- Potential Industrial Sites
- Parkway
- Major Arterial
- Minor Arterial
- Collector
- Olathe Annexation Agreement
- Highway Buffer Zone

Future Land Use

- Conservation Areas
- Rural Areas
- Residential
- Mixed-Use Residential
- Mixed-Use Commercial
- Potential Regional Park
- Institutional
- Industrial
- Park
- Golf Course

NAD 83 UTM Zone 15N Primary Data Source: City of Spring Hill, KS
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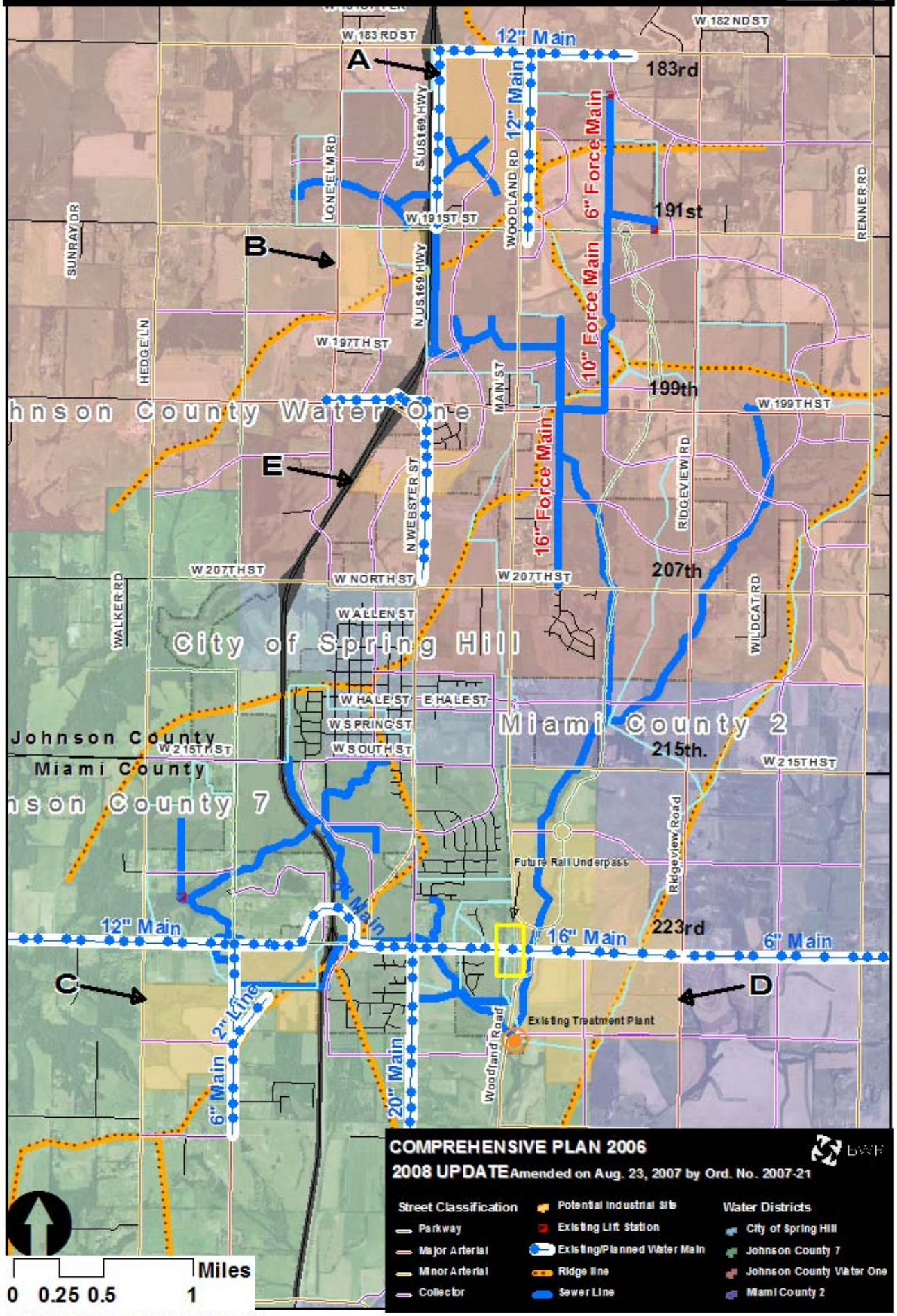
PUBLIC UTILITIES MAP



NAD 83 UTM Zone 15N Primary Data Source: City of Spring Hill, KS
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Site A – 183rd and US Highway 169

What is the Business Park Plan?

To help the City of Spring Hill plan its industrial / employment growth most effectively, this plan studies current development opportunity from the city's strategic location eight miles east of the BNSF Railroad intermodal center that is developing near Gardner, KS. With this study the City of Spring Hill can update its land use planning policies, but also determine land acreages needed for targeting industrial / employment development. The Plan presents site-specific development information for the City to consider in planning its public role as a partner with the private sector in development opportunities.

Planning and Development Issues

During development of the Plan several issues were identified as guiding principles of the plan:

- Any new "Business Park" must be planned based on both local and regional market trends.
- The business park must help support the goals of the Spring Hill long range land use plan and economic development strategy. education and training,
- Each park plan site must be planned to minimize development problems that hinder that goal or add undue costs.
- Each opportunity must benefit the greater Spring Hill community.
- Key arterial roads, water, City sanitary sewer, and other infrastructure investments must be planned to maximize standing public investments in those systems.

Key Site Development Findings

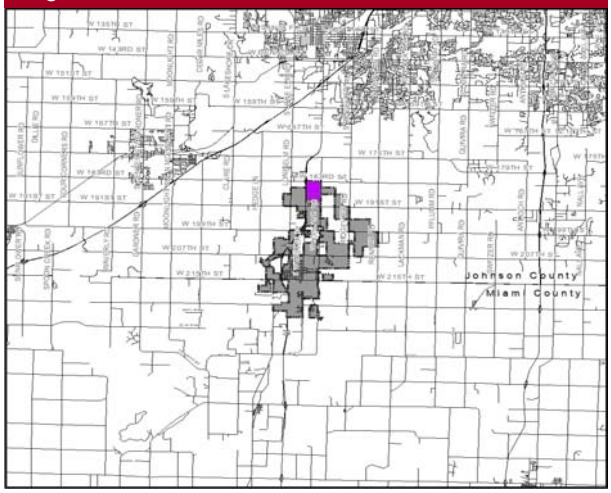
The Site at 183rd and US 169 Highway offers the following:

- Close access is available to the highway via minor arterial street.
- Existing sanitary sewer and water service is available and adequate for extension to serve development.
- Water supply for fire suppression is adequate infrastructure.
- Site improvement plans may be focused on industrial business uses without burdensome compromise with incompatible neighboring land use needs.
- Industrial uses comply with the Future Land Use Plan of the Spring Hill Comprehensive Plan.
- Rezoning is required.
- Public financing may be minimal.
- Access to railroad spur is developable.
- Within corporate limits of Spring Hill—no annexation required.

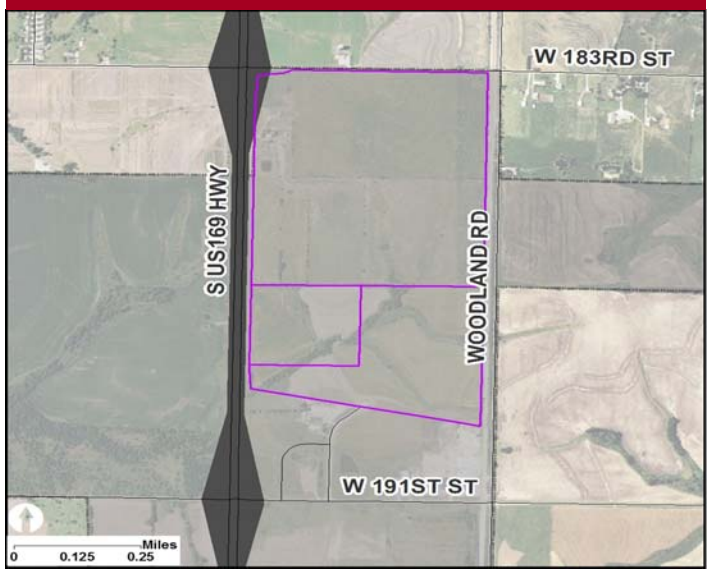
Key Regional Development Findings

- Land acquisition and funding are key steps to put in place.
- City zoning map and land use must be amended .
- Local and regional partnerships have already been made to assure regional road improvements.
- Upgrading regional facilities is not needed.
- Image of the City from the U.S. 169 Highway may be enhanced with on-site aesthetic improvements and enhanced development setbacks.
- Solving regional infrastructure needs is not a delay for a project.
- Implementing a marketing plan is not important.

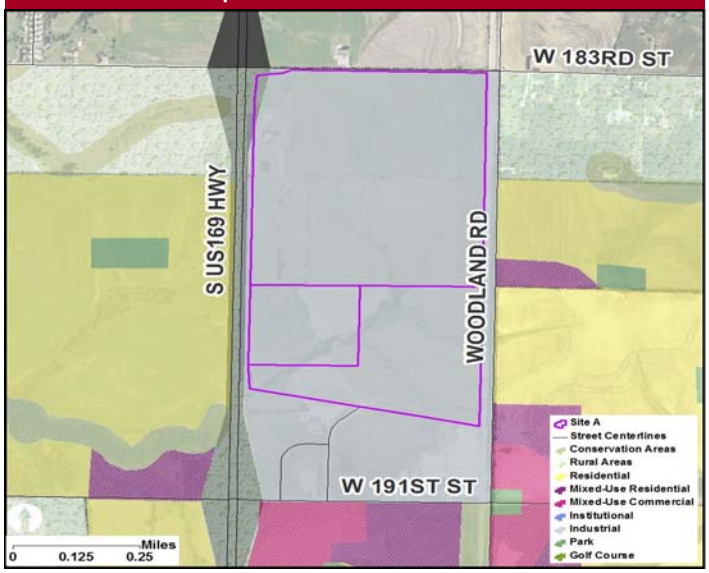
Regional Location



Site Aerial



Future Land Use Map



BWR

Site A – 183rd and US Highway 169

Project Assumptions

Area Allocation

Three parcels located directly east of U.S. 169 Hwy from south of 183rd Street

Ownership: divided.

Utility/Service Needs:

Sanitary Sewer – 3,000 LF.
Water – 4,500 LF
Stormwater – 5%-10% of developable area.

Business Park Development:

Available Area – 230.84 acres.
Developable Area – 138 acres (60 % of available area).
Likely Configuration – 10-20 acre lots
Lot Capacity – 6-12 lots.
Business SF – 3 M SF (average 50% lot coverage).
Parking – 3 spaces per 1,000 SF.

Land Use Policy Implementation—Site A

Implementation: Continue Industrial Park Development at the north end of the city; address related issues:

- **Land Use:** Industrial Development conforms with long-range land use planning policies
- **Community Development:** Does not implement near-term plans for roads, trails, and other infrastructure
- **Zoning:** Requires rezoning to MP or M-1
- **Annexation:** None needed
- **Cost Per Net Developable Acre:** $29,660; creates a large acreage site for industrial development
- **Summary:** Site A would help implement a long-standing land use policy and economic development strategy for the City's north industrial area and promote a relatively large amount of industrial development in the City; however, it would not open new industrial land for the City in terms of its long-range planning. Given its location at the north tip of Spring Hill, it does not help implement near-term community development plans for connectivity of neighborhoods and cohesive growth around community centers.

Utilities

Based on preliminary concepts:

- All property owned privately.
- Preliminary Business Park layout requires local extensions, only.

- ***Water***
  - ✓**Existing Service** – Provided by Johnson County Water #1 via 12" line.
  - ✓**Fire Suppression** –City standards based on NFPA standards. Proposed uses constitute light to medium hazards. 1,500 gallons per minute (gpm) for 90 minutes required for suppression. 135,000 gallon, above-ground storage and pumps needed at high point.

- ***Sanitary Sewer***
  - ✓**Existing Service** – Served by City of Spring Hill.
  - ✓Extension required – Approximately $200,000

Access (Subject to further review with State and Local officials)

- ✓**Highway Access Improvements — Existing Crossings to remain.**
- Existing access at U.S. 169 Highway is adequate because of sight distance and deceleration, acceleration and turning lanes.
- Two future points of access to site desirable and feasible given access plated south to 191st Street, to ensure public safety.
- Local arterial road must provide "stacking" with a future left-turn lane for vehicles entering off of 183rd Street.
- Streets assumed to be improved to City's local/minor arterial standards based on current designation.
- Traffic study to determine extent of improvements needed.

✓Future Traffic Signal – No at-grade signal on 183rd Street, unless future volumes warrant signalization.
✓Acceleration/Deceleration – improvements needed at existing and future local access points. Probable cost: $850,000.
✓Sight Distance – No improvements required.
✓Rail accessible.

- ***External Road Improvements—183rd Street***
  - ✓**Distance** – 2,500'.
  - ✓**Surfacing** – improve from existing chip and seal surface to asphalt on compacted sub-base per city standards.
  - ✓**Estimate** – $980,000.

- ***Internal Improvements***
  - ✓**Distance** – 4,500 LF.
  - ✓**Surfacing** – improve to asphalt on compacted sub-base per city standards.
  - ✓**Estimate** – $702,000 ($120 per LF, with 30% contingency).

Opinion of Probable Cost

Total Area	**230.84 acres**
Less: unsuitable land/roads/drainage/utilities/etc.	92.00 acres
Net Developable Acres	**138.84 acres**
Service/Utility Availability and costs:	
• Fire Protection	Adequate
• Detention Facility(s)	TBD
• Sanitary Sewer	$200,000.00
• Water	Available
• Water Main Extension (4500' @ $60/ft)	$270,00.00

Highway Access Improvements Accel/Decel Lanes	$850,000
Arterial Road Improvements (2,500' @ $392/ft)	$980,000
Internal Road Improvements (4,500' @ $120/ft)	$540,000
Total Construction Cost Estimate	$2,840,000
• Design (15%)	$426,000
• Contingency and Allowances (30%)	$852,000
Total Estimated Costs	$4,118,000
Cost Per Net Developable Acre	$29,660
Cost Per Net Developable Square Foot	0.68

Site B – 191st and US Highway 169

What is the Business Park Plan?

To help the City of Spring Hill plan its industrial / employment growth most effectively, this plan studies current development opportunity from the city's strategic location eight miles east of the BNSF Railroad intermodal center that is developing near Gardner, KS. With this study the City of Spring Hill can update its land use planning policies, but also determine land acreages needed for targeting industrial / employment development. The Plan presents site-specific development information for the City to consider in planning its public role as a partner with the private sector in development opportunities.

Planning and Development Issues

During development of the Plan several issues were identified as guiding principles of the plan:

- Any new "Business Park" must be planned based on both local and regional market trends.
- The business park must help support the goals of the Spring Hill long range land use plan and economic development strategy, education and training,
- Each park plan site must be planned to minimize development problems that hinder that goal or add undue costs.
- Each opportunity must benefit the greater Spring Hill community.
- Key arterial roads, water, City sanitary sewer, and other infrastructure investments must be planned to maximize standing public investments in those systems.

Key Site Development Findings

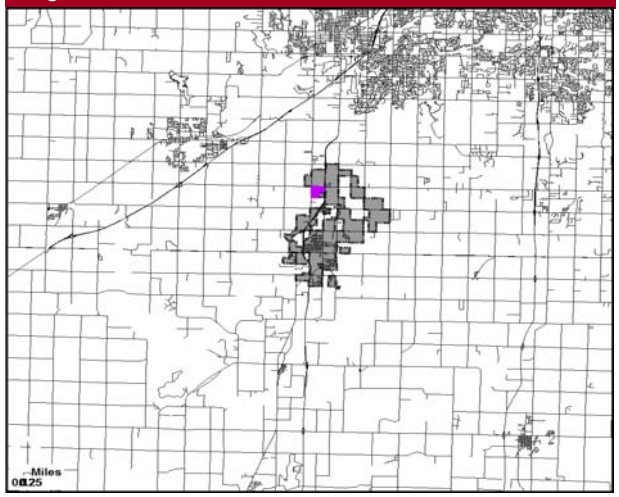
The Site at 191st and US 169 Highway offers the following:

- Close access is available to the highway via minor arterial street/parkway.
- Existing sanitary sewer and water service is available, but extension to serve development would require a lift station.
- Water supply for fire suppression is not adequate infrastructure.
- Site improvement plans may be focused on industrial business uses but may require compromise with incompatible neighboring land use needs.
- Industrial uses do not comply with the Future Land Use Plan of the Spring Hill Comprehensive Plan, though many objectives are compatible.
- Rezoning is required.
- Public financing may be substantial.
- No access to railroad spur.
- Annexation required.

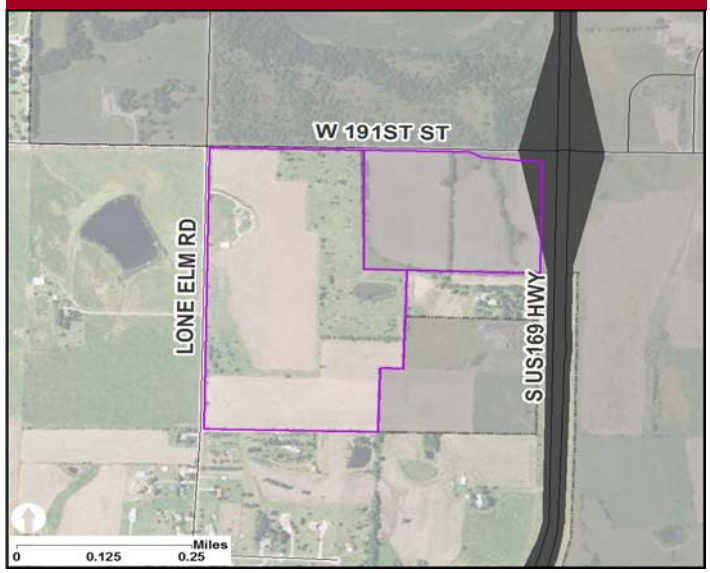
Key Regional Development Findings

- Land acquisition and funding are key steps to put in place.
- City zoning map and land use must be amended .
- Local and regional partnerships have already been made to assure regional road improvements.
- Upgrading regional facilities is planned and needed.
- Image of the City from the U.S. 169 Highway may be enhanced with on-site aesthetic improvements and enhanced development setbacks.
- Solving regional infrastructure needs could be a delay for a project.
- Implementing a marketing plan is not important.

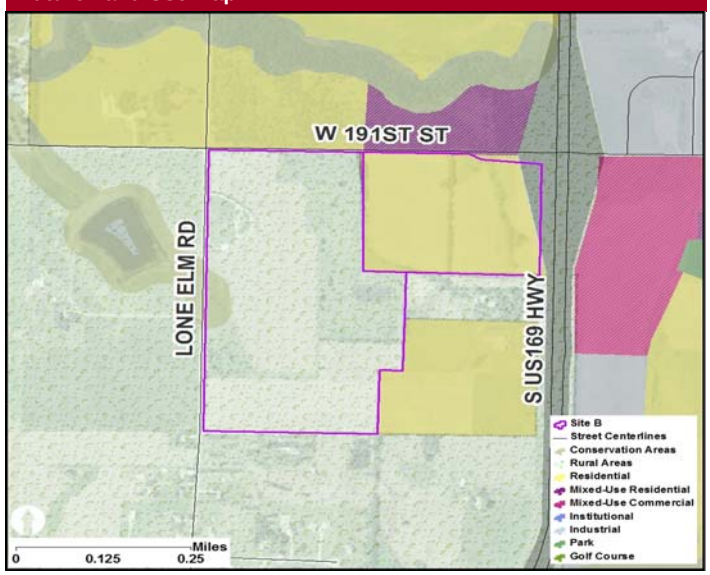
Regional Location



Site Aerial



Future Land Use Map



BWR

Site B – 191st and US Highway 169

Project Assumptions

Area Allocation

Two parcels located directly west of U.S. 169 Hwy from 191st Street

Ownership: divided.

Utility/Service Needs:

Sanitary Sewer

- Northeast of ridge – 1,000 LF.
- Southwest of ridge – 1,000 LF, lift station, 2,000 LF Force Main

Water

- Northeast of ridge – 120' bore, 2,000 LF.
- Southwest of ridge – 2,000 LF.

Stormwater – 5%-10% of developable area.

Business Park Development:

Available Area – 109 acres.
Developable Area – 65.4 acres (60 % of available area).
Likely Configuration – 5-10 acre lots
Lot Capacity – 6-10 lots.
Business SF – 1.4 M SF (average 50% lot coverage).
Parking – 3 spaces per 1,000 SF).

Land Use Policy Implementation—Site B

Implementation: Create new BP-Business Park Land Use Map category and Zoning District classification, allowing mixed use service-commercial and office and light warehouse distribution; address related issues:

- **Land Use:** Business Park Development would require a reassessment of long-range land use planning policies
- **Community Development:** Implements near-term plans for major roads, trails, and other infrastructure
- **Zoning:** Requires rezoning to a new BP-Business Park District
- **Annexation:** Some required
- **Cost Per Net Developable Acre:** $32,857; creates a very small amount of new business park land for the City to offer.

Summary: Site B presents a departure from current land use policy and economic development strategy for the City's northwest growth area and promotes a relatively small amount of business development in the City; however, it would open new commercial land for the City. Given its location inside the north growth areas of Spring Hill, it helps implement near-term community development plans for connectivity of neighborhoods (west of the highway) and cohesive growth around community centers.

Utilities

Based on preliminary concepts:

- All property owned privately.
- Preliminary Business Park layout requires local extensions, only.

- ***Water***
  - ✓**Existing Service** – Provided by Johnson County Water #1 via 12" line.
  - ✓Highway bore required – Approximately 120' @ $350/LF: $42,000
  - ✓**Fire Suppression** –City standards based on NFPA standards. Proposed uses constitute light to medium hazards. 1,500 gallons per minute (gpm) for 90 minutes required for suppression. 135,000 gallon, above-ground storage and pumps needed at high point.

- ***Sanitary Sewer***
  - ✓**Existing Service** – Served by City of Spring Hill.
  - ✓Extension required – Approximately $120,000
  - ✓Lift Station - $50,000

Access (Subject to further review with State and Local officials)

✓**Highway Access Improvements — Future Interchange—Indeterminate Time.**

- Existing access at U.S. 169 Highway is not adequate.
- Two future points of access to site desirable and not feasible given proximity of 191st Street to highway.
- Local arterial road must provide "stacking" with a future left-turn lane for vehicles entering off of 191st Street.
- Streets assumed to be improved to City's local/minor arterial standards based on current designation.
- Traffic study to determine extent of improvements needed.

✓Future Traffic Signal – No at-grade signal on 191st Street, unless future volumes warrant signalization.
✓Acceleration/Deceleration – improvements needed at existing and future local access points. Probable cost: $850,000.
✓Sight Distance – No improvements required.
✓No rail.

- ***External Road Improvements—191st Street***
  - ✓**Distance** – 2,500'.
  - ✓**Surfacing** – improve from existing chip and seal surface to asphalt on compacted sub-base per city standards.
  - ✓**Estimate** – $1,274,000 ($980,000 per lane mile, with 30% contingency).

- ***Internal Improvements***
  - ✓**Distance** – 2,500 LF.
  - ✓**Surfacing** – improve to asphalt on compacted sub-base per city standards.
  - ✓**Estimate** – $300,000 ($120 per LF, with 30% contingency).

Opinion of Probable Cost

Total Area	**109 acres**
Less: unsuitable land/roads/drainage/utilities/etc.	43.6 acres
Net Developable Acres	**65.4 acres**
Service/Utility Availability and costs:	
• Fire Protection	Adequate
• Detention Facility(s)	TBD
• Sanitary Sewer	$120,000
• Lift Station	$50,000
• Water	Available
• Water Main Extension (2,000' @ $60/ft)	$120,00
• Highway Bore (120' @ $350/ft)	$42,000

Highway Access Improvements Accel/Decel Lanes	$850,000
Arterial Road Improvements	$0
Internal Road Improvements (2,500' @ $120/ft)	$300,000
Total Construction Cost Estimate	$1,482,000
Design (15%)	$222,300
Contingency and Allowances (30%)	$444,600
Total Estimated Costs	$2,148,900
Cost Per Net Developable Acre	$32,857
Cost Per Net Developable Square Foot	$0.75

BWR

Site C – 223rd and US Highway 169

What is the Business Park Plan?

To help the City of Spring Hill plan its industrial / employment growth most effectively, this plan studies current development opportunity from the city's strategic location eight miles east of the BNSF Railroad intermodal center that is developing near Gardner, KS. With this study the City of Spring Hill can update its land use planning policies, but also determine land acreages needed for targeting industrial / employment development. The Plan presents site-specific development information for the City to consider in planning its public role as a partner with the private sector in development opportunities.

Planning and Development Issues

During development of the Plan several issues were identified as guiding principles of the plan:

- Any new "Business Park" must be planned based on both local and regional market trends.
- The business park must help support the goals of the Spring Hill long range land use plan and economic development strategy. education and training,
- Each park plan site must be planned to minimize development problems that hinder that goal or add undue costs.
- Each opportunity must benefit the greater Spring Hill community.
- Key arterial roads, water, City sanitary sewer, and other infrastructure investments must be planned to maximize standing public investments in those systems.

Key Site Development Findings

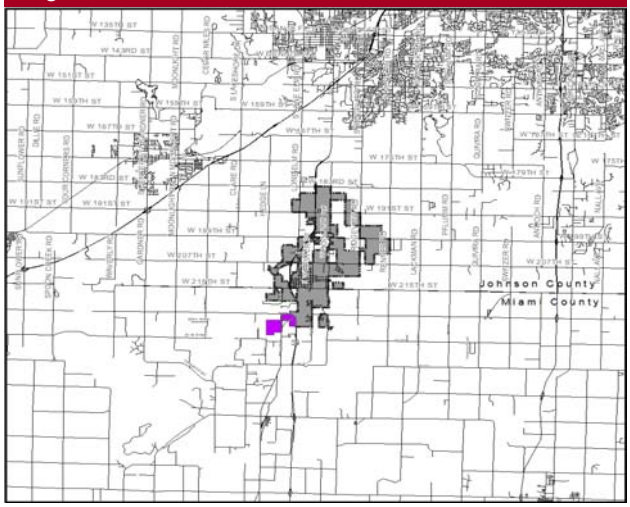
The Site at 223rd and US 169 Highway offers the following:

- Close access is available to the highway via minor arterial street, which is a county road not a City street.
- Existing sanitary sewer and water service is available and adequate for extension to serve development, though a force main is required and lift station.
- Water supply for fire suppression is not adequate.
- Site improvement plans may be focused on industrial business uses, however compromise with incompatible neighboring land use needs may be needed.
- Industrial uses conflict with the Future Land Use Plan of the Spring Hill Comprehensive Plan, which calls for commercial and residential uses.
- Rezoning is required.
- Public financing may be substantial.
- No access to rail.
- Annexation required.

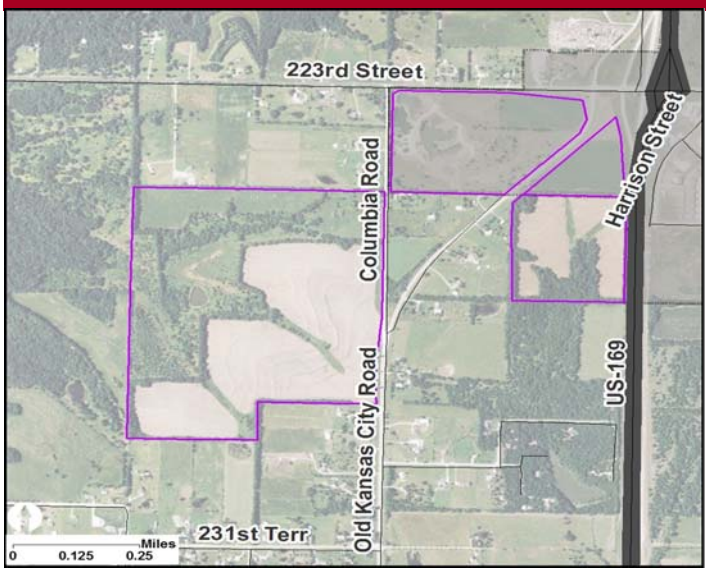
Key Regional Development Findings

- Land acquisition and funding are key steps to put in place.
- City zoning map and land use must be amended .
- Local and regional partnerships have already been made to assure regional road improvements to the highway; but the City must coordinate with Miami County for improvements to 223rd Street.
- Upgrading regional water facilities is needed.
- Image of the City from the U.S. 169 Highway may be enhanced with on-site aesthetic improvements and enhanced development setbacks.
- Solving regional infrastructure needs may cause a delay for a project.
- Implementing a marketing plan is not important.

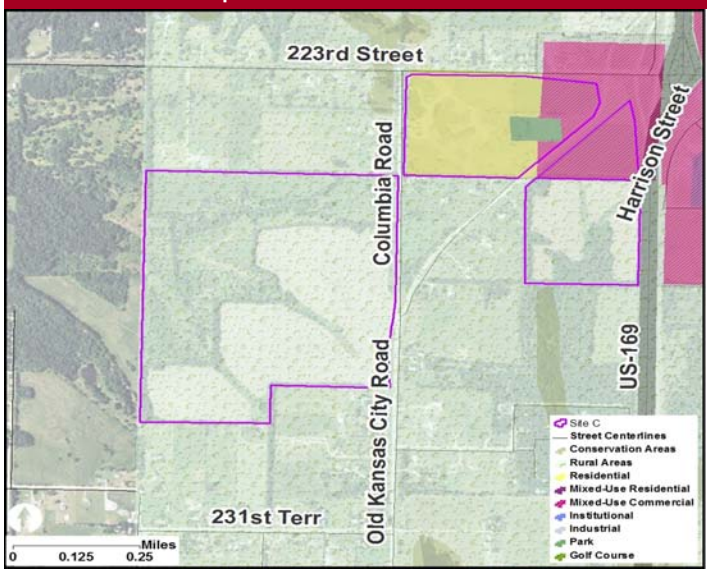
Regional Location



Site Aerial



Future Land Use Map



BWR

Site C – 223rd and US Highway 169

Project Assumptions

Area Allocation

Four parcels located directly west of U.S. 169 Hwy from 223rd Street
Ownership: divided.
Utility/Service Needs:

Sanitary Sewer
- North – 2,500 LF.
- West – 2,000 LF, lift station, 3,000 LF Force Main
- East – 1,000 LF, lift station, 1,500 LF Force Main

Water
- North – 1,000 LF.
- West – 1,000 LF.
- East – 1,500 LF.

Stormwater – 5%-10% of developable area.
Roads:
- North – 1,000 LF.
- West – 1,500 LF.
- East – 1,500 LF.

Business Park Development:
Available Area – 270 acres.
Developable Area – 94.5 acres (35 % of available area).
Likely Configuration –10-20 acre lots
Lot Capacity – 4-8 lots.
Business SF – 1.64 M SF (average 40% lot coverage).
Parking – 3 spaces per 1,000 SF).

Land Use Policy Implementation—Site C

Implementation: Create new BP-Business Park Land Use Map category and Zoning District classification, allowing mixed use service-commercial and office and light warehouse distribution; address related issues:

- **Land Use: Business Park Development** would require a reassessment of long-range land use planning policies from retail-commercial at the site
- **Community Development:** Implements near-term plans for major roads, trails, and other infrastructure
- **Zoning:** requires rezoning to a new BP-Business Park District
- **Annexation:** Some required
- **Cost Per Net Developable Acre:** $38,153; creates large new business park land for the City to offer.

Summary: Site C would help implement a long-standing development strategy for the City's southwest highway corridor; but depart from the retail-commercial policy. Given its location at the southwest tip of Spring Hill, it helps implement near-term community development plans for connectivity of neighborhoods and cohesive growth around community centers.

Utilities

Based on preliminary concepts:
- All property owned privately.
- Preliminary Business Park layout requires local extensions, only.

- ***Water***
  - ✓**Existing Service** – Provided by Johnson County Rural Water #7 via 2"-8" lines.
  - ✓**Fire Suppression** –City standards not met based on NFPA standards. Proposed uses constitute light to medium hazards. 1,500 gallons per minute (gpm) for 90 minutes required for suppression. 135,000 gallon, above-ground storage and pumps needed at high point.

- ***Sanitary Sewer***
  - ✓**Existing Service** – Served by City of Spring Hill.
  - ✓Extension required – Approximately $600,000
  - ✓Lift Station - $50,000

Access (Subject to further review with State and Local officials)

Highway Access Improvements Provided.
- Existing access at U.S. 169 Highway is adequate.
- Two future points of access to site desirable and feasible given lineal extension along 223rd Street and new road to be improved as Lone Elm extension.
- Local arterial road must provide "stacking" with a future left-turn lane for vehicles entering off of 223rd Street.
- Streets assumed to be improved to City's local/minor arterial standards based on current designation.
- Traffic study to determine extent of improvements needed.

✓Future Traffic Signal – No at-grade signal on 223rd Street, unless future volumes warrant signalization.
✓Acceleration/Deceleration – improvements needed at existing and future local access points. Probable cost: $850,000.
✓Sight Distance – No improvements required.
✓No rail.

- ***External Road Improvements—223rd Street***
  - ✓**Distance** – To be provided by county.
  - ✓**Surfacing** – Improvements to be provided by Miami County in 2008-2009 from existing 2-lane to same width, with 8' shoulder.
  - ✓**Estimate** – $1,274,000 ($980,000 per lane mile, with 30% contingency).

- ***Internal Improvements***
  - ✓**Distance** – 1,500 LF.
  - ✓**Surfacing** – improve to asphalt on compacted sub-base per city standards.
  - ✓**Estimate** – $234,000 ($120 per LF, with 30% contingency).

Opinion of Probable Cost

Total Area	**270 acres**
Less: unsuitable land/roads/drainage/utilities/etc.	175.5 acres
Net Developable Acres	**94.5 acres**
Service/Utility Availability and costs:	
• Fire Protection	Adequate
• Detention Facility(s)	TBD
• Sanitary Sewer	$600,000
• Lift Station	$50,000
• Water	Available
• Water Main Extension (1,500' @ $60/ft)	$90,000

Highway Access Improvements	none
Arterial Road Improvements	$980,000
Internal Road Improvements (1,500' @ $120/ft)	$180,000
Total Construction Cost Estimate	$1,900,000
Design (15%)	$285,000
Contingency and Allowances (30%)	$570,000
Total Estimated Costs	$2,775,000
Cost Per Net Developable Acre	$38,153
Cost Per Net Developable Square Foot	$0.67

BWR

Site D – 223rd and Woodland

What is the Business Park Plan?

To help the City of Spring Hill plan its industrial / employment growth most effectively, this plan studies current development opportunity from the city's strategic location eight miles east of the BNSF Railroad intermodal center that is developing near Gardner, KS. With this study the City of Spring Hill can update its land use planning policies, but also determine land acreages needed for targeting industrial / employment development. The Plan presents site-specific development information for the City to consider in planning its public role as a partner with the private sector in development opportunities.

Planning and Development Issues

During development of the Plan several issues were identified as guiding principles of the plan:

- Any new "Business Park" must be planned based on both local and regional market trends.
- The business park must help support the goals of the Spring Hill long range land use plan and economic development strategy, education and training,
- Each park plan site must be planned to minimize development problems that hinder that goal or add undue costs.
- Each opportunity must benefit the greater Spring Hill community.
- Key arterial roads, water, City sanitary sewer, and other infrastructure investments must be planned to maximize standing public investments in those systems.

Key Site Development Findings

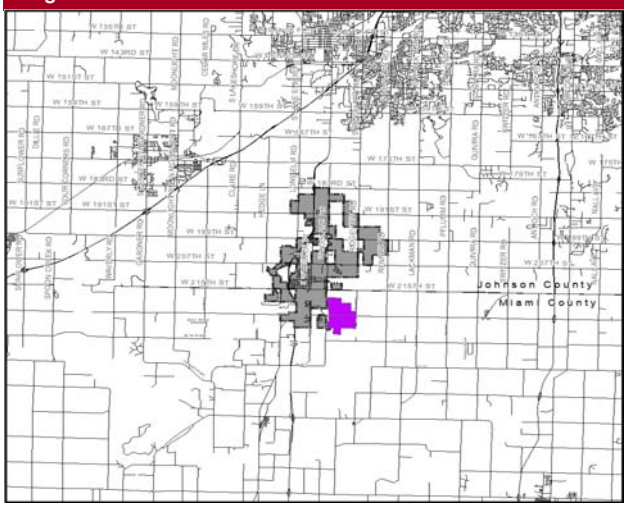
The Site at 223rd and Woodland offers the following:

- Close access is not available to the highway via minor arterial street as it is one half mile east of U.S. 169 Highway.
- Existing sanitary sewer and water service is available and adequate for extension to serve development.
- Water supply for fire suppression is adequate infrastructure.
- Site improvement plans may be focused on industrial business uses without burdensome compromise with incompatible neighboring land use needs.
- Industrial uses comply with the Future Land Use Plan of the Spring Hill Comprehensive Plan.
- Rezoning is required.
- Public financing may be substantial.
- Access to railroad spur is developable.
- Annexation required.

Key Regional Development Findings

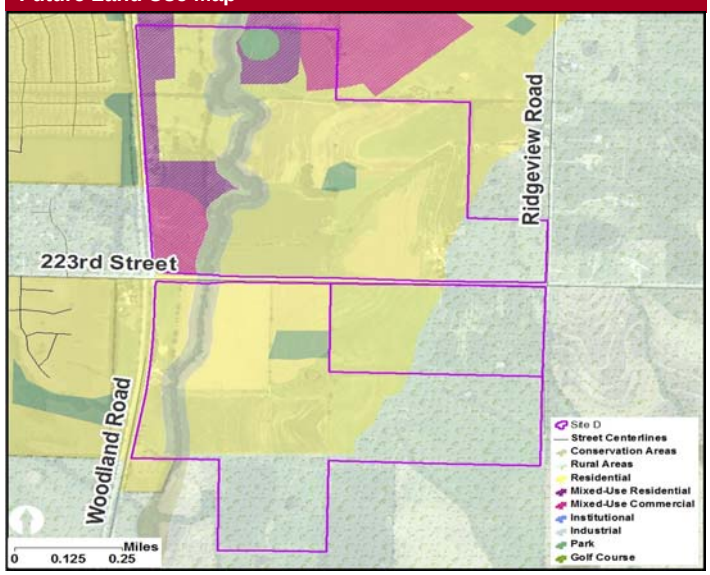
- Land acquisition and funding are key steps to put in place.
- City zoning map and land use plans must be amended .
- Local and regional partnerships have already been made to assure regional road improvements, though completion is years away.
- Upgrading regional facilities is not needed.
- Image of the City from the U.S. 169 Highway may not be enhanced as it is not visible from the highway.
- Solving regional infrastructure needs may be a delay for a project.
- Implementing a marketing plan is important as it is not visible from the highway.

Regional Location



Site Aerial

Future Land Use Map



BWR

Site D – 223rd and Woodland

Project Assumptions

Area Allocation

Three parcels located directly east of Woodland from 223rd Street.
Ownership: divided.

Utility/Service Needs:

Sanitary Sewer
- North – 2,500 LF, 7,000 LF large interceptor.
- South – 4,000 LF.

Water
- North – 3,000 LF.
- South – 5,000 LF.

Stormwater – 5%-10% of developable area.

Road
- North – 1,500 LF.
- South – 5,000 LF.

Business Park Development:

Available Area – 644 acres.
Developable Area – 386.4 acres (60 % of available area).
Likely Configuration – 20 acre lots
Lot Capacity – 19 lots.
Business SF – 6.6 M SF (average 40% lot coverage).
Parking – 3 spaces per 1,000 SF).

Area Land Use Policy Conclusions

Implementation: Plan for Industrial Park Development at the south end of the city; address related issues:

• **Land Use:** Industrial Development generally conforms with long-range land use planning policies

• **Community Development:** Implements near-term plans for roads, trails, and other infrastructure

• **Zoning:** Requires rezoning to MP or M-1

• **Annexation:** Some needed

• **Cost Per Net Developable Acre:** $6,413; creates large acreage sites for extensive industrial development.

• **Summary:** Site D would help implement a long-standing land use policy and economic development strategy for the City's south industrial area and promote a relatively large amount of industrial development in the City; however, it would open new industrial land. Given its south location it helps implement near-term community development plans for connectivity of neighborhoods and cohesive growth around community centers.

Utilities

Based on preliminary concepts:
- All property owned privately.
- Preliminary Business Park layout requires local extensions, only.

• ***Water***
- ✓**Existing Service** – Provided by Johnson County Water #1 via 12" line.
- ✓**Fire Suppression** – Meets City standards based on NFPA standards. Proposed uses constitute light to medium hazards. 1,500 gallons per minute (gpm) for 90 minutes required for suppression. 135,000 gallon, above-ground storage and pumps needed at high point.

• ***Sanitary Sewer***
- ✓**Existing Service** – Served by City of Spring Hill.
- ✓Extension required – Approximately $390,000
- ✓Lift Station - None

Access (Subject to further review with State and Local officials)

- ✓**Highway Access Improvements — None.**
- Direct access at U.S. 169 Highway is not available.
- Two future points of access to site desirable and feasible given proximity of 223rd Street to highway.
- Local arterial road must provide "stacking" with a future left-turn lane for vehicles entering off of 223rd Street.
- Streets assumed to be improved to City's local/minor arterial standards based on current designation.
- Traffic study to determine extent of improvements needed.

✓Future Traffic Signal –At-grade signal on 223rd Street required given high traffic volumes on improved 223rd Street, provided future volumes warrant signalization.
✓Acceleration/Deceleration – improvements needed at existing and future local access points. Probable cost: $850,000.
✓Sight Distance – No improvements required, but extended setback of curb cut may be required from future underpass structure.
✓Railroad spur developable.

• ***External Road Improvements—223rd Street***
- ✓**Distance** – None
- ✓**Surfacing** – improvement to be provided by the county.
- ✓**Estimate** – None

• ***Internal Improvements***
- ✓**Distance** – 7,000 LF.
- ✓**Surfacing** – improve to asphalt on compacted sub-base per city standards.
- ✓**Estimate** – $840000 $700 @ $120/ft.

Opinion of Probable Cost

Total Area	**644 acres**
Less: unsuitable land/roads/drainage/utilities/etc.	157.6 acres
Net Developable Acres	**386.4 acres**
Service/Utility Availability and costs:	
• Fire Protection	Adequate
• Detention Facility(s)	TBD
• Sanitary Sewer	$390,000
• Water	Available
• Water Main Extension (8,000' @ $60/ft)	$480,000

Highway Access Improvements	none
Arterial Road Improvements	none
Internal Road Improvements (7,000' @ $120/ft)	$840,000
Total Construction Cost Estimate	$1,710,000
Design (15%)	$256,000
Contingency and Allowances (30%)	$512,000
Total Estimated Costs	$2,478,000
Cost Per Net Developable Acre	$6,413
Cost Per Net Developable Square Foot	$0.15

BWR

Site E – 199th and US Highway 169

What is the Business Park Plan?

To help the City of Spring Hill plan its industrial / employment growth most effectively, this plan studies current development opportunity from the city's strategic location eight miles east of the BNSF Railroad intermodal center that is developing near Gardner, KS. With this study the City of Spring Hill can update its land use planning policies, but also determine land acreages needed for targeting industrial / employment development. The Plan presents site-specific development information for the City to consider in planning its public role as a partner with the private sector in development opportunities.

Planning and Development Issues

During development of the Plan several issues were identified as guiding principles of the plan:

- Any new "Business Park" must be planned based on both local and regional market trends.
- The business park must help support the goals of the Spring Hill long range land use plan and economic development strategy. education and training,
- Each park plan site must be planned to minimize development problems that hinder that goal or add undue costs.
- Each opportunity must benefit the greater Spring Hill community.
- Key arterial roads, water, City sanitary sewer, and other infrastructure investments must be planned to maximize standing public investments in those systems.

Key Site Development Findings

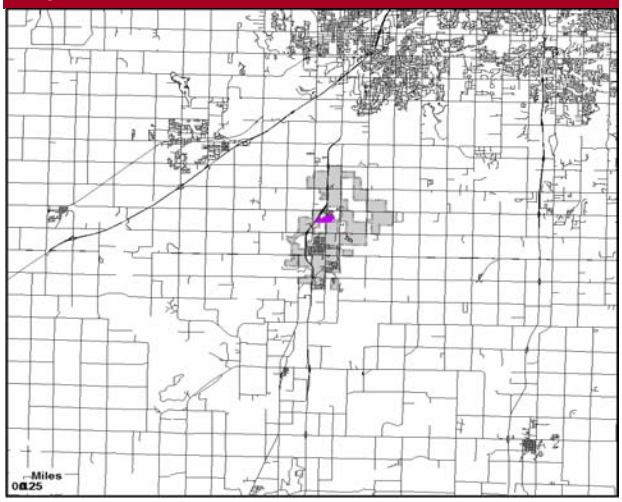
The Site at 199th and US 169 Highway offers the following:

- Close access is available to the highway via minor arterial street/parkway.
- Existing sanitary sewer and water service is available and adequate for extension to serve development.
- Water supply for fire suppression is adequate infrastructure.
- Site improvement plans may be focused on industrial business uses, but compromise with incompatible neighboring land use needs may be needed.
- Industrial uses do not comply with the Future Land Use Plan of the Spring Hill Comprehensive Plan, as this area is designated Residential and Mixed-Use Residential.
- Rezoning is required.
- Public financing may be substantial.
- No access to rail.
- Annexation required.

Key Regional Development Findings

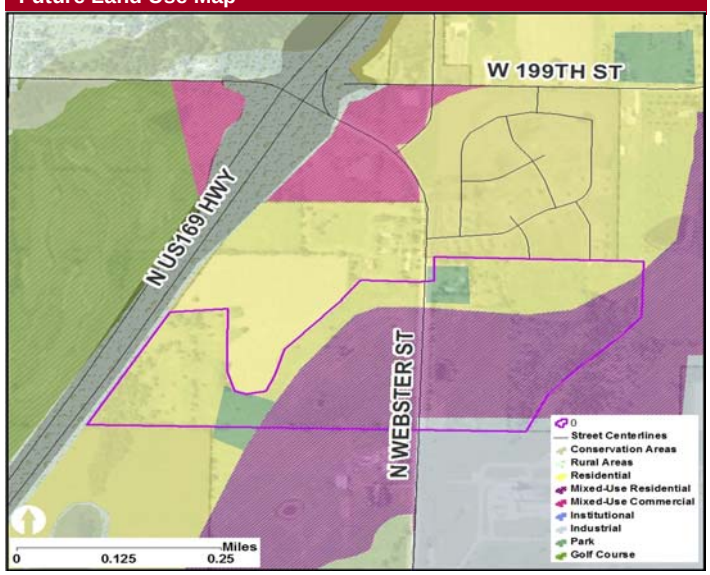
- Land acquisition and funding are key steps to put in place.
- City zoning map and land use plans must be amended .
- Local and regional partnerships have already been made to assure regional road improvements.
- Upgrading regional facilities is not needed.
- Image of the City from the U.S. 169 Highway may be enhanced with on-site aesthetic improvements and enhanced development setbacks.
- Solving regional infrastructure needs may be a delay for a project.
- Implementing a marketing plan is not important.

Regional Location



Site Aerial

Future Land Use Map



BWR

Site E – 199th and US Highway 169

Project Assumptions

Area Allocation

Six parcels located directly east of US Highway 169, ¼ mile south of 199th Street, west of Webster Street.

Ownership: divided.

Utility/Service Needs:

Sanitary Sewer
- 3,000 LF.
- 2,500 LF Force Main

Water
- 1,950 LF.

Stormwater – 5%-10% of developable area.

Road
- 2,500 LF.

Business Park Development:

Available Area – 171 acres.
Developable Area – 111.2 acres (xx % of available area).
Likely Configuration – 10-20 acre lots
Lot Capacity – 5-11 lots.
Business SF – 1.94 M SF (average 40% lot coverage).
Parking – 3 spaces per 1,000 SF.

Land Use Policy Implementation—Site E

Implementation: Create new BP-Business Park Land Use Map category and Zoning District classification, allowing mixed use service-commercial and office and light warehouse distribution; address related issues:

- **Land Use:** Business Park Development would require a reassessment of long-range land use planning policies
- **Community Development:** Implements near-term plans for major roads, trails, and other infrastructure
- **Zoning:** Requires rezoning to a new BP-Business Park District
- **Annexation:** Some required
- **Cost Per Net Developable Acre:** $10,653; creates a small amount of new business park land; however, undersized utilities create a relatively high site development cost.

Summary: Site E presents an extension of an established land use policy and economic development strategy for the City's core business area along north Webster Street and would open new commercial land for the City. Given its location inside the north growth areas of Spring Hill, it helps implement near-term community development plans for connectivity of neighborhoods (east of the highway) and cohesive growth around community centers.

Utilities

Based on preliminary concepts:
- All property owned privately.
- Preliminary Business Park layout requires local extensions, only.

- ***Water***
  - ✓**Existing Service** – Provided by Johnson County Water #1 via 2" line.
  - ✓**Fire Suppression** – Meets City standards based on NFPA standards. Proposed uses constitute light to medium hazards. 1,500 gallons per minute (gpm) for 90 minutes required for suppression. 135,000 gallon, above-ground storage and pumps needed at high point.

- ***Sanitary Sewer***
  - ✓**Existing Service** – Served by City of Spring Hill.
  - ✓Extension required – Approximately $350,000
  - ✓Lift Stations - $50,000

Access (Subject to further review with State and Local officials)

✓**Highway Access Improvements — None.**
- Direct access at U.S. 169 Highway is not available.
- Two future points of access to site desirable and feasible given proximity of 223rd Street to highway.
- Local arterial road must provide "stacking" with a future left-turn lane for vehicles entering off of 223rd Street.
- Streets assumed to be improved to City's local/minor arterial standards based on current designation.
- Traffic study to determine extent of improvements needed.

✓Future Traffic Signal –At-grade signal on 223rd Street required given high traffic volumes on improved 223rd Street, provided future volumes warrant signalization.
✓Acceleration/Deceleration – improvements needed at existing and future local access points. Probable cost: $850,000.
✓Sight Distance – No improvements required, but extended setback of curb cut may be required from future underpass structure.
✓Railroad spur developable.

- ***External Road Improvements—223rd Street***
  - ✓**Distance** – None
  - ✓**Surfacing** – improvement to be provided by the county.
  - ✓**Estimate** – None

- ***Internal Improvements***
  - ✓**Distance** – 7,000 LF.
  - ✓**Surfacing** – improve to asphalt on compacted sub-base per city standards.
  - ✓**Estimate** – $1,092,000 ($120 per LF, with 30% contingency).

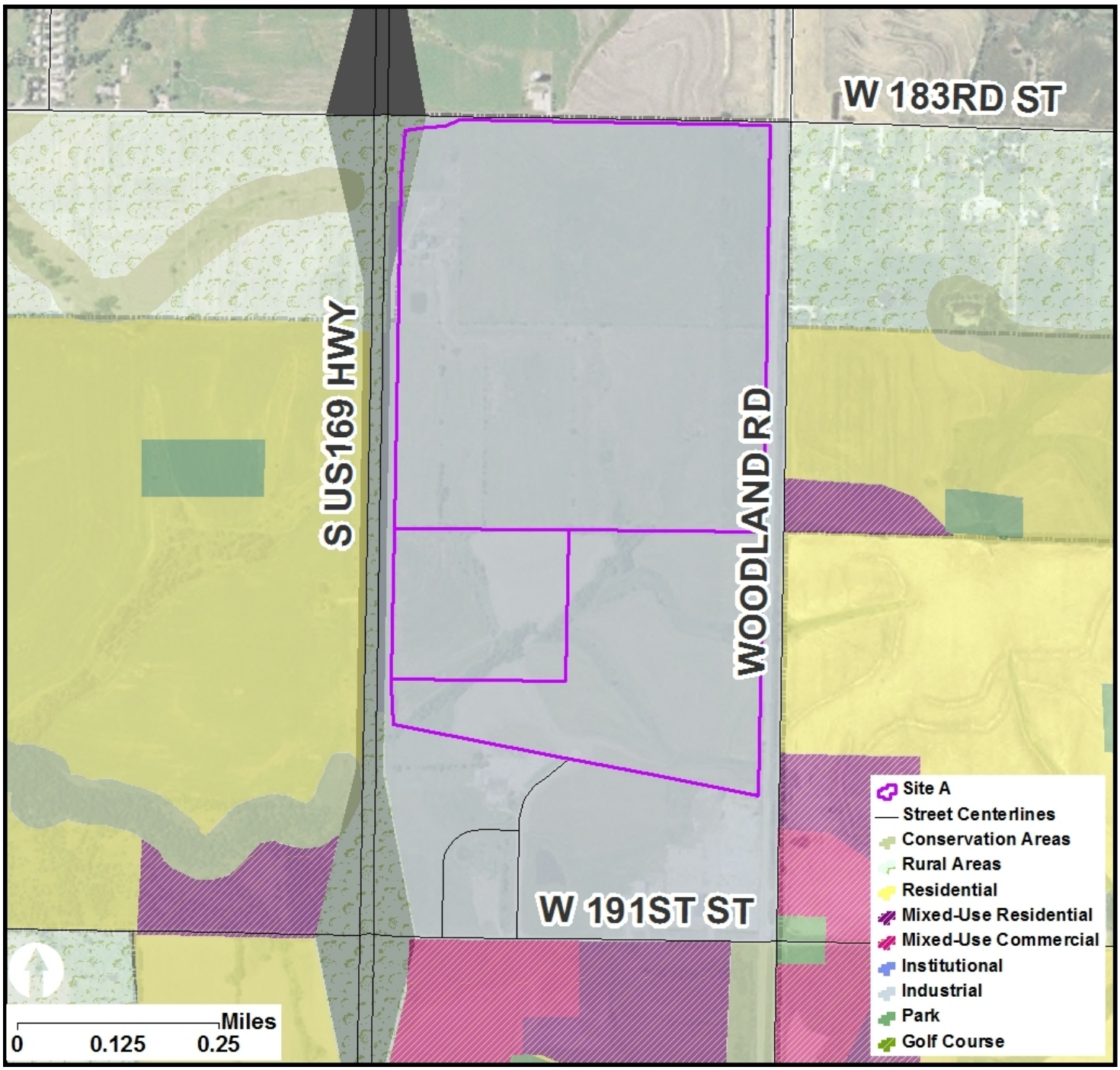
Opinion of Probable Cost

Total Area	**171 acres**
Less: unsuitable land/roads/drainage/utilities/etc.	59.8 acres
Net Developable Acres	**111.2 acres**
Service/Utility Availability and costs:	
• Fire Protection	Adequate
• Detention Facility(s)	TBD
• Sanitary Sewer	$350,000
• Lift Station	$50,000
• Water	Inadequate
• Water Main Extension (1,950' @ $60/ft)	$117,000
Highway Access Improvements	none
Arterial Road Improvements	none
Internal Road Improvements (2,500' @ $120/ft)	$300,000
Total Construction Cost Estimate	$817,000
Design (15%)	$122,550
Contingency and Allowances (30%)	$245,100
Total Estimated Costs	$1,184,650
Cost Per Net Developable Acre	$10,653
Cost Per Net Developable Square Foot	$0.24

Planning and Development Issues

- During development of the Plan several issues were identified as guiding principles of the plan:
  - Any new site must be planned based on both local and regional market trends.
  - The business park must help support the goals of the Spring Hill long range land use plan and economic development strategy, education and training,
  - Each park plan site must be planned to minimize development problems that hinder that goal or add undue costs.
  - Each opportunity must benefit the greater Spring Hill community.
  - Key arterial roads, water, City sanitary sewer, and other infrastructure investments must be planned to maximize standing public investments in those systems.

Site A – 183rd and US Highway 169



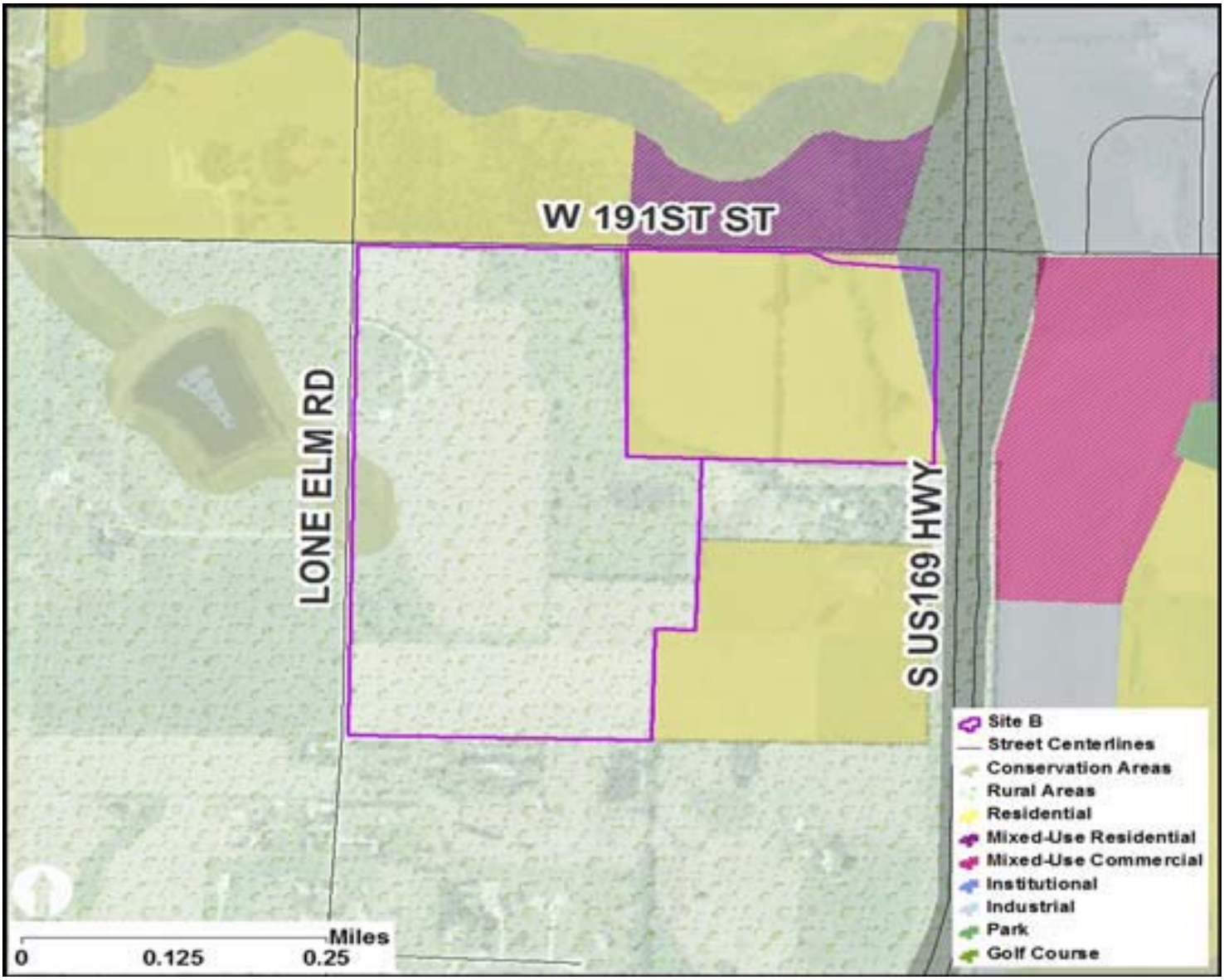
Site A – 183rd and US Highway 169

- **Implementation:** Continues Industrial Park Development at the north end of the city
- **Land Use:** Industrial Development conforms with long-range land use planning policies
- **Community Development:** Does not implement near-term plans for roads, trails, and other infrastructure
- **Zoning:** Requires rezoning to MP or M-1
- **Annexation:** None needed
- **Cost Per Net Developable Acre:** $29,660; creates a large acreage site for industrial development
- **Summary:**
  - Implements a long-standing land use policy and economic development strategy for the City's north industrial area and promote a relatively large amount of industrial development in the City.
  - Would not open new industrial land for the City in terms of its long-range planning.
  - Would not help implement near-term community development plans for connectivity of neighborhoods and cohesive growth around community centers given its location at the north tip of Spring Hill.

Site A – 183rd and US Highway 169

- Close access is available to the highway via minor arterial street.
- Existing sanitary sewer and water service is available and adequate for extension to serve development.
- Water supply for fire suppression is adequate infrastructure.
- Site improvement plans may be focused on industrial business uses without burdensome compromise with incompatible neighboring land use needs.
- Industrial uses comply w/ FLU Plan of the Comprehensive Plan.
- Rezoning is required.
- Public financing may be minimal.
- Access to railroad spur is developable.
- Within corporate limits—no annexation required.

Site B – 191st and US Highway 169



Site B – 191st and US Highway 169

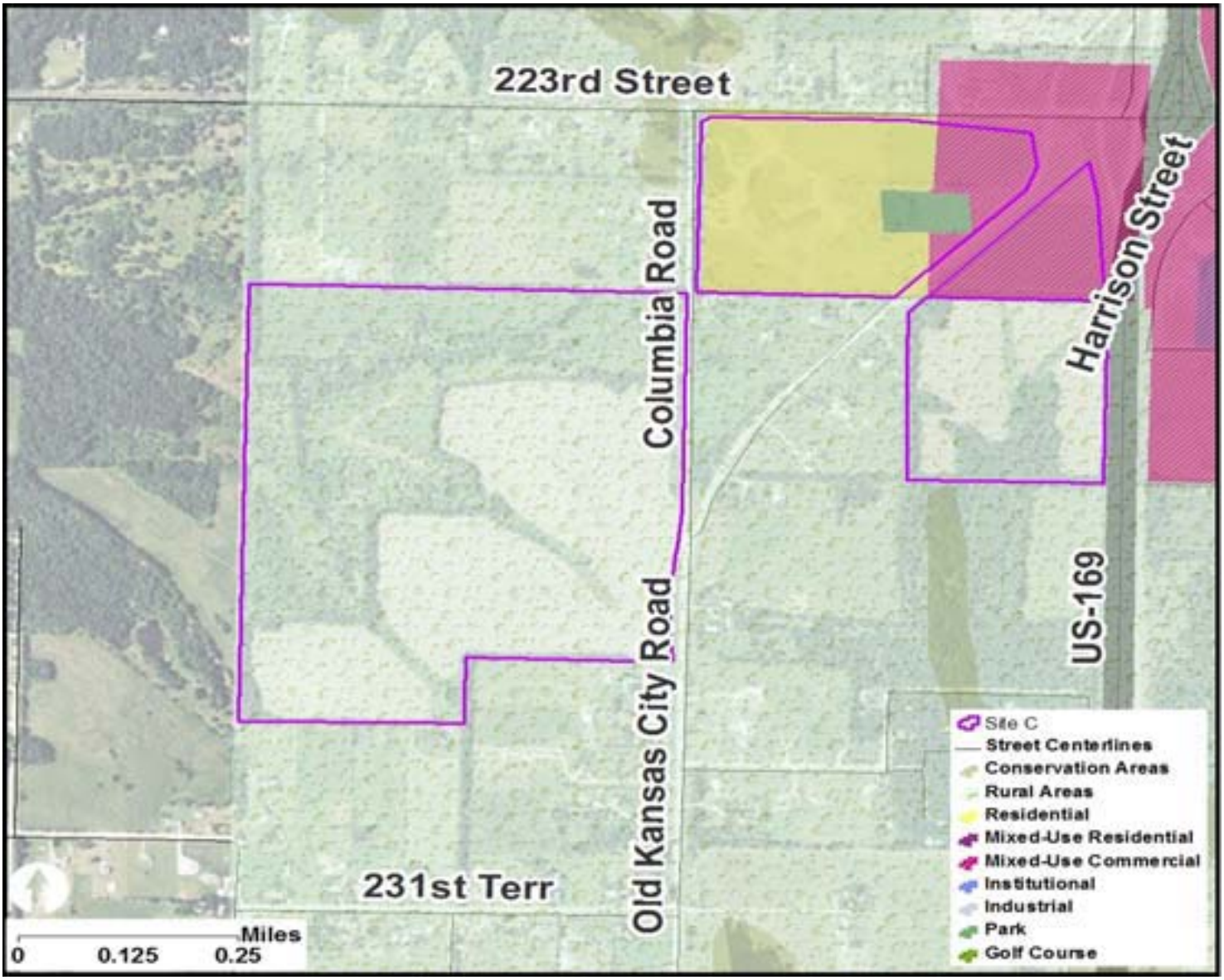
- **Implementation:** Create new BP-Business Park Land Use Map category and Zoning District classification, allowing mixed use service-commercial and office and light warehouse distribution; address related issues:
- **Land Use:** Business Park Development would require a reassessment of long-range land use planning policies
- **Community Development:** Implements near-term plans for major roads, trails, and other infrastructure
- **Zoning:** Requires rezoning to a new BP-Business Park District
- **Annexation:** Some required
- **Cost Per Net Developable Acre:** $32,857; creates a very smallamount of new business park land for the City to offer.

- **Summary:** Site B presents a departure from current land use policy and economic development strategy for the City's northwest growth area andpromotes a relatively small amount of business development in the City;however, it would open new commercial land for the City. Given its locationinside the north growth areas of Spring Hill, it helps implement near-termcommunity development plans for connectivity of neighborhoods (west of thehighway) and cohesive growth around community center

Site A – 183rd and US Highway 169

- Close access is available to the highway via minor arterial street.
- Existing sanitary sewer and water service is available with the construction of a lift station.
- Water supply will need to be extended for service and for fire suppression.
- Site improvement plans may be focused on industrial and business uses but may need compromise with neighboring land uses.
- Industrial uses do not comply w/ FLU Plan of the Comprehensive Plan and would require an amendment.
- Rezoning is required.
- Public financing may be substantial.
- Partially within corporate limits -- some annexation required.

Site C – 223rd and US Highway 169



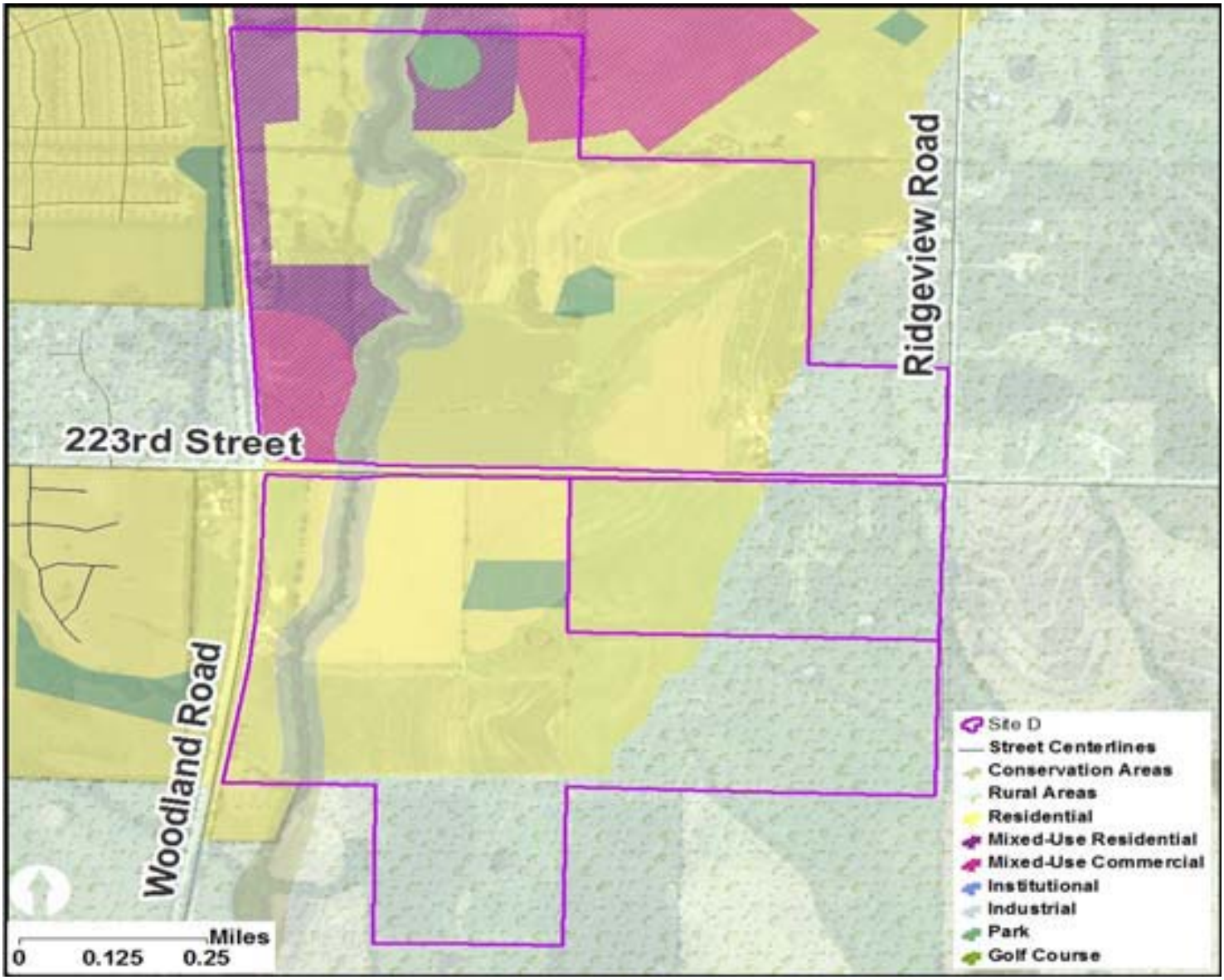
Site C – 223rd and US Highway 169

- **Implementation:** Create new BP-Business Park Land Use Map
- category and Zoning District classification, allowing mixed use servicecommercial
- and office and light warehouse distribution; address related
- issues:
- • **Land Use: Business Park Development** would require a
- reassessment of long-range land use planning policies from retailcommercial
- at the site
- • **Community Development:** Implements near-term plans for major
- roads, trails, and other infrastructure
- • **Zoning:** requires rezoning to a new BP-Business Park District
- • **Annexation:** Some required
- • **Cost Per Net Developable Acre:** $38,153; creates large new
- business park land for the City to offer.
- **Summary:** Site C would help implement a long-standing development
- strategy for the City's southwest highway corridor; but depart from the
- retail-commercial policy. Given its location at the southwest tip of
- Spring Hill, it helps implement near-term community development
- plans for connectivity of neighborhoods and cohesive growth around
- community centers.

Site C – 223rd and US Highway 169

- Close access is available to the highway via minor county arterial street.
- Existing sanitary sewer and water service is available with the construction of a lift station and force main.
- Water supply will need to be extended for adequate fire suppression.
- Site improvement plans may be focused on industrial and business uses and may need compromise with neighboring land uses.
- Industrial uses do not comply w/ FLU Plan of the Comprehensive Plan and would require an amendment.
- Rezoning is required.
- Public financing may be substantial.
- Not within corporate limits -- annexation required

Site D – 223rd and Woodland



Site D – 223rd and Woodland

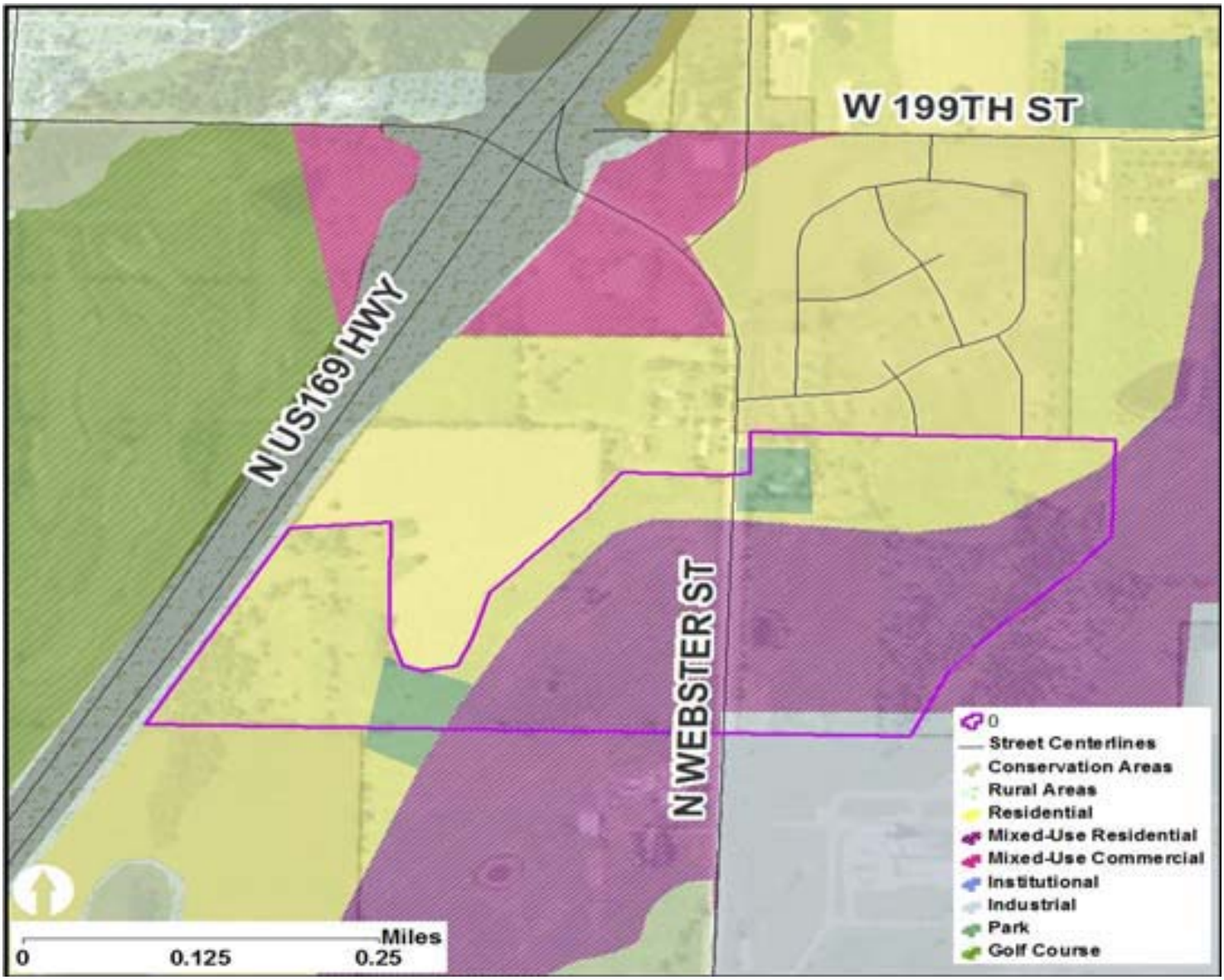
- **Implementation:** Plan for Industrial Park Development at the south end of the city; address related issues:
- **Land Use:** Industrial Development generally conforms with long-range land use planning policies
- **Community Development:** Implements near-term plans for roads, trails, and other infrastructure
- **Zoning:** Requires rezoning to MP or M-1
- **Annexation:** Some needed
- **Cost Per Net Developable Acre:** $6,413; creates large acreage sites for extensive industrial development.

- **Summary:** Site D would help implement a long-standing land use policy and economic development strategy for the City's south industrial area and promote a relatively large amount of industrial development in the City; however, it would open new industrial land. Given its south location it helps implement near term community development plans for connectivity of neighborhoods and cohesive growth around community centers.

Site D – 223rd and Woodland

- Close access is not available to the highway.
- Existing sanitary sewer and water service is available and adequate.
- Water supply will need to be extended within the site.
- Site improvement plans may be focused on industrial and business uses without costly compromise with neighboring land uses.
- Industrial uses do comply w/ FLU Plan of the Comprehensive Plan.
- Rezoning is required.
- Public financing may be substantial.
- Access to railroad spur if possible.
- Not within corporate limits -- annexation required

Site E – 199th and US Highway 169



Site E – 199th and US Highway 169

- **Implementation:** Create new BP-Business Park Land Use Map category and Zoning District classification, allowing mixed use service-commercial and office and light warehouse distribution; address related issues:
- **Land Use:** Business Park Development would require a reassessment of long-range land use planning policies
- **Community Development:** Implements near-term plans for major roads, trails, and other infrastructure
- **Zoning:** Requires rezoning to a new BP-Business Park District
- **Annexation:** Some required
- **Cost Per Net Developable Acre:** $8,700; creates a small amount of new business park land; however, undersized utilities create a relatively high site development cost.

- **Summary:** Site E presents an extension of an established land use policy and economic development strategy for the City's core business area along north Webster Street and would open new commercial land for the City. Given its location inside the north growth areas of Spring Hill, it helps implement near-term community development plans for connectivity of neighborhoods (east of the highway) and cohesive growth around community centers.

Site E – 199th and US Highway 169

- Close access is available to the highway via minor arterial street/parkway.
- Existing sanitary sewer and water services are available and adequate.
- Water supply is adequate for fire suppression.
- Site improvement plans may be focused on industrial and business uses but may need compromise with neighboring land uses.
- Industrial uses do not comply w/ FLU Plan of the Comprehensive Plan and would require a Land Use map amendment.
- Rezoning is required.
- Public financing may be substantial.
- No within corporate limits -- annexation required.