Comprehensive Plan

SPRING HILL KANSAS

Planning Consultant

BUCHER, WILLIS & RATLIFF CORPORATION
ENGINEERS | PLANNERS | ARCHITECTS

ORDINANCE NO. 2010-02

AN ORDINANCE PROVIDING FOR THE ADOPTION OF THE CITY OF SPRING HILL, KANSAS COMPREHENSIVE PLAN, FIRST EDITION 2010 PURSUANT TO K.S.A. 12-747.

WHEREAS, pursuant to K.S.A. 12-747 et seq., the Spring Hill Planning Commission is authorized to make and amend a comprehensive plan for its area; and

WHEREAS, pursuant to provisions of K.S.A. 12-747 et seq., the Spring Hill Planning Commission did give notice by publication in the official city newspaper on the 15th day of January, 2010 of a public hearing to be held the 4th day of February, 2010 for the annual review of the Spring Hill Comprehensive Plan ("Comprehensive Plan"); and

WHEREAS, on the 4th day of February, 2010 the Spring Hill Planning Commission approved a resolution adopting changes to the Spring Hill Comprehensive Plan and the Spring Hill Planning Commission recommended that the Comprehensive Plan be amended to include said revisions, which resolution was submitted to the Governing Body of the City of Spring Hill ("Governing Body") for consideration.

WHEREAS, on the 11th day of March, 2010, the Governing Body reviewed the recommendations of the Planning Commission regarding the amendments to the Comprehensive Plan.

NOW THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF SPRING HILL, KANSAS:

SECTION ONE: Governing Body, upon reviewing the recommendations of the Planning Commission regarding amendments to the Comprehensive Plan, hereby approves the Planning Commission recommendations.

SECTION TWO: Section 17-501 of the Spring Hill Municipal Code, is hereby amended to read as follows:

17.501 COMPREHENSIVE PLAN. There is hereby incorporated by reference for the purpose of providing for the planning of development within the City of Spring Hill, Kansas, a plan known as "COMPREHENSIVE PLAN, CITY OF SPRING HILL, KANSAS", First

Edition 2010 hereinafter referred to as the Comprehensive Plan, prepared and published in a booklet form by the City of Spring Hill, Kansas, save and except such sections, parts or portions as are hereinafter omitted, deleted, modified or changed. One (1) copy of said Comprehensive Plan shall be marked or stamped "Official Copy as Adopted by Ordinance No, 2010-02" with all sections or portions thereof intended to be omitted or changes clearly marked to show any such deletion or change; and to it shall be attached a copy of this Ordinance and filed with the City Clerk to be open to inspection and available to the public at all reasonable hours. All administrative departments of the City charged with administration of the Comprehensive Plan shall be supplied at the cost of the City, such number of official copies of said plan similarly marked as may be deemed expedient.

SECTION THREE: The Spring Hill Comprehensive Plan, First Edition 2010, marked as Exhibit "A", is attached hereto and incorporated herein by reference.

SECTION FOUR: This Ordinance and the said amendment to the Comprehensive Plan shall be effective upon the passage of this ordinance and publication once in the official City newspaper as provided by law.

PASSED BY THE CITY COUNCIL this 11th day of March, 2010.

APPROVED BY THE MAYOR this 11th day of March, 2010.

(SEAL)

3/11/2010

Mark T. Squire, Mayor

ATTEST:

CITY OF SPRING HILL CORPORATE SEAL KANSAS

Glenda L. Gerrity
Deputy City Clerk

APPROVED AS TO FORM:

Frank H. Jenkins, Jr.,
City Attorney

RESOLUTION NO. CP 2010-01

A RESOLUTION RELATING TO PLANNING COMMISSION RECOMMENDATION FOR AMENDMENTS TO THE COMPREHENSIVE PLAN OF THE CITY OF SPRING HILL, KANSAS.

WHEREAS, pursuant to K.S.A. 12-747 et seq., the Spring Hill Planning Commission is authorized to make and amend a comprehensive plan for its area; and

WHEREAS, the Spring Hill Planning Commission on the 4th day of February, 2010, in Room 15, 401 North Madison, Spring Hill, Kansas, did hold a public hearing pursuant to proper notice, and subsequently recommended amendments to the Comprehensive Plan; and

WHEREAS, a majority of the Spring Hill Planning Commission approved the adoption of the Plan as set forth herein.

SECTION ONE: The Planning Commission has considered proposed amendments in evaluating the need for amendments to the Comprehensive Plan as it relates to the City of Spring Hill, Kansas, which are summarized in Exhibit "A", attached hereto and incorporated herein by reference.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SPRING HILL, KANSAS:

SECTION TWO: The Planning Commission recommends to the Governing Body that the Comprehensive Plan be amended as set forth in Exhibit "A", attached hereto and incorporated herein by reference.

ADOPTED by a majority of all of the members of the Spring Hill Planning Commission at Spring Hill, Kansas, this 4th day of February, 2010.

Tobi Bitner, Chair

Mary Nolen

Mary Nolen, Secretary,
Spring Hill Planning Commission

Approved as to form:

Frank H. Jenkins, Jr.,
City Attorney

TO THE SECRETARY: No publication is required of this Resolution. Upon execution of all parties to the Resolution, please provide a certified copy of the Resolution and Comprehensive Plan Revisions as adopted, together with a written summary of the hearings thereon to the Governing Body.

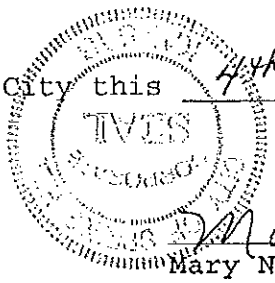
CERTIFICATE

State of Kansas
Counties of Johnson and Miami
City of Spring Hill

I, Mary Nolen, Secretary of the City of Spring Hill, Kansas, Planning Commission, hereby certify that the above and foregoing is a true and correct copy of the Comprehensive Plan and accompanying Resolution as adopted by the Planning Commission on the 4th day of February, 2010, as the same appears in my office.

In Testimony Whereof, I have hereunto signed my name and

affixed the seal of said City this 4th day of February, 2010.



Mary Nolen

Mary Nolen, Secretary,
Spring Hill Planning
Commission

ACKNOWLEDGEMENTS

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Steven Ellis, President

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Note: Additional economic reports are available at the City of Spring Hill City Hall, including: Spring Hill Retail Market Analysis, Economic Trends, and Economic Climate.

Chapter

1

COMPREHENSIVE PLAN

City of Spring Hill, Kansas

Introduction

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Chapter 1. INTRODUCTION

How can we make informed choices about our future, recognizing that the decisions we make now will affect the kind of community we become in the years ahead?

First, it is important to remember that a well-conceived planning approach is not a one-time effort but requires continuing reassessment and adjustment in a constantly changing environment. Planning is a continuous process.

As Spring Hill looks to the future, it is important to assess opportunities and challenges facing the community, evaluate our strengths and weaknesses, identify the most important goals to be achieved so that resources can be targeted effectively, and then follow through with an aggressive program that emphasizes practical results**.**

This approach is similar to *strategic planning* which has been the basis of most successful corporate and business planning for several years, and which is now becoming a more common practice among local governments.

The mission of the ***Spring Hill 2006 Comprehensive Plan Update*** (referenced hereafter as "the Comprehensive Plan," "the Plan" or "this Plan") is to position the community to seize opportunities for the future, mitigate challenges, and take action rather than merely reacting to the inevitable economic, social, and physical changes ahead.

The ***Spring Hill Comprehensive Plan*** intends to provide those actions that will have the greatest positive impact on the future condition of the community. The ***Plan*** is a tool for officials making land use planning and policy decisions. In short, the ***Plan*** offers the means for making informed public choices.

Spring Hill Statement of Image and Identity:

Tastefully and uniquely blend the new with the old; create logical and well-balanced commercial and residential developments; maintain a colorful and natural appearance; and, responsibly use or preserve the City's natural resources and environment.

1.1 Authority

Any city in the state of Kansas that adopts zoning and subdivision regulations must adopt—and keep up-to-date—a Comprehensive Plan. The City of Spring Hill has long maintained an active, professional planning and zoning program; and the ***Comprehensive Plan*** of 2002 has been routinely updated, most recently in 2009.

By state statute, the Comprehensive Plan is required as a guide for orderly city development to promote the health, safety, welfare and convenience of the people of a community. However, a vibrant community is compelled to adopt and update a Comprehensive Plan for more than meeting legal requirements. The City of Spring Hill is actively planning for an ever-evolving, vibrant community. The ***City of Spring Hill Comprehensive Plan*** goes further than the statutory minimum: it promotes a true "Vision" for the people of the Spring Hill community. The ***City of Spring Hill Comprehensive Plan*** helps define how community vision for revitalization can be extended citywide, and how action plans can be focused on more than discrete districts of Spring Hill.

1.2 Plan Contents

By state statute, in preparing the ***Plan***, the planning commission "shall make or cause to be made comprehensive surveys and studies of past and present conditions and trends relating to land use, population and building intensity, public facilities, transportation and transportation facilities, economic conditions, natural resources and may include any other element deemed necessary to the comprehensive plan." The ***Plan*** must show the commission's recommendations for development or redevelopment in the community and include:

- The general location, extent and relationship of the use of land for residence, business, industry, recreation, education, public buildings and other community facilities, major utility facilities both public and private, and any other use deemed necessary;
- population and building intensity standards and restrictions and the application of those standards;
- public facilities including transportation facilities of all types, whether publicly or privately owned which relate to transportation;
- public improvement programming based upon a determination of relative urgency;
- the major sources and expenditure of public revenue including long range financial plans for the financing of public facilities and capital improvements, based on a projection of the economic and fiscal activity of the community, both public and private;
- utilization and conservation of natural resources; and
- any other element the City of Spring Hill deems necessary to the proper development or redevelopment of its planning area.

1.3 Vicinity and Planning Area

The City of Spring Hill straddles the Johnson and Miami county lines and provides residents with the amenities of an urban center in a rural location. The planning area includes 28 square miles generally bounded by Hedge Lane on the west, 239th Street to the south, 183rd Street to the north, and Renner Road on the east. The planning area is identified on the various maps throughout the Comprehensive Plan, including **Map 3-1 Vision Plan Map** and **Map 4-1 Future Land Use Map**. A portion of the Olathe planning area as defined by an annexation agreement with the City of Olathe meanders south of 183rd Street and extends approximately one-half mile south of 191st Street on the east side of Ridgeview Road. The annexation area agreement with the City of Olathe is reflected by **Map 4-1**.

Chapter

2

COMPREHENSIVE PLAN

City of Spring Hill, Kansas

The Planning Process

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Chapter 2. THE PLANNING PROCESS

Introduction

Planning is concerned with a community's current and future social and economic well-being. A comprehensive plan is the means by which the rational allocation of land can be achieved, and it acts as a prerequisite of zoning. A comprehensive plan sets forth the social and physical policies of a community and, together with zoning and subdivision regulations and a capital improvement program, determines the character and development of that community over time.

The primary component of any planning process is citizen participation. Citizens from Spring Hill and the surrounding area provided the direction and ideas contained in the ***Comprehensive Plan*** during a series of meetings and workshops with the adoption of the Plan in 2002 and the major update in 2006.

2.1 Intent of the Comprehensive Plan

The ***Comprehensive Plan*** establishes a process through which Spring Hill may evolve in a comprehensive manner. As shown in **Figure 2 - 1**, the planning process provides a means for understanding existing conditions and accepted planning principles. It then permits an evaluation of these conditions with respect to the attitudes of the community (in terms of local goals, objectives and policies). The ***Plan*** evaluates the need for support facilities and identifies the limits to providing these facilities. Then these conditions, attitudes and necessary facilities are incorporated into a **Future Land Use Plan**. With this long-term growth pattern defined, thoroughfare needs can be examined to ensure the provision of appropriate paths of circulation as land use and travel patterns change.

The ***Comprehensive Plan*** is intended to serve as a supplemental guide for development design and review as well as the basis for future land use and transportation system decisions. The ***Plan*** should be used as:

- the recommended planning principles and desired pattern of development envisioned for the city.
- a basis for considering and evaluating annexation, zoning, platting, and site development planning requests.

The ***Comprehensive Plan*** should not be considered absolute, but should be considered the desired framework and guide for land planning, development design and intensity, and land use. The City of Spring Hill is committed to ensuring the recommendations of the ***Comprehensive Plan*** are applied in a reasonable manner and will consider alternative design options to achieve the desired development pattern of Spring Hill.

The ***Comprehensive Plan*** should be used regularly as a guide for the development of the community. As the Planning Commission and City Council are asked to make decisions that will impact the residents of the community, they should look to the ***Plan*** for direction and guidance. Each request made to the Planning Commission and City Council should be carefully reviewed and the following questions should be satisfactorily answered:

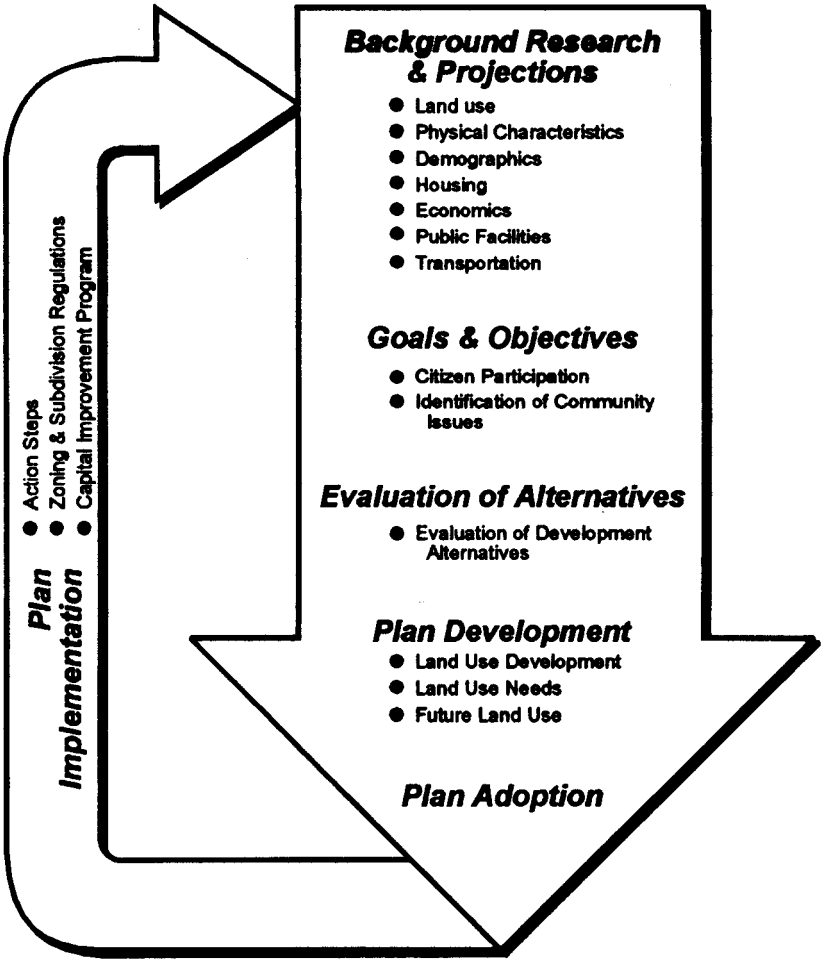
- What is the relation of this change to existing conditions?
- Would the change be in conformance with established principles or current community policies as set out in the Comprehensive Plan?
- Is the change in general agreement with the growth objectives as graphically represented on the **Future Land Use Map**?
- What will be the implications of this change in the thoroughfare system, the community facilities, and the public utility systems?

The ***Plan*** provides a long-term directive for change. The real and perceived image of the community is often the result of incremental changes, therefore, the planning process must incorporate the ***Plan*** into the decision making process. Without this incorporation, the long-term vision of Spring Hill cannot be realized.

Equally as important is the continual evolution of the ***Plan***. The planning process is not stagnant. Flexibility is needed to allow the ***Plan*** to respond to changing community values and needs. The ***Plan*** must be updated on an annual basis and reflect changes that occur. This is especially apparent when a rezoning request is made for a land use that differs from what is shown on the **Future Land Use Map**. In fact, if a rezoning request is made that appears to be in major conflict with the **Future Land Use Map**, then the Planning Commission may want to study how the proposed rezoning request will impact the future growth of the community.

Step by step, the City of Spring Hill can continue to grow in an efficient manner and the Comprehensive Plan will remain a dynamic tool with which to guide this growth. The planning process is a dynamic approach to long-term planning.

Figure 2.1 – The Planning Process



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3

COMPREHENSIVE PLAN

City of Spring Hill, Kansas

Vision Plan

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Chapter 3. Vision Plan

Introduction

Effective planning begins with a consensus vision; and to reach that vision, a series of community workshops were conducted in the fall 2005, with the intent of providing the city with a vision for updates to the Comprehensive Plan and establishing guidelines for future community growth.

The consensus vision was created by the people of Spring Hill through a Visual Preference Survey (VPS)[tm] and Translation Workshop, as well as additional review by the City Planning Commission and City Council. This vision as presented in the ***Vision Plan*** **(Map 3.1)** is sustainable and efficient, relies on the integration of land uses, identifies zones of development intensity, provides definitions of uses and density within the zones, identifies a framework for conceptual neighborhood park locations, identifies a linear parkway and open space network, provides a conceptual hierarchical street network, and promotes investment in quality development. The ***Plan*** stresses integrating various land uses together, including natural green space areas, rather than spatially separating uses as is typically required with conventional zoning. The ***Vision Plan of Spring Hill*** was adopted by a Joint Resolution (No. 588) by the Planning Commission on February 2, 2006 and by the City Council on February 9, 2006.

This chapter outlines the key elements of the ***Vision Plan of Spring Hill.*** It includes explanation of the intent of the ***Plan*** and Guiding Principles for the physical development of Spring Hill at the community level, neighborhood level, and block/street/and building level.

The Comprehensive Plan is the first step in an ongoing planning process designed to achieve the vision for the community set forth by the citizens of Spring Hill. This Chapter includes a description of various development zones, generally organized by "intensity" of development, and it concludes with Neighborhood Development Guidelines which describe the basic framework intended to apply to the layout and design of new developments in Spring Hill. To implement the ***Vision Plan of Spring Hill*** its concepts are further refined in **Chapter 4 Future Land Use**, **Chapter 5 Community Development Recommendations**, and **Appendix A, Planning Principles and Design Guidelines**.

3.1 Intent of the Vision Plan

The ***Vision Plan for Spring Hill*** identifies a series of "transect" zones, which serve as a geographical cross-section of environments expected in the community through 2030. Each environment, or transect, specifies different urban "intensities" that look and feel appropriate to their locations. For instance, an apartment building would not be appropriate in a rural or sub-urban area, whereas a farm house or acreage estate house would. The transect zones

should not be considered a land use map since a variety of uses may be allowed in some zones. However, the **Future Land Use Map** in **Chapter 4** incorporates these concepts in defining land uses and intensity of development.

The ***Vision Plan*** and the transects serve as the basis for consideration and the future adoption of a "form" based development code as an alternative to conventional zoning, commonly referred to as "Euclidean" zoning. Euclidean zoning is so called because an ordinance requiring spatial separation of uses was validated in the 1926 U.S. Supreme Court case, *Village of Euclid v. Ambler Realty*; however, the case itself did not create conventional zoning structure – it simply upheld a zoning ordinance that separated uses.

3.2 Development Zones Of The Vision Plan

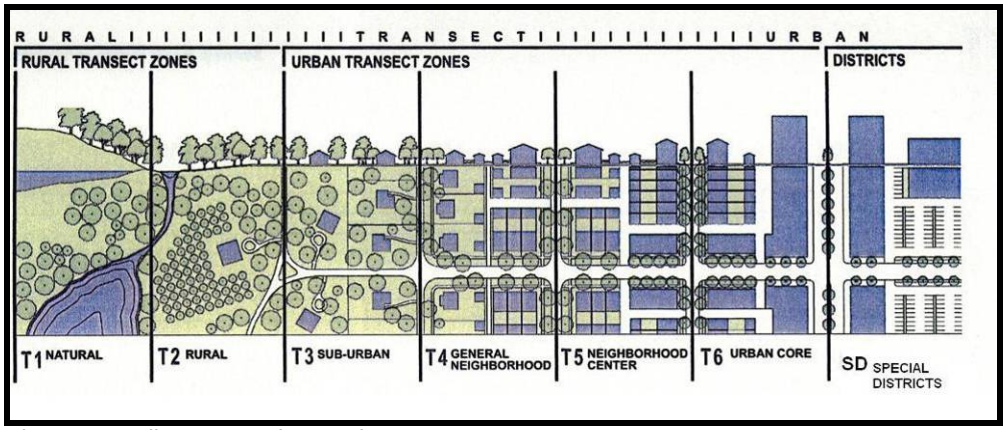

Diagram Credit: Duany Plater-Zyber & Co.

T1 – The Natural Zone consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology, or vegetation.

T1 – The Buffer Zone consists of lands generally abutting highways and railroads intended to remain as landscape/ open space buffers.

T2 – The Rural Zone consists of lands in open or cultivated state or sparsely settled. This zone may include woodland, agricultural lands, and grasslands and is intended to remain undeveloped until logical expansion of the urban area occurs. Until such time an area is reclassified as a more intense urban zone, the Rural Zone is limited to agricultural uses and residential estates. Residential Density: maximum 1 dwelling unit per 10+ acres.

T3 – The Sub-Urban Zone is similar to conventional low density suburban house areas, and allowing a limited amount of well-designed low-density attached housing products. Residential blocks and lots vary in size, and the roads are aligned on a modified grid to accommodate natural conditions. Residential Density: 2 du/acre to 6 du/acre.

T4 – The General Neighborhood Zone is primarily medium density residential in character, and may include live-work and limited office and retail uses. This zone has a range of residential building types: single, side yard, town homes / row houses and other moderate density well-designed attached housing products. Setbacks and landscaping are variable. Streets typically define medium-sized blocks. Rear alley / rear garage access is typically required for attached residential structures. Residential Density: 4 du/acre to 8 du/acre.

T5 – The Neighborhood Center Zone is the equivalent of a main street, including building types that accommodate a mix of retail, offices, attached town homes / row houses, and apartments. It is usually a tight network of streets, with on-street parking, wide sidewalks, steady street tree planting and buildings set close to the frontages. Rear garage access is required for attached residential structures. Residential Density: 8 du/acre to 12 du/acre.

T6 – The Town Core Zone is the equivalent of a downtown and is characterized by a mix of retail, office, multifamily residential uses, and on-street parking. This zone allows for the tallest buildings and most dense residential development. It is the least naturalistic; street trees are steadily planted and sometimes absent. Residential Density: 12 du/acre to 24 du/acre.

SD - Special Districts are those areas with buildings that by their intrinsic function, disposition, or configuration, cannot conform to one of the six normative Zones. Typical Districts may include institutional campuses, industrial parks, big-box retail areas, conventional residential subdivisions, etc.

3.3 VISION PLAN Neighborhood Development Guidelines

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

1. Identify all natural green spaces (including stream corridors, wetlands, floodplains and their buffers) and establish buffer zones for such areas. These buffers should be determined by the classification of the stream and environmental characteristics. An optimum minimum buffer of 150 feet from the center of the stream is recommended, but may vary based on local conditions. Specific buffers must meet state and federal standards. Developments must not encroach into floodplains.

2. Natural green space areas should serve as the basis for laying out a network of streets that will maintain the spaces as continuous and interconnected as possible. Natural green spaces should remain visible and accessible to the public, rather than isolated or secluded behind development.

3. The layout of the street network should be based on pedestrian sheds with a "center" defined by a public park, green, or neighborhood retail plaza space. A 1,200 to 1,500 linear feet radius from the neighborhood center should be used as the basic determinate of neighborhood size.

4. The neighborhood street network layout should consist of a modified grid pattern of interconnected streets adjusted to local topography, natural green spaces and corridors, and neighborhood centers. Residential blocks must be no longer than 660 feet between centerlines of streets.

5. A range of lot sizes and housing types should be provided within each neighborhood.

6. Lot sizes within blocks and the blocks themselves may increase as the distance away from a neighborhood center/green increases. Block sizes may be larger in the neighborhood center or core to accommodate parking and larger buildings.

7. All buildings should front onto streets, except for limited locations where residences may front onto community "greens" or parks. Buildings must not be designed into "complexes" or "pods".

8. Incorporate and use street connections from all existing or planned developments adjoining properties. Street connections to future development areas on adjoining properties should be no fewer than an average of one street for every 660 linear feet. Street connections to an arterial roadway typically must not be closer than 500 feet.

9. A neighborhood green/park/plaza should generally be a minimum of 2-5 acres in size and surrounded predominantly by public streets.

10. Buildings in a neighborhood center should front directly on the street and define a clear edge, with at least fifty percent (50%) of the building's "active wall" oriented toward the street. An active wall is considered the side of the building containing the majority of the storefronts, customer entrances, and windows. Buildings should be arranged and grouped so that their primary placement and orientation frames and encloses parking areas on at least three sides. Parking must not be located between the building and the street. However, on-street parking may be permitted in order to create a "main street".

11. Provide sidewalks on both sides of the street in higher density areas, within neighborhood centers, or streets leading to neighborhood centers.

12. Streamway corridors within or adjacent to neighborhoods should remain largely open and accessible, preferably paralleled by an "avenue" or local street. However in limited areas where development backs up to such spaces, wide view and access corridors should be maintained into the spaces, particularly at the terminus of street intersections.

13. The square footage of non-residential uses considered acceptable in a neighborhood retail center should be based the type and range of residential unit types within the neighborhood. Neighborhood retail should not serve as a regional or community destination, but should generally be oriented toward residents of nearby neighborhoods. Generally, the maximum size of a neighborhood center should be based on a ratio of up to 24-square feet of retail per housing unit within surrounding neighborhoods (pedestrian sheds) being served by the center.

14. Respect the location and image of development along arterial roads.

15. Plan for the location and integration of civic, institutional buildings including future school sites. Such building sites should be well integrated into the neighborhood fabric and easily accessible from within the neighborhood by local streets. Such uses must not be placed as isolated pods fronting onto an arterial street, but should be incorporated within the neighborhood or a neighborhood center.

MAP 3-1 VISION PLAN MAP

SPRING HILL KANSAS

183RD ST
W 183RD ST
LONE ELM RD
WOODLAND RD
RENNER RD
LACKMAN RD
PFLUMM RD
191ST ST
169
RIDGEVIEW RD
199TH ST
HEDGE LN
WEBSTER ST
207TH ST
Johnson County
215TH ST
Miami County
169
RIDGEVIEW RD
RENNER RD
LACKMAN RD
PFLUMM RD
223RD ST
HEDGE LN
OLD KANSAS CITY RD
VICTORY RD
WOODLAND RD
231ST ST
239TH ST
W 239TH ST

COMPREHENSIVE PLAN 2006
2010 UPDATE

Ordinance #2010-02
March 11,2010

Miles
0 0.25 0.5 1

LOCHNER
BWR Division

NAD 83 UTM Zone 15N Primary Data Source: City of Spring Hill, KS Z:\SpringHillKS\VisionPlanMap3.1

Legend

Proposed Street Network
- Boulevard
- Avenues
- Other Streets
- Trails
- Existing Streets

Transect Zone
- T1-Streamway Buffer Zone
- T2-Rural Zone
- T3- Sub-Urban Zone
- T4- General Urban Zone
- T5- Urban Center Zone
- T6- Urban Core Zone
- SD- Special District-Industrial
- SD- Special District-Schools
- Park
- Golf Course

Chapter

4

COMPREHENSIVE PLAN

City of Spring Hill, Kansas

Future Land Use

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Chapter 4. FUTURE LAND USE

Introduction

Land use and growth patterns are dictated by the physical circumstances presented by the specific geography of an area as well as various social, economic, and political forces that affect the community through time. The **Future Land Use Map** and accompanying text convey the community's goals and objectives. This chapter of the Comprehensive Plan outlines the future land use recommendations for the City of Spring Hill.

4.1 Land Use and Planning

The City of Spring Hill has experienced slow but steady growth for the last several decades when compared to other cities closer to Kansas City. Limited transportation access and the lack of a strong draw all combined to limit growth in the community. However, these factors changed in recent years and Spring Hill is now positioned for more rapid future growth. U.S. Highway 169 / K-7 is now a four lane highway from I-35 to Miami County, families are looking for smaller communities to raise a family, and the Spring Hill School District is building new schools.

In response to these growth expectations, the community has identified Guiding Principles and recommendations to guide the coming growth, and the ***Future Land Use Plan*** identifies where growth should occur. The use of land cannot be arbitrarily assigned. It must take into account the Vision which the community has identified, the economic dynamics affecting growth, and the changing demographics of home buyers. The ***Future Land Use Plan*** has been developed with the principles presented in this chapter and is based on the ***Vision Plan of Spring Hill*** concepts outlined in Chapter 3.

The ***Vision Plan*** is not literally replicated by the Comprehensive Plan and its associated ***Future Land Use Plan***. Using the fundamentals recommended by the ***Vision Plan*** as a guide, the ***Future Land Use Plan*** provides more clarity about anticipated future development: the areas most appropriate for development and the variety of recommended land uses. The ***Future Land Use Plan*** reflects more technical detail related to the appropriate land use patterns around expected future transportation improvements, such as future interchanges and grade separations along the railroad and highway corridors. Unlike the ***Vision Plan,*** the ***Future Land Use Plan*** addresses in greater detail development factors such as environmental policies and utility systems that will influence development patterns.

4.2 Future Land Use

Future land use recommendations for the City of Spring Hill reflect the vast amount of time and effort that members of the community contributed to the planning process with the adoption of the Comprehensive Plan in 2002 and the 2006 Plan Update. As a result, the

Plan becomes an effective tool for guiding policy decisions by the City for the next twenty-five years. This chapter describes the major components of the land use recommendations and provides a rationale for these decisions.

4.2.1 Future Land Use Map

The ***Future Land Use Plan*** serves as a guide for the direction and magnitude of future growth, but at the same time accommodates changes in the market demands and our style of living. The **Future Land Use Plan Map** is but one aspect of the Comprehensive Plan. The entire Comprehensive Plan, including the Guiding Principles and Community Development Recommendations, should be referenced and considered when viewing the maps and for judging the appropriateness of the land uses they may display.

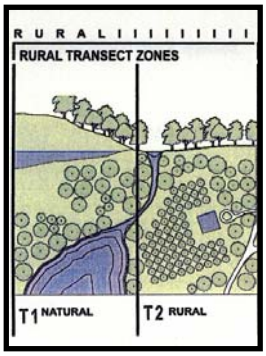
The **Future Land Use Plan Map** for Spring Hill and the surrounding planning area provides a conceptual view of the appropriate locations for different land uses during the planning period. As reviewed in **Section 9.2, Population Estimate and Projection,** the population of Spring Hill in 2030 will be between 9,000 and 21,000 residents depending upon the level of growth during the planning period.

While the Spring Hill planning area is expected to continue to experience consistent growth in the single-family housing market, the community is also expected to experience changes to its overall new housing mix and changes in home buyers' characteristics similar to trends experienced nationwide. In years to come the changing face of home buyers will likely include an increased number of single professionals, married couples without children, senior citizens, empty nesters, and those who prefer to spend their free time with activities other than yard care and home upkeep. Future development will likely need to accommodate an increasing amount of "maintenance-provided" housing, attached housing, or multifamily housing products as the local and national home buying market evolves during the planning period.

The ***Future Land Use Plan*** displays the generalized location of each land use. It is not intended to be used to determine the exact boundaries of each designation. The area of transition from one land use is often gradual. Therefore the Comprehensive Plan encourages the integration of compatible land uses, rather than a strict segregation of different land uses. The integration of land uses is reflected by the "mixed-use" categories and land use definitions of the Plan.

4.2.2 Future Land Use Plan Map Legend

The following is a list of land use categories and their definitions used in the **Future Land Use Plan Map**.



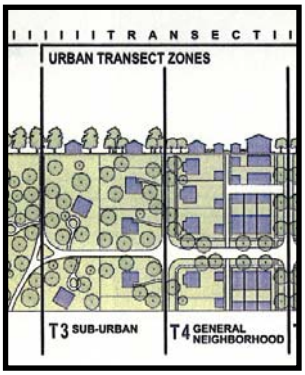
Conservation Areas:
This category consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology, or vegetation. It includes wildlife habitats, natural preserves, rivers, streams, lakes, ponds, floodplains, woodlands, and buffer zones around such areas.

Parks/Open Space:
Areas of predominately active and passive parks, open space, recreation, environmentally sensitive areas, or any other lands reserved for permanent open space purposes. Land identified as preferred or acceptable areas for public parks tend to be more formal in nature.

Rural / Agriculture (Generally a maximum residential density of 1 unit per 10 acres):
Land area principally in use for agricultural production and may be used for farming, crops, pasture, agribusiness ventures such as growing and marketing of products, and a limited

number of rural residences. This zone may include woodland, agricultural lands, and grasslands. Such areas are intended to remain undeveloped until logical expansion of the urban area occurs. This category serves as a holding zone to preserve land from premature development that would negatively affect the area while preserving the agricultural uses in the immediate area.

Residential (Generally 3 to 6 dwelling units per acre):
This category is to accommodate residential development in areas with a full range of municipal water, sewers, and other services. Development within this category is primarily characterized by a mix of single-family detached dwellings and moderate density attached residential dwellings with a mix of housing types. This category is also appropriate for planned public and semi-public uses which are considered compatible with residential uses, such as schools, religious institutions, and civic uses. Net density may be lower in locations where the land is severely restricted by floodplain, significant vegetative cover, or other significant natural features. Residential development with more than 6 dwelling units per acre should be located in areas designated as Mixed Use.

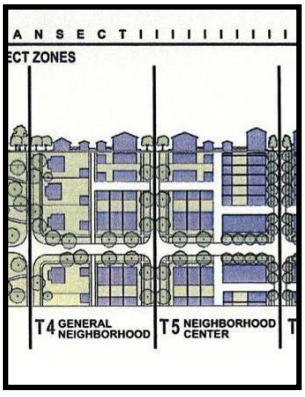


- **Low-Density Residential (Generally 2 to 4 dwelling units per acre)** includes single-family detached dwellings and detached dwellings with reduced lot sizes and widths. Planned zoning should be used for residential areas with reduced lot sizes and widths to ensure compliance with the Neighborhood Development Guidelines of **Appendix A, Planning Principles and Design Guidelines**.

- **Moderate -Density Residential (Generally 4 to 6 dwelling units per acre)** includes attached residential dwellings such as two-family, three-family, townhouse, and condominium areas which may be integrated into low-density residential areas under strict architectural controls and site design standards to ensure compatibility. Such uses may serve as a transition to areas of higher intensity development and should provide additional open space, amenities, and quality design. Planned zoning should be used when integrating such uses into low-density residential areas to ensure compliance with the Neighborhood Development Guidelines and the Multifamily Residential Design Guidelines of **Appendix A, Planning Principles and Design Guidelines**.

- **Transitioning of Urban Residential Development Adjacent to Rural Large Lot Properties** requires additional sensitivity in development design. When planning and designing a neighborhood with urban sized lots adjacent to large lot rural areas conflicts should be minimized through development layout, lot sizes, density, landscaping, and other appropriate design elements. Existing and natural features should be preserved and incorporated as transitional buffers whenever possible. Planned zoning should be used for sensitive areas where the transition design elements are most essential to ensure compatibility.

Mixed Use-Residential: (Generally 4 to 8 dwelling units per acre):
This category promotes a variety of moderate density residential land uses including single-family, two-family, townhouse, condominium, and multifamily apartment dwellings which may be intermixed throughout the neighborhood. Additional uses including live-work, offices, and limited retail stores are permitted in this category under strict architectural and land use controls. Such nonresidential uses are intended to provide services only to residents of the surrounding area and placed in locations with a design character that blends into the neighborhood.

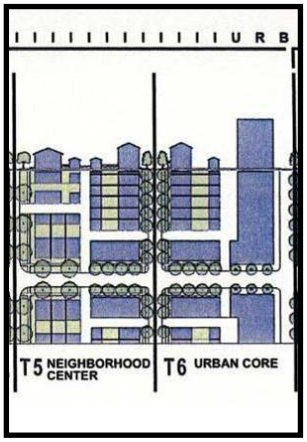


All areas of a Mixed Use-Residential area are designed in a manner to promote pedestrian activity through a system of interconnected streets and varied streetscapes that also provide safe and efficient movement of vehicular traffic. Rear alley / rear garage access is typically required for attached residential structures. Residential densities may vary throughout the

neighborhood and should be higher than conventional single-family subdivisions. Mixed Use-Residential areas are generally expected within close proximity to Mixed Use-Commercial areas, and may also be located in areas appropriate for higher intensity development.

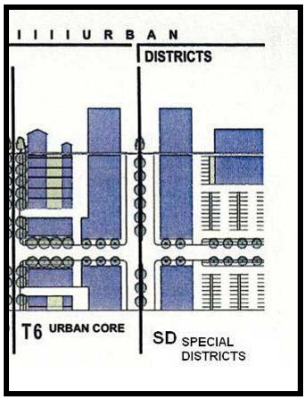
Mixed Use-Commercial:
This category promotes a mixture of neighborhood-oriented office, retail-commercial, institutional, civic, and medium to higher density residential uses intermixed through compatible site planning and building design. A variety of these land uses should be commingled at specific locations to promote diversity and a successful pedestrian environment. This category supports a variety of zoning districts; however, the focus of development within the category is not so much on use as it is on design. Given close proximity to residential uses, all development projects should be well-planned and designed to ensure a high level of compatibility with surrounding development. Non-residential uses should be limited to compact, pedestrian/ neighborhood-oriented services rather than large-scale or automotive-oriented uses.

In conformance with the **Vision Plan of Spring Hill**, mixed-use commercial areas have different development intensities:



- **Neighborhood Centers** are the equivalent of a main street, including building types that accommodate a mix of neighborhood serving offices and retail, as well as attached town homes / row houses, and apartments. It is usually a tight network of streets, wide sidewalks, regular street tree plantings, buildings oriented toward and set close to street frontages, and often accommodating on-street parking. Rear or side garage access is required for attached residential structures. Such areas are typically located with access from major roadways and are intended to provide services only to residents of the surrounding area rather than providing uses that serve a larger region. Residential Density: 8-12 dwelling units per acre.

- **The Town Core** is characterized by a mix of retail, office, multifamily residential uses, and on-street parking. This zone allows for the tallest buildings and most dense urban residential development. Front-loaded garage access is not permitted. The Town Core is intended for downtown and a portion of the Webster Corridor. Residential Density: 12-24 dwelling units per acre.



Special District – Schools:
This special category identifies the Spring Hill School District campuses, which due to their configuration and large size, cannot be integrated into one of the other land use categories. Small scale neighborhood oriented schools are permitted in all other residential and mixed use categories.

Special District – Employment / Industry:
This special category accommodates land uses associated with industrial activities such as assembly, manufacturing, warehousing, and limited office/commercial activities as defined in the city's zoning regulations.

Special District – Golf Course:
This special category identifies golf course developments.

Special District – Buffer Zones:
This special category identifies areas for open space landscape buffers and additional building setbacks along major transportation corridors such as the Burlington Northern Santa Fe Railroad and US 169 Hwy.

4.3 Growth Recommendations

The **Future Land Use Map** identifies the 42 square mile Spring Hill planning area generally bounded by Hedge Lane on the west, 239th Street to the south, 183rd Street to the north and Pflumm Road on the east. The City recently approved a revised annexation agreement with Olathe for the north side of the planning area that meanders between 183rd Street and 191st Street west of US Hwy 169, and meanders between 183rd Street and a half mile south of 191st Street east of US Hwy 169. The City does not currently have annexation agreements with Gardner for the west side of the planning area or with Overland Park for the east side of the planning area; however, discussions with Gardner are ongoing and a proposed agreement has been forwarded to Overland Park.

It is important to define general growth boundaries to help guide proposed developments and to plan for long-term infrastructure needs of the community. These growth areas provide a wide variety of locations for development and offer flexibility for developers.

As indicated on the **Future Land Use Map**, the primary areas of growth for the City of Spring Hill should be within an area identified as a land use category of residential, mixed-use residential, mixed-use commercial, or special districts (i.e. institutional or industrial). This development pattern benefits the community by directing growth to areas that can be provided with municipal services during the planning period.

The identified growth areas, not including the existing developed areas of the city, account for approximately 14,080-acres of land (22 square miles) of the entire 42 square mile planning area. The land within these boundaries, if built to the densities shown on the **Future Land Use Map**, would support a larger population than the 2030 high growth population projection of 21,000 residents. Based on the most optimistic growth scenario using the highest projected growth rates, it will take well beyond the 2030 planning period to fully develop the designated growth area.

While the growth area will require annexation of several large tracts of land currently surrounded by the city, no further annexation outward from the identified growth area will be necessary to accommodate growth for several decades. Therefore, the areas beyond the identified growth area are classified as “Rural” and “Conservation”. The Rural category is intended as a holding zone to preserve land from premature development that would negatively affect the area while preserving the agricultural uses in the immediate area. While development may be appropriate at some point in the future, development should not occur in these areas during the planning period since the identified growth areas provide for more than adequate land area to accommodate growth for the next several decades.

The desire to maintain the character of Spring Hill is one of the driving factors influencing the land use recommendations of the Comprehensive Plan. Equally as important, however, is the decision to once again focus on the Historic Downtown District core as the central part of the community. During community meetings, participants strongly favored improving the Historic Downtown District. **Section 5.8 in Chapter 5 Recommendations,** provides recommendations to promote the redevelopment and revitalization of the Town Core.

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MAP 4-1 FUTURE LAND USE MAP

SPRING HILL KANSAS

183RD ST
W 183RD ST
LONE ELM RD
WOODLAND RD
RENNER RD
LACKMAN RD
P FLUMM RD
191ST ST
169
RIDGEVIEW RD
199TH ST
HEDGE LN
WEBSTER ST
207TH ST
Johnson County
215TH ST
Miami County
223RD ST
OLD KANSAS CITY RD
VICTORY RD
231ST ST
239TH ST
W 239TH ST

COMPREHENSIVE PLAN 2006
2010 UPDATE

Ordinance #2010-02
March 11,2010

0 0.25 0.5 1 Miles

LOCHNER
BWR Division

Legend

- 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
- Institutional
- Industrial
- Park
- Golf Course
- Potential Regional Park

NAD 83 UTM Zone 15N Primary Data Source: City of Spring Hill, KS Z:\SpringHillKS\FutureLandUseMap4.1

Chapter

5

COMPREHENSIVE PLAN

City of Spring Hill, Kansas

Community Development Recommendations

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Chapter 5. COMMUNITY DEVELOPMENT RECOMMENDATIONS

5.1 Statement of Overall Image and Identity:

Tastefully and uniquely blend the new with the old;
Create logical and well-balanced commercial and residential developments;
Maintain a colorful and natural appearance;
Responsibly use or preserve the City's natural resources and environment.

This statement was developed during the course of the comprehensive planning process to serve as a guide for the development of Spring Hill. It should serve as a standard or benchmark for evaluating the effects of the new development in the City. All new development in Spring Hill should seek to employ the concepts presented in this statement, the Guiding Principles, and the recommendations within this Chapter.

The recommendations of **Chapter 5** build upon those from the 2002 Comprehensive Plan and were updated based on the results of the community Visual Preference Survey Questionnaire **(REF. Appendix B)** and the synthesis of the Vision Translation workshops conducted in the fall 2005. The recommendations of this Chapter are intended to be used as the basis for developing various implementation tools such as zoning ordinances, subdivision regulations, and design guidelines. Detailed design guidelines based on the recommendations of this chapter and the **Vision Plan of Spring Hill** are provided in **Appendix A, Planning Principles and Design Guidelines.**

5.2 Guiding Principles

The Spring Hill Comprehensive Plan advocates the use of land planning principles and design guidelines to act as the basic framework for creating high quality environments to live, work, shop, and play. Future land use and development decisions, including individual zoning changes, subdivision plans and plats, site planning, infill development, annexations, and capital improvement programming should be coordinated with the Guiding Principles and recommendations set forth by this Chapter. The following Guiding Principles are a

collection of physical design concepts reinforced by the results from the community Visual Preference Survey Questionnaire and the synthesis of the Vision Translation workshops.

5.2.1 The Community

1. Future development and redevelopment must respect the historical patterns, precedents, and boundaries of Spring Hill.

2. Development of land in the planning area must respect the natural environment and retain its natural and visual character derived from topography, woodlands, and riparian corridors. Engineering techniques requiring significant amounts of cut and fill must not be used to force-fit development into the environment.

3. The physical organization of the community must be supported by a framework of transportation alternatives, including pedestrian and bicycle systems that maximize access and mobility while reducing dependence upon the automobile.

4. Future transportation corridors must be planned and reserved in coordination with planned future land uses.

5. Greenway corridors shall preserve natural drainage areas, floodplains, and wooded areas, and must be used to define and connect urbanized areas of the community.

6. The Town Core of Spring Hill, including downtown and the Webster Street corridor, must be targeted for revitalization and future growth of higher intensity development, destination retail and entertainment, and higher density housing to maintain the area as the center focus of the community.

7. Civic, institutional, and mid-sized commercial uses serving the larger community should be embedded in downtown and the city core area, rather than isolated in remote single-use complexes.

5.2.2 The Neighborhood

1. Neighborhoods must have a “sense of place” and be compact in design, pedestrian-friendly, and include a fine-grained mix of uses where no single use monopolizes a large area.

2. Neighborhoods should integrate a variety of residential, commercial, institutional, civic, and personal activities of daily living within close proximity and within a five minute walking distance of residents.

3. Neighborhoods must have a defined “center”, such as a neighborhood green (park), plaza, or neighborhood retail center public space.

4. Higher building densities and more intense land uses should be provided within and around a neighborhood “center”.

5. Interconnected networks of streets must be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy by reducing the length of automobile trips.

6. A broad range of housing types and price levels must be provided in neighborhoods to allow for a mix of people with diverse ages, races, and incomes.

7. Concentrations of civic, institutional, and commercial activity should be embedded within neighborhoods, rather than isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them.

8. A range of parks, from tot-lots and neighborhood greens to recreation fields and community gardens, must be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.

9. A grid, modified grid, or hybrid street layout that responds to local topography, water courses and greenways is the preferred street network pattern for new residential neighborhoods.

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

11. Depending on the density, location, and type of development, alternative street networks should be used to minimize the amount of impervious surfaces, conserve open space, and protect natural features and water quality.

5.2.3 The Block, the Street, and the Building

1. Individual developments and buildings must be seamlessly integrated to their surroundings.

2. Accommodations for automobiles must be accomplished in ways that respect the pedestrian and the form of public space.

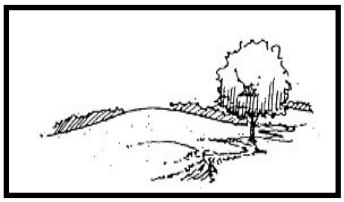
3. Buildings and landscaping must contribute to the physical definition of thoroughfares as civic spaces.

4. Streets and public spaces must be safe, comfortable, and interesting pedestrian environments. Properly configured, such spaces should encourage walking and enable neighbors to know each other and protect their neighborhoods.

5. Civic buildings and public gathering places should be placed on important sites and developed with distinctive form to reinforce the community's identity.

The Community Development Recommendations Chapter provides an overall focus and direction for various aspects of the City, especially in regards to new developments. The remainder of this Chapter provides specific recommendations regarding:

- Parks/Open Space,
- Residential Development,
- Multifamily Residential Development,
- Commercial Development,
- Town Core Development,
- Industrial Development,
- Major Thoroughfare Plan,
- Transportation Corridor Development,
- Pedestrian Corridors, and
- Historic and Cultural Resources



5.3 Community Growth Recommendations

In recent years the City of Spring Hill has annexed land and extended its resources for island parcel annexations and land parcels located far from the developed core of the community resulting in an irregular city boundary. Providing water and sewer extensions in a planned way would be more cost-effective in the long run, rather than on a parcel to parcel basis. As a result, a report should be prepared to set forth a plan for the annexation of land and the extension of services pursuant to the requirements of K.S.A. Supp. 12-521, *et. seq.* Emphasis should be placed on the logical annexation of property currently surrounded by the city limits, and making the City corporate limit lines more uniform and harmonious. This emphasis could include incentives extended to affected property owners in the form of property tax rebates and land use considerations The following recommendations are intended to serve as the basis for the City of Spring Hill annexation policy and annexation of land into the City.

Recommendation: <u>Prepare an annexation plan.</u>

Annexation is the process by which a city adds surrounding fringe areas to the city and extends its municipal services, regulations, voting privileges and taxing authority to new territory. Annexation of land includes fiscal implementations, such as the cost of providing municipal services. The cost of municipal services must be weighed against the anticipated revenues of the land areas to be annexed. However, the City's annexation strategy should not be based solely on areas with positive cash flow. Some land areas may need to be annexed due to other considerations including instances when health, safety, environmental, or other factors take priority over fiscal considerations.

As a policy, future annexation should benefit existing residents of Spring Hill and conform to the long-term growth recommendations of the Comprehensive Plan—including the timing and phasing of growth. An annexation plan should spell out:

- Costs of growth;
- How that cost will affect property taxes and other local taxes; and
- How that cost may be funded with alternate financing mechanisms or revenue sources.

Recommendation: <u>Limit future annexations of land to areas that can be served by the northern and southern sewer districts and/or are surrounded by the city limits</u>.

The land area identified for future growth by the **Comprehensive Plan Future Land Use map** is adequate to accommodate growth in the future beyond the 2030 planning period. Areas located beyond the service areas of the northern and southern sewer districts or identified as "Rural" by the **Future Land Use Plan** of the Comprehensive Plan should not be considered appropriate for annexation to Spring Hill in the near future. Areas identified as "Rural" by the **Comprehensive Plan** should be reserved for future development after 2030. However, annexation of property outside of sewer district service area but within the identified planning area and existing or proposed annexation agreement boundaries may be appropriate.

5.4 Parks and Open Space Recommendations

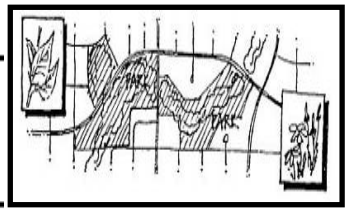
The following recommendations are intended to serve as the basis for creating a parks and open space system which serves the recreational needs of all citizens, is conveniently located for the majority of citizens, preserves the natural environment, and enhances the visual character of the City and surrounding areas.

Recommendation: <u>Preserve wide, green spaces to maintain the existing rural visual qualities.</u>

To maintain a sense of openness, it is important to preserve green spaces within the community. Open space serves as a buffer between areas of incompatible uses and provides pedestrian linkages throughout the city.

Recommendation: <u>Preserve trees and existing vegetation, waterways and stream areas.</u>

Existing mature trees, shrubs wildflowers, vines, ground cover and other native vegetation create an established park atmosphere. It is important to maintain these existing areas and integrate park facilities into these areas.



Natural green space areas should serve as the basis for laying out a network of neighborhood streets that maintain the spaces as continuous and interconnected as possible. Maintaining streams and waterways allows wildlife and vegetation to remain or develop in a natural and undisturbed state. The waterways and streams allow for natural occurring corridors to develop which can link together the community's park system. In addition, every effort should be made to protect the watershed for the Spring Hill City Lake, the Hillsdale Lake, and the Lower Marais des Cygnes Basin to preserve water quality.

All new development should identify all natural green spaces (including stream corridors, wetlands, floodplains and their buffers) and establish buffer zones for such areas. The optimum minimum buffer of 150 feet from the center of the stream is recommended, but may vary based on local conditions.

Recommendation: <u>Protect the City's Watersheds:</u>

- The City of Spring Hill uses protocol provided by the Kansas Department of Health and Environment to conduct a source water assessment of the Spring Hill City Lake and create a protection plan. Also, the City has adopted an ordinance to regulate sediment and erosion control along with implementing a set of erosion control standards.

- The City has a storm water management plan and a storm water utility to fund improvements noted within the plan.

- A city wide storm water study was completed in 2006 and addressed storm water flows and runoff. In addition, Johnson County is developing sub-watershed studies to assess potential problem areas within a watershed that will address all storm water issues. When completed, these studies should be used as part of the development review and approval process.

Existing natural areas should be preserved by the following actions.

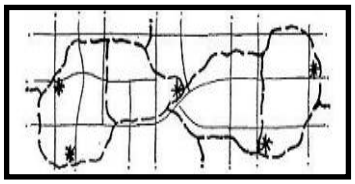
- Require buffer zones around natural green spaces including stream corridors, wetlands, and floodplains. An optimum minimum buffer of 150-feet from the center of the stream is recommended. However, the width of a buffer may vary based on environmental characteristics and by classification of the stream.

- Limit any development encroachment in floodplains.

- Require development plan applications, such as plats and site plans, to identify the location of existing trees and vegetation, and to identify preservation measures for noteworthy wooded areas to the greatest extent possible.

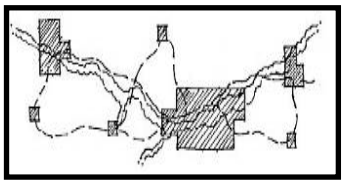
Recommendation: <u>Integrate open space into the design of new developments at prominent locations.</u>

- Use natural green space areas as the basis for laying out a network of streets that will maintain the open spaces as continuous and interconnected as possible.
- Design new development around natural green spaces and streamways to remain largely open to maximize visibility and accessibility to the public, rather than isolating and secluding behind development. Preferably such areas are paralleled by an "avenue" or local street.

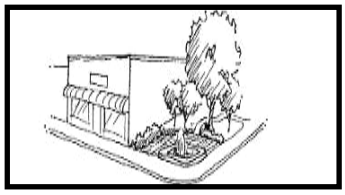


- Provide a neighborhood "green" / park in neighborhoods if located more than a quarter-mile walking distance from an existing or planned park area. Such neighborhood "greens" / parks should typically be owned and maintained by a neighborhood homes association, but may be public if determined appropriate by the city.
- A neighborhood green / park / plaza should be surrounded predominately by public streets, rather than located behind development or on remnant tracts of land.
- Incentives to allow higher density development may be granted if the size of the park and its amenities benefit the city at large.

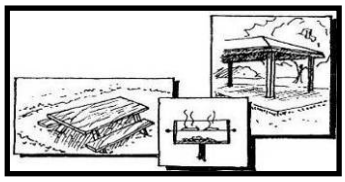
Recommendation: <u>Provide a variety of paths including walking, bicycle, and horse trails, roller blade area, and off-leash pet areas.</u>
By providing a variety of pedestrian pathways, the City can encourage pedestrian movement within the community. This reinforces a pleasant atmosphere by developing a system of pedestrian connections, which cater to pedestrian, and recreation activities rather than the automobile. The path system should be planned and developed as complete loops within the community whenever possible. New developments planned along an existing or future citywide trail should provide neighborhood trail connections to link with the larger network.



Recommendation: <u>Provide parks of a variety of sizes to meet needs of specific areas.</u>
A well-balanced park system consists of neighborhood, regional, and city park facilities. In order to develop a park system that adequately serves all citizens of the community, it is important the City partner with the Spring Hill Recreation Commission to prepare a comprehensive park master plan. This plan should identify a systematic method of developing park facilities as the city grows and as monies become available for development.



Recommendation: <u>Develop focal points in the community with natural or man-made sculptural elements such as gazebos and fountains.</u>
Focal points within a community provide a sense of identification to an area. These areas will become gathering spots for residents and establish a "sense of place".



Recommendation: <u>Provide adequate facilities within the City's parks</u>. Parks should provide a variety of elements to encourage use of the park areas by all groups of the community, including facilities such as restrooms, parking areas, benches, lighting for trails, drinking water fountains, pay phones, and vending machines. Appropriate amenities need to be carefully considered for the parks ultimate users.

Recommendation: <u>Provide playground equipment to serve neighborhood needs.</u>
Playground equipment must be carefully selected for the intended use of the park. A community park and neighborhood park must take into account expected users of the facility in order to provide adequate type and layout of playground equipment.

Recommendation: <u>Provide park facilities for a wide range of users.</u>
Park facilities should be developed for a wide range of users. The amenities need to be varied in order to provide for the specific needs of each type of park. Adequate amenities should meet the needs of individuals or group gatherings.

Recommendation: <u>Partner with the Spring Hill Recreation Commission to provide active recreation areas for basketball, tennis, sand volleyball, and larger field sports.</u>
Active recreation facilities must be disbursed throughout the community in order to attract a diverse make up of people within the community. These active parks need to provide a variety of services for all age groups. They also encourage league formations, which create a hometown atmosphere to a community.

Recommendation: <u>Partner with the Spring Hill Recreation Commission to provide swimming pool facilities.</u>
This recommendation will become reality with the completion of the Spring Hill Aquatic Center in May, 2010.

Recommendation: <u>Provide formal gardens and landscaping in public spaces such as flowerbeds and water features.</u>
Formal and informal gardens add beauty to a park and public spaces through their use of color and variety. Water features can be used to develop a focal area and theme to a park setting. Maintenance of these areas is critical to a successful garden or fountain area and must be considered when developing a park with this theme in mind.

Recommendation: <u>Provide fishing opportunities</u>.
Water bodies, in a park, can be man made or natural and should accommodate such activities as fishing, swimming, and boating. These type of facilities need to be in larger community parks where they can be more fully developed.

Recommendation: <u>Provide wildlife conservation areas.</u>
By maintaining natural areas within the community, it allows for wildlife conservation. Preserving existing wildlife areas can create educational opportunities for both young and old throughout the community. Dedication of conservation areas by individual landowners can be encouraged and assisted by coordinating efforts with non-profit conservation organizations.

5.5 Residential Development Recommendations

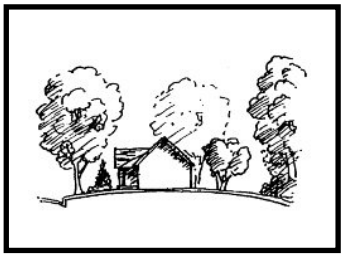
The following recommendations for residential development in Spring Hill are intended to serve as the basis for considering development applications, and for updates to the City's Zoning Ordinance and Subdivision Regulations. Residential development should foster residents with a "sense of community". Neighborhoods in Spring Hill are expected to

provide a broad range of housing types and price levels to allow for a mix of people with diverse ages, races, and incomes. The Residential Development Recommendations of this Chapter are further detailed in the Neighborhood Design Guidelines located in **Appendix A, Planning Principles and Design Guidelines**.

Recommendation: <u>Create "neighborhood" environments that are appealing and have natural character.</u>
Neighborhoods must have a "sense of place". Neighborhood design should be compact, pedestrian friendly, and include a fine-grained mix of uses where no single use or housing product monopolizes a large area.

- Use and implement the ***Neighborhood Design Guidelines*** through the zoning, subdivision, and site plan review process.
- Design neighborhoods with a defined "center", such as a neighborhood green (park), plaza, or neighborhood retail center public space.
- Provide landscaping and preservation of mature trees/existing vegetation.

Recommendation: <u>Require landscaping, preservation of mature trees/existing vegetation.</u>



Trees, shrubs, flowers, and other elements of the surrounding environment of a housing area greatly contribute to the quality of life within that area. Shade, wind breaks, beautification, and attraction of songbirds and other wildlife are all benefits of substantial plant communities within housing areas. By far the easiest way to capture these benefits for the residents of a housing area is to preserve the existing vegetation of a site as it is developed, rather than relying on newly planted materials to grow and mature, slowly recreating an environment which already existed in many cases.

Recommendation: <u>Provide tree lined residential streets.</u>
Using shade trees along residential streets will improve the aesthetics in the neighborhood. Street trees also maintain a ceiling or canopy, which further develop a pedestrian scale to the streetscape.

Recommendation: <u>Require grass/planting strips between curbs and sidewalks.</u>
This separation provides safety for pedestrians on the sidewalks, allows for the planting of street trees, and creates a more visually pleasing environment.

Recommendation: <u>Require a master landscape plan for new developments.</u>
Provide grass/planting strips and street trees between curbs and sidewalks. Provide street trees along all roadways in neighborhoods.

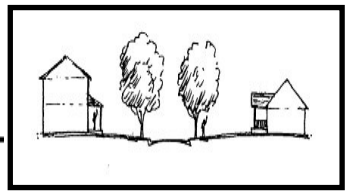
- Provide visually appealing points of beautification within neighborhoods, especially at entrances and around neighborhood centers / parks.
- Require a master landscape plan for new developments, including street trees, landscaping in common open space areas, and buffer areas.
- Master landscape and fencing plans must be provided for residential developments that back onto major roadways.

Recommendation: <u>Provide a variety of housing products and price ranges, including diversity of housing façade styles and colors to avoid "cloned" housing in new developments.</u>

A broad range of housing types and price levels in a neighborhood allow for a mix of people with diverse backgrounds, ages, and incomes. A variety of housing products may include a range of lot sizes provided throughout the neighborhood. Lot sizes within blocks and blocks themselves may increase as the distance increases away from higher intensity uses around a neighborhood center / green. Repetitive or redundant façade styles within residential developments tend to diminish the visual interest and perception of quality in an area. Providing several façade styles allows for more individual expression of interest and taste.

Recommendation: <u>Encourage new home construction designs with front porches.</u>

Front porches allow homeowners to comfortably spend more time near the front yard and street, and are consistent with the historic development pattern of Spring Hill. This creates a greater opportunity to know neighbors, maintain a casual surveillance of the area, and thereby maintain a safe residential neighborhood. Porches also reinforce a community ambiance and reduce the visual impact of garages oriented toward the street.



Recommendation: <u>Limit garages from extending out from the house front.</u>

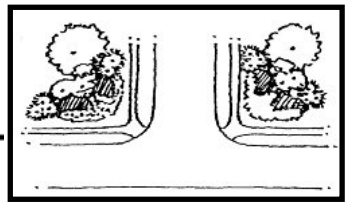
Alternatives to house designs without projecting front garages are strongly encouraged to maintain the historic character of Spring Hill. Garages which extend out from the front of a house create an emphasis on the automobile system of a neighborhood, diminish the effects of inviting front doors and porches, and are simply less attractive than the house itself. All of these effects breakdown the pedestrian oriented quality that is sought for new residential areas in Spring Hill.

Recommendation: <u>Promote the creation of urban sized lots.</u>

Lots for new residential areas should be ¼ acre in size at a maximum. Lots larger than ¼ acre will tend to create a rural residential feel and conflict with the desired character of Spring Hill. Useable neighborhood park / common open must be provided within walking distance for any area in which residential lots are small and have minimal useable yard area.

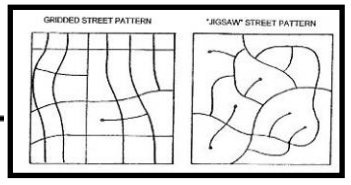
Recommendation: <u>Require visually appealing points of beautification within subdivisions and perimeter landscape buffers.</u>

Creating points of beautification within new subdivisions will enhance the perception of a neighborhood, a characteristic that is important in the development of a community's atmosphere. These beautification areas should be encouraged particularly at entrances, but should not encourage the inclusion of subdivision identification monument signs.

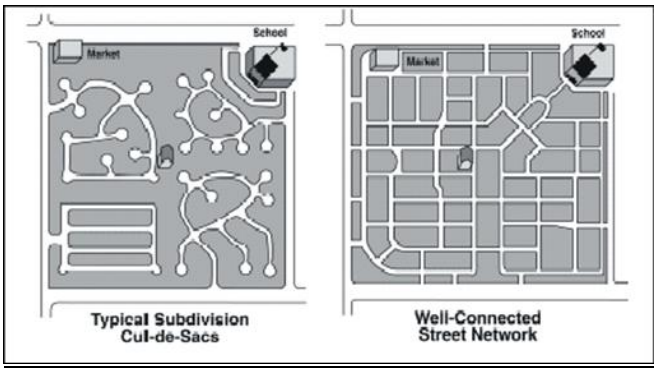


Recommendation: <u>Require the development of logical, interconnected street grids, and avoid "jigsaw" street systems unless prohibited by topography and preservation of green space.</u>

A grid, modified grid, or hybrid street layout that responds to local topography, water courses and greenways is the preferred street network pattern for new residential neighborhoods. Interconnected, grid-like street systems allow for a more dispersed traffic pattern because there are multiple routes to move from one place to another within the fabric of a city. This configuration of streets helps to minimize peak hour traffic flows. In addition, these interconnected systems are more comprehensible and, thus, easier for visitors and residents alike to find their way around the city.



On the contrary, "jigsaw" street systems, with no apparent repetition or order, can be disorienting and tend to funnel unnecessarily heavy traffic on main roads at peak traffic periods. A gridded street pattern does not necessarily require all streets to be straight, but it should work with the contour of land. The basic criterion to achieve in the overall road layout is a system of north-south roads, which regularly intersect with east-west roads.



Recommendation: <u>Provide a well integrated mix of housing stock and uses in a neighborhood --single-family, multifamily, civic, and limited neighborhood-oriented retail uses.</u>

Neighborhoods should be planned and designed from the outset to provide a mix of uses. Planned zoning should be used for all new residential areas proposed for multifamily or a mixture of residential uses. While not every new residential development will be of appropriate size to accommodate a range of residential uses, the following is an ideal mix of land uses for larger planned neighborhoods:

- Single-family residences allocated to not less than fifty (50) percent and not more than eighty (80) percent of gross land area within the neighborhood.
- Two-family residences allocated to not more than ten (10) percent of land area within the neighborhood.
- Townhouse, row house, condominiums, or other multifamily dwellings not less than ten (10) percent of the land area within the neighborhood. However, multifamily housing for rental purposes should generally not exceed twenty-five (25) percent of the housing units in a neighborhood.
- Civic uses allocated to not less than two (2) percent of the land area within the neighborhood.
- Neighborhood-oriented retail uses allocated to not more than two (2) percent of the land area within a neighborhood and located in a planned neighborhood center.

Appropriately designed attached housing / multifamily uses are encouraged in areas designated as "Residential" on the **Future Land Use Plan** of up to six (6) dwelling units per acre, provided enhanced design quality and neighborhood open space amenities are provided. Multifamily uses should be integrated in a manner that appears seamless with single-family residential neighborhoods. Such uses should not be designed as or appear to be complexes or isolated "pods".

Recommendation: <u>Explore options for transitions between urban residential developments adjacent to rural large lot properties.</u>
Developing urban residential development adjacent to rural large lot properties requires additional sensitivity in development design. When planning and designing a neighborhood with urban sized lots adjacent to large lot rural areas conflicts should be minimized through development layout, lot sizes, density, landscaping, and other appropriate design elements. Existing and natural features should be preserved and incorporated as transitional buffers whenever possible. Planned zoning should be used for sensitive areas where the transition design elements are most essential to ensure compatibility.

5.6 Multifamily Residential Development Recommendations

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

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

5.6.1 Multifamily Site Layout and Development Pattern

Ensure the design of multifamily buildings, either large or small, contribute to a sense of "neighborhood", is compatible with nearby development, and adds to the visual interest of Spring Hill's streets.

- Use the Multifamily Residential Design Guidelines **(REF Appendix A, Planning Principles and Design Guidelines)** for the design and review of new multifamily residential areas.

- Locate the highest residential densities in the core area of Spring Hill, such as Webster St. and the downtown area.

- Use well designed multifamily housing to transition between single-family housing and areas of higher intensity including commercial uses, industrial uses, highways, and/or railroads.

- Locate higher residential densities within and around a neighborhood "center" and within areas designated as "mixed residential area" on the **Future Land Use Plan**.

- Require multifamily housing to be located within a street network of roads and intersections that can handle higher traffic volumes.

5.6.2 Multifamily Open Space and Amenities

New multifamily areas are expected to provide common open space, and contribute to the public open space system for the use and enjoyment of the development's residents. Open space must be provided in useful, quality spaces integrated purposefully into the overall

development design. Residual areas "left over" after buildings and parking lots are sited are not considered acceptable open space.

- Priority should be given to preserving areas of significant natural features.
- Each unit of a multifamily development should be provided a private, outdoor space or be within close walking distance of a neighborhood park.
- Multifamily areas are expected to provide active recreational amenities within the development site, or submit a comparable donation to the City for park and recreation purposes when such amenities are not feasible for the development site.

5.6.3 Multifamily Pedestrian Access and Circulation

An on-site system of pedestrian walkways must be provided to link all buildings to any detached parking areas / structures, to sidewalks along internal streets and drives, and to adjacent developments. Due to the higher density and greater number of pedestrians, sidewalks must be provided on both sides of all public and private streets and drives in multifamily developments.

5.6.4 Multifamily Parking Location and Layout

The location of parking lots and garages should promote the sense of "neighborhood" in a manner that does not dominate the streetscape. Parking areas should typically be located behind or between buildings, not between a building and a street or drive.

- Adequate parking facilities for multifamily development must be provided. The parking areas should be relatively small in size and evenly dispersed within a development.
- Parking along a street or drive should be parallel to the flow of traffic, rather than angled or perpendicular, to avoid the appearance of a parking lot.
- Shade trees should be required within and around parking areas to reduce glare and heat within developments.

5.6.5 Multifamily Building Design

The design of either large or small multifamily buildings should contribute to a sense of "neighborhood" and add to the visual interest of Spring Hill's streets. Building designs should be compatible with adjacent development and use building materials that are durable and attractive to maintain lasting value. Two-story multifamily buildings are preferred in low density residential areas. Taller and moderate density multifamily buildings are encouraged around neighborhood centers, with the most densely developed residential areas preferred in the Town Core of Spring Hill. Multifamily development design should comply with the recommendations of **Appendix A, Planning Principles and Design Guidelines**.

5.7 Commercial Development Recommendations

The following recommendations for commercial development in Spring Hill are intended to serve as the basis for developing the appropriate implementation tools for creating commercial areas that complement the community's visual qualities and responsibly use or preserve the City's environment, and are responsive to the visual and noise related relationships with adjacent land uses.

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

5.7.1 Commercial Site Layout and Development Pattern

Recommendation: <u>Encourage commercial areas that create a positive "image" and "sense of place" for Spring Hill.</u>

- Use the ***Commercial Design Guidelines (REF Appendix A, Planning Principles and Design Guidelines)*** for the design and review of new commercial areas.
- Locate, arrange, and design buildings to enhance the public streetscape. Buildings must be sited to create a cohesive visual identity and attractive street scene. All primary and freestanding buildings must be arranged and grouped to create a distinct street edge.
- Promote the development of small to mid-size retail uses in the core area of Spring Hill, and direct big box stores to special district locations along US 169 Highway.
- Limit the use of generic corporate architectural styles that do not reflect the image and character of the community.

Recommendation: <u>Restrict the development of "sprawl" (pad-site) suburban commercial areas.</u>
New commercial developments should be compatible with surrounding neighborhoods and facilitate pedestrian walkability. Commercial areas with long expanses of excessive parking and long distances between commercial buildings, which cater to the automobile, wreak havoc on the character and pedestrian functioning of a city. These types of commercial developments must be avoided if Spring Hill is to maintain the character it presently possesses.

Recommendation: <u>Promote commercial uses that are sensitive to the environment.</u>
Locate buildings, other structures, parking areas, and grading a suitable distance away from significant natural features such as floodplains and drainage channels, mature trees and vegetation, stream corridors, wetlands, prominent bluffs and steep slope areas to ensure their continued quality and natural functions.

5.7.2 Commercial Vehicle and Pedestrian Circulation

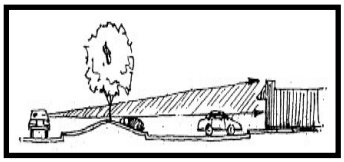
Recommendation: <u>Promote new commercial developments which foster pedestrian use.</u>

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

These elements improve the aesthetic quality of a commercial area as well as adding a level of convenience for pedestrian users. Streetscape elements such as planters, benches, decorative light fixtures, canvas awnings, pavers or sidewalk treatments, landscaping, and trash receptacles should be incorporated into commercial areas to enhance the pedestrian experience

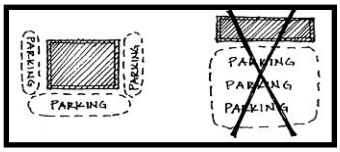
5.7.3 Commercial Parking Lot Layout and Design

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



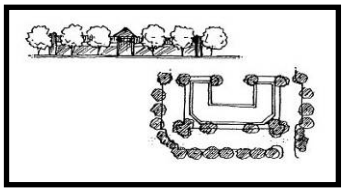
Recommendation: <u>Require the use of berms, low stonewalls, and landscaping to screen parking areas.</u>

Using berms, shrubs, or low stonewalls to screen views of parking areas and cars will improve the aesthetics of a commercial area. This is especially important where large areas of parking exist.



Recommendation: <u>Require smaller parking lots; avoid "sea of asphalt" appearance, which tends to discourage pedestrian use.</u>

Parking lots should be dispersed around all sides of a commercial area and not clustered into one massive space in front of a building. Huge expanses of asphalt greatly discourage pedestrian use and create concentrated areas of heat in the summer. Parking areas should be designed to handle the requirements of the average use and not to a the highest peak standard. By allowing expansive parking areas, the individual commercial facilities are distanced from each other, making pedestrian use less practical. Large parking areas should be broken up through the incorporation of landscape islands and linear landscape strips.



Recommendation: <u>Require the use of shade trees in parking lots and near storefronts to provide a comfortable shopping environment, and landscaping to improve the look of parking areas.</u>

Shade trees incorporated into the commercial environment help to control the microclimate of the commercial development by shading the areas of asphalt and sidewalk and reducing heat, keeping glare to a minimum, and slowing wind movement through parking areas. In addition the greenery of the shade trees improves the aesthetics and pedestrian scale of the site.

5.7.4 Commercial Open Space and Amenities

A key element of new commercial development is the creation of public gathering space with site amenities and pedestrian-scale features to enhance the overall development quality

and to contribute to the character of the area. Neighborhood center developments are expected to integrate with nearby residential areas and offer attractive places for nearby residents to gather and interact. Larger special district commercial developments may incorporate gathering spaces when located in near proximity to residential uses, or as urban design elements at key intersections for developments where public gathering spaces may not be suitable due to the nature of the land use.

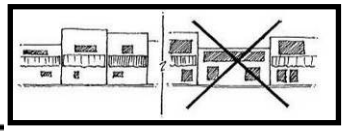
5.7.5 Commercial Building Design

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

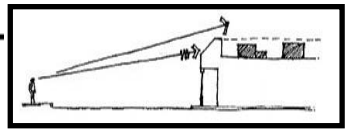
Recommendation: Promote commercial buildings with unique or "classy" architecture, compatibility of building style with adjacent structures, and which create a positive "image" or visual statement for Spring Hill.
New commercial buildings built next to existing commercial buildings should be compatible with the existing architecture to complement the existing structures. New commercial areas should seek to add aesthetic quality to the area it is affecting by being conscious of the nearby land uses and structures.

Recommendation: Use high quality and "natural" building materials.
Building materials and colors used in a commercial development are expected to be durable, attractive, and have low maintenance requirements. Individual "corporate image" design elements and colors must be incorporated only as secondary elements to the development. Such elements must be consistent and blend with the larger development area. Building materials such as brick and stone add a permanency and high quality appeal to commercial buildings. At a minimum, these materials should be incorporated into the façade of commercial buildings to provide a distinguished visual statement. The use of these materials will be encouraged for all sides viewable from the public right-of-way or residential properties.

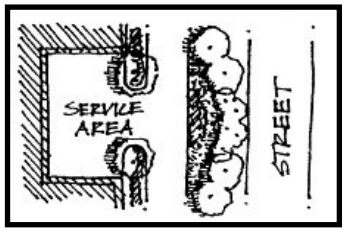
Recommendation: Require appropriately scaled and minimized signage.
Signage is a very important element of commercial areas, providing direction and information. However, a visual problem can develop if signs are allowed to compete with each other, especially in terms of size. It is important in terms of visual quality to create standards that allow individual expression to be developed but maintains an overall limit on the visual effect of the signage.



Recommendation: Use pitched roofs or other methods to hide mechanical equipment and roof clutter.
This is a simple way to improve the overall image of a commercial area. By screening this visual clutter it makes for an aesthetically pleasing and integrated development.



Recommendation: Require screening of service areas.
Screening of service areas is important in creating a pleasing, attractive commercial environment. The most effective way to address this issue is to design buildings which envelope their own service areas.



5.8 Town Core Development Recommendations

An identifiable core and a community gathering space are basic elements of quality of life. Spring Hill currently lacks this visual, functional, and perceptual core. The development of a strong "Town Core" is one of the significant recommendations of the Comprehensive Plan. The following recommendations are intended to serve as the basis for development of a Town Core/Civic Core for Spring Hill.

Recommendation: <u>Promote the redevelopment and revitalization of the "Town Core" area.</u>

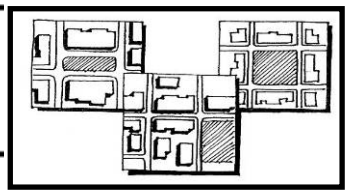
The Town Core of Spring Hill, including downtown and the Webster Street corridor, must be targeted for revitalization and future growth of higher intensity development, destination retail and entertainment, and higher density housing to maintain the area as the central focus of the community.

- Prepare a comprehensive Town Core Master Plan including the Webster Corridor and the Downtown area to address issues such as market niche/opportunities, growth and development strategies, targeted development sites, parking, streetscape improvements, financial incentives for development, etc.
- Adopt new "Town Core" development regulations, and consider replacing conventional zoning regulations with a "form based" development code.
- Implement financial incentives to promote new development in the Town Core area, including the potential use of Tax Increment Financing (TIF).
- Embed civic, institutional, and mid-sized commercial uses serving the larger community in the downtown and city core area, rather than isolating them in remote single-use complexes on the fringe of the community.
- Encourage redevelopment of existing Historic Downtown District buildings.
- Continue efforts to redevelop the Historic Downtown District through the private sector.
- Encourage commercial activity to remain and expand in the area north of Nichols Street, east of Webster Street, south of Lawrence Avenue, and west of Race Street that will provide services to all of Spring Hill as one of the City's commercial clusters.

Recommendation: <u>Promote the development of new higher density housing in the Town Core.</u>

The Town Core should be enhanced with a vibrant mix of civic, office, retail, and residential uses. A variety of housing products and types should be provided. Existing single-family housing should be preserved with new higher density housing provided in suitable areas along Webster Street, around downtown, and areas in between. New housing may be incorporated into new mixed use buildings or town home buildings with strong street orientation. Garages or parking areas for new housing must be located where generally not visible from the street.

Recommendation: <u>Promote visual improvements on various commercial sites on Webster Street.</u>

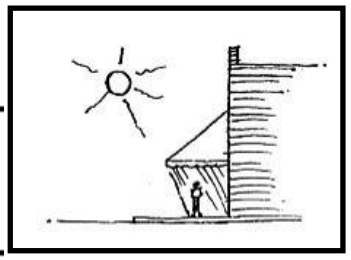


Webster Street serves as the major thoroughfare through the heart of Spring Hill and plays a key role in defining the community's image. Continued emphasis must be given to this key corridor, including redevelopment of property along the corridor, and streetscape aesthetic and pedestrian enhancements within the public right-of-way. The physical design and arrangement of buildings and landscaping along Webster Street must contribute to the physical definition of the thoroughfare as a civic space. The community must continue to add landscape treatment to existing properties and right-of-way, and continue the program of banners along Webster Street. More detailed streetscape improvements should be established by a comprehensive Town Core Plan.

Recommendation: <u>Develop parks or common areas for community gatherings.</u>

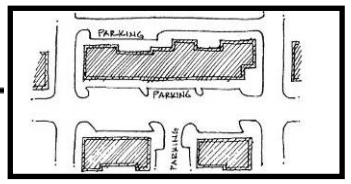
The Town Core concept typically relies on the incorporation of a park, plaza or square within a commercial or public area to serve as a gathering place for community events. This community area, or "common" as it is sometimes called, does not necessarily have to be at the physical center of the area, but should have a strong connection to the other town core features so that special community events can make use of the buildings and common as one area.

Recommendation: <u>Work with the Historic Downtown District property owners to paint and/or restore their buildings and add awnings.</u>



Because pedestrian use is critical to the vitality of a town core area, efforts should be made to create storefront sidewalks and connections, which protect pedestrians from the summer sun, rain, and snow. Canvas awnings serve this purpose and have a particularly appealing look. The Downtown Task Force recommended that the City should not dictate what paint color or improvements should be made in the Historic Downtown District, but to encourage the property owners to use the color scheme for the period when the buildings were built.

Recommendation: <u>Provide on-street storefront parking supplemented by parking behind or adjacent to commercials areas.</u>

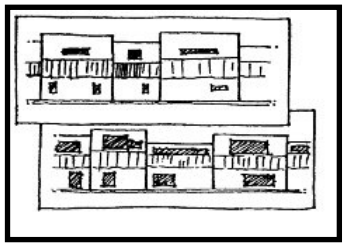


It is important to recognize that automobile access is vital to the functioning of a town core area, especially if the area is significantly commercial in use. However, pedestrian flow and comfort is equally important to the function of these areas and it is important that parking areas be dispersed throughout and not allow the creation of large parking areas which disrupt the visual and functional relationships of the town core.

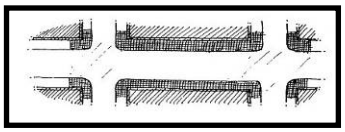
Recommendation: <u>Provide parking areas that are visually integrated into the Town Core area.</u>

Parking areas should be designed and effectively screened so that they do not dominate the views within the town core. Garages for new housing must not be oriented toward the street.

Recommendation: <u>Enforce signage guidelines to control size.</u>



Signage is a very important component of town core areas, providing direction and information for people. However, a visual problem can develop if signs are allowed to compete with each other, especially in terms of size. It is important for visual quality to create reasonable standards that can allow individual expression but which maintain an overall limit on the visual effects of the signage.



Recommendation: <u>Incorporate hardscape treatments to delineate special areas.</u>
Unique paving patterns and materials for sidewalks help to define the town core area and give it a unique feel which separates it from the surrounding areas. Details such as this complement the architectural components of the town core and enhance the aesthetics of the area.

Recommendation: <u>Add site furnishings.</u>
Encourage property owners to add site furnishings such as benches, drinking fountains, kiosks or sign boards, bollards, light fixtures and trash receptacles create a pedestrian atmosphere, add a level of convenience for pedestrian users, and improve the aesthetic quality of a commercial area.

5.9 Industrial Development Recommendations

The following recommendations for industrial development in Spring Hill are intended to serve as the basis for developing the appropriate implementation tools used to create industrial areas which are responsive to the visual and noise-related relationships to adjacent land uses and responsibly use or preserve the City's environment.

Recommendation: <u>Develop a long-term economic development strategy for the community to maintain and grow the tax base.</u>

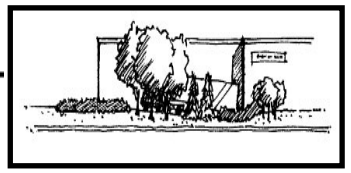
- Target "clean" industry that will be strong corporate citizens.
- Locate industrial uses in areas planned with a road system adequate to accommodate large trucks, and with easy access to US 169 Hwy.
- Continue incentive programs for new businesses considering carefully the long-term impact on the community.
- Encourage small businesses, which provide a great value to the community, by making it easier for them to do business.
- Target cottage industries.
- Maintain market study data for retail and residential services.
- Encourage balanced growth in industry to provide a diverse economy.

Recommendation: <u>Retain and encourage existing businesses to expand.</u>

- Encourage purchase of goods and services from existing businesses (Buy Spring Hill Program).
- Encourage current businesses to expand even though the City does not offer many incentives.

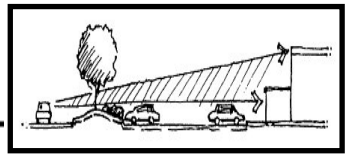
Recommendation: <u>Require screening of loading and/or service areas.</u>

Screening of loading and/or service areas is important to creating an attractive industrial environment. Berms and dense plantings of trees and shrubs are the best ways to achieve this screening.



Recommendation: <u>Require the use of berms and landscaping to screen parking areas around industrial developments.</u>

Some industrial facilities incorporate large parking areas for employees. Large parking areas should be screened from neighboring roadways to help diminish the visual impact of these areas on surrounding land uses.

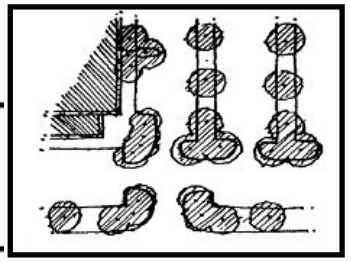


Recommendation: <u>Promote industrial buildings constructed with high-quality building materials, and which create a positive "image" or visual statement for Spring Hill.</u>

Industrial buildings should be encouraged to incorporate exterior design qualities, which enhance their visual appeal and make them an aesthetic asset for the community. Office areas and sides of buildings, which front roadways, especially, should be given special design consideration. Buildings visible from major roadways should be held to the highest design standards.

Recommendation: <u>Require the use of shade trees and landscaping in parking lots and around industrial buildings.</u>

Shade trees incorporated in industrial areas, especially within parking lots and near buildings, help to control the microclimate of these areas by shading the pavement and building walls and reducing heat and glare. Also, the greenery of the shade trees improves the aesthetics of the site and helps develop a pedestrian scale.

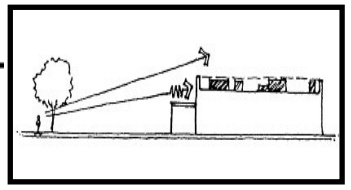


Recommendation: <u>Require appropriately scaled and minimized signage.</u>

Signage on the sides of industrial buildings and on free-standing signs on the property should not be allowed to detract from the aesthetic quality of the area or create obtrusive views which clash with adjacent land uses. Signage should be appropriately scaled to identify and enhance the facility.

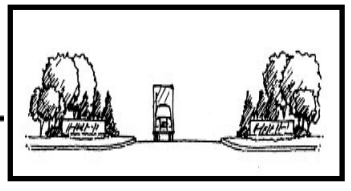
Recommendation: <u>Require screening of rooftop mechanical equipment.</u>

This is a simple, but important, aspect of assuring an aesthetically pleasing industrial environment. The architectural qualities of an industrial facility are greatly enhanced by screening the unsightly mechanical elements commonly found on the roofs of industrial buildings.



Recommendation: <u>Promote tree-lined roads in the industrial areas outside of the road right-of-way.</u>

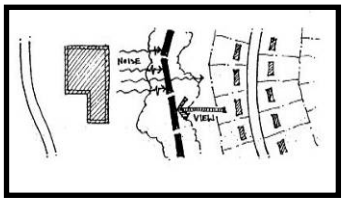
Using shade trees to enhance the environment of circulation roadways within industrial areas has a tremendous visual impact on these areas and help to reduce noise pollutants from trucks and other traffic.



Recommendation: <u>Require landscaped entrances in industrial areas.</u>

Ornamental trees, shrubs, flowers and monument signs help to beautify the edges of industrial areas and contribute to a positive visual impact on adjacent land uses.

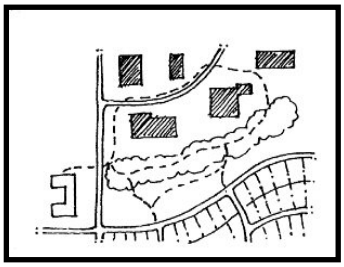
Recommendation: <u>Require the integration of sidewalks or pedestrian paths through industrial areas that connect to surrounding land uses for employee use.</u>
Pedestrian pathways within industrial areas allow employees areas to exercise or take breaks. They can also be extended to connect with other city pathway systems to encourage a well-used pedestrian and bicycle system within the community.



Recommendation: <u>Incorporate open space for separation between incompatible land uses.</u>
Open spaces along the edges of industrial areas – especially ones with mature vegetation – create a visual and noise pollution separation between the industrial area and adjacent land uses. This helps to maintain the atmosphere of the City, especially for nearby residential areas.

5.10 Major Thoroughfare Plan Recommendations

Within the Spring Hill planning area a hierarchy of streets are used to establish the community's character and image consisting of parkways, boulevards, avenues, and local streets. A parkway corridor of distinguished character and broad right-of-way will loop around the community, with section-line roads connecting to the parkway network as either boulevards (major arterials) or local (minor) arterial roadways. The street network is further supplemented by Avenues (collectors) which provide direct connections from major roadways and function as local streets with distinguished character in neighborhoods and retail centers.



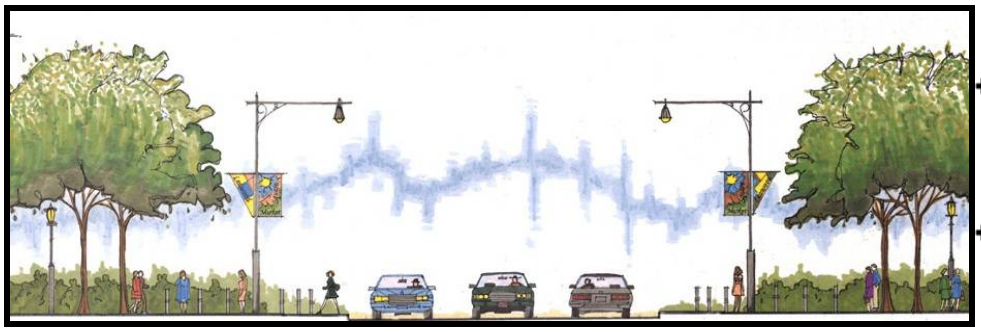
Recommendation: <u>Create a framework of transportation alternatives, including pedestrian and bicycle systems that maximize access and mobility and reduce the dependence upon the automobile.</u>
Future transportation corridors must be planned and reserved in coordination with planned future land uses and the desired form of public space. The design and character of streets in Spring Hill should be based on the context of the land uses and the area they serve, rather than basing land use decisions on the design of streets.

Recommendation: <u>Provide for a system of Parkways, Boulevards, and Avenues.</u>

- A boulevard (major arterial) is a wide formally designed arterial street of distinguished character with 120-feet of right-of-way and a landscaped median at least 20 feet in width with formal landscape effects that function as linear open space.

- Local (minor) arterial roadways are designated for areas of section line roads expected to have lower traffic volumes. Such roadways are generally 3-4 lanes in width.

- An avenue (collector) is a 2-3 lane formally designed roadway that incorporates wider sidewalks set further back from the street and more extensive landscape treatment than a typical local street. Such roadways may also incorporate on-street bike lanes.



- A parkway is a wide roadway that may vary in character and traffic carrying capacity ranging from an Avenue through a neighborhood to a Boulevard in areas of higher intensity development. The parkway design may consist of a meandering divided roadway in some locations with special features and open space incorporated within a varying sized median. In other locations a meandering roadway with no median may run along side a natural open space area. Where used to preserve or parallel open space and drainage corridors the right-of-way width of Parkways may range from 150 feet to 300-feet or more.

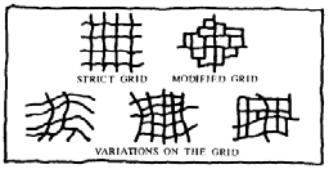
Recommendation: <u>Consider funding alternatives for development of the parkway / linear green space system.</u>
Private investment should be used for elements of the parkway network when such features are of primarily benefit to private development. However, consideration should be given for public financial assistance for elements and amenities of a parkway when they benefit the public at large.

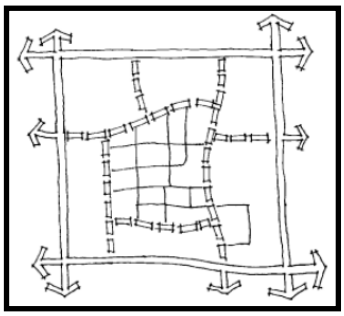
- Consider public assistance to share the cost for developing the parkway / linear green space network.

- Use an incentive bonus approach to promote private investment in the parkway network by allowing higher density or greater intensity of development in return for increased private investment in the public amenities.

- A parkway master plan should be adopted to establish the types of special amenities to incorporate throughout the parkway network.

Recommendation: <u>Provide an interconnected network of streets to encourage walking, reduce the number and length of automobile trips, and conserve energy by reducing the length and use of automobile trips.</u>
Design new residential developments with a grid, modified grid, or hybrid street layout that responds to local topography, water courses, and greenways, and neighborhood centers.





- The layout of the street network should be based on pedestrian sheds with a "center" defined by a public park, green, or neighborhood retail plaza space. A 1,200 to 1,500 linear feet radius from the neighborhood center should be used as the basic determinate of neighborhood size.
- In locations where through street connections are not desirable due to topographic features, the use of avenues / collectors parallel to open space areas or with looped streets with neighborhood greens should be used rather than cul-de-sac streets.
- Residential blocks must be no longer than 660 feet between centerlines of streets.
- Incorporate and use street connections from all existing or planned developments adjoining properties. Street connections to future development areas on adjoining properties should be no fewer than an average of one street for every 660 linear feet. Street connections to an arterial roadway typically must not be closer than 500 feet.
- Limit the use of cul-de-sacs in new developments. A reasonable use of cul-de-sacs may include locations along arterial roadways where access is limited, or areas with challenging terrain where a through street connection would be difficult or expensive.
- Cul-de-sacs abutting an arterial street or open space should be open ended to provide landscaping and pedestrian access between the two roadways rather than enclosed with lots and structures.
- Provide pedestrian connection at the ends of cul-de-sacs whenever such roadways are allowed.

Recommendation: <u>Provide setbacks and buffers from major transportation corridors.</u>
Open space landscape buffers and additional building setbacks should be provided from major transportation corridors such as the Burlington Northern Santa Fe Railroad and US 169 Hwy. Such buffers must be in addition to standard building setbacks and lot depths.

- Provide a minimum fifty (50) foot wide open space landscape buffer area for development abutting US 169 Hwy and the Burlington Northern Santa Fe Railroad.
- Provide significant landscape plantings and berms in landscape buffer areas for residential areas adjacent to US 169 Hwy and the Burlington Northern Santa Fe Railroad.

5.11 Transportation Corridor Development Recommendations

The following recommendations concerning vehicular corridors and access points in Spring Hill are intended to serve as a basis for the development of a vehicular transportation system

that efficiently moves citizens into and through the City, creates a memorable and recognizable impression on visitors, and serves the needs of all citizens. The recommendations for specific areas and projects identified as Areas 1 through 17 are provided on **Map 5-1, Vehicular Corridor Development**.

Recommendation: Provide good quality paved roads with curb and gutter based on the Spring Hill Subdivision Regulations and the Street Construction Policy.
Paved roads with curb and gutter allow for better storm water management and provide an urban appeal to the overall roadway system.

Recommendation: Ensure good truck access to industrial areas that minimizes conflict with residential and commercial areas.
Street widths and pavement designs that can accommodate truck traffic is important to the minimization of residential and commercial development conflicts. Adequate curb radii allows for access into and through industrial areas to be easily accomplished.

Recommendation: Provide commercial and industrial access to the railroad system.
Adequate access from commercial and industrial areas, to the railroad system, is important to the overall development and continued viability of the areas.

Recommendation: Ensure safe intersections and roadways by adherence to sight distance triangle requirements.
Sight distance triangle requirements set standards for the ability of drivers to see cars, bicycles or pedestrians at intersections and at curves in the road as a means to ensure an adequate response time to avoid accidents.

Recommendation: Provide public transportation services.
Public transportation services in Spring Hill need to be provided in the future. The community must determine the level of need for such services and explore possible options and partnership with other organizations. Continued partnerships with Johnson County Transit must be maintained and expanded in the future.

Overall Recommendation: Collector Roads

Continue building/improving collector roads at various locations within the City to encourage the desired development patterns and future growth areas.

Overall Recommendation: Arterial Road Network Improvements

Continue building/improving arterial roads within the City to encourage the desired development patterns and future growth areas.

Area #1 Recommendation: Railroad Crossings

Consider possibility of overpass structure(s) to better connect the area east of the railroad tracks to the core area of the City.

To develop the Historic Downtown District as a core area of the community it will be important to provide a vehicular linkage to land east of the railroad tracks. This

will eliminate a separation of the developments to the east in order to make a more integrated community from which to grow.

An overpass structure at 191st Street, 199th Street, 207th Street, Nichols Street, and 223rd Street will link the east side of the railroad tracks to Spring Hill. Currently, Johnson County is building an overpass over the railroad track at 199th Street which is scheduled to be completed during 2007. Miami County is in the process of designing a railroad underpass at 223rd Street which is scheduled to be completed during 2009.

Area #2 Recommendation: U.S. 169 / K-7 Intersections

Continue to provide support for consideration of an overpass structure or grade-separated intersection on U.S. 169/K-7 at, 183rd Street, 191st Street, 199th Street and 207th Street, similar to the arrangement at 223rd Street.

In order to improve the traffic conflict at 199th Street and U.S. 169 an interchange needs to be built based upon Johnson County's "Comprehensive Arterial Road Network Plan" and the Kansas Department of Transportation's (KDOT) "K-7 Corridor Management Plan."

Area #3 Recommendation: U.S. 169 / K-7 Signage

Improve signage on Highway 169, especially to the north of Spring Hill, to direct southbound motorists to the City.

In order to draw motorist into the city it will be important to improve signage along Highway 169. This would include improved signage that reflects where the City's limits cross U.S. 169.

Area #4 Recommendation: South Webster Street

Widen Webster Street from Victory Road to a ½ mile north of 223rd Street with curb, gutter and sidewalks.

By improving South Webster Street south of Victory Road will enhance the corridor through the City.

Area #5 Recommendation: Webster Corridor Plan

Continue support of the visual improvements on various commercial sites on Webster Street.

The commercial sites along Webster Street present an overall image of the City to the motorist. Encouraging improved landscape treatments as well as overall maintenance of these sites is important to begin developing standards for future commercial sites throughout the City.

Area #6 Recommendation: 223rd Street Intersection Improvements

Improve turning situation at 223rd Street and Old Highway 169, based upon Miami County's "223rd Street Location Study" and 223rd Street Corridor Study: Columbia Road to Woodland Road," the Kansas Department of Transportation's "K-7 Corridor Technical Report Management Plan," and Spring Hill's "South Spring Hill Transportation Study" the Wilson and Company 223rd Street Study.

By implementing the recommended street network in the "South Spring Hill Transportation Study," "Wilson and Company 223rd Street Study," the City will replace the intersection of 223rd Street and Old KC Road as the main entrance into the City and improve the traffic flow into the City.

Area #7 Recommendation: 207th St. / North St. Improvements

Improve road alignment at 207th St./Lone Elm access to minimize double-turn situation and widen 207th St./North St. from U.S. 169 to Webster Street with curb, gutter and sidewalks. In addition, improve the road alignment at 207th St. and Webster to eliminate the offset of 207th.

Area #8 Recommendation: Woodland Road Improvements

Improve Woodland Road from Hale Street to 223rd Street to provide good access to the Historic Downtown District and industrial areas.

In order to develop the Historic Downtown District as a core area of the community it will be vital to improve Woodland Road and provide for better access to the Historic Downtown District and industrial developments along Woodland.

Area #9 Recommendation: 215th St. / South St. Improvements

Widen 215th St./South St. from U.S. 169 to Webster Street with curb, gutter and sidewalks.

Area #10 Recommendation: Webster Street Improvements

Widen Webster Street from 199th Street to 207th Street with curb, gutter and sidewalks.

Area #11 Recommendation: 199th Street Improvements

Widen 199th Street with curb, gutter and sidewalks in conjunction with supporting the improvements to 199th Street based upon Johnson County's "Comprehensive Arterial Road Network Plan".

Currently Johnson County is in the process of making improvements to 199th Street from Webster to Ridgeview.

5.12 Pedestrian Corridors Development Recommendations

The following recommendations for pedestrian corridors in Spring Hill are intended to create a pedestrian transportation system that efficiently and safely moves citizens throughout the City, creates a memorable and recognizable impression on visitors, and serves the needs of all citizens for pedestrian and bicycle travel.

Recommendation: Create a transportation system that serves the needs of all citizens by incorporating bicycle and pedestrian systems.

Recommendations to implement a well balanced pedestrian system include:

- Implement a trail system as part of the linear greenway and parkway network.
- Require placement of sidewalks on both sides of residential streets in new developments as part of subdivision regulations.
- Require sidewalks along all commercial area streets to fit with pedestrian plan.
- Implement a sidewalk rehabilitation plan for existing sidewalks and a pedestrian/bicycle system plan for new paths to provide an integrated sidewalk and pedestrian/bicycle system.
- Continue efforts with Johnson County for extension of the countywide pedestrian/bicycle trail system into the Spring Hill planning area.

Recommendation: Require development of a sidewalk system along all commercial area streets.
Pedestrian access to commercial areas is an important aspect of quality of life and should continue to be required in all commercial areas.

Recommendation: Develop pedestrian system to connect important City areas and facilities.

Map 5-2, Major Trails Plan identifies the location of the areas or facilities above and identifies the proposed pedestrian trail system, consisting of trails, or paths to serve as the core of pedestrian movement through Spring Hill. Also shown on the map is a greenway corridor pedestrian system, which utilizes the community's streamway areas and open spaces to tie future development to existing community destinations and link with Johnson County's planned streamway and parks network.

5.13 Historic and Cultural Development Recommendations

The following recommendations are intended to serve as a guideline for enhancing awareness of the historic and cultural resources in Spring Hill. These resources are reflected on **Map 5.3, Historic & Cultural Resources**.

Recommendation: Continue support of the Spring Hill Historical Society to provide awareness to the historical and cultural resources of Spring Hill.
Maintaining and promoting Spring Hill's historical and cultural resources is critical to maintaining in the community's atmosphere. By seeking out the people and places that have given Spring Hill its particular form and identity, and making educational information readily available to citizens and visitors, the citizens can develop a sense of their particular place in the community and region.

5.14 Implementation Actions.

Chapter 5 outlines the Community Development Recommendations for the future development and redevelopment of the Spring Hill planning area. Many of the recommendations pertain to actions that will occur on a continuing basis, some of which will be addressed with planned updates to the city's Zoning Ordinance and Subdivision Regulations. Other recommendations require further study or additional actions for implementation. The following implementation matrix summarizes the key implementation action steps to be taken based on recommendations and initiatives of the Comprehensive Plan. The matrix includes the following:

- **Action Steps** - initiatives recommended in the plan.
- **Implementation Responsibilities** - Primary participants and partnerships that are the probable entities needed to initiate the project.
- **Time Frame** – A general phasing of actions and durations over which the action is projected to occur. Time frame is expressed in the following terms:
  - Ongoing
  - Near-Term – 1 to 3 years; and
  - Mid-Term – 3-5 years.

Action Steps	**Implementation Responsibility**					
	City	Institutions, Organizations, or Agencies	Private Developers	Ongoing	Near Term (1 to 3 years)	Mid Term (3 to 5 years)
***Community Development**: Prepare an annexation plan.*	★				★	
***Community Development**: Complete a citywide storm water study to address storm water flows and runoff.*	★	★			★	
***Parks and Open Space**: Prepare a Parks & Open Space Master Plan.*	★	★			★	

Action Steps	Implementation Responsibility					
	City	Institutions, Organizations, or Agencies	Private Developers	Ongoing	Near Term (1 to 3 years)	Mid Term (3 to 5 years)
***Residential**: Use the Residential Development Recommendations to create well designed neighborhoods that foster a "sense of community".*	✶		✶	✶		
***Residential**: Explore standards for transitions between urban residential developments adjacent to rural large lot properties.*	✶		✶	✶	✶	
***Town Core:** Prepare a comprehensive Town Core Plan including the Webster Corridor and the Downtown area to address issues such as market niche/opportunities, growth and development strategies, targeted development sites, parking, streetscape improvements, financial incentives for development, etc.*	✶	✶			✶	
***Town Core:** Adopt new "Town Core" development regulations, and consider replacing conventional zoning regulations with a "form based" development code.*	✶	✶			✶	
***Town Core:** Implement financial incentives to promote new development in the Town Core area, including the potential use of Tax Increment Financing (TIF).*	✶	✶	✶		✶	
***Town Core:** Add site furnishings and streetscape improvements.*	✶	✶	✶			✶
***Town Core:** Develop a park(s) or common areas for community gatherings.*	✶	✶	✶			✶

Action Steps	Implementation Responsibility					
	City	Institutions, Organizations, or Agencies	Private Developers	Ongoing	Near Term (1 to 3 years)	Mid Term (3 to 5 years)
Town Core: *Promote the development of new higher density housing in the Town Core.*	✶	✶		✶		
Economic Development: *Develop a long-term economic development strategy for the community to maintain and grow the tax base.*	✶	✶			✶	
Major Thoroughfares: *Consider funding alternatives for development of the parkway / linear green space system.*	✶				✶	
Major Thoroughfares: *Prepare and adopt a parkway master plan to establish the types of special amenities to incorporate throughout the parkway network.*	✶					✶
Pedestrian Corridors: *Implement a sidewalk rehabilitation plan for existing sidewalks and a pedestrian/bicycle system plan for new paths to provide an integrated sidewalk and pedestrian / bicycle system.*	✶				✶	

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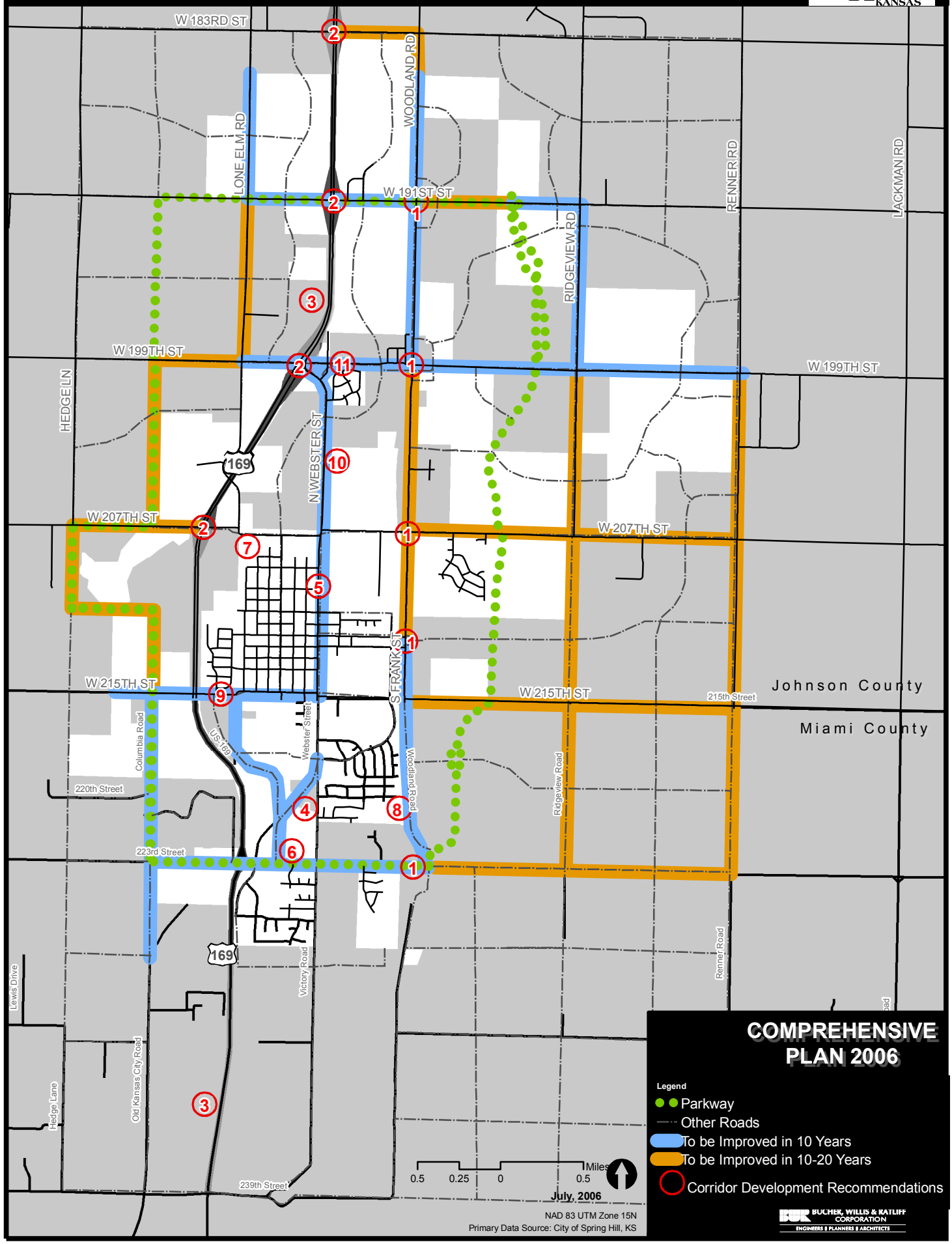
MAP 5-1 VEHICULAR CORRIDOR DEVELOPMENT

SPRING HILL KANSAS



COMPREHENSIVE PLAN 2006

Legend

- Parkway
- Other Roads
- To be Improved in 10 Years
- To be Improved in 10-20 Years
- Corridor Development Recommendations

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ENGINEERS & PLANNERS & ARCHITECTS

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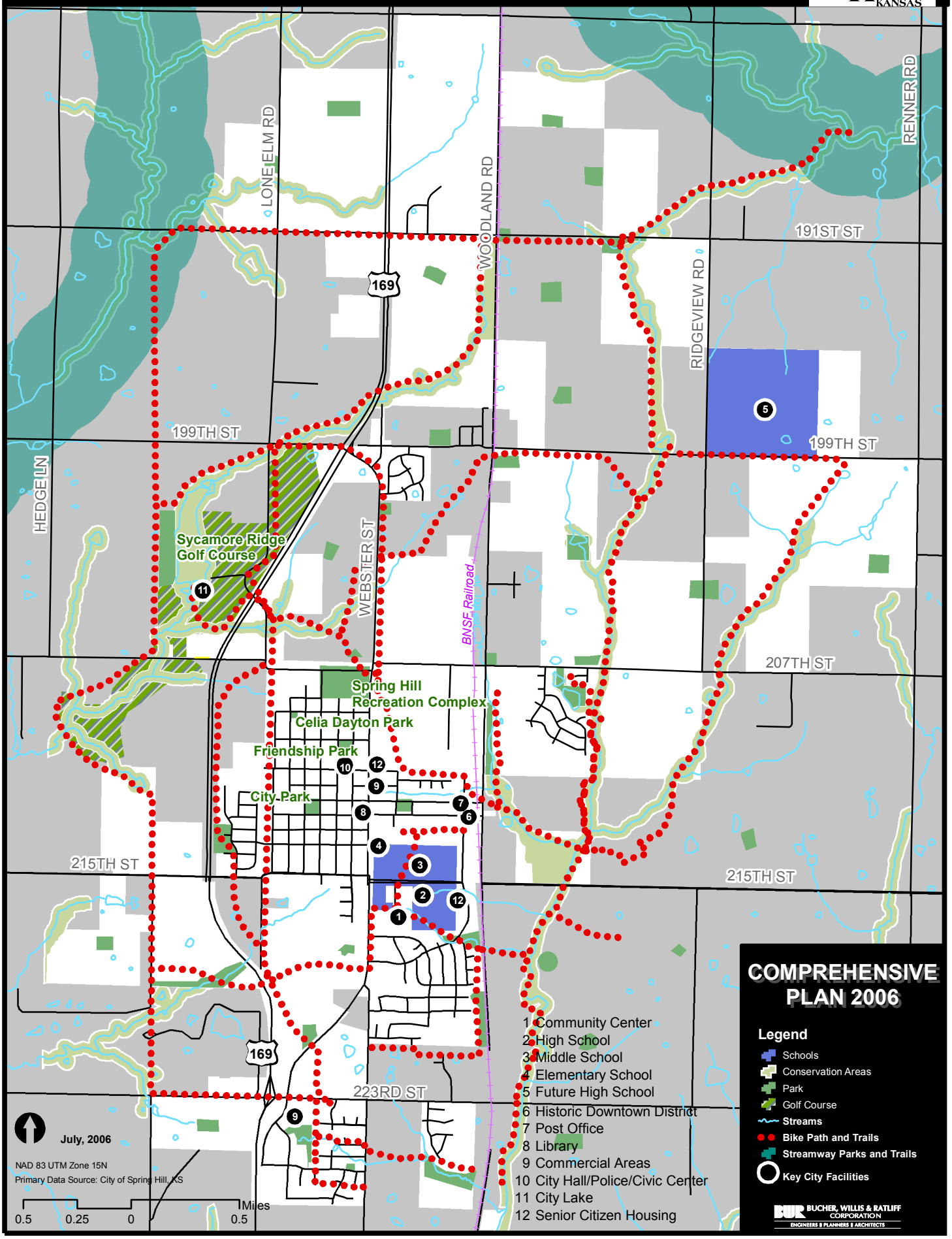
MAP 5-2 MAJOR TRAILS PLAN

SPRING HILL KANSAS



1 Community Center
2 High School
3 Middle School
4 Elementary School
5 Future High School
6 Historic Downtown District
7 Post Office
8 Library
9 Commercial Areas
10 City Hall/Police/Civic Center
11 City Lake
12 Senior Citizen Housing

COMPREHENSIVE PLAN 2006

Legend

- Schools
- Conservation Areas
- Park
- Golf Course
- Streams
- Bike Path and Trails
- Streamway Parks and Trails
- Key City Facilities

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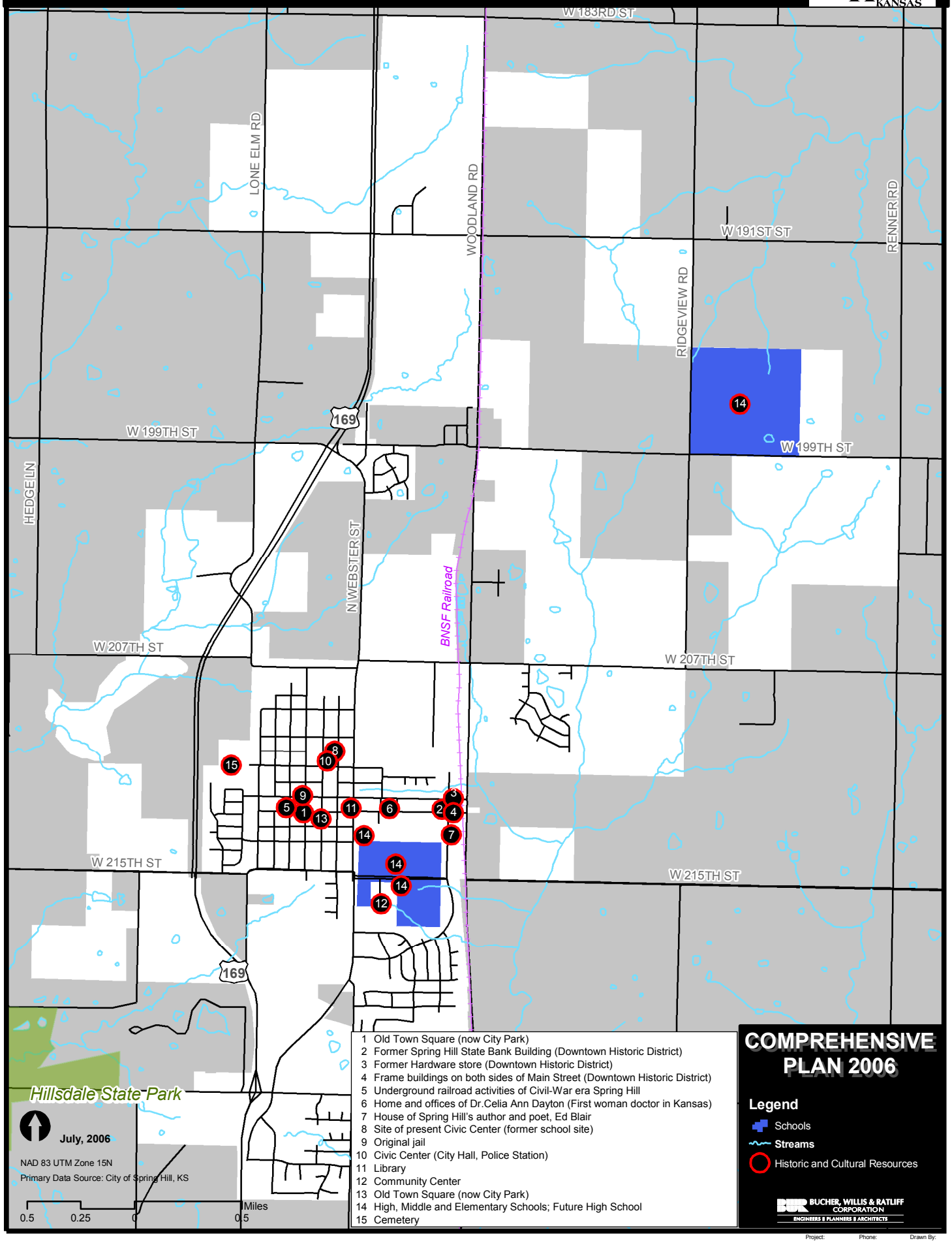
MAP 5-3 HISTORIC AND CULTURAL RESOURCES



1 Old Town Square (now City Park)
2 Former Spring Hill State Bank Building (Downtown Historic District)
3 Former Hardware store (Downtown Historic District)
4 Frame buildings on both sides of Main Street (Downtown Historic District)
5 Underground railroad activities of Civil-War era Spring Hill
6 Home and offices of Dr.Celia Ann Dayton (First woman doctor in Kansas)
7 House of Spring Hill's author and poet, Ed Blair
8 Site of present Civic Center (former school site)
9 Original jail
10 Civic Center (City Hall, Police Station)
11 Library
12 Community Center
13 Old Town Square (now City Park)
14 High, Middle and Elementary Schools; Future High School
15 Cemetery

COMPREHENSIVE PLAN 2006

Legend

- Schools
- Streams
- Historic and Cultural Resources

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Chapter

6

COMPREHENSIVE PLAN

City of Spring Hill, Kansas

Community Development Issues

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Chapter 6. COMMUNITY DEVELOPMENT ISSUES

Introduction

This chapter responds to many of the issues raised with the preparation of the 2002 Comprehensive Plan.

6.1 Development Issues

How should the area west of Highway 169 develop?

After the adoption of the 1996 Spring Hill Comprehensive Plan, Sycamore Ridge Golf Course at Spring Hill was built around the Spring Hill Lake. With its development there will be pressure to develop west of Highway 169. In the 2002 update of the Comprehensive Plan, the Steering Committee reviewed the goal of limiting development west of 169 Highway. They determined that since the golf course was built, development pressure will occur west of Highway 169. They also suggested that it be primarily residential.

Why is development recommended east of Woodland Road?

Development east of Woodland Road allows the city to maximize the potential of 223rd Street and 207th Street as arterial roads. In addition, the district is within the city's water service territory. Wastewater service can be provided by gravity flow, which is less expensive to construct and maintain.

With development moving to the east, how is the railroad minimized as a barrier?

The most difficult problem with development east of Woodland Road is access to the west. The future land use plan recommends five viaducts across the railroad tracks to provide uninterrupted access between existing and proposed development. The preferred locations for the viaducts would be 191st Street, 199th Street, 207th Street, Nichols Street and 223rd Street. All five crossings would improve access east of Woodland Road. In 2004, Miami County begun the process to hire a consultant to build the railroad underpass at 223rd Street.

How does the community control development along Highway 169 to achieve its goal of maintaining the highway as a scenic corridor?

The City of Spring Hill has entered into an interlocal agreement with Miami County which allows the City to regulate the area outside of the City Limits (known as the Extraterritorial Area) with its Zoning Ordinance and Subdivision Regulations. In addition, the City of Spring Hill has developed a working relationship with Johnson County allowing for review and comment on development opportunities located outside the city limits. When a rezoning or development is proposed within three miles of the City, Johnson County requests that the City provide them with a recommendation for the proposal.

What impact will the Downtown Historic District expansion and improvement have on Hale and Nichols Streets?

Because Hale and Nichols Streets have been developed as residential streets, they are not suitable as connections to an expanded Downtown Historic District. The future land use plan recommends expanding Main Street north and south and connecting back into Webster Street. This new street pattern would open additional land for development, move people into and out of the Downtown Historic District and reduce commercial traffic flow on Hale and Nichols Streets.

Why is residential land proposed between the two industrial locations?

There is currently a residential development on the north side of 199th Street and expansion of this use is suitable for the location. Although the land is also suitable for industrial development due to good transportation access, the proposed industrial land already offers a community of Spring Hill's size a great deal of industrial land. The land use conflicts between residential and industrial land uses in Spring Hill should be minor because light industry will be the primary industrial development.

What is the future of access to Highway 169?

The City should explore the long-term development of a grade separated crossing at 199th Street similar to the one at 223rd Street. This would serve as the northern entry into the City and would improve industrial access to the community. As development continues to occur in the planning area, traffic conflicts with 207th Street and 215th Street at Highway 169 will become more common.

Long-term improvement alternatives include traffic signalization, grade separated crossings with or without access to the Highway, or closing the streets at the highway.

The City is in favor of improving U.S. 169/K-7 as a freeway. The City will work with the Kansas Department of Transportation, Johnson County, Miami County and the Mid-America Regional Council to build interchanges along U.S. 169/K-7 between 175th Street and 199th Street, at 199th Street, between 199th Street and 223rd Street, and to improve the interchange at 223rd Street. Appropriate signage and landscaping should be developed along portions of the sites.

In 2003, Johnson County approved plans to widen 199th Street between U.S. 169 Highway and US 69 Highway. This will include a reconfiguration of Webster Street and 199th Street. Construction is anticipated to begin in 2006.

How does growth occur?

Growth is a matter of economics for the landowner, developer and City. Generally speaking, land which is most easily served by sanitary sewers tends to develop first. This premise, however, relies on the landowner's interest in change. While an area may seem to be perfect for a specific use or development, that change will only occur if the landowner is supportive or willing to sell to another interested party. As a result, growth may not occur in some areas considered prime for development.

How are infrastructure needs met?

Traditionally, infrastructure is extended at the developer's expense. The City does have the ability to offer the use of benefit districts as a financing mechanism. From start to finish, the financing and construction of improvements using this process can take several months.

How are City boundaries determined?

As property owners prepare an area for development, it is annexed into the City. Because not all property owners have the same vision for their area, it is likely that the City's boundaries will continue to be irregularly shaped. This has the potential for creating pockets of single landowners or groups of landowners who are encircled by the City's boundaries. The City Council has the authority to establish policies regarding how these differing scenarios are handled.

How are the recommendations funded?

The future land use plan looks at the development of Spring Hill and the surrounding area up to 2030. Improvements should be prioritized and included in the City's Capital Improvement Program. In many instances road and utility improvements should be required as a part of the development process. The City should work to develop a funding system to ensure that existing residents are not paying for the majority of the new development that occurs. Alternatives such as water, sewer or transportation impact fees should be explored as a method to fund infrastructure improvements.

In recent years, the City has implemented a water and sewer development charge and an excise tax to fund water, sewer and transportation improvements.

6.2 Residential Development Issues

What action steps should be taken to strengthen property maintenance codes and yard upkeep and enforcement efforts for the existing housing stock?

- Continue to review property maintenance ordinances, regulations and enforcement policies and procedures.
- Evaluate results on a yearly basis.
- Continue to educate citizens regarding codes and community standards.

What action steps are recommended for developing a program to assist homeowners with property upkeep?

- Determine needs and explore program options.
- Develop assistance criteria and solicit volunteers.

- Determine primary responsibility for program, implement new program, and evaluate results on a yearly basis.
- Provide support for the "Christmas in October" program.

6.3 Park and Open Space Issues

What action steps are needed to coordinate with civic groups and agencies to address future park system needs?

- Continue to solicit volunteers from schools, newspaper and Comprehensive Planning Task Forces.
- Continue to coordinate with Johnson County Parks and Recreation Board.
- Continue to work with Johnson County Streamway Park project to include some Spring Hill projects.
- Identify locations for a future sports complex that would take into consideration sensitivity of the neighborhood to the lighting for such facilities.
- Develop the area of Lone Elm Road north of 207th Street and east of Highway 169 as a park area to preserve this attractive natural area for its own value. This area can serve as a buffer between the northwest portion of the City and Highway 169 and provide an area for storm water management.

6.4 Community Facilities and Services

How should animal control efforts be addressed in the future?

Increase animal control efforts through continued review and adoption of ordinances, fines and enforcement procedures.

How should recycling options be addressed throughout the community?

Continue to work with refuse contractors serving Spring Hill and with Miami County with their recycling program.

How should speeding be addressed in residential areas?

Continue to evaluate current ordinances, fines and enforcement policies and procedures for their effectiveness.

How can the community provide a well-maintained physical infrastructure?

Continue to develop a long-range Capital Improvement Plan and ensure conformance with the Comprehensive Plan. These efforts should include developing a list of needs, obtaining community input, identifying priorities and funding plans, and establishing an implement plan.

What storm water planning efforts should be undertaken in the future?

A storm water management plan and a storm water utility should be completed for the community. The plan should include a list of streets needing curb and gutter and areas that have experienced flooding problems. Community input should be obtained to develop the plan and identify areas of need. An implement plan should be provided with recommended implementation strategies for making necessary improvements.

How should street lighting be addressed throughout the community?

Continue to monitor street lighting and lighting for parks and recreation facilities.

6.5 Civic Infrastructure

What efforts should be pursued to maintain a neighborhood-friendly atmosphere?

Develop community leadership and involvement through efforts such as offering leadership training to all members of the community and involving residents in goal-setting and action plans. The City should also provide support for the continuing development of the Farmers Market that is located in the parking lot of the Spring Hill Elementary School.

How can we improve our community spirit?

Community spirit should be enhanced by efforts such as holding community events, teaching the history of Spring Hill and establishing a formal welcome for newcomers to the community.

How should communication and cooperation be improved?

Communication and cooperation should be enhanced by the continued distribution of a city newsletter, holding joint planning meetings, and developing a speaker's bureau for civic groups.

How can Spring Hill establish a physical identity?

A Spring Hill "identity" should be established though physical design of buildings by using a historical theme in architectural design.

How can we maintain a low crime rate?

Efforts must be continued to maintain low crime rates and a feeling of safety in the community through steps such as:

- Developing neighborhood watch programs.
- Developing a crime prevention program.
- Educating the community regarding public safety regulations and enforcement procedures.
- Considering response times in locating additional public safety facilities.
- Reviewing the possibility of establishing a peer panel for the Juvenile Crime process.

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Chapter

7

COMPREHENSIVE PLAN

City of Spring Hill, Kansas

Existing Land Use

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Chapter 7. EXISTING LAND USE

Introduction

This Chapter examines the existing land use pattern for the City of Spring Hill. Land use categories used throughout the Spring Hill Comprehensive Plan are identified and defined. The inventory of existing land uses describes both the amount of land in each land use category and the distribution of uses throughout the planning area. Finally, the characteristics of each land use category in Spring Hill are analyzed to provide direction for future development and growth.

7.1 Planning Implications

The use of land in a community is not a random process. Numerous distinct variables influence the way a given piece of land is used. Some of the variables are beyond the control of the community, including economic factors such as the demand for new development, the cost of property, the cost of construction, and environmental factors such as soil conditions, topography and the location of floodplains or other natural limitations. Other variables, however, are within the control of the community including traffic patterns, the capacity and location of public utilities, the delivery of municipal services and the City's physical appearance. Unfortunately, these variables are not constant for they not only have an impact on the use of land but also in turn are impacted by each change in land use.

Viewed as a whole, the use of individual pieces of property forms a pattern of land use that describe the character of Spring Hill in several ways. It will help to explain where the citizens live and work, how they obtain goods and services, and where they seek recreation. It will also aid in analyzing the strengths and challenges of the community. Finally, and perhaps most importantly, examining the pattern of existing uses is the starting point in the process of determining the future land use within and around the City.

7.2 Land Use Inventory

The land use inventory is a current identification of the uses of land throughout the study area. It is presented in both graphic form as a map (**Reference Map 7.1**) and tabular form as an acreage calculation (**Reference Table 7.A**). The land use inventory is not a plan, but rather a portion of the necessary data, which comprises a plan. To keep the plan current, this inventory should also be kept current. This can be accomplished by periodic land use surveys or by updating the **Map 7.1** and adjusting the inventory calculations as new building permits are issued or as tax records are changed. By keeping the land use data current, the

City can always assess where it is in relation to its development objectives and goals as outlined in preceding chapters of the Comprehensive Plan.

A land use survey of Spring Hill was conducted in October of 1995 and updated in August 2002. This detailed information was aggregated into the following categories:

1. Residential
   - Single-Family Dwellings
   - Multifamily Dwellings
2. Commercial
3. Industrial
4. Public and Semi-Public
5. Parks and Recreation
6. Transportation Right-of-Way
7. Vacant
8. Agriculture

These categories can generally be defined in the following manner:

1. Residential: Land occupied by one or more dwelling units, including accessory buildings, the primary use being for sheltering individuals, families, or groups of persons. Examples: single-family residences, duplexes, apartments, manufactured housing, and nursing homes. Duplexes, apartments and nursing homes are combined in the category of multifamily.

2. Commercial: Land or buildings where merchandise or services are offered for retail sale. Examples: grocery, clothing, hardware and drug stores, car and farm equipment sales and service, offices, service stations.

3. Industrial: Land occupied by buildings or open space, the primary use being for storage, transportation, or manufacturing of a product. Examples: manufacturers, construction yards, heavy equipment or material storage, warehousing, wholesale operations and trucking.

4. Public and Semi-Public: Land or buildings occupied by agencies of the government or by religious, educational or civic groups, excluding land used for recreational purposes. Examples: schools, churches, cemeteries, city buildings, fire stations, hospitals.

5. Parks and Recreation: Land used for both active and passive recreational activities.

6. Transportation Right-of-Way: Land dedicated for the public use as roads, streets or alleys and land used for railroad purposes.

7. Vacant: Land, which has not been developed or has been cleared of prior development.

8. Agriculture: Land designated as agriculture may also include land in which no activity is taking place, but which is also not currently suitable for development.

7.3 Existing Land Use

Table 7.A: Spring Hill Existing Land Use, 2002

Land use category	Area (Acres)	% Developed	% of Total Land
Residential	381	26.10%	14.09%
Single-Family	358	24.52%	13.24%
Multifamily	23	3.18%	0.85%
Commercial	64	4.36%	2.35%
Industrial	144	9.84%	5.31%
Public & Semi-Public	106	7.23%	3.90%
Parks & Recreation	300	20.51%	11.08%
Transportation Right-of-Way	467	31.96%	17.25%
Total Developed Land	1,461	100.0%	53.99%
Vacant Land	520	-	19.20%
Agriculture	726	-	26.81%
Total Land	2,707	-	100.0%

Source: City of Spring Hill

The following is a more detailed examination of each land use category:

Residential: Approximately 14.09 percent of the total land in Spring Hill is used for residential purposes (in 1996 it was 12.4 percent, an increase of 1.69 percent). This represents 26.10 percent of the total developed land within the community. The vast majority of this land is developed as single-family housing, while multifamily housing makes up a very small percentage of the residential land. Residential development has occurred primarily between South and 220th Streets and on both sides of Webster Street (with the majority on the east side of Webster). Another area of new residential development occurred south of 223rd Street between U.S. 169 and Victory Road.

In the unincorporated area, there is a small amount of suburban residential development including residential subdivisions. Some of these developments may begin to cause problems in the future because the density is similar to that of urban areas. Sewage disposal has been handled in some areas but could become a problem in other areas because of the existing rock and soil conditions.

Commercial: Commercial development in Spring Hill is concentrated along Webster Street, which was formerly designated as U.S. Highway 169 prior to construction of the new highway west of town. The Historic Downtown District area is a collection of one and two-story buildings separated from the residential core of the community. Parking, visibility, access and the condition of the structures are all issues that affect the viability of this area as a continued economic center for the community. In recent years a new commercial area is developing south of 223rd Street between U.S. 169 and Victory Road. This commercial area includes a grocery store that serves all of Spring Hill.

Industrial: There are approximately 144 acres of industrial land in the City. This constitutes 5.31 percent of the total land and 9.84 percent of the developed land within the City limits. The industrial park currently serves several tenants involved in a variety of manufacturing

and warehousing operations. The location of the park on the northeast edge of town allows for good rail and highway access. It does, however, have a limiting effect on the growth potential to the north.

Public and Semi-Public: Land devoted to public and semi-public uses in the City make up 3.90 percent of the total land and 7.23 percent of the developed land. The largest contributor to this land area is the Spring Hill Unified School District. Other public and semi-public uses include the City offices, the water plant, sewer lagoons, cemetery, community building and numerous churches located throughout the community.

Parks and Recreation: Land dedicated to parks and recreation is approximately 300 acres, which is 20.51 percent of the developed land area within the community. The largest single tract of land dedicated to parks and recreation is the Sycamore Ridge Golf Course at Spring Hill that includes 287 acres of which 30 acres is the City Lake. The municipal pool and surrounding facilities are located on just over ten acres.

Transportation Right-of-Way: As with all cities, the amount of land devoted to transportation is substantial. This is a result of the use of the grid-like pattern for local streets and of small block sizes. Currently, land devoted to transportation makes up 17.25 percent of the total land and 31.96 percent of the developed land in the City. One reason that the figure is so high is the amount of U.S. Highway 169 that is located within City limits.

Since many communities have completely lost railroad service or had it significantly reduced, Spring Hill is in a better position to compete for industrial development. The railroad is a precious commodity for a community and land area along it needs to be protected for future industrial growth.

Vacant: There is 19.20 percent of the land in Spring Hill, which is vacant, an increase from12.06 percent in 1996. It is projected that 300 acres of this land will be developed by 2012. While it is important to have undeveloped land within the City to support anticipated growth, the City should encourage development of this land prior to annexing additional land. This benefits the City by allowing municipal services to be provided to developed land, which is better, able to support those services. The City should also investigate redevelopment where feasible to continue to maintain a compact infrastructure. This is especially true in residentially zoned areas that have lost housing units over the past decade.

Agriculture: Agricultural land is the single largest land use in the City with over 26.81 percent of the total land (a decrease of 14.19 percent since 1996). The large amount of agricultural land in the city is largely due to annexation of property, much of which has not developed for a variety of reasons.

7.4 Summary

In general, the existing land use pattern of Spring Hill has more assets than deficiencies. The allocation of land for residential land should be increased and is shown as such on the **Future Land Use Map**. Commercial development is located primarily along Webster Street and south of 223rd Street between U.S. 169 and Victory Road. The Commercial development makes up a small portion of the developed land in the City. The location of some of the commercial uses, however, may cause some problems of compatibility in that they are scattered throughout the City. This scattering of commercial uses could also have a negative affect on the Historic Business District and its redevelopment. New commercial development should focus on serving neighborhood and community needs. Land dedicated to parks and recreation should be increased to increase the quality of life. Land dedicated to the transportation system and agriculture should be reduced in order to lower development

costs and subsequent maintenance costs. Currently, land dedicated to public facilities is adequate, however, the City should ensure that this land provision keep up with future growth of the community.

The unincorporated area around the City is primarily agriculture, but a number of urban uses have encroached into this area. The level of suburban development is relatively high and the densities in some areas could cause future problems. Therefore, high-density development directly adjacent to the City Limits should be annexed into the City rather than allowing it to occur in the unincorporated area. The City should develop an annexation study/policy for use in determining the costs and benefits of future growth and how to best protect the community.

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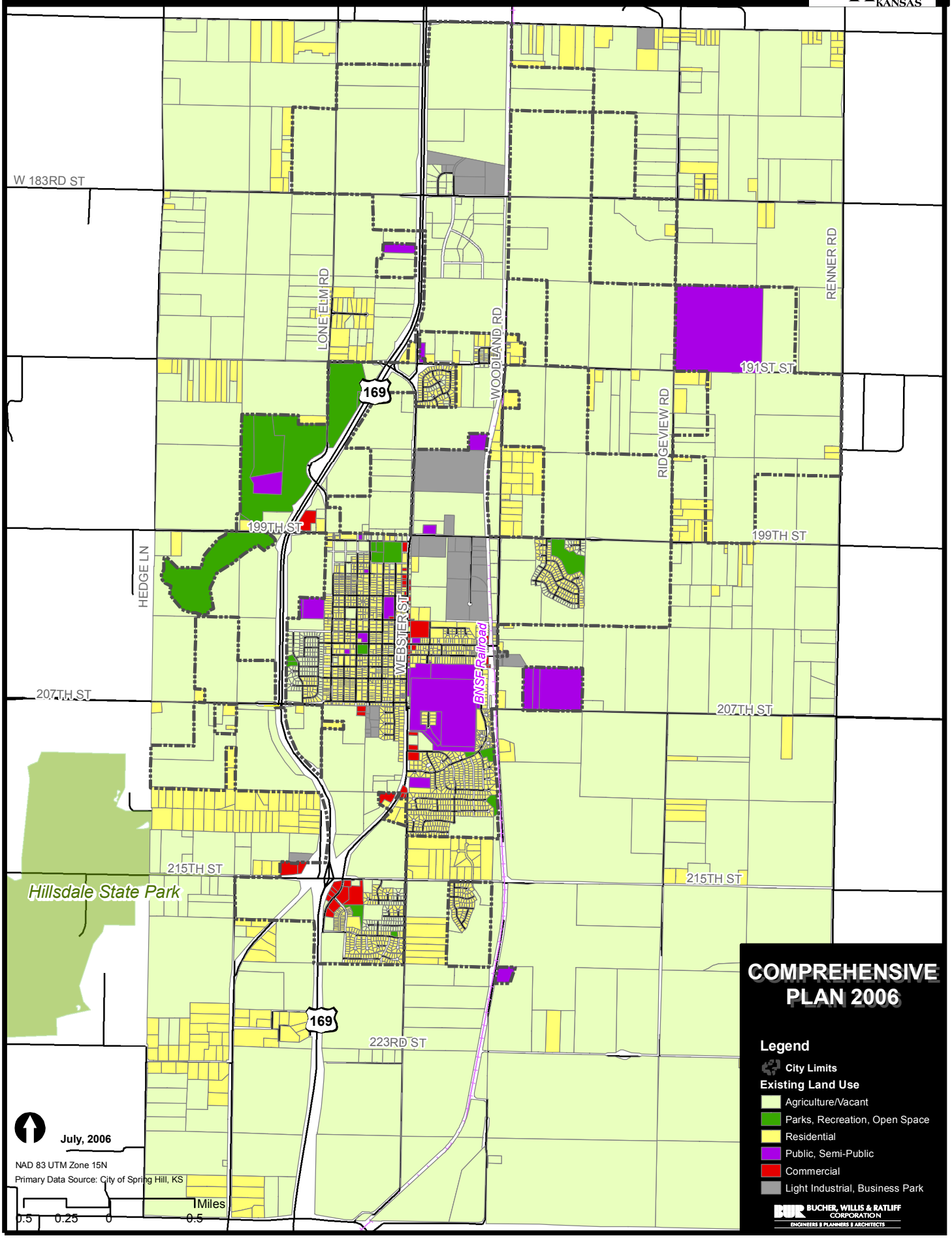
MAP 7-1 EXISTING LAND USE

SPRING HILL KANSAS



Chapter

8

COMPREHENSIVE PLAN

City of Spring Hill, Kansas

Physical Characteristics

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Chapter 8. PHYSICAL CHARACTERISTICS

Introduction

The study of environmental constraints is an integral part of the comprehensive planning process. This chapter examines several environmental constraints in the planning area which impact the City's future growth's development.

8.1 Physical Characteristics and Planning

In order to avoid environmental problems, it is first necessary to understand the nature and extent to which environmental factors affect development. Second, it is necessary to understand the impacts of different land uses and their relationship to the environment. Using this knowledge, various solutions to problems, which might exist, can be evaluated. It is preferable to encourage growth in those areas that can best accommodate urban development and discourage growth in those areas with the most severe limitations. The type, location and density of future development will be influenced by the recommendations of this Chapter.

Some of the relevant physical characteristics include but are not limited to: floodplains, slopes, soils, man-made limitations, and historic sites. Each of these constraints influence the choice of land uses at particular locations.

8.1.1 Flooding

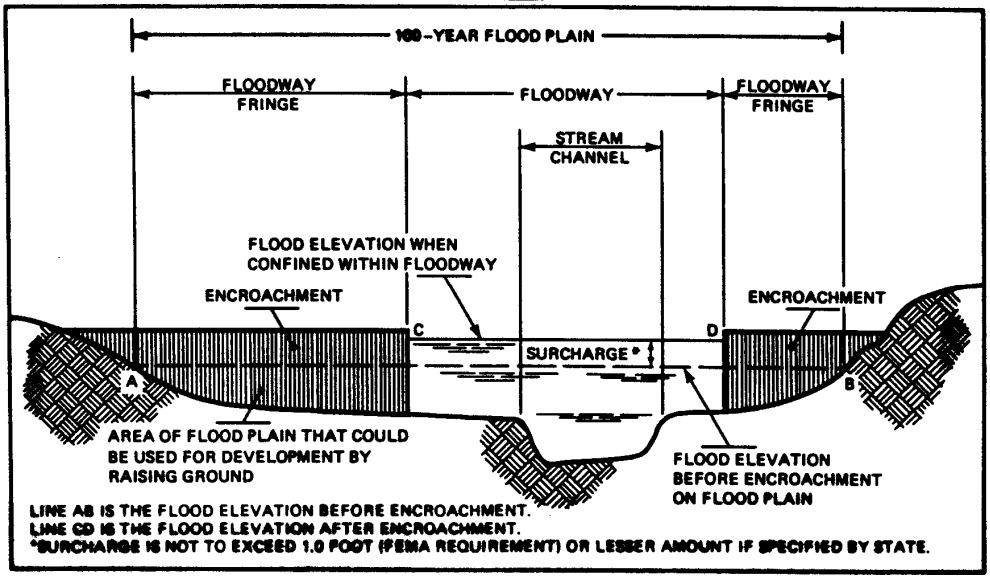
One of the most obvious environmental limitations to development is flooding. Hundreds of counties in nine Midwest States were declared federal disaster areas as a result of 1993 floods. As a result, many people were encouraged to either flood proof their buildings or move out of the floodplain.

The Federal Emergency Management Administration (FEMA) provides 100-year flood elevations and delineations of the 100- and 500-year floodplain boundaries **(Reference Map 8.1)** to assist communities in developing floodplain management measures. The FEMA regulations provide minimum national standards for management of floodplain areas for participating communities.

Development should generally not be permitted in the flood plain. However, this does not preclude all types of land use in the flood plain areas. Low intensity agricultural activities are typically suitable for floodplain areas. Where agriculture is in conflict with developed or developing areas, floodplains can serve dual purposes for storm water control and recreation opportunities. Linear parks and greenways are becoming a popular and less expensive alternative to traditional park development.

When development occurs near a flood plain, it is helpful to draw distinction between the two parts of the floodplain: the floodway and the floodway fringe. **Figure 8.1** illustrates the generic floodplain cross-section and graphically shows the difference between floodway and floodway fringes. The floodway includes the center channel of the stream and creek and carries the majority of floodwaters. It is defined as the center portion of the floodplain, which can carry the runoff from the 100-year flood with an increase in the elevation of the floodwaters of no more than one foot when the remainder of the floodplain is filled.

Figure 8.1: Floodway Schematic



Source: Federal Emergency Management Agency

Under no circumstances should development be allowed in the floodway as it will only create additional flooding problems elsewhere. Additional flooding is the result of impermeable surfaces such as buildings, roads or parking lots. These surfaces increase runoff and lead to increase flooding downstream. The same impacts can be observed from channelization which may result in decreased flooding upstream, but may have devastating impacts downstream. Quick solutions like this should be avoided when possible. Alternative flood mitigation techniques, such as retention ponds, are highly encouraged.

The floodway fringe is the area between the floodway and the outer edges of the floodplain. This area is suitable for some types of development but only after taking mitigating measures. It is generally recommended that only low density, non-residential uses be allowed and that buildings be either adequately flood-proofed or be constructed on enough fill to raise the building above the 100-year flood elevation. All floodplains in the planning area are designated “Zone A”. The Zone A designation is used to delineate the 100-year floodplain without the designation of the base flood elevation.

Several floodplains surround Spring Hill. To the north lie Wolf Creek; Sweetwater and Ten mile Creeks lie to the east and south; and to the west lay Niles and Spring Creeks. The floodplains that surround these creeks encompass a substantial area of land. Fortunately,

only a very small portion of the incorporated area lies within the floodplain. The land uses in this area are primary commercial and industrial, however, some residential areas lie approximately a quarter mile to the west.

Because Spring Hill is virtually surrounded by floodplains, growth policies must be carefully considered. Spring Hill has several options to prevent flooding problems.

- Prohibit development in any part of the 100-year floodplain or require developers to have an engineering analysis performed to identify the location of the floodway, in the general area.
- Require appropriate flood mitigation precautions to prevent property damage. Careful consideration should be given to prevent additional flooding downstream as a result of development. Mitigation methods are often too cost prohibitive and quickly eliminate feasible development plans.

8.1.2 Soils

The United States Department of Agriculture, Soil Conservation Service (now the Natural Resources Conservation Service), in cooperation with the Kansas Agricultural Experiment Station, published the Soil Survey of Johnson County, Kansas in January of 1979 and the Soil Surveys of Linn and Miami Counties, Kansas in June of 1981. The Soil Surveys contain detailed soil maps on aerial photos with extensive descriptions of each soil found in the Counties. This information can be used in land use planning by predicting soil behavior for selected land uses. In addition, the Soil Survey discusses soil limitations and hazards, mitigation techniques and impacts of land uses on the environment. Although almost any soil limitation can be corrected through proper engineering, the Soil Survey should be consulted whenever new development is considered to help determine what limitations may be present.

The soil descriptions also contain recommendations about the suitability of each soil for site development purposes, sanitary facilities, construction materials and water management. The soils are rated as to the degree of restriction for urban uses as follows: slight, moderate and severe. A rating of slight indicates that the soil is relatively free of limitations or has limitations that are easily overcome. A rating of moderate indicates limitations that need to be recognized, however, they can be overcome with good management and design. A rating of severe indicates that a site may be unusable for a specific purpose and that careful planning and design are needed prior to development approval. In some instances, development on soils may not be economically feasible.

Soil associations are listed in the Johnson County and Miami/Linn County Soil Surveys. A soil association is a group of soils geographically associated in a repeating pattern. The general soil associations in and around Spring Hill include:

- Catoosa-Clareson-Summit
- Kennebec-Chase
- Newtonia-Grundy
- Polo-Oska

These soils associations are predominately loams, silts, and silt clays. Some of their soil characteristics are slow percolation, high shrink-swell potential, and shallow depth to bedrock. Table 8.A summarizes soil ratings for development.

8.1.3 Development Alternatives

TABLE 8.A: Soil Ratings for Selected Development Alternatives

Development Alternatives

Soil Type	Dwellings	Commercial Buildings	Streets	Septic Tanks	Sewage Lagoons
Catoosa	Moderate	Moderate	Slight	Slight	Severe
Eram	Severe	Severe	Severe	Severe	Severe
Grundy	Severe	Severe	Severe	Severe	Moderate
Kenebec	Severe	Severe	Severe	Severe	Slight
Kenoma	Severe	Severe	Severe	Severe	Moderate
Martin	Severe	Severe	Severe	Severe	Moderate
Newtonia	Moderate	Moderate	Slight	Moderate	Moderate
Oska	Severe	Severe	Severe	Slight	Slight
Polo	Severe	Severe	Severe	Slight	Moderate
Summit	Severe	Severe	Severe	Severe	Moderate
Vinland	Severe	Severe	Severe	Severe	Slight

Source: U.S. Department of Agriculture, Soil Conservation Service

Soils high in clay content also have slow percolation rates. Sanitary septic systems require the right percolation rate to allow for decomposition of solid waste. If the soil percolates too slowly then systems may become backed up, if they are too fast then water tables can become contaminated.

The shrink-swell potential of severe type constrains building development. Soils high in clay particles swell during rainfall and shrink in periods of dryness. This characteristic of soil causes structural cracks in building foundations, roads, bridges and dams.

The Soil Survey indicates depth to bedrock is often shallow and in some place may be exposed. Under these circumstances the cost of development may be prohibitive or inappropriate.

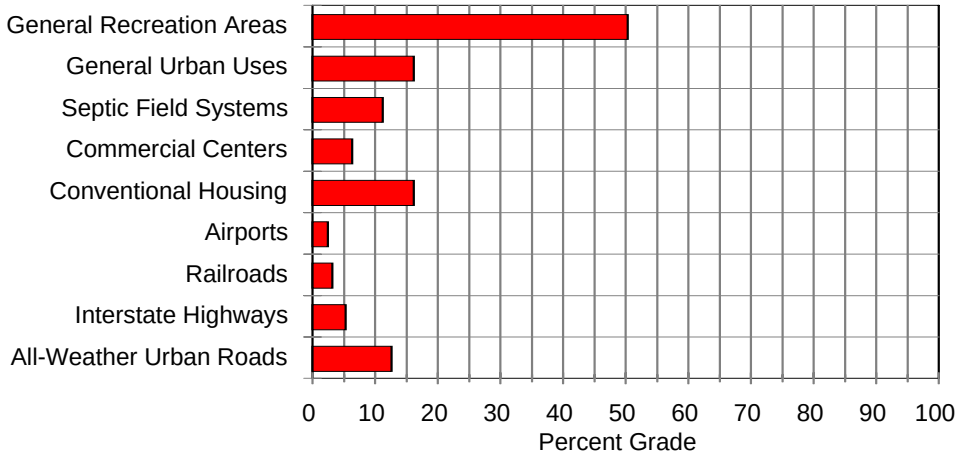
A soil survey can be extremely useful for planning purposes; however, they are not precise enough for construction purposes. When development is proposed on soils with “severe” ratings, a more detailed analysis of the soil for the development site should be considered along with appropriate mitigating measures.

8.1.4 Slope

Generally urban development is difficult to construct on land, which has 15% or greater slopes. The Spring Hill planning area has minimal problems in this respect. Map 8 - 1 contains shaded areas where slope could be a potential problem to development. These areas are concentrated along the creeks and floodways. In most cases these areas should be

avoided due to incompatibility and cost of development. Figure 8 - 2 illustrates the slope limitations an allowable percent grade to development.

FIGURE 8.2: Slope Limitations to Development



8.1.5 Man-Made Limitations

Natural limitation is not the only limitation to development. Man-made structures also impose limitations to development. U.S. 169 Highway, the Burlington Northern Santa Fe Rail Road, the Spring Hill City Lake and sewage treatment facilities all impose restrictions to development. Future development along U.S. 169 should be either commercial or industrial to buffer residential development. The railroad line is still active therefore; industrial and commercial development should buffer residential development along this corridor. Future development around the Spring Hill Lake must be limited to preserve the aesthetic integrity and water quality.

8.2 Summary

With careful planning and respect for the environment Spring Hill can develop in harmony with nature. The environmental constraints discussed above limit future land uses. However, this limitation can be overcome through a variety of approaches. In summary, development to the south and west is limited by floodplains. Adverse soil conditions are wide spread but this is not cost prohibitive by itself. In some instances the combination of environmental constraints will make development too costly to be considered feasible. Man-made limitation also adds to constraints of development, as they influence land uses and future development. In general, to the west and south of Spring Hill there are vast floodplains and poor soil conditions. However, to the east and north constraints are fewer. Development to the south and west should be limited to low-density single-family development. More dense development is suited to the north along existing road infrastructure.

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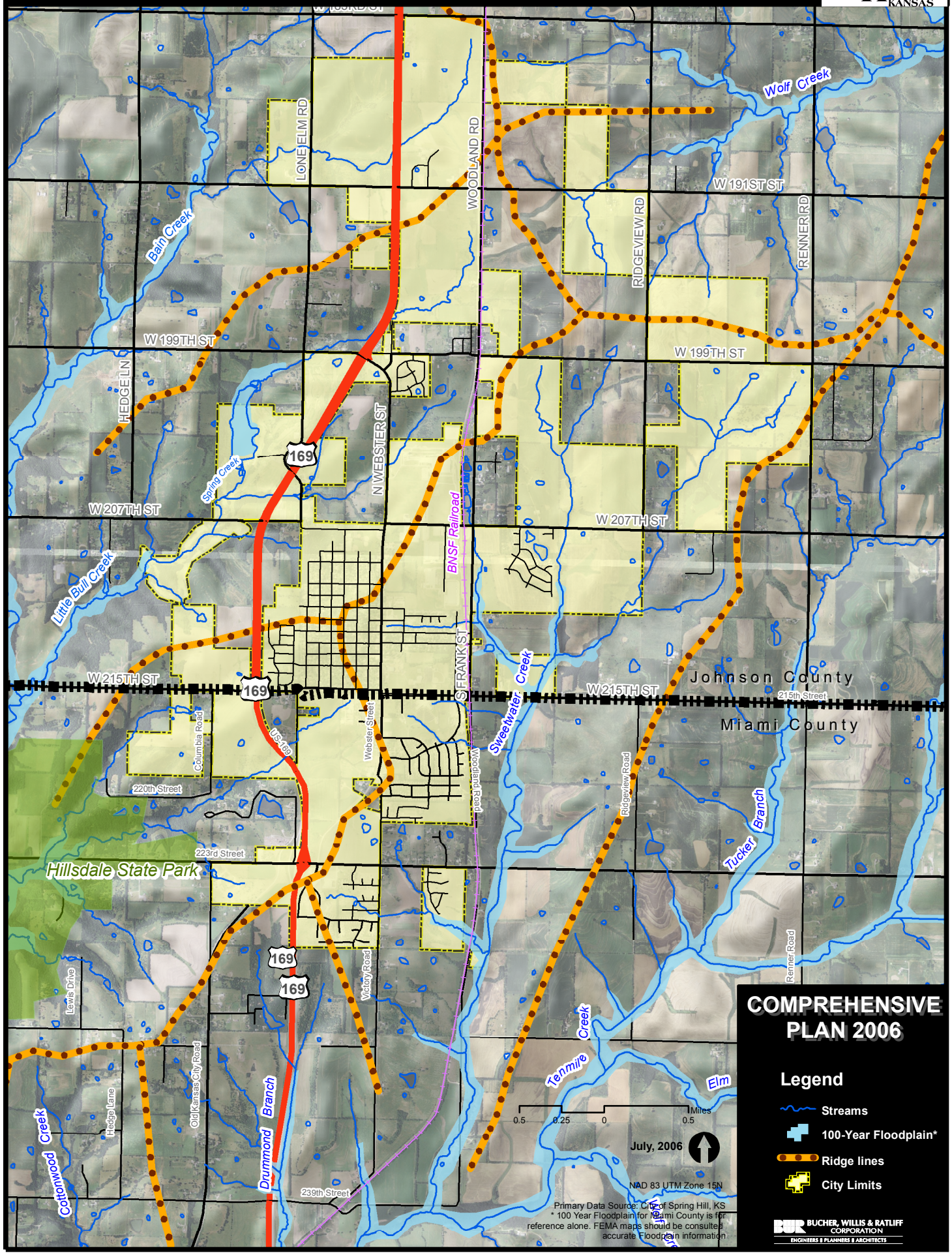
MAP 8-1 PHYSICAL & ENVIRONMENTAL CHARACTERISTICS

SPRING HILL KANSAS



Primary Data Source: City of Spring Hill, KS
* 100 Year Floodplain for Miami County is for reference alone. FEMA maps should be consulted accurate Floodplain information

COMPREHENSIVE PLAN 2006

Legend

- Streams
- 100-Year Floodplain*
- Ridge lines
- City Limits

BUCHER, WILLIS & RATLIFF CORPORATION
ENGINEERS & PLANNERS & ARCHITECTS

Project: 20050468.01
Phone: 816-363-2696
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Chapter

9

COMPREHENSIVE PLAN

City of Spring Hill, Kansas

Demographics

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Chapter 9. DEMOGRAPHICS

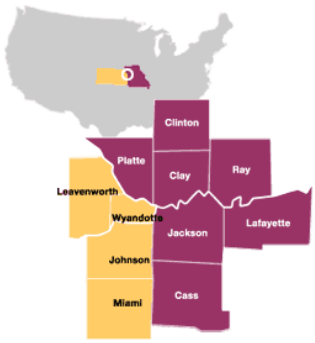
Introduction

The Chapter includes citywide and metropolitan area demographic trends as they relate to regional and national trends. It also includes analysis by the Census Blocks within the City of Spring Hill and its surrounding planning area.

The U.S. Census Bureau's *2000 Census Brief* stated that the Nation's 1990 to 2000 population increase was the largest in American history. The population growth of 32.7 million people between 1990 and 2000 represents the largest census-to-census increase to date. Population growth in the U.S. varied significantly by region in the 1990's, with higher rates in the West (19.7%) and the South (17.3%) and much lower rates in the Midwest (7.9%) and the Northeast (5.5%). Meanwhile, despite overall population growth in each of the past five decades, the Midwest's share of total population fell from 29% to 23%.

With approximately 1.8 million residents, Greater Kansas City is the 24th largest metropolitan area in the United States. Greater Kansas City encompasses 144 municipalities in the seven counties of northwestern Missouri and four counties of northeastern Kansas.

Johnson and Miami Counties were two of the fastest growing counties in the Kansas City area. This growth is part of a growing trend among the Great Plains States, including Kansas, of declining population in the rural areas with a consolidation of population in the urban metropolitan areas. In the Kansas City metropolitan area, the fringe areas of the city of Kansas City and the surrounding smaller cities such as Spring Hill are growing at faster rates than the central urban core areas.



Spring Hill grew by 24% during the 1990s, with an addition of 536 people.

9.1 Population Trends

The City of Spring Hill has experienced steady and continuous growth since 1940 averaging about 34% every decade. During the 1990s, the City of Spring Hill added 536 new residents—a 20% increase in its total population. In comparison, the Kansas City Metropolitan Statistical Area (MSA) registered a population increase of 12.2% (184,024 people), which was over 4% higher than the average growth in the Midwest. Johnson County, Kansas grew by over 96,000 residents and continues to be a major residential growth area of the Kansas City MSA. Miami County experienced slower growth.

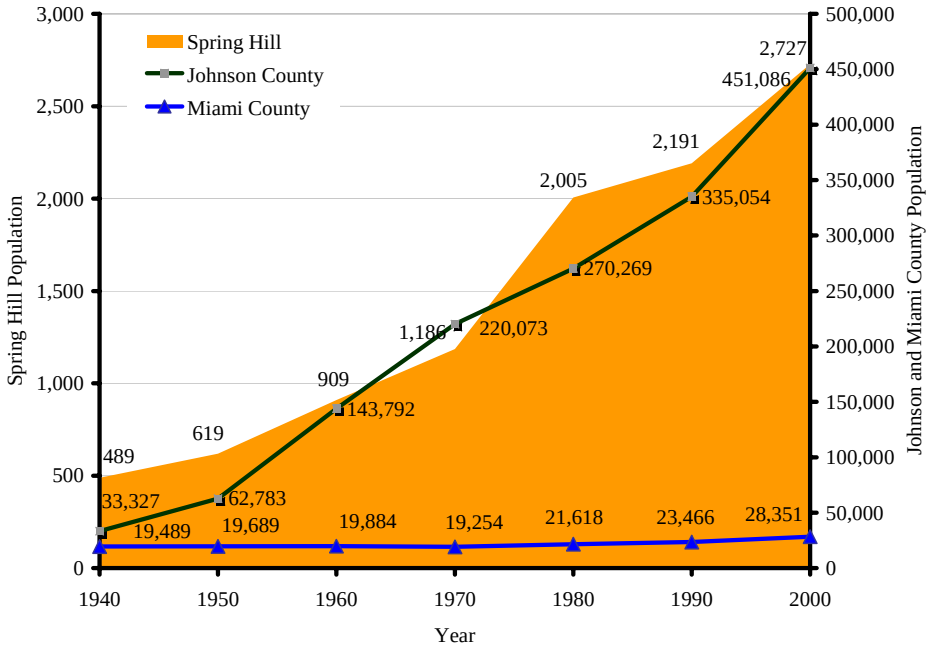
Table 9.A identifies the 1990 to 2000 Census population and percent change over the decades for Spring Hill, Johnson and Miami Counties, the Kansas City Metropolitan Area, and the State of Kansas. **Figure 9.1** shows the historical Census Population Trends in the city of Spring Hill, and Johnson and Miami Counties since 1940. Spring Hill has generally mirrored Johnson County's rate of growth.

Table 9.A: Census Population Trends (1990-2004)

Area	1990	2000	Change (90-00) No.	Change (90-00) %	2004 Census Estimate	Change % (04-00)
Spring Hill, KS	2,191	2,727	536	24.5%	4,159	52.5%
Johnson County, KS	355,054	451,086	96,032	27.0%	496,691	10.1%
Miami County, KS	23,466	28,351	4,885	20.8%	29,712	4.8%
Kansas City MSA	1,566,280	1,776,062	209,782	13.4%	-	-
Kansas	2,477,574	2,688,418	210,844	8.5%	2,735,502	1.8%

Source: US Census Bureau

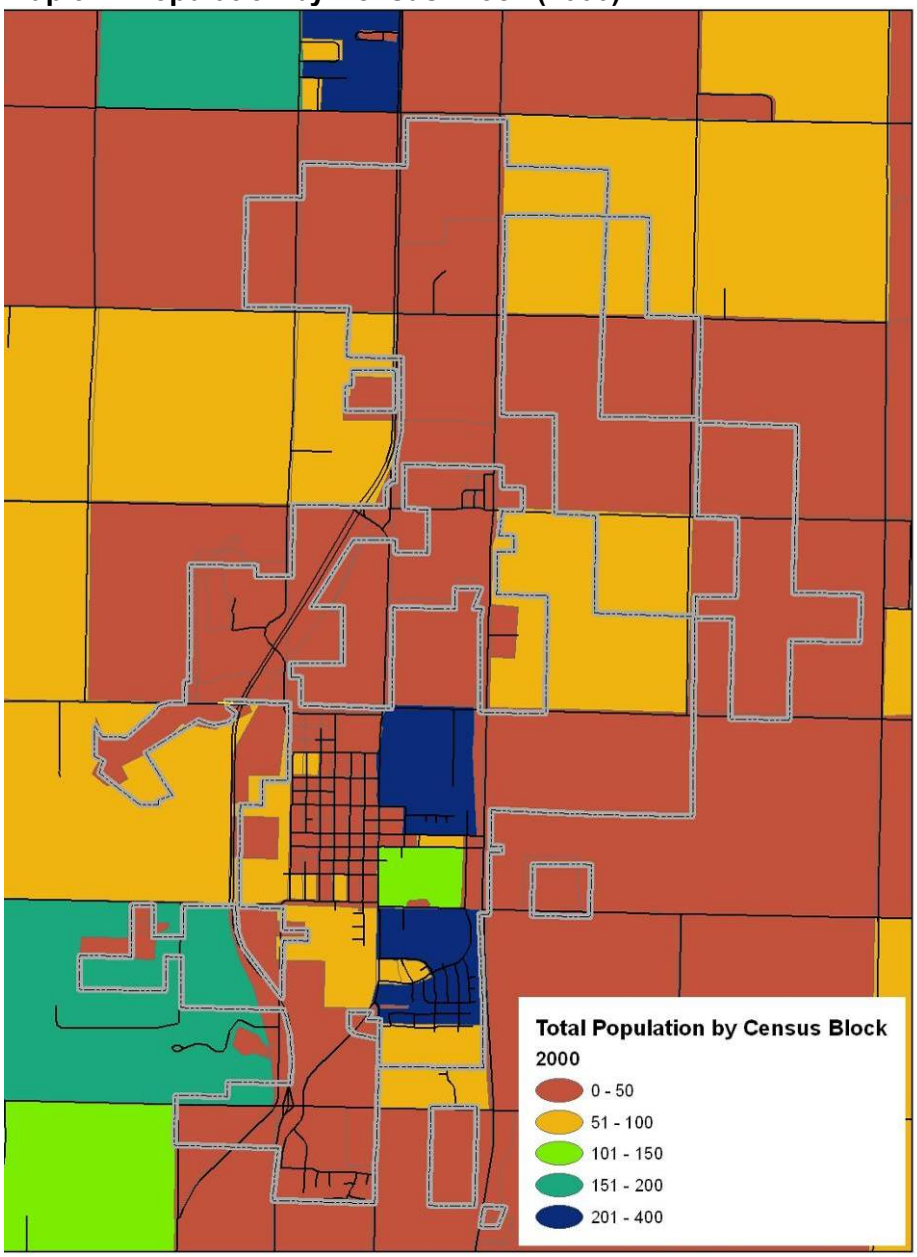
Figure 9.1: Historical Census Population Trends (1940-2000)



Source: US Census Bureau BWR Corporation

Map 9.1 provides a visual representation of Spring Hill's 2000 census population by Census Block Group. The most densely populated areas of the city are generally in the developing areas east of Webster between North and South Streets.

Map 9-1: Population by Census Block (2000)



Source: US Census Bureau BWR Corporation

Spring Hill will gain an additional 7,800 to 18,500 residents by 2030, depending upon the demand for new residential development in the community.

9.2 Population Estimate and Projection

Population growth in Spring Hill should be viewed in context of the economic growth and development throughout Johnson and Miami Counties. In 2002, the city's Comprehensive Plan projected its population to grow to 3,473 by 2020 using straight line projection, and to 4,930 using geometric population projection *(Ref. Comprehensive Plan 2002).* However, due to stronger than anticipated growth the 2004 Census population estimates for Spring Hill already exceeded the straight line projection.

Table 9.B presents the 2000 Census population along with 2030 population projections for Spring Hill. Since the 2000 Census, Spring Hill's population is estimated to have increased by 1,432, for an estimated 2004 population of 4,159.

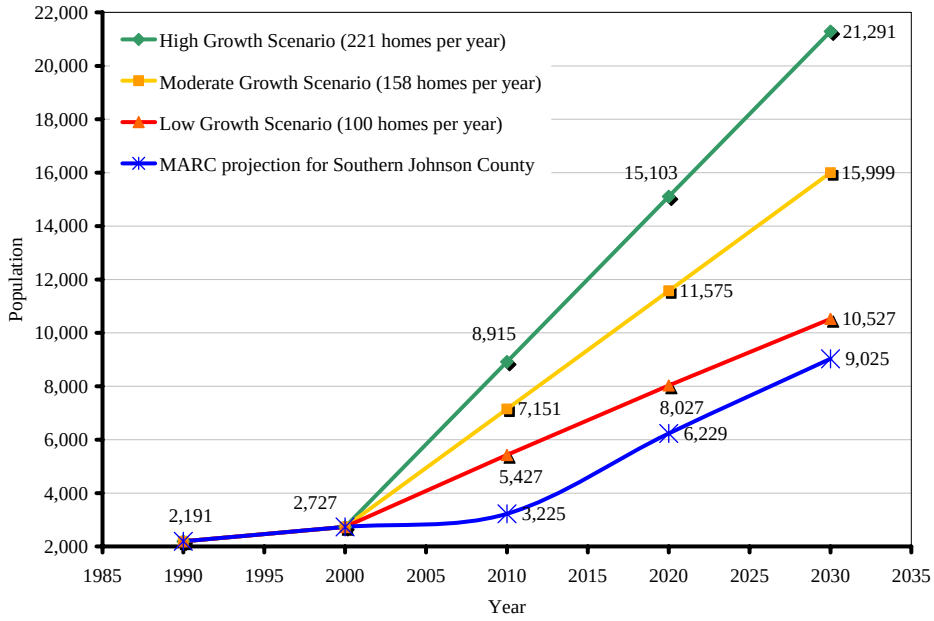
Table 9.B: Population Projection (2000-2030)

	1990	2000	2010	2020	2030
High Growth Scenario (221 homes per year)	2,191	2,727	8,915	15,103	21,291
Growth rate		24.5%	226.9%	69.4%	41.0%
Average Household Size		2.80	2.70	2.60	2.50
Moderate Growth Scenario (158 homes per year)	2,191	2,727	7,151	11,575	15,999
Growth rate		24.5%	162.2%	61.9%	38.2%
Average Household Size		2.80	2.70	2.60	2.50
Low Growth Scenario (100 homes per year)	2,191	2,727	5,427	8,027	10,527
Growth rate		24.5%	99.0%	47.9%	31.1%
Average Household Size		2.80	2.70	2.60	2.50
MARC projection for Southern Johnson County	2,191	2,727	3,225	6,229	9,025
Growth rate		24.5%	18.2%	93.2%	44.9%

Source: BWR, City of Spring Hill Residential Absorption Analysis (August 2005)
Note: Average household size from Census 2000 is 2.8
Population Increase assumes decreasing household size for each scenario

Figure 9.2 identifies a range of population projections for Spring Hill. The figure provides three population projections ranging from low to high growth possibilities which are tied to the demand for new residential housing units. The low growth scenario identifies a 2030 population of over 10,000 residents if existing residential building activity remains at approximately the same level as experienced in recent years. If residential building activity accelerates in future years the city's population could reach between 16,000 and 21,000 residents by 2030. In each of these scenarios the average household size is assumed to decrease following a nationwide trend, yet continue to remain higher than the average household size in the metropolitan area.

Figure 9.2: Population Projections (2000-2030)



Source: BWR

The fourth scenario assumes the Mid-American Regional Council (MARC) projection for the census tracts within the city. Between the four scenarios, the population of Spring Hill by 2030 will range between 9,000 and 21,300 residents.

9.3 Racial and Ethnic Populations

Table 9.C identifies the racial and ethnic populations in Spring Hill, the Kansas City metropolitan, and the State of Kansas. Minority population (non-white) in the Kansas City metropolitan area is about 19 percent of the total population. African Americans make up 13% and Hispanics 5.2% of the metropolitan population respectively. In comparison, residents of Spring Hill are more than 97% White.

Table 9.C: Racial and Ethnic Populations (Census 2000)

	Spring Hill, KS		Kansas City MSA		Kansas	
	Number	%	Number	%	Number	%
White	2,631	97	1,435,388	81	2,363,412	87.9
Black or African American	22	1	226,503	13	170,610	6.3
American Indian and Alaska Native	23	1	8,429	1	47,363	1.8
Asian	4	0	28,654	2	56,049	2.1
Native Hawaiian and Other Pacific Islander	1	0	1,829	0.1	3,117	0.1
Some other race	14	0.5	40,431	2.3	107,789	4
Hispanic or Latino (of any race)	76	2.8	92,910	5.2	188,252	7

Source: US Census Bureau

Spring Hill has a small minority population, when compared to the Kansas City metropolitan area and the State of Kansas.

9.4 Household Type and Size

The average household size in Spring Hill is 2.8, compared to 2.5 for the metropolitan area. The 2000 Census found that 80% of the households in Spring Hill are "families" which reflects the attractiveness of the community for younger families with children. Data for the type of households in Spring Hill shows the same trend. The City, in general, has a significantly higher percentage of family and married-couple households, than does the metropolitan area as a whole.

Table 9.D: Household Type and Size (Census 2000)

	Spring Hill, KS		Kansas City MSA		Kansas	
	Number	%	Number	%	Number	%
HOUSEHOLDS BY TYPE						
Total households	**973**	**100**	**694,468**	**100**	**1,037,891**	**100**
Family households (families)	747	77	466,195	67	701,547	68
Married-couple family	581	60	358,186	52	567,924	55
Female householder, no husband	130	13	81,756	12	96,661	9
Nonfamily households	226	23	228,273	33	336,344	32
Householder 65 years and over	71	7	59,545	9	105,689	10
	0	0	0	0	0	0
Average household size	2.8		2.5		2.5	
Average family size	3.2		3.1		3.1	

Source: US Census Bureau

9.5 Age Distribution

Age distribution shows that Spring Hill has a higher percentage of younger residents (generation X and generation Y) and a lower percentage of older adults, baby boomers and seniors than the metropolitan area. The pie chart in **Figure 9.3** identifies the proportion of each major age group in Spring Hill. **Table 9.E** compares the City's age distribution with the metropolitan area.

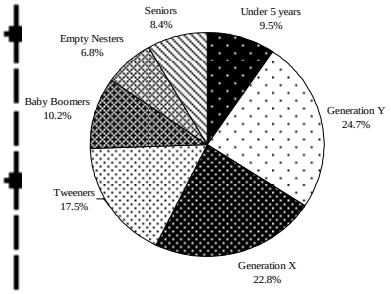


Figure 9.3: City of Spring Hill Age Distribution (2000)

Spring Hill is an attractive place for young couples, starter families, and families with young children. The smaller percentage of seniors and older adults indicates the possible lack of viable housing options or amenities to attract and retain baby boomers and seniors.

Table 9.E: Age Distribution (Census 2000)

		Spring Hill, KS		Kansas City MSA	
		Number	%	Number	%
Under 5 years	Under 5 years	260	9.5%	128,114	7.2%
5-19	Generation Y	674	24.7%	389,122	21.9%
20-34	Generation X	623	22.8%	365,894	20.6%
35-44	Tweeners	476	17.5%	299,559	16.9%
45-54	Baby Boomers	279	10.2%	243,276	13.7%
55-64	Empty Nesters	185	6.8%	147,642	8.3%
65 years and over	Seniors	230	8.4%	202,455	11.4%
Total		**2,727**		**1,776,062**	

Source: US Census Bureau

The median age in Spring Hill is 31.3 which is much lower than the average of 35.2 in the metropolitan area. **Map 9.2** identifies the distribution of population by median age for each Census Block. The older central area of Spring Hill generally has a higher median age than do the newer developing areas to the north and south.

9.6 Education

Spring Hill residents as a whole have a higher percentage of high school graduates and a lower percentage of higher educated people (bachelor's degree and higher) than the metropolitan area average. The percentage of high school graduates is 2 percentage points higher than the average in the metropolitan area while the percent of residents with a Bachelor's degree or higher is 15 percentage points lower.

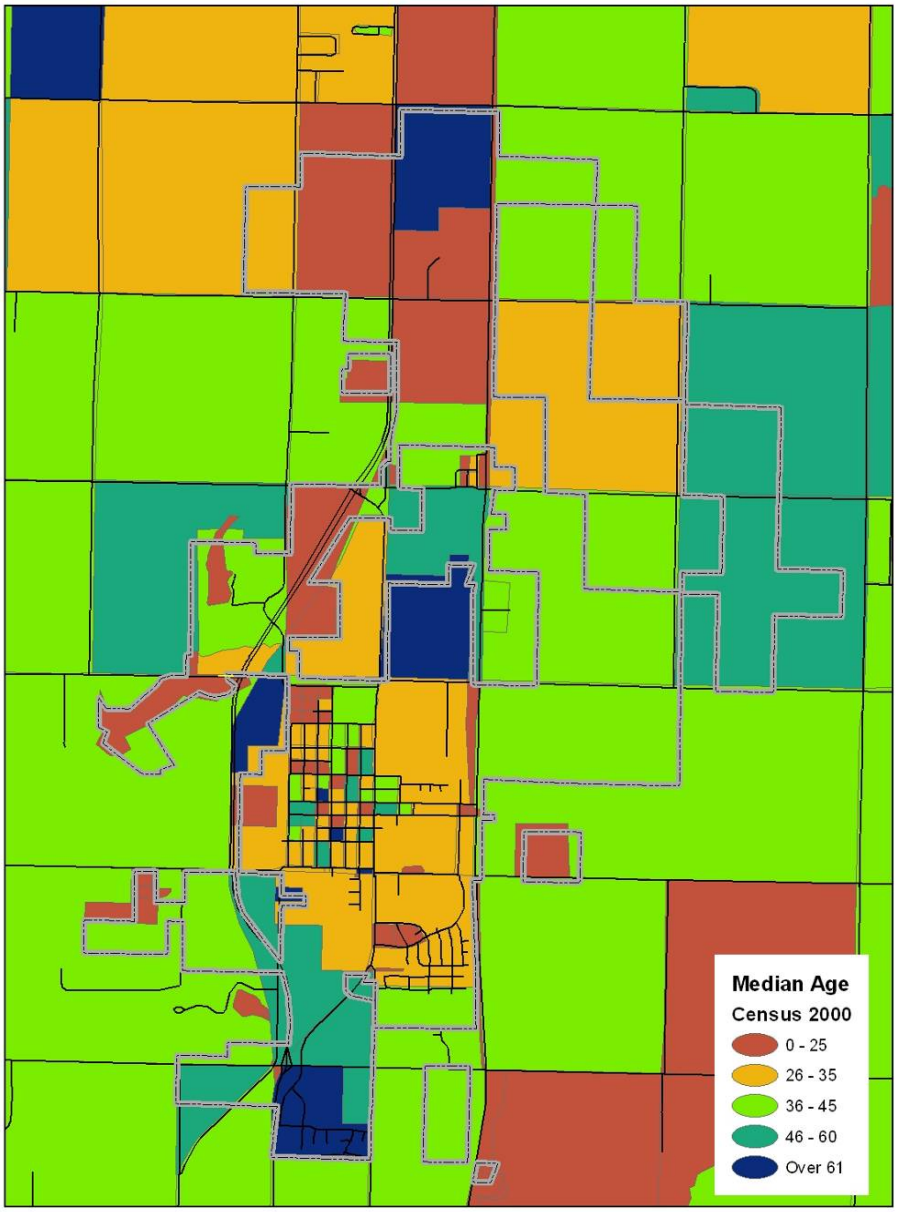
13 percent of Spring Hill residents have a Bachelor's degree or higher

Table 9.F: Education Characteristics (Census 2000)

	Spring Hill, KS		Kansas City MSA		Kansas	
	Number	%	Number	%	Number	%
Less than 9th Grade	55	3.3	44,148	3.8	88,124	5.2
9th or 12th Grade	121	7.2	109,137	9.5	149,675	8.8
High School Graduate	694	41.4	328,047	28.4	507,612	29.8
Some College, No Degree	507	30.2	276,687	24	417,722	24.6
Associate Degree	81	4.8	67,249	5.8	99,096	5.8
Bachelor's Degree	154	9.2	218,722	18.9	290,271	17.1
Graduate/Prof. Degree	65	3.9	110,272	9.6	148,707	8.7
% High School Graduates or Higher		89.5		86.7		86
% Bachelor's Degree or Higher		13.1		28.5		25.8

Source: US Census Bureau

Map 9-2: Median Age by Census Block Group (2000)



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Chapter

10

COMPREHENSIVE PLAN

City of Spring Hill, Kansas

Housing

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Chapter 10. HOUSING

The following Chapter of the Comprehensive Plan analyzes the current state of housing in Spring Hill. Housing values, tenure, and building permits issued in the last 5 years have been studied in detail to project future growth in the City.

Introduction

One of the most basic human needs is shelter. Due to its importance, the condition of the housing stock is one of the most revealing measures of the quality of life in a community. The adequacy of supply, the condition of the existing stock and the location of housing in relation to shopping, recreation and employment centers not only determines the efficiency of a city, but also reflects the attitude of its citizens toward improving the community.

Spring Hill's population is projected to increase dramatically during the planning period due to many factors including the availability of reasonably priced land for development, the availability of public facilities and infrastructure, reasonably priced housing compared to higher cost housing markets in other areas of the Kansas City metropolitan area, and a quality school system attractive to younger families with children. The average family size will likely decrease slightly in future years because families are choosing to have fewer children, changing household demographics including more homeowners without children, and longer life expectancy of older residents.

Over the 25 year planning period it is estimated that between 100 and 220 housing units will be constructed on an annual basis, with single-family housing expected to continue as the primary form of new residential development for new residents. However, changes in the overall new housing mix and home buyer demographics are expected to occur in the Spring Hill housing market similar to trends nationwide and in the metropolitan area. In years to come the changing face of home buyers will likely include an increased number of single professionals, married couples without children, senior citizens, and empty nesters.

Future development planning in Spring Hill must accommodate increasing demand for "maintenance-provided" housing, attached housing, and other owner-occupied multifamily housing products as the local and national home buying market evolves. There will be a growing market for those who prefer to spend their free time with activities other than yard care and home upkeep. In addition, higher development costs and increased open space preservation will necessitate new single-family housing development areas in the community provide smaller lots and somewhat higher densities in various locations. Spring Hill currently has a limited supply of such nontraditional housing products. Therefore it appears there are opportunities to provide more 'life-cycle" housing options such as upscale homes and empty-nester/retirement homes to keep existing residents within the city.

The City has a strong advantage of offering lower cost housing in the southern Johnson County/ northern Miami County area when compared to other cities in the region. The

demand for housing in the city is expressed by the low vacancy rates and the increasing values of the existing housing stock.

10.1 Housing Values

The median housing value saw nearly an 83 percent increase—increasing from $55,200 in 1990 to $101,100 in 2000, but are lower in Spring Hill than the metropolitan area. Rents also increased from a median of $348 to a median of $577 in 2000. This surge was in part due to the attractiveness of suburban communities such as Spring Hill, as places where younger families could afford relatively new housing stock and quality schools.

Table10.A: Major Housing Characteristics (Census 2000)

	Spring Hill, KS		Kansas City MSA		Kansas	
	Number	%	Number	%	Number	%
Housing Units	**1,024**		**740,884**		**1,131,200**	
Owner-Occupied Units	**649**	**100**	**418,003**	**100**	**581,960**	**100**
Less than $50,000	21	3	50,755	12	142,608	25
$50,000 to $99,999	303	47	146,771	35	216,103	37
$100,000 to $149,999	278	43	113,641	27	120,734	21
$150,000 to $199,999	47	7	54,842	13	53,556	9
$200,000 to $299,999	0	0	34,256	8	32,616	6
$300,000 to $499,999	0	0	13,560	3	12,558	2
$500,000 to $999,999	0	0	3,559	1	3,158	1
$1,000,000 or	0	0	619	0	627	0
Median Housing Value	100,100		104,700		83,500	
Renter-Occupied Units	**307**		**219,866**		**310,423**	
Median Rent ($)	577		575		498	

Source: US Census Bureau

10.2 Housing Tenure

Occupancy rates in general, are also higher in the City of Spring Hill, indicating a demand for housing in the City. **Tables 10.A and 10.B** show the major housing characteristics of the City from the 2000 Census. Spring Hill had relatively low percentage vacant owner occupied and vacant rental housing units.

Table 10.B: Housing Tenure (Census 2000)

	Spring Hill, KS		Kansas City MSA		Kansas	
	Number	%	Number	%	Number	%
Total housing units	1,014	100	740,884	100	1,131,200	100
Occupied housing units	973	96	694,468	94	1,037,891	92
Owner-occupied housing units	675	69	471,843	68	718,703	69
Renter-occupied housing units	298	31	222,625	32	319,188	31
Vacant housing units	41	4	46,416	6	93,309	8
Homeowner vacancy rate (percent)	0.9		1.5		2.0	
Rental vacancy rate (percent)	6.6		7.8		8.8	

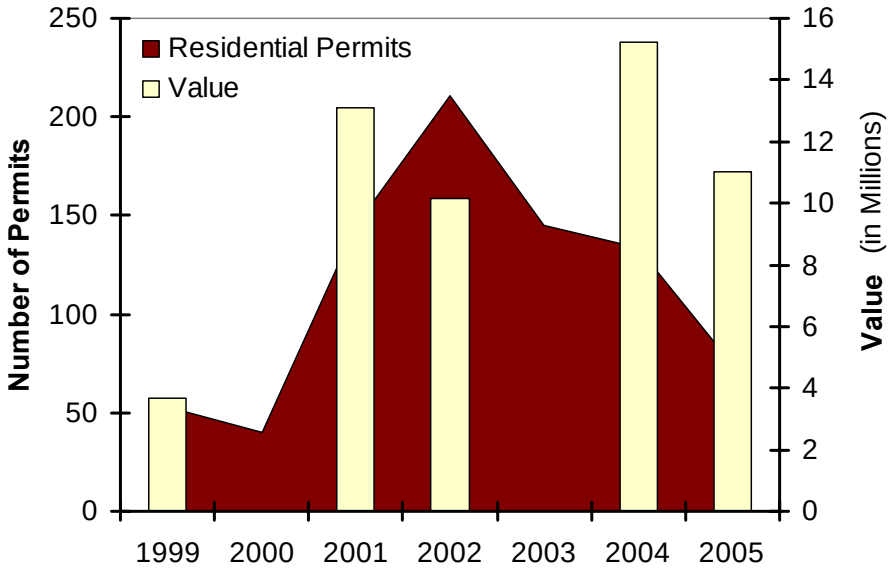
Source: US Census Bureau

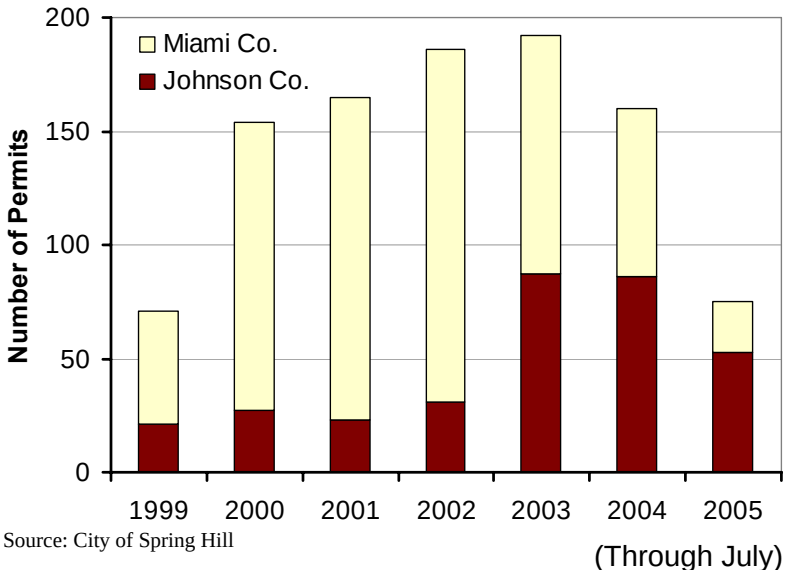
10.3 Recent Construction Activity

According to Census 2000, about 68 percent of the current housing stock in Spring Hill was built prior to 1970. Spring Hill experienced a surge of new housing construction activity during the 1990s. The total number of housing units increased from 734 units in 1990 to over 1,024 units in 2000. Since 2000, 930 new residential units have been built in Spring Hill.

Figure 10.1. identifies the number of building permits in recent years for new single-family homes in Spring Hill. Spring Hill has relatively few permits issued on an annual basis for buildings with attached residential dwellings, such as two-family, 3 or 4-plexes, condominium, or apartment buildings. In recent years the average cost of units has increased. The cost increases can be attributed in part to a greater number of upper end single-family homes being constructed in the community. While the bulk of the new housing stock was in Miami County, the last three years have seen a substantial shift in housing in the Johnson County portion of the city.

Figure 10.1: Residential Construction Building Permits





Source: City of Spring Hill

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Chapter

11

COMPREHENSIVE PLAN

City of Spring Hill, Kansas

Economics

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Chapter 11. ECONOMICS

Maintaining and developing a healthy economy is essential to the future of Spring Hill. This Chapter examines various economic statistics of Spring Hill. These statistics help reveal both strengths and weaknesses in the economy. Examination of changes also reveal changes in demand for future land use and public facilities. Thus, economic analysis plays an essential role in the planning process.

Understanding the relationship between the economy and community planning is a necessary component of proactive planning. The study of employment by industry makes possible the identification of industry strengths and weaknesses. A homogeneous mix of industries is desired in Spring Hill because it increases the flexibility of the local economy. Foremost, it is important to realize that cities compete for the attraction and retention of business. Economic incentives are often a deciding factor in the ability of a city to compete and remain economically successful. Often, it is a combination of several factors working collectively that influence the long-term economic vitality of a community. Some of these factors include industrial diversification and income stratification.

11.1 Income

According to the Census 2000, median household income in Spring Hill is $45,052, about $1,000 less than that of the metropolitan area. Per capita incomes are about $4,000 less than the metropolitan area average. **Table 11.A** identifies the household income distribution for the city of Spring Hill, the Kansas City MSA, and the State of Kansas. Spring Hill has a higher percentage of households with incomes between $25,000 and $75,000 (about 65%), when compared to the metropolitan area (52%) and the state (52%). Spring Hill also has a lesser percentage of low-income households than the metropolitan area and the state. More differences in per capita incomes and less in median incomes indicate lower skilled jobs, but higher labor-participation rates.

Table 11.A: Income Distribution (Census 2000)

	Spring Hill, KS		Kansas City MSA		Kansas	
	Number	%	Number	%	Number	%
Households	**997**	**100**	**694,971**	**100**	**1,038,940**	**100**
Less than $10,000	53	5	50,534	7	88,926	9
$10,000 to $14,999	48	5	34,436	5	66,264	6
$15,000 to $24,999	92	9	79,239	11	143,138	14
$25,000 to $34,999	170	17	90,156	13	145,431	14
$35,000 to $49,999	190	19	120,377	17	187,850	18
$50,000 to $74,999	286	29	151,277	22	211,014	20
$75,000 to $99,999	79	8	82,144	12	99,933	10
$100,000 to $149,999	51	5	57,012	8	62,926	6
$150,000 to $199,999	23	2	14,665	2	16,106	2
$200,000 or more	5	1	15,131	2	17,352	2
Median household income ($)	45,052		46,193		40,624	
Per capita income ($)	19,642		23,326		20,506	

Source: US Census Bureau

11.2 Industry and Employment

Employment is measured by the number of full-time and part-time jobs in an area. It includes farm workers and the self-employed as well as the non-agricultural wage and salary workers. The employment levels are measured where the jobs are (place-of-work) rather than where the workers live (place of residence). The pie chart shows that the services sector makes up roughly a third of Spring Hill's employment base.

Spring Hill functions as a bedroom community, but had about 1,400 employed persons in 2000. The pie chart in **Figure 11.1** and the table in **Table 11.B** identifies the number and proportion of employment by industry type as reported by the Census 2000. Spring Hill has a significantly higher percentage of employment in the construction, transportation and retail trade sectors when compared to the metropolitan area.

Figure 11.1: Industry Employment (Census 2000)

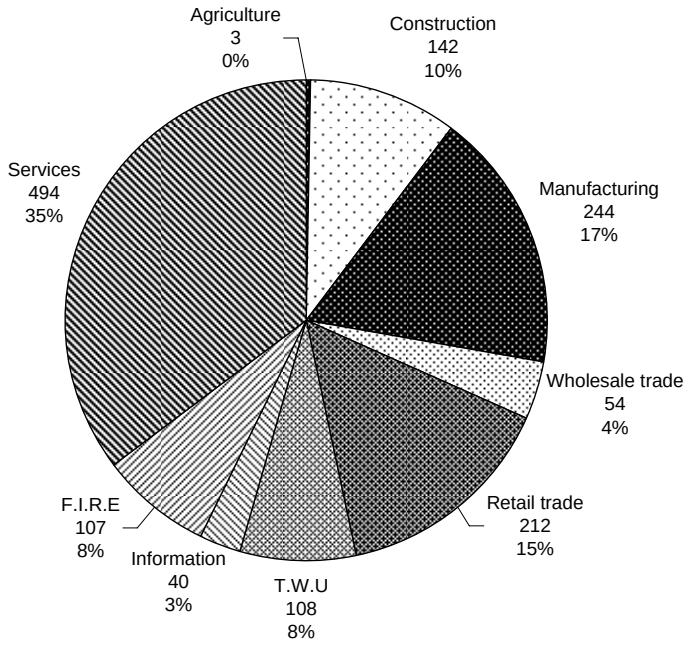

Table 11.B: Industry Employment (Census 2000)

	Spring Hill, KS		Kansas City MSA		Kansas	
	Number	%	Number	%	Number	%
Agriculture, forestry, fishing and hunting, and Mining	3	0.2%	6,370	1.1	50,508	3.8
Construction	142	10.1%	60,732	6.1	85,298	6.5
Manufacturing	244	17.4%	99,680	24.4	197,960	15
Wholesale trade	54	3.8%	38,340	3.1	43,786	3.3
Retail trade	212	15.1%	103,681	11.2	151,262	11.5
Transportation and warehousing, and utilities	108	7.7%	53,787	4	68,864	5.2
Information	40	2.8%	47,284	2.1	44,030	3.3
Finance, insurance, real estate, and rental and leasing	107	7.6%	77,558	5.3	80,129	6.1
Professional, scientific, management, administrative, and waste management services	72	5.1%	91,351	6.8	94,768	7.2
Educational, health and social services	230	16.4%	163,608	20.3	288,200	21.9
Arts, entertainment, recreation, accommodation and food services	93	6.6%	65,232	7.3	91,807	7
Other services (except public administration)	54	3.8%	42,003	4.8	61,122	4.6
Public administration	45	3.2%	41,556	3.4	58,549	4.4

Source: US Census Bureau

11.3 Summary

Chapter 11 examines employment participation rates, industrial diversification, and income stratification. From this analysis, several insights and conclusions are reached. Spring Hill is primarily a bedroom community that is attractive to young, working, middle class families that find a better quality of life in the Spring Hill community. As such it has a strong economic base and will continue to attract such families. As property values rise, and even higher income families come in search of the Spring Hill quality of life, the balance might shift towards fulfilling higher-end needs.

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Chapter

12

COMPREHENSIVE PLAN

City of Spring Hill, Kansas

Public Facilities

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Chapter 12. Public Facilities

Introduction

The growth of a community is strongly dependant on its attractiveness to potential residents. The availability of jobs, good schools, housing, recreational opportunities and many other factors all influence the ability of a community to attract residents and grow. The provision of quality public services, while often taken for granted, is critical in the growth of any city. This Chapter will examine community facilities that serve the residents of Spring Hill.

12.1 Education

The Spring Hill School District provides quality educational opportunities for students in Spring Hill, Olathe, Overland Park, and unincorporated areas of Johnson and Miami County. The district encompasses 71 square miles and includes much of the southern future growth area identified by the city of Olathe, as well as a small portion of Overland Park's future growth area.

Approximately 3,000 students attend classes in six schools: two elementary, one intermediate facility, a middle school, a high school and an online school. The district has been recognized nationally for its academic and technology programs. For the seventh year in a row, all schools in the Spring Hill School District achieved their goal of meeting adequate yearly progress, the State's definition of proficiency. All schools also combined to capture more than 20 Standards of Excellence, which requires meeting even more stringent academic goals.

With advancing technologies, a traditional classroom is no longer the only forum for learning. In the fall of 2008, the Spring Hill School District launched the Insight School of Kansas, which is housed in the renovated Hilltop Education Center. Nearly 1,000 students, ranging in age from 14 to 60-plus years old, are tapping into the 120 educational courses and 14 Advanced Placement classes offered by the school. Students currently attending Kansas schools may also take advantage of courses that may not be currently available to them, such as Advanced Placement classes, through the virtual school. The Insight School also is broadening into vocational training, including apprentice programs.

Without well-trained teachers, none of the continued academic gains would be possible. The district has worked diligently to recruit teachers with extensive educational experience and a commitment to developing students into lifelong learners. About 70 percent of Spring Hill's faculty members hold master's degrees or higher and have an average of 15 years of experience. Retaining this staff and

giving them opportunities to advance professionally also are a priority for the Board of Education.

In addition, Spring Hill School District provides a full range of inclusive special education services for students with disabilities and gifted capabilities. Services can start as early as age 3 and continue to age 21, as appropriate.

A few statistics about the district include:

- The Spring Hill, Kansas School District has been recognized nationally for its academic and technology programs.
- More than 3,000 students are enrolled in the district's five traditional schools and one on-line school.
- The six schools include Prairie Creek Elementary (K-5), Spring Hill Elementary (PreK-2), Spring Hill Intermediate (3-5), Spring Hill Middle School (6-8), Spring Hill High School (9-12) and Insight School of Kansas (high school, any age).
- For the seventh year in a row, all schools in the Spring Hill School District achieved their goal of meeting adequate yearly progress, the state's definition of proficiency.
- There are more than 300 employees including teachers, nurses, classified staff and administrators
- About 70% of the faculty hold Masters Degrees or higher and have an average of 15 years experience.

Table 12.A identifies the schools, enrollments and capacities as of Sept, 2009.

Table 12.A: Spring Hill Educational Facilities

Facility	Enrollment	Capacity
Prairie Creek Elementary School	224	240
Spring Hill Elementary School	481	616
Spring Hill Intermediate School	336	400
Spring Hill Middle School	456	527
Spring Hill High School	571	800
Insight School of KS	Approx. 1,000	Unlimited

Source: Spring Hill Unified School District No. 230

There are several colleges and technical schools within a 25-mile drive of Spring Hill. These higher education facilities serve the community by providing learning and cultural opportunities to the residents of the City.

12.2 Parks and Recreation

Recreation opportunities are a major amenity for communities that are growing. The provision of high quality facilities and programs will serve to attract a strong residential base for the City. Maintaining the existing facilities and expanding opportunities should be a high priority for the community.

The Spring Hill Recreation Commission is funded through a 2.25 mill levy assessed throughout the USD 230 School District. The Spring Hill Recreation Commission provides the City with limited financial support for operating the Spring Hill Recreational Complex located at 900 North Washington Street. The

Spring Hill Recreation Commission is responsible for managing youth, adult, and family activities and programs for the community. These programs are fee-generated with additional funding from sponsors, tournament revenues, and concession sales.

Spring Hill Lake also offers recreational opportunities. The lake is located west of the intersection of Lone Elm Road and U.S. Highway 169. The City's golf course is located on the east and south sides of the lake and fishing is allowed at the lake. In addition, the City is working on plans to develop the west side of the lake for limited passive recreation opportunities.

City Park, located at Nichols and Washington Streets, contains shelter and playground facilities for the community. Due to its location and small size, this facility functions as a neighborhood park for the surrounding residences.

Recommendations for parks and recreation opportunities are located in **Chapter 3, Goals, Objectives & Action Plans** and in **Chapter 5, Community Development Recommendations**. To summarize, the City of Spring Hill should strongly consider the development of a comprehensive parks and recreation master plan for the community. This document would identify needs, suitable locations and operating strategies to expand community parks and recreation opportunities as the City grows.

12.3 Law Enforcement

In 2009, fourteen full-time officers provide 24-hour police protection in Spring Hill. One additional officer is expected to be hired during 2007. The police station is located at 302 North Jefferson and contains office space, interview rooms, a training room and an evidence room. One officer is assigned as the School Resource Officer for the High School and Middle School. This officer also provides the DARE Program for the Elementary School. An agreement between Spring Hill and the Miami and Johnson County Sheriff's Departments allow for joint responses when necessary.

12.4 Fire and Emergency Medical Service (EMS)

Johnson County Fire District No. 2 through contracts with the City of Spring Hill provide all fire and emergency medical services. The Fire District provides services to the City of Spring Hill mainly from Station 84 located at 20500 W. 207th Street. The Fire District has four stations located across un-incorporated Johnson County. Personnel and equipment from these stations along with mutual aid agreements are coordinated by the District for fire and emergency responses within the City Limits and boundaries of the contract.

Currently Fire District No. 2 personnel consist of 54 personnel with Station 84 having 17 personnel assigned to the station. The personnel are distributed across three shifts working 24 hour/365 day coverage assignment. Additionally, Station 84 is the duty location for the Fire Chief, Battalion Chief, Technical Services Division Manager, and an Advanced Life Support Paramedic.

Station 84 equipment includes the following:

1 Ladder Truck, 1500gpm, 500 gallons

1 Rescue Engine, 1500gpm, 1000 gallons
1 Water Tender, 1250gpm, 1500 gallons
1 Ambulance
1 Brush Truck, 250gpm, 200 gallons
1 Water Rescue Boat
1 Water Rescue Utility Vehicle

Within the service area of the City of Spring Hill, there is an average response time of 4:58. There is an insurance rating (ISO PPC 3) for the City, based on equipment, personnel and training.

12.5 Water Supply

The primary source of water for the City of Spring Hill is from the Hillsdale Reservoir. The water supply is treated by Miami County Rural Water District Number 2 and transported through jointly funded lines with Johnson County Rural Water District Number 7.

Every effort should be made to protect the watershed for the Spring Hill City Lake, the Hillsdale Lake, and the Lower Marais des Cygnes Basin. Protection of the watershed will help preserve water quality. A water quality grant from the Kansas Department of Health and Environment was approved in February 2000 for the year 2000 to monitor the affect of the Sycamore Ridge Golf Course at Spring Hill on the Spring Hill Lake. In addition to the City's water service, Spring Hill is also served by Johnson County Rural Water District Number 7 and WaterOne of Johnson County.

12.6 Water Distribution System

The present water distribution system existing within the City of Spring Hill can be divided into two distinct categories: the arterial mains, and the distribution mains. The arterial/supply mains are a system of 20-inch, 16-inch, 10-inch, and 8-inch mains, which form the major looping system to areas of high demand. Inside this loop are the distribution mains, a grid of mostly 6-inch, 8-inch, and 10-inch mains, which complete the system. Originally the system consisted entirely of cast iron pipe, but recently the City has been engaged in an ongoing rehabilitation program to complete the grid of distribution mains, and replace the original cast iron pipes with PVC or ductile iron pipe. There is an annual upgrade program in place.

12.7 Wastewater Treatment System

The wastewater treatment system for the City of Spring Hill consists of a mechanical treatment plant designed for 1.5 million gallons per day. The lagoon is currently being used for only a portion of the flow due to reduced detention time. The treatment plant, installed in 2001, is designed to service a wider area including proposed development as well as receiving all of the influent to the lagoon. The lagoon and the treatment plant carry separate discharge permits. Once the collection system inflow and infiltration problems are corrected the lagoons will be phased out. The City is in the process of developing a Wastewater Master Plan to address current and future growth as well as assist the City in the planning process for upgrading the Treatment Plant and Collection System as growth continues to occur to be completed in 2006.

12.8 Wastewater Collection System

The present collection system consists mainly of clay pipe in the older sections, such as those served by the lagoon, with mainly PVC pipe used in the newer developments. High peak flows measured at the lagoon and treatment plant have been attributed to the entrance of storm water to the sanitary sewers by direct inflow combined with infiltration through cracks and leaky pipe joints. In 1994, the City secured Community Development Block Grant (CDBG) funding to begin a remediation program to identify and eliminate inflow and infiltration sources. The program is underway and a number of sources have been eliminated; the earlier program has been modified to include sewer main rehabilitation, smoke testing, and televising to better identify and eliminate serious inflow and infiltration sources. Rehabilitation of the lines will continue as funding becomes available.

12.9 Electrical System

The City of Spring Hill currently has franchises with two electric utility providers to provide electricity to the city: Westar Energy, Ordinance 2003-39, and Kansas City Power and Light, Ordinance 2006-07. The franchise agreements assign ownership and maintenance of the transmission, switchgear and distribution systems to the utility providers. Future improvements or operational changes to attract or accommodate growth shall occur in accordance with these agreements and negotiations between the developer and the utility.

12.10 Natural Gas System

As with the supply of electricity described above, the City of Spring Hill currently has a franchise with a natural gas provider to provide gas to the city: ATMOS Energy, Ordinance 1434. And, similarly, future improvements or operational changes to attract or accommodate growth shall occur in accordance with the franchise agreement and negotiations between the developer and the utility.

12.11 Telephone System

The City of Spring Hill currently has a franchise with Embarq (Ordinance 99-14) to use the streets, avenues, boulevards, alleys and other public places in the City of Spring Hill to continue to conduct the business of constructing, installing, maintaining, managing, and operating a telephone system with all necessary poles, wires, cables, fixtures, conduit and apparatus.

12.12 Cable System

The City of Spring Hill currently has a franchise with a cable system to provide cablevision service to the residents of the City of Spring Hill. That Suddenlink Communications agreement is detailed in Ordinance 2006-03.

12.13 Storm Water Drainage

Storm water drainage in the developed areas of the east side of town is provided mainly by curb, gutter and other storm water structures. Storm water on the west side of the City is collected mainly by open drainage ditches and natural channels. This includes working with Johnson and Miami Counties to develop a storm water plan for both the area inside of the City and the area surrounding the City. The City continues to address storm water drainage problems and addresses as funding is available. The City has a storm water utility that will address current and future storm water needs.

12.14 City Hall and Public Works

City Hall has an important role in every community. At some point, almost all residents of a community will utilize services located at this facility. For this reason, it is important the City Hall reflect the image of the community. A quality facility will enhance a city in many ways. The productivity and morale of employees will be higher in a modern facility that has space for all necessary functions. Community pride is also an important factor in developing a quality facility.

Currently, the Police Station is located behind the old elementary school in a temporary building at 302 North Jefferson and City Hall is located at 401 North Madison in the north section of the old elementary school. The City is exploring options to relocate City Hall and the Police Department. The Public Works facility is located at 502 East Nichols. As a long-term goal, the City should explore relocation of the Public Works Department.

Chapter

13

COMPREHENSIVE PLAN

City of Spring Hill, Kansas

Transportation

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Chapter 13. TRANSPORTATION

Introduction

The ability to transport people and goods from one place to another is one of the basic components of the economic and social system upon which society depends. Consequently, the adequacy of a community's major street system has a substantial impact on the rate and pattern of future growth. Long-range planning is necessary to ensure the street system is able to expand efficiently and that it remains consistent with the **Future Land Use Plan**.

This chapter reviews the street system of Spring Hill. It includes an explanation of the various types of streets and the designation of the major street system.

13.1 Standard Street Classifications

Street classifications are based on the functioning of a hierarchy of vehicle origin-destination movements. Movement from one area of the City to another is accommodated by a network of arterial streets which are, ideally, uninterrupted corridors designed for the smooth flow of large volumes of traffic. Sub-section movement occurs on collector (avenue) streets, which connect residential areas with arterial and local traffic generators. Local streets are the lowest level of the street network system and provide direct access to abutting properties.

The following is a further explanation of these classifications and their design standards.

13.1.1 Freeway or Expressway

Freeways and expressways serve a function of movement between major destinations at high speeds. Such roadways are typically multi-lane facilities with a median. Corridor right-of-way width typically ranges from 150-300 feet. There is no direct land access to these transportation networks and transportation access is thereby restricted. U.S. Highway 169 through Spring Hill is the only roadway that functions as a Freeway or Expressway.

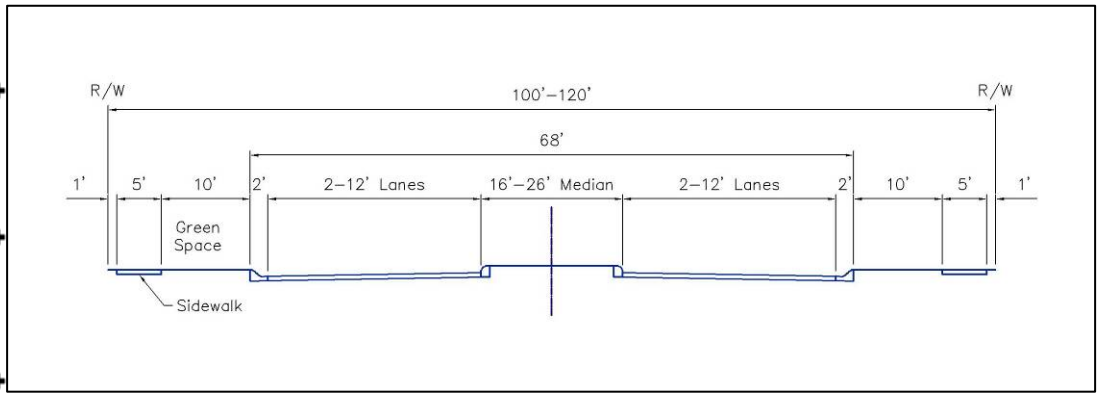
13.1.2 Arterial Streets

Arterial streets function to connect areas of principal traffic generation and important rural highways. They provide for distribution and collection of traffic to and from collector streets and local streets. The arterial street is given preferential treatment over collector and local streets in signing and signalization of intersections. 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.

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 arterial street cross section is shown in **Figure 13.1**.

Figure 13.1 Typical Arterial Street 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.

The typical characteristics that define boulevards are:

- Formal geometric layout;
- Provide direct vehicular access ;
- Formal landscape features and enhancements;
  - Planting between sidewalk and street
  - Tree lined streets
  - Art forms (fountains, pools, statuary)
- Buildings primarily face the roadway or have a façade with an "active wall" appearance oriented toward the street as recommended by the **Commercial Design Guidelines (Ref Appendix A)** for building location and orientation;
- Provides for urban development;
- Has lower traffic speeds in urban areas;
- Designed to accommodate on-street parking on the Town Core area;
- Pedestrian oriented;
- Dominates the geography/landscape;
- Man-made versus natural environmental design;
- Allows many traffic turning movements in urban settings such as the Town Core area;
- Supports higher intensity land uses;
- May not contain a median but most do;
- Typically more linear and based on the section-line arterial grid system;

- ❖ May accommodate multiple points of ingress/egress with driveways and front yards encouraged in Town Core areas such as Webster Street and downtown.

Access to private property along an arterial should be controlled to avoid hazards and the interference of traffic flow due to ingress and egress traffic movements. Access control can be achieved at differing levels through subdivision design, street design and curb cut regulations.

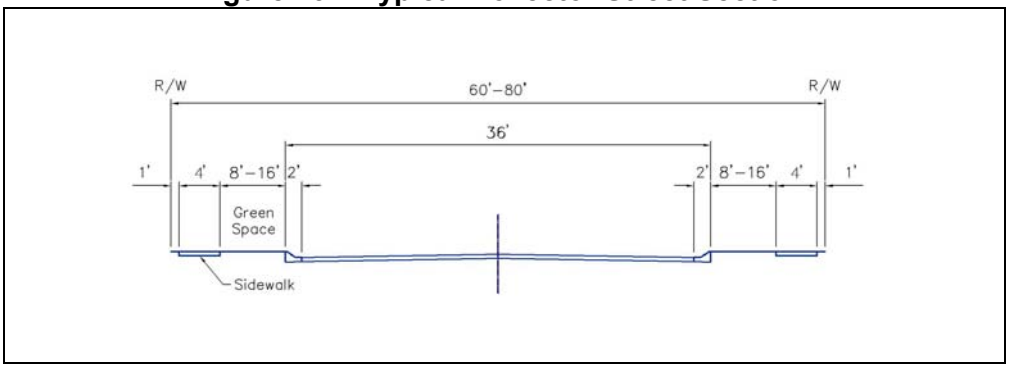
13.1.3 Collector Streets

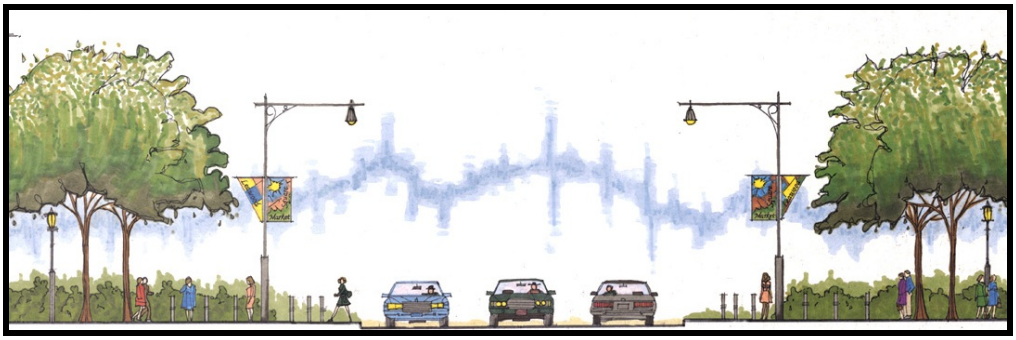
Collector streets include the design features of "avenues" as identified by the Vision Plan. Such roadways are typically 2-3 lanes in width and formally designed. A collector street (avenue) design includes wider sidewalks set further back from the street, larger building setbacks from the street, and 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 major arterial and local streets and are used mainly for traffic movement within residential, commercial and industrial areas. Collector (avenue) routes provide the combined services of through traffic service and access to adjacent land, but they should be designed to discourage any long distance or continuous through traffic.

Typical right-of-way requirements for collector streets (avenues) vary from 60 to 80 feet as shown in **Figure 13.2.**

Figure 13.2 Typical Collector Street Section





The right-of-way and characteristics that define collector (avenues) are:

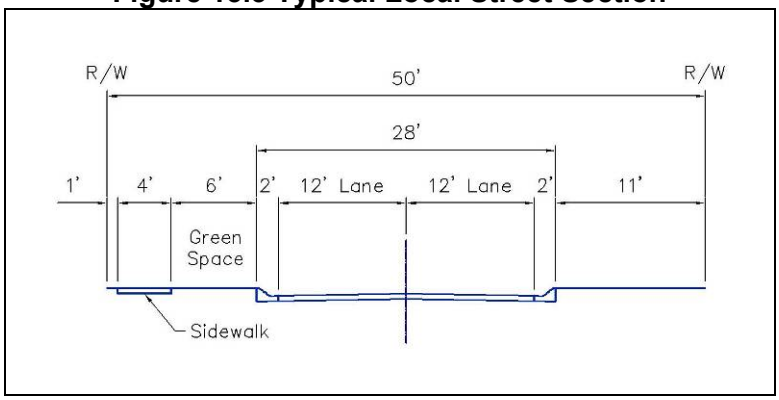
- A minimum of 80 feet of right-of-way is required for areas in which lots or buildings are designed to front onto the collector (avenue) to ensure adequate area to provide additional landscaping and to provide larger building setbacks. Sidewalks are located near the edge of the right-of-way. Landscaping is generally formal in appearance and includes street trees between the sidewalk and the street curb as well as other landscaping and amenities.
- 60-feet of right-of-way with a minimum 10-foot wide landscape tracts provided parallel to both sides of the right-of-way may be provided for areas that do not have buildings fronting on the roadway. Sidewalks or trails in lieu of sidewalks meander outside of the right-of-way into the landscape tracts. Additional landscaping is provided in the landscape tracts;
- Parallel landscape tracts incorporate landscaping, and may also include earth berms, uniform decorative fencing style (if any is provided), and appropriate screening for any uses that back up to the roadway. Such areas are expected to be maintained by a property owners association to ensure uniform treatment and maintenance.

For safe accommodation of local traffic movement and effective preservation of the character of residential areas, experience has shown that collector streets should be spaced at intervals of about one-half mile in cities like Spring Hill, which have a low to moderate density. Collector streets (avenues) are provided in greater frequency in areas of higher intensity.

13.1.4 Local Streets

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.

Figure 13.3 Typical Local Street Section



13.1.5 Parkways

A parkway is a wide roadway that may vary in character and traffic carrying capacity ranging from an "Avenue" through a neighborhood to a "Boulevard". The parkway design may consist of a meandering divided roadway in some locations with special features and open space incorporated within a varying sized median. In other locations a meandering roadway with no median may run along side a natural open space area. Where used to

preserve or parallel open space and drainage corridors the right-of-way width of parkways may range from 150 feet to 300-feet or more.

The typical characteristics that define parkways are:

- Variable informal design and layout and may be wider than a boulevard;
- Designed with a meandering median between travel lanes, or designed with no median to parallel an open space area;
- Landscaping and amenities are more naturalistic in design and form, less formal;
- Provides for limited vehicular access when serving as a major arterial roadway;
- Limits vehicular turning movements;
- Works with the geography of the land;
- Alignment integrates and preserves environmental features ;
- Alignment is more undulating and does not necessarily follow a grid system. Therefore, residential development is encouraged but other type of development is also appropriate for commercial, retail and light industrial;
- Land use is generally lower density;
- Lower levels of illumination; and
- Lend themselves to multipurpose pedestrian use, bikes in particular; opportunity for wider paths that are not necessarily symmetrical.

13.2 Designation of the Major Street System

The various types of streets described above fit together to form a network of streets to service the needs of each land use throughout the City. How well the transportation needs are met depends upon how closely the street network can be matched to the existing land use pattern. As the City of Spring Hill grows, however, the demands made upon the street network will change. Therefore, it is important that the future land use pattern be considered along with the existing pattern when decisions regarding street classifications are made. The **Major Thoroughfare Plan Map** provides the functional street classification based on the **Future Land Use Plan** for the City of Spring Hill.

As a general rule, arterials should be located at one-mile intervals and collectors located midway between arterials. This general rule, however, must often be modified to accommodate land uses with high traffic demand, the existing street system or natural features that disrupt the normal street pattern. **Table 13.A** lists important elements of the functional route classification.

Table 13.A: Functional Route Classification

Classification	Function	Spacing (miles)	Direct Land Access
Freeway	Traffic movement	4	None
Arterial, Boulevard, Parkway	Inter-community traffic movement	1 - 2	Limited
Collector (Avenue), Parkway	Collect and distribute traffic between local streets and arterials, and provide land access	½ or less	With limited regulation
Local	Land access	as needed	Safety controls only

Source: Institute of Transportation Engineers

MAP 13-1 THOROUGHFARE PLAN MAP

SPRING HILL KANSAS

183RD ST
W 183RDST
LONE ELM RD
WOODLAND RD
RENNER RD
PFLUMM RD
LACKMAN RD
191ST ST
169
RIDGEVIEW RD
199TH ST
HEDGE LN
WEBSTER ST
207TH ST
Johnson County
215TH ST
Miami County
169
RIDGEVIEW RD
RENNER RD
LACKMAN RD
PFLUMM RD
223RD ST
HEDGE LN
OLD KANSAS CITY RD
VICTORY RD
WOODLAND RD
231ST ST
239TH ST
W 239TH ST

0 0.25 0.5 1 Miles

LOCHNER
BWR Division

COMPREHENSIVE PLAN 2006
2010 UPDATE

Ordinance #2010-02
March 11,2010

Legend

- Parkway
- Major Arterial
- Minor Arterial
- Collector
- Highway Buffer Zone
- Right-In / Right-Out Access
- Full Access
- Grade Separation

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

K:\2010-0018-SpringHill_KS_PAS\01-PAS\Comp_Plan_Update\MapUpdates Z:\SpringHillKS\ThorourghfarePlanMap13.1

Appendix

A

COMPREHENSIVE PLAN

City of Spring Hill, Kansas

Planning Principles and Design Guidelines

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Appendix A: Planning Principles and Design Guidelines

A.1 Guiding Principles

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

The Community

1. Future development and redevelopment must respect the historical patterns, precedents, and boundaries of Spring Hill.

2. Development of land in the planning area must respect the natural environment and retain its natural and visual character derived from topography, woodlands, and riparian corridors. Engineering techniques requiring significant amounts of cut and fill must not be used to force-fit development into the environment.

3. The physical organization of the community must be supported by a framework of transportation alternatives, including pedestrian and bicycle systems that maximize access and mobility while reducing dependence upon the automobile.

4. Future transportation corridors must be planned and reserved in coordination with planned future land uses.

5. Greenway corridors shall preserve natural drainage areas, floodplains, and wooded areas, and must be used to define and connect urbanized areas of the community.

6. The Town Core of Spring Hill, including downtown and the Webster Street corridor, must be targeted for revitalization and future growth of higher intensity development, destination retail and entertainment, and higher density housing to maintain the area as the center focus of the community.

7. Civic, institutional, and mid-sized commercial uses serving the larger community should be embedded in downtown and the city core area, rather than isolated in remote single-use complexes.

The Neighborhood

1. Neighborhoods shall have a “sense of place” and must be compact, pedestrian-friendly, and include a fine-grained mix of uses where no single use monopolizes a large area.

2. Neighborhoods should integrate a variety of residential, commercial, institutional, civic, and personal activities of daily living within close proximity and within a five minute walking distance of residents.

3. Neighborhoods must have a defined “center”, such as a neighborhood green (park), plaza, or neighborhood retail center public space.

4. Higher building densities and more intense land uses should be provided within and around a neighborhood “center”.

5. Interconnected networks of streets must be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy by reducing the length of automobile trips.

6. A broad range of housing types and price levels must be provided in neighborhoods to allow for a mix of people with diverse ages, races, and incomes.

7. Concentrations of civic, institutional, and commercial activity should be embedded within neighborhoods, rather than isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them.

8. A range of parks, from tot-lots and neighborhood greens to recreation fields and community gardens, must be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.

9. A grid, modified grid, or hybrid street layout that responds to local topography, water courses and greenways is the preferred street network pattern for new residential neighborhoods.

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

11. Depending on the density, location, and type of development, alternative street networks should be used to minimize the amount of impervious surfaces, conserve open space, and protect natural features and water quality.

The Block, the Street, and the Building

1. Individual developments and buildings must be seamlessly integrated to their surroundings.

2. Accommodations for automobiles must be accomplished in ways that respect the pedestrian and the form of public space.

3. Buildings and landscaping must contribute to the physical definition of thoroughfares as civic spaces.

4. Streets and public spaces must be safe, comfortable, and interesting pedestrian environments. Properly configured, such spaces should encourage walking and enable neighbors to know each other and protect their neighborhoods.

5. Civic buildings and public gathering places should be placed on important sites and developed with distinctive form to reinforce the community's identity.

A.2 Neighborhood Development Guidelines

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

1. Identify all natural green spaces (including stream corridors, wetlands, floodplains and their buffers) and establish buffer zones for such areas. These buffers should be determined by the classification of the stream and environmental characteristics. An optimum minimum buffer of 150 feet from the center of the stream is recommended, but may vary based on local conditions. Specific buffers must meet state and federal standards. No floodplains should be encroached upon.

2. Natural green space areas should serve as the basis for laying out a network of streets that will maintain the spaces as continuous and interconnected as possible. Natural green spaces should remain visible and accessible to the public, rather than isolated or secluded behind development.

3. The layout of the street network should be based on pedestrian sheds with a "center" defined by a public park, green, or neighborhood retail plaza space. A 1,200 to 1,500 linear feet radius from the neighborhood center should be used as the basic determinate of neighborhood size.

4. The neighborhood street network layout should consist of a modified grid pattern of interconnected streets adjusted to local topography, natural green spaces and corridors, and neighborhood centers. Residential blocks must be no longer than 660 feet between centerlines of streets.

5. A range of lot sizes and housing types should be provided within each neighborhood.

6. A neighborhood should include a well integrated mix of housing stock and uses in a neighborhood --single-family, multifamily, civic, and limited neighborhood-oriented retail uses. While not every new residential development will be of appropriate size to accommodate a range of residential uses, the following is an ideal mix of land uses for larger planned neighborhoods:
   - Single-family residences allocated to not less than fifty (50) percent and not more than eighty (80) percent of gross land area within the neighborhood.
   - Two-family residences allocated to not more than ten (10) percent of land area within the neighborhood.
   - Townhouse, row house, condominiums, or other multifamily dwellings not less than ten (10) percent of the land area within the neighborhood. However, multifamily housing for rental purposes should generally not exceed twenty-five (25) percent of the housing units in a neighborhood.
   - Civic uses allocated to not less than two (2) percent of the land area within the neighborhood.
   - Neighborhood-oriented retail uses allocated to not more than two (2) percent of the land area within a neighborhood and located in a planned neighborhood center.

7. Lot sizes within blocks and the blocks themselves may increase as the distance away from a neighborhood center/green increases. Block sizes may be larger in the neighborhood center or core to accommodate parking and larger buildings.

8. All buildings should front onto streets, except for limited locations where residences may front onto community “greens” or parks. Buildings must not be designed into “complexes” or “pods”.

9. Residences should be designed to limit the appearance of garages. Alternative designs in which garages do not extend outward from the front of a home are strongly encouraged to maintain the historic character of Spring Hill. Garages which extend out from the front of a home create an emphasis on the automobile system, diminish the effects of inviting front doors and porches, and are simply less attractive than the house itself.

10. Residential areas with reduced lot sizes and widths should comply with the following architectural standards. Additional standards may be required with development approvals.

    - Provide roofline and building line offsets, such as projections, recesses, and changes in floor level.

    - Provide the front entry and the habitable portion of the dwelling as the dominant elements of the structure. Garages oriented toward the street must not exceed fifty (50) percent of the width of the residential structure facing the street.

    - Provide garages flush with the principal front building façade, recessed, side-loaded, rear-accessed, or detached. Garages oriented toward the street typically should not be projected in front of the habitable portion of the front façade. However if such projections occur they should be minimized and generally not exceed five (5) to seven (7) feet.

    - Provide other architectural features, such as a front porch or similar enclosed front stoop feature that projects in front of the garage, for any dwelling design in which a garage projects from or is flush with the principal front building façade.

11. Incorporate and use street connections from all existing or planned developments adjoining properties. Street connections to future development areas on adjoining properties should be no fewer than an average of one street for every 660 linear feet. Street connections to an arterial roadway typically must not be closer than 500 feet.

12. A neighborhood green/park/plaza should generally be a minimum of 2-5 acres in size and surrounded predominantly by public streets.

13. Buildings in a neighborhood center should front directly on the street and define a clear edge, with at least fifty percent (50%) of the building’s “active wall” oriented toward the street. An “active” wall is considered the side of the building containing the majority of the storefronts, customer entrances, and windows. Buildings should be arranged and grouped so that their primary placement and orientation frames and encloses parking areas on at least three sides. Parking must not be located between the building and the street. However, on-street parking may be permitted in order to create a “main street”.

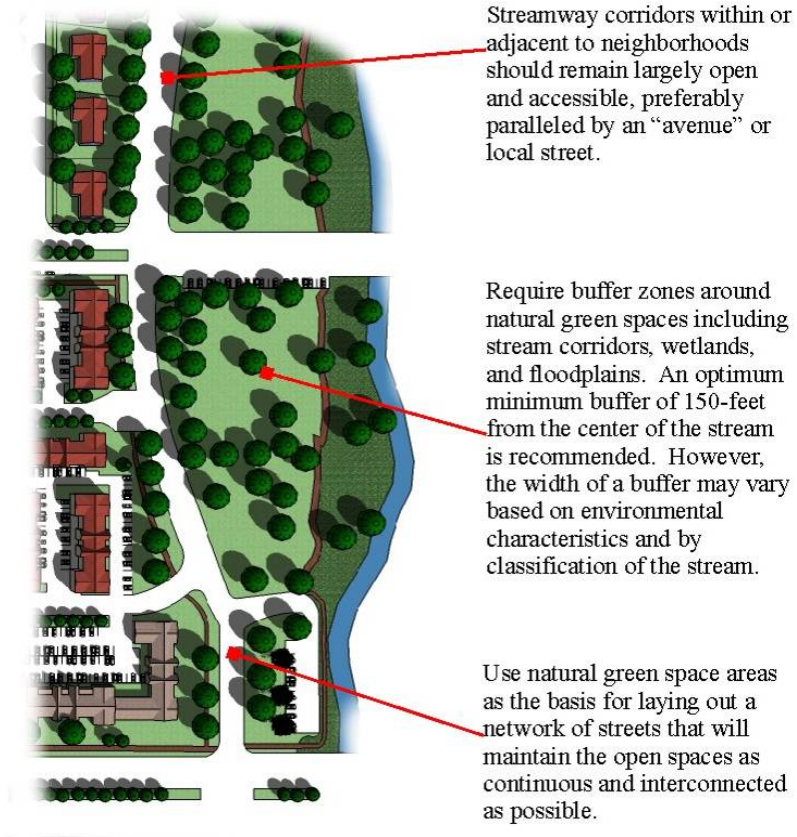
14. Provide sidewalks on both sides of the street in higher density areas, within neighborhood centers, or streets leading to neighborhood centers.

15. Streamway corridors within or adjacent to neighborhoods should remain largely open and accessible, preferably paralleled by an “avenue” or local street. However in limited areas where development backs up to such spaces, wide view and access corridors should be maintained into the spaces, particularly at the terminus of street intersections.

16. The square footage of non-residential uses considered acceptable in a neighborhood retail center should be based on the type and range of residential unit types within the neighborhood. Neighborhood retail should not serve as regional or community destination, but should generally be oriented toward residents of nearby neighborhoods. Generally, the maximum size of a neighborhood center should be based on a ratio of up to 24-square feet of retail per housing unit within surrounding neighborhoods (pedestrian sheds) being served by the center.

17. Respect the location and image of development along arterial roads.

18. Plan for the location and integration of civic, institutional buildings including future school sites. Such building sites should be well integrated into the neighborhood fabric and easily accessible from within the neighborhood by local streets. Such uses should not be placed as isolated pods fronting onto an arterial street, but should be incorporated within the neighborhood or a neighborhood center.



A.3 Multifamily Residential Design Guidelines

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

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

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

Site Layout and Development Pattern

- Buildings should be oriented toward streets and through-access drives to form "neighborhoods" rather than complexes or "pods". In larger developments buildings may also be organized around a common open space, greenway, natural features such as a streamway corridor, or neighborhood amenities such as pools or other recreational facilities.

- To the maximum extent possible, garage entries, carports, parking areas, and parking structures must be oriented away from street frontage, or internalized in building groupings.

- Common open space and recreational facilities for residents should be centrally located where most conveniently accessible to a majority of residents.

- Create a hierarchy of interconnected streets and drives arranged to utilize both parallel and perpendicular streets in blocks or clusters, as well as occasional curvilinear or diagonal streets to respect the natural contours of the land. Variations may be allowed in areas where such a pattern would negatively impact environmentally sensitive areas. "T" intersections are desirable in locations to highlight important public spaces or open space areas.

- Design internal drives similar to public streets with detached sidewalks and planting strips between the curb and sidewalk, street trees, and lighting. Parallel on-street parking may also be incorporated where appropriate. Internal drives should not be designed with directly accessing angled or perpendicular parking stalls.

- Connect internal streets and drives to the perimeter public street system to provide multiple direct connections to and between local designations, and avoid creating a development as an isolated island in the surrounding community.

- Any fences should be decorative in nature such as wrought iron, picket fencing (not exceeding 4 feet in height) or a similar decorative fencing material. Solid wood fencing and chain link fencing is not desired, except for chain link fencing around recreational courts.

Open Space and Amenities

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

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

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

    - Neighborhood greens should be mostly open and visible to residents, rather than secluded behind buildings or surrounded by parking lots. Buildings adjacent to a green should front onto the space and include entrances and windows rather than rear facades.

    - The perimeter of a neighborhood green should front entirely to the street / drive curb on at least two sides. Buildings should not abut more than two sides of the green's perimeter.

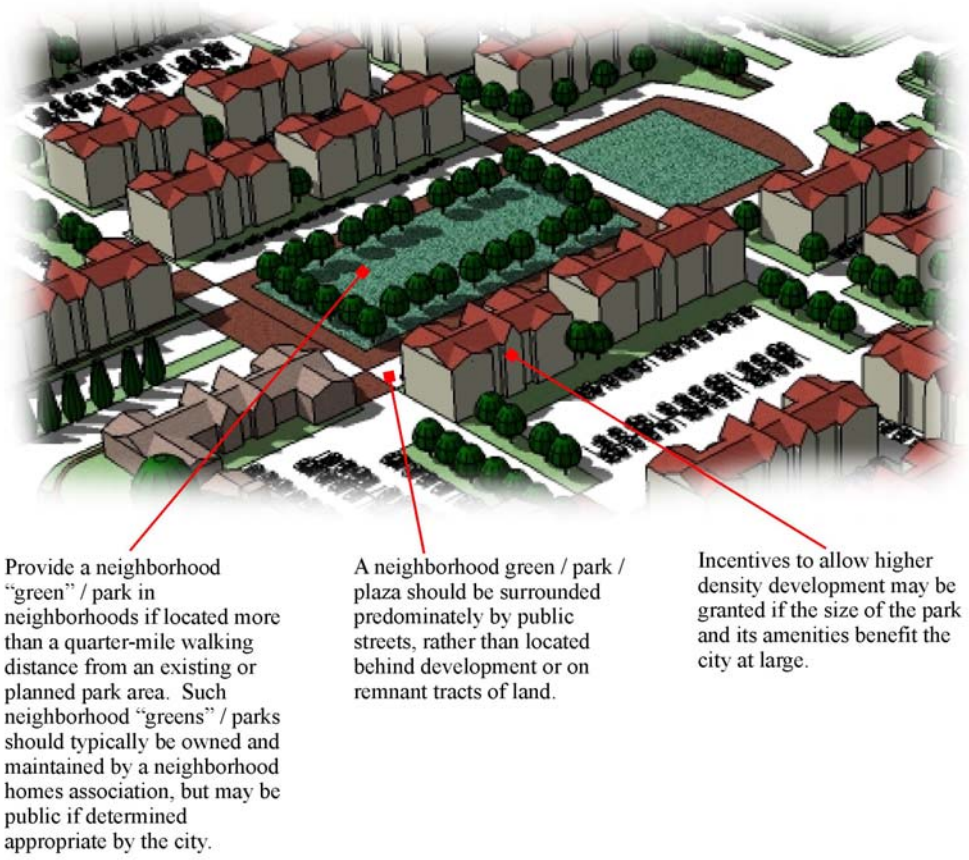
    - Neighborhood greens should be landscaped and provide amenities such as walkways, plazas, seating, recreational facilities, gazebos or other similar decorative shelters, pedestrian scale lighting, or other similar features for the use and enjoyment of residents.

- Multifamily areas are expected to provide active recreational amenities within the development site, or submit a comparable donation to the City for park and recreation purposes when such amenities are not feasible for the development site. Preferred recreational amenities include:

    - Paved walking trail through common open space areas, minimum 8-feet in width.

- Tot lot and play equipment.

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



Pedestrian Access and Circulation

- An on-site system of pedestrian walkways must be provided to link all buildings to any detached parking areas / structures, and also link to sidewalks along internal streets / drives.

- Pedestrian walkways and sidewalks must be provided along all internal streets/drives to link with the following:

    - the boundaries of the development and the sidewalk system along perimeter streets;

    - Any adjacent existing or future nonresidential land uses, such as retail centers, offices and employment areas, eating establishments, and other personal service establishments;

    - Any adjacent or future parks, greenways, schools, or civic spaces.

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

- Provide sidewalks on both sides of all public and private streets and drives in multifamily developments.

Parking Location and Layout

- Design and locate surface parking areas and freestanding parking structures (detached garages or carports) as follows:

    - Parking areas and parking structures (detached garages or carports) should occupy no more than thirty (30) percent of a perimeter street frontage.

    - Locate parking structures (detached garages or carports) perpendicular to a perimeter street to minimize the visual impact.

    - Locate parking areas behind or between buildings, not between a building and the street / drive. Any parking lots along a street /drive should be screened from view along the street.

    - Arrange parking areas in small "blocks" of parking spaces, generally no more than twenty (20) spaces per block, and no closer than thirty (30) feet to a street right-of-way.

    - Separate parking blocks with a landscape area at least ten (10) feet in width.

    - Detached garages or carport structures should not exceed 120 feet in length, with no more than two such structures placed end-to-end.

- Parking along a street or drive should be parallel to the street, rather than angled or perpendicular, to avoid the appearance of a parking lot.

- Provide lighting in parking lots with individual decorative poles and fixtures, rather than building mounted fixtures. Any building mounted light fixtures should be decorative in nature and used primarily at entrances, rather than for site or parking lot lighting purposes.

Building Design

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

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

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

- Multifamily buildings should generally be limited to 2 stories in height for areas designated on the **Future Land Use Map** as "Residential", while buildings of more than 3 stories in height should be directed to areas designated as "Mixed Use – Residential" or "Mixed Use-Commercial".

- All sides of a multifamily building should display a similar level of quality and architectural interest, rather than limiting a majority of a building's architectural features and interest to a single façade.

- Building elevations oriented toward the street should be articulated through the use of bays, insets, balconies, porches, or stoops related to entrances and windows.

- A prominent front entry with a porch or stoop should be provided on all facades facing the street.

- Any rear walls of multifamily buildings that back onto a perimeter street must be articulated with features similar to the front façade to avoid a "rear" appearance.

- Attached garages for multifamily buildings must be integrated into the building design and must not dominate the appearance of the structure, and should comply with the following:

    - Attached garages should be provided for at least a portion of dwelling units in apartment buildings is desired. Garages shall not project in front of the habitable living space.

    - Most or all of attached garages for small multifamily buildings such as town homes and row houses should be located on the sides or rear of the structure, rather than oriented toward the street.

    - Attached garages on the street side of any multifamily building must not comprise more than fifty (50) percent of the overall length of the front façade, and every two single-bay garage doors or every double garage door shall be offset by at least four (4) feet from the plane of an adjacent garage door(s).

    - Attached garages recessed back from the front façade or accessed from the rear or side are preferred over garages projecting toward the street/drive. Any attached garages oriented toward the street/drive must not project in front of habitable living space more than 5-feet. Side-loaded garages must comply with all exterior articulation and treatment, maximum length of front façade, and garage door appearance guidelines if visible from the street.

    - Attached garages with two or more bays oriented toward the street/drive shall be designed with one-door per bay or incorporate doors with features to give the appearance of individual doors.

    - Any side rear walls of detached garages and carports that back onto a perimeter street must be articulated with features such as windows, a trellis, and a variety of roof planes.

- A variety of exterior building materials and colors should be used to create visual interest and to avoid monotony. An amount no less than forty (40) percent of the total net exterior wall area of each elevation shall be finished with brick or stone, excluding gables, windows, doors, and related trim. The balance of the net exterior wall area may be lap siding (excluding vinyl lap siding) and/or stucco (excluding pre-manufactured stucco panels or EIFS).

- Predominate roofing materials must be high quality and durable. Preferred materials include 40-year or longer composition shingles, clay tiles, or concrete tiles. Other materials will be considered on a case-by-case basis.

- Detached garages and carport and other accessory structures including but not limited to grouped mailboxes, storage and maintenance facilities, clubhouses, recreational facility structures, and gazebos, shall incorporate compatible materials, scale, colors, architectural details, and roof slopes as the primary multifamily buildings, except that flat and shed roofs are prohibited.

A.4 Commercial Design Guidelines

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

Site Layout and Development Pattern

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

Building location and orientation: Buildings should be sited to:

- front onto a street or major access drive to define a clear edge. Buildings must provide at least fifty percent (50%) of the building's "active wall" oriented toward the street. An "active "wall is considered the side of the building containing the majority of the storefronts, customer entrances, and windows.

- frame the corner of an adjacent street or entrance drive intersection.

- frame and enclose parking areas on at least three sides. Parking must not be located between the building and the street. However, on-street parking may be permitted in order to create a "main street". A majority of the frontage along an arterial street or other major roadway should be occupied by buildings or other structures such as decorative architectural walls (not to exceed 3-feet in height).

- cluster individual freestanding buildings to define the street edge and create amenity areas between buildings. The even dispersal of freestanding buildings in a widely spaced pattern is not desirable.

- create a focal point at the four corners of major street intersections. A focal point may consist of a building with exceptional architectural design, a vertical architectural feature, public art, and/or exceptional designed public plaza or landscape amenities. However, parking areas must not be located within a minimum 200-foot radius of the center point of the intersection.

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

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

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

- Provide walkways along entrance or internal access drives and setback at least six (6) feet from drive or parking lot curbs, unless designed as a "main street" with on-street parking.

- Walkways extending through parking areas should be incorporated into linear landscape strips, generally at least 17-feet in width to accommodate car overhangs and planting areas between the sidewalk and the curb. Walkways painted onto pavement or extending through multiple individual landscape islands are not appropriate.

- Walkways must be setback several feet from a building wall to incorporate building foundation landscape plantings. In "main street" environments sidewalks may not be setback from the building wall but should be wider and should include a "transition zone" of pedestrian amenities along the street/drive such as street trees, landscape planters, pedestrian lighting, and other streetscape amenities.

- At each point where a walkway crosses a paved area in a parking lot or internal street or driveway, the crosswalk should be clearly delineated through the use of change in paving materials distinguished by color, texture, or height.

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

- A distinct system of internal circulation drives must be provided for access to parking areas. Such circulation drives should not be located along the facades of buildings that contain primary customer entrances in order to minimize pedestrian conflict.

- Developments designed as a "main street" may include directly-accessing parking spaces and may be located along building facades that contain primary entrances. Otherwise, directly accessing parking spaces and the number of parking aisle intersections with the internal circulation drives should be limited.

- Parking areas should be distributed into smaller parking blocks generally containing no more than 40 spaces. Each parking block should be separated by buildings, landscaping, access drives or streets, or pedestrian walkways.

- Where parking blocks cannot be easily defined, interior landscape islands should be provided at a ratio of at least one island (180 square feet) for every ten (10) parking spaces, or an equivalent amount of interior landscape area.

- Parking and circulation drive connections should be provided between adjacent nonresidential developments. Connections with adjacent residential areas should be planned and incorporated wherever possible to provide convenient access for nearby neighborhoods, without encouraging cut-through traffic from the commercial center to access a major roadway.

- Illumination of parking lots should be provided with individual decorative poles and fixtures, rather than building mounted fixtures. Any building mounted light

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

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

Open Space and Amenities

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

- Priority should be given to preserving areas of significant natural features, such as floodplains and drainage channels, mature trees and vegetation, stream corridors, wetlands, prominent bluffs and steep slope areas. Such features should be preserved through common open space or public dedication. Buildings, parking areas, other structures, and grading should be set back from such features a sufficient distance to ensure their continued quality and natural functions. However, the preservation of such areas generally will not be considered a site amenity unless they comply with the remaining guidelines in this section.

- Site amenities such as public plazas or open landscaped gathering spaces should generally be provided in commercial developments at a ratio of 15 square feet for each 10 parking spaces.

- Desired site amenities include the following.

    - Public plaza with seating;
    - Landscaped mini-park, neighborhood green, or square;
    - Water feature;
    - Public art feature or clock tower;
    - Other similar area of focal feature that in the city's judgment is an appropriate public gathering space or urban design enhancement.

- Site amenities for neighborhood centers may be aggregated with required open space of adjacent residential development to create a neighborhood.

- All site amenities shall be an integral part of the overall development design, rather than an undevelopable remnant parcel, storm water facility, or an unusable perimeter buffer.

- Public gathering spaces must have direct access to the public sidewalk network.

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

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

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

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

Building Design

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

- Consistent architectural design, including building materials and colors, shall be carried throughout the development. Designs that provide visual interest and variety, yet are consistent with the theme, are required.

- Buildings must be designed to create a human scale with elements such as canopies or porticos, arcades, colonnades, raised landscape planters, pedestrian level lighting, and special building material treatments at the base of the building.

- Each building must have similar qualities and architectural elements that contribute to the overall theme and shall include some of the following; arched windows, covered walkways, open courtyards, tile roofs, ornamental wrought iron, tile inlays, vertical towers, etc.

- Buildings near residential uses must be compatible in design, scale, and massing.

    - Buildings near residential uses must include sloped roofs, or the appearance of sloped roofs (mansard and gables) to maintain a residential appearance, unless other architectural features and site design provide residential compatibility.

    - Nonresidential sites designed to "back up" to residential rather than integrate with residential uses are subject to buffers with greater setbacks and landscape requirements. Setbacks and landscape buffers for buildings and parking/paved areas should be further increased for developments with loading docks, overhead doors, parking, or nonresidential buildings more than one story in height adjacent to residential zoning.

- All buildings must have architectural interest and variety to avoid the effect of long or massive walls with no relation to human scale. Building walls facing a street, pedestrian walkway, or adjacent development must meet the following:

    - Incorporate architectural features such as columns, ribs, pilaster or piers, changes in plane, changes in texture or masonry pattern, or an equivalent element that subdivides the wall into human scale proportions.

    - Incorporate a building bay or structural building system for walls exceeding 30 feet in width. Bays shall be visually established by architectural features such as columns, ribs or pilasters, piers, changes in wall planes, changes in texture or materials and fenestration pattern no less than twelve inches (12") in width.

    - Incorporate at least one change in wall plane, such as projections or recesses, having a depth of at least three (3) percent of the entire length of the façade and extending at least twenty (20) percent of the entire length of the façade.

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

- The sides and rear of the nonresidential buildings shall be treated with the same level of design quality and appearance as the front facades where such elevations are visible from a street or parking lots.

- Any business with drive-through lanes shall be oriented so the drive-through areas are not readily visible from street right-of-way.

- Window canopies/awnings must be canvas with a matte finish, tile, slate, or decorative metal and should be compatible with the overall color scheme of the facade from which it projects. Awnings with a high gloss finish or illuminated plastic canopies/awnings are not desirable.

- All exterior building wall signs facing toward or visible from residential dwellings shall be either non-illuminated or indirectly illuminated. No internally illuminated wall signs shall be permitted in any location where visible from residential dwellings.

- Decorative architectural accent lighting and landscape lighting shall be required.

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

- A variety and well proportioned mixture of exterior building materials and colors should be used to create visual interest and to avoid monotony, but must be consistent with a pallet of materials approved for the development area. No one material and color should dominate a building or a development. Corporate materials and colors should only be used to create variety if incorporated as secondary elements.

- Exterior building materials should consist of those that are durable, economically-maintained, and of a quality that will retain their appearance over time, including but not limited to, natural or synthetic stone; brick; stucco; integrally-colored, textured, or glazed concrete masonry units; high-quality prestressed concrete systems; or glass. Water-managed Exterior Installation Finish Systems (EIFS) may also be incorporated as a decorative accent material.

- Materials considered not acceptable include: vinyl siding; smooth-faced gray concrete block, painted or stained concrete block, tilt-up concrete panels; barrier-type EIFS; standard single- or double-tee concrete systems; split shakes, rough-sawn or board and batten wood; or field-painted or pre-finished standard corrugated metal siding.

Appendix

B

COMPREHENSIVE PLAN

City of Spring Hill, Kansas

Vision Plan: Questionnaire and Planning Policy Charrette

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ID Number _____

City of Spring Hill, Kansas

Demographic, Market and Policy Questionnaire

A Nelessen Associates - Visioning Planning and Urban Design
Belle Mead, NJ
www.nelessen.org

Conducted September 20, 2005

The Visual Preference Survey™ (VPS) and the Demographic and Policy Questionnaire have been developed specifically for the City of Spring Hill. This survey is intended to gauge stakeholders' and citizens' perceptions and preferences, to test current conditions and most importantly test physical planning concepts for the future. Results of the VPS and this questionnaire along with the Vision Translation Workshop will be used as a foundation for future recommendations.

Please note: Demographic data is used for research purposes only

Directions
1 Please mark your answers to this questionnaire on the **RED FORM**.
2 Using a # 2 pencil, color the circle that corresponds to your answer. (do not mark outside the circle)
3 Mark only one answer per question.

Demographic Information

75

Please note: Demographic information will only be used for research purposes and is kept confidential. You do not need to write your name anywhere on the response sheet.

1 When were you born?

1	Before 1920	0%
2	1920 to 1939	7%
3	1940 to 1944	5%
4	1945 to 1956	24%
5	1957 to 1967	45%
6	1968 to 1980	14%
7	After 1980	5%

2 What is your gender?

1	Female	36%
2	Male	63%

3 What is your total household income before taxes and other deductions?

1	Under $10,000	1%
2	$10,000 - $24,999	1%
3	$25,000 - $34,999	3%
4	$35,000 - $49,999	7%
5	$50,000 - $74,999	27%
6	$75,000 - $99,999	20%
7	$100,000-$149,999	23%
8	$150,000 - $200,000	8%
9	Above $200,000	10%

4 Education: (highest level completed)

1	Elementary school	3%
2	High school	27%
3	Associates/technical degree	8%
4	Some college	17%
5	College/bachelors degree	28%
6	Graduate degree	17%

5 Where in the greater Spring Hill area do you live?

1	North of Nichols/East of Webster	9%
2	North of Nichols/West of Webster	9%
3	South of Nichols/East of Webster	4%
4	South of Nichols/West of Webster	5%
5	South of 215th St./South St.	8%
6	North of 207th St./North St.	9%
7	East of Woodland Rd/ South of 207th St (North St)	4%
8	In unincorporated Miami County or Johnson County within 10 miles of Spring Hill	42%
9	I don't live in the Spring Hill area	8%
10	Other (please note) _____	0%

6 How long have you lived in Spring Hill?

1	Do not live in Spring Hill	11%
2	Less than 1 year	1%
3	1 - 2 years	5%
4	3 - 5 years	9%
5	6 - 10 years	15%
6	11 - 15 years	18%
7	More than 15 years	39%

7 How much longer do you plan to live in Spring Hill?

1	Do not live in Spring Hill	11%
2	Less than 1 year	1%
3	1 - 2 years	4%
4	3 - 5 years	5%
5	6 - 10 years	19%
6	11 - 15 years	5%
7	More than 15 years	53%

8 In what type of housing do you live?

1	Small Single-family detached	27%
2	Large Single-family detached	56%
3	Townhouse	1%
4	Duplex - two units side by side	1%
5	Apartment above or behind retail or service (mixed-use)	3%
6	Other	7%
7	None of the Above	4%

9 Do you own or lease your residence?

1	Own	93%
2	Lease/Rent	6%
3	Not applicable	1%

10 How many people live in your household?

1	One	9%
2	Two	19%
3	Three	20%
4	Four	31%
5	Five or more	21%

11 Which *best* describes your interest in Spring Hill?

1	Elected municipal / county official	8%
2	Property / business owner in Spring Hill	30%
3	Work in Spring Hill	4%
4	Interested resident / citizen	47%
5	Student	8%
6	Other	3%

12 What is more important to you?

1	Sense of Security and Safety	4%
2	Sense of Community	15%
3	Both are equally valued.	77%
4	Don't know	4%

13 What is the ***primary* reason you live/work in Spring Hill?**

1	Location	9%
2	Affordability and quality of housing	7%
3	Quality of Life	47%
4	Quality of Education	9%
5	Proximity to my job	3%
6	Proximity to family in the area	12%
7	Other	12%

General Character

14 The projected population increase for Spring Hill in the next 30 years is approximately 15,400 people or 6,300 new households. Do you feel that this is a reasonable projection, or is it too high or low?

1	Seems about right	43%
2	Seems high	27%
3	Seems low	28%

15 Should the City improve gateways into Spring Hill in order to identify the city and better reflect the city's character?

1	Yes	80%
2	No	8%
3	Maybe	12%

16 Do you believe more residents and pedestrians on a community's streets make the street and town safer by providing "eyes on the street"?

1	Yes	63%
2	No	16%
3	Maybe	21%

17 How strongly do you support the need for new infill development and redevelopment in the City that would include new and revitalized retail, new mixed-use buildings (retail /offices/housing /parking), traffic calming, housing, etc.?

1	Highly support	36%
2	Support	43%
3	Neutral	15%
4	Do not support	3%
5	Highly disagree	3%
6	Can't judge	1%

18 If you could prioritize where new growth should occur, where would you suggest growth take place?

1	Revitalize the existing city grid first, then develop on the outer reaches of the city.	24%
2	Develop on the outer reaches of the city with some redevelopment of the existing city grid.	12%
3	Focus new growth exclusively on the outer areas of the city.	1%
4	Focus on a balanced growth pattern between revitalizing and redeveloping the city grid as well as begin new development on the outer reaches of the city.	57%
5	Don't Know	0%

19 Should new growth on the outer areas of the city be focused into new walkable neighborhood with a neighborhood center?

1	Yes	60%
2	No	8%
3	Maybe	27%
4	Don't Know	5%

20 Would you prefer to live in:

1	A smaller house in a neighborhood that is has parks, jobs, and schools in walking distance, or	44%
2	A larger house that is car-oriented for most daily activities, or	45%
3	A downtown apartment or townhouse located near retail, jobs, schools, and parks, or	3%
4	I Don't Know	7%

21 How much would you support higher quality redevelopment in Spring Hill, for instance higher end housing in the old downtown, to attract and accommodate the influx of empty nesters and young professionals, even if it is more expensive to build and therefore more expensive to afford?

1	Highly support	14%
2	Support	38%
3	Neutral	34%
4	Do not support	11%
5	Highly disagree	1%
6	Can't judge	3%

22 What is your general impression of most of the buildings and signs along corridors leading into Spring Hill, specifically along Webster Street?

1	Generally in excellent condition	1%
2	Generally in good condition and need some minor improvements	15%
3	Generally in fair to poor condition and need rehabilitation	32%
4	There are pockets of buildings in good condition and others where buildings are deteriorated and need redevelopment	37%
5	Most buildings are in poor condition and need serious redevelopment	15%

23 How do you rate the visual and aesthetic appeal of the buildings and signs along corridors leading into the City of Spring Hill?

1	Very appealing	1%
2	Appealing	24%
3	Not very appealing	72%

24 How important is the preservation of the natural beauty and landscape around Spring Hill?

1	Very Important	52%
2	Important	40%
3	Neutral	4%
4	Little importance	4%
5	Not important	0%
6	Don't know	0%

25 Do you believe that deteriorated, poorly maintained or empty buildings detract from the economic value, marketability, and overall quality of the City?

1	Strongly Agree	65%
2	Agree	27%
3	Neutral	5%
4	Disagree	3%
5	Strongly Disagree	0%

26 Should better design standards be in place to achieve better designed buildings, sites and lots (landscaping, signs, driveways) particularly along major arterials?

1	Yes	78%
2	No	3%
3	In some locations	19%
4	Don't know	0%

27 Should the City of Spring Hill offer incentives for vacant and abandoned properties to encourage redevelopment?

1	Yes	80%
2	No	8%
3	Don't know	12%

28 Do you believe that improving the quality of landscaping along the arterials around the City would improve property values and the marketability of the entire town?

1	Yes	93%
2	No	1%
3	Don't know	5%

29 Which of the following business sign policies would you support?

1	Continue existing policies of signing	18%
2	Lower the signs over time to a more uniform height, size and spacing	59%
3	Eliminate signs from the roadway edge and encourage signs on buildings and storefronts only	19%
4	None of the above	4%

30 How much do you agree or disagree with the following statement?
Healthier people tend to walk more.

1	Strongly Agree	64%
2	Agree	31%
3	Neutral	3%
4	Disagree	1%

31 Which of the following options would you select if you had the opportunity and the means to live in Spring Hill in the future?

1	Large ranch	15%
2	Small ranch	8%
3	Single family home on 5+ acres	44%
4	Single family home on 1 acre lot in a subdivision	11%
5	Home in a classic suburban neighborhood with retail, recreation within walking distance	13%
6	Large townhouse or condominium (owned) apartment in a classic urban neighborhood with services, recreation, retail and jobs within walking distance.	3%
7	In a large loft in one of the downtown mixed-use buildings (more than one use in the same building)	1%
8	Small house in the city with second house in the country	0%
9	Can't decide	5%

32 How much do you agree or disagree with the following statement?
The City of Spring Hill should clearly plan for all future growth up to the year 2035 in a efficient, aesthetic, and functional manner. Land that is not needed to accommodate this growth for the next 30 years should be held in land reserve until such time that new growth requires new land be made available.

1	Strongly Agree	43%
2	Agree	32%
3	Neutral	12%
4	Disagree	8%
5	Strongly Disagree	5%
6	Don't know	0%

33 How much do you agree or disagree with the following statement?
Requiring minimum standards for the site planning and design of buildings, landscaping, signing and streetscapes, if properly supported and reinforced across the town, will generated greater wealth, better health, provides a competitive advantage and sense of pride of place.

1	Strongly Agree	41%
2	Agree	41%
3	Neutral	9%
4	Disagree	4%
5	Strongly Disagree	3%
6	Don't know	1%

Retail Market

34 Where do you shop or do business most often?

1	Retail shops on a main street	9%
2	Regionally - i.e.- strip commercial, big box commercial Olathe	78%
3	Mail Order	3%
4	Internet	3%
5	Other	7%

35 Which of the following generic shopping experiences do you prefer?

1	Enclosed Mall	7%
2	Strip center	28%
3	Convenience retail	22%
4	On a downtown Main Street	35%
5	On the Internet	3%
6	Don’t' know	6%

36 Which characteristic of a shopping experience if present would most influence you to do more or most of your shopping on a downtown main street like Main Street in Spring Hill City?

1	More convenient retail stores and services	5%
2	More variety of retail stores and services	15%
3	Better quality of retail stores and services	11%
4	All the above characteristics are necessary for me to do more of my shopping in a downtown	59%
5	None of the above characteristics would get me to do more of my shopping in a downtown	1%
6	Other characteristics, like parking availability, influence whether I would shop in a downtown	5%
7	Don't know	4%

Parks, Plazas and Recreation

37 Do you think Spring Hill has an adequate number of parks, green space and open space to meet the existing and future needs and desires of the community?

1	Yes	12%
2	No	82%
3	Don't know	3%

38 Do you think that green spaces are adequately accessible to pedestrians and residents of Spring Hill?

1	Yes	21%
2	No	69%
3	Don't know	9%

39 Do you think that Spring Hill has adequate recreational facilities and amenities for the community now and in the future?

1	Yes	8%
2	No	84%
3	Don't know	8%

Mobility

40 Do you feel that the cost of oil, reaching $70 a barrel two weeks ago, and the rising costs of gasoline will have an effect on your daily life?

1	Absolutely, it will have a great affect of my daily life	53%
2	It will have a little affect on my daily life	43%
3	No, It will have no effect on my daily life	4%

41 What is your response to the potential impact of the dramatic increase of energy in the future and its affect on Spring Hill?

1	It will have a minor or no affect on me	8%
2	It will just be a minor inconvenience but we will learn to live with it	14%
3	It will be a problem in the future but we do not have to deal with it now	18%
4	We should absolutely be prepared for the future, creating smart communities now	61%

42 How do you typically travel in and around Spring Hill?

1	Car or other private vehicle	96%
2	Bicycle	0%
3	Walk	3%
4	Other	0%

43 How do you generally rate the traffic flow in and around Spring Hill?

1	Not a problem - traffic flows well	23%
2	Adequate at most times	39%
3	Inconvenience at peak hours	31%
4	Often a problem	7%
5	Seriously a problem	1%

44 If the city were to implement a Bus Rapid Transit system that would quickly and efficiently take you around the city and to the surrounding areas (i.e. - for shopping, work, visit friends), how often would you use it?

1	Often, I think it would be a great way to get around	9%
2	Sometime, if it went to the right places	40%
3	Not very much, I'd prefer to drive	24%
4	Not at all, I'll drive that is why I have a care	19%
5	I'm undecided	8%

45 How do you generally rate the adequacy/width of the sidewalks in Spring Hill?

1	Adequate - sidewalks are where they should be and are the right width	7%
2	Small inconvenience - sidewalks are mostly where they should be but people cannot pass each other comfortably	21%
3	Inadequate - sidewalks are mostly not where they are needed and existing sidewalks are too narrow	67%
4	Don’t know/ don't care	5%

46 **How much do you agree or disagree with the following statement: "In the future, Spring Hill's old downtown could be so desirable as a small town vibrant core that land in the downtown comprising surface parking lots and single story buildings is too valuable and should be redeveloped at higher intensity."**

1	Highly Agree	20%
2	Agree	26%
3	Neutral	30%
4	Disagree	14%
5	Highly disagree	7%
6	Don't know	4%

47 **How much do you agree or disagree with the following statement: *"The more successful a downtown the greater the congestion should be."***

1	Highly Agree	3%
2	Agree	28%
3	Neutral	18%
4	Disagree	42%
5	Highly disagree	8%
6	Don't know	1%

48 **How do you generally rate the adequacy of parking?**

1	Not a problem	45%
2	Small inconvenience at peak hours	32%
3	Large inconvenience at peak hours	5%
4	Often a problem	13%
5	Always a problem	4%

49 **Should Spring Hill institute a comprehensive bicycle path network connecting together the various neighborhoods and areas throughout the town?**

1	Highly Recommend	36%
2	Recommend	45%
3	Recommend only in certain locations	12%
4	Do not recommend	4%
5	Highly discourage	1%
6	Don't know	1%

50 **How strongly would you support an "on-demand" transit/limo service in Spring Hill that would pick you up and drop you off anywhere within a fifteen minute drive of the center of town, if it were available within six minutes or less after you called it, and cost less than operating a car?**

1	Strongly support it	17%
2	Support	33%
3	Neutral	25%
4	Discourage	8%
5	Highly discourage	5%
6	Don't know	11%

51 **If there was an "on-demand" transit/limo service in Spring Hill which would pick you up and drop you off anywhere within a fifteen minute drive of the center of town, was available within six minutes or less after you called it, and cost less than operating a car, how often might you use it?**

1	Every day	13%
2	Couple times a week	34%
3	Couple times a month	20%
4	Only in an emergency or special occasions	17%
5	Never	17%

Growth Related

52 Do you think the future growth of Spring Hill should involve community parks, well-landscaped walkable areas and smaller safe communities?

1	Yes, all new development should be like that	72%
2	A little bit of that would be nice	19%
3	Not really, I like my car	4%
4	Never	3%

53 Do you think the way Spring Hill is growing now, with auto oriented housing with two and three car garages is a positive reflection on Spring Hill now and in the future?

1	Yes	25%
2	No	51%
3	Don't care	6%
4	Don't know	18%

54 Are you concerned with the image of Spring Hill and how future development will reflect the community now and in the future?

1	Yes	100%
2	No	0%
3	Don't care	0%
4	Don't know	0%

Please write in answers to the following questions in the space provided:

What do you think are the two greatest obstacles facing Spring Hill today and in the future?

Other Comments: (please write below or on the back)

The City of

SPRING HILL
KANSAS

Planning Policy Charrette

City of Spring Hill
City Planning Commission
City Council

Planning Policy Charrette

Simply stated, a Charrette is a hands-on, interactive workshop intended to help participants solve complex planning and design problems. The concept of a Charrette was borrowed from the French beaux-arts system of architectural/planning education. Design students were given a building/planning program and a limited period of time to generate an architectural/planning proposal of specific solutions. Professors would pull a "small wooden cart" through the class to collect the drawings at the end of the working period; that "small cart", which held the sum of everyone's ideas and concepts, was called a Charrette.

Introduction

A "Planning Policy Charrette" workshop with the City Planning Commission and the City Council was conducted on January 17, 2006 to build upon and address issues identified during the community visioning planning process. The principal purpose of the Charrette was to gain detailed insights into the issues impacting Spring Hill, while building consensus for goals and preferred courses of action.

After a short summary presentation about the key issues for discussion, the workshop participants were organized into two teams to address issues grouped into the general topics of "Quality of Life", and "Land Use". The input and discussion at the Charrette are summarized in this document and will serve as the basis to proceed with updating the Spring Hill Comprehensive Plan.

The workshop was structured as an idea-sharing process, using key issues previously identified by the community and city staff during the planning process. Participants were provided workbooks, maps, aerial photos, markers, and other tools to record their preferences and strategies for resolving the identified issues.

Both break-out groups discussed a community image topic related to the development and funding of a parkway / linear green space network. In addition, the groups discussed the following key issues:

1. **Quality of Life**: Issues that influence the character and image of Spring Hill as well as the community assets that make Spring Hill desirable to residents and visitors. Specific issues of discussion focused on the following:
    - Neighborhood design, including street layout and connectivity.
    - Policies for the use of cul-de-sac streets.
    - Standards for useable neighborhood parks and open space.

2. **Land Use**: Issues related to preferred development patterns and the intensity and location of land uses in and around the City. Specific issues of discussion focused on the following:
    - Methods to provide for an appropriate mix of residential products in new developments, including attached residential dwellings (multifamily).

- Policies for the appropriate form, design, and location of multifamily dwellings.
- Policies for the development of existing commercial "zoned" properties
- Policies and planning needs for Town Core (downtown) development / redevelopment.

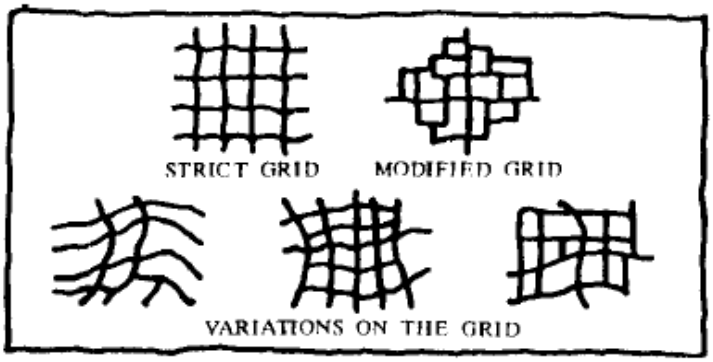
Summary

Following is a summary of the various responses, comments, and discussion notes identified by the workshop break-out groups. The questions posed to the group are identified in ***bold italic text*** with the summary of responses in bullet points.

QUALITY OF LIFE ISSUES & OPPORTUNITIES

Neighborhood Design:
A key component of the Vision Plan is the Guiding Principle that future developments should create traditional neighborhoods with a mix of land uses and an interconnected street system. Neighborhoods are intended to be designed in a manner that promotes pedestrian activity through small efficient blocks, as well as provides safe and efficient movement of vehicular traffic.

The use of cul-de-sac streets has historically been limited in Spring Hill, although some residential developments on the city's outlying fringe have incorporated a greater number of cul-de-sacs in recent years. Cul-de-sac streets by their design limit thru traffic. By doing so, such streets also limit connectivity within and between neighborhoods and force more traffic onto other streets rather than allowing traffic to diffuse through a neighborhood through a variety of possible routes to every destination. When used too extensively, cul-de-sacs can limit connectivity for both vehicles and pedestrians, lead to confusion and disorientation when traveling through a development with limited connectivity, and increase driving distances.



1. ***Should cul-de-sac streets be limited in new developments, or should they be permitted without restriction? If limited, should a standard be adopted addressing when and where cul-de-sacs should be allowed, such as to limit access to an arterial street or to preserve a unique topographic feature?***

2. ***Should pedestrian connections be provided from the ends of cul-de-sacs to adjacent streets, open spaces, etc. to allow for increased connectivity?***

3. ***Should neighborhood parks or open space be placed in well defined and easily accessible locations within a neighborhood?***

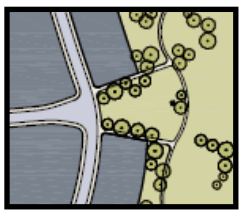
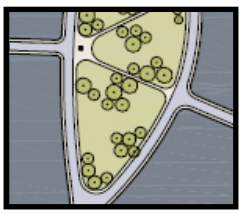
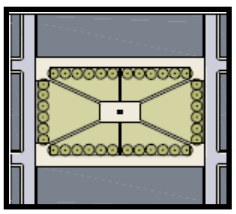
4. ***Should street trees be required in new neighborhoods, similar to other communities such as Olathe and Overland Park?***

Summary of Responses

- An interconnected network of streets is preferred. The use of cul-de-sacs should be restricted.
- A reasonable use of cul-de-sacs would allow for limited use to preserve major features in areas with challenging terrain and where a street connection would be difficult or expensive, or where access to major roadways is limited.
- Neighborhood parks should be required. Other community focal points or gathering places may be incorporated in lieu of neighborhood parks.
- Pedestrian connections provided at the ends of cul-de-sacs and other trade-offs should be provided when cul-de-sacs are used.
- The intent of the Plan should be to promote / mandate connectivity in open space and sidewalks.
- The number of allowed cul-de-sacs should be integrated with access standards.
- Place neighborhood parks and open space in well defined areas.
- Focus parks in prominent places, not as an afterthought. Parks should not be a remnant piece of land.
- Homes Associations can be responsible for small neighborhood parks.
- The Plan should consider both public and private park development and investment, provided park design standards to be adopted by the City are met.
- Street trees should be required.

Parks and Open Space:
The Visual Preference Survey questionnaire found that 85% of respondents feel Spring Hill does not have an adequate amount of parkland, green space, and open space for the existing and future needs of the community. Nearly three-quarters of the participants felt that existing parks are not accessible to pedestrians and residents.

To address the perceived lack of easily accessible and "useable" open space, the Vision Plan recommends a network of streamway corridors focused on preserving the natural drainage areas, floodplains, and wooded areas (T-1 Streamway Buffer Zone). The Plan also recommends incorporating larger community sized parks with recreational uses, and smaller neighborhood "center" parks/plaza/or greens of a minimum 2-5 acres. The goal is to provide useable park or open space amenity within 1/4th mile walking distance of all residents. It is expected the community parks would be owned and maintained by the public at large, while neighborhood parks could be either publicly or privately owned and maintained.



1. ***Is providing useable park or open space amenity within 1/4th mile walking distance of all residents an appropriate goal for Spring Hill?***

2. ***Should new developments be responsible for incorporating neighborhood park space if located more than 1/4th mile from an existing park, such as the conceptual small neighborhood park sites represented on the Vision Plan Map?***

3. ***Should a development incentive be promoted in which higher residential densities are permitted if a well designed small neighborhood park is provided?***

4. ***Should neighborhood associations or other private entities be responsible for maintaining the small neighborhood park sites, or should the City be responsible for owning and maintaining such parks?***

5. ***If a developer provides a neighborhood park and the homes association assumes its ownership and maintenance responsibilities, is it appropriate to exempt the development from park excise fees?***

6. ***Should new developments planned along a future citywide trail be required to provide neighborhood trail connections?***

Summary of Responses

- Providing useable park or open space within 1/4th mile walking distance of all residents is an appropriate goal. However is it achievable due to the cost?

- Depending upon the location, new developments should incorporate neighborhood park space. Such park space may include linear paths / open space.

- Parks and open space should meet and promote the vision of the Comprehensive Plan and a Park Master Plan. It should have a neighborhood focus and promote a walkable community.

- Park space should be integrated with other features. It needs to be functional.

- Promote incentives to allow higher density development if neighborhood park space is provided. The City must adopt definitions of "well designed" and "quality" expectations for park space.

- Development incentives to allow higher density development should depend upon the size of the park and whether amenities are provided that benefit the city as a whole.

- Homes associations should be responsible for small neighborhood parks (gathering spaces) rather than the City at large.

- Use the "park" label only for city owned property.

- A credit to the park excise fees might be appropriate, IF a park area is part of a city owned neighborhood "park".

LAND USE ISSUES

Residential Housing Mix:
A significant issue in Spring Hill in recent years has been how land uses should be dispersed throughout the community and the appropriate locations(s) of higher density residential development, such as multifamily housing. Concerns related to "attached housing" products have included appropriate location, density, and design/appearance. One of the primary components requested by City Leaders for the City's Growth Management Plan is a list of policies and design standards to address such issues for future development.



1. ***Should the future land use map allow flexibility for well designed low-density attached housing products, up to a maximum 6 dwelling units per acre, to be permitted in areas identified as T-3 (Sub-Urban Zone) if subject to design guidelines to ensure quality design and open space amenities?***

2. ***Should attached housing areas be located in a neighborhood where the highest densities are generally clustered around a neighborhood "center" with a community green (park), plaza, or neighborhood-oriented retail uses?***

3. ***Should the highest residential densities be directed to the core areas of Spring Hill such as along Webster, and possible infill redevelopment in the downtown area (as well as areas recently zoned for such uses at 191st & Ridgeview Road and 191st & US 169)?***

4. ***Should the City actively pursue initiatives to develop new housing around the town core (downtown and Webster Street)?***

   Summary of Responses

   - It is appropriate to remain flexible and potentially allow well designed multifamily products in low-density / single-family areas. However, there should be trade-offs for this flexibility including provisions for open space, amenities, and quality design.

   - Increased density of 6 dwelling units per acre, or higher, may be appropriate in the T-3 Sub-Urban areas provided the development meeting design standards.

   - The highest residential densities should be maintained in the core areas or properties already zoned for such uses. Moderate residential densities should be allowed in the remaining areas.

   - Incentives should be pursued to promote development in the town core.

Commercial Development:
Responses from the public workshops found that residents prefer commercial developments designed with human scale and promote pedestrian walkability. Large parking lots, strip commercial pad site buildings, and cookie-cutter box-type stores with no architectural character received negative scores in the Spring Hill Visual Preference Survey. Residents also indicated support for revitalizing downtown and the core neighborhoods of the city.

One of the primary components for the City's Growth Management Plan requested by City Leaders is a comprehensive list of policies and design standards to address future commercial development.

1. ***Should emphasis be placed on directing future retail to a central location(s) in the core of Spring Hill, rather than along the highway edges in a strip development pattern?***

2. ***Should existing undeveloped "zoned" properties be permitted to develop as currently zoned, or should these properties be rezoned to conform to the recommendations of the Vision Plan to incorporate a mix of residential uses?***

3. ***If existing "zoned" properties are allowed to develop as currently zoned, should they be subject to design guidelines to ensure quality development? What type of development is appropriate (i.e. design and layout of property; size of the stores, buildings, & parking lots; pedestrian amenities)?***

4. ***Should a comprehensive "Town Core" plan be prepared to address issues such as market niche/opportunities, growth and development strategies, targeted development sites, parking, streetscape improvements, financial incentives for development, etc.? Should such a master plan include the Webster Street corridor in the central portion of the city?***

   Summary of Responses

   - Existing "zoned" properties should be allowed to develop as currently zoned and should be subject to design guidelines.

   - The City should not downzone property to conform to the Vision Plan. However, it would be appropriate to work with developers to incorporate the concepts of the Vision Plan when they are preparing development plans or when considering property owner initiated rezoning applications.

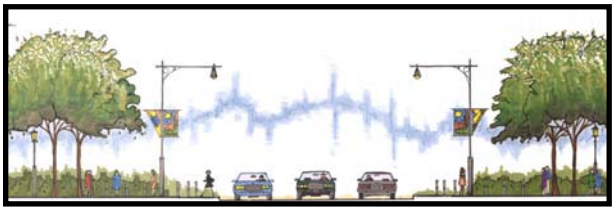
   - Yes, a comprehensive "town core" (downtown) plan should be prepared.

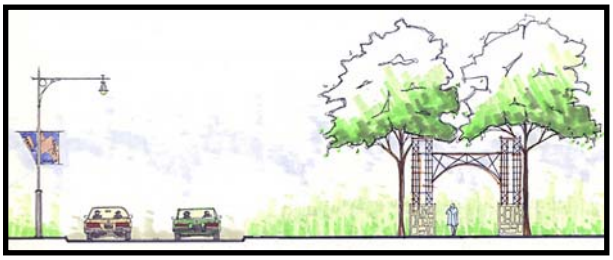
- Small to mid-size retail uses are most appropriate in the core area of Spring Hill. Big box stores should be located along the highway, and subject to design guidelines.

- Spring Hill should work to expand its trade area so it can exceed the national average for retail square footage per capita.

COMMUNITY IMAGE

Both groups discussed issues related to the development and funding of a parkway/ linear green space network. This network would focus on preserving the natural drainage areas, floodplains, and wooded areas. It is envisioned to incorporate a trail system, as well as parkland and recreation uses in various locations. The network could also incorporate community amenities and noteworthy community "image" focal points such as water features, sculpture, special landscaping design, and gateway features to create special identity for nearby neighborhoods and the community at large such as represented by the images below.





1. ***Should the City consider funding alternatives to assist with the development of the parkway / linear green space system?***

2. ***What share of cost might be appropriate for public and private contributions for a parkway / linear green space system?***

3. ***Should funding options (i.e. benefit district, general fund, parkway excise tax, sales tax, etc.) be pursued for development of a parkway / linear green space system?***

4. ***Are there any additional special amenities or design features that should be incorporated into the parkway / green space network, gateways, arterial street improvements, etc.?***

5. ***Are there any other issues related to developing the parkway / linear green space network, public spaces, community facilities, or gateways that should be addressed by the Growth Management Plan to propose a unique community image for Spring Hill?***

Summary of Responses

- The parkway/open space system will increase value for both developers and the community.
- Need to reach a balanced shared investment.
- The City should consider funding alternatives to develop a parkway / linear green space system.
- Private investment should be used for elements of primarily private benefit. Consider a credit for providing part of the system, but not an exemption.
- Use a carrot and stick approach to promote more private investment. Higher density or greater intensity of development may be allowed in return for increased private investment in the public amenities.
- More study is needed to determine an appropriate share of cost for developing a parkway / linear green space network.
- Special amenities are desirable for the network, to be determined through additional study.

Appendix

C

COMPREHENSIVE PLAN

City of Spring Hill, Kansas

Demographic Information

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Appendix C: Demographic Information

HISTORIC POPULATION

1890-2000

Decade	Spring Hill	Johnson Co.	Miami Co.
1890	-	17,385	19,614
1900	-	18,104	21,641
1910	-	18,288	20,030
1920	-	18,314	19,809
1930	-	27,179	21,243
1940	489	33,327	19,489
1950	619	62,783	19,689
1960	909	143,792	19,884
1970	1,186	220,073	19,254
1980	2,005	270,269	21,618
1990	2,191	335,054	23,466
2000	2,727	451,086	28,351

Source: Bureau of the Census, U.S. Department of Commerce

Note: The 1990 Miami County Population is for the year 1992 not 1990

SPRING HILL AGE COHORT COMPARISON 1990-2000

	Population		Percent of Total		% Change
Age Cohort	1990	2000	1990	2000	1990-2000
0-4	214	260	9.8%	9.5%	18%
5-14	414	474	18.9%	17.4%	13%
15-24	325	357	14.8%	13.1%	9%
25-34	424	466	19.4%	17.1%	9%
35-44	341	476	15.6%	17.5%	28%
45-54	175	279	8.0%	10.2%	37%
55-64	116	185	5.3%	6.8%	37%
65-74	94	87	4.3%	3.2%	-8%
75-84	55	96	2.5%	3.5%	43%
85+	33	47	1.5%	1.7%	30%
Total	2,191	2,727	100.0%	100.0%	20%

Source: Bureau of the Census, U.S. Department of Commerce

SPRING HILL POPULATION BY GENDER 1990-2000

	1990		2000	
Sex	Total	Percent	Total	Percent
Male	1,089	49.7%	1,355	49.7%
Female	1,102	50.3%	1,372	50.3%
Tot. Pop.	2,191	100%	2,727	100%

Source: Bureau of the Census, U.S. Department of Commerce

SPRING HILL EDUCATIONAL ATTAINMENT

	1990		2000	
	Total	Percent	Total	Percent
Persons 25 Years and Over	1,057	100%	1,677	100%
Below High School	223	21%	176	10.5%
High School	579	55%	694	41.4%
Some College	255	24%	507	30.2%
Associates Degree	52	5%	81	4.8%
Bachelor's Degree	102	10%	154	9.2%
Graduate Degree	29	3%	65	3.9%

Source: Bureau of the Census, U.S. Department of Commerce

SPRING HILL ETHNIC BACKGROUND 1990-2000

	1990		2000	
Ethnic Background	Total	Percent	Total	Percent
White	2,136	97.5%	2,571	94.3%
African American	16	0.7%	29	1.1%
American Indian	14	0.6%	34	1.2%
Asian or Pacific Islander	11	0.5%	11	0.4%
Hispanic	39	1.8%	76	2.8%
Other	14	0.6%	2	0.1%

Source: Bureau of the Census, U.S. Department of Commerce

Basic Employment Statistics, 2000 - Spring Hill-Kansas Comparison

Employment Category	Spring Hill 2000	Spring Hill % of Total	Kansas % of Total
Employed Male	726	51.7%	53.4%
Employed Female	678	48.3%	46.6%
Employed Total	1,404	97.8%	94.7%
Unemployed Male	23	1.2%	1.5%
Unemployed Female	8	.4%	1.3%
Unemployed Total	31	1.6%	2.8%
Employed With Dependent Children Under Age 6	306	66.1%	62.7%
Total in Labor Force	1,435	100%	1,389,770
Total Population	2,727	-	2,688,418
Participation Rate (% of Total Pop.)	52.6%	-	51.5%
Unemployment Rate	2.2%	-	3.7%

Source: Bureau of the Census, U.S. Department of Commerce

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Appendix

D

COMPREHENSIVE PLAN

City of Spring Hill, Kansas

Housing Information

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Appendix D: Housing Information

SPRING HILL HOUSING OCCUPANCY – 1990 & 2000

	1990		2000	
Occupancy	Units	% of Total	Units	% of Total
Owner Occupied	540	68.2%	675	68.2%
Renter Occupied	194	24.5%	298	24.5%
Vacant	58	7.3%	41	7.3%
Total Housing Units	**792**	**100%**	**1,014**	**100%**

Source: Bureau of the Census, U.S. Department of Commerce

SPRING HILL HOUSING BY STRUCTURE TYPE – 1990 & 2000

	1990		2000	
Type of Structure	Total	Percent	Total	Percent
1-unit, detached	627	79.2%	753	73.5%
1-unit, attached	18	2.3%	33	3.2%
2 to 4 units	84	10.6%	90	8.8%
5 to 9 units	6	0.8%	55	5.4%
10 or more units	46	5.8%	78	7.6%
Manufactured Housing	11	1.4%	15	1.5%
Total Housing Units	**792**	**100%**	**1,024**	**100%**

Source: Bureau of the Census, U.S. Department of Commerce

SPRING HILL HOUSING UNITS BUILT BY CONSTRUCTION PERIOD

Construction Period	Units Built	% of Total
1939 or Eariler	114	11.2%
1940-1949	40	3.9%
1950-1959	76	7.5%
1960-1969	95	9.4%
1970-1979	272	26.8%
1980-1989	124	12.2%
1990-1999	293	28.9%
Total	**1,014**	**100%**

Source: Bureau of the Census, U.S. Department of Commerce City of Spring Hill

SPRING HILL VALUE OF OWNER-OCCUPIED HOUSING UNITS – 1990 & 2000

	1990		2000	
Value	Total	Percent	Total	Percent
Less than $50,000	151	29.8%	21	3.2%
$50,000 to $99,999	351	69.4%	303	46.7%
$100,000 to $149,999	4	0.8%	278	42.8%
$150,000 to $199,999	-	-	47	7.2%
$200,000 of more	-	-	-	-
Total Housing Units	**506**	**100.0%**	**649**	**100.0%**

Source: Bureau of the Census, U.S. Department of Commerce

SPRING HILL GROSS RENT FOR SPECIFIED RENTER-OCCUPIED HOUSING UNITS – 1990 & 2000

	1990		2000	
Monthly Contract Rent	Units	% of Total	Units	% of Total
Less than $200	33	17.8%	21	6.8%
$200 to $299	143	77.3%	14	4.6%
$300 to $499	9	4.9%	58	18.9%
$500 to $749	-	-	150	48.9%
$750 or more	-	-	56	18.2%
No cash rent	-	-	8	2.6%
Total	**185**	**100%**	**307**	**100%**

Source: Bureau of the Census, U.S. Department of Commerce

Appendix

E

COMPREHENSIVE PLAN

City of Spring Hill, Kansas

Spring Hill School District Enrollment Report

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RSP
visualizing success

EXECUTIVE SUMMARY

TO: SPRING HILL SCHOOL DISTRICT

FROM: RSP & ASSOCIATES, LLC

SUBJECT: EXECUTIVE SUMMARY OF ENROLLMENT REPORT

DATE: 4/23/2009

CC: BOARD OF EDUCATION

The purpose of this Executive Summary is to provide a brief overview of the information and findings in the 2008/09 Enrollment Report.

Introduction

In February 2008, the Board of Education received the Spring Hill School District Enrollment Report 2007/08. The information contained in the report described the model methodology, development trends, enrollment trends, and projections by building through 2012/13. Enrollment increases for 2008/09 were forecasted for the 5-year projection. In 2008/09, while the projection accuracy was 97.68%, enrollment exceeded the midpoint projection. An additional year of student data, as well as a better understanding of how the economic downturn will impact the Spring Hill School District will result in more accurate projections.

The following conclusions and considerations from this study:

- The District will annually increase between 70 and 180 more students each year
- Elementary, Middle School, and High School enrollment is expected to annually increase over the next 5 years
- Elementary transfers happen and need to be closely monitored
- New residential development will occur at a slower rate impacting future enrollment yield rates
- Elementary capacity issues are averted in the short term with the housing and economic slowdown
- Site location for the next northern elementary facility should be determined soon to take advantage of lower land prices and options for the best school location
- A decision needs to be made if students should be transported to existing facilities or build schools where students live and will live in future years
- A redistricting study may be required when a new elementary facility is built or when anticipated enrollment north of 175th Street occurs causing capacity issues at Prairie Creek

Clearly, the economic recession has impacted when and how fast the District will experience future enrollment increases. This has been factored into the new projections – still resulting in an increase.

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Enrollment will continue to increase with the greatest change being at the elementary. The short term housing and economic slowdown provides some additional time before additional elementary capacity will be needed, specifically in the northern portion of the District. However, Prairie Creek will exceed its capacity at the midpoint projection in 2011/12 and Spring Hill Intermediate by 2012/13. The future enrollment of the District has to be looked at with more of a mid and long term perspective, more so because historically the economy has had cycles of good and bad times. There appears to be nothing that should change the perspective for the future. The slowdown should be viewed as a time to plan for the inevitable residential building boom north of 175th street. There are over 700 platted residential lots available in the District boundary north of 183rd Street. There are over 2,500 units (single-family, townhomes, apartments) that are master planned to be built in the corridor around Prairie Creek. Another way to look at residential growth and the number of students derived from each residential unit. The table below shows the average number of students by grade configuration for each year.

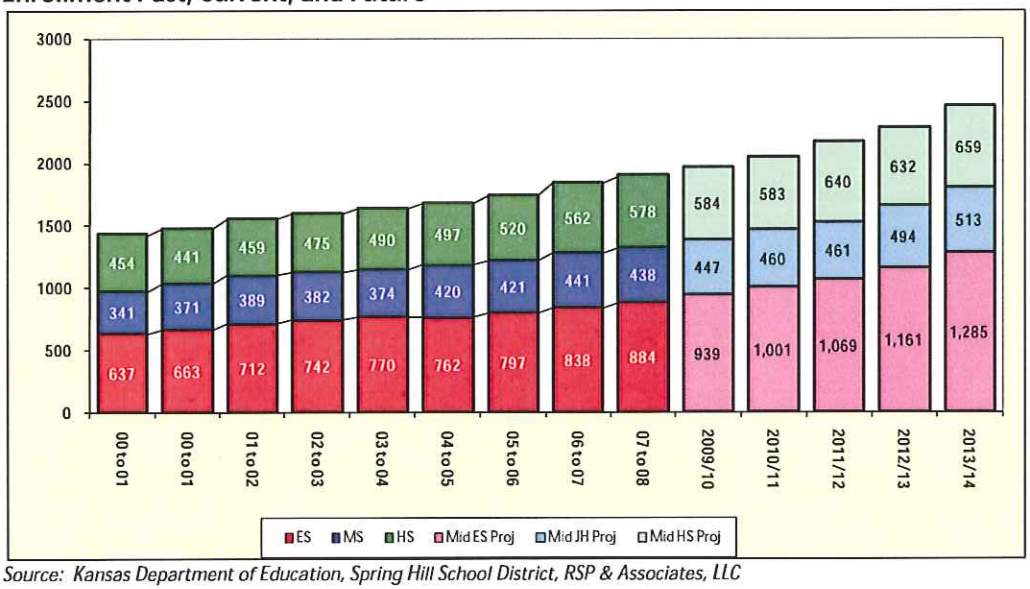
Spring Hill Average Yield Rate per Unit 2000/01 to 2008/09

School Year	Grade Configuration			Total Units	K to 5 Yield Rage	6 to 8 Yield Rage	9 to 12 Yield Rage	District Yield Rage
	K to 5	6 to 8	9 to 12					
2000/01	637	341	454	2,490	0.256	0.137	0.182	0.575
2001/02	663	371	441	2,700	0.246	0.137	0.163	0.546
2002/03	712	389	459	2,874	0.248	0.135	0.160	0.543
2003/04	742	382	475	3,056	0.243	0.125	0.155	0.523
2004/05	770	374	490	3,219	0.239	0.116	0.152	0.508
2005/06	762	420	497	3,398	0.224	0.124	0.146	0.494
2006/07	797	421	520	3,586	0.222	0.117	0.145	0.485
2007/08	838	441	562	3,719	0.225	0.119	0.151	0.495
2008/09	884	438	578	3,789	0.233	0.116	0.153	0.501

Source: Kansas Department of Education, Spring Hill School District & Johnson County Government

This suggests that for every 100 bldg permits, the district has decreased since 2000/01 from about 57 students to 50 students. The result of this trend is more residential units have to be built to have similar past enrollment increases for the future. This can all change drastically by factors that influence yield rates.

Enrollment Past, Current, and Future



Source: Kansas Department of Education, Spring Hill School District, RSP & Associates, LLC

Enrollment is expected to increase even with the slowdown. The big change is that the significant enrollment increase anticipated for the District is pushed out from between one to two years, resulting in 2012/13 and 2013/14 being the years when the boom will likely begin. Prior to this boom, the younger

households attracted to this community will influence short term enrollment increases provided the following factors continue in the District:

- The recession will likely last through 2009 and into 2010
- Mortgage interest rates have reached a historic low and likely will remain below 6%
- Subprime loans will have worked their way through the banking system by the end of 2009
- The rate of foreclosures will continue to decline over the next five years
- Recirculation of existing homes will remain stable
- Final Platted developments will be nearly built-out
- Unemployment rates will remain below 8%
- Nonresidential developments continue to be built to meet employment demand and need
- Fuel prices will remain below $4.00
- Private and Parochial school enrollment remains stable

The table on the following page has a significant amount of information about past and future enrollment at the building level. For the Past School Enrollment (2006/07 to 2008/09) enrollment is depicted by where the student resided (blue font) and which facility the student attended (green font) and in the following grade configuration: Kdg to 5th, 6th to 8th, and 9th to 12th. The capacity as defined by the District is provided for each facility (red font). There is also a low, mid, and high projection for each facility from 2009/10 to 2013/14. RSP has created two projections: based on residency (blue font) and based on possible future transfer trends between elementary facilities (green font). Cells shaded in orange mean that the enrollment exceeds the capacity of that facility. The grade configuration for the projections from 2009/10 to 2013/14 is Kdg to 5th, 6th to 8th, and 9th to 12th.

RSP recommends using the Midpoint Projection for planning efforts.

The final report will have more discussion about development and enrollment trends, as well as many maps to visualize what is being stated in the report. In order to provide you with some visuals of what is happening in the Spring Hill School District, included on the following pages are a District Map an Elementary attendance map, the growth area map, where parcels have been issued Certificate of Occupancies, and a map showing where students resided (red dots) in 2008/09.

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Spring Hill School District Projections 2009/10 to 2013/14

School	Proj Type	Desired Capacity	Student Geography	Past School Enrollment			Projections Based on Residence					Projections Based on Attendance				
				2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2009/10	2010/11	2011/12	2012/13	2013/14
Prairie Creek Elementary	Low						166	174	184	207	271	175	183	194	217	284
Kdg to 5th	Mid	240	Reside	143	158	170	185	214	248	299	389	194	224	258	309	399
	High		Attend	165	169	178	204	255	312	391	507	214	264	321	401	517
Spring Hill Elementary	Low						360	352	322	329	333	357	348	319	325	330
PreK to 2nd	Mid	616	Reside	315	327	365	392	415	418	429	439	388	411	415	425	435
	High		Attend	286	326	360	423	478	514	528	544	419	474	511	525	541
Spring Hill Intermediate	Low						359	365	392	388	379	353	359	386	382	373
3rd to 5th (Old MS)	Mid	480	Reside	339	353	349	363	372	402	433	457	357	366	396	427	451
	High		Attend	326	343	346	366	378	413	478	536	360	372	407	472	530
Spring Hill Middle School	Low						441	460	440	466	480	441	460	440	466	480
6th to 8th (Old HS)	Mid	527	Reside	421	441	438	447	460	461	494	513	447	460	461	494	513
	High		Attend	421	441	438	453	460	481	521	546	453	460	481	521	546
Spring Hill High School	Low						575	535	610	593	611	575	535	610	593	611
9th to 12th	Mid	800	Reside	520	562	578	584	583	640	632	659	584	583	640	632	659
	High		Attend	520	562	578	594	631	669	671	707	594	631	669	671	707
ELEMENTARY TOTAL	Low						885	891	898	925	983	885	891	898	925	983
Kdg to 5th	Mid	1,256	Reside	797	838	884	939	1,001	1,069	1,161	1,285	939	1,001	1,069	1,161	1,285
	High		Attend	797	838	884	993	1,111	1,239	1,398	1,587	993	1,111	1,239	1,398	1,587
MIDDLE SCHOOL TOTAL	Low						441	460	440	466	480	441	460	440	466	480
6th and 8th	Mid	527	Reside	421	441	438	447	460	461	494	513	447	460	461	494	513
	High		Attend	421	441	438	453	460	481	521	546	453	460	481	521	546
HIGH TOTAL	Low						575	535	610	593	611	575	535	610	593	611
9th to 12th	Mid	800	Reside	520	562	578	584	583	640	632	659	584	583	640	632	659
	High		Attend	520	562	578	594	631	669	671	707	594	631	669	671	707
DISTRICT TOTALS	Low						1,901	1,886	1,949	1,983	2,075	1,901	1,886	1,949	1,983	2,075
K to 12th	Mid	2,583	Reside	1,738	1,841	1,900	1,971	2,044	2,169	2,287	2,458	1,970	2,044	2,170	2,287	2,458
	High		Attend	1,738	1,841	1,900	2,040	2,202	2,390	2,590	2,841	2,040	2,202	2,390	2,590	2,841

Source: RSP & Associates, LLC - April 2009

Note 1: Student Projections are based on the residence of the student.

Over Desired Capacity

Note 2: The Enrollment Model is based on a Headcount of students by Planning Area at each facility

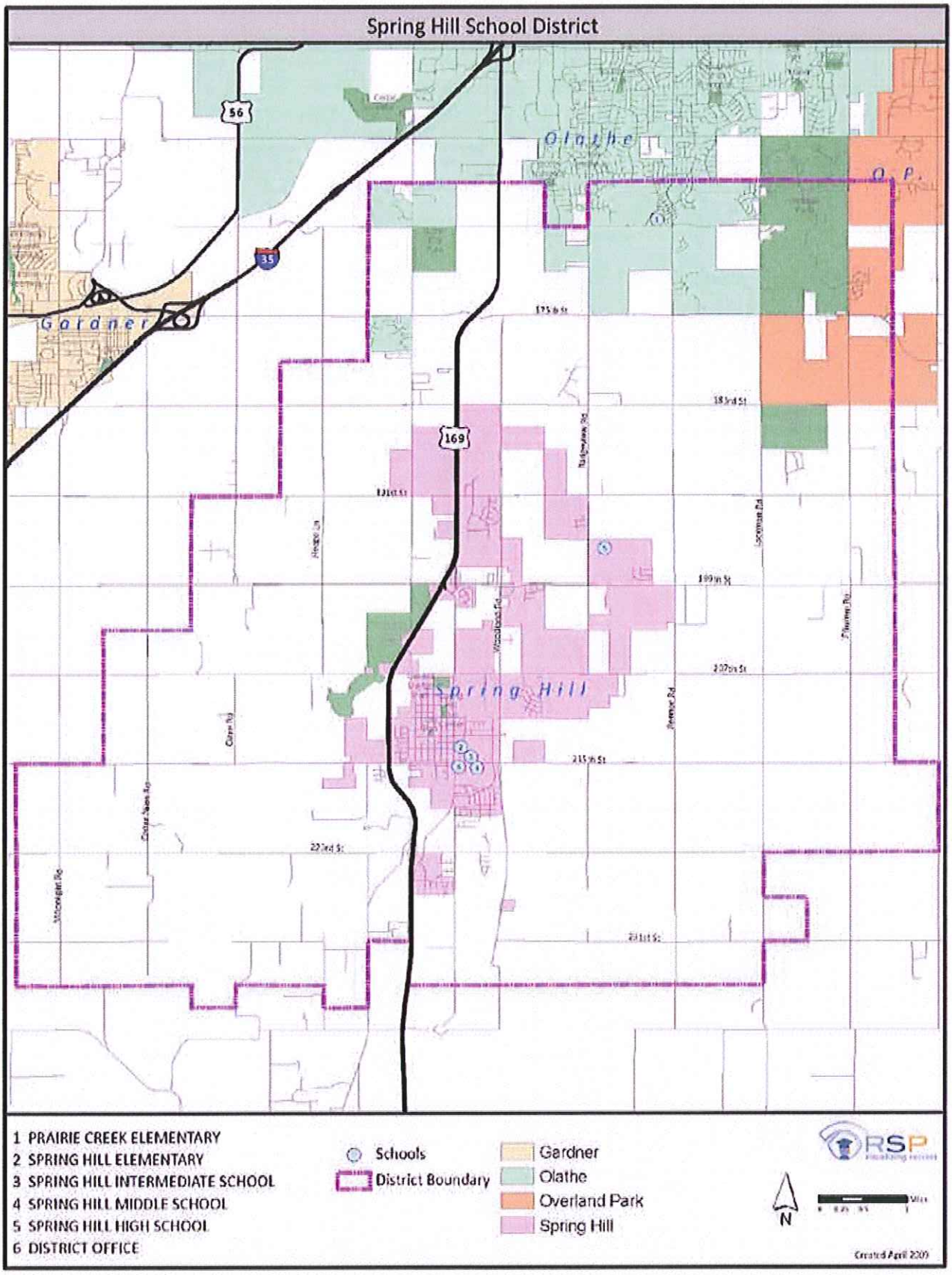
Note 3: School capacity provided by the Spring Hill School District

Note 4: Transfers between facilities are factored into the projections

Note 5: Attend is the facility the student has been assigned by the District

Note 6: Reside is the placement of a student in the model either geographically or by attenandance area for out of district students

Note 7: The Enrollment Model assumes ES(K-5) MS(6-8), and HS (9-12)



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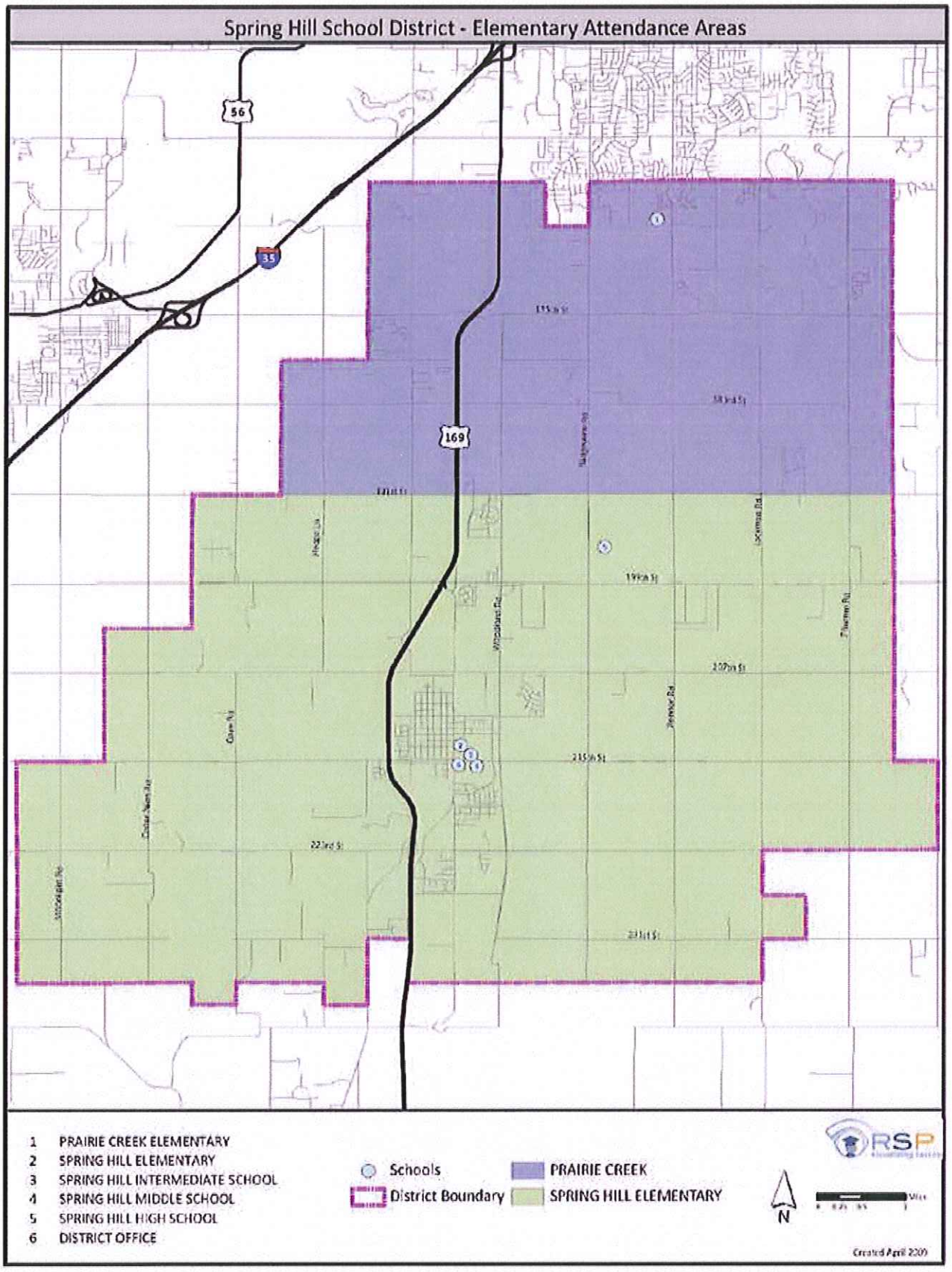

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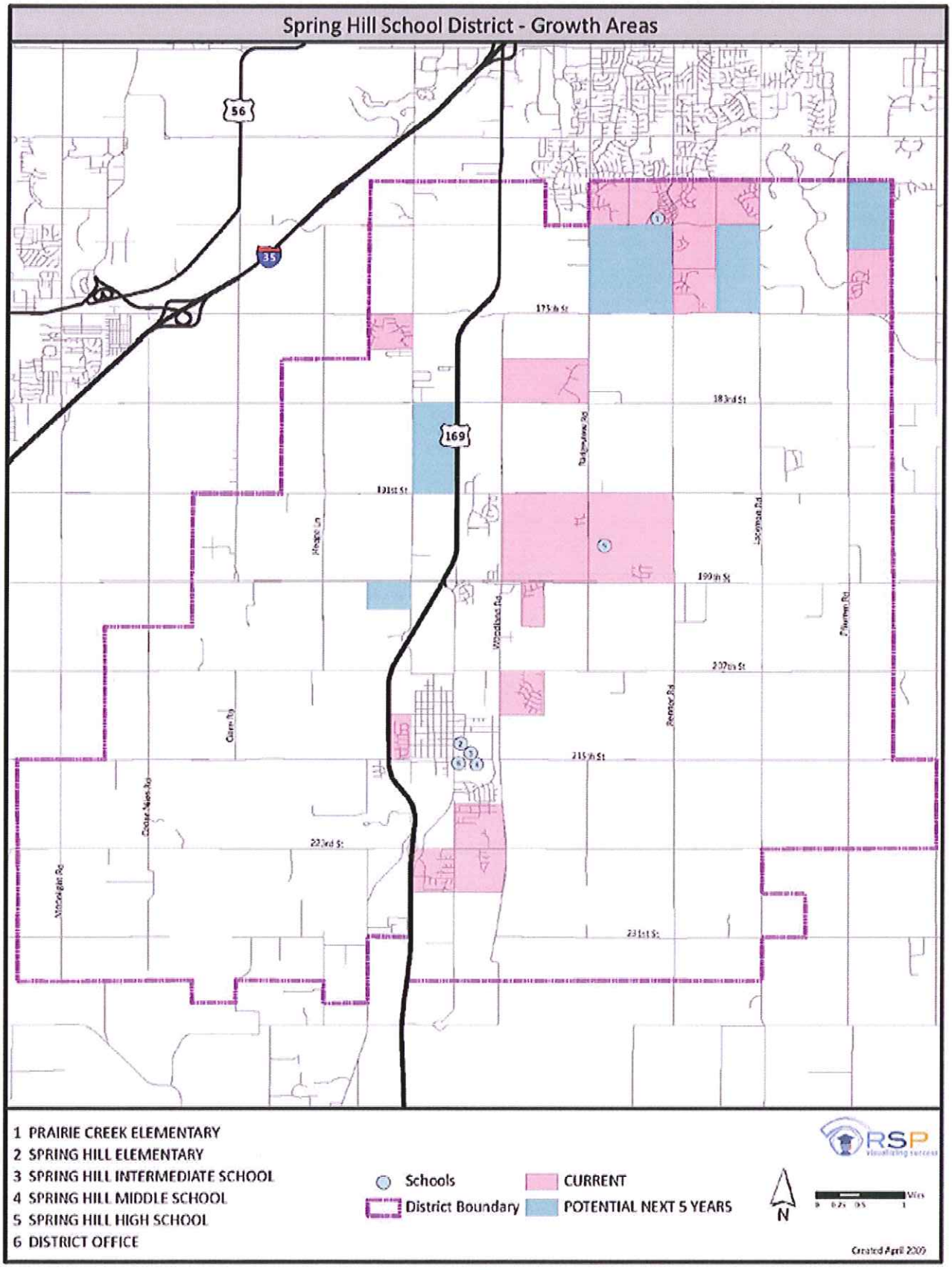

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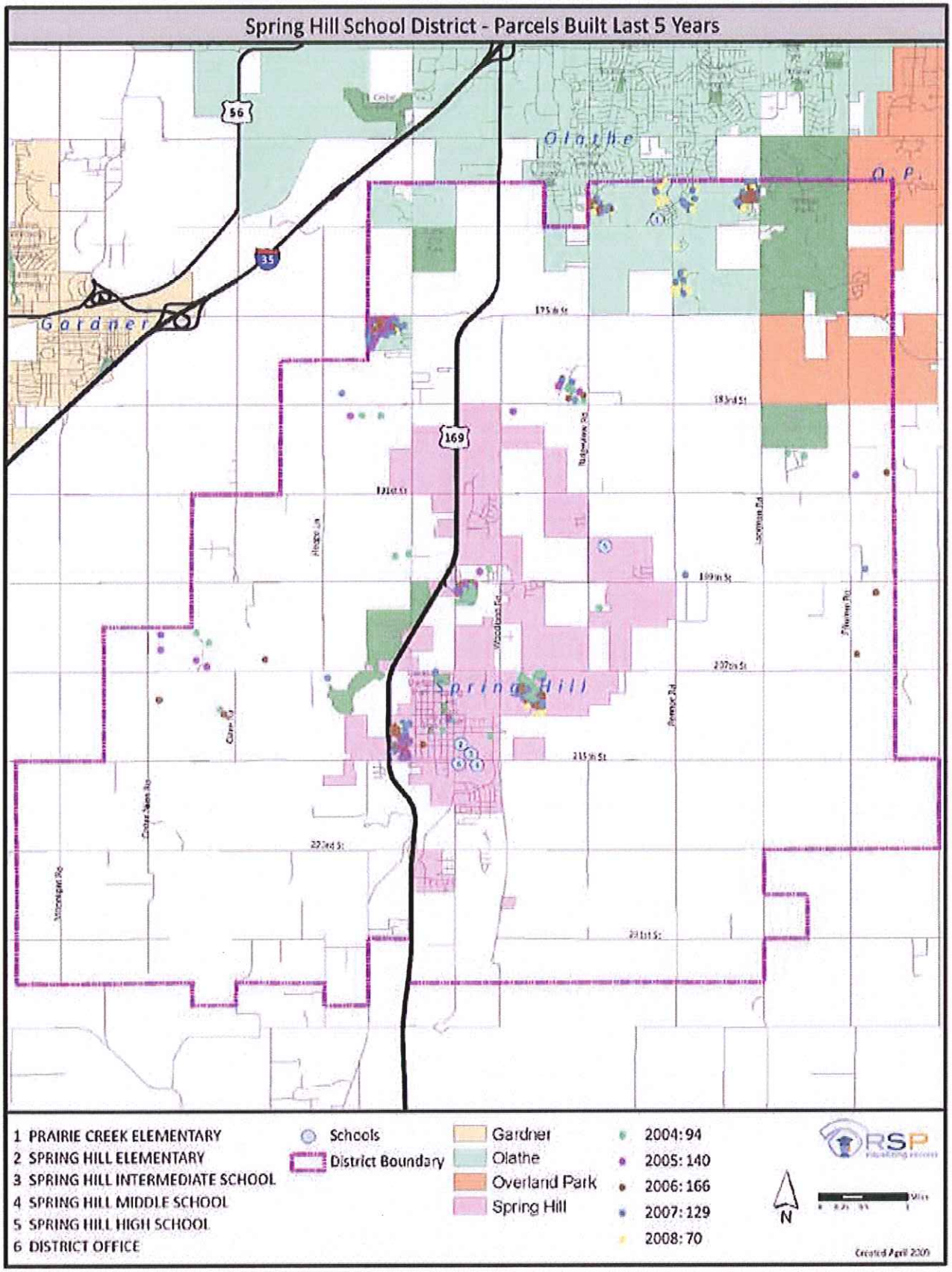

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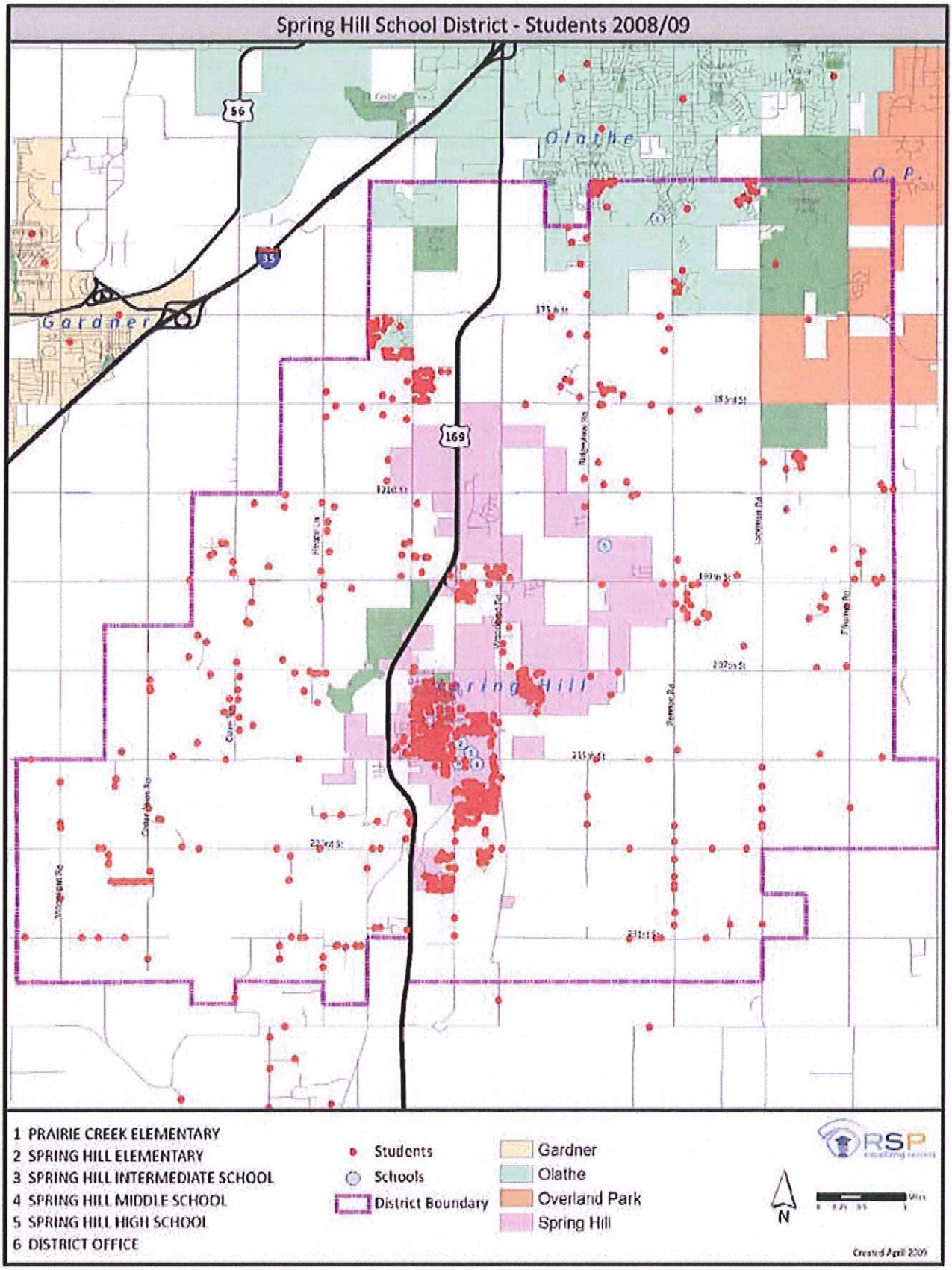

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Spring Hill School District Enrollment Report and Boundary Report 2005/06

Presented to the Board of Education

March 2006

Acknowledgments:

City of Spring Hill Planning Department
City of Olathe Planning Department
Johnson County AIMS Department
Miami County Assessor Department
Spring Hill School District Staff

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Introduction

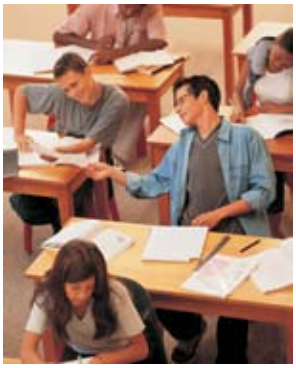
An important component in school budgeting, staffing, utilization of facilities, certified staff contract negotiations, and planning for future facilities in a school district is accurately projecting student enrollment for future school years.

The Spring Hill School District has been experiencing significant residential growth that will impact the capacity of its existing facilities. Prior to 2006, the District did not have a planning tool that would provide them a greater understanding of how this growth will impact their use and need for future facilities.

The District seeing the potential for growth wanted to change from reactive to proactive planning by using a forecast tool that could be integrated as a component in the development of a District Master Plan.

This report provides the Spring Hill School District a resource that documents the past practice of enrollment forecasting, the methodology of a sophisticated Student Forecast Model (SFM), general information about the development activity within the District, and an enrollment forecast for the next ten years to better understand the changing demographics in the District.

A Social Science is not an exact science rather, it identifies behavior trends to determine the propensity of them to be recreated.



History of Enrollment Forecasting

The Spring Hill School District had been forecasting student enrollment similar to most school districts in the United States. They employed a variation of cohort survival, examination of past growth trends, and many meetings with City staff to understand how much residential growth is anticipated over the next 5 years.

Additionally, significant enhancements were made with technology by purchasing student database software, SASI, in the 2000/01 school year that has information such as a student address and grade, which are invaluable to the creation of a SFM.

The previous method for forecasting enrollments could not fully factor in the propensity of a student to remain in an attendance area over time. Nor did the model have the flexibility of redistricting boundaries and know specifically who and how many students would be impacted by this boundary change. It also was limited in its ability to accurately assess the student yield rates that might be produced in a specific location within the District. Most importantly, it failed to address how each of these issues relates to the timing of when new facilities should be built or when a boundary change should occur.

These aforementioned limitations combined with the knowledge of significant planned future residential growth resulted in the Spring Hill School District hiring RSP & Associates. This new era of enrollment forecasting addresses the areas of concern and provides the Spring Hill School District quintessential enrollment information that will positively impact the timing of boundary changes, facility staffing, and education decisions.

How a SFM was Created

1. Create Planning Areas for the entire school district.
2. Review, cleanup, and geocode student data from the District's SASI database.
3. Meet with the Spring Hill Community Develoment Director, the Olathe and Overland Park Planning Department, and development community to gather essential information about development activity in the region.
4. Receive digital data from the Miami County Assessors Department and the Johnson County AIMS Department.
5. Build the Student Forecast Model (SFM).
6 Analyze the output and make corrections.
7. Write a report on the findings.

District staff monitors the essential databases required to develop a sophisticated Student Forecast Model.

A Planning Area shapefile was created with logical boundary demarcations such as arterial roads, planning areas, and natural (rivers, creeks, watersheds) or man-made features (commercial/industrial zoning or future land use). This shapefile has been provided to the District in a digital format for a Geographic Information System (GIS). There are over 70 planning areas.

Student enrollment data for every student enrolled and attending a Spring Hill School District facility was provided from 2001/02 to 2005/06. The data sets were compared to each year Official Count to insure accuracy.

Several meetings were scheduled with the cities of Olathe, Overland Park, and Spring Hill to gather information about building permit activity, future development plan changes, land use, rezoning, and current and future development opportunities.

Objectives

1. Project student enrollment for the District's two elementary schools (Kindergarten through 5th grade), Middle School (6th through 8th grade), and high school facility (9th through 12th grade) with the Board Approved 2005/06 boundaries from 2006/07 to 2010/11.
2. Develop three projections (High, Mid, Low) for each facility that factor in optimistic and pessimistic outlooks of the economic cycle.
3. Identify trends associated with student enrollment during the projection time frame.

Model Methodology

Forecasting student enrollment is not an exact science because people have many choices available to them that directly impact enrollment trends. People may be terminated from their place of employment, relocate to another locality, or choose education options other than public education for their children.

Additionally, bull economic times tend to have a strong correlation to higher household children yield rates, while bear economic times tend to have lower household yield rates. The rate at which developable residential land is available, as well as the density of the development, and ultimately the choice of each household to locate in these neighborhoods has a significant impact on the number of students who potentially will enroll in the school district and the impact on its facilities.

Projecting a student enrollment is rather a balance of both science and art. The methodology that RSP & Associates utilizes attempts to correlate development activity into a mathematical formula that will accurately project a trend. On some occasions the result of the formula may produce a number that does not pass the rational test and requires a skilled planner to identify the issue that is creating the problem and correct it.

The accuracy of the data inputs directly relate to the accuracy of the projections:
Garbage In = Garbage Out

On the following page are the mathematical formulas that define how the SFM will forecast a student enrollment by grade from each planning area.

Built Out Planning Area Formula

Let:

S	=	The number of students, either an actual count or a projected count
x	=	A subscript denoting a planning area in the Spring Hill School District
c	=	Grade level
t	=	Time
GC	=	Growth component either modeling enrollment increase or decrease based on historical information, expressed as a real number

Then: $$S_{c,\,t,\,x} = S_{c\,-\,1,\,t\,-\,1,\,x} * GC$$

> There is no "one size fits all" magic formula or methodology for enrollment forecasting that will work for every school district

Developing Planning Area Formula

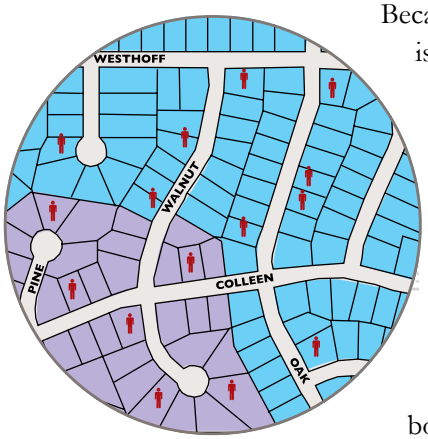
Let:

S	=	The number of students, either an actual count or a projected count
x	=	A subscript denoting a planning area in the Springh Hill School District
c	=	Grade level
t	=	Time
BP	=	Building permit forecast as given by the BPAM model
$R_{c,\,x}$	=	Student enrollment ratio of cohort c in planning area x
CP	=	Capacity of a planning area as expressed by available housing units
BT	=	Building history trend of a planning area
A	=	An index which models the likelihood of development
CT	=	Building permit control total forecast

Then: $$S_{c,\,t,\,x} = S_{c\,-\,1,\,t\,-\,1,\,x} + (BP_{t,\,x} * R_{c,\,x})$$

Where: $$BP_{t,\,x} = \left(\frac{CP_x\, BT_x\, A_x}{\sum_x CP_x\, BT_x\, A_x}\right) * CT$$

The methodology of the model might be better understood by examining the graphic to the left where it depicts two subdivisions, streets, parcels, and where a student resides.



Because each student is geographically represented by their residence, a district can redistrict and specifically know exactly who and how many students will be impacted by a boundary change.

There are two basic assumptions concerning the SFM. First, those trends that have occurred in the present and recent past are more likely to continue in the short term, but the longer the forecast the less likely for the trend to continue. Lastly, in order to fully factor in all the social conditions, the model created must utilize both Cohort Survival and Regression based forecasting methods. Basically, the model is able to determine the propensity for a student residing in a planning area to remain at that residence for the duration of the projection time frame. Additionally, for future students yet to move into the District, the model predicts what grade a student will be whether it is new construction or an existing home.

In summary, the model bases student enrollment change in a planning area on previous student populations advanced to the projection year, projected building permits, and a constant ratio of students to the number of homes by grade level. With the integration of Geographic Information Systems (GIS), Cohort Survival, Regression, and the art of understanding how demographic change translates into a yield rate that ultimately provides a total number of students at each facility, the District has valuable information that will lead to good planning decisions as well as focusing on what the District does best - educating students.

Model Components

The Model is made up of several components. The first component is developing a high and low economic scenario that account for peaks and valleys of economic cycles.

High projection scenario

- Percent share of the Johnson and Miami County housing market increases in the Spring Hill School District attendance area
- Interest rates remain stable or decrease for home mortgages
- Each city is able to continue providing infrastructure (Water, Wastewater, Electricity, Gas) in a timely manner to a development
- Increased demand for housing units in the Spring Hill School District attendance area
- The local economy has a boom in employment that results in a housing boom

Low projection scenario

- Percent of the Johnson and Miami County housing market decreases in the Spring Hill School District attendance area
- World economic stability negatively impacts the local economy
- Interest rates significantly increase for home mortgages
- Inability to provide infrastructure (Water, Wastewater, Electricity, Gas) in a timely manner to a development
- Increased length of time to process a plat through the County or City.
- Increase in development costs (Excise Tax, Impact Fees)

BPAM scenario

The second component is the development of a Building Permit Allocation Model (BPAM) that can accurately track where and when residential development is and may occur throughout the District by Planning Area. The BPAM is a derivation of gravity models more commonly used in location analysis and site selection studies. The BPAM examines each planning area in terms of its build-out capacity for development given by remaining housing units, its historical building trend, as well as information from developers, city staff, and government leaders.
This is done by:

- Assessing the current housing stock within a planning area to determine its capacity for future development
- Creating a high and low building permit allocation based on planning area build out trends and development information about the planning area

Built Out Planning Areas

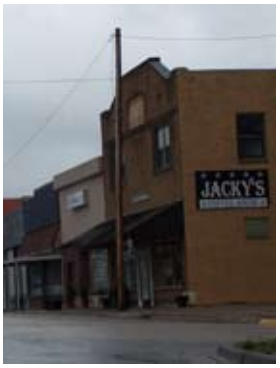
The third component is projecting student enrollment in planning areas where greater than 80% of the housing units are built.

- Cohort the existing student enrollment for each planning area
- Examine the propensity of current students to remain in this planning area during the five year projection period (cohort) to create a unique yield rate for each planning area at the levels of Kindergarten through 5th grade, 6th to 7th grade, 8th to 9th grade, and 10th to 12th grade
- Analyze the trends of future students to locate into the existing planning areas to create future kindergarten projections

Developing Planning Areas

The fourth component is projecting student enrollment in planning areas where less then 80% of the housing units are built.

- Cohort the existing student enrollment for each planning area
- Examine the propensity of current students to remain in this planning area during the five year projection period (cohort) to create a unique yield rate for each planning area at the levels of Kindergarten through 5th grade, 6th to 7th grade, 8th to 9th grade, and 10th to 12th grade
- Examine the propensity of new students to locate to the planning area during the five-year projection period to create a unique yield rate for each planning area at the levels of Kindergarten through 5th grade, 6th to 7th grade, 8th to 9th grade, and 10th to 12th grade
- Analyze the trends of future students to locate into the newly developing planning areas to create future kindergarten projections



Types of Growth

The following are types of growth that may occur in a school district that assist the SFM in enrollment projection accuracy: Cohort Growth, External Growth and Kindergarten Growth.

Cohort Growth

The cohort data example to the following page illustrates how cohort growth is accounted for in the SFM.
Following the 2003/04 kindergarten class of 28 students through to 2008/09, in 2004/05 these same students are 1st graders, in 2005/06 they are 2nd graders, in 2006/07 they are 3rd graders, and in 2007/08 they are 4th graders. The limitation of only using a cohort method is that it does not accurately reflect the reality that a grade may decrease (out-migration) or increase (in-migration) during the projection time frame. Because of this a cohort survival method should be used to determine external growth.

Cohort Example

Grade	2003/04	2004/05	2005/06	2006/07	2007/08
Kind	28	33	23	34	29
1st	24	28	33	23	34
2nd	31	24	28	33	23
3rd	29	31	24	28	33
4th	26	29	31	24	28

External Growth

Determining the in-migration and out-migration of students into a planning area assists in understanding one aspect of enrollment change from one school year to the next school year.

External growth is widely believed to be generated primarily from new home construction and regreening of older residential homes.

The example at the bottom of this page provides an illustration of how Cohort Survival growth is accounted for in the SFM.

Following the 1998/99 kindergarten class of 28 students through to 2002/03, in 1999/00 these same students are 1st graders but have increased to 33 students (+0.173), in 2000/01 they are 2nd graders but have decreased to 31 (-0.06), in 2001/02 they are 3rd graders but have increased to 34 students (+0.97), and in 2002/03 they are 4th graders but have decreased to 33 students (-0.03). These changes in enrollment from year to year are known as a "survival rate" or "survival factor".

If most of the grades were showing increases from year to year, the district would be experiencing considerable student enrollment growth, while conversely most of the grades showing decreases from year to year, the district would be experiencing student enrollment decline. In order to determine the survival rate or survival factor historical data is required to accurately project future grade totals.

What is a Cohort? The specific usage is from the Romans who divided each of their Legions of soldiers into ten cohorts consisting of 300 to 600 soldiers. A cohort was further divided into Maniples, which were further divided into several Centuries. For demographic research a cohort is a group of individuals having a statistical factor such as age in common.

Cohort Survival Example

Grade	2003/04	2004/05	2005/06	2006/07	2007/08
Kind	28	33	23	34	29
1st	24	33	36	22	31
2nd	31	27	31	37	21
3rd	29	33	30	34	35
4th	26	32	32	31	33

Kindergarten Growth

One potential source of substantial error in projecting enrollment is projecting a Kindergarten enrollment when there is insufficient empirical data available. The current Kindergarten through 11th graders is known and so a cohort survival method will assist in projection accuracy.

Some school districts may use estimates of live births; however this can be misleading as population growth and housing turnover tend to mask the impacts of the local birth rate. Sometimes a house to house survey can be conducted, but requires a significant amount of time to get an appropriate survey sample. The SFM that was created employs the theory that what has happened in the past, is the best indicator of what may occur in the future. Variables such as square footage of a home and appraised value of a home are used for comparison and ultimately to generate a kindergarten forecast for each planning area. In general, this philosophy is utilized for projecting all new students in planning areas that will be built in the future.

The rich data sets that are maintained by RSP & Associates now allow kindergarten projections for built areas to be based on historical low and high past kindergarten classes for each planning area. Further analysis of these trends has assisted in finding correlations that can be applied to new developments.

Model Summary

Cohort, External, and Kindergarten growth are all impacted in some way by fertility rates, birth rates, infant mortality rates, economic conditions, organizational structure, organizational boundaries, organizational policy, administrative policy, and Acts of God. Careful monitoring is essential to fully understand the impacts the demographic changes have on a student enrollment.

Development Activity

The reasons people may locate to the Spring Hill School District are largely because of the good quality public education, affordably priced homes, small town feel, and the reasonable drive time to get to employment centers and services in the Kansas City region.

Growth Issues

There is considerable amount of speculative development pressure that has the potential for significantly increasing the Spring Hill School District enrollment. Currently, the District is experiencing the calm before the storm. The Coffee Creek Master Plan or sometimes referred to as the Blue River 14 Wastewater Study area will soon be in full gear, resulting in a significant increase in single-family development, which will subsequently result in more students. The cities of Olathe and Overland Park will be the entities responsible for the greatest share of new growth. They also have the staff and experience to handle the anticipated new development. In order for the city of Spring Hill to manage growth expectations within their jurisdiction, they will need to hire additional staff to review the development plans and inspect the new structures. There likey may be an administrative slow down if development kicks into high gear. Both Olathe and Overland Park had these issues as they transitioned into the growth corridor.

The District has a small window of opportunity to properly plan for this anticipated growth. This reprieve is because of the delay in getting some of the infrastructure improvements completed or the developers completing other projects elsewhere in the region before fully getting behind the development of this land. Some road projects include: Blackbob Road, Mur-len Road, and Ridgeview Road need significant enhancements/extensions south toward 167th Street. Right-of-way and the construction of 167th Street from

Ridgeview to Blackbob is a work in progress. This evolving growth situation will be closely monitored by RSP & Associates to ensure the District can strategically respond in a timely manner.

With so many other land areas available for future development, many people wonder why there is such a positive buzz about building in the Spring Hill District. Basically, developers interest in the Spring Hill School District is attributed to lower land prices than other areas of the County and the ability to easily extend water, sewer, and road infrastructure to service planned new developments. Additionally, the northern area of the District is located in close proximity to one of the best Johnson County regional parks, Heritage Park. The aforementioned issues influence developers and prospective home buyers, but the greatest factor is having a credible K-12 public school district.

The city of Spring Hill had 106 single-family building permits in 2005 and the trend is likely to slow in the near future .

There are several geographic areas that are being monitored to determine how fast the growth will come to the Spring Hill School District. The most important items monitored include: examination of building trends and the development planning process in Olathe, Overland Park, and Spring Hill. The city of Spring Hill averages around 100 building permits and by 2007 the area within the city limits of Olathe will likely issue over 200 building permits, and the area of the District within Overland Park will likely be averaging 50 or more building permits in 2007 with significant increases by 2008.

With all of this development, the Spring Hill School District is faced with a daunting task of balancing the need for new facilities with the appropriate time frame the facilities need to come on line. On the surface this may seem overwhelming. However, this potential is limited by local constraints such as infrastructure availability, economic considerations, and ultimately a person's desire to reside in a small community whose identity will change as it increases in population.

The city of Spring Hill is a bedroom community (outer-ring suburb) and does not yet have the economic ability to provide employment and other services that will minimize a persons need to drive to Olathe or Overland Park for those amenities. Additionally, the future of the Spring Hill area is directly linked to the cities of Olathe and Overland Park because these areas are where the greatest development activity is likely to occur. There also may be some overflow development if the BNSF Railroad builds an inter-modal distribution center on the west side of the city of Gardner.

Recently, there has been a slowdown in new single-family residential permits. This is attributed to a general softening of the residential market greater than what has been experienced in recent years. Having a greater inventory combined with rising interest rates and higher gas prices is not all bad news as it may lead to prospective home buyers being able to get a better deal.

Landmarketing, Inc has indicated that one-third of the new homes built in the KC Metro area were unsold in 2005.

Other national factors that will likely influence future development are mortgage interest rates and higher prices for fuel, which have been forecasted by economic analysts. It is not fully known how these factors will positively or negatively influence growth in the Spring Hill area.

Growth Summary

In summary, all growth indicators (water, sewer, other utilities, permits issued, and plats) point to continued growth and subsequently more students attending the Spring Hill School District.

The Spring Hill School District can expect significant growth to begin in the Coffee Creek and eastern portion of the District within the next two years. According to the Coffee Creek Master Plan, the Coffee Creek area when fully developed could potentially have as many as 4,700 single-family, 1,000 duplex/townhomes, 500 condominium units and over 1,000 apartment units for a total of 7,800 units. The Overland Park area in the District could potentially add more than 2,000 units. Land within the city limits of Spring Hill could result in more than 3,000 dwelling units. Clearly, there will be a need for future school facilities.

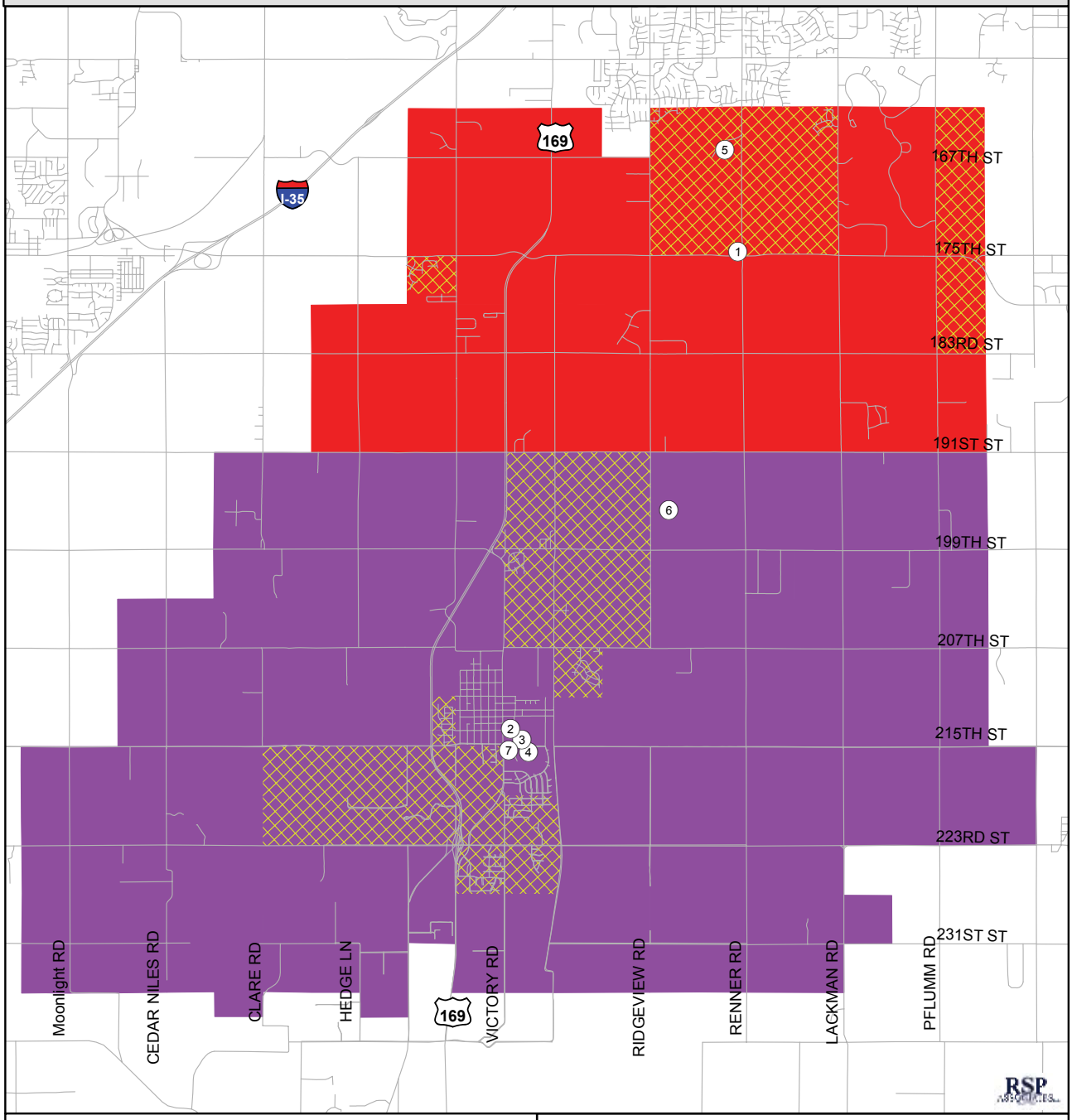
The U.S. Census Bureau has indicated that Spring Hill has seen a population increase of more than 65% since 2000.

With all of the residential development potential, the affordable factor of the housing inventory within the District can not be underestimated, as this will continue to drive the demand of single-family building permits. Basically, a person purchasing a home in the Spring Hill School District will receive more square footage of home per dollar than homes being built in the cities of Olathe and Overland Park. If the price break points in the city limits of Spring Hill continue to creep closer to the northern portions of the District price break points, it potentially will negatively impact development in the City of Spring Hill to continue attracting new households. Land speculators have begun seriously looking at land surrounding the new high school at 199th and Ridgeview. It is not clearly known how soon these areas will develop. The map on the following page visually depicts the likely areas of growth over the next five years within the Spring Hill School District. Many of these areas are currently owned by developers and infrastructure is or will soon be available. The largest amount of land available with infrastructure and high market demand is in the northern and eastern portion of the District.

The Trifecta Development Factor involves the cities of Olathe, Overland Park, and Spring Hill. This could result in over 600 building permits a year by 2008.

Because there is significant residential growth on the horizon, it is imperative that the Spring Hill School District create a District Master Plan to better understand the growth and the timing implications when new facilities will be needed to meet the educational demand. The first step has been taken by creating a Student Forecast Model (SFM).

SPRING HILL SCHOOL DISTRICT
Current and Future Residential Growth



Growth areas are either currently being developed or are expected to begin developing over the next five years.

- HILLTOP
- SPRING HILL ELEMENTARY
- Roads
- Growth2005

N

0 0.5 1 2 Miles

Created: March 2006

School Information

1 **Hilltop Elementary**
16740 West 175th Street
Spring Hill, KS 66062
(913) 592-7266

2 **Spring Hill Elementary**
300 South Webster Street
Spring Hill, KS 66083
(913) 592-7277

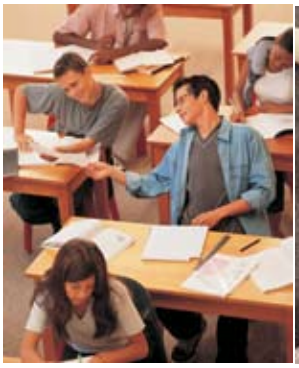
3 **Spring Hill Middle School**
300 East South Street
Spring Hill, KS 66083
(913) 592-7288

4 **Spring Hill High School**
301 East South Street
Spring Hill, KS 66083
(913) 592-7299

5 **Prairie Creek Elementary**
17077 West 165th Street
Olathe, KS 66062
(Opens in 2006/07)

6 **New High School**
19701 South Ridgeview
Spring Hill, KS 66083
(Opens in 2007/08)

7 **District Office**
101 East South Street
Spring Hill, KS 66083
(913) 592-7200



Enrollment Forecasts

Beginning on page 19, tables revealing the enrollment projections from 2006/07 through 2010/11 are depicted based on the Board approved boundaries for 2005/06. Highlighted in green are the facilities that exceed 100% of the facility capacity in that projection year.

Special consideration was given to show how each facility would be impacted as Prairie Creek Elementary opens in 2006/07, Hilltop Elementary goes offline in 2006/07, along with Spring Hill Elementary changing from a K-5 to a K-3 and the current Middle School changing to a 4-5 facility and the current High School changing to a Middle School.

It is anticipated that there will be continued enrollment increases each of the next five years. The percentage increase from one year to the next year will continue to increase because of the anticipated new residential developments that will be in full swing over the next five years.

While the focus of the enrollment forecast is based on the current 2005/06 attendance areas, redistricting is not the only option available for resolving capacity issues. Other alternatives the District could choose include utilizing POD space or Mobiles. It is recommended that these be only temporary solutions as they change the education programming to take place in that facility and have additional capital costs.

Statistically the majority of the forecasted growth will be at the elementary grade level. This will need to be closely monitored because the upper elementary grades are currently larger than

Factoids:

Largest class is the 6th grade.

Middle School enrollment experienced the greatest increase for the 2005/06 school year.

the lower elementary grades. The middle and high school will see significant increases as well. The anticipated growth for the Spring Hill area, along with future economic conditions are key elements in being able to accurately project student enrollments.

Three different enrollment projections are presented in this report: a low projection, a mid projection, and a high projection. Each projection reflects a different enrollment outcome based on differing economic scenarios. Another factor with each scenario is the timing when building permits are allocated and what the yield rate will be in those planning areas. It will take another year of monitoring to statistically hone in on those specific yield rates.

The projected elementary percentage enrollment increase each year is between -0.7% to 19.4%, for middle school 2.5% to 10.1%, for high school 4.7% to 11.5%. Another way of stating this is that enrollment growth each year will range between a low of 29 students to a high of 359 students. RSP & Associates recommends using the mid projections because not all of the model variables will be on either the low or high side.

The model makes all attempts to statistically calculate the worst and best case scenario, thus supporting the mid projection.

The greatest concern for capacity will be at the elementary level. Prairie Creek will need to expanded by 2008/09 and a new facility in the northern portion of the District will need to come online by 2010/11. There also will be some capacity issues at Spring Hill Elementary by 2009/10. If the high side forecast is realized a new facility in the southern portion of the District will be needed by 2010/11. The middle school will start experiencing capacity issues by 2009/10 and if the high projection is realized a new middle school may be need to come online by 2011/12. High school capacity will likely not have any negative capacity impacts during this 5-year projection period, but will be nearing its capacity.

Much of the timing for the new residential developments will not be fully known for another six months. Because of this, it is important to continue to monitor this situation as it is very likely the enrollment projections could be significantly accelerated.

Capacity Issues

2008/09 Prairie Creek Elementary
2009/10 Spring Hill Elementary
2010/11 Spring Hill Middle

Anticpated New Facility Timeframe

2010/11 Northern Elementary
2010/11 Southern Elementary
2011/12 New Middle School

Enrollment Projections from 2006-07 through 2010-11

School	Proj Type	School Capacity	School Enrollment				Projections				
			2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Hilltop Elementary	Low						134	147	183	244	327
Prairie Creek Elementary	Mid	240	112	118	122	119	148	185	250	341	457
Opens 06/07 as K-5	High	480 Flex					163	223	317	438	586
Spring Hill Elementary	Low						624	387	388	393	427
06/07 as K-5	Mid	616	557	594	629	644	660	461	501	545	589
07/08 as K-3	High						697	535	614	697	751
New 4th/5th Grade	Low						0	228	217	222	220
To Old MS in 07/08	Mid	400	0	0	0	0	0	231	222	229	260
	High						0	234	227	236	300
Spring Hill Middle	Low						416	429	440	477	495
To Old HS in 07/08	Mid	527	373	379	368	406	421	440	460	503	526
	High	07/08 527					425	452	480	529	558
Spring Hill High School	Low						528	571	613	651	696
New HS Opens 07/08	Mid	800	463	480	519	504	534	587	640	688	742
	High	07/08 800					540	602	668	725	788
ELEMENTARY TOTAL	Low						758	762	789	859	973
	Mid	1,256	669	712	751	763	809	877	973	1,115	1,305
	High	07/08 1,256					859	992	1,158	1,371	1,637
MIDDLE TOTAL	Low						416	429	440	477	495
	Mid	527	373	379	368	406	421	440	460	503	526
	High	07/08 527					425	452	480	529	558
HIGH TOTAL	Low						528	571	613	651	696
	Mid	800	463	480	519	504	534	587	640	688	742
	High	07/08 800					540	602	668	725	788
DISTRICT TOTALS	Low						1,702	1,762	1,841	1,987	2,163
	Mid	2,583	1,505	1,571	1,638	1,673	1,763	1,904	2,074	2,305	2,573
	High						1,824	2,045	2,306	2,624	2,983

Source: RSP & Associates, March 2006

Note 1: Sudent projections based on residence of student

Over 100% Capacity

Note 2: The Enrollment Model is based on the headcount of students by Planning Area at each facility

Note 3: Transfers between Elementary Facilities are not factored into the Projections

Note 4: Hilltop Elementary is not utilized as facility space after the 2006/07 school year

Note5: School capacity and timing of facilties provided by the Spring Hill School District

Annual Enrollment Growth from 2006-07 through 2010-11

School	2006/07	2007/08	2008/09	2009/10	2010/11
Hilltop Elementary	15	13	36	60	83
Prairie Creek Elementary	29	37	65	91	116
Opens 06/07 as K-5	44	60	94	121	149
Spring Hill Elementary	-20	-237	1	5	34
06/07 as K-5	16	-199	40	44	43
07/08 as K-3	53	-162	79	83	53
4th/5th Grade Center	0	228	-11	5	-2
To Old MS in 07/08	0	231	-9	7	31
	0	234	-8	9	64
Spring Hill Middle School	10	12	11	37	17
To Old HS in 07/08	15	19	20	43	23
	19	26	29	49	29
Spring Hill High School	24	44	42	38	45
New HS Opens 07/08	30	53	54	47	54
	36	62	66	57	64
ELEMENTARY TOTAL	-5	4	26	70	115
Capacity 1,850	46	68	96	142	190
	96	132	166	213	266
MIDDLE TOTAL	10	12	11	37	17
Capacity 1,700	15	19	20	43	23
	19	26	29	49	29
HIGH TOTAL	24	44	42	38	45
Capacity 1,100	30	53	54	47	54
	36	62	66	57	64
DISTRICT TOTALS	29	60	79	145	177
Capacity 4,650	90	141	170	232	268
	151	221	260	319	359

Source: RSP & Associates, March 2006

Note 1: Sudent projections based on residence of student

Note 2: The Enrollment Model is based on the headcount of students by Planning Area at each facility

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Note 4: Hilltop Elementary is not utilized as facility space after the 2006/07 school year

Note5: School capacity and timing of facilties provided by the Spring Hill School District

Over 100% Capacity

Annual Enrollment Percentage Change from 2006-07 through 2010-11

School	2006/07	2007/08	2008/09	2009/10	2010/11
Hilltop Elementary	12.3%	10.0%	24.7%	32.8%	34.2%
Prairie Creek Elementary	24.5%	24.8%	35.3%	36.2%	34.0%
Opens 06/07 as K-5	36.7%	36.9%	42.3%	38.2%	33.9%
Spring Hill Elementary	-3.1%	-37.9%	0.2%	1.3%	8.5%
06/07 as K-5	2.6%	-30.2%	8.7%	8.8%	8.0%
07/08 as K-3	8.2%	-23.2%	14.8%	13.5%	7.6%
4th/5th Grade Center	0.0%	100.0%	-4.8%	2.3%	-1.0%
To Old MS in 07/08	0.0%	100.0%	-4.0%	3.1%	13.6%
	0.0%	100.0%	-3.3%	4.0%	27.4%
Spring Hill Middle School	2.5%	2.9%	2.7%	8.5%	3.6%
To Old HS in 07/08	3.7%	4.6%	4.6%	9.3%	4.6%
	4.8%	6.1%	6.4%	10.1%	5.5%
Spring Hill High School	4.7%	8.3%	7.3%	6.1%	6.9%
New HS Opens 07/08	5.9%	9.9%	9.1%	7.4%	7.9%
	7.1%	11.5%	10.9%	8.5%	8.8%
ELEMENTARY TOTAL	-0.7%	0.6%	3.4%	8.9%	13.3%
Capacity 1,850	6.0%	8.5%	11.0%	14.5%	17.1%
	12.6%	15.4%	16.7%	18.4%	19.4%
MIDDLE TOTAL	2.5%	2.9%	2.7%	8.5%	3.6%
Capacity 1,700	3.7%	4.6%	4.6%	9.3%	4.6%
	4.8%	6.1%	6.4%	10.1%	5.5%
HIGH TOTAL	4.7%	8.3%	7.3%	6.1%	6.9%
Capacity 1,100	5.9%	9.9%	9.1%	7.4%	7.9%
	7.1%	11.5%	10.9%	8.5%	8.8%
DISTRICT TOTALS	1.7%	3.5%	4.5%	7.9%	8.9%
Capacity 4,650	5.4%	8.0%	8.9%	11.2%	11.6%
	9.1%	12.1%	12.7%	13.8%	13.7%

Source: RSP & Associates, March 2006

Note 1: Sudent projections based on residence of student

Note 2: The Enrollment Model is based on the headcount of students by Planning Area at each facility

Note 3: Transfers between Elementary Facilities are not factored into the Projections

Note 4: Hilltop Elementary is not utilized as facility space after the 2006/07 school year

Note5: School capacity and timing of facilties provided by the Spring Hill School District

Over 100% Capacity

Annual Building Utilization from 2006-07 through 2010-11

School	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Hilltop Elementary		56%	61%	76%	101%	136%
Prairie Creek Elementary	90%	62%	77%	104%	142%	190%
		68%	93%	132%	182%	244%
Spring Hill Elementary		101%	63%	63%	64%	69%
06/07 as K-5	105%	107%	75%	81%	89%	96%
		113%	87%	100%	113%	122%
4th/5th Grade Center		0%	57%	54%	55%	55%
To Old MS in 07/08	0%	0%	58%	55%	57%	65%
		0%	59%	57%	59%	75%
Spring Hill Middle School		104%	81%	83%	91%	94%
To Old HS in 07/08	101%	105%	83%	87%	95%	100%
		106%	86%	91%	100%	106%
Spring Hill High School		100%	71%	77%	81%	87%
New HS Opens 07/08	96%	101%	73%	80%	86%	93%
		102%	75%	83%	91%	99%
ELEMENTARY TOTAL		89%	61%	63%	68%	77%
Capacity 1,850	102%	94%	70%	77%	89%	104%
		100%	79%	92%	109%	130%
MIDDLE TOTAL		104%	81%	83%	91%	94%
Capacity 1,700	101%	105%	83%	87%	95%	100%
		106%	86%	91%	100%	106%
HIGH TOTAL		100%	71%	77%	81%	87%
Capacity 1,100	96%	101%	73%	80%	86%	93%
		102%	75%	83%	91%	99%
DISTRICT TOTALS		95%	68%	71%	77%	84%
Capacity 4,650	100%	99%	74%	80%	89%	100%
		102%	79%	89%	102%	115%

Source: RSP & Associates, March 2006

Note 1: Sudent projections based on residence of student

Note 2: The Enrollment Model is based on the headcount of students by Planning Area at each facility

Note 3: Transfers between Elementary Facilities are not factored into the Projections

Note 4: Hilltop Elementary is not utilized as facility space after the 2006/07 school year

Note5: School capacity and timing of facilties provided by the Spring Hill School District

Over 100% Capacity

Facility Enrollment History

The following pages provide historical enrollment by District enrollment, District program enrollment. Future Enrollment Reports will break out the enrollment by grade for each facility.

All District Facilities

Student Enrollment History by Grade 2000-01 to 2005-06

Year	Kind	1	2	3	4	5	6	7	8	9	10	11	12	Total
2000-01	83	119	108	95	108	124	121	111	109	126	123	109	96	1,432
2001-02	107	102	119	112	104	104	134	122	114	111	120	121	96	1,466
2002-03	100	122	105	122	111	109	109	139	127	118	115	121	111	1,509
2003-04	111	124	120	107	135	115	117	118	144	135	123	115	109	1,573
2004-05	114	121	139	128	109	140	124	122	122	148	137	120	114	1,638
2005-06	122	112	133	141	135	120	146	130	130	126	144	122	112	1,673

Source: Spring Hill Principal's Building Report

Student Enrollment Change 2000-01 to 2005-06

School Year	K-5 Enrollment	6-8 Enrollment	9-12 Enrollment	K-5 Change	K-5 % Change	6-8 Change	6-8 % Change	9-12 Change	9-12 % Change
2000-01	637	341	454						
2001-02	648	370	448	11	1.7%	29	8.5%	-6	-1.3%
2002-03	669	375	465	21	3.2%	5	1.4%	17	3.8%
2003-04	712	379	482	43	6.4%	4	1.1%	17	3.7%
2004-05	751	368	519	39	5.5%	-11	-2.9%	37	7.7%
2005-06	763	406	504	12	1.6%	38	10.3%	-15	-2.9%

Source: Spring Hill Principal's Building Report

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Appendix

F

COMPREHENSIVE PLAN

City of Spring Hill, Kansas

Business Development Plan

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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).

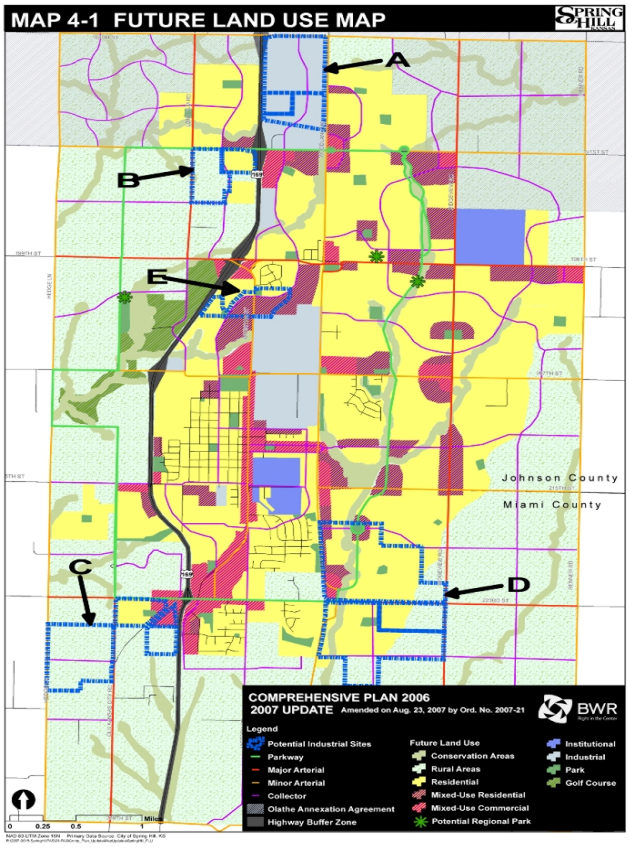
Labor Market Summary

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

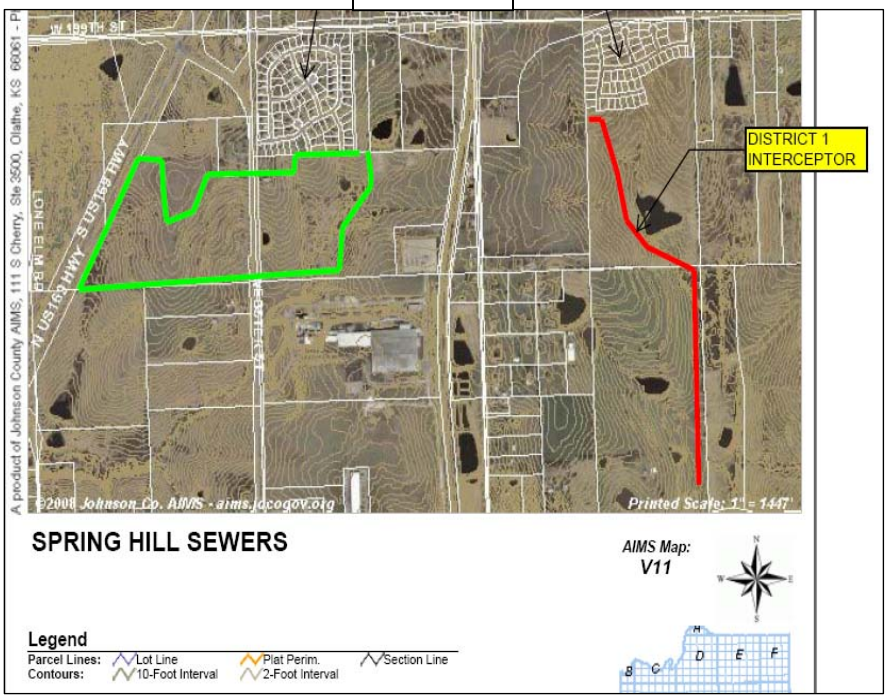
- Signalization – public versus private sector.
- Acceleration/Deceleration Lanes – public versus private sector.
- Sight Distances – adequate as is or off-site improvements needed.

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.

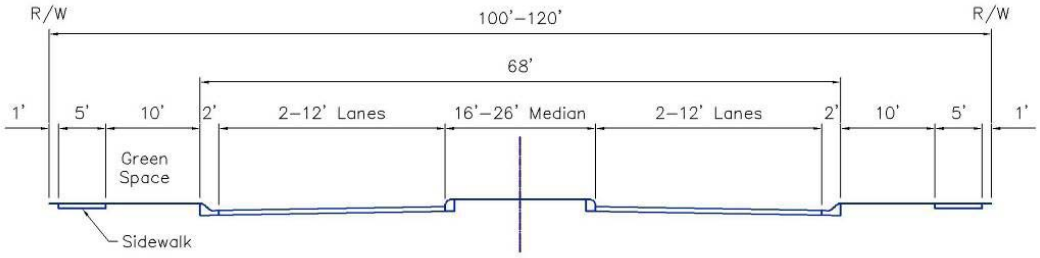
The whole length of the corridor is recommended to have a uniform 2% cross-slope for drainage and so the handling characteristics of the road are consistent for vehicles. The recommended pavement composition to fill the above requirements is:

- 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.

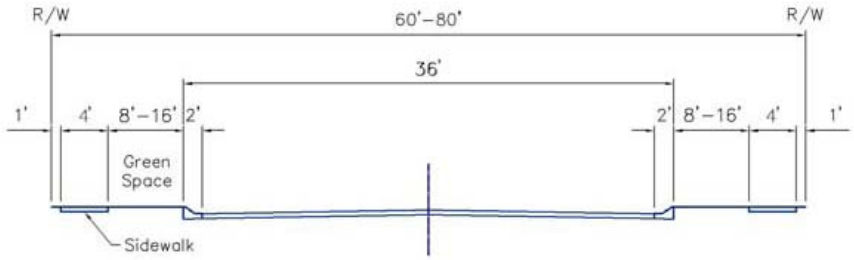
Arterial streets may vary in their character and traffic carrying capacity due to adjacent land uses. An arterial street classified as a major arterial is expected to carry 25,000 to 40,000 trips per day. A minor arterial street is expected to carry less than 25,000 trips per day, has a lower design 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

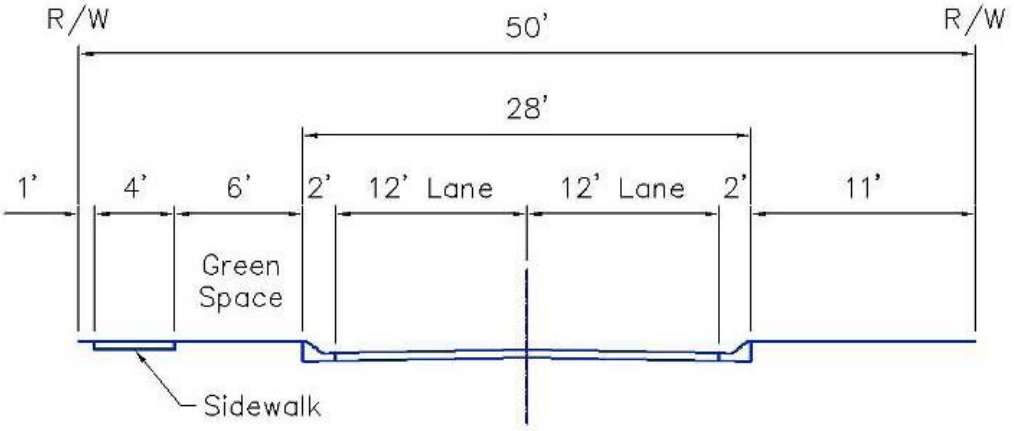
In conformance with the Vision Plan, arterial roadways in Spring Hill are typically intended to be designed with a "boulevard" character. A boulevard is a wide formally designed street of distinguished character with a 100 to 120-feet wide right-of-way and a landscaped median at least 16-26 feet in width 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

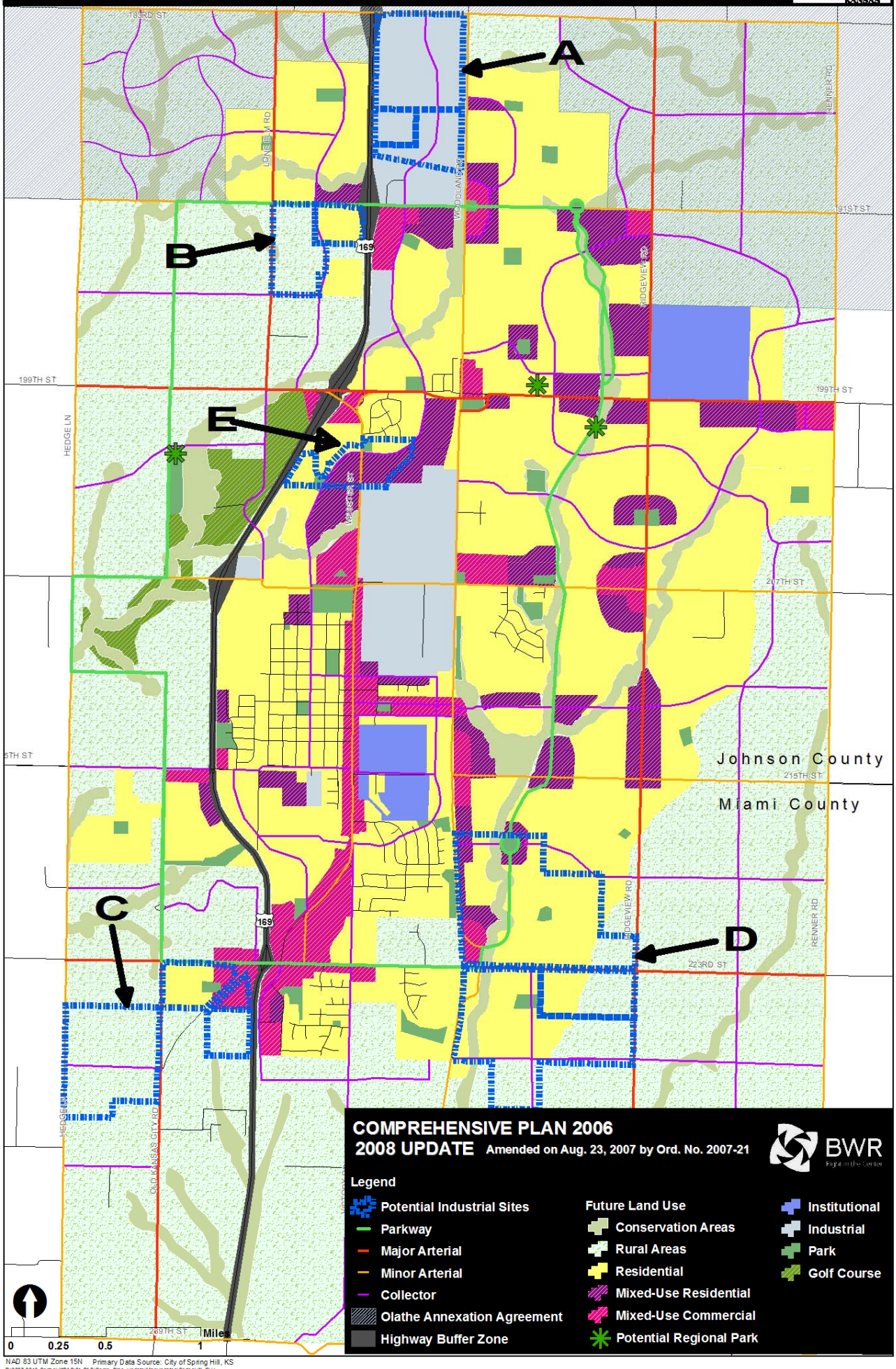
Collector streets include the design features of "avenues" as identified by the Vision Plan. Such roadways are typically 2-3 lanes in width and formally designed. A collector street (avenue) design includes wider sidewalks set further back from the street, larger building setbacks from the street, and 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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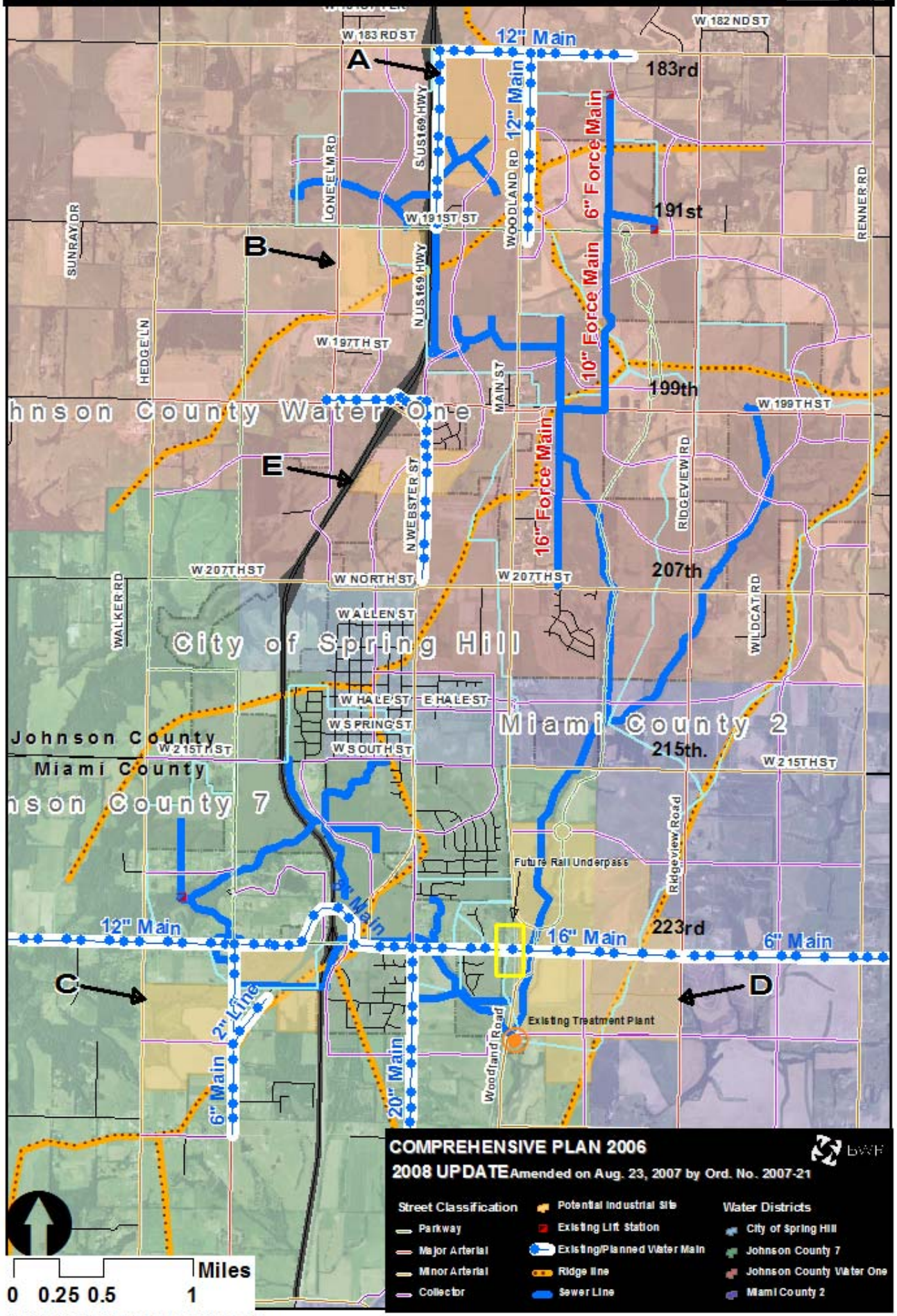
PUBLIC UTILITIES MAP



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

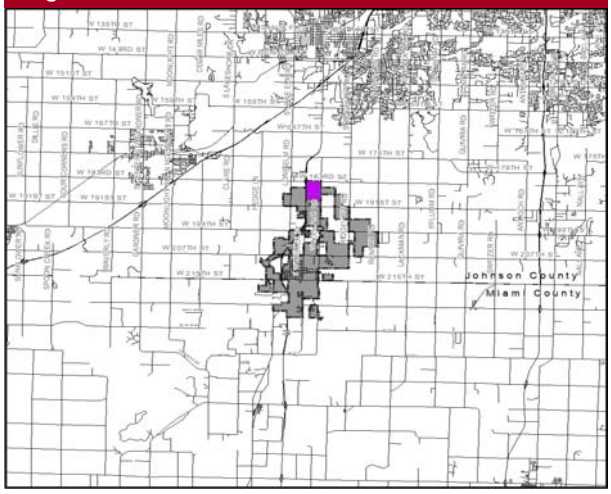
The Site at 183rd and US 169 Highway offers the following:

- 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.

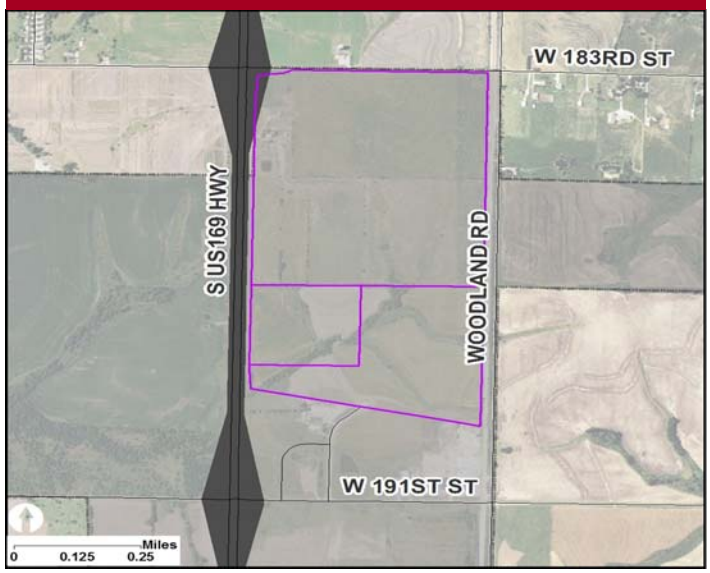
Key Regional Development Findings

- 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.

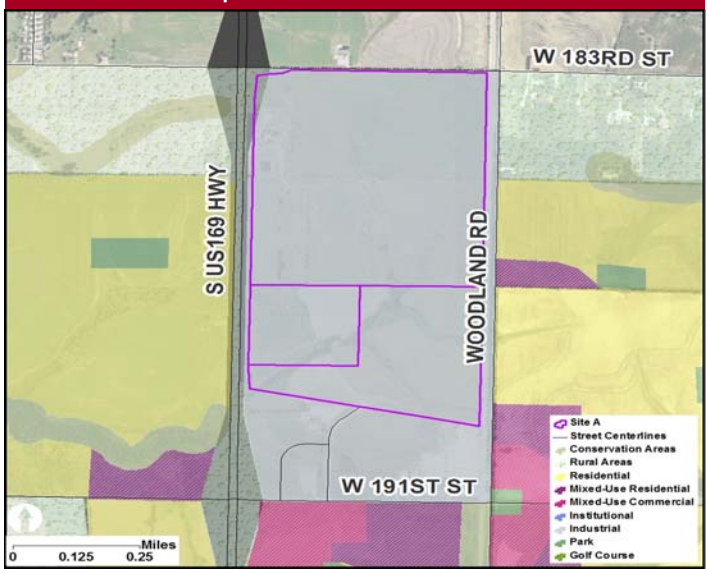
Regional Location



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

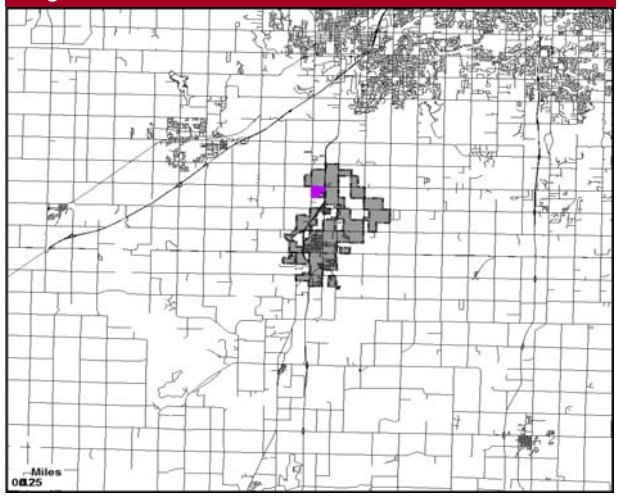
The Site at 191st and US 169 Highway offers the following:

- 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.

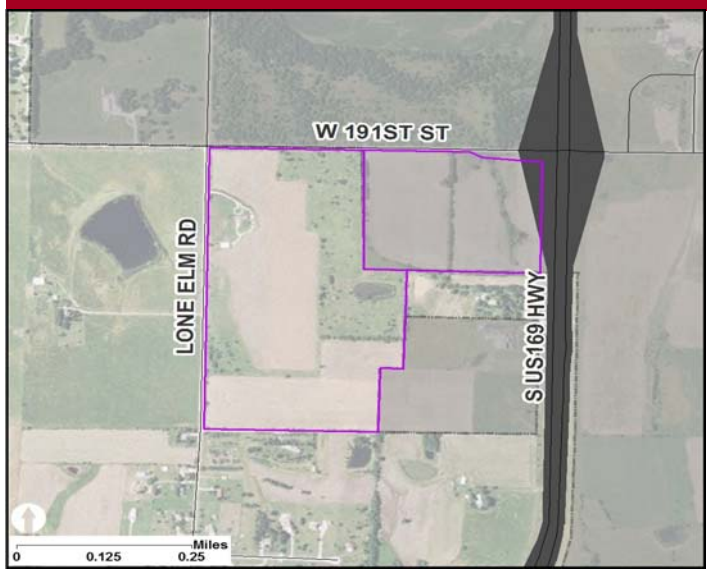
Key Regional Development Findings

- 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.

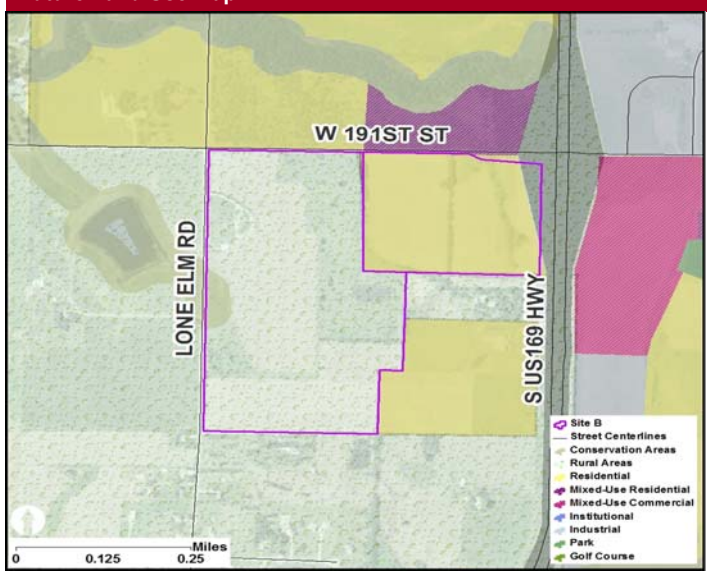
Regional Location



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

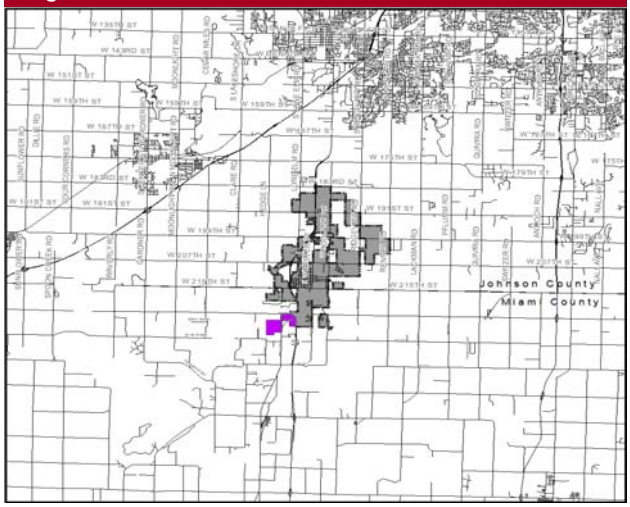
The Site at 223rd and US 169 Highway offers the following:

- 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.

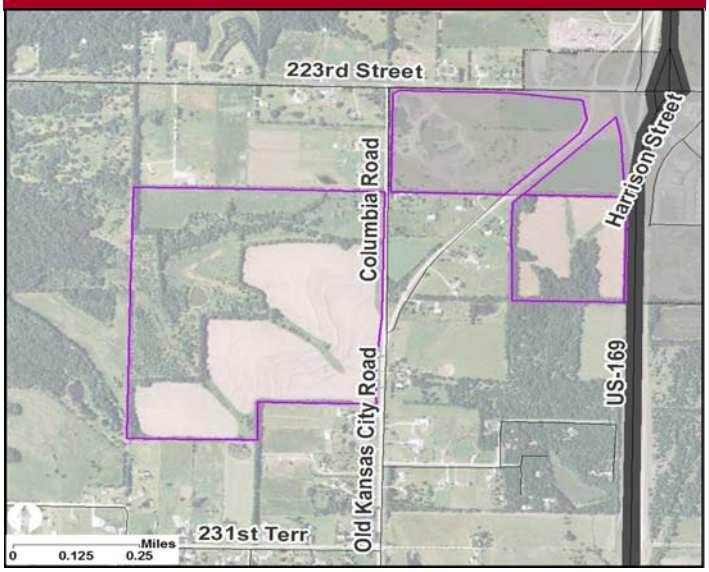
Key Regional Development Findings

- 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.

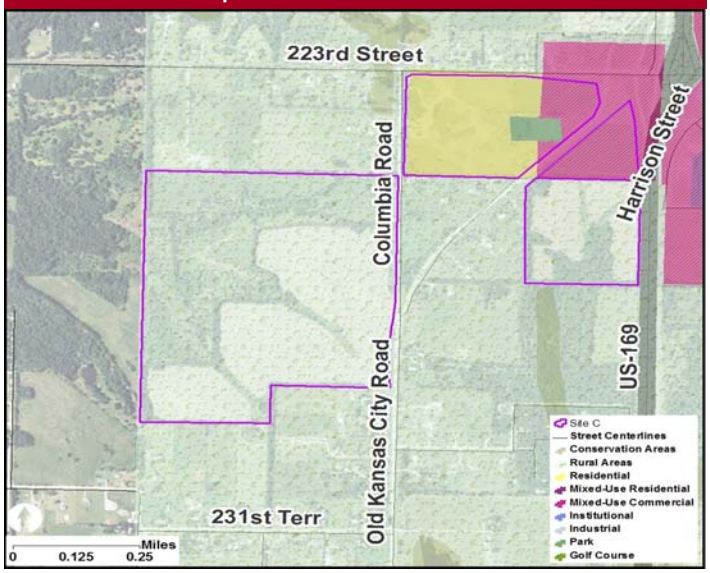
Regional Location



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

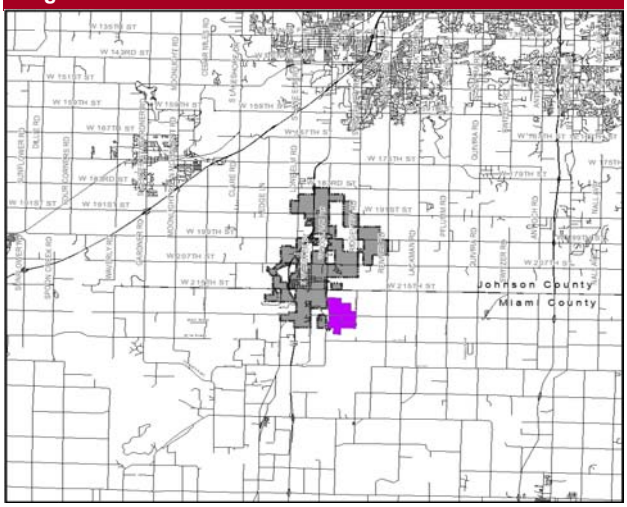
The Site at 223rd and Woodland offers the following:

- 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

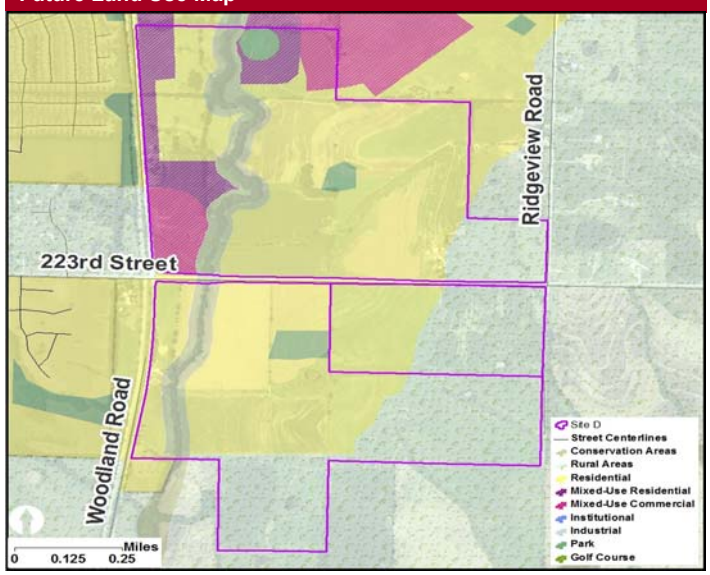
- Land acquisition and funding are key steps to put in place.
- City zoning map and land use plans must be amended .
- Local and regional partnerships have already been made to assure regional road improvements, though completion is years away.
- Upgrading regional facilities is not needed.
- Image of 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

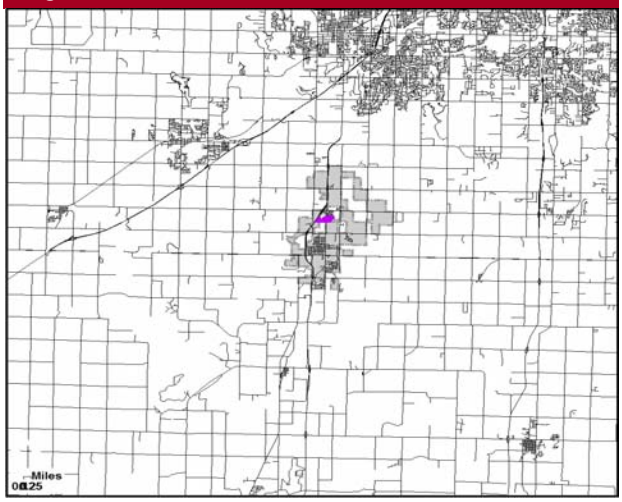
The Site at 199th and US 169 Highway offers the following:

- 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

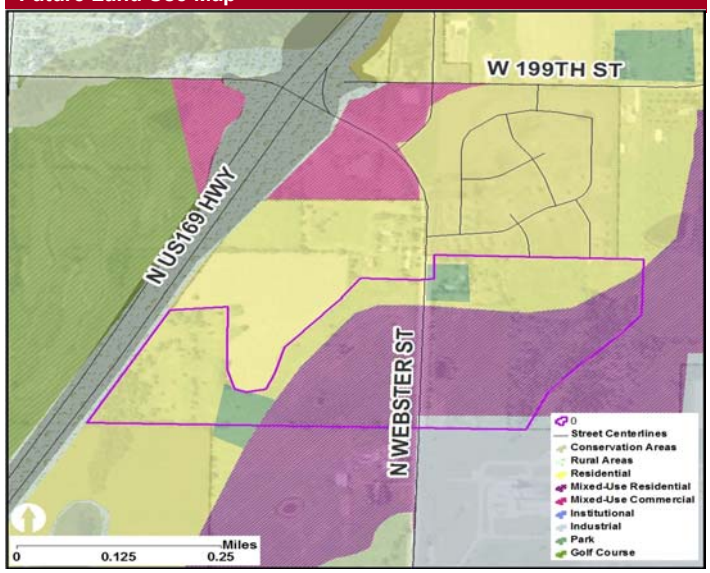
- Land acquisition and funding are key steps to put in place.
- City zoning map and land use plans must be amended .
- Local and regional partnerships have already been made to assure regional road improvements.
- Upgrading regional facilities is not needed.
- Image of the City from the U.S. 169 Highway 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).

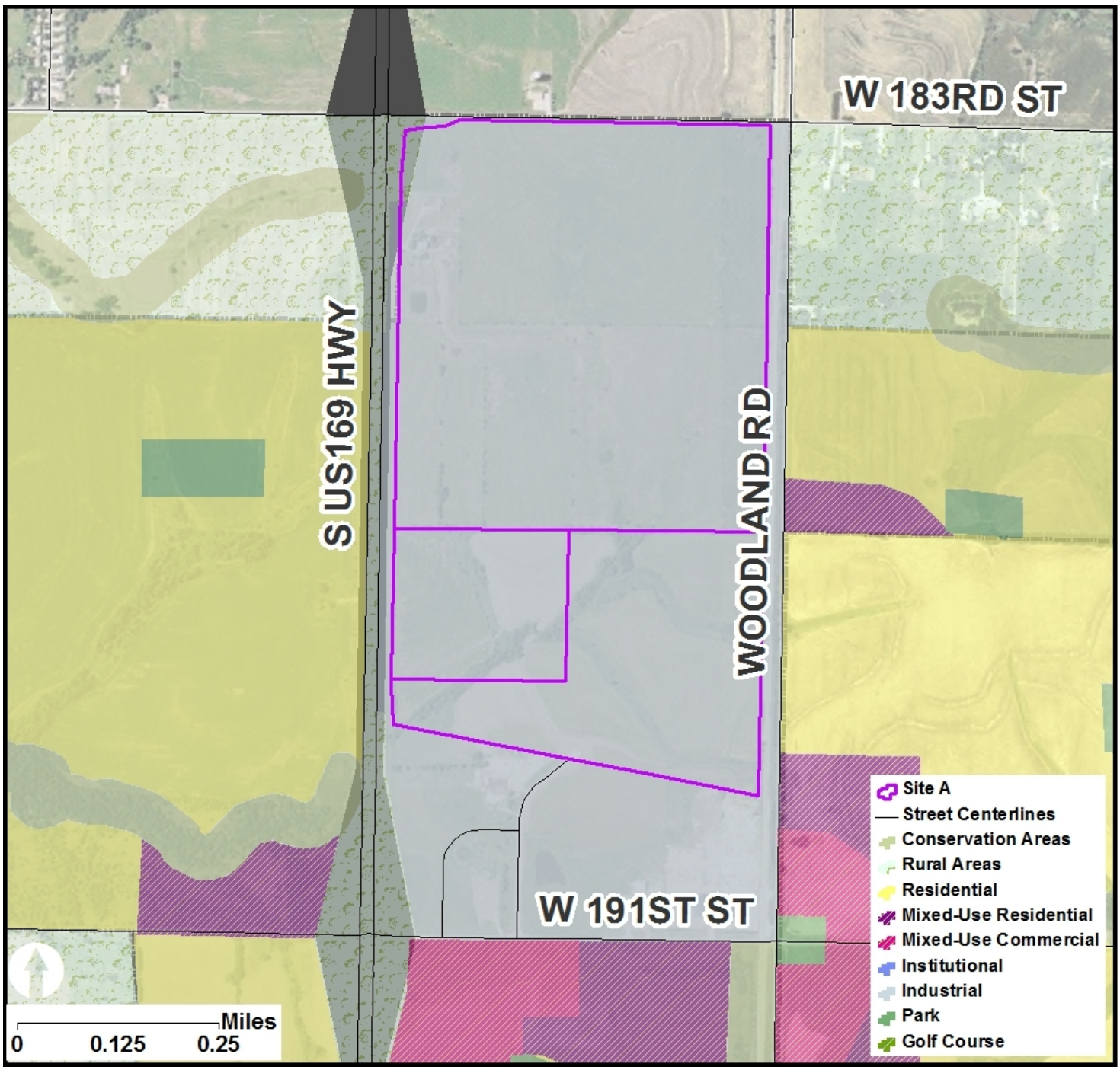
Opinion of Probable Cost

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



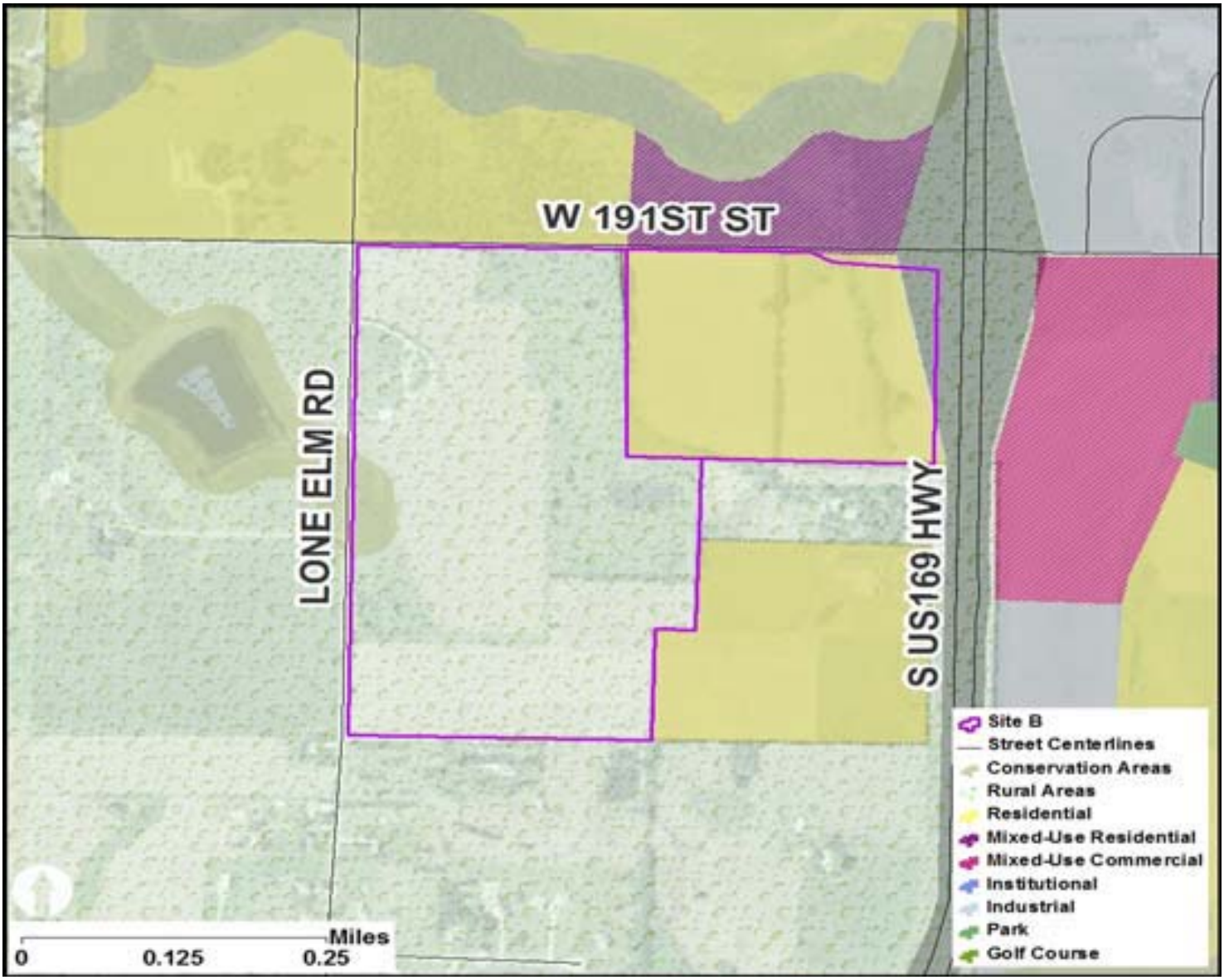
Site A – 183rd and US Highway 169

- **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

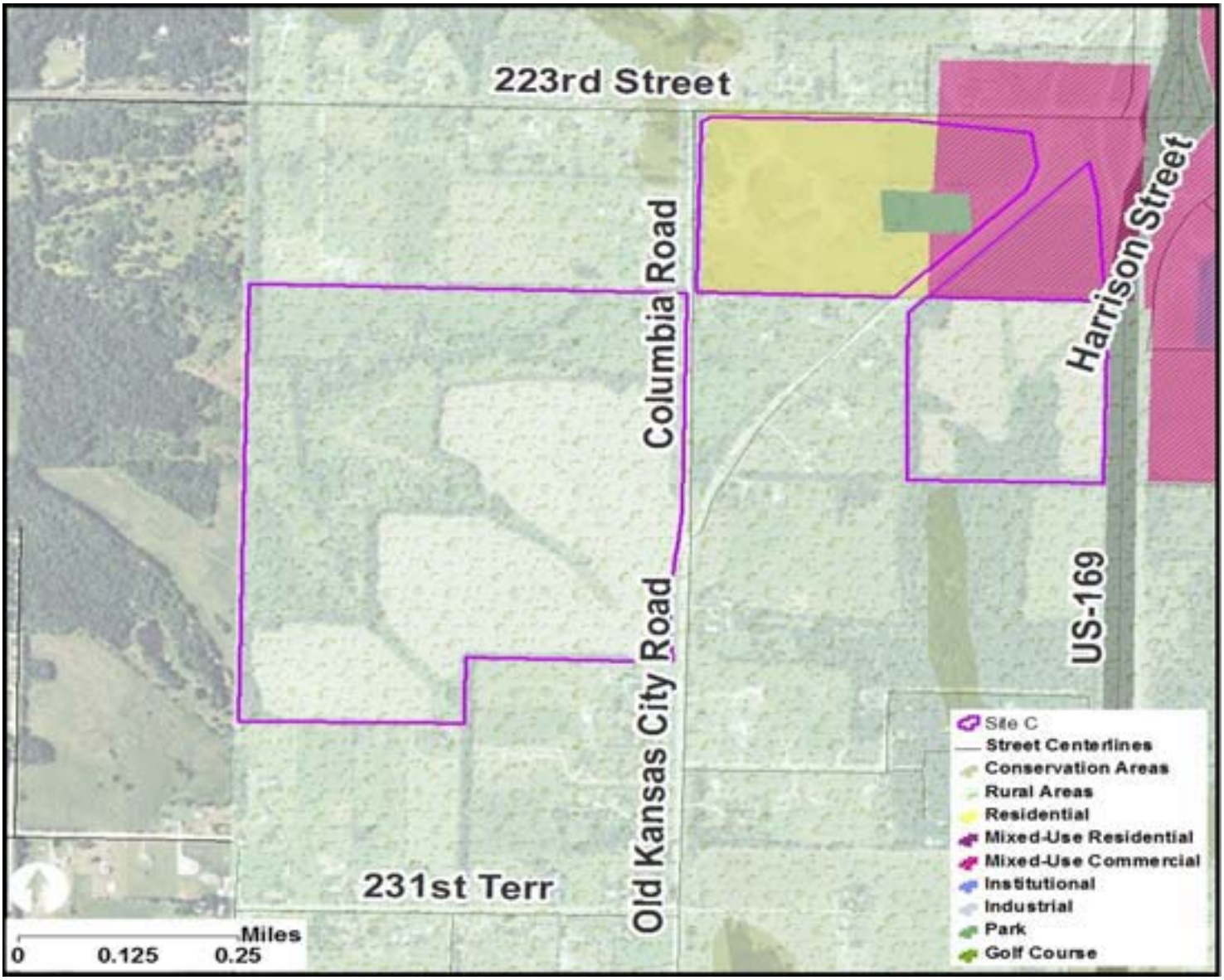
- **Implementation:** Create new BP-Business Park Land Use Map category and Zoning District classification, allowing mixed use service-commercial and office and light warehouse distribution; address related issues:
- **Land Use:** Business Park Development would require a reassessment of long-range land 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



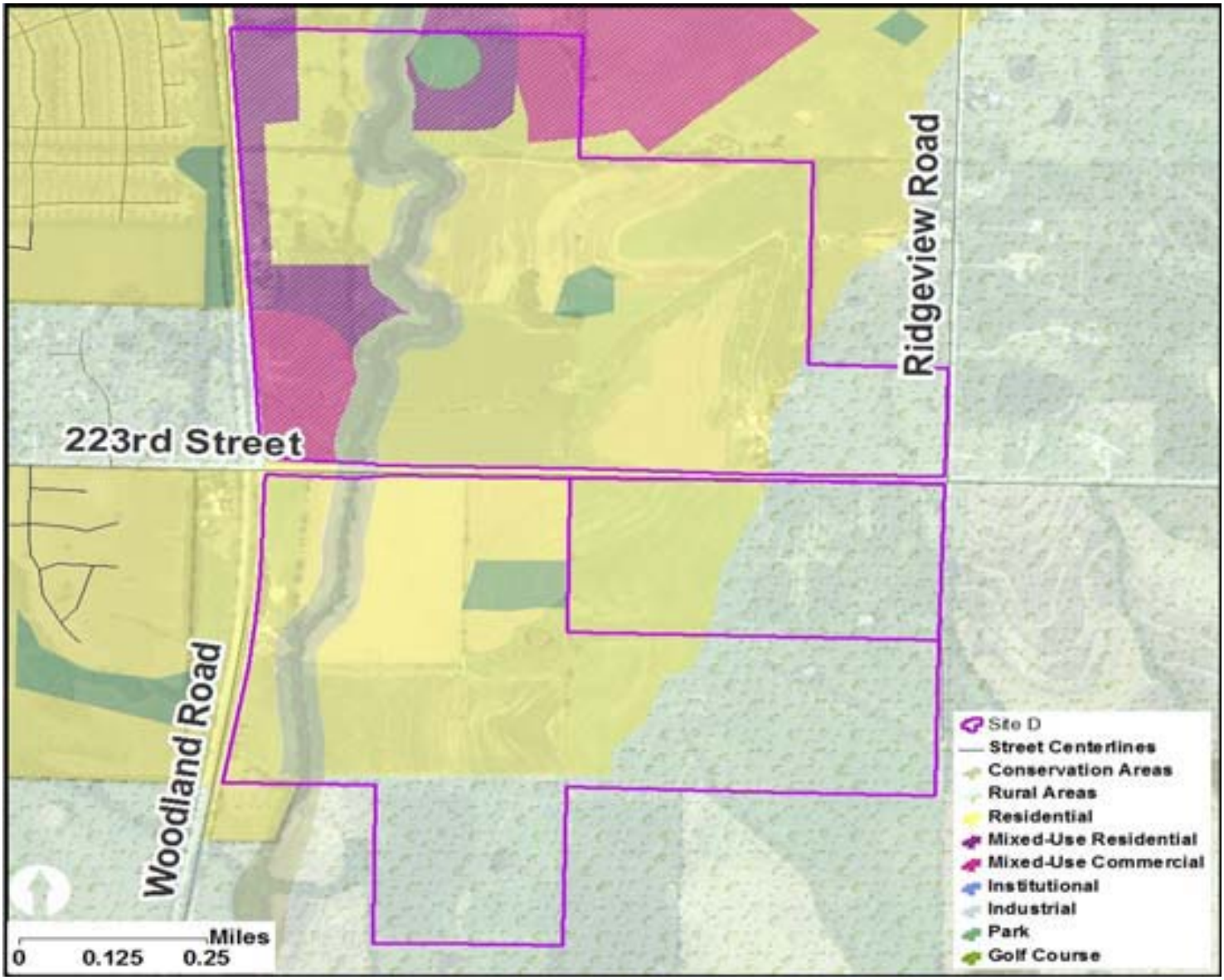
Site C – 223rd and US Highway 169

- **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

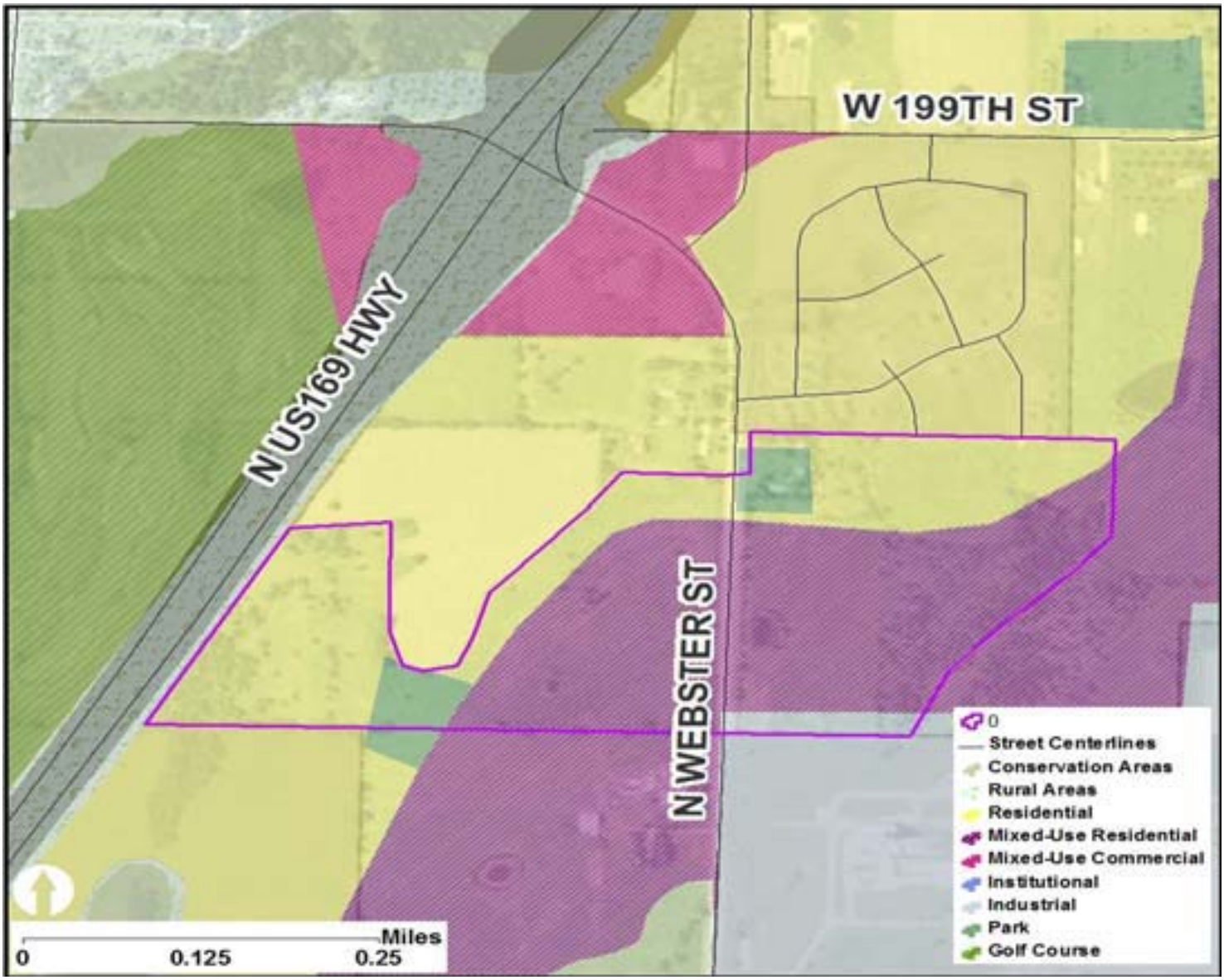
- **Implementation:** Plan for Industrial Park Development at the south end of the city; address related issues:
- **Land Use:** Industrial Development generally conforms with long-range land use planning policies
- **Community Development:** Implements near-term plans for roads, trails, and other infrastructure
- **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.