

**SPRING HILL PLANNING COMMISSION  
REGULAR MEETING  
AGENDA  
THURSDAY, AUGUST 6, 2015  
7:00 P.M.  
SPRING HILL CIVIC CENTER  
401 N. MADISON – ROOM 15**

**CALL TO ORDER**

**ROLL CALL**

**APPROVAL OF AGENDA**

**FORMAL COMMISSION ACTION**

1. **Approval of Minutes: July 9, 2015**
2. **Site Plan – A & M Products, Inc.**  
Case No: SP-03-15  
Request: Limestone Truck Unloading  
Location: 701 N. Lincoln St.  
Applicant: A & M Products, Inc.
3. **Final Plat – Woodland Ridge VI**  
Case No: FP-03-15  
Request: Residential Development, Phase VI  
Location: NW ¼, Section 13-15-23, near 207<sup>th</sup> & Woodland Rd.  
Applicant: Chris George Homes, Inc.
4. **2016 – 2020 Capital Improvement Plan (CIP) - Review for compliance with the Comprehensive Plan**

**DISCUSSION**

**REPORTS**

**ANNOUNCEMENTS FROM PLANNING COMMISSIONERS AND STAFF**

**ADJOURN**

## PUBLIC HEARING PROCEDURE

1. Chairperson opens the public hearing.
2. Commission members describe what, if any, ex-party contacts they might have had regarding this case; indicating the nature of the communication and *whom* it was with.
3. Commission members describe what, if any, conflicts of interest they may have and dismiss themselves from the hearing.
4. Staff presents a report and comments regarding the case.
5. Applicant or agent of the applicant makes brief presentation of the case or request.
6. Commission members ask for any needed clarification of the applicant or agent.
7. Public comments are solicited from the audience. Each member of the audience must fill out a Citizen Participation/Comment Form.
8. Commission members ask for any further clarifications from applicant or staff.
9. Public Hearing is closed.
10. Members deliberate the request.
11. 14-day Protest Period begins after the Planning Commission Public Hearing is closed. \*

\* **Protest Petitions:** Any protest petition must be filed in the Office of the Spring Hill City Clerk within 14 days from the conclusion of the public hearing held by the Planning Commission. Sample copies of protest petitions may be obtained from the City Clerk Office at 401 N. Madison, Spring Hill, KS 66083 (913-592-3664).

**City of Spring Hill, Kansas**  
**Minutes of Planning Commission Special Session**  
**July 9, 2015**

A Special Session of the Planning Commission was held in the Spring Hill Civic Center, 401 N. Madison, Room 10, Spring Hill, Kansas on July 9, 2015. The meeting convened at 7:01 p.m. with Chairman Mitchell presiding, and Christie Campbell, Planning Secretary recording.

Commissioners in attendance:        Troy Mitchell  
    Josh Nowlin  
    Paul Ray  
    Stephen Sly  
    Cindy Squire  
    Tyler Vaughan  
    Michael Weber

Commissioners absent:                Tobi Bitner  
    Janell Pollom

Staff in attendance:                 Jim Hendershot, Community Development Director  
    Christie Campbell, Planning Secretary

Public in attendance:                Mr. Matthew Kauffman, CP&Associates

**ROLL CALL**

The secretary called the roll of the Planning Commissioners. With a quorum present, the meeting commenced.

**APPROVAL OF THE AGENDA**

**Motion** by Ms. Squire, seconded by Mr. Weber, to approve the agenda as presented.

**Motion carried 7-0-0**

**FORMAL ACTION**

**1. Approval of Minutes: June 4, 2015**

**Motion** by Mr. Weber, seconded by Mr. Sly, to approve the 6/4/15 minutes as presented.

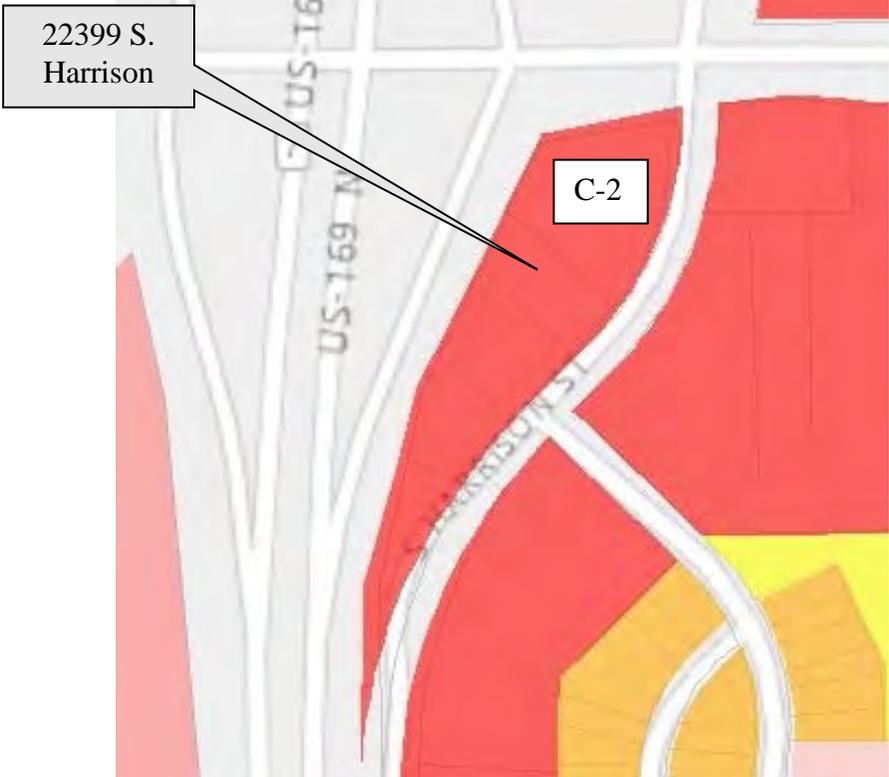
**Motion carried 7-0-0**

**2. Site Plan – Polar Station (SP-01-15)**

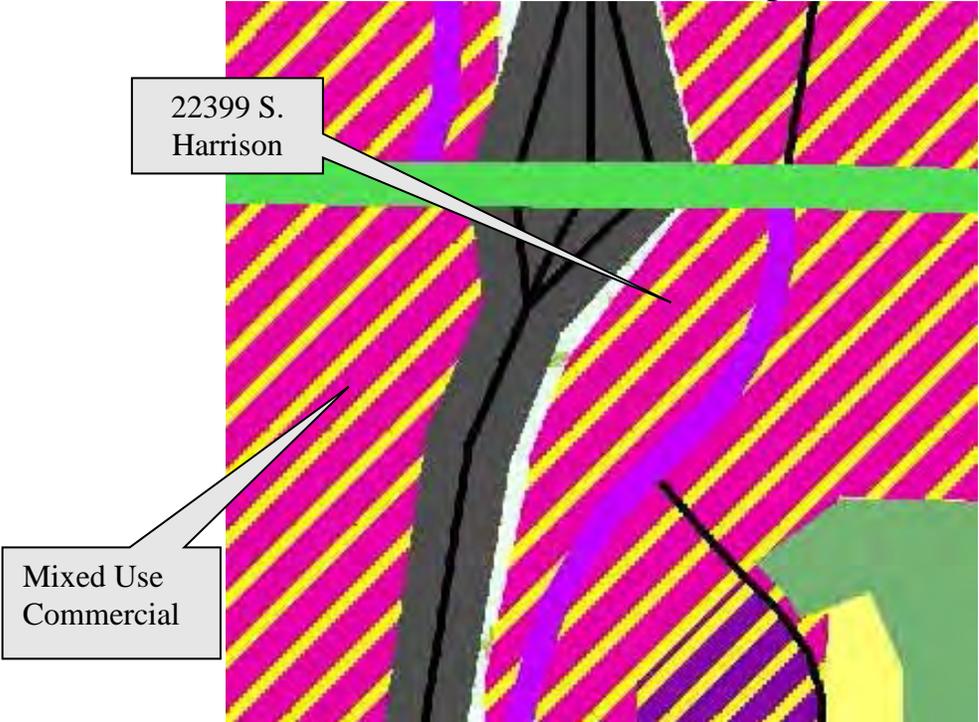
*Beginning of Staff Report*



### Zoning Map



### Future Land Use Map



## Aerial Photo



**BACKGROUND:** A site plan application has been submitted for the installation of a 9'x13' prefabricated vending machine unit that provides purified water and ice. As detailed on the site plan included with this packet, the unit will be set adjacent to the north property line with access from the driveway from the adjoining property. The property owner, Grant Merritt, has supplied information allowing the shared use of this drive that connects the two properties.

### STAFF REVIEW:

Staff has reviewed the site plan under the requirements of Section 17.340 of the Spring Hill Zoning Ordinance as follows:

- All lot lines and right-of-ways are identified
- All proposed structures with applicable data are identified
- Paved parking is provided at driveway access point
- Trash receptacle will not be provided
- The exterior finish of the building is a prefabricated material resembling brick
- Utilities are available, identified, and in compliance with regulations
- There is no additional exterior lighting.

### STANDARDS OF REVIEW

In addition to the above noted items the site plan has been reviewed for compliance with the following standards:

1. *The extent to which the proposal conforms to the provisions of the Code.*  
The proposed use is an allowed use in a C-2, General Business District.
2. *The extent to which the proposal conforms to the provisions of the Spring Hill Subdivision Regulations.*  
The site is in compliance with the Subdivision Regulations adopted in 2006.

3. *The extent to which the development would be compatible with the surrounding area.*  
The project is compatible with the surrounding area.
4. *The extent to which the proposal conforms to the recommendations of the Spring Hill Comprehensive Plan including but not limited to the Vision Plan, the Community Development Recommendations, and the Planning and Principles and Design Guidelines.*  
The proposal is in conformance with the recommendations of the Comprehensive Plan including the Future Land Use map that identifies this area as mixed-use commercial.
5. *The extent to which the proposal conforms to customary engineering standards used in the City.*  
The building has been designed by recognized and licensed architects and engineers.
6. *The extent to which the location of streets, paths, walkways, and driveways are located so as to enhance safety and minimize any adverse traffic impact on the surrounding area.*  
As detailed on the site plan, access to the vending unit will be from a shared drive that connects with the adjoining property to the north. Previous agreements were made to allow the shared use of the drive.
7. *All structures shall be required to have permanent or continuous footings and foundations.*  
All structures are adequately designed and engineered.

**RECOMMENDATION:**

It is the recommendation of Staff that the Planning Commission recommend approval of site plan SP-01-15 for Polar Station Purified Ice & Water Vending Machine to be located at 22399 S. Harrison St.

*Suggested Motion: Motion to approve application SP-01-15, Site Plan for Polar Station Purified Ice & Water Vending Machine to be located at 22399 S. Harrison St., as per Staff's report and presentation.*

***End of Staff Report***

Mr. Vaughan asked if the new facility would block the use of this land for future development on the adjoining property. Mr. Hendershot stated that it would not block the land use for future development.

Ms. Squire asked if the polar station would be placed in the existing driveway space. Mr. Hendershot indicated that the polar station would be placed directly east of the existing driveway on the north side of the property line.

Mr. Mitchell inquired about parking for the facility. Mr. Hendershot stated that the driveway and parking lot are shared with the adjoining businesses (Phillips 66/Liquor Store). Parking for the polar station would be available in the adjoining driveway cutout. At this time, only one (1) parking spot is required for the size of the structure, which is provided in the site plan. Per the agreement with the property owner, Grant Merritt, overflow parking would be allowed in the shared lot.

**Motion by** Mr. Weber, seconded by Ms. Squire, to approve of the application SP-01-15, Site Plan for Polar Station Purified Ice & Water Vending Machine to be located at 22399 S. Harrison St., as per Staff's report and presentation.

**Roll Call Vote:** Vaughan-Aye, Squire-Aye, Weber-Aye, Mitchell-Aye, Sly-Aye, Nowlin-Aye, Ray-Aye

**Motion Carried 7-0-0**

The Site Plan (SP-01-15) for the Polar Station will be forwarded to the City Council for review on July 23, 2015.

**3. Site Plan – Casey’s General Store (SP-02-15)**

*Beginning of Staff Report*

**SPRING HILL PLANNING COMMISSION  
SITE PLAN STAFF REPORT**

<b>Case #:</b>	SP-02-15	<b>Meeting Date:</b>	July 9, 2015
<b>Description:</b>	Casey’s General Store		
<b>Location:</b>	607 N. Webster		
<b>Applicant:</b>	Casey’s Retail Company		
<b>Engineer/Architect:</b>	CP&Associates, Kansas City, MO – Matthew Kauffman		
<b>Site Area:</b>	.62 ac.		

<b>Minimum Lot Area:</b>	N/A	<b>Related Case:</b>	ZA-01-15
<b>Current Zoning:</b>	C-2	<b>Proposed Use:</b>	Retail Store (Expansion)

	<b>Current Zoning</b>	<b>Existing Land Use</b>	<b>Future Land Use Map</b>
<b>Site:</b>	C-2	Commercial	Mixed Use Comm.
<b>North:</b>	C-2	Commercial	Mixed Use Comm.
<b>South:</b>	C-2	Commercial	Mixed Use Comm.
<b>East:</b>	C-2	Commercial	Mixed Use Comm.
<b>West:</b>	R-1	Residential	Residential

**Aerial Photo**

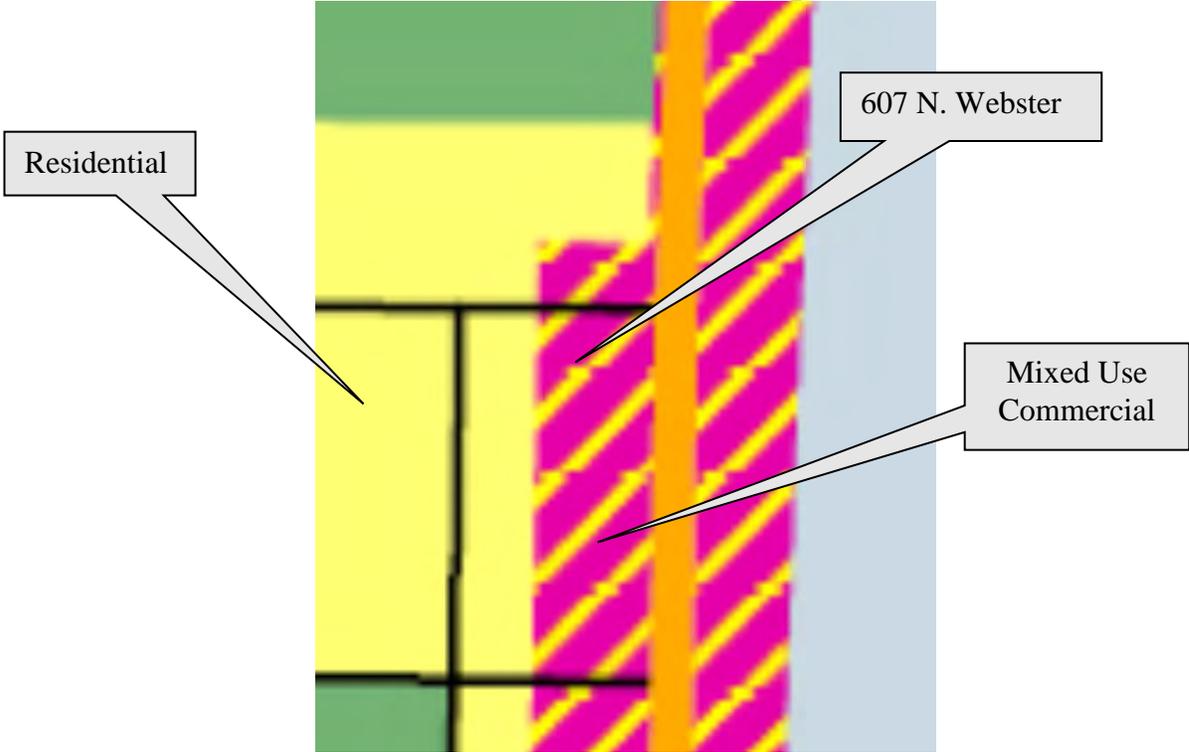




### Zoning Map



### Future Land Use Map



### Aerial With Property Lines



**BACKGROUND:** The applicant has submitted a request to construct a sixteen foot addition to the south side of the existing retail store located at 607 N. Webster (Casey's General Store). The existing building, constructed in 1995, is a nonconforming use as it is located within the required 25 foot rear yard setback currently required for commercial properties adjacent to residential districts. The proposed addition also includes the installation of a walk-in cooler/freezer on the west side of the building. Included with this packet is a site plan and floor plan showing the proposed project.

**STAFF REVIEW:**

Staff has reviewed the site plan under the requirements of Section 17.340 of the Spring Hill Zoning Ordinance as follows:

- All lot lines and rights-of-way are identified
- All proposed structures with applicable data are identified
- All parking areas have been identified and the type of surface and base course identified
- Trash receptacle is enclosed as required
- The exterior finish of the building addition will match the existing exterior
- Utilities are available, identified, and in compliance with regulations
- There is no additional exterior lighting.
- Consultants, utility providers, and City Staff have reviewed the site plan and provided comments. These comments and recommendations have been implemented into the site plan as applicable
- Parking is provided and in compliance with applicable regulations

**STANDARDS OF REVIEW**

In addition to the above noted items the site plan has been reviewed for compliance with the following standards:

1. *The extent to which the proposal conforms to the provisions of the Code.*  
The existing use is an allowed use in a C-2, General Business District. The building is a legal nonconforming use as it is within the 25 foot rear yard setback required for commercial properties adjacent to residential districts. The Board of Zoning Appeals is authorized to allow the expansion of nonconforming uses that are less than 50% of the existing building area. The BZA met on July 1, 2015 and approved the building expansion including the walk-in cooler/freezer on the west side of the building.
2. *The extent to which the proposal conforms to the provisions of the Spring Hill Subdivision Regulations.*  
The site is in compliance with the Subdivision Regulations adopted in 2006.
3. *The extent to which the development would be compatible with the surrounding area.*  
Expansions of nonconforming uses are generally considered compatible with surrounding areas.
4. *The extent to which the proposal conforms to the recommendations of the Spring Hill Comprehensive Plan including but not limited to the Vision Plan, the Community Development Recommendations, and the Planning and Principles and Design Guidelines.*  
The proposal is in conformance with the recommendations of the Comprehensive Plan including the Future Land Use map that identifies this area as mixed-use commercial.
5. *The extent to which the proposal conforms to customary engineering standards used in the City.*  
The building has been designed by recognized and licensed architects and engineers.
6. *The extent to which the location of streets, paths, walkways, and driveways are located so as to enhance safety and minimize any adverse traffic impact on the surrounding area.*

As detailed to the BZA, this proposed addition will serve to enhance safety when compared to the existing facility. Installation of the loading area on the south end of the building will reduce the need for large delivery trucks to park parallel to the front of the building, compromising available parking and causing a safety hazard for patrons of the business.

7. *All structures shall be required to have permanent or continuous footings and foundations.*  
All structures are adequately designed and engineered.

**RECOMMENDATION:**

It is the recommendation of Staff that the Planning Commission recommend approval of site plan SP-02-15 for Casey's General Store.

Suggested Motion: *Motion to approve application SP-02-15, Site Plan for Casey's General Store, as per Staff's report and presentation.*

***End of Staff Report***

Mr. Vaughan asked if the site plan includes additional parking spots. Mr. Hendershot stated that there are 11 parking spots proposed with the site plan. Mr. Kauffman, Casey's representative with CP@Associates, added that he would verify with the contractor to ensure the parking stalls are clearly marked with stripes.

Mr. Vaughan also asked if the proposed plans are to conform to Casey's standard updates. Mr. Kauffman explained that Casey's has different types of stores, E-Stores, which are older models similar to Spring Hill's store, and G-stores, which are all brick and include updates to their current business plan. The proposed site plan is primarily a remodel of the interior part of the store to include an updated kitchen area for the fresh sandwich station, along with cooler space to house the increased products and ingredients.

Mr. Nowlin asked about the proposed loading zone and if it was big enough to accommodate for a large semi-truck. Mr. Hendershot indicated that there is approximately 51' in the loading area.

Mr. Nowlin asked if there would be any upgrades to the exterior of the structure. Mr. Kauffman stated that there will be no upgrades at this time.

Ms. Squire asked if the alley behind the existing Casey's General Store is vacated. Mr. Hendershot indicated that it is not a vacated alley. It is still a platted alley.

Mr. Mitchell inquired as to whether or not the privacy fence behind the store would stay in place. Mr. Hendershot stated that the fence will stay.

Mr. Nowlin asked how soon the project is set to begin. Mr. Kauffman stated that it is slated to start as soon as possible, pending the site plan approval. The estimated timeframe for project completion is about 6 to 8 weeks. The store will remain open during the remodel, with the exception of about a week to ten (10) days.

**Motion by Mr. Sly, seconded by Mr. Nowlin, to approve application SP-02-15, Site Plan for Casey's General Store, as per Staff's report and presentation.**

**Roll Call Vote:** Ray-Aye, Nowlin-Aye, Sly-Aye, Mitchell-Aye, Weber-Aye, Squire-Aye, Vaughan-Aye

**Motion carried 7-0-0**

The Site Plan (SP-02-15) for Casey's General Store will be forwarded to the City Council for review on July 23, 2015.

#### **4. Election of Planning Commission Officers (Chairman & Vice Chairman)**

**Motion by Ms. Squire**, seconded by Mr. Weber, to elect Mr. Stephen Sly as the Planning Commission Chairman.

**Motion carried 7-0-0**

**Motion by Mr. Sly**, seconded by Ms. Squire, to elect Mr. Michael Weber as the Planning Commission Vice-Chairman.

**Motion carried 7-0-0**

#### **DISCUSSION**

Ms. Squire asked for clarification on garage sale sign regulations. Mr. Hendershot stated that garage sale signs by definition are snipe signs. These snipe signs are not allowed on public property or in the public right-of-way. They are allowed on private property. However, if they are in the right-of-way, then the signs will be removed by City Staff. A permit is not required for garage sale signs, which is considered a snipe sign; thus, there are no fees. Also, these signs must be removed immediately after the garage sale is over.

It was noted that a permit is required for a temporary sign, in which a fee of \$10 is assessed. Examples of temporary signs could include things like advertisement of a special community event, business event, etc.

*The following reference was taken from the Spring Hill Sign Regulations Section 17.760.*

*The total number of days in which a temporary sign may be displayed shall be 10 different times for a period of two weeks each, or for a longer period than two weeks, up to 140 days, if approved by the Zoning Administrator in one calendar year (January 1 to December 31). These signs shall not be displayed for duration longer than the permit allows, or the City may remove the sign.*

Ms. Squire inquired about the warning sirens and how the City ensures they are working properly. Mr. Hendershot noted that the sirens are checked by the Spring Hill Police Department (SHPD) every time they go off. The City is in the process of implementing updates for an automated status report to be generated, which will indicate the activity of each siren. In the meantime, the SHPD works closely with Public Works Department and Johnson County Emergency Management to ensure the sirens are functioning properly. It was also noted that Johnson County Emergency Management triggers the sirens; the City does not have the capability to trigger the sirens.

#### **REPORTS**

5. Staff has corrected the file code for Rose Park Residential Development Final Plat from FP-01-15 to FP-02-15.

#### **ANNOUNCEMENTS FROM PLANNING COMMISSIONERS AND STAFF**

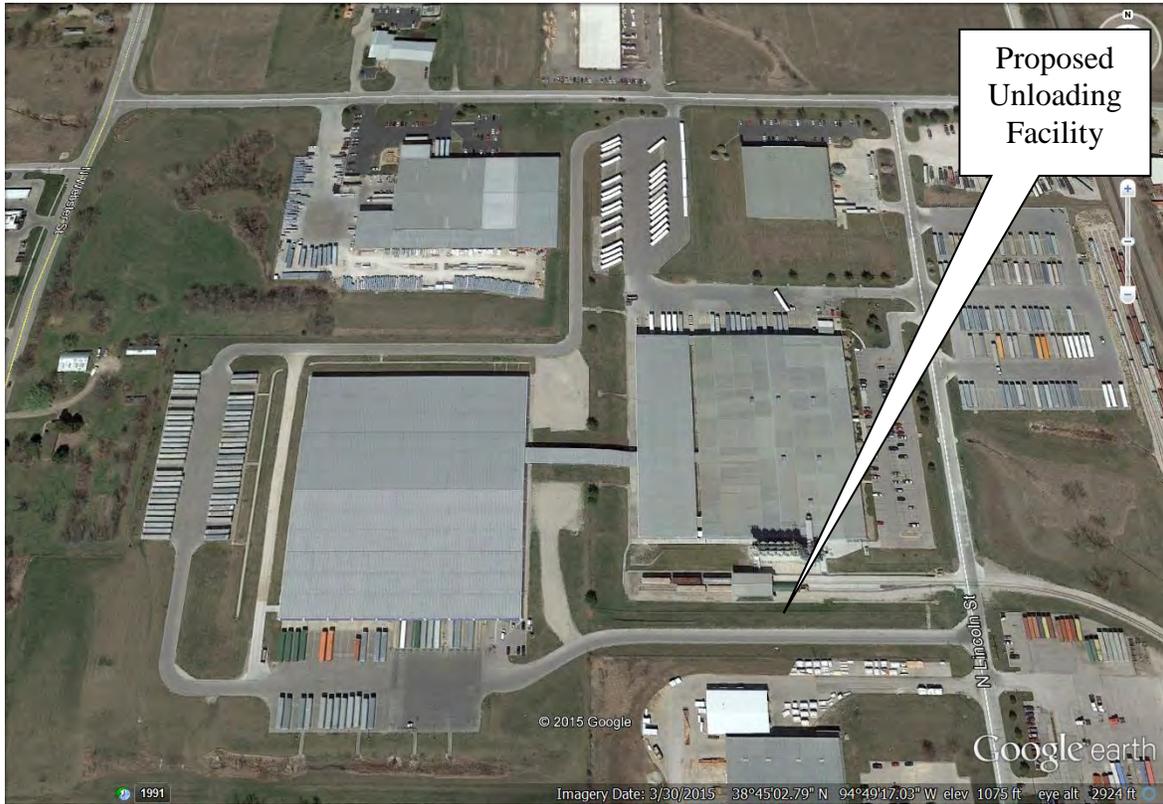
#### **ADJOURN**

Motion by Mr. Weber, seconded by Ms. Squire, to adjourn.

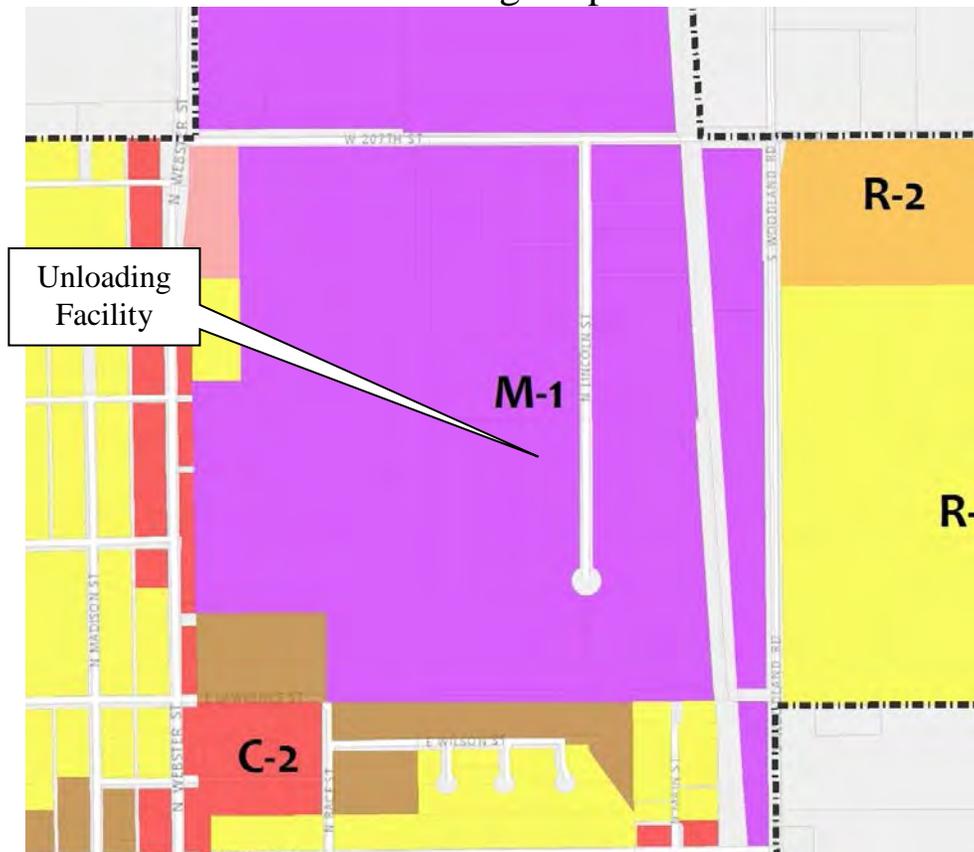
The meeting adjourned at 7:53 p.m.



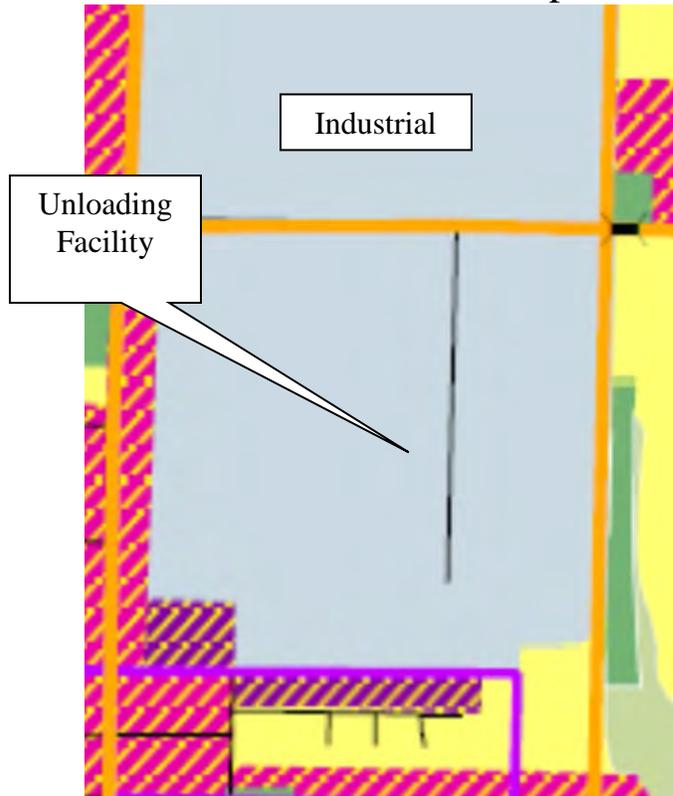
### Aerial Photo



### Zoning Map



## Future Land Use Map



**BACKGROUND:** The applicant has submitted a request to construct a metal building, 37'W x 156'L x 18'H, with an overhead conveyor system to the west of Lincoln Street, south of the existing railcar unloading facility. The project includes the building, overhead conveyor, storm water drainage, concrete driveways on each end of the building, along with utility extensions for the project.

### **STAFF REVIEW:**

Staff has reviewed the site plan under the requirements of Section 17.340 of the Spring Hill Zoning Ordinance as follows:

- All lot lines and right-of-ways are identified
- All proposed structures with applicable data are identified
- All parking and traffic areas have been identified and the type of surface and base course identified
- Utilities are available, identified, and in compliance with regulations
- Exterior lighting on the proposed structure is compliant with regulations as per the photometric diagram and will not negatively affect surrounding properties or traffic.
- Consultants, utility providers, and City Staff have reviewed the site plan and provided comments. These comments and recommendations have been implemented into the site plan as applicable.

**STANDARDS OF REVIEW**

In addition to the above noted items the site plan has been reviewed for compliance with the following standards:

1. *The extent to which the proposal conforms to the provisions of the Code.*  
The proposed use is in compliance with the Spring Hill Zoning Code.
2. *The extent to which the proposal conforms to the provisions of the Spring Hill Subdivision Regulations.*  
The site is in compliance with the Spring Hill Subdivision Regulations.
3. *The extent to which the development would be compatible with the surrounding area.*  
The project is compatible with the surrounding area that is industrial in use.
4. *The extent to which the proposal conforms to the recommendations of the Spring Hill Comprehensive Plan including but not limited to the Vision Plan, the Community Development Recommendations, and the Planning and Principles and Design Guidelines.*  
The proposal is in conformance with the recommendations of the Comprehensive Plan including the Future Land Use map that identifies this area as industrial.
5. *The extent to which the proposal conforms to customary engineering standards used in the City.*  
The building and overall project has been designed by recognized and licensed architects and engineers.
6. *The extent to which the location of streets, paths, walkways, and driveways are located so as to enhance safety and minimize any adverse traffic impact on the surrounding area.*  
Existing truck traffic on Lincoln Street has damaged the road to the point the City of Spring Hill is exploring options for a total replacement of the street. Heavy haul traffic along with subsurface moisture continue to cause further deterioration of the road resulting in routine maintenance that is unsuccessful in withstanding the traffic. A&M estimates this facility will generate approximately 16 trucks per day each with a gross weight of approximately 80,000 pounds. This additional truck traffic will undoubtedly result in additional damage to the roadway. Staff understands this facility must utilize Lincoln Street to access the facility. To reduce the expected wear on the street, trucks should use Lincoln Street after their material has been unloaded. Therefore, staff is recommending all loaded trucks utilizing this proposed unloading facility enter the A&M property on the access road located approximately 525 ft. west of Lincoln Street. Trucks would maneuver through the A&M property entering the unloading facility traveling west to east. Once unloaded, trucks would exit to Lincoln Street and north to 207<sup>th</sup> Street.
7. *All structures shall be required to have permanent or continuous footings and foundations.*  
All structures are adequately designed and engineered.

**RECOMMENDATION:**

It is the recommendation of Staff that the Planning Commission recommend approval of site plan SP-03-15 for A&M Products Truck Unloading Facility subject to the following condition:

## Agenda item #2

1. All loaded trucks destined for the truck unloading facility must enter the A&M property on the private access road located approximately 525 ft. west of Lincoln Street - 207<sup>th</sup> Street intersection. Trucks must enter the unloading facility traveling west to east, exiting onto Lincoln Street after unloading all material.

Suggested Motion: *Motion to recommend approval of application SP-03-15, Site Plan for A&M Products Unloading Facility subject to the following condition:*

1. *All loaded trucks destined for the truck unloading facility must enter the A&M property on the private access road located approximately 525 ft. west of the Lincoln Street - 207<sup>th</sup> Street intersection. Trucks must enter the unloading facility traveling west to east, exiting onto Lincoln Street after unloading all material.*

Attachments: Site plans











### SITE LUMINAIRE SCHEDULE

KEY	DESCRIPTION AND FINISH	MOUNTING	MANUFACTURER	SERIES OR TYPE (NOT COMPLETE CAT. #)	VOLT	LAMP(S)
S1	CONTOUR SERIES LED WALL-MOUNT WITH 30 5000K LEDS OPERATED AT 1000mA AND PRECISION MOLDED ACRYLIC FORWARD THROW LENS	WALL MOUNT	LITHONIA	CSXW LED	277	LIGHT EMITTING DIODES (LED)
S2	CONTOUR SERIES LED WALL-MOUNT WITH 30 4000K LEDS OPERATED AT 700mA AND PRECISION MOLDED ACRYLIC FORWARD THROW LENS	WALL MOUNT				
S3	LINEAR ARCHWAY STYLE LED, 5000K, 80CRI, 4000LM OUTPUT, WET LOCATION RATED, CLEAR POLYCARBONATE LENSED ENCLOSURE, MEDIUM DISTRIBUTION	STEEL MOUNT		VAP LED		

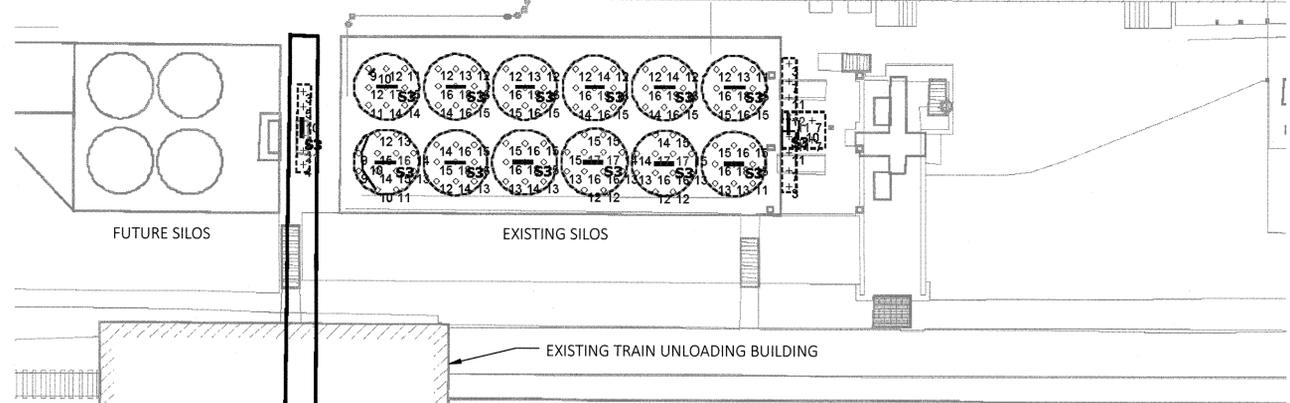
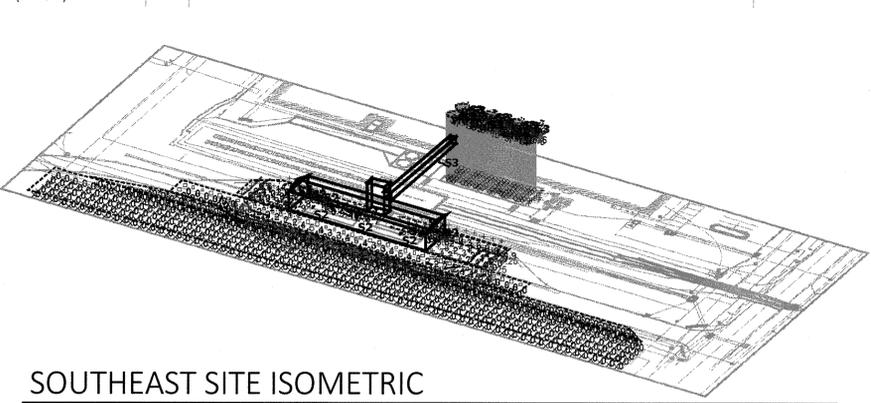
### LUMINAIRE KEY NOTES

- WALL MOUNT LUMINAIRE AT 20'-0" ABOVE FINISH FLOOR.
- WALL MOUNT LUMINAIRE AT 12'-0" ABOVE FINISH FLOOR.
- STEEL MOUNT LUMINAIRE AT 10'-0" ABOVE FINISH FLOOR FOR SILO/LANDING/STAIR ILLUMINATION.

### SITE LEGEND

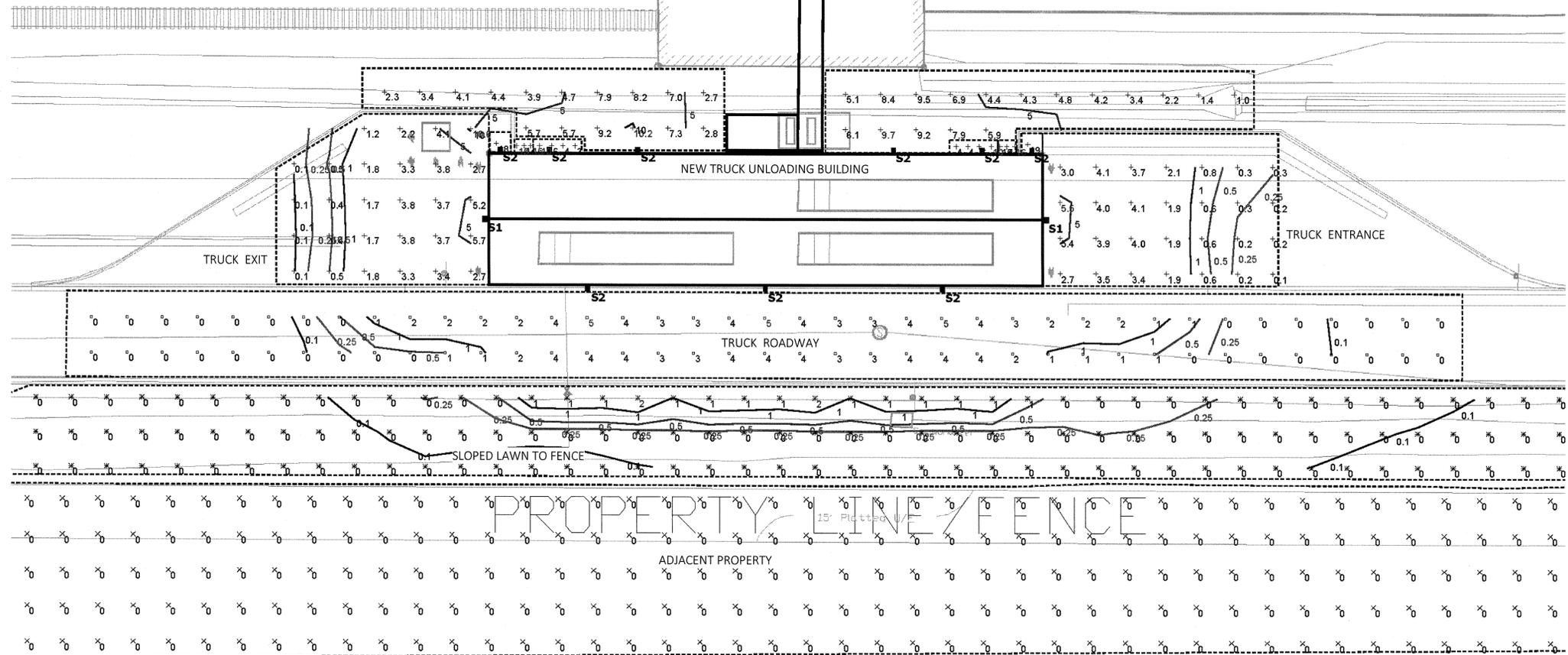
SYMBOL	DESCRIPTION
<b>LIGHTING</b>	
	LETTER BY THE LUMINAIRE INDICATES LUMINAIRE TYPE AND MOUNTING
	POLE MOUNTED LUMINAIRE
	WALL MOUNTED LUMINAIRE
<b>ABBREVIATIONS</b>	
AFF	ABOVE FINISH FLOOR
AFG	ABOVE FINISH GRADE
0.8	FOOTCANDLE LIGHT LEVEL AT GRADE

- ### GENERAL NOTES - PHOTOMETRICS
- PHOTOMETRIC STUDY HAS BEEN PREPARED BASED UPON USING PHOTOMETRIC DATA FOR PROPOSED LUMINAIRES AS SUPPLIED BY THE LUMINAIRE MANUFACTURER.
  - THESE PHOTOMETRICS WERE DEVELOPED UTILIZING A PROFESSIONAL LIGHTING PROGRAM.
  - PHOTOMETRIC DATA POINT SPACING BETWEEN THE NEW BUILDING AND THE ADJACENT PROPERTIES IS 10'-0" ON CENTER AT GRADE LEVEL.
  - THE MAXIMUM MOUNTING HEIGHT AT THE NEW BUILDING IS 20'-0" OR LESS.
  - CALCULATIONS DO NOT INCLUDE ANY CONTRIBUTIONS FROM EXISTING ROADWAY LUMINAIRES, OTHER NEARBY PROPERTY LUMINAIRES, OR LEGALLY REQUIRED LUMINAIRES AT EXTERIOR EGRESS DOORS.
  - CIRCUITING OF LUMINAIRES IS NOT SHOWN.
  - EXTERIOR LIGHTING ON NEW TRUCK UNLOADING BUILDING CONTROLLED BY PHOTOCELL/TIMECLOCK FUNCTIONS.
  - EXTERIOR LIGHTING ON NEW SILO STAIRS, LANDINGS, TOPS OF SILOS, AND ASSOCIATED AREA ADJACENT TO SILOS CONTROLLED BY MANUAL SWITCHING. SILO AREA LIGHTING FUNCTION INTENDED FOR MAINTENANCE ACCESS TO STAIRS, PLATFORMS, AND SILOS ONLY. NOT INTENDED FOR AREA ILLUMINATION USE.
  - ELECTRICAL SITE PLAN MAY NOT BE UP TO DATE WITH THE CIVIL SITE DRAWINGS. THIS PHOTOMETRIC DRAWING IS ONLY TO ILLUSTRATE THE ESTIMATED QUANTITY AND APPROXIMATE LOCATIONS OF EXTERIOR BUILDING MOUNTED AREA LUMINAIRES. FINAL LOCATIONS AND ACTUAL QUANTITY MAY BE ADJUSTED DURING FINAL ELECTRICAL SITE DESIGN. VALIDATE ALL DIMENSIONS FROM THE FINAL CIVIL SITE DRAWINGS.



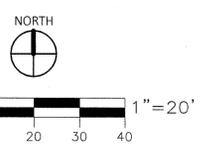
#### Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	Avg/Max
Adjacent Property	X	0 fc	0 fc	0 fc	N/A	N/A	N/A
Building to Tracks - East	+	5.6 fc	9.7 fc	1.0 fc	9.7:1	5.6:1	0.6:1
Building to Tracks - West	+	5.6 fc	10.2 fc	2.3 fc	4.4:1	2.4:1	0.5:1
East Silo Top Landing	+	9 fc	11 fc	7 fc	1.6:1	1.3:1	0.8:1
East Top Silo North Stair	+	8 fc	12 fc	3 fc	4.0:1	2.7:1	0.7:1
East Top Silo South Stair	+	8 fc	12 fc	3 fc	4.0:1	2.7:1	0.7:1
Pedestrian Exit - East	+	19 fc	19 fc	19 fc	1.0:1	1.0:1	1.0:1
Pedestrian Exit - West	+	18 fc	18 fc	18 fc	1.0:1	1.0:1	1.0:1
Silo #1	◇	13 fc	17 fc	9 fc	1.9:1	1.4:1	0.8:1
Silo #2	◇	15 fc	18 fc	12 fc	1.5:1	1.3:1	0.8:1
Silo #3	◇	15 fc	19 fc	12 fc	1.6:1	1.3:1	0.8:1
Silo #4	◇	15 fc	19 fc	12 fc	1.6:1	1.3:1	0.8:1
Silo #5	◇	15 fc	19 fc	12 fc	1.6:1	1.3:1	0.8:1
Silo #6	◇	15 fc	18 fc	11 fc	1.6:1	1.4:1	0.8:1
Silo #7	◇	13 fc	16 fc	9 fc	1.8:1	1.4:1	0.8:1
Silo #8	◇	15 fc	18 fc	12 fc	1.5:1	1.3:1	0.8:1
Silo #9	◇	15 fc	18 fc	13 fc	1.4:1	1.2:1	0.8:1
Silo #10	◇	15 fc	17 fc	12 fc	1.4:1	1.3:1	0.9:1
Silo #11	◇	15 fc	17 fc	12 fc	1.4:1	1.3:1	0.9:1
Silo #12	◇	15 fc	18 fc	11 fc	1.6:1	1.4:1	0.8:1
Sloped Lawn to Fence	X	0 fc	2 fc	0 fc	N/A	N/A	0.0:1
Stair Landing - East	+	15 fc	16 fc	14 fc	1.1:1	1.1:1	0.9:1
Stair Landing - West	+	15 fc	15 fc	14 fc	1.1:1	1.1:1	1.0:1
Stairs Down - East	+	6 fc	10 fc	4 fc	2.5:1	1.5:1	0.6:1
Stairs Down - West	+	6 fc	10 fc	3 fc	3.3:1	2.0:1	0.6:1
Truck Entrance	+	2.1 fc	5.5 fc	0.1 fc	55.0:1	21.0:1	0.4:1
Truck Exit	+	2.6 fc	10.6 fc	0.1 fc	106.0:1	26.0:1	0.2:1
Truck Roadway	+	2 fc	5 fc	0 fc	N/A	N/A	0.4:1
West Exit	+	11 fc	21 fc	3 fc	7.0:1	3.7:1	0.5:1



#### Luminaire Locations

No.	Label	Location			Orientation	Tilt	Aim			
		X	Y	Z			X	Y	Z	
1	S1	156.58	18.50	15.00	15.00	90.00	0.00	157.08	18.50	0.00
2	S1	-0.58	18.50	15.00	15.00	270.00	0.00	-1.08	18.50	0.00
1	S2	16.93	37.58	8.00	8.00	0.00	0.00	16.93	38.08	0.00
2	S2	153.09	37.58	8.00	8.00	0.00	0.00	153.09	38.08	0.00
3	S2	41.97	37.58	-1.00	-1.00	0.00	0.00	41.97	38.08	0.00
4	S2	114.03	37.58	-1.00	-1.00	0.00	0.00	114.03	38.08	0.00
5	S2	77.97	-0.58	12.00	12.00	180.00	0.00	77.97	-1.08	0.00
6	S2	27.97	-0.58	12.00	12.00	180.00	0.00	27.97	-1.08	0.00
7	S2	127.97	-0.58	12.00	12.00	180.00	0.00	127.97	-1.08	0.00
9	S2	139.07	37.58	8.00	8.00	0.00	0.00	139.07	38.08	0.00
1	S3	154.28	135.99	81.01	10.00	90.00	0.00	154.28	135.99	71.01
2	S3	124.60	152.05	81.01	10.00	90.00	0.00	124.60	152.05	71.01
3	S3	109.68	152.05	81.01	10.00	90.00	0.00	109.68	152.05	71.01
4	S3	154.59	152.05	81.01	10.00	90.00	0.00	154.59	152.05	71.01
5	S3	139.57	152.05	81.01	10.00	90.00	0.00	139.57	152.05	71.01
6	S3	184.69	152.05	81.01	10.00	90.00	0.00	184.69	152.05	71.01
7	S3	169.63	152.05	81.01	10.00	90.00	0.00	169.63	152.05	71.01
8	S3	124.49	135.82	81.01	10.00	90.00	0.00	124.49	135.82	71.01
9	S3	109.35	135.82	81.01	10.00	90.00	0.00	109.35	135.82	71.01
10	S2	3.10	37.58	8.00	8.00	0.00	0.00	3.10	38.08	0.00
10	S3	139.15	135.99	81.01	10.00	90.00	0.00	139.15	135.99	71.01
11	S3	184.58	135.68	81.01	10.00	90.00	0.00	184.58	135.68	71.01
12	S3	169.58	135.68	81.01	10.00	90.00	0.00	169.58	135.68	71.01
13	S3	196.28	144.17	83.40	10.00	0.00	0.00	196.28	144.17	73.40
14	S3	91.44	143.43	16.01	10.00	0.00	0.00	91.44	143.43	6.01



**DESIGN GROUP**  
**FACILITY SOLUTIONS**  
 5 CHENELL DRIVE, BOX 3, CONCORD, NEW HAMPSHIRE 03301  
 PHONE: (603) 225-0010 FAX: (603) 225-0761  
 DGFS PROJECT #14359

REVISION	BY	DATE	REVISION	BY	DATE

**Clorox Services Co. Inc.**  
 705 North Lincoln Street  
 Spring Hill, KS 66083

**IMPORTANT**  
 PROPERTY OF THE CLOROX COMPANY

THIS DRAWING PRINT IS PROPERTY OF THE CLOROX COMPANY AND IS LOANED FOR THE MUTUAL ASSISTANCE, AND AS SUCH IS SUBJECT TO RECALL AT ANY TIME. INFORMATION CONTAINED HEREON IS NOT TO BE DISCLOSED OR REPRODUCED IN ANY FORM FOR THE BENEFIT OF PARTIES OTHER THAN NECESSARY CONTRACTORS, SUBCONTRACTORS AND/OR SUPPLIERS WITHOUT THE WRITTEN CONSENT OF THE CLOROX COMPANY.

TOLERANCES (EXCEPT AS NOTED)  
 DECIMAL: 0.000 ±0.005  
 0.00 ±0.01  
 FRACTIONAL: ±1/64 HOLE SIZE & LOCATION  
 ±1/32 GENERAL  
 ANGULAR: ±1/4 Deg

PROJECT ENGINEER(S)  
 DRAWN BY: ESM  
 DATE: 07/07/2015  
 CK BY: KS  
 DATE: 07/07/2015  
 APPROVED BY: MAS  
 DATE: 07/07/2015

**THE CLOROX COMPANY**

LIMESTONE TRUCK UNLOADING  
 PHOTOMETRIC SUBMISSION

1" = 20'

0203-07013 -D-00

A  
B  
C  
D  
E  
F  
G

A  
B  
C  
D  
E  
F  
G

**SPRING HILL PLANNING COMMISSION  
FINAL PLAT STAFF REPORT**

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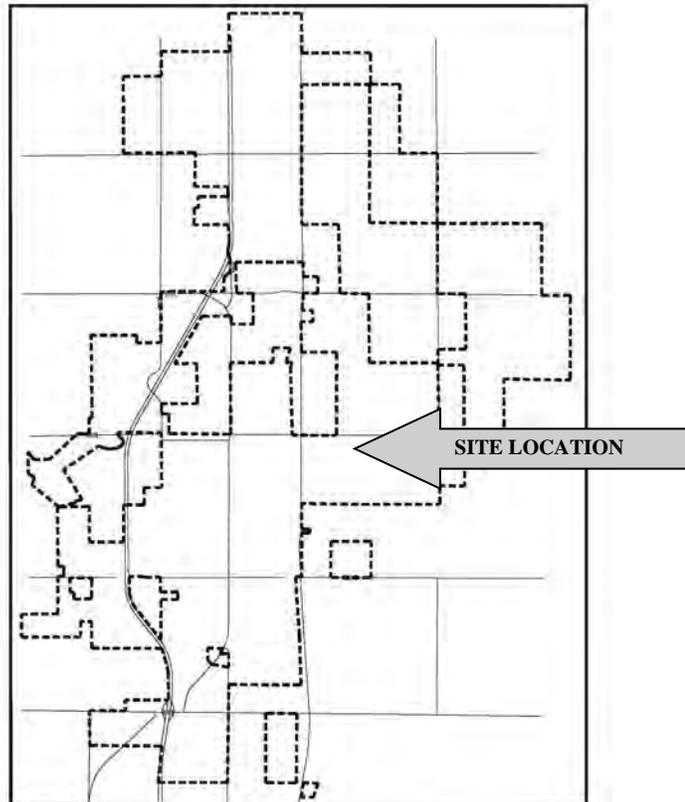
**Case #:** FP-03-15 **Meeting Date:** August 6, 2015  
**Description:** Woodland Ridge VI  
**Location:** 207th St. & Barker Road.  
**Applicant:** Chris George Homes, Inc.  
**Engineer:** Allenbrand-Drews & Associates, Inc.  
**Site Area:** 4.84 acres

**Minimum Lot Area:** 9,000 sq. ft. **Number of Lots:** 15

**Current Zoning:** "R-1" **Proposed Use:** Single-Family Residential

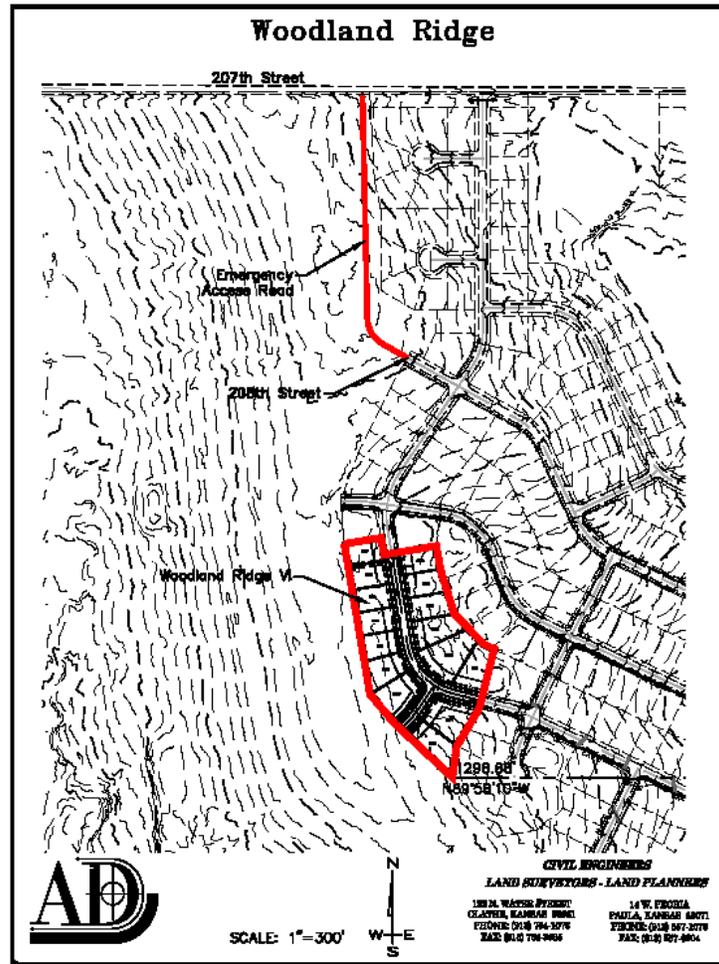
**Related Applications:** PP-02-02, FP-4-02,  
FP-6-03, FP-7-03,  
FP-2-04, FP-6-06

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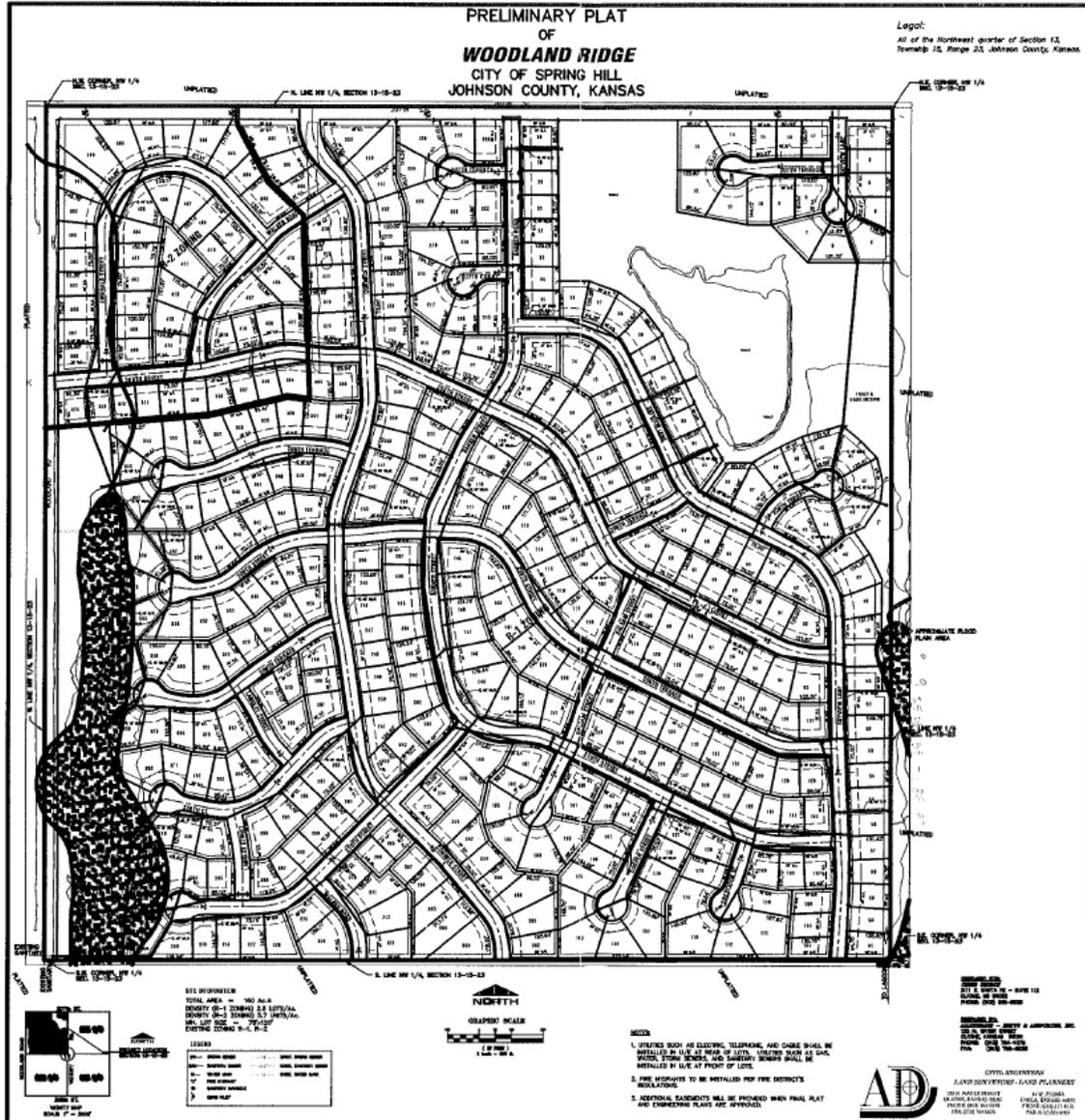
## EMERGENCY ACCESS ROAD LOCATOR



### BACKGROUND:

The applicant, Chris George Homes, Inc., has submitted an application for an additional phase of development in the Woodland Ridge Subdivision located west of Woodland Road on 207<sup>th</sup> St. The preliminary plat for this subdivision (see below) was submitted and approved in 2002 with previous final plats approved in 2002, 2003, 2004 and 2006.

The aerial view (see above) of the property identifies the location Woodland Ridge VI that consists of 15 single family lots. A copy of the proposed final plat is included with this packet for your review.



**STAFF COMMENT:**

Staff has submitted the proposed final plat to utility providers, consultants, Spring Hill Public Works and JOCO Fire District #2 for review and comment. Comments from these individuals have been implemented into the plat. Staff finds the proposed final plat in compliance with the approved preliminary plat and with the Spring Hill Subdivision Regulations.

Staff will submit a draft Improvement Agreement to the developer for review. Once approved by all parties, this Improvement Agreement will be forwarded to the Governing Body along with final plat. Anticipated action by the Governing Body is August 27, 2015.

In addition to the final plat, the applicant has submitted the required drawings showing cross sections and profiles of all streets, alleys and public use areas. Also submitted were

drawings for the construction of storm drains, sanitary sewer lines and water lines. These drawings are being reviewed by the City Engineer, Public Works and applicable utility companies.

Of particular interest with this application was the need for emergency access to the entire property. As shown on the preliminary plat above, at full build out the subdivision will have three access roads with two on 207<sup>th</sup> and one on Woodland Road. Currently the subdivision is served one point of ingress/egress, that being Barker Road from 207<sup>th</sup>. The subdivision has progressed to the point a temporary access road for emergency response vehicles is required. While not a part of this plat, the developer will be installing an extension of 209<sup>th</sup> Street to 207<sup>th</sup> to serve as this emergency access road. Please see the drawing above denoting the location of this point of access. Details on access to any locked gates will be coordinated with the developer, fire department and police department personnel.

**RECOMMENDATION:**

Staff recommends approval of FP-03-15, Woodland Ridge VI final plat.

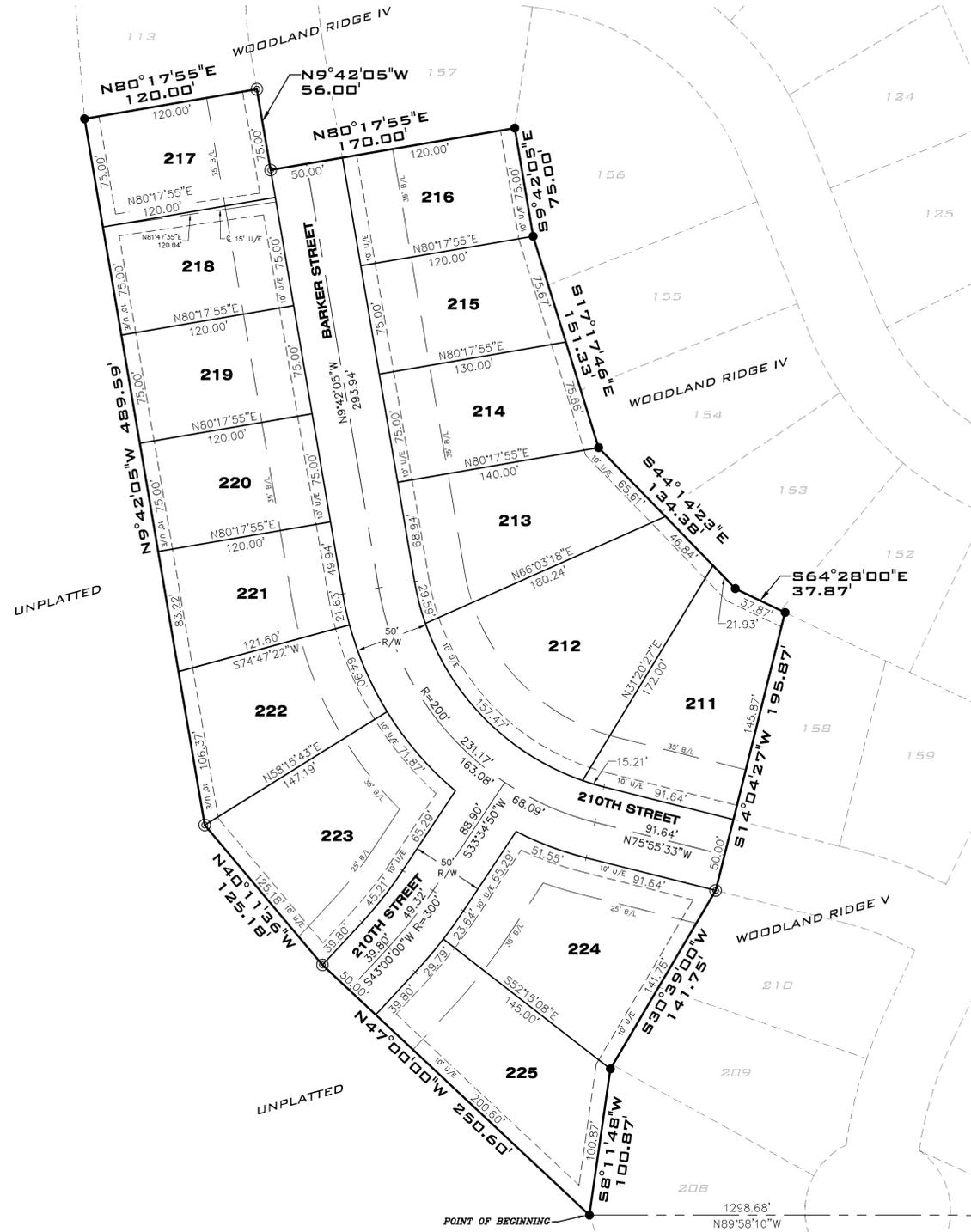
Suggested motion: *Motion to recommend approval of Woodland Ridge VI final plat, application FP-03-15 as presented by staff subject to the following condition:*

- 1. A temporary access road for use by emergency response vehicles shall be constructed extending from 207<sup>th</sup> Street, south and east to 209<sup>th</sup> Street. This road is to be 10'-12' in width with a properly compacted subbase and a minimum of 4 inches of AB3 gravel, constructed and maintained by the owner and shall be properly maintained until additional permanent ingress/egress roads are constructed within the subdivision as per the approved preliminary plat. The owner shall install locked gates on each end of the temporary access road with the type of lock as determined by Johnson County Rural Fire District #2. Johnson County Fire District #2 and Spring Hill Police Department shall be provided keys for the locks.*

Attachments: Woodland Ridge VI final plat.

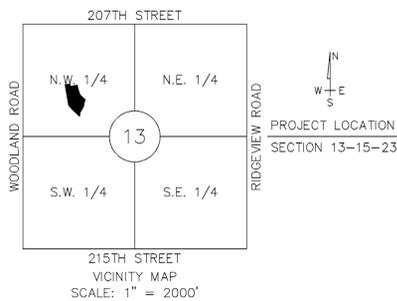
# FINAL PLAT OF **WOODLAND RIDGE VI** CITY OF SPRING HILL JOHNSON COUNTY, KANSAS

LOT	SQ. FT.	ACRES
211	12,746	0.29
212	18,475	0.42
213	12,531	0.29
214	10,125	0.23
215	9,375	0.22
216	9,000	0.21
217	9,000	0.21
218	9,000	0.21
219	9,000	0.21
220	9,000	0.21
221	9,299	0.21
222	11,047	0.25
223	14,666	0.34
224	15,897	0.36
225	13,304	0.31
RIGHT-OF-WAY	38,511	0.88
TOTAL SITE	210,976	4.84

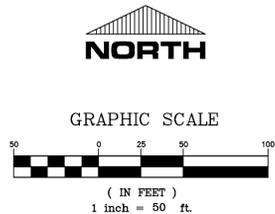


**ERROR OF CLOSURE**  
 Perimeter: 2048.43' Area: 210976.35 Sq. Ft.  
 Error Closure: 0.0009 Course: N83°52'59"E  
 Error North: 0.00009 East: 0.00085  
 Precision: 1:2276044.44

**BASIS OF BEARINGS:** FINAL PLAT OF WOODLAND RIDGE V, RECORDED IN BOOK 200702, PAGE 6334



- LEGEND**
- ▲ MONUMENT FOUND AS DESCRIBED
  - FOUND 1/2" X 24" REBAR WITH PLASTIC KS CLS 93 CAP
  - ⊙ SET 1/2" X 24" REBAR WITH PLASTIC KS CLS 93 CAP



THIS IS TO CERTIFY THAT ON THE 4TH DAY OF JUNE 2015, THIS FIELD SURVEY WAS COMPLETED ON THE GROUND BY ME OR UNDER MY DIRECT SUPERVISION AND THAT SAID SURVEY MEETS OR EXCEEDS THE "KANSAS MINIMUM STANDARDS" FOR BOUNDARY SURVEYS PURSUANT TO K.S.A. 74-7037.

**DESCRIPTION**  
 All that part of the Northwest Quarter of Section 13, Township 15, Range 23, in the City of Spring Hill, Johnson County, Kansas, described as follows: Commencing at the Southeast corner of the Northwest Quarter of said Section 13; thence North 0 degrees 01 minute 50 seconds East, along the East line of the Northwest Quarter of said Section 13, a distance of 465.31 feet; thence North 89 degrees 58 minutes 10 seconds West, a distance of 1298.68 feet, to the Westernmost corner of Lot 208 of Woodland Ridge V, a subdivision of land in the City of Spring Hill, Johnson County, Kansas, said point being the point of beginning; thence North 47 degrees 00 minutes 00 seconds West, a distance of 250.60 feet; thence North 40 degrees 11 minutes 36 seconds West, a distance of 125.18 feet; thence North 9 degrees 42 minutes 05 seconds West, a distance of 489.59 feet, to the Southwest corner of Lot 113 of Woodland Ridge IV, a subdivision of land in the City of Spring Hill, Johnson County, Kansas; thence North 80 degrees 17 minutes 55 seconds East, along the South line of said Lot 113, a distance of 120.00 feet, to the Southeast corner of said Lot 113; thence South 9 degrees 42 minutes 05 seconds East, along the West right-of-way line of Barker Street as platted, a distance of 56.00 feet; thence North 80 degrees 17 minutes 55 seconds East, along the South line of Lot 157 of said Woodland Ridge IV and its extension, a distance of 170.00 feet to the Southeast corner of said Lot 157; thence South 9 degrees 42 minutes 05 seconds East, along the Westerly line of Lot 156 of said Woodland Ridge IV, a distance of 75.00 feet; thence South 17 degrees 17 minutes 46 seconds East, along the Westerly lines of Lots 154, 155, and 156 of said Woodland Ridge IV, a distance of 151.33 feet; thence South 44 degrees 14 minutes 23 seconds East, along the Westerly line of Lots 153 and 154 of said Woodland Ridge IV, a distance of 134.38 feet; thence South 64 degrees 28 minutes 00 seconds East, along the Westerly line of Lots 152 and 153 of said Woodland Ridge IV, a distance of 37.87 feet, to the Northwest corner of Lot 158 of said Woodland Ridge V; thence South 14 degrees 04 minutes 27 seconds West, along the West line of said Lot 158 and its extension, a distance of 195.87 feet, to the Northwest corner of Lot 210 of said Woodland Ridge V; thence South 30 degrees 39 minutes 00 seconds West, along the Westerly line of said Lots 208, 209, and 210 of said Woodland Ridge V, a distance of 141.75 feet; thence South 8 degrees 11 minutes 48 seconds West, along the Westerly line of said Lot 208, a distance of 100.87 feet, to the point of beginning, containing 4.84 acres, more or less.

The undersigned proprietors to the above described tract of land have caused the same to be subdivided in the manner as shown on the accompanying plat, which subdivision and plat shall hereafter be known as "WOODLAND RIDGE VI".

**DEDICATION**  
 The undersigned proprietors of said property shown on this plat do hereby dedicate to public use and public ways and thoroughfares, all parcels and parts of land indicated on said plat as streets, terraces, places, roads, avenues, lanes, and alleys.

An easement or license is to enter upon, locate, construct and maintain or authorize the location, construction or maintenance and use of conduits, water, gas, sewer pipes, poles, wires, drainage facilities, irrigation systems, ducts and cables, and similar facilities, upon, over, and under these areas outlined and designated on this plat as "Utility Easement" or "U/E" is hereby granted to the City of Spring Hill, Kansas, with subordinate use of the same by other governmental entities and public utilities as may be authorized by state law to use such easement for said purposes.

**CONSENT TO LEVY**  
 The undersigned proprietors of the above described land hereby consent and agree that the Board of County Commissioners of Miami County, Kansas, and the City of Spring Hill, Kansas, shall have the power to release such land proposed to be dedicated for public ways and thoroughfares, or parts thereof, for public use, from the lien and effect of any special assessment, and that the amount of unpaid special assessments on such land so dedicated, shall become and remain a lien on the remainder of this land fronting or abutting on such dedicated public ways or thoroughfares.

**EXECUTION**  
 IN TESTIMONY WHEREOF, CHRIS GEORGE HOMES INC, a Kansas Corporation, has caused this instrument of writing to be executed this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

CHRIS GEORGE HOMES, INC.

Christopher J. George, Jr. - President

**ACKNOWLEDGEMENT**  
 STATE OF \_\_\_\_\_ )  
 ) SS:  
 COUNTY OF \_\_\_\_\_ )

BE IT REMEMBERED, that on this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, before me, the undersigned, a Notary Public in and for the County and State aforesaid, came Christopher J. George, Jr., president of Chris George Homes, Inc., a Kansas corporation, who is personally known to be the same person who executed the foregoing instrument of writing and such person duly acknowledged the execution of the same for himself and for the uses and purposes herein set forth.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal the day and year last above written.

My Commission Expires: \_\_\_\_\_ Notary Public

**APPROVALS**  
 APPROVED BY, the Planning Commission of the City of Spring Hill, Kansas, this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

Troy Mitchell, Planning Commission Chairman

APPROVED BY, the Governing Body of the City of Spring Hill, Kansas, this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

Steven M. Ellis, Mayor

Attest: Glenda Gerrity, City Clerk

## WOODLAND RIDGE VI



**CIVIL ENGINEERS  
 LAND SURVEYORS - LAND PLANNERS**

122 N. WATER STREET  
 OLATHE, KANSAS 66061  
 PHONE: (913) 764-1076  
 FAX: (913) 764-8635

14 W. PEORIA  
 PAOLA, KANSAS 66071  
 PHONE: (913) 557-1076  
 FAX: (913) 557-6904



# Memorandum

**To:** Planning Commission  
**From:** Melanie Landis, Finance Director  
**Cc:** Jim Hendershot, Community Development Director  
**Date:** July 29, 2015  
**Re:** 2016 – 2020 Capital Improvement Program (CIP)

---

Attached is the 2016 – 2020 Capital Improvement Program. This document includes all projects proposed to be completed over the next five years. While project costs are only estimates and can change during the course of design or construction, it is important to note that available funding will also drive the actual progress of these projects. Residential development over the course of the next few years may drive the need for additional projects and updates to this CIP will occur on an annual basis during the budget process.

Once the Planning Commission has reviewed and made suggestions or approved this Capital Improvement Program as being in compliance with the city's Comprehensive Plan, it will then be forwarded to the City Council for approval as well. The CIP will become an official City document and is viewable by citizens and will be made available on our website.

If you have specific questions about any of the projects listed within this CIP, please contact Jim Hendershot.

Thank you.

# CITY OF SPRING HILL, KANSAS

## FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM

Each year, the City of Spring Hill carries out capital projects to meet community needs related to infrastructure design, construction, maintenance, studies and surveys. The Capital Improvements Program (CIP) is a formal method for establishing priorities and scheduling capital improvements in line with the funding sources available for those projects.

### **SUMMARY**

The Spring Hill Capital Improvements Program (C.I.P.) for 2016 to 2020 includes projects slated to begin within the next five years within the City. Like all cities, there are more capital project needs than dollars to fund them. The proposed program envisions the need for many outside sources of funding and City staff works diligently to leverage those dollars.

### **FINANCING**

Within the list of projects is a proposed financing source for each project. It is important to note that this program is only an estimate of dollars needed for each project and the final decisions on sources used to finance each project lies with the City Council. Below is a summary of each source of funds available and includes a discussion of the uses, benefits and limitations of each source.

- **CARS (County Assisted Road System).** The Johnson County CARS program is a County/City matching grant designed to fund major street construction projects. The County's portion is funded through the County sales tax. This program varies but is typically a 50/50 matching source of funds.
- **CDBG (Community Development Block Grant).** Community Development Block Grants are federal grants which are administered by Johnson County. Johnson County qualifies as an entitlement County, due to the large population. Funds request are considered through a grant application process and distributed based on project criteria.
- **CSHF (Consolidated Special Highway Fund).** The CSHF includes funding that all Kansas cities receive directly from the State Treasurer for certain highway aid payments distributed on a per capita basis from the State's Special City and County Highway Fund as well as revenues transferred from the General Fund and other funds. This fund is used for road construction, reconstruction, alteration, repair, and maintenance.
- **Debt Service.** The Debt Service Fund is intended for funding projects that affect the general welfare of the entire City. General Obligation bonds are used to fund projects over \$100,000. These bonds are backed by full faith and credit of the City. Once the bonds are issued, the City must levy the appropriate level of property taxes to retire the debt. Short-term financing may be used for a smaller project as a temporary note and must be paid off over a four-year period.
- **Federal and State Grants.** While federal and state grants are not as readily available as in the past, the City continues to be an active participant in the granting process and pursues funds available for current projects. The Kansas Department of Transportation (KDOT) is an example of a state program that the City works with on a regular basis to earmark available transportation funds.

- **General Fund.** The General Fund provides revenue to fund projects through various sources of revenue including ad valorem taxes, sales tax, motor vehicle taxes, franchise fees and various user fees.
- **General Purpose Retailers Sales Tax.** Beginning April 2009, a one-half of one percent additional sales tax was implemented for the City of Spring Hill. The purpose of this sales tax is for funding projects of a parks or recreation nature. These sales tax collections are held in a separate fund for the purpose of funding specific projects.
- **Reserve Funds.**
  1. The System Development Reserve Fund collects system development fees as part of the building permit process. These fees are used to offset the cost of the expansion and upgrades to the water and sanitary sewer systems and any debt incurred as a result of those projects.
  2. The Capital Equipment Replacement Reserve is a fund used for the upgrade or replacement of large equipment. Revenues to this fund consist of transfers from operating accounts within City funds.
- **Special Parks and Recreation Fund.** One half (1/2) of the liquor tax money received by the City from the State of Kansas must, by state statute, be placed in this fund for the purpose of parks and recreation.
- **SMAC (Johnson County Stormwater Management Program).** The Johnson County Stormwater Management Program is a Johnson County sponsored grant program, which provides 75% of the funding for major improvements to serious stormwater issues within Johnson County municipalities.
- **Special Assessment General Obligation Bonds.** This source is normally used to finance specific improvement such as street, sewer, water, sidewalks, etc. A benefit district is created by petition and public hearing. The properties deemed to benefit from the project are the primary source of revenue to retire the bonds. The funding split between property owners and the city-at-large, as well as the term of the assessments, are determined by policy.
- **Water and Sewer Utility Funds.** Utility funds are enterprise operational funds which maintain the infrastructure and regular operating expenses of each utility. Revenues for these funds are generated through monthly user fees and can only be used for improvements to the water and sewer utilities.

## **CAPITAL IMPROVEMENT PROJECTS**

The projects listed within the CIP include a brief description of the project, the year in which the project is slated to begin, the anticipated funding source, the total project cost and the estimated budget impact. All projects are subject to review at any time and are all dependent upon available funding. Population growth will have an impact on the CIP and the priority of projects over time.

## City of Spring Hill, KS 2016 - 2020 Capital Improvement Program

Project Year	Project Name	Department	Funding Source	Project Cost	City Obligation	Annual Budget Impact (Princ. only)
2016	Annual Street Rehab Program	Street	Consolidated Highway Fund	\$195,695	\$195,695	\$195,695
2016	Catwalk extension (Basin #2)	Sanitary Sewer	Sanitary Sewer Fund	\$10,000	\$10,000	\$10,000
2016	Civic Center Safety Improvements	Administration	Capital Improvement Reserve	\$50,000	\$50,000	\$50,000
2016	Geometric Improvements, Intersections Design	Street	Consolidated Highway Fund	\$200,000	\$200,000	\$10,000
2016	Gravel road maintenance	Street	Consolidated Highway Fund	\$30,000	\$30,000	\$30,000
2016	Webster acceleration lane (from 207th Street)	Street	CARS Grant / Consolidated Highway Fund	\$476,953	\$322,000	\$32,200
2016	West Lake Park	Parks	General Obligation / Special Sales Tax / Excise Tax / CFAP Grant	\$1,100,000	\$1,100,000	\$55,000
<b>Total</b>				<b>\$2,062,648</b>	<b>\$1,907,695</b>	<b>\$382,895</b>

# City of Spring Hill, KS

## 2016 - 2020 Capital Improvement Program

Project Year	Project Name	Department	Funding Source	Project Cost	City Obligation	Annual Budget Impact (Princ. only)
2017	Annual Street Rehab Program	Street	Consolidated Highway Fund	\$264,000	\$264,000	\$264,000
2017	Basketball Courts	Parks	Special Parks / Corporate Donations	\$195,000	\$156,000	\$15,600
2017	Community Center/ Civic Center Improvements	Administration	General Obligation	\$7,500,000	\$7,500,000	\$375,000
2017	Geometric Improvements, Intersections Construction	Street	KDOT / Miami County / General Obligation	\$6,000,000	\$2,000,000	\$100,000
2017	Improvements to building (salt & sand structure)	Streets	General Fund	\$5,650	\$5,650	\$5,650
2017	Lincoln Street Replacement	Street	Consolidated Highway Fund / Benefit District	\$2,000,000	\$1,000,000	\$100,000
2017	Main Street Streetscape Design	Administration	General Fund	\$25,000	\$25,000	\$25,000
2017	N. Webster turn lane (onto 199th Street)	Street	CARS Grant / Consolidated Highway Fund	\$222,750	\$122,000	\$12,200
2017	Replace PW facility parking lot	Streets	General Fund	\$20,000	\$20,000	\$20,000
2017	Sanitary Sewer Main Rehabilitation	Sanitary Sewer	KDHE Revolving Loan	\$600,000	\$600,000	\$60,000
2017	Sidewalk Rating/ Rehabilitation Program	Street	Consolidated Highway Fund	\$50,000	\$50,000	\$50,000
2017	Water Line Replacement (Transite Lines)	Water	KDHE Revolving Loan	\$385,000	\$385,000	\$19,250
2017	Water Tower	Water	KDHE Revolving Loan	\$3,000,000	\$3,000,000	\$150,000
<b>Total</b>				<b>\$20,267,400</b>	<b>\$15,127,650</b>	<b>\$1,196,700</b>

## City of Spring Hill, KS 2016 - 2020 Capital Improvement Program

Project Year	Project Name	Department	Funding Source	Project Cost	City Obligation	Annual Budget Impact (Princ. only)
2018	Wastewater Treatment Plant Expansion	Sanitary Sewer	KDHE Revolving Loan	\$3,800,000	\$3,800,000	\$252,900
2018	Annual Street Rehab Program	Street	Consolidated Highway Fund	\$198,500	\$198,500	\$198,500
2018	E. Hale Street Mill & Overlay (from Webster to Woodland)	Street	CARS Grant / Consolidated Highway Fund	\$226,850	\$123,925	\$12,500
<b>Total</b>				<b>\$4,225,350</b>	<b>\$4,122,425</b>	<b>\$211,000</b>

City of Spring Hill, KS  
2016 - 2020 Capital Improvement Program

Project Year	Project Name	Department	Funding Source	Project Cost	City Obligation	Annual Budget Impact (Princ. only)
2019	Annual Street Rehab Program	Street	Consolidated Highway Fund	\$123,600	\$123,600	\$123,600
2019	E. Nichols Street Mill & Overlay (from Webster to Woodland)	Street	CARS Grant / Consolidated Highway Fund	\$347,450	\$189,450	\$18,945
2019	Cemetery Expansion	Administration	Cemetery Reserve Fund	\$90,000	\$90,000	\$90,000
2019	Phase Two - Aquatic Center	Parks	Special Sales Tax	\$1,000,000	\$1,000,000	\$100,000
<b>Total</b>				<b>\$1,561,050</b>	<b>\$1,403,050</b>	<b>\$332,545</b>

City of Spring Hill, KS  
2016 - 2020 Capital Improvement Program

Project Year	Project Name	Department	Funding Source	Project Cost	City Obligation	Annual Budget Impact (Princ. only)
2020	Annual Street Rehab Program	Street	Consolidated Highway Fund	\$206,250	\$206,250	\$206,250
2020	Lone Elm Road Bridge	Street	Consolidated Highway Fund	\$350,000	\$350,000	\$30,000
2020	Traffic Signals (Intersection of 199th St and Ridgeview Rd)	Street	CARS Grant / Consolidated Highway Fund	\$216,325	\$118,500	\$11,850
<b>Total</b>				<b>\$772,575</b>	<b>\$674,750</b>	<b>\$248,100</b>

# Memo



To: Jonathan Roberts, City Administrator/Acting Director of Public Works  
 Melanie Landis, Finance Director  
 From: Jeff A. Rupp, Assistant Director of Public Works  
 Date: 6/24/15  
 Re: Overlay 5 Year Plan

The following information is based on the most recent street ratings. The subsequent street projects were determined to have the highest or worst condition ratings and prioritized using the “field rating” based on structural conditions, but the “final rating” includes safety of the traveling public, usage of the street, volume of traffic, capital improvements, and the material of the street and logistical project development. Financial restrictions will also dictate the final inclusion in the budget. This five year plan was moved out by one year because the Street Division of Public Works will be performing “base” repairs, patching, crack sealing etc. with no overlay program this calendar year.

STREET LOCATION		SEGMENT	Total Sq yds	2015 Projected cost \$7.15 SY Asphalt \$2.00 SY Milling
2016	South	<b>169 to Millridge</b>	1,606	\$14,690.83
2016	Victory	<b>Webster to 223rd</b>	8,483	\$77,619.45
2016	Race	<b>Lawrence to Nichols</b>	1,853	\$16,953.93
2016	Lawrence	<b>Race to Webster E side</b>	2,089	\$19,111.30
2016	Victory	<b>Gravel to 223rd</b>	7,357	\$67,319.60
<b>2016</b>				<b>\$195,695.12</b>

STREET LOCATION		SEGMENT	Total Sq yds	2015 Projected cost \$7.15 SY Asphalt \$2.00 SY Milling
2017	Main	<b>Nichols to Terminus</b>	2,524	\$23,098.67
2017	Hale	<b>w side Main to Woodland</b>	1,093	\$10,004.00
2017	Nichols	<b>RR Ave to Main</b>	1,032	\$9,442.80
2017	Nichols	<b>Main to Vine W side</b>	3,202	\$29,300.33
2017	Nichols	<b>Race to Webster W side</b>	1,643	\$15,030.40
2017	Hale	<b>Webster to Race</b>	1,367	\$12,505.00
2017	Hale	<b>Race to Main</b>	3,964	\$36,274.67
2017	Main	<b>Hale to Nichols</b>	1,847	\$16,903.10
2017	Nichols	<b>Woodland to RR Ave W side</b>	735	\$6,725.25
2017	Race	<b>School to Hale</b>	782	\$7,157.33
2017	Rail Road Ave	<b>Nichols to Hale</b>	631	\$5,774.67
2017	Sycamore	<b>Webster to Race</b>	3,353	\$30,678.93
2017	Sycamore	<b>217th to Main</b>	3,435	\$31,427.20
2017	Sycamore	<b>Race to 217th</b>	2,219	\$20,300.80
2017	Nichols	<b>Vine to Race W side</b>	1,019	\$9,326.90
<b>2017</b>				<b>\$263,950.05</b>

STREET LOCATION		SEGMENT	Total Sq yds	2015 Projected cost \$7.15 SY Asphalt \$2.00 SY Milling
2018	Washington	King to Allen	1,605	\$14,688.80
2018	Madison	Lawrence to King	1,490	\$13,633.50
2018	Harrison	223rd to Terminus	6,962	\$63,700.27
2018	Johnson	Washington to Jackson	1,213	\$11,102.00
2018	Lincoln Terr	219th Terr to 220th	1,368	\$12,517.20
2018	North St.	Webster to 207th	7,840	\$71,736.00
2018	Johnson	Jefferson to Washington	1,216	\$11,126.40
<b>2018</b>				<b>\$198,504.17</b>

STREET LOCATION		SEGMENT	Total Sq yds	2015 Projected cost \$7.15 SY Asphalt \$2.00 SY Milling
2019	Washington	Spring to Hale	1,470	\$13,450.50
2019	Washington	South to Spring	1,474	\$13,487.10
2019	Jefferson	Allen to King	1,672	\$15,298.80
2019	South	Harrison to Franklin	1,208	\$11,049.13
2019	Harrison	Allen to King	1,654	\$15,137.15
2019	Harrison	Spring to South	1,664	\$15,229.67
2019	Harrison	Hale to Spring	1,702	\$15,575.33
2019	Harrison	Nichols to Hale	833	\$7,625.00
2019	Harrison	Lawrence to Nichols	1,827	\$16,717.05
<b>2019</b>				<b>\$123,569.73</b>

STREET LOCATION		SEGMENT	Total Sq yds	2015 Projected cost \$7.15 SY Asphalt \$2.00 SY Milling
2020	Madison	King to Allen	1,368	\$12,517.20
2020	224th	Victory to Cul de Sac	3,467	\$31,720.00
2020	Jackson	226th to Cul de Sac	1,299	\$11,882.80
2020	Madison	Nichols to Lawrence	1,520	\$13,908.00
2020	Madison	Hale to Nichols	704	\$6,441.60
2020	Franklin	Smith to King	789	\$7,218.33
2020	Franklin	King to Allen	1,524	\$13,948.67
2020	Jackson	Lawrence to Nichols	1,634	\$14,951.10
2020	Jackson	Spring to South	1,462	\$13,377.30
2020	Sycamore	Main to South	5,351	\$48,962.67
2020	219th Terr	Roosevelt to Elm	3,421	\$31,305.20
<b>2020</b>				<b>\$206,232.87</b>