

**SPRING HILL PLANNING COMMISSION  
REGULAR MEETING AGENDA**

**Thursday, February 4, 2010  
7:00 p.m.  
Spring Hill Civic Center  
401 N. Madison, Room 15**

**CALL TO ORDER**

**ROLL CALL**

Tobi Bitner  
Janet Harms  
Brian Haupt  
Valerie Houpt

Bill Kiesling  
Michael Newton  
Tim Pittman  
Stephen Sly  
Cindy Squire

**APPROVAL OF AGENDA**

**FORMAL COMMISSION ACTION**

1. Approval of Minutes

December 03, 2009

• **Non-Public Hearing**

2. Status of Midwest Auto Conditional Use Permit

• **Public Hearing**

3. Annual Review of the Comprehensive Plan

**DISCUSSION**

4. Park fee in lieu of dedication

Was remanded back to the Planning Commission from the City Council on December 17, 2009.

5. Year end reports, Planning Commission 2009

**OTHER BUSINESS**

**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).

# Memo

To: Spring Hill Planning Commission  
From: Jim Hendershot, Community Development Director  
CC: file  
Date: January 26, 2010  
Re: February 4, 2010 Planning Commission meeting

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The following offers a brief explanation of items on the February 4, 2010 Planning Commission agenda. Please feel free to contact the Community Development Department 913-592-3664 if you have any questions.

- 1. Approval of Minutes:** December 3, 2009
- 2. Midwest Auto Update:** Midwest Auto was given until January 7, 2010 to be in full compliance with the conditional use permit approved for the car lot. As of January 7, the property was in compliance with the CUP. Staff will continue to monitor the property.
- 3. Public Hearing - Annual Review of Comprehensive Plan:** A public hearing will be held to formally discuss proposed amendments to the Spring Hill Comprehensive Plan. Only minor changes have been made to the amendments and these are based on comments received at the December Planning Commission meeting. Considering the in depth discussion at previous meetings, staff will not have a formal presentation unless requested prior to the meeting. Copies of previously distributed material are included with the packet. Staff recommends approval of the Comprehensive Plan Update for 2009 to the City Council.
- 4. Discussion Item - Park Fee in Lieu of Dedication:** On December 17, the City Council remanded back to the Planning Commission, the recommendation of eliminating the option for planned developments to pay a park fee in lieu of dedication of open space. This action was based on the Governing Body's opinion that the proposal was too restrictive on developers. Council members voiced the opinion that economics and market demand would be the determining factor in the success of a development. In other words, if the residents were not satisfied with smaller lot sizes without neighborhood open space the development would not be successful. Council members requested staff to review the criteria for eligibility for park fees in lieu of dedication of open space and to review this matter with our planning consultants.

In visiting with Kevin Kokes, BWR Planning Consultant, staff now has a better understanding of the intent and history of the park fee concept. In short, the option for park fee in lieu of

dedication of open space must be validated by the developer as being appropriate or necessary rather than being utilized as an economical way to avoid open space and maximize the building area of a development. The request for park fees in lieu of dedication must be approved by the Planning Commission and City Council after thorough review rather than automatically granted.

As a result of this more complete understanding, staff recommends the Planning Commission rescinds the previous recommendation and take no further action on this matter.

5. **Year End Report:** Included with this packet are several spreadsheets outlining issues and activities of the Planning Commission, as well as activities of the Community Development Department in 2009. Staff will provide a brief review of the year and answer any question you may have on 2009 issues.

I look forward to meeting with you and please contact Mary Nolen or myself at 592-3664 if you are unable to attend the meeting or if you have question concerning the agenda.

**SPRING HILL PLANNING COMMISSION  
REGULAR MEETING  
December 3, 2009**

Members Present: Tobi Bitner  
Janet Harms  
Brian Haupt  
Bill Kiesling  
Michael Newton  
Tim Pittman  
Stephen Sly

Members absent: Valerie Houpt  
Cindy Squire

Staff Present: Jim Hendershot, Community Development Director  
Mary Nolen, Planning Secretary

**CALL TO ORDER**

Chairman Bitner called the meeting to order at 7:00 P.M.

**ROLL CALL**

Roll call by Mary Nolen.

**APPROVAL OF AGENDA**

**Motion by** Tim Pittman to approve the agenda.  
**Seconded by** Michael Newton. Motion passed 7 yes 0 no 0 abstention.

**FORMAL COMMISSION ACTION**

1. **Approval of Minutes:** November 12, 2009

**Motion by** Janet Harms to approve the November 12, 2009, minutes.  
**Seconded by** Tim Pittman. Motion passed 4 yes 0 no 3 abstention (Bitner, Haupt, and Sly)

Mr. Hendershot noted that Mr. Shives had not arrived yet, and that we could proceed with item #3.

- **Non-Public Hearing**

3. **Replat of Prairie Ridge**

Case No.: FP-04-09  
Request: Reduce area of first final plat from May, 2007  
Address: North of 199<sup>th</sup> St., East of SH High School  
Applicant: Don Margritier

*Beginning of Planning Commission minutes from May 3, 2007 related to the final plat for Prairie Ridge.*

Chair Bitner asked if anyone had any contact or conflict of interest, there being none, she asked Mr. Peterson to present his staff report.

**BACKGROUND:**

The applicant, Prairie Ridge Development, LLC, has submitted an application for a Final Plat of Prairie Ridge at Spring Hill (A copy of the proposed final plat is included with this staff report.)

**STAFF COMMENT:**

There are 78 single-family lots in the Final Plat of Prairie Ridge at Spring Hill. The proposed plat meets the minimum lot requirements with regard to lot area, lot width and lot depth.

The utility easements are shown with dimensions meeting or exceeding the minimum easement requirements for the City.

The Public Works Director, City Engineer, Police Chief, Johnson County Fire Department No. 2, City Traffic Engineer, and the Hillsdale Water Quality Project have reviewed the final plat. (See attached information from the Public Works Director, City Engineer, and City Traffic Engineer.)

**Site Layout and Design.** The site layout complies with the approved preliminary plat.

**Public facilities and Services.** Fire, police and school public services will be able to serve this subdivision adequately. City will provide water and sewer service.

**Transportation.** The proposed plat meets the City's design standards for the proposed streets and sidewalks. A temporary emergency 30 foot access easement will be provided on Lot 13, Block 3. (See attached email dated April 24, 2007, from Andrew Buchwitz. The email states that it is Lot 1, but they meant to write Lot 13.)

**Drainage.** There are no drainage issues regarding this subdivision.

**Neighborhood Character.** The proposed plat is compatible with the surrounding area.

**Impacts.** There are no fiscal or neighborhood impacts associated with the proposed plat.

**Other Staff Comments.** They have provided a landscape plan along with comments. (See landscape plan and comments from email dated April 24, 2007.)

Comment one - We have provided a mix of evergreen, ornamental and shade trees, however it is not feasible to install the required amount of evergreen trees in this 25' landscape buffer.

- The quantity of evergreen trees is required by ordinance (Section 17.358.H.2.a) This standard is identical to that required by the cities of Olathe and Overland Park.

Comment two - We extended the landscape buffer from 10' to 25' as requested.

- Section 17.358.H.1.a requires a "tract" to be provided for the landscape buffer. However, it is my experience that Olathe and Overland Park on occasion allow a "Landscape Easement" rather than a separate tract. The submitted plan does not provide either a landscape tract or easement.
- It should be noted that any future application for a use other than a residence on Lot 1 must be designed so no parking, driveways, buildings, etc encroach into the required 25-foot landscape buffer area.

At this time there is no fencing just berms. Also for Lot 1 Block 3 will provide a 30' temporary access easement.

- The plans do not identify any berms. Grading needs to be identified and must not encroach into the 199<sup>th</sup> street right-of-way. The berms are part of the master landscape / fencing plan and considered a subdivision improvement.

Other Issues:

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UNTIL APPROVED BY THE PLANNING COMMISSION

- The Landscape Schedule needs to be revised so the size of the evergreen trees is consistent with the minimum size requirements required by Section 17.358.E (6-8 feet in height).

Since staff has been working with the applicant on these landscape issues, staff is allowing him till May 3, 2007, to address them.

**RECOMMENDATION:**

If the applicant has not addressed these landscape issues by May 3, 2007, staff recommends that this item be tabled until June 7, 2007. If the applicant has addressed the landscape issues to staff's satisfaction then staff recommends approval of the Prairie Ridge at Spring Hill Final Plat subject to:

- 1) The applicant providing a copy of the Notice of Intent for storm water discharges associated with construction activity under the National Discharge Elimination System along with the Storm Water Pollution Prevention Plan.
- 2) The applicant complies with Section 17.378 regarding the improvement agreement.

C.L.Maurer of Landplan engineering of Lawrence was present to answer any questions.

Ms. Squire asked about a path for residents to be able to go to the high school, and it has been added to the plans.

**Motion by** Cindy Squire to recommend approval of the Prairie Ridge at Spring Hill Final Plat subject to:

- The applicant providing a copy of the Notice of Intent for storm water discharges associated with construction activity under the National Discharge Elimination System along with the Storm Water Pollution Prevention Plan.
- The applicant complies with Section 17.378 regarding the improvement agreement.

**Seconded by** Brian Haupt. Motion passed 5, yes; 0 no; 0 abstentions

*End of Planning Commission minutes from May 3, 2007 related to the final plat for Prairie Ridge.*

Ms. Bitner asked if anyone had conflict of interest. With none stated, they discussed the item.

Mr. Hendershot reviewed the history, stating that the preliminary plat was approved in September, 2006 with the final plat being approved in May, 2007. This final plat, consisting of 78 single family lots has been filed with the county. The size of the plat dictates the size of infrastructures that is required. They'd like to reduce the first plat to 13 building lots, including the entry area and pool area. This will enable them to get started building houses sooner.

One item that needs to be discussed is the traffic input study, which recommended a dedicated left turn lane into the subdivision for east bound traffic; and a dedicated right turn lane into the subdivision for west bound traffic.

This could pose conflicts with the possible improvements of 199<sup>th</sup> St. Mr. Hendershot spoke to Johnson County and the improvements to 199<sup>th</sup> will occur in small increments from State Line Rd. to Gardner. This area of 199<sup>th</sup> in Spring Hill will be on the later timeline of the project. If the developer installs the turn lanes, it's possible the county would tear them up. The developers asked if that condition of the plat could be postponed. Mr. Hendershot is trying to determine what will trigger this requirement to come into force, and is working with the traffic consultants on the timing.

A development agreement will be created as is done with any subdivision, and the City Council will approve the changes as well. A plat can be amended and be required to start the process over if it changes the plans

to a large degree. This request does not do that, they are not changing any major features, such as street layout, lot size, or amenities that were approved in the final plat.

The Commissioners talked with C.L.Maurer about the future of the subdivision, and he stated that they are going to complete the project eventually, but they need to limit the scope right now due to the economy.

Mr. Haupt noted that this phase is as large as some entire subdivisions that the City has approved, and he sees no issue with this plan. He's glad to see them build and put people to work. He has no problem with delaying the installation of the turn lanes.

**Motion by** Brian Haupt to approve the reduction in size of the first phase for Prairie Ridge, as indicated on the plat map provided; and the requirement for improvements on 199<sup>th</sup> St. are delayed to the next phase.

**Seconded by** Bill Kiesling. Motion passed 7, yes; 0 no; 0 abstentions

#### **4. Review of lighting plans for the Aquatic Center**

*Start of memo to Planning Commissioners on the day of this meeting.*

To: Spring Hill Planning Commission  
From: Jim Hendershot, Community Development Director  
CC: Jonathan Roberts, City Administrator  
Date: December 3, 2009  
Re: Landscaping Spring Hill Aquatic Facility

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I have received phone calls from adjoining property owners and members of the Planning Commission regarding the proposed landscape revisions and lighting of the aquatic center property. This memo is intended to clarify points of confusion that have arisen concerning these issues.

During the aquatic center site plan review and approval process by the Planning Commission staff was directed to address the height of pole lighting and landscaping with the design architect and bring additional information to the PC.

The lighting was to be either reduced in height for code compliance or submitted to the Board of Zoning Appeals for a variance. This issue has been resolved by lowering the height of the poles, relocating many of the lights, changing the lighting fixtures and adding/deleting lights. The result is a lighting plan with compliant pole height and maintaining adequate lighting levels in the pool and parking lot areas. A complete analysis will be provided at the Dec. 3 meeting.

Adjoining property owners voiced concerns about the effect of noise and lights on proposed residential developments in the area. In response to these concerns the PC directed staff to work with the design team to develop a berm and landscape screen on the north side of the property and consider landscaping on the west side of the parking lot. This work has been completed and has been forwarded to the Rand Group who own property to the north and west of the aquatic center. They have no issue with the pool and parking lot lighting but feel the landscaping does not comply with our code and is not complete.

Section 17.360.H of the Zoning Code details the buffer/screening requirements. Buffers and screens are divided into three categories, low, medium and high impact. Buffers and screens are required when differing zoning districts abut one another. They are not determined by the actual use of property. The table on page 171 of the zoning code defines what type of buffer/screen is required between differing zoning districts. The aquatic center is an allowed use in an R-1 zone and the property surrounding the aquatic center is also zoned R-1. **Therefore, by code, a buffer/screen is not required.** Understanding

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the possible impact, both positive and negative, the pool could have on adjoining developments the city is willing to go above and beyond our code to provide an attractive facility in harmony with the neighborhood. The amended landscaping plan presented to the PC on Dec. 3 details this effort with a four-foot high berm and 24 pine trees planted on and along side of the berm on the north side of the pool property.

Adjoining property owners contend the landscaping should be extended to the west side of the parking lot to protect possible headlight glare from the parking lot onto future development west of the site. On the surface, this seems to be reasonable, but it is important to understand the pool will be closed before dark making headlight glare a remote possibility. It is possible the pool may be open after dark for special events but the occurrence of this will be infrequent. Installing a berm on the west side of the parking lot is not an option as it will interfere with the storm water drainage of both the pool property and adjoining property to the north. The adjoining owners may request tree or shrub plantings alongside the parking lot to reduce headlight glare. Again this may seem reasonable. However, with the hours of operation coupled with the distance from the parking lot to any future development (approximately 150' - 200' at the closest point) the benefit derived as compared to the cost seems less than financially responsible.

Additional detail will be provided at the PC meeting and I welcome your questions and comments.

**End of memo**

Mr. Hendershot reminded the Commissioners of the issues on the lighting and the landscape plans for the pool, and that the resolution of those issues would come back before the Commissioners. The light poles were too tall at 35 feet near the pool, and 31 feet in the parking lot. They could reduce the height of the poles, or get a variance to over ride the required 25 ft. The proposed parking lot lights are now 25 feet in height to be in compliance, and have been increased from 5 to 8 poles. There were 4 fixtures on each pole initially; and the number on each pole has been reduced to one or two lights. Locations of the poles have been changed. The lights near the pool are at 25 ft, with 3 foot pedestals to protect the metallic portions of the lights around the water. Relocation of the lights in the pool area brought them closer to the water requiring protection. It decreased the number of poles from 9 to 7, with 4 fixtures on each pole. Two to four fixtures per pole had been planned initially. Mr. Hendershot feels this brings the lighting into compliance with our codes.

Mr. Haupt asked if the lights are fully shielded, and they are.

Mr. Hendershot discussed the landscaping issues, which are concerns about areas to the north of the pool and west of the parking lot, related to possible development in that area and the shielding of headlights. Please see the memo above for the details.

A berm has been designed on the north side of the pool that is 4 ft. high, 366 ft long, with 24 Austrian pine trees that when planted are 4 to 5 feet tall, growing to 25 feet tall. Mr. Hendershot pointed out the area, as well as where the property lines are located. The berm has been built entirely on City property. Proposing a buffer screen to the west of the parking lot would interfere in drainage issues and work as a damn, so that will not be an option. It may be possible to have plantings to shield the car lights, if and when it's developed. It is a reasonable concern, but not significant with distances from housing, and proposed hours of pool operation. Based on our zoning codes, it's not required to buffer, because the area is all zoned as residential. The City is attempting to consider all possible issues with neighboring land, but cannot speculate what may or may not occur.

Mr. Haupt asked if there is any landscaping to the west of the parking lot, and there is none proposed. Mr. Haupt also mentioned that the Aquatic Center will be open before any residential area is approved, giving time to consider these concerns.

Nick Stroda of the Rand Group, owners of adjoining properties, asked what the use will be for the rest of the land in the area. He said he had heard the parking lot may be used for other areas in addition to the pool. Mr. Hendershot said that the parking lot was built larger to accommodate sharing if some other recreation facility would evolve on the land south the Sycamore Dr. There are no plans or ideas for the remaining area to the south. Mr. Haupt said that if a proposal did come forward, then the issue would be revisited. Mr. Stroda asked

if the land drops off and can trees be planted. Mr. Pittman asked about the elevation of the land related to the parking lot. Mr. Hendershot said the land has a 10 foot drop from the parking lot to the drainage basin. Mr. Stroda said street level in his area will be equal to the parking lot.

Mr. Kiesling said that any changes would prompt a site plan, and discussion can be done at that time. Mr. Stroda said that the City's plans have impacted what he may do with his land. Mr. Kiesling said they can't anticipate what may happen

Ms. Bitner asked if anyone felt this was an issue, and the Commissioners agreed to approve the revised plans.

**Motion by Bill Kiesling** to approve the proposed changes to the lighting and the landscaping plans for the Spring Hill Aquatic Center.

**Second by Brian Haupt.** The motion passed 6 yes, 0 no, 1 abstention  
Michael Newton abstained due to a possible conflict of interest.

Mr. Hendershot said the change order for the trees will go to the City Council meeting on December 17<sup>th</sup>, 2009.

## 2. Midwest Auto Review

Planning Commission meeting minutes from October 1, 2009 related to Midwest Auto.

Midwest Auto Update (item added to the agenda by Mr. Hendershot.)

Mr. Hendershot said that Kendal Shives was present, and he would like to address the Planning Commission.

Mr. Hendershot noted that he and Mr. Shives have had several conversations over the last few months as to the conditions put upon the conditional use permit for car sales and detail work at Midwest Auto. They seem to have a difference of opinion on a few points.

Kendal Shives stated he is happy to be in Spring Hill, and the business is going very well. In addition to the internet car sales, they are selling more cars than anticipated to Spring Hill residents.

They are trying to work with the City and improve the property, tearing down a dilapidated fence and spending \$7,000 to pave the parking area. The property is leased, they paid for those improvements themselves.

The problem is the paved parking area directly behind the building of the car shop, located in the old Apple Market property. Mr. Shives has contacted the owners of the property, and worked it out with them to use 8 to 10 spots in that area. The parking of vehicles offsite is not part of the conditional use permit. Mr. Shives said he tries to keep the spaces open in the front of the property for customer cars. They are detailing cars for other dealers, which he described as customer cars. They don't want to park cars in the front of the business. They would like a resolution without having to reapply for another conditional use permit. They've improved the interior of the building, and feel they have spent money to improve the location. They may be looking at buying the property in the future.

Mr. Pittman asked Mr. Hendershot if having permission from the owner of the Apple Market property was sufficient for them to use the property. Mr. Hendershot said the conditional use permit was approved along with the site plan for the business. That plan limited the area of the business. What Midwest Auto proposes requires an amendment to the permit, and therefore would require them to reapply for a new conditional use permit. Mr. Hendershot noted that disagreement issues began soon after the conditional use permit was issued.

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Ms. Squire asked if the original plan included the small building to the south, which can house a different occupant. The unit to the south was included, and that would require a certain number of parking spots.

Mr. Sly asked about the cost to reapply. Mr. Shives said it would include \$600 for the permit, and another cost would be involved in creating new site plans. The Commissioners asked about the possibility of Mr. Shives purchasing the property, which is in discussion now. It was asked how much tax revenue the business is generating. Mr. Shives said the City would get 1.5% of the sales, which average between \$80,000 and \$100,000 in sales per month.

Mr. Haupt noted the sales tax revenue was not part of the criteria. The Commission discussed the legal description, how it impacted the site plan and the permit, the leasing of the other unit, and parking stalls. The Commissioners suggested he buy or lease the area he needs, before he reapplies for the permit. Mr. Shives described his cars as customer cars, which he could park up front. He'd prefer to park them in the back and leave the front spaces open. Mr. Haupt felt cars parked in the back indicate the cars are for sale. Mr. Shives said that was part of the detail process, and some of the cars could fall into that category.

Ms. Harms told Mr. Shives that although they love having him in the community, what was approved on his conditional use permit is not what is going on. The Commissioners need to perform their jobs and she hopes he doesn't feel they are picking on him. Mr. Shives and his partners said they felt they were not welcomed with open arms when looking at other car dealers in the area, who park on gravel, yet they had to pave the lot. Midwest Auto is trying to build a relationship with the community. Ms. Harms said each permit is judged under the conditions of its approval.

Mr. Hendershot offered his opinion saying the City is happy he's doing a good business, but he sees three possible options:

- Stop using the area that he is not approved to use.
- Find a larger parking lot in Spring Hill.
- Apply for a new conditional use permit and Site Plan to include the area they want to use.

Mr. Hendershot said this is the only CUP in the two years he's been with the City, which has had any issues. In order to have confidence in our code, and accountability, the conditions of the permit must be met.

Mr. Pittman asked how long Mr. Shives would have to come into compliance. Mr. Hendershot said there is no set formula, suggesting 30 or 60 or 90 days.

Mr. Shives asked a few questions of how to accomplish identifying the area he needs. The Commissioners talked about being sure to know all the regulations, proper zoning and other items which can impact insurance costs.

Motion by Brian Haupt to allow Midwest Auto 60 days to come into compliance with the conditional use permit .

Seconded by Bill Kiesling. The motion passed 6 yes, 0 no, 0 abstention

*End of Planning Commission meeting minutes from October 1, 2009 related to Midwest Auto.*

Ms. Bitner asked if there were any conflicts and Mr. Hendershot introduced the item.

Kendall Shives of Midwest Auto spoke to the Planning Commissioners, telling them that he has made plans with his partner, to lease space in Shawnee. His partner will then take half the cars from the Webster St. location and move them to the new lot. He has state license issues and asked the Commissioners for a one

month extension to come into compliance. The Commissioners discussed the quantity of cars that will remain in Spring Hill, Mr. Shives felt there were approximately 80 cars, and 40 of them would remain. Mr. Shives said that by January 7, 2010, the date of the next Planning Commission meeting, he should be in compliance with the Conditional Use Permit.

**Motion by** Bill Kiesling to accept the extension to January 7, 2010, for Midwest Auto to come into compliance with the Conditional Use Permit  
**Second by.** Steve Sly. Motion passed unanimously.

Mr. Hendershot left the meeting at this point to join the City Council meeting in progress at the same time.

**Brian Haupt report on the Kansas APA conference**

Mr. Haupt accompanied Scott Michie with the BWR consulting firm to Wichita where they did a presentation regarding the process the Commission went through to create the Comprehensive Plan Appendix on the location and possible conditions of areas for business or industrial parks. This information will be valuable if and when the Intermodel becomes a reality. Each person was a presenter, and Mr. Haupts approach was as a Planning Commissioner, what questions did he want answered by the study, such as how much development could be expected, do we have sites that can accommodate that, and how would you manage the development. He discussed how the studies were used to answer his questions.

Other presentations Mr. Haupt attended included one on park fees from the City of Topeka. He provided a hand out to staff for reference on the plan used by Topeka. They chose to support one park per region, and came up with \$7,500 per acre to acquire land, and \$20,000 per acre to improve it to park land. Topeka currently has a park fee of \$300 per dwelling unit.

Mr. Haupt also attended a K-7 corridor discussion, and he felt they seem committed to maintaining all the intersections that currently exist along K-7.

The rest of the Planning Commissioners thanked Mr. Haupt for reporting this information to them.

**ADJOURN**

**Motion by** Janet Harms to adjourn.  
**Second by.** Steve Sly. Motion passed unanimously.

Meeting adjourned at 8:10 PM.

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Mary Nolen, Planning Secretary

Chapter

1

## COMPREHENSIVE PLAN

City of Spring Hill, Kansas



# Introduction

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## Chapter 1. INTRODUCTION

**H**ow 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.

### 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 2006.

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.

*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.*

Comment [JH1]: (replace) 2009

## 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:

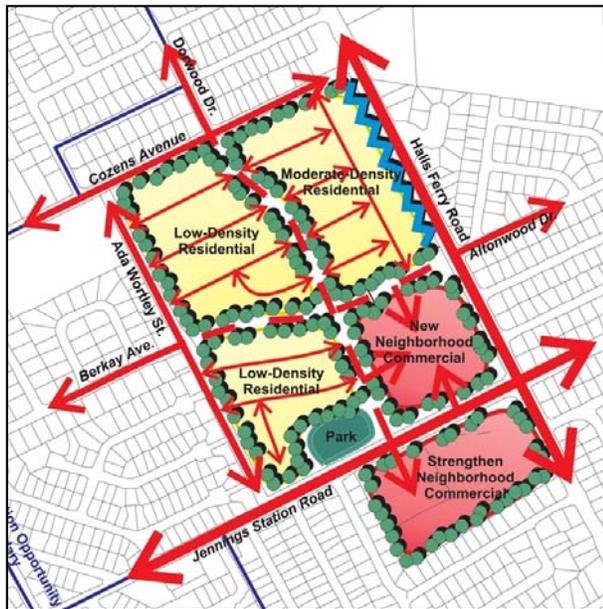
- The general location, extent and relationship of the use of land for residence, business, industry, recreation, education, public buildings and other community facilities, major utility facilities both public and private, and any other use deemed necessary;
- population and building intensity standards 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, 239<sup>th</sup> Street to the south, 183<sup>rd</sup> 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 183<sup>rd</sup> Street and extends approximately one-half mile south of 191<sup>st</sup> Street on the east side of Ridgeview Road. The annexation area agreement with the City of Olathe is reflected by **Map 4-1**.

## 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:**

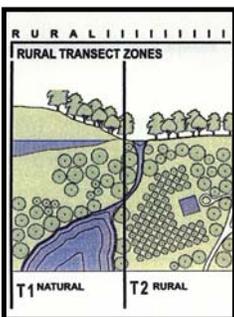
This category consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology, or vegetation. It includes wildlife habitats, natural preserves, rivers, streams, lakes, ponds, floodplains, woodlands, and buffer zones around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

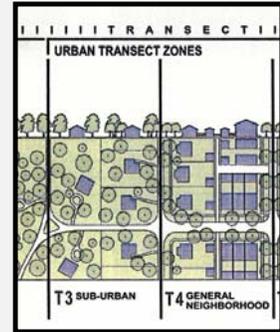
This category is to accommodate residential development in areas with a full range of municipal water, sewers, and other services. Development within this category is primarily characterized by a mix of single-family detached dwellings and moderate density attached residential dwellings with a mix of 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:**

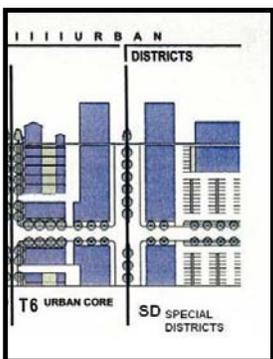
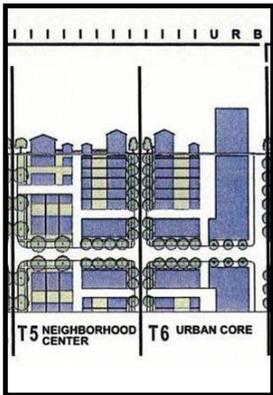
This special category accommodates land uses associated with industrial activities such as assembly, manufacturing, warehousing, and limited office/commercial activities as defined in the city’s zoning regulations.

**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 28 square mile Spring Hill planning area generally bounded by Hedge Lane on the west, 239<sup>th</sup> Street to the south, 183<sup>rd</sup> Street to the north and Renner 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 183<sup>rd</sup> Street and 191<sup>st</sup> Street west of US Hwy 169, and meanders between 183<sup>rd</sup> Street and a half mile south of 191<sup>st</sup> 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.

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 5,120-acres of land (8 square miles) of the entire 28 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.

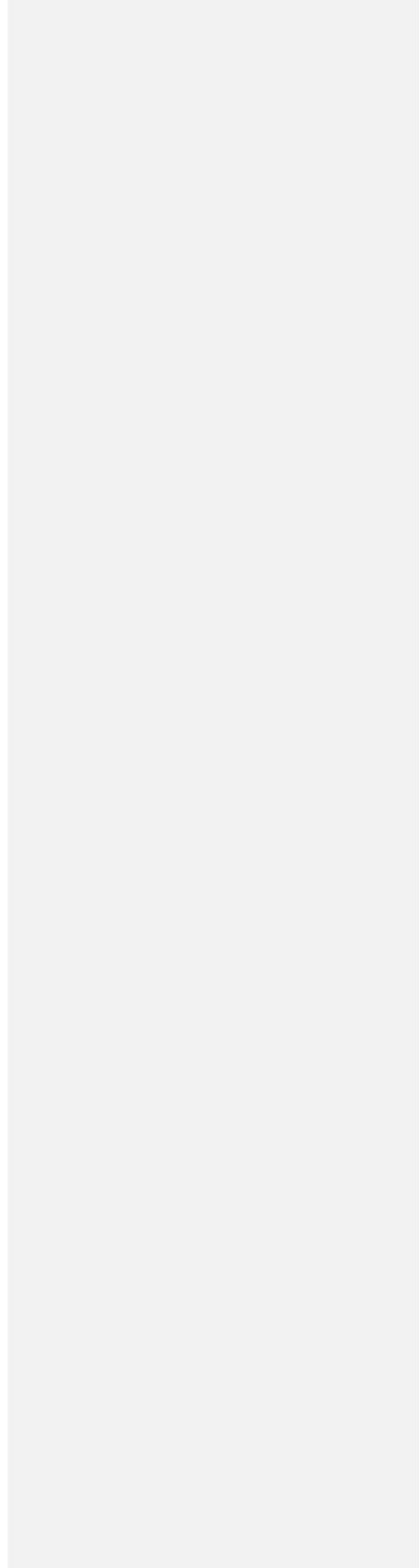
Comment [JH1]: 42

Comment [JH2]: Pflumm Road

Comment [JH3]: ; however, discussions with Gardner are ongoing and a proposed agreement has been forwarded to Overland Park.

Comment [JH4]: 42

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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.***

**T**his 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.*, including the logical annexation of property currently surrounded by the city limits, and making the City corporate limit lines more uniform and harmonious. 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: Prepare an annexation plan.**

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: 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.**

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.

## 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.

**Comment [JH1]:** (delete "including" and insert) Emphasis should be placed on

**Comment [JH2]:** (insert after "harmonious") This emphasis could include incentives extended to affected property owners in the form of property tax rebates and land use considerations.

**Comment [JH3]:** (insert) 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.

**Recommendation: Preserve wide, green spaces to maintain the existing rural visual qualities.**

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: Preserve trees and existing vegetation, waterways and stream areas.**

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.

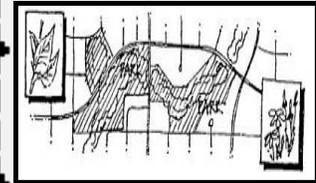
All new development should identify all natural green spaces (including stream corridors, wetlands, floodplains and their buffers) and establish buffer zones for such areas. The optimum minimum buffer of 150 feet from the center of the stream is recommended, but may vary based on local conditions.

**Recommendation: Protect the City's Watersheds:**

- 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 will be completed in 2006 and will address 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.



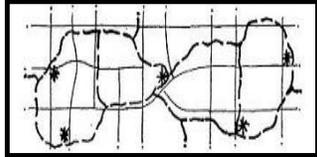
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Comment [JH5]: delete

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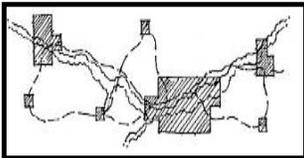
**Recommendation: Integrate open space into the design of new developments at prominent locations.**

- 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.



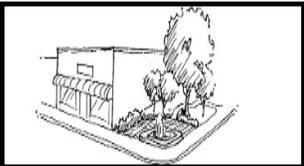
**Recommendation: Provide a variety of paths including walking, bicycle, and horse trails, roller blade area, and off-leash pet areas.**

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: Provide parks of a variety of sizes to meet needs of specific areas.**

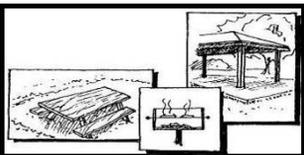
A well-balanced park system consists of neighborhood, regional, and city park facilities. In order to develop a park system that adequately serves all citizens of the community, it is important the City partner with the Spring Hill Recreation Commission to prepare a comprehensive park master plan. This plan should identify a systematic method of developing park facilities as the city grows and as monies become available for development.



**Recommendation: Develop focal points in the community with natural or man-made sculptural elements such as gazebos and fountains.**

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: Provide adequate facilities within the City’s parks.** 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: Provide playground equipment to serve neighborhood needs.**

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: Provide park facilities for a wide range of users.**

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: Partner with the Spring Hill Recreation Commission to provide active recreation areas for basketball, tennis, sand volleyball, and larger field sports.**

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.

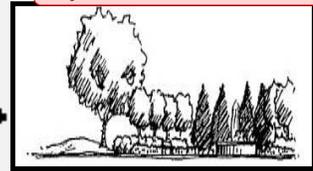
**Recommendation: Partner with the Spring Hill Recreation Commission to provide swimming pool facilities.**

Swimming pool facilities must be adequately located to conveniently serve various areas within the community.

**Comment [JH7]:** (Replace) This recommendation will become reality with the completion of the Spring Hill Aquatic Center in May, 2010.

**Recommendation: Provide formal gardens and landscaping in public spaces such as flowerbeds and water features.**

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: Provide fishing opportunities.**

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: Provide wildlife conservation areas.**

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**.

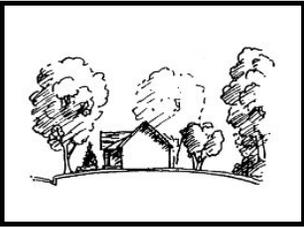
**Recommendation: Create “neighborhood” environments that are appealing and have natural character.**

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: Require landscaping, preservation of mature trees/existing vegetation.**

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: Provide tree lined residential streets.**

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: Require grass/planting strips between curbs and sidewalks.**

This separation provides safety for pedestrians on the sidewalks, allows for the planting of street trees, and creates a more visually pleasing environment.

**Recommendation: Require a master landscape plan for new developments.**

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.

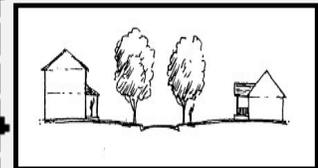
**Recommendation: Provide a variety of housing products and price ranges, including diversity of housing façade styles and colors to avoid “cloned” housing in new developments.**

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: Encourage new home construction designs with front porches.**

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: Limit garages from extending out from the house front.**

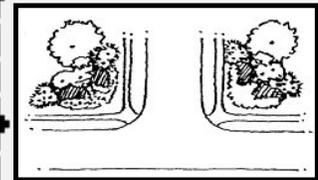
Alternatives to house designs without projecting front garages are strongly encouraged to maintain the historic character of Spring Hill. Garages which extend out from the front of a house create an emphasis on the automobile system of a neighborhood, diminish the effects of inviting front doors and 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: Promote the creation of urban sized lots.**

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.

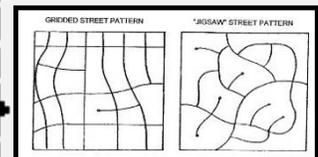
**Recommendation: Require visually appealing points of beautification within subdivisions and perimeter landscape buffers.**

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.

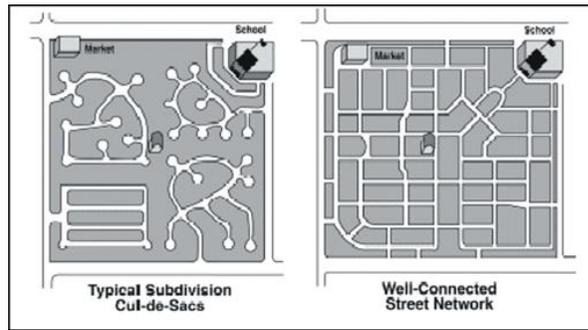


**Recommendation: Require the development of logical, interconnected street grids, and avoid “jigsaw” street systems unless prohibited by topography and preservation of green space.**

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: Provide a well integrated mix of housing stock and uses in a neighborhood --single-family, multifamily, civic, and limited neighborhood-oriented retail uses.**

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: Explore options for transitions between urban residential developments adjacent to rural large lot properties.**

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: Encourage commercial areas that create a positive "image" and "sense of place" for Spring Hill.**

- 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: Restrict the development of "sprawl" (pad-site) suburban commercial areas.**

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: Promote commercial uses that are sensitive to the environment.**

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: Promote new commercial developments which foster pedestrian use.**

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.

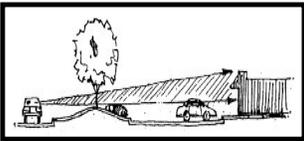
These elements improve the aesthetic quality of a commercial area as well as adding a level of convenience for pedestrian users. Streetscape elements such as planters, benches, decorative light fixtures, canvas awnings, pavers or sidewalk treatments, landscaping, and trash receptacles should be incorporated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

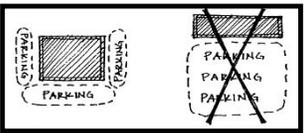
**Recommendation: Require the use of berms, low stonewalls, and landscaping to screen parking areas.**

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.



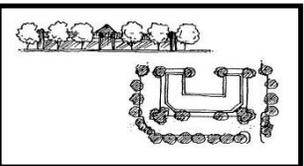
**Recommendation: Require smaller parking lots; avoid “sea of asphalt” appearance, which tends to discourage pedestrian use.**

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: 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.**

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.**

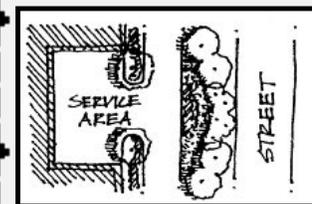
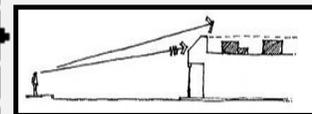
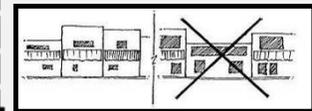
Signage is a very important element of commercial areas, providing direction and information. However, a visual problem can develop if signs are allowed to compete with each other, especially in terms of size. It is important in terms of visual quality to create standards that allow individual expression 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: Promote the redevelopment and revitalization of the “Town Core” area.**

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.

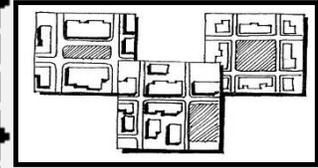
- Prepare a comprehensive Town Core Master Plan including the Webster Corridor and the Downtown area to address issues such as market niche/opportunities, growth and development strategies, targeted development sites, parking, streetscape improvements, financial incentives for development, etc.
- Adopt 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: Promote the development of new higher density housing in the Town Core.**

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: Promote visual improvements on various commercial sites on Webster Street.**

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.

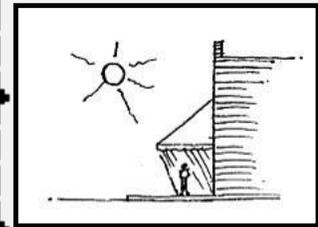


**Recommendation: Develop parks or common areas for community gatherings.**

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.

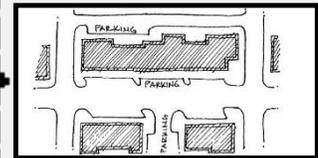
**Recommendation: Work with the Historic Downtown District property owners to paint and/or restore their buildings and add awnings.**

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: Provide on-street storefront parking supplemented by parking behind or adjacent to commercials areas.**

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.

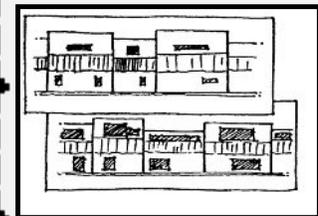


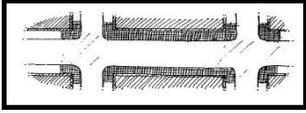
**Recommendation: Provide parking areas that are visually integrated into the Town Core area.**

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: Enforce signage guidelines to control size.**

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: Incorporate hardscape treatments to delineate special areas.**

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: Add site furnishings.**

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: Develop a long-term economic development strategy for the community to maintain and grow the tax base.**

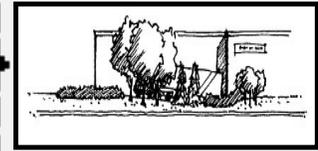
- Target “clean” industry that will be strong corporate citizens.
- Locate industrial uses in areas planned with a road system adequate to accommodate large trucks, and with easy access to US 169 Hwy.
- Continue incentive programs for new businesses considering carefully the long-term impact on the community.
- 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: Retain and encourage existing businesses to expand.**

- 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.

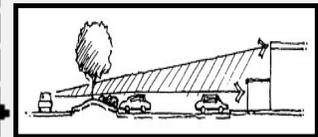
**Recommendation: Require screening of loading and/or service areas.**

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.



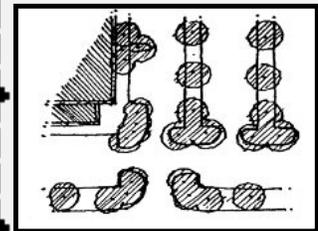
**Recommendation: Require the use of berms and landscaping to screen parking areas around industrial developments.**

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: Promote industrial buildings constructed with high-quality building materials, and which create a positive “image” or visual statement for Spring Hill.**

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.

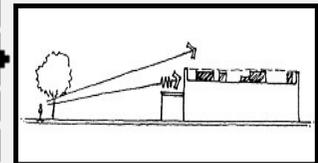


**Recommendation: Require the use of shade trees and landscaping in parking lots and around industrial buildings.**

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.

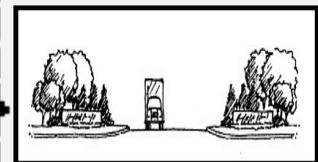
**Recommendation: Require appropriately scaled and minimized signage.**

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: Require screening of rooftop mechanical equipment.**

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.

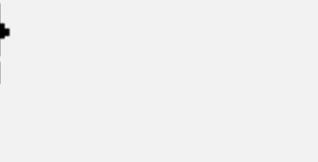


**Recommendation: Promote tree-lined roads in the industrial areas outside of the road right-of-way.**

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.

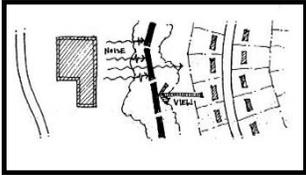
**Recommendation: Require landscaped entrances in industrial areas.**

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: Require the integration of sidewalks or pedestrian paths through industrial areas that connect to surrounding land uses for employee use.**

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.

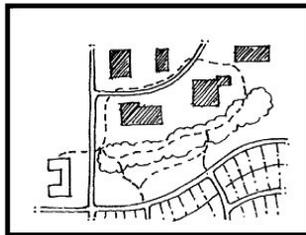


**Recommendation: Incorporate open space for separation between incompatible land uses.**

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: Create a framework of transportation alternatives, including pedestrian and bicycle systems that maximize access and mobility and reduce the dependence upon the automobile.**

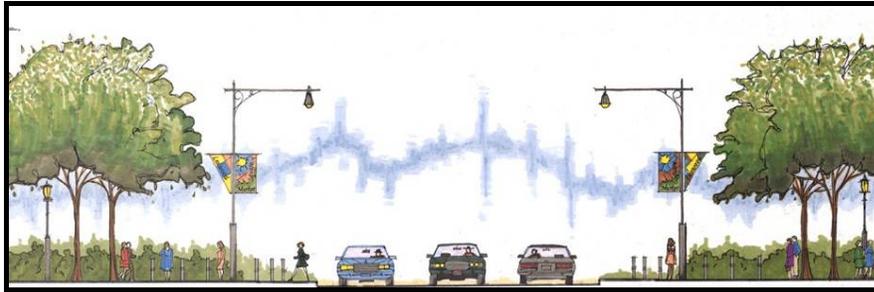
Future transportation corridors must be planned and reserved in coordination with planned future land uses and the desired form of public space. The design and character of streets in Spring Hill should be based on the context of the land uses and the area they serve, rather than basing land use decisions on the design of streets.

**Recommendation: Provide for a system of Parkway, Boulevards, and Avenues.**

- A boulevard (major arterial) is a wide formally designed arterial street of distinguished character with 120-foot 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 Parkway may range from 150 feet to 300-feet or more.



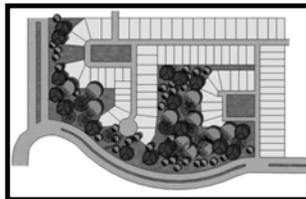
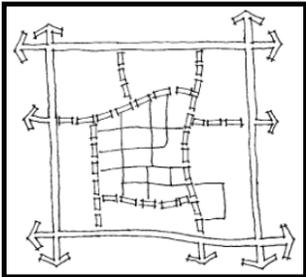
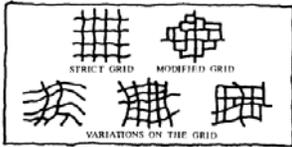
**Recommendation: Consider funding alternatives for development of the parkway / linear green space system.**

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: 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.**

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: Provide setbacks and buffers from major transportation corridors.**

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 191<sup>st</sup> Street, 199<sup>th</sup> Street, 207<sup>th</sup> Street, Nichols Street, and 223<sup>rd</sup> 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 199<sup>th</sup> Street which is scheduled to be completed during 2007. Miami County is in the process of designing a railroad underpass at 223<sup>rd</sup> 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, 183<sup>rd</sup> Street, 191<sup>st</sup> Street, 199<sup>th</sup> Street and 207<sup>th</sup> Street, similar to the arrangement at 223<sup>rd</sup> Street.**

In order to improve the traffic conflict at 199<sup>th</sup> 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 223<sup>rd</sup> 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: 223<sup>rd</sup> Street Intersection Improvements**

**Improve turning situation at 223<sup>rd</sup> 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 223<sup>rd</sup> Street Study.**

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

**Area #7 Recommendation: 207<sup>th</sup> St. / North St. Improvements**

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

**Area #8 Recommendation: Woodland Road Improvements**

**Improve Woodland Road from Hale Street to 223<sup>rd</sup> 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: 215<sup>th</sup> St. / South St. Improvements**

**Widen 215<sup>th</sup> 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 199<sup>th</sup> Street to 207<sup>th</sup> Street with curb, gutter and sidewalks.**

**Area #11 Recommendation: 199<sup>th</sup> Street Improvements**

**Widen 199<sup>th</sup> Street with curb, gutter and sidewalks in conjunction with supporting the improvements to 199<sup>th</sup> Street based upon Johnson County’s “Comprehensive Arterial Road Network Plan”.**

Currently Johnson County is in the process of making improvements to 199<sup>th</sup> 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:

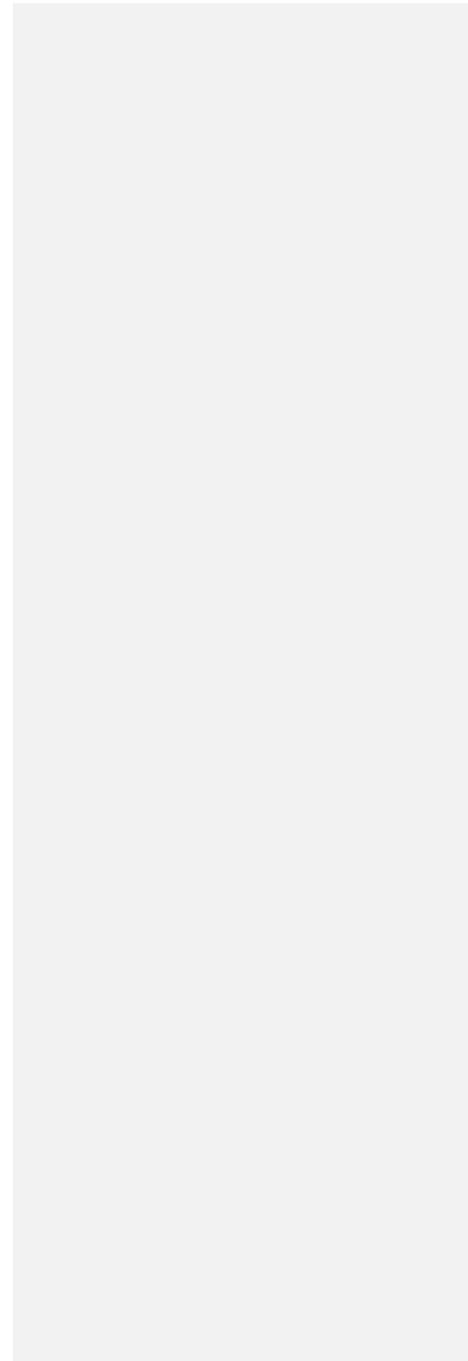
- ★ **Action Steps** - initiatives recommended in the plan.
- ★ **Implementation Responsibilities** - Primary participants and partnerships that are the probable entities needed to initiate the project.
- ★ **Time Frame** – A general phasing of actions and durations over which the action is projected 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)
<b>Community Development:</b> Prepare an annexation plan.	★				★	
<b>Community Development:</b> Complete a citywide storm water study to address storm water flows and runoff.	★	★			★	
<b>Parks and Open Space:</b> Prepare a Parks & Open Space Master Plan.	★	★			★	

Action Steps	Implementation Responsibility				Near Term (1 to 3 years)	Mid Term (3 to 5 years)
	City	Institutions, Organizations, or Agencies	Private Developers	Ongoing		
<b>Residential:</b> Use the Residential Development Recommendations to create well designed neighborhoods that foster a “sense of community”.	★		★	★		
<b>Residential:</b> Explore standards for transitions between urban residential developments adjacent to rural large lot properties.	★		★	★	★	
<b>Town Core:</b> 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.	★	★			★	
<b>Town Core:</b> Adopt new “Town Core” development regulations, and consider replacing conventional zoning regulations with a “form based” development code.	★	★			★	
<b>Town Core:</b> Implement financial incentives to promote new development in the Town Core area, including the potential use of Tax Increment Financing (TIF).	★	★	★		★	
<b>Town Core:</b> Add site furnishings and streetscape improvements.	★	★	★			★
<b>Town Core:</b> 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)
<b>Town Core:</b> Promote the development of new higher density housing in the Town Core.	★	★		★		
<b>Economic Development:</b> Develop a long-term economic development strategy for the community to maintain and grow the tax base.	★	★			★	
<b>Major Thoroughfares:</b> Consider funding alternatives for development of the parkway / linear green space system.	★				★	
<b>Major Thoroughfares:</b> Prepare and adopt a parkway master plan to establish the types of special amenities to incorporate throughout the parkway network.	★					★
<b>Pedestrian Corridors:</b> 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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Chapter

6

## COMPREHENSIVE PLAN

City of Spring Hill, Kansas



# Community Development Issues

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## Chapter 6. COMMUNITY DEVELOPMENT ISSUES

### Introduction

**T**his 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 223<sup>rd</sup> Street and 207<sup>th</sup> 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 191<sup>st</sup> Street, 199<sup>th</sup> Street, 207<sup>th</sup> Street, Nichols Street and 223<sup>rd</sup> Street. All five crossings would improve access east of Woodland Road. In 2004, Miami County began the process to hire a consultant to build the railroad underpass at 223<sup>rd</sup> 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 175<sup>th</sup> Street and 199<sup>th</sup> Street, at 199<sup>th</sup> Street, between 199<sup>th</sup> Street and 223<sup>rd</sup> Street, and to improve the interchange at 223<sup>rd</sup> Street. Appropriate signage and landscaping should be developed along portions of the sites.

In 2003, Johnson County approved plans to widen 199<sup>th</sup> Street between U.S. 169 Highway and US 69 Highway. This will include a reconfiguration of Webster Street and 199<sup>th</sup> 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 Deffenbaugh and Miami County with their recycling program.

**Comment [JH1]:** (delete & insert) refuse contractors serving Spring Hill, and with

### **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?**

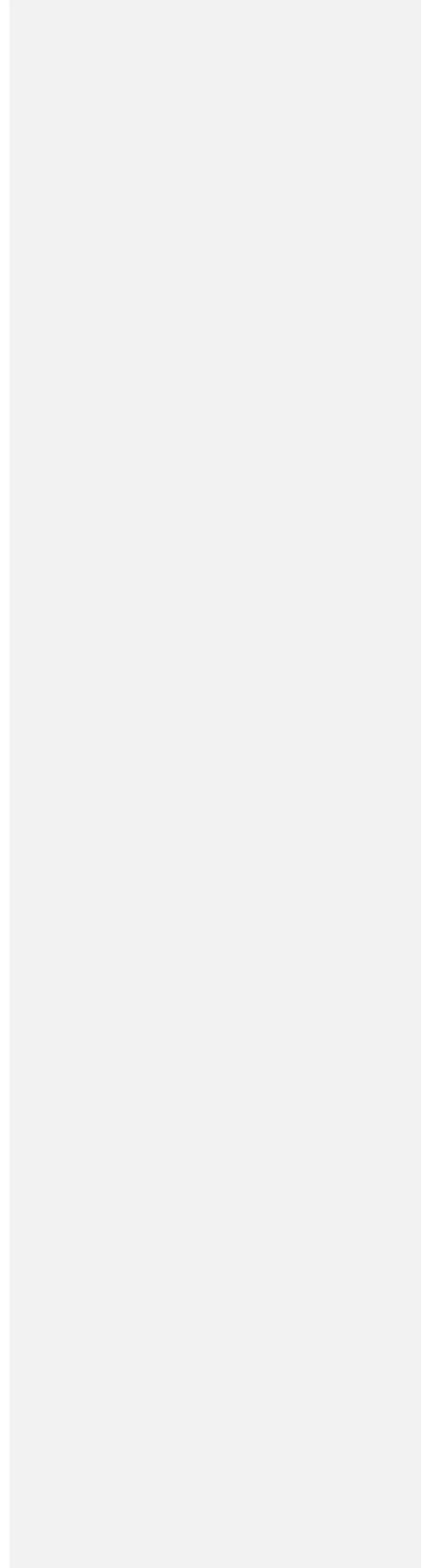
A Spring Hill "identity" should be established through physical design of buildings by using a historical theme in architectural design.

**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

12

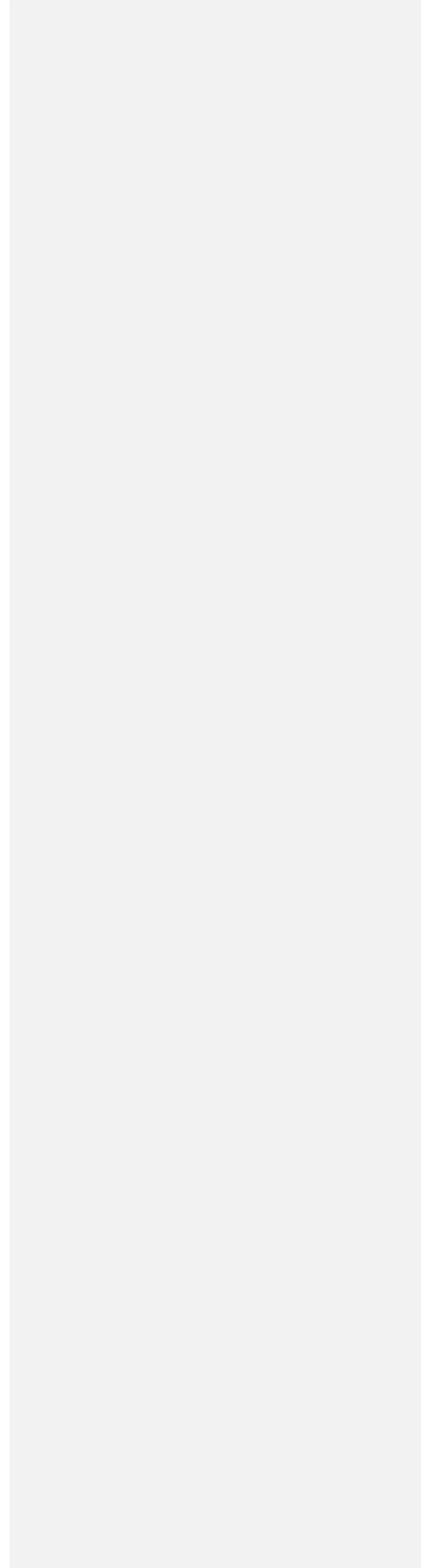
## COMPREHENSIVE PLAN

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, 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.

Its approximately 1,800 students attend classes in four schools: two elementary, one middle and one high school. The district has been recognized nationally for its academic and technology programs. Spring Hill students score above the national average on the standardized tests and above the state average on Kansas State Assessment tests.

The 4A Spring Hill Charter School offers block scheduling plus zero hour classes for extended curriculum opportunities. The high school is a member of the Johnson County Technical Education Center and collaborates with Johnson County Community College to provide College Now and Quick Step college-credit programs.

Spring Hill School District Patrons passed a \$48.6 million bond issue in December 2003. The bond issue provides land purchase and construction of a new elementary school in the north part of the district; construction of a new high school located northeast of 199<sup>th</sup> Street and Ridgeview Road; converting the current high school building into a middle school; and converting the middle school into an elementary school. In addition, \$1 million of district-wide technology improvements will be made. The new elementary school (Prairie Creek) opened August 2006. The new Spring Hill High School is scheduled to open in the fall of 2007.

Educational services are available for all students with disabilities. Also offered are gifted studies, work/study, and "On the Job" credit career programs.

Comment [JH1]: Insert: Overland Park,

Comment [JH2]: Replace: Approximately 3,000

Comment [JH3]: Replace: six

Comment [JH4]: Replace: one intermediate facility, a middle school, a high school and an online school.

Comment [JH5]: Replace: 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 that 20 Standards in Excellence, which requires meeting even more stringent academic goals.

Comment [JH6]: Replace: 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.

Comment [JH7]: replace: 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 staff and giving them opportunities to advance professionally also are a priority for the Board of Education.

Comment [JH8]: Replace: 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.
- There are 1,800 students enrolled as of August, 2006.
- The four schools include two elementary (preschool through Grade 5), one middle school (Grades 6 through 8), and one high school (Grade 9 through 12).
- There are about 265 employees including teachers, nurses, classified and administrators.
- About 70% of the faculty hold Masters Degrees or higher and have an average of 15 years experience.
- High school students have the opportunity to receive college credit via the Johnson County Community College.
- About 80% of students continue their education after graduation.
- There are computer labs in each school with a computer ratio of 1 computer to 1.7 students.
- Internet is available in all classrooms along with e-mail for staff and students.

**Comment [JH9]:** Replace: More than 3,000 students are enrolled in the district's five traditional schools and one on-line school.

**Comment [JH10]:** Replace: 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)

**Comment [JH11]:** For the seventh year in a row, all schools in the Spring Hill District achieved their goal of meeting adequate yearly progress, the state's definition of proficiency.

**Comment [JH12]:** Replace: There are about 300 employees including teachers, nurses, classified staff and administrators.

**Comment [JH13]:** Delete

**Comment [JH14]:** Delete

**Comment [JH15]:** Insert: Spring Hill Intermediate School 336 400; Insight School of KS approx. 1,000, unlimited.

Table 12.A identifies the schools, enrollments and capacities as of August, 2006.

**Table 12.A: Spring Hill Educational Facilities**

Facility	Enrollment	Capacity
Prairie Creek Elementary School	213 224	244 240
Spring Hill Elementary School	610 481	580 616
Spring Hill Middle School	416 456	400 527
Spring Hill High School	531 571	557

Source: Spring Hill Unified School District No. 230

There are several colleges and technical schools within a twenty-five 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 2006, eleven full-time officers, one part-time officer, and two reserve 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.

**Comment [JH16]:** (replace) 2009, fourteen

**Comment [JH17]:** delete (no part-time or reserve officers)

## 12.4 Fire and Emergency Medical Service (EMS)

Johnson County Fire District No. 2 Rural through contracts with the City of Spring Hill to provide all fire and emergency medical services. The new Spring Hill Sub-District Station (Station 4) is located east of Webster Street and north of 207th Street.

**Comment [JH18]:** Replace with: 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, the station has 16 full-time employees, three paramedics from Johnson County Med-Act, and 10 volunteers. Equipment includes: two Class A pumpers; a 1,600-gallon tanker; one ambulance; one rig; two personal rescue water craft, and a boat. There are no immediate plans to add equipment at this facility.

**Comment [JH19]:** Replace with: 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

With the Station centrally located in the City of Spring Hill, there is a response time of less than two minutes for the entire City. There is an insurance rating of 5 for the City, based on equipment and personnel.

## 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

**Comment [JH20]:** Replace with: 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.

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.

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Chapter

1

## COMPREHENSIVE PLAN

City of Spring Hill, Kansas



# Introduction

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## Chapter 1. INTRODUCTION

**H**ow 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.

### 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 2006.

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.

*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.*

Comment [JH1]: (replace) 2009

## 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, 239<sup>th</sup> Street to the south, 183<sup>rd</sup> 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 183<sup>rd</sup> Street and extends approximately one-half mile south of 191<sup>st</sup> Street on the east side of Ridgeview Road. The annexation area agreement with the City of Olathe is reflected by **Map 4-1**.

## 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



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):**

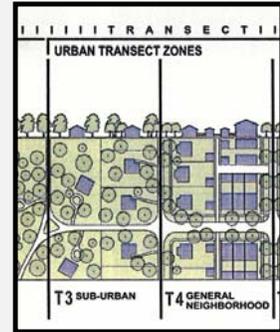
This category is to accommodate residential development in areas with a full range of municipal water, sewers, and other services. Development within this category is primarily characterized by a mix of single-family detached dwellings and moderate density attached residential dwellings with a mix of 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:**

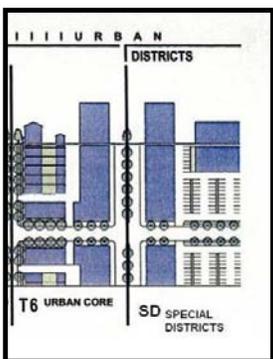
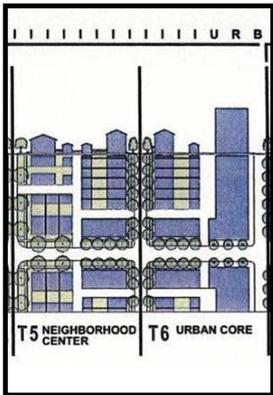
This special category accommodates land uses associated with industrial activities such as assembly, manufacturing, warehousing, and limited office/commercial activities as defined in the city’s zoning regulations.

**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 28 square mile Spring Hill planning area generally bounded by Hedge Lane on the west, 239<sup>th</sup> Street to the south, 183<sup>rd</sup> Street to the north and Renner 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 183<sup>rd</sup> Street and 191<sup>st</sup> Street west of US Hwy 169, and meanders between 183<sup>rd</sup> Street and a half mile south of 191<sup>st</sup> 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.

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 5,120-acres of land (8 square miles) of the entire 28 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.

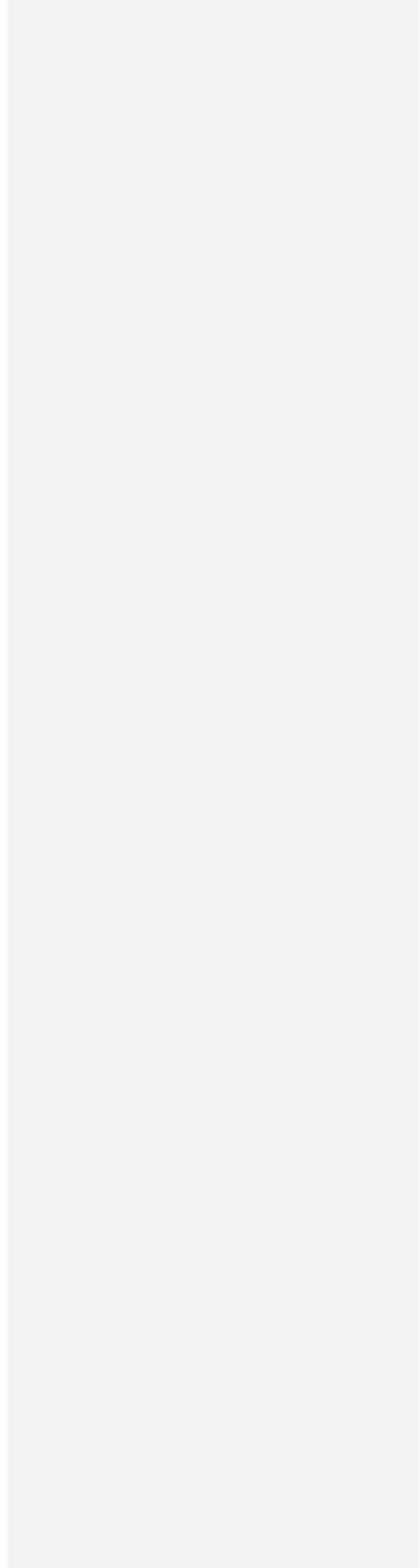
Comment [JH1]: 42

Comment [JH2]: Pflumm Road

Comment [JH3]: ; however, discussions with Gardner are ongoing and a proposed agreement has been forwarded to Overland Park.

Comment [JH4]: 42

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Chapter

5

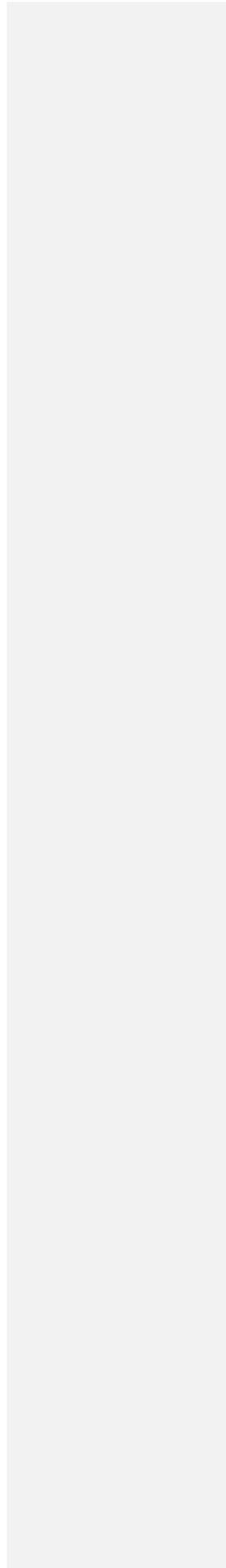
## COMPREHENSIVE PLAN

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.*, including the logical annexation of property currently surrounded by the city limits, and making the City corporate limit lines more uniform and harmonious. 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.

**Comment [JH1]:** (delete "including" and insert) Emphasis should be placed on

### **Recommendation: Prepare an annexation plan.**

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.

**Comment [JH2]:** (insert after "harmonious") This emphasis could include incentives extended to affected property owners in the form of property tax rebates and land use 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: 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.**

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.

**Comment [JH3]:** (insert) 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: Preserve wide, green spaces to maintain the existing rural visual qualities.**

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: Preserve trees and existing vegetation, waterways and stream areas.**

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.

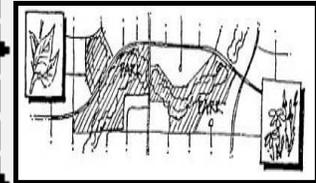
All new development should identify all natural green spaces (including stream corridors, wetlands, floodplains and their buffers) and establish buffer zones for such areas. The optimum minimum buffer of 150 feet from the center of the stream is recommended, but may vary based on local conditions.

**Recommendation: Protect the City's Watersheds:**

- 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 will be completed in 2006 and will address 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.



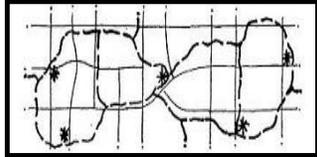
Comment [JH4]: (Insert) was

Comment [JH5]: delete

Comment [JH6]: change to "addressed"

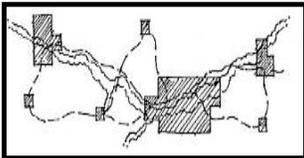
**Recommendation: Integrate open space into the design of new developments at prominent locations.**

- 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.



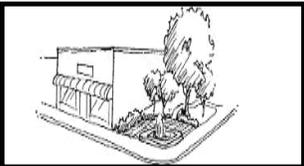
**Recommendation: Provide a variety of paths including walking, bicycle, and horse trails, roller blade area, and off-leash pet areas.**

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: Provide parks of a variety of sizes to meet needs of specific areas.**

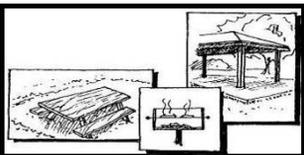
A well-balanced park system consists of neighborhood, regional, and city park facilities. In order to develop a park system that adequately serves all citizens of the community, it is important the City partner with the Spring Hill Recreation Commission to prepare a comprehensive park master plan. This plan should identify a systematic method of developing park facilities as the city grows and as monies become available for development.



**Recommendation: Develop focal points in the community with natural or man-made sculptural elements such as gazebos and fountains.**

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: Provide adequate facilities within the City’s parks.** 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: Provide playground equipment to serve neighborhood needs.**

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: Provide park facilities for a wide range of users.**

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: Partner with the Spring Hill Recreation Commission to provide active recreation areas for basketball, tennis, sand volleyball, and larger field sports.**

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: Partner with the Spring Hill Recreation Commission to provide swimming pool facilities.**

Swimming pool facilities must be adequately located to conveniently serve various areas within the community.

**Comment [JH7]:** (Replace) This recommendation will become reality with the completion of the Spring Hill Aquatic Center in May, 2010.

**Recommendation: Provide formal gardens and landscaping in public spaces such as flowerbeds and water features.**

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: Provide fishing opportunities.**

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: Provide wildlife conservation areas.**

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**.

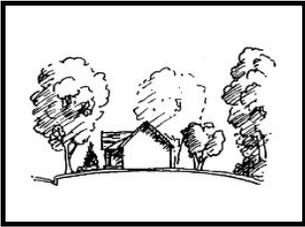
**Recommendation: Create “neighborhood” environments that are appealing and have natural character.**

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: Require landscaping, preservation of mature trees/existing vegetation.**

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: Provide tree lined residential streets.**

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: Require grass/planting strips between curbs and sidewalks.**

This separation provides safety for pedestrians on the sidewalks, allows for the planting of street trees, and creates a more visually pleasing environment.

**Recommendation: Require a master landscape plan for new developments.**

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.

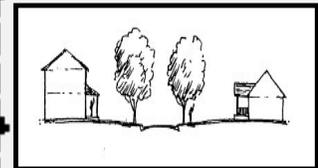
**Recommendation: Provide a variety of housing products and price ranges, including diversity of housing façade styles and colors to avoid “cloned” housing in new developments.**

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: Encourage new home construction designs with front porches.**

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: Limit garages from extending out from the house front.**

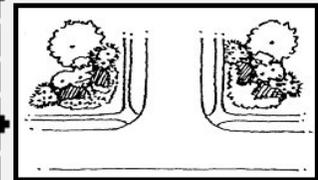
Alternatives to house designs without projecting front garages are strongly encouraged to maintain the historic character of Spring Hill. Garages which extend out from the front of a house create an emphasis on the automobile system of a neighborhood, diminish the effects of inviting front doors and 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: Promote the creation of urban sized lots.**

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.

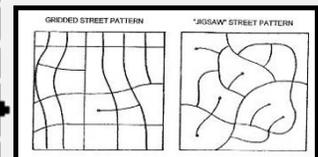
**Recommendation: Require visually appealing points of beautification within subdivisions and perimeter landscape buffers.**

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.

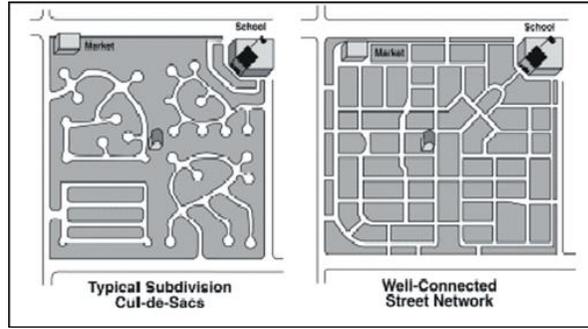


**Recommendation: Require the development of logical, interconnected street grids, and avoid “jigsaw” street systems unless prohibited by topography and preservation of green space.**

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: Provide a well integrated mix of housing stock and uses in a neighborhood --single-family, multifamily, civic, and limited neighborhood-oriented retail uses.**

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: Explore options for transitions between urban residential developments adjacent to rural large lot properties.**

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: Encourage commercial areas that create a positive "image" and "sense of place" for Spring Hill.**

- 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: Restrict the development of "sprawl" (pad-site) suburban commercial areas.**

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: Promote commercial uses that are sensitive to the environment.**

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:** Promote new commercial developments which foster pedestrian use.

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.

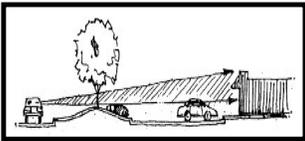
These elements improve the aesthetic quality of a commercial area as well as adding a level of convenience for pedestrian users. Streetscape elements such as planters, benches, decorative light fixtures, canvas awnings, pavers or sidewalk treatments, landscaping, and trash receptacles should be incorporated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

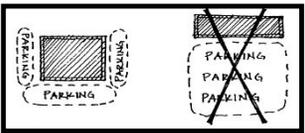
**Recommendation:** Require the use of berms, low stonewalls, and landscaping to screen parking areas.

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.



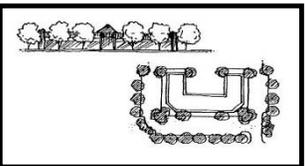
**Recommendation:** Require smaller parking lots; avoid “sea of asphalt” appearance, which tends to discourage pedestrian use.

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:** 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.

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.**

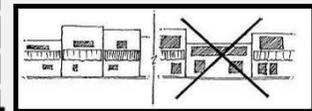
New commercial buildings built next to existing commercial buildings should be compatible with the existing architecture to complement the existing structures. New commercial areas should seek to add aesthetic quality to the area it is affecting by being conscious of the nearby land uses and structures.

**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.

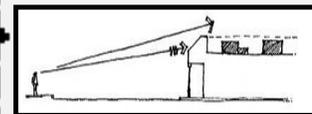
**Recommendation: Require appropriately scaled and minimized signage.**

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.



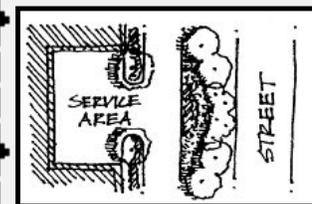
**Recommendation: Use pitched roofs or other methods to hide mechanical equipment and roof clutter.**

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: Promote the redevelopment and revitalization of the “Town Core” area.**

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.

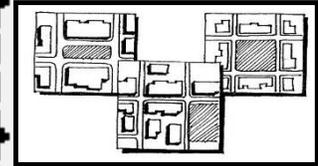
- Prepare a comprehensive Town Core Master Plan including the Webster Corridor and the Downtown area to address issues such as market niche/opportunities, growth and development strategies, targeted development sites, parking, streetscape improvements, financial incentives for development, etc.
- Adopt 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: Promote the development of new higher density housing in the Town Core.**

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: Promote visual improvements on various commercial sites on Webster Street.**

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.

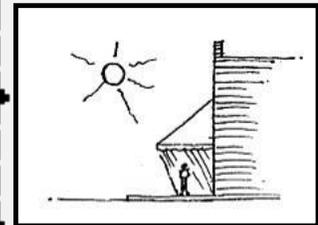


**Recommendation: Develop parks or common areas for community gatherings.**

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.

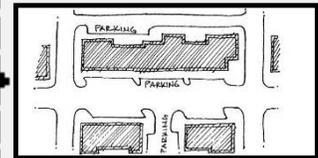
**Recommendation: Work with the Historic Downtown District property owners to paint and/or restore their buildings and add awnings.**

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: Provide on-street storefront parking supplemented by parking behind or adjacent to commercials areas.**

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.

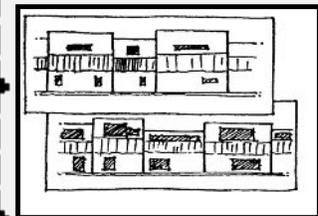


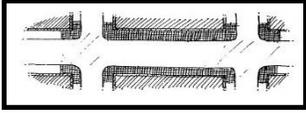
**Recommendation: Provide parking areas that are visually integrated into the Town Core area.**

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: Enforce signage guidelines to control size.**

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: Incorporate hardscape treatments to delineate special areas.**

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: Add site furnishings.**

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: Develop a long-term economic development strategy for the community to maintain and grow the tax base.**

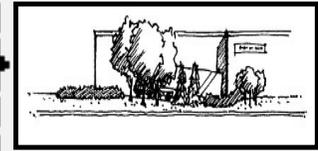
- Target "clean" industry that will be strong corporate citizens.
- Locate industrial uses in areas planned with a road system adequate to accommodate large trucks, and with easy access to US 169 Hwy.
- Continue incentive programs for new businesses considering carefully the long-term impact on the community.
- 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: Retain and encourage existing businesses to expand.**

- 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.

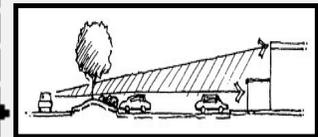
**Recommendation: Require screening of loading and/or service areas.**

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.



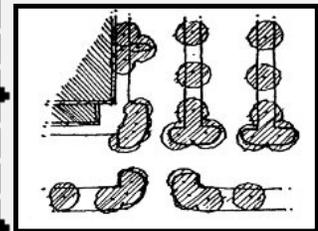
**Recommendation: Require the use of berms and landscaping to screen parking areas around industrial developments.**

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: Promote industrial buildings constructed with high-quality building materials, and which create a positive “image” or visual statement for Spring Hill.**

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.

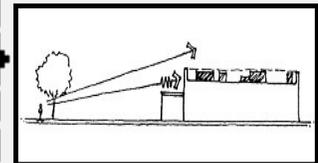


**Recommendation: Require the use of shade trees and landscaping in parking lots and around industrial buildings.**

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: Require appropriately scaled and minimized signage.**

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.

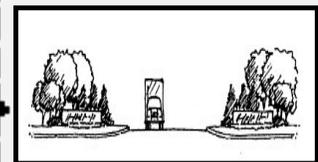


**Recommendation: Require screening of rooftop mechanical equipment.**

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: Promote tree-lined roads in the industrial areas outside of the road right-of-way.**

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.

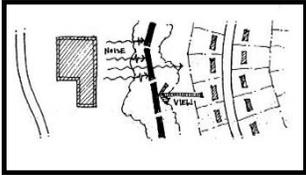


**Recommendation: Require landscaped entrances in industrial areas.**

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: Require the integration of sidewalks or pedestrian paths through industrial areas that connect to surrounding land uses for employee use.**

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.

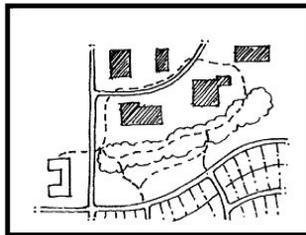


**Recommendation: Incorporate open space for separation between incompatible land uses.**

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: Create a framework of transportation alternatives, including pedestrian and bicycle systems that maximize access and mobility and reduce the dependence upon the automobile.**

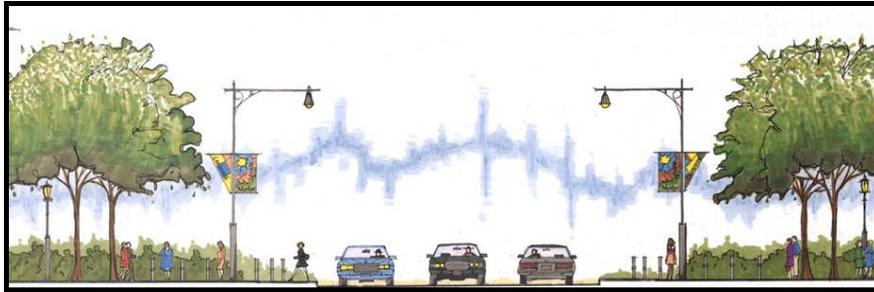
Future transportation corridors must be planned and reserved in coordination with planned future land uses and the desired form of public space. The design and character of streets in Spring Hill should be based on the context of the land uses and the area they serve, rather than basing land use decisions on the design of streets.

**Recommendation: Provide for a system of Parkway, Boulevards, and Avenues.**

- 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 Parkway may range from 150 feet to 300-feet or more.



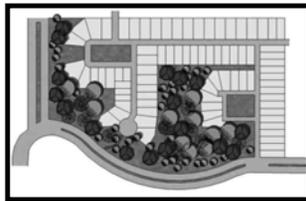
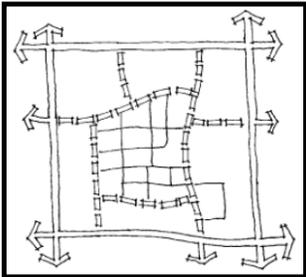
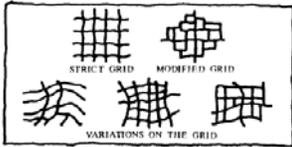
**Recommendation: Consider funding alternatives for development of the parkway / linear green space system.**

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: 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.**

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: Provide setbacks and buffers from major transportation corridors.**

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 191<sup>st</sup> Street, 199<sup>th</sup> Street, 207<sup>th</sup> Street, Nichols Street, and 223<sup>rd</sup> 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 199<sup>th</sup> Street which is scheduled to be completed during 2007. Miami County is in the process of designing a railroad underpass at 223<sup>rd</sup> 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, 183<sup>rd</sup> Street, 191<sup>st</sup> Street, 199<sup>th</sup> Street and 207<sup>th</sup> Street, similar to the arrangement at 223<sup>rd</sup> Street.**

In order to improve the traffic conflict at 199<sup>th</sup> 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 223<sup>rd</sup> 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: 223<sup>rd</sup> Street Intersection Improvements**

**Improve turning situation at 223<sup>rd</sup> 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 223<sup>rd</sup> Street Study.**

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

**Area #7 Recommendation: 207<sup>th</sup> St. / North St. Improvements**

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

**Area #8 Recommendation: Woodland Road Improvements**

**Improve Woodland Road from Hale Street to 223<sup>rd</sup> 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: 215<sup>th</sup> St. / South St. Improvements**

**Widen 215<sup>th</sup> 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 199<sup>th</sup> Street to 207<sup>th</sup> Street with curb, gutter and sidewalks.**

**Area #11 Recommendation: 199<sup>th</sup> Street Improvements**

**Widen 199<sup>th</sup> Street with curb, gutter and sidewalks in conjunction with supporting the improvements to 199<sup>th</sup> Street based upon Johnson County’s “Comprehensive Arterial Road Network Plan”.**

Currently Johnson County is in the process of making improvements to 199<sup>th</sup> 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:

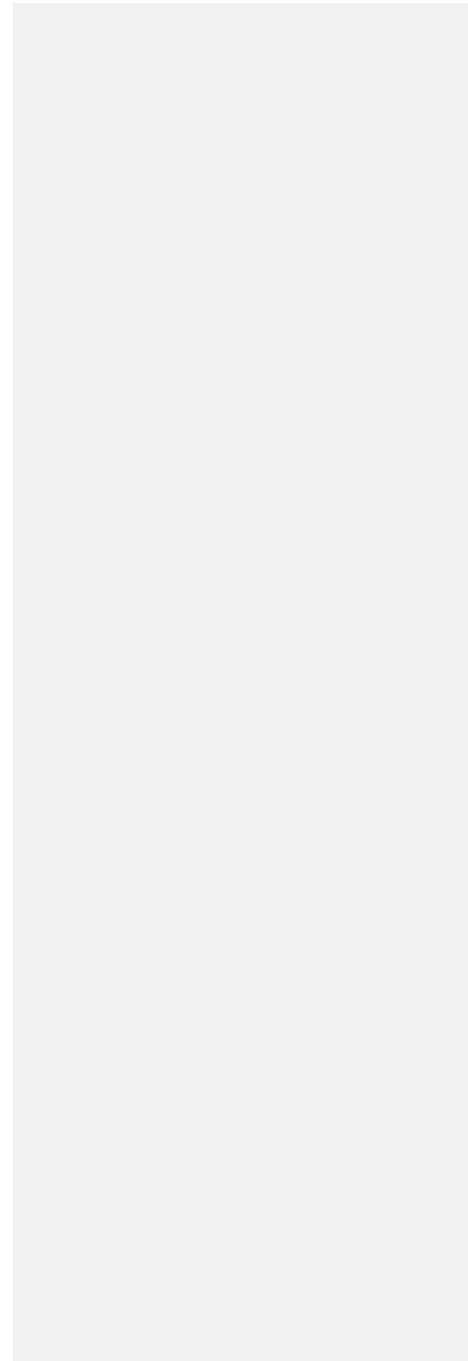
- ★ **Action Steps** - initiatives recommended in the plan.
- ★ **Implementation Responsibilities** - Primary participants and partnerships that are the probable entities needed to initiate the project.
- ★ **Time Frame** – A general phasing of actions and durations over which the action is projected 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)
<b>Community Development:</b> Prepare an annexation plan.	★				★	
<b>Community Development:</b> Complete a citywide storm water study to address storm water flows and runoff.	★	★			★	
<b>Parks and Open Space:</b> Prepare a Parks & Open Space Master Plan.	★	★			★	

Action Steps	Implementation Responsibility				Near Term (1 to 3 years)	Mid Term (3 to 5 years)
	City	Institutions, Organizations, or Agencies	Private Developers	Ongoing		
<b>Residential:</b> Use the Residential Development Recommendations to create well designed neighborhoods that foster a “sense of community”.	★		★	★		
<b>Residential:</b> Explore standards for transitions between urban residential developments adjacent to rural large lot properties.	★		★	★	★	
<b>Town Core:</b> 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.	★	★			★	
<b>Town Core:</b> Adopt new “Town Core” development regulations, and consider replacing conventional zoning regulations with a “form based” development code.	★	★			★	
<b>Town Core:</b> Implement financial incentives to promote new development in the Town Core area, including the potential use of Tax Increment Financing (TIF).	★	★	★		★	
<b>Town Core:</b> Add site furnishings and streetscape improvements.	★	★	★			★
<b>Town Core:</b> 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)
<b>Town Core:</b> Promote the development of new higher density housing in the Town Core.	★	★		★		
<b>Economic Development:</b> Develop a long-term economic development strategy for the community to maintain and grow the tax base.	★	★			★	
<b>Major Thoroughfares:</b> Consider funding alternatives for development of the parkway / linear green space system.	★				★	
<b>Major Thoroughfares:</b> Prepare and adopt a parkway master plan to establish the types of special amenities to incorporate throughout the parkway network.	★					★
<b>Pedestrian Corridors:</b> 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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Chapter

6

## COMPREHENSIVE PLAN

City of Spring Hill, Kansas



# Community Development Issues

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## Chapter 6. COMMUNITY DEVELOPMENT ISSUES

### Introduction

**T**his 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 223<sup>rd</sup> Street and 207<sup>th</sup> 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 191<sup>st</sup> Street, 199<sup>th</sup> Street, 207<sup>th</sup> Street, Nichols Street and 223<sup>rd</sup> Street. All five crossings would improve access east of Woodland Road. In 2004, Miami County began the process to hire a consultant to build the railroad underpass at 223<sup>rd</sup> 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 175<sup>th</sup> Street and 199<sup>th</sup> Street, at 199<sup>th</sup> Street, between 199<sup>th</sup> Street and 223<sup>rd</sup> Street, and to improve the interchange at 223<sup>rd</sup> Street. Appropriate signage and landscaping should be developed along portions of the sites.

In 2003, Johnson County approved plans to widen 199<sup>th</sup> Street between U.S. 169 Highway and US 69 Highway. This will include a reconfiguration of Webster Street and 199<sup>th</sup> 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 Deffenbaugh and Miami County with their recycling program.

**Comment [JH1]:** (delete & insert) refuse contractors serving Spring Hill, and with

### 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?**

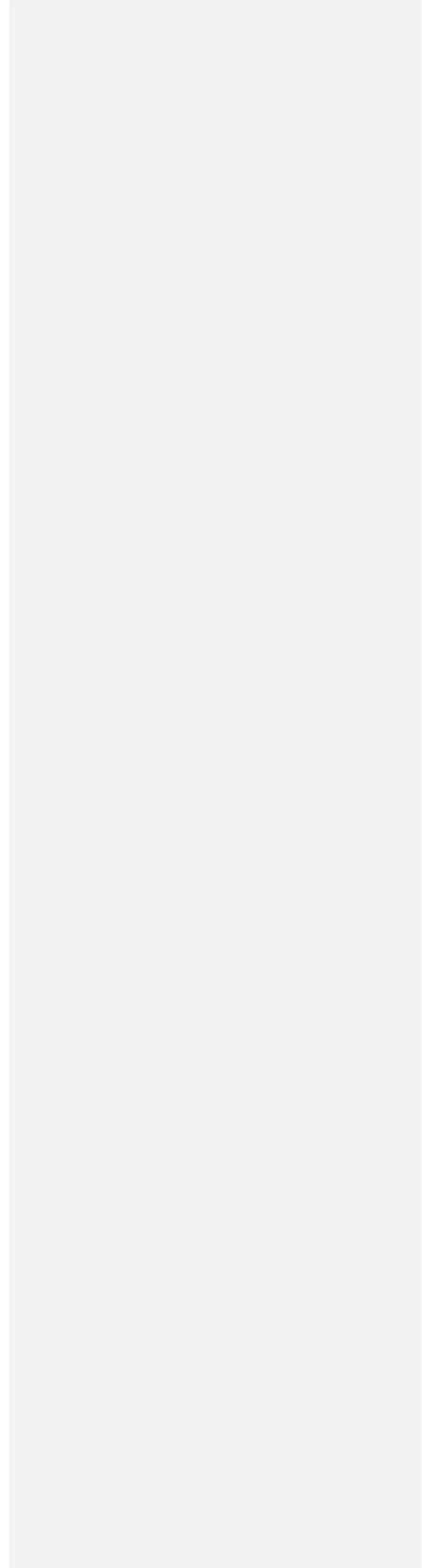
A Spring Hill "identity" should be established through physical design of buildings by using a historical theme in architectural design.

**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

12

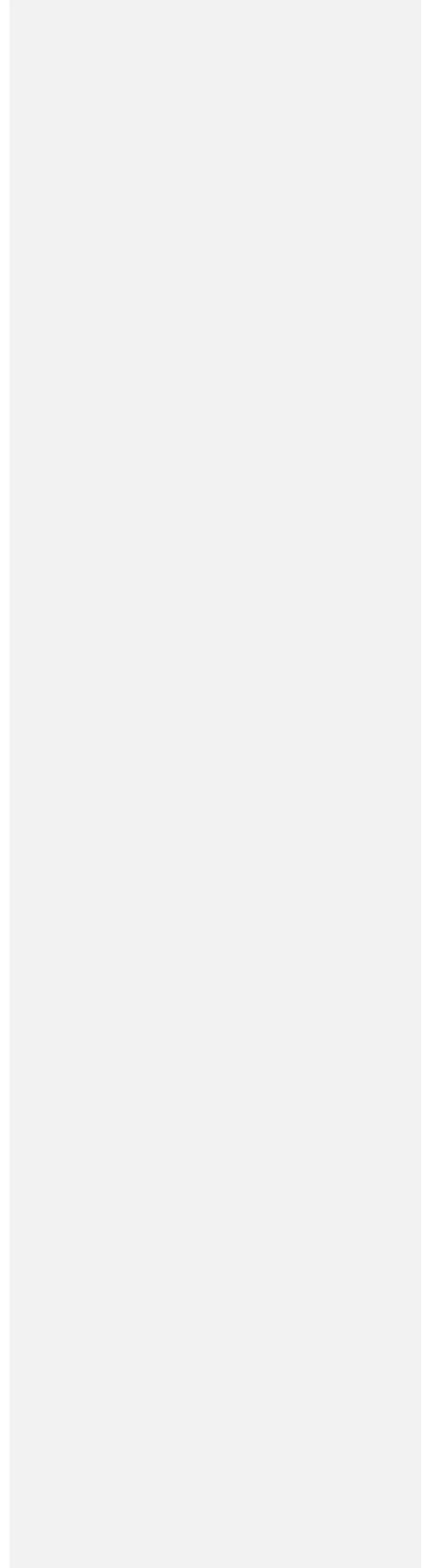
## COMPREHENSIVE PLAN

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, 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.

Its approximately 1,800 students attend classes in four schools: two elementary, one middle and one high school. The district has been recognized nationally for its academic and technology programs. Spring Hill students score above the national average on the standardized tests and above the state average on Kansas State Assessment tests.

The 4A Spring Hill Charter School offers block scheduling plus zero hour classes for extended curriculum opportunities. The high school is a member of the Johnson County Technical Education Center and collaborates with Johnson County Community College to provide College Now and Quick Step college-credit programs.

Spring Hill School District Patrons passed a \$48.6 million bond issue in December 2003. The bond issue provides land purchase and construction of a new elementary school in the north part of the district; construction of a new high school located northeast of 199<sup>th</sup> Street and Ridgeview Road; converting the current high school building into a middle school; and converting the middle school into an elementary school. In addition, \$1 million of district-wide technology improvements will be made. The new elementary school (Prairie Creek) opened August 2006. The new Spring Hill High School is scheduled to open in the fall of 2007.

Educational services are available for all students with disabilities. Also offered are gifted studies, work/study, and "On the Job" credit career programs.

Comment [JH1]: Insert: Overland Park,

Comment [JH2]: Replace: Approximately 3,000

Comment [JH3]: Replace: six

Comment [JH4]: Replace: one intermediate facility, a middle school, a high school and an online school.

Comment [JH5]: Replace: 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 that 20 Standards in Excellence, which requires meeting even more stringent academic goals.

Comment [JH6]: Replace: 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.

Comment [JH7]: replace: 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 staff and giving them opportunities to advance professionally also are a priority for the Board of Education.

Comment [JH8]: Replace: 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.
- There are 1,800 students enrolled as of August, 2006.
- The four schools include two elementary (preschool through Grade 5), one middle school (Grades 6 through 8), and one high school (Grade 9 through 12).
- There are about 265 employees including teachers, nurses, classified and administrators.
- About 70% of the faculty hold Masters Degrees or higher and have an average of 15 years experience.
- High school students have the opportunity to receive college credit via the Johnson County Community College.
- About 80% of students continue their education after graduation.
- There are computer labs in each school with a computer ratio of 1 computer to 1.7 students.
- Internet is available in all classrooms along with e-mail for staff and students.

**Comment [JH9]:** Replace: More than 3,000 students are enrolled in the district's five traditional schools and one on-line school.

**Comment [JH10]:** Replace: 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)

**Comment [JH11]:** For the seventh year in a row, all schools in the Spring Hill District achieved their goal of meeting adequate yearly progress, the state's definition of proficiency.

**Comment [JH12]:** Replace: There are about 300 employees including teachers, nurses, classified staff and administrators.

**Comment [JH13]:** Delete

**Comment [JH14]:** Delete

**Comment [JH15]:** Insert: Spring Hill Intermediate School 336 400; Insight School of KS approx. 1,000, unlimited.

Table 12.A identifies the schools, enrollments and capacities as of August, 2006.

**Table 12.A: Spring Hill Educational Facilities**

Facility	Enrollment	Capacity
Prairie Creek Elementary School	213 224	244 240
Spring Hill Elementary School	610 481	580 616
Spring Hill Middle School	416 456	400 527
Spring Hill High School	531 571	557

Source: Spring Hill Unified School District No. 230

There are several colleges and technical schools within a twenty-five 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 2006, eleven full-time officers, one part-time officer, and two reserve 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.

**Comment [JH16]:** (replace) 2009, fourteen

**Comment [JH17]:** delete (no part-time or reserve officers)

## 12.4 Fire and Emergency Medical Service (EMS)

Johnson County Fire District No. 2 Rural through contracts with the City of Spring Hill to provide all fire and emergency medical services. The new Spring Hill Sub-District Station (Station 4) is located east of Webster Street and north of 207th Street.

**Comment [JH18]:** Replace with: 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, the station has 16 full-time employees, three paramedics from Johnson County Med-Act, and 10 volunteers. Equipment includes: two Class A pumpers; a 1,600-gallon tanker; one ambulance; one rig; two personal rescue water craft, and a boat. There are no immediate plans to add equipment at this facility.

**Comment [JH19]:** Replace with: 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

With the Station centrally located in the City of Spring Hill, there is a response time of less than two minutes for the entire City. There is an insurance rating of 5 for the City, based on equipment and personnel.

## 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

**Comment [JH20]:** Replace with: 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.

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.

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