

Urban Design Areas

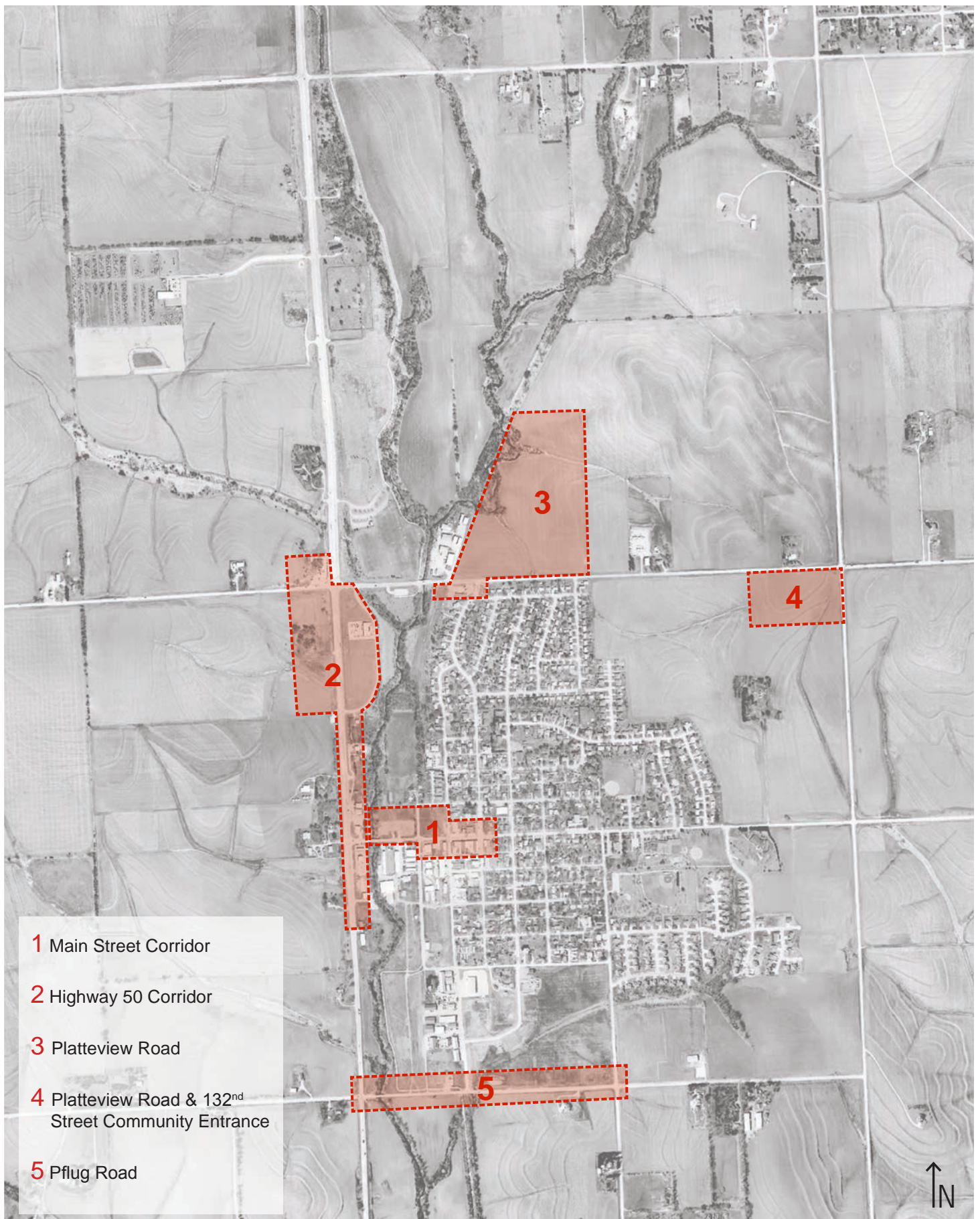
Design Areas are areas within Springfield that have a unique and recognizable character that is different from other areas in the community. The character differences may be the result of topography, age and style of structures, relationships among the built environment, land use patterns, landscaping, street patterns, open space, or streetscapes. This Plan will present several different areas within Springfield that do or could have distinctive characteristics that give them their own particular quality. Planning for character can provide a way to maintain the community quality that is so important to the residents of Springfield; it is one more tool that can be used to plan for a future Springfield that is just as unique and special as the current Springfield.

Character generally defines the look or feel of a place – a look or feel that sets it apart from other areas. The area characteristics identified here are intended to define, maintain, or enhance a desired character for the area. These characteristics go beyond mere design and involve more than looking at just the physical layout of development or the amount of open space provided. Design areas define geographical areas of different size, each reinforced through a common setting, land use pattern or character of development. The Design Areas defined in this Plan include:

- 1. Main Street Corridor**
- 2. Highway 50 Corridor**
- 3. Platteview Road**
- 4. Platteview Road and 132nd Street Community Entrance**
- 5. Pflug Road**

The urban design area concepts were developed by Tonya Carlson, a graduate student in the Department of Community and Regional Planning within the College of Architecture at the University of Nebraska-Lincoln, as part of her professional project.

Figure 43 Springfield's Urban Design Character Areas



Main Street Corridor

AREA DEFINITION: Design Area 1 is centered around Main Street in Springfield.

INTENT: The main goals of this design area are to enhance the experience of visitors and residents entering Springfield through this main entrance, foster more business development, and create a vital community center.

COMPATIBLE USES:

Commercial

- Locally Owned, Niche Businesses
- Restaurants
- Coffee Shops/Cafes
- Pubs

Mixed-Uses within Single Structures

- Commercial on Main Level
- Office and Residential on Second Level
- Live/Work Spaces

Public/Civic

- City Government
- Recreation/Community Centers
- Parks/Trails
- Public Art

POLICIES AND DESIGN STANDARDS:

The Main Street entrance to the community from Highway 50 must be enhanced with a dramatic entryway such as a covered bridge which maintains the style and character of Springfield.

Existing structures with redevelopment potential should be preserved and restored in order to maintain the unique historic character of the Main Street corridor.

Certain dilapidated buildings downtown (west of 1st Street) should be replaced with needed commercial or services which contribute the vitality of downtown.

New development should occur on vacant land and mimic the character and style of the existing downtown area using similar building materials, architectural styles, and streetscape elements.

The entire Main Street corridor should incorporate sidewalks and become more pedestrian-friendly. This includes incorporating a pedestrian crossing over Springfield Creek.

Awnings should be added to the main floor of buildings to improve the attractiveness of the buildings and create a more human scale environment by providing protection for pedestrians on the sidewalk.

Facades of the buildings should be “penetrable” to the pedestrian. The designs should incorporate windows and openings to engage the pedestrians and create a connection to the building interior.

Although limited space exists along Main Street for street trees (especially east of 1st Street), vegetation should still be part of the streetscape. Plants in hanging baskets or large planter containers should be added to enhance appeal of the Main Street corridor.

A common lighting theme and style should be incorporated along the Main Street corridor. Light pollution should be avoided as much as possible. Business signs should externally lit, not backlit.

Existing light poles with Springfield banners should be repeated within the area and especially continue along Main Street to create a procession and identity as one enters the city.

A variety of paving materials (different textures, colors, and types of materials can be considered) should be used to delineate where crosswalks, sidewalks, and other areas are. Pervious paving materials should be used where possible to decrease urban stormwater runoff.

Outdoor seating and trash receptacles should be provided where appropriate and should follow a common style along the corridor.

Because of its many benefits, on-street parking should be allowed.

Parking lots should be located out of sight of the streetscape either behind buildings, or very well screened by vegetation. Parking lots should maximize sidewalk activity by directing pedestrians directly to sidewalks where they can then access their destinations.

The urban park at the corner of Main Street and 2nd Street should be designed and developed as an engaging anchor point for the community members, downtown workers, and visitors.

The vacant block just west of the Community Center should be developed. Where the floodplain restricts the building of structures, the area should be developed as a semi-open green multi-purpose space. It may still serve as overflow parking for the Sarpy County Fair, but perhaps serve as a space for a small community garden, farmers market, or other temporary programs or events.

URBAN DESIGN

Design Area 1

Figure 44 Urban Design Area 1: Main Street and Downtown



Highway 50 Corridor

AREA DEFINITION: Design Area 2 incorporates part of the Highway 50 corridor which includes the intersections at Main Street and Platteview Road.

INTENT: Highway 50 is a highly trafficked roadway, and currently not much exists along the Highway that signifies the entrance into the city. Highway 50 should be developed in a way which creates a positive and inviting image of Springfield and enhances this main community entrance.

COMPATIBLE USES:

Commercial

- Retail

- Restaurants

- Service Commercial (Salons, Dry Cleaners, etc.)

- Office

- Medical Services (Dentist, Chiropractic, etc.)

- Professional Services (Attorneys, Accountants, Engineers, etc.)

- General

Commercial Parks

Business Parks

POLICIES AND DESIGN STANDARDS:

Colored concrete, stamped concrete, or another textural material should be implemented in the median along Highway 50.

Springfield banners should be added to existing light poles along Highway 50.

Columnar trees in a repeating pattern should be implemented just outside of the right-of-way to make travelers aware they are entering Springfield and to improve the image of the town.

Human scale light poles should be added along the corridor, especially along pedestrian routes.

Commercial development and redevelopment should occur along the highway where the floodplain allows.

Natural habitat, drainage, and waterways should be preserved and measures should be taken to ensure their conservation.

The character of the structures along Highway 50 corridor should adhere to the architectural styles and character of the historical Downtown Springfield.

Design Area 2

Mixed-use and New Urbanist Developments should be used. Unattractive and unsustainable strip commercial must be avoided.

Wayfinding signage should be incorporated to help visitors find their destinations. Wayfinding signs should reflect the character of Springfield and avoid interference with traffic safety.

The businesses along Highway 50 should become accessible for pedestrians and cyclists, which includes creating connections to the MoPac Trail.

Parking lots should be very well screened by vegetation, or if possible, located out of sight of the streetscape behind buildings.

Parking lots should be designed for human use no less than car use, incorporating pedestrian paths, trees, and other plantings.

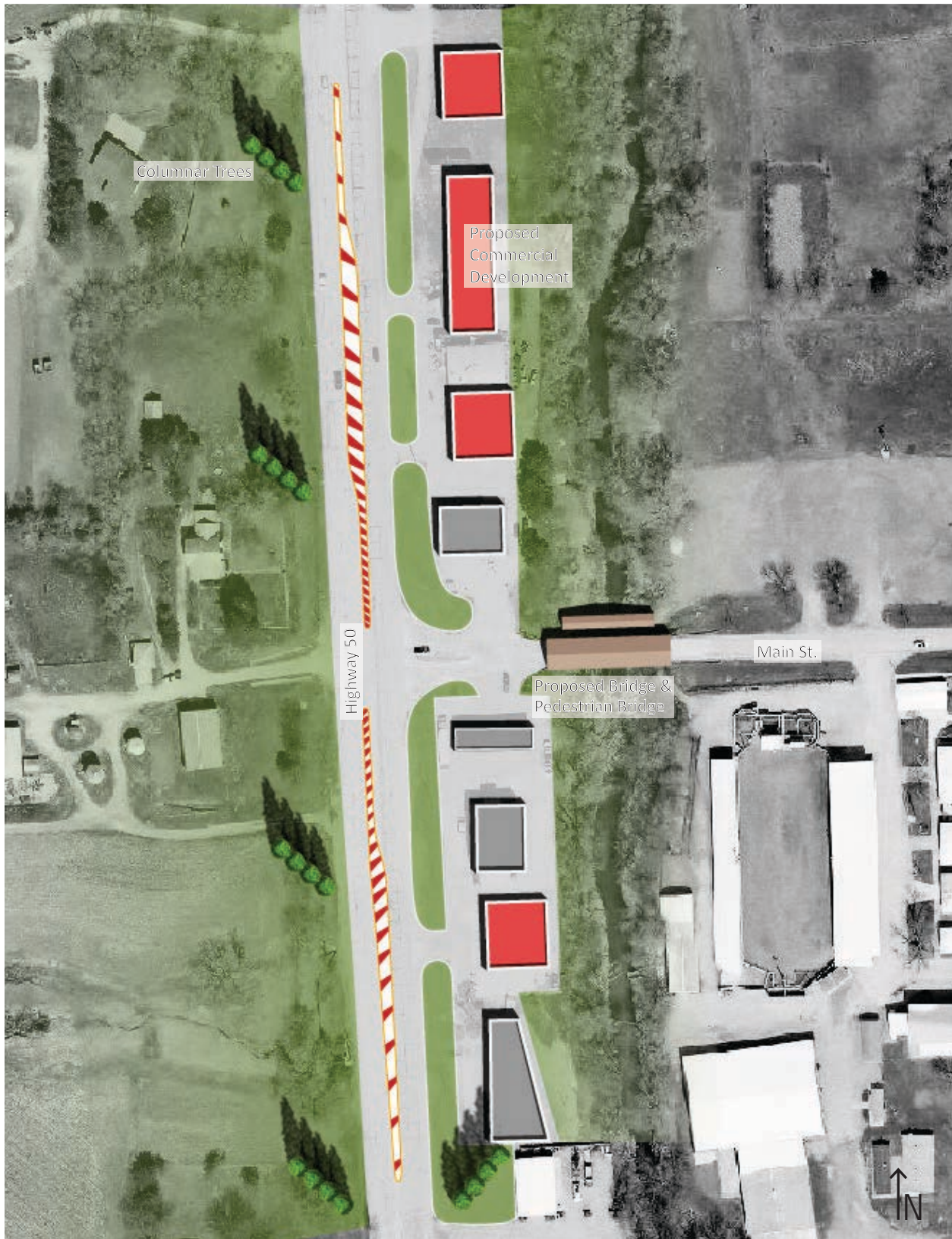
Pervious paving materials for sidewalks and parking lots should be used where possible to decrease urban stormwater runoff.

Facades of the buildings should be “penetrable” to the pedestrian. The designs should incorporate windows and openings to engage the pedestrians and create a connection to the building interior.

4.3 URBAN DESIGN

Design Area 2

Figure 45 Urban Design Area 2: Highway 50 Corridor



Design Area 3

Platteview Road

AREA DEFINITION: Design Area 3 is the area on Platteview Road just east of Springfield Creek at the intersection of N 2nd Street and Platteview Road.

INTENT: The first goal is to enhance the community entrance at N 2nd Street. This can be done by developing the intersection further. During community meetings, participants were interested in the idea of Springfield becoming a sports and tourism hub for the region. This plan therefore suggests the addition of another complex with a variety of sports fields and courts next to the existing soccer complex to create a regional sports complex. This will bring economic development and further growth to Springfield.

COMPATIBLE USES:

Commercial

- Retail

- Restaurants

- Service Commercial (Salons, Dry Cleaners, etc.)

Multi-Sports Complex

- Softball (multiple fields)

- Youth Football field

- Baseball field

- Tennis courts

- Sand Volleyball courts

Residential

- Loft/Apartments

- Row Housing

Support Services (Day Care & Play Areas)

Mixed-Uses within Single Structures

- Commercial on Main Level

- Residential on Second Level

POLICIES AND DESIGN STANDARDS:

Facades of the buildings should be “penetrable” to the pedestrian. The designs should incorporate windows and openings to engage the pedestrians and create a connection to the building interior.

Commercial development should occur outside of the floodplain and sports fields should be allowed to be in the floodplain.

Natural habitat, drainage, and waterways should be preserved and measures should be taken to ensure their conservation.

Parking lots should be designed for human use no less than car use, incorporating pedestrian paths, trees, and other plantings.

Parking lots should be very well screened by vegetation, or if possible, located out of sight of the streetscape behind buildings.

The character of the structures in the area should adhere to the architectural styles and character of the historical Downtown Springfield.

Human scale light poles with the Springfield banner should be added along Platteview Road.

Wayfinding signage should be incorporated to help visitors find their destinations. Wayfinding signs should reflect the character of Springfield and avoid interference with traffic safety.

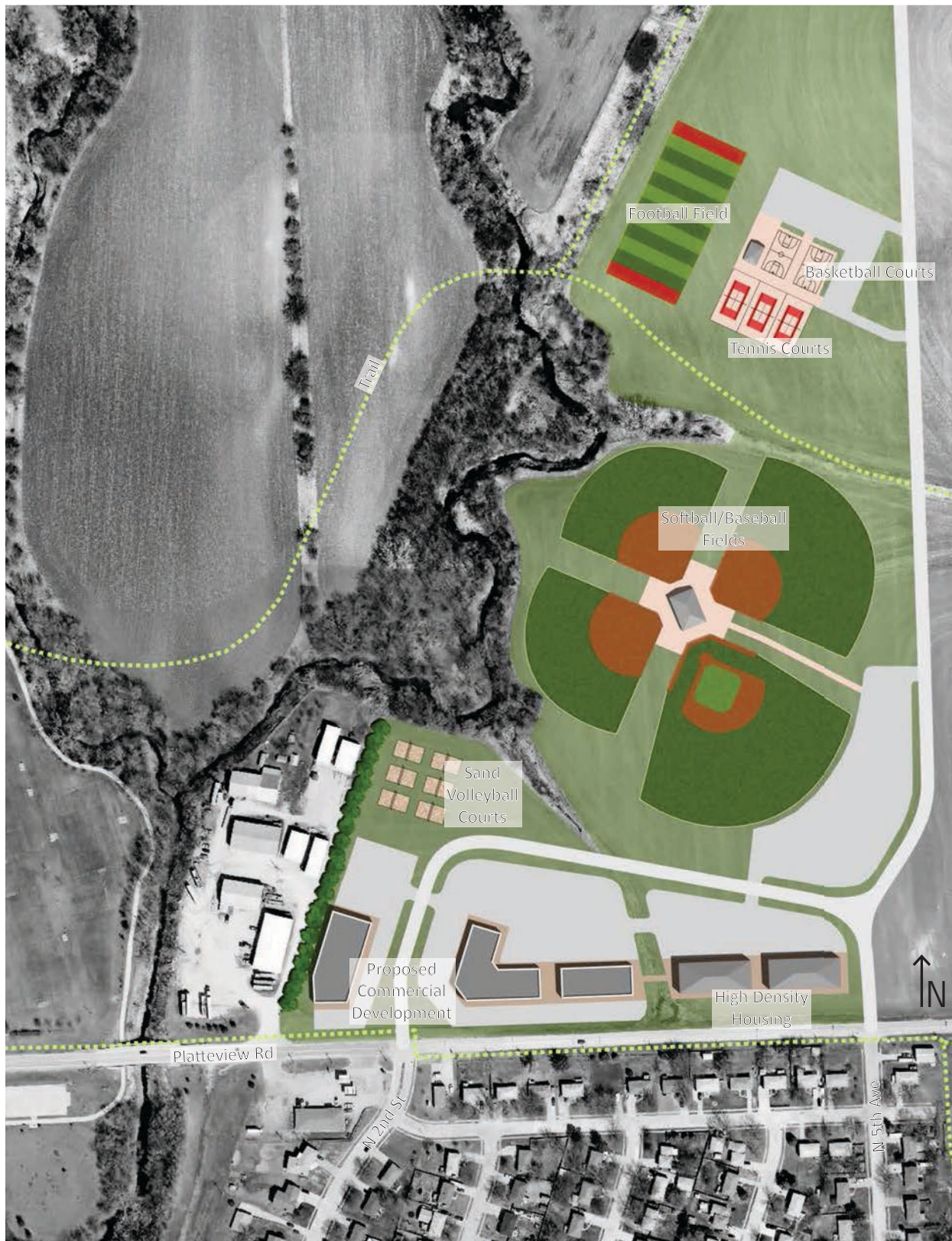
Community trail connections to the MoPac Trail should be implemented.

A variety of paving materials (different textures, colors, and types of materials can be considered) should be used to delineate where crosswalks, sidewalks, and other areas are.

Pervious paving materials should be used where possible to decrease urban stormwater runoff.

Design Area 3

Figure 46 Urban Design Area 3: Platteview Road



Platteview Rd & 132nd St Community Entrance

AREA DEFINITION: Design Area 4 is located at the corner of Platteview Road and 132nd Street. It is currently agricultural land.

INTENT: During the community input process, many designated this corner as an entrance into Springfield. The purpose of designating this as Design Area 4 is to enhance the entrance into Springfield and utilize the corner for a commercial and mixed-use node. A mixed-use node will provide future residential development in the area with easy access to everyday amenities and services.

COMPATIBLE USES:

Commercial

- Retail

- Restaurants and Coffee Shops

- Service Commercial (Salons, Dry Cleaners, etc.)

Office

- Medical Services (Dentist, Chiropractic, etc.)

- Professional Services (Attorneys, Accountants, Engineers, etc.)

- General

Support Services (Day Care & Play Areas)

Mixed-Uses within Single Structures

- Commercial on Main Level

- Office and Residential on Second Level

POLICIES AND DESIGN STANDARDS:

Design Area 4 should contain a mixture of uses. These should include commercial, office, medium to high density residential, and support services. All residential uses should occupy the second level and above. Some office uses could be located above the first level commercial as well.

The character of the buildings should adhere to the architectural styles and character of the historical Downtown Springfield.

Facades of the buildings should be “penetrable” to the pedestrian. The designs should incorporate windows and openings to engage the pedestrians and create a connection to the building interior.

Natural habitat, drainage, and waterways should be preserved and measures should be taken to ensure their conservation.

Human scale light poles with the Springfield banner should be added along Platteview Road.

Design Area 4

Wayfinding signage should be incorporated to help visitors find their destinations. Wayfinding signs should reflect the character of Springfield and avoid interference with traffic safety.

Parking lots should be screened very well by vegetation, or if possible, located out of sight of the streetscape behind buildings.

Parking lots should be designed for human use, no less than car use, incorporating pedestrian paths, trees, and other plantings.

Community trail connections to the MoPac Trail should be implemented.

A variety of paving materials (different textures, colors, and types of materials can be considered) should be used to delineate where crosswalks, sidewalks, and other areas are.

Pervious paving materials should be used where possible to decrease urban stormwater runoff.

Include a water feature at the corner to enhance the entrance to the community, draw the attention of travelers on Platteview Rd and 132nd Street, and create a more interactive and enjoyable space for pedestrians in the plaza area of the development.

Figure 47 Urban Design Area 4: Platteview Road and 132nd Street



Pflug Road

AREA DEFINITION: Design Area 5 is located along Pflug Road and the immediate adjacent land. Pflug Road is important to the tourist attractions south of town and is adjacent to a quickly developing industrial district.

INTENT: The aesthetics along Pflug Road must be addressed through design guidelines to soften the industrial uses and future development, leading toward the tourist attractions off Pflug. Pflug should also be considered as an entrance into Springfield and developed as such.

POLICIES AND DESIGN STANDARDS:

Earthen berms and plantings including evergreen and deciduous trees should be incorporated to create buffers and visual screens between the road and unsightly industrial land uses.

Community trail connections to the MoPac Trail should be implemented.

The MoPac Trail along Pflug Road should be enhanced with appropriate landscaping to make the trail more beautiful and enjoyable for users as they enter Springfield.

Human scale light poles with the Springfield banner should be added along Pflug Road.

Wayfinding signage should be incorporated to help visitors find their destinations. Wayfinding signs should reflect the character of Springfield and avoid interference with traffic safety.

Natural habitat, drainage, and waterways should be preserved and measures should be taken to ensure their conservation.

Design Area 5

Figure 48 Urban Design Area 5: Pflug Road

