AGENDA
CITY OF HARRISONVILLE
BOARD OF ALDERMEN
REGULAR MEETING
CITY HALL
MARCH 21, 2022
6:00 PM

1. Call to Order

A. Pledge of Allegiance

B. Roll Call

2. Ceremonial Matters

3. Public Participation

4. Approval of Minutes

A. Board of Aldermen - Regular Meeting - Mar 7, 2022 6:00 PM

5. Agenda Items

A. Council Bill 17: A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE AMENDING THE ADOPTED ECONOMIC DEVELOPMENT INCENTIVES POLICY FOR THE CITY OF HARRISONVILLE, MISSOURI.

B. Presentation of 2040 Harrisonville Comprehensive Plan (Draft)

6. Aldermen and Committee Reports

7. Report from the City Administrator

A. February 2022 Municipal Court Report

8. Questions from the Media

9. Adjourn from Regular Session

Posted on City Hall Bulletin Board this 17th day of March, 2022.

____
Daniel Barnett, City Clerk

Publish 3/17/2022 12:00 AM

Public participation during regular meetings of the Board of Aldermen shall be limited to those who have submitted a completed agenda request form. 2 Each person wishing to address the Board during regular meetings of the Board of Aldermen on a topic not on the agenda shall submit a completed agenda request form five (5) business days prior to the meeting the person wishes to address the Board. If the agenda request concerns a complex issue requiring staff research time, the opportunity to address the Board may be moved to a future meeting instead of the meeting immediately following the submission of the agenda request form. 3. Those that have submitted a completed agenda request form shall be limited to three (3) minutes to address the Board, this time cannot be yielded to another person and this time may be extended in three (3) minutes increments only upon a majority vote of the members of the Board of Aldermen, with each additional three (3) minute increment requiring an additional majority vote of the members of the Board of Aldermen.

City of Harrisonville est. 1836

DRAFT

MINUTES
CITY OF HARRISONVILLE
BOARD OF ALDERMEN
REGULAR MEETING
CITY HALL
MARCH 7, 2022
6:00 PM

1. Call to Order

The meeting was called to order at 6:00 PM by Mayor Judy Bowman.

A. Pledge of Allegiance

Attendee Name	Organization	Title	Status	Arrived
Bill Mills	Harrisonville	Board Member	Present	
Mike Zaring	Harrisonville	Board Member	Present	
Sandy Franklin	Harrisonville	Board Member	Remote	
Dave Doerhoff	Harrisonville	Board Member	Present	
Marcia Milner	Harrisonville	Board Member	Present	
Judy Reece	Harrisonville	Board Member	Present	
Gary Davidson	Harrisonville	Board Member	Present	
Matt Turner	Harrisonville	Board Member	Present	
Judy Bowman	Harrisonville	Mayor	Present	

Others present: City Administrator Brad Ratliff, Director of Administrative Services Jeremy Smith, City Attorney Steve Mauer, Public Works Director/City Engineer Carl Brooks, Electric Department Superintendent Andy Pollard, Police Chief John Hofer, Fire Chief Eric Myler, Community and Economic Development Director Jim Clarke and City Clerk Daniel Barnett - recording.

2. Ceremonial Matters

None.

3. Public Participation

None.

4. Approval of Minutes

A. Board of Aldermen - Regular Meeting - Feb 22, 2022 6:00 PM

RESULT:	**ACCEPTED [UNANIMOUS]**
MOVER:	Mike Zaring, Board Member
SECONDER:	Sandy Franklin, Board Member
AYES:	Mills, Zaring, Franklin, Doerhoff, Milner, Reece, Davidson, Turner

B. Board of Aldermen - Work Session - Feb 22, 2022 6:30 PM

RESULT:	**ACCEPTED [UNANIMOUS]**
MOVER:	Marcia Milner, Board Member
SECONDER:	Gary Davidson, Board Member
AYES:	Mills, Zaring, Franklin, Doerhoff, Milner, Reece, Davidson, Turner

C. Executive Session Minutes - January 4, 2022

A motion to accept the minutes from the January 4, 2022, Executive Session was made by Alderman Doerhoff, with a second from Alderman Turner. The motion carried with a unanimous 8-0 vote.

5. Agenda Items

A. First Baptist Church 5K 2022

Staff report presented by Police Chief Hofer.

Hofer noted that an alternate route has been presented in case the ongoing work in City Park is still underway.

Hofer said staff have not encountered issues with this event in the past and recommend approval.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Matt Turner, Board Member
SECONDER:	Marcia Milner, Board Member
AYES:	Mills, Zaring, Franklin, Doerhoff, Milner, Reece, Davidson, Turner

B. Racing for Rett 2022

Staff report presented by Police Chief Hofer.

Hofer said staff have not encountered issues with this event in the past and recommend approval.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Judy Reece, Board Member
SECONDER:	Gary Davidson, Board Member
AYES:	Mills, Zaring, Franklin, Doerhoff, Milner, Reece, Davidson, Turner

C. AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI AMENDING CHAPTER 700 OF THE CITY OF HARRISONVILLE MUNICIPAL CODE

Staff report presented by Electric Superintendent Pollard.

Pollard said the ordinance would allow City Code to match State Statute.

Upon passage, Mayor Bowman designated the ordinance to be Ordinance number 3580.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Dave Doerhoff, Board Member
SECONDER:	Marcia Milner, Board Member
AYES:	Mills, Zaring, Franklin, Doerhoff, Milner, Reece, Davidson, Turner

D. Public Hearing - Alley Vacation at 407 Locust Street

Staff report presented by Community and Economic Development Director Clarke.

Clarke said staff have not received any opposition or comment regarding the request.

Mayor Bowman opened the Public Hearing at 6:09 p.m.

No comment offered.

Mayor Bowman closed the Public Hearing at 6:09 p.m.

E. AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE VACATING ALL OF THAT ALLEY RIGHT-OF-WAY RUNNING EAST AND WEST THROUGH BLOCK 31, DUTROS ADDITION TO THE TOWN OF HARRISONVILLE, LYING EAST OF THE NOW VACATED LINCOLN STREET AND WEST OF THE NOW VACATED BUCKEYE STREET, IN HARRISONVILLE, CASS COUNTY, MISSOURI, AND ESTABLISHING AN EFFECTIVE DATE

Upon passage, Mayor Bowman designated the ordinance to be Ordinance number 3581.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Mike Zaring, Board Member
SECONDER:	Gary Davidson, Board Member
AYES:	Mills, Zaring, Franklin, Doerhoff, Milner, Reece, Davidson, Turner

F. AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE AMENDING THE OPERATING BUDGET FOR THE CITY OF HARRISONVILLE, MISSOURI, FOR THE FISCAL YEAR JANUARY 1, 2022 THROUGH DECEMBER 31, 2022, AND ESTABLISHING AN EFFECTIVE DATE.

Staff report presented by Director of Administrative Services Smith.

Upon passage, Mayor Bowman designated the ordinance to be Ordinance number 3582.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Mike Zaring, Board Member
SECONDER:	Matt Turner, Board Member
AYES:	Mills, Zaring, Franklin, Doerhoff, Milner, Reece, Davidson, Turner

6. Aldermen and Committee Reports

Mayor Bowman thanked Alderman Davidson for attending the retirement party for Fire Captain Duane Gerke.

Alderman Davidson said he has known Gerke for many years and appreciates his dedication to the Harrisonville community.

Bowman thanked Chief Myler and his staff for putting the party together.

Alderman Mills said he is excited to see the completed City-Wide Comprehensive Plan at the Open House on Thursday. Mills said he is pleased to see so many new projects and improvements going on throughout the community.

Bowman thanked Alderman Turner for being at Captain Gerke's retirement party.

Alderman Zaring thanked staff for compiling the Weekly Department Head Report each week.

Alderwoman Franklin reminded all in attendance about the upcoming Bright Futures Adult Prom event on April 2. Franklin also reminded everyone about the upcoming Love the Harrisonville Square event Style Squared on April 3, and encouraged all to attend.

Bowman thanked Alderwoman Franklin for attending Captain Gerke's retirement party.

Alderwoman Reece shared a report from the Harrisonville Area Chamber of Commerce's recently formed Tourism Committee and spoke about their goals for the coming year. Reece shared her excitement for the ongoing historical photography program at the Chamber of Commerce, which is being led by Mr. John Foster.

Alderman Doerhoff reminded all in attendance about the upcoming Town Hall meeting on March 12. Doerhoff said the presenter will be LifeFlight Eagle, who will lead a Stop the Bleed program.

7. Report from the City Administrator

City Administrator Ratliff spoke to the Board about a series of upcoming meetings for the City-Wide Comprehensive Plan.

Ratliff told the Board that the MidAmerica Regional Council has announced their 2025-2026 Surface Transportation Block Grant Program (STP) and that preliminary proposals are due on April 1.

Ratliff provided an update to the ongoing projects at the lakes inside City Park. Ratliff said he is excited to see the progress being made. Ratliff said staff are working to install additional lighting within City Park.

Ratliff said staff have submitted the required materials for the five proposed Federal Emergency Management Agency (FEMA) and State Emergency Management Agency (SEMA) floodplain buyout grants.

Ratliff provided an update to the 17 35 runway project at Lawrence Smith Memorial Airport. Ratliff said the Missouri Department of Transportation and Federal Aviation Administration have agreed to pay the $94,000 No-Rise Certificate. Ratliff also told the Board that the project bid date has been moved from April 2022 to August 2022, which will not affect construction in 2023.

Ratliff said City staff have agreed to a contract with Shelton & Sons Construction in the amount of $37,500 to begin the repair of the Life Flight Eagle Hangar Door. Ratliff said the contractor anticipates the work will take about 15 days.

Ratliff told the Board that the new Ultraviolet system at the Wastewater Treatment Plant is almost fully installed and will hopefully be operational very soon.

Ratliff informed the Board that staff have received 11 responses for the South Sanitary Sewer Project request for qualifications. Staff have selected Trek Design (NAME)

Ratliff said City staff have received an application for platting for the Burris Ridge 3rd plat.

Ratliff informed the Board that so far, the valuation of work permits issued by the Building and Codes office is $7,720,039.

A. January Municipal Court Report

8. Questions from the Media

None.

9. Adjourn from Regular Session

City Attorney Mauer informed the Board that he, Mayor Bowman and City Administrator Ratliff will be heading to Jefferson City on Tuesday to meet with several legislators to express concern over efforts to extend the PISTIF agency for another five years. Mauer said the Missouri Municipal League has been a strong partner in the City's efforts to fight this new legislation.

Mayor Bowman reminded the Board and City staff about the upcoming Board of Aldermen retreat on April 13. Bowman said she hopes that during the retreat, the Board will be able to tour some of the ongoing City projects.

Bowman encouraged all in attendance to join her at the March 12, Town Hall meeting. Bowman spoke to the vital importance of the Stop the Bleed program and its ability to save the lives of those in need.

A motion was made by Alderman Davidson to adjourn, with a second by Alderman Zaring. Motion carried with all ayes. Meeting adjourned at 6:36 p.m.

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Judy Bowman, Mayor & Ex-Officio
Chairman of the Board of Aldermen

ATTEST:

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Daniel Barnett, City Clerk

City of Harrisonville est. 1836

STAFF REPORT

TO: **Board of Aldermen**

FROM: **Jim Clarke,**

DATE: **March 16, 2022**

SUBJECT: **Economic Development Incentives Policy - Amenedment**

Type of Item: *Approval*

A. Action Item (ID # 4148)

A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE AMENDING THE ADOPTED ECONOMIC DEVELOPMENT INCENTIVES POLICY FOR THE CITY OF HARRISONVILLE, MISSOURI.

Attachments:

Staff Report - E.D. Incentives Policy - Amended - 3-21- 2022 (DOC)

Econ Dev Incentives Policy - Harrisonville - Amended - DRAFT - 3-21-22 (DOCX)

Resolution Amending Economic Dev Incentives Policy 2022 (DOCX)

City of Harrisonville est. 1836

300 E. Pearl Street, P.O. Box 367 • Tel: 816-380-8900 • Fax: 816-380-8906 • Harrisonville, MO 64701

To: Board of Aldermen

From: Jim Clarke

Date: March 21, 2022

Re: Economic Development Incentives Policy - Amended

GENERAL INFORMATION

Applicant: Staff – Jim Clarke

Requested Actions: Consider Resolution Amending the Economic Development Incentives Policy

Date of Application: March 21, 2022

PROPOSAL

To amend the Economic Development Incentives Policy, enhancing the incentives offered to high-impact projects and companies engaging in Disruptive Technologies or Advanced Manufacturing.

PREVIOUS ACTIONS

The Board of Aldermen adopted an Economic Development Incentives Policy July 20, 2020.

KEY ISSUES

Staff Amended the Economic Development Incentives Policy in the following areas for consideration:

Added: Disruptive Technology/ies definition

Added: 2 Discretionary Tax Incentives for Targeted investment types – Advanced Manufacturing & Disruptive Technologies - in Chapter 100 Bonds Program

Added: Historic Preservation Tax Credit Program – State

Added: New Markets Tax Credit Program - Federal

STAFF COMMENTS AND SUGGESTIONS

Staff is recommending the Board of Aldermen consider an enhanced discretionary tax incentive of 80% (with 20% Payments In Lieu Of Taxes – PILOTS) in the Chapter 100 Bonds financing program – specifically Targeting companies engaging in Advanced Manufacturing or Disruptive Technologies.

Staff also recommends the Board of Aldermen include the Historic Preservation Tax Credit Program (State) and the New Markets Tax Credit Program (Federal) in the adopted Economic Development Incentives Policy.

STAFF RECOMMENDATION

Staff recommends the Board consider adopting the Amended Economic Development Incentives Policy and the associated Resolution.

ATTACHMENTS

Resolution
Amended Economic Development Incentives Policy

STAFF CONTACT:

Jim Clarke
Economic Development Director

City of Harrisonville
Economic Development Incentive Policy

A policy governing the use of public funding assistance for development and redevelopment in Harrisonville.

Adopted by Resolution
No.

City of Harrisonville Economic Development Policy

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Appendix

Introduction and General Guidelines

Section 1. Purpose and Scope.

The purpose of this Economic Development Incentives Policy (the "**Policy**") is to provide guidance to property owners, developers, site selection consultants and prospects in Harrisonville on the use of public economic incentive tools. This Policy is also designed to provide direction and an understanding of the City's expectations regarding the process, standards and policies that will be applied by the City to the use of economic development tools. The economic development program goals of the City of Harrisonville include economic diversification, broadening of the property tax base, stimulation of private investment, enhancement and support of existing development, quality of materials and design, maintenance of environmental quality, creation and quality of employment opportunities and increased per capita income. Each project and request for public assistance will be evaluated on its individual merit and overall contribution to the City.

Section 2. Objectives.

The City is committed to the high quality, balanced growth and development of the community, to preserving the City's character & atmosphere and to revitalizing and redeveloping areas of the City. The City recognizes the importance of continued economic development to meet the needs of its residents, and its obligation to balance the demand for economic development with the judicious use of economic incentives, reserving the use of these incentives for projects that demonstrate significant public benefit. Accordingly, the City has established certain goals regarding the use of Funding Districts:

A. To promote, stimulate and develop the general and economic welfare of the City.

B. To provide and maintain an attractive community that creates a positive public image and encourages individuals, families and businesses to locate and invest in the community.

C. To encourage the use of public economic incentives in those locations and situations that provide the maximum public benefit.

D. To limit the use of public economic incentives for the shortest duration while still providing for the desired level of public financial assistance.

Fulfilling these goals can lead to a substantial public benefit, including the construction of public improvements, the creation of new jobs, the retention of existing quality jobs, the elimination of blight or conditions that could lead to blight, the increase of property values, the increase of tax revenues, and the promotion of economic stability throughout the City.

It is the policy of the City that any decision regarding the use of public economic incentives will be made in accordance with the guidelines, criteria, and procedures set forth in this Policy. Nothing in this Policy shall imply or suggest that the City is under any obligation to approve or support the use of a particular public economic incentive tool for any applicant. The City reserves the right to modify or waive, on a case-by-case basis, any of the procedures set forth in this Policy, provided that all of the applicable state statutory requirements are satisfied.

Section 3. Definitions.

Words and terms not defined elsewhere in this Policy shall have the following meanings:

"Applicable Law" means any statute, rule, regulation, ordinance or code applicable within the jurisdictional limits of the City.

"**Applicant"** means an individual or entity, or the authorized representative of such individual or entity, that submits an Application that requests the use of a public funding incentive.

"**Application"** means an initial request for public funding assistance through one or more of the forms of public assistance as discussed in this Policy.

"Credit Support" means pledge of the City's full faith and credit in support of bonds or other forms of debt obligations issued by the City.

"Disruptive Technology/ies" means a technology innovation that significantly alters the way industries, businesses or consumers operate. It can alter entire industries and business models.

"**Funding District**" means a community improvement district, a transportation development district or a neighborhood improvement district.

Section 4. Application Process.

A. Applications. The Application shall include, at minimum, the following information:

1. All requirements of the applicable Missouri statutes governing the proposed economic incentive.

2. Description of the Project for which economic development assistance is requested.

3. Description of economic need for the public funding assistance including: (i) the facts and circumstances that create the need for public funding assistance; (ii) the amount and type of assistance desired; and (iii) a pro forma establishing that the project is not financially feasible and would not be constructed as proposed without the use of the requested public assistance (the "but for" test).

4. Evidence that the Applicant:(i) has the financial ability to complete and operate the proposed Project; (ii) is capable of providing adequate assurance (e.g. letter of credit, personal guaranty, performance bond, etc.) to the City for project completion, and (iii) has thoroughly explored alternative financing methods.

B. Initial Review of Applications.

1. Initial review of an Application will be conducted by City staff, including input from appropriate City departments. The Application may be forwarded to the City Attorney or Special Legal Counsel for review. The scope of the initial review is intended to determine whether the Application substantially meets the requirements of this Policy and generally is an appropriate request for economic development assistance.

2. If an initial application is deemed to meet the minimum requirements of this Policy and is generally an appropriate request for economic development assistance, then the next step is the entrance of the applicant into a Preliminary Funding Agreement in substantial compliance with the Form attached hereto as **Exhibit A** and provision of the required deposit. Full consideration of an Application will not commence until the Applicant enters into a Preliminary Funding Agreement.

3. In the event an Application does not substantially meet the requirements of this Policy or is not otherwise an appropriate request for economic development assistance as determined by City staff, the Application will be returned to the Applicant together with a written statement of the reasons the Application was deficient. Returned Applications may be resubmitted upon cure of the reasons for rejection. Resubmitted Applications shall not require an additional application fee.

C. Preliminary Funding Agreement.

1. The City does not have a source of funds for costs incurred for additional legal, financial and other consultants or for direct out-of-pocket expenses and other costs resulting from services rendered by or to the City to review, evaluate, process and consider Applications. An Applicant who desires assistance from the City, through the use of public incentives, shall demonstrate the financial ability to allow for the full and fair evaluation by the City of the proposal. In order for the City to fully consider and evaluate an Application, the City may require that, in lieu of an application fee, the Applicant shall deposit funds with the City pursuant to a Preliminary Funding Agreement between the City and the Applicant, using a form of agreement provided by the City substantially the same in form as shown in **Exhibit A.** The funds deposited, pursuant to a funding agreement, will be used by the City to pay for actual out-of-pocket expenses incurred to perform a full evaluation of the Application and engage consultants as needed for such evaluation.

2. The duties and obligations of the Applicant and the City to process an Application shall be set forth in a Preliminary Funding Agreement.

3. The Preliminary Funding Agreement shall require the Applicant to make an initial deposit of funds in the amount established by the City in such agreement. The Preliminary Funding Agreement shall also provide for additional funding to be deposited as necessary after drawdowns to ensure that the minimum cash balance available for each Project is equal to the initial deposit.

D. Full Review of Applications.

1. Upon receipt of an Application and the appropriate fees, or upon execution of a Preliminary Funding Agreement when required by the City, the City will review the request using the criteria set forth in this Policy and requirements set forth in applicable state statutes.

2. The City may require the Applicant to attend an application review conference. The purpose of an application review conference is to:

   (a) Acquaint the Applicant with the procedural requirements of this Policy;

   (b) Provide for an exchange of information regarding the Applicant's request;

(c) Advise the Applicant of any public sources of information that may aid the Application and identify issues that create opportunities or pose significant restraints for the Application;

(d) Review the Application and provide the Applicant with opportunities to enrich the request in order to mitigate any undesirable consequences of the proposed Project;

(e) Review compatibility with current City planning; and

(f) Provide general assistance by City staff on the overall plan for the Application and the proposed Project.

3. City staff may prepare a written report to be submitted to the Board of Aldermen for consideration. The report shall contain, at a minimum, comments regarding each of the applicable criteria set forth in Section 5 and the specific statutory requirements applicable to the request.

4. The Application shall proceed as set forth in applicable state statutes.

Section 5. General Guidelines for Considering Applications.

Most favorable consideration will be given to those projects that will: significantly assist the City in the elimination of blight and the conditions that may cause blight; provide financing for desirable public improvements; strengthen the employment and economic base of the City; increase property values; creating economic stability; upgrade older neighborhoods or areas; and facilitate economic self-sufficiency. The City may give consideration to the criteria stated below when considering any Application, to the extent each factor is relevant to the particular Application:

A. Project Costs.

1. Most favorable consideration will be given to those Applications that demonstrate the applicant is requesting the least amount of assistance from a Funding District in order to make the project financially feasible for the Applicant.

2. Most favorable consideration will be given to those Applications that propose the use of public assistance to fund public improvements rather than private improvements.

(a) The City may consider the cost of public improvements that serve the proposed development, and whether the Applicant is providing improvements that are already planned to be constructed by the City to serve existing deficiencies or new development, or whether such public improvements primarily serve the Applicant's proposed development.

B. Method of financing.

1. Most favorable consideration will be given to those projects for which the developer finances the initial project costs, rather than the City. The developer must provide evidence of the ability to secure private financing for the initial project costs.

2. The City may consider the level and nature of public financing, including the issuance of obligations by the City or another governmental entity at the direction of the City. Most favorable consideration will be given to those projects that do not require a City general obligation pledge or a pledge of revenues that would otherwise be received by the City to enhance the marketability of the debt obligations.

3. Most favorable consideration will be given to those projects that do not propose to use the City's full faith and credit to secure the issuance of public debt, but instead propose that debt is repaid only from project revenues.

4. The City will have the final decision on the method(s) of financing, and the selection of the underwriter, financial advisor and bond or note counsel.

C. Type of project and land uses.

1. The City may consider the level of public and private development for an Application. Most favorable consideration will be given to those Applications that propose to use public funding for the public components of a development project.

2. The City may consider whether the project proposes infill or new development. Most favorable consideration will be given to those Applications that propose infill development in blighted or other distressed areas.

3. When an application proposes the use of a Funding District in place of a Home Owners' Association, Property Owners' Association or Business Owners' Association, most favorable consideration will be given to those projects that propose minimal City implementation, oversight and administration for the Funding District.

4. The City may consider the types of land uses proposed for development (residential, commercial, industrial, governmental and institutional), and the need for such land uses in the proposed development. Most favorable consideration will be given to those projects that propose land uses that are compatible with the City's Future Land Use Plan, without need for amendment of the Future Land Use Plan.

D. Type of incentive requested.

The City may consider whether the proposed incentive tools are appropriate for the proposed type of development. The City may suggest the use of other incentive tools in lieu of those proposed in an Application. Additional information about specific economic incentive tools is set forth in this Policy.

E. Funding method proposed for the project.

1. Most favorable consideration will be given to those projects that do not reduce revenues that would otherwise be collected by the City or other governmental entities that have jurisdiction over the proposed project area.

2. The imposition of an extra sales tax in a proposed project has an incremental adverse effect on the ability to draw customers to the project, and this effect is difficult to measure. The Applicant maintains the burden to demonstrate that an additional sales tax will not have significant adverse effects on the project and on the sales tax revenues of the City.

3. Most favorable consideration will be given to Applications that propose initial financing by the Applicant.

4. Most favorable consideration will be given to Applications that request "pay as you go" reimbursement of initial development costs, rather than the issuance of public debt.

F. Ratio of requested assistance to total project costs.

1. Most favorable consideration will be given to those projects where all proposed public funding mechanisms are no more than 20% of the total project costs, including all public and private costs, all hard and soft costs, and all developer fees and contingencies.
2. Applicants may propose the use of incentives that deviate from this standard if the Applicant demonstrates that the proposed project provides substantial public benefits, assists the City to pay for deficient public improvements or services, or provides substantial and unique benefits to the City

G. Economic need.

1. Most favorable consideration will be given to Applications in which economic development assistance is sought in areas that exhibit great economic need.

2. Economic need may be demonstrated by:

(a) the presence of blight or conditions which may lead to blight;

(b) property identified by the City in need of special assistance;

(c) property which has not been subject to growth and development;

(d) property which has remained undeveloped despite the presence of surrounding development and adequate public facilities and services which serve the property;

(e) property where businesses are closed and the property has remained vacant for a significant period of time; and

(f) economic factors such as average household income, unemployment rates, and crime rates.

H. Administration of Funding Districts. Most favorable consideration will be given to Funding Districts where long-term administration will be undertaken by persons that are not affiliated with the Applicant or developer of the property.

I. Property acquisition and condemnation. Most favorable consideration will be given to those projects where the Applicant either owns the property or has an option to purchase the property, and where condemnation will not be needed for the project. Most favorable consideration will be given to projects where the landowner(s) dedicate land that is required for rights-of-way at no cost to the City or any Funding District created for the project.

J. Relocation of Existing City Businesses.

1. Most favorable consideration will be given to those projects that encourage the operation of new businesses in the City. Applicants are discouraged from requesting economic development assistance that would cause businesses which are already located within the City to relocate to the proposed development.

2. If the proposed Project involves the relocation of an existing business already in the City into the Project area, the Applicant should provide evidence that the business would otherwise leave the City without the requested public incentive.

K. Use of Tax Increment Financing.

1. In the event that a Funding District is proposed in connection with a tax increment financing plan, most favorable consideration will be given to those Applications that propose the use of a Funding District to:

(a) reduce the need for tax increment financing;

(b) shorten the duration of tax increment financing; and

(c) reduce the need for the City to issue or incur debt to finance project costs.

2. Other than a limited number of residential units which are creatively integrated into commercial or retail projects, TIF residential projects will not receive favorable consideration from the City.

Section 6. Eminent Domain.

The City does not encourage the use of eminent domain in conjunction with the use of public financing incentives. In extraordinary circumstances the City may approve the use of eminent domain in accordance with applicable law and only to the extent deemed necessary to make the approved project viable. In any case where eminent domain is proposed, the Applicant must prove and the Board of Aldermen must find that the Applicant has attempted, in good faith, to acquire the property privately. Although in some cases the expenses associated with the use of eminent domain qualifies as an eligible project cost under state law, the Applicant may be required to pay the costs associated with the condemnation proceedings, including court and litigation costs, attorney's fees and the final condemnation awards. Approval of the use of eminent domain will be at the City's discretion.

Tax Increment Financing

Section 7. TIF Process

A. The City will use the following process for initial evaluation and consideration of any proposed TIF plan:

1. Pre-application meeting between Applicant and City staff.

2. Negotiation and execution of a Preliminary Funding Agreement in accordance with the City's Policy governing Requests for Proposals.

3. Submission of draft TIF Plan.

4. City conducts initial review of TIF plan to determine compliance with the TIF Act and identify any issues. The City will provide a written response to the draft TIF plan.

5. Revisions to the draft TIF plan as required by the City's initial written response. Applicant files revised plan.

6. After initial issues that were identified by City staff have been addressed and after staff determines the TIF plan is complete and contains all of the required elements pursuant to the TIF Act, the City will issue initial notices to the taxing districts. Thereafter, the TIF plan will be processed in accordance with the TIF Act requirements. The City may refuse to issue the initial notices if the TIF plan is incomplete.

7. The City will issue the notice regarding requests for proposals, in accordance with the City's Policy governing Requests for Proposals. This notice may be issued before, after, or simultaneously with the initial notice to the taxing districts.

8. Any changes to the TIF plan which are prepared by the Developer shall be delivered to the City with sufficient time to review the proposed change(s) prior to the next scheduled meeting at which the plan will be considered. The City may continue the TIF Commission public hearing or the Board of Aldermen's consideration of the TIF Plan if City staff does not have sufficient time to review the proposed changes and provide a report to the TIF Commission or Board of Aldermen, as appropriate.

B. TIF Commission consideration of a TIF Plan.

1. The TIF Commission may hold one or more study sessions to discuss the process for considering a TIF plan.

2. At the public hearing, if the TIF plan has been prepared and proposed by a developer or landowner, the applicant will present the proposed plan, followed by comments and recommendations from City staff. The Commission will take public testimony, and the applicant will be allowed time for a response. All questions from the Commission to an applicant, City staff or the public shall be held during the public hearing.

3. The TIF Commission recommendation may include any recommended additional changes, conditions or requirements that the Commission believes should be satisfied prior to

approval of the TIF plan or prior to implementation of the TIF plan or a particular project or phase of the TIF plan.

4. If the TIF Commission considers and votes on a resolution to recommend approval of the TIF plan but such resolution fails to receive a vote of approval, such action shall be deemed by the Board of Aldermen to be a recommendation against the TIF plan.

C. Board of Aldermen consideration of TIF Plan.

1. The Board of Aldermen may consider each TIF plan as a regular agenda item, and is not required to hold a public hearing regarding the TIF plan. The Board of Aldermen may, at its discretion, allow public comments regarding the TIF plan.

2. The Board of Aldermen may, at its discretion, hold one or more special meetings to consider the TIF plan.

D. Independent studies may be obtained by the City through or at the request of City staff, the TIF Commission, or the Board of Aldermen. Such studies may include a blight study, a financial feasibility study, a market analysis, a traffic study, or any other type of professional evaluation of the TIF plan or any element of the TIF plan. The costs of any study shall be paid by the applicant in accordance with the terms of the funding agreement.

<u>Section 8. Guidelines for Considering TIF Plans.</u>

Most favorable consideration will be given to those plans that satisfy the general guidelines applicable to all applications as set forth in Section 5 of this Policy, and that satisfy the following additional guidelines:

A. <u>The total amount of subsidy from TIF revenues should be no more than 15% of the total project costs</u>. The measurement of total project costs shall include all site preparation costs, building construction costs, hard costs, soft costs, developer fees, all professional fees of any type, and all project budget contingencies. Actual land costs incurred by the applicant will be considered as part of the total project costs. If land was purchased prior to preparation of the draft TIF plan, then the current market value as determined by an independent appraiser, approved by the City, may be considered as part of the total project costs.

B. Any applicant that requests the issuance of bonds, notes or other indebtedness by the City must demonstrate that all annual revenues to repay the debt are at least 1.25 times the projected annual debt-service payments.

C. The City will not provide a general fund annual appropriation pledge to enhance the sale of debt for the project except in extraordinary circumstances as demonstrated by the applicant.

D. The TIF plan should provide for a retainage account to hold at least 15% of the TIF revenues until the project, including all private development, is substantially complete.

E. TIF projects which create jobs with wages that exceed the community average will be favored.

F. TIF plans that propose retail development should encourage the inflow of customers from outside the City and should not divert sales from or cannibalize existing retail in the City. If the TIF plan will cause or result in the relocation of one or more businesses already within the City, the Applicant must demonstrate that the business would leave or cease operations in the City without such relocation, and the base year of the business (for the purpose of calculating economic activity taxes and payments in lieu of taxes) shall be the 12-month period prior to closing at its prior location. The TIF contract shall implement these requirements for relocated businesses.

G. TIF plans that propose the redevelopment of existing residential neighborhoods and commercial and industrial areas will be favored. Projects to stabilize deteriorating or blighted residential neighborhoods and commercial and industrial areas will be favored.

H. TIF plans that will be in effect for no more than 12 years will be favored.

I. The developer should contribute not less than 15% of the total project costs from cash equity of the developer. Land costs or land value shall not be included in the calculation of developer's equity contribution unless the land will be purchased after the TIF plan is submitted to the City, or was purchased within one year prior to submitting the TIF plan to the City. Private loans obtained by developer will not be included in the calculation of developer's equity.

J. The plan should provide for a mandatory declaration of surplus Payments In Lieu of Taxes (PILOTs) to the applicable taxing districts that impose real property taxes within the redevelopment area in the amount of 50% of all captured PILOTs. The declaration of mandatory surplus PILOTs shall be disbursed from the special allocation fund on a basis that is proportional to the current collections of revenue which each taxing district receives from real property in the redevelopment area, as set forth in Section 99.820.1(12), RSMo.

K. A proposed TIF plan which does not meet the guidelines of this Policy may be viewed favorably by the City if the applicant clearly demonstrates that the project is of vital interest to the City and will significantly benefit the City through the elimination of blight, financing desirable public improvements, strengthening the employment and economic base of the City, increasing property values, reducing poverty, creating economic stability, upgrading and stabilizing older neighborhoods or developments, and facilitating economic self-sufficiency.

Section 9. TIF Contract.

A. The ordinance that approves a TIF plan will include a requirement that a redevelopment contract must be executed by the selected developer within a designated time period, upon terms and conditions that are acceptable to the City.

B. The initial draft of a TIF contract will be prepared by the City. An ordinance to approve a TIF contract will not be placed on a Board of Aldermen agenda until all outstanding contractual issues have been resolved to the satisfaction of City staff.

C. The contract may contain a list of pre-approved or prohibited land uses or tenants.

D. The TIF contract will provide that prevailing wages must be paid by the developer where required by law, and the developer will indemnify the City for failure to meet applicable prevailing wage laws.

E. The TIF contract will provide for an order of priority in which reimbursable project costs and other eligible costs shall be paid from the special allocation fund, on an as-collected basis or to repay bonds that have been issued pursuant to the TIF plan.

F. The TIF contract will provide for a City administrative fund to be funded by a portion of the TIF revenues, which will pay for costs incurred by the City, including financial, legal, traffic and other consultants and advisors to the City, to administer the TIF plan and enforce the contractual obligations of the developer and the developer's authorized successors, assignees and transferees in the redevelopment area. In addition to any other costs that are authorized to be funded from the administrative fund, the contract will authorize the City to withdraw 2% of the funds deposited in the special allocation fund through the first full calendar year, and 1% annually thereafter, to reimburse the City for costs incurred to manage the special allocation fund and provide for the collection and disbursement of TIF revenues. The TIF contract will also provide for reimbursement to the City from the special allocation fund for costs incurred by the City to conduct a 'Component Unit' audit of any special funding district that is established in furtherance of the TIF plan. Funding of the City administrative costs will be a higher priority than reimbursement of developer reimbursable project costs.

G. Interest on certified developer reimbursable project costs shall accrue from the date of City approval and certification for payment. Interest shall not start to accrue when the developer incurs such expense, or when a request for reimbursement is submitted to the City.

Funding Districts

<u>Section 10. Transportation Development Districts (TDD).</u>

A. The City may file, or join as a co-petitioner, a petition for formation of a TDD where public transportation improvements to be funded by the TDD have been designated for construction on the City's Capital Improvements Plan or where the Board of Aldermen decide that such improvements primarily benefit of the general public rather than a particular development.

B. In order to obtain favorable support for the formation of any TDD in the City, the petitioners should appear at a Board of Aldermen meeting and make a presentation regarding the TDD prior to filing the petition. The Board of Aldermen may express its support for or opposition to a proposed TDD through the adoption of a resolution or motion.

C. If the petitioners have not obtained the support of the Board of Aldermen prior to filing a TDD petition, then a copy of the petition shall be delivered to the Board of Aldermen after the City is served with the petition by the court and the Board of Aldermen will express its support for or opposition to the TDD by motion or resolution. A failure by petitioners to make a presentation to the Board of Aldermen as set forth in paragraph B of this section, prior to filing the petition in court, will be taken into account when the Board of Aldermen considers the City's response to the petition.

D. If a TDD is proposed in coordination with approval of a TIF plan, the execution of a development agreement between the petitioners and the City, or in connection with any other package of public economic incentives, the Board of Aldermen's support for formation of the TDD may be expressed in the TIF plan, the development agreement or other document or approval provided by the Board of Aldermen in connection with the project. In this situation, a separate presentation to the Board of Aldermen regarding the TDD petition is not required, and City staff will file an answer with the court in support of the TDD formation.

Section 11. Community Improvement Districts (CID).

A. Nature of Application.

1. Residential projects. For those projects that are entirely or primarily residential development and that propose to use a CID in place of a Homeowners' Association, most favorable consideration will be given to Applications that meet the following guidelines:

   (a) The developer will turn over full control of the CID to the residents when at least 80% of the lots in the CID have been sold to residents that will reside within the CID.

   (b) The CID operates autonomously from the City, and the City is not required to manage or oversee CID operations.

   (c) The CID provides contractual indemnification to the City for the acts and omissions of the CID.

   (d) The CID is formed as a political subdivision of the state, rather than as a non-profit corporation.

   (e) The CID provides for the perpetual maintenance and upkeep of all common property within the CID, and assumes obligations by contract to ensure that the City will not be required to undertake ownership or maintenance of common properties and open areas.

   (f) The CID is used to pay for public improvements and services that serve the entire residential development.

B. Commercial Project Size and Type. Most favorable consideration will be given to CIDs for commercial projects that are comprised of at least 40,000 square feet of new development or redevelopment.

C. Timing of City Clerk's Review. Applicants should submit to the City a draft CID petition before formally filing the CID petition with the City Clerk, to provide the City an opportunity to review and comment on such petition. This allows the City to identify concerns and issues before a CID petition is formally filed with the City Clerk, in order to avoid delay when the CID petition is formally filed with the City Clerk. If a draft CID petition is not submitted to the City for review and comment, the City may take more time to review the petition to determine whether the petition substantially complies with the requirements of the CID Act.

D. Type of CID. Most favorable consideration will be given to Applications seeking the establishment of a political subdivision CID rather than a nonprofit corporation CID. CIDs that will take the form of a non-profit corporation and which intend to impose special assessments will indemnify the City from all claims, and any resulting costs, damages and legal or other professional fees associated with the legality of the special assessments.

E. CID Services. Except where the provision of services is the primary purpose of establishing the CID, most favorable consideration will be given to CID proposals where CID services are not funded until after all debt associated with public improvements has been repaid.

F. District Term. Except in the case of CIDs established as a substitute for a Homeowners Association, Property Owners Association or Business Owners' Association, most favorable consideration will be given to those CIDs that are limited to a term of twenty (20) years or less.

G. Financing of CIDs.

1. Where a CID is not proposed in connection with a TIF plan, any debt issuance in connection with a CID shall be issued by the CID unless otherwise requested by the City, and shall contain a disclosure that substantially complies with the following:

   The bonds are special limited obligations of the District payable from all, part or any combination of the revenues of the CID District. The Bonds do not constitute an indebtedness within the meaning of any constitutional, statutory or charter debt limitation or restriction. The Bonds are not general obligations of the CID District, nor any municipality, county, the City of Peculiar, Missouri (the "City"), the State of Missouri or any other political subdivision thereof, and are not payable out of any funds or properties other than those specifically pledged as security therefor.

   The City has not participated in the preparation of this Official Statement nor has it reviewed any of the information contained herein. The CID District is a separate political subdivision. The CID District has indemnified the City against any costs or damages of the City that may arise from the sale, offering and repayment of the Bonds or in connection with the completion of the CID improvements.

2. The City shall not provide an annual appropriation backing for CID debt unless 90% of the CID improvements are owned or to be owned by the City or the City determines that such improvements have a benefit to the City as a whole, and any benefit to a specific residential or commercial development is incidental to the benefit to the City as a whole.

H. Special Assessments. The City may approve a CID that will impose special assessments if the following requirements have been met:

1. Special Assessments will be imposed in an amount sufficient to pay the principal of and interest on any indebtedness proposed to be incurred by or on behalf of the CID. Assessments must be sized to provide debt service coverage of not less than 120% for debt service payments. The City may request an independent report to demonstrate the satisfaction of this requirement. What if the CID is using both sales tax and special assessments?

2. The value of the real property will be at least five times the value of the annual special assessment, depending on the status of lot sales and vertical construction. For example, if the special assessment for a parcel or lot is $2,500 per year, the market value of the real property (without building improvements) must be at least $12,500 to $25,000. The market value shall be determined based upon the value established by the Cass County Assessor's office or a real estate appraisal acceptable to the City.

Section 12. Neighborhood Improvement Districts (NID).

A. Project Characteristics. Most favorable consideration will be given to NID projects that satisfy the following conditions and requirements:

1. The NID improvements benefit an entire subdivision or other large area in which many properties benefit and are subject to the special assessments.

2. All Applicants are obligated to dedicate all rights-of-way and easements that are necessary to complete the NID project without cost to the City.

3. The Applicants demonstrate the financial capacity to complete the development (if new development is proposed), and the financial capacity to provide interim construction financing either personally or through a lending commitment.

4. The Applicants demonstrate that they have no interest in an existing development that has delinquent special assessments or property taxes.

5. The Applicants will pay for all costs associated with preparation of the plan and specifications for the improvements to be funded with the NID.

6. The Applicants will indemnify the City, or provide another form of security that is acceptable to the City Attorney, for the non-payment of the special assessments which may be used prior to sale of the property through the lien.

7. The NID is being used to pay for improvements that have already been identified for construction by the City.

B. Timing of City Ordinance. For NIDs formed by petition, Applicants are highly encouraged to submit an application pursuant to this Policy before filing a petition to establish a NID with the City Clerk.

C. Interim Construction Financing**.** Most favorable consideration will be provided for a NID that proposes initial construction financing through one of the following methods:

1. The Applicant provides a written commitment from a lending institution acceptable to the City, or other equivalent financing by the Applicant, which demonstrates the ability to provide financing for all construction costs. In this situation, the City may require execution of a Development Agreement between the City and Applicant which obligates the Applicant to fully financing the construction cost with the identified lending or funding source.

2. The Applicant proposes financing through a conduit issuer. Debt issued by a conduit issuer shall not be a general obligation of the City and the financing agreement with the conduit issuer shall not include any City Credit Support. The City may covenant in a financing agreement to use the City's Credit Support to finance long-term bonds if and when the conditions on the use of such support as set forth below are satisfied.

D. Permanent Financing.

1. The City may issue bonds and extend the City's Credit Support when the NID improvements are owned or to be owned by the City or the City determines that such improvements have a benefit to the City as a whole, and any benefit to a specific residential or commercial development is incidental to the benefit to the City as a whole. The City may also use the City's Credit Support when the City has determined that all of the following requirements have been met:

   (a) The NID improvements have been substantially completed and the final costs of the project have been determined as required by the NID Act.

   (b) Special Assessments have been imposed pursuant to the NID Act in an amount sufficient to pay the principal of and interest on any indebtedness proposed to be incurred by or on behalf of the City. Assessments must be sized to provide debt service coverage of 120% for debt service payments for the first 10 years and 110% thereafter. The City may require a consultant report to demonstrate satisfaction of these requirements.

   (c) The value of the real property is at least five times (depending on the status of lot sales and vertical construction) the value of the annual special assessment. For example, if the special assessment for a parcel or lot is $2,500 per year, the market value of the real property (without building improvements) must be at least $12,500. The market value shall be determined based upon the value established by the Cass County Assessor's office or a real estate appraisal acceptable to the City.

   (d) Either (a) at least 50% of the parcels in the District have been sold to third parties unrelated to the developer who intend to construct improvements on the parcels and did not purchase the parcel with an intent to resell it or (b) vertical construction has commenced on at least 50% of the real estate. In lieu of the forgoing, the Developer may provide credit enhancement acceptable to the City to remain in effect until these milestones are achieved.

2. If the conditions are insufficient for the City to issue bonds and provide Credit Support, then the City may require debt to be issued by a conduit issuer. No Credit Support will be offered or committed to support these bonds. Bonds issued by a conduit issuer will be secured solely by the City's legal obligation to impose special assessments in accordance with the NID statute.

Section 13. City Oversight of Funding District Operations.

A. Cooperation Agreements for CIDs and TDDs. The Applicant and any TDD or CID shall enter into an intergovernmental cooperative agreement with the City, which agreement shall, at a minimum, address the following rights, duties and obligations of the parties:

1. district administration;

2. imposition of the district funding mechanism;

3. the method of collecting and accounting for the district revenues;

4. the issuance of debt for the projects (if applicable);

5. the conditions under which the district will be terminated;

6. City representation on the district board of directors;

7. Approval of additional projects;

8. Applicant's obligation to report the existence of the District and any applicable funding mechanism to tenants or grantees;

9. Applicant's assistance in assuring timely reporting of sales information to the Missouri Department of Revenue, the District or the City, as applicable; and

10. Any other matters which may be required by the City.

B. Annual Budget Review. The cooperative agreement between the City and a TDD or CID shall provide for annual review and approval of the Funding District budget.

C. City Representation on Funding District Board of Directors. Most favorable consideration will be given to a TDD or CID where the majority control of the board of directors rests with persons designated by the City, including City staff and elected or appointed City officials.

D. Performance Measures.

1. The City may condition approval and implementation of any project on performance measures such as job creation. In such cases, the Applicant shall agree to the creation of performance measures, which if not satisfied will decrease the amount of economic development assistance provided by the City.

2. Each Project shall be monitored on an annual basis to determine compliance with the agreed-upon performance measures.

E. Extension of District Terms. With respect to new commercial development or redevelopment, most favorable consideration shall be given to a project in which the public funding sources are scheduled to expire within a defined time period and are not expected to be renewed at the end of the stated life of the public funding source.

F. Abandonment of CIDs and TDDs. Most favorable consideration will be given to Applications that provide alternatives for City management or maintenance of TDD or CID projects in the event that control or management of the Funding District is abandoned.

Tax Abatement

<u>Section 14. Enhanced Enterprise Zone (EEZ) (Real Property Tax Abatement)</u>

A. <u>Zone Designation and Expiration</u>.

1. <u>Zone Designation</u> – Harrisonville Enhanced Enterprise Zone (EEZ) was designated by the Missouri Department of Economic Development (DED) on February 3, 2011.

2. <u>Zone Expiration</u> – The Harrisonville Enhanced Enterprise Zone will expire on February 3, 2036, following its 25 year life.

<u>North American Industry Classification System</u> (NAICS) **–** The North American Industry Classification System was developed as the standard for use by Federal statistical agencies in classifying business establishments for the collection, analysis, and publication of statistical data related to the business economy of the United States.

NAICS was developed under the auspices of the Office of Management and Budget (OMB), and adopted in 1997 to replace the old Standard Industrial Classification (SIC) system.

It was also developed in cooperation with the statistical agencies of Canada and Mexico to establish a 3-country standard that allows for a high level of comparability in business statistics among the three countries.

B. <u>Project Eligibility</u> – Project eligibility is determined by eligible Targeted Industries, Minimum New Capital Investment and Minimum New Full-time Jobs created, as established by the Harrisonville Enhanced Enterprise Zone Tiered Incentive Schedule and the Missouri Works Program. Further project eligibility criteria, requires a participating company to pay at least 50% of an employee's health insurance premium.

1. <u>Ineligible Businesses</u> (by Statute Chapter 135.950 (9)(b)) – the following industry groups are Statutorily ineligible for participation in the Enhanced Enterprise Zone Program:

<u>NAICS Code</u> (Industry Group or Primary Sector)	<u>Industry</u>
7132	Gambling Establishments
44 and 45	Retail Trade
61	Educational Services
8131	Religious Organizations
92	Pubic Administration
722	Food and Drinking Places

2. Eligible Businesses – Eligible businesses are determined by the Targeted Industries recommended by the Harrisonville Enhanced Enterprise Zone Board and approved by the Board of Aldermen on December 14, 2010. The eligible Targeted Industries are identified by their industry associated NAICS (North American Industry Classification System) codes. The Harrisonville Enhanced Enterprise Zone Targeted Industries are in **Exhibit B**.

3. Minimum New Investment – Minimum new capital investment of $100,000 is required.

4. Minimum New Full-time Jobs Created – Minimum 2 new full-time jobs must be created.

NOTE: To qualify for the minimum 50% Real Property Tax Abatement for 10 years, **both** the Minimum New Capital Investment of $100,000 AND the Minimum 2 New Full-time Jobs must be met.

To receive the Additional Real Property Tax Abatement Increment Benefit, as reflected on the Tiered Tax Abatement Schedule in **Exhibit C**, the additional New Capital Investment OR the additional New Full-time Jobs created must be met. The Tax Abatement Term remains at 10 years.

5. Health Insurance Benefits – Eligible company must pay at least 50% of an employee's health insurance premium.

C. Real Property Tax Abatement – The Real Property Tax Abatement percentage amount has been established in the adopted Tiered Property Tax Abatement Schedule. The Statutory Minimum Real Property Tax Abatement percentage is 50%, as set forth in Chapter 135.963. Only Real Property Tax Abatement is Statutorily allowed, Personal Property Tax Abatement is not allowed Statutorily with the Enhanced Enterprise Zone Program.

D. Targeted Industries – Eligible businesses' primary function and operation, must be classified within the adopted Targeted Industries listed in **Exhibit B**. The identified Targeted Industries were recommended by the Harrisonville Enhanced Enterprise Zone Board and approved by the Board of Aldermen.

E. Benefits/Incentives Reduction (Clawbacks) **-** The City may condition approval and implementation of any project on performance measures such as job creation. In such cases, the Applicant shall agree to the creation of performance measures, which if not satisfied, will decrease the amount of economic development assistance provided by the City. Each Project shall be monitored on an annual basis to determine compliance with the agreed-upon performance measures.

F. Enhanced Enterprise Zone Boundaries – Map **Exhibit D**

<u>Section 15. Chapter 353 Tax Abatement.</u>

A. <u>Tax Abatement</u> under the Urban Redevelopment Corporations Law is only extended to real property that has been found to be a "blighted area" by the city. For purpose of 353 tax abatement the term "blighted area" is defined as:

That portion of the city within which the legislative authority of such city determines that by reason of age, obsolescence, inadequate or outmoded design or physical deterioration, have become economic and social liabilities, and such conditions are conducive to ill health, transmission of disease, crime or inability to pay reasonable taxes.

B. <u>Maximum Tax Abatement</u>. Most favorable consideration will be given to those projects that request tax abatement at the following maximum rates:

1. During the first ten-year abatement period –

   (a) real property taxes resulting from 100% of the increased value of the land (exclusive of improvements) above the value of the land as established by the county assessor for the calendar year prior to the year that the redevelopment corporation acquires title to the real property for the proposed project, and

   (b) real property taxes resulting from 100% of the value of all improvements on the real property that has been acquired by the redevelopment corporation for the project; and

2. During the next fifteen-year abatement period, real property taxes resulting from 50% of the total value of the land and improvements, as established by the county assessor, that has been acquired by the redevelopment corporation for the project.

Additional abatement during the second fifteen-year period may be considered by the City if the Applicant demonstrates significant economic need as described in <u>Section 5</u> of this Policy.

C. <u>Redevelopment Contract</u>. Urban Redevelopment Corporations have the power to operate one or more redevelopment projects; however, such projects must be pursuant to a development plan which has been authorized by the City after holding a public hearing on the development plan 353.060, RSMo. The Redevelopment Corporation shall enter into a redevelopment contract with the City after approval of the Redevelopment Plan that provides for the implementation of the Redevelopment Plan and the payment of Payments In Lieu of Taxes, if applicable. The contract shall be binding upon successors to the Redevelopment Corporation in the real property for which tax abatement is provided. The City may pre-approve a transfer of property from the Redevelopment Corporation to the primary developer, but transfer to any other person or entity shall be subject to approval by the City.

D. <u>Payments In Lieu of Taxes</u>. The Redevelopment Contract shall provide for the Payment In Lieu of Taxes as specified in the Redevelopment Plan, or in accordance with the Tax Impact Statement provided to the taxing districts prior to approval of the Redevelopment Plan.

Chapter 100 Bond Financing

<u>Section 16. Chapter 100 Tax Incentive.</u>

A. <u>General guidelines</u>. The City will consider the following factors when evaluating a proposal to approve a development plan and tax incentive pursuant to Chapter 100:

1. Employment to be generated by the project and the acceptance of performance standards (clawbacks) to enforce employment generation;

2. Financial feasibility of the project, the financial abilities of the applicant and the need for public assistance;

3. The impact of the project on public improvements and services, and the impact on other taxing districts and the improvements and services that they provide;

4. The revenues to be generated by the project for the City and other taxing districts;

5. Conformance with the City's Comprehensive Plan and Future Land Use Plan;

6. Economic impact of the project.

B. The City will accept no credit risk when issuing bonds for a Chapter 100 project.

C. Property owned by the City pursuant to a Chapter 100 project will be exempt from all real and personal property taxes.

D. Most favorable consideration will be given to Chapter 100 projects that propose the location of new businesses and industries in the City, and which retain business that would otherwise leave the City.

E. Tax incentives offered or granted through the use of Chapter 100 Bond Financing is solely at the Board of Aldermen's discretion.

F. In all cases, the City will **require** the company to purchase the entire bond issue for their project (real and personal property). The Board of Aldermen reserve the right to make appropriate exceptions to this policy, in rare cases.

G. The company will be **required** to make Payments in Lieu of Taxes (PILOTS), to the affected Taxing Jurisdictions, as agreed upon, as a percentage of the calculated tax liability, or as a set dollar amount, the Board of Aldermen's discretion.

H. Failure to pay PILOTS, as agreed upon, will result in termination and voiding of the executed Lease Agreement, between the City and the company, further resulting in termination of any and all access and use of subject City owned property (real and personal property), for agreed upon operations.

I. The Tax Incentive/s offered and granted through Chapter 100 Bond Financing will not exceed 75% or require less than a 25% Payments In Lieu Of Taxes (PILOTS). The Board of Aldermen reserves the right to consider an 80% Tax Incentive with a 20% Payments In Lieu Of Taxes in select, unique, high impact, exceptional quality projects. But in no circumstance shall the Tax Incentive ever exceed 80%, or the Payments In Lieu Of Taxes requirement be allowed below 20%.

J. The Board of Aldermen does not favor combined use of Chapter 100 Bond Financing Tax Incentives, related to Personal Property, with the Data Center Sales Tax Exemption Program local level sales and use tax exemption.

K. Chapter 100 Bond Financing Local Tax Incentives Policy and Guidelines are outlined below:

Real Property Tax Incentive through Chapter 100 Bond Financing may be considered by the Board of Aldermen for projects that meet the following criteria:

1. Minimum Total New Investment in Real Property of $5 Million or
2. Minimum New Annual (or Average Annual) Payroll of $10 Million or
3. Minimum New Full-time Jobs of 25 - at Harrisonville, Missouri, facility (within 2 years)
4. AND Average Wages will equal or exceed County Average Wages – provided by the Missouri Department of Economic Development (DED)
5. Existing Business – Minimum New Annual (or Average Annual) Payroll of $5 Million or Minimum New Full-time Jobs of 10 employees – at Harrisonville, Missouri, facility (within 2 years)

Personal Property Tax Incentive through Chapter 100 Bond Financing may be considered by the Board of Aldermen for projects that meet the following criteria:

1. Minimum Total New Investment in Personal Property of $5 Million or
2. Minimum New Annual (or Average Annual) Payroll of $10 Million or
3. Minimum New Full-time Jobs of 25 - at Harrisonville, Missouri, facility (within 2 years)
4. AND Average Wages will equal or exceed County Average Wages – provided by the Missouri Department of Economic Development (DED)
5. Existing Business – Minimum New Annual (or Average Annual) Payroll of $5 Million or Minimum New Full-time Jobs of 10 employees – at Harrisonville, Missouri, facility (within 2 years)

<u>Standard Tax Incentive</u>

Up to 50% Tax Incentive for up to ten (10) years for projects that meet the above established thresholds.

<u>Enhanced/Discretionary Tax Incentive</u>

1) New/Retained Full-time Jobs with Average Wages Paying 150% or more of County Average Wage as published by the Missouri Department of Economic Development (DED) – may receive additional Tax Incentive of 5% per 10% incremental increase in Average Wage above 150% of County Average Wage – not to exceed an additional 25% Tax Incentive benefit.

2) New/Retained Full-time Jobs with Average Wages Paying 200% or more of County Average Wage as published by the Missouri Department of Economic Development (DED) – may receive up to 25% additional Tax Incentive - at the Board of Aldermen's discretion.

3) New Annual (or Average Annual) Payroll exceeding the Minimum of $10 Million - may receive an additional Tax Incentive of 5% for every $1,000,000 increment above $10 Million – not to exceed an additional 25% additional Tax Incentive benefit.

4) Projects with primary operations, or significant component, of Science and Technology or Research and Development – may receive additional Tax Incentive of up to 25% - at the Board of Aldermen's discretion. NOTE: City staff will verify project eligibility using the North American Industry Classification System (NAICS) Code.

5) New/Retained Full-time Jobs exceeding the Minimum thresholds identified above (25 Jobs New Business – 10 Jobs Existing Business) – may receive additional Tax Incentive of 5% for every 25 New Full-time Jobs for New Business and 5% for every 5 New Full-time Jobs for Existing Business – not to exceed additional 25% Tax Incentive.

6) New Capital Investment exceeding the Minimum threshold of $5,000,000 (in either Real Property or Personal Property) – may receive additional Tax Incentive of 5% for every $5,000,000 increment in New Capital Investment – not to exceed an additional 25%.

7) If a new facility is LEED Certified (or an existing facility is renovated to become LEED Certified), or the facility achieves an established rating level, from the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Program (e.g. Silver rating or higher) – may receive an additional Tax Incentive of up to 15% - at the Board of Aldermen's discretion.

8) Companies engaged in Advanced Manufacturing may receive favorable consideration by the Board of Aldermen for a Tax Incentive up to 80%, with a Payment in Lieu of Taxes (PILOTS) of 20%. Advanced Manufacturing may include (not all inclusive) Additive Manufacturing (sometimes referred to as 3D Printing); advanced materials, composites, and alloys; robotics and automation; welding and machining with lasers; nanotechnology, among others.

9) Established, industry leaders, or proven emerging growth companies, engaged in Disruptive Technologies, may receive favorable consideration by the Board of Aldermen for a Tax Incentive up to 80% with a Payment in Lieu of Taxes (PILOTS) of 20%. Disruptive Technologies may include (not all inclusive) Artificial Intelligence (AI) and Machine Learning; Blockchain technology; Virtual and Augmented Reality (VR/AR); 3D Printing; Robotics; Cyber Security; Drone Technology; GPS & Navigational Systems.

Data Center Sales Tax Exemption Program

Section 17. Data Center Sales Tax Exemption.

A. Eligibility thresholds:

   Existing facility expansion: 5 New Full-time Jobs
   Average Wages at or exceed 150% of County Average Wages
   AND $5 Million Dollars Minimum New Investment

   New facility: 10 New Full-time Jobs
   Average Wages at or exceed 150% of County Average Wages
   AND $25 Million Dollars Minimum New Investment

B. An exemption of 100% of state and local sales and use taxes.

C. The Board of Aldermen may consider use of this incentive program for eligible and appropriate projects and may participate and partner with the State of Missouri on a project with this program.

D. The Board of Aldermen will not favorably consider use of this incentive program in combination with the Chapter 100 Bond Financing Personal Property Tax incentive benefits, with few exceptions.

E. Refer to the Missouri Department of Economic Development program flier on this program for program specifics.

Other Public Funding Incentives

Section 18. Infrastructure Agreement.

A. An infrastructure agreement, also commonly known as sales tax rebate or reimbursement agreement, provides for the payment of City sales tax revenues generated by a new development to a developer as reimbursement for the construction of public improvements. The City may enter into an infrastructure agreement when the applicant proposes a development that requires the construction of public improvements that are planned to be constructed by the City or that have a significant benefit to the general public, and the developer demonstrates substantial need for the reimbursement to make the project financially feasible.

B. The City will not pursue reimbursement from other taxing jurisdictions in the consideration and negotiation of an infrastructure agreement, but the developer may pursue all available options with other funding districts.

Historic Preservation Tax Credit

Section 19. Historic Preservation Tax Credit.

Eligible Applicants

Any taxpayer is eligible to participate in this program.

Program Benefits/Eligible Uses

The program provides state tax credits equal to 25% of eligible costs and expenses of the rehabilitation of approved historic structures. This tax credit can be applied to:

- Ch. 143 – Income tax, excluding withholding tax
- Ch. 148 –
- Bank Tax
- Insurance Premium Tax
- Other Financial Institution Tax

This credit's special attributes:

- Carry back 3 years
- Carry forward 10 years
- Sellable or transferable

Application/Approval Procedure

An application is submitted to the Missouri Department of Economic Development (DED), which will then be submitted to the State Historic Preservation Office to determine the eligibility of the property and proposed rehabilitation, based on the standards of the U.S. Department of the Interior.

Preliminary applications subject to the cap will be scored and considered by DED in accordance with section 253.559.3(1), RSMo and accepted in two (2) cycles for each state fiscal year.

Projects receiving less than $275,000 in credits may be accepted at any time.

Special Program Requirements

An eligible property must be:

- listed individually on the National Register of Historic Places;

- certified by the Missouri Department of Natural Resources as contributing to the historical significance of a certified historic district listed on the National Register; or

- of a local historic district that has been certified by the U.S. Department of the Interior.

The costs and expenses associated with the rehabilitation must exceed 50% of the total basis of the property (acquisition cost).

New Markets Tax Credit

<u>Section 20. New Markets Tax Credit</u>

New Markets Tax Credit (NMTC) Program is a Federal Program.

The New Markets Tax Credit Program is jointly administered by the CDFI Fund and the Internal Revenue Service (IRS).

Investments made through the New Markets Tax Credit Program must comply with regulations outlined in Section 45D of the Internal Revenue Code.

New Markets Tax Credits provide a Credit against Federal Income Taxes for investors that make Qualified Equity Investments (QEIs) in certified financial intermediaries called "Community Development Entities (CDEs)."

New Market Tax Credits are awarded to Community Development Entities, not to individuals or businesses.

Community Development Entities (CDEs), in turn, use the proceeds of these Qualified Equity Investments (QEIs) to make Qualified Low-Income Community Investments (QLICIs), such as business loans, in Low-Income Communities.

The New Markets Tax Credit is taken over a 7-year period. The Tax Credit rate is:

5% of the original investment amount in each of the first three years; and
6% of the original investment amount in each of the final four years.

Total Tax Credit equals 39% of the original amount invested in the Community Development Entities.

Tax Credit Amount - Year 1	Year 2	Year 3	Year 4	Year 5	Year6	Year 7	TOTAL
5%	5%	5%	6%	6%	6%	6%	39%

Activities Ineligible for New Markets Tax Credit Investment

Residential rental property - Buildings or structures that derive 80% or more of their gross rental income from renting dwelling units.

Certain types of businesses:

Golf Courses	Massage Parlors	
Racetracks	Hot Tub Facilities	
Gambling Facilities	Suntan Facilities	
Certain Farming Businesses	Liquor Stores	Country Clubs

Refer to IRS regulations for additional details.

Eligible Projects for New Markets Tax Credit Investment

(to provide eligible project categories – not all inclusive)

Office	Grocery Store
Hotel	Retail/Office
Renewable energy	Health care
Industrial	Manufacturing
Libraires	

Mixed use (80%/20% Housing Requirement)

Entertainment/Theater/Museums

Non-profit organizations-community centers

Benefits of New Markets Tax Credit Program
(for the business and the project)

New Markets Tax Credit financing can fill a gap in project's capital stack.

Can be debt or equity investments.

NMTCs can be used to create jobs, encourage expansion, and attract and retain businesses in low-income areas.

Used by for-profit and non-profit organizations.

Flexible financing terms may include: Below market interest rates; Longer than standard Interest-Only period; Higher than standard loan to value ratio; Longer than standard amortization period.

Refer to Exhibit E for New Markets Tax Credit Eligibility Area Map

Exhibit A

Preliminary Funding Agreement

This **PRELIMINARY FUNDING AGREEMENT** ("Agreement") is entered into this _____ day of ________________________, 20__, between the **CITY OF HARRISONVILLE, MISSOURI** a Missouri municipal corporation (the "City"), ______________________________, a _______________________ corporation, or its assigns (the "Applicant").

RECITALS

WHEREAS, the City is a fourth-class city with its principal office located at 300 E. Pearl Street, Harrisonville, Missouri, 64701, and exercising governmental functions and powers pursuant to the Constitution and the Revised Statues of the State of Missouri; and

WHEREAS, the Applicant is a ______________ corporation with its principal office located at _____________________________, and is authorized to conduct business in the State of Missouri; and

WHEREAS, the City has been requested by the Applicant to consider an application for tax increment financing in accordance with Sections 99.800 to 99.865 of the Revised Statues of Missouri (the "TIF Act"), which may also include a petition to establish a community improvement district in accordance with the Community Improvement District Act, Sections 67.1401 to 67.1571 of the Revised Statutes of Missouri (the "CID Act") and property tax incentives under Chapter 100, Article VI, Section 27(b) of the Missouri Constitution and Sections 100.010 to 100.200 of the Revised Statutes of Missouri (the "Chapter 100") (collectively the "Development Incentives Applications") within the City; and

WHEREAS, the City may be requested to provide such other services and assistance as may be required to implement and administer the Development Incentives Applications through its consideration by the City's governing body ("Board of Aldermen"); and

WHEREAS, the City does not have a source of funds to finance costs incurred by it, in the form of additional legal, financial, planning, transportation and engineering, and other consultants, or for direct out-of-pocket expenses and other costs resulting from services rendered to the Applicant to review, evaluate, process and consider the Development Incentives Applications; and

WHEREAS, in order for the City to fully consider and evaluate the Development Incentives Application, the City has requested Applicant to deposit funds with the City to be used by the City to pay for the City's actual out-of-pocket expenses necessary to perform a full evaluation of the Development Incentives Applications and engage consultants as needed for such evaluation.

NOW THEREFORE, in consideration of the foregoing and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby agree as follows:

1. **Services to be Performed by the City**. The City shall:

A. Consult with the Applicant on the preparation and consideration of the Development Incentives Applications in accordance with the provisions of the TIF Act, CID Act, Chapter 100 and other applicable laws, give all notices, make all publications and hold hearings as required by the TIF Act, the CID Act, Chapter 100 and all other applicable laws.

B. Provide necessary staff, legal, financial, appraisal and planning assistance to prepare and present the Development Incentives Applications to the Board of Aldermen and to prepare and present required ordinances to the Board of Aldermen;

C. In the event that the Board of Aldermen approves all or any portion of the Development Incentives Applications, provide the necessary staff and legal, financial, appraisal and planning assistance to prepare and negotiate a definitive agreement between the Applicant and the City for implementation of the Development Incentives Applications or appropriate portion thereof;

D. In the event that a definitive agreement between the Applicant and the City for implementation of the Development Incentives Applications or an appropriate portion thereof is entered into, provide the necessary staff, legal, financial, appraisal and planning assistance to administer such agreement(s) and implement the Development Incentives Applications.

2. **Initial Deposit**. On or before _________________, the Applicant shall deposit Twenty Thousand Dollars ($20,000) (the "Deposit") with the City Clerk. The City shall disburse the Deposit as set forth in **Section 5** and shall bill the Applicant pursuant to **Section 3** to re-establish the Deposit so that there is a minimum cash balance of Twenty Thousand Dollars ($20,000) available, from which additional disbursements may be made as required.

3. **Additional Funding**.

A. The City shall submit an itemized statement for actual out-of-pocket expenses necessary to perform its obligations hereunder or for any additional obligations or expenditures incurred by the City. Such statements shall be submitted on a regular periodic basis, but no more often than monthly. The Applicant shall pay the City the amounts set forth on such statements (the "Additional Funds") within thirty (30) days of receipt thereof. If such funds are not so received, the unpaid balance shall be subject to a penalty of two percent (2%) per annum, and City shall be relieved of any and all obligations hereunder until paid or may terminate this Agreement pursuant to **Section 7**. Notwithstanding the foregoing, the Applicant shall ensure that on the dates upon which the Board of Aldermen takes up the Development Incentives Applications for consideration, the Deposit shall be replenished to the amount of the minimum cash balance establishes in **Section 2**. Failure to replenish the Deposit as described shall be grounds for continuing the consideration of the Development Incentives Application.

B. The City and the Applicant agree that the Applicant shall reimburse the City for its actual out-of-pocket expenses necessary to perform the City's obligations hereunder, using the following consultants: _________________, for legal counsel; _________________, for financial advisor; and ___________________, for bond counsel. The City shall advise the Applicant in writing if it intends to utilize the services of any other consultant to perform its obligations under the terms of this Agreement. Such written notice shall include the name of the consultant, the service to be performed and an estimate of the cost expected. If the Applicant, in writing, within five (5) business days from receipt of the City's notice, objects to either the consultant named or the service to be performed, the City and Applicant shall negotiate in good faith to resolve the Applicant's objections. If the City and Applicant cannot agree on the consultant to be used or the service to be performed, the City shall have no obligation to perform that service under the terms of this Agreement and the Applicant shall have no obligation to pay for such service under the terms of this Agreement.

C. The Deposit and all Additional Funds shall be treated as funds that may be reimbursed from TIF or CID revenues as permitted by law; provided, that the Development Incentives Applications or appropriate portion thereof is approved and the Applicant and the City enter into a definitive agreement for implementation of the Development Incentives Applications or appropriate portion thereof.

4. **<u>Operative Date</u>**. The operative date of this Preliminary Funding Agreement shall relate back to _____________, which is the date upon which the parties held their first meeting including the City's consultants to discuss the substantive issues related to this development application.

5. **<u>Disbursement of Funds</u>**. The City shall disburse the Deposit and Additional Funds for reimbursement of costs to the City on or before the thirtieth (30^{th}) day of each month, and for consulting fees and the payment of all out-of-pocket expenses incurred by the City in connection with the performance of its obligations under this Agreement as payment for such expenses become due. The City shall send to the Applicant a copy of the record for each disbursement made to the Applicant pursuant to the Agreement.

6. **<u>Development Incentives Applications Administration</u>**. In addition to the services set forth in **Section 1**, the City may be required to provide services from time to time for the continuing administration of the Development Incentives Applications, if approved by the City. Upon appropriate itemization, the City shall be reimbursed by the Applicant for actual meeting expenses and other expenses that are reasonable or incidental to the general operations of the City with respect to administration of the Development Incentives Applications and any development that results from the Development Incentives Applications. The provisions of this section shall apply until such time as the City and the Applicant agree to and execute a definitive agreement fro implementation of the following plans: TIF, CID and Chapter 100 approved in connection with the Development Incentives Applications.

7. **<u>Termination of this Agreement</u>**.

A. In the event the Applicant fails to perform any of its obligations herein, the City may terminate this Agreement, and any other agreement between the parties, at its sole discretion if the Applicant fails to cure the default within ten (10) days after written notice to the Applicant of the default.

Termination by the City shall also terminate any duties and obligations of the City with respect to the Agreement, including, but not limited to, the City's processing of the Applicant's Development Incentives Applications. Upon such termination, the City shall retain the Deposit Additional Funds, if any, necessary to reimburse the City for all expenses incurred under this Agreement to the date of termination and any monies due and owing to the City pursuant to any other agreement, and any remaining balance shall be returned to the Applicant.

B. The parties hereto acknowledge that the Applicant may determine to abandon the Development Incentives Applications or appropriate portion thereof. Upon written notice of abandonment by the Applicant, this Agreement shall terminate and the City may terminate any other agreement between the parties and shall retain the Deposit and Additional Funds, if any, necessary to reimburse the City for all expenses incurred under this Agreement to the date of termination and any monies due and owing to the City pursuant to any other agreement.

C. Upon termination of this Agreement, in the event the Deposit and Additional Funds are insufficient to reimburse the City for the outstanding expenses of the City payable hereunder, the Applicant shall reimburse the City as set forth in **Section 3**. After termination of this Agreement, any amounts remaining from the Deposit and the Additional Funds after all amounts have either been paid as directed by, or reimbursed to, the City shall be returned to the Applicant.

D. This Agreement may be terminated by mutual agreement of the City and the Applicant through provisions in a definitive agreement for implementation of the Development Incentives Applications to be executed concurrently or immediately after the Development Incentives Applications are approved, e.g., a Tax Increment Financing Redevelopment Agreement.

8. **Notice**. Any notice, approval, request or consent required by or asked to be given under this Agreement shall be deemed to be given if in writing and mailed by United States mail, postage prepaid, or delivered by hand, and addressed as follows:

To the City:	To the Applicant:
Daniel Barnett City Clerk City of Harrisonville 300 E. Pearl St. Harrisonville, Missouri 64701	
With a copy to:	With a copy to:

Each party may specify that notice be addressed to any other person or address by giving to the other party ten (10) days prior written notice thereof.

9. **City Requirements and Prior Approval**. The Applicant agrees to comply with all applicable laws

and City ordinances, including, but not limited to, the City's zoning ordinances, subdivision regulations and all planning or infrastructure requirements related to the development of Applicant's property. The parties agree that execution of this Agreement in no way constitutes a waiver of any requirements of applicable City ordinances or policies with which the Applicant must comply and does not in any way constitute prior approval of any future proposal for development, including the Development Incentives Application. The parties understand that the City may not lawfully contract away its police powers and that approval of the Development Incentives Applications and any zoning, subdivision and similar development application cannot be contractually guaranteed. This Agreement does not alter or diminish the City's ability to exercise its legislative discretion to consider the Development Incentives Applications in accordance with the TIF Act, CID Act, Chapter 100 and all applicable laws and any other applications with respect to development of Applicant's property.

10. **Modification**. The terms, conditions and provisions of this Agreement can be neither modified nor eliminated except in writing and by mutual agreement between the City and the Applicant.

11. **Applicable Law**. This Agreement shall be governed by and construed in accordance with the laws of the State of Missouri.

12. **No Third Party Beneficiaries**. This Agreement is made and entered into for the sole protection and benefit of the City and Applicant. No other person or entity shall have or acquire any right or action based upon any provisions of this Agreement.

13. **Entire Agreement**. This Agreement constitutes the entire agreement and understanding between the parties with respect to the subject matter hereof and supersedes and replaces any and all prior oral agreements or written agreements, arrangements and understandings related thereto.

14. **Counterparts**. This Agreement may be executed in any number of counterparts, each of which shall be an original, but all of which together shall constitute on instrument.

[Remainder of Page Intentionally Left Blank. Signature Pages Immediately Follow]

The parties hereto have caused this Agreement to be executed by their duly authorized representatives the day and year first above written.

CITY OF HARRISONVILLE, MISSOURI

By: ____________________________
Judy Bowman, Mayor

(SEAL)

ATTEST:

____
Daniel Barnett, City Clerk

STATE OF MISSOURI)
) ss.
COUNTY OF _______)

BE IT REMEMBERED, that on this _____ day of ________________, 20__, before me, the undersigned, a Notary Public in and for the County and State aforesaid, came Judy Bowman, the Mayor of the City of Harrisonville, Missouri, a City duly incorporated and existing under and by virtue of the laws of the State of Missouri, who is personally known to me to be the same person who executed, as such official, the within instrument on behalf of and with the authority of said City, and such person duly acknowledged the execution of the same to be the act and deed of said City.

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

____
NOTARY PUBLIC

My Commission Expires:

____

[SEAL]

______________________________, a

_______________ corporation

By: ___________________________
Name: _________________________
Title: __________________________

STATE OF ____________)
) ss.
COUNTY OF ___________)

BE IT REMEMBERED, that on this _____ day of _________________, 20__, before me, the undersigned, a Notary Public in and for the County and State aforesaid, came ____________, the _____________________________, a _________________ corporation, who is personally known to me to be the same person who executed the within instrument on behalf of said company, and such person duly acknowledged the execution of the same to be the act and deed of said company.

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

____
NOTARY PUBLIC

My Commission Expires:

____

[SEAL]

Exhibit B

Targeted Industries (Eligible)
for Enhanced Enterprise Zone Real Property Tax Abatement

As recommended by the Harrisonville Enhanced Enterprise Zone Board and approved by the Board of Aldermen on December 14, 2020

22111	Electric Power Generation
31-33	Manufacturing
42	Wholesale Trade
48-49	Transportation and Warehousing
51112	Periodical Publishing
51113	Book Publishing
51114	Other Publishers
5112	Software Publishing
51211	Motion Picture and Video Production
51212	Motion Picture and Video Production
51219	Postproduction Services and Other Motion Picture & Video Industry
5122	Sound Recording Industries
515	Broadcasting (except internet)
518	Data Processing, Hosting and Related Services
5413	Architectural, Engineering and Related Services
5414	Specialized Design Services
5415	Computer Systems Design and Related Services
5416	Management, Scientific and Technical Consulting Services
5417	Scientific Research and Development Services
5419	Other Professional, Scientific and Technical Services
55	Management of Companies and Enterprises
562	Waste Management and Remediation Services
6222	Psychiatric and Substance Abuse Hospitals
6223	Specialty Hospitals (except psychiatric and substance abuse)
71111	Theater Companies and Dinner Theaters
71119	Other Performing Arts Companies
7112	Spectator Sports
712	Museums, Historical Sites and Similar Institutions
71311	Amusement and Theme Parks

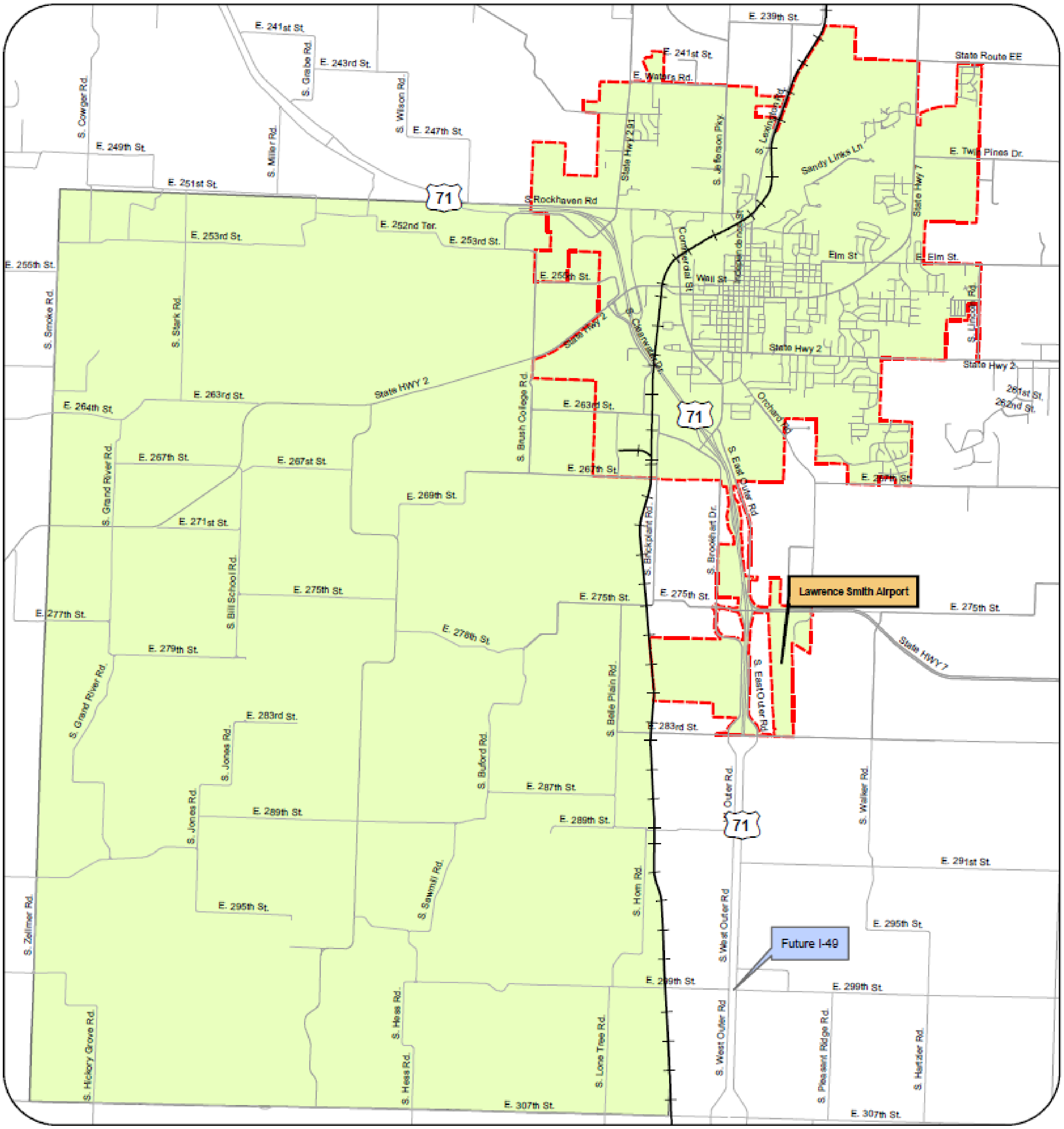
NOTE: All gambling (7132), retail establishments (44-45), educational services (61), religious organizations (8131), public administration (92) and eating and drinking establishments (722) are not eligible, by Statute.

Exhibit C

Enhanced Enterprise Zone
Tiered Real Property Tax Abatement Schedule

HARRISONVILLE	
ENHANCED ENTERPRISE ZONE	
TIERED INCENTIVE SCHEDULE	
BASE QUALIFICATION REQUIREMENTS	ABATEMENT LEVEL / TERM
Minimum Requirements - As verified by Missouri DED: 2 New FT employees AND $100,000 (minimum) capital investment	50% abatement / 10 years
Note: Upon qualification for minimum abatement, additional abatement is calculated according to additional FT Employees and/or additional Capital Investment.	
ADDITIONAL ABATEMENT INCREMENT BENEFITS	
Additional New Jobs Created Exceeding Minimum	
5+ NEW FT employees	5% additional abatement/10 Years
10+ NEW FT employees	7% additional abatement/10 years
15+ NEW FT employees	10% additional abatement/10 years
25+ NEW FT employees	15% additional abatement/10 years
50+ NEW FT employees	20% additional abatement/10 years
100+ NEW FT employees	25% additional abatement/10 years
250+ NEW FT employees	30% additional abatement/10 years
Additional Capital Investment Exceeding Minimum	
Capital investment exceeding $5 million	5% additional abatement/10 years
Capital investment exceeding $10 million	10% additional abatement/10 years
Capital investment exceeding $25 million	15% additional abatement/10 years
Capital investment exceeding $50 million	20% additional abatement/10 years
Capital investment exceeding $75 million	30% additional abatement/10 years

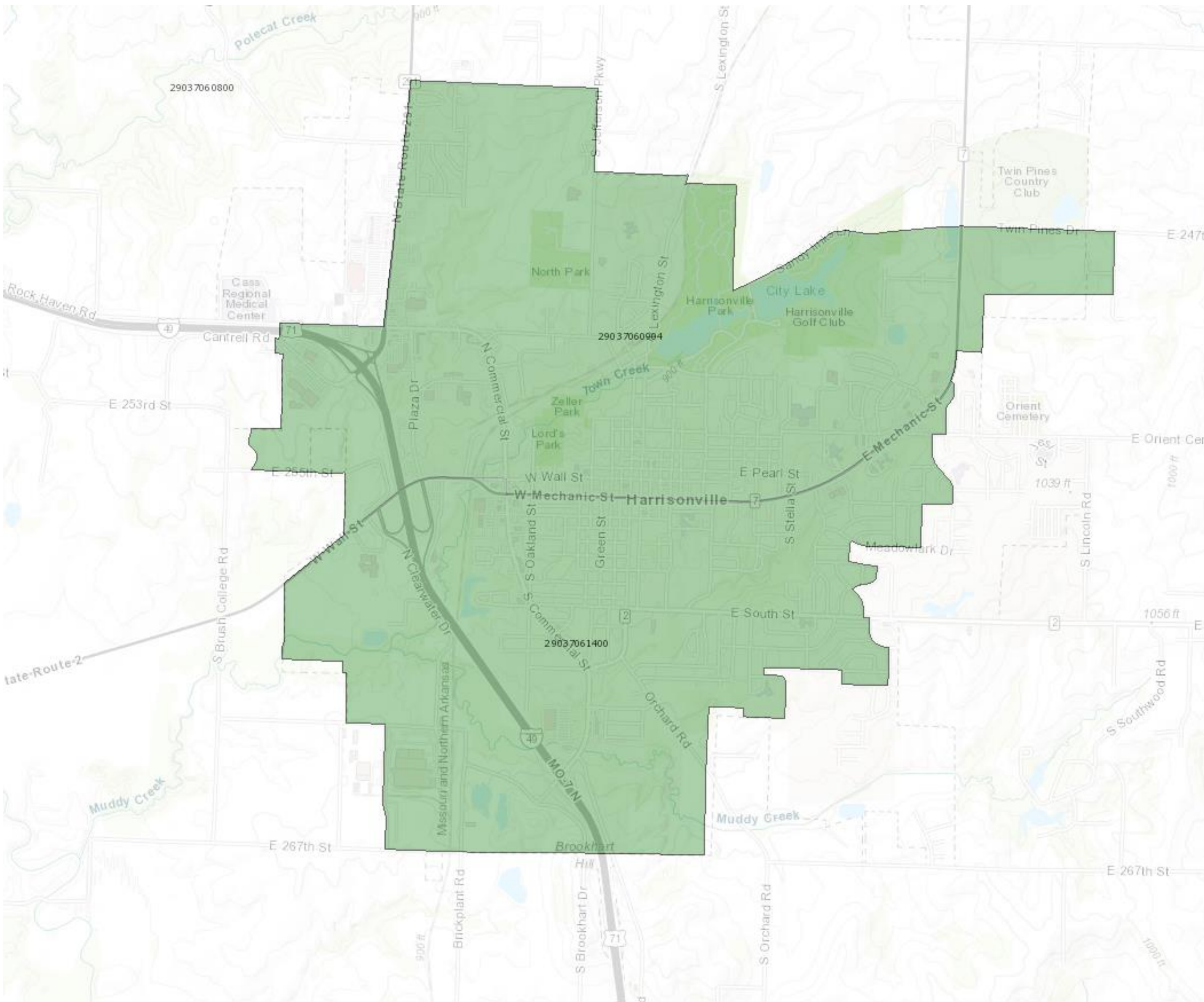
Exhibit D
Harrisonville Enhanced Enterprise Zone
Boundaries Map



<u>Exhibit E</u>

<u>New Markets Tax Credit Eligibility Area Map</u>

(Source: CDFI Fund – March 2022)



Council Bill No.

Resolution No.

A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE AMENDING THE ADOPTED ECONOMIC DEVELOPMENT INCENTIVES POLICY FOR THE CITY OF HARRISONVILLE, MISSOURI.

WHEREAS, the City of Harrisonville ("City") believes that quality economic development will aid in attracting and retaining business investment that will benefit the entire community; and

WHEREAS, the City of Harrisonville desires to increase the non-residential tax base to preserve and enhance the City's fiscal capacity to provide the public infrastructure and services necessary to support economic development; and

WHEREAS, the economic development program goals of the City of Harrisonville include economic diversification, broadening of the property tax base, stimulation of private investment, enhancement and support of existing development, quality of materials and design, maintenance of environmental quality, creation of and quality of employment opportunities, and increased per capita income; and

WHEREAS, the City of Harrisonville desires to support, encourage and attract high impact projects, quality employers and new technologies and innovations to the community, favorable consideration for incentives requests will be afforded to companies that engage in Disruptive Technologies or Advanced Manufacturing.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI:

SECTION 1: General Considerations

A. Each location is unique and requires that every proposal be evaluated on its individual merit and overall contribution to the City.

B. Care will be exercised in the use of economic incentives to thoroughly evaluate each project to ensure that the benefits which will accrue from the approval of the agreement are appropriate for the cost which will result, and that they are equitable to the City as a whole.

C. All developments are subject to the development review process which includes: staff review of plan submittals, Planning and Zoning Commission review, Board of Aldermen review and other Boards as required by the City Code.

SECTION 2: Investment Criteria – New Business

The City will take into account potential increased revenue to the City from sources associated with benefits of a particular business or overall development. In addition, the City will consider factors such as character of the development, the social and economic needs of the community and whether the business has been identified as a target industry by the City.

SECTION 3: Investment Criteria – Expanding Existing Business

The City will take into account potential increased revenue to the City from sources associated with benefits of a particular business or overall development. In addition, the City will consider factors such as character of the development, the social and economic needs of the community and whether the business has been identified as a target industry by the City.

SECTION 4: Other Considerations

The investment criteria may be either increased or decreased based upon the following considerations:

A. The potential for incremental growth, revenue and other economic impact.

B. The possibility of future expansion of real and/or personal property investment.

C. Desired or unique niche in marketplace consistent with City Goals, the Comprehensive Plan, or
other desired amenities as set forth by the City.

D. Employment impact. In evaluating the employment potential of a given enterprise, the following shall be taken into consideration:

1) Number of additional new full-time employees
2) Skill and education levels
3) Range of salary and compensation
4) Potential for executive relocation
5) Amount of Total Payroll

E. Potential of outside financial assistance.

F. Enhancement of City's image and reputation.

G. Increased sales taxes and/or other revenues.

H. Whether the project produces value-added products or services.

I. Impact on schools and other public entities. The City strongly encourages the

incorporation of
Payment in Lieu of Taxes (PILOTS) for developments that add new students to the school population when structuring an economic development incentive agreement that impacts school district revenues.

J. Retention of existing business is a goal of the City and should be taken into consideration.

SECTION 5: Performance Agreement

Any incentive granted pursuant to this Resolution shall be accompanied by a Performance Agreement between the applicant and/or lessee and the City, which is subject to annual review and determination by the Board of Aldermen that the conditions qualifying the business for the exemption continue to exist. The City shall review information provided by the company, lessee, county, or State to determine compliance with the Agreement. If the Board of Aldermen finds that the business or project is not in compliance, then the tax exemption may be modified pursuant to the Performance Agreement, or eliminated, as the Board of Aldermen deems appropriate. The County Assessor shall be notified of such action.

SECTION 6: Incentive Review Process

The City incentive review process has been established to ensure timely responses and well defined procedures. The process is as follow:

A. A prospect should contact the Harrisonville Director of Economic Development and provide
sufficient information to allow the City to make an informed decision regarding incentives.

B. The City Administrator and Director of Economic Development shall discuss the project details to determine their applicability to this policy.

C. The City Administrator shall determine the appropriate time of briefing the Board of Aldermen
(or other applicable Commission, Board or other governmental entity) of prospects seeking incentives.

D. Once it is determined to proceed with a request for incentives, incentive terms are prepared and
presented to the Board of Aldermen (or other applicable Commission or Board) for review, discussion and potential approval.

SECTION 7: That this Resolution and the associated Economic Development Incentives Policy shall become effective immediately upon its passage and approval.

PASSED AND RESOLVED BY THE BOARD OF ALDERMEN AND APPROVED BY THE MAYOR OF THE CITY OF HARRISONVILLE, MISSOURI, THIS 4TH DAY OF APRIL 2022.

VOTE TAKEN AS FOLLOWS:

AYES:
NAYS:
RECUSED:
ABSENT:

Judy Bowman, Mayor and Ex-Officio
Chairman of the Board of Aldermen

ATTEST:

Daniel Barnett, City Clerk
WITNESS my hand and seal this 4th day of April, 2022.

City of Harrisonville est. 1836

STAFF REPORT

TO: **Board of Aldermen**

FROM: **Daniel Barnett,**

DATE: **March 16, 2022**

SUBJECT: **Presentation of 2040 Comprehensive Plan (Draft) to the Board of Aldermen**

Type of Item: *Presentation*

C. Discussion Item (ID # 4149)

Presentation of 2040 Harrisonville Comprehensive Plan (Draft)

Attachments:

Harrisonville Comprehensive Plan DRAFT (PDF)

HARRISONVILLE, MISSOURI

2040 COMPREHENSIVE PLAN

HARRISONVILLE | MO

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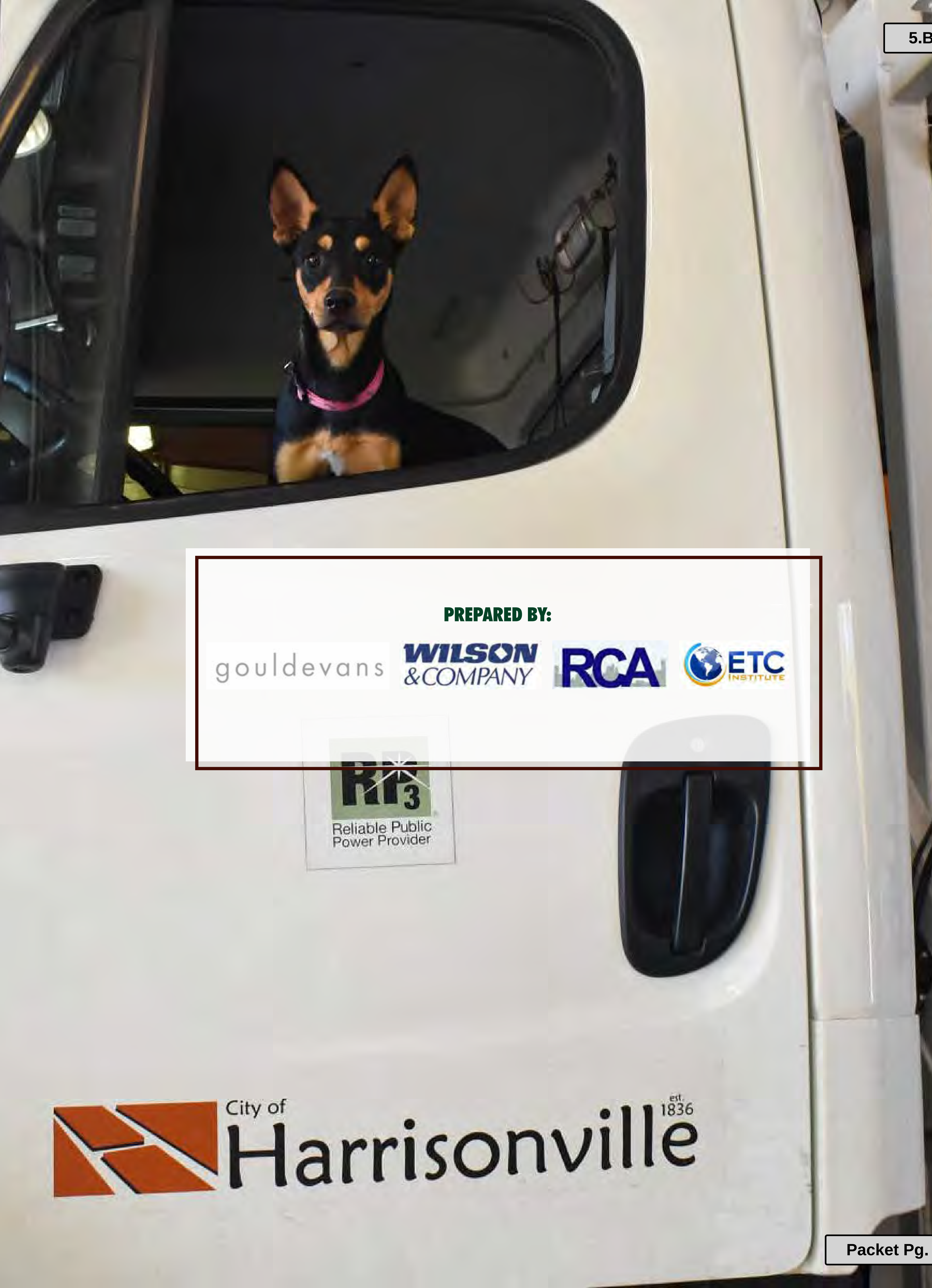
[INSERT COUNCIL RESOLUTION]



PREPARED BY:

gouldevans | WILSON & COMPANY | RCA | ETC INSTITUTE

Acknowledgments

MAYOR & BOARD OF ALDERMAN

Mayor
The Honorable Judy Bowman

Ward 1
Mike Zaring
David Doerhoff

Ward 2
Judy Reece
Marcia Milner

Ward 3
Sandy Franklin
Bill Mills

Ward 4
Matt Turner
Gary Davidson

PLANNING & ZONING COMMISSION

Alderman Liaison
Judy Reece

Chairman
Chris Chiodini

Commissioners
Scott Milner
Dorothy Young
Cheryl Bush
Barrett Welton
Wilbert Crawford
Brian Pulliam

CITY STAFF LEADERSHIP

City Administrator
Brad Ratliff

Community Development Director
Jim Clarke

City Planner
Roger Kroh, AICP

Public Information Officer
Daniel Barnett

Historic Preservation Commission Secretary
Jamie Martin

PLANNING COMMITTEES

Steering Committee
Bill Gray
Bill MillsCarolyn Looney
J. Christopher Lang
Cynthia R. Warner
Joshua Stafford
Kevin Shelton
Kevin W. Wood
Dr. Larry D. Snider, OD
Judy Franklin
Michael Weaver
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Eric Myler, Fire Chief
Andy Pollard, Electric Superintendent
Grant Purkey, Director of Parks and Recreation
John Hofer, Chief of Police
Rodney Jacobs, Street Superintendent
Robert Edwards, Water and Sewer Superintendent

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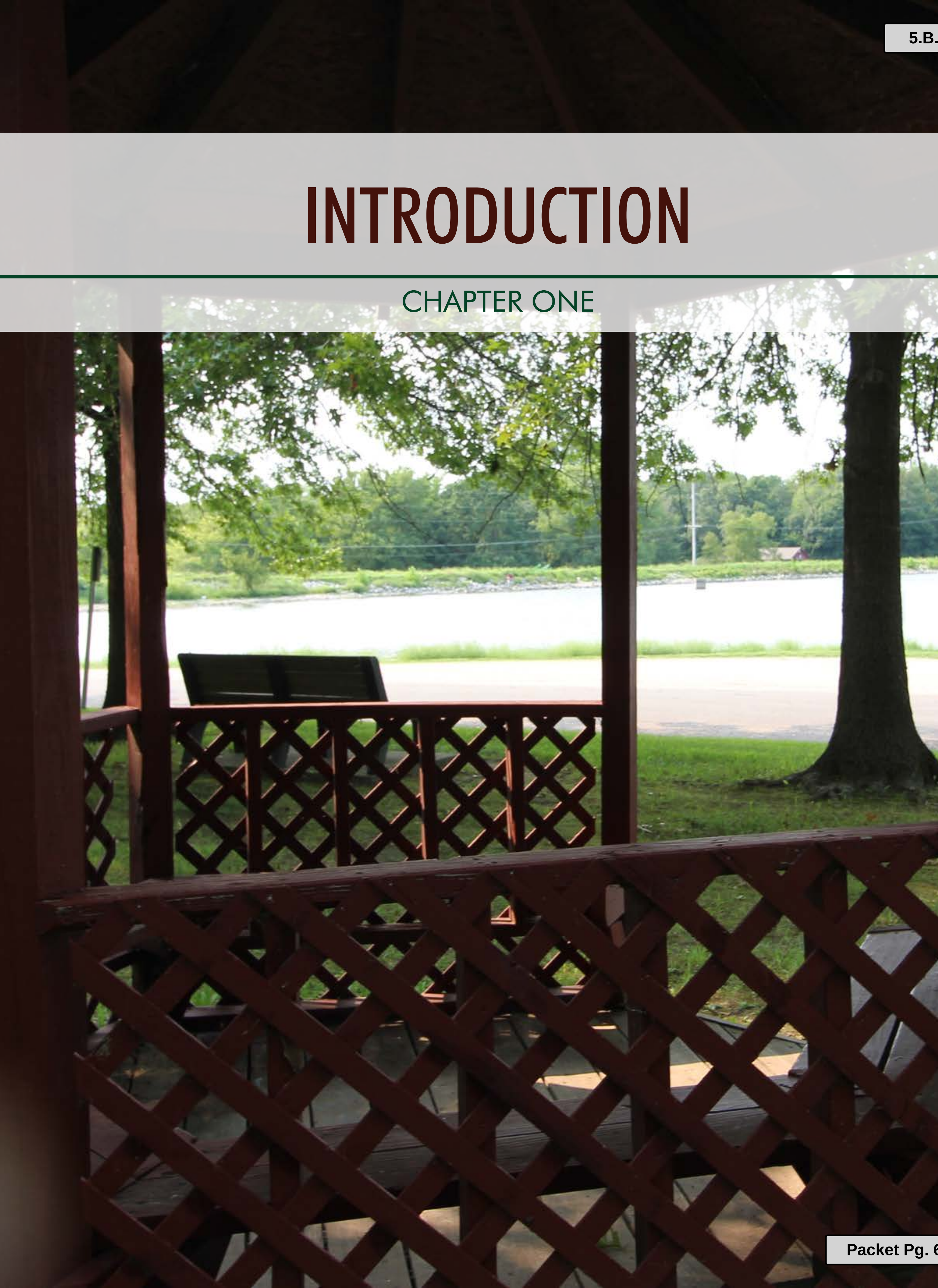


INTRODUCTION

CHAPTER ONE

What Is a Comprehensive Plan?

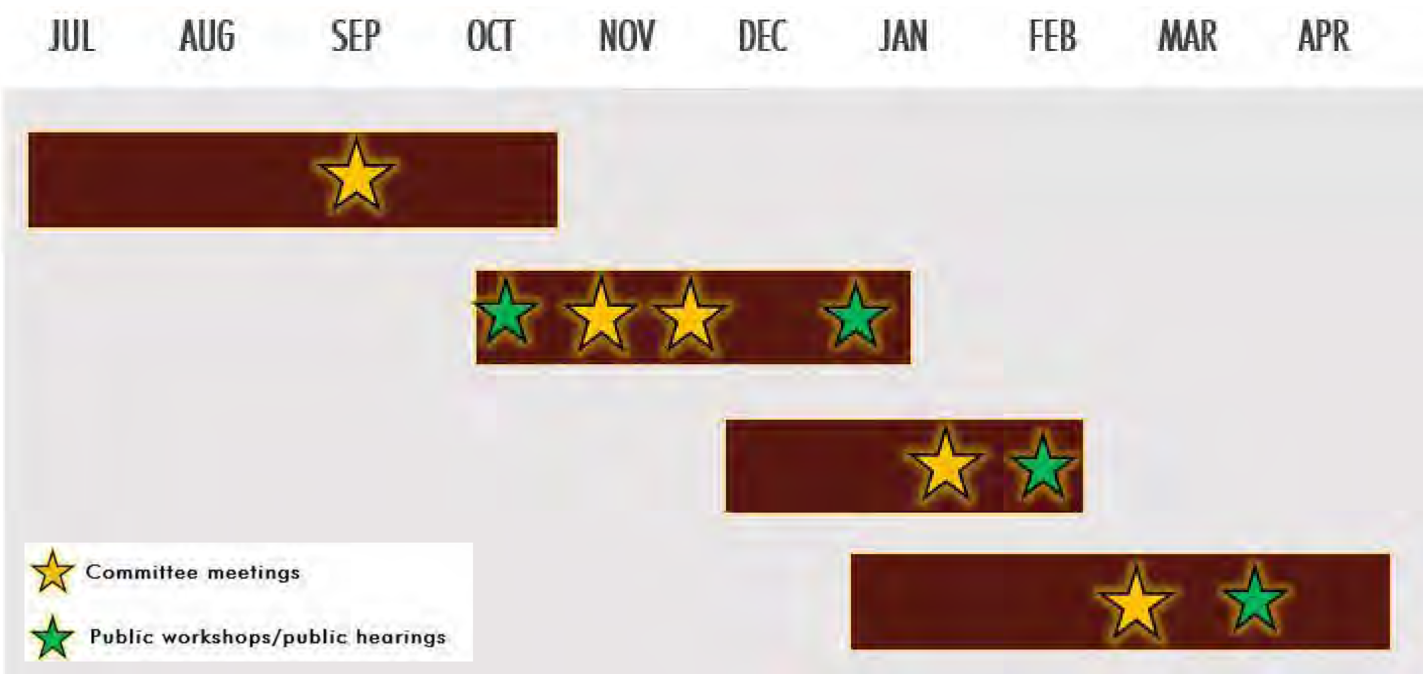
The Comprehensive Plan is a policy document that expresses the community's long-term desires for how the City accommodates and manages its growth. It provides guidance for city staff and leadership as development projects are proposed and opportunities to improve and expand the city are presented in Harrisonville. This document has been collaboratively produced by the City of Harrisonville, alongside many residents, business owners, partners, and other stakeholders. There is a significant opportunity for Harrisonville to grow into the future, and this plan provides a snapshot of what the community desires of future growth. In addition to the long-range vision and goals, this document also includes policies and strategic implementation tools that can be leveraged by the city and its stakeholders to achieve desired outcomes.

How You Can Use This Plan

This plan provides policies and strategies intended to support and provide clear guidance for how the city grows into the future. This plan is designed for:

- The City's Elected and Appointed Officials, Planning & Zoning Commission, and City Staff as they consider decisions on development applications, manage community infrastructure investments, and grow regional partnerships.
- The current and future residents interested in how the community develops, the quality of public amenities, and the management of public services.
- The current and future business owners and builders interested in the future direction envisioned for various parts of the community, and the planning policies and public investments that are related to their property or business.
- Regional and local partners interested in working with the City to achieve shared goals.

Planning Process



Beginning in summer of 2021, the City of Harrisonville worked with a number of partners, residents, and stakeholders for a year to lead the planning process.

PHASE 1 | COMMUNITY UNDERSTANDING

A Community Profile was created utilizing both data insights and community feedback, to better understand the existing conditions, trends, opportunities, and challenges facing Harrisonville.

PHASE 2 | VISIONING

This phase allowed residents and stakeholders to lend their perspectives to challenging development issues, and explore possibilities for how Harrisonville might evolve over time.

PHASE 3 | CREATING PLACE

This phase translated long-term vision and goals into implementation strategies and policies. Several focus areas were studied to identify specific next steps for improving conditions in Harrisonville.

PHASE 4 | COMPREHENSIVE PLAN

This phase focused on finalizing drafted sections of the plan, organizing an implementation toolkit, and adopting the new Comprehensive Plan into the city's policy framework.

Relationship to Other Plans

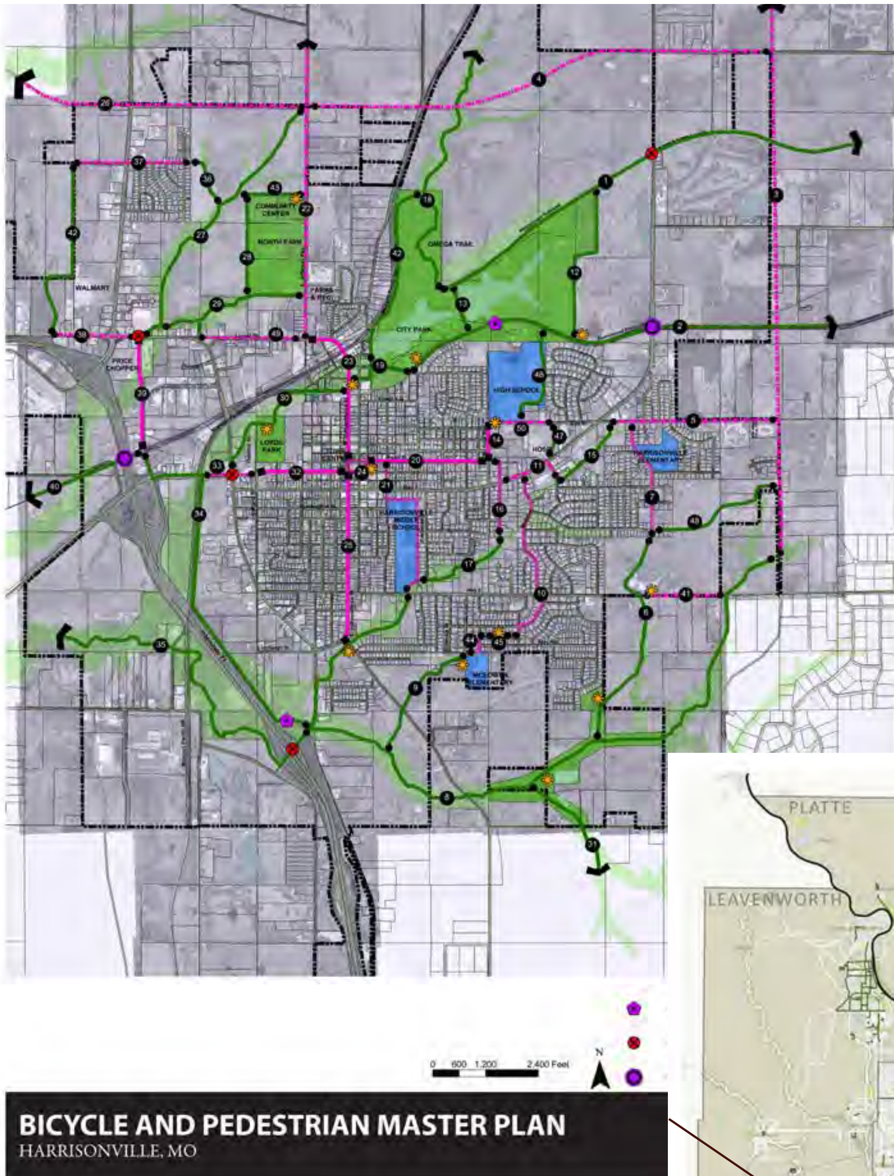
The Comprehensive Plan is a long-range, citywide-focused policy guide and framework for the City of Harrisonville, and aligns with or compliments plans that have been created at different scales or for other purposes.

For example, Harrisonville recently adopted a Historic Preservation Plan that provides greater detail about how the community can better leverage and sustain its historic resources. Harrisonville has also adopted a Bike/Pedestrian Plan that has been reviewed, reaffirmed, and incorporated into the Comprehensive Plan recommendations.

There are also a number of plans created at a broader scale, influencing several communities beyond Harrisonville alone. Harrisonville also falls within the context of the Mid-America Regional Council's planning area, and will be influenced by those plans and policies, notably the Greater Kansas City Regional Bikeway Plan, the Green Infrastructure Framework. There are also many strategic focuses to coordinate utilities, infrastructure, and natural resources.

The Comprehensive Plan is a reflection of community consensus and thus should be the primary resource for guiding the future of Harrisonville. However, as opportunities are presented, City officials and stakeholders should continue referencing relevant planning efforts at various scales, and engaging in planning processes that will influence Harrisonville in the future.

Harrisonville's Historic Preservation Plan was created in 2021, supported in part by the Historic Preservation Fund, administered by the National Park Service, Department of the Interior and Missouri Department of Natural Resources, State Historic Preservation Office. This plan provides several recommendations for how the city can preserve and leverage its historic resources.



The Harrisonville bicycle and pedestrian master plan was adopted in 2004, borne out of the Mid-America Regional Council's regional MetroGreen trail planning which sought to link Harrisonville to the Kansas City metro and identified several rail corridors as regional connection opportunities. This plan identifies a network of sidewalks, shared use paths, bike lanes, and paved trails which connect the commercial areas downtown to residential areas and schools. In addition, the plan shows where trailheads could be located, bridges may be needed, existing underpass locations, and where crossing conflicts exist.

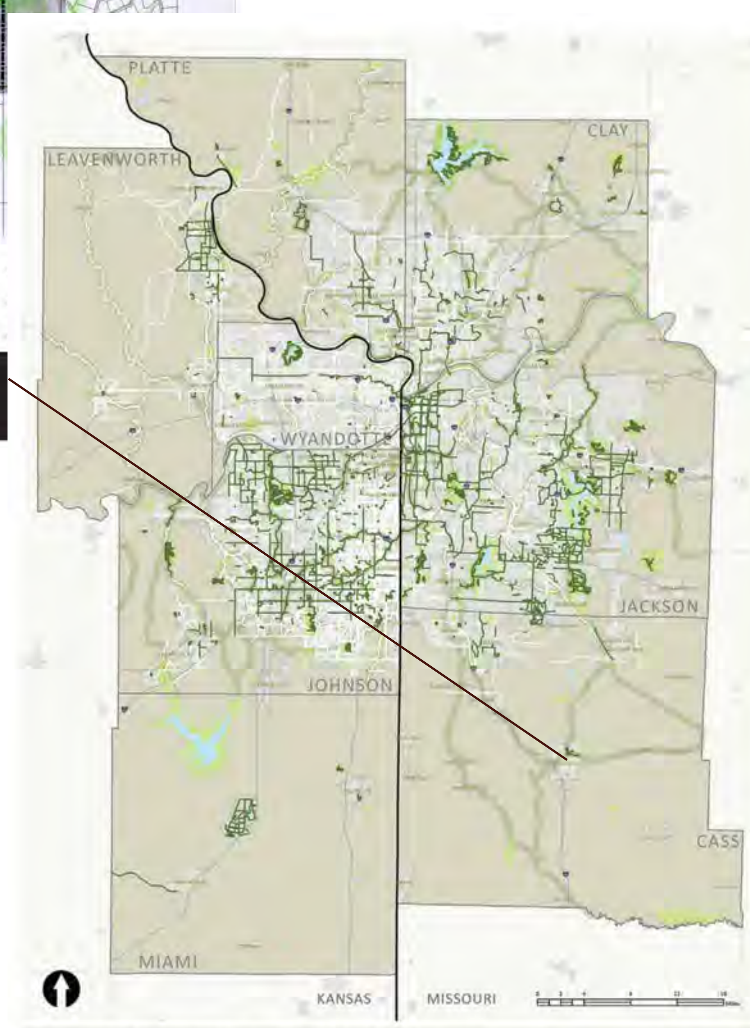


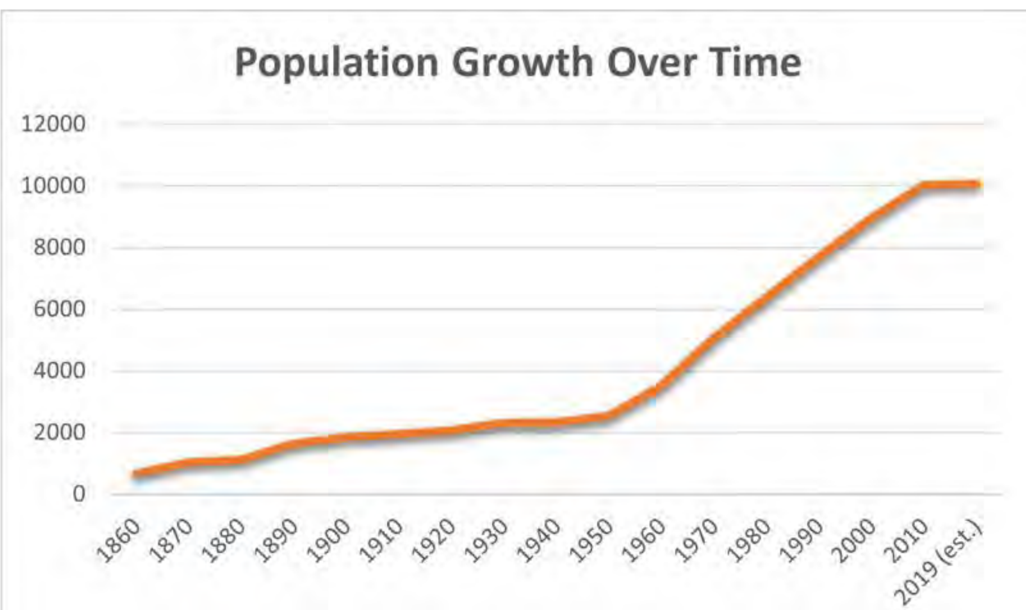
Figure 11 | Existing and Proposed Bicycle Facilities

Regional Bikeway Plan
Adopted by the Mid-America Regional Council

Our History & Context

Harrisonville is a small town located 40 miles from Kansas City's central business district. The area was first settled by European in 1830, five years before Cass County was established. The Town of Harrisonville was officially established in 1837, and named after Missouri Representative Albert G Harrison.

Harrisonville's early years saw growth in population to about 600 people, but the town was greatly affected by the American Civil War. Order #11, which placed Missouri's border counties under Marshall Law and gave residents 15 days to flee rural areas, greatly stifled the growth of Harrisonville for years following the Civil War. The community did not see meaningful repopulation and reinvestment until the 1880s. The connection of the Kansas City and Southern Railroad in 1885 enabled Harrisonville to leverage its agricultural assets and reposition itself within the regional economy until the Panic of 1893 which caused thousands of banks to fail nationwide. Despite national economic turmoils, Cass County successfully rebuilt the County Courthouse in 1897, which was destroyed during the Civil War.



Harrisonville flourished during the first part of the 20th century, and benefited from the establishment of new transportation and utility infrastructure. Harrisonville Water Company built two lakes to supply the city with reliable water sources between 1906-1909; The Jefferson Highway was built in 1916 through downtown Harrisonville along what is now Independence Street; and by the 1920s Highway 71 provided a significant roadway connection to Kansas City. The population of Harrisonville reached 2,300 by the 1930s. The Great Depression again stifled growth in Harrisonville, but federal programs enabled the city to purchase Lake Luna and the water plant, and create a new park. Following World War II, Harrisonville's population began to grow again, as the population tripled between 1950 and 1990.

Suburbanization following World War II undermined the Downtown Square as a central business district. Expansion of Highway 71 to a four-lane highway in the 1960s attracted national chains and new shopping centers that drew business away from the Historic Square. Disinvestment in downtown during this era created growing safety concerns. However, some preservation pioneers began to rediscover the city's unique downtown and historic neighborhoods in the 1980s, and philanthropist Del Dunmire purchased 80% of the buildings on the square in the 1990s. A Historic Preservation Commission was established in 1993.

Harrisonville today is a community strongly defined by its connection to the region, a high quality of life, and unique historical roots. Even as an established and stable community, Harrisonville has accomplished many catalytic investments in the early 2000s, and is well-positions to support continued growth in business and housing.

Community Profile

A Community Profile document was prepared to provide an overview of data gathered during the initial phases of the planning process. This information builds a historical perspective of Harrisonville, outlining key assets and trends that may impact the community's future. The Community Profile provides the foundation of the engagement process by uncovering important issues and opportunities to expand the community's understanding about a variety of topics. The information below represents a summary of the Community Profile, and the full document is available online at harrisonville.com.

KEY FINDINGS:

HARRISONVILLE IS A REGIONAL HUB

The City of Harrisonville is a community partially defined by its transportation network and the inter-modal access that exists via the interstate system, state highways, airport, and railroad access. This paired with its location as housing the Cass County judicial seat have allowed the community to leverage its transportation assets for various freight related industries over rail and road. Due to these systems, Harrisonville is positioned within Cass County and the Kansas City metropolitan area to achieve and sustain growth for the coming decade. The community is also well-positioned for industrial growth, with targeted extension of infrastructure nearby key transportation assets.

THE HISTORIC DOWNTOWN SQUARE OFFERS A SIGNIFICANT OPPORTUNITY FOR TOURISM, LOCAL BUSINESS, & RESIDENT ATTRACTION

The Harrisonville Courthouse Square Historic District consists of four blocks of commercial buildings that face the Courthouse Square along with five additional blocks just off of the Square. Historic Downtown Harrisonville is a significant asset to the community, and has been seeing reinvestment momentum in its historic buildings with new local businesses. Reinvesting in the historic downtown square has been healthy for the city, especially due to the highly efficient development pattern. Strategic public and private investments will help support the future growth of the Historic Downtown.

THE HOUSING MARKET IS A CURRENT ASSET

Harrisonville is well-positioned to attract new residents due to current affordability, and would benefit from developing new housing stock in targeted locations. Home prices and rental rates are more affordable than elsewhere in the Kansas City metropolitan area, and new housing development is beginning to pick up. With the regional and national housing markets experiencing rapidly rising prices, maintaining existing housing stock and developing a complete housing portfolio for current and future generations will be critical.

HARRISONVILLE HAS STRONG RECREATIONAL ASSETS

Harrisonville has intelligently leveraged major utility improvements to provide the community with strong recreational destinations. Currently, the city has over 400 acres of parkland in its 11 parks.

- City Park is the largest park in the city, covering 275 acres, and is home to the Harrisonville Aquatic Center, Camp Reeder, and various recreational facilities.
- Lake Luna and City Lake were created in 1906 and 1909 respectively by the Harrisonville Water Company to supply water to the town. In 1938, the City purchased the water company and surrounding land to create City Park.
- North Lake was created in 1954 to augment the City's water supply, and the surrounding land was purchased by the City to create a park in 1965. The area contains a 34-acre fishing lake, boat ramp, ADA accessible privy, parking lot, and floating fishing dock.

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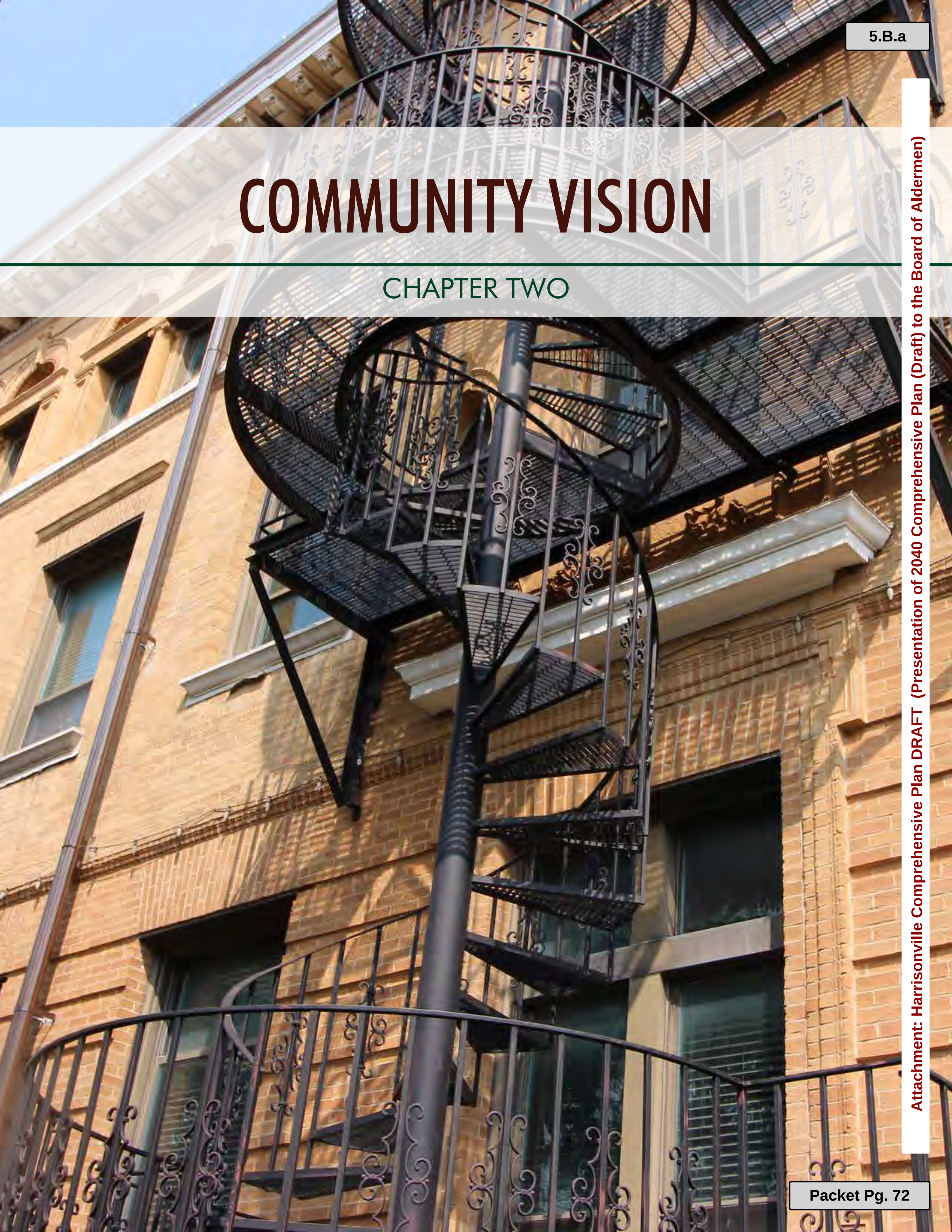
COMMUNITY VISION

CHAPTER TWO



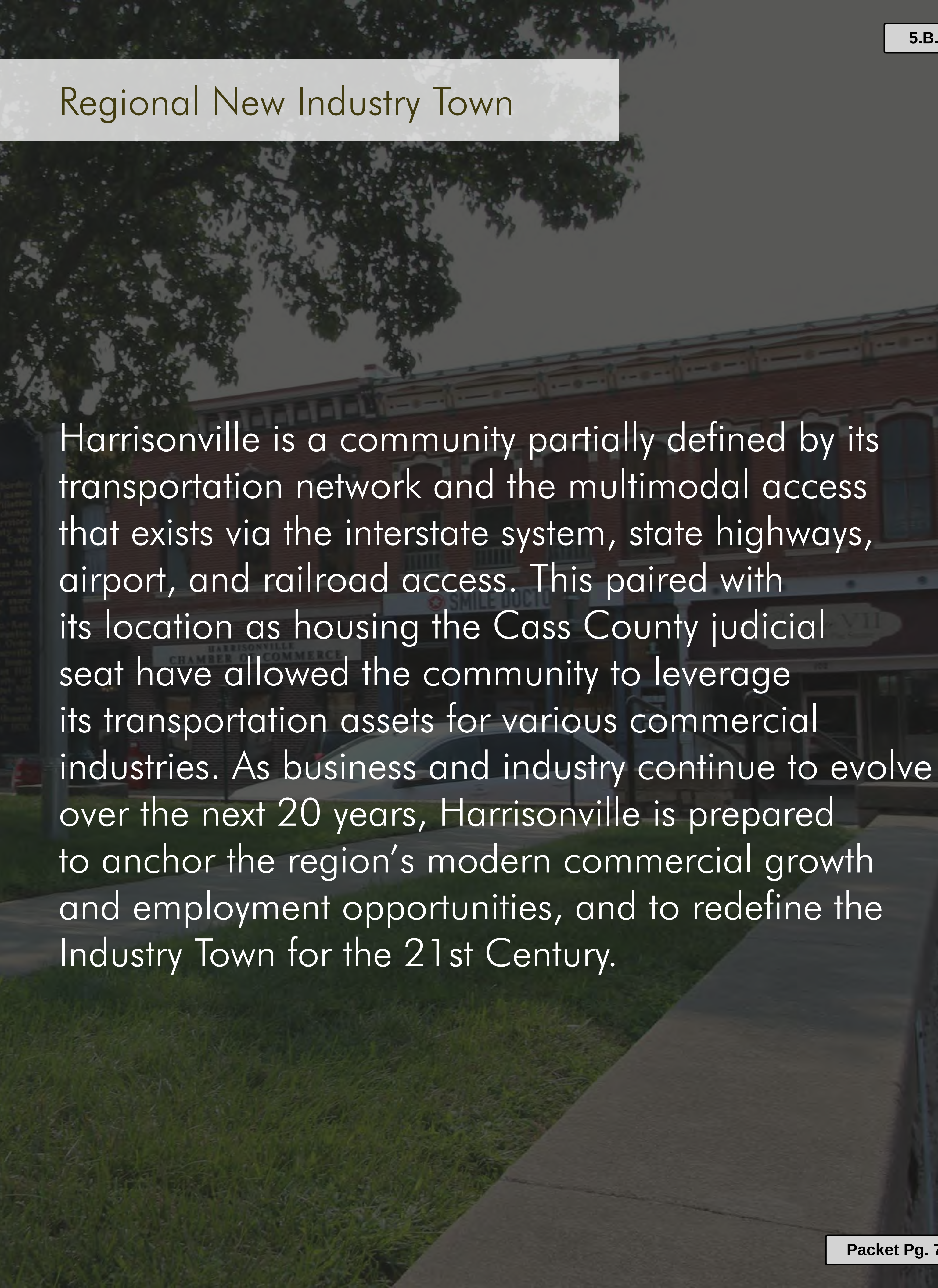
Harrisonville is ready to be a place where tradition meets innovation. Over more than a century, the community has established itself as a quintessential small town with significant historic assets, high quality of life, and strong regional positioning. The continued evolution of the community will focus on building upon these assets to make Harrisonville a competitive, highly sought-after place to grow up, raise a family, build a career, start a business, and enjoy retirement within the Kansas City region – A place to call home.

GUIDING PRINCIPLES

GUIDING PRINCIPLES

Four primary guiding principles were identified during the visioning phase. In addition to the community's citywide Vision Statement, these guiding principles represent the long-term aspirations of Harrisonville and are the organizing framework for the goals and objectives for the city. The following pages define the following principles and provide additional details about desired accomplishments Harrisonville will aim for over the next 20 years:

1. Regional New Industry Town
2. Historic Downtown Square Revitalization
3. A Place to Establish Roots
4. Growing with Purpose



Regional New Industry Town

Harrisonville is a community partially defined by its transportation network and the multimodal access that exists via the interstate system, state highways, airport, and railroad access. This paired with its location as housing the Cass County judicial seat have allowed the community to leverage its transportation assets for various commercial industries. As business and industry continue to evolve over the next 20 years, Harrisonville is prepared to anchor the region's modern commercial growth and employment opportunities, and to redefine the Industry Town for the 21st Century.

GOALS & TARGETS

GOAL #1: Create a strategic plan to establish an employment hub and attract multiple new employers to the city, targeted at industrial and technology sectors.

TARGETS

1. Produce an analysis of potential locations for employment and industrial expansion, leveraging transportation networks and existing infrastructure where possible.
2. Develop an assessment of current infrastructural capacity, opportunities, and needs, to become prepared for shovel-ready projects. Establish a clear policy for expanding public services to prospective employers, emphasizing long-term fiscal sustainability of those investments and identifying an approach for public/private partnerships and incentives.
3. Strengthen relationships and coordination capacity with regional and state entities, including rail and water management companies.
4. Leverage market research and regional partners to identify and strategically promote the best employment growth opportunities for Harrisonville.

GOAL #2: Invest in higher education programs that are proactive about 21st century employment needs and emphasizing technology, business, health care, and industrial sectors, to support the outcomes of strategic planning efforts.

TARGETS

1. Reinvigorate workforce development programs and work directly with existing and prospective employers to create effective curriculum and clear career paths for a variety of employees.
2. Improve awareness of and available programs at the Cass County Career Center, including unique and forward-looking technological, healthcare, aviation, and other specialized training.
3. Enhance relationships with regional educational institutions to create technical training in new fields that are not currently offered in Harrisonville, and provide a clear pathway for students to gain access to local employment in their prospective fields.

GOAL #3: Recognize and leverage digital market opportunities.

TARGETS

1. Ensure the availability of high-speed internet to attract and sustain small business, independent workers, and virtual employees.
2. Pursue the creation of a centrally located tech-resource center for small business, entrepreneurs, and virtual employees, for business services such as shipping, receiving, printing, and other logistical needs, ideally in the downtown area.

Historic Downtown Square Revitalization

The downtown square of Harrisonville is a historically significant place, and considerable opportunity to attract small business, new residents, and visitors to the community. Preservation of historic buildings, paired with reinvestment in empty public and private space and community infrastructure, in and around the downtown will be a focus for Harrisonville, in addition to the recommendations of the Historic Preservation Plan.

GOALS & TARGETS

GOAL #1: Complete the recommendations of the Historic Preservation Plan.

TARGETS

1. Review past recommendations and update "period of significance" for historic survey.
2. Provide historic preservation commission training & workshops for building owners.
3. Adopt local preservation incentives and create building-specific & district-wide design guidelines.
4. Identify tourist needs and create a downtown walking tour that leverages the new museum and regional historic destinations beyond the downtown.
5. Explore redevelopment for target buildings.

GOAL #2: Achieve full occupancy of existing structures within at least two blocks of downtown.

TARGETS

1. Enable a mix of complementary uses that serve residents of all ages, including sit-down restaurants, including outdoor dining wherever possible, family entertainment, and cultural destinations within the downtown area.
2. Promote attractions and accommodations for visitors, including overnight stays in the downtown square, cultural destinations, and restaurants.
3. Promote and identify incentives to achieve a greater variety of uses for second-floor occupancy of historic buildings, including overnight accommodation, residential lofts, and offices.

GOAL #3: Establish new, complimentary buildings on vacant lots, both within and around the historic square.

TARGETS

1. Review current standards shaping new development within the Historic District, and determine regulatory needs in and around the square.
2. Consider producing a form-based overlay district for new structures that reinforce important design patterns and architectural components, while also acknowledging high-quality modern construction materials and methods.
3. Prioritize development of the former site of the Hotel Harrisonville, to reestablish the original development pattern around the historic courthouse square's streetscape.
4. Pursue opportunities to establish new public-facing institutional and civic buildings in the downtown area, where vacant lots or parking lots currently exist.

GOAL #4: Establish a clear sense of identity and place within the Historic Square district.

TARGETS

1. Consider creating a CID district to manage and invest in improvements, such as enhanced lighting, landscaping, as well as tourism programming and marketing.
2. Prioritize walking and biking facility improvements within the downtown district, as well as connecting to trails, parks, and other destinations. Ensure bicycle parking is available throughout the downtown area, especially at key destinations.
3. Invest in the creation of usable open space in the downtown district, such as a plaza or pocket park. Recognize the sidewalks as the primary public space, and promote activities that activate the streetscape such as streetside seating, sidewalk cafés, and parklets.
4. Allow for interim programming on underutilized lots and sidewalk space, including food trucks, pop-up events, and street performers.
5. Assess the location and capacity of existing parking facilities, and consider strategies to build awareness of where existing parking is located, and needs for expanded multimodal and parking facilities. Improve vehicular and pedestrian circulation in and around downtown.

A Place to Establish Roots

Harrisonville is a community-oriented culture that is welcoming of newcomers. As growth occurs, Harrisonville will focus on being a lifelong community – a place to grow up, access opportunities, raise a family, and retire. In pursuit of this goal, Harrisonville will continue to invest in its public spaces and parks to support personal health for all ages. Developing a complete housing portfolio will also be necessary to accommodate a broad variety of needs and ages. The City will also continue to be a strong partner in the many civic institutions that bring our community together, including schools, religious institutions, and neighborhood groups.

GOALS & TARGETS

GOAL #1: Become established as a full-service community, with broad awareness of being a competitive place for people of all ages to live and work.

TARGETS

1. Ensure future employment, education, housing, cultural, and recreational advancements are well-communicated to the region to celebrate and attract residents and visitors of all ages.
2. Achieve Gold Certification from MARC's Community for All Ages Recognition Program.
3. Expand availability of basic medical facilities, including a primary care physician and urgent care options.

GOAL #2: Establish strategies to promote "Aging in Place" and independent living for retirement-aged residents.

TARGETS

1. Improve local multimodal transportation and healthcare options.
2. Seek home maintenance grants to support upkeep of homes for retired residents in order to promote aging-in-place and sustain the quality of existing housing.
3. Identify options to provide tax relief for older homeowners, such as tax abatement cycles tied to maintenance improvements and deferred payment options.
4. Encourage "affinity retirement communities" that target retirees with a common interest or lifestyle, including university-based retirement communities targeted at alumni.
5. Implement universal design principles in new and existing buildings.

GOAL #3: Expand housing options for a broad spectrum of existing and prospective residents, including first-time home buyers.

TARGETS

1. Review and update zoning ordinance to ensure a variety of size and types aligned with the adopted Land Use Plan.
2. Promote more efficient patterns of supplying new housing to decrease cost and maintenance needs, particularly for retired seeking independent living and residents seeking less cost-prohibitive homes. Update development codes to include small-lot single family homes, cottage court housing, accessory dwelling units, and townhomes, targeted near commercial and civic uses to improve accessibility and business vitality.
3. Encourage quality apartments and loft housing in and around the downtown square.
4. Ensure new construction of housing utilizes durable materials that maximize energy efficiency.

Growing with Purpose

As Harrisonville anticipates growth in population and business, it is committed to pursuing productive patterns of development and thoughtful growth. Accommodating newcomers doesn't just mean building subdivisions on the edge of town, but also facilitating residential in-fill and prioritizing reuse of vacant and underutilized properties in existing neighborhoods. Growing with purpose will make Harrisonville financially stronger by promoting the productive use of existing resources.

GOALS & TARGETS

GOAL #1: Achieve a high-quality network of multimodal connections and accessibility.

TARGETS

1. Prioritize connections in and around downtown, connecting to the park and residential areas.
2. Create multi-modal facilities per the Bicycle and Pedestrian Master Plan.
3. Review site development standards and ensure that quality pedestrian and bicycle accommodations are balanced against vehicular access requirements, allowing for safe access for all users.
4. Consider a "Complete Streets" approach for all new roadways and reconstruction of existing arterials and collectors in the CIP.
5. Develop a sustainable design scoring process for roadway re-investment that balances of safe access for drivers, bicycle users and pedestrians, green infrastructure to help mitigate sanitary sewer overflow, and appropriate vegetation.

GOAL #2: Complete reinvestments in outdated infrastructure in and around the downtown district.

TARGETS

1. Update water and sewer systems, planning and making investments at a "district scale" to the extent possible.
2. Improve traffic circulation throughout the downtown area, including awareness of parking through wayfinding signage and reorientation of one-way streets and alleyways.

GOAL #3: Effectively balance the need to reuse and reinvest in existing infrastructure, with opportunities to expand infrastructure.

TARGETS

1. Assess vacancy and underutilized properties and identify barriers to reuse.
2. Promote reinvestment through targeted zoning and/or financial incentives in vacant or underutilized property where existing infrastructure is located.
3. Ensure city codes enable quality investment that meets modern needs for commercial and residential growth.
4. Develop a clear policy for considering new investments for the expansion of infrastructure systems, based on the principle of maintaining fiscal sustainability.
5. Align reuse prioritization with the adopted growth strategies and policies of the Comprehensive Plan.

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COMMUNITY FRAMEWORKS

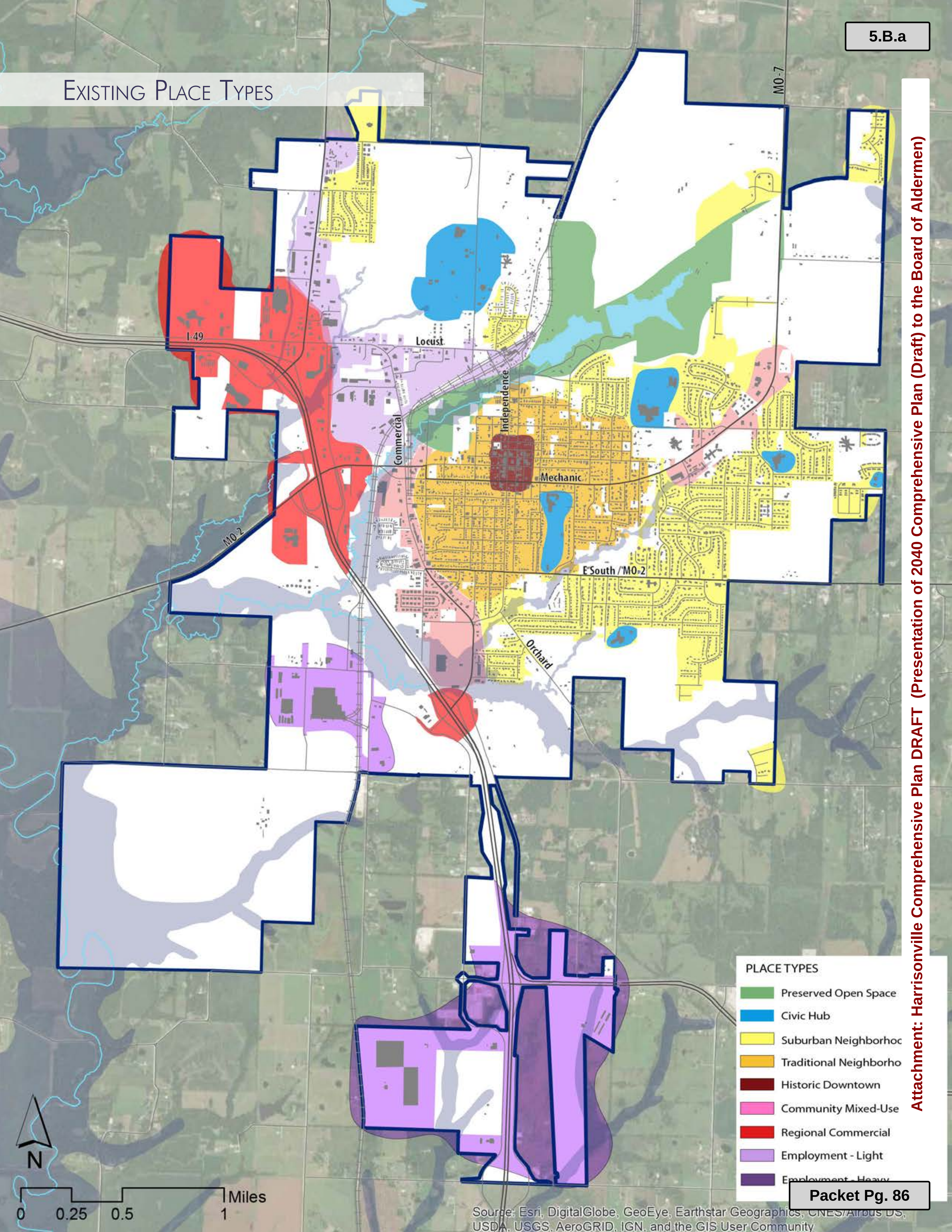
CHAPTER THREE

Harrisonville has a number of established contexts composed of preexisting land uses. The Existing Place Types reflect these existing contexts within Harrisonville, and establish the building blocks for planning for future growth. There is also a significant amount of land that is currently undeveloped within city limits. This area may represent opportunities to support new investment in future place types, in addition to reinvestment in existing places already served by infrastructure and utilities.

Existing Place Types

- **Preserved Open Space** – Undeveloped or minimally developed areas managed by Harrisonville, intended to provide quality space for recreational and leisure activities for residents of all age groups and abilities.
- **Civic Hub** – Municipal or other local institution; includes schools, community center, and religious facilities.
- **Traditional Neighborhood** – Predominately residential settings established around the traditional gridded street network adjacent to downtown, containing many historic homes.
- **Suburban Neighborhood** – Predominately residential settings established around the curvilinear street network of the community, consisting of predominately single-family residences, though also containing townhomes, and other small-scale apartments along major corridors.
- **Historic Downtown** – Commercial mixed-use setting anchoring the central identity of Harrisonville, containing many local retail, service, entertainment, and office businesses.
- **Community Mixed-Use Commercial** – Suburban commercial corridors consisting of a broad variety of retail, service, and office businesses, intended to serve day-to-day needs of residents of Harrisonville. In some cases, residential uses have been incorporated into this context.
- **Regional Commercial** – Highway-oriented commercial hubs situated along highway access ramps, consisting of predominately retail businesses intended to serve regional automobile and truck traffic.
- **Employment; Light Industrial** – Service, office, and light manufacturing hubs intended to support local jobs and regional markets.
- **Employment; Heavy Industrial** – Industrial employment areas containing uses which are not compatible with other places in the community.

Existing Place Types



Future Place Types

Building off existing contexts throughout the community, a framework for future Place Types has been created. The following pages includes a citywide map of desired future Place Types, along with expanded definitions pertaining to desired land use make up, development types, and key priorities.

PRESERVATION AREAS

- PRESERVATION / RURAL
- RECREATIONAL OPEN SPACE
- CIVIC HUB

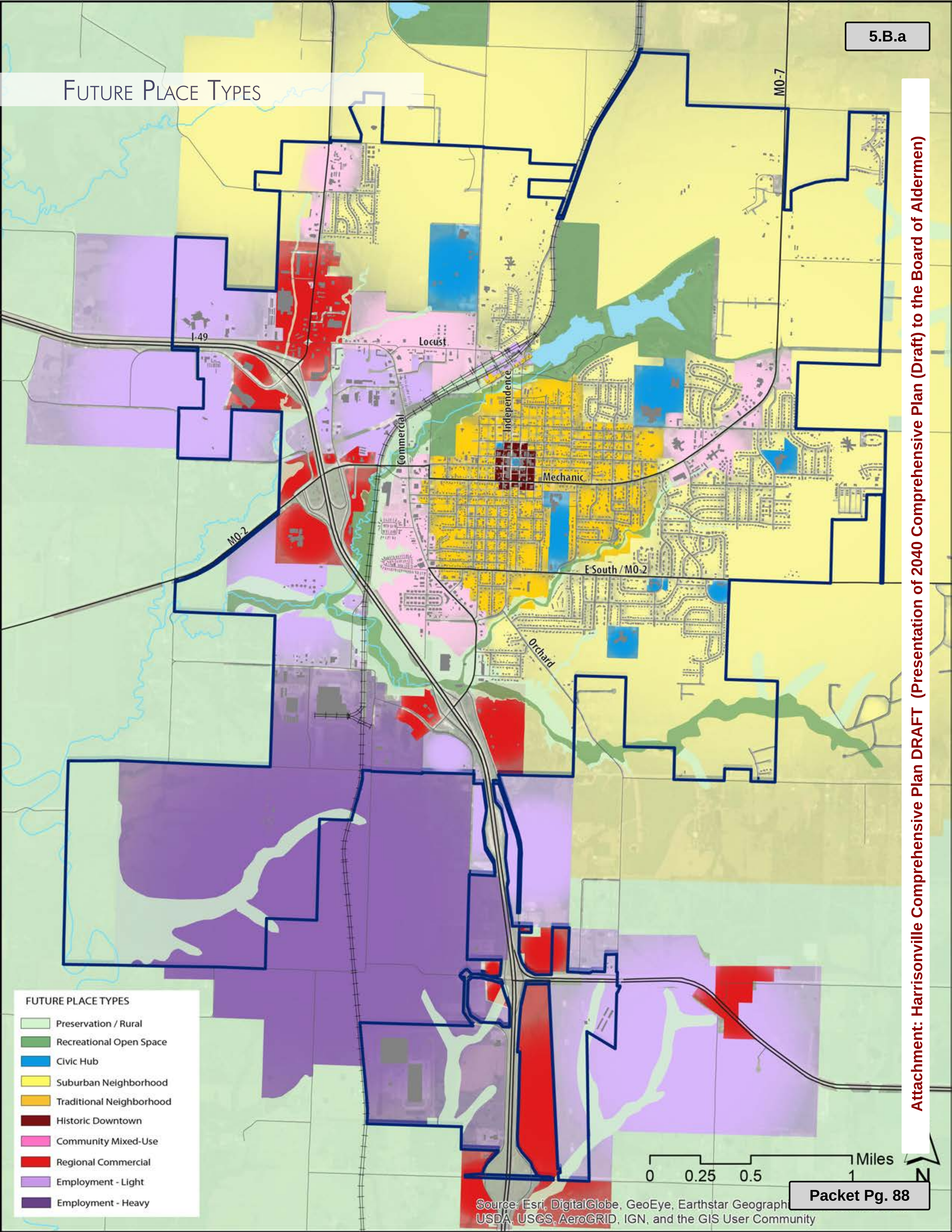
RESIDENTIAL PLACES

- SUBURBAN NEIGHBORHOOD
- TRADITIONAL NEIGHBORHOOD

COMMERCIAL PLACES

- HISTORIC DOWNTOWN
- COMMUNITY MIXED-USE
- REGIONAL COMMERCIAL
- EMPLOYMENT HUBS

Future Place Types



Preservation Areas

PRESERVATION / RURAL

The Preservation / Rural place type represents areas in Harrisonville that are not expected to substantially develop or be annexed (if outside city limits) by the city over the next 20 years. These areas may include environmentally sensitive areas, such as floodways and woodlands. They also include certain agricultural areas outside city limits.

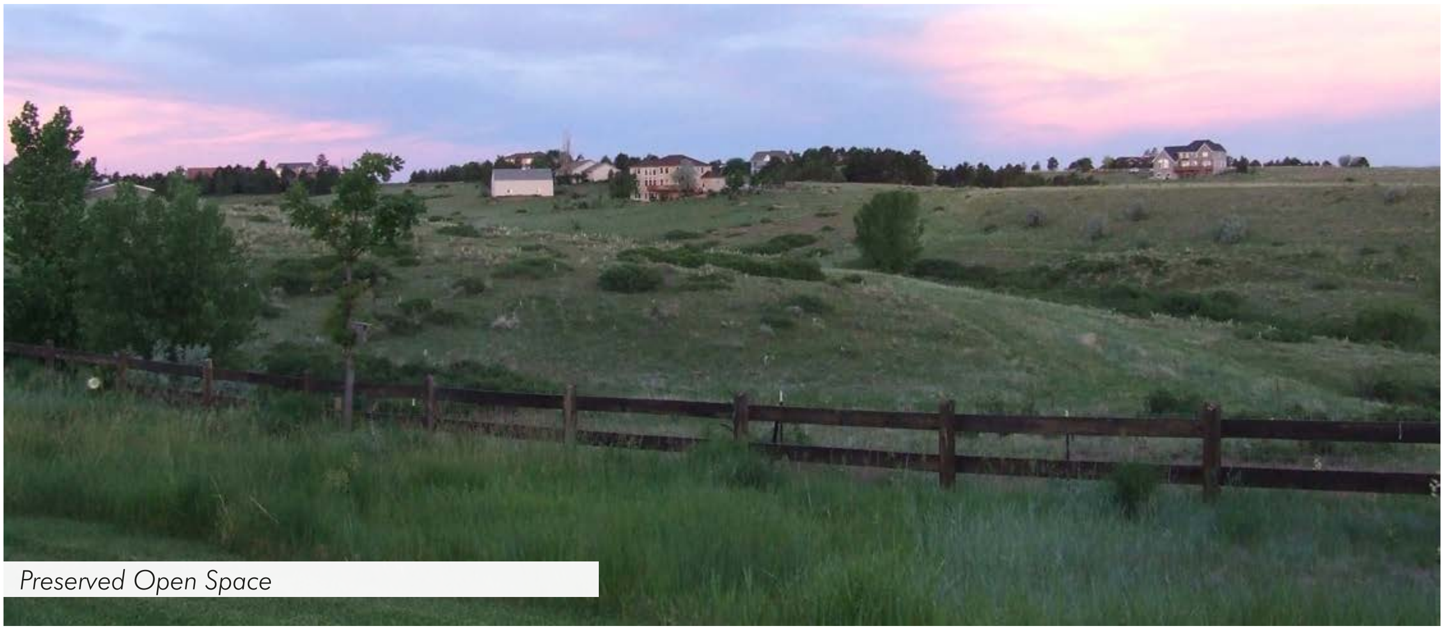
RECREATIONAL OPEN SPACE

The Recreational Open Space place type represents areas managed by Harrisonville for the purpose of providing quality public spaces, including park facilities, trails, and leisure activities for residents of all age groups and abilities.

CIVIC HUBS

Civic Hubs represent specific destinations in the community that contain municipal or other types of institutions, includes schools, community centers, cultural destinations, and religious facilities.

Rural Residential Areas



Preserved Open Space

Community Park

Community Center

Neighborhoods

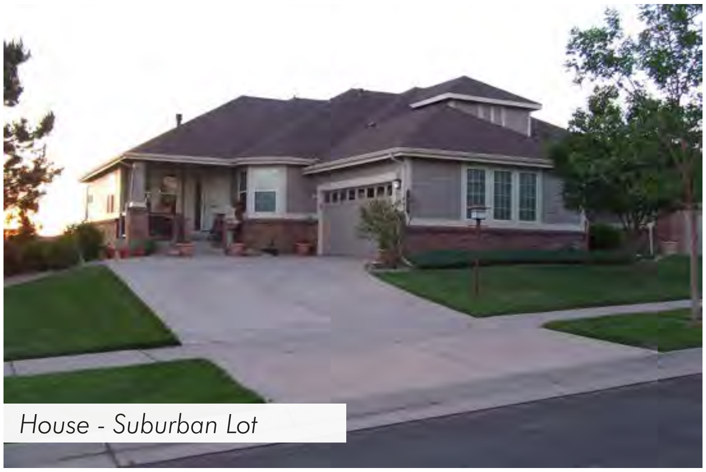
SUBURBAN NEIGHBORHOOD

Suburban Neighborhoods are residential areas established around an interconnected, curvilinear street network. While single-family homes are the predominate housing type, these neighborhoods may also include accessory dwelling units ("mother-in-law suites), cottage courts, townhomes, and small-scale apartments. The best locations for expanding housing variety in this context is on sites adjacent to civic hubs, commercial destinations, and primary roadways. The integration of small-scale recreational spaces & civic hubs throughout suburban neighborhoods is greatly encouraged to promote neighborhood-friendly centers of social activity.

KEY PRIORITIES

- Establishment of quality suburban-style neighborhoods composed of modern housing types that serve a variety of lifestyle needs.
- Broadening of the housing portfolio to promote first-time home buyers, quality rentals, and options for aging residents.
- High interconnectivity of new and established neighborhoods, including multimodal infrastructure (sidewalks, trails, bicycle facilities) where appropriate.
- Quality design, favoring slow speed streetscapes, street trees, and pedestrian-oriented housing design.
- Utilization of floodplain for open space and trailways.

DESIRED HOUSING TYPE EXAMPLES:


House - Suburban Lot


Cottage Court Arrangement


Duplex - Suburban Lot


Accessory Dwelling Unit


Duplex - Suburban Lot


House - Suburban Lot

Neighborhoods

TRADITIONAL NEIGHBORHOOD

Traditional neighborhoods are predominately residential areas established around the original gridded street network of Harrisonville, adjacent to the downtown core. While single-family homes are predominate, integration of a variety of neighborhood-scale housing types including duplexes, townhomes, cottage courts, accessory dwellings, and small apartment buildings are encouraged. Introduction of neighborhood commercial such as home occupations, local services, and bed & breakfast accommodations are also desired within traditional neighborhoods.

KEY PRIORITIES

- Reinvestment in aged infrastructure, including water/sewer systems, local streets, and the sidewalk network.
- Modernization of aging building stock & development of new, complementary buildings on existing vacant lots.
- Expansion of quality housing options, with a preference to "missing middle" types, or neighborhood-scale apartment buildings adjacent to the Downtown Square.
- Traffic circulation and wayfinding improvements, including changing specific 1-way streets to 2-way streets (see page # for specific recommendations).

DESIRED HOUSING TYPE EXAMPLES:

House - Neighborhood Lot

House - Neighborhood Lot

House - Narrow Lot

Accessory Dwelling Unit

Live/Work & Rowhouses

Rowhouses

Commercial Places

HISTORIC DOWNTOWN

The Historic Downtown represents that heart of Cass County, and identity anchor of Harrisonville. This area currently hosts a collection of historically-significant buildings and other landmarks, and also contains many local businesses that serve residents and visitors alike. Continuation of a variety of uses is desired in the Historic Downtown, especially encouraging "experiential" commercial uses on the first-floor of buildings that are directly located on the Square, such as restaurants, cultural/retail destinations, and event spaces. Seasonal "Pop-Up" retail is also strongly encouraged as a temporary use for vacant lots or parking lots. "Non-experiential" uses, such as offices, medical services, or financial services, are encouraged to occupy second-floor spaces of buildings on the Square, as well as in downtown-adjacent houses as adaptive reuse. Creation of new residential units or overnight accommodations are strongly encouraged, either as lofts within rehabilitated buildings or as new infill projects, such as mixed-use, live/work, apartments, and townhomes.

KEY PRIORITIES

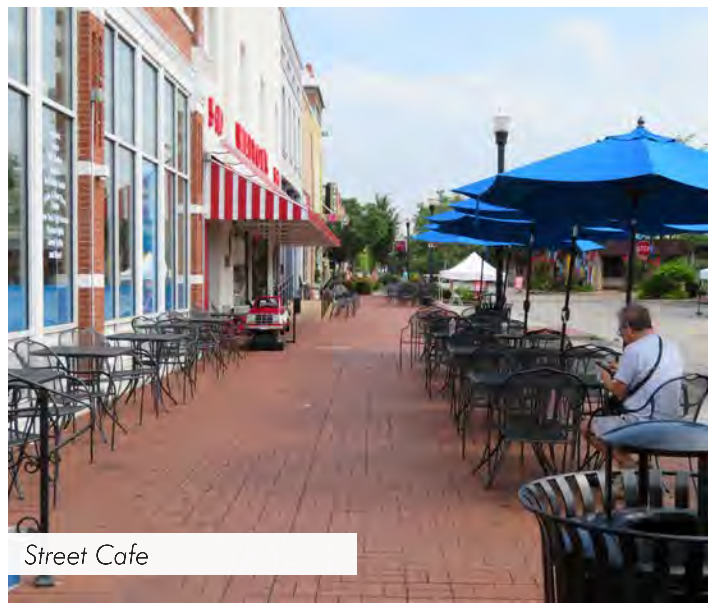
- Attraction of a boutique hotel development, and/or multiple bed & breakfasts.
- District-level reinvestment in infrastructure, including sewer, water, and sidewalks.
- Strategic coordination amongst business and building owners to promote tourism, placemaking, and continued growth.
- Implementation of the Bike/Ped Plan to connect the Square to nearby recreational spaces and neighborhoods.
- Maintain and enhance walkability through traffic calming and pedestrian enhancements.

DEVELOPMENT & USE EXAMPLES:

Mixed-Use Building

Downtown Event Space

Street Cafe



Street Cafe

Pop-up Food Truck

Street Fair

Commercial Places

COMMUNITY MIXED-USE

Community mixed-use places are suburban hubs intended accommodate daily needs for residents of the city. These places should be arranged to integrate a broad range retail, service, office, and residential uses together in a town center format. Multimodal access within and to these areas is an important priority in addition to adequate vehicle parking areas. Medium- to big-box buildings are appropriate in this place type, but site design should also emphasize principles of town center design to promote pedestrian safety, walkability, and quality design.

KEY PRIORITIES

- Integration of modernized and revamped residential uses into existing community mixed-use areas.
- Integration of office employers and larger-scale experiential destinations (i.e. movie theatre, arcade/gaming complex, bowling alley).
- Improve pedestrian, ADA, and bicycle facilities for both access and circulation.

DEVELOPMENT & USE EXAMPLES:

Retail Center with Apartments

Pedestrian-Oriented Site Design

Suburban Town Center

Suburban Town Center

Pedestrian Amenities by Retail Shops

Apartments in Retail Center

Commercial Places

REGIONAL COMMERCIAL

Regional Commercial places are areas of the city designated for highway-oriented commercial land use types. These places are limited in nature, and the design of both development and local streets are intended to leverage local and state-level investments in the transportation systems and accommodate a range of high-capacity traffic movement, including semi-trucks. Appropriate uses in the Regional Commercial place type includes gas stations, general and drive-thru retail, regionally-serving medium- and big-box retail, hotels/motels, vehicle rentals.

KEY PRIORITIES

- Coordinate state-level transportation improvements with local and business objectives.
- Seek strategies for access management to properties near interstate access ramps.
- Conduct traffic studies for new developments to find that right balance, between property access and traffic safety and efficiency, particularly along arterial streets.
- Focus on creating quality access into and through site developments which enables safe access by pedestrians and cyclists.

DEVELOPMENT & USE EXAMPLES:

Auto-Oriented Pad Sites

Regional Big-Box

Highway-oriented Business Area

Commercial Places

EMPLOYMENT HUBS

Two types of employment-focused places have been identified for Harrisonville:

The Light Employment areas are intended to support employment formats that are not appropriately integrated into a downtown or mixed-use setting, such as office parks, institutional campuses, or light manufacturing hubs in the community. The design of these areas should prioritize connectivity with surrounding places to the extent possible, and encourage internal walkability.

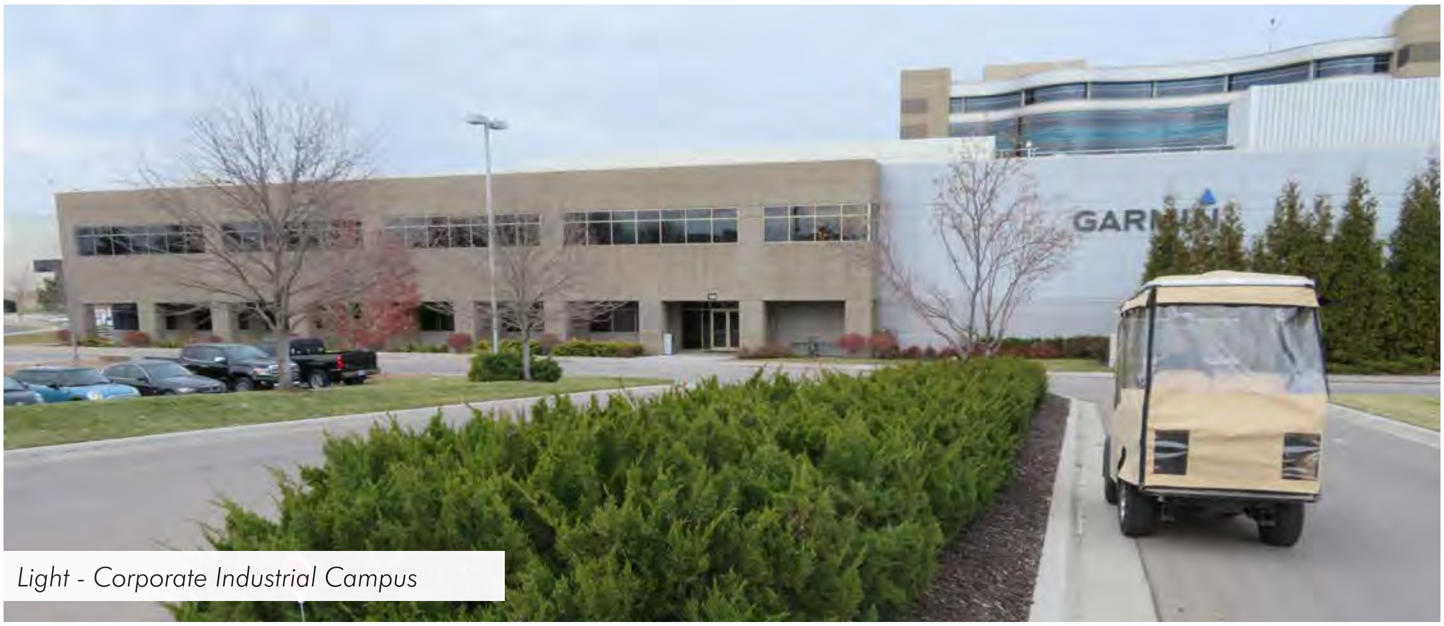
The Heavy Employment areas are intended to support intense manufacturing, warehousing, and distribution uses which are not compatible with other place types in the community, and must be intentionally separated.

KEY PRIORITIES

- Creation of a Strategic Plan to establish an employment hub and attract multiple new employers to the city, targeted at industrial and technology sectors.
- Coordination amongst numerous stakeholders and public entities to establish a regional industrial campus for manufacturing and distribution.
- Review site development and infrastructure design standards to incentivize the use of green development practices and to ensure compliance with the MARC 2050 Climate Action Plan to mitigate effects of industry on the environment.

DEVELOPMENT & USE EXAMPLES:

Heavy - Industrial District



Light - Corporate Industrial Campus

Light - Office Park

Existing Transportation Networks

The City of Harrisonville is a community partially defined by its transportation network and the inter-modal access that exists via the interstate system, state highways, railroad, and airport. This paired with its location as housing the Cass County judicial seat have allowed the community to leverage its transportation assets for various industries over rail and road.

ROADWAY NETWORK

Important regional roadways which originate and/or converge in Harrisonville include:

- Interstate 49/ US Highway 71 (I-49/US-71) [Joplin, MO north to Kansas City, MO]
- Missouri Route 291 (MO-249) [Harrisonville, MO north to Liberty, MO]
- Missouri Route 7 (MO-7) [Harrisonville, MO west to Clinton, MO]
- Missouri Route 2 (MO-2) [Louisburg, KS at the KS-MO state line west to Windsor, MO]

Currently there are four interchanges in the cities limits:

- I-49 & MO-291
- I-49 & W Mechanic Street / MO-7
- I-49 & S Commercial Street / MO-2
- I-49 & MO-7

As depicted in the Functional Class map (right), the functional classification of the primary arterial roadways which carry traffic are as follows:

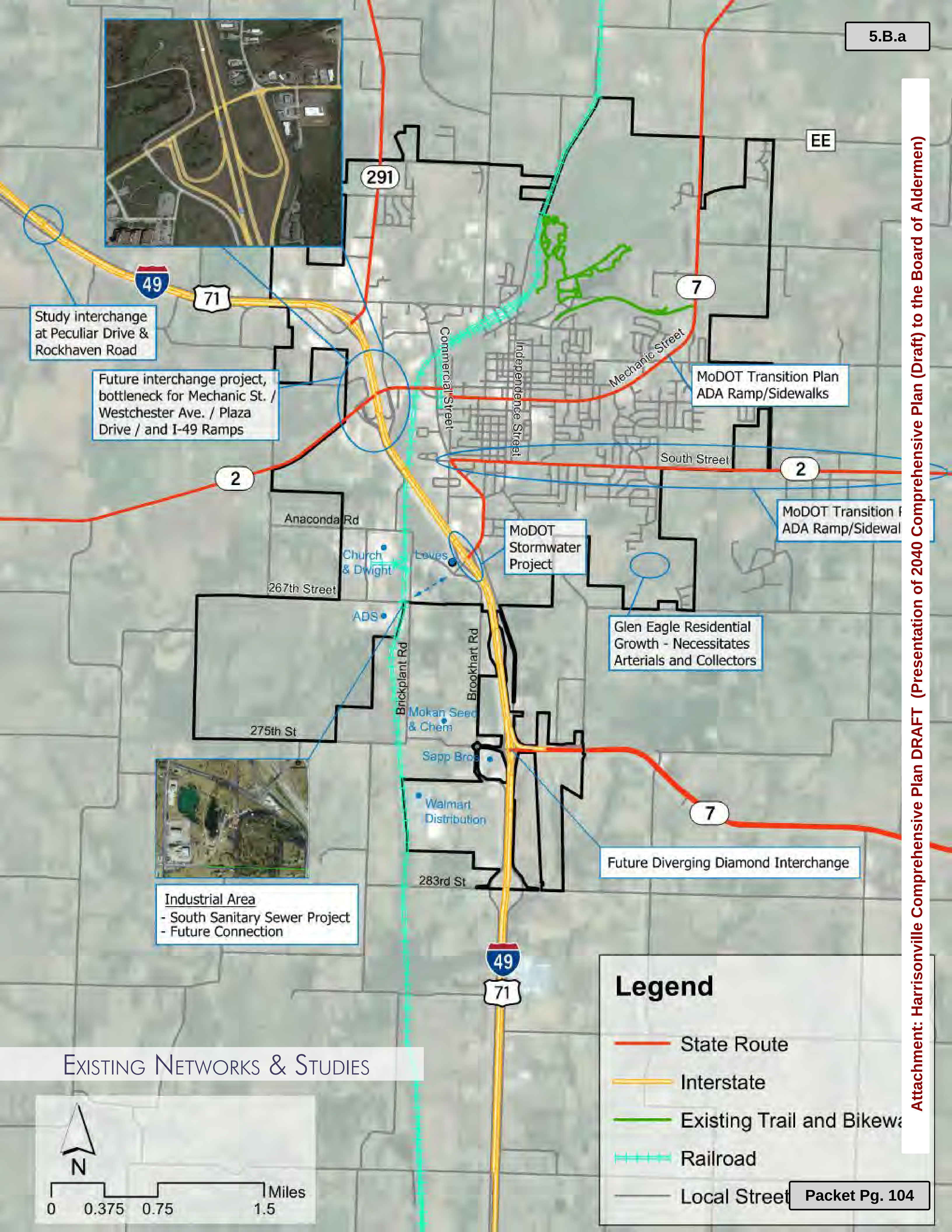
- I-49/US-71 – Interstate
- MO-291 – Principal Arterial
- MO-7/275th St – Freeway/Expressway
- MO-7/Mechanic St – Minor Arterial
- Commercial St – Minor Arterial
- Independence St – Minor Arterial
- South St – Minor Arterial

Collectors help facilitate traffic from residential areas onto the arterial network. There are several major collector routes in the city which include:

- Jefferson Pkwy
- Ash St
- Wall St
- Washington St
- Halsey Ave
- Elm St to Prince Ave
- Bird Ave
- Butler Dr

FREIGHT NETWORK

The primary railroad which runs through the City is a branch line of the Missouri and Northern Arkansas Railroad (MNA) and is a Class III short-line railroad. Multiple active industrial access spurs exist off of the MNA railroad, primarily located north of the downtown area between Commercial Street and Independence Street and near the industrial park west off of Brookhart Drive. Multiple at-grade crossings exist along the MNA railway including in high-traffic areas such as MO-7/Mechanic St and Independence St/Locust St. Other at-grade crossings exist near the City at Lexington St, Anaconda Rd, Precision Dr, 235th St, 267th St, 275th St, 283rd St, 289th St.



Attachment: Harrisonville Comprehensive Plan DRAFT (Presentation of 2040 Comprehensive Plan (Draft) to the Board of Aldermen)

Citywide Recommendations

DEVELOP A COMPLETE STREETS POLICY

Draft and adopt a Complete Street policy in line with the Transportation Outlook 2040, MARC's Complete Streets Policy to ensure compliance with future funding requirements outlined in the RTP 2050 regional transportation plan. Consider a complete street approach when prioritizing multimodal accommodation in corridors identified in the Bicycle Pedestrian Master Plan, implement planning process along all new roadways and major reconstructions, especially along commercial arterials such as Commercial Street.

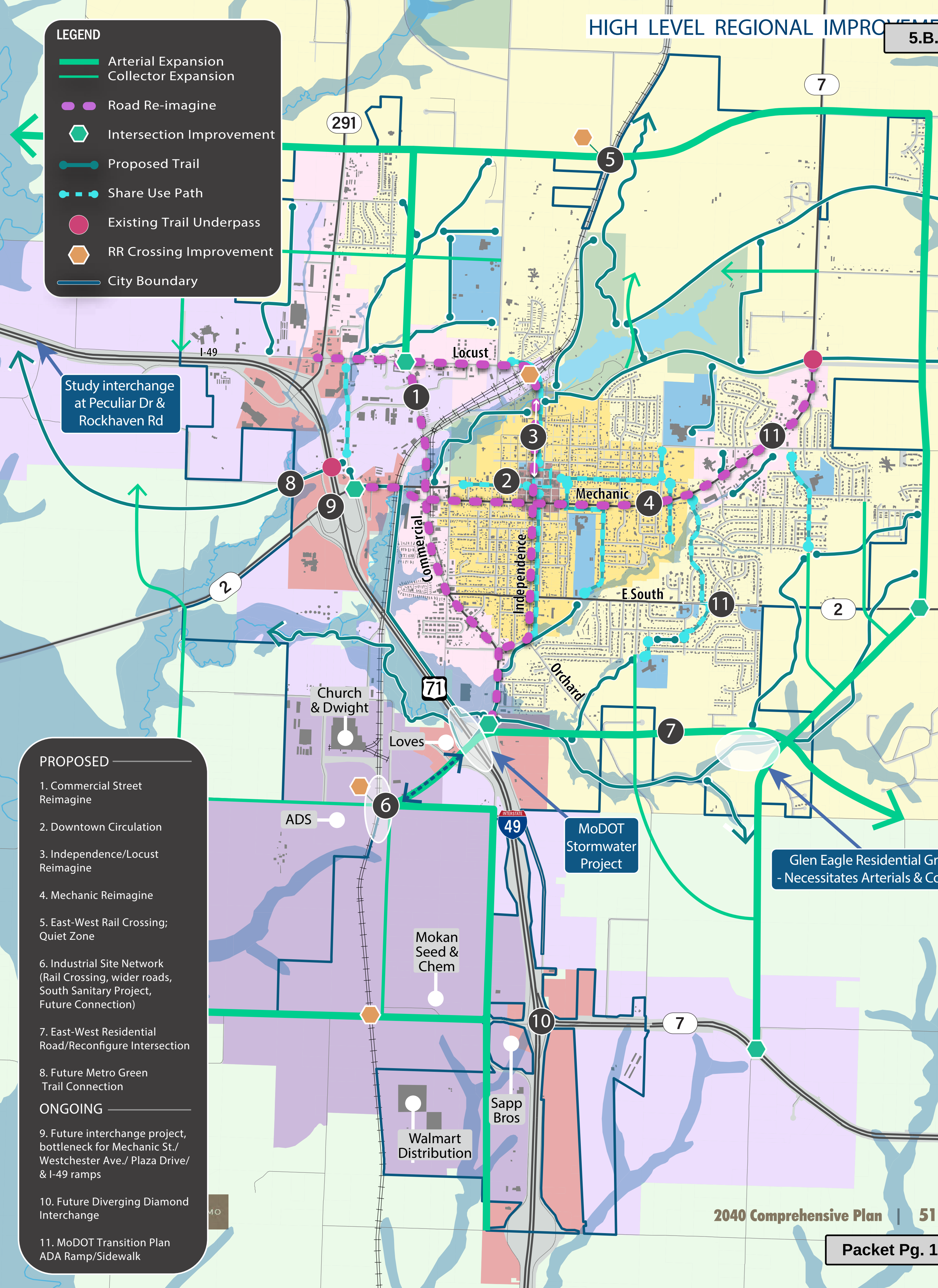
Per the regionally adopted framework, Complete Streets are "streets, highways, bridges and facilities that are planned, designed, operated and maintained for the needs and safety of all users along and across the entire public right of way. This includes people of all ages and abilities who are walking; using powered, street-legal vehicles such as cars, trucks, motorcycles or buses; bicycling; using transit or mobility aids; and freight shippers. Complete Streets integrate contextually-appropriate green infrastructure techniques." More information can be found here: MARC Complete Streets Policy

LOCAL/STATE/FEDERAL FUNDING OPPORTUNITIES

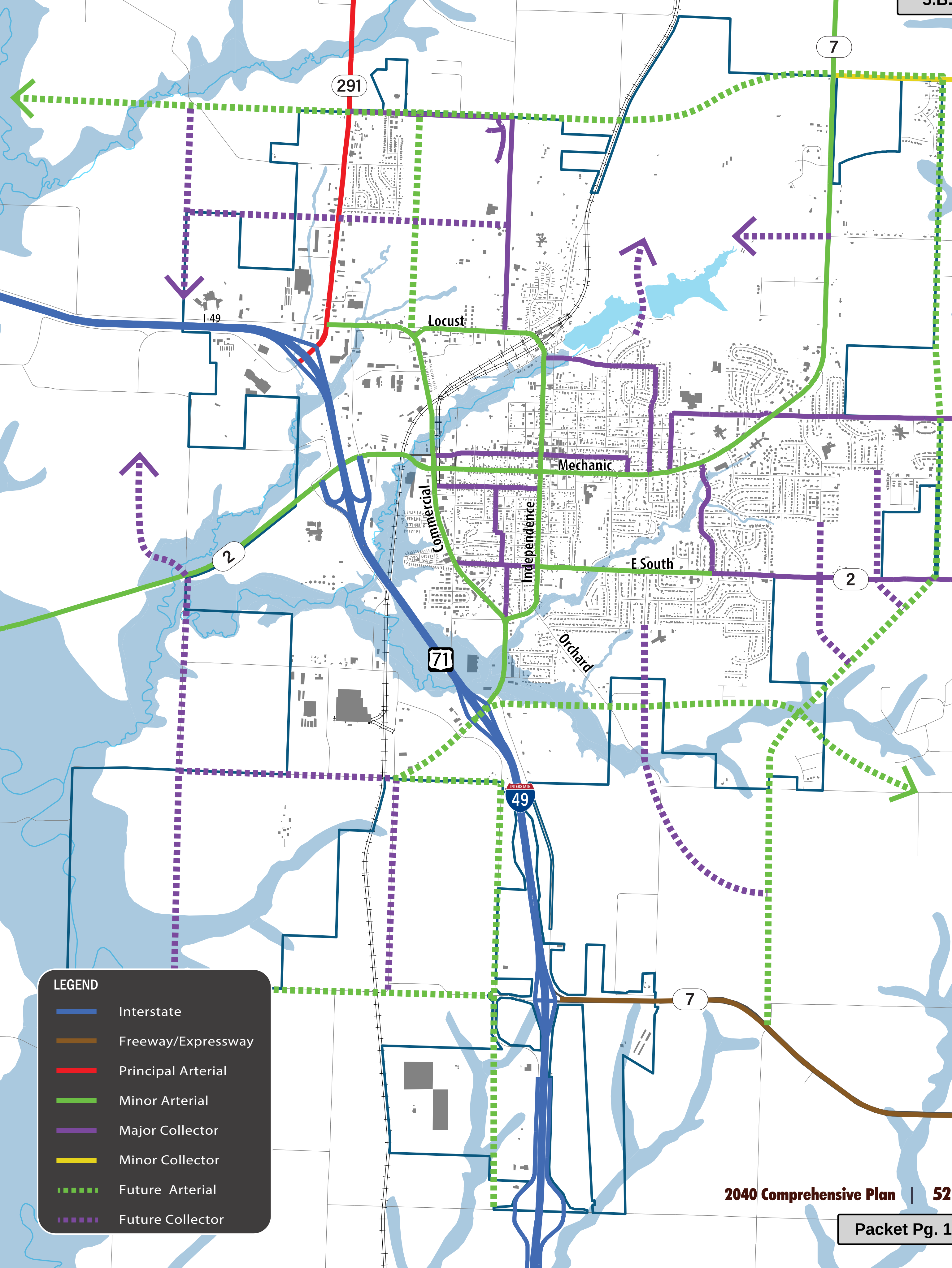
Create set aside funds and study proposed revitalize and expand corridors. Ensure projects are scoped in compliance with the RTP 2050 goals (i.e. complete streets, climate action plan) to maximize funding opportunities. Significant amount of federal funds to be administered by MoDOT and MARC, along with gas tax increase – cities will need to provide at least a 50% match in most cases.

TRANSPORTATION ASSET MANAGEMENT PLAN

Evaluate the current roadway maintenance costs and outline a Transportation Asset Management Plan to align investments and pavement maintenance. Utilize a pavement condition index (PCI) scale to create a GIS database of the roadway surface quality to help prioritize maintenance schedule of roadways and bridges to extend the lifetime of a roadway and economize the cost of road maintenance.


HIGH LEVEL REGIONAL IMPROVEMENTS
LEGEND
Arterial Expansion
Collector Expansion
Road Re-imagine
Intersection Improvement
Proposed Trail
Share Use Path
Existing Trail Underpass
RR Crossing Improvement
City Boundary
291
7
I-49
Study interchange at Peculiar Dr & Rockhaven Rd
Locust
Mechanic
Commercial
Independence
E South
Orchard
2
71
49
Church & Dwight
Loves
ADS
MoDOT Stormwater Project
Glen Eagle Residential Growth - Necessitates Arterials & Collectors
Mokan Seed & Chem
Sapp Bros
Walmart Distribution
PROPOSED
1. Commercial Street Reimagine
2. Downtown Circulation
3. Independence/Locust Reimagine
4. Mechanic Reimagine
5. East-West Rail Crossing; Quiet Zone
6. Industrial Site Network (Rail Crossing, wider roads, South Sanitary Project, Future Connection)
7. East-West Residential Road/Reconfigure Intersection
8. Future Metro Green Trail Connection
ONGOING
9. Future interchange project, bottleneck for Mechanic St./ Westchester Ave./ Plaza Drive/ & I-49 ramps
10. Future Diverging Diamond Interchange
11. MoDOT Transition Plan ADA Ramp/Sidewalk

PROPOSED FUNCTIONAL CLASSIFICATION MAP



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When designing a street, considerations should be taken into account beyond the fundamental purpose of facilitating traffic. In a complete network, varying types of streets and roadways should have a slightly different functional purpose, a slightly different urban design characteristic, a slightly different land-use support role, and therefore may yield widely different cross-section designs. The following street and roadway types provide typical sections, emphasizing important design considerations:

Residential Streets & Roadways

LOCAL RESIDENTIAL

Local residential streets are intended to provide a safe and inviting environment for residents to utilize in various ways, including walking, leisurely activities, and connecting with neighbors. Local residential streets should emphasize slow speeds.

Typical Street Section:

- Overall width of roadway is 25-30′ – Consists of 2 lanes of 15′ each, striping not necessary; both lanes are driving lanes but there is street parking allowed on one of the two sides, producing natural traffic calming throughout the day.
- Sidewalk of at least 5′ width should be on at least one side of the street. Sidewalks should be buffered from driving or parking lanes; street trees should be planted in buffer area or yards.

RESIDENTIAL COLLECTOR

Residential collector streets are intended to provide connections between neighborhoods throughout the city and access to destinations and arterials. In neighborhoods, collectors should be also considered as "image streets", an opportunity to enhance the character, identity, and sense of place for the community.

Typical Street Section:

- Overall width is 30′ – Consists of 2 lanes of 11′ width; Includes 1′ striped shoulders on each side with a 2′ curb and gutter.
- Sidewalk of at least 5′ width should be on both sides of the street. Sidewalks should be buffered from driving or parking lanes; street trees should be planted in buffer area or yards.

RESIDENTIAL ARTERIAL

A residential arterial is intended to accommodate high levels of traffic from neighborhoods to support higher volumes of traffic than other streets in the city, particularly during peak hours.

Typical Street Section:

- Overall width is 40′ – Consists of 2 lanes of 12′ width and one center turning lane of 12′ width; Includes 1′ striped shoulders on each side with a 2′ curb and gutter.
- 5-8′ sidewalk on one side of the street; 10′ shared use path on the other side; Detached; 4-10′ buffer on both sides

RESIDENTIAL PROTOTYPES: STREETS & ROADWAYS

Local Street Prototype

Collector Street Prototype

Arterial Roadway Prototype

Commercial Streets

LOCAL COMMERCIAL

A local commercial street should accommodate two directions of travel, ensuring very slow speeds and low-volume of cars, and a "shared-street" environment that emphasizes movement and access for people walking, biking, and using ADA facilities.

Typical Street Section:

- Overall width of roadway is 30' – Consists of one primary thru lane with a width of 13', and on-street parking lanes with a width of 8.5'; striping not necessary; both lanes are driving lanes but there is street parking allowed on one of the two sides, producing natural traffic calming throughout the day.
- Sidewalk of at least 6-8' width should be on both sides of the street. Sidewalks are typically attached to the curb, but can be buffered from parking/driving lanes with application of an "amenity zone" of planters or street trees.

COMMERCIAL COLLECTOR

A commercial collector street accommodates access to and through key commercial hubs in the community, while also appropriate for hosting commercial and residential land uses.

Typical Street Section:

- Overall width of roadway is 30' – Consists of two striped lanes with widths of 12' each. There should be 1' striped shoulders on either side of the street alongside 2' curb and gutters.
- Both sides of the street should have detached sidewalks of 5-8' in width. A landscape buffer or amenity zone should be located between the street and walking zone.

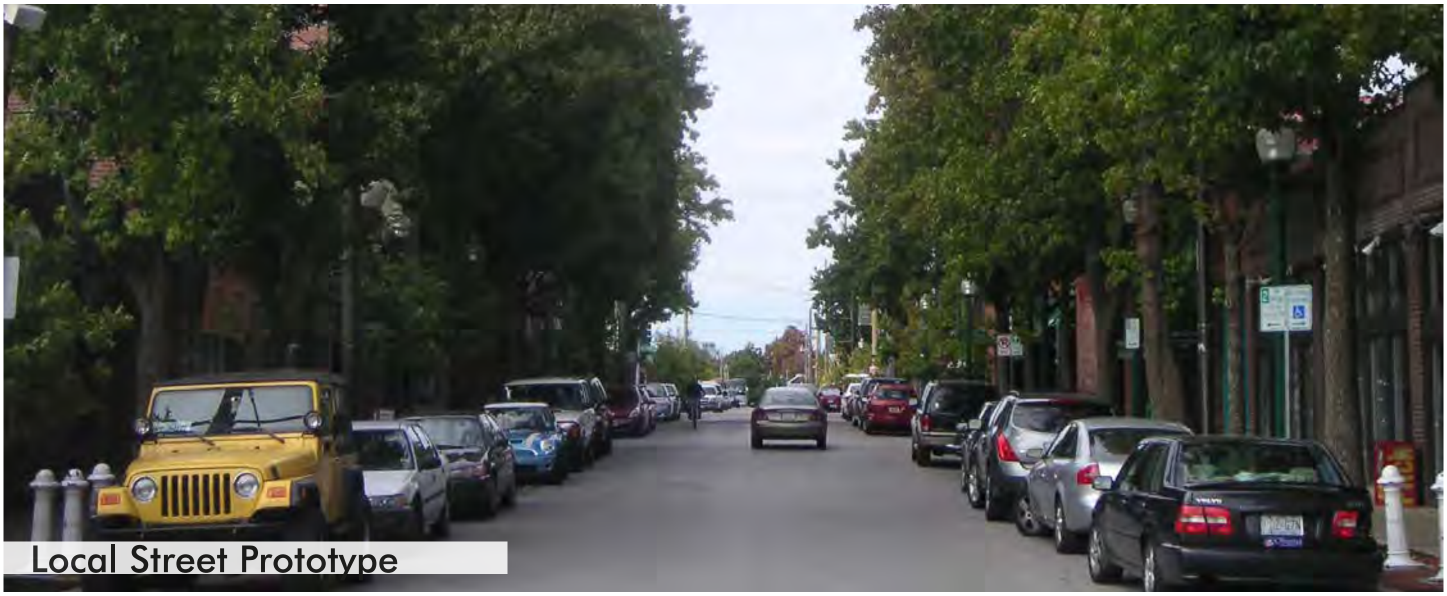
COMMERCIAL ARTERIAL

Commercial arterials are thoroughfares, intended to accommodate high levels of traffic throughout the community.

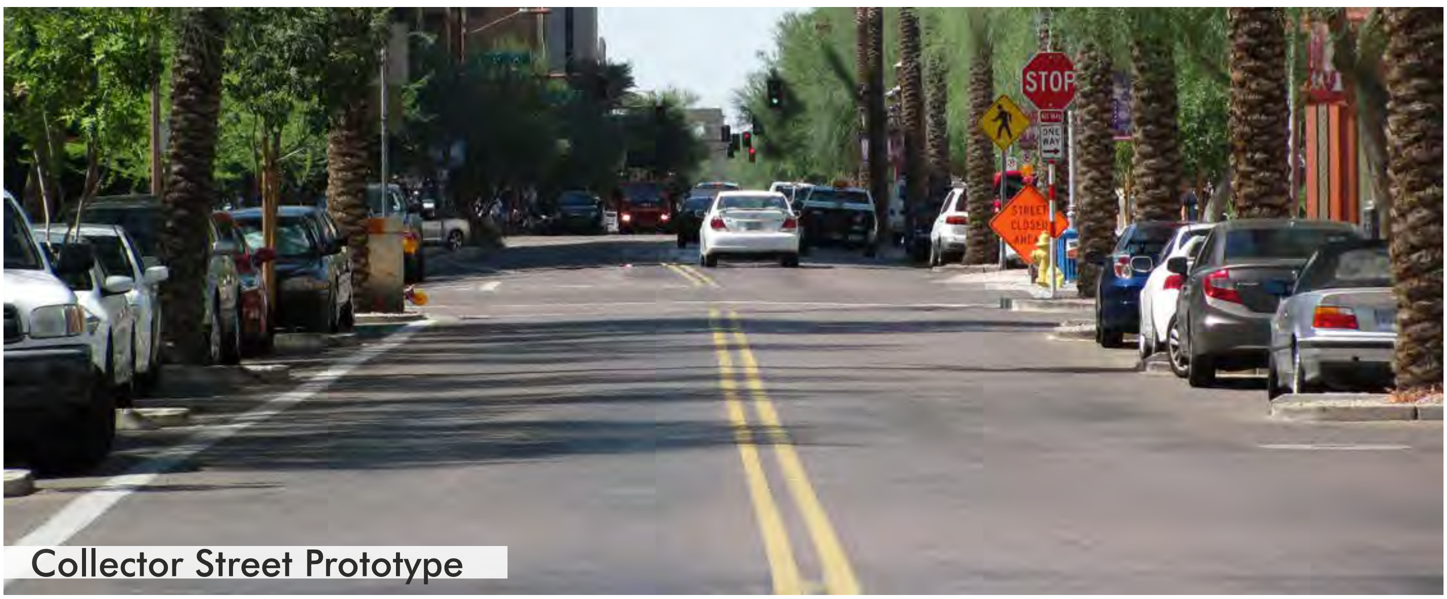
Typical Street Section:

- Typically, this type of arterial would have an overall width of 40' consisting of three 12' lanes, including two drive lanes and one center turning lanes. There should be 2' curb and gutters on each side of the roadway.
- There should be a detached sidewalk on one side of the roadway with a width of 5-8' and a detached shared use path on the opposite side with a minimum width of 10'. The sidewalk and the shared use path maintain a 4' buffer from the roadway.

COMMERCIAL PROTOTYPES: STREETS & ROADWAYS



Local Street Prototype



Collector Street Prototype

Arterial Roadway Prototype

Industrial Streets

INDUSTRIAL COLLECTOR

A typical industrial collector would have a width of 30′ consisting of two 13′ wide striped lanes. There are 1′ striped shoulders on either side of the roadway alongside 2′ curb and gutters. One side of the roadway would have a detached sidewalk with a minimum width of 5′ and a buffer between the roadway and the sidewalk varies in width.

Typical Street Section:

- Overall width is 32′ – Two 13′ lanes; Two 1′ striped shoulder; Two 2′ C&G
- One detached sidewalk on either side – Sidewalk width 5′ minimum

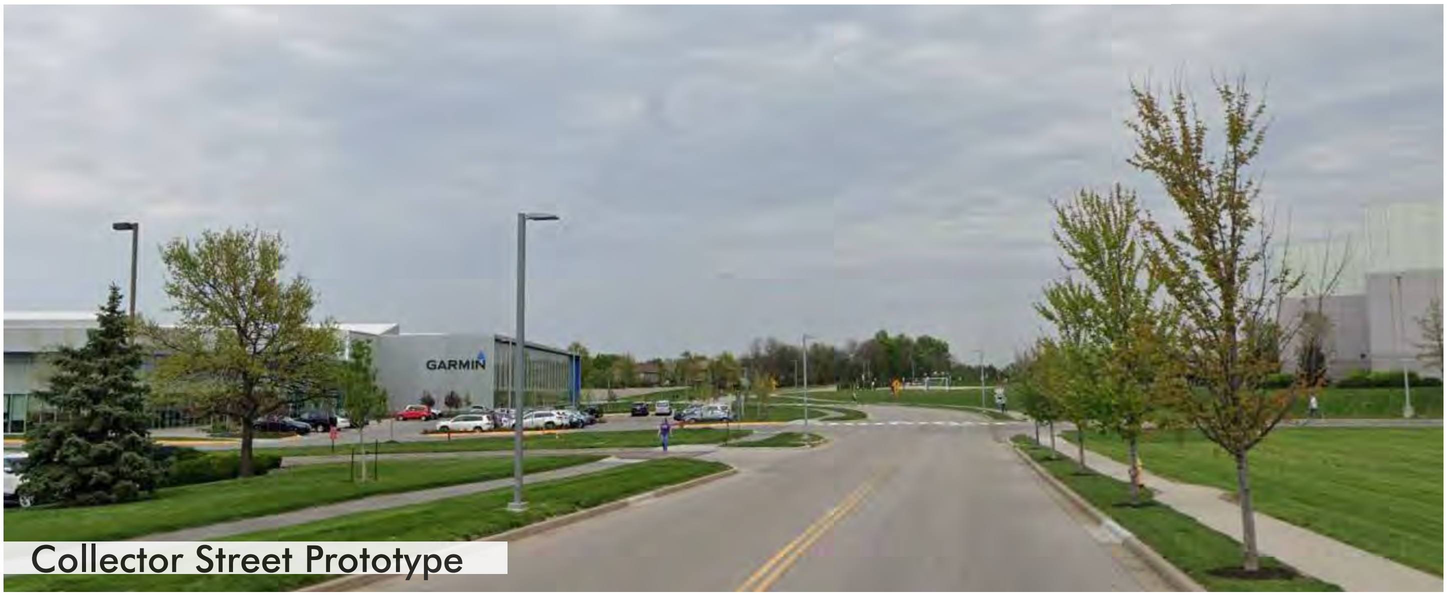
INDUSTRIAL ARTERIAL

A typical industrial arterial roadway would have an overall width of 44′ consisting of three lanes. There are two 13′ wide driving lanes as well as a 14′ center turning lane with 2′ curb and gutters on each side of the roadway. There is a detached sidewalk on one side of the roadway with a minimum width of 5′ with a varying buffer width between the roadway and the sidewalk.

Typical Street Section:

- Overall width is 44′ – Two 13′ driving lanes; One 14′ center turning lane; Two 2′ C&G
- 5′ sidewalk on one side – Varying buffer width

INDUSTRIAL PROTOTYPES: STREETS & ROADWAYS



Collector Street Prototype

Arterial Roadway Prototype

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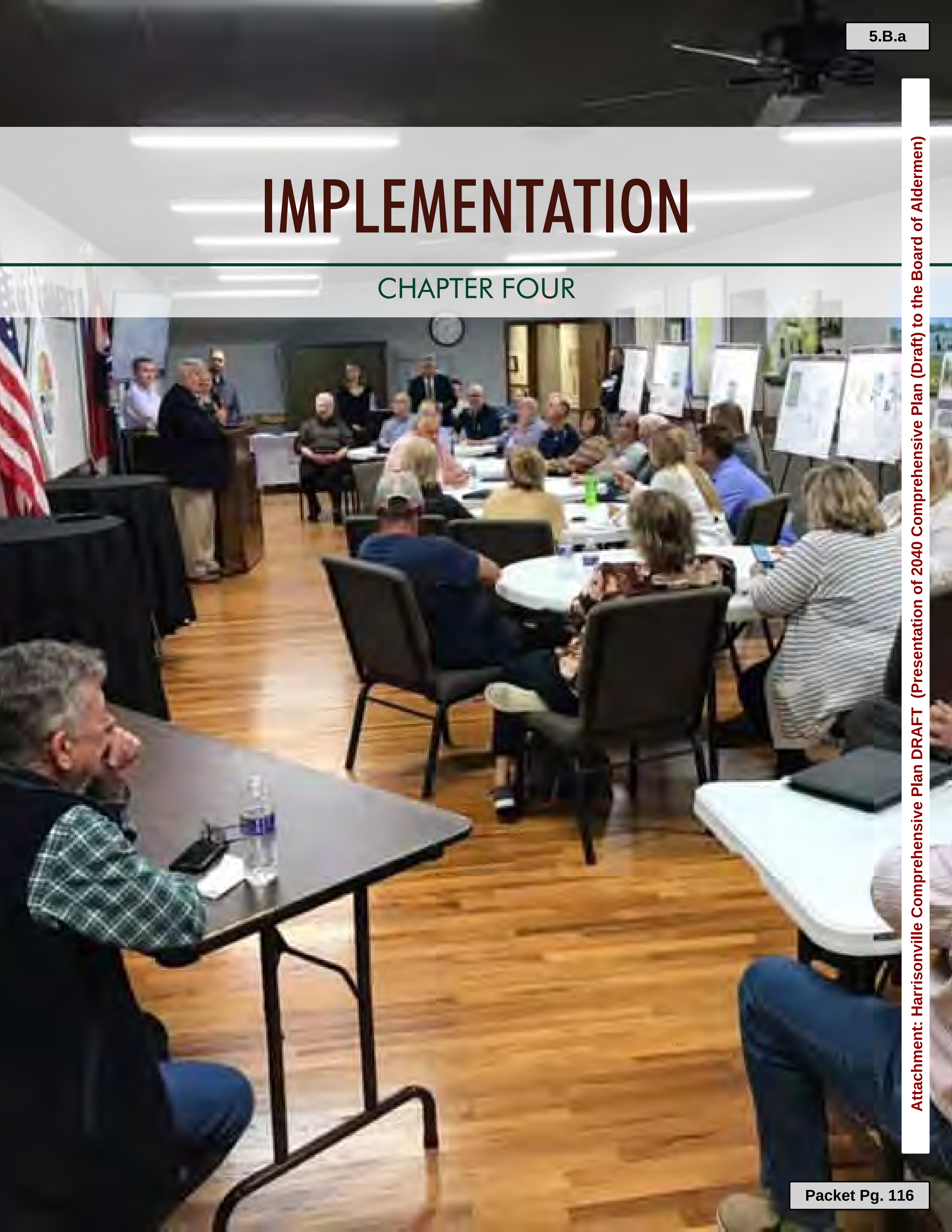
IMPLEMENTATION

CHAPTER FOUR



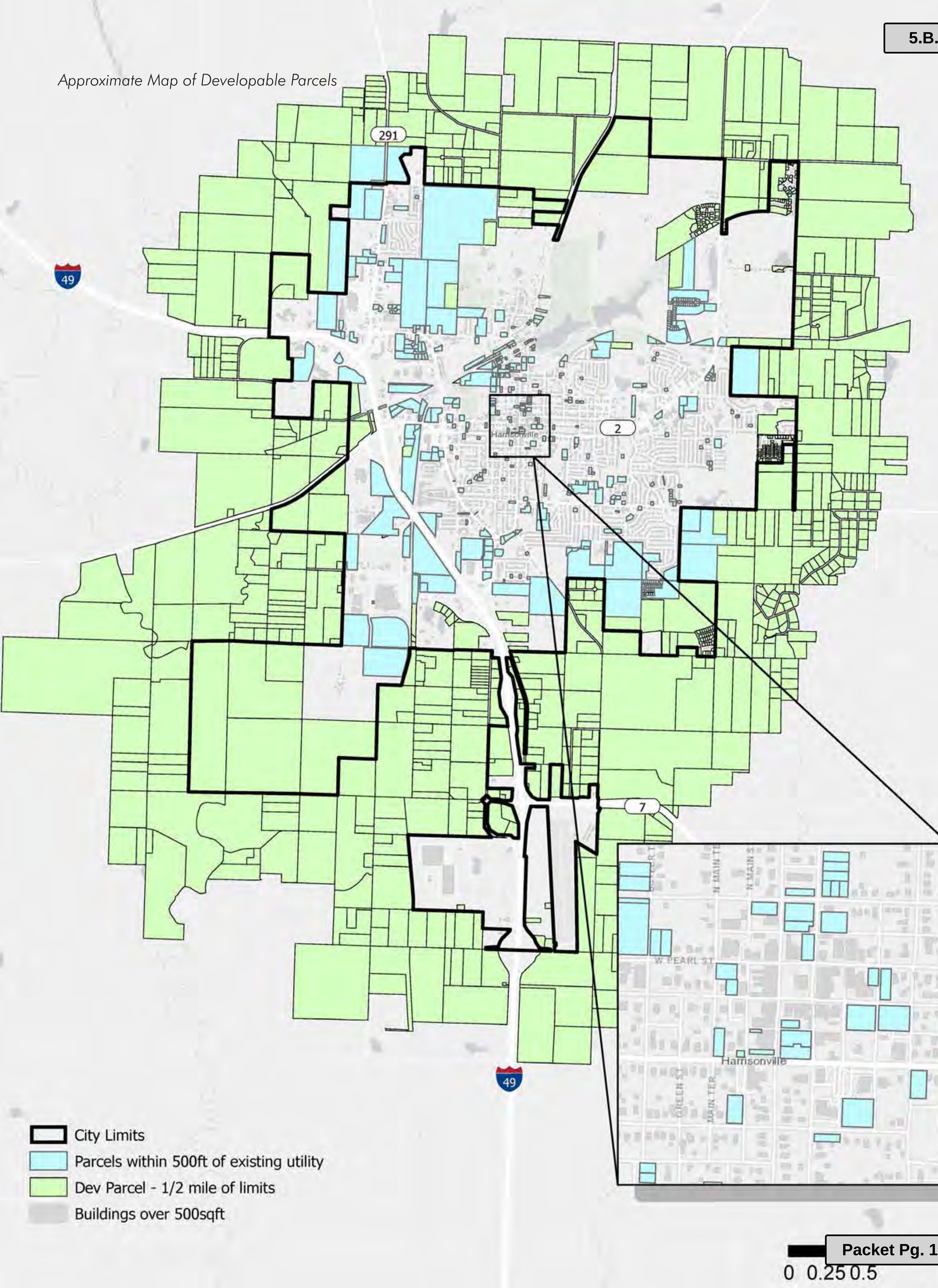
What Influences the Growth of Harrisonville?

The growth of the community is, in many respects, an ongoing public/private partnership manifested through many incremental investments over time. Public investments, such as street networks, parks, amenities, and infrastructure, sets the stage for development, business, and daily life to occur in the community. The quality and maintenance of these public investments contributes to the quality and longevity of private investment and other activities that takes place within the community. Special attention to the balance between public and private investments are critically important to moving any city forward, and ensuring fiscal sustainability of public investments.

In addition to local public investments, there are many elements to consider when planning for future growth, including but not limited to:

- Current and potential economic conditions and market needs;
- Owner expectations and investment capacity;
- Context of Land – Floodways, Slope, Soil Condition, etc.
- Development Regulations and Public Policies
- Regional and State Investments – Highways, Railways, Trails, etc.

Approximate Map of Developable Parcels



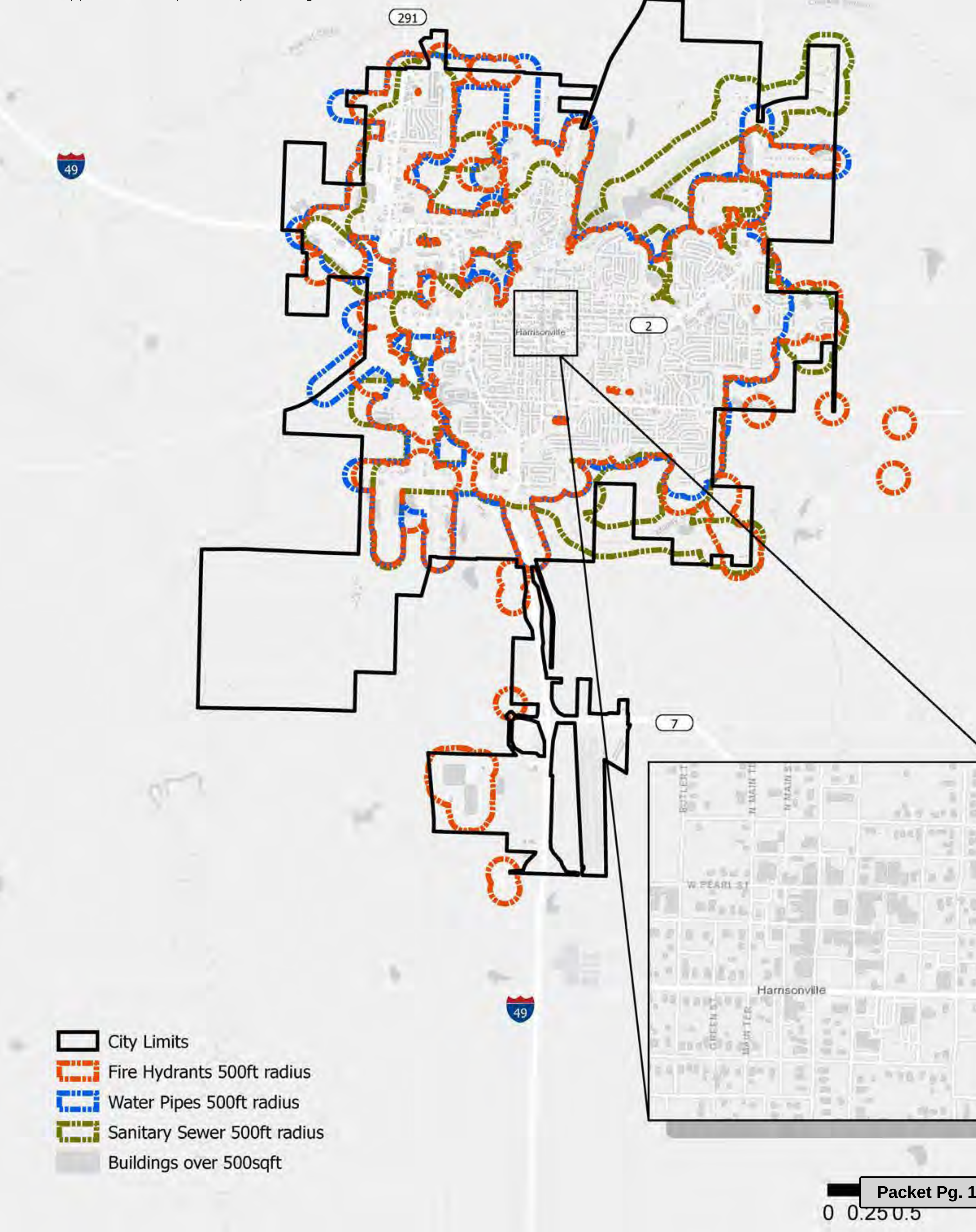
What Will Be Needed to Support Growth?

There are many public and utility investments that will be needed to support future growth. Thinking towards the future, it will be important to prioritize investments based on community needs, costs, and benefits. Not all growth will require the same level of investment to support it. For example, there are opportunities to reinvest in existing properties that are currently served by some level infrastructure and utilities. Also, different land use types may require a different level of infrastructure and utility investments.

In general, support for new growth across the city may require:

- Updated regulatory standards and processes to ensure efficiency of development, especially for small-scale projects.
- Targeted public programs such as tax incentives and matching grant.
- Reinvestment in aging infrastructure systems, such as streets, sewers, and water-mains.
- Redesign of certain existing streets to accommodate increased capacity for various modes of transportation depending on the context: trucks, cars, bicyclists, people walking, ADA facilities.
- Creation of new streets to support expansion areas across the city, especially east to west connections.
- Expansion of new water/sewer infrastructure and utilities (electricity, broadband).
- Annexation of land not currently located inside city limits.

Approximate Map of Utility Servicing Areas



What Kind of Growth, and Where?

Growth in any community manifests in a variety of ways, and the following map and descriptions provide a general overview of feedback derived through the planning process about how the community and stakeholders prioritize future growth outcomes is various parts of the community. The four types of growth outcomes discussed include: Maintenance, Revitalization, Reimagination, and Expansion.

Many established places in the community were identified as areas where **Maintenance** is the most important priority. Even if not all areas of the city will experience substantial change, maintenance is considered to be an important type of growth. Maintenance may involve a resident replacing their home's roof or the City fixing up aging sidewalks. Though small-scale, the cumulative impact of many small improvements will be significant to Harrisonville's future.

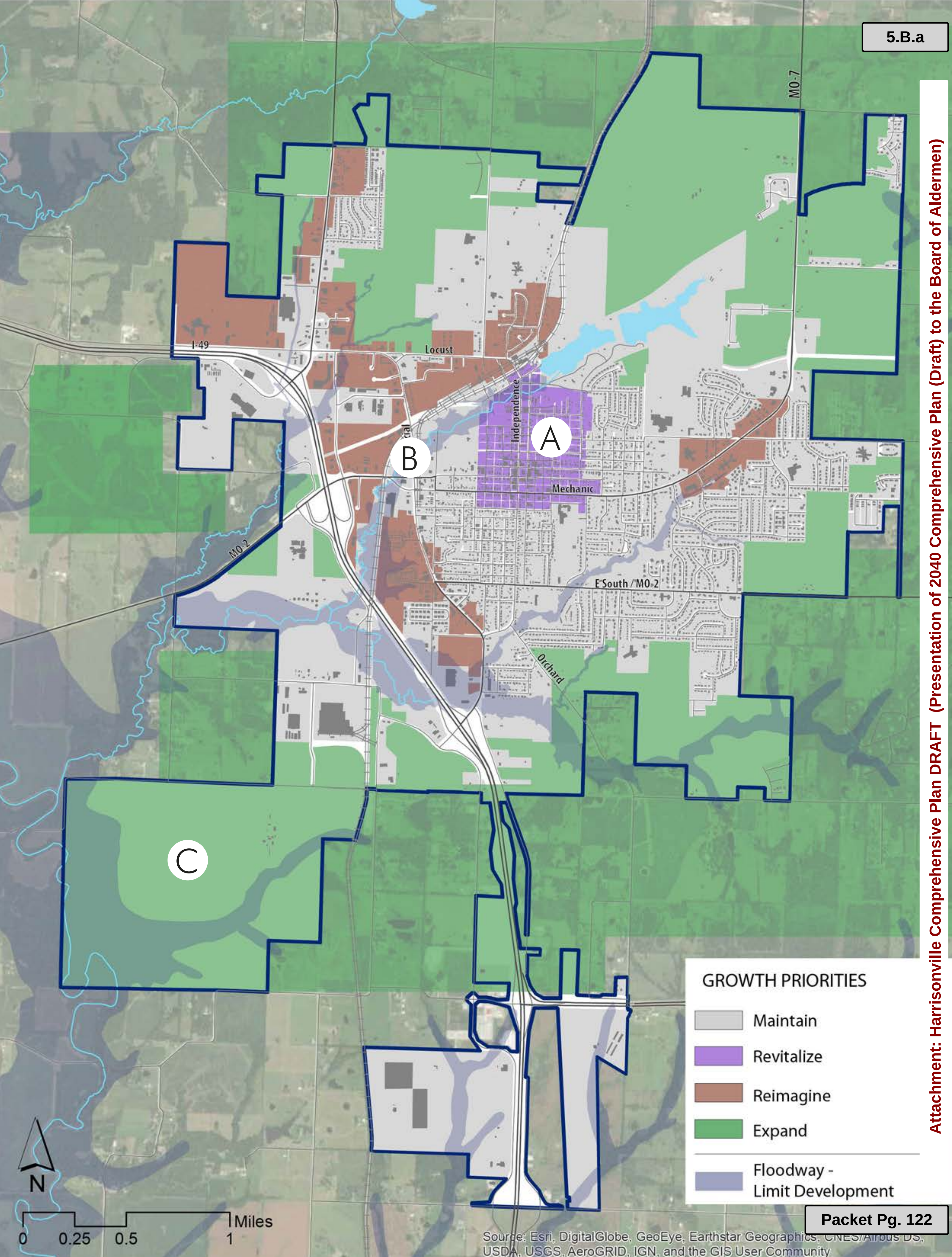
Some areas may experience more substantial changes via revitalization, reimagination, and expansion. **Revitalization** areas are places in the city where preservation and reinvestment will be the primary priorities over the next 20 years. The Downtown area is the primary place in Harrisonville identified for strategic revitalization efforts. **Reimagination** areas of the community are places where broader planning efforts are needed to improve the compatibility of uses, redevelop outdated or underused properties, and reassess the function and capacity of infrastructure. Existing commercial hubs along Commercial Street and Mechanic Street have been identified as places in need of reimagination.

Expansion areas are places within, and in some cases outside of, city limits where new growth might occur on undeveloped land. Expansion areas, unlike other growth areas, will require significant new investment in public infrastructure to facilitate development, and must prioritize the long-term fiscal sustainability of the community.

The majority of recommendations and discussions for the Comprehensive Plan are driven by a citywide perspective. However, the planning process uncovered specific areas within the city where additional attention is warranted. The following section outlines three places within the community with varying growth priorities – a "revitalization" area; a "reimagination" area; and an "expansion" area. Strategies for supporting desired future land use, transportation and infrastructure, and economic development goals have been crafted for further consideration by the City and its stakeholders.

FOCUS AREAS

- A REVITALIZE: Historic Downtown
- B REIMAGINE: Central Commercial Corridor
- C EXPANSION: Harrisonville Industrial District


MO-7
I-49
Locust
Independence
A
B
Mechanic
MO-2
E South / MO-2
Orchard
C
GROWTH PRIORITIES
Maintain
Revitalize
Reimagine
Expand
Floodway - Limit Development
N
0
0.25
0.5
1
Miles
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Revitalization: Historic Downtown Area

Historic Downtown Harrisonville is the identifying anchor of the community. The Cass County Courthouse, a significant architectural and historical landmark, sits at the center of the downtown square, and is surrounded by local businesses and civic destinations on all sides. In recent years, many new businesses have opened their doors in downtown Harrisonville, including an event space and cafe. As momentum continues, there are several opportunities for Downtown Harrisonville that will require additional discussion and consideration amongst local stakeholders.

IMPLEMENTATION STRATEGIES

ESTABLISH A COMMUNITY IMPROVEMENT DISTRICT

Community Improvement Districts ("CIDs") are State-enabled taxing districts designed to help local business districts fund targeted public improvements such as beautification, business retention, safety and security, public parking facilities, and major capital investments. The Kansas City River Market, Westport District, and Martin City are examples of CIDs in the region. CIDs can create a new, localized funding stream via sales taxes or a special assessment, and may have other direct organizational or operational ties to the local government. Creating a CID for Downtown Harrisonville should be explored, along with the determination of specific public investment needs and priorities for the district. More information about CIDs and other funding tools can be found through the Kansas City Economic Development Corporation or the Missouri Department of Economic Development.

ENHANCE SOCIAL MEDIA & E-COMMERCE

Social media is a major driver for promoting tourism in addition to traditional advertising. In addition, individual businesses can establish initial awareness of their store by having an active online presence, creative social media strategies, and e-commerce options. Enabling prospective patrons to virtually follow and interact with the Historic Downtown District and individual businesses via social media platforms should be a key strategy for promoting visitors to the area. The existing online presence of Love The Square is a solid foundation to build from.

ESTABLISH CHAPTER 353 PROPERTY TAX ABATEMENT

The broader downtown area, including adjacent neighborhoods, contain a number of aging buildings, some of which that require substantial maintenance. Chapter 353 is a program enabled by the State of Missouri that allows local governments to encourage reinvestment by providing property tax abatement to owners that initiate key improvements such as exterior maintenance. Examples of places in the region that utilize Chapter 353 to promote reinvestment include Blue Springs, Grandview, Liberty, and Kansas City. The City of Harrisonville should consider establishing a Chapter 353 district for Downtown Harrisonville and surrounding neighborhoods. More information about Chapter 353 and other funding tools can be found through the Missouri Department of Economic Development.

ESTABLISH A CENTRAL RESOURCE CENTER FOR NEW AND SMALL BUSINESSES

Develop a small business incubator to attract and support local entrepreneurs and startup business people to foster new employment and development. The initial location for this incubator is recommended in or around the Historic Downtown Square. The incubator should incorporate access to regional and state career training centers and be linked to the local "Work Ready" program. Ensuring high speed Internet and other business services will be essential to the center's success. This downtown location will simultaneously bring more activity and employment to the Historic Downtown Square but lend support to downtown eating establishments.

IMPLEMENT THE HISTORIC PRESERVATION PLAN.

In 2021, a Historic Preservation Plan was created for the City of Harrisonville. This plan advised many recommendations that have been included in the Comprehensive Plan concerning the preservation of the downtown district, including revisiting the Historic Resources Survey and period of significance, and exploring opportunities to revitalize historic structures. More detail about historic preservation recommendations should be referenced at: Harrisonville Historic Preservation Plan.

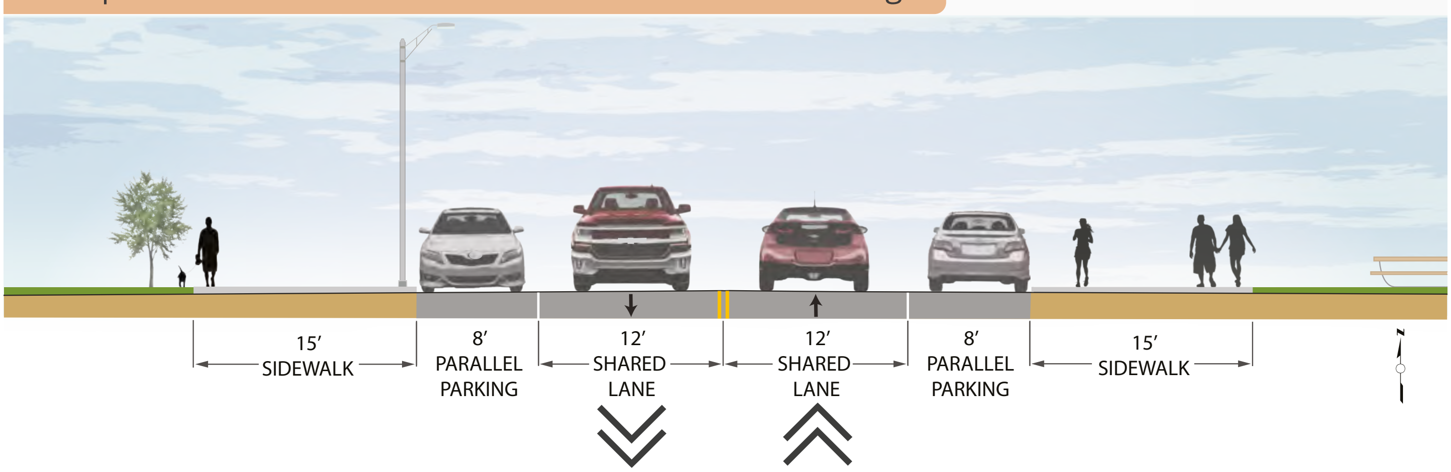
CREATE HISTORIC TOURISM OPPORTUNITIES.

Historic tourism is a significant opportunity for Harrisonville to build upon in coming years. Currently, the Cass County Historical Society, the Burnt District Museum, and Genealogy Office offer opportunities to learn about the history of Harrisonville and the region through preserved artifacts and records. Historic Preservation is a key component for heritage tourism in the creative economy. And, given its vicinity to the Kansas City market, tourism is essential to the survival of Harrisonville's historic core. The Historic Preservation Commission should work with stakeholders, including the Chamber of Commerce, Cass County Historical Society, and others, to identify tourist needs and establish goals and objectives for meeting them. In addition, the creation of a Downtown Walking Tour should be explored by the Historic Preservation Commission.

CALM TRAFFIC ON INDEPENDENCE STREET

Consider strategies to calm traffic through the downtown environment such as lane narrowing, street trees, gateway treatments such as curb extensions and median refuge areas to help reduce the pedestrian crossing distance. Prioritize constructing a shared use path for multimodal bicycle and pedestrian access along and into development sites.

Independence Street Downtown : 40' Wide Parallel Parking



ENHANCE PEDESTRIAN SPACE: SIDEWALKS, LANDSCAPING & STREET TREES

Space for people walking on the Square is relatively limited compared with other successful mixed-use places. As a rule of thumb, sidewalk widths in pedestrian-oriented places should be at least 12 feet, with a "walking zone" of at least 6 feet, to support a comfortable environment for people to spend time. Currently, the sidewalk around the Square ranges from approximately 4-8 feet. This lack of space creates disruptions to a contiguous walking path ("walking zone") as other facilities compete for space, including street lamps and benches. The lack of space also creates challenges for incorporating streets trees or landscaping into a buffer zone between the curb and pathway, which is critical for supporting foot traffic during summer months. Lack of width also severely limits options for the "frontage zone" where businesses may benefit from adding outside benches or tables. Stakeholders of the district should consider working with the City of Harrisonville to study this issue in more detail, and determine whether a streetscape redesign is desired and how parking accommodations can be managed at a district-scale. More information, guidance, and ideas for sidewalk design can be accessed through the National Association of City Transportation Officials Urban Street Design Guide.

Sidewalk with Restaurant Seating in Bentonville, Arkansas

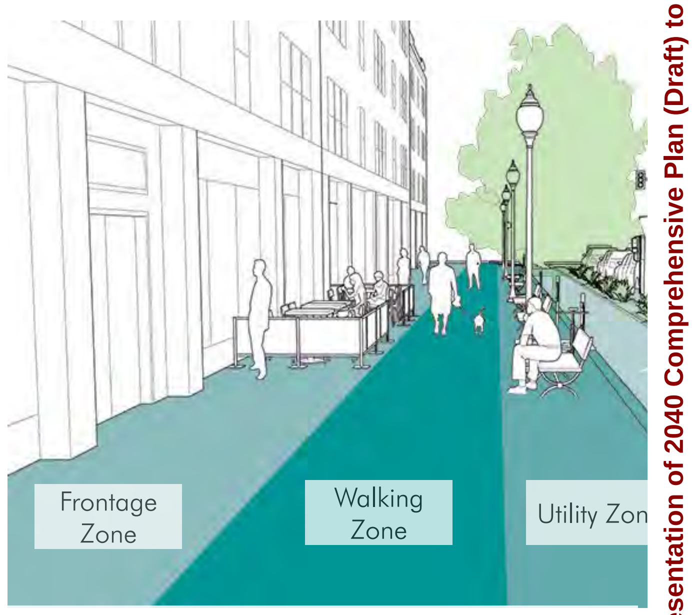


Image: NACTO Urban Street Design Guide

ACTIVATE UNDERUSED SPACES

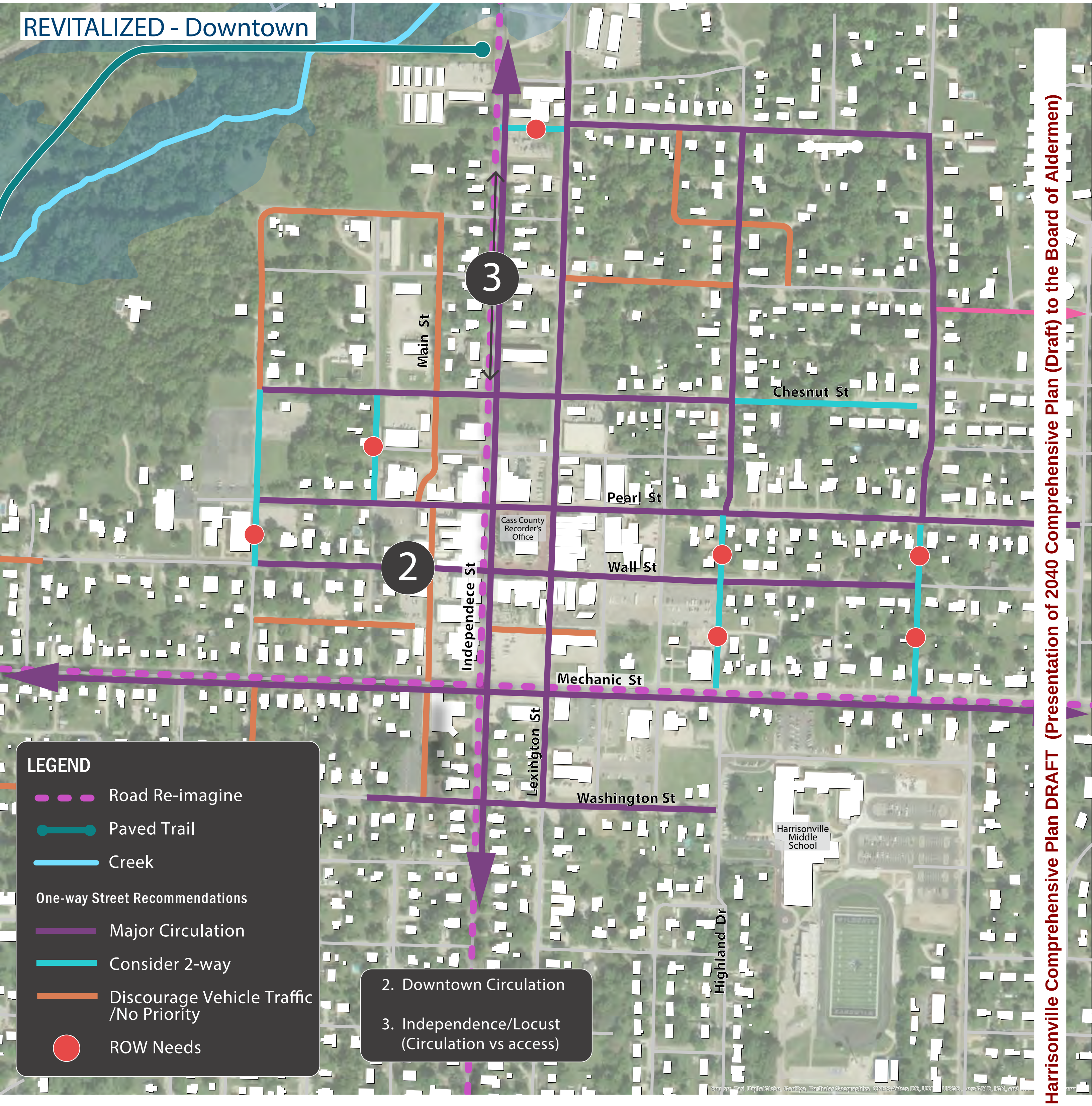
Though Downtown Harrisonville has experienced tremendous reinvestment in recent years, there are many space that remain underutilized, vacant, or undeveloped in the district. These "missing teeth", such as undeveloped property or parking lots, are opportunities for reinvestment, but can also be reactivated through temporary, interim programming to build momentum. For example, pop-up shops and cafes, food trucks, parklets, and block parties are temporary or interim uses for underutilized spaces that can attract visitors and residents to downtown. Organized stakeholders in Downtown Harrisonville should consider opportunities for promoting temporary reuse of underutilized space to enhance the vibrancy of the district, even prior to physical development.

ESTABLISH & PROMOTE OVERNIGHT ACCOMMODATIONS

Growing business activity, including many new shops, restaurants, and an event center in downtown Harrisonville is creating a need for place-based overnight accommodations on the square. Currently, there is no formal lodging downtown, which limits the potential of the district to day-trippers and out-of-towners who are forced to stay in neighboring communities. Any prospective hotel investor will require an independent hotel market study prior to committing to develop a new lodging property. The city should initiate the preparation of a market and financial feasibility study for the lodging industry to actively consider a new project in the downtown. Overnight accommodations fitting a variety of needs, such as camping/RV options, short-term stays as a primary or secondary use, bed & breakfasts, and a boutique hotel should be explored in the Downtown Square and surrounding areas. The City-owned site north of the historic downtown square between Lexington and Independence Streets should be offered as an incentive to recruit a new boutique hotel for

UNDEVELOPED PROPERTY IN DOWNTOWN

- City-Owned
- Privately-Owned
- School District-Owned

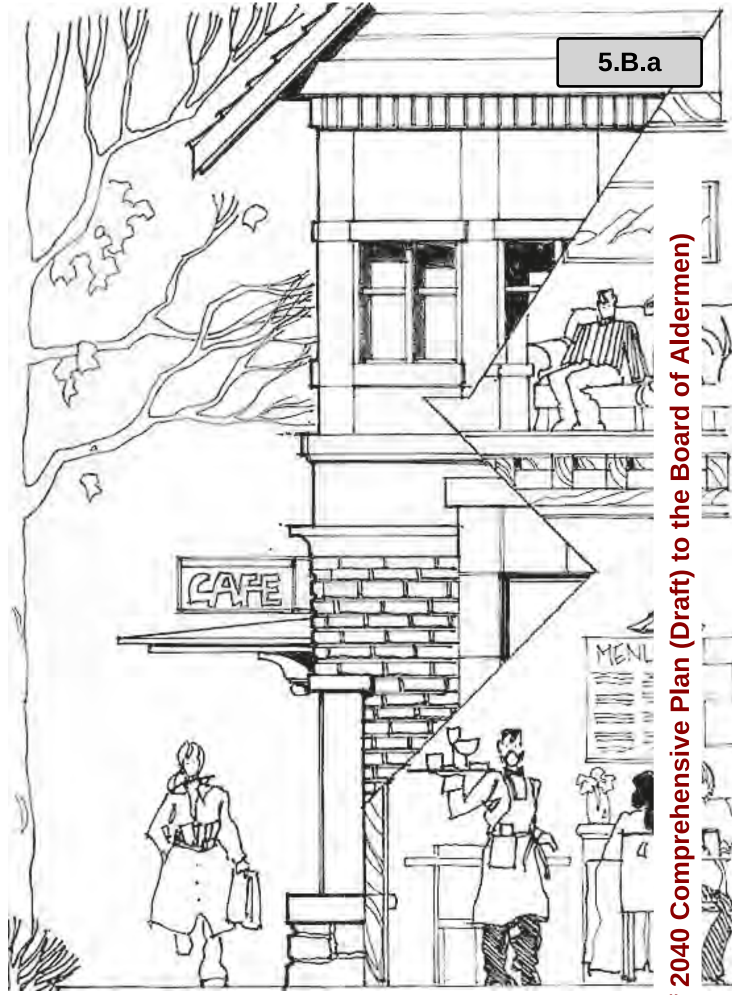


REVITALIZED - Downtown
Main St
Independece St
Lexington St
Chesnut St
Pearl St
Wall St
Mechanic St
Washington St
Highland Dr
Cass County Recorder's Office
Harrisonville Middle School
3
2
LEGEND
Road Re-imagine
Paved Trail
Creek
One-way Street Recommendations
Major Circulation
Consider 2-way
Discourage Vehicle Traffic /No Priority
ROW Needs
2. Downtown Circulation
3. Independence/Locust (Circulation vs access)

downtown. The site may be shared with a future City Hall but should incorporate reserved parking for a prospective hotel developer. Other incentives, including waiving or discounting development fees, should also be part of a package for a prospective hotel developer.

IMPROVE CIRCULATION PATTERNS (SEE PAGE 72)

The network of one-way streets in the downtown are a barrier to clear and convenient access to businesses and parking. Purchase right-or-way in key locations to expand current 1-way segments to 2-way road access in order to create multiple circulation routes which link the downtown square to Independence and MO-2/Mechanic St.



Active versus Non-Active Use Location

DIFFERENTIATE USE TYPES: GROUND-LEVEL VS UPPER-FLOOR VS OFF-SQUARE

Ground-level storefronts located directly on the Historic Downtown Square are the best spaces to be utilized for "active" commercial or institutional uses. "Active" uses promote a pedestrian-oriented environment, and may include restaurants, pubs, event spaces, galleries, museums, salons, and shopping establishments. "Non-active" uses, such as residential apartments, overnight accommodations, professional services, and offices, are most appropriate on the upper floors of building directly on the Historic Downtown Square, or within buildings located off the Square. Active ground floor uses on the Historic Downtown Square can be promoted through a variety of strategies. Active uses can be strongly encouraged through planning policies and review commissions, but will not be required unless codified into the zoning regulations. If desired, an amendment to Section 405.275 (CBD-1 Downtown Business District) and Section 405.295 (CBD-2 Downtown Fringe Business District) can be initiated by the City of Harrisonville to revise the current approach to uses and make distinctions about specific types of uses.

REVIEW REGULATORY FRAMEWORK & PROCESSES

The majority of development in Downtown Harrisonville will be small- to medium-scale projects due to existing buildings and small lots. Modern zoning regulations and building codes can sometimes make reinvesting in historic places and buildings more complicated. In order to promote economic development, preservation, and high quality reinvestment, the City should work with HPC, local developers, and other stakeholders to review current processes and regulations and better understand what, if any, barriers exist to completing small-scale projects, either rehabilitation of existing buildings or construction of new buildings. In addition, resources pertaining to review processes, especially where CBD-1 and H-1 overlap, can be created to provide more clarity about review procedures and timeline expectations. Consider creating an overlay district for the downtown that will provide increased flexibility for in-fill and revitalization efforts, as well as setting boundaries for targeting financial incentives within a proposed community improvement district.

Reimagination: Central Commercial Corridor Area

Commercial Street is a primary travel corridor for the community, and an anchor to a variety of commercial activities in Harrisonville. Currently, the design of Commercial Street is outdated, and much of the commercial properties it supports are aging or underutilized. Stakeholders during the planning process shared a broad consensus that the area is an opportunity for reimagination. Over the next 20 years, there are a number of actions that can be taken to support the evolution of the Commercial Street corridor and the adjacent areas.

IMPLEMENTATION STRATEGIES

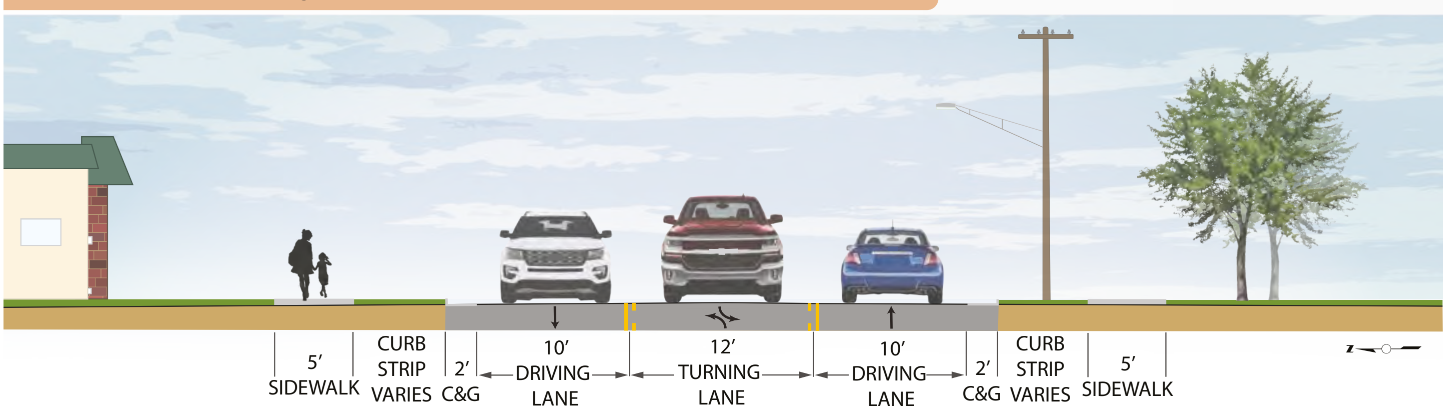
REIMAGINE COMMERCIAL STREET

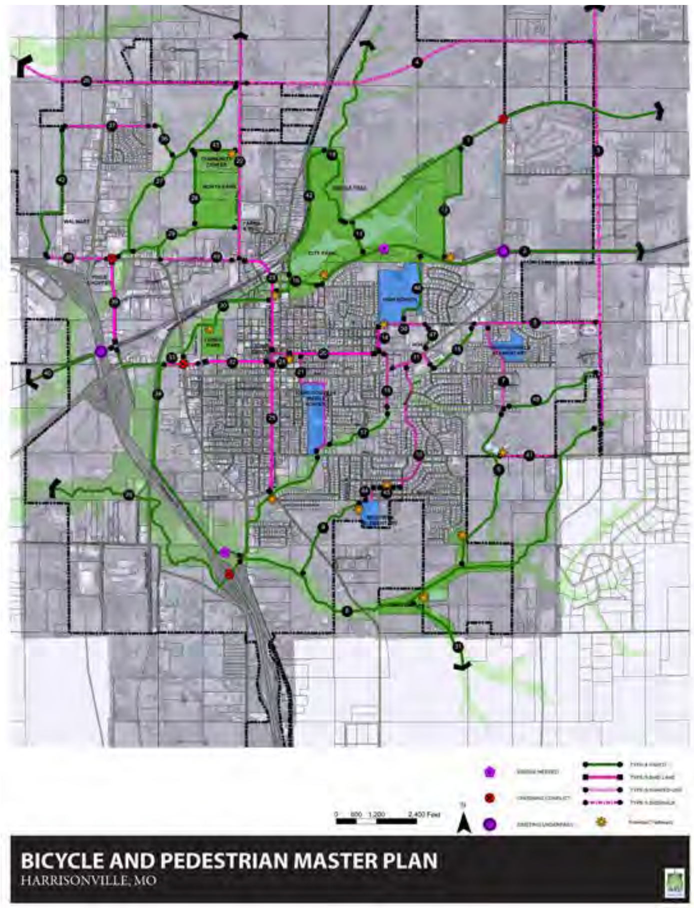
Using a "Complete Streets" approach, study and plan for improvements along Commercial Street from US-291 south to the I-49 & Commercial Street interchange. Consider access management strategies to reduce the amount of driveways along the corridor to improve safety and traffic flow. Prioritize multimodal bicycle and pedestrian access along and into development sites. Coordinate with proposed intersection improvements at Locust St & Commercial St and at the Commercial St & I-49 interchange to enable a new east-west arterial to support residential growth between MO-2/ South St and 267th.

CONSIDER ESTABLISHING A TRANSPORTATION DEVELOPMENT DISTRICT

A redesign of Commercial Street has been expressed as a significant improvement need by the community. One option to consider for implementing this project, is establishment of a Transportation Development District ("TDD"). A TDD is a funding tool that can support promotion, planning, design, and construction of transportation projects, including streets, bridges, intersections, and signage. More information about TDDs and other funding tools can be found through the Missouri Department of Transportation or the Missouri Department of Economic Development.

Commercial at Hwy-2/South St : 36' Wide





MULTIMODAL ACCESS

The 2004 Harrisonville bicycle and pedestrian master plan, borne out of the Mid-America Regional Council's regional MetroGreen trail planning which sought to link Harrisonville to the Kansas City metro, identified several rail corridors as regional connection opportunities. A proposed trail connection along Town Creek has been recommended to provide a connection between businesses along Commercial Street and City Park. In order to support safety amongst all users of the street, a trail construction effort should be partnered with strategies for supporting multimodal access to businesses along Commercial Street, including safe internal networks, pathways, and bike parking facilities. Title IV Land Use regulations can be revisited to provide multimodal access and parking standards.

PLACEMAKING

The retail industry is rapidly changing. Personal shopping and delivery services are expected to increase in coming years, making experiential retail and "placemaking" an important strategic consideration for aging retail areas. Commercial Street over the years has developed in a somewhat uncoordinated way, with a number of standalone businesses, each with their own parking lots and access points. Many of these properties may be candidates for reinvestment, and even redevelopment, in the coming years, creating an opportunity to plan for a design approach that emphasizes "community hubs" rather than "retail strips". If desired, a regulating plan for the Commercial Street area can promote placemaking outcomes by establishing a regulatory approach for establishing a shared internal driveway network, access drives, and parking facilities, and improving the design of ADA, pedestrian, bicycle, and parking facilities.

INTEGRATING RESIDENTIAL USES & MIXED-USE BUILDINGS

In addition to design considerations, a holistic approach to land use should be taken in this context. Diversification of uses beyond general retail can help promote economic resilience in a changing industry. Integrating residential uses such as apartments and senior housing facilities will not only support existing and future general retailers, but will also promote access to daily goods for residents living in these homes. Zoning standards are essential to support and accommodate quality mixed-use development to enhance the financial feasibility of new projects as well as respond to the city's desire to diversify residential development. The dramatic shift in the work from home patterns resulting from the pandemic is generating an increase in mixed-use development with smaller offices throughout the region, state and nationally. To accommodate this workplace shift, the city's zoning code may be updated to modify set back and parking standards to support reinvestment and redevelopment.

LOCUST STREET/ INDEPENDENCE STREET RE-IMAGINE

Using a "Complete Streets" approach, study and plan for roadway improvements (including bicycle and pedestrian improvements) along Locust Street/ Independence Street from Commercial Street south to the Commercial Street & Independence Street intersection. Consider strategies to calm traffic through the downtown environment such as lane narrowing, street trees, gateway treatments such as curb extensions and median refuge areas to help reduce the pedestrian crossing distance. Prioritize multimodal bicycle and pedestrian access along and into development sites. Coordinate with proposed intersection improvements at Locust St & Commercial St.

LOCUST & COMMERCIAL 4-WAY INTERSECTION IMPROVEMENTS

In conjunction with expanding Commercial Street north of Locust Street (Between US-291 & Jefferson Parkway), redesign the intersection to a 4-way intersection. Ensure adequate bicycle and pedestrian crossings.

COMMERCIAL & I-49 ALIGNMENT & INTERSECTION IMPROVEMENTS

Residential growth in south Harrisonville will require an east-west roadway to access Commercial Street and I-49 (i.e. Glen Eagle development). Orchard street is currently the only way to access the area and will not be able to handle the traffic volume generated. In conjunction with planning a new east-west arterial to support residential growth between MO-2/ South St and 267th, determine a re-alignment of roadway at Commercial St & I-49 to connect with the new east-west roadway. Consider a 3 or 4-leg roundabout near the current intersection of Outer Rd and Commercial St.

MECHANIC STREET RE-IMAGINE

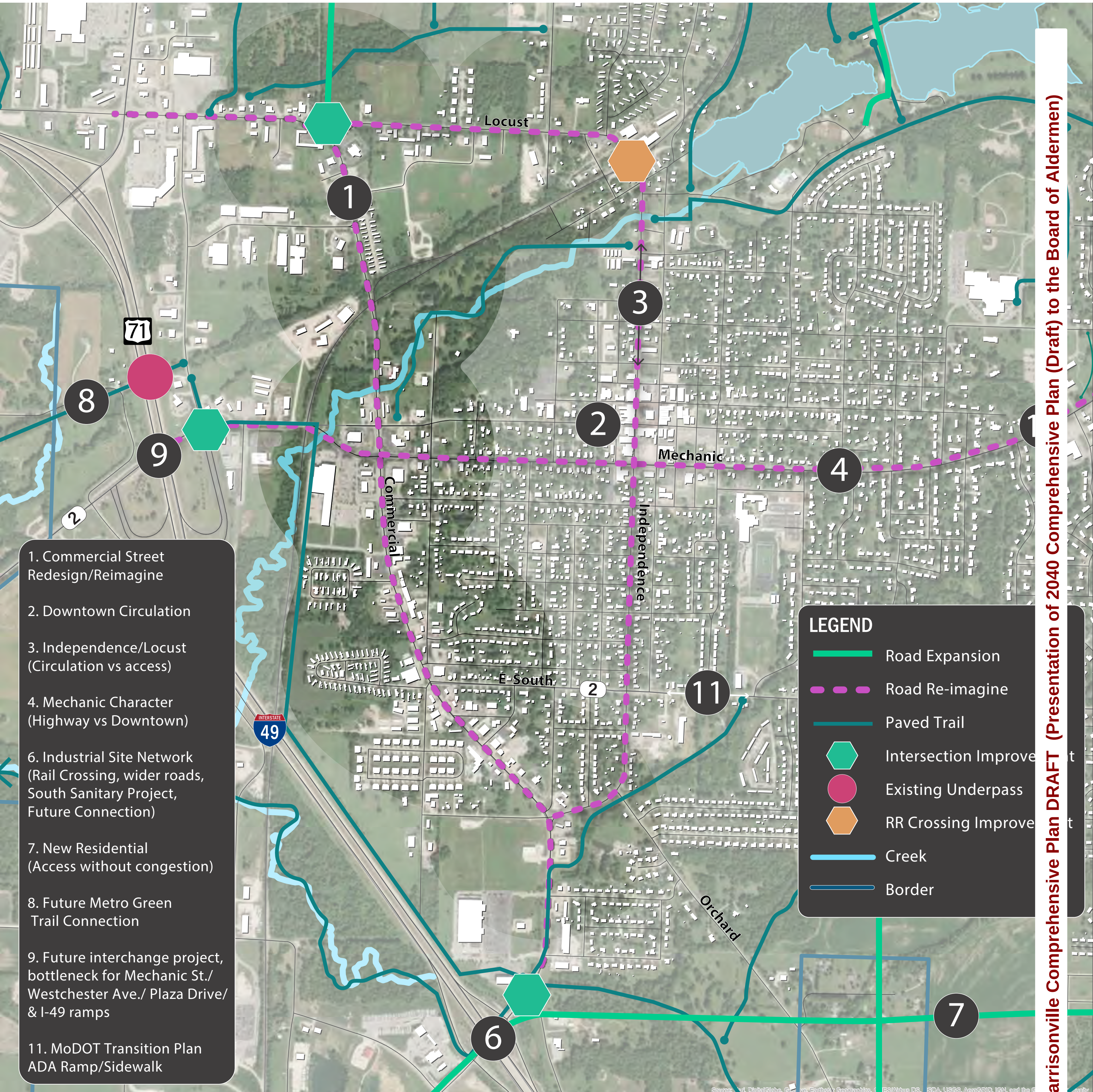
Using a complete streets approach, study and plan for improvements along Mechanic Street. Consider strategies to calm traffic through the downtown environment such as, street trees, gateway treatments such as curb extensions and median refuge areas to help reduce the pedestrian crossing distance – especially at Independence Street. Prioritize multimodal bicycle and pedestrian access along and into development sites.

I-49 & OUTER RD / ROCKHAVEN RD ACCESS JUSTIFICATION REPORT

City to conduct an Access Justification Report (AJR) at the future I-49 & Outer Rd / Rockhaven Rd / Peculiar Dr interchange ramps towards a future east-west arterial. Collect traffic volumes and develop a traffic model to help understand the local/ county/ city and freight traffic and justify the interchange ramps to future east-west access towards US-291.

MoDOT I-49 & MO-2 STUDY COORDINATION

Work with MoDOT following their study of interchange at I-49 & MO-2/ Mechanic St to identify improvements along MO-2/ Mechanic St from the I-49 interchange ramps to Commercial St. Critical needs include ADA access and access management strategies targeted at reducing conflict points while maintaining traffic flow. Establish a strategy for localizing commercial access and congestion.



Locust
Mechanic
Commercial
Independence
E South
Orchard
71
49
2
1
2
3
4
6
7
8
9
11
1. Commercial Street Redesign/Reimagine
2. Downtown Circulation
3. Independence/Locust (Circulation vs access)
4. Mechanic Character (Highway vs Downtown)
6. Industrial Site Network (Rail Crossing, wider roads, South Sanitary Project, Future Connection)
7. New Residential (Access without congestion)
8. Future Metro Green Trail Connection
9. Future interchange project, bottleneck for Mechanic St./ Westchester Ave./ Plaza Drive/ & I-49 ramps
11. MoDOT Transition Plan ADA Ramp/Sidewalk
LEGEND
Road Expansion
Road Re-imagine
Paved Trail
Intersection Improve
Existing Underpass
RR Crossing Improve
Creek
Border

Expansion: Harrisonville Industrial District

The city should actively plan for a new industrial park in the southwest quadrant of the city that will attract industrial users and will strengthen Harrisonville's economy. The park should be planned to accommodate both light and heavy industry. The future park should expect to incorporate a new rail spur to accommodate prospective users. Creation of the park may be established through a range of mechanisms that will require both public and private financing. Area property owners should be solicited or be offered opportunities to be active or silent partners, if they so desire, in the business park.

IMPLEMENTATION STRATEGIES

INDUSTRIAL SITE MASTER PLAN

Initiate and complete a strategic Industrial Park Master Plan to establish an employment hub, attract multiple new employers to the city, and plan for necessary infrastructure investments. Evaluate the feasibility of an extension of Commercial Street to 267th/Brickyard Road to facilitate commercial and industrial expansion and connect to the interchange.

TARGET INDUSTRIAL RECRUITMENT

Successful industrial strategies build on a city's workforce strengths. It is essential that local recruitment efforts be based on realistic expectations. Harrisonville should coordinate regionally to recruit industries. In 2021 4,227 city residents were employed. As noted, the average wage for Harrisonville residents is below surrounding Kansas City metropolitan counties and the Missouri statewide average though higher than rural counties to the city's south and east. These higher wages offer the opportunity to attract workers from rural areas to Harrisonville. Employment in the city of Harrisonville exceeds the statewide averages in the construction, manufacturing, retail and transportation and warehouse employment sectors, with the Wal-Mart Distribution Center being the city's largest employer. While employment in the city is proportionately lower in wholesale trade, government, and information sectors.

HARRISONVILLE EMPLOYMENT BY MAJOR INDUSTRY SECTOR

EMPLOYMENT SECTOR (NAICS CODE)	MISSOURI WORKFORCE BY PERCENTAGE	HARRISONVILLE EMPLOYMENT BY PERCENTAGE	HARRISONVILLE BASED EMPLOYEES
Mining and logging (21)	0.2%	2.3%	97
Construction (23)	4.5%	8.2%	346
Manufacturing (31-33)	9.6%	12.5%	526
Wholesale trade (42)	4.2%	1.7%	71
Retail trade (44-45)	10.7%	13.4%	544
Transportation and warehousing (48-49)	4.4%	5.5%	231
Information (51)	1.6%	0.7%	29
Financial and Insurance (52)	6.2%	6.3%	265
Professional and business services (54)	39.7%	40.4%	1,706
Other services (81)	4.0%	3.9%	164
Government (91)	15.0%	5.4%	221
TOTAL	100%	100%	4,427

CASE STUDIES

There are a variety of strategies to make the business park a reality, but many models exist within the metropolitan area. The Center Point Center is a nearby example of a private partnership with Kansas City Southern Railways. Two other successful models for creating large business parks have pursued the following approaches:

Establish a TIF District for the area prior to new investment. DeSoto, Kansas is annexing and establishing a new TIF District encompassing nearly 6,000 acres of former federally owned land. The City of DeSoto endorsed a TIF district for a 5,877-acre tract that was annexed in 2021. This site of the former federal Sunflower Army Ammunition Plant nearly doubles the city's size. The site sits south of Kansas 10 Highway and has a master developer who acquired and owns the land. The master developer is proposing a combination of industrial park with a dozen warehouses of 500,000 to one million square feet covering seven million square feet plus a business park and a hotel. The DeSoto City Council has secured and signed a predevelopment agreement with the private developer, the Sunflower Redevelopment Group.

Create a new public-private partnership to include multiple parties. A model of this approach was utilized to address industrial development in Lawrence, Kansas. The city, county, and private sector–facilitated by the Chamber of Commerce–incorporated a new 501(c)3, Douglas County Development Inc., for the purpose of acquiring, developing and marketing a former industrial complex of more than 200 acres area known as Venture Park on the edge of the city.

Lawrence Venture Park is a located on the site of a former industrial nitrogen plant. The site was acquired for redevelopment by the City of Lawrence in 2010. Since then, the City has made infrastructure investments in the site to provide additional industrial and business park expansion opportunities. It is engaged in limited environmental remediation of certain portions of the site and will remain responsible for any necessary environmental remediation. The property now has multiple new facilities located at these sites that has provided approximately 1,850 new jobs in the last 12 years.

To create a similar industrial park, Harrisonville should conduct a cost/benefit analysis and prepare and issue an RFP (Request for Proposals) to local and regional developers seeking and securing a partner to assist with the planning and recruitment of users for the park.

ENSURE HARRISONVILLE IS BUSINESS FRIENDLY

Industrial and commercial developers are routinely looking for:

- Low development costs.
- Clear and predictability in permitting and regulation.
- Speedy approval process.

To support the expansion of existing industries in the city to maintain employment opportunities, business friendly local policies are essential. These may include flexibility of setback requirements for expansion and other non-monetary planning approaches. Lower development costs can be achieved, in part, by offering discounts on various permitting fees. Equally important, accelerating the approval process for businesses can be addressed by routinely offering all new commercial and industrial developers an expedited review process.

A unique and vibrant downtown area can be a driver for employers to be located in Harrisonville. These recommendations must be supported by actively supporting on-going and diverse special events and activities, especially in downtown, that attract visitors including, but not limited to cultural and recreational shows, performances, festivals, displays, exhibits and attractions that stimulate new visitors or extend visitor stays while enhancing the quality of life for residents. A public art element could further enhance the character, appeal, and uniqueness of the downtown.

IMPLEMENT GREEN STREETS

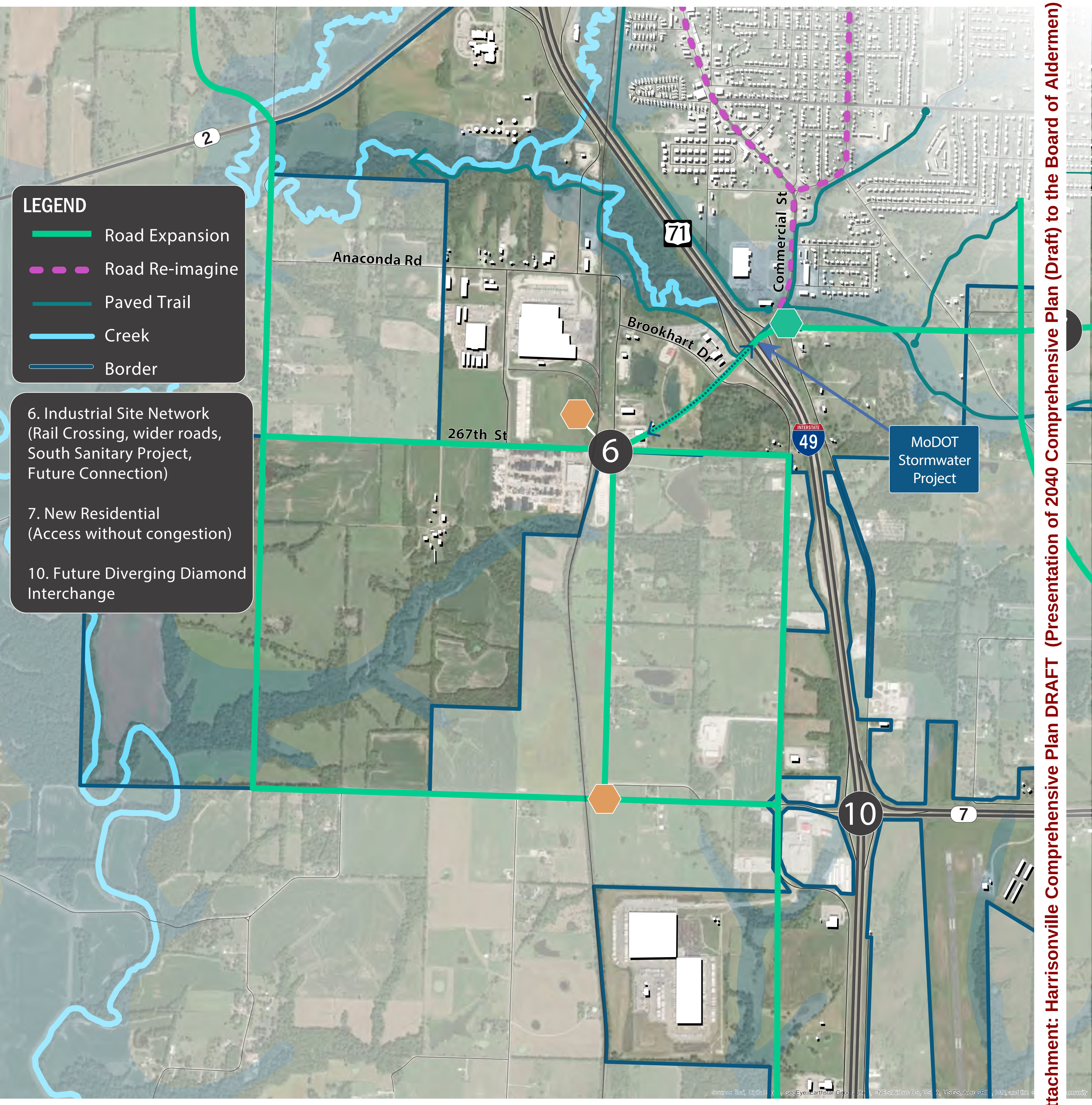
Review site development and infrastructure design standards to incentivize the use of green development practices and to ensure compliance with the MARC 2050 Climate Action Plan to mitigate effects of industry on the environment. The term "green street" is used to describe roadway planning that enhances environmental suitability by using natural systems to manage stormwater by reducing flows, improving water quality, and enhancing watershed health. The use of trees and vegetation reduce greenhouse gases and urban heat island effect. Green streets principles also promote the use of renewable energy to operate street lights, and uses energy-efficient technologies to reduce carbon footprints. Applying these principles conserves natural systems for future generations. "Green streets" support Complete Streets. "Green streets" achieve multiple benefits in addition to enhancing environmental suitability, such as creating more attractive streetscapes in corridors that connect neighborhoods and activity centers. This creates more livable communities.

PLAN FOR INDUSTRIAL ACCESS IMPROVEMENTS

Investigate widening and improving industrial roads including Brickplant Rd, 275th St, and Brookhart Rd to ensure adequate truck turning radii, and shoulder space especially near intersections and railway crossings to allow trucks to safely maneuver roadways, driveways, and intersections. Make sure pedestrian access and crossings are accommodated to ensure multimodal options are available for workers.

CONSIDER USE OF TRANSPORTATION DEVELOPMENT DISTRICT

More information about TDDs and other funding tools can be found through the Kansas City Economic Development Corporation or the Missouri Department of Economic Development.



LEGEND
Road Expansion
Road Re-imagine
Paved Trail
Creek
Border
6. Industrial Site Network (Rail Crossing, wider roads, South Sanitary Project, Future Connection)
7. New Residential (Access without congestion)
10. Future Diverging Diamond Interchange
Anaconda Rd
267th St
Brookhart Dr
Commercial St
2
71
49
7
6
10
MoDOT Stormwater Project

LEVERAGING APPLICABLE INCENTIVES & RESOURCES

Generally, incentives should be supported for underused commercial centers, particularly if redevelopment involved a more productive and adaptive mix of uses. Economic incentives are needed and appropriate for underused new industry, revitalization of commercial centers, and downtown. While maintaining fiscal sustainability to support and stimulate the business park and attract new investment, the city should take advantage of state and federal resources. As adopted in Harrisonville's 2020 Economic Development Incentive Policy, the city encourages the use of public economic incentives in those locations and situations that provide the maximum public benefit. The city has utilized tax increment financing (TIF) for three projects in the past. Additional incentives for important projects that meet new employment or investment thresholds should also consider discounting development and permit fees and accelerating the review process.

TAX INCREMENT FINANCING DISTRICT

Tax Increment Financing provides for the redirection of the incremental increase in sales and property tax revenue resulting from a redevelopment project used for approved project-related costs, infrastructure and capital improvements. Tax Increment Financing may be used to reimburse the redevelopment project costs including professional services, land acquisition and site preparation, public and private improvements. The redevelopment area must contain property classified as blighted which retard the provision of housing accommodations or constitute an economic or social liability or a menace to the public health, safety, morals, or welfare in its present condition.

TRANSPORTATION DEVELOPMENT DISTRICT

A Transportation Development District (TDD) is a separate subdivision of the State of Missouri, established to undertake a variety of transportation-related projects including street improvements, bridges, sidewalks and other related public improvements or infrastructure. Property owners within the District agree to impose an additional sales tax in order to generate the revenue to pay for the proposed projects. The duration of the TDD may not exceed 20 years. Only property owners who agree to participate in the district are included.

COMMUNITY IMPROVEMENT DISTRICT

A Community Improvement District (CID) is a local special taxing district that collects revenue within its designated boundaries to pay for special public facilities, improvements or services. CIDs are created by ordinance of the local governing body of a municipality upon presentation of a petition signed by owners of real property within the proposed district's boundaries, typically encompassing a commercial, not a residential area. A CID, although approved by the local municipality, is a separate political subdivision with the power to govern itself and impose and collect special assessments, additional property and sales taxes. CIDs may also generate funds by fees, rents or charges for district property or services and through grants, gifts or donations. CID annual reports are filed with the Clerk of the creating municipality and a copy filed with the Department of Economic Development which does not have oversight or audit responsibility for these districts.

ENHANCED ENTERPRISE ZONE

The Enhanced Enterprise Zone program encourages business development and job creation by granting property tax abatement and state tax credits to business enterprises that locate or expand within designated enhanced enterprise zones. Zone boundaries are established in conjunction with the Missouri Department of Economic Development and are based on areas of low income and high unemployment, the potential to create sustainable jobs. Qualified businesses locating in the Enhanced Enterprise Zone are entitled to receive property tax abatement on 50% of the new investment. In order to encourage sustainable building practices, qualified businesses may also be entitled to an additional 25% real property tax abatement if the business facility achieves a silver rating or higher under the U.S. Green Building Council's LEED program. Tax credits are disbursed by the Missouri Department of Economic Development based on economic benefit to the state, the number of new jobs, wages, the amount of capital investment.

INFRASTRUCTURE AGREEMENT

The city negotiates an infrastructure agreement to provide public improvements in conjunction with new development. Traditionally these agreements are used to finance public improvements for which no public funds are available. Eligible types of public improvements include intersection Improvements, street widening, traffic signals, streetscape Improvements or stormwater detention. Typically, Infrastructure agreements involve either sales tax reimbursement or developer participation.

USDA RURAL DEVELOPMENT GRANT

Rural Development provides loans and grants to help expand economic opportunities and create jobs. This assistance supports infrastructure improvements, business development, housing, community facilities, and high-speed internet. Business programs provide financial backing and technical assistance to stimulate business creation and growth. USDA programs help to provide capital, equipment, space, job training, and entrepreneurial skills that can help to start and/or grow a business. Loans, loan guarantees, and grants are available to individuals, businesses, cooperatives, farmers and ranchers, public bodies, non-profit corporations, and private companies in rural communities.

DISCOUNT DEVELOPMENT FEES

The city discounts fees for targeted businesses or new industrial or commercial fees. Some of these potential fees include preliminary plats $250+, final plats $250+, flood plain development permits $250, improvement plan review and inspections 3% of cost of improvements, water and sewer taps (based upon meter size), commercial electric service $1,000 and underground installation $1,000+ and right-of-way permit fees.

PROPOSED ECONOMIC INCENTIVES BY DEVELOPMENT AREA

MAJOR FUNDING MECHANISM	INDUSTRIAL EXPANSION	CENTRAL COMMERCIAL CORRIDOR	HISTORIC DOWNTOWN SQUARE AREA
Tax Increment Financing District	X	X	
Transportation Development District	X	X	
Community Improvement District		X	X
Enhanced Enterprise Zone	X	X	
Infrastructure Agreement	X		X
USDA Rural Development Grant	X		
NEW: Discount Development Fees & Accelerate Review Process	X		X

Community Stakeholders

The Comprehensive Plan is intended to be a policy resource for aligning community improvements and development with the long-term vision and goals. It is also a resource for implementing recommendations and pursuing improvements. While the City of Harrisonville will lead and largely coordinate implementation efforts, partnerships with community organizations, the business community, and institutional/intergovernmental organizations are critical to ensuring outcomes that reflect the community's needs. There are a number of key stakeholders that will assist in driving implementation, including but not limited to:

HARRISONVILLE CHAMBER

The Harrisonville Area Chamber of Commerce represents the business community, and is located in the Harrisonville Square. The organization encourages desired economic growth, supports local chamber members, and promotes productive business relationships throughout the city.

LOVE THE SQUARE

Love the Harrisonville Square is a non-profit organization with the mission to encourage investment and entrepreneurship within the downtown district, support investors and businesses with advice and direction, create community involvement with activities and events, cultivate partnerships with other like-minded organizations and promote the unique historic heritage of the Harrisonville Square.

INDUSTRIAL BUSINESS PARTNERS

Harrisonville is home to a number of industrial employers. Manufacturing employment in Harrisonville represents 12.5% of the city's labor force, the largest employer being the Walmart Distribution Center employing 680 persons. The prime area for industrial growth is the western and southwestern part of the city around Love's, Church & Dwight, Universal Forest Products, Advanced Drainage Systems, Sapp Brothers, and the Walmart Distribution Center.

HARRISONVILLE SCHOOLS

The school district is a significant stakeholder in the community, and continued coordination with their goals and strategic planning processes will help align resources and meet the needs of young people and families.

UTILITY PARTNERS

Suppliers of utilities are important, long-term partners for the community. Continued coordination with Missouri and Arkansas Northern Railroad (MNA), Osage Valley Electric Cooperative, Evergy, PWSD 4, PWSD 9, Spire Gas, Liberty Gas, Fidelity Communications, Centurylink, to modernize existing places and facilitate additional growth.

MID AMERICA REGIONAL COUNCIL

The Mid-America Regional Council (MARC) is a nonprofit association of city and county governments and the Metropolitan Planning Organization (MPO) for the bistate Kansas City region. MARC not only provides resources for communities, but is also a source of funding for planning initiatives.

CASS COUNTY

Harrisonville homes the county seat of Cass County, making the county a significant partner for future planning, infrastructure, and economic development initiatives. Located in Harrisonville, the Cass County Career Center is an important asset for the community and the region. Cass Career Center is one of Missouri's foremost public technical schools serving secondary and adult students. It's mission is to achieve excellence in education through career and technical training.

Action Plan

The following action plan summarizes recommendations outlined throughout the Comprehensive Plan, and includes additional information about estimated timeline and cost-level. Further prioritization will be required as the plan is reviewed, and implementation cost and timeline may vary based on available resources and partnerships. Various groups are identified to assist with implementation include City Leadership, City Staff, the community, developers and others.

REGIONAL NEW INDUSTRY TOWN	PRIORITY	COST	TYPE	LEADERSHIP
Planning & Economic Development				
Initiate and complete a strategic Industrial Park Master Plan to establish an employment hub, attract multiple new employers to the city, and plan for necessary infrastructure investments.	0-4 years	$$	Strategic Planning Initiative	City of Harrisonville, Industry & Utility Partners
Review site development and infrastructure design standards to incentivize the use of green development practices and to ensure compliance with the MARC 2050 Climate Action Plan to mitigate effects of industry on the environment.	0-4 years	$	Strategic Planning Initiative	City of Harrisonville, Mid-America Regional Council
Identify opportunities to expand and enhance programs within the Cass County Career Center, aligned with an employer attraction strategy.	0-4 years	$	Strategic Planning Initiative	City of Harrisonville, Cass County Career Center
Transportation, Utilities & Infrastructure				
Investigate widening and improving industrial roads including Brickplant Rd, 275th St, and Brookhart Rd to ensure adequate truck turning radii, and shoulder space especially near intersections and railway crossings to allow trucks to safely maneuver roadways, driveways, and intersections. Make sure pedestrian access and crossings are accommodated to ensure multimodal options are available for workers.	0-4 years	$$	Transportation Improvement	City of Harrisonville, Missouri Department of Transportation
Investigate the application of Transportation Development Districts as a funding mechanism to support needed improvements for business growth.	0-4 years	$	Funding Tool	City of Harrisonville, Missouri Department of Transportation
Review site development and infrastructure design standards to incentivize the use of green development practices and to ensure compliance with the MARC 2050 Climate Action Plan to mitigate effects of industry on the environment.	0-4 years	$	Regulatory Update	City of Harrisonville, Mid-America Regional Council
Complete MO-7 Diverging Diamond Interchange	5-10 years	$$$	Transportation Improvement	Missouri Department of Transportation; City of Harrisonville
Complete Future Interchange project at MO-2/MO-7/I-49	5-10 years	$$$	Transportation Improvement	Missouri Department of Transportation; City of Harrisonville
Extend Commercial Street to 267th/Brickyard Road to facilitate commercial and industrial expansion and connect to the interchange. Consider possible CID encompassing Loves Gas Station.	5-10 years	$$	Transportation Improvement	City of Harrisonville
Regulations				
Consider ways in which development/redevelopment costs can be lowered through regulatory flexibility, discounted permitting fees, or streamlined permitting processes.	0-2 years	$	Regulatory Update	City of Harrisonville

HISTORIC DOWNTOWN SQUARE REVITALIZATION	PRIORITY	COST	TYPE	LEADERSHIP
Planning & Economic Development				
Establish an Implementation Committee for Historic Downtown Square Revitalization, including representatives from the City of Harrisonville, Harrisonville Chamber of Commerce, Love the Square, and the Historic Preservation Committee.	0-2 years	N/A	Strategic Planning Initiative	Downtown Business Owners, Property Owners, Tenants; City of Harrisonville
Investigate and Potentially Establish a Community Improvement District.	0-2 years	$	Funding Tool	Downtown Business Owners, Property Owners, Tenants; City of Harrisonville
Secure a hotel market study.	0-2 years	$	Strategic Planning Initiative	City of Harrisonville
Establish a Chapter 353 district to provide tax abatement for eligible properties in the Downtown area.	0-2 years	$	Economic Development Tool	City of Harrisonville
Establish a district-wide approach to social media and e-commerce marketing.	0-2 years	$	Marketing Initiative	Love the Square, Downtown Business Owners, Property Owners, Tenants
Establish a plan for initiating programming for historic tourism, potentially including a Downtown Walking tour.	0-2 years	$	Marketing Initiative	Love the Square, Downtown Business Owners, Property Owners, Tenants
Establish a marketing program to share lodging and camping options for visitors, partnering with the existing Love the Square Visitor's Guide.	0-4 years	$	Marketing Initiative	Love the Square, Downtown Business Owners, Property Owners, Tenants
Expand the "Focus on Downtown" Facade Grant Program, potentially providing additional funding or tax incentive options for building owners.	0-4 years	$$	Public Program	City of Harrisonville, Love the Square
Identify opportunities to establish ride-sharing or shuttle services to the Downtown Square, potentially starting with a pilot project for special events.	0-4 years	$	Strategic Planning Initiative	City of Harrisonville, Love the Square
Complete implementation of the Historic Preservation Plan, notably updating the Historic Resources Survey.	0-4 years	$	Strategic Planning Initiative	Love the Square
Establish a resource center for new and small business.	0-4 years	$$$	Major Project	City of Harrisonville
Investigate the feasibility and potential options for creating a new City Hall in the Downtown area. Consider strategies for sharing parking or other facilities with neighboring sites.	5-10 years	$$$	Major Project	City of Harrisonville
Attract and complete development of a boutique hotel in the downtown area.	5-10 years	$$$	Major Project	City of Harrisonville
Transportation, Utilities & Infrastructure				
Create and install signage indicating alleys and directionality based on a comprehensive circulation strategy for the greater downtown area.	0-2 years	$	Transportation Improvement	City of Harrisonville
Ensure Downtown is a priority for supplying broadband and other internet service improvements.	0-4 years	N/A	Utility Improvement	City of Harrisonville, Utility Partners
Conduct a survey of existing infrastructure & utility needs in Downtown and short-, medium-, and long-term strategies for upgrading aging facilities, potentially partnering with a future CID to help fund improvements.	0-4 years	$$	Strategic Planning Initiative	City of Harrisonville, Utility Partners
Conduct a strategic traffic calming plan for Independence Street through the Downtown area, exploring options for lane narrowing, street trees, and gateway treatments. Consider testing alternatives using temporary pilot projects.	5-10 years	$$	Strategic Planning Initiative	Downtown Area CID; City of Harrisonville; Downtown Stakeholders

HISTORIC DOWNTOWN SQUARE REVITALIZATION (Continued)

	PRIORITY	COST	TYPE	LEADERSHIP
Transportation, Utilities & Infrastructure				
Consider creating a district-scale Downtown Parking Study, exploring needs and options for wayfinding, shared parking arrangements, and multimodal parking.	5-10 years	$$	Strategic Planning Initiative	Downtown Area CID; City of Harrisonville; Downtown Stakeholders
Purchase right-or-way in key locations to expand current 1-way segments to 2-way road access in order to create multiple circulation routes which link the downtown square to Independence and MO-2/Mechanic St. Investigate the 4-way intersection of Mechanic St & Independence St to reduce the amount of queue lanes to four instead of seven. Consider pedestrian refuge islands on Mechanic St.	5-10 years	$$$	Major Project	City of Harrisonville, Downtown Stakeholders
Regulations				
Review current development standards to ensure standards for improving and establishing sidewalk networks are adequate for Downtown and adjacent neighborhoods.	0-2 years	$	Regulatory Update	City of Harrisonville
Establish an ordinance for Sidewalk Cafes, Street Cafes and Parklets to promote active uses on the Downtown Square.	0-2 years	$	Regulatory Update	City of Harrisonville
Review and potentially revise zoning standards to allow for residential use in Downtown, including on the second-floor of historic buildings and within new mixed-use development projects.	0-2 years	$	Regulatory Update	City of Harrisonville

A PLACE TO ESTABLISH ROOTS

	PRIORITY	COST	TYPE	LEADERSHIP
Planning & Economic Development				
Establish a local grant or incentive program to encourage residential home improvements, especially targeted for retired residents or first time home buyers.	0-4 years	$	Public Program	City of Harrisonville
Establish a home remodeling program to educate the remodeling community and homeowners on the current building code, the city's inspection process, and any incentives or grants available.	0-4 years	$	Public Program	City of Harrisonville
Review the adopted nuisance code to ensure it covers topics that are relevant to neighborhood needs, and promote public awareness about the standards through newsletters, social media, and engagement with neighborhood groups.	0-4 years	$	Public Program	City of Harrisonville
Establish a street tree planting standards and preservation strategy and on existing and future gateway streets to promote beautification.	0-4 years	$	Public Program	City of Harrisonville
Achieve Gold Certification from MARC's Community for All Ages Recognition Program	5-10 years	N/A	Public Program	City of Harrisonville
Review current practices and establish a comprehensive program to maintain, replace, and enhance neighborhood infrastructure, including streets, sidewalks, and park spaces.	5-10 years	$	Public Program	City of Harrisonville

A PLACE TO ESTABLISH ROOTS (Continued)	PRIORITY	COST	TYPE	LEADERSHIP
Regulations				
Complete an audit of the Development Regulations to ensure alignment with planning policies and housing types, especially more efficient housing patterns such as small-lot single-family, cottage court arrangements, accessory dwelling units, and townhouses.	0-4 years	$	Regulatory Update	City of Harrisonville
Revise the zoning standards to allow for expanded types of housing in appropriate locations, such as accessory dwellings, cottage court housing arrangements, duplexes, townhouses, and small apartment buildings.	0-4 years	$	Regulatory Update	City of Harrisonville
Conduct an internal assessment of current building code use to identify whether it presents any issues for homeowners and remodelers. If so, consider options for adopting a building code for rehabilitation or making strategic revisions to the current code.	0-4 years	$	Regulatory Update	City of Harrisonville, Fire Chief, Building Official, Local Remodelers
Review and consider adopting relevant portions of MARC's 2020 Model Ordinance for Tree Protection, Weed Management, and Native Plant Encouragement as a general stormwater management strategy.	0-4 years	$	Regulatory Update	City of Harrisonville

GROWING WITH PURPOSE	PRIORITY	COST	TYPE	LEADERSHIP
Planning & Economic Development				
Create a Transportation Master Plan to determine and right size the appropriate future roadway network to facilitate Comprehensive Plan Vision.	0-4 years	$$	Strategic Planning Initiative	Missouri Department of Transportation; City of Harrisonville
Create a policy to conduct roadway alignment studies for all new roadway expansion. Studies should contain cost-benefit analysis of the required infrastructure costs that take into account strategies outlined in this plan.	0-4 years	$	Strategic Planning Initiative	City of Harrisonville
Draft and adopt a Complete Street policy in line with the Transportation Outlook 2040, MARC's Complete Streets Policy to ensure compliance with future funding requirements outlined in the RTP 2050 regional transportation plan. Consider a complete street approach when prioritizing multimodal accommodation in corridors identified in the Bicycle Pedestrian Master Plan, implement planning process along all new roadways and major reconstructions, especially along commercial arterials such as Commercial Street.	0-4 years	$	Strategic Planning Initiative	City of Harrisonville, Mid-America Regional Council
Establish a policy to discourage residential rezoning requests for properties that are not currently served by adequate infrastructure, and not located within a reasonable distance of public facilities.	0-4 years	N/A	Public Policy	City of Harrisonville
Create set aside funds and study proposed revitalize and expand corridors. Ensure projects are scoped in compliance with the RTP 2050 goals (i.e. complete streets, climate action plan) to maximize funding opportunities. Significant amount of federal funds to be administered by MoDOT and MARC, along with gas tax increase – cities will need to provide at least a 50% match in most cases.	0-4 years	$$	Funding Tool	City of Harrisonville, Missouri Department of Transportation

GROWING WITH PURPOSE (Continued)	PRIORITY	COST	TYPE	LEADERSHIP
Planning & Economic Development				
Evaluate the current roadway maintenance costs and outline a Transportation Asset Management Plan to align investments and pavement maintenance. Utilize a pavement condition index (PCI) scale to create a GIS database of the roadway surface quality to help prioritize maintenance schedule of roadways and bridges to extend the lifetime of a roadway and economize the cost of road maintenance.	5-10 years	$	Strategic Planning Initiative	City of Harrisonville
Transportation, Utilities & Infrastructure				
Consider realigning the intersection of Commercial Street and Locust Street to expand Commercial Street to the north as a residential collector street.	0-4 years	$$	Strategic Planning Initiative	City of Harrisonville
Investigate the creation of a Transportation Development District for Funding a portion of future improvements to Commercial Street.	0-4 years	$	Funding Tool	Commercial Street Business Owners, Property Owners, Tenants; City of Harrisonville
Construct proposed trail connection along Town Creek to provide a connection between businesses along Commercial Street and City Park.	0-4 years	$$	Transportation Improvement	City of Harrisonville
Study and plan for improvements along Commercial Street from US-291 south to the I-49 & Commercial Street interchange.	0-4 years	$$	Transportation Improvement	City of Harrisonville; Commercial Street Stakeholders
Study and plan for roadway improvements (including bicycle and pedestrian improvements) along Locust Street/ Independence Street from Commercial Street south to the Commercial Street & Independence Street intersection.	0-4 years	$$	Transportation Improvement	City of Harrisonville
Work with MoDOT following their study of interchange at I-49 & MO-2/ Mechanic St to identify improvements along MO-2/ Mechanic St from the I-49 interchange ramps to Commercial St.	0-4 years	$$	Transportation Improvement	Missouri Department of Transportation, City of Harrisonville
Review 2021 MODOT study of the bottleneck at Mechanic St, Westchester, I-49 Ramps, and establish a strategy for localizing commercial access and congestion.	0-4 years	$	Transportation Improvement	Missouri Department of Transportation, City of Harrisonville
Complete ADA Transition plan improvements along MO-2 and MO-7. Improve sidewalks and crossings, coordinate early with MoDOT to request safety improvements be considered under a cost share program including conversion to a 3-lane section along MO-2.	5-10 years	$$	Transportation Improvement	Missouri Department of Transportation, City of Harrisonville
In conjunction with expanding Commercial Street north of Locust Street (Between US-291 & Jefferson Parkway), redesign the intersection to a 4-way intersection.	5-10 years	$$	Transportation Improvement	City of Harrisonville
Study and plan for improvements along Mechanic Street, using a "Complete Streets" approach. Consider strategies to calm traffic through the downtown environment such as, street trees, gateway treatments such as curb extensions and median refuge areas to help reduce the pedestrian crossing distance – especially at Independence Street.	5-10 years	$$	Transportation Improvement	City of Harrisonville

GROWING WITH PURPOSE (Continued)	PRIORITY	COST	TYPE	LEADERSHIP
Transportation, Utilities & Infrastructure				
As northward residential growth occurs, establish an alternative east-west arterial between MO-291 and MO-7, generally aligned with 237th and 235th Street.	5-10 years	$$$	Transportation Improvement	City of Harrisonville
As northward residential growth occurs, consider establishing improved north-south minor and major collector connections, including Jefferson Pkwy, Lexington St, and Sandy Links/Sunny Swim extension/realignment.	5-10 years	$$	Transportation Improvement	City of Harrisonville
Conduct an Access Justification Report (AJR) at the future I-49 & Outer Rd / Rockhaven Rd / Peculiar Dr interchange ramps towards a future east-west arterial.	5-10 years	$$	Transportation Improvement	Missouri Department of Transportation, City of Harrisonville
In conjunction with planning a new east-west arterial to support residential growth between MO-2/ South St and 267th, determine a re-alignment of roadway at Commercial St & I-49 to connect with the new east-west roadway. Consider a 3 or 4-leg roundabout near the current intersection of Outer Rd and Commercial St.	10-15 years	$$$	Transportation Improvement	Missouri Department of Transportation, City of Harrisonville
Complete a comprehensive redesign of Commercial Street	10-15 years	$$$	Transportation Improvement	City of Harrisonville
Regulations				
Ensure subdivision standards promote a connected local street network to minimize pressure on collector or arterial roadways for short, local trips.	0-4 years	$	Regulatory Update	City of Harrisonville
Update commercial zoning districts to enable apartments and mixed-use buildings to be integrated into commercial centers, especially along Commercial Street.	0-4 years	$	Regulatory Update	City of Harrisonville
Revise site design standards to ensure multimodal and ADA access facilities are provided along Commercial Street, including safe internal networks, pathways, and bike parking facilities	0-4 years	$	Regulatory Update	City of Harrisonville

HARRISONVILLE | MO

A PLACE TO CALL HOME

APPENDIX A: ADDITIONAL RESOURCES

CITY OF HARRISONVILLE

[2021 Community Profile](#)
2021 Citizen Survey
2021 Historic Preservation Plan
Harrisonville Guidebook for Landmarks & Preservation Districts

MID-AMERICA REGIONAL COUNCIL

Community for All Ages Recognition Program
2050 Regional Climate Action Plan
Complete Streets Initiative & Resources
Regional Health Care Access Initiative & Resources
First Suburbs Coalition
Green Infrastructure Framework
Model Ordinance for Tree Protection, Weed Management, and Native Plant Encouragement

ECONOMIC DEVELOPMENT TOOLS & RESOURCES

Kansas City Area Development Council
Missouri Department of Economic Development
Missouri Department of Transportation
Missouri Main Street Connection

BEST PRACTICES & DESIGN GUIDELINES

National Association of City Transportation Officials Urban Street Design Guide
Urban Land Institute: Ten Principles for Developing Successful Town Centers
The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating & Reconstructing Historic Buildings
An Introduction to Urban Design
Bringing Back Main Street: A Guide to Downtown Revitalization for Local Governments

APPENDIX B: RESIDENTIAL BUILDING TYPES

Expanding housing types is an important element of this plan. Just like any community investment, diversifying is key for ensuring changing needs can be met for current and future generations. This section is intended to provide clear definitions for housing types identified in this Comprehensive Plan, and for future discussions around housing types.



House (Large Lot). A residential building designed for one primary dwelling unit in a suburban neighborhood setting consisting of lots of over 10,000 square feet but not more than half an acre.



House (Neighborhood Lot). A residential building designed for one primary dwelling unit in a neighborhood setting consisting of lots between 6,000 and 10,000 square feet. Frontages should emphasize the entry feature of the house along the streetscape, and garage doors should be understated to the extent possible using expanded setbacks, detached or side-facing garages, and alternative access configurations.



House (Narrow Lot / Compact Lot). A detached residential building designed for one primary dwelling unit in a neighborhood setting with lots smaller than 6,000 square feet or less than 30 feet of lot width. To support quality neighborhood design, garages should be accessible by alley and should not be oriented along the street frontage.



Accessory Dwelling. A small residential space that is accessory to a principal residential use on the lot, designed to maintain the architectural design, style, and appearance of the principal building. Examples may include carriage houses, attached ADUs, or interior ADUs.



Duplex House. A residential building designed to accommodate two primary dwelling units in a neighborhood setting. Units that share a single common wall may be on a single lot, or it may be platted as separate lots along the common wall line subject to platting restrictions. Duplexes should have a scale, design and orientation of access and entrance features that maintain the appearance and form similar to a House.


Rowhouse. A multi-unit residential building designed for 3-8 dwelling units within a neighborhood and sometimes mixed-use context. Rowhouses abut one another sharing an adjoined party wall. These units are conjoined however, each unit has its own private entry. Units may be on a single lot subject to common ownership restrictions or platted on separate lots along the common wall subject to platting restrictions.



Small Apartment (3-12 units). A small-scale, multi-unit residential building designed on a small lot in a walkable neighborhood or mixed-use setting. The building is accessed by a common lobby entrance at building frontage, is designed with a compatible scale and frontage to surrounding residential building types, and arranged to integrate into the block structure of a neighborhood. Variants of this type are based primarily on building scale, lot size and context.



Apartment Complex. A grouping of small or medium apartment buildings in a common development arranged around an internal system of streets/internal access, walkways and common open space.



Mixed-Use. A building designed primarily for street level retail or service or employment uses, where dwelling units or offices are accommodated on upper stories, or otherwise separated from the principal commercial function of the building.

City of Harrisonville est. 1836

STAFF REPORT

TO: **Board of Aldermen**

FROM: **Daniel Barnett,**

DATE: **March 10, 2022**

SUBJECT: **February 2022 Municipal Court Report**

Type of Item: *Discussion*

A. Discussion Item (ID # 4138)

February 2022 Municipal Court Report

Attachments:

February 2022 Municipal Court Report (PDF)

IN THE MUNICIPAL COURT OF HARRISONVILLE, MISSOURI
CASS COUNTY

I certify that the attached is a report on all cases heard or tried before the Judge of the Circuit Court of Cass County Missouri, Municipal Division at Harrisonville during the month of **February 2022** and that the information and statements contained in said report are true and correct according to my best information, knowledge and belief.

Don Lograsso 3/2/22
Don Lograsso
Municipal Court Judge

Date

Presented and reviewed as required by Court Operating Rule 4.29.

3-7-2022
City Clerk

Date

Subscribed and sworn to before me this __________ day of ___________________________, 2021.

____
Notary

SMC

MUNICIPAL DIVISION SUMMARY REPORTING FORM

Refer to instructions for directions and term definitions. Complete a report each month even if there has not been any court activity.

I. COURT INFORMATION	Municipality: HARRISONVILLE	Reporting Period: Feb 1, 2022 - Feb 28, 2022
Mailing Address: 300 E PEARL STREET, HARRISONVILLE, MO 64701		
Physical Address: 300 E PEARL STREET, HARRISONVILLE, MO 64701	County: Cass County	Circuit: 17
Telephone Number: (816)3808903	Fax Number:	
Prepared by: MICHELLE SHAFFER	E-mail Address: michelle.shaffer@courts.mo.gov	
Municipal Judge: Don Lograsso		

II. MONTHLY CASELOAD INFORMATION	Alcohol & Drug Related Traffic	Other Traffic	Non-Traffic Ordinance
A. Cases (citations/informations) pending at start of month	22	232	271
B. Cases (citations/informations) filed	4	16	29
C. Cases (citations/informations) disposed			
1. jury trial (Springfield, Jefferson County, and St. Louis County only)	0	0	0
2. court/bench trial - GUILTY	0	0	1
3. court/bench trial - NOT GUILTY	0	1	0
4. plea of GUILTY in court	2	16	8
5. Violations Bureau Citations (i.e. written plea of guilty) and bond forfeiture by court order (as payment of fines/costs)	0	0	0
6. dismissed by court	0	2	1
7. *nolle prosequi*	0	0	1
8. certified for jury trial (not heard in Municipal Division)	0	0	0
9. TOTAL CASE DISPOSITIONS	2	19	11
D. Cases (citations/informations) pending at end of month [pending caseload = (A+B)-C9]	24	229	289
E. Trial de Novo and/or appeal applications filed	0	0	0

III. WARRANT INFORMATION (pre- & post-disposition)		**IV. PARKING TICKETS**	
1. # Issued during reporting period	28	1. # Issued during period	0
2. # Served/withdrawn during reporting period	16	☐ Court staff does not process parking tickets	
3. # Outstanding at end of reporting period	167		

MUNICIPAL DIVISION SUMMARY REPORTING FORM

COURT INFORMATION	Municipality: HARRISONVILLE	Reporting Period: Feb 1, 2022 - Feb 28, 2022

V. DISBURSEMENTS

Excess Revenue (minor traffic and municipal ordinance violations, subject to the excess revenue percentage limitation)	
Fines - Excess Revenue	$2,078.50
Clerk Fee - Excess Revenue	$216.00
Crime Victims Compensation (CVC) Fund surcharge - Paid to City/Excess Revenue	$7.03
Bond forfeitures (paid to city) - Excess Revenue	$232.00
Total Excess Revenue	$2,533.53
Other Revenue (non-minor traffic and ordinance violations, not subject to the excess revenue percentage limitation)	
Fines - Other	$2,376.00
Clerk Fee - Other	$172.12
Judicial Education Fund (JEF) ☒ Court does not retain funds for JEF	$0.00
Peace Officer Standards and Training (POST) Commission surcharge	$32.34
Crime Victims Compensation (CVC) Fund surcharge - Paid to State	$230.60
Crime Victims Compensation (CVC) Fund surcharge - Paid to City/Other	$4.94
Law Enforcement Training (LET) Fund surcharge	$62.87
Domestic Violence Shelter surcharge	$62.87
Inmate Prisoner Detainee Security Fund surcharge	$62.87
Restitution	$0.00
Parking ticket revenue (including penalties)	$0.00
Bond forfeitures (paid to city) - Other	$760.00
Total Other Revenue	$3,764.61

Other Disbursements: Enter below additional surcharges and/or fees not listed above. Designate if subject to the excess revenue percentage limitation. Examples include, but are not limited to, arrest costs and witness fees.	
Court Automation	$195.36
Law Enf Arrest-Local	$210.00
Overpayment-E/R	$3.00
Total Other Disbursements	$408.36
Total Disbursements of Costs, Fees, Surcharges and Bonds Forfeited	$6,706.50
Bond Refunds	$373.00
Total Disbursements	$7,079.50

Incode

MUNICIPAL DIVISION SUMMARY REPORTING FORM

Refer to instructions for directions and term definitions. Complete a report each month even if there has not been any court activity.

I. COURT INFORMATION	Contact information same as last report ☐	
	Municipality: HARRISONVILLE	Reporting Period: FEBRUARY 2022
Mailing Address: P.O. BOX 367	Software Vendor: TYLER TECHNOLOGIES	
Physical Address: 300 E PEARL ST	County: CASS	Circuit: 17
Telephone Number: (816) 380-8903	Fax Number: (816) 380-8910	
Prepared by: MICHELLE SHAFFER	E-mail Address: michelle.shaffer@courts.mo.gov	iNotes ☒
Municipal Judge(s): DON LOGRASSO	Prosecuting Attorney: CATHERINE GERSTNER	

II. MONTHLY CASELOAD INFORMATION	Alcohol & Drug related Traffic	Other Traffic	Non-Traffic Ordinance
A. Cases (*citations / informations*) pending at start of month	57	566	541
B. Cases (*citations / informations*) filed			
C. Cases converted to Show-Me Courts	1	13	10
1. jury trial (*Springfield, Jefferson County, and St. Louis County only*)			
2. court / bench trial - GUILTY			
3. court / bench trial - NOT GUILTY			
4. plea of GUILTY in court			
5. Violations Bureau Citations (*i.e., written plea of guilty*) and bond forfeitures by court order (*as payment of fines / costs*)			
6. dismissed by court			
7. *nolle prosequi*			
8. certified for jury trial (*not heard in the Municipal Division*)			
9. TOTAL CASE DISPOSITIONS			
D. Cases (citations / informations) pending at end of month [pending caseload = (A + B) – C9]	56	553	531
E. Trial de Novo and / or appeal applications filed			

III. WARRANT INFORMATION (*pre- & post-disposition*)	
1. # Issued during reporting period	0
2. # Served/withdrawn during reporting period	28
3. # Outstanding at end of reporting period	1015

IV. PARKING TICKETS	
# Issued during period	
☐ Court staff does not process parking tickets	

Attachment: February 2022 Municipal Court Report (February 2022 Municipal Court Report)

MUNICIPAL DIVISION SUMMARY REPORTING FORM

COURT INFORMATION	Municipality:	Reporting Period:

V. DISBURSEMENTS			
Excess Revenue (minor traffic and municipal ordinance violations, subject to the excess revenue percentage limitation)		**Other Disbursements cont.**	
Fines – Excess Revenue	$		$
Clerk Fee – Excess Revenue	$		$
Crime Victims Compensation (CVC) Fund surcharge – Paid to City/Excess Revenue	$		$
Bond forfeitures (paid to city) – Excess Revenue	$		$
Total Excess Revenue	$		$
Other Revenue (non-minor traffic and ordinance violations, not subject to the excess revenue percentage limitation)			$
Fines – Other	$		$
Clerk Fee – Other	$		$
Judicial Education Fund (JEF) ☐ Court does not retain funds for JEF	$		$
Peace Officer Standards and Training (POST) Commission surcharge	$		$
Crime Victims Compensation (CVC) Fund surcharge – Paid to State	$		$
Crime Victims Compensation (CVC) Fund surcharge – Paid to City/Other	$		$
Law Enforcement Training (LET) Fund surcharge	$		$
Domestic Violence Shelter surcharge	$		$
Inmate Prisoner Detainee Security Fund surcharge	$		$
Sheriffs' Retirement Fund (SRF) surcharge	$		$
Restitution	$		$
Parking ticket revenue (*including penalties*)	$		$
Bond forfeitures (*paid to city*) – Other	$		$
Total Other Revenue	$		$
Other Disbursements: Enter below additional surcharges and/or fees not listed above. Designate if subject to the excess revenue percentage limitation. Examples include, but are not limited to, arrest costs and witness fees.		**Total Other Disbursements**	$
		Total Disbursements of Costs, Fees, Surcharges and Bonds Forfeited	$
	$	**Bond Refunds**	$
	$	**Total Disbursements**	**$**