



**AGENDA
CITY OF HARRISONVILLE
BOARD OF ALDERMEN
REGULAR MEETING
CITY HALL
JUNE 6, 2022
6:00 PM**

- 1. Call to Order**
 - A. Pledge of Allegiance**
 - B. Roll Call**
- 2. Ceremonial Matters**
 - A. MARC 50 - Forward Day Proclamation**
 - B. Fire/Emergency Services Badge Pinning**
- 3. Public Participation**
- 4. Approval of Minutes**
 - A. Board of Aldermen - Regular Meeting - May 16, 2022 6:00 PM**
 - B. Board of Aldermen - Work Session - May 16, 2022 6:30 PM**
 - C. Executive Session Minutes - May 16, 2022**
- 5. Agenda Items**
 - A. Council Bill 32: A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI APPROVING THE REAPPOINTMENT OF BILL WOODS TO THE HISTORIC PRESERVATION COMMISSION.**
 - B. Council Bill 33: A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE TO APPROVE THE SPECIAL EVENT REQUEST FROM THE HARRISONVILLE COMMUNITY CHURCH TO HOST A BLOCK PARTY ON JUNE 11, 2022.**
 - C. Council Bill 34: A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE TO APPROVE THE SPECIAL EVENT REQUEST FROM THE HARRISONVILLE HIGH SCHOOL STUDENT COUNCIL TO HOST A HOMECOMING PARADE ON SEPTEMBER 16, 2022.**

- D. Council Bill 35: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE AFFIRMING THE ADOPTION OF THE 2040 COMPREHENSIVE PLAN FOR THE CITY OF HARRISONVILLE, MISSOURI.**
 - E. Council Bill 36: A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI AUTHORIZING THE MAYOR TO AUTHORIZE THE FILING OF AN APPLICATION WITH THE MISSOURI DEPARTMENT OF NATURAL RESOURCES, FINANCIAL ASSISTANCE CENTER’S STATE ARPA GRANT PROGRAMS FOR SUBAWARD OF FEDERAL FINANCIAL ASSISTANCE PROVIDED TO THE STATE OF MISSOURI BY THE U.S. DEPARTMENT OF THE TREASURY (“TREASURY”) PURSUANT TO SECTION 602(B) OF THE SOCIAL SECURITY ACT, AS ADDED BY SECTION 9901 OF THE AMERICAN RESCUE PLAN ACT, (PUB. L. NO. 117-2 (MARCH 11, 2021), 135 STAT. 4, 223-26.**
 - F. Council Bill 37: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI AMENDING CHAPTER 600 OF THE CITY OF HARRISONVILLE MUNICIPAL CODE**
 - G. Council Bill 38: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE AUTHORIZING AND DIRECTING THE CITY ADMINISTRATOR AND THE CITY CLERK OF THE CITY OF HARRISONVILLE, MISSOURI, TO EXECUTE DOCUMENTS IN THE NAME OF AND FOR AND ON BEHALF OF THE CITY OF HARRISONVILLE AND THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION FOR INSTALLATION OF STREETLIGHTING ALONG HIGHWAY 291 BEGINNING AT TIMBER DRIVE AND PROCEEDING TO WATERS ROAD.**
 - H. Council Bill 39: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE TO APPROVE THE FINAL PLAT OF “BURRIS RIDGE, 3RD PLAT”, CONTAINING BLOCK 1 LOCATED NORTH OF BURRIS DRIVE ALONG MARVIN COURT AND BLOCK 2 LOCATED EAST OF EXISTING RICHMOND DRIVE AND ALONG LADY’S LANE IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI.**
- 6. Aldermen and Committee Reports**
 - 7. Report from the City Administrator**
 - 8. Questions from the Media**
 - 9. Adjourn from Regular Session**

Posted on City Hall Bulletin Board this 3rd day of June, 2022.

Daniel Barnett, City Clerk

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.



THE CITY OF HARRISONVILLE

WHERE TRADITION MEETS INNOVATION

PROCLAMATION

Mid-America Regional Council | "MARC 50—Forward Day"

Whereas, for half a century, local governments in the Kansas City region have come together through the Mid-America Regional Council (MARC) to partner on regional initiatives and develop innovative solutions; and

Whereas, the region consists of nine counties and 119 cities which benefit from working across boundaries on a wide variety of issues and coordinating with diverse disciplines and sectors, including cities, counties, nonprofit organizations, social services, educational systems and special districts; and

Whereas, the region's leaders engage in informed decision-making through insightful data analysis and participate in a problem-solving forum to positively impact progress; and

Whereas, each jurisdiction and individual has a role in creating a strong regional community and enabling everyone to come together to achieve positive change for the next 50 years; and

Whereas, MARC is an organization that promotes regional cooperation through leadership, planning and action, and is guided by the core values of integrity, innovation, collaboration, diversity and inclusion, excellence in performance, and service leadership; and

Whereas, the City of Harrisonville has participated or benefited from working across boundaries, allowing us to better serve residents because of our regional work regarding public safety, transportation, environment, early learning, aging and shared local government services; and

Now, therefore be it resolved members of the Board of Aldermen of the City of Harrisonville celebrate the collaborative work that's been accomplished over the past 50 years and dedicate June 10, 2022, the day of MARC's annual Regional Assembly, as "MARC 50—Forward Day" in recognition of the enormous progress the region will continue to make over the next five decades; and

Be it further resolved, I, Judy Bowman, Mayor of Harrisonville, do hereby proclaim June 10, 2022, as "MARC 50—Forward Day" in Harrisonville, and urge local leaders and community members to reflect on the great progress made in the past 50 years and join us in welcoming a future built upon strong regional collaboration, connections, relationships and accomplishments.

Judy Bowman, Mayor

Attachment: MARC Proclamation 50 years (MARC 50 - Forward Day Proclamation)



TO: Board of Aldermen
FROM: Daniel Barnett,
DATE: May 25, 2022
SUBJECT: Fire/Emergency Services Badge Pinning

Type of Item: *Presentation*

B. Discussion Item (ID # 4210)

Fire/Emergency Services Badge Pinning



DRAFT
MINUTES
CITY OF HARRISONVILLE
BOARD OF ALDERMEN
REGULAR MEETING
CITY HALL
MAY 16, 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	Remote	
Mike Zaring	Harrisonville	Board Member	Present	
Sandy Franklin	Harrisonville	Board Member	Present	
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	

City Administrator Brad Ratliff, City Attorney Steve Mauer, Public Works Director/City Engineer Carl Brooks, Police Chief John Hofer, Parks and Recreation Director Grant Purkey, Community Development Director Christina Stanton, Economic Development Director Jim Clarke, Interim Fire Chief Rusty Sullivan, Fire Marshall Eric Myler, members of the Emergency Services Department including: Captain Nathan Davidson, FF/EMT Katie Carter, FF/EMT Ryan Rushin, FF/Paramedic Jacob Harms, FF/EMT Emily Thomsen, Mr. Brad Seiner, Mrs. Jody Newland and City Clerk Daniel Barnett - recording.

2. Ceremonial Matters

A. 5 Year Service Award - Emily Thomsen

Mayor Bowman asked FF/EMT Emily Thomsen, Fire Marshall Eric Myler, Fire Captain Nathan Davidson, FF/EMT Katie Carter, FF/EMT Ryan Rushin and FF/Paramedic Jacob Harms to join her at the front of the room.

Myler said he has known Thomsen for several years and said she has always been a strong asset for the department.

Several others shared compliments about working with Thomsen.

Bowman presented the five-year service award to Thomsen and thanked her for her dedication to the Harrisonville community.

B. 2022 National EMS Week Proclamation

Mayor Bowman was joined by Interim Fire Chief Rusty Sullivan, Fire Marshall Eric Myler, Fire Captain Nathan Davidson, FF/EMT Katie Carter, FF/EMT Ryan Rushin, FF/Paramedic Jacob Harms and FF/EMT Emily Thomsen.

Bowman read the proclamation, declaring the week of May 15-21, 2022 as National EMS Week in the City of Harrisonville.

Bowman thanked the EMS staff in attendance for their commitment to the Harrisonville community and for the work they do to keep the community safe.

3. Public Participation

None.

4. Approval of Minutes

A. Board of Aldermen - Regular Meeting - May 2, 2022 6:00 PM

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

B. Board of Aldermen - Work Session - May 2, 2022 6:30 PM

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

5. Agenda Items

A. A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE TO APPROVE THE SPECIAL EVENT REQUEST FROM BRAD SEINER TO HOST A FISHING DERBY FUNDRAISER ON LAKE HARRISONVILLE.

Staff report presented by Police Chief Hofer.

Hofer said the applicant, Brad Seiner, has requested a special event permit to host a fishing derby on Lake Harrisonville on June 12, 2022, with the proceeds of the event going to the Christmas 4 Kids program.

Hofer said staff recommend approval, if the applicant can ensure that all rules and regulations are followed by all participants. The rules added for the event include: Only 25 special event boat permits will be issued. The applicant must supply liability insurance naming the City as additionally insured.

Hofer stressed the importance of all rules and regulations being followed, since Lake Harrisonville is the City's drinking source.

Minutes Acceptance: Minutes of May 16, 2022 6:00 PM (Approval of Minutes)

Mr. Brad Seiner said the event will benefit the Christmas 4 Kids program and said he believes the event will be a strong benefit for the community.

Seiner asked if members of other counties could obtain a single-day permit to participate in the derby.

Parks and Recreation Director Purkey said the event would be allowed 25 event-specific boating permits that would be available to participants from any county.

Alderman Turner asked if a separate fishing license would be needed to participate in the event.

Director of Administrative Services Smith said the event-specific permits would cover the City's required fishing license.

Upon passage, Mayor Bowman designated the resolution to be Resolution number 2022-019.

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

B. A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI APPROVING A REQUEST FROM JODY NEWLAND

TO KEEP CHICKENS AT 704 E PEARL STREET.

Staff report presented by City Clerk Barnett, outlining request from a resident at 704 E Pearl Street, Jody Newland, to keep chickens in an enclosure in her back yard.

Barnett said Newland would like to keep six hens in a coup in her backyard.

Barnett said Newland would like to raise the hens from the egg stage and use them as a teaching opportunity for her children, who are involved in a local 4H program.

Barnett said Newland would also like to use the hens as a way to get eggs for her family to eat.

Barnett said Newland has been conducting research to reduce any odor created by the hens to limit any disturbance for her neighbors.

Barnett said Newland has received permission from each of her neighbors to own and keep chickens on her property.

Upon passage, Mayor Bowman designated the resolution to be Resolution number 2022-020.

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

6. Aldermen and Committee Reports

Alderman Davidson said he recently read in the Weekly Department Head Report that both the Police Department and the Emergency Services Department were suffering from staffing shortages and asked that the heads of each department speak to their current staffing situation.

Police Chief Hofer spoke to the current staffing deficiencies within the department. Hofer said the department is currently down seven officers.

Davidson asked for a specific breakdown of which positions are currently vacant within the department.

Chief Hofer outlined the specific needs of the department when it comes to staffing.

City Administrator Ratliff referenced a recent survey of all staff members and said a further conversation could be brought forward at a future Board of Aldermen meeting.

Interim Fire Chief Sullivan spoke about the current staffing shortage within the Emergency Services Department and how those shortages have affected recruiting.

Davidson said he would like to discuss the matter further at a future meeting.

Alderwoman Milner reminded all in attendance that the last day of school is Thursday and asked that everyone drive carefully, as there will be several students out and about.

Alderwoman Franklin spoke about the recent success of the May Junk in the Trunk event on the Historic Harrisonville Square. Franklin said she and her husband appreciated the efficiency of the Spring City-Wide Clean Up event. Franklin reminded everyone about the upcoming Block Party on the Square, which will take place on Saturday, June 4.

Alderman Doerhoff said he appreciated seeing the community enjoying the work done to restore Marler-Wirt-Allen Park.

7. Report from the City Administrator

City Administrator Ratliff spoke to the Board about a series of upcoming City events.

Ratliff told the Board that the Federal Emergency Management Agency (FEMA) has offered to pay 90-percent of the cost to buyout five homes currently positioned in or near a flood plain. Ratliff said this total was up for the previously offered 75-percent and will save the City roughly \$100,000.

Ratliff informed the Board that while the contractors are resurfacing the roads throughout City Park, they will also be paving the parking lots. Ratliff said the work will be done by using savings from other parts of the City Park renovation project.

Ratliff said the Outdoor Pool will be open on schedule. Ratliff said the ribbon cutting ceremony for the pool will take place at 5 p.m. on June 6.

Ratliff said he spoke with the new owner of Midwest Marina and was informed that the property plans to voluntarily annex into the City.

Ratliff said the three projects submitted by City staff to the Mid-America Regional Council's STP Committee each received either a mark of 'Highly Aligned' or 'Aligned'.

Ratliff informed the Board that the 2022 Asphalt project began last week and is currently underway.

Ratliff said the Spring Prescription Drug Take Back Event received 213.6 pounds of unused prescription drugs, to be properly disposed by the United States Drug Enforcement Administration.

Ratliff spoke to the Board about plans for the relocation of the Dollar General store currently housed in Southland Shopping Center. Ratliff said the proposed site of the new building would be at 2001 E Mechanic Street.

Ratliff informed the Board that staff are coordinating information and participants for a new Community Improvement District (CID), with the goal of assisting to fund the South Commercial Street extension to 267th Street and the industrial corridor area road improvements.

A. April Municipal Court Report

8. Questions from the Media

None.

9. Adjourn From Regular Session

Mayor Bowman reminded all in attendance that she will be delivering her 2022 State of the City Address during the May Chamber of Commerce Luncheon on Thursday, May 19, at the Harrisonville Community Center.

Bowman distributed the agenda for the official signing ceremony for the City of Harrisonville to participate in the Cass County Crime Coalition.

Bowman shared her condolences for the loss of Jordan Overcast and extended her sympathies to the Overcast family on behalf of the Board of Aldermen, City staff and the entire Harrisonville community.

A motion was made by Alderwoman Franklin to adjourn, with a second by Alderwoman Reece. Motion carried with all ayes. Meeting adjourned at 6:45 p.m.

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

ATTEST:

Daniel Barnett, City Clerk

Minutes Acceptance: Minutes of May 16, 2022 6:00 PM (Approval of Minutes)



DRAFT
MINUTES
CITY OF HARRISONVILLE
BOARD OF ALDERMEN
WORK SESSION
CITY HALL
MAY 16, 2022
6:30 PM

1. Call to Order

The meeting was called to order at 6:52 PM by Mayor Judy Bowman.

2. Present

Attendee Name	Organization	Title	Status	Arrived
Bill Mills	Harrisonville	Board Member	Remote	
Mike Zaring	Harrisonville	Board Member	Present	
Sandy Franklin	Harrisonville	Board Member	Present	
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, Public Works Director/City Engineer Carl Brooks, Police Chief John Hofer, Interim Fire Chief Rusty Sullivan, Parks Director Grant Purkey, Economic Development Director Jim Clarke, Community Development Director Christina Stanton, Electric Superintendent Andy Pollard, Airport Manager Mike Newman and City Clerk Daniel Barnett - recording.

3. Discussion Items

A. Proposed Land Lease Agreement for a New Hangar at Lawrence Smith Memorial Airport

City Engineer/Public Works Director Brooks spoke about a local pilot's proposal to build a private hangar on the grounds of the Lawrence Smith Memorial Airport.

Brooks said the City would not pay any money up front and that the hangar would be maintained by the pilot.

Brooks said, after the lease, the hangar would become property of the City.

Brooks said staff are looking for guidance on what annual fee should be charged for the pilot to utilize a hangar on airport property.

Airport Manager Newman spoke to the process of creating the proposed landlease agreement and the requirements of the Federal Aviation Administration.

Alderman Doerhoff asked about the location of the hangar and the responsibility for paving taxiways.

Newman spoke to the location and requirements for the pilot and spoke about other projects that have been proposed to the City in past years.

Mayor Bowman asked about the size of the hangar and how many planes can be stored in the hangar.

Bowman said City Attorney Mauer is looking at the agreement to make sure the pilot would not be able to sublet the hangar.

Alderwoman Milner asked if the City would have access to the hangar to ensure it is being used for aeronautical purposes only.

Newman said yes.

Milner asked if the hangar could be assigned or sold to another pilot.

City Attorney Mauer said there is a section of the contract that would allow the owner to assign the hangar or sublet. Mauer said that section would need to be amended to remove the option to sublet.

Alderman Turner asked about the lifespan of a hangar.

Newman said it depends on the quality of the materials used to build the hangar.

Milner spoke to the need for long-term planning and how the current decision could affect other pilots who might want to build their own hangar.

City Administrator Ratliff spoke about how the project currently fits into the current master plan for the airport.

Alderman Davidson asked if a cost analysis is more favorable for the City to build the hangar as opposed to the pilot building it.

Alderman Mills said the City would be able to put a clause in the agreement to allow for incremental rental increases. Mills said he would like to see the annual rental fee increased.

Several aldermen voiced their agreement that the annual rental fee should be increased.

City Administrator summarized the direction of the Board to City staff.

At 7:27 p.m., the Board of Aldermen voted to go into executive session pursuant to City Code to discuss multiple items involving litigation and the purchase/sale of real estate. A motion was made by Alderwoman Milner and seconded by Alderman Turner. In attendance and voting to go into executive session were Aldermen Doerhoff, Milner, Reece, Turner, Franklin, Zaring, Davidson, Mills (Remote) and Mayor Judy Bowman. Mayor Bowman then convened the meeting in closed session.

Upon returning to the Work Session a motion to was made by Alderman Davidson to adjourn from the Work Session. The motion was seconded by Alderwoman Milner. The motion carried with a unanimous vote.

The meeting was adjourned at 8:33 p.m.

RESULT:	DISCUSSION
----------------	-------------------

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

ATTEST:

Daniel Barnett, City Clerk

Minutes Acceptance: Minutes of May 16, 2022 6:30 PM (Approval of Minutes)



TO: Board of Aldermen
FROM: Daniel Barnett,
DATE: May 25, 2022
SUBJECT: Bill Woods reappointment to Historic Preservation Commission

Type of Item: *Approval*

A. Action Item (ID # 4213)

A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI APPROVING THE REAPPOINTMENT OF BILL WOODS TO THE HISTORIC PRESERVATION COMMISSION.

Attachments:

Bill Woods to HPC reappoint 2022 (DOCX)

Council Bill No. 2022-**Resolution No. 2022-****A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI APPROVING THE REAPPOINTMENT OF BILL WOODS TO THE HISTORIC PRESERVATION COMMISSION.**

WHEREAS, the Board of Aldermen have determined a need to fill a seat(s) on the Historic Preservation Commission; and

WHEREAS, Bill Woods has faithfully served on the Historic Preservation Commission for several years and fully meets the qualifications for appointment to this Commission; and

WHEREAS, said appointment will expire in May of 2025; and.

WHEREAS, Mayor Judy Bowman recommends the reappointment of Bill Woods to the Historic Preservation Commission upon approval of the Board of Alderman;

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

Section 1. The Board of Aldermen approves the reappointment of Bill Woods to the Historic Preservation Commission.

Section 2. Effective Date. This resolution shall become effective on June 6, 2022 upon approval and passage by the Board of Aldermen.

PASSED AND RESOLVED BY THE BOARD OF ALDERMEN AND APPROVED BY THE MAYOR OF THE CITY OF HARRISONVILLE, MISSOURI ON THIS 6TH DAY OF JUNE 2022.

VOTE TAKEN AS FOLLOWS:

AYES:

NAYS:

ABSENT:

ABSTAIN:

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

ATTEST:

Daniel Barnett, City Clerk

WITNESS my hand and seal this 6th day of June, 2022.

Attachment: Bill Woods to HPC reappoint 2022 (Bill Woods reappointment to Historic Preservation Commission)



STAFF REPORT

TO: Board of Aldermen
FROM: John Hofer, Director
DATE: May 24, 2022
SUBJECT: Harrisonville Community Church block Party 2022

Type of Item: *Approval*

GENERAL INFORMATION

Applicant: Kim Catron

Requested Actions: Closure of Chapel Drive from South Street to Chapel Lane on Saturday June 11, 2022, for a church block party.

Date of Application: May 21, 2022

PROPOSAL

The applicant requests the closure of Chapel Drive from South Street to Chapel Lane from 6:00 pm to 8:00 pm on Saturday June 11, 2022, for a church block party. This request is made for safe passage across the street as the church owns property on both sides of Chapel Drive and the block party will utilize both sides of the street.

PREVIOUS ACTIONS

This is the second year for this event and there were no noted concerns or complaints with last year's event.

KEY ISSUES

Minimal traffic route delays for the neighborhood around the Harrisonville Community Church.

STAFF COMMENTS AND SUGGESTIONS

Due to the fact that this blockage will create traffic issues for other residents in the area it was brought to the Board of Alderman for approval. The Street Department will stage the necessary road blockage equipment in the area and the applicant has agreed to set-up and disassemble all needed equipment. There is no cost for city services associated with this event.

STAFF RECOMMENDATION

With no noted complaints or concerns associated with prior events I would recommend approval for this event.

ATTACHMENTS

Event Permit Application

Area Map

STAFF CONTACT:

John J. Hofer, Chief of Police
jhofer@harrisonivlle.com

B. Action Item (ID # 4209)

A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE
TO APPROVE THE SPECIAL EVENT REQUEST FROM THE HARRISONVILLE
COMMUNITY CHURCH TO HOST A BLOCK PARTY ON JUNE 11, 2022.

Attachments:

HCC block party application 2022 (PDF)

Chapel Drive (PDF)

Harrisonville Community Church Block Party 2022 (DOCX)

SPECIAL EVENTS APPLICATION

A. **FILING PERIOD:** An application for an event permit shall be filed not less than seven (7) days prior to the meeting of the Board of Alderman at time applicant desires the issuance of a permit. Applicant must realize that, dependent upon the nature of the event and the scope of services being required of the City, the Board of Alderman may require additional time to review the permit application.

B. **CONTENTS:** The application for an event permit shall set forth the following information.

1. Organization: Harrisonville Community Church
2. Name of Applicant: Kim Catron
 Address: 1606 Chapel Drive, Harrisonville, MO 64701
 Phone: 816-884-2431 (church) Cell: 816-769-7973 or 816-769-7972 (Bill)
3. Purpose of Event: Community Block Party
4. Proposed date(s) and time(s) of Event: Saturday, June 11th 6 - 8 pm
5. Location(s) where event will be held: East entrance + lot at Southeast corner
Harrisonville Community Church
1606 Chapel Drive, Harrisonville
6. Anticipated crowd size: 200 - 250
7. City services requested: (Please check all that apply) Provide detailed letter for these requests.
☐ Electricity ☐ Police Protection ☐ Traffic Control ☐ Ambulance Standby
☐ Cones ☒ Barricades ☐ Street or parking lot clean up
8. Any additional information: We would like to request the closure
of the East end of Chapel Dr. from 2 Hwy to
Chapel Ln. to allow safe foot traffic between our
building and the grassy area at our Southeast corner.

APPROVED this _____ day of _____, 20 ____.

Chief of Police

City Clerk

Attachment: HCC block party application 2022 (Harrisonville Community Church block Party 2022)



Attachment: Chapel Drive (Harrisonville Community Church block Party 2022)

Council Bill No. 2022-**Resolution No. 2022-**

**A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF
HARRISONVILLE TO APPROVE THE SPECIAL EVENT REQUEST FROM THE
HARRISONVILLE COMMUNITY CHURCH TO HOST A BLOCK PARTY ON JUNE
11, 2022.**

WHEREAS, Harrisonville Community Church has requested to host a Block Party on Saturday, June 11, and

WHEREAS, City staff have reviewed the required special event application,

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

Section 1: That the Board of Aldermen hereby approves the Special Event Request from Harrisonville Community Church to host a Block Party on Saturday, June 11.

Section 2: That this resolution 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 6TH DAY OF JUNE
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 6th day of June, 2022.



STAFF REPORT

TO: Board of Aldermen
FROM: John Hofer, Director
DATE: May 19, 2022
SUBJECT: HHS Homecoming Parade 2022

Type of Item: *Approval*

GENERAL INFORMATION

Applicant: Harrisonville High School Student Council

Requested Actions: Homecoming Parade

Date of Application: May 12, 2022

PROPOSAL

The Harrisonville High School Student Council has requested to have the annual Homecoming Parade on September 16, 2021, from 1:30 pm to 3:00 pm. The parade entries will stage in City Park prior to the beginning of the parade and the parade will commence in City Park again this year.

PREVIOUS ACTIONS

This event has occurred for many years with minimal problems or concerns described in detail later in this document.

KEY ISSUES

The applicant has been provided the rules and regulations sheet (attached) and has agreed to adhere to these rules. The school will submit the required insurance to the City Clerk's Office should this event be approved.

STAFF COMMENTS AND SUGGESTIONS

This event occurs during normal city business hours so we will attempt to utilize staff from other city departments as well as school district for traffic control rather than pay off-duty police officer's overtime. The VIPS will also be contacted to check their availability to assist as well. Therefore, there should be limited costs for city services associated with this event.

STAFF RECOMMENDATION

It is staff's recommendation that this event be approved as long as and all noted rules and regulations are adhered to and that all state laws and local ordinances are followed.

ATTACHMENTS

Special Event Application
Parade Rules and Regulations

STAFF CONTACT:

John J. Hofer, Chief of Police
jhofer@harrisonville.com

C. Action Item (ID # 4204)

A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE TO APPROVE THE SPECIAL EVENT REQUEST FROM THE HARRISONVILLE HIGH SCHOOL STUDENT COUNCIL TO HOST A HOMECOMING PARADE ON SEPTEMBER 16, 2022.

Attachments:

HHS HC Parade 2022 (PDF)

Parade Rules (PDF)

HHS Homecoming Parade 2022 (DOCX)

SPECIAL EVENTS APPLICATION

A. **FILING PERIOD:** An application for an event permit shall be filed not less than seven (7) days prior to the meeting of the Board of Alderman at time applicant desires the issuance of a permit. Applicant must realize that dependent upon the nature of the event and the scope of services being required of the City, the Board of Alderman may require additional time to review the permit application.

B. **CONTENTS:** The application for an event permit shall set forth the following information.

1. Organization: Harrisonville High School Student Council
2. Name of Applicant: Jeannie Wearing and Pyleigh Strunk
Address: 1304 East Elm St. Harrisonville Mo 64701
Phone: 816-380-3273 Cell: 816-256-6094
3. Purpose of Event: Homecoming Parade at City Park
4. Proposed date(s) and time(s) of Event: September 16 from 12-3
5. Location(s) where event will be held: Staged at City Park
Route through city including square
6. Anticipated crowd size: 500 APP.
7. City services requested: (Please check all that apply) Provide detailed letter for these requests.
☒ Electricity ☒ Police Protection ☒ Traffic Control ☐ Ambulance Standby
☒ Cones ☒ Barricades ☒ Street or parking lot clean up
8. Any additional information: This parade is sponsored by
Harrisonville High School Student Council.

APPROVED this _____ day of _____, 20 ____.

Chief of Police

City Clerk

Attachment: HHS HC Parade 2022 (HHS Homecoming Parade 2022)

Harrisonville Parade Rules & Regulations

1. Entrants must observe all applicable rules and regulations and follow instructions from police and parade officials or be barred from the parade. The Harrisonville Police Department reserves the right to remove any entrant from the parade either prior to or any time during the parade.
2. No Parade participant may throw candy or any other item to Parade spectators. **Any entry with participants throwing items will be removed from the Parade by the Parade applicant/director and/or the Harrisonville Police Dept. Walkers may hand items to spectators only. There will be no exceptions to this rule.**
3. Tractors, trucks and other tow vehicles must be clean, attractive and quiet running vehicles.
4. No entry will be allowed that conveys any obscene message.
5. **No one will get on or off a float or entry once it has started down the parade route.**
6. All entries having music or sound amplifying systems shall maintain a volume that will not interfere with other entries, especially those with animals. If a unit is informed by the Police that the noise generated by their unit is too loud; they shall immediately turn the volume down or take other steps identified by the parade applicant/director or the Police.
7. Drivers of any and all vehicles in the parade areas must possess a valid driver's license, be at least 18 years old, and possess all liability vehicle insurance. The driver will remain seated in the driver's seat for the duration of the parade. Entries (lawn mowers, mini bikes, mopeds, go-carts, etc.) with younger drivers require written approval by the Chief of Police at least 24 hours prior to the event.
8. All pets in the Parade must be kept on leashes and held by someone strong enough to manage them. Animals participating in the Parade must be kept under control. If you cannot control your animal or its presence presents any safety issue, please leave the Parade area with your animal rather than risk a problem.
9. Entries involving animals of any kind must provide their own clean-up, or "pooper scooper" immediately following their entry.
10. Participants on bicycles, scooters, skates, skateboards, etc. must wear a helmet and proper safety equipment.
11. Floats must have proper safety chains to connect the float to the tow vehicle.
12. Support vehicles for marching units will not be allowed in the parade.
13. All vehicular entries shall proceed at a safe and appropriate speed, shall maintain a safe distance from spectators and shall not weave from side to side.
14. Parade units that stop along the parade route due to a mechanical malfunction may be removed from the parade.
15. All participants, in consideration of participation in this event, agree to indemnify, hold harmless and release the City of Harrisonville, its agents and employees, from any and all liability for any injury or damage which may arise out of or in any way be connected with participation in the Parade.

Council Bill No. 2022-**Resolution No. 2022-**

**A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF
HARRISONVILLE TO APPROVE THE SPECIAL EVENT REQUEST FROM THE
HARRISONVILLE HIGH SCHOOL STUDENT COUNCIL TO HOST A
HOMECOMING PARADE ON SEPTEMBER 16, 2022.**

WHEREAS, Harrisonville High School Student Council has requested to host a Homecoming Parade on Friday, September 16, and

WHEREAS, City staff have reviewed the required special event application,

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

Section 1: That the Board of Aldermen hereby approves the Special Event Request from Harrisonville High School Student Council to host a Homecoming Parade on Friday, September 16.

Section 2: That this resolution 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 6TH DAY OF JUNE 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

Attachment: HHS Homecoming Parade 2022 (HHS Homecoming Parade 2022)

WITNESS my hand and seal this 6th day of June, 2022.



STAFF REPORT

TO: Board of Aldermen
FROM: Christina Stanton,
DATE: May 23, 2022
SUBJECT: 2040 Comprehensive Plan

Type of Item: *Public Hearing*

D. Action Item (ID # 4207)

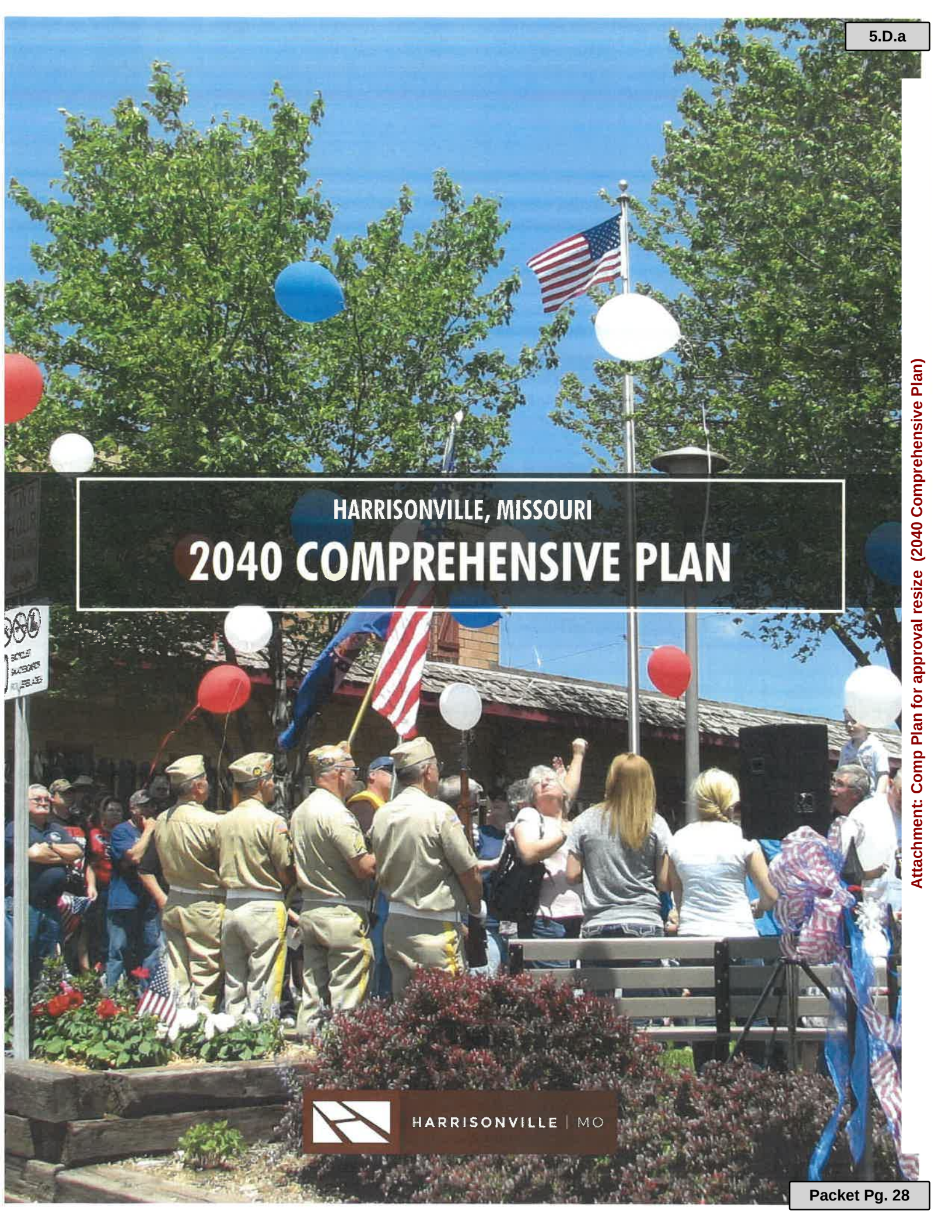
AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE
AFFIRMING THE ADOPTION OF THE 2040 COMPREHENSIVE PLAN FOR THE CITY
OF HARRISONVILLE, MISSOURI.

Attachments:

Comp Plan for approval resize (PDF)

SIGNED PZ RESOLUTION (PDF)

Ordinance - 2040 Comprehensive Plan 06.02.2022 (DOCX)



HARRISONVILLE, MISSOURI 2040 COMPREHENSIVE PLAN



HARRISONVILLE | MO

This page intentionally left blank
[INSERT COUNCIL RESOLUTION]



PREPARED BY:

gouldevans

WILSON
& COMPANY

RCA



Reliable Public
Power Provider



City of

Harrisonville ^{est. 1836}

Acknowledgments

MAYOR & BOARD OF ALDERMEN

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
Kevin Wood
Mayor Judy Bowman

CITY STAFF LEADERSHIP

City Administrator

Brad Ratliff

Economic Development Director

Jim Clarke

Community Development Director

Christina Stanton

City Clerk

Daniel Barnett

Director of Administrative Services

Jeremy Smith

Historic Preservation Commission

Secretary

Jamie Martin

PLANNING COMMITTEES

Steering Committee

Bill Gray
Bill Mills
Carolyn Looney
J. Christopher Lang
Cynthia R. Warner
Joshua Stafford
Kevin Shelton
Kevin W. Wood
Dr. Larry D. Snider
Larry Pfautsch
Michael Weaver
Obie J. Carl
Paul Mensching
Sandy Franklin

Technical Committee

Andy Pollard, Electric Department Director
Carl Brooks, Director of Public Works
Chris Arthur, Building Official
Eric Myler, Fire Chief
Grant Purkey, Parks and Recreation Director
Jeremy Smith, Director of Administration
John Hofer, Chief of Police
Matt Carver, Water and Sewer Supervisor
Rodney Jacobs, Street Superintendent
Ted Martin, City Engineer

Table of Contents

7	INTRODUCTION
17	COMMUNITY VISION
29	COMMUNITY FRAMEWORKS
61	IMPLEMENTATION

INTRODUCTION

CHAPTER ONE



INTRODUCTION

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

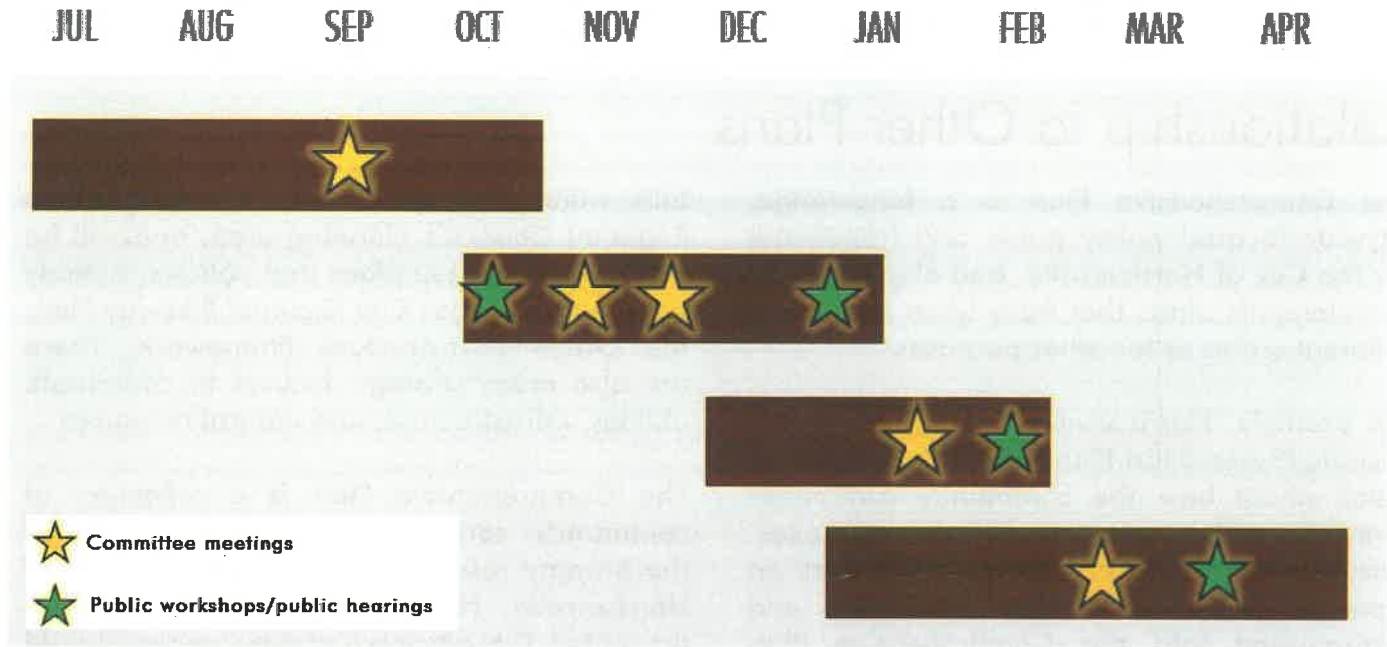
This plan provides policies and strategies intended to support and provide clear guidance for how the city grows into the future. This plan is designed for:

- 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.

Attachment: Comp Plan for approval resize (2040 Comprehensive Plan)



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 complements plans that have been created at different scales or for other purposes.

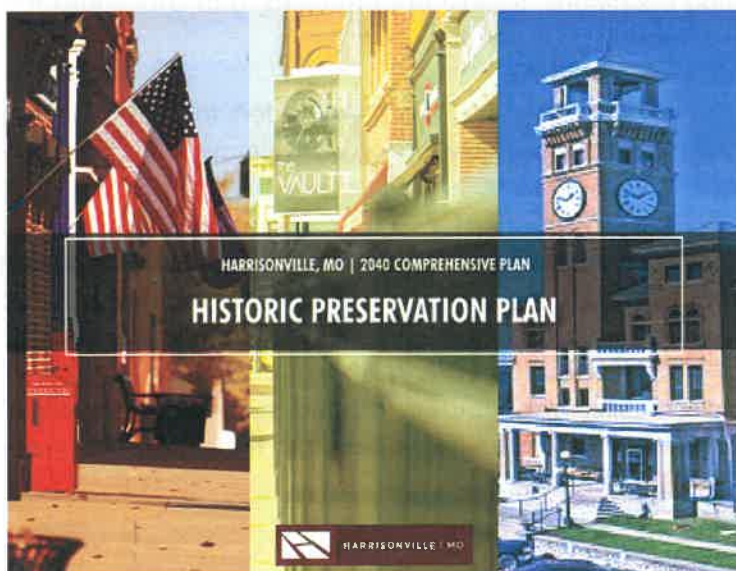
For example, Harrisonville recently adopted a Historic Preservation Plan that provides greater detail about how the community can better leverage and sustain its historic resources. Harrisonville has also adopted a Bike/Pedestrian Plan that has been reviewed, reaffirmed, and incorporated into the Comprehensive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

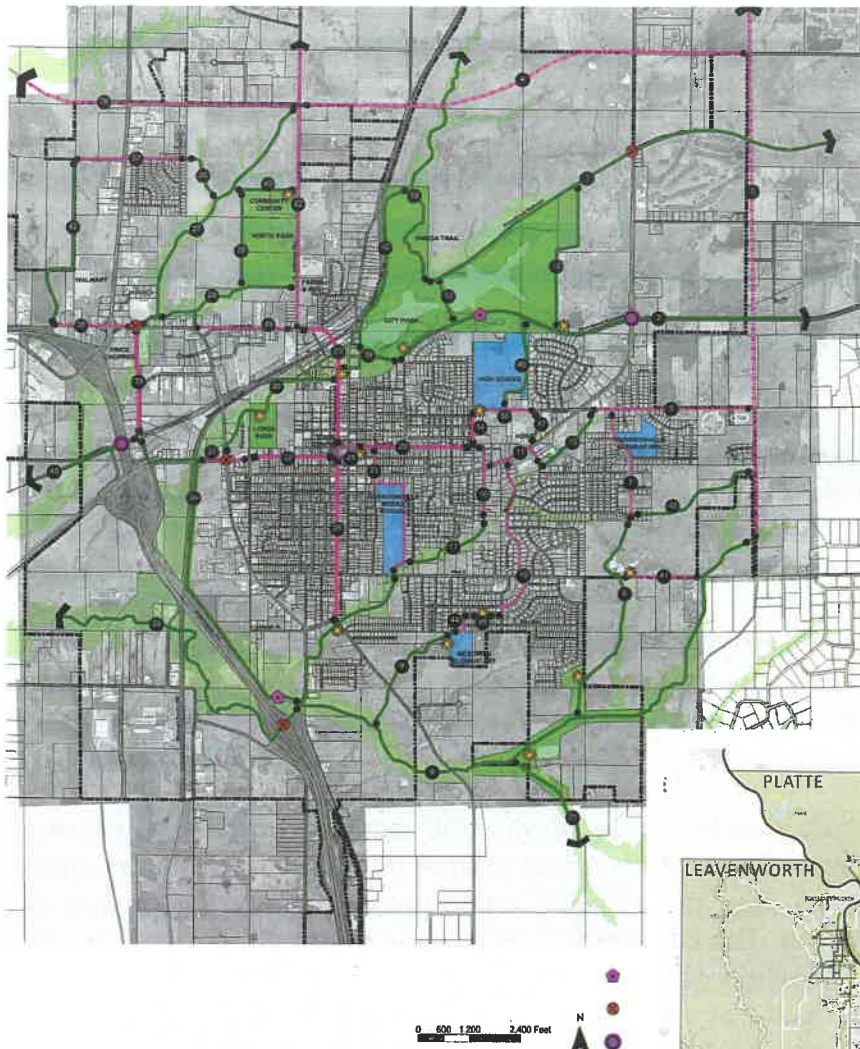
There are also a number of plans created at a broader scale, influencing several communities beyond Harrisonville alone. Harrisonville also

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.





BICYCLE AND PEDESTRIAN MASTER PLAN HARRISONVILLE, MO

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.

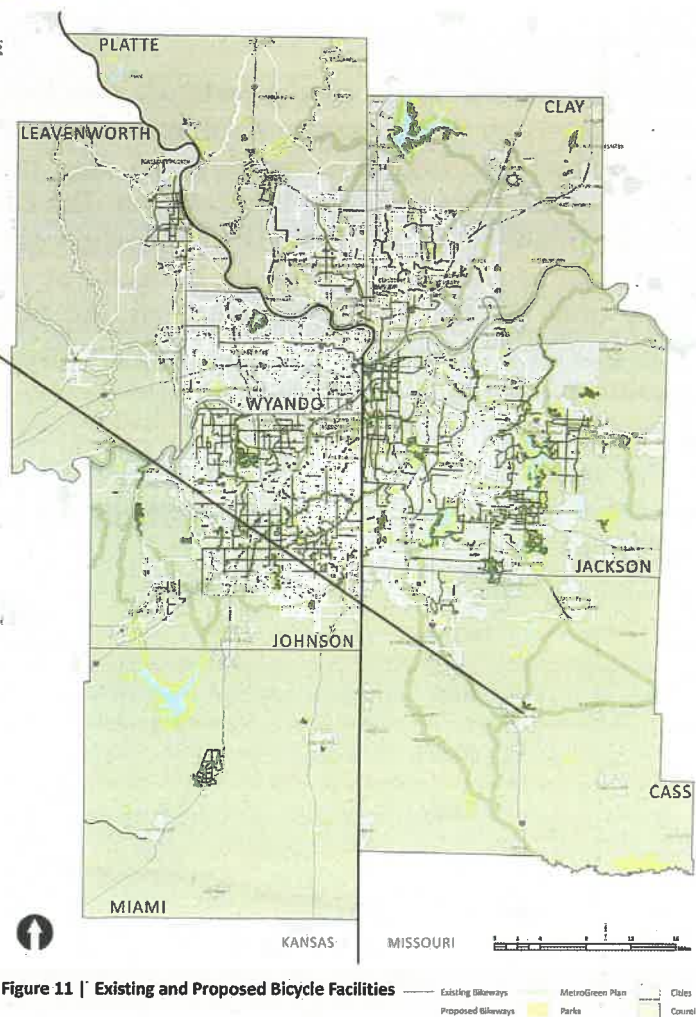


Figure 11 | Existing and Proposed Bicycle Facilities

Regional Bikeway Plan
Adopted by the Mid-America Regional Council

COMMUNITY PROFILE



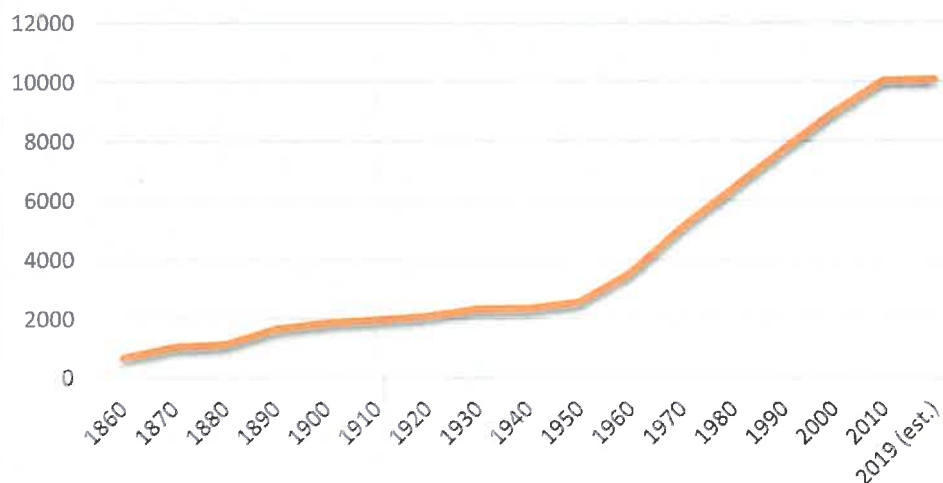
July 1885 Harrisonville, Missouri, and Harrisonville Square

Our History & Context

Harrisonville is a small town located 40 miles from Kansas City's central business district. The area was first settled by Europeans 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.

Population Growth Over Time



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 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 since the early 2000s, and is well-positioned 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.

This page intentionally left blank

COMMUNITY VISION

CHAPTER TWO

COMMUNITY VISION

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 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 #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 #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 #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 ordinances 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.

This page intentionally left blank

Attachment: Comp Plan for approval resize (2040 Comprehensive Plan)

COMMUNITY FRAMEWORKS

CHAPTER THREE



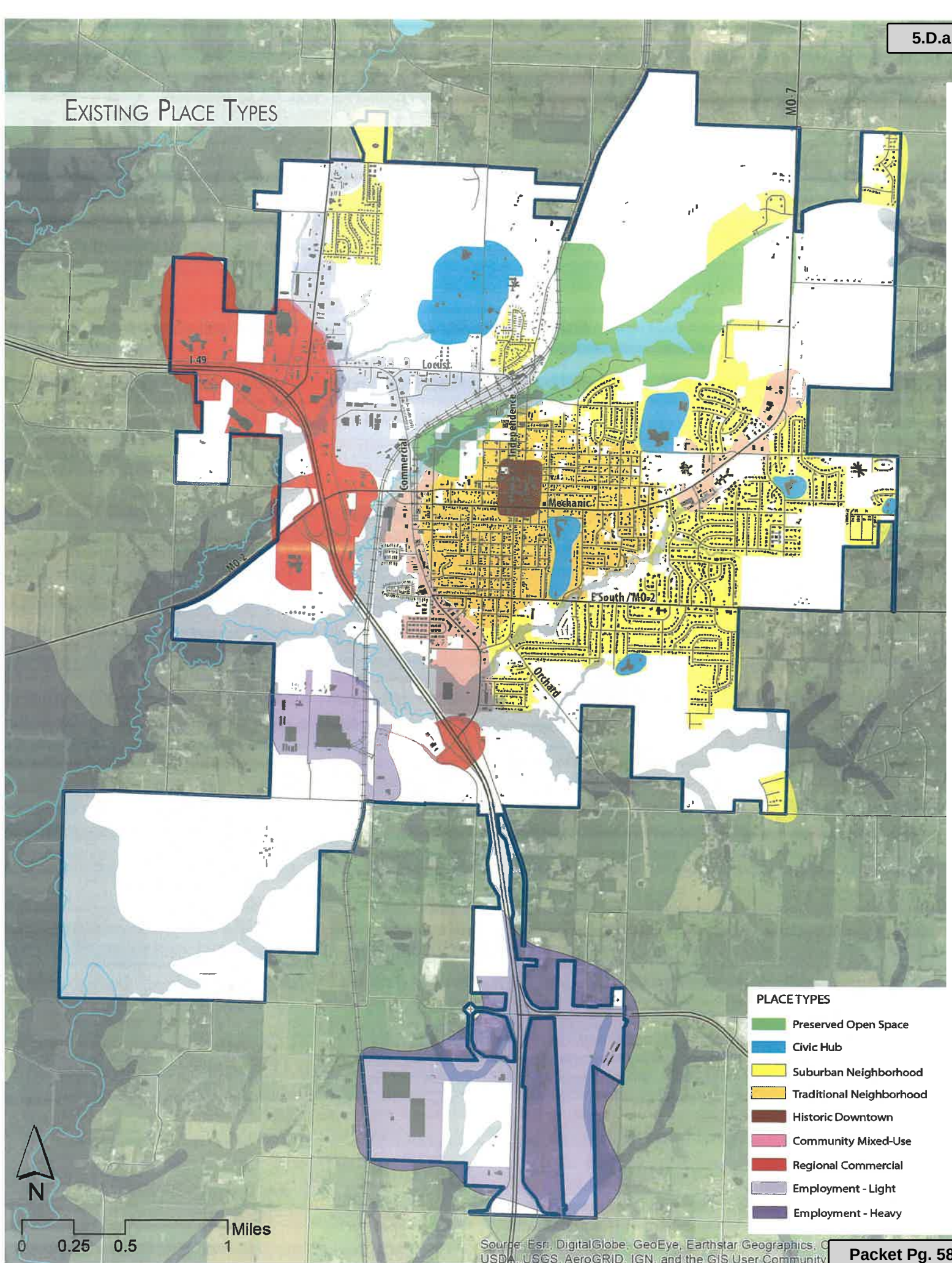
EXISTING PLACE TYPES

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

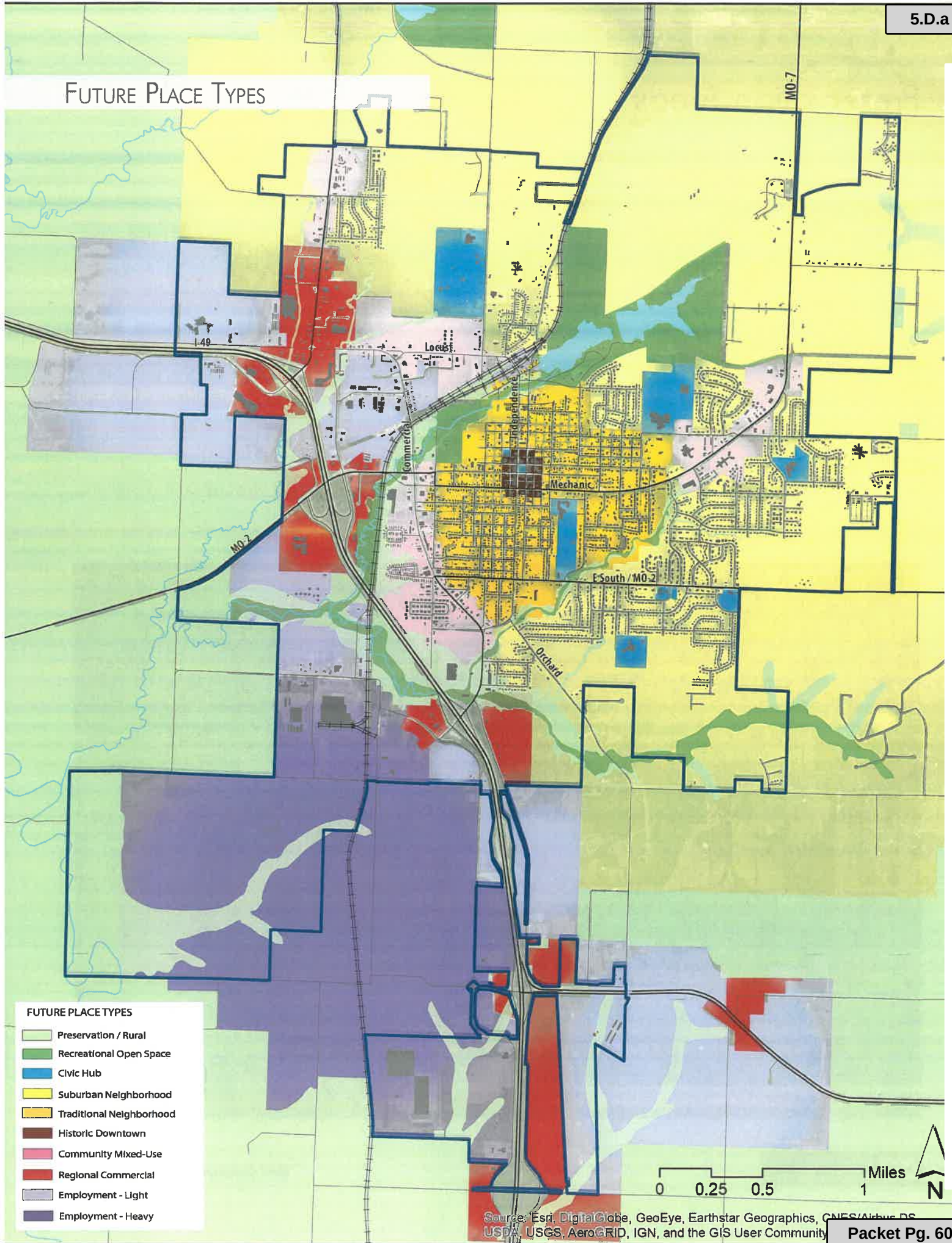
- SUBURBAN NEIGHBORHOOD
- TRADITIONAL NEIGHBORHOOD

COMMERCIAL PLACES

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



FUTURE PLACE TYPES



FUTURE PLACE TYPES

- Preservation / Rural
- Recreational Open Space
- Civic Hub
- Suburban Neighborhood
- Traditional Neighborhood
- Historic Downtown
- Community Mixed-Use
- Regional Commercial
- Employment - Light
- Employment - Heavy

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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.

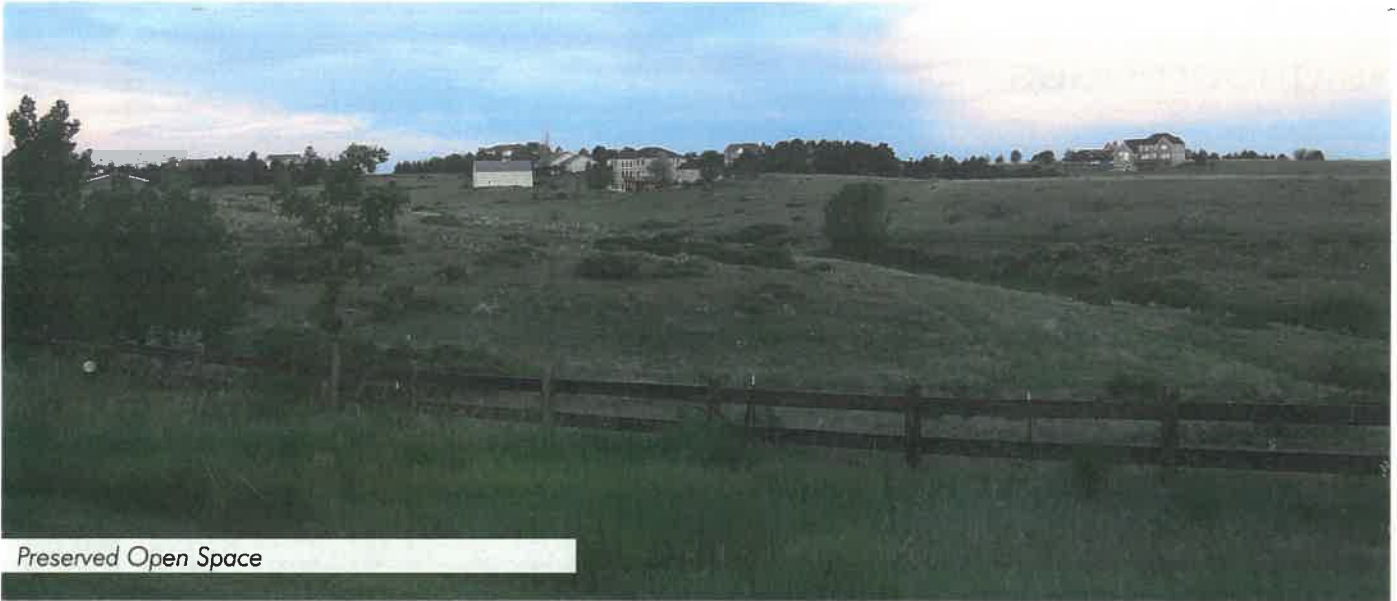
RECREATIONAL OPEN SPACE

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.





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

Attachment: Comp Plan for approval resize (2040 Comprehensive Plan)

Neighborhoods



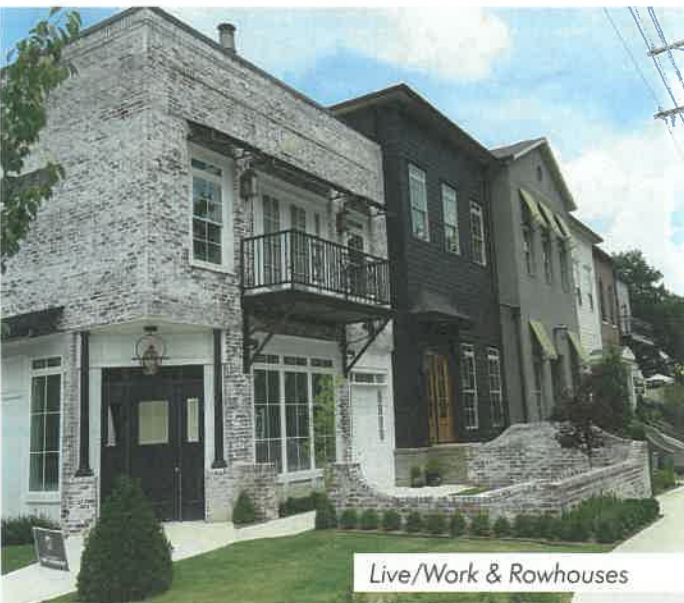
TRADITIONAL NEIGHBORHOOD

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:



Attachment: Comp Plan for approval resize (2040 Comprehensive Plan)

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:



Commercial Places



COMMUNITY MIXED-USE

Community mixed-use places are suburban hubs intended to accommodate daily needs for residents of the city. These places should be arranged to integrate a broad range of 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:



Attachment: Comp Plan for approval resize (2040 Comprehensive Plan)

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:



Attachment: Comp Plan for approval resize (2040 Comprehensive Plan)

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:

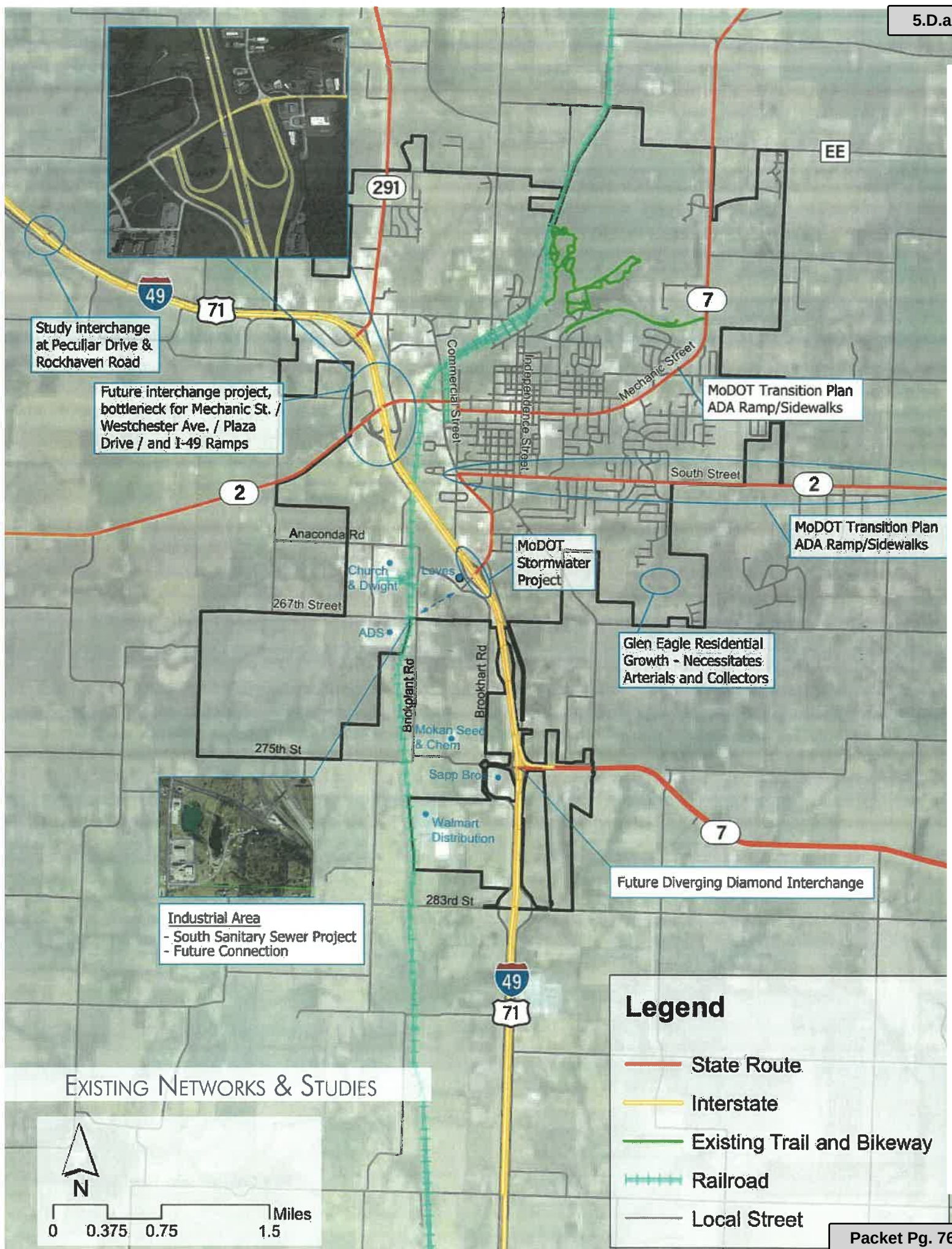
- I-49/US-71 – Interstate
- MO-291 – Principal Arterial
- MO-7/275th Street – Freeway/Expressway
- MO-7/Mechanic Street – Minor Arterial
- Commercial Street – Minor Arterial
- Independence Street – Minor Arterial
- South Street – Minor Arterial

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 Street
- Wall Street
- Washington Street
- Halsey Avenue
- Elm St to Prince Avenue
- Bird Avenue
- Butler Drive

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 Street and Independence Street/Locust Street. Other at-grade crossings exist near the City at Lexington Street, Anaconda Road, Precision Drive, 235th Street, 267th Street, 275th Street, 283rd Street, 289th Street.



FUTURE TRANSPORTATION NETWORKS

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

Study interchange
at Peculiar Dr &
Rockhaven Rd

PROPOSED

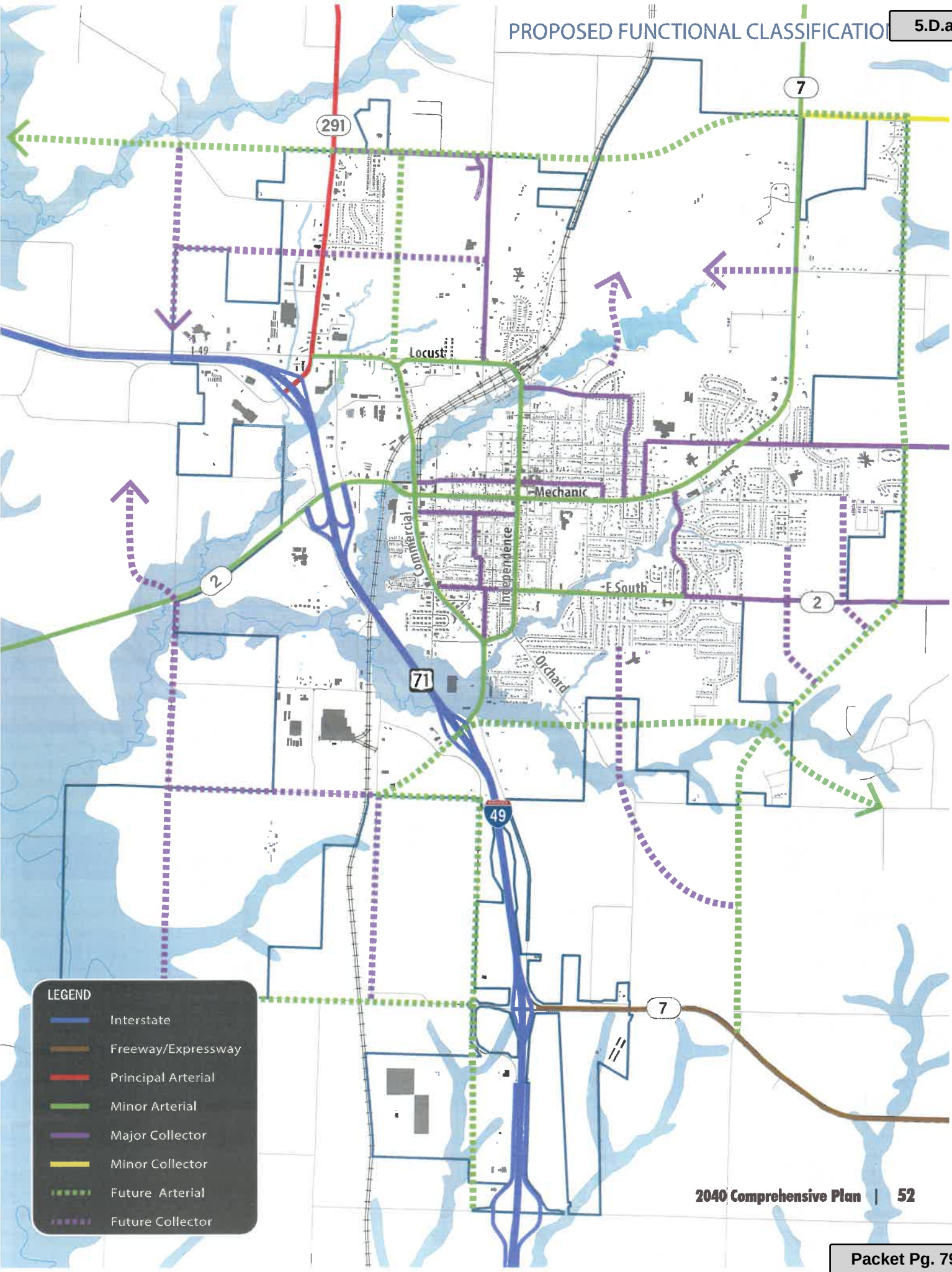
1. Commercial Street Reimagine
2. Downtown Circulation
3. Independence/Locust Reimagine
4. Mechanic Reimagine
5. East-West Rail Crossing; Quiet Zone
6. Industrial Site Network (Rail Crossing, wider roads, South Sanitary Project, Future Connection)
7. East-West Residential Road/Reconfigure Intersection
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

ADS

Mokan
Seed &
ChemWalmart
DistributionSapp
BrosMoDOT
Stormwater
ProjectGlen Eagle Residential Growth
- Necessitates Arterials & Collecto



LEGEND

- Interstate
- Freeway/Expressway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- - - Future Arterial
- - - Future Collector

This page intentionally left blank

Attachment: Comp Plan for approval resize (2040 Comprehensive Plan)

STREET DESIGN GUIDE

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



STREET DESIGN GUIDE

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



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



Attachment: Comp Plan for approval resize (2040 Comprehensive Plan)

This page intentionally left blank

IMPLEMENTATION

CHAPTER FOUR



GROWTH CONSIDERATIONS



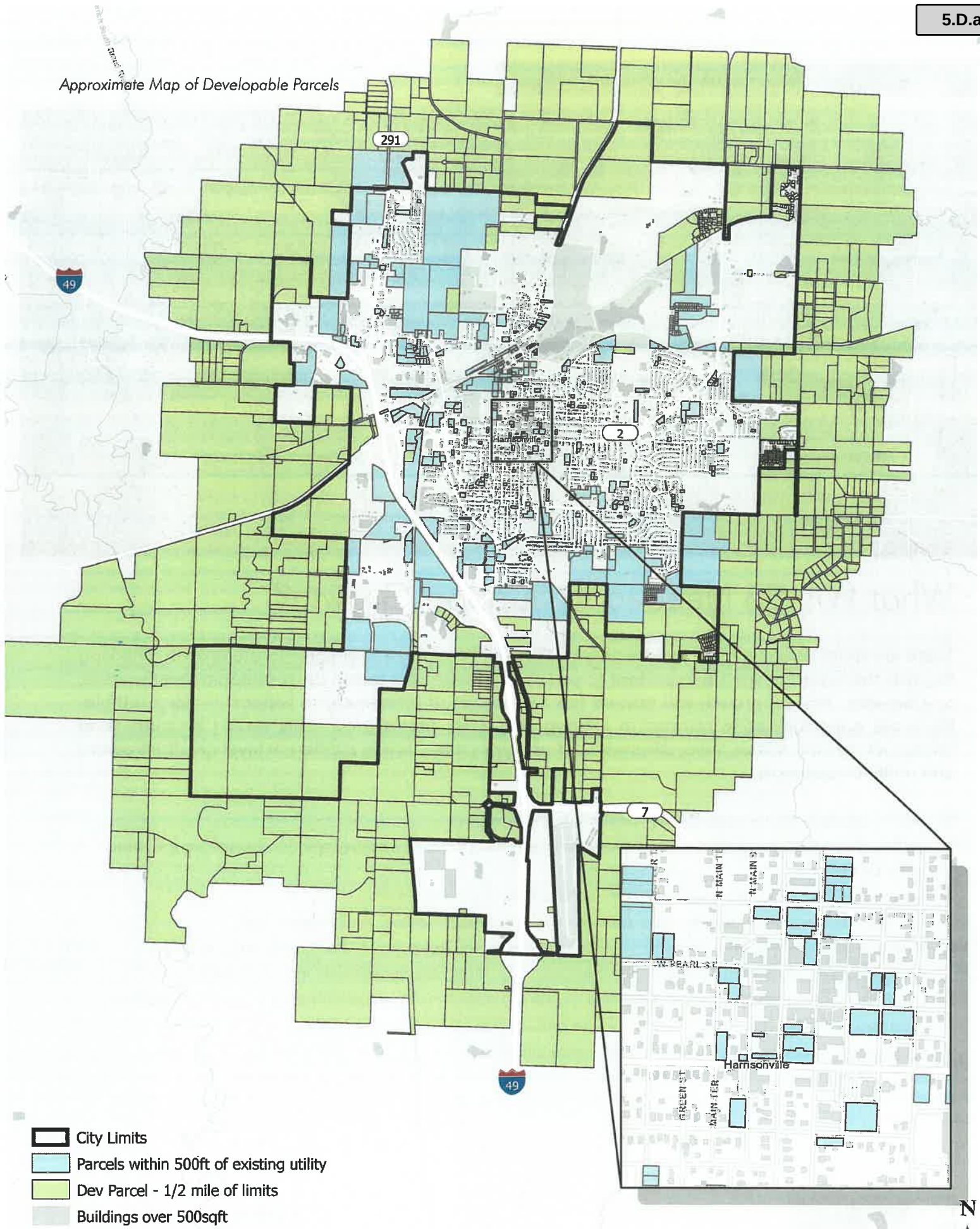
What Influences the Growth of Harrisonville?

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



Attachment: Comp Plan for approval resize (2040 Comprehensive Plan)

GROWTH CONSIDERATIONS



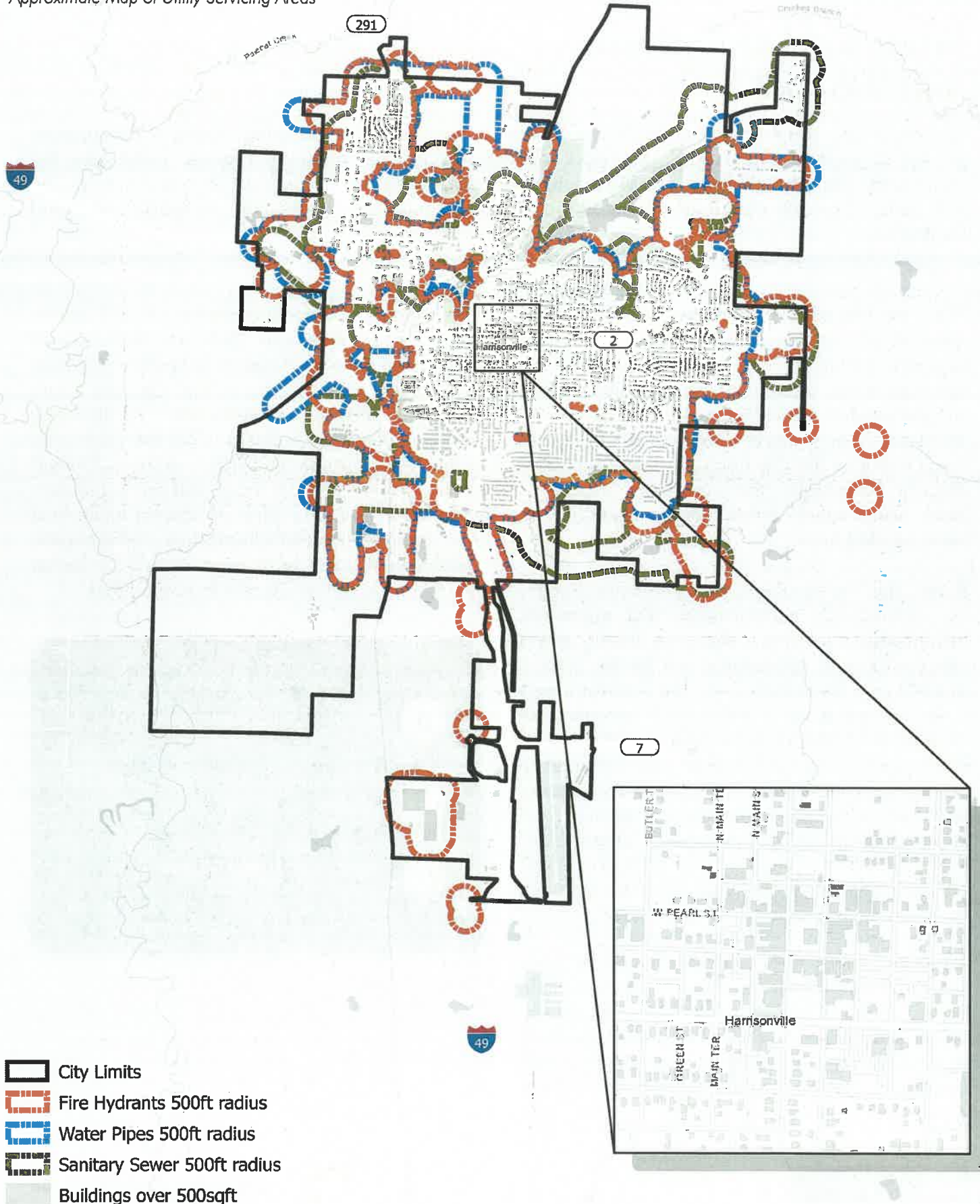
What Will Be Needed to Support Growth?

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 grants.
- 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



GROWTH PRIORITIES & FOCUS 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 throughout 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.

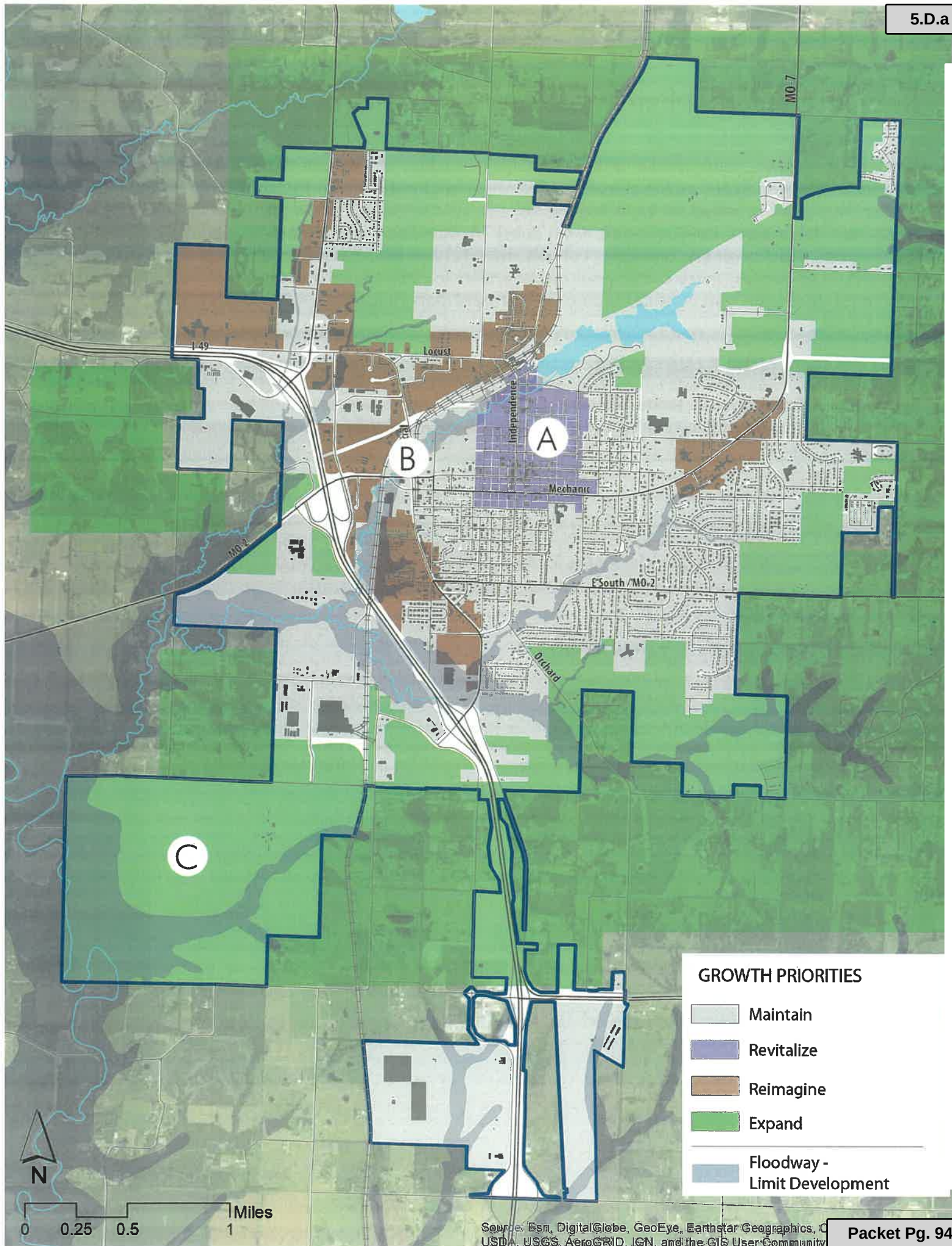
Some areas may experience more substantial changes via revitalization, reimagination, and expansion. **Revitalization** areas are places in the city where preservation and reinvestment will be the primary priorities over the next 20 years. The Downtown area is the primary place in Harrisonville identified 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



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 restaurants, a winery, and cafe. Loft apartments have also been introduced to the district. 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 Harrisonville 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, Kansas City, and Independence. 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](#).

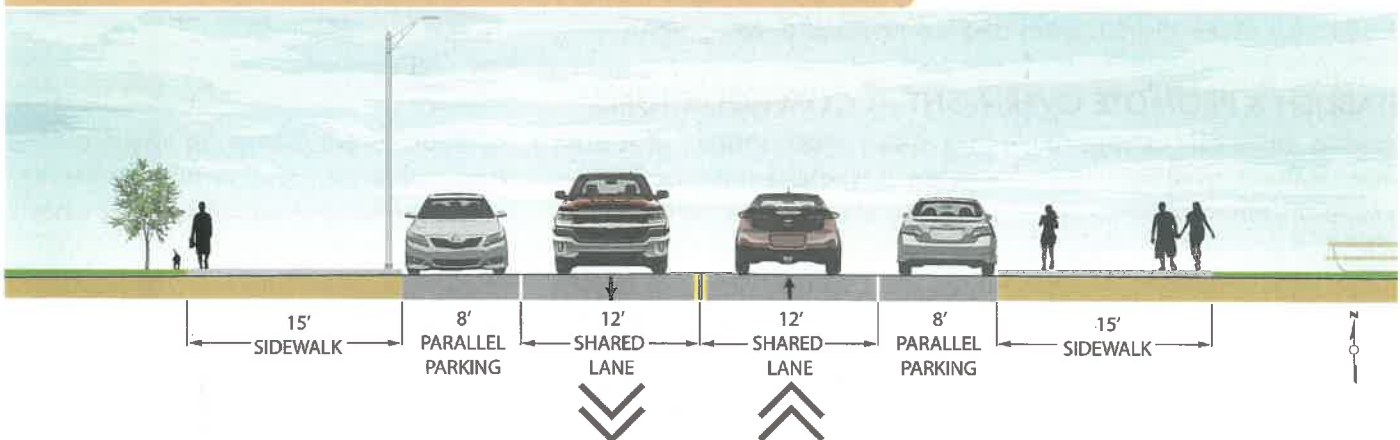
CREATE HISTORIC TOURISM OPPORTUNITIES

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 street 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

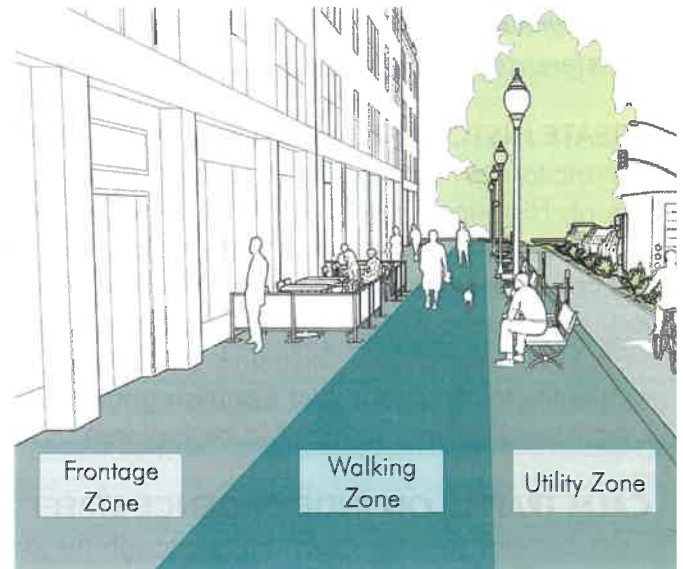


Image: NACTO Urban Street Design Guide

ACTIVATE UNDERUSED SPACES

Though Downtown Harrisonville has experienced tremendous reinvestment in recent years, there are many spaces 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

Attachment: Comp Plan for approval resize (2040 Comprehensive Plan)

REVITALIZED - Downtown



Attachment: Comp Plan for approval resize (2040 Comprehensive Plan)

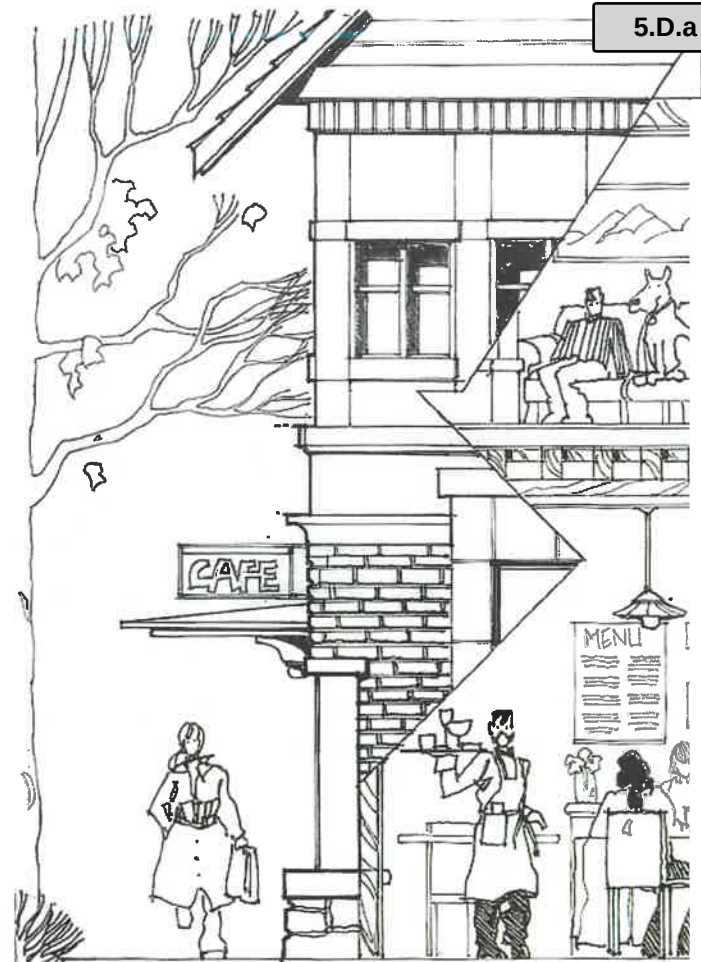
downtown. The site may be shared with a future City Hall but should incorporate reserved parking for a prospective hotel developer. Other incentives, including waiving or discounting development fees, should also be part of a package for a prospective hotel developer.

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-of-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.

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.



Active versus Non-Active Use Location

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

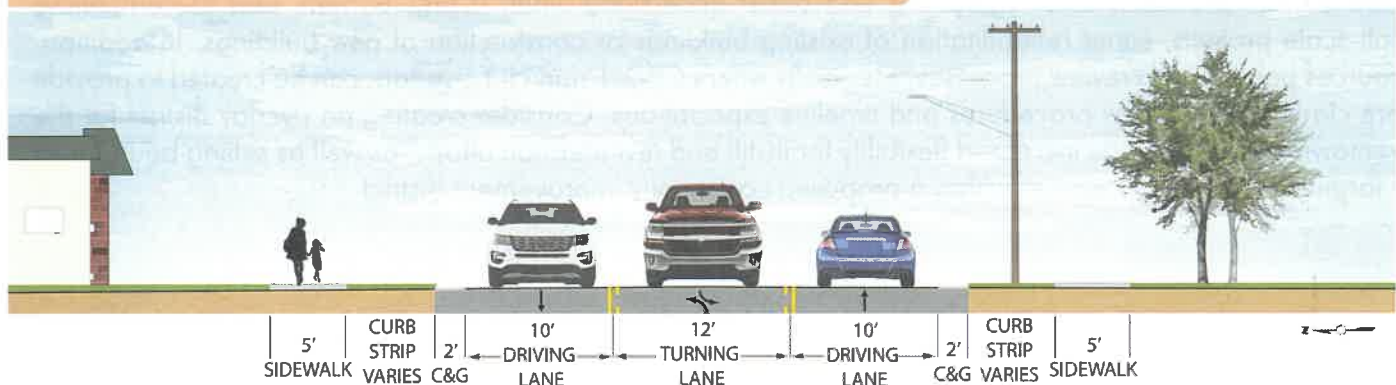
REIMAGINE COMMERCIAL STREET

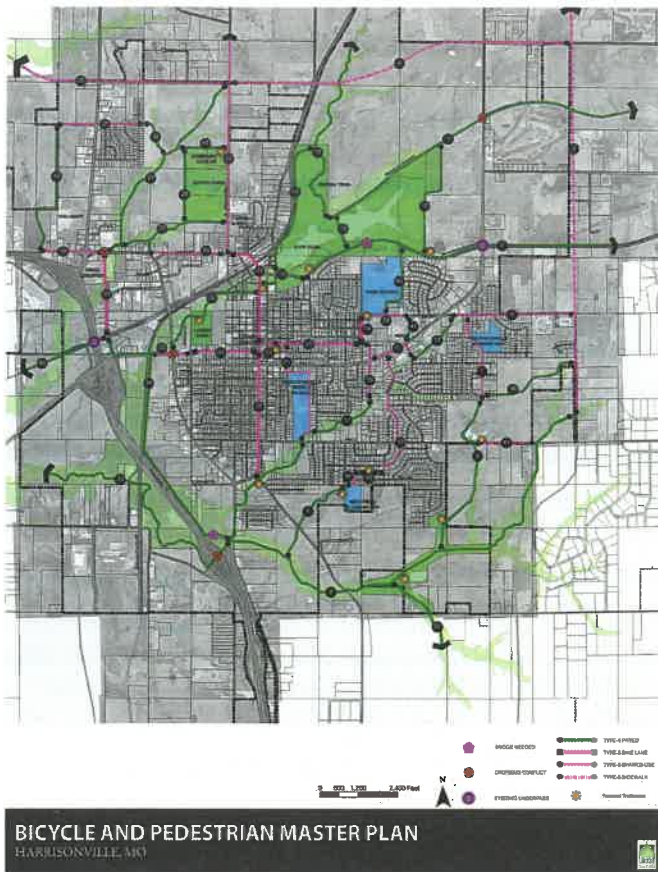
Using a "Complete Streets" approach, study and plan for improvements along Commercial Street from US-291 south to the I-49 & Commercial Street interchange. Consider access management strategies to reduce the amount of driveways along the corridor to improve safety and traffic flow. Prioritize multimodal 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

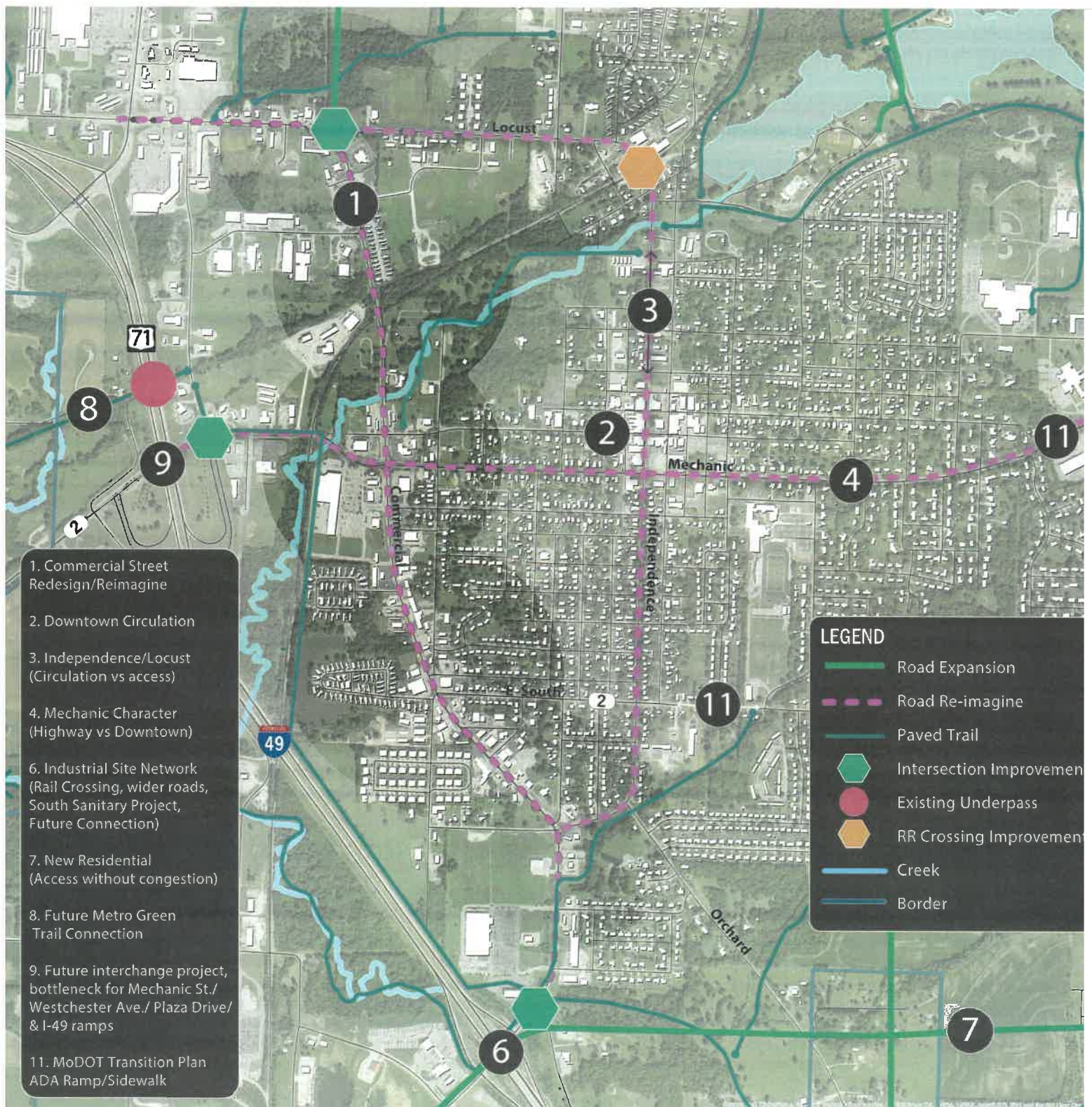
Using a complete streets approach, study and plan for improvements along Mechanic Street. Consider strategies to calm traffic through the downtown environment such as, street trees, gateway treatments such as curb extensions and median refuge areas to help reduce the pedestrian crossing distance – especially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



Attachment: Comp Plan for approval resize (2040 Comprehensive Plan)

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/Brickplant 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 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

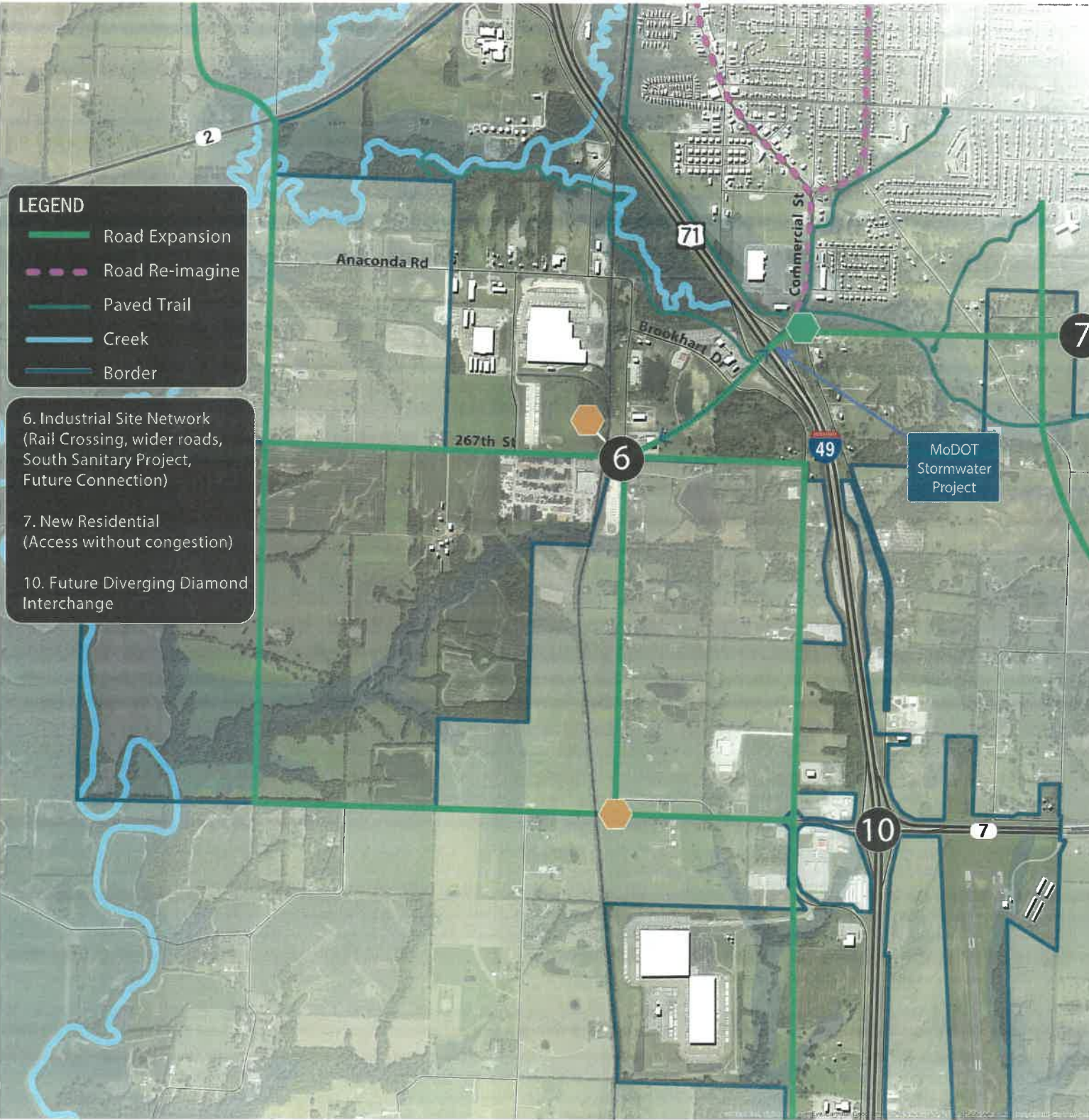
Review site development and infrastructure design standards to incentivize the use of green development practices and to ensure compliance with the MARC 2050 Climate Action Plan to mitigate effects of industry on the environment. The term “green street” is used to describe roadway planning that enhances 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

Attachment: Comp Plan for approval resize (2040 Comprehensive Plan)

INCENTIVES & RESOURCES GUIDE

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.

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.

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.

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		
<u>NEW</u> : 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

Located on the Square, the Chamber of Commerce encourages economic growth, supports members, and promotes productive business relationships throughout the city. The Chamber Foundation also facilitates an Entrepreneurship Program, providing mentorship opportunities.

LOVE THE HARRISONVILLE 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 Travel Center, Church & Dwight, Universal Forest Products, Advanced Drainage Systems, Sapp Brothers, and the Walmart Distribution Center.

EDUCATION & HEALTHCARE INSTITUTIONS

Continued coordination with institutions including Harrisonville School District, Drury University, and Cass Regional Medical Center will help align resources and meet the needs of young people and families.

CIVIC CLUBS, BOARDS & COMMISSIONS

Many citizens are actively involved with civic clubs, boards and commissions within the City of Harrisonville. These groups are critical for carrying out long-term goals and policies of the plan, and focusing on key issues moving forward.

UTILITY PARTNERS

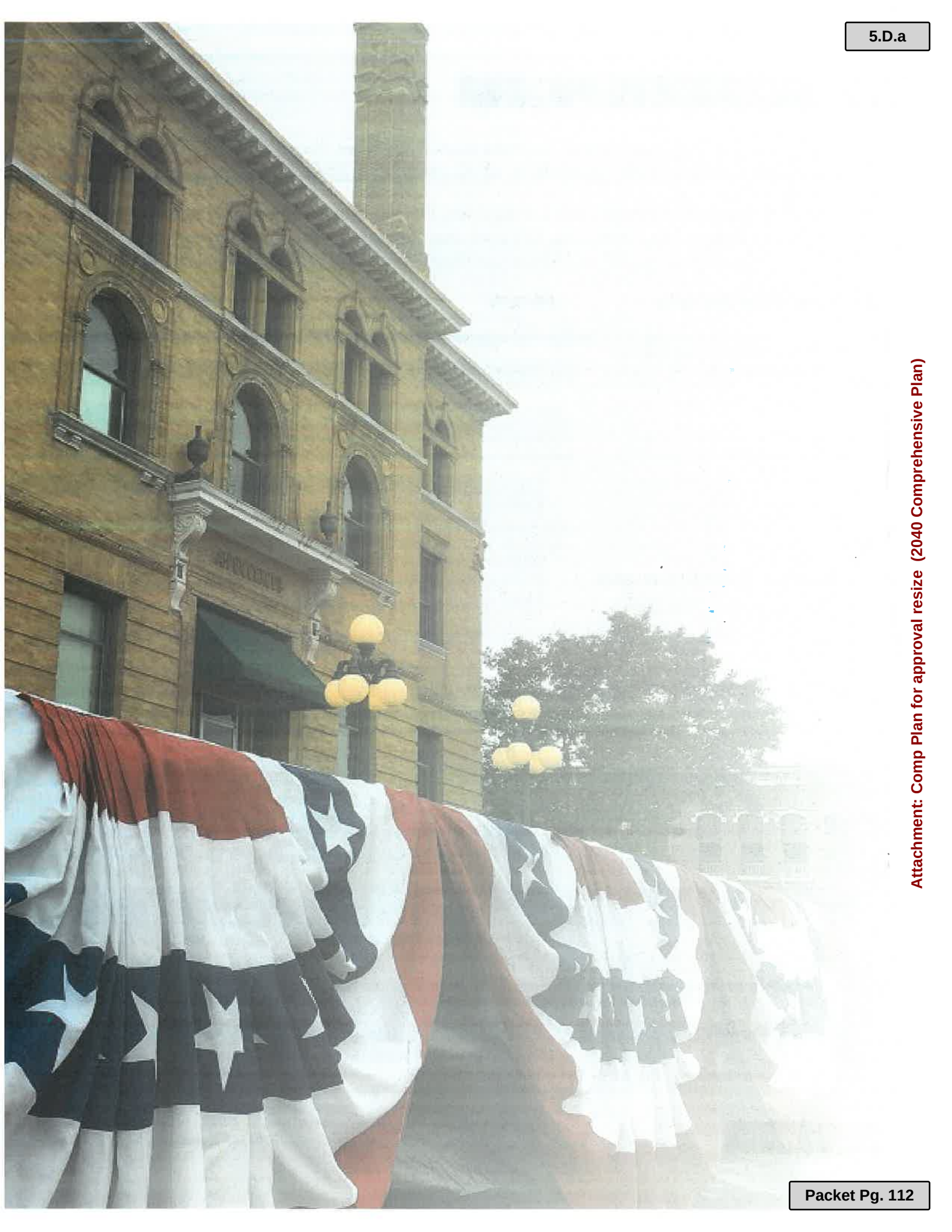
Continued coordination with Missouri and Arkansas Northern Railroad (MNA), Osage Valley Electric Cooperative, Evergy, PWSD #4, PWSD #9, Spire Gas, Liberty Gas, Fidelity Communications, Centurylink, to modernize existing places and facilitate additional growth.

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 is home to 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 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 Career Center, aligned with an employer attraction strategy.	0-4 years	\$	Strategic Planning Initiative	City of Harrisonville, Cass 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 Harrisonville 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 Harrisonville 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 Harrisonville 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 Harrisonville Square Visitor's Guide.	0-4 years	\$	Marketing Initiative	Love the Harrisonville 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 Harrisonville 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 Harrisonville Square
Complete implementation of the Historic Preservation Plan, notably updating the Historic Resources Survey.	0-4 years	\$	Strategic Planning Initiative	Love the Harrisonville 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
InitiativeDowntown Area CID; City
of Harrisonville; Downtown
Stakeholders

Purchase right-of-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
ImprovementMissouri 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
ImprovementMissouri 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

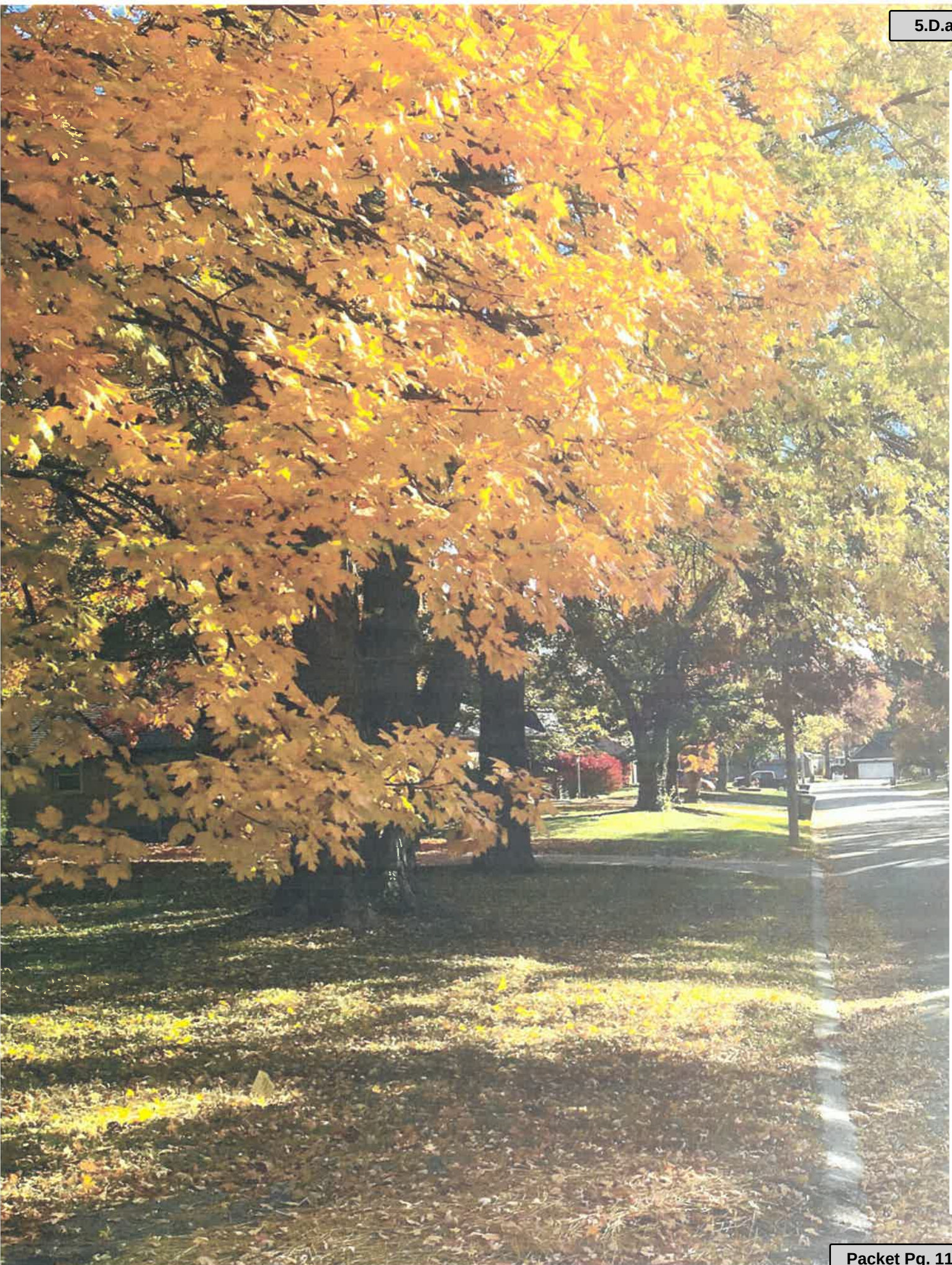
Revise site design standards to ensure multimodal and ADA access facilities are provided along Commercial Street, including safe internal networks, pathways, and bike parking facilities

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 adjoining 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.

RESOLUTION NO. 2022-01**A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF HARRISONVILLE, MISSOURI, ADOPTING THE 2040 COMPREHENSIVE PLAN FOR THE CITY OF HARRISONVILLE, MISSOURI.**

WHEREAS, pursuant to Sections 89.340 to 89.380, RSMo., a municipality is authorized to make, adopt, amend, and carry out a city plan for the physical development and uses of land and for the general location, character and extent of streets and other public ways within its corporate limits; and

WHEREAS, Section 89.360, RSMo., and Section 400.180 of the City's Code of Ordinances, provide that the Planning and Zoning Commission may adopt the City plan as a whole by a single resolution or, as the work of making the whole City plan progresses, may from time to time adopt a part or parts thereof, any part to correspond generally with one (1) or more of the functional subdivisions of the subject matter of the plan; and

WHEREAS, the Planning and Zoning Commission held a public hearing on March 21, 2002 concerning proposed amendments to the Comprehensive Plan of the City of Harrisonville, and the Board of Aldermen of the City of Harrisonville, Missouri adopted the amendments which became known as the 2002 Harrisonville Comprehensive Plan as the Harrisonville Comprehensive Plan, by Resolution 02-5 on April 1, 2002; and

WHEREAS, the Planning and Zoning Commission did adopt the Harrisonville, Missouri Revised General Development Plan – 1990 as the Comprehensive City Plan for the City of Harrisonville on January 30, 1991; and

WHEREAS, on April 28, 2022, public notice of a public hearing on the 2040 Comprehensive Plan for the City of Harrisonville was published in the *South Cass Tribune* of the time and place for a public hearing; and

WHEREAS, on May 19, 2022, the Planning and Zoning Commission held a public hearing on the 2040 Comprehensive Plan; and

WHEREAS, all previously approved comprehensive plans are intended to be repealed by this Resolution No. 2022-01.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF HARRISONVILLE, MISSOURI:

SECTION 1. The Planning and Zoning Commission hereby takes the following actions with respect to the comprehensive plan:

- A. The 2002 Harrisonville Comprehensive Plan document, including all text and exhibit amendments to that document, is hereby repealed in accordance with Section 89.360, RSMo., and Section 400.180 of the City's Code of Ordinances.
- B. The 1991 Comprehensive City Plan document, including all text and exhibit amendments to that document, is hereby repealed in accordance with Section 89.360 RSMo., and Section 400.180 of the City's Code of Ordinances.

C. The following separate documents, which were adopted by their respective boards or commissions as part of the comprehensive plan, are unaffected by this resolution and shall continue in full force and effect as originally adopted:

- 2021 Historic Preservation Plan
- 2015 Water Master Plan Update
- 2011 Storm Water Management Plan Update
- 2007 Comprehensive Parks & Recreation Master Plan
- 2004 Bicycle and Pedestrian Master Plan

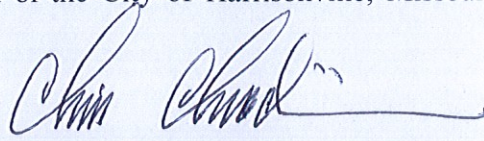
D. The Harrisonville 2040 Comprehensive Plan, which is attached to this resolution as **Exhibit A** and incorporated herein by reference is hereby adopted as the primary comprehensive plan document for the City pursuant to Section 89.360, RSMo., and Section 400.180 of the City's Code of Ordinances.

Section 2. In the event the City staff identifies an error on the Future Place Types Map in the 2040 Comprehensive Plan which inadvertently designates a parcel of property with the wrong land use designation, and where there is written documentation and evidence supporting such inadvertent error to be in the nature of a mere scrivener's error, City staff is hereby authorized to correct such error on the Future Place Types Map and provide notice to the Planning and Zoning Commission of such correction at a public meeting of the Planning and Zoning Commission, after which such error shall be deemed to be corrected on the Future Place Types Map. In the event that any landowner objects to the correction of a land use designation on the Future Place Types Map according to the authority delegated to City staff by this paragraph, the change to the Place Type Map may only occur after following the procedures required by Chapter 89 of the Revised Statutes of Missouri and Chapter 400 of the City's Code of Ordinances to formally amend the comprehensive plan by action of the Planning and Zoning Commission.

Section 3. That the Chairperson and Secretary of the Planning and Zoning Commission are authorized to affix their signatures to this Resolution, and a copy of the 2040 Comprehensive Plan shall be certified to the Board of Aldermen of the City and the City Clerk; that a copy shall be provided to the Recorder of Deeds in Cass County, Missouri, for public inspection during normal office hours; and, that a copy shall be available at the City Clerk's office for public inspection during normal office hours.

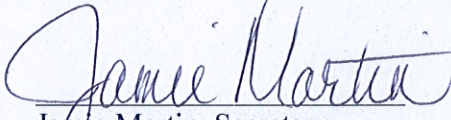
Section 4. That this Resolution and the associated 2040 Comprehensive Plan shall become effective immediately upon its adoption.

ADOPTED by the Planning and Zoning Commission of the City of Harrisonville, Missouri, this
9th day of May 2022.



Chris Chiodini, Chairman
Planning and Zoning Commission

ATTEST:



Jamie Martin, Secretary
Planning and Zoning Commission

Council Bill No. 2022-xxx

Ordinance No. xxxx

**AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF
HARRISONVILLE AFFIRMING THE ADOPTION OF THE 2040 COMPREHENSIVE
PLAN FOR THE CITY OF HARRISONVILLE, MISSOURI.**

WHEREAS, pursuant to Sections 89.340 to 89.380, RSMo., a municipality is authorized to make, adopt, amend, and carry out a city plan for the physical development and uses of land and for the general location, character and extent of streets and other public ways within its corporate limits; and

WHEREAS, Section 89.360, RSMo., and Section 400.180 of the City's Code of Ordinances, provide that the Planning and Zoning Commission may adopt the City plan as a whole by a single resolution or, as the work of making the whole City plan progresses, may from time to time adopt a part or parts thereof, any part to correspond generally with one (1) or more of the functional subdivisions of the subject matter of the plan; and

WHEREAS, on April 28, 2022, public notice of a public hearing on the 2040 Comprehensive Plan for the City of Harrisonville was published in the *South Cass Tribune* of the time and place for a public hearing; and

WHEREAS, on May 19, 2022, the Planning and Zoning Commission held a public hearing on the 2040 Comprehensive Plan; and

WHEREAS, the Planning and Zoning Commission approved Resolution 2022-001 on May 19, 2022, which repealed all previously approved comprehensive plans, with the exception of the recently approved 2021 Historic Preservation Plan, the 2015 Water Master Plan Update, the 2011 Storm Water Management Plan Update, the 2007 Comprehensive Parks and Recreation Master Plan, and the 2004 Bicycle and Pedestrian Master Plan; and adopted the 2040 Comprehensive Plan.

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

Section 1. The Board of Aldermen hereby affirms the adoption of the Harrisonville 2040 Comprehensive Plan, which is attached to this Ordinance as **Exhibit A** and incorporated herein by reference is hereby adopted as the primary comprehensive plan document for the City pursuant to Section 89.360, RSMo., and Section 400.180 of the City's Code of Ordinances.

Section 2. In the event the City staff identifies an error on the Future Place Types Map in the 2040 Comprehensive Plan which inadvertently designates a parcel of property with the wrong land use designation, and where there is written documentation and evidence supporting such inadvertent error to be in the nature of a mere scrivener's error, City staff is hereby authorized to correct such error on the Future Place Types Map and provide notice to the Planning and Zoning Commission of such correction at a public meeting of the Planning and Zoning Commission, after which such error shall be deemed to be corrected on the Future Place Types Map. In the event that any landowner objects to the correction of a land use designation on the Future Place Types Map according to the authority delegated to City staff by this paragraph, the change to the Place Type Map may only occur

after following the procedures required by Chapter 89 of the Revised Statutes of Missouri and Chapter 400 of the City's Code of Ordinances to formally amend the comprehensive plan by action of the Planning and Zoning Commission.

Section 3. That this ordinance shall become effective immediately upon its passage and approval.

VOTE TAKEN AS FOLLOWS:

AYES:

NAYS:

ABSENT:

ABSTAIN:

READ FOR THE FIRST TIME BY TITLE ONLY ON THE 6TH DAY OF JUNE, 2022 AND WAS READ FOR A SECOND TIME BY TITLE ONLY ON THE 6TH DAY OF JUNE, 2022 AND PASSED BY THE BOARD OF ALDERMEN THIS 6TH DAY OF JUNE, 2022.

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

ATTEST:

Daniel Barnett, City Clerk

WITNESS my hand and seal this 6th day of June, 2022.



TO: Board of Aldermen
FROM: Daniel Barnett,
DATE: May 25, 2022
SUBJECT: Procurement Document Signer for MDNR

Type of Item: *Approval*

E. Action Item (ID # 4212)

A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI AUTHORIZING THE MAYOR TO AUTHORIZE THE FILING OF AN APPLICATION WITH THE MISSOURI DEPARTMENT OF NATURAL RESOURCES, FINANCIAL ASSISTANCE CENTER'S STATE ARPA GRANT PROGRAMS FOR SUBAWARD OF FEDERAL FINANCIAL ASSISTANCE PROVIDED TO THE STATE OF MISSOURI BY THE U.S. DEPARTMENT OF THE TREASURY ("TREASURY") PURSUANT TO SECTION 602(B) OF THE SOCIAL SECURITY ACT, AS ADDED BY SECTION 9901 OF THE AMERICAN RESCUE PLAN ACT, (PUB. L. NO. 117-2 (MARCH 11, 2021), 135 STAT. 4, 223-26.

Attachments:

Staff Report City Resolution ARPA (DOC)

MDNR ARPA Grant Application Responsible Person Agreement (DOC)



**ENGINEERING DEPARTMENT
HARRISONVILLE, MISSOURI**

To: Mayor and Members of the Board of Aldermen
From: Carl Brooks, PE, CFM – Director of Public Works
Date: May 16, 2022
RE: MDNR ARPA Funding 2022 Grant Program Resolution

Type of Item:

This Resolution is to authorize the City of Harrisonville to allow the Director of Public Works to execute and file applications on behalf of the city for grant funding to aid in the completion of the following projects, including, but not limited to, a lead service line inventory; or a drinking water, wastewater and/or storm water project

Issue:

The following projects are planned to be submitted to MDNR by July 14th for APRA funding:

- South Service Area Sanitary Sewer Project with 5,047 LF of 10-15" gravity sewer, 8,310 LF of 6-8" force main with three (3) lift stations,
- Lake Harrisonville Raw Water Transmission Main (38,000 LF of 18-inch diameter pipe) and Pump Station, and
- City-Wide Storm Water projects.

Background:

The city is planning to make application through the MDNR ARPA web portal for funding of either water, wastewater and/or storm water projects from the \$410 M that the State of Missouri/MDNR has received and included in the state budget. These project applications do not require matching funds. However, if the city were to provide some matching funds, the applications would receive a higher score and the city's ARPA funds (~\$2M) that the city has/will already receive could then be used on other CIP projects.

The most important project is the funding of the South Service Area Sanitary Sewer Project with 5,047 LF of 10-15" gravity sewer, 8,310 LF of 6-8" force main with three (3) lift stations. This sanitary sewer project must be completed as the city is currently in violation of our MDNR South WWTP Operating Permit. The current engineer's budget is \$4.4 M, and as you well may know our construction budget is \$2.5M.

Recommendations: Staff requests the Board approve this Resolution.

**RESOLUTION OF THE CITY OF
HARRISONVILLE RESOLUTION NO. 2022-xx**

**A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF
HARRISONVILLE, MISSOURI AUTHORIZING THE MAYOR TO
AUTHORIZE THE FILING OF AN APPLICATION WITH THE MISSOURI
DEPARTMENT OF NATURAL RESOURCES, FINANCIAL ASSISTANCE
CENTER'S STATE ARPA GRANT PROGRAMS FOR SUBAWARD OF
FEDERAL FINANCIAL ASSISTANCE PROVIDED TO THE STATE OF
MISSOURI BY THE U.S. DEPARTMENT OF THE TREASURY
("TREASURY") PURSUANT TO SECTION 602(B) OF THE SOCIAL
SECURITY ACT, AS ADDED BY SECTION 9901 OF THE AMERICAN
RESCUE PLAN ACT, (PUB. L. NO. 117-2 (MARCH 11, 2021), 135 STAT. 4,
223-26.**

**WHEREAS under the terms of section 602(c) of the Act and Treasury's
regulations, the State of Missouri has authorized the making of grants to
authorized applicants to aid in the completion of specific public projects.**

**NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND BOARD OF
ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI, AS FOLLOWS:**

- 1. That Carl M. Brooks, PE, CFM, Director of Public Works be, and he is hereby
authorized to execute and file an application(s) on behalf of the City of
Harrisonville, Missouri, with the State of Missouri for grant funding to aid in
the completion of: a lead service line inventory, or a drinking water,
wastewater and/or storm water projects.**

-
- 1) South Service Area Sanitary Sewer Project with 5,047 LF of 10-15" gravity
sewer, 8,310 LF of 6-8" force main with three (3) lift stations,**
 - 2) Lake Harrisonville Raw Water Transmission Main (38,000 LF of 18-inch
diameter pipe) and Pump Station, and**
 - 3) City-wide Storm Water projects.**

- 2. That Carl M. Brooks, PE, CFM, Director of Public Works
is hereby authorized and directed to furnish such information as the Missouri
Department of Natural Resources may reasonably request in connection with
the application, which is herein authorized, to sign all necessary documents on
behalf of the applicant, to furnish such assurances to the Missouri
Department of Natural Resources as may be required by law or regulation,
and to receive payment on behalf of the applicant.**

CERTIFICATE OF RECORDING OFFICER

The undersigned, duly qualified and acting City Clerk of the

City of Harrisonville, Missouri, does hereby certify: That this resolution is a true and correct copy of the resolution adopted at a legally convened meeting of the Harrisonville, Missouri Board of Aldermen held on the 6TH day of JUNE 2022, and further that such resolution has been fully recorded in the journal of proceedings and records in my office. IN WITNESS WHEREOF, I have hereunto set my hand this 6TH day of June 2022.

(signature of recording officer)

(title of recording officer)

SEAL (If applicant has an official seal, impress here.)

Section 4. Effective Date. That this resolution shall become effective immediately upon its passage.

Vote taken as follows:

Ayes:

Nays:

Absent:

Abstain:

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

ATTEST:

Daniel Barnett, City Clerk

Attachment: MDNR ARPA Grant Application Responsible Person Agreement (Procurement Document Signer for MDNR)

Approved by the Mayor this 6th day of June 2022



TO: Board of Aldermen
FROM: Daniel Barnett,
DATE: May 26, 2022
SUBJECT: Amending chapter 600 Liquor Laws

Type of Item: *Approval*

F. Action Item (ID # 4214)

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE,
MISSOURI AMENDING CHAPTER 600 OF THE CITY OF HARRISONVILLE MUNICIPAL
CODE

Attachments:

Staff Report Amending Chapter 600 Liquor Laws 2022 (DOC)

Ordinance Amending Liquor Laws (DOCX)

To: Board of Aldermen
From: Daniel Barnett, City Clerk
Date: June 6, 2022
Re: Amending Chapter 600 of the City of Harrisonville Municipal Code – regarding Liquor Laws

GENERAL INFORMATION

Applicant: NA

Requested Actions: Discussion

Date of Application: NA

PROPOSAL

City staff desires to amend the regulations regarding the sale of intoxicating liquor within the City of Harrisonville.

Staff feel the current process for applying for and receiving an annual liquor license is cumbersome, difficult to understand and overall inefficient. Staff would like to see both a simplification of the application process and an amendment to the City's Liquor Laws to better align with the state license options.

Staff have also included in the proposed amendment, a change to hours permitted for Sunday sales, in an effort to properly align ourselves with State Statute.

Staff are hopeful for a partnership with software solutions firm SmartGov, to move the Liquor Licensing process from a paper application to an online application.

PREVIOUS ACTIONS

Staff presented the proposed changes during the Board of Aldermen Work Session on April 18, 2022. Staff have distributed the renewal reminder letters for current City of Harrisonville liquor license holders.

Staff have been researching and brainstorming internally since the fall of 2021 regarding efforts to simplify all aspects of the City's Liquor Laws and Liquor Licensing operations. Staff have worked with software solutions firm SmartGov to hopefully move the Liquor Licensing process from a paper application to an online application.

KEY ISSUES

The current City Liquor Laws are difficult for business owners to understand. The current Liquor Licensing application process is cumbersome and creates a headache for both applicants and City staff. These issues create an unnecessary amount of extra work for staff, which can be quickly eliminated with the proposed changes.

STAFF COMMENTS AND SUGGESTIONS

On the basis of valuing the efficiency of staff time and resources, staff recommend adopting the proposed amendments to the City's liquor laws. To this same end, staff also support the simplification of the liquor licensing process.

STAFF RECOMMENDATION

Approval.

ATTACHMENTS

Ordinance amending Chapter 600 of the City's Municipal Code regarding Liquor Laws.

STAFF CONTACT: Daniel Barnett, City Clerk

Council Bill No.**Ordinance No.**

**AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF
HARRISONVILLE, MISSOURI AMENDING CHAPTER 600 OF THE CITY OF
HARRISONVILLE MUNICIPAL CODE**

WHEREAS, the City of Harrisonville desires to amend its regulations regarding the sale of intoxicating liquor within the City of Harrisonville.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI, AS FOLLOWS:

Section 1: Section 600.120(A) is hereby amended to read as follows:

“A. *Individual.* No person shall be granted a license under this Article unless such person is of good moral character and taxpaying citizen of the State, who has paid in full all taxes then due by him/her to the City at the time the application for such license is filed, is in possession of current State of Missouri and Cass County liquor licenses; and no person shall be granted a license whose license as such dealer has been revoked; or who has been convicted, since the ratification of the Twenty-First Amendment to the Constitution of the United States, of a violation of the provisions of any law applicable to the manufacture or sale of alcoholic beverages; or who employs or has employed in his/her business as such dealer any person whose license has been revoked; or who has been convicted of violating the provisions of any such law since the date aforesaid.”

Section 2: Section 600.170 is hereby amended to read as follows:

“Before any license shall be issued for the manufacture or sale of intoxicating liquors in the City, the applicant therefore shall pay to the City one and a half times the fee(s) described in the State of Missouri Alcohol & Tobacco Laws & Regulations, as distributed by the Missouri State Alcohol & Tobacco Control, for the license requested from the City. An online copy of the fees can be found in the Schedule of Pro-Rated Fees at the below web location:

<https://atc.dps.mo.gov/documents/liquor-lawbook.pdf>”

Section 3: Section 600.030(D)(1) of the City of Harrisonville Municipal Code is hereby amended to read as follows:

“D. *Operating Hours, Days.*

1. No person having a license issued pursuant to this Chapter, nor any employee of such shall sell, give away or permit the consumption of, any

intoxicating liquor or non-intoxicating beer in any quantity between the hours of 1:30 A.M. and 6:00 A.M. on weekdays, and between the hours of 6:00 A.M. on Sundays and 1:30 A.M. on Mondays, upon or about his/her premises, except as otherwise authorized and licensed for Sunday sales. Any person licensed to sell intoxicating liquor or non-intoxicating beer by the drink shall keep a closed place during the aforementioned prohibited times.

Section 4. Sections 600.020(B) and 600.020(C) are hereby amended to read as follows:

“B. General Licenses. Any person possessing the qualifications and meeting the requirements of this Chapter may apply for the following licenses to sell intoxicating liquor or non-intoxicating beer:

1. *Package liquor — malt liquor only:* Sales of malt liquor at retail in the original package not for consumption on the premises where sold. This license may include Sunday sales from 6:00 A.M. to 1:30 A.M. on Monday.
2. *Package liquor — all kinds:* Sales of all kinds of intoxicating liquors in the original package at retail not for consumption on the premises where sold, including sales as set forth in Subsection **(B)(1)** of this Section.
3. *Liquor by the drink — malt liquor/light wine only:* Sales of malt liquor and light wines at retail by the drink for consumption on the premises where sold, including sales as set forth in Subsections **(B)(1)** and **(4)** of this Section.
4. *Malt liquor by the drink:* Sales of malt liquor at retail by the drink for consumption on the premises. This license may include Sunday sales from 9:00 A.M. to Midnight.
5. *Liquor by the drink — non-intoxicating beer:* Sales of non-intoxicating beer at retail by the drink for consumption on the premises where sold.
6. *Liquor by the drink — all kinds:* Sales of intoxicating liquor of all kinds at retail by the drink for consumption on the premises where sold, including package sales as set forth in Subsection **(B)(2)** of this Section.

C. Sunday Sales. Any person who is licensed under the provisions of this Chapter or who otherwise possess the qualifications and meets the requirements of this Chapter may apply for the following licenses to sell intoxicating liquor or non-intoxicating beer on Sundays between the hours of 6:00 A.M. to 1:30 A.M. on Monday.

1. *Package liquor — all kinds:* Sales of liquor of all kinds in the original package at retail not for consumption on the premises where sold.
2. *Liquor by the drink — restaurant bar:* Sales of liquor of all kinds by the drink at

retail for consumption on the premises of any restaurant bar.

3. *Liquor by the drink — amusement place:* Sales of liquor of all kinds by the drink at retail for consumption on the premises of any amusement place.

4. *Liquor by the drink — place of entertainment:* Sales of liquor of all kinds by the drink at retail for consumption on the premises of any place of entertainment.”

Section 5: That this Ordinance shall be in effect immediately upon its passage and approval.

READ FOR THE FIRST TIME BY TITLE ONLY ON THE 6TH OF JUNE 2022 AND
WAS READ FOR A SECOND TIME BY TITLE ONLY ON THE 6TH OF JUNE 2022
AND PASSED BY THE BOARD OF ALDERMEN THIS 6TH OF JUNE 2022.

VOTE TAKEN AS FOLLOWS:

AYES:

NAYS:

ABSENT:

ABSTAIN:

EXCUSED:

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

ATTEST:

Daniel Barnett, City Clerk

WITNESS my hand and seal this 6th day of June 2022.



STAFF REPORT

TO: Board of Aldermen
FROM: Daniel Barnett,
DATE: June 2, 2022
SUBJECT: 291 Streetlight Project MoDOT

Type of Item: *Approval*

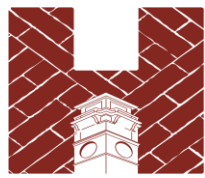
G. Action Item (ID # 4216)

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE AUTHORIZING AND DIRECTING THE CITY ADMINISTRATOR AND THE CITY CLERK OF THE CITY OF HARRISONVILLE, MISSOURI, TO EXECUTE DOCUMENTS IN THE NAME OF AND FOR AND ON BEHALF OF THE CITY OF HARRISONVILLE AND THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION FOR INSTALLATION OF STREETLIGHTING ALONG HIGHWAY 291 BEGINNING AT TIMBER DRIVE AND PROCEEDING TO WATERS ROAD.

Attachments:

Staff Report on TDD Hwy 291 Streetlights MoDOT(DOC)

Streetlight Ordinance MoDOT (DOCX)



THE CITY OF HARRISONVILLE

WHERE TRADITION MEETS INNOVATION

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

5.G.a

To: Board of Aldermen
From: Andy Pollard, Electric Director
Date: June 2, 2022
Re: Ordinance for Highway 291 Street Lighting Agreement with MoDOT

GENERAL INFORMATION

Applicant: N/A

Requested Actions: Approve ordinance authorizing City Administrator to enter into agreement with MoDOT authorizing street lighting on Highway 291

Date of Application: n/a

PROPOSAL

Discussion and put in place an ordinance allowing City Administrator and City Clerk to execute documents in the name and on behalf of the City of Harrisonville, Lighting installation and maintenance agreement between the City of Harrisonville and MoDOT for installing streetlights along Highway 291 from Waters Road South to Wal-Mart North Entrance.

PREVIOUS ACTIONS

None

KEY ISSUES

TDD has already paid for the installation and materials of the Street lighting and this agreement is part of the process of getting the approval from Missouri Highways and Transportation Commission for installation permit for work to be started.

STAFF COMMENTS AND SUGGESTIONS

Staff recommends approval and ordinance approved so that work may take place along Highway 291 to better improve lighting along the highway within City Limits.

STAFF RECOMMENDATION

Upon BOA consensus, approve the Ordinance to allow the City Administrator and City Clerk to execute the necessary MoDOT documents to install and maintain street lighting along Highway 291.

ATTACHMENTS

See attached Ordinance.

STAFF CONTACT:

Andy Pollard, Electric Director

Attachment: Staff Report on TDD Hwy 291 Streetlights MoDOT (291 Streetlight Project MoDOT)

ORDINANCE NO. _____

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE AUTHORIZING AND DIRECTING THE CITY ADMINISTRATOR AND THE CITY CLERK OF THE CITY OF HARRISONVILLE, MISSOURI, TO EXECUTE DOCUMENTS IN THE NAME OF AND FOR AND ON BEHALF OF THE CITY OF HARRISONVILLE AND THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION FOR INSTALLATION OF STREETLIGHTING ALONG HIGHWAY 291 BEGINNING AT TIMBER DRIVE AND PROCEEDING TO WATERS ROAD.

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI, AS FOLLOWS:

SECTION 1: That the City Administrator and City Clerk on the City of Harrisonville, Missouri, to execute in the name of and for and on behalf of the City of Harrisonville, a Lighting Installation and Maintenance Agreement between the City of Harrisonville and the Missouri Highways and Transportation Commission for installation of Streetlighting along Highway 291 from Timber Drive to Waters Road.

SECTION 2: This Ordinance shall be in full force and effect from and after the date of its passage and approval.

PASSED AND ORDAINED BY THE BOARD OF ALDERMEN AND APPROVED BY THE MAYOR OF THE CITY OF HARRISONVILLE THIS _____ DAY OF _____ 2022.

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

ATTEST:

Daniel Barnett, City Clerk

WITNESS my hand and seal this _____ day of _____ 2022.

Attachment: Streetlight Ordinance MoDOT (291 Streetlight Project MoDOT)



TO: Board of Aldermen
FROM: Christina Stanton,
DATE: May 23, 2022
SUBJECT: Final Plat--Burris Ridge, 3rd Plat

Type of Item: *Public Hearing*

H. Action Item (ID # 4208)

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE TO APPROVE THE FINAL PLAT OF “BURRIS RIDGE, 3RD PLAT”, CONTAINING BLOCK 1 LOCATED NORTH OF BURRIS DRIVE ALONG MARVIN COURT AND BLOCK 2 LOCATED EAST OF EXISTING RICHMOND DRIVE AND ALONG LADY’S LANE IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI.

Attachments:

Staff Report P&Z 5_19_22, Burris SD FP-3rd PLAT (PDF)

Original Preliminary Plat (PDF)

Burris Ridge 3rd Plat Preliminary (PDF)

Ordinance 3584 (PDF)

Burris Ridge 3rd Plat Final (PDF)

Zoning Map (PDF)

Aerial (PDF)

Ordinance & Plat (DOC)

To: Planning and Zoning Commission

From: Christina Stanton, Community Development Director

Date: May 19, 2022

Re: Burris Ridge Subdivision, Final Plat (Burris Ridge, 3rd Plat containing 15 lots)

GENERAL INFORMATION

Applicant: Corwood Homes, LLC

Requested Actions: Approval of Final Plat

Date of Application: May 6, 2022

PROPOSAL

Corwood Homes, LLC is seeking approval of the attached final plat of Burris Ridge, 3rd Plat. This plat contains the 15 lots which were conditionally approved as a preliminary plat by the Planning and Zoning Commission on March 17, 2022. The six northern lots that comprise Block 1 of this final plat were part of the recent rezoning from RP-2 (Planned Two-Family Residential District) to RP-1 (Planned Single-Family Residential District).

Please see the attached maps and aerial photos.

The surrounding properties are currently zoned RP-1 and R1, in all directions.

PREVIOUS ACTIONS

- February 22, 2005—The Board of Aldermen approved multiple rezonings and a Preliminary Plat for Burris Ridge:
 - Rezoning from R-1 (Single-Family Residential District) to R-1P (Planned Single-Family Residential District, now RP-1) by Ord. #2899
 - Rezoning from R-1 (Single-Family Residential District) to R-2P (Planned Two-Family Residential District, now RP-2) by Ord. #2900
 - Rezoning from R-1 (Single-Family Residential District) to C-O (Non-Retail Business District) by Ord. #2901
 - Rezoning from R-1 (Single-Family Residential District) to C-1 (Local Business District) by Ord. #2902
 - Preliminary Plat by Resolution #05-12
- September 18, 2006—The Board of Aldermen approved the Final Plat of Burris Ridge, 1st Plat by Ord. #2973.
- July 7, 2014—The Board of Aldermen approved a Resolution (#025-14) supporting a proposed development to be called “Burris Ridge Townhomes”.

- June 7, 2021—The Board of Aldermen approved a Rezone of Lot 2, Burris Ridge from C-1 (Local Business District) and a Rezone of Lot 1, Burris Ridge from C-O (Non-Retail Business District) to R-1 (Single-Family Residential District) by Ord. #3546 & #3545, respectively.
- August 2, 2021—The Board of Aldermen approved a Final Plat of Burris Drive Estates by Ord. #3557.
- March 17, 2022—The Planning & Zoning Commission approved a Preliminary Plat of Burris Ridge, 3rd Plat. The staff report for this application stated that the rezoning for all RP-2 (Planned Two-Family Residential District) was forthcoming.
- April 21, 2022—The Planning & Zoning Commission recommended approval of the Rezoning of 7.10 acres from RP-2 (Planned Two-Family Residential District) to RP-1 (Planned Single-Family Residential District).
- May 2, 2022—The Board of Aldermen approved the Rezoning of 7.10 acres from RP-2 (Planned Two-Family Residential District) to RP-1 (Planned Single-Family Residential District) by Ordinance No. 3584.

KEY ISSUES

The owners/developers would like the whole subdivision to develop as Residential Single-Family homes.

STAFF COMMENTS AND SUGGESTIONS

Staff has the opinion that the requested final plat is acceptable and in keeping with the City's Comprehensive Master Plan guidelines and objectives. The applicant has followed the appropriate process and procedures and this final plat is consistent with the approved preliminary plat.

STAFF RECOMMENDATION

Staff recommends approval of the requested final plat.

ATTACHMENTS

Original Preliminary Plat
Preliminary Plat of Burris Ridge, 3rd Plat
Ordinance No. 3584
Burris Ridge, 3rd Plat Final Plat Exhibit
Zoning Map
Aerial photo

STAFF CONTACT:

Christina Stanton

PRELIMINARY PLAT OF BURRIS RIDGE

LOTS 1-186 AND TRACTS A-D
HARRISONVILLE, CASS COUNTY, MISSOURI

PRESENT ZONING: AGRICULTURE

REQUESTED ZONING:

LOT 1 C-0
LOT 2 C-1
LOTS 3-24 R-2P
LOTS 25-186 R-1P

LOT STANDARDS FOR R-1P

FRONT SETBACK: 25' INCLUDING SIDE YARDS THAT ABUT CITY STREETS.
SIDE: 7.5' MINIMUM
REAR: 25' MINIMUM
MINIMUM LOT WIDTH: 65' MINIMUM (AS MEASURED FROM THE BUILD LINE ON CDS)
MINIMUM LOT SIZES: 7500 SQ. FT.

LOT STANDARDS FOR R-2P

FRONT SETBACK: 25' INCLUDING SIDE YARDS THAT ABUT CITY STREETS.
SIDE: 7.5' MINIMUM
REAR: 25' MINIMUM
MINIMUM LOT WIDTH: 75' MINIMUM (AS MEASURED FROM THE BUILD LINE ON CDS)
MINIMUM LOT DEPTH: 110'
MINIMUM LOT SIZES: 10,000 SQ. FT.

NOTES:

1. PROJECT BENCHMARK IS MONUMENT #114 FROM CITY OF HARRISONVILLE CONTROL SYSTEM

THUNDERBIRD ESTATES HOMEOWNERS

1. KEVIN D. AND JENNIFER M. GINNINGS
2. JAMES H. AND SANDRA K. GRAY
3. CALEB L. GILBERT
4. ALFRED A. AND ROBERTA L. PFEIFER
5. HAROLD L. AND MARQUERITE L. HATCH
6. GARY AND ROSANNA NEVILLS

PREPARED FOR: ETERNAL INVESTMENTS
2001 NW JEFFERSON
BLUE SPRINGS, MO 64015
816-716-3254

SUMMIT SURVEY
526 SW 3RD STREET
LEE'S SUMMIT, MO 64063
816-347-9620
FAX: 816-347-9291

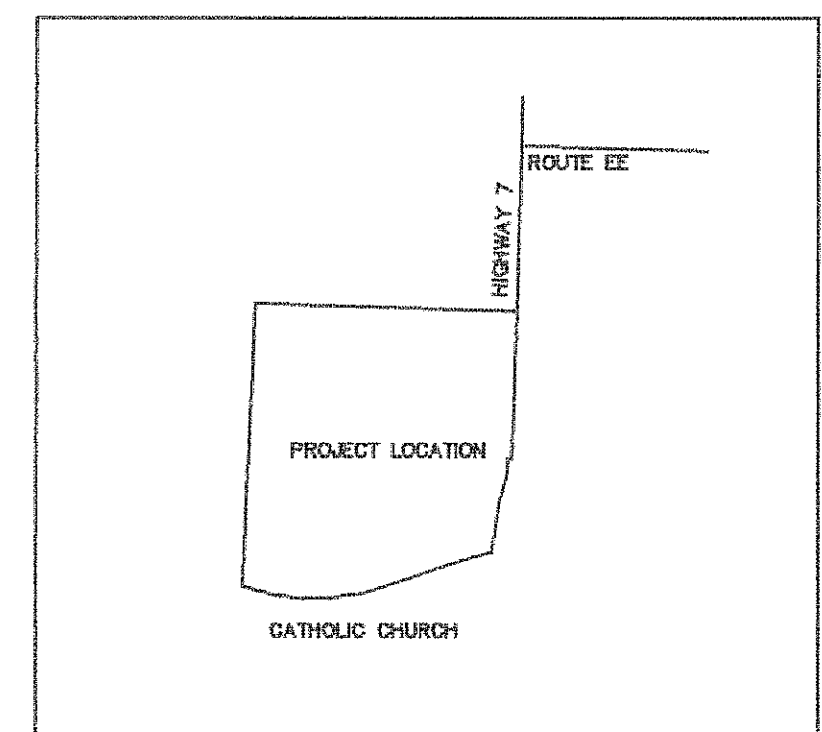
THUNDERBIRD ESTATES

R-1

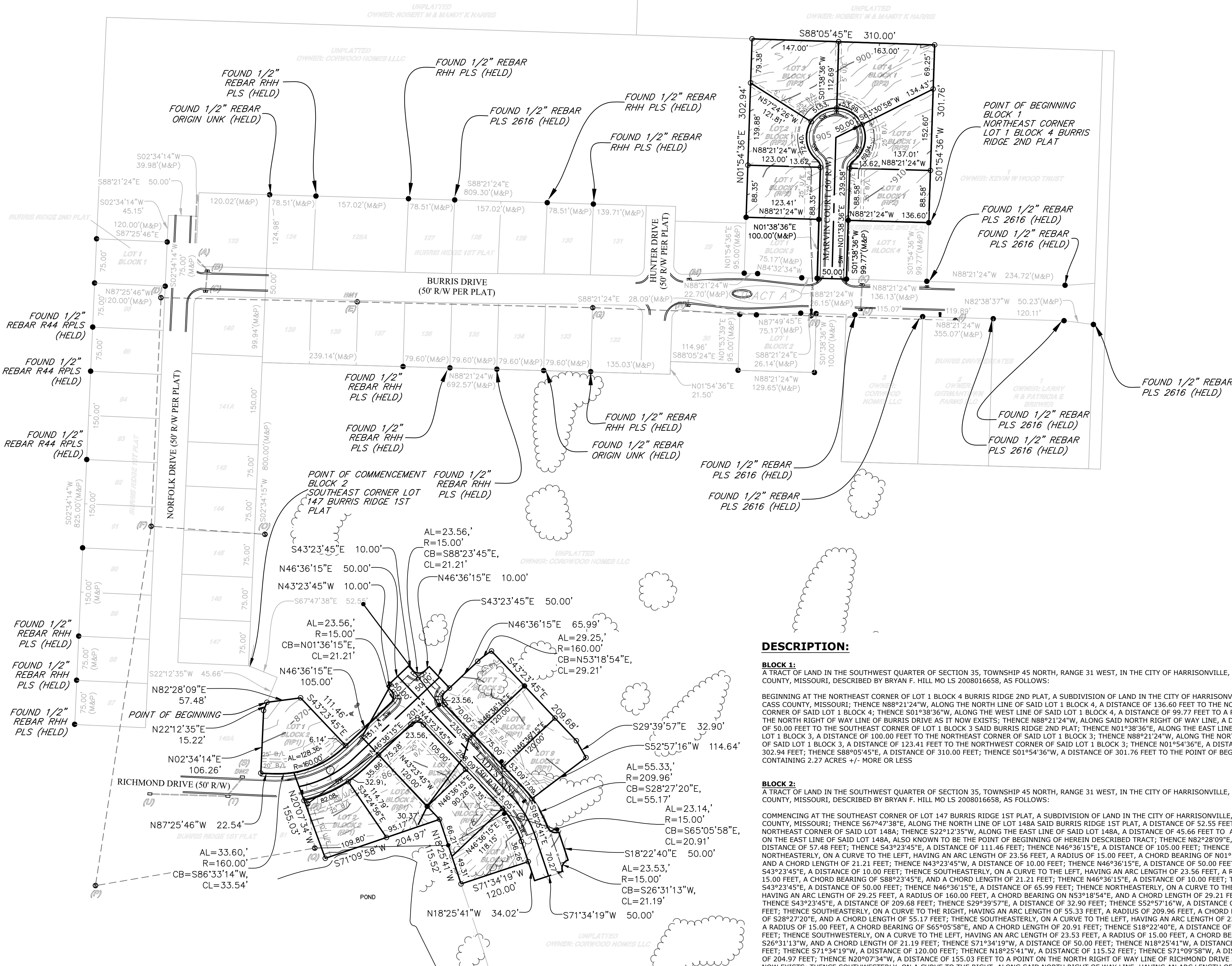
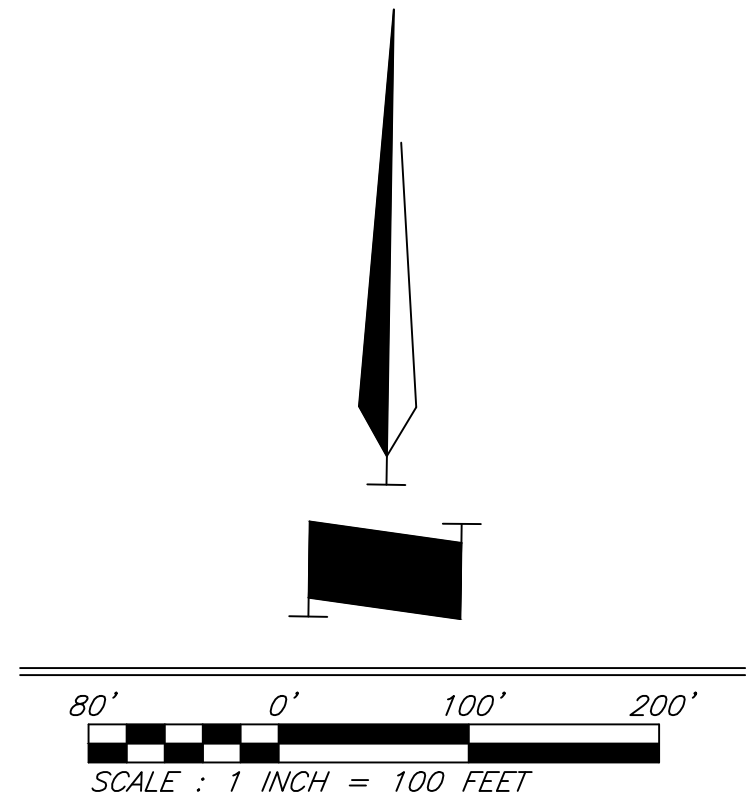


LEGAL DESCRIPTION:

Part of the SW 1/4 of Section 35, Township 45N, Range 31W in the City of Harrisonville, Cass County, Missouri, described as follows: From the center of Section 35 aforesaid, run thence South along the centerline of MO. State Hwy. 7, 718.50 feet to the True Point of Beginning of the tract to be described; thence West, 1739.57 feet; thence S 00°55'38" W, along the East line of the Harrisonville Golf Club land, 1845.23 feet to a point in the Northerly right of way line of the Frisco Railroad; thence following said Northerly right of way line on a curve to the left having a radius of 1382.39 feet and a chord bearing of N 88°50'00" E, a distance of 917.24 feet; thence N 69°49'30" E along said railroad right of way line 527.27 feet; thence following the Northerly right of way line of the railroad on a curve to the right having a radius of 1959.86 feet and a chord bearing of N 75°23'56" E, a distance of 381.33 feet to the centerline of Highway No. 7; thence N 00°16' E; along the centerline of Highway No. 7, 1232.70 feet; thence North, along the centerline of Missouri State Highway No. 7, 316.14 feet to the POINT OF BEGINNING, containing 71.65 acres, more or less, all being subject to existing roads and easements.



PRELIMINARY PLAT
BURRIS RIDGE 3RD PLAT
A SUBDIVISION OF LAND IN THE CITY OF
HARRISONVILLE,
CASS COUNTY, MISSOURI



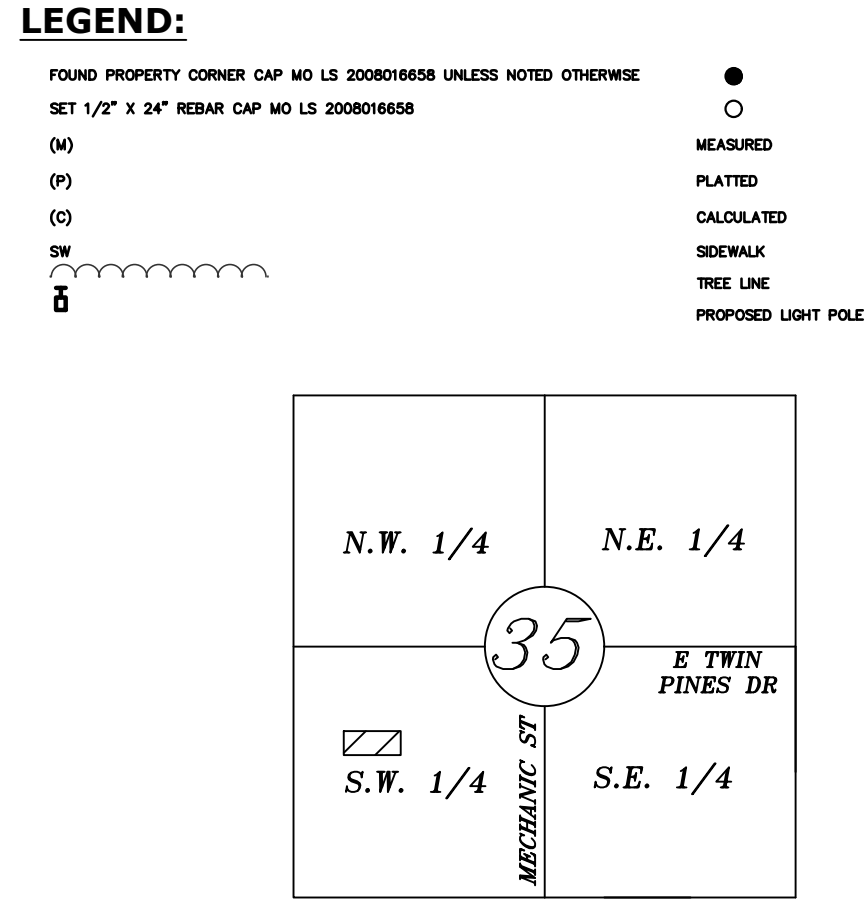
DESCRIPTION:

BLOCK 1:
A TRACT OF LAND IN THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 45 NORTH, RANGE 31 WEST, IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI, DESCRIBED BY BRYAN F. HILL MO LS 2008016658, AS FOLLOWS:
BEGINNING AT THE NORTHEAST CORNER OF LOT 1 BLOCK 4 BURRIS RIDGE 2ND PLAT, A SUBDIVISION OF LAND IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI; THENCE N88°21'24\"/>

BLOCK 2:
A TRACT OF LAND IN THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 45 NORTH, RANGE 31 WEST, IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI, DESCRIBED BY BRYAN F. HILL MO LS 2008016658, AS FOLLOWS:
COMMENCING AT THE SOUTHEAST CORNER OF LOT 147 BURRIS RIDGE 1ST PLAT, A SUBDIVISION OF LAND IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI; THENCE S67°47'38\"/>

STORM AND SANITARY DETAIL			
	TYPE	TOP ELV	FLOW LINE
A	4'X4' JUNCTION BOX	882.09	FL IN SE 15\"/>
B	7'X4' CONC CURB INLET	884.86	FL OUT N 15\"/>
C	7'X4' CONC CURB INLET	884.74	FL OUT N 15\"/>
D	4' SANITARY MANHOLE	887.36	FL IN N 6\"/>
E	4' SANITARY MANHOLE	889.95	FL INVERT - 879.60
F	4' SANITARY MANHOLE	883.85	FL INVERT - 871.30
G	4' SANITARY MANHOLE	901.96	FL IN E 10\"/>
H	4' SANITARY MANHOLE	908.01	FL IN E 8\"/>
I	4' SANITARY MANHOLE	911.08	FL IN E 8\"/>
J	7'X4' CONC CURB INLET	909.22	FL IN N 15\"/>
K	6'X4' CONC CURB INLET	909.27	FL OUT S 15\"/>
L	6'X4' CONC CURB INLET	910.45	FL OUT W 15\"/>
M	7'X4' CONC CURB INLET	906.27	FL IN S 15\"/>
N	7'X4' CONC CURB INLET	906.25	FL OUT N 15\"/>
O	4' SANITARY MANHOLE	886.07	FL OUT W 8\"/>
P	4' SANITARY MANHOLE	850.80	FL IN N 8\"/>
Q	4' SANITARY MANHOLE	860.63	FL OUT S 8\"/>
R	4' SANITARY MANHOLE	867.75	FL OUT S 8\"/>
S	7'X4' CONC CURB INLET	866.40	FL OUT S 15\"/>
T	7'X4' CONC CURB INLET	866.06	FL IN N 15\"/>
U	7'X4' CONC CURB INLET	863.30	FL OUT W 15\"/>

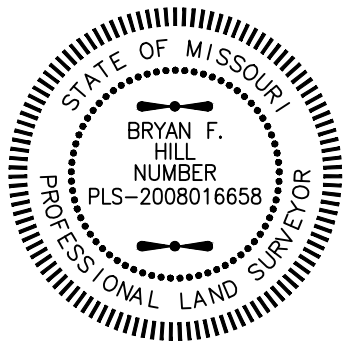
- GENERAL NOTES:**
- THE BASIS FOR THE BEARING SYSTEM FOR THIS PLAT IS THE MISSOURI WEST ZONE U.S. STATE PLANE 1983. NAVD 1988
 - ALL DISTANCES SHOWN HEREON ARE GROUND DISTANCES IN US SURVEY FEET.
 - MISSOURI ONE CALL WAS NOT CALLED ON THIS SURVEY.
 - TITLE COMMITMENT PER COFFELT LAND TITLE, INC FILE NO: 21052057
 - BUILDING LINES OR SETBACKS ARE HEREBY ESTABLISHED, AS SHOWN ON THE ACCOMPANYING PLAT, AND NO BUILDING OR PORTION THEREOF SHALL BE BUILT BETWEEN THIS LINE AND THE LOT LINE NEAREST THERETO.
 - THE SUBJECT PROPERTY IS LOCATED IN "ZONE X" (AREAS OF MINIMAL FLOODING) ACCORDING TO THE CASS COUNTY, MISSOURI FLOOD INSURANCE RATE MAP (FIRM), MAP NUMBER 29037C0187F, MAP REVISED 01/02/2013.
 - FRONT YARD BUILDING LINE - 25 FEET
 - SIDE YARD BUILDING LINE - 7.5 FEET
 - REAR YARD BUILDING LINE - 25 FEET
 - CURRENT ZONING - RP1 & RP2
 - SITE BENCHMARKS
-BM1 - SANITARY MANHOLE 887.19
-BM2 - STORM MANHOLE 886.40



ACREAGE TABLE		
LOT 1 BLOCK 1	10884.49 SQFT	0.25 AC
LOT 2 BLOCK 1	11371.83 SQFT	0.26 AC
LOT 3 BLOCK 1	16210.25 SQFT	0.37 AC
LOT 4 BLOCK 1	17993.51 SQFT	0.41 AC
LOT 5 BLOCK 1	12688.94 SQFT	0.29 AC
LOT 6 BLOCK 1	12117.66 SQFT	0.28 AC
LOT 1 BLOCK 2	13100.04 SQFT	0.30 AC
LOT 2 BLOCK 2	10102.35 SQFT	0.23 AC
LOT 3 BLOCK 2	10362.25 SQFT	0.24 AC
LOT 4 BLOCK 2	10785.39 SQFT	0.25 AC
LOT 5 BLOCK 2	8999.87 SQFT	0.21 AC
LOT 6 BLOCK 2	8965.08 SQFT	0.21 AC
LOT 7 BLOCK 2	10115.21 SQFT	0.23 AC
LOT 8 BLOCK 2	9000.00 SQFT	0.21 AC
LOT 9 BLOCK 2	9397.03 SQFT	0.22 AC

CURVE DATA		
	1	2
RADIUS	185.00'	185.00'
ARC LENGTH	104.87'	80.62'
CHORD LENGTH	103.47'	79.98'
CHORD BEARING	N62°50'36"E	S30°54'43"E

I declare that to the best of my professional knowledge and belief, this plat and survey meets the current "Missouri Standards for Property Boundary Surveys" (20 CSR 2030-16).



Prepared for:
Bryan Bechler

Bryan F. Hill
Professional Land Surveyor
MO LS 2008016658

SW 1/4, SECTION 35, TWP 45 N, RANGE 31 W

CASS COUNTY, MISSOURI

FINAL PLAT

Bryan Hill, PLS

186 Elm Street | Peculiar, Mo. 64078 | 816.739.0157

Council Bill No. 2022 – 029**Ordinance No. 3584**

AN ORDINANCE OF THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI, APPROVING AN APPLICATION TO REZONE APPROXIMATELY 7.10 ACRES FROM RP-2 (PLANNED TWO-FAMILY DISTRICT) TO RP-1 (PLANNED SINGLE-FAMILY RESIDENTIAL DISTRICT) LOCATED WEST OF MECHANIC STREET, AND NORTH AND SOUTH OF BURRIS DRIVE, AND ESTABLISHING AN EFFECTIVE DATE THEREOF.

WHEREAS, the City of Harrisonville, Missouri (the "City") has received an application from Corwood Homes, LLC, to rezone approximately 7.10 acres from RP-2 (Planned Two-Family Residential District) to RP-1 (Planned Single-Family Residential District) located west of Mechanic Street, and north and south of Burris Drive, in the City of Harrisonville, Cass County, Missouri;

WHEREAS, on April 21, 2022, the Planning & Zoning Commission did conduct a public hearing, and after evaluating the application for rezoning, did recommend with a vote of 8 ayes, 0 nays, and 1 member excused, that the Board of Aldermen approve the rezoning for the findings in the staff report;

WHEREAS, on May 2, 2022, the Board of Aldermen did conduct a public hearing and did consider the staff report, input from the public, and the recommendation of the Planning & Zoning Commission.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI, AS FOLLOWS:

Section 1. The application to rezone approximately 7.10 acres from RP-2 (Planned Two-Family Residential District) to RP-1 (Planned Single-Family Residential District) located west of Mechanic Street, and north and south of Burris Drive, is hereby approved based upon the findings in the staff report and meeting minutes of the Planning & Zoning Commission Meeting and Board of Aldermen Meeting at which this application was considered.

Section 2: The rezoning comprises the following real estate in the City of Harrisonville, Cass County, Missouri, described as follows:

Legal Description

A TRACT OF LAND IN THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 45 NORTH, RANGE 31 WEST, IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI, DESCRIBED BY BRYAN F. HILL MO PLS 2008016658, AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF LOT 1 BURRIS RIDGE 1ST PLAT, A SUBDIVISION OF LAND IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI; THENCE N88°21'24"W, ALONG THE NORTH RIGHT OF WAY LINE OF BURRIS DRIVE AS IT NOW

EXISTS, A DISTANCE OF 136.13 FEET; THENCE S01°02'43"W, A DISTANCE OF 74.93 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF SAID BURRIS DRIVE, ALSO KNOWN TO BE A POINT ON THE WEST LINE OF LOT 2 SAID BURRIS RIDGE 1ST PLAT; THENCE S01°54'33"W, ALONG THE WEST LINE OF SAID LOT 2, A DISTANCE OF 235.07 FEET TO THE SOUTHWEST CORNER OF SAID LOT 2; THENCE S88°21'24"E, ALONG THE SOUTH LINE OF SAID LOT 2, A DISTANCE OF 365.09 FEET TO A POINT ON THE SOUTH LINE OF SAID LOT 2; THENCE S01°54'36"W, A DISTANCE OF 287.08 FEET; THENCE N88°21'24"W, A DISTANCE OF 243.14 FEET; THENCE N74°18'48"W, A DISTANCE OF 178.66 FEET; THENCE N42°52'50"W, A DISTANCE OF 134.37 FEET; THENCE N12°41'23"W, A DISTANCE OF 135.15 FEET; THENCE N01°57'42"E, A DISTANCE OF 261.98 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF SAID BURRIS DRIVE; THENCE S88°21'24"E, ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 28.09 FEET; THENCE N87°49'45"E, CONTINUING ALONG SAID SOUTH RIGHT OF WAY LINE A DISTANCE OF 75.17 FEET; THENCE S88°21'24"E, CONTINUING ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 26.14 FEET; THENCE N01°38'36"E, A DISTANCE OF 60.00 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF SAID BURRIS DRIVE; THENCE N88°21'24"W, ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 26.15 FEET; THENCE N84°32'34"W, CONTINUING ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 75.17 FEET; THENCE N88°21'24"W, CONTINUING ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 22.70 FEET TO THE SOUTHEAST CORNER OF LOT 29 SAID BURRIS RIDGE 1ST PLAT; THENCE N01°54'36"E, ALONG THE EAST LINE OF SAID LOT 29, A DISTANCE OF 397.94 FEET; THENCE S88°05'45"E, A DISTANCE OF 310.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 1 BURRIS RIDGE 1ST PLAT; THENCE S01°54'36"W, ALONG THE WEST LINE OF SAID LOT 1, A DISTANCE OF 401.53 FEET TO THE POINT OF BEGINNING. CONTAINING 7.10 ACRES MORE OR LESS.

Section 3. Severability. The sections, paragraphs, sentences, clauses, and phrases of this ordinance shall be severable. In the event that any such section, paragraph, sentence, clause or phrase of this ordinance is found by a court of competent jurisdiction to be invalid, the remaining portions of this ordinance are valid, unless the court finds the valid portions of this ordinance are so essential to and inseparably connected with and dependent upon the void portion that it cannot be presumed that the City has enacted the valid portions without the void ones, or unless the court finds that the valid portions, standing alone, are incomplete and are incapable of being

executed in accordance with the legislative intent.

Section 4. Governing Law. This ordinance shall be governed exclusively by and construed in accordance with the applicable laws of the State of Missouri.

Section 5. Effective Date. This ordinance shall be in full force and effect from and after its passage by the Board of Aldermen and approval by the Mayor.

READ FOR THE FIRST TIME BY TITLE ONLY ON THE 2ND DAY OF MAY 2022
AND WAS READ FOR A SECOND TIME BY TITLE ONLY ON THE 2ND DAY OF
MAY 2022 AND PASSED BY THE BOARD OF ALDERMEN THIS 2ND DAY OF
MAY 2022.

VOTE TAKEN AS FOLLOWS:

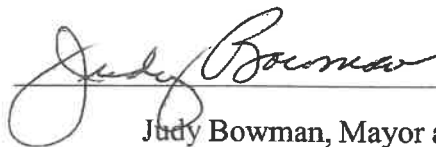
AYES: Davidson, Doerhoff, Franklin, Milner, Reece, Turner, Zaring

NAYS:

ABSENT:

ABSTAIN:

EXCUSED: Mills



Judy Bowman, Mayor and Ex-Officio

Chairman of the Board of Aldermen

ATTEST:



Daniel Barnett, City Clerk

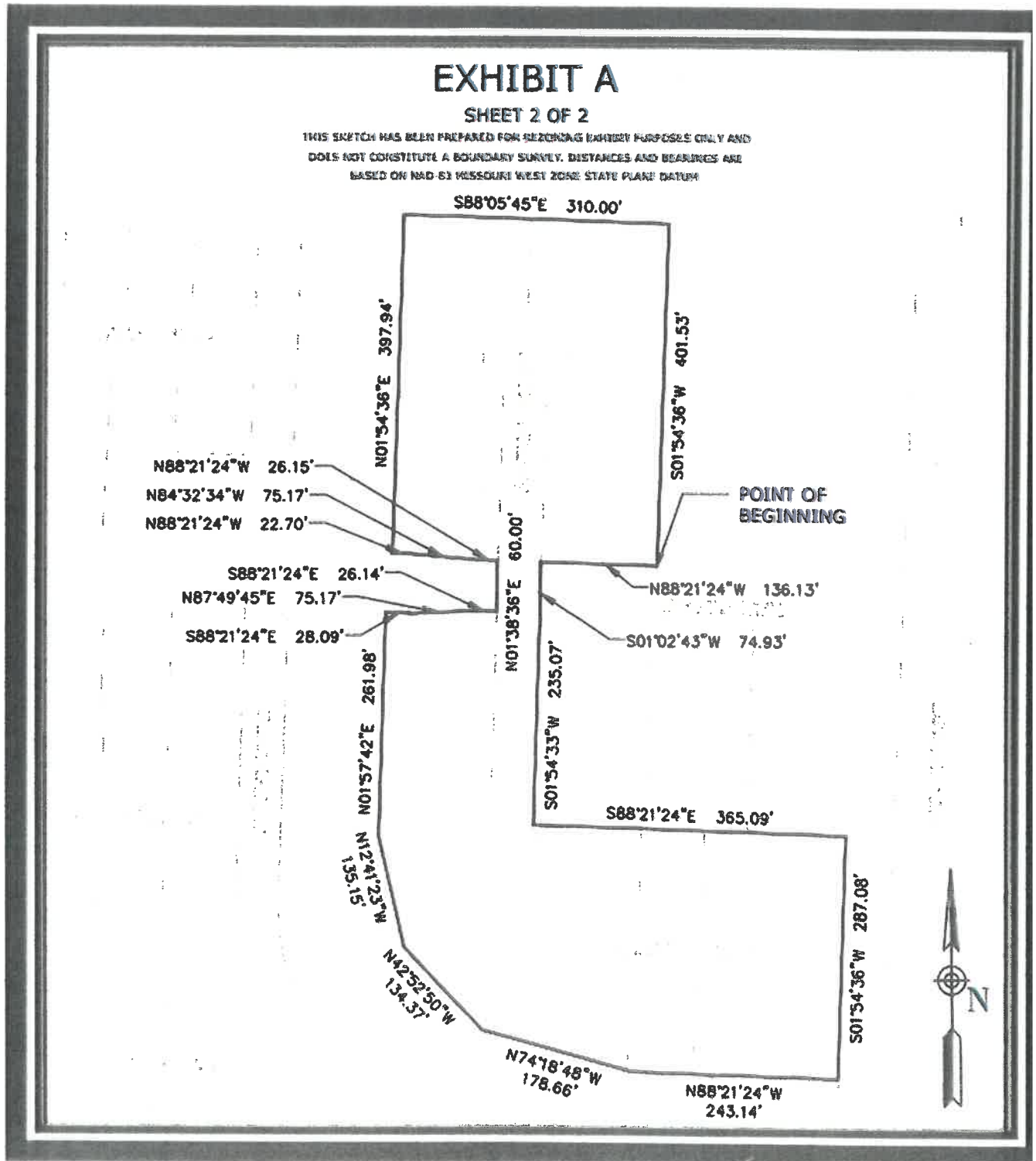
WITNESS my hand and seal this 2nd day of May, 2022.

Exhibit A: Map Burris Ridge Rezoning from RP-2 to RP-1

Attachment: Ordinance 3584 (Final Plat--Burris Ridge, 3rd Plat)

EXHIBIT A

Burris Ridge Rezoning from RP-2 to RP-1



Attachment: Ordinance 3584 (Final Plat--Burris Ridge, 3rd Plat)

DESCRIPTION:

BLOCK 1:
A TRACT OF LAND IN THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 45 NORTH, RANGE 31 WEST, IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI, DESCRIBED BY BRYAN F. HILL MO LS 2008016658, AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 1 BLOCK 4 BURRIS RIDGE 2ND PLAT, A SUBDIVISION OF LAND IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI; THENCE N88°21'24"W, ALONG THE NORTH LINE OF SAID LOT 1 BLOCK 4, A DISTANCE OF 136.60 FEET TO THE NORTHWEST CORNER OF SAID LOT 1 BLOCK 4; THENCE S01°38'36"W, ALONG THE WEST LINE OF SAID LOT 1 BLOCK 4, A DISTANCE OF 99.77 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF BURRIS DRIVE AS IT NOW EXISTS; THENCE N88°21'24"W, ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 50.00 FEET TO THE SOUTHEAST CORNER OF LOT 1 BLOCK 3 SAID BURRIS RIDGE 2ND PLAT; THENCE N01°38'36"E, ALONG THE EAST LINE OF SAID LOT 1 BLOCK 3, A DISTANCE OF 100.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 1 BLOCK 3; THENCE N88°21'24"W, ALONG THE NORTH LINE OF SAID LOT 1 BLOCK 3, A DISTANCE OF 123.41 FEET TO THE NORTHWEST CORNER OF SAID LOT 1 BLOCK 3; THENCE N01°54'36"E, A DISTANCE OF 302.94 FEET; THENCE S88°05'45"E, A DISTANCE OF 310.00 FEET; THENCE S01°54'36"W, A DISTANCE OF 301.76 FEET TO THE POINT OF BEGINNING, CONTAINING 2.27 ACRES +/- MORE OR LESS

BLOCK 2:
A TRACT OF LAND IN THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 45 NORTH, RANGE 31 WEST, IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI, DESCRIBED BY BRYAN F. HILL MO LS 2008016658, AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF LOT 147 BURRIS RIDGE 1ST PLAT, A SUBDIVISION OF LAND IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI; THENCE S67°47'38"E, ALONG THE NORTH LINE OF LOT 148A SAID BURRIS RIDGE 1ST PLAT, A DISTANCE OF 52.55 FEET TO THE NORTHEAST CORNER OF SAID LOT 148A; THENCE S22°12'35"W, ALONG THE EAST LINE OF SAID LOT 148A, A DISTANCE OF 45.66 FEET TO A POINT ON THE EAST LINE OF SAID LOT 148A, ALSO KNOWN TO BE THE POINT OF BEGINNING OF HEREIN DESCRIBED TRACT; THENCE N82°28'09"E, A DISTANCE OF 57.48 FEET; THENCE S43°23'45"E, A DISTANCE OF 111.46 FEET; THENCE N46°36'15"E, A DISTANCE OF 105.00 FEET; THENCE NORTHEASTERLY, ON A CURVE TO THE LEFT, HAVING AN ARC LENGTH OF 23.56 FEET, A RADIUS OF 15.00 FEET, A CHORD BEARING OF N01°36'15"E, AND A CHORD LENGTH OF 21.21 FEET; THENCE N43°23'45"W, A DISTANCE OF 10.00 FEET; THENCE N46°36'15"E, A DISTANCE OF 50.00 FEET; THENCE S43°23'45"E, A DISTANCE OF 10.00 FEET; THENCE SOUTHEASTERLY, ON A CURVE TO THE LEFT, HAVING AN ARC LENGTH OF 23.56 FEET, A RADIUS OF 15.00 FEET, A CHORD BEARING OF N01°36'15"E, AND A CHORD LENGTH OF 21.21 FEET; THENCE N46°36'15"E, A DISTANCE OF 10.00 FEET; THENCE S43°23'45"E, A DISTANCE OF 50.00 FEET; THENCE N46°36'15"E, A DISTANCE OF 65.99 FEET; THENCE NORTHEASTERLY, ON A CURVE TO THE RIGHT, HAVING AN ARC LENGTH OF 29.25 FEET, A RADIUS OF 160.00 FEET, A CHORD BEARING ON N53°18'54"E, AND A CHORD LENGTH OF 29.21 FEET; THENCE S43°23'45"E, A DISTANCE OF 109.68 FEET; THENCE S29°39'57"E, A DISTANCE OF 32.90 FEET; THENCE S52°57'16"W, A DISTANCE OF 114.64 FEET; THENCE SOUTHEASTERLY, ON A CURVE TO THE RIGHT, HAVING AN ARC LENGTH OF 55.33 FEET, A RADIUS OF 209.96 FEET, A CHORD BEARING OF S28°27'20"E, AND A CHORD LENGTH OF 55.17 FEET; THENCE SOUTHEASTERLY, ON A CURVE TO THE LEFT, HAVING AN ARC LENGTH OF 23.14 FEET, A RADIUS OF 15.00 FEET, A CHORD BEARING OF S65°05'58"E, AND A CHORD LENGTH OF 20.91 FEET; THENCE S18°22'40"E, A DISTANCE OF 50.00 FEET; THENCE SOUTHWESTERLY, ON A CURVE TO THE LEFT, HAVING AN ARC LENGTH OF 23.53 FEET, A RADIUS OF 15.00 FEET, A CHORD BEARING OF S26°31'13"W, AND A CHORD LENGTH OF 21.19 FEET; THENCE S71°34'19"W, A DISTANCE OF 50.00 FEET; THENCE N18°25'41"W, A DISTANCE OF 34.02 FEET; THENCE S71°34'19"W, A DISTANCE OF 120.00 FEET; THENCE N18°25'41"W, A DISTANCE OF 115.52 FEET; THENCE S71°09'58"W, A DISTANCE OF 204.97 FEET; THENCE N20°07'34"W, A DISTANCE OF 155.03 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF RICHMOND DRIVE AS IT NOW EXISTS; THENCE SOUTHWESTERLY, ON A CURVE TO THE RIGHT, ALONG SAID NORTH RIGHT OF WAY LINE, HAVING AN ARC LENGTH OF 33.60 FEET, A RADIUS OF 160.00 FEET, A CHORD BEARING OF S86°33'14"W, AND A CHORD LENGTH OF 33.54 FEET; THENCE N87°25'46"W, CONTINUING ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 22.54 FEET TO THE SOUTHEAST CORNER OF SAID LOT 148A; THENCE N02°34'14"E, ALONG THE EAST LINE OF SAID LOT 148A, A DISTANCE OF 106.26 FEET; THENCE N22°12'35"E, CONTINUING ALONG SAID EAST LINE, A DISTANCE OF 15.22 FEET TO THE POINT OF BEGINNING, CONTAINING 2.91 ACRES +/- MORE OR LESS

PLAT DEDICATION:
THE UNDERSIGNED PROPRIETORS OF THE ABOVE DESCRIBED TRACT OF LAND HAVE CAUSED THE SAME TO BE SUBDIVIDED IN THE MANNER SHOWN ON THE ACCOMPANYING PLAT, WHICH SUBDIVISION SHALL BE HEREAFTER KNOWN AS "BURRIS RIDGE 3RD PLAT".

AN EASEMENT IS HEREBY GRANTED TO THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI, TO ENTER UPON, CONSTRUCT, MAINTAIN, USE AND AUTHORIZE THE LOCATION, OF CONDUITS FOR PROVIDING WATER, GAS, CABLE, ELECTRIC, SEWERS, AND OTHER UTILITY SERVICES, INCLUDING RELATED FACILITIES AND APPURTENANCES THERETO, AND DRAINAGE FACILITIES, UPON, UNDER, OVER AND ACROSS THOSE AREAS OUTLINED AND DESIGNATED ON THIS PLAT AS "UTILITY EASEMENT" OR "U/E", AND FURTHER, SUBJECT TO ADMINISTRATION AND REGULATION BY THE CITY, THE SUBORDINATE USE OF SUCH AREAS BY OTHER GOVERNMENTAL ENTITIES AND UTILITIES, FRANCHISED OR AUTHORIZED TO DO BUSINESS IN THE UNIFIED GOVERNMENT OF HARRISONVILLE, CASS COUNTY, MISSOURI.

IN TESTIMONY WHEREOF, WE, UNDERSIGNED PROPRIETORS HAVE CAUSED THIS INSTRUMENT TO BE EXECUTED ON THIS _____ DAY OF _____, 2022.

CORWOOD HOMES, LLC, OWNER

ACKNOWLEDGEMENT:

STATE OF _____
COUNTY OF _____

BE IT REMEMBERED THAT ON THIS _____ DAY OF _____, 2022, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC, IN AND FOR SAID COUNTY AND STATE, CAME _____ & _____, TO ME PERSONALLY KNOWN _____ TO BE THE SAME PERSON WHO EXECUTED THE FORGOING INSTRUMENT OF WRITING, AND DULY ACKNOWLEDGED THE EXECUTION OF SAME. IN TESTIMONY WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY NOTARY SEAL THE DAY AND YEAR ABOVE WRITTEN.

NOTARY PUBLIC. _____
My Commission Expires: _____

PLANNING AND ZONING COMMISSION:
THIS PLAT OF _____ ADDITION HAS BEEN SUBMITTED TO AND APPROVED BY THE HARRISONVILLE PLANNING AND ZONING COMMISSION THIS _____ DAY OF _____, 20 _____.

PLANNING AND ZONING COMMISSION CHAIRMAN _____

BOARD OF ALDERMEN:
THIS PLAT OF _____ INCLUDING EASEMENTS AND RIGHTS-OF-WAY ACCEPTED BY THE BOARD OF ALDERMEN HAS BEEN SUBMITTED TO AND APPROVED BY THE HARRISONVILLE BOARD OF ALDERMEN BY ORDINANCE NO. _____, DULY PASSED AND APPROVED BY THE MAYOR OF HARRISONVILLE, MISSOURI, ON THE _____ DAY OF _____, 20 _____.

(SEAL)

MAYOR: _____

ATTEST: _____

CITY CLERK _____

CITY ENGINEER OR PUBLIC WORKS DIRECTOR _____

COMMUNITY DEVELOPMENT DIRECTOR _____

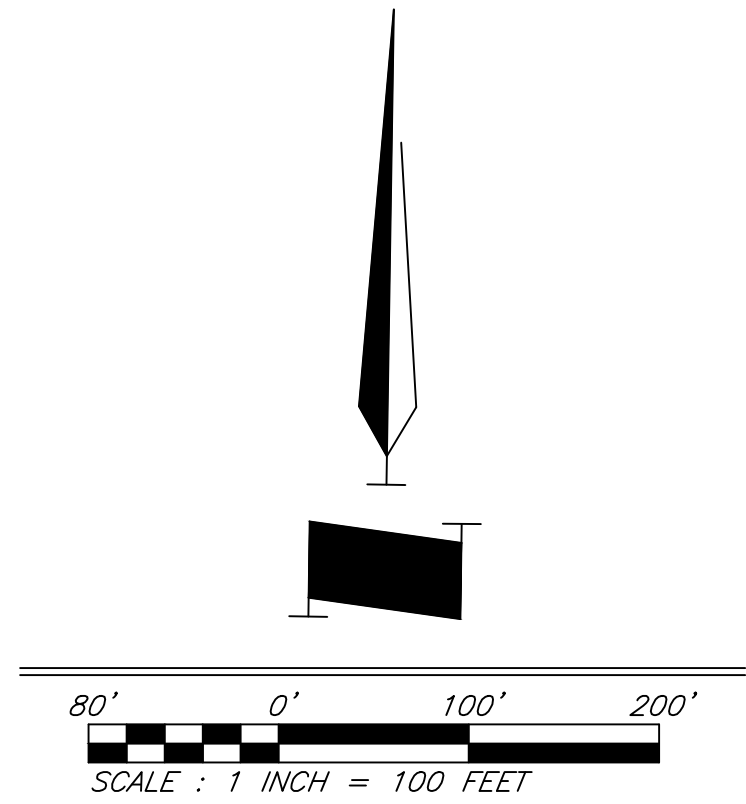
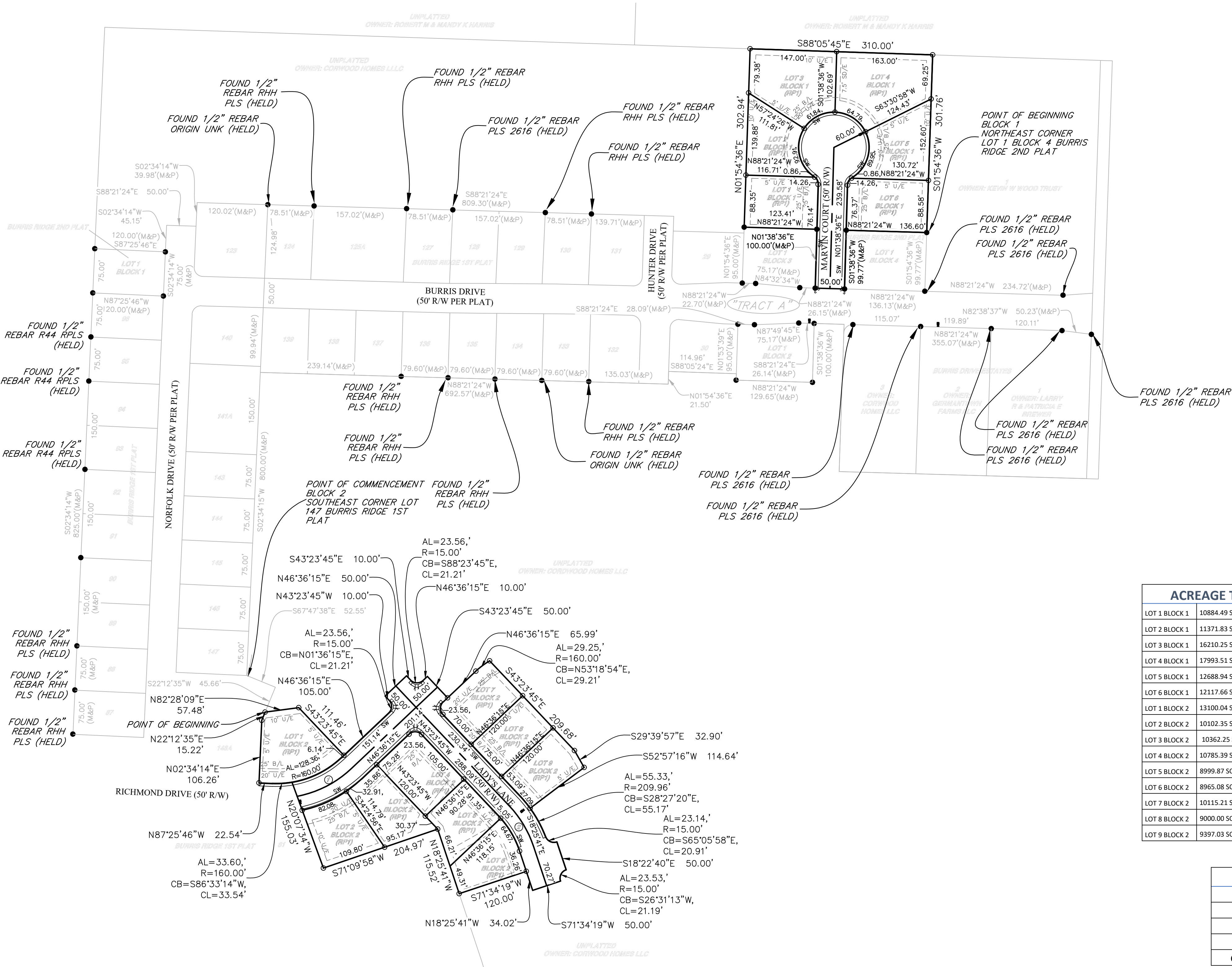
RECORDER OF DEEDS:
ENTERED ON TRANSFER RECORD THIS _____ DAY OF _____, 20 _____.

DEPUTY COUNTY RECORDER OF DEEDS _____

FINAL PLAT

BURRIS RIDGE 3RD PLAT

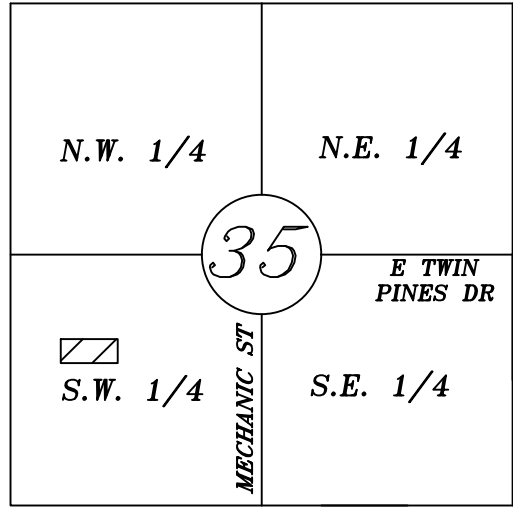
A SUBIDVISION OF LAND IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI



- GENERAL NOTES:**
1. THE BASIS FOR THE BEARING SYSTEM FOR THIS PLAT IS THE MISSOURI WEST ZONE U.S. STATE PLANE 1983. NAVD 1988
 2. ALL DISTANCES SHOWN HEREON ARE GROUND DISTANCES IN US SURVEY FEET.
 3. MISSOURI ONE CALL WAS NOT CALLED ON THIS SURVEY.
 4. TITLE COMMITMENT PER COFFELT LAND TITLE, INC FILE NO: 21052057
 5. BUILDING LINES OR SETBACKS ARE HEREBY ESTABLISHED, AS SHOWN ON THE ACCOMPANYING PLAT, AND NO BUILDING OR PORTION THEREOF SHALL BE BUILT BETWEEN THIS LINE AND THE LOT LINE NEAREST THERETO.
 7. THE SUBJECT PROPERTY IS LOCATED IN "ZONE X" (AREAS OF MINIMAL FLOODING) ACCORDING TO THE CASS COUNTY, MISSOURI FLOOD INSURANCE RATE MAP (FIRM), MAP NUMBER 29037C0187F, MAP REVISED 01/02/2013.
 8. FRONT YARD BUILDING LINE - 25 FEET
 9. SIDE YARD BUILDING LINE - 7.5 FEET
 10. REAR YARD BUILDING LINE - 25 FEET
 11. CURRENT ZONING - RP1
 12. FIRE FLOW WILL COMPLY WITH IFC 2018 REQUIREMENTS
 14. SITE BENCHMARKS
-BM1 - SANITARY MANHOLE 887.19
-BM2 - STORM MANHOLE 886.40
 15. SIDEWALKS 4 WIDE TO FRONT BOTH SIDES OF ALL STREETS.
 16. STREET LIGHTS PER CIVIL CONSTRUCTION PLANS

- LEGEND:**
- FOUND PROPERTY CORNER CAP MO LS 2008016658 UNLESS NOTED OTHERWISE
 - SET 1/2" x 24" REBAR CAP MO LS 2008016658
 - (M) MEASURED
 - (P) PLATED
 - (C) CALCULATED
 - SW SIDEWALK
 - TL TREE LINE
 - PROPOSED LIGHT POLE

ACREAGE TABLE		
LOT 1 BLOCK 1	10884.49 SQFT	0.25 AC
LOT 2 BLOCK 1	11371.83 SQFT	0.26 AC
LOT 3 BLOCK 1	16210.25 SQFT	0.37 AC
LOT 4 BLOCK 1	17993.51 SQFT	0.41 AC
LOT 5 BLOCK 1	12688.94 SQFT	0.29 AC
LOT 6 BLOCK 1	12117.66 SQFT	0.28 AC
LOT 1 BLOCK 2	13100.04 SQFT	0.30 AC
LOT 2 BLOCK 2	10102.35 SQFT	0.23 AC
LOT 3 BLOCK 2	10362.25 SQFT	0.24 AC
LOT 4 BLOCK 2	10785.39 SQFT	0.25 AC
LOT 5 BLOCK 2	8999.87 SQFT	0.21 AC
LOT 6 BLOCK 2	8965.08 SQFT	0.21 AC
LOT 7 BLOCK 2	10115.21 SQFT	0.23 AC
LOT 8 BLOCK 2	9000.00 SQFT	0.21 AC
LOT 9 BLOCK 2	9397.03 SQFT	0.22 AC



CURVE DATA		
	1	2
RADIUS	185.00'	185.00'
ARC LENGTH	104.87'	80.62'
CHORD LENGTH	103.47'	79.98'
CHORD BEARING	N62°50'36"E	S30°54'43"E

I declare that to the best of my professional knowledge and belief, this plat and survey meets the current "Missouri Standards for Property Boundary Surveys" (20 CSR 2030-16).

Prepared for:
Bryan Bechler
816-547-0893
bryan@reecenichols.com
Date Prepared:
05/05/2022

Bryan F. Hill
Professional Land Surveyor
MO LS 2008016658

SW 1/4, SECTION 35, TWP 45 N, RANGE 31 W

CASS COUNTY, MISSOURI

FINAL PLAT

Bryan Hill, PLS

186 Elm Street | Peculiar, Mo. 64078 | 816.739.0157

Zoning Map



Attachment: Zoning Map (Final Plat--Burris Ridge, 3rd Plat)



Attachment: Aerial (Final Plat--Burris Ridge, 3rd Plat)

Council Bill No.**Ordinance No.**

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE TO APPROVE THE FINAL PLAT OF “BURRIS RIDGE, 3RD PLAT”, CONTAINING BLOCK 1 LOCATED NORTH OF BURRIS DRIVE ALONG MARVIN COURT AND BLOCK 2 LOCATED EAST OF EXISTING RICHMOND DRIVE AND ALONG LADY’S LANE IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI.

WHEREAS, the City of Harrisonville, Missouri (the "City") has received an application from Corwood Homes, LLC, to approval the Final Plat of “Burris Ridge, 3rd Plat”, containing Block 1 located north of Burris Drive along Marvin Court and Block 2 located east of existing Richmond Drive and along Lady’s Lane in the city of Harrisonville, Cass County, Missouri; and

WHEREAS, the final plat was considered by the Planning and Zoning Commission on May 19, 2022, and, with a vote of 7 Ayes, 0 Nays, and 2 Absent, recommended that the Board of Aldermen approve the Final Plat; and

WHEREAS, the City will retain easements and street rights-of-way; and

WHEREAS, in accordance with the provision of Chapter 89 RSMo, and Chapter 410 of the Code of Ordinance of the City of Harrisonville, Missouri, the Board of Aldermen, after careful and due deliberation, find that approval of the Final Plat is in the best interest of the City of Harrisonville and its residents.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI, AS FOLLOWS:

Section 1: The Board of Aldermen of Harrisonville, Missouri, hereby approves the Final Plat of “Burris Ridge, 3rd Plat”, containing Block 1 located north of Burris Drive along Marvin Court and Block 2 located east of existing Richmond Drive and along Lady’s Lane in the city of Harrisonville, Cass County, Missouri.

Section 2: The plat comprises the following real estate in the City of Harrisonville, Cass County, Missouri, described as follows:

LEGAL DESCRIPTION:

BLOCK 1:

A TRACT OF LAND IN THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 45 NORTH, RANGE 31 WEST, IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI, DESCRIBED BY BRYAN F. HILL MO LS 2008016658, AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 1 BLOCK 4 BURRIS RIDGE 2ND PLAT, A SUBDIVISION OF LAND IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI; THENCE N88°21'24"W, ALONG THE NORTH LINE OF SAID LOT 1 BLOCK 4, A DISTANCE OF 136.60 FEET TO THE NORTHWEST CORNER OF SAID LOT 1 BLOCK 4; THENCE S01°38'36"W, ALONG THE WEST LINE OF SAID LOT 1 BLOCK 4, A

DISTANCE OF 99.77 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF BURRIS DRIVE AS IT NOW EXISTS; THENCE N88°21'24"W, ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 50.00 FEET TO THE SOUTHEAST CORNER OF LOT 1 BLOCK 3 SAID BURRIS RIDGE 2ND PLAT; THENCE N01°38'36"E, ALONG THE EAST LINE OF SAID LOT 1 BLOCK 3, A DISTANCE OF 100.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 1 BLOCK 3; THENCE N88°21'24"W, ALONG THE NORTH LINE OF SAID LOT 1 BLOCK 3, A DISTANCE OF 123.41 FEET TO THE NORTHWEST CORNER OF SAID LOT 1 BLOCK 3; THENCE N01°54'36"E, A DISTANCE OF 302.94 FEET; THENCE S88°05'45"E, A DISTANCE OF 310.00 FEET; THENCE S01°54'36"W, A DISTANCE OF 301.76 FEET TO THE POINT OF BEGINNING. CONTAINING 2.27 ACRES +/- MORE OR LESS

BLOCK 2:

A TRACT OF LAND IN THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 45 NORTH, RANGE 31 WEST, IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI, DESCRIBED BY BRYAN F. HILL MO LS 2008016658, AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF LOT 147 BURRIS RIDGE 1ST PLAT, A SUBDIVISION OF LAND IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI; THENCE S67°47'38"E, ALONG THE NORTH LINE OF LOT 148A SAID BURRIS RIDGE 1ST PLAT, A DISTANCE OF 52.55 FEET TO THE NORTHEAST CORNER OF SAID LOT 148A; THENCE S22°12'35"W, ALONG THE EAST LINE OF SAID LOT 148A, A DISTANCE OF 45.66 FEET TO A POINT ON THE EAST LINE OF SAID LOT 148A, ALSO KNOWN TO BE THE POINT OF BEGINNING OF HEREIN DESCRIBED TRACT; THENCE N82°28'09"E, A DISTANCE OF 57.48 FEET; THENCE S43°23'45"E, A DISTANCE OF 111.46 FEET; THENCE N46°36'15"E, A DISTANCE OF 105.00 FEET; THENCE NORTHEASTERLY, ON A CURVE TO THE LEFT, HAVING AN ARC LENGTH OF 23.56 FEET, A RADIUS OF 15.00 FEET, A CHORD BEARING OF N01°36'15"E, AND A CHORD LENGTH OF 21.21 FEET; THENCE N43°23'45"W, A DISTANCE OF 10.00 FEET; THENCE N46°36'15"E, A DISTANCE OF 50.00 FEET; THENCE S43°23'45"E, A DISTANCE OF 10.00 FEET; THENCE SOUTHEASTERLY, ON A CURVE TO THE LEFT, HAVING AN ARC LENGTH OF 23.56 FEET, A RADIUS OF 15.00 FEET, A CHORD BEARING OF S88°23'45"E, AND A CHORD LENGTH OF 21.21 FEET; THENCE N46°36'15"E, A DISTANCE OF 10.00 FEET; THENCE S43°23'45"E, A DISTANCE OF 50.00 FEET; THENCE N46°36'15"E, A DISTANCE OF 65.99 FEET; THENCE NORTHEASTERLY, ON A CURVE TO THE RIGHT, HAVING AN ARC LENGTH OF 29.25 FEET, A RADIUS OF 160.00 FEET, A CHORD BEARING ON N53°18'54"E, AND A CHORD LENGTH OF 29.21 FEET; THENCE S43°23'45"E, A DISTANCE OF 209.68 FEET; THENCE S29°39'57"E, A DISTANCE OF 32.90 FEET; THENCE S52°57'16"W, A DISTANCE OF 114.64 FEET; THENCE SOUTHEASTERLY, ON A CURVE TO THE RIGHT, HAVING AN ARC LENGTH OF 55.33 FEET, A RADIUS OF 209.96 FEET, A CHORD BEARING OF S28°27'20"E, AND A CHORD LENGTH OF 55.17 FEET; THENCE SOUTHEASTERLY, ON A CURVE TO THE LEFT, HAVING AN ARC LENGTH OF 23.14 FEET, A RADIUS OF 15.00 FEET, A CHORD BEARING OF S65°05'58"E, AND A CHORD LENGTH OF 20.91 FEET; THENCE S18°22'40"E, A DISTANCE OF 50.00 FEET; THENCE SOUTHWESTERLY, ON A CURVE TO THE LEFT, HAVING AN ARC LENGTH OF 23.53 FEET, A RADIUS OF 15.00 FEET, A CHORD BEARING OF S26°31'13"W, AND A CHORD LENGTH OF 21.19 FEET; THENCE S71°34'19"W, A DISTANCE OF 50.00 FEET; THENCE N18°25'41"W, A DISTANCE OF 34.02 FEET; THENCE S71°34'19"W, A DISTANCE OF 120.00 FEET; THENCE N18°25'41"W, A DISTANCE OF 115.52 FEET; THENCE S71°09'58"W, A DISTANCE OF

204.97 FEET; THENCE N20°07'34"W, A DISTANCE OF 155.03 FEET TO A POINT ON THE NORTH RIGHT OF WAY LINE OF RICHMOND DRIVE AS IT NOW EXISTS; THENCE SOUTHWESTERLY, ON A CURVE TO THE RIGHT, ALONG SAID NORTH RIGHT OF WAY LINE, HAVING AN ARC LENGTH OF 33.60 FEET, A RADIUS OF 160.00 FEET, A CHORD BEARING OF S86°33'14"W, AND A CHORD LENGTH OF 33.54 FEET; THENCE N87°25'46"W, CONTINUING ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 22.54 FEET TO THE SOUTHEAST CORNER OF SAID LOT 148A; THENCE N02°34'14"E, ALONG THE EAST LINE OF SAID LOT 148A, DISTANCE OF 106.26 FEET; THENCE N22°12'35"E, CONTINUING ALONG SAID EAST LINE, A DISTANCE OF 15.22 FEET TO THE POINT OF BEGINNING.
CONTAINING 2.91 ACRES +/- MORE OR LESS

Section 3: Severability. The sections, paragraphs, sentences, clauses, and phrases of this ordinance shall be severable. In the event that any such section, paragraph, sentence, clause or phrase of this ordinance is found by a court of competent jurisdiction to be invalid, the remaining portions of this ordinance are valid, unless the court finds the valid portions of this ordinance are so essential to and inseparably connected with and dependent upon the void portion that it cannot be presumed that the City has enacted the valid portions without the void ones, or unless the court finds that the valid portions, standing alone, are incomplete and are incapable of being executed in accordance with the legislative intent.

Section 4: Governing Law. This ordinance shall be governed exclusively by and construed in accordance with the applicable laws of the State of Missouri.

Section 5: Effective Date. This ordinance shall be in full force and effect from and after its passage by the Board of Aldermen and approval by the Mayor.

READ FOR THE FIRST TIME BY TITLE ONLY ON THE 6TH OF JUNE 2022 AND WAS READ FOR A SECOND TIME BY TITLE ONLY ON THE 6TH DAY OF JUNE 2022 AND PASSED BY THE BOARD OF ALDERMEN THIS 6TH DAY OF JUNE 2022.

AYES:

NAYS:

AWAY:

ABSENT:

ABSTAIN:

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

ATTEST:

Daniel Barnett, City Clerk

WITNESS my hand and seal this 6th day of June 2022

Attachment I: Final Plat of "Burris Ridge, 3rd Plat"

Attachment: Ordinance & Plat (Final Plat--Burris Ridge, 3rd Plat)

Packet Pg. 160