



**THE CITY OF
HARRISONVILLE**
WHERE TRADITION MEETS INNOVATION

**AGENDA
CITY OF HARRISONVILLE
BOARD OF ALDERMEN
REGULAR MEETING
CITY HALL
AUGUST 21, 2023
6:00 PM**

- 1. Call to Order**
 - A. Pledge of Allegiance**
 - B. Roll Call**
- 2. Ceremonial Matters**
 - A. Recognizing the Dedicated Service of Alderwoman Judy Reece to the Residents of Harrisonville**
- 3. Public Participation**
 - A. Agenda Request - Bing Schimmelpfenning**
- 4. Approval of Minutes**
 - A. Board of Aldermen - Regular Meeting - Aug 7, 2023 6:00 PM**
 - B. Board of Aldermen - Work Session - Aug 7, 2023 6:30 PM**
- 5. Agenda Items**
 - A. Council Bill 75: A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE TO APPROVE THE SPECIAL EVENT REQUEST FROM THE HARRISONVILLE AREA CHAMBER OF COMMERCE TO HOLD THE 2023 LOG CABIN FESTIVAL.**
 - B. Council Bill 76: A RESOLUTION OF THE CITY OF HARRISONVILLE APPROVING THE PRELIMINARY PLAT OF HARRISONVILLE COMMONS, LOTS 1 - 3 AND TRACT A LOCATED NORTH OF MECHANIC STREET (MO. HWY. 7) AND SOUTH OF ELM STREET ON PROPERTY LOCATED AT 1800 E. MECHANIC STREET IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI.**
 - C. PUBLIC HEARING: Audit Report 2022**

- D. Council Bill 77: A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI TO AUTHORIZE THE CITY ADMINISTRATOR TO ACCEPT THE ANNUAL AUDIT FOR THE YEAR ENDING DECEMBER 31, 2022, BY DANA F. COLE & COMPANY AND ESTABLISHING AN EFFECTIVE DATE.**
- D. PUBLIC HEARING - 2023 TAX LEVY**
- E. Council Bill 78: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE LEVYING A TAX FOR THE CURRENT EXPENSE OF THE CITY OF HARRISONVILLE, MISSOURI, UPON REAL PROPERTY AND ALL TANGIBLE PERSONAL PROPERTY OF WHATSOEVER NATURE AND CHARACTER SUBJECT TO TAXATION BY THE CITY OF HARRISONVILLE FOR SUCH PURPOSES; ALSO, LEVYING A SPECIAL TAX UPON THE AFORE DESCRIBED PROPERTIES FOR PUBLIC PARKS; FOR A TOTAL TAX LEVY OF \$.6165.**
- F. Council Bill 71: AN ORDINANCE OF THE CITY OF HARRISONVILLE, MISSOURI, IMPOSING A USE TAX FOR GENERAL REVENUE PURPOSES AT THE RATE EQUAL TO THE TOTAL LOCAL SALES TAXES IN EFFECT FOR THE PRIVILEGE OF STORING, USING OR CONSUMING WITHIN THE CITY ANY ARTICLE OF TANGIBLE PERSONAL PROPERTY PURSUANT TO THE AUTHORITY GRANTED BY AND SUBJECT TO THE PROVISIONS OF SECTIONS 144.600 THROUGH 144.761 RSMO; PROVIDING FOR THE USE TAX TO BE REPEALED, REDUCED, OR RAISED IN THE SAME AMOUNT AS ANY CITY SALES TAX IS REPEALED, REDUCED, OR RAISED; AND PROVIDING FOR SUBMISSION OF THE PROPOSAL TO THE QUALIFIED VOTERS OF THE CITY FOR THEIR APPROVAL AT THE GENERAL ELECTION CALLED AND TO BE HELD IN THE CITY ON NOVEMBER 7, 2023.**
- G. Council Bill 79: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI AMENDING SECTION 205.220 OF THE HARRISONVILLE MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE.**
- H. Council Bill 80: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI AMENDING SECTION 215.380 OF THE HARRISONVILLE MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE.**
- I. Council Bill 81: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI AMENDING SCHEDULES I AND II OF TITLE III OF THE HARRISONVILLE MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE.**

- J. Council Bill 74: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE APPROVING A PRELIMINARY DEVELOPMENT PLAN FOR MULTI-FAMILY (288 UNITS) AND A SENIOR LIVING FACILITY ON PROPERTY LOCATED AT 1800 E. MECHANIC STREET IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI.**
- 6. Aldermen and Committee Reports**
- 7. Report from the City Administrator**
- 8. Report from the Mayor**
- 9. Questions from the Media**
- 10. Adjourn from Regular Session**

Posted on City Hall Bulletin Board this 18th day of August, 2023.

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.

STAFF REPORT

TO: Board of Aldermen
FROM: Daniel Barnett,
DATE: August 18, 2023
SUBJECT: Recognizing the Dedicated Service of Alderwoman Judy Reece to the Residents of Harrisonville

Type of Item: *Discussion*

A. Discussion Item (ID # 4611)

Recognizing the Dedicated Service of Alderwoman Judy Reece to the Residents of Harrisonville

STAFF REPORT

TO: Board of Aldermen
FROM: Theresa West, Assistant
DATE: August 15, 2023
SUBJECT: Agenda Request Form - Bing Schimmelpfenning

Type of Item: *Presentation*

A. Discussion Item (ID # 4606)

Agenda Request - Bing Schimmelpfenning

Attachments:

Agenda Request Form - Bing Schimmelpfenning (PDF)



City of

Harrisonville^{est. 1836}

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

AGENDA REQUEST FORM

This form must be completed and submitted to the office of the City Clerk. Completed materials for the agenda shall be submitted no later than Monday at 5:00 p.m., 5 business days prior to the next Board of Aldermen's meeting. 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. The Board of Aldermen's regular meetings are the 1st and the 3rd Monday of each month.

Date of Request: 8/14/2023 Scheduled Meeting Date: 8/21/2023
 Full Name of Speaker: Bing Schimmelpfening Organization: Harrisonville Chamber of Commerce
 Home Address: 20403 E. 29th St. City: Harrisonville State: MO Zip: 64701
 Home Phone #: 816-380-6182 Work Phone #: 816-380-5271 Cell#: 816-830-1470
 Email: executivedirector@harrisonvillechamber.com
 Specifics of Topic: Speaking in support of PROP 4.

(You may write on the back or add additional sheets of paper for "Topic" and "Outcome" sections.)

Desired Outcome: _____

If applicable, has this item been previously presented to any of the following Boards for consideration?

_____ Board of Aldermen	Date Presented _____	Outcome _____
_____ Planning & Zoning	Date Presented _____	Outcome _____
_____ Park Board	Date Presented _____	Outcome _____
_____ Board of Adjustment	Date Presented _____	Outcome _____

***I have been made aware of the date and time of the next scheduled Board of Aldermen meeting.

Signature: _____

Office Use Only:
 Date request received: _____



THE CITY OF HARRISONVILLE

WHERE TRADITION MEETS INNOVATION

DRAFT
MINUTES
CITY OF HARRISONVILLE
BOARD OF ALDERMEN
REGULAR MEETING
CITY HALL
AUGUST 7, 2023
6:00 PM

1. Call to Order

The meeting was called to order at 6:01 PM by Mayor Mike Zaring.

A. Pledge of Allegiance

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

Others present: City Administrator Brad Ratliff, City Attorney Steve Mauer, Director of Administrative Services Jeremy Smith, Parks and Recreation Grant Purkey, Community Development Director Christina Stanton, Police Chief John Hofer, Economic Development Director Jim Clarke, Electric Superintendent Andy Pollard, Fire Chief Rusty Sullivan, Public Works Director/City Engineer Carl Brooks and Executive Secretary to the City Administrator Theresa West, City Clerk Daniel Barnett - recording.

2. Ceremonial Matters

None.

3. Public Participation

None.

4. Approval of Minutes

A. Board of Aldermen - Regular Meeting - Jul 17, 2023 6:00 PM

RESULT: **ACCEPTED [UNANIMOUS]**
MOVER: Sandy Franklin, Board Member
SECONDER: Matt Turner, Board Member
AYES: Mills, Franklin, Turner, Doerhoff, Milner, Chaney
EXCUSED: Judy Reece, Gary Davidson

B. Closed Session Minutes - July 17, 2023

A motion to accept the minutes from the July 17, 2023 Executive Session was made by Alderwoman Milner, with a second from Alderman Doerhoff. The motion carried with a unanimous 5-0 vote, as Alderman Mills abstained due to not being present for the executive session, and Aldermen Davidson and Reece were excused.

5. Agenda Items

- A. AN ORDINANCE OF THE CITY OF HARRISONVILLE, MISSOURI, IMPOSING A USE TAX FOR GENERAL REVENUE PURPOSES AT THE RATE EQUAL TO THE TOTAL LOCAL SALES TAXES IN EFFECT FOR THE PRIVILEGE OF STORING, USING OR CONSUMING WITHIN THE CITY ANY ARTICLE OF TANGIBLE PERSONAL PROPERTY PURSUANT TO THE AUTHORITY GRANTED BY AND SUBJECT TO THE PROVISIONS OF SECTIONS 144.600 THROUGH 144.761 RSMO; PROVIDING FOR THE USE TAX TO BE REPEALED, REDUCED, OR RAISED IN THE SAME AMOUNT AS ANY CITY SALES TAX IS REPEALED, REDUCED, OR RAISED; AND PROVIDING FOR SUBMISSION OF THE PROPOSAL TO THE QUALIFIED VOTERS OF THE CITY FOR THEIR APPROVAL AT THE GENERAL ELECTION CALLED AND TO BE HELD IN THE CITY ON NOVEMBER 7, 2023.**

The ordinance was read for the first time only by City Attorney Mauer.

RESULT: SCHEDULED

Next: 8/21/2023 6:00 PM

- B. AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI APPROVING A MODOT COMMISSION COST SHARE AGREEMENT**

Staff report presented by Public Works Director/City Engineer Brooks.

Brooks said the proposed agreement is for the Missouri-2 Highway Bridge over Muddy Creek Tributary project and grants the City \$234,090 for the construction of a new bridge, preliminary engineering review, right-of-way review and construction engineering services by Missouri Department of Transportation personnel.

Brooks said those services are estimated to be \$135,000 for a total MoDOT cost share amount of \$369,090.

Brooks said City staff recommend approval.

Upon passage, Mayor Zaring designated the ordinance to be Ordinance number 3659.

Minutes Acceptance: Minutes of Aug 7, 2023 6:00 PM (Approval of Minutes)

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

C. AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI APPROVING A MODOT COMMISSION SIDEWALK IMPROVEMENTS AGREEMENT

Staff report presented by Public Works Director/City Engineer Brooks.

Brooks said the proposed agreement is for the Missouri-2 Highway Bridge over Muddy Creek Tributary project and said the agreement defines the responsibility of maintenance of the new sidewalk to the City of Harrisonville.

Brooks said City staff recommend approval.

Upon passage, Mayor Zaring designated the ordinance to be Ordinance number 3660.

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

D. PUBLIC HEARING: Appl.PREDEV-23-001 Prelim. Devel Plan for Multi Family and a Senior Living Facility

Mayor Zaring opened the public hearing at 6:09 p.m.

Staff report presented by Community Development Director Stanton.

Stanton spoke about the 288 proposed housing units and said there would be 96 units of each size.

Stanton said the proposed uses are appropriate for this district.

Stanton spoke about a series of staff concerns regarding parking.

Stanton said a condition of approval is in place to address the parking concerns.

Stanton said the project does meet the intent of the most recent 2040 Comprehensive Plan.

Stanton said staff recommends approval of the proposed plan, with the following conditions:

- 1 A Preliminary Plat and Final Plat shall be submitted, reviewed, and approved prior to the issuance of any development related (building or infrastructure) permits.*
- 2 Easements shall be provided as required by Section 410.400 of the City's Municipal Code.*
- 3 The subdivision name shall "not duplicate or closely approximate the name of any existing subdivision" in accordance with Sections 410.270.A.1 and 410.290.F.1 of the City's Municipal Code.*
- 4 Parking shall be installed on Lot 3 prior to the development of Lot 3 if the Board of Aldermen deems it necessary to meet the demands of the apartment buildings.*

- 5 *Eastbound and westbound left turn lanes of 140' in length with a 100' taper shall be constructed at the intersection of Oriole Street and MO-7 as recommended in the Traffic Impact Analysis (TIA).*
- 6 *The engineers design and the owners shall construct the site's storm drainage in a manner that will not adversely impact the adjacent and downstream residents.*
- 7 *No more than twelve percent (12.00%) of the total number of housing units shall be "affordable units". Affordable units are defined as units rented to those with a state, or federal, government housing subsidy or voucher.*

Alderwoman Franklin asked if the traffic study for the project was done while school was in session.

Mayor Zaring said the first day of the study was on the final day of school, which did not include the school's senior class.

Stanton spoke to potential speed enforcement options.

Alderman Doerhoff asked if all three phases of the project were to be completed simultaneously.

Stanton said yes.

Steve Warger, an engineer for the project, spoke to the discussion regarding traffic in the area and said the developers were open to the installation of speed enforcement devices and said they would be open to amending the current traffic study.

Warger said the developer values the safety of the development.

Alderwoman Milner asked if the developers had settled on rent prices for the various units.

Property owner Donovan Jones spoke to concerns about vehicles driving through the development to get from Elm Street to MO-7 Highway.

Jones said studio units are expected to cost \$850 per month, 1-bedroom units are expected to cost \$862 per month, 2-bedroom units are expected to cost \$1,110 per month and 3-bedroom units are expected to cost \$1,253 per month.

Jones spoke to the pricing for units in the Senior Housing development, saying studio units are expected to be around \$2,000 per month, with 2-bedroom units expected to be about \$3,000 per month.

Alderman Doerhoff asked about additional plans for parking.

Jones said many of the concerns regarding the parking of anything other than vehicles will be addressed in the rental policy of each unit.

Alderman Turner asked when the project plans to break ground.

Jones said the developer hopes to start the project soon and said the project is expected to last about 30 months.

Milner asked what route construction vehicles would take to access the site.

Jones said he plans to access the site off MO-7 Highway.

Mayor Zaring closed the public hearing at 6:41 p.m.

E. AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE APPROVING A PRELIMINARY DEVELOPMENT PLAN FOR MULTI-FAMILY (288 UNITS) AND A SENIOR LIVING FACILITY ON PROPERTY LOCATED AT 1800 E. MECHANIC STREET IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI.

The ordinance was read for the first time only by City Attorney Mauer.

RESULT: SCHEDULED

Next: 8/21/2023 6:00 PM

F. HEARING TO CONSIDER THE REVOCATION OF THE EVERYDAY CONOCO (1801 S COMMERCIAL STREET) BUSINESS LICENSE PURSUANT TO HARRISONVILLE MUNICIPAL CODE SECTION 605.090(2)(B)(6) FOR “CONDUCTING OF BUSINESS IN AN UNLAWFUL MANNER SO AS TO CONSTITUTE A BREACH OF THE PEACE OR MENACE TO HEALTH, SAFETY OR GENERAL WELFARE OF THE PUBLIC.

City Attorney Mauer passed out the ordinance regarding suspension and revocation of a business license.

Mauer informed the Board of their rights and responsibilities regarding suspension and revocation of a business license.

Mauer said he believe the Board of Aldermen does have the right to act regarding the matter of the Everyday Conoco located at 1801 S Commercial Street.

Mauer asked the Board if they would like to deal directly with the issue or move the issue on to the Harrisonville Municipal Court.

Alderman Chaney asked if the revocation of the business license could be based upon whether or not the defendant is convicted.

Mauer said yes, but suggested that the Board wait, if that is their desire.

Alderman Turner said he feels the matter should be handled by the Municipal Court.

Alderman Doerhoff agreed with Alderman Turner.

A consensus of the Board of Aldermen was reached to allow the decision to revoke a business license to be handled by the Harrisonville Municipal Court.

Mark Berry (110 S Cherry Street, Olathe, KS 66061) spoke to the Board as the attorney representing Mr. Kahn.

Berry said no additional gaming machines would be coming into the store.

Berry said the Individual who was arrested during the incident had been hired to clean the store and said Mr. Kahn did not know the individual was selling narcotics.

Berry said Mr. Kahn immediately fired the individual and said no narcotics were found in Mr. Kahn's vehicle.

Berry spoke to Mr. Kahn's business reputation in Harrisonville.

Berry said Mr. Kahn would like to renew his business license for the upcoming year.

Berry said Mr. Kahn has taken emergency action to correct the alleged violations.

6. Aldermen and Committee Reports

Aldерwoman Milner said she enjoyed attending the Harrisonville School District's cardboard boat races in the lake at City Park.

Alderman Turner said he also enjoyed the cardboard boat races, and said he enjoyed seeing so much community support for the students.

Aldерwoman Franklin encouraged everyone to come out to the Block Party on the Historic Harrisonville Square on August 12, and to the Doggy Dive event at the Outdoor Pool.

Minutes Acceptance: Minutes of Aug 7, 2023 6:00 PM (Approval of Minutes)

7. Report from the City Administrator

City Administrator Ratliff provided the Board with updated completion percentages for various aspects of the Missouri-2 Highway Bridge over Muddy Creek Tributary project and the Ash Street Bridge and Town Creek Improvements project.

Ratliff informed the Board that the contractor for the South Service Area Sanitary Sewer project has started the directional drilling of the 8-inch force main, which begins at E 267th Street and S Brickplant Road. Ratliff said the contractor has already installed 2,000 feet of pipe.

Ratliff said the initial public meeting for the James Street to Blueberry Street Storm Water Drainage Improvements project will be held at 6 p.m. on August 17, at the Community Center.

Ratliff informed the Board that the MidAmerica Regional Council's Highway Committee will consider Eastwood Road from south Street to Mechanic Street as a collector street and will be available for federal funding.

Ratliff said City staff helped dispose of 47 loads of brush at the brush drop off event that was held in response to the large number of tree limbs knocked down by recent thunderstorms.

Ratliff said Police Department K-9 Max recently received a ballistic vest from Going to the Dogs Organization this week. Ratliff said the vest is valued at \$1,100.

A. Municipal Court Report for June 2023

B. Municipal Court Report for July 2023

8. Questions from the Media

None.

9. Adjourn from Regular Session

Mayor Zaring announced that Alderwoman Reece has submitted her resignation from the Board of Aldermen and said the Board will be considering nominations to fill her seat.

A motion was made by Alderman Doerhoff to adjourn from the Regular Meeting. The motion was seconded by Alderman Turner. The motion carried with a unanimous vote. The meeting adjourned at 7:02 p.m.

Mike Zaring, Mayor & Ex-Officio
Chairman of the Board of Aldermen

ATTEST:

Daniel Barnett, City Clerk

Minutes Acceptance: Minutes of Aug 7, 2023 6:00 PM (Approval of Minutes)



THE CITY OF HARRISONVILLE

WHERE TRADITION MEETS INNOVATION

DRAFT
MINUTES
CITY OF HARRISONVILLE
BOARD OF ALDERMEN
WORK SESSION
CITY HALL
AUGUST 7, 2023
6:30 PM

1. Call to Order

The meeting was called to order at 7:16 PM by Mayor Mike Zaring.

2. Present

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

Others present: City Administrator Brad Ratliff, Director of Administrative Services Jeremy Smith, Police Chief John Hofer, Electric Superintendent Andy Pollard, Parks Director Grant Purkey, Public Works Director/City Engineer Carl Brooks, Community Development Director Christina Stanton, Economic Development Director Jim Clarke Executive Secretary to the City Administrator Theresa West and City Clerk Daniel Barnett - recording.

3. Discussion Items

A. Harrisonville Police Department Ordinance Updates

Police Chief Hofer spoke to a series of proposed traffic changes on Elm Street.

Hofer spoke to a desire to drop the speed limit to 25 miles-per-hour for the entire length of the street, regardless of whether or not school is in session.

A consensus of the Board was reached to drop the speed limit to 25 miles-per-hour for the entire length of the street, regardless of whether or not school is in session.

Hofer spoke to a desire to make Elm Street a no parking zone on either side of the road from MO-7 Highway to Price Avenue.

A consensus of the Board was reached to desire to make Elm Street a no parking zone on either side of the road from MO-7 Highway to Price Avenue.

Hofer spoke to a desire to name the road that will run from MO-7 Highway to Elm Street, through the Harrisonville Commons development, as Oriole Street, and to make the speed limit 15 miles-per-hour.

A consensus of the Board was reached to name the road that will run from MO-7 Highway to Elm Street, through the Harrisonville Commons development, as Oriole Street, and to make the speed limit 15 miles-per-hour.

Hofer spoke to a desire to drop the speed limit on Independence Street, between Washington Street and South Street, to 25 miles-per-hour.

Alderman Chaney asked if the Police Department have had any issues with speed on Independence Street through the area discussed.

Alderwoman Milner said she would support dropping the speed limit to 25 miles-per-hour.

Aldermen Chaney and Franklin said they would not support lowering the speed limit.

Mayor Zaring said he would not support lowering the speed limit, if he were asked to break a tie.

A consensus of the Board was reached to keep the speed limit at 35 miles-per-hour on Independence Street, between Washington Street and South Street.

Hofer spoke to a desire to limit the operators of any motorized vehicle on City streets to only those who possess a valid driver's license.

Mayor Zaring asked that the discussion be brought back until a later date.

Hofer spoke to a desire to amend the City ordinance relating to providing false information to a police officer.

Hofer said the department would like to add the language, No person shall give, either orally or in writing, information to a Police or Law Enforcement Officer while in the performance of their duties when such person knows that the information is false."

A consensus of the Board was reached to move forward with an amendment to the City ordinance relating to providing false information to a police officer.

B. Discussion of Designated Times for Fireworks

Alderwoman Franklin spoke to a desire to move back the earliest allowable time for fireworks to be used during Independence Day celebrations.

A consensus of the Board was reached to move back the earliest allowable time for fireworks to be used during Independence Day celebrations to 9 a.m. and to make fireworks allowable for a period of time on December 31; from 11:50 p.m. to 12:10 a.m. on January 1.

A motion was made by Alderwoman Milner to adjourn from the Work Session. The motion was seconded by Alderman Doerhoff. The motion carried with a unanimous vote. Meeting adjourned at 8:05 p.m.

Mike Zaring, Mayor & Ex-Officio
Chairman of the Board of Aldermen

Minutes Acceptance: Minutes of Aug 7, 2023 6:30 PM (Approval of Minutes)

Work Session**Monday, August 7, 2023****6:30 PM**

ATTEST:

Daniel Barnett, City Clerk

Minutes Acceptance: Minutes of Aug 7, 2023 6:30 PM (Approval of Minutes)

STAFF REPORT

TO: Board of Aldermen
FROM: John Hofer, Director
DATE: August 14, 2023
SUBJECT: 2023 Log Cabin Festival Event Permit

Type of Item: *Approval*

GENERAL INFORMATION

Applicant: Harrisonville Area Chamber of Commerce
Bing Schimmelpfenning

Requested Actions: Closure of the square area to host the 2023 Log Cabin Festival
October 6, 2023, through October 8, 2023.

Date of Application: July 27, 2023

PROPOSAL

The Harrisonville Chamber of Commerce has requested an approval for the 2023 Log Cabin Festival scheduled for October 6, 2023, through October 8, 2023, for the historic Harrisonville square and areas surrounding.

PREVIOUS ACTIONS

If approved, this will be the 13th year for this event hosted by the Chamber of Commerce.

KEY ISSUES

The Chamber of Commerce has several requests of the city for this event which are listed on the Event Permit Application (attached).

STAFF COMMENTS AND SUGGESTIONS

Most of the Chamber's requests are the same as in previous years. Below I will outline a few of the requests for the 2023 event: The number shown is the item number on the event permit:

- 2) **Band** –there will be just one band playing on the main stage on Friday night until 10:30.
- 3) **Beer Garden** – There will be no beer garden at this year's festival. The old hotel lot

at the corner of Pearl and Lexington will be used for vendor parking this year rather than the beer garden.

- 5) **Trash pickup** – The chamber has requested assistance from the city with trash pickup for the entire area including a 40 yard roll off container. City staff has reluctantly provided this assistance each year of the festival and is quite taxing on staff and the subsequent overtime budgets. The 40-yd. roll off dumpster has been provided as a donation from the local trash provider in the past. Should the dumpster not be donated again this year the cost of the dumpster shall be the responsibility of the Chamber. The roll-off container is estimated to cost \$500.00 for the event if not donated.
- 15) **Special Use of ATVs/Razor/Gator:** Chamber of Commerce is requesting a special use permit to use ATVs/Razor/Gator type vehicles on city street of Pearl, from the high school to the square the morning of the parade and along with the streets of Lexington and Independence around the square and for the purpose of transporting equipment and other items related to the festival to and from various places around the square. The use of these vehicles will be restricted to Chamber of Commerce Event Staff and will be marked with signs designating them as belonging to the Chamber of Commerce.

City Response – This is the same request as last year and *the Board agreed to approve two utility vehicles, operated only by Chamber of Commerce staff or volunteers and clearly marked for festival use.* I would recommend the same this year.

Costs to the City of Harrisonville for requested items shown on te event permit. .		
Department	Costs	Notes
Water Department	\$2,433.60	
Parks & Recreation Department	\$654.62	
Street Department	\$2,493.32	Does not include dumpster shown in # 5
Electric Department	\$3,952.00	
Police Department	\$3,699.86	
TOTAL	\$13,233.40	

STAFF RECOMMENDATION

In addition to the items listed above the Chamber of Commerce will be responsible for following the Cass County Health Department's guidelines appropriate for this event, port-a-potties (no less than ten) to the predetermined locations. In the past the City provided the Insurance for the Parade portion of the event while the Chamber was responsible for the remaining event coverage. I would suggest following the same protocol this year.

ATTACHMENTS

Chamber Application

Parade Rules

STAFF CONTACT:

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

Council Bill No.

Resolution No.

**A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF
HARRISONVILLE TO APPROVE THE SPECIAL EVENT REQUEST FROM
THE HARRISONVILLE AREA CHAMBER OF COMMERCE TO HOLD THE
2023 LOG CABIN FESTIVAL.**

WHEREAS, the Harrisonville Area Chamber of Commerce has requested to hold the 2023 Log Cabin Festival on Friday, October 6 and Saturday, October 7; 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 for the 2023 Log Cabin Festival.

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 21ST DAY OF AUGUST 2023.

VOTE TAKEN AS FOLLOWS:

AYES:

NAYS:

RECUSED:

ABSENT:

EXCUSED:

Mike Zaring, Mayor and Ex-Officio
Chairman of the Board of Aldermen

ATTEST:

Daniel Barnett, City Clerk

WITNESS my hand and seal this 21st day of August, 2023.

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: Harrisville Chamber of Commerce
2. Name of Applicant: Bing Schimmel, Penning
 Address: 106 S. Independence Harrisville, MO.
 Phone: 816-380-5271 Cell: 816-830-1470 6470
3. Purpose of Event: Log Cabin Festival
4. Proposed date(s) and time(s) of Event: October 6th & October 7th, 202
5. Location(s) where event will be held: Harrisville Square
+ adjacent streets
6. Anticipated crowd size: 5000
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: organized similar to
previous years

APPROVED this _____ day of _____, 20 ____.

sponsored by: Harrisville
Area Chamber of Commerce
AND City of Harrisville.

Chief of Police

City Clerk

Attachment: Log Cabin Festival 2023 Event Permit (2023 Log Cabin Festival Event Permit)

Log Cabin Festival 2023

1. Parade – Saturday parade (October 7th) starting at 11am. Line-up at 9am and staging at the Harrisonville High School, with the parade commencing down Pearl Street turning North at Independence St., ending at the vacant lot just North of Vine St.. Restrict parking along the Parade route. Both vehicle entries and horse entries would be included in addition to pedestrian entries.
2. Band – One Band is contracted to play on the square Friday evening (October 6th) until 10:30pm on the stage, north side of the courthouse
3. Beer Garden – There will be NO Beer Garden at the Log Cabin Festival this year. We will still need use of the Harrisonville Police Dept parking lot (where old hotel used to be) Friday (October 6th) from 5pm to 11pm, and Saturday (October 7th) from 9am to 11pm. We will use this area for Vendor parking.
4. Stage and bleachers – Stage and bleachers on the North side of the square to be placed on the bricks, facing the stage, set up Thursday or Friday morning and break-down at the conclusion of festival.
5. Trash pickup – Assistance from the city with trash pickup for the entire area including a 40 yard roll off container.
6. Police services– Assistance from the city with police services and fire protection services. They will keep watch during the event including the carnival area.
7. Public works – Assistance from the city with public works and electronic hookups.
8. Security – Security will be provided by the Chamber of Commerce; security will be contracted for overnight security of event location.
9. Event Area Map – The layout of the event is the same as 2022 to include Independence and closing Wirt St. all the way to Pearl Street (next to American Legion).
10. Timeline for Event – Traffic to square closing from 5pm Thursday October 5th through 12pm Sunday October 8th
11. Parking restriction – No parking on Wall St. between Main and S. Lake Street, from Thursday at 5pm through Sunday 8am. Secure lot for vendor parking north of the square located at the Harrisonville Police Dept parking lot.
12. Carnival – A carnival in the city parking lots between Marler & Lake just off of Wall St. The lots will need to close Sunday, October 1st, to accommodate the carnival company coming to town from a previous event. We will be contracting with Jones and Company. This is the same carnival company as last year. The entire lots will be utilized by the carnival for their set up needs including water and electricity. They will start setting up Monday October 2nd in the entire parking lots, including closing Wirt Street beginning Sunday October 1st from Mechanic north to Wall to accommodate a ride called the Octopus.
13. The “Car Smash” event will be located at: 208 W. Pearl. We have permission from the owner of the lot to use the “alleyway”. The car being smashed will be set back from the street and sidewalks so as not to have any debris enter the city street or sidewalk areas.
14. Community Gardens block – The use of the grassy block for a petting zoo and the Farmers Market. We have permission from the owner of the lot to use them.

15. Special Use of ATVs/Razor/Gator: Chamber of Commerce is requesting a special use permit to use ATVs/Razor/Gator type vehicles on city streets of Pearl, from the High School to the Square the morning of the parade and along with the streets of Lexington and Independence around the square for the purpose of transporting equipment and other items related to the festival too and from various places around the square. The use of these vehicles will be restricted to Chamber of Commerce Event Staff and will be marked with signs designating them as belonging to the Chamber of Commerce.

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.

ARTICLE II. PERMITS

SECTION 397.070: PERMIT REQUIRED

No person shall engage in, participate in, aid, form or start any procession or event, unless a parade permit shall have been obtained from the Board of Aldermen.

SECTION 397.080: APPLICATION -- REQUIRED

A person seeking issuance of a procession or event permit shall file an application with the City Clerk on forms provided by such officer.

SECTION 397.090: APPLICATION -- FILING PERIOD

An application for a procession or event permit shall be filed not less than seven (7) days prior to a meeting of the Board of Aldermen. Such meeting shall be at least twenty (20) days prior to the proposed date of the parade to allow the Board to further investigate the matter as necessary. (CC 1977 §23-103; Ord. No. 972 §4, 4-19-72)

SECTION 397.100: APPLICATION -- CONTENTS

The application for a procession or event permit shall set forth the following information as applicable:

1. The name, address and telephone number of the person seeking to conduct such parade;
2. Purpose of event;
3. If the procession or event is proposed to be conducted for, on behalf of, or by an organization, the name, address and telephone number of the headquarters of the organization and of the authorized and responsible heads of such organization;
4. The name, address and telephone number of the person who will be the parade chairman and who will be responsible for its conduct;
5. The date when the parade is to be conducted;
6. The route to be traveled, the starting point and the termination point;
7. The approximate number of persons who, and animals and vehicles which, will constitute such parade, the type of animals and descriptions of the vehicles;

9. A statement as to whether the procession or event will occupy all or only a portion of the width of the streets proposed to be traversed;

10. The location by streets of any assembly areas for such parade;

11. The time at which units of the parade will begin to assemble at any such assembly areas;

12. The interval of space to be maintained between units of such parade;

13. If the procession or event is designed to be held by, and on behalf of or for, any person other than the applicant, the applicant for such permit shall file with the City Clerk a communication in writing from the person proposing to hold the procession or event, authorizing the applicant to apply for the permit on his/her behalf;

14. Location at which the event will be held; and

15. Any additional information which the Board of Aldermen shall find reasonably necessary to a fair determination as to whether a permit should be issued. (CC 1977 §23-104; Ord. No. 972 §4, 4-19-72)

SECTION 397.110: STANDARDS FOR ISSUANCE

The Board of Aldermen shall issue a permit as provided for hereunder when, from a consideration of the application and from such other information as may otherwise be obtained, they find that:

1. The conduct of the procession or event will not substantially interrupt the safe and orderly movement of other traffic contiguous to its route;

2. The conduct of the procession or event will not require the diversion of so great a number of Police Officers of the City to properly Police the line of movement and the areas contiguous thereto as to prevent normal Police protection to the City;

3. The concentration of persons, animals and vehicles at assembly points of the procession or event will not unduly interfere with proper fire and Police protection of, or ambulance service to, areas contiguous to such assembly areas;

4. The conduct of such procession or event will not interfere with the movement of fire-fighting equipment enroute to a fire;

5. The conduct of the procession or event is not reasonably likely to cause injury to persons or property, to provoke disorderly conduct or create a disturbance;

6. The procession or event is scheduled to move from its point of origin to its point of termination expeditiously and without unreasonable delays enroute;

7. The procession or event is not to be held for the sole purpose of advertising any product, goods or event, and is not designed to be held purely for private profit. (CC 1977 §23-105; Ord. No. 972 §5, 4-19-72)

SECTION 397.120: ALTERNATIVE PERMIT

The Board of Aldermen, in denying an application for a procession or event permit, shall be empowered to authorize the conduct of a procession or event on a date, at a time, or over a route different from that named by the applicant. An applicant desiring to accept an alternate permit shall, within five (5) days after notice of the action of the Board of Aldermen, file a written notice of acceptance with the City Clerk. An alternate procession or event permit shall conform to the requirements of and shall have the effect of a procession or event permit under this Article. (CC 1977 §23-107; Ord. No. 972 §7, 4-19-72)

SECTION 397.130: COMPLIANCE

An applicant for a procession or event permit shall comply with all permit directions and conditions and with all applicable laws and ordinances. (CC 1977 §23-109; Ord. No. 972 §9, 4-19-72)

SECTION 397.140: POSSESSION

The procession or event chairman or other person heading or leading such activity shall carry the procession or event permit upon his/her person during the conduct of the procession or event and be present. (CC 1977 §23-110; Ord. No. 972 §9, 4-19-72)

SECTION 397.150: REVOCATION

The City shall have the authority to revoke a procession or event permit issued pursuant to this Article upon its' determination that the procession or event does not conform with the procession or event permit. (CC 1977 §23-111; Ord. No. 972 §11, 4-19-72)

SECTION 397.160: RESTRICTIONS/REQUIREMENTS

A. Event organizers must provide proof of liability insurance in the amount of one million dollars (\$1,000,000.00) to the City Clerk at least fifteen (15) days prior to the event date. Failure to meet this requirement shall make the permit null and void.

B. Restrooms and trash receptacles shall be provided. Trash disposal is the responsibility of event organizers.

C. *Food Vendors.*

1. Only fires within an apparatus manufactured for the purpose in which it is being used shall be permitted in booths.
2. Each food vendor will remove all used cooking grease from event premises and dispose of it appropriately.
3. All food vendors cooking, heating or otherwise utilizing any source of heat must have at least one (1) dry chemical fire extinguisher in booth area at all times.
4. Only UL approved heavy gauge extension cords rated for outside use can be used in event booths.
5. Booth participants are responsible for daily cleanup of their areas. (CC 1977 §23-116; Ord. No. 2338 §1, 2-3-97; Ord. No. 2424 §3, 9-8-97)

STAFF REPORT

TO: Board of Aldermen
FROM: Christina Stanton,
DATE: August 18, 2023
SUBJECT: Appl. #PP-23-002--Preliminary Plat for Harrisonville Commons, Lots 1 - 3 and Tract A

Type of Item: *Preliminary Plat*

B. Action Item (ID # 4610)

A RESOLUTION OF THE CITY OF HARRISONVILLE APPROVING THE PRELIMINARY PLAT OF HARRISONVILLE COMMONS, LOTS 1 - 3 AND TRACT A LOCATED NORTH OF MECHANIC STREET (MO. HWY. 7) AND SOUTH OF ELM STREET ON PROPERTY LOCATED AT 1800 E. MECHANIC STREET IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI.

Attachments:

Harrisonville Commons PP 8-21-23 BOA (PDF)

Application (PDF)

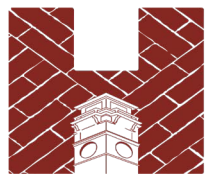
CA-23008_PRELIM_PLAT-PRELIM PLAT (PDF)

Traffic Impact Analysis 7-11-2023 (PDF)

Zoning Map (PDF)

Aerial Map (PDF)

Preliminary Plat Harrisonville Commons Resolution(DOCX)



To: Board of Aldermen

From: Christina Stanton, AICP, Community Development Director

Date: August 21, 2023

Re: Appl. #PP-23-002--Preliminary Plat for Harrisonville Commons, Lots 1 – 3 and Tract A located at 1800 E. Mechanic Street

GENERAL INFORMATION

Applicant: Donovan Jones

Requested Actions: Approval of Preliminary Plat

Date of Application: July 11, 2023

PROPOSAL

Donavan Jones is seeking approval of the attached preliminary plat of *Harrisonville Commons, Lots 1 – 3 and Tract A*.

The surrounding properties are currently zoned as follows:

- North (across Elm St.): G (Government), R-1 (Single-Family Residential) District, and C-O (Non-Retail Business) District—High School, single-family residential, and offices
- East: C-1 (Local Business) District—Offices
- South (across MO-7/Mechanic Street): C-2 (Service Business) District—Dollar General, gas station, Southland Shopping Center
- West: R-1 (Single-Family Residential) and R-2 (Two-Family Residential) Districts—Single-Family Residential

PREVIOUS ACTIONS

- August 17, 2023—The Planning & Zoning Commission voted 8-0 to recommend approval of the proposed Preliminary Plat to the Board of Aldermen.
- August 7, 2023—The Board of Aldermen heard the Preliminary Development Plan for this property and the ordinance for approval was read for the first time, with the second reading scheduled for the August 21, 2023, board meeting.
- July 20, 2023—The Planning & Zoning Commission heard the Preliminary Development Plan for this property and voted to recommend approval to the Board of Aldermen with the seven (7) conditions that were listed in staff's report.
- September 22, 2014—The Board of Aldermen approved an Ordinance (#3283) to allow for a Special Use Permit for the establishment of a nursing home and assisted living establishment located at 1800 E. Mechanic Street. This was for the project known as the Harrisonville Senior Living Village, which never came to fruition.
- September 22, 2014—The Board of Aldermen approved an Ordinance (#3282-14) to rezone the property located north of the intersection of Oriole and Mechanic Streets from Single-Family

Residential (R-1) District to Planned Apartment (then R-4P, now RP-4) District. This was for the project known as the Harrisonville Senior Living Village, which never came to fruition however the zoning remains as established.

- May 13, 1991—The Board of Aldermen approved an Ordinance (#1825) which established new zoning districts and associated regulations. The subject property's zoning was changed from Low Density Single-Family Residential (R-1A) District (which no longer exists) to Single-Family Residential (R-1) District.
- August 16, 1978—The Board of Aldermen approved an Ordinance (#1194) which established new zoning districts and associated regulations. The subject property's zoning was changed from the previously established Residential District No. 2 to Low Density Single-Family Residential (R-1A) District.
- June 21, 1965—The Final Plat of *Johnson Estates, Lots 1-18* was recorded with the Cass County Recorder of Deed's Office.
- March 10, 1965—The Board of Aldermen approved an Ordinance (#646) determining the zoning classification of all properties annexed into the City since April 7, 1959. The subject property was established as Residential District No. 2.

KEY ISSUES

- Oriole Street will be extended through this property, as a public street, from E. Mechanic Street to E. Elm Street.

ANALYSIS

This preliminary plat consisted of 3 lots and a tract for detention. Lots 1 and 2 are intended to serve the proposed Harrisonville Commons apartment complex that was shown in the Preliminary Development Plan. Lot 3 is intended to serve as the site of a senior (55+) living facility. Both side of the extended Oriole Street will have the required sidewalk.

PROCEDURE

In accordance with Section 410.260.F.1: "The Planning and Zoning Commission shall determine, based on the evidence before it, whether the preliminary plat meets the design standards and requirements of these Subdivision Regulations and conforms to the requirements of the zoning regulations and other applicable provisions of the policies and standards of the City of Harrisonville." Subparts a, b, and c state the action the Planning and Zoning Commission is to take if the preliminary plat complies with all requirements, if the preliminary plat is in general compliance but not complete compliance, and if the preliminary plat is not in compliance with all requirements (respectively). After staff's thorough review of the proposed preliminary plat staff's professional opinion is that the preliminary plat is in compliance with the design standards and Subdivision Regulations and is recommending that the Planning and Zoning Commission recommend conditional acceptance of the preliminary plat as stated below.

STAFF RECOMMENDATION

Staff recommends approval of the requested preliminary plat with the following condition:

1. Eastbound and westbound left turn lanes of 140' in length with a 100' taper shall be constructed at the intersection of Oriole Street and MO-7 as recommended in the Traffic Impact Analysis (TIA).

ATTACHMENTS

1. Application and Preliminary Plat of *Harrisonville Commons, Lots 1 – 3 and Tract A*
2. Traffic Impact Analysis (TIA)
3. Zoning Map
4. Aerial Map

**THE CITY OF
HARRISONVILLE**
WHERE TRADITION MEETS INNOVATION
PLATTING APPLICATION

Application Type

- ☒ Preliminary Plat (Fee \$300.00 + \$5/per lot + \$65 Notice Fee)
☐ Final Plat (Fee \$150.00 + \$5.00/per lot + \$65 Notice Fee)
☐ *Minor Plat (Fee \$200.00)

*Staff-only approval required

Applicant and Owner Information

Applicant (Print): Donavan Jones Signature: Donavan Jones
 Company Name: Gardens of Harrisonville, LLC
 Street Address: PO Box 616 City: Raymore State: MO Zip: 64083
 Phone: 816-797-6565 Email: donavanjones@icloud.com

Property Owner Authorization (Provide contact information and signatures of all property owners.)

Property Owner Name (print): Gardens of Harrisonville, LLC
 Street Address: PO Box 616 City: Raymore State: MO Zip: 64083
 Phone: 816-797-6565 Email: donavanjones@icloud.com

Firm Preparing Application: RL Buford
 Contact: Lindsay Vogt
 Street Address: PO Box 14069 City: Parkville State: MO Zip: 64152
 Phone: 816-741-6152 Email: lindsay@rlbuford.com
 *All correspondence should be sent to: Applicant _____ Property Owner _____ Firm _____

Project Information

General Location or Address: 1600 E Mechanic St.
 Project Description: Multifamily Apartments
 Acres or Sq. Ft. 12.8
 Current Zoning: RP-4 Proposed Zoning: RP-4

For Office Use Only

Case No: PP-23-002 Filing Fee: Amount Paid \$ \$380.00 Date Application Received: 7/11/23
 Staff-only approval: N/A P&Z meeting: 8/17/23 BOA Meeting: 8/21/23



GARDENS OF HARRIOSNVILLE

TRAFFIC IMPACT ANALYSIS

July 11, 2023

RECEIVED

JUL 11 2023

CITY OF HARRISONVILLE

Prepared For:
Warger Associates

Prepared By:
Priority Engineers, Inc.
PO Box 563
Garden City, MO 64747



7-11-23

Attachment: Traffic Impact Analysis 7-11-2023 (Appl. #PP-23-002--Preliminary Plat for Harrisonville Commons, Lots 1 - 3 and Tract A)



July 11, 2023

Mr. Steve Warger

RE: Garden's of Harrisonville – Harrisonville, MO

Dear Mr. Warger,

In response to your request, Priority Engineers, Inc. has completed a traffic impact analysis for the above referenced project. The purpose of the analysis is to determine the potential traffic impacts associated with this development on the intersections and streets surrounding this site, primarily during the AM and PM peak hours. The following report documents our analysis and recommendations.

We appreciate the opportunity to work with you on this project. Please contact us with any questions or if you require additional information.

Sincerely,

PRIORITY ENGINEERS, INC.

A handwritten signature in black ink, appearing to read 'Kristin L. Skinner'.

Kristin L. Skinner, P.E., PTOE
President

Priority Engineers, Inc.
PO Box 563
Garden City, MO 64747
816.738.4400

Attachment: Traffic Impact Analysis 7-11-2023 (Appl. #PP-23-002--Preliminary Plat for Harrisonville Commons, Lots 1 - 3 and Tract A)

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Left Turn Lane Guidelines for Two-Lane Roads less than or equal to 40mph
(MoDOT EPG 940.9.1)
Right Turn Lane Guidelines for Two-Lane Roadways (MoDOT EPG 940.9.8)
Peak Hour Signal Warrant (MO 7 & Oriole)

Figure 23

Figure 24

Figure 25

APPENDIX II

Peak Hour Traffic Counts
Synchro Report

1) INTRODUCTION

The purpose of this study is to examine the potential traffic impacts associated with the proposed Gardens of Harrisonville development. The site is to be constructed where the former Cass Regional Hospital building is located on the north side of Missouri Route 7 (Mechanic Street), opposite of Oriole Street.

The study area is shown in Figure 1. The site layout is shown in Figure 2.

2) EXISTING CONDITIONS

The existing site is currently a vacant building which previously was used as a hospital. The site is bordered to the south by Missouri Route 7. MO-7 is classified as a Minor Arterial by the Mid America Regional Council (MARC). MO-7 has a two-lane cross section with open drainage and a posted speed limit of 35 miles per hour. The site is bordered to the north by Elm Street. Elm Street has a posted speed limit of 35 miles per hour, but is posted as a school zone adjacent to this property from 6:30 AM to 4:00 PM. Elm Street has a two-lane cross section with curb and gutter and an enclosed drainage system. Elm Street is classified by MARC as a Local Road.

The site is bordered to the west by single family residential homes. To the northwest, is the Harrisonville Senior High School and the main entrance to the Cass Career Center. To the north, is a single family home with commercial development to the northeast. The remainder of the surrounding property is commercial in nature.

The property currently has two main access points and a third service entrance. The main entrance onto MO-7 is currently offset from Oriole Street by approximately 20' between centerlines. The entrance onto Elm Street is located approximately 175' east of the Cass Career Center Drive and 150' west of the single-family driveway. The service entrance roughly aligns with a residential driveway.

Peak Hour turning movement counts for the intersections of MO-7 and Oriole Street and Elm Street and the Cass Career Center Drive were collected on May 23rd and May 24th of this year. The AM Peak Hour was found to be from 7:00 to 8:00 and the PM Peak Hour was found to be from 4:30 to 5:30. The complete traffic counts are shown in Appendix II. The peak hour traffic volumes and existing lane configurations are shown in Figures 3-6.

3) PROPOSED DEVELOPMENT

The proposed development will contain 288 units of multifamily housing. The remaining space is expected to either be developed as a 40,000 square foot library, or an additional 80 units dedicated to senior adult housing.

The entrance onto MO-7 will be aligned with Oriole Street in conjunction with this development and Oriole Street will be continued north to Elm Street. Oriole Street will connect to Elm Street at approximately the same location as the existing service drive.

The proposed site plan is shown in Figure 2.

4) TRIP GENERATION

The vehicle trips generated by the proposed development were estimated using the Institute of Transportation Engineers' (ITE) Trip Generation, 11th Edition. Land Use (220) Multifamily Housing (Low-Rise) was selected for the 288 apartment units. The proposed development was analyzed with both a 40,000 square foot Library (Land Use 590) and with Senior Adult Housing – Multifamily (Land Use 252). The estimated AM and PM peak hour traffic volumes associated with each scenario are shown in Tables 1 and 2.

Table 1: Trip Generation (with Library)								
Land Use	Intensity	Daily	AM Peak			PM Peak		
			Total	In	Out	Total	In	Out
Multifamily Housing (Low-Rise)	288 Units	1921	112	27	85	144	91	53
Library	40,000 SF	2785	55	39	16	356	171	185
Total		4706	167	66	101	500	262	238

It is worth noting that the proposed library is significantly larger than the average 15,000 square feet listed in ITE data and it is likely that the library trips are overestimated.

Table 2: Trip Generation (with Senior Housing)								
Land Use	Intensity	Daily	AM Peak			PM Peak		
			Total	In	Out	Total	In	Out
Multifamily Housing (Low-Rise)	288 Units	1921	112	27	85	144	91	53
Senior Adult Housing - Multifamily	80 Units	256	16	5	11	20	11	9
Total		2177	128	32	96	164	102	62

5) TRIP DISTRIBUTION AND ASSIGNMENT

Trips generated by the proposed Gardens of Harrisonville Development were distributed based on existing traffic flows and a general analysis of the surrounding area. The trips were distributed onto the existing street system approximately as follows:

- 35 percent to and from the north via MO 7
- 50 percent to and from the south via MO 7
- 5 percent to and from the south via Oriole Street
- 5 percent to and from the east via Elm Street
- 5 percent to and from the west via Elm Street

The proposed traffic volumes for library scenario can be seen in Figures 7 and 8. The proposed traffic volumes for the senior housing scenario can be seen in Figures 11 and 12.

6) AUXILIARY LANES

Section 940 of the MoDOT Engineering Policy Guide (EPG) was consulted to determine the need for turn lanes at the intersection of MO-7 and Oriole Street. Based on the criteria of 940.9.1, a left turn lane will be warranted with either a library or with senior housing. Based on the criteria outlined in 940.9.8, a right turn lane will not be warranted with either development use.

An eastbound and westbound left turn lane has been included in the analysis of each of the proposed and future scenarios.

7) LEVEL OF SERVICE AND VOLUME/CAPACITY ANALYSES

Capacity analysis was used to quantify the impacts of the increased traffic on the intersections studied. The methodology outlined in the Highway Capacity Manual, 6th Edition, was used as a basis to perform the analysis for this study. Capacity analysis defines the quality of traffic operation for an intersection using a grading system called Level of Service (LOS). The LOS is defined in terms of average vehicle delay. Levels of service A through F have been established with A representing the best and F the worst.

Table 3: Level of Service Definitions		
Level of Service	Unsignalized Intersection	Signalized Intersection
A	< 10 Seconds	< 10 Seconds
B	< 15 Seconds	< 20 Seconds
C	< 25 Seconds	< 35 Seconds
D	< 35 Seconds	< 55 Seconds
E	< 50 Seconds	< 80 Seconds
F	≥ 50 Seconds	≥ 80 Seconds

The study intersections were evaluated using Synchro based on part on Highway Capacity Manual methods. The analysis reports are included in Appendix II.

Existing Conditions

The levels of service, lane configuration, and queue lengths for existing conditions are shown in Figures 5 and 6 in Appendix I. Currently, all stop-controlled movements are a level of service C or better in both the AM and the PM Peak Hours with a design queue of less than one vehicle except for northbound Oriole Street in the AM Peak Hour. In the existing AM Peak Hour, northbound Oriole Street has a level of service D and a design queue of 33'.

Existing + Proposed Development Conditions (with Library)

The levels of service, lane configuration, and queue lengths for existing conditions are shown in Figures 9 and 10 in Appendix I. The stop-controlled movements onto Elm Street are a level of service B or better in both the AM and the PM Peak Hours with a design queue of less than one vehicle. At the intersection of MO-7 & Oriole Street, the northbound movement is a level of service E in the AM Peak Hour with a design queue of 60', while the southbound movement is a level of service E with a design queue of 40' for the left/through lane and a level of service B

with less than one vehicle design queue for the southbound right turn lane. In the PM Peak Hour, the northbound movement at this intersection is a level of service E with a 50' design queue, while the southbound movement is a level of service F with a 125' design queue for the left/through lane and a level of service B with less than one vehicle queued for the right turn lane.

Existing + Proposed Development Conditions (with Senior Housing)

The levels of service, lane configuration, and queue lengths for existing conditions are shown in Figures 13 and 14 in Appendix I. The stop-controlled movements onto Elm Street are a level of service B or better in both the AM and the PM Peak Hours with a design queue of less than one vehicle. At the intersection of MO-7 & Oriole Street, the northbound movement is a level of service E in the AM Peak Hour with a design queue of 48', while the southbound movement is a level of service E with a design queue of 30' for the left/through lane and a level of service B with less than one vehicle design queue for the southbound right turn lane. In the PM Peak Hour, the northbound movement at this intersection is a level of service C with less than a one vehicle design queue, while the southbound movement is a level of service D with less than a one vehicle design queue for the left/through lane and a level of service B with less than one vehicle queued for the right turn lane.

8) FUTURE CONDITIONS

Mid America Regional Council (MARC) population growth projections were consulted when considering a future scenario. MARC anticipates Harrisonville to experience a 0.73% annual growth rate between 2020 and 2040.

A growth factor of 1% per year for 20 years was applied to the background traffic volumes and the intersections were reevaluated. The traffic volumes, levels of service, lane configuration, and queue lengths for the horizon year (2043) are shown in Figures 17-18 and 21-23 in Appendix I.

As traffic volumes on MO-7 increase, stop controlled movements will continue to experience low levels of service during peak hours. The maximum queue anticipated would be 180' for the southbound left/through lane onto MO-7 from the development if a library were constructed. Alternate routes to exit the site are available through Elm Street and the signalized intersection of MO-7 and Elm Street.

9) SIGNAL WARRANTS

Section 902.3.5 of the MoDOT Engineering Policy Guide (EPG) was consulted for the intersection of MO-7 with Oriole Street. It is important to note that Warrant Three, Peak Hour is normally intended to be used for instances where an unusually large amount of traffic is generated in a short amount of time such a factory or an office complex. In this instance, Warrant 3 is the only Warrant that could be evaluated with the available traffic data. A summary of this analysis is found in Figure 25. The peak hour signal warrant is only met in the PM Peak Hour if the library is constructed. It is probable that delays for the southbound left/through lane would encourage drivers to use the north exit from the development onto Elm Street and exit onto northbound MO 7 at the MO 7 and Elm Street signal.

10) SIGHT DISTANCE

Stopping sight distance and intersection sight distance were measured for the proposed entrances into the development. Intersection sight distance represents the distance and time required for the driver to make the decision to turn and to complete the turn without slowing oncoming traffic. Stopping sight distance represents the distance and time required to observe a two-foot-tall object in the roadway and to then safely come to a stop. Both Elm Street and MO-7 have a posted speed limit of 35. The measurements and calculations are illustrated in Table 4 below.

Table 4: Sight Distance Values				
	Measured Stopping Sight Distance	AASHTO Required Distance (40 mph design speed)	Measured Intersection Sight Distance	AASHTO Required Distance (40 mph design speed)
North Entrance onto Elm Street				
To the east	>600'	305'	>600'	445'
To the west	415'	305'	430'	385'
South Entrance onto MO-7 Street				
To the east	>600'	305'	>600'	385'
To the west	>600'	305'	>600'	445'

While acceptable sight distance is available at both entrances into the development, careful consideration should be given to sight distance obstructions when planning future landscaping and signing, as well as maintaining the vegetative growth within the right-of-way of MO-7.

11) ACCIDENT HISTORY

A review was made of the available accident data within the MSHP's STARS reporting database. The review was made for a five-year period between June 1, 2018 and June 1, 2023 for the study intersections. During this time period there was a single crash on Elm Street, a fixed object crash during daylight hours with property damage only.

For the study intersection on MO-7, both MO-7 and CST Mechanic ST were searched. Similarly for this intersection, crashes at either Hospital Drive or CST Oriole ST were included. In total there were eleven accidents during this five-year period. Eight of the crashes occurred in daylight hours with the remaining crashes occurring under dark lighted conditions. Only two of the crashes were of a personal injury severity with the remaining crashes being property damage only. Two of the crashes were involving a fixed object with the remaining crashes involving a motor vehicle in transit.

12) RECOMMENDATIONS & CONCLUSIONS

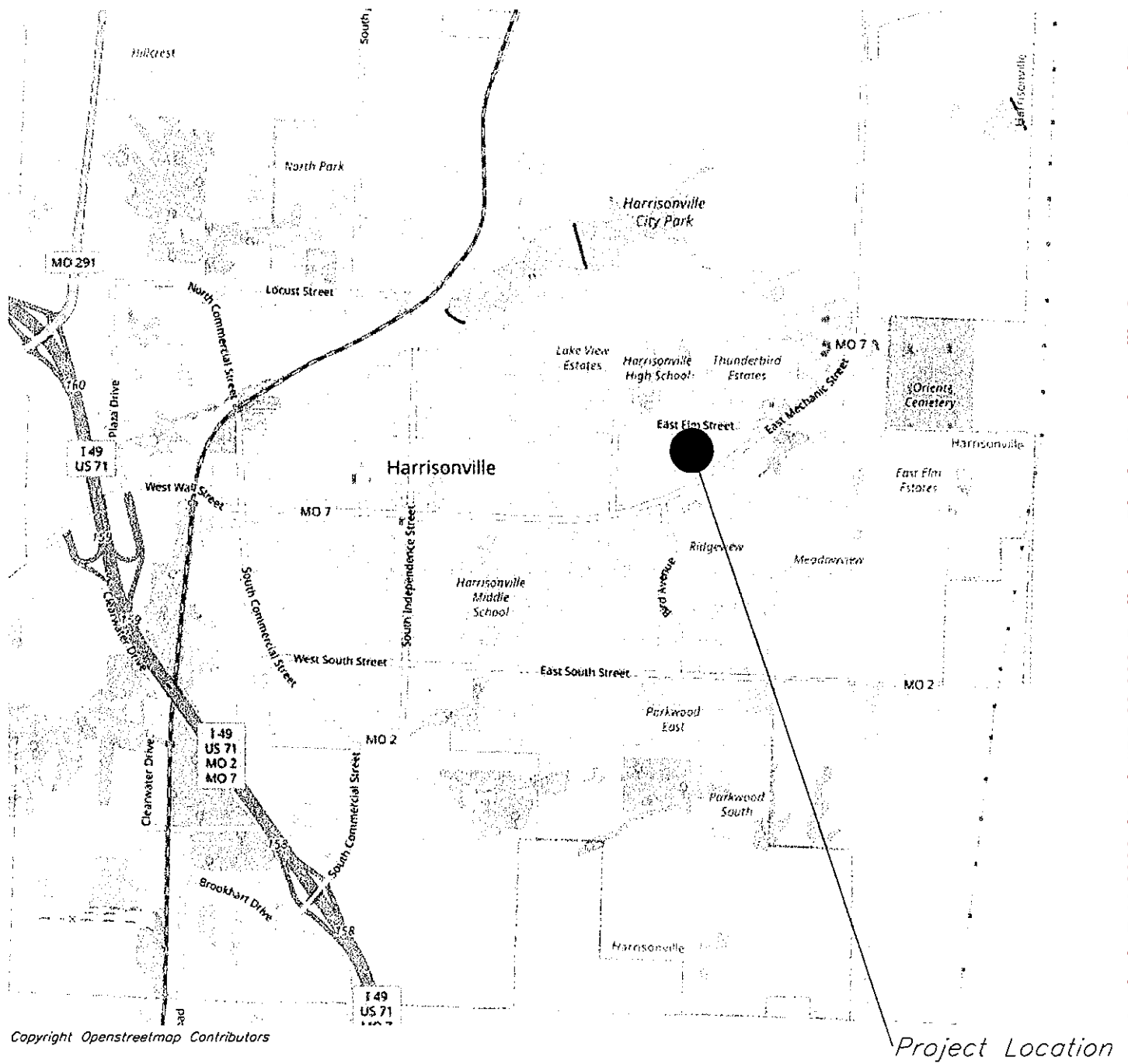
This study documents the impact of the proposed Gardens of Harrisonville development. This development includes a 40,000 square foot building which may be developed as a library. Alternatively, this same area within the site may be developed as 80 units of senior housing. Both possibilities were analyzed within this study.

The southern entrance into the site will be realigned with Oriole Street with this development. An eastbound left turn lane threshold is met with either development option. Eastbound and westbound left turn lanes should be constructed at the intersection of Oriole Street and MO-7. Each turn lane should be 140' in length with a 100' taper.

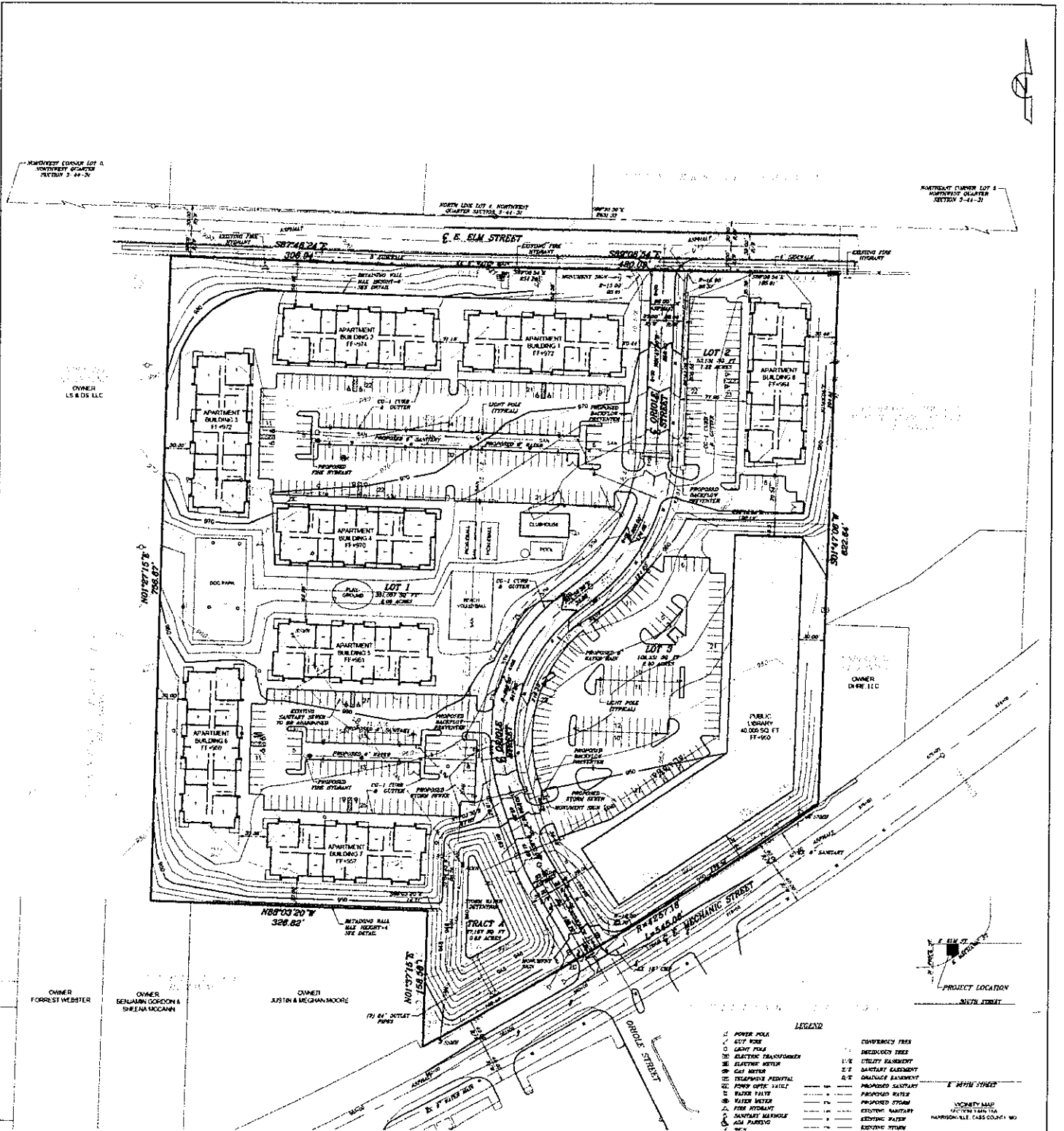
No additional traffic improvements are required as a result of this development.

APPENDIX I

Project Location	Figure 1
Site Plan	Figure 2
Existing AM Peak Hour Traffic Volumes	Figure 3
Existing PM Peak Hour Traffic Volumes	Figure 4
Existing AM Peak Hour Lane Configurations & Levels of Service	Figure 5
Existing PM Peak Hour Lane Configurations & Levels of Service	Figure 6
Existing + Proposed Development (with Library) AM Peak Hour Traffic Volumes	Figure 7
Existing + Proposed Development (with Library) PM Peak Hour Traffic Volumes	Figure 8
Existing + Proposed Development (with Library) AM Peak Hour Lane Configurations & Levels of Service	Figure 9
Existing + Proposed Development (with Library) PM Peak Hour Lane Configurations & Levels of Service	Figure 10
Existing + Proposed Development (with Senior Housing) AM Peak Hour Traffic Volumes	Figure 11
Existing + Proposed Development (with Senior Housing) PM Peak Hour Traffic Volumes	Figure 12
Existing + Proposed Development (with Senior Housing) AM Peak Hour Lane Configurations & Levels of Service	Figure 13
Existing + Proposed Development (with Senior Housing) PM Peak Hour Lane Configurations & Levels of Service	Figure 14
Future (2043) (with Library) AM Peak Hour Traffic Volumes	Figure 15
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Future (2043) (with Senior Housing) AM Peak Hour Traffic Volumes	Figure 19
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Left Turn Lane Guidelines for Two-Lane Roads less than or equal to 40mph (MoDOT EPG 940.9.1)	Figure 23
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Peak Hour Signal Warrant (MO 7 & Oriole)	Figure 25



Project Location	Gardens of Harrisonville Harrisonville, MO	No Scale	 Priority ENGINEERS
		Figure 1	



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Site Plan

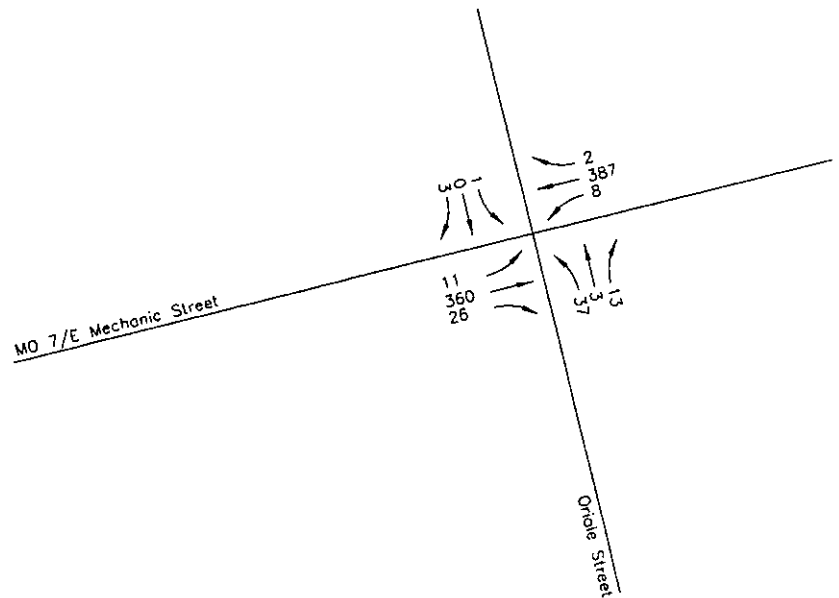
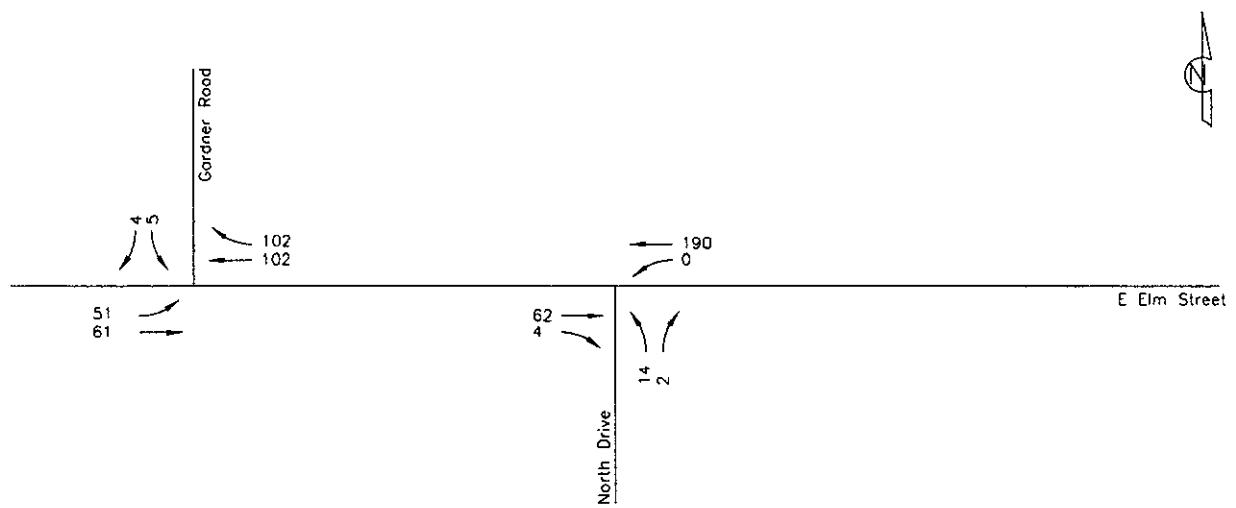
Gardens of
 Harrisonville
 Harrisonville, MO

No Scale

Figure 2



Priority
 ENGINEERS



LEGEND
 Total Volume

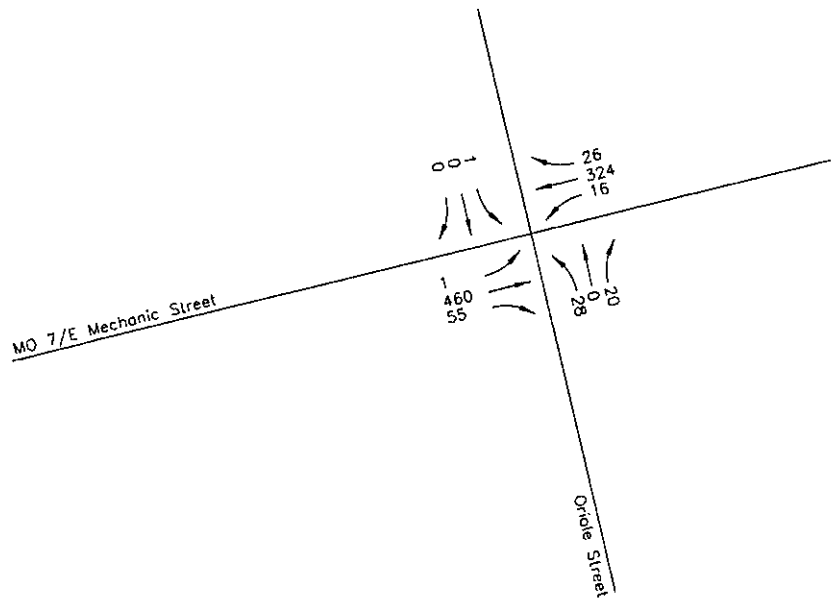
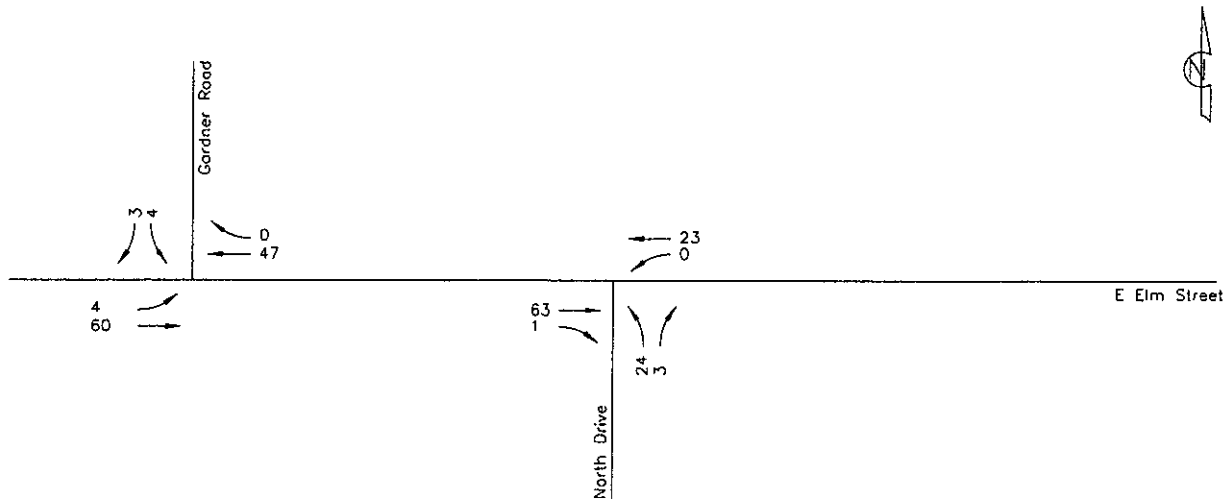
Existing AM Peak Hour
 Traffic Volumes

Gardens of
 Harrisonville
 Harrisonville, MO

No Scale
 Figure 3



Priority
 ENGINEERS



LEGEND

 Total Volume

Existing PM Peak Hour
Traffic Volumes

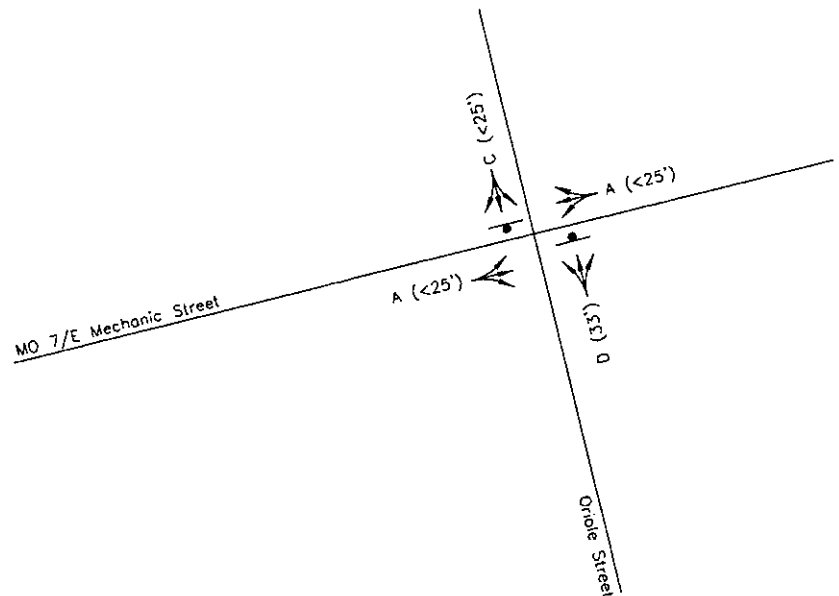
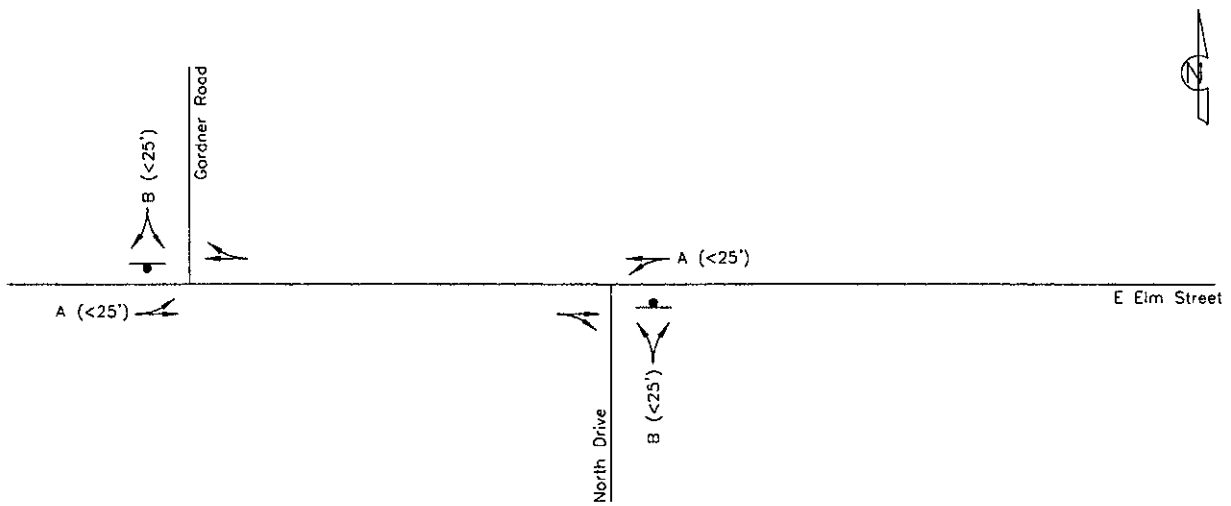
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 4



Priority
ENGINEERS



LEGEND

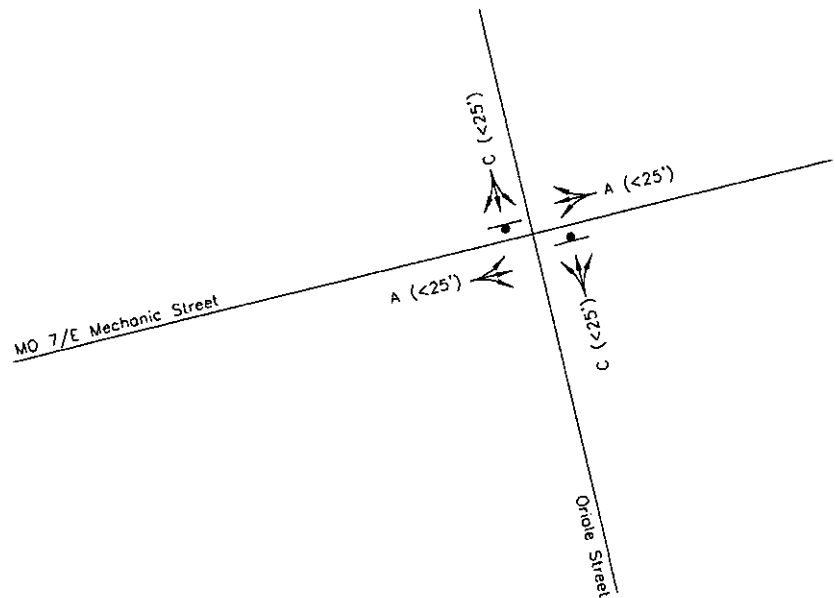
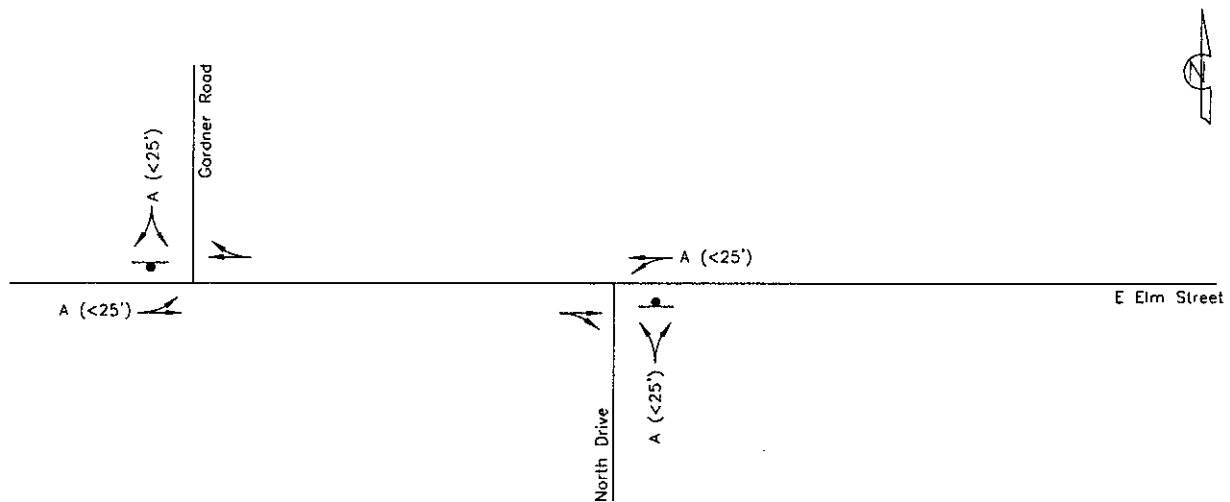
-  HCM LOS (95th Percentile Queue in Vehicles)
-  Stop Sign
-  Traffic Signal LOS

Existing AM Peak Hour
Lane Configurations &
Levels of Service

Gardens of
Harrisonville
Harrisonville, MO

No Scale
Figure 5





LEGEND

-  HCM LOS (95th Percentile Queue in Vehicles)
-  Stop Sign
-  Traffic Signal LOS

Existing PM Peak Hour
Lane Configurations &
Levels of Service

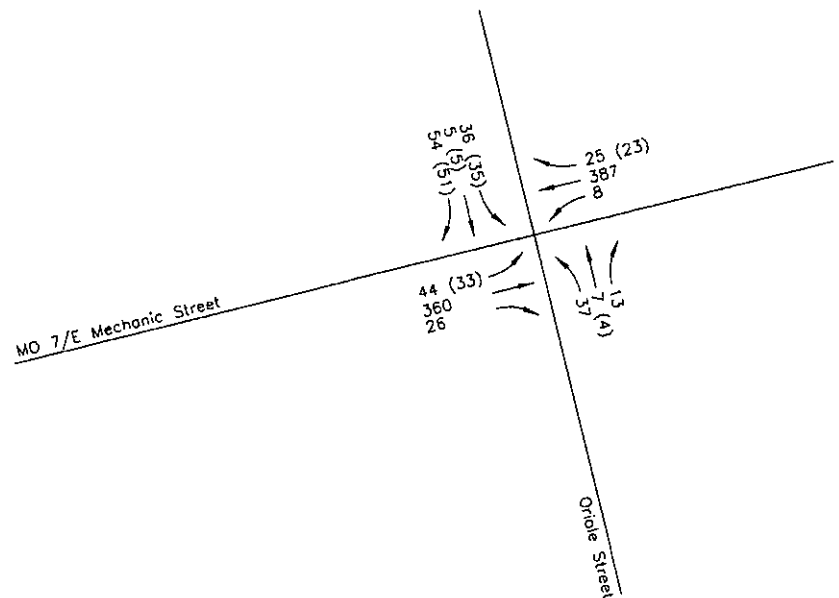
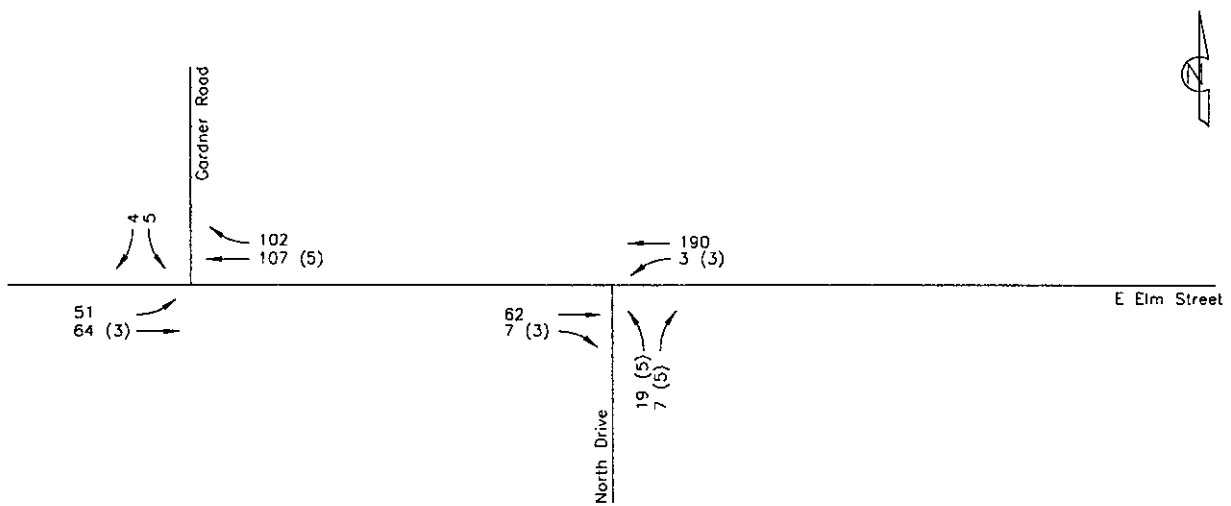
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 6



Priority
ENGINEERS



LEGEND

Total Volume (New Trips)

Existing + Proposed Development
(with Library)
AM Peak Hour Traffic Volumes

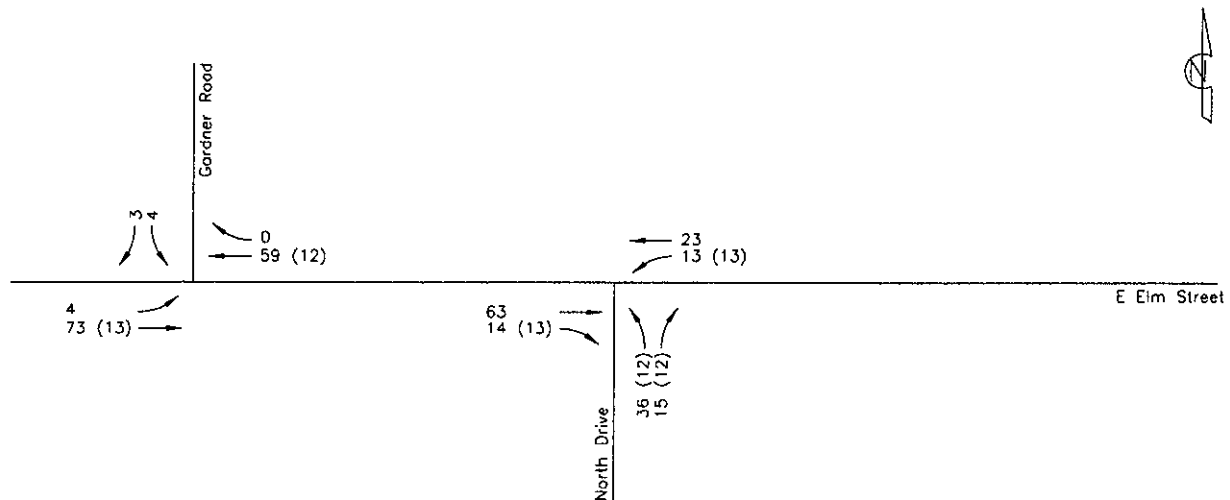
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 7



Priority
ENGINEERS



LEGEND

 Total Volume (New Trips)

Existing + Proposed Development
(with Library)
PM Peak Hour Traffic Volumes

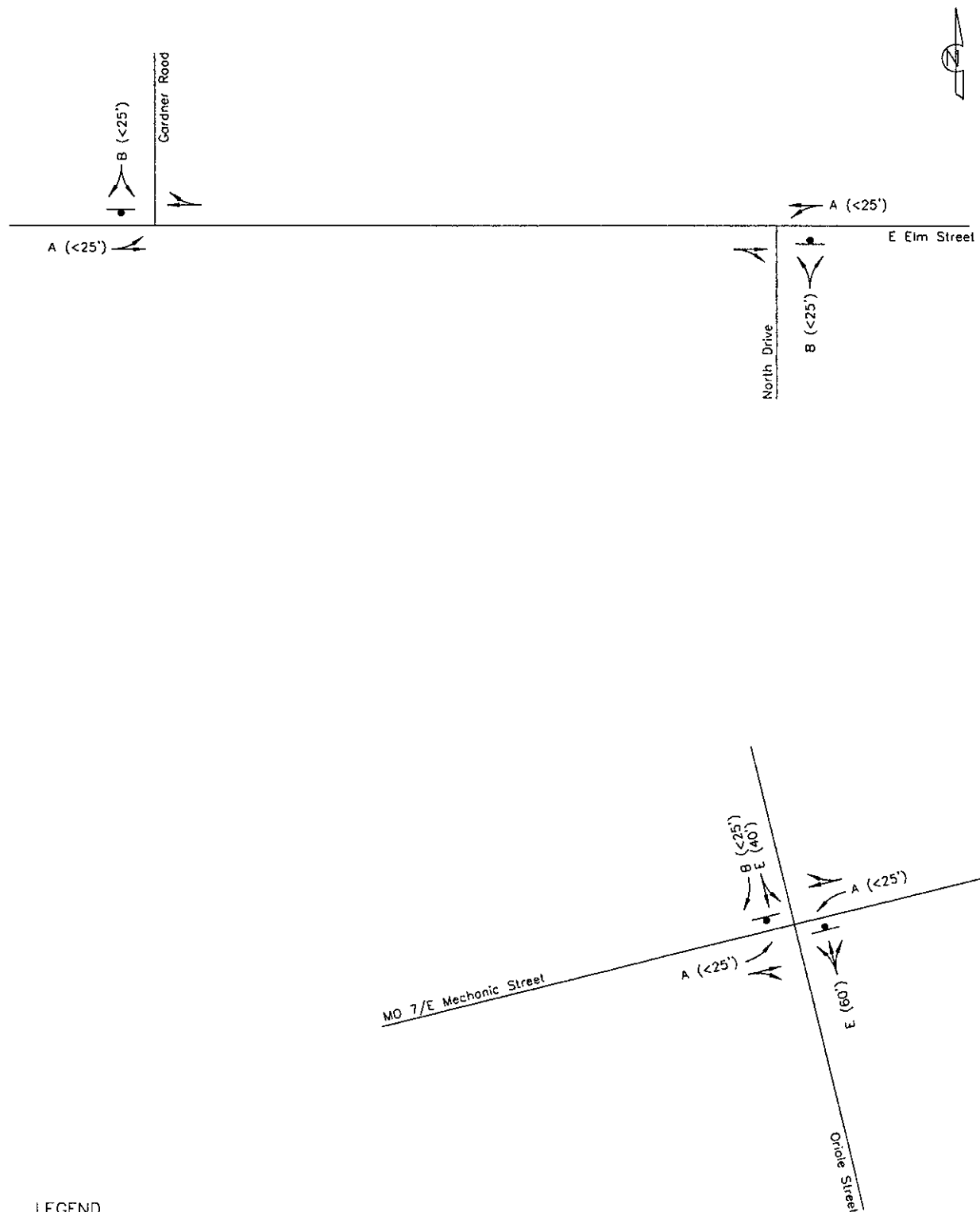
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 8



Priority
ENGINEERS



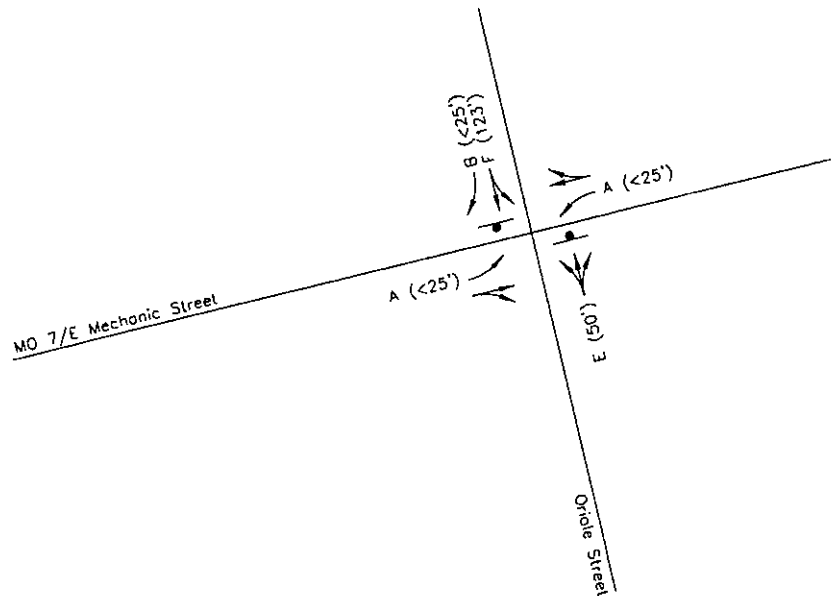
Existing + Proposed Development
(with Library)
AM Peak Hour Lane Configurations
& Levels of Service

Gardens of
Harrisonville
Harrisonville, MO

No Scale
Figure 9



priority
ENGINEERS



LEGEND

- HCM LOS (95th Percentile Queue in Vehicles)
- ⬮ Stop Sign
- Ⓐ Traffic Signal LOS

Existing + Proposed Development
(with Library)
PM Peak Hour Lane Configurations
& Levels of Service

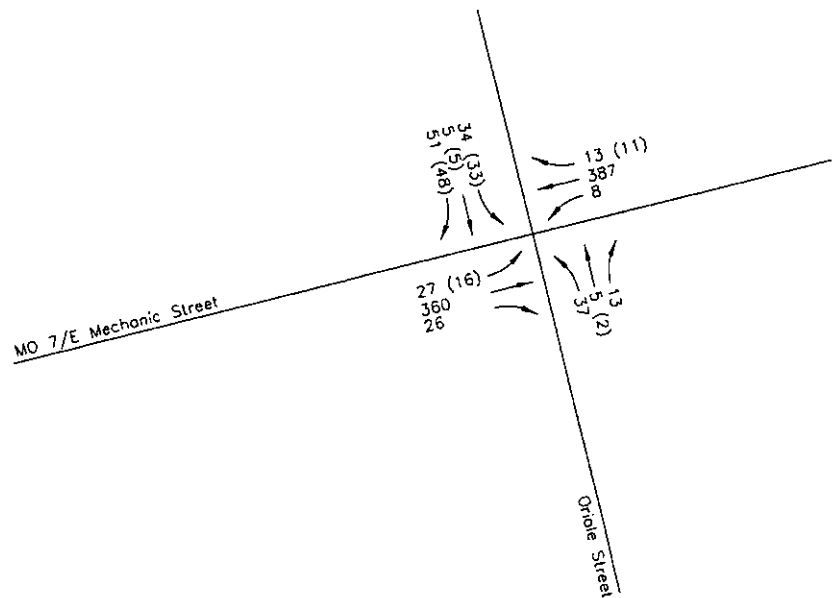
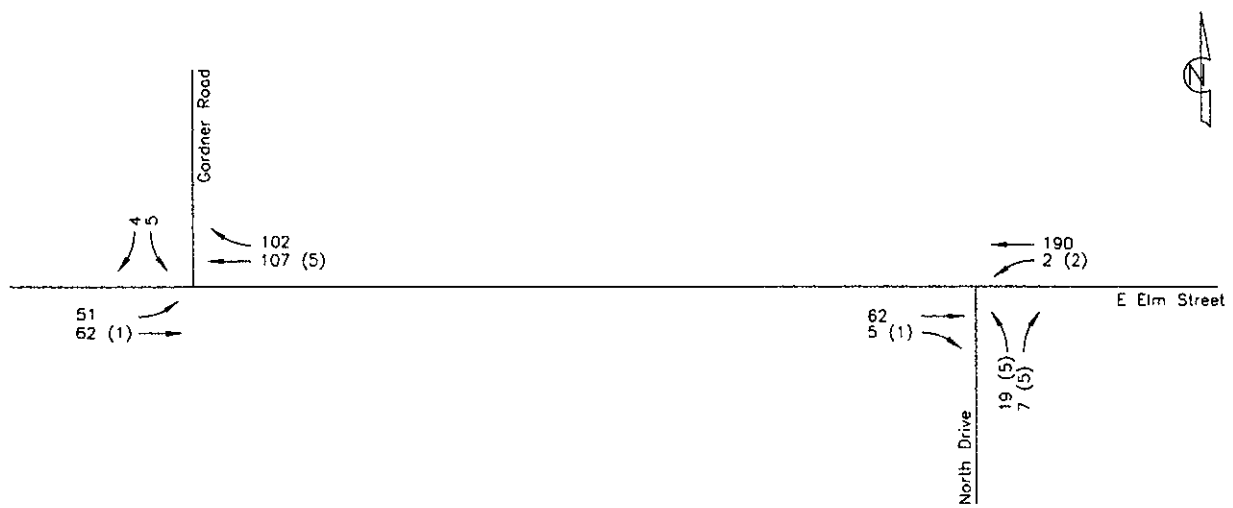
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 10



Priority
ENGINEERS



LEGEND



Total Volume (New Trips)

Existing + Proposed Development
(with Senior Housing)
AM Peak Hour Traffic Volumes

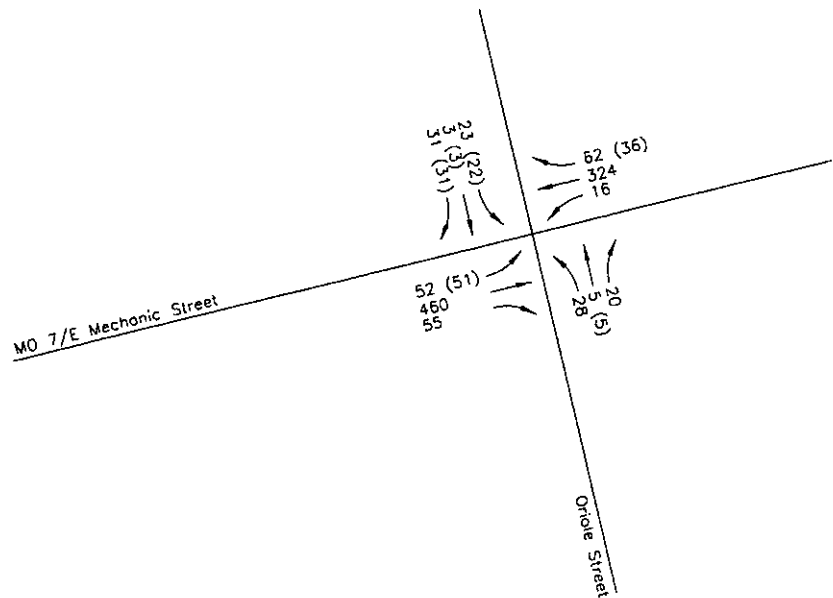
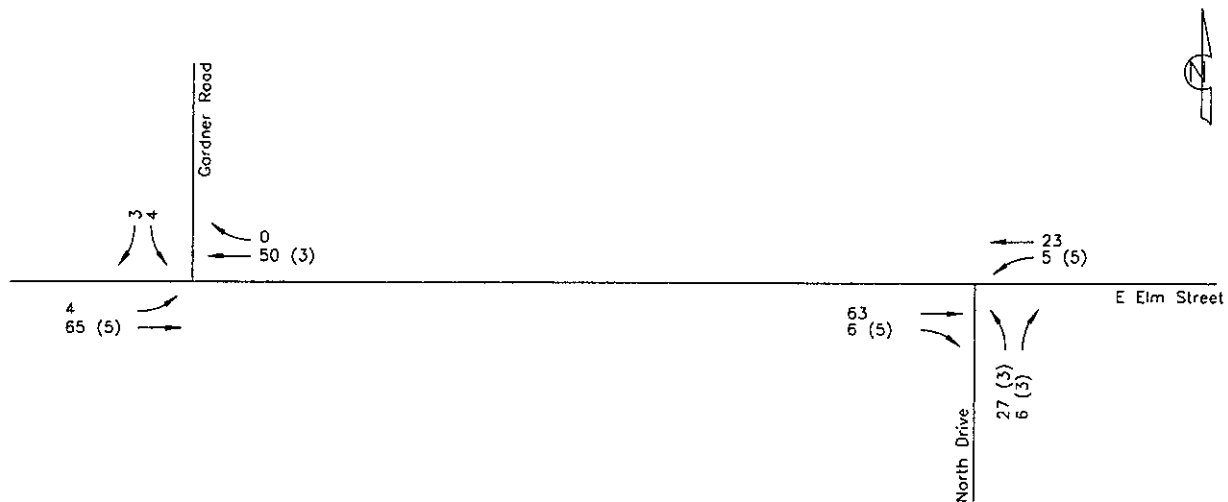
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 11



Priority
ENGINEERS



LEGEND

Total Volume (New Trips)

Existing + Proposed Development
(with Senior Housing)
PM Peak Hour Traffic Volumes

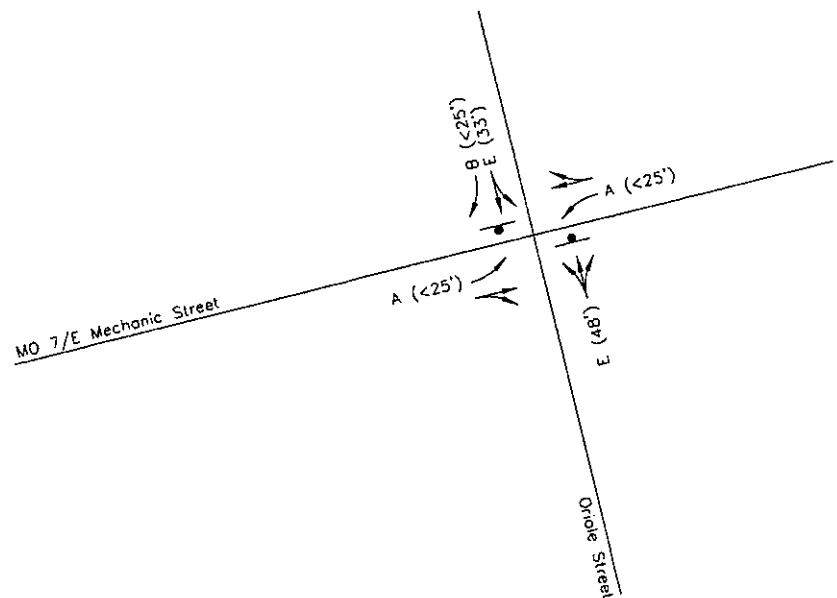
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 12



Priority
ENGINEERS



LEGEND

-  HCM LOS (95th Percentile Queue in Vehicles)
-  Stop Sign
-  Traffic Signal LOS

Existing + Proposed Development
(with Senior Housing)
AM Peak Hour Lane Configurations
& Levels of Service

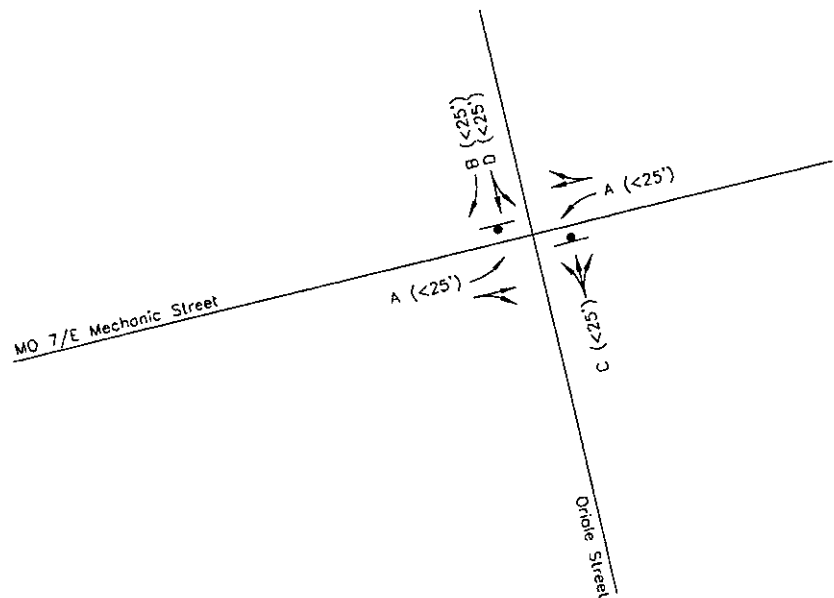
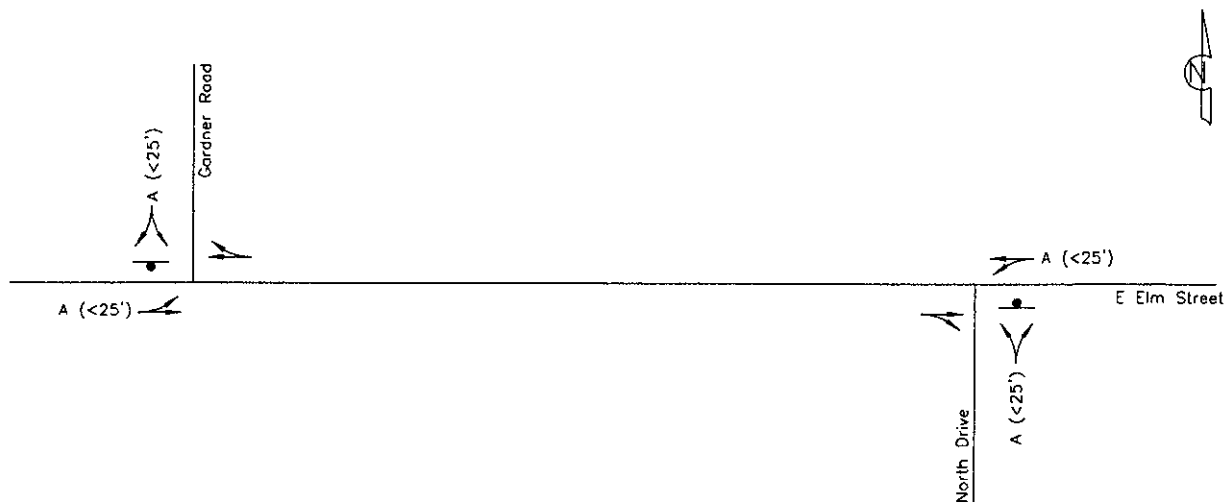
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 13



Priority
ENGINEERS



LEGEND

- HCM LOS (95th Percentile Queue in Vehicles)
- Stop Sign
- Ⓐ Traffic Signal LOS

Existing + Proposed Development
(with Senior Housing)
PM Peak Hour Lane Configurations
& Levels of Service

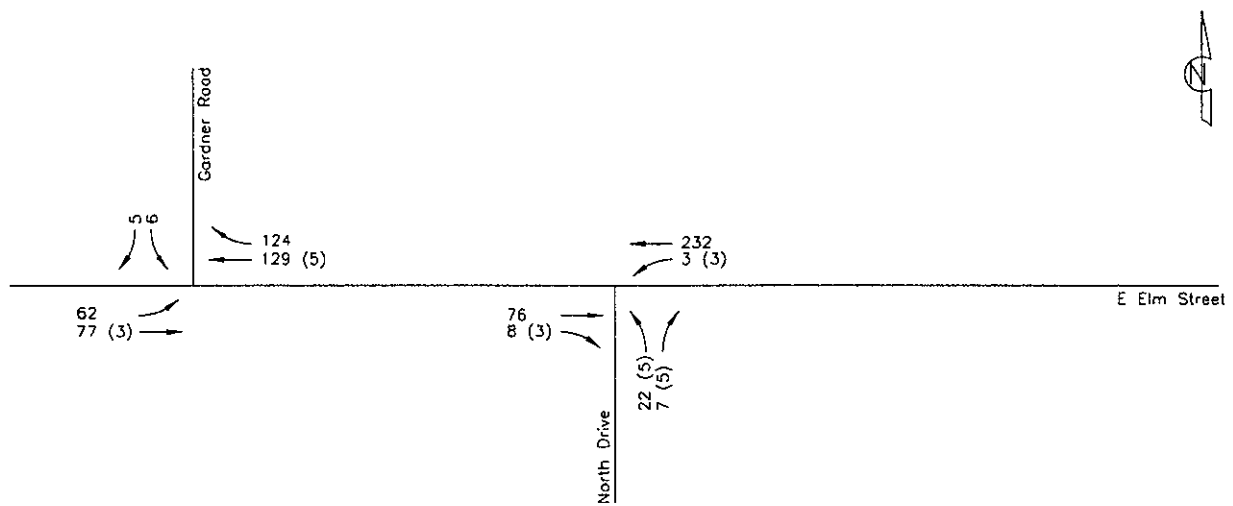
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 14



Priority
ENGINEERS



LEGEND

➤ Total Volume (New Trips)

Future (2043)
(with Library)
AM Peak Hour Traffic Volumes

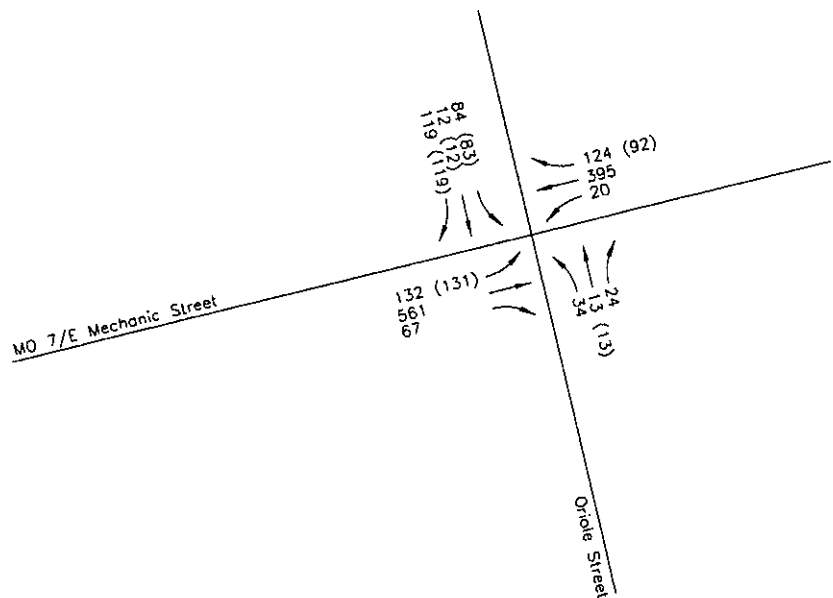
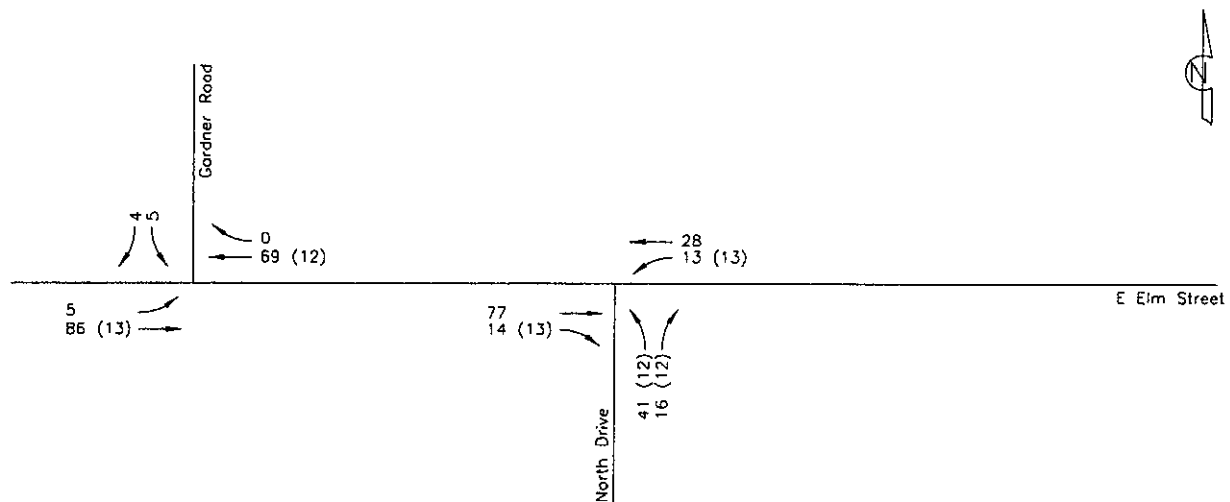
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 15



Priority
ENGINEERS



LEGEND

 Total Volume (New Trips)

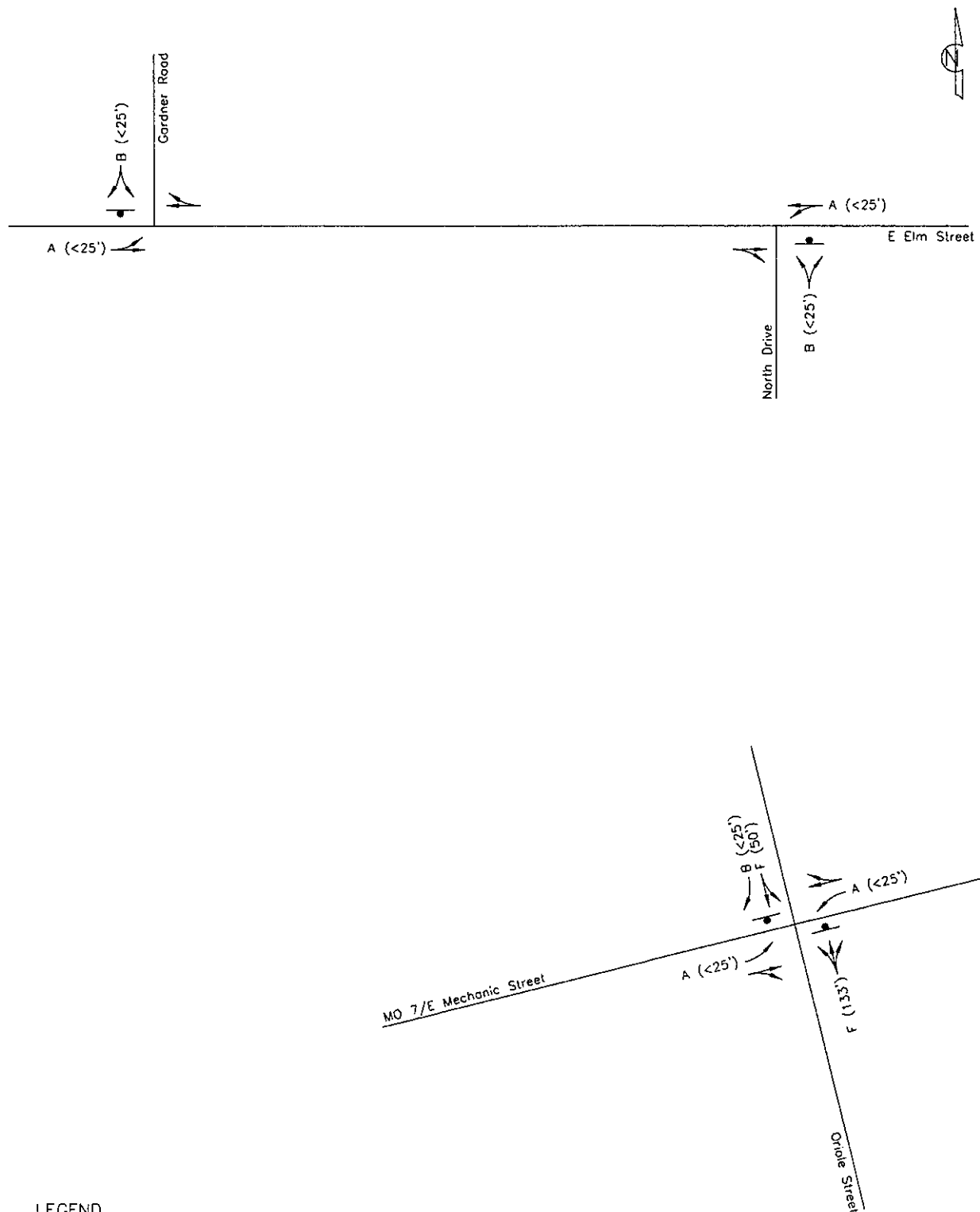
Future (2043)
 (with Library)
 PM Peak Hour Traffic Volumes

Gardens of
 Harrisonville
 Harrisonville, MO

No Scale

Figure 16





LEGEND

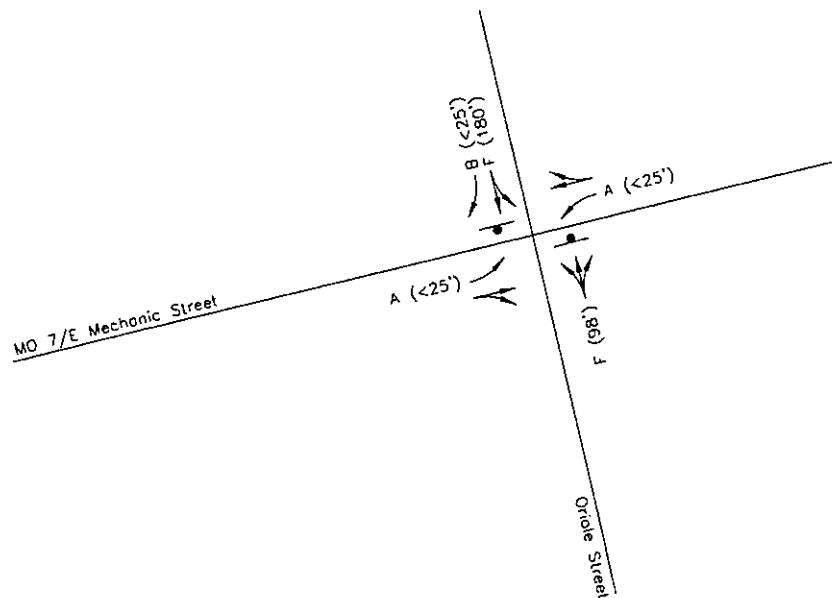
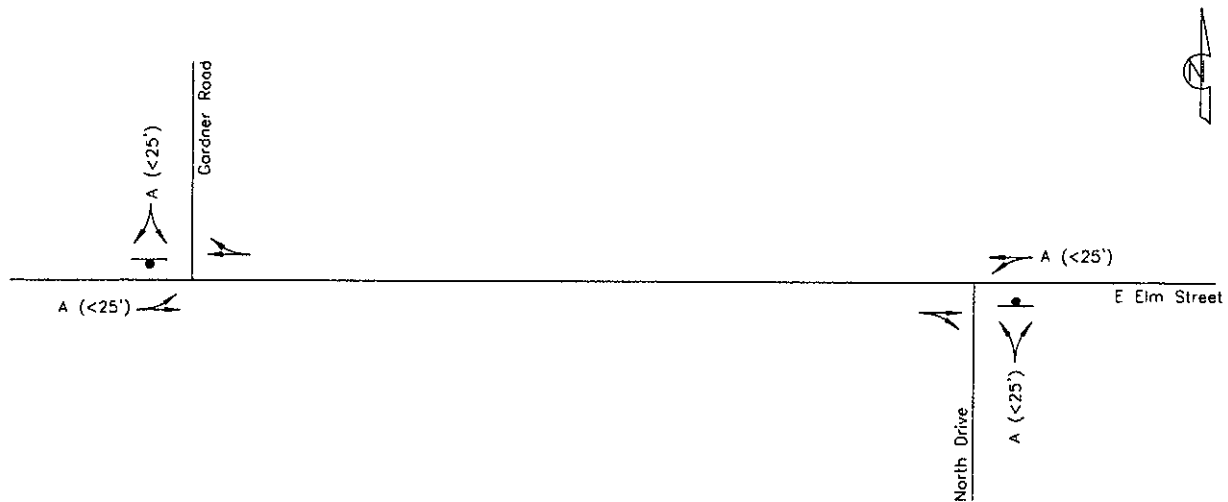
- HCM LOS (95th Percentile Queue in Vehicles)
- Stop Sign
- Traffic Signal LOS

Future (2043)
(with Library)
AM Peak Hour Lane Configurations
& Levels of Service

Gardens of
Harrisonville
Harrisonville, MO

No Scale
Figure 17





LEGEND

-  HCM LOS (95th Percentile Queue in Vehicles)
-  Stop Sign
-  Traffic Signal LOS

Future (2043)
(with Library)
PM Peak Hour Lane Configurations
& Levels of Service

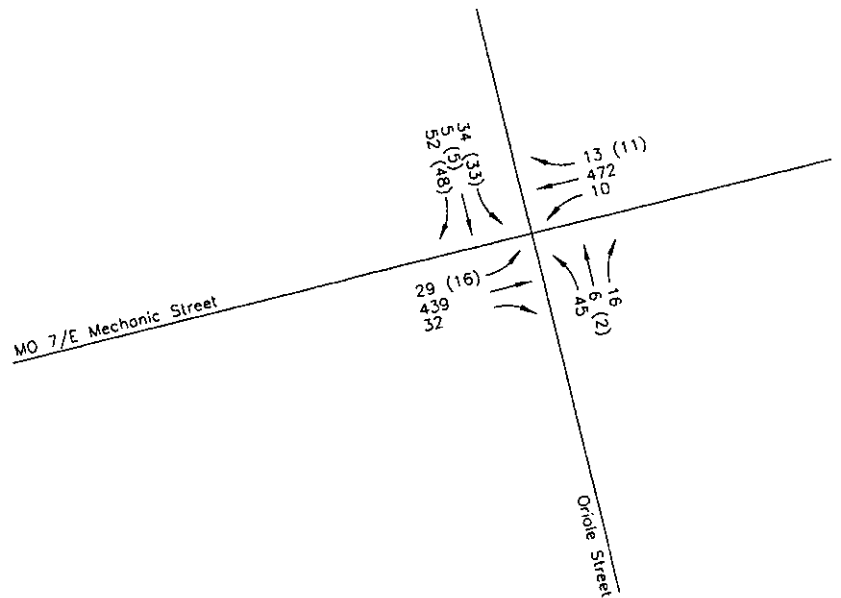
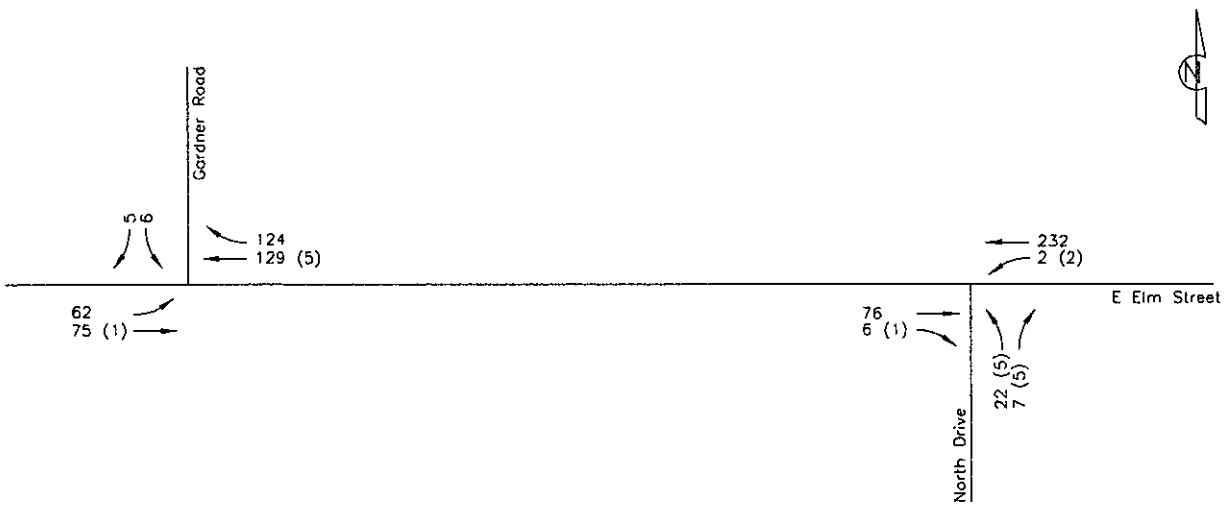
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 18



Priority
ENGINEERS



LEGEND

 Total Volume (New Trips)

Future (2043)
(with Senior Housing)
AM Peak Hour Traffic Volumes

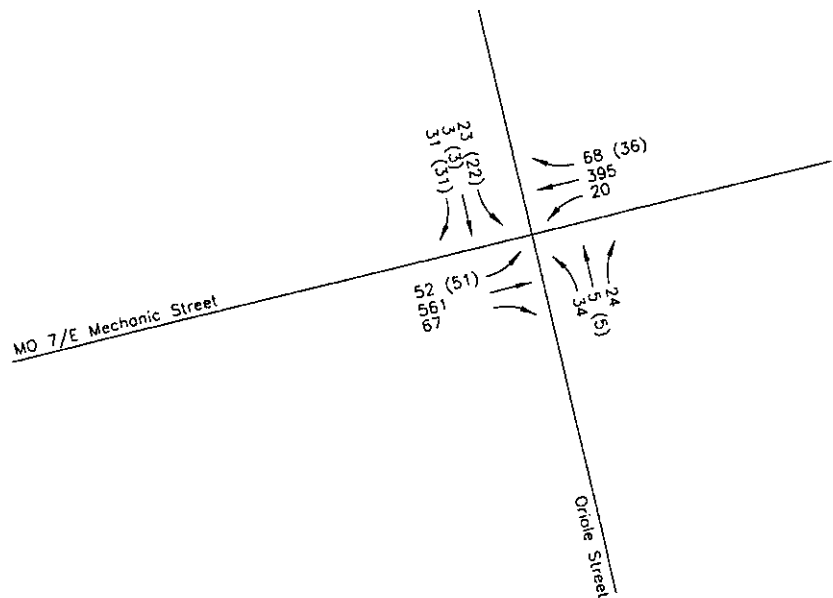
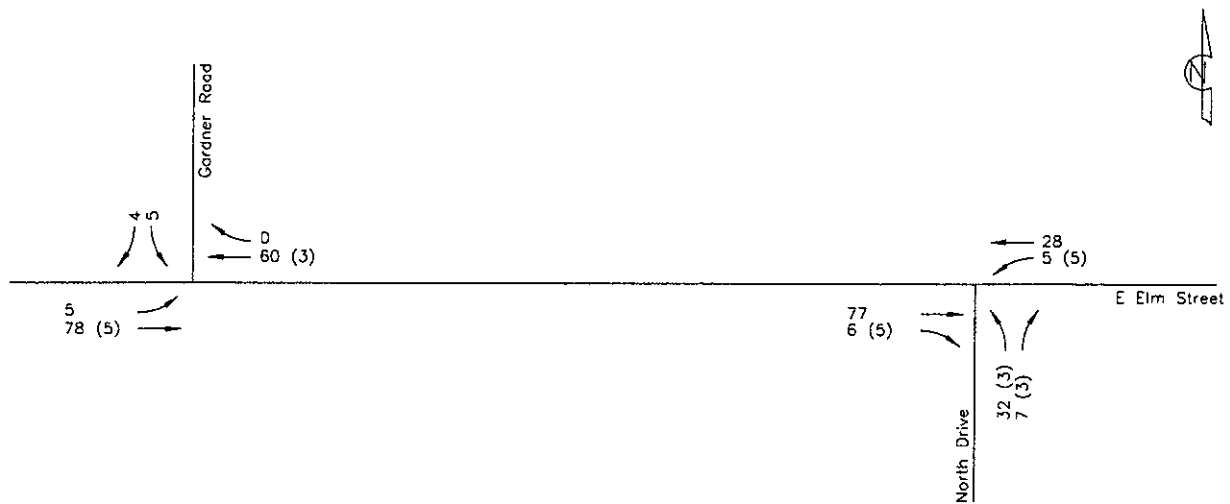
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 19



Priority
ENGINEERS



LEGEND

Total Volume (New Trips)

Future (2043)
 (with Senior Housing)
 PM Peak Hour Traffic Volumes

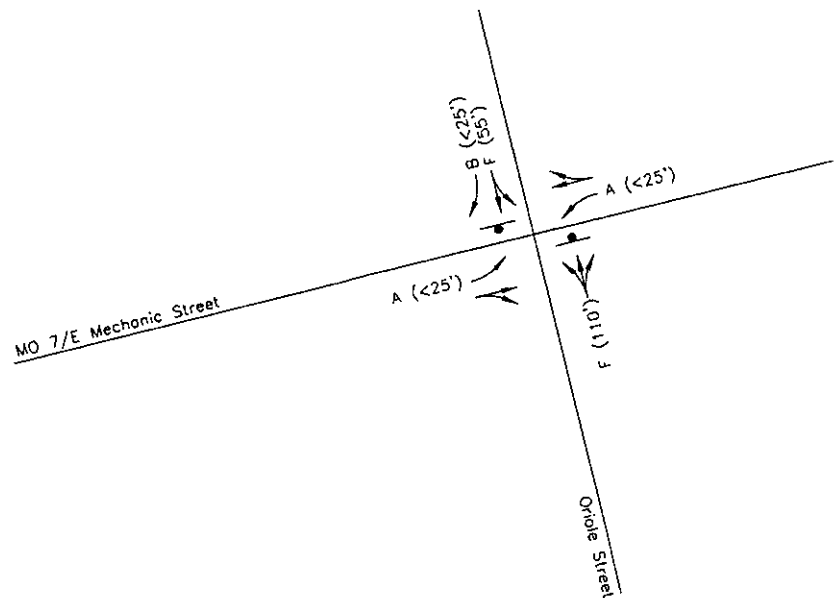
Gardens of
 Harrisonville
 Harrisonville, MO

No Scale

Figure 20



Priority
 ENGINEERS



LEGEND

-  HCM LOS (95th Percentile Queue in Vehicles)
-  Stop Sign
-  Traffic Signal LOS

Future (2043)
(with Senior Housing)
AM Peak Hour Lane Configurations
& Levels of Service

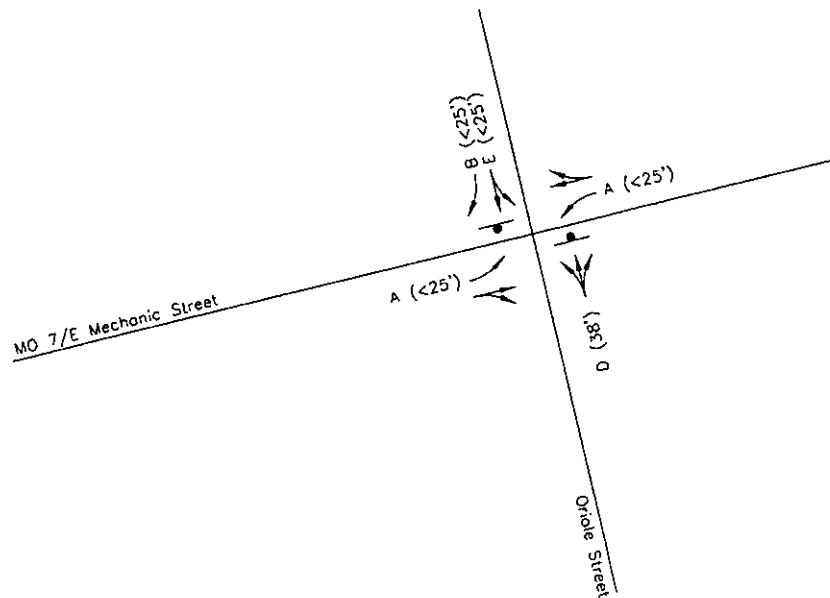
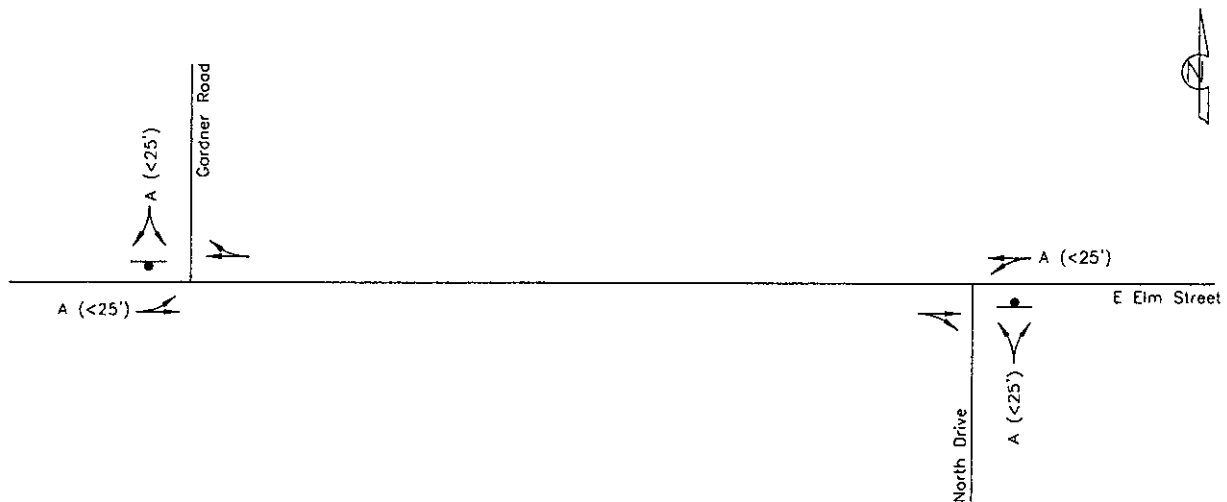
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 21



Priority
ENGINEERS



LEGEND

-  HCM LOS (95th Percentile Queue in Vehicles)
-  Stop Sign
-  Traffic Signal LOS

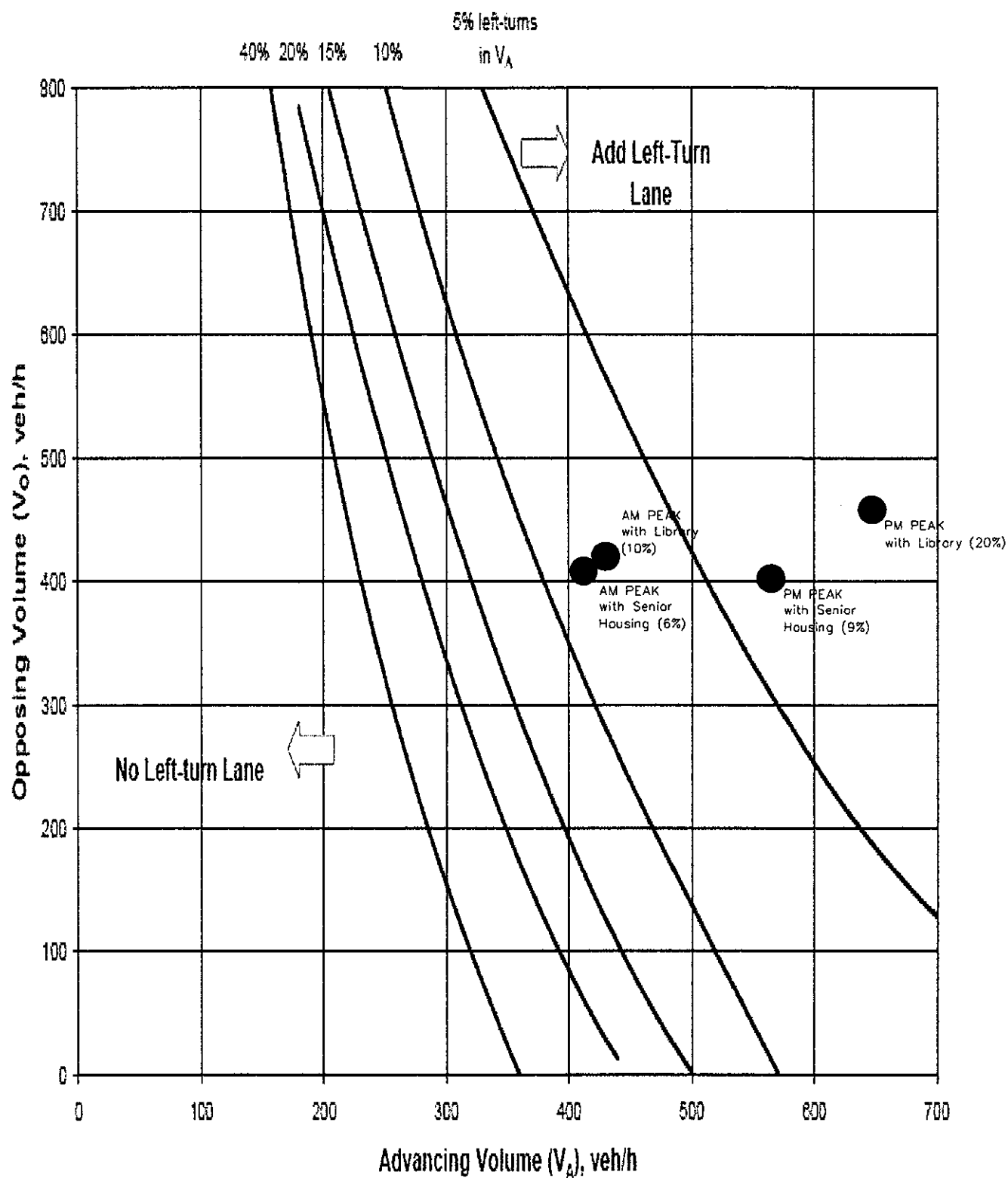
Future (2043)
(with Senior Housing)
PM Peak Hour Lane Configurations
& Levels of Service

Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 22





Left Turn Lane Guidelines for
Two-Lane Roads less than
or equal to 40mph
(MoDOT EPG 940.9.1)

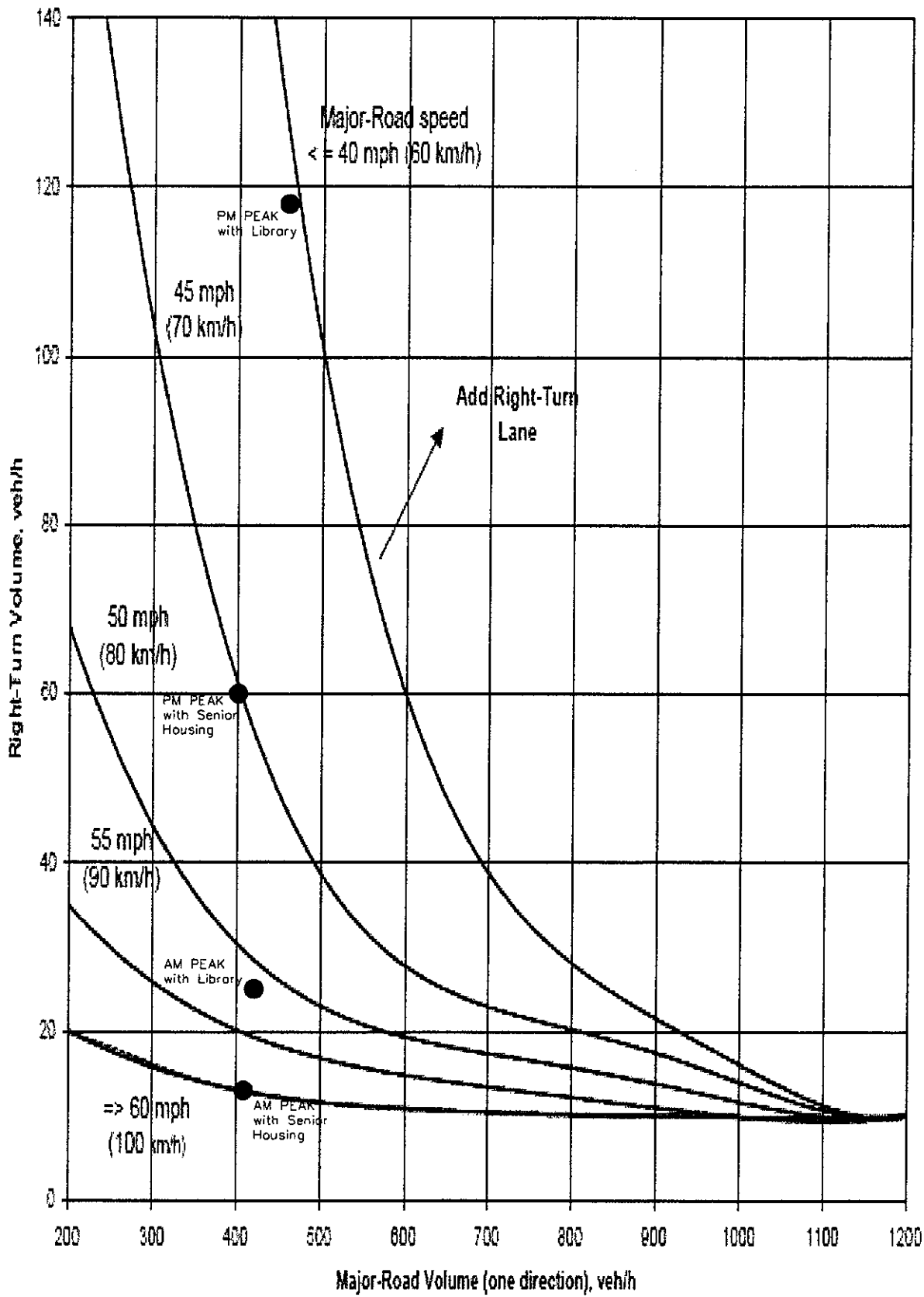
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 23



priority
ENGINEERS



Right Turn Lane Guidelines for
Two-Lane Roadways
(MoDOT EPG 940.9.8)

Gardens of
Harrisonville
Harrisonville, MO

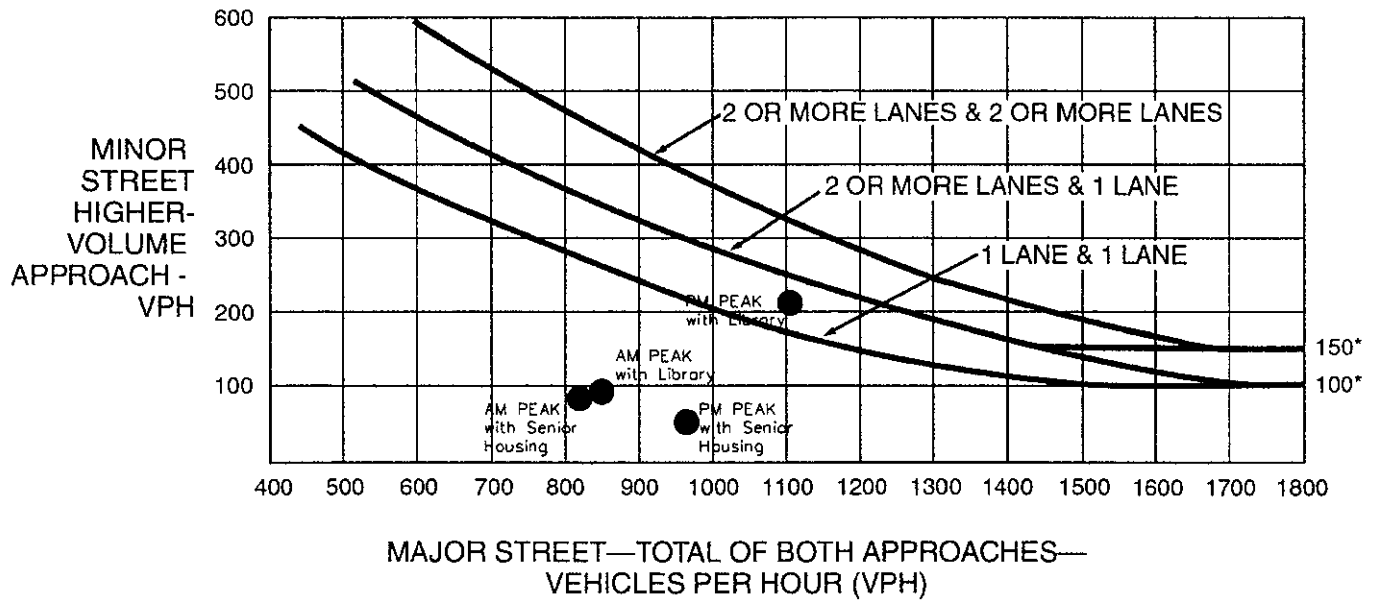
No Scale

Figure 24



Priority
ENGINEERS

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Peak Hour Signal Warrant
(MO 7 & Oriole)

Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 25



Priority
ENGINEERS

APPENDIX II

Peak Hour Traffic Counts

Synchro Reports

Existing AM Peak Hour	Pages 1-3
Existing PM Peak Hour	Pages 4-6
Existing + Proposed Development (with Library) AM Peak Hour	Pages 7-9
Existing + Proposed Development (with Library) PM Peak Hour	Pages 10-12
Existing + Proposed Development (with Senior Housing) AM Peak Hour	Pages 13-15
Existing + Proposed Development (with Senior Housing) PM Peak Hour	Pages 16-18
Future (2043) (with Library) AM Peak Hour	Pages 19-21
Future (2043) (with Library) PM Peak Hour	Pages 22-24
Future (2043) (with Senior Housing) AM Peak Hour	Pages 25-27
Future (2043) (with Senior Housing) PM Peak Hour	Pages 28-30

Elm Street & Cass Career Center Drive

Start Time	Southbound			Westbound			Northbound			Eastbound			Totals	
	Left	Through	Right	Peds	Left	Through	Right	Peds	Bikes	Left	Through	Right		
7:00	2		1			24	21	2	0	1	17	4	0	74
7:15	0		0		36	53	1	0	0	8	12	24	2	137
7:30	0	1	1		26	23	1	1	2	2	18	20	1	96
7:45	3	2	2		18	5	0	0	0	4	43	13	0	350
8:00	1	1	1		13	0	0	0	0	2	3	5	1	1203
8:15	2	5	3		5	3	0	0	0	0	2	10	1	1117
8:30	1	8	2		15	1	0	0	0	4	6	6	0	883
8:45	0	1	1		8	0	0	0	0	2	17	0	0	122
Totals	5	0	4	0	102	102	3	4	1	11	51	61	3	350
Trucks	2				6							5		
Percentage														PHF: 0.64

Mechanic Street & Oriole Street

Start Time	Southbound			Westbound			Northbound			Eastbound			Totals	
	Left	Peds	Through	Right	Left	Through	Right	Left	Through	Peds	Left	Through		Right
7:00	1	0	105	0	12	0	4	2	79	0	0	0	0	207
7:15	5	1	118	1	11	2	5	8	128	6	0	0	3	288
7:30	1	0	78	1	9	1	3	1	73	1	1	0	0	176
7:45	1	0	86	0	5	0	1	0	80	9	0	0	0	182
8:00	2	0	96	0	10	2	4	0	62	2	0	1	0	169
8:15	1	0	82	0	10	0	3	0	65	5	0	0	1	167
8:30	5	0	117	0	8	0	2	0	97	9	0	0	0	238
8:45	4	0	114	0	11	0	3	0	84	5	0	0	0	221
Totals	8	1	387	2	37	3	13	11	360	26	1	1	3	853
Trucks	2		8		1				12					
Percentage			2%											PHF: 0.74

Elm Street & Cass Career Center Drive

Start Time	Southbound			Westbound			Northbound			Eastbound			Totals
	Peds	Left	Through	Right	Left	Through	Right	Peds	Left	Through	Right	Totals	
16:00		2		2		11		2	0		15	1	37
16:15		1		2		12		1	0		11	0	31
16:30		3		0		16		2	0		12	0	37
16:45		1		1		11		0	0		16	0	32
17:00		0		0		8		3	0		10	0	21
17:15		0		2		12		0	0		22	0	40
17:30		0		2		21		0	1		13	0	38
17:45		2		0		20		3	2		9	0	40
Totals		4	0	3	0	47	0	5	0	0	60	0	130
Trucks						1							
Percentage						2%							

PHF= 0.81

Mechanic Street & Oriole Street

Start Time	Southbound			Westbound			Northbound			Eastbound			Totals
	Peds	Left	Through	Right	Left	Through	Right	Peds	Left	Through	Right	Totals	
16:00	1	5	79	0	13	0	0	0	0	0	6	1	206
16:15	0	6	86	0	2	0	0	9	0	0	9	0	220
16:30	0	3	92	1	10	0	14	0	0	0	14	0	236
16:45	0	6	75	0	6	0	9	0	0	0	13	0	231
17:00	0	4	83	0	5	0	7	0	1	103	16	0	893
17:15	0	3	74	25	7	0	12	0	0	121	12	0	219
17:30	0	6	82	0	8	1	1	0	1	83	11	0	246
17:45	0	5	82	0	8	2	5	0	0	81	12	0	192
Totals	0	16	324	26	28	0	20	0	1	460	55	0	932
Trucks			6							5		1	
Percentage			2%							1%	2%		

PHF= 0.95

5: Elm Street & Cass Career Drive

Existing AM Peak Hour

Intersection:

Int Delay, s/veh 1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	51	61	102	102	5	4
Future Vol, veh/h	51	61	102	102	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	2	8	6	3	40	2
Mvmt Flow	80	95	159	159	8	6

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	318	0	0 494 239
Stage 1	-	-	- 239 -
Stage 2	-	-	- 255 -
Critical Hdwy	4.12	-	- 6.8 6.22
Critical Hdwy Stg 1	-	-	- 5.8 -
Critical Hdwy Stg 2	-	-	- 5.8 -
Follow-up Hdwy	2.218	-	- 3.86 3.318
Pot Cap-1 Maneuver	1242	-	- 473 800
Stage 1	-	-	- 719 -
Stage 2	-	-	- 707 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1242	-	- 441 800
Mov Cap-2 Maneuver	-	-	- 441 -
Stage 1	-	-	- 670 -
Stage 2	-	-	- 707 -

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBR
Capacity (veh/h)	1242	-	-	-	-	551
HCM Lane V/C Ratio	0.064	-	-	-	-	0.026
HCM Control Delay (s)	8.1	0	-	-	-	11.7
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0.1

6: Marshall Street & Elm Street

Existing AM Peak Hour

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	1	
Traffic Vol, veh/h	62	4	0	190	14	2
Future Vol, veh/h	62	4	0	190	14	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	11	2	2	5	2	2
Mvmt Flow	97	6	0	297	22	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	103
Stage 1	-	-	100
Stage 2	-	-	297
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1489	608
Stage 1	-	-	924
Stage 2	-	-	754
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1489	608
Mov Cap-2 Maneuver	-	-	608
Stage 1	-	-	924
Stage 2	-	-	754

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLT	EBT	EBR	WBL	WBT
Capacity (veh/h)	637	-	-	1489	-
HCM Lane V/C Ratio	0.039	-	-	-	-
HCM Control Delay (s)	10.9	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

7: Oriole Street/Marshall Street & Mechanic Street

Existing AM Peak Hour

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	11	360	26	8	387	2	37	3	13	1	0	3
Future Vol, veh/h	11	360	26	8	387	2	37	3	13	1	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	2	3	2	2	2	2	3	2	2	2	2	2
Mvmt Flow	15	486	35	11	523	3	50	4	18	1	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	526	0	0	521	0	0	1083	1082	504	1092	1098	525
Stage 1	-	-	-	-	-	-	534	534	-	547	547	-
Stage 2	-	-	-	-	-	-	549	548	-	545	551	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.13	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.527	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1041	-	-	1045	-	-	194	217	568	192	213	552
Stage 1	-	-	-	-	-	-	528	524	-	521	517	-
Stage 2	-	-	-	-	-	-	518	517	-	523	515	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1041	-	-	1045	-	-	187	209	568	179	206	552
Mov Cap-2 Maneuver	-	-	-	-	-	-	187	209	-	179	206	-
Stage 1	-	-	-	-	-	-	517	514	-	511	509	-
Stage 2	-	-	-	-	-	-	506	509	-	493	505	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	28.3	15.1
HCM LOS	D	D	D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	225	1041	-	-	1045	-	-	363
HCM Lane V/C Ratio	0.318	0.014	-	-	0.01	-	-	0.015
HCM Control Delay (s)	28.3	8.5	0	-	8.5	0	-	15.1
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.3	0	-	-	0	-	-	0

5: Elm Street & Cass Career Drive

Existing PM Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↰	↱
Traffic Vol, veh/h	4	60	47	0	4	3
Future Vol, veh/h	4	60	47	0	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	74	58	0	5	4
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	58	0	0	142	58	
Stage 1	-	-	-	58	-	
Stage 2	-	-	-	84	-	
Critical Hdwy	4.12	-	-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	5.42	-	
Critical Hdwy Stg 2	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	3.518	3.318	
Pot Cap-1 Maneuver	1546	-	-	851	1008	
Stage 1	-	-	-	965	-	
Stage 2	-	-	-	939	-	
Platoon blocked, %	-	-	-	-	-	
Mov Cap-1 Maneuver	1546	-	-	848	1008	
Mov Cap-2 Maneuver	-	-	-	848	-	
Stage 1	-	-	-	962	-	
Stage 2	-	-	-	939	-	
Approach	EB	WB	SB			
HCM Control Delay, s	0.5	0	9			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBR
Capacity (veh/h)	1546	-	-	-	910	
HCM Lane V/C Ratio	0.003	-	-	-	0.009	
HCM Control Delay (s)	7.3	0	-	-	9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

6: Marshall Street & Elm Street

Existing PM Peak Hour

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↱	
Traffic Vol, veh/h	63	1	0	23	24	3
Future Vol, veh/h	63	1	0	23	24	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	1	0	28	30	4

Major/Minor	Major1	Major2	Minor1	Minor2	
Conflicting Flow All	0	0	79	107	79
Stage 1	-	-	-	79	-
Stage 2	-	-	-	28	-
Critical Hdwy	-	-	4.12	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	3.518	3.318
Pot Cap-1 Maneuver	-	-	1519	891	981
Stage 1	-	-	-	944	-
Stage 2	-	-	-	995	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1519	891	981
Mov Cap-2 Maneuver	-	-	-	891	-
Stage 1	-	-	-	944	-
Stage 2	-	-	-	995	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	900	-	-	1519	-
HCM Lane V/C Ratio	0.037	-	-	-	-
HCM Control Delay (s)	9.2	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

7: Oriole Street/Marshall Street & Mechanic Street

Existing PM Peak Hour

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	1	460	55	16	324	26	28	0	20	1	0	0
Future Vol, veh/h	1	460	55	16	324	26	28	0	20	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	484	58	17	341	27	29	0	21	1	0	0

Major/Minor	Major:1		Major:2		Minor:1		Minor:2					
Conflicting Flow All	368	0	0	542	0	0	904	917	513	915	933	355
Stage 1	-	-	-	-	-	-	515	515	-	389	389	-
Stage 2	-	-	-	-	-	-	389	402	-	526	544	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2,218	-	-	2,218	-	-	3,518	4,018	3,318	3,518	4,018	3,318
Poi Cap-1 Maneuver	1191	-	-	1027	-	-	258	272	561	253	266	689
Stage 1	-	-	-	-	-	-	543	535	-	635	608	-
Stage 2	-	-	-	-	-	-	635	600	-	535	519	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1191	-	-	1027	-	-	254	266	561	239	260	689
Mov Cap-2 Maneuver	-	-	-	-	-	-	254	266	-	239	260	-
Stage 1	-	-	-	-	-	-	542	534	-	634	595	-
Stage 2	-	-	-	-	-	-	622	587	-	514	518	-

Approach	EB	WB	NE	SB
HCM Control Delay, s	0	0.4	17.9	20.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	329	1191	-	-	1027	-	-	239
HCM Lane V/C Ratio	0.154	0.001	-	-	0.016	-	-	0.004
HCM Control Delay (s)	17.9	8	0	-	8.6	0	-	20.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %ile Q(veh)	0.5	0	-	-	0.1	-	-	0

5: Elm Street & Cass Career Drive

Existing + Proposed Development (with Library) AM Peak Hour

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	51	64	107	102	5	4
Future Vol, veh/h	51	64	107	102	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	2	8	6	3	40	2
Mvmt Flow	80	100	167	159	8	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	326	0	0	507	247
Stage 1	-	-	-	247	-
Stage 2	-	-	-	260	-
Critical Hdwy	4.12	-	-	6.8	6.22
Critical Hdwy Stg 1	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	5.8	-
Follow-up Hdwy	2.218	-	-	3.86	3.318
Pot Cap-1 Maneuver	1234	-	-	464	792
Stage 1	-	-	-	713	-
Stage 2	-	-	-	703	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1234	-	-	432	792
Mov Cap-2 Maneuver	-	-	-	432	-
Stage 1	-	-	-	664	-
Stage 2	-	-	-	703	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBR
Capacity (veh/h)	1234	-	-	-	541	-
HCM Lane V/C Ratio	0.065	-	-	-	0.026	-
HCM Control Delay (s)	8.1	0	-	-	11.8	-
HCM Lane LOS	A	A	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	-

6: Marshall Street & Elm Street

Existing + Proposed Development (with Library) AM Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	1	
Traffic Vol, veh/h	62	7	3	190	19	7
Future Vol, veh/h	62	7	3	190	19	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	11	2	2	5	2	2
Mvmt Flow	97	11	5	297	30	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	108
Stage 1	-	-	103
Stage 2	-	-	307
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1483	598
Stage 1	-	-	921
Stage 2	-	-	746
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1483	596
Mov Cap-2 Maneuver	-	-	596
Stage 1	-	-	921
Stage 2	-	-	743

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBL11	EBT	EBR	WBL	WBT
Capacity (veh/h)	663	-	-	1483	-
HCM Lane V/C Ratio	0.061	-	-	0.003	-
HCM Control Delay (s)	10.8	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

7: Oriole Street/Marshall Street & Mechanic Street Existing + Proposed Development (with Library) AM Peak Hour

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SEB
Lane Configurations	↰	↑		↰	↑		↰	↑		↰	↑	↰
Traffic Vol, veh/h	44	360	26	8	387	25	37	7	13	36	5	54
Future Vol, veh/h	44	360	26	8	387	25	37	7	13	36	5	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	140	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	2	3	2	2	2	2	3	2	2	2	2	2
Mvmt Flow	59	486	35	11	523	34	50	9	18	49	7	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	557	0	0	521	0	0	1224	1201	504	1197	1201	540
Stage 1	-	-	-	-	-	-	622	622	-	562	562	-
Stage 2	-	-	-	-	-	-	602	579	-	635	639	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.13	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.527	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1014	-	-	1045	-	-	155	185	568	163	185	542
Stage 1	-	-	-	-	-	-	473	479	-	512	510	-
Stage 2	-	-	-	-	-	-	485	501	-	467	470	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1014	-	-	1045	-	-	123	172	568	143	172	542
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	172	-	143	172	-
Stage 1	-	-	-	-	-	-	446	451	-	482	504	-
Stage 2	-	-	-	-	-	-	410	495	-	417	443	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.2	48.7	26.2
HCM LOS	E	E	E	D

Minor Lane/Major Mvmt	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Capacity (veh/h)	156	1014	-	-	1045	-	-	146	542
HCM Lane V/C Ratio	0.494	0.059	-	-	0.01	-	-	0.379	0.135
HCM Control Delay (s)	48.7	8.8	-	-	8.5	-	-	44	12.7
HCM Lane LOS	E	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	2.4	0.2	-	-	0	-	-	1.6	0.5

5: Elm Street & Cass Career Drive

Existing + Proposed Development (with Library) PM Peak Hour

Intersection

Int Delay, s/veh 0.7

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	73	59	0	4	3
Future Vol, veh/h	4	73	59	0	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	90	73	0	5	4

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	73	0	-	0	173	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1527	-	-	-	817	989
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1527	-	-	-	815	989
Mov Cap-2 Maneuver	-	-	-	-	815	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	924	-

Approach EB WB SB

HCM Control Delay, s	0.4	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBL SBR

Capacity (veh/h)	1527	-	-	-	881	
HCM Lane V/C Ratio	0.003	-	-	-	0.01	
HCM Control Delay (s)	7.4	0	-	-	9.1	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

6: Marshall Street & Elm Street

Existing + Proposed Development (with Library) PM Peak Hour

Intersection						
Int Delay, s/veh	3.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	63	14	13	23	36	15
Future Vol, veh/h	63	14	13	23	36	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	17	16	28	44	19
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	95	0	147	87
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1499	-	845	971
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1499	-	836	971
Mov Cap-2 Maneuver	-	-	-	-	836	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	952	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.7		9.4	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	872	-	-	1499	-	
HCM Lane V/C Ratio	0.072	-	-	0.011	-	
HCM Control Delay (s)	9.4	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

7: Oriole Street/Marshall Street & Mechanic Street Existing + Proposed Development (with Library) PM Peak Hour

Intersection												
Int Delay, s/veh	11.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑		↰	↑		↰	↑		↰	↑	
Traffic Vol, veh/h	132	460	55	16	324	118	28	13	20	84	12	119
Future Vol, veh/h	132	460	55	16	324	118	28	13	20	84	12	119
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	140	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	139	484	58	17	341	124	29	14	21	88	13	125

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow All	465	0	0	542	0	0	1297	1290	513	1246	1257	403
Stage 1	-	-	-	-	-	-	791	791	-	437	437	-
Stage 2	-	-	-	-	-	-	506	499	-	809	820	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2,218	-	-	2,218	-	-	3,518	4,018	3,318	3,518	4,018	3,318
Pot Cap-1 Maneuver	1096	-	-	1027	-	-	139	163	561	151	171	647
Stage 1	-	-	-	-	-	-	383	401	-	598	579	-
Stage 2	-	-	-	-	-	-	549	544	-	374	389	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1096	-	-	1027	-	-	94	140	561	120	147	647
Mov Cap-2 Maneuver	-	-	-	-	-	-	94	140	-	120	147	-
Stage 1	-	-	-	-	-	-	334	350	-	522	569	-
Stage 2	-	-	-	-	-	-	426	535	-	302	340	-

Approach	EB	WB	NE	SB
HCM Control Delay, s	1.8	0.3	49.2	53.7
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	143	1096	-	-	1027	-	-	123	647
HCM Lane V/C Ratio	0.449	0.127	-	-	0.016	-	-	0.822	0.194
HCM Control Delay (s)	49.2	8.8	-	-	8.6	-	-	105.6	11.9
HCM Lane LOS	E	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	2	0.4	-	-	0.1	-	-	4.9	0.7

5: Elm Street & Cass Career Drive

Existing + Proposed Development (with Senior Housing) AM Peak Hour

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	51	62	107	102	5	4
Future Vol, veh/h	51	62	107	102	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	2	8	6	3	40	2
Mvmt Flow	80	97	167	159	8	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	326	0	0	504	247
Stage 1	-	-	-	247	-
Stage 2	-	-	-	257	-
Critical Hdwy	4.12	-	-	6.8	6.22
Critical Hdwy Stg 1	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	5.8	-
Follow-up Hdwy	2.218	-	-	3.86	3.318
Pot Cap-1 Maneuver	1234	-	-	466	792
Stage 1	-	-	-	713	-
Stage 2	-	-	-	705	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1234	-	-	434	792
Mov Cap-2 Maneuver	-	-	-	434	-
Stage 1	-	-	-	664	-
Stage 2	-	-	-	705	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBR
Capacity (veh/h)	1234	-	-	-	543	-
HCM Lane V/C Ratio	0.065	-	-	-	0.026	-
HCM Control Delay (s)	8.1	0	-	-	11.8	-
HCM Lane LOS	A	A	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	-

6: Marshall Street & Elm Street

Existing + Proposed Development (with Senior Housing) AM Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	1	
Traffic Vol, veh/h	62	5	2	190	19	7
Future Vol, veh/h	62	5	2	190	19	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	11	2	2	5	2	2
Mvmt Flow	97	8	3	297	30	11

Major/Minor	Major1	Major2	Minor1	Minor2		
Conflicting Flow All	0	0	105	0	404	101
Stage 1	-	-	-	-	101	-
Stage 2	-	-	-	-	303	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1486	-	603	954
Stage 1	-	-	-	-	923	-
Stage 2	-	-	-	-	749	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1486	-	602	954
Mov Cap-2 Maneuver	-	-	-	-	602	-
Stage 1	-	-	-	-	923	-
Stage 2	-	-	-	-	748	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	668	-	-	1486	-
HCM Lane V/C Ratio	0.061	-	-	0.002	-
HCM Control Delay (s)	10.7	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

7: Oriole Street/Marshall Street & Mechanic Street + Proposed Development (with Senior Housing) AM Peak Hour

Intersection

Int Delay, s/veh 4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SEB
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Vol, veh/h	27	360	26	8	387	13	37	5	13	34	5	51
Future Vol, veh/h	27	360	26	8	387	13	37	5	13	34	5	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	140	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	2	3	2	2	2	2	3	2	2	2	2	2
Mvmt Flow	36	486	35	11	523	18	50	7	18	46	7	69

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	541	0	0	521	0	0	1168	1139	504	1142	1147	532
Stage 1	-	-	-	-	-	-	576	576	-	554	554	-
Stage 2	-	-	-	-	-	-	592	563	-	588	593	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.13	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.527	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1028	-	-	1045	-	-	170	201	568	177	199	547
Stage 1	-	-	-	-	-	-	501	502	-	517	514	-
Stage 2	-	-	-	-	-	-	491	509	-	495	493	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1028	-	-	1045	-	-	140	192	568	161	190	547
Mov Cap-2 Maneuver	-	-	-	-	-	-	140	192	-	161	190	-
Stage 1	-	-	-	-	-	-	483	484	-	499	508	-
Stage 2	-	-	-	-	-	-	419	503	-	456	476	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.2	39.6	23.1
HCM LOS	E	E	E	C

Minor Lane/Major Mvmt	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Capacity (veh/h)	176	1028	-	-	1045	-	-	164	547
HCM Lane V/C Ratio	0.422	0.035	-	-	0.01	-	-	0.321	0.126
HCM Control Delay (s)	39.6	8.6	-	-	8.5	-	-	37	12.5
HCM Lane LOS	E	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	1.9	0.1	-	-	0	-	-	1.3	0.4

5: Elm Street & Cass Career Drive

Existing + Proposed Development (with Senior Housing) PM Peak Hour

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↰	↱
Traffic Vol, veh/h	4	65	50	0	4	3
Future Vol, veh/h	4	65	50	0	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	80	62	0	5	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	62	0	0 152 62
Stage 1	-	-	- 62 -
Stage 2	-	-	- 90 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1541	-	- 840 1003
Stage 1	-	-	- 961 -
Stage 2	-	-	- 934 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1541	-	- 837 1003
Mov Cap-2 Maneuver	-	-	- 837 -
Stage 1	-	-	- 958 -
Stage 2	-	-	- 934 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBR
Capacity (veh/h)	1541	-	-	-	-	901
HCM Lane V/C Ratio	0.003	-	-	-	-	0.01
HCM Control Delay (s)	7.3	0	-	-	-	9
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0

6: Marshall Street & Elm Street

Existing + Proposed Development (with Senior Housing) PM Peak Hour

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↱	
Traffic Vol, veh/h	63	6	5	23	27	6
Future Vol, veh/h	63	6	5	23	27	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	7	6	28	33	7

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	85	122
Stage 1	-	-	82
Stage 2	-	-	40
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1512	873
Stage 1	-	-	941
Stage 2	-	-	982
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1512	870
Mov Cap-2 Maneuver	-	-	870
Stage 1	-	-	941
Stage 2	-	-	978

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	888	-	-	1512	-
HCM Lane V/C Ratio	0.046	-	-	0.004	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

7: Oriole Street/Marshall Street & Mechanic Street Feeding + Proposed Development (with Senior Housing) PM Peak Hour

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑		↰	↑		↰	↑		↰	↑	
Traffic Vol, veh/h	52	460	55	16	324	62	28	5	20	23	3	31
Future Vol, veh/h	52	460	55	16	324	62	28	5	20	23	3	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	140	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	484	58	17	341	65	29	5	21	24	3	33

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	406	0	0	542	0	0	1049	1063	513	1044	1060	374
Stage 1	-	-	-	-	-	-	623	623	-	408	408	-
Stage 2	-	-	-	-	-	-	426	440	-	636	652	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1153	-	-	1027	-	-	205	223	561	207	224	672
Stage 1	-	-	-	-	-	-	474	478	-	620	597	-
Stage 2	-	-	-	-	-	-	606	578	-	466	464	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1153	-	-	1027	-	-	183	209	561	186	210	672
Mov Cap-2 Maneuver	-	-	-	-	-	-	183	209	-	186	210	-
Stage 1	-	-	-	-	-	-	451	455	-	590	587	-
Stage 2	-	-	-	-	-	-	564	568	-	422	442	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.3	23.6	18.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	249	1153	-	-	1027	-	-	188	672
HCM Lane V/C Ratio	0.224	0.047	-	-	0.016	-	-	0.146	0.049
HCM Control Delay (s)	23.6	8.3	-	-	8.6	-	-	27.4	10.6
HCM Lane LOS	C	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.1	-	-	0.5	0.2

5: Elm Street & Cass Career Drive

Future (2043) (with Library) AM Peak Hour

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	62	77	129	124	6	5
Future Vol, veh/h	62	77	129	124	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	2	8	6	3	40	2
Mvmt Flow	97	120	202	194	9	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	396	0	0	613	299
Stage 1	-	-	-	299	-
Stage 2	-	-	-	314	-
Critical Hdwy	4.12	-	-	6.8	6.22
Critical Hdwy Stg 1	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	5.8	-
Follow-up Hdwy	2.218	-	-	3.86	3.318
Pot Cap-1 Maneuver	1163	-	-	400	741
Stage 1	-	-	-	673	-
Stage 2	-	-	-	662	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1163	-	-	364	741
Mov Cap-2 Maneuver	-	-	-	364	-
Stage 1	-	-	-	613	-
Stage 2	-	-	-	662	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBR
Capacity (veh/h)	1163	-	-	-	474	-
HCM Lane V/C Ratio	0.083	-	-	-	0.036	-
HCM Control Delay (s)	8.4	0	-	-	12.9	-
HCM Lane LOS	A	A	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1	-

6: Marshall Street & Elm Street

Future (2043) (with Library) AM Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	2	2
Traffic Vol, veh/h	76	8	3	232	22	7
Future Vol, veh/h	76	8	3	232	22	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	11	2	2	5	2	2
Mvmt Flow	119	13	5	363	34	11
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	132	0	499	126
Stage 1	-	-	-	-	126	-
Stage 2	-	-	-	-	373	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1453	-	531	924
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	696	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1453	-	529	924
Mov Cap-2 Maneuver	-	-	-	-	529	-
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	693	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.1		11.6		
HCM LOS				B		
Minor Lane/Major Mvmt	NBLt	EBT	EBR	WBL	WBT	
Capacity (veh/h)	590	-	-	1453	-	
HCM Lane V/C Ratio	0.077	-	-	0.003	-	
HCM Control Delay (s)	11.6	-	-	7.5	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

7: Oriole Street/Marshall Street & Mechanic Street

Future (2043) (with Library) AM Peak Hour

Intersection												
Int Delay, s/veh	11.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Vol, veh/h	46	439	32	10	472	25	45	8	16	36	5	55
Future Vol, veh/h	46	439	32	10	472	25	45	8	16	36	5	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	140	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	2	3	2	2	2	2	3	2	2	2	2	2
Mvmt Flow	62	593	43	14	638	34	61	11	22	49	7	74

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	672	0	0	636	0	0	1463	1439	615	1438	1443	655
Stage 1	-	-	-	-	-	-	739	739	-	683	683	-
Stage 2	-	-	-	-	-	-	724	700	-	755	760	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.13	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.527	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	919	-	-	947	-	-	106	133	491	111	132	466
Stage 1	-	-	-	-	-	-	408	424	-	439	449	-
Stage 2	-	-	-	-	-	-	415	441	-	401	414	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	919	-	-	947	-	-	80	122	491	93	121	466
Mov Cap-2 Maneuver	-	-	-	-	-	-	80	122	-	93	121	-
Stage 1	-	-	-	-	-	-	381	396	-	410	442	-
Stage 2	-	-	-	-	-	-	338	434	-	348	386	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.2	136.8	44.2
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	104	919	-	-	947	-	-	96	466
HCM Lane V/C Ratio	0.897	0.068	-	-	0.014	-	-	0.577	0.159
HCM Control Delay (s)	136.8	9.2	-	-	8.9	-	-	84.4	14.2
HCM Lane LOS	F	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	5.3	0.2	-	-	0	-	-	2.7	0.6

5: Elm Street & Cass Career Drive

Future (2043) (with Library) PM Peak Hour

Intersection

Int Delay, s/veh 0.7

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		←	↑		↓	
Traffic Vol, veh/h	5	86	69	0	5	4
Future Vol, veh/h	5	86	69	0	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	106	85	0	6	5

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	85	0	-	0	203	85
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	118	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1512	-	-	-	786	974
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	907	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1512	-	-	-	783	974
Mov Cap-2 Maneuver	-	-	-	-	783	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	907	-

Approach EB WB SB

HCM Control Delay, s	0.4	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBL SBR

Capacity (veh/h)	1512	-	-	-	858
HCM Lane V/C Ratio	0.004	-	-	-	0.013
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

6: Marshall Street & Elm Street

Future (2043) (with Library) PM Peak Hour

Intersection						
Int Delay, s/veh	3.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↱	
Traffic Vol, veh/h	77	14	13	28	41	16
Future Vol, veh/h	77	14	13	28	41	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	17	16	35	51	20

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	112	0	171
Stage 1	-	-	-	-	104
Stage 2	-	-	-	-	67
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1478	-	819
Stage 1	-	-	-	-	920
Stage 2	-	-	-	-	956
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1478	-	810
Mov Cap-2 Maneuver	-	-	-	-	810
Stage 1	-	-	-	-	920
Stage 2	-	-	-	-	945

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	845	-	-	1478	-
HCM Lane V/C Ratio	0.083	-	-	0.011	-
HCM Control Delay (s)	9.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

7: Oriole Street/Marshall Street & Mechanic Street

Future (2043) (with Library) PM Peak Hour

Intersection												
Int Delay, s/veh	21.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	132	561	67	20	395	124	34	13	24	84	12	119
Future Vol, veh/h	132	561	67	20	395	124	34	13	24	84	12	119
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	140	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	139	591	71	21	416	131	36	14	25	88	13	125

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow All	547	0	0	662	0	0	1498	1494	627	1448	1464	482
Stage 1	-	-	-	-	-	-	905	905	-	524	524	-
Stage 2	-	-	-	-	-	-	593	589	-	924	940	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1022	-	-	927	-	-	101	123	484	109	128	584
Stage 1	-	-	-	-	-	-	331	355	-	537	530	-
Stage 2	-	-	-	-	-	-	492	495	-	323	342	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1022	-	-	927	-	-	64	104	484	~82	108	584
Mov Cap-2 Maneuver	-	-	-	-	-	-	64	104	-	~82	108	-
Stage 1	-	-	-	-	-	-	286	307	-	464	518	-
Stage 2	-	-	-	-	-	-	369	484	-	253	295	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0.3	105.8	117.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Capacity (veh/h)	101	1022	-	-	927	-	-	85	584
HCM Lane V/C Ratio	0.74	0.136	-	-	0.023	-	-	1.189	0.214
HCM Control Delay (s)	105.8	9.1	-	-	9	-	-	246.3	12.8
HCM Lane LOS	F	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	3.9	0.5	-	-	0.1	-	-	7.2	0.8

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

5: Elm Street & Cass Career Drive

Future (2043) (with Senior Housing) AM Peak Hour

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	62	75	129	124	6	5
Future Vol, veh/h	62	75	129	124	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	2	8	6	3	40	2
Mvmt Flow	97	117	202	194	9	8

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	396	0	610
Stage 1	-	-	299
Stage 2	-	-	311
Critical Hdwy	4.12	-	6.8
Critical Hdwy Stg 1	-	-	5.8
Critical Hdwy Stg 2	-	-	5.8
Follow-up Hdwy	2.218	-	3.86
Pot Cap-1 Maneuver	1163	-	401
Stage 1	-	-	673
Stage 2	-	-	665
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1163	-	365
Mov Cap-2 Maneuver	-	-	365
Stage 1	-	-	613
Stage 2	-	-	665

Approach	EB	WB	SB
HCM Control Delay, s	3.8	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL
Capacity (veh/h)	1163	-	-	-	474
HCM Lane V/C Ratio	0.083	-	-	-	0.036
HCM Control Delay (s)	8.4	0	-	-	12.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1

6: Marshall Street & Elm Street

Future (2043) (with Senior Housing) AM Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	1	
Traffic Vol, veh/h	76	6	2	232	22	7
Future Vol, veh/h	76	6	2	232	22	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	11	2	2	5	2	2
Mvmt Flow	119	9	3	363	34	11
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	128	0	493	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	369	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1458	-	535	927
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	699	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1458	-	533	927
Mov Cap-2 Maneuver	-	-	-	-	533	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	697	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		11.6	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn		EBT	EBR	WBL	WBT
Capacity (veh/h)	594		-	-	1458	-
HCM Lane V/C Ratio	0.076		-	-	0.002	-
HCM Control Delay (s)	11.6		-	-	7.5	0
HCM Lane LOS	B		-	-	A	A
HCM 95th %tile Q(veh)	0.2		-	-	0	-

7: Oriole Street/Marshall Street & Mechanic Street

Future (2043) (with Senior Housing) AM Peak Hour

Intersection												
Int Delay, s/veh	9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Vol, veh/h	29	439	32	10	472	13	45	6	16	34	5	52
Future Vol, veh/h	29	439	32	10	472	13	45	6	16	34	5	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	140	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	2	3	2	2	2	2	3	2	2	2	2	2
Mvmt Flow	39	593	43	14	638	18	61	8	22	46	7	70

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	656	0	0	636	0	0	1407	1377	615	1383	1389	647
Stage 1	-	-	-	-	-	-	693	693	-	675	675	-
Stage 2	-	-	-	-	-	-	714	684	-	708	714	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.13	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.527	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	931	-	-	947	-	-	116	145	491	121	142	471
Stage 1	-	-	-	-	-	-	432	445	-	444	453	-
Stage 2	-	-	-	-	-	-	421	449	-	426	435	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	931	-	-	947	-	-	91	137	491	106	134	471
Mov Cap-2 Maneuver	-	-	-	-	-	-	91	137	-	106	134	-
Stage 1	-	-	-	-	-	-	414	426	-	425	446	-
Stage 2	-	-	-	-	-	-	348	442	-	383	417	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.2	100.2	36.2
HCM LOS	F	F	F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	117	931	-	-	947	-	-	109	471
HCM Lane V/C Ratio	0.774	0.042	-	-	0.014	-	-	0.484	0.149
HCM Control Delay (s)	100.2	9	-	-	8.9	-	-	65.7	14
HCM Lane LOS	F	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	4.4	0.1	-	-	0	-	-	2.2	0.5

5: Elm Street & Cass Career Drive

Future (2043) (with Senior Housing) PM Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↰	↱
Traffic Vol, veh/h	5	78	60	0	5	4
Future Vol, veh/h	5	78	60	0	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	96	74	0	6	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	74	0	182
Stage 1	-	-	74
Stage 2	-	-	108
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1526	-	807
Stage 1	-	-	949
Stage 2	-	-	916
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1526	-	804
Mov Cap-2 Maneuver	-	-	804
Stage 1	-	-	945
Stage 2	-	-	916

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBR
Capacity (veh/h)	1526	-	-	-	877	-
HCM Lane V/C Ratio	0.004	-	-	-	0.013	-
HCM Control Delay (s)	7.4	0	-	-	9.2	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	-

6: Marshall Street & Elm Street

Future (2043) (with Senior Housing) PM Peak Hour

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↱	
Traffic Vol, veh/h	77	6	5	28	32	7
Future Vol, veh/h	77	6	5	28	32	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	7	6	35	40	9

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	102
Stage 1	-	-	99
Stage 2	-	-	47
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1490	846
Stage 1	-	-	925
Stage 2	-	-	975
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1490	843
Mov Cap-2 Maneuver	-	-	843
Stage 1	-	-	925
Stage 2	-	-	971

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBL1	EBT	EBR	WBL	WBT
Capacity (veh/h)	861	-	-	1490	-
HCM Lane V/C Ratio	0.056	-	-	0.004	-
HCM Control Delay (s)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

7: Oriole Street/Marshall Street & Mechanic Street

Future (2043) (with Senior Housing) PM Peak Hour

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑		↰	↑			↰			↑	↰
Traffic Vol, veh/h	52	561	67	20	395	68	34	5	24	23	3	31
Future Vol, veh/h	52	561	67	20	395	68	34	5	24	23	3	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	140	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	591	71	21	416	72	36	5	25	24	3	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	488	0	0	662	0	0	1249	1267	627	1246	1266	452
Stage 1	-	-	-	-	-	-	737	737	-	494	494	-
Stage 2	-	-	-	-	-	-	512	530	-	752	772	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1075	-	-	927	-	-	150	169	484	151	169	608
Stage 1	-	-	-	-	-	-	410	425	-	557	546	-
Stage 2	-	-	-	-	-	-	545	527	-	402	409	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1075	-	-	927	-	-	132	157	484	132	157	608
Mov Cap-2 Maneuver	-	-	-	-	-	-	132	157	-	132	157	-
Stage 1	-	-	-	-	-	-	389	403	-	529	533	-
Stage 2	-	-	-	-	-	-	501	515	-	357	388	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.4	34.7	23.8
HCM LOS			D	C

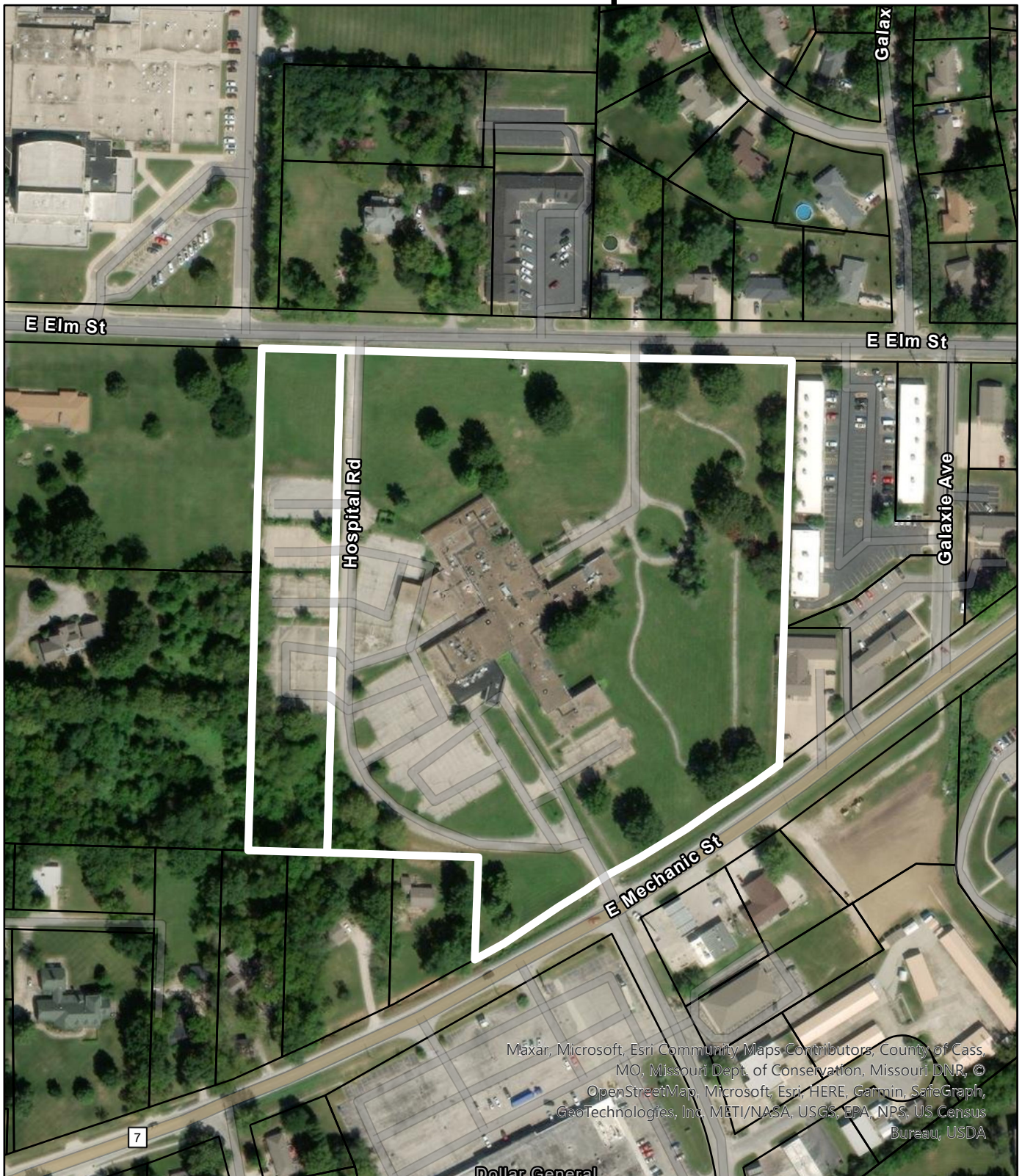
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	186	1075	-	-	927	-	-	134	608
HCM Lane V/C Ratio	0.357	0.051	-	-	0.023	-	-	0.204	0.054
HCM Control Delay (s)	34.7	8.5	-	-	9	-	-	38.6	11.3
HCM Lane LOS	D	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	1.5	0.2	-	-	0.1	-	-	0.7	0.2

Zoning Map



Attachment: Zoning Map (Appl. #PP-23-002--Preliminary Plat for Harrisonville Commons, Lots 1 - 3 and Tract A)

Aerial Map



Attachment: Aerial Map (Appl. #PP-23-002--Preliminary Plat for Harrisonville Commons, Lots 1 - 3 and Tract A)

0 190 380 760 US Feet



Council Bill No. 2023-0xx

Resolution No. 2023-0xx

A RESOLUTION OF THE CITY OF HARRISONVILLE APPROVING THE PRELIMINARY PLAT OF *HARRISONVILLE COMMONS, LOTS 1 – 3 AND TRACT A* LOCATED NORTH OF MECHANIC STREET (MO. HWY. 7) AND SOUTH OF ELM STREET ON PROPERTY LOCATED AT 1800 E. MECHANIC STREET IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI.

WHEREAS, the City of Harrisonville, Missouri (the "City") has received an application from Donovan Jones to approve the Preliminary Plat of *Harrisonville Commons, Lots 1 – 3 and Tract A*, a 13.82-acre subdivision of land located north of E. Mechanic Street (Mo. Hwy. 7) and south of E. Elm Street; and

WHEREAS, the Planning and Zoning Commission reviewed the preliminary plat for the above proposed development on August 17, 2023, and voted by voice 8-0 to recommend that the Board of Aldermen approve the plat as proposed by the developer; and,

WHEREAS, after a recommendation of approval had been submitted by the Planning and Zoning Commission, the Board of Aldermen reviewed the preliminary plat and has determined the plat is consistent with the City of Harrisonville Zoning Ordinance, the provisions of the Subdivision Regulations and Comprehensive Plan.

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 of Harrisonville, Missouri, hereby approves the Preliminary Plat of *Harrisonville Commons, Lots 1 – 3 and Tract A*.

Section 2: Preliminary Plat of *Harrisonville Commons, Lots 1 – 3 and Tract A* comprises the following described real estate in the City of Harrisonville, Cass County, Missouri:

ALL THE LOTS 1, 2, 3, 4, 5, 6, 7 AND 8, JOHNSON ESTATES, A SUBDIVISION OF LAND IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 5; THENCE N88°30'30"W, ALONG THE NORTH LINE OF SAID LOT 5, A 30"W, ALONG THE NORTH LINE OF SAID LOT 5, A W, ALONG THE NORTH LINE OF SAID LOT 5, A DISTANCE OF 1032.56 FEET; THENCE S01°47'06"W, A DISTANCE OF 55.64 FEET TO A POINT ON THE 06"W, A DISTANCE OF 55.64 FEET TO A POINT ON THE W, A DISTANCE OF 55.64 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF E. ELM STREET, SAID POINT ALSO BEING THE NORTHWEST CORNER OF LOT 1, PATHWAYS COMMUNITY HEALTH OF HARRISONVILLE, A SUBDIVISION OF LAND IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI AND THE POINT OF BEGINNING OF THE TRACT OF LAND TO BE HEREIN DESCRIBED; THENCE CONTINUING

S01°47'06"W, ALONG THE WEST LINE OF SAID LOT 1 AND ITS 06"W, ALONG THE WEST LINE OF SAID LOT 1 AND ITS W, ALONG THE WEST LINE OF SAID LOT 1 AND ITS SOUTHERLY PROLONGATION, A DISTANCE OF 622.64 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF E. MECHANIC STREET; THENCE SOUTHWESTERLY ALONG SAID RIGHT OF WAY LINE, ALONG A CURVE TO THE RIGHT HAVING AN INITIAL TANGENT BEARING OF S54°49'51"W AND A RADIUS OF 4257.18 W AND A RADIUS OF 4257.18 FEET, AN ARC DISTANCE OF 545.06 FEET; THENCE N01°37'15"E, A DISTANCE OF 158.56 FEET; THENCE N88°03'20"W, A DISTANCE OF 326.82 FEET TO A POINT ON THE EAST LINE OF JOHNSON ESTATES, A SUBDIVISION OF LAND IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI; THENCE N01°27'15"E ALONG THE EAST LINE OF SAID JOHNSON ESTATES ALONG ITS NORTHERLY PROLONGATION, A DISTANCE OF 756.67 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF E. ELM STREET; THENCE S87°46'24"E ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 306.94 FEET; THENCE S89°08'54"E CONTINUING ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 480.09 FEET TO THE POINT OF BEGINNING.

Section 3: That approval of the preliminary plat is contingent upon compliance with the zoning and subdivision regulations.

Section 4: That this resolution shall be 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 ON THIS 21ST DAY OF AUGUST 2023.

VOTE TAKEN AS FOLLOWS:

AYES:

NAYS:

ABSENT:

ABSTAIN:

EXCUSED:

Mike Zaring, Mayor and Ex-Officio
Chairman of the Board of Aldermen

ATTEST:

Daniel Barnett, City Clerk
WITNESS my hand and seal this 21st day of August 2023.

Attachment: Preliminary Plat of *Harrisonville Commons, Lots 1 – 3 and Tract A*

[illegible]

STAFF REPORT

TO: Board of Aldermen
FROM: Kim Hubbard, Finance Manager
DATE: August 17, 2023
SUBJECT: AUDIT REPORT FYE 2022

Type of Item: *Audit*

Per state statute the City is required to undergo an annual audit. The Fiscal Year 2022 audit report is complete and will be presented to the Board of Aldermen as review of the year.

Dana F. Cole & Company, LLP completed the annual audit as required for Fiscal Year ending December 31, 2022. Mr. Kim Pearson will present the audit report and highlight the financials of the City.

The draft report will be distributed at the board meeting.

Approval/acceptance by the Board is needed. Staff recommends approval.

Council Bill No.

Resolution No.

**A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF
HARRISONVILLE, MISSOURI TO AUTHORIZE THE CITY
ADMINISTRATOR TO ACCEPT THE ANNUAL AUDIT FOR THE YEAR
ENDING DECEMBER 31, 2022, BY DANA F. COLE & COMPANY AND
ESTABLISHING AN EFFECTIVE DATE.**

Council Bill No. 2023-XXX**Resolution No. 2023-XXX**

A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI TO AUTHORIZE THE CITY ADMINISTRATOR TO ACCEPT THE ANNUAL AUDIT FOR THE YEAR ENDING DECEMBER 31, 2022, BY DANA F. COLE & COMPANY AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the staff of City of Harrisonville, Missouri (“City”) recommends that the Board of Aldermen (“Board”) accept the annual audit as presented by Dana F. Cole & Company for the year ending December 31, 2022.

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

Section 1: That the City Administrator of the City of Harrisonville is hereby authorized and directed to accept the annual audit for the year ending December 31, 2022, as presented by Dana F. Cole & Company.

Section 2. Effective Date. This resolution shall become effective 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 21ST DAY OF AUGUST 2023.

VOTE TAKEN AS FOLLOWS:

AYES:

NAYS:

ABSENT:

ABSTAIN:

EXCUSED:

Mike Zaring, Mayor and Ex-Officio
Chairman of the Board of Aldermen

ATTEST:

Daniel Barnett, City Clerk

WITNESS my hand and seal this 21st day of August 2023.

Attachment: RESOLUTION-AUDIT 2022 (AUDIT REPORT FYE 2022)

STAFF REPORT

TO: Board of Aldermen
FROM: Theresa West, Assistant
DATE: August 16, 2023
SUBJECT: PUBLIC HEARING - SETTING 2023 TAX LEVY

Type of Item: *Public Hearing*

- D. Action Item (ID # 4607)**
PUBLIC HEARING - 2023 TAX LEVY

STAFF REPORT

TO: Board of Aldermen
FROM: Kim Hubbard, Finance Manager
DATE: August 1, 2023
SUBJECT: SETTING 2023 TAX LEVY

Type of Item: *Approval*

BACKGROUND

The property tax levy is set annually per RSMO 67.110.1. Assessed values are received from the County and submitted to the State Auditor for review. The proposed tax levy is calculated and set to maintain revenue at what is called revenue neutral meaning the City does not receive a significant amount more in revenue from year to year.

The proposed levy from the State Auditor as well as the 2020 levy is below.

APPROVED LEVY

	<u>2023 Budget</u>	<u>2024 Budget</u>
General Fund	0.5253	\$0.5029
Parks Fund	<u>0.1187</u>	<u>0.1136</u>
Total	<u>\$0.6440</u>	<u>\$0.6165</u>

DISCUSSION

The State Statute requires each political subdivision to fix its ad valorem property tax rates no later than September 1. The Statute states that the assessed valuation be presented by category of real, personal, and other tangible property as entered in the tax book for the fiscal year for which the tax to be levied along with the amount of revenue required to be provided from the property tax set forth in annual budget adopted.

The City is required to hold a public hearing on the proposed rates per RSMO 67.110.1. The City cannot set a levy that will generate substantially more revenue than projected from the year before. Even though the levy itself moves up or down, the amount of tax remains substantially the same. New improvements and reassessment years can result in higher tax revenue.

Pro Forma - State Auditor's Review of Data Submitted

Tax rates proposed are based on the assessed values provided by the County. The County Clerk sends the attached Pro Forma - State Auditor's Review of Data Submitted to the City. This document has been completed by the Missouri State Auditor to calculate the proposed tax levy

for General Fund and Parks. I have included the documents received. The maximum prior year adjusted revenue is shown below calculated at \$883,673 for General Fund and \$199,680 for Parks. Total revenue permitted in current year is \$976,131 for General Fund and \$220,498 for Parks.

ESTIMATED PROPERTY TAX COLLECTIONS

	<u>2022 Budget</u>	<u>2023 Budget</u>
General Fund	\$883,673	\$976,131
Parks Fund	<u>199,680</u>	<u>220,498</u>
Total	<u>\$1,083,353</u>	<u>\$1,196,630</u>

ASSESSED VALUES

	<u>2022 Budget</u>	<u>2023 Budget</u>
	<u>Final</u>	<u>As of 7-21-2022</u>
Real Estate	\$140,155,488	\$158,955,443
Personal Property	<u>36,829,826</u>	<u>44,166,212</u>
Total	<u>176,985,314</u>	<u>\$203,121,655</u>

New Improvements:

Real Estate	\$1,157,394	\$1,684,780
Personal Property	<u>7,586,265</u>	<u>7,336,386</u>
Total Improvements	<u>\$8,743,659</u>	<u>\$9,021,166</u>

ACTION REQUIRED/RECOMMENDATION

Set the tax levy for Fiscal Year 2023 as proposed and outlined in the documents provided. I respectfully request the Board consider the ordinance on first reading to comply with State Statute to set the levy prior to September 1. This action will allow the City to provide the documents to the County for certification in a timely manner to also comply with the State Statute requirement by September 1st.

Attachments:

Pro Forma

Tax Levy Public Notice

Assessed Valuation

Council Bill No.

Ordinance No.

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE LEVYING A TAX FOR THE CURRENT EXPENSE OF THE CITY OF HARRISONVILLE, MISSOURI, UPON REAL PROPERTY AND ALL TANGIBLE PERSONAL PROPERTY OF WHATSOEVER NATURE AND CHARACTER SUBJECT TO TAXATION BY THE CITY OF HARRISONVILLE FOR SUCH PURPOSES; ALSO, LEVYING A SPECIAL TAX UPON THE AFORE DESCRIBED PROPERTIES FOR PUBLIC PARKS; FOR A TOTAL TAX LEVY OF \$.6165.

Council Bill No. 2023-XX

Ordinance No. XXXX

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE LEVYING A TAX FOR THE CURRENT EXPENSE OF THE CITY OF HARRISONVILLE, MISSOURI, UPON REAL PROPERTY AND ALL TANGIBLE PERSONAL PROPERTY OF WHATSOEVER NATURE AND CHARACTER SUBJECT TO TAXATION BY THE CITY OF HARRISONVILLE FOR SUCH PURPOSES; ALSO, LEVYING A SPECIAL TAX UPON THE AFORE DESCRIBED PROPERTIES FOR PUBLIC PARKS; FOR A TOTAL TAX LEVY OF \$.6165.

WHEREAS, State statute sets forth a process to fix the City ad valorem property tax rates no later than September 1 each year; and

WHEREAS, the City held a public hearing as required by RSMO 67.110.1; and

WHEREAS, the new calculated tax rates will generate substantially the same revenues as 2022; and

WHEREAS, the County Clerk submitted the approved form to the Missouri State Auditor's Office that calculated the new rates for the General Fund at \$0.5029, and for the Park Fund at \$0.1136; and

WHEREAS, there will be a slight increase in City revenue primarily due to reassessments along with some new real estate construction;

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

Section 1: That there is hereby levied for the year 2023 a tax upon each \$100.00 of the assessed valuation of all real property and all tangible personal property of whatsoever nature and character subject to taxation by the City

of Harrisonville, Missouri, at the following rates for the following purposes, to-wit:

- (a) For paying the current expense of the City of Harrisonville, Missouri, for said year, a rate of \$0.5029
- (b) For the establishment and maintenance of public parks in the City of Harrisonville, Missouri, for said year, a rate of \$0.1136

Section 2: That following the effective date of the passage of this ordinance, the tax levy so established shall be extended upon the assessment books of the City and collected as provided by law.

Section 3: That this ordinance shall be in full force and effect from and after the date of its passage and approval.

READ FOR THE FIRST TIME BY TITLE ONLY ON THE 21ST DAY OF AUGUST 2023 AND WAS READ FOR A SECOND TIME BY TITLE ONLY ON THE 21ST DAY OF AUGUST 2023 AND PASSED BY THE BOARD OF ALDERMEN THIS 21ST DAY OF AUGUST 2023.

VOTE TAKEN AS FOLLOWS:

AYES:

NAYS:

ABSENT:

ABSTAIN:

EXCUSED:

Mike Zaring, Mayor and Ex-Officio
Chairman of the Board of Aldermen

ATTEST:

Daniel Barnett, City Clerk

WITNESS my hand and seal this 21ST day of August 2023.

NOTICE OF AGGREGATE ASSESSED VALUATION

(2ND REPORT BEFORE B.O.E. 7-21-2023)

As required by Section 137.245.3, I, Jeff Fletcher, County Clerk of Cass County, State of Missouri, do hereby certify that the following is the Aggregate Assessed Valuation of the

CITY OF HARRISONVILLE

a political subdivision in Cass County, for the year 2023 as shown on the assessment lists on July 21, 2023. Included are state and local railroad and utility valuations as reported by the State Tax Commission and the Cass County Assessor for your political subdivision.

Real Estate, Residential -	\$ 92,522,600
Real Estate, Agricultural -	154,370
Real Estate, Commercial -	65,356,950
Real Estate, Local Utilities -	13,618
Real Estate, State Utilities -	907,905
TOTAL REAL ESTATE -	\$ 158,955,443
Personal Property -	\$ 43,965,891
Personal Property, Local Utilities -	53,673
Personal Property, State Utilities -	146,648
TOTAL PERSONAL Property -	\$ 44,166,212
TOTAL ASSESSED VALUE -	\$ 203,121,655

This information is transmitted to assist you in complying with Section 67.110, RSMo, which requires that notice be given and public hearings held before tax rates are set. The above figures include state and locally assessed railroad and utility valuations that have been prepared by the County Clerk's Office.

New Construction and Improvements

The following data has been provided by the County Assessor's Office:

Related to Real Estate -	\$ 1,684,780
Increase in Personal Property-	7,336,386
TOTAL -	\$ 9,021,166

In witness whereof, I have hereunto set my hand and affixed the seal of the County Commission of Cass County at my office in Harrisonville this 21st day of July, 2023





Jeff Fletcher
Cass County Clerk



Scott Fitzpatrick
Missouri State Auditor

MEMORANDUM

July 24, 2023

TO: 09-019-0010 City of Harrisonville
RE: Setting of 2023 Property Tax Rates

The following are the tax rate computational forms that have been reviewed. Please follow the steps below to complete the process of setting your 2023 Property Tax Rate(s).

1. **Lines G - BB on the Summary Page should be completed** to show the actual tax rate(s) to levy.
2. Please **sign and date the Summary Page**.
3. Please **submit the finalized tax rate forms ready for certification to the County Clerk of each county** that your political subdivision resides in. The County Clerk must also sign the Summary Page and indicate the proposed tax rate to be entered on the tax books before submitting rate(s) to the State Auditor's Office for final review and certification.

If the attached calculation differs from the questionnaire submitted for review, please review the following line items for the reason(s) for the difference.

- **Form A, Line 2b - New Construction & Improvements - Personal Property**

Section 137.073.4, RSMo, states that the aggregate increase in valuation of personal property for the current year over that of the previous year is the equivalent of the new construction and improvements factor for personal property.

- **Form A, Line 5 - Prior Year Assessed Valuation**

If the 2023 questionnaire has a different amount on Form A, Line 5 than was previously submitted, we had to revise the 2022 calculation for this change. The revised 2022 tax rate ceiling is listed on the 2023 Summary Page, Line A. Your primary County Clerk should forward a copy of the revised 2022 calculation; please keep this form for your files.

- **(SCHOOL DISTRICTS ONLY) Form A, Line 14**

We revised the information the school district submitted on Line 14 to the amount computed by the Department of Elementary and Secondary Education (DESE).

If you have any questions about the enclosed forms, please contact the local government section at (573-751-4213.)

Attachment: 2023 City of Harrisonville Unsigned Pro Forma (SETTING 2023 TAX LEVY)



PRO FORMA - STATE AUDITOR'S REVIEW OF DATA SUBMITTED

5.E.b
(2023)

Summary Page

For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property

City of Harrisonville	09-019-0010	General Revenue
Name of Political Subdivision	Political Subdivision Code	Purpose of Levy

The final version of this form MUST be sent to the county clerk.

The information to complete the Summary Page is available from prior year forms, computed on the attached forms, or computed on this page. Information on this page takes into consideration any voluntary reduction(s) taken in previous even numbered year(s). If in an even numbered year, the political subdivision wishes to no longer use the lowered tax rate ceiling to calculate its tax rate, it can hold a public hearing and pass a resolution, a policy statement, or an ordinance justifying its action prior to setting and certifying its tax rate. The information in the Informational Data, at the end of these forms, provides the rate that would be allowed had there been no previous voluntary reduction(s) taken in an even numbered year(s).

For Political
Subdivision U
in Calculatin
its Tax Rate

- | | |
|--|------|
| A. Prior year tax rate ceiling as defined in Chapter 137, RSMo, revised if the prior year data changed or a voluntary reduction was taken in a non-reassessment year (Prior year Summary Page, Line F minus Line H in odd numbered year or prior year Summary Page, Line F in even numbered year) | 0.52 |
| B. Current year rate computed pursuant to Article X, Section 22, of the Missouri Constitution and Section 137.073, RSMo, if no voter approved increase (Form A, Line 18) | 0.50 |
| C. Amount of rate increase authorized by voters for current year if same purpose. (Form B, Line 7) | |
| D. Rate to compare to maximum authorized levy to determine tax rate ceiling (Line B if no election, otherwise Line C) | 0.50 |
| E. Maximum authorized levy the most recent voter approved rate | 1.00 |
| F. Current year tax rate ceiling maximum legal rate to comply with Missouri laws Political subdivisions tax rate (Lower of Line D or E) | 0.50 |
| G1. Less required sales tax reduction taken from tax rate ceiling (Line F), if applicable | |
| G2. Less 20% required reduction 1st class charter county political subdivision NOT submitting an estimated non-binding tax rate to the county(ies) taken from tax rate ceiling (Line F) | |
| H. Less voluntary reduction by political subdivision taken from the tax rate ceiling (Line F)
WARNING: A voluntary reduction taken in an even numbered year will lower the tax rate ceiling for the following year. | |
| I. Plus allowable recoupment rate added to tax rate ceiling (Line F) If applicable, attach Form G or H. | |
| J. Tax rate to be levied (Line F - Line G1 - Line G2 - Line H + Line I) | |
| AA. Rate to be levied for debt service , if applicable (Form C, Line 10) | |
| BB. Additional special purpose rate authorized by voters after the prior year tax rates were set. (Form B, Line 7 if a different purpose) | |

Attachment: 2023 City of Harrisonville Unsigned Pro Forma (SETTING 2023 TAX LEVY)

Certification

I, the undersigned, _____ (Office) of _____ (Political Subdivision)
levying a rate in _____ (County(ies)) do hereby certify that the data set forth above and on the
accompanying forms is true and accurate to the best of my knowledge and belief.

Please complete Line G through BB, sign this form, and return to the county clerk(s) for final certification.

(Date)	(Signature)	(Print Name)	(Telephone)
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Proposed rate to be entered on tax books by county clerk

based on certification from the political subdivision: Lines

J _____ AA _____ BB _____

Section 137.073.7 RSMo, states that no tax rate shall be extended on the tax rolls by the county clerk unless the political subdivision has complied with the foregoing provisions of this section.

(Date)	(County Clerk's Signature)	(County)	(Telephone)
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PRO FORMA - STATE AUDITOR'S REVIEW OF DATA SUBMITTED

5.E.b

(2023)

Form A

For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property

City of Harrisonville

09-019-0010

General Revenue

Name of Political Subdivision

Political Subdivision Code

Purpose of Levy

The final version of this form MUST be sent to the county clerk.

Computation of reassessment growth and rate for compliance with Article X, Section 22, and Section 137.073, RSMo.

1. (2023) Current year assessed valuation

Include the current state and locally assessed valuation obtained from the county clerk, county assessor, or comparable office finalized the local board of equalization.

(a)	<u>158,955,443</u>	+	(b)	<u>44,166,212</u>	=	<u>203,121,655</u>
	(Real Estate)			(Personal Property)		(Total)

2. Assessed valuation of new construction & improvements

2(a) - Obtained from the county clerk or county assessor

2(b) - increase in personal property, use the formula listed under Line 2(b)

(a)	<u>1,684,780</u>	+	(b)	<u>7,336,386</u>	=	<u>9,021,166</u>
	(Real Estate)			Line 1(b) - 3(b) - 5(b) + 6(b) + 7(b) If Line 2b is negative, enter zero		(Total)

3. Assessed value of newly added territory

obtained from the county clerk or county assessor

(a)	<u>0</u>	+	(b)	<u>0</u>	=	<u>0</u>
	(Real Estate)			(Personal Property)		(Total)

4. Adjusted current year assessed valuation

(Line 1 total - Line 2 total - Line 3 total)

194,100,489

5. (2022) Prior year assessed valuation

Include prior year state and locally assessed valuation obtained from the county clerk, county assessor, or comparable office finalized by the local board of equalization.

NOTE: If this is different than the amount on the prior year Form A, Line 1, then revise the prior year tax rate form to recalculate the prior year tax rate ceiling. Enter the revised prior year tax rate ceiling on this year's Summary Page, Line A.

(a)	<u>140,155,488</u>	+	(b)	<u>36,829,826</u>	=	<u>176,985,314</u>
	(Real Estate)			(Personal Property)		(Total)

6. Assessed value of newly separated territory

obtained from the county clerk or county assessor

(a)	<u>0</u>	+	(b)	<u>0</u>	=	<u>0</u>
	(Real Estate)			(Personal Property)		(Total)

7. Assessed value of property locally assessed in prior year, but state assessed in current year

obtained from the county clerk or county assessor

(a)	<u>0</u>	+	(b)	<u>0</u>	=	<u>0</u>
	(Real Estate)			(Personal Property)		(Total)

8. Adjusted prior year assessed valuation

(Line 5 total - Line 6 total - Line 7 total)

176,985,314

Attachment: 2023 City of Harrisonville Unsigned Pro Forma (SETTING 2023 TAX LEVY)



PRO FORMA - STATE AUDITOR'S REVIEW OF DATA SUBMITTED

5.E.b
(2023)

Form A

For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property

City of Harrisonville	09-019-0010	General Revenue
Name of Political Subdivision	Political Subdivision Code	Purpose of Levy

The final version of this form MUST be sent to the county clerk.

Computation of reassessment growth and rate for compliance with Article X, Section 22, and Section 137.073, RSMo.

Information on this page takes into consideration any voluntary reduction(s) taken in previous even numbered year(s). If in an even numbered year, the political subdivision wishes to no longer use the lowered tax rate ceiling to calculate its tax rate, it can hold a public hearing and pass a resolution, a policy statement, or an ordinance justifying its action prior to setting and certifying its tax rate. The information in the Informational Data, at the end of these forms, provides the rate that would be allowed had there been no previous voluntary reduction(s) taken in an even numbered year(s).

For Political
Subdivision Use i
Calculating its Ta
Rate

9. Percentage increase in adjusted valuation of existing property in the current year over the prior year's assessed valuation (Line 4 - Line 8 / Line 8 x 100)	9.670
10. Increase in Consumer Price Index (CPI) certified by the State Tax Commission	6.500
11. Adjusted prior year assessed valuation (Line 8)	176,985.0
12. (2022) Tax rate ceiling from prior year (Summary Page, Line A)	0.5
13. Maximum prior year adjusted revenue from property that existed in both years (Line 11 x Line 12 / 100)	929.0
14. Permitted reassessment revenue growth The percentage entered on Line 14 should be the lower of the actual growth (Line 9), the CPI (Line 10) or 5%. A negative figure on Line 9 is treated as a 0 for Line 14 purposes. Do not enter less than 0 or more than 5%.	5.000
15. Additional revenue permitted (Line 13 x Line 14)	46.0
16. Total revenue permitted in current year * from property that existed in both years (Line 13 + Line 15)	976.0
17. Adjusted current year assessed valuation (Line 4)	194,100.0
18. Maximum tax rate permitted by Article X, Section 22, and Section 137.073, RSMo (Line 16 / Line 17 x 100) Round a fraction to the nearest one/one hundredth of a cent. Enter this rate on the Summary Page, Line B	0.5

* To compute the total property tax revenues billed for the current year (including revenues from all new construction and improvements and annexed property), multiply Line 1 by the rate on Line 18 and divide by 100. The property tax revenues billed would be used in estimating budgeted revenues.

Attachment: 2023 City of Harrisonville Unsigned Pro Forma (SETTING 2023 TAX LEVY)



PRO FORMA - STATE AUDITOR'S REVIEW OF DATA SUBMITTED

5.E.b

(2023)

Summary Page

For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property

City of Harrisonville

09-019-0010

Parks & Recreation

Name of Political Subdivision

Political Subdivision Code

Purpose of Levy

The final version of this form MUST be sent to the county clerk.

For Political
Subdivision U
in Calculatin
its Tax Rate

The information to complete the Summary Page is available from prior year forms, computed on the attached forms, or computed on this page. Information on this page takes into consideration any voluntary reduction(s) taken in previous even numbered year(s). If in an even numbered year, the political subdivision wishes to no longer use the lowered tax rate ceiling to calculate its tax rate, it can hold a public hearing and pass a resolution, a policy statement, or an ordinance justifying its action prior to setting and certifying its tax rate. The information in the Informational Data, at the end of these forms, provides the rate that would be allowed had there been no previous voluntary reduction(s) taken in an even numbered year(s).

A. **Prior year tax rate ceiling** as defined in Chapter 137, RSMo, revised if the prior year data changed or a voluntary reduction was taken in a non-reassessment year (Prior year Summary Page, Line F minus Line H in odd numbered year or prior year Summary Page, Line F in even numbered year)

0.11

B. **Current year rate computed** pursuant to Article X, Section 22, of the Missouri Constitution and Section 137.073, RSMo, if no voter approved increase (Form A, Line 18)

0.11

C. **Amount of rate increase authorized by voters for current year**
if same purpose. (Form B, Line 7)

D. **Rate to compare to maximum authorized levy to determine tax rate ceiling**
(Line B if no election, otherwise Line C)

0.11

E. **Maximum authorized levy** the most recent voter approved rate

0.20

F. **Current year tax rate ceiling** maximum legal rate to comply with Missouri laws
Political subdivisions tax rate (Lower of Line D or E)

0.11

G1. **Less required sales tax reduction** taken from tax rate ceiling (Line F), if applicable

G2. **Less 20% required reduction 1st class charter county political subdivision NOT submitting an estimated non-binding tax rate to the county(ies)** taken from tax rate ceiling (Line F)

H. **Less voluntary reduction by political subdivision** taken from the tax rate ceiling (Line F)

WARNING: A voluntary reduction taken in an even numbered year will lower the tax rate ceiling for the following year.

I. **Plus allowable recoupment rate** added to tax rate ceiling (Line F) If applicable, attach Form G or H.

J. **Tax rate to be levied** (Line F - Line G1 - Line G2 - Line H + Line I)

AA. **Rate to be levied for debt service**, if applicable (Form C, Line 10)

BB. **Additional special purpose rate authorized by voters** after the prior year tax rates were set. (Form B, Line 7 if a different purpose)

Certification

I, the undersigned, _____ (Office) of _____ (Political Subdivision)
levying a rate in _____ (County(ies)) do hereby certify that the data set forth above and on the
accompanying forms is true and accurate to the best of my knowledge and belief.

Please complete Line G through BB, sign this form, and return to the county clerk(s) for final certification.

(Date)	(Signature)	(Print Name)	(Telephone)

Proposed rate to be entered on tax books by county clerk

based on certification from the political subdivision: Lines

J _____ AA _____ BB _____

Section 137.073.7 RSMo, states that no tax rate shall be extended on the tax rolls by the county clerk unless the political subdivision has complied with the foregoing provisions of this section.

(Date)	(County Clerk's Signature)	(County)	(Telephone)



PRO FORMA - STATE AUDITOR'S REVIEW OF DATA SUBMITTED

5.E.b
(2023)

Form A

For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property

City of Harrisonville

09-019-0010

Parks & Recreation

Name of Political Subdivision

Political Subdivision Code

Purpose of Levy

The final version of this form MUST be sent to the county clerk.

Computation of reassessment growth and rate for compliance with Article X, Section 22, and Section 137.073, RSMo.

1. (2023) Current year assessed valuation

Include the current state and locally assessed valuation obtained from the county clerk, county assessor, or comparable office finalized the local board of equalization.

(a)	158,955,443	+	(b)	44,166,212	=	203,121,655
	(Real Estate)			(Personal Property)		(Total)

2. Assessed valuation of new construction & improvements

2(a) - Obtained from the county clerk or county assessor

2(b) - increase in personal property, use the formula listed under Line 2(b)

(a)	1,684,780	+	(b)	7,336,386	=	9,021,172
	(Real Estate)			Line 1(b) - 3(b) - 5(b) + 6(b) + 7(b)		(Total)
				If Line 2b is negative, enter zero		

3. Assessed value of newly added territory

obtained from the county clerk or county assessor

(a)	0	+	(b)	0	=	0
	(Real Estate)			(Personal Property)		(Total)

4. Adjusted current year assessed valuation

(Line 1 total - Line 2 total - Line 3 total)

194,100,483

5. (2022) Prior year assessed valuation

Include prior year state and locally assessed valuation obtained from the county clerk, county assessor, or comparable office finalized the local board of equalization.

NOTE: If this is different than the amount on the prior year Form A, Line 1, then revise the prior year tax rate form to recalculate the prior year tax rate ceiling. Enter the revised prior year tax rate ceiling on this year's Summary Page, Line A.

(a)	140,155,488	+	(b)	36,829,826	=	176,985,314
	(Real Estate)			(Personal Property)		(Total)

6. Assessed value of newly separated territory

obtained from the county clerk or county assessor

(a)	0	+	(b)	0	=	0
	(Real Estate)			(Personal Property)		(Total)

7. Assessed value of property locally assessed in prior year, but state assessed in current year

obtained from the county clerk or county assessor

(a)	0	+	(b)	0	=	0
	(Real Estate)			(Personal Property)		(Total)

8. Adjusted prior year assessed valuation

(Line 5 total - Line 6 total - Line 7 total)

176,985,314

Attachment: 2023 City of Harrisonville Unsigned Pro Forma (SETTING 2023 TAX LEVY)



PRO FORMA - STATE AUDITOR'S REVIEW OF DATA SUBMITTED

5.E.b

(2023)

Form A

For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property

City of Harrisonville

09-019-0010

Parks & Recreation

Name of Political Subdivision

Political Subdivision Code

Purpose of Levy

The final version of this form MUST be sent to the county clerk.

Computation of reassessment growth and rate for compliance with Article X, Section 22, and Section 137.073, RSMo.

Information on this page takes into consideration any voluntary reduction(s) taken in previous even numbered year(s). If in an even numbered year, the political subdivision wishes to no longer use the lowered tax rate ceiling to calculate its tax rate, it can hold a public hearing and pass a resolution, a policy statement, or an ordinance justifying its action prior to setting and certifying its tax rate. The information in the Informational Data, at the end of these forms, provides the rate that would be allowed had there been no previous voluntary reduction(s) taken in an even numbered year(s).

For Political
Subdivision Use
Calculating its Tax
Rate

9. **Percentage increase in adjusted valuation** of existing property in the current year over the prior year's assessed valuation
(Line 4 - Line 8 / Line 8 x 100)

9.670

10. **Increase in Consumer Price Index (CPI)**
certified by the State Tax Commission

6.500

11. **Adjusted prior year assessed valuation**
(Line 8)

176,985.3

12. **(2022) Tax rate ceiling from prior year**
(Summary Page, Line A)

0.11

13. **Maximum prior year adjusted revenue**
from property that existed in both years (Line 11 x Line 12 / 100)

210.0

14. **Permitted reassessment revenue growth**
The percentage entered on Line 14 should be the lower of the actual growth (Line 9), the CPI (Line 10) or 5%. A negative figure on Line 9 is treated as a 0 for Line 14 purposes. Do not enter less than 0 or more than 5%.

5.0000

15. **Additional revenue permitted**
(Line 13 x Line 14)

10.5

16. **Total revenue permitted in current year ***
from property that existed in both years (Line 13 + Line 15)

220.5

17. **Adjusted current year assessed valuation** (Line 4)

194,100.4

18. **Maximum tax rate permitted by Article X, Section 22, and Section 137.073, RSMo**
(Line 16 / Line 17 x 100)

Round a fraction to the nearest one/one hundredth of a cent.

Enter this rate on the Summary Page, Line B

0.11

* To compute the total property tax revenues billed for the current year (including revenues from all new construction and improvements and annexed property), multiply Line 1 by the rate on Line 18 and divide by 100. The property tax revenues billed would be used in estimating budgeted revenues.

Attachment: 2023 City of Harrisonville Unsigned Pro Forma (SETTING 2023 TAX LEVY)



PRO FORMA - STATE AUDITOR'S REVIEW OF DATA SUBMITTED

7/24/2022

5.E.b

(2022)

Informational Data

For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property

City of Harrisonville

09-019-0010

General Revenue

Name of Political Subdivision

Political Subdivision Code

Purpose of Levy

This page shows the information that would have been on the line items for the Summary Page, Form A, and/or Form B had no voluntary reduction(s) been taken in prior even numbered year(s). The information on this page should not be used in the current year unless the taxing authority wishes to reverse any voluntary reduction(s) taken in prior even numbered year(s) and follows the following steps in an even numbered year.

- Step 1 The governing body should hold a public hearing and adopt a resolution, a policy statement, or an ordinance justifying its action prior to setting and certifying its tax rate.
- Step 2 Submit a copy of the resolution, policy statement, or ordinance to the State Auditor's Office for review.

Based on Prior
Year Tax Rate
Ceiling as if No
Voluntary
Reductions
were Taken

Informational Summary Page

A. Prior year tax rate ceiling (Prior year Informational Summary Page, Line F)	0.535
B. Current year rate computed (Informational Form A, Line 18 below)	0.512
C. Amount of increase authorized by voters for current year (Informational Form B, Line 7 below)	
D. Rate to compare to maximum authorized levy (Line B if no election, otherwise Line C)	0.512
E. Maximum authorized levy most recent voter approved rate	1.000
F. Tax rate ceiling if no voluntary reductions were taken in a prior even numbered year (Lower of Line D or E)	0.512

Informational Form A

9. Percentage increase in adjusted valuation (Form A, Line 4 - Line 8 / Line 8 x 100)	9.6704
10. Increase in Consumer Price Index (CPI) certified by the State Tax Commission	6.5000
11. Adjusted prior year assessed valuation (Form A, Line 8)	176,985.3
12. (2022) Tax rate ceiling from prior year (Informational Summary Page, Line A from above)	0.53
13. Maximum prior year adjusted revenue from property that existed in both years (Line 11 x Line 12 / 100)	946.8
14. Permitted reassessment revenue growth The percentage entered on Line 14 should be the lower of the actual growth (Line 9), the CPI (Line 10), or 5%. A negative figure on Line 9 is treated as a 0 for Line 14 purposes. Do not enter less than 0, nor more than 5%.	5.0000
15. Additional reassessment revenue permitted (Line 13 x Line 14)	47.3
16. Total revenue permitted in current year from property that existed in both years (Line 13 + Line 15)	994.2
17. Adjusted current year assessed valuation (Form A, Line 4)	194,100.4
18. Maximum tax rate permitted by Article X, Section 22, and Section 137.073, RSMo, if no voluntary reduction was taken (Line 16 / Line 17 x 100)	0.51

Informational Form B

6. Prior year tax rate ceiling to apply voter approved increase to (Informational Summary Page, Line A if increase to an existing rate, otherwise 0)	
7. Voter approved increased tax rate to adjust (If an "increase of/by" ballot, Form B, Line 5a + Line 6, if an "increase to" ballot, Form B, Line 5b)	

Attachment: 2023 City of Harrisonville Unsigned Pro Forma (SETTING 2023 TAX LEVY)



PRO FORMA - STATE AUDITOR'S REVIEW OF DATA SUBMITTED

5.E.b

(2023)

Informational Data

For Political Subdivisions Other Than School Districts Levying a Single Rate on All Property

City of Harrisonville

09-019-0010

Parks & Recreation

Name of Political Subdivision

Political Subdivision Code

Purpose of Levy

This page shows the information that would have been on the line items for the Summary Page, Form A, and/or Form B had no voluntary reduction(s) been taken in prior even numbered year(s). The information on this page should not be used in the current year unless the taxing authority wishes to reverse any voluntary reduction(s) taken in prior even numbered year(s) and follows the following steps in an even numbered year.

Based on Prior
Year Tax Rate
Ceiling as if No
Voluntary
Reductions
were Taken

- Step 1 The governing body should hold a public hearing and adopt a resolution, a policy statement, or an ordinance justifying its action prior to setting and certifying its tax rate.
- Step 2 Submit a copy of the resolution, policy statement, or ordinance to the State Auditor's Office for review.

Informational Summary Page

A. Prior year tax rate ceiling (Prior year Informational Summary Page, Line F)	0.120
B. Current year rate computed (Informational Form A, Line 18 below)	0.111
C. Amount of increase authorized by voters for current year (Informational Form B, Line 7 below)	
D. Rate to compare to maximum authorized levy (Line B if no election, otherwise Line C)	0.111
E. Maximum authorized levy most recent voter approved rate	0.200
F. Tax rate ceiling if no voluntary reductions were taken in a prior even numbered year (Lower of Line D or E)	0.111

Informational Form A

9. Percentage increase in adjusted valuation (Form A, Line 4 - Line 8 / Line 8 x 100)	9.6704
10. Increase in Consumer Price Index (CPI) certified by the State Tax Commission	6.5000
11. Adjusted prior year assessed valuation (Form A, Line 8)	176,985,31
12. (2022) Tax rate ceiling from prior year (Informational Summary Page, Line A from above)	0.120
13. Maximum prior year adjusted revenue from property that existed in both years (Line 11 x Line 12 / 100)	213,97
14. Permitted reassessment revenue growth The percentage entered on Line 14 should be the lower of the actual growth (Line 9), the CPI (Line 10), or 5%. A negative figure on Line 9 is treated as a 0 for Line 14 purposes. Do not enter less than 0, nor more than 5%.	5.0000
15. Additional reassessment revenue permitted (Line 13 x Line 14)	10,69
16. Total revenue permitted in current year from property that existed in both years (Line 13 + Line 15)	224,67
17. Adjusted current year assessed valuation (Form A, Line 4)	194,100,48
18. Maximum tax rate permitted by Article X, Section 22, and Section 137.073, RSMo, if no voluntary reduction was taken (Line 16 / Line 17 x 100)	0.115

Informational Form B

6. Prior year tax rate ceiling to apply voter approved increase to (Informational Summary Page, Line A if increase to an existing rate, otherwise 0)	
7. Voter approved increased tax rate to adjust (If an "increase of/by" ballot, Form B, Line 5a + Line 6, if an "increase to" ballot, Form B, Line 5b)	

Attachment: 2023 City of Harrisonville Unsigned Pro Forma (SETTING 2023 TAX LEVY)

NOTICE OF PUBLIC HEARING

A public hearing will be held at 6:00 p.m., August 21, 2023 at Harrisonville City Hall, 300 E. Pearl Street, Harrisonville, Missouri, at which time citizens may be heard on the property tax rates proposed to be set by the City of Harrisonville, a political subdivision.

Assessed Valuation (By Categories)	Tax Year 2022	Tax Year 2023	Change
Real Estate	\$140,155,488	\$158,955,443	\$18,799,955
Personal Property	<u>\$36,829,826</u>	<u>\$44,166,212</u>	<u>\$7,336,386</u>
Total Assessed Value	\$176,985,314	\$203,121,655	\$26,136,341

Assessed Value of New Construction & Improvements related to Real Estate	\$1,157,394	\$1,684,780
Change in Real Estate Values Due to Reassessment	(\$1,157,394)	\$17,115,175
Change in Personal Property Value	\$0	\$7,336,386

The following Tax Rates are Proposed:

Fund	2022 Tax Rate Per \$100	Proposed 2023	
		Tax Rate Per \$100	Proposed Tax Revenues
General	\$0.5253	\$0.5029	\$976,131
Park	\$0.1187	\$0.1136	\$220,498
Total	\$0.6440	\$0.6165	\$1,196,630

	<u>General Fund</u>	<u>Park Fund</u>	<u>Total</u>
Increase (Decrease) in tax revenue as a result of new construction and improvements, if proposed tax rate is adopted:	\$ 8,473	\$ 1,914	\$ 10,387

Increase (Decrease) in tax revenue as a result of real estate reassessment if proposed tax rate is adopted:	\$ 54,677	\$ 12,295	\$ 66,972
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Increase (Decrease) in tax revenue as a result of changes in Personal Property Values if proposed tax rate is adopted:	\$28,645	\$6,456	\$35,101
Grand Total	\$ 91,795	\$ 20,665	\$ 112,460

BOARD OF ALDERMEN
CITY OF HARRISONVILLE
Daniel Barnett, City Clerk

Posted at City Hall, Library
& Community Center 8-11-23
Packet Pg. 131

STAFF REPORT

TO: Board of Aldermen
FROM: Theresa West, Assistant
DATE: August 3, 2023
SUBJECT: Ordinance re Use Tax 2023

Type of Item: *Approval*

F. Action Item (ID # 4589)

AN ORDINANCE OF THE CITY OF HARRISONVILLE, MISSOURI, IMPOSING A USE TAX FOR GENERAL REVENUE PURPOSES AT THE RATE EQUAL TO THE TOTAL LOCAL SALES TAXES IN EFFECT FOR THE PRIVILEGE OF STORING, USING OR CONSUMING WITHIN THE CITY ANY ARTICLE OF TANGIBLE PERSONAL PROPERTY PURSUANT TO THE AUTHORITY GRANTED BY AND SUBJECT TO THE PROVISIONS OF SECTIONS 144.600 THROUGH 144.761 RSMO; PROVIDING FOR THE USE TAX TO BE REPEALED, REDUCED, OR RAISED IN THE SAME AMOUNT AS ANY CITY SALES TAX IS REPEALED, REDUCED, OR RAISED; AND PROVIDING FOR SUBMISSION OF THE PROPOSAL TO THE QUALIFIED VOTERS OF THE CITY FOR THEIR APPROVAL AT THE GENERAL ELECTION CALLED AND TO BE HELD IN THE CITY ON NOVEMBER 7, 2023.

History:

08/07/23 Board of Aldermen SCHEDULED

The ordinance was read for the first time only by City Attorney Mauer.

Attachments:

Ordinance re Use Tax 2023 (DOCX)

Council Bill No. ____

Ordinance No. ____

AN ORDINANCE OF THE CITY OF HARRISONVILLE, MISSOURI, IMPOSING A USE TAX FOR GENERAL REVENUE PURPOSES AT THE RATE EQUAL TO THE TOTAL LOCAL SALES TAXES IN EFFECT FOR THE PRIVILEGE OF STORING, USING OR CONSUMING WITHIN THE CITY ANY ARTICLE OF TANGIBLE PERSONAL PROPERTY PURSUANT TO THE AUTHORITY GRANTED BY AND SUBJECT TO THE PROVISIONS OF SECTIONS 144.600 THROUGH 144.761 RSMO; PROVIDING FOR THE USE TAX TO BE REPEALED, REDUCED, OR RAISED IN THE SAME AMOUNT AS ANY CITY SALES TAX IS REPEALED, REDUCED, OR RAISED; AND PROVIDING FOR SUBMISSION OF THE PROPOSAL TO THE QUALIFIED VOTERS OF THE CITY FOR THEIR APPROVAL AT THE GENERAL ELECTION CALLED AND TO BE HELD IN THE CITY ON NOVEMBER 7, 2023.

WHEREAS, the City has imposed total local sales taxes, as defined in Section 32.085 RSMo, at the total rate of 2.375%; and,

WHEREAS, the City is authorized, under Section 144.757 RSMo, to impose a local use tax at a rate equal to the rate of the total local sales taxes in effect in the City; and,

WHEREAS, the proposed City use tax cannot become effective until approved by the voters at a municipal, county, or state general, primary, or special election.

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

Section 1. Pursuant to the authority granted by, and subject to, the provisions of Sections 144.600 through 144.761 RSMo, a use tax for general revenue purposes is imposed for the privilege of storing, using or consuming within the City any article of tangible personal property. This tax does not apply with respect to the storage, use or consumption of any article of tangible personal property purchased, produced or manufactured outside this state until the transportation of the article has finally come to rest within this City or until the article has become commingled with the general mass of property of this City.

Section 2. The rate of the tax shall be equal to the total local sales tax in effect. If any city sales tax is repealed or the rate thereof is reduced or raised by voter approval, the city use tax rate also shall be deemed to be repealed, reduced, or raised by the same action repealing, reducing, or raising the city sales tax.

Section 3. This tax shall be submitted to the qualified voters of the Harrisonville, Missouri for their approval, as required by the provisions of Section 144.757 RSMo, at the General election hereby called and to be held in the City on Tuesday, the 7th day of November, 2023. The ballot of submission shall contain substantially the following language:

Shall the City of Harrisonville, Missouri impose a local use tax at the same rate as the total local sales tax rate, provided that if the local sales tax rate

is reduced or raised by voter approval, the local use tax rate shall also be reduced or raised by the same action?

☐ Yes

☐ No

If you are in favor of the question, place an “X” in the box opposite “Yes.”

If you are opposed to the question, place an “X” in the box opposite “No.”

Section 4. Within ten (10) days after the approval of this ordinance by the qualified voters of Harrisonville, Missouri, the City Clerk shall forward to the Director of Revenue of the State of Missouri by United States registered mail or certified mail, a certified copy of this ordinance together with certifications of the election returns and accompanied by a map of the City clearly showing the boundaries thereof.

Section 5. This Ordinance shall be in full force and effect from and after the date of its passage and approval.

Read for the first time by title only on the 7th day of August 2023. Read for the second time by title only on the 21st day of August 2023.

Mike Zaring, Mayor

ATTEST:

Daniel Barnett, City Clerk

APPROVED by the Mayor this 21st day of August, 2023.

Attachment: Ordinance re Use Tax 2023 (Ordinance re Use Tax 2023)

STAFF REPORT

TO: Board of Aldermen
FROM: Theresa West, Assistant
DATE: August 14, 2023
SUBJECT: Ordinance on Fireworks

Type of Item: *Approval*

G. Action Item (ID # 4605)

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI AMENDING SECTION 205.220 OF THE HARRISONVILLE MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE.

Attachments:

Staff Report Times Fireworks are Allowed for Discharge (DOC)

O. Ordinance on Fireworks (00043443xC1FED) (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: Brad Ratliff, City Administrator

Date: 08/21/23

Re: AMENDING SECTION 205.220 Times fireworks are Allowed to be Discharged
GENERAL INFORMATION

Applicant: Alderman Sandy Franklin

Requested Actions: Adjust the times that is allowed to discharge fireworks.

Date of Application: 08/21/23

PROPOSAL

This is a simple change to not allow Fireworks to be discharged beginning at 7am, but to change that allowance time to begin at 9am. In addition, to allow a 20-minute period for fireworks for New Years celebrations. The addition of New Years allowance was a request to possibly lower calls for the Police Department.

PREVIOUS ACTIONS

Alderman Franklin brought the morning time change forth to be discussed by the Aldermen at the work session on August 7, 2023. A resident prior to work session requested the New Years time period, to the City Administrator and Alderman Milner. The BOA discussed and came to a consensus to bring forth for tonight.

KEY ISSUES

- The days allowed for fireworks have not been changed.
- Only changing the beginning time from 7am to 9am over the four-day period.
- Added New Years in hopes to lesson needed PD responses.

STAFF COMMENTS AND SUGGESTIONS

Staff sees no major issues on the time changes.

STAFF RECOMMENDATION

Staff recommends approval.

ATTACHMENTS

1. Ordinance for the changes.

STAFF CONTACT: Brad Ratliff, City Administrator

Attachment: Staff Report Times Fireworks are Allowed for Discharge (Ordinance on Fireworks)

Council Bill No. ____

Ordinance No. ____

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI AMENDING SECTION 205.220 OF THE HARRISONVILLE MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the City of Harrisonville desires to amend the Harrisonville Municipal Code to change the times fireworks shall be allowed to be discharged.

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

Section 1: Section 205.220 of the Harrisonville Municipal Code is hereby amended to read as follows:

“**A.** No person shall discharge any fireworks within the corporate limits of the City without a permit except during the period of July 1 to July 4. Fireworks shall be allowed to be discharged during this period as follows:

July 1, 9:00 a.m. to 10:00 p.m.

July 2, 9:00 a.m. to 10:00 p.m.

July 3, 9:00 a.m. to 12:00 a.m. (midnight)

July 4, 9:00 a.m. to 12:00 a.m. (midnight)

December 31, 11:50 p.m. to January 1, 12:10 a.m.

Section 2: That this Ordinance shall be in effect immediately upon its passage and approval.

Read for the first time by title only on the 21st day of August, 2023. Read for the second time by title only on the 5th day of September 2023.

Mike Zaring, Mayor

ATTEST:

Daniel Barnett, City Clerk

APPROVED by the Mayor this 5th day of September 2023.

Attachment: O. Ordinance on Fireworks (00043443xC1FED) (Ordinance on Fireworks)

STAFF REPORT

TO: Board of Aldermen
FROM: John Hofer, Director
DATE: August 14, 2023
SUBJECT: Amend Ordinance 215.380 False Reports

Type of Item: Amendment

GENERAL INFORMATION

Applicant: John J. Hofer, Chief of Police

Requested Actions: Ordinance Update

Date of Application: August 2, 2023

PROPOSAL

Enhance ordinance 215.380 False Reports by adding section A #4.

PREVIOUS ACTIONS

Current Ordinance

215.380 False Reports.

A. A person commits the offense of making a false report if they knowingly:

1. Give false information to a Police or Law Enforcement Officer for the purpose of implicating another person in a crime; or

2. Make a false report or causes a false report to be made to a Police or Law Enforcement Officer, Security Officer, Fire Department or other organization, official or volunteer, which deals with emergencies involving danger to life or property that a fire or other incident calling for an emergency response has occurred; or

3. Make a false report to a Police or Law Enforcement Officer that a crime has occurred or is about to occur.

B. It is a defense to a prosecution under Subsection (A) of this Section, that the person retracted the false statement or report before the Police or Law Enforcement Officer or any other person took substantial action in reliance.

C. The defendant shall have the burden of injecting the issue of retraction under Subsection (B), of this Section.

KEY ISSUES

None

STAFF COMMENTS AND SUGGESTIONS

Add

4. No person shall give, either orally or in writing, information to a Police or Law Enforcement Officer while in the performance of their duties when such person knows that the information is false.

STAFF RECOMMENDATION

Proposed ordinance was presented at the August 2, 2023, Board of Aldermen work session and approved to move forward to the Board of Aldermen agenda.

ATTACHMENTS

Amended Ordinance, prepared by the City Attorney's Office.

STAFF CONTACT:

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

H. Action Item (ID # 4604)

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI AMENDING SECTION 215.380 OF THE HARRISONVILLE MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE.

STAFF REPORT

TO: Board of Aldermen
FROM: John Hofer, Director
DATE: August 14, 2023
SUBJECT: Traffic Safety Ordinance Updates

Type of Item: *Amendment*

GENERAL INFORMATION

Applicant: John J. Hofer
Requested Actions: Ordinance Update
Date of Application: August 2, 2023

PROPOSAL

Amend speed limits and parking restrictions for improved traffic safety on a section of Elm Street and establish the speed limit and parking restrictions on the newly created Oriole Street.

PREVIOUS ACTIONS

N/A

KEY ISSUES

Increased traffic in the area making current speed limits and parking restrictions a concern.

STAFF COMMENTS AND SUGGESTIONS

Reduce the speed limit and prohibit parking on Elm Street between Mechanic Street (M7) and Price Street.

Establish the speed limit and prohibit parking on Oriole Street between Mechanic Street (M7) and Elm Street.

STAFF RECOMMENDATION

We propose to change the speed limit on Elm Street from 35 mph to 25 mph due to the high school being nearby and the new Harrisonville Commons development. Additionally, we proposed prohibiting parking on both sides of Elm Street between Price Street and Mechanic Street for these same reasons.

Oriole Street will be a new street as a part of the new Harrisonville Commons development, and we propose it has a 15-mph speed limit and no parking on either side.

These items were discussed and approved to move forward at the August 2, 2023, Board of Alderman work session.

ATTACHMENTS

Proposed Ordinance, prepared by the City Attorney's Office

STAFF CONTACT:

John J. Hofer

Chief of Police

jhofer@harrisonville.com

I. Action Item (ID # 4603)

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI AMENDING SCHEDULES I AND II OF TITLE III OF THE HARRISONVILLE MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE.

Attachments:

O. Ordinance for Speed Limit and Parking Restrictions 2023 (00043427xC1FED) (DOCX)

Council Bill No. _____

Ordinance No. _____

**AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF
HARRISONVILLE, MISSOURI AMENDING SCHEDULES I AND II OF TITLE III OF
THE HARRISONVILLE MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE
DATE.**

WHEREAS, the City of Harrisonville desires to amend its Municipal Code to amend speed limit and parking restrictions on Elm Street from Price Street and Mechanic Street, and to establish speed limit and parking restrictions on the anticipated Oriole Street from Mechanic Street to Elm Street.

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

Section 1: Title III, Schedule I, Table I-A is hereby amended as follows regarding speed limit on Elm Street, from Price Street to Mechanic Street (Highway 7), and to include new language regarding speed limit on Oriole Street from Mechanic Street to Elm Street:

“Elm Street, from Price Street to Mechanic Street (Highway 7): Speed Limit 25 m.p.h.

...

Oriole Street, from Mechanic Street to Elm Street: Speed Limit 15 m.p.h.”

Section 2: Title III, Schedule II, Table II-A is hereby amended as follows regarding the prohibition on parking on either side of Elm Street, from Price to Mechanic Street, and to include new language regarding the prohibition on parking on either side of Oriole Street:

“Elm Street – north side, between Price and Mechanic Street, no parking at any time.

...

Elm Street – south side, between Price and Mechanic Street no parking at any time

...

Oriole Street – both sides, Mechanic Street to Elm Street no parking at any time.”

Section 3: This Ordinance shall be in full force and effect from and after the date of its passage and approval.

Read for the first time by title only on the 21st day of August 2023. Read for a second time by title only on the 5th day of September 2023.

Mike Zaring, Mayor

ATTEST:

Daniel Barnett, City Clerk

APPROVED by the Mayor this 5th day of September, 2023.

STAFF REPORT

TO: Board of Aldermen
FROM: Theresa West, Assistant
DATE: August 3, 2023
SUBJECT: Ordinance - Preliminary Development Plan for Multi-Family and Senior Living Facility

Type of Item: *Approval*

J. Action Item (ID # 4595)

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE APPROVING A PRELIMINARY DEVELOPMENT PLAN FOR MULTI-FAMILY (288 UNITS) AND A SENIOR LIVING FACILITY ON PROPERTY LOCATED AT 1800 E. MECHANIC STREET IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI.

History:

08/07/23 Board of Aldermen SCHEDULED

The ordinance was read for the first time only by City Attorney Mauer.

Attachments:

Ordinance - Preliminary Development Plan for Multi-Family and Senior Living Facility (DOC)

Council Bill No.

Ordinance No.

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE APPROVING A PRELIMINARY DEVELOPMENT PLAN FOR MULTI-FAMILY (288 UNITS) AND A SENIOR LIVING FACILITY ON PROPERTY LOCATED AT 1800 E. MECHANIC STREET IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI.

WHEREAS, the City of Harrisonville, Missouri (the "City") has received an application from R.L. Buford, seeking approval of a Preliminary Development Plan for eight (8) 3-story apartment buildings with a total of 288 units (96 units 2-3 bedrooms, 96 units 1 bedroom, 96 units studio—Lots 1 and 2) and a 40,000 sqft. eighty (80) unit senior living facility (Lot 3) on approximately 13 acres of land located at 1800 E. Mechanic Street in the City of Harrisonville, Cass County, Missouri; and

WHEREAS, a legal notice announcing a public hearing to be held on the requested Preliminary Development Plan application on July 20, 2023, before the Planning & Zoning Commission and on August 7, 2023, before the Board of Aldermen of the City of Harrisonville, Missouri was published in the June 29, 2023, edition of the *Tribune and Times* newspaper; and

WHEREAS, the Preliminary Development Plan was considered by the Planning and Zoning Commission on July 20, 2023, and, with a vote of 7-0, recommended that the Board of Aldermen approve the requested Preliminary Development Plan with the seven (7) conditions of approval in staff's report; and

WHEREAS, in accordance with the provision of Chapter 89 RSMo, and Chapter 405 of the Code of Ordinance of the City of Harrisonville, Missouri, the Board of Aldermen, after careful and due deliberation, find the approval of the Preliminary Development Plan 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 a Preliminary Development Plan of approximately 13 acres of land located at 1800 E. Mechanic Street in the City of Harrisonville, Cass County, Missouri, with the following seven (7) conditions of approval:

- 1) A Preliminary Plat and Final Plat shall be submitted, reviewed, and approved prior to the issuance of any development related (building or infrastructure) permits.
- 2) Easements shall be provided as required by Section 410.400 of the City's Municipal Code.
- 3) The subdivision name shall "not duplicate or closely approximate the name of any existing subdivision" in accordance with Sections 410.270.A.1 and 410.290.F.1 of the City's Municipal Code.
- 4) Parking shall be installed on Lot 3 prior to the development of Lot 3 if the Board of Aldermen deems it necessary to meet the demands of the apartment buildings.
- 5) Eastbound and westbound left turn lanes of 140' in length with a 100' taper shall

be constructed at the intersection of Oriole Street and MO-7 as recommended in the Traffic Impact Analysis (TIA).

- 6) The engineers design and the owners shall construct the site's storm drainage in a manner that will not adversely impact the adjacent and downstream residents.
- 7) No more than twelve percent (12.00%) of the total number of housing units shall be "affordable units". Affordable units are defined as units rented to those with a state, or federal, government housing subsidy or voucher.

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

LEGAL DESCRIPTION:

CONTAINING 602,090 SQUARE FEET OR 13.82 ACRES

TRACT I

LOTS 1, 2, 3, 4, 5, 6, 7 AND 8, JOHNSON ESTATES, A SUBDIVISION OF LAND IN HARRISONVILLE, CASS COUNTY, MISSOURI, ACCORDING TO THE RECORDED PLAT THEREOF.

TRACT II

A PART OF LOT 5 OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 44, RANGE 31, CASS COUNTY, MISSOURI, DESCRIBED AS FOLLOWS: FROM THE SOUTHWEST CORNER OF LOT 5, RUN THENCE NORTH 505.42 FEET ALONG THE WEST LINE OF SAID LOT 5; THENCE S 89° 30' 33" E. 932.5 FEET ALONG THE 33" E. 932.5 FEET ALONG THE E. 932.5 FEET ALONG THE SOUTHERLY LINE OF THE JOHNSON TRACT TO THE TRUE POINT OF BEGINNING; RUN THENCE NORTH 218.45 FEET TO THE NORTHERLY LINE OF JOHNSON TRACT; THENCE EASTWARDLY ALONG THE ORTHERLY LINE OF THE JOHNSON TRACT THROUGH A CURVE TO THE RIGHT WITH A RADIUS OF 27,577.23 FEET A DISTANCE OF 667.07 FEET TO THE WESTERLY LINE OF THE BABYLON TRACT AT A POINT 714.12 FEET NORTH OF AND 1599.5 FEET S. 89° 30' 33' E. FROM SAID SOUTHWEST CORNER OF LOT 5, THENCE 33' E. FROM SAID SOUTHWEST CORNER OF LOT 5, THENCE E. FROM SAID SOUTHWEST CORNER OF LOT 5, THENCE SOUTH 161.19 FEET, MORE OR LESS TO THE SOUTHEASTERLY LINE OF THE RIGHT-OF-WAY OF MISSOURI STATE HIGHWAY NO. 7; THENCE SOUTHWESTWARDLY ALONG SAID RIGHT-OF-WAY LINE 82.35 FEET, MORE OR LESS, TO A POINT IN THE SOUTH LINE OF THE JOHNSON TRACT; THENCE N. 89° 30' 33" W. 599.33 33" W. 599.33 W. 599.33 FEET, MORE OR LESS, TO THE POINT OF BEGINNING, EXCEPT THAT PART IN PUBLIC ROAD.

AND

A PART OF LOT 5 OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 44, RANGE 31, CASS COUNTY, MISSOURI, DESCRIBED AS FOLLOWS; FROM THE SOUTHWEST CORNER OF SAID LOT 5, RUN NORTH 505.42 FEET ALONG THE WEST LINE OF SAID LOT 5; THENCE S. 89° 30' 33" E. 1140 FEET ALONG THE SOUTH 33" E. 1140 FEET ALONG THE SOUTH E. 1140 FEET ALONG THE SOUTH LINE OF THE JOHNSON TRACT TO THE TRUE POINT OF BEGINNING; RUN THENCE IN A CONTINUATION OF LAST COURSE, A DISTANCE OF 251.5 FEET, MORE OR LESS TO THE NORTHWESTERLY LINE OF MISSOURI STATE HIGHWAY NO. 7; THENCE SOUTHWESTWARDLY ALONG THE NORTHWESTERLY LINE OF INFORMATIONAL TITLE REPORT 22058754 SAID HIGHWAY, A DISTANCE OF 296.06 FEET; MORE OR

LESS, TO A POINT 158.3 FEET SOUTH OF THE TRUE POINT OF BEGINNING; THENCE NORTH 158.3 FEET TO THE POINT OF BEGINNING.

TRACT III

A PART OF LOT 5 OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 44, RANGE 31, CASS COUNTY, MISSOURI, DESCRIBED AS FOLLOWS: BEGINNING 10.82 CHAINS NORTH AND 30 FEET EAST OF THE SOUTHWEST CORNER OF LOT 5 OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 44, RANGE 31, RUNNING THENCE NORTH 206 FEET; THENCE EAST 305 FEET, MORE OR LESS, TO THE SOUTHEAST CORNER OF THE YARD OF ARTHUR CONGER FOR A STARTING POINT; RUNNING THENCE EAST 477.5 FEET, MORE OR LESS, TO THE SOUTHEAST CORNER OF ARTHUR CONGER'S PREMISES; THENCE NORTH 355 FEET; S PREMISES; THENCE NORTH 355 FEET; THENCE EAST 787 FEET, TO A POINT 44 FEET SOUTH OF THE LINE BETWEEN LOTS 5 AND 6 OF THE NORTHWEST QUARTER OF SAID SECTION 3; THENCE SOUTH 562.5 FEET; THENCE WEST 1264.5 FEET, MORE OR LESS, TO A POINT SOUTH OF THE POINT OF BEGINNING CORNER; THENCE NORTH 206 FEET TO BEGINNING, EXCEPT THEREFROM THAT PART CONVEYED TO EVA B. DAVIS BY DEED OF RECORD IN THE OFFICE OF RECORDER OF DEEDS, CASS COUNTY, MISSOURI, IN BOOK 257, PAGE 91, AND EXCEPT THAT PART CONVEYED TO MARTHA STUART JOHNSON IN BOOK 450 AT PAGE 297 AND DESCRIBED AS FOLLOWS: A PART OF LOT 5 OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 44, RANGE 31, IN CASS COUNTY, MISSOURI, DESCRIBED AS FOLLOWS: FROM THE SOUTHWEST CORNER OF SAID LOT 5, RUN NORTH 920.12 FEET ALONG THE WEST LINE OF SAID LOT; THENCE 89° 30' 33" E. 335 FEET TO THE TRUE 33" E. 335 FEET TO THE TRUE E. 335 FEET TO THE TRUE POINT OF BEGINNING, THENCE CONTINUING ON LAST COURSE 477.5 FEET; THENCE NORTH 341.97 FEET, MORE OR LESS TO THE SOUTHERLY RIGHT-OF-WAY LINE OF OLD NO. 7 HIGHWAY; THENCE S 89° 13' 39" 39" 120.01 FEET ALONG SAID RIGHT-OF-WAY LINE; THENCE SOUTH 537.63 FEET TO THE NORTHERLY LINE OF TRACT DESCRIBED IN BOOK 257 AT PAGE 91 IN THE RECORDS OF THE CASS COUNTY RECORDER OF DEEDS; THENCE WESTWARDLY ALONG A CURVE TO THE LEFT WITH A RADIUS OF 27,577.23 FEET, A DISTANCE OF 592.52 FEET TO A POINT 200.17 FEET SOUTH OF THE POINT OF BEGINNING; THENCE NORTH 200.17 FEET TO POINT OF BEGINNING, AND EXCEPT THAT PART IN PUBLIC ROADS.

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 7TH OF AUGUST 2023 AND WAS

READ FOR A SECOND TIME BY TITLE ONLY ON THE 21ST DAY OF AUGUST 2023 AND
PASSED BY THE BOARD OF ALDERMEN THIS 21ST DAY OF AUGUST 2023.

AYES:

NAYS:

AWAY:

ABSENT:

ABSTAIN:

Mike Zaring, Mayor and Ex-Officio
Chairman of the Board of Aldermen

ATTEST:

Daniel Barnett, City Clerk

WITNESS my hand and seal this 21ST day of August 2023

Attachment I: Zoning Map

Zoning Map



0 180 360 720 US Feet

