



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

**AGENDA
CITY OF HARRISONVILLE
BOARD OF ALDERMEN
REGULAR MEETING
CITY HALL
OCTOBER 16, 2023
6:00 PM**

- 1. Call to Order**
 - A. Pledge of Allegiance**
 - B. Roll Call**
- 2. Ceremonial Matters**
 - A. Buckle Up Phone Down Day 2023 Proclamation**
- 3. Public Participation**
- 4. Approval of Minutes**
 - A. Board of Aldermen - Regular Meeting - Oct 2, 2023, 6:00 PM**
 - B. Board of Aldermen - Work Session - Oct 2, 2023, 6:30 PM**
- 5. Agenda Items**
 - A. Council Bill 94: A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI APPROVING THE REAPPOINTMENT OF DAVID ATKINSON TO THE HISTORIC PRESERVATION COMMISSION.**
 - B. Council Bill 95: A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI, TO REAPPOINT DON LOGRASSO AS MUNICIPAL JUDGE FOR THE HARRISONVILLE MUNICIPAL COURT IN THE 17TH JUDICIAL CIRCUIT COURT.**
 - C. Annual Report from Municipal Judge**
 - D. Council Bill 96: A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE TO APPROVE THE CLOSING OF N HALSEY AVENUE AT PEARL STREET AS PART OF THE TRICK-OR-TREAT ON PEARL STREET EVENT ON OCTOBER 31, 2023.**

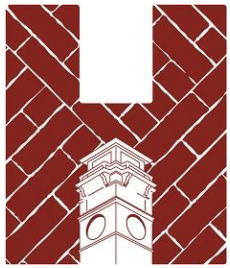
- E. **Council Bill 91: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE APPROVING THE FINAL PLAT OF HARRISONVILLE COMMONS, LOTS 1 – 3 AND TRACT A LOCATED NORTH OF MECHANIC STREET (MO. HWY. 7) AND SOUTH OF ELM STREET ON PROPERTY LOCATED AT 1800 E. MECHANIC STREET IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI.**
 - F. **Council Bill 92: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI AMENDING ARTICLES I, VI, VIII, IX, X, XI, XII, XV, XVII, XVIII, XIX, AND XX UNDER CHAPTER 405—ZONING REGULATIONS, AND ARTICLES V AND VI UNDER CHAPTER 410—SUBDIVISION REGULATIONS OF THE HARRISONVILLE MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE.**
 - G. **Council Bill 93: AN ORDINANCE OF BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE APPROVING A REZONING OF APPROXIMATELY 18.52 ACRES OF LAND FROM LIGHT INDUSTRIAL (M-1) DISTRICT TO SERVICE BUSINESS (C-2) DISTRICT ON LAND LOCATED AT 2401 AND 2501 S. BRICKPLANT ROAD AND 1801 BROOKHART ROAD IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI.**
 - H. **Council Bill 97: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE ESTABLISHING A SUBSECTION TO SECTION 225.490 OF THE HARRISONVILLE MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE**
 - I. **Council Bill 98: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI APPROVING A MODOT COMMISSION AMENDMENT TO STATE BLOCK GRANT AGREEMENT 21-110C-2; AMENDMENT #2**
 - J. **Council Bill 99: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE AMENDING THE OPERATING BUDGET FOR THE CITY OF HARRISONVILLE, MISSOURI, FOR THE FISCAL YEAR JANUARY 1, 2023, THROUGH DECEMBER 31, 2023, AND ESTABLISHING AN EFFECTIVE DATE.**
 - K. **Council Bill 100: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE AMENDING SECTION 660.010 OF THE HARRISONVILLE MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE**
- 6. **Aldermen and Committee Reports**
 - 7. **Report from the City Administrator**
 - A. **September 2023 Municipal Court Report**

- 8. Questions from the Media**
- 9. Adjourn from Regular Session**

Posted on City Hall Bulletin Board this 13th day of October 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.



THE CITY OF

HARRISONVILLE

WHERE TRADITION MEETS INNOVATION

“BUCKLE UP, PHONE DOWN”

October 20, 2023

WHEREAS, the Missouri Department of Transportation and the Missouri Coalition for Roadway Safety are challenging the community to buckle up and put your phone down; and

WHEREAS, the challenge is simple: when you get into any vehicle, buckle your safety belt and, if you are the driver, put your cell phone down; and

WHEREAS, over 60% of fatalities in 2022 Missouri traffic crashes were unbuckled; and

WHEREAS, traffic crashes are the leading cause of death for people between the age of 15 and 20, with distracted driving being one of the primary causes; and

WHEREAS, by buckling up and putting your phone down, you will do your part to help make Missouri’s roads safer and save lives; and

WHEREAS, a recent survey from AT&T shows nearly 9 out of every 10 drivers admit to engaging with their smart phone while behind the wheel; and

WHEREAS, it is time to join the movement and stand up and be counted. Take the challenge at www.modot.org/BuckleUpPhoneDown ARRIVE ALIVE!

NOW THEREFORE, I, Mike Zaring, Mayor of Harrisonville, Missouri do hereby proclaim, Friday, October 20, 2023, as: “Buckle Up, Phone Down” Day in Harrisonville, and encourage all citizens to take the “Buckle Up, Phone Down” Challenge and learn more about the risks associated with cell phone use and not buckling up while driving.



Mike Zaring, Mayor



THE CITY OF HARRISONVILLE

WHERE TRADITION MEETS INNOVATION

DRAFT
MINUTES
CITY OF HARRISONVILLE
BOARD OF ALDERMEN
REGULAR MEETING
CITY HALL
OCTOBER 2, 2023
6:00 PM

1. Call to Order

The meeting was called to order at 6:00 PM by Mayor Mike Zaring.

A. Pledge of Allegiance

Attendee Name	Organization	Title	Status	Arrived
Bill Mills	Harrisonville	Board Member	Present	
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	
Gary Davidson	Harrisonville	Board Member	Present	
Kile Chaney	Harrisonville	Board Member	Present	

Others present: City Administrator Brad Ratliff, City Attorney Alex Felzien, Director of Administrative Services Jeremy Smith, Parks and Recreation Grant Purkey, Community Development Director Christina Stanton, Police Chief John Hofer, Fire Chief Rusty Sullivan, Public Works Director/City Engineer Carl Brooks and Executive Secretary to the City Administrator Theresa West, Fire Marshall Eric Myler, Journeyman Lineman Matthew Beckman, Fire Captain Nathan Davidson, FF/Paramedic Dru Jordan, FF/RN McKenzie Harms, FF/EMT Jason Laffler, FF/EMT Ryan Rushin, FF/Paramedic Caleb Kubicina, FF/EMT Jordan Rice, Baker Tilly C.P.A. Ben Hart, Mr. Larry Pfautsch, Mr. Bill Cook, Ms. Mindy Sidwell and City Clerk Daniel Barnett - recording.

2. Ceremonial Matters

A. 5-year Service Award - Matthew Beckman

Mayor Zaring was joined at the front of the room by Journeyman Lineman Matthew Beckman.

Beckman spoke about the many opportunities that lay ahead of the Electric Department and said he is excited about the growth that he expects the department to see.

Zaring thanked Beckman for his proven commitment to the Harrisonville community and the leadership he has brought to the Electric Department.

B. 5-year Service Award - Daniel Barnett

Mayor Zaring was joined at the front of the room by City Clerk and Public Information Officer Daniel Barnett.

Barnett said Harrisonville is where he was raised and he appreciates the opportunity to work in and serve his home town.

Zaring thanked Barnett for his proven commitment to the Harrisonville community and the leadership he has brought to the City.

C. Fire Prevention Month Proclamation

Mayor Zaring read a proclamation declaring October as National Fire Prevention Month in Harrisonville, and encouraging all citizens to use the utmost caution around fire and open flames.

Fire Marshall Myler spoke to the Fire Department's plan to spread awareness of fire safety throughout the community during Fire Prevention Month.

3. Public Participation**A. Agenda Request - Bill Cook**

Mr. Bill Cook (503 Cottage Lane) - Mr. Cook thanked the Board for allowing him to speak.

Cook spoke about both his and the Harrisonville Area Chamber of Commerce's desire to grow tourism throughout the Harrisonville area, especially on the Historic Harrisonville Square.

Cook asked the Board for some form of permission to allow for a "vehicle" to be used for events on the Historic Harrisonville Square, as a way to ferry event goers to and from the event.

City Attorney Felzien informed Mr. Cook that his allotted three-minute timeframe had expired.

Mr. Cook asked the Board for additional time.

Alderman Milner motioned to approve additional time. The motion was seconded by Alderman Turner. The motion carried with a unanimous show-of-hands vote.

Cook spoke about the route that the "vehicle" would follow and the area it would remain with in.

Cook said the rides would be free.

Alderman Doerhoff asked who carries the insurance policy for the "vehicle"

Cook said the "vehicle" is covered for \$1 million, with a \$5 million insurance umbrella.

Alderman Chaney asked if shuttle service would be expanded outside of the proposed area.

Cook said not at this time.

Cook said the "vehicle" will be inspected by the Missouri State Highway Patrol.

Davidson asked who the insurance was through and who owns the truck and trailer.

Cook said the "vehicle" is insured by AgTeam Insurance.

Turner asked how many people can fit on the "vehicle".

Cook said 14.

City Attorney Felzien spoke to the need for the City to be named as an additionally insured party and to receive complete indemnity.

Cook said his attorney has been instructed to work with the City to make sure the "vehicle" meets the requirements of the City.

Mayor Zaring asked Police Chief Hofer about his concerns regarding the request.

Hofer spoke about the safety concerns that can come from people getting on and off the "vehicle" and the potential liability, with the City being a co-sponsor of the upcoming event that it would be used for. Hofer said he would like to see the vehicle be inspected.

Cook spoke to various safety measures that have been installed on the "vehicle".

Zaring asked that Mr. Cook get his attorney to work with Attorney Felzien on the liability details, and asked Chief Hofer to provide a list of safety concerns that he has. Zaring also asked that Chief Hofer be present with the MSHP when the "vehicle" is inspected and asked that Mr. Cook have someone in the "vehicle" to monitor passenger safety.

City Attorney Ratliff asked Mr. Cook to make sure the business that will be operating the "vehicle" get a City business license.

Zaring asked for a vote to approve the request, if the liability and safety concerns are properly met.

Alderman Davidson made a motion to approve the use of the "vehicle", with the guidelines that were laid out by Mayor Zaring being fully met. The motion was seconded by Alderman Doerhoff. Following a roll-call vote, the motion passed unanimously.

Alderman Franklin asked about the possibility of the driver being distracted by the camera that is watching the trailer.

Cook offered to have a separate member of their team ride in the "vehicle" during the event.

Cook thanked the Board for their time.

4. Approval of Minutes

A. Board of Aldermen - Regular Meeting - Sep 5, 2023 6:00 PM

RESULT:	ACCEPTED [UNANIMOUS]
MOVER:	Matt Turner, Board Member
SECONDER:	Marcia Milner, Board Member
AYES:	Mills, Franklin, Turner, Doerhoff, Milner, Davidson, Chaney

B. Board of Aldermen - Work Session - Sep 5, 2023 6:30 PM

RESULT:	ACCEPTED [UNANIMOUS]
MOVER:	Marcia Milner, Board Member
SECONDER:	Sandy Franklin, Board Member
AYES:	Mills, Franklin, Turner, Doerhoff, Milner, Davidson, Chaney

5. Agenda Items

A. A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI APPROVING THE APPOINTMENT OF LARRY PFAUTSCH TO THE BOARD OF ALDERMEN.

Mayor Zaring spoke about his desire to appoint Larry Pfautsch as an Aldermen in Ward 2, to fill the open seat following the resignation of Mrs. Judy Reece.

Mayor Zaring said he appreciates Pfautsch's willingness to serve.

The Oath of Office was administered to Larry Pfautsch by City Clerk Daniel Barnett at City Hall.

Upon passage, Mayor Zaring designated the resolution to be Resolution number 2023-38.

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

B. A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI APPROVING THE APPOINTMENT OF MINDY SIDWELL TO THE PARK BOARD.

Mayor Zaring spoke about his desire to appoint Mindy Sidwell to the Park Board.

Zaring said Ms. Sidwell will serve in the Trails Liaison role.

Sidwell said she is honored to be able to serve the City in this way. Sidwell said she is proud of the City's park system and is excited to be a part of it.

Upon passage, Mayor Zaring designated the resolution to be Resolution number 2023-39.

RESULT: **APPROVED [UNANIMOUS]**
MOVER: Dave Doerhoff, Board Member
SECONDER: Sandy Franklin, Board Member
AYES: Mills, Franklin, Pfautsch, Turner, Doerhoff, Milner, Davidson, Chaney

C. A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI APPROVING THE REAPPOINTMENT OF KEVIN WOOD TO THE TIF COMMISSION.

Mayor Zaring spoke about his desire to reappoint Kevin Wood to the TIF Commission.

Upon passage, Mayor Zaring designated the resolution to be Resolution number 2023-40.

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

D. A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI APPROVING THE REAPPOINTMENT OF SCOTT MILNER TO THE PLANNING AND ZONING COMMISSION.

Mayor Zaring spoke about his desire to reappoint Scott Milner to the Planning and Zoning Commission.

Upon passage, Mayor Zaring designated the resolution to be Resolution number 2023-41.

RESULT: APPROVED [8 TO 0]
MOVER: Gary Davidson, Board Member
SECONDER: Sandy Franklin, Board Member
AYES: Mills, Franklin, Pfautsch, Turner, Doerhoff, Davidson, Chaney
ABSTAIN: Marcia Milner

E. A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI APPROVING THE REAPPOINTMENT OF JEFF CRYDERMAN TO THE BOARD OF BUILDING & ENGINEERING APPEALS.

Mayor Zaring spoke about his desire to reappoint Jeff Cryderman to the Board of Building and Engineering Appeals.

Upon passage, Mayor Zaring designated the resolution to be Resolution number 2023-42.

RESULT: APPROVED [UNANIMOUS]
MOVER: Marcia Milner, Board Member
SECONDER: Larry Pfautsch
AYES: Mills, Franklin, Pfautsch, Turner, Doerhoff, Milner, Davidson, Chaney

F. PUBLIC HEARING: Final Plat for Harrisonville Commons, Lots 1-3 and Tract A

Mayor Zaring opened the public hearing at 6:48 p.m.

Staff report presented by Community Development Director Stanton.

Stanton said the final plat consists of three lots and a tract for detention. Stanton said lots 1 and 2 are intended to serve the proposed Harrisonville Commons apartment complex, with Lot 3 serving as the site of a senior (55+) living facility.

Stanton said both sides of the extended Oriole Street will have the required sidewalk.

Stanton said the plat has received a recommendation for conditional approval from the Planning and Zoning Commission.

Stanton said City staff recommends approval of the requested final plat with the following conditions:

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 Missouri-7 Highway, as recommended in the Traffic Impact Analysis (TIA).

2. An updated Traffic Impact Analysis (TIA) accurately capturing traffic impacts from the nearby school, shall be provided and recommendations appropriately incorporated into the development plan, prior to final approval.

Mayor Zaring closed the public hearing at 6:51 p.m.

G. AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE APPROVING THE FINAL 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.

City Attorney Felzien read the ordinance for the first time only.

Alderman Turner asked about traffic control measures to keep drivers from using Oriol Street as a quick pass through.

Engineer Steve Warger spoke about installing a four-way stop in the middle of the development, and the impacts that would hope to have on speeding in the area.

Mayor Zaring asked when demolition is scheduled for the old Cass Regional Medical Center building.

Warger said he is ready to apply for a demolition permit, as soon as the final plat is fully approved and the lender receives the final plat.

Developer Donovan Jones spoke to the process that will be required for the demolition.

RESULT: SCHEDULED

Next: 10/16/2023 6:00 PM

H. PUBLIC HEARING: Creation of Design Standards and Amendment to Section 405.550.A.3.a

Mayor Zaring opened the public hearing at 7:03 p.m.

Staff report presented by Community Development Director Stanton.

Stanton spoke to a series of proposed Municipal Code amendments that seek to rectify the lack of design standards by creating a design standards section of code that will include:

- *Site and building design*
- *Building materials*
- *Parking*
- *Landscaping and screening*
- *Lighting*

Stanton said the proposed changes will also create an exception for R-1 zoned lots of 1.5 acres or larger in size to allow for an additional detached accessory structure provided setbacks and lot coverage requirements are met.

Stanton said the proposed changes seek to rectify the lack of design standards and provide both staff and developers with a solid starting point.

Mayor Zaring closed the public hearing at 7:11 p.m.

I. AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI AMENDING ARTICLES I, VI, VIII, IX, X, XI, XII, XV, XVII, XVIII, XIX, AND XX UNDER CHAPTER 405—ZONING REGULATIONS, AND ARTICLES V AND VI UNDER CHAPTER 410—SUBDIVISION REGULATIONS OF THE HARRISONVILLE MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE.

City Attorney Felzien read the ordinance for the first time only.

Alderman Chaney made a request that manufactured stone be removed as an allowed building material.

RESULT: SCHEDULED

Next: 10/16/2023 6:00 PM

J. PUBLIC HEARING: Rezoning from M-1 to C-2 at Brickplant and Brookhart Roads

Mayor Zaring opened the public hearing at 7:16 p.m.

Staff report presented by Community Development Director Stanton.

Stanton said the owners of property located at 2401 and 2501 S. Brickplant Road and 1801 Brookhart Road, are asking to rezone the properties from Light Industrial (M-1) District to Service Business (C-2) District.

Stanton said the applicant is intending to pursue proposed uses of a food truck court, hotel, restaurant, event center, RV park with dog park and walking trails, and RV/boat storage.

Stanton said a large portion of the northern property is located within the floodplain.

Stanton said the proposed uses are appropriate uses for the district.

Stanton spoke to the area's proposed future uses within the City's 2040 Comprehensive Plan and said the proposed use is logical considering the future extension of S Commercial Street.

Stanton said City staff recommend approval of the requested rezone.

Mayor Zaring closed the public hearing at 7:19 p.m.

K. AN ORDINANCE OF BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE APPROVING A REZONING OF APPROXIMATELY 18.52 ACRES OF LAND FROM LIGHT INDUSTRIAL (M-1) DISTRICT TO SERVICE BUSINESS (C-2) DISTRICT ON LAND LOCATED AT 2401 AND 2501 S. BRICKPLANT ROAD AND 1801 BROOKHART ROAD IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI.

City Attorney Felzien read the ordinance for the first time only.

Alderman Pfautsch asked about the appearance of the proposed uses.

Community Development Director Stanton spoke to screening and the requirement of a special use permit for the proposal.

RESULT: SCHEDULED

Next: 10/16/2023 6:00 PM

6. Aldermen and Committee Reports

Aldерwoman Franklin reminded the Board of the upcoming Log Cabin Festival on October 6-7. Franklin reminded all to drive safely during the festival.

Alderman Mills said he was very impressed by the Harrisonville High School Homecoming Parade in September. Mills said he was glad to see the recent stormwater projects perform well during the recent severe thunderstorms and heavy rains.

Alderman Turner also said he was impressed by how the recent stormwater improvements functioned during the storms. Turner spoke about the recent Missouri Municipal League conference in Kansas City.

Alderman Pfautsch thanked the Board and staff for the warm welcome. Pfautsch said he is hopeful that he can make a positive impact while serving on the Board.

Aldерwoman Milner welcomed Mr. Pfautsch to the Board of Aldermen and thanked him for his willingness to serve the Harrisonville community. Milner thanked City Clerk Barnett for his service to the City and recognized his service on a number of civic boards and organizations throughout the community.

7. Report from the City Administrator

City Administrator Ratliff reminded the Board of Aldermen about a series of upcoming City and Community events.

Ratliff informed the Board that City staff will be presenting an ordinance at the second October meeting which accounts for the remaining federal project funding. Ratliff said this will allow the City to sign the construction contract with Idecker Inc. in the amount of \$4,587,375.40 for the Lawrence Smith Memorial Airport Reconstruct Runway 17-35 project.

Ratliff said crews working on the South Service Area Sanitary Sewer Project continue to install 8-inch fore main pipe to the east of E 275th Street and the gravity main 24-inch pipe south of E 275th Street has been installed. Ratliff said The contractor is 21-percent complete.

Ratliff informed the Board that City staff will be meeting with TranSystems and the Missouri Department of Transportation to discuss the Governor's Cost Share Grant contract and the scope of the Royal Street Extension Project.

Ratliff said engineers are very optimistic about the potential success of the Ash Street and Town Creek Improvements project.

Ratliff provided statistics regarding participation in the recent City-Wide Clean Up and City-Wide Brush Drop Off events.

Ratliff praised the efforts of the Electric Department to trim trees throughout the community and the role it played in keeping residents power on during the recent severe thunderstorms.

Ratliff spoke about the recent outbreak of Canine Parvovirus at the Animal Shelter. Ratliff informed the Board that four dogs had to be put down as a result of the outbreak. Ratliff extended his sympathy towards the shelter staff and thanked them for their faithful service, in the face of a difficult task.

Ratliff informed the Board that the old Water and Electric Building at Independence and Vine Streets has completed the asbestos removal portion of its demolition.

Ratliff said What-a-Burger has pulled a building permit and has broken ground on their property on Missouri 291-Highway.

Ratliff informed the Board that the Harrisonville Square Redevelopment Board (Chapter 353) held their first meeting in September.

A. Municipal Court Report - August 2023

8. Questions from the Media

Dennis Minnich of the Tribune and Times asked if the proposed Municipal Code changes were retroactive or would only be for future projects.

Community Development Director Stanton said it would only be for future projects.

9. Adjourn from Regular Session

Mayor Zaring spoke to the strong performance of the City's storm water infrastructure during the recent severe thunderstorms. Zaring thanked various members of the City's Public Works staff for their hard work and efficiency during those severe storms.

Zaring again welcomed Mr. Pfautsch to the Board of Aldermen and thanked him for his willingness to serve the Harrisonville community.

Regular Meeting

Monday, October 2, 2023

6:00 PM

A motion was made by Alderman Davidson to adjourn from the Regular Meeting. The motion was seconded by Alderwoman Milner. The motion carried with a unanimous vote. The meeting adjourned at 7:39 p.m.

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

ATTEST:

Daniel Barnett, City Clerk

Minutes Acceptance: Minutes of Oct 2, 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
OCTOBER 2, 2023
6:30 PM

1. Call to Order

The meeting was called to order at 7: 50 PM by Mayor Mike Zaring.

2. Present

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

Others present: City Administrator Brad Ratliff, City Attorney Felzien, Director of Administrative Services Jeremy Smith, Police Chief John Hofer, Fire Chief Rusty Sullivan, Parks Director Grant Purkey, Public Works Director/City Engineer Carl Brooks, Community Development Director Christina Stanton, Executive Secretary to the City Administrator Theresa West, Baker Tilly C.P.A. Ben Hart and City Clerk Daniel Barnett - recording.

3. Discussion Items

A. Lake Harrisonville Guidelines Discussion

City Attorney Felzien spoke to the reasoning for the proposed ordinance governing agreements between the City and property owners surrounding Lake Harrisonville and their use of water from the lake for agricultural purposes.

Felzien said the ordinance will provide guidelines that the City can use to enforce the existing agreements.

Alderman Pfautsch asked if the agreement will remain with the property if the property is sold.

Felzien said yes, the agreements will remain with the property.

Discussion was held regarding the carrying or firing of firearms at Lake Harrisonville.

B. Budget Discussion

Baker Tilly C.P.A Ben Hart provided an overview of major City General Fund revenue accounts to assess the City's overall financial position for the 2023 fiscal year, as they compare to the same time frame in the 2022 fiscal year.

Hart spoke to the status of the City's revenue funds, year-to-date, including: Sales Tax, Property Tax, Electric charges, Water charges, Sewer charges, EMS charges and EMS Sales Tax.

Hart outlined the City's current Expenses Calendar, year-to-date.

Hart examined City-wide expenses by category, as they compare to the same time in 2022.

Hart provided the Board with year-end estimates for each of the City's revenue funds.

Hart provided information about the budget process and strategy for 2024.

Mayor Zaring spoke to the value of being conservative in planning for 2024.

City Administrator Ratliff echoed the Mayor's desire to remain conservative.

C. Power Cost Adjustment Discussion

Director of Administrative Services Smith spoke to the Board about Supply Cost Adjustment, Power Cost Adjustment and Fuel Cost Adjustment, and how they apply to City operations.

Smith spoke about the possibility of the Board amending the Municipal Code governing power cost adjustment to create a six-month rolling average system.

D. Severe Weather Communication Discussion

Director of Administrative Service Smith educated the Board about the resources available to City staff during major severe-weather events and what capabilities exist to communicate that information to members of the community.

A motion was made by Alderman Turner to adjourn from the Work Session. The motion was seconded by Alderman Doerhoff. The motion carried with a unanimous vote. Meeting adjourned at 9:36 p.m.

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

ATTEST:

Daniel Barnett, City Clerk

Minutes Acceptance: Minutes of Oct 2, 2023 6:30 PM (Approval of Minutes)

STAFF REPORT

TO: Board of Aldermen
FROM: Daniel Barnett,
DATE: October 12, 2023
SUBJECT: Reappoint David Atkinson to Historic Preservation

Type of Item: *Approval*

A. Action Item (ID # 4668)

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

Attachments:

David Atkinson to HPC reappoint 2023 (DOCX)

Council Bill No. 2023**Resolution No. 2023****A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI APPROVING THE REAPPOINTMENT OF DAVID ATKINSON TO THE HISTORIC PRESERVATION COMMISSION.**

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

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

WHEREAS, said appointment will expire in May of 2026; and.

WHEREAS, Mayor Mike Zaring recommends the reappointment of David Atkinson to the Historic Preservation Commission upon approval of the Board of Aldermen;

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

Section 1. The Board of Aldermen approves the reappointment of David Atkinson to the Historic Preservation Commission.

Section 2. Effective Date. This resolution shall become effective on October 16, 2023 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 16TH DAY OF OCTOBER 2023.

VOTE TAKEN AS FOLLOWS:**AYES:****NAYS:****ABSENT:****ABSTAIN:****EXCUSED:**

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

ATTEST:

Attachment: David Atkinson to HPC reappoint 2023 (Reappoint David Atkinson to Historic Preservation)

Daniel Barnett, City Clerk

WITNESS my hand and seal this 16th day of October, 2023.

STAFF REPORT

TO: Board of Aldermen
FROM: Daniel Barnett,
DATE: October 12, 2023
SUBJECT: Reappointment of Municipal Judge

Type of Item: *Approval*

B. Action Item (ID # 4667)

A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI, TO REAPPOINT DON LOGRASSO AS MUNICIPAL JUDGE FOR THE HARRISONVILLE MUNICIPAL COURT IN THE 17TH JUDICIAL CIRCUIT COURT.

Attachments:

Municipal Judge reappointment 2023(DOCX)

Council Bill No.

Resolution No.

A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI, TO REAPPOINT DON LOGRASSO AS MUNICIPAL JUDGE FOR THE HARRISONVILLE MUNICIPAL COURT IN THE 17TH JUDICIAL CIRCUIT COURT.

WHEREAS, the Board of Aldermen wishes to reappoint Don Lograsso as Municipal Judge for the Harrisonville Municipal Court in the 17th Judicial Circuit Court; and

WHEREAS, by ordinance, the Mayor is to appoint the Municipal Judge and City Administrator is to contract the Municipal Prosecutor; and

WHEREAS, Don Lograsso has served as the Municipal Judge for the Harrisonville Municipal Court since October of 2020 and fully meets the qualifications for appointment to this position; and

WHEREAS, Mayor Mike Zaring recommends the reappointment of Don Lograsso to the position of Municipal Judge upon the approval of the Board of Aldermen;

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

Section 1: That Don Lograsso is hereby reappointed Municipal Judge for the Harrisonville Municipal Court in the 17th Judicial Circuit Court.

Section 2: That this resolution shall be in effect 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 16TH DAY OF OCTOBER 2023.

ROLL CALL VOTE:

AYES:

NAYS:

RECUSED:

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

ATTEST:

Attachment: Municipal Judge reappointment 2023 (Reappointment of Municipal Judge)

Daniel Barnett, City Clerk

WITNESS my hand and seal this 16th day of October 2023.

STAFF REPORT

TO: Board of Aldermen
FROM: Daniel Barnett,
DATE: October 12, 2023
SUBJECT: Annual Report from Municipal Judge

Type of Item: *Discussion*

C. Discussion Item (ID # 4666)

Annual Report from Municipal Judge

STAFF REPORT

TO: Board of Aldermen
FROM: John Hofer, Director
DATE: October 11, 2023
SUBJECT: Trick or Treat Pearl Street 2023

Type of Item: *Approval*

GENERAL INFORMATION

Applicant: Shannon Hiser

Requested Actions: Closure of Pearl Street on Halloween Night for Safe Trick-or-Treating. (Block Party)

Date of Application: October 2, 2023

PROPOSAL

The applicant, Shannon Hiser, has submitted a block party application to close a portion of Pearl Street on Halloween night (Oct. 31st) for safe trick or treating purposes. The request is to close Pearl Street from Price Street to Wirt Street for a safe, free of vehicular traffic, Halloween night environment. The requested closure is for Tuesday October 31, 2023, from 3:00 pm through 9:00 pm.

PREVIOUS ACTIONS

This event has been ongoing for about five years and the event appears to have been very successful over the last couple of years.

KEY ISSUES

The applicant again this year has requested that the closure run from Price Street to Wirt Street. Staff has concerns in extending this event from Halsey to Price Street as it makes the closure of Halsey Street more difficult as there is no place to turn off or around on Halsey so the road closure barricade will need to be at Mechanic Street.

STAFF COMMENTS AND SUGGESTIONS

Staff suggests no changes from years past.

STAFF RECOMMENDATION

Staff recommends approval for the closure of Pearl Street from Halsey Street to Wirt Street and a second closure of Pearl Street from Halsey to Price, therefore leaving the Halsey and Pearl Street intersection open.

For the last couple years, the VIPS have assisted with crossing at the Halsey and Pearl intersection during this event and we hope to continue this practice.

ATTACHMENTS

Block Party Application (required signature list)

Event Map

STAFF CONTACT:

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

D. Action Item (ID # 4664)

A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE TO APPROVE THE CLOSING OF N HALSEY AVENUE AT PEARL STREET AS PART OF THE TRICK-OR-TREAT ON PEARL STREET EVENT ON OCTOBER 31, 2023.

Attachments:

Pearl Street Halloween #1 2023 (PDF)

Pearl Street Halloween #2 2023 (PDF)

Trick-or-Treat Pearl Street road closure 2023 (DOCX)



City of

Harrisonville

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1836

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

BLOCK PARTY APPLICATION & PACKET

Applicant's Name: (Print) Vanessa Hargrave and Pearl Street Residents for Trick or Treat on Pearl Street

FILING PERIOD: An application for a Block Party shall be filed with the city Clerk no less than fourteen (14) days prior to the event.

Address: 904 E Pearl Street, Harrisonville MO 64701Contact Number: 816.591.2950Email: vanessa@pressurepro.usDate of Event: 10.31.2023

Rain Date of Event: _____

Requested Times: 5:30pm to 9:30pmRequested Street Closed: Pearl StreetBetween Wirt Avenue & Halsey Ave.

Circle One:

Have you hosted a block party in the past?

YES

NO

Did you complete the hold harmless waiver?

YES

NO

Will there be music at this event?

YES

NO

Have you read the Rules & regulations?

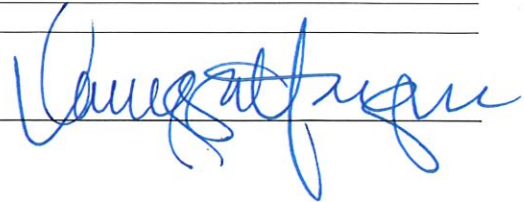
YES

NO

The **Harrisonville Police Department** reserves the right and has the authority to shut down, cancel and/or terminate this event at any time. The Harrisonville Police Department also has the right to decline any future events, if this event causes any calls for service or creates a hazard or nuisance to neighbors and or complaints.

Questions/Concerns:

None. We, the residents of Pearl Street, do this to help the City maintain safety on the evening of Halloween, as we were experiencing more than 1000 trick-or-treaters annually. Many residents had quit participating because it was too dangerous with traffic parked on both sides of the street plus traffic flow both ways, with that many walkers. Since shutting down the street, hundreds of community members come to us each year and thank the home owners for doing the work to shut this down to maintain a safe area for the kids. We would love for the city (admin, BOA and police) to join us on Halloween to see why we do this, and help further what has become a great community event.

Date 9.19.2023Applicants Signature : 

**City of Harrisonville
Block Party
Rules & Regulations**

1. Applicant is responsible for providing the completed application, Certificate of Insurance, and waiver application.
2. The applicant packet must be completed and returned to the City Clerk a minimum of 14 days prior to the event date.
3. Applicant will be responsible for picking up cones from the Street Department, closing the street at each end, and returning the cones to the Street Department. Applicant may call 816-380-8951 between the hours of 7A.M. & 4 P.M. to make arrangements for pickup and drop off times.
4. The noise level must be kept to a minimum level not to annoy or alarm surrounding neighborhoods.
5. No commercialism or vendors are allowed during event hours.
6. No open flames are permitted in the street as per City of Harrisonville city code.
7. The consumption of alcoholic beverages is allowed only during the event hours and only by participants who are 21 years of age or older. Absolutely no kegs are allowed on city streets.
8. Permits are approved/disapproved by the Board of Aldermen. Permits issued must be available at all time and presented the Police and Fire Dept. upon request.

**City of Harrisonville
Block Party Waiver
Hold Harmless Agreement & Release of Liability**

In consideration for the privilege of participating in the block party at Trick or Treat on Pearl Street, the undersigned hereby agrees that:

1. I understand there are inherent risks involved in a block party, including the risk of serious physical injury or death and **I FULLY ASSUME ALL RISKS ASSOCIATED WITH A BLOCK PARTY**, including but not limited to: lack of cones; potholes; streets conditions; electrical issues; trip hazards; alcohol; loud music; fire; explosions; collisions with vehicles; barriers; volunteers; other patrons and spectators; equipment failure; lack of warnings or inadequate warnings; lack of instructions or inadequate instructions; and the like.
2. I, for myself and for my heirs, assigns, successors, executor, administrators, and legal representatives, **AGREE TO DEFEND, INDEMNIFY AND HOLD HARMLESS THE CITY OF HARRISONVILLE, MISSOURI AND THEIR AGENTS SERVANTS OR EMPLOYEES** from any and all claims, suits or demands by anyone arising from my use of the city street to host the block party, **INCLUDING CLAIMS OF NEGLIGENCE ON THE PART OF THE CITY OF HARRISONVILLE, MISSOURI AND THEIR AGENTS, SERVANTS OR EMPLOYEES**. If the event provides bounce houses, rides, animals, or activities/competitions with any predictable risk of injury that may take place on /city Property, the Block Party organizers must provide proof of liability insurance in the amount of one million dollars (\$1,000,000.00) to the City Clerk at least five (5) days prior to the event date. Failure to meet this requirement shall made the permit null and void.
3. I, for myself and heirs, assigns, successors, executors, administrators, and legal representatives, **HEREBY RELEASE AND AGREE THAT I WILL NO SUE THE CITY OF HARRISONVILLE, MISSOURI AND THEIR AGENTS, SERVANTS OR EMPLOYEES** for money damages for personal injury sustained by me while using the city street to host a block party **EVEN IF DUE TO THE NEGLIGENCE OF THE CITY OF HARRISONVILLE, MISSOURI AND THEIR AGENTS, SERVANTS OR EMPLOYEES**.
4. **The City of Harrisonville Police Department reserves the right and has the authority to shut down, cancel and or terminate this event at any time.** The City of Harrisonville Police Department also has the right to decline any future events, if this event causes any calls for service or creates a hazard or nuisance to the neighbors and or complaints.

I HAVE READ THIS WAIVER, HOLD HARMLESS AGREEMENT AND RELEASE OF LIABILITY AND FULLY UNDERSTAND ITS TERMS. I FURTHER UNDERSTAND THAT BY SIGNING THIS AGREEMENT, I AM GIVING UP SUBSTANTIAL LEGAL RIGHTS. I HAVE NOT BEEN INDUCED TO SIGN THIS AGREEMENT BY ANY PROMISE OR REPRESENTATION, AND I SIGN IT VOLUNTARILY AND OF MY OWN FREE WILL.

Judy asked Vanessa to sign on her behalf - can call to confirm
 9.29.23
 Date Participants Signature Participants Printed Name Judy Reice

400 E Pearl
 Address

816.679.2267
 Phone Number

10/1
 Date Participants Signature Participants Printed Name Braelyn Bradford

405 E Pearl
 Address

Phone Number

10.1.23
 Date Participants Signature Participants Printed Name Ashley Huebner

406 East Pearl
 Address

816-982 3062
 Phone Number

X Vacant
 Date Participants Signature Participants Printed Name

501 E Pearl
 Address

Phone Number

Date Participants Signature Participants Printed Name

503 E Pearl
 Address

Phone Number

504 E Pearl Charles Kaighen
 4 of 6

Charles Kaighen 816-550-724

10-1-23
Date

Karen
Participants Signature

Karen
Participants Printed Name

505 East Pearl
Address

Phone Number

Date

Participants Signature

Participants Printed Name

Address

Phone Number

9/23
Date

Jill Filer
Participants Signature

Jill Filer
Participants Printed Name

601 E Pearl
Address

(816) 738-1055
Phone Number

Date

Participants Signature

Participants Printed Name

603 E Pearl
Address

816-835-4855
Phone Number

Date

Participants Signature

Participants Printed Name

Address

Phone Number

Date

Participants Signature

Participants Printed Name

701 E Pearl
Address

816 392-9967
Phone Number

600 East Pearl - Carrie + Aaron Olsen Miller

10/1/23
Date

Participants Signature

Gene Walker
Participants Printed Name702 E Pearl
Address816-457-5377
Phone Number10/1/23
Date

Participants Signature

Ted Corran
Participants Printed Name703 E Pearl
Address816-204-8666
Phone Number10/1/23
Date

Participants Signature

Jody Newland
Participants Printed Name704 E Pearl
Address(816) 830-0589
Phone Number10-1-23
Date

Participants Signature

Robert Zoog
Participants Printed Name705 E Pearl
Address816-805-2719
Phone Number10-1-23
Date

Participants Signature

Carolyn Deane
Participants Printed Name706 E Pearl
Address

Phone Number

9/27/23
Date

Participants Signature

Madison Irlbrook
Participants Printed Name707 E Pearl
Address816-206-4658
Phone Number

9-28-23
Date

Lana Keil
Participants Signature

Lana Keil
Participants Printed Name

708 E Pearl
Address

Phone Number

Date

Participants Signature

Participants Printed Name

Address

Phone Number

10-1-23
Date

Barbara Bradford
Participants Signature

Barbara Bradford
Participants Printed Name

709 E Pearl
Address

816-797-9044
Phone Number

Date

Participants Signature

Participants Printed Name

800 E Pearl
Address

Phone Number

Date

Participants Signature

Participants Printed Name

801 E Pearl
Address

Phone Number

9-20-23
Date

Sue Schrock
Participants Signature

Sue Schrock
Participants Printed Name

803 E Pearl
Address

816-616-4330
Phone Number

9-25-23
Date

Jill Sheeks
Participants Signature

Jill Sheeks
Participants Printed Name

804 E Pearl
Address

816-582-5480
Phone Number

Date

Participants Signature

Participants Printed Name

805 E Pearl
Address

Phone Number

9-20
Date

Jessica Head
Participants Signature

Jessica Head
Participants Printed Name

806 E Pearl
Address

816-809-5315
Phone Number

9-22-23
Date

Maizie Stevens
Participants Signature

Maizie Stevens
Participants Printed Name

807 E Pearl
Address

816 738-1851
Phone Number

809- on last sheet

9/19/23
Date

Raymond Beal
Participants Signature

Raymond Beal
Participants Printed Name

900 East Pearl
Address

816-507-8296
Phone Number

9.19.23
Date

Vanessa Hargrave
Participants Signature

Vanessa Hargrave
Participants Printed Name

904 East Pearl
Address

816-591-2950
Phone Number

09/20

Date



Participants Signature

Ashley Bollinger

Participants Printed Name

905 E Pearl

Address

816-810-4973

Phone Number

9-28

Date



Participants Signature

Tiffany Howard

Participants Printed Name

908 E Pearl

Address

913 227 9059

Phone Number

5/20

Date



Participants Signature

Aaron Bollinger

Participants Printed Name

909 E Pearl

Address

816-582-1717

Phone Number

Date

Participants Signature

Participants Printed Name

1002 E Pearl

Address

816-602-1912

Phone Number

Date

Participants Signature

Participants Printed Name

1001 E Pearl

Address

Phone Number

10.1.23

Date



Participants Signature

Rebecca McRoberts

Participants Printed Name

1003 E Pearl

Address

Phone Number

9/30/23 E. Hill Brown Holloway
 Date Participants Signature Participants Printed Name

1004 E Pearl

Address

Phone Number

10-1 Ashley Hill Ashley Hill
 Date Participants Signature Participants Printed Name

1004 E Pearl

Address

816-7526076
 Phone Number

Date Participants Signature Participants Printed Name

1005 E Pearl

Address

Phone Number

10.1.23 Viola Wieberg Viola Wieberg
 Date Participants Signature Participants Printed Name

1100 E Pearl

Address

816-380-4272
 Phone Number

10.2.23 Vanessa Hargrave on behalf of Cheryl Obenauer Cheryl Obenauer
 Date Participants Signature Participants Printed Name

1101 E Pearl

Address

816.215.2313
 Phone Number

out of town - written OK in message to sign. Val

10.1-23 Mary Helen Mary Helen
 Date Participants Signature Participants Printed Name

1105 E Pearl

Address

Phone Number

Date

Participants Signature

Participants Printed Name

1106 E Pearl

Address

Phone Number

9/27/23 DeLana Traugott Delana Traugo
809. E. Pearl St 816.499.0870

Attachment: Pearl Street Halloween #1 2023 (Trick or Treat Pearl Street 2023)



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1836

5.D.b

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

BLOCK PARTY APPLICATION & PACKET

Applicant's Name: (Print)

Shannon Hiser

FILING PERIOD: An application for a Block Party shall be filed with the city Clerk no less than fourteen (14) days prior to the event.

Address:

1203 E. Pearl St., Harrisonville

Contact Number:

816 225 2024

Email:

shannon.hiser@gmail.com

Date of Event:

October 31, 2023

Rain Date of Event:

n/a

Requested Times:

3pm to 10pm

Requested Street Closed:

Pearl St.

Between

Peterson Price

&

Halsey

Circle One:

Have you hosted a block party in the past?

YES

NO

Did you complete the hold harmless waiver?

YES

NO

Will there be music at this event?

YES

NO

Have you read the Rules & regulations?

YES

NO

The Harrisonville Police Department reserves the right and has the authority to shut down, cancel and/or terminate this event at any time. The Harrisonville Police Department also has the right to decline any future events, if this event causes any calls for service or creates a hazard or nuisance to neighbors and or complaints.

Questions/Concerns:

We would like all of Pearl blocked off as it is for parades and other reasons from time to time. Having barricades allowing crossover of cars still creates a safety issue. For kids crossing and leaving Price open should still give access necessary from highway to wherever people need to go.

Date

9/30/23

Applicants Signature:

Shannon Hiser

I HAVE READ THIS WAIVER, HOLD HARMLESS AGREEMENT AND RELEASE OF LIABILITY AND FULLY UNDERSTAND ITS TERMS. I FURTHER UNDERSTAND THAT BY SIGNING THIS AGREEMENT, I AM GIVING UP SUBSTANTIAL LEGAL RIGHTS. I HAVE NOT BEEN INDUCED TO SIGN THIS AGREEMENT BY ANY PROMISE OR REPRESENTATION, AND I SIGN IT VOLUNTARILY AND OF MY OWN FREE WILL.

10-1-23
Date

Jerry J. Roberts
Participants Signature

JERRY J. ROBERTS
Participants Printed Name

1201 E. PEARL
Address

816-380-2160
Phone Number

10-1-23
Date

Shaney Erison
Participants Signature

Shaney Erison
Participants Printed Name

1200 E. Pearl St
Address

719 646 9616
Phone Number

10-1-23
Date

Brett Higer
Participants Signature

Brett Higer
Participants Printed Name

1203 E Pearl
Address

816-585-2613
Phone Number

Date

Participants Signature

Participants Printed Name

Address

Phone Number

Date

Participants Signature

Participants Printed Name

Address

Phone Number

Council Bill No. 2023**Resolution No. 2023**

**A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF
HARRISONVILLE TO APPROVE THE CLOSING OF N HALSEY AVENUE AT
PEARL STREET AS PART OF THE TRICK-OR-TREAT ON PEARL STREET EVENT
ON OCTOBER 31, 2023.**

WHEREAS, a Block Party application has been submitted for the Trick-or-Treat on Pearl Street event on October 31, 2023; and

WHEREAS, as part of the application, the applicant has requested that Pearl Street be closed from Wirt Lane and N Price Avenue, including closing N Halsey Avenue; and

WHEREAS, in years past, approval has been given for the event, but has not been received for closing N Halsey Avenue; and

WHEREAS, City staff have reviewed the required Block Party 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 closing of N Halsey Avenue at Pearl Street, as part of the Trick-or-Treat on Pearl Street event.

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 16TH DAY OF OCTOBER 2023.

VOTE TAKEN AS FOLLOWS:**AYES:****NAYS:****ABSENT:****ABSTAIN****EXCUSED:**

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

Attachment: Trick-or-Treat Pearl Street road closure 2023 (Trick or Treat Pearl Street 2023)

ATTEST:

Daniel Barnett, City Clerk

WITNESS my hand and seal this 16th day of October 2023.

STAFF REPORT

TO: Board of Aldermen
FROM: Christina Stanton,
DATE: September 26, 2023
SUBJECT: Appl. #FP-23-002--Final Plat for Harrisonville Commons, Lots 1-3 and Tract A PUBLIC HEARING

Type of Item: *Final Plat*

E. Action Item (ID # 4636)

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE APPROVING THE FINAL 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.

History:

10/02/23 Board of Aldermen SCHEDULED

Mayor Zaring opened the public hearing at 6:48 p.m.

Staff report presented by Community Development Director Stanton.

Stanton said the final plat consists of three lots and a tract for detention. Stanton said lots 1 and 2 are intended to serve the proposed Harrisonville Commons apartment complex, with Lot 3 serving as the site of a senior (55+) living facility.

Stanton said both sides of the extended Oriole Street will have the required sidewalk.

Stanton said the plat has received a recommendation for conditional approval from the Planning and Zoning Commission.

Stanton said City staff recommends approval of the requested final plat with the following conditions:

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 Missouri-7 Highway, as recommended in the Traffic Impact Analysis (TIA).

2. An updated Traffic Impact Analysis (TIA) accurately capturing traffic impacts from the nearby school, shall be provided and recommendations appropriately incorporated into the development plan, prior to final approval.

Mayor Zaring closed the public hearing at 6:51 p.m.

City Attorney Felzien read the ordinance for the first time only.

Alderman Turner asked about traffic control measures to keep drivers from using Oriol Street as a quick pass through.

Engineer Steve Warger spoke about installing a four-way stop in the middle of the development, and the impacts that would hope to have on speeding in the area.

Mayor Zaring asked when demolition is scheduled for the old Cass Regional Medical Center building.

Warger said he is ready to apply for a demolition permit, as soon as the final plat is fully approved and the lender receives the final plat.

Developer Donovan Jones spoke to the process that will be required for the demolition.

Attachments:

Harrisonville Commons FP 10-2-23 BOA (PDF)

Final Plat Application 8.3.23 (PDF)

CA-23008_FINAL_PLAT-FINAL PLATv2 (PDF)

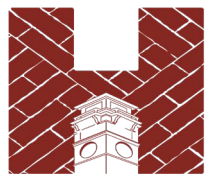
2023.09.27 Gardens of Harrisonville Memo (PDF)

Traffic Impact Analysis 7-11-2023 (PDF)

Zoning Map (PDF)

Aerial Map (PDF)

Ordinance-Harrisonville Commons Final Plat (DOCX)



To: Board of Aldermen

From: Christina Stanton, AICP, Community Development Director

Date: October 2, 2023

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

GENERAL INFORMATION

Applicant: Donavan Jones

Requested Actions: Approval of Final Plat

Date of Application: August 9, 2023

PROPOSAL

Donavan Jones is seeking approval of the attached final 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

- September 21, 2023—The Planning & Zoning Commission voted 5-0 to recommend approval of the Final Plat to the Board of Aldermen.
- August 21, 2023—The Board of Aldermen approved the Preliminary Plat by Resolution #2023-33.
- August 17, 2023—The Planning & Zoning Commission voted 8-0 to recommend approval of the 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 final 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 sides of the extended Oriole Street will have the required sidewalk.

PROCEDURE

In accordance with Section 410.280.C: "Action by the Planning and Zoning Commission. The Planning and Zoning Commission shall recommend approval, conditional approval, or disapproval of the final plat. If the Planning and Zoning Commission recommends disapproval of the final plat, it shall advise the subdivider of the reasons for such recommendation. The Planning and Zoning Commission shall recommend approval of a final plat if it is:

1. Substantially the same as the approved preliminary plat;
2. There has been compliance with all conditions, restrictions and requirements of this Chapter and of all other applicable ordinances and design standards of the City;
3. There has been compliance with any condition that may have been attached to the approval of the preliminary plat or applicable zoning ordinance."

After staff's thorough review of the proposed final plat staff's professional opinion is that the final plat is in compliance with the design standards and Subdivision Regulations and staff recommended that the Planning and Zoning Commission recommend conditional approval of the final plat as stated below.

As stated in Section 410.280.E: "Before a final plat is recorded and after a recommendation by the Planning and Zoning Commission, the Board of Aldermen shall either approve, conditionally approve or disapprove the final plat and accept or reject the dedication of land for public purposes within thirty (30) days after the first (1st) meeting of the Board of Aldermen. The action of the Planning and Zoning Commission and the Board of Aldermen shall be conveyed to the subdivider within ten (10) days of the

meeting of the Board of Aldermen at which the plat was considered. If the final plat is disapproved, the subdivider shall be notified of the reasons for such disapproval. Acceptance of the dedication shall be shown over the signature of the Mayor and attested by the City Clerk. If the Board of Aldermen rejects any dedications on the final plat, they shall advise the subdivider of the reasons for such rejection. In approving or disapproving a final plat, the Board of Aldermen may consider any matter that affects the welfare of the City.”

STAFF RECOMMENDATION

Staff recommends approval of the requested final 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).
2. An updated Traffic Impact Analysis (TIA) accurately capturing traffic impacts from the nearby school, shall be provided and recommendations appropriately incorporated into the development plan, prior to final approval.

ATTACHMENTS

1. Application and Final Plat of *Harrisonville Commons, Lots 1 – 3 and Tract A*
2. Updated Traffic Memo dated September 27, 2023
3. Traffic Impact Analysis (TIA)
4. Zoning Map
5. 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: [Signature]
 Company Name: Gardens of Harrisonville LLC
 Street Address: PO Box 616 City: Raymore State: MO Zip: 64083
 Phone: 816.797.6565 Email: donavan.jones@icloud.com

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

Property Owner Name (print): Gardens of Harrisonville LLC Signature: [Signature]
 Street Address: PO Box 616 City: Raymore State: MO Zip: 64083
 Phone: 816.797.6565 Email: donavan.jones@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: 1800 E Mechanic St.
 Project Description: Multi Family Apartments
 Acres or Sq. Ft. 12.8
 Current Zoning: RP-4 Proposed Zoning: RP-4

For Office Use Only

Case No: _____ Filing Fee: Amount Paid \$ _____ Date Application Received: _____

Staff-only approval: _____ P&Z meeting: _____ BOA Meeting: _____



THE CITY OF HARRISONVILLE

WHERE TRADITION MEETS INNOVATION

PLATTING APPLICATION

Resources

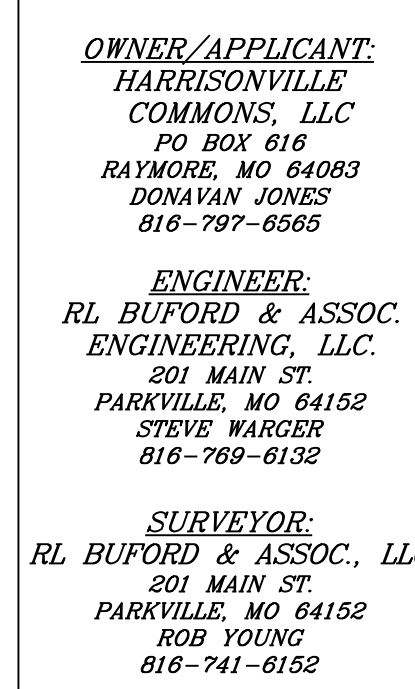
City Website	www.harrisonville.com
Zoning Map	https://www.harrisonville.com/DocumentCenter/View/9508/Zoning-Final-Draft?bidID=
Zoning Regulations	https://www.ecode.com/27908265
Subdivision Regulations	https://www.ecode.com/27909481
Cass County GIS Map	https://cassgis.integritygis.com/h5/index.html?viewer=cass

Contacts

City Hall, 300 E. Pearl St, Harrisonville, MO 64701	816-380-8900	
John Morris, Building Official	816-380-8917	jmorris@harrisonville.com
Christina Stanton, AICP, Community Development Director	816-380-8922	cstanton@harrisonville.com
Jamie Martin, Office Administrator	816-380-8958	jmartin@harrisonville.com
Public Works Department, 201 W. Chestnut, Harrisonville, MO 64701	816-380-8964	
Carl Brooks, P.E., CFM, Public Works Director		cbrooks@harrisonville.com
Ted Martin, P.E., CFM, City Engineer		tmartin@harrisonville.com

See Attached Platting Checklist

- ☐ Section 1. Submittal requirements
- ☐ Section 2. General information required for preliminary and final plats
- ☐ Section 3. Additional information required for preliminary plat
- ☐ Section 4. Additional information required for final plat



SURVEYOR'S CERTIFICATION

I, HERBERT CERTIFIED THAT WE HAVE PREPARED THIS DRAWING FROM AN ACTUAL FIELD TOPOGRAPHIC SURVEY OF THE PROPERTY IDENTIFIED HEREON, THAT ALL WORK WAS PERFORMED BY ME OR UNDER MY SUPERVISION, THAT THIS SURVEY DOES NOT REPRESENT A BOUNDARY SURVEY AS NO CORNERS WERE RECOVERED OR SET AND THAT THE RESULTS OF SAID SURVEY ARE REPRESENTED HEREON TO THE BEST OF MY PROFESSIONAL KNOWLEDGE AND BELIEF.



ROBERT C. YOUNG, PLS-200700098

06/23/2023

DATE

IF THE SURVEYOR'S SEAL IS NOT SHOWN IN COLOR, THEN THE SURVEY IS A COPY THAT SHOULD BE ASSUMED TO CONTAIN UNAUTHORIZED ALTERATIONS. THIS CERTIFICATION CONTAINED ON THIS DOCUMENT SHALL NOT APPLY.

R.L. Buford & Associates, LLC	
LAND SURVEYING – DEVELOPMENT CONSULTANTS R.L. BUFORD & ASSOCIATES, LLC – MO. CERT. OF AUTHORITY LICENSE NO. C-2010031977 www.rlbuford.com	
P.O. BOX 14069, PARKVILLE, MO. 64152	(816) 741-6152
FOR	JOB NO.
HARRISONVILLE COMMONS, LLC	SEC – TWP – RGE. 3 – 44 – 31
	CASS
DATE	FIELD BOOK
08/23/2023	
DRAWN BY	

FINAL PLAT
HARRISONVILLE COMMONS PLAT,
LOTS 1-3 AND TRACT A
A DEVELOPMENT IN PART
OF THE NORTHWEST QUARTER OF
SECTION 3, TOWNSHIP 44 NORTH, RANGE 31 WEST
HARRISONVILLE, CASS COUNTY, MISSOURI

PROPERTY DESCRIPTION
CONTAINING 602,090 SQUARE FEET OR 13.82 ACRES

ALL THAT PART OF LOT 5 OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 44 NORTH, RANGE 31 WEST AND ALL THE LOTS 1, 2, 3, 4, 5, 6, 7 AND 8, JOHNSON ESTATES, A SUBDIVISION OF LAND IN THE CITY OF HARRISONVILLE, CLATSOP COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

NORTHWEST CORNER OF SAID LOT 5, THENCE N90°30'00"W ALONG THE NORTH LINE OF SAID LOT 5, A DISTANCE OF 1032.66 FEET; THENCE S047°06'W A DISTANCE OF 55.64 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF E. ELK STREET; SAID POINT ALSO BEING THE NORTHWEST CORNER OF SAID LOT 5; THENCE S47°06'W ALONG THE SOUTHERLY RIGHT OF WAY LINE OF SAID LOT 5, A DISTANCE OF 1032.66 FEET; THENCE CONTINUING S047°06'W ALONG THE WEST LINE OF SAID LOT 1 AND ITS EXTENSION, A DISTANCE OF 1032.66 FEET TO A POINT ON THE SOUTHERLY 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 FEET, A DISTANCE OF 545.06 FEET; THENCE S047°06'W A DISTANCE OF 1032.66 FEET; THENCE N90°30'00"W A DISTANCE OF 1032.66 FEET TO A POINT OF BEGINNING.

SUBDIVISION OF LAND IN THE CITY OF HARRISONVILLE, CLATSOP COUNTY, MISSOURI; THENCE N01°27'15"E ALONG THE EAST LINE OF SAID JOHNSON ESTATES ALONG ITS NORTHERLY PROLONGATION, A DISTANCE OF 1032.66 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY LINE OF E. MECHANIC 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.

PLAT DEDICATION:
THE UNDERSIGNED PROPRIETORS OF THE ABOVE DESCRIBED TRACT OF LAND HAVE CAUSED THE SAME
TO BE DIVIDED IN THE MANNER SHOWN ON THE ACCOMPANYING PLAT, WHICH SUBDIVISION SHALL BE
HEREAFTER KNOWN AS "HARRISONVILLE COMMONS, LOTS 1-3 & TRACT A".

*MAINTENANCE OF TRACTS DEDICATION:
TRACT A IS RESERVED FOR STORM WATER DETENTION AND OWNED AND MAINTAINED BY THE PROPERTY
OWNER'S ASSOCIATION.*

*STREET DEDICATION:
STREETS SHOWN HEREON AND NOT HERETOFORE DEDICATED FOR PUBLIC USE AS STREET
RIGHT-OF-WAY ARE HEREBY DEDICATED.*

EASEMENT DEDICATION:
AN EASEMENT IS HEREBY GRANTED TO THE CITY OF HARRISONVILLE, MISSOURI, TO ENTER UPON, LOCATE, CONSTRUCT, MAINTAIN OR TO AUTHORIZE ANY OTHER PERSON TO CONSTRUCT, OPERATE, MAINTAIN AND/OR MAINTENANCE OF POLES, WIRES, ANCHORS, PIPES, CONDUITS, TRANSFORMERS, PEDESTALS, AND/OR STRUCTURES FOR WATER, GAS, ELECTRICITY, STORM SEWER, SANITARY SEWER, TELEPHONE, CABLE TELEVISION, FIBER OPTIC, AND/OR OTHER UTILITIES, AND/OR TO MAINTAIN ALL OF THEM AT ALL OF THEM UPON, OVER AND UNDER AND ALONG THOSE AREAS OUTLINED AND/OR DESIGNATED ON THIS PLAT AS "UTILITY EASEMENTS," "/U," AND/OR WHERE AN EASEMENT IS DESIGNATED FOR THAT PARTICULAR PURPOSE, "PUB. UTILITY EASEMENT," AND/OR "PUBLIC UTILITY EASEMENT." MINIMUM REGULATORY BY THE CITY; THE SUBORDINATE USE OF SUCH AREAS BY OTHER GOVERNMENTAL ENTITIES AND UTILITIES, PROVIDED THAT SUCH USES DO NOT INTERFERE WITH THE PUBLIC UTILITY REGULATION BY HARRISONVILLE, CLASS COUNTY, MISSOURI

IN WITNESS THEREOF, 27 CAPITAL MANAGEMENT LLC HAS CAUSED THESE PRESENTS TO BE SIGNED THIS DAY ____ OF _____, 20____.

DONAVAN JONES, MANAGING MEMBER

STATE OF)
) SS:
COUNTY OF)

ON THIS _____ DAY OF _____, 20____, BEFORE ME, A NOTARY PUBLIC WITHIN AND FOR SAID COUNTY AND STATE, PERSONALLY APPEARED DONAVAN JONES, MANAGING MEMBER OF 27 CAPITAL MANAGEMENT LLC, TO BE PERSONALLY KNOWN, WHO BEING BY ME DULY SWORN DID SAY THAT SAID INSTRUMENT WAS SIGNED BY THE FREE ACT AND DEED OF SAID COMPANY.

NOTARY PUBLIC MY COMMISSION EXPIRES _____

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

PLANNING AND ZONING COMMISSION CHAIRMAN

BOARD OF ALDERMEN:
THIS PLAT OF "HARRISONVILLE COMMONS" INCLUDING EASEMENTS AND RIGHTS-OF-WAY ACCEPTED BY
THE BOARD OF ALDERMEN HAS BEEN SUBMITTED TO AND APPROVED BY THE BOARD OF ALDERMEN BY
ORDINANCE NUMBER _____ DULY PASSED AND APPROVED BY THE MAYOR OF
HARRISONVILLE, MISSOURI ON THE _____ DAY OF _____, 20____.

MAYOR: _____

ATTEST: _____

CITY CLERK: _____

CITY ENGINEER OR PUBLIC WORKS DIRECTOR: _____

COMMUNITY DEVELOPMENT DIRECTOR: _____

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

DEPUTY COUNTY RECORDER OF DEEDS

LEGEND:

- SET 1/2" REBAR WITH PLASTIC CAP STAMPED "LS-2007000089"
 - ▲ SET 5/8" REBAR WITH PLASTIC CAP STAMPED "LS-2007000089"
 - ▲ SET "+" CUT IN CONCRETE
 - FOUND 1/2" MONUMENT AS NOTED
 - FOUND 5/8" MONUMENT AS NOTED
 - FOUND "+" CUT IN CONCRETE
 - ⊛ (M) MEASURED BEARING OR DISTANCE
 - (P) PLATTED BEARING OR DISTANCE
 - (D) DESCRIBED BEARING OR DISTANCE
- IF VALUE IS NOT LABELED IT IS MEASURED (BETWEEN MONUMENTS)
OR CALCULATED BASED ON MEASUREMENTS TO MONUMENTS

<u>TRACT/LOT</u>	<u>DESCRIPTION</u>	<u>AREA</u>
TRACT "A"	DETENTION	26,525 SQ. FT. OR 0.61 ACRES
RIGHT OF WAY	PUBLIC USE	45,046 SQ. FT. OR 1.03 ACRES
LOT 1	MULTI-FAMILY	351,057 SQ. FT. OR 8.06 ACRES
LOT 2	MULTI-FAMILY	53,131 SQ. FT. OR 1.22 ACRES
LOT 3	LIBRARY	126,331 SQ. FT. OR 2.90 ACRES

R.L. Buford & Associates, LLC

R.L. Bu
LAND
R.L. Bu
AL

P.O. BOX 1

FOR
HARRISONVILLE COMMONS, LLC

cket Pg. 47



September 27, 2023

Mr. Steve Warger

RE: Garden's of Harrisonville – Harrisonville, MO

Dear Mr. Warger,

In response to your request, Priority Engineers, Inc. has recounted the intersection of MO 7 and Oriole Street on Thursday, September 14, 2023. The initial counts were completed on Tuesday, May 23rd in the PM and Wednesday, May 24th in the AM. While the initial counts were collected while school was in session, it was the last and second to last day of classes. In comparison to the May counts, the September counts had fewer total entering vehicles in the AM Peak Hour, with a small shift in some individual movements. In the PM Peak Hour, the total volume of entering vehicles increased from 931 to 995. The bulk of the increase in traffic volumes in the PM Peak Hour was in the westbound movement. The number of "cut-through" traffic decreased in September compared to that observed in May.

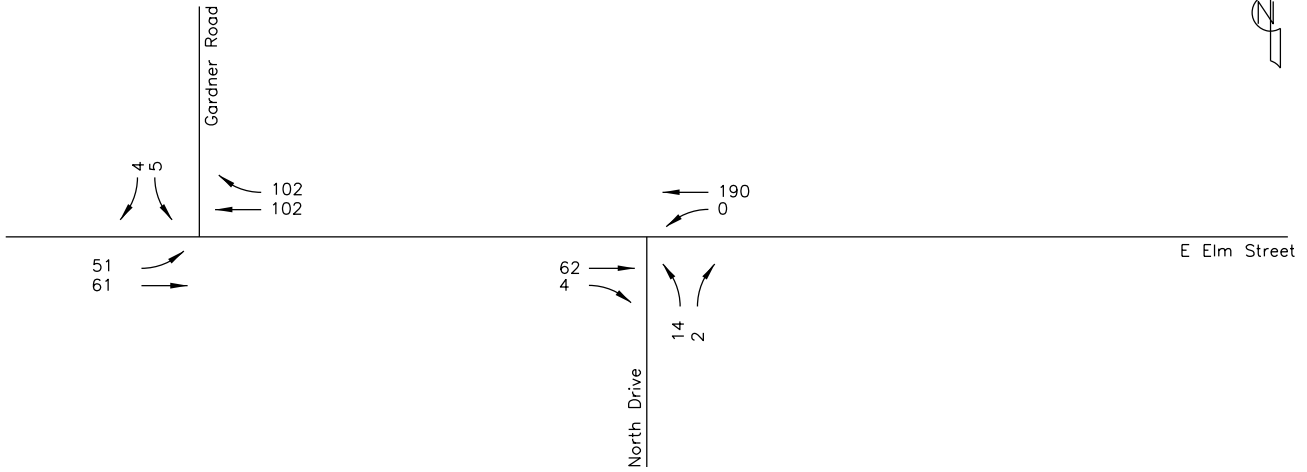
The differences in the two counts are illustrated in the attached figures. The increase in PM Peak Hour trips will not require a traffic signal to be considered. Eastbound and westbound left turn lanes are still recommended at the intersection of Oriole Street and MO-7. Each turn lane should be 140' in length with a 100' taper.

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

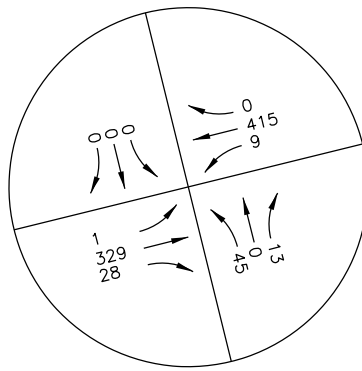
Sincerely,

PRIORITY ENGINEERS, INC.

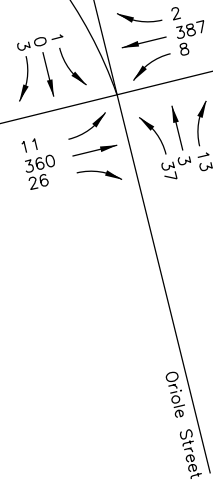
Kristin L. Skinner, P.E., PTOE
President



9/14/2023 Re-Count



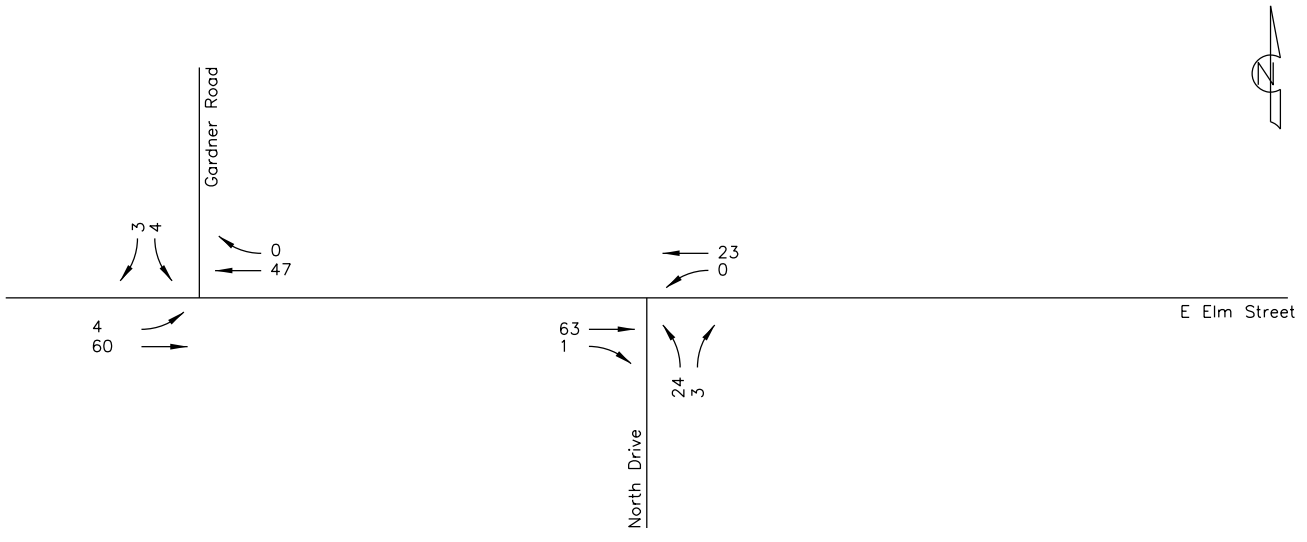
MO 7/E Mechanic Street



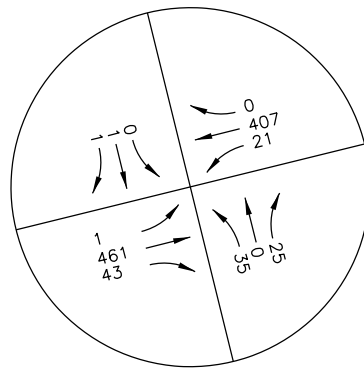
LEGEND

 Total Volume

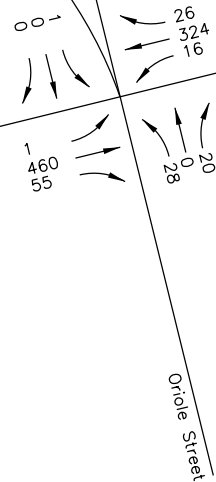




9/14/2023 Re-Count



MO 7/E Mechanic Street



LEGEND

 Total Volume


Existing PM Peak Hour
Traffic Volumes

Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 4



Priority
E

Packet Pg. 50

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



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

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5) TRIP DISTRIBUTION AND ASSIGNMENT	2
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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

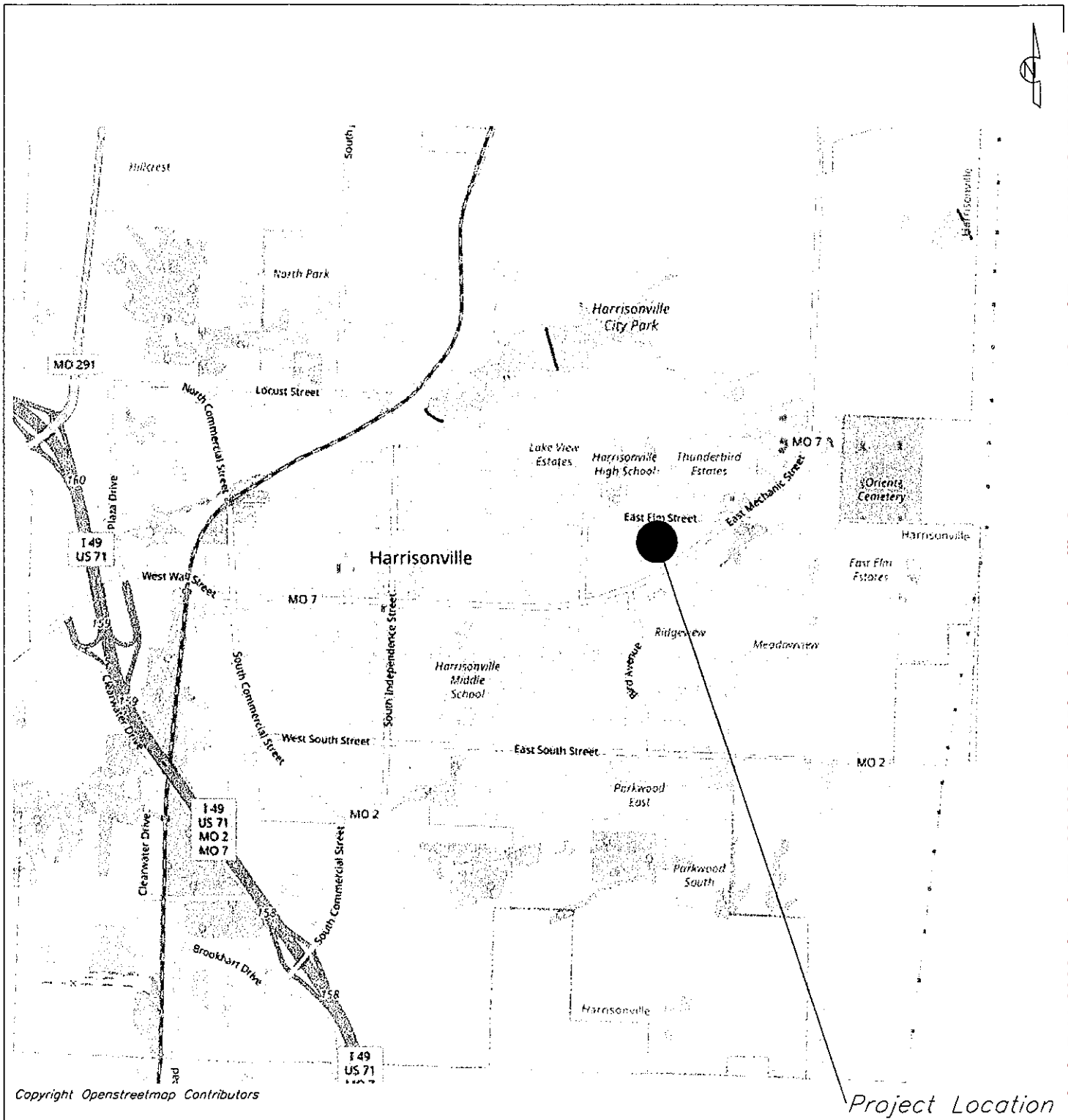
This study documents the impact of the proposed Gardens of Harrisonville development. This development includes a 40,000 square foot building which may be developed as a library. Alternatively, this same area within the site may be developed as 80 units of senior housing. Both possibilities were analyzed 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) PM Peak Hour Traffic Volumes	Figure 20
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Future (2043) (with Senior Housing) PM Peak Hour Lane Configurations & Levels of Service	Figure 22
Left Turn Lane Guidelines for Two-Lane Roads less than or equal to 40mph (MoDOT EPG 940.9.1)	Figure 23
Right Turn Lane Guidelines for Two-Lane Roadways (MoDOT EPG 940.9.8)	Figure 24
Peak Hour Signal Warrant (MO 7 & Oriole)	Figure 25



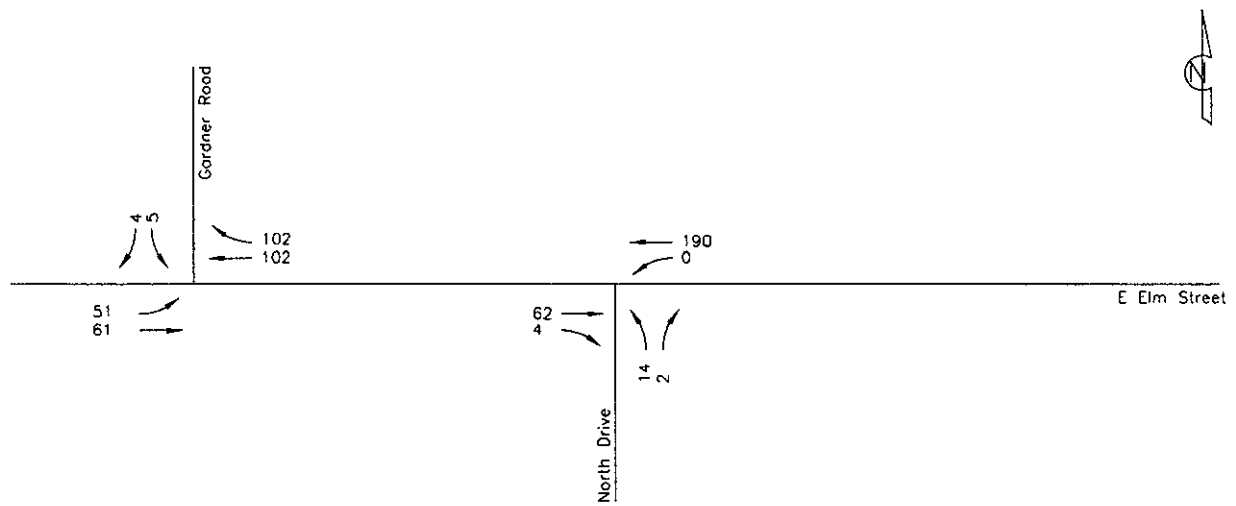
Project Location	Gardens of Harrisonville Harrisonville, MO	No Scale	 Priority ENGINEERS
		Figure 1	



P.O. BOX 14069, PARKVILLE, MO. 64152 (816) 741-6152

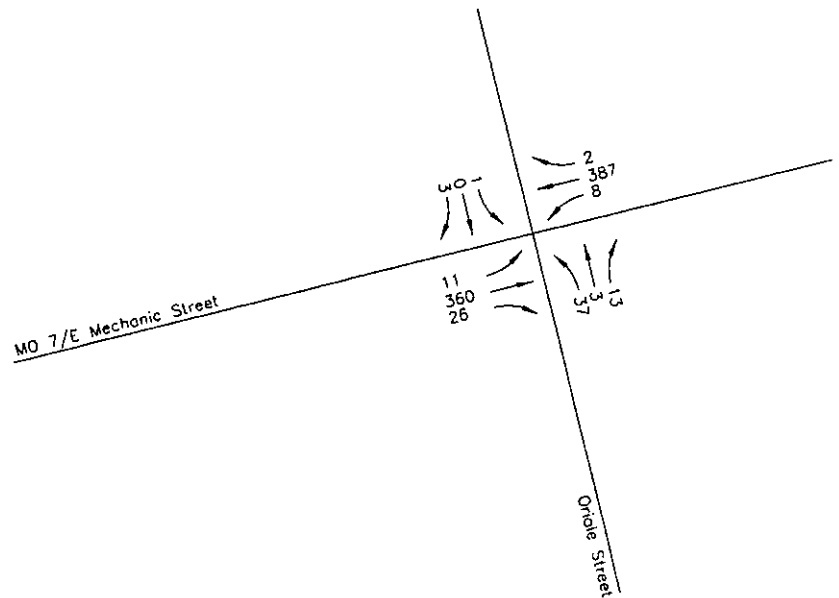


Priority



LEGEND

Total Volume

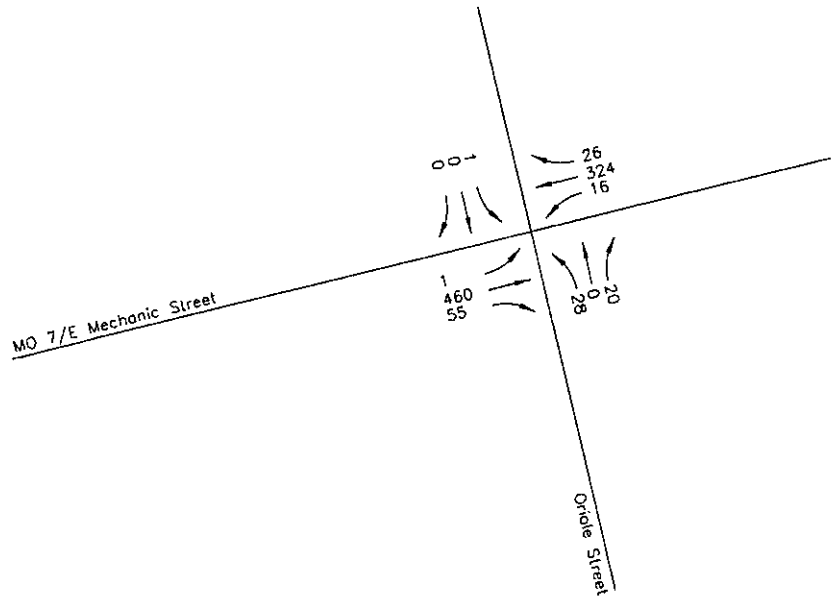
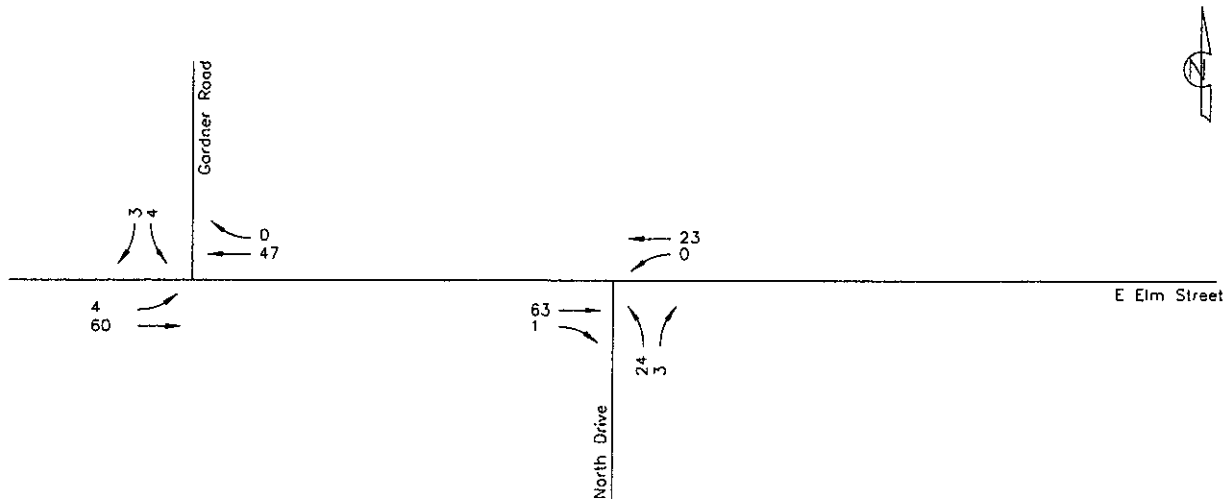


Existing AM Peak Hour
Traffic Volumes

Gardens of
Harrisonville
Harrisonville, MO

No Scale
Figure 3





LEGEND
 Total Volume

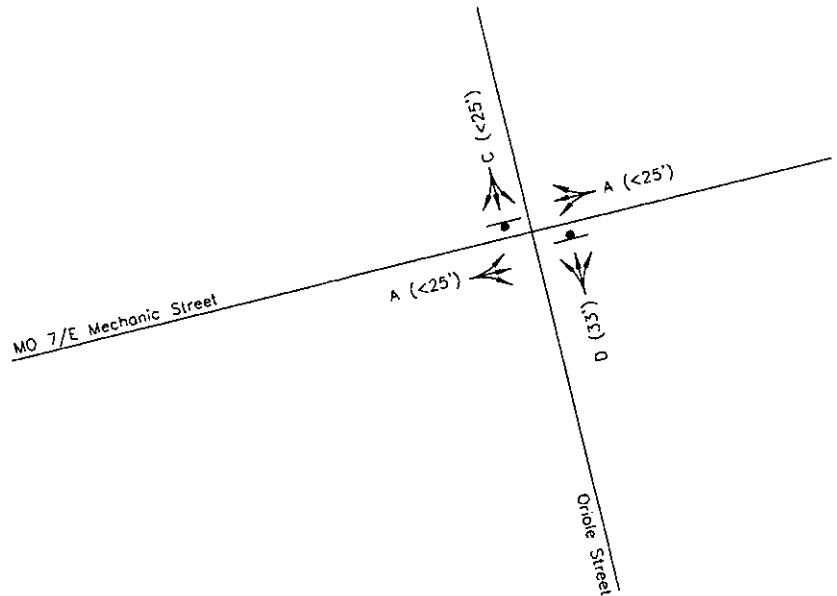
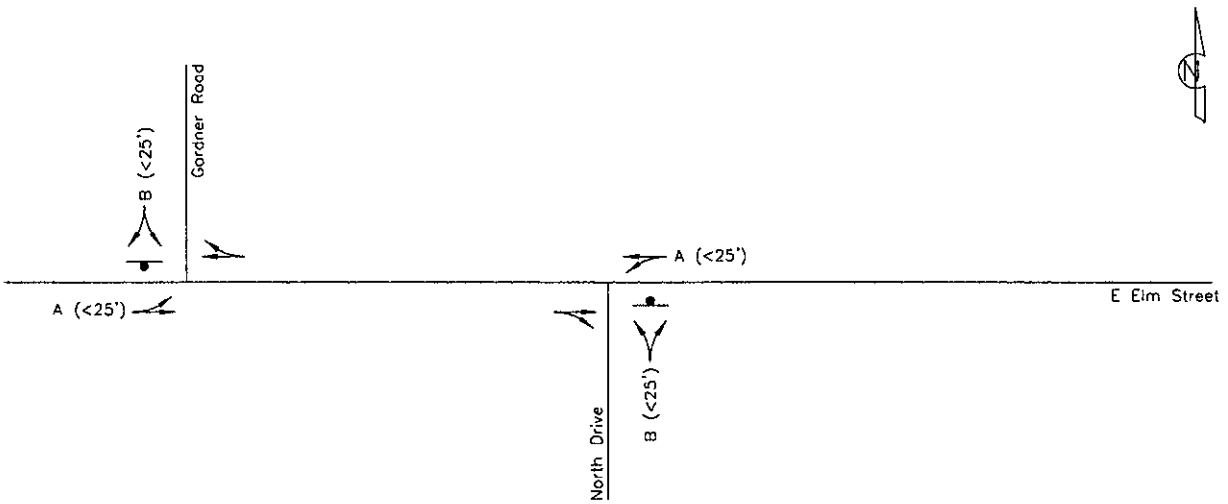
Existing PM Peak Hour
Traffic Volumes

Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 4





LEGEND

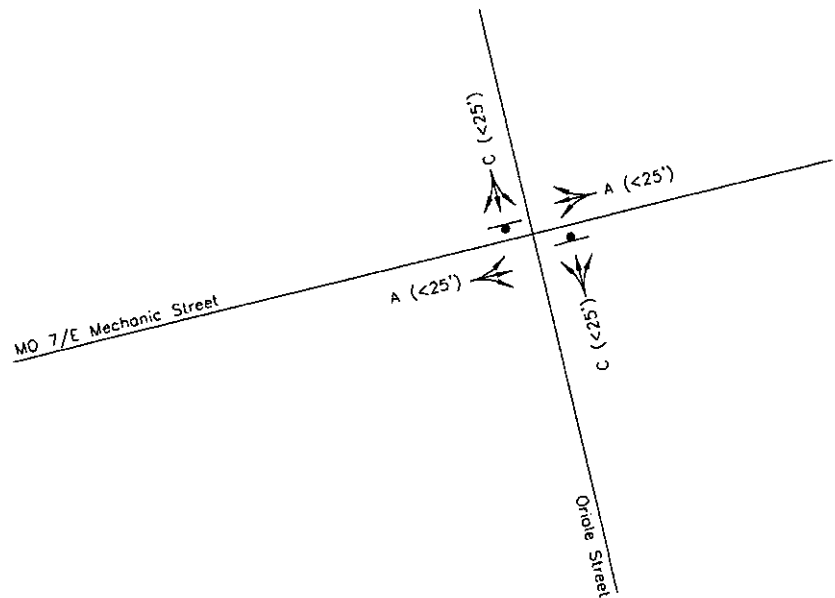
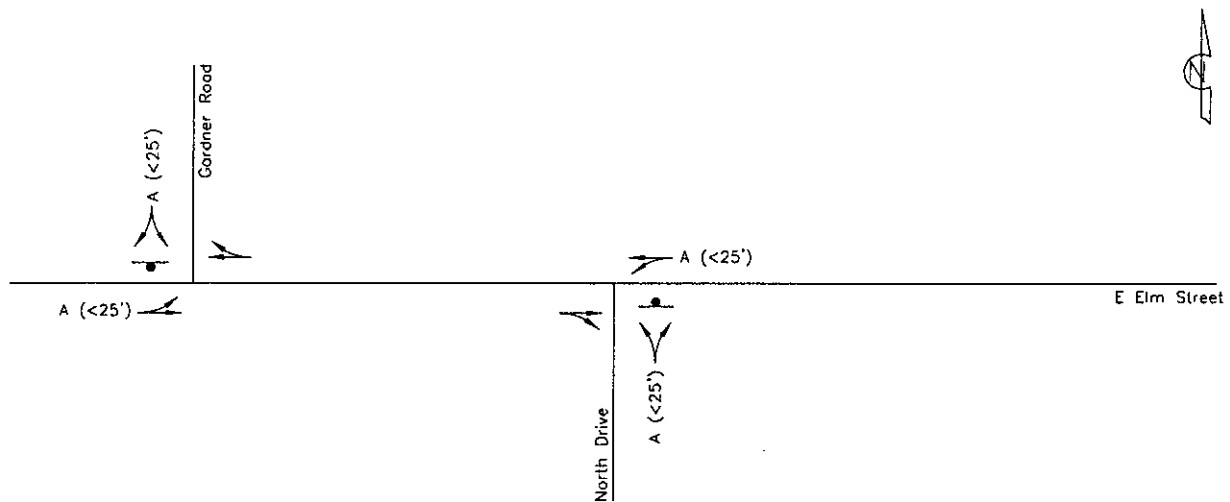
-  HCM LOS (95th Percentile Queue in Vehicles)
-  Stop Sign
-  Traffic Signal LOS

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

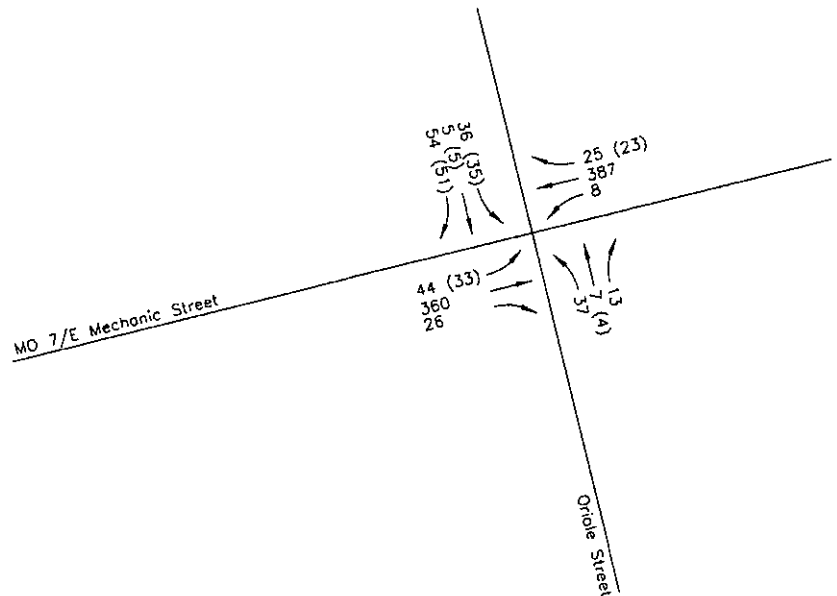
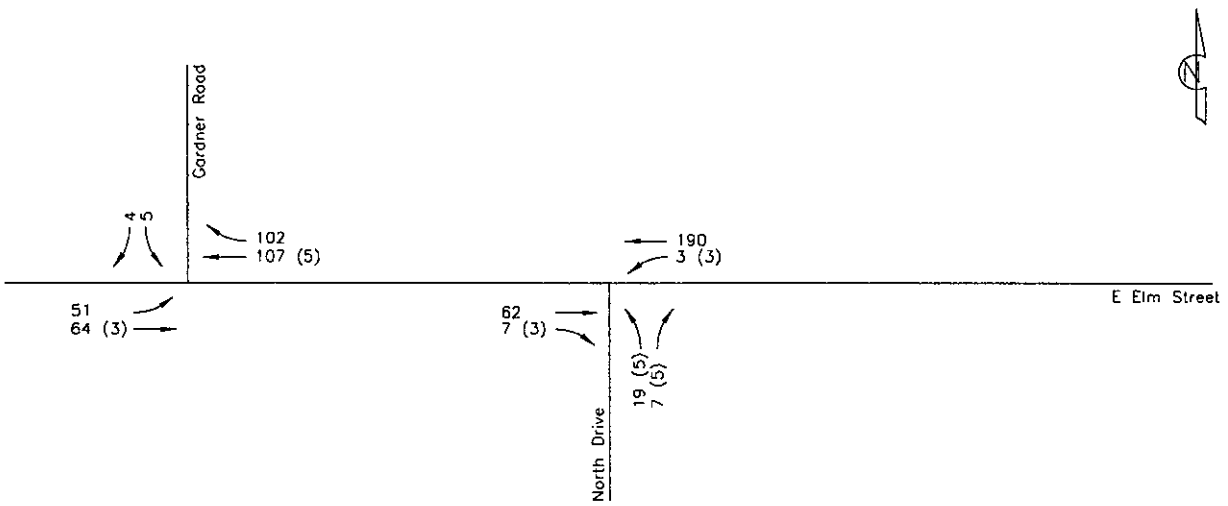
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 6



Priority
ENGINEERS



LEGEND

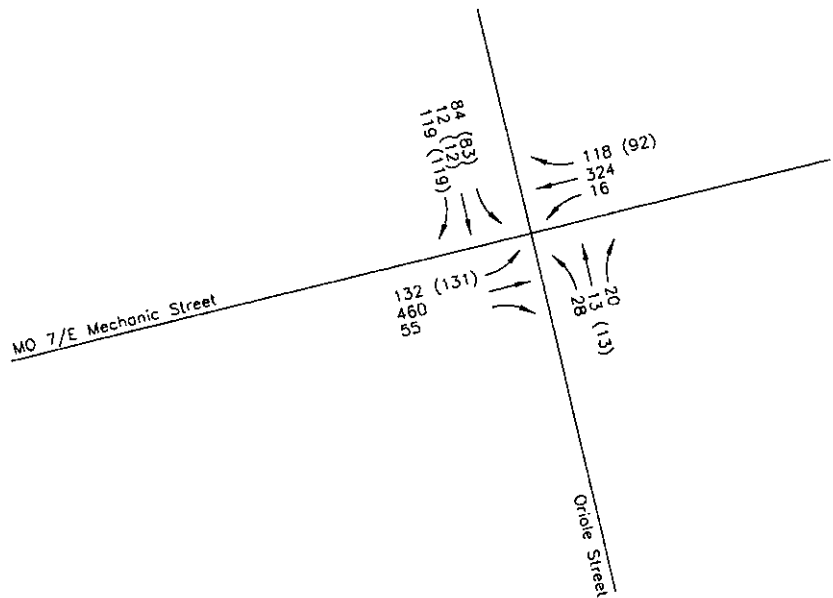
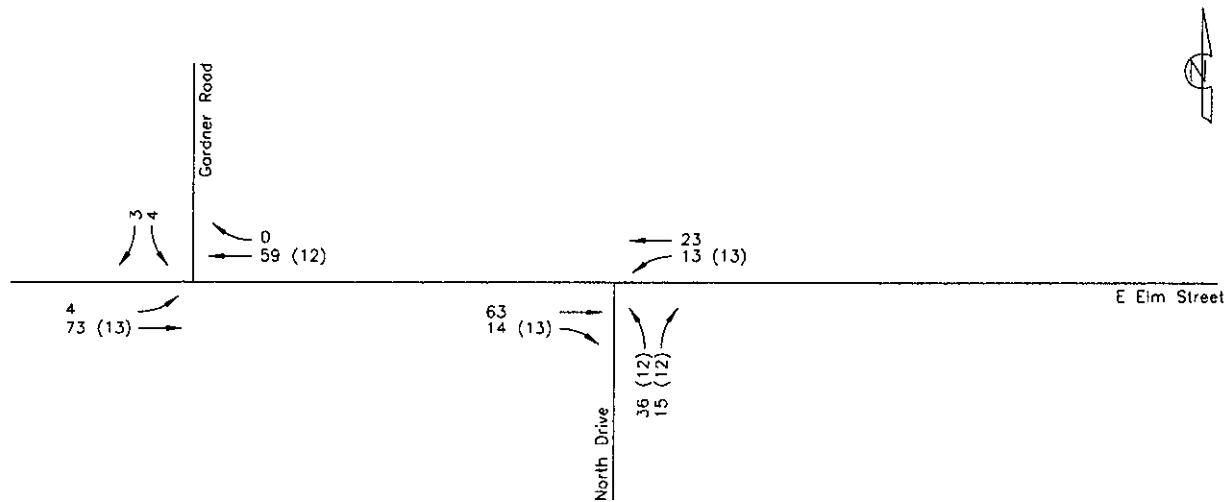
 Total Volume (New Trips)

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

Gardens of
Harrisonville
Harrisonville, MO

No Scale
Figure 7





LEGEND

 Total Volume (New Trips)

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

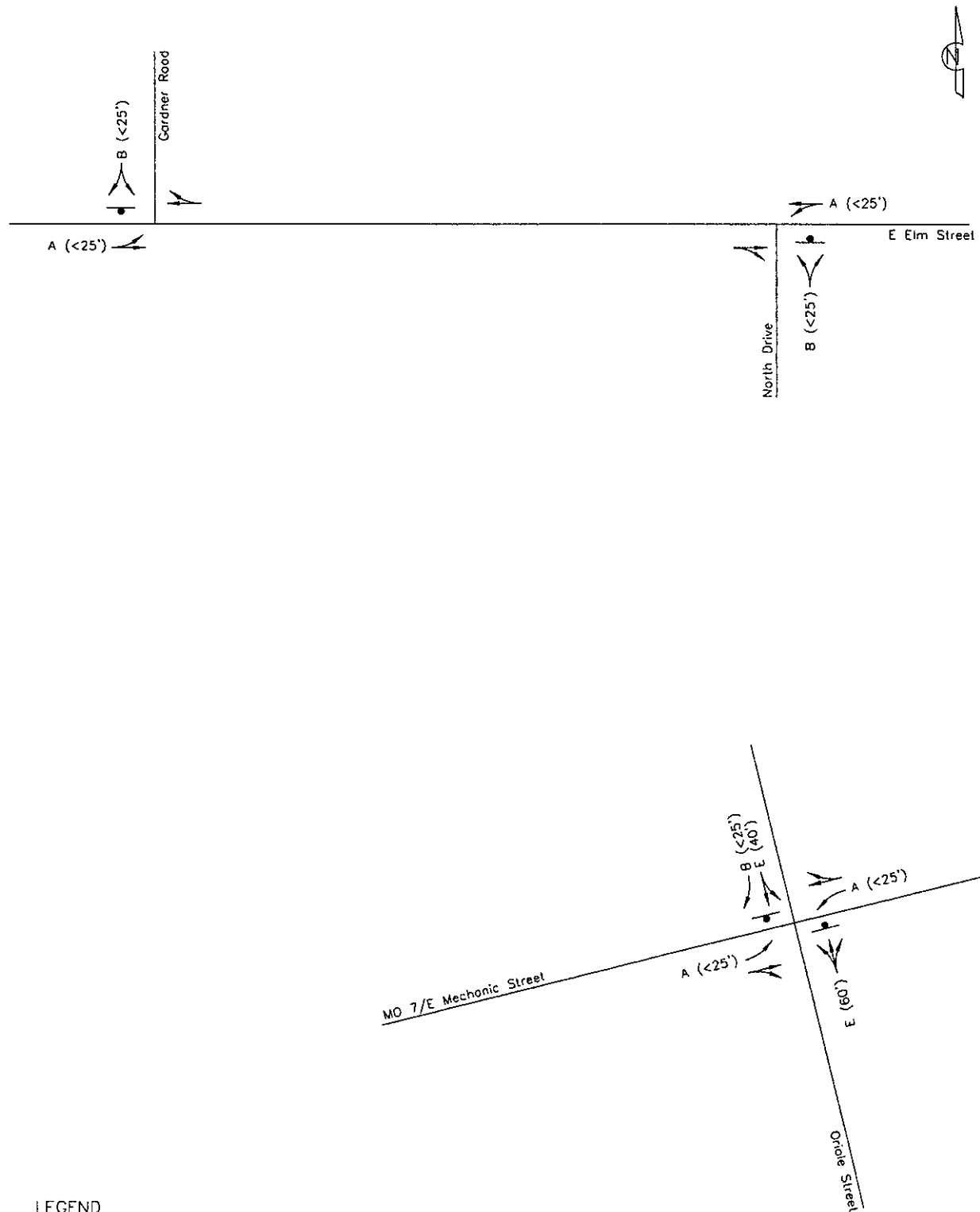
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 8



Priority
ENGINEERS



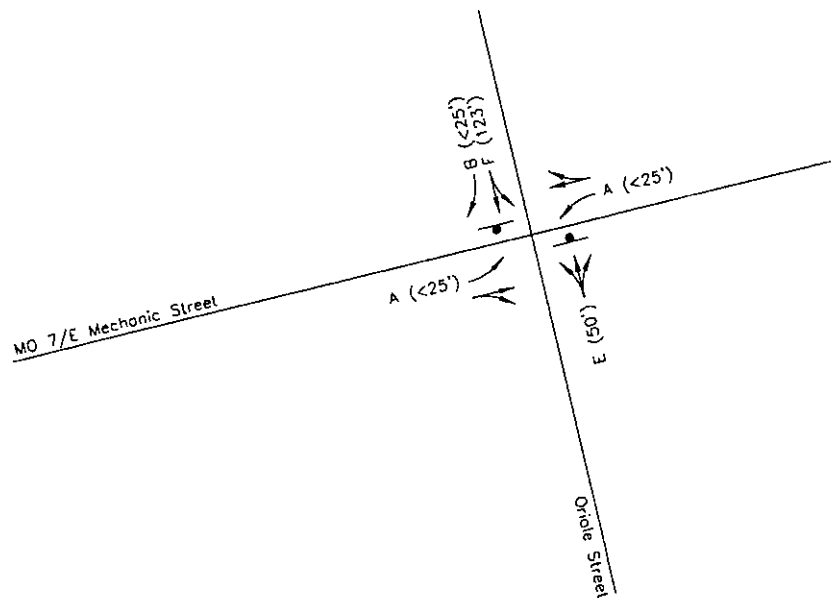
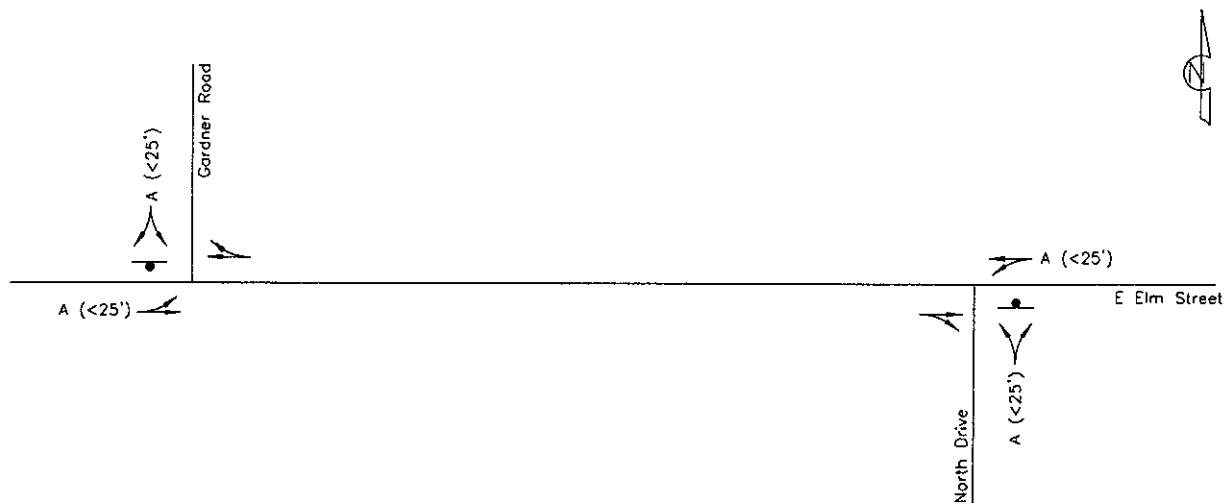
Existing + Proposed Development
(with Library)
AM Peak Hour Lane Configurations
& Levels of Service

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

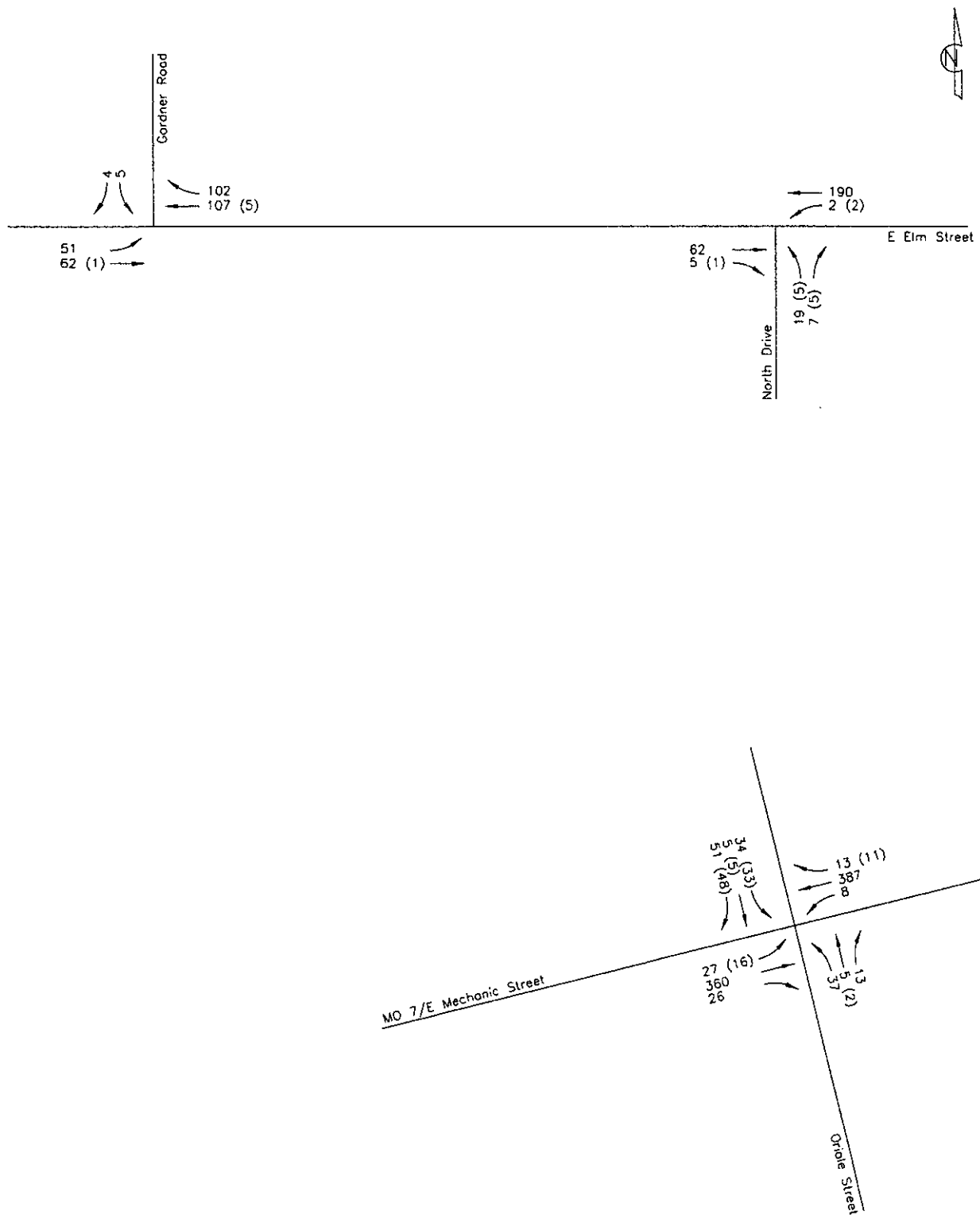
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 10



Priority
ENGINEERS



LEGEND

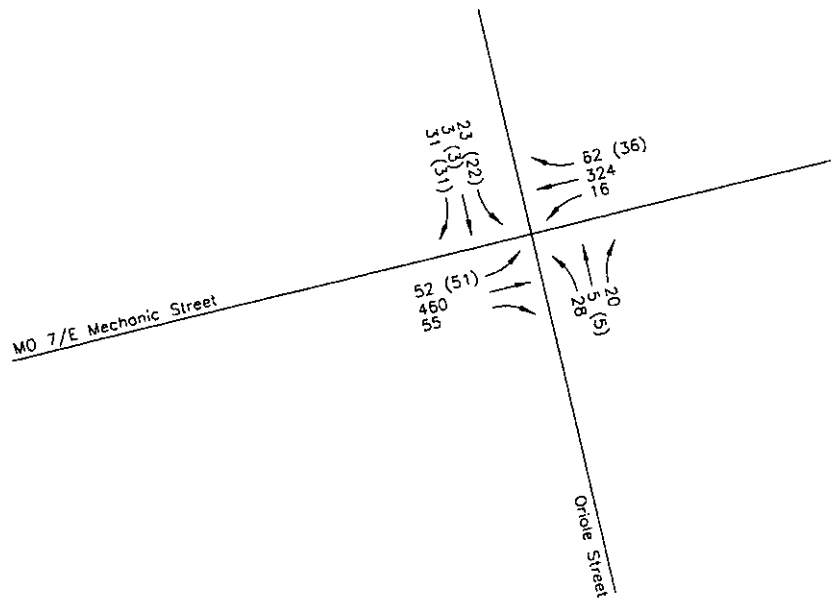
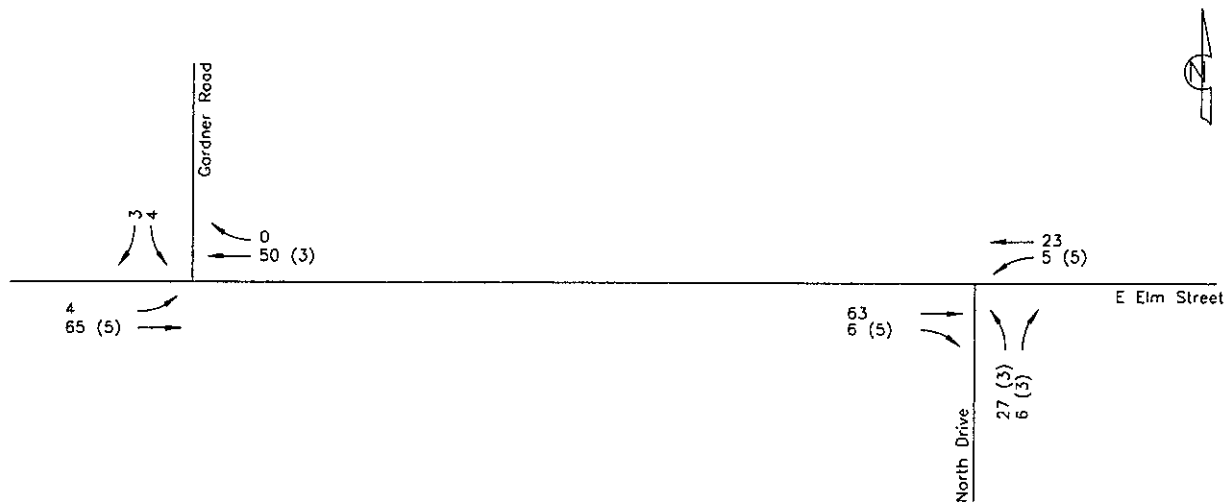
 Total Volume (New Trips)

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

Gardens of
Harrisonville
Harrisonville, MO

No Scale
Figure 11





LEGEND

 Total Volume (New Trips)

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

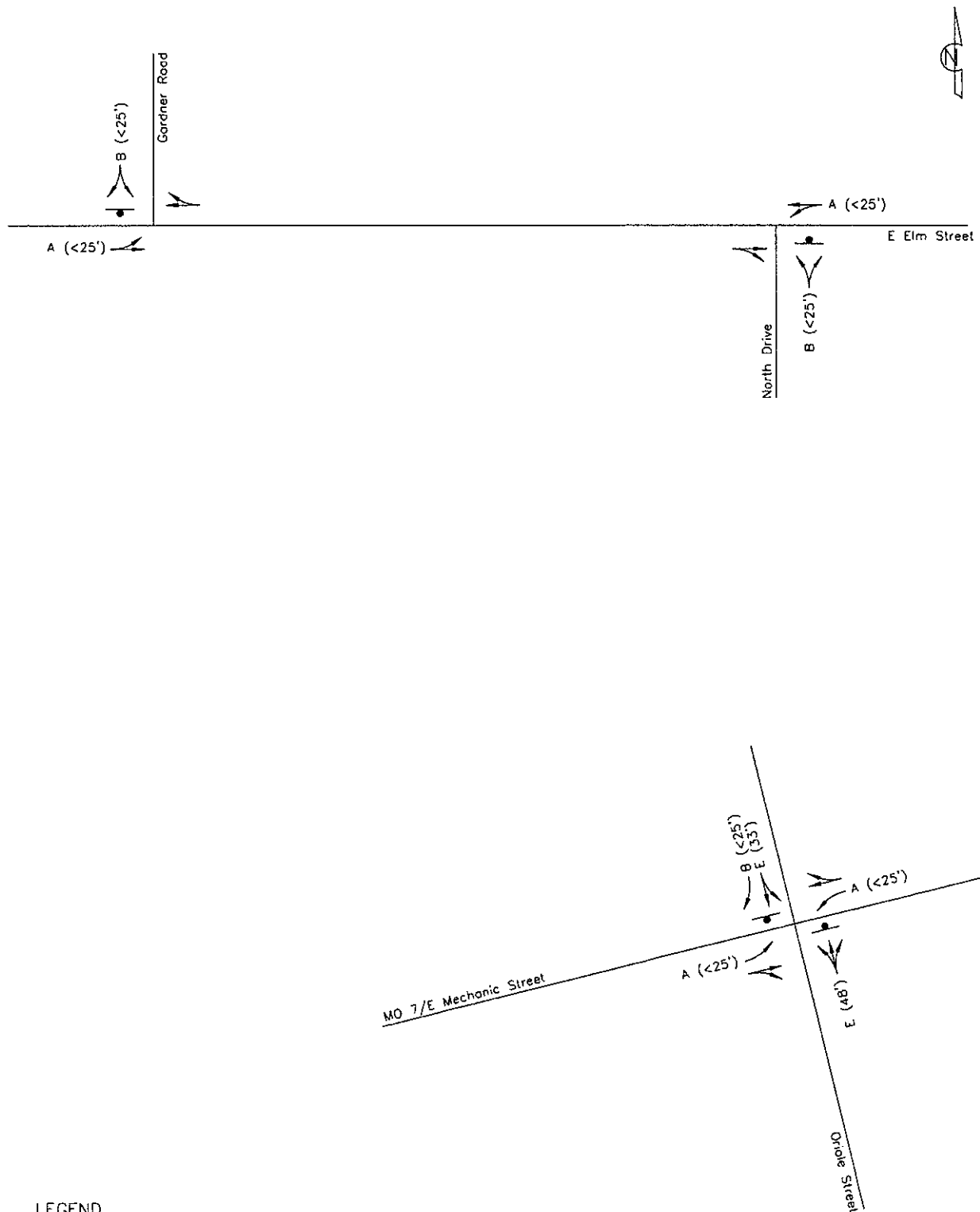
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 12



Priority
ENGINEERS



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

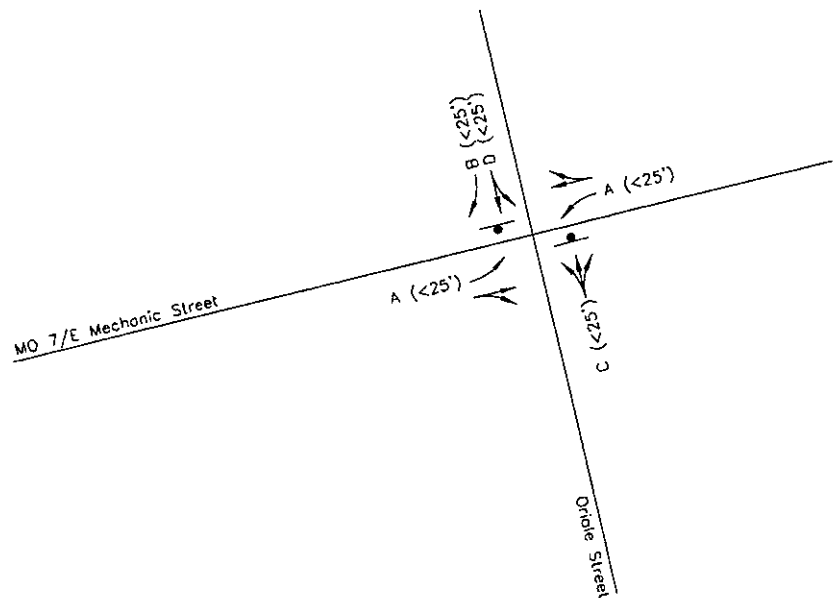
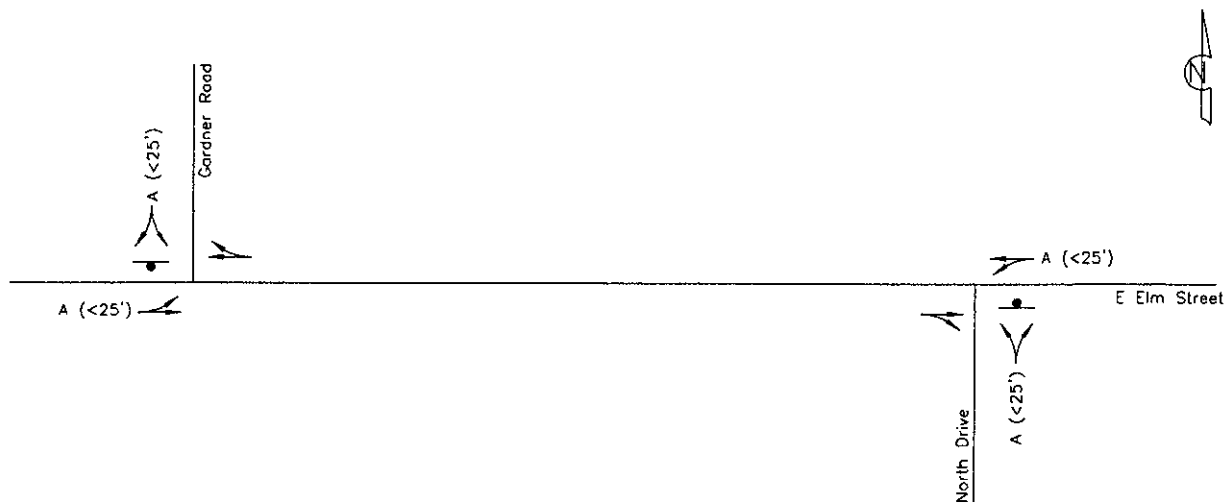
Gardens of
Harrisonville
Harrisonville, MO

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

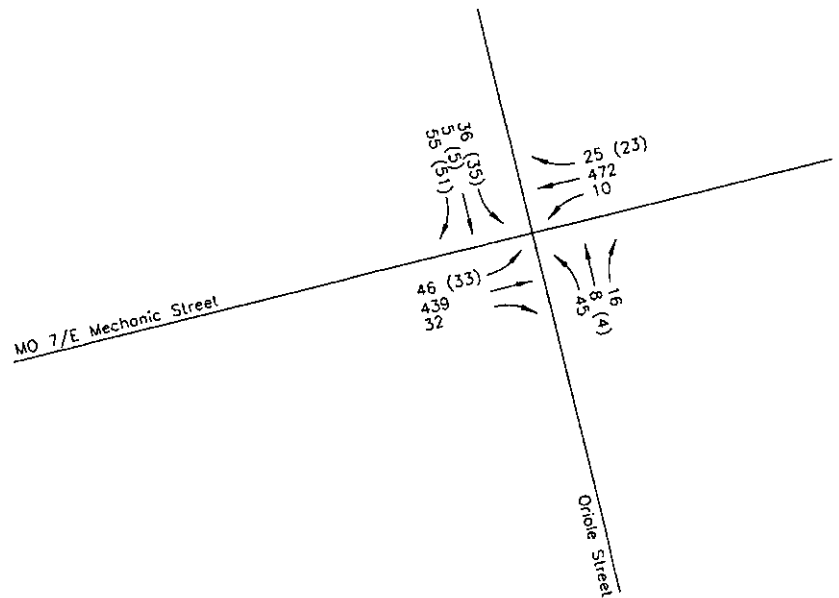
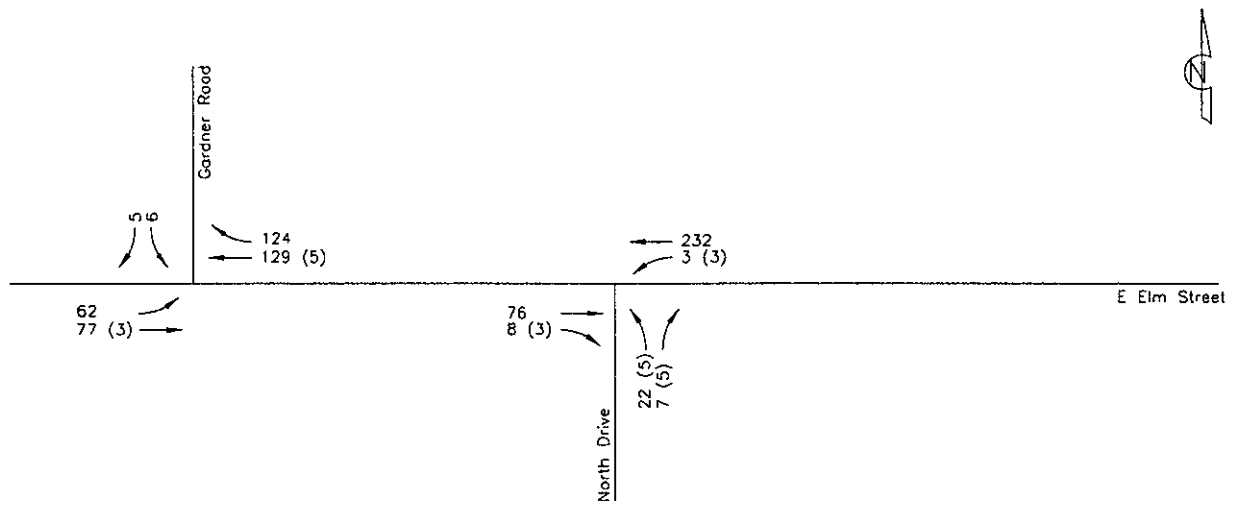
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 14



Priority
ENGINEERS



LEGEND

 Total Volume (New Trips)

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

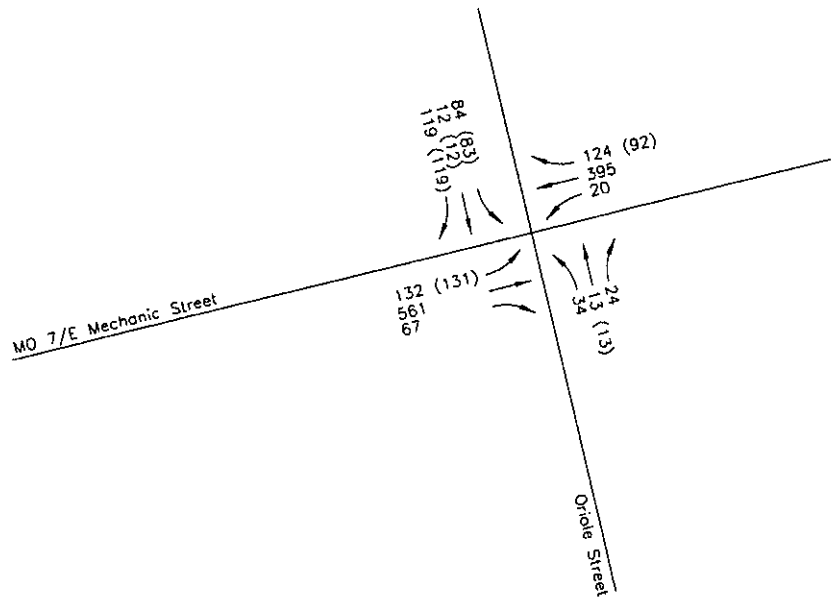
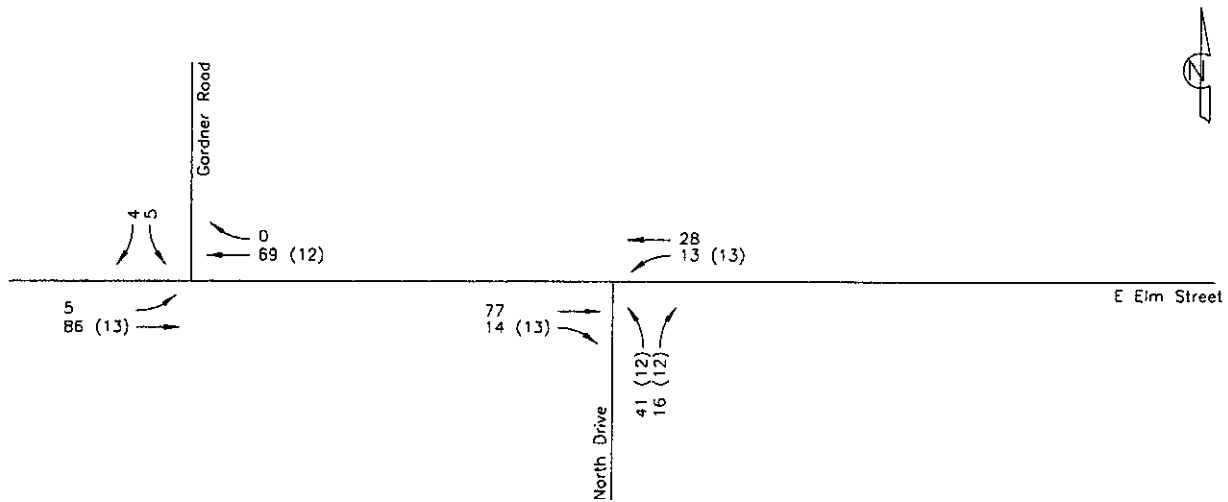
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 15



Priority
ENGINEERS



LEGEND

 Total Volume (New Trips)

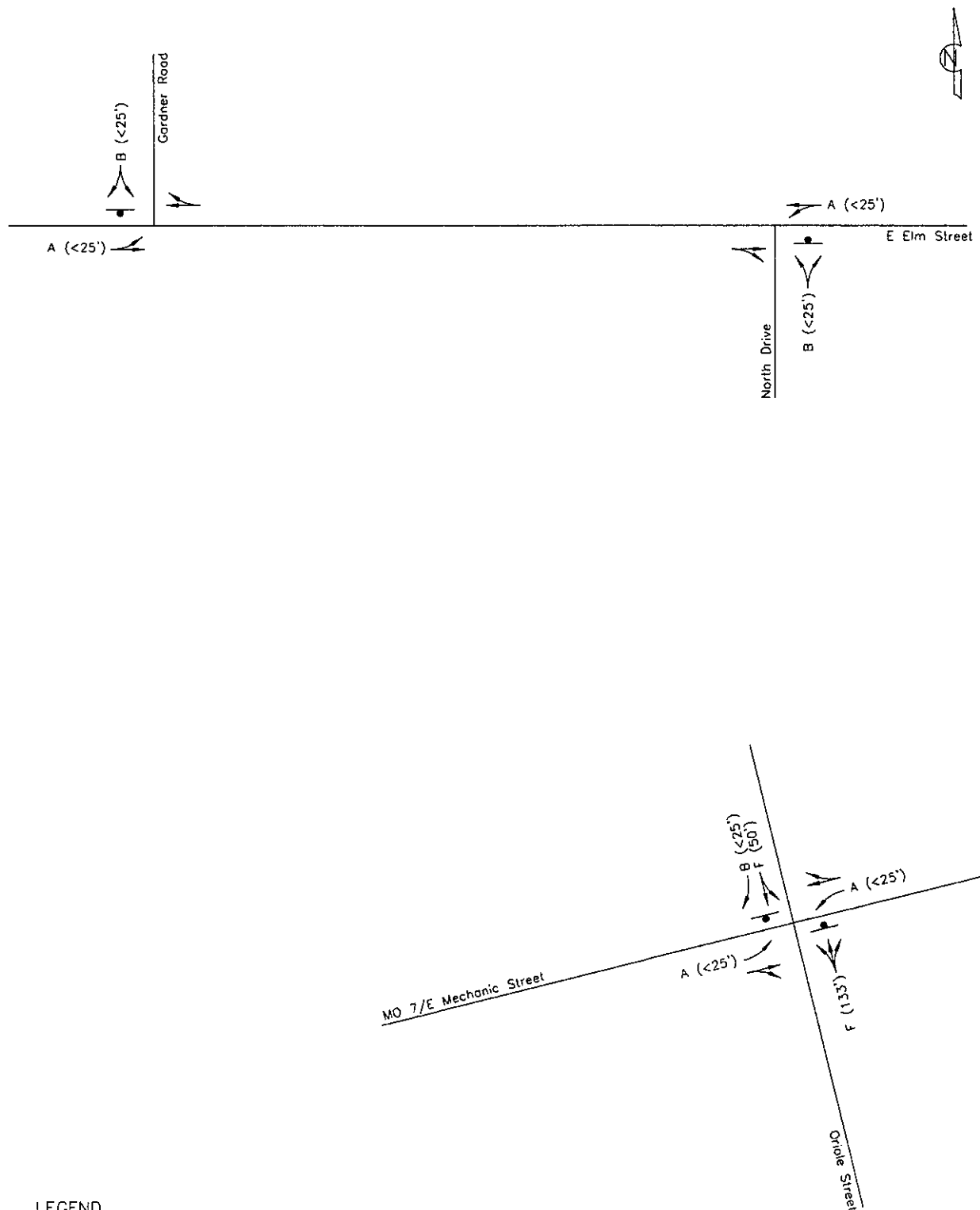
Future (2043)
 (with Library)
 PM Peak Hour Traffic Volumes

Gardens of
 Harrisonville
 Harrisonville, MO

No Scale

Figure 16





LEGEND

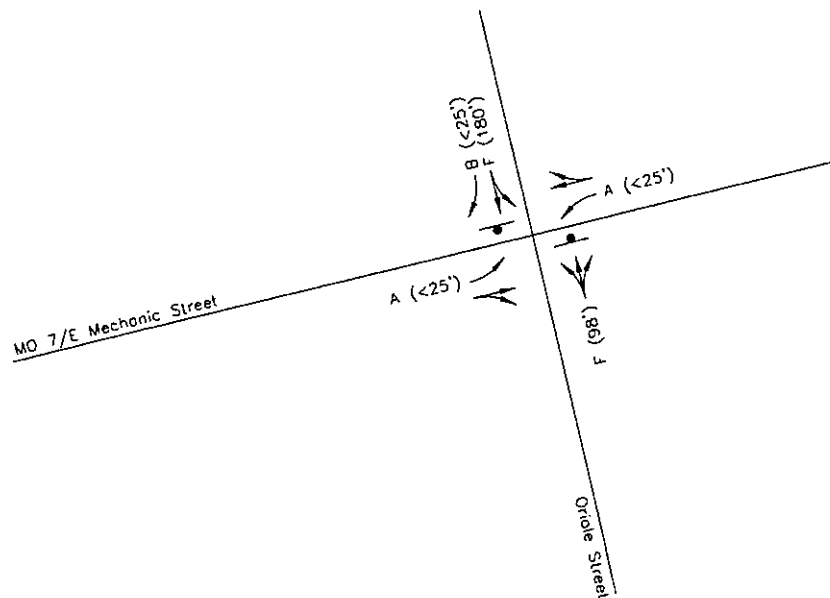
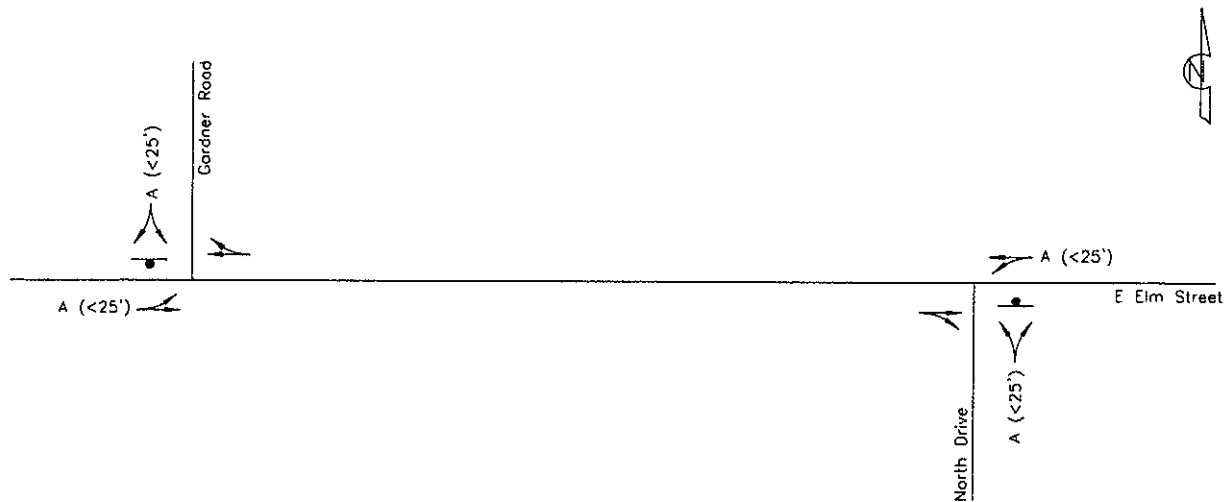
- HCM LOS (95th Percentile Queue in Vehicles)
- Stop Sign
- Traffic Signal LOS

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

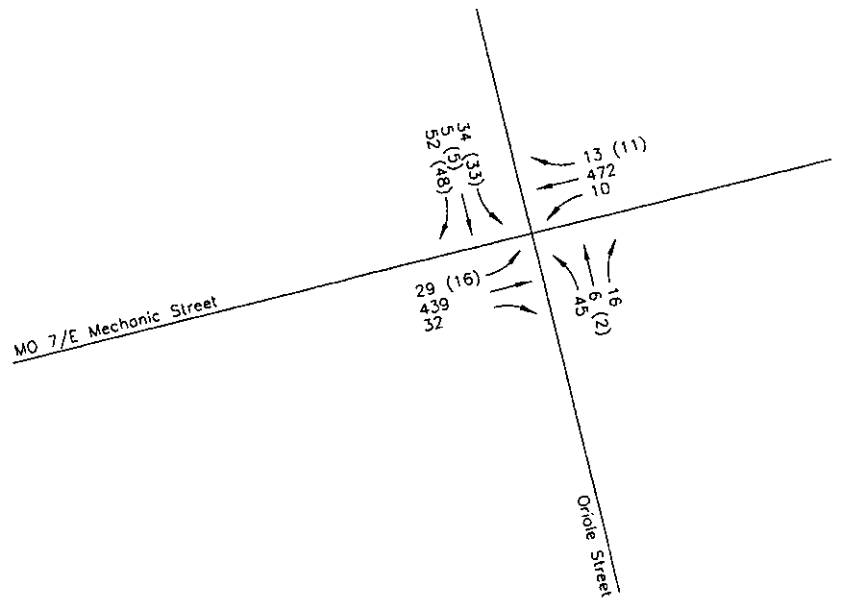
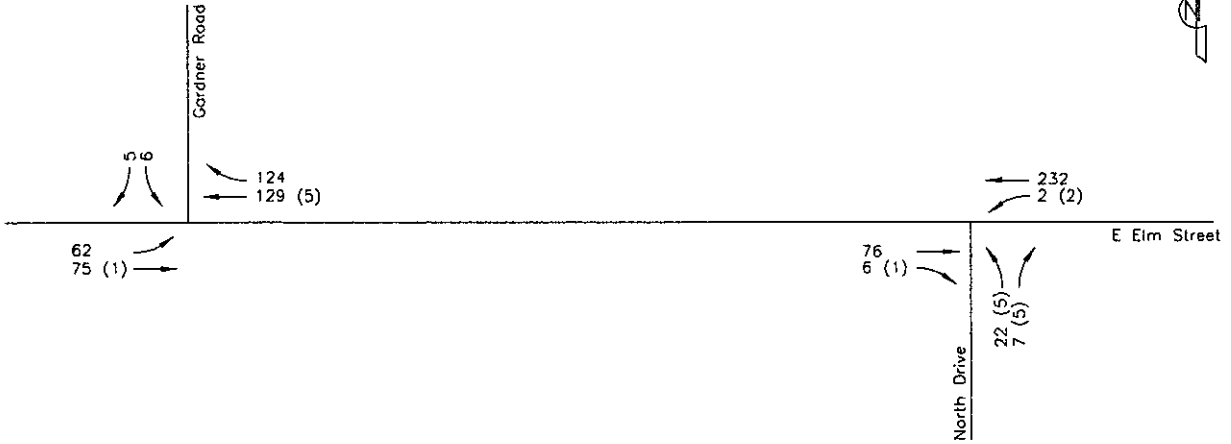
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 18



Priority
ENGINEERS



LEGEND

 Total Volume (New Trips)

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

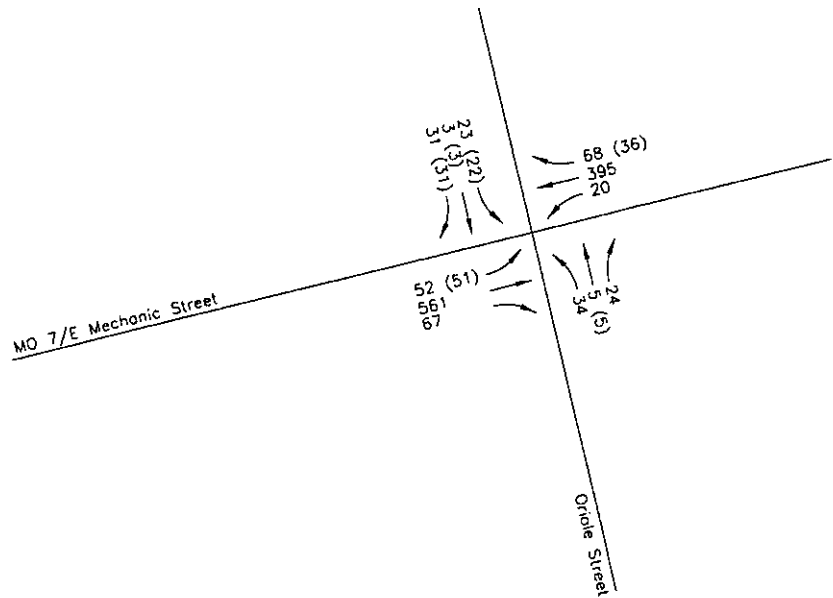
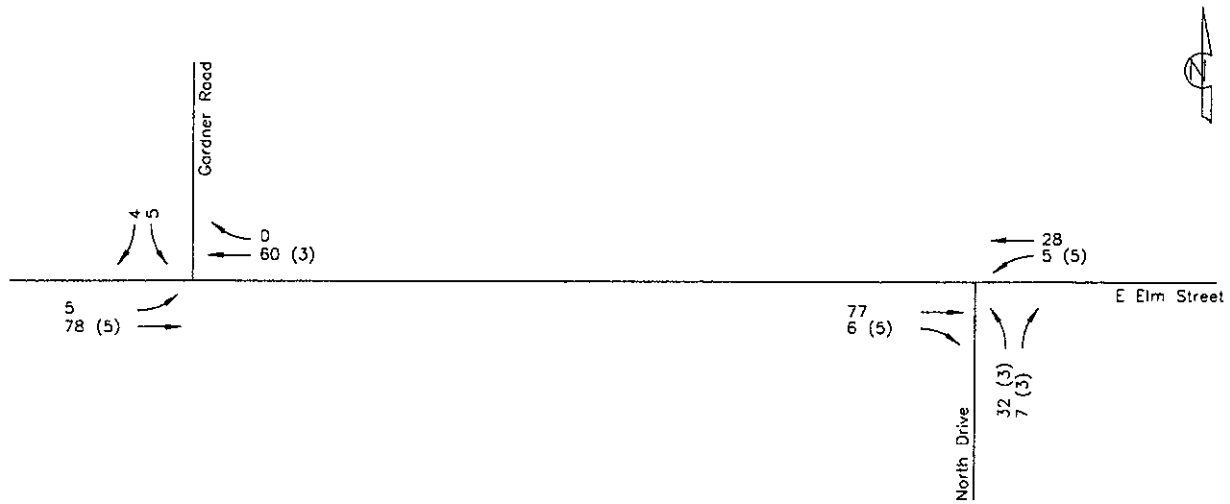
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 19



Priority
ENGINEERS



LEGEND

 Total Volume (New Trips)

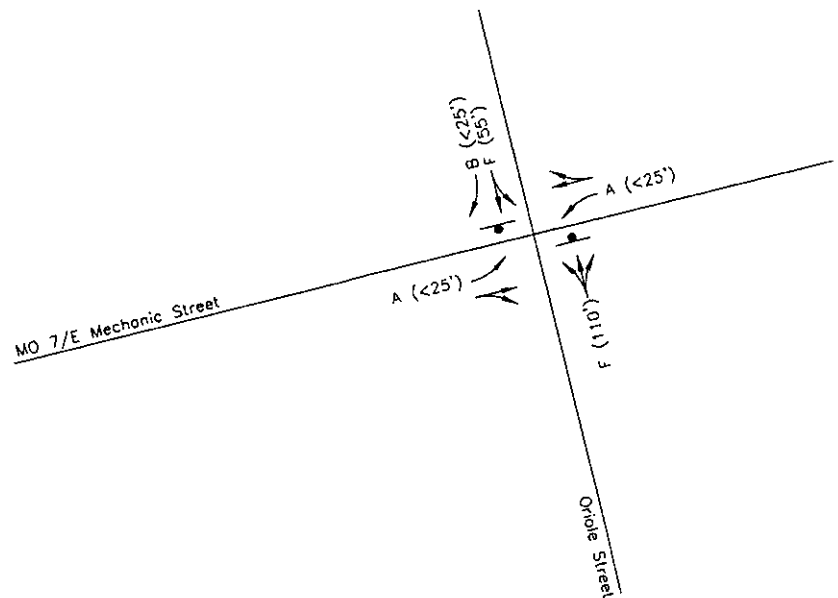
Future (2043)
(with Senior Housing)
PM Peak Hour Traffic Volumes

Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 20





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

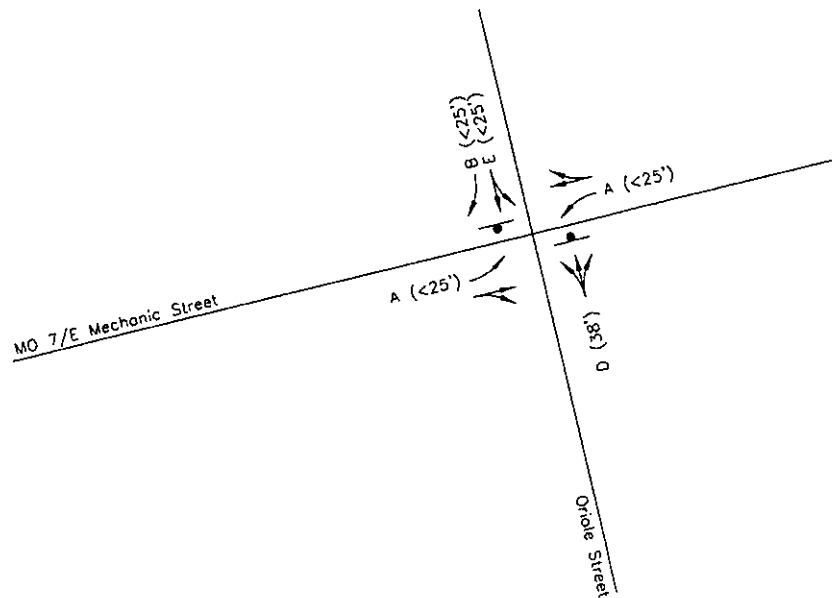
Gardens of
Harrisonville
Harrisonville, MO

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

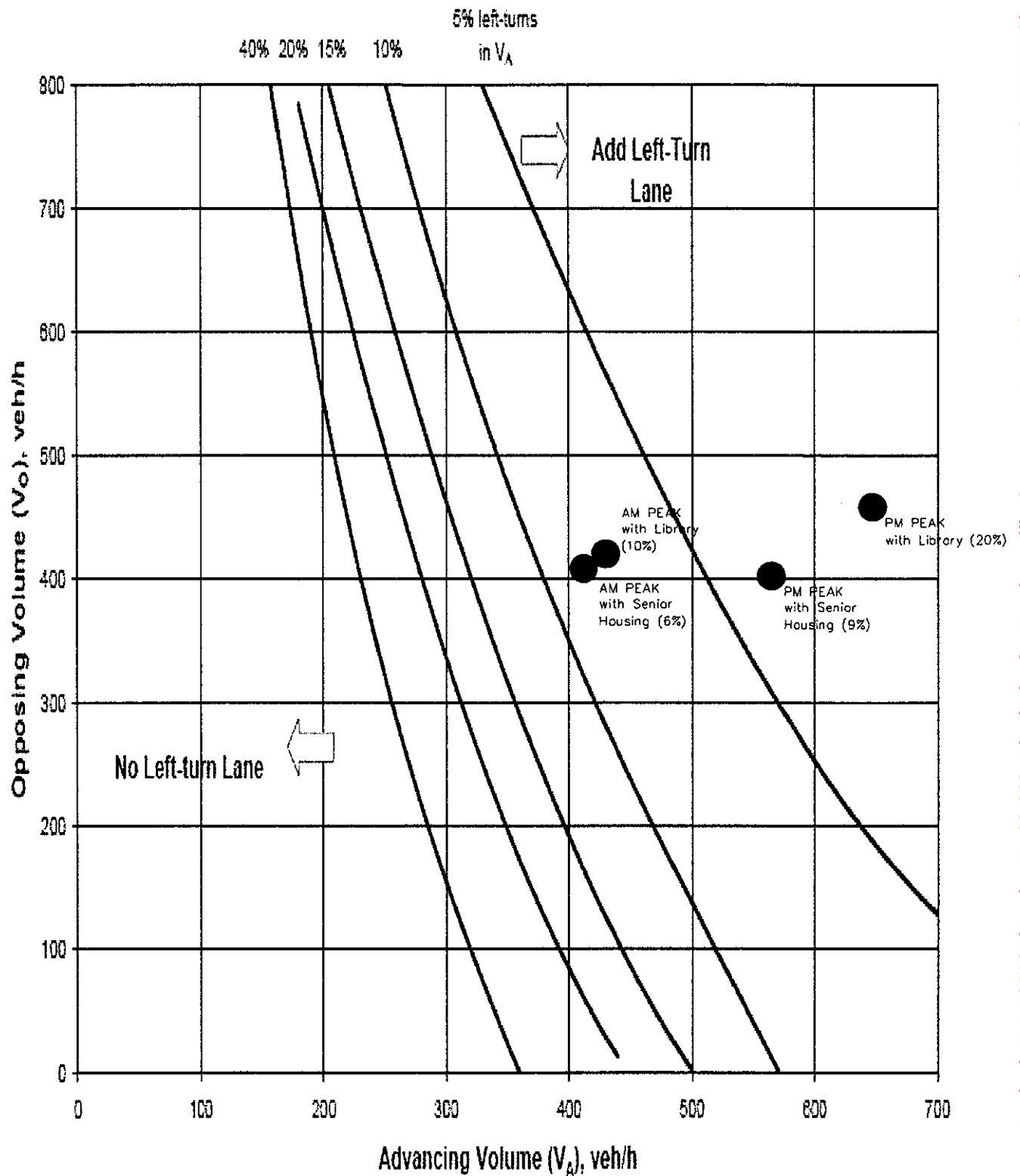
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 22



Priority
ENGINEERS



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

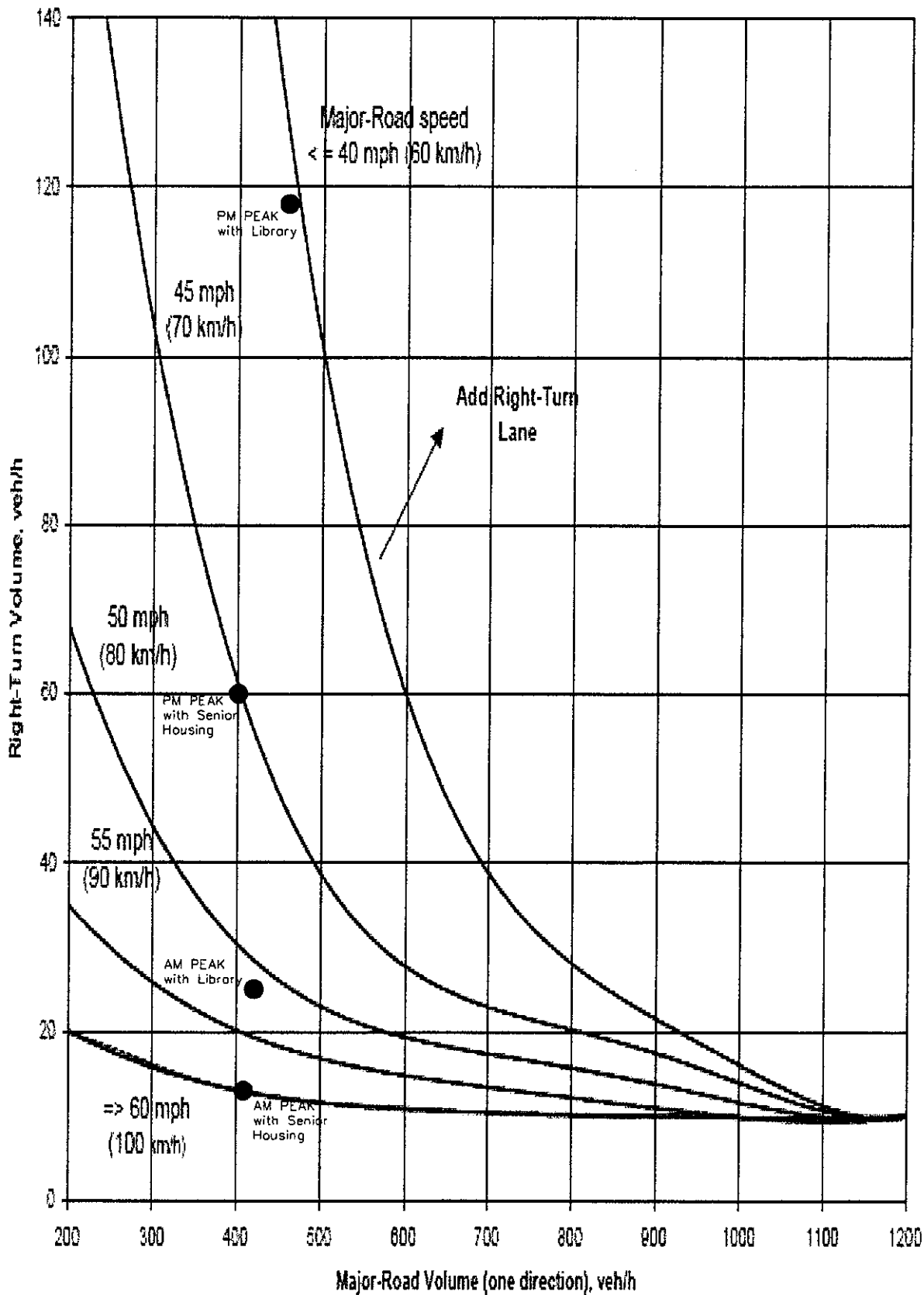
Gardens of
Harrisonville
Harrisonville, MO

No Scale

Figure 23



priority
ENGINEERS



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

Gardens of
Harrisonville
Harrisonville, MO

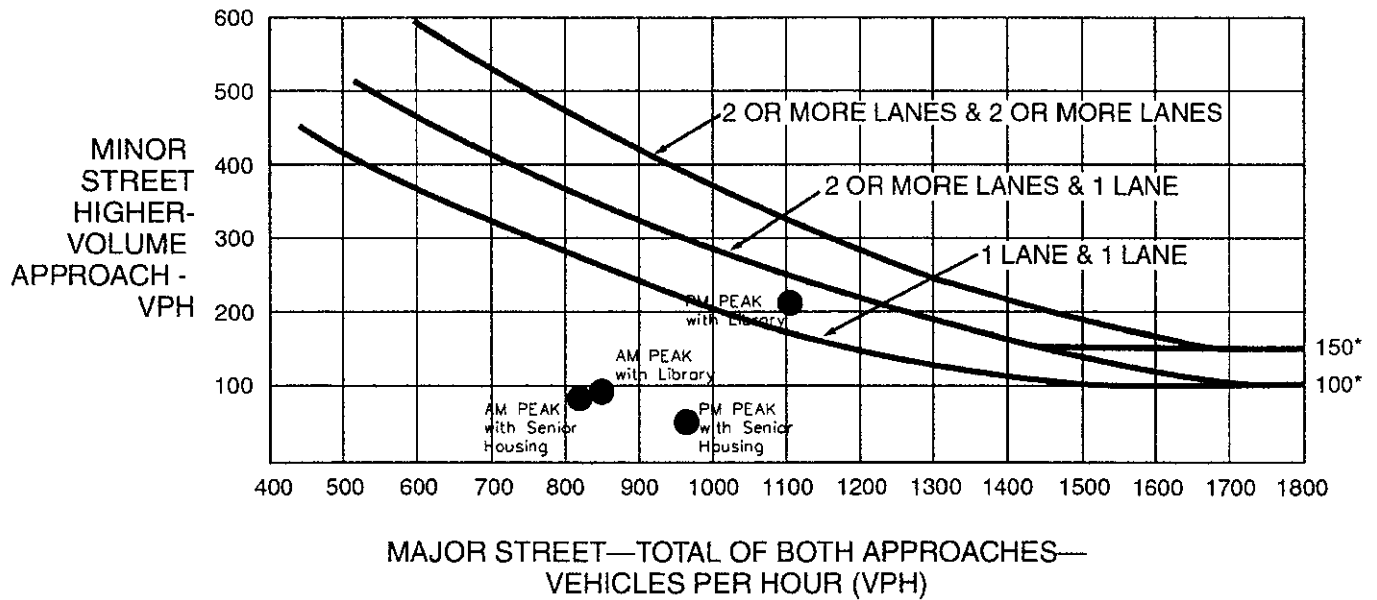
No Scale

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	8	12	24	2	137
7:30	0		1		26		23	1	1	2	18	20	1	96
7:45	3		2		18		5	0	0	0	4	13	0	43
8:00	1		1		13		0	0	0	2	3	5	1	26
8:15	2		1		5		3	0	0	0	2	10	1	24
8:30	1		2		15		1	0	0	0	4	6	0	29
8:45	0		1		8		0	0	0	0	2	17	0	28
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	Right	Left	Through		Right
7:00	1	0	105	0	12	0	4	2	79	4	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	7	1	1	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	0	1	169
8:15	1	0	82	0	10	0	3	0	65	5	0	0	0	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	0	853
Trucks	2		8		1				12					
Percentage			2%											PHF: 0.74

Elm Street & Cass Career Center Drive

Start Time	Southbound			Westbound			Northbound			Eastbound		
	Left	Peds	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
16:00	2		2		11	3	2	0	0	1	15	1
16:15	1		2		12	0	1	0	0	2	11	0
16:30	3		0		16	0	2	0	0	4	0	0
16:45	1		1		11	0	0	0	0	0	12	0
17:00	0		0		8	0	3	0	0	0	16	0
17:15	0		2		12	0	0	0	0	0	10	0
17:30	0		2		21	0	0	1	1	3	22	0
17:45	2		0		20	1	3	2	0	0	9	0
Totals	4	0	3	0	47	0	5	0	0	4	60	0
Trucks					1							
Percentage					2%							
											PHF=	0.81

1030
1027
1062
1019
991

Mechanic Street & Oriole Street

Start Time	Southbound			Westbound			Northbound			Eastbound		
	Left	Peds	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
16:00	5	1	0	13	0	0	0	101	6	0	0	1
16:15	6	0	0	2	0	8	0	109	9	0	0	0
16:30	3	0	1	10	0	2	0	114	14	0	0	0
16:45	6	0	0	6	0	9	0	122	13	0	0	0
17:00	4	0	0	5	0	7	1	103	16	0	0	0
17:15	3	0	25	7	0	2	0	121	12	1	0	0
17:30	6	0	0	8	1	1	0	83	11	0	0	0
17:45	5	0	0	8	2	5	0	81	12	0	0	0
Totals	16	0	26	28	0	20	0	460	55	1	0	0
Trucks								5				
Percentage					2%			1%	2%			
											PHF=	0.95

893
906
932
888
852

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	NBLt1	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	
Conflicting Flow All	0	0	79	0	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	NB	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 %tile 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		Minor2		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		D

Minor Lane/Major Mvmt:

	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	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
Stage 1	-	-	87
Stage 2	-	-	60
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	-	1499	845
Stage 1	-	-	936
Stage 2	-	-	963
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1499	836
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	NB	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	504
Stage 1	-	-	247
Stage 2	-	-	257
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	1234	-	466
Stage 1	-	-	713
Stage 2	-	-	705
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1234	-	434
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	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	EBL	EBT	EBR	WBL	WBT	WBR	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
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1163	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1163	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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
Stage 1	-	-	126
Stage 2	-	-	373
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	-	1453	531
Stage 1	-	-	900
Stage 2	-	-	696
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1453	529
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	NBL	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
Conflicting Flow All	0	0	112
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	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 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
Stage 1	-	-	124
Stage 2	-	-	369
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	-	1458	535
Stage 1	-	-	902
Stage 2	-	-	699
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1458	533
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	NBLn1	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 %ile 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

5.E.f



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Bureau, USDA

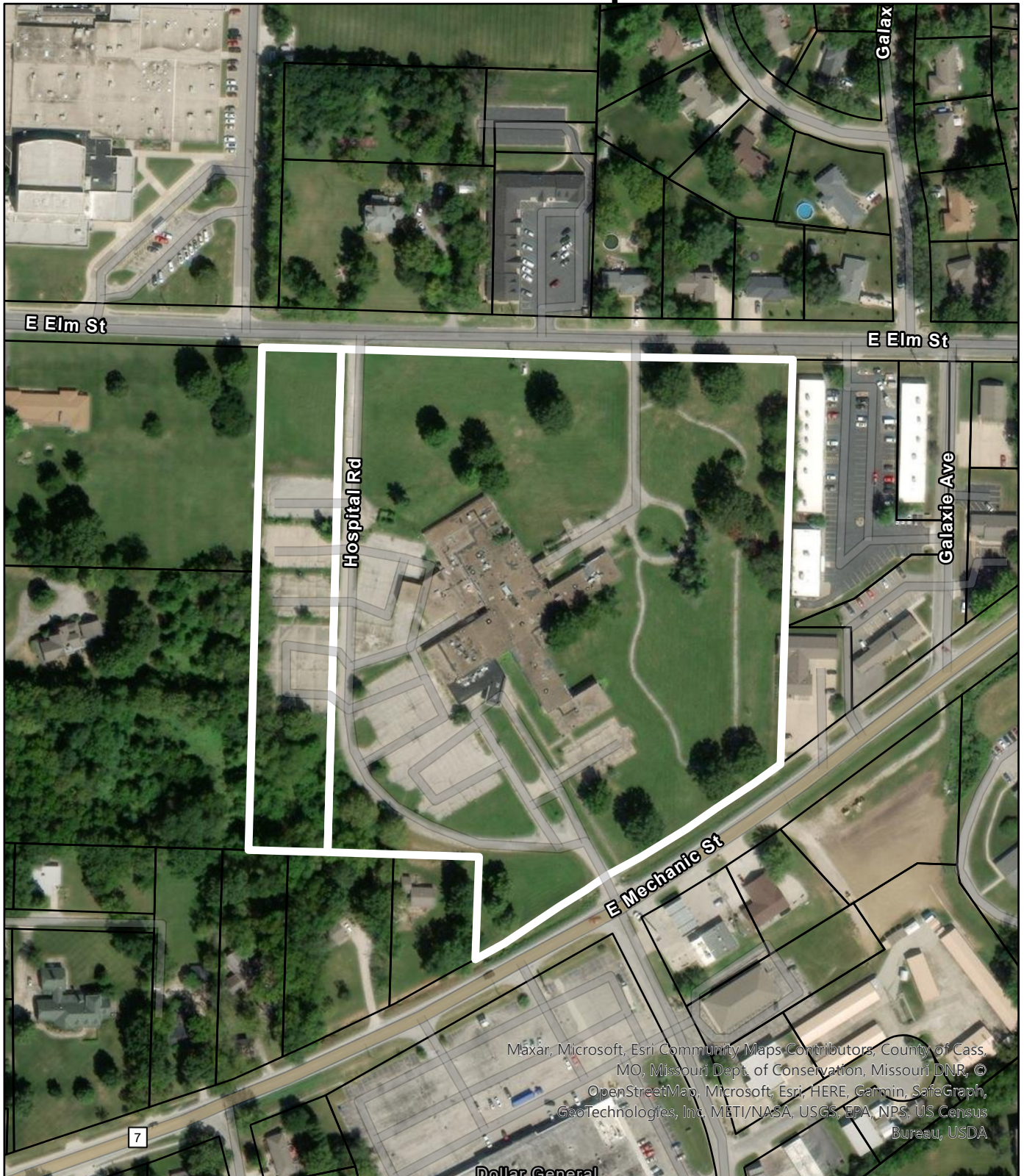
0 180 360 720 US Feet

N

Packet Pg. 121

Attachment: Zoning Map (Appl. #FP-23-002--Final Plat for Harrisonville Commons, Lots 1-3 and Tract A PUBLIC HEARING)

Aerial Map



Attachment: Aerial Map (Appl. #FP-23-002--Final Plat for Harrisonville Commons, Lots 1-3 and Tract A PUBLIC HEARING)

0 190 380 760 US Feet



Council Bill No. 2023-0xx**Ordinance No. 2023-0xx**

**AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF
HARRISONVILLE APPROVING THE FINAL 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 Final 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, a legal notice announcing a public hearing to be held on the requested Final Plat application on September 21, 2023, before the Planning & Zoning Commission and on October 2, 2023, before the Board of Aldermen of the City of Harrisonville, Missouri was published in the August 31, 2023, edition of the *Tribune and Times* newspaper; and

WHEREAS, the Planning and Zoning Commission reviewed the Final Plat for the above proposed development on September 21, 2023, and voted by voice 5-0 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 Final 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 ORDAINED 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 Final Plat of *Harrisonville Commons, Lots 1 – 3 and Tract A*.

Section 2: Final 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 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 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 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: Severability. The sections, paragraphs, sentences, clauses, and phrases of this ordinance shall be severable. In the event that any such section, paragraph, sentence, clause or phrase of this ordinance is found by a court of competent jurisdiction to be invalid, the remaining portions of this ordinance are valid, unless the court finds the valid portions of this ordinance are so essential to and inseparably connected with and dependent upon the void portion that it cannot be presumed that the City has enacted the valid portions without the void ones, or unless the court finds that the valid portions, standing alone, are incomplete and are incapable of being executed in accordance with the legislative intent.

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

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

READ FOR THE FIRST TIME BY TITLE ONLY ON THE 2ND OF OCTOBER 2023 AND WAS READ FOR A SECOND TIME BY TITLE ONLY ON THE 16TH DAY OF OCTOBER 2023 AND PASSED BY THE BOARD OF ALDERMEN THIS 16TH DAY OF OCTOBER 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 16th day of October 2023.

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

[illegible]

STAFF REPORT

TO: Board of Aldermen
FROM: Christina Stanton,
DATE: September 26, 2023
SUBJECT: Code Amendments--Creation of Design Standards and Amendment to Section 405.550.A.3.a PUBLIC HEARING

Type of Item: *Public Hearing*

F. Action Item (ID # 4638)

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI AMENDING ARTICLES I, VI, VIII, IX, X, XI, XII, XV, XVII, XVIII, XIX, AND XX UNDER CHAPTER 405—ZONING REGULATIONS, AND ARTICLES V AND VI UNDER CHAPTER 410—SUBDIVISION REGULATIONS OF THE HARRISONVILLE MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE.

History:

10/02/23 Board of Aldermen SCHEDULED

Mayor Zaring opened the public hearing at 7:03 p.m.

Staff report presented by Community Development Director Stanton.

Stanton spoke to a series of proposed Municipal Code amendments that seek to rectify the lack of design standards by creating a design standards section of code that will include:

- *Site and building design*
- *Building materials*
- *Parking*
- *Landscaping and screening*
- *Lighting*

Stanton said the proposed changes will also create an exception for R-1 zoned lots of 1.5 acres or larger in size to allow for an additional detached accessory structure provided setbacks and lot coverage requirements are met.

Stanton said the proposed changes seek to rectify the lack of design standards and provide both staff and developers with a solid starting point.

Mayor Zaring closed the public hearing at 7:11 p.m.

City Attorney Felzien read the ordinance for the first time only.

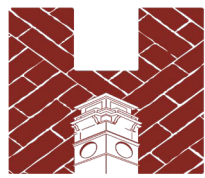
Alderman Chaney made a request that manufactured stone be removed as an allowed building material.

Attachments:

Various Code Changes 10-2-2023 BOA (PDF)

Design Standards Commentary and Mark-ups 9-25-2023 (PDF)

Ordinance-Design Standards (DOCX)



To: Board of Aldermen

From: Christina Stanton, AICP, Community Development Director

Date: October 2, 2023

Re: Code Amendments—Creation of Design Standards and Amendment to Section 405.550.A.3.a

GENERAL INFORMATION

Applicant: N/A

Requested Actions: Consideration of Proposed Code Amendments

Date of Application: N/A

PROPOSAL

Currently the City's Code contains very little design standards. There are no standards pertaining to building materials, other than the recently adopted anti-monotony regulations. Current parking requirements are the least detailed in the County. Parking requirements are spread out in the various zoning districts and within Article XX—Supplementary Regulations. Landscaping is scarcely any better. There are a few more references to a landscape design or landscape plan, but very little actual standards exist.

There are a few requirements pertaining to the screening of parking spaces that contradict (Section 405.147.F.4.d, 405.177.F.4.d, and 405.565.D.2.e). Section 405.570.A.1.b contains the only actual landscape standard in the City's Code. Section 410.350.C.2 references the "Guidelines for Landscaping Along Arterial Roadways" which was adopted by Resolution #02-08 on April 15, 2002. There are a couple of issues with the adopted guidelines, such as the fact that they are guidelines and don't have any "teeth" to them and they are not on the website anywhere. Only a handful of sections of code even mention lighting; however, all but the section pertaining to a special use permit for Adult Use Facility do not contain any actual standards for lighting.

The proposed changes seek to rectify the lack of design standards and provide both staff and developers with a solid starting point. Staff reviewed the design standards (building materials, parking, landscaping, and lighting) of Grandview, Belton, Lee's Summit, KCMO, Peculiar, Pleasant Hill, and Raymore against our current regulations. When reviewing parking standards staff also consulted the ITE (Institute of Transportation Engineers) Parking Generation Manual.

Additionally, staff has considered that there are a number of larger lots existing that are zoned R-1 (Single-Family Residential) for which the current limit on detached accessory structures may not make logical sense. Staff has compared the lot size and existing number of structures for 56 lots that are currently zoned R-1 (Single-Family Residential) and over one (1) acre in size. Many of these lots are either surrounded by or adjacent to other smaller R-1 lots. After much consideration, staff has proposed to create an exception for R-1 properties of 1.5 acres in size or larger that would allow for one additional

detached accessory structure provided all setbacks are met and the lot coverage requirement is not exceeded.

PREVIOUS ACTIONS

- September 21, 2023—The proposed code changes were heard by the Planning & Zoning Commission. The Commission recommended a verbiage change to the screening of ground-mounted mechanical equipment to be more consistent with the verbiage for screening roof-mounted mechanical equipment. The Planning & Zoning Commission voted 5-0 to recommend approval of the proposed code changes.
- August 21, 2023—Proposed Code changes were presented to the Board of Aldermen for discussion in a work session.
- October 17, 2022—The Board of Aldermen approved Ordinance #3608, which amended language pertaining to which districts required a landscape plan. This language remains unaltered.
- September 19, 2022—The Board of Aldermen approved Ordinance #3602, which capped the number of detached accessory structures from “one (1) or more” to “two (2)”, corrected setback confusion pertaining to detached accessory structures, and added Accessory Dwelling Units as an allowed detached accessory structure in certain districts.
- November 5, 2018—The Board of Aldermen approved Ordinance #3451, which allowed detached accessory buildings in the C-1, CBD-1, C-2, and CBD-2 zoning districts; and Ordinance #3452, which amended language from Ordinance #3107 to allow greater use of gravel instead of concrete and asphalt. This language remains unaltered other than updates to code references.
- October 19, 2009—The Board of Aldermen approved Ordinance #3107, which amended various sections of Chapter 405 including language pertaining to parking and loading regulations.
- April 15, 2002—The Board of Aldermen approved Resolutions 02-7, 02-8, and 02-9 establishing administrative guidelines for “Access to Park, Greenway and Open Space Areas”, “Landscaping Along Arterial Roadways”, and “Street Improvements” (respectively). These resolutions stated it was intended for these “guidelines” to be made part of the Subdivision Regulations; however, since they were adopted as resolutions and not ordinances the codes were not updated and as guidelines they could only be recommendations or suggestions (not enforceable).
- May 13, 1991—The Board of Aldermen approved Zoning Ordinance #1825, which established most of our current zoning districts. This Zoning Ordinance removed “Gymnasiums, Tennis Courts and Similar Recreation Facilities not owned by the City of Harrisonville” from the listed parking uses and added “Commercial Facilities not Otherwise Classified”; “Office Building”; “Convention Hall, Lodge, Club, Museum, and Place of Amusement and Recreation”; “restaurants and Cafeterias”; and “Taverns or Clubs Serving Alcohol or Cereal Malt Beverage” to the listed parking uses.
- August 16, 1978—The Board of Aldermen approved Zoning Ordinance #1194, which established much of the Zoning and Subdivision Regulations as they are currently, including much of our current parking standards.

KEY ISSUES

- Currently the Zoning Regulations:
 - Contain very little design standards:
 - There are no standards pertaining to building materials except the recently adopted anti-monotony regulations;
 - Parking standards are very limited and in multiple locations (each zoning district currently contains its own parking standards and there are some listed under supplementary regulations);
 - There are vague references to landscape design or landscape plan, but very little actual standards exist in the City’s Municipal Code;
 - Although, there are a few requirements pertaining to the screening of parking spaces, but they are not consistent throughout the Code;

- Additionally, the Subdivision Regulations reference the “Guidelines for Landscaping Along Arterial Roadways”, but this “Guideline” is not part of the Code, nor is it available on the City’s website;
 - There are no lighting standards in the City’s Municipal Code except for those few listed under Special Use Permit for an Adult Use Facility;
- The 2040 Comprehensive Plan contains the following recommendations:
 - Review site development and infrastructure design standards to incentivize the use of green development practices and to ensure compliance with the MARC 2050 Climate Action Plan to mitigate effects of industry on the environment; and
 - MARC’s 2050 Climate Action Plan contains a number of recommendations including adopting an ordinance to encourage trees, native landscaping, and stream buffering and updating planning/zoning regulations and engineering standards for stormwater management
 - Review and consider adopting relevant portions of MARC’s 2020 Model Ordinance for Tree Protection, Weed Management, and Native Plant Encouragement as a general stormwater management strategy.
 - MARC’s 2020 Model Ordinance for Tree Protection, Weed Management, and Native Plant Encouragement contains a number of recommendations including encouraging native plants and green infrastructure to help management of stormwater, adopting an invasive plants ordinance, and adopting a tree protection ordinance
- The proposed Code changes seek to rectify the lack of design standards by creating a design standards section of code that will include:
 - Site and building design;
 - Building materials;
 - Parking;
 - Landscaping and screening; and
 - Lighting.
- These proposed changes include encouraging native plants to help manage stormwater and encourage the preservation of existing trees, especially those considered significant, and require buffering of riparian areas. Some future amendments may be needed to further strengthen the connection between landscaping and stormwater management, such as green infrastructure, or better address invasive species.
- Additionally, changes are proposed that remove redundancy and inconsistencies (such as the various parking standards under the individual zoning districts) and place all parking requirements in one section of code, with the exception of CBD-1 and CBD-2.
- Much of the existing language pertaining to the design and dimensions of parking are being left, Code references have been updated as needed.
- Much of the existing language under Section 405.570, Landscaping and Screening, has been moved into the new design standards and greatly expanded to include:
 - Contents of Landscaping Plan;
 - Minimum Landscaping Requirements such as...
 - Plant sizes,
 - Encouragement of preservation of existing plant materials and use of native plants,
 - Riparian protection buffer,
 - Interior (foundational and parking islands) landscaping,
 - Perimeter (street trees and screening of adjacent uses/districts) landscaping, and
 - Screening of trash enclosures and loading areas and mechanical equipment.
 - Installation and Maintenance
- Lighting standards, including:
 - When a lighting plan is required and what needs to be on the plan;
 - Minimum Lighting Requirements
 - Parking Lot Lighting;
 - Wall-Mounted Lighting;
 - Accent Lighting;

- Canopy and Drive Thru Lighting; and
 - Outdoor Recreation Lighting.
- Created exception for R-1 zoned lots of 1.5 acres or larger in size to allow for an additional detached accessory structure provided setbacks and lot coverage requirements are met.

ATTACHMENTS

Staff Commentary and Mark-ups



THE CITY OF HARRISONVILLE

WHERE TRADITION MEETS INNOVATION

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

Existing Municipal Code in black.

Removals in red.

Additions in green.

Highlights = Discussion.

CS commentary in blue.

Staff Commentary

Currently the City's Code contains very little design standards. There are no standards pertaining to building materials, other than the recently adopted anti-monotony regulations. Current parking requirements are the least detailed in the County. Parking requirements are spread out in the various zoning districts and within Article XX—Supplementary Regulations. Landscaping is scarcely any better. There are a few more references to a landscape design or landscape plan, but very little actual standards exist.

There are a few requirements pertaining to the screening of parking spaces that contradict (Sections 405.147.F.4.d, 405.177.F.4.d, and 405.565.D.2.e). Section 405.570.A.1.b contains the only actual landscape standard in the City's Code. Section 410.350.C.2 references the "Guidelines for Landscaping Along Arterial Roadways" which was adopted by Resolution #02-08 on April 15, 2002. There are a couple of issues with the adopted guidelines, such as the fact that they are guidelines and don't have any "teeth" to them and they are not on the website anywhere. Only a handful of sections of code even mention lighting; however, all but the section pertaining to a special use permit for Adult Use Facility do not contain any actual standards for lighting.

The proposed changes seek to rectify the lack of design standards and provide both staff and developers with a solid starting point.

Chapter 405. Zoning Regulations

ARTICLE XX. Supplementary Regulations

Section 405.565. **Design Standards****Parking and Loading Regulations.**

- A. **Applicability.** The following regulations are applicable to the construction and exterior appearance of all commercial, office, industrial and multi-family developments hereafter erected, constructed, altered or repaired.
- B. **Purpose.** The purpose of the following regulations is to:
 1. Protect property values, enhance community appearance, and preserve neighborhood character.
 2. Encourage developers to create more attractive, efficient, and pedestrian-friendly living, shopping, and working environments.
 3. Increase beauty and quality of community life by improving the character of building exteriors and surroundings.



THE CITY OF HARRISONVILLE

WHERE TRADITION MEETS INNOVATION

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4. Increase beauty and quality of employees' working and leisure-time experiences by improving the pedestrian environment and exterior building character in office, commercial, and industrial districts.
- C. Site and Building Design.
1. The form and proportion of buildings should be consistent with the scale, form, and proportion of other development within the immediate surrounding area.
 2. The rhythm of structural mass to voids, such as windows and glass doors, of a front façade should relate to the rhythms established by adjacent buildings.
 3. Care should be exercised to coordinate final grades and site arrangement with those of adjoining properties and streets.
 4. Buildings shall incorporate four (4) sided architecture. Horizontal and vertical elements shall extend completely around the building and utilize the same, compatible, or complimentary materials on all building facades.
 5. Consistent architectural design, including building materials and colors, should be carried throughout larger developments. Designs should provide visual interest and variety yet be consistent with the architectural character of the area.
 6. A façade consisting of a single undifferentiated plane with a single texture or color, excluding windows, doors or overhead doors, is prohibited.
- D. Building Materials.
1. Materials requiring low maintenance are recommended over high maintenance materials. For instance, materials with integral color are generally recommended over materials that require painting.
 2. High-quality materials that are durable, economically maintained, and will retain their appearance over time include, but are not limited to: brick, glass, stucco, natural and fabricated stone, treated wood, integrally-colored, textured or glazed concrete masonry units (CMUs), pre-stressed concrete systems, water-managed Exterior Insulated Finish Systems (E.I.F.S.), or similar durable and visually pleasing materials.
 3. Allowed building materials shall include:
 - a. Masonry. Brick, stone, concrete masonry units (CMUs) with split-face, fluted, scored or other rough texture finish. (Specifically excluding smooth finish CMU or concrete brick i.e. "Cherokee block", with the color and texture of clay brick.)
 - b. Concrete. Precast, exposed aggregate, cast in place, or tilt up panels provided a rough texture is present or to be added.
 - c. Stucco. Including E.I.F.S., Dryvit, but excluding pre-manufactured panels.
 - d. Structural Clay Tile. Excluding glazed surface finish.
 - e. Glass. Glass curtain walls, glass block, excluding mirror glass which reflects more than 40 percent of incident visible light.
 - f. Metal. Used only in an incidental role i.e., trim, architectural features, standing seam metal roofing or other architectural metal siding or roofing.
 4. Exterior building materials shall be continued down to within nine inches (9") of finished grade on any elevation. Exterior masonry materials shall be continued to the top of grade.
 5. If E.I.F.S. or wood is the primary material utilized on a building, the bottom three (3) feet of the building shall be constructed of brick, stone or other similar material.



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6. The use of metal siding is permitted only in industrial districts and only for side and rear facades. The materials used on the front façade shall be incorporated into any façade visible from a public street to break up the monotony of those facades.
 7. The use of corrugated metal panels, with a depth of less than three-quarter inch or a thickness of less than the U.S. Standard 26-gauge, shall be prohibited.
 8. The use of unpainted panels, excluding panels made from copper, weathered steel, or stainless steel, shall be prohibited. The color finish of metal panels and exposed fasteners shall have extended durability with high resistance to fade and chalk.
 9. Corrugated metal facades shall be complemented with masonry, whether brick, stone, stucco or split-face block. Architectural metal panels may be an acceptable substitute for masonry.
- E. Parking.** Shall be required for all structures erected. For all buildings or structures hereafter erected, constructed, reconstructed, moved or altered except in District "CBD-1", off-street parking in the form of garages or open areas made available exclusively for that purpose shall be provided. Such parking spaces shall be located entirely on private property with no portion except the necessary drives extending into any street or other public way. Where an existing building or use has insufficient parking at the time of passage of this Section or any amendment thereto, said building may be enlarged or use intensified only if adequate parking is provided for the entire building and all uses on the property in accordance with the requirements of this Section. **Except for those uses listed below, parking spaces shall be provided as set out in Articles IV through XVII.** Parking shall be provided as specified below:

Minimum Parking Required by Use	
Use Category/Specific Use	Minimum Parking Spaces Required
Residential	
Assisted Living Facility	1/dwelling unit (DU)
Efficiency or Studio Unit	1/dwelling unit (DU)
Elderly/Disabled	1/dwelling unit (DU)
Loft Dwelling	1/dwelling unit (DU)
Manufactured Home Park	2/manufactured home
Multi-Family Dwelling	1.5/dwelling unit (DU)
Single-Family Dwelling	2/dwelling unit (DU)
Two-Family or Duplex Dwelling	2/dwelling unit (DU)
Institutional	
Auditorium/Public Assembly	1 for 4 seats allowed under maximum occupancy
Church, Synagogue, Place of Worship	1 for 3 seats, or 1 per 12 feet of pew, or 1/30 sqft. in the largest assembly room
Civic Clubs, Fraternal Lodges	4/1,000 sqft. of GFA
Community Center	2.5/1,000 sqft. of GFA
Hospital	1 per 3 beds + 1 per 2 staff or visiting doctors
Library, Museum, Cultural Exhibit	2.5/1,000 sqft. of GFA
Post Office	1/1,000 sqft. of GFA



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Public Safety Services (Fire, Police, Ambulance)	1/1,000 sqft. of GFA
School—Elementary, Junior High and Equivalent Parochial	2/classroom
School—High Schools, Colleges and Other Educational Institutions for Students of Driving Age	12/classroom + 1 for each 2 employees
Commercial	
Adult Business	2.5/1,000 sqft. of GFA
Amusement Center, Recreational Attraction, Roller Skating, or Ice-Skating Rink	6/1,000 sqft. of GFA
Animal Services (Boarding, Grooming, and Veterinary)	2.5/1,000 sqft., not including animal pen areas
Athletic Fields/Stadiums	1 for 4 seats
Automobile, Truck, Recreational Vehicle, Manufactured Home Sales/Rental/Service	2/1,000 sqft. of indoor sales area + 1/2,500 sqft. of outdoor display + 3/service bay
Automotive Supplies	3/1,000 sqft. of GFA
Bar	1/employee on maximum shift + 1 for each 4 seats or building capacity as determined by Building Code
Barber/Beauty Shop or Salon	3/employee on maximum shift
Boarding/Rooming House	1 per guest room + 1/employee on maximum shift
Body Shop	10/1,000 sqft. of GFA in the building, exclusive of basement storage areas, + 1 for each employee
Bowling Alley	5 for each lane
Car Wash	1/employee on maximum shift
Contractor's Supplies and Equipment, Sales and Service	2.5/1,000 sqft. of indoor sales area
Convenience Store/Gas Station	1/bay + 1/pump island, minimum 6 spaces
Crematorium	1 per 4 employees
Day Care Center	2.5/1,000 sqft. of GFA
Driving Range, Golf Course	1/tee; 4/green
Drug Store	2/1,000 sqft. of GFA
Financial Institution	4/1,000 sqft. of GFA
Funeral Home	1 per 3 seats + 1/30 sqft. of assembly area with no fixed seats
Furniture or Carpet Store	1.5/1,000 sqft. of GFA
Greenhouse, Nursery	1/employee on maximum shift + 4/1,000 sqft. of floor area accessible to the general public + 4/1,000 sqft. of general office space
Grocery Store/Specialty Market (Not a Supermarket)	4/1,000 sqft. of GFA



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Group Boarding Home	1.5/employee on maximum shift
Hardware/Paint Store	1/1,000 sqft. of GFA
Health Club or Fitness Center	4/1,000 sqft. of GFA
Home Improvement Superstore	3/1,000 sqft. of GFA
Hotel/Motel with Restaurant or Lounge Open to the Public	1.5/Room
Hotel/Motel with No Restaurant or Lounge; or with a Restaurant or Lounge provided for guests only	1/Room
Laundry/Dry Cleaning	1/employee on maximum shift + 4/1,000 sqft. of floor area accessible to the general public + 4/1,000 sqft. of general office space
Liquor Store	2/1,000 sqft. of GFA
Miniature Golf	15 for each 9 holes
Motor Vehicle Repair	1/bay + 1/pump island, minimum of 6 spaces
Nursing Home	1 per 3 beds + 4/1,000 sqft. of office space
Office, General and Professional	3/1,000 sqft. of GFA
Office, Medical/Dental	4/1,000 sqft. of GFA
Restaurant	10/1,000 sqft. of GFA
Retail Establishments Not Otherwise Listed	3/1,000 sqft. of GFA
Shopping Centers (Excluding Pad Sites): 25,000 – 399,999 sqft.	5/1,000 sqft. of GFA
Shopping Centers (Excluding Pad Sites): 400,000 – 599,999 sqft.	4.5/1,000 sqft. of GFA
Shopping Centers (Excluding Pad Sites): 600,000+ sqft.	4/1,000 sqft. of GFA
Supermarket	5/1,000 sqft. of GFA
Swimming Pool	1/30 sqft. of gross pool area
Theater	1 for each 4 seats + 1 for each employee on maximum shift
Industrial	
Freight Terminal	1/1,000 sqft. of GFA
Frozen Food Lockers	1/100 sqft. of service floor area
Manufacturing/Warehouse	1/1,000 sqft. of GFA + 4/1,000 sqft. of office space
Mini-Warehouse/Self Storage Facility	1/employee + a minimum of 4 customer spaces
Salvage Yard	1/10,000 sqft. of storage area + 1/employee
Vehicle Storage/Towing	1 per employee

For the following uses one (1) off-street parking space shall be provided for each:

A. Employee.



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- B. Two (2) employees.
- C. Guest room or two (2) guest beds.
- D. Three (3) beds or three (3) seats.
- E. Two (2) staff and visiting doctors.
- F. One hundred (100) square feet service floor area.
- G. One hundred fifty (150) square feet service floor area.
- H. Two hundred (200) square feet service floor area.
- I. As determined by Planning and Zoning Commission.
- J. Two (2) seats.
- K. Two hundred fifty (250) square feet service floor area.
- L. Fifty (50) square feet of service floor area.

Use	Key
Commercial facilities not otherwise classified	G
Churches, theaters, athletic fields and other seating facilities	D
Libraries	B, H
Fraternity or sorority houses, dormitories, hotels, motels and apartment hotels	B, C
Hospitals, sanitariums or homes for convalescent or aged	D, E
Armories or assembly halls	D
Office building	K
Mortuaries	B, D
Medical or dental clinics	F
Theaters	D
Frozen food lockers	F
Convention hall, lodge, club, museum and all places of amusement and recreation	I
Miniature golf courses	I
Restaurants and cafeterias	D
Taverns or clubs serving alcohol or cereal malt beverages	A, J

B. 1. Rules for Computing Parking Requirements.

a. **Multiple Uses.** When a building or development contains multiple uses, the off-street parking requirement shall be calculated for each individual use and the total parking requirement shall be the sum of the individual parking requirements unless the uses operate at different hours and are able to utilize shared parking.

b. **Uses Not Listed.** Any use not included in the parking requirements in this Chapter, the Director of Community Development shall establish the parking requirements either based upon a listed use deemed most similar to the proposed use or based upon industry standards. The Director may require the applicant to submit a parking study or other evidence to help determine the most appropriate parking standard for the proposed use. be assigned a parking requirement by the Planning and Zoning Commission.



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C.2. Dimensions Of Parking And Other Paved Areas. Parking stall dimensions shall be not less than nine (9) by twenty (20) feet plus the necessary space for maneuvering into and out of the space. For parking lots the minimum cross dimensions shall be as follows:

90° pattern	Single-loaded aisle — 42 feet Wheel stop to opposite curb
90° pattern	Double-loaded aisle — 60 feet Wheel stop to wheel stop
60° pattern	Single-loaded aisle — 40 feet Wheel stop to opposite curb
60° pattern	Double-loaded aisle — 56 feet Wheel stop to wheel stop
45° pattern	Single-loaded aisle — 34 feet Wheel stop to opposite curb
45° pattern	Double-loaded aisle — 47 feet Wheel stop to wheel stop
Parallel spaces	9 by 23 feet each space

Drives to parking areas, service areas, loading docks and other on-site facilities served by or serving motor vehicles shall not exceed thirty-five (35) feet in width measured at a point where drive curbs are generally parallel. Head-in parking, where vehicles use a part of a public street right-of-way for entering or backing from a parking space or where any part of the parked vehicle occupies street right-of-way, shall not be permitted.

D.3._Improvement Of Parking Areas.

1.(a) All parking areas and drives, except as specifically provided for in this Subsection **3(a) (D)(1)**, shall be ready for use upon occupying a building and shall be surfaced with a minimum of two (2) inches of hot-mix asphaltic concrete on a minimum four (4) inch compacted stone base or Portland cement concrete paving of equal strength (the "Hard Surface Requirement"). All such drives and off-street areas used by vehicles, except those serving single- and two-family dwellings, shall have curbs. The Director of Codes Administration may grant an extension by issuing a temporary certificate of occupancy when weather conditions are not satisfactory for placing paving materials. Exceptions to the Hard Surface Requirement are specified in Subsections **3(a)(1), (2), (3), and (4) (D)(1)(a, b, c and d)**, below. None of these exceptions herein shall relieve the owner, occupant or developer from the requirements of the Americans with Disabilities Act regulations, including hard surfaced parking areas for those with disabilities.

[Ord. No. 3452, 11-5-2018]

a._(1) Required Driveway Connection Condition For Any Exception To Apply. Gravel may be used in lieu of the Hard Surface Requirement for the exceptions described in Subsections **3(a)(2), (3), and (4) (D)(1)(b, c and d)** of this Subsection **3(a) (D)(1)**, providing that any driveway connection from the parking lot to the street is constructed to the standard of the Hard Surface Requirement for at least ten (10) feet in depth from the street for the width of the driveway. Driveways shall also mean Drives to parking areas.

b._(2) Exceptions For Non-residential Uses. Except as required in Subsection **3(a)(1) (D)(1)(a)**, above, existing gravel parking lots with a non-



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residential use may remain as gravel until a new principal use structure is constructed on the property at which time all parking areas shall meet the Hard Surface Requirement. This exception shall include a property with a previously approved Special Use Permit condition(s), provided the requirements in Subsection 3(a)(1) (D)(1)(a) are met.

c. (3) Exceptions For Residential Uses — Single-Family. Except as required in Subsection 3(a)(1) (D)(1)(a), above, driveways may be gravel for single-family residences that extend more than one hundred (100) feet from the street to the house or accessory structure. This exception shall not apply to zoning districts described in Subsection 3(a)(4) (D)(1)(d), below.

d. (4) Exceptions For Residential Uses "R-1B" and "R-2B." Except as required in Subsection 3(a)(1) (D)(1)(a), above, the following exceptions apply to zoning districts for the Single-Family "R-1B" Near Downtown Single-Family Neighborhood District and "R-2B" Near Downtown Two-Family Neighborhood District:

(1)(i) Existing gravel driveways are not required to be improved when a single-family home is removed and replaced with a new single-family home, and

(2)(ii) Single-family residences may have one (1) gravel parking space in the side or rear yard.

2.(b) No parking spaces shall be located within three (3) feet of an adjoining lot in a District "E" to "R-4" inclusive. Any lights used to illuminate the parking area shall be so arranged as to direct light away from any adjacent premises in a residential district. In addition, the following regulations shall apply:

a. (1) In Districts "E" to "R-4" inclusive, no parking shall be permitted in the required front yard or within ten (10) feet of a public street, except that parking of motor passenger cars shall be permitted in customary driveways of single- and two-family dwellings.

b. (2) In District "C-O", no parking area in a front yard shall extend closer than ten (10) feet to the right-of-way and no parking area in a side yard of a corner lot shall extend closer than four (4) feet to a street. In Districts "C-1" to "M-2", no parking area shall extend closer than four (4) feet to a right-of-way measured to the back of the curb of the parking area.

c. (3) All parking lots and drives leading thereto, except those serving single-family and two-family dwelling, shall have curbs and drainage facilities approved by the City Administrator. Where greater setback requirements do not prevail, the back of the curb of a paved parking area shall not be closer than four (4) feet to a property line, except that in a planned zoning district, the Planning and Zoning Commission and the Board of Aldermen may permit a lesser setback where similar development on an adjoining lot will produce a satisfactory relationship.

d. (4) The floor area designed and used exclusively for grain storage shall not be included in the parking calculation. Such parking spaces shall be on the premises or on other property within two hundred (200) feet of an employee entrance to the building being served. Each establishment shall also provide adequate loading space within a building or on the premises in such a way that all storage, standing and maneuvering of trucks and other service vehicles shall be off the public right-of-way.



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(5) A portion of the parking area required by this Chapter may remain unimproved until such time as the Board of Aldermen deems it must be improved to adequately serve current parking demand. A permit for construction of such delayed improvement may be issued only after the Planning and Zoning Commission and the Board of Aldermen are satisfied that the initial occupancy of the premises will be adequately served by the lesser number of spaces and only after approval by both bodies of a final development plan indicating clearly the location, pattern and circulation to and from the initial and the delayed parking spaces. The land area so delineated for future parking shall be brought to finished grade, be landscaped and shall not be used for building, storage, loading or other purposes.

e. (6) Screening and landscaping. All open automobile parking areas containing more than four (4) parking spaces shall be effectively screened on each side adjoining or fronting on any residential or institutional property by a wall or fence not less than five (5) feet high or more than six (6) feet high or a densely-planted compact hedge not less than five (5) feet in height.

F. Landscaping and Screening.

1. **When Required.** All plans submitted in support of a building permit application, except for single-family and two-family dwellings and excluding buildings in District "CBD -1," shall hereafter include a landscape plan and include screening where appropriate. **All development plans shall include a landscaping plan.**

2. **Contents of Landscaping Plan.** All landscaping plans shall include the following information:

- a. North arrow and scale not to exceed one-inch equals 50 feet;
- b. Topographic information and final grading adequate to identify and properly specify planting areas needing slope protection;
- c. The location and size of all utilities on the site;
- d. The location of all existing and proposed parking areas, sidewalks, and other paved surfaces;
- e. The location of all existing and proposed buildings and structures;
- f. The location of hose connections and other watering sources;
- g. The boundaries of each required buffer or landscape strip;
- h. The location and mature size of all landscape materials to meet the requirements of this Section, drawn to scale, and a planting schedule indicating plant names (common and scientific), quantities and size at planting;
- i. The location, size, and type of all above-ground and underground utilities and structures with proper notation, where appropriate, so as to identify any safety hazards to avoid during installation of landscaping;
- j. The location, size and common name of all existing plant materials to be retained; and
- k. The location and construction details, including a profile section, of each structure proposed to meet buffering requirements.

3. **Minimum Landscaping Requirements.** Landscaping shall be provided for the development or redevelopment of all commercial, industrial, multi-family, and institutional property as provided herein.



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a. General Requirements.

(1) **Planting Seasons.** Landscaping planted in fulfillment of these regulations shall only be planted during the spring (March 15 through June 15) or fall (September 15 through December 1). Planting at other times of the year may occur after receiving approval from the Community Development Director.

(2) **Minimum Plant Sizes.** The following are the required minimum plant sizes:

(i) Deciduous trees shall be two-inch (2") caliper as measured at a point six inches (6") above the ground or top of the root ball, at planting.

(ii) Evergreen trees shall be five feet (5') in height at planting.

(iii) Ornamental trees shall be one-inch (1") caliper as measured at a point six inches (6") above the ground or top of root ball, at planting.

(iv) Medium shrubs shall be 18- to 24-inch balled and burlapped or two-gallon container.

(v) Large shrubs shall be 24- to 30-inch balled and burlapped or five-gallon container.

(3) The preservation of existing plant material, when it meets the above minimum requirements and especially trees that are considered significant, is strongly encouraged. Significant trees may be given multiple credits.

(4) The use of native plant materials is strongly encouraged, especially in areas where drainage is a concern and in and around detention or retention areas.

(5) The *American Standard for Nursery Stock*, published by the American Association for Nurserymen, shall be the standard reference for the determination of plant standards. Publications of the University Extension, University of Missouri System, the Missouri Department of Conservation, and other authorities acceptable to the Director may also be used.

(6) All portions of the site not covered with paving or building shall be landscaped. Open areas not covered with other materials shall be covered with sod. Ground cover shall be utilized on all slopes in excess of 3:1 slope.

(7) **Shade trees** shall be planted on all projects and shall include such species as ash, sycamore, maple, oak or comparable trees suitable to the growing environment which prevails.

(8) No tree shall be planted within the sight triangle of a street or drive intersection or within ten feet (10') of a fire hydrant.

(9) Only trees ornamental trees (20 feet or less in height at maturity) may be planted under or within fifteen lateral feet (15') of any overhead utility wire.

(10) **Riparian Protection Buffer.** The riparian protection buffer is intended to protect the habitat, wetland, slopes, stream integrity, and features in the immediate vicinity of the riparian area. These



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areas are typically ecologically rich but sensitive habitats that also serve as critical buffers to sedimentation. The minimum total width of the riparian protection buffer shall be the width of the mapped floodplain, or where the floodplain is not mapped or is narrower than 100 feet, shall be 100 feet from the annual high water line (AHWL) on both sides. On residential properties, the minimum width of the riparian protection buffer may be reduced to 50 feet in some locations where the floodplain in that area is less than 50 feet wide, and if an average setback of 100 feet is maintained across the property as a whole.

(11) Prohibited Trees. The following trees are prohibited and cannot be used to satisfy the landscaping requirements: Box Elder Maple (*Acer Negundo*), Catalpa (*Catalpa Series*), Cottonwood (*Populus Deltoids*), American Elm (*Ulmus Americana*), Chinese Elm (*Ulmus Parvifolia*), Siberian Elm (*Ulmus Pumila*), Ginkgo (female only, *Ginkgo Biloba*), Honey Locust (except thornless varieties, *Gleditsia Triancanthos*), Silver Maple (*Acer Saccharinum*), Mimosa (*Albexia Julibrissin*), Red Mulberry (female only, *Morus Ruba*), Russian Olive (*Elaeagnus Angustifolia*), Bolleana Poplar (*Populus Alba "Pyramdalis"*), Lombardy Poplar (*Populus Nigra "Italica"*), Silver Poplar (*Populus Alba "Nivea"*), Osage-Orange (except thornless and seedless varieties, *Mulcura Pomifera*), Tree of Heaven (*Alanthus Altissima*).

b. Interior Landscaping. This includes all landscaping that is interior to the site, such as plantings around the building foundation and parking islands and other open spaces.

(1) Foundational Landscaping. A landscaped area a minimum of five (5) feet wide shall be provided along the foundation of all commercial and institutional buildings, excluding building entrances and loading areas. This landscaped area may count toward the required landscape area for the lot.

(2) Parking Islands. Landscape islands, strips or other planting areas shall be located within the parking lot and shall consist of at least five percent (5%) of the entire area devoted to parking spaces, aisles, and driveways. Every four (4) rows of parking shall include a landscape island of at least ten (10) feet in width. Industrially zoned properties shall be exempt from this requirement. A landscaping island shall be located at the end of every parking bay between the last parking space and an adjacent travel aisle or driveway. The island shall be no less than eight (8) feet wide for at least one-half the length of the adjacent parking space. The island shall be planted in trees, shrubs, grass or ground cover, except those areas that are mulched. Tree planting areas shall be no less than ten (10) feet in width. No tree shall be located less than four (4) feet from the back of curb.

c. Perimeter Landscaping. This includes all landscaping that is located within thirty (30) feet of the property lines, whether street trees or screening between adjacent uses.



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(1) Street Trees. Street trees shall be required at a rate of 1 tree per forty (40) linear foot along any property line that abuts a street or alley, excluding driveways.

(2) Screening of Adjacent Uses/Districts. Screening shall consist of screening fences, natural screening (earthen berms, shrubs, trees, bushes, etc.) or a combination of screening methods. The screening shall be constructed in such a manner that will protect the visual integrity, sound integrity and overall quality of the adjoining residential areas. The following table establishes which type of screen is required between adjacent uses/districts. To identify the type required, first identify the zoning of the subject lot (the new or expanded use). Then, identify the zoning of each adjacent lot. Types of screens are labeled L, M, and H (Low, Medium, and High). The types of screens are further described below.



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Zoning of Proposed Use or Expansion/Adjoining District	A	E	R-1	R-1B	R-1M	R-2	R-2B	R-3	R-4	C-O	C-1	CBD-1	CBD-2	C-2	M-1	M-2
Agriculture (A)	N/A	N/A	N/A	N/A	N/A	L	L	M	M	M	M	M	M	H	H	H
Estate (E)	N/A	N/A	N/A	N/A	N/A	L	L	M	M	M	M	M	M	H	H	H
Single-Family Residential (R-1)	N/A	N/A	N/A	N/A	N/A	L	L	M	M	M	M	M	M	H	H	H
Near Downtown Single-Family Neighborhood (R-1B)	N/A	N/A	N/A	N/A	N/A	L	L	M	M	M	M	M	M	H	H	H
Manufactured Home Park (R-1M)	N/A	N/A	N/A	N/A	N/A	L	L	M	M	M	M	M	M	H	H	H
Two-Family Residential (R-2)	L	L	L	L	L	N/A	M	M	M	M	M	M	M	H	H	H
Near Downtown Two-Family Neighborhood (R-2B)	L	L	L	L	L	N/A	M	M	M	M	M	M	M	H	H	H
Cluster or Garden Type Residential (R-3)	M	M	L	L	L	L	L	N/A	M	M	M	M	M	H	H	H
Medium Density Apartment (R-4)	M	M	H	H	H	M	M	M	N/A	M	M	M	M	H	H	H
Non-Retail Business (C-O)	M	M	M	M	M	M	M	M	M	N/A	M	L	L	H	H	H
Local Business (C-1)	M	M	M	M	M	M	M	M	M	L	N/A	L	L	L	M	M
Downtown Core Business (CBD-1)	M	M	M	M	M	M	M	M	M	L	L	N/A	L	L	M	H
Downtown Fringe Business (CBD-2)	M	M	M	M	M	M	M	M	M	L	L	L	N/A	L	M	H
Service Business (C-2)	H	H	H	H	H	H	H	H	H	H	M	L	L	N/A	M	M
Limited Industrial (M-1)	H	H	H	H	H	H	H	H	H	H	M	M	M	M	N/A	L
General Industrial (M-2)	H	H	H	H	H	H	H	H	H	H	M	H	H	M	L	N/A



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- (i) **Low Impact Screen.** An open screen between similar land uses. Open screens shall provide an attractive separation between land uses. A low impact landscape screen shall consist of one of the following options:

Screening Option	Required Quantity
A	
Shade Trees	1/500 sqft.
Ornamental Trees	1/750 sqft.
Evergreen Trees	1/500 sqft.
Shrubs	1/500 sqft.
B	
Shade Trees	1/1,000 sqft.
Ornamental Trees	1/500 sqft.
Evergreen Trees	1/500 sqft.
Shrubs	1/500 sqft.
C	
Shade Trees	1/750 sqft.
Ornamental Trees	1/750 sqft.
Evergreen Trees	1/750 sqft.
Shrubs	1/200 sqft.

- (ii) **Medium Impact Screen.** A landscape screen consisting of 70% semi-opaque screening between land uses which are dissimilar in character. Semi-opaque screening should partially block views from adjoining land uses and create a separation between the adjoining land uses. For medium impact screens, either a landscape screen or fencing is required. A medium impact screen shall meet one of the following options:

Screening Option	Required Quantity
A	
Shade Trees	1/500 sqft.
Ornamental Trees	1/750 sqft.
Evergreen Trees	1/300 sqft.
Shrubs	1/200 sqft.
B	
Shade Trees	1/1,000 sqft.
Ornamental Trees	1/500 sqft.
Evergreen Trees	1/300 sqft.
Shrubs	1/200 sqft.
C	
Shade Trees	1/750 sqft.
Ornamental Trees	0 sqft.
Evergreen Trees	1/200 sqft.
Shrubs	1/200 sqft.



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- (iii) **High Impact Screen.** A landscape screen consisting of 100% opaque screening between land uses, which are dissimilar in character. When the proposed plan is considered to have a high impact on surrounding properties or the adjacent property is considered to have an adverse impact, both of the following shall be installed within the 30-foot landscape area: (1) a six-foot high masonry wall or opaque vinyl fence, (2) and low impact screening shall be planted on both sides of the wall or fence.

d. Additional Screening.

(1) Trash Enclosures.

(i) All, new or substantially remodeled, multi-family residential projects, defined as any dwelling unit building with more than two (2) dwelling units, and non-residential projects, shall include, on a landscape plan, a detailed drawing of enclosure and screening methods to be used in connection with all garbage/trash receptacles, garbage collection areas, grease collectors, and trash compactors. For the purpose of this Subsection, "*substantially remodeled*" shall be defined as any project remodeling in which the valuation of the work involved is equal to or more than thirty percent (30%) of the current year's market value of the building per the County Assessor's office listing. For all remodeled projects which do not meet the threshold of thirty percent (30%) per the above, these properties shall be required to comply with the requirements of Section 240.050(G)(2) of the Municipal Code regarding installation of enclosures.

All garbage/trash receptacles, garbage collection areas, grease collectors, and trash compactors for all residential dwelling unit properties except for single-family and duplex properties and all non-residential uses must be permanently screened from view on all sides by a fence of one hundred percent (100%) opacity and a minimum height of six (6) feet.

Where commercial trash receptacles are used, such receptacles must be screened as follows: All screens for trash receptacles that are part of new construction projects must match the primary color and material of the structure served.

Doors accessing storage areas must remain closed at all times when not being accessed.

(ii) Existing trash receptacles of any size, visible from a public thoroughfare must be screened from view of the public way or thoroughfare in compliance with Municipal Code Section 204.050. The screen is to be a wall, solid fence, or natural barrier of a minimum of six (6) feet in height, on any side of the collection area which may be visible from a public way or thoroughfare adjacent to the collection area. Chain link and slat screening is only allowed in "M-1" and "M-2" zoning. The screen must be opaque.



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(iii) No trash receptacle may be located in a front or side yard unless located in an existing enclosure or if the existing developed site does not afford any other option; in such a case, the trash receptacle should be located in the side yard if possible and must comply with the screening requirements of this Section.

The City Administrator, based on the Community Development Department's site inspection and recommendation, will have the authority to grant an administrative variance where it is demonstrated that screening is impossible, or impractical, or would not serve the intent of this Section. After a request, in writing, for such relief, the City Administrator and the Community Development Department will notify the applicant of the determination, in writing, within thirty (30) days.

The wall, fence, or natural barrier shall be maintained in a neat, clean, sanitary, and proper mechanical condition at all times. Such maintenance, shall include, but is not limited to: replacing or repairing any missing or damaged boards, posts, concrete blocks or hinges, painted or stained wooden, metal, or concrete, and screening shall be maintained in a well-painted and stained condition, and removing and replacing any dead or diseased portions of a natural barrier.

The City may require specific maintenance if necessary to eliminate an unsightly or dangerous condition.

Temporary trash receptacles for special events, construction sites, parcel demolition or clean up, and similar, at the discretion of the Building Official or Code Enforcement Officer, are not required to comply with this Section.

(2) **Loading Areas.** All loading areas abutting a residential district shall be permanently screened from view along the abutting property line(s) by a high impact screen, as defined herein.

(3) **Mechanical Equipment.** Mechanical equipment may be either roof-mounted or ground-mounted and shall be screened as follows:

(i) **Roof-Mounted.** All roof-mounted mechanical equipment shall be screened entirely from view by using parapet walls at the same height as the mechanical units; or a solid screen around the equipment that is as tall as the tallest part of the equipment, with the screen an integral part of the building's architectural design; or the equipment setback from the roof's edge so that it is not visible from the public right-of-way.

(ii) **Ground-Mounted.** All ground-mounted mechanical equipment shall be screened entirely from view of the public right-of-way by a masonry wall, solid fence, or natural barrier (landscaping) up to a height of the units to be screened. All screens shall match the primary color and material of the primary structure.

e. **Installation.** The Building Inspector shall inspect all landscaping and no final certificate of occupancy shall be issued unless the landscaping is completely installed in compliance with the approved landscape plan.

(1) All landscaping shall be installed according to current accepted planting procedures.

(2) All plant materials shall be free from disease and installed in a fashion that ensures availability of sufficient soil and water to sustain health growth.



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(3) All trees shall be staked and include at least two inches (2") of organic mulch over the planting area.

(4) Landscape plant material suitable for planting shall be balled and burlapped or container grown. In all cases, a planting area that is at least twice the diameter of the root system or the container shall be prepared.

f. Maintenance.

(1) All landscaping materials shall be in good condition so as to present a healthy, neat and orderly appearance and shall be kept free from refuse and debris. This shall include, but not be limited to, mowing (of grass of twelve inches (12") or higher), edging, pruning, fertilizing, watering, weeding, and other activities common to the maintenance of landscaping.

(2) All landscaping shall be periodically trimmed so that it does not obstruct any public right-of-way.

(3) Diseased and dead landscape material and damaged non-living materials shall be replaced within 60 days of receipt of notice from the City by materials of equal size, density and appearance as originally required at the time of site plan approval.

(4) The owner, tenant and their agent, if any, shall be jointly and severally responsible for the maintenance of all landscaping. Lack of such maintenance and replacement shall be deemed a violation of plans approved pursuant to this Chapter.

G. Lighting.

1. Existing Outdoor Lighting Fixtures. Outdoor lighting fixtures lawfully existing prior to October 17, 2023, that do not conform to these provisions shall be deemed to be a lawful nonconforming use and may remain. A nonconforming lighting fixture that is changed to or replaced by a conforming lighting fixture shall no longer be deemed nonconforming, and thereafter such lighting fixture shall be maintained in accordance with these regulations.

2. When Plan Required. A photometric (lighting) plan shall be required for all new development, redevelopment, parking lot development or expansion where outdoor lighting is proposed or when otherwise required by the Director.

3. Plan Contents. The photometric plan shall be prepared by a lighting professional that is certified by the National Council on Qualifications for the Lighting Professions (NCQLP), or a State licensed professional engineer, architect, landscape architect or land surveyor and shall contain the following information:

a. Location and limits of the canopy or outdoor display area at a scale of not less than one inch equals 50 feet.

b. Location and height of:

(1) All underside canopy lighting for service stations and service station convenience stores, and

(2) All pole and building mounted light fixtures for outdoor display areas, and

(3) All pole lights fixtures for parking lots.

c. A photometric diagram showing predicted maintained lighting levels produced by the proposed lighting fixtures.

d. The photometric plan shall indicate footcandle levels on a ten-foot by ten-foot grid. When the scale of the plan, as determined by the Director, makes a ten-foot by ten-foot grid plot illegible, larger grid spacing may be permitted.

e. All photometric plans shall provide a breakdown indicating the maximum footcandle, minimum footcandle, and maximum average footcandles.

f. All photometric plans shall include all structure(s), parking spaces, building entrances, traffic areas (both vehicular and pedestrian), vegetation that might interfere



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with lighting, and adjacent uses that might be adversely impacted by the lighting. The plan shall contain a layout of all proposed fixtures by location, orientation, aiming direction, mounting height and type. The plan shall include all other exterior lighting (e.g., architectural, building entrance, landscape, flag, accent, etc.).

g. For projects abutting or adjacent to residential properties, a photometric plan providing the as-constructed lighting levels shall be provided to the Director prior to the issuance of a Final Certificate of Occupancy. The as-constructed photometric plan shall indicate the footcandle levels on a ten-foot by ten-foot grid.

4. Minimum Lighting Requirements.

a. Parking Lot Lighting

- (1) Fixtures. Parking lot lighting shall utilize flat lens fixtures with full cut-offs and be mounted to the parking lot light pole at 90 degrees (horizontal to the ground) and shall be non-adjustable.
- (2) Maximum Base Height. Concrete pedestals/bases shall not exceed three feet in height and shall be included in the maximum overall height.
- (3) Maximum Height. The maximum overall fixture height, measured to the top of the fixture from grade, shall be 30 feet.
- (4) Maximum Footcandles at Property Lines. The maximum maintained vertical footcandles at all property lines shall be 0.5 footcandles, measured at three (3) feet above the grade. Exceptions may only be allowed when the abutting property is not residential. Fixtures that project light or glare towards a street right-of-way shall not be permitted.
- (5) Maximum Average. The maximum average maintained footcandles for all parking lots shall be 3 footcandles.

b. Wall-Mounted Lighting.

- (1) Fixtures. All building-mounted lighting, excluding accent lighting, canopy lighting or emergency lighting, shall utilize a flat lens with full cut-offs.
- (2) Maximum Wattage. Wall-mounted fixtures shall be metal halide or LED and shall not exceed 150 watts.
- (3) Mounting Height. Wall-mounted fixtures shall be attached only to walls, and the top of the fixture shall not exceed the height of the parapet or roof, whichever is greater. For structures within 100 feet of a residential use and/or district, the mounting height of these fixtures shall not exceed 15 feet measured from the top of the fixture to grade.

c. Accent Lighting.

- (1) Definition. Accent lighting is defined as any lighting used to accent architectural features, fascia, landscaping, flags, art or other objects for architectural or landscape purposes.
- (2) Fixtures. Fixtures used for accent lighting shall be full cut-off or directionally shielded lighting fixtures that are aimed and controlled so that the directed light is substantially confined to the object intended to be illuminated to minimize glare, sky glow and light trespass. All lights shall terminate on opaque surfaces within the property.
- (3) Fixture Type Allowed. The following fixture types may be used as accent lighting:
 - (i) Neon and fluorescent tube lighting when recessed or contained in a cap or architectural reveal. A diffusing or refracting lens that covers the recess, cap or reveal shall be provided.
 - (ii) Floodlights;
 - (iii) Wall sconces or lanterns;
 - (iv) Recessed can lights; or



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(v) Any other fixture type that, in the opinion of the Director or designee, meets the intent of this section.

(4) Maximum Wattage. Fixture wattage shall not exceed 100 watts for incandescent, 26 watts for compact fluorescent, or 40 watts for other lighting sources.

d. Canopy and Drive Thru Lighting.

(1) Canopy and drive thru lighting shall be adequate to facilitate the activities taking place in such locations and shall not be used to attract attention to the business.

(2) Any facility utilizing a canopy or drive-thru area such as banks, service stations, convenience stores, car washes, etc., shall comply with the following requirements:

(i) Canopy light fixtures shall be recessed so that the lens cover is flush with the bottom surface (i.e., ceiling) of the canopy.

(ii) Indirect lighting may be used where light is beamed upward lighting the underside of the canopy. Such fixtures shall be shielded such that direct illumination is focused exclusively on the underside of the canopy. The underside of the canopy shall be finished with a surface treatment that minimizes the potential of glare.

(iii) Lights shall not be mounted on the top or sides (fascias) of the canopy, and the canopy sides or fascias shall not be illuminated except when approved as part of a preliminary development plan or separate sign permit.

(3) Areas under the service station canopy shall be illuminated so that the minimum lighting level is at least 10.0 footcandles and no more than 30.0 footcandles.

(4) Automatic teller machines (ATMs). The lighting around freestanding ATMs shall be a minimum of 5.0 footcandles and not to exceed 16.0 footcandles, measured within a ten-foot radius from the ATM or 4.0 footcandles within a 30-foot radius.

e. Outdoor Recreation Lighting.

(1) Lighting of outdoor recreational facilities (public or private), such as, but not limited to, football fields, soccer fields, baseball fields, softball fields, tennis courts, special event or show areas, shall meet the conditions in this section.

(2) Where playing fields or other special activity areas are to be illuminated, lighting fixtures shall be mounted, aimed and shielded so that their beams fall within the primary playing area and immediate surroundings.

(3) The main lighting of the facility shall be turned off no more than 60 minutes after the end of an activity or event. A low-level lighting system shall be installed to facilitate patrons leaving the facility, cleanup, nighttime maintenance, etc.

(4) The maximum mounted heights for recreational lighting shall be in accordance with the following:

(i) Football Fields—70 feet;

(ii) Soccer Fields—70 feet;

(iii) Baseball/Softball Fields (250 feet or greater)—70 feet;

(iv) Baseball/Softball Fields (less than 250 feet)—60 feet;

(v) Little League Fields—60 feet;

(vi) Basketball Courts—20 feet;

(vii) Tennis Courts—30 feet;

(viii) Swimming Pools—20 feet;

(ix) Tracks—20 feet;



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- (x) Horseshoe Courts—30 feet;
- (xi) Skate Parks—30 feet;
- (xii) Volleyball Courts—30 feet;
- (xiii) Other recreational activities shall be determined on a case-by-case basis by the Director after consultation with the City's Parks and Recreation Department and/or industry standards. In no circumstances shall heights exceed 30 feet.
- (5) The average maintained lighting levels for recreational uses, other than professional sports teams, shall not exceed the following:
 - (i) Eighty (80.0) footcandles in the infield and fifty (50.0) footcandles in the outfield for baseball/softball/little league fields. The maximum lighting level to average lighting level ratio shall not exceed 2.0:1.
 - (ii) Eighty (80.0) footcandles for football/soccer/tennis courts. The maximum lighting level to average lighting level ratio shall not exceed 2.0:1.
 - (iii) Fifty (50.0) footcandles for basketball courts/tracks. The maximum lighting level to average lighting level ratio shall not exceed 2.0:1.
 - (iv) Twenty (20.0) footcandles for swimming pools. The maximum lighting level to average lighting level ratio shall not exceed 2.0:1.
 - (v) Other lighting levels shall be in accordance with IESNA, Illuminating Engineering Society of North America standards.
- (6) All light fixtures/light poles shall be set back a minimum of one foot for every foot in height from any residential property line and/or right-of-way.
- (7) Lighting levels shall not exceed 0.5 footcandles at any common property line with residential district and/or use.

Add to Section 405.030.B: Definitions and Rules of Construction **Significant Tree**

A tree in fair or better condition that has been determined to be of a high value by a knowledgeable person because of its species, size, age or other professional criteria.

1. A tree is considered in fair or better condition if:
 - a. It's life expectancy is greater than 15 years;
 - b. It has a relatively sound and solid trunk with no extensive decay or insect infestation.
2. Hardwood trees such as oaks and hickories that are of a 12-inch caliper or more and soft-wood trees such as pines and cedars, which are 16 feet in height or more, and small hardwoods such as dogwoods, redbuds or sourwoods with calipers of 6-inches or more shall be considered significant trees due to size.

Section 405.570. Landscaping and Screening.

[Ord. No. 1825, 5-13-1991]

A. All plans submitted in support of a building permit application, except for single-family and two-family dwellings and excluding buildings in District "CBD -1," shall hereafter include a landscape plan and include screening where appropriate. Districts "R-4," "C-O," "C-1," "C-2," "M-1," and "M-2" shall provide proper screening when abutting Districts "E," "R-1," "R-1M," "R-2," and "R-3." Screening shall consist of screening fences, natural screening (earthen berms, shrubs, trees, bushes, etc.) or a combination of screening methods. The screening shall be constructed in such a manner that will protect the visual integrity, sound integrity and overall quality of the adjoining residential areas. All land areas which are to be paved or not covered by buildings shall be brought to finished grade, planted with grass or other ground cover and receive trees and shrubs in reasonable quantity and size except that where a planting area between paved areas is six (6) feet or less in width, ornamental rock or other similar ground cover may be permitted by



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the City Administrator. That area between the curb of the public street and the property line shall likewise be brought to finish grade and grass and shade trees installed. In no case may this area be paved or covered with materials other than grass except at approved driveways which shall be paved.

1. Purpose.

a. The purpose of such landscaping is to provide greenery to visually soften paved areas and buildings, provide shade, give maximum absorption of surface water and generally enhance the quality and appearance over the entire area of the project.

b. Shade trees shall be planted on all projects and shall include such species as ash, sycamore, maple, oak or comparable trees suitable to the growing environment which prevails. Shade trees shall be of two (2) to two and one-half (2½) inch trunk diameter or greater, measured one (1) foot above the ground.

2. Trash enclosure required.

[Ord. No. 3604, 9-19-2022; Ord. No. 3608, 10-17-2022]

a. All, new or substantially remodeled, multi-family residential projects, defined as any dwelling unit building with more than two (2) dwelling units, and non-residential projects, shall include, on a landscape plan, a detailed drawing of enclosure and screening methods to be used in connection with all garbage/trash receptacles, garbage collection areas, grease collectors, and trash compactors. For the purpose of this Subsection, "substantially remodeled" shall be defined as any project remodeling in which the valuation of the work involved is equal to or more than thirty percent (30%) of the current year's market value of the building per the County Assessor's office listing. For all remodeled projects which do not meet the threshold of thirty percent (30%) per the above, these properties shall be required to comply with the requirements of Section 240.050(G)(2) of the Municipal Code regarding installation of enclosures.

All garbage/trash receptacles, garbage collection areas, grease collectors, and trash compactors for all residential dwelling unit properties except for single-family and duplex properties and all non-residential uses must be permanently screened from view on all sides by a fence of one hundred percent (100%) opacity and a minimum height of six (6) feet.

Where commercial trash receptacles are used, such receptacles must be screened as follows: All screens for trash receptacles that are part of new construction projects must match the primary color and material of the structure served.

Doors accessing storage areas must remain closed at all times when not being accessed.

b. Existing trash receptacles of any size, visible from a public thoroughfare must be screened from view of the public way or thoroughfare in compliance with Municipal Code Section 204.050. The screen is to be a wall, solid fence, or natural barrier of a minimum of six (6) feet in height, on any side of the collection area which may be visible from a public way or thoroughfare adjacent to the collection area.

Chain link and slat screening is only allowed in "M-1" and "M-2" zoning. The screen must be opaque.

c. No trash receptacle may be located in a front or side yard unless located in an existing enclosure or if the existing developed site does not afford any other option; in such a case, the trash receptacle should be located in the side yard if possible and must comply with the screening requirements of this Section.

The City Administrator, based on the Community Development Department's site inspection and recommendation, will have the authority to grant an administrative variance where it is demonstrated that screening is impossible, or impractical, or would not serve the intent of this Section. After a request, in writing, for such relief, the City Administrator and the Community Development Department will notify the applicant of the determination, in writing, within thirty (30) days.

The wall, fence, or natural barrier shall be maintained in a neat, clean, sanitary, and proper mechanical condition at all times. Such maintenance, shall include, but is not limited to: replacing or repairing any missing or damaged boards, posts, concrete blocks or hinges, painted or stained



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wooden, metal, or concrete, and screening shall be maintained in a well-painted and stained condition, and removing and replacing any dead or diseased portions of a natural barrier.

The City may require specific maintenance if necessary to eliminate an unsightly or dangerous condition.

Temporary trash receptacles for special events, construction sites, parcel demolition or clean up, and similar, at the discretion of the Building Official or Code Enforcement Officer, are not required to comply with this Section.

3. Landscaping and screening.

a. All landscaping and screening shall be in place prior to issuance of final occupancy permit. All plant materials and screen fences shall be maintained, kept in a healthy and attractive state and dead plants replaced promptly. Lack of such maintenance and replacement shall be deemed a violation of plans approved pursuant to this Chapter.

b. All landscape plans shall be submitted to the City Administrator for review and approval as to adequacy prior to the issuance of a building or land use permit. In case of disapproval of a permit for reasons of unacceptable landscape planning, the applicant may appeal the decision to the Planning and Zoning Commission for review and final decision.

Section 405.145 Parking Regulations.

Two (2) off-street parking spaces shall be provided for each single-family dwelling, at least one (1) of which shall be in a garage or carport.

Section 405.147.D: Parking Regulations. Two (2) off-street parking spaces shall be provided for each single-family dwelling, at least one (1) of which shall be in a garage or carport.

Section 405.147.F.4.d: Any parking area over eight (8) spaces shall be screened from adjacent property by a combination of fences and landscape screens.

Section 405.175 Parking Regulations.

Not less than two (2) off-street parking spaces shall be provided on the premises for each family dwelling unit.

Section 405.177.D: Parking Regulations. Two (2) off-street parking spaces shall be provided for each single-family dwelling, at least one (1) of which shall be in a garage or carport.

Section 405.177.F.4.d: Any parking area over eight (8) spaces shall be screened from adjacent property by a combination of fences and landscape screens.

Section 405.190 Parking Regulations.

Two (2) off-street parking spaces shall be provided for each dwelling unit.

Section 405.210 Parking Regulations.

Two (2) off-street parking spaces shall be provided on the premises for each two (2) or more bedroom dwelling unit and one (1) space for each unit having one (1) bedroom.

Section 405.235 Parking Regulations.

Five (5) off-street parking spaces in the side or rear yard shall be provided for each one thousand (1,000) square feet of floor area.

Section 405.265 Parking Regulations.

Five (5) off-street parking spaces shall be provided on the premises for each one thousand (1,000) square feet of floor area.



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Section 405.290 Parking Regulations.

[Ord. No. 1825, 5-13-1991]

No off-street parking is required in this district. (CBD-1)

Section 405.310 Parking Regulations.

[Ord. No. 1825, 5-13-1991]

No off-street parking is required in this district, except that residences shall provide at least two (2) off-street parking spaces per unit. (CBD-2)

Section 405.330 Parking Regulations.

Five (5) off-street parking spaces shall be provided on the premises for each one thousand (1,000) square feet of floor area.

Section 405.500 Parking and Loading Regulations.

Each industrial establishment shall provide sufficient off-street parking space for all employees, customers, visitors and others who may spend time at the establishment during working hours. Not less than one (1) space for each five hundred (500) square feet of total floor area shall be provided except that in grain storage structures the floor area designed and used exclusively for grain storage shall not be included in this calculation. Such parking spaces shall be on the premises or on other property within two hundred (200) feet of an employee entrance to the building being served. Each establishment shall also provide adequate loading space within a building or on the premises in such a way that all storage, standing and maneuvering of trucks and other service vehicles shall be off the public right-of-way.

Section 405.520 Parking and Loading Regulations.

Each industrial establishment shall provide sufficient off-street parking space for all employees, customers, visitors and others who may spend time at the establishment during working hours. Not less than one (1) space for each five hundred (500) square feet of total floor area shall be provided except that in grain storage structures the floor area designed and used exclusively for grain storage shall not be included in this calculation. Such parking spaces shall be on the premises or on other property within two hundred (200) feet of an employee entrance to the building being served. Each establishment shall also provide adequate loading space within a building or on the premises in such a way that all storage, standing and maneuvering of trucks and other service vehicles shall be off the public right-of-way.

Section 405.525.C.1.c(1): Off-street parking at a rate of one (1) space per employee plus two (2) additional spaces for guests.

Section 405.525.E: Parking requirements for special uses shall be recommended by the Planning and Zoning Commission and approved by the Board of Aldermen. The following shall be taken into consideration when reviewing and approving parking requirements.

1. The use of the facility.
2. The square footage of the building.
3. The surrounding land uses and zoning districts.
4. The relationship to streets.
5. The topography of the site.

Section 405.525.F: Where appropriate, the parking regulations of the underlying zoning district or the most analogous zoning district shall be followed.

Section 405.550.A.3.a: For any "R-1," "R-1B," "R-1M," "R-2," or "R-2B" zoned lot, two (2) detached accessory building(s) may be permitted, one (1) of the two (2) may be an accessory dwelling unit



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for any "R-1", or "R-1B". **Except that properties zoned R-1 of 1.5-acre or larger in size may have one additional detached accessory structure provided all setbacks are met and the lot coverage requirement is not exceeded.** For any "R-3" or "R-4" zoned lot, one (1) or more detached accessory buildings may be permitted. Accessory structures are permitted as long as said structure complies with the standards outlined within the Zoning Code of Ordinances for the City of Harrisonville ("Code"), as enacted from time to time. A detached accessory building shall be located not less than eight (8) feet from any side or rear lot line and no closer to the front of the building than eight (8) feet. Accessory buildings required to be supported by a concrete foundation shall not be located within a dedicated easement of any kind. The accessory building shall be complementary with construction type, style and color of the primary structure. In the case of corner lots, accessory buildings shall be set back not less than the distance required for residences from side streets. Lot coverage for the house and any accessory structure shall not exceed thirty-five percent (35%). All accessory structures are to be approved by the Director of Community Development, **or the Housing and Zoning Specialist**. Any appeals shall be directed to the Board of Aldermen and that action shall be final.

Section 410.350.C.2: A landscape plan for all areas along the fifty (50) foot buffer strip shall be submitted to and approved by the Community Development Department. The landscape plan shall be submitted with the preliminary plat. Improvements indicated on the landscape plan shall be established by the developer prior to the issuance of building permits or certificates of occupancy. All landscaping must be established according to the Guidelines for Landscaping Along Arterial Roadways.

Section 410.430: In both residential and commercial developments, accessways for pedestrian and maintenance purposes shall be provided by the developer to greenways, parks and open space areas. **according to the Guidelines for Access to Park, Greenway and Open Space Areas.**

Section 410.490.J.8: Administrative guidelines. The Community Development Director is authorized, as deemed necessary, to prepare administrative guidelines to augment, implement and provide further details and examples of methods and manners of complying with the minimum design standards of this Section and to assist City staff, the Planning and Zoning Commission and the Board of Aldermen in evaluating whether a proposed subdivision complies with the minimum design standards.

The initial administrative guidelines to accompany the subdivision ordinance shall be the administrative guidelines established by resolution of the Board of Aldermen initially upon adoption of this Chapter and thereafter as provided for in this Chapter.

Council Bill No. _____

Ordinance No. _____

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI AMENDING ARTICLES I, VI, VIII, IX, X, XI, XII, XV, XVII, XVIII, XIX, AND XX UNDER CHAPTER 405—ZONING REGULATIONS, AND ARTICLES V AND VI UNDER CHAPTER 410—SUBDIVISION REGULATIONS OF THE HARRISONVILLE MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the City of Harrisonville desires to amend various municipal code regulations under Title IV – Land Use; and

WHEREAS, after due public notice in the manner prescribed by law, the Planning & Zoning Commission held a public hearing on September 21, 2023, to review and make a recommendation. After said public hearing, the Planning & Zoning Commission voted 5-0 to recommend approval to the Board of Aldermen; and

WHEREAS, after due public notice in the manner prescribed by law, the Board of Aldermen held a public hearing on October 2, 2023, and rendered a decision to approve as the Board believes that it is in the best interest for the citizens of Harrisonville.

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

Section 1: The current Sections 405.565 and 405.570 are hereby removed in their entirety and replaced to read as follows:

“Section 405.565. Design Standards.

- A. Applicability. The following regulations are applicable to the construction and exterior appearance of all commercial, office, industrial and multi-family developments hereafter erected, constructed, altered or repaired.
- B. Purpose. The purpose of the following regulations is to:
 - 1. Protect property values, enhance community appearance, and preserve neighborhood character.
 - 2. Encourage developers to create more attractive, efficient, and pedestrian-friendly living, shopping, and working environments.
 - 3. Increase beauty and quality of community life by improving the character of building exteriors and surroundings.
 - 4. Increase beauty and quality of employees’ working and leisure-time experiences by improving the pedestrian environment and exterior building character in office, commercial, and industrial districts.
- C. Site and Building Design.
 - 1. The form and proportion of buildings should be consistent with the scale, form, and proportion of other development within the immediate surrounding area.
 - 2. The rhythm of structural mass to voids, such as windows and glass doors, of a front façade should relate to the rhythms established by adjacent buildings.

3. Care should be exercised to coordinate final grades and site arrangement with those of adjoining properties and streets.
4. Buildings shall incorporate four (4) sided architecture. Horizontal and vertical elements shall extend completely around the building and utilize the same, compatible, or complimentary materials on all building facades.
5. Consistent architectural design, including building materials and colors, should be carried throughout larger developments. Designs should provide visual interest and variety yet be consistent with the architectural character of the area.
6. A façade consisting of a single undifferentiated plane with a single texture or color, excluding windows, doors or overhead doors, is prohibited.

D. Building Materials.

1. Materials requiring low maintenance are recommended over high maintenance materials. For instance, materials with integral color are generally recommended over materials that require painting.
2. High-quality materials that are durable, economically maintained, and will retain their appearance over time include, but are not limited to: brick, glass, stucco, natural and fabricated stone, treated wood, integrally-colored, textured or glazed concrete masonry units (CMUs), pre-stressed concrete systems, water-managed Exterior Insulated Finish Systems (E.I.F.S.), or similar durable and visually pleasing materials.
3. Allowed building materials shall include:
 - a. Masonry. Brick, stone, concrete masonry units (CMUs) with split-face, fluted, scored or other rough texture finish. (Specifically excluding smooth finish CMU or concrete brick i.e. "Cherokee block", with the color and texture of clay brick.)
 - b. Concrete. Precast, exposed aggregate, cast in place, or tilt up panels provided a rough texture is present or to be added.
 - c. Stucco. Including E.I.F.S., Dryvit, but excluding pre-manufactured panels.
 - d. Structural Clay Tile. Excluding glazed surface finish.
 - e. Glass. Glass curtain walls, glass block, excluding mirror glass which reflects more than 40 percent of incident visible light.
 - f. Metal. Used only in an incidental role i.e., trim, architectural features, standing seam metal roofing or other architectural metal siding or roofing.
4. Exterior building materials shall be continued down to within nine inches (9") of finished grade on any elevation. Exterior masonry materials shall be continued to the top of grade.
5. If E.I.F.S. or wood is the primary material utilized on a building, the bottom three (3) feet of the building shall be constructed of brick, stone or other similar material.
6. The use of metal siding is permitted only in industrial districts and only for side and rear facades. The materials used on the front façade shall be incorporated into any façade visible from a public street to break up the monotony of those facades.
7. The use of corrugated metal panels, with a depth of less than three-quarter inch or a thickness of less than the U.S. Standard 26-gauge, shall be prohibited.
8. The use of unpainted panels, excluding panels made from copper, weathered steel, or stainless steel, shall be prohibited. The color finish of metal panels and

exposed fasteners shall have extended durability with high resistance to fade and chalk.

9. Corrugated metal facades shall be complemented with masonry, whether brick, stone, stucco or split-face block. Architectural metal panels may be an acceptable substitute for masonry.
- E. Parking. Shall be required for all structures erected. For all buildings or structures hereafter erected, constructed, reconstructed, moved or altered except in District "CBD-1", off-street parking in the form of garages or open areas made available exclusively for that purpose shall be provided. Such parking spaces shall be located entirely on private property with no portion except the necessary drives extending into any street or other public way. Where an existing building or use has insufficient parking at the time of passage of this Section or any amendment thereto, said building may be enlarged or use intensified only if adequate parking is provided for the entire building and all uses on the property in accordance with the requirements of this Section. Parking shall be provided as specified below:

Minimum Parking Required by Use	
Use Category/Specific Use	Minimum Parking Spaces Required
Residential	
Assisted Living Facility	1/dwelling unit (DU)
Efficiency or Studio Unit	1/dwelling unit (DU)
Elderly/Disabled	1/dwelling unit (DU)
Loft Dwelling	1/dwelling unit (DU)
Manufactured Home Park	2/manufactured home
Multi-Family Dwelling	1.5/dwelling unit (DU)
Single-Family Dwelling	2/dwelling unit (DU)
Two-Family or Duplex Dwelling	2/dwelling unit (DU)
Institutional	
Auditorium/Public Assembly	1 for 4 seats allowed under maximum occupancy
Church, Synagogue, Place of Worship	1 for 3 seats, or 1 per 12 feet of pew, or 1/30 sqft. in the largest assembly room
Civic Clubs, Fraternal Lodges	4/1,000 sqft. of GFA
Community Center	2.5/1,000 sqft. of GFA
Hospital	1 per 3 beds + 1 per 2 staff or visiting doctors
Library, Museum, Cultural Exhibit	2.5/1,000 sqft. of GFA
Post Office	1/1,000 sqft. of GFA
Public Safety Services (Fire, Police, Ambulance)	1/1,000 sqft. of GFA
School—Elementary, Junior High and Equivalent Parochial	2/classroom
School—High Schools, Colleges and Other Educational Institutions for Students of Driving Age	12/classroom + 1 for each 2 employees
Commercial	
Adult Business	2.5/1,000 sqft. of GFA

Amusement Center, Recreational Attraction, Roller Skating, or Ice-Skating Rink	6/1,000 sqft. of GFA
Animal Services (Boarding, Grooming, and Veterinary)	2.5/1,000 sqft., not including animal pen areas
Athletic Fields/Stadiums	1 for 4 seats
Automobile, Truck, Recreational Vehicle, Manufactured Home Sales/Rental/Service	2/1,000 sqft. of indoor sales area + 1/2,500 sqft. of outdoor display + 3/service bay
Automotive Supplies	3/1,000 sqft. of GFA
Bar	1/employee on maximum shift + 1 for each 4 seats or building capacity as determined by Building Code
Barber/Beauty Shop or Salon	3/employee on maximum shift
Boarding/Rooming House	1 per guest room + 1/employee on maximum shift
Body Shop	10/1,000 sqft. of GFA in the building, exclusive of basement storage areas, + 1 for each employee
Bowling Alley	5 for each lane
Car Wash	1/employee on maximum shift
Contractor's Supplies and Equipment, Sales and Service	2.5/1,000 sqft. of indoor sales area
Convenience Store/Gas Station	1/bay + 1/pump island, minimum 6 spaces
Crematorium	1 per 4 employees
Day Care Center	2.5/1,000 sqft. of GFA
Driving Range, Golf Course	1/tee; 4/green
Drug Store	2/1,000 sqft. of GFA
Financial Institution	4/1,000 sqft. of GFA
Funeral Home	1 per 3 seats + 1/30 sqft. of assembly area with no fixed seats
Furniture or Carpet Store	1.5/1,000 sqft. of GFA
Greenhouse, Nursery	1/employee on maximum shift + 4/1,000 sqft. of floor area accessible to the general public + 4/1,000 sqft. of general office space
Grocery Store/Specialty Market (Not a Supermarket)	4/1,000 sqft. of GFA
Group Boarding Home	1.5/employee on maximum shift
Hardware/Paint Store	1/1,000 sqft. of GFA
Health Club or Fitness Center	4/1,000 sqft. of GFA
Home Improvement Superstore	3/1,000 sqft. of GFA
Hotel/Motel with Restaurant or Lounge Open to the Public	1.5/Room
Hotel/Motel with No Restaurant or Lounge; or with a Restaurant or Lounge provided for guests only	1/Room
Laundry/Dry Cleaning	1/employee on maximum shift + 4/1,000 sqft. of floor area accessible to the general public + 4/1,000 sqft. of general office space

Liquor Store	2/1,000 sqft. of GFA
Miniature Golf	15 for each 9 holes
Motor Vehicle Repair	1/bay + 1/pump island, minimum of 6 spaces
Nursing Home	1 per 3 beds + 4/1,000 sqft. of office space
Office, General and Professional	3/1,000 sqft. of GFA
Office, Medical/Dental	4/1,000 sqft. of GFA
Restaurant	10/1,000 sqft. of GFA
Retail Establishments Not Otherwise Listed	3/1,000 sqft. of GFA
Shopping Centers (Excluding Pad Sites): 25,000 – 399,999 sqft.	5/1,000 sqft. of GFA
Shopping Centers (Excluding Pad Sites): 400,000 – 599,999 sqft.	4.5/1,000 sqft. of GFA
Shopping Centers (Excluding Pad Sites): 600,000+ sqft.	4/1,000 sqft. of GFA
Supermarket	5/1,000 sqft. of GFA
Swimming Pool	1/30 sqft. of gross pool area
Theater	1 for each 4 seats + 1 for each employee on maximum shift
Industrial	
Freight Terminal	1/1,000 sqft. of GFA
Frozen Food Lockers	1/100 sqft. of service floor area
Manufacturing/Warehouse	1/1,000 sqft. of GFA + 4/1,000 sqft. of office space
Mini-Warehouse/Self Storage Facility	1/employee + a minimum of 4 customer spaces
Salvage Yard	1/10,000 sqft. of storage area + 1/employee
Vehicle Storage/Towing	1 per employee

1. Rules for Computing Parking Requirements.

a. Multiple Uses. When a building or development contains multiple uses, the off-street parking requirement shall be calculated for each individual use and the total parking requirement shall be the sum of the individual parking requirements unless the uses operate at different hours and are able to utilize shared parking.

b. Uses Not Listed. Any use not included in the parking requirements in this Chapter, the Director of Community Development shall establish the parking requirements either based upon a listed use deemed most similar to the proposed use or based upon industry standards. The Director may require the applicant to submit a parking study or other evidence to help determine the most appropriate parking standard for the proposed use.

2. Dimensions Of Parking And Other Paved Areas. Parking stall dimensions shall be not less than nine (9) by twenty (20) feet plus the necessary space for maneuvering into and out of the space. For parking lots the minimum cross dimensions shall be as follows:

90° pattern	Single-loaded aisle — 42 feet
	Wheel stop to opposite curb
90° pattern	Double-loaded aisle — 60 feet

	Wheel stop to wheel stop
60° pattern	Single-loaded aisle — 40 feet Wheel stop to opposite curb
60° pattern	Double-loaded aisle — 56 feet Wheel stop to wheel stop
45° pattern	Single-loaded aisle — 34 feet Wheel stop to opposite curb
45° pattern	Double-loaded aisle — 47 feet Wheel stop to wheel stop
Parallel spaces	9 by 23 feet each space

Drives to parking areas, service areas, loading docks and other on-site facilities served by or serving motor vehicles shall not exceed thirty-five (35) feet in width measured at a point where drive curbs are generally parallel. Head-in parking, where vehicles use a part of a public street right-of-way for entering or backing from a parking space or where any part of the parked vehicle occupies street right-of-way, shall not be permitted.

3. Improvement Of Parking Areas.

(a) All parking areas and drives, except as specifically provided for in this Subsection 3(a), shall be ready for use upon occupying a building and shall be surfaced with a minimum of two (2) inches of hot-mix asphaltic concrete on a minimum four (4) inch compacted stone base or Portland cement concrete paving of equal strength (the "Hard Surface Requirement"). All such drives and off-street areas used by vehicles, except those serving single- and two-family dwellings, shall have curbs. The Director of Codes Administration may grant an extension by issuing a temporary certificate of occupancy when weather conditions are not satisfactory for placing paving materials. Exceptions to the Hard Surface Requirement are specified in Subsections 3(a)(1), (2), (3), and (4), below. None of these exceptions herein shall relieve the owner, occupant or developer from the requirements of the Americans with Disabilities Act regulations, including hard surfaced parking areas for those with disabilities.

[Ord. No. 3452, 11-5-2018]

(1) Required Driveway Connection Condition For Any Exception To Apply. Gravel may be used in lieu of the Hard Surface Requirement for the exceptions described in Subsections 3(a)(2), (3), and (4) of this Subsection 3(a), providing that any driveway connection from the parking lot to the street is constructed to the standard of the Hard Surface Requirement for at least ten (10) feet in depth from the street for the width of the driveway. Driveways shall also mean Drives to parking areas.

(2) Exceptions For Non-residential Uses. Except as required in Subsection 3(a)(1), above, existing gravel parking lots with a non-residential use may remain as gravel until a new principal use structure is constructed on the property at which time all parking areas shall meet the Hard Surface Requirement. This exception shall include a property with a previously approved Special Use Permit condition(s), provided the requirements in Subsection 3(a)(1) are met.

(3) Exceptions For Residential Uses — Single-Family. Except as required in Subsection 3(a)(1), above, driveways may be gravel for single-family

residences that extend more than one hundred (100) feet from the street to the house or accessory structure. This exception shall not apply to zoning districts described in Subsection 3(a)(4), below.

(4) Exceptions For Residential Uses "R-1B" and "R-2B." Except as required in Subsection 3(a)(1), above, the following exceptions apply to zoning districts for the Single-Family "R-1B" Near Downtown Single-Family Neighborhood District and "R-2B" Near Downtown Two-Family Neighborhood District:

- (i) Existing gravel driveways are not required to be improved when a single-family home is removed and replaced with a new single-family home, and
- (ii) Single-family residences may have one (1) gravel parking space in the side or rear yard.

(b) No parking spaces shall be located within three (3) feet of an adjoining lot in a District "E" to "R-4" inclusive. Any lights used to illuminate the parking area shall be so arranged as to direct light away from any adjacent premises in a residential district. In addition, the following regulations shall apply:

- (1) In Districts "E" to "R-4" inclusive, no parking shall be permitted in the required front yard or within ten (10) feet of a public street, except that parking of motor passenger cars shall be permitted in customary driveways of single- and two-family dwellings.
- (2) In District "C-O", no parking area in a front yard shall extend closer than ten (10) feet to the right-of-way and no parking area in a side yard of a corner lot shall extend closer than four (4) feet to a street. In Districts "C-1" to "M-2", no parking area shall extend closer than four (4) feet to a right-of-way measured to the back of the curb of the parking area.
- (3) All parking lots and drives leading thereto, except those serving single-family and two-family dwelling, shall have curbs and drainage facilities approved by the City Administrator. Where greater setback requirements do not prevail, the back of the curb of a paved parking area shall not be closer than four (4) feet to a property line, except that in a planned zoning district, the Planning and Zoning Commission and the Board of Aldermen may permit a lesser setback where similar development on an adjoining lot will produce a satisfactory relationship.
- (4) The floor area designed and used exclusively for grain storage shall not be included in the parking calculation. Such parking spaces shall be on the premises or on other property within two hundred (200) feet of an employee entrance to the building being served. Each establishment shall also provide adequate loading space within a building or on the premises in such a way that all storage, standing and maneuvering of trucks and other service vehicles shall be off the public right-of-way.
- (5) A portion of the parking area required by this Chapter may remain unimproved until such time as the Board of Aldermen deems it must be improved to adequately serve current parking demand. A permit for construction of such delayed improvement may be issued only after the Planning and Zoning Commission and the Board of Aldermen are satisfied that the initial occupancy of the premises will be adequately served by the lesser number of spaces and only after approval by both bodies of a final development plan indicating clearly the location, pattern and circulation to and from the initial and the delayed parking spaces. The land area so

delineated for future parking shall be brought to finished grade, be landscaped and shall not be used for building, storage, loading or other purposes.

(6) Screening and landscaping. All open automobile parking areas containing more than four (4) parking spaces shall be effectively screened on each side adjoining or fronting on any residential or institutional property by a wall or fence not less than five (5) feet high or more than six (6) feet high or a densely-planted compact hedge not less than five (5) feet in height.

F. Landscaping and Screening.

1. When Required. All plans submitted in support of a building permit application, except for single-family and two-family dwellings and excluding buildings in District "CBD -1," shall hereafter include a landscape plan and include screening where appropriate. All development plans shall include a landscaping plan.

2. Contents of Landscaping Plan. All landscaping plans shall include the following information:

- a. North arrow and scale not to exceed one-inch equals 50 feet;
- b. Topographic information and final grading adequate to identify and properly specify planting areas needing slope protection;
- c. The location and size of all utilities on the site;
- d. The location of all existing and proposed parking areas, sidewalks, and other paved surfaces;
- e. The location of all existing and proposed buildings and structures;
- f. The location of hose connections and other watering sources;
- g. The boundaries of each required buffer or landscape strip;
- h. The location and mature size of all landscape materials to meet the requirements of this Section, drawn to scale, and a planting schedule indicating plant names (common and scientific), quantities and size at planting;
- i. The location, size, and type of all above-ground and underground utilities and structures with proper notation, where appropriate, so as to identify any safety hazards to avoid during installation of landscaping;
- j. The location, size and common name of all existing plant materials to be retained; and
- k. The location and construction details, including a profile section, of each structure proposed to meet buffering requirements.

3. Minimum Landscaping Requirements. Landscaping shall be provided for the development or redevelopment of all commercial, industrial, multi-family, and institutional property as provided herein.

a. General Requirements.

(1) Planting Seasons. Landscaping planted in fulfillment of these regulations shall only be planted during the spring (March 15 through June 15) or fall (September 15 through December 1). Planting at other times of the year may occur after receiving approval from the Community Development Director.

(2) Minimum Plant Sizes. The following are the required minimum plant sizes:

- (i) Deciduous trees shall be two-inch (2") caliper as measured at a point six inches (6") above the ground or top of the root ball, at planting.
 - (ii) Evergreen trees shall be five feet (5') in height at planting.
 - (iii) Ornamental trees shall be one-inch (1") caliper as measured at a point six inches (6") above the ground or top of root ball, at planting.
 - (iv) Medium shrubs shall be 18- to 24-inch balled and burlapped or two-gallon container.
 - (v) Large shrubs shall be 24- to 30-inch balled and burlapped or five-gallon container.
- (3) The preservation of existing plant material, when it meets the above minimum requirements and especially trees that are considered significant, is strongly encouraged. Significant trees may be given multiple credits.
- (4) The use of native plant materials is strongly encouraged, especially in areas where drainage is a concern and in and around detention or retention areas.
- (5) The *American Standard for Nursery Stock*, published by the American Association for Nurserymen, shall be the standard reference for the determination of plant standards. Publications of the University Extension, University of Missouri System, the Missouri Department of Conservation, and other authorities acceptable to the Director may also be used.
- (6) All portions of the site not covered with paving or building shall be landscaped. Open areas not covered with other materials shall be covered with sod. Ground cover shall be utilized on all slopes in excess of 3:1 slope.
- (7) Shade trees shall be planted on all projects and shall include such species as ash, sycamore, maple, oak or comparable trees suitable to the growing environment which prevails.
- (8) No tree shall be planted within the sight triangle of a street or drive intersection or within ten feet (10') of a fire hydrant.
- (9) Only trees ornamental trees (20 feet or less in height at maturity) may be planted under or within fifteen lateral feet (15') of any overhead utility wire.
- (10) Riparian Protection Buffer. The riparian protection buffer is intended to protect the habitat, wetland, slopes, stream integrity, and features in the immediate vicinity of the riparian area. These areas are typically ecologically rich but sensitive habitats that also serve as critical buffers to sedimentation. The minimum total width of the riparian protection buffer shall be the width of the mapped floodplain, or where the floodplain is not mapped or is narrower than 100 feet, shall be 100 feet from the annual high water line (AHWL) on both sides. On residential properties, the minimum width of the riparian protection buffer may be reduced to 50 feet in some locations where the floodplain in that area is less than 50 feet wide, and if an average setback of 100 feet is maintained across the property as a whole.

(11) Prohibited Trees. The following trees are prohibited and cannot be used to satisfy the landscaping requirements: Box Elder Maple (*Acer Negundo*), Catalpa (*Catalpa* Series), Cottonwood (*Populus Deltoids*), American Elm (*Ulmus Americana*), Chinese Elm (*Ulmus Parvifolia*), Siberian Elm (*Ulmus Pumila*), Ginko (female only, *Ginkgo Biloba*), Honey Locust (except thornless varieties, *Gleditsia Triancanthos*), Silver Maple (*Acer Saccharinum*), Mimosa (*Albexia Julibrissin*), Red Mulberry (female only, *Morus Ruba*), Russian Olive (*Elaeagnus Angustifolia*), Bolleana Poplar (*Populus Alba "Pyramdalis"*), Lombardy Poplar (*Populus Nigra "Italica"*), Silver Poplar (*Populus Alba "Nivea"*), Osage-Orange (except thornless and seedless varieties, *Mulcura Pomifera*), Tree of Heaven (*Alanthus Altissima*).

b. Interior Landscaping. This includes all landscaping that is interior to the site, such as plantings around the building foundation and parking islands and other open spaces.

(1) Foundational Landscaping. A landscaped area a minimum of five (5) feet wide shall be provided along the foundation of all commercial and institutional buildings, excluding building entrances and loading areas. This landscaped area may count toward the required landscape area for the lot.

(2) Parking Islands. Landscape islands, strips or other planting areas shall be located within the parking lot and shall consist of at least five percent (5%) of the entire area devoted to parking spaces, aisles, and driveways. Every four (4) rows of parking shall include a landscape island of at least ten (10) feet in width. Industrially zoned properties shall be exempt from this requirement. A landscaping island shall be located at the end of every parking bay between the last parking space and an adjacent travel aisle or driveway. The island shall be no less than eight (8) feet wide for at least one-half the length of the adjacent parking space. The island shall be planted in trees, shrubs, grass or ground cover, except those areas that are mulched. Tree planting areas shall be no less than ten (10) feet in width. No tree shall be located less than four (4) feet from the back of curb.

c. Perimeter Landscaping. This includes all landscaping that is located within thirty (30) feet of the property lines, whether street trees or screening between adjacent uses.

(1) Street Trees. Street trees shall be required at a rate of 1 tree per forty (40) linear foot along any property line that abuts a street or alley, excluding driveways.

(2) Screening of Adjacent Uses/Districts. Screening shall consist of screening fences, natural screening (earthen berms, shrubs, trees, bushes, etc.) or a combination of screening methods. The screening shall be constructed in such a manner that will protect the visual integrity, sound integrity and overall quality of the adjoining residential areas. The following table establishes which type of screen is required between adjacent uses/districts. To identify the type required, first identify the zoning of the subject lot

(the new or expanded use). Then, identify the zoning of each adjacent lot. Types of screens are labeled L, M, and H (Low, Medium, and High). The types of screens are further described below.

Zoning of Proposed Use or Expansion/Adjoining District	A	E	R-1	R-1B	R-1M	R-2	R-2B	R-3	R-4	C-O	C-1	CBD-1	CBD-2	C-2	M-1	M-2
Agriculture (A)	N/A	N/A	N/A	N/A	N/A	L	L	M	M	M	M	M	M	H	H	H
Estate (E)	N/A	N/A	N/A	N/A	N/A	L	L	M	M	M	M	M	M	H	H	H
Single-Family Residential (R-1)	N/A	N/A	N/A	N/A	N/A	L	L	M	M	M	M	M	M	H	H	H
Near Downtown Single-Family Neighborhood (R-1B)	N/A	N/A	N/A	N/A	N/A	L	L	M	M	M	M	M	M	H	H	H
Manufactured Home Park (R-1M)	N/A	N/A	N/A	N/A	N/A	L	L	M	M	M	M	M	M	H	H	H
Two-Family Residential (R-2)	L	L	L	L	L	N/A	M	M	M	M	M	M	M	H	H	H
Near Downtown Two-Family Neighborhood (R-2B)	L	L	L	L	L	N/A	M	M	M	M	M	M	M	H	H	H
Cluster or Garden Type Residential (R-3)	M	M	L	L	L	L	L	N/A	M	M	M	M	M	H	H	H
Medium Density Apartment (R-4)	M	M	H	H	H	M	M	M	N/A	M	M	M	M	H	H	H
Non-Retail Business (C-O)	M	M	M	M	M	M	M	M	M	N/A	M	L	L	H	H	H
Local Business (C-1)	M	M	M	M	M	M	M	M	M	L	N/A	L	L	L	M	M
Downtown Core Business (CBD-1)	M	M	M	M	M	M	M	M	M	L	L	N/A	L	L	M	H
Downtown Fringe Business (CBD-2)	M	M	M	M	M	M	M	M	M	L	L	L	N/A	L	M	H
Service Business (C-2)	H	H	H	H	H	H	H	H	H	H	M	L	L	N/A	M	M
Limited Industrial (M-1)	H	H	H	H	H	H	H	H	H	H	M	M	M	M	N/A	L
General Industrial (M-2)	H	H	H	H	H	H	H	H	H	H	M	H	H	M	L	N/A

- (i) **Low Impact Screen.** An open screen between similar land uses. Open screens shall provide an attractive separation between land uses. A low impact landscape screen shall consist of one of the following options:

Screening Option	Required Quantity
A	
Shade Trees	1/500 sqft.
Ornamental Trees	1/750 sqft.
Evergreen Trees	1/500 sqft.
Shrubs	1/500 sqft.
B	
Shade Trees	1/1,000 sqft.
Ornamental Trees	1/500 sqft.
Evergreen Trees	1/500 sqft.
Shrubs	1/500 sqft.
C	
Shade Trees	1/750 sqft.
Ornamental Trees	1/750 sqft.
Evergreen Trees	1/750 sqft.
Shrubs	1/200 sqft.

- (ii) **Medium Impact Screen.** A landscape screen consisting of 70% semi-opaque screening between land uses which are dissimilar in character. Semi-opaque screening should partially block views from adjoining land uses and create a separation between the adjoining land uses. For medium impact screens, either a landscape screen or fencing is required. A medium impact screen shall meet one of the following options:

Screening Option	Required Quantity
A	
Shade Trees	1/500 sqft.
Ornamental Trees	1/750 sqft.
Evergreen Trees	1/300 sqft.
Shrubs	1/200 sqft.
B	
Shade Trees	1/1,000 sqft.
Ornamental Trees	1/500 sqft.
Evergreen Trees	1/300 sqft.
Shrubs	1/200 sqft.
C	
Shade Trees	1/750 sqft.
Ornamental Trees	0 sqft.
Evergreen Trees	1/200 sqft.

Shrubs	1/200 sqft.
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- (iii) High Impact Screen. A landscape screen consisting of 100% opaque screening between land uses, which are dissimilar in character. When the proposed plan is considered to have a high impact on surrounding properties or the adjacent property is considered to have an adverse impact, both of the following shall be installed within the 30-foot landscape area: (1) a six-foot high masonry wall or opaque vinyl fence, (2) and low impact screening shall be planted on both sides of the wall or fence.

d. Additional Screening.

(1) Trash Enclosures.

(i) All, new or substantially remodeled, multi-family residential projects, defined as any dwelling unit building with more than two (2) dwelling units, and non-residential projects, shall include, on a landscape plan, a detailed drawing of enclosure and screening methods to be used in connection with all garbage/trash receptacles, garbage collection areas, grease collectors, and trash compactors. For the purpose of this Subsection, "*substantially remodeled*" shall be defined as any project remodeling in which the valuation of the work involved is equal to or more than thirty percent (30%) of the current year's market value of the building per the County Assessor's office listing. For all remodeled projects which do not meet the threshold of thirty percent (30%) per the above, these properties shall be required to comply with the requirements of Section 240.050(G)(2) of the Municipal Code regarding installation of enclosures.

All garbage/trash receptacles, garbage collection areas, grease collectors, and trash compactors for all residential dwelling unit properties except for single-family and duplex properties and all non-residential uses must be permanently screened from view on all sides by a fence of one hundred percent (100%) opacity and a minimum height of six (6) feet.

Where commercial trash receptacles are used, such receptacles must be screened as follows: All screens for trash receptacles that are part of new construction projects must match the primary color and material of the structure served.

Doors accessing storage areas must remain closed at all times when not being accessed.

(ii) Existing trash receptacles of any size, visible from a public thoroughfare must be screened from view of the public way or thoroughfare in compliance with Municipal Code Section 204.050. The screen is to be a wall, solid fence, or natural barrier of a minimum of six (6) feet in height, on any side of the collection

area which may be visible from a public way or thoroughfare adjacent to the collection area.

Chain link and slat screening is only allowed in "M-1" and "M-2" zoning. The screen must be opaque.

(iii) No trash receptacle may be located in a front or side yard unless located in an existing enclosure or if the existing developed site does not afford any other option; in such a case, the trash receptacle should be located in the side yard if possible and must comply with the screening requirements of this Section.

The City Administrator, based on the Community Development Department's site inspection and recommendation, will have the authority to grant an administrative variance where it is demonstrated that screening is impossible, or impractical, or would not serve the intent of this Section. After a request, in writing, for such relief, the City Administrator and the Community Development Department will notify the applicant of the determination, in writing, within thirty (30) days.

The wall, fence, or natural barrier shall be maintained in a neat, clean, sanitary, and proper mechanical condition at all times. Such maintenance, shall include, but is not limited to: replacing or repairing any missing or damaged boards, posts, concrete blocks or hinges, painted or stained wooden, metal, or concrete, and screening shall be maintained in a well-painted and stained condition, and removing and replacing any dead or diseased portions of a natural barrier.

The City may require specific maintenance if necessary to eliminate an unsightly or dangerous condition.

Temporary trash receptacles for special events, construction sites, parcel demolition or clean up, and similar, at the discretion of the Building Official or Code Enforcement Officer, are not required to comply with this Section.

(2) Loading Areas. All loading areas abutting a residential district shall be permanently screened from view along the abutting property line(s) by a high impact screen, as defined herein.

(3) Mechanical Equipment. Mechanical equipment may be either roof-mounted or ground-mounted and shall be screened as follows:

(i) Roof-Mounted. All roof-mounted mechanical equipment shall be screened entirely from view by using parapet walls at the same height as the mechanical units; or a solid screen around the equipment that is as tall as the tallest part of the equipment, with the screen an integral part of the building's architectural design; or the equipment setback from the roof's edge so that it is not visible from the public right-of-way.

(ii) Ground-Mounted. All ground-mounted mechanical equipment shall be screened entirely from view of the public right-of-way by a masonry wall, solid fence, or natural barrier (landscaping) up to a

height of the units to be screened. All screens shall match the primary color and material of the primary structure.

e. Installation. The Building Inspector shall inspect all landscaping and no final certificate of occupancy shall be issued unless the landscaping is completely installed in compliance with the approved landscape plan.

(1) All landscaping shall be installed according to current accepted planting procedures.

(2) All plant materials shall be free from disease and installed in a fashion that ensures availability of sufficient soil and water to sustain health growth.

(3) All trees shall be staked and include at least two inches (2") of organic mulch over the planting area.

(4) Landscape plant material suitable for planting shall be balled and burlapped or container grown. In all cases, a planting area that is at least twice the diameter of the root system or the container shall be prepared.

f. Maintenance.

(1) All landscaping materials shall be in good condition so as to present a healthy, neat and orderly appearance and shall be kept free from refuse and debris. This shall include, but not be limited to, mowing (of grass of twelve inches (12") or higher), edging, pruning, fertilizing, watering, weeding, and other activities common to the maintenance of landscaping.

(2) All landscaping shall be periodically trimmed so that it does not obstruct any public right-of-way.

(3) Diseased and dead landscape material and damaged non-living materials shall be replaced within 60 days of receipt of notice from the City by materials of equal size, density and appearance as originally required at the time of site plan approval.

(4) The owner, tenant and their agent, if any, shall be jointly and severally responsible for the maintenance of all landscaping. Lack of such maintenance and replacement shall be deemed a violation of plans approved pursuant to this Chapter.

G. Lighting.

1. Existing Outdoor Lighting Fixtures. Outdoor lighting fixtures lawfully existing prior to October 17, 2023, that do not conform to these provisions shall be deemed to be a lawful nonconforming use and may remain. A nonconforming lighting fixture that is changed to or replaced by a conforming lighting fixture shall no longer be deemed nonconforming, and thereafter such lighting fixture shall be maintained in accordance with these regulations.

2. When Plan Required. A photometric (lighting) plan shall be required for all new development, redevelopment, parking lot development or expansion where outdoor lighting is proposed or when otherwise required by the Director.

3. Plan Contents. The photometric plan shall be prepared by a lighting professional that is certified by the National Council on Qualifications for the Lighting Professions (NCQLP), or a State licensed professional engineer, architect, landscape architect or land surveyor and shall contain the following information:

a. Location and limits of the canopy or outdoor display area at a scale of not less than one inch equals 50 feet.

- b. Location and height of:
 - (1) All underside canopy lighting for service stations and service station convenience stores, and
 - (2) All pole and building mounted light fixtures for outdoor display areas, and
 - (3) All pole lights fixtures for parking lots.
- c. A photometric diagram showing predicted maintained lighting levels produced by the proposed lighting fixtures.
- d. The photometric plan shall indicate footcandle levels on a ten-foot by ten-foot grid. When the scale of the plan, as determined by the Director, makes a ten-foot by ten-foot grid plot illegible, larger grid spacing may be permitted.
- e. All photometric plans shall provide a breakdown indicating the maximum footcandle, minimum footcandle, and maximum average footcandles.
- f. All photometric plans shall include all structure(s), parking spaces, building entrances, traffic areas (both vehicular and pedestrian), vegetation that might interfere with lighting, and adjacent uses that might be adversely impacted by the lighting. The plan shall contain a layout of all proposed fixtures by location, orientation, aiming direction, mounting height and type. The plan shall include all other exterior lighting (e.g., architectural, building entrance, landscape, flag, accent, etc.).
- g. For projects abutting or adjacent to residential properties, a photometric plan providing the as-constructed lighting levels shall be provided to the Director prior to the issuance of a Final Certificate of Occupancy. The as-constructed photometric plan shall indicate the footcandle levels on a ten-foot by ten-foot grid.
- 4. Minimum Lighting Requirements.
 - a. Parking Lot Lighting
 - (1) Fixtures. Parking lot lighting shall utilize flat lens fixtures with full cut-offs and be mounted to the parking lot light pole at 90 degrees (horizontal to the ground) and shall be non-adjustable.
 - (2) Maximum Base Height. Concrete pedestals/bases shall not exceed three feet in height and shall be included in the maximum overall height.
 - (3) Maximum Height. The maximum overall fixture height, measured to the top of the fixture from grade, shall be 30 feet.
 - (4) Maximum Footcandles at Property Lines. The maximum maintained vertical footcandles at all property lines shall be 0.5 footcandles, measured at three (3) feet above the grade. Exceptions may only be allowed when the abutting property is not residential. Fixtures that project light or glare towards a street right-of-way shall not be permitted.
 - (5) Maximum Average. The maximum average maintained footcandles for all parking lots shall be 3 footcandles.
 - b. Wall-Mounted Lighting.
 - (1) Fixtures. All building-mounted lighting, excluding accent lighting, canopy lighting or emergency lighting, shall utilize a flat lens with full cut-offs.
 - (2) Maximum Wattage. Wall-mounted fixtures shall be metal halide or LED and shall not exceed 150 watts.

(3) Mounting Height. Wall-mounted fixtures shall be attached only to walls, and the top of the fixture shall not exceed the height of the parapet or roof, whichever is greater. For structures within 100 feet of a residential use and/or district, the mounting height of these fixtures shall not exceed 15 feet measured from the top of the fixture to grade.

c. Accent Lighting.

(1) Definition. Accent lighting is defined as any lighting used to accent architectural features, fascia, landscaping, flags, art or other objects for architectural or landscape purposes.

(2) Fixtures. Fixtures used for accent lighting shall be full cut-off or directionally shielded lighting fixtures that are aimed and controlled so that the directed light is substantially confined to the object intended to be illuminated to minimize glare, sky glow and light trespass. All lights shall terminate on opaque surfaces within the property.

(3) Fixture Type Allowed. The following fixture types may be used as accent lighting:

(i) Neon and fluorescent tube lighting when recessed or contained in a cap or architectural reveal. A diffusing or refracting lens that covers the recess, cap or reveal shall be provided.

(ii) Floodlights;

(iii) Wall sconces or lanterns;

(iv) Recessed can lights; or

(v) Any other fixture type that, in the opinion of the Director or designee, meets the intent of this section.

(4) Maximum Wattage. Fixture wattage shall not exceed 100 watts for incandescent, 26 watts for compact fluorescent, or 40 watts for other lighting sources.

d. Canopy and Drive Thru Lighting.

(1) Canopy and drive thru lighting shall be adequate to facilitate the activities taking place in such locations and shall not be used to attract attention to the business.

(2) Any facility utilizing a canopy or drive-thru area such as banks, service stations, convenience stores, car washes, etc., shall comply with the following requirements:

(i) Canopy light fixtures shall be recessed so that the lens cover is flush with the bottom surface (i.e., ceiling) of the canopy.

(ii) Indirect lighting may be used where light is beamed upward lighting the underside of the canopy. Such fixtures shall be shielded such that direct illumination is focused exclusively on the underside of the canopy. The underside of the canopy shall be finished with a surface treatment that minimizes the potential of glare.

(iii) Lights shall not be mounted on the top or sides (fascias) of the canopy, and the canopy sides or fascias shall not be illuminated except when approved as part of a preliminary development plan or separate sign permit.

(3) Areas under the service station canopy shall be illuminated so that the minimum lighting level is at least 10.0 footcandles and no more than 30.0 footcandles.

(4) Automatic teller machines (ATMs). The lighting around freestanding ATMs shall be a minimum of 5.0 footcandles and not to exceed 16.0 footcandles, measured within a ten-foot radius from the ATM or 4.0 footcandles within a 30-foot radius.

e. Outdoor Recreation Lighting.

(1) Lighting of outdoor recreational facilities (public or private), such as, but not limited to, football fields, soccer fields, baseball fields, softball fields, tennis courts, special event or show areas, shall meet the conditions in this section.

(2) Where playing fields or other special activity areas are to be illuminated, lighting fixtures shall be mounted, aimed and shielded so that their beams fall within the primary playing area and immediate surroundings.

(3) The main lighting of the facility shall be turned off no more than 60 minutes after the end of an activity or event. A low-level lighting system shall be installed to facilitate patrons leaving the facility, cleanup, nighttime maintenance, etc.

(4) The maximum mounted heights for recreational lighting shall be in accordance with the following:

- (i) Football Fields—70 feet;
- (ii) Soccer Fields—70 feet;
- (iii) Baseball/Softball Fields (250 feet or greater)—70 feet;
- (iv) Baseball/Softball Fields (less than 250 feet)—60 feet;
- (v) Little League Fields—60 feet;
- (vi) Basketball Courts—20 feet;
- (vii) Tennis Courts—30 feet;
- (viii) Swimming Pools—20 feet;
- (ix) Tracks—20 feet;
- (x) Horseshoe Courts—30 feet;
- (xi) Skate Parks—30 feet;
- (xii) Volleyball Courts—30 feet;
- (xiii) Other recreational activities shall be determined on a case-by-case basis by the Director after consultation with the City's Parks and Recreation Department and/or industry standards. In no circumstances shall heights exceed 30 feet.

(5) The average maintained lighting levels for recreational uses, other than professional sports teams, shall not exceed the following:

- (i) Eighty (80.0) footcandles in the infield and fifty (50.0) footcandles in the outfield for baseball/softball/little league fields. The maximum lighting level to average lighting level ratio shall not exceed 2.0:1.
- (ii) Eighty (80.0) footcandles for football/soccer/tennis courts. The maximum lighting level to average lighting level ratio shall not exceed 2.0:1.
- (iii) Fifty (50.0) footcandles for basketball courts/tracks. The maximum lighting level to average lighting level ratio shall not exceed 2.0:1.

- (iv) Twenty (20.0) footcandles for swimming pools. The maximum lighting level to average lighting level ratio shall not exceed 2.0:1.
- (v) Other lighting levels shall be in accordance with IESNA, Illuminating Engineering Society of North America standards.
- (6) All light fixtures/light poles shall be set back a minimum of one foot for every foot in height from any residential property line and/or right-of-way.
- (7) Lighting levels shall not exceed 0.5 footcandles at any common property line with residential district and/or use.”

Section 2: Section 405.030.B is hereby amended to add the following definition:

“Significant Tree

A tree in fair or better condition that has been determined to be of a high value by a knowledgeable person because of its species, size, age or other professional criteria.

1. A tree is considered in fair or better condition if:
 - a. It’s life expectancy is greater than 15 years;
 - b. It has a relatively sound and solid trunk with no extensive decay or insect infestation.
2. Hardwood trees such as oaks and hickories that are of a 12-inch caliper or more and soft-wood trees such as pines and cedars, which are 16 feet in height or more, and small hardwoods such as dogwoods, redbuds or sourwoods with calipers of 6-inches or more shall be considered significant trees due to size.”

Section 3: Section 405.145 is hereby removed in its entirety.

Section 4: Section 405.147.D is hereby removed in its entirety.

Section 5: Section 405.147.F.4.d is hereby removed in its entirety.

Section 6: Section 405.175 is hereby removed in its entirety.

Section 7: Section 405.177.D is hereby removed in its entirety.

Section 8: Section 405.177.F.4.d is hereby removed in its entirety.

Section 9: Section 405.190 is hereby removed in its entirety.

Section 10: Section 405.210 is hereby removed in its entirety.

Section 11: Section 405.235 is hereby removed in its entirety.

Section 12: Section 405.265 is hereby removed in its entirety.

Section 13: Section 405.330 is hereby removed in its entirety.

Section 14: Section 405.500 is hereby removed in its entirety.

Section 15: Section 405.520 is hereby removed in its entirety.

Section 16: Section 405.525.C.1.c(1) is hereby removed in its entirety.

Section 17: Section 405.525.E and F are hereby removed in their entirety.

Section 18: Section 405.550.A.3.a is hereby amended to read as follows:

“For any "R-1," "R-1B," "R-1M," "R-2," or "R-2B" zoned lot, two (2) detached accessory building(s) may be permitted, one (1) of the two (2) may be an accessory dwelling unit for any “R-1”, or “R-1B”. Except that properties zoned R-1 of 1.5-acre or larger in size may have one additional detached accessory structure provided all setbacks are met and the lot coverage requirement is not exceeded. For any "R-3" or "R-4" zoned lot, one (1) or more detached accessory buildings may be permitted. Accessory structures are permitted as long as said structure complies with the standards outlined within the Zoning Code of Ordinances for the City of Harrisonville ("Code"), as enacted from time to time. A detached accessory building shall be located not less than eight (8) feet from any side or rear lot line and no closer to the front of the building than eight (8) feet. Accessory buildings required to be supported by a concrete foundation shall not be located within a dedicated easement of any kind. The accessory building shall be complementary with construction type, style and color of the primary structure. In the case of corner lots, accessory buildings shall be set back not less than the distance required for residences from side streets. Lot coverage for the house and any accessory structure shall not exceed thirty-five percent (35%). All accessory structures are to be approved by the Director of Community Development. Any appeals shall be directed to the Board of Aldermen and that action shall be final.”

Section 19: Section 410.350.C.2 is hereby removed in its entirety.

Section 20: Section 410.430 is hereby amended to read as follows:

“In both residential and commercial developments, accessways for pedestrian and maintenance purposes shall be provided by the developer to greenways, parks and open space areas.”

Section 21: Section 410.490.J.8 is hereby removed in its entirety.

Section 22: That this Ordinance shall be in effect immediately upon its passage and approval.

Read for the first time by title only on the 2nd day of October 2023. Read for the second time by title only on the 16th day of October 2023.

Mike Zaring, Mayor

ATTEST:

Daniel Barnett, City Clerk

APPROVED by the Mayor this 16th day of October 2023.

STAFF REPORT

TO: Board of Aldermen
FROM: Christina Stanton,
DATE: September 26, 2023
SUBJECT: Appl. #RZ-23-003--Rezoning from M-1 to C-2 at Brickplant and Brookhart Roads PUBLIC HEARING

Type of Item: Rezoning

G. Action Item (ID # 4637)

AN ORDINANCE OF BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE APPROVING A REZONING OF APPROXIMATELY 18.52 ACRES OF LAND FROM LIGHT INDUSTRIAL (M-1) DISTRICT TO SERVICE BUSINESS (C-2) DISTRICT ON LAND LOCATED AT 2401 AND 2501 S. BRICKPLANT ROAD AND 1801 BROOKHART ROAD IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI.

History:

10/02/23 Board of Aldermen SCHEDULED

Mayor Zaring opened the public hearing at 7:16 p.m.

Staff report presented by Community Development Director Stanton.

Stanton said the owners of property located at 2401 and 2501 S. Brickplant Road and 1801 Brookhart Road, are asking to rezone the properties from Light Industrial (M-1) District to Service Business (C-2) District.

Stanton said the applicant is intending to pursue proposed uses of a food truck court, hotel, restaurant, event center, RV park with dog park and walking trails, and RV/boat storage.

Stanton said a large portion of the northern property is located within the floodplain.

Stanton said the proposed uses are appropriate uses for the district.

Stanton spoke to the area's proposed future uses within the City's 2040 Comprehensive Plan and said the proposed use is logical considering the future extension of S Commercial Street.

Stanton said City staff recommend approval of the requested rezone.

Mayor Zaring closed the public hearing at 7:19 p.m.

City Attorney Felzien read the ordinance for the first time only.

Alderman Pfautsch asked about the appearance of the proposed uses.

Community Development Director Stanton spoke to screening and the requirement of a special use permit for the proposal.

Attachments:

Staff Rpt - Linder RZ 10-2-2023 BOA (PDF)

2 Application (PDF)

3 Zoning Exhibits (PDF)

4 Ordinance #608 (PDF)

5 Ordinance #991 (PDF)

6 Zoning Map (PDF)

7 Aerial Map (PDF)

Ordinance-Linder RZ (DOC)



To: Board of Aldermen

From: Christina Stanton, AICP, Community Development Director

Date: October 2, 2023

Re: Appl. #RZ-23-003 – REZONING from Light Industrial (M-1) District to Service Business (C-2) District on property located at 2401 and 2501 S. Brickplant Road and 1801 Brookhart Road

GENERAL INFORMATION

Applicant: Robert and Lisa Linder

Requested Actions: Approval of Requested Rezone from Light Industrial (M-1) District to Service Business (C-2) District

Date of Application: August 16, 2023

PROPOSAL

Mr. and Mrs. Linder are seeking approval of a requested Rezoning from Light Industrial (M-1) District to Service Business (C-2) District, with the intent to pursue proposed uses of a food truck court, hotel, restaurant, event center, RV park with dog park and walking trails, and RV/boat storage.

Please see the attached zoning and aerial maps.

The surrounding properties are currently zoned as follows:

North: M-1 (Light Industrial District)—Undeveloped property

East: M-1 (Light Industrial District) and C-2 (Service Business District)—Love's Travel Stop

South: M-1 (Light Industrial District) and C-2 (Service Business District)—Love's Travel Stop and Truck Wash and Stonegate Crematorium

West (across Brickplant Road): M-1 (Light Industrial District)—Fisher Residence

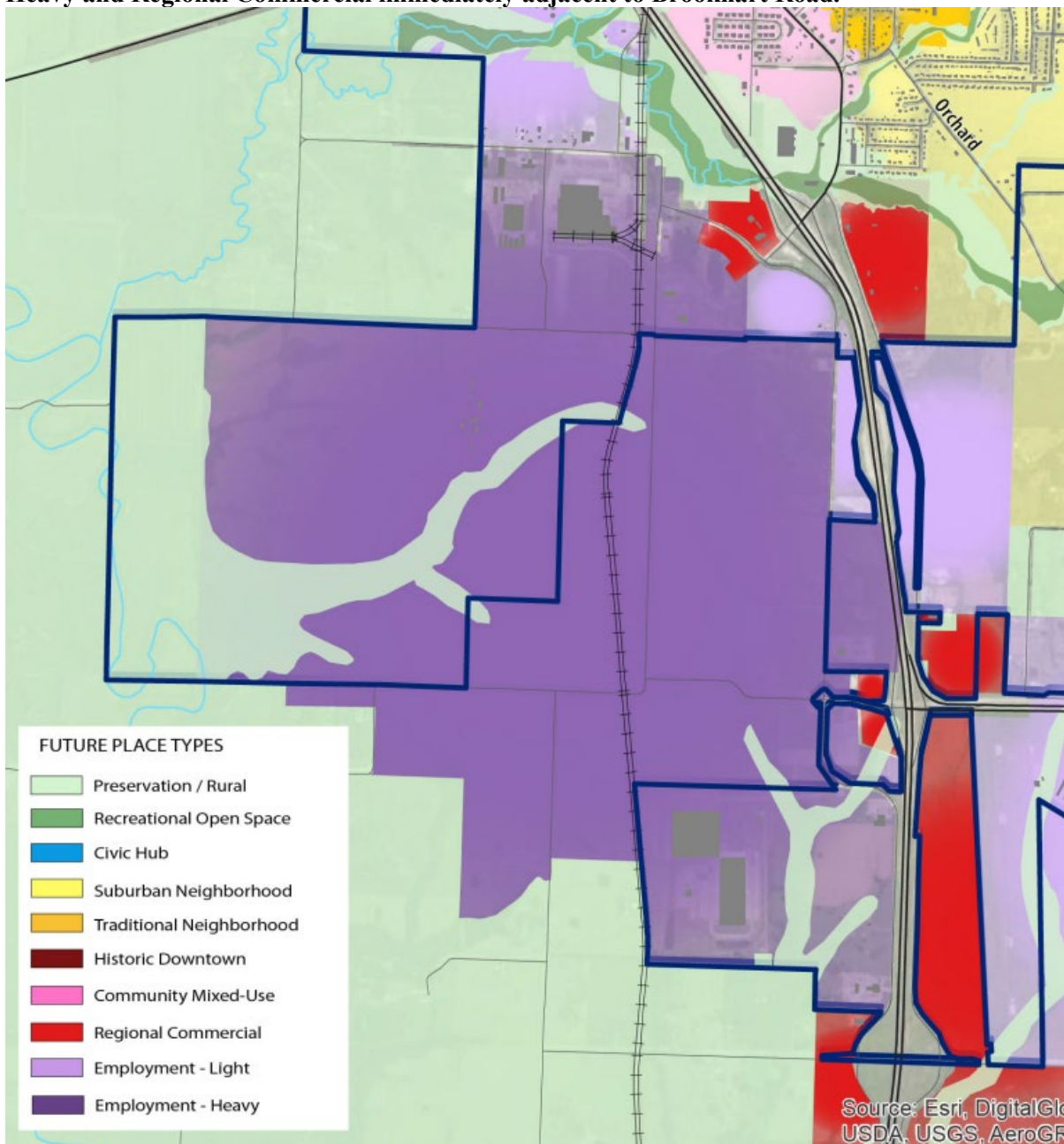
PREVIOUS ACTIONS

- March 14, 1963—The Board of Aldermen approved an Ordinance (#608) to annex certain adjacent territory. This annexation included 66 tracts of land. Staff is not certain if this annexation included the northern portion of this property, but based on conversations with a descendant of the prior property owner and historical research staff suspects that this may have been the ordinance that annexed the northern portion of the subject property (current day, 2401 and 2501 S. Brickplant Road).
- August 16, 1972—The Board of Aldermen approved an Ordinance (#991) to annex certain adjacent territory owned by Acme Brick Company, Anaconda Wire and Cable Company, and Pearson Investment Co., Inc.
- 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 established as Light Industrial (M-1) District.

- April 6, 2023—Staff held a pre-application meeting with the property owners (Mr. and Mrs. Linder) to discuss proposed uses of a food truck court, hotel, restaurant, event center, RV park with dog park and walking trails, and RV/boat storage. Staff informed the property owners that the property would need to be rezoned from Light Industrial (M-1) District to Service Business (C-2) District for the proposed uses and that the uses of an RV park and/or RV/boat storage would require an approved Special Use Permit (SUP).
- September 21, 2023—The Planning & Zoning Commission voted 4-1 to recommend approval of the proposed rezoning.

KEY ISSUES

- This property is currently zoned Light Industrial (M-1) District.
- The City's 2040 Comprehensive Plan shows the property and surrounding area as Preservation/Rural and Recreational Open Space within and around floodplain and Employment - Heavy and Regional Commercial immediately adjacent to Brookhart Road.



- The applicant is requesting to Rezone the property to Service Business (C-2) District Zoning. A large portion of the northern property is located within the floodplain as shown in the attached

Aerial Map. This area was previously discussed during the pre-application meeting as proposed future RV park with dog park and walking trails (2401 S. Brickplant Road).

- The applicants desire to locate an event center on the smaller tract located off of Brickplant Road (2501 S. Brickplant Road).
- The applicants desire to locate a food truck court on the southernmost property off of Brookhart Road (1801 Brookhart Road).
- Additional pre-application meeting(s) may be needed as the property owners further develop their plans for the development of this property.

ANALYSIS

Zoning. The property is currently zoned Light Industrial (M-1) District. The applicant is proposing to rezone the property to Service Business (C-2) District. The proposed uses are appropriate uses for this District. The uses that are permitted by right will be able to be reviewed administratively, since this is not a planned district once the zoning is approved. However, those uses requiring a Special Use Permit (SUP) will have to go through that public hearing process prior to any Final Development Plan (FDP), Building Permit, or Right-of-Way Permit.

Comprehensive Plan. The City's 2040 Comprehensive Plan shows this area as "Preservation/Rural", "Recreational Open Space", "Regional Commercial", and "Employment Heavy".

- Preservation/Rural—This "place type represents areas in Harrisonville that are not expected to substantially develop or be annexed (if outside city limits) by the city over the next 20 years. These areas may include environmentally sensitive areas, such as floodways and woodlands. They also include certain agricultural areas outside city limits."
- Recreational Open Space—This "place type represents areas managed by Harrisonville for the purpose of providing quality public spaces, including park facilities, trails, and leisure activities for residents of all age groups and abilities."
- Regional Commercial—These are "areas of the city designated for highway-oriented commercial land use types...Appropriate uses in the Regional Commercial place type includes gas stations, general and drive-thru retail, regionally-serving-medium- and big-box retail, hotels/motels, vehicle rentals."
- Heavy Employment—These "areas are intended to support intense manufacturing, warehousing, and distribution uses which are not compatible with other place types in the community, and must be intentionally separated."

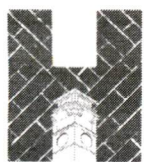
The northern portion of the subject property is predominantly comprised of the place types Preservation/Rural and Recreation Open Space. Properties abutting Brookhart Drive and immediately near the S. Commercial Street area are identified as Regional Commercial and the other properties in the area are identified as Heavy Employment. However, with the future extension of S. Commercial Street it is more logical for this immediate area to be the Regional Commercial place type, or zoned Service Business (C-2) District. Given the above information, the proposed future uses for this area are appropriate.

STAFF RECOMMENDATION

Staff recommends approval of the requested rezone from Light Industrial (M-1) District to Service Business (C-2) District.

ATTACHMENTS

Application
Zoning Exhibits
Ordinance #608
Ordinance #991
Zoning Map
Aerial Map



THE CITY OF HARRISONVILLE

WHERE TRADITION MEETS INNOVATION

LAND USE – ZONING APPLICATION

Application Type

- ☒ Rezoning (Fee \$300.00 + \$65 Notice Fee) ☐ Preliminary Development Plan (Fee \$300.00 + \$65 Notice Fee)
- ☐ Special Use Permit (Fee \$300.00 + \$65 Notice Fee) ☐ *Final Development Plan (Fee \$200.00)
- * Staff-only approval required

Applicant and Owner Information

Applicant (Print): Robert and Lisa Linder **Signature:** [Signature]

Company Name: _____

Street Address: 1201 E South St. City: Harrisonville State: MO Zip: 64701

Phone: 816 456 9273 / 816 258 2160 Email: JDELLINDER@GMAIL.COM

Robert LISA

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

★ **Property Owner Name (print):** Robert and Lisa Linder **Signature:** [Signature]

Street Address: 1201 E South St City: Harrisonville State: MO Zip: 64701

Phone: 816 258 2160 Email: JDELLINDER@gmail.com

more property owners back page.

Firm Preparing Application:

Contact: _____

Street Address: _____ City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

*All correspondence should be sent to: **Applicant** _____ **Property Owner** _____ **Firm** _____

Project Information

General Location or Address: 23501 S Brickplant Rd Hulle, 1801 Brookhart Rd Lot 7 Hulle

Project Description: _____

Acres or Sq. Ft. @ 22.52 acres

Current Zoning: M-1 Proposed Zoning: C-2

Items to be Submitted 30 Days Before Planning Commission Meeting

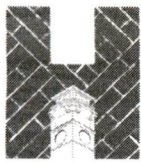
- ☒ 1) Application
- ☒ 2) Filing Fee – Payable to City of Harrisonville or contact the Community Development Office to pay by phone.
- ☒ 3) Site Plan drawn to scale and showing adjacent tracts within 185 ft. and current ownership. Four (4) copies of at least 8 1/2" x 11", and one (1) electronic copy emailed to the planner.
- ☒ 4) Email full legal description in WORD to planner (not assessor's abbreviated description).

City Staff may modify submittal requirements as necessary.

For Office Use Only

Case No: RZ-23-003 Filing Fee: Amount Paid \$ 3105.00 Date Application Received: 8/16/23

Staff-only approval: _____ P&Z meeting: 9/21/23 BOA Meeting: 10/2/23



THE CITY OF HARRISONVILLE

WHERE TRADITION MEETS INNOVATION

LAND USE – ZONING APPLICATION

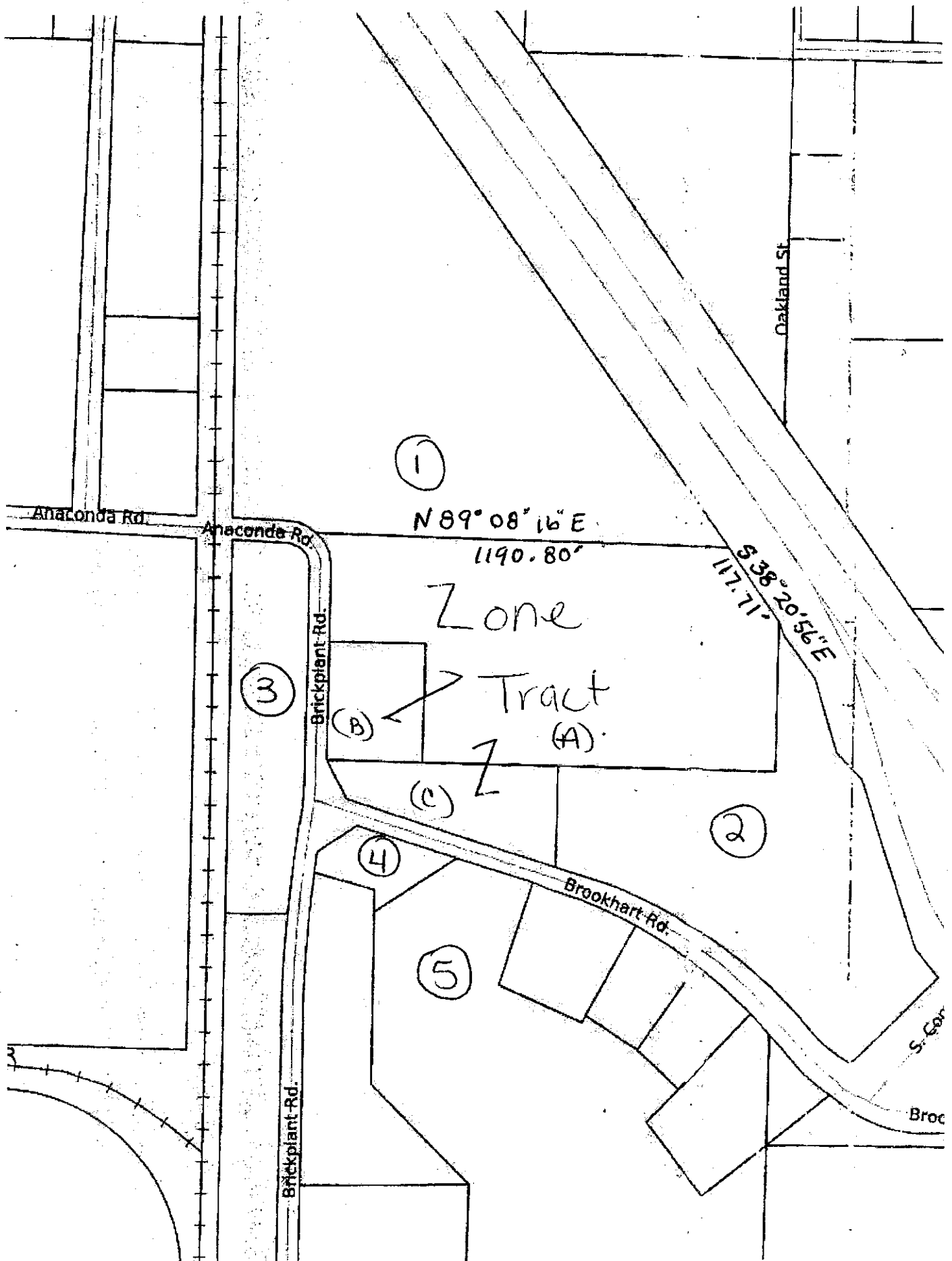
Resources

City Website	www.harrisonville.com
Zoning Map	https://www.harrisonville.com/DocumentCenter/View/9508/Zoning-Final-Draft?bidID=
Zoning Regulations	https://www.ecycle.com/27908265
Subdivision Regulations	https://www.ecycle.com/27909481
Cass County GIS Map	https://cassgis.integritygis.com/h5/index.html?viewer=cass

Contacts

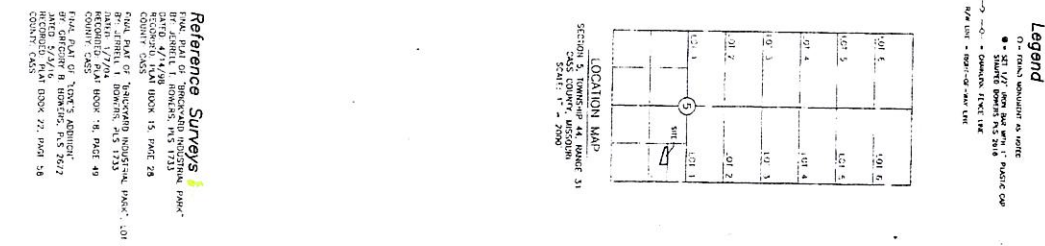
City Hall, 300 E. Pearl St, Harrisonville, MO 64701	816-380-8900	
John Morris, Building Official	816-380-8917	jmorris@harrisonville.com
Christina Stanton, AICP, Community Development Director	816-380-8922	cstanton@harrisonville.com
Jamie Martin, Office Administrator	816-380-8958	jmartin@harrisonville.com
Public Works Department, 201 W. Chestnut, Harrisonville, MO 64701	816-380-8964	
Carl Brooks, P.E., CFM, Public Works Director		cbrooks@harrisonville.com
Ted Martin, P.E., CFM, City Engineer		tmartin@harrisonville.com

Gilbert Linder Jr and Jana Linder
 41505 E State Rte N
 Creighton MO 64739
 jlinder3351@gmail.com
 816 456 1239 and 816 456 3351
 [Signature] Jana Linder





Attachment: 3 Zoning Exhibits

[illegible]

DO NOT REMOVE

Bill No. 608

ORDINANCE NO. 608

AN ORDINANCE PROVIDING FOR THE SUBMISSION TO THE QUALIFIED VOTERS OF HARRISONVILLE, MISSOURI, AT THE GENERAL ELECTION APRIL 2, 1963, A PROPOSITION FOR THE ANNEXATION OF CERTAIN UNINCORPORATED AREAS OF LAND TO THE CITY OF HARRISONVILLE, MISSOURI, AND TO CHANGE THE CITY LIMITS BOUNDARY LINES TO ENCLOSE SAID UNINCORPORATED AREAS OF LAND.

WHEREAS, the Board of Aldermen desire to test the sense of the qualified voters of Harrisonville on this proposition at the general election to be held April 2, 1963.

NOW, THEREFORE, be it ordained by the Board of Aldermen of the City of Harrisonville, Missouri, as follows:

Section 1. That at the general election to be held April 2, 1963, there shall be submitted to the qualified voters of said city a proposition to annex certain unincorporated areas of land to the city limits of Harrisonville, Missouri, and to change the city limits boundary lines to enclose said unincorporated areas of land. That the form of ballot to be used is attached and made a part of this ordinance; that the lands described by their legal description attached hereto are the premises to be annexed and the city limits boundary lines shall be changed to enclose said premises. That the legal description of said lands shall be posted in each voting booth.

Section 2. That the Acting City Clerk is hereby directed to prepare and cause to be printed ballots as herein provided, an exact copy of which is attached to this ordinance and marked "Exhibit A", and to prepare or procure the necessary poll books and tally sheets to be used at said election, and shall cause the same to be delivered to the judges of the general election.

Section 3. That the polling places for said election shall be as follows:

Ward No. 1 (East) - 300 East Pearl, City Hall.

Ward No. 2 (West) - 208 West Pearl, Cass County Jail.

Section 4. That notice of this proposition as herein provided to be voted on at the general election shall be given by posting a copy at not less than ten (10) public places at least fifteen (15) days before the day of said general election.

PASSED BY THE BOARD OF ALDERMEN this 14th day of March, 1963.

Arthur L. Byrke
Mayor and Ex-Officio President
of the Board of Aldermen

ATTEST:
Carl W. Stahl
Acting City Clerk

Approved by the Mayor this 14th day of March, 1963.
Arthur L. Byrke
Mayor

COUNCIL BILL NO. 206

ORDINANCE NO. 991

AN ORDINANCE DECLARING THE RESULTS OF THE SPECIAL ELECTION HELD IN THE CITY OF HARRISONVILLE ON AUGUST 8, 1972 IN REGARD TO THE FOLLOWING PROPOSITIONS PLACED UPON SAID BALLOT TO ANNEX CERTAIN PROPERTIES TO THE CORPORATE LIMITS OF THE CITY OF HARRISONVILLE,

WHEREAS, the City of Harrisonville on the 8th day of August, 1972 held its special election in regard to the annexation of certain properties to the city, and

WHEREAS, the votes have been cast, deposited, counted and announced pursuant to law, and ballots, poll books and tally sheets have been returned to the proper officials, and

WHEREAS, the Board of Aldermen has canvassed said election,

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

SECTION 1: That it is hereby found and determined that the vote at the special city election in regard to Proposition #1 which read as follows:

Shall the following described unincorporated area of land be annexed to the City of Harrisonville, Missouri, and the city limits boundary lines be changed to enclose said areas, the legal description of which is as follows:

The South 60 acres of the East half of the Southeast Quarter of Section 5, Township 44, Range 31; and

From the point of intersection of the South line of the Southwest Quarter of the Southeast Quarter of Section 5, Township 44, Range 31, and the East line of the right of way of the L. & S. Branch of the Missouri Pacific Railway, measured in a Northerly direction along the East line of said right of way, a distance of 570 feet for a place of beginning; thence in a Southeasterly direction along a curve line 20 feet North of and parallel with railroad spur to the center of the public road running North and South along the East line of the above mentioned 40 acre tract; thence South along the center of said road to a point 205 feet North of the South line of said Section 5; thence North 68 degrees 30 minutes West 202 feet, more or less, to the East line of said right of way; thence with said right of way line North to the beginning, except any part thereof used for public road.

Owned by ACME BRICK COMPANY, a Texas corporation.

DDH847

Attachment: 5 Ordinance #991 (Appl. #RZ-23-003--Rezoning from M-1 to C-2 at Brickplant and Brookhart Roads PUBLIC HEARING)

DDH847

The East half of the Southwest Quarter of Section 5, Township 44, Range 31, Cass County, Missouri, more particularly described as follows, to-wit: Beginning at the Southeast corner of the Southwest Quarter of said Section 5; thence West along the South line of said section, a distance of 1326.6 feet to the Southwest corner of the East half of the Southwest Quarter of said Section 5; thence North along the West line of the East half of the Southwest Quarter of said Section, a distance of 2665.47 feet to the Northwest corner of the East half of the Southwest Quarter of said Section 5; thence East along the North line of said Southwest Quarter, a distance of 1326.6 feet to the Northeast corner of the Southwest Quarter of said Section 5; thence South along the East line of the Southwest Quarter of said Section 5, a distance of 2665.47 feet to the point of beginning, and all that part of the West half of the Southeast Quarter of Section 5, Township 44, Range 31, lying West of the right of way of the Missouri Pacific Railroad, specifically described as follows: Beginning at the Southwest corner of the Southeast Quarter of said Section 5; thence North along the West line of the Southeast Quarter of Section 5, a distance of 2665.47 feet to the Northwest corner of the Southeast Quarter of Section 5; thence East along the North line of said Southeast Quarter a distance of 1001.8 feet to the West right of way line of the Missouri Pacific Railroad; thence South along the West right of way line of the Missouri Pacific Railroad, a distance of 2665.74 feet to the South line of said Section 5; thence West along the South line of said Section, a distance of 1,039.56 feet to the point of beginning, except therefrom the south 26 acres thereof.

The South 26 acres of the following premises: All that part of the West half of the Southeast Quarter of Section 5, Township 44, Range 31, lying West of the right of way of the Missouri Pacific Railroad, specifically described as follows: Beginning at the Southwest corner of the Southeast Quarter of said Section 5; thence North along the West line of the Southeast Quarter of said Section 5, a distance of 2665.47 feet to the Northwest corner of the Southeast Quarter of said Section 5; thence East along the North line of said Southeast Quarter a distance of 1001.8 feet to the West right of way along the West right of way line of the Missouri Pacific Railroad, a distance of 2665.74 feet to the South line of said Section 5; thence West along the South line of said Section, a distance of 1039.56 feet to the point of beginning; subject to easements of record.

Owned by ANACONDA WIRE AND CABLE COMPANY, a Delaware Corporation,
principal place of business: 605 Third Avenue, New York, New York.

ORDINANCE NO. 991 - Page 3

That the vote was as follows:

For the Annexation	<u>639</u>
Against the Annexation	<u>181</u>

It is therefore found, declared and determined that a majority of the qualified voters of said city voted at said election on said proposition, voting in favor of said proposition.

SECTION 2: That it is hereby found and determined that the vote at the special city election in regard to Proposition #2 which read as follows:

Shall the following described unincorporated area of land be annexed to the City of Harrisonville, Missouri, and the city limits boundary lines be changed to enclose said areas, the legal description of which is as follows:

The West Half of Lot 2 of the Northwest Quarter, and all that part of the West half of Lot 3 of the Northwest Quarter lying South and East of Center line of the M. K. & T. Railroad right of way (now abandoned), all in Section 5, Township 44, Range 31.

Owned by PEARSON INVESTMENT CO., INC.

That the vote was as follows:

For the Annexation	<u>643</u>
Against the Annexation	<u>201</u>

It is therefore found, declared and determined that a majority of the qualified voters of said city voted at said election on said proposition, voting in favor of said proposition.

SECTION 3: It is hereby declared the following described unincorporated areas of land are hereby annexed to the City of Harrisonville and the city limits boundary lines are hereby extended and changed to enclose said unincorporated area of land; that the description of lands hereby annexed are as follows:

The South 60 acres of the East half of the South-east Quarter of Section 5, Township 44, Range 31; and

From the point of intersection of the South line of the Southwest Quarter of the Southeast Quarter of Section 5, Township 44, Range 31, and the East line of the right of way of the L. & S. Branch of the Missouri Pacific Railway, measured in a Northerly direction along the East line of said right of way, a distance of 570 feet for a place of beginning; thence in a Southeasterly direction along a curve line 20 feet North of and parallel with railroad

DDH847

Attachment: 5 Ordinance #991 (Appl. #RZ-23-003--Rezoning from M-1 to C-2 at Brickplant and Brookhart Roads PUBLIC HEARING)

ORDINANCE NO. 991 - Page 4

DDH847

spur to the center of the public road running North and South along the East line of the above mentioned 40 acre tract; thence South along the center of said road to a point 205 feet North of the South line of said Section 5; thence North 68 degrees 30 minutes West 202 feet, more or less, to the East line of said right of way; thence with said right of way line North to the beginning, except any part thereof used for public road.

The East half of the Southwest Quarter of Section 5, Township 44, Range 31, Cass County, Missouri, more particularly described as follows, to-wit: Beginning at the Southeast corner of the Southwest Quarter of said Section 5; thence West along the South line of said section, a distance of 1326.6 feet to the Southwest corner of the East half of the Southwest Quarter of said Section 5; thence North along the West line of the East half of the Southwest Quarter of said Section, a distance of 2665.47 feet to the Northwest corner of the East half of the Southwest Quarter of said Section 5; thence East along the North line of said Southwest Quarter, a distance of 1326.6 feet to the Northeast corner of the Southwest Quarter of said Section 5; thence South along the East line of the Southwest Quarter of said Section 5, a distance of 2665.47 feet to the point of beginning, and all that part of the West half of the Southeast Quarter of Section 5, Township 44, Range 31, lying West of the right of way of the Missouri Pacific Railroad, specifically described as follows: Beginning at the Southwest corner of the Southeast Quarter of said Section 5; thence North along the West line of the Southeast Quarter of Section 5, a distance of 2665.47 feet to the Northwest corner of the Southeast Quarter of said Section 5; thence East along the North line of said Southeast Quarter a distance of 1001.8 feet to the West right of way line of the Missouri Pacific Railroad; thence South along the West right of way line of the Missouri Pacific Railroad, a distance of 2665.74 feet to the South line of said Section 5; thence West along the South line of said Section, a distance of 1,039.56 feet to the point of beginning, except therefrom the south 26 acres thereof.

The South 26 acres of the following premises: All that part of the West half of the Southeast Quarter of Section 5, Township 44, Range 31, lying West of the right of way of the Missouri Pacific Railroad, specifically described as follows: Beginning at the Southwest corner of the Southeast Quarter of said Section 5; thence North along the West line of the Southeast Quarter of said Section 5, a distance

Attachment: 5 Ordinance #991 (Appl. #RZ-23-003--Rezoning from M-1 to C-2 at Brickplant and Brookhart Roads PUBLIC HEARING)

ORDINANCE NO. 991 - Page 5

of 2665.47 feet to the Northwest corner of the Southeast Quarter of said Section 5; thence East along the North line of said Southeast Quarter a distance of 1001.8 feet to the West right of way line of the Missouri Pacific Railroad; thence South along the West right of way line of the Missouri Pacific Railroad, a distance of 2665.74 feet to the South line of said Section 5; thence West along the South line of said Section, a distance of 1039.56 feet to the point of beginning; subject to easements of record.

The West Half of Lot 2 of the Northwest Quarter, and all that part of the West half of Lot 3 of the Northwest Quarter lying South and East of Center line of the M. K. & T. Railroad right of way (now abandoned), all in Section 5, Township 44, Range 31.

SECTION 4: This ordinance shall be in full force and effect from and after date of its passage and approval.

Read three times and passed by the Board of Aldermen of the City of Harrisonville, this 16th day of August, 1972.

W. D. Rame
Mayor and Ex-Officio Chairman of
the Board of Aldermen

ATTEST:

Verda B. Day
City Clerk

APPROVED BY THE MAYOR THIS
16th day of August, 1972.

W. D. Rame
M A Y O R

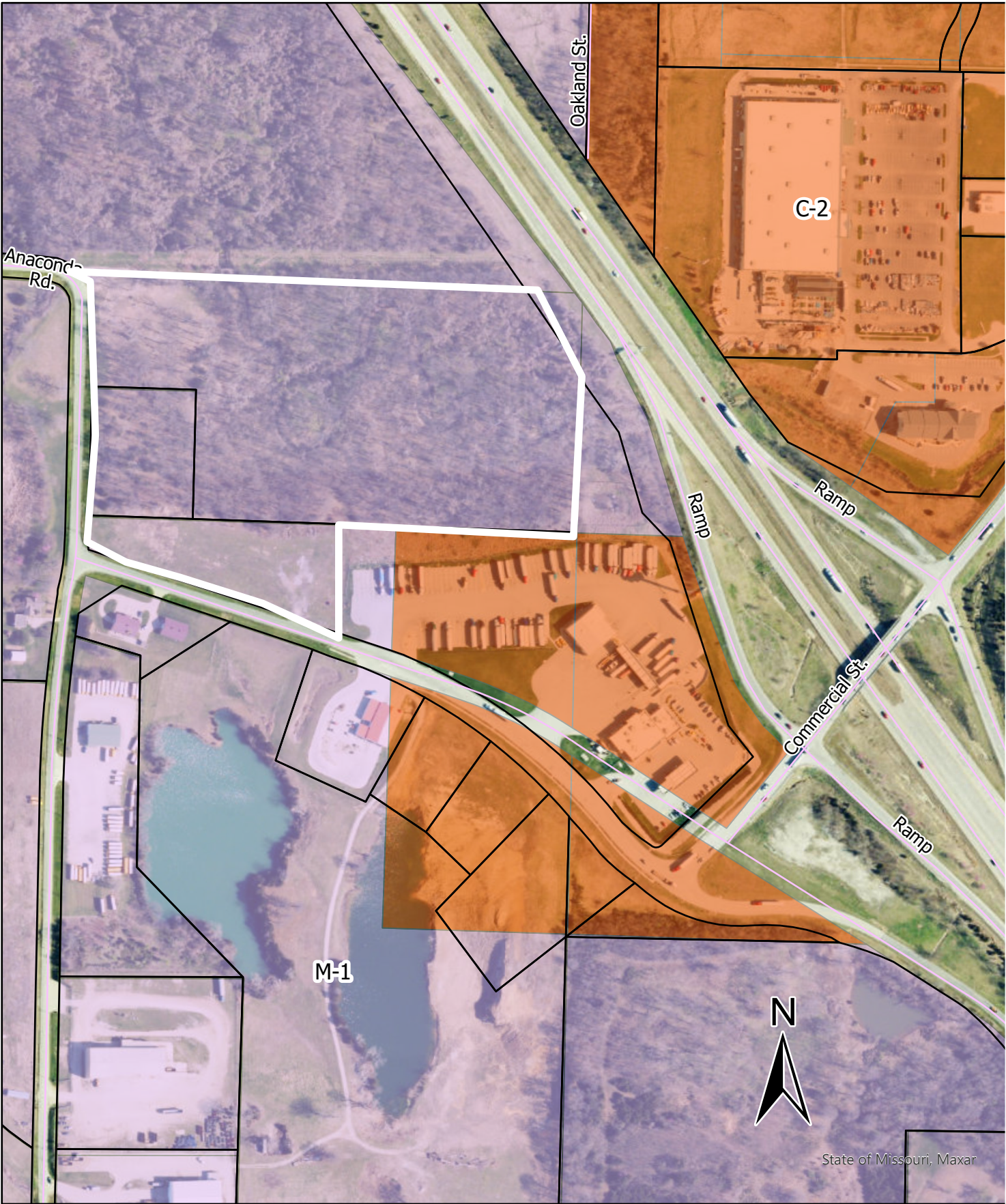
ATTEST:

Verda B. Day
City Clerk

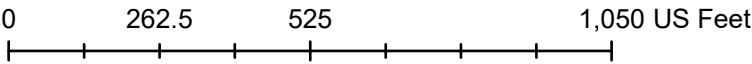
DDH847

Attachment: 5 Ordinance #991 (Appl. #RZ-23-003--Rezoning from M-1 to C-2 at Brickplant and Brookhart Roads PUBLIC HEARING)

Zoning Map

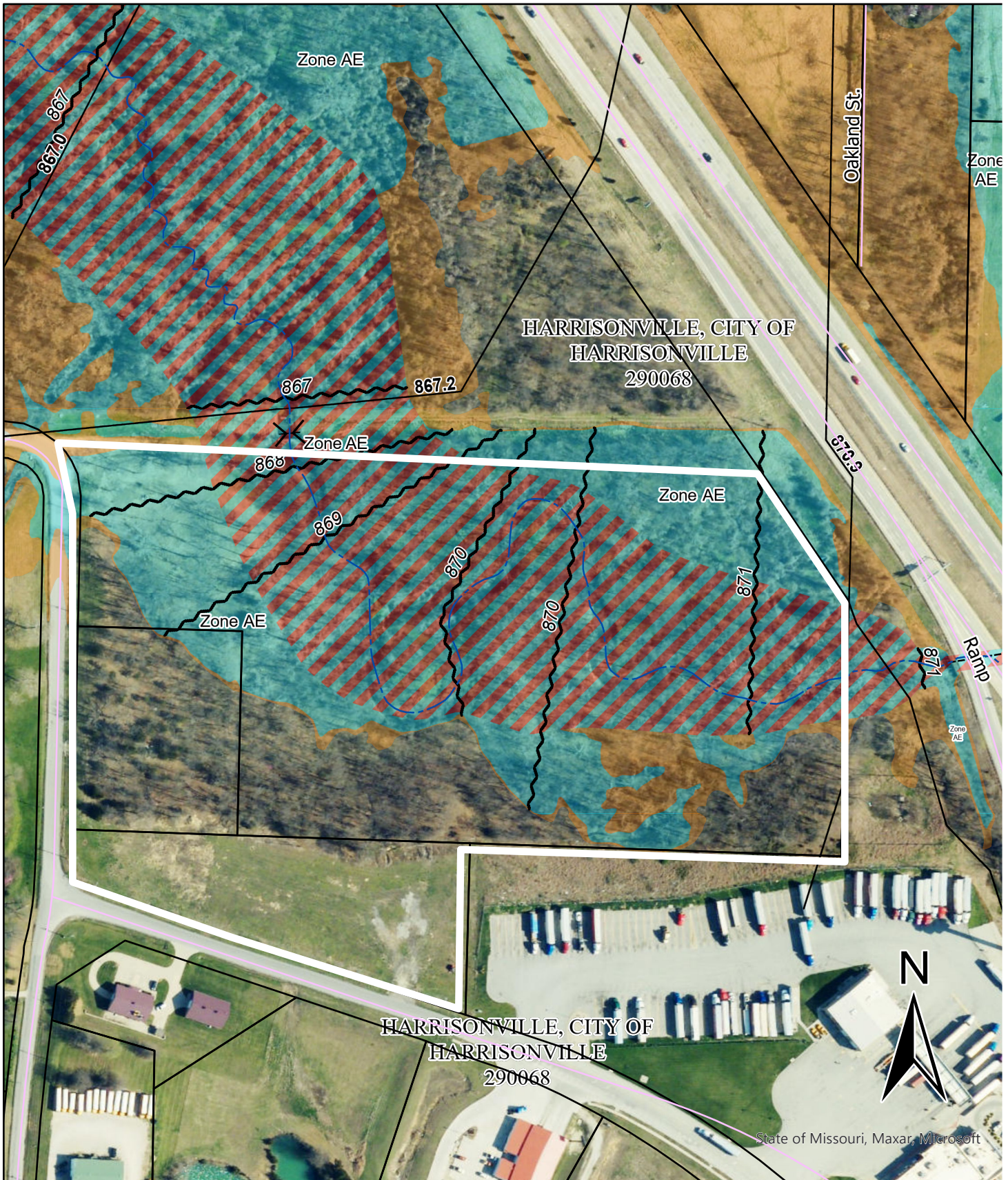


Attachment: 6 Zoning Map (Appl. #RZ-23-003--Rezoning from M-1 to C-2 at Brickplant and Brookhart Roads PUBLIC HEARING)



Aerial Map

5.G.g



Attachment: 7 Aerial Map (Appl. #RZ-23-003--Rezoning from M-1 to C-2 at Brickplant and Brookhart Roads PUBLIC HEARING)

0 190 380 760 US Feet

Packet Pg. 196

Council Bill No.**Ordinance No.**

**AN ORDINANCE OF BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE
APPROVING A REZONING OF APPROXIMATELY 18.52 ACRES OF LAND FROM
LIGHT INDUSTRIAL (M-1) DISTRICT TO SERVICE BUSINESS (C-2) DISTRICT ON
LAND LOCATED AT 2401 AND 2501 S. BRICKPLANT ROAD AND 1801
BROOKHART ROAD IN THE CITY OF HARRISONVILLE, CASS COUNTY,
MISSOURI.**

WHEREAS, the City of Harrisonville, Missouri (the "City") has received an application from Robert and Lisa Linder, seeking approval of a Rezoning for approximately 18.52 acres of land from Light Industrial (M-1) District to Service Business (C-2) District on land located at 2401 and 2501 S. Brickplant Road and 1801 Brookhart Road in the City of Harrisonville, Cass County, Missouri; and

WHEREAS, a legal notice announcing a public hearing to be held on the requested rezoning application on September 21, 2023, before the Planning & Zoning Commission and on October 2, 2023, before the Board of Aldermen of the City of Harrisonville, Missouri was published in the August 31, 2023, edition of the *Tribune and Times* newspaper; and

WHEREAS, the Rezoning was considered by the Planning and Zoning Commission on September 21, 2023, and, with a vote of 4-1, recommended that the Board of Aldermen approve the requested Rezoning as proposed; 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 Rezoning 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 Rezoning of approximately 18.52 acres of land from Light Industrial (M-1) District to Service Business (C-2) District on land located at 2401 and 2501 S. Brickplant Road and 1801 Brookhart Road in the City of Harrisonville, Cass County, Missouri.

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

LEGAL DESCRIPTION:

TRACT A: A TRACT OF LAND IN THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 44, RANGE 31, CASS COUNTY, MISSOURI, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 5, SAID CORNER BEING MONUMENTED WITH A 5/8" IRON BAR AND CAP STAMPED "BRENIZER & ASSOCIATES" SET AT SAID CORNER; THENCE S01°37'00"E ALONG

THE EASTERLY LINE OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 5, 245.00 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF UNITED STATES ROUTE 71, WHICH IS THE TRUE POINT OF BEGINNING OF THE TRACT TO BE HEREIN DESCRIBED; THENCE CONTINUING ALONG A PROLONGATION OF THE LAST DESCRIBED COURSE, 418.77 FEET TO A 1/2" IRON BAR AND CAP STAMPED "BRENIZER & ASSOCIATES" SET AT THE SOUTHEAST CORNER OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 5; THENCE S89°06'31"W ALONG THE SOUTHERLY LINE OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 5, 1058.12 FEET TO A 1/2" IRON BAR AND CAP STAMPED "BRENIZER & ASSOCIATES" SET AT SAID CORNER; THENCE N01°30'04"W AND PARALLEL WITH THE WESTERLY LINE OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 5, 330.00 FEET TO A 1/2" IRON BAR AND CAP STAMPED "BRENZIER & ASSOCIATES" SET AT SAID CORNER; THENCE S89°06'31"W AND PARALLEL WITH THE SOUTHERLY LINE OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 5, 264.00 FEET TO A 1/2" IRON BAR AND CAP STAMPED "BRENIZER & ASSOCIATES" SET ON THE WESTERLY LINE OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 5; THENCE N01°30'04"W ALONG THE WESTERLY LINE OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 5, 334.42 FEET TO A 1/2" IRON BAR AND CAP STAMPED "BRENIZER & ASSOCIATES" SET AT THE NORTHWEST CORNER OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 5; THENCE N89°08'16"E ALONG THE NORTHERLY LINE OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 5, 1190.80 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF UNITED STATES ROUTE 71, SAID POINT BEING MONUMENTED WITH A 3/8" IRON BAR AT SAID CORNER; THENCE S38°20'56"E ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF UNITED STATES ROUTE 71, 117.71 FEET; THENCE S22°58'21"E ALONG THE WESTERLY RIGHT-OF-WAY LINE OF UNITED STATES ROUTE 71, 163.60 FEET TO THE TRUE POINT OF BEGINNING, CONTAINING 777,021.42 SQUARE FEET OR 17.838 ACRES MORE OR LESS, SUBJECT TO EASEMENTS AND RIGHTS-OF-WAY OF RECORD.

TRACT B: BEGINNING AT THE SOUTHWEST CORNER OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER, SECTION 5; THENCE EAST 16 RODS; THENCE NORTH 20 RODS; THENCE WEST 16 RODS; THENCE SOUTH 20 RODS TO BEGINNING, ALL IN TOWNSHIP 44, RANGE 31, CASS COUNTY, MISSOURI, EXCEPT THAT PART IN ROADS, IF ANY.

TRACT C: PART OF THAT CERTAIN TRACT OF LAND DESCRIBED IN BOOK 968 AT PAGE 125 IN THE OFFICE OF THE RECORDER OF DEEDS, CASS COUNTY, MISSOURI, BEING A PART OF THE SOUTH 60 ACRES OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 44, RANGE 31, CASS COUNTY, MISSOURI, DESCRIBED AS BEGINNING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF SECTION 5, AFORESAID, RUN THENCE NORTH 88°01'16" WEST ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER, 1326.40 FEET TO THE SOUTHWEST CORNER OF SAID EAST HALF OF THE SOUTHEAST QUARTER; THENCE NORTH 01°21'44" EAST ALONG THE WEST LINE OF SAID EAST HALF,

1993.00 FEET TO THE SOUTHWEST CORNER OF THE NORTH HALF OF THE NORTHEAST QUARTER OF SAID SOUTHEAST QUARTER; THENCE SOUTH 88°00'54" EAST ALONG THE SOUTH LINE OF SAID NORTH HALF, 93.96 FEET TO A POINT OF INTERSECTION WITH THE EASTERLY RIGHT-OF-WAY LINE OF BRICKPLANT ROAD, AS NOW LOCATED, AND BEING THE TRUE POINT OF BEGINNING OF THE TRACT TO BE DESCRIBED; THENCE SOUTH 88°00'54" EAST ALONG SAID SOUTH LINE, 632.21 FEET TO THE NORTHWEST CORNER OF LOT 1, "LOVE'S ADDITION", A SUBDIVISION OF LAND IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI, AS PREVIOUSLY PLATTED AND RECORDED IN PLAT BOOK 22 AT PAGE 58 IN THE OFFICE OF THE RECORDER OF DEEDS, CASS COUNTY, MISSOURI; THENCE SOUTH 01°18'00" WEST ALONG THE WEST LINE OF SAID LOT 1, 271.23 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1 AND BEING ON THE NORTH RIGHT-OF-WAY LINE OF BROOKHART ROAD, AS NOW LOCATED; THENCE NORTH 71°24'49" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE, 609.67 FEET; THENCE NORTH 25°50'06" WEST ALONG SAID NORTH RIGHT-OF-WAY LINE, 109.71 FEET TO THE TRUE POINT OF BEGINNING. CONTAINS 2.52 ACRES, MORE OR LESS, SUBJECT TO ANY EXISTING EASEMENTS OR RIGHTS-OF-WAY.

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

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

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

READ FOR THE FIRST TIME BY TITLE ONLY ON THE 2ND OF OCTOBER 2023 AND WAS
READ FOR A SECOND TIME BY TITLE ONLY ON THE 16TH DAY OF OCTOBER 2023 AND
PASSED BY THE BOARD OF ALDERMEN THIS 16TH DAY OF OCTOBER 2023.

AYES:

NAYS:

AWAY:

ABSENT:

ABSTAIN:

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

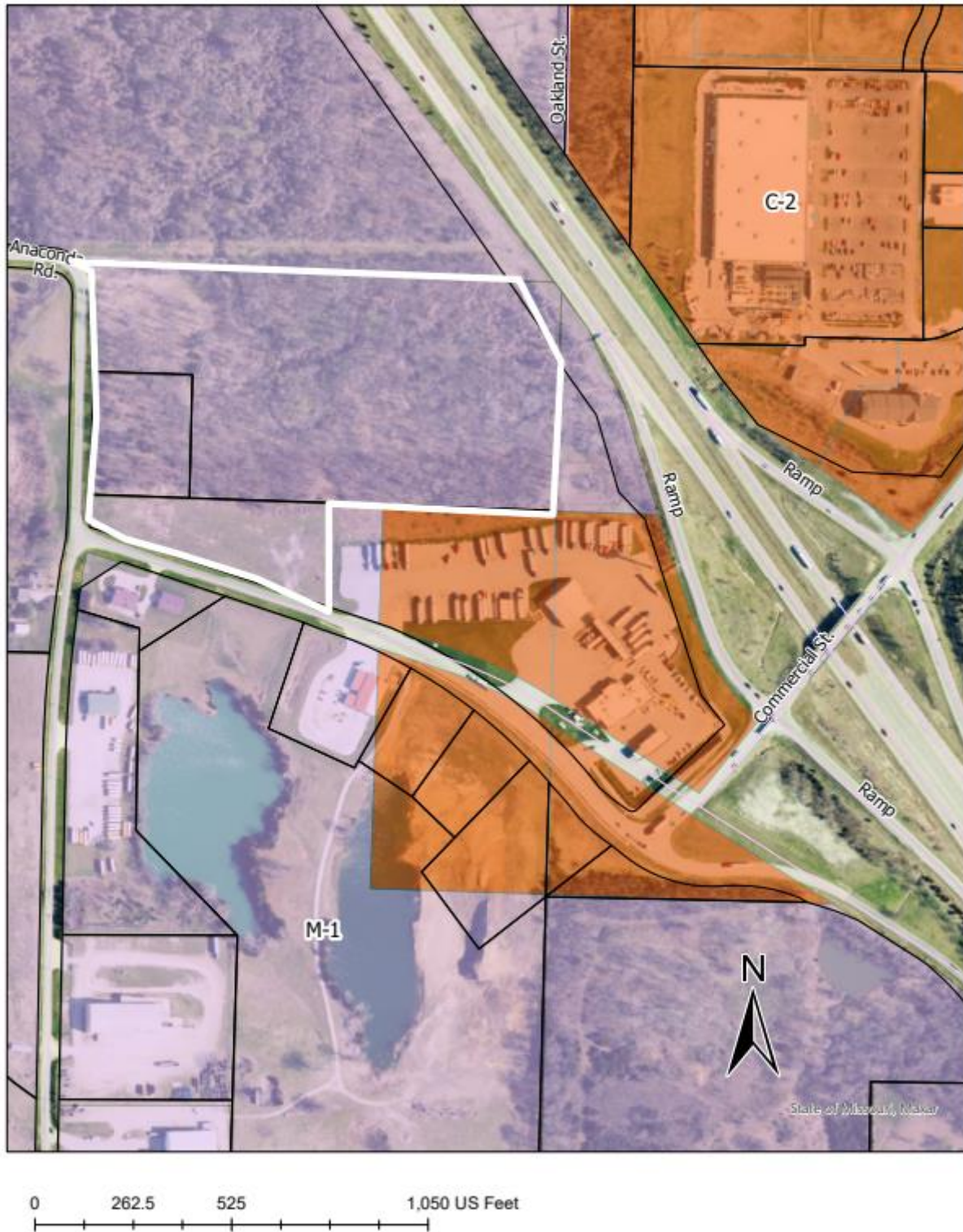
ATTEST:

Daniel Barnett, City Clerk

WITNESS my hand and seal this 16TH day of October 2023

Attachment I: Zoning Map

Zoning Map



STAFF REPORT

TO: Board of Aldermen
FROM: Daniel Barnett,
DATE: October 12, 2023
SUBJECT: Lake Harrisonville Guidelines Ordinance

Type of Item: *Approval*

H. Action Item (ID # 4671)

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE
ESTABLISHING A SUBSECTION TO SECTION 225.490 OF THE HARRISONVILLE
MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE

Attachments:

Lake Harrisonville Clean Ordinance final (DOCX)

Council Bill No. ____

Ordinance No. ____

AN ORDINANCE ESTABLISHING A SUBSECTION TO SECTION 225.490 OF THE HARRISONVILLE MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE

WHEREAS, the City of Harrisonville desires to amend the Harrisonville Municipal Code to prohibit the use of Lake Harrisonville for watering livestock or agricultural products, and to prohibit the runoff of wastewater into Lake Harrisonville; and

WHEREAS, the Board of Aldermen desire to keep Lake Harrisonville a clean and attractive lake for use by the City's citizens and potable water source.

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

Section 1: Section 225.490 of the Harrisonville Municipal Code is hereby amended to read as follows:

"A. The rules and regulations for hunting, fishing and the taking, method of pursuit and possession of any species not specifically covered by the following shall be in accordance with the rules and regulations of the Missouri Department of Conservation.

B. There will be no body contact sports or activity (skiing, swimming, etc.) permitted.

C. No fish cleaning will be permitted anywhere on Lake Harrisonville property (water or land). Violations are subject to fines as established in the City's Comprehensive Schedule of Fees.

D. The speed limit on any road within lake property is fifteen (15) miles per hour. Speeders will be issued a ticket and fined.

E. No firearms are permitted at lake Harrisonville except:

1. During duck hunting season and then only by those persons with City hunting permits; and

2. Firearms which are permitted by a conceal carry endorsement.

F. No firearms will be discharged except during duck hunting season and then only from a duck blind by those persons with City duck hunting permits.

G. No hunting of any kind will be allowed on lake property other than duck hunting and then only during duck hunting season.

H. No houseboats, sailboats, floating docks, pontoons, etc., will be permitted.

I. No rafts will be permitted.

J. No boating or fishing will be permitted within fifty (50) feet of the dam intake or within fifty (50) feet from the water pumping station.

K. All persons are required to enter lake property through the main entrance where the lake caretaker resides. Any persons not entering at this location are subject to a fine as established in the City's Comprehensive Schedule of Fees and revocation of their permit.

L. No open fires or cooking of any type will be permitted.

M. Fireworks are prohibited.

N. No person shall operate any motorboat or vessel while intoxicated or under the influence of any narcotic drug, barbiturate or marijuana, nor shall it be permissible to possess or consume any intoxicating liquor or non-intoxicating beer on the lake.

O. All special groups are to be cleared through the City Administrator.

P. No person shall draw water from Lake Harrisonville for any agricultural or livestock-related purpose,

1. This sub-section shall not apply to any person who has a fully executed agreement with the City of Harrisonville entered into prior to October 1, 2023.

Q. No person shall allow agricultural or livestock-related wastewater to runoff into Lake Harrisonville.”

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 2nd day of October 2023. Read for the second time by title only on the 16th day of October 2023.

Mike Zaring, Mayor

ATTEST:

Daniel Barnett, City Clerk

APPROVED by the Mayor this 16th day of October 2023.

STAFF REPORT

TO: Board of Aldermen
FROM: Daniel Barnett,
DATE: October 12, 2023
SUBJECT: Airport Runway Grant Amendment 2 Ordinance

Type of Item: *Approval*

I. Action Item (ID # 4670)

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI APPROVING A MODOT COMMISSION AMENDMENT TO STATE BLOCK GRANT AGREEMENT 21-110C-2; AMENDMENT #2

Attachments:

Staff Report Harrisonville MoDOT 10 16 2023 (DOC)

Airport Runway 17-35 Reconstruct Grant Amendment 2 DRAFT (PDF)

MoDOT Ordinance Construction of Runway 17 35 Grant Amedment 2 final (DOCX)



PUBLIC WORKS DEPARTMENT, 201 W. Chestnut St., Harrisonville, MO, 64701, Phone (816) 380 – 8964

To: Mayor & Board of Aldermen

From: Carl Brooks, Director of Public Works (cbrooks@harrisonville.com)

Date: **October 16, 2023**

Re: Ordinance No. 2023-xx, Mayor & Board of Alderman (BOA) Acceptance of the MoDOT Amendment to State Block Grant Agreement, Amendment #2

GENERAL INFORMATION

Applicant: City Staff

Requested Actions: Approval of Ordinance

Purpose: Acceptance of the MoDOT Amendment State Block Grant Agreement, Amendment #2 to Reconstruct Runway 17-35.

Property Location: Lawrence Smith Memorial Airport

PROPOSAL

The attached Amendment 2 to State Block Grant Agreement for Project 21-110C-2. This agreement grants the city an additional \$4,582,556 to Reconstruct Runway 17-35 project. We request to and obtain BOA approval of the agreement. The agreement has been drafted so that it must be fully executed by the city no later than November 30, 2023. The city's local matching cost share for these construction services is ten (10) percent or \$471,444.00, and MoDOT will supplement the above grant with an additional five (5) percent matching funds. Therefore, the City's final matching cost share will be \$235,722.00, and has been budgeted in FY 2024.

PREVIOUS ACTIONS

The City initially entered into a contract with MoDOT in the amount of \$250,110.00. The city's local cost for those engineering services was \$1,890.00, that has already been incurred. By Amendment #1, the City entered a contract with MoDOT in the amount of \$94,000.00. The city's local cost for those engineering services was \$0.00

KEY ISSUES

The contract amendment to reconstruct Runway 17-35 requires matching funds by the City as indicated above.

MoDOT staff request is that the ordinance is fully executed by November 30, 2023.

The project schedule for this work to be completed will be October 30, 2024.

STAFF COMMENTS AND SUGGESTIONS

City staff agree that that the construction to Reconstruct Runway 17-35 as proposed with this Amendment #2 be completed, and that the City attorney has reviewed this agreement.

STAFF RECOMMENDATION

City staff recommends passage of this ordinance.

ATTACHMENTS

MoDOT Commission Amendment to State Block Grant Agreement Amendment #2

Ordinance 2023-xx

CCO Form: MO18
 Approved: 05/94 (MLH)
 Revised: 08/23 (MWH)
 Modified:

Sponsor: City of Harrisonville
 Project No.: 21-110C-2

CFDA Number: CFDA #20.106
 CFDA Title: Airport Improvement Program
 Federal Agency: Federal Aviation Administration, Department of Transportation

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION AMENDMENT TO STATE BLOCK GRANT AGREEMENT

AMENDMENT #2

THIS AMENDMENT AGREEMENT is entered into by the Missouri Highways and Transportation Commission (hereinafter, "Commission") and the City of Harrisonville (hereinafter, "Sponsor").

WITNESSETH:

WHEREAS, the parties entered into an Agreement executed by the Sponsor on January 30, 2022, and executed by the Commission on January 31, 2022, (hereinafter, "Original Agreement") under which the Commission granted the sum not to exceed Two Hundred Fifty Thousand One Hundred Ten Dollars (\$250,110) to the Sponsor to assist with Design Runway 17/35 Reconstruction; and

WHEREAS, the parties entered into an Amendment #1 to the Original Agreement executed by the Sponsor on March 17, 2023, and executed by the Commission on March 22, 2023, (hereinafter, "Amendment #1") under which the Commission granted the sum not to exceed Ninety Four Thousand Dollars (\$94,000) for Design Runway 17/35 Reconstruction; and

WHEREAS, the Commission previously approved funds for Reconstruct Runway 17-35 ; and

WHEREAS, the level of funding originally approved is not sufficient to cover the costs associated with Reconstruct Runway 17-35 .

WHEREAS, the Commission has sufficient funds to increase the grant amount for Reconstruct Runway 17-35 .

NOW, THEREFORE, in consideration of the mutual covenants, promises and representations in this Agreement, the parties agree as follows:

(1) ADDITIONAL GRANT: The Commission grants to the Sponsor an additional sum not to exceed Four Million Five Hundred Eighty-Two Thousand Five Hundred Fifty-Six Dollars (\$4,582,556) for Reconstruct Runway 17-35 subject to the following conditions:

(A) The Sponsor shall provide matching funds of not less than Four Hundred Seventy-One Thousand Four Hundred Forty-Four Dollars (\$471,444) toward the project in addition to those previously committed by the Sponsor in the Original Agreement.

(B) The project will be carried out in accordance with the assurances (Exhibit 1) given by the Sponsor to the Commission as specified in the Original Agreement.

(C) This Amendment shall expire and the Commission shall not be obligated to pay any part of the costs of the project unless this grant amendment has been executed by the Sponsor on or before November 30, 2023, or such subsequent date as may be prescribed in writing by the Commission.

(D) All other terms and conditions of the Original Agreement entered into between the parties shall remain in full force and effect.

Remainder of Page is intentionally Left Blank

IN WITNESS WHEREOF, the parties have entered into this Agreement on the date last written below:

Executed by _____(date).

Executed by MHTC _____(date).

**MISSOURI HIGHWAYS AND
TRANSPORTATION COMMISSION**

CITY OF HARRISONVILLE

By _____

Title _____

Title _____

Secretary to the Commission

By _____

Title _____

Approved as to Form:

Approved as to Form:

Commission Counsel

Title _____

Ordinance No. _____
(if applicable)

CERTIFICATE OF SPONSOR'S ATTORNEY

I, _____, acting as attorney for the Sponsor do hereby certify that in my opinion the Sponsor is empowered to enter into the foregoing grant Agreement under the laws of the State of Missouri. Further, I have examined the foregoing grant Agreement and the actions taken by said Sponsor and Sponsor's official representative have been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said state and the Airport and Airway Improvement Act of 1982, as amended. In addition, for grants involving projects to be carried out on property not owned by the Sponsor, there are no legal impediments that will prevent full performance by the Sponsor. Further, it is my opinion that the said grant constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

CITY OF HARRISONVILLE

Name of Sponsor's Attorney (typed)

Signature of Sponsor's Attorney

Date _____

Council Bill No. 2023-xx

Ordinance No. xxxx

**AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF
HARRISONVILLE, MISSOURI APPROVING A MODOT COMMISSION
AMENDMENT TO STATE BLOCK GRANT-
AGREEMENT 21-110C-2; AMENDMENT #2**

WHEREAS, the City of Harrisonville (“City”) and the Missouri Highways and Transportation Commission desire to ~~enter into~~amend an existing a municipal agreement for the Lawrence Smith Memorial Airport to increase the amount of the funding to cover the costs associated with the construction to Reconstruct Runway 17-35 Project.

WHEREAS, the Board of Alderman have reviewed the request and believe the agreement amendment to be in the best interest of the city to enter into the municipal agreement amendment with the MoDOT Commission.

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

Section 1: The City Administrator is hereby authorized and directed by the Board of Aldermen to enter into a municipal agreement with the Missouri Highways and Transportation Commission for the Lawrence Smith Memorial Airport Runway 17-35 Reconstruction Project as described in State Block Grant Agreement 21-110C-2, Amendment #2.

Section 2: That this ordinance shall become effective immediately upon its passage and approval.

Read for the first time by title only on the 16th day of October 2023. Read for the second time by title only on the 16th day of October 2023.

Mike Zaring, Mayor

ATTEST:

Daniel Barnett, City Clerk

PASSED by the BOARD OF ALDERMEN and APPROVED by the Mayor this 16th day of October 2023.

STAFF REPORT

TO: Board of Aldermen
FROM: Daniel Barnett,
DATE: October 12, 2023
SUBJECT: Budget Amendment - Fire Department

Type of Item: *Approval*

J. Action Item (ID # 4676)

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE AMENDING THE OPERATING BUDGET FOR THE CITY OF HARRISONVILLE, MISSOURI, FOR THE FISCAL YEAR JANUARY 1, 2023, THROUGH DECEMBER 31, 2023, AND ESTABLISHING AN EFFECTIVE DATE.

Attachments:

Staff Report - Ladder Truck Repairs 9-25-2023 (DOC)

HFD Station Plan Final 2023 (PDF)

Budget amendment October 2023 Fire Dept (DOCX)

To: Board of Aldermen
From: Eric Myler, Fire Marshal, Rusty Sullivan, Fire Chief
Date: 10/5/2023
Re: Budget Amendment

GENERAL INFORMATION

Applicant:

Requested Actions:

Date of Application:

PROPOSAL

1. Unforeseen repairs to the department ladder truck performed by MHC- Kenworth has exceeded our Equipment Maintenance Line Item 16-0103-0211. The amount of the invoice is \$11,484.99. This was repair of rear brakes and drums, repair of lift cylinders (leaking) on the ladder, and repair of the ECM (truck computer). The HFD is requesting a budget amendment to use reserve funds to fund the necessary repairs.
2. The Harrisonville Fire Department is requesting a second budget amendment to fund the entirety of the HFD remodel. Initially the remodel was to take place in multiple phases with Phase 1 consisting of remodeling the bathrooms and bedrooms only with a budget of \$300,000. However, when the Phase 1 RFP only received one bid coming in at more than \$1.7 million, it was then decided to reach out to Sourcewell's collective bargaining vendors, Gordian and BKM Construction, to see if they could quote it more in line with our available funds. During discussions with said vendors, it was discovered that constructing the remodel in phases caused the excessively high bid received, with the increased costs of materials and remobilization being the largest contributing factors. Additionally, during those discussions, the vendors offered to work with us on design build plans for the entirety of the project to see where we could decrease costs while using the available space effectively. After working with city staff, the final quote for the entire project is \$899,706. Staff is requesting a budget amendment of \$602,886.71 (the amount originally allocated to South Sewer project) to fund the entirety of the remodel. The South Sewer Improvements project was initially slated to be funded via COP funds and ARPA funds. However, the bids for said project came in well below the budgeted amount, freeing up the ARPA funds to be reallocated to the Fire Department Remodel.

PREVIOUS ACTIONS

1. Truck was originally diagnosed with burnt wiring from a ECM repair that was done by other service provider in the early part of 2023. MHC-Kenworth found that ECM was installed incorrectly and caused the burning of the wires and ECM. Feld Fire covered the cost of the replacement ECM and wiring harness.

2. A budget amendment was approved in January allocating the original Phase 1 budget of \$300,000 via ARPA funds.

KEY ISSUES

1. Truck was non-functionable without the repairs.
2. The Departments living quarters were constructed with varying materials in 1970. The remodel will allow for an additional two bedrooms, two bathrooms, four shower rooms, kitchen remodel, fitness room, while bringing the building up to code

STAFF COMMENTS AND SUGGESTIONS

STAFF RECOMMENDATION

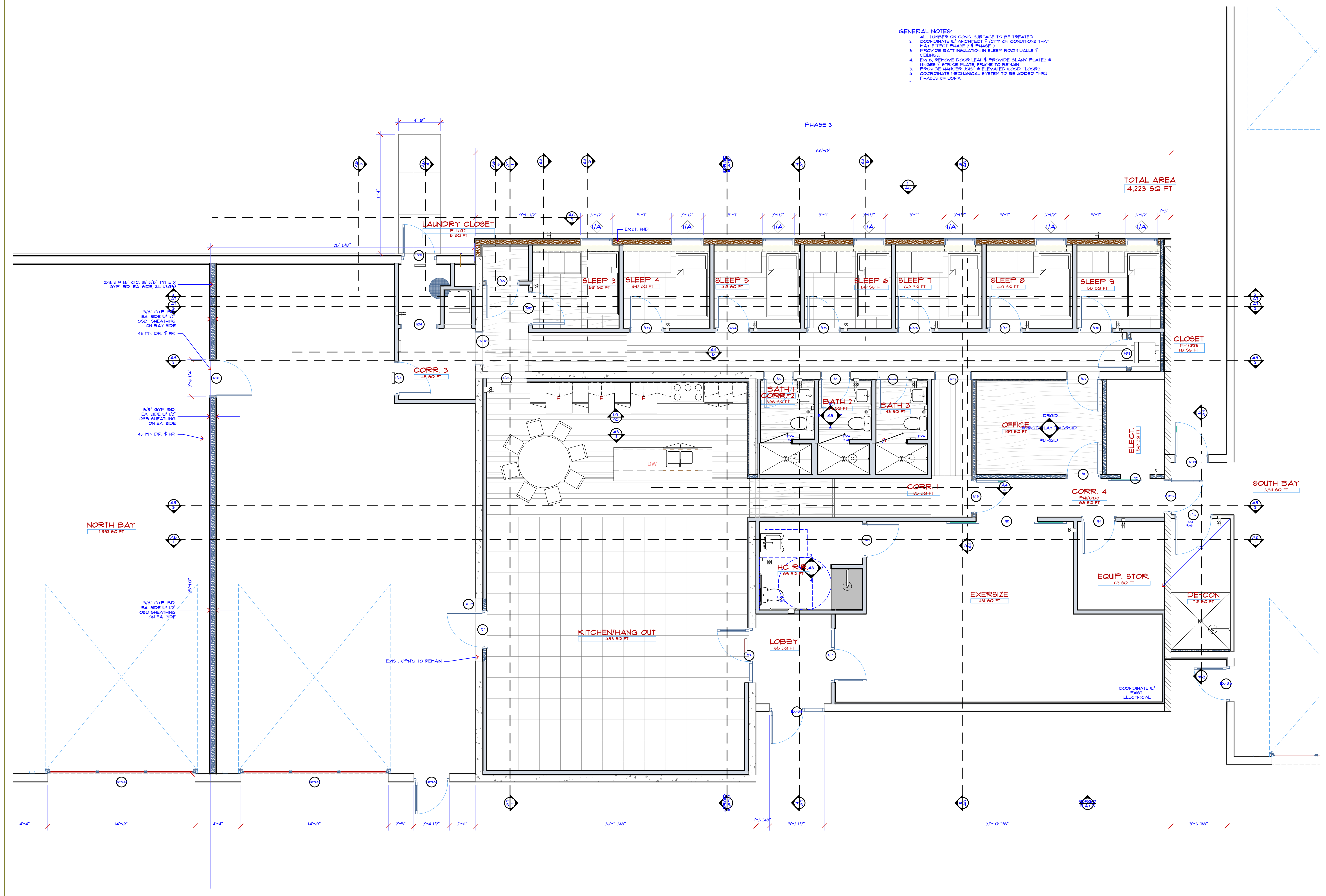
1. Staff requests approval for the budget amendment to be allocated to 16-0103-0211 in the amount of \$11,484.99 to pay the invoice in full.
 2. Staff requests approval of the budget amendment to allocate an additional ARPA funds in the amount of \$602,886.71
-

ATTACHMENTS

- HFD Station Plan Final

STAFF CONTACT:

C:\Users\THEDE\OneDrive\PROJECTS\HARRISONVILLE\CITY OF HARRISONVILLE\FIRE DEPT\PLN\PHASE 1\116072_HFD_0913023_Phi.PLN



- GENERAL NOTES:
1. ALL LIFESK ON CONC. SURFACE TO BE TREATED.
 2. COORDINATE W/ ARCHITECT & CITY ON CONDITIONS THAT MAY EFFECT PHASE 2 & PHASE 3.
 3. PROVIDE EXIST. INSULATION IN SLEEP ROOM WALLS & CEILING.
 4. EXIST. REMOVE DOOR LEAF & PROVIDE BLANK PLATES @ HINGES & STRIKE PLATE FRAME TO REMAIN.
 5. PROVIDE HANGER JOIST @ ELEVATED WOOD FLOORS.
 6. COORDINATE MECHANICAL SYSTEM TO BE ADDED THRU PHASES OF WORK.

tde, inc. *Architectural*

2429 South Whitney Ave.
Harrisonville, MO 64657
(816) 855-2001

Professional Seal: 08-75-73
REGISTERED PROFESSIONAL ARCHITECT
Missouri State Board of Architecture
#2005025010

CONSULTANTS

PHASE 1 HFD REMODEL
903 S. COMMERCIAL STREET
HARRISONVILLE, MISSOURI 64101

PROJECT NO. 1106072	CONSTRUCTION DOCUMENTS
MARK DATE DESCRIPTION	
SHEET TITLE	FLOOR PLAN

PROJECT NO. 1106072
MODEL FILE:
DRAWN BY:
CHK'D BY:
COPYRIGHT 2023

A1

Council Bill No. 2023

Ordinance No.

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE AMENDING THE OPERATING BUDGET FOR THE CITY OF HARRISONVILLE, MISSOURI, FOR THE FISCAL YEAR JANUARY 1, 2023, THROUGH DECEMBER 31, 2023, AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the City of Harrisonville (“City”) staff has reviewed the Fiscal Year January 1, 2023 to December 31, 2023 (“Fiscal Year”) revenues and expenditures; and

WHEREAS, proposed amendments to the Fiscal Year 2023 Budget are required due to the need for unforeseen repairs to the Fire Department’s ladder truck, in the value of \$11,484.99; and

WHEREAS, the Fire Department has requested to reallocate American Rescue Plan Act (ARPA) funds to fund the entirety of the fire station remodel project, in the value of \$602,886.71; and

WHEREAS, this is a standard accounting practice to do budget amendments throughout the year; and

WHEREAS, The Board of Aldermen feel it is in the best interest of the City to approve the budget amendment presented for Fiscal Year 2023;

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

Section 1: That the annual operating budget for the City of Harrisonville, Missouri, for the fiscal year beginning January 1, 2023, and ending on December 31, 2023, is hereby amended.

Section 2: That the City Administrator is hereby authorized to amend the line items of the budget as needed, but in no event shall more funds be expended for any particular fund than that authorized by this budget without prior approval of the Board of Aldermen. In addition, any monies set aside for capital outlays shall not be used for any other purposes without prior approval of the Board of Aldermen.

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

READ FOR THE FIRST TIME BY TITLE ONLY ON THE 16TH DAY OF OCTOBER 2023 AND WAS READ FOR A SECOND TIME BY TITLE ONLY ON THE 16TH DAY OF OCTOBER 2023 AND PASSED BY THE BOARD OF ALDERMEN THIS 16TH DAY OF OCTOBER 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 16th day of October 2023.

STAFF REPORT

TO: Board of Aldermen
FROM: Daniel Barnett,
DATE: October 12, 2023
SUBJECT: Ordinance Video Service Provider Fee Changes

Type of Item: *Approval*

K. Action Item (ID # 4675)

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE
AMENDING SECTION 660.010 OF THE HARRISONVILLE MUNICIPAL CODE AND
ESTABLISHING AN EFFECTIVE DATE

Attachments:

Memo on Harrisonville Video Service Provider Fees (DOC)

Harrisonville Video Services Provider New Fees (DOCX)

Mauer Law Firm PC

Memorandum

To: Harrisonville Board of Aldermen
From: Mauer Law Firm
Date: 10/13/2023
Re: Video Service Provider Franchise Fees Ordinance

In 2021 the Missouri Legislature passed a new law that capped, and then reduced, the franchise fees Missouri cities can charge video service providers such as AT&T and Charter. Previously, cities could charge up to 5.00% of the gross revenue from these providers. The new law capped this amount at 5.00%, and then established a schedule with decreasing amounts. Under the new law, a city may charge 4.50% this year, 4.00% in 2024, 3.50% in 2025, and so on until 2027 when the maximum allowable fees is finally capped at 2.50% for every year thereafter. This law is certainly the product of a lobbying effort by these providers.

Currently the Harrisonville Municipal Code imposes a 3.00% fee on these providers. *See* Section 660.010. Once staff became aware of the new law, they directed our firm to draft the ordinance before you. This ordinance seeks to capture as much of these fees as possible, while the City is still able to. It should be noted that these fees are not the only compensation paid to the City by these providers. Said providers must also comply with the City's pole attachment guidelines, which impose additional fees to hang the provider's infrastructure on the City's poles.

Passing this ordinance is in the best interest of the City, as in the near future the City will only be able to receive 2.50% franchise fees.

###

Attachment: Memo on Harrisonville Video Service Provider Fees (Ordinance Video Service Provider Fee Changes)

Council Bill No. ____

Ordinance No. ____

**AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF
HARRISONVILLE AMENDING SECTION 660.010 OF THE HARRISONVILLE
MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE**

WHEREAS, the Missouri Legislature recently passed legislation capping the amount of fees municipalities are allowed to receive from video service providers; and

WHEREAS, the Board of Aldermen desires to update its video services franchise fee to align with the new state law.

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

Section 1: Section 660.010 of the Harrisonville Municipal Code is hereby amended to read as follows:

“Franchise Fee. Pursuant to Section 67.2689, RSMo., and as partial compensation for use of the City's public rights-of-way, each video services provider or other person providing video services within the City shall, to the extent permitted by law, pay to the City a fee of the gross revenues from such video services provided in the geographic area of the City. Said fees shall be paid as follows:

For the year 2023, a four and a half percent (4.50%) fee of such gross revenues.

For the year 2024, a four percent (4.00%) fee of such gross revenues.

For the year 2025, a three and a half percent (3.50%) fee of such gross revenues.

For the year 2026, a three percent (3.00%) fee of such gross revenues.

For the year 2027, and all years after, a two and a half percent (2.50%) fee of such gross revenues.

Such payment shall be made as required by Section 67.2689, RSMo. The City shall have the right to audit any video services provider as authorized by Section 67.2691, RSMo. Late payments shall accrue interest due to the City compounded monthly at one and one-half percent (1.5%) or such other maximum rate as may be established by law.

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 16th day of October 2023. Read for the second time by title only on the 6th day of November 2023.

Mike Zaring, Mayor

ATTEST:

Daniel Barnett, City Clerk

APPROVED by the Mayor this 6th day of November 2023.

STAFF REPORT

TO: Board of Aldermen
FROM: Daniel Barnett,
DATE: October 12, 2023
SUBJECT: September 2023 Municipal Court Report

Type of Item: *Discussion*

A. Discussion Item (ID # 4673)

September 2023 Municipal Court Report

Attachments:

September 2023 Municipal Court Report (PDF)

IN THE MUNICIPAL COURT OF HARRISONVILLE, MISSOURI
CASS COUNTY

I certify that the attached is a report on all cases heard or tried before the Judge of the Circuit Court of Cass County Missouri, Municipal Division at Harrisonville during the month of **September 2023** and that the information and statements contained in said report are true and correct according to my best information, knowledge and belief.


Don Lograsso
Municipal Court Judge

10/4/23
Date

Presented and reviewed as required by Court Operating Rule 4.29.


City Clerk

10-5-2023
Date

Subscribed and sworn to before me this _____ day of _____, 2023.

Notary

RECEIVED
OCT 10 2023
CITY OF HARRISONVILLE

Attachment: September 2023 Municipal Court Report (September 2023 Municipal Court Report)

MUNICIPAL DIVISION SUMMARY REPORTING FORM

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

I. COURT INFORMATION		Municipality: Harrisonville Municipal		Reporting Period: Sep 1, 2023 - Sep 30, 2023	
Mailing Address: 300 E PEARL STREET, HARRISONVILLE, MO 64701					
Physical Address: 300 E PEARL STREET, HARRISONVILLE, MO 64701				County: Cass County	Circuit: 17
Telephone Number: (816)3808903			Fax Number:		
Prepared by: MICHELLE SHAFFER			E-mail Address:		
Municipal Judge: DON LOGRASSO					
II. MONTHLY CASELOAD INFORMATION					
		Alcohol & Drug Related Traffic	Other Traffic	Non-Traffic Ordinance	
A. Cases (citations/informations) pending at start of month		46	627	493	
B. Cases (citations/informations) filed		4	52	37	
C. Cases (citations/informations) disposed					
1. jury trial (Springfield, Jefferson County, and St. Louis County only)		0	0	0	
2. court/bench trial - GUILTY		0	0	1	
3. court/bench trial - NOT GUILTY		0	2	2	
4. plea of GUILTY in court		3	11	7	
5. Violations Bureau Citations (i.e. written plea of guilty) and bond forfeiture by court order (as payment of fines/costs)		0	8	0	
6. dismissed by court		0	1	0	
7. <i>nolle prosequi</i>		0	3	3	
8. certified for jury trial (not heard in Municipal Division)		0	0	0	
9. TOTAL CASE DISPOSITIONS		3	25	13	
D. Cases (citations/informations) pending at end of month [pending caseload = (A+B)-C9]		47	654	517	
E. Trial de Novo and/or appeal applications filed		0	0	0	
III. WARRANT INFORMATION (pre- & post-disposition)		IV. PARKING TICKETS			
1. # Issued during reporting period	57	1. # Issued during period		0	
2. # Served/withdrawn during reporting period	27	☐ Court staff does not process parking tickets			
3. # Outstanding at end of reporting period	1,125				

Attachment: September 2023 Municipal Court Report (September 2023 Municipal Court Report)

MUNICIPAL DIVISION SUMMARY REPORTING FORM

COURT INFORMATION	Municipality: Harrisonville Municipal	Reporting Period: Sep 1, 2023 - Sep 30, 2023
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V. DISBURSEMENTS

Excess Revenue (minor traffic and municipal ordinance violations, subject to the excess revenue percentage limitation)		Other Disbursements: Enter below additional surcharges and/or fees not listed above. Designate if subject to the excess revenue percentage limitation. Examples include, but are not limited to, arrest costs and witness fees.	
Fines - Excess Revenue	\$2,122.50	Court Automation	\$198.29
Clerk Fee - Excess Revenue	\$264.00	Law Enf Arrest Costs-E/R	\$252.50
Crime Victims Compensation (CVC) Fund surcharge - Paid to City/Excess Revenue	\$8.14	Law Enf Arrest-Local	\$445.00
Bond forfeitures (paid to city) - Excess Revenue	\$0.00	Total Other Disbursements	\$895.79
Total Excess Revenue	\$2,394.64	Total Disbursements of Costs, Fees, Surcharges and Bonds Forfeited	\$5,017.50
Other Revenue (non-minor traffic and ordinance violations, not subject to the excess revenue percentage limitation)		Bond Refunds	\$0.00
		Total Disbursements	\$5,017.50
Fines - Other	\$1,174.50		
Clerk Fee - Other	\$111.93		
Judicial Education Fund (JEF) ☒ Court does not retain funds for JEF	\$0.00		
Peace Officer Standards and Training (POST) Commission surcharge	\$31.33		
Crime Victims Compensation (CVC) Fund surcharge - Paid to State	\$223.36		
Crime Victims Compensation (CVC) Fund surcharge - Paid to City/Other	\$3.45		
Law Enforcement Training (LET) Fund surcharge	\$62.00		
Domestic Violence Shelter surcharge	\$60.00		
Inmate Prisoner Detainee Security Fund surcharge	\$60.50		
Restitution	\$0.00		
Parking ticket revenue (including penalties)	\$0.00		
Bond forfeitures (paid to city) - Other	\$0.00		
Total Other Revenue	\$1,727.07		

Attachment: September 2023 Municipal Court Report (September 2023 Municipal Court Report)