



**AGENDA
CITY OF HARRISONVILLE
PLANNING AND ZONING COMMISSION
REGULAR MEETING
CITY HALL
OCTOBER 16, 2025
6:00 PM**

- 1. Call to Order**
 - A. Roll Call**
- 2. Approval of Minutes**
 - A. Minutes from the August 21, 2025, meeting.**
- 3. Agenda Items**
 - A. Appl. #SUP-25-003/PDP-25-001 – SPECIAL USE PERMIT for Packaging, Processing, and Warehousing in the Service Business (C-2) District and a PRELIMINARY DEVELOPMENT PLAN for JBQ Meats on property located at 2000 N. Commercial Street - PUBLIC HEARING**
 - B. Appl. #SUP-25-003/PDP-25-001 – SPECIAL USE PERMIT for Packaging, Processing, and Warehousing in the Service Business (C-2) District and a PRELIMINARY DEVELOPMENT PLAN for JBQ Meats on property located at 2000 N. Commercial Street - CONSIDERATION**
 - C. Appl. #SUP-25-004—SPECIAL USE PERMIT for RV and Boat Storage on land located at 1640 W. Mechanic Street - PUBLIC HEARING**
 - D. Appl. #SUP-25-004—SPECIAL USE PERMIT for RV and Boat Storage on land located at 1640 W. Mechanic Street - CONSIDERATION**
 - E. Code Amendments Pertaining to Complete Streets - PUBLIC HEARING**
 - F. Code Amendments Pertaining to Complete Streets - CONSIDERATION**
- 4. Discussion Items**
- 5. Adjourn**

Posted on City Hall Bulletin Board this 15th October of Month, 2025.

Daniel Barnett, City Clerk



MINUTES
CITY OF HARRISONVILLE
PLANNING AND ZONING COMMISSION
REGULAR MEETING
CITY HALL
AUGUST 21, 2025
6:00 PM

1. Call to Order

The meeting was called to order at 6:03 PM by Kevin Wood.

A. Roll Call

Attendee Name	Title	Status	Arrived
Cheryl Bush	Commissioner	Present	
Kevin Wood	Chairman	Present	
Joseph Parkhurst	Commissioner	Excused	
Chris Chiodini	Vice-Chairman	Present	
Milton Sigenthaler	Commissioner	Present	
Brian Pulliam	Commissioner	Present	
Scott Milner	Commissioner	Present	
Mayor Zaring	Commissioner	Present	

Others present: Dalton Benson, Resident; Darrell Benson, Resident; Brian Graber, Resident; Christina Stanton, Community Development Director; and Jamie Martin, Recording Secretary.

2. Approval of Minutes

A. Minutes from the July 17, 2025, meeting

RESULT: **Approved**
MOVER: Chris Chiodini
SECONDER: Brian Pulliam
AYES: Cheryl Bush, Kevin Wood, Chris Chiodini, Milton Sigenthaler, Brian Pulliam, Scott Milner, Mayor Zaring
EXCUSED: Joe Parkhurst

3. Agenda Items

A. Continued Appl. #FP-25-003 – A FINAL PLAT for *Parkwood East, Lots 72A, 128A, 129A, 133A - 137A, 142A, and 143A - PUBLIC HEARING*

Director Stanton presented the Staff Report for Application #FP-25-003. She said the City is seeking approval of the Final Plat for *Parkwood East, Lots 72A, 128A, 129A, 133A - 137A, 142A and 143A*. She told the Commission the recent history for this application.

- June 16, 2025 - The Board of Aldermen approved a Resolution (#2025-12) agreeing to vacate the Blueberry Park property and authorizing staff to move forward with surveying, legal descriptions, and replatting the property to adjoining interested property owners.
- July 17, 2025 - The Planning and Zoning Commission continued this application to a date certain of August 21, 2025.
- July 21, 2025 - The Board of Aldermen continued this application to a date certain of September 2, 2025.

She said that under Key Issues:

- The neighborhood park was a condition of the original *Parkwood East* development. She added that there may have been money from HUD involved and that this was 53 years ago.
- The City's Parks & Recreation Department has maintained this property since being dedicated as a "City Park" on the Final Plat of *Parkwood East, Lots 105-143*.
- The Parks and Recreation Department has determined that the park, known as Blueberry Park, is underutilized and no longer needed for park purposes.
- Several adjoining property owners have indicated they would like to take ownership as depicted in the attached Final Plat.
- The Board of Aldermen have approved a resolution agreeing to vacate the park and replat with the adjoining interested property owners.

Director Stanton pointed out the "Procedure" section of the Staff Report and the options the Commission has for approval, conditional approval, or disapproval of the Final Plat. Staff recommended approval.

Kevin Wood asked if anyone from the public had questions or concerns. Director Stanton said that the only people she had heard from were the people that attended the previous meeting where this application was continued and phone calls today confirming the meeting time.

With no other questions or comments, the Public Hearing was closed at 6:08PM.

B. Continued Appl. #FP-25-003 – A FINAL PLAT for Parkwood East, Lots 72A, 128A, 129A, 133A - 137A, 142A, and 143A - CONSIDERATION

RESULT: Recommend Approval to the Board of Aldermen
MOVER: Chris Chiodini
SECONDER: Mayor Zaring
AYES: Cheryl Bush, Kevin Wood, Chris Chiodini, Milton Sigenthaler, Brian Pulliam, Scott Milner, Mayor Zaring
EXCUSED: Joe Parkhurst

After the vote, Kevin Wood said that he had been talking about Blueberry Park for 29 years.

4. Discussion Items

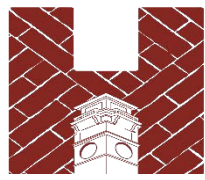
Director Stanton told the Commission that as of today, there are no applications for the September meeting, but she is hoping to bring some Code Amendments pertaining to "Complete Streets" in October.

5. Adjourn

With nothing further to come before the Commission, Chris Chiodini made a motion to adjourn. Mayor Zaring seconded. The meeting was adjourned at 6:13 PM.

Respectfully Submitted:

Jamie Martin, Recording Secretary



THE CITY OF HARRISONVILLE

WHERE TRADITION MEETS INNOVATION

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

To: Planning and Zoning Commission

From: Christina Stanton, AICP, Community Development Director

Date: October 16, 2025

Re: Appl. #SUP-25-003/PDP-25-001 – SPECIAL USE PERMIT for Packaging, Processing, and Warehousing in the Service Business (C-2) District and a PRELIMINARY DEVELOPMENT PLAN for JBQ Meats on property located at 2000 N. Commercial Street

GENERAL INFORMATION

Applicant: Keaton Dorman, with JBQ Meats and Doug Henzlik, with Henzlik Real Estate

Requested Actions: Approval of Requested Special Use Permit and Preliminary Development Plan

Date of Application: September 11, 2025

PROPOSAL

Keaton Dorman, with JBQ Meats, and Doug Henzlik, with Henzlik Real Estate, are seeking approval of a Special Use Permit for packaging, processing, and warehousing in the Service Business (C-2) District and a Preliminary Development Plan for JBQ Meats on property located at 2000 N. Commercial Street.

The surrounding properties are currently zoned as follows:

- North: Service Business (C-2) District—Cass County Public Library Royal Annex, So-Cass Automotive, and undeveloped commercial lots
- East: Service Business (C-2) District—Vacant Undeveloped Land
- South (across N. Commercial St.): Service Business (C-2) District—Captain D’s and Gas Light Plaza
- West: Service Business (C-2) District—Culver’s, former Hardee’s, and Community Bank of Harrisonville

PREVIOUS ACTIONS

- April 7, 1959—The subject property was annexed into the corporate limits of the City of Harrisonville via a special election. The results were declared by Ordinance #519-B on April 10, 1959.
- March 10, 1965—Properties that had been annexed into the corporate limits of the City of Harrisonville since April 7, 1959, had zoning established by Ordinance #646. The subject property’s zoning was established as Highway District (that portion immediately fronting on present day N. Commercial Street) and Residential District #2.
- June 21, 1972—The Board of Aldermen approved a Rezoning (Appl. #57) from Residential District #2 (R-2) to Highway District by Ordinance #980.
- September 20, 1978—The Board of Aldermen approved Zoning Ordinance #1194, which established new commercial zoning districts. This property’s zoning became Service Business (C-3) District.

- **January 11, 1993**—The Board of Aldermen approved Zoning Ordinance #1930, which renamed several commercial zoning districts and is when all reference to C-3 was changed to C-2, and the former Central Business (C-2) District was eliminated. The zoning for this property was then established as Service Business (C-2) District.
- **October 16, 2023**—The Board of Aldermen approved various Code Amendments, including the establishment of Section 405.565—Design Standards, by Ordinance #3669.
- **May 6, 2025**—Staff held an initial Pre-Application Meeting with the applicants regarding their desire to renovate the existing site and turn it into a state of the art USDA facility. The planned operations of the facility do not include slaughter, but does include raw trimming and packaging. Expected odors would include bbq from the smokers. It was stated in this initial pre-application meeting that they were anticipating having rubs and sauces available for retail sales and having some hot foods available. Additionally, there was an interest to split off a portion(s) of the front of the property. The applicants expressed that they are hoping to have the building operational by January 2027.
- **August 4, 2025**—The Board of Aldermen approved Code Amendments to allow the uses of packaging, processing, and warehousing within the Service Business (C-2) District with an approved Special Use Permit by Ordinance #3739.
- **September 9, 2025**—Staff held a second Pre-Application Meeting with the applicants. In this meeting the applicants provided further details on their project stating that would include food processing, marinating, cooking, and packaging. The applicants also discussed that they planned to add new pavement for three (3) new docks on the eastern side of the building and route the truck traffic only onto Royal Street to keep the trucks from interfering with the employee traffic.

KEY ISSUES

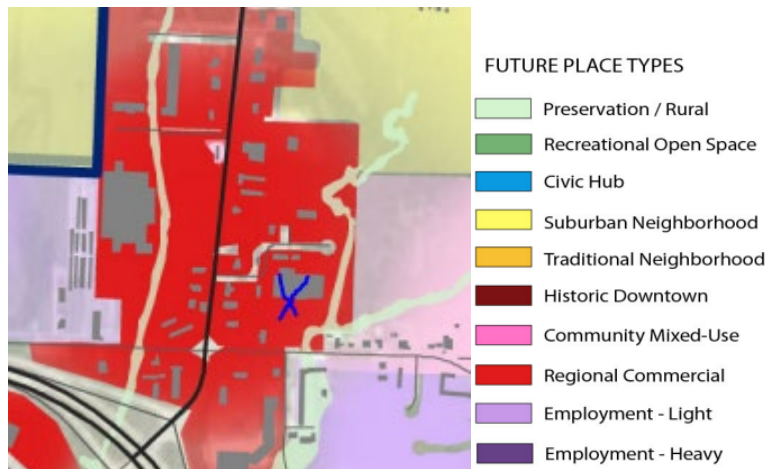
- The applicant is proposing to renovate the existing site and turn it into a state of the art USDA facility for food processing, marinating, cooking, packaging, and warehousing of the cooked meats until they can be shipped out to various retail locations.
- The City’s 2040 Comprehensive Plan shows the property and surrounding area as “Regional Commercial”, which are “areas of the city designated for highway-oriented commercial land use types..”.
- This property is currently zoned Service Business (C-2) District.
- The uses of packaging, processing, and warehousing are allowed uses, with an approved Special Use Permit, in the C-2 Zoning District.
- The existing building sits further back on the site and there is potential for additional retail lots to be created along N. Commercial Street.
- The property is located within the Missouri Route 291 TDD (Transportation Development District), which collects an additional 1% sales tax to fund public transportation improvements within the TDD.

ANALYSIS

Zoning. The applicants have requested approval of a Special Use Permit (SUP) for the uses of packaging, processing, and warehousing. Code Amendments approved on August 4, 2025, allows for these uses to be reviewed and considered via a SUP on property zoned Service Business (C-2) District. No additional requirements were added to Article XIX - Special Use Permits. The subject property is zoned Service Business (C-2) District. This is a prime example of a location where these uses may fit well. The building is located further back on the property and is large enough to support the proposed project and future growth. Additionally, there is room along N. Commercial Street for lots to be created that would support typical retail development. If these first-tier lots were created this project would then be considered a second-tier commercially zoned property.

Comprehensive Plan. The City’s 2040 Comprehensive Plan shows this area as “Regional Commercial”, which 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.” While the proposed project is not currently focused on retail, this is a user that would benefit from the proximity to the highway and may add more typical retail development both as part of the applicants’ project as well as with the creation of additional first-tier commercial lots.



Site Design. The applicants have proposed to: patch/repair the existing asphalt paving and reseal the surface, add new paving striping for the drive lanes and parking spaces, remove the old parking lot lighting and add new parking lot lighting to meet current Municipal Code, install islands within the parking lot with trees and rock mulch, replace the private fire hydrant, repair and upgrade utilities as needed, add new pavement to serve new docks on the east side of the building and install privacy fencing/screening and trees to screen the dock area. The applicants intend to route the truck traffic so that it only accesses Royal Street to keep the trucks from interfering with the employee traffic. The Final Development Plan, which is reviewed administratively, will include additional details pertaining to the lighting, landscaping, and mechanical units. The Site Plan does state that “all mechanical equipment (rooftop and ground mounted) shall be screened in accordance with City of Harrisonville Municipal Code, Design Standards” (Section 405.565.F.3.d(3)).

Building Design. The applicants are proposing to rehab the existing building. The Color Elevations show the existing CMU and/or brick wall is planned to be painted a mixture of light gray and dark gray. Additionally, a new prefinished metal panel system on aluminum framing system is proposed in the front (south) and west side elevations and a prefinished metal canopy with tie-rods and turnbuckles. The applicants have requested a modification to the four-sided architecture requirement (Section 405.565.C.4) for the rear (north) and east side elevations as these sides are not highly visible from the main streets and public view due to the existing vegetation and screening. Staff supports the requested modification to this requirement as the rear of the building sits lower than Royal Street and is screened by existing trees making it barely visible from Royal Street, and the east side is bordered by existing heavy vegetation along the unnamed intermittent stream.

Review Criteria. Section 405.630.D.1 list review criteria a-q as that may be considered, to the extent they are pertinent to the particular application, by both the Planning & Zoning Commission and the Board of Aldermen. Among the review criteria listed a, b, e, d, f, m, and n seem the most appropriate to consider.

- The character of the neighborhood.
 - The character of the neighborhood includes the daily activities and services of the businesses in the area such as Culver’s, the Community Bank of Harrisonville, the Cass County Public Library Royal Annex, So-Cass Automotive, Gas Light Plaza, and Landmark Plaza. This location is near North 291 Highway and I-49 so the area sees a higher level of traffic than many other parts of Harrisonville.
- The existing and any proposed zoning and uses of adjacent properties, and the extent to which the proposed use is compatible with the adjacent zoning and uses.
 - The existing zone is C-2, which is compatible with the existing businesses. The proposed uses could be seen as appropriate for this larger than typical commercially zoned property

given that the structure sits further back on the site and there is potential for the creation of additional commercial lots along N. Commercial Street.

- The length of time, if any, the property has remained vacant as zoned.
 - The property was originally Wal-Mart, was re-used as Bizarre Bazaar for a period, and has been largely unused since at least 2008.
- The extent to which the proposed use will seriously injure the appropriate use of, or detrimentally affect, neighboring property.
 - The proposed uses of packaging, processing, and warehousing will not seriously injure or detrimentally affect the appropriate use of the neighboring property as the operations will be contained within the building. The applicants propose to complete a number of improvements upon the property, which should increase the value of the property and potentially that of those properties immediately surrounding said property.
- The extent to which public facilities and services are available and adequate to meet the demand for facilities and services generated by the proposed use.
 - The applicants are proposing several improvements for the proposed use, which include the necessary improvements to utilities on site. The existing utility infrastructure system is adequate to meet the demand with the improvements that will be completed on site.
- The gain, if any, to the public health, safety and welfare due to approval of the application as compared to the hardship imposed upon the landowner, if any, as a result of denial of the application.
 - This is a blighted property. The gain would be that the property would be renovated and have new life to it once again. As a blighted property it has been an attractive nuisance for kids and transient. The hardship to the landowner, if this application were denied, is that the property would remain in its current condition for an unknown period of time and would continue to deteriorate, lose further value, and potentially bring the value of adjacent commercial properties down.

STAFF RECOMMENDATION

Staff recommends approval of the proposed Special Use Permit for packaging, processing, and warehousing and the Preliminary Development Plan with the following conditions:

- 1) All exterior building and site lighting shall comply with the requirements specified in Section 405.565.G of the City's Municipal Code.
- 2) The site shall meet or exceed all applicable landscaping and screening requirements contained in Section 405.565.F of the City's Municipal Code.
- 3) A modification shall be granted to the four-sided architecture requirement of Section 405.565.C.4 of the City's Municipal Code to allow for the metal panels and canopy elements to only be on the front (south) and west side façades.
- 4) The time limit associated with this Special Use Permit shall be 25 years, at which time a new Special Use Permit is required to continue these uses.

ATTACHMENTS

Application
Site Plan
Elevations
Pictures
Ordinance #3739
Zoning Map
Aerial Map



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.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	
Patty Hiderbrand, PE ENV SP, Director of Public Works	816-380-8964	philderbrand@harrisonville.com
Carl Brooks, PE, CFM, Director of Engineering	816-380-8913	cbrooks@harrisonville.com

October 7, 2025

City of Harrisonville
300 E. Pearl St.
Harrisonville, MO 64701

Attention: Ms. Christina Stanton
Community Development Director

RE: Special Use Request (Revised)
Proposed Building Renovation
JBQ Meats
2000 N. Commercial St.
Harrisonville, MO 64701

Dear Christina,

On behalf of JBQ Meats, we would like to make a request for Special Use from the current Zoning Regulations for the proposed project.

JBQ Meats is procuring the existing property and building located at 2000 N. Commercial Street. The building was originally built and operated as a Wal-Mart shopping center. The property is zoned C-2, Service Business District.

The proposed project and use of the facility by JBQ Meats will be a food processing facility. JBQ Meats will be receiving raw packaged pork and beef products and cooking/smoking the meats. Once cooked, the ready-to-eat (RTE) products will be packaged and refrigerated and/or frozen for distribution. There will no animal killing or first processing at the facility.

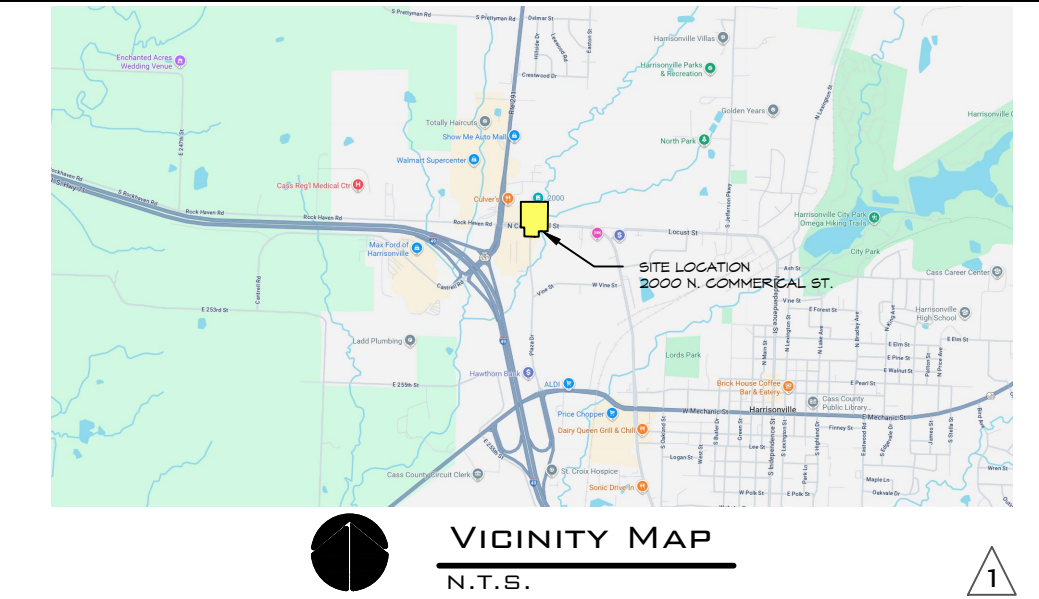
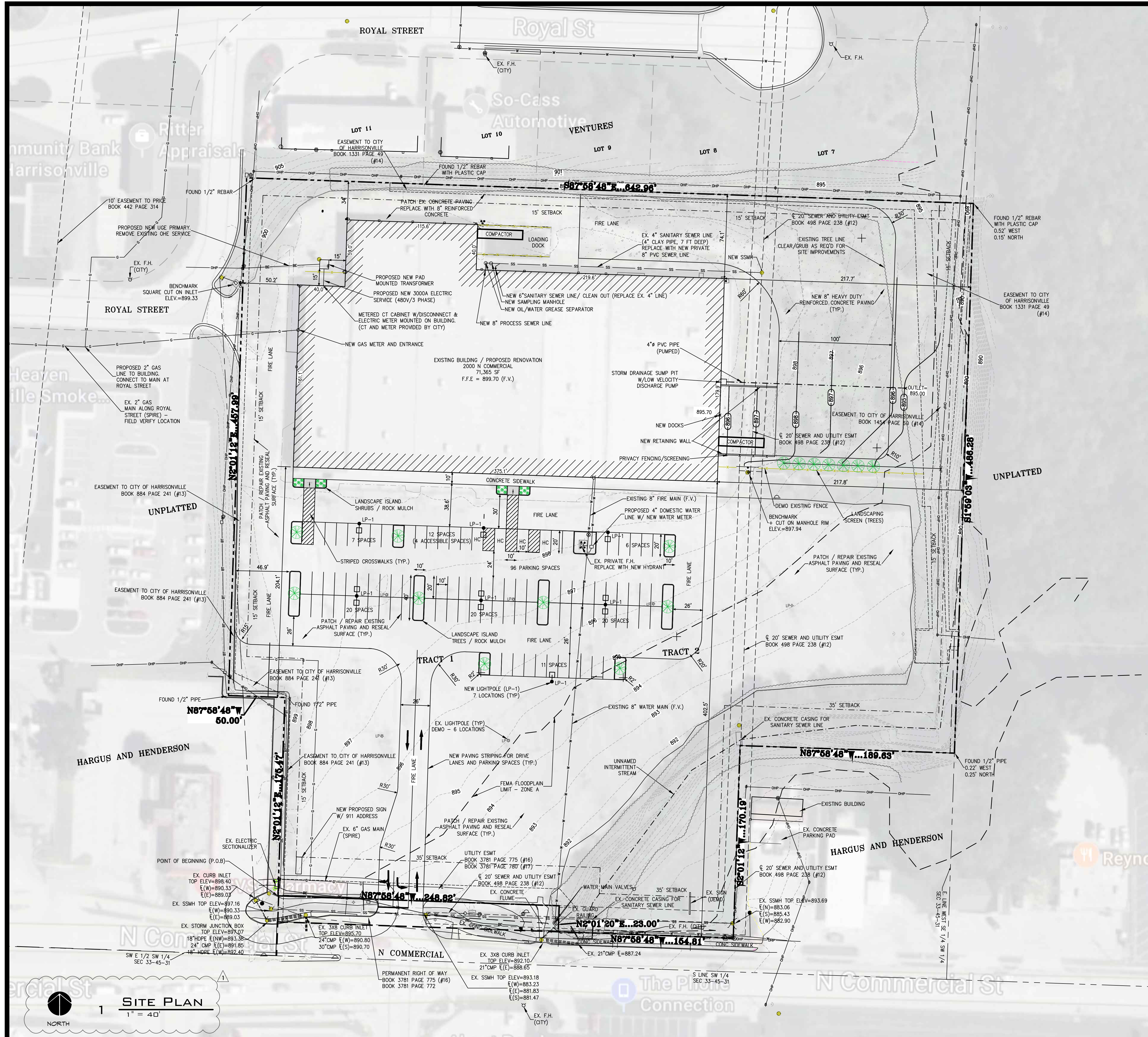
Code Amendments approved by Ordinance #3739 on August 4, 2025, allows the use of packaging, processing, and warehousing within the C-2 District with an approved Special Use Permit. JBQ Meats would like to request a special use for their facility within the zoned C-2 area. Additionally, it is requested that the Special Use Permit have a duration of twenty-five (25) years.

Yours Truly,

RFW CONSTRUCTION GROUP



Steven A. Riggs
Director of Engineering
731-377-3630
sriggs@rfwgroup.com |



PROPERTY INFORMATION:

SITE ADDRESS:	2000 N. COMMERCIAL ST. HARRISONVILLE, MO 64701
OWNER ADDRESS:	JBQ MEATS 1111 N 95TH ST, SUITE 400 OVERLAND PARK, KS 66212
TAX MAP #	1711000
PARCELS:	08-08-33-000-000-011.000
PLAT MAP	4867/164
SEC-TWP-RNG	33-45-31
ZONING	C-2, SERVICE BUSINESS DISTRICT
PROPERTY / LAND USE	INDUSTRIAL (FOOD PROCESSING FACILITY)
TOTAL PROPERTY AREA:	0.54 ACRES (514,286 SQUARE FEET)
BUILDING AREA:	11,365 SQUARE FEET
IMPERVIOUS COVERAGE:	302,575 SQUARE FEET (80.8% < 85% FOR C-2)
FLOOR AREA RATIO:	11,365 SQUARE FEET (19%)
LEGAL DESCRIPTION:	TAKEN FROM ALTA/NPS LAND TITLE SURVEY PREPARED BY PHELPS ENGINEERING, INC., DATED 01-30-2025, SURVEYED DESCRIPTION UPDATED 04-24-2025

EXISTING PROPERTY WILL COMBINED INTO ONE TRACT THROUGH A MINOR PLAT AND LEGAL DESCRIPTION WILL INCLUDE THE SURVEYED DESCRIPTION NOTED BELOW:

SURVEYED DESCRIPTION:
 ALL THAT PART OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 45 NORTH, RANGE 31 WEST, IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED BY PHELPS ENGINEERING, INC., 645-600701128, ON SEPTEMBER 21, 2025, FOR PROJECT 250139 AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 33; THENCE S 87°58'48" E ALONG THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 33, A DISTANCE OF 1366.68 FEET; THENCE N 11°14'3" E, A DISTANCE OF 93.00 FEET; TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF N COMMERCIAL STREET, AS NOW ESTABLISHED; SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE N 2°01'12" E, A DISTANCE OF 115.41 FEET; THENCE N 87°58'48" W, A DISTANCE OF 50.00 FEET; THENCE N 2°01'12" E, A DISTANCE OF 451.99 FEET; TO AN ANGLE POINT ON THE SOUTH LINE OF VENTURES, A SUBDIVISION OF LAND IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI; THENCE S 87°58'48" E, ALONG SAID SOUTH LINE OF SAID VENTURES, A DISTANCE OF 642.96 FEET; TO THE SOUTHEAST CORNER OF SAID VENTURES; SAID POINT BEING ON THE EAST LINE OF THE WEST ONE-HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 33; THENCE S 1°54'03" W, ALONG SAID EAST LINE OF THE WEST ONE-HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER, A DISTANCE OF 486.28 FEET; THENCE N 87°58'48" W, A DISTANCE OF 194.63 FEET; THENCE S 2°01'12" E, A DISTANCE OF 120.14 FEET; TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF SAID N COMMERCIAL STREET; THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY LINE FOR THE FOLLOWING THREE (3) COURSES; THENCE N 87°58'48" W, A DISTANCE OF 154.81 FEET; THENCE N 2°01'20" E, A DISTANCE OF 23.00 FEET; THENCE N 87°58'48" W, A DISTANCE OF 240.82 FEET; TO THE POINT OF BEGINNING, CONTAINING 514,286 SQUARE FEET OR 0.514 ACRES, MORE OR LESS.

FLOODPLAIN INFORMATION:
 A PORTION OF THIS PROPERTY LIES WITHIN ZONE A, WITH NO BASE FLOOD ELEVATION DETERMINED, AND THE REMAINDER LIES WITHIN ZONE X, DEFINED AS AREAS TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON THE FLOOD INSURANCE RATE MAP PREPARED BY FEMA FOR THE CITY OF HARRISONVILLE, MISSOURI, COMMUNITY NO. 240268, CASS COUNTY, MISSOURI, MAP NO. 240370186F, DATED JANUARY 2, 2019.

TOPOGRAPHIC AND BOUNDARY SURVEY INFORMATION:
 SURVEY INFORMATION SHOWN TAKEN FROM SITE/ALTA SURVEY PREPARED BY PHELPS ENGINEERING, INC., DATED 01-30-2025

ADOPTED CODES:
 2018 INTERNATIONAL BUILDING CODE (IBC)
 2018 INTERNATIONAL FIRE CODE (IFC)
 2018 INTERNATIONAL MECHANICAL CODE (IMC)
 2018 INTERNATIONAL PLUMBING CODE (IPC)
 2019 INTERNATIONAL FUEL GAS CODE (IFGC)
 2017 NATIONAL ELECTRIC CODE (NEC)
 CITY OF HARRISONVILLE MUNICIPAL CODE /ORDINANCES

SETBACK REGULATIONS:
 FRONT - 35 FEET
 SIDE - 15 FEET
 REAR - 15 FEET

PARKING REQUIREMENTS:
 1/1000 GFA AND 4/1000 SF OF OFFICE SPACE

PARKING SPACES REQUIRED:
 11,365 SF / 1000 = 12 SPACES
 6000 SF (OFFICE AREA) / 1000 = 6 SPACES
 TOTAL SPACES REQUIRED: MINIMUM 18 SPACES

ACCESSIBLE SPACES REQUIRED (PER ADA STANDARDS) = 4 SPACES
 EXPECTED MAXIMUM NUMBER OF EMPLOYEES WORKING AT SAME TIME ON ONE SHIFT (INCLUDES FUTURE GROWTH) = 35 EMPLOYEES

PARKING SPACES PROVIDED:
 96 SPACES (MEETS REQ. # / EXCEEDS # OF EMPLOYEES)

PARKING LOT LIGHTING: LP-1
 LED POLE MOUNTED FIXTURE - RSX2 LED AREA LUMINAIRE MANUFACTURED BY LITHONIA LIGHTING MODEL: RSX2 LED P3 40K R2 HVOLT 9PA DPBXD LED AREA LIGHTING FIXTURE, ARM MOUNTED, TYPE 2 WIDE DISTRIBUTION, DIE CAST ALUMINUM HOUSING 28 FEET IN HEIGHT WITH 2-FOOT CONCRETE POLE BASE, SQUARE STEEL POLE, DARK BRONZE FINISH, 480 VOLT A.C., 22,000 LUMEN, 4,000K, 147 MATTS

DISTURBED AREA:
 1/42,009 SF (0.96 ACRES) - LESS THAN 1 ACRE
 (STORMWATER CONTROL SHALL INSTALL AND MAINTAIN EROSION SEDIMENT CONTROL MEASURES AS BEST MANAGEMENT PRACTICES FOR STORMWATER MANAGEMENT)

UTILITY DEMAND/USAGE (PROJECTED):
 • WATER DEMAND - PEAK (DURING SANITATION) - 200 GPM
 • WATER DEMAND - 15,000-20,000 GAL/DAY
 • SEWER DISCHARGE - COMPLY WITH MUNICIPAL CODE TITLE VII, SECTION 100.640
 • PROCESS SEWER WILL BE PRE-TREATED AS REQUIRED PRIOR TO ENTER CITY SEWER MAIN.
 • ELECTRICAL DEMAND - PROPOSED 3000 AMP 480V/3 PHASE ELECTRICAL SERVICE

MECHANICAL EQUIPMENT SCREENING:
 ALL MECHANICAL EQUIPMENT (ROOFTOP AND GROUND MOUNTED) SHALL BE SCREENED IN ACCORDANCE WITH CITY OF HARRISONVILLE MUNICIPAL CODE, DESIGN STANDARDS (SECTION 409.565.F.1.d.3).

PROPERTY/PREMISES IDENTIFICATION:
 THE PROPERTY SHALL BE IDENTIFIED WITH THE ADDRESS VISIBLE FROM PUBLIC ROADWAY (N COMMERCIAL ST). ADDRESS NUMBERS SHALL BE DISPLAYED ON STREET SIGNAGE AND BUILDING PER 2018 INTERNATIONAL FIRE CODE (IFC), SECTION 505.

KEY BOXES (KNOX BOX):
 PROVIDE KEY BOXES AS REQUIRED PER THE FIRE CODE OFFICIAL (IFC SECTION 506). LOCATION OF KEY BOXES SHALL BE COORDINATED WITH THE FIRE CODE OFFICIAL AND LOCAL AUTHORITIES.

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NO.	DATE	REVISION
1	10/10/2025	REVISED PER CITY REVIEW COMMENTS

RENOVATIONS & ADDITIONS
JBQ MEATS
HARRISONVILLE, MISSOURI

PROJECT NO: S2502-001
 DESIGN MANAGER: SAR
 PROJECT MANAGER: BH
 DRAWN BY: BGF

SITE PLAN

DATE: 09-10-2025
 SHEET: C1-1



View from Culver's Parking Lot



View from Royal Street, Just North of Culver's



View from Royal Street looking South Between Library Office Bldg. and So-Cass Auto.



View from Royal Street Looking South



View from Royal Street Looking South

Council Bill No. 2025-39

Ordinance No. 3739

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI AMENDING APPENDIX A: LAND USE TABLE, UNDER CHAPTER 405—ZONING REGULATIONS, IN TITLE IV—LAND USE REGULATIONS OF THE HARRISONVILLE MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the City of Harrisonville desires to amend Appendix A: Land Use Table, under Chapter 405—Zoning Regulations, in Title IV—Land Use Regulations of the City’s municipal code; and

WHEREAS, after due public notice in the manner prescribed by law, the Planning & Zoning Commission held a public hearing on July 17, 2025, to review and make a recommendation. After said public hearing, the Planning & Zoning Commission voted 6-0 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 July 21, 2025, 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: Appendix A: Land Use Table shall be amended by adding “S” under the column for the C-2 Zoning District for the uses of packaging, processing, and warehousing.

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

READ FOR THE FIRST TIME BY TITLE ONLY ON THE 21ST DAY OF JULY 2025, AND WAS READ FOR A SECOND TIME BY TITLE ONLY ON THE 4TH DAY OF AUGUST 2025 AND PASSED BY THE BOARD OF ALDERMEN THIS 4TH DAY OF AUGUST 2025.

VOTE TAKEN AS FOLLOWS:


AYES: Chaney, Davidson, Franklin, Mills, Milner, Pfautsch, Turner

NAYS:

ABSENT:

ABSTAIN:

EXCUSED: Doerhoff


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

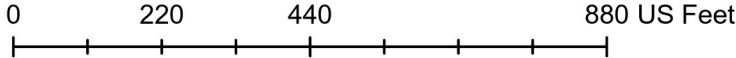
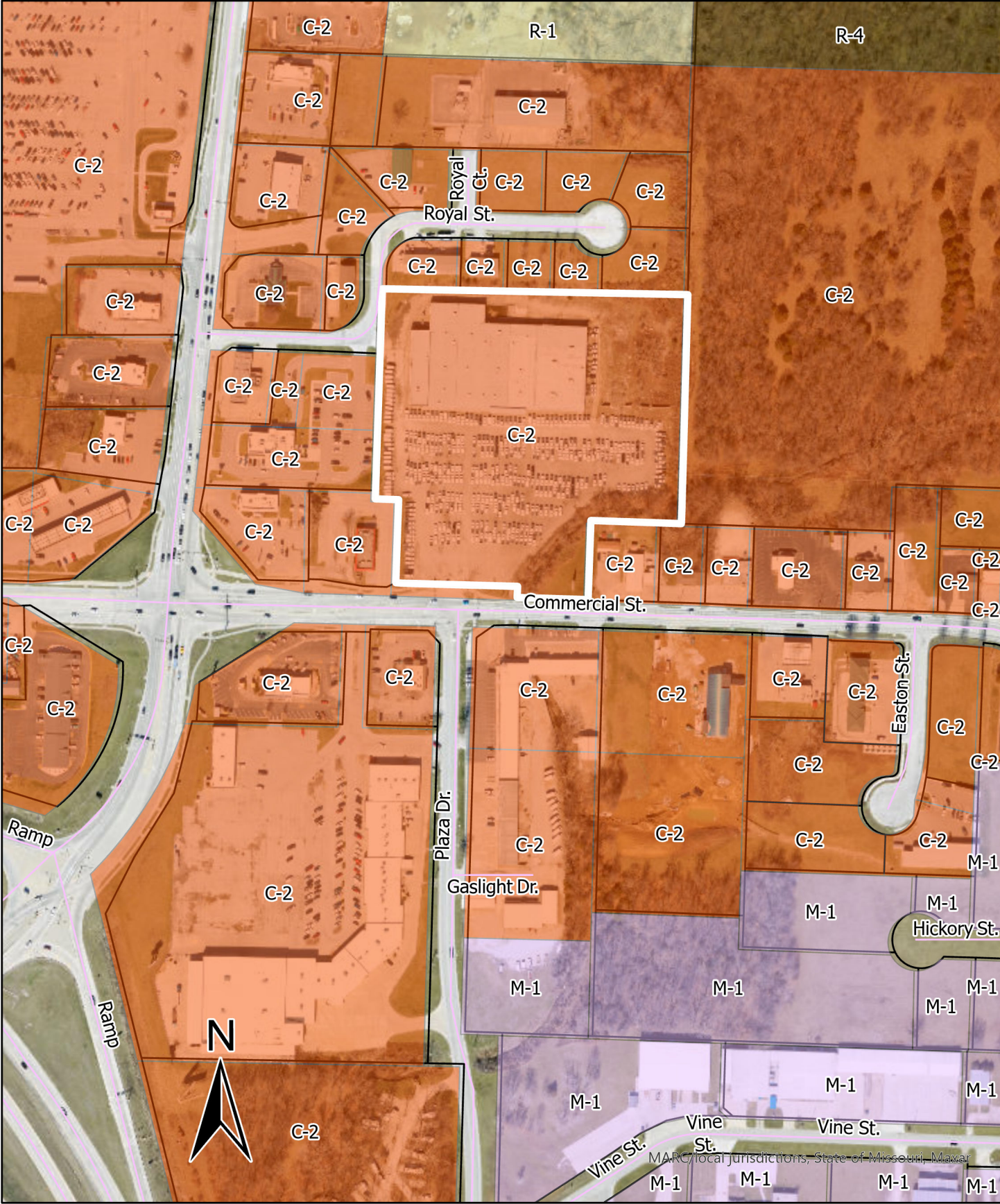
ATTEST:

A handwritten signature in black ink, appearing to read 'Daniel Barnett', written over a horizontal line.

Daniel Barnett, City Clerk

WITNESS my hand and seal this 4th day of August 2025.

Zoning Map

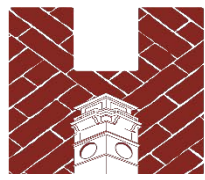


Aerial Map



MARC/local jurisdictions, MO911ServiceBoard,DNR,MDC, State of Missouri, Maxar, Microsoft

0 160 320 640 US Feet



THE CITY OF HARRISONVILLE

WHERE TRADITION MEETS INNOVATION

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

To: Planning and Zoning Commission

From: Christina Stanton, AICP, Community Development Director

Date: October 16, 2025

Re: Appl. #SUP-25-004—SPECIAL USE PERMIT for RV and Boat Storage on land located at 1640 W. Mechanic Street

GENERAL INFORMATION

Applicant: Brice Renner, Pac-Rite Storage, LLC

Requested Actions: Approval of Special Use Permit

Date of Application: September 17, 2025

PROPOSAL

Mr. Renner, Pac-Rite Storage, LLC, is seeking approval of the attached Special Use Permit for the uses of RV and boat storage on land located at 1640 W. Mechanic Street.

The surrounding properties are currently zoned as follows:

North (across abandoned MKTY RR): Light Industrial (M-1) District—Automotive and heating & cooling businesses

West: Service Business (C-2) and Light Industrial (M-1) Districts—Vacant undeveloped land

South: Service Business (C-2) District—Commercial businesses

East: Light Industrial (M-1) and General Industrial (M-2) Districts—Nutrien Ag Solutions

PREVIOUS ACTIONS

- 1956—It appears that the KATY was abandoned around this time.
- August 6, 1969—The Board of Aldermen approved Ordinance #833, which declared the results of a special annexation election that resulted in the corporate boundaries of the City of Harrisonville being expanded over several tracts of land including the subject property.
- January 30, 1979—The Zoning Map shows that 300' from the Wall Street right-of-way was zoned Service Business (then C-3, now C-2) District, and further north was zoned Light Industrial (M-1) District.
- January 11, 1993—The Board of Aldermen approved Ordinance #1930, which included various changes to zoning districts including changing all references of C-3 to C-2 for the Service Business District and removing Central Business (C-2) District.
- November 4, 2019—The Board of Aldermen approved a Rezoning (Appl. #RZ-19-003) of approximately 6.29-acres (Renner Place) from Light Industrial (M-1) District to Service Business (C-2) District by Ordinance #3478. This ordinance included five (5) findings pertaining to the proposed use of mini storage (see attached).
- February 1, 2021—The Board of Aldermen approved Ordinance #3530, which established the current Special Use Permit (SUP) requirements pertaining to mini warehouse facilities.

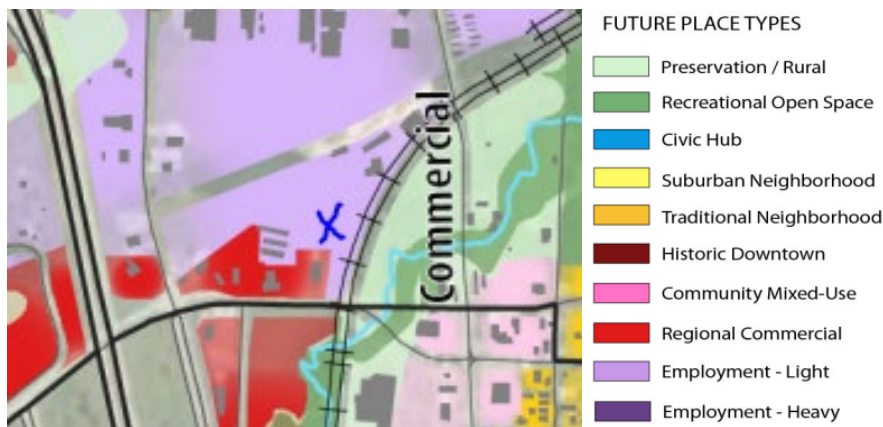
KEY ISSUES

- Boat storage has required an approved Special Use Permit since the 1991 Zoning Ordinance #1825.

ANALYSIS

Zoning/Use. The property is currently zoned Service Business (C-2) District. According to the Land Use Table the use “Storage of Boat, Recreational Vehicle, and/or Any Other Vehicle” is an allowed use in this District with an approved Special Use Permit (SUP). Section 405.525.C.7 states: “Boat, recreational vehicle, and/or any other vehicle storage, open or enclosed, of one (1) of more similar vehicles which are not the property of the landowner. Open storage must be screened by a view-reducing wall, fence or landscaping material from adjacent roads and residentially zoned or used property.”

Comprehensive Plan. The City’s 2040 Comprehensive Plan shows this area as “Employment - Light”, which are places intended to “support employment formats that are not appropriately integrated into a downtown or mixed-use setting, such as office parks, institutional campuses, or light manufacturing hubs in the community”.



While the City does not wish to see this use take up a large portion of developable land, this use seems to make sense in this location for the same reasons that were listed as findings for the then proposed use of mini storage when the property was rezoned in late 2019. In support of the proposed Special Use Permit:

- The property already includes screening.
- The property is a second tier commercial property adjacent to other industrial users.
- The proposed Boat/RV Storage would be minimally visible from the Mechanic Street right-of-way.

Review Criteria. Section 405.630.D.1 list review criteria a-q as that may be considered, to the extent they are pertinent to the particular application, by both the Planning & Zoning Commission and the Board of Aldermen. Among the review criteria listed a, b, d, and f seem the most appropriate to consider.

- The character of the neighborhood.
 - The character of the neighborhood includes the daily activities and services of the businesses in the area such as Pizza Hut, Harrisonville Animal Clinic, Casey’s Aldi’s, and Nutrien Ag Solutions.
- The existing and any proposed zoning and uses of adjacent properties, and the extent to which the proposed use is compatible with the adjacent zoning and uses.
 - The existing zone is C-2, which is compatible with the existing businesses. The proposed use fits in this location for the same reasons that the property was rezoned and approved for the mini warehouse use.
- The extent to which the proposed use will seriously injure the appropriate use of, or detrimentally affect, neighboring property.

- **The proposed uses of RV and boat storage will not seriously injure or detrimentally affect the appropriate use of the neighboring property as the property is currently being used for mini warehousing and sits back behind many of the existing businesses that front on W. Mechanic Street and is already screened.**

STAFF RECOMMENDATION

Staff recommends *approval* of the requested Special Use Permit with the following conditions:

1. **The applicant shall install the required pavement improvements as specified in Section 405.565.E.3 prior to utilizing this space for the proposed use.**
2. **The time limit associated with this Special Use Permit shall be 10 years, at which time a new Special Use Permit is required to continue this use.**

ATTACHMENTS

Application
Ordinance #3478
Pictures
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): Brice Renner Signature: *Brice Renner*
 Company Name: Pac-Rite Storage LLC
 Street Address: 1640 W Mechanic City: Harrisonville State: MO Zip: 64701
 Phone: 816-518-7260 Email: Bricerenner1@gmail.com

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

Property Owner Name (print): Brice Renner Signature: _____
 Street Address: 27807 E 239th St. City: Harrisonville State: MO Zip: 64701
 Phone: 816-518-7260 Email: Bricerenner1@gmail.com

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: 1640 W Mechanic
 Project Description: parking spaces for RV + Boats
 Acres or Sq. Ft. _____
 Current Zoning: _____ Proposed Zoning: _____

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 24"x36" plans and one (1) electronic copy emailed to the planner. (Section 405.630.C)
 _____ 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: SUP 25-004 Filing Fee: Amount Paid \$ 365.00 Date Application Received: 9/17/25
 Staff-only approval: _____ P&Z meeting: 10/16/25 BOA Meeting: 10/20/25



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): _____ Signature: _____

Company Name: _____

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

Phone: _____ Email: _____

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

Property Owner Name (print): Sabrina Renner Signature: Sabrina Renner

Street Address: 27807 E 239th St City: Harrisonville State: MO Zip: 64701

Phone: (816) 804-9398 Email: sabrinarenner4@gmail.com

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: _____

Project Description: _____

_____ Acres or Sq. Ft. _____

Current Zoning: _____ Proposed Zoning: _____

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: _____ Filing Fee: Amount Paid \$ _____ Date Application Received: _____

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



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): _____ Signature: _____

Company Name: _____

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

Phone: _____ Email: _____

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

Property Owner Name (print): Caren R Renner Signature: Caren R Renner

Street Address: 2001 Gaslight Dr City: Harrisonville State: MO Zip: 64701

Phone: 816 868 6650 Email: crrenner1965@gmail.com

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: _____

Project Description: _____

_____ Acres or Sq. Ft. _____

Current Zoning: _____ Proposed Zoning: _____

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 ½" 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: _____ Filing Fee: Amount Paid \$ _____ Date Application Received: _____

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



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): _____ Signature: _____

Company Name: _____

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

Phone: _____ Email: _____

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

Property Owner Name (print): Brian K Renner Signature: *BKR*

Street Address: 2001 Gaslight Dr. City: Harrisonville State: MO Zip: 64701

Phone: 816 809 0630 Email: _____

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: _____

Project Description: _____

_____ Acres or Sq. Ft. _____

Current Zoning: _____ Proposed Zoning: _____

Items to be Submitted 30 Days Before Planning Commission Meeting

- ____ 1) Application
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 - ____ 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: _____ Filing Fee: Amount Paid \$ _____ Date Application Received: _____

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

Bill No. 2019- 67

Ordinance No. 2019 - 3478

AN ORDINANCE OF THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI, REZONING THE APPROXIMATELY 6.29-ACRE RENNER PLACE AT 1600 WEST MECHANIC STREET FROM M-1 LIGHT INDUSTRIAL DISTRICT ZONING TO C-2 SERVICE BUSINESS DISTRICT ZONING

WHEREAS, the City of Harrisonville, Missouri (the "City") has received an application from Brian Renner with Renner Investments to rezone a 6.29-acre tract at 1600 W. Mechanic St. from the M-1 Light Industrial Zoning District to the C-2 General Commercial Zoning District; and

WHEREAS, the Planning and Zoning Commission, after placing a legal notice in the official newspaper of the city and mailing a notice to all property owners within 185 feet of the property, conducted a public hearing on the application on October 17, 2019 and unanimously recommended with a vote of 6 Ayes and 0 Nays that the Board of Aldermen approve the rezoning from M-1 to C-2 zoning based upon certain findings; and

WHEREAS, the Board of Aldermen of the City of Harrisonville, after placing a legal notice in a newspaper of record and mailing a notice to all property owners within 185 feet of the property, conducted a public hearing on the application on November 4, 2019; and

WHEREAS, after considering the recommendations of the City staff and Planning and Zoning Commission and input from the public, the Board of Aldermen determined that the hereinafter described property should be rezoned based upon the following findings:

1. The proposed use of mini storage is a use well-suited for second-tier locations behind businesses that front commercial corridors.
2. The mini storage use is appropriate for this location given that it is surrounded by railroad right-of-way, Crop Production Services and businesses along Mechanic Street which makes the location isolated with low visibility and poor access.
3. The mini storage use is appropriate for this location as it is split in half by a 6-inch hi-pressure gas line which makes it very difficult for other uses to locate on the property.
4. The mini storage use is appropriate as the use has very few vehicle trips per day.
5. Mini storage is more compatible with the commercial businesses that front Mechanic St. than many industrial uses.

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

Section 1. That the following described property owned by Renner Investments is hereby rezoned from the M-1 Light Industrial Zoning District to C-2 Services Business District in the City of Harrisonville, Cass County, Missouri, to-wit:

PART OF LOT 5 OF THE NORTHEAST QUARTER OF SECTION 5, TOWNSHIP 44, RANGE 31, IN CASS COUNTY, MISSOURI, DESCRIBED AS FOLLOWS: FROM THE SOUTHEAST CORNER OF LOT 5 OF THE NORTHEAST QUARTER OF SECTION 5, AFORESAID, RUN THENCE NORTH 88°09'49" WEST ALONG THE SOUTH LINE THEREOF, 1651.25 FEET; THENCE NORTH 02°10'11" EAST, 66.17 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF MISSOURI STATE HIGHWAY NO. 2 (WALL STREET), AS NOW LOCATED, SAID POINT BEING THE TRUE POINT OF BEGINNING OF THE TRACT TO BE DESCRIBED; CONTINUING THENCE NORTH 02°10'11" EAST, 392.82 FEET; THENCE NORTH 77°50'00" WEST, 230.51 FEET; THENCE NORTH 66°41'35" WEST, 401.02 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF THE ST. LOUIS AND SAN FRANCISCO RAILROAD; THENCE NORTH 68°46'33" EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE, 589.34 FEET; THENCE SOUTH 58°28'35" EAST, 209.50 FEET; THENCE SOUTH 54°23'15" EAST, 183.60 FEET; THENCE SOUTH 14°42'48" WEST, 14.86 FEET; THENCE SOUTH 10°52'43" WEST, 336.89 FEET; THENCE SOUTH 09°02'12" WEST, 245.15 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF SAID MISSOURI STATE HIGHWAY NO. 2; THENCE NORTH 88°19'35" WEST ALONG SAID RIGHT-OF-WAY LINE, 19.21 FEET; THENCE SOUTH 80°21'49" WEST ALONG SAID RIGHT-OF-WAY LINE, 76.49 FEET; THENCE NORTH 88°19'35" WEST ALONG SAID RIGHT-OF-WAY LINE, 98.03 FEET TO THE TRUE POINT OF BEGINNING. CONTAINS 6.98 ACRES, MORE OR LESS, SUBJECT TO ANY EXISTING EASEMENTS OR RIGHT-OF-WAYS.

Section 2. That the official zoning map of the City of Harrisonville shall be amended to reflect said changes in zoning.

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.

VOTE TAKEN AS FOLLOWS:

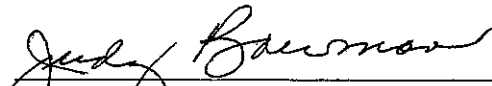
AYES: DOERHOFF, MILNER, REECE, MILLER, DICKERSON, DAVIDSON, TURNER

NAYS: NONE

ABSENT: BOCKELMAN

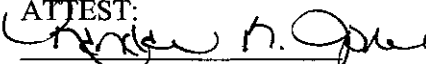
ABSTAIN: NONE

**READ FOR THE FIRST TIME BY TITLE ONLY ON THE 4TH DAY OF NOVEMBER 2019
AND WAS READ FOR A SECOND TIME BY TITLE ONLY ON THE 4TH DAY OF
NOVEMBER 2019 AND PASSED BY THE BOARD OF ALDERMEN THIS 4TH DAY OF
NOVEMBER 2019.**



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

ATTEST:

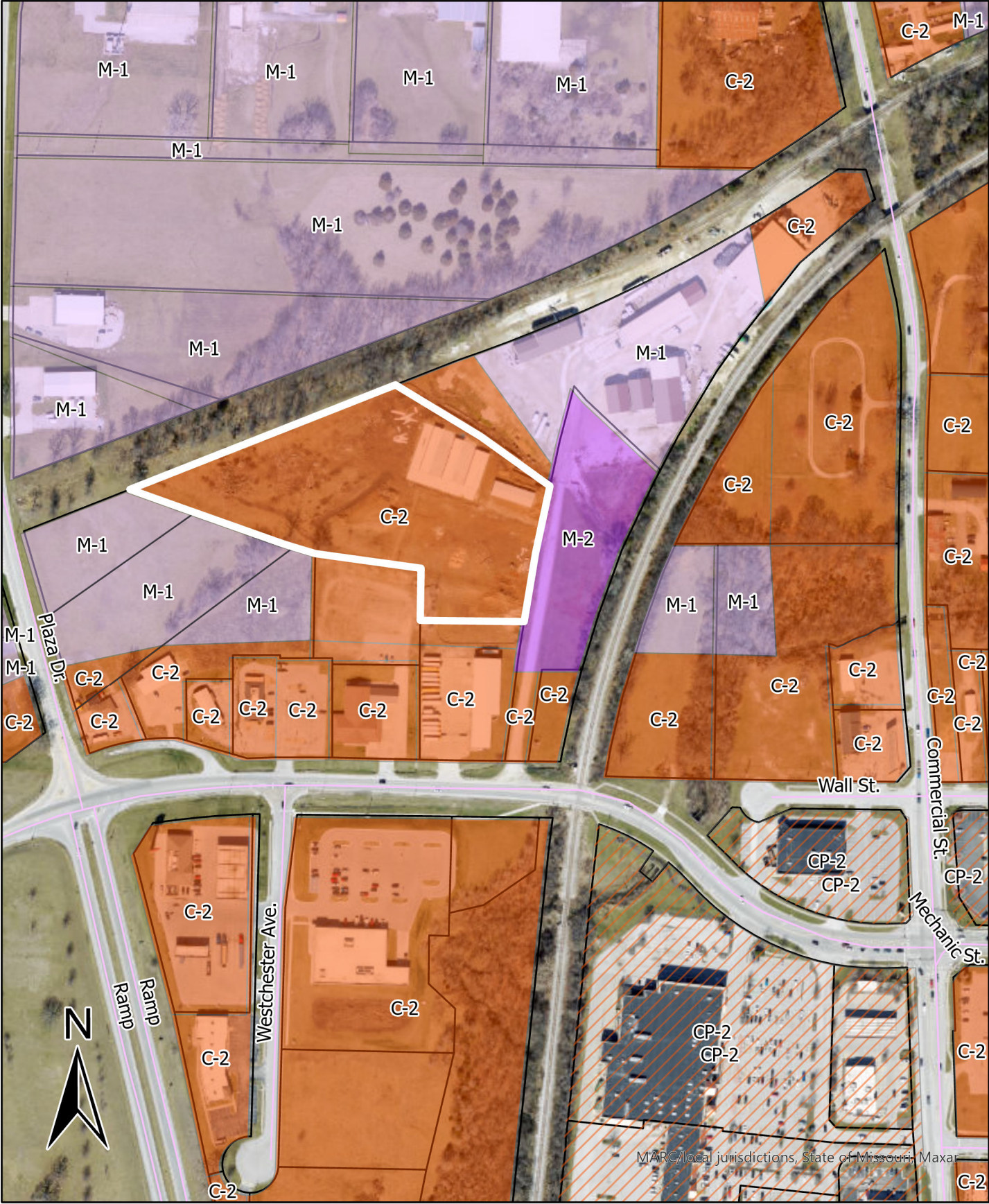


Randall K. Jones, City Clerk

WITNESS my hand and seal this 4th day of November 2019



Zoning Map



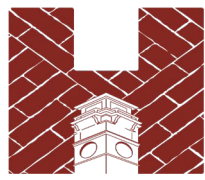
MARC/local jurisdictions, State of Missouri Maxar

0 312.5 625 1,250 US Feet

Aerial Map



0 245 490 980 US Feet



THE CITY OF HARRISONVILLE

WHERE TRADITION MEETS INNOVATION

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

To: Planning & Zoning Commission
From: Christina Stanton, AICP, Community Development Director
Date: October 16, 2025
Re: Code Amendments Pertaining to Complete Streets

GENERAL INFORMATION

Requested Actions: Approval of Code Amendments to Implement the City's Complete Streets Policy

PROPOSAL

The following proposed Code Amendments seek to implement the City's Complete Streets Policy, which was adopted on November 18, 2024.

PREVIOUS ACTIONS

- July 7, 2003—The Board of Aldermen approved Resolution #03-28 approving Access Management Guidelines for the City of Harrisonville, Missouri.
- May 19, 2022—The Planning & Zoning Commission approved Resolution 2022-01 adopting the City's 2040 Comprehensive Plan.
- June 6, 2022—The Board of Aldermen approved Ordinance #3585 affirming the adoption of the 2040 Comprehensive Plan.
- October 16, 2023—The Board of Aldermen approved Ordinance #3669 establishing certain design standards for apartments, commercial, and industrial developments. These design standards included the requirement for street trees for private development.
- May 20, 2024—The Board of Aldermen approved Ordinance #3691 establishing the Community Forestry Plan, which includes requirements pertaining to the types of street trees allowed within the rights-of-way and various distances and clearances for planting said trees.
- November 18, 2024—The Board of Aldermen approved Resolution #2024-30 establishing the Complete Streets Policy for the City of Harrisonville, Missouri.

KEY ISSUES

- The City's 2040 Comprehensive Plan, Goal #1.4 encourages "consideration of a "Complete Streets" approach for all new roadways and reconstruction of existing arterials and collectors in the CIP".
- The Comprehensive Plan also recommended drafting a "Complete Street policy in line with the Transportation Outlook 2040, MARC's Complete Streets Policy to ensure compliance with future funding requirements outlined in the RTP 2050 Regional Transportation Plan."
- Implementation of the Complete Streets Policy requires certain amendments within the City's Municipal Code to identify complete streets and complete street elements, to draw attention to the City's intent to provide for complete streets, and to address certain standards.
- A good next step would be the development of a design and construction manual that could better address the myriad of design considerations involved with complete streets.

ANALYSIS

The proposed code amendments seeks to implement the City’s Complete Streets Policy, which was adopted on November 18, 2024. These changes include the addition of various definitions pertaining to complete streets (some from the policy), the addition of references to relevant design guides pertaining to complete streets, the addition of requirements (under both the design standards article and the public improvements article of the subdivision regulations) for developments with new streets to include complete streets elements, the addition of exceptions for the requirement of complete streets elements (from the policy), the correction of a code reference, and changing the required minimum sidewalk width from 4’ to 5’.

Complete Street Elements, as defined in the City’s Policy and the proposed Codes, “means transportation improvements, facilities and amenities that accommodate and/or promote multiple modes of travel, including pedestrian, bicycle and transit in addition to cars, trucks, motorcycles and buses”. These improvements, facilities, and amenities include (but are not necessarily limited to): sidewalks, crosswalks, signals, ADA ramps, bump outs, mid-block crossings, bike lanes, bike racks, planters, benches, street trees, multi-use paths, lighting (street and pedestrian level), and on-street parking. The City’s current Municipal Code requires sidewalks to be a minimum of forty-eight (48) inches wide, and requires that sidewalk be installed on both sides of the street in residential developments; however, non-residential developments are reviewed through the development process. One of the proposed amendments includes increasing the minimum width for sidewalks to sixty (60) inches, which allows enough space for passing without requiring an additional bump out. This requirement would apply to any new developments, new sidewalk, or areas of redevelopment that included replacement of the existing sidewalk.

STAFF RECOMMENDATION

Staff recommends *approval* of the proposed Code Amendments.

ATTACHMENTS

1. Staff Commentary and Mark-ups
2. What is a Complete Street? Diagrams
3. Comparison of Minimum Sidewalk Widths Required
4. Resolution #2024-30, Adopted Complete Streets Policy
5. Resolution #03-28, Approved Access Management Guidelines



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

The following code amendments seeks to implement the City's Complete Streets Policy, which was adopted on November 18, 2024. These changes include the addition of various definitions pertaining to complete streets (some from the policy), the addition of references to relevant design guides pertaining to complete streets, the addition of requirements (under both the design standards article and the public improvements article of the subdivision regulations) for developments with new streets to include complete streets elements, the addition of exceptions for the requirement of complete streets elements (from the policy), the correction of a code reference, and changing the required minimum sidewalk width from 4' to 5'.

Add the following definitions and accompanying images to Section 410.160:

COMPLETE STREET

A transportation corridor for all users including pedestrians, bicyclists, cars, trucks, motorcycles and buses. "Complete Streets" are designed and operated to safely facilitate movement of people of all ages and abilities from destination to destination along and across a continuous travel network.

COMPLETE STREET ELEMENTS

Transportation improvements, facilities and amenities that accommodate and/or promote multiple modes of travel, including pedestrians, bicycles and transit in addition to cars, trucks, motorcycles and buses. These elements are defined and recognized by the Institute of Transportation Engineers and the American Planning Association. These elements include, but are not limited to, Americans with Disabilities Act (ADA compliant pedestrian access routes, street and sidewalk lighting, pedestrian and bicycle facilities; access management; context sensitive landscaping, utility relocations and street amenities allowing for efficient levels of service.

CURB EXTENSIONS

Curb extensions visually and physically narrow the roadway, providing multiple benefits. The primary benefit they create are safer and shorter crossings for pedestrians. Secondly, the added space can be used to place street furniture, benches, plantings, and street trees.

PUBLIC IMPROVEMENT PROJECT

New roads, trails, sidewalks and facilities or recreation thereof, as well as private improvement projects constructed and/or maintained in whole or part with City funds, owned or leased by the City, and/or intended to be dedicated to the City.

TRAFFIC CALMING

A range of street-design measures to reduce speed and volume of vehicle traffic to levels appropriate to safe interaction between automobiles, pedestrians and bicyclists. This may include narrower travel lanes, curb extensions, reduced radius corners, medians as crosswalk refuges, raised intersections and crosswalks. Traffic calming includes both volume-control devices and speed-control devices. Volume-control devices largely divert traffic in order to



THE CITY OF HARRISONVILLE

WHERE TRADITION MEETS INNOVATION

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reduce or eliminate through traffic. Speed-control devices have the objective of slowing traffic in a given neighborhood.

A. CENTER ISLAND NARROWING

Raised islands located along the center line of a street that narrow the street at that location. Also known as mid-block medians or median chokers.

B. CHICANES

Curb extensions or islands that alternate from one side to the other, forming S-shaped roadways. Also known as deviations or serpentine or twists.

C. CHOKERS

Curb extensions on one or both sides of the street that narrow the street at that location. Also known as pinch points or constrictions or mid-block narrowing.

D. DIAGONAL DIVERTERS

Barriers placed diagonally across an intersection, blocking through movement. Also known as full diverters or diagonal road closures.

E. FORCED-TURN ISLANDS

Raised islands on approaches to an intersection that block certain vehicular movements. Also known as forced-turn channelizations or right-turn islands.

F. FULL CLOSURES

Barriers or turnarounds placed across a street to completely close it to through traffic except for connecting pedestrian or bicycle pathways. Also known as cu-de-sacs or dead ends.

G. HALF-CLOSURES

Barriers that block travel in one direction for a short distance on otherwise two-way streets. Also known as partial closures or one-ways.

H. MEDIAN BARRIERS

Raised islands located along the centerline of a street and continuing through an intersection so as to block through movement at a cross street. Also known as median diverters or island diverters.

I. NECKDOWNS

Curb extensions at intersections that reduce roadway width. Also known as nubs or bulb-outs or intersection narrowing.

J. RAISED CROSSWALKS

Speed tables with crosswalk markings and signage providing pedestrians with a level street crossing. Also known as raised crossings.

K. RAISED INTERSECTIONS

Flat, raised areas covering entire intersections, with ramps at all approaches and often with a textured surface on the flat section. Also known as raised junctions.

L. REALIGNED INTERSECTIONS

Changes in alignment that convert T-intersections with straight approaches into curving streets meeting at right angles. Also known as modified intersections.

M. ROUNDABOUTS

Traffic circles for higher-volume streets. Also known as rotaries.

N. SPEED HUMPS

Rounded, raised areas placed across the road to slow traffic. Also known as road humps or undulations.

O. SPEED TABLES

Flat-topped speed humps, often with a brick or other textured surface on the flat section. Also known as trapezoidal humps or speed platforms.

P. TEXTURED PAVEMENTS

A textured or rough road surface of brick or stone that slows traffic while adding an aesthetic dimension to the street environment.

Q. TRAFFIC CIRCLES

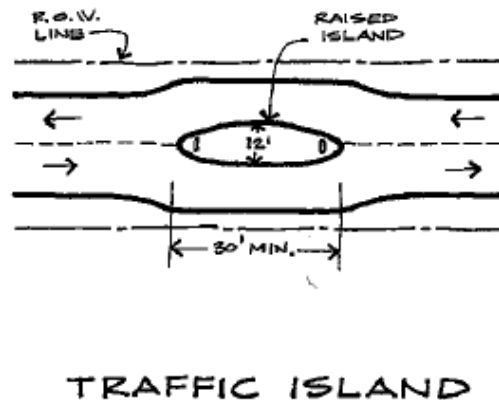
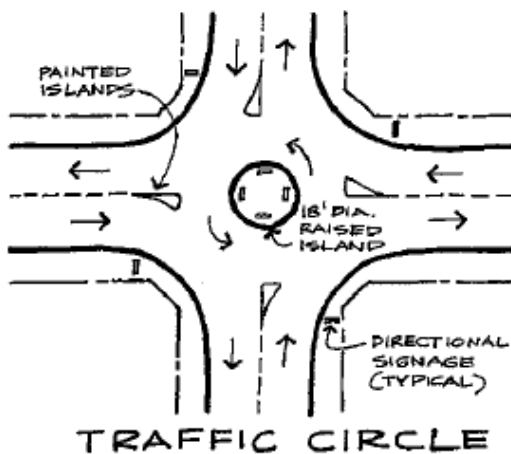
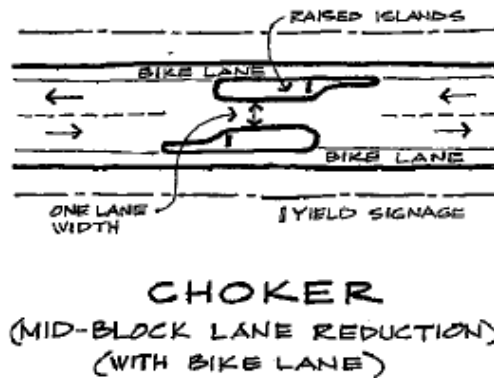
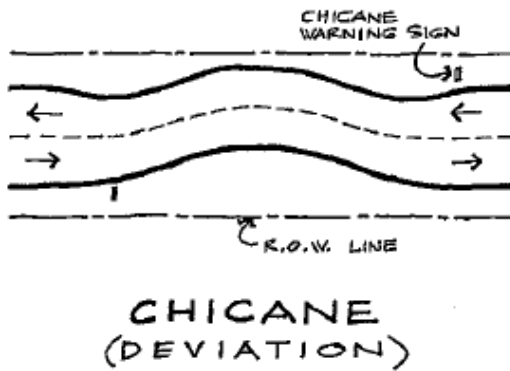
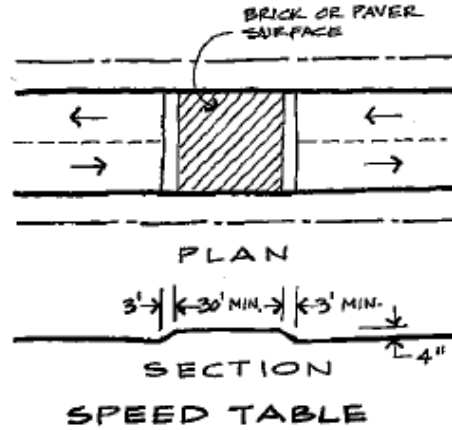
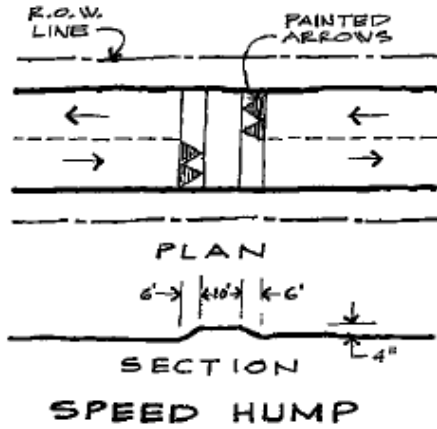


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Raised islands, placed in intersections, around which traffic is forced to circulate. Also known as rotaries or intersection islands.



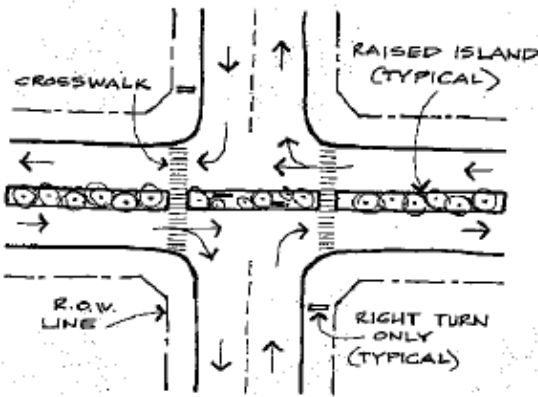
TRAFFIC-CALMING MEASURES (SPEED-CONTROL DEVICES)



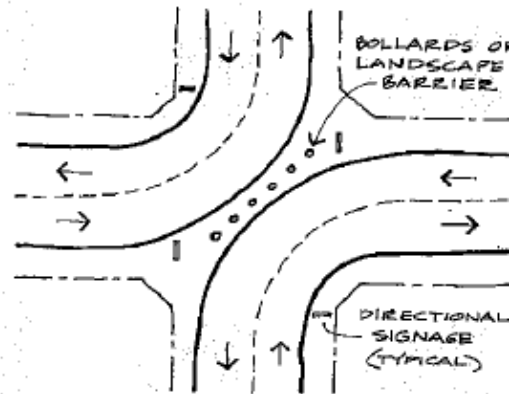
THE CITY OF HARRISONVILLE

WHERE TRADITION MEETS INNOVATION

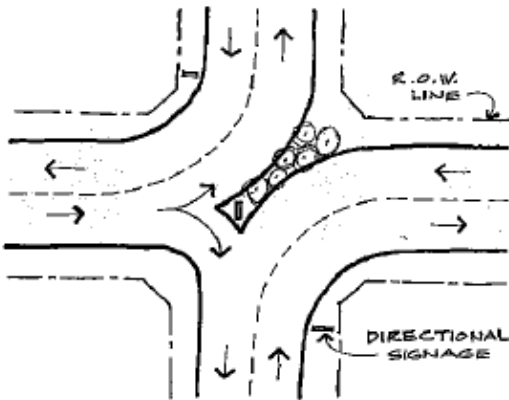
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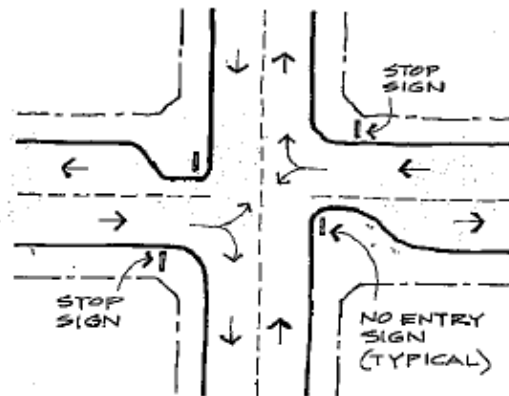
MEDIAN BARRIER



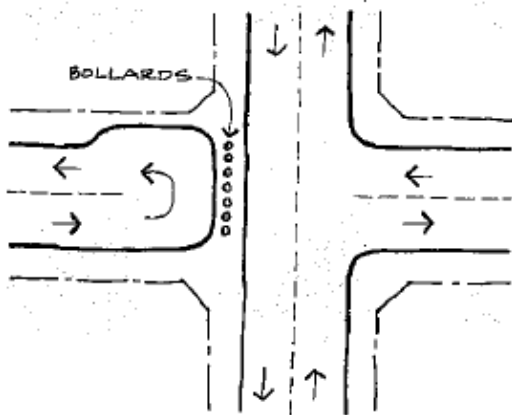
DIVERTER



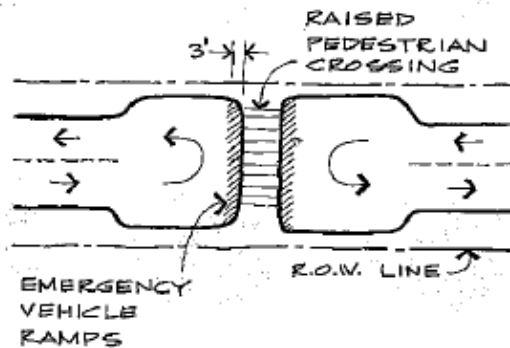
FORCED TURNS



SEMI-DIVERTERS



INTERSECTION CLOSURE



MID-BLOCK CLOSURE

TRAFFIC-CALMING MEASURES (VOLUME-CONTROL DEVICES)

Amend Section 410.320. Conformance To Applicable Rules and Regulations, as follows:

A. In addition to the regulations established herein, all subdivision plats shall comply with the following laws, rules and regulations:

1. All applicable provisions of the Missouri Statutes.
2. The City of Harrisonville Zoning Code, Building and Housing Codes and all other applicable laws, guidelines and policies.
3. The Comprehensive Plan as adopted.
4. The special requirements of these Subdivision Regulations and any adopted policies and rules of the City Engineer and the Department of Natural Resources of the State of Missouri.
5. The standards as adopted by the Kansas City Metropolitan Chapter of the American Public Works Association (APWA).
6. Design Guides. The following are approved organizations which produce manuals and guides, and the latest edition of each shall be consulted for the purpose of the planning, design, construction, and maintenance of complete streets, including but not limited to: National Association of City Transportation Officials (NACTO) Bikeway Design Guide; Institute of Transportation Engineers (ITE); American Association of State Highway and Transportation Officials (AASHTO); Federal Highway Administration (FHWA); Transportation Research Board (TRB); National Cooperative Highway Research Program (NCHRP); Manual of Uniform Traffic Control Devices (MUTCD); Multimodal Level of Service Analysis for Urban Streets, NCHRP.
76. The rules of the Missouri Highway and Transportation Department if the subdivision of any lot contained therein abuts a State highway or connecting street.
87. The standards and regulations adopted by the City Engineer and all boards, commissions, departments, agencies and officials of the City adopted pursuant to any law or ordinance.

B. All developments that include new streets shall design said streets to be complete streets addressing all modes (pedestrian, bicycle, automobile, trucks) of travel with appropriate facilities. If a traffic study is required for a development, the study shall address all modes of transportation. A summary or description of the complete streets elements shall be included in the development review as part of the staff report.

CB. Plat approval may be withheld if a subdivision is not in conformity with the above guides or the intent and purposes of these Subdivision Regulations.

Add the following language to Section 410.350. Streets:

P. Complete Streets Element Exception. If a complete streets element identified in and required by adopted public plans or development related ordinance is not incorporated in the project, such omission shall be documented (provided by the owner) in the complete streets summary that demonstrates:

1. The accommodation is not necessary because non-motorized use is prohibited, such as a interstate highways; or
2. The cost of accommodation is excessively disproportionate to the need or probable future use; or
3. A documented absence of current or future need.

Add the following language to Section 410.450. Applicability:

C. All developments that include new streets shall design said streets to be complete streets addressing all modes (pedestrian, bicycle, automobile, trucks) of travel with appropriate facilities. If a traffic study is required for a development, the study shall address all modes of transportation.

Amend Section 410.470. Required Improvements, as follows:

E. Sidewalks are required as outlined in Section 410.5230 of the Subdivision Regulations.

Amend Section 410.490. Streets, as follows:

B. Street designs shall conform to the following minimum standards:

Table 1. Street Design Standards

	Arterial	Collector	Local
Number of Traffic Lanes	2 — 6	2	2
Width of Traffic Lanes	12'	12'	12'
Number of Parking Lanes	0	0 — 2	0
Width of Parking Lanes	na	8'	na
Sidewalk Width	45'	45'	45'
Minimum Right-of-Way Width	80'+	60'	50'
Design Speed (mph)	40 — 55	30 — 35	25 — 30
Between Curb Cuts (centerline)	250'+	150'	na

Amend Section 410.530. Sidewalks, as follows:

[Ord. No. 2766 §1(120.520), 4-1-2002]

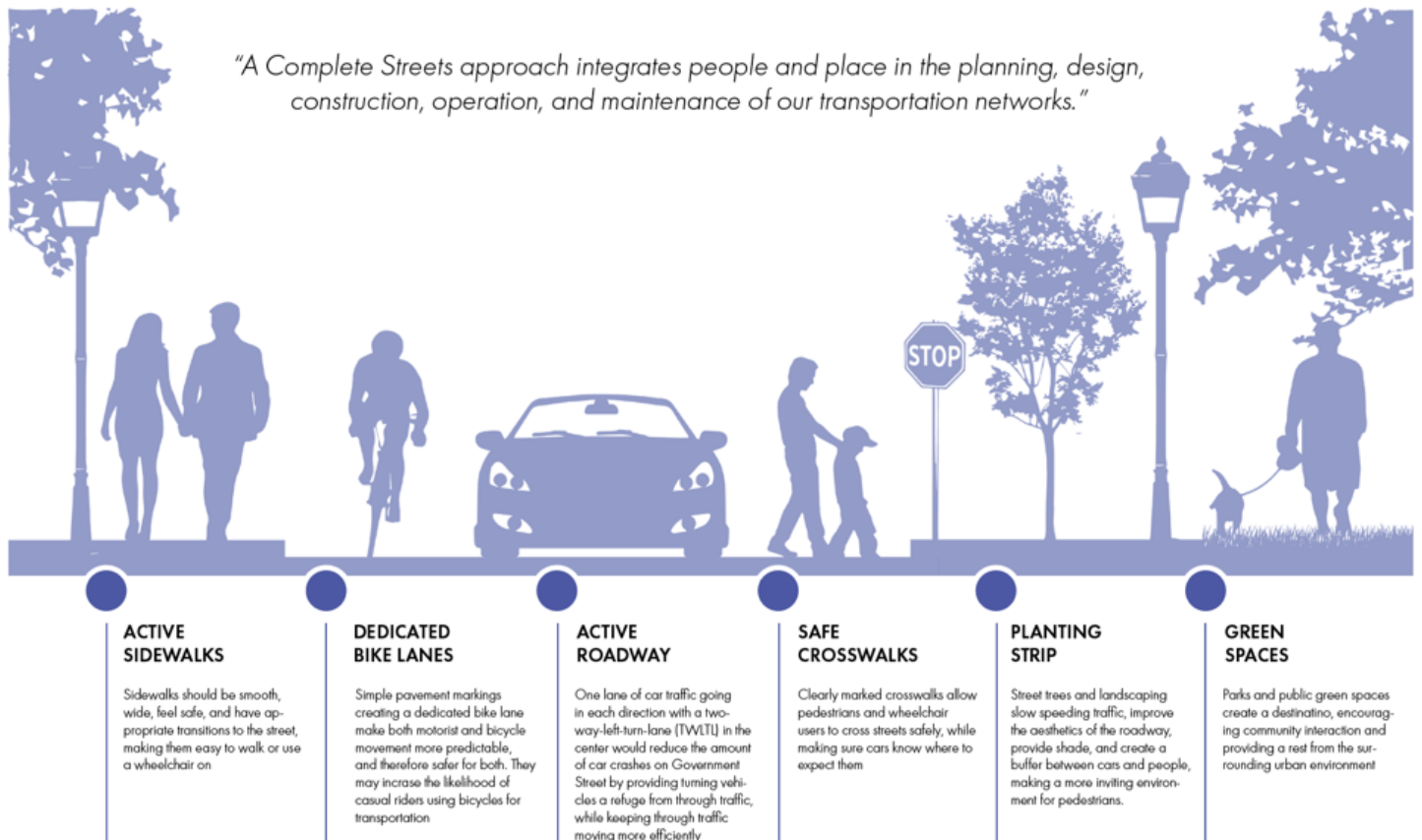
B. Sidewalks shall be concrete, shall conform to the applicable standards contained in these Subdivision Regulations and shall be a minimum of **forty-eight** ~~sixty~~ **(4860)** inches wide and a minimum of four (4) inches thick with handicapped access at all intersections. Sidewalks shall normally be separated from the edge of the street by a grassy strip twenty-four (24) inches wide. Sidewalks shall be built in compliance with the ADA requirements in place at the time of construction. All non-paved right-of-way shall be either sodded or seeded.

WHAT IS A COMPLETE STREET?



WHAT IS A COMPLETE STREET?

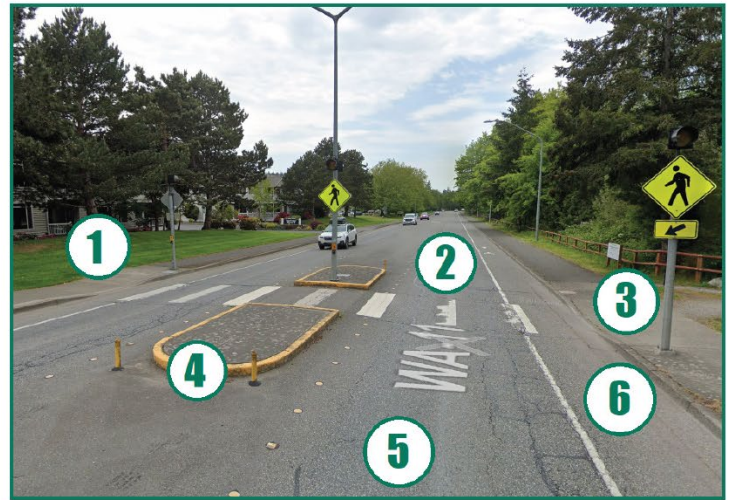
"A Complete Streets approach integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks."



What does a Complete Street look like?

There is no singular design prescription for a Complete Street. Each street is unique and responds to its community context. Complete Streets do, however, share common features, including:

1. Curb cuts & other ADA improvements
2. Frequent, visible crosswalks
3. Accessible sidewalks
4. Pedestrian refuge islands at crossings
5. Narrower vehicle lanes
6. Bike lanes
7. Roundabouts
8. Curb extensions, bulb outs, and more.



Comparison of Minimum Sidewalk Widths Required

City/Width	4'	5'	Notes
Pleasant Hill	X		Sidewalks within 500' of a school or public park are required to be a minimum of 5' in width.
Raymore		X	Residential subdivisions before February 1, 2019 were allowed at 4' in width.
Belton		X	
Peculiar		X	Arterials, limited access streets, collectos, commercial and industrial streets require 6' wide sidewalks on both side of the street.
Grandview		X	Only requires one side in residential, but both sides on all other streets. 5' along arterial streets; 4' elsewhere.
Lee's Summit		X	Only requires one side in residential with density 1.5-4 d.u./gross acre excluding common area. Over 4 d.u./acre requires sidewalks on both sides. Duplex and multi-family developments require sidewalks on both sides. Sidewalks required on both sides for all other streets.

Council Bill No. 2024-62

Resolution No. 2024-30

A RESOLUTION ESTABLISHING THE COMPLETE STREETS POLICY FOR THE CITY OF HARRISONVILLE, MISSOURI.

WHEREAS, Harrisonville's 2040 Comprehensive Plan expresses the community's vision to be a place where tradition meets innovation and the long-term desires for how the City accommodates and manages its growth. It provides guidance for city staff and leadership as development projects are proposed and opportunities to improve and expand the city are presented in Harrisonville, it lists ideal goals that the City and its partners would like to accomplish over the next 10 - 15 years to create the ideal community where all Harrisonville residents, visitors, and businesses can live, work, and play; and,

WHEREAS, Harrisonville strives to be a vibrant city with a dynamic spirit of cooperation among its diverse citizens, businesses, organizations, educational systems and governments; and,

WHEREAS, through comprehensive community planning and regional collaboration, Harrisonville desires economic independence and a high quality of life as a recognized destination city; and,

WHEREAS, the City desires to promote public health by encouraging walking and bicycling as a part of active living; and,

WHEREAS, older citizens and citizens with disabilities often rely on transit, mobility aids, and walking to meet basic transportation needs and benefit greatly from complete and well-designed Complete Streets; and,

WHEREAS, the usual and customary users of the City's roads, streets and bridges include pedestrians, bicyclists and transit passengers of all ages and abilities, as well as drivers and passengers of automobiles, motorcycles, buses and trucks; and,

WHEREAS, the Harrisonville Comprehensive Plan Stakeholders envisioned transportation in Harrisonville as a planned, regionally integrated, multi-modal, accessible, and well-maintained system that facilitates movement about the city and encourages growth and economic development. This system includes vehicular, bicycle, pedestrian and aeronautical components. The system provides safe, efficient, and sustainable transportation of people, goods, and services to and from places where people live, work, worship, shop, play, learn, and seek medical care; and,

WHEREAS, the Harrisonville 2040 Comprehensive Plan Guiding Principal #4: To grow with Purpose, Goal #1.4 encourages "consideration of a "Complete Streets" approach for all new roadways and reconstruction of existing arterials and collectors in the CIP"; and,

WHEREAS, this goal implements the Complete Streets system in conjunction with other policies, regulations and plans, such as the Bicycle and Pedestrian Master Plan adopted as part of the City's Comprehensive Plan; and,

WHEREAS, the Harrisonville 2040 Comprehensive Plan recommends "drafting and adopting a Complete Street policy in line with the Transportation Outlook 2040, MARC's

Complete Streets Policy to ensure compliance with future funding requirements outlined in the RTP 2050 Regional Transportation Plan. Consider a complete street approach when prioritizing multimodal accommodation in corridors identified in the Bicycle and Pedestrian Master Plan, implement planning process along all new roadways and major reconstructions, especially along commercial arterials"; and

WHEREAS, the terms "Livable Streets" and "Comprehensive Street Design" are also used to identify the same concepts as Complete Streets.

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

SECTION 1: TITLE.

This policy shall be known as the "Complete Streets Policy."

SECTION 2: PURPOSE.

The Complete Streets Policy sets forth guiding principles and practices to be considered in transportation projects, so as to encourage walking and bicycling while promoting safe use and operation for all users.

SECTION 3: DEFINITIONS.

"Complete Street" means a transportation corridor for all users including pedestrians, bicyclists, cars, trucks, motorcycles and buses. "Complete Streets" are designed and operated to safely facilitate movement of people of all ages and abilities from destination to destination along and across a continuous travel network.

"Complete Street Elements" means transportation improvements, facilities and amenities that accommodate and/or promote multiple modes of travel, including pedestrian, bicycle and transit in addition to cars, trucks, motorcycles and buses. These elements are defined and recognized by the Institute of Transportation Engineers and the American Planning Association.

"Public Improvement Project" means new roads, trails, sidewalks and facilities or reconstruction thereof, as well as private improvement projects constructed and/or maintained in whole or part with City funds, owned or leased by the City, and/or intended to be dedicated to the City.

SECTION 4: APPLICABILITY.

1. This Policy applies to the design, construction and maintenance (e.g. resurfacing and striping modification) of Public Improvement Projects.
2. The City shall consider public plans, standards, regulations and ordinances that further this Policy. For example, the City shall consider an ordinance that requires safe access for pedestrians, bicyclist and other forms of travel, in addition to motorists, in any new development or redeveloped areas. This ordinance should establish design standards for future development that incorporate Complete Streets Elements.

SECTION 5: GUIDING PRINCIPLES.

Guiding principles and practices of the "Complete Streets Policy" are as follows:

1. "Complete Streets" are designed to serve everyone - pedestrians, bicyclists, and motorists - including persons of all ages and abilities.
2. The design and construction of all Public Improvement Projects should include Complete Streets Elements identified in and required by:
 - a. Adopted public plans such as the Bicycle and Pedestrian Master Plan, Transportation Improvement Plan and Capital Improvement Plan, all which may be independent or a part of the City's Comprehensive Plan; and
 - b. development related regulations, such as Chapters 405 and 410 of the City's Code of Ordinances.
3. Complete Streets Elements should be considered within the balance of mode and context of the community, including, but not limited to, environmental sensitivity, cost, budget, demand, probable use, space and area requirements and limitations, and legal requirements and limitations.
4. The City intends to incorporate Complete Streets principles into all public strategic plans, standards and regulations, including the City's development regulations located within Chapters 405 and 410 of the City's Code of Ordinances, the City's Comprehensive Plan, the City's Bicycle and Pedestrian Master Plan, and other relevant ordinances, practices and policies, upon subsequent updates. The Complete Streets principles, where applicable and appropriate, should be incorporated into other City plans, manuals, rules, practices, policies, training, procedures, regulations and programs as directed by the City Administrator.
5. It is a goal of the City to foster partnerships with the State of Missouri, Cass County, school districts, citizens, businesses, Mid-America Regional Council (MARC), neighboring communities, and neighborhoods in consideration of functional facilities and accommodations in furtherance of the City's Complete Streets Policy and the continuation of such facilities and accommodations beyond the City's borders or maintenance.
6. The City recognizes that Complete Streets may be achieved through elements incorporated into a single project or incrementally through a series of improvements or maintenance activities over time.
7. The City will consider all possible funding sources to plan and implement this policy and shall investigate grants that may be available to make Complete Streets Elements more economically feasible.

SECTION 6: COMPLETE STREETS SUMMARY.

1. A summary or description of the Complete Streets Elements of all Public Improvement Projects shall be included in:
 - the Capital Improvements Plan; and
 - the development review report of any private development plan that requires City Council approval.
2. If a Complete Streets Element identified in and required by adopted public plans or development related ordinance is not incorporated in the project, such omission shall be

documented in the Complete Streets Summary that demonstrates:

- that the accommodation is not necessary because non-motorized use is prohibited, such as interstate freeways; or
 - that the cost of accommodation is excessively disproportionate to the need or probable future use; or
 - a documented absence of current or future need.
- a. The documentation shall be conducted by appropriate staff; or for private projects, the owner shall conduct the documentation.
 - b. The documentation shall be submitted to the City Administrator and/or the Board of Alderman, as appropriate, for consideration prior to approval of project design.

SECTION 7:

This resolution shall be in full force and effect from the date of its passage, adoption, and approval by the Mayor.

PASSED AND RESOLVED BY THE BOARD OF ALDERMEN AND APPROVED BY THE MAYOR OF THE CITY OF HARRISONVILLE, MISSOURI ON THIS 18TH DAY OF NOVEMBER 2024.

VOTE TAKEN AS FOLLOWS:

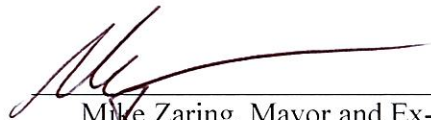
AYES: Chaney, Davidson, Doerhoff, Franklin, Mills, Milner, Pfautsch

NAYS:

ABSENT:

ABSTAIN:

EXCUSED: Turner



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

ATTEST:



Daniel Barnett, City Clerk

WITNESS my hand and seal this 18th day of November 2024.

COUNCIL BILL 058

RESOLUTION NO. 03-28

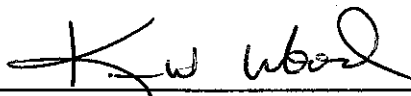
A RESOLUTION APPROVING ACCESS MANAGEMENT GUIDELINES FOR THE CITY OF HARRISONVILLE, MISSOURI, EFFECTIVE AUGUST 1, 2003.

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

Section 1. That the attached Access Management Guidelines are hereby approved as the Access Management Guidelines of the City of Harrisonville, Missouri, effective August 1, 2003.

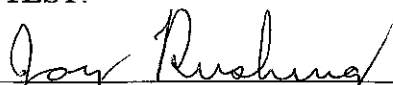
Section 2. That the attached Access Management Guidelines supersede all access management guidelines previously adopted or approved, effective August 1, 2003.

READ and DULY PASSED by the Board of Aldermen and APPROVED by the Mayor of the City of Harrisonville, Missouri, this 7th day of July, 2003.



Kevin W. Wood, Mayor and Ex-Officio
Chairman of the Board of Aldermen

ATTEST:


Joy Rushing, City Clerk

WITNESS my hand and seal this 7th day of July, 2003.

ACCESS MANAGEMENT GUIDELINES

The purpose of these guidelines is to create well-designed and functional street network. A city street network significantly affects the daily activities within the city. An efficient transportation system can improve the economic development of a city, the ability of the citizens to access services and employment, the safety of a city, and the quality of life in general.

The street network consists of three general categories of streets (local streets, collector streets and arterial streets). Each street type is a response to the anticipated traffic demand for a particular segment of roadway. For safe and efficient traffic movement to occur, roads need to be developed and managed in a manner that is appropriate for the anticipated amount of traffic.

1. STANDARDS FOR LOCAL STREETS

The primary purpose of a local street is to *provide public roadway access to property* (generally residential). The secondary purpose is to move traffic. In a well-designed neighborhood, the users of this type of street are typically the residents who live in close proximity to the local street. Local streets are not designed to serve traffic, which is just passing through. Therefore, access on to and off of a local street does not need to be restricted.

Typical Local Street Design Criteria

Right-of-Way	50 feet
Street Width	28 feet
Typical Design Speed	20-25 mph
Minimum Distance Between Intersections	125 feet
Minimum Distance from Intersection of (ROW) to Driveway Curb Cut	25 feet

2. STANDARDS FOR COLLECTOR STREETS

The main function of a collector street is to *collect traffic from the local streets and move it to larger arterial roadways*. Providing driveway access to property is not always prohibited, but is a secondary function. The design of a residential collector street should be more curvilinear in order to discourage traffic from "short-cutting" through residential areas and to reduce speeding. Collector Roadways in commercial and industrial areas may be linear. The continuous length of a collector roadway should be limited to 1-2 miles to discourage people from using collector roadways to drive across town. Parking may be restricted on Collector streets to encourage the development of a safe and efficient corridor.

Typical Collector Street Design Criteria

Right-of-Way	60-80 feet
Street Width	36-42 feet
Typical Design Speed	30-35 mph
Minimum Distance Between Intersections	250 feet
Minimum Distance from Intersection of (ROW) to Driveway/Curb Cut	100-150 feet

3. STANDARDS FOR ARTERIAL STREETS

The main function of an arterial roadway is to move large volumes of traffic from one place to another. Access to property is a secondary function and is discouraged. Curb cuts on arterials should be kept to a minimum and they should only be allowed where they can be adequately controlled and protected. Each driveway or curb cut on an arterial is essentially another intersection and a potential friction point that interferes with the efficient and safe movement of traffic. The function of an arterial street is to move traffic efficiently across town.

Typical Arterial Street Design Criteria

Right-of-Way	80 feet +
Street Width	48 feet +
Typical Design Speed	40-50 mph
Minimum Distance Between Intersections or Driveways	500 feet

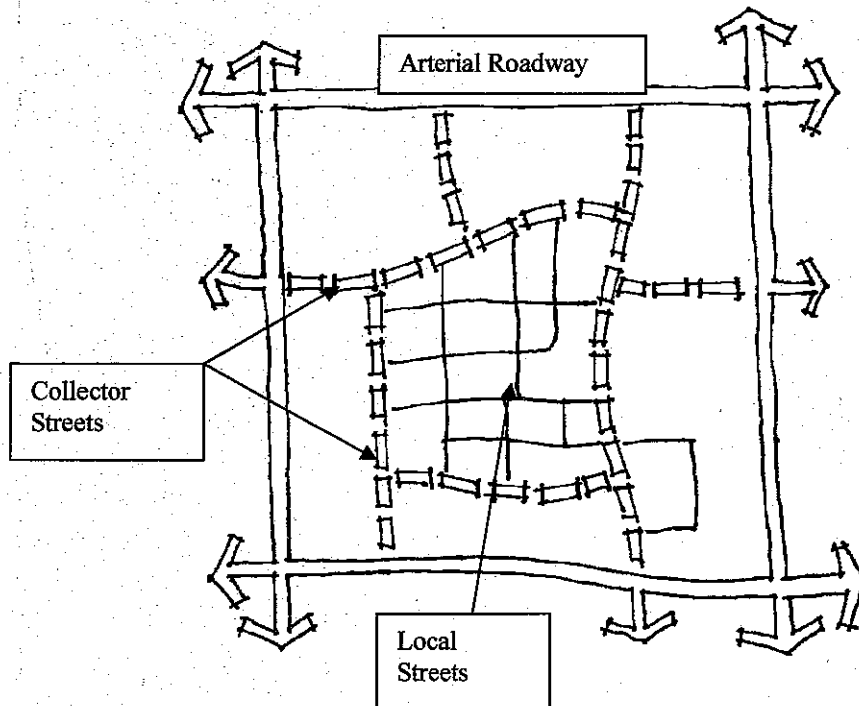
4. TRAFFIC STUDYS

The City Staff, Planning and Zoning Commission or Board of Aldermen may require a traffic study with any public or private improvements which may impact adjacent roadways.

5. THE STREET NETWORK

The transportation network serves as the basic framework of the conventional city or subdivision design. Street layouts should always respond to local conditions such as topography, watercourses, greenways and the existing street systems of neighboring developments. Local streets must be laid out such that their use by through-traffic will be discouraged. The street network must not be so circular that it creates confusion and it must not funnel all vehicular and pedestrian traffic through one street or intersection. Consequently, connectivity should be encouraged throughout the City street network.

The diagram below demonstrates a conventional neighborhood and how its street system integrates with the system of arterial roadways. It is important to note that only the collector streets access the arterials and both the collector and local streets are shorter and designed to discourage cross-town traffic.



6. DRIVEWAY GEOMETRICS

The design of driveways is critical in access management in that it affects the speed of traffic turning into and out of driveways. This in turn affects the speed differential between through traffic and turning traffic. Large speed differentials are created when driveways are inadequately designed. Large speed differentials are associated with higher crash rates and diminished traffic operations.

Driveway designs should always be based on the results of a study of the traffic likely to use them; these guidelines are presented to illustrate good practices for driveway designs.

Driveway Alignment

Driveways on Collector and Arterial Roadways should be as closely lined up with driveways across roadways without non-traversable medians to the maximum extent possible even if less spacing between driveways is the result.

Angle of Intersection

- Driveways that serve two-way traffic should have angles of intersection with the public road of 90 degrees or very near 90 degrees. The minimum acceptable angle for driveways that serve two-way traffic is 70 degrees.
- Driveways that serve one-way traffic may have an acute angular placement of from 60 to 90 degrees.

Right-Turn (Approach) Radius

Approach radii should be large enough to allow entering vehicles to do so at a reasonable rate of speed. The following are suggested as minimum approach radii and are measured from the edge of the driving surface of the roadway. Any maximum approach radius is allowable for driveways.

Minimum Right-Turn Radius for Driveways	Posted Speeds at or below 45 mph	Posted Speeds greater than 45 mph
Residential Driveways	10 feet	25 feet
Commercial Driveways	25 feet	50 feet
Industrial Driveways	Design to handle typical large truck that uses the driveway	Design to handle typical large truck that uses the driveway

Inside radii should be determined on a case by case basis given driveway angle, traffic volume, and other relevant factors. Sites that generate substantial large truck traffic need inside larger radii to accommodate the wheel path of the turning trucks.

Driveway Width

Driveway widths should be measured from the face of curb to the face of curb at the point of tangency. Any medians contained in the driveway are above and beyond the minimum widths in the table. Minimum acceptable and maximum acceptable widths for various levels of traffic and directions of access are shown in the table below:

Driveway Traffic Category	Average Daily Traffic Using Driveway	Peak Hour Traffic Using Driveway	With Two-Way Access		With One-Way Access	
			Minimum Width	Maximum Width	Minimum Width	Maximum Width
Residential	0 – 100	0 – 10	20 feet	30 feet	NA	NA
Low Volume Commercial & Industrial	< 1500	< 150	28 feet**	42 feet***	20 feet*	20 feet*
Medium Volume Commercial & Industrial	1,500 – 4,000	150 – 400	42 feet***	54 feet****	20 feet*	30 feet**
High Volume Commercial & Industrial	> 4000	> 400	42 feet***	To be determined through a traffic study	Generally not applicable	Generally not applicable

- * One-lane driveways.
- ** Driveway striped for two lanes.
- *** Driveway striped for three lanes.
- **** Driveway striped for four lanes.

Driveways and Accommodation of Pedestrians

All driveways must adequately accommodate pedestrians using sidewalks or paths. The minimum practical width should be used to accommodate pedestrians, and the driveway should be designed to provide the shortest practical path across the driveway for pedestrian movements. Where four or more driveway lanes are created, they should be designed so that the pedestrians have a refuge from entering and exiting traffic. A safe boundary should always be created between pedestrian and motor vehicle traffic.

Driveway Throat Length

The throat length is the distance between the street and the parking lot served by a driveway. An adequate throat length helps to keep traffic conflicts within a parking lot to a minimum and frees up space on the driveway for incoming and outbound traffic. The following throat-length guidelines are suggested:

- For low traffic volume commercial and industrial driveways (below 150 peak hour vehicles in both directions), the minimum desirable driveway throat length is 20 feet (about one 20-foot car length).
- For medium traffic volume commercial and industrial driveways (150 – 400 peak hour vehicles in both directions), the minimum desirable driveway throat length is 60 feet (about three 20-foot car lengths).
- For high-volume driveways (over 400 peak hour vehicles in both directions) such as a shopping center entrance, the adequate throat length should always be determined by the results of a traffic study.