



**AGENDA
CITY OF HARRISONVILLE
PLANNING AND ZONING COMMISSION
REGULAR MEETING
CITY HALL
NOVEMBER 20, 2025
6:00 PM**

- 1. Call to Order**
 - A. Roll Call**
- 2. Approval of Minutes**
 - A. Approval of Minutes from the October 16, 2025, meeting.**
- 3. Agenda Items**
 - A. Appl. #PP-25-002/FP-25-004 - A PRELIMINARY/FINAL PLAT for *Washington Place, Lots 1 - 4* located north of E. Washington Street and west of Highland Drive - PUBLIC HEARING**
 - B. Appl. #PP-25-002/FP-25-004 - A PRELIMINARY/FINAL PLAT for Washington Place, Lots 1 - 4 located north of E. Washington Street and west of Highland Drive - CONSIDERATION**
 - C. Continued Code Amendments Pertaining to Complete Streets - PUBLIC HEARING**
 - D. Continued Code Amendments Pertaining to Complete Streets - CONSIDERATION**
 - E. Code Amendments to Section 405.565.E.3 – Improvement of Parking Areas; Section 405.570 – Residential Design Standards; and Appendix A – Land Use Table - PUBLIC HEARING**
 - F. Code Amendments to Section 405.565.E.3 – Improvement of Parking Areas; Section 405.570 – Residential Design Standards; and Appendix A – Land Use Table - CONSIDERATION**
- 4. Discussion Items**

5. Adjourn

Posted on City Hall Bulletin Board this 13th day of November, 2025.

Daniel Barnett, City Clerk



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

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

1. Call to Order

The meeting was called to order at 6:00 PM by Chairman Wood.

The meeting was called to order at 6:00 PM by Chairman Wood.

A. Roll Call

Attendee Name	Title	Status	Arrived
Cheryl Bush	Commissioner	Excused	
Kevin Wood	Chairman	Present	
Joseph Parkhurst	Commissioner	Present	
Chris Chiodini	Vice-Chairman	Present	6:13 PM
Milton Sigenthaler	Commissioner	Present	
Brian Pulliam	Commissioner	Present	
Scott Milner	Commissioner	Present	
Mayor Zaring	Commissioner	Present	

Others present: Joseph Peeples, VFW Post #4409; Jack Hopkins, Community Bank of Raymore; Bryce Renner, Applicant Pac-Rite; Steven Riggs, RFW Construction; Doug Henzlik, Representative for Applicant JBQ Meats; Christina Stanton, Community Development Director; and Jamie Martin, Recording Secretary.

2. Approval of Minutes

A. Minutes from the August 21, 2025, meeting.

RESULT: Approved
MOVER: Mayor Zaring
SECONDER: Brian Pulliam
AYES: Kevin Wood, Joseph Parkhurst, Milton Sigenthaler, Scott Milner,

Mayor Zaring
Cheryl Bush, Chris Chiodini

EXCUSED:

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

Director Stanton presented the Staff Report for the Special Use Permit application and the Preliminary Development application for JBQ Meats. The applicants are seeking approval of a Special Use Permit for the uses of packaging, processing, and warehousing in the Service Business (C-2) District and are proposing to rehab the existing building located at 2000 N. Commercial Street into a state-of-the-art USDA food processing facility. She told the Commission of the recent history for this application.

- 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 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.

Director Stanton said that the Key Issues identified in Staff's report include:

- That 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 coded 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."
- The 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, which collects an additional 1% sales tax to fund public transportation improvements within the TDD.

She said that under the Analysis section of the Staff Report:

- The zoning and uses are briefly discussed. These uses are deemed appropriate for this district and this location as the building sits further back on the site and has the potential for additional commercial uses to be located along the front of the property. There are no additional requirements related to either of these types of special uses. Also, these uses are "special uses" for this district, but permitted by right within the industrial districts.
- Next, the Comprehensive Plan is briefly touched on. It is noted that this area is shown as "Regional Commercial", which are "areas of the city designated for highway-oriented commercial land use types". 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 and Building Design are briefly reviewed as well.

- The list of proposed improvements are cited under the Site Design section of the staff report. 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.
- A request for a modification to the four-sided architecture is discussed under the staff report:
 - The applicants have requested a modification to the four-sided architecture requirement (Section 405.565.C.4) for the rear (north) and east 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.

Director Stanton said that Review Criteria is the last section under the Analysis portion of the staff report. This section looks at pertinent criteria such as:

- The character of the neighborhood;
- Existing and proposed zoning and uses of adjacent properties, and the extent to which the proposed uses are compatible;

- The length of time the property has remained vacant;
- The potential effect on neighboring property;
- Availability of public facilities and services to meet the demand for the facilities and services generated by the proposed uses, which we have had confirmation from Public Works; and
- The gain to public health, safety and welfare due to approval as compared to the hardship imposed upon the landowner if denied.

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 facades.
4. The time limit associated with this Special Use Permit shall be 30 years, at which time a new Special Use Permit is required to continue these uses. The staff report had said 25 years, but the applicants requested 30 years. Staff is okay with the request.

With no questions or comments from the public, the Public Hearing was closed at 6:10 PM.

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

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

Mayor Zaring made a motion to recommend approval to the Board of Alderman with Staff's recommendation and adjusting the term of the Special Use Permit to 30 years. Joseph Parkhurst seconded. The motion passed unanimously.

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

Director Stanton presented the Staff Report for the Special Use Permit application from Pac-Rite Storage LLC. The applicant is seeking approval of a Special Use Permit for the uses of RV and boat storage on land located at 1640 W. Mechanic Street.

She said under Previous Actions:

- 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.
- November 4, 2019 - The Board of Aldermen approved a Rezoning, Application #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 findings pertaining to the proposed use of mini-storage.

Under the Analysis Section of the staff report:

- It is stated that the property is currently zoned Service Business (C-2) District. The proposed uses of RV and Boat Storage are allowed uses within this zoning district with an approved Special Use Permit.
- Additional criteria for these uses are listed in Section 405.525.C.7, which states: "Boat, recreational vehicle, and/or any other vehicle storage, open or enclosed, of one or 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." A fence with mesh screen was installed on the street frontage side of this property as part of the mini warehouse facility.
- 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 appropriate 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 Special Use Permit: The property already includes screening, the property is a second tier commercial property adjacent to other industrial users, and the proposed Boat/RV Storage would be minimally visible from the Mechanic Street right-of-way.

Director Stanton said that Review Criteria is the last section under the Analysis portion of the staff report. This section looks at pertinent criteria such as:

- The character of the neighborhood: Which 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

zoning 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 in 2019.

- 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 this use is already screened.

Staff recommends approval of the requested Special Use Permit with the following two 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; and
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 these uses.

With no questions or comments from the public, the Public Hearing was closed at 6:17 PM.

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

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

Joseph Parkhurst made a motion to recommend approval to the Board of Aldermen with Staff's recommendations. Brian Pulliam seconded. The motion passed unanimously.

E. Code Amendments Pertaining to Complete Streets - PUBLIC HEARING

Director Stanton presented the Staff Report for proposed Code Amendments that seek to implement the City's Complete Streets Policy, which was adopted on November 18, 2024. Previous Actions include:

- 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 and 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.

Under the Key Issues section of the staff report:

- 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.
- Additionally, 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.

She said that under the Analysis section of the staff report, the changes included in this amendment are:

- The addition of various definitions pertaining to complete streets. Some of these definitions are 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 the 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'.

Staff recommend approval of the proposed Code Amendments.

Chris Chiodini asked how the City owned and maintained ROW's would be handled. Director

Stanton said the City would have to comply. She said there is an exemption for budget constraints in the policy.

There was discussion on how the City side would have to be held to the same standard as a developer. Director Stanton said that Public Works is looking at CIP projects in this light. There was more discussion on regulatory agencies and traffic lane widths.

Kevin Wood suggested contacting a Traffic Engineer. Chris Chiodini suggested reaching out to counterparts in other cities that have implemented Complete Streets.

Mayor Zaring made a motion to continue the application to the November 20, 2025, meeting. Milton Sigenthaler seconded the motion. The motion passed unanimously.

F. Code Amendments Pertaining to Complete Streets - CONSIDERATION

RESULT: Continued to November 20, 2025, meeting.
MOVER: Mayor Zaring
SECONDER: Milton Sigenthaler
AYES: Kevin Wood, Joseph Parkhurst, Chris Chiodini, Milton Sigenthaler, Brian Pulliam, Scott Milner, Mayor Zaring
EXCUSED: Cheryl Bush

Mayor Zaring made a motion to continue to the November 20, 2025, meeting. Milton Sigenthaler seconded. The motion passed unanimously.

4. Discussion Items

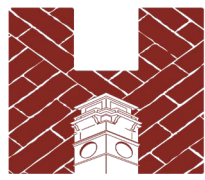
Director Stanton told the Commission that there may be another Code Amendment coming to the Commission in November.

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 6:49 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 & Zoning Commission

From: Christina Stanton, AICP, Community Development Director

Date: November 20, 2025

Re: Appl. #PP-25-002/FP-25-004 – A PRELIMINARY/FINAL PLAT for *Washington Place, Lots 1 – 4* located north of E. Washington Street and west of Highland Drive

GENERAL INFORMATION

Applicant: Chris Derry, Corwood Homes, LLC

Requested Actions: Approval of Preliminary and Final Plats

Date of Application: October 22, 2025

PROPOSAL

Chris Derry, with Corwood Homes, LLC, is seeking approval of a Preliminary (Appl. #PP-25-002) and Final Plat (Appl. #FP-25-004) for *Washington Place, Lots 1 – 4* located north of E. Washington Street and west of Highland Drive.

Please see the attached zoning and aerial maps.

The surrounding properties are currently zoned as follows:

North: Downtown Fringe Business (CBD-2) District—dental and insurance offices

East: Single-Family Residential (R-1) District—Harrisonville Middle School

South (across E. Washington St.): Near Downtown Two-Family Neighborhood (R-2B) District—single-family residential

West: Downtown Fringe Business (CBD-2) District—post office parking lot

PREVIOUS ACTIONS

- May 13, 1991—The Board of Aldermen approved Zoning Ordinance #1825, which established most of our current zoning districts.
- January 11, 1993—The Board of Aldermen approved Ordinance #1930, which amended the commercial districts from the 1825 Ordinance and created the current commercial districts.
- June 8, 2021—The Board of Zoning Adjustments heard an application (#VAR-21-005) requesting a variance to the maximum residential density limits of 4.5 dwelling units per acre in Section 405.295.A.3 of the Downtown Fringe Business (CBD-2) District to allow construction of four single-family residences on an .82-acre tract of land located at 400 E. Washington Street. Although the variance was approved, staff can not find that any further action was ever taken after this approval.
- September 19, 2022—The Board of Aldermen approved Ordinance #3602, which included changes to Section 405.295.A.3 and 4.

- **November 21, 2022**—The Board of Aldermen approved Ordinance #3616, which established Appendix A – Land Use Table, and removed the density language for the downtown commercial districts.

KEY ISSUES

- This property is currently zoned **Downtown Fringe Business (CBD-2) District**.
- The applicant is proposing to Preliminary and Final Plat the four lots as shown on the attached exhibits.
- The City’s 2040 Comprehensive Plan shows the property and surrounding area as **Traditional Neighborhood**, which “are predominantly residential areas established around the original gridded street network of Harrisonville, adjacent to the downtown core”. One of the “Key Priorities” for this place type includes the “development of new, complementary buildings on existing vacant lots”.

ANALYSIS

This proposed Preliminary/Final Plat is for 4 lots. All of the City’s utilities are located in either the alley or street rights-of-way as shown on the Preliminary Plat.

Setbacks. The CBD-2 District does not require a front yard setback. The required front yard setback for the R-2B District properties located south across E. Washington Street is 25-feet. Staff recommended utilizing a front setback of 25-feet to allow a little more room and mimic what is allowed to the south. The revised Final Plat shows this change.

Easements. Normally easements are required as specified in Section 410.400.A; however, all the necessary utilities are already existing within the rights-of-way of either the alleys or the streets so no easements are being required with this development.

Comprehensive Plan. The City’s 2040 Comprehensive Plan shows this area as “Traditional Neighborhood”. According to page 38 of the City’s Comprehensive Plan, “Traditional Neighborhoods are predominately residential areas established around the original gridded street network of Harrisonville, adjacent to the downtown core. While single-family homes are predominate, integration of a variety of neighborhood-scale housing types including duplexes, townhomes, cottage courts, accessory dwellings, and small apartment buildings are encouraged.” The identified “Key Priorities” for this place type include:

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

PROCEDURE

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

standards and Subdivision Regulations and is recommending that the Planning and Zoning Commission recommend acceptance of the preliminary plat as stated below.

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 it is:

- 1) Substantially consistent with the proposed Preliminary Plat and staff’s recommendations; and
- 2) In compliance with the design standards and Subdivision Regulations; and
- 3) There are no applicable conditions from the Preliminary Plat that are remaining.

STAFF RECOMMENDATION

Staff recommends approval of the proposed Preliminary and Final Plat for *Washington Place, Lots 1 – 4*.

ATTACHMENTS

Application
Preliminary and Final Plats for *Washington Place, Lots 1 – 4*
Zoning Map
Aerial Map

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): Chris Derry Signature: [Signature]
 Company Name: Corwood Homes LLC
 Street Address: PO Box 330 City: Raymo State: MO Zip: 64083
 Phone: 816 396 5250 Email: cderry@yahoo.com

Property Owner Authorization (Provide contact information and signatures of all property owners.)
 Property Owner Name (print): John Foster Signature: [Signature]
 Street Address: 2619 Duncan Circle City: Harrisonville State: MO Zip: 64701
 Phone: 916-392-0034 Email: N/A

Firm Preparing Application: Hoffman Land Survey / Corwood Homes
 Contact: Chris Derry
 Street Address: PO Box 330 City: Raymo State: MO Zip: 64083
 Phone: 816 396 5250 Email: cderry@yahoo.com
 *All correspondence should be sent to: Applicant Property Owner Firm

Project Information

General Location or Address: Washington / Highland
 Project Description: PLATTING FOUR LOTS
 Acres or Sq. Ft. .821
 Current Zoning: R-1B Proposed Zoning: R-1

For Office Use Only

Case No: PP-25-002 Filing Fee: Amount Paid \$ 555.00 Date Application Received: 10/22/25
FP-25-004
 Staff-only approval: _____ P&Z meeting: 11/20/25 BOA Meeting: 12/1/25

PRELIMINARY PLAT OF WASHINGTON PLACE LOTS 1 THRU 4 INCLUSIVE A TRACT OF LAND LOCATED IN BLOCK 228 ORIGINAL TOWN OF HARRISONVILLE HARRISONVILLE, CASS COUNTY, MISSOURI

ORDERED BY
CORWOOD HOMES
ATTN: CHRIS DERRY
PO BOX 336
RAYMORE, MO 64083
MOBILE: (816) 896-5250



LOCATION MAP
NOT TO SCALE

TITLE COMMITMENT
NO TITLE COMMITMENT WAS PROVIDED AT THE TIME OF THIS SURVEY. NO RESEARCH FOR EASEMENTS OF RECORD WAS PERFORMED, IF ANY.

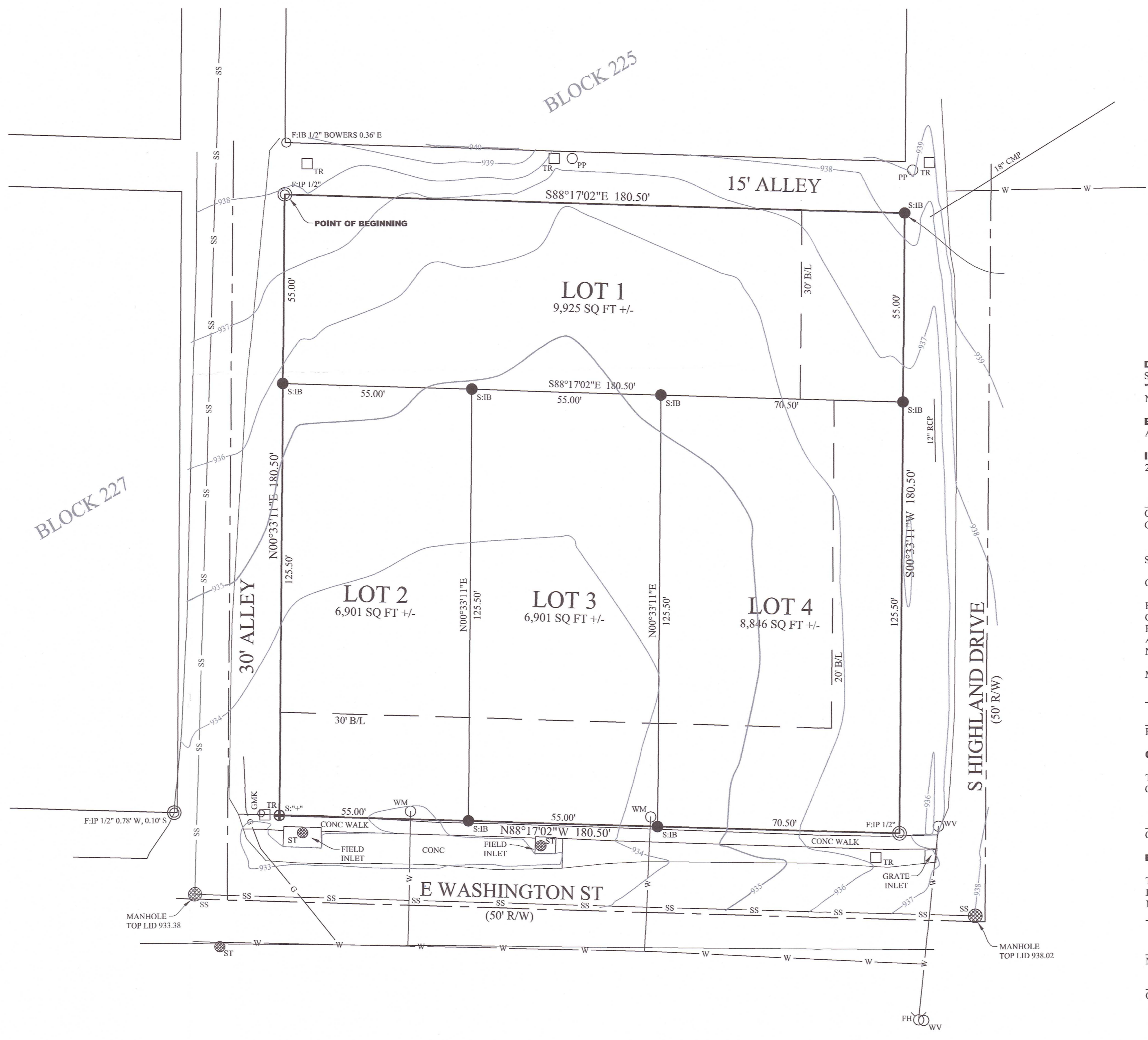
LAND DESCRIPTION

All of Block 228, ORIGINAL TOWN OF HARRISONVILLE, Harrisonville, Cass County, Missouri, more particularly described as follows: Beginning at the Northwest corner of said Block 228, said corner being the True Point of Beginning; thence South 88° 17' 02" East, along the North line of said Block 228, 180.50 feet to a point on the West right-of-way line of South Highland Drive, as now established; thence South 00° 33' 11" West, along said West right-of-way line, a distance of 180.50 feet to a point on the North right-of-way line of East Washington Street, as now established; thence North 88° 17' 02" West, along said North right-of-way line, a distance of 180.50 feet to a point on the West line of said Block 228; thence North 00° 33' 11" East, along said West line, a distance of 180.50 feet to the point of beginning.

Containing 32,574 square feet or 0.75 acres, more or less.

LEGEND

- FOUND IRON BAR
- FOUND IRON PIPE
- SET 1/2" IRON BAR W/CAP LS-2268
- SET CUT PLUS IN CONC
- FIRE HYDRANT
- GAS MAIN MARKER
- POWER POLE
- SANITARY SEWER MANHOLE
- STORM SEWER MANHOLE
- TELEPHONE RISER
- WATER METER
- WATER VALVE
- BROKEN SCALE
- GAS MAIN
- SANITARY SEWER LINE
- WATER MAIN



DEDICATION: THE UNDERSIGNED PROPRIETOR(S) OF THE REAL ESTATE DESCRIBED HEREIN HAVE CAUSED THE SAME TO BE SUBDIVIDED IN THE MANNER SHOWN ON THIS PLAT, WHICH SUBDIVISION AND PLAT SHALL HEREAFTER BE KNOWN AS "WASHINGTON PLACE". IT SHALL BE SUFFICIENT DESCRIPTION OF EACH LOT PLATTED HEREIN TO BE DESIGNATED BY THE NUMBER WHICH APPEARS ON EACH LOT FOLLOWED BY THE WORDS "WASHINGTON PLACE".

BUILDING LINES: BUILDING LINES OR SETBACK LINES ARE HEREBY ESTABLISHED, AS SHOWN ON THE ACCOMPANYING PLAT, AND NO BUILDING OR PORTION THEREOF SHALL BE BUILT BETWEEN THIS LINE AND THE LOT LINE NEAREST THERETO.

IN TESTIMONY WHEREOF: THE UNDERSIGNED OWNER HAS SUBSCRIBED HIS NAME ON THIS _____ DAY OF _____, 2025.

CHRIS DERRY
CORWOOD HOMES

STATE OF MISSOURI)
COUNTY OF CASS) SS

BE IT REMEMBERED THAT ON THIS _____ DAY OF _____, 2025, BEFORE ME, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, CAME CHRIS DERRY, OWNER OF CORWOOD HOMES, LLC, A MISSOURI LIMITED LIABILITY COMPANY, TO ME PERSONALLY KNOWN TO BE THE SAME PERSON WHO EXECUTED THE FOREGOING INSTRUMENT OF WRITING AND DULY ACKNOWLEDGED THE EXECUTION OF SAME. IN TESTIMONY WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY NOTARY SEAL THE DAY AND YEAR ABOVE WRITTEN.

MY COMMISSION EXPIRES: _____

PRINTED NAME _____

CITY PLANNING COMMISSION:

THIS PLAT OF "WASHINGTON PLACE" HAS BEEN SUBMITTED TO AND APPROVED BY THE HARRISONVILLE PLANNING & ZONING COMMISSION THIS _____ DAY OF _____, 2025.

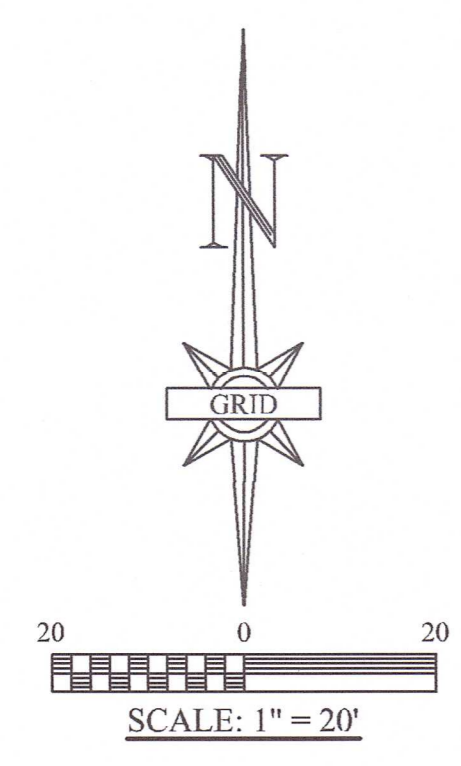
CHAIRMAN _____ DATE _____

BOARD OF ALDERMEN:

THIS PLAT OF "WASHINGTON PLACE", INCLUDING EASEMENTS, SETBACK LINES AND RIGHT-OF-WAYS, ACCEPTED BY THE BOARD OF ALDERMEN, HAS BEEN SUBMITTED TO AND APPROVED BY THE HARRISONVILLE BOARD OF ALDERMAN BY ORDINANCE NO. _____ DULY PASSED AND APPROVED BY THE MAYOR OF HARRISONVILLE, MISSOURI THIS _____ DAY OF _____, 2025.

MAYOR _____ DATE _____

CITY CLERK _____ DATE _____



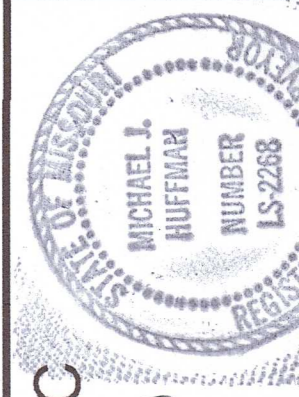
BASIS OF BEARING

COORDINATES SHOWN ARE NAD83 MISSOURI-WEST ZONE (U.S. SURVEY FEET) DERIVED FROM CONTROL STATION CA-85 USING TRIMBLE GPS EQUIPMENT.

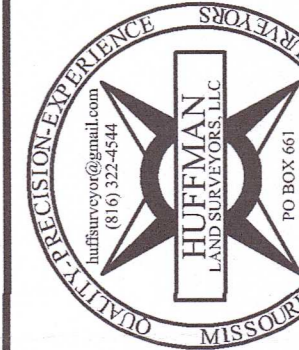
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RECIPROCAL = 1.0000947

STATION CA-85 STATE PLANE COORDINATES (US SURVEY FEET)
NORTHING = 897586.4200
EASTING = 2834816.0656
ELEVATION = 906.17

I, MICHAEL J. HUFFMAN, DO HEREBY CERTIFY THAT THE ABOVE SUBDIVISION PLAT IS BASED ON AN ACTUAL FIELD SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION AND THAT SAID SURVEY WAS CONDUCTED IN ACCORDANCE WITH THE MISSOURI SURVEYING ACT AND THE MISSOURI CONSTITUTION. I FURTHER CERTIFY THAT THE SURVEYING INSTRUMENTS USED IN THIS SURVEY WERE CALIBRATED AND ACCURATE AT THE TIME OF THIS SURVEY. I AM A LICENSED PROFESSIONAL SURVEYOR IN THE STATE OF MISSOURI. I FURTHER CERTIFY THAT I HAVE COMPLIED WITH ALL STATUTES, ORDINANCES AND REGULATIONS GOVERNING THE PRACTICE OF SURVEYING AND PLATTING OF SUBDIVISIONS TO THE BEST OF MY BELIEF.



HUFFMAN LAND SURVEYORS, LLC
PO Box 661
Raymore, MO 64083
Office: (816) 322-4544
Email: huffsurveyor@gmail.com



REVISIONS:
DRAWN BY: _____
CHECKED BY: _____
DATE: OCTOBER 23, 2025
SCALE: 1" = 20'
SHT 1 OF 1

WASHINGTON PLACE
HARRISONVILLE BLOCK 228
400 E WASHINGTON ST

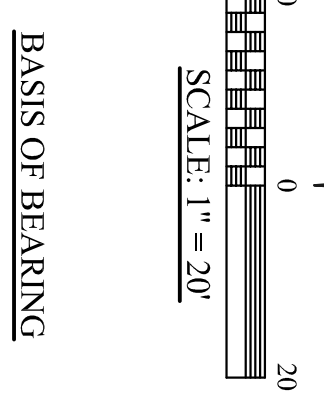
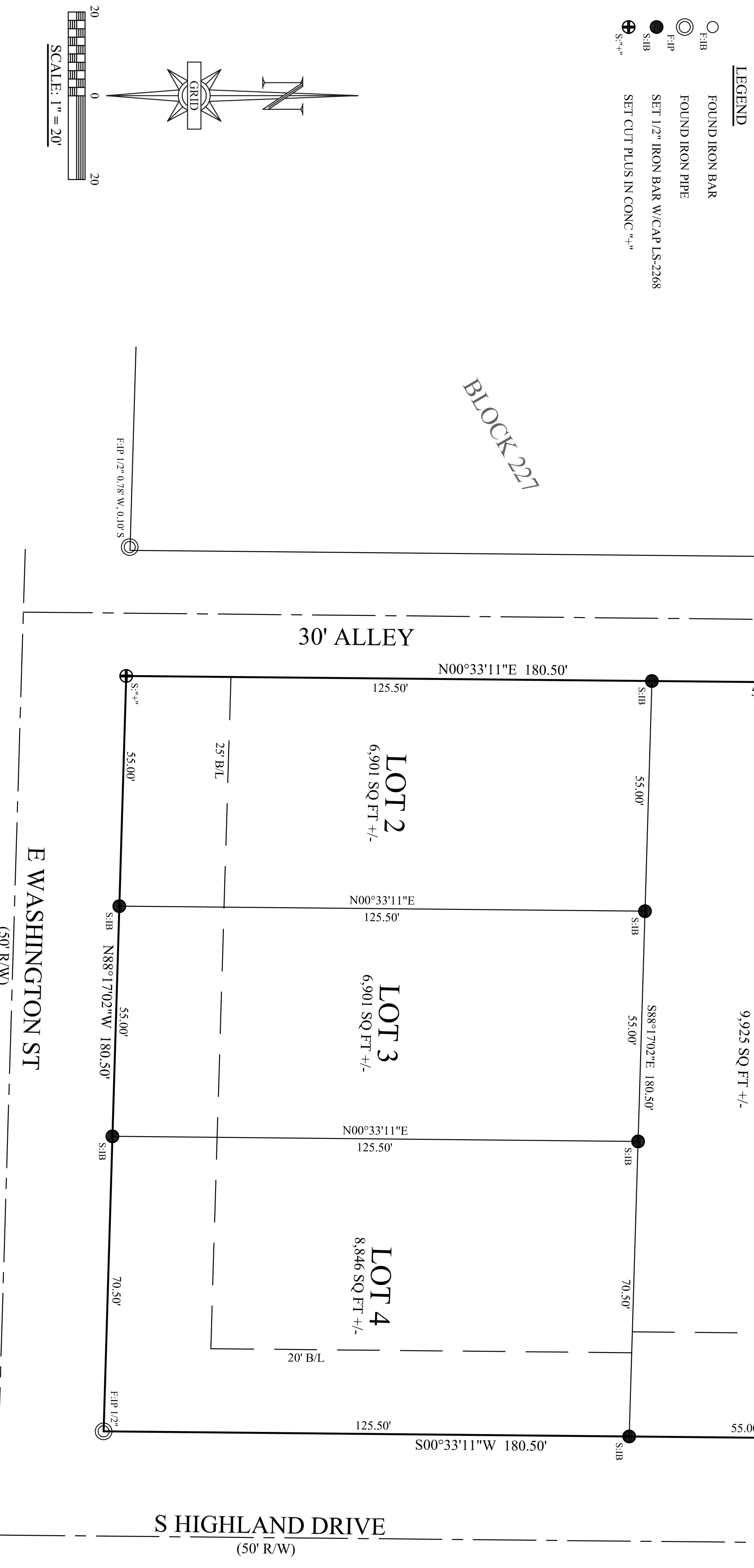
ORDERED BY
CORWOOD HOMES
ATTN: CHRIS DERRY
PO BOX 336
RAYMORE, MO 64083
MOBILE: (816) 896-5250

TITLE COMMITMENT
NO TITLE COMMITMENT WAS PROVIDED AT THE TIME OF THIS SURVEY. NO RESEARCH FOR EASEMENTS OF RECORD WAS PERFORMED, IF ANY.

LOCATION MAP
NOT TO SCALE



**FINAL PLAT OF
WASHINGTON PLACE
LOTS 1 THRU 4 INCLUSIVE**
A TRACT OF LAND LOCATED IN BLOCK 228
ORIGINAL TOWN OF HARRISONVILLE
HARRISONVILLE, CASS COUNTY, MISSOURI



BASIS OF BEARING
COORDINATES SHOWN ARE NAD83 MISSOURI WEST ZONE (U.S. SURVEY FIELD) DERIVED FROM CONTROL STATION CA-85 USING TRIMBLE GPS EQUIPMENT.
GRID FACTOR = 0.9999053
RECORDICAL = 1.0000947

STATION CA-85 STATE PLANE COORDINATES (US SURVEY FIELD)
NORTHING = 897586.4300
EASTING = 2834816.0656
ELEVATION = 906.17

LAND DESCRIPTION
All of Block 228, ORIGINAL TOWN OF HARRISONVILLE, Harrisonville, Cass County, Missouri, more particularly described as follows: Beginning at the Northwest corner of said Block 228, said corner being the True Point of Beginning; thence South 88° 17' 02" East, along the North line of said Block 228, 180.50 feet to a point on the West right-of-way line of South Highland Drive, as now established; thence South 00° 33' 11" West, along said West right-of-way line, a distance of 180.50 feet to a point on the North right-of-way line of East Washington Street, as now established; thence North 88° 17' 02" West, along said North right-of-way line, a distance of 180.50 feet to a point on the West line of said Block 228; thence North 00° 33' 11" East, along said West line, a distance of 180.50 feet to the point of Beginning.
Containing 32,574 square feet or 0.75 acres, more or less.

I, MICHAEL J. HUFFMAN, DO HEREBY CERTIFY THAT THE ABOVE SUBDIVISION PLAT IS BASED ON AN ACTUAL FIELD SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION AND THAT SAID SURVEY MEETS OR EXCEEDS THE CURRENT STANDARDS FOR PROPERTY BOUNDARY SURVEYS AS ADOPTED BY THE MISSOURI DEPARTMENT OF AGRICULTURE LAND SURVEY PROGRAM, AND MISSOURI STANDARDS FOR PROPERTY BOUNDARY SURVEYS AS ADOPTED BY THE MISSOURI BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS AND LANDSCAPE ARCHITECTS. I FURTHER CERTIFY THAT I HAVE COMPLIED WITH ALL STATUTES, ORDINANCES AND REGULATIONS GOVERNING THE PRACTICE OF SURVEYING AND PLATTING OF SUBDIVISIONS TO THE BEST OF MY BELIEF.

DEDICATION: THE UNDERSIGNED PROPRIETORS OF THE REAL ESTATE DESCRIBED HEREIN HAVE CAUSED THE SAME TO BE SUBDIVIDED IN THE MANNER SHOWN ON THIS PLAT, WHICH SUBDIVISION AND PLAT SHALL HEREAFTER BE KNOWN AS "WASHINGTON PLACE". IT SHALL BE SIGNIFICANT DESCRIPTION OF EACH LOT PLATTED HEREIN TO BE DESIGNATED BY THE NUMBER WHICH APPEARS ON EACH LOT FOLLOWED BY THE WORDS "WASHINGTON PLACE".
BUILDING LINES: BUILDING LINES OR SETBACK LINES ARE HEREBY ESTABLISHED, AS SHOWN ON THE ACCOMPANYING PLAT, AND NO BUILDING OR PORTION THEREOF SHALL BE BUILT BETWEEN THIS LINE AND THE LOT LINE NEAREST THERETO.
IN TESTIMONY WHEREOF: THE UNDERSIGNED OWNER HAS SUBSCRIBED HIS NAME ON THIS _____ DAY OF _____, 2025.

CHRIS DERRY
CORWOOD HOMES
STATE OF MISSOURI)
COUNTY OF CASS) SS

BE IT REMEMBERED THAT ON THIS _____ DAY OF _____, 2025, BEFORE ME, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, CAME CHRIS DERRY, OWNER OF CORWOOD HOMES, LLC, A MISSOURI LIMITED LIABILITY COMPANY, TO ME PERSONALLY KNOWN TO BE THE SAME PERSON WHO EXECUTED THE FOREGOING INSTRUMENT OF WRITING AND DULY ACKNOWLEDGED THE EXECUTION OF SAME. IN TESTIMONY WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY NOTARY SEAL THE DAY AND YEAR ABOVE WRITTEN.

MY COMMISSION EXPIRES: _____
PRINTED NAME: _____
CITY OF HARRISONVILLE:
THIS PLAT OF "WASHINGTON PLACE" HAS BEEN SUBMITTED TO AND APPROVED BY PUBLIC WORKS AND COMMUNITY DEVELOPMENT THIS _____ DAY OF _____, 2025.

MATT CARVER
PUBLIC WORKS DIRECTOR
DATE: _____
CHRISTINA STANTON, ACP
COMMUNITY DEVELOPMENT DIRECTOR
DATE: _____

BOARD OF ALDERMEN:
THIS PLAT OF "WASHINGTON PLACE", INCLUDING EASEMENTS, SETBACK LINES AND RIGHT-OF-WAYS, ACCEPTED BY THE BOARD OF ALDERMEN, HAS BEEN SUBMITTED TO AND APPROVED BY THE HARRISONVILLE BOARD OF ALDERMEN BY ORDINANCE NO. _____ DULY PASSED AND APPROVED BY THE MAYOR OF HARRISONVILLE, MISSOURI THIS _____ DAY OF _____, 2025.

MAYOR _____ DATE: _____
CITY CLERK _____ DATE: _____

HUFFMAN LAND SURVEYORS, LLC
PO Box 661
Raymore, MO 64083
Office: (816) 322-4544
Email: huffsurveyor@gmail.com
Corporation License 2019002651
MICHAEL J. HUFFMAN
MO. RLS-2268
November 12, 2025
DATE

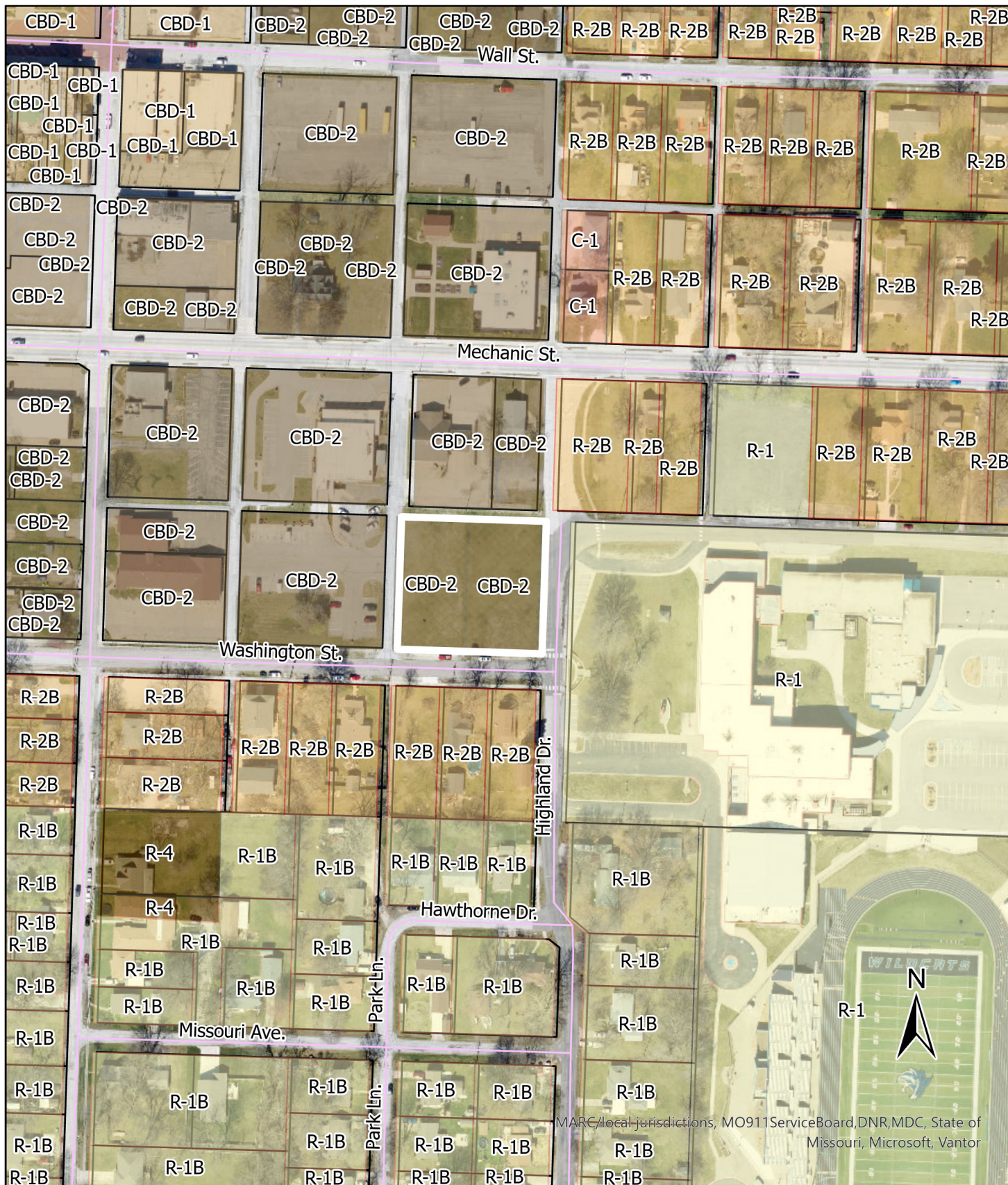


REVISED: 11/12/25 Per City Comments
DWG: City of Harrisonville Block 228.dwg
PROJ: Projects\Cass\Harrisonville\1
TYPE: Urban Property Survey

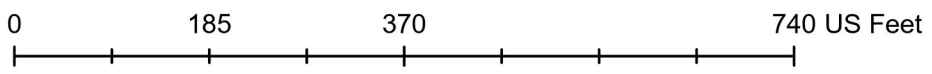
**WASHINGTON PLACE
HARRISONVILLE BLOCK 228
400 E WASHINGTON ST
HARRISONVILLE, MO 64078**

DRAWN BY: RJS
CHECKED BY: MHL
DATE: NOVEMBER 12, 2025
SCALE: 1" = 20'
SHT 1 OF 1 | S1

Zoning Map



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

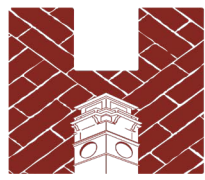


Aerial Map



MARC/local jurisdictions, State of Missouri, Microsoft, Vantor





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: November 20, 2025
Re: Continued 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.
- October 16, 2025—The Planning & Zoning Commission heard this item and asked staff to take a closer look at the listed regulatory agencies, consider reducing traffic lane widths, and reach out to counterparts in other cities that have implemented Complete Streets.
- October 20, 2025—The Board of Aldermen continued the noticed public hearing for this item to the December 1, 2025 Board of Aldermen meeting.

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 attempted to reach out to a local traffic engineer and discuss more with Public Works. The Street Department Supervisor recommended lowering the minimum width of traffic lanes for local streets from 12’ to 10’ and caught a few other items in Section 410.490.C and D that needed corrected. He also recommended changing the minimum design speed for arterials from 40 to 35.

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

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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

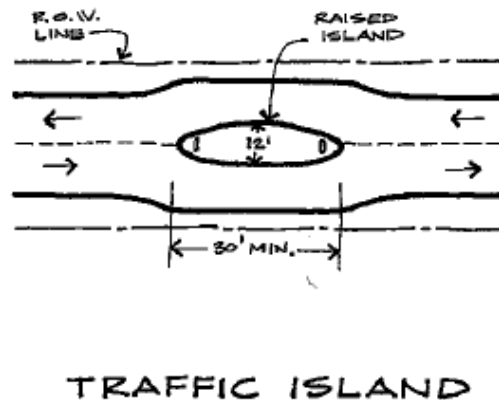
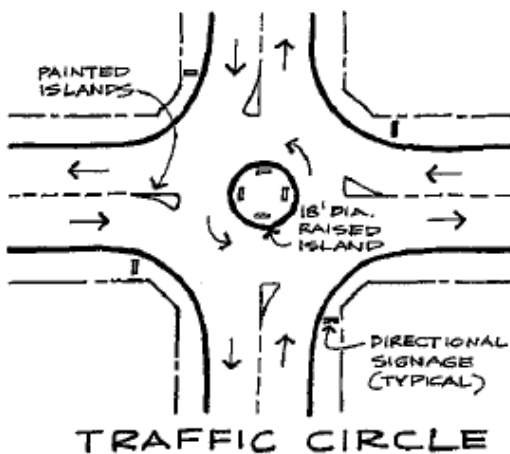
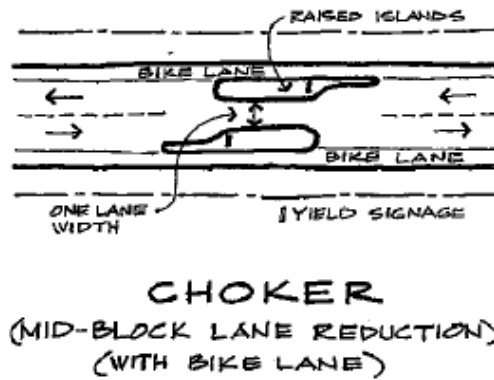
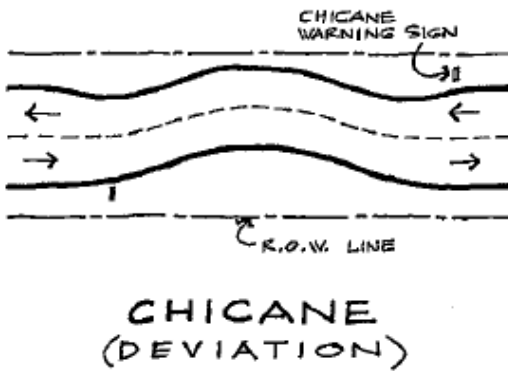
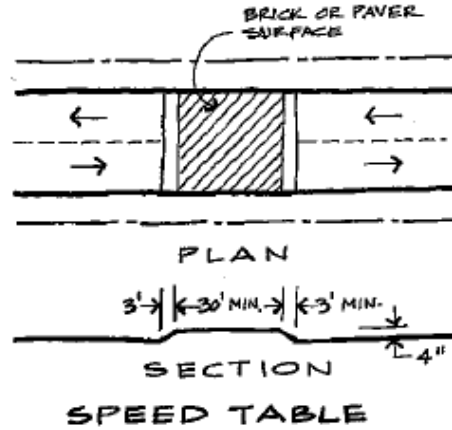
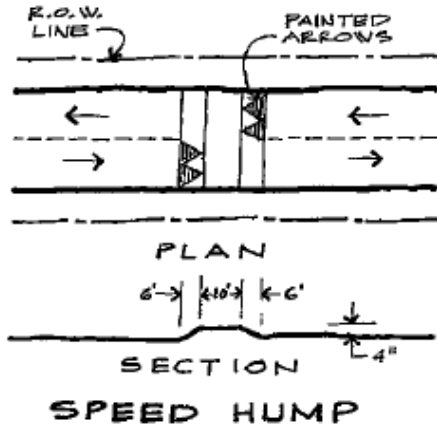


THE CITY OF HARRISONVILLE

WHERE TRADITION MEETS INNOVATION

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



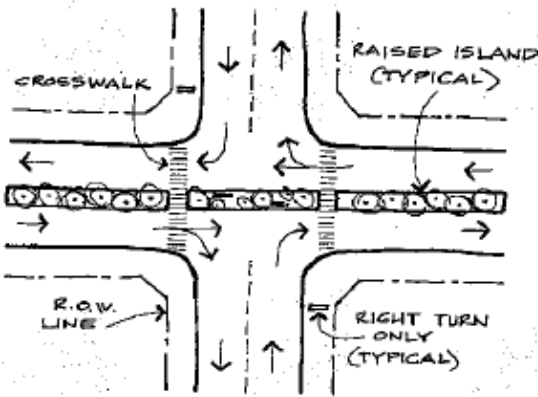
TRAFFIC-CALMING MEASURES (SPEED-CONTROL DEVICES)



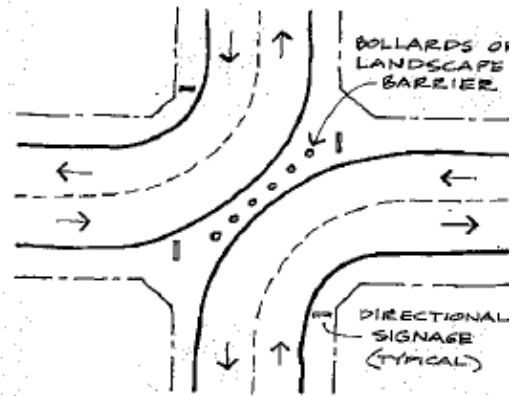
THE CITY OF HARRISONVILLE

WHERE TRADITION MEETS INNOVATION

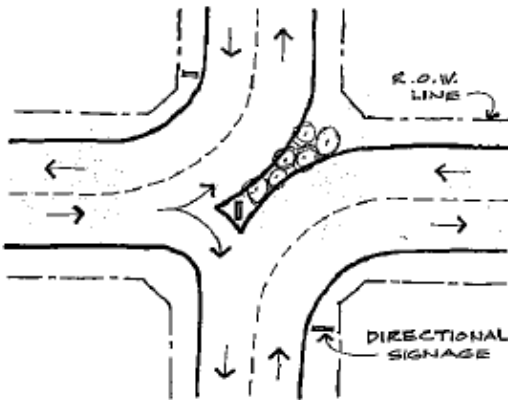
300 E. Pearl Street, P.O. Box 367 • Harrisonville, MO 64701 • Tel: 816-380-8900 • Fax: 816-380-8906



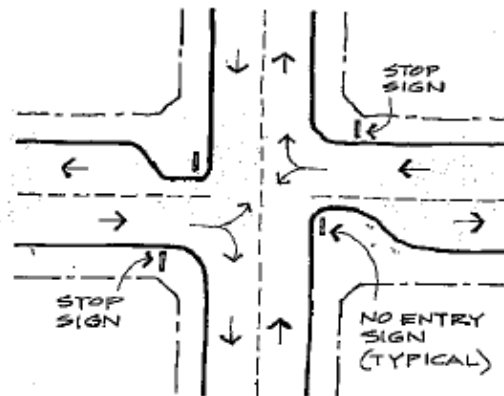
MEDIAN BARRIER



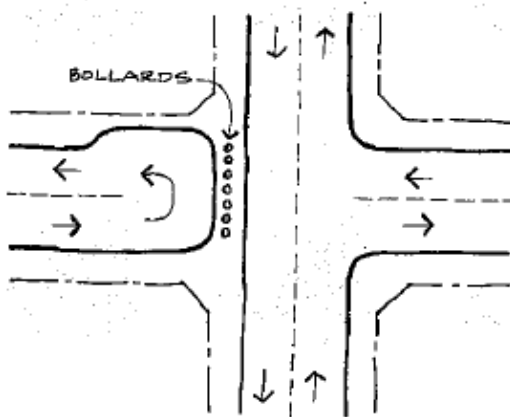
DIVERTER



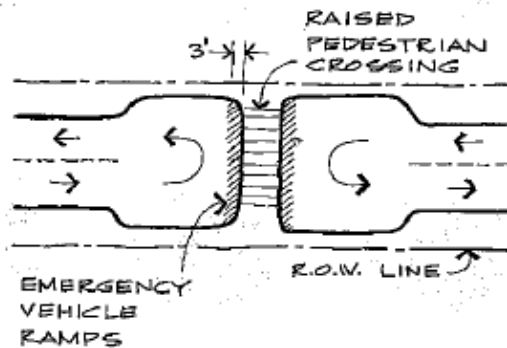
FORCED TURNS



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 Governing Criteria.~~ 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: Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials (AASHTO); Manual of Uniform Traffic Control Devices (MUTCD), FHWA; Roadside Design Guide and Design of Pavement Structures, AASHTO; Bikeway Design Guide, National Association of City Transportation Officials (NACTO).
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:



THE CITY OF
HARRISONVILLE

WHERE TRADITION MEETS INNOVATION

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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'	1210'
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)	35 40 — 55	30 — 35	25 — 30
Between Curb Cuts (centerline)	250'+	150'	na

C. Concrete for use in the construction of Portland concrete pavement shall conform to the requirements of KCMMB 4K MCIB mix number A-618-1-4. Concrete for use in the construction of Portland concrete sidewalks shall conform to the requirements of MCIB mix number A-618-1-4.

D. Asphalt concrete mixtures shall conform to the following specifications:

1. Asphaltic concrete base — Type 1 base
2. Asphaltic concrete surface:
 - Residential — Type 3
 - Collector — Type 1 2
 - Arterial — Type 1 2

Amend Section 410.530. Sidewalks, as follows:

[Ord. No. 2766 §1(120.520), 4-1-2002]

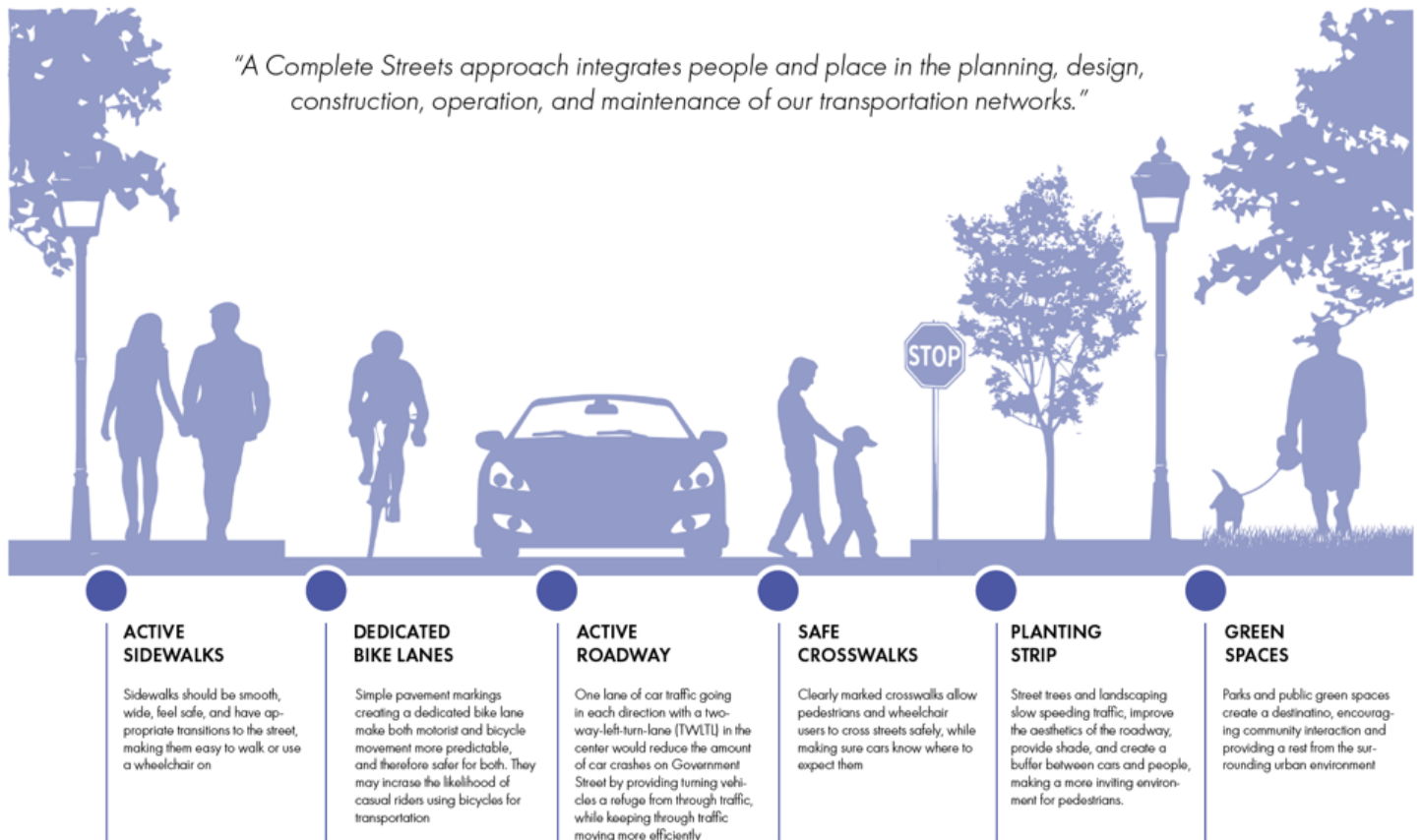
B. Sidewalks shall be concrete, shall conform to the applicable standards contained in these Subdivision Regulations and shall be a minimum of forty-eight~~sixty~~ (48~~60~~) inches wide and a minimum of four (4) inches thick with handicapped access at all intersections. Sidewalks shall normally be separated 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?

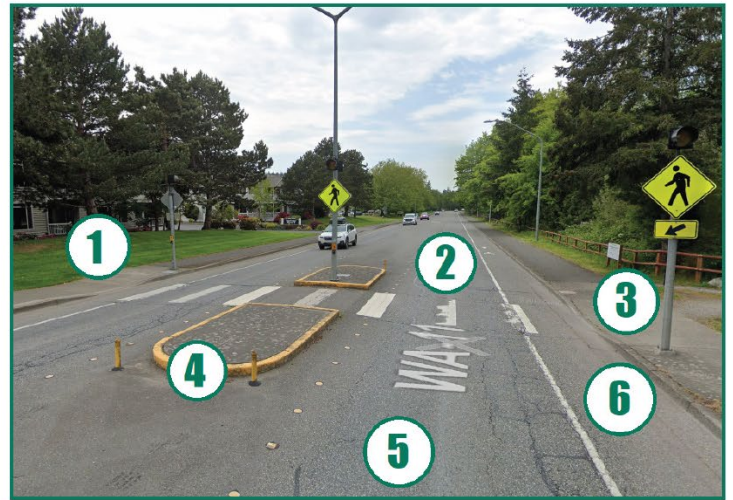
"A Complete Streets approach integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks."



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:

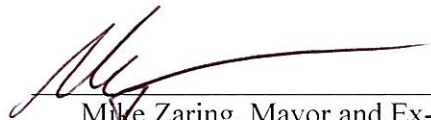
AYES: Chaney, Davidson, Doerhoff, Franklin, Mills, Milner, Pfautsch

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

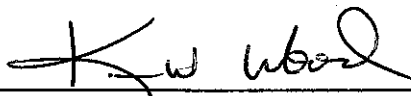
A RESOLUTION APPROVING ACCESS MANAGEMENT GUIDELINES FOR THE CITY OF HARRISONVILLE, MISSOURI, EFFECTIVE AUGUST 1, 2003.

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.

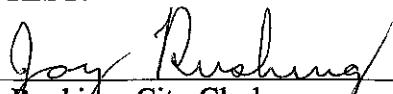
Section 2. That the attached Access Management Guidelines supersede all access management guidelines previously adopted or approved, effective August 1, 2003.

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

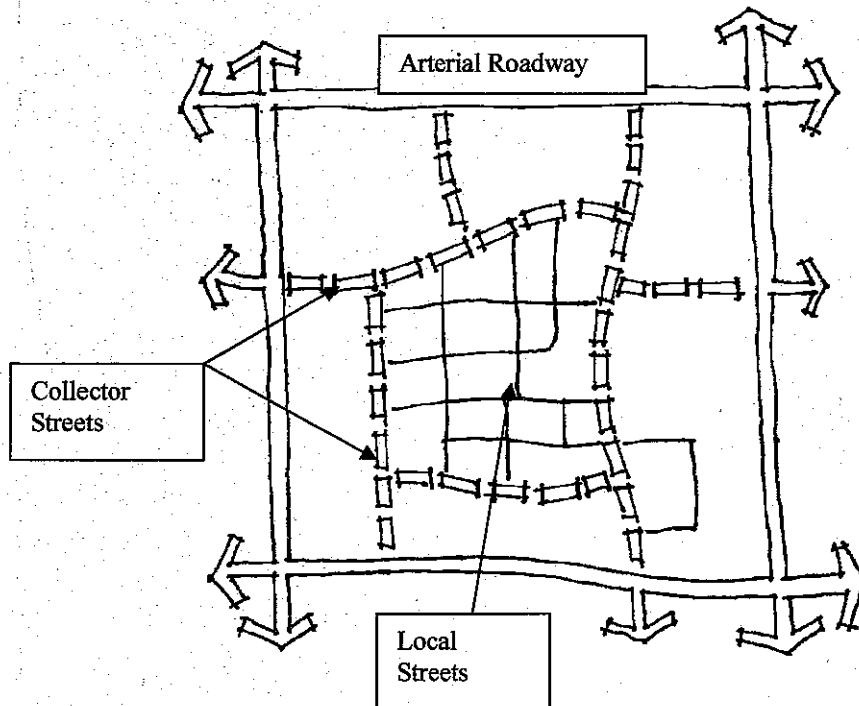
4. TRAFFIC STUDYS

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.

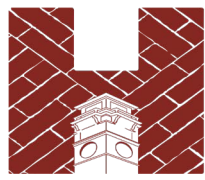
Driveways and Accommodation of Pedestrians

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.



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: November 20, 2025

Re: Code Amendments to Section 405.565.E.3 – Improvement of Parking Areas; Section 405.570 – Residential Design Standards; and Appendix A – Land Use Table

GENERAL INFORMATION

Requested Actions: Approval of the proposed Code Amendments

PROPOSAL

The following proposed Code Amendments seek to:

- Provide an alternative hard surface for Industrially zoned properties only and only for those areas utilized as storage—not including the entry/exit drive(s) and any required customer/employee parking areas;
- Create minimum design standards for the construction of one- and two-family residential dwellings; and
- Allow a “Modular Home” to be utilized in any zoning district that allows a “Single-Family Dwelling”, provided that it is on a permanent foundation.

PREVIOUS ACTIONS

- August 16, 1978—The Board of Aldermen approved Ordinance #1194, which established several of our current zoning districts and established much of the language pertaining to the improvement of parking areas.
- May 13, 1991—The Board of Aldermen approved Ordinance #1825, which established most of our current zoning districts and allowed uses.
- November 19, 2009—The Board of Aldermen approved Ordinance #3107, which contained the following changes pertaining to the improvement of parking areas: changed the person able to grant the extension from the City Administrator to the Director of Codes Administration and provided an exception: “Existing properties or businesses with gravel parking lots that have been vacant or closed for ninety (90) days or more may have drive and parking lots of chip seal on a four (4”) inch compacted stone base in lieu of asphalt or concrete and curbs will not be required.”
- November 5, 2018—The Board of Aldermen approved Ordinance #3452, which amended the language regarding “Improvement of Parking Areas” to further refine the allowed exceptions to the “Hard Surface Requirement”.
- November 21, 2022—The Board of Aldermen approved Ordinance #3616, which added several definitions to Chapter 405 and established Appendix A – Land Use Table.
- February 21, 2023—The Board of Aldermen approved Ordinance #3632, which amended Chapter 405 and Appendix A – Land Use Table to allow for “Crematorium—Human or Animal” to be an allowed use with an approved Special Use Permit in either the Light Industrial (M-1) of General Industrial (M-2) District.

- October 16, 2023—The Board of Aldermen approved Ordinance #3669 establishing certain design standards for apartments, commercial, and industrial developments.
- December 4, 2023—The Board of Aldermen approved Ordinance #3677, which added several definitions to Chapter 405 and amended Appendix A – Land Use Table to include any uses which were missing.
- March 4, 2024—The Board of Aldermen approved Ordinance #3685, which corrected several references from “Director of Code Enforcement” and “Codes Enforcement Director” and “Code Enforcement” to “Building Official” or “Director of Community Development” as appropriate.
- August 19, 2024—The Board of Aldermen approved Ordinance #3702, which added several definitions to Chapter 405 and amended Appendix A – Land Use Table to include the newly defined uses.
- October 20, 2025—Staff discussed bringing the proposed Code Amendments pertaining to residential design standards, allowing modulars in the same districts as single-family dwellings, and looking at an alternative “hard surface” for use only within the Industrially zoned properties and only on those portions utilized for storage (not the entry/exit drive(s) or customer/employee parking areas).

KEY ISSUES

- Staff has received several inquiries for development on industrially zoned properties for storage associated with various industrial use-related items. The “hard surface requirement” has deterred these potential developments.
- Several of our existing industrial users have gravel on their lots, despite the fact that the “hard surface requirement” has been in the City’s Municipal Code since 1978.
- Harrisonville’s current Municipal Code only allows modular homes to be placed on property zoned Estate (E) and Manufactured Home Park (R-1M) Districts.
- Most other communities allow modular homes to be placed in any district that allows single-family, provided the structure is placed on a permanent foundation.

ANALYSIS

The proposed code amendments seek to address concerns pertaining to industrial development and the “hard surface requirement”; create minimum design standards for the construction of one- and two-family residential dwellings; and allow for a “Modular Home” to be utilized in any zoning district that allows a “Single-Family Dwelling”, provided that it is on a permanent foundation.

The proposed change to the “hard surface requirement” is specifically only for industrially zoned properties and only for storage areas. It does not include the required entry/exit drive(s) and the required customer/employee parking areas—those would still be required to utilize the “hard surface requirement” specified in Section 405.565.E.3.a.

The proposed residential design standards is based upon staff’s review of approximately 170 one-family and two-family residential permits that were issued between October 1, 2015 – October 1, 2025 (see attached “1-2 Family Dwellings..” images).

STAFF RECOMMENDATION

Staff recommends approval of the proposed Code Amendments.

ATTACHMENTS

1. Staff Commentary and Mark-ups
2. Ord. 1194 (1978) – Improvement of Parking Areas
3. Ord. 1825 (1991) - Parking
4. 1-2 Family Dwellings (Google Streetview and County Images)

- 5. Modular Permitted in 2018**
- 6. Design Features**
- 7. Land Use Table Amended November 2025**

Existing Municipal Code in black.

Removals in red.

Additions in green.

Highlights = Discussion.

CS commentary in blue.

Staff Commentary

The following code amendments seek to address concerns pertaining to industrial development and the “hard surface requirement”; create minimum design standards for the construction of one- and two-family residential dwellings; and allow for a “Modular Home” to be utilized in any zoning district that allows a “Single-Family Dwelling”, provided that it is on a permanent foundation.

Amend Section 405.565.E. 3. Improvement of Parking Areas, as follows:

a. All parking areas and drives, except as specifically provided for in this Subsection (E)(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 Building Official 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 (E)(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⁽¹⁾ regulations, including hard surfaced parking areas for those with disabilities.

[Ord. No. 3685, 3-4-2024]

(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 (E)(3)(a)(2), (3), and (4) of this Subsection(E)(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 (E)(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(E)(3)(a)(1) are met.

(3) Exceptions For Residential Uses — Single-Family. Except as required in Subsection (E)(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 (E)(3)(a)(4), below.

(4) Exceptions For Residential Uses “R-1B.” and “R-2B.” Except as required in Subsection (E)(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:

(a) 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



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

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

[1] *Editor's Note: See 42 U.S.C.A. § 12101 et seq.*

b. Storage Areas for Industrially Zoned Properties. Storage areas, specifically not including the entry/exit drive(s) and not including any required customer/employee parking areas, may utilize chip and seal for the required hard surface of these storage areas only.

cb. 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.

Section 405.570 Residential Design Standards.

A. Applicability. The provisions of this Section shall apply to the construction and exterior design of all new single-family and two-family dwellings for which building permits are issued on or after December 15, 2025.

B. Purpose. The purposes of this Section are to:



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

1. Encourage the protection of property values and the preservation of the character of established neighborhoods; and
 2. Promote building exteriors that contribute to the aesthetic quality and visual interest of the community.
- C. Building Materials and Façade Design.
1. Exterior Materials.
 - a. It is strongly encouraged that the primary façade of each dwelling incorporate a combination of at least two distinct exterior materials. Among these, the use of masonry, stone, or other durable, high-quality materials is particularly recommended; provided, however, that the use of masonry or multiple materials shall not be mandatory.
 - b. Builders are encouraged to incorporate additional architectural elements to enhance visual interest, particularly where a single exterior material is employed on the primary façade. Such elements may include, but are not limited to:
 - 1) Porches;
 - 2) Dormers;
 - 3) Shutters; or
 - 4) Roof projections or rakes.
 2. Façade Articulation and Differentiation.
 - a. It is encouraged that each primary façade include modulation in wall plane and/or variation in material type, texture, or color to provide distinction between individual units and to contribute to the overall visual character of the neighborhood.
 - b. The inclusion of such features shall be discretionary and is intended to promote architectural diversity and neighborhood visual interest.
- D. Design Flexibility. The standards set forth in this Section are intended to provide guidance for achieving visual quality and compatibility with existing neighborhoods. Nothing contained herein shall be construed as mandating any particular architectural style, exterior material, or design feature. Builders are encouraged to exercise professional judgment when developing designs consistent with the objectives of this Section.

C. DIMENSIONS OF PARKING AND OTHER PAVED AREAS. Parking stall dimensions shall be not less than nine by twenty 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 ft.	Wheel stop to opposite curb
90° pattern	Double loaded aisle-60 ft.	Wheel stop to wheel stop
60° pattern	Single loaded aisle-40 ft.	Wheel stop to opposite curb
60° pattern	Double loaded aisle-56 ft.	Wheel stop to wheel stop
45° pattern	Single loaded aisle-34 ft.	Wheel stop to opposite curb
45° pattern	Double loaded aisle-47 ft.	Wheel stop to wheel stop
Parallel spaces	9 x 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 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. IMPROVEMENT OF PARKING AREAS. All parking areas and drives, shall be ready for use upon occupying a building and shall be surfaced with a minimum of two inches of hot-mix asphaltic concrete on a minimum four inch compacted stone base, or Portland cement concrete paving of equal strength. All such drives and off-street areas used by vehicles, except those serving single and two family dwellings, shall have curbs. The City Engineer may grant an extension by issuing a temporary certificate of occupancy when weather conditions are not satisfactory for placing paving materials.

No parking spaces shall be located within six feet of an adjoining lot in a District R-1A to R-5 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 R-1A to R-5 inclusive, no parking shall be permitted in the required front yard or within ten 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 feet to the street and no parking area in a side yard of a corner lot shall extend closer than four feet to a street. In Districts C-1 to M-2 no parking area shall extend closer than four feet to a street, 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 Engineer. Where greater setback requirements do not prevail, the back of the curb of a paved parking area shall not be closer than four feet to a property line, except that in a planned zoning district, the Planning Commission and Council may permit a lesser setback where similar development on an adjoining lot will produce a satisfactory relationship;
4. A portion of the parking area required by this ordinance may remain unimproved until such time as the City Council 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 Commission and Council are satisfied that the initial occupancy of the premises will be adequately served by the lesser member 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 parking spaces shall be effectively screened on each side adjoining or fronting on any residential or institutional property by a wall of fence not less than five feet high or more than six feet high, or a densely-planted compact hedge not less than five feet in height.

SECTION 26. SIGNS

- A. All signs, as hereinafter defined, shall be regulated as to location, type, size and number in all zoning districts in the City of Harrisonville. In addition to the standards and regulations contained herein, signs shall also be subject to building and other codes of the City of Harrisonville.
- B. DEFINITIONS. Words and terms used in this section are defined as follows for purposes of applying the regulations of this section:
 1. Sign - Any words, numerals, figures, devices, designs or trademarks by which information is made known to the public outside a building and including but not limited to the following
 - Detached Sign - Any sign located on the ground or on a structure located on the ground and not attached to a building.
 - Indirectly Illuminated Sign - Any sign which is partially or completely illuminated at any time by a constant, non-moving, light source which

parking requirement by the Planning and Zoning Commission.

EX. Dimensions of Parking and Other Paved Areas. Parking stall dimensions shall be not less than nine by twenty 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 ft.

Wheel stop to opposite curb

90° pattern Double loaded aisle - 60 ft.

Wheel stop to wheel stop

90° pattern Single loaded aisle - 40 ft.

Wheel stop to opposite curb

90° pattern Double loaded aisle - 56 ft.

Wheel stop to wheel stop

90° pattern Single loaded aisle - 34 ft.

Wheel stop to opposite curb

90° pattern Double loaded aisle - 47 ft.

Wheel stop to wheel stop

Parallel spaces 9 x 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 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.

EY. Improvement of Parking Areas. All parking areas and drives, shall be ready for use upon occupying a building and shall be surfaced with a minimum of two inches of hot-mix asphaltic concrete on a minimum four inch compacted stone base, or Portland cement concrete paving of equal strength. All such drives and off-street areas used by vehicles, except those serving single and two family dwellings, shall have curbs. The City Administrator may grant an extension by issuing a temporary certificate of occupancy when weather conditions are not satisfactory for placing paving materials.

No parking spaces shall be located within six 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 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-0 no parking area in a front yard shall extend closer than ten feet to the right of

way and no parking area in a side yard of a corner lot shall extend closer than four feet to a street. In Districts C-1 to M-2 no parking area shall extend closer than four 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 a greater setback requirements do not prevail, the back of the curb of a paved parking area shall not be closer than four 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. A portion of the parking area required by this ordinance 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.

5. Screening and Landscaping. All open automobile parking areas containing more than four 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 feet high or more than six feet high, or a densely-planted compact hedge not less than five feet in height.

SECTION 25. SIGNS

- EZ. All signs, as hereinafter defined, shall be regulated as to location, type, size and number in all zoning districts in the City of Harrisonville. In addition to the standards and regulations contained herein, signs shall also be subject to building and other codes of the City of Harrisonville.
- FA. Definitions. Words and terms used in this section are defined as follows for purposes of applying the regulations of this section:

1410 Norfolk Dr.:



1001 Green St.:



3106 Krissy Bend:



2420 Dry Creek Dr.:



3209 Steel Wheel Dr.:



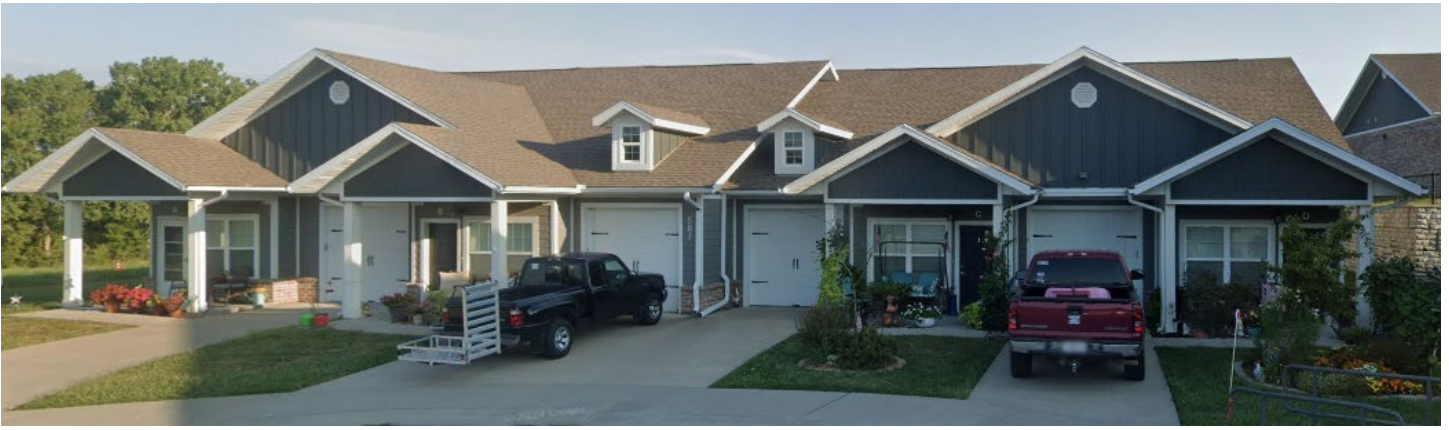
503 Timber Dr.:



505 Timber Dr.:



507 Timber Dr.:



509 Timber Dr.:



511 Timber Dr.:



513 Timber Dr.:



515 Timber Dr.:



517 Timber Dr.:



519 Timber Dr.:



521 Timber Dr.:



523 Timber Dr.:



525 Timber Dr.:



700 Fairlane:



306 E. Forest St.:



1316 Norfolk Dr.:



407 E. South St.:



3001 Canyon Way:



3102 Krissy Bend:



509 Village Ln.:



516 Hamlet Dr.:



2202 Burris Dr.:



2302 Burris Dr.:



1322 Norfolk Dr.:



2901 Abbey Ln.:



207 W. Mechanic St.:



1318 Norfolk Dr.:



2213 Burris Dr.:



2301 Burris Dr.:



310 N. Clearwater Dr.:



2515 East Outer Rd.:



1710 Blueberry Dr.:



2908 Canyon Dr.:



1406 Norfolk Dr.:



902 S. Butler Dr.:



2210 Burris Dr.:



1102 E. South St.:



901 W. Mechanic St.:



3009 Canyon Dr.:



301 Missouri Ave.:



3015 Canyon Way:



503 Cottage Ln.:



2419 Dry Creek Dr.:



500 Fieldcrest Dr.:



109 Trinity Cir.:



302 N. King Ave.:



508 Cottage Ln.:



2903 Abbey Ln.:



905 Green St.:



2301 Dry Creek Dr.:



604 E. Forest St.:



2909 Canyon Way:



2501 Jones Ranch Pkwy.:



2416 Dry Creek Dr.:



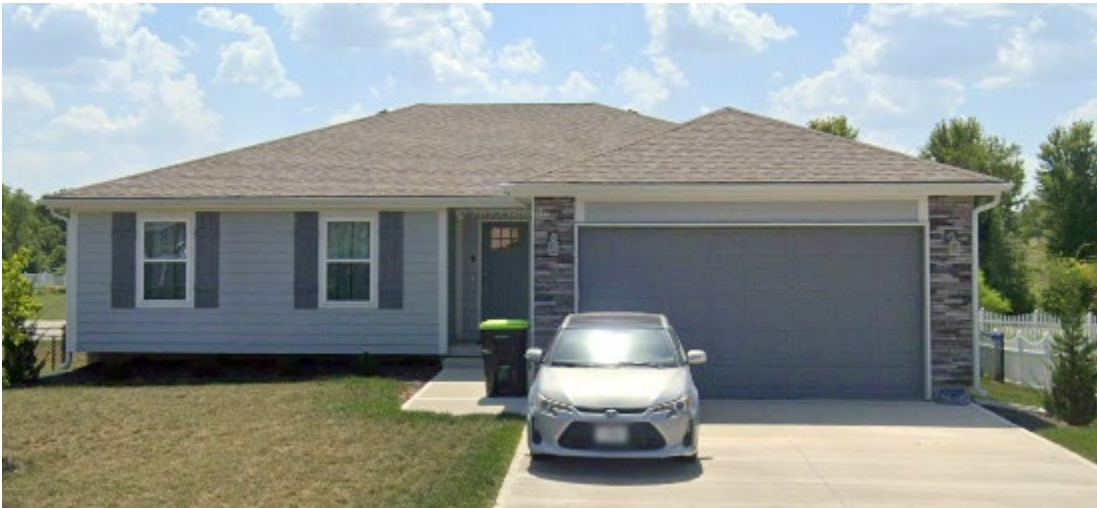
402 Sycamore St.:



2502 Twin Oaks Dr.:



3111 Krissy Bend:



3011 Canyon Way:



2405 Dry Creek Dr.:



2305 Burris Dr.:



3200 Steel Wheel Dr.:



2305 Dry Creek Dr.:



2611 Meadowlark Dr.:



2902 Canyon Way:



3005 Canyon Way:



2110 Burris Dr.:



2510 Burris Dr.:



3109 Junction Dr.:



3106 Katy Trail Dr.:



1427 Norfolk Dr.:



2309 Burris Dr.:



2310 Burris Dr.:



2513 Burris Dr.:



1415 Norfolk Dr.:



2111 Burris Dr.:



2205 Burris Dr.:



2209 Burris Dr.:



3206 Steel Wheel Dr.:



1430 Norfolk Dr.:



2314 Burris Dr.:



2313 Burris Dr.:



1423 Norfolk Dr.:



2407 Dry Creek Dr.:



200 E. Chestnut St.:



401 N. Lexington St.:



1319 Norfolk Dr.:



2501 Burris Dr.:



628 & 630 Morningview Dr.:



1916 Eagle Dr.:



1920 Eagle Dr.:



1912 Eagle Dr.:



1804 Eagle Dr.:



2005 Eagle Dr.:



1917 Eagle Dr.:



2004 Eagle Dr.:



2401 Burris Dr.:



1900 Eagle Dr.:



1904 Eagle Dr.:



1808 Eagle Dr.:



1908 Eagle Dr.:



2204 Pemberton Dr.:



2208 Pemberton Dr.:



2220 Pemberton Dr.:



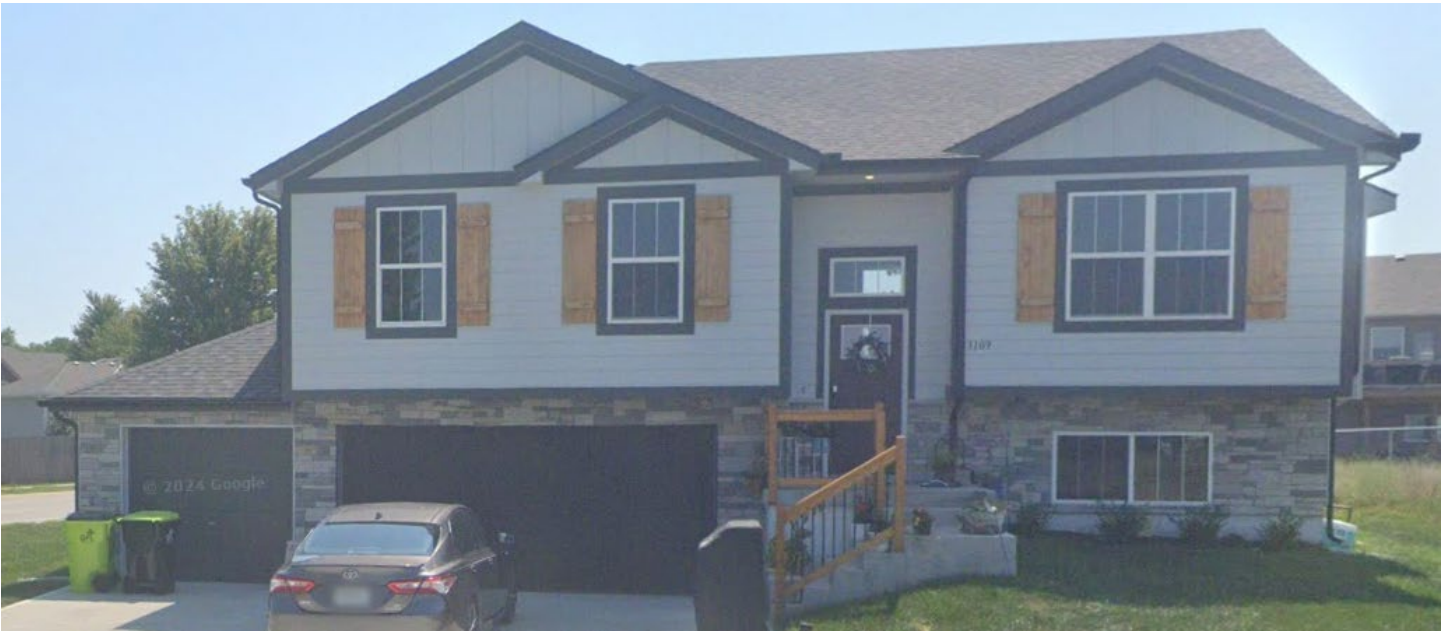
517 Village Ln.:



3102 Katy Trail Dr.:



3109 Whistle Rd.:



2500 Burris Dr.:



2404 Burris Dr.:



1434 Norfolk Dr.:



202 E. Chestnut St.:



303 N. Lexington St.:



2405 Burris Dr.:



3201 Whistle Rd.:



307 N. Lexington St.:



1909 Eagle Dr.:



1905 Eagle Dr.:



1913 Eagle Dr.:



2912 Canyon Dr.:



632 & 634 Morningview Dr.:



1904 Hawk View:



1908 Hawk View:



1912 Hawk View:



3211 Steel Wheel Dr.:



301 E. Washington St.:



1411 Norfolk Dr.:



1407 Norfolk Dr.:



1403 Norfolk Dr.:



1323 Norfolk Dr.:



3104 Krissy Bend:



3201 Steel Cir.:



1203 Beth Blvd.:



2111 Richmond Dr.:



2609 S. East Outer Rd.:



3110 Krissy Bend:



1605 Marvin Ct.:



1601 Marvin Ct.:



1600 Marvin Ct.:



2201 Richmond Dr.:



2404 Jones Ranch Pkwy.:



2408 Jones Ranch Pkwy.:



1604 Marvin Ct.:



3002 Canyon Dr.:



1501 Hunter Dr.:



2400 Burris Dr.:



509 Hamlet Dr.:



1500 Hunter Dr.:



2407 Jones Ranch Pkwy.:



1603 Marvin Ct.:



3013 Canyon Way:



2914 Canyon Dr.:



3200 Junction Dr.:



1602 Marvin Ct.:



1707 S. Edgevale Dr.:



2905 Canyon Way:



3115 Krissy Bend:



1203 Oakvale Dr.:



2202 Richmond Dr.:



1207 Lady's Ln.:



106 E. Walker Dr.:



2203 Richmond Dr.:



1209 Lady's Ln.:



525 Village Ln.:



2205 Richmond Dr.:



2207 Richmond Dr.:



1208 Lady's Ln.:



1206 Lady's Ln.:



3212 Steel Wheel Dr.:



401 W. North St.:



1905 Hawk View:

1900 Hawk View:

1901 Eagle Dr.:

2001 Eagle Dr.:

1901 Hawk View:

1921 Eagle Dr.:

2212 Pemberton Dr.:

705 N. Lake Ave.:

503 N. Lexington St.:

2224 Pemberton Dr.:

2216 Pemberton Dr.:

400 W. North St.:

901 Butler Ter.:

Modular permitted in 2018, on property zoned Single-Family Residential (R-1) District:

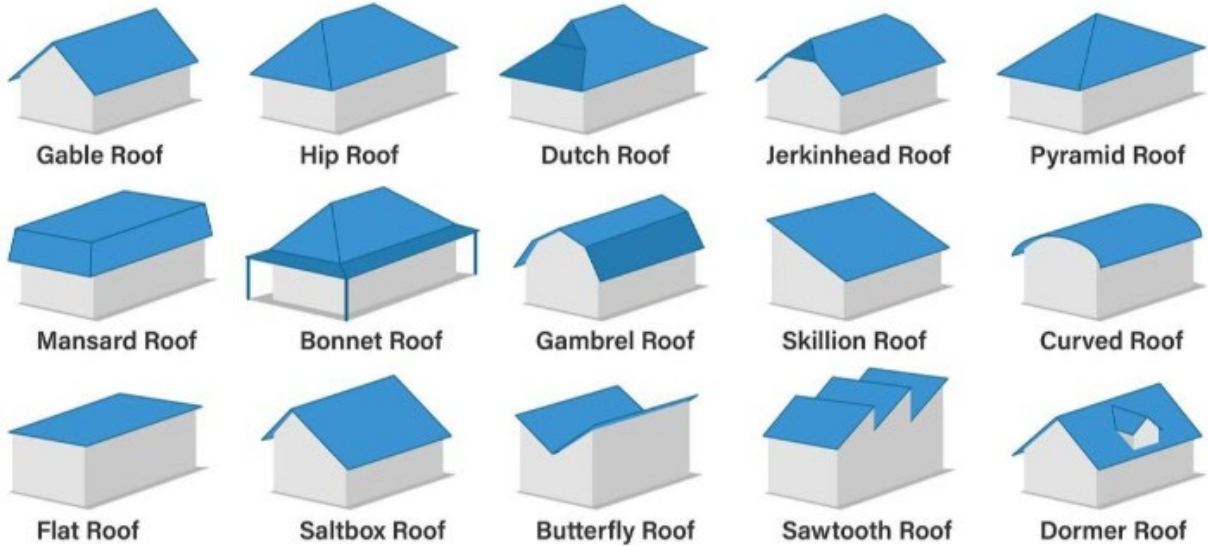


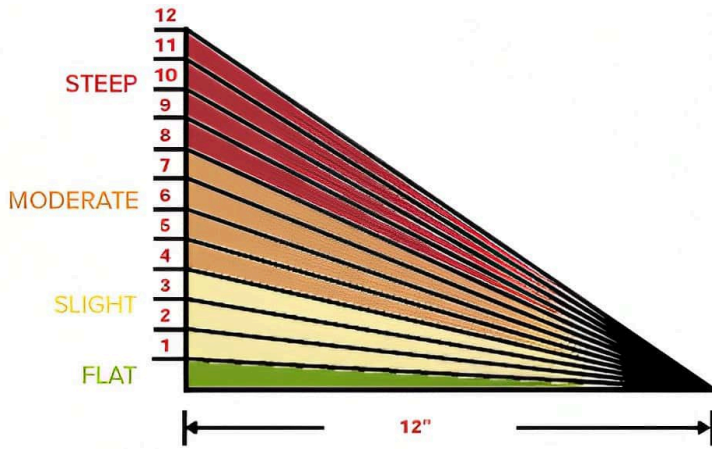
Eaves:



Roofs:

Different Types of Roofs





Exterior (Finishing) Building Materials:

Masonry (Adobe, Stucco, EIFS, Brick, Brick Veneer, Stone, Rock, Concrete Block), Vinyl Siding, Fiber Cement Siding, Wood or Wood Products

Land Use Table (amended November, 2025)

Land Use/Zoning District	A	E	R-1	R-1B	R-1M	R-2	R-2B	R-3	R-4	C-0	C-1	CBD-1	CBD-2	C-2	M-1	M-2
Agriculture																
Abattoir																
Agriculture	P															
Apiary	P	P														
Aviary	P															
Campground	S															
Dairy Farming	P															
Farming	P															
Fish Hatcheries, Apiaries, Aviaries	P															
Forests, Wildlife and Conservation Preserves	P															
Fur Farming	P															
Livestock and Poultry Raising	P															
Marijuana Cultivation Facility	P														P	P
Mushroom Barns and Caves	P															
Truck Garden	P															
Riding Stables and Tracks	P															
Sale or Marketing of Products Raised on Premises	P															
Residential																
Accessory Dwelling Unit	P	P	P	P												
Cluster or Cottage Housing			P	P		P	P	P	P				P			
Dwelling, Apartment Complex									P				P	P		
Dwelling, Garden Apartments								P		P						
Dwelling, Loft											P	P	P			
Dwelling, Multi-Family									P			P	P			
Dwelling, Patio Home								P		P						
Dwelling, Single-Family	P	P	P	P		P	P	P	P	P			P			
Dwelling, Town Home								P		P						
Dwelling, Two-Family or Duplex						P	P	P	P	P			P			
Dwelling, Zero Lot Line Home								P		P						
Manufactured Home					P											
Mobile Home					P											
Modular Home (w/permanent foundation)	P	P	P	P	P	P	P	P	P	P			P			
Institutional																
Cemeteries	S									S	S	S	S	S	S	S
Charity and Welfare													P	P		

Land Use/Zoning District	A	E	R-1	R-1B	R-1M	R-2	R-2B	R-3	R-4	C-0	C-1	CBD-1	CBD-2	C-2	M-1	M-2
Church, Synagogue, Place of Worship	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Community Building (Publicly Owned and Operated)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Correctional Facility	S									S	S	S	S	S	S	S
Cultural Exhibits and Services				S*			S*					P	P	P		
Fairgrounds	S	S								S	S	S	S	S	S	S
Fire Station	P	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Library, Public	P			S*			S*			P	P	P	P	P		
Museums, Public	P			S*						P	P	P	P	P		
Parks and Playgrounds (Publicly Owned)	P	P	P	P	P	P	P	P		P	P					
Penal Institution	P															
Philanthropic or Eleemosynary Institution	P															
Picnic Grove	P															
Police	P															
Post Office										P	P	P	P	P		
Public Administration Building	P															
Schools, Public or Private	P	P	P	P		P	P	P		P	P	P	P	P		
Schools, Trade														P		
Sewage Treatment Facilities	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Substation, Electric Utility	P	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Swimming Pool, Commercial														P		
Swimming Pool, Public			P	P		P	P	P		P	P					
Towers, Microwave Transmitting and/or Receiving	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Towers and Stations, Radio or TV	S									S	S	S	S	S	S	S
Utility Facility, Public or Private	P	S	S	S	P	S	S	S	S	S	P	P	P	P	P	P
Water Tower or Storage Facility	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Water Treatment Facility	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Commercial																
Adult Arcade														S		
Adult Business Establishment																S
Adult Entertainment Facility														S		
Adult Media Outlet																S
Animal Hospital, Small	S									S	P	S	S	S	S	S

Land Use/Zoning District	A	E	R-1	R-1B	R-1M	R-2	R-2B	R-3	R-4	C-0	C-1	CBD-1	CBD-2	C-2	M-1	M-2
Antiques											P	P	P	P		
Appliance Repairs, Small											P	P	P	P		
Art Gallery										P	P	P	P	P		
Art Studio				p*			p*									
Artist and Hobby Supplies											P	P	P	P		
Assembly and Meeting Halls														P		
Assisted Living Facility								P	P					P		
Athletic and Baseball Fields, Commercial	S									S	S	S	S	S	S	S
Athletic and Baseball Fields, Non-Commercial	P	P	P	P	P	P	P	P	P							
Automobile Repair and Washing														P		
Automobile Salvage or Wrecking Yard or Tow Lot															S	S
Automobile Service Station														P		
Automobile Supplies													P	P		
Automotive Equipment, Trucks, Trailers, Boats, Camping Accessories, Tools, Farm Machinery and Supplies, Building Supplies and Lawn Accessories (Sale at Retail or Wholesale or Rental of)														P		
Bar											P	P	P	P		
Barber or Beauty Shop				p*			p*			P	P	P	P	P		
Bathroom														S		
Bed and Breakfast	S	S	S	S*			S*									
Bicycle Sales											P	P	P	P		
Body Shop															P	P
Brew Pub											P	P	P	P	P	
Brewery															P	P
Brewery, Micro											P	P	P	P	P	
Bridal Shop				S*			S*					P	P	P		
Cleaning of Commodity (not Junk or Salvage)															P	P
Cleaning, Pressing and Dyeing Plants (Including Laundries)																P
Clinic										P	P	P	P	P		
Club												P	P	P		
Coffee Shop				S*			S*			P	P	P	P	P		
Contractor's Supplies and Equipment, Sales and Service																P

Land Use/Zoning District	A	E	R-1	R-1B	R-1M	R-2	R-2B	R-3	R-4	C-0	C-1	CBD-1	CBD-2	C-2	M-1	M-2
Convenience Store, w/o Pumps												P	P	P		
Custom Maintenance													P	P		
Crematorim--Human or Animal															S	S
Day Care Center										P	P			P		
Day Care Home (10+ Children)	S	S								P	P			P		
Delivery Services													P	P		
Drive-in Theater	S									S	S	S	S	P		
Driving Range	S									P	P			P		
Drug Store											P	P	P	P		
Dry Cleaning											P	P	P	P		
Entertainment Facility, Public or Private													P	P		
Equipment Repair, Small													P	P		
Escort Agency														S		
Establishments which serve or sell alcoholic beverages											P	P	P	P		
Event Venue												S	S	S		
Exposition Center/Building(s)	S									S	S	S	S	S	S	S
Exterminating and Disinfecting Services														P		
Farm Supplies and Equipment, Sales and Service																P
Financial Institution				p*							P	P	P	P		
Flower Shop				S*			S*				P	P	P	P		
Funeral Home	S	S	S							S	S	S	S	S	S	
Furniture and Appliances, Retail											P	P	P	P		
General Repair and Fix-It Shop														P		
Gift Shop				S*			S*				P	P	P	P		
Golf Courses and Clubhouses (Private)	P		P	P		P	P	P		P	P					
Greenhouse, Nursery (Commercial)	P									S	S	S	S	P	S	S
Group Boarding Home	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Handcrafting													P	P		
Hardware and Paint, Retail											P	P	P	P		
Hospital	P	S	S	S	S	S	S	S	S	P	P	S	S	S	S	S
Hotel												P	P	P		
Hydroponic Farm, Commercial	S									S	S	S	S	S	S	S
Interior Decorating				p*			p*				P	P	P	P		
Intermediate Care Facility								P	P					P		

Land Use/Zoning District	A	E	R-1	R-1B	R-1M	R-2	R-2B	R-3	R-4	C-0	C-1	CBD-1	CBD-2	C-2	M-1	M-2
Investigative and Protective Services												P	P	P		
Janitorial Services														P		

Land Use/Zoning District	A	E	R-1	R-1B	R-1M	R-2	R-2B	R-3	R-4	C-0	C-1	CBD-1	CBD-2	C-2	M-1	M-2
Jewelry Store				S*			S*				P	P	P	P		
Kennel, Commercial	P													P	S	S
Laundry											P	P	P	P		
Marijuana Dispensary Facility										P	P			P		
Marijuana Testing Facility										P	P			P	P	P
Massage Establishment		S	S	S										P		
Medical or Dental Offices or Labs				p*			p*			P	P	P	P	P		
Medical Supplies											P	P	P	P		
Miniature Golf														P		
Mortuary	S	S	S							P	P	S	S	S	S	
Motel												P	P	P		
Motorcycle Sales													P	P		
Movie Rentals											P	P	P	P		
Music Supplies											P	P	P	P		
Novelties											P	P	P	P		
Nursing Home	P	S	S													
Office, Real Estate				S*			S*			P	P	P	P	P		
Offices, Administrative or Professional				p*			p*			P	P	P	P	P		
Offices, General											P	P	P	P		
Optical Shop											P	P	P	P		
Outpatient Facility, Alcohol or Drug Abuse											P	S	P	P		
Pawnshop/Small Loan Establishment														S		
Performing Arts Theatre											P	P	P	P		
Pet Grooming (with all animals kept indoors)														P		
Petroleum Products (not dispensing or bulk plants)													P	P		
Photography Service				p*			p*				P	P	P	P		
Photographic Equipment											P	P	P	P		
Recreational Facility, Non-Commercial					P								P	P		
Recreational Facility, Commercial	S									S	S	S	S	S	S	S
Recreational Park, Commercial													P	P		
Residential Care Facility	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Residential Facility, Alcohol or Drug Abuse											S	S	S	S		
Restaurant											P	P	P	P		
Retail Store											P	P	P	P		

Land Use/Zoning District	A	E	R-1	R-1B	R-1M	R-2	R-2B	R-3	R-4	C-0	C-1	CBD-1	CBD-2	C-2	M-1	M-2
Sanitarium	P															
Seamstress and Tailoring				P*			P*				P	P	P	P		
Shoe Repairs											P	P	P	P		
Short-Term Rental	P	P	P	P		P	P					P	P			
Special Care Facilities	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S
Sports-Related Activity or Facility, Commercial	S									S	S	S	S	S	S	S
Tattoo, Piercing and Branding Establishments												S		S		
Tobacco Products, Retail											P	P	P	P		
Toys and Sporting Goods, Retail											P	P	P	P		
Trailer Camp/RV Park	S													S		
Veterinarian	P									S	S	S	S	S	S	S
Industrial																
Airport and/or Landing Fields, Public/Private	S														S	S
Asphalt and/or Concrete Batch Plant	S														S	S
Assembling															P	P
Bakery														P		
Bottling														P		
Building Materials Stores and Yards																P
Bus Barns or Lots																P
Cold Storage Plant																P
Composting, Fertilizer Manufacture (Commercial)																
Contractor's Shop and/or Yard (including construction equipment and/or materials storage areas)	S													S	S	S
Creosote Manufacture or Treatment																
Disassembling															P	P
Distillation of Bones, Fat Rendering, Glue Manufacture																
Dumping, Reduction or Incineration of Garbage, Offal or Refuse																
Fabrication															P	P
Farm Implement Repair Service	S													P	S	S
Film Production												P	P	P	P	P
Freight Terminal															P	P

Land Use/Zoning District	A	E	R-1	R-1B	R-1M	R-2	R-2B	R-3	R-4	C-0	C-1	CBD-1	CBD-2	C-2	M-1	M-2
Frozen Foods (Including Lockers)														P		
Machine and Welding Shop																P
Manufacture or Assembly of products to be sold at retail on the premises												P	P	P	P	
Manufacturing															P	P
Marijuana-Infused Products Manufacturing Facility															P	P
Mini-Warehouse Facility														S	S	
Oil and/or Gas Drilling and Production	S														S	S
Packaging														S	P	P
Petroleum Storage																P
Plumbing and Sheet Metal Shop																P
Printing and Publishing											P	P	P	P		
Processing														S	P	P
Quarrying, Mining or Removal and Processing of Sand, Gravel or Stone	S														S	S
Radio or TV Studio (w/o Broadcasting Towers)										P	P	P	P	P		
Railroad Rights-of-Way (Excluding Railroad Yards)	P	P	P	P		P	P	P		P	P					
Refining of Petroleum or Coal Oil																
Repairing															P	P
Research Service and Laboratory														P	P	P
Retail Sales of Concrete from Small Batch Plant														S		
Salt Works, Stockyards or Slaughter of Animals or Fowl																
Salvage and Scrap Metals (Handling, Storage, or Processing)	S														S	S
Sanitary Landfills	S														S	S
Servicing or Testing of Commodities (except Junk or Salvage)															P	P
Storage															P	P
Storage of Boat, Recreational Vehicle, and/or Any Other Vehicle	S									S	S	S	S	S	S	S
Storage, Curing or Tanning of Raw Hides or Skins																

Land Use/Zoning District	A	E	R-1	R-1B	R-1M	R-2	R-2B	R-3	R-4	C-0	C-1	CBD-1	CBD-2	C-2	M-1	M-2	
Truck and Bus Storage and Service																	P
Warehousing														S	P		P
Wholesaling													P	P	P		P

P*=Permitted Use on Mechanic or Independence Street.

S*=Permitted with an Approved Special Use Permit on Mechanic or Independence Street.