



**AGENDA
CITY OF HARRISONVILLE
BOARD OF ALDERMEN
REGULAR MEETING
CITY HALL
DECEMBER 15, 2025
6:00 PM**

- 1. Call to Order**
 - A. Pledge of Allegiance**
 - B. Roll Call**
- 2. Ceremonial Matters**
- 3. Public Participation**
- 4. Approval of Minutes**
 - A. Board of Aldermen Minutes - Regular Meeting - December 1, 2025**
 - B. Board of Aldermen Minutes - Work Session - December 1, 2025**
- 5. Agenda Items**
 - A. Council Bill 77: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE APPROVING A FINAL PLAT FOR *WASHINGTON PLACE, LOTS 1 – 4* LOCATED NORTH OF E. WASHINGTON STREET AND WEST OF HIGHLAND DRIVE ON PROPERTY LOCATED AT 400 E. WASHINGTON STREET IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI.**
 - B. Council Bill 78: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI AMENDING SECTIONS 410.160, 410.320, 410.350, 410.450, 410.470.E, 410.490.B, 410.490.C, 410.490.D, AND 410.530.B, UNDER CHAPTER 410—SUBDIVISION REGULATIONS, IN TITLE IV—LAND USE REGULATIONS OF THE HARRISONVILLE MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE.**
 - C. Council Bill 79: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI AMENDING SECTIONS 405.565.E**

AND 405.570, UNDER CHAPTER 405—ZONING REGULATIONS, IN TITLE IV—LAND USE REGULATIONS OF THE HARRISONVILLE MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE.

- D. Council Bill 80: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE AUTHORIZING THE CITY ADMINISTRATOR TO ENTER INTO A MISSOURI HIGHWAYS AND TRANSPORTATION, CITY OF HARRISONVILLE AND THE FEDERAL AVIATION ADMINISTRATION TO ENTER INTO A STATE BLOCK GRANT PROGRTRAM MEMORANDUM OF AGREEMENT AND ESTABLISHING AN EFFECTIVE DATE.**
 - E. Council Bill 81: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE AMENDING SECTION 125.260 OF THE CITY CODE REGARDING FAILURE TO APPEAR IN MUNICIPAL COURT**
 - F. Council Bill 82: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE AMENDING SECTION 125.320 OF THE CITY OF HARRISONVILLE, MISSOURI MUNICIPAL CODE REGARDING “COURT COSTS.”**
- 6. Aldermen and Committee Reports**
 - 7. Report from the City Administrator**
 - A. Municipal Court Report November 2025**
 - 8. Questions from the Media**
 - 9. Adjourn from Regular Session**

Posted on City Hall Bulletin Board this 12th day of December, 2025.

Daniel Barnett, City Clerk

Public participation during regular meetings of the Board of Aldermen shall be limited to those who have submitted a completed agenda request form. 2 Each person wishing to address the Board during regular meetings of the Board of Aldermen on a topic not on the agenda shall submit a completed agenda request form five (5) business days prior to the meeting the person wishes to address the Board. If the agenda request concerns a complex issue requiring staff research time, the opportunity to address the Board may be moved to

a future meeting instead of the meeting immediately following the submission of the agenda request form. 3. Those that have submitted a completed agenda request form shall be limited to three (3) minutes to address the Board, this time cannot be yielded to another person and this time may be extended in three (3) minutes increments only upon a majority vote of the members of the Board of Aldermen, with each additional three (3) minute increment requiring an additional majority vote of the members of the Board of Aldermen.



**MINUTES
CITY OF HARRISONVILLE
BOARD OF ALDERMEN
REGULAR MEETING
CITY HALL
DECEMBER 1, 2025
6:00 PM**

1. Call to Order

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

A. Pledge of Allegiance

B. Roll Call

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

Others present: City Administrator Brad Ratliff, City Attorney Steve Mauer (remote), Assistant City Administrator Jeremy Smith, Fire Chief Rusty Sullivan, Community Development Director Christina Stanton, Parks Director Grant Purkey, Police Chief Darla Harris, Public Works Director Matt Carver, Economic Development Director Jim Clarke, Executive Secretary to the City Administrator Theresa West and City Clerk Daniel Barnett – recording.

2. Ceremonial Matters

None

3. Public Participation

None

4. Approval of Minutes

A. Board of Aldermen Minutes - Regular Meeting - November 17, 2025

RESULT: Passed
MOVER: Alderman Kiley Chaney
SECONDER: Gary Davidson
AYES: Bill Mills, Larry Pfautsch, Gary Davidson, Kiley Chaney, Marcia Milner, Matt Turner, Sandy Franklin
EXCUSED: Dave Doerhoff

B. Board of Aldermen Minutes - Work Session - November 17, 2025

RESULT: Passed
MOVER: Alderman Larry Pfautsch
SECONDER: Matt Turner
AYES: Bill Mills, Larry Pfautsch, Gary Davidson, Kiley Chaney, Marcia Milner, Matt Turner, Sandy Franklin
EXCUSED: Dave Doerhoff

5. Agenda Items

A. Council Bill 75: A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE TO AUTHORIZE THE HARRISONVILLE FIRE DEPARTMENT TO WRITE-OFF A SERIES OF DESIGNATED, UNCOLLECTIBLE DEBTS.

Staff report presented by Assistant City Administrator Smith.

Smith said the list of debts that were included in the packet are debts that are uncollectable by the Harrisonville Fire Department.

Upon passage, Mayor Zaring designated the resolution to be Resolution number 2025-35.

RESULT: Passed
MOVER: Alderman Marcia Milner
SECONDER: Kiley Chaney
AYES: Bill Mills, Larry Pfautsch, Gary Davidson, Kiley Chaney, Marcia Milner, Matt Turner, Sandy Franklin
EXCUSED: Dave Doerhoff

B. Council Bill 74: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE ADOPTING AN OPERATING BUDGET FOR THE CITY OF HARRISONVILLE, MISSOURI, FOR THE FISCAL YEAR JANUARY 1, 2026 THROUGH DECEMBER 31, 2026

City Attorney Mauer read the ordinance for the second time.

City Administrator Ratliff said the proposed budget contains a 1.2-percent increase, as compared to the City's 2025 operating budget.

Upon passage, Mayor Zaring designated the ordinance to be Ordinance number 3753.

RESULT:	Passed
MOVER:	Alderman Kiley Chaney
SECONDER:	Bill Mills
AYES:	Bill Mills, Larry Pfautsch, Gary Davidson, Kiley Chaney, Marcia Milner, Matt Turner, Sandy Franklin
EXCUSED:	Dave Doerhoff

C. PUBLIC HEARING: A Preliminary and Final Plat for *Washington Place, Lots 1 - 4* located north of E. Washington Street and west of Highland Drive

Mayor Zaring opened the public hearing at 6:05 p.m.

Staff report presented by Community Development Director Stanton.

Stanton said the applicant is Chris Derry, of Corwood Homes LLC.

Stanton said the property is currently zoned Downtown Fringe Business (CBD-2) District.

Stanton said the applicant is proposing to Preliminary and Final Plat the four lots as shown on the exhibits included in the agenda packet.

Stanton spoke about the property as it compares to the City's 2040 Comprehensive Plan, stating that a key priority for the place type includes the development of new, complementary buildings on existing vacant lots.

Stanton said, 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 recommended that the Planning and Zoning Commission recommend acceptance of the Preliminary Plat as stated.

Stanton said the Planning and Zoning Commission recommended approval of the final plat, as long as it is:

- *Substantially the same as the approved preliminary plat.*
- *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.*
- *There has been compliance with any condition that may have been attached to the approval of the preliminary plat or applicable zoning ordinance.*

Stanton said City staff recommend approval of the proposed Preliminary and Final Plat for Washington Place, Lots 1-4.

Alderwoman Milner asked where lots 2, 3 and 4 would have access to their properties.

Stanton said lots 2-4 would access from E Washington Street, while lot 1 would access from S Highland Drive.

Alderman Turner asked about an unmaintained, 15-foot alley on the north side of the property, and whether or not it should be vacated.

Public Works Director Carver said it has not been maintained or used.

Stanton said staff would need to review the utilities near the alley to determine the need for an easement, before making a decision about vacating the alley.

Mayor Zaring closed the public hearing at 6:11 p.m.

D. Council Bill 76: A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE APPROVING THE PRELIMINARY PLAT OF WASHINGTON PLACE, LOTS 1 – 4 LOCATED NORTH OF E. WASHINGTON STREET AND WEST OF HIGHLAND DRIVE ON PROPERTY LOCATED AT 400 E. WASHINGTON STREET IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI.

Upon passage, Mayor Zaring designated the resolution to be Resolution number 2025-36.

RESULT:	Passed
MOVER:	Alderman Sandy Franklin
SECONDER:	Marcia Milner
AYES:	Bill Mills, Larry Pfautsch, Gary Davidson, Marcia Milner, Matt Turner, Sandy Franklin
NAYS:	Kiley Chaney
EXCUSED:	Dave Doerhoff

E. Council Bill 77: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE APPROVING A FINAL PLAT FOR WASHINGTON PLACE, LOTS 1 – 4 LOCATED NORTH OF E. WASHINGTON STREET AND WEST OF HIGHLAND DRIVE ON PROPERTY LOCATED AT 400 E. WASHINGTON STREET IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI.

City Attorney Mauer read the ordinance for the first time.

Mayor Zaring announced that the second reading of the ordinance would take place at the December 15, 2025, Board of Aldermen meeting.

F. PUBLIC HEARING: Code Amendments Pertaining to Complete Streets - Continued from October 20, 2025

Mayor Zaring opened the public hearing at 6:13 p.m.

Staff report presented by Community Development Director Stanton.

Stanton said the proposed code Amendments seek to implement the City's Complete Streets Policy, which was adopted on November 18, 2024.

Stanton said 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."

Stanton said the proposed 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', and defining the ADA brick paver to be "dark brick red" in color, manufactured by Access Tile Tactile Systems, model No. "Colonial Red", or equivalent.

Stanton said City staff recommend approval of the proposed code amendments.

Alderman Pfautsch asked if the proposed changes will impact any ongoing projects.

Stanton said the changes would be in affect for any designs received after the ordinance takes effect, if passed.

Mayor Zaring closed the public hearing at 6:20 p.m.

G. Council Bill 78: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI AMENDING SECTIONS 410.160, 410.320, 410.350, 410.450, 410.470.E, 410.490.B, 410.490.C, 410.490.D, AND 410.530.B, UNDER CHAPTER 410—SUBDIVISION REGULATIONS, IN TITLE IV—LAND USE REGULATIONS OF THE HARRISONVILLE MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE.

City Attorney Mauer read the ordinance for the first time.

Mayor Zaring announced that the second reading of the ordinance would take place at the December 15, 2025, Board of Aldermen meeting.

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

Mayor Zaring opened the public hearing at 6:21 p.m.

Staff report presented by Community Development Director Stanton.

Stanton said the 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.*
- *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.*

Stanton said City staff have 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.

Stanton said several of Harrisonville's 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.

Stanton said Harrisonville's current Municipal Code only allows modular homes to be placed on property zoned Estate (E) and Manufactured Home Park (R-1M) Districts.

Stanton said a majority of other communities allow modular homes to be placed in any district that allows single-family, provided the structure is placed on a permanent foundation.

Stanton said City staff recommend approval of the proposed code amendments.

Alderman Pfautsch asked if a homeowner's association prohibited modular homes, would the proposed ordinance override the HOA.

City Administrator Ratliff said the City would allow the HOA to make a decision between themselves and the property owner.

Daniel Stone of Three Stone Homes (3105 N MO-291 Highway) – Stone spoke to the rigorous process a modular home goes through to be approved by the State of Missouri before it can be placed onto a permanent foundation.

Stone said his company would build above the State's standard and would be sure to meet the local jurisdiction's requirements.

Stone spoke to the differences between a manufactured home and a modular home and the requirements for each.

Mayor Zaring closed the public hearing at 6:34 p.m.

I. Council Bill 79: AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI AMENDING SECTIONS 405.565.E AND 405.570, UNDER CHAPTER 405—ZONING REGULATIONS, IN TITLE IV—LAND USE REGULATIONS OF THE HARRISONVILLE MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE.

City Attorney Mauer read the ordinance for the first time.

Mayor Zaring announced that the second reading of the ordinance would take place at the December 15, 2025, Board of Aldermen meeting.

6. Aldermen and Committee Reports

Alderwoman Franklin reminded those in attendance about the ongoing 12 Days of Santa Paws with Harrisonville Parks and Recreation, to benefit local pet owners in need. Franklin thanked the Public Works staff for their work to clear the roads during today's snowstorm.

Alderman Davidson reminded all in attendance to drive carefully during the poor weather conditions this winter.

Alderman Mills reminded all in attendance about the Christmas on the Square event on December 6.

Alderman Pfautsch encouraged all to donate to the upcoming Shop With a Cop event on December 13.

7. Report from the City Administrator

City Administrator Ratliff reminded the Board about a series of upcoming community events.

Ratliff informed the Board that surveys and legal descriptions of the property included in the Royal Street Extension project should be received by City staff this week.

Ratliff said the contractor for the James Street to Blueberry Drive Storm Water Drainage Improvements project is 88-percent complete and hopes to have the project finalized in the coming weeks.

Ratliff said the contractors for the Ash Street Bridge over Towne Creek project has completed the placement of the

rebar and the pouring of concrete for the culvert/arch bridge support.

Ratliff informed the Board that the ordinance required for the Airport Obstruction Analysis project with the Missouri Department of Transportation will be on the agenda for the December 15, Board of Aldermen meeting.

Ratliff announced that the City's Infiltration and Inflow program will be advertised and bid in early February of 2026.

Ratliff said City staff and HDR are working on the scope of services and fees for the Raw Water Transmission Main and Raw Water Pumping Station project.

Ratliff said Parks and Recreation staff are waiting for better weather before applying the final coat of paint to the handrail for the T-Mobile Hometown Grant sidewalk project in City Park. Ratliff said that is the final piece of the project.

Ratliff said three new HVAC units have been installed at the Harrisonville Community Center.

Ratliff spoke about the progress made by MMT Technology and Jack Stack BBQ, as their new facilities will bring over 100 jobs to Harrisonville.

Ratliff thanked the City Public Works staff for working to clear roadways during today's storm.

8. Questions from the Media

None

9. Adjourn from Regular Session

A motion was made by Alderman Davidson to adjourn from the Regular Meeting. The motion was seconded by Alderman Chaney. The motion carried with a unanimous vote. The meeting adjourned at 6:43 p.m.

Mike Zaring, Mayor & Ex-Officio
Chairmen of the Board of Alderman

ATTEST:

Daniel Barnett, City Clerk



**MINUTES
CITY OF HARRISONVILLE
BOARD OF ALDERMEN
WORK SESSION
CITY HALL
DECEMBER 1, 2025
6:30 PM**

1. Call to Order

The meeting was called to order at 7:00 PM by Mayor Mike Zaring.

2. Present

A. Roll Call

Attendee Name	Organization	Title	Status	Arrived
Bill Mills	Harrisonville	Board Member	Present	
Sandy Franklin	Harrisonville	Board Member	Remote	
Larry Pfautsch	Harrisonville	Board Member	Present	Left at 7:38 PM
Matt Turner	Harrisonville	Board Member	Remote	
Dave Doerhoff	Harrisonville	Board Member	Excused	
Marcia Milner	Harrisonville	Board Member	Remote	
Gary Davidson	Harrisonville	Board Member	Present	
Kile Chaney	Harrisonville	Board Member	Present	
Mike Zaring	Harrisonville	Mayor	Present	

Others present: City Administrator Brad Ratliff, Assistant City Administrator Jeremy Smith, Fire Chief Rusty Sullivan, Community Development Director Christina Stanton, Parks Director Grant Purkey, Police Chief Darla Harris, Public Works Director Matt Carver, Economic Development Director Jim Clarke, Executive Secretary to the City Administrator Theresa West, 2A Marketing Sales Director Chris Hagan and City Clerk Daniel Barnett – recording.

3. Discussion Items

A. Educational Materials Discussion

Chris Hagan, Sales Director for 2A Marketing spoke to the Board about the City's partnership with 2A Marketing to educate the community in preparation for the November 4, 2025, election.

Hagan reviewed data points for the education materials used in preparation for the election.

Hagan said 2A Marketing was encouraged to see many of the data points that are now available to the City, if they

desire to attempt to run either of the two items that failed again.

Discussion was held regarding which election in 2026 would be the best election to run a ballot item again, if the Board of Aldermen wanted to.

City Administrator Ratliff spoke about the potential for a long-term awareness campaign with 2A Marketing, to strengthen the public image of the City ahead of a future election.

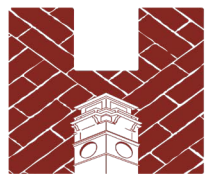
Hagan spoke about the possibility of creating a local advocacy group of non-City staff to serve as a positive voice within the community.

A motion was made by Alderman Davidson to adjourn from the Work Session. The motion was seconded by Alderman Chaney. The motion carried with a unanimous vote. The meeting adjourned at 7:47 p.m.

Mike Zaring, Mayor & Ex-Officio
Chairmen of the Board of Alderman

ATTEST:

Daniel Barnett, City Clerk



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: Board of Aldermen

From: Christina Stanton, AICP, Community Development Director

Date: December 1, 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.
- November 20, 2025—The Planning & Zoning Commission voted 7-0 to recommend approval to the Board of Aldermen.

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

Resolution for the Preliminary Plat of *Washington Place, Lots 1 – 4*

Ordinance for the Final Plat of *Washington Place, Lots 1 – 4*



THE CITY OF HARRISONVILLE

WHERE TRADITION MEETS INNOVATION

PLATTING APPLICATION

Application Type

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

*Staff-only approval required

Applicant and Owner Information

Applicant (Print): 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

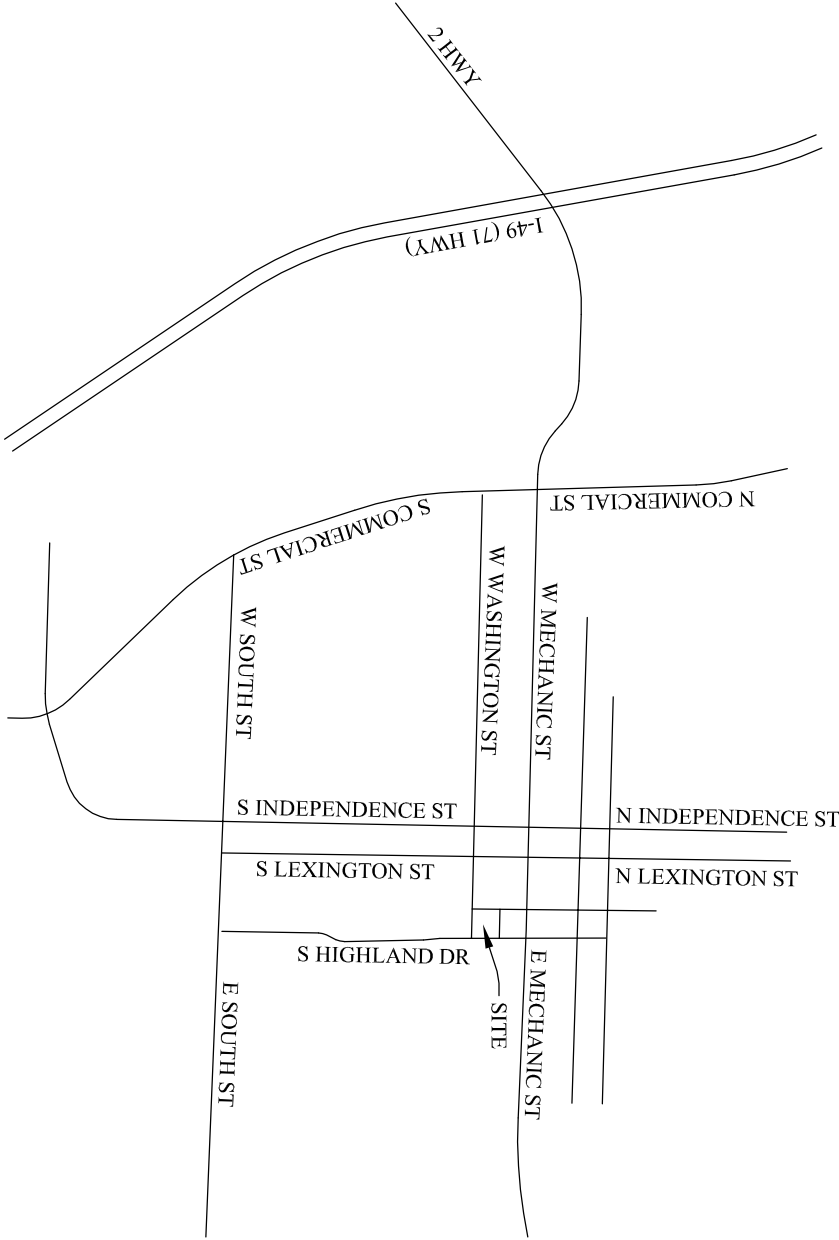
For Office Use Only

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

Aerial Map



ORDERED BY
CORWOOD HOMES
ATTN: CHRIS DERRY
PO BOX 336
RAYMORE, MO 64083
MOBILE: (816) 986-5250



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

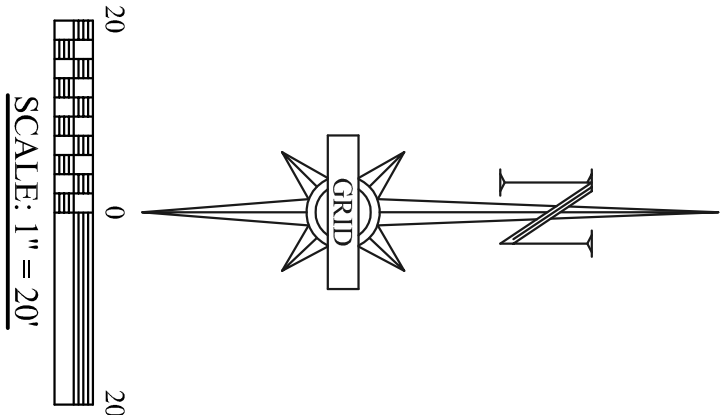
TITLE COMMITMENT

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

- LEGEND**
- F.I.B. FOUND IRON BAR
 - F.I.P. FOUND IRON PIPE
 - S.I.B. SET 1/2" IRON BAR W/CAP LS-2268
 - ⊕ S.I.P. SET CUT PLUS IN CONC "u"



BASIS OF BEARING

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

GRID FACTOR = 0.9999053
RECIPROCAL = 1.0000947

STATION CA-85 STATE PLANE COORDINATES (US SURVEY FEET)
NORTHING = 897586.4200
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.

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



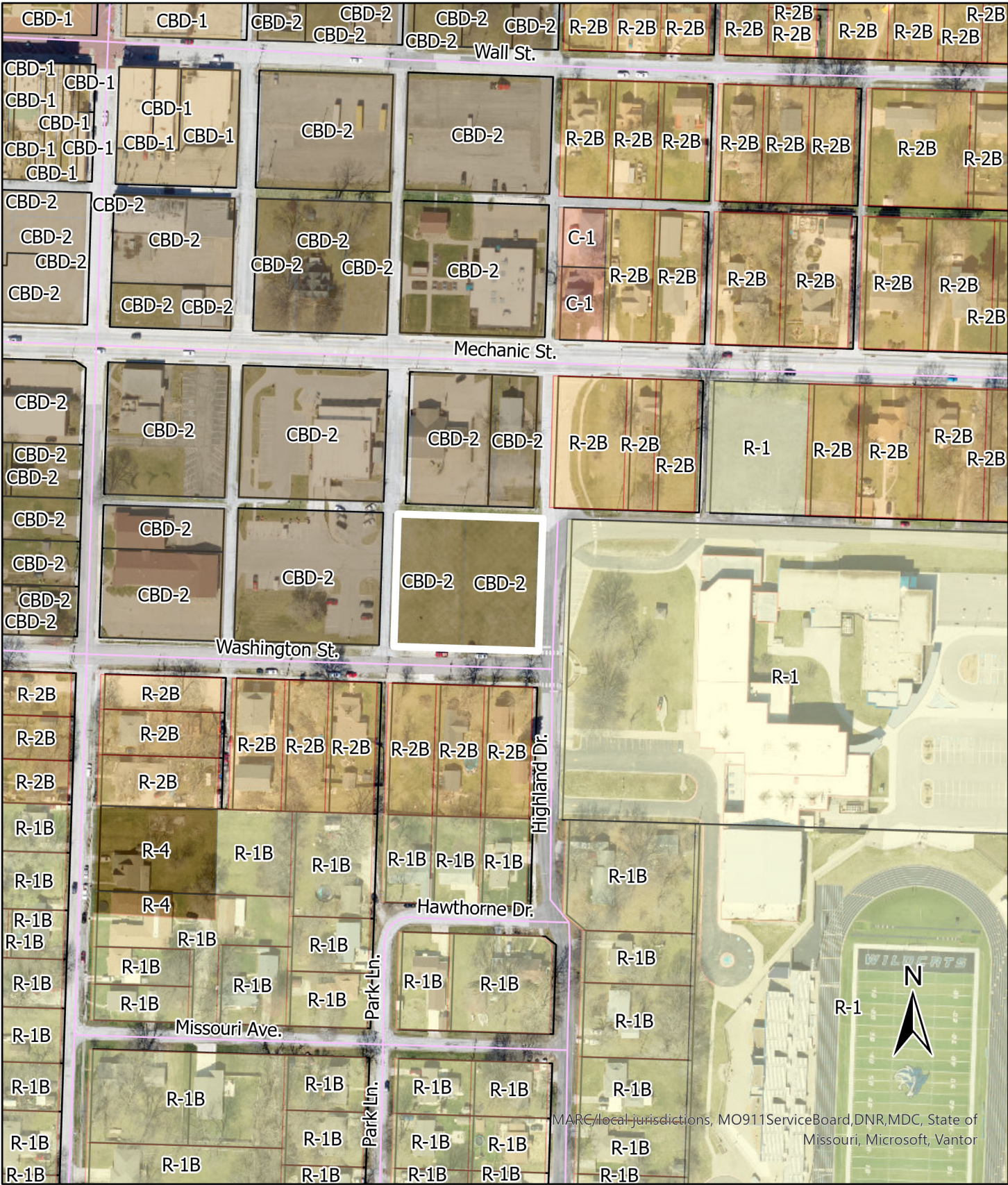
REVISED: 11/12/25 Per City Comments
DWG: City of Harrisonville Block 228.dwg
PROJ: Projects\Cass\Harrisonville\
TYPE: Urban Property Survey

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

DRAWN BY: RLS
CHECKED BY: MHL
DATE: NOVEMBER 12, 2025
SCALE: 1" = 20'

SHT 1 OF 1 | S1

Zoning Map



0 185 370 740 US Feet

Council Bill No.

Ordinance No.

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE APPROVING A FINAL PLAT FOR *WASHINGTON PLACE, LOTS 1 – 4* LOCATED NORTH OF E. WASHINGTON STREET AND WEST OF HIGHLAND DRIVE ON PROPERTY LOCATED AT 400 E. WASHINGTON STREET IN THE CITY OF HARRISONVILLE, CASS COUNTY, MISSOURI.

WHEREAS, the City of Harrisonville, Missouri (the "City") has received an application from Chris Derry, with Corwood Homes, LLC, seeking approval of a Final Plat (Appl. #FP-25-004) for *Washington Place, Lots 1 – 4* on a 0.75-acre tract of land located north of E. Washington Street and west of Highland Drive in the City of Harrisonville, Cass County, Missouri; and

WHEREAS, a legal notice announcing a public hearing to be held on the requested Final Plat application on November 20, 2025, before the Planning & Zoning Commission and on December 1, 2025, before the Board of Aldermen of the City of Harrisonville, Missouri was published in the October 30, 2025, edition of the *Tribune and Times* newspaper; and

WHEREAS, the Final Plat was considered by the Planning and Zoning Commission on November 20, 2025, and, with a vote of 7-0, recommended that the Board of Aldermen approve the requested Final Plat as proposed; and

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

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

Section 1: The Board of Aldermen of Harrisonville, Missouri, hereby approves a Final Plat of *Washington Place, Lots 1 – 4* comprised of a 0.75-acre tract of land located north of E. Washington Street and west of Highland Drive in the City of Harrisonville, Cass County, Missouri.

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

LEGAL 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.

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

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

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

READ FOR THE FIRST TIME BY TITLE ONLY ON THE 1ST OF DECEMBER 2025 AND WAS READ FOR A SECOND TIME BY TITLE ONLY ON THE 15TH DAY OF DECEMBER 2025 AND PASSED BY THE BOARD OF ALDERMEN THIS 15TH DAY OF DECEMBER 2025.

AYES:

NAYS:

AWAY:

ABSENT:

ABSTAIN:

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

ATTEST:

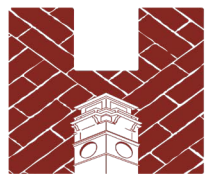
Daniel Barnett, City Clerk

WITNESS my hand and seal this 15th day of December 2025

Attachment I: Aerial Map

Aerial Map





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: Board of Aldermen

From: Christina Stanton, AICP, Community Development Director

Date: December 1, 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.
 - November 20, 2025—The Planning & Zoning Commission heard updates pertaining to this item, which had been continued from the previous meeting. The Planning & Zoning Commission voted 7-0 to recommend approval to the Board of Aldermen.
-

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’, and defining the ADA brick paver to be “dark brick red” in color, manufactured by Access Tile Tactile Systems, model No. “Colonial Red”, or equal.

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.

The Director of Engineering provided the following comments the evening prior to Planning & Zoning Commission: “The street widths shall be in accordance with the Kansas City Metropolitan Chapter of the American Public Works Association (APWA) Section 5200, latest edition, which defines the minimum width of travel one lane (excludes curb & gutter) to be 12 feet for Residential Local; and the minimum width of travel one lane (excludes curb & gutter) to be 10.5 feet to 12 feet for Residential Access. Refer to Table P-1 General Street Design Criteria (attached).” The referenced P-1 Table is from the City of Peculiar’s Design & Construction Manual that was copied from the City of Lee’s Summit’s Design & Construction Manual in 2016. Additionally, staff has found that Section 5200 of the Kansas City Metropolitan Chapter of the American Public Works Association (known as KC APWA) was eliminated by a vote of their membership on December 14, 2018. The previous version was last updated in 1996. Staff has concluded that this is likely why many of the surrounding communities have adopted portions of these standards within their own Design & Construction Manuals or City Codes. After comparing the 1996 KC APWA, Peculiar’s 2016 Design & Construction Manual, and Lee’s Summit’s Section 5200 of their Design & Construction Manual (last updated September 2023) staff has made changes to the proposed amendments on page 6 of the Commentary & Mark-ups. These changes are reflected in the version in the packet.

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



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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 channelization's 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

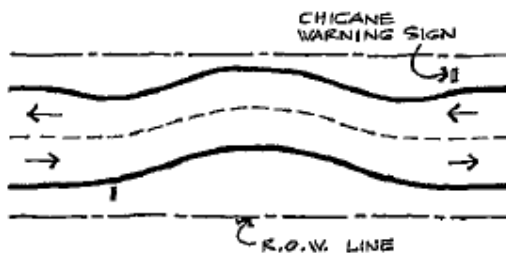
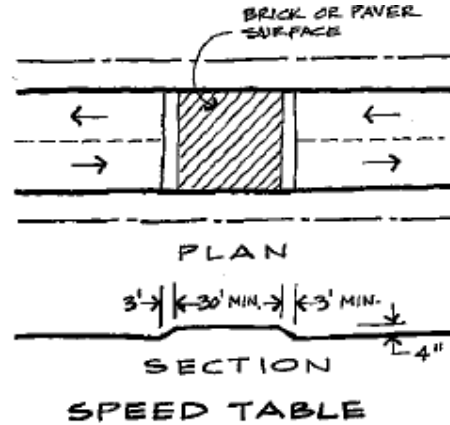
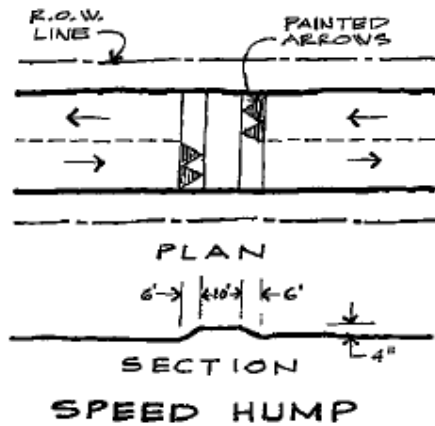


THE CITY OF HARRISONVILLE

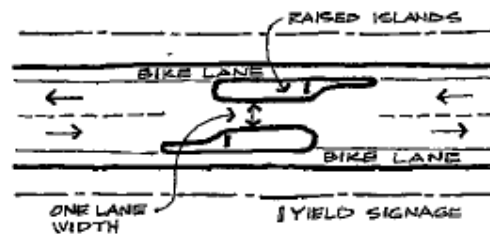
WHERE TRADITION MEETS INNOVATION

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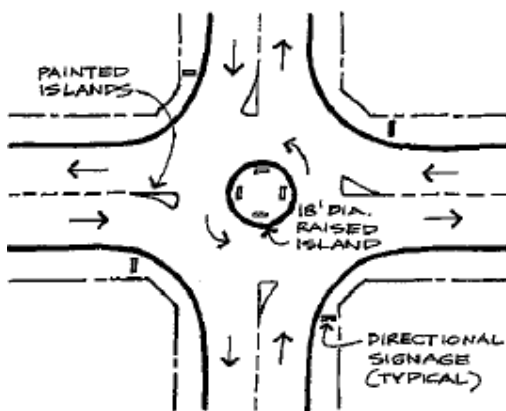
Raised islands, placed in intersections, around which traffic is forced to circulate. Also known as rotaries or intersection islands.



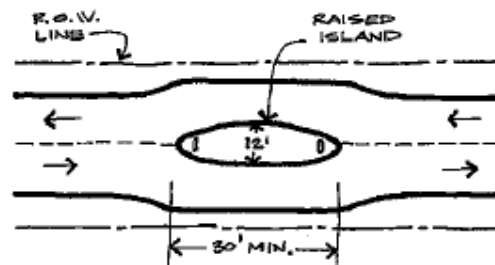
CHICANE
(DEVIATION)



CHOKER
(MID-BLOCK LANE REDUCTION)
(WITH BIKE LANE)



TRAFFIC CIRCLE



TRAFFIC ISLAND

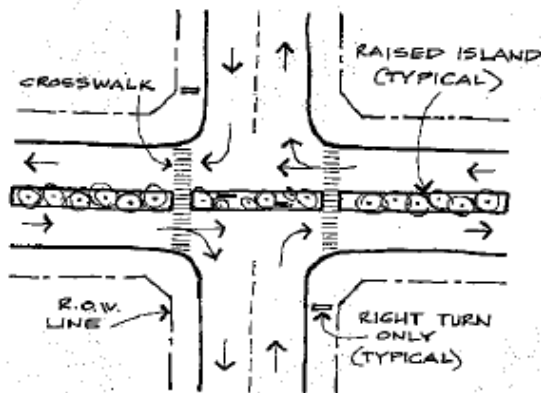
TRAFFIC-CALMING MEASURES (SPEED-CONTROL DEVICES)



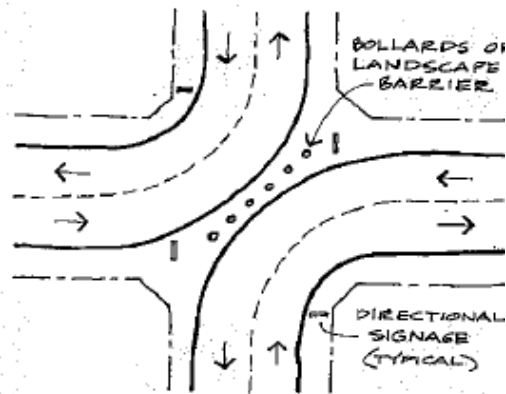
THE CITY OF HARRISONVILLE

WHERE TRADITION MEETS INNOVATION

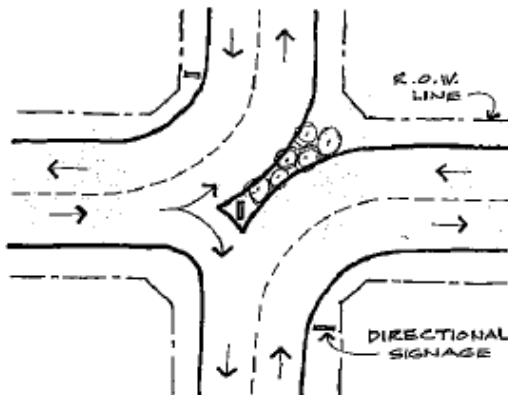
300 E. Pearl Street, P.O. Box 367 • Harrisonville, MO 64701 • Tel: 816-380-8900 • Fax: 816-380-8906



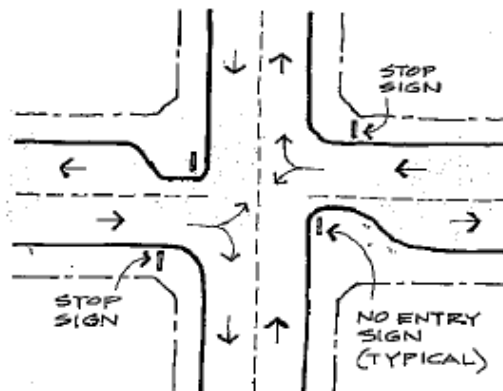
MEDIAN BARRIER



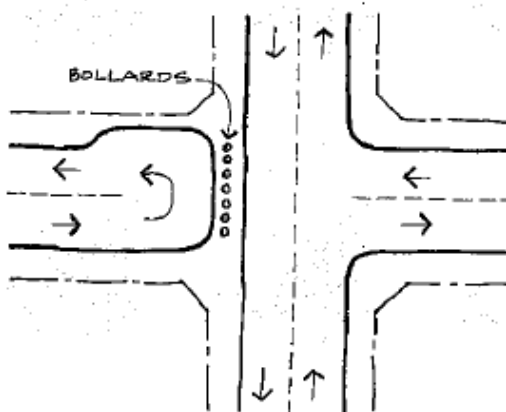
DIVERTER



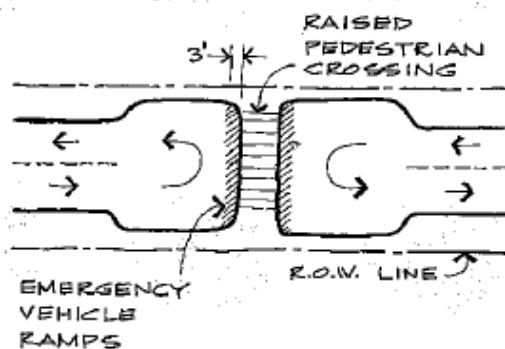
FORCED TURNS



SEMI-DIVERTERS



INTERSECTION CLOSURE



MID-BLOCK CLOSURE

TRAFFIC-CALMING MEASURES (VOLUME-CONTROL DEVICES)



THE CITY OF HARRISONVILLE

WHERE TRADITION MEETS INNOVATION

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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 **latest edition of 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 are 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. The design shall include typical “complete street” sections, from right-of-way to right-of-way. 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 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. The design shall include typical “complete street” sections, from right-of-way to right-of-way. 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	Residential Access
Number of Traffic Lanes	2 — 6	2	2	2
Width of Traffic Lanes	11' - 12'	12'	12'	10.5' – 12'
Number of Parking Lanes	0	0 — 2	0 - 2	0 - 2
Width of Parking Lanes	na	8'	8' na	8'
Sidewalk Width	45'	45'	45'	5'
Minimum Right-of-Way Width	80'-150'	60'-80'	50'	50'
Design Speed (mph)	40 — 55 35 - 45	30 — 35	25 — 30 20 - 25	25
Between Curb Cuts (centerline)	250'+	150'	100' na	25'

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 **KCMMB 4K 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 **3 2**
 - Arterial — Type **3 2**

Amend Section 410.530. Sidewalks, as follows:

[Ord. No. 2766 §1(120.520), 4-1-2002]

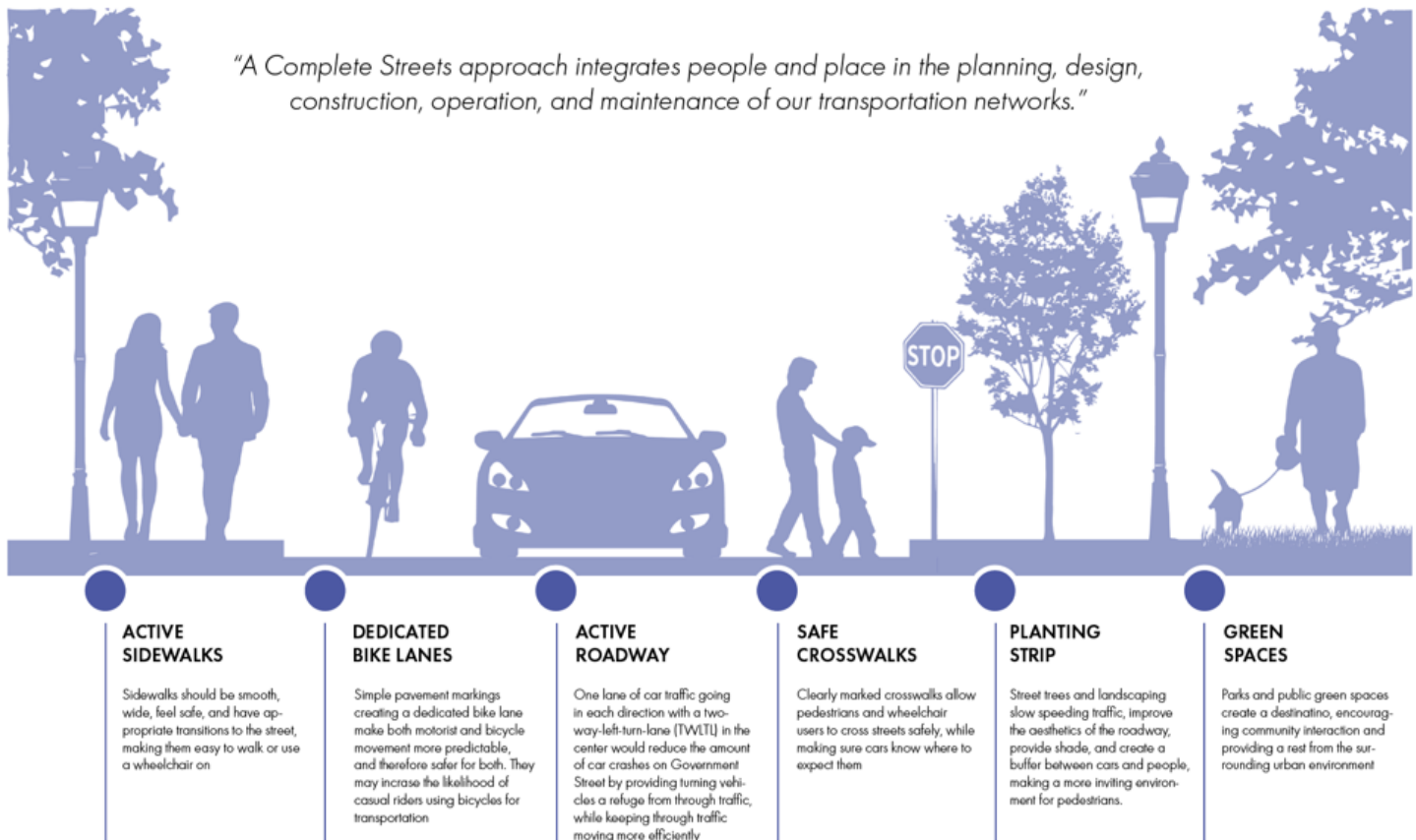
B. Sidewalks shall be concrete, shall conform to the applicable standards contained in these Subdivision Regulations and shall be a minimum of **forty-eight sixty (4860)** inches wide and a minimum of four (4) inches thick with handicapped access at all intersections. Sidewalks shall normally be separated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

WHAT IS A COMPLETE STREET?



WHAT IS A COMPLETE STREET?

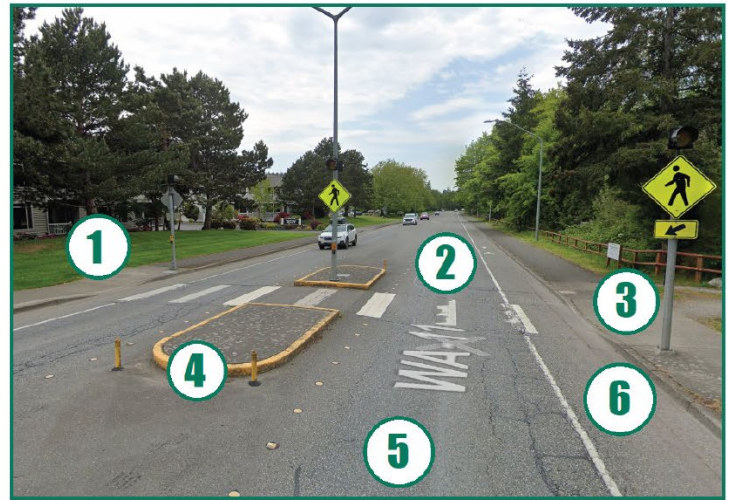
"A Complete Streets approach integrates people and place in the planning, design, construction, operation, and maintenance of our transportation networks."



What does a Complete Street look like?

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

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



Comparison of Minimum Sidewalk Widths Required

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

COUNCIL BILL 058

RESOLUTION NO. 03-28

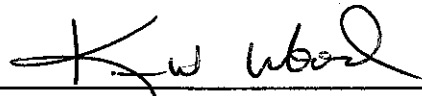
A RESOLUTION APPROVING ACCESS MANAGEMENT GUIDELINES FOR THE CITY OF HARRISONVILLE, MISSOURI, EFFECTIVE AUGUST 1, 2003.

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.

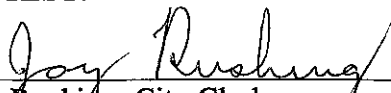
Section 2. That the attached Access Management Guidelines supersede all access management guidelines previously adopted or approved, effective August 1, 2003.

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.

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:

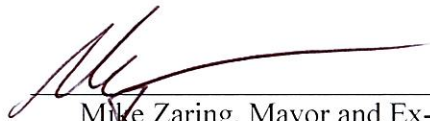
AYES: Chaney, Davidson, Doerhoff, Franklin, Mills, Milner, Pfautsch

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.

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

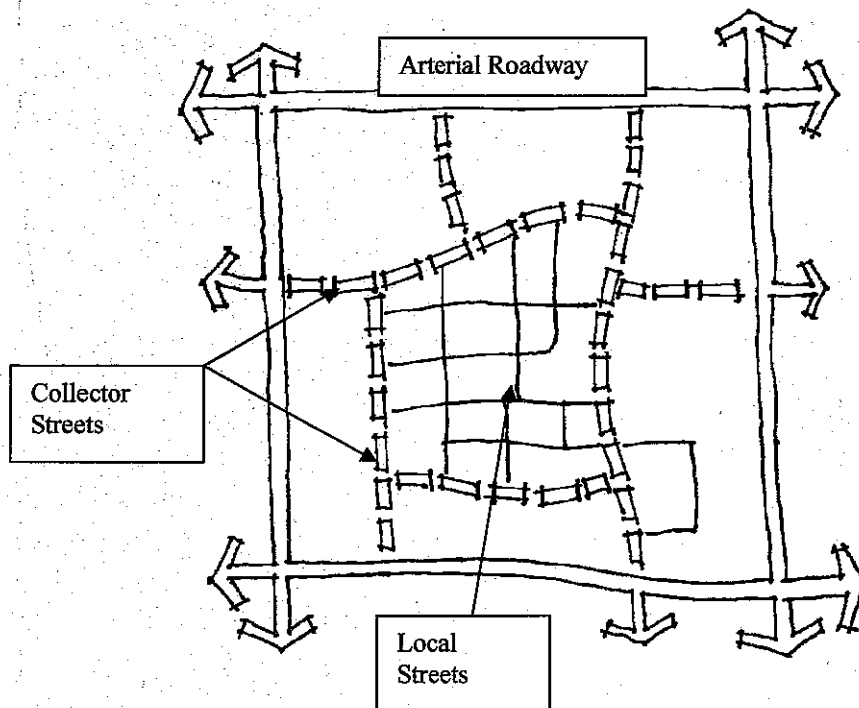
4. TRAFFIC STUDYS

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.

Council Bill No. _____

Ordinance No. _____

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI AMENDING SECTIONS 410.160, 410.320, 410.350, 410.450, 410.470.E, 410.490.B, 410.490.C, 410.490.D, AND 410.530.B, UNDER CHAPTER 410—SUBDIVISION REGULATIONS, IN TITLE IV—LAND USE REGULATIONS OF THE HARRISONVILLE MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the City of Harrisonville desires to amend Sections 410.160, 410.320, 410.350, 410.470.E, 410.490.B, 410.490.C, 410.490.D, and 410.530.B, under Chapter 410—Subdivision Regulations, in Title IV—Land Use Regulations of the City’s municipal code; and

WHEREAS, a legal notice announcing a public hearing to be held on the proposed Code Amendments before the Planning & Zoning Commission on October 16, 2025, and the Board of Aldermen on October 20, 2025, was published in the September 25, 2025, edition of the *Tribune and Times* newspaper; and

WHEREAS, after due public notice in the manner prescribed by law, the Planning & Zoning Commission held a public hearing on October 16, 2025, to review and make a recommendation. At said public hearing the item was continued to the November 20, 2025, Planning & Zoning Commission to allow staff to have additional discussions with traffic engineers and other cohorts; and

WHEREAS, the public hearing before the Board of Aldermen was continued from the October 20, 2025, Board of Aldermen meeting to the December 1, 2025, Board of Aldermen meeting; and

WHEREAS, the Planning & Zoning Commission held a continued public hearing on November 20, 2025. And, after said public hearing, the Planning & Zoning Commission voted 7-0 to recommend approval to the Board of Aldermen; and

WHEREAS, after due public notice in the manner prescribed by law, the Board of Aldermen held a public hearing on December 1, 2025, and rendered a decision to approve as the Board believes that it is in the best interest for the citizens of Harrisonville.

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

Section 1: Section 410.160 is hereby amended by adding the following definitions and associated images:

“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 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

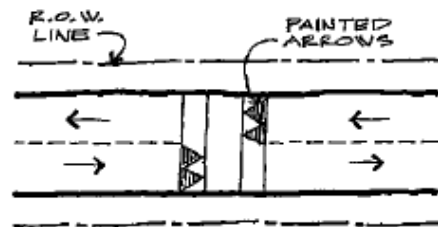
Flat-topped speed humps, often with a brick or other textured surface on the flat section. Also known as trapezoidal humps or speed platforms.

P. TEXTURED PAVEMENTS

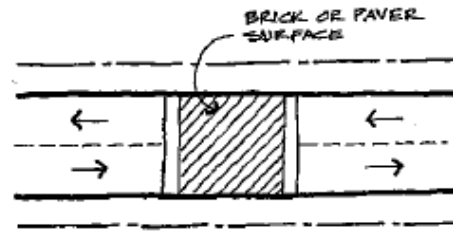
A textured or rough road surface of brick or stone that slows traffic while adding an aesthetic dimension to the street environment.

Q. TRAFFIC CIRCLES

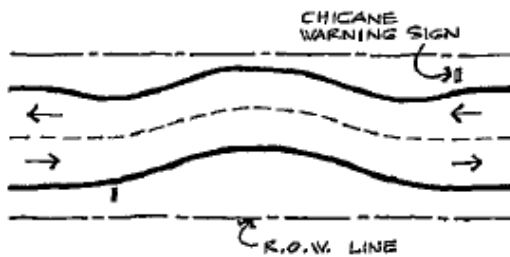
Raised islands, placed in intersections, around which traffic is forced to circulate. Also known as rotaries or intersection islands.



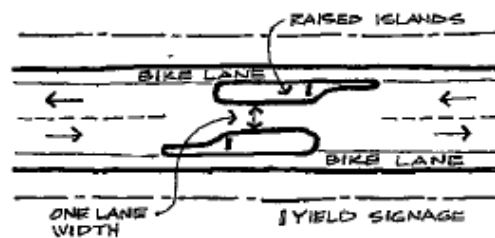
PLAN
SECTION
SPEED HUMP



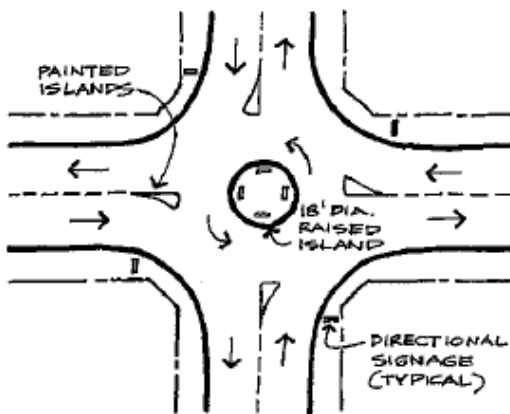
PLAN
SECTION
SPEED TABLE



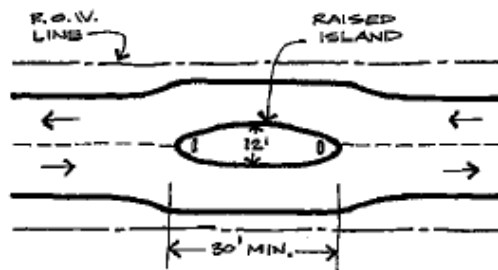
CHICANE
(DEVIATION)



CHOKER
(MID-BLOCK LANE REDUCTION)
(WITH BIKE LANE)

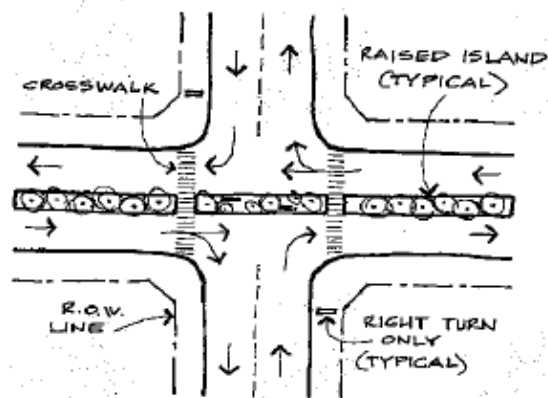


TRAFFIC CIRCLE

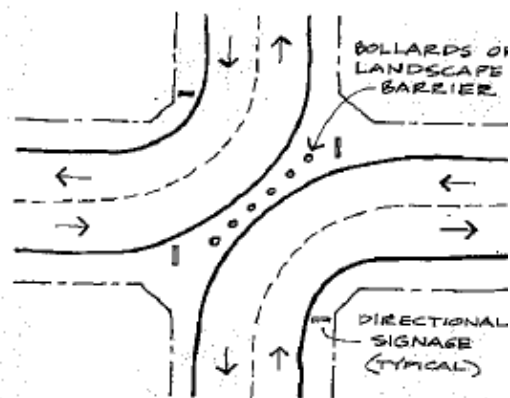


TRAFFIC ISLAND

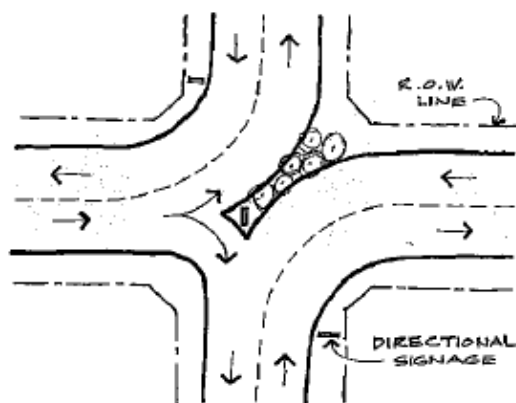
TRAFFIC-CALMING MEASURES (SPEED-CONTROL DEVICES)



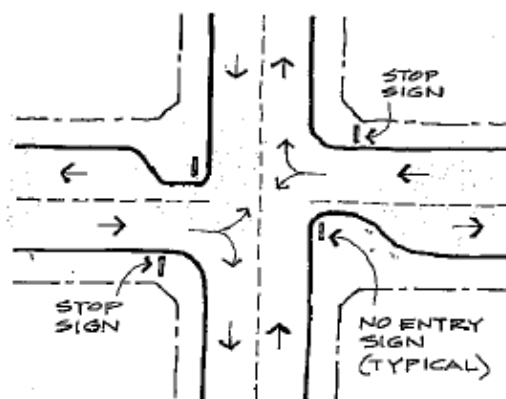
MEDIAN BARRIER



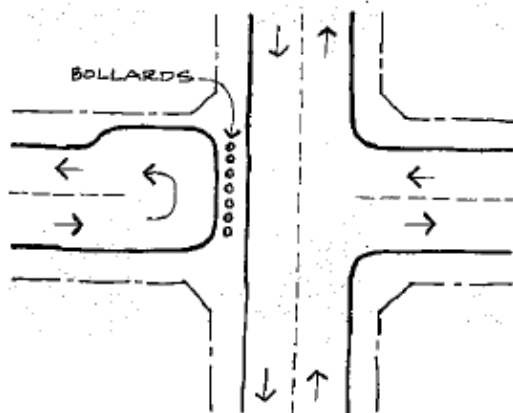
DIVERTER



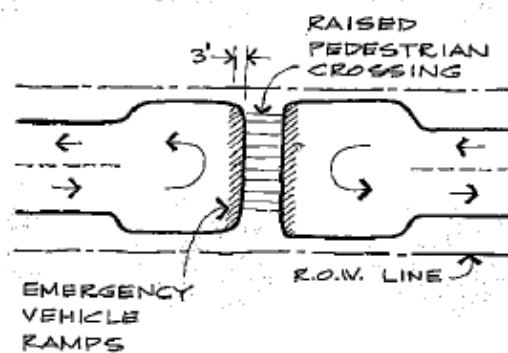
FORCED TURNS



SEMI-DIVERTERS



INTERSECTION CLOSURE



MID-BLOCK CLOSURE

TRAFFIC-CALMING MEASURES (VOLUME-CONTROL DEVICES)

Section 2: Section 410.320 is hereby amended to read 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 latest edition of the Kansas City Metropolitan Chapter of the American Public Works Association (APWA).
6. 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).
7. The rules of the Missouri Highway and Transportation Department if the subdivision of any lot contained therein abuts a State highway or connecting street.
8. 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. The design shall include typical “complete street” sections, from right-of-way to right-of-way. 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.

C. 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.”

Section 3: Section 410.350 is hereby amended to add the following:

“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.”

Section 4: Section 410.450 is hereby amended to add the following:

“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. The design shall include typical “complete street” sections, from right-of-way to right-of-way. If a traffic study is required for a development, the study shall address all modes of transportation.”

Section 5: Section 410.470.E is hereby amended to read as follows:

“E. Sidewalks are required as outlined in Section 410.530 of the Subdivision Regulations.”

Section 6: Section 410.490.B is hereby amended to read as follows:

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

Table 1. Street Design Standards				
	Arterial	Collector	Local	Residential Access
Number of Traffic Lanes	2 — 6	2	2	2
Width of Traffic Lanes	11' - 12'	12'	12'	10.5' – 12'
Number of Parking Lanes	0	0 - 2	0 - 2	0 – 2
Width of Parking Lanes	na	8'	8'	8'
Sidewalk Width	5'	5'	5'	5'
Minimum Right-of-Way Width	80' – 150'	60' – 80'	50'	50'
Design Speed (mph)	35 - 45	30 — 35	20 - 25	25
Between Curb Cuts (centerline)	250'+	150'	100'	25'

“

Section 7: Section 410.490.C is hereby amended to read as follows: “Concrete for use in the construction of Portland concrete pavement shall conform to the requirements of KCM MB 4K mix. Concrete for use in the construction of Portland concrete sidewalks shall conform to the requirements of KCM MB 4K.”

Section 8: Section 410.490.D is hereby amended to read as follows: “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 3
 - Arterial – Type 3”

Section 9: Section 410.530.B is hereby amended to read as follows:

“B. Sidewalks shall be concrete, shall conform to the applicable standards contained in these Subdivision Regulations and shall be a minimum of sixty (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. ADA brick pavers shall be “dark brick red” in color, manufactured by Tile Tactile Systems, Model No.

“Colonial Red”, or equivalent. All non-paved right-of-way shall be either sodded or seeded.”

Section 8: That this Ordinance shall be in effect immediately upon its passage and approval.

READ FOR THE FIRST TIME BY TITLE ONLY ON THE 1ST DAY OF DECEMBER, 2025,
AND WAS READ FOR A SECOND TIME BY TITLE ONLY ON THE 15TH DAY OF
DECEMBER, 2025, AND PASSED BY THE BOARD OF ALDERMEN THIS 15TH DAY OF
DECEMBER, 2025.

AYES:

NAYS:

AWAY:

ABSENT:

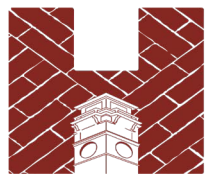
ABSTAIN:

Mike Zaring, Mayor

ATTEST:

Daniel Barnett, City Clerk

APPROVED by the Mayor this 15th day of December, 2025.



To: Board of Aldermen

From: Christina Stanton, AICP, Community Development Director

Date: December 1, 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) or 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).
- November 20, 2025—The Planning & Zoning Commission voted 7-0 to recommend approval to the Board of Aldermen.

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**
8. **Ordinance**



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 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



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(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

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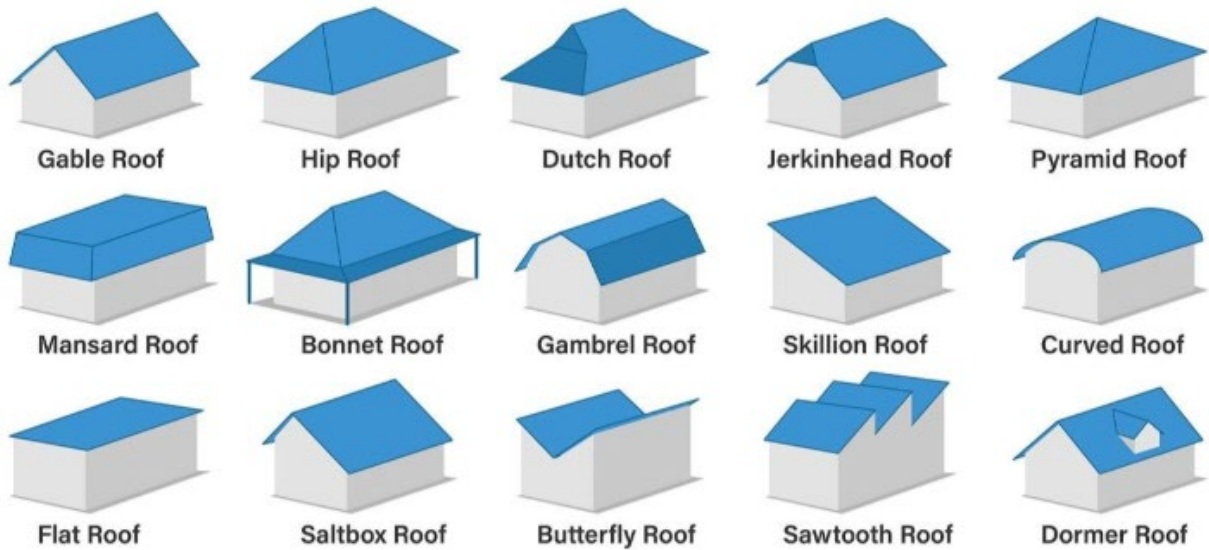
1. Encourage the protection of property values and the preservation of the character of established neighborhoods; and
 2. Promote building exteriors that contribute to the aesthetic quality and visual interest of the community.
- C. Building Materials and Façade Design.
1. Exterior Materials.
 - a. 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.

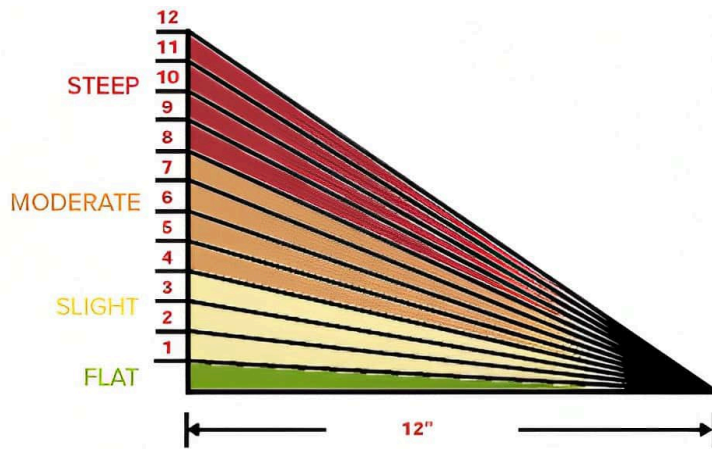
Eaves:



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

1410 Norfolk Dr.:



1001 Green St.:



3106 Krissy Bend:



2420 Dry Creek Dr.:



3209 Steel Wheel Dr.:



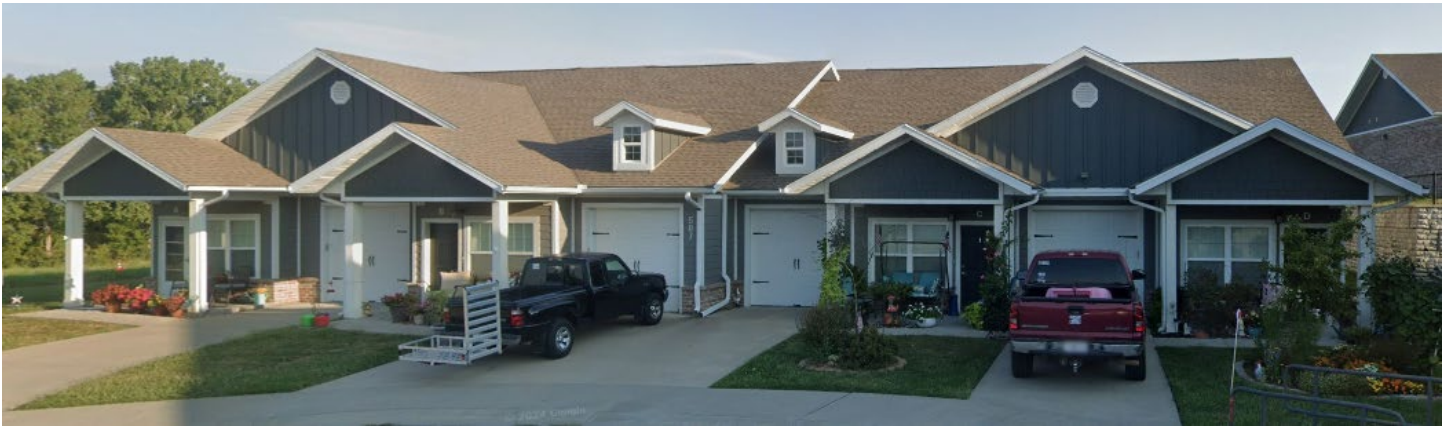
503 Timber Dr.:



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:



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-O 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:

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		
Bathhouse														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		
Crematorium--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.

Land Use Table (approved December 15, 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		
Bathhouse														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		
Crematorium--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		
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.

Council Bill No. _____

Ordinance No. _____

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE, MISSOURI AMENDING SECTIONS 405.565.E AND 405.570, UNDER CHAPTER 405—ZONING REGULATIONS, IN TITLE IV—LAND USE REGULATIONS, AND APPENDIX A—LAND USE TABLE OF THE HARRISONVILLE MUNICIPAL CODE AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the City of Harrisonville desires to amend Sections 405.565.E and 405.570, under Chapter 405—Zoning Regulations, in Title IV—Land Use Regulations of the City’s municipal code; and

WHEREAS, a legal notice announcing a public hearing to be held on the proposed Code Amendments before the Planning & Zoning Commission on November 20, 2025, and the Board of Aldermen on December 1, 2025, was published in the October 20, 2025, edition of the *Tribune and Times* newspaper; and

WHEREAS, after due public notice in the manner prescribed by law, the Planning & Zoning Commission held a public hearing on November 20, 2025, to review and make a recommendation. The Planning & Zoning Commission voted 7-0 to recommend approval to the Board of Aldermen; and

WHEREAS, after due public notice in the manner prescribed by law, the Board of Aldermen held a public hearing on December 1, 2025, and rendered a decision to approve as the Board believes that it is in the best interest for the citizens of Harrisonville.

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

Section 1: Section 405.565.E is hereby amended to read 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

(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.

c. 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 2: Section 405.570 is hereby amended to read as follows:

“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:
 - 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.”

Section 3: That this Ordinance shall be in effect immediately upon its passage and approval.

READ FOR THE FIRST TIME BY TITLE ONLY ON THE 1ST DAY OF DECEMBER, 2025,
AND WAS READ FOR A SECOND TIME BY TITLE ONLY ON THE 15TH DAY OF
DECEMBER, 2025, AND PASSED BY THE BOARD OF ALDERMEN THIS 15TH DAY OF
DECEMBER, 2025.

AYES:

NAYS:

AWAY:

ABSENT:

ABSTAIN:

Mike Zaring, Mayor

ATTEST:

Daniel Barnett, City Clerk

APPROVED by the Mayor this 15th day of December, 2025.

Attachment: Appendix A—Land Use Table



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

To: Mayor & Board of Aldermen

From: Carl Brooks, Director of Engineering (cbrooks@harrisonville.com)

Date: December 15, 2025

Re: Ordinance No. 2025-xx, Mayor & Board of Alderman (BOA) Acceptance of the MoDOT Commission Airport Infrastructure Grant Program Agreement

GENERAL INFORMATION

Applicant: City Staff

Requested Actions: Approval of Ordinance

Purpose: The MoDOT Commission, the City of Harrisonville, the Federal Aviation Administration and the Federal Airport Infrastructure Grant (AIG) Program desire to enter a municipal agreement for Lawrence Smith Memorial Airport, Off-Property Tree Removal Project.

Property Location: Lawrence Smith Memorial Airport.

PROPOSAL

It is requested that the City's Board of Aldermen review the request and believe it to be in the best interest of the City to enter into a municipal agreement with the Missouri Commission.

City staff have been requested to obtain approval of the attached MoDOT agreement. The agreement has been drafted by MoDOT staff and must be fully executed by the City with the attached ordinance by January 31, 2026..

PREVIOUS ACTIONS

The City has applied to the MoDOT Commission for a sub-grant; and the MoDOT Commission has agreed to award funds to the City with the understanding that such funds will be used for a project pursuant to this Agreement for the purposes generally described as follows: Obstruction Analysis and Obstacle Action Plan, or the Airport Off-Property Tree Removal Project.

The City's engineer (Lochner) submitted and received an Infrastructure Investment and Jobs Act Grant and AIG funds referred to as the Bipartisan Infrastructure Law (BIL).

KEY ISSUES

The initial amount of this grant is not to exceed ninety-two thousand fifty-five dollars (\$92,055) for eligible preliminary project costs and/or land/easement acquisition. A grant amendment to cover the balance of eligible project costs will be provided after construction bids are received. The amount of this grant stated above represents ninety-five percent (95%) of eligible project costs.

The designation of this grant does not create a lump sum quantity contract, but rather only represents the amount of funding available for qualifying expenses. In no event will the MoDOT Commission provide the City funding for improvements or work that are not actually performed. The release of all funding under this Agreement is subject to review and approval of all project expenses to ensure that they are qualifying expenses under this program.

The initial amount of City's local matching funds to be furnished is not to exceed four thousand eight hundred forty-five dollars (\$4,845). The amount of matching funds stated above represents five percent (5%) of eligible project costs.

This project is fully funded by the following accounts:

- 1) MoDOT Commission - \$92,055.00
- 2) City's Funds - \$4,845.00

STAFF COMMENTS AND SUGGESTIONS

City staff agree with the proposed MoDOT Commission Agreement, with the proposed ordinance; and that the City attorney has reviewed the attached agreement and ordinance.

STAFF RECOMMENDATION

City staff recommends passage of this ordinance.

ATTACHMENTS

MoDOT Commission Airport Infrastructure Grant Program Agreement

Ordinance 2025-xx

CCO FORM: MO24

Approved: 12/23 (MWH)

Revised: 08/25 (MWH)

Modified:

Sponsor: City of Harrisonville

Project No.: 25-110C-1

Airport Name: Lawrence Smith Memorial

CFDA Number: CFDA #20.106

CFDA Title: Airport Improvement Program

Federal Agency: Federal Aviation Administration, Department of Transportation

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION AIRPORT INFRASTRUCTURE GRANT AGREEMENT

SECTION I - TITLE, AUTHORIZATION, PROJECT DESCRIPTION

--State Block Grant Agreement

--Federal Authorization - Airport and Airway Improvement
Act of 1982 (as amended)

--Project Description - Planning, Land/Easement Appraisals
and Acquisitions, Surveying, Engineering Design, Construction

SECTION II - STANDARD AGREEMENT ITEMS

1. PURPOSE
2. PROJECT TIME PERIOD
3. TITLE EVIDENCE TO EXISTING AIRPORT PROPERTY
4. AMOUNT OF GRANT
5. AMOUNT OF MATCHING FUNDS
6. ALLOWABLE COSTS
7. WITHDRAWAL OF GRANT OFFER
8. EXPIRATION OF GRANT OFFER
9. FEDERAL SHARE OF COSTS
10. COMPLETING THE PROJECT WITHOUT DELAY AND IN CONFORMANCE
WITH REQUIREMENTS
11. RECOVERY OF FEDERAL FUNDS
12. UNITED STATES NOT LIABLE FOR DAMAGE OR INJURY
13. PAYMENT
14. ADMINISTRATIVE/AUDIT REQUIREMENTS
15. ASSURANCES/COMPLIANCE
16. LEASES/AGREEMENTS
17. NONDISCRIMINATION ASSURANCE
18. CANCELLATION
19. VENUE
20. APPLICABLE LAWS AND REGULATIONS
21. WORK PRODUCT
22. CONFIDENTIALITY
23. NONSOLICITATION
24. DISPUTES
25. INDEMNIFICATION

- 26. INSURANCE
- 27. HOLD HARMLESS
- 28. NOTIFICATION OF CHANGE
- 29. DURATION OF GRANT OBLIGATIONS
- 30. AMENDMENTS
- 31. PROFESSIONAL SERVICES BY COMPETITIVE PROPOSALS
- 32. ASSIGNMENT
- 33. BANKRUPTCY
- 34. COMMISSION REPRESENTATIVE
- 35. FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT OF 2006
- 36. BAN ON TEXTING WHILE DRIVING
- 37. TRAFFICKING IN PERSONS
- 38. SUSPENSION OR DEBARMENT
- 39. SYSTEM FOR AWARD MANAGEMENT REGISTRATION AND UNIQUE ENTITY IDENTIFIER
- 40. FINANCIAL REPORTING AND PAYMENT REQUIREMENTS
- 41. EMPLOYEE PROTECTION FROM REPRISALS

SECTION III – PLANNING

- 42. AIRPORT LAYOUT PLAN
- 43. AIRPORT PROPERTY MAP
- 44. ENVIRONMENTAL IMPACT EVALUATION
- 45. EXHIBIT "A" PROPERTY MAP
- 46. SOLID WASTE RECYCLING PLAN

SECTION IV - LAND/EASEMENT APPRAISALS AND ACQUISITIONS

- 47. RUNWAY PROTECTION ZONE
- 48. PROGRAM INCOME AND REVENUE FROM REAL PROPERTY

SECTION V - DESIGN

- 49. ENGINEER'S DESIGN REPORT
- 50. GEOMETRIC DESIGN CRITERIA
- 51. PLANS, SPECIFICATION AND ESTIMATES

SECTION VI - CONSTRUCTION

- 52. WAGE LAWS
- 53. NOTICE TO PROCEED
- 54. DISADVANTAGED BUSINESS ENTERPRISES - CONSTRUCTION
- 55. LABOR STANDARDS INTERVIEWS
- 56. AIR AND WATER QUALITY
- 57. CHANGE ORDERS/SUPPLEMENTAL AGREEMENTS
- 58. RESPONSIBILITY FOR PROJECT SAFETY
- 59. RECORD DRAWINGS
- 60. PROHIBITED TELECOMMUNICATIONS
- 61. BUY AMERICAN
- 62. BUILD AMERICA, BUY AMERICA

SECTION VII – SPECIAL CONDITIONS

63. SPECIAL CONDITIONS

SECTION VIII – GRANT ACCEPTANCE

--Signature by sponsor constitutes acceptance of grant terms and conditions. Failure to comply with grant requirements will jeopardize funding eligibility.

--Certificate of sponsor's attorney

THIS GRANT AGREEMENT is entered into by the Missouri Highways and Transportation Commission (hereinafter, "Commission") and the City of Harrisonville (hereinafter, "Sponsor"). Reference will also be made to the Federal Aviation Administration (hereinafter, "FAA") and the Federal Airport Infrastructure Grant ("AIG") Program.

WHEREAS, the FAA has entered a State Block Grant Program (SBGP) Memorandum of Agreement (MOA) with the Commission for the administration of AIG funds for airport planning, development, and noise program implementation projects conforming to Public Law (117-58), as permitted under Title 49 United States Code (USC) §47128 at non-primary airports in the State (covered airports); and

WHEREAS, the Commission, as an approved SBGP participant, has the administrative responsibility to administer AIG funds for Sponsors of covered airports; and

WHEREAS, the Commission has submitted to the FAA a Block Grant Project Application dated September 5, 2023, for a Grant of Federal funds at or associated with Missouri SBGP Airports, which is a covered airport in Missouri and is included as part of this AIG State Block Grant Agreement (Grant Agreement);

WHEREAS, the FAA has made a Grant Offer, and the Commission has accepted the terms of FAA's Grant Offer; and

WHEREAS, in consideration of the promises, representations, and assurances provided by the Commission, the FAA has approved the State Block Grant Project Application to provide AIG Grant funds (hereinafter, "Grant") to the Commission for eligible and justified projects (hereinafter, "Projects") for covered airports; and

WHEREAS, the Commission has been selected by FAA to administer federal funds under AIG program; and

WHEREAS, the Sponsor has applied to the Commission for a sub-grant under said program; and

WHEREAS, the Commission has agreed to award funds to the Sponsor with the understanding that such funds will be used for a project pursuant to this Agreement for the purposes generally described as follows:

Obstruction Analysis and Obstacle Action Plan

NOW, THEREFORE, pursuant to and for the purpose of carrying out the Infrastructure Investment and Jobs Act (Public Law 117-58, Division J, Title VIII) of 2021 referred to as the Bipartisan Infrastructure Law (BIL); and the representations contained in the State Block Grant Project Application for AIG funds; and in consideration of these mutual covenants, promises, and representations, the parties agree as follows:

(1) PURPOSE: The purpose of this Agreement is to provide financial assistance under the AIG grant program.

(2) PROJECT TIME PERIOD: The project period shall be from the date of execution by the Commission to December 31, 2028. The Commission's assistant chief engineer may for good cause as shown by the Sponsor in writing extend the project time period.

(3) TITLE EVIDENCE TO EXISTING AIRPORT PROPERTY: The Sponsor shall provide satisfactory evidence to title to all existing airport property and avigation easements and address any and all encumbrances. Satisfactory evidence will consist of the Sponsor's execution of a Certificate of Title form provided by the Commission.

(4) AMOUNT OF GRANT: The initial amount of this grant is not to exceed ninety-two thousand fifty-five dollars (\$92,055) for eligible preliminary project costs and/or land/easement acquisition. A grant amendment to cover the balance of eligible project costs will be provided after construction bids are received.

(A) The amount of this grant stated above represents ninety-five percent (95%) of eligible project costs.

(B) The designation of this grant does not create a lump sum quantity contract, but rather only represents the amount of funding available for qualifying expenses. In no event will the Commission provide the Sponsor funding for improvements or work that are not actually performed. The release of all funding under this Agreement is subject to review and approval of all project expenses to ensure that they are qualifying expenses under this program.

(5) AMOUNT OF MATCHING FUNDS: The initial amount of local matching funds to be furnished by the Sponsor is not to exceed four thousand eight hundred forty-five dollars (\$4,845).

(A) The amount of matching funds stated above represents five percent (5%) of eligible project costs.

(B) The Sponsor warrants to the Commission that it has sufficient cash on deposit to provide the local matching funds identified above, as well as to cover one hundred percent (100%) of any ineligible items included in the scope of work.

(6) ALLOWABLE COSTS: AIG grant funds shall not be used for any costs that the Commission and/or the FAA has determined to be ineligible or unallowable in accordance with 49 USC Chapters 471 and 475. The Sponsor must not include any costs in the projects funded with this grant that are ineligible or unallowable in accordance with Public Law 117-58, Division J, Title VIII.

(7) WITHDRAWAL OF GRANT OFFER: The Commission reserves the right to

amend or withdraw this grant offer at any time prior to its acceptance by the Sponsor.

(8) EXPIRATION OF GRANT OFFER: This grant offer shall expire, and the Commission shall not be obligated to pay any part of the costs of the project unless this grant Agreement has been executed by the Sponsor on or before January 31, 2026 or such subsequent date as may be prescribed in writing by the Commission.

(9) FEDERAL SHARE OF COSTS: The United States' share of the allowable project costs will be made in accordance with 49 USC §47109, the regulations, the Secretary of Transportation's (Secretary's) policies and procedures and the Act(s) reference above, as may be applicable. Final determination of the United States' share will be based upon the final audit of the total amount of allowable project costs, and settlement will be made for any upward or downward adjustments to the Federal share of costs.

(10) COMPLETING THE PROJECT WITHOUT DELAY AND IN CONFORMANCE WITH REQUIREMENTS: The Sponsor must assure the project is carried out and completed without undue delays and in accordance with this Agreement, applicable laws including but not limited to BIL (Public Law 117-58), statutes, and regulations, and the Secretary's policies and procedures. Per 2 CFR §200.308, the Sponsor agrees, to report to the Commission any disengagement from funding eligible expenses under this Agreement and any subgrants hereto that exceed three (3) months or a twenty-five percent (25%) reduction in time devoted to the project and request prior approval from the Commission. The report must include a reason for the stoppage. The Sponsor agrees, to comply with the attached assurances, which are part of this Agreement. These assurances, conditions, and any addendums apply to subgrants issued under this Agreement.

(11) RECOVERY OF FEDERAL FUNDS: The Sponsor shall take all steps, including litigation, if necessary, to recover Federal funds spent fraudulently, wastefully, or in violation of Federal antitrust statutes, or misused in any other manner for any project(s) upon which Federal funds have been expended. For the purpose of this Grant Agreement, the term "Federal funds" means funds however used or disbursed by the Sponsor, that were originally paid pursuant to this or any other Federal grant agreement(s). The Sponsor must obtain the approval of the Commission as to any determination of the amount of the Federal share of such funds. The Sponsor must return the recovered Federal share, including funds recovered by settlement, order, or judgment, to the Commission. The Sponsor must furnish to the Commission, upon request, all documents and records pertaining to the determination of the amount of the Federal share or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the Sponsor, in court or otherwise, involving the recovery of such Federal share shall be approved in advance by the Commission.

(12) UNITED STATES NOT LIABLE FOR DAMAGE OR INJURY: The United States is not responsible or liable for damage to property or injury to persons that may arise from, or be incident to, compliance with this Agreement or subgrants issued under

this Agreement, including, but not limited to, any action taken by a Sponsor related to or arising from, directly or indirectly, this Agreement.

(13) PAYMENT: Payments to the Sponsor are made on an advance basis. The Sponsor may request incremental payments during the course of the project or lump sum payments upon completion of the work. However, this advance payment is subject to the limitations imposed by subparagraph (B) of this paragraph of this Agreement.

(A) The Sponsor may request payment at any time subsequent to the execution of this Agreement by both parties. Requests for reimbursement shall be supported with invoices. After the Sponsor pays incurred costs, copies of checks used to pay providers must be submitted to the Commission.

(B) It is understood and agreed by and between the parties that the Commission shall make no payment which could cause the aggregate of all payments under this Agreement to exceed ninety-five percent (95%) of the maximum federal obligation stated in this Agreement or eighty-six percent (86%) of actual total eligible project cost, whichever is lower, until the Sponsor has met and/or performed all requirements of this grant Agreement to the satisfaction of the Commission. The final ten percent (10%) of the maximum federal obligation stated in this Agreement shall not be paid to the Sponsor until the Commission has received and approved all final closeout documentation for the project.

(C) Within ninety (90) days of final inspection of the project funded under this Agreement, the Sponsor shall provide to the Commission a final payment request and all financial, performance, and other reports as required by the conditions of this Agreement, with the exception of the final audit report. This report shall be provided when the Sponsor's normal annual audit is completed.

(D) When force account or donations are used, the costs for land, engineering administration, in-kind labor, equipment and materials, etc., may be submitted in letter form with a breakdown of the number of hours and the hourly charges for labor and equipment. Quantities of materials used, and unit costs must also be included. All force account activity, donations, etc., must be pre-approved by the Commission to ensure eligibility for funding.

(14) ADMINISTRATIVE/AUDIT REQUIREMENTS: This grant shall be governed by the administrative and audit requirements as prescribed in 2 CFR Part 200.

(A) If the Sponsor expends one million dollars (\$1,000,000) or more in a year in federal financial assistance, it is required to have an independent annual audit conducted in accordance with 2 CFR Part 200. A copy of the audit report shall be submitted to the Missouri Department of Transportation ("MoDOT" or "Department") within the earlier of thirty (30) days after receipt of the auditor's report or nine (9) months after the end of the audit period. Subject to the requirements of 2 CFR Part 200, if the Sponsor expends less than one million dollars (\$1,000,000) in a year, the Sponsor may be exempt from auditing requirements for that year, but records must be available for

review or audit by applicable state and federal authorities.

(B) When the Sponsor's normal annual audit is completed, the Sponsor shall provide to the Commission a copy of an audit report that includes the disposition of all federal funds involved in this project.

(C) In the event a final audit has not been performed prior to the closing of the grant, the Commission retains the right to recover any appropriate amount of funding after fully considering interest accrued or recommendations on disallowed costs identified during the final audit.

(D) The Commission reserves the right to conduct its own audit of the Sponsor's records to confirm compliance with grant requirements and to ensure that all costs and fees are appropriate and acceptable.

(15) ASSURANCES/COMPLIANCE: The Sponsor shall adhere to the FAA standard airport Sponsor assurances as outlined in attached Exhibit 1, Airport Sponsors (Bipartisan Infrastructure Law), or Non-Airport Sponsors Undertaking Noise Compatibility Program Projects (May 2011) Assurances, or Planning Agency (May 2022) Assurances, and all information require by 2 CFR §200.332 and current FAA Advisory Circulars (ACs) for AIG projects and/or the Commission's specifications. These assurances, ACs, and the Commission's specifications are hereby incorporated into and made part of this Agreement. The Sponsor shall review the assurances, ACs, Commission's specifications, and current "FAA Airport Compliance Manual" and notify the Commission of any areas of non-compliance within its existing facility and/or operations. All non-compliance situations must be addressed and a plan to remedy areas of non-compliance must be established before final acceptance of this project and before final payment is made to the Sponsor.

(16) LEASES/AGREEMENTS: The Sponsor shall ensure that its lease agreements provide for fair market value (FMV) income and prohibit exclusive rights.

(A) Long term commitments (longer than five (5) years) must provide for renegotiation of the leases'/agreements' terms and payments at least every five (5) years.

(B) Leases/agreements shall not contain provisions that adversely affect the Sponsor's possession and control of the airport or interfere with the Sponsor's ability to comply with the obligations and covenants set forth in this grant Agreement.

(17) NONDISCRIMINATION ASSURANCE: With regard to work under this Agreement, the Sponsor agrees as follows:

(A) Civil Rights Statutes: The Sponsor shall comply with all state and federal statutes relating to nondiscrimination, including but not limited to Title VI and Title VII of the Civil Rights Act of 1964, as amended (42 USC 2000d and 2000e, *et seq.*), as well as any applicable titles of the Americans with Disabilities Act (ADA). In addition, if the Sponsor is providing services or operating programs on behalf of the Department or the

Commission, it shall comply with all applicable provisions of Title II of the ADA.

(B) Administrative Rules: The Sponsor shall comply with the administrative rules of the USDOT relative to nondiscrimination in federally assisted programs of the USDOT (49 CFR Subtitle A, Part 21) which are herein incorporated by reference and made part of this Agreement.

(C) Nondiscrimination: The Sponsor shall not discriminate on grounds of the race, color, religion, creed, sex, disability, national origin, age, or ancestry of any individual in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The Sponsor shall not participate either directly or indirectly in the discrimination prohibited by 49 CFR Subtitle A, Part 21, Section 21.5, including employment practices.

(D) Solicitations for Subcontracts, Including Procurements of Material and Equipment: These assurances concerning nondiscrimination also apply to subcontractors and suppliers of the Sponsor. These apply to all solicitations either by competitive bidding or negotiation made by the Sponsor for work to be performed under a subcontract, including procurement of materials or equipment. Each potential subcontractor or supplier shall be notified by the Sponsor of the requirements of this Agreement relative to nondiscrimination on grounds of the race, color, religion, creed, sex, disability, national origin, age, or ancestry of any individual.

(E) Information and Reports: The Sponsor shall provide all information and reports required by this Agreement, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information and its facilities as may be determined by the Commission or the USDOT to be necessary to ascertain compliance with other contracts, orders, and instructions. Where any information required of the Sponsor is in the exclusive possession of another who fails or refuses to furnish this information, the Sponsor shall so certify to the Commission or the USDOT as appropriate and shall set forth what efforts it has made to obtain the information.

(F) Sanctions for Noncompliance: In the event the Sponsor fails to comply with the nondiscrimination provisions of this Agreement, the Commission shall impose such contract sanctions as it or the USDOT may determine to be appropriate, including but not limited to:

1. Withholding of payments under this Agreement until the Sponsor complies; and/or
2. Cancellation, termination, or suspension of this Agreement, in whole or in part, or both.

(G) Incorporation of Provisions: The Sponsor shall include the provisions of this paragraph of this Agreement in every subcontract, including procurements of

materials and leases of equipment, unless exempted by the statutes, executive order, administrative rules or instructions issued by the Commission or the USDOT. The Sponsor will take such action with respect to any subcontract or procurement as the Commission or the USDOT may direct as a means of enforcing such provisions, including sanctions for noncompliance; provided that in the event the Sponsor becomes involved or is threatened with litigation with a subcontractor or supplier as a result of such direction, the Sponsor may request the United States to enter into such litigation to protect the interests of the United States.

(18) CANCELLATION: The Commission may cancel this Agreement at any time the Sponsor breaches the contractual obligations by providing the Sponsor with written notice of cancellation. Should the Commission exercise its right to cancel the Agreement for such reasons, cancellation will become effective upon the date specified in the notice of cancellation sent to the Sponsor.

(A) Upon written notice to the Sponsor, the Commission reserves the right to suspend or terminate all or part of the grant when the Sponsor is, or has been, in violation of the terms of this Agreement. Any lack of progress that significantly endangers substantial performance of the project within the specified time shall be deemed a violation of the terms of this Agreement. The determination of lack of progress shall be solely within the discretion of the Commission. Once such determination is made, the Commission shall so notify the Sponsor in writing. Termination of any part of the grant will not invalidate obligations properly incurred by the Sponsor prior to the date of termination.

(B) The Commission shall have the right to suspend funding of the project at any time and for so long as the Sponsor fails to substantially comply with all the material terms and conditions of this Agreement. If the Commission determines that substantial noncompliance cannot be cured within thirty (30) days, then the Commission may terminate the funding for the project. If the Sponsor fails to perform its obligations in substantial accordance with the Agreement (except if the project has been terminated for the convenience of the parties) and the FAA requires the Commission to repay grant funds that have already been expended by the Sponsor, then the Sponsor shall repay the Commission such federal funds.

(19) VENUE: It is agreed by the parties that any action at law, suit in equity, or other judicial proceeding to enforce or construe this Agreement, or regarding its alleged breach, shall be instituted only in the Circuit Court of Cole County, Missouri.

(20) APPLICABLE LAWS AND REGULATIONS: This Agreement shall be construed according to the laws of the State of Missouri. Each party shall comply with all applicable federal, state, and local laws, regulations, and ordinances. Additionally, each party shall adhere to all accepted industry standards, processes, and procedures relevant to the performance of their obligations under this Agreement. A violation of this paragraph constitutes a material breach of the Agreement.

(21) WORK PRODUCT: All documents, reports, exhibits, etc. produced by the

Sponsor at the direction of the Commission shall remain the property of the Sponsor. However, Sponsor shall provide to the Commission a copy of magnetic discs that contain computer aided design and drafting (CADD) drawings and other documents generated under this grant. Information supplied by the Commission shall remain the property of the Commission. The Sponsor shall also supply to the Commission hard copies of any working documents such as reports, plans, specifications, etc., as requested by the Commission.

(22) CONFIDENTIALITY: The Sponsor shall not disclose to third parties confidential factual matter provided by the Commission except as may be required by statute, ordinance, or order of court, or as authorized by the Commission. The Sponsor shall notify the Commission immediately of any request for such information.

(23) NONSOLICITATION: The Sponsor warrants that it has not employed or retained any company or person, other than a bona fide employee working for the Sponsor, to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration, contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, the Commission shall have the right to annul this Agreement without liability, or in its discretion, to deduct from this Agreement price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.

(24) DISPUTES: Any disputes that arise under this Agreement shall be decided by the Commission or its representative.

(25) INDEMNIFICATION: To the extent allowed or imposed by law, the Sponsor shall defend, indemnify, and hold harmless the Commission, including its members and Department employees, from any claim or liability whether based on a claim for damages to real or personal property or to a person for any matter relating to or arising out of the Sponsor's wrongful or negligent performance of its obligations under this Agreement.

(26) INSURANCE:

(A) The Sponsor is required or will require any contractor procured by the Sponsor to work under this Agreement:

1. To obtain a no cost permit from the Commission's district engineer prior to working on the Commission's right-of-way, which shall be signed by an authorized contractor representative (a permit from the Commission's district engineer will not be required for work outside of the Commission's right-of-way); and

2. To carry commercial general liability insurance and commercial automobile liability insurance from a company authorized to issue insurance in Missouri, and to name the Commission, and MoDOT and its employees, as additional insureds in amounts sufficient to cover the sovereign immunity limits for Missouri public

entities (\$600,000 per claimant and \$4,000,000 per occurrence) as calculated by the Missouri Department of Insurance, Financial Institutions and Professional Registration, and published annually in the Missouri Register pursuant to section 537.610 RSMo.

(B) In no event shall the language of this Agreement constitute or be construed as a waiver or limitation for either party's rights or defenses with regard to each party's applicable sovereign, governmental, or official immunities and protections as provided by federal and state constitution or law.

(27) HOLD HARMLESS: The Sponsor shall hold the Commission harmless from any and all claims for liens of labor, services or materials furnished to the Sponsor in connection with the performance of its obligations under this Agreement. Certification statements from construction contractors must be provided to ensure all workers, material suppliers, etc., have been paid.

(28) NOTIFICATION OF CHANGE: The Sponsor shall immediately notify the Commission of any changes in conditions or law which may significantly affect its ability to perform the project in accordance with the provisions of this Agreement. Any notice or other communication required or permitted to be given hereunder shall be in writing and shall be deemed given three (3) days after delivery by United States mail, regular mail postage prepaid, or upon receipt by personal, facsimile or electronic mail (email) delivery, addressed as follows:

Commission: Kyle LePage
Administrator of Aviation
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102
(573) 526-5571
(573) 526-4709 FAX
email: kyle.lepage@modot.mo.gov

Sponsor: Carl M. Brooks
Director of Engineering
City of Harrisonville
300 E. Pearl Street
Harrisonville, MO 64701
(816) 381-8913
cbrooks@harrisonville.com

or to such other place as the parties may designate in accordance with this Agreement. To be valid, facsimile or email delivery shall be followed by delivery of the original document, or a clear and legible copy thereof, within three (3) business days of the date of the facsimile or email transmission of the document.

(29) DURATION OF GRANT OBLIGATIONS: Grant obligations are effective for

the useful life of any facilities/equipment installed with grant funds, but in any event not to exceed twenty (20) years. There shall be no limit on the duration of the assurance against exclusive rights or terms, conditions and assurances with respect to real property acquired with federal funds. This paragraph equally applies to a private sponsor. However, in the case of a private sponsor, the useful life for improvements shall not be less than ten (10) years.

(A) The financial assistance provided hereunder constitutes a grant to the Sponsor. Neither the Commission nor the FAA will have title to the improvements covered by this Agreement, as title to same shall vest in the Sponsor.

(B) For the grant duration period, the Sponsor becomes obligated, upon any sale or disposition of the airport or discontinuation of operation of the airport to immediately repay, in full, the grant proceeds or proportionate amount thereof based upon the number of years remaining in the original obligation to the Commission. The Commission and the Sponsor hereby agree that during said period, the property and improvements which constitute the subject airport are subject to sale, if necessary, for the recovery of the federal pro rata share of improvement costs should this Agreement be terminated by a breach of contract on the part of the Sponsor or should the aforementioned obligations not be met.

(C) In this Section, the term "any sale or disposition of the airport" shall mean any sale or disposition of the airport: 1. for a use inconsistent with the purpose for which the Commission's share was originally granted pursuant to this Agreement; or 2. for a use consistent with such purposes wherein the transferee in the sale or disposition does not enter into an assignment and assumption Agreement with the Sponsor with respect to the Sponsor's obligation under the instrument so that the transferee becomes obligated thereunder as if the transferee had been the original owner thereof.

(30) AMENDMENTS: Any change in this Agreement, whether by modification or supplementation, must be accomplished by a formal contract amendment signed and approved by the duly authorized representative of the Sponsor and the Commission.

(31) PROFESSIONAL SERVICES BY COMPETITIVE PROPOSALS: Contracts for professional services are to be procured by competitive proposals per federal procurement requirements (49 CFR §18.36). Requests for proposals/qualifications are to be publicly announced for services expected to cost more than one hundred thousand dollars (\$100,000) in the aggregate. Small purchase procedures (telephone solicitations or direct mail) may be used for services costing one hundred thousand dollars (\$100,000) or less. All professional services contracts are subject to review and acceptance by the Commission prior to execution by the Sponsor to ensure funding eligibility.

(32) ASSIGNMENT: The Sponsor shall not assign, transfer, or delegate any interest in this Agreement without the prior written consent of the Commission.

(33) BANKRUPTCY: Upon filing for any bankruptcy or insolvency proceeding by

or against the Sponsor, whether voluntarily, or upon the appointment of a receiver, trustee, or assignee, for the benefit of creditors, the Commission reserves the right and sole discretion to either cancel this Agreement or affirm this Agreement and hold the Sponsor responsible for damages.

(34) COMMISSION REPRESENTATIVE: The Commission's assistant chief engineer is designated as the Commission's representative for the purpose of administering the provisions of this Agreement. The Commission's representative may designate by written notice other persons having the authority to act on behalf of the Commission in furtherance of the performance of this Agreement.

(35) FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA) OF 2006: The Sponsor shall comply with all reporting requirements of the FFATA (Public Law 109-282, as amended by section 6202(a) of Public Law 110-252). This Agreement is subject to the award terms within 2 CFR Part 170.

(36) BAN ON TEXTING WHILE DRIVING: In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, October 1, 2009, and DOT Order 3902.10, Text Messaging While Driving, December 30, 2009, the Sponsor is encouraged to:

(A) Adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers including policies to ban text messaging while driving when performing any work for, or on behalf of, the Federal government, including work relating to a grant or subgrant.

(B) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as:

1. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
2. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

(37) TRAFFICKING IN PERSONS:

(A) POSTING OF CONTACT INFORMATION: The Sponsor must post the contact information of the national human trafficking hotline (including options to reach out to the hotline such as through phone, text, or TTY) in all public airport restrooms.

(B) PROVISIONS APPLICABLE TO A RECIPIENT THAT IS A PRIVATE ENTITY: The Sponsor recipient, sponsor's employees, subrecipients under this Grant, and subrecipients' employees may not:

1. Engage in severe forms of trafficking in persons during the

period of time that the Grant and applicable conditions are in effect;

2. Procure a commercial sex act during the period of time that the Grant and applicable conditions are in effect; or

3. Use forced labor in the performance of the Grant or any subgrants under this Grant.

(C) The FAA and the Commission may unilaterally terminate this Grant, without penalty, if the Sponsor that is a private entity:

1. Is determined to have violated a prohibition in subparagraph (A) of this Grant Condition; or

2. Has an employee who is determined by the agency official authorized to terminate the Grant to have violated a prohibition in subparagraph (A) of this Grant Condition through conduct that is either:

A. Associated with performance under this Grant; or

B. Imputed to Sponsor or the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, "OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," as implemented by our agency at 2 CFR Part 1200.

(D) PROVISION APPLICABLE TO A RECIPIENT OTHER THAN A PRIVATE ENTITY: FAA and the Commission may unilaterally terminate this Grant, without penalty, if a subrecipient that is a private entity:

1. Is determined to have violated an applicable prohibition in subparagraph (A) of this Grant Condition; or

2. Has an employee who is determined by the Commission to have violated an applicable prohibition in subparagraph (A) of this Grant Condition through conduct that is either:

A. Associated with performance under this Grant; or

B. Imputed to the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, "OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," as implemented by our agency at 2 CFR Part 1200.

(E) PROVISIONS APPLICABLE TO ANY RECIPIENT:

1. Sponsor must inform the Commission immediately of any information Sponsor received from any source alleging a violation of a prohibition in paragraph (A) of this Grant Condition.

2. FAA and the Commission's right to terminate unilaterally that is described in subparagraph (A) or (B) of this Grant Condition:

A. Implements section 106(g) of the Trafficking Victims Protection Act of 2000 (TVPA), as amended [22 USC §7104(g)], and

B. Is in addition to all other remedies for noncompliance that are available to us under this Grant.

3. Sponsor must include the requirements of subparagraph (A) of this Grant Condition in any subgrant made to a private entity.

(F) DEFINITIONS: For purposes of this Grant Condition:

1. "Employee" means either:

A. An individual employed by Sponsor or a subrecipient who is engaged in the performance of the project or program under this Grant; or

B. Another person engaged in the performance of the project or program under this Grant and not compensated by Sponsor including, but not limited to, a volunteer or individual whose services are contributed by a third party as an in-kind contribution toward cost sharing or matching requirements.

2. "Force labor" means labor obtained by any of the following methods: the recruitment, harboring, transportation, provision, or obtaining of a person for labor or services, through the use of force, fraud, or coercion for the purpose of subjection to involuntary servitude, peonage, debt bondage, or slavery.

3. "Private entity":

A. Means any entity other than a State, local government, Indian tribe, or foreign public entity, as those terms are defined in 2 CFR §175.25.

B. Includes:

I. A nonprofit organization, including any nonprofit institute of higher education, hospital, or tribal organization other than one included in the definition of Indian tribe at 2 CFR §175.25(b).

II. A for-profit organization.

4. “Severe forms of trafficking in persons,” “commercial sex act,” and “coercion” have the meanings given at section 103 of the TVPA, as amended (22 USC §7102).

(38) SUSPENSION OR DEBARMENT: Sponsors entering into "covered transactions", as defined by 2 CFR §180.200, must:

(A) Verify the non-federal entity is eligible to participate in this Federal program by:

1. Checking the excluded parties list system (EPLS) as maintained within the System for Award Management (SAM) to determine if non-federal entity is excluded or disqualified; or

2. Collecting a certification statement from the non-federal entity attesting they are not excluded or disqualified from participating; or

3. Adding a clause or condition to covered transactions attesting individual or firm are not excluded or disqualified from participating; and

(B) Require prime contractors to comply with 2 CFR §180.330 when entering into lower-tier transactions (e.g., subcontracts).

(39) SAM REGISTRATION AND UNIQUE ENTITY IDENTIFIER:

(A) Requirement for SAM: Unless the Sponsor is exempted from this requirement under 2 CFR 25.110, the Sponsor must maintain the currency of its information in SAM until the Commission submits the final financial report required under this grant, or receives the final payment, whichever is later. This requires that the Commission review and update, and will require the Sponsor to review and update, the information at least annually after the initial registration and more frequently if required by changes in information or another award term. Additional information about registration procedures may be found at the SAM website (currently at <http://www.sam.gov>).

(B) Unique Entity Identifier (UEI) means a twelve (12) character alphanumeric value used to identify a specific commercial, nonprofit or governmental entity. A UEI may be obtained from SAM.gov at <https://sam.gov/SAM/pages/public/index.jsf>.

(40) FINANCIAL REPORTING AND PAYMENT REQUIREMENTS: The Sponsor will comply with all federal financial reporting requirements and payment requirements, including submittal of timely and accurate reports.

(41) EMPLOYEE PROTECTION FROM REPRISALS:

(A) Prohibition of Reprisals: In accordance with 41 USC §4712, an employee of the Sponsor, contractor, or subcontractor may not be discharged, demoted, or otherwise discriminated against as a reprisal for disclosing to a person or body,

described in subparagraph (B) of this paragraph of this Agreement, information that the employee reasonably believes is evidence of:

1. Gross mismanagement of a federal grant;
2. Gross waste of federal funds;
3. An abuse of authority relating to implementation or use of federal funds;
4. A substantial and specific danger to public health or safety; or
5. A violation of law, rule, or regulation related to a federal grant.

(B) PERSONS AND BODIES COVERED: The persons and bodies to which a disclosure by an employee is covered are as follows:

1. A member of Congress or a representative of a committee of Congress;
2. An Inspector General;
3. The Government Accountability Office;
4. A federal office or employee responsible for oversight or management at the relevant agency;
5. A court or grand jury;
6. A management official of the grantee or subgrantee; or
7. A federal or state regulatory enforcement agency.

(C) SUBMISSION OF COMPLAINT: A person who believes that they have been subjected to a reprisal prohibited by subparagraph (A) of this paragraph of this Agreement may submit a complaint regarding the reprisal to the Office of Inspector General for the USDOT.

(D) TIME LIMITATION FOR SUBMITTAL OF A COMPLAINT: A complaint may not be brought under this subsection more than three (3) years after the date on which the alleged reprisal took place.

(E) REQUIRED ACTIONS OF THE INSPECTOR GENERAL: Actions, limitations, and exceptions of the Inspector General's office are established under 41 USC §4712(b).

(F) ASSUMPTION OF RIGHTS TO CIVIL REMEDY: Upon receipt of an explanation of a decision not to conduct or continue an investigation by the Office of Inspector General, the person submitting a complaint assumes the right to a civil remedy under 41 USC §4712(c).

(42) AIRPORT LAYOUT PLAN: All improvements must be consistent with a current and approved Airport Layout Plan (ALP). The Sponsor shall update and keep the ALP drawings and corresponding narrative report current with regard to FAA standards and physical or operational changes at the airport.

(A) ALP approval shall be governed by FAA Order 5100.38, entitled "Airport Improvement Program Handbook."

(B) If ALP updates are required as a result of this project, the Sponsor understands and agrees to update the ALP to reflect the construction to standards satisfactory to the Commission and submit it in final form to the Commission. It is further mutually agreed that the reasonable cost of developing said ALP Map is an allowable cost within the scope of this project. Airport Sponsor Grant Assurance 29 further addresses the Sponsor's statutory obligations to maintain an ALP in accordance with 49 USC §47107(a)(16).

(C) The Sponsor has made available to (or will make available to) and has provided (or will provide) upon request to the metropolitan planning organization, if any, in the area in which the Airport is located, a copy of the proposed ALP or ALP amendment to depict the project and a copy of any airport master plan in which the project is described or depicted.

(43) AIRPORT PROPERTY MAP: The Sponsor shall develop (or update), as a part of the ALP, a drawing which indicates how various tracts/parcels of land within the airport's boundaries were acquired (i.e., federal funds, surplus property, local funds only, etc.). Easement interests in areas outside the fee property line shall also be included. A screened reproducible of the Airport Layout Drawing may be used as the base for the property map.

(44) ENVIRONMENTAL IMPACT EVALUATION: The Sponsor shall evaluate the potential environmental impact of this project per the current version of FAA Order 5050.4, entitled "National Environmental Policy Act Implementing Instructions for Airport Actions." Evaluation must include coordination with all resource agencies that have jurisdiction over areas of potential environmental impact and a recommended finding such as categorical exclusion, no significant impact, level of impact and proposed mitigation, etc.

(45) EXHIBIT "A" PROPERTY MAP: The Exhibit "A" Property Map accepted by the Commission in January 1996, is incorporated herein by reference.

(46) SOLID WASTE RECYCLING PLAN: The Sponsor certifies that it has a solid

waste recycling plan as part of an existing Airport Master Plan, as prescribed by 49 USC §47106(a)(6).

(47) RUNWAY PROTECTION ZONE: The Sponsor agrees to take the following actions to maintain and/or acquire a property interest, satisfactory to the Commission and the FAA, in the Runway Protection Zones:

(A) EXISTING FEE TITLE INTEREST IN THE RUNWAY PROTECTION ZONE: The Sponsor agrees to prevent the erection or creation of any structure, place of public assembly or other use in the Runway Protection Zone, as depicted on the Exhibit "A" Property Map and the approved ALP, except for NAVAIDS that are fixed by their functional purposes or any other structure permitted by the Commission and the FAA. The Sponsor further agrees that any existing structures or uses within the Runway Protection Zone will be cleared or discontinued by the Sponsor unless approved by the Commission and the FAA.

(B) EXISTING EASEMENT INTEREST IN THE RUNWAY PROTECTION ZONE: The Sponsor agrees to take any and all steps necessary to ensure that the owner of the land within the designated Runway Protection Zone will not build any structure in the Runway Protection Zone that is an airport hazard or which might create glare or misleading lights or lead to the construction of residences, fuel handling and storage facilities, smoke generating activities, or places of public assembly, such as churches, schools, office buildings, shopping centers, and stadiums.

(C) INTEREST IN THE RUNWAY PROTECTION ZONE: The Sponsor agrees that it will make every effort to acquire fee title or easement in the Runway Protection Zones for runways that presently are not under its control within five (5) years of this grant agreement. The Sponsor further agrees to prevent the erection or creation of any structure or place of public assembly in the Runway Protection Zone, except for NAVAIDS that are fixed by their functional purposes, or any other structure approved by the Commission and the FAA. The Sponsor further agrees that any existing structures or uses within the Runway Protection Zone will be cleared or discontinued by the Sponsor unless approved by the Commission and the FAA.

(48) PROGRAM INCOME AND REVENUE FROM REAL PROPERTY: The Sponsor understands that all program income produced from real property purchased in part with Federal funds from this Agreement received while the grant is open will be deducted from the total cost of that project for determining the net costs on which the maximum United States' obligation will be based. The Sponsor further agrees that once the grant is closed, all net revenues produced from real property purchased in part with Federal funds in this grant must be used on the airport for airport planning, development, or operating expenses in accordance with 49 USC §47107(b) and §47133. This income may not be used for the Sponsor's matching share of any grant. The Sponsor's fiscal and accounting records must clearly identify actual sources and uses of these funds.

(49) ENGINEER'S DESIGN REPORT: Prior to development of the plans and

specifications, the Sponsor shall provide an engineer's report setting forth the general analysis and explanation of reasons for design choices. Said report shall include an itemized cost estimate, design computations, reasons for selections and modifications, comparison of alternatives, life cycle cost analysis, geotechnical report and any other elements that support the engineer's final plans and specifications.

(50) GEOMETRIC DESIGN CRITERIA: The Sponsor shall use the geometric design criteria promulgated by the FAA in the AC series and in FAA Orders. The Sponsor may request and receive approval for adaptation of said criteria where the FAA and the Commission concur that such adaptation is appropriate considering safety, economy and efficiency of operation.

(51) PLANS, SPECIFICATIONS, AND ESTIMATES: The plans and construction specifications for this project shall be those promulgated by the FAA in the AC series and in FAA Orders.

(A) The plans shall include a safety plan sheet to identify work areas, haul routes, staging areas, restricted areas, construction phasing, shutdown schedule etc., and to specify the requirements to ensure safety during construction.

(B) The Sponsor shall submit all plans, specifications, and estimates to the Commission for review and acceptance prior to advertising for bids for construction. The Commission and the Sponsor agree that the Commission approval of the Sponsor's Plans and Specifications is based primarily upon the Sponsor's certification to carry out the project in accordance with policies, standards, and specifications approved by the FAA. The Sponsor understands that:

(C) The Sponsor's certification does not relieve the Sponsor of the requirement to obtain prior Commission and FAA approval for modifications to any AIP or supplemental appropriation standards or to notify the Commission of any limitations to competition within the project;

(D) The Commission's acceptance of a Sponsor's certification does not limit the Commission from reviewing appropriate project documentation for the purpose of validating the certification statements; and

(E) If the Commission determines that the Sponsor has not complied with its certification statements, the Commission will review the associated project costs to determine whether such costs are allowable under AIP or supplemental appropriation.

(52) WAGE LAWS: The Sponsor and its contractors and subcontractors shall pay the prevailing hourly rate of wages for each craft or type of worker required to execute this project work as determined by the Department of Labor and Industrial Relations of Missouri, and they shall further comply in every respect with the minimum wage laws of Missouri and the United States. Federal wage rates under the Davis-Bacon or other federal acts apply to and govern this Agreement also for such work which is performed at

the jobsite, in accord with 29 CFR Part 5. Thus, this Agreement is subject to the "Contract Work Hours and Safety Standards Act", as amended (40 USC §327, *et seq.*), and its implementing regulations. The Sponsor shall take the acts which may be required to fully inform itself of the terms of, and to comply with, state and federal laws.

(53) NOTICE TO PROCEED: After the Commission receives copies of the executed construction contract between the Sponsor and the contractor, the performance and payment bonds and any other documentation as required by this Agreement, the Commission will authorize the Sponsor to issue a notice to proceed with construction.

(A) Notice to proceed shall not be issued until the Sponsor has provided satisfactory evidence of acceptable title to the land on which construction is to be performed. Ownership status of existing airport property as well as any land or easements acquired under this project must be included in a Certificate of Title tied to a current Exhibit "A" property map.

(B) The Sponsor shall issue a notice to the contractor within ten (10) days of authorization by the Commission, unless otherwise approved by the Commission.

(C) Any construction work performed prior to the Sponsor's issuance of a Notice to Proceed shall not be eligible for funding participation.

(54) DISADVANTAGED BUSINESS ENTERPRISES (DBEs)-CONSTRUCTION: The Sponsor shall notify prospective bidders that DBEs will be afforded full and affirmative opportunity to submit bids in response to the invitation and will not be discriminated against on grounds of race, color, sex, or national origin in consideration for an award.

(A) The goal for this project to be awarded to DBE firms shall be established by the Commission based on the engineer's construction cost estimate included in the design report. The goal will be a percentage of the federal portion of the contract costs less the amount expended for land, easements, the Sponsor's in-house administration, force account work and any noncontractual costs. Failure to meet the DBE goal can render a bid proposal nonresponsive at the Commission's discretion.

(B) The Sponsor shall conduct field reviews and interviews with workers to ensure that the portion of the work identified in the construction contract to be performed by DBE firms is so performed. Results of these interviews shall be submitted to the Commission with the weekly construction progress reports.

(55) LABOR STANDARDS INTERVIEWS: The Sponsor shall conduct periodic random interviews with the workers to assure that they are receiving the established prevailing wages. Results of these interviews shall be submitted to the Commission with the weekly construction progress reports.

(56) AIR AND WATER QUALITY: The Sponsor is required to comply with all

applicable air and water quality standards for the project. If the Sponsor fails to comply with this requirement, the Commission may suspend, cancel, or terminate this Agreement.

(57) CHANGE ORDERS/SUPPLEMENTAL AGREEMENTS: All change orders/supplemental agreements must be submitted to the Commission for approval prior to implementation to ensure funding eligibility. Requests for additional work for items not included in the original bid must be accompanied by a cost analysis to substantiate the proposed costs.

(58) RESPONSIBILITY FOR PROJECT SAFETY: During the full term of the project, the Sponsor shall be responsible for the installation of any signs, markers, or other devices required for the safety of the public. All markers or devices required shall conform with all applicable FAA regulations or specifications.

(A) The Sponsor shall ensure that a safety plan is included in the contract documents and that the Contractor complies with the safety plan during construction.

(B) It is also the responsibility of the Sponsor to issue, through the applicable FAA Flight Service Station, any and all Notices to Airmen that may be required. Copies of notices shall also be sent to the Commission as soon as they are filed with the FAA.

(59) RECORD DRAWINGS: The Sponsor shall provide one (1) set of digital as-built construction plans and one (1) set of digital and one (1) paper set of the updated ALP with a narrative report to the Commission upon project completion. The Sponsor understands and agrees to update the ALP to reflect the construction to standards satisfactory to the Commission and submit it in final form to the Commission. It is further mutually agreed that the reasonable cost of developing said ALP Map is an allowable cost within the scope of this project. The Commission will forward one (1) digital set of the approved updated ALP to the FAA Central Region office.

(60) PROHIBITED TELECOMMUNICATIONS: The Sponsor agrees to comply with mandatory standards and policies relating to use and procurement of certain telecommunications and video surveillance services or equipment in compliance with the National Defense Authorization Act [Public Law 115-232 §889(f)(1)] and 2 CFR §200.216.

(61) BUY AMERICAN: Unless otherwise approved in advance by the FAA, in accordance with 49 USC §50101, the State and Sponsor will not acquire or permit any contractor or subcontractor to acquire any steel or manufactured goods produced outside the United States to be used for any project for which funds are provided under this Grant. The State and Sponsor will include a provision implementing Buy American in every contract.

(62) BUILD AMERICA, BUY AMERICA: The Sponsor must comply with the

requirements under the Build America, Buy America Act (Public Law 117-58).

(63) SPECIAL CONDITIONS: The following special conditions are hereby made part of this Agreement:

(A) AIRPORT LAYOUT PLAN: The Sponsor understands and agrees to update the Airport Layout Plan to reflect the construction to standards satisfactory to the FAA and submit it in final form to the Commission or the FAA, as described by 49 §47107(a)(16). It is further mutually agreed that the reasonable cost of developing said Airport Layout Plan Map is an allowable cost within the scope of a project funded under this Grant Agreement, if applicable. Airport Sponsors Grant Assurance 29 further addresses the Sponsor's statutory obligations to maintain an airport layout plan in accordance with 49 USC §47107(a)(16).

(B) LIGHTING: The Sponsor must operate and maintain the lighting system during the useful life of the system in accordance with applicable FAA standards.

(C) INSTRUMENT LANDING SYSTEM AND ASSOCIATED EQUIPMENT IN PROJECT: The Sponsor agrees:

1. Prior to commissioning, to assure the equipment meets the FAA's standards; and
2. To remove, relocate, lower, mark, or light each obstruction to obtain a clear approach as indicated in the 14 CFR Part 77 aeronautical survey.

(D) MASTER PLAN COORDINATION: The Sponsor agrees to coordinate this master planning study with metropolitan planning organizations, other local planning agencies, and with the State Airport System Plan prepared by the State's Department of Transportation and consider any pertinent information, data, projections, and forecasts which are currently available or as will become available. The State and Sponsor agree to consider any State Clearinghouse comments and to furnish a copy of the final report to the State's Department of Transportation.

(E) AIRPORT LAYOUT PLAN COORDINATION: The Sponsor has made available to (or will make available to) and has provided (or will provide) upon request to the metropolitan planning organization, if any, in the area in which the airport is located, a copy of the proposed airport layout plan (ALP) or ALP amendment to depict the project and a copy of any airport master plan in which the project is described or depicted.

(F) PROJECT CONTAINING PAVING WORK IN EXCESS OF \$500,000: The Sponsor agrees to:

1. Furnish a construction management program to the Commission prior to the start of construction which details the measures and procedures

to be used to comply with the quality control provisions of the construction contract, including, but not limited to, all quality control provisions and tests required by the Federal specifications. The program must include as a minimum:

A. The name of the person representing the Sponsor who has overall responsibility for contract administration for the project and the authority to take necessary actions to comply with the contract;

B. Names of testing laboratories and consulting engineer firms with quality control responsibilities on the project, together with a description of the services to be provided;

C. Procedures for determining that the testing laboratories meet the requirements of the ASTM International standards on laboratory evaluation referenced in the contract specifications (i.e., ASTM D 3666, ASTM C 1077);

D. Qualifications of engineering supervision and construction inspection personnel;

E. A listing of all tests required by the contract specifications, including the type and frequency of tests to be taken, the method of sampling, the applicable test standard, and the acceptance criteria or tolerances permitted for each type of test; and

F. Procedures for ensuring that the tests are taken in accordance with the program, that they are documented daily, and that the proper corrective actions, where necessary, are undertaken.

2. Submit at completion of the project, a final test and quality assurance report documenting the summary results of all tests performed; highlighting those tests that indicated failure or that did not meet the applicable test standard. The report must include the pay reductions applied and the reasons for accepting any out-of-tolerance material. Submit interim test and quality assurance reports when requested by the State or FAA.

3. Failure to provide a complete report as described above or failure to perform such tests, will, absent any compelling justification, result in a reduction in Federal participation for costs incurred in connection with construction of the applicable pavement. Such reduction will be at the discretion of the FAA and will be based on the type or types of required tests not performed or not documented and will be commensurate with the proportion of applicable pavement with respect to the total pavement constructed under the Grant Agreement.

4. The Commission, at its discretion, reserves the right to conduct independent tests and to reduce grant payments accordingly if such independent tests determine that Sponsor test results are inaccurate.

(G) MAINTENANCE PROJECT LIFE: The Sponsor agrees that pavement maintenance is limited to those aircraft pavements that are in sufficiently sound condition that they do not warrant more extensive work, such as reconstruction or overlays in the immediate or near future. The State and Sponsor further agree that Airport Improvement Program (AIP), AIG, or supplemental appropriation funding for the pavements maintained under this project will not be requested for more substantial type rehabilitation (more substantial than periodic maintenance) for a five (5) year period following the completion of this project unless the FAA determines that the rehabilitation or reconstruction is required for safety reasons.

(H) PROTECTION OF RUNWAY PROTECTION ZONE - AIRPORT PROPERTY: The Sponsor agrees to prevent the erection or creation of any structure, place of public assembly, or other use in the Runway Protection Zone, as depicted on the Exhibit "A": Property Map, except for Navigational Aids (NAVAIDS) that are fixed by their functional purposes or any other structure permitted by the FAA. The Sponsor further agrees that any existing structures or uses within the Runway Protection Zone will be cleared or discontinued by the Sponsor unless approved by the Commission.

(I) PROTECTION OF RUNWAY PROTECTION ZONE – EASEMENT: The Sponsor, under the easement, agree to take any and all steps necessary to ensure that the owner of the land within the designated Runway Protection Zone will not build any structure in the Runway Protection Zone that is an airport hazard or which might create glare or misleading lights or lead to the construction of residences, fuel handling and storage facilities, smoke generating activities, or places of public assembly, such as churches, schools, office buildings, shopping centers, and stadiums.

(J) PLANS AND SPECIFICATIONS APPROVAL BASED UPON CERTIFICATION: The Sponsor agrees that the Commission's approval of the Sponsor's Plans and Specification is based primarily upon the Sponsor's certification to carry out the project in accordance with policies, standards, and specifications approved by the Commission. The Sponsor understands that:

1. The Sponsor's certification does not relieve the Sponsor of the requirement to obtain prior Commission approval for modifications to published FAA airport development grant standards or to notify the Commission of any limitations to competition within the project;

2. The Commission's acceptance of Sponsor's certification does not limit the Commission from reviewing appropriate project documentation for the purpose of validating the certification statements; and

3. If the Commission determines that the Sponsor has not complied with its certification statements, the Commission will review the associated project costs to determine whether such costs are allowable under this Grant.

(K) BUY AMERICAN EXECUTIVE ORDERS: The Sponsor agrees to abide by applicable Executive Orders in effect at the time this Grant Agreement is executed, including Executive Order 14005, Ensuring the Future Is Made in All of America by All of America's Workers.

(L) Mothers' Rooms: As a small, medium or large hub airport, the sponsor certifies it is in compliance with 49 USC § 47107(w).

(M) Usable Unit of Development: The FAA and the sponsor agree this grant only funds a portion of the overall project. The FAA makes no commitment of funding beyond what is provided herein. In accepting this award, the airport Sponsor understands and agrees that the work described in this grant agreement must be incorporated into a safe, useful, and usable unit of development completed within a reasonable timeframe [49 USC § 47106(a)(4)]. This safe, useful, usable unit of development must be completed regardless of whether the sponsor receives any additional federal funding.

(N) Duffy Plaintiff Special Term: Pursuant to the court's preliminary injunction order in *State of California v. Duffy*, 1:25-cv-00208-JJM-PAS (D.R.I.) (June 19, 2025), DOT will not impose or enforce the challenged immigration enforcement condition* or any materially similar terms and conditions, to any grant funds awarded, directly or indirectly, to Plaintiff States or local government entities within those States (collectively referred to as "Plaintiff State Entities"), or otherwise rescind, withhold, terminate, or take other adverse action, absent specific statutory authority, based on the challenged immigration enforcement condition while DOT is subject to an injunction. DOT will not require Plaintiff State Entities to make any certification or other representation related to compliance with the challenged immigration enforcement condition nor will DOT construe acceptance of funding from DOT as certification as to the challenged immigration enforcement condition.

*The challenged immigration enforcement condition:

"[T]he Recipient will cooperate with Federal officials in the enforcement of Federal law, including cooperating with and not impeding U.S. Immigration and Customs Enforcement (ICE) and other Federal offices and components of the Department of Homeland Security in the enforcement of Federal immigration law."

[Remainder of Page Intentionally Left Blank]

IN WITNESS WHEREOF, the parties have entered into and accepted this Agreement on the last date written below.

Executed by Sponsor on _____ (date).

Executed by Commission on _____ (date).

MISSOURI HIGHWAYS AND
TRANSPORTATION COMMISSION

CITY OF HARRISONVILLE

By: _____

By: _____

Title: _____

Title: _____

Attest:

Attest:

Secretary to the Commission

By: _____

Title: _____

Approved as to Form:

Commission Counsel

Ordinance No. _____

CERTIFICATE OF SPONSOR'S ATTORNEY

I, _____, acting as attorney for the Sponsor, do hereby certify that in my opinion, the Sponsor is empowered to enter into the foregoing grant Agreement under the laws of the State of Missouri. Further, I have examined the foregoing grant Agreement, and the actions taken by said Sponsor and Sponsor's official representative have been duly authorized and the execution thereof is in all respects due and proper and in accordance with the laws of the said state and the Airport and Airway Improvement Act of 1982, as amended. In addition, for grants involving projects to be carried out on property not owned by the Sponsor, there are no legal impediments that will prevent full performance by the Sponsor. Further, it is my opinion that the said grant constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

SPONSOR: CITY OF HARRISONVILLE

Name of Sponsor's Attorney (typed)

Signature of Sponsor's Attorney

Date _____

EXHIBIT 1
ASSURANCES
AIRPORT SPONSORS

A. General.

1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.
2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Public Law 117-58, Division J, Title VIII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
3. Upon acceptance of this grant offer by the sponsor, these assurances are incorporated in and become part of this Grant Agreement.

B. Duration and Applicability.

1. **Airport development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.**

The terms, conditions and assurances of this Grant Agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.

2. **Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor.**

The preceding paragraph (1) also applies to a private sponsor except that the useful life of project items installed within a facility, or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of Federal aid for the project.

3. **Airport Planning Undertaken by a Sponsor.**

Unless otherwise specified in this Grant Agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 23, 25, 30, 32, 33, 34, and 37 in Section C apply to planning projects. The terms, conditions, and assurances of this Grant Agreement shall remain in

full force and effect during the life of the project; there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport.

C. Sponsor Certification.

The sponsor hereby assures and certifies, with respect to this grant that:

1. General Federal Requirements

It will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds for this Grant including but not limited to the following:

FEDERAL LEGISLATION

- a. 49, U.S.C. subtitle VII, as amended.
- b. Davis-Bacon Act, as amended — 40 U.S.C. §§ 3141-3144, 3146, and 3147, et seq.¹
- c. Federal Fair Labor Standards Act - 29 U.S.C. § 201, et seq.
- d. Hatch Act – 5 U.S.C. § 1501, et seq.²
- e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. § 4601, et seq.^{1, 2}
- f. National Historic Preservation Act of 1966 – Section 106 - 54 U.S.C. § 306108.1.¹
- g. Archeological and Historic Preservation Act of 1974 - 54 U.S.C. § 312501, et seq.¹
- h. Native Americans Grave Repatriation Act - 25 U.S.C. § 3001, et seq.
- i. Clean Air Act, P.L. 90-148, as amended - 42 U.S.C. § 7401, et seq.
- j. Coastal Zone Management Act, P.L. 92-583, as amended - 16 U.S.C. § 1451, et seq.
- k. Flood Disaster Protection Act of 1973 – Section 102(a) - 42 U.S.C. § 4012a.¹
- l. 49 U.S.C. § 303, (formerly known as Section 4(f))
- m. Rehabilitation Act of 1973 - 29 U.S.C. § 794.
- n. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin);
- o. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.) (prohibits discrimination on the basis of disability).
- p. Age Discrimination Act of 1975 - 42 U.S.C. § 6101, et seq.
- q. American Indian Religious Freedom Act, P.L. 95-341, as amended.
- r. Architectural Barriers Act of 1968, as amended - 42 U.S.C. § 4151, et seq.¹
- s. Powerplant and Industrial Fuel Use Act of 1978 – Section 403 - 42 U.S.C. § 8373.¹
- t. Contract Work Hours and Safety Standards Act - 40 U.S.C. § 3701, et seq.¹
- u. Copeland Anti-kickback Act - 18 U.S.C. § 874.¹

- v. National Environmental Policy Act of 1969 - 42 U.S.C. § 4321, et seq.¹
- w. Wild and Scenic Rivers Act, P.L. 90-542, as amended – 16 U.S.C. § 1271, et seq.
- x. Single Audit Act of 1984 - 31 U.S.C. § 7501, et seq.²
- y. Drug-Free Workplace Act of 1988 - 41 U.S.C. §§ 8101 through 8105.
- z. The Federal Funding Accountability and Transparency Act of 2006, as amended (Pub. L. 109-282, as amended by section 6202 of Pub. L. 110-252).
- aa. Civil Rights Restoration Act of 1987, P.L. 100-259.
- bb. Build America, Buy America Act, P.L. 117-58, Title IX.

EXECUTIVE ORDERS

- a. Executive Order 11246 – Equal Employment Opportunity¹
- b. Executive Order 11990 – Protection of Wetlands
- c. Executive Order 11998 – Flood Plain Management
- d. Executive Order 12372 – Intergovernmental Review of Federal Programs
- e. Executive Order 12699 – Seismic Safety of Federal and Federally Assisted New Building Construction¹
- f. Executive Order 12898 – Environmental Justice
- g. Executive Order 13166 – Improving Access to Services for Persons with Limited English Proficiency
- h. Executive Order 13985 – Executive Order on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government
- i. Executive Order 13988 – Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation
- j. Executive Order 14005 – Ensuring the Future is Made in all of America by All of America’s Workers
- k. Executive Order 14008 – Tackling the Climate Crisis at Home and Abroad

FEDERAL REGULATIONS

- a. 2 CFR Part 180 – OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement).
- b. 2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. ^{4, 5}
- c. 2 CFR Part 1200 – Nonprocurement Suspension and Debarment.
- d. 14 CFR Part 13 – Investigative and Enforcement Procedures.
- e. 14 CFR Part 16 – Rules of Practice for Federally-Assisted Airport Enforcement Proceedings.
- f. 14 CFR Part 150 – Airport Noise Compatibility Planning.
- g. 28 CFR Part 35 – Nondiscrimination on the Basis of Disability in State and Local Government Services.

- h. 28 CFR § 50.3 – U.S. Department of Justice Guidelines for the Enforcement of Title VI of the Civil Rights Act of 1964.
- i. 29 CFR Part 1 – Procedures for Predetermination of Wage Rates.¹
- j. 29 CFR Part 3 – Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States.¹
- k. 29 CFR Part 5 – Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction (Also Labor Standards Provisions Applicable to Nonconstruction Contracts Subject to the Contract Work Hours and Safety Standards Act).¹
- l. 41 CFR Part 60 – Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and Federally-assisted contracting requirements).¹
- m. 49 CFR Part 20 – New Restrictions on Lobbying.
- n. 49 CFR Part 21 – Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964.
- o. 49 CFR Part 23 – Participation by Disadvantage Business Enterprise in Airport Concessions.
- p. 49 CFR Part 24 – Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.^{1, 2}
- q. 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.
- r. 49 CFR Part 27 – Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance.¹
- s. 49 CFR Part 28 – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation.
- t. 49 CFR Part 30 – Denial of Public Works Contracts to Suppliers of Goods and Services of Countries That Deny Procurement Market Access to U.S. Contractors.
- u. 49 CFR Part 32 – Governmentwide Requirements for Drug-Free Workplace (Financial Assistance).
- v. 49 CFR Part 37 – Transportation Services for Individuals with Disabilities (ADA).
- w. 49 CFR Part 38 – Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles.
- x. 49 CFR Part 41 – Seismic Safety.

FOOTNOTES TO ASSURANCE (C)(1)

¹ These laws do not apply to airport planning sponsors.

² These laws do not apply to private sponsors.

³ 2 CFR Part 200 contains requirements for State and Local Governments receiving Federal assistance. Any requirement levied upon State and Local Governments by this regulation shall apply where applicable to private sponsors receiving Federal assistance under Title 49, United States Code.

⁴ Cost principles established in 2 CFR part 200 subpart E must be used as guidelines for determining the eligibility of specific types of expenses.

⁵ Audit requirements established in 2 CFR part 200 subpart F are the guidelines for audits.

SPECIFIC ASSURANCES

Specific assurances required to be included in grant agreements by any of the above laws, regulations or circulars are incorporated by reference in this Grant Agreement.

2. Responsibility and Authority of the Sponsor.

a. Public Agency Sponsor:

It has legal authority to apply for this Grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

b. Private Sponsor:

It has legal authority to apply for this Grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this Grant Agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

3. Sponsor Fund Availability.

It has sufficient funds available for that portion of the project costs which are not to be paid by the United States. It has sufficient funds available to assure operation and maintenance of items funded under this Grant Agreement which it will own or control.

4. Good Title.

- a. It, a public agency or the Federal government, holds good title, satisfactory to the Secretary, to the landing area of the airport or site thereof, or will give assurance satisfactory to the Secretary that good title will be acquired.
- b. For noise compatibility program projects to be carried out on the property of the sponsor, it holds good title satisfactory to the Secretary to that portion of the property upon which Federal funds will be expended or will give assurance to the Secretary that good title will be obtained.

5. Preserving Rights and Powers.

- a. It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this Grant Agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.

- b. Subject to the FAA Act of 2018, Public Law 115-254, Section 163, it will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which Federal funds have been expended, for the duration of the terms, conditions, and assurances in this Grant Agreement without approval by the Secretary. If the transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of this Grant Agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this Grant Agreement.
- c. For all noise compatibility program projects which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be satisfactory to the Secretary. It will take steps to enforce this agreement against the local government if there is substantial non-compliance with the terms of the agreement.
- d. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary. It will take steps to enforce this agreement against the property owner whenever there is substantial non-compliance with the terms of the agreement.
- e. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.
- f. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to ensure that the airport will be operated and maintained in accordance with Title 49, United States Code, the regulations and the terms, conditions and assurances in this Grant Agreement and shall ensure that such arrangement also requires compliance therewith.
- g. Sponsors of commercial service airports will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport. Sponsors of general aviation airports entering into any arrangement that results in permission for the owner of residential real property adjacent to or near the airport must comply with the requirements of 49 U.S.C. § 47107(s) and the sponsor assurances.

6. Consistency with Local Plans.

The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

7. Consideration of Local Interest.

It has given fair consideration to the interest of communities in or near where the project may be located.

8. Consultation with Users.

In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.

9. Public Hearings.

In projects involving the location of an airport, an airport runway, or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

10. Metropolitan Planning Organization.

In projects involving the location of an airport, an airport runway, or a major runway extension at a medium or large hub airport, the sponsor has made available to and has provided upon request to the metropolitan planning organization in the area in which the airport is located, if any, a copy of the proposed amendment to the airport layout plan to depict the project and a copy of any airport master plan in which the project is described or depicted.

11. Pavement Preventive Maintenance.

With respect to a project approved after January 1, 1995, for the replacement or reconstruction of pavement at the airport, it assures or certifies that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with Federal financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

12. Terminal Development Prerequisites.

For projects which include terminal development at a public use airport, as defined in Title 49, it has, on the date of submittal of the project grant application, all the safety equipment required for certification of such airport under 49 U.S.C. § 44706, and all the security equipment required by rule or regulation, and has provided for access to the passenger

enplaning and deplaning area of such airport to passengers enplaning and deplaning from aircraft other than air carrier aircraft.

13. Accounting System, Audit, and Record Keeping Requirements.

- a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of this Grant, the total cost of the project in connection with which this Grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.
- b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this Grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which this Grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

14. Minimum Wage Rates.

It shall include, in all contracts in excess of \$2,000 for work on any projects funded under this Grant Agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor under 40 U.S.C. §§ 3141-3144, 3146, and 3147, Public Building, Property, and Works), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

15. Veteran's Preference.

It shall include in all contracts for work on any project funded under this Grant Agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in 49 U.S.C. § 47112. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

16. Conformity to Plans and Specifications.

It will execute the project subject to plans, specifications, and schedules approved by the Secretary. Such plans, specifications, and schedules shall be submitted to the Secretary prior to commencement of site preparation, construction, or other performance under this Grant Agreement, and, upon approval of the Secretary, shall be incorporated into this Grant Agreement. Any modification to the approved plans, specifications, and schedules shall also be subject to approval of the Secretary, and incorporated into this Grant Agreement.

17. Construction Inspection and Approval.

It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the Secretary for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the Secretary and such work shall be in accordance with regulations and procedures prescribed by the Secretary. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the Secretary shall deem necessary.

18. Planning Projects.

In carrying out planning projects:

- a. It will execute the project in accordance with the approved program narrative contained in the project application or with the modifications similarly approved.
- b. It will furnish the Secretary with such periodic reports as required pertaining to the planning project and planning work activities.
- c. It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the United States.
- d. It will make such material available for examination by the public, and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.
- e. It will give the Secretary unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.
- f. It will grant the Secretary the right to disapprove the sponsor's employment of specific consultants and their subcontractors to do all or any part of this project as well as the right to disapprove the proposed scope and cost of professional services.
- g. It will grant the Secretary the right to disapprove the use of the sponsor's employees to do all or any part of the project.
- h. It understands and agrees that the Secretary's approval of this project grant or the Secretary's approval of any planning material developed as part of this grant does not constitute or imply any assurance or commitment on the part of the Secretary to approve any pending or future application for a Federal airport grant.

19. Operation and Maintenance.

- a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere

with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary. In furtherance of this assurance, the sponsor will have in effect arrangements for:

1. Operating the airport's aeronautical facilities whenever required;
 2. Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
 3. Promptly notifying aviators of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood, or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.
- b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.

20. Hazard Removal and Mitigation.

It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

21. Compatible Land Use.

It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.

22. Economic Nondiscrimination.

- a. It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.
- b. In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to:

1. Furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and
 2. Charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.
- c. Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.
 - d. Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.
 - e. Each air carrier using such airport (whether as a tenant, non-tenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or non-tenants and signatory carriers and non-signatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld by any airport provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.
 - f. It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees (including, but not limited to maintenance, repair, and fueling) that it may choose to perform.
 - g. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.
 - h. The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport.
 - i. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

23. Exclusive Rights.

It will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public. For purposes of this paragraph, the

providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if both of the following apply:

- a. It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services, and
- b. If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport. It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities, including, but not limited to charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity now existing at such an airport before the grant of any assistance under Title 49, United States Code.

24. Fee and Rental Structure.

It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No part of the Federal share of an airport development, airport planning or noise compatibility project for which a Grant is made under Title 49, United States Code, the Airport and Airway Improvement Act of 1982, the Federal Airport Act or the Airport and Airway Development Act of 1970 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

25. Airport Revenues.

- a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this paragraph:
 1. If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all

revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.

2. If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.
 3. Certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at 49 U.S.C. § 47102), if the FAA determines the airport sponsor meets the requirements set forth in Section 813 of Public Law 112-95.
- b. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.

26. Reports and Inspections.

It will:

- a. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports available to the public; make available to the public at reasonable times and places a report of the airport budget in a format prescribed by the Secretary;
- b. for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request;
- c. for noise compatibility program projects, make records and documents relating to the project and continued compliance with the terms, conditions, and assurances of this Grant Agreement including deeds, leases, agreements, regulations, and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request; and
- d. in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:

1. all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and
2. all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

27. Use by Government Aircraft.

It will make available all of the facilities of the airport developed with Federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by Government aircraft in common with other aircraft at all times without charge, except, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used. Unless otherwise determined by the Secretary, or otherwise agreed to by the sponsor and the using agency, substantial use of an airport by Government aircraft will be considered to exist when operations of such aircraft are in excess of those which, in the opinion of the Secretary, would unduly interfere with use of the landing areas by other authorized aircraft, or during any calendar month that:

- a. Five (5) or more Government aircraft are regularly based at the airport or on land adjacent thereto; or
- b. The total number of movements (counting each landing as a movement) of Government aircraft is 300 or more, or the gross accumulative weight of Government aircraft using the airport (the total movement of Government aircraft multiplied by gross weights of such aircraft) is in excess of five million pounds.

28. Land for Federal Facilities.

It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein as the Secretary considers necessary or desirable for construction, operation, and maintenance at Federal expense of space or facilities for such purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.

29. Airport Layout Plan.

- a. Subject to the FAA Reauthorization Act of 2018, Public Law 115-254, Section 163, it will keep up to date at all times an airport layout plan of the airport showing:
 1. boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;
 2. the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities;

3. the location of all existing and proposed non-aviation areas and of all existing improvements thereon; and
4. all proposed and existing access points used to taxi aircraft across the airport's property boundary.

Such airport layout plans and each amendment, revision, or modification thereof, shall be subject to the approval of the Secretary which approval shall be evidenced by the signature of a duly authorized representative of the Secretary on the face of the airport layout plan. The sponsor will not make or permit any changes or alterations in the airport or any of its facilities which are not in conformity with the airport layout plan as approved by the Secretary and which might, in the opinion of the Secretary, adversely affect the safety, utility or efficiency of the airport.

- b. Subject to the FAA Reauthorization Act of 2018, Public Law 115-254, Section 163, if a change or alteration in the airport or the facilities is made which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary:
 1. eliminate such adverse effect in a manner approved by the Secretary; or
 2. bear all costs of relocating such property (or replacement thereof) to a site acceptable to the Secretary and all costs of restoring such property (or replacement thereof) to the level of safety, utility, efficiency, and cost of operation existing before the unapproved change in the airport or its facilities except in the case of a relocation or replacement of an existing airport facility due to a change in the Secretary's design standards beyond the control of the airport sponsor.

30. Civil Rights.

It will promptly take any measures necessary to ensure that no person in the United States shall, on the grounds of race, color, and national origin (including limited English proficiency) in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4); creed and sex (including sexual orientation and gender identity) per 49 U.S.C. § 47123 and related requirements; age per the Age Discrimination Act of 1975 and related requirements; or disability per the Americans with Disabilities Act of 1990 and related requirements, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any program and activity conducted with, or benefiting from, funds received from this Grant.

- a. Using the definitions of activity, facility, and program as found and defined in 49 CFR §§ 21.23(b) and 21.23(e), the sponsor will facilitate all programs, operate all facilities, or conduct all programs in compliance with all non-discrimination requirements imposed by or pursuant to these assurances.
- b. Applicability

1. Programs and Activities. If the sponsor has received a grant (or other federal assistance) for any of the sponsor's program or activities, these requirements extend to all of the sponsor's programs and activities.
2. Facilities. Where it receives a grant or other federal financial assistance to construct, expand, renovate, remodel, alter, or acquire a facility, or part of a facility, the assurance extends to the entire facility and facilities operated in connection therewith.
3. Real Property. Where the sponsor receives a grant or other Federal financial assistance in the form of, or for the acquisition of real property or an interest in real property, the assurance will extend to rights to space on, over, or under such property.

c. Duration.

The sponsor agrees that it is obligated to this assurance for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the assurance obligates the sponsor, or any transferee for the longer of the following periods:

1. So long as the airport is used as an airport, or for another purpose involving the provision of similar services or benefits; or
2. So long as the sponsor retains ownership or possession of the property.

d. Required Solicitation Language. It will include the following notification in all solicitations for bids, Requests For Proposals for work, or material under this Grant Agreement and in all proposals for agreements, including airport concessions, regardless of funding source:

"The ([**Selection Criteria: Sponsor Name**]), in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, [select businesses, or disadvantaged business enterprises or airport concession disadvantaged business enterprises] will be afforded full and fair opportunity to submit bids in response to this invitation and no businesses will be discriminated against on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability in consideration for an award."

e. Required Contract Provisions.

1. It will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in Federally-assisted programs of the Department of Transportation (DOT), and incorporating the acts and regulations into the contracts by reference in every contract or agreement

subject to the non-discrimination in Federally-assisted programs of the DOT acts and regulations.

2. It will include a list of the pertinent non-discrimination authorities in every contract that is subject to the non-discrimination acts and regulations.
3. It will insert non-discrimination contract clauses as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a sponsor.
4. It will insert non-discrimination contract clauses prohibiting discrimination on the basis of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability as a covenant running with the land, in any future deeds, leases, license, permits, or similar instruments entered into by the sponsor with other parties:
 - a. For the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
- f. It will provide for such methods of administration for the program as are found by the Secretary to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the acts, the regulations, and this assurance.
- g. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the acts, the regulations, and this assurance.

31. Disposal of Land.

- a. For land purchased under a grant for airport noise compatibility purposes, including land serving as a noise buffer, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will be, at the discretion of the Secretary, (1) reinvested in another project at the airport, or (2) transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:
 1. Reinvestment in an approved noise compatibility project;
 2. Reinvestment in an approved project that is eligible for grant funding under 49 U.S.C. § 47117(e);

3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 U.S.C. § 47114, 47115, or 47117, or under Public Law 117-58, Division J, Title VIII; or
4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport.

If land acquired under a grant for noise compatibility purposes is leased at fair market value and consistent with noise buffering purposes, the lease will not be considered a disposal of the land. Revenues derived from such a lease may be used for an approved airport development project that would otherwise be eligible for grant funding or any permitted use of airport revenue.

- b. For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, upon application to the Secretary, be reinvested or transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:
 1. Reinvestment in an approved noise compatibility project;
 2. Reinvestment in an approved project that is eligible for grant funding under 49 U.S.C. § 47117(e);
 3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 U.S.C. §§ 47114, 47115, or 47117, or under Public Law 117-58, Division J, Title VIII; or
 4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport.
- c. Land shall be considered to be needed for airport purposes under this assurance if (1) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (2) the revenue from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or Federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.
- d. Disposition of such land under (a), (b), or (c) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

32. Engineering and Design Services.

If any phase of such project has received Federal funds under Chapter 471 subchapter 1 of Title 49 U.S.C., or Public Law 117-58, Division J, Title VIII it will award each contract, or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services in the same manner as a contract for architectural and engineering services is negotiated under Chapter 11 of Title 40 U.S.C., or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

33. Foreign Market Restrictions.

It will not allow funds provided under this Grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

34. Policies, Standards, and Specifications.

It will carry out any project funded under an Airport Infrastructure Grant in accordance with policies, standards, and specifications approved by the Secretary including, but not limited to, current FAA Advisory Circulars (<https://www.faa.gov/airports/aip/media/aip-pfc-checklist.pdf>) for AIG projects as of [Selection Criteria: Project Application Date].

35. Relocation and Real Property Acquisition.

- a. It will be guided in acquiring real property, to the greatest extent practicable under State law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B.
- b. It will provide a relocation assistance program offering the services described in Subpart C of 49 CFR Part 24 and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24.
- c. It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.

36. Access By Intercity Buses.

The airport owner or operator will permit, to the maximum extent practicable, intercity buses or other modes of transportation to have access to the airport; however, it has no obligation to fund special facilities for intercity buses or for other modes of transportation.

37. Disadvantaged Business Enterprises.

The sponsor shall not discriminate on the basis of race, color, national origin, sex, in the award and performance of any DOT-assisted contract covered by 49 CFR Part 26, or in the award and performance of any concession activity contract covered by 49 CFR Part 23. In addition, the sponsor shall not discriminate on the basis of race, color, national origin or sex in the administration of its Disadvantaged Business Enterprise (DBE) and Airport Concessions Disadvantaged Business Enterprise (ACDBE) programs or the requirements of

49 CFR Parts 23 and 26. The sponsor shall take all necessary and reasonable steps under 49 CFR Parts 23 and 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts, and/or concession contracts. The sponsor's DBE and ACDBE programs, as required by 49 CFR Parts 26 and 23, and as approved by DOT, are incorporated by reference in this agreement. Implementation of these programs is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the sponsor of its failure to carry out its approved program, the Department may impose sanctions as provided for under Parts 26 and 23 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. § 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. §§ 3801-3809, 3812).

38. Hangar Construction.

If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose.

39. Competitive Access.

- a. If the airport owner or operator of a medium or large hub airport (as defined in 49 U.S.C. § 47102) has been unable to accommodate one or more requests by an air carrier for access to gates or other facilities at that airport in order to allow the air carrier to provide service to the airport or to expand service at the airport, the airport owner or operator shall transmit a report to the Secretary that:
 1. Describes the requests;
 2. Provides an explanation as to why the requests could not be accommodated; and
 3. Provides a time frame within which, if any, the airport will be able to accommodate the requests.
- b. Such report shall be due on either February 1 or August 1 of each year if the airport has been unable to accommodate the request(s) in the six month period prior to the applicable due date.

ASSURANCES

PLANNING AGENCY SPONSORS

A. General.

1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.
2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
3. Upon acceptance of this grant offer by the sponsor, these assurances are incorporated in and become part of this Grant Agreement.

B. Duration and Applicability.

The terms, conditions and assurances of this Grant Agreement shall remain in full force and effect during the life of the project.

C. Sponsor Certification.

The sponsor hereby assures and certifies, with respect to this grant that:

1. General Federal Requirements

It will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance and use of Federal funds for this project including but not limited to the following:

FEDERAL LEGISLATION

- a. 49, U.S.C., subtitle VII, as amended.
- b. Federal Fair Labor Standards Act - 29 U.S.C. § 201, et seq.
- c. Hatch Act – 5 U.S.C. § 1501, et seq.¹
- d. Rehabilitation Act of 1973 – 29 U.S.C. § 794
- e. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin).
- f. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.) (prohibits discrimination on the basis of disability).
- g. Age Discrimination Act of 1975 - 42 U.S.C. § 6101, et seq.
- h. Single Audit Act of 1984 - 31 U.S.C. § 7501, et seq.¹
- i. Drug-Free Workplace Act of 1988 - 41 U.S.C. § 8101 through 8105.
- j. The Federal Funding Accountability and Transparency Act of 2006, as amended (Pub. L. 109-282, as amended by section 6202 of Public Law 110-252).

- k. Build America, Buy America Act, P.L. 117-58, Title IX.

EXECUTIVE ORDERS

- a. Executive Order 12372 - Intergovernmental Review of Federal Programs
- b. Executive Order 13166 – Improving Access to Services for Persons with Limited English Proficiency
- c. Executive Order 13985 – Executive Order on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government
- d. Executive Order 13988 – Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation
- e. Executive Order 14005 – Ensuring the Future is Made in all of America by All of America’s Workers
- f. Executive Order 14008 - Tackling the Climate Crisis at Home and Abroad

FEDERAL REGULATIONS

- a. 2 CFR Part 180 – OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement).
- b. 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.^{3, 4}
- c. 2 CFR Part 1200 – Nonprocurement Suspension and Debarment.
- d. 14 CFR Part 13 – Investigative and Enforcement Procedures.
- e. 14 CFR Part 16 – Rules of Practice for Federally-Assisted Airport Enforcement Proceedings.
- f. 28 CFR Part 35 – Nondiscrimination on the Basis of Disability in State and Local Government Services.
- g. 28 CFR § 50.3 – U.S. Department of Justice Guidelines for the Enforcement of Title VI of the Civil Rights Act of 1964.
- h. 49 CFR Part 20 – New Restrictions on Lobbying.
- i. 49 CFR Part 21 – Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964.
- j. 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.
- k. 49 CFR Part 28 – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation.
- l. 49 CFR Part 30 – Denial of Public Works Contracts to Suppliers of Goods and Services of Countries That Deny Procurement Market Access to U.S. Contractors.
- m. 49 CFR Part 32 – Governmentwide Requirements for Drug-Free Workplace (Financial Assistance)

FOOTNOTES TO ASSURANCE C.1.

¹ These laws do not apply to private sponsors.

² 2 CFR Part 200 contain requirements for State and Local Governments receiving Federal assistance. Any requirement levied upon State and Local Governments by this regulation shall

apply where applicable to private sponsors receiving Federal assistance under Title 49, United States Code.

- ³ Cost principles established in 2 CFR part 200 subpart E must be used as guidelines for determining the eligibility of specific types of expenses.
- ⁴ Audit requirements established in 2 CFR part 200 subpart F are the guidelines for audits.

SPECIFIC ASSURANCES

Specific assurances required to be included in grant agreements by any of the above laws, regulations or circulars are incorporated by reference in this Grant Agreement.

2. Responsibility and Authority of the Sponsor.

It has legal authority to apply for this grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

3. Sponsor Fund Availability.

It has sufficient funds available for that portion of the project costs which are not to be paid by the United States.

4. Preserving Rights and Powers

It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this Grant Agreement without the written approval of the Secretary

5. Consistency with Local Plans.

The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies in the planning area.

6. Accounting System, Audit, and Record Keeping Requirements

- a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of this Grant, the total cost of the project in connection with which this Grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.
- b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this Grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which this Grant was given or used, it shall file a certified copy of such

audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

7. Planning Projects

In carrying out planning projects:

- a. It will execute the project in accordance with the approved program narrative contained in the project application or with modifications similarly approved.
- b. It will furnish the Secretary with such periodic reports as required pertaining to the planning project and planning work activities.
- c. It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the United States.
- d. It will make such material available for examination by the public, and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.
- e. It will give the Secretary unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.
- f. It will grant the Secretary the right to disapprove the Sponsor's employment of specific consultants and their subcontractors to do all or any part of this project as well as the right to disapprove the proposed scope and cost of professional services.
- g. It will grant the Secretary the right to disapprove the use of the Sponsor's employees to do all or any part of the project.
- h. It understands and agrees that the Secretary's approval of this project grant or the Secretary's approval of any planning material developed as part of this grant does not mean constitute or imply any assurance or commitment on the part of the Secretary to approve any pending or future application for a Federal airport grant.

8. Reports and Inspections.

It will submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request.

9. Civil Rights.

It will promptly take any measures necessary to ensure that no person in the United States shall, on the grounds of race, creed, color, and national origin (including limited English proficiency) in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4; creed and sex (including sexual orientation and gender identity) per 49 U.S.C. § 47123 and related requirements; age per the Age Discrimination Act of 1975 and related requirements; or disability per the Americans with Disabilities Act of 1990 and related requirements, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any program and activity conducted with, or benefiting from, funds received from this grant.

- a. Using the definitions of activity, facility, and program as found and defined in 49 CFR §§ 21.23(b) and 21.23(e), the sponsor will facilitate all programs, operate all facilities, or conduct all programs in compliance with all non-discrimination requirements imposed by or pursuant to these assurances.
- b. Applicability
 - 1. Programs and Activities. If the sponsor has received a grant (or other federal assistance) for any of the sponsor's program or activities, these requirements extend to all of the sponsor's programs and activities.
 - 2. Facilities. Where it receives a grant or other federal financial assistance to construct, expand, renovate, remodel, alter, or acquire a facility, or part of a facility, the assurance extends to the entire facility and facilities operated in connection therewith.
 - 3. Real Property. Where the sponsor receives a grant or other Federal financial assistance in the form of, or for the acquisition of real property or an interest in real property, the assurance will extend to rights to space on, over, or under such property.
- c. Duration.

The sponsor agrees that it is obligated to this assurance for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the assurance obligates the sponsor, or any transferee for the longer of the following periods:

- 1. So long as the airport is used as an airport, or for another purpose involving the provision of similar services or benefits; or
 - 2. So long as the sponsor retains ownership or possession of the property.
- d. Required Solicitation Language.

It will include the following notification in all solicitations for bids, Requests For Proposals for work, or material under this grant agreement and in all proposals for agreements, including airport concessions, regardless of funding source:

"The (**[Selection Criteria: Sponsor Name]**), in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, [select businesses, or disadvantaged business enterprises or airport concession disadvantaged business enterprises] will be afforded full and fair opportunity to submit bids in response to this invitation and no businesses will be discriminated against on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability in consideration for an award."

e. Required Contract Provisions.

1. It will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in Federally-assisted programs of the DOT, and incorporating the acts and regulations into the contracts by reference in every contract or agreement subject to the non-discrimination in Federally-assisted programs of the DOT acts and regulations.
2. It will include a list of the pertinent non-discrimination authorities in every contract that is subject to the non-discrimination acts and regulations.
3. It will insert non-discrimination contract clauses as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a sponsor.
4. It will insert non-discrimination contract clauses prohibiting discrimination on the basis of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability as a covenant running with the land, in any future deeds, leases, license, permits, or similar instruments entered into by the sponsor with other parties:
 - a. For the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
- f. It will provide for such methods of administration for the program as are found by the Secretary to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the acts, the regulations, and this assurance.
- g. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the acts, the regulations, and this assurance.

10. Engineering and Design Services.

If any phase of such project has received Federal funds under Chapter 471 subchapter 1 of Title 49 U.S.C., it will award each contract, or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services in the same manner as a contract for architectural and engineering services is negotiated under

Chapter 11 of Title 40 U.S.C., or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

11. Foreign Market Restrictions.

It will not allow funds provided under this Grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

12. Policies, Standards, and Specifications.

It will carry out the project in accordance with policies, standards, and specifications approved by the Secretary.

13. Disadvantaged Business Enterprises.

The recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT-assisted contract covered by 49 CFR Part 26. The recipient shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR Part 26, and as approved by DOT, is incorporated by reference in this agreement. Implementation of these programs is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. § 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. §§ 3801-3809, 3812).

ASSURANCES

NON-AIRPORT SPONSORS UNDERTAKING NOISE COMPATIBILITY PROGRAM PROJECTS

A. General.

1. These assurances shall be complied with in the performance of grant agreements for noise compatibility projects undertaken by sponsors who are not proprietors of the airport which is the subject of the noise compatibility program.
2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. Sponsors are units of local government in the areas around the airport which is the subject of the noise compatibility program.
3. Upon acceptance of this grant offer by the sponsor, these assurances are incorporated in and become part of this Grant Agreement.

B. Duration and Applicability.

The terms, conditions and assurances of this Grant Agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired throughout the useful life of the project items installed under a project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.

C. Sponsor Certification.

The sponsor hereby assures and certifies, with respect to this grant that:

1. General Federal Requirements

It will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance and use of Federal funds for this project including but not limited to the following:

FEDERAL LEGISLATION

- a. 49, U.S.C., subtitle VII, as amended.
- b. Davis-Bacon Act, as amended — 40 U.S.C. §§ 3141-3144, 3146, and 3147, et seq.¹
- c. Federal Fair Labor Standards Act - 29 U.S.C. § 201, et seq.
- d. Hatch Act — 5 U.S.C. § 1501, et seq.²
- e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. § 4601, et seq.^{1, 2}
- f. National Historic Preservation Act of 1966 – Section 106 - 54 U.S.C. § 306108.¹
- g. Archeological and Historic Preservation Act of 1974 - 54 U.S.C. § 312501, et seq.¹
- h. Native Americans Grave Repatriation Act - 25 U.S.C. Section § 3001, et seq.

- i. Clean Air Act, P.L. 90-148, as amended – 42 U.S.C. § 7401, et seq.
- j. Coastal Zone Management Act, P.L. 92-583, as amended – 16 U.S.C. § 1451, et seq.
- k. Flood Disaster Protection Act of 1973 – Section 102(a) - 42 U.S.C. § 4012a.¹
- l. 49, U.S.C. § 303, (formerly known as Section 4(f)).
- m. Rehabilitation Act of 1973 - 29 U.S.C. § 794.
- n. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin).
- o. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.) (prohibits discrimination on the basis of disability).
- p. Age Discrimination Act of 1975 - 42 U.S.C. § 6101, et seq.
- q. American Indian Religious Freedom Act, P.L. 95-341, as amended.
- r. Architectural Barriers Act of 1968, as amended – 42 U.S.C. § 4151, et seq.¹
- s. Powerplant and Industrial Fuel Use Act of 1978 – Section 403 - 42 U.S.C. § 8373.¹
- t. Contract Work Hours and Safety Standards Act - 40 U.S.C. § 3701, et seq.¹
- u. Copeland Anti-kickback Act - 18 U.S.C. § 874.¹
- v. National Environmental Policy Act of 1969 - 42 U.S.C. § 4321, et seq.¹
- w. Wild and Scenic Rivers Act, P.L. 90-542, as amended – 16 U.S.C. § 1271, et seq.
- x. Single Audit Act of 1984 - 31 U.S.C. § 7501, et seq.²
- y. Drug-Free Workplace Act of 1988 - 41 U.S.C. §§ 8101 through 8105.
- z. The Federal Funding Accountability and Transparency Act of 2006, as amended (P.L. 109-282, as amended by section 6202 of P.L. 110-252).
- aa. Civil Rights Restoration Act of 1987, P.L. 100-259.
- bb. Build America, Buy America Act, P.L. 117-58, Title IX.

EXECUTIVE ORDERS

- a. Executive Order 11246 – Equal Employment Opportunity¹
- b. Executive Order 11990 – Protection of Wetlands
- c. Executive Order 11998 – Flood Plain Management
- d. Executive Order 12372 – Intergovernmental Review of Federal Programs
- e. Executive Order 12699 – Seismic Safety of Federal and Federally Assisted New Building Construction¹
- f. Executive Order 12898 – Environmental Justice
- g. Executive Order 13166 – Improving Access to Services for Persons with Limited English
- h. Executive Order 13985 – Executive Order on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government

- i. Executive Order 13988 – Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation
- j. Executive Order 14005 – Ensuring the Future is Made in all of America by All of America’s Workers
- k. Executive Order 14008 – Tackling the Climate Crisis at Home and Abroad

FEDERAL REGULATIONS

- a. 2 CFR Part 180 – OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement).
- b. 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.^{4, 5}
- c. 2 CFR Part 1200 – Nonprocurement Suspension and Debarment.
- d. 14 CFR Part 13 – Investigative and Enforcement Procedures.
- e. 14 CFR Part 16 – Rules of Practice for Federally Assisted Airport Enforcement Proceedings.
- f. 14 CFR Part 150 – Airport Noise Compatibility Planning.
- g. 28 CFR Part 35 – Nondiscrimination on the Basis of Disability in State and Local Government Services.
- h. 28 CFR § 50.3 - U.S. Department of Justice Guidelines for the Enforcement of Title VI of the Civil Rights Act of 1964.
- i. 29 CFR Part 1 – Procedures for Predetermination of Wage Rates.¹
- j. 29 CFR Part 3 – Contractors and Subcontractors on Public Building or Public Work Financed in Whole or Part by Loans or Grants from the United States.¹
- k. 29 CFR Part 5 – Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction (Also Labor Standards Provisions Applicable to Nonconstruction Contracts Subject to the Contract Work Hours and Safety Standards Act).¹
- l. 41 CFR Part 60 – Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and federally assisted contracting requirements).¹
- m. 49 CFR Part 20 – New Restrictions on Lobbying.
- n. 49 CFR Part 21 – Nondiscrimination in Federally-Assisted programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964.
- o. 49 CFR Part 24 – Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs.^{1, 2}
- p. 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.
- q. 49 CFR Part 27 – Nondiscrimination on the Basis of Disability in Programs and Activities Receiving or Benefiting from Federal Financial Assistance.¹
- r. 49 CFR Part 28 – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation.

- s. 49 CFR Part 30 – Denial of Public Works Contracts to Suppliers of Goods and Services of Countries That Deny Procurement Market Access to U.S. Contractors.
- t. 49 CFR Part 32 – Governmentwide Requirements for Drug-Free Workplace (Financial Assistance)
- u. 49 CFR Part 37 – Transportation Services for Individuals with Disabilities (ADA).
- v. 49 CFR Part 41 – Seismic Safety

FOOTNOTES TO ASSURANCE (C)(1)

- ¹ These laws do not apply to airport planning sponsors.
- ² These laws do not apply to private sponsors.
- ³ 2 CFR Part 200 contains requirements for State and Local Governments receiving Federal assistance. Any requirement levied upon State and Local Governments by this regulation shall apply where applicable to private sponsors receiving Federal assistance under Title 49, United States Code.
- ⁴ Cost principles established in 2 CFR part 200 subpart E must be used as guidelines for determining the eligibility of specific types of expenses.
- ⁵ Audit requirements established in 2 CFR part 200 subpart F are the guidelines for audits.

SPECIFIC ASSURANCES

Specific assurances required to be included in grant agreements by any of the above laws, regulations or circulars are incorporated by reference in this grant agreement.

2. Responsibility and Authority of the Sponsor.

It has legal authority to apply for this Grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

3. Sponsor Fund Availability.

- a. It has sufficient funds available for that portion of the project costs which are not to be paid by the United States.
- b. It has sufficient funds available to assure operation and maintenance of items funded under this Grant Agreement which it will own or control.

4. Good Title.

For projects to be carried out on the property of the sponsor, it holds good title satisfactory to the Secretary to that portion of the property upon which Federal funds will be expended or will give assurance to the Secretary that good title will be obtained.

5. Preserving Rights and Powers.

- a. It will not enter into any transaction, or take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this Grant Agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which

would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.

- b. It will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property for which it holds good title and upon which Federal funds have been expended, for the duration of the terms, conditions, and assurances in this Grant Agreement without approval by the Secretary. If the transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of this Grant Agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this Grant Agreement.
- c. For all noise compatibility program projects which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be approved in advance by the Secretary.
- d. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary.

6. Consistency with Local Plans.

The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

7. Consistency with Local Interest.

It has given fair consideration to the interest of communities in or near where the project may be located.

8. Accounting System, Audit, and Record Keeping Requirements

- a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of this Grant, the total cost of the project in connection with which this Grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.
- b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this Grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an

independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which this Grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

9. Minimum Wage Rates.

It shall include, in all contracts in excess of \$2,000 for work on any projects funded under this Grant Agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor under 40 USC §§ 3141-3144, 3146, and 3147, Public Building, Property, and Works, which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

10. Veteran's Preference.

It shall include in all contracts for work on any project funded under this Grant Agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in 49 U.S.C. § 47112. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

11. Conformity to Plans and Specifications.

It will execute the project subject to plans, specifications, and schedules approved by the Secretary. Such plans, specifications, and schedules shall be submitted to the Secretary prior to commencement of site preparation, construction, or other performance under this Grant Agreement, and, upon approval of the Secretary, shall be incorporated into this Grant Agreement. Any modification to the approved plans, specifications, and schedules shall also be subject to approval of the Secretary, and incorporated into this Grant Agreement.

12. Construction Inspection and Approval.

It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the Secretary for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the Secretary and such work shall be in accordance with regulations and procedures prescribed by the Secretary. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the Secretary shall deem necessary.

13. Operation and Maintenance.

It will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.

14. Hazard Prevention.

It will protect such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) by preventing the establishment or creation of future airport hazards on property owned or controlled by it or over which it has land use jurisdiction.

15. Compatible Land Use.

It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.

16. Reports and Inspections.

It will submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request. It will also make records and documents relating to the project and continued compliance with the terms, conditions, and assurances of this Grant Agreement including deeds, leases, agreements, regulations, and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request.

17. Civil Rights.

It will promptly take any measures necessary to ensure that no person in the United States shall, on the grounds of race, color, and national origin (including limited English proficiency) in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4); creed and sex (including sexual orientation and gender identity) per 49 U.S.C. § 47123 and related requirements; age per the Age Discrimination Act of 1975 and related requirements; or disability per the Americans with Disabilities Act of 1990 and related requirements, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any program and activity conducted with, or benefiting from, funds received from this Grant.

- a. Using the definitions of activity, facility, and program as found and defined in 49 CFR §§ 21.23(b) and 21.23(e), the sponsor will facilitate all programs, operate all facilities, or conduct all programs in compliance with all non-discrimination requirements imposed by or pursuant to these assurances.
- b. Applicability
 1. Programs and Activities. If the sponsor has received a grant (or other federal assistance) for any of the sponsor's program or activities, these requirements extend to all of the sponsor's programs and activities.
 2. Facilities. Where it receives a grant or other federal financial assistance to construct, expand, renovate, remodel, alter, or acquire a facility, or part of a facility, the assurance extends to the entire facility and facilities operated in connection therewith.

3. Real Property. Where the sponsor receives a grant or other Federal financial assistance in the form of, or for the acquisition of real property or an interest in real property, the assurance will extend to rights to space on, over, or under such property.

c. Duration.

The sponsor agrees that it is obligated to this assurance for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the assurance obligates the sponsor, or any transferee for the longer of the following periods:

1. So long as the airport is used as an airport, or for another purpose involving the provision of similar services or benefits; or
2. So long as the sponsor retains ownership or possession of the property.

d. Required Solicitation Language.

It will include the following notification in all solicitations for bids, Requests For Proposals for work, or material under this Grant Agreement and in all proposals for agreements, including airport concessions, regardless of funding source:

“The (**Name of Sponsor**), in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, [select businesses, or disadvantaged business enterprises or airport concession disadvantaged business enterprises] will be afforded full and fair opportunity to submit bids in response to this invitation and no businesses will be discriminated against on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability in consideration for an award.”

e. Required Contract Provisions.

1. It will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in Federally-assisted programs of the Department of Transportation (DOT), and incorporating the acts and regulations into the contracts by reference in every contract or agreement subject to the non-discrimination in Federally-assisted programs of the DOT acts and regulations.
2. It will include a list of the pertinent non-discrimination authorities in every contract that is subject to the non-discrimination acts and regulations.
3. It will insert non-discrimination contract clauses as a covenant running with the land, in any deed from the United States effecting

or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a sponsor.

4. It will insert non-discrimination contract clauses prohibiting discrimination on the basis of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability as a covenant running with the land, in any future deeds, leases, license, permits, or similar instruments entered into by the sponsor with other parties:
 - a. For the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
- f. It will provide for such methods of administration for the program as are found by the Secretary to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the acts, the regulations, and this assurance.
- g. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the acts, the regulations, and this assurance.

18. Engineering and Design Services.

If any phase of such project has received Federal funds under Chapter 471 subchapter 1 of Title 49 U.S.C., it will award each contract, or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services in the same manner as a contract for architectural and engineering services is negotiated under Chapter 11 of Title 40 U.S.C., or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

19. Foreign Market Restrictions.

It will not allow funds provided under this grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

20. Disposal of Land

- a. For land purchased under a grant for airport noise compatibility purposes, including land serving as a noise buffer, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will, at the

discretion of the Secretary, (1) be paid to the Secretary for deposit in the Trust Fund or (2) be reinvested in an approved noise compatibility project including the purchase of nonresidential buildings or property in the vicinity of residential buildings or property previously purchased by the airport as part of a noise compatibility program.

- b. Disposition of such land under (a) will be subject to the retention or reservation of any interest or right necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

21. Relocation and Real Property Acquisition

- a. It will be guided in acquiring real property, to the greatest extent practicable under State law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B.
- b. It will provide a relocation assistance program offering the services described in Subpart C and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24.
- c. It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.

22. Disadvantaged Business Enterprises.

The recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT-assisted contract covered by 49 CFR Part 26. The recipient shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. The recipient's Disadvantaged Business Enterprises (DBE) program, as required by 49 CFR Part 26, and as approved by DOT, is incorporated by reference in this agreement.

Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. § 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. §§ 3801 to 3809, 3812).

Council Bill No. 2025-xx

Ordinance No. xxxx

**AN ORDINANCE OF THE HARRISONVILLE BOARD OF ALDERMEN
AUTHORIZING THE CITY ADMINISTRATOR TO ENTER INTO A MISSOURI
HIGHWAYS AND TRANSPORTATION, CITY OF HARRISONVILLE AND THE
FEDERAL AVIATION ADMINISTRATION TO ENTER INTO A STATE BLOCK
GRANT PROGRAM MEMORANDUM OF AGREEMENT AND ESTABLISHING
AN EFFECTIVE DATE.**

WHEREAS, the City of Harrisonville ("City") and the Missouri Highways and Transportation (MoDOT) Commission desire to enter a municipal agreement for Lawrence Smith Memorial Airport Off-Property Project; and

WHEREAS, the Board of Aldermen have reviewed the request and believe it to be in the best interest of the city to enter into a municipal agreement with the Missouri Highways and Transportation Commission;

**THEREFORE, BE IT ORDAINED BY THE HARRISONVILLE BOARD OF
ALDERMEN THAT:**

Section 1: The City Administrator is hereby authorized and directed by the Board of Aldermen to enter into a municipal agreement with the Missouri Highways and Transportation Commission for the Lawrence Smith Memorial Airport Off-Property Project.

Section 2: That this ordinance shall become effective immediately upon its passage and approval.

READ FOR THE FIRST TIME BY TITLE ONLY ON THE 15TH DAY OF DECEMBER 2025
AND WAS READ FOR A SECOND TIME BY TITLE ONLY ON THE 5TH DAY OF
JANUARY 2026 AND PASSED BY THE BOARD OF ALDERMEN THIS 5TH DAY OF
JANUARY 2026.

VOTE TAKEN AS FOLLOWS:

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

NAYS:

ABSENT:

ABSTAIN:

EXCUSED:

WITNESS my hand and seal this 5TH day of January 2026.

Mike Zaring, Mayor & EX Officio
Chairman of the Board Alderman

To: Board of Aldermen

From: Daniel Barnett, City Clerk

Date: December 15, 2025

Re: Ordinances to correct a pair of discrepancies in the municipal code language pertaining to Harrisonville Municipal Court.

GENERAL INFORMATION

Applicant:

Requested Actions: Approval of two ordinances to correct a pair of discrepancies in the municipal code language pertaining to Harrisonville Municipal Court.

Date of Application:

PROPOSAL

On October 24, 2025, the Municipal Court office underwent a review by the Office of State Courts Administrator (OSCA) to determine compliance with Supreme Court Rules, Court Operating Rules, Revised Statutes of Missouri and state and local reporting requirements. The review was for substantial compliance and was not an audit.

The review found the court to be in compliance with Supreme Court Rule 37.04 Appendix A, Minimum Operating Standards for Municipal Divisions and Municipal Division Judges – Annual Certification Requirement, with the exception of a few pieces that will be identified in the attached report.

Municipal Judge Ross Nigro and Municipal Clerk Michelle Shaffer were in attendance for the review.

The proposed ordinances will correct two important municipal code language discrepancies that were found during the review.

The other items that were identified during the review pertained to court operations – specifically payment plans and Incode access – and have been corrected.

PREVIOUS ACTIONS

On October 24, 2025, the Municipal Court office underwent a review by the Office of State Courts Administrator (OSCA) to determine compliance with Supreme Court Rules, Court Operating Rules, Revised Statutes of Missouri and state and local reporting requirements.

KEY ISSUES

The review asks the City of Harrisonville to correct two ordinances, sections 125.260 and 125.320.

Section 125.260 is the Failure to Appear ordinance, but it is not limited to non-minor offenses and allows for additional offense for failing to appear on a probation violation.

The amended section would now read:

A. A person commits the offense of failure to appear in Municipal Court if:

1. He/she has been issued a summons for a violation of any ordinance of the City of Harrisonville and fails to appear before the Judge of the Municipal Court at the time and on the date on which he/she was summoned, or at the time or on the date to which the case was continued;
2. He/she has been released upon recognition of bond and fails to appear before the Judge of the Municipal Court at the time and on the date on which he/she was summoned, or at the time or on the date to which the case was continued;
3. He/she has been placed on Court supervised probation and fails to appear before the Judge of the Municipal Court at the time specified by said Judge as a condition of the probation.
4. Failure to appear for a minor traffic violation shall not result in an additional charge, pursuant to RSMo. 479.360(6).

B. Nothing in this Section shall prevent the exercise of the Municipal Court of its power to punish for contempt.

Section 125.320 also needs to be updated. The compliance report only listed one section, A(7), but it must have been looking at an old ordinance. It is actually subsection A(5). The proposed ordinance modifies Section 125.320 by removing subsection A(5) altogether.

STAFF COMMENTS AND SUGGESTIONS

STAFF RECOMMENDATION

City staff recommend approval of the Council Bills 81 and 82.

STAFF CONTACT: Daniel Barnett, City Clerk

ATTACHMENTS: Harrisonville Municipal Court Review – October 24, 2025

Council Bill No.
Ordinance No.

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE
AMENDING SECTION 125.260 OF THE CITY CODE REGARDING FAILURE TO
APPEAR IN MUNICIPAL COURT

WHEREAS, the Board of Aldermen for the City of Harrisonville desire to amend Municipal Code Section 125.260 to bring the Harrisonville Municipal Code into compliance with state statute.

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

Section One. Section 125.260 Failure to Appear in Municipal Court is hereby amended to read as follows:

- A. A person commits the offense of failure to appear in Municipal Court if:
1. He/she has been issued a summons for a violation of any ordinance of the City of Harrisonville and fails to appear before the Judge of the Municipal Court at the time and on the date on which he/she was summoned, or at the time or on the date to which the case was continued;
 2. He/she has been released upon recognition of bond and fails to appear before the Judge of the Municipal Court at the time and on the date on which he/she was summoned, or at the time or on the date to which the case was continued;
 3. He/she has been placed on Court supervised probation and fails to appear before the Judge of the Municipal Court at the time specified by said Judge as a condition of the probation.
 4. Failure to appear for a minor traffic violation shall not result in an additional charge, pursuant to RSMo. 479.360(6).
- B. Nothing in this Section shall prevent the exercise of the Municipal Court of its power to punish for contempt.

Section Two. This Amendment shall be reflected in Chapter 125 – MUNICIPAL COURT regarding Failure to Appear in Municipal Court.

Section Three: The portions of this Ordinance shall be severable. In the event that any portion of this Ordinance is found by a court of competent jurisdiction to be invalid, the remaining portions of this Ordinance are valid, unless the court finds the valid portions of this Ordinance are so essential and inseparably connected with and dependent upon the void portion that it cannot be presumed that the Governing Body would have enacted the valid portions without the invalid ones, or unless the court finds that the valid portions standing alone are incomplete and are incapable of being executed in accordance with the legislative intent.

Section Four: This Ordinance shall be in full force and effect both from and after its passage and approval by the Mayor.

This Bill was passed and approved this 15th day of December, 2025, by the Board of Aldermen of the City of Harrisonville, Missouri.

Mayor, City of Harrisonville

ATTEST:

Brad Ratliff, City Administrator

APPROVED by the Mayor this _____ day of December, 2025.

Council Bill No.
Ordinance No.

AN ORDINANCE OF THE BOARD OF ALDERMEN OF THE CITY OF HARRISONVILLE
AMENDING SECTION 125.320 OF THE CITY OF HARRISONVILLE, MISSOURI
MUNICIPAL CODE REGARDING "COURT COSTS."

WHEREAS, the Board of Aldermen for the City of Harrisonville desire to amend Municipal Code Section 125.320 to bring the Harrisonville Municipal Code into compliance with state statute.

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

Section One. Section 125.320 Court Costs is hereby amended to read as follows:

- A. "In addition to any fine that may be imposed by the Municipal Judge in any case filed in the Harrisonville Municipal Division of the 17th Judicial Circuit Court, and in addition to all other fees authorized or required by law, there shall be assessed as costs the following fees:
1. Costs of Court or Clerk fee.
 2. Police Officer Training Fee. This fee is hereby established and assessed as additional Court costs in each Court proceeding, except that no such fee shall be collected when the proceedings against the defendant have been dismissed.
 - a. A portion of each such Court cost shall be transmitted monthly to the Treasurer of the City and used to pay for Police Officer training as provided by Sections 590.100 to 590.180, RSMo. The City shall not retain for training purposes more than one thousand five hundred dollars (\$1,500.00) of such funds for each certified Law Enforcement Officer or candidate for certification employed by the City. Any excess funds shall be transmitted quarterly to the City's General Fund.
 - b. A portion of each such Court cost shall be sent to the State Treasury to the credit of the Peace Officers Standards and Training Commission Fund created by Section 590.178, RSMo.
 3. Crime Victims' Compensation Fund. This fee shall be assessed and added to the basic costs in Subsection (A)(1) of this Section, provided that no such cost shall be collected in any proceeding when the proceeding or the defendant has been dismissed by the Court. All sums collected pursuant to this Subsection shall be paid at least monthly as follows:
 - a. Ninety-five percent (95%) of such fees shall be paid to the Director of Revenue of the State of Missouri for deposit as provided in Section 595.045.5, RSMo.
 - b. Five percent (5%) shall be paid to the City Treasury.
 4. There may also be assessed a fee for the Domestic Violence Shelter Fund per case for each criminal case and each County or municipal ordinance violation case for the purpose of providing operating expenses for shelters for battered persons as set out in Section 488.607, RSMo.

5. Collection of costs for mileage is not authorized.
6. Any other reasonable cost as may be otherwise provided by ordinance, including, but not limited to, costs of confinement, including any necessary transportation related thereto, medical costs incurred by the City while a defendant is in City custody, and costs related to the arrest and testing of any person for any intoxication-related traffic offense as set out in Subsection (A)(7) hereof.
7. Reimbursement Of Certain Costs Of Arrest.
 - a. Upon a plea or a finding of guilty of violating the provisions of Section 342.020 or Section 342.030 of this Code or any ordinance of the City of Harrisonville involving alcohol- or drug-related traffic offenses, the Court may, in addition to imposition of any penalties provided by law, order the convicted person to reimburse the Police Department for the costs associated with such arrest.
 - b. Such costs hereby authorized shall include the reasonable cost of making the arrest, including the cost of any chemical test made as authorized or required by law or ordinance to determine the alcohol or drug content of the person's blood, and the costs of processing, charging, booking and holding such person in custody.
 - c. The Chief of Police may establish a schedule of such costs hereby authorized and shall submit the same to the Municipal Judge. However, the Court may order the costs reduced if it determines that the costs are excessive.
 - d. Upon receipt of such additional costs authorized by this Subsection, the City Treasurer shall retain such costs in a separate fund to be known as the "DWI/Drug Offense Cost Reimbursement Fund." Monies with such fund shall be appropriated by the Board of Aldermen to the Police Department in amounts equal to those costs so collected and shall be used by such Department specifically to enhance and support the enforcement and prosecution of alcohol- and drug-related traffic laws within the City.
8. In any case where there is a violation of Chapter 195, RSMo., or any City ordinance related thereto, a Judge may, upon a finding of guilt, order a defendant to pay for costs for testing of the substance or substances at a private laboratory.
9. Inmate Security Fund. A surcharge for the Inmate Security Fund is hereby established and assessed for each municipal ordinance violation case filed in Municipal Court; except that no such surcharge shall be assessed in any proceeding when the proceeding or defendant has been dismissed by the Court or when costs are to be paid by the City of Harrisonville. Such surcharge shall be collected by the Municipal Division Clerk and dispensed to the City Treasurer to be deposited into the "Inmate Security Fund," for reimbursement of expenses incurred for the development and installation of biometric verification systems; and after installation, the funds may be used for the maintenance of biometric verification systems and for expenses related to the custody and housing of prisoners to the City.
10. In addition to the other costs authorized in this Section, there shall be assessed a State Court automation surcharge pursuant to Section 476.056, RSMo., in all cases in which Court costs are taxed. Said surcharge shall be collected by the Municipal Court and transmitted monthly to the Missouri Director of Revenue to the credit of

the Missouri Statewide Automation Fund, as provided in Section 488.012.3(5), RSMo., and Section 488.027.2, RSMo., and in an amount mandated by said Statutes.”

Section Two. This Amendment shall be reflected in Chapter 125 – MUNICIPAL COURT regarding Court Costs.

Section Three: The portions of this Ordinance shall be severable. In the event that any portion of this Ordinance is found by a court of competent jurisdiction to be invalid, the remaining portions of this Ordinance are valid, unless the court finds the valid portions of this Ordinance are so essential and inseparably connected with and dependent upon the void portion that it cannot be presumed that the Governing Body would have enacted the valid portions without the invalid ones, or unless the court finds that the valid portions standing alone are incomplete and are incapable of being executed in accordance with the legislative intent.

Section Four: This Ordinance shall be in full force and effect both from and after its passage and approval by the Mayor.

This Bill was passed and approved this 15th day of December, 2025, by the Board of Aldermen of the City of Harrisonville, Missouri.

Mayor, City of Harrisonville

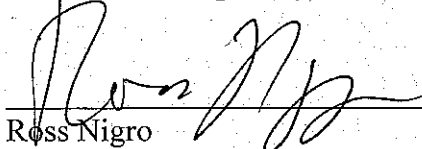
ATTEST:

Brad Ratliff, City Administrator

APPROVED by the Mayor this _____ day of December, 2025.

IN THE MUNICIPAL COURT OF HARRISONVILLE, MISSOURI
CASS COUNTY

I certify that the attached is a report on all cases heard or tried before the Judge of the Circuit Court of Cass County Missouri, Municipal Division at Harrisonville during the month of **November 2025** and that the information and statements contained in said report are true and correct according to my best information, knowledge and belief.



Ross Nigro
Municipal Court Judge

12-2-25
Date

Presented and reviewed as required by Court Operating Rule 4.29.



City Clerk

12-4-2025
Date

Subscribed and sworn to before me this _____ day of _____, 2025.

Notary

RECEIVED

DEC 04 2025

CITY OF HARRISONVILLE

MUNICIPAL DIVISION SUMMARY REPORTING FORM

Refer to instructions for directions and term definitions. Complete a report each month even if there has not been any court activity.

I. COURT INFORMATION		Municipality: Harrisonville Municipal		Reporting Period: Nov 1, 2025 - Dec 1, 2025	
Mailing Address: 300 E PEARL STREET, HARRISONVILLE, MO 64701					
Physical Address: 300 E PEARL STREET, HARRISONVILLE, MO 64701				County: Cass County	
Telephone Number: (816)3808903		Fax Number:			
Prepared by: Michelle Shaffer		E-mail Address: michelle.shaffer@courts.mo.gov			
Municipal Judge: Ross C. Nigro, Jr.					
II. MONTHLY CASELOAD INFORMATION					
	Alcohol & Drug Related Traffic	Other Traffic	Non-Traffic Ordinance		
A. Cases (citations/informations) pending at start of month	54	510	454		
B. Cases (citations/informations) filed	1	38	22		
C. Cases (citations/informations) disposed					
1. jury trial (Springfield, Jefferson County, and St. Louis County only)	0	0	0		
2. court/bench trial - GUILTY	0	0	2		
3. court/bench trial - NOT GUILTY	0	1	0		
4. plea of GUILTY in court	1	26	25		
5. Violations Bureau Citations (i.e. written plea of guilty) and bond forfeiture by court order (as payment of fines/costs)	0	5	0		
6. dismissed by court	0	9	4		
7. <i>nolle prosequi</i>	1	2	5		
8. certified for jury trial (not heard in Municipal Division)	0	0	0		
9. TOTAL CASE DISPOSITIONS	2	43	36		
D. Cases (citations/informations) pending at end of month [pending caseload = (A+B)-C9]	53	505	440		
E. Trial de Novo and/or appeal applications filed	0	0	0		
III. WARRANT INFORMATION (pre- & post-disposition)					
1. # Issued during reporting period		35	1. # Issued during period		
2. # Served/withdrawn during reporting period		55	☐ Court staff does not process parking tickets		
3. # Outstanding at end of reporting period		653			
IV. PARKING TICKETS					

MUNICIPAL DIVISION SUMMARY REPORTING FORM

COURT INFORMATION	Municipality: Harrisonville Municipal	Reporting Period: Nov 1, 2025 - Dec 1, 2025
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V. DISBURSEMENTS

Excess Revenue (minor traffic and municipal ordinance violations, subject to the excess revenue percentage limitation)		Other Disbursements: Enter below additional surcharges and/or fees not listed above. Designate if subject to the excess revenue percentage limitation. Examples include, but are not limited to, arrest costs and witness fees.	
Fines - Excess Revenue	\$2,465.00	Court Automation	\$210.51
Clerk Fee - Excess Revenue	\$240.00	Law Enf Arrest-Local	\$100.00
Crime Victims Compensation (CVC) Fund surcharge - Paid to City/Excess Revenue	\$7.40	Total Other Disbursements	\$310.51
Bond forfeitures (paid to city) - Excess Revenue	\$200.00	Total Disbursements of Costs, Fees, Surcharges and Bonds Forfeited	\$6,911.50
Total Excess Revenue	\$2,912.40	Bond Refunds	\$385.00
Other Revenue (non-minor traffic and ordinance violations, not subject to the excess revenue percentage limitation)		Total Disbursements	\$7,296.50
Fines - Other	\$2,739.50		
Clerk Fee - Other	\$120.87		
Judicial Education Fund (JEF) ☒ Court does not retain funds for JEF	\$0.00		
Peace Officer Standards and Training (POST) Commission surcharge	\$30.07		
Crime Victims Compensation (CVC) Fund surcharge - Paid to State	\$214.42		
Crime Victims Compensation (CVC) Fund surcharge - Paid to City/Other	\$3.73		
Law Enforcement Training (LET) Fund surcharge	\$60.00		
Domestic Violence Shelter surcharge	\$60.00		
Inmate Prisoner Detainee Security Fund surcharge	\$60.00		
Restitution	\$0.00		
Parking ticket revenue (including penalties)	\$0.00		
Bond forfeitures (paid to city) - Other	\$400.00		
Total Other Revenue	\$3,688.59		