

City of Harrisonville

Comprehensive Plan 2002

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1. Introduction

The Harrisonville Comprehensive Plan is a principle part of the City planning process, which involves all facets of the community. The Plan represents an important step to achieve desired goals of the Community. Adoption of the Plan will establish the vision and direction of the community.

The primary goal of this Comprehensive Plan is to “continue to make Harrisonville a better place to live and work.” In striving to continually achieve this primary goal, the Plan’s goals and policies will:

- Aid the City in attracting quality development and achieving a balance of all types of land uses.
- Help the City in obtaining sufficient revenues to provide services for the entire community.
- Support the City’s efforts to obtain an efficient transportation network, excellent recreational facilities, quality shopping and employment opportunities, and a variety of housing options.
- Encourage aesthetically pleasing development and redevelopment.
- Set forth a vision that is progressive.

The City of Harrisonville’s Comprehensive Plan is a multi-faceted document that represents the City’s primary means of guiding future growth and development. It contains many components and serves numerous functions. The Plan is designed to acquaint the reader with Harrisonville while identifying the City’s aspirations and expectations for the 21st Century. Although the Comprehensive Plan is not in itself legally binding, the Plan lays the foundations for many of the City’s growth management tools such as the zoning ordinance, subdivision ordinance, capital improvement program, design guidelines and other adopted plans.

The Comprehensive Plan seeks to direct growth in two major ways. The first is by identifying and defining the goals, objectives and policies of future growth and

development through text. The second is by providing a Future Land Use Map to reflect the intent of the policies by making recommendations for appropriate development patterns.

The Comprehensive Plan is a product of the City Planning and Zoning Commission. The Plan shall be used by officials and staff to guide them in making decisions and policies pertaining to land use. The Plan must be part of a continuing planning process. As local conditions change, the goals and objectives shall be reevaluated to ensure that policies and recommendations for future actions reflect local needs, desires and goals. This makes the planning process a dynamic one. It is intended that the Board of Aldermen and the Planning Commission review the Plan on an ongoing basis to ensure that the Plan is consistent with the goals and objectives that the community has set forth.

The City of Harrisonville's first Comprehensive Plan was written in 1970. The Plan was financed through a Community Development Block Grant by the Department of Housing and Urban Development under provisions of Section 701 of the Housing Act of 1954, as amended. The City then completed a revision of the Comprehensive Plan in 1980 and 1991. The revision process for this version of the Comprehensive Plan was undertaken in the late spring of 1999.

2. Planning Process

The Comprehensive Plan is a general overview of how the leaders and residents of the community wish to see that community develop. The role of the Comprehensive Plan is to recognize a consensus among local citizens regarding future development patterns of the community. The planning process consisted of examining the existing conditions and characteristics of the community, accepted planning principles, and establishing goals and objectives for future development. More specifically, the planning process enabled the City to engage in a rigorous and systematic collection and analysis of data, establish clear and comprehensive goals, and adopt specific action-oriented policies.

The rational planning process was utilized in the development of the Comprehensive Plan. The process began with a survey and analysis of the data that provided the basis for the Plan's policies. The survey was conducted in July of 1999. All utility customers were sent a citizen survey and asked to return it with their utility bills. After analyzing the data, projections were made for the future development of the community. These projections covered population, the economy, public services and facilities, and private land use. The Planning Commission, City staff, and residents then developed a set of goals for the future growth of the community that takes the projections into account. These goals are considered general goals, which act as a guide for development and provide the rationale for more detailed planning policies for land development and the other elements in the comprehensive plan.

In order to develop a high quality Comprehensive Plan, the goals and objectives outlined in the Plan must be capable of being implemented from both a technical and political perspective. It is imperative that local officials support and enforce the Comprehensive Plan. The success of the Plan is determined more by how local officials decide to implement it rather than the actual goals and objectives, themselves. Therefore, a long-term commitment and active approach on the part of local officials will determine the

actual success of the Comprehensive Plan and ultimately the quality of development within the Community.

3. Authority

The Revised Statutes of Missouri, Section 89.340 provide the legislation that authorizes city planning commissions to adopt a plan for the physical development of land. This enabling statute provides Missouri cities with the authority to implement the concepts and desires developed by the city planning movement, which began in the late 19th Century and became more established in the early part of the 20th Century.

4. Abbreviated History

Pre-1830's – In what was then known as Van Buren County, the area was inhabited by Native Americans, including the Kansa, Dhegiha, and Osage tribes.

1830 – The first European settlers arrived at the site that would become Harrisonville.

1835 – Under an Act of the Missouri General Assembly, three state commissioners were appointed to locate a seat of justice within five miles of the center of the county. Sharp-Hopper Log Cabin was built.

1836 – Another commission selected about 160 acres of land “and there located the future metropolis and seat of justice of Cass County, Missouri.

1837 – The name Harrisonville was first used when the county issued an order appointing Fleming Harris as the town commissioner.

The town was also surveyed and platted into lots and blocks. The original plat had four streets: Wall and Pearl running East and West and Lexington and Independence running North and South along each side of the town square. Each street was 40 feet wide.

In June, lots were sold on the square, \$20 each for those facing the square and \$10 each for all other lots.

1838 – The town's first courthouse was built at 200 W. Wall. It was used until 1844.

1840 – The first school was established in Harrisonville.

1857 – The first mayor, S.G. (Squire) Allen, was appointed.

1860 – Population of Harrisonville reached 675 and was ranked 37th in the State.

1860-1865 – The Civil War halts most progress. William Quantrill, a southern sympathizer who was made famous for his raid on Lawrence, Kansas, used Cass County as a base from which to attack.

1865 – The Pacific Railroad arrived in Pleasant Hill and the traditional rivalry between the two towns became intense.

Mid 1870's – The town's population surpassed 1,000. Five churches and 20 businesses were erected.

- 1885 – The Kansas City and Southern Train arrived. A vein of brick clay was discovered near Harrisonville. The discovery led to the establishment of a brick and tile factory.
- 1893 – Improvements on the downtown area included the installation of 30 gasoline lights on City streets.
- 1896 – The Courthouse, much as it appears today, was erected.
- 1897 – The Harrisonville Telephone Company was granted a franchise for ten years.
- 1906 – Lake Luna, a 30-acre lake was built by the Harrisonville Water Company and used to supply water to the town.
- 1909 – The City built a “City Lake” to the East of Lake Luna.
- 1938 – The water plant and Lake Luna were purchased for \$10,000 by the City and the area around Lake Luna and City Lake was called City Park.
- 1947 – Cass County Library was established.
- 1954 – North Lake was built to augment the City’s water supply.
- 1965 – Land was purchased for North Park.
- 1971 – The City was given Lord’s Park as a gift from Clint Lord, DDS.
- 1980’s – The area experienced a 25% population growth rate.
- 1990 – Population reached 7,683.
- 2000 – Population reached 8,946.

Harrisonville Log Cabin ~ Built circa 1835



5. Existing Land Use

In July of 1999, the City conducted a detailed and comprehensive land use survey. A land use survey is vital to the comprehensive planning process for multiple reasons, including:

- It describes the existing pattern and character of land use within the City;
- It serves as a tool for analyzing the strengths and weakness of existing land use relationships; and
- It serves as the starting point in the process of determining the future uses of land in Harrisonville.

The survey represents all land uses and development patterns, as they exist today. In order to keep both the plan and City records current it is recommended that a comprehensive land use database be formed to record all changes in land uses for the City of Harrisonville. By keeping the existing land use records current, the Planning Commission, City Staff, Board of Aldermen, and the community as a whole can easily assess the City's development patterns in relation to the comprehensive plan.

Survey Methodology

The existing land use study was done during the month of July in the year 1999. Every parcel of land was surveyed and assigned a use code to which a color code could subsequently be applied. Ten land use classifications were used during the survey. The land use codes and classifications used in the survey are discussed below.

Land Use Codes and Classifications

- **Single-Family Residential:** This category includes single-family detached housing units occupied by a single household

- **Multi-Family Residential:** This category includes a single residential structure, usually on one lot, containing two dwelling units, each housing a single household. This category included both “as-built” duplexes and single-family conversions; or a single residential structure, usually on one lot containing 3,4,5, or 6 dwelling units, each housing a single household and each having outside entrance at street level. This category primarily includes 3-plexes and 4-plexes; or residential structures containing 3 or more units, each housing a single household with one or more of the units having its primary outside entrance other than street level. Also included are residential structures containing seven or more units, each housing a single household and each having its primary outside entrance at street level. This category also includes uses such as group quarters, nursing homes, and elderly housing.
- **Manufactured Homes:** A structure, transportable in one or more sections which in the traveling mode is eight body feet or more in width and 40 body feet or more in length, or, when erected on a chassis and designated to be used as a dwelling with, or without, a permanent foundation when connected to the required utilities. The manufactured home includes the plumbing, heating, air conditioning, and electrical systems. The manufactured home is constructed in conformance with the Federal Manufactured Housing Construction and Safety Standards, as evidenced by an affixed certification label. For the purpose of this plan, a mobile home is not a manufactured home.
- **Modular Home:** A home constructed by joining together two or more factory-built three dimensional sections called modules. The modules are accepted by the US Department of Housing and Urban Development and issued a Structural Engineering Bulletin which indicates it complies with the major National Building Codes. The modules are shipped to the construction site by trailer where they are lowered by crane or by other means onto a prepared foundation and then mated, which involves joining electrical, heating, and plumbing systems connecting the utilities, and matching up the trim work where the sections abut.
- **Office/Commercial:** Establishments involved in management or administrative functions or the provision of finance, insurance, real estate, legal, health, or business services without any manufacturing, warehousing or retailing activities. Also

included are establishments, which engage in retail trade or provide services, which generally do not require any significant storage or handling of materials or products. Finally, this category includes establishments, which engage in retail trade or provide services, which require significant storage, the handling or materials or products, or possess any additional characteristics, which intensify their use.

- **Central Business District:** This category includes the following uses located in the designated Central Business District known as “The Square” which is oriented around the Cass County Courthouse; high density residential, low density residential, commercial, public services, manufacturing, cultural, and public recreational facilities.
- **Industrial:** This category includes establishments primarily engage in wholesale trade, storage, or distribution with little or no retail trade, service, or manufacturing activity. Also included are establishments transforming raw materials into new product, usually for distribution to other regions and not for sale or use on site.
- **Parks and Recreation:** This category includes areas owned publicly or privately which are used by the community for active or passive recreational activities and which do not solely exist for commercial purposes. This category generally does not include recreational or open space areas, which are found in conjunction with school sites, or other public facilities.
- **Public and Semi-Public:** This category includes establishments or areas which provide educational, health-care, governmental, cultural, or social welfare services for the community as well as public or private transportation, communication, and utilities.
- **Vacant/Agriculture:** This category includes land areas, which are presently undeveloped including farmland, forest areas, floodplains and vacant parcels within developed areas. This category does not include land containing vacant structures. Also included is land used for federal and state highways, railroads, and arterial streets. Public rights-of-way for collector and local streets have been incorporated into abutting land uses for calculation purposes.
- **Churches:** This category includes structures were recognized places of worship exist.

Existing Land Uses

The total area of the City is approximately 9.66 square miles. The primary existing land use in the City is single-family residential. Residential development is concentrated in the areas south of the lakes in the City Park and east of South Commercial Street. Multi-family residential can be found throughout the City but is heavily concentrated in between West Mechanic and South Street and east and south of the Central Business District. Manufactured homes are located primarily on the West Side of the City in four main areas; adjacent to Locust Street, along North Commercial Street, abutting Oakland Street, and west of South Commercial Street.

Commercial land uses are located throughout the City but the heaviest concentration exists along Commercial Street and Missouri Highway 291, and East Mechanic Street (Missouri Highway 7). Much of the development along these streets could be considered strip commercial. The commercial area located along Commercial Street and Missouri Highway 291 is in need of improvement. The number and proximity of existing curb cuts along these corridors hinder the smooth and efficient flow of traffic. Consequently, traffic congestion is of concern in these areas.

Office developments have remained basically unchanged since the 1991 General Development Plan was adopted. The two office districts are located downtown and near the hospital. The downtown office district is primarily composed of businesses dependent upon the courthouse such as law offices and title companies. The hospital district is primarily composed of medical-related offices.

Some commercial land use areas contain both commercial and industrial land uses. These areas are located near or within existing industrial areas as well as primarily commercial areas. The largest area of this type is located along Commercial Street, near Harrisonville Industrial Park.

Industrial land use included both light industrial/warehousing and manufacturing. Light industrial uses include warehousing, wholesaling and distribution activities. Manufacturing would include establishments engaged in transforming materials into new products for distribution and sale at another location. Industrially development land is concentrated in two main industrial parks; Harrisonville Industrial Park, located east of Plaza Drive and Enterprise Business Park located between Anaconda Road and Precision Drive. Two other sites have been located and identified as potential industrial sites as well; the Pearson Property, which is adjacent to U.S. 71 Highway and Missouri Highway 2 and outside the City limits, the Hartzler Development Park located adjacent to U.S. 71 Highway.

Several parks and recreational areas exist within the City. The largest is City Park. In addition to the two lakes, City Park is also home to the Harrisonville Aquatic Center, a sand greens golf course, two miles of hiking trails, seven shelters, four tennis courts, two basketball courts, playground equipment, an archery range, and the City amphitheater. Other significant park areas include Lord's Park and North Park. North Park contains seven ball fields, one football field, two large concession stands, the North Park Activity Center and a rodeo arena.

Other City parks include Marler-Wirt-Allen Park, South Street Park, Veteran's Park, Blueberry Park, and the Falcon II Trap/Skeet Range. Parkland is limited in the remainder of the City.

Public Land Use is composed of all government buildings and facilities, schools, the hospital, and cemeteries. For classification purposes, churches were excluded from the public land use section and given their own classification. Currently, twenty-eight churches serve the Harrisonville area.

6. Citizen Survey

Summary

The City conducted a survey to gather citizens' views on a variety of issues related to the development of the community to provide direction and guidance in the development of the Comprehensive Plan. The research design consisted of a mail survey to all utility customers in the City. The sample for the survey was 3,630 households and businesses. A total of **879** households and businesses returned a completed survey for a **24%** response rate. It was found that the survey reflected **2,186** persons or **25%** of the total population. However, it should be noted that this was a household sample and not a sample of persons. Two persons in the same household would not have received a survey. The survey has a 95% confidence level with a sampling error of + or – 3%.

Number in Household

- The average household size is 2.5.

Members of Household with Disabilities

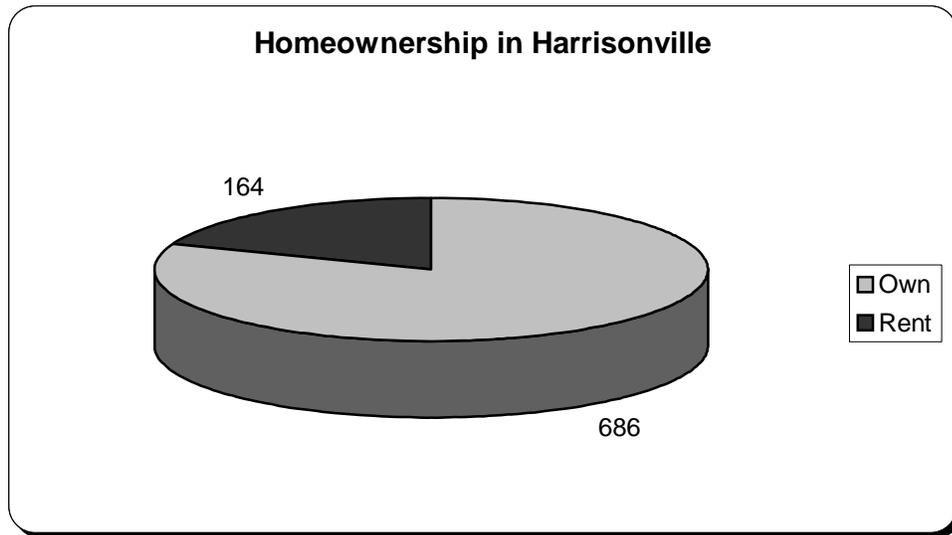
- 20% of all households reported that at least one person in the household had some type of disability. Approximately 8% of all persons living in the survey households have some type of disability.

Age Distribution of Household Occupants

- 21% of the persons living in the households surveyed were less than 15 years of age.
- 27% of the persons living in the households surveyed were over 55 years of age.

Home Ownership and Length of Residence

- The average length of time that a citizen has lived in Harrisonville is 17.2 years.



Neighborhood Conditions

	Very poor	Poor	Neutral	Good	Very Good
General appearance of the neighborhood	15	41	140	443	225
Condition of Exteriors	9	52	153	426	223
Yard free of debris	26	70	150	362	254
Lawn and landscaping	9	58	206	375	216
Street condition	14	77	177	438	163
Roofs on homes	5	10	144	456	246
Conditions of sidewalks and driveways	37	91	111	359	153
Vehicles frequently parked on streets	86	132	246	245	141

Reasons for Living in Harrisonville

The most important reason for living in Harrisonville, as indicated by the combined “very important” and “somewhat important” percentages is Quality of Housing. All of the major reasons for living in Harrisonville are shown below together with the percentage of people who said the specific reason was either “very important” or “somewhat important”:

- Quality of Life (83%)
- Low Crime Rate (82%)
- Friendliness (81%)

- Availability of City Services (79%)
- Type of Housing (75%)
- Quality of Housing (75%)
- Access to Highways (74%)
- Availability of Housing (73%)
- Family (72%)
- Quality of Public Schools (71%)
- Affordable Housing (68%)
- Convenient to Employment (67%)
- Access to Medical Care (60%)
- Jobs are Available (56%)

Reasons for staying in Harrisonville

The top three reasons given by participants for staying in Harrisonville are:

- Quality of Life (40%)
- Low Crime Rate (35%)
- Family (32%)

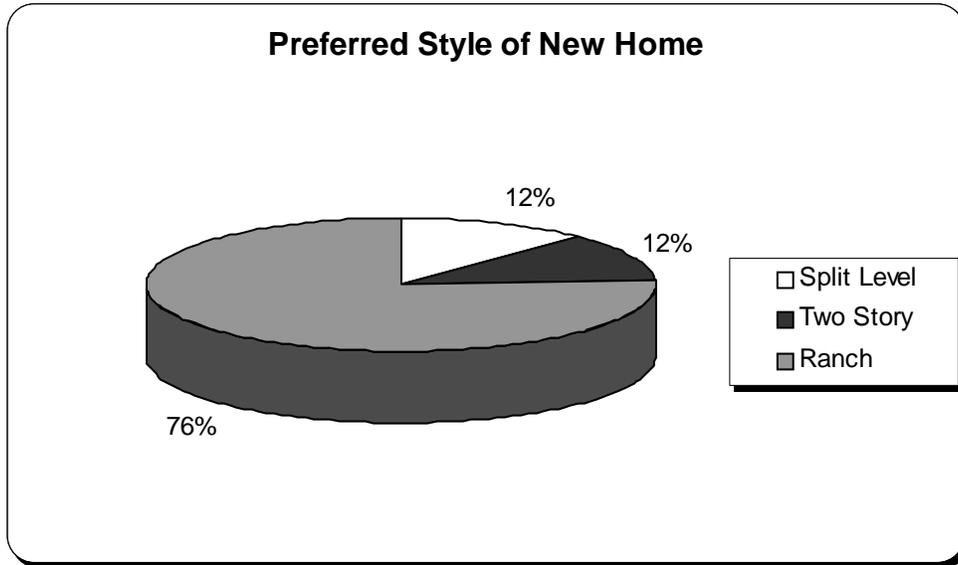
Housing Plans in Five Years

71% of all participants indicated that they plan to be living in the same house in Harrisonville five years from now. 14 % indicated that they would move to an existing or newly built house in Harrisonville. 7% indicated that they plan to be living in another house in Cass County five years from now. All remaining participants plan to move outside of Cass County.

1999 Preferred New Home Price

Under \$50,000	74
\$50,000 to \$79,999	191
\$80,000 to \$99,999	196
\$100,000 to \$119,999	128
\$120,000 to \$139,999	98
\$140,000 or more	97

Preferred Style of New Home

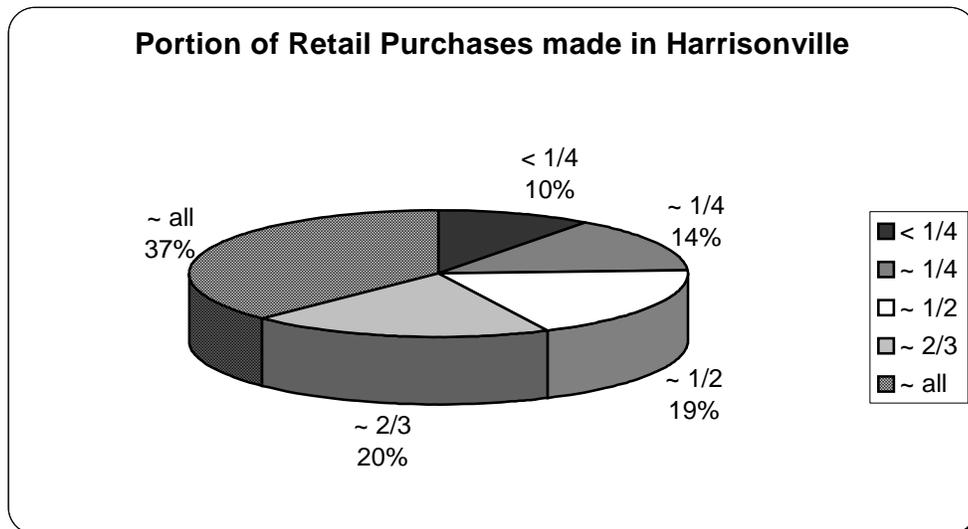


Primary Source of Information

Access Channel 2	148
Weekly newspaper	652
Kansas City Star	158
Flyers in the mail	322
Word of mouth	532

Commercial television	61
Company or church	285
Schools	202
City Utility Bills	296

Retail Purchases Made in Harrisonville



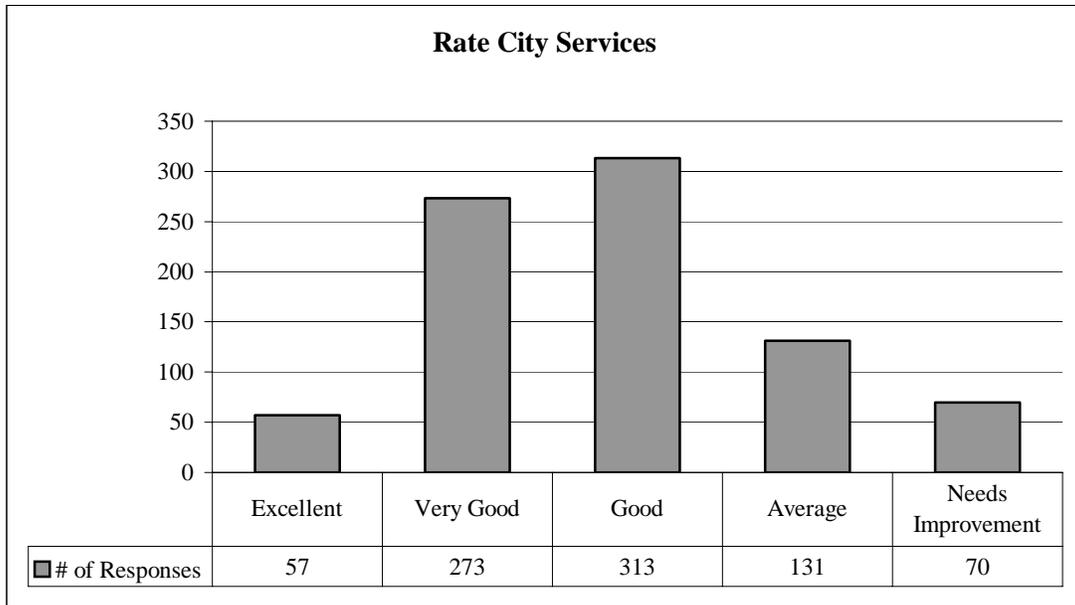
Reasons for Shopping Outside of Harrisonville

Lower Prices	270
Stores open evenings	75
Better Quality	90
Convenience	89
Larger Selection	559
Product not available	409
Customer Service	55

Development Activities

	SD	D	N	A	SA
<u>Provide incentives for neighborhoods</u>					
Restoration and upkeep	24	36	216	261	243
Should increase multi-family Development(apartments)	90	109	210	172	185
Attract more restaurants	36	46	169	248	302
Attract more retail	19	21	103	263	407
Redevelop the square	32	27	124	243	423
Provide incentives for Commercial dev.	25	33	178	291	260
Provide incentives for Industrial dev.	33	41	202	272	223

Ratings of City Services



Level of Support for City Services

	SD	D	N	A	SA
Provides prompt responses to citizens needs...	29	72	284	303	102
Provides satisfactory responses to citizens needs.	25	61	278	329	98
Provides adequate trash removal.....	56	85	152	353	152
Meets recreational needs of families.....	33	82	254	333	101
Adequately serves the needs of its Disabled pop.	26	74	388	229	80
Provides adequate residential street lighting...	36	124	204	330	98
Provides adequate sidewalks.....	73	183	196	264	81
Provides adequate storm drainage facilities...	86	175	234	226	78
Maintains adequate police protection.....	42	96	202	339	116
Provides high quality crime prevention...	24	73	265	312	121
Provides prompt response time for Emergency fire calls	11	34	299	303	142
Emergency medical calls.....	11	26	287	315	139
Emergency police calls.....	8	38	277	320	145
Satisfactorily enforces property maintenance codes	62	91	304	249	87

7. General Land Use

While location and accessibility are major draws for development projects, planning programs can have a significant influence over the amount and type of development taking place in a community. Planning provides much of the background information useful to prospective developers. Furthermore, many businesses and residential developers look favorably on well-planned communities because an attractive environment can enhance their own buildings and properties and minimize land-use conflicts. Consequently, communities committed to effective planning programs are the ones likely to attract high quality development and redevelopment projects meeting the needs and desires of the citizens.

The following goals and policies are intended to help the City achieve a fiscally sound, environmentally safe, and aesthetically pleasing City, through the orderly and efficient development of the land.

General Land Use Goals

- Evaluate proposed development so it occurs in a fiscally effective manner for the City.
- Encourage and reward innovative and quality site planning which reduces the cost to the public sector.
- Ensure adjacent land uses are developed in a manner to minimize negative impacts.
- Ensure developments are well planned and of sufficient quality to attract future quality development.

General Land Use Policies

- Identify, establish, and develop performance standards for selected corridors within Harrisonville.
- Identify, establish, and develop design guidelines for residential, commercial, and industrial developments.
- Direct new development to growth areas, which currently have all services available.

- Evaluate capital improvements so anticipated economic returns to the City are considered in establishing priorities.
- Encourage developments that are aesthetically pleasing, contain appreciable green spaces, and require minimal maintenance on the part of the City.
- Encourage projects, which provide amenities that benefit the entire community.
- Encourage the use of existing natural features as buffers.
- Increase buffering standards, such as landscaping, screening, tree preservation and other appropriate methods to minimize negative effects among different land uses.
- Transitional zoning shall be utilized to minimize negative impacts.
- Developments shall coordinate with adjacent projects.
- New developments shall be required to meet or exceed current development standards even if adjacent development(s) do not. Development standards do not necessarily refer to the size of the lot or the square footage of a house.

8. Residential Land Use

The environment and livability of existing residential neighborhoods are an intangible but important community resource to be preserved. Similarly, these qualities shall be fostered in future neighborhoods. To this end, the Residential Land Use goals and policies reflect concerns for the protection of neighborhoods from incompatible land uses, the adequacy of public facilities and services, and to promote the general health, safety and welfare of the community.

Communities usually center around areas where human activities take place, such as work, school, shopping, and recreation. Housing needs to be available for people who desire to live near those activities. The presence of housing around commercial, educational, and governmental areas contribute to the vitality of the community. Not only do communities need to have housing available to be vital; communities like Harrisonville need to have a diverse housing stock. The diverse housing stock would enable the City to provide housing for an employment base, which covers the whole wage and salary spectrum. If housing is not available to match different income ranges, sectors of the employment base will look elsewhere to finding housing that meets their needs and wants. Harrisonville is also a community with people of different ages and family types. A family of four probably has different housing needs than a couple in their retirement years or a single person. Thus to maintain diversity within the population appropriate housing needs to be available.



A citizen survey was conducted to determine the community's values and decide its future direction. In general, the residents of Harrisonville indicated that they are pleased

with the existing neighborhood conditions. The following chart was taken from the citizen survey indicating how residents perceived the condition of their neighborhoods to be. The question that was asked was “As you look up and down your street from your front door, rate each of the following?”

	Very poor	Poor	Neutral	Good	Very Good
General appearance of the neighborhood	15	41	140	440	222
Condition of Exteriors	9	52	153	422	221
Yard free of debris	26	70	148	361	251
Lawn and landscaping	9	58	205	372	214
Street condition	14	75	175	437	162
Roofs on homes	5	10	142	455	243
Conditions of sidewalks and driveways	37	90	108	358	152
Vehicles frequently parked on streets	86	132	244	242	140

Certain demographic trends have been singled out as having the potential to influence development in the future. The Aging of the Baby Boomers is one of these trends. The recent citizen survey reflected this trend in numerous ways. In the 2000 Census Data, 15.3% of the total population of Harrisonville was over 65 years old. The citizen survey produced the results that in the next ten years 27% of the population will be 65 years of age or older. Along with an aging population, other residential trends emerged. 70% of all the participants in the survey indicated that they plan to be living in the same house in Harrisonville five years from now. 14% indicated that they would move to an existing or newly built house in Harrisonville. The preferred style of new home was overwhelmingly ranch (76%).

The primary existing land use in the City is Single-family residential. Residential development is concentrated in the areas south of the lakes in the City Park and east of South Commercial Street. Multi-family residential can be found throughout the City but

is heavily concentrated in between West Mechanic and South Street and east and south of the Central Business District. Manufactured homes are located primarily on the West Side of the City in four main areas; adjacent to Locust Street, along North Commercial Street, abutting Oakland Street, and west of South Commercial Street.

The Residential Land Use goals and policies are primarily guidelines for the physical development of residential neighborhoods and proximate land uses. On the other hand, the Housing goals and policies address the maintenance, rehabilitation, improvement and development of housing, particularly relating to affordability.

Residential Land Use Goals

- Neighborhood areas shall be planned and designed with respect and sensitivity to special geographical features, such as streams, natural vegetation clusters and steep topography. They shall also foster appropriate infill development of empty lots and redevelopment of brownfields.
- The streets in new neighborhoods shall be well designed and laid out in an orderly network and attractively landscaped with sidewalks to encourage walking and give residents choice and control in their mobility.
- When changes in residential densities are proposed, the City shall consider such factors as neighborhood character and identity, compatibility of land uses and impacts on livability, impacts on services and facilities including schools, and impacts on traffic levels on both neighborhood streets and major thoroughfares.
- The City shall seek to preserve historic neighborhood features and characteristics.

Residential Land Use Policies

- The design of new neighborhoods shall incorporate features that minimize environmental impacts on water quality caused by storm water runoff and erosion and on air quality caused by motor vehicle traffic.

- Residential developments shall be designed to include adequate open spaces in either private yards or common areas to partially provide for residents' open space and recreation needs. This may be accomplished through zero lot line development and cluster development within a planned development to ensure larger areas devoted to open space.
- Residential development shall be required to locate adjacent to existing urban development where services are available, in order to prevent areas from developing in a haphazard, scattered or unplanned manner.
- Future utility transmission lines and existing overhead lines shall be placed underground when installed. Replaced utility transmission lines should be encouraged to be placed underground.
- Easements shall be granted as part of the platting process to develop internal neighborhood walkways and trails for recreational use, especially in flood plain areas as long as the developed public facilities can be maintained.
- Open space, parks and public utilities shall be provided to serve each neighborhood. Developers will be required to donate a percentage of land to be used for said purposes above.
- The City shall pursue annexations in order to provide adequate land for residential development.

Housing Goals

- New neighborhoods shall offer a choice of well-designed housing types and sizes and encourage a variety of densities to meet the needs of residents of different economic levels and age groups. A variety of housing types and densities can occur within one neighborhood or within a community of several contiguous neighborhoods.

Housing Policies

- Encourage housing assistance programs for households whose needs are not met by the housing market.
- Encourage the development of housing that exceeds minimum construction standards.

- Ensure that owners, managers, and residents of rental property improve the safety, durability, and livability of rental housing through code compliance. This could be accomplished through a comprehensive property maintenance program.
- Encourage scatter-site housing for low-income households (below 50% Median Family Income) in traditional neighborhoods to avoid their concentration in any one area.
- Support and encourage public and private actions that improve the physical and social environment of areas that have experienced disinvestment in housing, that have a concentration of low-income households, or that lack infrastructure. E.g. sidewalks, streetlights.
- Encourage the development and use of housing construction technologies that streamline the housing construction process, reduce development costs and environmental impacts, and produce sound and durable housing.

Definitions

- *Cluster Development:* A development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, common open space, and preservation of environmentally sensitive areas.
- *Easement:* The right of a person, government agency, or public utility company to use public or private land owned by another for a specific purpose.
- *Zero lot line:* The location of a building on a lot in such a manner that one or more of the building's sides rests directly on a lot line.

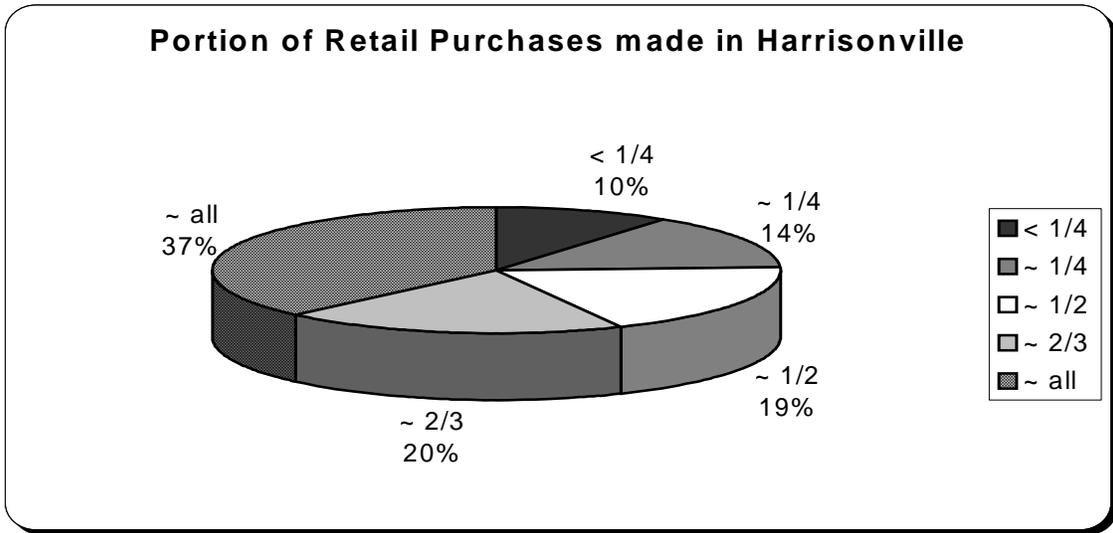
9. Commercial Land Use

Commercial land use shall address four main principles: integration of land uses, scale of development, project design, and accessibility. These issues underscore the notion that commercial development may be more broadly construed than a simple economic tool. In addition to creating jobs and expanding the tax base, commercial development initiatives may help create civic places that enhance the sense of place and the sense of community within our neighborhoods and City.

Traditionally, segregating land uses has been the prevailing method of planning in any city. Coupled with segregation of land uses, the city suffers both physical and social costs. These costs include the loss of gathering places within our neighborhoods, increased vehicle miles traveled, congestion, diminished mobility, the isolation of elderly and young people, and the loss of a sense of community. Recent planning techniques have included mix-use or planned developments which couple traditionally segregated land uses together to create a more compact community and offer people more choices in their lifestyles. It should be the City of Harrisonville's intent to make use of these new planning techniques where they are deemed appropriate. Sporadic, unplanned or uncoordinated commercial development shall be discouraged.

Attention also needs to be paid to the Central Business District. Although, the CBD is a separate chapter in the comprehensive plan, it contains primarily commercial land uses. The City of Harrisonville shall encourage and promote its development as more than an eight-hour office district. Uses such as retail, entertainment, and eating establishments need to be brought to the square to ensure activity after normal business hours.

The Citizen Survey indicated that the majority of Harrisonville residents stay in town to purchase most of their retail goods. The following graph illustrates how many retail purchases are made in Harrisonville by Harrisonville residents.



For the purchases made outside of Harrisonville, residents leave the City primarily for a larger selection and because certain products are not available in the City limits. The following chart lists the reasons that residents shop outside of Harrisonville.

Lower Prices	269
Stores open evenings	75
Better Quality	90
Convenience	88
Larger Selection	556
Product not available	403
Customer Service	54

Another question on the citizen survey addressed commercial development activities. It was indicated by citizens that 69% wanted more restaurants, 82% wanted more retail, 78% wanted to see the square redeveloped, and 70% said they would like to see the City provide incentives for commercial development.

Commercial land use is located throughout the City but the heaviest concentration exists along Commercial Street and Missouri Highway 291, South Commercial Street, and east Mechanic Street (Missouri Highway 7). Much of the development along all of these streets could be considered strip commercial. The commercial area located along

Commercial Street and Missouri Highway 291 is in need of improvement. Currently, there is much traffic congestion due to the number and proximity of existing curb cuts. The commercial development that exists along East Mechanic Street (Missouri Highway 7) has been better planned because the developments are larger and better coordinated with fewer curb cuts to impede traffic flow.

Office developments have remained basically unchanged since the 1991 General Development Plan was adopted. The two office districts are located downtown and near the hospital. The downtown office district is primarily composed of businesses dependent upon the courthouse such as law offices and title companies. The hospital district is primarily composed of medical-related offices.

Some commercial land use areas contain both commercial and industrial land uses. These areas are located near or within existing industrial areas as well as primarily commercial areas. The largest area of this type is located along Commercial Street, near Harrisonville Industrial Park.

Commercial Land Use Goals

- Maintain and expand the range of retail and commercial service activities within the City.
- Promote new office, retail and commercial development in selected locations within the existing City boundaries to serve neighborhoods.
- Encourage safe and convenient pedestrian access to shopping and service areas within the community.
- Encourage commercial development to occur in “nodes” and avoid continuous lineal commercial development.
- Enhance the overall image of the community through development and enhancement of the community’s commercial and retail areas.

- Encourage the infill development and redevelopment of existing commercial areas with emphasis on the square and existing commercial gateways. Sensitivity shall be given to important architectural or historical elements in the review of proposals.

Commercial Land Use Policies

- Commercial curb cuts on arterials shall be avoided.
- Promote site design that will achieve high quality in commercial areas.
- Individual, freestanding office buildings shall have adequate on site parking, as well as be landscaped and buffered from surrounding uses.
- Where opposing commercial curb cuts are necessary, they shall be offset a minimum of 150 feet.
- The City shall encourage the upgrading, beautifying, and revitalization of existing commercial areas and shopping centers.
- The City shall encourage retail and service establishments to locate in the Central Business District in order to serve residents and employees.

10. Industrial Land Use

Industrial land uses include establishments primarily engaged in wholesale trade, storage, or distribution with little or no retail trade, service, or manufacturing activity. This is known as light industrial and includes warehousing, wholesaling and distribution activities. Also included are manufacturing establishments that transform raw materials into new product, usually for distribution to other regions and not for sale or use on site.

Industrial land use shall be encouraged to develop in an economically feasible manner. Factors such as availability of public utilities, including power, water supply, fuel and waste disposal, shall determine the type and location of industrial activities. The City of Harrisonville actively practices and supports industrial land uses being located in Industrial Development Parks.

Industrial development land is concentrated in two main industrial parks: Harrisonville Industrial Park, located along Plaza Drive and Enterprise Business Park located between Anaconda Road and Precision Drive. One other site has been identified as a potential industrial development site, the Hartzler Development Park located adjacent to U.S. 71 Highway and Missouri Highway 7.

The Citizen Survey posed the question whether or not the citizens of Harrisonville would like to see incentives provided for industrial development. Sixty-four percent either agreed or strongly agreed that the City provide incentives for industrial development.

Industrial Land Use Goals

- Pursue the establishment of public/private partnerships in an effort to initiate redevelopment projects.

Industrial Land Use Policies

- Industrial areas shall have reasonable and convenient access to major arterials.
- Arterial streets may serve as boundaries between industrial and residential uses.
- Any research and development areas including warehouse districts, which would be constructed, shall include a high degree of visual amenities including screening, landscaping and signage. Parking, storage, trash receptacles and other normal rear yard equipment shall be screened or placed out of view of arterial streets and highways.
- Continue to encourage business and industrial development as an important source of revenue and employment for the community. This can be done by considering innovative financing techniques such as tax abatement, tax increment financing, industrial revenue bonds and benefit district financing to aid qualified projects. Tax abatement for industrial development projects shall be given only in special circumstances when a significant number of jobs are created or retained. Under normal circumstances, tax abatement shall only reduce or lessen real estate property taxes.
- Ensure that all new industrial development is concentrated in areas of similar or compatible use, which will minimize the impact of industrial activities, including traffic, on neighboring land-uses.
- Ensure that new industrial development is located in areas where adequate public services, facilities and infrastructure can be provided in an efficient manner.

11. Economic Development

Economic Development, over the next ten years will be based on creating and maintaining a sustainable standard of living and a high quality of life. To accomplish this, the City of Harrisonville needs to recognize the economic value of natural and human capital.

The 1991 General Plan stated labor availability as the most critical element of all site selection criteria for companies contemplating expansions or relocations. Companies can overcome problems relating to geography, transportation, taxes, and finance far easier than they can solve the absence of available, well-trained, employees. The need for an adequate labor force is still a deciding factor in whether a company will locate in a particular community or not. The Citizen Survey addressed the reasons why the citizens of Harrisonville chose to live in this community. Convenience to employment ranked twelfth out of fourteen and the availability of jobs ranked last. These rankings are indications that the majority

of the employable labor force in Harrisonville did not chose to live in Harrisonville based on their employment. However, the City of Harrisonville draws a substantial amount of labor from the southern portion of the county. The City shall



work to ensure that the economic development that is attracted could utilize the well-educated indigenous labor force.

Besides concentrating solely on creating better jobs for the local labor force, the Citizen Survey also illustrated that the Citizens of Harrisonville would like to see more retail

options and restaurants. 82% of those surveyed said that the City shall provide incentives to attract more retail and 64% would like to see the City provide incentives to attract more restaurants. Harrisonville is the center of commerce for the southern and eastern regions of Cass County and therefore shall be developed in such a manner to provide all the necessary amenities and services to its market area.

Economic Development Goals

- Government, business, education, and the community shall work together to create a vibrant local economy, through a long-term investment strategy that:
 - Serves the needs of local residents, workers and businesses.
 - Promotes stable employment and revenues by building on local competitive advantages
 - Protects the natural environment.
 - Increase social equity.
 - Is capable of succeeding in the regional marketplace.
- Businesses within a community should be encouraged to provide a range of job types for the community's residents.
- The City shall pursue establishing a community college within the City Limits.
- The City shall entice companies which would provide higher skilled jobs.
- Harrisonville shall identify specific gaps and niches that its economies can fill, and promote a diversified range of specialized industry clusters drawing on local advantages to serve local and regional markets. This may be accomplished by expanding the airport and encouraging business park type of development in the area or targeting a specific industry, such as biochemical companies.
- Community economic development efforts should help to create and preserve Harrisonville's sense of uniqueness, attractiveness, history, cultural and social diversity and include public gathering places and a strong local sense of place.
- Harrisonville shall be promoted and tourism should be encouraged.

Economic Development Policies

- Local economic development efforts shall be targeted to expanding opportunities, by promoting jobs that match the skills of existing residents, improving the skills of all individuals, addressing the needs of families moving off welfare, and insuring the availability in all communities of quality affordable child care, transportation and housing.
- Harrisonville shall use and invest in technology that supports the ability of local enterprises to succeed, improve civic life, and provide open access to information and resources. This can be accomplished by providing life-long skills and learning opportunities by investing in opportunities for continuous education and training for all. All public investments and subsidies shall be equitable and targeted, support environmental and social goals, and prioritize infrastructure and supportive services that promote the vitality of all local enterprises, instead of individual firms.
- New development shall be encouraged to locate in areas with existing development.
- Economic development efforts shall give first priority to supporting existing enterprises as the best source of business expansion and local growth.
- Economic development shall focus on promoting local entrepreneurship to build locally based industries and businesses that can succeed among regional and national competitors.

12. Parks and Recreation

Providing adequate park and recreational facilities is an essential element in the growth and development of a community. Green space inside the City limits is crucial for rest, relaxation, recreation and the overall quality of life for our citizens. In the past, Harrisonville has shown a deep commitment to providing a park network for the citizens to utilize and enjoy. This commitment is continued through the Park Board's guidance on park related issues. To ensure that park system continues to meet the needs of the City of Harrisonville's residents, population projections were undertaken by staff. The following chart shows the facility requirements for the City of Harrisonville for the next five and ten years. The facility requirements were determined by multiplying the Statewide Comprehensive Outdoor Recreation Plan (SCORP) per 1,000 by the population projections estimated for the year 2010.



City of Harrisonville ~ Future Recreational Facility Needs

Facility	Standard Per 1000	Facility Demand		Inventory	Facility Excess/ Deficiency		Facility Needed
		5 Years	10 Years		Excess/	Deficiency	
Swimming pool	800 sq. ft	8000 sq. ft	8000 sq. ft	13,400	+ 5,400 sq. ft		None
Baseball/softball	.65 Fields	6.5 Fields	6.5 Fields	7 Fields	+ .5 Fields		None
Ice skating	.02 Rinks	.2 Rinks	.2 Rinks	0 Rinks	-2 Rinks		*
Amphitheater	.05 Amp.	.5 Amp.	.5 Amp.	1 stage	+5 Amp.		None
Picnic areas	.5 Shelters	5 Shelters	5 Shelters	9 Shelters	+4 Shelters		None
Lakes/ponds	8 Tables	80 Tables	80 Tables	58 Tables	-22 Tables		22 Tables
Soccer/football	1 Acre	10 Acres	10 Acres	21 Acres	+11 Acres		None
Roller-skating	.25 Fields	2.5 Fields	2.5 Fields	1 Field	-1.5 Fields		2 Fields
Walking/jogging	.02 Rinks	.2 Rinks	.2 Rinks	0 Rinks	-2 Rinks		*
Golf course	.25 Miles	2.5 Miles	2.5 Miles	1.5 Miles	-1 Mile		1 Mile
Tennis	.6 Holes	6 Holes	6 Holes	9 Holes	+3 Holes		None
Nature trail	.67 Courts	6.7 Courts	6.7 Courts	4 Courts	-2.7 Courts		3 Courts
Basketball/volleyball	.25 Miles	2.5 Miles	2.5 Miles	1.5 Miles	-1 Mile		1 Mile
Playgrounds	.33 Courts	3.3 Courts	3.3 Courts	1 Court	-2.3 Courts		2 Courts
Handball/racquetball	1 Plygrnd	10 Plygrnds	10 Plygrnds	6 Plygrnds	-4 Plygrnds		4 Plygrnds
Bicycle trail	.2 Courts	2 Courts	2 Courts	0 Courts	-2 Courts		2 Courts
Horseshoe pits	.5 Miles	5 Miles	5 Miles	0 Miles	-5 Miles		5 Miles
Shuffleboard/croquet/badminton	.5 Courts	5 Courts	5 Courts	2 Courts	-3 Courts		3 Courts
Equestrian trail	.5 Courts	5 Courts	5 Courts	2 Courts	-3 Courts		3 Courts
Community center	.16 Miles	1.6 Miles	1.6 Miles	0 Miles	-1.6 Miles		1.6 Miles
	.02 Centers	.2 Centers	.2 Centers	0 Centers	-2 Centers		1 Center

Park Acquisition

Where dedication of park land or payments in lieu thereof are required of the new developments, the City shall assure that the land offered meets the needs of the City or that sufficient payments are made to assure that the appropriate lands and facilities will be provided.

- The community shall contain an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encouraged through appropriate placement and design.
- Wherever possible, the natural terrain, drainage and vegetation of the community shall be preserved with superior examples contained within parks or greenbelts.

Parks and Recreation Land Use Goals

- Increase the supply of park land giving priority South of Highway 7.
- Provide programmed preventive maintenance to all City park and recreational facilities in a manner, which reduces unplanned reactive maintenance and emphasizes the use of scheduled service delivery.
- Emphasis shall be placed on the development of the neighborhood and linear park concept. In doing this, the City shall actively pursue and develop nature/bicycle trails throughout the community preferably linking the existing parks together.
- Ensure that adequate recreational facilities are provided which serve new major residential development of all types.

Parks and Recreation Land Use Policies

- Maintain a long-range park capital improvement program that balances acquisition, development and operations; provides a process and criteria for capital improvement project selection; and emphasizes creative and flexible financing strategies.

- Provide programmed preventive maintenance to all City park and recreational facilities in a manner, which reduces unplanned reactive maintenance and emphasizes the use of scheduled service delivery.
- Emphasis shall be placed on the development of the neighborhood and linear park concept. In doing this, the City shall actively pursue and develop nature/bicycle trails throughout the community preferably linking the existing parks together.
- Ensure that adequate recreational facilities are provided which serve new major residential development of all types.

13. Central Business District

According to the 1970 Central Business District Plan, the CBD is defined as the property located within one block of the Courthouse Square containing approximately 20 acres. On April 8, 1994 the Harrisonville Courthouse Square District was listed on the National Register of Historic Places. The Harrisonville Courthouse Square Historic Districts consists of four full blocks of commercial buildings facing the Courthouse Square and portions of five additional City blocks just of the Square. All together, the district contains 37 buildings, 34 of which contribute to the historic architectural qualities and historic associations of the district.

Sanborn fire insurance maps show that nine buildings date before 1885, ten by 1900, ten between 1900 and 1910, two between 1910 and 1917, three between 1925 and 1929, one in 1939, one in 1959, and one in 1980.

The 1970 Central Business District Plan indicated *“Like other downtown areas throughout the United States, downtown Harrisonville is beset with problems which are hindering its function as a regional center. The increasing mobility and wealth of the American people has resulted in a significant re-distribution of economic activity. The concentration form of the central City shopping district has given way to the highway-oriented shopping center with its ready access and plentiful parking.”* Thirty years later, this statement is still applicable. Since most economic activity is centered around transportation lines, downtowns need to focus on creating a niche for themselves in the marketplace. Harrisonville’s niche has proven to be general retail and service industries. The City of Harrisonville shall pursue this type of economic activity to ensure the prosperity of the Central Business District.

With the development of the Cass County Justice Center, many court related services may be vacating the square. This provides a unique opportunity for the City of Harrisonville to redevelop and encourage certain businesses to locate in the CBD. The

Courthouse will remain the central focal point in the community. Efforts are being made to stimulate pedestrian activity in the CBD.

The Citizen Survey identified that 78% of those surveyed wanted the City to provide incentives to redevelop the square.

Central Business District Land Use Goals

- The community shall have a center focus that combines commercial, civic, cultural and recreational uses.
- Preserve and strengthen the historic downtown area as a special area within the community.
- A wide variety of restaurants shall be encouraged to locate in the CBD.
- Focused retail, i.e. antique shops and boutiques shall be encouraged to locate in the CBD.
- Harrisonville shall be promoted and tourism should be encouraged.
- Develop adequate, attractive parking for automobiles and buses close to the Square.

Central Business District Land Use Policies

- Regional institutions and services (government, quasi-government, museums, libraries, etc) should be located in or immediately adjacent to the Central Business District.
- Materials and methods of construction or reconstruction shall be specific to the region, exhibiting a continuity of history and culture and compatibility with the climate to encourage the development of local character and community identity.
- Downtown Harrisonville shall be accessible to all persons.
- Priority shall be given to maintaining or improving the capacity of major access routes for traffic related to Downtown.

New buildings shall be compatible with adjacent development and adhere to the standards set forth by the Historic Preservation Commission within their jurisdiction. The Historic Preservation Commission's jurisdiction lies over the modifications and rehabilitation work on the facades of the buildings or demolitions of buildings that are located in the Courthouse Square Historic District.

14. Transportation

The street network and the modes of transportation on which a city relies significantly impact the daily activities within the city. An efficient transportation system can improve the economic development within 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 way streets are designed and built can have an effect of separating a community or joining a community together.

The Citizen Survey addressed the issue of transportation in numerous ways. The first question posed was “As you look up and down your street from your front door, rate each of the following.” 69% responded that their street condition was either good or very good. 68% responded that the condition of their sidewalks or driveways was good or very good. 45% responded that vehicles were frequently parked on their streets. The next question asked was to rate the reasons for living in Harrisonville. 74% stated that access to highways was one of the main reasons for them living in Harrisonville.

Street Classifications

Local Streets. The principle purpose of a local street is to provide access both vehicular and pedestrian to property. The secondary purpose is to move traffic. If a neighborhood is designed correctly, the users of this type of street are mainly residents who do not create a great deal of traffic. In other words, local streets are not designed to serve traffic, which is moving, through a residential neighborhood. Therefore access onto and off of the street does not need to be restricted. With this low volume, the local streets should not require a great deal of traffic regulations in order to function efficiently and safely. Any traffic generators proposed for a local street shall be carefully considered for its impacts on traffic flow and safety.

In Harrisonville, low-density residential right-of-way requirements for local streets are 50 feet with a pavement width of 28 feet. This width would allow two ten (10) foot lanes for moving traffic and one eight- (8) foot-parking lane.

Collector Streets. The main function of a collector street is to “collect” traffic from the local streets and move it to larger arterials. Providing access to property is a secondary function of collector streets. Thus, the number of lots fronting onto a collector shall be kept to a minimum so that traffic coming from driveways does not impede the movement of vehicles on collector streets. Generally, collector streets shall roughly bisect, north-south and east-west, a square mile into four residential areas. The design of collector streets shall be more curvilinear and circuitous in order to discourage traffic from “short-cutting” through residential areas and also to reduce speeding. Also, the optimum continuous length of a collector is one mile as another design effort to keep higher speed through traffic at a minimum. Collectors usually align at arterial where there is a traffic signal to regulate the traffic coming off the collector onto the arterial.

Harrisonville’s right-of-way requirement for collectors differs between a regular collector and a residential collector. A regular collector requires 60-80 feet with a pavement requirement of 36 feet and 6 inch high back curbs. A residential collector requires 60 feet with a pavement requirement of 36 feet.

Arterials. The main function of an arterial is to move large volumes of traffic from one place to another. Access to property is a secondary if not a tertiary function. Curb cuts on arterials shall be kept at a minimum and they shall be only 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. Each additional friction point decreases the arterial’s potential for moving traffic through an area. Arterials usually are spaced about one mile apart but this is not an absolute requirement. More arterials may be needed if there are sufficient traffic volumes.

Arterials can be classified by Major and Minor classes. The main difference between the two classes is in the amount of right-of-way that is required. Another difference between Major and Minor arterials is that Major arterials are designed to restrict and protect turns more. One way this is done on Major arterials is by including medians in the street design. Minor arterials do not have medians.

Minor arterials have a right-of-way requirement of 80 feet and Major arterials are required to have 100 to 150 feet. Both arterial classes have 12-foot traffic lanes and the Major arterial has a median that is 16 to 40 feet wide. Minor arterials may have three to four lanes of traffic where Major arterials have four to six.

Transportation Goals

- Coordinate Transportation Goals and Policies with the five-year Capital Improvement Plan.
- Coordinate land use planning with transportation planning.
- The Planning Commission and Historic Preservation Commission shall work together to establish goals and policies to alleviate traffic and safety concerns on the Square.

Transportation Policies

- Establish and utilize appropriate roadway classification and design standards, which are related to land use types, densities, and vehicular traffic volumes in a way to reduce congestion.
- Provide adequate accessibility to all planned land uses.
- Minimize traffic within residential neighborhoods, which does not have its final destination within the area.
- Ensure adequate access to and circulation around commercial and industrial areas, public facilities, and other activity centers.
- Protect arterial and collector streets from encroachment resulting from improper access to adjacent land uses.

Pedestrian Transportation

- Establish policies, which protect and encourage pedestrian movement throughout the City. To accomplish this, staff shall plan and complete a pedestrian network that

increases the opportunities for walking to shopping and services, institutional and recreational destinations and employment.

- Increase pedestrian safety and convenience by identifying and analyzing high pedestrian collision locations; by making physical improvements, such as traffic calming, signal improvements, and crossing improvements in areas of high pedestrian use; and by supporting changes to adopted statutes and codes that would enhance pedestrian safety.
- Encourage walking by developing educational programs for both motorists and walkers and by supporting and participating and encouraging events for walkers.
- Sidewalks shall be required in all new residential developments.
- Sidewalks shall have a required minimum width of four (4) feet.
- Sidewalks shall be separated from streets through the use of landscaped edges.
- Sidewalks next to curbs that do not have green strips must have a minimum width of six (6) feet, so pedestrians still feel comfortable without a buffer between them and traffic.
- Sidewalks shall be placed on both sides of collector and arterial streets wherever possible.
- Sidewalks need an additional two- (2) feet of width if they are adjacent to fences, walls, building or shrubs. (When these objects are placed directly next to sidewalks, the first two- (2) feet of sidewalk are no longer functional because people will not walk that close to stationary objects.)
- Sidewalks shall never be omitted in traditional neighborhood designs.

Bicycle Transportation

- Provide for safe and convenient bicycle movement within the City by developing a complete network of bike trails throughout the City.
- Encourage bicycling by developing educational programs for both motorists and bicycles.
- Bicycle racks and more secure storage shall be provided at public buildings.

- Bicyclists using trails that cross lanes and streets shall be given favored crossing support. When bicycles cross avenues, Main Street, boulevards, and parkways, they shall receive support from medians and well-marked crossing.

15. Public Utilities and Facilities

Public Facilities

In the City of Harrisonville, most residents receive their water, sewer, and electric services from the City's utility system. The exception to this service provider is the recently annexed areas, which are still being serviced by a Public Water Supply District, Utilicorp, or Rural Electric Associations.

Harrisonville's operation of these basic utilities has been an important factor in its growth, and will continue to be so in the future. Sewer, water, and electric are such basic utilities that development cannot occur without them. So when the control over the expansion and operation of these utilities lies with a city, it affords the city an ability to respond quickly to the needs for these utilities, both with new construction and maintenance. It also allows the city, rather than some other party in the development process, to determine where and when utilities are provided. Harrisonville's ability to supply utility services when needed, and to avoid long delays often associated with larger utility districts, will be a consideration for companies locating new or expanded business in the Harrisonville area.

While this capability provides definite benefits for the City, it also requires greater attention to the programming of the maintenance and development of these services. This planning requires that expansion of existing facilities coincide properly with the developments, which will use these facilities. Proper planning at this point will serve to keep public financing of the new construction in balance with land development and its associated revenue contributions. Both must work together to shape the best level of growth for the City.

Currently the City is in the process of updating several City facilities. The City recently completed the new Emergency Services Headquarters. This facility houses both the EMS and Fire departments. In addition to the Emergency Services Headquarters, the City

recently constructed a new Animal Shelter. A needs assessment and space study has been completed and new facilities identified for the municipal complex, which will combine City Hall and the Police Station. The location for this facility will remain in the square area.

Public Facilities Goals

- Construct the Municipal Complex.

Public Facilities Policies

- Ensure that all-public sites and buildings are kept attractive and well maintained.

Public Utilities

Water

Public water systems are composed of three major components: supply, storage and distribution. For the entire system to function properly, each component must be properly designed and integrated. The Harrisonville water system source of water is Lake Harrisonville, a 460-acre lake. Currently, the City has one raised water storage facility that has a 750,000 gallons capacity. The State Board of Health approved water supply flows through the local water plant with the capacity of 2,600,000 gallons per day (gpd). Average consumption at this time is 1,000,000 gpd, with peak consumption at 1,900,000 gpd. The water system is composed of waterlines ranging from four inches to twelve inches. All water lines and treatment facilities are maintained, repaired, and replaced when necessary by the City.

Installation of new water lines to new developments is solely the financial responsibility of the developer and must meet City minimum specifications. After completion and inspection of the water lines, the City will accept and maintain them. The lines must be large enough to meet fire flow. The minimum size is an 8-inch line. However, the City typically would like to see 12 inch PVC or ductile iron pipe installed. The City would



also like to see lines installed in a pattern that would loop the lines together, providing better water quality and bolstering fire safety through to multiple source feeds.

Sanitary Sewer

In order to promote growth and avoid health, pollution and odor problems, an adequate sanitary sewer system must be in place. Individual systems, such as septic tanks, are not appropriate in areas where urban densities are anticipated and will not be considered for development that occurs inside the City limits. However, for property that is recently annexed into the City limits and on a septic system, that property will be encouraged to hook up to sewer if any major improvements are made to the property or sewer is readily available.

Because standard sewer systems depend upon gravity to flow, topography is a constraining factor. While alternative pressure systems can alleviate topographical constraints, they are less economical to operate and shall be avoided when possible.

Because sewer systems shall flow continuously downhill, careful planning is required to maintain an efficient and cost effective system.

Currently, there is one sewer treatment facility located at Clearwater Drive. Its design capacity is 3 MGD. While there is not a current need for an additional treatment facility, the City is actively preparing for the time when the City will exceed the current plant's capacity.

Lift stations are commonly used to resolve the topographical constraints that urban development sometime imposes, as it relates to sanitary sewer systems. Lift stations are located as follows:

- Lift Station No. 1 – Plaza Dr.

- Lift Station No. 2 – Clearwater Dr.
- Lift Station No. 3 – Rock Haven Rd.
- Lift Station No. 4 – Katy Trails

Electric

Electric facilities include three 69kv/12.47kv substations for a total of 60 MVA with four miles of 69kv transmission lines. As of December 2001, there were 4,368 meters in the City's electrical system. The average usage during that year was 7,505,590 kWh with the summer peak being in August with a consumption of 25.034 MW and the winter peak being in January with a consumption of 16.087 MW. Total consumption for 2001 was 90,067,078 kWh. The City has two electric feeds, which helps to ensure continuous electric service to the customers if one feed becomes temporarily out of service.

With the current rate of growth, the electrical system can more than adequately service all residential and commercial customers for years to come. Expansion of the system will have to occur if any major industrial customers locate within the City limits. When needed, a feasibility study will occur to determine the location of the new substation.

General Public Utility Goals

- Encourage all improved properties to hook up to public sewer systems.
- Utilize the provision of public service as a technique for encouraging future land development patterns, which promote efficiency.
- Replace the North Substation Transformer.
- As growth necessitates, the City will determine the feasibility of a new substation on the West Side of Highway 71.
- Conduct feasibility study addressing the benefits/costs of regional stormwater retention versus neighborhood stormwater retention.
- Complete and update when needed the Stormwater Master Plan.
- Identify long range transmission corridors and locations of future substations.

Public Utilities Policies

- All property that is currently being serviced by a septic system must hook on to the sewer line if the septic system fails and sewer is available.
- If significant improvements are proposed to one's property, the owner of that property shall be required to hook on to a sewer line if available.
- Development shall occur only where public facilities and services exist or can be reasonably made available.
- The City shall maintain their own water, sewage, and electric plants as long as it is economically feasible to do so. At which time that the facilities no longer are economically viable, a feasibility study shall be conducted illustrating how subsidizing will effect each department and the City's existing infrastructure.
- Consideration of a development's impact to the overall City system shall be considered during the improvement and expansion of one public facility or service.
- Maximum use of existing public facilities and services shall be supported through encouraging new development to occur at the maximum densities allowed and through the development of vacant land within presently developed areas.
- To the maximum extent possible, the costs of improvement, extension and construction of public facilities shall be borne by those whose land development and redevelopment actions made such improvement, extensions and construction necessary.
- Maintain and improve the existing sanitary and storm water system through preventive maintenance and on-going evaluation. The evaluation shall occur when the five-year Capital Improvement Plan is analyzed annually during the budget process.

16. Future Land Use

The Future Land Use map is an indispensable part of the Comprehensive Plan. The intent of the Map is to establish the logical framework for future development as a general, conceptual guide. The map builds upon the aspirations of the Comprehensive Plan to recommend general areas for various types of future development. It bridges the gap between existing and future development utilizing land use principles to guide new projects so that they may better blend into the fabric of the community.

The Future Land Use map is derived from the incorporation of the following elements: existing land use conditions, local development goals, and planning principles. The map is to be considered a guide for future development and shall be closely adhered to. However, each proposed development shall be judged upon its merit and compatibility with surrounding land uses as well as other goals and policies set by the governing body.

The Future Land Use map was developed as a sensible land use guide to development within, and immediately adjacent to, the City limits of Harrisonville. Since land is a non-renewable resource, how Harrisonville develops and grows will have a great impact on future generations. The City Planning Commission and City Staff intend to pursue and support development, which is consistent with the Future Land Use Map. The Map will be used as a guide in making decisions regarding land use decisions.

The process that needs to be implemented to ensure proper future growth consists of a clear vision plan and a rational foundation of laws adopted by the governing body. These laws shall take the form of continuous review of the zoning ordinance and subdivision regulations. A firm commitment to adhere to the plan needs to be made by the governing body. This commitment will give developers a clear understanding about what developments are acceptable and unacceptable in our community. Citizens will be reassured that the community is going to grow in a logical and responsible way. Everyone involved in the process will begin to recognize the power and responsibility they hold to help shape the environment in which they and their children will live.

Although the City will be involved in the location of governmental entities, such as schools and public health facilities, the Boards of these respective organizations will ultimately determine where these organizations will be located. These new or relocated organizations will be encouraged to locate where sufficient infrastructure exists.