



HARRISONVILLE, MISSOURI

# 2040 COMPREHENSIVE PLAN

TWO HOUR PARKING

NO BICYCLES  
NO SKATEBOARDS  
NO LABEL AIDS

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**PREPARED BY:**

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 City of **Harrisonville** est. 1836

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# INTRODUCTION

## CHAPTER ONE



# What Is a Comprehensive Plan?

The Comprehensive Plan is a policy document that expresses the community's 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. This document has been collaboratively produced by the City of Harrisonville, alongside many residents, business owners, partners, and other stakeholders. There is a significant opportunity for Harrisonville to grow into the future, and this plan provides a snapshot of what the community desires of future growth. In addition to the long-range vision and goals, this document also includes policies and strategic implementation tools that can be leveraged by the city and its stakeholders to achieve desired outcomes.

## How You Can Use This Plan

This plan provides policies and strategies intended to support and provide clear guidance for how the city grows into the future. This plan is designed for:

- The City's Elected and Appointed Officials, Planning & Zoning Commission, and City Staff as they consider decisions on development applications, manage community infrastructure investments, and grow regional partnerships.
- The current and future residents interested in how the community develops, the quality of public amenities, and the management of public services.
- The current and future business owners and builders interested in the future direction envisioned for various parts of the community, and the planning policies and public investments that are related to their property or business.
- Regional and local partners interested in working with the City to achieve shared goals.



# Planning Process



Beginning in summer of 2021, the City of Harrisonville worked with a number of partners, residents, and stakeholders for a year to lead the planning process.

## PHASE 1 | COMMUNITY UNDERSTANDING

A Community Profile was created utilizing both data insights and community feedback, to better understand the existing conditions, trends, opportunities, and challenges facing Harrisonville.

## PHASE 2 | VISIONING

This phase allowed residents and stakeholders to lend their perspectives to challenging development issues, and explore possibilities for how Harrisonville might evolve over time.

## PHASE 3 | CREATING PLACE

This phase translated long-term vision and goals into implementation strategies and policies. Several focus areas were studied to identify specific next steps for improving conditions in Harrisonville.

## PHASE 4 | COMPREHENSIVE PLAN

This phase focused on finalizing drafted sections of the plan, organizing an implementation toolkit, and adopting the new Comprehensive Plan into the city’s policy framework.



## Relationship to Other Plans

The Comprehensive Plan is a long-range, citywide-focused policy guide and framework for the City of Harrisonville, and aligns with or complements plans that have been created at different scales or for other purposes.

For example, Harrisonville recently adopted a Historic Preservation Plan that provides greater detail about how the community can better leverage and sustain its historic resources. Harrisonville has also adopted a Bike/Pedestrian Plan that has been reviewed, reaffirmed, and incorporated into the Comprehensive Plan recommendations.

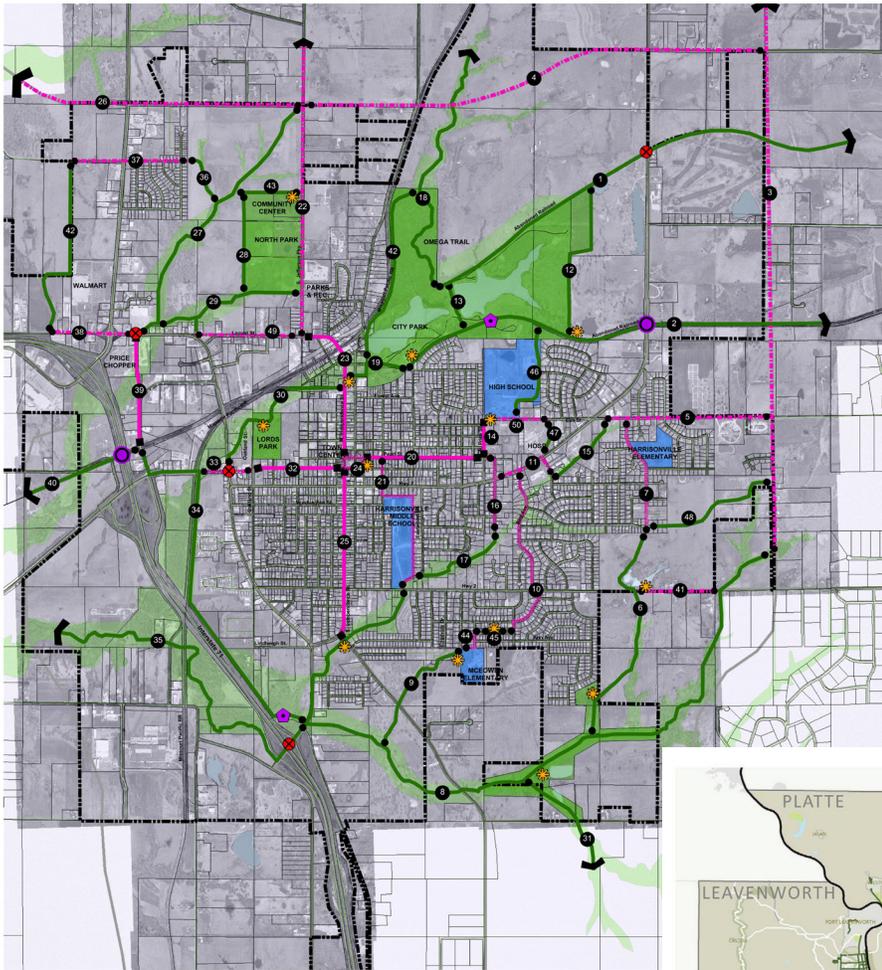
There are also a number of plans created at a broader scale, influencing several communities beyond Harrisonville alone. Harrisonville also

falls within the context of the Mid-America Regional Council’s planning area, and will be influenced by those plans and policies, notably the Greater Kansas City Regional Bikeway Plan, the Green Infrastructure Framework. There are also many strategic focuses to coordinate utilities, infrastructure, and natural resources.

The Comprehensive Plan is a reflection of community consensus and thus should be the primary resource for guiding the future of Harrisonville. However, as opportunities are presented, City officials and stakeholders should continue referencing relevant planning efforts at various scales, and engaging in planning processes that will influence Harrisonville in the future.

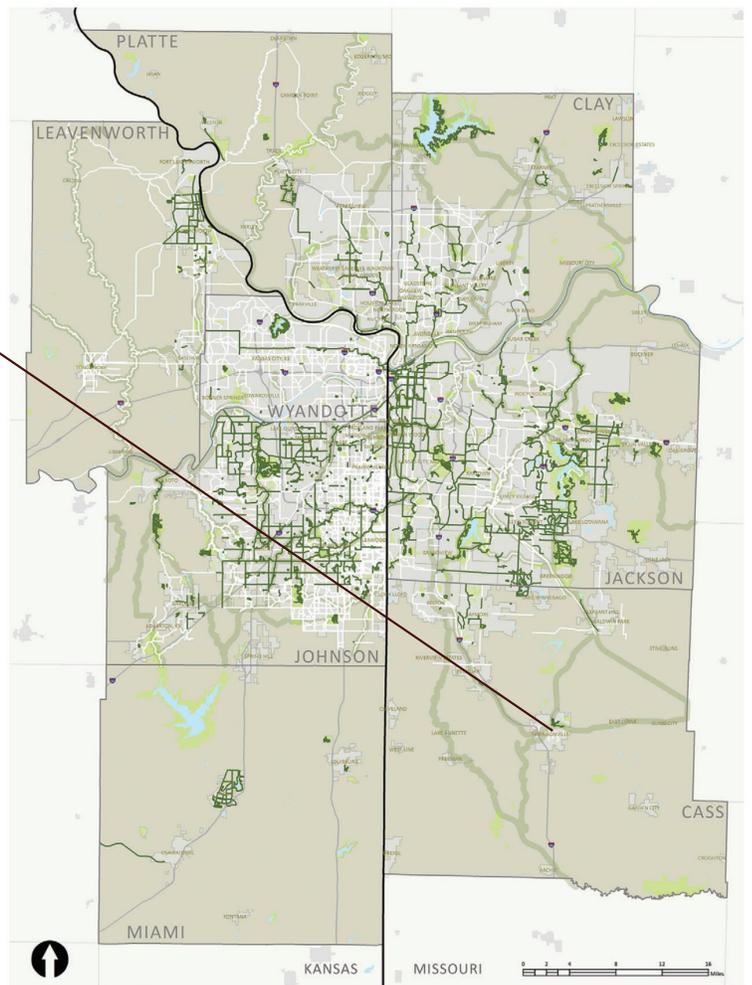
*Harrisonville’s Historic Preservation Plan was created in 2021, supported in part by the Historic Preservation Fund, administered by the National Park Service, Department of the Interior and Missouri Department of Natural Resources, State Historic Preservation Office. This plan provides several recommendations for how the city can preserve and leverage its historic resources.*





**BICYCLE AND PEDESTRIAN MASTER PLAN**  
HARRISONVILLE, MO

The Harrisonville bicycle and pedestrian master plan was adopted in 2004, borne out of the Mid-America Regional Council's regional MetroGreen trail planning which sought to link Harrisonville to the Kansas City metro and identified several rail corridors as regional connection opportunities. This plan identifies a network of sidewalks, shared use paths, bike lanes, and paved trails which connect the commercial areas downtown to residential areas and schools. In addition, the plan shows where trailheads could be located, bridges may be needed, existing underpass locations, and where crossing conflicts exist.



**Figure 11 | Existing and Proposed Bicycle Facilities**

- Existing Bikeways
- MetroGreen Plan
- Proposed Bikeways
- Parks
- Cities
- Counties

Regional Bikeway Plan  
Adopted by the Mid-America Regional Council

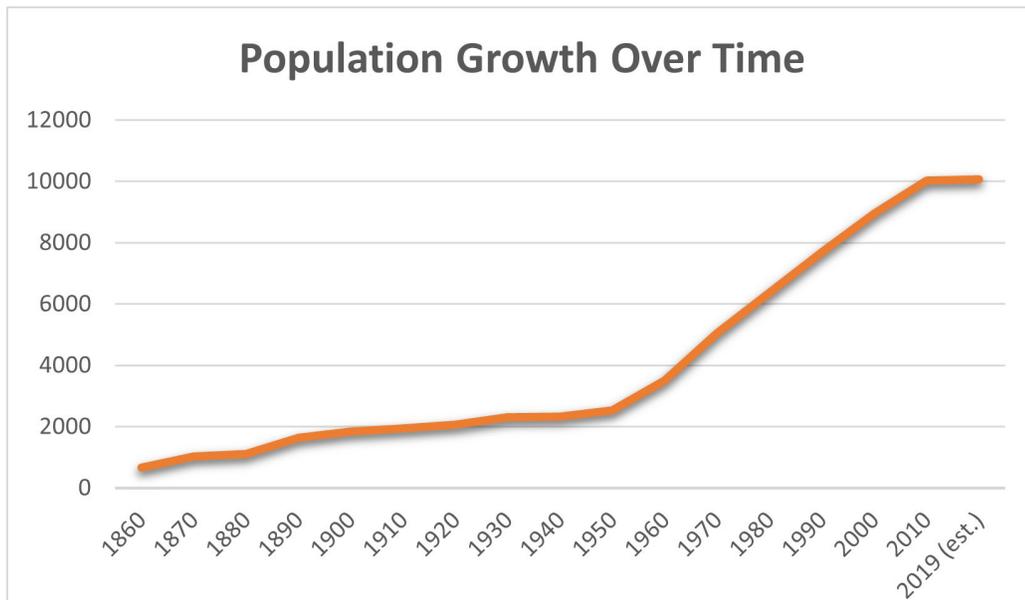


July 1861 Jennison's Jayhawks raid Harrisonville Square

## Our History & Context

Harrisonville is a small town located 40 miles from Kansas City's central business district. The area was first settled by Europeans in 1830, five years before Cass County was established. The Town of Harrisonville was officially established in 1837, and named after Missouri Representative Albert G Harrison.

Harrisonville's early years saw growth in population to about 600 people, but the town was greatly affected by the American Civil War. Order #11, which placed Missouri's border counties under Marshall Law and gave residents 15 days to flee rural areas, greatly stifled the growth of Harrisonville for years following the Civil War. The community did not see meaningful repopulation and reinvestment until the 1880s. The connection of the Kansas City and Southern Railroad in 1885 enabled Harrisonville to leverage its agricultural assets and reposition itself within the regional economy until the Panic of 1893 which caused thousands of banks to fail nationwide. Despite national economic turmoils, Cass County successfully rebuilt the County Courthouse in 1897, which was destroyed during the Civil War.



Harrisonville flourished during the first part of the 20th century, and benefited from the establishment of new transportation and utility infrastructure. Harrisonville Water Company built two lakes to supply the city with reliable water sources between 1906-1909; The Jefferson Highway was built in 1916 through downtown Harrisonville along what is now Independence Street; and by the 1920s Highway 71 provided a significant roadway connection to Kansas City. The population of Harrisonville reached 2,300 by the 1930s. The Great Depression again stifled growth in Harrisonville, but federal programs enabled the city to purchase Lake Luna and the water plant, and create a new park. Following World War II, Harrisonville’s population began to grow again, as the population tripled between 1950 and 1990.



Suburbanization following World War II undermined the Downtown Square as a central business district. Expansion of Highway 71 to a four-lane highway in the 1960s attracted national chains and new shopping centers that drew business away from the Historic Square. Disinvestment in downtown during this era created growing safety concerns. However, some preservation pioneers began to rediscover the city’s unique downtown and historic neighborhoods in the 1980s, and Del Dunmire purchased 80% of the buildings on the square in the 1990s. A Historic Preservation Commission was established in 1993.

Harrisonville today is a community strongly defined by its connection to the region, a high quality of life, and unique historical roots. Even as an established and stable community, Harrisonville has accomplished many catalytic investments since the early 2000s, and is well-positioned to support continued growth in business and housing.

# Community Profile

A Community Profile document was prepared to provide an overview of data gathered during the initial phases of the planning process. This information builds a historical perspective of Harrisonville, outlining key assets and trends that may impact the community's future. The Community Profile provides the foundation of the engagement process by uncovering important issues and opportunities to expand the community's understanding about a variety of topics. The information below represents a summary of the Community Profile, and the full document is available online at [harrisonville.com](http://harrisonville.com).

## KEY FINDINGS:

### HARRISONVILLE IS A REGIONAL HUB

The City of Harrisonville is a community partially defined by its transportation network and the inter-modal access that exists via the interstate system, state highways, airport, and railroad access. This paired with its location as housing the Cass County judicial seat have allowed the community to leverage its transportation assets for various freight related industries over rail and road. Due to these systems, Harrisonville is positioned within Cass County and the Kansas City metropolitan area to achieve and sustain growth for the coming decade. The community is also well-positioned for industrial growth, with targeted extension of infrastructure nearby key transportation assets.

### THE HISTORIC DOWNTOWN SQUARE OFFERS A SIGNIFICANT OPPORTUNITY FOR TOURISM, LOCAL BUSINESS, & RESIDENT ATTRACTION

The Harrisonville Courthouse Square Historic District consists of four blocks of commercial buildings that face the Courthouse Square along with five additional blocks just off of the Square. Historic Downtown Harrisonville is a significant asset to the community, and has been seeing reinvestment momentum in its historic buildings with new local businesses. Reinvesting in the historic downtown square has been healthy for the city, especially due to the highly efficient development pattern. Strategic public and private investments will help support the future growth of the Historic Downtown.





## THE HOUSING MARKET IS A CURRENT ASSET

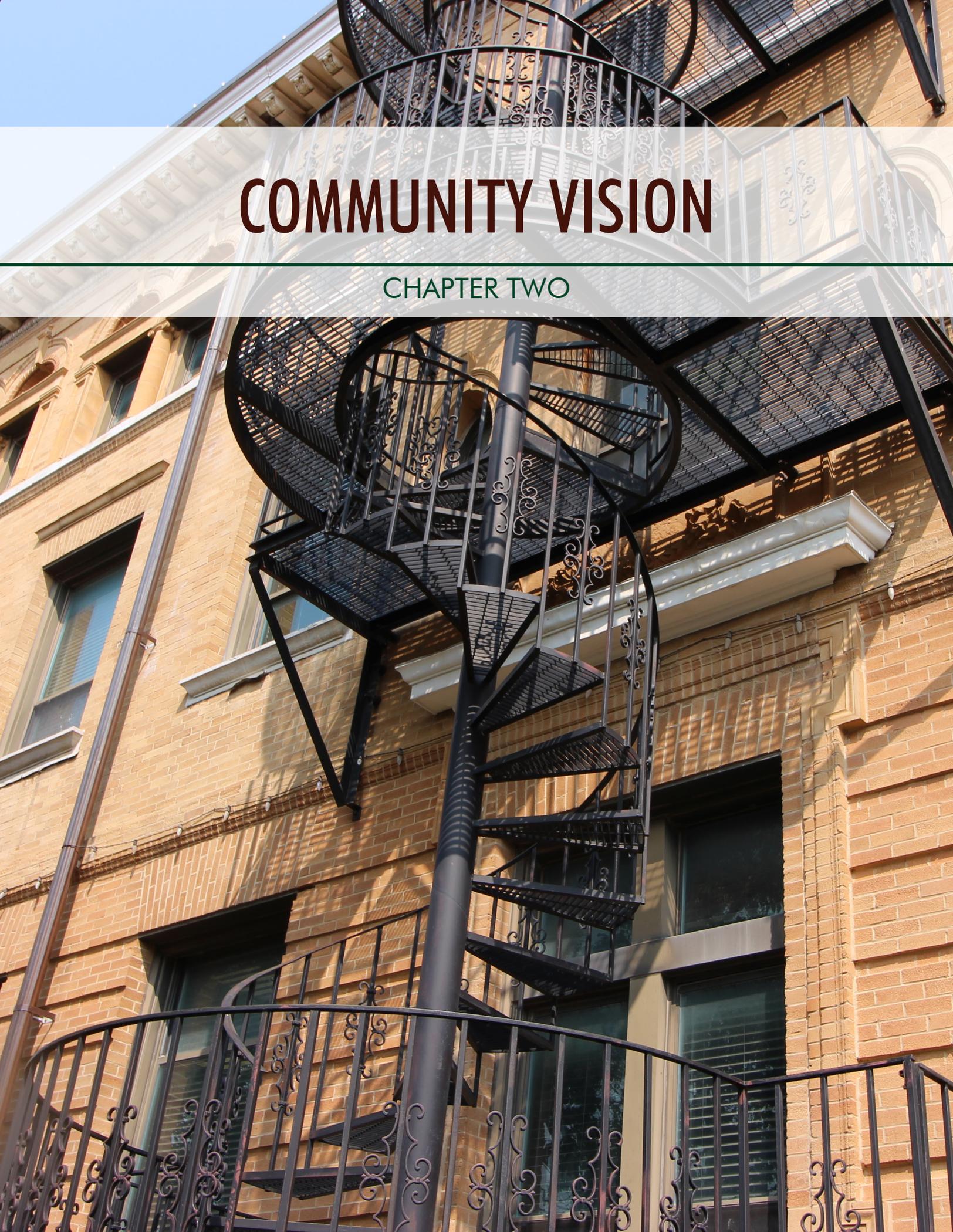
Harrisonville is well-positioned to attract new residents due to current affordability, and would benefit from developing new housing stock in targeted locations. Home prices and rental rates are more affordable than elsewhere in the Kansas City metropolitan area, and new housing development is beginning to pick up. With the regional and national housing markets experiencing rapidly rising prices, maintaining existing housing stock and developing a complete housing portfolio for current and future generations will be critical.

## HARRISONVILLE HAS STRONG RECREATIONAL ASSETS

Harrisonville has intelligently leveraged major utility improvements to provide the community with strong recreational destinations. Currently, the city has over 400 acres of parkland in its 11 parks.

- City Park is the largest park in the city, covering 275 acres, and is home to the Harrisonville Aquatic Center, Camp Reeder, and various recreational facilities.
- Lake Luna and City Lake were created in 1906 and 1909 respectively by the Harrisonville Water Company to supply water to the town. In 1938, the City purchased the water company and surrounding land to create City Park.
- North Lake was created in 1954 to augment the City's water supply, and the surrounding land was purchased by the City to create a park in 1965. The area contains a 34-acre fishing lake, boat ramp, ADA accessible privy, parking lot, and floating fishing dock.

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# COMMUNITY VISION

## CHAPTER TWO

## COMMUNITY VISION

**Harrisonville is ready** to be a place where tradition meets innovation. Over more than a century, the community has established itself as a quintessential small town with significant historic assets, high quality of life, and strong regional positioning. The continued evolution of the community will focus on building upon these assets to make Harrisonville a competitive, highly sought-after place to grow up, raise a family, build a career, start a business, and enjoy retirement within the Kansas City region – A place to call home.



## GUIDING PRINCIPLES

### GUIDING PRINCIPLES

Four primary guiding principles were identified during the visioning phase. In addition to the community's citywide Vision Statement, these guiding principles represent the long-term aspirations of Harrisonville and are the organizing framework for the goals and objectives for the city. The following pages define the following principles and provide additional details about desired accomplishments Harrisonville will aim for over the next 20 years:

1. Regional New Industry Town
2. Historic Downtown Square Revitalization
3. A Place to Establish Roots
4. Growing with Purpose

## Regional New Industry Town

Harrisonville is a community partially defined by its transportation network and the multimodal access that exists via the interstate system, state highways, airport, and railroad access. This paired with its location as housing the Cass County judicial seat have allowed the community to leverage its transportation assets for various commercial industries. As business and industry continue to evolve over the next 20 years, Harrisonville is prepared to anchor the region's modern commercial growth and employment opportunities, and to redefine the Industry Town for the 21st Century.

## GOALS & TARGETS

### **GOAL #1: Create a strategic plan to establish an employment hub and attract multiple new employers to the city, targeted at industrial and technology sectors.**

#### TARGETS

1. Produce an analysis of potential locations for employment and industrial expansion, leveraging transportation networks and existing infrastructure where possible.
2. Develop an assessment of current infrastructural capacity, opportunities, and needs, to become prepared for shovel-ready projects. Establish a clear policy for expanding public services to prospective employers, emphasizing long-term fiscal sustainability of those investments and identifying an approach for public/private partnerships and incentives.
3. Strengthen relationships and coordination capacity with regional and state entities, including rail and water management companies.
4. Leverage market research and regional partners to identify and strategically promote the best employment growth opportunities for Harrisonville.

### **GOAL #2: Invest in higher education programs that are proactive about 21st century employment needs and emphasizing technology, business, health care, and industrial sectors, to support the outcomes of strategic planning efforts.**

#### TARGETS

1. Reinvigorate workforce development programs and work directly with existing and prospective employers to create effective curriculum and clear career paths for a variety of employees.
2. Improve awareness of and available programs at the Cass Career Center, including unique and forward-looking technological, healthcare, aviation, and other specialized training.
3. Enhance relationships with regional educational institutions to create technical training in new fields that are not currently offered in Harrisonville, and provide a clear pathway for students to gain access to local employment in their prospective fields.

### **GOAL #3: Recognize and leverage digital market opportunities.**

#### TARGETS

1. Ensure the availability of high-speed internet to attract and sustain small business, independent workers, and virtual employees.
2. Pursue the creation of a centrally located tech-resource center for small business, entrepreneurs, and virtual employees, for business services such as shipping, receiving, printing, and other logistical needs, ideally in the downtown area.

# Historic Downtown Square Revitalization

The downtown square of Harrisonville is a historically significant place, and considerable opportunity to attract small business, new residents, and visitors to the community. Preservation of historic buildings, paired with reinvestment in empty public and private space and community infrastructure, in and around the downtown will be a focus for Harrisonville, in addition to the recommendations of the Historic Preservation Plan.



## GOALS & TARGETS

### GOAL #1: Complete the recommendations of the Historic Preservation Plan.

#### TARGETS

1. Review past recommendations and update “period of significance” for historic survey.
2. Provide historic preservation commission training & workshops for building owners.
3. Adopt local preservation incentives and create building-specific & district-wide design guidelines.
4. Identify tourist needs and create a downtown walking tour that leverages the new museum and regional historic destinations beyond the downtown.
5. Explore redevelopment for target buildings.

### GOAL #3: Establish new, complimentary buildings on vacant lots, both within and around the historic square.

#### TARGETS

1. Review current standards shaping new development within the Historic District, and determine regulatory needs in and around the square.
2. Consider producing a form-based overlay district for new structures that reinforce important design patterns and architectural components, while also acknowledging high-quality modern construction materials and methods.
3. Prioritize development of the former site of the Hotel Harrisonville, to reestablish the original development pattern around the historic courthouse square’s streetscape.
4. Pursue opportunities to establish new public-facing institutional and civic buildings in the downtown area, where vacant lots or parking lots currently exist.

### GOAL #2: Achieve full occupancy of existing structures within at least two blocks of downtown.

#### TARGETS

1. Enable a mix of complementary uses that serve residents of all ages, including sit-down restaurants, including outdoor dining wherever possible, family entertainment, and cultural destinations within the downtown area.
2. Promote attractions and accommodations for visitors, including overnight stays in the downtown square, cultural destinations, and restaurants.
3. Promote and identify incentives to achieve a greater variety of uses for second-floor occupancy of historic buildings, including overnight accommodation, residential lofts, and offices.

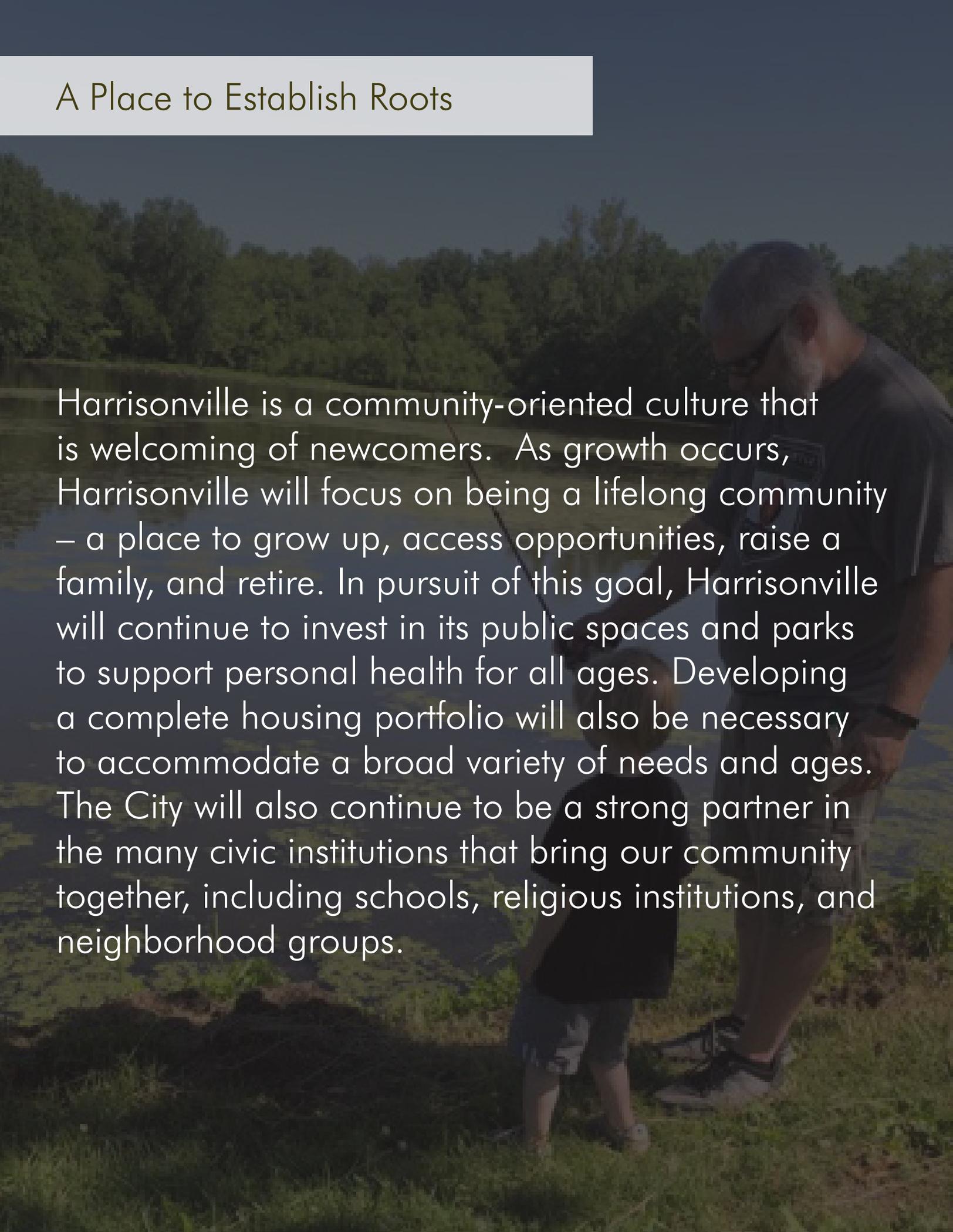
### GOAL #4: Establish a clear sense of identity and place within the Historic Square district.

#### TARGETS

1. Consider creating a CID district to manage and invest in improvements, such as enhanced lighting, landscaping, as well as tourism programming and marketing.
2. Prioritize walking and biking facility improvements within the downtown district, as well as connecting to trails, parks, and other destinations. Ensure bicycle parking is available throughout the downtown area, especially at key destinations.
3. Invest in the creation of usable open space in the downtown district, such as a plaza or pocket park. Recognize the sidewalks as the primary public space, and promote activities that activate the streetscape such as streetside seating, sidewalk cafés, and parklets.
4. Allow for interim programming on underutilized lots and sidewalk space, including food trucks, pop-up events, and street performers.
5. Assess the location and capacity of existing parking facilities, and consider strategies to build awareness of where existing parking is located, and needs for expanded multimodal and parking facilities. Improve vehicular and pedestrian circulation in and around downtown.

## A Place to Establish Roots

Harrisonville is a community-oriented culture that is welcoming of newcomers. As growth occurs, Harrisonville will focus on being a lifelong community – a place to grow up, access opportunities, raise a family, and retire. In pursuit of this goal, Harrisonville will continue to invest in its public spaces and parks to support personal health for all ages. Developing a complete housing portfolio will also be necessary to accommodate a broad variety of needs and ages. The City will also continue to be a strong partner in the many civic institutions that bring our community together, including schools, religious institutions, and neighborhood groups.

A photograph of a man and a young child walking together in a park. The man is on the right, wearing a dark t-shirt and shorts, looking down at the child. The child is on the left, wearing a dark t-shirt and shorts, walking towards the man. They are walking on a grassy path with trees in the background. The image is slightly blurred and has a dark overlay.

## GOALS & TARGETS

### **GOAL #1: Become established as a full-service community, with broad awareness of being a competitive place for people of all ages to live and work.**

#### **TARGETS**

1. Ensure future employment, education, housing, cultural, and recreational advancements are well-communicated to the region to celebrate and attract residents and visitors of all ages.
2. Achieve Gold Certification from MARC's Community for All Ages Recognition Program.
3. Expand availability of basic medical facilities, including a primary care physician and urgent care options.

### **GOAL #2: Establish strategies to promote "Aging in Place" and independent living for retirement-aged residents.**

#### **TARGETS**

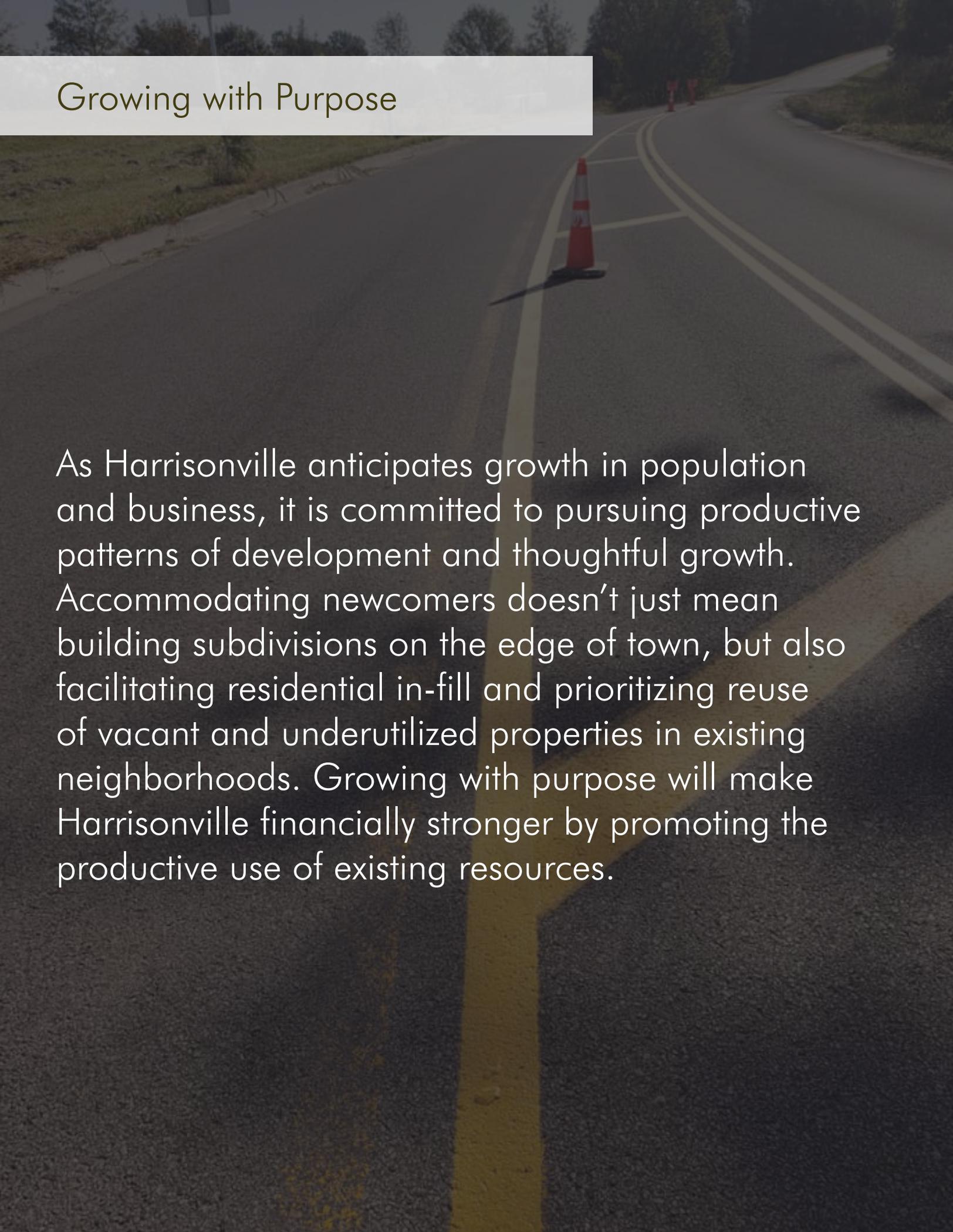
1. Improve local multimodal transportation and healthcare options.
2. Seek home maintenance grants to support upkeep of homes for retired residents in order to promote aging-in-place and sustain the quality of existing housing.
3. Identify options to provide tax relief for older homeowners, such as tax abatement cycles tied to maintenance improvements and deferred payment options.
4. Encourage "affinity retirement communities" that target retirees with a common interest or lifestyle, including university-based retirement communities targeted at alumni.
5. Implement universal design principles in new and existing buildings.

### **GOAL #3: Expand housing options for a broad spectrum of existing and prospective residents, including first-time home buyers.**

#### **TARGETS**

1. Review and update zoning ordinances to ensure a variety of size and types aligned with the adopted Land Use Plan.
2. Promote more efficient patterns of supplying new housing to decrease cost and maintenance needs, particularly for retired seeking independent living and residents seeking less cost-prohibitive homes. Update development codes to include small-lot single family homes, cottage court housing, accessory dwelling units, and townhomes, targeted near commercial and civic uses to improve accessibility and business vitality.
3. Encourage quality apartments and loft housing in and around the downtown square.
4. Ensure new construction of housing utilizes durable materials that maximize energy efficiency.

## Growing with Purpose

A photograph of a paved road curving to the right. A single orange traffic cone with white reflective stripes is positioned on the left side of the road, near a white dashed line. In the distance, a signpost is visible on the right side of the road. The background shows some greenery and a clear sky. The overall image has a slightly muted, dark color palette.

As Harrisonville anticipates growth in population and business, it is committed to pursuing productive patterns of development and thoughtful growth. Accommodating newcomers doesn't just mean building subdivisions on the edge of town, but also facilitating residential in-fill and prioritizing reuse of vacant and underutilized properties in existing neighborhoods. Growing with purpose will make Harrisonville financially stronger by promoting the productive use of existing resources.

## GOALS & TARGETS

### GOAL #1: Achieve a high-quality network of multimodal connections and accessibility.

#### TARGETS

1. Prioritize connections in and around downtown, connecting to the park and residential areas.
2. Create multi-modal facilities per the Bicycle and Pedestrian Master Plan.
3. Review site development standards and ensure that quality pedestrian and bicycle accommodations are balanced against vehicular access requirements, allowing for safe access for all users.
4. Consider a “Complete Streets” approach for all new roadways and reconstruction of existing arterials and collectors in the CIP.
5. Develop a sustainable design scoring process for roadway re-investment that balances of safe access for drivers, bicycle users and pedestrians, green infrastructure to help mitigate sanitary sewer overflow, and appropriate vegetation.

### GOAL #2: Complete reinvestments in outdated infrastructure in and around the downtown district.

#### TARGETS

1. Update water and sewer systems, planning and making investments at a “district scale” to the extent possible.
2. Improve traffic circulation throughout the downtown area, including awareness of parking through wayfinding signage and reorientation of one-way streets and alleyways.

### GOAL #3: Effectively balance the need to reuse and reinvest in existing infrastructure, with opportunities to expand infrastructure.

#### TARGETS

1. Assess vacancy and underutilized properties and identify barriers to reuse.
2. Promote reinvestment through targeted zoning and/or financial incentives in vacant or underutilized property where existing infrastructure is located.
3. Ensure city codes enable quality investment that meets modern needs for commercial and residential growth.
4. Develop a clear policy for considering new investments for the expansion of infrastructure systems, based on the principle of maintaining fiscal sustainability.
5. Align reuse prioritization with the adopted growth strategies and policies of the Comprehensive Plan.

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# COMMUNITY FRAMEWORKS

## CHAPTER THREE

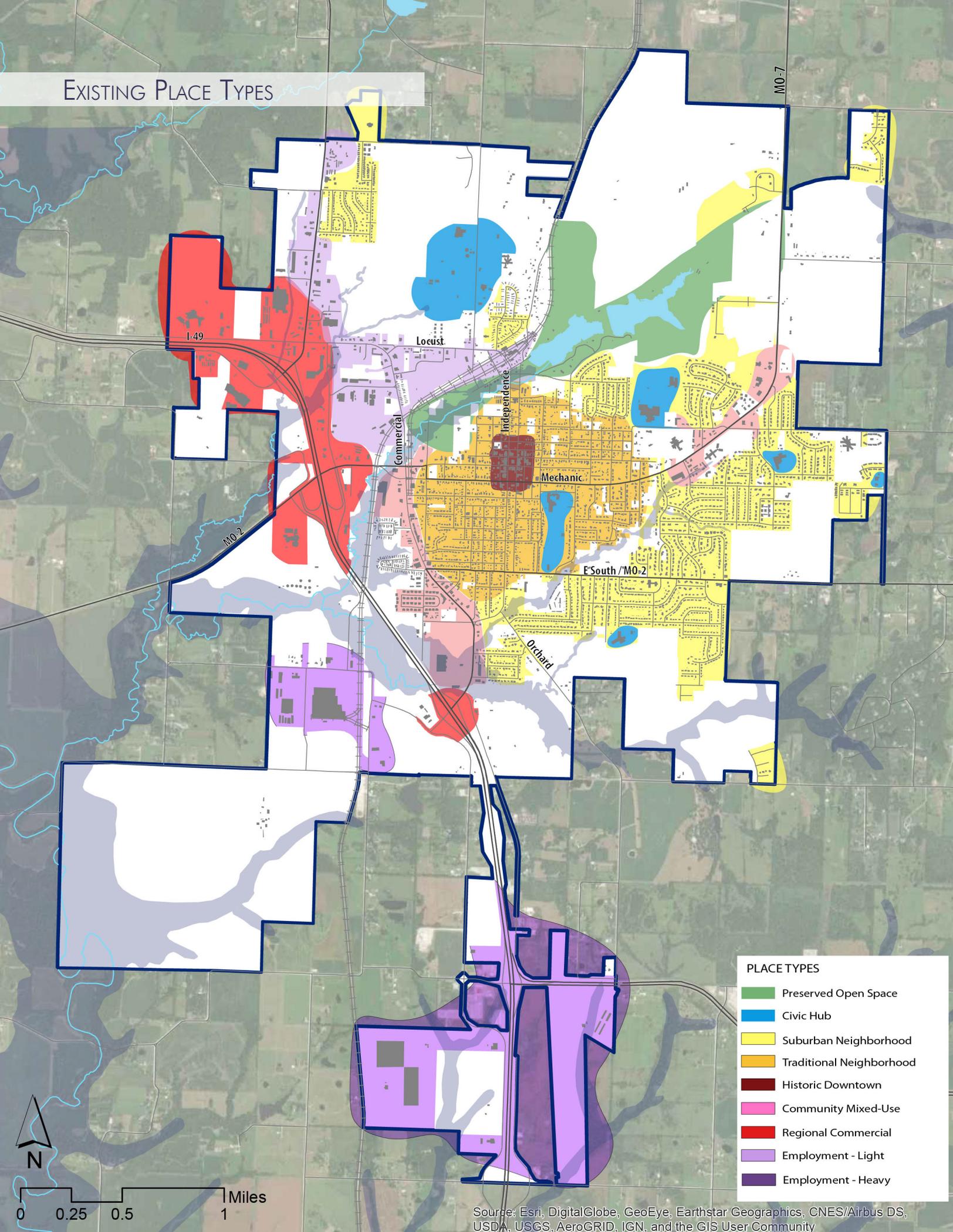


Harrisonville has a number of established contexts composed of preexisting land uses. The Existing Place Types reflect these existing contexts within Harrisonville, and establish the building blocks for planning for future growth. There is also a significant amount of land that is currently undeveloped within city limits. This area may represent opportunities to support new investment in future place types, in addition to reinvestment in existing places already served by infrastructure and utilities.

## Existing Place Types

- **Preserved Open Space** – Undeveloped or minimally developed areas managed by Harrisonville, intended to provide quality space for recreational and leisure activities for residents of all age groups and abilities.
- **Civic Hub** – Municipal or other local institution; includes schools, community center, and religious facilities.
- **Traditional Neighborhood** – Predominately residential settings established around the traditional gridded street network adjacent to downtown, containing many historic homes.
- **Suburban Neighborhood** – Predominately residential settings established around the curvilinear street network of the community, consisting of predominately single-family residences, though also containing townhomes, and other small-scale apartments along major corridors.
- **Historic Downtown** – Commercial mixed-use setting anchoring the central identity of Harrisonville, containing many local retail, service, entertainment, and office businesses.
- **Community Mixed-Use Commercial** – Suburban commercial corridors consisting of a broad variety of retail, service, and office businesses, intended to serve day-to-day needs of residents of Harrisonville. In some cases, residential uses have been incorporated into this context.
- **Regional Commercial** – Highway-oriented commercial hubs situated along highway access ramps, consisting of predominately retail businesses intended to serve regional automobile and truck traffic.
- **Employment; Light Industrial** – Service, office, and light manufacturing hubs intended to support local jobs and regional markets.
- **Employment; Heavy Industrial** – Industrial employment areas containing uses which are not compatible with other places in the community.

# EXISTING PLACE TYPES



## PLACETYPES

- Preserved Open Space
- Civic Hub
- Suburban Neighborhood
- Traditional Neighborhood
- Historic Downtown
- Community Mixed-Use
- Regional Commercial
- Employment - Light
- Employment - Heavy



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

# FUTURE PLACE TYPES

Building off existing contexts throughout the community, a framework for future Place Types has been created. The following pages includes a citywide map of desired future Place Types, along with expanded definitions pertaining to desired land use make up, development types, and key priorities.

## PRESERVATION AREAS

-  PRESERVATION / RURAL
-  RECREATIONAL OPEN SPACE
-  CIVIC HUB

## RESIDENTIAL PLACES

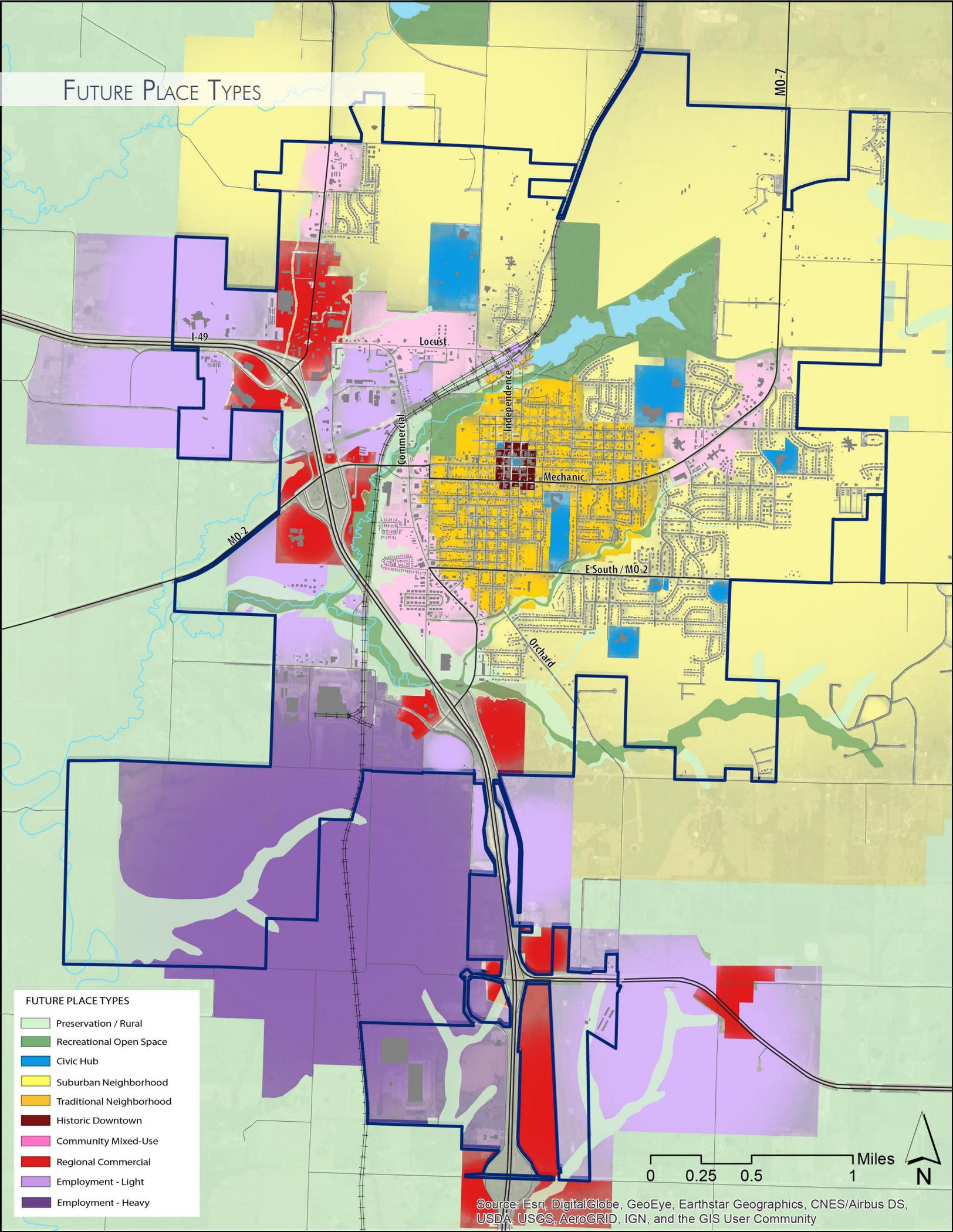
-  SUBURBAN NEIGHBORHOOD
-  TRADITIONAL NEIGHBORHOOD

## COMMERCIAL PLACES

-  HISTORIC DOWNTOWN
-  COMMUNITY MIXED-USE
-  REGIONAL COMMERCIAL
-  EMPLOYMENT HUBS



# FUTURE PLACE TYPES



## FUTURE PLACE TYPES

- Preservation / Rural
- Recreational Open Space
- Civic Hub
- Suburban Neighborhood
- Traditional Neighborhood
- Historic Downtown
- Community Mixed-Use
- Regional Commercial
- Employment - Light
- Employment - Heavy

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

# Preservation Areas

## **PRESERVATION / RURAL**

The Preservation / Rural place type represents areas in Harrisonville that are not expected to substantially develop or be annexed (if outside city limits) by the city over the next 20 years. These areas may include environmentally sensitive areas, such as floodways and woodlands. They also include certain agricultural areas outside city limits.

## **RECREATIONAL OPEN SPACE**

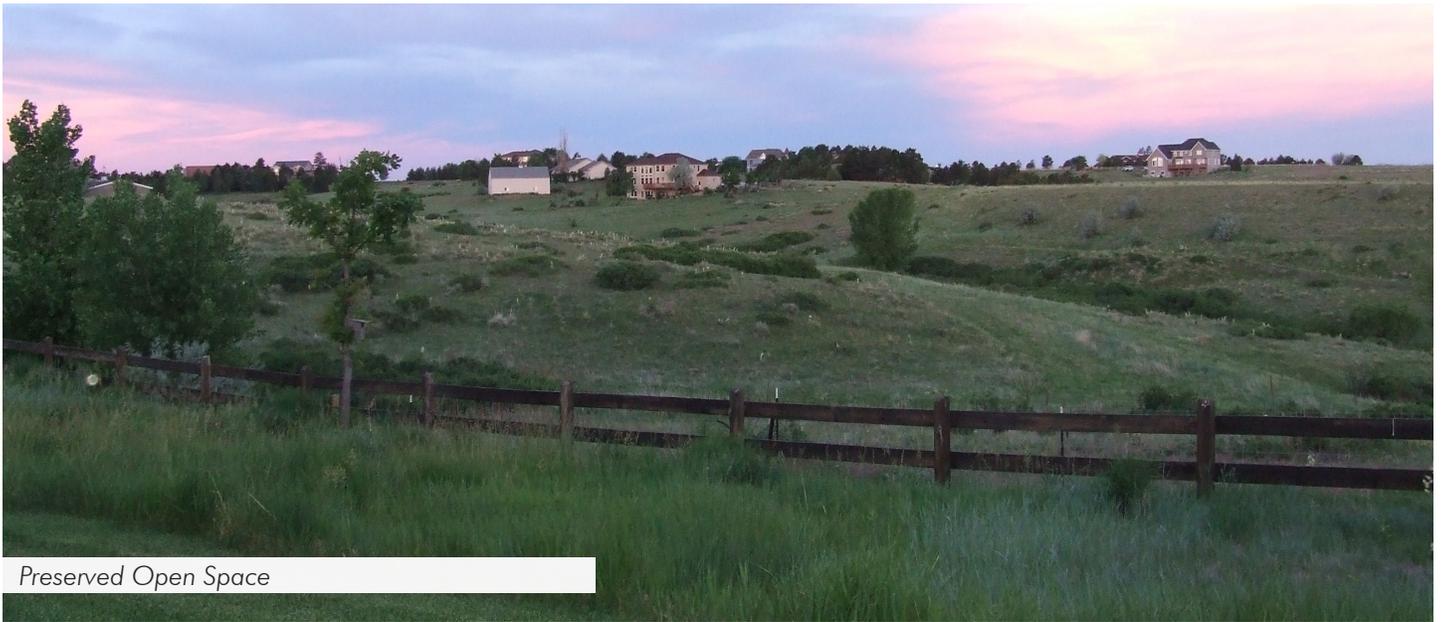
The Recreational Open Space place type represents areas managed by Harrisonville for the purpose of providing quality public spaces, including park facilities, trails, and leisure activities for residents of all age groups and abilities.

## **CIVIC HUBS**

Civic Hubs represent specific destinations in the community that contain municipal or other types of institutions, includes schools, community centers, cultural destinations, and religious facilities.



*Rural Residential Areas*



Preserved Open Space



Community Park



Community Center

# Neighborhoods



## **SUBURBAN NEIGHBORHOOD**

Suburban Neighborhoods are residential areas established around an interconnected, curvilinear street network. While single-family homes are the predominate housing type, these neighborhoods may also include accessory dwelling units (“mother-in-law suites), cottage courts, townhomes, and small-scale apartments. The best locations for expanding housing variety in this context is on sites adjacent to civic hubs, commercial destinations, and primary roadways. The integration of small-scale recreational spaces & civic hubs throughout suburban neighborhoods is greatly encouraged to promote neighborhood-friendly centers of social activity.

## **KEY PRIORITIES**

- Establishment of quality suburban-style neighborhoods composed of modern housing types that serve a variety of lifestyle needs.
- Broadening of the housing portfolio to promote first-time home buyers, quality rentals, and options for aging residents.
- High interconnectivity of new and established neighborhoods, including multimodal infrastructure (sidewalks, trails, bicycle facilities) where appropriate.
- Quality design, favoring slow speed streetscapes, street trees, and pedestrian-oriented housing design.
- Utilization of floodplain for open space and trailways.

DESIRED HOUSING TYPE EXAMPLES:



House - Suburban Lot



Cottage Court Arrangement



Duplex - Suburban Lot



Accessory Dwelling Unit



Duplex - Suburban Lot



House - Suburban Lot

# Neighborhoods



## TRADITIONAL NEIGHBORHOOD

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. Introduction of neighborhood commercial such as home occupations, local services, and bed & breakfast accommodations are also desired within traditional neighborhoods.

## KEY PRIORITIES

- 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 (see page # for specific recommendations).

DESIRED HOUSING TYPE EXAMPLES:



House - Neighborhood Lot



House - Neighborhood Lot



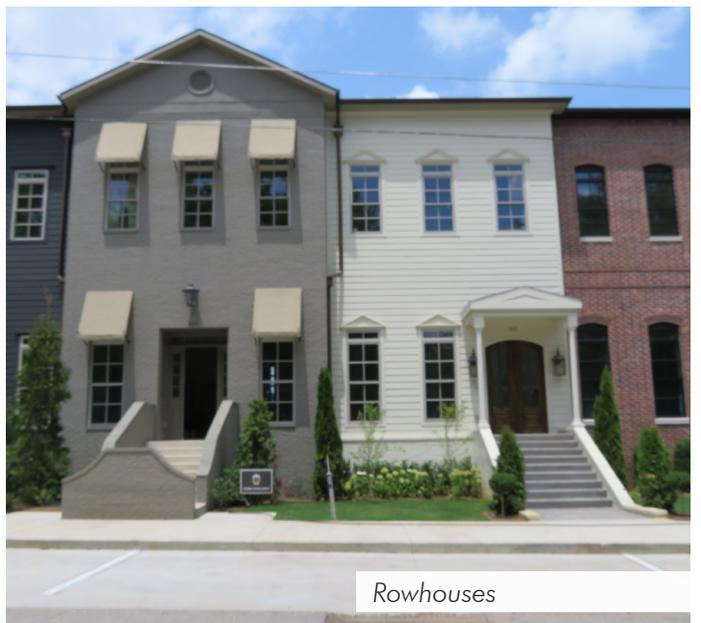
House - Narrow Lot



Accessory Dwelling Unit



Live/Work & Rowhouses



Rowhouses

# Commercial Places



## HISTORIC DOWNTOWN

The Historic Downtown represents that heart of Cass County, and identity anchor of Harrisonville. This area currently hosts a collection of historically-significant buildings and other landmarks, and also contains many local businesses that serve residents and visitors alike. Continuation of a variety of uses is desired in the Historic Downtown, especially encouraging “experiential” commercial uses on the first-floor of buildings that are directly located on the Square, such as restaurants, cultural/retail destinations, and event spaces. Seasonal “Pop-Up” retail is also strongly encouraged as a temporary use for vacant lots or parking lots. “Non-experiential” uses, such as offices, medical services, or financial services, are encouraged to occupy second-floor spaces of buildings on the Square, as well as in downtown-adjacent houses as adaptive reuse. Creation of new residential units or overnight accommodations are strongly encouraged, either as lofts within rehabilitated buildings or as new infill projects, such as mixed-use, live/work, apartments, and townhomes.

## KEY PRIORITIES

- Attraction of a boutique hotel development, and/or multiple bed & breakfasts.
- District-level reinvestment in infrastructure, including sewer, water, and sidewalks.
- Strategic coordination amongst business and building owners to promote tourism, placemaking, and continued growth.
- Implementation of the Bike/Ped Plan to connect the Square to nearby recreational spaces and neighborhoods.
- Maintain and enhance walkability through traffic calming and pedestrian enhancements.

DEVELOPMENT & USE EXAMPLES:



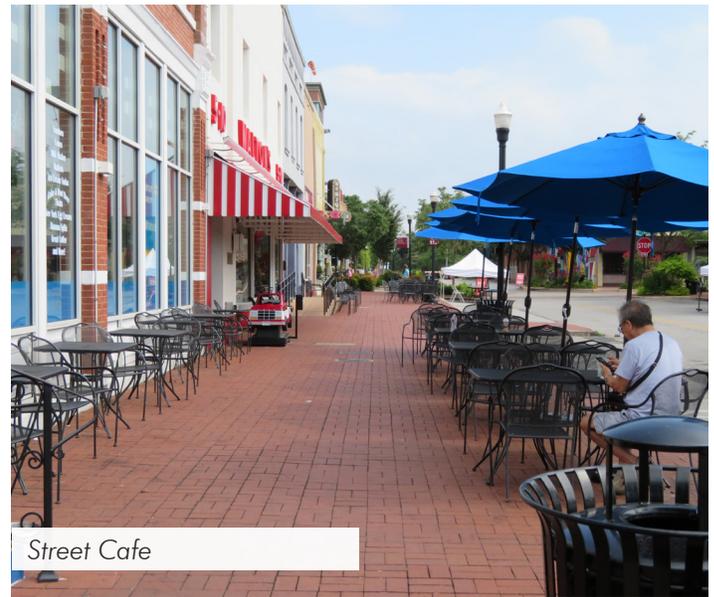
Mixed-Use Building



Downtown Event Space



Street Cafe



Street Cafe



Pop-up Food Truck



Street Fair

# Commercial Places



## COMMUNITY MIXED-USE

Community mixed-use places are suburban hubs intended accommodate daily needs for residents of the city. These places should be arranged to integrate a broad range retail, service, office, and residential uses together in a town center format. Multimodal access within and to these areas is an important priority in addition to adequate vehicle parking areas. Medium- to big-box buildings are appropriate in this place type, but site design should also emphasize principles of town center design to promote pedestrian safety, walkability, and quality design.

## KEY PRIORITIES

- Integration of modernized and revamped residential uses into existing community mixed-use areas.
- Integration of office employers and larger-scale experiential destinations (i.e. movie theatre, arcade/gaming complex, bowling alley).
- Improve pedestrian, ADA, and bicycle facilities for both access and circulation.

DEVELOPMENT & USE EXAMPLES:



Retail Center with Apartments



Pedestrian-Oriented Site Design



Suburban Town Center



Suburban Town Center



Pedestrian Amenities by Retail Shops



Apartments in Retail Center

# Commercial Places



## REGIONAL COMMERCIAL

Regional Commercial places are areas of the city designated for highway-oriented commercial land use types. These places are limited in nature, and the design of both development and local streets are intended to leverage local and state-level investments in the transportation systems and accommodate a range of high-capacity traffic movement, including semi-trucks. Appropriate uses in the Regional Commercial place type includes gas stations, general and drive-thru retail, regionally-serving medium- and big-box retail, hotels/motels, vehicle rentals.

## KEY PRIORITIES

- Coordinate state-level transportation improvements with local and business objectives.
- Seek strategies for access management to properties near interstate access ramps.
- Conduct traffic studies for new developments to find that right balance, between property access and traffic safety and efficiency, particularly along arterial streets.
- Focus on creating quality access into and through site developments which enables safe access by pedestrians and cyclists.

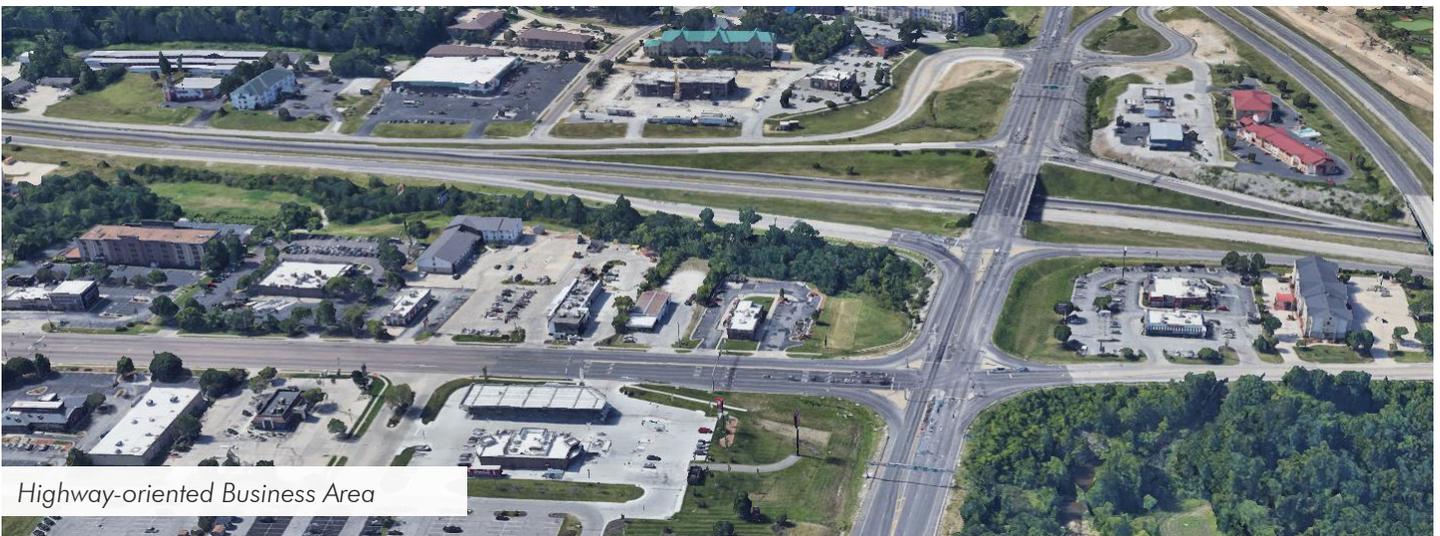
DEVELOPMENT & USE EXAMPLES:



Auto-Oriented Pad Sites



Regional Big-Box



Highway-oriented Business Area

# Commercial Places



## EMPLOYMENT HUBS

Two types of employment-focused places have been identified for Harrisonville:

The Light Employment areas are intended to support employment formats that are not appropriately integrated into a downtown or mixed-use setting, such as office parks, institutional campuses, or light manufacturing hubs in the community. The design of these areas should prioritize connectivity with surrounding places to the extent possible, and encourage internal walkability.

The Heavy Employment areas are intended to support intense manufacturing, warehousing, and distribution uses which are not compatible with other place types in the community, and must be intentionally separated.

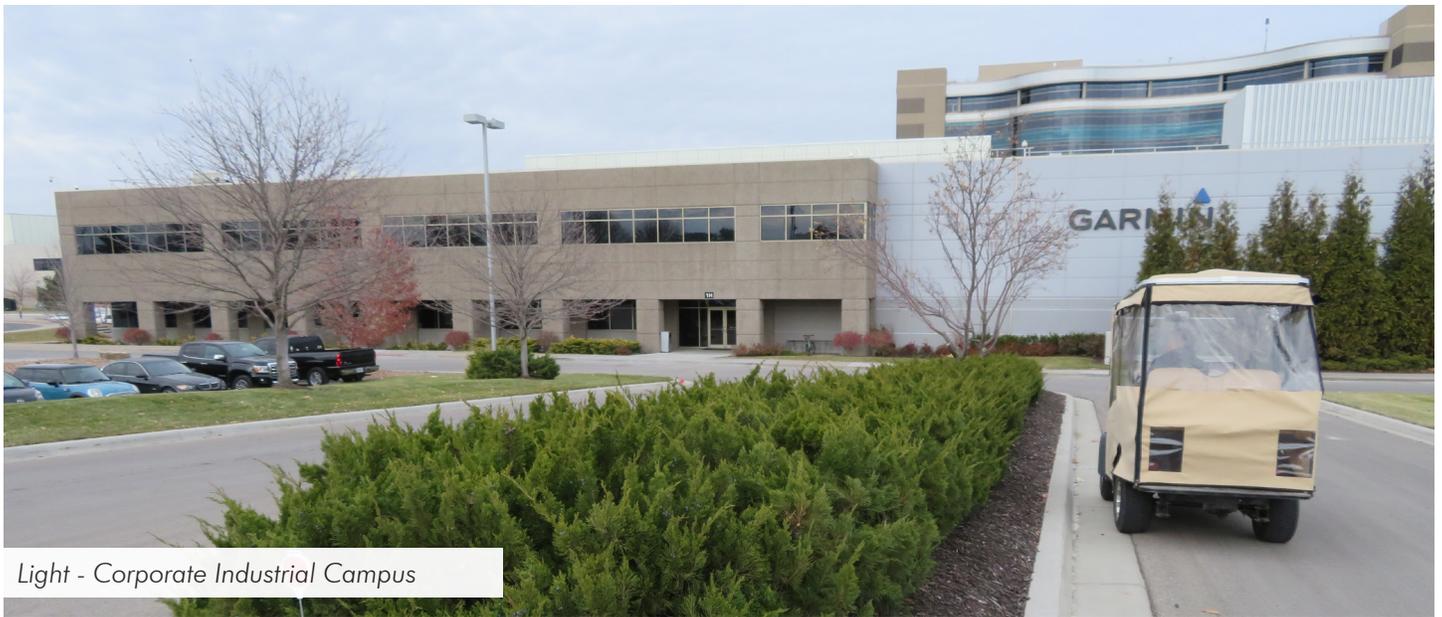
## KEY PRIORITIES

- **Creation of a Strategic Plan to establish an employment hub and attract multiple new employers to the city, targeted at industrial and technology sectors.**
- **Coordination amongst numerous stakeholders and public entities to establish a regional industrial campus for manufacturing and distribution.**
- **Review site development and infrastructure design standards to incentivize the use of green development practices and to ensure compliance with the MARC 2050 Climate Action Plan to mitigate effects of industry on the environment.**

DEVELOPMENT & USE EXAMPLES:



Heavy - Industrial District



Light - Corporate Industrial Campus



Light - Office Park

The City of Harrisonville is a community partially defined by its transportation network and the inter-modal access that exists via the interstate system, state highways, railroad, and airport. This paired with its location as housing the Cass County judicial seat have allowed the community to leverage its transportation assets for various industries over rail and road.

### ROADWAY NETWORK

Important regional roadways which originate and/or converge in Harrisonville include:

- Interstate 49/ US Highway 71 (I-49/US-71) [Joplin, MO north to Kansas City, MO]
- Missouri Route 291 (MO-249) [Harrisonville, MO north to Liberty, MO]
- Missouri Route 7 (MO-7) [Harrisonville, MO west to Clinton, MO]
- Missouri Route 2 (MO-2) [Louisburg, KS at the KS-MO state line west to Windsor, MO]

Currently there are four interchanges in the cities limits:

- I-49 & MO-291
- I-49 & W Mechanic Street / MO-7
- I-49 & S Commercial Street / MO-2
- I-49 & MO-7

As depicted in the Functional Class map (right), the functional classification of the primary arterial roadways which carry traffic are as follows:

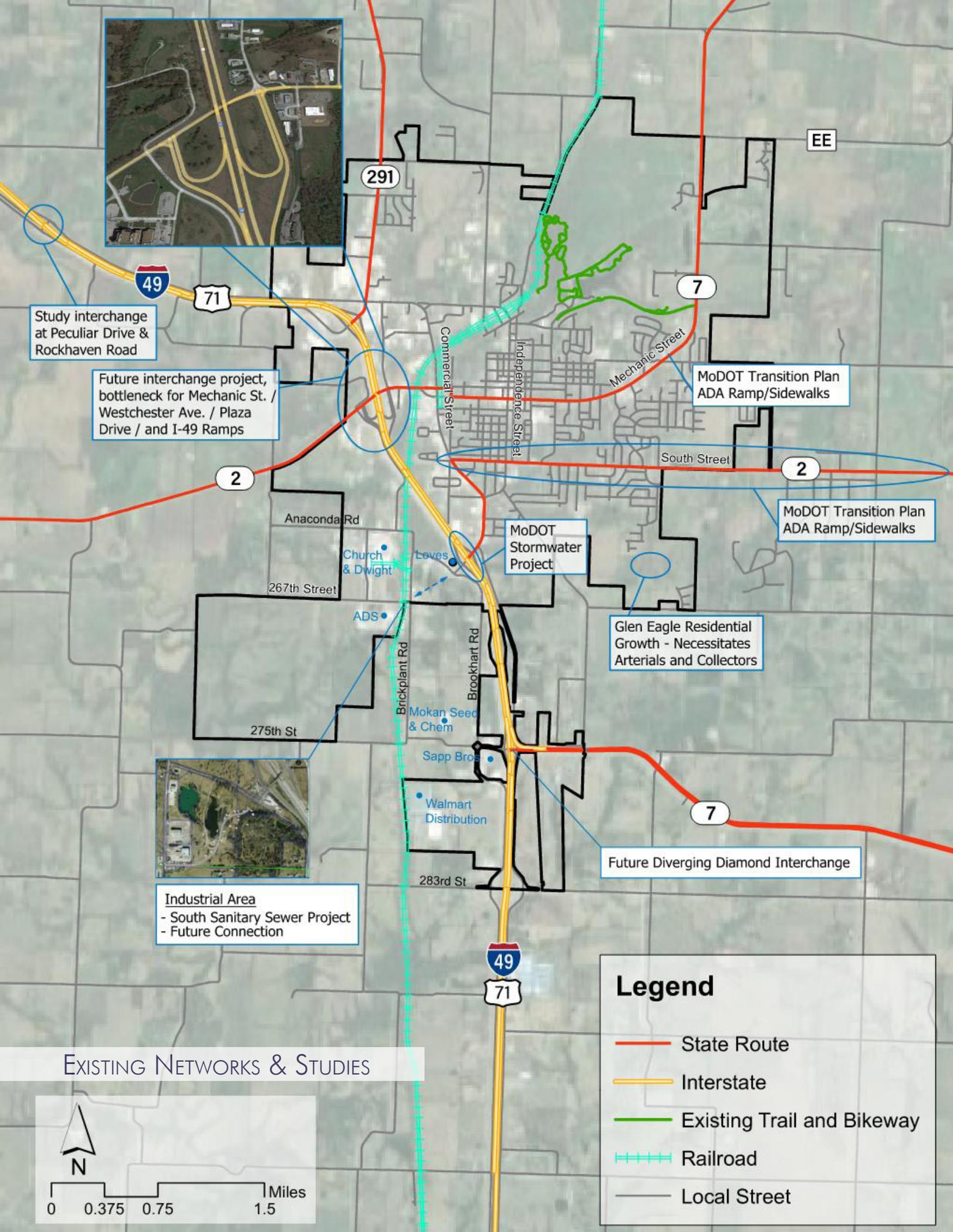
- I-49/US-71 – Interstate
- MO-291 – Principal Arterial
- MO-7/275th Street – Freeway/Expressway
- MO-7/Mechanic Street – Minor Arterial
- Commercial Street – Minor Arterial
- Independence Street – Minor Arterial
- South Street – Minor Arterial

Collectors help facilitate traffic from residential areas onto the arterial network. There are several major collector routes in the city which include:

- Jefferson Pkwy
- Ash Street
- Wall Street
- Washington Street
- Halsey Avenue
- Elm St to Prince Avenue
- Bird Avenue
- Butler Drive

### FREIGHT NETWORK

The primary railroad which runs through the City is a branch line of the Missouri and Northern Arkansas Railroad (MNA) and is a Class III short-line railroad. Multiple active industrial access spurs exist off of the MNA railroad, primarily located north of the downtown area between Commercial Street and Independence Street and near the industrial park west off of Brookhart Drive. Multiple at-grade crossings exist along the MNA railway including in high-traffic areas such as MO-7/Mechanic Street and Independence Street/Locust Street. Other at-grade crossings exist near the City at Lexington Street, Anaconda Road, Precision Drive, 235th Street, 267th Street, 275th Street, 283rd Street, 289th Street.



Study interchange at Peculiar Drive & Rockhaven Road

Future interchange project, bottleneck for Mechanic St. / Westchester Ave. / Plaza Drive / and I-49 Ramps

MoDOT Transition Plan ADA Ramp/Sidewalks

MoDOT Transition Plan ADA Ramp/Sidewalks

MoDOT Stormwater Project

Glen Eagle Residential Growth - Necessitates Arterials and Collectors

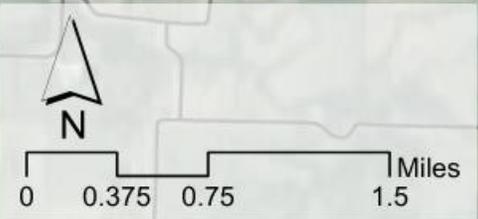
Future Diverging Diamond Interchange

Industrial Area  
 - South Sanitary Sewer Project  
 - Future Connection

### Legend

- State Route
- Interstate
- Existing Trail and Bikeway
- Railroad
- Local Street

## EXISTING NETWORKS & STUDIES



## Citywide Recommendations

### DEVELOP A COMPLETE STREETS POLICY

Draft and adopt 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 Pedestrian Master Plan, implement planning process along all new roadways and major reconstructions, especially along commercial arterials such as Commercial Street.

Per the regionally adopted framework, Complete Streets are "streets, highways, bridges and facilities that are planned, designed, operated and maintained for the needs and safety of all users along and across the entire public right of way. This includes people of all ages and abilities who are walking; using powered, street-legal vehicles such as cars, trucks, motorcycles or buses; bicycling; using transit or mobility aids; and freight shippers. Complete Streets integrate contextually-appropriate green infrastructure techniques." More information can be found here: [MARC Complete Streets Policy](#)

### LOCAL/STATE/FEDERAL FUNDING OPPORTUNITIES

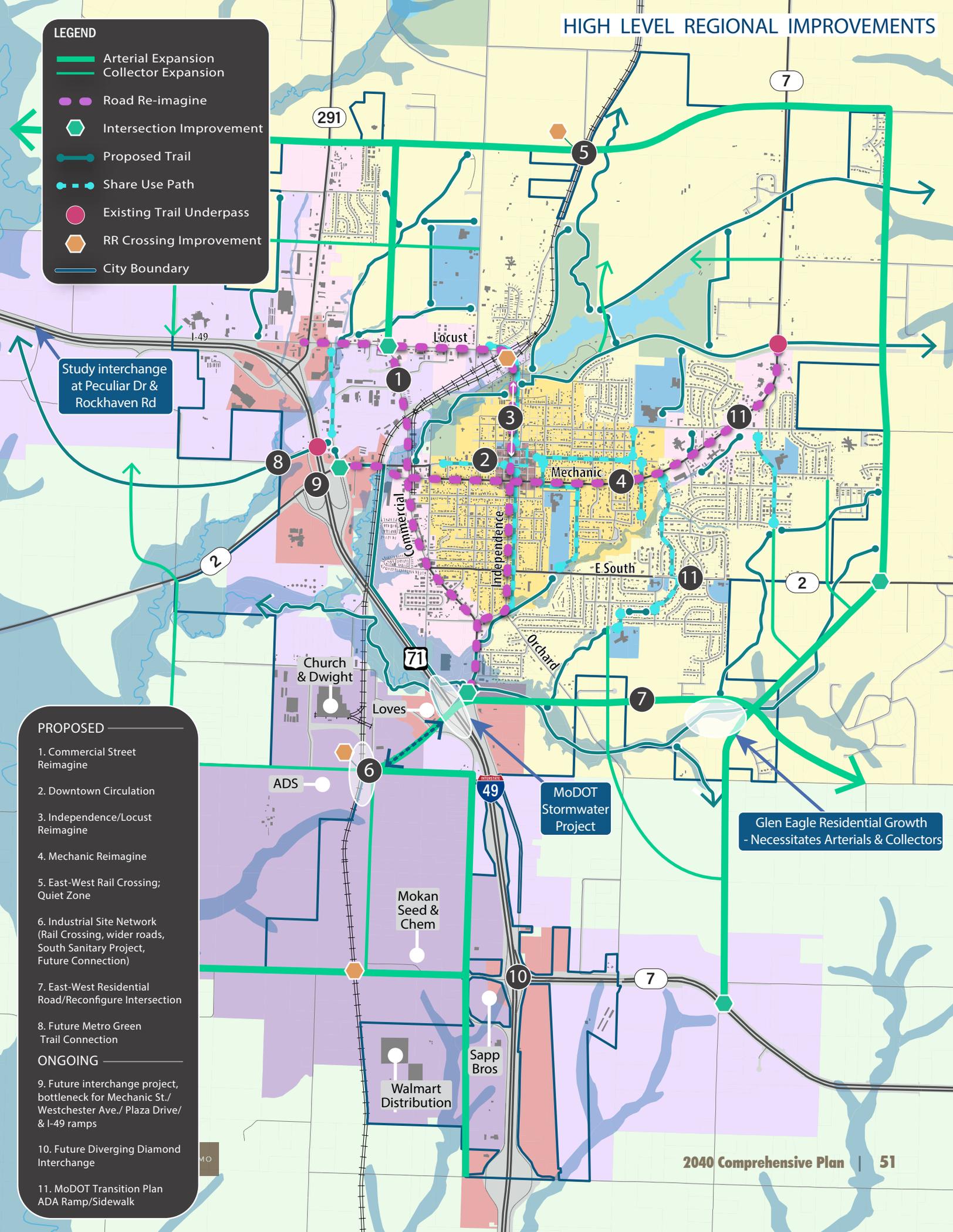
Create set aside funds and study proposed revitalize and expand corridors. Ensure projects are scoped in compliance with the RTP 2050 goals (i.e. complete streets, climate action plan) to maximize funding opportunities. Significant amount of federal funds to be administered by MoDOT and MARC, along with gas tax increase – cities will need to provide at least a 50% match in most cases.

### TRANSPORTATION ASSET MANAGEMENT PLAN

Evaluate the current roadway maintenance costs and outline a Transportation Asset Management Plan to align investments and pavement maintenance. Utilize a pavement condition index (PCI) scale to create a GIS database of the roadway surface quality to help prioritize maintenance schedule of roadways and bridges to extend the lifetime of a roadway and economize the cost of road maintenance.

**LEGEND**

- Arterial Expansion
- Collector Expansion
- Road Re-imagine
- ◻ Intersection Improvement
- Proposed Trail
- - - Share Use Path
- Existing Trail Underpass
- ◻ RR Crossing Improvement
- City Boundary



Study interchange at Peculiar Dr & Rockhaven Rd

MoDOT Stormwater Project

Glen Eagle Residential Growth - Necessitates Arterials & Collectors

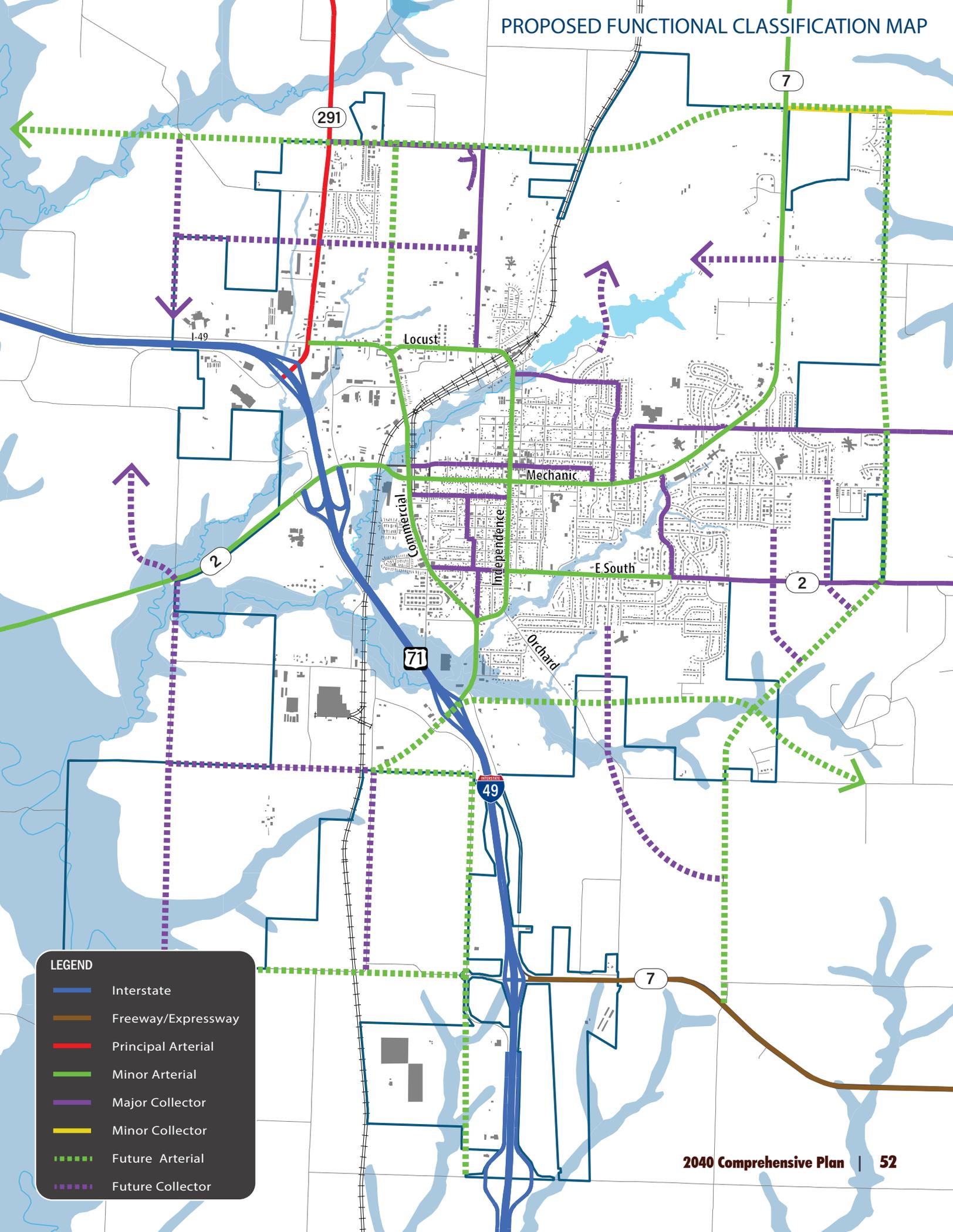
**PROPOSED**

1. Commercial Street Reimagine
2. Downtown Circulation
3. Independence/Locust Reimagine
4. Mechanic Reimagine
5. East-West Rail Crossing; Quiet Zone
6. Industrial Site Network (Rail Crossing, wider roads, South Sanitary Project, Future Connection)
7. East-West Residential Road/Reconfigure Intersection
8. Future Metro Green Trail Connection

**ONGOING**

9. Future interchange project, bottleneck for Mechanic St./ Westchester Ave./ Plaza Drive/ & I-49 ramps
10. Future Diverging Diamond Interchange
11. MoDOT Transition Plan ADA Ramp/Sidewalk

# PROPOSED FUNCTIONAL CLASSIFICATION MAP



**LEGEND**

- Interstate
- Freeway/Expressway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Future Arterial
- Future Collector

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When designing a street, considerations should be taken into account beyond the fundamental purpose of facilitating traffic. In a complete network, varying types of streets and roadways should have a slightly different functional purpose, a slightly different urban design characteristic, a slightly different land-use support role, and therefore may yield widely different cross-section designs. The following street and roadway types provide typical sections, emphasizing important design considerations:

## Residential Streets & Roadways

### LOCAL RESIDENTIAL

Local residential streets are intended to provide a safe and inviting environment for residents to utilize in various ways, including walking, leisurely activities, and connecting with neighbors. Local residential streets should emphasize slow speeds.

#### Typical Street Section:

- Overall width of roadway is 25-30' – Consists of 2 lanes of 15' each, striping not necessary; both lanes are driving lanes but there is street parking allowed on one of the two sides, producing natural traffic calming throughout the day.
- Sidewalk of at least 5' width should be on at least one side of the street. Sidewalks should be buffered from driving or parking lanes; street trees should be planted in buffer area or yards.

### RESIDENTIAL COLLECTOR

Residential collector streets are intended to provide connections between neighborhoods throughout the city and access to destinations and arterials. In neighborhoods, collectors should be also considered as “image streets”, an opportunity to enhance the character, identity, and sense of place for the community.

#### Typical Street Section:

- Overall width is 30' – Consists of 2 lanes of 11' width; Includes 1' striped shoulders on each side with a 2' curb and gutter.
- Sidewalk of at least 5' width should be on both sides of the street. Sidewalks should be buffered from driving or parking lanes; street trees should be planted in buffer area or yards.

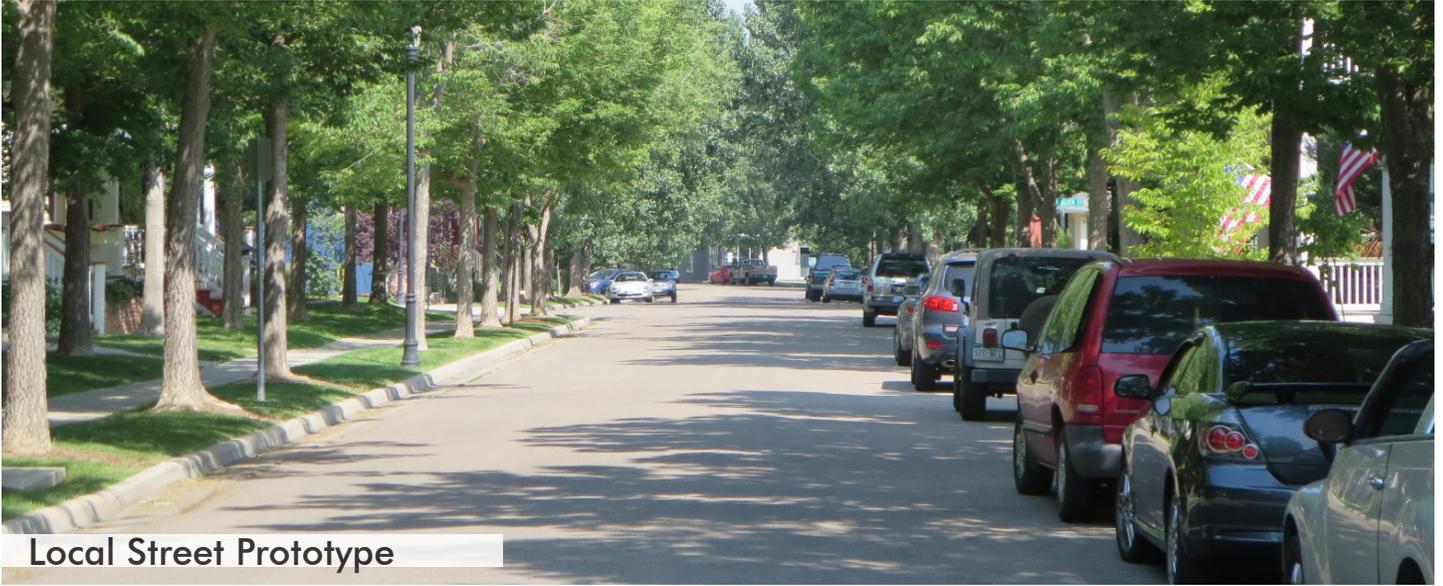
### RESIDENTIAL ARTERIAL

A residential arterial is intended to accommodate high levels of traffic from neighborhoods to support higher volumes of traffic than other streets in the city, particularly during peak hours.

#### Typical Street Section:

- Overall width is 40' – Consists of 2 lanes of 12' width and one center turning lane of 12' width; Includes 1' striped shoulders on each side with a 2' curb and gutter.
- 5-8' sidewalk on one side of the street; 10' shared use path on the other side; Detached; 4-10' buffer on both sides

## RESIDENTIAL PROTOTYPES: STREETS & ROADWAYS



Local Street Prototype



Collector Street Prototype



Arterial Roadway Prototype

# Commercial Streets

## LOCAL COMMERCIAL

A local commercial street should accommodate two directions of travel, ensuring very slow speeds and low-volume of cars, and a “shared-street” environment that emphasizes movement and access for people walking, biking, and using ADA facilities.

### Typical Street Section:

- Overall width of roadway is 30' – Consists of one primary thru lane with a width of 13', and on-street parking lanes with a width of 8.5'; striping not necessary; both lanes are driving lanes but there is street parking allowed on one of the two sides, producing natural traffic calming throughout the day.
- Sidewalk of at least 6-8' width should be on both sides of the street. Sidewalks are typically attached to the curb, but can be buffered from parking/driving lanes with application of an “amenity zone” of planters or street trees.

## COMMERCIAL COLLECTOR

A commercial collector street accommodates access to and through key commercial hubs in the community, while also appropriate for hosting commercial and residential land uses.

### Typical Street Section:

- Overall width of roadway is 30' – Consists of two striped lanes with widths of 12' each. There should be 1' striped shoulders on either side of the street alongside 2' curb and gutters.
- Both sides of the street should have detached sidewalks of 5-8' in width. A landscape buffer or amenity zone should be located between the street and walking zone.

## COMMERCIAL ARTERIAL

Commercial arterials are thoroughfares, intended to accommodate high levels of traffic throughout the community.

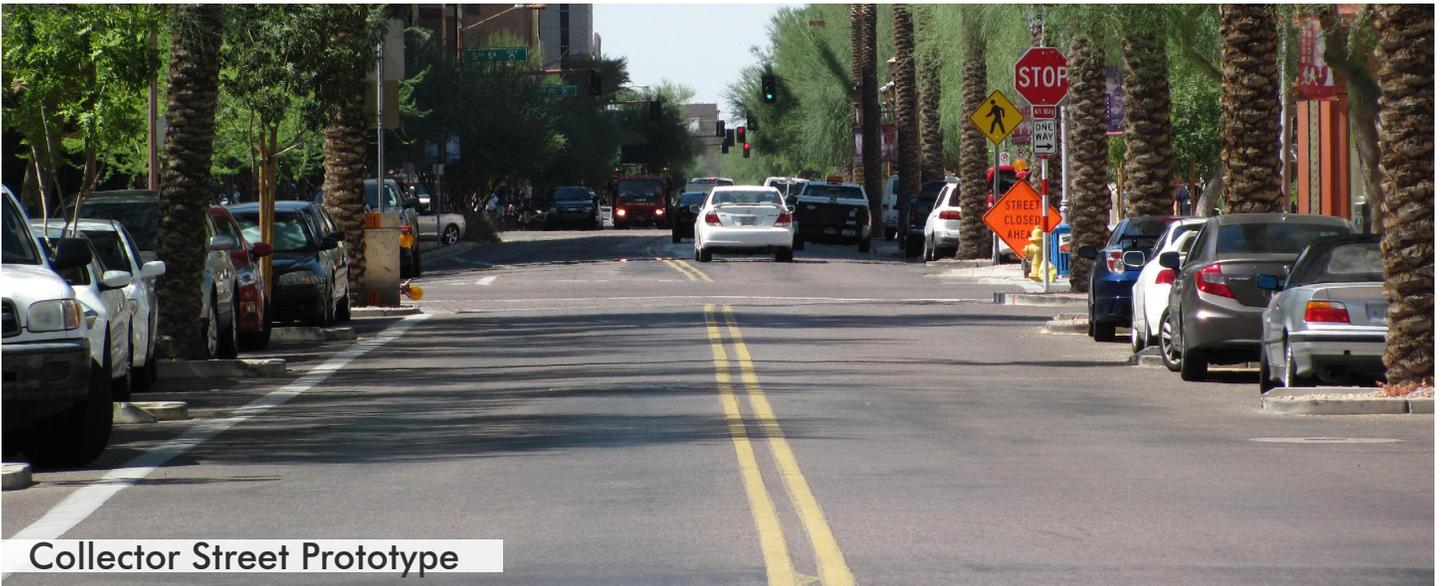
### Typical Street Section:

- Typically, this type of arterial would have an overall width of 40' consisting of three 12' lanes, including two drive lanes and one center turning lanes. There should be 2' curb and gutters on each side of the roadway.
- There should be a detached sidewalk on one side of the roadway with a width of 5-8' and a detached shared use path on the opposite side with a minimum width of 10'. The sidewalk and the shared use path maintain a 4' buffer from the roadway.

## COMMERCIAL PROTOTYPES: STREETS & ROADWAYS



Local Street Prototype



Collector Street Prototype



Arterial Roadway Prototype

## Industrial Streets

### INDUSTRIAL COLLECTOR

A typical industrial collector would have a width of 30' consisting of two 13' wide striped lanes. There are 1' striped shoulders on either side of the roadway alongside 2' curb and gutters. One side of the roadway would have a detached sidewalk with a minimum width of 5' and a buffer between the roadway and the sidewalk varies in width.

#### Typical Street Section:

- Overall width is 32' – Two 13' lanes; Two 1' striped shoulder; Two 2' C&G
- One detached sidewalk on either side – Sidewalk width 5' minimum

### INDUSTRIAL ARTERIAL

A typical industrial arterial roadway would have an overall width of 44' consisting of three lanes. There are two 13' wide driving lanes as well as a 14' center turning lane with 2' curb and gutters on each side of the roadway. There is a detached sidewalk on one side of the roadway with a minimum width of 5' with a varying buffer width between the roadway and the sidewalk.

#### Typical Street Section:

- Overall width is 44' – Two 13' driving lanes; One 14' center turning lane; Two 2' C&G
- 5' sidewalk on one side – Varying buffer width

## INDUSTRIAL PROTOTYPES: STREETS & ROADWAYS



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# IMPLEMENTATION

## CHAPTER FOUR





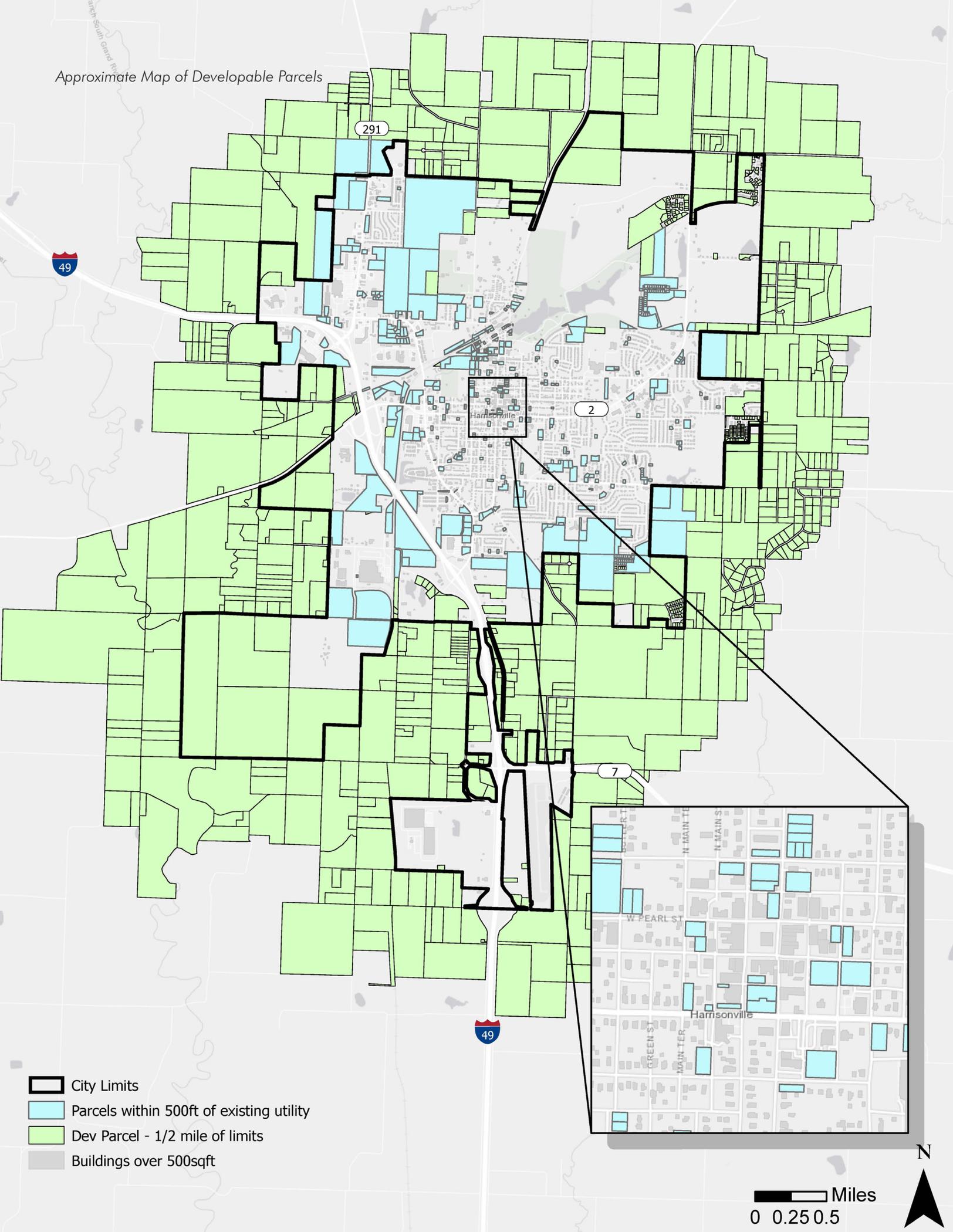
## What Influences the Growth of Harrisonville?

The growth of the community is, in many respects, an ongoing public/private partnership manifested through many incremental investments over time. Public investments, such as street networks, parks, amenities, and infrastructure, sets the stage for development, business, and daily life to occur in the community. The quality and maintenance of these public investments contributes to the quality and longevity of private investment and other activities that takes place within the community. Special attention to the balance between public and private investments are critically important to moving any city forward, and ensuring fiscal sustainability of public investments.

In addition to local public investments, there are many elements to consider when planning for future growth, including but not limited to:

- Current and potential economic conditions and market needs;
- Owner expectations and investment capacity;
- Context of Land – Floodways, Slope, Soil Condition, etc.
- Development Regulations and Public Policies
- Regional and State Investments – Highways, Railways, Trails, etc.

Approximate Map of Developable Parcels



49

291

2

7

49

- City Limits
- Parcels within 500ft of existing utility
- Dev Parcel - 1/2 mile of limits
- Buildings over 500sqft

Miles  
0 0.25 0.5

N



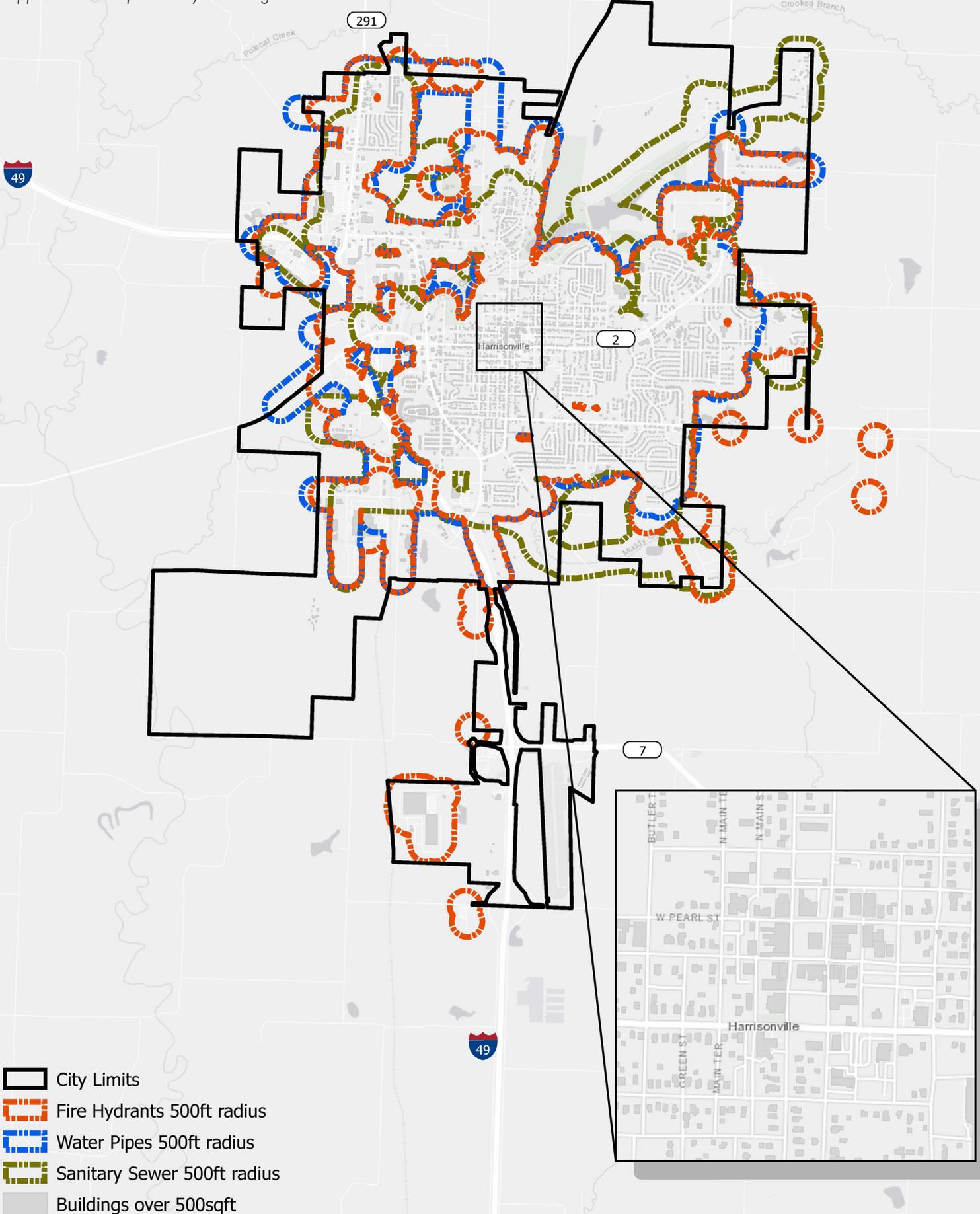
## What Will Be Needed to Support Growth?

There are many public and utility investments that will be needed to support future growth. Thinking towards the future, it will be important to prioritize investments based on community needs, costs, and benefits. Not all growth will require the same level of investment to support it. For example, there are opportunities to reinvest in existing properties that are currently served by some level infrastructure and utilities. Also, different land use types may require a different level of infrastructure and utility investments.

In general, support for new growth across the city may require:

- Updated regulatory standards and processes to ensure efficiency of development, especially for small-scale projects.
- Targeted public programs such as tax incentives and matching grants.
- Reinvestment in aging infrastructure systems, such as streets, sewers, and water-mains.
- Redesign of certain existing streets to accommodate increased capacity for various modes of transportation depending on the context: trucks, cars, bicyclists, people walking, ADA facilities.
- Creation of new streets to support expansion areas across the city, especially east to west connections.
- Expansion of new water/sewer infrastructure and utilities (electricity, broadband).
- Annexation of land not currently located inside city limits.

Approximate Map of Utility Servicing Areas



- City Limits
- Fire Hydrants 500ft radius
- Water Pipes 500ft radius
- Sanitary Sewer 500ft radius
- Buildings over 500sqft

0 0.25 0.5 Miles



# What Kind of Growth, and Where?

Growth in any community manifests in a variety of ways, and the following map and descriptions provide a general overview of feedback derived through the planning process about how the community and stakeholders prioritize future growth outcomes throughout the community. The four types of growth outcomes discussed include: Maintenance, Revitalization, Reimagination, and Expansion.

Many established places in the community were identified as areas where **Maintenance** is the most important priority. Even if not all areas of the city will experience substantial change, maintenance is considered to be an important type of growth. Maintenance may involve a resident replacing their home's roof or the City fixing up aging sidewalks. Though small-scale, the cumulative impact of many small improvements will be significant to Harrisonville's future.

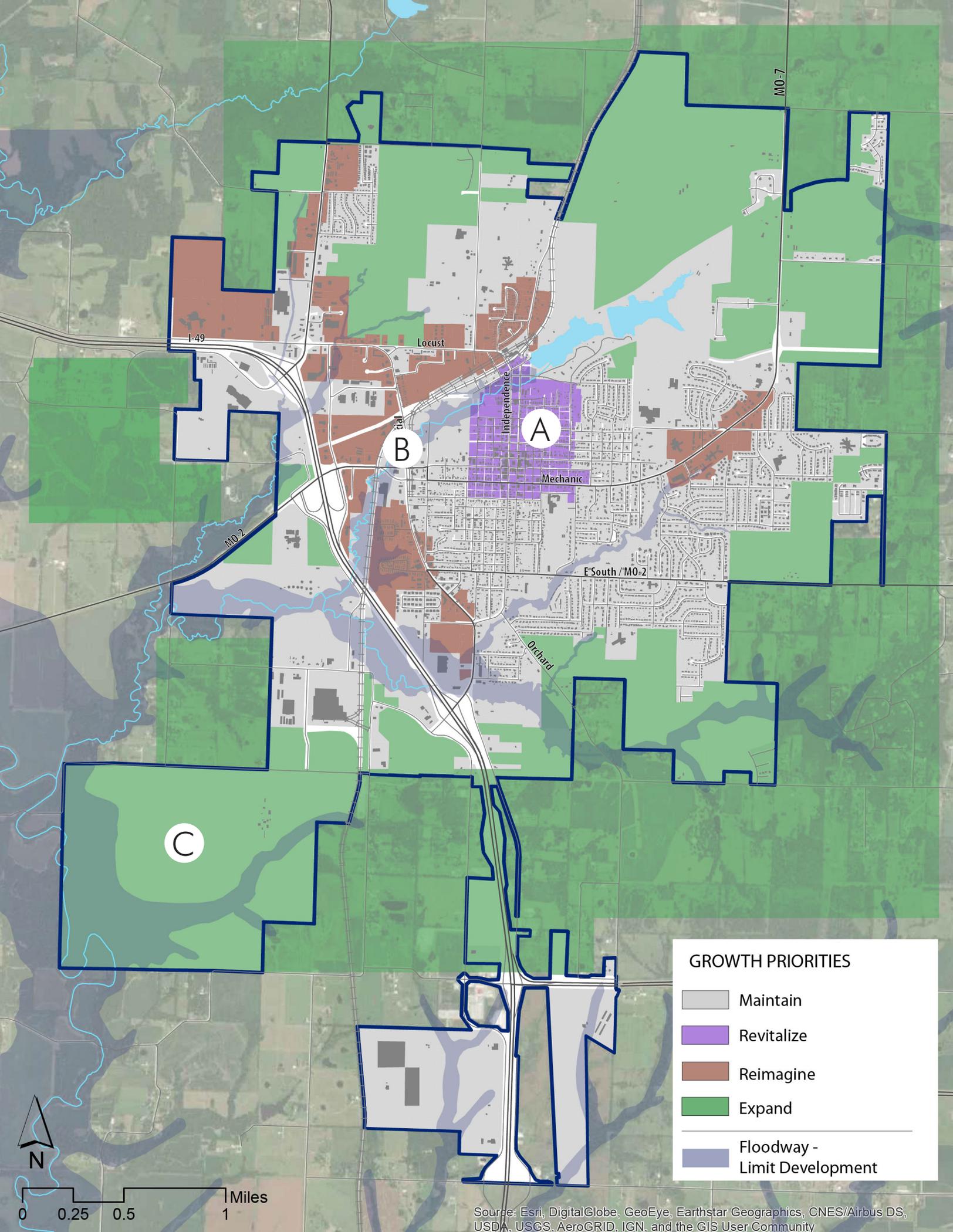
Some areas may experience more substantial changes via revitalization, reimagination, and expansion. **Revitalization** areas are places in the city where preservation and reinvestment will be the primary priorities over the next 20 years. The Downtown area is the primary place in Harrisonville identified for strategic revitalization efforts. **Reimagination** areas of the community are places where broader planning efforts are needed to improve the compatibility of uses, redevelop outdated or underused properties, and reassess the function and capacity of infrastructure. Existing commercial hubs along Commercial Street and Mechanic Street have been identified as places in need of reimagination.

**Expansion** areas are places within, and in some cases outside of, city limits where new growth might occur on undeveloped land. Expansion areas, unlike other growth areas, will require significant new investment in public infrastructure to facilitate development, and must prioritize the long-term fiscal sustainability of the community.

The majority of recommendations and discussions for the Comprehensive Plan are driven by a citywide perspective. However, the planning process uncovered specific areas within the city where additional attention is warranted. The following section outlines three places within the community with varying growth priorities – a “revitalization” area; a “reimagination” area; and an “expansion” area. Strategies for supporting desired future land use, transportation and infrastructure, and economic development goals have been crafted for further consideration by the City and its stakeholders.

### FOCUS AREAS

- A** REVITALIZE: Historic Downtown
- B** REIMAGINE: Central Commercial Corridor
- C** EXPANSION: Harrisonville Industrial District



**GROWTH PRIORITIES**

- Maintain
- Revitalize
- Reimagine
- Expand
- Floodway - Limit Development



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

# Revitalization: Historic Downtown Area

Historic Downtown Harrisonville is the identifying anchor of the community. The Cass County Courthouse, a significant architectural and historical landmark, sits at the center of the downtown square, and is surrounded by local businesses and civic destinations on all sides. In recent years, many new businesses have opened their doors in downtown Harrisonville, including an event space restaurants, a winery, and cafe. Loft apartments have also been introduced to the district. As momentum continues, there are several opportunities for Downtown Harrisonville that will require additional discussion and consideration amongst local stakeholders.

## IMPLEMENTATION STRATEGIES

### ESTABLISH A COMMUNITY IMPROVEMENT DISTRICT

Community Improvement Districts (“CIDs”) are State-enabled taxing districts designed to help local business districts fund targeted public improvements such as beautification, business retention, safety and security, public parking facilities, and major capital investments. The Kansas City River Market, Westport District, and Martin City are examples of CIDs in the region. CIDs can create a new, localized funding stream via sales taxes or a special assessment, and may have other direct organizational or operational ties to the local government. Creating a CID for Downtown Harrisonville should be explored, along with the determination of specific public investment needs and priorities for the district. More information about CIDs and other funding tools can be found through the [Kansas City Economic Development Corporation](#) or the [Missouri Department of Economic Development](#).

### ENHANCE SOCIAL MEDIA & E-COMMERCE

Social media is a major driver for promoting tourism in addition to traditional advertising. In addition, individual businesses can establish initial awareness of their store by having an active online presence, creative social media strategies, and e-commerce options. Enabling prospective patrons to virtually follow and interact with the Historic Downtown District and individual businesses via social media platforms should be a key strategy for promoting visitors to the area. The existing online presence of Love the Harrisonville Square is a solid foundation to build from.

### ESTABLISH CHAPTER 353 PROPERTY TAX ABATEMENT

The broader downtown area, including adjacent neighborhoods, contain a number of aging buildings, some of which that require substantial maintenance. Chapter 353 is a program enabled by the State of Missouri that allows local governments to encourage reinvestment by providing property tax abatement to owners that initiate key improvements such as exterior maintenance. Examples of places in the region that utilize Chapter 353 to promote reinvestment include Blue Springs, Grandview, Liberty, Kansas City, and Independence. The City of Harrisonville should consider establishing a Chapter 353 district for Downtown Harrisonville and surrounding neighborhoods. More information about Chapter 353 and other funding tools can be found through the [Missouri Department of Economic Development](#).

## ESTABLISH A CENTRAL RESOURCE CENTER FOR NEW AND SMALL BUSINESSES

Develop a small business incubator to attract and support local entrepreneurs and startup business people to foster new employment and development. The initial location for this incubator is recommended in or around the Historic Downtown Square. The incubator should incorporate access to regional and state career training centers and be linked to the local “Work Ready” program. Ensuring high speed Internet and other business services will be essential to the center’s success. This downtown location will simultaneously bring more activity and employment to the Historic Downtown Square but lend support to downtown eating establishments.

## IMPLEMENT THE HISTORIC PRESERVATION PLAN

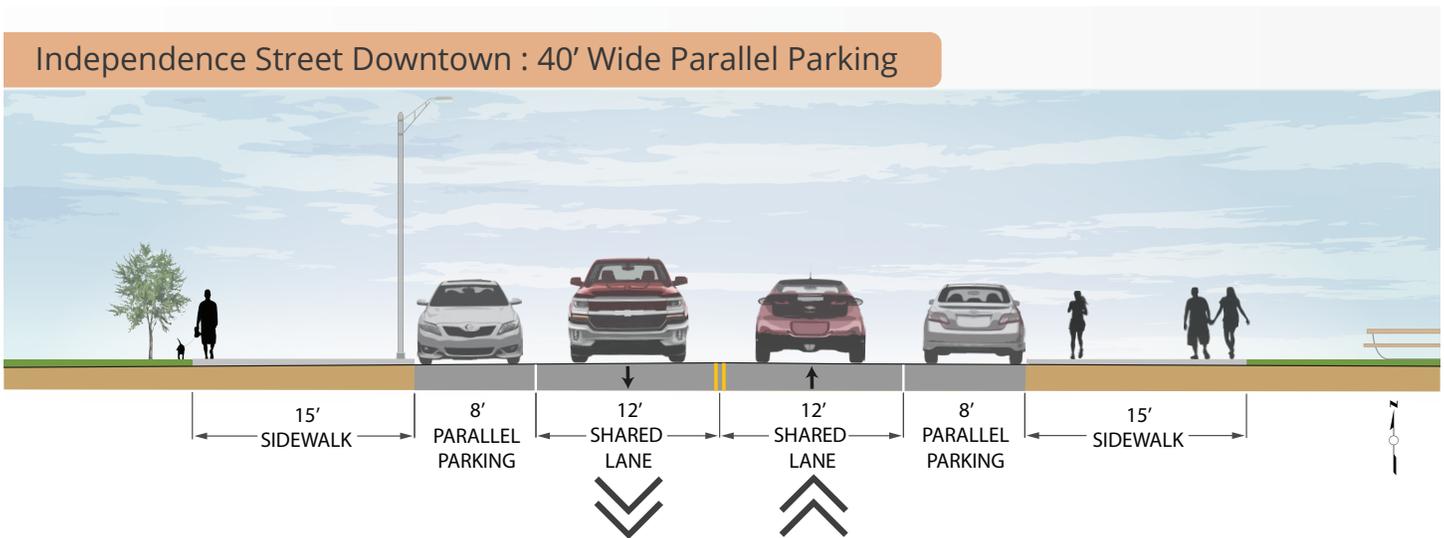
In 2021, a Historic Preservation Plan was created for the City of Harrisonville. This plan advised many recommendations that have been included in the Comprehensive Plan concerning the preservation of the downtown district, including revisiting the Historic Resources Survey and period of significance, and exploring opportunities to revitalize historic structures. More detail about historic preservation recommendations should be referenced at: [Harrisonville Historic Preservation Plan](#).

## CREATE HISTORIC TOURISM OPPORTUNITIES

Historic tourism is a significant opportunity for Harrisonville to build upon in coming years. Currently, the Cass County Historical Society, the Burnt District Museum, and Genealogy Office offer opportunities to learn about the history of Harrisonville and the region through preserved artifacts and records. Historic Preservation is a key component for heritage tourism in the creative economy. And, given its vicinity to the Kansas City market, tourism is essential to the survival of Harrisonville’s historic core. The Historic Preservation Commission should work with stakeholders, including the Chamber of Commerce, Cass County Historical Society, and others, to identify tourist needs and establish goals and objectives for meeting them. In addition, the creation of a Downtown Walking Tour should be explored by the Historic Preservation Commission.

## CALM TRAFFIC ON INDEPENDENCE STREET

Consider strategies to calm traffic through the downtown environment such as lane narrowing, street trees, gateway treatments such as curb extensions and median refuge areas to help reduce the pedestrian crossing distance. Prioritize constructing a shared use path for multimodal bicycle and pedestrian access along and into development sites.



## ENHANCE PEDESTRIAN SPACE: SIDEWALKS, LANDSCAPING & STREET TREES

Space for people walking on the Square is relatively limited compared with other successful mixed-use places. As a rule of thumb, sidewalk widths in pedestrian-oriented places should be at least 12 feet, with a “walking zone” of at least 6 feet, to support a comfortable environment for people to spend time. Currently, the sidewalk around the Square ranges from approximately 4-8 feet. This lack of space creates disruptions to a contiguous walking path (“walking zone”) as other facilities compete for space, including street lamps and benches. The lack of space also creates challenges for incorporating street trees or landscaping into a buffer zone between the curb and pathway, which is critical for supporting foot traffic during summer months. Lack of width also severely limits options for the “frontage zone” where businesses may benefit from adding outside benches or tables. Stakeholders of the district should consider working with the City of Harrisonville to study this issue in more detail, and determine whether a streetscape redesign is desired and how parking accommodations can be managed at a district-scale. More information, guidance, and ideas for sidewalk design can be accessed through the [National Association of City Transportation Officials Urban Street Design Guide](#).

## ACTIVATE UNDERUSED SPACES

Though Downtown Harrisonville has experienced tremendous reinvestment in recent years, there are many spaces that remain underutilized, vacant, or undeveloped in the district. These “missing teeth”, such as undeveloped property or parking lots, are opportunities for reinvestment, but can also be reactivated through temporary, interim programming to build momentum. For example, pop-up shops and cafes, food trucks, parklets, and block parties are temporary or interim uses for underutilized spaces that can attract visitors and residents to downtown. Organized stakeholders in Downtown Harrisonville should consider opportunities for promoting temporary reuse of underutilized space to enhance the vibrancy of the district, even prior to physical development.

## ESTABLISH & PROMOTE OVERNIGHT ACCOMMODATIONS

Growing business activity, including many new shops, restaurants, and an event center in downtown Harrisonville is creating a need for place-based overnight accommodations on the square. Currently, there is no formal lodging downtown, which limits the potential of the district to day-trippers and out-of-towners who are forced to stay in neighboring communities. Any prospective hotel investor will require an independent hotel market study prior to committing to develop a new lodging property. The city should initiate the preparation of a market and financial feasibility study for the lodging industry to actively consider a new project in the downtown. Overnight accommodations fitting a variety of needs, such as camping/RV options, short-term stays as a primary or secondary use, bed & breakfasts, and a boutique hotel should be explored in the Downtown Square and surrounding areas. The City-owned site north of the historic downtown square between Lexington and Independence Streets should be offered as an incentive to recruit a new boutique hotel for



Sidewalk with Restaurant Seating in Bentonville, Arkansas

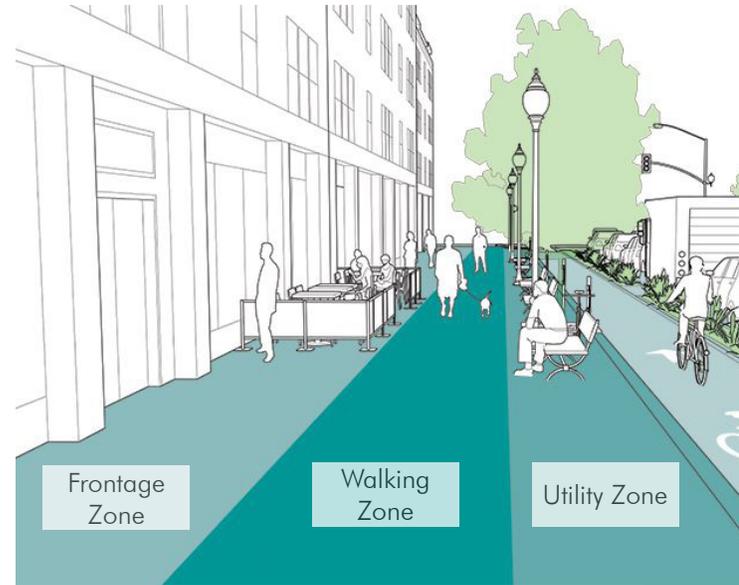
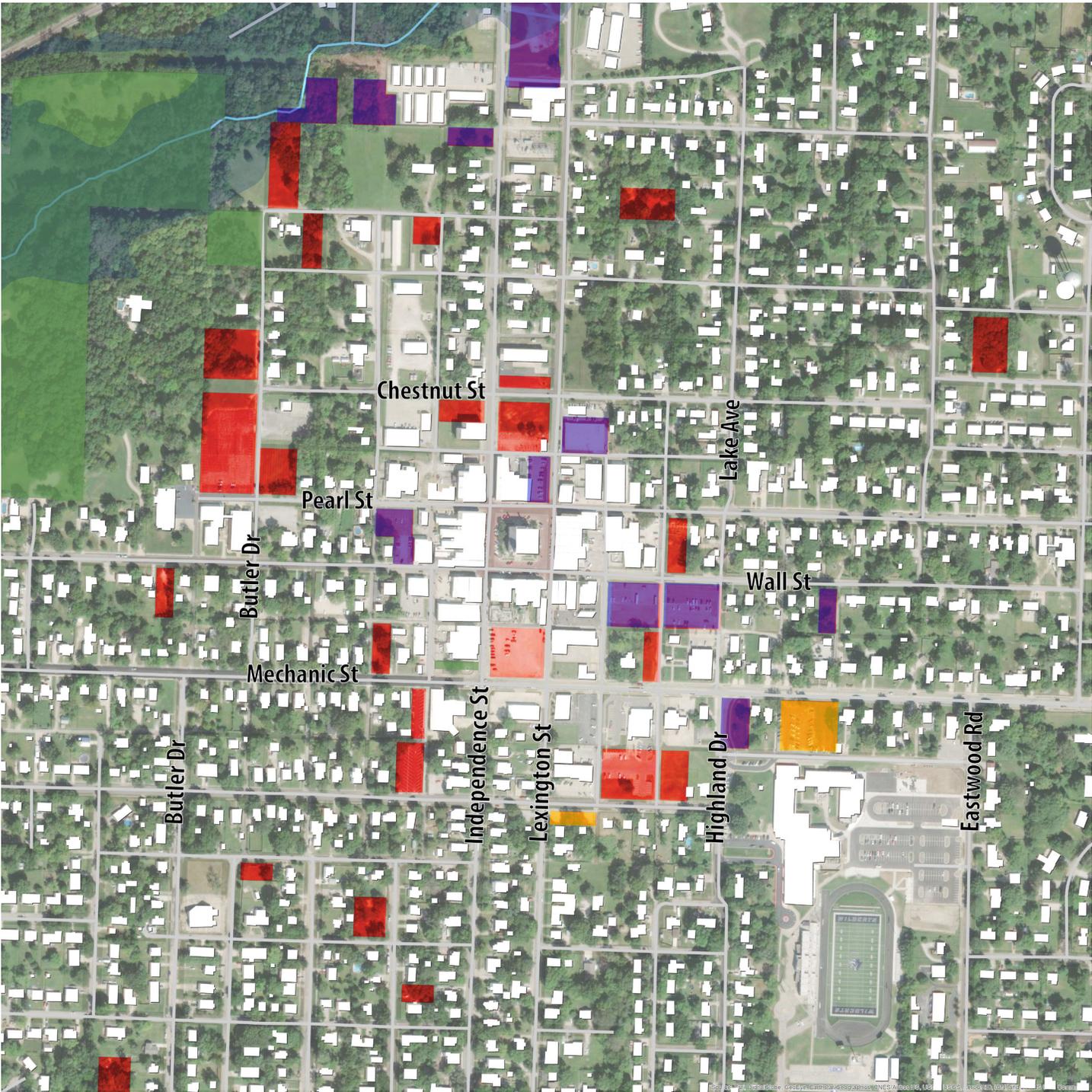


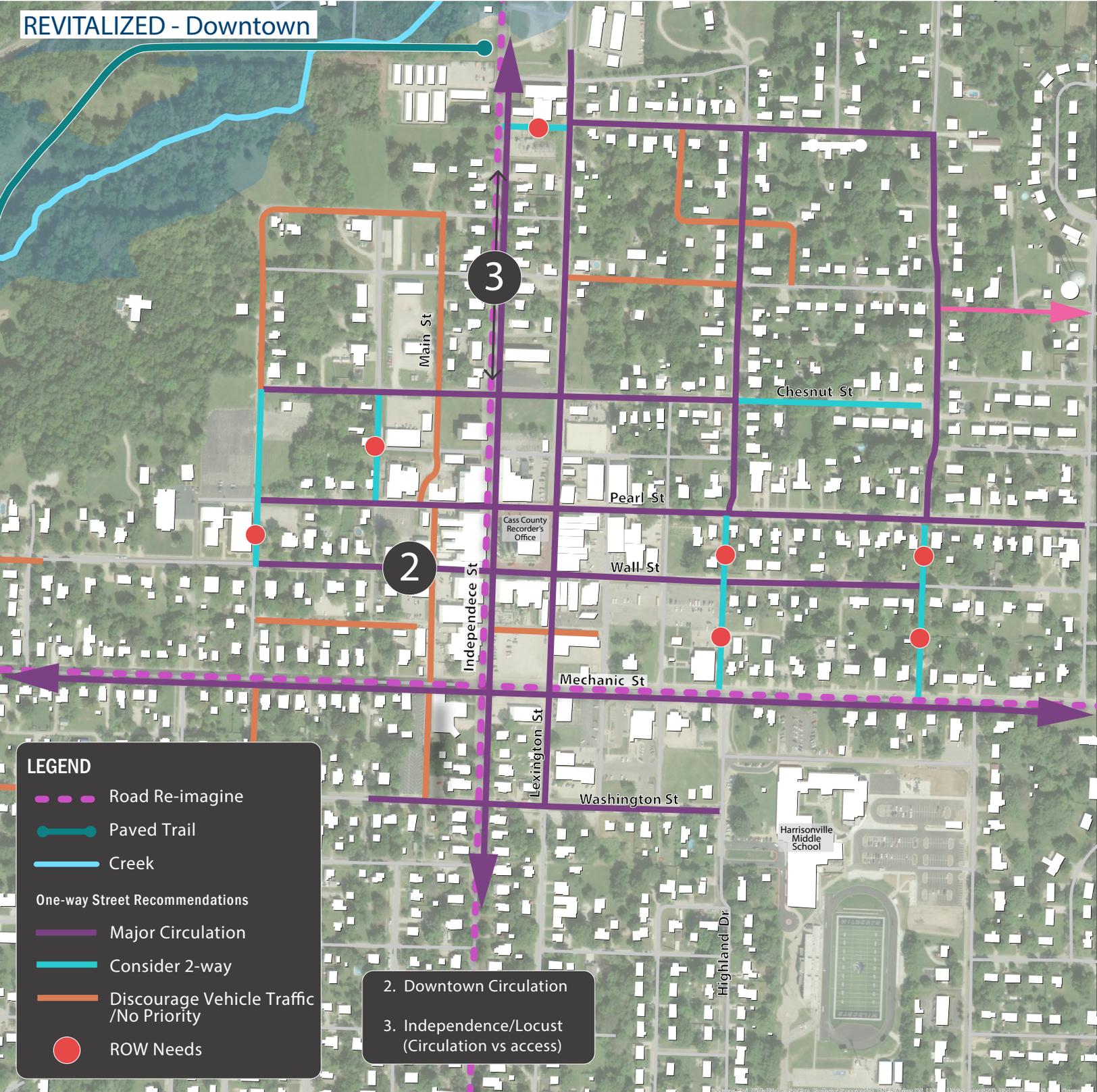
Image: NACTO Urban Street Design Guide



**UNDEVELOPED PROPERTY IN DOWNTOWN**

- City-Owned
- Privately-Owned
- School District-Owned

**REVITALIZED - Downtown**



**LEGEND**

- Road Re-imagine
- Paved Trail
- Creek
- One-way Street Recommendations
- Major Circulation
- Consider 2-way
- Discourage Vehicle Traffic /No Priority
- ROW Needs

2. Downtown Circulation

3. Independence/Locust (Circulation vs access)

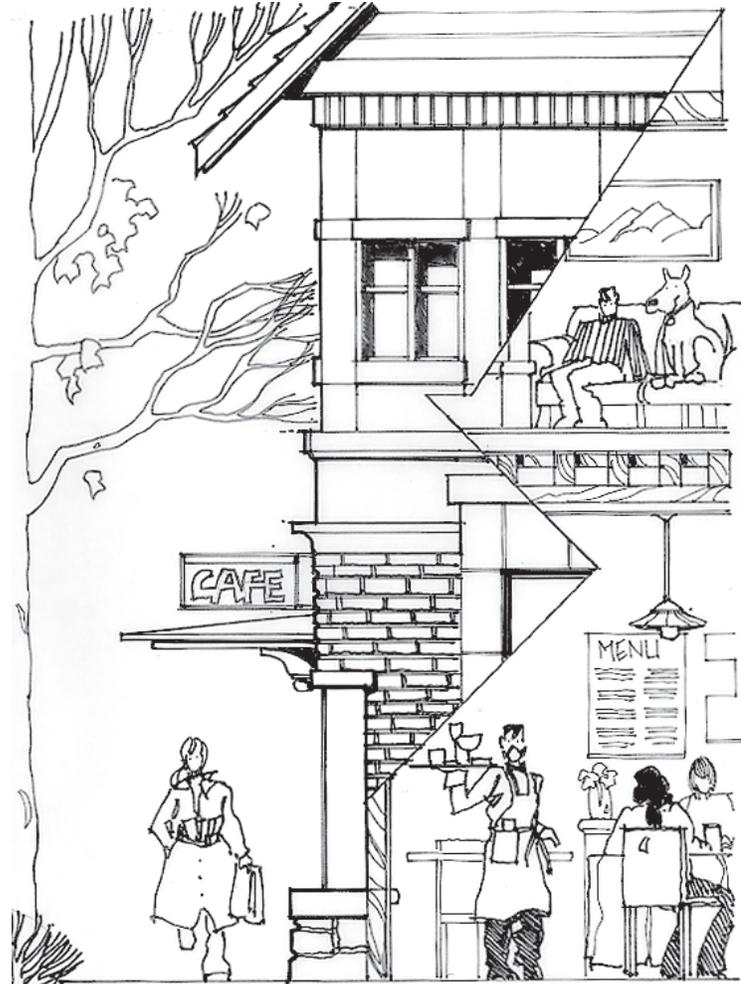
downtown. The site may be shared with a future City Hall but should incorporate reserved parking for a prospective hotel developer. Other incentives, including waiving or discounting development fees, should also be part of a package for a prospective hotel developer.

### **IMPROVE CIRCULATION PATTERNS (SEE PAGE 72)**

The network of one-way streets in the downtown are a barrier to clear and convenient access to businesses and parking. Purchase right-of-way in key locations to expand current 1-way segments to 2-way road access in order to create multiple circulation routes which link the downtown square to Independence and MO-2/Mechanic St.

### **DIFFERENTIATE USE TYPES: GROUND-LEVEL VS UPPER-FLOOR VS OFF-SQUARE**

Ground-level storefronts located directly on the Historic Downtown Square are the best spaces to be utilized for “active” commercial or institutional uses. “Active” uses promote a pedestrian-oriented environment, and may include restaurants, pubs, event spaces, galleries, museums, salons, and shopping establishments. “Non-active” uses, such as residential apartments, overnight accommodations, professional services, and offices, are most appropriate on the upper floors of building directly on the Historic Downtown Square, or within buildings located off the Square. Active ground floor uses on the Historic Downtown Square can be promoted through a variety of strategies. Active



Active versus Non-Active Use Location

uses can be strongly encouraged through planning policies and review commissions, but will not be required unless codified into the zoning regulations. If desired, an amendment to Section 405.275 (CBD-1 Downtown Business District) and Section 405.295 (CBD-2 Downtown Fringe Business District) can be initiated by the City of Harrisonville to revise the current approach to uses and make distinctions about specific types of uses.

### **REVIEW REGULATORY FRAMEWORK & PROCESSES**

The majority of development in Downtown Harrisonville will be small- to medium-scale projects due to existing buildings and small lots. Modern zoning regulations and building codes can sometimes make reinvesting in historic places and buildings more complicated. In order to promote economic development, preservation, and high quality reinvestment, the City should work with HPC, local developers, and other stakeholders to review current processes and regulations and better understand what, if any, barriers exist to completing small-scale projects, either rehabilitation of existing buildings or construction of new buildings. In addition, resources pertaining to review processes, especially where CBD-1 and H-1 overlap, can be created to provide more clarity about review procedures and timeline expectations. Consider creating an overlay district for the downtown that will provide increased flexibility for in-fill and revitalization efforts, as well as setting boundaries for targeting financial incentives within a proposed community improvement district.

# Reimagination: Central Commercial Corridor Area

Commercial Street is a primary travel corridor for the community, and an anchor to a variety of commercial activities in Harrisonville. Currently, the design of Commercial Street is outdated, and much of the commercial properties it supports are aging or underutilized. Stakeholders during the planning process shared a broad consensus that the area is an opportunity for reimagination. Over the next 20 years, there are a number of actions that can be taken to support the evolution of the Commercial Street corridor and the adjacent areas.

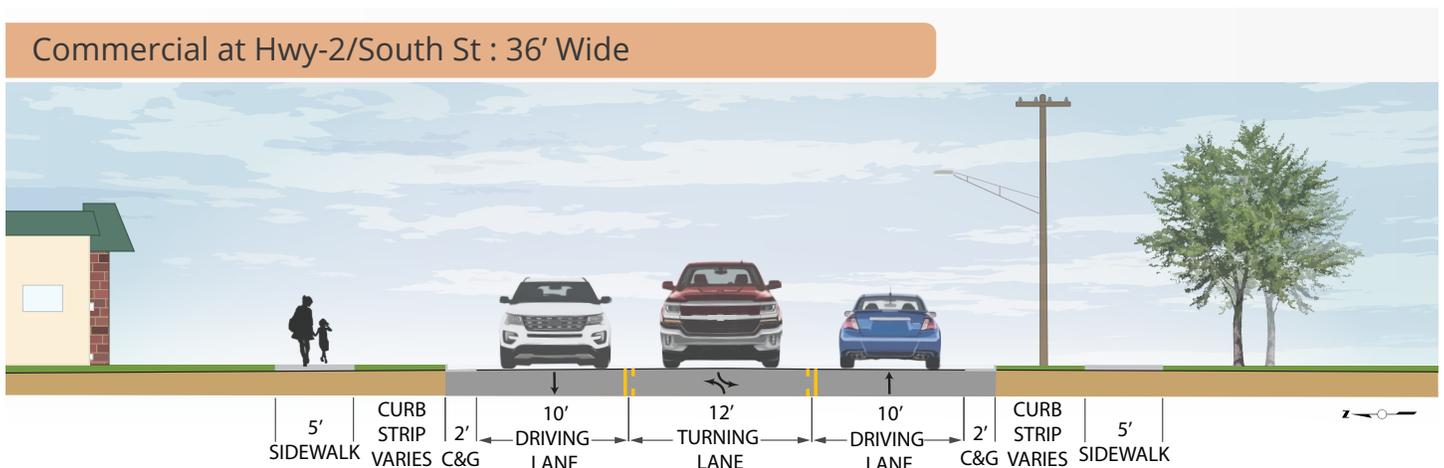
## IMPLEMENTATION STRATEGIES

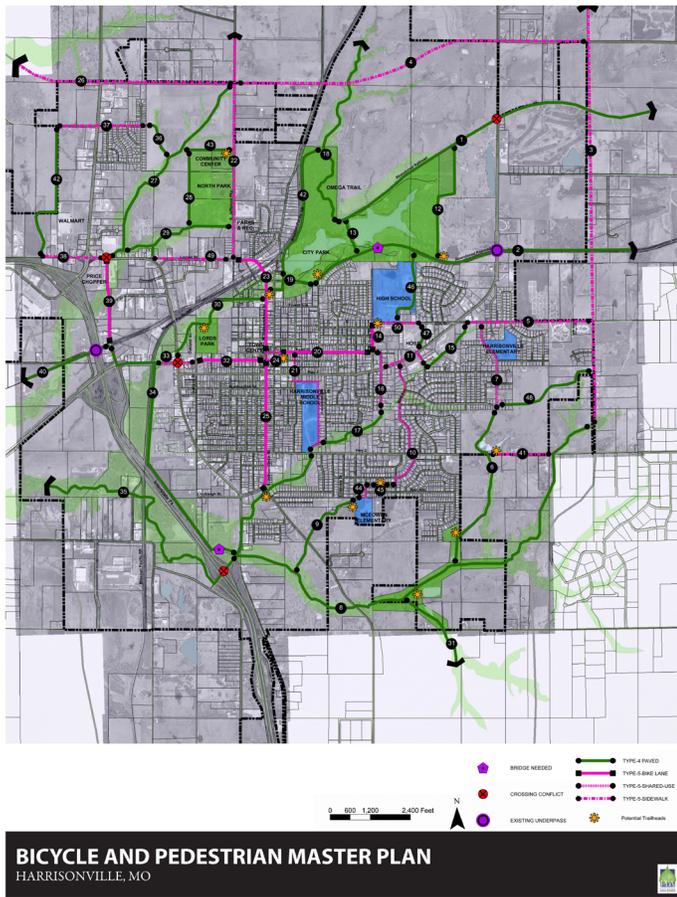
### REIMAGINE COMMERCIAL STREET

Using a “Complete Streets” approach, study and plan for improvements along Commercial Street from US-291 south to the I-49 & Commercial Street interchange. Consider access management strategies to reduce the amount of driveways along the corridor to improve safety and traffic flow. Prioritize multimodal bicycle and pedestrian access along and into development sites. Coordinate with proposed intersection improvements at Locust St & Commercial St and at the Commercial St & I-49 interchange to enable a new east-west arterial to support residential growth between MO-2/ South St and 267th.

### CONSIDER ESTABLISHING A TRANSPORTATION DEVELOPMENT DISTRICT

A redesign of Commercial Street has been expressed as a significant improvement need by the community. One option to consider for implementing this project, is establishment of a Transportation Development District (“TDD”). A TDD is a funding tool that can support promotion, planning, design, and construction of transportation projects, including streets, bridges, intersections, and signage. More information about TDDs and other funding tools can be found through the [Missouri Department of Transportation](#) or the [Missouri Department of Economic Development](#).





## PLACEMAKING

The retail industry is rapidly changing. Personal shopping and delivery services are expected to increase in coming years, making experiential retail and “placemaking” an important strategic consideration for aging retail areas. Commercial Street over the years has developed in a somewhat uncoordinated way, with a number of standalone businesses, each with their own parking lots and access points. Many of these properties may be candidates for reinvestment, and even redevelopment, in the coming years, creating an opportunity to plan for a design approach that emphasizes “community hubs” rather than “retail strips”. If desired, a regulating plan for the Commercial Street area can promote placemaking outcomes by establishing a regulatory approach for establishing a shared internal driveway network, access drives, and parking facilities, and improving the design of ADA, pedestrian, bicycle, and parking facilities.

## INTEGRATING RESIDENTIAL USES & MIXED-USE BUILDINGS

In addition to design considerations, a holistic approach to land use should be taken in this context. Diversification of uses beyond general retail can help promote economic resilience in a changing industry. Integrating residential uses such as apartments and senior housing facilities will not only support existing and future general retailers, but will also promote access to daily goods for residents living in these homes. Zoning standards are essential to support and accommodate quality mixed-use development to enhance the financial feasibility of new projects as well as respond to the city’s desire to diversify residential development. The dramatic shift in the work from home patterns resulting from the pandemic is generating an increase in mixed-use development with smaller offices throughout the region, state and nationally. To accommodate this workplace shift, the city’s zoning code may be updated to modify set back and parking standards to support reinvestment and redevelopment.

## MULTIMODAL ACCESS

The 2004 Harrisonville bicycle and pedestrian master plan, borne out of the Mid-America Regional Council’s regional MetroGreen trail planning which sought to link Harrisonville to the Kansas City metro, identified several rail corridors as regional connection opportunities. A proposed trail connection along Town Creek has been recommended to provide a connection between businesses along Commercial Street and City Park. In order to support safety amongst all users of the street, a trail construction effort should be partnered with strategies for supporting multimodal access to businesses along Commercial Street, including safe internal networks, pathways, and bike parking facilities. Title IV Land Use regulations can be revisited to provide multimodal access and parking standards.

## **LOCUST STREET/ INDEPENDENCE STREET RE-IMAGINE**

Using a “Complete Streets” approach, study and plan for roadway improvements (including bicycle and pedestrian improvements) along Locust Street/ Independence Street from Commercial Street south to the Commercial Street & Independence Street intersection. Consider strategies to calm traffic through the downtown environment such as lane narrowing, street trees, gateway treatments such as curb extensions and median refuge areas to help reduce the pedestrian crossing distance. Prioritize multimodal bicycle and pedestrian access along and into development sites. Coordinate with proposed intersection improvements at Locust St & Commercial St.

## **LOCUST & COMMERCIAL 4-WAY INTERSECTION IMPROVEMENTS**

In conjunction with expanding Commercial Street north of Locust Street (Between US-291 & Jefferson Parkway), redesign the intersection to a 4-way intersection. Ensure adequate bicycle and pedestrian crossings.

## **COMMERCIAL & I-49 ALIGNMENT & INTERSECTION IMPROVEMENTS**

Residential growth in south Harrisonville will require an east-west roadway to access Commercial Street and I-49 (i.e. Glen Eagle development). Orchard street is currently the only way to access the area and will not be able to handle the traffic volume generated. In conjunction with planning a new east-west arterial to support residential growth between MO-2/ South St and 267th, determine a re-alignment of roadway at Commercial St & I-49 to connect with the new east-west roadway. Consider a 3 or 4-leg roundabout near the current intersection of Outer Rd and Commercial St.

## **MECHANIC STREET RE-IMAGINE**

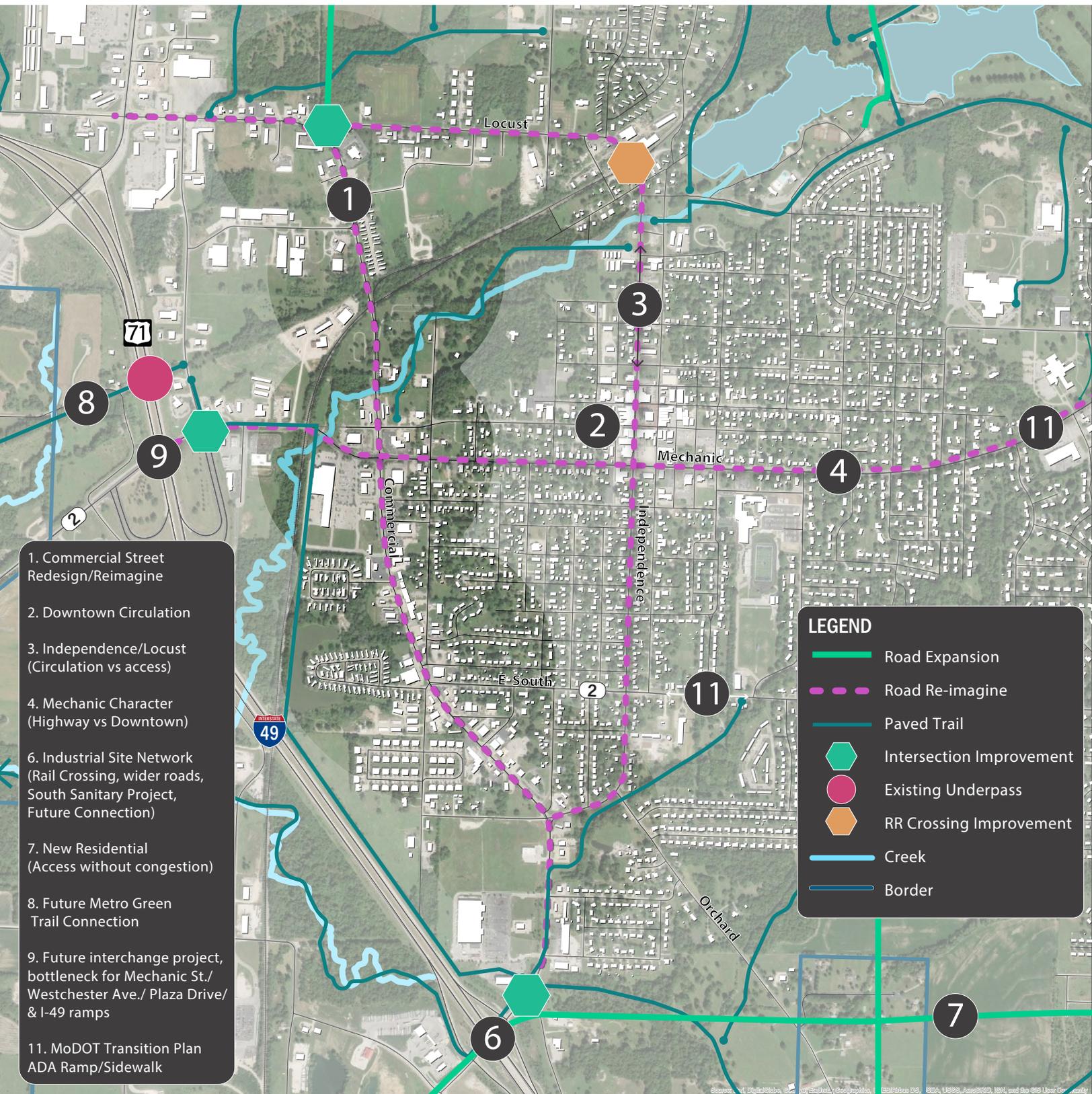
Using a complete streets approach, study and plan for improvements along Mechanic Street. Consider strategies to calm traffic through the downtown environment such as, street trees, gateway treatments such as curb extensions and median refuge areas to help reduce the pedestrian crossing distance – especially at Independence Street. Prioritize multimodal bicycle and pedestrian access along and into development sites.

## **I-49 & OUTER RD / ROCKHAVEN RD ACCESS JUSTIFICATION REPORT**

City to conduct an Access Justification Report (AJR) at the future I-49 & Outer Rd / Rockhaven Rd / Peculiar Dr interchange ramps towards a future east-west arterial. Collect traffic volumes and develop a traffic model to help understand the local/ county/ city and freight traffic and justify the interchange ramps to future east-west access towards US-291.

## **MoDOT I-49 & MO-2 STUDY COORDINATION**

Work with MoDOT following their study of interchange at I-49 & MO-2/ Mechanic St to identify improvements along MO-2/ Mechanic St from the I-49 interchange ramps to Commercial St. Critical needs include ADA access and access management strategies targeted at reducing conflict points while maintaining traffic flow. Establish a strategy for localizing commercial access and congestion.



# Expansion: Harrisonville Industrial District

The city should actively plan for a new industrial park in the southwest quadrant of the city that will attract industrial users and will strengthen Harrisonville’s economy. The park should be planned to accommodate both light and heavy industry. The future park should expect to incorporate a new rail spur to accommodate prospective users. Creation of the park may be established through a range of mechanisms that will require both public and private financing. Area property owners should be solicited or be offered opportunities to be active or silent partners, if they so desire, in the business park.

## IMPLEMENTATION STRATEGIES

### INDUSTRIAL SITE MASTER PLAN

Initiate and complete a strategic Industrial Park Master Plan to establish an employment hub, attract multiple new employers to the city, and plan for necessary infrastructure investments. Evaluate the feasibility of an extension of Commercial Street to 267th/Brickplant Road to facilitate commercial and industrial expansion and connect to the interchange.

### TARGET INDUSTRIAL RECRUITMENT

Successful industrial strategies build on a city’s workforce strengths. It is essential that local recruitment efforts be based on realistic expectations. Harrisonville should coordinate regionally to recruit industries. In 2021 4,227 city residents were employed. As noted, the average wage for Harrisonville residents is below surrounding Kansas City metropolitan counties and the Missouri statewide average though higher than rural counties to the city’s south and east. These higher wages offer the opportunity to attract workers from rural areas to Harrisonville. Employment in the city of Harrisonville exceeds the statewide averages in the construction, manufacturing, retail and transportation and warehouse employment sectors, with the Wal-Mart Distribution Center being the city’s largest employer. While employment in the city is proportionately lower in wholesale trade, government, and information sectors.

#### HARRISONVILLE EMPLOYMENT BY MAJOR INDUSTRY SECTOR

EMPLOYMENT SECTOR (NAICS CODE)	MISSOURI WORKFORCE BY PERCENTAGE	HARRISONVILLE EMPLOYMENT BY PERCENTAGE	HARRISONVILLE BASED EMPLOYEES
Mining and logging (21)	0.2%	2.3%	97
Construction (23)	4.5%	8.2%	346
Manufacturing (31-33)	9.6%	12.5%	526
Wholesale trade (42)	4.2%	1.7%	71
Retail trade (44-45)	10.7%	13.4%	544
Transportation and warehousing (48-49)	4.4%	5.5%	231
Information (51)	1.6%	0.7%	29
Financial and Insurance (52)	6.2%	6.3%	265
Professional and business services (54)	39.7%	40.4%	1,706
Other services (81)	4.0%	3.9%	164
Government (91)	15.0%	5.4%	221
TOTAL	100%	100%	4,427

## CASE STUDIES

There are a variety of strategies to make the business park a reality, but many models exist within the metropolitan area. The Center Point Center is a nearby example of a private partnership with Kansas City Southern Railways. Two other successful models for creating large business parks have pursued the following approaches:

**ESTABLISH A TIF DISTRICT FOR THE AREA PRIOR TO NEW INVESTMENT.** DeSoto, Kansas is annexing and establishing a new TIF District encompassing nearly 6,000 acres of former federally owned land. The City of DeSoto endorsed a TIF district for a 5,877-acre tract that was annexed in 2021. This site of the former federal Sunflower Army Ammunition Plant nearly doubles the city's size. The site sits south of Kansas 10 Highway and has a master developer who acquired and owns the land. The master developer is proposing a combination of industrial park with a dozen warehouses of 500,000 to one million square feet covering seven million square feet plus a business park and a hotel. The DeSoto City Council has secured and signed a predevelopment agreement with the private developer, the Sunflower Redevelopment Group.

**CREATE A NEW PUBLIC-PRIVATE PARTNERSHIP TO INCLUDE MULTIPLE PARTIES.** A model of this approach was utilized to address industrial development in Lawrence, Kansas. The city, county, and private sector—facilitated by the Chamber of Commerce—incorporated a new 501(c)3, Douglas County

Development Inc., for the purpose of acquiring, developing and marketing a former industrial complex of more than 200 acres area known as Venture Park on the edge of the city.

Lawrence Venture Park is located on the site of a former industrial nitrogen plant. The site was acquired for redevelopment by the City of Lawrence in 2010. Since then, the City has made infrastructure investments in the site to provide additional industrial and business park expansion opportunities. It is engaged in limited environmental remediation of certain portions of the site and will remain responsible for any necessary environmental remediation. The property now has multiple new facilities located at these sites that has provided approximately 1,850 new jobs in the last 12 years.

To create a similar industrial park, Harrisonville should conduct a cost/benefit analysis and prepare and issue an RFP (Request for Proposals) to local and regional developers seeking and securing a partner to assist with the planning and recruitment of users for the park.

## **ENSURE HARRISONVILLE IS BUSINESS FRIENDLY**

Industrial and commercial developers are routinely looking for:

- Low development costs.
- Clear and predictability in permitting and regulation.
- Speedy approval process.

To support the expansion of existing industries in the city to maintain employment opportunities, business friendly local policies are essential. These may include flexibility of setback requirements for expansion and other non-monetary planning approaches. Lower development costs can be achieved, in part, by offering discounts on various permitting fees. Equally important, accelerating the approval process for businesses can be addressed by routinely offering all new commercial and industrial developers an expedited review process.

A unique and vibrant downtown area can be a driver for employers to be located in Harrisonville. These recommendations must be supported by actively supporting on-going and diverse special events and activities, especially in downtown, that attract visitors including, but not limited to cultural and recreational shows, performances, festivals, displays, exhibits and attractions that stimulate new visitors or extend visitor stays while enhancing the quality of life for residents. A public art element could further enhance the character, appeal, and uniqueness of the downtown.

## **IMPLEMENT GREEN STREETS**

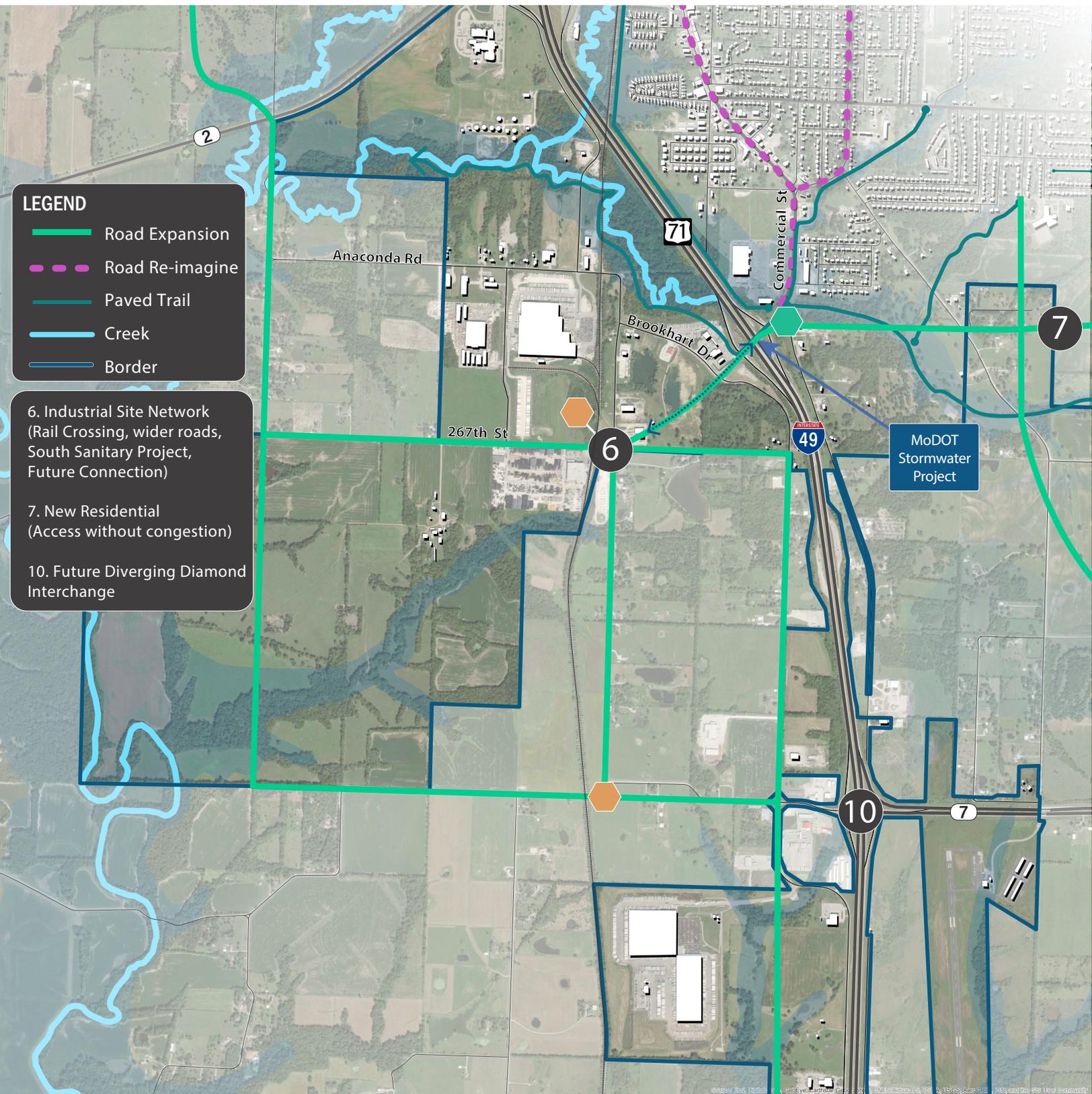
Review site development and infrastructure design standards to incentivize the use of green development practices and to ensure compliance with the MARC 2050 Climate Action Plan to mitigate effects of industry on the environment. The term “green street” is used to describe roadway planning that enhances environmental suitability by using natural systems to manage stormwater by reducing flows, improving water quality, and enhancing watershed health. The use of trees and vegetation reduce greenhouse gases and urban heat island effect. Green streets principles also promote the use of renewable energy to operate street lights, and uses energy-efficient technologies to reduce carbon footprints. Applying these principles conserves natural systems for future generations. “Green streets” support Complete Streets. “Green streets” achieve multiple benefits in addition to enhancing environmental suitability, such as creating more attractive streetscapes in corridors that connect neighborhoods and activity centers. This creates more livable communities.

## **PLAN FOR INDUSTRIAL ACCESS IMPROVEMENTS**

Investigate widening and improving industrial roads including Brickplant Rd, 275th St, and Brookhart Rd to ensure adequate truck turning radii, and shoulder space especially near intersections and railway crossings to allow trucks to safely maneuver roadways, driveways, and intersections. Make sure pedestrian access and crossings are accommodated to ensure multimodal options are available for workers.

## **CONSIDER USE OF TRANSPORTATION DEVELOPMENT DISTRICT**

More information about TDDs and other funding tools can be found through the [Kansas City Economic Development Corporation](#) or the [Missouri Department of Economic Development](#).



**LEGEND**

- Road Expansion
- - - Road Re-imagine
- Paved Trail
- ~ ~ ~ Creek
- Border

- 6. Industrial Site Network (Rail Crossing, wider roads, South Sanitary Project, Future Connection)
- 7. New Residential (Access without congestion)
- 10. Future Diverging Diamond Interchange

MoDOT Stormwater Project

### LEVERAGING APPLICABLE INCENTIVES & RESOURCES

Generally, incentives should be supported for underused commercial centers, particularly if redevelopment involved a more productive and adaptive mix of uses. Economic incentives are needed and appropriate for underused new industry, revitalization of commercial centers, and downtown. While maintaining fiscal sustainability to support and stimulate the business park and attract new investment, the city should take advantage of state and federal resources. As adopted in Harrisonville's 2020 Economic Development Incentive Policy, the city encourages the use of public economic incentives in those locations and situations that provide the maximum public benefit. The city has utilized tax increment financing (TIF) for three projects in the past. Additional incentives for important projects that meet new employment or investment thresholds should also consider discounting development and permit fees and accelerating the review process.

### TRANSPORTATION DEVELOPMENT DISTRICT

A Transportation Development District (TDD) is a separate subdivision of the State of Missouri, established to undertake a variety of transportation-related projects including street improvements, bridges, sidewalks and other related public improvements or infrastructure. Property owners within the District agree to impose an additional sales tax in order to generate the revenue to pay for the proposed projects. The duration of the TDD may not exceed 20 years. Only property owners who agree to participate in the district are included.

### COMMUNITY IMPROVEMENT DISTRICT

A Community Improvement District (CID) is a local special taxing district that collects revenue within its designated boundaries to pay for special public facilities, improvements or services. CIDs are created by ordinance of the local governing body of a municipality upon presentation of a petition signed by owners of real property within the proposed district's boundaries, typically encompassing a commercial, not a residential area. A CID, although approved by the local municipality, is a separate political subdivision with the power to govern itself and impose and collect special assessments, additional property and sales taxes. CIDs may also generate funds by fees, rents or charges for district property or services and through grants, gifts or donations. CID annual reports are filed with the Clerk of the creating municipality and a copy filed with the Department of Economic Development which does not have oversight or audit responsibility for these districts.

### ENHANCED ENTERPRISE ZONE

The Enhanced Enterprise Zone program encourages business development and job creation by granting property tax abatement and state tax credits to business enterprises that locate or expand within designated enhanced enterprise zones. Zone boundaries are established in conjunction with the Missouri Department of Economic Development and are based on areas of low income and high unemployment, the potential to create sustainable jobs. Qualified businesses locating in the Enhanced Enterprise Zone are entitled to receive property tax abatement on 50% of the new investment. In order to encourage sustainable building practices, qualified businesses may also be entitled to an additional 25% real property tax abatement if the business facility achieves a silver rating or higher under the U.S. Green Building Council's LEED program. Tax credits are disbursed by the Missouri Department of Economic Development based on economic benefit to the state, the number of new jobs, wages, the amount of capital investment.

## INFRASTRUCTURE AGREEMENT

The city negotiates an infrastructure agreement to provide public improvements in conjunction with new development. Traditionally these agreements are used to finance public improvements for which no public funds are available. Eligible types of public improvements include intersection Improvements, street widening, traffic signals, streetscape Improvements or stormwater detention. Typically, Infrastructure agreements involve either sales tax reimbursement or developer participation.

## USDA RURAL DEVELOPMENT GRANT

Rural Development provides loans and grants to help expand economic opportunities and create jobs. This assistance supports infrastructure improvements, business development, housing, community facilities, and high-speed internet. Business programs provide financial backing and technical assistance to stimulate business creation and growth. USDA programs help to provide capital, equipment, space, job training, and entrepreneurial skills that can help to start and/or grow a business. Loans, loan guarantees, and grants are available to individuals, businesses, cooperatives, farmers and ranchers, public bodies, non-profit corporations, and private companies in rural communities.

## DISCOUNT DEVELOPMENT FEES

The city discounts fees for targeted businesses or new industrial or commercial fees. Some of these potential fees include preliminary plats \$250+, final plats \$250+, flood plain development permits \$250, improvement plan review and inspections 3% of cost of improvements, water and sewer taps (based upon meter size), commercial electric service \$1,000 and underground installation \$1,000+ and right-of-way permit fees.

## TAX INCREMENT FINANCING DISTRICT

Tax Increment Financing provides for the redirection of the incremental increase in sales and property tax revenue resulting from a redevelopment project used for approved project-related costs, infrastructure and capital improvements. Tax Increment Financing may be used to reimburse the redevelopment project costs including professional services, land acquisition and site preparation, public and private improvements. The redevelopment area must contain property classified as blighted which retard the provision of housing accommodations or constitute an economic or social liability or a menace to the public health, safety, morals, or welfare in its present condition.

### PROPOSED ECONOMIC INCENTIVES BY DEVELOPMENT AREA

MAJOR FUNDING MECHANISM	INDUSTRIAL EXPANSION	CENTRAL COMMERCIAL CORRIDOR	HISTORIC DOWNTOWN SQUARE AREA
Tax Increment Financing District	X	X	
Transportation Development District	X	X	
Community Improvement District		X	X
Enhanced Enterprise Zone	X	X	
Infrastructure Agreement	X		X
USDA Rural Development Grant	X		
<u>NEW</u> : Discount Development Fees & Accelerate Review Process	X		X

## COMMUNITY STAKEHOLDERS

The Comprehensive Plan is intended to be a policy resource for aligning community improvements and development with the long-term vision and goals. It is also a resource for implementing recommendations and pursuing improvements. While the City of Harrisonville will lead and largely coordinate implementation efforts, partnerships with community organizations, the business community, and institutional/intergovernmental organizations are critical to ensuring outcomes that reflect the community's needs. There are a number of key stakeholders that will assist in driving implementation, including but not limited to:

### HARRISONVILLE CHAMBER

Located on the Square, the Chamber of Commerce encourages economic growth, supports members, and promotes productive business relationships throughout the city. The Chamber Foundation also facilitates an Entrepreneurship Program, providing mentorship opportunities.

### LOVE THE HARRISONVILLE SQUARE

Love the Harrisonville Square is a non-profit organization with the mission to encourage investment and entrepreneurship within the downtown district, support investors and businesses with advice and direction, create community involvement with activities and events, cultivate partnerships with other like-minded organizations and promote the unique historic heritage of the Harrisonville Square.

### INDUSTRIAL BUSINESS PARTNERS

Harrisonville is home to a number of industrial employers. Manufacturing employment in Harrisonville represents 12.5% of the city's labor force, the largest employer being the Walmart Distribution Center employing 680 persons. The prime area for industrial growth is the western and southwestern part of the city around Love's Travel Center, Church & Dwight, Universal Forest Products, Advanced Drainage Systems, Sapp Brothers, and the Walmart Distribution Center.

### EDUCATION & HEALTHCARE INSTITUTIONS

Continued coordination with institutions including Harrisonville School District, Drury University, and Cass Regional Medical Center will help align resources and meet the needs of young people and families.

### CIVIC CLUBS, BOARDS & COMMISSIONS

Many citizens are actively involved with civic clubs, boards and commissions within the City of Harrisonville. These groups are critical for carrying out long-term goals and policies of the plan, and focusing on key issues moving forward.

### UTILITY PARTNERS

Continued coordination with Missouri and Arkansas Northern Railroad (MNA), Osage Valley Electric Cooperative, Evergy, PWSD #4, PWSD #9, Spire Gas, Liberty Gas, Fidelity Communications, Centurylink, to modernize existing places and facilitate additional growth.

### MID AMERICA REGIONAL COUNCIL

The Mid-America Regional Council (MARC) is a nonprofit association of city and county governments and the Metropolitan Planning Organization (MPO) for the bistate Kansas City region. MARC not only provides resources for communities, but is also a source of funding for planning initiatives.

### CASS COUNTY

Harrisonville is home to the county seat of Cass County, making the county a significant partner for future planning, infrastructure, and economic development initiatives. Located in Harrisonville, the Cass Career Center is an important asset for the community and the region. Cass Career Center is one of Missouri's foremost public technical schools serving secondary and adult students. It's mission is to achieve excellence in education through career and technical training.



# ACTION PLAN

The following action plan summarizes recommendations outlined throughout the Comprehensive Plan, and includes additional information about estimated timeline and cost-level. Further prioritization will be required as the plan is reviewed, and implementation cost and timeline may vary based on available resources and partnerships. Various groups are identified to assist with implementation include City Leadership, City Staff, the community, developers and others.

REGIONAL NEW INDUSTRY TOWN	PRIORITY	COST	TYPE	LEADERSHIP
<b>Planning &amp; Economic Development</b>				
Initiate and complete a strategic Industrial Park Master Plan to establish an employment hub, attract multiple new employers to the city, and plan for necessary infrastructure investments.	0-4 years	\$\$	Strategic Planning Initiative	City of Harrisonville, Industry & Utility Partners
Review site development and infrastructure design standards to incentivize the use of green development practices and to ensure compliance with the MARC 2050 Climate Action Plan to mitigate effects of industry on the environment.	0-4 years	\$	Strategic Planning Initiative	City of Harrisonville, Mid-America Regional Council
Identify opportunities to expand and enhance programs within the Cass Career Center, aligned with an employer attraction strategy.	0-4 years	\$	Strategic Planning Initiative	City of Harrisonville, Cass Career Center
<b>Transportation, Utilities &amp; Infrastructure</b>				
Investigate widening and improving industrial roads including Brickplant Rd, 275th St, and Brookhart Rd to ensure adequate truck turning radii, and shoulder space especially near intersections and railway crossings to allow trucks to safely maneuver roadways, driveways, and intersections. Make sure pedestrian access and crossings are accommodated to ensure multimodal options are available for workers.	0-4 years	\$\$	Transportation Improvement	City of Harrisonville, Missouri Department of Transportation
Investigate the application of Transportation Development Districts as a funding mechanism to support needed improvements for business growth.	0-4 years	\$	Funding Tool	City of Harrisonville, Missouri Department of Transportation
Review site development and infrastructure design standards to incentivize the use of green development practices and to ensure compliance with the MARC 2050 Climate Action Plan to mitigate effects of industry on the environment.	0-4 years	\$	Regulatory Update	City of Harrisonville, Mid-America Regional Council
Complete MO-7 Diverging Diamond Interchange	5-10 years	\$\$\$	Transportation Improvement	Missouri Department of Transportation; City of Harrisonville
Complete Future Interchange project at MO-2/MO-7/I-49	5-10 years	\$\$\$	Transportation Improvement	Missouri Department of Transportation; City of Harrisonville
Extend Commercial Street to 267th/Brickyard Road to facilitate commercial and industrial expansion and connect to the interchange. Consider possible CID encompassing Loves Gas Station.	5-10 years	\$\$	Transportation Improvement	City of Harrisonville
<b>Regulations</b>				
Consider ways in which development/redevelopment costs can be lowered through regulatory flexibility, discounted permitting fees, or streamlined permitting processes.	0-2 years	\$	Regulatory Update	City of Harrisonville

## HISTORIC DOWNTOWN SQUARE REVITALIZATION

	PRIORITY	COST	TYPE	LEADERSHIP
<b>Planning &amp; Economic Development</b>				
Establish an Implementation Committee for Historic Downtown Square Revitalization, including representatives from the City of Harrisonville, Harrisonville Chamber of Commerce, Love the Harrisonville Square, and the Historic Preservation Committee.	0-2 years	N/A	Strategic Planning Initiative	Downtown Business Owners, Property Owners, Tenants; City of Harrisonville
Investigate and Potentially Establish a Community Improvement District.	0-2 years	\$	Funding Tool	Downtown Business Owners, Property Owners, Tenants; City of Harrisonville
Secure a hotel market study.	0-2 years	\$	Strategic Planning Initiative	City of Harrisonville
Establish a Chapter 353 district to provide tax abatement for eligible properties in the Downtown area.	0-2 years	\$	Economic Development Tool	City of Harrisonville
Establish a district-wide approach to social media and e-commerce marketing.	0-2 years	\$	Marketing Initiative	Love the Harrisonville Square, Downtown Business Owners, Property Owners, Tenants
Establish a plan for initiating programming for historic tourism, potentially including a Downtown Walking tour.	0-2 years	\$	Marketing Initiative	Love the Harrisonville Square, Downtown Business Owners, Property Owners, Tenants
Establish a marketing program to share lodging and camping options for visitors, partnering with the existing Love the Harrisonville Square Visitor's Guide.	0-4 years	\$	Marketing Initiative	Love the Harrisonville Square, Downtown Business Owners, Property Owners, Tenants
Expand the "Focus on Downtown" Facade Grant Program, potentially providing additional funding or tax incentive options for building owners.	0-4 years	\$\$	Public Program	City of Harrisonville, Love the Harrisonville Square
Identify opportunities to establish ride-sharing or shuttle services to the Downtown Square, potentially starting with a pilot project for special events.	0-4 years	\$	Strategic Planning Initiative	City of Harrisonville, Love the Harrisonville Square
Complete implementation of the Historic Preservation Plan, notably updating the Historic Resources Survey.	0-4 years	\$	Strategic Planning Initiative	Love the Harrisonville Square
Establish a resource center for new and small business.	0-4 years	\$\$\$	Major Project	City of Harrisonville
Investigate the feasibility and potential options for creating a new City Hall in the Downtown area. Consider strategies for sharing parking or other facilities with neighboring sites.	5-10 years	\$\$\$	Major Project	City of Harrisonville
Attract and complete development of a boutique hotel in the downtown area.	5-10 years	\$\$\$	Major Project	City of Harrisonville
<b>Transportation, Utilities &amp; Infrastructure</b>				
Create and install signage indicating alleys and directionality based on a comprehensive circulation strategy for the greater downtown area.	0-2 years	\$	Transportation Improvement	City of Harrisonville
Ensure Downtown is a priority for supplying broadband and other internet service improvements.	0-4 years	N/A	Utility Improvement	City of Harrisonville, Utility Partners
Conduct a survey of existing infrastructure & utility needs in Downtown and short-, medium-, and long-term strategies for upgrading aging facilities, potentially partnering with a future CID to help fund improvements.	0-4 years	\$\$	Strategic Planning Initiative	City of Harrisonville, Utility Partners
Conduct a strategic traffic calming plan for Independence Street through the Downtown area, exploring options for lane narrowing, street trees, and gateway treatments. Consider testing alternatives using temporary pilot projects.	5-10 years	\$\$	Strategic Planning Initiative	Downtown Area CID; City of Harrisonville; Downtown Stakeholders

## HISTORIC DOWNTOWN SQUARE REVITALIZATION (Continued)

	PRIORITY	COST	TYPE	LEADERSHIP
<p><b>Transportation, Utilities &amp; Infrastructure</b></p> <p>Consider creating a district-scale Downtown Parking Study, exploring needs and options for wayfinding, shared parking arrangements, and multimodal parking.</p>	5-10 years	\$\$	Strategic Planning Initiative	Downtown Area CID; City of Harrisonville; Downtown Stakeholders
<p>Purchase right-of-way in key locations to expand current 1-way segments to 2-way road access in order to create multiple circulation routes which link the downtown square to Independence and MO-2/Mechanic St. Investigate the 4-way intersection of Mechanic St &amp; Independence St to reduce the amount of queue lanes to four instead of seven. Consider pedestrian refuge islands on Mechanic St.</p>	5-10 years	\$\$\$	Major Project	City of Harrisonville, Downtown Stakeholders
<b>Regulations</b>				
<p>Review current development standards to ensure standards for improving and establishing sidewalk networks are adequate for Downtown and adjacent neighborhoods.</p>	0-2 years	\$	Regulatory Update	City of Harrisonville
<p>Establish an ordinance for Sidewalk Cafes, Street Cafes and Parklets to promote active uses on the Downtown Square.</p>	0-2 years	\$	Regulatory Update	City of Harrisonville
<p>Review and potentially revise zoning standards to allow for residential use in Downtown, including on the second-floor of historic buildings and within new mixed-use development projects.</p>	0-2 years	\$	Regulatory Update	City of Harrisonville

## A PLACE TO ESTABLISH ROOTS

	PRIORITY	COST	TYPE	LEADERSHIP
<p><b>Planning &amp; Economic Development</b></p> <p>Establish a local grant or incentive program to encourage residential home improvements, especially targeted for retired residents or first time home buyers.</p>	0-4 years	\$	Public Program	City of Harrisonville
<p>Establish a home remodeling program to educate the remodeling community and homeowners on the current building code, the city's inspection process, and any incentives or grants available.</p>	0-4 years	\$	Public Program	City of Harrisonville
<p>Review the adopted nuisance code to ensure it covers topics that are relevant to neighborhood needs, and promote public awareness about the standards through newsletters, social media, and engagement with neighborhood groups.</p>	0-4 years	\$	Public Program	City of Harrisonville
<p>Establish a street tree planting standards and preservation strategy and on existing and future gateway streets to promote beautification.</p>	0-4 years	\$	Public Program	City of Harrisonville
<p>Achieve Gold Certification from MARC's Community for All Ages Recognition Program</p>	5-10 years	N/A	Public Program	City of Harrisonville
<p>Review current practices and establish a comprehensive program to maintain, replace, and enhance neighborhood infrastructure, including streets, sidewalks, and park spaces.</p>	5-10 years	\$	Public Program	City of Harrisonville

## A PLACE TO ESTABLISH ROOTS (Continued)

	PRIORITY	COST	TYPE	LEADERSHIP
<p><b>Regulations</b></p> <p>Complete an audit of the Development Regulations to ensure alignment with planning policies and housing types, especially more efficient housing patterns such as small-lot single-family, cottage court arrangements, accessory dwelling units, and townhouses.</p>	0-4 years	\$	Regulatory Update	City of Harrisonville
<p>Revise the zoning standards to allow for expanded types of housing in appropriate locations, such as accessory dwellings, cottage court housing arrangements, duplexes, townhouses, and small apartment buildings.</p>	0-4 years	\$	Regulatory Update	City of Harrisonville
<p>Conduct an internal assessment of current building code use to identify whether it presents any issues for homeowners and remodelers. If so, consider options for adopting a building code for rehabilitation or making strategic revisions to the current code.</p>	0-4 years	\$	Regulatory Update	City of Harrisonville, Fire Chief, Building Official, Local Remodelers
<p>Review and consider adopting relevant portions of MARC’s 2020 Model Ordinance for Tree Protection, Weed Management, and Native Plant Encouragement as a general stormwater management strategy.</p>	0-4 years	\$	Regulatory Update	City of Harrisonville

## GROWING WITH PURPOSE

	PRIORITY	COST	TYPE	LEADERSHIP
<p><b>Planning &amp; Economic Development</b></p> <p>Create a Transportation Master Plan to determine and right size the appropriate future roadway network to facilitate Comprehensive Plan Vision.</p>	0-4 years	\$\$	Strategic Planning Initiative	Missouri Department of Transportation; City of Harrisonville
<p>Create a policy to conduct roadway alignment studies for all new roadway expansion. Studies should contain cost-benefit analysis of the required infrastructure costs that take into account strategies outlined in this plan.</p>	0-4 years	\$	Strategic Planning Initiative	City of Harrisonville
<p>Draft and adopt 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 Pedestrian Master Plan, implement planning process along all new roadways and major reconstructions, especially along commercial arterials such as Commercial Street.</p>	0-4 years	\$	Strategic Planning Initiative	City of Harrisonville, Mid-America Regional Council
<p>Establish a policy to discourage residential rezoning requests for properties that are not currently served by adequate infrastructure, and not located within a reasonable distance of public facilities.</p>	0-4 years	N/A	Public Policy	City of Harrisonville
<p>Create set aside funds and study proposed revitalize and expand corridors. Ensure projects are scoped in compliance with the RTP 2050 goals (i.e. complete streets, climate action plan) to maximize funding opportunities. Significant amount of federal funds to be administered by MoDOT and MARC, along with gas tax increase – cities will need to provide at least a 50% match in most cases.</p>	0-4 years	\$\$	Funding Tool	City of Harrisonville, Missouri Department of Transportation

## GROWING WITH PURPOSE (Continued)

### PRIORITY

### COST

### TYPE

### LEADERSHIP

#### Planning & Economic Development

Evaluate the current roadway maintenance costs and outline a Transportation Asset Management Plan to align investments and pavement maintenance. Utilize a pavement condition index (PCI) scale to create a GIS database of the roadway surface quality to help prioritize maintenance schedule of roadways and bridges to extend the lifetime of a roadway and economize the cost of road maintenance.

5-10 years

\$

Strategic Planning Initiative

City of Harrisonville

#### Transportation, Utilities & Infrastructure

Consider realigning the intersection of Commercial Street and Locust Street to expand Commercial Street to the north as a residential collector street.

0-4 years

\$\$

Strategic Planning Initiative

City of Harrisonville

Investigate the creation of a Transportation Development District for Funding a portion of future improvements to Commercial Street.

0-4 years

\$

Funding Tool

Commercial Street Business Owners, Property Owners, Tenants; City of Harrisonville

Construct proposed trail connection along Town Creek to provide a connection between businesses along Commercial Street and City Park.

0-4 years

\$\$

Transportation Improvement

City of Harrisonville

Study and plan for improvements along Commercial Street from US-291 south to the I-49 & Commercial Street interchange.

0-4 years

\$\$

Transportation Improvement

City of Harrisonville; Commercial Street Stakeholders

Study and plan for roadway improvements (including bicycle and pedestrian improvements) along Locust Street/ Independence Street from Commercial Street south to the Commercial Street & Independence Street intersection.

0-4 years

\$\$

Transportation Improvement

City of Harrisonville

Work with MoDOT following their study of interchange at I-49 & MO-2/ Mechanic St to identify improvements along MO-2/ Mechanic St from the I-49 interchange ramps to Commercial St.

0-4 years

\$\$

Transportation Improvement

Missouri Department of Transportation, City of Harrisonville

Review 2021 MODOT study of the bottleneck at Mechanic St, Westchester, I-49 Ramps, and establish a strategy for localizing commercial access and congestion.

0-4 years

\$

Transportation Improvement

Missouri Department of Transportation, City of Harrisonville

Complete ADA Transition plan improvements along MO-2 and MO-7. Improve sidewalks and crossings, coordinate early with MoDOT to request safety improvements be considered under a cost share program including conversion to a 3-lane section along MO-2.

5-10 years

\$\$

Transportation Improvement

Missouri Department of Transportation, City of Harrisonville

In conjunction with expanding Commercial Street north of Locust Street (Between US-291 & Jefferson Parkway), redesign the intersection to a 4-way intersection.

5-10 years

\$\$

Transportation Improvement

City of Harrisonville

Study and plan for improvements along Mechanic Street, using a "Complete Streets" approach. Consider strategies to calm traffic through the downtown environment such as, street trees, gateway treatments such as curb extensions and median refuge areas to help reduce the pedestrian crossing distance – especially at Independence Street.

5-10 years

\$\$

Transportation Improvement

City of Harrisonville

**GROWING WITH PURPOSE (Continued)**

**PRIORITY**

**COST**

**TYPE**

**LEADERSHIP**

**Transportation, Utilities & Infrastructure**

As northward residential growth occurs, establish an alternative east-west arterial between MO-291 and MO-7, generally aligned with 237th and 235th Street.	5-10 years	\$\$\$	Transportation Improvement	City of Harrisonville
As northward residential growth occurs, consider establishing improved north-south minor and major collector connections, including Jefferson Pkwy, Lexington St, and Sandy Links/Sunny Swim extension/realignment.	5-10 years	\$\$	Transportation Improvement	City of Harrisonville
Conduct an Access Justification Report (AJR) at the future I-49 & Outer Rd / Rockhaven Rd / Peculiar Dr interchange ramps towards a future east-west arterial.	5-10 years	\$\$	Transportation Improvement	Missouri Department of Transportation, City of Harrisonville
In conjunction with planning a new east-west arterial to support residential growth between MO-2/ South St and 267th, determine a re-alignment of roadway at Commercial St & I-49 to connect with the new east-west roadway. Consider a 3 or 4-leg roundabout near the current intersection of Outer Rd and Commercial St.	10-15 years	\$\$\$	Transportation Improvement	Missouri Department of Transportation, City of Harrisonville
Complete a comprehensive redesign of Commercial Street	10-15 years	\$\$\$	Transportation Improvement	City of Harrisonville

**Regulations**

Ensure subdivision standards promote a connected local street network to minimize pressure on collector or arterial roadways for short, local trips.	0-4 years	\$	Regulatory Update	City of Harrisonville
Update commercial zoning districts to enable apartments and mixed-use buildings to be integrated into commercial centers, especially along Commercial Street.	0-4 years	\$	Regulatory Update	City of Harrisonville
Revise site design standards to ensure multimodal and ADA access facilities are provided along Commercial Street, including safe internal networks, pathways, and bike parking facilities	0-4 years	\$	Regulatory Update	City of Harrisonville





HARRISONVILLE | MO

# A PLACE TO CALL **HOME**

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## APPENDIX A: ADDITIONAL RESOURCES

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### CITY OF HARRISONVILLE

[2021 Community Profile](#)

[2021 Citizen Survey](#)

[2021 Historic Preservation Plan](#)

[Harrisonville Guidebook for Landmarks & Preservation Districts](#)

### MID-AMERICA REGIONAL COUNCIL

[Community for All Ages Recognition Program](#)

[2050 Regional Climate Action Plan](#)

[Complete Streets Initiative & Resources](#)

[Regional Health Care Access Initiative & Resources](#)

[First Suburbs Coalition](#)

[Green Infrastructure Framework](#)

[Model Ordinance for Tree Protection, Weed Management, and Native Plant Encouragement](#)

### ECONOMIC DEVELOPMENT TOOLS & RESOURCES

[Kansas City Area Development Council](#)

[Missouri Department of Economic Development](#)

[Missouri Department of Transportation](#)

[Missouri Main Street Connection](#)

### BEST PRACTICES & DESIGN GUIDELINES

[National Association of City Transportation Officials Urban Street Design Guide](#)

[Urban Land Institute: Ten Principles for Developing Successful Town Centers](#)

[The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating & Reconstructing Historic Buildings](#)

[An Introduction to Urban Design](#)

[Bringing Back Main Street: A Guide to Downtown Revitalization for Local Governments](#)

## APPENDIX B: RESIDENTIAL BUILDING TYPES

Expanding housing types is an important element of this plan. Just like any community investment, diversifying is key for ensuring changing needs can be met for current and future generations. This section is intended to provide clear definitions for housing types identified in this Comprehensive Plan, and for future discussions around housing types.



**House (Large Lot).** A residential building designed for one primary dwelling unit in a suburban neighborhood setting consisting of lots of over 10,000 square feet but not more than half an acre.



**House (Neighborhood Lot).** A residential building designed for one primary dwelling unit in a neighborhood setting consisting of lots between 6,000 and 10,000 square feet. Frontages should emphasize the entry feature of the house along the streetscape, and garage doors should be understated to the extent possible using expanded setbacks, detached or side-facing garages, and alternative access configurations.



**House (Narrow Lot / Compact Lot).** A detached residential building designed for one primary dwelling unit in a neighborhood setting with lots smaller than 6,000 square feet or less than 30 feet of lot width. To support quality neighborhood design, garages should be accessible by alley and should not be oriented along the street frontage.



**Accessory Dwelling.** A small residential space that is accessory to a principal residential use on the lot, designed to maintain the architectural design, style, and appearance of the principal building. Examples may include carriage houses, attached ADUs, or interior ADUs.



**Duplex House.** A residential building designed to accommodate two primary dwelling units in a neighborhood setting. Units that share a single common wall may be on a single lot, or it may be platted as separate lots along the common wall line subject to platting restrictions. Duplexes should have a scale, design and orientation of access and entrance features that maintain the appearance and form similar to a House.



**Rowhouse.** A multi-unit residential building designed for 3-8 dwelling units within a neighborhood and sometimes mixed-use context. Rowhouses abut one another sharing an adjoining party wall. These units are conjoined however, each unit has its own private entry. Units may be on a single lot subject to common ownership restrictions or platted on separate lots along the common wall subject to platting restrictions.



**Small Apartment (3-12 units).** A small-scale, multi-unit residential building designed on a small lot in a walkable neighborhood or mixed-use setting. The building is accessed by a common lobby entrance at building frontage, is designed with a compatible scale and frontage to surrounding residential building types, and arranged to integrate into the block structure of a neighborhood. Variants of this type are based primarily on building scale, lot size and context.



**Apartment Complex.** A grouping of small or medium apartment buildings in a common development arranged around an internal system of streets/internal access, walkways and common open space.



**Mixed-Use.** A building designed primarily for street level retail or service or employment uses, where dwelling units or offices are accommodated on upper stories, or otherwise separated from the principal commercial function of the building.