



**PECULIAR, MISSOURI**  
COMPREHENSIVE PLAN UPDATE - 2015

COMMUNITY PROFILE UPDATE  
20 January 2015

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Prepared By:

gouldevans

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## INTRODUCTION

To assist in identifying the current issues and opportunities in Peculiar, the “Profile Peculiar” Chapter of the current comprehensive plan created in 2008 is being updated. The updates to the profile follow the same methodology and format and expand on the information and analysis previously completed. The 2010 Decennial Census, new since the completion of the current comprehensive plan, provides much of the demographic, housing and economic information included in this update.

## DEMOGRAPHIC PROFILE

### Population

The population of Peculiar increased by 193% from 1980 to 2010, from a population of 1,571 to 4,608 (Figure 1). The growth rate of Peculiar during this time was only outpaced by Belton, of the surrounding regional communities, which grew by over 16,000 people, or a rate of over 500%. Much of the growth in Peculiar occurred between 2000 and 2006 when more than 1,600 people were added to the community, a growth rate of 63.1%. Since 2006, as the economy of the country has struggled, the growth rate slowed to 8.5 %, through 2010. The growth trend of the community did not continue between 2010 and 2012 a time in which the population of Peculiar declined by 15 people to 4,593 people.

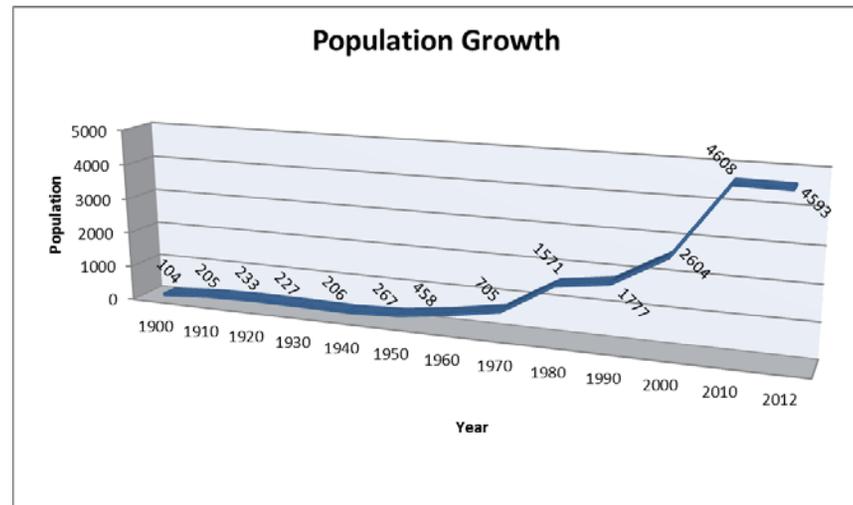


Figure #1: Population Trend, 1900 to 2012

## Age

The median age of Peculiar increased by more than two years of age from 30.6 years old in 1990 to 32.8 years old in 2010. Figure 2 shows that Peculiar remains the youngest of the surrounding communities according to median age. While all age groups have grown in size as the population has increased, those age groups between 45 and 65 have increased the most over the last decade, driving the median age of the community up, except the age group between 30 to 34, which grew more than any other, 128.5% or 221 people, as shown in Figure 3. The dependency ratio for the city was at .64 in 2010 a decrease from 2000 (.70), which means there is still a surplus of independent people to provide for the dependent needs of the community.

	1990	2000	2010	Change 1990 to 2010
<b>Median Age</b>				
<i>Peculiar</i>	30.6	31.2	32.8	2.2
Raymore	35.3	35.6	36.5	1.2
Pleasant Hill	31.9	32.6	33.7	1.8
Belton	29.1	32.6	33.6	4.5
Garden City	31.3	31.9	33.1	1.8
Harrisonville	32.6	35	35.5	2.9
Kansas City, MO	32.8	34	34.6	1.8
Cass County	32.3	35.8	37.9	5.6
Missouri	33.5	36.1	38	4.5

Figure #2: Median Age, 1990 to 2010

Cohort Analysis	1990		2000		2010		Change 1990 to 2010		Change 2000 to 2010	
		%		%		%		%		%
0-4	140	7.9%	224	8.6%	373	8.1%	233	166.4%	149	66.5%
05-09	146	8.2%	227	8.7%	368	8.0%	222	152.1%	141	62.1%
10-14	160	9.0%	256	9.8%	390	8.5%	230	143.8%	134	52.3%
15-19	151	8.5%	185	7.1%	311	6.7%	160	106.0%	126	68.1%
20-24	121	6.8%	170	6.5%	276	6.0%	155	128.1%	106	62.4%
25-29	161	9.1%	199	7.6%	350	7.6%	189	117.4%	151	75.9%
30-34	148	8.3%	172	6.6%	393	8.5%	245	165.5%	221	128.5%
35--44	282	15.9%	442	17.0%	634	13.8%	352	124.8%	192	43.4%
45-54	184	10.4%	295	11.3%	646	14.0%	462	251.1%	351	119.0%
55-64	114	6.4%	191	7.3%	405	8.8%	291	255.3%	214	112.0%
65-74	112	6.3%	130	5.0%	280	6.1%	168	150.0%	150	115.4%
75 & Over	58	3.3%	113	4.3%	182	3.9%	124	213.8%	69	61.1%
<b>TOTAL</b>	<b>1777</b>	<b>100.0%</b>	<b>2604</b>	<b>100.0%</b>	<b>4608</b>	<b>100.0%</b>	<b>2831</b>	<b>159.3%</b>	<b>2004</b>	<b>77.0%</b>

Figure #3: Age Cohort Change, 1990 to 2010

### Migration

The migration section of the community profile was not updated because information specific to the City of Peculiar regarding migration could not be found. Specifically, the number of births and deaths occurring in Peculiar between 2006 and 2010, have not been recorded to estimate the natural change in the community.

### Race

Consistent with the total population increase, each race category, identified by the United States Census Bureau, increased significantly between 2000 and 2010. As shown in Figure 4, the race experiencing the greatest growth was black, increasing over 1200 percent (1242.9%) to 87 people in 2010. While this is a significant increase it only represents two percent of the total population. The population growth is diversifying the community, however, Peculiar is still more than 93 percent white, down from over 97 percent in 2000.

Race	1990		2000		2010		2000 to 2010	
	#	%	#	%	#	%	#	%
	Trend							
White	1754	96.6%	2531	97.2%	4374	93.7%	1843	72.8%
Black	15	0.8%	7	0.3%	94	2.0%	87	1242.9%
American Indian & Alaskan native	15	0.8%	11	0.4%	20	0.4%	9	81.8%
Asian & Pacific Islander	5	0.3%	11	0.4%	18	0.4%	7	63.6%
Hispanic	24	1.3%	38	1.5%	125	2.7%	87	228.9%
Other, not Hispanic	3	0.2%	5	0.2%	35	0.8%	30	600.0%
	1816		2603		4666		2063	

Figure #4: Race Statistics 1990 to 2010

## HOUSING PROFILE

### Age of Housing Stock

The housing stock within Peculiar is relatively young, as delineated in Figure 5, with more than fifty percent (52.1%) of the homes being built since 1990. The largest portions (36.6%) of the homes in Peculiar were built between 2000 and 2009, a fact supported by the parallel population increase. Only 15.4% of the housing stock is more than 50 years old.

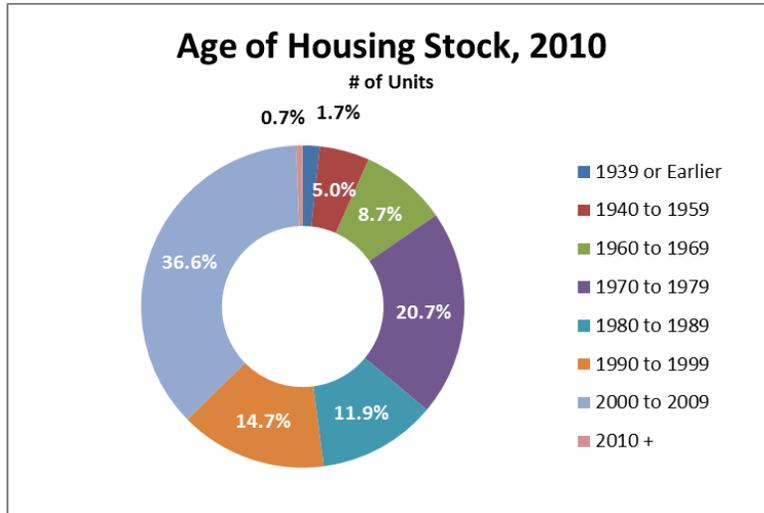


Figure #5: Age of Housing Stock, 2010

### Housing

To support the population increase the number of housing units has increased 84.7% since 2000, to 1,816 units in 2010. Figure 6 shows that of the occupied units (1,704 units) 74% are owner-occupied and 24% renter-occupied. The percentage of single family homes in Peculiar has remained fairly consistent over the past two

decades, from 73% in 1990 to 75% in 2010, and the percentage of multifamily units has declined over the same period from 24% to 19% of the housing stock.

In 2010, 112 housing units were classified as vacant, an increase of more than 273% from 2000, representing approximately six percent of the housing stock. Some of this dramatic increase can be attributed to the vacancy rate of rental units within the community growing to 9.1%, from 3.9% in 2000.

	1990	2000	2010	% change 2000 to 2010
Population	1777	2604	4608	77.0%
Person in Households	1777	2604	4608	77.0%
Persons Per Households - Owner	3	2.91	2.77	-4.8%
Persons Per Households - Renter	2.3	2.22	2.52	13.5%
Persons per Household	2.8	2.73	2.7	-1.1%
<b>Total Housing Units</b>	<b>673</b>	<b>983</b>	<b>1816</b>	<b>84.7%</b>
Occupied Housing Units	642	953	1704	78.8%
Owner-occupied units	443	705	1269	80.0%
Renter-occupied Units	199	248	435	75.4%
Vacant Housing Units	31	30	112	273.3%
Homeowner - Vacancy Rate	1.8	1.8	3.1	72.2%
Renter - Vacancy Rate	6.6	3.9	9.1	133.3%
Single Family Units	493	750	1360	81.3%
Duplex / Multi-family Units	164	214	341	59.3%
Mobile Homes, Trailers, Other	16	17	18	5.9%
Median Contract Rent	\$ 272	\$ 486	\$ 787	61.9%
Median Value Owner-Occupied	\$64,800	\$ 96,900	\$ 151,600	56.4%

Figure #6: Household and Housing Trends, 1990 to 2010

As the community has experienced growth of the housing stock the value of that stock increased, growing from a median home value of \$96,900 in 2000 to \$151,600 in 2010, an increase in value of 56%. Similarly the median rents grew from a \$486 in 2000 to \$787 in 2010, a growth rate of 62% for rental units. Figure 7 demonstrates that this is one of the highest median home values in the southeast quadrant of the Kansas City region, second only to Raymore at \$174,800.

An interesting note about renters in the community and age, shown in Figure 8, is that between 2000 and 2010 the number of renters between the ages of 45 and 54 increased by 148%, from 29 renters to 72. Similarly, the number of renters between the ages of 55 and 64 increased 563%, from 8 renters to 53.

	Peculiar	Raymore	Pleasant Hill	Harrisonville	Garden City	Belton
Population	4608	19206	8113	10019	1642	23116
Person in Households	4608	18974	8025	9580	1642	23004
Persons Per Households - Owner	2.77	2.78	2.83	2.56	2.64	2.69
Persons Per Households - Renter	2.52	2.4	2.42	2.37	2.29	2.63
Persons per Household	2.7	2.71	2.71	2.49	2.53	2.67
<b>Total Housing Units</b>	<b>1816</b>	<b>7421</b>	<b>3167</b>	<b>4144</b>	<b>721</b>	<b>9440</b>
Occupied Housing Units	1704	7001	2959	3854	650	8623
Owner-occupied units	1269	5677	2093	2330	433	5871
Renter-occupied Units	435	1324	866	1524	217	2752
Vacant Housing Units	112	420	210	290	71	817
Homeowner - Vacancy Rate	3.1	2.9	2.8	2.7	3.3	2.6
Renter - Vacancy Rate	9.1	9.5	6.4	6.7	8	10.4
Single Family Units	1360	6436	2631	3233	565	7015
Duplex / Multi-family Units	341	746	420	1036	119	1338
Mobile Homes, Trailers, Other	18	0	65	188	67	996
Median Contract Rent	\$ 787	\$ 1,082	\$ 836	\$ 815	\$ 619	\$ 1,006
Median Value Owner-Occupied	\$ 151,600	\$ 174,800	\$ 143,600	\$ 118,000	\$ 109,000	\$ 119,900

Figure #7: Household and Household Trends – Community Comparison, 2010

Tenure by Age of Householder	Own	% Own	Rent	% Rent	Own	% Own	Rent	% Rent	Own	Rent
15 to 24 years	14	2.0%	37	14.7%	46	3.6%	31	7.1%	228.6%	-16.2%
25 to 34 years	117	16.7%	60	23.9%	256	20.2%	114	26.2%	118.8%	90.0%
35 to 44 years	209	29.9%	50	19.9%	254	20.0%	91	20.9%	21.5%	82.0%
45 to 54 years	156	22.3%	29	11.6%	298	23.5%	72	16.6%	91.0%	148.3%
55 to 64 years	91	13.0%	8	3.2%	183	14.4%	53	12.2%	101.1%	562.5%
65 to 74 years	71	10.2%	22	8.8%	140	11.0%	35	8.0%	97.2%	59.1%
75 years and over	41	5.9%	45	17.9%	92	7.2%	39	9.0%	124.4%	-13.3%
<b>Total</b>	<b>699</b>	<b>100.0%</b>	<b>251</b>	<b>100.0%</b>	<b>1269</b>	<b>100.0%</b>	<b>435</b>	<b>100.0%</b>	<b>81.5%</b>	<b>73.3%</b>

Figure #8: Tenure by Age of Householder, 2000 to 2010

## ECONOMIC AND EMPLOYMENT PROFILE

### Income

The median income of the population of Peculiar rose by almost \$18,000 between 2000 and 2010, to an income of \$62,654, as shown in Figure 9. Much of this rise can be attributed to the rise in population and the increase in the percentage of people making more than \$50,000. The greatest change was those making between \$100,000 and \$149,999, which rose more than 400% from 55 people in 2000 to 282 people in 2010, representing 17% of the total city population. The median income in Peculiar rose 40%, more than the surrounding communities, between 2000 and 2012, with most rising between 11 % and 15%, except Belton whose median income rose 32%, to \$73,864. The change in median income in Peculiar significantly outpaced the State of Missouri.

	Peculiar	Belton	Garden City	Harrisonville	Pleasant Hill	Raymore
Less than \$10,000	30	409	38	229	182	200
\$10,000 to \$14,999	72	308	39	330	222	81
\$15,000 to \$24,999	178	853	100	445	205	403
\$25,000 to \$34,999	109	820	101	555	225	500
\$35,000 to 49,999	206	1,804	108	622	416	658
\$50,000 to \$74,999	417	2,232	126	862	773	1622
\$75,000 to \$99,999	294	1,029	70	308	475	1372
\$100,000 to \$149,999	282	948	64	443	257	1474
\$150,000 to \$199,999	32	134	4	85	187	484
\$200,000 or more	31	74	0	51	11	84
<b>Total</b>	<b>1,651</b>	<b>8,611</b>	<b>650</b>	<b>3,930</b>	<b>2,953</b>	<b>6,878</b>
<b>Median Income</b>	<b>\$62,654</b>	<b>\$50,888</b>	<b>\$41,875</b>	<b>\$45,567</b>	<b>\$54,390</b>	<b>\$73,864</b>
<b>Households</b>	<b>1,704</b>	<b>8,623</b>	<b>650</b>	<b>3,854</b>	<b>2,959</b>	<b>7,001</b>

Figure #9: Tenure by Age of Householder, 2000 to 2010

### Employment

The composition of the Peculiar workforce remained consistent from 2000 to 2010 with a few exceptions. Those employed in the educational, health and social services fields rose from approximately 15% to almost one-quarter of the workforce at 22.2%. Those employed in the professional, scientific and management fields rose 5%, representing 12.3%. The only significant loss in a particular field was in manufacturing, which fell to just under 7% (6.9%) of the workforce from over 14% in 2000.

### Commuters

Figure 10 shows that the average commute time of those in Peculiar declined by .5 minutes in 2010 to 29.6 minutes per day. The ½ of a minute of time saved is equal to 2.5 minutes a week, 10 minutes a month and 120 minutes, or two hours a year of saved driving time.

Travel Time	2000	% of Total	2010	% of Total	% Change
Less than 10 minutes	121	9.4%	233	10.2%	92.3%
10 to 19 minutes	250	19.5%	413	18.1%	65.1%
20 to 29 minutes	213	16.6%	367	16.1%	72.4%
30 to 44 minutes	393	30.7%	814	35.7%	107.2%
45 to 59 minutes	183	14.3%	328	14.4%	79.5%
60 minutes or more	91	7.1%	128	5.6%	40.4%
Worked at home	30	2.3%	317	13.9%	956.9%
<b>Total</b>	<b>1,281</b>	<b>100.0%</b>	<b>2,281</b>		<b>78.1%</b>
Mean Travel Time (min.)	30.1		29.6		

Figure #10: Commute Times, 2000 - 2010

## COMMUNITY FACILITY PROFILE

### Public Utilities

Public utilities are the backbone of what makes communities operate efficiently. Provision of electricity, gas, water and wastewater services is a necessity of typical 21st Century cities.

Additionally, many communities in the Kansas City region are working with private providers of fiber infrastructure to boost internet speeds for all residences and businesses. Currently electrical service is provided throughout the community by two power companies, Kansas City Power and Light (KCP&L) and Osage Valley Electric Cooperative. However, all future development is planned to have electrical service provided by KCP&L exclusively. Missouri Gas Energy is the natural gas provider for the area. Water and wastewater (sewer) services are provided by the City either through City-owned facilities or in agreements with neighboring jurisdictions or rural water providers. Water and wastewater services and current conditions are further described below.

### Water

In July 2014 the City completed a study of water supply, pumping, storage and distribution. The results of the study indicated that the City needed to make some necessary changes so the 211<sup>th</sup> Street corridor will be development-ready. Currently the northwest area of the 211<sup>th</sup> Street corridor is provided water service through the Public Water Supply District Number 2 of Cass County, Missouri (Cass 2). This water supply is paid to Cass 2 although the water is ultimately purchased from the City of Kansas City, Missouri. The City has planned to construct a new water main from Raymore to Peculiar which will allow the City to purchase water directly from Kansas City at a lower cost to the City. This new water

main will provide water service to much of the northeast region of the 211<sup>th</sup> Street corridor. Figure 11 illustrates the current water supply system that is owned and maintained by the City of Peculiar and the Cass County Water District service boundaries.

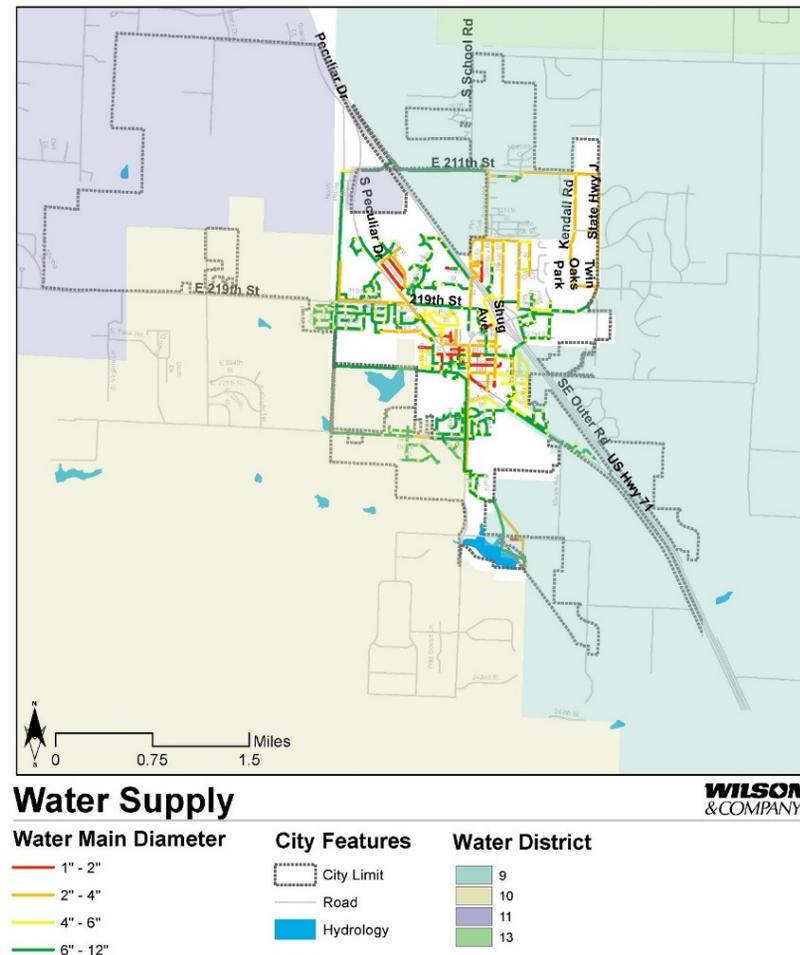


Figure #11: Water Supply System

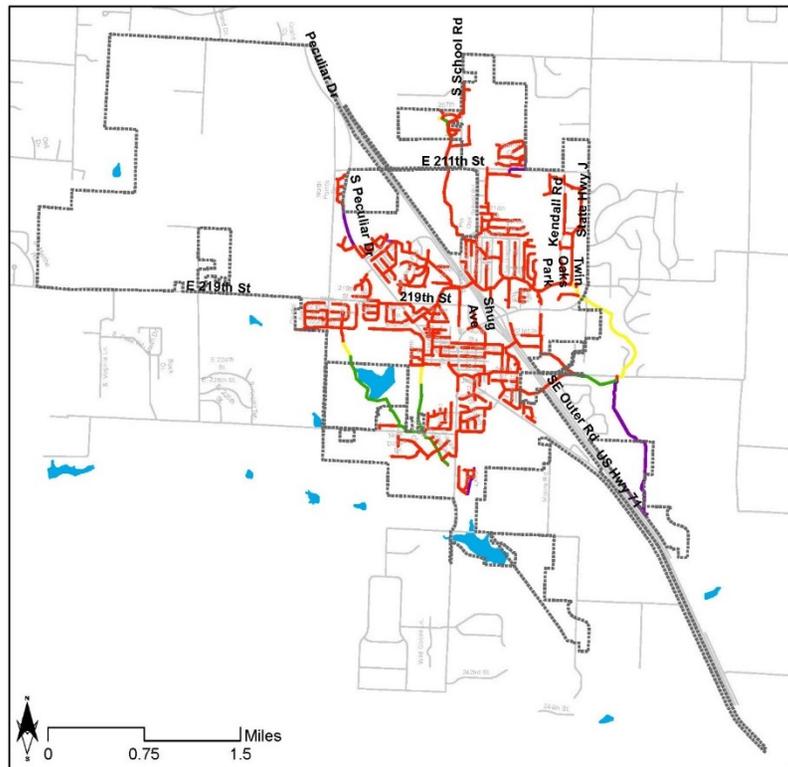
### Wastewater

The existing water treatment facility in Peculiar is not equipped to handle the level of projected growth. The City is currently conducting a sewer needs study that is examining the ability to connect to the City of Belton's wastewater system. The contract with Belton would provide use of

their wastewater treatment facility for development west of the 211<sup>th</sup> / I-49 interchange. Figure 12 illustrates the existing sewer system that is owned and maintained by the City of Peculiar.

### Public Utilities Observations

The City is working to ensure that water service and sewer service is provided for the 211<sup>th</sup> Street corridor so the area will be development-ready. Contracting directly with the City of Kansas City for water will lower the net costs to the City to provide future water service in the community and proposed growth and development areas. Contracting with Belton for wastewater treatment will allow development to occur in a timely manner and at less of a cost burden to the City. Should the City continue to grow and develop beyond the 211<sup>th</sup> Street corridor, future wastewater treatment facility expansion may be needed depending upon the location of any additional proposed growth and development. The KCP&L substation located in the northwest quadrant of the 211<sup>th</sup> Street corridor has excess capacity to handle any proposed growth and development in the 211<sup>th</sup> Street corridor and beyond. Technology infrastructure is an important component of a community to assist in attracting and supporting growth, residential, business and industrial and should be a focus as Peculiar continues to grow.



## Sanitary Sewer

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Gravity Main Diameter	City Features
8" - 10"	City Limit
10" - 12"	Road
12" - 18"	Hydrology
Pressurized Main	

Figure #12: Sanitary Sewer System

## TRANSPORTATION PROFILE

Understanding the mobility patterns of those that work, live or visit a community is important to understanding where existing facilities may require maintenance, repair or reconstruction and in understanding where future facilities are needed. A robust transportation system is multi-modal and considers the function and characteristics of streets as well as pedestrian and bicycle facilities.

### Streets

The existing street network is comprised of primarily locally classified streets with a few routes that are collector or arterial designation. Several streets, including portions of 211<sup>th</sup> Street, School Road, Kendall Road, 219<sup>th</sup> Street, Outer Road, and Twin Oaks Parkway are functionally classified collector streets. Even fewer, only portions of Peculiar Drive, J Highway, C Highway, Harper Road, and 235<sup>th</sup> are functionally classified arterial streets. The only highway within the City is I-49/US-71 which connects the City to the greater Kansas City metropolitan region to the north and Missouri’s lakes region to the southeast, but also bisects the community. Currently peak hour traffic is a concern at the one existing interchange at J Highway.

A future interchange is currently in the final design stage and will be constructed at 211<sup>th</sup> Street which will relieve some peak hour congestion and improve east-west circulation within the community. The proposed transportation system includes changes to several functionally classified roads, including 211<sup>th</sup> and 219<sup>th</sup> becoming future arterial streets. Additionally, School Road south of 211<sup>th</sup> Street and South Street west of C Highway are proposed collector streets. The future functional classification network is mapped in Figure 13.

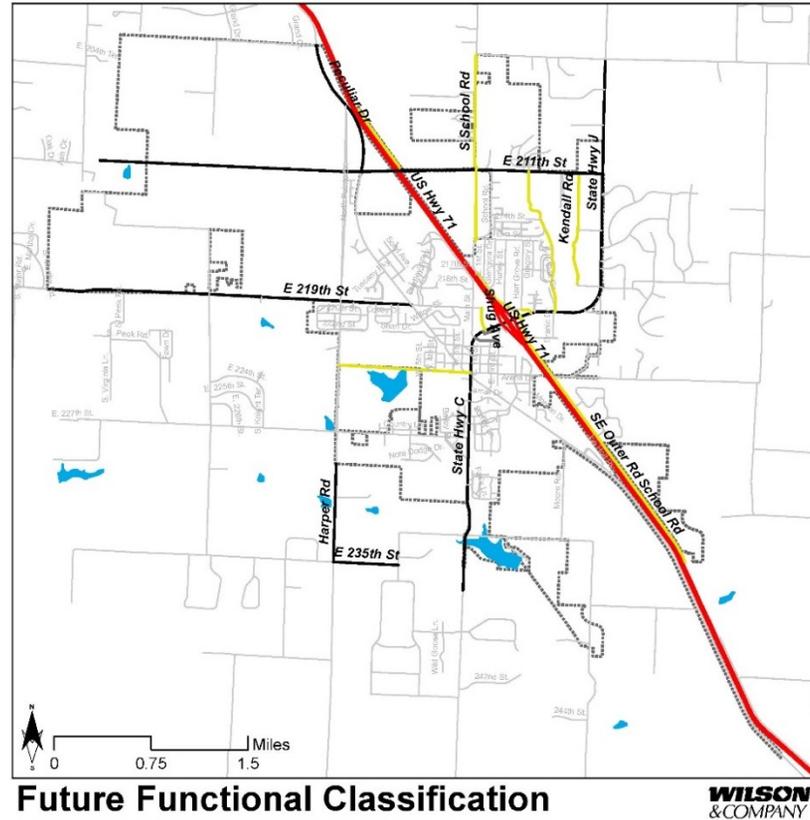


Figure #13: Street System – Functional Class

### 219<sup>th</sup> and J Highway Connection

In the Future Functional Classification map (Figure 12) 219<sup>th</sup> Street west of Peculiar Drive is proposed as an arterial street, as is J Highway. This indicates that it is anticipated 219<sup>th</sup> will operate with a significant amount of traffic. Questions arise as to how peak hour traffic will flow from 219<sup>th</sup> Street to the interchange at J Highway or the future interchange at 211<sup>th</sup> Street. Likely, this traffic will either flow to Peculiar Drive or Schug Avenue. Address this traffic flow from 219<sup>th</sup> Street to J Highway will be important to serve future growth and development. An additional observation is the diagonal alignment of the J Highway interchange and the existing development patterns which makes tying in the grid roadway network more challenging including an indirect flow of significant future traffic volumes. Figure 14 illustrates the existing road network and the area of impact.

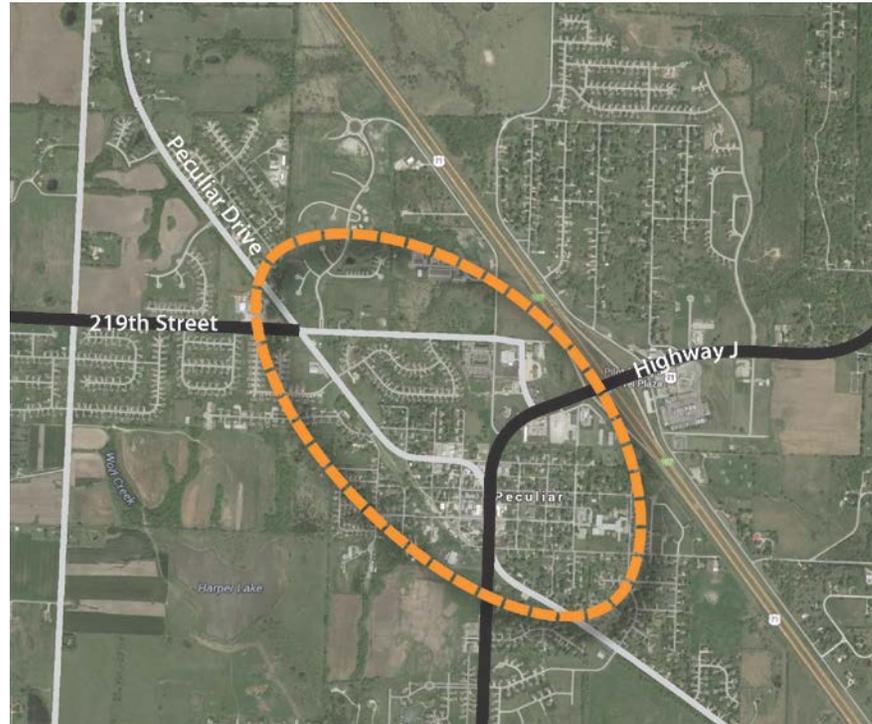


Figure #14: 219<sup>th</sup> Street Connection

*Peculiar Drive Function*

Peculiar Drive south of 211th Street is proposed as a collector street in the Future Functional Classification map (Figure 13). However, the previous Comprehensive Plan illustrates a Future Land Use pattern with significant commercial development along the corridor which will increase the traffic impact. Figure 15 illustrates the existing land use and future land use patterns. This plan provides an opportunity for the City to define the future for Peculiar Drive.

*Peculiar Drive in Downtown*

Peculiar Drive jogs through Downtown and creates several five point intersections that make sight lines and turning movements difficult. Furthermore, the curved road pattern carves up lots making redevelopment opportunities difficult. Also in the Downtown area a former rail right-of-way provides an opportunity for future use either as a road alignment or a future trail. The existing road pattern is illustrated in Figure 16. Figure 17(next page) illustrates the view at one of the five point intersections.

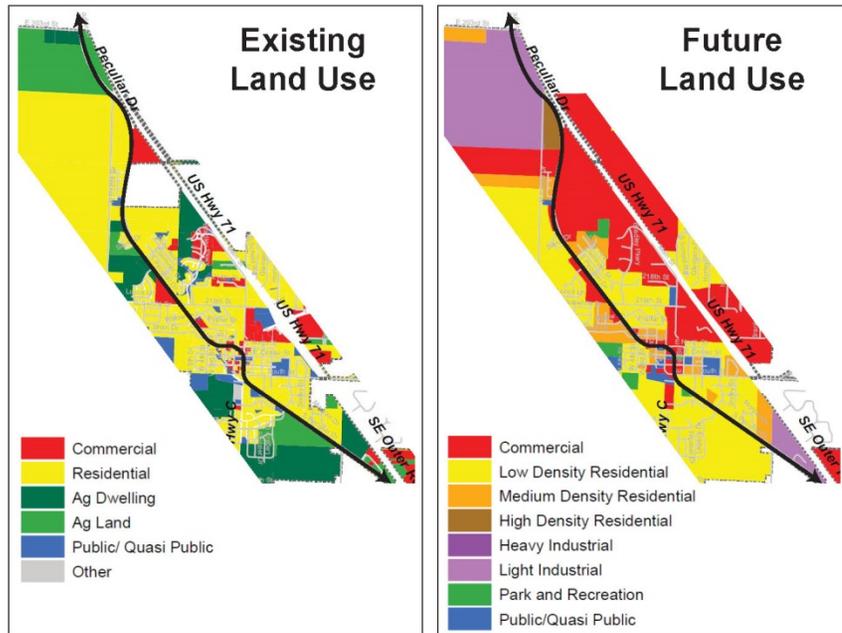


Figure #15: Peculiar Drive Land Use – Current and Future

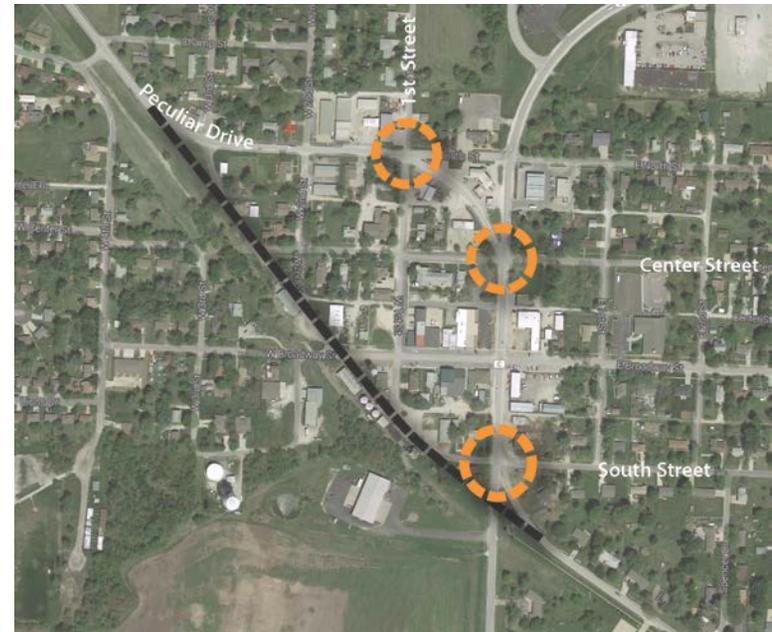


Figure #16: Peculiar Drive Intersections - Downtown

Since the previous Comprehensive Plan the City worked with MoDOT on a conceptual layout that would improve traffic flow related to C Highway, Peculiar Drive, Schug Avenue, and the existing J Highway interchange. This proposed concept is illustrated in Figure 18. When proposed, the Peculiar community expressed some concerns, specifically over the placement and function of a roundabout in that location.

Defining the future for Peculiar Drive in Downtown and the connection to the J Highway interchange will be important to provide access and connectivity to and within Downtown.



Figure #17: 5-Point Intersection Downtown

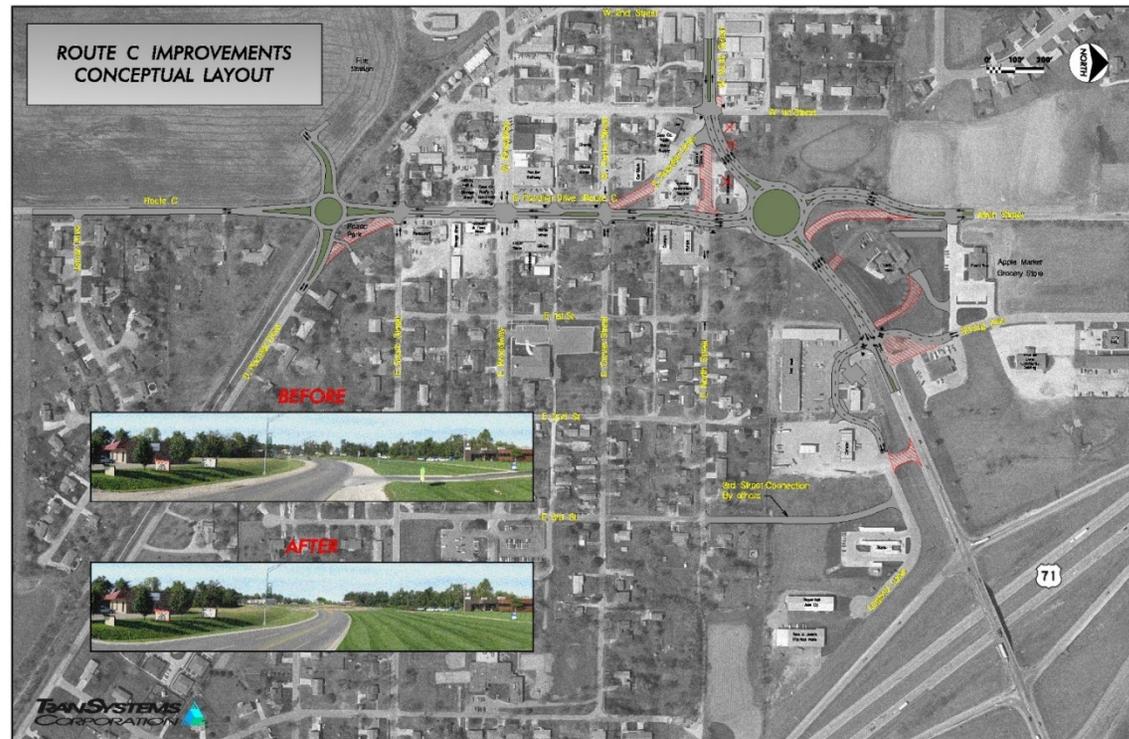


Figure #18: Route C Improvements

*Potential Right-of-way Impacts*

In the previous Comprehensive Plan typical cross-sections by street classification were not provided, rather a statement of intent with each street classification was provided. The previous plan lists right-of-way width by street classification; however, what Figures 19 and 20 illustrate is that the proposed future arterial streets have existing adjacent development that will be impacted by this right-of-way width (100' – 120' for arterials). In the process of designing a road, engineers will work to mitigate the amount of conflicts along a road which reduces overall cost of land acquisition. However, when a road is already constrained by development then what is considered “non-essential” amenities are often cut from the final design. Often the results are roadways that serve only automobile use with little to no consideration for pedestrians, bicyclists, or placemaking qualities like street trees. Documenting complete street cross-sections will provide guidance for future street improvements. Streets and their public right-of-way often account for as much as 80% of a City’s property; therefore, designing and constructing streets that embrace community character is often some of the greatest control Cities have in creating quality places.

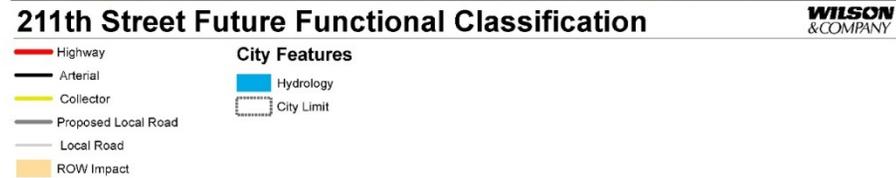


Figure #19: Potential Right-of-Way Impacts – 211<sup>th</sup> Street

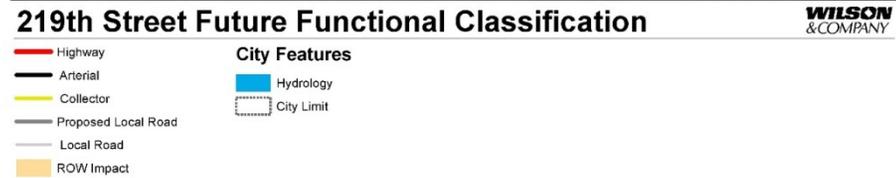
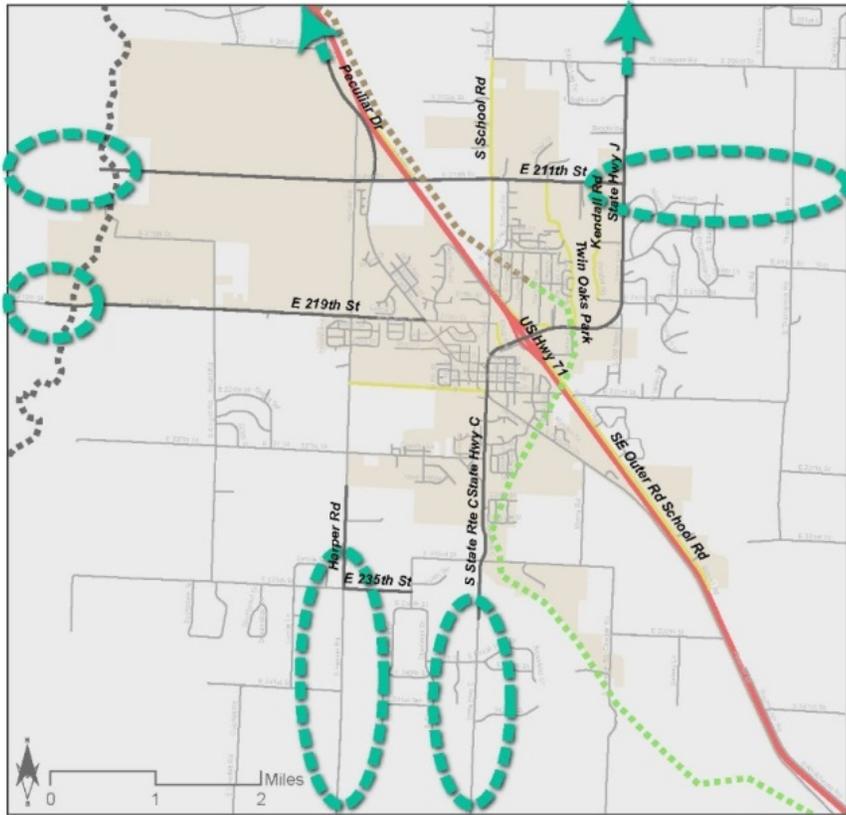


Figure #20: Potential Right-of-Way Impacts – 219<sup>th</sup> Streets

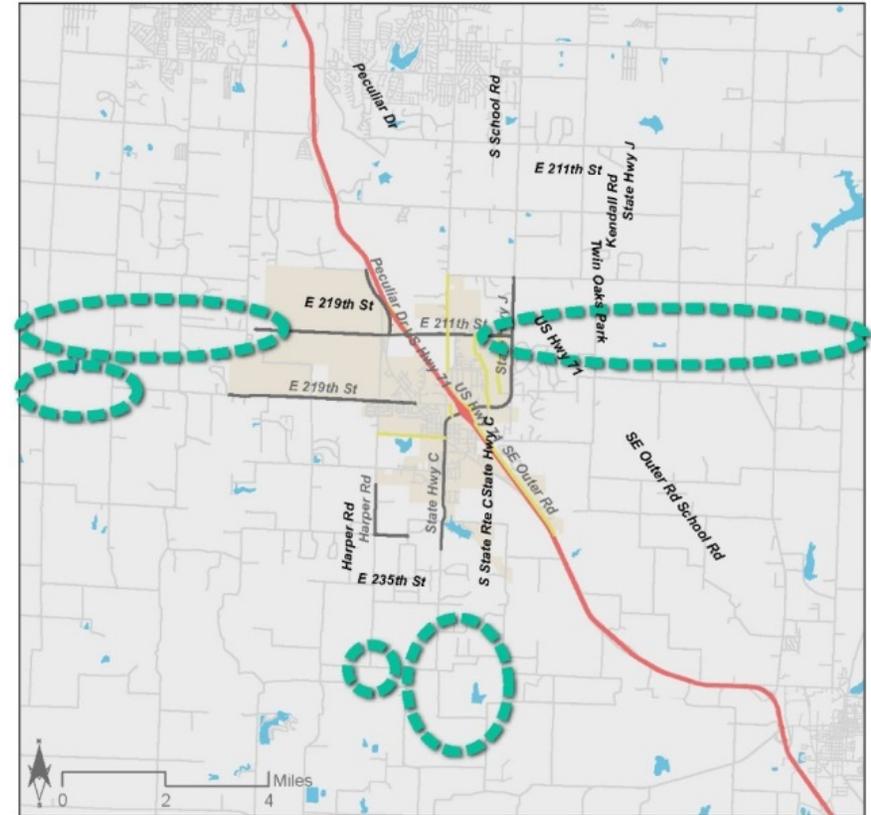
### Limited Throughput

The proposed functional classifications for streets indicate that many of the proposed arterial streets do not connect to other transportation routes. Most of the arterials are near I-49 or connect to I-49. It is important to understand how each of these routes ties into the county roadway network

and the roadway network of surrounding cities. Furthermore, it should be considered how to build a local arterial system that can support local traffic without having to use I-49. Figure 21 illustrates locations with throughput issues at a local scale. Figure 22 illustrates the locations at which the network disconnects.



**Throughput**  
 No Throughput or Limited Throughput  
 Throughput  
**WILSON & COMPANY**



**Throughput**  
 No Throughput or Limited Throughput  
 Existing and Proposed Arterial  
**WILSON & COMPANY**

Figure #21: Throughput Issues - Local

Figure #22: Throughput Issues - Regional

### 211th Street Interchange

Since the adoption of the previous Comprehensive Plan, the City and Missouri Department of Transportation (MoDOT) have planned for a future interchange at the 211th Street alignment. This proposed interchange includes a diverging diamond interchange design with sidewalks to accommodate pedestrians crossing I-49. The interchange design is illustrated in Figure 23.

Using proposals from previous plans and studies conducted by the City, a land use/transportation correlation assessment was done to examine the factors that will impact the function of 211th Street as an important corridor. Figure 24 overlays the future land use and future functional classification of roads. From this a few observations can be made. Significant amounts of commercial and

industrial development are proposed along the corridor. This will have a significant economic impact for the community; therefore, managing access near the new interchange to ensure it functions correctly will be important.

The proposed mixed use development areas should limit the amount of direct driveways that connect to 211th Street; rather these developments should have a drive or road that allows for internal circulation to occur within each development. A significant amount of commercial development is proposed in a strip pattern west of Harper Road; this strip pattern can have negative impacts on the viability of the interchange. Access management along the corridor will be important to achieve proper function of the roadway. The significant amount of industrial development proposed for the northwest quadrant can cause

transportation access and circulation issues with truck traffic turning onto 211th Street. Future improvements including four-way stops or future signalized intersections may be needed to allow safe turning movements for truck traffic.



Figure #23: 211th Street Interchange Design

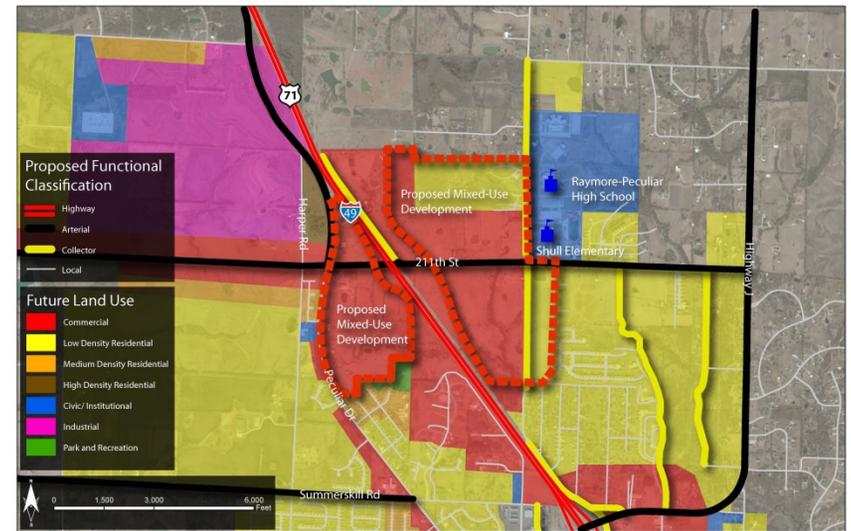


Figure #24: 211th Street Interchange Land Use Correlation

### *Pedestrians, Bicycles and Trails*

The previous Comprehensive Plan mapped future HikeBike Trails, Natural Trails, and Safe Routes to School Routes. Also included in the previous Comprehensive Plan was a map depicting priority sidewalk and trail improvements in and near downtown Peculiar. Not mapped in the previous Comprehensive Plan is a regional trail route that was proposed in MARC's MetroGreen plan. Since then the City's Parks Department has mapped future trail development; these routes are mapped in Figure 25.

Regarding pedestrians, bicycles and trails, the previous plan laid out many projects that the City has either chosen to not take on or they have since amended the routes due to provision of right-of-way and other deciding factors. The previous Comprehensive Plan includes street classifications but does not illustrate a typical cross-section of how each classification of street functions, including provisions for vehicles, bicycles, and pedestrians. Typical cross-sections can prioritize complete street standards that accommodate pedestrians, bicycles and vehicles within the street right-of-way. Figure 25 illustrates the latest plans of the City to build trail facilities; these plans will need to be documented in this Comprehensive Plan process.

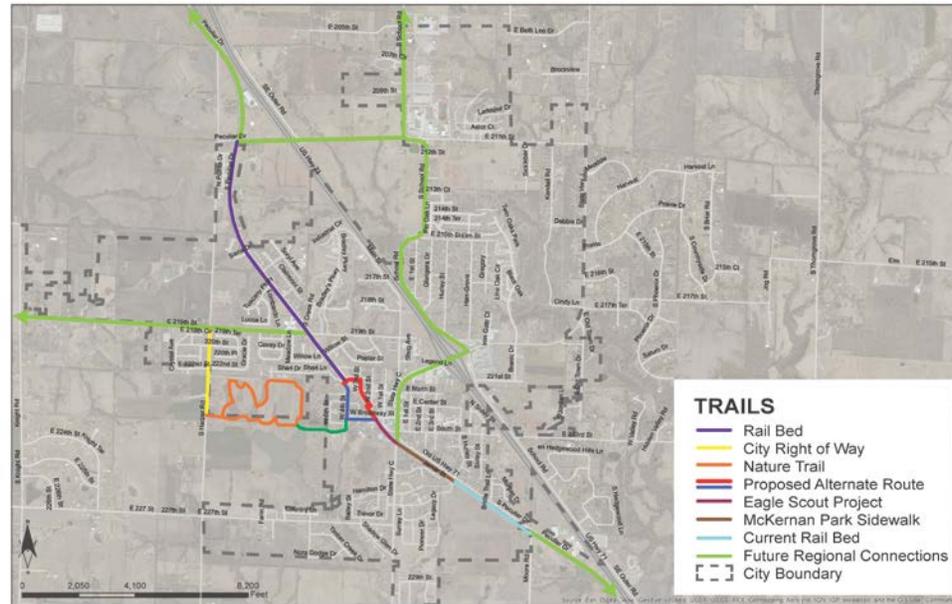


Figure #25: Trail Network

### Transportation Observations

After conducting the existing conditions analysis several observations were made regarding transportation including issues and opportunities related to the 211<sup>th</sup> Street Interchange, 219<sup>th</sup> and J Highway Connection, Peculiar Drive Function, Peculiar Drive in Downtown, Potential Right-of-way Impacts, Limited Throughput, and Pedestrians, Bicycles and Trails. Each of these observations, as previously discussed, are graphically illustrated in Figure 26.

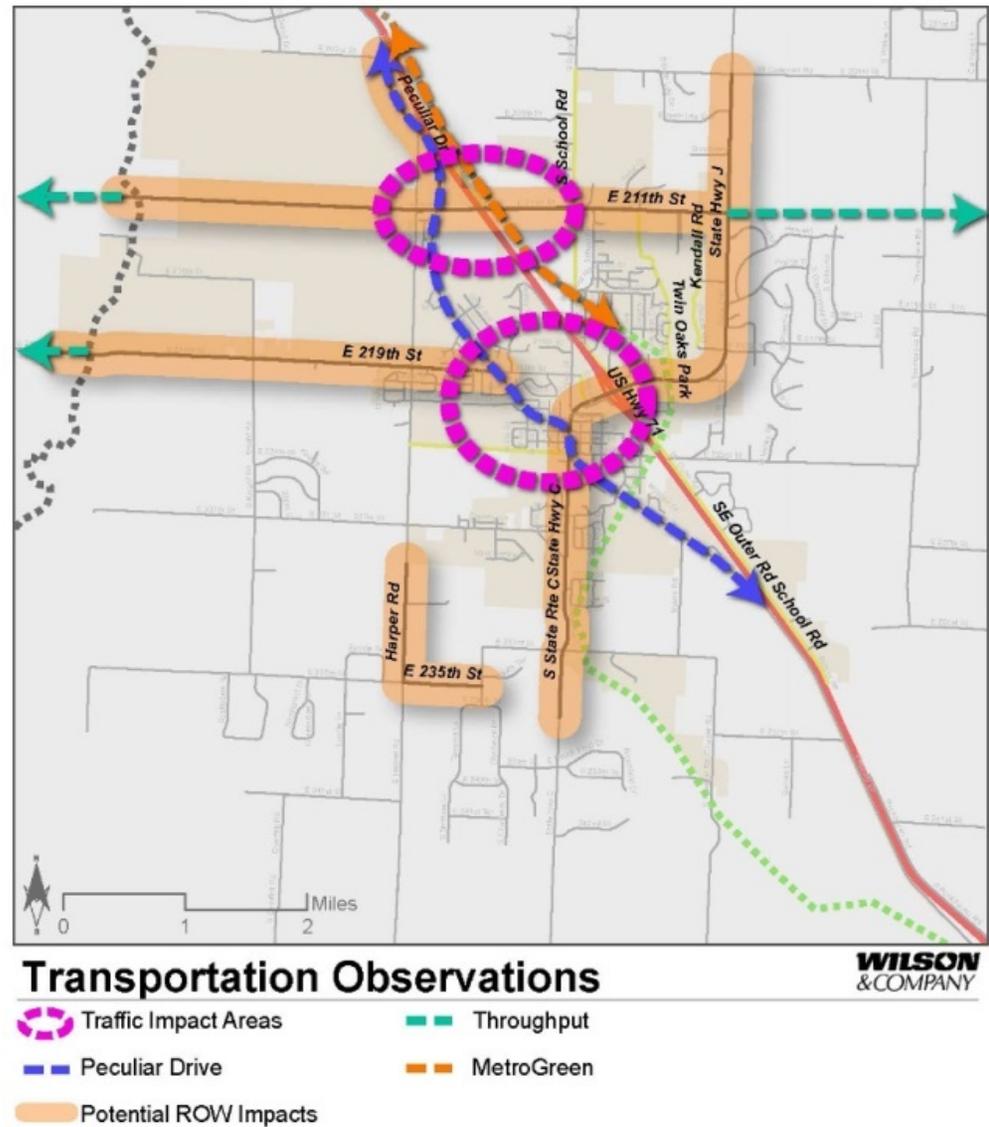


Figure #26: Transportation Observations



## COMMUNITY ENGAGEMENT

To gather community input a public meeting was held on November 10, 2014. During the public meeting updated community profile information was presented. Although participation was low some thoughtful comments were gathered during the meeting. To garner greater community input in to the Comprehensive Plan update an online community survey was conducted.

The focus of the survey was gain a better understanding of what the community values about Peculiar, today as well as well as in the future. Through various means, website, email, facebook, etc., the public was invited to participate in the survey. During the feedback period, December 18, 2014 through January 11, 2015, 258 surveys were completed. The summary of those responses are detailed below and a complete summary of the responses can be found at the end of this document.

From the survey responses collected it is clear that the small-town, quaint nature of the community and its proximity to the metropolitan area are the greatest asset of Peculiar. A vast majority of the respondents indicated that the high quality of life – small –town, safe, family oriented –offered in Peculiar is what has drawn them to the community. Similarly, when asked about the future growth of the community most responded that the community should remain small, less than 5,000 people and some less than 10,000. When asked about the importance of Peculiar’s place in the metropolitan area people focused, almost equally, on the access; to both jobs and goods and services.

The new interchange at 211<sup>th</sup> Street and I-49 was previously identified as an opportunity for the

community. When asked about the importance of this interchange the primary benefit identified was the positive economic impact to the community followed closely by the improved accessibility within the community. To ensure that the interchange has a positive effect on the community, respondents felt that that development associated with the interchange should reflect that history and culture of the community. Additionally, participants thought that a development style, different than other commercial centers in the area, should be used to attract a broader section of people to the uses.

It is evident that the Downtown Peculiar is many different things to different people and a centerpiece of the community. When asked about the future of the downtown this importance was echoed. People felt that the downtown should remain a living history, the central hub of activity and a destination for arts and culture for the community, similar to its current day functions.

Other topics identified as important to the community in the future were focused on supporting growth of the community. The primary needs identified were:

- the need for quality infrastructure - water, sewer and storm sewer – as well as roads;
- the need for single-family homes;
- the need for technology to attract and support growth, residential, business and industrial;
- need to retail services, most importantly a sit-down restaurant; and
- sidewalk and cycling improvement to connect the community, most importantly connecting neighborhoods to their surroundings.

When asked how to fund street improvements within Peculiar respondents favored a gasoline tax above other methods and very few supported the idea of a property assessment.

The community survey is intended to provide responses to those issues and opportunities that have been identified through previous community conversations. While the responses do not represent the entire community they provide a good sampling of the community’s interests with regard to the issues identified. A complete summary of the responses received can be found in the appendix of this document.

## SUMMARY

The City of Peculiar has experienced substantial population growth over the past two decades. This growth has provided many changes, with both substantial benefits and challenges to the community and its people. As the population has grown the community has experienced a diversifying of the population, a newer housing stock, a substantial increase in housing value, a more professional employment base and an increase in median income. Peculiar in 2010 is also characterized by an older population, an increase in housing vacancies, a reduction in the industrial employment base and a leveling of the population growth.

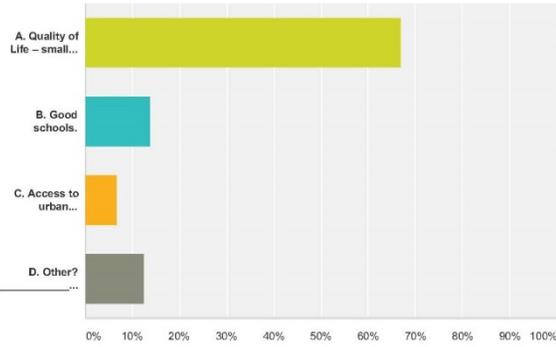
In addition to the demographic and economic change of the community cause by its growth, the physical systems of the community have also changed and been affected. As the community has physically grown, the infrastructure systems and roadways that support and serve development have been expanded, are in need of improvement and need further expansion to provide the necessary services to residents and businesses, and support future growth and development. One specific example of this is the need to expand and upgrade the infrastructure and road network to support future development of the 211<sup>th</sup> Street Interchange. Upgrades to the water, sewer, storm sewer and road network are necessary to continue to provide effective efficient public facilities and good accessibility throughout the community.

Growth and development of the community will bring change in the form of challenges and opportunities. It is imperative that the changes happening within Peculiar, demographically, economically and physically, are understood to achieve the vision of the community. The manner in which the community addresses change will define the City.

# APPENDIX A: COMMUNITY SURVEY RESULTS

**Q1 Why do you choose to live in Peculiar?**

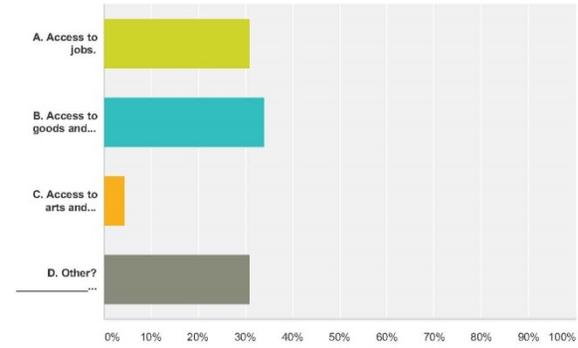
Answered: 254 Skipped: 4



Answer Choices	Responses
A. Quality of Life - small town, safe, family-oriented.	66.93% 170
B. Good schools.	13.78% 35
C. Access to urban amenities.	6.69% 17
D. Other? _____	12.60% 32
<b>Total</b>	<b>254</b>

**Q2 What is the greatest benefit of Peculiar's location within the Kansas City, Metropolitan area?**

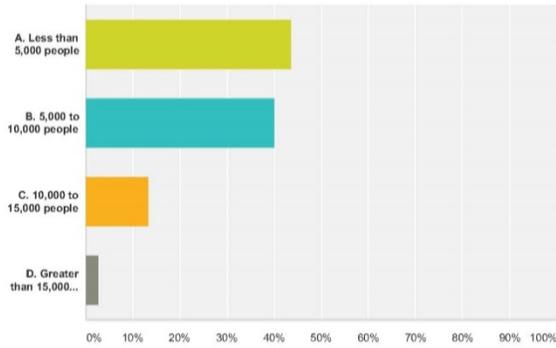
Answered: 253 Skipped: 5



Answer Choices	Responses
A. Access to jobs.	30.83% 78
B. Access to goods and services.	33.99% 86
C. Access to arts and culture.	4.35% 11
D. Other? _____	30.83% 78
<b>Total</b>	<b>253</b>

**Q3 The current (2014) population of Peculiar is estimated to be 4,669 people. What is the ideal population of Peculiar?**

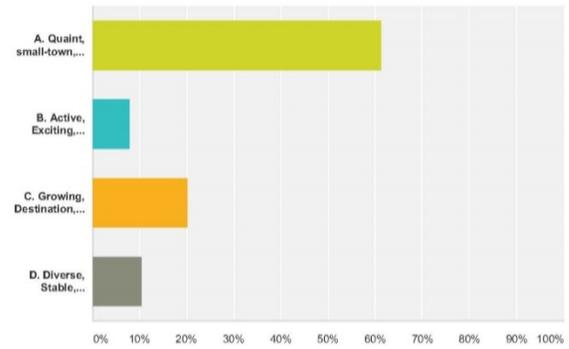
Answered: 254 Skipped: 4



Answer Choices	Responses
A. Less than 5,000 people	43.70% 111
B. 5,000 to 10,000 people	40.16% 102
C. 10,000 to 15,000 people	13.39% 34
D. Greater than 15,000 people	2.76% 7
<b>Total</b>	<b>254</b>

**Q4 What words best describe the future of Peculiar?**

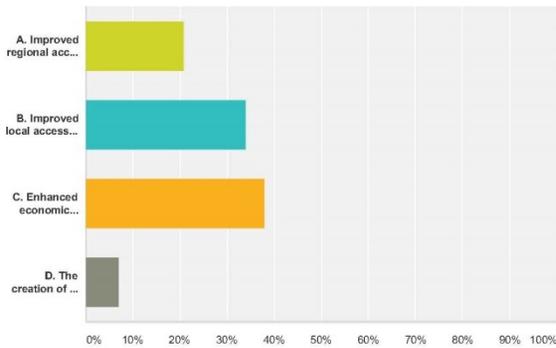
Answered: 251 Skipped: 7



Answer Choices	Responses
A. Quaint, small-town, family-oriented	61.35% 154
B. Active, Exciting, Progressive	7.97% 20
C. Growing, Destination, Self-sufficient	20.32% 51
D. Diverse, Stable, Community	10.36% 26
<b>Total</b>	<b>251</b>

**Q5 What should the primary benefit of the 211th Street Interchange be to the City of Peculiar?**

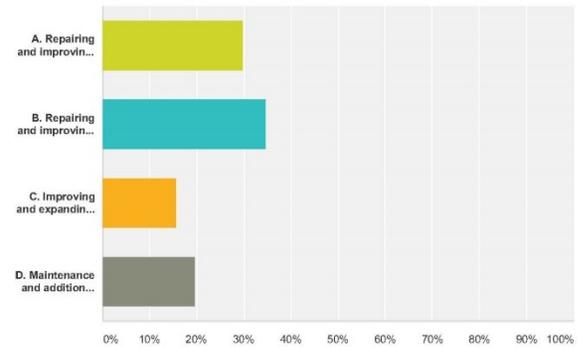
Answered: 250 Skipped: 8



Answer Choices	Responses
A. Improved regional access to and from Peculiar.	20.80% 52
B. Improved local access within the community for residents of Peculiar.	34.00% 85
C. Enhanced economic development and tax base for the community through new retail services.	38.00% 95
D. The creation of new jobs.	7.20% 18
<b>Total</b>	<b>250</b>

**Q6 What future improvements to the City are most important?**

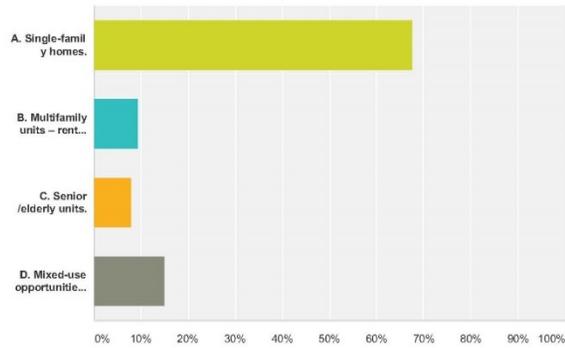
Answered: 254 Skipped: 4



Answer Choices	Responses
A. Repairing and improving streets.	29.92% 76
B. Repairing and improving infrastructure – water, sewer and storm sewer systems.	34.65% 88
C. Improving and expanding pedestrian and bicycle connections.	15.75% 40
D. Maintenance and addition of park and recreation space.	19.69% 50
<b>Total</b>	<b>254</b>

**Q7 What housing types are most needed in the community?**

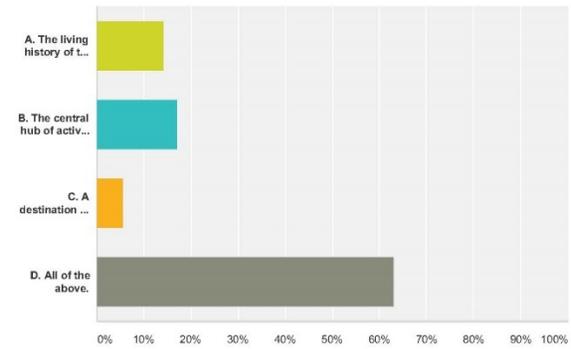
Answered: 253 Skipped: 5



Answer Choices	Responses
A. Single-family homes.	67.59% 171
B. Multifamily units – rental and ownership.	9.49% 24
C. Senior /elderly units.	7.91% 20
D. Mixed-use opportunities – housing above or adjacent to retail or office?	15.02% 38
<b>Total</b>	<b>253</b>

**Q8 What will Downtown Peculiar’s most important contribution be to the community in the future?**

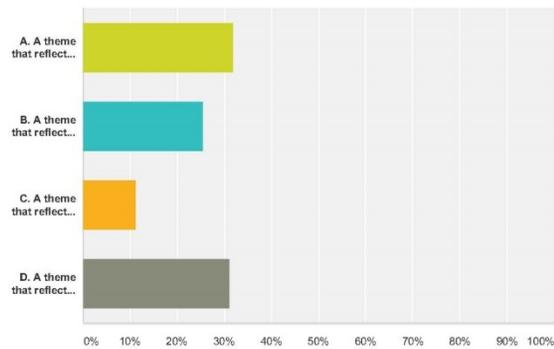
Answered: 246 Skipped: 12



Answer Choices	Responses
A. The living history of the Peculiar community.	14.23% 35
B. The central hub of activity for the community.	17.07% 42
C. A destination for arts and culture.	5.69% 14
D. All of the above.	63.01% 155
<b>Total</b>	<b>246</b>

**Q9 What design theme should commercial development at the 211th Street Interchange have?**

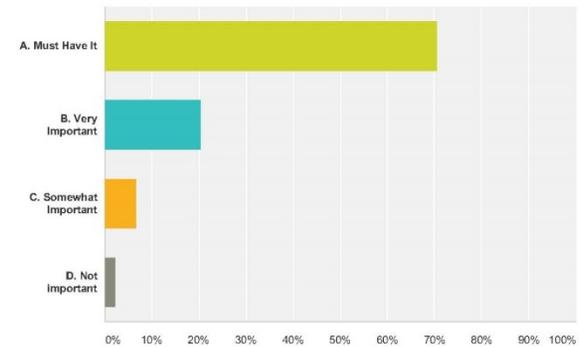
Answered: 247 Skipped: 11



Answer Choices	Responses
A. A theme that reflects the history and culture of Peculiar.	31.98% 79
B. A theme that reflects the growth and progress of the City.	25.51% 63
C. A theme that reflects a high quality suburban commercial center.	11.34% 28
D. A theme that reflects a development style that is different from surrounding commercial development centers.	31.17% 77
<b>Total</b>	<b>247</b>

**Q10 How important is technology (fiber optics, Wifi, etc.) to the future of the community to support and attract development – residential, commercial and industrial?**

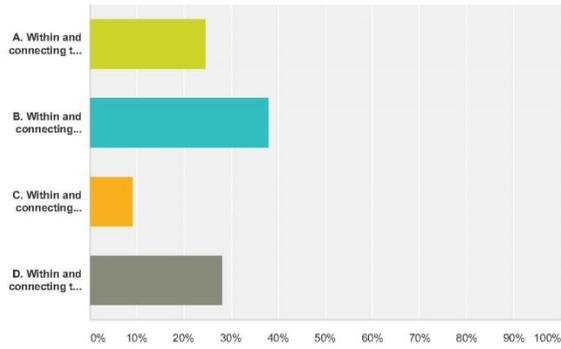
Answered: 255 Skipped: 3



Answer Choices	Responses
A. Must Have It	70.59% 180
B. Very Important	20.39% 52
C. Somewhat Important	6.67% 17
D. Not Important	2.35% 6
<b>Total</b>	<b>255</b>

**Q11 Where are walking and/or cycling improvements most needed?**

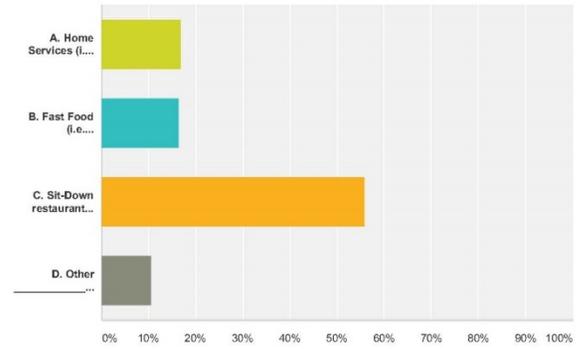
Answered: 248 Skipped: 10



Answer Choices	Responses
A. Within and connecting to Downtown.	24.60% 61
B. Within and connecting neighborhoods to surrounding areas	37.90% 94
C. Within and connecting Development around the 211th Street interchange development.	9.27% 23
D. Within and connecting the School Campus to surrounding neighborhoods.	28.23% 70
<b>Total</b>	<b>248</b>

**Q12 What type/kind of business would you like to see in Peculiar which it does not have?**

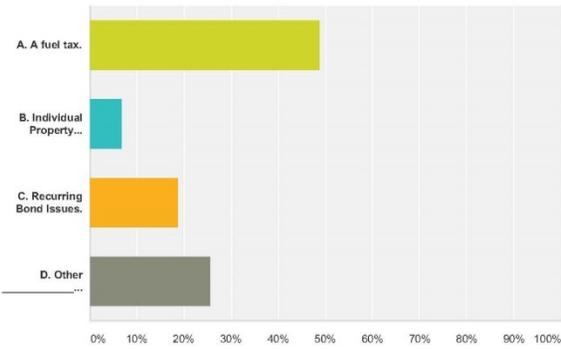
Answered: 254 Skipped: 4



Answer Choices	Responses
A. Home Services (i.e. Hardware Store, Furniture Store, etc.)	16.93% 43
B. Fast Food (i.e. McDonald's, Wendy's or other)	16.54% 42
C. Sit-Down restaurant (i.e. Cracker Barrel/Lambert's (Home of Thrown Rolls).	55.91% 142
D. Other	10.63% 27
<b>Total</b>	<b>254</b>

**Q13 To fund City Street maintenance & improvements would you support**

Answered: 246 Skipped: 12



Answer Choices	Responses
A. A fuel tax.	48.78% 120
B. Individual Property Assessment.	6.91% 17
C. Recurring Bond Issues.	18.70% 46
D. Other	25.61% 63
<b>Total</b>	<b>246</b>