

Peculiar, Missouri

Comprehensive Plan 2008



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Table of Contents

Profile Peculiar	1
INTRODUCTION	2
Plan Elements	2
Planning Area	3
Location	3
Community History	3
DEMOGRAPHIC PROFILE	5
Population Trends and Analysis	6
Age Structure Analysis	8
Migration Analysis	13
Race Characteristics	14
HOUSING PROFILE	15
Age of Housing Stock	16
Housing Trends	17
ECONOMIC AND EMPLOYMENT PROFILE	21
Income Statistics	22
Industry Employment	25
Commuter Trends	26
COMMUNITY FACILITY PROFILE	27
Parks and Recreation Facilities	28
Education Facilities	30
Fire and Police Protection	30
City Buildings	31
Communication Facilities	31
Public Utilities	31
Transportation	31
EXISTING LAND USE PROFILE	33
Peculiar Existing Land Use Categories	34
Existing Land Use Analysis	35
Envision Peculiar	43
INTRODUCTION	44
VISIONING	44
PUBLIC PARTICIPATION PROGRAM	47
Visioning Workshop	48
Guiding Principles	49
Focus Groups	50
3-Day Charrette	50
Town Hall Meetings	50

GOALS, OBJECTIVES, AND POLICIES.....53

Community Image.....54
Environmental Preservation55
Parks and Open Space55
Built Environment.....57
Residential58
Downtown59
Commercial and Office.....60
Industrial61
Transportation61
Community Facilities and Services62
Economic Development63
Citizen Participation63
Plan Implementation64

Achieve Peculiar65

INTRODUCTION66
POPULATION PROJECTIONS67
Trend Line Analysis.....68
Cohort Survival Analysis.....68
Modified Cohort Survival Analysis.....69
Selected Population Projection.....69
FUTURE LAND DEVELOPMENT CAPACITY.....71
Capacity Analysis.....72
Capacity Summary74
CITY BEAUTIFICATION.....75
Forms, colors, and materials76
Signage.....76
Streetscape.....76
Landscape76
Public Art.....76
SPECIAL CHARACTER AREAS77
Downtown Peculiar Arts and Culture District.....79
Peculiar Historic District85
211th and 71 Highway West89
211th and 71 Highway East95
211th and 71 Highway East.....96
Community Entrances101
TRANSPORTATION NETWORK107
Street Classifications.....109
Street Projects110
Pedestrian Mobility.....119
Safe Routes to School.....122
FUTURE LAND USE125
Land Use Designations127
Special Land Use Designations.....137

Implement Peculiar147

INTRODUCTION148
IMPLEMENTATION TOOLS148
PLAN MAINTENANCE.....149
IMPLEMENTATION MATRIX152

Appendices157

Appendix A - Visioning Workshop Responses158
Appendix B - Focus Group Input.....160
Appendix C - Town Hall Meeting Results167

Table of Tables

Table 1: Population of Cass County Incorporated Communities; 1980 to 2006.....	7
Table 2: Cohort Analysis; 1990 to 2000	9
Table 3: Dependency Ratio; 1990 and 2000.....	9
Table 4: Median Age, Selected Communities; 1990 and 2000	12
Table 5: Migration Analysis, Peculiar and Raymore; 1990 to 2005	13
Table 6: Racial Composition; 1990 and 2000	14
Table 7: Housing Trends; 1990 and 2000	17
Table 8: Housing Trend Comparison; 2000	18
Table 9: Household Tenure; 2000	19
Table 10: Household Income; 1990 and 2000.....	22
Table 11: Household Income Comparison; 2000.....	23
Table 12: Housing Cost Burden; 2000	24
Table 13: Housing Cost Burden Comparison; 2000.....	24
Table 14: Personal Income Source; 2000.....	24
Table 15: Industry Category Comparison; 2000.....	25
Table 16: Travel Time to Work; 2000	26
Table 17: Peculiar Park Facility Summary; 2007	29
Table 18: Golf Courses near Peculiar; 2007	30
Table 19: Raymore-Peculiar School Enrollment; 2006/2007.....	30
Table 20: Existing Land Use Composition; 2007.....	35
Table 21: Land Use Category Comparison	73
Table 22: Total Land Development Capacity; Peculiar City Boundaries.....	73
Table 23: Peculiar Implementation Matrix.....	153

Table of Figures

Figure 1: Historic Population of Peculiar; 1900 to 2006	6
Figure 2: Population Trends along the 71 Highway Corridor in Cass County; 1980 to 2006	7
Figure 3: Cohort Totals; 1990 and 2000	10
Figures 4 and 5: Cohorts by Gender; 1990 and 2000	11
Figure 6: Cohort Change; 1990 to 2000	12
Figure 7: Age of Housing Stock; 2000	16
Figure 8.1: Peculiar Existing Land Use Map (Northwest)	36
Figure 8.2: Peculiar Existing Land Use Map (Northeast)	38
Figure 8.3: Peculiar Existing Land Use Map (Southwest)	40
Figure 9: Population Projections; 2010 to 2030	69
Figure 10: Peculiar Existing Street Classifications	112
Figure 11: Peculiar Future Street Classifications	114
Figure 12: Peculiar Street Projects Map	116
Figure 13: Peculiar Trails Map	120
Figure 14: Safe Routes to School Map	123
Figure 15.1: Peculiar Future Land Use Map (Northwest)	140
Figure 15.2: Peculiar Future Land Use Map (Northeast)	142
Figure 15.3: Peculiar Future Land Use Map (Southwest)	144
Figure 16: Peculiar Destination Retail Comparison Map	146



Profile Peculiar

Introduction

Demographic Profile

Housing Profile

Economic and Employment Profile

Community Facility Profile

Existing Land Use Profile



Introduction

Since its incorporation in 1953, the City of Peculiar has experienced steady population growth. Since that time, Peculiar has enjoyed a bucolic existence as a rural community offering the benefits of small-town life within close proximity to a major metropolitan area. In recent years, however, growth pressures from Kansas City have crept south into Cass County, and have begun impacting development proposals in and around Peculiar.

Recent new development in Peculiar has consisted primarily of residential projects. In fact, Peculiar has a significant number of platted but unbuilt residential lots. More recently, Peculiar has received several inquiries from various commercial businesses looking for locations to expand or begin operations near the Kansas City area. Peculiar has chosen to update its Comprehensive Plan at a time when outside development interests are at their peak and the community is poised for substantial growth. The development and implementation of this Plan is intended to maximize the benefits of this potential, while securing and protecting the local values that make Peculiar unique among metro-area communities.

In 2007, Peculiar initiated the process of updating its Comprehensive Plan to serve as the cornerstone for future development and advancement of the City. This Plan will serve as a guide for City leaders, citizens, and developers describing the future physical growth and development of the community. Under the direction of the Peculiar Steering Committee, the City engaged in a year-long planning process that reviewed existing community conditions and characteristics, identified current issues and established goals for the future, and developed recommendations for the direction and intensity of future growth and development within the community.

The involvement and input of the residents of Peculiar played an important part in the development of this Plan. Citizens participated in the early stages of the planning process during community town hall meetings held to discuss what they want the City to be like in the future. Citizens were also involved in a multiple-day charrette held to give life to their ideas through graphics and additional discussion. Once the Plan was written, citizens were involved in drafting regulations that would be used to help implement their Plan.

The Peculiar Comprehensive Plan is intended to serve as a policy guide for elected officials and advisory bodies for decision-making on issues affecting the City's future development. The Plan is also intended to serve as a guide and reference tool for citizens and developers working to improve the community and to make decisions on investment in the community.

Plan Elements

This Comprehensive Plan has been prepared in four general organizational sections. This initial section, **Profile Peculiar**, provides background information and data that explore and explain the existing conditions in Peculiar, including demographic trends, socio-economic conditions, and existing development patterns. **Envision Peculiar** takes the next step by developing a picture of how community residents want their city to look in the future. This section uses both text and graphics to explain the next chapter in the evolution of Peculiar by establishing a series of goals and policies that will be used by decision-makers to guide change. **Achieve Peculiar** builds upon the previous sections by creating the future land use map that will guide land use and development patterns. Although based on the existing conditions, this section uses the vision, goals, and policies to reshape the landscape of Peculiar to match the community's future vision. Finally, **Implement Peculiar** provides an action plan for city leaders, staff, and residents to look to for guidance on the steps

necessary in order to ensure the preferred future is realized. These four elements of the Peculiar Comprehensive Plan are intended to be used together as the primary tool guiding and influencing change in Peculiar.

Planning Area

The Peculiar planning area encompasses the territory within the current city limits as well as the area within the City's Urban Services Area boundary. The Urban Services Area boundary is defined to the north by agreement with the City of Belton as 203rd Street, to the east by a self-imposed boundary at J Highway (219th Street) along Countryside Estates (large-lot residential acreage development), to the south by the City of Peculiar Reservoir (approximately 235th Street), and there is no defined boundary to the west. The Urban Services Area represents Peculiar's future growth area and it is anticipated that annexation will occur as sewer services are extended and developments are approved. At the current time, the land area within the existing corporate limits provides the potential for a nearly three-fold growth in Peculiar without the need to annex additional land. However, as land becomes available and development proposals are submitted, Peculiar should remain flexible to development potential outside its corporate limits when it is in the best interests of the community.

Location

Peculiar, MO is located in the southeast portion of the greater Kansas City Metropolitan Area. Peculiar is located approximately 48 miles southeast of Kansas City International Airport and 28 miles southeast of Crown Center in Downtown Kansas City. Peculiar is located along 71 Highway, a US Highway route which provides north-south access through the region and connections to numerous other federal and state highways in the area. Peculiar also enjoys its position as a gateway between the Kansas City area and the lakes region of Missouri, as 71 Highway provides the most direct route from Kansas City to such recreation destinations as Lake of the Ozarks, Harry S. Truman Reservoir, Pomme de Terre Lake, and Stockton Lake, as well as the tourist destination communities of Springfield and Branson.

Community History¹

Peculiar, Missouri is a community that is peculiar in name only. The name "Peculiar" is a name which has overshadowed the rich history of our community. Yet, this peculiar name has somehow set apart persons associated with it, creating a chemistry, within them, which makes them very important to each other.

On July 29, 1868, the Cass County surveyor surveyed the town of Peculiar into lots, blocks and streets. This certified plat was filed as "The Town of Peculiar." Early settlers came to western Missouri by riverboat, rail and overland trails. Many were migrating for the second and third time from communities in Illinois, Iowa, Michigan, Ohio and Pennsylvania. The Town of Peculiar also received families from Virginia, Kentucky and Tennessee.

As settlers came to build a new community in which their growing families could find opportunity, and in which they could take pride, they eventually decided their drowsy, maple-shaded hamlet ought to have a name. After several sessions in the general store, townsfolk narrowed the choice to three names, but couldn't settle on any one. Therefore, all three names were sent to the post office for consideration. After discovering that all three were in use elsewhere, the town decided to appeal directly to the postmaster general, agreeing to let him make the final decision. "We don't care what name you give us," they said, "so long as it is sort of peculiar." Probably with tongue in cheek, the postmaster general wrote a long and courteous

¹ Taken in part from Peculiar Heritage by Grace Elizabeth Taylor, and Welcome to Peculiar, Missouri by Toni Wiseman

The Kansas City A's

In the mid-1960s, flamboyant Kansas City Athletics owner Charles O. Finley threatened, while squabbling with Kansas City officials, to move his Kansas City A's baseball team to Peculiar, where they would become the Peculiar Athletics and play ball in a cow pasture.

reply. He said he had given their predicament grave consideration. "My conclusion," he wrote, "is that in all the land it would be difficult to imagine a more distinctive, a more peculiar name than Peculiar," and Peculiar it has remained ever since.

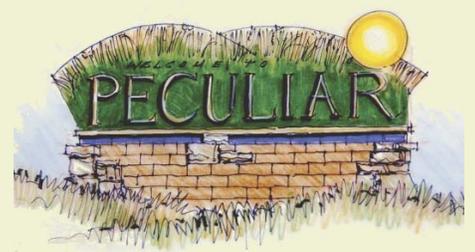
The post office was thus established June 22, 1868. It was located in a trading center that served the new community. Mail would arrive every few days by a carrier on horseback, to be dumped on a table for residents to retrieve. The Pleasant Hill postmaster, Henry Younger, father of the noted Younger Brothers, blessed the establishment of the Peculiar Post Office.

The City was incorporated in 1953 as a city of the fourth class. Although a sign in town claims "In 1861-1864, while bloody battles raged throughout the southern states, nothing happened here," Peculiar did have a brush with becoming host to a major league baseball team in the 1960s².

² As referenced in "In Kansas City, colorful A's set standard for ineptitude," by John McGrath, published by The News Tribune on June 2, 2006 (<http://dwb.thenewstribune.com/sports/columnists/mcgrath/story/5782399p-5168728c.html>)

Demographic Profile

- Population Trends and Analysis
- Age Structure Analysis
- Migration Analysis
- Race Characteristics



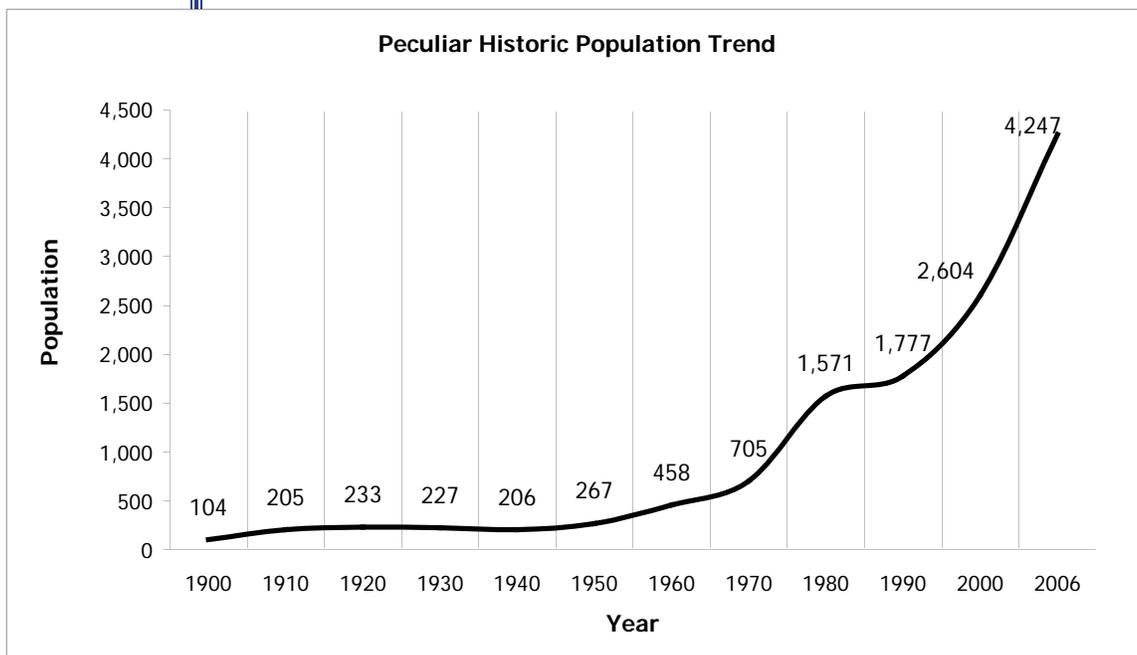
Demographic Profile

Demographic statistics aid decision-makers by developing a picture of Peculiar. This picture tells the community where it was and where it is now, helping decision-makers orient themselves to the most appropriate path to achieve the community's vision. A community's population is the driving force behind its housing, local employment, economic and fiscal stability, and potential for change. This section will review the current condition of these factors, as well as the historic trends that have resulted in Peculiar as it is today. These data will form the basis from which projections are developed, which are utilized to determine future housing, retail, medical, employment and educational needs within the community.

Population Trends and Analysis

Since its inception, the population of Peculiar has grown 42-fold. Relatively stable population figures defined the community through the 1950s, followed by steady, then sharply rising population numbers through the 1980s. After a brief stable period, the past 26 years has seen the population of Peculiar more than double, with the vast majority of that growth occurring in the past 16 years. The figure below shows how the population of Peculiar has changed since 1900.

FIGURE 1: HISTORIC POPULATION OF PECULIAR; 1900 TO 2006



Source: Missouri Census Data Center, 2008

Since 1970, two population waves have spread throughout the area south of Kansas City. The first wave generated a doubling of Peculiar's population between 1970 and 1980. During the 1980s, Peculiar's population remained quite stable. However, the second growth wave has had a significant impact on Peculiar, as well as other incorporated communities in Cass County. This second wave began in the early 1990s and continues today. Many metro area residents are moving from the ultra-urban Kansas City to the ex-urban fringe suburbs, ostensibly for a quieter and slower pace, safer communities, and better schools. The table below indicates the growth rates for Peculiar and other communities in Cass County since 1980. Out of nine population trends shown, including Cass County, Peculiar had the second highest rate of growth over these 26 years.

TABLE 1: POPULATION OF CASS COUNTY INCORPORATED COMMUNITIES; 1980 TO 2006

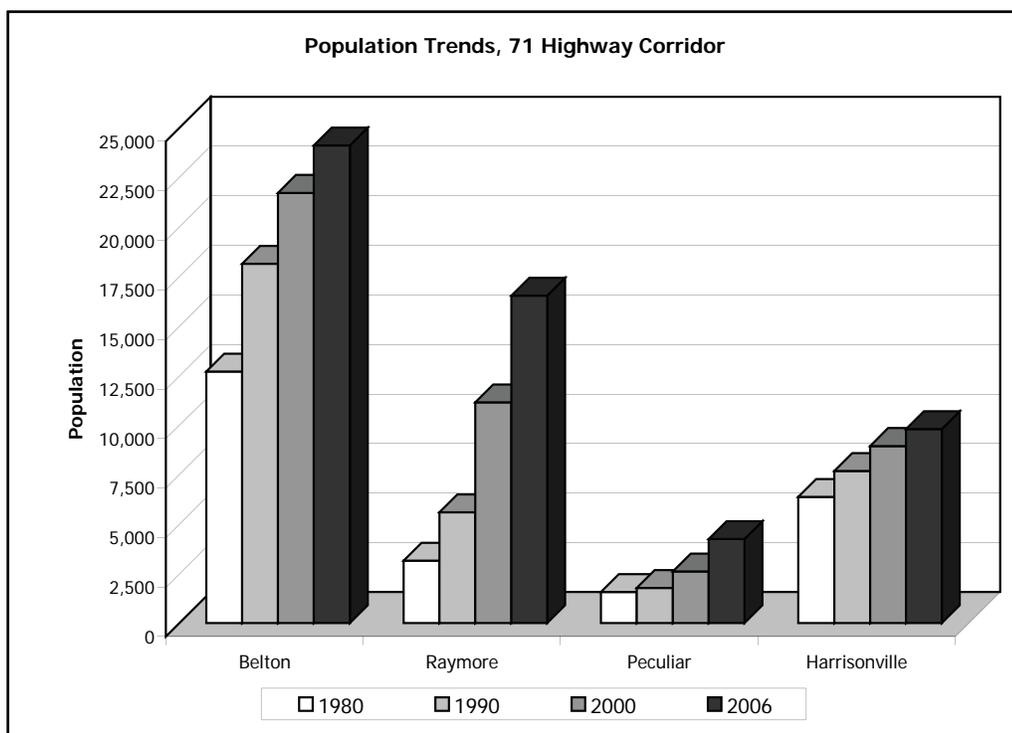
Community	1980	1990	2000	2006	% Change 1980 to 2006
Raymore	3,154	5,592	11,146	16,544	424.5%
Peculiar	1,571	1,777	2,604	4,247	170.3%
Pleasant Hill	3,301	3,827	5,582	6,903	109.1%
Belton	12,708	18,150	21,730	24,124	89.8%
Garden City	1,021	1,225	1,500	1,667	63.3%
Harrisonville	6,372	7,683	8,946	9,804	53.9%
Cleveland	485	506	592	676	39.4%
Freeman	485	480	521	599	23.5%
Incorporated Areas	29,097	39,240	52,621	64,564	121.9%
Unincorporated Areas	21,932	24,568	29,471	31,217	42.3%
Cass County	51,029	63,808	82,092	95,781	87.7%

Source: US Census Bureau, 2008

When compared to its nearest neighbors, Peculiar again had the second highest growth rate between 1980 and 2006. Generally speaking, communities closer to Kansas City should experience higher growth rates than those further away. However, the size of the community can have an impact on the statistical rate of change; the higher the initial population, the more additional residents it takes to show a high percentage increase. For example, both Belton and Raymore grew by approximately 12,000 residents during this time. However, Belton grew by 90% while Raymore grew by 425%. Communities further away from Kansas City had more modest growth rates, both in terms of actual new residents and percent change.

The figure below shows how Peculiar fared against other incorporated Cass County communities located along 71 Highway. The communities have been listed in increasing distance from Kansas City. Communities located farther from Kansas City did have growth trends that were more level compared to communities located closer to Kansas City, which showed more significant growth increases.

FIGURE 2: POPULATION TRENDS ALONG THE 71 HIGHWAY CORRIDOR IN CASS COUNTY; 1980 TO 2006



Source: JEO Consulting Group, Inc., 2008

Age Structure Analysis

Age structure is an important component of demographic analysis. Through an analysis of age structure, a community is able to determine the level at which different age groups contribute to population shifts and changes. Each age group, or cohort, is generally expected to behave in particular ways, based upon national trends as well as local factors. For instance, retirement age residents may move out of a community in search of maintenance free and secure retirement complexes, and persons requiring assisted or skilled nursing care often leave smaller communities for facilities that only exist in larger cities. Conversely, if a community can offer exceptional schools, job availability, and recreational opportunities, they are likely to attract younger residents as well as families with school-age children.

On the other hand, changes in cohorts also affect the community in ways other than mere population numbers. In the above examples, the existence of larger working-age cohorts may indicate there is a greater potential to provide community services and sustain future population growth than a larger retirement-age cohort. Similarly, relatively large school-age and retirement-age cohorts can strain the resources of a community beyond the revenue that can be generated by workers and property owners. Striking the necessary balance between growth rates, public services, revenue generation, and quality of life depends in large part upon maintaining an appropriate mix of age groups over time.

The two tables that follow show how the different age groups in Peculiar changed between 1990 and 2000. This time period, although recent, focuses on the decade in which Peculiar recognized its largest population growth, in terms of both numbers and percentage. During the 2000s, Peculiar is set to grow even faster, meaning that understanding cohort trends is even more important in establishing forecasts and preparing for change.

All cohorts grew in size between 1990 and 2000. The cohort figures presented below show how a particular group grew in size as it aged. For example, the 35-44 cohort measured 282 persons in 1990. In 2000, this group had become the 45-54 cohort, and measured 295 persons. Another way to look at cohort change is to look at the same cohort in each of the reporting years. In this example, the 35-44 cohort grew from 282 persons in 1990 to 442 persons in 2000. During the reporting period, every cohort but one grew in size under both analysis methods. Although this may be an unexpected pattern under normal circumstances, Peculiar's recent significant growth rates support these findings. People of all ages are moving to Peculiar on a regular basis. The 65 and over cohort measured 170 persons in 1990, but only 113 persons as it aged into the 75 and over cohort of 2000. This cohort is generally expected to drop, due to deaths, but also commonly due to residents moving to larger communities in search of targeted housing options not generally available in small communities.

Two specific age groups are shown in the second table. These cohorts represent residents considered to be dependent on the remaining population. They are residents age 18 and under, and age 65 and over. Reviewing these populations gives the community some perspective on its ability to provide services to those residents most likely to need them. We use these two population groups to determine the dependency ratio.

This ratio is based solely on population numbers, comparing the working age population with the non-working age population. The ratio is determined based on the following formula: Dependand Population (combination of those 18 and under with those 65 and older) divided by Independent Population (those aged 19 to 64). A ratio of 1 indicates a balance of dependand and independent populations, which should result in the independent population providing just the necessary amount of resources to address the needs of the dependand population (such as schools, medical

Dependency Ratio

The dependency ratio examines the portion of a community's earnings that is spent supporting age groups typically and historically dependent on the income of others.

Ratios:

- < 1: 1 Independent resident able to support more than 1 Dependent resident
- = 1: 1 Independent resident able to support 1 Dependent resident
- > 1: 1 Independent resident able to support less than 1 Dependent resident

care, transportation, housing, etc.). A ratio less than 1 indicates an independent population that has the potential to provide for more than the needs of the dependant population, while a ratio greater than 1 indicates an independent population that cannot provide enough to meet the needs of the dependant population.

In other words, the dependency ratio can be viewed as the number of independent people needed meet the needs of 1 dependent person. A ration lower than 1 means it takes less than 1 independent person to meet the needs of 1 dependent person; therefore there are independent people available to provide for greater levels of dependent needs. A ratio greater than 1 means it takes more than 1 independent person to accommodate the needs of 1 dependent person; therefore, all dependent needs may not be met at the desired level. As with any statistical analysis, these results work when all other factors are held equal, meaning there are many other factors (wage rates, tax levels, service costs, etc.) that affect the ability of a community to provide for the needs of its dependent population beyond merely comparing the size of the dependent and independent populations. The dependency ratio for Peculiar in 1990 was 0.65, which decreased slightly to 0.70 in 2000. A change in this direction indicates the City lost some ability to provide for the needs of its dependent population during the 1990s.

TABLE 2: COHORT ANALYSIS; 1990 TO 2000

1990			2000			Trend	
Cohort	Population	%	Cohort	Population	%	Cohort Change	% Change
			0-4	224	8.6%	224	
			5-9	227	8.7%	227	
0-4	140	7.9%	10-14	256	9.8%	116	82.9%
5-9	146	8.2%	15-19	185	7.1%	39	26.7%
10-14	160	9.0%	20-24	170	6.5%	10	6.3%
15-19	151	8.5%	25-29	199	7.6%	48	31.8%
20-24	121	6.8%	30-34	172	6.6%	51	42.1%
25-29	161	9.1%	35-44	442	17.0%	133	43.0%
30-34	148	8.3%	45-54	295	11.3%	13	4.6%
35-44	282	15.9%	55-64	191	7.3%	7	3.8%
45-54	184	10.4%	65-74	130	5.0%	16	14.0%
55-64	114	6.4%	75 and over	113	4.3%	-57	-33.5%
65-74	112	6.3%					
75 and over	58	3.3%					
Total	1,777	100.0%		2,604	100.0%	827	46.5%

Source: US Census Bureau, 2008

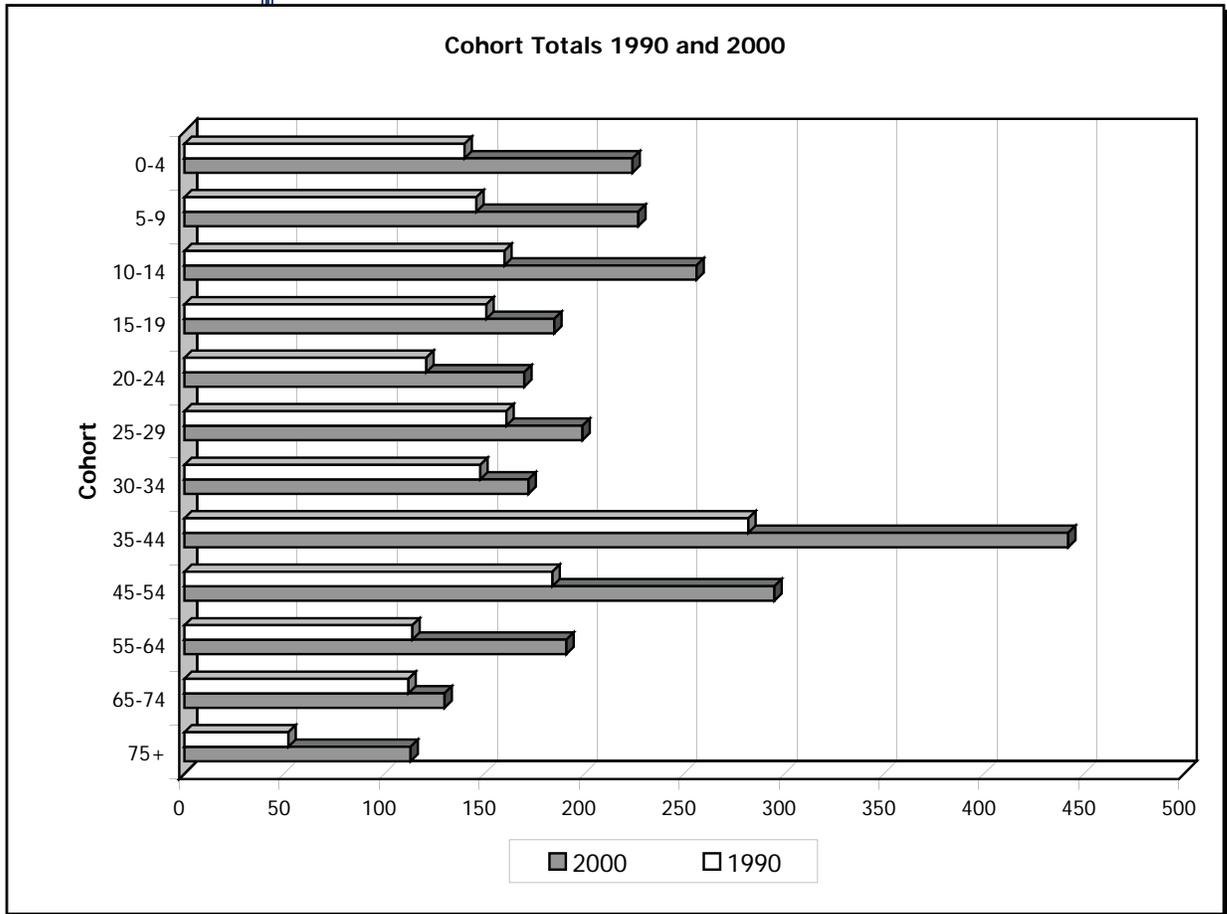
TABLE 3: DEPENDENCY RATIO; 1990 AND 2000

1990		2000		Change	
Total Population	1,777	Total Population	2,604	Total Population	827
18 and under	532	18 and under	827	18 and under	295
65 and over	170	65 and over	243	65 and over	73
19-64	1,075	19-64	1,534	19-64	459
Dependency Ratio	0.65	Dependency Ratio	0.70	Dependency Ratio	0.04
Median Age	30.6	Median Age	31.2	Median Age	0.6

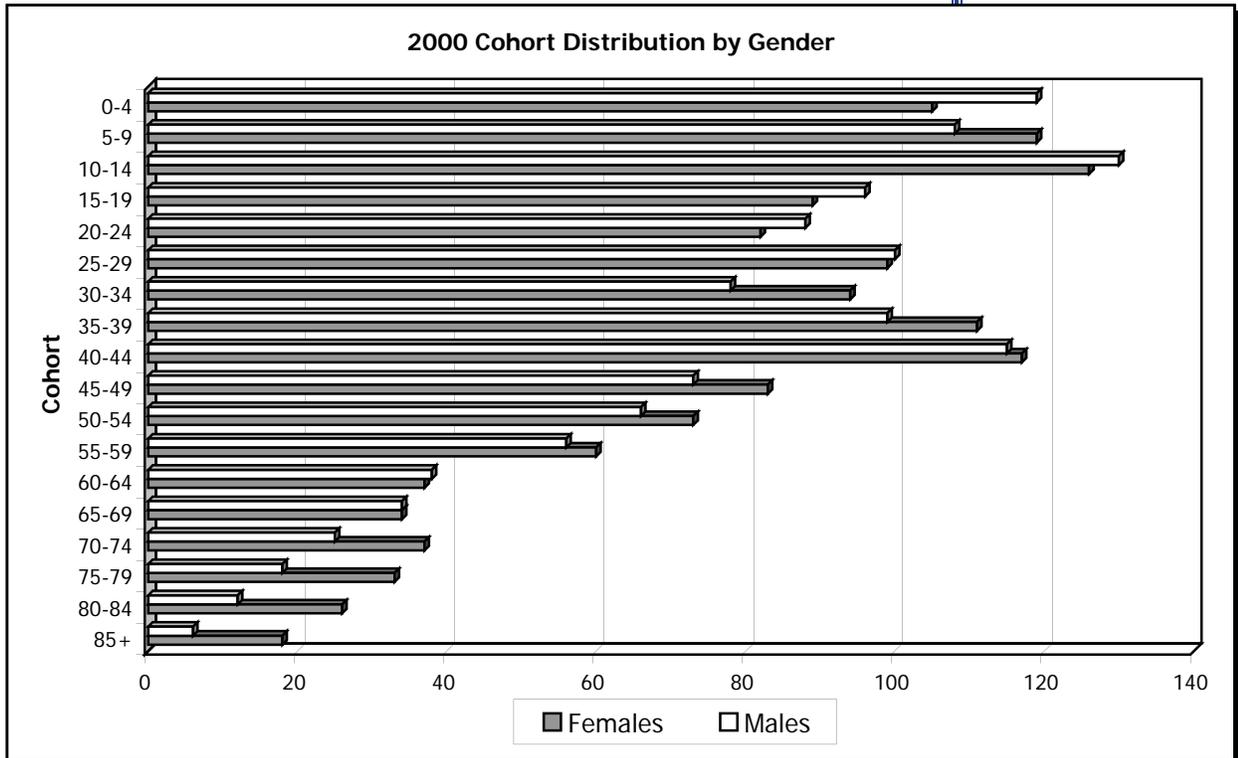
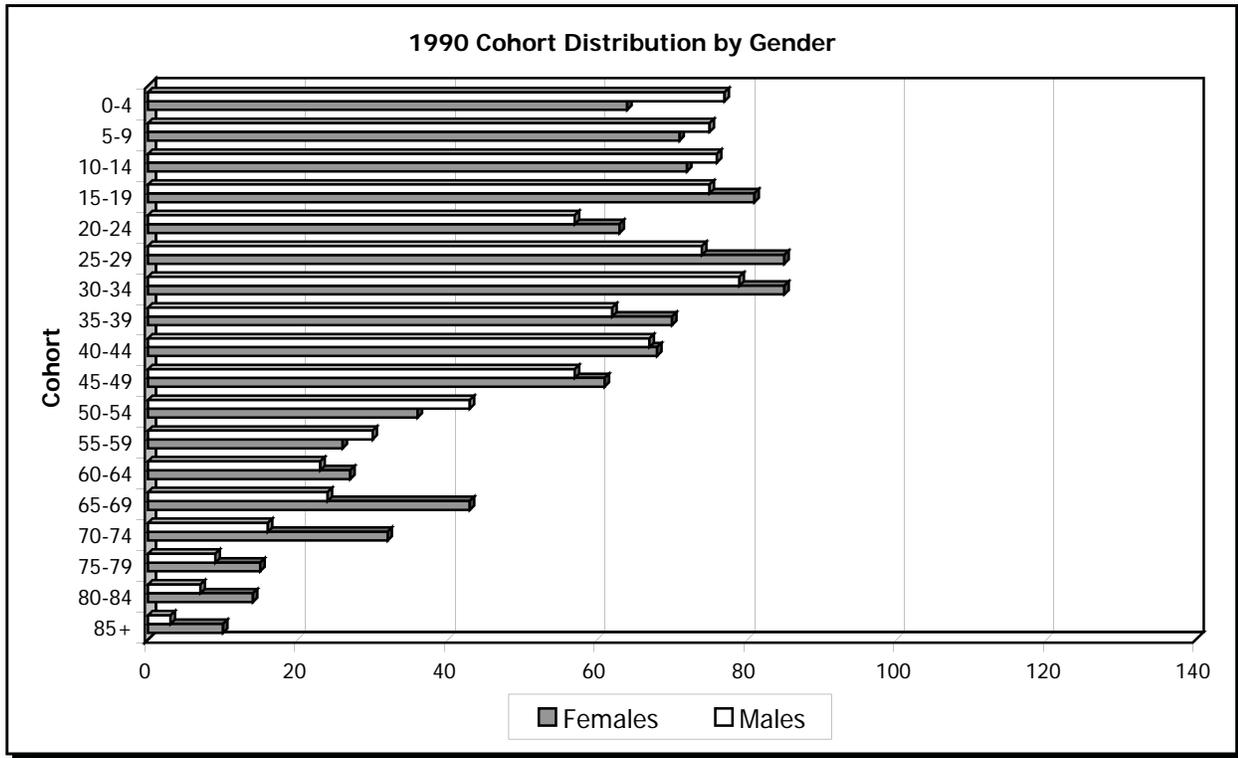
Source: JEO Consulting Group, Inc., 2008

The next four figures display the cohort data in a more graphical manner, making comparisons between years and individual cohorts easier to visualize. In addition, the data is separated for females and males. While growth did occur on each cohort during the reporting period, it was not evenly distributed between females and males. Some cohorts were dominated by the same gender in each reporting year, while others changed dominant gender.

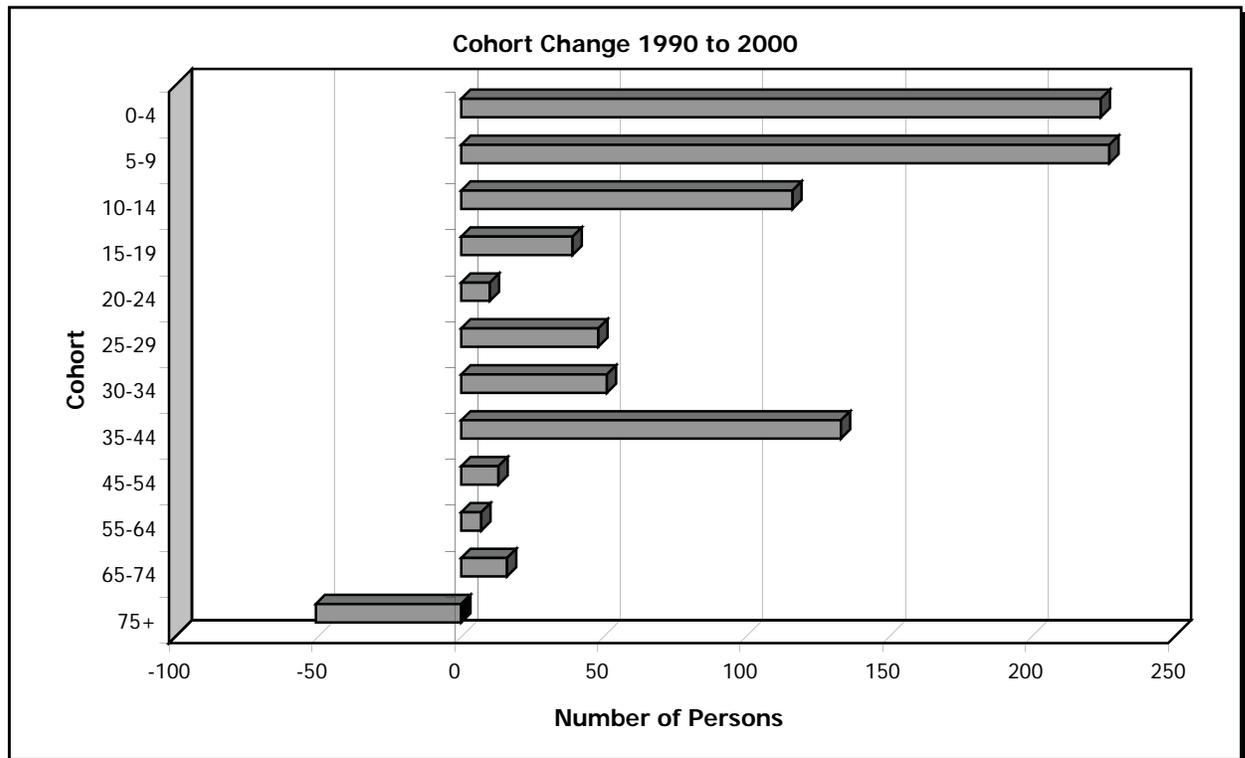
FIGURE 3: COHORT TOTALS; 1990 AND 2000



Source: JEO Consulting Group, Inc., 2008



Source: JEO Consulting Group, Inc., 2008



Source: JEO Consulting Group, Inc., 2008

The average age of residents in Peculiar increased slightly between 1990 and 2000. Peculiar remains a very young community in comparison to neighboring towns. Out of the communities shown below, Peculiar was second youngest in 1990, and youngest in 2000.

TABLE 4: MEDIAN AGE, SELECTED COMMUNITIES; 1990 AND 2000

Community	Median Age		
	1990	2000	Change
Peculiar	30.6	31.2	0.6
Garden City	31.3	31.9	0.6
Belton	29.1	32.6	3.5
Pleasant Hill	31.9	32.6	0.7
Kansas City, MO	32.8	34.0	1.2
Harrisonville	32.6	35.0	2.4
Raymore	35.3	35.6	0.3
Cass County	32.3	35.8	3.5
State of Missouri	33.5	36.1	2.6

Source: US Census Bureau, 2008

Migration Analysis

Analyzing cohort change allows us to draw several conclusions about Peculiar's recent growth trend. As mentioned before, the oldest age cohorts are generally expected to drop as residents relocate for greater age-specific housing options. Another certain change is in the very youngest cohorts; those residents age 9 and under will always increase since they have been born since the previous reporting year. However, the cohorts in between tell us that Peculiar has experienced a significant amount of in-migration, or new residents moving into the area. Particularly important are the young adults and young families groups, both of which indicate strong upward trends. These groups will be important to maintain the high-quality of the Ray-Pec school district as well as encourage new job providers to the area.

Migration analysis attempts to explain what factors affect population change. The two factors reviewed are migration rates and natural change. Natural change is simply the change that occurs naturally due to births and deaths within the community. Migration, then, is that additional component of change that measures whether residents are moving into or out of the community. Given the strong growth trends in recent years, the migration analysis below supports previous interpretations that Peculiar has grown because the natural change has been positive, and in-migration has outpaced out-migration.

The table below shows Peculiar's migration analysis for 1990 to 2005 compared to that of Raymore. Interestingly, Peculiar experienced higher natural change figures for two of the three reporting periods, meaning there were a higher number of births compared to deaths. Also, the migration rate for Peculiar has experienced greater fluctuations than Raymore's, although it began the 2000s slightly higher than Raymore's.

TABLE 5: MIGRATION ANALYSIS, PECULIAR AND RAYMORE; 1990 TO 2005

	Time Period	Total Change	Natural Change	Migration	Migration Rate
Peculiar	1990-1995	481	209	272	15.3%
	1995-2000	346	288	58	2.6%
	2000-2005	1,228	278	950	36.5%
Total	1990-2005	2,055	775	1,280	72.0%
Raymore	1990-1995	2,259	101	2,158	38.6%
	1995-2000	3,295	234	3,061	39.0%
	2000-2005	4,384	352	4,032	36.2%
Total	1990-2005	9,938	687	9,251	165.4%

Source(s): US Census Bureau, 2008

Missouri Dept. of Health and Senior Services, Missouri Information for Community Assessment (MICA), 2005

Race Characteristics

Peculiar, like many metro area suburban communities, has very little racial diversity. Peculiar, again like many metro area suburban communities has seen its racial diversity increase at a slow rate. However, as growth pressures continue to expand southward towards Peculiar from Kansas City, racial diversity will likely increase even more

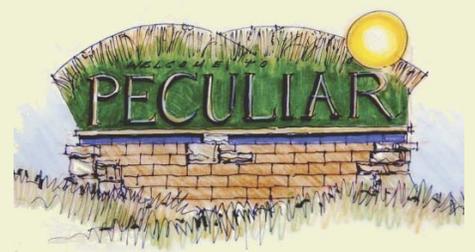
TABLE 6: RACIAL COMPOSITION; 1990 AND 2000

Race	1990		2000		Trend	
	Population	%	Population	%	Cohort Change	% Change
White	1,754	98.7%	2,531	97.2%	777	44.3%
Black	15	0.8%	7	0.3%	-8	-53.3%
American Indian and Alaskan Native	15	8.0%	11	0.4%	-4	-26.7%
Asian and Pacific Islander	5	3.0%	11	0.4%	6	120.0%
Hispanic	24	1.4%	38	1.5%	14	58.3%
Other, not Hispanic	3	0.2%	5	0.2%	2	66.7%

Source: US Census Bureau, 2008

Housing Profile

- Age of Housing Stock
- Housing Trends



Housing Profile

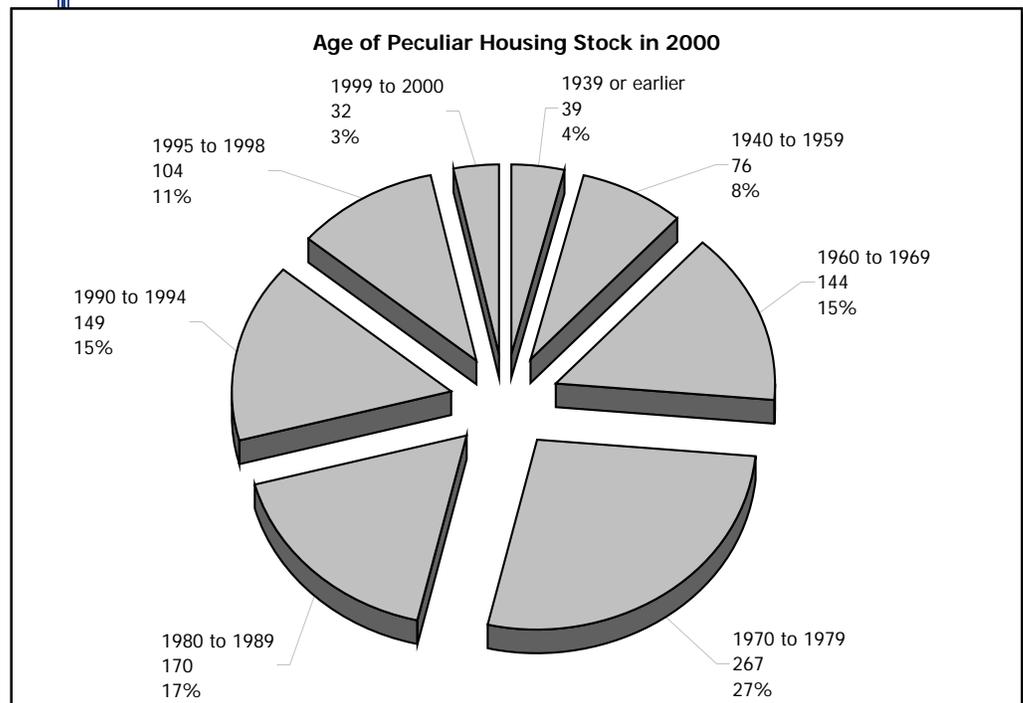
Housing statistics identify existing housing characteristics and trends in housing choice displayed by the residents of Peculiar. The primary goal of this profile is to allow the community to determine what issues exist and need to be addressed in order to provide safe, acceptable, sanitary and affordable housing for every family and individual who chooses to live in Peculiar. This analysis will review the composition of owner-occupied and renter-occupied units, as well as the existence of vacant units. In addition, the condition of the housing stock will be described, and as well as the extent to which residents of all economic means experience a housing cost burden.

Age of Housing Stock

The age of Peculiar's housing stock reveals a number of things about the population and economic conditions of the past. The condition of the existing housing stock also indicates the level of need for rehabilitation efforts, or new construction within the community. Examining the housing stock is important in order to understand the overall quality of housing and how that affects the quality of life within Peculiar. In addition, the community will need to understand how substandard housing will impact their need for additional housing units to meet the anticipated population expansion.

During the 1970s, Peculiar experienced its largest housing expansion, with 267 units being built. In the time before that decade and after it, the number of housing units constructed was relatively similar: 403 compared to 455, respectively. These numbers indicate 3 out of 4 housing units in Peculiar in 2000 had been constructed after 1970. Many of these homes are in good repair and should remain viable housing units for years to come. Older homes, however, are at risk for deterioration and dilapidation, especially when they are used for rental units by absentee property owners. These homes will need to be monitored periodically in order to minimize their negative impacts on neighborhoods and residents.

FIGURE 7: AGE OF HOUSING STOCK; 2000



Source: US Census Bureau, 2008

Housing Trends

Housing trends can reveal a great deal about the different population groups in the community, and may also indicate a changing level of demand for owner- and renter-occupied housing units. Examining housing trends reveals the overall diversity of the population and the quality of housing within Peculiar.

As expected with a steady population increase over the past couple of decades, the number of housing units has increased dramatically as well. This increase was most noticeable in owner-occupied housing, although the number of renter-occupied units rose as well. As more commercial and retail growth occurs within Peculiar, and even nearby, the provision of a variety of housing types will become increasingly important in order to attract new residents to fill future jobs.

Beyond age and physical condition, housing adequacy can be measured using two of the US Department of Housing and Urban Development substandard criteria, which are reported using census data. These criteria look at whether a housing unit has either incomplete plumbing facilities (lacking hot or cold piped water, bathtub or shower, or working toilet), or is overcrowded (has an occupancy that exceeds one person per room). During the 1990s, the number of substandard housing units dropped, due to a reduction in the number of homes without adequate plumbing. The number of housing units that meet the definition of overcrowded grew slightly.

TABLE 7: HOUSING TRENDS; 1990 AND 2000

Selected Characteristic	1990	2000	% Change 1990-2000
Population	1,777	2,604	46.5%
Persons in Household	1,777	2,604	46.5%
Persons in Group Quarters	0	0	0.0%
Persons per Household - Owner	3.0	2.9	-2.7%
Persons per Household - Renter	2.3	2.2	-2.2%
Persons per Household	2.8	2.7	-1.4%
Total Housing Units	673	983	46.1%
Occupied Housing Units	642	953	48.4%
Owner-occupied units	443	705	59.1%
Renter-occupied units	199	248	24.6%
Vacant Housing Units	31	30	-3.2%
Homeowner- vacancy rate	1.80%	1.80%	0.0%
Renter- vacancy rate	6.60%	3.90%	-40.9%
Single-family Units	493	772	56.6%
Duplex/Multiple-family units	164	209	27.4%
Mobile Homes, trailer, other	16	17	6.3%
Substandard Housing Units			
Units Lacking Complete Plumbing Facilities	9	2	-77.8%
Units with More than One Person per Room	14	16	14.3%
Total Substandard Units	23	18	-21.7%
Median Contract Rent - 1990 and 2000			
Peculiar	\$272	\$486	78.7%
Cass County	\$306	\$543	77.5%
Missouri	\$282	\$484	71.6%
Median Value of Owner-Occupied Units - 1990 and 2000			
Peculiar	\$64,800	\$96,900	49.5%
Cass County	\$64,600	\$104,200	61.3%
Missouri	\$59,800	\$89,900	50.3%

Source: US Census Bureau, 2008

In 2000, Peculiar had nearly three times the number of owner-occupied units as renter-occupied, and nearly four times the number of single-family units as multiple-family units. Currently, the City has approximately 3,000 unbuilt, platted residential lots. Planning for new residential development will need to consider the number of persons per dwelling unit, as well as the appropriate mix of single- and multiple-family dwellings. While the average household size has remained relatively stable, it is declining. In addition, renter-occupied and multiple-family units have been increasing at about half the rate of owner-occupied and single-family homes. With average home values similar to Cass County values, and rents that are below the county average, Peculiar is poised to continue its population and housing growth.

Comparing Peculiar to other communities in the area indicates Peculiar had the greatest residential density, based upon a higher average number of persons per household. Peculiar also enjoyed lower than average vacancy rates for owners and renters, while maintaining low rent and high home values. The City of Raymore is of particular interest; while it doubled its population between 1990 and 2000, Raymore was also able to maintain an average household density and low vacancy rates. These changes pushed Raymore housing and rent values higher than surrounding communities. This suggests Peculiar can have similar results if new growth can be controlled and managed through effective planning techniques.

TABLE 8: HOUSING TREND COMPARISON; 2000

Selected Characteristics	Peculiar	Raymore	Pleasant Hill	Harrisonville	Garden City	Belton
Population	2,604	11,146	5,582	8,946	1,500	21,730
Persons in Household	2,604	10,968	5,502	8,570	1,500	21,412
Persons in Group Quarters	0	178	80	376	0	318
Persons per Household - Owner	2.91	2.82	2.77	2.61	2.62	2.73
Persons per Household - Renter	2.22	2.24	2.37	2.22	2.29	2.60
Persons per Household	2.73	2.72	2.66	2.48	2.52	2.70
Total Housing Units	983	4,149	2,202	3,646	630	8,415
Occupied Housing Units	953	4,038	2,070	3,457	595	7,942
Owner-occupied Units	705	3,334	1,491	2,287	421	5,832
Renter-occupied Units	248	704	579	1,170	174	2,113
Vacant Housing Units	30	111	132	189	35	466
Homeowner- Vacancy Rate	0	0	0	0	0	0
Renter- Vacancy Rate	0	0	0	0	0	0
Single-family Units	750	3,210	1,635	2,390	466	5,844
Duplex/Multiple-family Units	214	884	478	960	106	1,253
Mobile Homes, Trailer, Other	17	24	55	274	68	1,291
Median Contract Rent	\$486	\$738	\$548	\$471	\$409	\$569
Median Value Owner-Occupied	\$96,900	\$121,000	\$94,300	\$85,900	\$77,800	\$90,000

Source: US Census Bureau, 2008

The details of Peculiar's 2000 housing trends reveal that two-person households held the largest share of owner-occupied units, nearly doubling in number from 1990, while one-person units claimed the largest share of rentals, also increasing from 1990. Both shares represented nearly twice the number of units as the next largest category. Owner-occupied units tended to have householders in the middle age groups, while renter-occupied units had a greater number of younger and older householders.

TABLE 9: HOUSEHOLD TENURE; 2000

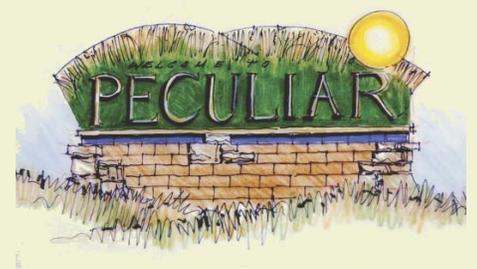
Householder Characteristic	1990				2000				Change	
	Own	% Own	Rent	% Rent	Own	% Own	Rent	% Rent	Own	Rent
Tenure by Number of Persons in Housing Unit (Occupied Housing Units)										
1 person	52	11.7%	80	40.2%	81	11.6%	110	43.8%	55.8%	37.5%
2 persons	141	31.8%	44	22.1%	260	37.2%	56	22.3%	84.4%	27.3%
3 persons	90	20.3%	38	19.1%	123	17.6%	33	13.1%	36.7%	-13.2%
4 persons	99	22.3%	21	10.6%	141	20.2%	39	15.5%	42.4%	85.7%
5 persons	45	10.2%	12	6.0%	66	9.4%	9	3.6%	46.7%	-25.0%
6 persons	12	2.7%	3	1.5%	24	3.4%	4	1.6%	100.0%	33.3%
7 persons or more	4	0.9%	1	0.5%	4	0.6%	0	0.0%	0.0%	-100.0%
Total	443	100%	199	100%	699	100%	251	100%	57.8%	26.1%
Tenure by Age of Householder (Occupied Housing Units)										
15 to 24 years	15	3.4%	15	7.5%	14	2.0%	37	14.7%	-6.7%	146.7%
25 to 34 years	99	22.3%	68	34.2%	117	16.7%	60	23.9%	18.2%	-11.8%
35 to 44 years	114	25.7%	30	15.1%	209	29.9%	50	19.9%	83.3%	66.7%
45 to 54 years	96	21.7%	10	5.0%	156	22.3%	29	11.6%	62.5%	190.0%
55 to 64 years	54	12.2%	13	6.5%	91	13.0%	8	3.2%	68.5%	-38.5%
65 to 74 years	42	9.5%	37	18.6%	71	10.2%	22	8.8%	69.0%	-40.5%
75 years and over	23	5.2%	26	13.1%	41	5.9%	45	17.9%	78.3%	73.1%
Total	443	100%	199	100%	699	100%	251	100%	57.8%	26.1%

Source: US Census Bureau, 2008



Economic and Employment Profile

- Income Statistics
- Industry Employment
- Commuter Trends



Economic and Employment Profile

Economic data are reviewed in order to understand area markets, changes in economic activity, and employment needs and opportunities. This profile will present data based upon employment by industry, household income statistics, income by source, and basic/non-basic analyses. These data will be analyzed to develop a picture of the economic conditions in Peculiar to aid in developing strategies designed to attract appropriate business activity.

Income Statistics

Income statistics for households explain how residents of Peculiar fare when their earning power is compared to each other as well as to other communities. Income statistics are also be compared to the consumer price index (CPI) to determine the buying power of residents by relating their earning trend to inflation.

The most common household income range in Peculiar for 1990 and 2000 remained the same, while the median household income increased by nearly one-third. There were 232 residents who reported an income between \$35K and \$50K in 2000, and 203 who reported an income between \$50K and \$75K. The percentage of residents who earned \$50K or more increased from 20.5% in 1990 to 40.0% in 2000. These trends indicate the higher income ranges saw significant increases during the 1990s, and will continue to expand. It is anticipated the most common income range reported in the 2010 census will be \$50K to \$75K.

TABLE 10: HOUSEHOLD INCOME; 1990 AND 2000

Household Income	1990				2000			
	Peculiar	% of Total	Missouri	% of Total	Peculiar	% of Total	Missouri	% of Total
Less than \$10,000	64	10.2%	348,134	17.7%	77	8.0%	221,242	10.1%
\$10,000 to \$14,999	46	7.4%	202,269	10.3%	52	5.4%	154,370	7.0%
\$15,000 to \$24,999	140	22.4%	379,975	19.4%	95	9.9%	319,986	14.6%
\$25,000 to \$34,999	82	13.1%	324,025	16.5%	118	12.3%	314,611	14.3%
\$35,000 to \$49,999	165	26.4%	334,793	17.1%	232	24.2%	385,315	17.5%
\$50,000 to \$74,999	107	17.1%	247,577	12.6%	203	21.2%	415,772	18.9%
\$75,000 to \$99,999	16	2.6%	69,445	3.5%	108	11.3%	193,561	8.8%
\$100,000 to \$149,000	4	0.6%	34,441	1.8%	55	5.7%	125,566	5.7%
\$150,000 or more	1	0.2%	20,705	1.1%	17	1.8%	66,791	3.0%
Total	625	100%	1,961,364	100%	957	100%	2,197,214	100%
Median Income	\$32,969		\$26,362		\$44,769		\$37,934	
Households	625		1,961,364		957		2,197,214	

Source: US Census Bureau, 2008

TABLE 11: HOUSEHOLD INCOME COMPARISON; 2000

Household Income	Peculiar	% of Total	Belton	% of Total	Garden City	% of Total
Less than \$10,000	77	8.0%	424	5.3%	63	10.3%
\$10,000 to \$14,999	52	5.4%	341	4.3%	51	8.3%
\$15,000 to \$24,999	95	9.9%	1,074	13.5%	84	13.7%
\$25,000 to \$34,999	118	12.3%	958	12.0%	77	12.6%
\$35,000 to \$49,999	232	24.2%	1,674	21.0%	150	24.5%
\$50,000 to \$74,999	203	21.2%	2,020	25.3%	126	20.6%
\$75,000 to \$99,999	108	11.3%	1,000	12.5%	37	6.0%
\$100,000 to \$149,999	55	5.7%	410	5.1%	7	1.1%
\$150,000 to \$199,999	7	0.7%	51	0.6%	7	1.1%
\$200,000 and over	10	1.0%	22	0.3%	11	1.8%
Total	957	100%	7,974	100%	613	100%
Median Income	\$44,769		\$45,581		\$37,461	
Households	957		7,974		613	
Household income	Harrisonville	% of Total	Pleasant Hill	% of Total	Raymore	% of Total
Less than \$10,000	279	8.1%	125	6.1%	138	3.4%
\$10,000 to \$14,999	173	5.0%	80	3.9%	94	2.3%
\$15,000 to \$24,999	576	16.7%	153	7.5%	353	8.8%
\$25,000 to \$34,999	519	15.1%	306	14.9%	440	11.0%
\$35,000 to \$49,999	667	19.4%	391	19.1%	637	15.9%
\$50,000 to \$74,999	834	24.2%	591	28.8%	1,212	30.2%
\$75,000 to \$99,999	231	6.7%	226	11.0%	676	16.9%
\$100,000 to \$149,999	152	4.4%	114	5.6%	390	9.7%
\$150,000 to \$199,999	16	0.5%	45	2.2%	52	1.3%
\$200,000 and over	0	0.0%	20	1.0%	15	0.4%
Total	3,447	100%	2,051	100%	4,007	100%
Median Income	\$39,498		\$48,915		\$56,007	
Households	3,447		2,051		4,007	

Source: US Census Bureau, 2008

Housing cost burden analysis provides an even more detailed look at household economic conditions. A housing cost burden is defined by the U.S. Department of Housing and Urban Development as gross housing costs, including utility costs, which exceed 30% of gross household income, based on census data. In 2000, one-fifth of Peculiar's residents experienced a housing cost burden. Out of these 179 residents, two-thirds were owners and one-third were renters. Owners earning between \$20K and \$35K were most affected, and within renters those earning less than \$10K were most affected. Compared to nearby communities, Peculiar had an average number of residents who were living with this burden.

TABLE 12: HOUSING COST BURDEN; 2000

Income Category	Own	% Own	Rent	% Rent	Households	% Total
Less than \$10,000						
Less than 30% of income	3	0.5%	26	10.9%	29	3.3%
More than 30% of income	12	1.8%	31	13.0%	43	4.8%
\$10,000 to \$19,000						
Less than 30% of income	15	2.3%	24	10.0%	39	4.4%
More than 30% of income	16	2.5%	22	9.2%	38	4.3%
\$20,000 to \$34,999						
Less than 30% of income	63	9.7%	45	18.8%	108	12.1%
More than 30% of income	52	8.0%	12	5.0%	64	7.2%
\$35,000 to \$49,999						
Less than 30% of income	133	20.5%	44	18.4%	177	19.9%
More than 30% of income	23	3.5%	2	0.8%	25	2.8%
\$50,000 or more						
Less than 30% of income	324	49.8%	33	13.8%	357	40.2%
More than 30% of income	9	1.4%	0	0.0%	9	1.0%
Total	650	100%	239	100%	889	100%
Housing Cost Burden	112	17.2%	67	28.0%	179	20.1%

Source: US Census Bureau, 2008

TABLE 13: HOUSING COST BURDEN COMPARISON; 2000

Housing Tenure	Peculiar	Garden City	Harrisonville	Pleasant Hill	Raymore	Belton
Owner-Occupied						
Less than 30% of income	82.8%	87.5%	86.4%	87.9%	83.9%	86.5%
More than 30% of income	17.2%	12.5%	13.6%	12.1%	16.1%	13.5%
Renter-Occupied						
Less than 30% of income	72.0%	75.7%	69.8%	76.3%	51.3%	61.4%
More than 30% of income	28.0%	24.3%	30.2%	23.7%	48.7%	38.6%
Housing Cost Burden						
Number of households	179	86	614	298	820	1,430
Percent of households	20.1%	16.5%	20.0%	15.4%	21.9%	21.6%

Source: US Census Bureau, 2008

Personal income can come from several sources other than employment. These other sources usually provide a fixed level of income, which often does not keep up with increases in inflation. In addition, the budget for these sources and number of people receiving an income through them is subject to frequent change. Therefore, these sources of income can result in residents who are or may experience a housing cost burden or may need additional public assistance. These residents deserve particular attention in order to ensure they are able to live as integral members of the community.

TABLE 14: PERSONAL INCOME SOURCE; 2000

Income Characteristics	Peculiar		Cass County		State of Missouri	
	2000	% of Total	2000	% of Total	2000	% of Total
Total Households	957		30,236		2,197,214	
With earnings	795	83.1%	25,267	83.6%	1,745,880	79.5%
With Social Security income	230	24.0%	7,341	24.3%	606,493	27.6%
With Supplemental Security income	29	3.0%	710	2.3%	90,165	4.1%
With Public Assistance income	30	3.1%	614	2.0%	73,736	3.4%
With Retirement income	155	16.2%	5,891	19.5%	372,852	17.0%
Median Household Income	\$44,769.00		\$49,562.00		\$37,934.00	

Source: US Census Bureau, 2008

Industry Employment

Analyzing employment by industry assists a community in determining the key components of their labor force. This analysis identifies the industries that make up the local economy, as well as the degree to which the various occupation groups are found in Peculiar. A comparison of the local economy to that of the county and state reveals how the market in Peculiar fares against these larger markets; we can judge whether or not Peculiar is providing an amount of each industry based upon what is expected within this region. When Peculiar has a larger percentage of an industry than the region, the indication is Peculiar is exporting some of the basic output in that category. Conversely, when Peculiar has a smaller percentage than the region, the indication is that Peculiar is importing elements of that category in order to make up for expected shortfalls.

By and large, the percentages of employment by category in Peculiar in 2000 were similar to both that of Cass County and the State of Missouri. There were some fluctuations that resulted in certain industries serving basic or non-basic roles when compared to either of the larger regions, but there were not any significant differences. The economy in Peculiar had an appropriate mix of industry classifications. In order to balance the economy even more, additional jobs should be sought in those industry categories where Peculiar has a lower percentage than the larger region.

Economic Base Theory:

An economic model and theory which analyzes urban and regional growth assuming a division of the economy into basic and non-basic sectors. Basic sectors are those producing for export and non-basic are those serving the needs of the basic sectors and of the population. Basic sectors are sometimes referred to as “city forming” because they bring wealth into a community and provide the stimulus for growth, while the non-basic sectors can be referred to as “city serving” since they are concerned with providing for and supporting the city itself, and therefore do not bring new wealth into the community.

TABLE 15: INDUSTRY CATEGORY COMPARISON; 2000

Industry Category	Peculiar		Cass County		State of Missouri	
	Persons Employed	% of Workforce	Persons Employed	% of Workforce	Persons Employed	% of Workforce
Agriculture, forestry, fishing and hunting and mining	9	0.7%	775	1.9%	58,415	2.2%
Construction	174	13.5%	4,973	12.2%	182,858	6.9%
Manufacturing	185	14.3%	5,378	13.1%	393,440	14.8%
Wholesale Trade	47	3.6%	1,338	3.3%	97,021	3.7%
Retail Trade	151	11.7%	5,039	12.3%	315,872	11.9%
Transportation and warehousing, and utilities	74	5.7%	2,442	6.0%	150,641	5.7%
Information	62	4.8%	1,682	4.1%	80,623	3.0%
Finance, insurance, real estate and rental and leasing	100	7.7%	3,149	7.7%	177,651	6.7%
Professional, scientific, management, administrative, and waste management services	95	7.3%	3,308	8.1%	198,547	7.5%
Educational, health and social services	191	14.8%	6,744	16.5%	541,715	20.4%
Arts, entertainment, recreation, accommodation and food service	85	6.6%	2,056	5.0%	206,295	7.8%
Other services (except Public Administration)	74	5.7%	1,827	4.5%	132,940	5.0%
Public Administration	46	3.6%	2,213	5.4%	121,906	4.6%
Total	1,293	100%	40,924	100%	2,657,924	100%

Source: US Census Bureau, 2008

Commuter Trends

Travel time to work is a factor used to develop an estimation of where workers living in Peculiar are employed. However, travel time does not necessarily equate to miles travelled, due to traffic congestion at the 71 Highway interchange and elsewhere along 71 Highway for those who use that as a route to work. In 2000, workers who lived in Peculiar spent slightly more time traveling to work than in 1990, which was a common trend throughout the country and was typical of suburban cities near large metropolitan areas.

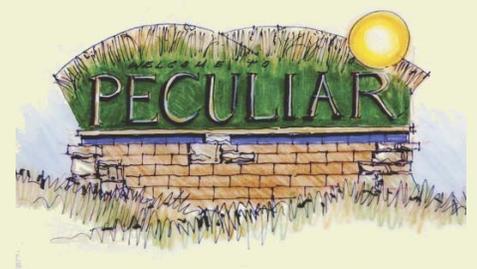
TABLE 16: TRAVEL TIME TO WORK; 2000

Travel Time	1990	% of Total	2000	% of Total	% Change
Less than 5 minutes	38	4.2%	42	3.3%	10.5%
5 to 9 minutes	59	6.5%	79	6.2%	33.9%
10 to 19 minutes	180	19.8%	250	19.5%	38.9%
20 to 29 minutes	183	20.2%	213	16.6%	16.4%
30 to 44 minutes	261	28.7%	393	30.7%	50.6%
45 to 59 minutes	98	10.8%	183	14.3%	86.7%
60 minutes or more	59	6.5%	91	7.1%	54.2%
Worked at home	30	3.3%	30	2.3%	0.0%
Total	908	100%	1,281	100%	41.1%
Mean Travel Time (minutes)	27.1		30.1		11.1%

Source: US Census Bureau, 2008

Community Facility Profile

- Parks and Recreation Facilities
- Education Facilities
- Fire and Police Protection
- City Buildings
- Communication Facilities
- Public Utilities
- Transportation



Community Facility Profile

Community facilities represent the wide range of buildings, utilities, and services that are provided and maintained by the different levels of government. These facilities are provided to ensure the safety, well being and quality of life of the residents of Peculiar. Facilities and services provide residents with social, cultural, educational, and recreational opportunities, as well as law enforcement and fire protection services designed to meet the public need. It is essential for all levels of government to anticipate the future demand for their goods and services if they are to remain strong and vital.

The first step is to evaluate the ability of the City to meet the current and future demand while determining the level of services that will need to be provided. Alternatively, in some instances, there are a number of services not provided by the local or state governments but provided by non-governmental, private or non-profit organizations for the community. These organizations are equally important providers of services to the community.

This profile provides a snapshot of public and private facilities, programs and services available to the residents of Peculiar. This information can be compared to current demands and accepted service standards to determine whether capacity is adequate, as well as identify potential new facilities, programs or services desired by residents in order to prepare to meet future demands within the planning period. Finally, recommendations for improvements to public facilities and services that do not or will not adequately address resident's needs can be developed.

For review purposes, the community facilities for Peculiar are divided into the following categories:

- Parks and Recreation Facilities
- Education Facilities
- Fire and Police Protection
- City Buildings
- Communication Facilities
- Public Utilities
- Transportation

Parks and Recreation Facilities

There are a number of recreational opportunities available to the residents of Peculiar, providing numerous amenities and outdoor activities. This abundance of quality outdoor space keeps Peculiar's residents close to nature and provides a necessary contrast to the hard, urban surfaces characteristic of metropolitan areas like Kansas City. The facilities available in the area fall under the jurisdiction of several public agencies. Within the City of Peculiar, there are five city-owned parks, three other park facilities, and a city-owned 66-acre tract that has been identified for a future park. In addition to open space, and passive or active recreational park areas, Peculiar residents also have access to several nearby golf courses.



TABLE 17: PECULIAR PARK FACILITY SUMMARY; 2007

Facility	Location	Amenities
Raisbeck Park	Southern end of SE Outer Road	Four softball/baseball fields (one with lights), two teeball fields, concession stand, portable toilets, parking, maintenance shed, bleachers, picnic tables, two drinking fountains, batting cage, toddler play structure, two large play structures, swing set
McKernan Park	Peculiar Drive & C Highway	Gazebo, bike rack, two b-b-q grills, benches, permanent restrooms, drinking fountain, play structure, swings, picnic shelter, lights, basketball court in parking lot, sidewalk to picnic area
Mayor's Park	Along Sutter's Creek at Peculiar Drive	Rock parking lot, two climbers, play structure, water fountain and hydrant, picnic table, b-b-q grill, swings, three benches, bike stand
City Lake Park	233rd Street & C Highway	Two picnic shelters, fishing pier, pad sites with electrical hookups, 12 picnic tables, parking, primitive camping
Shari Drive Park	Terminus of Shari Drive	Basketball
Elementary School	East 3rd Street & Broadway Drive	Two basketball courts, swings, three play structures, two multi-surface courts, toddler play structure and swings
Church Park	East 1st & Center Streets	Two picnic tables, horseshoe pit, basketball pole
Lions Park	Along West 4th Street south of Peculiar Drive	Parking, 12 covered horseshoe pits, picnic shelter, football field w/scoreboard, concession stand, bleachers
Knob Noster, MO State Park	64 miles east of Peculiar, south of 50 Highway	Two lakes and one creek, fishing and non-motorized boats, seven trails (one each dedicated to equestrian riders and mountain bikes), primitive camping, pad sites with electrical hookups, common water, restrooms and showers, and laundry, one dump station
Harry S. Truman, MO State Park	75 miles southeast of Peculiar	One lake, two boat ramps, two swimming beaches, marina, primitive camping, pad sites with electrical hookups, modern restrooms and showers, laundry, dump station, picnic sites and shelter, playground
Hillsdale, KS State Park	30 miles west of Peculiar	One lake, seven boat ramps, two swimming beaches, hunting, three trails, primitive camping, pad sites with electrical hookups, modern restrooms and showers, dump station, picnic stations
Fleming Park, Jackson County	30 miles northeast of Peculiar	Two lakes with boat ramps, hiking and biking trails, fishing ponds, ADA accessible fishing pier, swimming beaches, two marinas, soccer fields and playgrounds, outdoor education center, model airplane field, modern restrooms and showers, two dump stations, picnic shelters, group shelters
Longview Lake Park, Jackson County	16 miles north of Peculiar	One lake, two boat ramps, fishing ponds, two ADA accessible fishing piers, marina, nature and biking trails, primitive camping, pad sites with electrical hookups, modern restrooms and showers, dump station, picnic shelter, group shelter, golf course, playgrounds, softball fields, model airplane field, horse park, dog training area, hot air balloon port
Swope Park, Kansas City	22 miles north of Peculiar	Kansas City Zoo, Starlight Theater, two nature centers, two golf courses, athletic fields, playgrounds, hiking and biking trails, swimming pool, picnic shelters, group shelters

Source: City of Peculiar, 2008
 Sources: State of Missouri Department of Natural Resources, 2007
 State of Kansas Department of Wildlife and Parks, 2007
 Jackson County, MO, 2007
 Kansas City, MO, 2007

TABLE 18: GOLF COURSES NEAR PECULIAR; 2007

Facility	Location	Holes	Ownership
Country Creek	Harrisonville, MO	54	Public
Twin Pines	Harrisonville, MO	9	Private
Southview	Belton, MO	18	Public
Eagles Landing	Belton, MO	18	Public
Grand Summit Country Club	Grandviwee, MO	18	Public
Loch Lloyd Country Club	Loch Lloyd, MO	18	Private
River Oaks	Grandviwee, MO	18	Public
Shamrock Hills	Lee's Summit, MO	18	Public

Source: City of Peculiar, 2008



Education Facilities

The Raymore-Peculiar School District covers approximately 94 square miles, and includes students residing in the communities of Raymore, Peculiar, and a portion of Lee's Summit, as well as some of the unincorporated areas of Cass County. Raymore-Peculiar schools have a high school graduation rate of 95%, and send 70% of these graduates on to some form of higher education. The Ray-Pec school district is comprised of six elementary schools, two intermediate schools, one middle school, a freshman center, and one high school. Creekmoor Elementary and Bridle Ridge Intermediate are the newest facilities, having opened for the 2006/2007 school year. Peculiar also benefits from close proximity to numerous post-secondary educational opportunities throughout the Kansas City metropolitan area.

TABLE 19: RAYMORE-PECULIAR SCHOOL ENROLLMENT; 2006/2007

Facility	Address	Grades	Attendance
Ray-Pec Senior High	20801 S. School Road, Peculiar, MO	10-12	1,280
Ray-Pec Freshman Center	21001 S. School Road, Peculiar, MO	9	463
Ray-Pec Middle	20501 S. School Road, Peculiar, MO	7-8	833
Bridle Ridge Intermediate	900 E. 195th Street, Raymore, MO	5-6	460
Eagle Glen Intermediate	100 S. Foxridge Drive, Raymore, MO	5-6	379
Creekmoor Elementary	1501 Creekmoor Drive, Raymore, MO	K-4	344
Peculiar Elementary	201 E. 3rd Street, Peculiar, MO	K-4	387
Raymore Elementary	500 S. Madison, Raymore, MO	K-4	429
Shull Elementary	11706 E. 211th Street, Peculiar, MO	K-4	263
Stonegate Elementary	900 S. Foxridge Drive, Raymore, MO	K-4	396
Timber Creek Elementary	310 E. Calico Drive, Raymore, MO	K-4	404

Source: Missouri Department of Elementary and Secondary Education, 2008

Fire and Police Protection

The West Peculiar Fire Protection District serves a 47 square mile area encompassing the City of Peculiar and portions of Cass County. The existing Fire Hall is located at 200 S. Main Street, and the department employs 40 firefighters and 25 EMTs that undergo weekly training sessions. The existing Hall was built in 2001 and is in excellent condition; however, there are also plans to expand into a new substation that would be located near the school complex at E 211th Street and School Road. The District's fleet of vehicles includes three fire engines, one tanker truck, three support vehicles, and three rescue vehicles.

The Peculiar Police Department consists of 11 full-time and four reserve uniformed officers, and one police clerk. The officers work 12 hour shift rotations so there is a uniformed officer on patrol 24 hours per day, 365 days per year. Dispatching services are contracted to the Raymore Police Department, which offers 24 hour per day dispatch services. The Police Station is located at 224 N. Main Street. The existing facility has served the Department's needs well, but increases in population will eventually result in necessary additional facility space to better serve police functionality and safety.

City Buildings

City Hall was built in 1994 at 600 Schug Avenue. City Hall houses the city offices and the council chambers within two buildings. There are 32 people employed by the City of Peculiar with duties such as utilities, engineering, inspections, and the business office. The facilities are sufficient for all current uses, and are ADA compliant. A city maintenance building exists at this location as well. All three building have the potential to be expanded should the need arise.

Communication Facilities

Peculiar's electronic communication needs are served by several local companies, as well as all major national companies. Television service is available via traditional cable companies as well as satellite networks. Numerous local television stations provide local coverage as well as national network programming, and expanded channel selections are available through national providers. Radio stations throughout the area address a wide array of listening preferences on AM and FM bands, and national satellite radio providers also have service in the area. Telephone service is available through traditional land line companies, as well as through voice over IP technologies, and cellular carriers. The internet is available through DSL, cable, and satellite providers. Print media can be found in the form of a large number of local and regional newspapers. Although Peculiar does not publish its own newspaper, the nearby communities of Belton and Raymore do, Cass County produces a newspaper, and the Kansas City Star reports on news throughout the metropolitan region.

Public Utilities

Residents of Peculiar receive electricity from Kansas City Power and Light and Osage Valley Electric Cooperative. All newly developing area within Peculiar will receive power from KCP & L. Missouri Gas Energy supplies natural gas to the town's residents. Water and sewer services are provided by the community. A recent wastewater study evaluated existing wastewater facilities and recommended several upgrades and improvements.

Transportation

Peculiar's transportation system is comprised of several arterial and collector streets, and many local streets. The most prominent arterial is 71 Highway, which bisects the community resulting in connectivity difficulties and emergency access concerns. Other arterials include C and J Highways, and Peculiar Drive. The arterial and collector street network provides good accessibility to all areas of the community on either side of 71 Highway. However, since the highway has only one interchange, access between the east and west halves of town is difficult, especially during the peak driving hours. The result is long traffic backups for workers and students travelling to and from their homes, as well as concerns over the ability of police, fire, and emergency personnel to provide timely response during high traffic conditions.

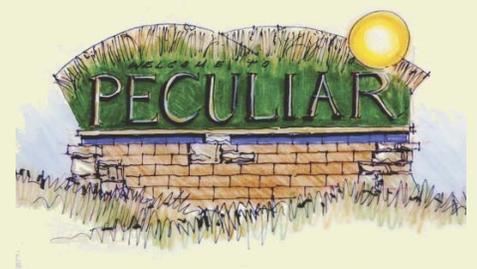
Through Peculiar's proximity to Kansas City and 71 Highway, residents have relatively easy access to the metropolitan area and other locations within Missouri and Kansas. The 71 Highway corridor is also a prominent travel route for residents from throughout the area to access the lakes region of the state and other attractions.





Existing Land Use Profile

- Peculiar Existing Land Use Categories
- Existing Land Use Analysis
- Peculiar Existing Land Use Map



Existing Land Use Profile

The term “land use” refers to the specific type of use located on a parcel of land. The number and type of uses are constantly changing within a community, and produce a number of impacts on the community. The success and sustainability of a community is directly related to the distribution and relationship of the various land uses as they change over time. The land uses within the corporate limits of Peculiar were evaluated on a per acre basis, to provide a perspective of the existing development pattern.

Existing patterns of land uses are often fixed in older communities, while development in newer areas is often reflective of current development practices and trends. Overall, development patterns in and around Peculiar have been influenced mainly by the 71 Highway corridor, and more recently by growth extending south from Kansas City. These features will likely continue to influence development throughout the course of the planning period.

Peculiar Existing Land Use Categories

The utilization of land is best described in categories that provide broad descriptions where numerous businesses, institutions, and structures can be grouped. For the purposes of the Peculiar Comprehensive Development Plan, the following land use classifications are used:

- Single Family Residential
- Multi-Family Residential (including duplexes and apartments)
- Manufactured Housing (including trailers and mobile homes)
- Commercial (including retail and office)
- Industrial (including both heavy and light industrial uses)
- Public/Quasi-Public (including all religious and institutional uses, schools, and colleges)
- Parks and Recreation
- Transportation (including streets, alleys, and other public rights-of-way)
- Agricultural/Open Space (including all areas without filed plats, and/or undevelopable areas)
- Vacant (including all undeveloped, but platted lots)

Existing Land Use Analysis

An existing land use survey was conducted in order to establish a baseline relationship between uses found in Peculiar. This survey consisted of driving through the entire city identifying the observed land use for each parcel. The results of the survey were tabulated and serve as the basis for this analysis. The proportion of land dedicated to each use was converted to an acres per 100 persons measurement in order to facilitate comparison between communities and assist in the development of future land use needs and patterns.

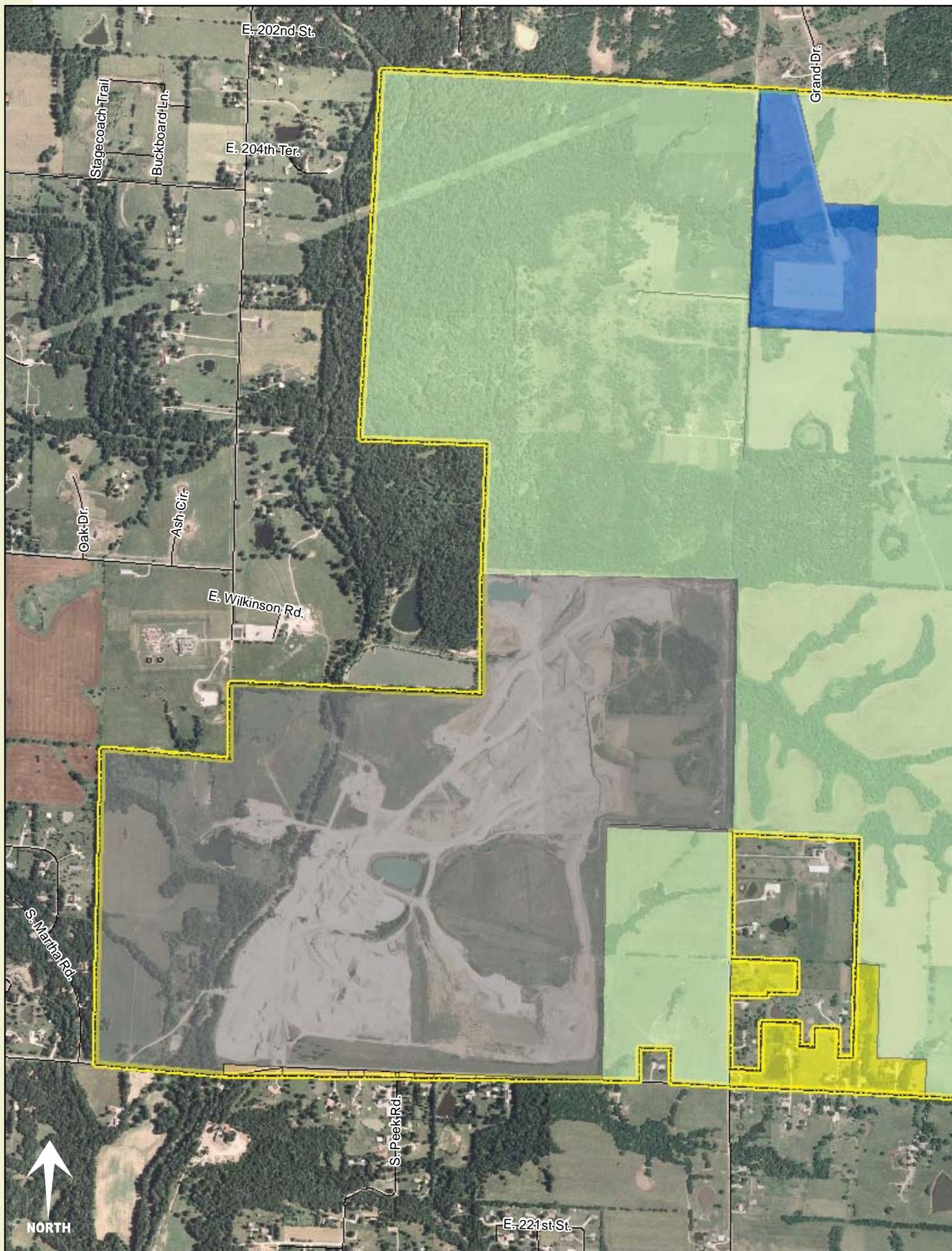
As of 2007, the city limits of Peculiar included approximately 5,377 acres, over half of which were undeveloped or vacant. Much of this land was platted for residential development; however, changes in the housing market had stifled the development of these lots. The most prominent land use in the community was residential units, nearly all of which were single-family homes. Industrial uses also comprised a large portion of the community, due to the recent annexation of a rock quarry on the west side of town. The mix of land uses found in Peculiar is a matter of local preference. While there is not a “standard” mix of uses, the community can evaluate its current conditions, and when compared to future preferences, can develop a mix that makes sense. The amount of vacant and undeveloped land in Peculiar is a benefit however; it represents opportunities for future growth and development without the need to annex extensively. Due to the large amount of this area that is contained in contiguous tracts in the northwest part of town, it also provides flexibility in development patterns and future transportation routes.

TABLE 20: EXISTING LAND USE COMPOSITION; 2007

Land Use Category	Acres	% Developed Area	% Total Area	Acres/100 persons
Residential	1,138.4	44.2%	21.2%	26.8
Single-family	1,081.4	42.0%	20.1%	25.5
Multi-family	56.1	2.2%	1.0%	1.3
Manufactured Housing	1.0	0.0%	0.0%	0.0
Commercial	150.0	5.8%	2.8%	3.5
Industrial	807.3	31.4%	15.0%	19.0
Light	99.6	3.9%	1.9%	2.3
Heavy	707.7	27.5%	13.2%	16.7
Public/Quasi-Public	344.7	13.4%	6.4%	8.1
Park/Recreation	134.0	5.2%	2.5%	3.2
Total Developed Land	2,574.5	100%	47.9%	60.6
Agriculture/Open Space/Undeveloped	2,803.3		52.1%	66.0
Total Area	5,377.8		100%	126.6

Source: JEO Consulting Group, Inc, 2007

FIGURE 8.1: PECULIAR EXISTING LAND USE MAP (NORTHWEST)



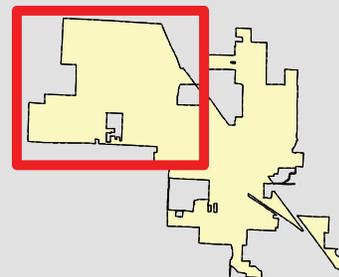
Peculiar Existing Land Use

Figure 8.1

-  Vacant
-  Ag/Open Space
-  Single Family Residential
-  Multifamily Residential
-  Mobile Home Residential
-  Commercial
-  Light Industrial
-  Heavy Industrial
-  Public/Quasi Public
-  Park/Recreation

City of Peculiar

Cass County, Missouri



Prepared By: JEO Consulting Group, Inc.
 Source: Missouri Spatial Data Information Service, Cass County MO
 GIS Process: ArcView 9.2

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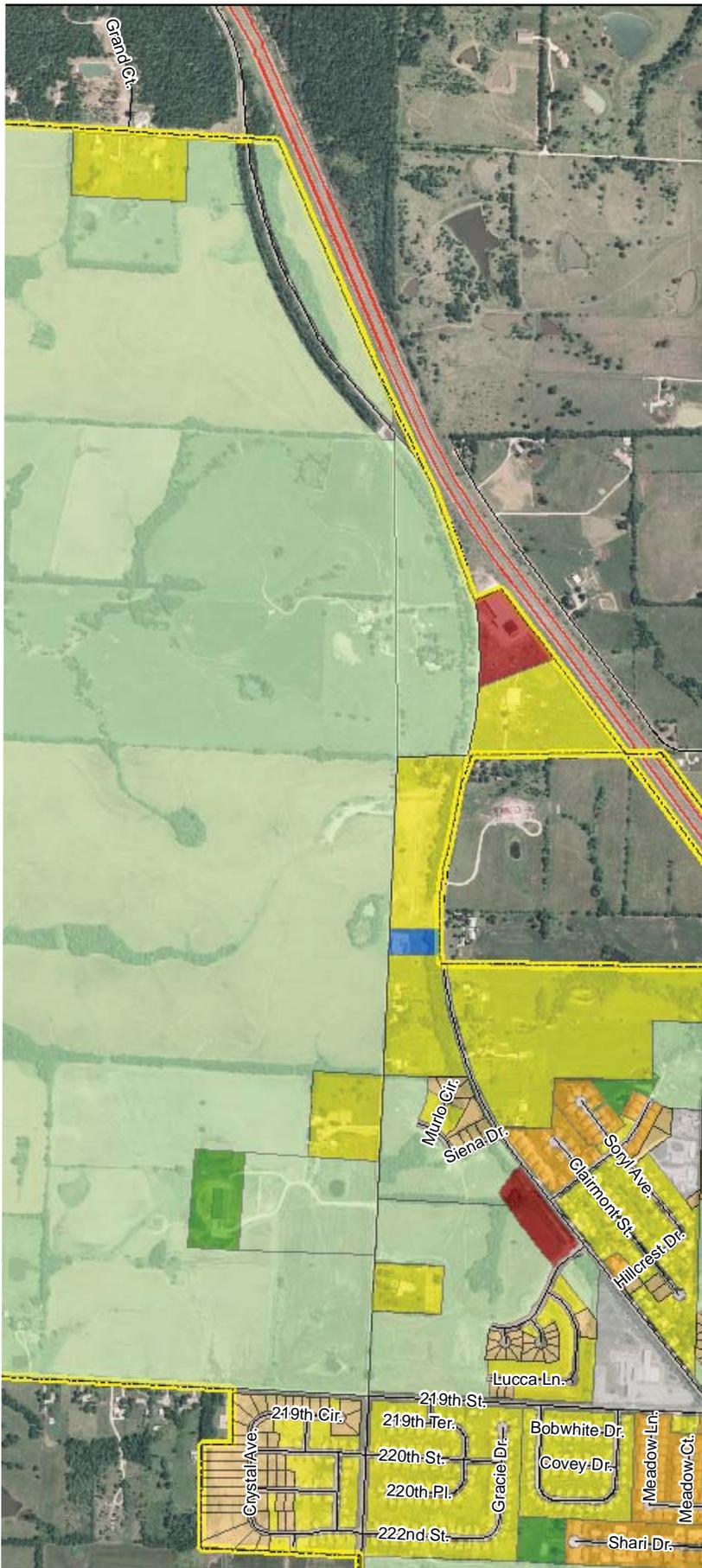
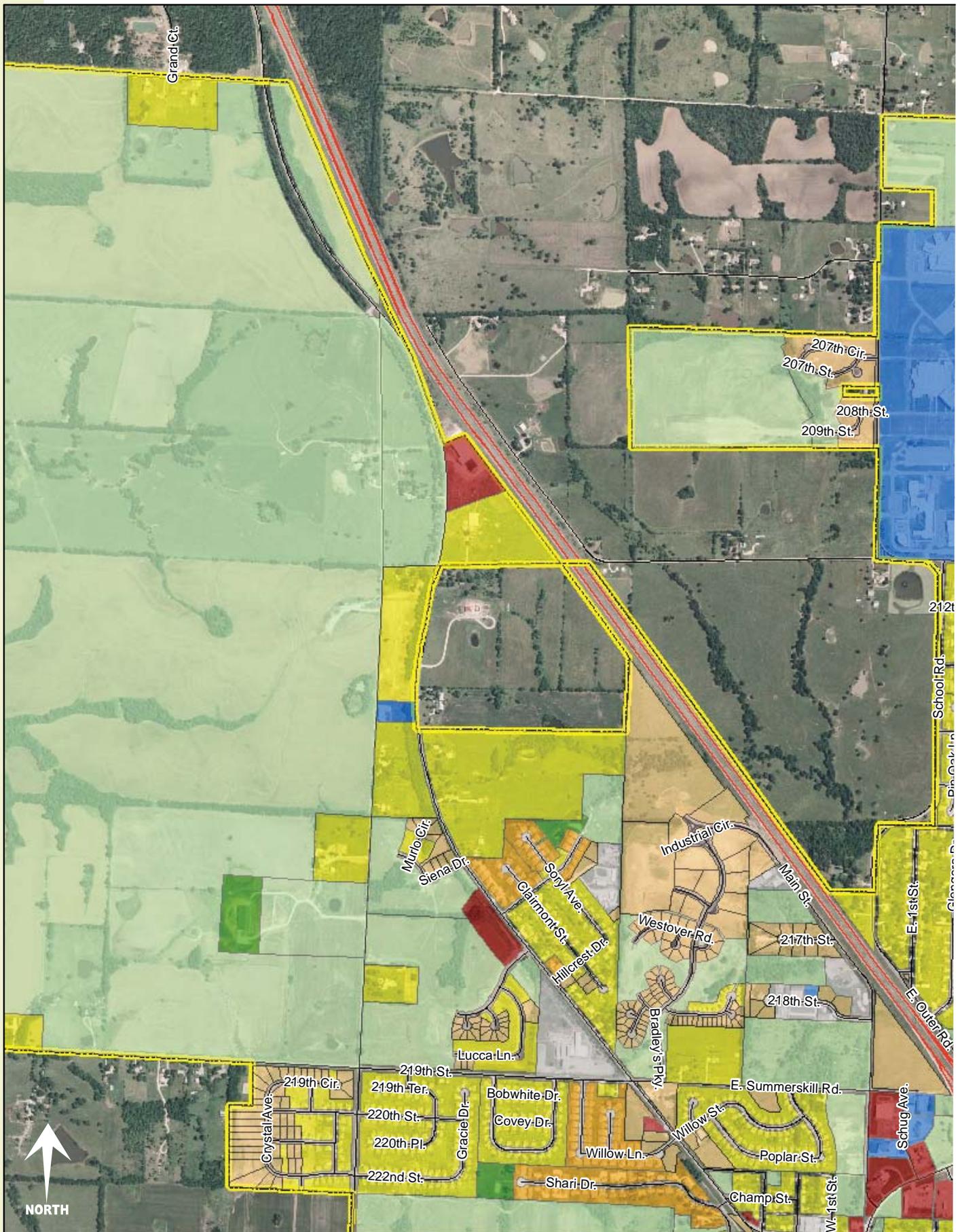


FIGURE 8.2: PECULIAR EXISTING LAND USE MAP (NORTHEAST)



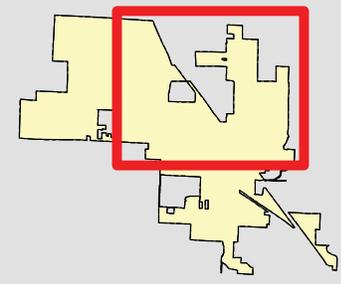
Peculiar Existing Land Use

Figure 8.2

- Vacant
- Ag/Open Space
- Single Family Residential
- Multifamily Residential
- Mobile Home Residential
- Commercial
- Light Industrial
- Heavy Industrial
- Public/Quasi Public
- Park/Recreation

City of Peculiar

Cass County, Missouri



Prepared By: JEO Consulting Group, Inc.
 Source: Missouri Spatial Data Information Service, Cass County MO
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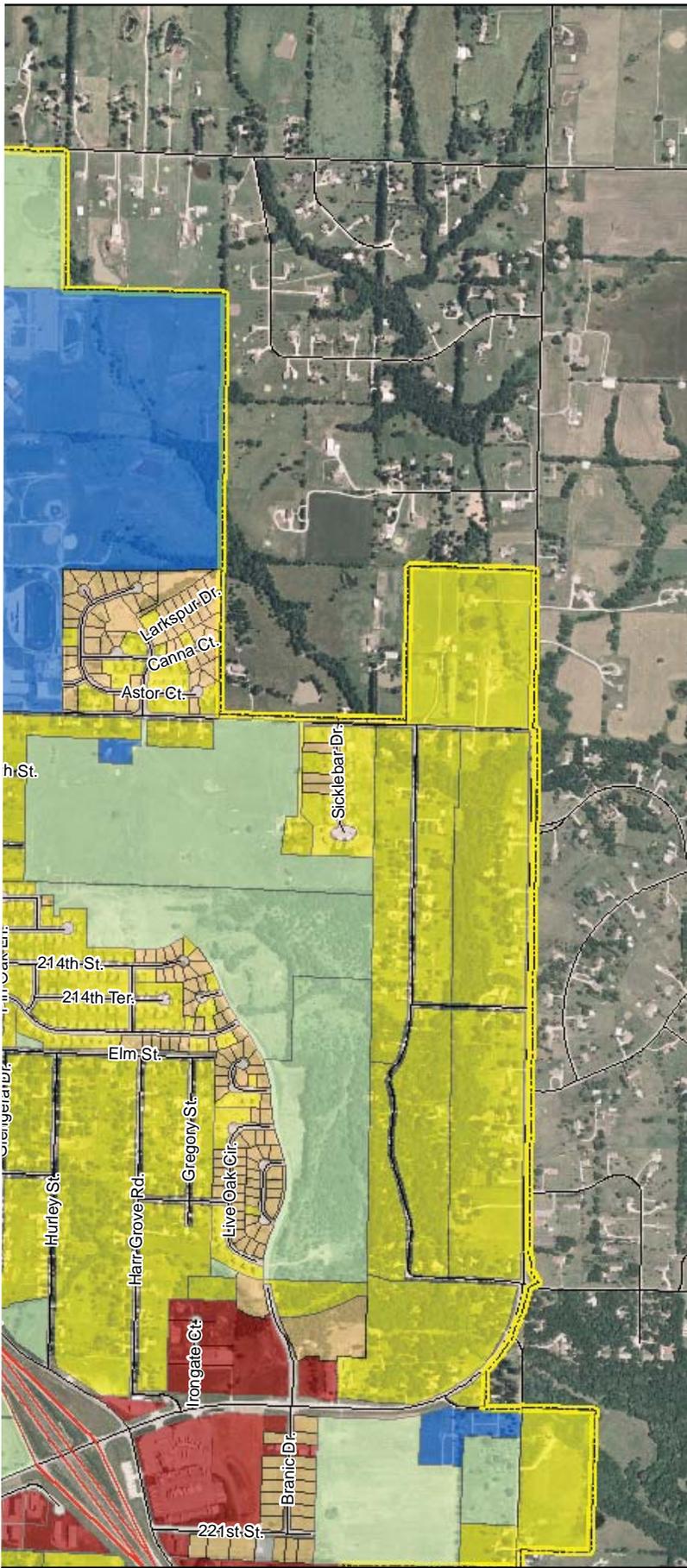
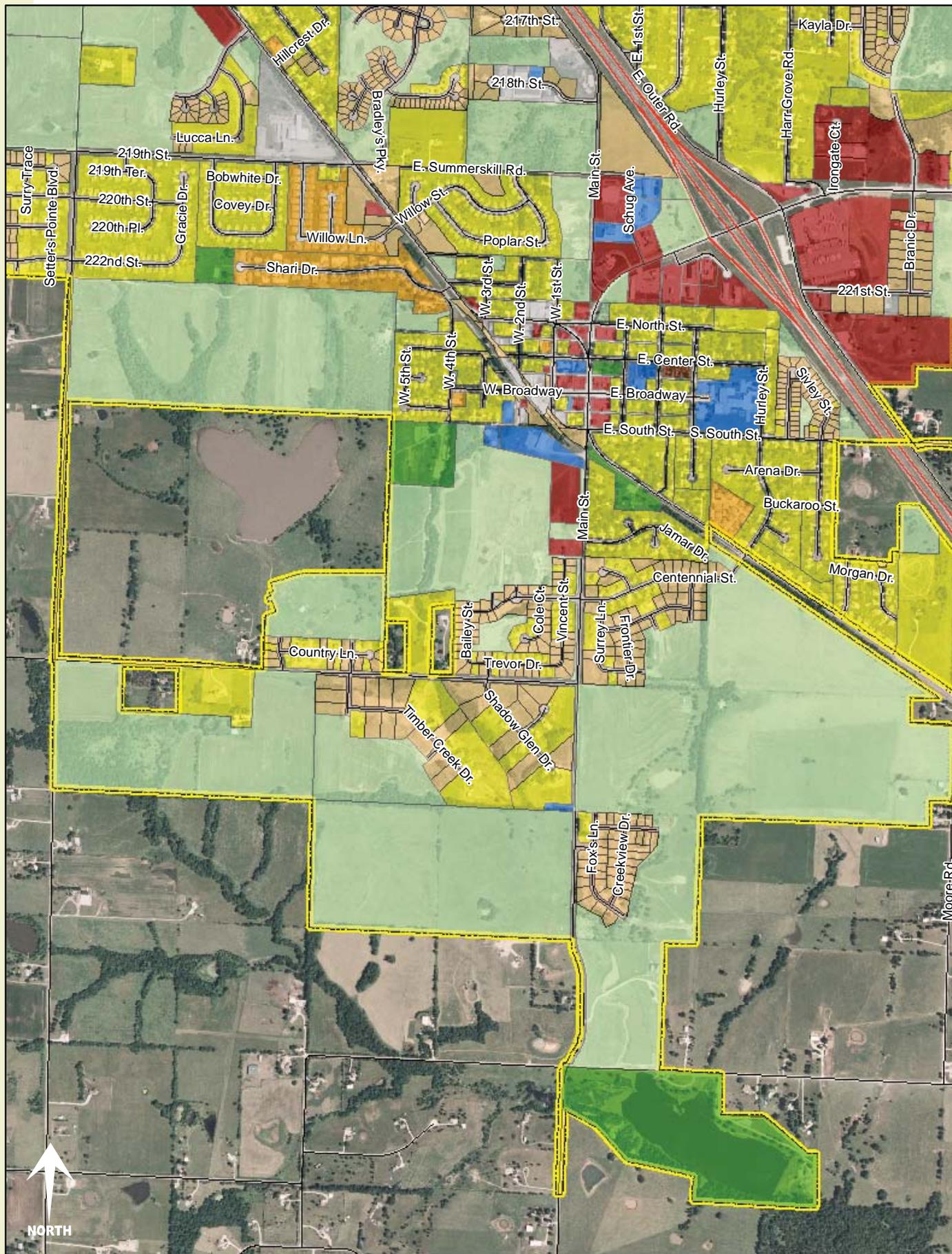


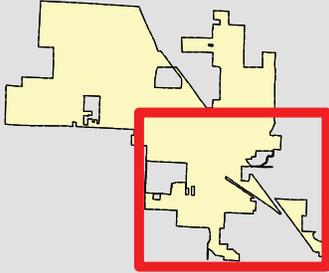
FIGURE 8.3: PECULIAR EXISTING LAND USE MAP (SOUTHWEST)



Peculiar Existing Land Use Figure 8.3

-  Vacant
-  Ag/Open Space
-  Single Family Residential
-  Multifamily Residential
-  Mobile Home Residential
-  Commercial
-  Light Industrial
-  Heavy Industrial
-  Public/Quasi Public
-  Park/Recreation

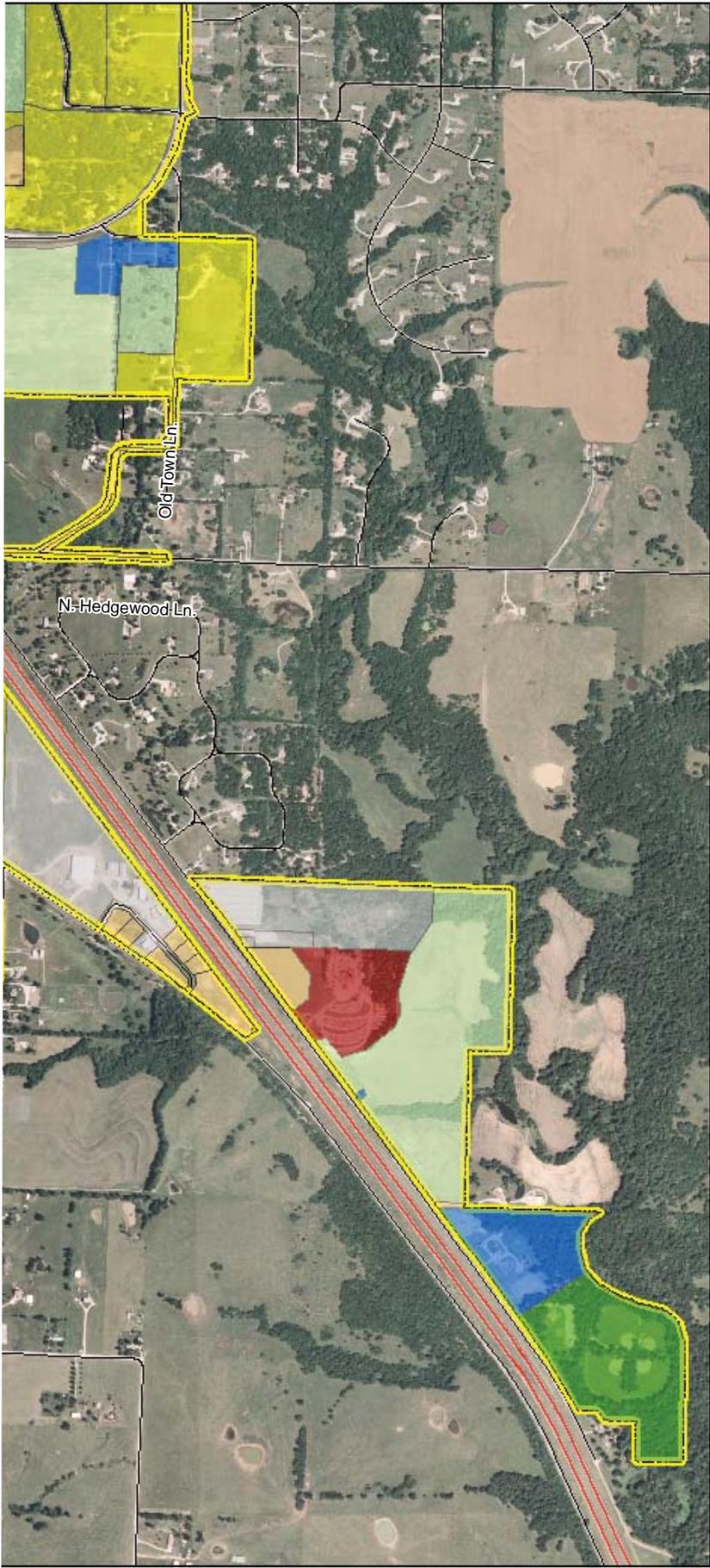
City of Peculiar Cass County, Missouri



Prepared By: JEO Consulting Group, Inc.
Source: Missouri Spatial Data Information Service, Cass County MO
GIS Process: ArcView 9.2

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Envision Peculiar

Introduction

Visioning

Public Participation Program

Goals, Objectives, and Policies



Envision Peculiar

Introduction

The City of Peculiar has embarked on a process to update its Comprehensive Plan into a cornerstone document that will describe and guide the future development of the City. The process of preparing a Comprehensive Plan for the future of a community is an on-going process of goal setting and problem solving aimed at encouraging and enhancing better communities through a higher quality of life. Planning focuses upon ways of solving existing problems within the community, and providing a management tool enabling citizens to achieve their vision for the future.

Visioning

Envision Peculiar is the Plan element that describes how the City sees itself in the future. The description provides both graphic and textual glimpses of changes and improvements that community leaders and residents desire to see. In order to develop these glimpses, community leaders, stakeholders, and residents took part in a multi-day charette and visioning process that resulted in meaningful public dialogue and the creation of preferred images of future Peculiar.

Visioning is a process of evaluating present conditions, identifying problem areas, and developing a consensus on how to overcome those concerns and manage the evolution of the community brought on by future change. Visioning also includes a determination of Peculiar's strengths and weaknesses, which further help the community decide what it wants to become. In the end, the vision will assist the community by providing a "roadmap" that will guide future decisions and ultimately point the way towards fulfilling the vision of Peculiar.

Change is continuous. Therefore, Peculiar must identify specific criteria that will be used to judge and manage change. Instead of reacting to development pressures after the fact, the City, using its accepted vision, will reinforce the desired changes and discourage the negative impacts that may undermine the vision. A shared vision permits Peculiar to develop the goals and policies that will provide the necessary support and direction needed to bring the vision into reality.

Key components to any Comprehensive Plan are the goals and policies. These will be developed based upon citizen input that defines a vision of what the City would like to become. The issues and concerns that have been identified by the citizens will be developed into broad based goals and policies that further delineate the vision and will be used to guide, direct, and base future decisions on growth and development within Peculiar. These goals and policies will also be further developed into action statements, which aim to provide the kind of "day-to-day" direction and monitoring that will be useful in implementing this Plan and realizing the vision.

Goals are a projected state of affairs which the community intends to achieve. Goals are the most general statement of future preferences, and set a broad framework for objectives and policies. A goal should be established in a manner that is clearly understood and allows it to be accomplished. However, in order for the community to utilize the full dynamic range of this Plan, the goals may need to be modified or changed from time to time to continue to reflect community preferences.

Objectives are the intermediate steps that guide the community from the present to the future. Objectives provide direction and benchmarks that can be used to monitor progress. Objectives also help maintain support and interest in Plan implementation by providing tangible actions that provide perceptible results. By actually observing and participating in Plan activities and their results, community residents are

allowed to involve themselves in the evolution of their community, which enhances their support for the Plan and instills excitement for continued involvement.

Policies are more detailed than objectives, and describe the kinds of action that should be used to achieve a goal. Policies represent deliberate plans of action that guide decisions in order to achieve rational outcomes, and are concerned with defining and implementing the goals of this Plan. Policies are a means to achieving the goals established by the community; they imply a clear commitment to the City's future development. Policies are part of the value system linking goals with action.

The development of goals, objectives, and policies should include the development of several specific elements that will enable the community to understand and utilize their potential. One process that explains these elements is the S.M.A.R.T.¹ process. This process provides insight into the way in which goal-setting can occur in a way that makes implementation more likely, and provides a framework for the creation of Peculiar's goals, objectives, and policies.

Goals, objectives, and policies ensure that the Comprehensive Plan accomplishes the desires of the residents in Peculiar. Therefore, it is important for them to be written in a manner that allows for both long-term and short-term accomplishments. Utilizing both long-term and short-term goals provides continuity throughout the implementation process, allowing the community to monitor Plan progress. Long term goals keep the community focused on their future vision and provide general direction towards achieving that vision. Short-term goals provide the kind of tangible results that can be used to preserve community support. Short-term goals are important for several reasons, because they:

- Allow for immediate feedback and success, which fuels the desire to achieve additional goals and better policies.
- Allow for the distribution of resources over time thus assuring a balanced use of public investment.
- Establish certain policies that need to be followed before the long-term goals can be accomplished.

The SMART process:

Specific: objectives should be precisely defined rather than tolerating diffuseness or nebulousness

Measurable: objectives should define a method of measuring progress

Agreed-To/Achievable: objectives should be agreeable to all parties, and should be described in a way that makes them achievable

Realistic/Rewarding/Relevant: objectives should be realistic and describe accomplishments that make sense

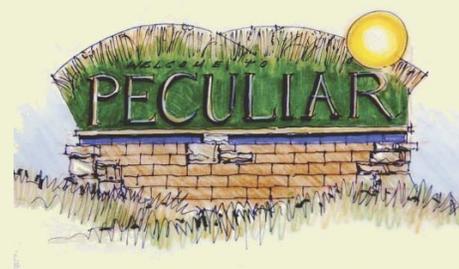
Time-related: objectives should include a time-scale for completion

¹George T. Doran, There's a S. M. A. R. T. Way to Write Management Goals and Objectives, Management Review (AMA Forum), November 1981, pps. 35-36



Public Participation Program

- Visioning Workshop
- Guiding Principles
- Focus Groups
- 3-Day Charrette
- Town Hall Meetings



Public Participation Program

The public participation program for this Plan included several elements designed to create a partnership between community leaders, stakeholders, citizens, and the consultant. Public participation, input, and review is critical to the success of this project and support for this Plan. Key elements of the public participation program include:

- Visioning Workshop
- Focus Groups
- 3-Day Charrette
- Town Hall Meetings
- Public Surveys

Visioning Workshop

On April 20, 2006, the community participated in a workshop intended to develop a vision for Peculiar that can be used as single reference toward which the entire planning process can be directed. The specific objective of the workshop was to identify participants' broadest desires for the future of Peculiar. The workshop was facilitated by the Community Development Director, and small group exercises were led by members of the Planning and Zoning Commission. Eighteen people participated in the workshop.

The visioning workshop participants were divided into two small groups. In order to start everyone working towards a common goal, they were posed the following scenario:

"It is the year 2025. Peculiar has met all of your hopes for what it would become. Describe what the City looks like, the development that has occurred, the economic activity (agriculture, commercial, office and industrial) and other aspects that make this a great place to live."

Once both groups had finished their discussions, a member from each group described the characteristics of the future they had discussed. Although the majority of responses were compatible with one another, there were elements presented that conflicted with one another, such as 10,000 square feet minimum lot size and cluster development. The full list of workshop responses are presented in Appendix A. Using the experience of generating these responses, and with their own personal image of future Peculiar in mind, the participants developed a vision statement and a series of guiding principles. The vision statement was further refined into the following:

Vision Statement

Peculiar is a diverse, safe, and family-oriented community bound together by shared, small town values and a commitment to excellence. We value our small-town feel while enjoying the opportunities found in the metropolitan region and offering our residents high-quality education. Peculiar welcomes new residents and businesses to experience our quality of life. We proudly celebrate our heritage and culture while inviting others to share in our future.

Guiding Principles

Coordinated and efficient growth patterns: Peculiar will have a compact and generally contiguous land use development pattern that makes the most efficient use of public infrastructure and services. The Plan will balance urban development with conservation of the natural environment. Single-family housing growth will be encouraged, while ensuring a range of housing choices available for people of all ages and stages of life.

Preservation and enhancement of natural resources: Residents feel strongly about conserving the area's natural features, resources, and scenic quality. The City should work to preserve and enhance its natural features that provide wildlife habitat, maintain environmental quality, and enrich the lives of residents through education, observation, and outdoor recreation opportunities. Parks and greenway should be used to link growth areas and activity centers, as well as fulfill needs for storm water management and as utility corridors. Preserving the community's natural features and resources will help maintain Peculiar's identity and desirability as a place to live, work, and play.

Efficient use and expansion of public facilities and services: The availability of water, wastewater, streets, police protection, parks, schools, and other utilities and services affects the safety and quality of life for Peculiar's residents and the economic stability of the City. The provision of these facilities and services should occur concurrently with land development whenever possible. There should be a supportive relationship between the comprehensive plan, land use regulations, and the City's capital improvement program.

Active community involvement and cooperation: City leaders should continue to foster coordination and cooperation between themselves and other governing bodies, city boards, and local citizen groups to promote a sense of community. The City should support opportunities for public participation in the community and capital improvement planning process.

A balanced multi-modal transportation system: Mobility, efficiency and safety are important components of a transportation system. The City will address current and future mobility needs through appropriate land use decisions and efficient transportation systems with connected local and regional roads that facilitate traffic flow through the City. The City will develop a major thoroughfare plan and will integrate and coordinate this plan and land use plan so that the street capacity improvements, road safety improvements, and alternative transportation modes can be efficiently provided along multiple public use corridors.

Stable, cohesive neighborhoods will offer a variety of housing types: The City will support new development that contains a mix of land uses and diversified housing options, including housing that is affordable. The City will work to maintain the quality and character of established neighborhoods throughout the community. It will pursue initiatives that are compatible with existing design and use to preserve or enhance property values. New housing areas should be located where residents will have reasonable access to the full range of infrastructure, facilities, and services that are needed for healthy, livable neighborhoods, with urban centers surrounded by open countryside.

Attractive, functional development will promote a strong community: Peculiar residents pride themselves on the attractiveness and overall quality of their community. The City will encourage a higher standard of design for new development to strengthen the physical appearance of the area as a quality living and business environment.

A strong, diversified economic base: The City will seek employment and commercial development opportunities that provide a variety of jobs, products and services to residents, and that make a positive contribution to the community. It will also encourage development that will enhance and diversify the City's tax revenue and employment base.

Focus Groups

Focus group meetings were used to gather input from specifically identified and invited city staff, stakeholders, and residents. These meetings were held on July 25 and 26, 2007. Participants were identified because of their ability to provide specific information on a given topic of interest. The meetings generally started with a set of specific questions, but were allowed to progress in a more conversational manner. Participants were encouraged to speak freely and answer questions completely. Since each group had specific areas of knowledge, the information gathered varied between them. Following is a summary of the most commonly raised issues from all groups. The full list of responses from each focus group is shown in Appendix B.

- Infrastructure improvements are needed city-wide
- Vehicle congestion is excessive along School Road and at 71 Highway during the peak hours
- Too many low water bridges
- Too many structures located near or in the floodplain
- City needs an interchange at 211th Street and 71 Highway
- Major commercial development is needed to increase the tax base and provide additional funding
- Regulations need to be revised to provide clarity and consistency
- Youth need more opportunities for entertainment and recreation

3-Day Charrette

A 3-day long charrette was held in order to invigorate community residents through an intense graphic exercise. The charrette was conducted August 7-9, 2007 at the Lions Community Center, and attended by over 30 participants. Charrette participants were allowed to come and go during the process, and an open house presentation of the results was given on the evening of the final day.

The charrette, also referred to as a Community Opportunity Workshop, utilized the talents of several design professionals to give life to the desires and preferences of workshop participants. The result of the charrette was a series of images that represent various community improvements that participants desire to see in Peculiar. The images created during the charrette process can be found in the companion document Charrette Image Book.

What is a Charrette?

The French word, "charrette" means "cart" and is often used to describe the final, intense work effort expended by art and architecture students to meet a project deadline. This use of the term is said to originate from the École des Beaux Arts in Paris during the 19th century, where proctors circulated a cart, or "charrette", to collect final drawings while students frantically put finishing touches on their work.

Town Hall Meetings

Four town hall meetings were held on July 25 and 26, 2007. The purpose of the meetings was to gather input on issues (both positive and negative) from the perspective of the residents of Peculiar. The meeting format was presented as a brainstorming session at which the goal was to identify all potential responses to a specific question. Participants were encouraged to speak freely, and all responses were recorded. During the meeting, responses were not evaluated or discussed, except to the extent that additional responses were generated. Once all responses were recorded, participants were invited to rank the responses in order of importance.

In order to accomplish this, each participant received dot stickers to place on those responses that matter most to them. Once voting was complete, the votes were tallied and responses prioritized according to assigned group importance.

Input was gathered through the use of a modified opportunities analysis. Participants were asked four questions about their perceptions of Peculiar. The questions were presented in an open-ended style, designed to encourage multiple answers and group discussion. All responses were recorded, regardless of their perceived validity or responsiveness. It should be noted that individual residents will vary as to their views about Peculiar as it exists today and how it should exist in the future. By asking questions in a public format such as this, participants work to form a consensus-based list that identifies and prioritizes the most commonly held views. This process allows all views to be shared with the community, so that no view is left unsaid or unrecognized. Those responses to each of the four questions that received 10 or more votes are shown below. A full listing of responses and prioritization is included in Appendix C.

Negative Aspects

- Sidewalks/Trails
- Streets
- Infrastructure/Sewer/Water
- Flood Control

Positive Aspects

- Small Community/Small Town/Home-town feel
- Schools
- Proximity to KC/Location
- Nice People

Future Vision

- Sidewalk/Trail System
- Destination Retail - No Wal-Mart
- Community Center
- Library
- Revitalized Downtown/Arts and Cultural District/Downtown Destination/
Clean up Downtown (bury electrical lines, etc)
- 211th Interchange

Needed Actions

- Community Buy-in/Support
- Public/Private Partnerships
- \$\$\$\$/Grants/Taxes/Federal funding

One of the most significant themes to come from the town hall meetings was that residents like the small town feel and tight knit community that Peculiar is. Residents recognize those as important assets and want to protect them. Residents want good regulations that manage growth in such a way that it doesn't detract from the existing town and doesn't simply merge them into the greater Kansas City metro like has occurred with closer suburbs. There was also a great deal of discussion about the lack of sidewalks and trails and loss of connectivity between neighborhoods. It was agreed that new regulations would help with this problem in new developments, but they also want to find ways to address issues in the established areas of town. Discussions about a new commercial development at a new interchange with 71 Highway were also common. The consensus on this issue is that new development should bring people into Peculiar and not draw business away from Downtown. In

Opportunities Analysis

Negatives – What are the most negative aspects of Peculiar?

Positives – What are the most positive aspects of Peculiar?

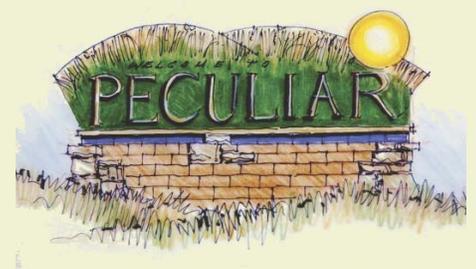
Future – What is your vision for the future of Peculiar?

Actions – What needs to be done in order to accomplish this vision?

order to do this, new development should focus on providing destinations for people from within the region, as well as commercial businesses that compliment and support the existing businesses in Downtown. Preserving the small scale business environment that is welcoming to pedestrians in the Downtown will help maintain the sense of community that residents appreciate.

Goals, Objectives, and Policies

- Community Image
- Environmental Preservation
- Parks and Open Space
- Built Environment
- Residential
- Downtown
- Commercial and Office
- Industrial
- Transportation
- Community Facilities and Services
- Economic Development
- Citizen Participation
- Plan Implementation



Goals, Objectives, and Policies

The goals, objectives, and policies that have been generated for Peculiar are organized into general categories. The categories are broad enough to allow multiple issues to fall within them, but narrow enough to allow a fairly clear distinction and separation. These categories are used for a logical organization of the goals and policies, and are not presented in any particular order.

Community Image

Goal: The unique community identity and sense of place that is recognized by the residents of Peculiar and characterized by its setting and history will be respected by policy decision makers.

Objectives and Policies:

- CI.1 The qualities that make Peculiar unique, including the important qualities of its established neighborhoods and Downtown, should be identified and protected.
 - CI.1.1 Major entryways into Peculiar will be identified, protected and enhanced in order to emphasize and preserve the natural setting and appearance of the community.
 - CI.1.2 New development should reinforce and compliment existing community aesthetics.
 - CI.1.3 New developments should provide continuity and interconnectivity between developments through the use of pedestrian trails and shared access.
 - CI.1.4 Local events that celebrate Peculiar and attract visitors should be encouraged to improve civic pride and increase community recognition.

- CI.2 Public art is an important means by which the community can strengthen a sense of place and promote a positive image, and should be incorporated into public projects.
 - CI.2.1 When public projects are being considered, a portion of the project budget should be allocated to a public art element to be incorporated into the project, when appropriate.

- CI.3 The design of individual urban and rural areas should be improved through innovative development practices.
 - CI.3.1 Developments along the corporate limits of Peculiar should provide clear urban boundaries.
 - CI.3.2 Development proposals that include multiple land uses or are located in areas characterized by multiple land uses should provide open land buffers to separate conflicting uses.
 - CI.3.3 Large-scale residential developments should provide vital activity centers for residents.
 - CI.3.4 Developments proposed in areas having environmental assets should include the preservation of critical natural areas and vistas.
 - CI.3.5 Commercial developments, neighborhoods, and public open spaces should be linked by appropriate connections with the transportation system.
 - CI.3.6 Arterial and collector streets should be designed as efficient travel corridors.
 - CI.3.7 Development across the community should provide a balanced distribution of housing and job opportunities.
 - CI.3.8 Residents of Peculiar should be provided with a broad range of diverse housing types, sizes, and price ranges.
 - CI.3.9 Developments that require the extension of public infrastructure

should be designed to maximize the conservation of physical and social resources.

Environmental Preservation

Goal: Peculiar will encourage the conservation and protection of natural resource areas and open spaces through reasonable, controlled growth and development that incorporates environmental amenities.

Objectives and Policies:

- EP.1 Areas that include significant native ecosystems and environmentally sensitive areas should be conserved, protected and/or restored through appropriate land use planning techniques.
- EP.1.1 Wetland areas should be preserved or mitigated when the filling of wetlands cannot be avoided.
 - EP.1.2 Areas that possess a potential risk to the health, safety, or welfare of the public should be developed only when guidelines exist that promote the safe and reasonable development of those areas.
 - EP.1.3 Areas with particular topographic features that present substantial barriers to development should be maintained in a natural or passively developed condition.
 - EP.1.4 Healthy natural vegetation should be protected and preserved through creative development design.
 - EP.1.5 Trees are encouraged throughout the community in public areas and street rights-of-way in order to improve the appearance of Peculiar's public spaces.
- EP.2 Peculiar will collaborate with other local, county, regional, and state agencies to preserve the 100-year floodplain, areas prone to inundation by stormwater, and natural drainageways, in order to protect the community's ability to appropriately disperse stormwater runoff.
- EP.2.1 Natural drainage areas, floodplains, and wooded areas should be utilized as greenways that define and connect neighborhoods within the community.
 - EP.2.2 Sources of pollution, both point and non-point, should be controlled through the promotion of best management practices.
 - EP.2.3 Federal standards for air and water quality should be followed strictly, and strengthened when appropriate.
 - EP.2.4 Energy conservation and sustainable development practices should be encouraged through education and site design and building orientation techniques.
 - EP.2.5 Development within floodplains and areas subject to stormwater inundation should be discouraged, unless accepted and required safety measures are enforced to protect human safety.

Parks and Open Space

Goal 1: Peculiar will support the development of recreational opportunities that enhance our environmental amenities and provide citizens with opportunities to interact with the natural environment.

Objectives and Policies:

- P/OS.1 Natural open spaces, drainageways, and green corridors should be preserved to delineate a continuous pedestrian transportation system that interconnects the community and provides access to regional public access areas.

- P/OS.1.1 Creative development patterns should be encouraged that incorporate natural open spaces and greenways in a way that maintains their visibility and accessibility.
- P/OS.1.2 Floodplain areas along creeks and drainage areas should be used to provide park and recreation opportunities within passive open spaces, land use buffers, and stormwater detention and drainage facilities.
- P/OS.1.3 Parks, open spaces, greenways, and recreation areas should be used to buffer incompatible land uses from one another.

Goal 2: Peculiar will provide appropriate parkland, recreation, and open space facilities that meet the diverse desires of its citizens and the needs created by additional growth and expanding development.

Objectives and Policies:

- P/OS.2 Local park land and amenities should be maintained and improved to reflect a high community appearance standard and project citizen pride.
 - P/OS.2.1 Funding mechanisms for park purposes, such as maintenance, improvements, and land acquisition should be created to facilitate the further development of passive and active recreational area.
 - P/OS.2.2 The location level of service provided for active and passive recreational areas, fields, and other amenities should enable pedestrian access within a 5-minute walk from all residences.
 - P/OS.2.3 The quantity level of service provided for active and passive recreational areas, fields, and other amenities should be a rate of 1 developed park acre per 14 zoned residential acres.
- P/OS.3 New recreational facilities and programs should be encouraged and developed to respond to the particular needs and desires of residents of all ages.
 - P/OS.3.1 The potential to enlarge or rehabilitate outdoor recreation facilities and/or develop an indoor multi-purpose facility by the time population reaches 8,000 – 10,000 residents should be explored, and pursued if reasonable.
 - P/OS.3.2 The feasibility of providing a system of trails in conjunction with City utility easements and City streets should be reviewed, and implemented if reasonable.
 - P/OS.3.3 New residential developments should provide adequate public recreational facilities to serve their anticipated residents as well as the community as a whole.
 - P/OS.3.4 New park and open space sites should be identified within established growth areas, and constructed prior to development and before acquisition becomes too expensive.
 - P/OS.3.5 A study should be conducted to assess the feasibility of implementing a park impact fee, park land dedication, or fee in-lieu of dedication program that would fund park land acquisition, improvement, and maintenance.
 - P/OS.3.6 Useable park and open spaces should be located in highly visible areas accessible by pedestrian and vehicle, rather than located behind development or on remnant tracts of land.
 - P/OS.3.7 Public acquisition and development of additional park sites should be limited to those with substantial recreation potential.

Built Environment

Goal 1: Development sites in Peculiar will adhere to appropriate design standards that ensure compatibility with their proposed and surrounding uses and particular locations.

Objectives and Policies:

- BE.1 The community should ensure an appropriate balance of uses by establishing thresholds for use types based upon historic development trends, market influences, and public desires.
 - BE.1.1 Long term growth areas for the City should be preserved in order to facilitate future urban development.
 - BE.1.2 Acreage developments should be directed to areas outside of future urban growth areas in order to minimize conflicts between urban and acreage uses and so the City may provide urban services as efficiently as possible. Urban development should occur in areas immediately abutting the City that reflect a logical and timely extension of urban infrastructure.
 - BE.1.3 Any lighting used to illuminate an off-street parking area, sign or other structure should be arranged so as to deflect light away from any adjoining property or from public streets and minimize light escape from excessive uplighting, through fixture type, height and placement.
 - BE.1.4 The use of existing land features, vegetation, and stream corridors should be promoted as natural buffers.
- BE.2 The quality of existing neighborhoods and defined districts within the community should be strengthened by enhancing neighborhood identities through revitalization efforts.
 - BE.2.1 The historical, cultural, and institutional resources of the community should be preserved, protected, and promoted.
 - BE.2.2 As Peculiar grows within its current corporate limits, new development should distinguish itself from that located in the cities of Belton and Raymore.

Goal 2: Peculiar will grow and develop in a balanced manner that respects private rights and promotes public benefit.

Objectives and Policies:

- BE.3 Development should take place in an orderly fashion, take advantage of existing urban services, and avoid, to the extent possible, patterns of leapfrog, noncontiguous, and scattered development.
 - BE.3.1 Contiguous and infill development should be encouraged as preferred practices, and sprawling development patterns should be discouraged.
 - BE.3.2 Growth limit boundaries should be implemented that are based upon the efficient provision of adequate infrastructure to guide new growth to areas most able to support new development.
 - BE.3.3 Infill growth and development should be strongly encouraged in areas served by existing and available infrastructure in order to maximize infrastructure system efficiency.
 - BE.3.4 Higher intensity and/or less compatible commercial uses should be located in areas not adjacent or in close proximity to residential neighborhoods.
 - BE.3.5 Higher density residential development should be used as a transitional land use between commercial developments surrounding low-density residential neighborhoods; compatible low-intensity office development should be encouraged as an alternative transitional land use into low-density residential neighborhoods.

- BE.3.6 Annexation decisions should ensure fiscally responsible boundary expansions.
- BE.3.7 Subarea studies should be pursued with other agencies when there are common issues that need to be addressed.
- BE.4 Opportunities should be sought for the City to cooperate with Cass County to develop and coordinate complimentary growth patterns.
 - BE.4.1 Regional policies and programs should be sought within Cass County that provide and protect defensible edges between rural and urbanizing land.
 - BE.4.2 Cass County should be encouraged to allow Peculiar greater subdivision review authority within an area extending three miles beyond the City boundaries.
 - BE.4.3 Within Cass County, development within an area defined as a future growth limit that may hinder the appropriate and logical expansion of urbanizing communities should be minimized.

Residential

Goal 1: Peculiar will enable the development of a mix of housing types and residential densities to provide housing opportunities for, and meet the needs of, its various socioeconomic groups.

Objectives and Policies:

- R.1 Land development regulations should be developed and implemented to guide high quality new residential environments.
 - R.1.1 Many activities of daily living should occur within walking distance. Neighborhoods should include homes, stores, workplaces, open space, schools and parks and recreation opportunities.
 - R.1.2 New housing development proposals should protect and incorporate existing environmental features.
 - R.1.3 Residential areas should be protected from incompatible land uses that may create adverse impacts.
 - R.1.4 Adequate screening and buffering should be provided between residential areas and adjacent commercial and industrial development, including highways, streets, parking and service areas.
 - R.1.5 The housing needs of the elderly and disabled should be addressed in a way that allows aging residents to remain in Peculiar.
 - R.1.6 New residential development should be discouraged in areas of environmental resources such as endangered species, wetlands, native prairies and in floodplain corridors; adequate spacing should be provided from pipelines and areas where hazardous chemicals could be used and stored. Property owners and residents along these areas should be notified about their presence.
 - R.1.7 Residential areas should be designed with a pedestrian orientation, including interior trails that connect to the public sidewalk system and to commercial areas.
 - R.1.8 Public uses such as elementary schools and churches should be located near the center of neighborhoods.
- R.2 New housing development should be served by public infrastructure at the least cost.
 - R.2.1 The efficient use of infrastructure should be promoted by focusing well-designed new and redeveloped housing on vacant, infill, or under-developed land.

- R.3 Neighborhood revitalization programs should be developed to promote successful neighborhoods.
 - R.3.1 The aesthetic viability and quality of existing residential neighborhoods should be encouraged to influence and be reflected by new developments.
 - R.3.2 The appearance and condition of existing housing should be preserved to prevent the negative impact of poorly maintained property upon the viability of neighborhoods.
- R.4 The development community should be able to obtain application forms and assistance from the city website.
 - R.4.1 A set of online brochures should be provided to educate and inform the public about city codes, zoning regulations, development processes, and opportunities for public input.

Goal 2: New neighborhoods will be designed and developed with a sense of community that reflects Peculiar’s history, culture, and individual character.

Objectives and Policies:

- R.5 New neighborhoods should provide a sense of place with a mix of compatible uses that serve residential needs.
 - R.5.1 Streets should interconnect neighborhoods with limited dead-end and cul-de-sac streets, and encourage walking and conserving energy by reducing the length and number of automobile trips.
 - R.5.2 Proposed street layouts should respond to local topography, water courses and greenways.
 - R.5.3 Neighborhoods should be defined with a center that serves as a gathering space for residents.
 - R.5.4 Higher building densities and higher intensity residential land uses should be used to separate single-family and low density residences from high intensity commercial uses.
 - R.5.5 New housing developments should provide an aesthetic character that reflects the existing “front porch” image of existing residential areas.
 - R.5.6 The City’s development regulations should be flexible enough to allow for unique housing products and creative development design, while limiting the mass produced form of past development trends, and encourage neighborhoods to maintain the small town feel that is important to the City’s residents.

Downtown

Goal: Peculiar will maintain Downtown as a mixed use arts and culture district, and as the governmental center of the community.

Objectives and Policies:

- D.1 Downtown area should be supported by an aggressive attempt to address and abate derelict and nuisance properties in order to help Downtown grow in its appeal and preserve its historic character.
 - D.1.1 The use of development incentives tailored to attract uses to properties within Downtown should be explored as a means to encourage appropriate reinvestment in the area.
 - D.1.2 Infrastructure improvements in the Downtown area should be designed to enhance the appearance of Downtown, including streets, utilities, lighting, signage and streetscaping.
 - D.1.3 Downtown development should promote pedestrian access through the conversion of abandoned railways, sidewalks, and trails that connect the core to the rest of the community through linear greenways and increased landscaping.

- D.2 Downtown should be enhanced with an Arts and Cultural District designed to celebrate the arts as well as Peculiar's unique heritage.
- D.2.1 The display of public art should be incorporated into public projects.
- D.2.2 The display of private art should be encouraged through display methods and locations that enhance the experience of visiting the area while remaining compatible with Peculiar's values and aesthetic character.

Commercial and Office

Goal: Peculiar will maintain and expand the variety of retail and commercial service activities and densities available to residents as well as visitors to the community.

Objectives and Policies:

- C/O.1 New office, retail and commercial development should be provided in locations within the existing city boundaries that conveniently serve existing neighborhoods.
- C/O.1.1 New or established commercial uses should not encroach upon, or expand into existing residential neighborhoods.
- C/O.1.2 Strip commercial development should be discouraged; commercial centers should not be developed in a linear strip along a roadway nor be completely auto oriented.
- C/O.2 Site design for new commercial areas should incorporate elements that promote high quality developments.
- C/O.2.1 The impact of commercial activities on neighboring land use areas, particularly residential ones, should be minimized through site design strategies and appropriate building orientation.
- C/O.2.2 Appropriate transitional methods should be considered at all locations where the development or expansion of commercial land use abuts existing or planned residential development.
- C/O.2.3 Signage used within and around commercial areas should be designed to compliment the materials and scale of surrounding development.
- C/O.2.4 The central business district (CBD) should be protected and preserved as a special area within the City.
- C/O.2.5 Commercial districts should be located:
- i. Outside of wetlands, significant nature habitat areas, native prairie and floodplain areas;
 - ii. Where urban services and infrastructure are available or planned for in the near future;
 - iii. In sites supported by adequate road capacity – commercial development should be linked to the implementation of the transportation plan;
 - iv. To enhance entryways or public way corridors, when developing adjacent to these corridors; and
 - v. In a manner that supports the creation and maintenance of green space.

Industrial

Goal: Peculiar will continue to encourage business and industrial development as an important source of revenue and employment for the community.

Objectives and Policies:

- I.1 The impact of industrial activities, including increased traffic, noise, and pollution on neighboring land uses should be minimized through appropriate site design measures, and should be mitigated to lessen environmental hazards.
 - I.1.1 New industrial development should be located in areas of similar or compatible use.
 - I.1.2 New industrial development should be located in areas where adequate public services, facilities and infrastructure already exists or can be provided in an efficient manner
 - I.1.3 Small business development and employment growth should be supported throughout the community.
 - I.1.4 Future destination-scale business and employment development should be coordinated and encouraged near the future 71 Highway interchange at 211th Street.

Transportation

Goal: The transportation network for Peculiar will provide interconnected access between neighborhoods and commercial areas, a balance of opportunities for vehicular, pedestrian, and other forms of transportation, and levels of service that respond to and influence land use needs.

Objectives and Policies:

- T.1 A variety of funding mechanisms and sources should be identified to fund street improvements.
 - T.1.2 The City's growth impact fees should be reviewed on an annual basis to ensure the appropriate relation between actual costs and revenue is maintained.
- T.2 Street intersections should be designed or improved to minimize vehicular/pedestrian conflicts and eliminate dangerous driving conditions.
 - T.2.1 Efficient pedestrian movement throughout the City should be encouraged through site design, development patterns, and land use strategies.
 - T.2.2 Safe and well-maintained curbs and sidewalks should be provided throughout the City.
 - T.2.3 Pedestrian access through sidewalks and trails should be incorporated into the design of city streets when appropriate.
- T.3 Transportation-related decisions should be made in consideration of land use impacts including, but not limited to, adjacent land use patterns, both existing and planned, and their designated uses and densities.
 - T.3.1 Commercial signage along major arterials should be kept to a minimum and be low profile in order to minimize distracting motorists.
 - T.3.2 Adequate vehicular circulation and interconnectivity within commercial developments should allow access among adjacent commercial developments without the need to drive on the public streets.
 - T.3.3 Traffic within residential neighborhoods should not include substantial pass-through trips that originate and end outside the neighborhood.

Community Facilities and Services

Goal 1: Peculiar will provide and maintain a high level of governmental and civic services and facilities that sustain and enhance the quality of life for all residents and businesses.

Objectives and Policies:

CF/S.1 Public buildings and structures should be well built, functional, and designed to blend attractively within the context of surrounding development and to serve as a guide for future development or redevelopment.

CF/S.1.1 Public facilities and services should be provided in a timely, orderly and efficient arrangement that support existing and planned land use patterns and densities.

CF/S.1.2 Public personnel and equipment should be located throughout the community to provide timely and effective response and service.

CF/S.1.3 All public sites, buildings, and landscaping should be kept attractive and well-maintained.

CF/S.1.4 Sustainability development programs should be implemented within public building projects.

CF/S.1.5 Facilities should be provided that offer emergency services, meals, lodging, social activities and special events for the special needs and elderly residents in the community.

CF/S.1.6 Conservation programs and energy-efficiency practices and programs should be encouraged that reduce operating costs for energy, sewer, and water usage.

CF/S.2 All improved properties should be connected to the public sewer and public water systems.

CF/S.2.1 The provision of additional public services should be utilized to encourage future land development patterns that promote efficiency.

CF/S.2.2 Existing infrastructure systems should be maintained and improved to enhance the economic value of neighborhoods and other development areas.

Goal 2: Peculiar will provide new infrastructure and community facilities, and conduct improvements and upgrades, in a fiscally responsible manner.

Objectives and Policies:

CF/S.3 Infrastructure projects should be planned, funded, and constructed in a manner that maximizes the public benefit and minimizes the public cost.

CF/S.3.1 Infrastructure should be built to a size and capacity that will serve the full development potential of a particular area in order to minimize the need to replace or improve facilities too soon after construction.

CF/S.3.2 Infrastructure should be maintained in a safe and operational condition through regular inspection and preventative maintenance.

CF/S.3.3 The infrastructure necessary to support future development should be provided concurrently with that development.

CF/S.3.4 The costs of offsite infrastructure impacts and improvements should be financed by developers rather than the community as a whole.

CF/S.3.5 Cooperative relationships with the development community should be sought to identify and implement creative methods of financing for infrastructure improvements.

CF/S.3.6 Site designs should encourage compatibility with the natural characteristics of a site, minimize grading and impervious cover, and preserve site hydrology to the maximum extent possible.

CF/S.3.7 Annexation requests should address the various impacts upon public safety and community facilities prior to final consideration.

CF/S.3.8 Annexation policies should encourage contiguous development.

CF/S.3.9 Opportunities to co-locate community facilities should be sought

to maximize efficiencies in service provision and reduce capital and operating costs.

Economic Development

Goal: Peculiar’s focus for economic development will combine retention and expansion of existing businesses and the pro-active attraction of high impact businesses. Peculiar will welcome a broad variety of businesses; develop its entrepreneurial capacity through public and private partnerships, while leveraging its unique strengths in quality of life and education.

Objectives and Policies:

- ED.1 Economic development partnerships between local entities, Cass County, and private companies should be encouraged and sought in order to assist existing and expanding business enterprises.
 - ED.1.1 An identity for Peculiar should be developed that can be utilized as a marketing tool for new business and residents.
 - ED.1.2 The recreational and entertainment opportunities within Peculiar should be expanded so they may be promoted as quality-of-life and lifestyle amenities to new residents.
 - ED.1.3 A new interchange at 211th Street and 71 Highway should be promoted to regional and state officials as a way to support additional destination commercial development mixed with a variety of new housing choices.
 - ED.1.4 Peculiar’s location as a gateway between the Kansas City metropolitan area, the lakes region, and Branson should be promoted throughout the Kansas City metropolitan region as well as to potential travelers living in neighboring states to the north.

Citizen Participation

Goal: The citizens and residents of Peculiar will be informed about the planning process, included in policy guidance activities, and encouraged to become involved in the creation of the future of Peculiar described in this Plan.

Objectives and Policies:

- CP.1 Citizen volunteers should be encouraged to participate in ongoing plan implementation activities.
 - CP.1.1 The City should utilize multiple methods and utilize technology to provide education about the planning process to its citizens.
 - CP.1.2 Citizen committees and focus groups should be used when appropriate to address specific issues as needs and desires continue to change.
 - CP.1.3 Ongoing citizen involvement programs should be created that provide residents the opportunity to be involved in all phases of the planning process.

Plan Implementation

Goal: Peculiar will implement this Plan through a joint effort of the citizens and leaders of the community; this Plan will be reviewed and updated as necessary to reflect changing public preferences and needs.

Objectives and Policies:

- PI.1 This Plan should be reviewed on an annual basis for necessary updates, and should be reviewed in detail every five to 10 years for potential significant updates.
 - PI.1.1 When major new, innovative development opportunities present themselves and these have the potential to impact several elements of the plan and which are determined to be of importance, an amendment to the Plan should be considered.

- PI.2 The policies and vision of this Plan should be supported by additional planning projects during the planning period.
 - PI.2.1 The City should utilize subarea planning studies to address the particular land use, infrastructure, or other needs of a defined area.
 - PI.2.2 Zoning, subdivision, and other regulations and development guidelines should be developed and implemented that support and further the policies of this Plan.

- PI.3 Public resources are scarce and should be conserved and used efficiently, meaning infrastructure should not be built or developed if it is not needed.
 - PI.3.1 Public infrastructure, including transportation facilities, water, sewer, parks, schools, and libraries, are essential to the health, safety, and welfare of the community; as the community grows, these systems and facilities should be developed concurrently.
 - PI.3.2 Private capital is a significant part of the funding used to construct infrastructure in new developments and the City should pursue partnerships with private developers, investors, and other private funding sources to offset the costs of new growth.

Achieve Peculiar

Introduction

Population Projections

Future Land Development Capacity

City Beautification

Special Character Areas

Transportation Network

Future Land Use



Achieve Peculiar

Introduction

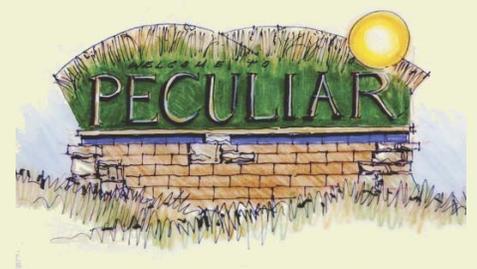
This section of the Plan builds upon the previous sections by describing the various plan elements that will be used to manage future growth and development. Using the vision, goals, and policies previously established, this section will help readers understand how the landscape of Peculiar will be reshaped to result in the community's future vision. Managing and guiding future change can be accomplished in many ways, with varying degrees of public and private influence. This section aims to develop an understanding that provides appropriate public guidance that encourages and facilitates intelligent and sustainable growth patterns while allowing enough flexibility to allow the market to fluctuate and respond to its changing demands and influences.

The process of achieving the shared vision for the community depends upon the realization of several components. Each component, by itself, represents an identified improvement or change that characterizes Peculiar 20 years from now. The various components can be separated based upon the following ideas:

- Population Projections
- Future Land Development Capacity
- City Beautification
- Special Character Areas
- Transportation Network
- Future Land Use

Population Projections

- Trend Line Analysis
- Cohort Survival Analysis
- Modified Cohort Survival Analysis
- Selected Population Projection



Population Projections

Population projections allow a community to estimate its future population, which translates into housing and job needs, affects public services such as schools, fire and police services, and utilities, and also provides an indication of the rate at which to expect change over time. Projections are developed based upon an analysis of exact data such as historic and present population trends, as well as other intuitive data such as social indicators and regional impacts. There are a number of factors that influence where people choose to live, and why and when they choose to migrate from place to place. It is impossible to evaluate or even identify all of these factors; developing a reasonable estimation is the best crystal ball Peculiar has for predicting future population changes. There are numerous methods available to forecast population fluctuations; those shown below are intended to provide a broad overview of the range of population change within which Peculiar will likely grow.

Trend Line Analysis

Trend Line Analysis is a process of projecting future populations based upon changes during a specified period of time. In the analysis of Peculiar, three different trend lines were reviewed: 1980 to 2006, 1990 to 2006, and 2000 to 2006. These trend lines were selected due to the increasing growth pressures exerted on the community by Kansas City and the entire metropolitan region. These pressures have been increasing at ever higher rates since the mid-1970s. A review of these trend lines indicates Peculiar will continue to increase in population through 2030. Some trend lines project extremely large increases by 2030, while others are not as severe. The disparity is explained by the significant population growth that occurred during the 1990s, and continues now in the 2000s, and is further evidenced by the very high growth rate rates in nearby communities. The following projections summarize the decennial population for Peculiar through 2030.

Year	1980-2006	1990-2006	2000-2006
2010	7,029	7,937	8,713
2020	11,635	14,831	17,876
2030	19,257	27,716	36,673

Cohort Survival Analysis

Cohort Survival Analysis reviews the population by looking at the different age groups as well as gender. The population age groups are projected forward by decade using different survival rates for each of the different age cohorts by gender. This projection model also accounts for anticipated birth rates by calculating average rates for the female population within child-bearing age. These anticipated births are added into the future population. Both analyses are calculated with the 2000 census population of 2,604 and projected to 2010. The analysis of 2020 and 2030 populations are then completed, thereby accounting for decennial changes to the population totals in each age cohort, as well as to the population of females within child-bearing years. Although intuitive, this analysis generally does not reflect reasonable projections where migration has a significant influence on population change.

Year	Projection
2010	2,826
2020	3,125
2030	3,428

Modified Cohort Survival Analysis

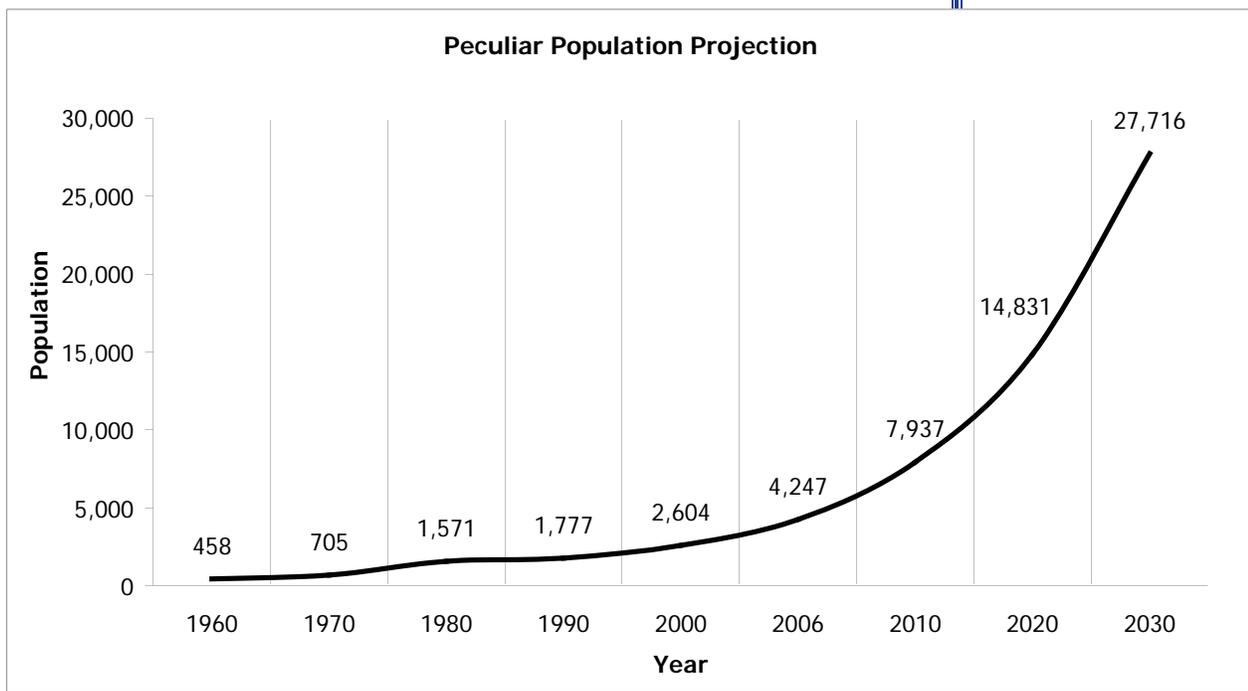
The Modified Cohort Survival Analysis utilizes figures generated with the above cohort analysis, and then applies a migration rate to account for new residents from outside the community. In this case, a migration rate of 93% per decade was used to account for the anticipated number of residents who move to the community minus the number of residents who move out of the community. Peculiar, as well as many communities in the region, are experiencing in-migration to a much greater extent than out-migration. The migration rate used in this analysis is the migration rate Raymore experienced between 1990 and 2000.

Year	Projection
2010	5,454
2020	11,104
2030	22,015

Selected Population Projection

After reviewing the various population projection methods and results, the community has chosen to plan for growth based upon the 1990 to 2006 trend line.

FIGURE 9: POPULATION PROJECTIONS; 2010 TO 2030

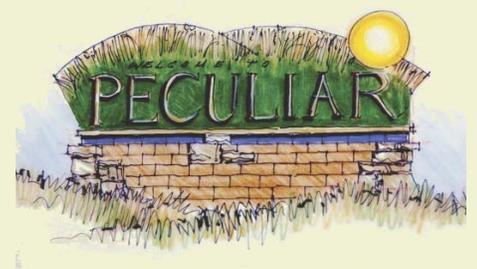


Source: JEO Consulting Group, Inc., 2008



Future Land Development Capacity

- Capacity Analysis
- Capacity Summary



Community Character is important to the residents of Peculiar, and tends to be associated with low to medium residential densities, plentiful open space, and a centralized commercial area.

A critical component of future growth is the ability of Peculiar to accommodate the anticipated future population change. The development needs generated by future populations cannot necessarily be estimated based upon past trends. Recent trends nationwide suggest development patterns have been getting more compact, and will continue to do so as fiscal constraints continue to limit a community's ability to extend and provide additional infrastructure. In addition, market trends point towards different development types and ratios of built area to open space. Peculiar has made a choice to encourage future development patterns that closely track those of the past few decades.

In order to accommodate future growth, a community needs to provide adequate developable area to hold that growth. Peculiar is in a unique position in that one-half of the land within its corporate limits is currently used as agriculture, open space, or is undeveloped. This roughly means that if existing development trends continue unchanged, Peculiar could double in population and development pattern simply by continuing to make development decisions as they always have. However, there are benefits to guiding development in order to avoid growth that is inefficient and unsustainable over the long term, and does not maintain or improve the overall health of the community.

Development capacity refers to an estimate of the amount of development which could be accommodated on vacant and redevelopable land in Peculiar if it were redeveloped. The level of development that could occur on a parcel of land is influenced by the size of the parcel, the allowed uses in the zoning district, bulk regulations, and any development constraints that may exist. Development capacity estimates the amount of development that could be accommodated based on development and zoning policies. Through encouraging appropriate growth activities, Peculiar will be able to accommodate all of its anticipated population growth while minimizing the need to expand its corporate boundaries.

Capacity Analysis

Currently, development in Peculiar is characterized primarily by single-family residential uses, a large amount of industrial land due to the quarry, and a large amount of public space. Land use policies that have been expressed in this Plan seek to change the mix of uses throughout town. Residential uses will contain a mix of unit densities, ranging from estate lots to medium/high density multiple-family uses. Commercial uses will expand significantly to include large-scale, destination oriented development targeted at the regional market as well as the travelling public moving between the metropolitan area and lakes region along 71 Highway. Industrial uses will expand in some areas, encouraging additional light industry, as well as an employment center. The land development needs of Peculiar will be based on a different mix of uses than currently exists.

The Future Land Use Map, presented in more detail later, utilizes slightly different land use categories than are depicted in the existing land use analysis. The first change is that planning for the future does not include allocating land to open or undeveloped status. While a certain amount of undeveloped land is essential to allow the market to work efficiently and control land values, it is not a land use category that is mapped. The other change is the use of two additional residential categories. These new categories will address the additional residential densities the regional market is providing in response to public demand. The first category identifies development of very low density/large lot developments, while the second introduces a higher density development type that is increasingly popular with young professionals and retirees alike.

TABLE 21: LAND USE CATEGORY COMPARISON

Existing Land Use Category	Acres	Future Land Use Category	Acres	% Change
Residential	1,138.5	Residential	3,587.3	215.1%
Single-family	1,082.4	Residential Estate	148.4	193.3%
Multi-family	56.1	Low Density Residential	3,025.9	
Commercial	150.0	Low/Medium Density Residential	387.6	636.2%
Industrial	807.3	Medium/High Density Residential	25.4	
Light	99.6	Commercial	1,040.5	593.7%
Heavy	707.7	Industrial	888.4	10.0%
Public/Quasi-Public	344.7	Light Industrial	343.4	244.8%
Park/Recreation	134.0	Heavy Industrial	545.0	-23.0%
Total Developed Land	2,574.5	Public/Quasi-Public	312.2	-9.4%
Agriculture/Open Space/Undeveloped	2,803.3	Park/Recreation	213.9	59.6%
		Total Developed Land	6,042.3	134.7%
		Agriculture/Open Space/Undeveloped	0.0	-100.0%
Total Area	5,377.8	Total Area	6,042.3	12.4%

Source: JEO Consulting Group, Inc, 2008

An analysis of development capacity also requires the establishment of standard development ratios. These ratios provide a numerical representation of development potential. Planning ratios are community specific, but can be based on past trends, similar communities, or desired values; there are no national standards. Due to substantial increases in commercial development densities and desired development trends, as well as the significant population increases that are forecast, trying to determine ratios for future development is ineffective. Therefore, this Plan uses development ratios based upon current, typical development patterns in Peculiar and other communities and past experience.

It must be stressed, however, that Plan policies suggest far more development than is shown below. In addition, land use densities can vary greatly between development projects. Similarly, the ratio of commercial/office/industrial uses will vary between communities, and will change within a community as new development trends and preferences begin to influence the community. At this time, Peculiar has not established land use density guidelines or requirements. However, due to the planned interchange at 211th Street and 71 Highway, Peculiar has completed an access justification report for MODOT.

The access justification report used the land use data from this Plan and generated development ratios based upon anticipated building patterns and typical densities for a community similar to Peculiar. The ratios generated by that study were used here to demonstrate the amount of new development that would be accommodated within those areas depicted on the Future Land use map. The numbers of acres used in this table represent the expected amount of developable land after reductions were made for rights-of-way, parking areas, open space requirements, and land deemed undevelopable due to limitations and constraints. The amount of land anticipated by that study to be developed by 2035 was further reduced based upon common trends within the region.

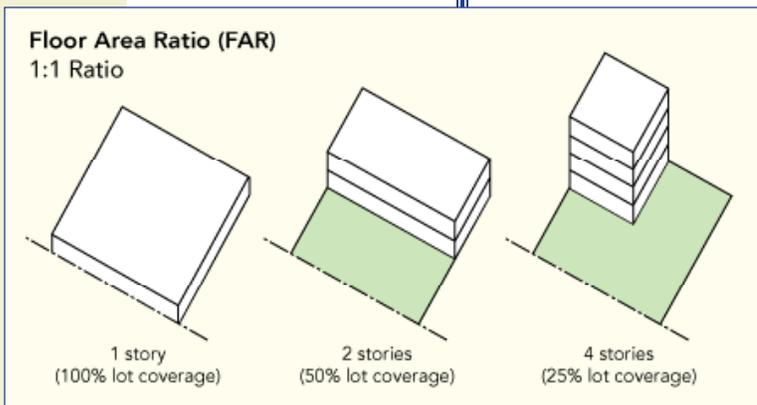
This table indicates that typical development rates will fall far short of the anticipated population and commercial development increases. It must be recognized, however, that the figures used here are admittedly conservative. For instance, this Plan assumes low density residential densities of up to 4 units per acre rather than 2, and medium density residential density of up to 15 units per acre rather than 6.

TABLE 22: TOTAL LAND DEVELOPMENT CAPACITY; PECULIAR CITY BOUNDARIES

Land Use	Developable acres	Anticipated 2035 Development	Multiplier	Potential Residential dwelling units or Commercial floor area	Potential new population ¹
Low Density Residential (RE & LDR)	1,793.58	744.50	2.00	1,489	4,199
Medium Density Residential (LMDR & MHDR)	296.62	140.83	6.00	845	1,682
Office	483.74	303.25	0.25	3,302,359	
Retail	302.67	181.47	0.25	1,976,182	
Light Industrial	276.70	83.58	0.25	910,172	
Heavy Industrial	482.73	103.46	0.05	225,325.00	

Source: JEO Consulting Group, Inc, 2008

¹ Persons per Unit multipliers used are based on 2000 census data;
 2.82 for single-family (RE and LDR),
 1.99 for multiple-family (L/MDR and M/HDR)



Land Use Assumptions	
1. Floor Area Ratios	
Commercial (except Downtown)	0.25
Commercial (Downtown)	0.25
Office (Professional)	0.25
Office (General)	0.25
Industrial (Light)	0.25
Industrial (Heavy)	0.05
2. Population per Dwelling Unit	
Single-Family	2.82
Multiple-Family	1.99
3. Dwelling Units per Acre	
Residential Estate	0.5 – 2
Low Density Residential	1 – 4
Low/Medium Density Residential	4 – 9
Medium/High Density Residential	9 – 15

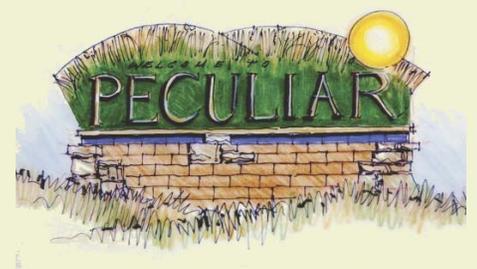
Floor Area Ratio (FAR)
 FAR is the ratio of the floor area of a building to the area of the lot on which the building is located. This diagram illustrates three different ways that a 1.0 FAR might be reached: one story covering the entire lot (left), two stories covering half of the lot (middle), or four stories covering one quarter of the lot. While the FAR is the same in each example, the characters of the buildings and site plans are very different.

Capacity Summary

Because Peculiar has such a disproportionate amount of open and undeveloped land, there is significant potential to grow in population and commercial development, without the need to annex additional land. However, growth patterns and densities will change if the projections in this Plan are to be realized. Growth should only occur when and where adequate public infrastructure can be efficiently provided. An abundance of undeveloped land has the potential to draw development away from established areas, increasing the cost of infrastructure and public services, and potentially hindering development of in-between areas.

City Beautification

- Forms, colors, and materials
- Signage
- Streetscape
- Landscape
- Public Art



City Beautification

City beautification refers to more than making sure the community is aesthetically appealing; the City should also be inviting, functional, and enjoyable. City beautification is an effort to reinforce the City's identity and character by maximizing the impact of visual enhancements and developing a meaningful, unified approach to development and growth throughout Peculiar. The different components that may be combined to produce a thematic, cohesive and beautiful Peculiar include:

Forms, colors, and materials

A common design vocabulary will be important to developing a strong connection between community elements. This design vocabulary should reinforce a connection to Peculiar through the use of patterns, textures, and visual elements derived from the community's identity, history, and location.

Signage

Signage is one of the most prominent, present elements in a city landscape. A comprehensive sign program can quickly establish visual unity, hierarchy, and interest. A wayfinding sign program can clarify directions and lead to new discoveries. Signage types should be reviewed in order to ensure an appropriate scale, quantity, and style of signage in key community locations, such as entrance corridors, public squares, and important view sheds.

Streetscape

Streetscape elements offer another method of creating excitement and interest in different areas of town by reflecting changing characteristics. For example, street medians, planters, light poles, crosswalks, fences and varying paving textures and colors can be used to delineate different neighborhoods, pedestrian pathways, bicycle routes, and development sites. Creativity should be encouraged within a common form, color, and material vocabulary.

Landscape

Peculiar's setting within the metropolitan area is unique due to its closeness to agricultural land and open, natural spaces. These genuine, ecological areas provide a landscape setting that differs from communities north of Peculiar. A landscape plan could reinforce the natural area by utilizing common plant species for street trees and median plantings, special seasonal interest plantings, and reinforcing scenic views.

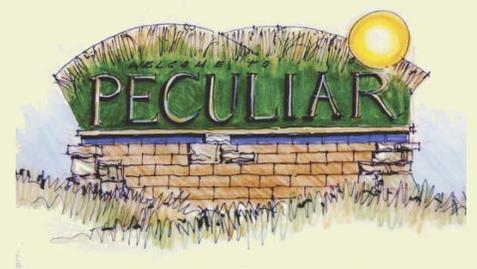
Public Art

Public art has a long history in the area, as evidenced by the popularity of Kansas City's fountains with residents and visitors alike. Peculiar can introduce a similar community theme by incorporating art into public projects. Art can be incorporated in various ways, including sculpture installations, painting hard surfaces in abstract patterns, and utilizing tile or metal inlay patterns in concrete surfaces.

Community beautification programs should be developed consistent with the following Special Character Areas. Through developing a comprehensive visual vocabulary, Peculiar will be able to identify and assess those characteristics that mean the most to residents. Within these Special Character Areas, the base design vocabulary can be modified to represent the particular area characteristics, when appropriate.

Special Character Areas

- Downtown Peculiar Arts and Culture District
- Peculiar Historic District
- 211th and 71 Highway West
- 211th and 71 Highway East
- Community Entrances

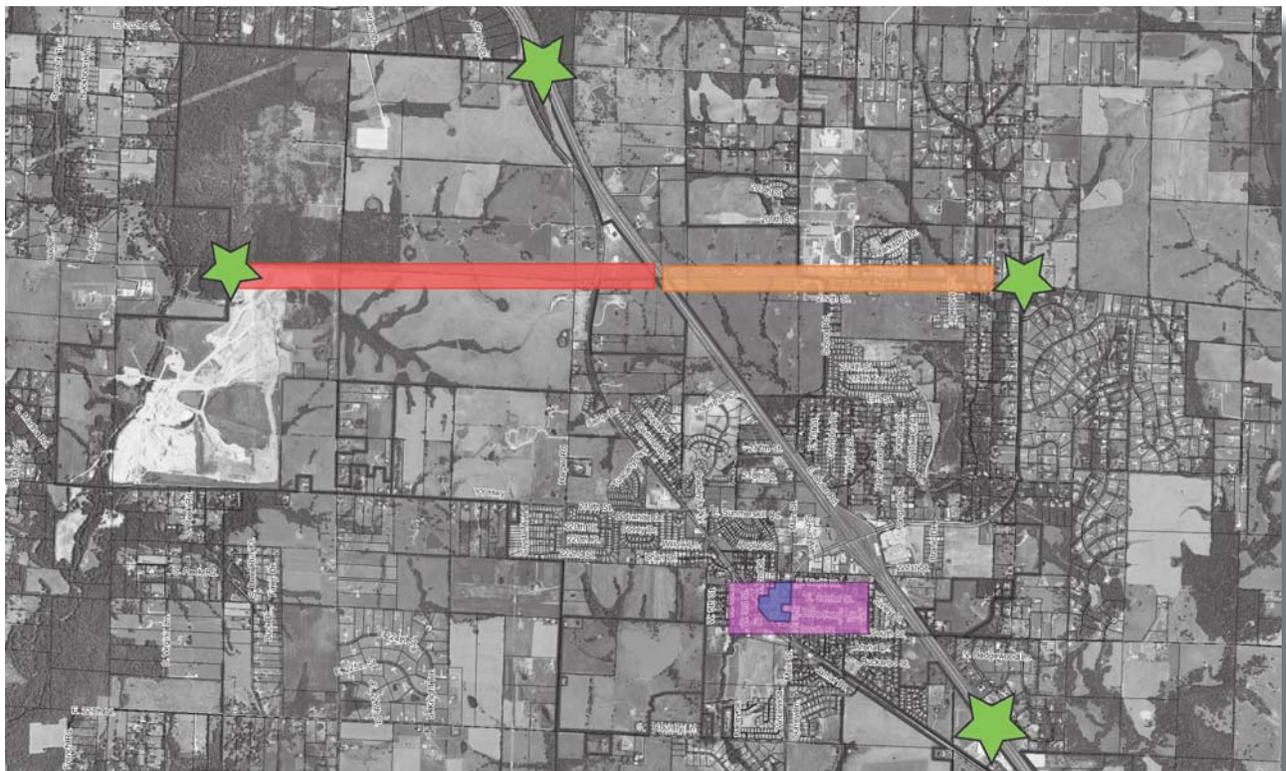


Special Character Areas

Character Areas are areas within Peculiar that have a unique and recognizable character that is different from other areas in the community. The character differences may be the result of topography, age and style of structures, relationships among the built environment, land use patterns, landscaping, street patterns, open space, or streetscapes. This Plan will present several different areas within Peculiar that do or could have distinctive characteristics that give them their own particular quality. Planning for character can provide a way to maintain the community quality that is so important to the residents of Peculiar; it is one more tool that can be used to plan for a future Peculiar that is just as special as the current Peculiar.

Character generally defines the look or feel of a place – a look or feel that sets it apart from other areas. The area characteristics identified here are intended to define, maintain, or enhance a desired character for the area. These characteristics go beyond mere design and involve more than looking at just the physical layout of development or the amount of open space provided. Character areas define geographical areas of different size, each reinforced through a common setting, land use pattern or character of development. The Character Areas defined in this Plan include:

- **Downtown Peculiar Arts and Culture District**, generally defined as the area between North and South Streets, from West 4th to Hurley.
- **Peculiar Historic Area**, which includes a small area surrounding the Cornerstone Chapel and water tower.
- **211th & 71 Highway West**, including the future 211th Street corridor extending west from the future 211th Street interchange.
- **211th & 71 Highway East**, including the future 211th Street corridor extending east from the future 211th Street interchange.
- **Community Entrances**, comprised of all major entrances to Peculiar, including 71 Highway, Peculiar Drive, and 211th Street.



Downtown Peculiar Arts and Culture District





Downtown Peculiar Arts and Culture District

INTENT:

The members of Downtown Peculiar Arts and Culture District (DPACD) have dedicated themselves to revitalizing the Downtown core as an interactive arts and cultural center defined by the uniqueness of the community. This area is intended to be one comprised of artist studios, residences and businesses that are dedicated to the promotion of arts and culture through education, entertainment, community interaction and trade. Specific goals of DPACD include the installation of quality of life enhancements for residents and visitors, the development of an economic identity designed to attract well-matched businesses, and continuously offering a diversity of arts education and appreciation initiatives. This area will become the arts and culture center of Peculiar through various projects, which may include:

- **Arts and Culture Center** – Peculiar does not currently have a center for either visual or performing arts; many communities the size of Peculiar would find it difficult to fund and operate such a facility. However, as the community grows, there may be opportunities for the display of various arts in a center that could be located in a space shared with other uses, or designed to be easily expanded as the community grows. Over time, such a facility could house space for performances, galleries, classrooms and rehearsals, and even an onsite restaurant featuring food from local chefs.
- **Learning Centers** – One of the goals of DPACD is to provide an environment where art can not only be viewed and appreciated, but learned and experienced in interactive ways. The Arts and Culture District will become a place that links education and economic development through integrating learning, creativity, and business development opportunities into Downtown. Broadway Street will provide an interactive learning experience connecting Downtown with Peculiar Elementary School.

COMPATIBLE USES:

- Mixed Uses within single structures
 - Retail/Office on main level
 - Office/Residential on second level
 - Residential on additional levels
- Retail
 - Artist Studios
 - Niche Businesses associated with the Artist Concept
 - Cafés
 - Coffee Houses
 - Hands-on Classes
 - Galleries
- Offices
 - Professionals
 - Attorneys
 - Architects
 - Accountants
- Public/Civic

Artist Concept:

- Painting
- Pottery
- Music
- Sculpting
- Metal Work
- Ceramics
- Etc.

POLICIES:

While all Plan policies should be consulted for any proposed development, the following policies hold particular relevance to developments within the Downtown Peculiar Arts and Culture District:

- CI.1.2 New development should reinforce and compliment existing community aesthetics.
- BE.1.3 Any lighting used to illuminate an off-street parking area, sign, or other structure should be arranged so as to deflect light away from any adjoining property or from public streets and minimize light escape from excessive uplighting, through fixture type, height, and placement
- BE.2.1 The historical, cultural, and institutional resources of the community should be preserved, protected, and promoted.
- BE.3.3 Infill growth and development should be strongly encouraged in areas served by existing and available infrastructure in order to maximize infrastructure system efficiency.
- D.1.1 The use of development incentives tailored to attract uses to properties within Downtown should be explored as a means to encourage appropriate reinvestment in the area.
- D.2.2 The display of private art should be encouraged through display methods and locations that enhance the experience of visiting the area while remaining compatible with Peculiar's values and aesthetic character.
- C/O.2.1 The impact of commercial activities on neighboring land use areas, particularly residential ones, should be minimized through site design strategies and appropriate building orientation.
- C/O.2.3 Signage used within and around commercial areas should be designed to compliment the materials and scale of surrounding development.
- ED.1.1 An identity for Peculiar should be developed that can be utilized as a marketing tool for new business and residents.



Murals and Public Art – Public displays of art will be a central theme throughout the district, showcasing local, regional, and even global art, through indoor and outdoor displays. Walls and fences will be used to display permanent or temporary art exhibits. Art installations can be freestanding, or incorporated into building or landscape design. Public art helps enliven the street life and pedestrian experience.



Cultural Tourism – The unique and special qualities of the residents and the community will be displayed to visitors through events and festivals, museum displays, heritage sites and historic markers, and interactions with local people. Whereas development goals in other parts of the community will cater to residents and visitors through destination retail opportunities, the Downtown will provide destination opportunities as well by taking advantage of Peculiar’s cultural assets.



Context



Artist Studios – Along with occasions for people to learn, shop, and visit, there will also be opportunities for people to live within the district. Artists will have the ability to live and work within a common space, located in the heart of the community. Including living space will enhance the liveliness and attraction of the area through continuous activity as restaurants and nighttime venues develop to serve the permanent residents and visitors. Live/work residential space can also draw other creative residents to the community.



DESIGN STANDARDS:

The concept behind these Design Standards is to create an environment that encourages people to come, walk, learn, and purchase. Building design and landscaping concepts are intended to make these elements a part of the artist experience. Architecture is art.

1. Structures with more than two levels should step back the facade of additional levels.
2. Patios and balconies should be included as part of the front facade of third levels and above.
3. The street-facing facade should be permeable. It should include windows and openings to allow a connection between the building interior and the sidewalk.
4. Brick, masonry, and tile material should be the primary palette of choice; integration of additional materials is encouraged (stucco, ironwork, glass, etc.)
5. Landscaping designs should include trees and vegetation that will enhance the district, its art, and its architecture.
6. Lighting should reflect the character of the district.
7. Wayfinding signage should be designed to reflect the character of the district and be strategically located to avoid interference with traffic safety.
8. Building signage and awnings are encouraged to be expressive and conceptually tied to the overall building palette.
9. Sidewalks should include interactive learning.
10. Parking should be located in the rear or at public parking lots. Public parking should be strategically located within the district.

Peculiar Historic District





Peculiar Historic District

INTENT:

The Peculiar Historic District is a subset of the Downtown Peculiar Arts and Culture District, and will define an area where the community seeks to preserve, enhance, and identify the town's historic structures. These structures represent significant time periods and investment in the community that tie future residents to the community's past. The Historic District will focus on preservation of existing structures through a demolition permit process that requires city approval prior to deconstruction of a designated structure. The District could evolve into one that encourages minimal design guidelines that address exterior building treatments and façade designs that reinforce the special character of historic buildings. The following structures have been identified as historically significant to Peculiar, and are included in the Peculiar Historic District boundaries.

- Three-legged Water Tower
- Stone Church
- Historical Spotmarker

COMPATIBLE USES:

Because this area is a part of the Downtown Peculiar Arts and Culture District, the compatible uses are the same:

- Mixed Uses within single structures
 - Retail/Office on main level
 - Office/Residential on second level
 - Residential on additional levels
- Retail
 - Artist Studios
 - Niche Businesses associated with the Artist Concept
 - Cafes
 - Coffee Houses
 - Hands-on Classes
 - Galleries
- Offices
 - Professionals
 - Attorneys
 - Architects
 - Accountants
- Public/Civic

POLICIES:

While all Plan policies should be consulted for any proposed development, the following policies hold particular relevance to developments within the Peculiar Historic District:

- CI.1.2 New development should reinforce and compliment existing community aesthetics.
- BE.1.3 Any lighting used to illuminate an off-street parking area, sign, or other structure should be arranged so as to deflect light away from any adjoining property or from public streets and minimize light escape from excessive uplighting, through fixture type, height, and placement.
- BE.2.1 The historical, cultural, and institutional resources of the community should be preserved, protected, and promoted.



Context



- BE.3.3 Infill growth and development should be strongly encouraged in areas served by existing and available infrastructure in order to maximize infrastructure system efficiency.
- D.1.1 The use of development incentives tailored to attract uses to properties within Downtown should be explored as a means to encourage appropriate reinvestment in the area.
- D.1.2 Infrastructure improvements in the Downtown area should be designed to enhance the appearance of Downtown, including streets, utilities, lighting, signage, and streetscaping.
- D.1.3 Downtown development should promote pedestrian access through the conversion of abandoned railways, sidewalks, and trails that connect the core to the rest of the community through linear greenways and increased landscaping.
- D.2.1 The display of public art should be incorporated into public projects.
- C/O.2.3 Signage used within and around commercial areas should be designed to compliment the materials and scale of surrounding development.
- C/O.2.4 The central business district (CBD) should be protected and preserved as a special are within the city.

DESIGN STANDARDS:

The Design Standards for the Historic District will be much the same as the Downtown Peculiar Arts and Culture District. Designated historic structures should be preserved while new development should be held to high design standards that are compatible with the overall character of the area.

1. Structures with more than two levels should step back the facade of additional levels.
2. Patios and balconies should be included as part of the front facade of third levels and above.
3. The street-facing facade should be permeable. It should include windows and openings to allow a connection between the building interior and the sidewalk.
4. Brick, masonry, and tile material should be the primary palette of choice; integration of additional materials is encouraged (stucco, ironwork, glass, etc.)
5. Landscaping designs should include trees and vegetation that will enhance the district, its art, and its architecture.
6. Lighting should reflect the character of the district.
7. Wayfinding signage should be designed to reflect the character of the district and be strategically located to avoid interference with traffic safety.
8. Building signage and awnings are encouraged to be expressive and conceptually tied to the overall building palette.
9. Sidewalks should include interactive learning.
10. Parking should be located in the rear or at public parking lots. Public parking should be strategically located within the district.

211th and 71 Highway West



211th and 71 Highway West



INTENT:

The 211th Street corridor extending west from 71 Highway represents opportunities for various commercial development types. Since this area is undeveloped, special consideration can be given to the types of uses that are appropriate, as well as the design styles and development relationships that are encouraged. This corridor also includes an important future entrance gateway to the community. The considerations on the following pages should guide the creation of the character for this corridor.

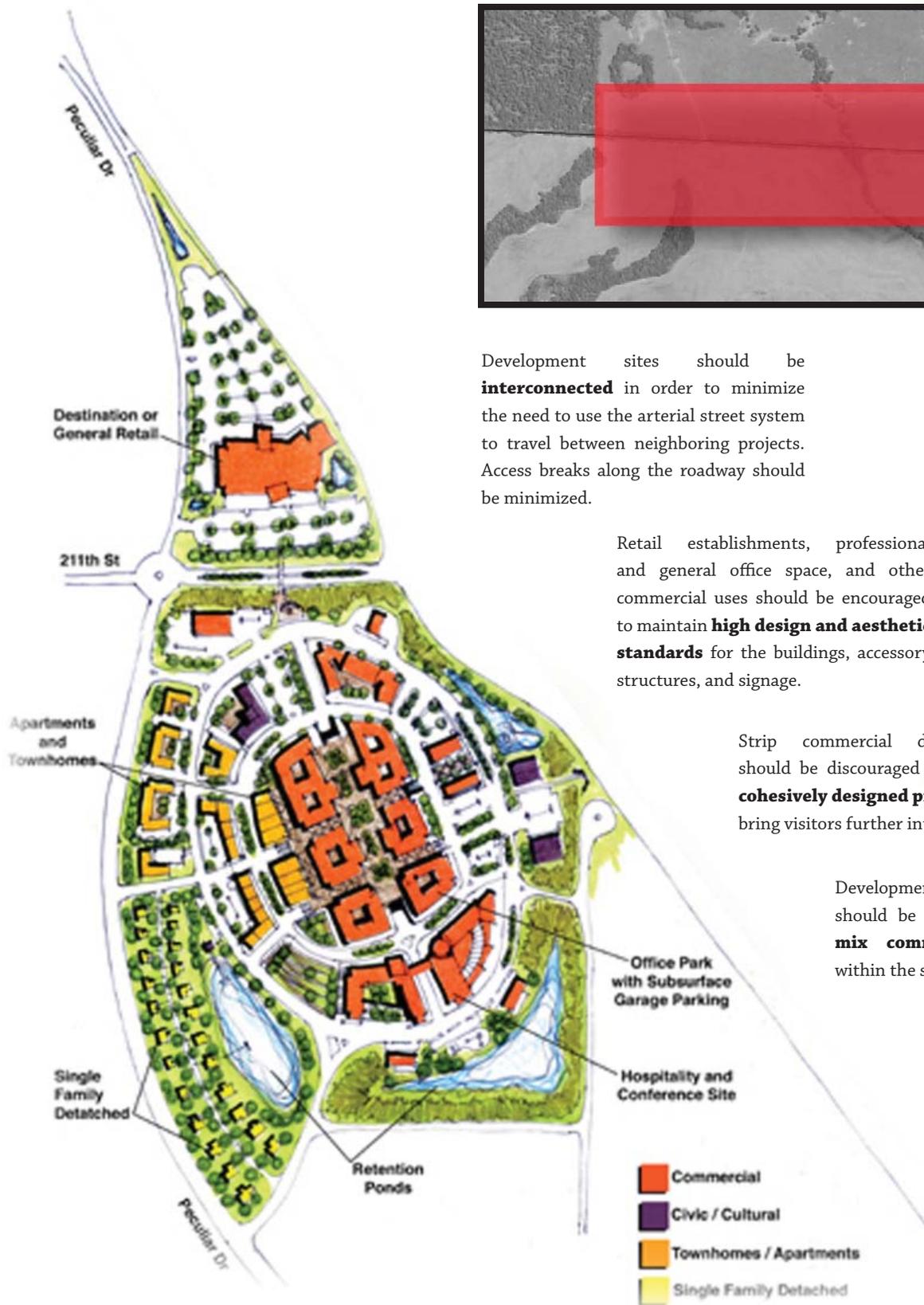
COMPATIBLE USES:

- Residential
 - Single-family detached
 - Townhomes
 - Condominiums
 - Apartments
- Commercial
 - Destination Retail
 - Smaller Specialty Shops (regional and national companies)
 - Hotel
- Office
 - Professional
 - Attorneys
 - Architects
 - Accountants
 - General
 - Corporate Campus in lieu of the destination retailer
- Public/Civic
 - Parks
 - Trails
 - Recreational Areas

POLICIES:

While all Plan policies should be consulted for any proposed development, the following policies hold particular relevance to developments within the 211th Street Corridor West of 71 Highway:

- CI.1.1 Major entryways into Peculiar will be identified, protected, and enhanced in order to emphasize and preserve the natural setting and appearance of the community.
- CI.1.2 New developments should reinforce and compliment existing community aesthetics.
- CI.3.1 Developments along the corporate limits of Peculiar should provide clear urban boundaries.
- CI.3.2 Development proposals that include multiple land uses or are located in areas characterized by multiple land uses should provide open land buffers to separate conflicting uses.
- CI.3.6 Arterial and collector streets should be designed as efficient travel corridors.
- EP.1.4 Healthy natural vegetation should be protected and preserved through creative development design.
- EP.1.5 Trees are encouraged throughout the community in public areas and street rights-of-way in order to improve the appearance of Peculiar's public spaces.
- P/OS.1.1 Creative development patterns should be encouraged that incorporate natural open spaces and greenways in a way that maintains their visibility and accessibility.
- BE.3.1 Contiguous and infill development should be encouraged as preferred practices, and sprawling development patterns should be discouraged.
- BE.3.2 Growth limit boundaries should be implemented that are based upon efficient provision of adequate infrastructure to guide new growth to areas most able to support new development.
- BE.3.5 Higher density residential development should be used as a transitional land use between commercial developments surrounding low-density residential neighborhoods; compatible low-intensity office development should be encouraged as an alternative transitional land use into low-density residential neighborhoods.



Development sites should be **interconnected** in order to minimize the need to use the arterial street system to travel between neighboring projects. Access breaks along the roadway should be minimized.

Retail establishments, professional and general office space, and other commercial uses should be encouraged to maintain **high design and aesthetic standards** for the buildings, accessory structures, and signage.

Strip commercial development should be discouraged in favor of **cohesively designed projects** that bring visitors further into the site.

Development projects should be encouraged to **mix commercial uses** within the site.



Context



Parking areas should be designed to include natural landscaping and softer surfaces that break up the expanse of hard paving, located further from the street right-of-way and behind some buildings, and well-screened.



Medium to high density residential uses should be used to **buffer and transition** between the commercial uses and low density residential areas.

High density residential and employment center uses should be established along 71 Highway frontage.

- C/O.1.1 New or established commercial uses should not encroach upon, or expand into, existing neighborhoods.
- C/O.1.2 Strip commercial development should be discouraged; commercial centers should not be developed in a linear strip along a roadway nor be completely auto oriented.
- C/O.2.2 Appropriate transitional methods should be considered at all locations where the development or expansion of commercial land use abuts existing or planned residential development.
- C/O.2.3 Signage used within and around commercial areas should be designed to compliment the materials and scale of surrounding development.
- I.1.2 New industrial development should be located in areas where adequate public services, facilities, and infrastructure already exists or can be provided in an efficient manner.
- T.3.1 Commercial signage along major arterials should be kept to a minimum and be low profile in order to minimize distracting motorists.

DESIGN STANDARDS:

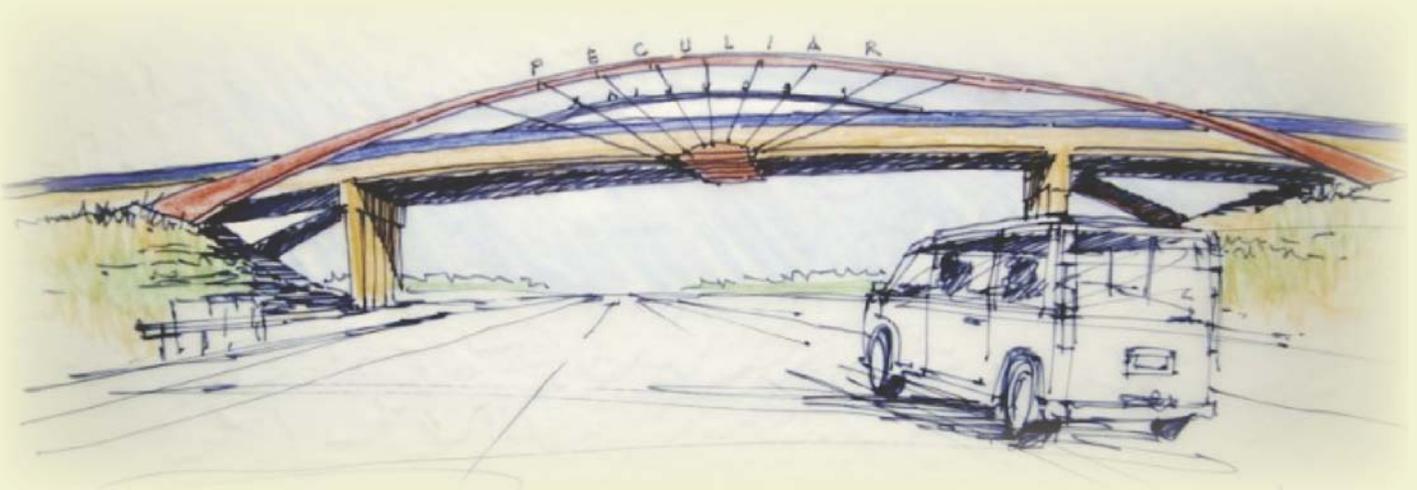
1. Developments should be designed to a human scale:
 - >Windows along streetscapes
 - >Pedestrian-friendly development
 - >Awnings on main level
2. Public spaces should be incorporated into all developments. These spaces can include plazas, pedestrian corridors, seating areas, and more.
3. Parking should be along the perimeter, except for on-street parallel parking.
4. Landscaping designs should include trees and vegetation that will enhance the district. Proper plant selection and placement can create buffers between uses, visual screens, and pedestrian protection.
5. A variety of paving materials and textures should be utilized to designate significant paved areas. (i.e. crosswalks, sidewalks, etc.)
6. Lighting should reflect the character of the district.
7. Wayfinding signage should be designed to reflect the character of the district and be strategically located to avoid interference with traffic safety.
8. Signage should be consolidated and limited to those necessary to identify tenants and direct traffic.

Human Scale

"Man is the measure of all things"
--Protagoras of Abdera (c. 480-410 B.C.)

Human Scale refers to the perceived relationship between the size or mass of an object as compared to a human. Generally the term is used to describe a development pattern characterized by an integration of design and function in the pedestrian realm, providing vitality and safety through the treatment of entrances, lighting, and spatial arrangement.

211th and 71 Highway East



211th and 71 Highway East



INTENT:

The proposed interchange for 211th Street and 71 Highway will open significant amounts of land to development. The area east of the interchange includes vast undeveloped land which could be utilized for a destination retail development. New development proposals should include a mix of compatible uses and integrate design elements throughout the project.

COMPATIBLE USES:

- Residential
 - Single-family detached
 - Townhomes
 - Condominiums
 - Apartments

- Commercial
 - Destination Retail
 - Lifestyle Center
 - Regional and National Retailers
- Office
 - Professional
 - Attorneys
 - Architects
 - Accountants
 - General
 - Corporate Campus in lieu of the destination retailer

- Public/Civic
 - Parks
 - Trails
 - Recreational Areas
 - Ballfields
 - Tennis/Multi-Use Courts
 - Trails

Lifestyle Center:

There is no commonly accepted definition for a lifestyle center, but they all generally include an open-air design, up-scale shops, convenient parking, fashionable restaurants and trendy bars, pedestrian-friendly streetscapes, and a pleasant ambiance and entertainment.

The International Council of Shopping Centers uses the following criteria to define Lifestyle Centers:

- Location near affluent residential neighborhoods
- 150,000 s.f. to 500,000 s.f. of gross leaseable space
- An open-air format
- 50,000 s.f. or more of national specialty chain stores



POLICIES:

While all Plan policies should be consulted for any proposed development, the following policies hold particular relevance to developments within the 211th Street Corridor East of 71 Highway:

- CI.1.1 Major entryways into Peculiar will be identified, protected, and enhanced in order to emphasize and preserve the natural setting and appearance of the community.
- CI.1.2 New development should reinforce and compliment existing community aesthetics.
- CI.1.3 New developments should provide continuity and interconnectivity between developments through the use of pedestrian trails and shared access.
- CI.3.2 Development proposals that include multiple land uses or are located in areas characterized by multiple land uses should provide open land buffers to separate conflicting uses.
- CI.3.5 Commercial developments, neighborhoods, and public open spaces should be linked by appropriate connections with the transportation system.
- CI.3.9 Developments that require the extension of public infrastructure should be designed to maximize the conservation of physical and social resources.
- EP.1.3 Areas with particular topographic features the present substantial barriers to development should be maintained in a natural or passively developed condition.
- EP.1.4 Healthy natural vegetation should be protected and preserved through creative development design.
- P/OS.1.1 Creative development patterns should be encouraged that incorporate natural open spaces and greenways in a way that maintains their visibility and accessibility.
- BE.1.3 Any lighting used to illuminate an off-street parking area, sign, or other structure should be arranged so as to deflect light away from any adjoining property or from public streets and minimize light escape from excessive uplighting, through fixture type, height, and placement.
- BE.1.4 The use of existing land features, vegetation, and stream corridors should be promoted as natural buffers.
- BE.3.1 Contiguous and infill development should be encouraged as preferred practices, and sprawling development patterns should be discouraged.
- BE.3.5 Higher density residential development should be used as a transitional land use between commercial developments surrounding low-density residential neighborhoods; compatible low-intensity office development should be encouraged as an alternative transitional land use into low-density residential neighborhoods.



Pedestrian pathways should be clearly delineated and separated from vehicular traffic patterns using attractive paving materials, shade trees, street furniture, and meandering sidewalks to heighten interest and scenic views.



The number of **signs** should be consolidated and limited to those necessary to identify tenants and direct traffic.





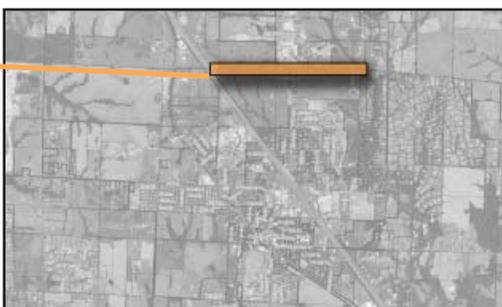
All site design elements should be integrated and relate to one another, as well as to the overall character of Peculiar. Site and building design should **enhance the natural environment** and integrate with natural features, such as topography, trees, view sheds, etc.

Buildings should be designed to **accommodate** a variety of uses over time.

Commercial uses should be **screened** from nearby residential uses and school sites using berms, fences, or landscaping.

Stormwater storage facilities should appear **natural** through the use of appropriate landscaping and naturalistic shapes.

Landscaping should be provided in naturalistic groupings rather than in a linear manner.

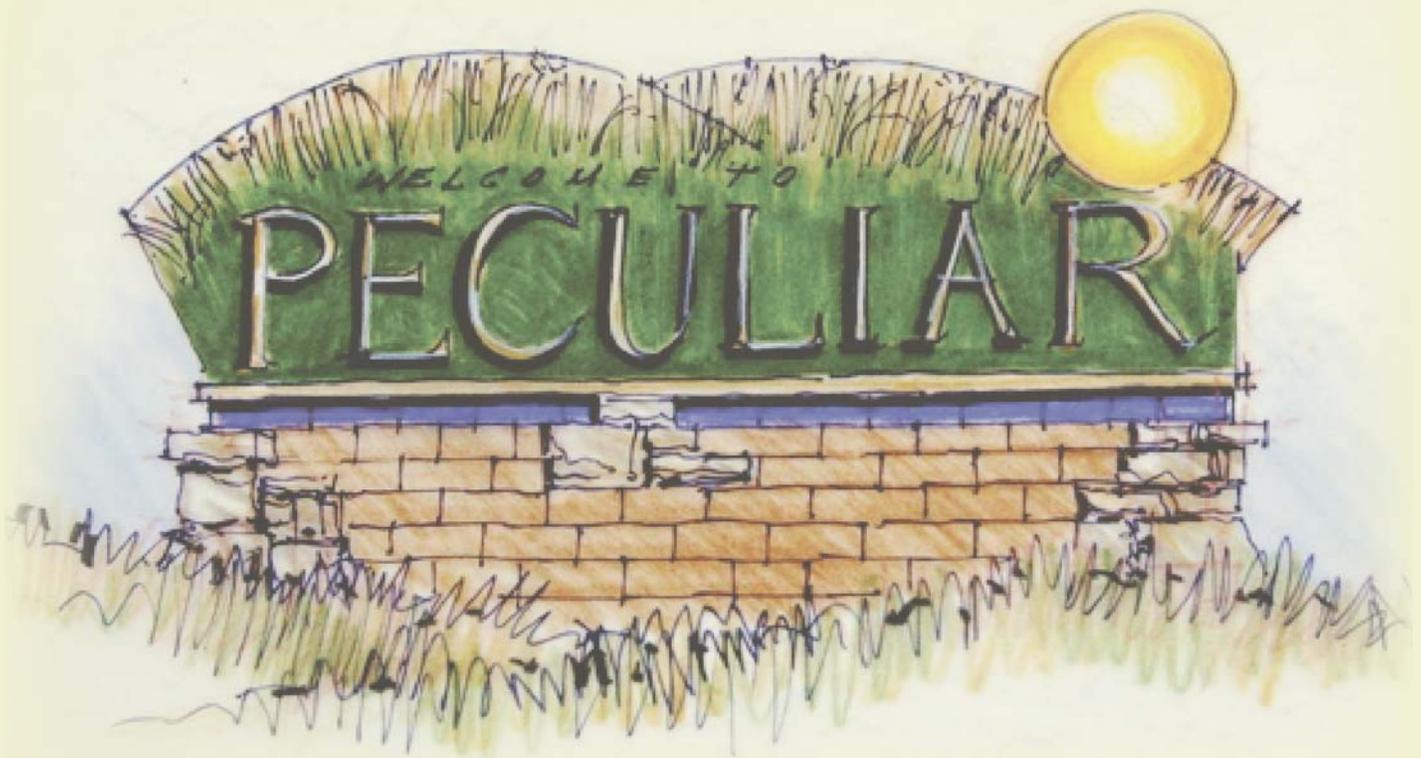


- R.1.4 Adequate screening and buffering should be provided between residential areas and adjacent commercial and industrial development, including highways, streets, parking, and service areas.
- C/O.1.2 Strip commercial development should be discouraged; commercial centers should not be developed in a linear strip along a roadway nor be completely auto oriented.
- C/O.2.1 The impact of commercial activities on neighboring land use areas, particularly residential ones, should be minimized through site design strategies and appropriate building orientation.
- C/O.2.3 Signage used within and around commercial areas should be designed to compliment the materials and scale of surrounding development.
- T.3.1 Commercial signage along major arterials should be kept to a minimum and be low profile in order to minimize distracting motorists.
- CF/S.3.1 Infrastructure should be built to a size and capacity that will serve the full development potential of a particular area in order to minimize the need to replace or improve facilities too soon after construction.
- ED.1.3 A new interchange at 211th Street and 71 Highway should be promoted to regional and state officials as a way to support additional destination commercial development mixed with a variety of new housing choices.

DESIGN STANDARDS:

1. Developments should be designed to a human scale:
 - >Windows along streetscapes
 - >Pedestrian-friendly development
 - >Awnings on main level
2. Public spaces should be incorporated into all developments. These spaces can include plazas, pedestrian corridors, seating areas, and more.
3. Parking should be along the perimeter, except for on-street parallel parking.
4. Landscaping designs should include trees and vegetation that will enhance the district. Proper plant selection and placement can create buffers between uses, visual screens, and pedestrian protection.
5. A variety of paving materials and textures should be utilized to designate significant paved areas. (i.e. crosswalks, sidewalks, etc.)
6. Lighting should reflect the character of the district.
7. Wayfinding signage should be designed to reflect the character of the district and be strategically located to avoid interference with traffic safety.
8. Signage should be consolidated and limited to those necessary to identify tenants and direct traffic.

Community Entrances



Community Entrances



INTENT:

Community entrances are an often overlooked component of community character. Community entrances provide travelers with their first impression, an impression that stays vivid in the minds of visitors, especially first time visitors. The beauty or ugliness portrayed by the entrance is part of the impression. Community entrances should convey a sense of arrival; entrances should tell those approaching they have reached a destination worth noticing. Entrances should communicate to travelers that they have moved from one travelling experience to another: from a rural and agricultural setting to an organized pattern of streets, homes, and business. Community entrances are transitions from the world outside our community to the world within our town.

COMPATIBLE USES:

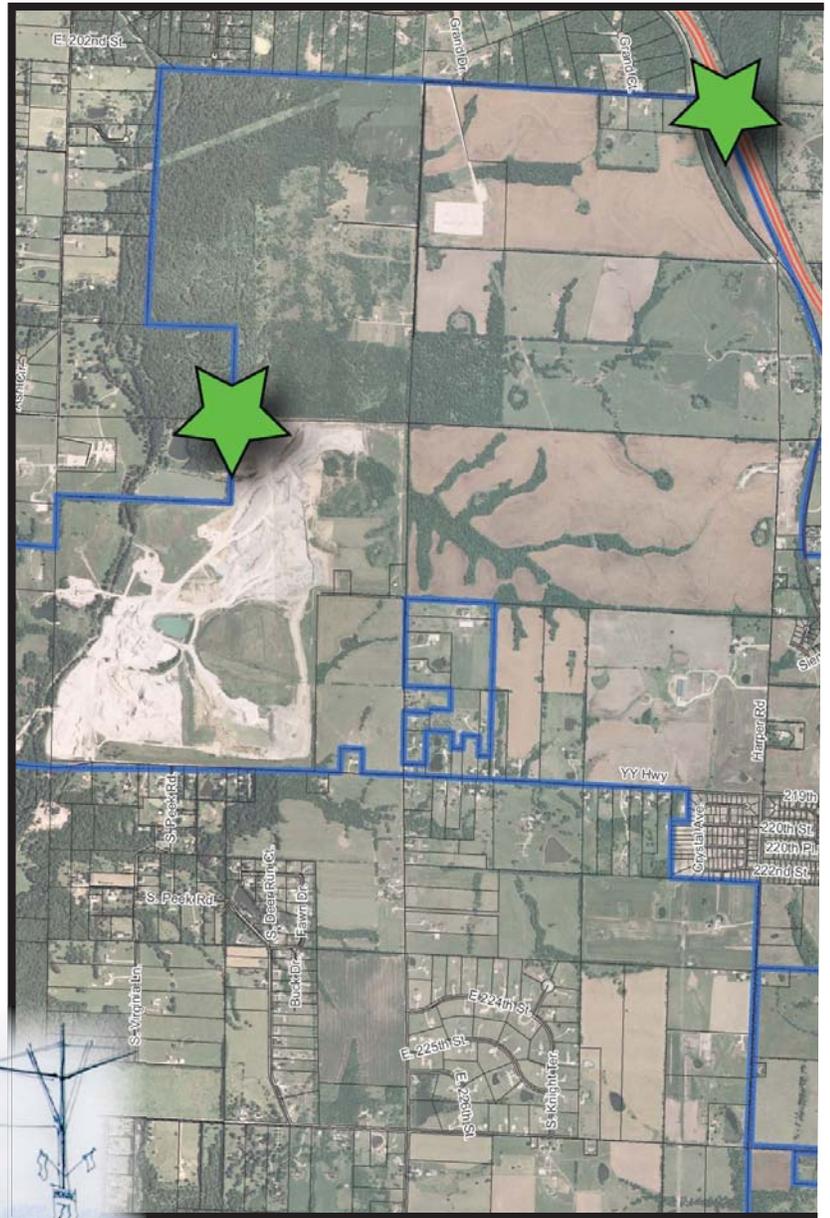
See Future Land Use Plan.

POLICIES:

While all Plan policies should be consulted for any proposed development, the following policies hold particular relevance to Community Entrance developments.

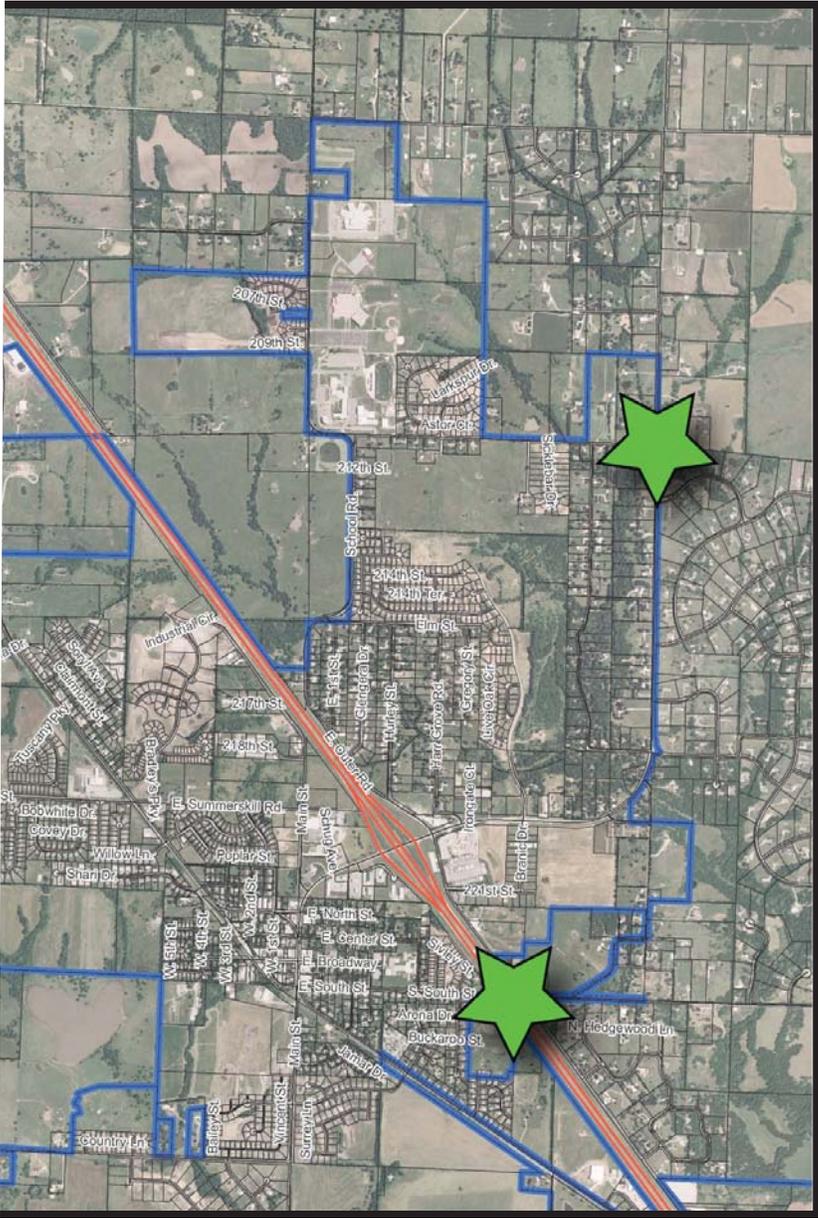
- CI.1.1 Major entryways into Peculiar will be identified, protected, and enhanced in order to emphasize and preserve the natural setting and appearance of the community.
- CI.2.1 When public projects are being considered, a portion of the project budget should be allocated to a public art element to be incorporated into the project, when appropriate.
- CI.3.1 Developments along the corporate limits of Peculiar should provide clear urban boundaries.
- BE.1.3 Any lighting used to illuminate an off-street parking area, sign, or other structure should be arranged so as to deflect light away from any adjoining property or from public streets and minimize light escape from excessive uplighting, through fixture type, height, and placement.
- BE.3.1 Contiguous and infill development should be encouraged as preferred practices, and sprawling development patterns should be discouraged.
- C/O.1.1 New or established commercial uses should not encroach up, or expand into, existing neighborhoods.
- C/O.1.2 Strip commercial development should be discouraged; commercial centers should not be developed in a linear strip along a roadway nor be completely auto-oriented.
- C/O.2.1 The impact of commercial activities on neighboring land use areas, particularly residential ones, should be minimized through site design strategies and appropriate building orientation.
- C/O.2.3 Signage used within and around commercial areas should be designed to compliment the materials and scale of surrounding development.

Unbroken travel lanes allow drivers time to adjust to the changing character of the roadway before they encounter heavier traffic. **Access points** should be controlled carefully, paying attention to speed and sight distance. **Frontage roads** are encouraged to remove slower moving traffic from travel lanes.



Scale will be an important overall design element. Because motorists are moving faster than they will in town, larger objects and spacing that can be recognized and understood easily must be used, i.e. wider landscape strips are preferred, trees should be used rather than shrubs, easily read directional signage should be incorporated.

Space should **transition** gradually from wide-open rural areas to built-up communities; funneling refers to designing the corridor with wider open spaces, larger setbacks, and more dispersed landscaping furthest from the city, then allowing elements to condense as the motorist gets closer. This design strategy can also influence drivers to reduce their speed.



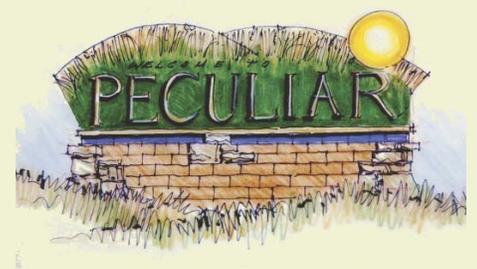
Signage design should reflect overall community standards. Signage size is important; very large signs and billboards quickly detract from the aesthetics of the corridor. Similarly, a large number of signs can be confusing to motorists unfamiliar with the community. Low, monument style signs should be utilized, and signage should be consolidated to fewer locations along the roadway.





Transportation Network

- Street Classification
- Street Projects
- Pedestrian Mobility
- Safe Routes to School



Transportation Network

Transportation networks tie a community together and link a community to the outside world. Adequate circulation systems are essential for the safe and efficient flow of vehicles and pedestrians, and accessibility to all parts of the community. Communities need to be able to provide adequate transportation services to move people and goods around and through the community. In addition, access to facilities, industries, and businesses should facilitate efficient traffic patterns while minimizing conflicts between vehicular and pedestrian traffic.

Land use and transportation work together to create the pattern for future development. An improved or new transportation route generates a greater level of accessibility and determines how adjacent land may be utilized. In the short term, land use shapes the demand for transportation routes and alternatives. In the longer term, transportation projects can direct new development locations and intensities to areas where the transportation infrastructure can best accommodate their needs.

The adequacy of a community's transportation system will have a substantial impact on the rate and pattern of its future growth and development. To ensure the transportation system is able to expand efficiently and remain relevant to this Plan requires careful, consistent long-range planning efforts. The transportation needs, in terms of both location and capacity, will change as land uses are proposed, altered, and constructed. It is important that future land use patterns be considered along with the existing street pattern when street improvements are identified. In general, the greater the transportation need or demand generated by a particular land use, the more important it is for that land use to be located near major transportation facilities.

Commercial uses and activities are most sensitive to accessibility since their survival often depends upon the ease with which potential customers can travel to their location. In this case, accessibility refers not only to the distance which must be driven, but also the ease with which the site can be found and entered/exited, as well as the availability of convenient parking. Therefore, commercial land uses are generally located near the center of their market area, along highways and arterials, and at major intersections. Clustering commercial uses is also an advantage because it creates an image that is memorable, allows the community to control the flow of high traffic volumes, and can provide shared parking facilities.

Residential uses are very sensitive to traffic patterns. Commercial and industrial traffic should not travel through residential areas in order to access their destination. Speeds are slower, and roads may be narrower to encourage heightened driver attentiveness. Pedestrian safety is paramount when planning transportation routes through residential areas.

Industrial uses are also highly dependent on transportation access, but in a different way. For example, visibility is not as critical for an industrial business as it is for most commercial uses. Industrial uses often need access to more specialized transportation facilities, which is why they tend to be located near railroad lines or highways.

Public uses, such as city offices and parks, also require efficient and clear access routes. The public should be able to locate and use public services without difficulty. Facilities such as community centers and regional parks may generate significant traffic loads, especially during community events, and may need to be located near arterial streets.

Cars and trucks will continue to be the primary mode of travel for Peculiar residents throughout and beyond the planning period. These vehicles depend upon the

expansion and continued maintenance of a street and road network that provides easy mobility throughout the region. In addition, much of the area's freight movement occurs on local streets and highways and bicyclists often utilize the street system for their travel. Although investment in other modes of transportation may decrease reliance on the automobile, streets and highways will continue to form the backbone of the entire region's transportation system. However, evaluation, consideration, and planning efforts need to be undertaken to promote and accommodate other alternative modes of transportation.

Street Classifications

Streets are classified based upon the function they serve. All streets fall within one of four classifications. Utilizing street classifications allows a community to examine their transportation system and identify weaknesses. Using a hierarchical classification system, street facilities and improvements can be planned to address existing and future transportation needs as well as influence land use patterns.

- **Principal Arterial** – This functional class of street serves the major portion of through-traffic entering and leaving the community and is designed to carry the highest traffic volumes. These serve intra-area traffic such as between the downtown and outlying residential areas or traffic between major community facilities. Managing and controlling access to these types of roadways is very important. This access must respect and reflect the land uses and development context adjacent to each principal arterial. For example, managing and controlling access to and from a roadway in the “built environment” differs from that in developing locations, because of the varying character of these areas. The principal arterial system is stratified into the following two subsystems:
 - **Interstate Highway, Freeway and Expressway** – These are divided, limited access facilities with no direct land access. The freeway does not have at-grade crossings or intersections. The expressway is similar to a freeway except it may have some cross streets that intersect at grade and access is either full or partially controlled. Both the freeway and expressway are intended to provide the highest degree of mobility serving potentially large traffic volumes and long trip lengths.
 - **Other Principal Arterial** – This functional class of street serves the major portion of inter-community and intra-community traffic movement within the community and is designed to carry high traffic volumes. Facilities within this classification are capable of providing direct access to adjacent land but such access is incidental to the primary functional responsibility of moving traffic within the system.
- **Minor Arterial** – This functional class serves trips of moderate length and offers a lower level of mobility than principal arterial. This class interconnects with and augments principal arterials, distributes traffic to smaller areas, and contains streets that place some emphasis on land access. These are characterized by moderate to heavy traffic volumes.
- **Collector Streets** – These streets serve as a link between local streets and the arterial system. Collectors provide both access and traffic circulation within residential, commercial, and industrial areas. Collector streets also provide more direct routes through neighborhoods for use by transit, pedestrians and cyclists. Moderate to low traffic volumes are characteristic of these streets. There should be one north/south and one east/west continuous, but not straight, collector street within a developing square mile.
- **Local Streets** – These are composed of all lower order facilities that essentially serve as a conduit between abutting properties and higher order streets. Local streets provide the lowest level of mobility and generally exhibit the lowest traffic volumes.

Street Projects

Long-range transportation projects that provide appropriately timed transportation enhancements and expansions will have a pivotal influence in the future growth and development of Peculiar. The efforts needed to make these improvements will take years to complete and many millions of dollars to fund.

PROPOSED PROJECTS

The list below highlights several of the projects identified by this Plan as necessary to facilitate the growth this Plan has identified. These projects will generally be the responsibility of the City of Peculiar, although participation from other governmental entities will occur. These include a range of projects for which the City has already committed funds, as well as longer term projects that do not have specifically earmarked funding. The projects shown are not listed in any particular order; the numbering is used to reference the project locations shown on the projects map.

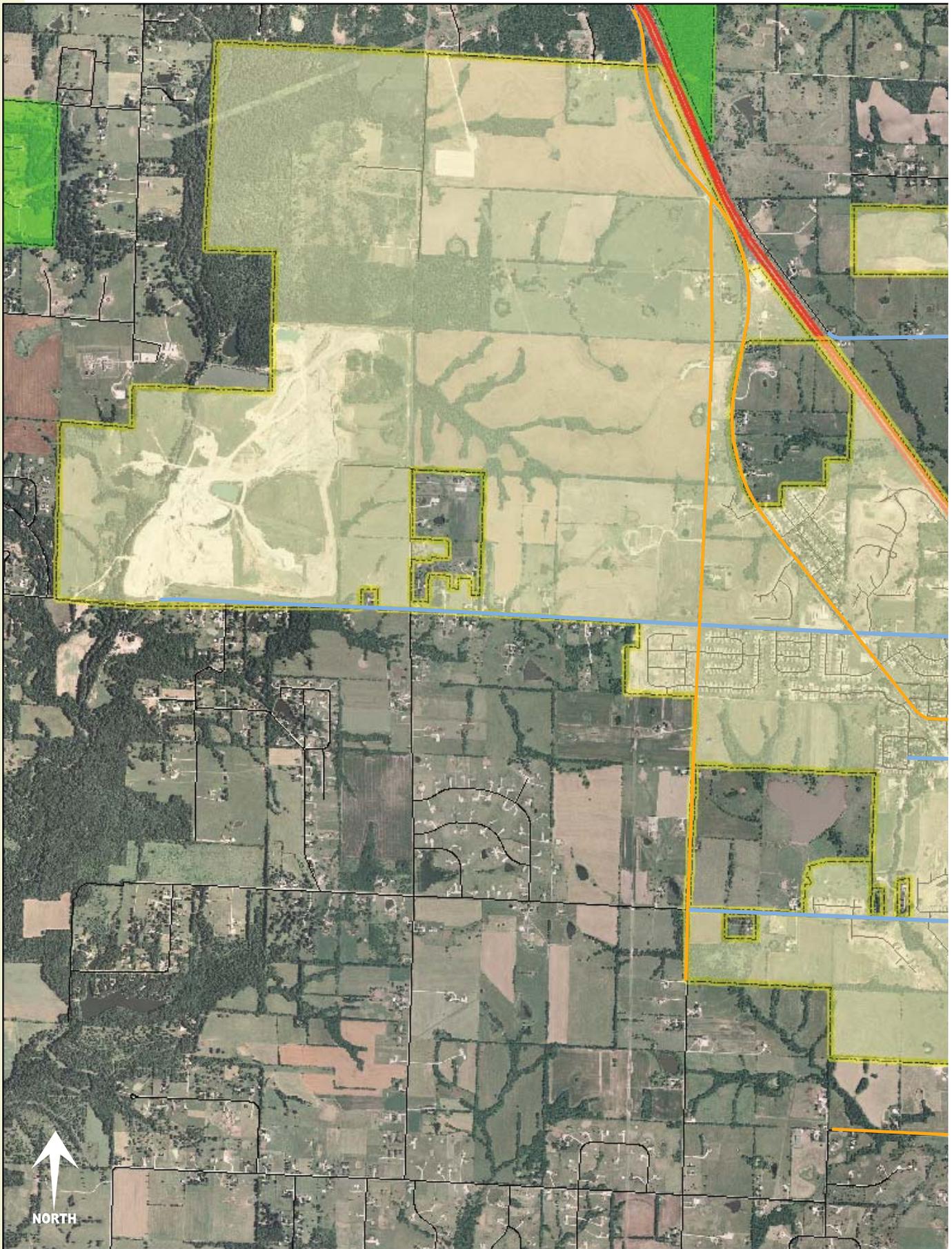
1. **71 Highway and 211th Street Interchange** – This interchange will be an important component of Peculiar’s future growth and development. Initially, this interchange is necessary in order to provide residents with another connection between the east and west halves of the community. Having a second connection will provide residents with a second route between the high school, proposed city park, future commercial development, and their homes. With only one access to 71 Highway, traffic is far too congested during the peak hours to provide for the safe and efficient movement of traffic.

Over the long term, 211th Street can be extended and included as part of a possible outer-ring interstate route connecting I-70 near Blue Springs, MO to the east with the Gardner, KS multi-modal facility to the west. Doing so provides benefits region-wide, and facilitates the development of the Kansas City area as a premier transportation hub for the entire country.

2. **211th Street West** – This segment of 211th Street crosses through a vast undeveloped portion of the community. The development potential along this corridor is virtually limitless. Sound planning practices and a well-developed vision for the corridor should be established prior to development. Coming further from the west, visitors and residents will pass the quarry, meaning the corridor will need to be designed with sensitivity and forethought given to the treatment of screening devices, landscaping, and redirecting views. This length of 211th Street should be developed as a landscaped, divided roadway with a wide median offering ample opportunity for landscaping.
3. **211th Street East** – This portion of the proposed 211th Street corridor passes by existing residential developments, the Ray-Pec school complex, and established rural residential homes. Immediately adjacent to 71 Highway, this segment will also provide access through a planned destination retail development. The design of additional development along this corridor, as well as the treatment of landscaping and signage, will need to be cognizant of the vast changes in character that occur between 71 Highway and the east edge of town. Pleasant views of existing development already exist, and new development should blend with them. Since this corridor is somewhat developed, a median-divided roadway may or may not be appropriate, but should be investigated to coincide with the divided roadway west of 71 Highway.

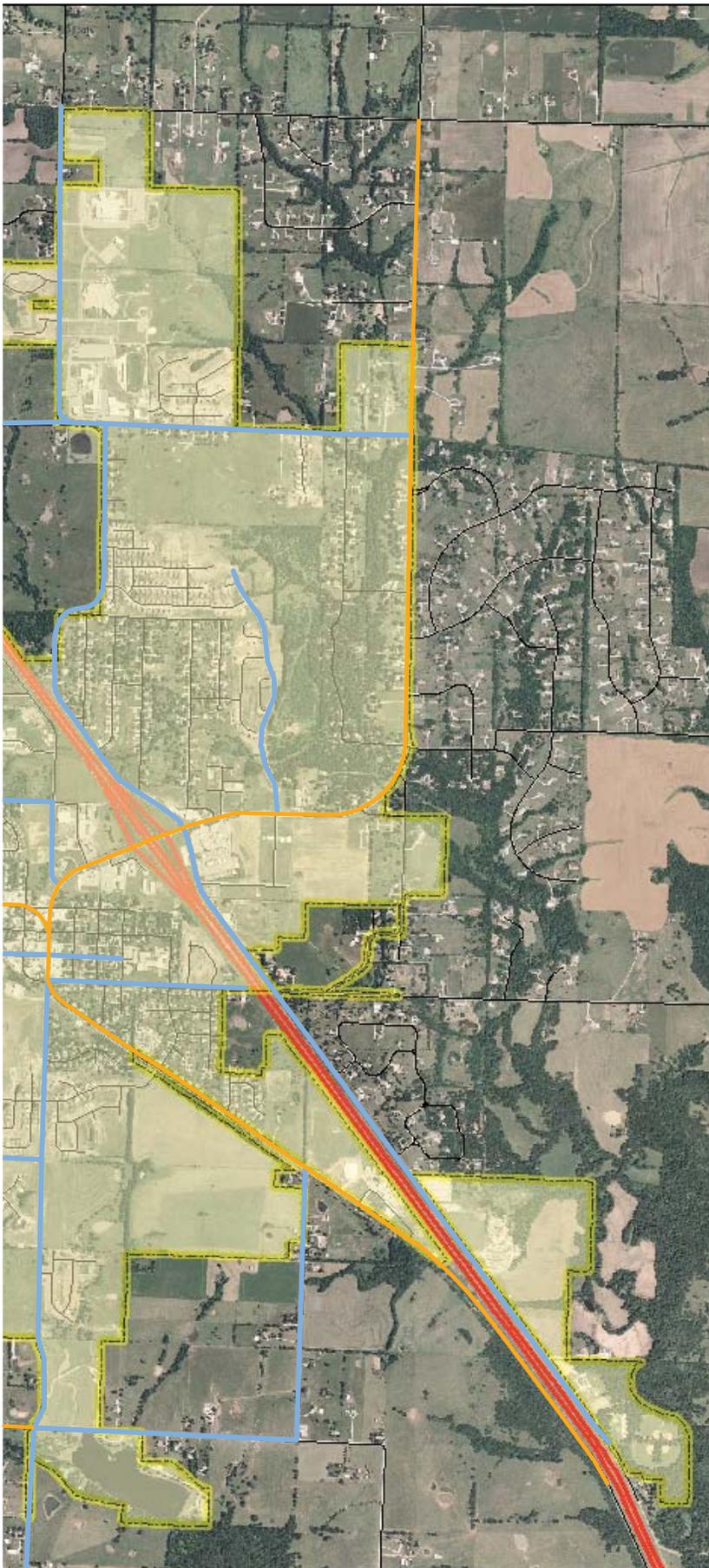
- 4. School Road** – As it currently exists, the section of School Road between Elm and 211th Streets jogs east and in front of single-family residential homes. Between School Road and 71 Highway, a significant amount of commercial development is proposed. As part of such a development, School Road should be realigned to maintain a north-south alignment from East Outer Road to the school. This would provide adequate separation between existing single-family homes and new commercial development, and allow for the construction of slightly higher density residential between the old and new alignments.
- 5. Branic Drive** – North of 219th Street, Branic Drive has been planned to serve additional residential uses, but terminates before reaching 211th Street. This connection between 219th and 211th Streets will be an important one to not only serve the school and students with a more direct route, but to also alleviate some of the local residential traffic from School Road. This route will also provide existing residents in the area with an alternative way out of their subdivision. As this area develops, School Road will become increasingly travelled. Separating the residential traffic heading home from the commercial traffic going to shop will benefit both groups of motorists.
- 6. Southeast Outer Road** – This short street segment is intended to provide largely residential and school traffic with direct access between the high school and the only existing connection between the east and west halves of the town. However, a large truck stop located at the same intersection creates a significant amount of semi traffic. Due to the geometry of the existing SE Outer Road alignment, it is often mistaken by truck traffic as the on-ramp to 71 Highway. This situation puts excessive wear and tear on streets and low water bridges that were not designed for heavy traffic. Trucks are required to continue north to 211th, then east to 219th and back south to reach the intersection again. Some truck drivers have tried to turn around using the residential streets, which are not designed with the necessary room for a large truck to turn. These difficulties should be eliminated through a new alignment, one that extends east and aligns with Harr Grove Road.
- 7. South Peculiar Drive Triangle** – The South Peculiar Drive Triangle includes North Street on the north, Main Street on the east, and Peculiar Drive between the two. Peculiar Drive enters Downtown at this point via a curve that creates two awkward intersections with North and Main Streets. This situation should be revised through a safer and more common alignment design, possibly using a T-style intersection.
- 8. 5-Points** – The 5-points intersection at Main and South Streets includes a portion of Peculiar Drive that extends from the middle of an otherwise typical 4-way intersection. This design results in five travel lanes in each direction coming together at one point; another situation that should be revised through a safer and more common alignment design, possibly using a T-style intersection.
- 9. S. South Street** – S. South Street provides access from Main Street to the east, terminating at, but not accessing, 71 Highway. S. South Street will be extended west to intersect with Harper Road. This connection will provide additional access to Downtown from future development to the west.

FIGURE 10: PECULIAR EXISTING STREET CLASSIFICATIONS



Peculiar Existing Street Classifications

Figure 10



Existing Transportation

- Highways
- Arterial
- Collector
- Local Road
- Other Cities
- Peculiar

City of Peculiar Cass County, Missouri



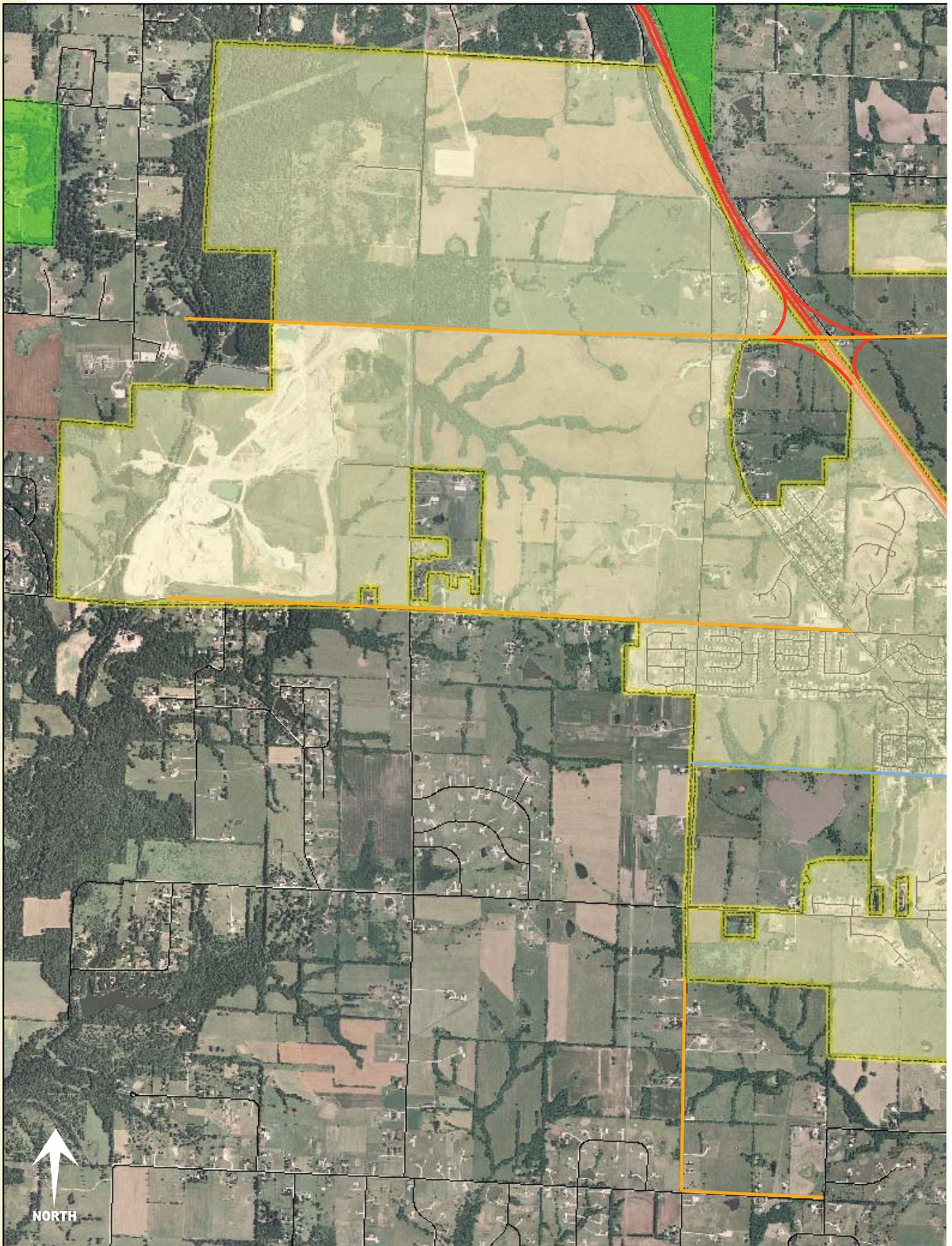
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 Source: Missouri Spatial Data Information Service, Cass County MO
 GIS Process: ArcView 9.2

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 JEO PROJECT NUMBER: M0824PL1



FIGURE 11: PECULIAR FUTURE STREET CLASSIFICATIONS



Peculiar Future Street Classifications

Figure 11

Future Transportation

-  Proposed Highway
-  Proposed Arterial
-  Proposed Collector
-  Proposed Local Road
-  Roads
-  Hwy 71
-  Other Cities
-  Peculiar

City of Peculiar

Cass County, Missouri



Prepared By: JEO Consulting Group, Inc.
 Source: Missouri Spatial Data Information Service, Cass County MO
 GIS Process: ArcView 9.2

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 REVISED BY:
 JEO PROJECT NUMBER: MO824PL1

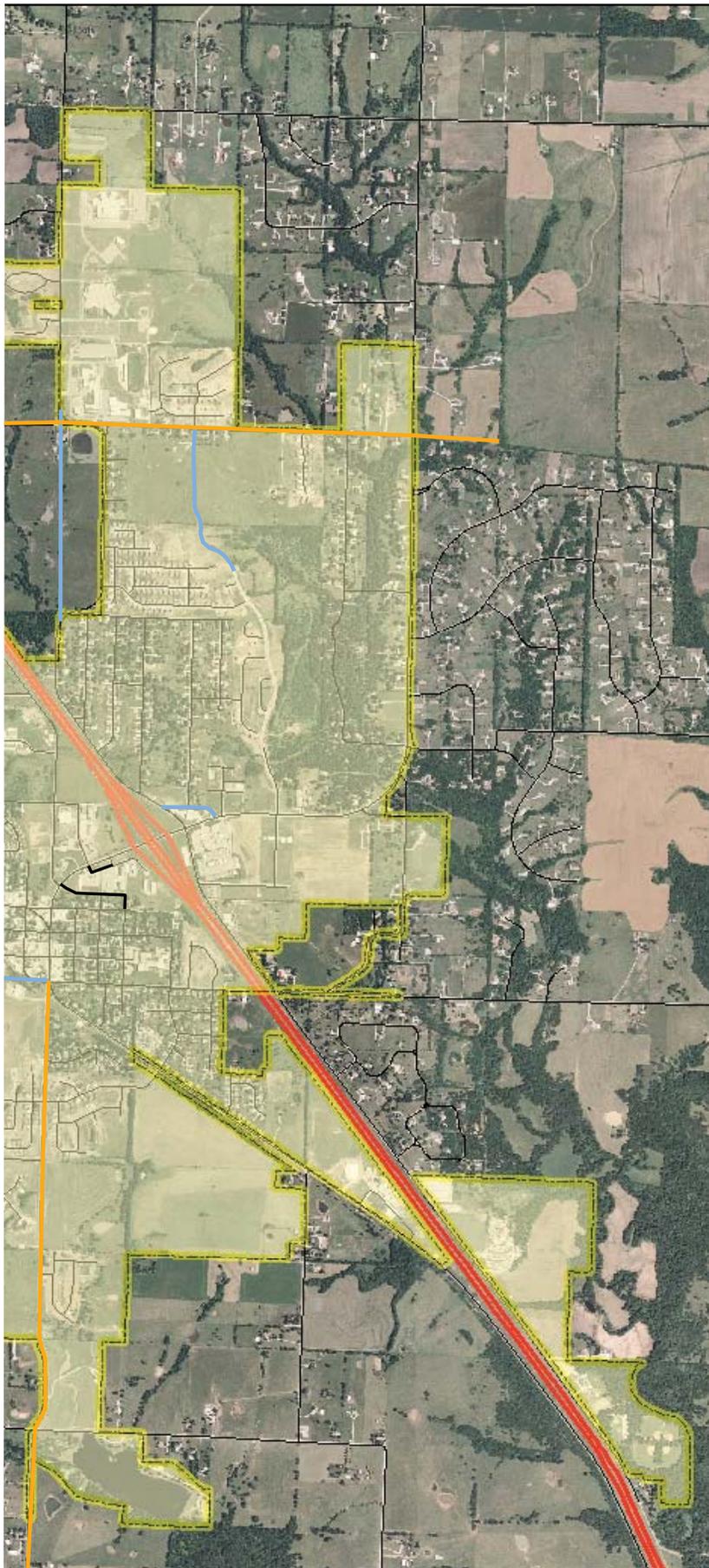
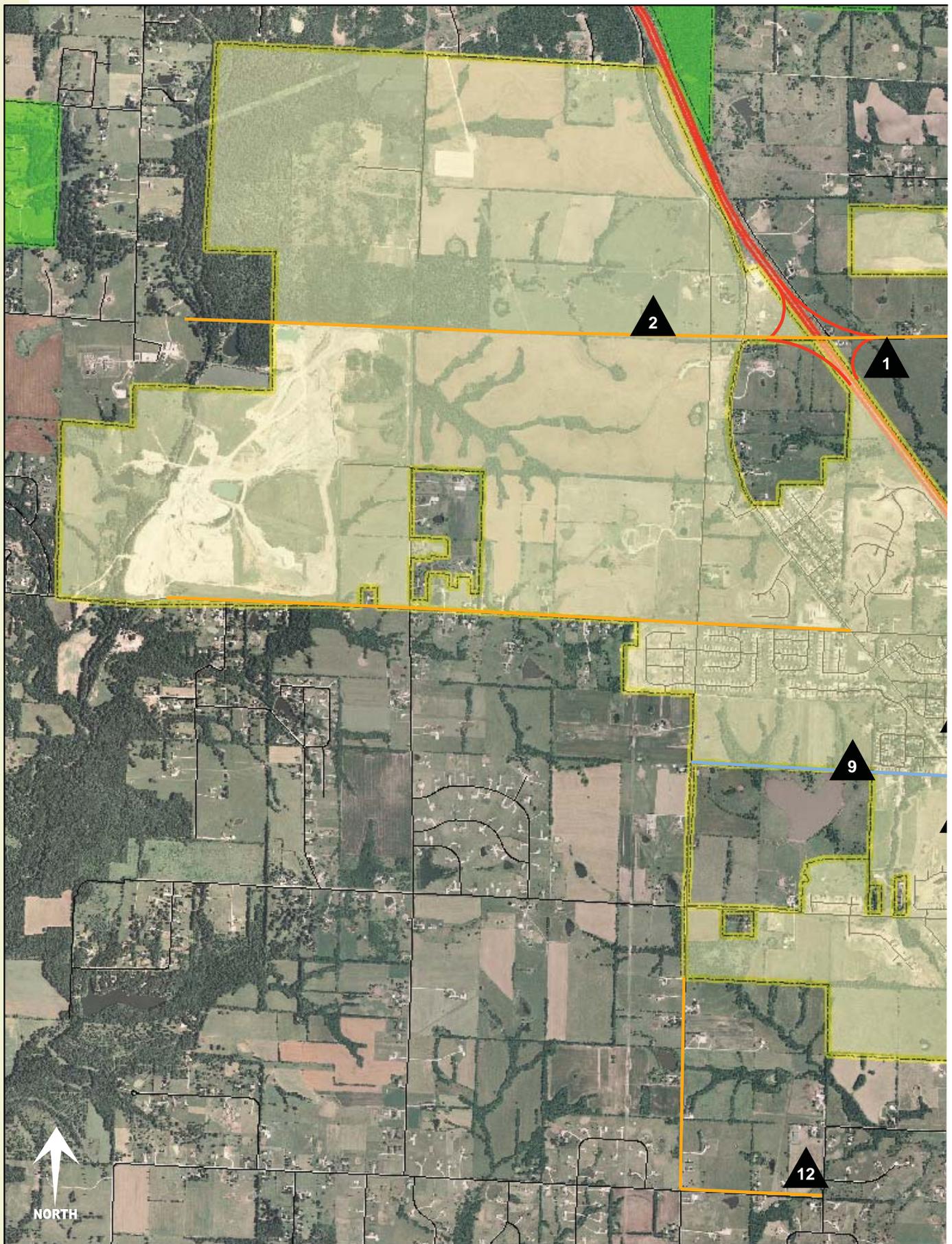
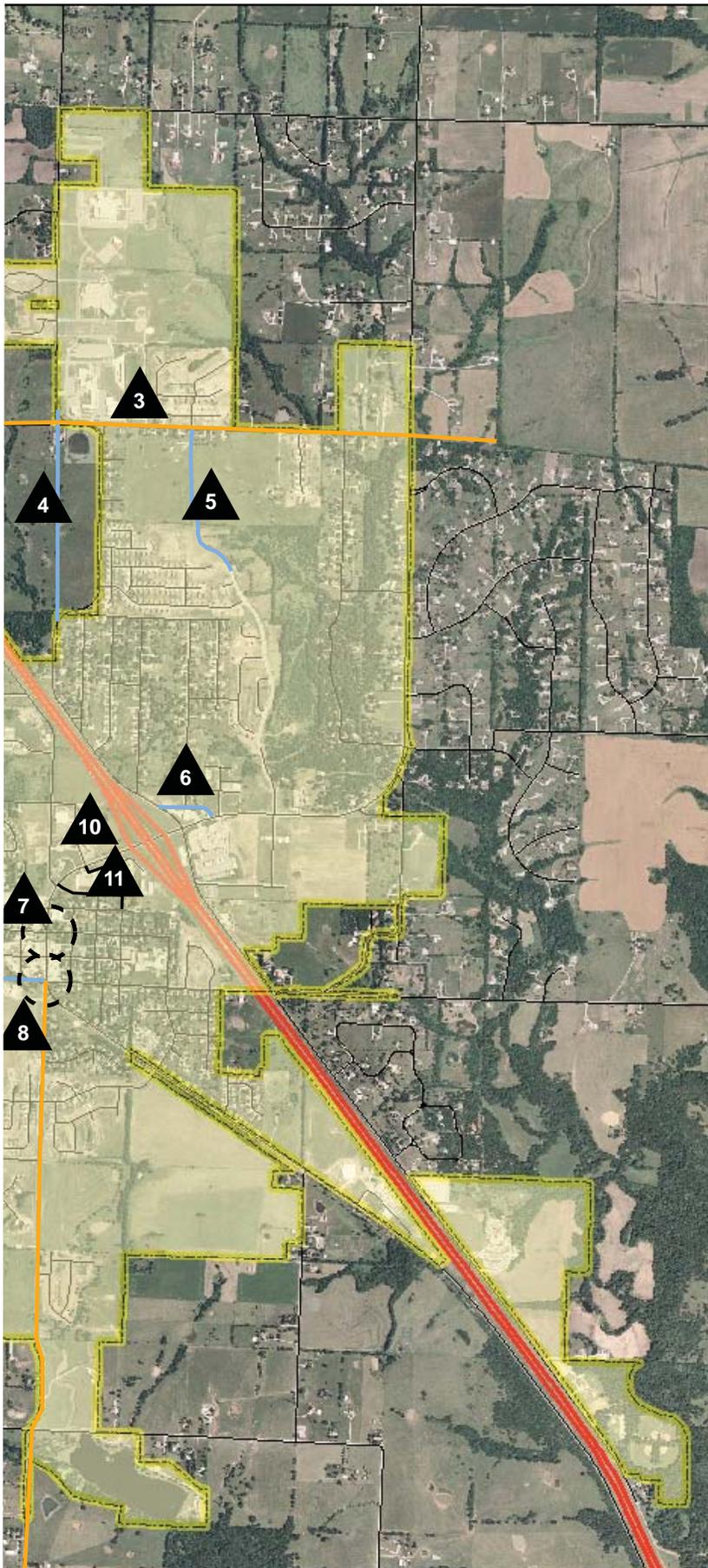


FIGURE 12: PECULIAR STREET PROJECTS MAP



Peculiar Street Projects Map

Figure 12



Future Transportation

-  Proposed Highway
-  Proposed Arterial
-  Proposed Collector
-  Proposed Local Road
-  Roads
-  Hwy 71
-  Other Cities
-  Peculiar

City of Peculiar

Cass County, Missouri



Prepared By: JEO Consulting Group, Inc.
Source: Missouri Spatial Data Information Service, Cass County MO
GIS Process: ArcView 9.2

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REVISED BY:
JEO PROJECT NUMBER: M0824PL1



10. 219th Street Bridge – This bridge currently handles tremendous traffic loads during the peak hours, and heavy traffic most other times. In addition, this bridge provides the only access between the east and west halves of the community, but lacks a safe pedestrian route. In order to increase the traffic capacity and pedestrian usability, this bridge structure and its ramps should be widened with additional turn lanes, acceleration/deceleration lanes, and separated pedestrian sidewalks.

11. Schug Avenue – The two existing access drives for commercial development south of 219th Street at Schug Avenue should be consolidated into one access, making the Schug Avenue intersection a four-way intersection. The easternmost access is inadequate due to severe grade, traffic load, and proximity to the interchange. The westernmost access is inadequate due to placement between Schug Avenue and another commercial access to the west. This location presents turning conflicts in both directions for traffic entering and existing the south side development. The City currently owns some right-of-way in the area, which could be offered for trade to get portions of the necessary right-of-way to accomplish this project.

12. 235th Street and Harper Road – The two streets should be improved to complete the arterial street system to the southwest in order to facilitate future development. Design alignments will need to consider existing structures and trees stands.

RIGHT-OF-WAY CONSIDERATIONS

As Peculiar develops, it will be important to plan for the necessary street improvements to support the development. To facilitate these street improvements, the appropriate right-of-way will need to be acquired. In general, right-of-way will be obtained through purchase, either outright or through condemnation. However, when land subdivision projects are proposed along routes identified for future improvement, the City can require the dedication of the right-of-way necessary to support the improvement.

The required right-of-way width will vary according to the classification of the street being improved, the nature of any public utilities that will share the right-of-way with the street, and any sidewalk and trail requirements at the location. The following right-of-way widths should be acquired during any subdivision processes along streets planned for improvement.

Street Classification	Right-of-Way Width	Additional Width for Trail (if required)
Local	50 feet	6 feet
Collector	60 feet	6 feet
Arterial	100 feet	0 feet
Divided Arterial	120 feet	0 feet

Pedestrian Mobility

Walking is an essential part of every resident's daily activities, whether for work, shopping, or play. Often, pedestrian facilities are overlooked or under planned. Many times, pedestrian facilities are added onto street projects without enough forethought, and result in inefficient, infrequently used, or unsafe walkways. However, the quality of life for Peculiar residents depends upon safe and adequate pedestrian alternatives to motorized transportation. The existing system should be maintained, and additional facilities should be planned. Planning for pedestrian facilities should consider:

- Location of proposed facilities in relation to planned activity centers, such as the Peculiar Arts and Culture District, schools, proposed City Park and community center, ball fields, city offices, and Metro Green connections
- Design guidelines for pedestrian facilities, including surfacing material, paving width, lighting and seating
- Pedestrian level of service factors
- Available programs to assist with retrofitting existing neighborhoods with pedestrian amenities
- Requirements of the Americans with Disabilities Act (ADA)
- Needs of the senior population

TRAILS

Multi-use trails are a critical resource for pedestrian users and bicyclists. As a strength of the community and a quality of life asset, the maintenance, rehabilitation and expansion of a city-wide multi use trail system should occur along with other transportation improvements. Pedestrian and bicycle amenities play an important role in the community by providing a healthy alternative to the automobile, reducing traffic congestion, improving air quality, and creating a more balanced overall transportation system.

Pedestrian Level of Service Factors:

Continuity - the public sidewalk system should be complete, without gaps, and maintained in good repair; the pedestrian network in shopping centers should be integrated with adjacent activities.

Security - pedestrians should be visible to motorists and other pedestrians, separated from motorists and bicyclists, and have adequate lighting.

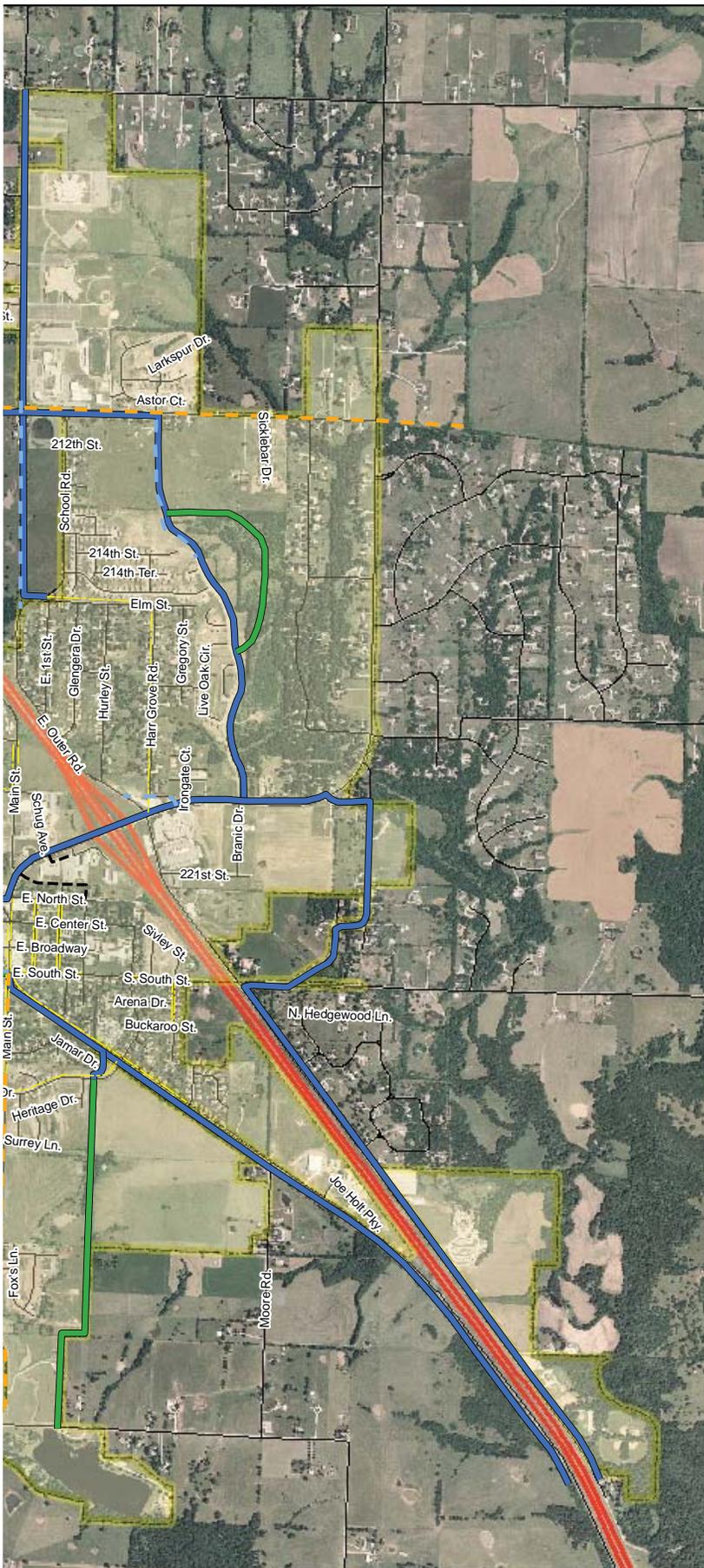
Visual Interest - pedestrians should enjoy a visually appealing environment; street lights, fountains, and benches should match local architecture; pedestrian amenities should include attractive landscaping.

Directness - pedestrians should be able to walk in a reasonably direct path to destinations like transit stops, schools, parks, and commercial and mixed-use activity centers.

Street Crossing - street crossings should be safe and feel comfortable, with consideration given to the number of lanes to cross, traffic volumes, turning movements, and speed, signalization, curb radius and ramps, crosswalks with buttons, lighting, medians, visibility, and convenience.

Peculiar Trails Map

Figure 13



Future Trails

- HikeBike
- Natural
- SafeRt

Future Transportation

- Proposed Highway
- Proposed Arterial
- Proposed Collector
- Proposed Local Road

City of Peculiar Cass County, Missouri

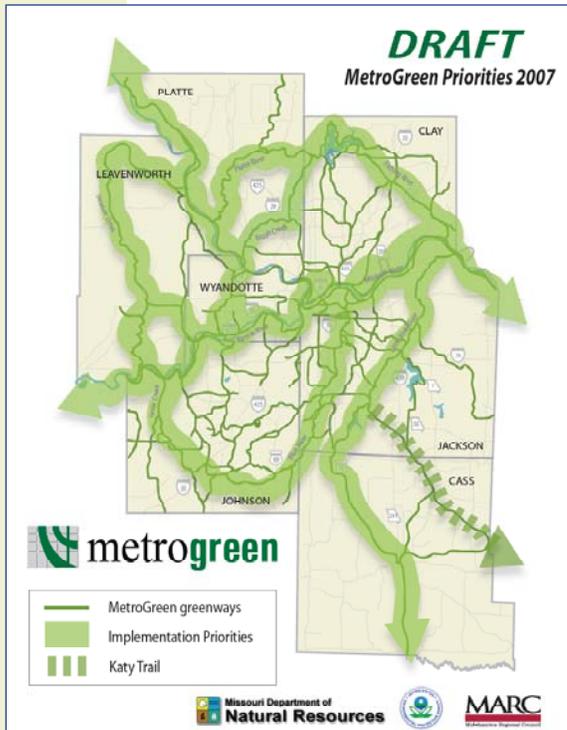


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Source: Missouri Spatial Data Information Service, Cass County MO
GIS Process: ArcView 9.2

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CREATED BY: C. Wacker
REVISED BY:
JEO PROJECT NUMBER: MO824PL1





MetroGreen is a proposed 1,144-mile interconnected system of public and private open spaces, greenways and trails designed to link seven counties in the Kansas City metropolitan area. The plan covers Leavenworth, Johnson and Wyandotte counties in Kansas and Cass, Clay, Jackson and Platte counties in Missouri. According to MARC, the benefits of MetroGreen include cost-effective improvement of air and water quality; stabilization of streams; reduction of flood risks; protection of wildlife habitat; opportunities for biking, hiking and walking; and ultimately, the formation of a framework around which more sustainable urban development patterns can occur. Peculiar is included in the MetroGreen Plan through the following project components:

- **Ca03**– This is a Priority 2 rail-to-trail improvement extending 10.42 miles, which will serve as a pedestrian and bicycle connection for Cass County between Harrisonville and Peculiar.
- **Ca05**– This is a Priority 1 rail-to-trail improvement that spans 8.29 miles, and connects Peculiar to Belton.

Safe Routes to School

The Safe Routes to School (SRTS) concept began in the 1970s in Odense, Denmark, over concern for the safety of school children walking and bicycling to school. The SRTS concept spread internationally, with programs developing in other parts of Europe, Australia, New Zealand, Canada and the United States. The Bronx, New York City, started the first SRTS program in the United States in 1997; and in the same year, the State of Florida implemented a pilot program. In August of 2000, the U.S. Congress funded two pilot SRTS projects through the National Highway Traffic Safety Administration. In August 2005, federal transportation legislation devoted \$612 million for The National Safe Routes to School Program from 2005 through 2009.

As the name implies, the goal of the SRTS program is to create safer routes for children to use while walking or bicycling to and from school. The implications of SRTS can be far-reaching. SRTS programs can improve safety, not just for children, but for a community of pedestrians and bicyclists. They provide opportunities for people to become more physically active and to rely less on their motor vehicles. SRTS programs benefit the environment and a community’s quality of life by reducing traffic congestion and motor vehicle emissions.

Peculiar has established a multi-year phased approach to upgrading pedestrian routes to its schools. The first six phases focus on serving the students of Peculiar Elementary, located Downtown. This school site is separated from many of its students by heavily travelled streets, the Downtown commercial area, and some streets without sidewalks. Future phases will address pedestrian transportation needs serving the Ray-Pec school complex on School Road. The initial six phases are:

1. **East Broadway** between Peculiar Elementary and W. 4th Street
2. **Hurley Street** between Peculiar Drive and South Street, as well as around all four sides of the school property
3. **E. 3rd Street** between E. Center Street and Legend Lane
4. **W. Center Street** between E. 3rd Street and W. 2nd Street
5. **E. North Street** between E. 3rd Street and Main Street
6. **219th Street** between E. North Street and Legend Lane; Schug Avenue and Main Street between 219th Street and E. Summerskill Road; E. Summerskill Road between Main Street and Schug Avenue

SafeRoutes

National Center for Safe Routes to School





Future Land Use

- Land Use Designations

RE: Residential Estate

LDR: Low-Density Residential

MLDR: Medium-Low Density Residential

MHDR: Medium-High Density Residential

P/QP: Public/Quasi-Public

PRO: Parks, Recreation, and Open Space

C: Commercial

LI: Light Industrial

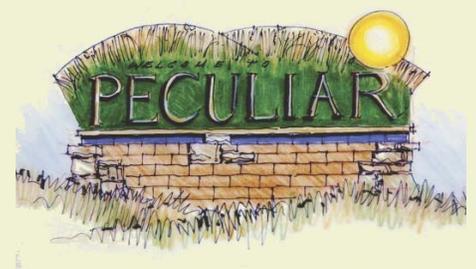
HI: Heavy Industrial

- Special Land Use Designations

Employment Center

Destination Retail

Regional Industrial Center



Future Land Use

The purpose of this Future Land Use section is to guide public and private decisions regarding the use of land in the City of Peculiar as it evolves over time. The Future Land Use Plan assists the community in determining the type, direction, and timing of future growth. The criteria established in this Plan reflect the following:

- The current use of land within and around the community
- The desired types of growth, including location of growth
- Growth pressures from outside the community
- Physical characteristics, and strengths and constraints to future growth
- Current population and economic trends affecting the community

To be useful as a day-to-day decision-making guide with a long-range focus, this Plan must be flexible enough to balance the seemingly opposite goals of being both adaptable to unanticipated changes and specific to current conditions and issues in the community. During the next 20 years, conditions in the community will invariably change. This change is to be expected and is due to numerous factors including expected growth pressures from the Kansas City region, as well as unexpected economic, social and technological changes. In some cases, these factors may change dramatically from present conditions. For these reasons, and in order that it remain a useful decision-making guide, this Plan should be monitored closely and updated as necessary.

The City of Peculiar has experienced relatively steady employment and population growth over the last decade, and this growth is projected to continue. This Plan addresses how the City will plan for its continued participation in the growth and development of the metropolitan area. Growth related issues include: determining how much of the projected growth the City of Peculiar wants and is able to accommodate, identifying suitable locations for additional business and residential development, and guiding future growth to ensure that it enhances the character and quality of the City as a great place to live, work and play.

As Peculiar continues to change and grow, many choices and decisions will need to be considered regarding:

- The extent to which the City will enforce the Comprehensive Plan recommendations as requirements rather than just suggestions
- The implementation tools that will be most meaningful and useful to ensure that Comprehensive Plan recommendations are followed to the extent required
- Determining how much future employment and residential growth the City wants to attract and accommodate, and the amount and type of land needed
- Determining the public costs of additional growth and creating ways to pay for them
- Deciding how to establish a defined, identifiable City edge
- Identifying and recommending locations that are suitable for future redevelopment with different uses and/or densities
- Determining the proper balance between preserving the scale and character of existing developed areas and accommodating selective infill and redevelopment with different uses and/or higher densities
- Determining the tools and techniques for encouraging and facilitating the recommended types of redevelopment

Land Use Designations

There are nine general land use categories used to define different use types, characteristics, and densities. These categories have been chosen to reflect the basic use and intensity to which land in the City is proposed to be developed. While they define land uses, they are intended to do so in a very general way; these land use categories are the basis for the zoning districts, but they are not the same as zoning districts. Any of a number of zoning districts may be appropriate in a single land use category.

Special Land Use Designations

Within the context of the nine land use categories used in this Plan, there are three special land uses designations also presented. These designations are intended to encourage creative development strategies on large sites. The Employment Center, Destination Retail, and Regional Industrial Center designations have been identified at particular locations where developable land exists, but major transportation improvements have yet to be constructed. The timing of these developments must consider the availability and timing of public infrastructure. The design and character elements defined herein apply to these designated areas.

RE: Residential Estate

INTENT

The Residential Estate land use area is intended to accommodate large and very large lot residential development.

LOCATION

These areas are generally located along the edges of the community where land use type is less dense and intense, sharing similar qualities with neighboring rural land uses.

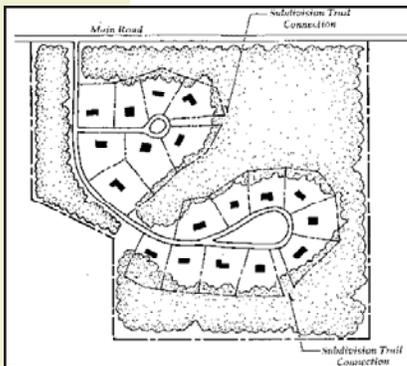
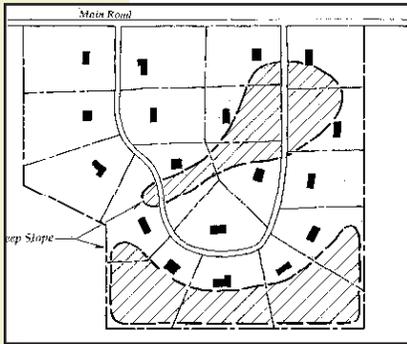
CHARACTERISTICS

Characteristics of the RE category include:

- Location in areas where City services (water and sanitary sewer) will be difficult and/or costly to provide.
- Location in areas determined to have unique or sensitive natural areas, including stream corridors, tree stands, wetlands, and natural habitat areas. The larger lots allow for greater potential to preserve nature through the use of conservation easements and common open space.
- Accessory buildings may be allowed at a scale between typical suburban development and farm buildings.
- The area will accommodate residential development at a density of one-half to two units per acre.

COMPATIBLE USES

- Single-family residential
- Churches
- Parks/recreation/open space
- Associated accessory uses.



An example of a Cluster Subdivision with the typical approach above.
Source: Randall Arendt



LDR: Low Density Residential

INTENT

The Low Density Residential land use area is intended for typical suburban scale residential development densities.

LOCATION

This category represents the most common residential land use type, and is located throughout town.

CHARACTERISTICS

Characteristics of the LDR category include:

- Locations throughout town to provide convenient access to transportation routes, commercial areas, jobs, schools, parks and recreation areas, and public services.
- Two-family residential dwellings should be located along streets classified as collectors or higher.
- Accessory structures should be limited in size to reinforce the pedestrian scale of neighborhoods.
- Pedestrian connectivity will be important; the public sidewalk system should provide adequate opportunities for residents to walk to destinations or for enjoyment.
- The area will include densities ranging from one to four dwelling units per acre.

COMPATIBLE USES

- Single- and two-family residential dwellings
- Public and quasi-public uses
- Group homes
- Home occupations.



MLDR: Medium-Low Density Residential

INTENT

The Medium-Low Density Residential land use area is intended to provide higher residential densities than LDR, but still commonly found within urban neighborhoods.

LOCATION

This area will also have a significant role as a transitional use between most commercial areas and lower density residential development.

CHARACTERISTICS

Characteristics of the MLDR category include:

- Locations throughout town where uses can serve as transitions that buffer and/or screen lower density residential uses from commercial uses and major streets.
- All areas should provide a mixture of housing styles, types, and occupancy levels in order to meet the housing needs and socio-economic abilities of all residents.
- Neighborhood parks and open spaces should be included in all new developments and provided with access to the City's trail system.
- Pedestrian connectivity will be important; the public sidewalk system should provide adequate opportunities for residents to walk to destinations or for enjoyment.
- The area will include densities ranging from three to 10 dwelling units per acre.

COMPATIBLE USES

- Single- and two-family residential dwellings
- Public and quasi-public uses
- Group homes
- Home occupations.



MHDR: Medium-High Density Residential

INTENT

The Medium-High Density Residential land use area is intended to accommodate denser residential development. This area would support apartment complex type development, or a mixture of townhomes and apartments.

LOCATION

The location of this area is intended to act as a buffer between more intensive commercial uses, 71 Highway, and lower density residential uses.

CHARACTERISTICS

Characteristics of the MHDR category include:

- Location where uses can serve as a transition between lower density residential areas and commercial uses.
- Location in areas adequately served by transportation facilities and near abundant employment opportunities.
- Opportunities for outdoor recreation and open space will be an important design element.
- Pedestrian connectivity within and between developments and the public sidewalk and trail systems will enhance the mobility of residents and compensate for the density of development.
- The area will include densities ranging from nine to 15 dwelling units per acre.
- Residential alternatives should be allowed, including units with varying numbers of bedrooms, and live/work units.

COMPATIBLE USES

- Single-, two-, and multiple-family dwellings (focus on multiple-family and multiple-story structures)
- Group homes
- Home occupations.





P/QP: Public/Quasi-Public

INTENT

The Public/Quasi-Public land use areas are intended to provide easy, convenient access for residents to the common activities of daily life.

LOCATION

The areas identified on the map tend to be already developed with uses specific to this category. The reason for this is that speculation with respect to future public and quasi-public use areas can artificially inflate the underlying land value to the detriment of the City finances and community residents.

CHARACTERISTICS

Characteristics of the P/QP category include:

- Locations dispersed throughout town, near activity centers and major streets.
- Locations that provide an opportunity to share facilities between uses, such as library and park or community center and post office.
- Structures should model appropriate architectural design elements, high quality construction techniques, and appropriate materials and finishes.

COMPATIBLE USES

- Public facilities
- Municipal properties
- Schools.

PRO: Parks, Recreation, and Open Space

INTENT

The Parks, Recreation, and Open Space land use area accommodates those undeveloped properties that are intended to benefit the public by remaining undeveloped.

LOCATION

The areas identified on the map tend to be already developed with uses specific to this category. The reason for this is that speculation with respect to future public and quasi-public use areas can artificially inflate the underlying land value to the detriment of the City finances and community residents.

CHARACTERISTICS

Characteristics of the PRO category include:

- Locations that are dispersed throughout the community for easy access, or are important and appropriate to the function served.

COMPATIBLE USES

- Parks
- Passive and active recreation areas
- Ballfields
- Trails
- Natural areas
- Drainage and flood control structures such as detention or retention facilities, drainage swales, and floodplain areas.



C: Commercial

INTENT

The Commercial land use areas encompass all retail, office and service uses. Commercial uses may vary widely in their intensity of use and impact, varying from low intensity offices, to warehouses, to more intensive uses such as gas stations, restaurants, grocery stores or automobile repair.

LOCATION

Each area designated as commercial in the land use plan may not be appropriate for every commercial zoning district. The appropriateness of a commercial district for a particular piece of property will depend on a review of all the elements of the Comprehensive Plan.

CHARACTERISTICS

Characteristics of the C category include:

- Located throughout town, the intensity of particular uses suited to the character of the surrounding area
- Larger, more intense commercial developments located nearer to major streets
- Neighborhoods should served by small-scale commercial developments, providing uses that serve the convenience and daily needs of nearby residents
- Pedestrian scale and orientation will be an important design consideration for commercial projects of all sizes
- The design and exterior surface treatments should reinforce existing development patterns; in newly developing areas design themes should strengthen the overall image of the development consistent with the character of Peculiar
- Large-scale commercial developments should provide a mix of use types, including residential uses above the first floor, where appropriate
- Landscaping, berms, fences, and distance should be used to screen and buffer commercial uses from residential uses; the scale of which should be appropriate to the relationship between the uses

INCOMPATIBLE USES

- Industrial uses
- Warehousing/distribution
- Manufacturing
- Production



LI: Light Industrial

INTENT

The Light Industrial land use area is intended to accommodate smaller, less intensive industrial uses.

LOCATION

Location is important, as proximity to major streets can help ensure heavy traffic avoids residential areas and prominent pedestrian activity centers.

CHARACTERISTICS

Characteristics of the LI category include:

- Locations that cater to the specific needs of the user, providing a level of water, sewer, and electrical capacity, closeness to major transportation routes, and lot sizes necessary to accommodate initial development and potential future expansions
- Uses shall emit a minimal amount of noise, odor, waste, and other operational by-products
- Significant landscaping and buffering should be used to screen uses from view of nearby residential areas and important view corridors
- The design and exterior surface treatments should reinforce existing development patterns; in newly developing areas design themes should strengthen the overall image of the development consistent with the character of Peculiar

COMPATIBLE USES

- Warehousing
- Distribution
- Manufacturing





HI: Heavy Industrial

INTENT

The Heavy Industrial land use area is intended to accommodate larger, more intensive industrial uses.

LOCATION

Location is important, as proximity to major streets can help ensure heavy traffic avoids residential areas and prominent pedestrian activity centers.

CHARACTERISTICS

Characteristics of the HI category include:

- Locations that cater to the specific needs of the user, providing a level of water, sewer, and electrical capacity, closeness to major transportation routes, and lot sizes necessary to accommodate initial development and potential future expansions
- Uses shall emit a minimal amount of noise, odor, waste, and other operational by-products or take measures to contain such impacts on-site
- Significant landscaping and buffering should be used to screen uses from view of nearby residential areas, important view corridors, major streets, and pedestrian activity centers; certain use components should be screened from view off-site, such as delivery and pick-up areas, outdoor storage, and trash receptacles; fences should not be used alone to provide screening
- The design and exterior surface treatments should reinforce existing development patterns; in newly developing areas design themes should strengthen the overall image of the development consistent with the character of Peculiar

COMPATIBLE USES

- Warehousing
- Distribution
- Manufacturing
- Production companies
- Office parks
- Employment centers

Employment Center

INTENT

The Employment Center designation refers to a development that will cater to large-scale employers, provide numerous office buildings and flexible configurations, and attract high-paying, professional jobs to Peculiar.

LOCATION

The Employment Center designated area is located along the west side of 71 Highway, north of the future 211th Street interchange. The Employment Center designation includes office parks, corporate campuses, and industrial parks.

COMPATIBLE USES

- Office Park – Office Parks include small offices and service use enclaves which have similar but lower level intensity uses than a Corporate Campus. These uses generally do not require a high level of visibility or access.
- Corporate Campus – Corporate Campuses feature a mix of office types, including multi-tenant mid-rise offices, single-tenant corporate offices, medical and post-secondary research facilities, and office support services such as retail, restaurants, and hotels. A Corporate Campus is designed around an integrated master plan. Visibility and access are very important.
- Industrial Park – Industrial Parks provide for research and development facilities, light manufacturing, and office/warehouse uses that form the backbone of corporate campus uses. Visibility is important, but excellent access is necessary, especially for large truck traffic. Large distribution centers, warehouses, truck terminals, and outdoor storage are inappropriate in an Industrial Park.



Destination Retail

INTENT

The Destination Retail designation is intended for large-scale retail uses that serve a regional trade area and generate a significant amount of visitors. Examples of destination retail developments in the Kansas City area include Village West and Zona Rosa.

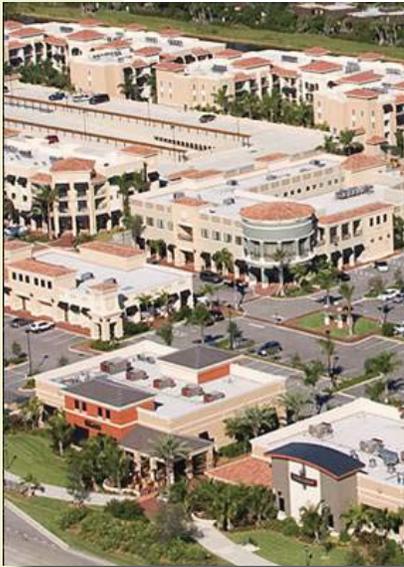
CHARACTERISTICS

Due to the size of these developments, site design is very important. New development proposals should account for the following design considerations:

- Location on a highway due to high vehicle trip generation
- Sites that are generally larger than 10 acres in size
- Generally not compatible with low density residential neighborhoods; medium density residential uses should be located at the north end of the area along the south side of 209th Street and at the east end of the area along School Road.
- The design and exterior surface treatments should reinforce a common theme for the development, one that strengthens the overall image of the development consistent with the character of Peculiar
- Pedestrian scale and orientation will be an important design consideration, maximizing pedestrian access throughout the site
- Large-scale commercial developments should provide a mix of use types, including residential uses above the first floor, where appropriate

COMPATIBLE USES

- Large and very large retail establishments
- Unique and one-of-a-kind establishments, entertainment venues, and other uses that generate large volumes of traffic
- High density residential uses are also appropriate to mix within these developments
- Service commercial uses
- Smaller retail stores



Regional Industrial Center

INTENT

The Regional Industrial Center designation is intended to provide for all types of manufacturing, assembly, storage and distribution, and research and development activities in settings ranging from campus-like industrial parks to heavy industrial areas.

LOCATION

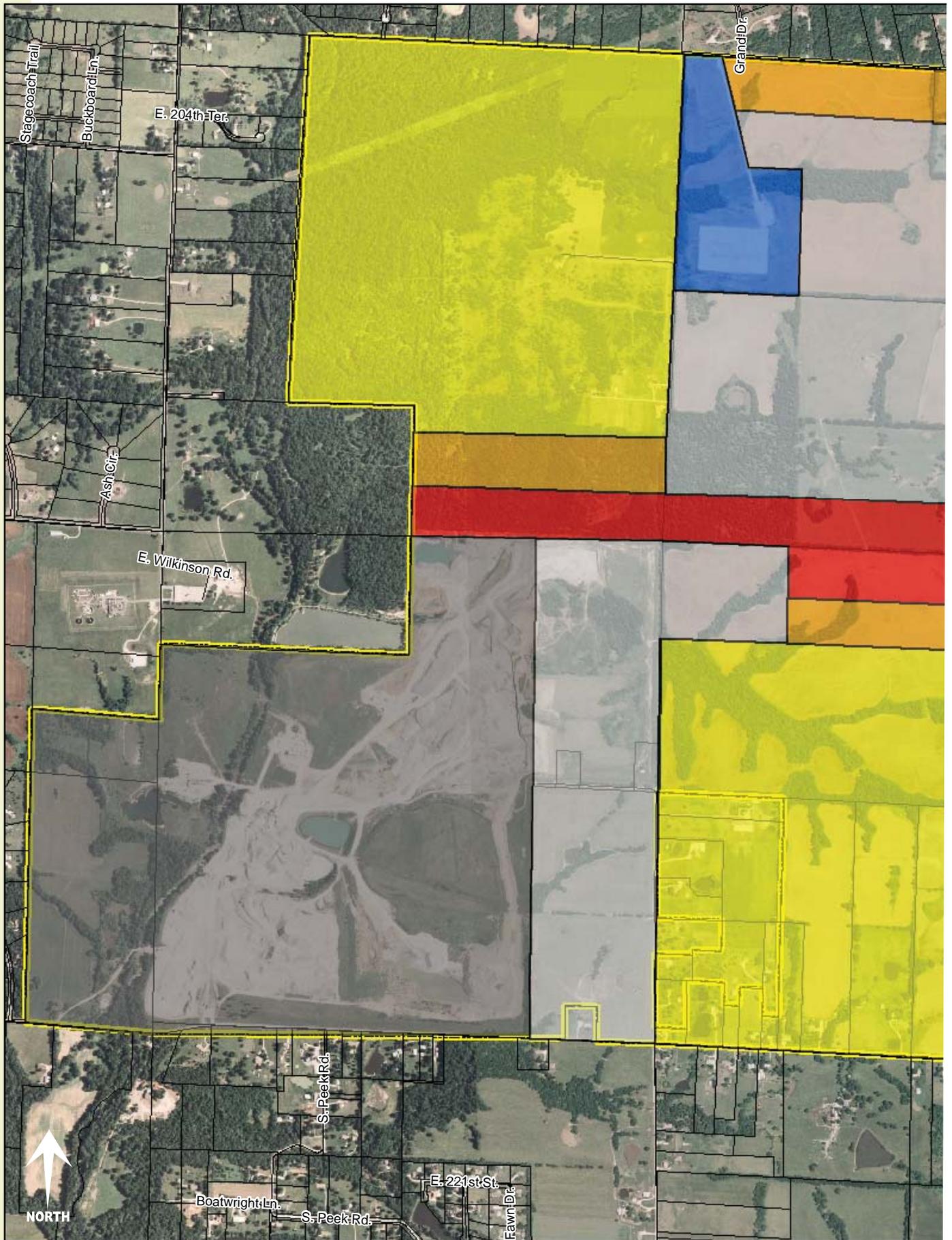
Businesses that locate here would benefit from the close proximity of the power generating capability of a KCP&L electrical substation, as well as future improvements to 211th Street and an interchange at 71 Highway.

COMPATIBLE USES

- All types of manufacturing and processing uses (limited where necessary to ensure compatibility between adjoining land uses)
- Business support services
- Retail and service commercial uses necessary to support manufacturing and processing activities and their employees
- Necessary public utility and safety facilities
- Other similar and compatible uses



FIGURE 15.1: PECULIAR FUTURE LAND USE MAP (NORTHWEST)



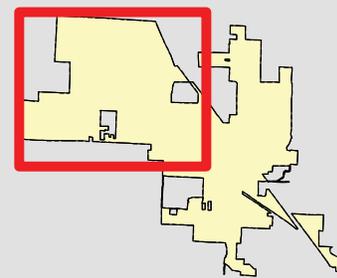
Peculiar Future Land Use Map

Figure 15.1

Future Land Use Classifications

-  Residential Estate
-  Low Density Residential
-  Low/Medium Density Residential
-  Medium/High Density Residential
-  Public/Quasi-Public
-  Park and Recreation
-  Commercial
-  Light Industrial
-  Heavy Industrial

City of Peculiar Cass County, Missouri



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Source: Missouri Spatial Data Information Service, Cass County MO
GIS Process: ArcView 9.2

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REVISED BY:
JEO PROJECT NUMBER: MO824PL1

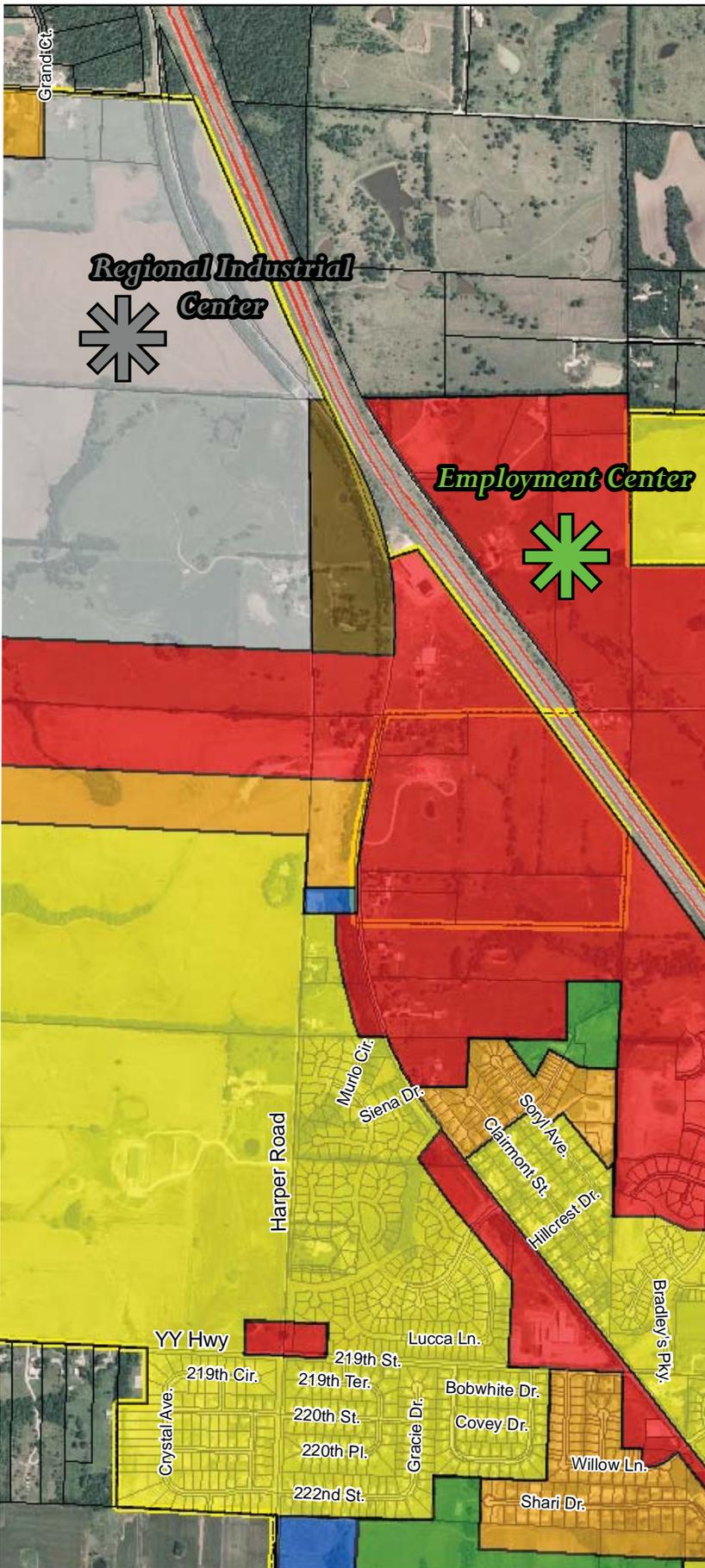
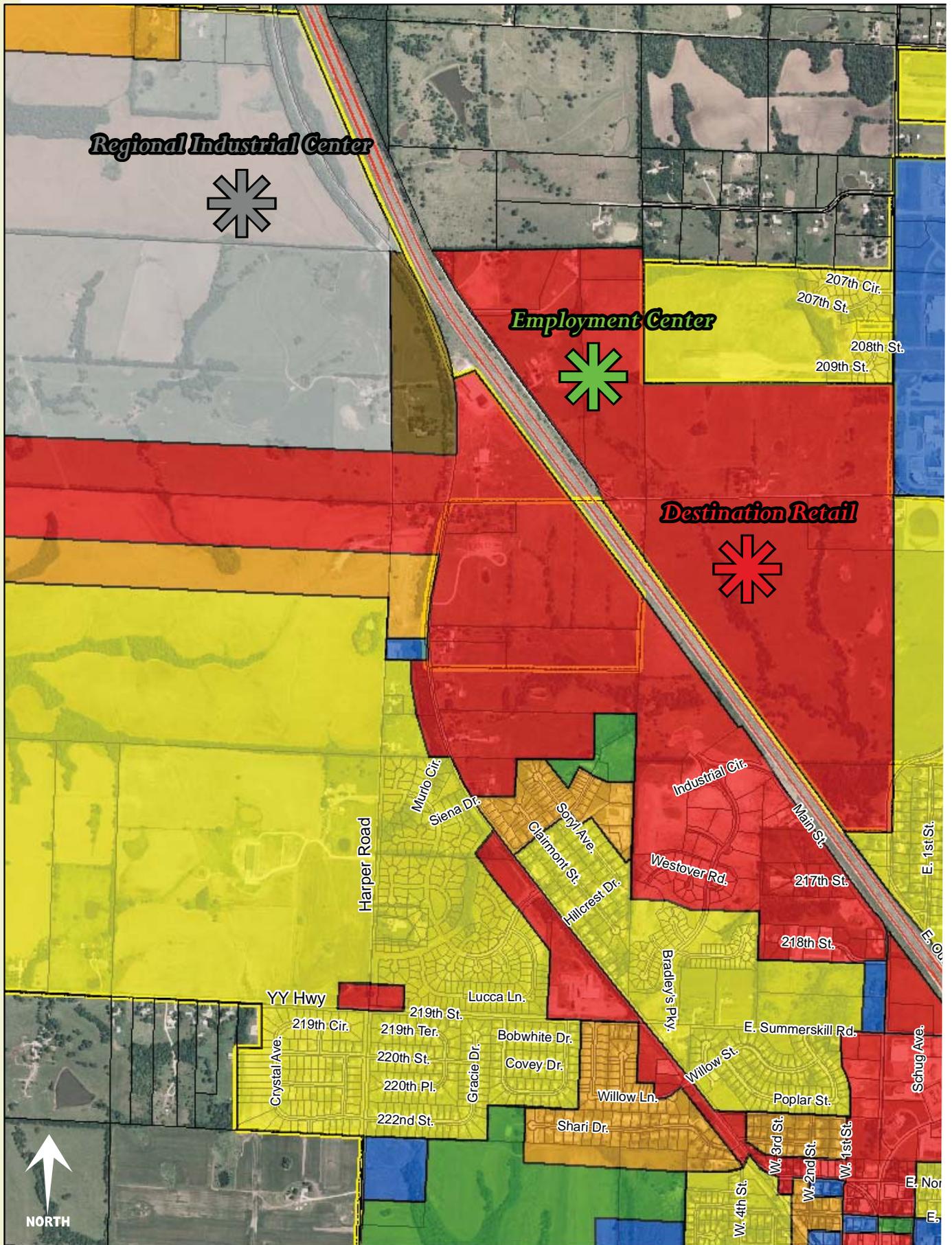


FIGURE 15.2: PECULIAR FUTURE LAND USE MAP (NORTHEAST)



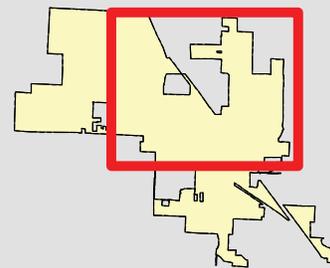
Peculiar Future Land Use Map

Figure 15.2

Future Land Use Classifications

-  Residential Estate
-  Low Density Residential
-  Low/Medium Density Residential
-  Medium/High Density Residential
-  Public/Quasi-Public
-  Park and Recreation
-  Commercial
-  Light Industrial
-  Heavy Industrial

City of Peculiar Cass County, Missouri



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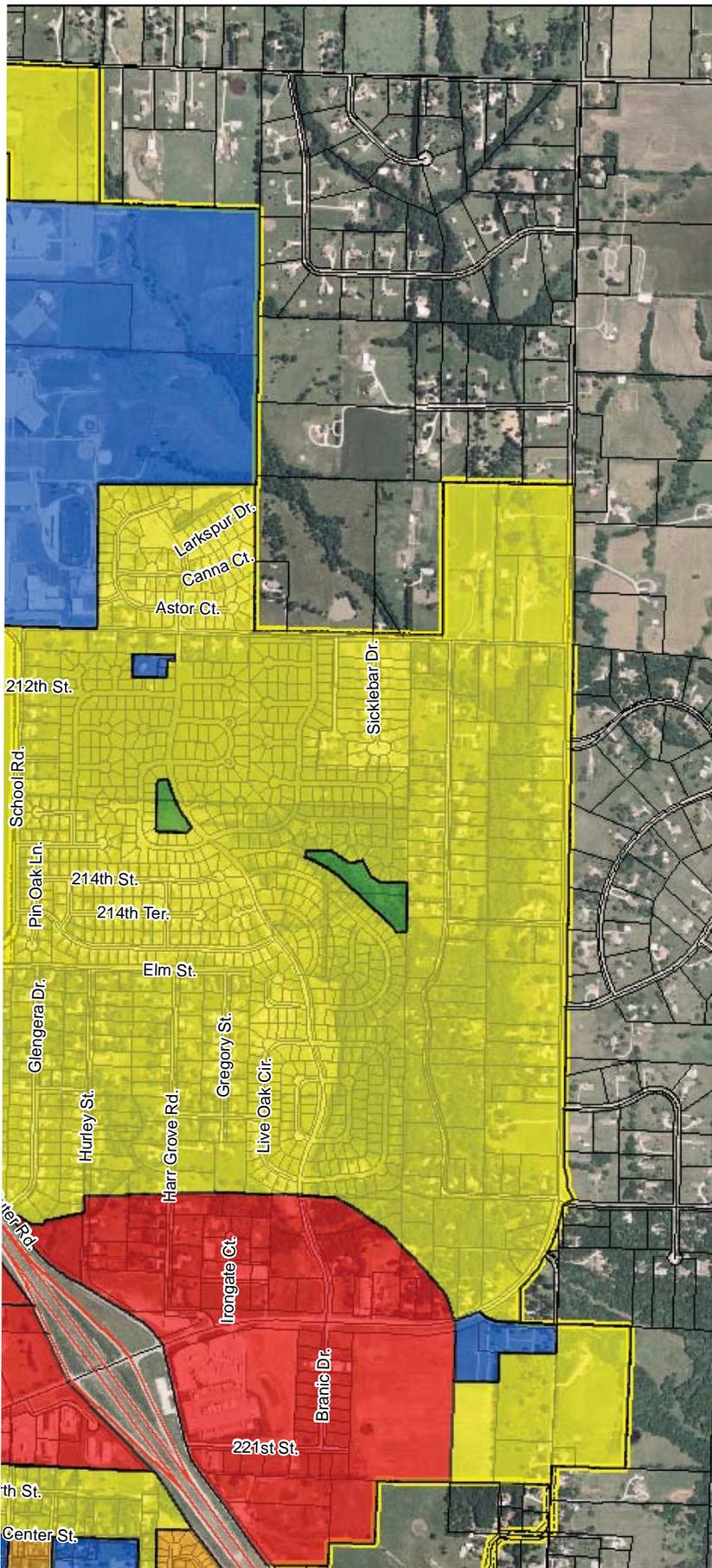
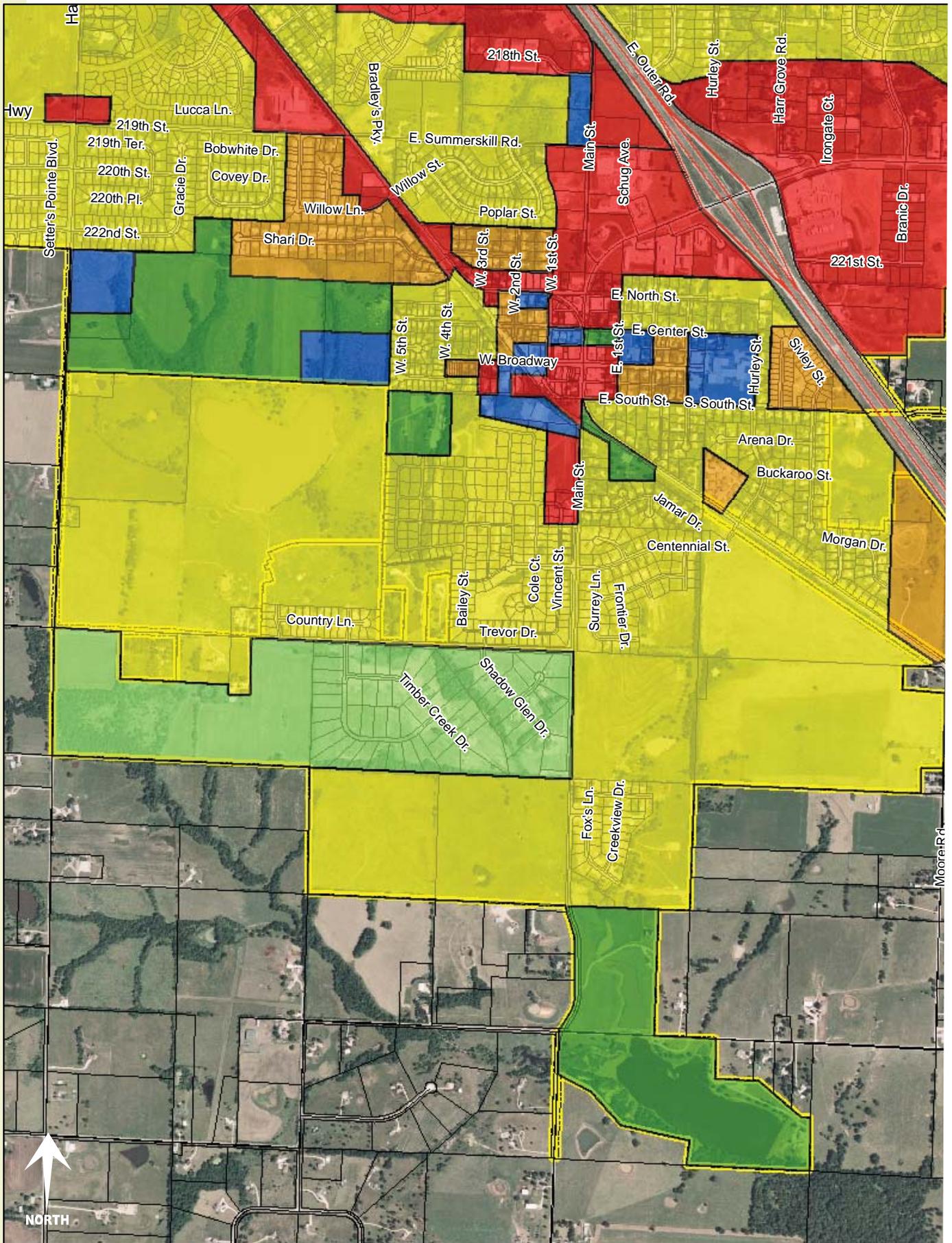


FIGURE 15.3: PECULIAR FUTURE LAND USE MAP (SOUTHWEST)



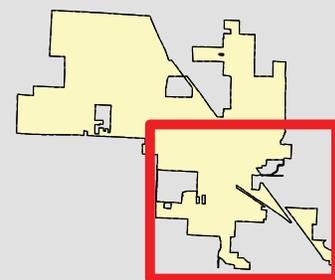
Peculiar Future Land Use Map

Figure 15.3

Future Land Use Classifications

-  Residential Estate
-  Low Density Residential
-  Low/Medium Density Residential
-  Medium/High Density Residential
-  Public/Quasi-Public
-  Park and Recreation
-  Commercial
-  Light Industrial
-  Heavy Industrial

City of Peculiar Cass County, Missouri



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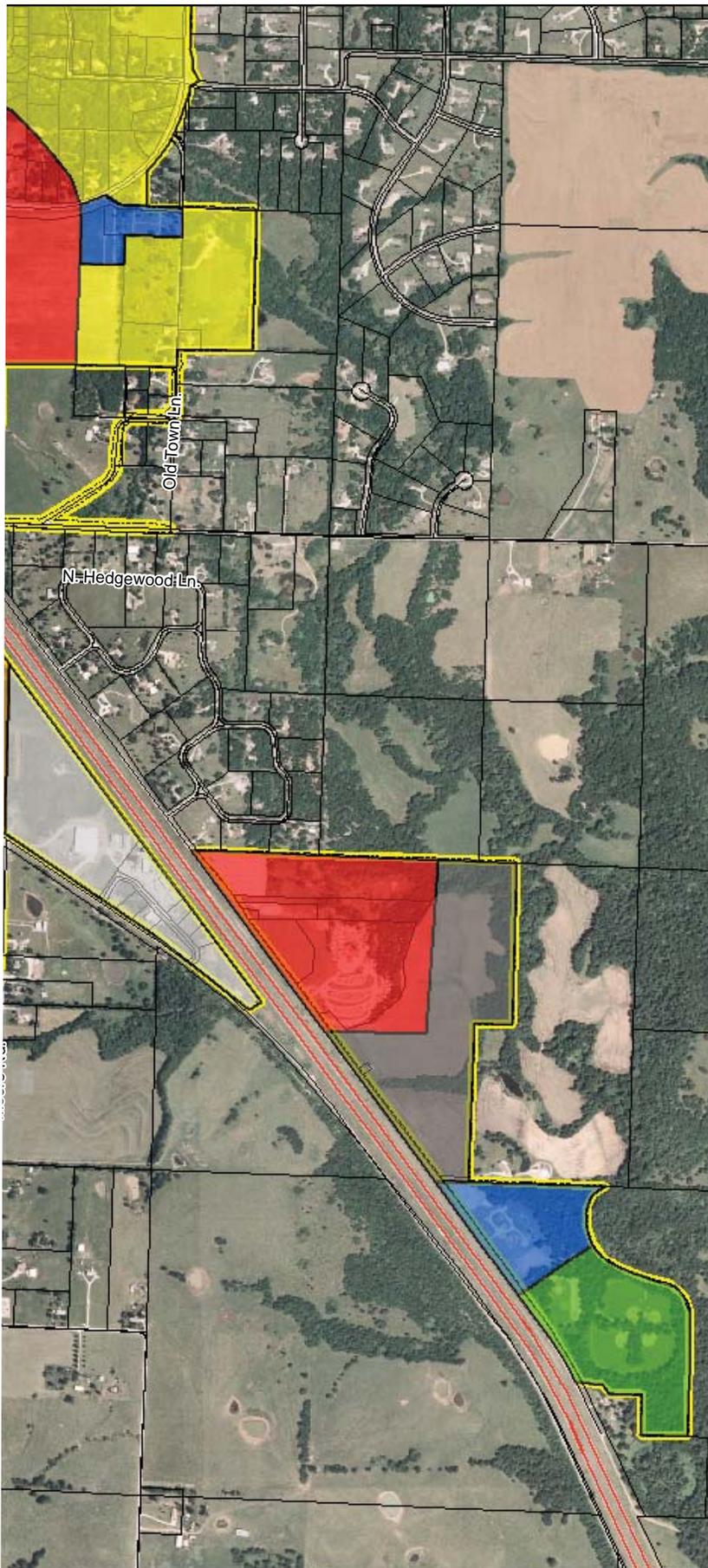
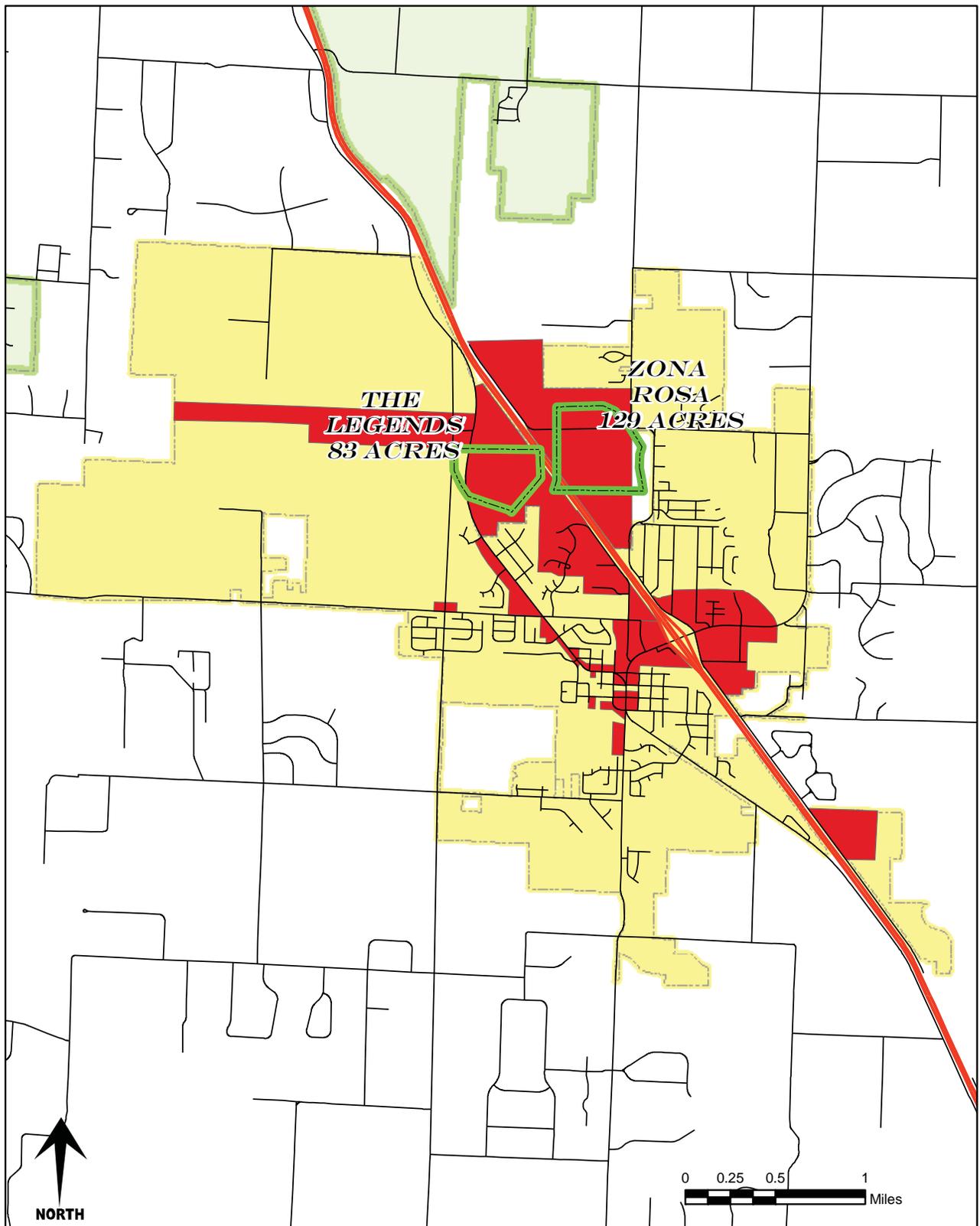


FIGURE 16: PECULIAR DESTINATION RETAIL COMPARISON MAP



<ul style="list-style-type: none"> Commercial Districts Cities Peculiar 	<p>Peculiar Destination Retail Comparison Map Figure 16 City of Peculiar Cass County, Missouri</p>	<p><small>Prepared By: JEO Consulting Group, Inc. Source: Missouri Spatial Data Information Service, Cass County MO GIS Process: ArcView 9.2</small></p> <p><small>THIS MAP PREPARED USING INFORMATION FROM RECORD DRAWINGS SUPPLIED BY JEO AND/OR OTHER APPLICABLE CITY, COUNTY, STATE, FEDERAL OR PUBLIC OR PRIVATE ENTITIES. JEO DOES NOT GUARANTEE THE ACCURACY OF THIS MAP OR THE INFORMATION USED TO PREPARE THIS MAP.</small></p> <p><small>CREATED BY: C. Wacker REVISED BY: JEO PROJECT NUMBER: M0824PL1</small></p>	 
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Implement Peculiar

Introduction

Implementation Tools

Plan Maintenance

Implementation Matrix



Implement Peculiar

Introduction

Implementation refers to the policies and actions that have been identified to carry out the Comprehensive Plan. This portion of the Plan includes actions designed to improve the long-range planning process, strengthen links between the Plan and capital improvement budgeting, establish a progress reporting system to monitor Plan progress, and a schedule for updating and amending the Plan in the future.

Successful community plans have one thing in common – they are implemented. Quite simply put, developing and adopting a Plan is the easy part. What happens with that plan, how it is used in day-to-day decision-making, and the extent to which it is followed over time all influence overall success. Community plans are living, breathing documents; they are not the end of the planning process but the beginning of a coordinated effort to direct growth and development in ways that are important to the citizens.

Rarely will a single tool or category of tools be sufficient to achieve Comprehensive Plan goals. Most policies, and most of the preferred mix of land uses shown on the future land use map, require the use of several tools from different categories in order to be realized and sustained. The City must develop its own set of implementation tools and strategies, recognizing that each has unique strengths and weaknesses.

Implementation Tools

The City has a number of tools at its disposal to shape development patterns, protect natural and human infrastructure, and protect the quality of life for residents. Implementation strategies can be separated into several distinct ‘tool’ categories, each with its own distinct characteristics that make it suitable for specific goals and circumstances. The tools available to the City make up its Implementation Toolbox:

EDUCATION AND PROMOTION

These are formal programs or informal efforts undertaken by the City or in conjunction with the City to encourage voluntary actions by individuals or businesses that help fulfill the City’s desired future as described in the Comprehensive Plan. Meaningful education can happen at many levels, from helping residents understand how to think about city issues in the context of change over time, to assisting a developer with the particular nuances of the community’s regulatory structure. Ongoing education and promotion will be an important factor in sustaining interest and motivation from community members.

INCENTIVES AND INDUCEMENTS

Incentives and inducement are programs offered by the City or in conjunction with the City to elicit certain actions by individuals that result in moving the City toward its desired future. The type of inducements that can be offered may change over time due to state law, local leadership, or community changes. The inducements or incentives can include:

- Direct financial assistance such as cost sharing
- Indirect financial assistance such as tax breaks or infrastructure improvements
- Regulatory incentives such as density bonuses or flexible regulation
- Professional assistance incentives such as technical assistance in façade or infrastructure design, integration of historic elements, or meeting State or Federal regulatory standards

CITY ORDINANCES AND OTHER REGULATION

City ordinances include zoning, subdivision, environmental, and other standards, as well as the administrative approvals process. Regulations include:

- Threshold standards such as minimum or maximum lot sizes and height requirements
- Performance standards that regulate development impacts such as erosion, water runoff, and noise
- Administrative standards such as the specific information or analyses required for submittal of a development application
- Review and the order and timing of approvals by staff and elected officials

MANAGING PUBLIC PROCESSES AND RESOURCES

Public investments also include the time and effort that go into management decisions for infrastructure, public services, public lands, and public processes. Such investment or decisions can include:

- Coordinating capital improvements planning throughout all departments to meet Comprehensive Plan goals and remain consistent with Plan policies
- Investments and improvements in water, wastewater, and transportation facilities made by the City or ultimately managed by the City
- The acquisition, sale, or exchange of land for the purpose of preservation or development
- Decisions on expenditures for public resources such as streets and parks, property management, and the provision of public services

SPECIAL STUDIES AND PLANS

Additional studies and plans can be helpful to further explore and define a vision for a particular area, corridor, or development site. Conducting studies and making decisions area by area can enhance the Comprehensive Plan. Some examples of additional planning efforts that can further develop ideas expressed in this Plan include:

- 211th Street Interchange and Corridor Study
- Downtown Arts and Culture District Plan
- Citywide Parks and Trails Master Plan
- Transportation Needs and Assessment Study
- Community Walkability Study

Plan Maintenance

The Plan is the community's collective vision; yet, change is inevitable. Major technologies and new community needs will arise during the planning period which were not foreseen during the Plan's development. Jobs, housing, transportation, goods and services will shift over time. The amendment process to the Plan must accommodate and help manage the inevitable change in a way that best promotes, and does not compromise, the community's core values, health and well being. The Plan amendment process must be an open and fair process, utilizing sound planning, economic, social and ecological principals.

Amendments to the Plan may be submitted in writing to the Community Development Planner by any group or individual at any time during the year. The Community Development Planner shall have the discretion to determine the relevance of the request to the adopted Comprehensive Plan and to the comprehensive plan amendment process. The Community Development Planner may elect to forward the Plan amendment request to the Planning Commission under the circumstances and timing determined most appropriate by the Planner. Otherwise, amendments to the Plan submitted by any group or individual will be compiled and reviewed by the Planning Commission once each year as part of the Community Development Planner's annual review of the Plan.

Since this Plan is a living, breathing document, it needs to be monitored for continued relevancy. Although this Plan uses a 20-year planning time period, intervening time points should be utilized to measure progress toward long term goals, to make adjustments based on changed conditions or preferences, and to provide short- and mid-term guidance for land use decisions. In doing so, the ultimate planning time period will move as well, constantly advancing into the future as the currency and relevancy of the Plan is maintained by a cycle of periodic updates and amendments.

Once every five years, the Comprehensive Plan should undergo a major update. Five years is recommended as the appropriate time interval for major updates for several reasons. Experience in other communities suggests that more frequent major updates are too much of a burden on staff, while less frequent updates lead to plans that can become seriously out of date. Finally, federal census data is available every decade, making a five year review schedule that falls at the mid-point between census years reasonable and logical.

ANNUAL REVIEW

The first step in the Plan update process is an annual review program. An annual review is intended to identify broad issues that affect Plan policies and strategies. There are multiple sources from which these impacts can come. The annual review process needs to involve regularly monitoring trends and changes in the local, regional, state, and federal planning landscape. An effective annual review program will provide a meaningful basis for the Five-Year Update. The elements of an annual review program include:

- **Changes in Development Activity and Use** – This includes monitoring the amount, rate, and type of land developed or redeveloped during the year to determine if there are deviations from Plan assumptions. Minor deviations should be noted for continued monitoring; significant deviations should be analyzed to determine their implications. Plan modifications should be made to either correct rising problems or take advantage of new opportunities.
- **Trends in Development Regulation Amendments** – Requests to amend the development regulations should be reviewed by staff for conformity with the Plan. Requests that do not conform should be revised to address the points of non-conformity. Frequent requests for changes that address common issues suggest changes in development patterns or market demands that should be further analyzed against the regulatory structure and underlying Plan policies for possible changes.
- **Changes in Planning and Zoning Law** – State legislation and court decisions play an important role in shaping the limits of local land use controls. Too often, changes in land use laws are slow to be implemented at the local level, resulting in potential exposure to litigation. Developments in land use law should be monitored regularly for impact on local policies and practices and to determine if any changes need be made in the Plan or development regulations.
- **Annual Evaluation Report** – An annual evaluation report summarizing the analysis of the Comprehensive Plan should be prepared by City staff for the Planning and Zoning Commission and City Council. The critique should be succinct, and address the following questions:
 - The cumulative effect of development approval changes on the Comprehensive Plan since the previous review
 - Programs have been undertaken to implement the Plan, indicating their current status, responsible parties, and planned tasks
 - Effectiveness of past changes and ongoing programs, including whether they should be reconsidered, modified, or expanded

- Effectiveness of the City's zoning and other regulatory ordinances, including whether they should be reconsidered, modified, or expanded
- Any steps that should be taken to better facilitate implementation of the Plan

FIVE-YEAR UPDATE

The five-year update is intended to build upon annual monitoring and revision activities. An effective overall Plan review program will utilize annual review output to outline major five-year update topics. The common elements of a five-year update include:

- **Reviewing and Extending Growth Projections** – Population and related demographic changes, land use and employment changes, and trends should be analyzed and revised projections made as needed. The Plan should be reviewed to determine what modifications or responses are required based on the changing information. Concurrently, development regulations should be reviewed and, if needed, amended to respond to Plan implementation needs. Using a five-year update schedule allows population projections to be reconciled with census figures during every other update.
- **Reviewing Community Goals** – Based upon the changes and experiences that occurred over the previous five years, overall community goals or more specific objectives should be reviewed to determine their continued relevancy and application to current community preferences.
- **Coordination with Capital Improvements Program** – Updates to the capital improvements program should be coordinated with the Comprehensive Plan update schedule so capital improvements continue to support the implementation of the Comprehensive Plan.
- **Analyzing Amendments** – Amendments to the zoning ordinance and to the Comprehensive Plan made during the preceding five years should be reviewed to determine if, taken together, they necessitate major revision of the Comprehensive Plan.
- **Reviewing Plan for Adequacy** – The Comprehensive Plan should be reviewed comprehensively for its substantive treatment of planning issues and for internal consistency.

CONDITIONS FOR PLAN AMENDMENT

Plan amendment procedures are necessary to determine what constitutes conformity or non-conformity with the Plan. It is impossible to set hard and fast rules for such decisions but consistent criteria should be used when making this determination.

The following criteria are recommended:

- A request for increases in residential density or non-residential floor area in excess of the guidelines established in the Plan, depending upon the degree of increase, may require a Plan amendment.
- Land use requests involving minor differences in boundaries from those shown in the Plan should be considered in conformity with the Plan unless a precedent would be set for more extensive and non-conforming changes in adjacent areas.
- Land use requests should be considered in conformity if the physical characteristics (scale, type, and design of buildings) and the operating characteristics (traffic generation, extent of truck movement, and noise) generated by the requested use are similar to those of permitted uses, and the requested uses would not be perceived in the market place as incompatible with the permitted uses and thus potential sources of economic blight. Notwithstanding the above, land use changes not conforming to the plan,

by a substantial degree, and site areas of approximately five acres or more should require a Plan amendment.

- Requests for changes in height should be considered in conformity if the objectives set forth in the Plan are met and the heights requested vary by no more than two stories from the maximum height allowed for neighboring property. Exceptions to this criterion are requests for height changes in protected neighborhoods or within 200 feet of such neighborhoods.
- Requests for variations in the alignment of designated roadways should be considered in conformity if the continuity of the roadway is maintained, the alignment does not result in traffic safety problems or reductions in needed capacity, does not constrain the proper development of contiguous properties, and does not conflict with or preempt other planned uses or facilities.
- Requests to deviate from Plan-specified requirements such as open space and traffic reduction measures generally should not be permitted in order to ensure equitable treatment of all property owners and to avoid arbitrary decisions which would undermine the legal foundations of the Plan. If changes are to be made, they should be done through the Plan amendment process.
- The final criteria must always be whether the request, whatever its nature, will set a precedent for cumulative changes which are at variance with the Plan. Therefore, in those instances where the implications of the request are not easily discernible, a request for Plan amendment should be required.

Implementation Matrix

An Implementation Matrix will be used by City officials to guide the City's implementation of the Plan. The implementation measures are organized by the goals and policies presented in the Plan. The matrix summarizes the objectives and associated strategies for each goal of the Plan. Specific strategies are listed with a priority rating and recommended target date to complete the task. Responsible parties are also indicated for each implementation strategy.

TABLE 23: PECULIAR IMPLEMENTATION MATRIX

Objective		Priority	Tool	Responsibility	Budget Impact	Target Date
Number	Action					
CI.1	The qualities that make Peculiar unique, including the important qualities of its established neighborhoods and Downtown, should be identified and protected.	1	Downtown Study	Community Development Planner	Medium	2009
CI.2	Public art is an important means by which the community can strengthen a sense of place and promote a positive image, and should be incorporated into public projects when appropriate.	3	New bid requirement for public projects	City Manager	Low	2014
CI.3	The design of individual urban and rural areas should be improved through innovative development practices.	3	Subdivision Design Standards	Community Development Planner	Medium	2012
EP.1	Areas that include significant native ecosystems and environmentally sensitive areas should be conserved, protected and/or restored through appropriate land use planning techniques.	1	Subdivision Design Standards	Community Development Planner	Medium	2008
EP.2	Peculiar will collaborate with other local, county, regional, and state agencies to preserve the 100-year floodplain, areas prone to inundation by stormwater, and natural drainageways, in order to protect the community's ability to appropriately disperse	1	Intergovernmental Stormwater Guidelines	City Engineer	Medium	2010
P/OS.1	Natural open spaces, drainageways, and green corridors should be preserved to delineate a continuous pedestrian transportation system that interconnects the community and provides access to regional public access areas.	2	Master Parks and Trails Plan	Community Development Planner	Medium	2011
P/OS.2	Local park land and amenities should be maintained and improved to reflect a high community appearance standard and project citizen pride.	2	Increased staff to meet demand	City Manager	High	2010
P/OS.3	New recreational facilities and programs should be encouraged and developed to respond to the particular needs and desires of residents of all ages.	3	Master Parks and Trails Plan	Community Development Planner	Medium	2012
BE.1	The community should ensure an appropriate balance of uses by establishing thresholds for use types based upon historic development trends, market influences, and public desires.	3	Annual Community Indicators Report	Community Development Planner	Low	2013
BE.2	The quality of existing neighborhoods and defined districts within the community should be strengthened by enhancing neighborhood identities through revitalization efforts.	4	Subarea Plans	Community Development Planner	Medium - High	2015
BE.3	Development should take place in an orderly fashion, take advantage of existing urban services, and avoid, to the extent possible, patterns of leapfrog, noncontiguous, and scattered development.	1	Subdivision Design Standards	Community Development Planner	Medium	2008
BE.4	Opportunities should be sought for the City to cooperate with Cass County to develop and coordinate complimentary growth patterns.	2	Intergovernmental Growth Policy	City Manager	Medium	2012

Objective		Priority	Tool	Responsibility	Budget Impact	Target Date
Number	Action					
R.1	Land development regulations should be developed and implemented to guide high quality new residential environments.	1	Subdivision Regulations	Community Development Planner	Medium	2008
R.2	New housing development should be served by public infrastructure at the least cost.	2	Public Infrastructure Financing Program	City Engineer	Medium	2010
R.3	Neighborhood revitalization programs should be developed to promote successful neighborhoods.	3	Subarea Plans	Community Development Planner	Medium - High	2013
R.4	The development community should be able to obtain application forms and assistance from the city website.	4	Interactive City Website	City Clerk	Low	2015
R.5	New neighborhoods should provide a sense of place with a mix of compatible uses that serve residential needs.	3	Subdivision Design Standards	Community Development Planner	Medium	2013
D.1	The Downtown area should be supported by an aggressive attempt to address and abate derelict and nuisance properties that will help Downtown grow in its appeal and revive an historic character.	4	Downtown Improvement District	Community Development Planner	Medium - High	2015
D.2	The Downtown should be enhanced with an Arts and Cultural District designed to celebrate the arts as well as Peculiar's unique heritage.	1	Arts and Cultural District Study	Community Development Planner	Low	2008
C/O.1	New office, retail and commercial development should be provided in locations within the existing city boundaries that conveniently serve existing neighborhoods.	2	Commercial Design Standards	Community Development Planner	Medium	2011
C/O.2	Site design for new commercial areas should incorporate elements that promote high quality developments.	1	Commercial Design Standards	Community Development Planner	Medium	2009
I.1	The impact of industrial activities, including increased traffic, noise, and pollution on neighboring land uses should be minimized through appropriate site design measures, and on should be mitigated to lessen environmental hazards.	1	Industrial Design Standards	Community Development Planner	Medium	2010
T.1	A variety of funding mechanisms and sources should be identified to fund street improvements.	2	Public Infrastructure Financing Program	City Engineer	Medium	2010
T.2	Street intersections should be designed or improved to minimize vehicular/pedestrian conflicts and eliminate dangerous driving conditions.	2	Street Design Standards	City Engineer	Medium	2011
T.3	Transportation-related decisions should be made in consideration of land use impacts including, but not limited to, adjacent land use patterns, both existing and planned, and their designated uses and densities.	1	Transportation Improvement Program	City Engineer	Medium	2010
CF/S.1	Public buildings and structures should be well built, functional, and designed to blend attractively within the context of surrounding development and to serve as a guide for future development or redevelopment.	1	Public Building Guidelines	Community Development Planner	Low	2010
CF/S.2	All improved properties should be connected to the public sewer and public water systems.	2	Public Infrastructure Financing Program	City Engineer	Medium	2011

Objective		Priority	Tool	Responsibility	Budget Impact	Target Date
Number	Action					
CF/S.3	Infrastructure projects should be planned, funded, and constructed in a manner that maximizes the public benefit and minimizes the public cost.	1	Public Infrastructure Financing Program	Community Development Planner	Medium	2009
ED.1	Economic development partnerships between local entities, Cass County, and private companies should be encouraged and sought in order to assist existing and expanding business enterprises.	2	Comprehensive Economic Development Program	City Manager	Medium	2012
CP.1	Citizen volunteers should be encouraged to participate in ongoing plan implementation activities.	1	Citizen Involvement	City Clerk	Low	2008
PI.1	This Plan should be reviewed on an annual basis for necessary updates, and should be reviewed in detail every five to 10 years for potential significant updates.	3	Annual Comprehensive Plan Review	City Manager	Low	2014
PI.2	The policies and vision of this Plan should be supported by additional planning projects during the planning period.	2	Various Additional Planning Projects	Community Development Planner	Low - High	2012
PI.3	Public resources are scarce and should be conserved and used efficiently, meaning infrastructure should not be built or developed if it is not needed.	2	Public Infrastructure Financing Program	City Manager	Medium	2012

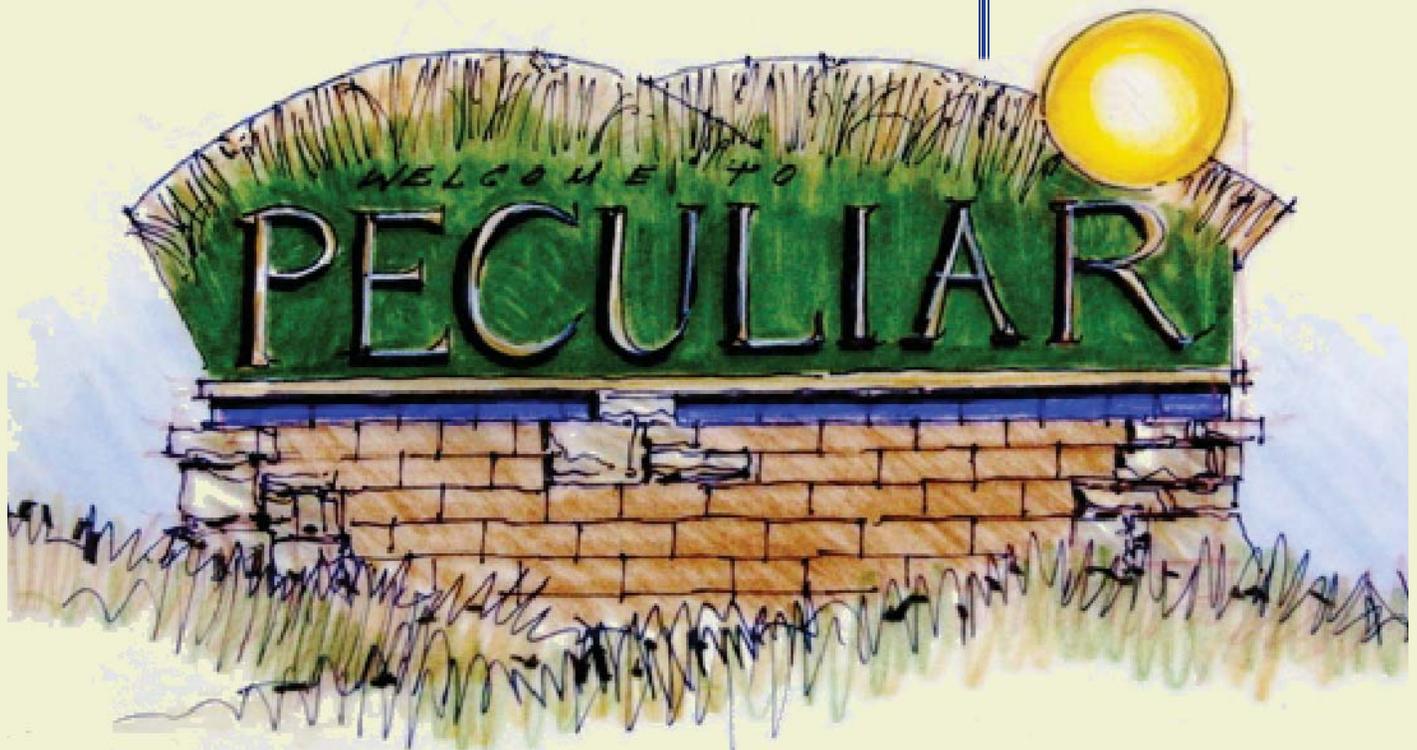


Appendices

A - Visioning Workshop Responses

B - Focus Group Input

C - Town Hall Meeting Results



Appendix A - Visioning Workshop Responses

Topic: It is the year 2025. Peculiar has met all of your hopes for what it would become. Describe what the City looks like, the development that has occurred, the economic activity (agriculture, commercial, office and industrial) and other aspects that make this a great place to live.

GROUP 1

Facilitated by Planning and Zoning Commission Chair Joyce Connaway and Commissioner Sarah Stewart

- Keep our “uniqueness”
- Not become a bedroom community
- Build a community center with pool and gymnasium
- Build a prairie theme golf course
- Encourage more new residents to become active in the community
- Agriculture conservation trust
- Development
- Walking trail
- Bring back Bushwhacker Days
- Sell the City with advertisement, unique name, highway access & proximity to other municipalities
- Add architectural requirements and more specific zoning
- Designate areas for certain purpose and blend in between
- High standard for development
- Organized and quality growth
- Highway entrance with landscaped native trees bordering along highway
- 2nd Highway 71 entrance at 211th Street
- Have a formal entrance into the City
- Beautification program of green space, parks, and landscaping
- Have a historical downtown with downtown revitalization and residential revitalization
- Fumes from gas station
- Protect the night sky from excess lighting
- Attract restaurants, retail, and industry
- Ensure proper codes and zoning enforcement

GROUP 2

Facilitated by Planning and Zoning Commissioners Roger Dougherty and Gene Thrailkill

- Promote commercial property along Highway J to generate tax revenue and increase employment in the area
- Zone specific area for retail
- Highway 71 access at 211th Street & 237th Street
- Widen of 211th Street and Highway J to three lanes minimum
- No more subsidized housing
- Paved roadway throughout town
- Quality signage
- Strong code enforcement

- Buffer between residential and commercial, especially along 211th Street and planned exits/entryways
- Optimize design layout mix
- Incorporate roundabouts in road layout
- Emergency services on east side of the City
- Sidewalks throughout the City
- Allow walking access to all amenities
- Political/Legislative to be more proactive; better citizen representation
- Size of the lots toward outlying areas
- Need transition lines/areas between differing lot size
- Raise lot area to a minimum of 10,000 square feet
- Increase amount of green space with an increase in lot density
- Build parks, golf course, bike/walking trails, and stadium

RESPONSES SUBMITTED VIA EMAIL

- Quality, well-planned residential and commercial development--taking our time to think through all the scenarios that could affect Peculiar not only in the short term, but 30-50 years down the road
- Agreed upon standards/codes for development--let's do the research of other communities that have codes and procedures that ensure long-term quality in structures, infrastructure, etc.
- Major attention to detail for codes/plans for water run off and roads (especially School Road and the 71 interchange) as the influx of people already has/will increase(d) loads
- Not being afraid to pass along the cost of these high standards to those who want to develop in our community--We have a great community and school system and people want to come here. Let's not be afraid to have them pay for the improvements needed to maintain a higher standard of living and continue to improve our infrastructure.

Appendix B - Focus Group Input

City Leaders

CRITICAL ISSUES

- Low Water Bridges
- Homes too close to creek and floodplain
- There is a belief that new developments are causing all of the flooding problems while the reality is that a portion of the flooding has always been there
- Prior to the current administration there was poor leadership from both the mayor and city administrator
- Currently the mayor and city administrator have a very good working relationship
- There are some 41,000 cars passing through Peculiar on their way to the Lakes every weekend of the summer
- Bass Pro already has 2 locations in the KC Metro, and there are currently 2 Cabela's in Minneapolis
- There was very little enforcement of regulations by the prior administration
- 211th St interchange is a priority
- PUD's were misused in the past, they were used as a way to bypass all regulations

EXPANSION POSSIBILITIES

- There is an idea for a 5,500 seat arena being located somewhere
- BBQ festival is extremely popular and becoming more well known
- Tractor Pull was huge this year
- Downtown Arts Council is trying to take off
- Increasing the citywide festival
- Use some state and federal dollars for infrastructure to bring some major job creation centers
- North is the Commercial expansion area for the City
- South is the Residential expansion area for the City, won't come about until there are sewer lines placed into the next watershed
- There is talk of a hospital going in somewhere south of town probably in Harrisonville but could help bring more jobs and people to Peculiar
- Want to be a developer friendly town while promoting controlled development
- Need to plan for the quarry and what it could become in the future, the company controls nearly 4 times the current area of the quarry

City Staff

- Main roads in town (letter designation) are state owned and maintained
- MARC includes Cass County, but has historically drawn their line at Belton, and provided few services, if any, south of Belton. However, they are supposed to have changed their policy and begin working within all of Cass County.
- 211th Street Interchange is needed
- Sewer – Alternative 2 has been approved by the Aldermen. The alignment and design work has been completed.
- Water is purchased from Kansas City, through Water District #2. The City has 1 ground storage tank and 1 elevated storage tank. There is also 1 elevated tank that is offline.
- Infrastructure Issues:
 - Need a thoroughfare plan
 - No 1 & 6 Year Transportation Plan
 - Portions of the sanitary sewer system are at capacity
 - Periods of sustained rain or heavy rain cause infiltration and capacity problems with sanitary sewer system
 - NID (Neighborhood Improvement District) in place to help fund sewer improvements.
 - Existing treatment plant is an activated sludge facility. Sludge is sent to Etherton facility for disposal. Facility has a current capacity of 0.75 MGD, which will be doubled according to the Larkin Study.
- City has impact fees for roads only
- Peculiar does sewer: water districts do water. Three water districts in the area (#2 in northwest, #7 in south, #10 in northeast).
 - Issue with nonpayment of sewer bills – City cannot shut off water to force payment. Water district will shut off water only if Peculiar will reimburse them for lost revenues.
 - Approximately \$2M for City to tie-in directly to KC water supply via Raymore. Too expensive.
 - No sources of water close enough for Peculiar to provide its own water. All of Cass County purchases water from Kansas City.
- Subdivision regulations are inconsistent internally as well as with other regulations, redundant in places, too vague, lack detail, and need to be significantly improved
- Subdivision Process – after preliminary plat approved, developer installs all improvements. Then a final plat can be approved and lots sold. City inspects improvements during installation, and then takes them over. State DNR issues permits for water and sewer extensions.
- The different water districts treat infrastructure improvements differently, i.e.#7 will put in 24” mains whenever they extend, which will accommodate decades of future growth, but #2 installs the smallest necessary for the project at hand.
- 2 electrical providers in Peculiar – Osage Valley Co-op and Aquila

- Annexation limitations/barriers
 - North – 203rd Street (Belton)
 - South – Sioux Chief approximately (Harrisonville)
 - East – Countryside (3-acre estate lot development)
 - West – none
- West Peculiar Fire
 - 42 square miles – all of City and surrounding area
 - One station off of C Highway & Peculiar Drive, which is physically full
 - One future station planned for the school complex area in NE part of town
 - Levy their own taxes
 - Collects an impact fee
 - Response time is generally no greater than 4 minutes west of 71 Highway. East of 71 Highway varies since there is only one direct route from west to east across highway. Additional growth will impact response times.
 - Provide review comments on plats, as well as conduct commercial fire code inspections
 - Have ordinance authority; adopted 2003 International Fire Code
- PUD ordinance is poorly written, replace or remove
- Subdivision agreements are not used to tie down developer obligations and City responsibilities
- Developer agreements used for individual improvement projects
- Documentation and application materials provided by developer are generally poor quality
- Land is annexed prior to preliminary plat submittal
 - Preliminary plat adopted by resolution; one reading
 - Final plat adopted by ordinance; two readings
 - Problems can and do occur between prelim and final plat
- Both plats are reviewed by staff, recommended by Planning Commission, approved by Board of Aldermen
- Shared Functions:
 - Ray-Pec School District (Peculiar has grades five-12, a new high school is planned for Raymore)
 - Raymore and Peculiar elected officials get together monthly or so to share information about current projects/issues
 - Emergency Management
 - MARC should be getting more involved in the near future with southern Cass County
- Common citizen feedback provided to City Staff:
 - Need parks east of 71 Highway
 - Traffic congestion, need additional turn lanes at 71 Highway interchange
 - School rush, extensive bussing, older students driving
 - AM and PM rush hours
 - Government cannot make promises it will not or cannot keep
 - Distrust government – parks tax, high staff turnover
 - Nowhere for kids to play but in the street
 - Lack of sidewalks
 - City is not friendly to disabled pedestrians

- Stormwater issues, flooding of open drainage, even in new developments
- Narrow streets
- Codes are too vague, i.e. pool regulations
- Nowhere to dispose of yard waste (go 6 miles north or south to another town)
- People put yard waste, branches, etc. in creeks and ditches
- Detention ponds are not maintained well
- Invasive plant species taking over
- Native plantings should be used
- Ditch and culvert maintenance lacking
- Where is sheltering for severe weather
- No back-up power source for outages
- Some residents have commented they would like to see the name changed, feels it brings a negative image on the City
- Park Issue
 - Recent tax increase approved by the voters. Additional money was to be used for development of a new City Park (66 acre parcel owned by City).
 - Residents were shown a City Park Master Plan, which has been adopted by the Aldermen (prepared by LandPlan Engineering)
 - The money was spent instead on updates and improvements to existing parks. Peculiar has many “parks,” but few park amenities
 - Residents want the new park, has greater amenities, including ball fields (existing fields are located in floodplain and unusable for a while after rain)
 - Before new parks can be developed, there should be a needs assessment done that identifies phasing of park improvements and potential funding sources
 - Dollar General would like to have a park located in the vacant space between their store and the neighboring residential area
 - City Aldermen are willing to sell the 66 acre parcel and put a major new park elsewhere. This site does not have a well-defined entrance.
 - The Park Master Plan does not have a community center element, and Peculiar does not have a true “community center,” so that may be an element that can be incorporated into this plan
 - Residents want a pool like Warrensburg has. However, Warrensburg is 3x the size of Peculiar.
 - Comp Plan should include a discussion of park amenities and needs, phasing of improvements, and funding sources/strategies that Peculiar can utilize

Emergency Management Officials

- Road improvements are needed
- City can't keep up with basic services such as keeping rights-of-way cleaned up, and many street signs are in poor condition
- The City has a large percentage of rental housing in areas that suffer from more crime and disturbances than other areas of town
- Police Department is understaffed with the issues they have to respond to, but for a typical city of their size they have more police than others
- Due to the existing housing stock they have more police activities than surrounding communities
- The school complex has a full time officer stationed there during school and many times others have to respond to assist with traffic problems and other issues at the school
- 71 Highway brings a lot of truck traffic to town, which also brings transient populations and increases petty crime and the number of hitchhikers
- There is no major commercial tax base to help support the City with additional funding
- Emergency personnel do not typically look over new subdivisions until late in the process
- Police station is not designed specifically for police functions; current facilities leave them somewhat vulnerable and are not ideal for the City. Police cars are less than adequate as most have over 100,000 miles and none are currently equipped with in-dash cameras. New computer software is needed to assist in day-to-day activities of the police station; they have received some money from the community foundation for software, but there is more that could be used.
- Staffing the police department is a small problem, tough to recruit highly qualified candidates due to lower pay than nearby communities, few benefits, and lack of state-of-the-art equipment
- MARC has been very active with the police department assisting with training exercises and setting up the City's 911 system
- The issues surrounding the continuation of government after a significant event have not been addressed; first three to four days after an event are the most important for local leaders to take control
- Addressing issue – many residences have no address on the structure or curb (or no curbs), making emergency response difficult. There is no requirement to have it. Addresses or names are on many mail boxes, but they are sometimes community boxes not located at the particular property.
- Need to maintain infrastructure better to prevent failures as well as improve performance
- The level of detail and amount of information submitted on development proposals has historically been very inconsistent
- Encourage more mixed density within residential developments
- Would like an emergency command center, that would also include storage space, training facilities, and storm shelter
- Low water crossings are an issue
- Many structures are located near floodplain areas, increasing risk of damage

- Hazard preparation is important to do but hard to communicate

Ray-Pec School District

- The school and city have a good working relationship
- Would like to see a school ground dedication requirement for new subdivisions like what Lee's Summit has
- Transportation of students is a top priority of the school district
- Are preparing a new demographic study that should be completed in Sept. or Oct.
- Community and recreation groups do use school facilities regularly
- We have a good relationship with city law enforcement, they have a school resource officer stationed at the high school
- An aquatic center is needed in the district, the swim team has to practice elsewhere
- Tennis team uses Raymore's tennis courts
- School Road sees very heavy traffic loads at the start and end of school days
- Raymore has done a better job of connecting their neighborhoods to schools with sidewalks and trails than Peculiar has
- Peculiar is more spread out and has less need for walking trails
- Cross-country and track teams have few areas to run long distances safely
- Skate parks have become very popular in neighboring communities
- District is working on implementing more academic programs, and more intervention programs other than sports
- The district currently offers a full slate of athletic programs
- Williamswood and Baker Colleges have held some courses at the high school
- Current plans are to build a new middle school in 2008, elementary and intermediate schools in 2010, and a high school in 2012
- The district has a 10 year plan that is updated yearly
- The district would like to have a heads up on newly platted areas so they can update their plans
- The district would like to see more commercial development to boost the tax base without adding a lot more children to the system
- Summer school is offered but there are very few other summer activities available other than some week-long athletic camps
- A community center would be a good idea for the City to help provide other activities for kids
- Peculiar has very few ball fields and so kids are forced to play outside of town
- Early education, daycare and early childhood center are ideas the district is considering for the future
- There are a number of youth sports activities offered through the school
- There are some infrastructure issues that must be addressed before future schools are built
- Road conditions need to be improved
- The town could really use a gymnasium for community use

- New schools and parks should coexist in new subdivision plats and future developments
- Peculiar elementary is getting playground improvements this year
- 211th interchange would alleviate some of the traffic congestion problems that currently exist at the High School Complex
- If the 211 interchange is developed through TIF, the school would lose out on a lot of money for many years, thereby affecting its ability to adequately teach students and perform other community functions

Youth

- Need more to do after school and in the summer
- Need more entertainment options, as well as more recreational facilities
- Want a skatepark, pool, more ballfields, community center, etc.
- Need more job opportunities for youth that offer valuable training
- Plan to leave for college after high school; do not plan to return after college
- Go to other towns for movies, watch sporting events, shopping, youth dance clubs, swimming, jobs

Appendix C - Town Hall Meeting Results

- The following lists represent the total of all responses from the multiple town hall meetings, as well as the number of votes each response received.
- Total votes differ from question to question due to the fact not everyone voted on every question and some did not use all their allotted votes.
- Not every resident of Peculiar will agree with the order of these issues or that these were all the aspects of the community that should have been listed, but this was the overall consensus of the participants attending the different town hall meetings.
- Not all issues indicated will have goals and policies identified since some do not have bearing on specific land use issues of the community.

What are the most negative aspects of Peculiar? What needs to be improved?

Sidewalks/Trails	22
Streets	18
Infrastructure/Sewer/Water	15
Flood Control	15
Traffic Flow/Control/"C" Highway realignment/Realign and widen	9
Drainage/runoff/Curbs/Storm Sewer/Ditch Slopes	7
Community Parks/Dog Park	7
Library	7
Maintain old Neighborhoods	6
Variety of Restaurants	6
Hwy 71 Bridge	6
Community Center	5
Downtown Corridor Beautification/Downtown Identification	5
Attractive Roadways - shoulders/landscaping/Street lighting and landscaping	5
Lack of Design Guidelines	4
Controlled Growth	4
Organized Religious Activities	3
Attitude toward more Commercial	3
Lack of Historical Preservation	3
Expand Police	3
City Lake (needs cleaning)	3
Baseball/Softball Parks	3
Retail	2
Noise Control/Nuisance Controls	2
Property maintenance	2
Pedestrian crosswalks	2
School crowding	2
Youth Recreation (Skate Park ,etc)	2
More family-oriented Businesses	1
Turn lanes	1
More exits from Hwy 71	1
Commercial Districts	1
Commercial Lighting	1
Control of ATV (on- and off-street)	1
Lack of maintenance for signs/entrances	1

Tax abatement for new businesses	1
Sewer Tax	1
Number of City Employees	1
Zoning	1
Personal Property Tax Use	1
Truck Traffic on School Road	1
Increase City Limits	1
Section 8 Housing (less)	1
No Mobile Homes	1
Restriction of Community Development	1
Water bill	1
Gateway Signage/Exposure/71 Entrance	1
City Hall Plan - Downtown	1
Corridor into Peculiar	1
Communication	0
Need identity	0
Parking	0
Relationship with MoDOT	0
Lack of Family Imitative Group	0
Performance Ordinances	0
Animal Control	0
Additional Signage Downtown	0
Junk cars	0
Taxes	0
Rental Property Control	0
Existing Sign (...Odds are with you).	0
Stop Building South of Town	0

What are the most positive aspects of Peculiar? What are you most proud of?

Small Community/Small Town/Home-town feel	27
Schools	26
Proximity to KC/Location	13
Nice People	11
Fire Department/Emergency Services	8
City Administration/City staff	8
Police Involvement - DARE	7
Businesses/Pat's restaurant/Small locally owned businesses/Grocery Store	7
Quiet, Peaceful	7
Lions Community Center	6
Name	6
Lions Park	4
Senior Housing/55+ Community	4
Arts Council/Downtown/Good Downtown	4
Community	4
Low Crime	4
Churches	3
Hwy Control - Both sides	3
Ability to grow/expand/Development /Growth Opportunities	3
City Lake	3
Country with City	3
Patriotism/Faith	2
Natural Amenities	2
School Athletics/Football Team/Coaches	2
Cass County Medical Clinic	2
History	2
Area Parks	2
New Landscaping	1
Improvement efforts	1
Safe	1
Motto	1
Accessibility/Transportation	1
Property Availability	1
Snow/Ice Removal	1
Lower Taxes	1
McKeron Park	1
Academic Performance	1
Hwy Presence/Visibility	1
Business Owners	1
Potential for Park System (city property)	1
Sewer System	1
Bedroom Community	1
Tractor Pull	1
BBQ Contest	1
More than one way into town	1
Dance/Extra-curricular	0
Historical Marker	0
Peculiar Charitable Foundation	0

Maintenance/Public Works Dept	0
Architecture of Bank and Post Office	0
Proactive Signage, Dumpsters, controls	0
Convenience	0
Old Timers (Residents)	0
Summerfest	0
Good Facilities - meeting	0
Paved Streets	0
Water Tower	0
Lion's Park	0
Lots of Banks	0
Relationship with MoDOT	0
PVC Sign Posts	0
Subdivision Gateway Signage	0
Cooperation between City and schools	0
Chamber	0
Organizations	0
Horseshoe Pits/Tournaments	0
Attractive new subdivisions	0
Water Supply	0
Severe Storm Warning System	0

What is your vision for the future of Peculiar? How should Peculiar change?

Sidewalk/Trail System	21
Destination Retail - No Wal-Mart	18
Community Center	16
Library	16
Revitalized Downtown/Arts and Cultural District/Downtown Destination/Clean up Downtown (bury electrical lines, etc)	16
211th Interchange	12
Youth Recreation /Skate Park	9
More commercial Development	9
Better Development Regulations	8
Controlled/Smart Growth	6
Family Friendly - walkable and parks	6
Movie Theater	6
Family Restaurant (no pizza)	6
Attractive Roadways/Excellent Streets and Transportation Routes	5
Green/Open Areas	5
Small Town feel	5
Swimming pool/Aquatic Park (indoors)	5
Good land use plan	4
Sewers	4
Shopping	4
Eliminate Low water Bridges	3
Historical Society	3
Natural Features/Amenities/Natural Wildlife	3
Overpass w/ walk and bike path	3
Remove Hwy 71 sign (...odds are with you).	3
Sewers	3
Focus commercial development @ new interchange	3
Proactive Signage, Dumpsters, controls	3
No oversized Billboards	2
Nothing like Raymore	2
Planned Developments	2
Pocket Parks/Mini parks in all developments	2
Roadway Landscaping/Berms	2
Senior Mobile Home Park	2
Unique Identity/Niche Market/Theme/Identity/Icon	2
Water line from KC	2
Junk yards cleaned	2
Hotel	2
Continue Center Street	2
Bring Quarry into Compliance	1
Businesses	1
Clean up run down neighborhoods	1
Controlled Density and Housing types	1
Further enhance school system	1
Green Development	1
Hard Surfaced shoulders	1

Police/Emergency services	1
Safe Community	1
Senior Community Center	1
Specialized Services	1
Implement Park Master Plan	1
More overpasses	1
House #'s	1
Capitalize on name as Attraction	0
City/School Cooperation and Communication	0
Connection to other event to tie community together	0
Downtown Visitor Center	0
Golf Course	0
Good Decision making	0
Hardware Store	0
Keep small businesses	0
Livable and Friendly	0
Medical Facilities	0
Move Flying J	0
Neighborhood pool	0
New Urbanist Development	0
No Big Box Stores	0
No retail duplication	0
Partner- not competition with neighboring communities	0
Recycling/Conservation Program	0
Subdivision connections	0
Water Features	0
Parks on the East Side of Town	0

What needs to be done to accomplish this Vision? What steps are necessary?

Community Buy-in/Support	21
Public/Private Partnerships	12
\$\$\$\$/Grants/Taxes/Federal funding	10
City Staff - Right People Right Position/Good City Staff	8
Cooperation - City, County, State/County, State and Federal buy-in	8
Ordinances/Regulations/Good Zoning	8
Right Developers/Development Partners	7
Shift to Commercial Tax Base	7
Consistency	7
More quality hotels and restaurants	6
Organized Growth	6
Enforcement of the regulations	5
Improve roads	4
More volunteers	4
Perseverance	4
Develop Media Center	4
Substantial Planning	4
Patience	3
Adequate Utility Planning	2
Balance of Old and New Retail	2
City Water Deposit Money	2
Harness Development	2
Local event expansion	2
Protection of Open Space	2
Separate Residential and Commercial	2
Trust in City Government	2
Additional Emergency services	1
Continued Public meetings	1
Emergency Services map	1
Involvement	1
Local marketing	1
Passion	1
Persistence	1
Increase staff / Equipment	1
Summer concerts	1
Accessibility - ADA	0
Communication	0
Community Partnering	0
Eliminate Retail competition between neighboring communities	0
Energy efficient design standards	0
Hard Work	0
Investors	0
Local Organizations	0
More Single Family development vs. multi-family	0
Political Support	0
Regional Marketing	0
Stream setbacks	0