

**BOA Meeting Agenda  
Peculiar City Board of Aldermen  
Work Session Meeting and Public Hearing  
City Hall – 250 S. Main St  
Monday July 6, 2015 6:30 p.m.**

*Notice is hereby given that the Board of Aldermen of the City of Peculiar will hold a regularly scheduled meeting on Monday, July 6, 2015 at 6:30 pm, in the Council Chambers at 250 S. Main St. Representatives of the news media may obtain copies of this notice by contacting the City Clerk at City Hall, 250 S. Main St Peculiar, MO 64078 or by calling 816-779-2221. All proposed Ordinances and Resolutions will be available for viewing prior to the meeting in the Council Chambers.*

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. City Clerk – Read the Board of Alderman Statement
5. New Business –
  - A. Resolution No. 2015-34 - A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI AUTHORIZING THE MAYOR TO EXECUTE A CONTRACT WITH GUNTER CONSTRUCTION FOR INSTALLATION OF THE PECULIAR MONUMENT SIGN ALONG N. MAIN STREET IN BRADLEY’S CROSSING LOT 6B FOR THE CITY OF PECULIAR, MO.
  - B. Resolution No. 2015-35 - A RESOLUTION OF THE BOARD OF ADLERMEN OF THE CITY OF PECULIAR, MISSOURI APPROVING THE MAYOR TO ENTER INTO A CONTRACT WITH SUPERIOR BOWEN ASPHALT COMPANY, LLC FOR THE 2015 STREET OVERLAY PROGRAM PROJECT.
  - C. Resolution No. 2015-36 – A RESOLUTION OF THE BOARD OF ALDERMAN OF THE CITY OF PECULIAR, MISSOURI TO INITIATE EMINENT DOMAIN PROCEEDINGS AGAINST THE OWNERS OF CERTAIN LANDS DESCRIBED IN EXHIBIT “A” AND “B” ATTACHED HERETO.
  - D. Bill No. 2015-18 – AN ORDINANCE BY THE BOARD OF ALDERMAN OF THE CITY OF PECULIAR TO ADDRESS POSSESSION, RECEIVING OR CONTROLLING STOLEN PROPERTY.  
1<sup>ST</sup> Reading & 2<sup>nd</sup> Reading
6. Topics for Discussion -
  - A. Comprehensive Plan Update
7. Aldermen Concerns
8. Aldermen Directives
9. Adjournment

**City Administrator**  
*Brad Ratliff*

**City Clerk**  
*Janet Burlingame*

**City Engineer**  
*Carl Brooks*

**Business Office**  
*Trudy Prickett*



**Chief of Police**  
*Harry Gurin*

**City Planner**  
*Cliff McDonald*

**City Attorney**  
*Reid Holbrook*

**Parks Director**  
*Grant Purkey*

Municipal Offices – 250 S. Main Street, Peculiar, MO 64078  
Phone: (816)779-5212 Facsimile: (816)779-1004

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**To:** Mayor and Board of Aldermen  
**From:** Carl Brooks, City Engineer (cbrooks@cityofpeculiar.com)  
**Date:** July 6, 2015  
**Re:** Project No. STP -9900 (491) Peculiar Monument Sign

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## GENERAL INFORMATION

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**Applicant:** City Staff  
**Requested Actions:** Approval of Resolution  
**Date of Application:** July 2, 2015  
**Purpose:** Enter into Agreement with Gunter Construction  
**Property Location:** Bradley's Crossing Lot 6B – Visible from I-49

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## PROPOSAL

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Staff proposes that the Board of Aldermen approve a resolution authorizing the Mayor to execute an agreement with Gunter Construction for *Installation of the Peculiar Monument Sign Project* along N. Main Street Lot 6B in Bradley's Crossing Parkway.

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## PREVIOUS ACTIONS

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As you may be aware, the City received a federal grant through MoDOT reimbursable to the city up to \$92,000.

The initial MoDOT Transportation Enhancement Funds program agreement between the Commission and the City executed on November 27, 2007 was for the Commission to not provide more than \$92,000.

Based on the "80/20" percent match by the City, then the City would be responsible for the first \$23,000 over the \$92, 000; and everything else above \$115,000. The current FY 2015-2015 amended budget is \$115,000.

City staff, MoDOT and the landscape architect (Landplan) advertised the project on May 28<sup>th</sup>, issued two addendums and accepted bids on June 18<sup>th</sup>. We received one bid. The bid include the base bid of the monument sign and two additive alternatives, one for tree landscaping and one for a waterline.

As you recall, we bid the project last year, received two bids, yet both bids were more than 50% greater than the landscape architect's estimate. The landscape architects estimate for the base bid was \$97,400. City staff is hopeful that the Mayor and Board of Aldermen will approve a resolution on awarding the monument sign project work to Gunter Construction.

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## KEY ISSUES

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Gunter Construction sent City staff numerous references. Of the 12 references checked by city staff, Gunter Construction received high praises from their former clients, many of these clients were municipalities; i.e. City of Westwood Hills, City of Mission Hills, City of Sugar Creek, City of Olathe, KS Kansas City, Missouri Parks

and Recreation, and Jackson County Public Works. Many of their clients have many repeat projects with the contractor. All references checked would hire the contractor back for additional work. Phrases like “they have done a good job”, “awesome to work with”, “problem solvers”, “highly recommended”, “very responsible”, and “very accommodating” were reported on the references checked. City staff feels confident that the contractor will be able to complete the work on time and with their proposed bid amount.

However, since we received only one bid, we have the following options:

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- 1) Do nothing.
- 2) Reject the bid.
- 3) Re-bid the project.
- 4) Award the project to Gunter Construction and work with the contractor in order to achieve a deductive change order and be within budget.
- 5) Use other Capital Improvement funds to fund the difference between our budget and the amount of the award to Gunter Construction.

Gunter Construction submitted the base bid in the amount of \$113,095.50, and \$25,264.00 for the additive alternatives. City staff have advise MoDOT staff that we received only the one bid for the project, and we will be working with MoDOT Central Office personnel to receive concurrence in award.

City staff and Gunter Construction have already been negotiating a tentative deductive change order for more than \$10,000 with the potential for additional savings to the project for a local supply of fill dirt.

The intent of the bidding procedure was to determine the value of the project based on the base bid and additive alternatives, and hopefully receive bids that we would have adequate funding. City staff would initially to prefer to include in the award to the contractor only the base bid in the amount of \$113,095.50 with additional funding from the Capital Improvement Fund Streets in the amount of \$5,000.

Based on the Street capital outlay budget and the amount of the award to Superior Bowen for our street asphalt mill and overlay project construction that will leave significant balance to complete the Peculiar Monument Sign project. City staff believes that the revised and amended construction budget will allow the City to enter into a contract with Gunter Construction.

Therefore, in order to complete the Peculiar Monument Sign project as bid and take advantage of the \$92,000 MoDOT grant funding, we respectfully request that City staff amended the FY 2014-15 budget for an additional \$5,000.00 from the Capital Improvement Fund Street 30-30-8100.

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## **STAFF RECOMMENDATION**

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City staffs’ recommendation is that the base bid be awarded to Gunter Construction in the amount of \$113,095.50 for the Peculiar Monument Sign project. Once awarded, and then finalize a negotiated deductive change order in an amount for more than \$10,000.

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## **ATTACHMENTS**

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Bid Tab  
Resolution

# ITEMIZED TAB SHEET (June 18, 2015)

## PECULIAR ENHANCEMENT PROJECT NO.STP-990(491)

		UNITS	Quantity
	Base Bid		
1	Mobilization	EA	1
2	Clearing & Grubbing (w/ Off Site Disposal	SF	19800
3	Cut	CY	90
4	Fill	CY	260
5	Construction Fencing	LF	235
6	Silt Fencing	SF	125
7	Stabilized Construction Entrance	EA	1
8	Concrete Modular Retaining Wall	FF	1053
9	Aggregate Base	CY	8
10	Geogrid	SF	3663
	6-Inch Perforated Drain Pipe Wrapped in		
11	Filter Fabric	LF	246
12	3/4" Washed Gravel	CY	50
13	18" Letters Black (Vacuum Form)	EA	54
14	30" Letters Black (Vacuum Form)	EA	48
15	Standard Cap	LF	212
16	Buffalo grass (Seed and Plug) 24" O.C.	SF	19800
	Total Base Bid		
	Bid Alternative No. 1		
17	Shade Tree	EA	2
18	Evergreen Tree	EA	6
19	Large Shrub	EA	1
20	Small Shrub	EA	13
	Total Bid Alternative No. 1		
	Bid Alternative No. 2		
21	1" Water Meter	EA	1
22	1" Double-Check Backflow Preventer	EA	1
23	1" Waterline Service	LF	192
24	Quick Coupler	EA	3
	Total Bid Alternative No. 2		

<b>Engineer</b>		<b>Gunter Construction</b>	
<b>\$/Unit</b>	<b>Price</b>	<b>\$/Unit</b>	<b>Price</b>
\$ 3,500.00	\$ 3,500.00	\$ 28,000.00	\$ 28,000.00
\$ 0.10	\$ 1,980.00	\$ 0.25	\$ 4,950.00
\$ 12.00	\$ 1,080.00	\$ 30.00	\$ 2,700.00
\$ 20.00	\$ 5,200.00	\$ 60.00	\$ 15,600.00
\$ 5.00	\$ 1,175.00	\$ 10.00	\$ 2,350.00
\$ 8.00	\$ 1,000.00	\$ 3.00	\$ 375.00
\$ 1,800.00	\$ 1,800.00	\$ 1,500.00	\$ 1,500.00
\$ 24.00	\$ 25,272.00	\$ 23.00	\$ 24,219.00
\$ 60.00	\$ 480.00	\$ 50.00	\$ 400.00
\$ 9.00	\$ 32,967.00	\$ 0.50	\$ 1,831.50
\$ 3.00	\$ 738.00	\$ 6.00	\$ 1,476.00
\$ 60.00	\$ 3,000.00	\$ 30.00	\$ 1,500.00
\$ 94.00	\$ 5,076.00	\$ 75.00	\$ 4,050.00
\$ 181.00	\$ 8,688.00	\$ 120.00	\$ 5,760.00
\$ 7.00	\$ 1,484.00	\$ 12.00	\$ 2,544.00
\$ 0.20	\$ 3,960.00	\$ 0.80	\$ 15,840.00
<b>Total:</b>	\$ 97,400.00	<b>Total:</b>	\$ 113,095.50
\$ 250.00	\$ 500.00	\$ 440.00	\$ 880.00
\$ 200.00	\$ 1,200.00	\$ 490.00	\$ 2,940.00
\$ 75.00	\$ 75.00	\$ 330.00	\$ 330.00
\$ 55.00	\$ 715.00	\$ 50.00	\$ 650.00
<b>Total:</b>	\$ 2,490.00	<b>Total:</b>	\$ 4,800.00
\$ 500.00	\$ 500.00	\$ 1,100.00	\$ 1,100.00
\$ 1,000.00	\$ 1,000.00	\$ 1,100.00	\$ 1,100.00
\$ 10.00	\$ 1,920.00	\$ 92.00	\$ 17,664.00
\$ 120.00	\$ 360.00	\$ 200.00	\$ 600.00
<b>Total:</b>	\$ 3,780.00	<b>Total:</b>	\$ 20,464.00
<b><u>Base Bid Total</u></b>		<b><u>Base Bid</u></b>	
<b><u>and</u></b>		<b><u>Total and</u></b>	
<b><u>Alternative</u></b>		<b><u>Alternative</u></b>	
<b><u>Bid Total:</u></b>	\$ 103,670.00	<b><u>Bid Total:</u></b>	\$ 138,359.50

**RESOLUTION 2015-34**

**A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI AUTHORIZING THE MAYOR TO EXECUTE A CONTRACT WITH GUNTER CONSTRUCTION FOR INSTALLATION OF THE PECULIAR MONUMENT SIGN ALONG N. MAIN STREET IN BRADLEY'S CROSSING LOT 6B FOR THE CITY OF PECULIAR, MO**

**WHEREAS**, the City of Peculiar intends to construct the Peculiar Monument Sign along N. Main Street in Bradley's Crossing Lot 6B adjacent to I-49 and within the city limits of Peculiar, and

**WHEREAS**, the City of Peculiar has received a grant in an amount not to exceed \$92,000 for the design and construction of the Peculiar Monument Sign project, and

**WHEREAS**, the City of Peculiar staff intends to work directly with MoDOT Central Office personnel to receive concurrence in awarding the project, and

**WHEREAS**, an amendment to the Fiscal Year 2014-2015 budget will be necessary to fund the entire Peculiar Monument Sign project

**NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI**

**Section 1.** The Mayor is authorized to execute a contract with Gunter Construction for the installation of the Peculiar Monument Sign.

**Section 2.** The amount of the award to Gunter Construction is in the amount of \$113,095.50 for the Peculiar Monument Sign.

**Section 3.** The Board of Aldermen authorizes an amendment to the Fiscal Year 2014-2015 budget in an amount not to exceed \$5,000 for the purpose of utilizing funding from the Capital Improvement Street funds, for this Peculiar Monument Sign project.

**Section 4.** The construction phase period of service shall be ninety-five (95) calendar days from the date of the Notice to Proceed.

**Section 5. *Effective Date.*** The effective date of this Resolution shall be the \_\_\_\_\_ day of \_\_\_\_\_, 2015.

**THIS RESOLUTION WAS ADOPTED BY THE FOLLOWING ROLL CALL  
VOTE ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2015.**

Alderman Hammack \_\_\_\_\_  
Alderman Ford \_\_\_\_\_  
Alderman McCrea \_\_\_\_\_

Alderman Ray \_\_\_\_\_  
Alderman Roberts \_\_\_\_\_  
Alderman Turner \_\_\_\_\_

APPROVED:

ATTEST:

\_\_\_\_\_  
Holly Stark, Mayor

\_\_\_\_\_  
Janet Burlingame, City Clerk

City Administrator  
*Brad Ratliff*

City Clerk  
*Janet Burlingame*

City Engineer  
*Carl Brooks*

Business Office  
*Trudy Prickett*



Chief of Police  
*Harry Gurin*

City Planner  
*Cliff McDonald*

City Attorney  
*Reid Holbrook*

Parks Director  
*Grant Purkey*

Municipal Offices – 250 S. Main Street, Peculiar, MO 64078  
Phone: (816)779-5212 Facsimile: (816)779-1004

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**To: Mayor and Board of Aldermen**

**From: Carl Brooks**

**Date: 07/06/15**

**Re: Resolution 2015-35**

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### **GENERAL INFORMATION**

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**Applicant: City Staff**

**Requested Actions: Authorizing Mayor to Sign Contract**

**Date of Application: 07/2/15**

**Purpose: To have an agreement in place with Superior Bowen for Street Patching, Milling, and Overlay**

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### **PROPOSAL**

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As you know, the City has worked and continues to collaborate with the Cities of Belton, Pleasant Hill and Raymore in bidding our asphalt projects. By working together, this has saved the City a great amount of money collaborating as opposed to bidding these asphalt projects on our own.

Currently, the City has budgeted \$215,900 for street asphalt overlay from the Capital Improvement Street Fund; \$4,000 for street asphalt overlay from the East Growth Fund; and \$7,000 for street asphalt overlay from the West Growth Fund for this proposed fiscal year total budget of \$226,990. However, the BOA has previously approved \$7,000 for the TEAP Traffic Study, and with the BOA's approval, City staff is requesting to use \$5,000 for the Peculiar Monument Sign project

With the current budget numbers and based on this year's potential contract with Superior Bowen for the proposed CIP asphalt street options similar to the previous year's approach with full-depth milling, base repair (patch) and surface course recycled asphalt these amounts total to be \$199,600. However, we respectfully request the flexibility in these streets as well as one other street not previously identified in the budget in an amount not to exceed \$214,900.00

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### **PREVIOUS ACTIONS**

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- At the budget meeting last September 2014, the Mayor and Board Of Aldermen (BOA) agreed with City staff's recommendations regarding the CIP prioritizing of these streets in the budget:
  1. Glengera Dive from Shishir north to Elm Street
  2. Shishir Road from N. Hurley to Glengera Drive
  3. N. Main Street from Summerskill to the entrance of Bradley's Crossing

- BOA approved \$215,900 out of the Capital Improvement Fund - Streets to conduct street overlays through Budget.
- BOA approved \$4,000 out of the East Growth Fund to conduct street overlays through Budget.
- BOA approved \$7,000 out of the West Growth Fund to conduct street overlays through Budget.
- BOA agreed with joining Belton, Pleasant Hill and Raymore, in bidding out all street specs to save monies.
- City staff requests that 750 L.F. of Sivley Street from South Street to Buckaroo Street be added to the list as the pavement just inside of the curb & gutter has settled to the point the vehicles drag as they pull in and out of their driveways.

**KEY ISSUES**

- These identified streets have been identified as either in “fair“ or “poor” condition .
- Citizens have complained often about these streets.
- The BOA has stressed this fiscal year of getting all prioritized streets completed.
- City staff will strive and will work with the contractor as to not “go over” the proposed indicated below budget amounts.

**STAFF COMMENTS AND SUGGESTIONS**

Budget Numbers: Street repair modifications to the proposed streets will be with asphalt patching and milling as required, and an asphalt overlay ranging in thickness from 2-1/2 inches to 4 inches out of the funds indicated above.

City staff recommends the funding of the Street projects as not to exceed amounts as follows:

	<u>CIP Street Fund \$203,900</u>	<u>East Growth Fund \$4,000</u>	<u>West Growth Fund \$7,000</u>	<u>Total</u>
1. Glengera Dr	\$35,000.00	\$2,000.00	\$0.00	\$ 37,000.00
2. Shishir Rd	\$28,900.00	\$2,000.00	\$0.00	\$ 30,900.00
3. N. Main St	\$140,000.00	\$0.00	\$0.00	\$140,000.00
4. Sively St	\$0.00	\$0.00	\$7,000.00	\$7,000.00
<b>SUB-TOTAL</b>	<b><u>\$203,900.00</u></b>	<b><u>\$4,000.00</u></b>	<b><u>\$7,000.00</u></b>	<b><u>\$214,900.00</u></b>

The East Growth Fund housing benefits by improving Glengera Drive and Shishir Road with the new housing in that area, and City staff believe that we can justify the use of East Growth Funds for these roads.

The West Growth Fund housing benefits by improving N. Main Street and Sively Street with the new housing in that area, and City staff believe that we can justify the use of West Growth Funds for these roads.

**TOTAL REQUEST** **\$214,900.00**

**STAFF RECOMMENDATION**

City staff is recommending approval of the resolution.

**ATTACHMENTS**

1. Resolution
2. Superior Bowen Contract Schedule of Values

## RESOLUTION 2015-35

### **A RESOLUTION OF THE BOARD OF ALCEREN OF THE CITY OF PECULIAR, MISSOURI APPROVING THE MAYOR TO ENTER INTO A CONTRACT WITH SUPERIOR BOWEN ASPHALT COMPANY, LLC FOR THE 2015 STREET OVERLAY PROGRAM PROJECT**

**WHEREAS**, the Board of Aldermen have approved from the Capital Improvement Fund for road improvements to Glengera Drive from Shishir Road north to Elm Street, Shishir Road from N. Hurley Street to Glengera Drive, N. Main Street from Summerskill Road to the entrance of Bradley's Crossing; and Sively Street from South Street to Buckaroo Street;

**WHEREAS**, the Board of Aldermen approved \$203,900.00 out of the Capital Improvement Fund to conduct the following street overlays either completely or as a part of through the budget as follows:

1. Glengera Drive;
2. Shishir Road;
3. North Main Street and

**WHEREAS**, the Board of Aldermen approved \$4,000 out of the East Growth Fund to conduct the following street overlays either completely or as a part of these street overlays through the budget as follows:

1. Glengera Drive;
2. Shishir Road; and

**WHEREAS**, the Board of Aldermen approved \$7,000.00 out of the West Growth Fund to conduct the following street overlays either completely or as a part of these street overlays through the budget as follows:

1. North Main Street;
2. Sively Street; and

**WHEREAS**, the city agreed to join with the City of Belton, MO in the contract for the street overlay project as a cost-saving effort; and

**WHEREAS**, the city has identified a need to utilize funding from the Capital Improvement Fund, the East Growth Fund, and the West Growth Funds, for completion of the Street Overlay program.

### **NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI**

**Section 1.** The City of Peculiar authorizes the Mayor to enter into a Contractual Agreement with Superior Bowen Asphalt Co., LLC for professional services for the 2015 Street Overlay program in the amount of not to exceed \$214,900.00 using recycled asphalt.

**Section 2. *Effective Date.*** The effective date of this resolution shall be the \_\_\_\_\_ day of \_\_\_\_\_, 2015.

**THIS RESOLUTION WAS ADOPTED BY THE FOLLOWING ROLL CALL VOTE ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2015.**

Upon a roll call, said Resolution was adopted by the following vote:

Alderman Hammack _____	Alderman Ray _____
Alderman Ford _____	Alderman Roberts _____
Alderman McCrea _____	Alderman Turner _____

APPROVED:

ATTEST:

\_\_\_\_\_  
Holly Stark, Mayor

\_\_\_\_\_  
Janet Burlingame, City Clerk





**RESOLUTION 2015-36**

**A RESOLUTION OF THE BOARD OF ALDERMAN OF THE CITY OF PECULIAR, MISSOURI TO INITIATE EMINENT DOMAIN PROCEEDINGS AGAINST THE OWNERS OF CERTAIN LANDS DESCRIBED IN EXHIBIT “A” AND “B” ATTACHED HERETO.**

WHEREAS, the City of Peculiar, Missouri has the responsibility to comply with its ordinances and the laws of the State of Missouri regarding control of storm water runoff; and

WHEREAS, the City of Peculiar by and through its ordinances must provide utility line access for development purposes; and

WHEREAS, Exhibit “A” attached hereto describes a 0.027 acre proposed permanent utility easement that must be controlled by the City to achieve orderly development; and

WHEREAS, Exhibit “B” attached hereto describes a 0.899 acre proposed storm water easement that must be maintained by the City to comply with existing City ordinances and Missouri law.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI:

Section 1: The City declares its intent to acquire by eminent domain permanent easements over the lands described in Exhibit “A” and Exhibit “B” attached hereto.

Section 2: City staff is directed to initiate the necessary proceedings to acquire a permanent easement over the lands described in Exhibit “A” and Exhibit “B.”

Section 3: The effective date of approval of the Resolution shall be coincidental with the Mayor’s signature and attestation by the City Clerk.

Upon a roll call, said Resolution was adopted by the following vote:

Alderman Hammack \_\_\_\_\_  
Alderman Ray \_\_\_\_\_  
Alderman Ford \_\_\_\_\_

Alderman Turner \_\_\_\_\_  
Alderman McCrea \_\_\_\_\_  
Alderman Smith \_\_\_\_\_

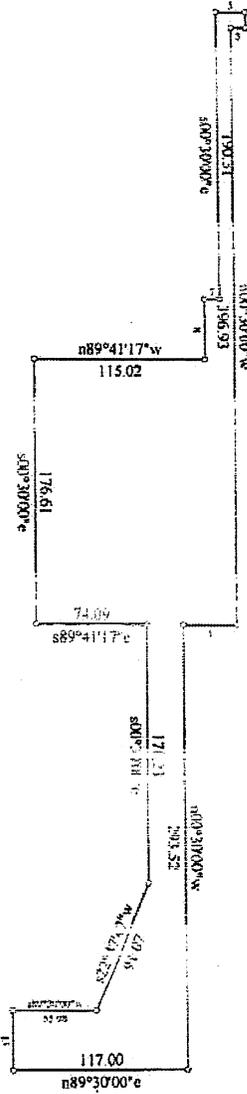
APPROVED:

ATTEST:

\_\_\_\_\_  
Holly Stark, Mayor

\_\_\_\_\_  
Janet Burlingame

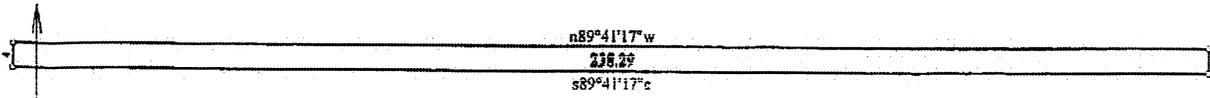
# PERMANENT STORMWATER EASEMENT MAP



Title:		Date: 01-05-2015
Scale: 1 inch = 100 feet	File:	
Tract 1: 0.899 Acres: 39177 Sq Feet: Closure = s30.2837w 0.01 Feet: Precision = 1/174303: Perimeter = 1847 Feet		
001=s89.4117e 35.93	007=n89.4117w 10.00	013=s22.4747w 91.07
002=n00.3000w 396.93	008=s00.3000e 40.00	014=s89.3000w 55.98
003=s89.4117e 10.00	009=n89.4117w 115.02	015=s00.3000e 40.00
004=n00.3000w 10	010=s00.3000e 176.61	016=n89.3000e 117.00
005=n89.4117w 20.00	011=s89.4117e 74.09	017=n00.3000w 293.52
006=s00.3000e 190.31	012=s00.3000e 170.23	

EX "A"

# PERMANENT UTILITY EASEMENT MAP



Title:		Date: 01-05-2015
Scale: 1 inch = 30 feet	File:	
Tract 1: 0.027 Acres: 1191 Sq Feet: Closure = 000.0000e 0.00 Feet: Precision > 1/999999: Perimeter = 487 Feet		
001=s89.4117e 238.29	003=n89.4117w 238.29	
002=s01.0234e 3.00	004=s01.0234w 3.00	

EX "B"

City Administrator  
*Brad Ratliff*

City Clerk  
*Janet Burlingame*

City Engineer  
*Carl Brooks*

Business Office  
*Trudy Prickett*



Chief of Police  
*Harry Gurin*

City Planner  
*Cliff McDonald*

City Attorney  
*Reid Holbrook*

Parks Director  
*Grant Purkey*

Municipal Offices – 250 S. Main Street, Peculiar, MO 64078  
Phone: (816)779-5212 Facsimile: (816)779-1004

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**To:** Board of Alderman  
**From:** Harry Gurin, Chief of Police  
**Date:** July 6, 2015  
**Re:** Possession of Stolen Property (Municipal Charge)

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#### **GENERAL INFORMATION**

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**Applicant:** City Staff

**Status of Applicant:** N/A

**Requested Actions:** Board of Aldermen are being presented with a new ordinance to address subjects arrested possessing stolen property valued at less than \$750.00.

**Date of Application:** N/A

**Purpose:** The purpose of this ordinance is to establish a municipal charge for possession of stolen property that would not be charged on a state statute level.

**Property Location (if applicable):** N/A

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#### **PROPOSAL**

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The State of Missouri has a statute that addresses possession of stolen property, with the value of the property being in excess of \$750.00. The adoption of this ordinance would produce a municipal charge for possession of stolen property under the \$750.00 threshold.

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#### **PREVIOUS ACTIONS**

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No previous actions on this ordinance

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#### **KEY ISSUES**

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This ordinance creates an appropriate charge for municipal level possession of stolen property.

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#### **STAFF COMMENTS AND SUGGESTIONS**

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No additional comments

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#### **STAFF RECOMMENDATION**

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**Staff recommends approval.**

## MEMORANDUM

TO: City Administrator  
FROM: Harry Gurin, Chief of Police  
DATE: July 2, 2015  
SUBJECT: Proposed New Ordinance

This City does not have an Ordinance that addresses cases of possessing, receiving or controlling stolen property. Most of the other cities in Cass County have such an ordinance.

There is a state statute that supports and is compatible with the proposed ordinance. (RSMO 541.060) There are a variety of situations we encounter but are unable to cite due to the lack of an Ordinance. The Missouri statute has a jurisdictional floor of \$750.00 . You can see that the maximum fine in the proposed Ordinance is \$500.00 along with incarceration from 30 to 90 days. A \$500.00 fine is consistent with other City ordinances. None allow a fine greater than \$500.00.

If you agree, my request is you schedule this proposed Ordinance for consideration by the BOA.

Cc: City Attorney

**BILL NO. 2015-18**

**ORDINANCE NO. \_\_\_\_\_**

**ORDINANCE BY THE BOARD OF ALDERMAN OF THE CITY OF PECULIAR TO ADDRESS POSSESSION, RECEIVING OR CONTROLLING STOLEN PROPERTY.**

Section A: A person shall be guilty of the crime of possession, receiving or control of stolen property if, for the purpose of depriving the owner of a lawful interest therein, he or she receives, retains or disposes of property of another knowing that it has been stolen, or believing that it has been stolen.

Section B: Evidence of the following is admissible in any criminal prosecution under this section to provide the requisite knowledge or belief of the alleged receiver:

- (1) That he or she was found in possession or control of other property stolen on separate occasions from two or more persons;
- (2) That he or she received other stolen property in another transaction within the year preceding the transaction charged;
- (3) That he or she acquired the stolen property for a consideration which he or she knew was less than fair market value.

Section C. Violation of this Ordinance is a misdemeanor.

Section D. Penalties for violations. Every person who is convicted of a violation of this section shall be punished by imprisonment for not less than 30 days nor more than 90 days or by a fine not to exceed \$500.00 or by both such fine and imprisonment.

**NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMAN OF THE CITY OF PECULIAR, MISSOURI, AS FOLLOWS:**

- 1. That this ordinance shall be in full force and effect from and after its passage and approval.
- 2. The effective date of this ordinance shall be \_\_\_\_\_, 2015.

First Reading: \_\_\_\_\_ Second Reading: \_\_\_\_\_

Alderman Hammack \_\_\_\_\_  
 Alderman Ray \_\_\_\_\_  
 Alderman Ford \_\_\_\_\_

Alderman Turner \_\_\_\_\_  
 Alderman McCrea \_\_\_\_\_  
 Alderman Smith \_\_\_\_\_

APPROVED:

---

Holly Stark, Mayor

ATTEST:

---

Janet Burlingame

**City Administrator**  
*Brad Ratliff*

**City Clerk**  
*Janet Burlingame*

**City Engineer**  
*Carl Brooks*

**Business Office**  
*Trudy Prickett*



**Municipal Offices – 250 S. Main Street, Peculiar, MO 64078**  
Phone: (816)779-5212 Facsimile: (816)779-1004

**Chief of Police**  
*Harry Gurin*

**City Planner**  
*Cliff McDonald*

**City Attorney**  
*Reid Holbrook*

**Parks Director**  
*Grant Purkey*

---

**To:** Board of Alderman  
**From:** Clifford L. McDonald  
**Date:** July 6, 2015  
**Re:** Topic of Discussion: Comprehensive Plan Update

---

#### **GENERAL INFORMATION**

---

**Applicant:** City Staff

**Status of Applicant:** N/A

**Requested Actions:** Board of Aldermen are being presented with the latest update to the City's Comprehensive Plan for their information and review.

**Date of Application:** N/A

**Purpose:** The purpose is to inform the Board of Aldermen on the updated Comprehensive Plan (still in Draft form) and the proposed 211<sup>th</sup> Street Overlay District so they may become familiar with its content before conducting a Public Hearing in August.

**Property Location (if applicable):** N/A

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#### **PROPOSAL**

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See "Requested Actions" above.

---

#### **PREVIOUS ACTIONS**

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The Board of Aldermen adopted the City's current Comprehensive Plan in November, 2008.

---

#### **KEY ISSUES**

---

Mr. Graham Smith, from Gould-Evans, asked to include the following commentary regarding the Comprehensive Plan Update material:

*For this draft I would like to focus on the content of the updates to ensure we are hitting the mark with the recommended changes. If people want to provide grammatical and punctuation edits that is fine, but I am more concerned about the content. We will continue to work on the logistics of the document as the draft progresses.*

*The 211<sup>th</sup> overlay district has been set up similar to your existing planned district (CP Planned Business) to require developers/applicants to provide a sketch (site) plan that defines the proposed development. Unlike the CP District, the proposed overlay district includes development, use and site design criteria by which any*

*development proposal will be reviewed. The criteria are not specific standards for each element, thus giving the city flexibility in the development pattern, type and design they want to see. We believe this will not only provide flexibility in terms of the necessary guidance the community desires for the type, quality and scale of development, but also increases the expectations of the decision makers and developers/applicants.*

#### **STAFF COMMENTS AND SUGGESTIONS**

Staff suggests the Board review both the update to the Comprehensive Plan and the proposed 211<sup>th</sup> Street Overlay District.

---

#### **STAFF RECOMMENDATION**

The next meeting of the Comprehensive Plan Steering & Technical Committees is scheduled for Tuesday, July 21<sup>st</sup> from 6:00 – 8:00 pm at City Hall; this will also be open to the public. **Both the Board of Aldermen and Planning Commission are encouraged to attend this meeting** to provide input, have questions answered and prepare for Public Hearings to approval/adopt the Comprehensive Plan scheduled for August, 2015. Thank you all for serving, we hope to see you on the 21<sup>st</sup> of July.

---

#### **ATTACHMENTS**

1. *Plan Updates, DRAFT, June 23 2015*
2. 211<sup>th</sup> Street Design Overlay, DRAFT

---

**STAFF CONTACT:** Clifford L. McDonald,  
PH: 816-779-2226  
E-mail: cmcdonald@cityofpeculiar.com

PECULIAR, MISSOURI  
COMPREHENSIVE PLAN UPDATE - 2015

COMPREHENSIVE PLAN UPDATE  
22 June 2015

**DRAFT**



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## TABLE OF CONTENTS

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INTRODUCTION	1
DEMOGRAPHICS /ECONOMICS	2
CITY BEAUTIFICATION	4
SPECIAL CHARACTER AREAS	5
TRANSPORTATION NETWORK	8
COMMUNITY FACILITIES	22
FUTURE LAND USE	26
APPENDIX	45

## LIST OF FIGURES

1: Population Projection, 2010 to 2050	2
2: Estimated Development Impact, 2014 to 2019	3
3: Rendering of Downtown Peculiar	6
4: Entry Monument Rendering	7
5: Functional Classification of Streets	8
6: Functional Classification of Streets Standards	9
7: Complete Streets Design Guide	10
8: Character Street Application	11
9: Transportation Improvements	13
10: 211 <sup>th</sup> Street Interchange Design	14
11: Intersection Capacity by Type	16
12: Alternate Mode Network	18
13: Priority Improvement Projects (Map)	19
14: Priority Improvement Projects (Table)	20
15: Mobility vs. Access	21
16: Sewer Service Summary	22
17: 2014 Sewer Rate Forecast Study Findings	22
18: New KCMO Waterline	23
19: Inflation Rate / Cost Comparison, Cass 2 & KCMO	23
20: Recommended Water System Improvements	24
21: Planned Fiber Network	25
22: Future Land Use Map	26
23: Future Land Use Plan	40
24: Land Use Pattern, Peculiar Drive	41
25 Land Use Pattern, Highway C:	41
26: Land Use Pattern: Bradley Crossing	42
27: Land Use Pattern, 211 <sup>th</sup> Street Corridor	43
28: Street Section Legend	A-1

Prepared By:

gouldevans

**WILSON**  
& COMPANY  
ENGINEERS & ARCHITECTS

## INTRODUCTION

The current Comprehensive Plan for the City was adopted in 2008 and has had minor updates since that time. A community based process was initiated to update the content of the comprehensive plan to address changes in the community since plan adoption and in anticipation of future change. Since 2008 the community growth and residential building has slowed dramatically as the national and local economies have slowed. Now, as the economy continues to rebound, the City of Peculiar is once again seeing growth and new opportunities. The recent designation of Interstate 49 will continue to impact the City of Peculiar, most directly through the construction of a new interchange at 211<sup>th</sup> Street. The new interchange will provide additional access and development opportunities for the City. To address the future change within the community the Comprehensive Plan update has focused on those most pressing issues. Those items and recommendations for improvements are addressed within this document.

## DEMOGRAPHICS / ECONOMICS

The future projections for the growth of Peculiar, MO will be based on 1.0% annual growth rate (Figure 1). This projection is a significant departure from the projection included in the 2008 Comprehensive Plan and more closely aligned with the recently completed market analysis for Peculiar. The reduction in population growth in the future is largely the result of the economic, and building slowdown of 2008. The future trend line is based on the 2010 census population defined for Peculiar of 4,608. Future populations based on this estimate would be as follows:

- 2012 – 4,794 (est.)
- 2020 – 5,069
- 2030 – 5,576
- 2040 – 6,133
- 2050 – 6,747

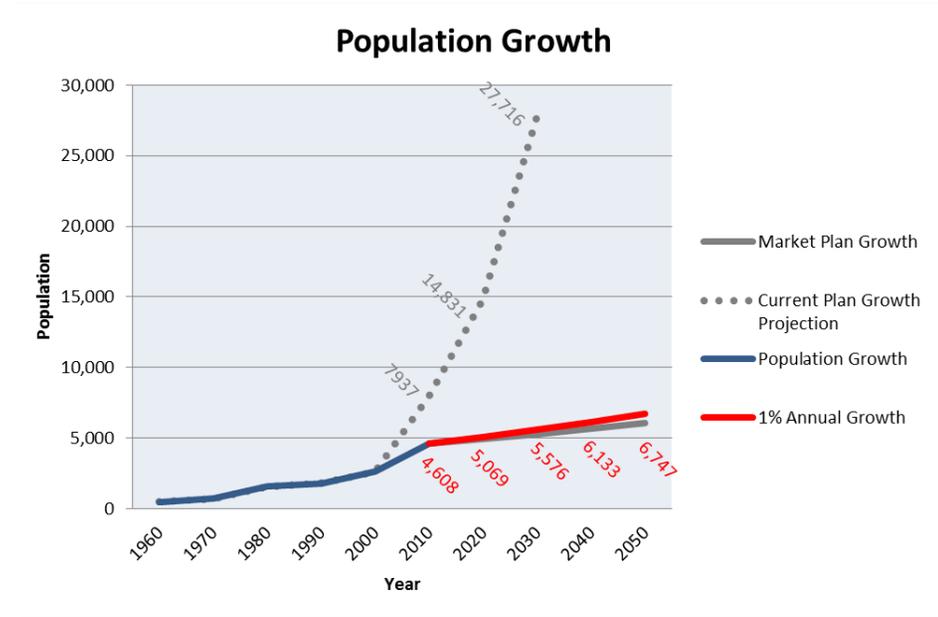


Figure 1: Population Projection, 2010 to 2050

The revised population projections align with the projections proposed in the Downtown Market Analysis & 211<sup>th</sup> Street Corridor Analysis completed for Peculiar in 2014. This study identifies a .8% annual population growth projection for the community. Based on the revised population projections, the economic forecasts from the market analysis can be used to project future growth and development. Figure 2 identifies the projected growth in residential and retail uses in the community for the next five years. As you can see modest growth is forecasted in the near future.

The market analysis identifies the addition of approximately 75 homes over the next five years, or 15 new homes annually. Based on this growth, combined with existing demand, the analysis identifies strong future demand for retail services in Peculiar, in excess of 365,000 square feet, which equates to a significant fiscal impact to the community.

Anticipated industrial development was estimated at one-million square feet, based on the current and future available industrial land. The future land use plan identifies a significant amount of land planned for industrial uses in the

northwest quadrant of the community. The process to have this area designated by the State of Missouri as a Certified Site is underway. This area is appropriate for a significant amount of industrial development based on the land available and the improved access provided by the 211<sup>th</sup> Street interchange.

The market analysis includes several residential, retail and industrial recommendations to maximize the potential market and market influence on the city. This recommendations are incorporated as the City's economic development policy and improvements based on their adoption and are incorporated as a part of this Comprehensive Plan.

<b>Projected new development (Residential, Retail and Industrial)</b>				
	Market Opportunity (sq. ft. or units)	Investment Created	Jobs Created	Annual Sales
<b>Residential</b>	73 homes 162,936 <sup>2</sup> sqft	\$11,132,500 <sup>3</sup>	219 <sup>4</sup>	n/a
<b>Retail</b>	365,000 sqft	\$51,539,250 <sup>5</sup>	799 <sup>6</sup>	\$61,320,000 <sup>7</sup>
<b>Industrial</b>	Not forecasted, 1,000,000 sqft example	\$105,550,000 <sup>8</sup>	1,720 <sup>9</sup>	n/a
<b>TOTALS</b>	<b>1,527,936</b>	<b>\$168,221,750</b>	<b>2,738</b>	<b>\$61,320,000</b>

Figure 2: Estimated Development Impact, 2014 to 2019

## CITY BEAUTIFICATION

In addition to the City Beautification elements already outlined in the Comprehensive Plan there are further enhancements that can contribute to the character of the community. Those improvements include:

### *Landscape Standards*

Improved landscaped standards within the zoning ordinance should be incorporated to complement additional public beautification improvements. Improvements to the landscape regulations should include expansion of landscaping and screening standards to residential development. Additionally the special screening requirements for commercial and industrial development, within the code, that address the site design along major streets should be expanded to cover all development along these corridors. The streets that are appropriate for additional design consideration include US 49 (71 Highway), Peculiar Drive, YY Highway, South East Outer Road, J Highway, Harper Road, C Highway, School Road and 211<sup>th</sup> Street.

### *Character Streets*

The implementation of the character street concepts, defined in the Transportation Network section of these updates, throughout the City will add to the character and quality of design within Peculiar. The concept is intended to provide street design that supports the function of adjacent development with access, but also with design elements that contribute to the character of the advanced design.

## SPECIAL CHARACTER AREAS

### **Downtown Peculiar Arts and Culture District**

To protect the historic nature and character, as well as promote the arts and cultural qualities of a renewed Downtown Peculiar, a Downtown Design Manual should be prepared. The intent of the design manual should be to promote the authentic and consistent redevelopment of Downtown Peculiar that reflects the values of the community; past, present and future. The history of Downtown Peculiar as the communal and activity center of a rural, small town community should be protected and provide the theme for continued redevelopment of the area. Concurrently, a developing arts and cultural scene within the community, centered in Downtown, has provided a new energy that can help the reactivation of Downtown. The design guidelines, building on the Arts and Culture District Overlay, should try to capture these guiding elements in defining the vision of Downtown and the key elements necessary to achieving that vision.

In the absence of a Downtown design Manual the following elements should be examined and reviewed as redevelopment of Downtown continues.

*Development Character* – the character of Downtown Peculiar was once a defining element. Although much of that character has been altered or removed, that character is what still ties the community to its roots as a small rural community. That character should be used to create a unique district within the city and region that will support a renewed arts and culture scene. Where appropriate the historic character and detailing of the development should be saved, improved and replicated. In addition to the defining elements of scale and pattern (next guideline), the details of development define the physical environment for each user, thus the accuracy of those details, according to their style, are important and should be the goal for redevelopment.

*Scale of Development* – redevelopment within Downtown should respect the traditional scale and urban pattern of development. The traditional scale within the core Downtown was

predominantly two-story with single story at the edges transitioning to the surrounding neighborhoods. Similarly, the traditional pattern, or form, of development was urban with buildings at the right-of-way line, and the front door on the street / sidewalk and parking to the rear or side of the building. Additional height and density may be appropriate in certain situations (reviewed on a case by case basis) but, redevelopment should strive to reestablish and strengthen this scale and pattern of development.

*Streetscape* – improved streetscape treatment will enhance the public spaces throughout Downtown and soften the pedestrian environment. Enhancements should include street trees and plantings, unique sidewalk paving/edging, pedestrian amenities such as benches, lighting, signage, receptacles and other uses for people. A consistent streetscape theme should be incorporated that provides an opportunity for individual expression but maintains key elements throughout Downtown.

*Lighting* – a lighting style should be implemented in Downtown. A consistent style of lighting can



Figure 3: Rendering of Downtown Peculiar

add to the character of the area and identify Downtown as a unique district within the community. Lighting should be used to address pedestrian and street traffic to create a sense of safety for users.

*Signage* – a unique signage palette should be incorporated into Downtown, including the shape, size and materials of signs. The signage in Downtown should be individually unique and physically illustrate the use or businesses that is representing, while representing the history,

character and creativity of the Downtown and the Arts & Culture District.

[This is intended to set up the signage discussion within the Arts & Culture Overlay District and begin a discussion of additional changes that may be necessary, to be fully addressed in the Downtown Design Manual and changes to the overlay district.]

*Landscape and Screening* – green and natural elements should be used to soften the urban pattern of development within Downtown. While not a dominate use or element within

Downtown, appropriate placed landscape and screening can enhance the quality of the built environment and the user experience. Landscape should be used to enhance the building and access and screening can hide parking and other functional aspects of site development, like dumpsters. These elements should also be used to improve patios, plaza and courtyards or other private gathering spaces associated with development.

*Parking & Access* – parking should contribute to the user experience of Downtown. On-street parking should be maximized, with the reestablishment of angled parking where appropriate and parallel everywhere else. Off-street parking should be secondary to the development on the block, either behind the building, if achievable, or to the side of the building. Parking along the street right-of-way should be physically and visually separated from the right-of-way and sidewalk with limited vehicular access. Alleys, where available, should provide access to off-street parking, minimizing the driveways along blocks within Downtown.

*Alleys* – alleys are a lost element of many Downtowns, but can contribute to the character and connectivity of Downtown Peculiar. Many artistic, technology and small businesses are looking for those unique locations and addresses within a community. Alleys are become those unique, eclectic spaces within urban areas that people are drawn to if they are clean, safe and accessible. Alleys can also provide additional connectivity and access within the Downtown and reinforce the urban development pattern. The alleys in Downtown should be considered as a supporting element for future redevelopment projects.

These elements should guide the design and development of public and private investment within Downtown. They should also provide a foundation for creating the Downtown Design Manual and updating the Arts & Culture Overlay regulations as necessary.

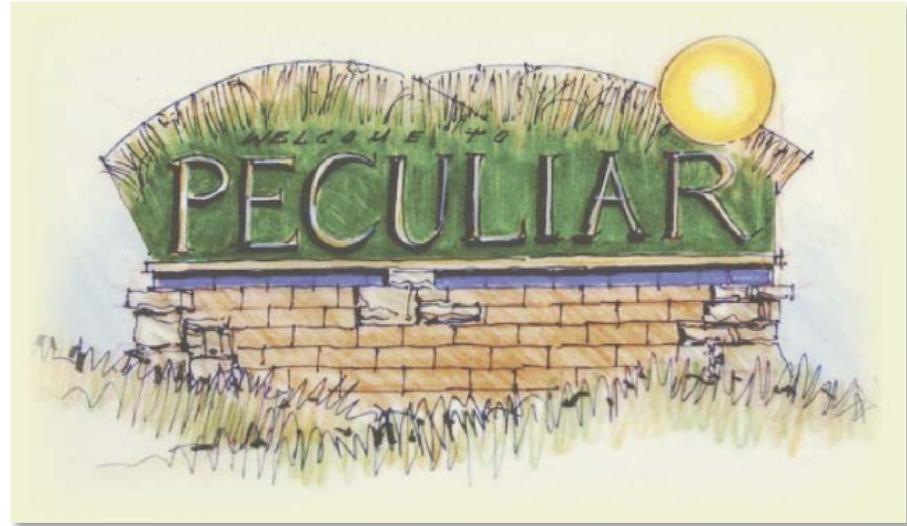


Figure 4: Entry Monument Rendering

#### **Interstate 49 and 211<sup>th</sup> Street Interchange**

To address the anticipated development at the future 211<sup>th</sup> Street Interchange, the design polices and standards will be codified within the 221<sup>th</sup> Street Deign Overlay. The overlay will apply to development adjacent to interchange and along 211<sup>th</sup> Street

#### **Community Entrances**

In addition to the policies identified in the current plan the recommendations for delineating community entrances includes:

- The identification of each major entryway from Interstate 49 should be delineated with a gateway markers that reflect the rural character and modern amenities of the community.
- The entryways into Downtown Peculiar should be delineated with entry markers that reflect the rural downtown community feel.

## TRANSPORTATION NETWORK

The transportation network for Peculiar provides connectivity and accessibility throughout the community. The existing street network is comprised of streets that primarily serve local traffic with a few streets that are more significant regional traffic movers. A future interchange will be constructed at 211th Street which will relieve some peak hour congestion and improve east-west circulation within the community. The plan updates define those improvements to the transportation network including street classifications, Complete Streets policy and standards, Character Street typical cross-sections and application, and improvements to the multi-modal systems, including accommodations for pedestrians and bicycles.

### Street Classifications

Changes in the street classifications from the previous plan are proposed for Peculiar. The changes are intended to reflect the anticipated change in the traffic flow due to the construction of the 211<sup>th</sup> Street Interchange and growth of the community. The street



Figure 5: Functional Classification of Streets

	Major Arterial	Minor Arterial	Major Collector	Minor Collector	Local (Residential)
# of Through Traffic Lanes	4-5	3-4	2-4	2-3	2
Width of Lanes (excludes curb and gutter)	10' – 12'	10' – 12'	10' – 12'	10' – 11'	10'
# of Parking Lanes	0-2	0-2	0-2	0-2	0-2
Parking Lane Width	8'	8'	8'	8'	7'
Width of Median (includes curb and gutter)	10' - 16' (turn lane no wider than 12')	0-10'	0-10'	0	0
Min. R/W Width	100'	80'	60'	60'	50'
Bike Facility	5' lane (min.)	5' lane (min.)	5' lane (min.)	5' lane (min.)	Share the road
Pedestrian Facility	2 (1 multi-use path + 1 sidewalk preferred)	2 (1 multi-use path + 1 sidewalk preferred)	2	2	1-2
Sidewalk Width (Min. / dependent on street type)	5' – 10'	5' – 10'	5' – 10'	5' – 10'	4' to 8'

Figure 6: Functional Classification of Streets Standards

classifications for Peculiar are delineated on Figure 5 and design standards are included in Figure 6.

**Complete Streets**

“Complete Streets” is an important concept for the City of Peculiar’s future transportation system and development. This concept considers all modes of travel equally in the planning and design of transportation networks. A complete streets policy should prioritize the ability to connect people to the community at the network scale, whether on foot, on bicycles, in cars or through transit. To achieve this, the complete streets policy should be applied according to

context, and in a manner where each street segment may serve a specific function in a larger network. This avoids one-size-fits-all “complete streets” that generically accommodate every mode but work well for none. The Complete Streets Design Guide (Figure 7) provides the necessary guidance to implement the complete street concept, by character street.

*Complete Streets Policy Statement*

The City of Peculiar will develop safe, connected transportation system that accommodates all modes, including motorists, pedestrian, bicyclists, and transit riders and is accessible to all users regardless of age or ability. To

implement a complete streets network throughout Peculiar, the city will require the design and construction of appropriate complete street elements with each road way project undertaken. All projects including incremental changes – resurfacing, restoration and rehabilitation, transformative – reconstruction, and new construction will be evaluated for their ability to incorporate complete streets elements that improve the transportation network

and bring value to abutting development. Peculiar will benefit from the implementation of a complete streets network through

- promotion of public health,
- improved public realm,
- enhanced economic development,
- reduced transportation costs,
- enhanced community connectivity,
- improved environmental sustainability, and
- the creation of a more livable community.

COMPLETE STREETS DESIGN GUIDE					
DESIGN TYPE	STANDARD		NEIGHBORHOOD	ACTIVITY	NATURAL
Lanes / Lane Widths	The number of lanes and lane widths for any street section should be based upon the anticipated capacity, the desired vehicle speed, AND balanced with the need to accommodate other critical elements of complete streets* within the ROW. Each Street Design Type has different emphasis on priorities that best support the context. In general "lane widths between 10' and 12' are sufficient for rural and urban arterials," where 10' to 11' lanes are <b>preferred</b> for most urban and rural arterials with multi-modal priorities; 12' lanes should <b>only</b> be used on principal arterials where "higher-speed, free flowing" traffic is the only priority. <sup>1</sup> Lanes less than 10' can also work for low-volume or slow-speed streets, where frequent truck traffic is not anticipated, and other unique conditions. <sup>2</sup>				
Sidewalks	Most streets need sidewalks on both sides (except extremely low density areas, extremely high-traffic/high-vehicle oriented contexts, or where alternate facilities like a multi-use path are provided.) Typically wider is better – 5' is the minimum for two individuals to walk comfortably side by side; 8' is the minimum to support economic activity by pedestrians; 12' is the minimum to support social spaces along our streets. Sidewalks should be buffered from moving vehicle lanes by tree lawns, furniture/amenity areas, on-street parking or a combination of all of these.			8' minimum; 12' preferred (including paving between tree wells); 16' + ideal - recommended to support social spaces along streets at key locations.	Multi-use path preferred on arterials; 4'-5' min. on one side for collectors or local, or omitted as natural conditions warrant.
Bicycle Facility	Multi-use path preferred on arterial and major collectors; Bike-lane or sharrow preferred on minor collectors; acceptable on major collectors.			Sharrow acceptable; bicycle facilities can be omitted on limited segments where design speed is below 20 mph and bicycles comfortably mix with vehicles and/or where alternative parallel routes are located within 600'.	Multi-use path preferred on arterial; Bike-lane or sharrow acceptable on collectors.
Landscape / Amenity Area	Small or large shade trees in tree lawn; Trees within a landscape easement are acceptable as an alternative; At least 35% tree canopy over ROW; Tree lawn width 4' -6' for trees under 30' tall; 6' – 8' for trees 30' to 50' tall; 8'+ for trees over 50' tall.	Large shade trees in tree lawn; 70% to 100% tree canopy over ROW; Tree lawn width 4' -6' for trees under 30' tall; 6' – 8' for trees 30' to 50' tall; 8'+ for trees over 50' tall.		Small or large shade trees in tree wells; 24' s.f. min for tree wells; 36' s.f. + recommended); At least 50% tree canopy over ROW.	More dense, irregular and natural plantings of trees and shrubs; coordinated with sidewalks and/or bicycle facilities and drainage relating to the land forms; 70% to 100% tree canopy over ROW.
Street Furniture / Amenity Area	None; unless in or abutting park, civic spaces or commercial area.			Located in 6' + zone abutting curb and between tree-wells where on-street parking is provided; and/or located in first 6' along building frontage provided at least 6' clear zone for pedestrians provided.	None
Parking	Permitted with engineering review.	7' parallel permitted. (includes curb & gutter)		8' parallel required; 18' angled permitted on local or some collector applications. (includes curb & gutter)	None
Drainage	2' curb and gutter; or "green infrastructure" drainage (i.e. rain gardens and perforated curbs) with engineering review.				10' + natural swale; or "green infrastructure" drainage (i.e. rain gardens and perforated curbs) with special engineering review.

Figure 7: Complete Streets Design Guide

<sup>1</sup> ASHTO. Geometric Design of Highways and Streets, pg. 473, AASHTO, Washington D.C., 2004. The AASHTO "green book" is a guide intended to be used flexibly for different types of streets in different contexts. The Forward to the "green book" makes it clear that the dimensions are guides and not standards, and that ranges should not be used to imply that the larger end of a range is preferred. (AASHTO. Geometric Design of Highways and Streets, pg. xliii). Compare with, *National Association of City Transportation Officials, Urban Street Design Guide* – see "Lane Widths."

<sup>2</sup> ASHTO. Geometric Design of Highways and Streets, pg. 473, AASHTO, Washington D.C., 2004.

**Character Streets**

Within Peculiar, the development pattern ranges from rural/undeveloped properties and farmland, to suburban residential developments, and some urban development patterns.

Understanding land use context helps in the determination of mode priority. Street types serve a variety of functions that can result in a travel corridor that ranges from automobile oriented to pedestrian oriented. The application of the character street concept, by street type, is shown in Figure 8. The discussion of Character Areas in this Plan is used to identify context sensitive

solutions for different functionally classified roads. The applicable Character Area types in Peculiar include Natural, Neighborhood, and Activity. Each are further described below.

Natural

Natural streets are appropriate for areas that feature natural landscape or enhanced landscape design. The flexibility in cross-section design allows incorporation of natural features and promotion of environmentally sensitive cross-section design that creates or contributes to the character of the area. The future desire

for Peculiar Drive to be a rural boulevard character is an example of one corridor proposed for a Natural design.

Neighborhood

Neighborhood streets are appropriate to serve the residential neighborhoods throughout the community through improved street and connectivity design. They are typically designed for slower automobile traffic and prioritize pedestrian mobility through sidewalks and trails with streetscapes that establish the neighborhood character and create desirable frontages for housing.

Activity

Activity streets are appropriate for areas where there is, or desired to be, a significant amount of pedestrian activity. They typically prioritize on-street parking, pedestrian movement and amenities, and visibility and access for businesses fronting these streets. The increased connectivity within the area is a result of the interaction of pedestrians and slow-moving cars that create an active environment. Downtown Peculiar is one example of where Activity Streets are encouraged.

Functional Class	Standard	Natural	Activity	Neighborhood
Arterial (major & minor)	■	■	■	
Collector (major & minor)	■	■	■	■
Local	■	■	■	■

Figure 8: Character Street Application

### Standard

Standard street designs are appropriate where no particular development or urban design character warrants other street design considerations. Standard roadway design can be used in all areas outside of the City's Special Character Areas.

*Illustrative typical street sections that address the functional classification, complete streets and character street components of street design can be found in the appendix.*

### **Strategic Improvement and Connections**

Within city limits, there are several existing corridors that play an important role in the circulation of traffic in the community and will play an even more significant role as the city continues to grow and develop. These strategic corridors include C Highway, Peculiar Drive, 211th Street, White Oak Street, Twin Oaks Parkway, and the potential to add a grade separated crossing of I-49 south of the current city limits. The strategic improvements and connections recommended for these corridors,

Figure 9, focus on either creating special places or improving connectivity on routes that traverse the city limits. This strategy recognizes that transportation is not just a means to get from point A to point B but rather is an experience in and of itself and that quality of infrastructure is a direction reflection of the community character and values.

#### *C Highway*

C Highway is a significant route that serves areas south and west of the existing I-49 interchange. A Downtown Circulation Study is currently being conducted that will attempt to resolve many issues along this corridor including improving alignment of Schug Avenue and Legend Lane, improving the connection between Peculiar Drive and C Highway, and improving several three-leg intersections in the Downtown area. The Downtown Circulation Study is anticipated to be completed by Summer 2015. The recommendations of this separate study should align with the City vision for the area.

#### *Peculiar Drive*

Peculiar Drive is a significant road for the community. It is the town's namesake street and

will be a gateway drawing traffic from the future 211th Street interchange into the Downtown area. For this reason, Peculiar Drive is recommended to retain its natural character but must also be designed in a manner to safely accommodate increased vehicular traffic and people walking and biking along the corridor. The recommended design for Peculiar Drive is a Natural Collector Complete Street with multi-use trail.

#### *211th Street*

Since the adoption of the previous Comprehensive Plan, the City and Missouri Department of Transportation (MoDOT) have planned for a future interchange at the 211th Street alignment. This proposed interchange includes a diverging diamond interchange design with sidewalks to accommodate pedestrians crossing I-49. Figure 10 illustrates the planned design of the future 211th Street interchange.

Significant amounts of commercial and industrial development are proposed along the corridor. This will have a significant economic and traffic impact for the community; therefore, managing

access near the new interchange to ensure it functions correctly will be important. The proposed mixed use development areas should limit the amount of direct driveways that connect to 211th Street; rather these developments should have a drive or road that allows for internal circulation to occur within each development. The industrial land uses should be provided access at Harper Road and Knight Road. Where truck access is provided, a four-way stop or future signalized intersection may be needed to allow safe turning movements for truck traffic.

The recommended design for the future 211th Street corridor is a Standard Arterial Complete Street from Y Highway to J Highway and a Neighborhood Collector Complete Street from J Highway to Thorngrove Road. This street should be designed to safely accommodate heavy truck traffic as well as personal vehicles, bicycles, and pedestrians.

*White Oak Street*

White Oak Street is an existing east-west Local street located between J Highway, 211th Street, and I-49. This local street is specifically identified



**Figure 9: Transportation Improvements**

as an improved connection for the neighborhood. This plan recommends the extension of the current street to the east, connecting it to Kendall Road and J Highway. The design of the new extension should at a minimum meet the existing cross-section design; however, it is recommended that the street be designed as a Neighborhood Local Complete Street.

*Twin Oaks Parkway*

Twin Oaks Parkway is an existing north-south Local street that extends north from J Highway connecting to several residential neighborhoods before ending abruptly. This plan recognizes Twin Oaks Parkway as an important secondary north-south route to reduce Local traffic’s dependency on J Highway. This plan recommends extending Twin Oaks Parkway to

the north from its current terminus to 211th Street. The design of the new extension should at a minimum meet the existing cross-section design; however, it is recommended that this future route be designed as a Neighborhood Collector Complete Street.

#### *Nodal Improvements*

Several locations throughout the community require strategic improvements at key locations or nodes. These intersection improvements must handle multimodal traffic while considering what works best within the future development context. The specific locations for nodal improvements are illustrated in Figure 9 and include the intersection of YY Highway/219th Street and Peculiar Drive, J and C Highways from Twin Oaks Parkway to Jamar Street, School Road at 211th Street, and the Bradley Crossing area.

#### YY Highway/219th Street & Peculiar Drive

At the intersection of YY Highway/219th Street and Peculiar Drive two Collector Complete Streets intersect. Peculiar Drive is designated for a Natural character where YY Highway/219th Street will likely be designed to a Standard Collector or possibly Neighborhood Collector



**Figure 10: 211th Street Interchange Design**

design. The intersection of two significant routes near Downtown is anticipated to handle a significant amount of traffic from future development. Furthermore, these routes are the main connections from west peculiar to the I-49 interchange at C and J Highways. Add to that the proposed commercial node at this intersection and the likeliness for a significantly large intersection increases. Although large intersections can circulate significant amounts of vehicular traffic, they can be detrimental to pedestrian and bicycle activity. Best practices for safety and access for pedestrians and bicycles including appropriate signage, lighting and pavement markings are a high priority for this intersection; all while retaining the Natural community character.

#### I-49 & C and J Highways

The City is currently conducting a Downtown Circulation Study that will attempt to improve traffic circulation to and from the I-49 interchange. It is recommended that the findings from this Study be incorporated as part of this Plan.

#### Bradley Crossing

Bradley Crossing is a previously platted area of land that sits west of I-49 at the intersection of Main Street and Bradleys Parkway. Significant commercial development is proposed for the area north of Bradley Crossing. It is recommended that both Bradley Parkway and Main Street be extended to tie to the transportation network. Main Street would

continue northwest and connect to Peculiar Drive. Bradleys Parkway would continue north and tie into the planned commercial development and eventually connect to 211th Street.

#### School Road at 211th Street

The offset alignment of School Road north and south of 211th Street is anticipated to be an issue in the future as the community continues to grow and develop and as traffic continues to increase. The proposed design of this portion of the transportation network does not call for the realignment of School Road as there are adjacent properties that would be impacted by this realignment. If turn movements become significant enough this may require addition of turn bay lanes for right turn movements or could potentially be a signal control intersection where a single green light gets drivers through both intersections simultaneously.

#### *Future I-49 Grade Separated Crossing*

As development continues to occur in Peculiar, Raymore and Cass County, the current reliance on J Highway and I-49 will become an issue if

no secondary I-49 crossing opportunities are planned or constructed. Adding the 211th Street interchange will relieve some immediate and future congestion of the interchanges. However, a long-term strategy for the City is to begin the process of identifying future grade separated crossings (without on- and off-ramps) to provide Local access to areas east and west of I-49. Potential future overpass locations include 203rd Street and other alignments further south (e.g. 227th, 233rd, or 237th). Another option would be to capitalize on the existing overpass located at approximately the 249th Street alignment. These crossings will become very important as development occurs and traffic increases in the immediate vicinity of the I-49 interchanges.

#### *Throughput*

The proposed functional classification of streets identified in the previous Comprehensive Plan provided limited throughput for circulation to areas outside the city limits. This Plan includes a roadway network that addresses how each route could potentially tie into the Cass County roadway network and eventually connect to the roadway networks of surrounding cities. Additionally, this Plan has laid out an Arterial

and Collector grid street network that will provide Local circulation alternatives to reduce the dependency on I-49 and J Highway for circulation within the City and nearby areas. The Plan recommends that 211th Street be extended to the west from Peculiar Drive to Y Highway. Additionally 211th Street should be extended to the east from J Highway to Thorngrove Road, at which point travelers could continue on 203rd or 215th Street and connect to 291 Highway. A second, more costly alternative would be to extend 211th Street from J Highway to 291 Highway, a distance of approximately 3.5 miles.

*Signalized Intersections*

As intersection improvements are made, consideration for the safety and accommodation of all transportation modes is important. For a signalized intersection, signal poles along with its respective mast arms and signal cabinets need to be designed specifically for each location. Given that many of the roadways would be constructed as either a two-lane or three-lane roadways during the interim condition, the equipment associated with the signalized intersection would have to be removed when the roadways are upgraded to its ultimate configuration. In addition, there have been many technological improvements in recent years as it relates to hardware equipment at signalized intersections and these would have to be upgraded or improved over time. Figure 11 provides a “rule of thumb” for intersection capacity by intersection type. This Plan does not specifically address intersection types for each intersection in the Transportation Network. This level of analysis and understanding is best reserved for at the site level.

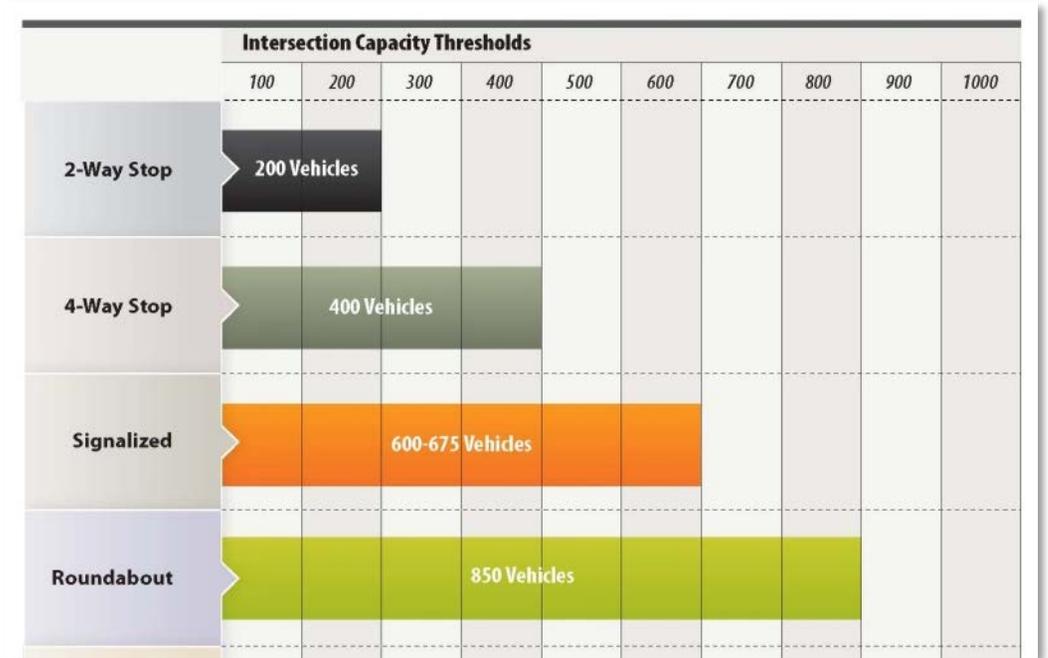


Figure 11: Intersection Capacity by Type

### **Pedestrian and Bicycle Facilities**

This section focuses on the provision of alternate modes including providing safe and convenient means for people to walk and bicycle in the community. This section includes identification of the Alternate Mode Network, identification of Safe Routes to Schools focus areas, a discussion on a future regional trail, and neighborhood and commercial connectivity guidelines that encourage bicycling and walking.

#### *Alternative Mode Network*

The identification of Complete Streets as well as off-street trails or paths and the local sidewalk network is important in determining where people can safely walk or bike in the community. Figure 12 illustrates the Alternative Mode Network. The orange lines represent high priority Complete Streets, including C Highway, J Highway, 211th Street, YY Highway/219th Street, 223rd Street, Schug Avenue, and White Oak Street. Green lines indicate the MetroGreen trail, red lines indicate multi-use paths or trails, and the blue polygons indicate Safe Routes to School Focus Areas.

#### *Safe Routes to School*

Each year the Missouri Department of Transportation (MODOT) and the Mid-America Regional Council (MARC) allocate a set amount of funding for the Safe Routes to Schools (SRTS) program. This program helps fund the addition and repair of infrastructure that would support students' choice to bicycle or walk to school. The previous Comprehensive Plan identified the need for sidewalks in the Downtown area that would provide walking and bicycling options for students travel to or from school. This Plan identifies two Focus Areas for future SRTS funding including the Downtown and areas surrounding the school campus at 211th Street and School Road. Any existing sidewalk or any street that needs a future sidewalk that falls within these Focus Areas should meet the capture area expectation for SRTS funding. The SRTS Focus Areas are illustrated in blue on Figure 12.

#### *Regional Trail*

The Mid-America Regional Council (MARC) previously identified a regional trail route that cuts through the City of Peculiar connecting the community to a larger, regional trail network.

The latest alignment of this proposed trail crosses near the future 211th Street interchange. It is the recommendation of this Plan that the implementation timeline for the MetroGreen trail be expedited so the trail can be constructed at the same time as the 211th Street interchange construction. The MetroGreen trail is illustrated in green on Figure 12. The trail would run south along School Road, then C Highway, and continue south on Peculiar Drive.

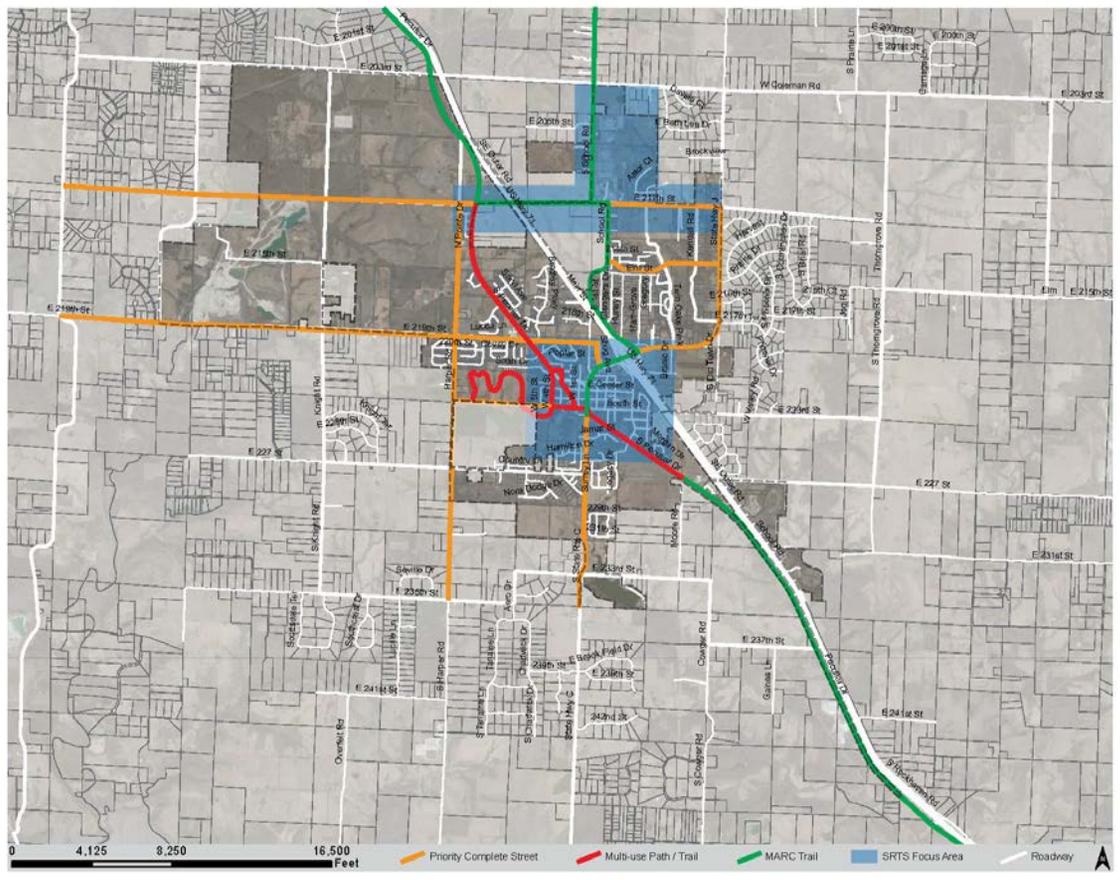


Figure 12: Alternate Mode Network

*Neighborhood & Commercial Connectivity Guidelines*

Infrastructure improvements are not always paid solely by the City. Many communities require developers to pay their fair share including installing sidewalks and lighting. In addition to these basic improvements this Plan recommends

that additional items be considered in the design and construction of infrastructure including detached sidewalks, bicycle racks, street and pedestrian lighting, and overall neighborhood connectivity. Each of these components are recommended for both publicly-paid and developer-paid infrastructure.

**Detached Sidewalks**

All sidewalks along Arterial and Collector streets should be detached from the curb. The buffer between the curb and sidewalk should be an allocated amenity zone that can provide space for a landscape strip, street trees, streetscaping, utilities, and street signage. The buffer between the street curb and the sidewalk provides an easily accessible space for buried utilities, provides clearance space to more easily meet the Americans with Disabilities Act (ADA) design standards for slope grade, and improves the real and perceived safety of the pedestrian environment. When right-of-way is available, detached sidewalks are the preferred facility type.

**Bike Racks**

Bike racks provide a means for parking and secure storage of bicycles at destinations throughout the community. They are a key component to encourage use of bicycle facilities. Throughout Peculiar there is a lack of safe and secure bicycle parking facilities. Bicycle racks that fit universal bicycle design standards can be installed in the landscape or furniture zone of the

sidewalk so that they do not obstruct the path of pedestrians.

#### Street and Pedestrian Lighting

Street and pedestrian lighting is an important feature along pedestrian and bicycle routes and at crossing locations for the safety and comfort of pedestrians and bicyclist. Additionally, adequate lighting promotes safety and security and increases the quality of life of a community by extending the hours in which activities can safely take place along a street. Pedestrian-oriented street lighting can be implemented using a variety of designs and configurations.

#### Neighborhood Connectivity

Connectivity within and between neighborhoods is important in encouraging pedestrian and bicycle travel. This means laying out streets within and between neighborhoods that would provide a direct route of travel between origin and destination. This point is further discussed in the Implementation section of this Chapter, as it largely involves the ongoing execution of subdivision regulations.

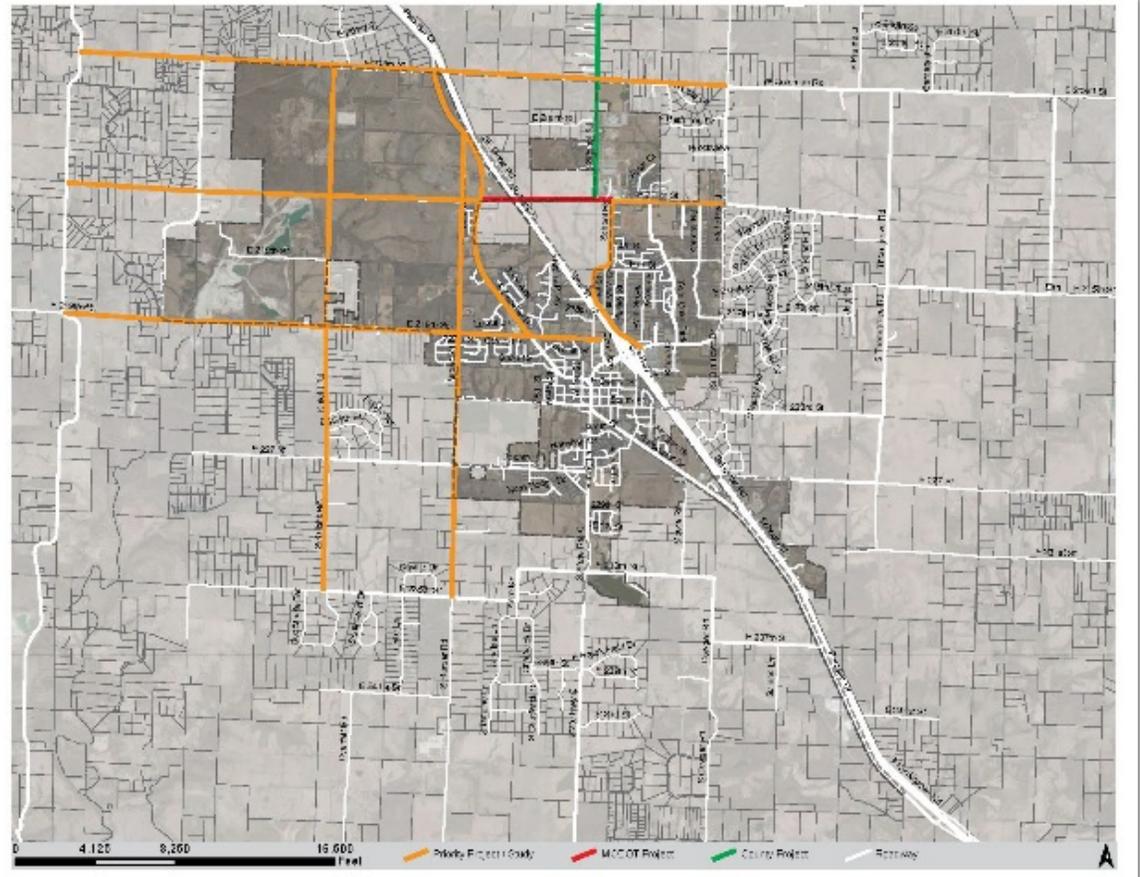


Figure 13: Priority Improvement Projects

#### Street Improvement Projects

Recommended priority improvements have been identified that will improve transportation connectivity and accessibility to, from and within Peculiar. This includes identification of priority improvements to accommodate 30-year projections for growth and the anticipated travel

pattern changes. Figure 13 illustrates the recommended Priority Improvements. Figure 14 summarizes these improvements.

Road	Recommendation(s)
School Road	<ul style="list-style-type: none"> <li>• Cass County is paying for reconstruction of School Road between 203rd and 211th; anticipated completion date Summer 2017. Recommend a Complete Street Collector design.</li> <li>• Recommend School Road south of 211<sup>th</sup> Street to J Highway to be a Complete Street Collector design.</li> </ul>
211 <sup>th</sup> Street	<ul style="list-style-type: none"> <li>• MODOT will be constructing the new 211<sup>th</sup> Street interchange and the associated roadway between Peculiar Drive and the east leg of School Road; anticipated completion late 2016. Street and interchange design already determined.</li> <li>• Recommend that west of Peculiar Drive to Y Highway be designed to serve industrial users with a Complete Street Arterial design.</li> <li>• The previously completed 211<sup>th</sup> Street Corridor Study covers specifics related to anticipated traffic impacts between J Highway to Y Highway.</li> <li>• Recommend the City continue to pursue U.S. Department of Transportation TIGER grant to target construction of the remainder of the roadway between J Highway and Y Highway.</li> </ul>
Peculiar Drive	<ul style="list-style-type: none"> <li>• Recommend that between 203<sup>rd</sup> Street and YY/219<sup>th</sup> Street be designed as a Natural Complete Street Collector with a trail.</li> </ul>
Harper Road	<ul style="list-style-type: none"> <li>• Recommend that between Peculiar Drive and 235<sup>th</sup> Street be designed as a Complete Street Collector.</li> </ul>
Knight Road	<ul style="list-style-type: none"> <li>• Recommend that between 203<sup>rd</sup> Street and 235<sup>th</sup> Street be designed as a Complete Street Collector.</li> </ul>
YY/219 <sup>th</sup> Street	<ul style="list-style-type: none"> <li>• Recommend that between Y Highway to Schug Road be designed as a Complete Street Collector.</li> </ul>
203 <sup>rd</sup> Street	<ul style="list-style-type: none"> <li>• 203rd Street will likely need to be expanded as both the City of Peculiar and the City of Raymore continue to grow and develop.</li> <li>• There is an opportunity to collaborate and share the cost of this roadway with the City of Raymore.</li> <li>• The next step would be conducting a Corridor Study to determine the right-of-way alignment, property impacts, and potential roadway design configurations.</li> <li>• Study should consider the feasibility of a separated grade crossing of I-49 (no highway access) to provide improved circulation between the east and west extents of both cities.</li> </ul>

Figure 14: Priority Improvement Projects

### Transportation Polices and Standards

#### *Future Ballot Measure*

The City and City Council should use the successes of this planning process to return to the voters for their approval of General Overhead (GO) bonds for street improvements. The Public Works Department should continue to work with City Management and City Council to

determine the right bonding amount and the minimum commitment to local roads.

#### *Access Management Standards*

Access management to private parcels and public roadways is important as it directly relates to safety of motorists, pedestrians and bicyclists. Access management is one of the most successful ways a community can protect its investments in the transportation system. Access

management techniques generally preserve capacity, reduce the number of conflict points where potential crashes may occur and make it easier for people to walk and bicycle. Additionally, access management in terms of cross access across adjacent parcels is also very important as it preserves roadway capacity for those users not traveling between adjacent parcels. Application of the best practices of access management has benefits for motorists,

bicyclists, pedestrians, transit riders, business people, government agencies, and communities. The desired outcomes of access management are streets that:

- Are safer for vehicular and pedestrian traffic;
- Allow motorists to operate vehicles with fewer delays, less fuel consumption, and fewer emissions;
- Provide reasonable access to properties;
- Maintain their functional integrity and efficiency, helping to protect the investment of taxpayer dollars;
- Reflect coordination between land use and transportation decisions; and
- Are used for the purposes (functions) for which they are designed.

It is the recommendation of this Plan that the City work to establish Access Management Standards for Arterial streets and Major Collector street and that the City implement these standards by codifying it in the City's development regulations.

#### *Access Management Strategies*

There are three main access management implementation mechanisms. Planning-based

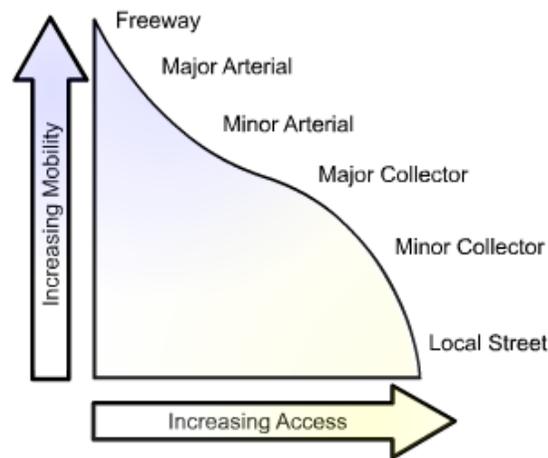


Figure 15: Mobility vs. Access

approaches typically develop functional classification, roadway system, or corridor based practices that specify access management characteristics. Regulatory methods are used to apply permitting procedures to manage access for development. Design-based approaches define engineering standards and methods. Each separate implementation mechanism is a piece of an overall strategy that makes a successful access management program. Various strategies have differing benefits. A successful Access

Management Program may use measures from all three main implementation mechanisms. Figure 15 illustrates how mobility and access affect one another. Traditionally, as the functional classification of a road increases, its access to adjacent land decreases while mobility increases. The lower functionally classified streets have low mobility but high probability of access adjacent land. Access Management is an important component of transportation systems. Not only does access management allow streets to function as they are intended to function, but it improves safety.

<i>Sewer Rates - Effective</i>	<i>No. of Active Meters</i>	<i>07/01/2013</i>	
		<i>\$ per 1,000 gallons</i>	
		<i>First</i>	<i>Over</i>
<b><i>Within City Limits</i></b>	1,424	\$15.00	\$6.85
<b><i>Business/ Government</i></b>	87	\$20.00	\$8.35
<b><i>Outside City Limits</i></b>	20	\$50.00	\$9.35
<b><i>PWSD #2 or #10</i></b>	180	\$15.00	\$6.85

Figure 16: Sewer Service Summary

## COMMUNITY FACILITIES

The Community Facilities section focuses on the provision and expansion of public utilities to the existing city limits and the anticipated growth areas. These utilities include sewer, water, technology, stormwater, and implementation/projects.

### Sewer

The City maintains four separate rate categories for customers including customers within the city limits, business and government entities, customers outside the city limits, and customers within Public Water and Sewer District (PWSD) #'s 2 and 10. As of May 2014, the total number of active meters was 1,711. Figure 16 summarizes sewer service categories, the number of active meters, and the cost charged per 1,000 gallons.

In 2014 the City of Peculiar conducted a Sewer Rate Forecast Study which included a review and analysis of the Summary Sewer Rate Scenarios for fiscal years 2014 through 2019. The City's current challenges include inflation of operating expenses, inflation of project costs, and capacity

issues brought on by residential and commercial development. The scenarios conducted as part of the 2014 Study attempted to resolve the issue of expenses and capital costs. The results of the scenario analysis and recommended approach are summarized in Figure 17.

Following completion of the 2014 Sewer Rate Forecast Study the City pursued and received an engineering water supply grant from the Missouri Department of Natural Resources (DNR)

Financial Assistance for Engineering Report Services in the amount of \$28,000. The grant required a 20% match by the City and is being used to conduct a study of the sewer system capacity. This sewer study is currently being conducted and has a target completion in Spring of 2015. Additionally, the City is currently pursuing a service contract with the City of Belton for use of their treatment plant located at Mullen Road and 211th Street.

	<i>Scenario</i>				
	<i>Recommended</i>	<i>A1</i>	<i>A2</i>	<i>B1</i>	<i>B2</i>
<b><i>Depreciating Reserve</i></b>	Yes	No	Yes	No	Yes
<b><i>Capital Cost Included</i></b>	Yes	No	No	Yes	Yes
<b><i>Maintenance Cost</i></b>	<i>Funded</i>	<i>Underfunded</i>	<i>Underfunded</i>	<i>Underfunded</i>	<i>Underfunded</i>
<b><i>Yearly (6) Average Rate Increase</i></b>	4.96%	1.38%	3.72%	7.97%	10.48%
<b><i>Largest 1 Year Rate Increase</i></b>	\$0.55	\$0.75	\$1.97	\$3.00	\$4.50

Figure 17: 2014 Sewer Rate Forecast Study Findings

In FY 2016-17, the City could connect to KC water supply in an effort to save customers the additional cost of water charged to the City by no longer purchasing water from Cass PWSD #2. Kansas City has a 24-inch diameter transmission main that extends south of the intersection of Highway J and Hubach Hill Road to the Raymore elevated storage tank. To reach a connection point adjacent to the Raymore elevated tank would require approximately 5 miles of main to be installed north of the City along Route J with two possible end points ... We believe this connection to be in the best interest of our customers ... Although rates continue to increase, the rate is much lower with a direct connection with Kansas City than staying with Cass PWSD #2.

- City of Peculiar

**Water**

In 2014 the City of Peculiar conducted the most recent Water Rate Study to determine the anticipated revenue, expenses, active meters and inflation rates for water services provided in the city limits. Water rate increases occurred in October of 2013 and 2014 and are scheduled to increase again in October 2015 and 2016.

Currently the City holds a contract with Cass PWSD #2 (Cass 2) to provide 75,000 gallons/day for the next 20-25 years; however, the City is currently pursuing a contract to source potable water directly from the City of Kansas City, Missouri (KCMO). The results of several studies indicated the best course of action to reduce the cost of providing water service within the city is to pursue a water service contract with the KCMO as a direct potable water source. This pending contract will include a 12" transmission line up J Highway and will provide 1,000,000 gallons/day. This contract will become "live" in September 2017.

At that time the Cass 2 supply will become a reserve for future development primarily targeting the northwest corner of the community. Figure 18 illustrates the location of the new water line. Figure 19 illustrates how the anticipated inflation rate for water supply will be reduced under the new contract with KCMO.



Figure 18: New KCMO Waterline

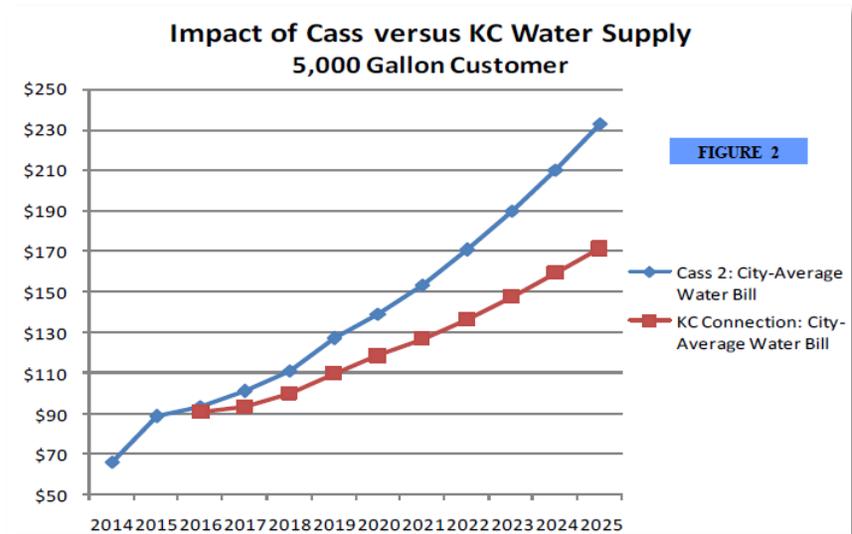


Figure 19: Inflation Rate / Cost Comparison, Cass 2 & KCMO

The 2013 Water Rate Study included a Summary of Recommended Improvements which is provided in Figure 20. Additionally, the Water Rate Study provided check list for future water system tasks including:

- Continue to pursuit of DNR State Revolving Loan Funding;
- Install 8" minimum diameter for new water mains;
- Continue to replace 2" and 3" water mains as funds allow;
- Eliminate dead end mains with looping as funds allow; and
- Update plan for new subdivisions, commercial or industrial.

**Stormwater**

In 2006 the City conducted a Stormwater Master Plan which identified deficiencies and needed improvements. In 2012 MS4 Permitting was established for stormwater plans in the City. The Board of Alderman passed the resolution and have since established ordinances to meet these challenges.

Summary of Recommended Improvements	Cost	Priority
Supply Improvement	\$3,772,389	
12" on Peculiar Dr., Hurley St. to Main St., north to E. North St.	\$640,393	1
8" in Spencer Addition	\$369,941	2
8" on Harr Grove Rd. between Elm St. and Highway J	\$292,059	3
8" on Elm St. between Gregory and School Rd.	\$261,482	4
8" on Gregory St. and Kayla St. from Harr Grove and Gregory	\$184,248	5
12" on Peculiar Dr, between Maple Ave. and Willow St.	\$452,156	
12" on E. Broadway between E. 3rd St. and N. Main St.	\$184,046	
12" on E. 3rd St. between E. South St. and Legend Ln.	\$278,154	
Tank Mixing Systems (2)	\$100,000	
Emergency Generator	\$35,000	
<b>Total</b>	<b>\$6,569,868</b>	

Figure 20: Recommended Water System Improvements





**CATEGORY: Residential Estate (RE)**

*Description:*

**Residential Estate** land use provides for large-lot and very large lot residential development where a full range of municipal services may not be available. This category is intended to allow flexibility of choice for in .5 units per acre to 20+ acres per unit. There should be no expectation of municipal infrastructure to these areas, including roads, unless located near or adjacent to existing or planned municipal services or until an urban development pattern is established. The residential estate development pattern is intended to retain a rural character, and in areas close to urban services should not hinder the future growth and development of the city at greater intensities. This category is also applicable where it is determined to have unique or sensitive natural areas including stream corridors, tree stands, wetlands, natural habitat areas or other opportunities to preserve natural amenities or areas.

*Map Code:*



*Example:*



**APPROPRIATE LAND USES:**

*Primary Uses:*

- Agriculture
- Natural Space / Recreation Area
- Residential – minimum lot size 2 acres

*Secondary Uses:*

- Cluster residential development opportunities may exist and should be evaluated on a case-by-case basis.
- Institutional uses – places of worship or schools.
- Accessory Uses – see *development criteria*.

*Location Criteria:*

- 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.
- Development should occur in areas out of the floodplain, away from prime agricultural lands, and otherwise more accessible to road network.

*Development Criteria:*

- Gross densities of 1 to 5 unit(s) / acre may be clustered on the site with net densities remaining less than .5 units per acre.
- Low impact design strategies should be used for design and construction to minimize building and site development impact on hydrology, topography and other natural features.
- Accessory buildings may be allowed at a scale between typical suburban development and farm buildings.
- Accessory uses should be designed to reflect the design and scale of the primary structure and surrounding development.

**CATEGORY: Low Density Residential (LDR)**

*Description:*

**Low Density Residential** represents a prevailing development standard in housing and neighborhood design within Peculiar. Suburban residential land uses typically accommodate low to medium density residential development, including single-family patterns of 1 to 4 units per acre. These uses are located throughout town to provide convenient access to transportation routes, commercial areas, jobs, schools, parks and recreation areas, and public services. Low density residential development is typically served by City infrastructure and should also accommodate appropriately scaled uses such as places of worship, schools, parks and other civic and institutional uses.

Similar to residential estate, cluster development is an opportunity to preserve land and capitalize on associated infrastructure cost, by increasing net densities.

*Map Code:*



*Example:*



**APPROPRIATE LAND USES:**

*Primary Uses:*

- Single-family Residential - 1- 4 units per acre

*Secondary Uses:*

- Single-family Residential - 1 to 5 acre lots
- Home Occupations
- Parks – neighborhood scale
- Public / quasi-public uses such as community center/club house, places of worship, school, or other neighborhood support uses.

*Location Criteria:*

- Lower density uses should be limited to small percentage of lots within neighborhoods or smaller subdivisions where local transportation connections are difficult due to location or topography and consistent with the goals and objective of the Comprehensive Plan.
- As focal point and central to a neighborhood associated with the intersection of Collector Streets or higher classification; **OR**
- At edges of defined neighborhoods along arterials streets.

*Development Criteria:*

- Buildings, access points and parking areas should have a similar relation to neighborhood streetscapes as the primary single-family uses.
- Development should reflect a similar scale to single-family uses. Where adjacent buildings are more than 150% of the height or building footprint of single-family uses, additional setbacks, buffers and usable open spaces should facilitate transitions.
- Development of secondary uses should not result in a negative impact to surrounding uses and neighborhoods, including utility systems and traffic.
- The design of secondary uses should strive to complement and enhance the existing character of surrounding uses and neighborhoods.
- Pedestrian connectivity is important; the public sidewalk system should provide adequate opportunities for residents to walk to destinations or for enjoyment.
- Parks should be designed with usable space for recreational activities and gather spaces.

**CATEGORY: Medium-Low Density Residential**

*Description:*

The **Medium-Low Density Residential** land use allows for a greater density of residential development, typically in the range of 3 to 10 units per acre in forms such as small-lot single family homes, duplexes, four-plexes and townhomes and other small scaled multiple family residential housing. Urban residential housing incorporates a mix of housing types in a neighborhood setting. Similar to other residential land uses, appropriately scaled uses such as places of worship, schools, parks and other civic and institutional uses should also be accommodated within the Medium-Low Density Residential land use category. These areas should provide a mixture of housing styles and types and should be located throughout town where uses can serve as transitions that buffer and/or screen lower density residential uses from commercial uses and major streets.

Medium-high density development may be appropriate in specific situations. Townhome, walk-up, flat and single-family attached development of condominium (ownership) or apartment (rental) type and higher-density single-family of a 9 to 15 unit per net acre density may be appropriate along primary transportation corridors or adjacent to commercial or industrial development. To be effective the scale, design, and transitions between uses should enhance and protect the existing fabric of the adjacent uses and neighborhoods. These uses are allowed as secondary uses and should adhere to the location and development criteria below.

*Map Code:*



*Example:*



**APPROPRIATE LAND USES:**

*Primary Uses:*

- Single Family and Multi-family Residential – 3 to 10 units per acre

*Secondary Uses:*

- Residential - duplexes, four-plex, townhouses and small-scaled residential formats at higher densities.
- Home Occupations.
- Public / quasi-public uses such as parks & open space, community center/club house, places of worship, school, or other neighborhood support uses.

*Location Criteria:*

- At edges of defined neighborhoods along arterials; **OR**
- As transitions to adjacent commercial / industrial, institutional uses and employment centers.
- As focal point and central to a neighborhood associated with the intersection of Collector Streets or higher classification; **OR**
- At edges of defined neighborhoods along arterials and minor arterials.

*Development Criteria:*

- Buildings, access points and parking areas should have a similar relation to neighborhood streetscapes as the primary single-family uses.
- Buildings should reflect a similar scale to primary single-family uses; where adjacent buildings are more than 150% of the height or building footprint of primary single-family uses, additional setbacks, buffers and usable open spaces should facilitate transitions.
- Development of secondary uses should not result in a negative impact to surrounding uses and neighborhoods, including utility systems and traffic.
- The design of secondary uses should strive to complement and enhance the existing character of surrounding uses and neighborhoods.
- Open spaces should be located in prominent locations along prominent streets or in front of prominent buildings.
- Connections to the City's trail system should be incorporated.
- Pedestrian connectivity is important; the public sidewalk system should provide adequate opportunities for residents to walk to destinations or for enjoyment.

**CATEGORY: Medium-High Density Residential**

*Description:*

The **Medium-High Density Residential** land use allows for a greater density of residential development, typically in the range of 9 to 15 units per acre in forms such as small-lot single family homes, duplexes, townhomes and multi-family residential housing. Medium-high density residential housing should incorporate a mix of housing types in a neighborhood setting and act a transition between lower density residential and commercial uses. Medium-high density residential formats should also be integrated into downtown as well as activity and commercial centers where appropriate. Similar to other residential land uses, appropriately scaled uses such as places of worship, schools, parks and other public / quasi-public uses should also be accommodated within the medium-high density residential land use category.

Appropriately scaled office, retail and services are allowed in the medium-high density residential land use category. To be effective the scale, design, and transitions between uses should enhance and protect the existing fabric of the adjacent uses and neighborhoods. These uses are allowed as secondary uses and should adhere to the location and development criteria below.

*Map Code:*



*Example:*



**APPROPRIATE LAND USES:**

*Primary Uses:*

- Single Family and Multi-family Residential – 9 to 15 units per acre

*Secondary Uses:*

*Location Criteria:*

*Development Criteria:*

<ul style="list-style-type: none"> <li>• <b>CATEGORY: Downtown</b> townhouses and apartments - 8 to 20 units per acre</li> </ul>	<ul style="list-style-type: none"> <li>• along arterials; <b>OR</b></li> <li>• As transitions to adjacent commercial / industrial, institutional uses and employment centers.</li> </ul>	<ul style="list-style-type: none"> <li>• family uses.</li> <li>• Buildings should reflect a similar scale to primary single-family uses; where adjacent buildings are more than 150% of the height or building footprint of primary single-family uses, additional setbacks, buffers and usable open spaces should facilitate transitions.</li> </ul>
<ul style="list-style-type: none"> <li>• Public and quasi-public uses such as parks, community center/club house, places of worship, school, or other neighborhood support uses.</li> </ul>	<ul style="list-style-type: none"> <li>• As focal point and central to a neighborhood associated with the intersection of Collector Streets or higher classification; <b>OR</b></li> <li>• At edges of defined neighborhoods along arterials and minor arterials.</li> </ul>	<ul style="list-style-type: none"> <li>• Open spaces should be located in prominent locations along prominent streets or in front of prominent buildings.</li> <li>• Pedestrian connectivity is important; the public sidewalk system should provide adequate opportunities for residents to walk to destinations or for enjoyment.</li> </ul>
<ul style="list-style-type: none"> <li>• Small-scaled convenience retail / service and office uses.</li> </ul>	<ul style="list-style-type: none"> <li>• Concentrated at nodes – intersections of collector street classifications or higher; in areas that are supportive of and complementary to the neighborhood scale.</li> <li>• No closer than ½ mile from similar non-residential centers; serving market area of approximately 1 mile or less</li> </ul>	<ul style="list-style-type: none"> <li>• No greater than 5 acres in area total – may be shifted to one quadrant or centered on 4 quadrants of intersections;</li> <li>• No more than 30,000 square feet of non-residential space total; average tenant space of 1,500 to 3,000 square feet; 1 anchor up to 10,000 square feet.</li> <li>• Contains pedestrian amenities: plazas, wide sidewalks, on-street parking; limited and well-screened on-site parking; street-front buildings; limited vehicle access and circulation points</li> <li>• Buildings should reflect a similar scale to residential uses; where adjacent buildings are more than 150% of the height or building footprint of primary single-family uses, additional setbacks, buffers and usable open spaces should facilitate transitions.</li> <li>• The design of secondary uses should strive to complement and enhance the existing character of surrounding uses and neighborhoods.</li> <li>• Transitions between secondary and primary uses that minimize the impacts of noise, light, traffic, operations and intensity of development should be incorporated in the site design of secondary uses. Acceptable buffering can include fencing (stone, wood, and masonry), solid plantings, berming or other methods that complement the development character.</li> </ul>

*Description:*

**Downtown Peculiar** is a defining element of the community and its history. Continued redevelopment of Downtown should strive to replicate the urban development pattern and form that once completed Downtown. This area represents a concentration of development that supports the needs of the local community, and attracts visitors from the region markets through its offering of goods and services as well as activities. Downtown Peculiar contains activities including commercial retail and service uses, public and financial institutions, cultural, recreational, medical, as well as art and entertainment uses and supporting residential development. The continued growth and mixing of all types of land uses is appropriate for downtown.

Additional housing within, and around, the downtown area will provide stability to the area and create a more active environment. Housing in the downtown area and within the designated should strive for higher densities, whether single family housing or multi-family housing. Within the Downtown, the density of housing should be similar to that of the Medium-High residential densities of 9 to 15 units / acre. Housing in the form of townhomes, lofts, row houses, walk-ups, as well as other similar residential development would be appropriate in downtown.

**NEW CATEGORY**

*Map Code:*



*Example:*



**APPROPRIATE LAND USES:**

<i>Primary Uses:</i>		<i>Development Criteria:</i>
<ul style="list-style-type: none"> <li>• Retail / Service</li> <li>• Public / quasi-public</li> </ul>		<ul style="list-style-type: none"> <li>• Multi-story buildings should be encouraged to maintain density of development and provide mixed-use opportunities.</li> <li>• Buildings should be developed with zero building set-back, except to allow entry, plaza, small park or outdoor use spaces</li> <li>• Parking should be given secondary site design consideration to the building.</li> <li>• Parks and open space should be included in development and expanded within downtown.</li> <li>• Smaller scaled footprint buildings are encouraged to locate in downtown. Large scale development, if desired should be designed to appear as a series smaller scaled buildings.</li> <li>• The street and sidewalk network should be designed to accommodate the pedestrian and bicyclists.</li> </ul>
<i>Secondary Uses:</i>	<i>Location Criteria:</i>	<i>Development Criteria:</i>
<ul style="list-style-type: none"> <li>• Medium-High Density residential uses – 9 to 15 units per acre</li> <li>• Office uses</li> </ul>	<ul style="list-style-type: none"> <li>• Primarily located on upper stories of mixed-use buildings (ground floor retail or institutional.); <b>OR</b></li> <li>• Limited to less than 50% of the ground floor space on all blocks within Downtown; <b>AND</b></li> <li>• No residential uses, and less than 25% office uses, on the ground floor of Broadway Street and Highway C.</li> </ul>	<ul style="list-style-type: none"> <li>• Buildings, access points and parking areas should have similar relation to streetscapes as primary uses, but buildings with ground floor residential uses may be setback slightly from the streetscape and/or elevated slightly above street level to provide privacy for ground-floor dwelling areas.</li> <li>• Buildings should reflect similar scale as primary uses.</li> <li>• Transitions between secondary and primary uses that minimize the impacts of noise, light, traffic, operations and intensity of development should be incorporated in the site design of secondary uses. Acceptable buffering can include fencing (stone, wood, and masonry), solid plantings, berming or other methods that complement the development character.</li> </ul>

**CATEGORY: Commercial**

*Description:*

**Commercial** land uses are currently located around Peculiar primarily along major transportation corridors. The commercial land use designation provides the opportunity for the development of general retail, office and service uses that serve neighborhoods, the community and the region.

Future development of suburban style and large scale commercial businesses that rely on traffic for their business will locate in two areas, Highway C at Interstate 49 and the future interchange at 211<sup>th</sup> Street and I-49. Smaller and local business should be encouraged to locate in the downtown area and at nodes of commercial development. Commercial uses that serve existing and future neighborhoods should be encouraged to develop within mixed-use centers.

*Map Code:*



*Example*



**APPROPRIATE LAND USES:**

<i>Primary Uses:</i>	<i>Location Criteria:</i>	<i>Development Criteria:</i>
<ul style="list-style-type: none"> <li>• Retail / Service</li> <li>• Office</li> <li>• Public / quasi-public</li> <li>• Park, Recreation &amp; Open Space</li> </ul>	<ul style="list-style-type: none"> <li>• Commercial sites should be located adjacent to arterials which provide needed ingress and egress in order to avoid congestion.</li> <li>• The location of major commercial uses should be coordinated with (future) mass transit routes, higher density residential, centers of employment, and other intensive uses.</li> <li>• Commercially-generated traffic should not feed directly onto local residential streets.</li> <li>• Commercial uses should be located on key corridors and intersections as identified by the plan.</li> </ul>	<ul style="list-style-type: none"> <li>• Ingress / egress points from arterial streets should be combined to support multiple commercial uses and properties.</li> <li>• Cross access easements should be required to reduce the trips on the arterial street network between uses.</li> <li>• The scale of commercial development should respect the scale of surrounding neighborhoods and development.</li> <li>• Commercial development should have required site design features which limit noise, lighting, and other activity so as to not adversely impact surrounding residential areas and adjacent uses.</li> <li>• Transitions between commercial development and less intense adjacent uses and neighborhoods should minimize the impacts of noise, light, traffic, operations and intensity of the commercial uses</li> </ul>
<i>Secondary Uses:</i>	<i>Location Criteria:</i>	<i>Development Criteria:</i>
<ul style="list-style-type: none"> <li>• Light Industrial</li> </ul>	<ul style="list-style-type: none"> <li>• Light industrial uses should be located along arterial streets which provide needed ingress and egress.</li> <li>• Light industrial development should have required site design features which limit noise, lighting, traffic and other activity so as to not adversely impact surrounding residential areas and adjacent uses.</li> </ul>	<ul style="list-style-type: none"> <li>• Light industrial uses should be of a scale and character of the surrounding commercial and neighborhood uses.</li> <li>• Transitions between light industrial uses and less intense adjacent uses and neighborhoods should minimize the impacts of noise, light, traffic, operations and intensity of the industrial uses.</li> <li>• Limited connectivity between commercial and industrial uses should be maintained to reduce the pedestrian/automobile and truck conflicts.</li> </ul>

**CATEGORY: Light Industrial**

*Description:*

Light Industrial uses are generally considered as one of the higher intensive uses of land because of their operations and greater community impacts. Light industrial uses include those uses that are typically related to warehousing, distribution, fabrication and parts assembly and rely on large land areas and large single story buildings. They are typically dependent on the acquisition and distribution of goods and this typically occurs through truck and rail. The impact to the transportation system by these types of uses can be substantial, and should be anticipated as development occurs.

*Map Code:*



*Example:*



**APPROPRIATE LAND USES:**

<i>Primary Uses:</i>	<i>Location Criteria:</i>	<i>Development Criteria</i>
<ul style="list-style-type: none"> <li>• Light Industrial</li> <li>• Warehousing / Distribution</li> <li>• Rail and Support Facilities</li> <li>• Manufacturing (small scale)</li> </ul>	<ul style="list-style-type: none"> <li>• Uses should be located in proximity to support services with good access to major arterials, truck route, highways, utility trunk lines, along railroad spurs, near airports, and as extensions of existing industrial uses.</li> <li>• Traffic from this category of land use should not feed directly onto local streets in residential areas.</li> <li>• Uses should be generally located away from existing or planned residential areas or at a minimum provide buffers from residential uses.</li> </ul>	<ul style="list-style-type: none"> <li>• Cross access easements should be required to reduce the trips on the arterial street network between uses.</li> <li>• Transitions between light industrial development and less intense adjacent uses and neighborhoods should minimize the impacts of noise, light, traffic, operations and intensity of the industrial uses.</li> <li>• Light industrial uses shall emit a minimal amount of noise, odor, waste, and other operational by-products.</li> <li>• 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</li> </ul>
<i>Secondary Uses:</i>	<i>Location Criteria:</i>	<i>Development Criteria</i>
<ul style="list-style-type: none"> <li>• Office</li> <li>• Retail/Service</li> </ul>	<ul style="list-style-type: none"> <li>• Limited to support of Light Industrial uses (general office and retail/service uses as principle use should be focused in downtown or mixed-use centers); <b>OR</b></li> <li>• Included as part of an overall campus integrating a number of different employment intensive uses.</li> </ul>	<ul style="list-style-type: none"> <li>• Transitions between commercial development and less intense adjacent uses and neighborhoods should minimize the impacts of noise, light, traffic, operations and intensity of the commercial uses.</li> </ul>

**CATEGORY: Heavy Industrial**

*Description:*

Heavy Industrial and manufacturing uses opportunities and are generally considered the most intensive use of land because of operational impacts or functions. In Peculiar a unique opportunity exists for the creation of an industrial park to attract and grow industry and business. A focus on clean, high-tech uses could still attract uses that would be categorized as heavy industrial for their production needs.

Additionally, heavy industrial uses are typically those uses that are manufacturing, fabrication and production related, such as assembly plants and more intense manufacturing uses and can include grain processing, ethanol production and bio-diesel plants. These uses typically require large land areas and large single story buildings.

*Map Code:*



*Example:*



**APPROPRIATE LAND USES:**

<i>Primary Uses:</i>	<i>Location Criteria:</i>	<i>Development Criteria</i>
<ul style="list-style-type: none"> <li>• Heavy Industrial / Manufacturing / Processing</li> <li>• Airport</li> <li>• Rail and Support Facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Uses should be located in proximity to support services with good access to major arterials, truck route, belt highways, utility trunk lines, along railroad spurs, near airports, and as extensions of existing industrial uses.</li> <li>• Traffic from this category of land use should not feed directly onto local streets in residential areas.</li> <li>• Uses should be generally located away from existing or planned residential areas or at a minimum provide buffers from residential uses.</li> </ul>	<ul style="list-style-type: none"> <li>• Cross access easements should be required to reduce the trips on the arterial street network between uses.</li> <li>• Transitions between industrial development and less intense adjacent uses and neighborhoods should minimize the impacts of noise, light, traffic, operations and intensity of the industrial uses.</li> </ul>
<i>Secondary Uses:</i>	<i>Location Criteria:</i>	<i>Development Criteria</i>
<ul style="list-style-type: none"> <li>• Light Industrial / Warehousing</li> <li>• Office</li> <li>• Retail/Service</li> <li>• Employment Centers</li> </ul>	<ul style="list-style-type: none"> <li>• Limited to support of Industrial uses (general office and retail/service uses as principle use should be focused in downtown or commercial areas); <b>OR</b></li> <li>• Included as part of an overall campus integrating a number of different employment intensive uses.</li> </ul>	<ul style="list-style-type: none"> <li>• Transitions between light industrial / office / commercial development and less intense adjacent uses and neighborhoods should minimize the impacts of noise, light, traffic, operations and intensity of the uses.</li> </ul>

**CATEGORY: Public / Quasi-Public**

*Description:*

The **Public / Quasi-public** land use category consists of those institutional land uses including government centers and facilities, educational facilities, and other public or semi-public uses and places like "places of worship", hospitals, schools, libraries and cemeteries. Municipal and public safety uses, including fire and police, are also allowed in this district. New development in this category should be integrated with residential neighborhoods or as part of commercial development at a scale appropriate to the context in which they are developed.

*Map Code:*



*Example:*



**APPROPRIATE LAND USES:**

<i>Primary Uses:</i>	<i>Location Criteria</i>	<i>Development Criteria:</i>
<ul style="list-style-type: none"> <li>• Government Uses</li> <li>• Medical Facilities</li> <li>• Schools</li> <li>• Libraries</li> <li>• Places of Worship</li> <li>• Public Safety Facilities (Fire and Police)</li> </ul>	<ul style="list-style-type: none"> <li>• Public facilities such as branch libraries, post offices, and schools that serve residential areas should be grouped together with neighborhood centers, and located near parks or linear park system when possible.</li> <li>• Public facilities including libraries, parks, and fire, police and EMS stations should be located according to population as well as distance and response time standards as established in adopted facility plans.</li> <li>• Public and semi-public facilities should have convenient access to arterials, public transportation, and major utility trunk lines.</li> <li>• Large scale facilities, including high schools, hospitals, central library, and large worship buildings should be located on arterial street and situated as to discourage traffic in surrounding neighborhoods.</li> </ul>	<ul style="list-style-type: none"> <li>• The scale of development should respond to surrounding neighborhood development or provide transitional buffering to reduce visual impact on surrounding properties.</li> <li>• Transitions between civic and institutional uses and surrounding neighborhoods should minimize the impacts of noise, light, traffic, operations and scale of the use.</li> <li>• The design of civic and institutional uses should strive to complement and enhance the existing character of surrounding uses and neighborhoods.</li> <li>• Structures should model appropriate architectural design elements, high quality construction techniques, and appropriate materials and finishes.</li> </ul>

**CATEGORY: Parks, Recreation & Open Space**

*Description:*

The **Parks, Recreation & Open Space** category includes public parkland, recreational uses and publicly-owned open space. These areas may be used for recreational purposes (active and passive) or may be land held for future public use. Privately held recreational land, like private golf courses, are also included in this category.

*Map Code:*



*Example:*



**APPROPRIATE LAND USES:**

*Primary Uses:*

- Parks (Active and Passive)
- Recreational Uses
- Linear Parks
- Open Space

*Location Criteria:*

- Should be in proximity to neighborhoods and residential population.
- Park and recreation opportunities should be included in all levels of mixed-use centers.
- Open space should be preserved where natural features, including floodplains and slopes, make development difficult and to protect natural resources.

*Development Criteria:*

- Neighborhood Parks should be integrated in the neighborhood and provide a focal / gathering point for residents and activities.
- Linear parks should provide connections throughout and between neighborhoods and connections to the overall park system.

**CATEGORY: Employment Center**

*Description:*

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.

*Map Code:*



*Example:*



**APPROPRIATE LAND USES:**

*Primary 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.

*Location Criteria:*

- The Employment Center designated area is located along the west side of Interstate 49, north of the future 211th Street interchange. The Employment Center designation includes office parks, corporate campuses, and industrial parks.

*Development Criteria:*

- See commercial land use development criteria and 211<sup>th</sup> Street Corridor Overlay District regulations.

**CATEGORY: Destination Retail**

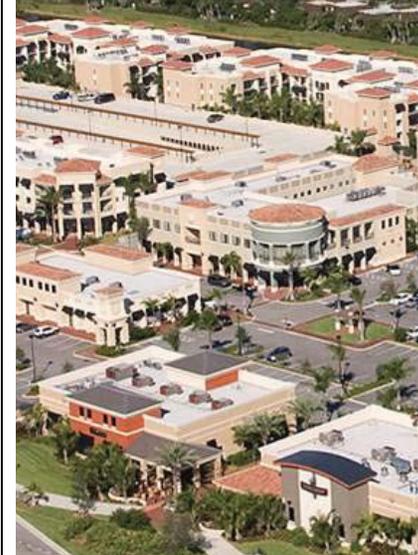
*Description:*

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.

*Map Code:*



*Example:*



**APPROPRIATE LAND USES:**

*Primary 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

*Location Criteria:*

- Location on a highway due to high vehicle trip generation.
- Generally not compatible with low density residential neighborhoods; medium density residential uses should be located at the north end of the 211<sup>th</sup> Street interchange area along the south side of 209<sup>th</sup> Street and at the east end of the area along School Road.

*Development Criteria:*

- See commercial land use development criteria and 211<sup>th</sup> Street Corridor Overlay District regulations.
- Sites that are generally larger than 10 acres in size.
- 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.

**CATEGORY: Regional Industrial Center**

*Description:*

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.

*Map Code:*



*Example:*



**APPROPRIATE LAND USES:**

*Primary 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

*Location Criteria:*

- 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.

*Development Criteria:*

- See commercial land use development criteria and 211<sup>th</sup> Street Corridor Overlay District regulations.

**CATEGORY: Walkable Retail Center**

*Description:*  
 The **Walkable Retail Center** designation is intended to provide a local scale, pedestrian friendly commercial center, providing retail, restaurants and services. The proximity of the center to the Raymore / Peculiar School District campus makes it an ideal destination for visitors to the campus. Similarly, it will be a local destination for residents of the north portion of Peculiar.

*Map Code:*



*Example:*

**APPROPRIATE LAND USES:**

<i>Primary Uses:</i>	<i>Location Criteria:</i>	<i>Development Criteria:</i>
<ul style="list-style-type: none"> <li>• Retail</li> <li>• Business support services</li> <li>• Civic Spaces</li> <li>• Other similar and compatible uses</li> </ul>	<ul style="list-style-type: none"> <li>• Access from a Collector or Arterial roadway.</li> </ul>	<ul style="list-style-type: none"> <li>• Smaller, well connected block development pattern.</li> <li>• Smaller scale development/buildings</li> <li>• Pedestrian friendly street design</li> </ul>

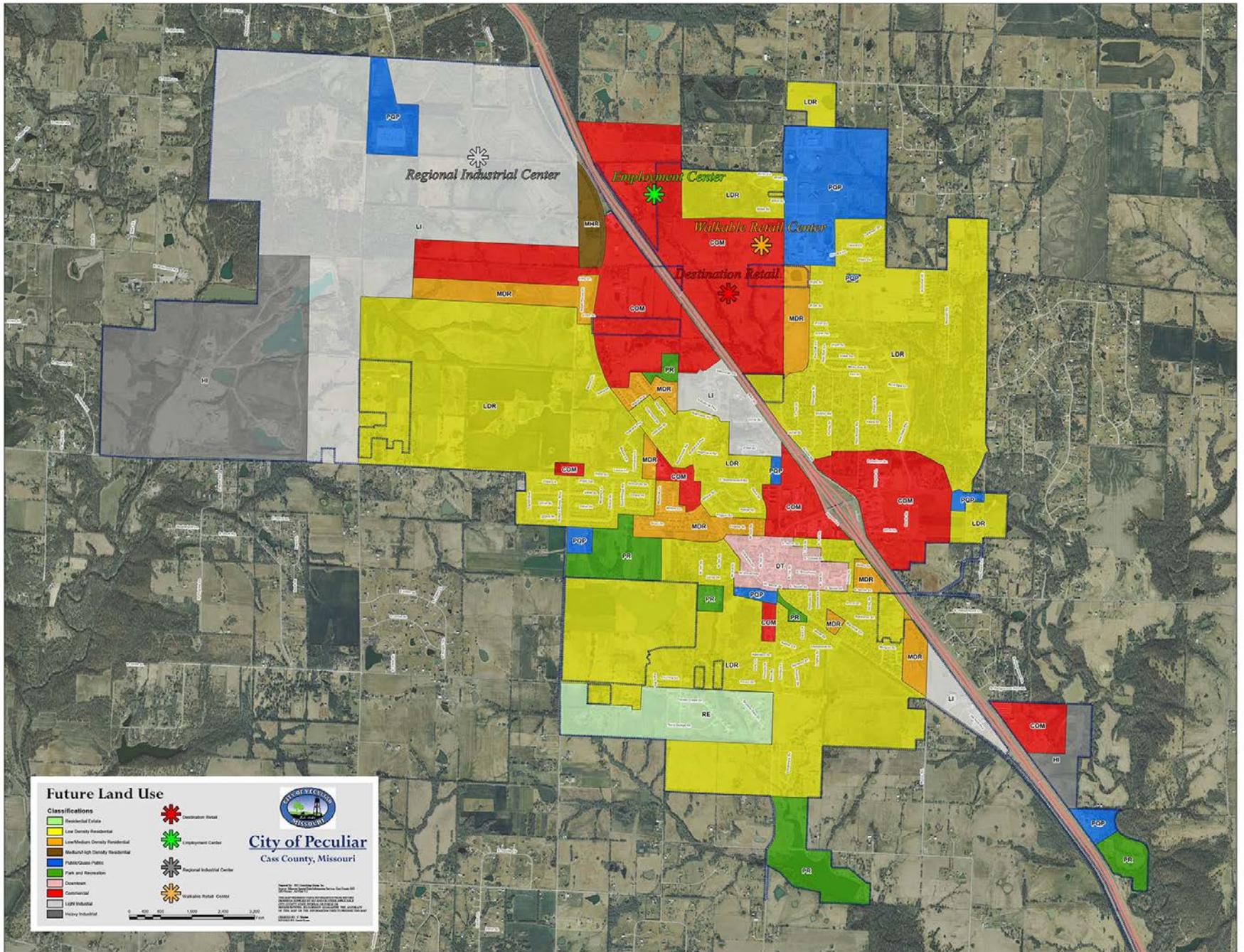


Figure 23: Future Land Use Plan

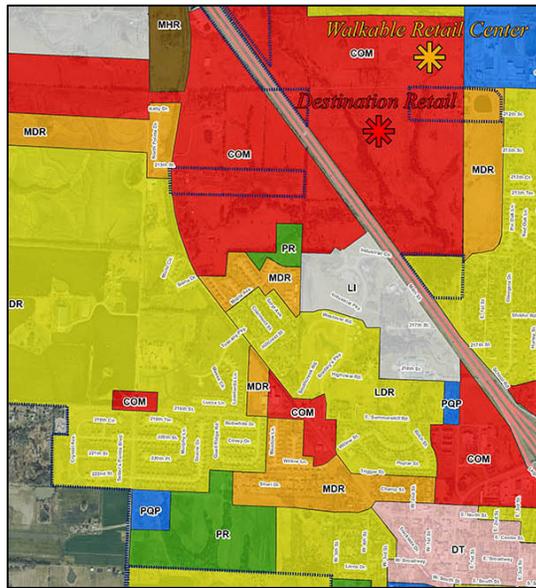


Figure 24: Land Use Pattern, Peculiar Drive

#### *Land Use Changes*

Several changes to the Future Land Use Map are recommended to update the Comprehensive Plan. There are specific areas of the community in which change is occurring or likely to occur, and those areas need additional guidance for future development. The areas delineated below help to define the current and future development patterns of Peculiar through their development use and character. In addition to the updated land use definitions, the guidance provided here will assist in creating places within Peculiar that people value.

#### Peculiar Drive

Peculiar Drive was once the primary means of access to Peculiar and the Downtown. Since the improvement of US 71 and subsequently I-49, Peculiar has become a secondary means of access for the community and provides local access to downtown. The continued development of commercial uses in downtown, at the Highway C and I-49 interchange and the future commercial development at the new 211th Street and I-49 Interchange, as well as the reduced traffic volumes along Peculiar Drive a less desirable location for commercial development. As such, the future land use of the Peculiar Drive roadway, Figure 24, north of Downtown Peculiar should be residential with a node of commercial development located at the YY Highway (219th Street) intersection. Commercial development at this node should be neighborhood in scale and provide supporting services to meet the daily needs of residents. The reconfiguration of Peculiar Drive, discussed in the transportation section of the updates, will support such a change in land use and change the character of the area.

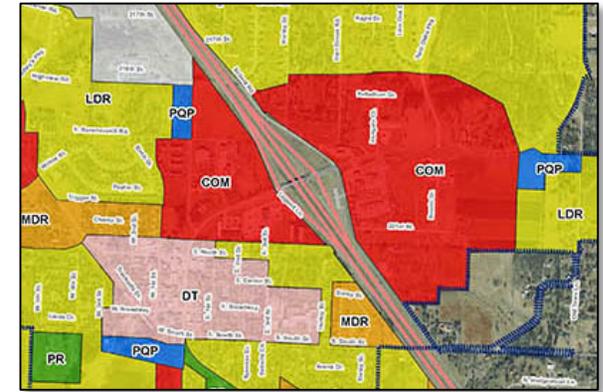


Figure 25: Land Use Pattern, Highway C

#### Highway C

The continued development of Highway C with commercial uses is recommended. However, the development pattern established along Highway C, Figure 25, needs to respond to and be supported by the improved and consolidated access to the adjacent properties proposed in the transportation recommendations. The City of Peculiar and the Missouri Department of Transportation (MODOT) are currently studying improvement of the access and connectivity of that section of Highway C. An improved transportation network and commercial development pattern will provide improved access to the community and Downtown as well as visually support Highway C as a gateway to Peculiar.

### Bradley Crossing

The new certified site industrial area, west of the new 211th Street interchange will provide the necessary land and incentives to bring larger manufacturing and production facilities, and jobs, to Peculiar. However, to diversify the local economy and jobs base, smaller, potentially more specialized industrial uses will need space in Peculiar. The current industrial uses and the lie north on J Highway west of I-49, at the south end of Bradley Crossing should continue to de development in a smaller scaled industrial use manner and expanded north to occupy all of Bradley Crossing. This represents a change in the land use designation of the northern part of Bradley Crossing from commercial” to “industrial.” (Figure 26) This change is also warranted by the focus on future commercial development at the 21th Street Interchange and Downtown Peculiar.

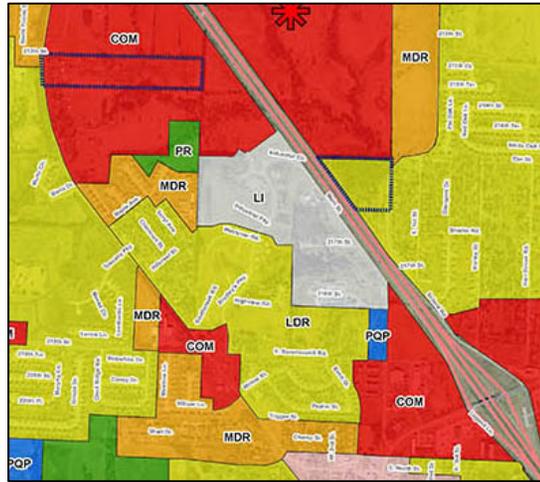


Figure 26: Land Use Pattern: Bradley Crossing

### 211th Street

- Interchange – The land use pattern in conjunction with the new 211th Street Interchange, Figure 27, will be realigned from the pattern promoted by the current plan. The past land use pattern proposed was based on the anticipated rapid growth of the community and providing a regional destination for commercial services. The area adjacent to the interchange, in all four quadrants, will focus on commercial development that provides goods and service to the community and region as well as jobs to the local economy.

The land use patterns for the 211th Street interchange will be:

- Southeast Quadrant – The primary focus of this area will be destination retail that will serve the community and the region. This area will focus on the provision of goods and services as well as providing an expanded job based for the community, in the service sector.
- Northeast Quadrant – The primary focus of development in this quadrant will be the establishment of an employment center for jobs in Peculiar. This area will also be home to a smaller scale, walkable retail center. Because of the adjacency to residential neighborhoods, and the Raymore-Peculiar School district complex to the east, this area is a good location to connect to the surrounding residents as well as capture visitors to the community drawn by school district activities.
  - Northwest Quadrant – The focus of this area will be office and industrial uses created and expanded job and economic based for Peculiar. The designation of much of this area, west of Harper Road, as a State of Missouri Certified Industrial site provides

broader awareness of the area for future development. The attraction of high-tech, specialized manufacturing will elevate the quality jobs in the community and provide additional resources. Immediately adjacent to the highway commercial, particularly office uses are most appropriate to create a strong jobs base in the community. A final piece of medium to high-density residential, proposed by the previous plan, is appropriate to provide housing opportunities in proximity to jobs and services in the northern part of Peculiar.

- o Southwest Quadrant – The focus of this area is on establishing a regional employment and office location that can attract jobs to Peculiar and support industrial development to the north.
- 211th Street Corridor (west) - A significant change from the previous planning effort designates the 211th Street Corridor,

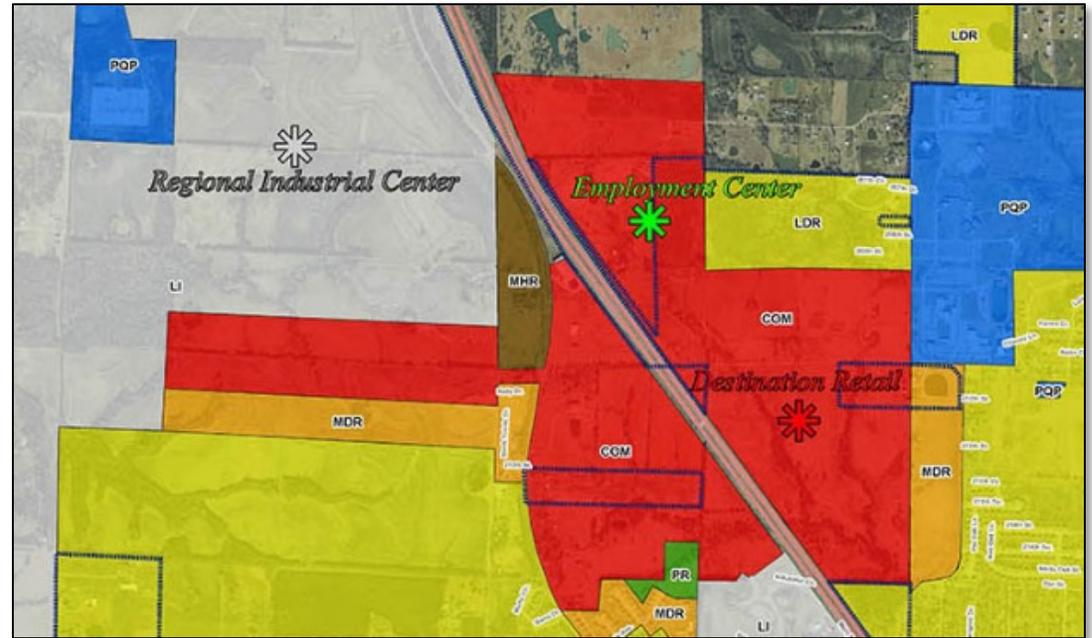


Figure 27: Land Use Pattern, 211th Street Corridor

specifically west of Harper Road from commercial uses to medium/high density residential development, to support a nodal pattern of commercial development along that corridor. Future development of residential along that corridor should be buffered from the surrounding commercial and industrial uses, to provide a higher-density residential neighborhood for people to live in proximity to jobs and services. Future commercial nodes could be established, as 211th Street is extended to the west, at an extend Knight Road, and/or further to the west at an extended Mullen Road or Y Highway.

- o Northwest Industrial Area – The construction of the 211st Interchange at I-49 will provide the access necessary for the future growth and development of the Peculiar to the north. This improvement will also support the development of future industrial land uses in the northwest quadrant of the community. An area of significant size will be designated for the future development of industrial use with a focus on high-tech and specialized manufacturing and supported by warehousing and offices uses. The process is underway to have this area designated as a State of Missouri Certified Industrial site. The certification

will afford development professional and perspective businesses to review sites within Missouri, and consistent information for various sites, for compatibility with their needs. The certification will also provide a statewide level of visibility for the development site and Peculiar as an industrial development location.

#### Parkland

The future growth of Peculiar will necessitate the addition of parkland in the community to provide recreation space and amenities for residents. While not specifically identified on the land use map, parkland should be incorporated into, or accessible to, future development as well as a location for a future community scaled park identified. An ideal location for a community park would include:

- significant population within 1 to 2 miles proximity,
- easy accessibility and well connected by all modes of transportation, most importantly walking and bicycling,
- a sizeable area of land , 20 to 30 acres, and
- a diversity of both passive and active recreational areas and uses.

The provision of parkland and recreational space, to residents and visitors, is an important element of the Peculiar community and should be a priority to support future growth and development.



## APPENDIX

### Street Sections

Each cross-section is defined by the color blocks indicating the various components of the street. Within each color block are numerical values representing the width, or range of acceptable width, of each component, measured in linear feet. Figure 28 illustrates the legend used to understand the typical sections that are provided on the following pages.

- Green = pedestrian/ amenity/ utility zone,
- Orange = sidewalks
- Light gray = curb and gutter
- Purple = parking lanes
- Blue = bike lanes
- Black to White Gradient = shared lanes (where bicyclists and vehicles share the lane)
- Asphalt gray = through vehicular lanes
- Brown = left turn lane
- Brown with Gray Outline = raised median

The Character Area context, as defined in the plan, is listed to the right of the section components.

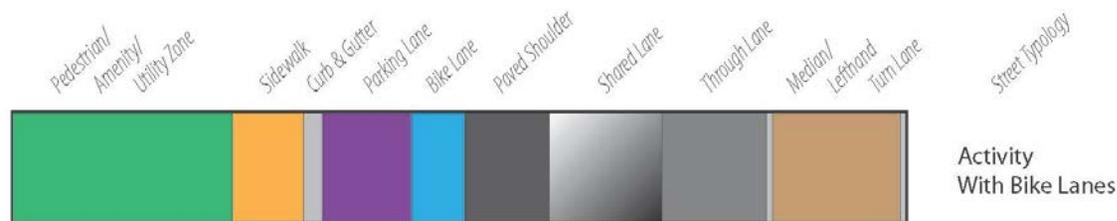
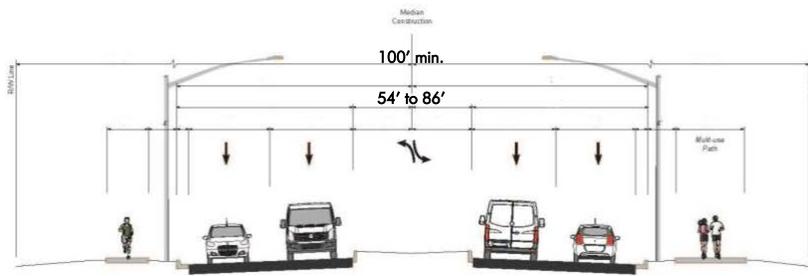


Figure 28: Street Section Legend

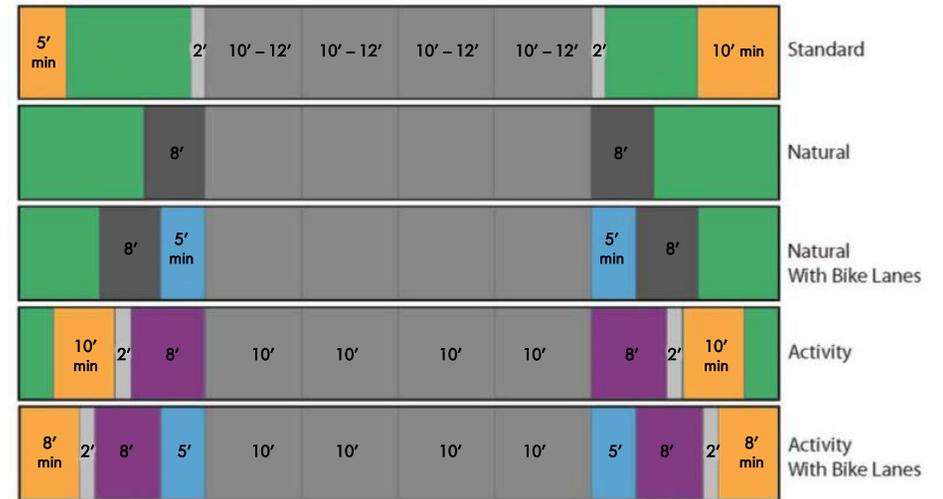
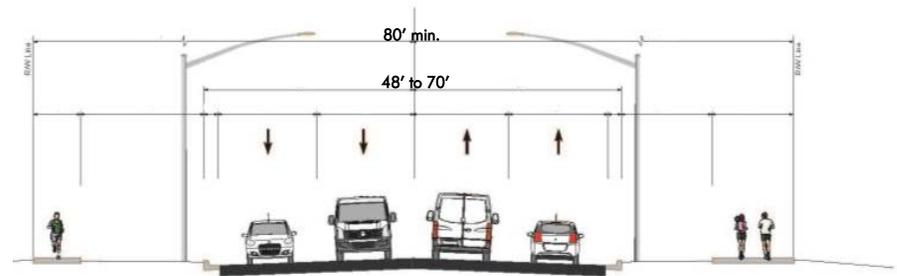
### Arterials

Arterial roadways are streets with continuity throughout the city and connect to a larger region, connecting freeways to traffic generators. They are designed for significant volumes of traffic over long distances and often include truck traffic. The illustrations provided demonstrate potential cross-sections for Major and Minor Arterial roadways.

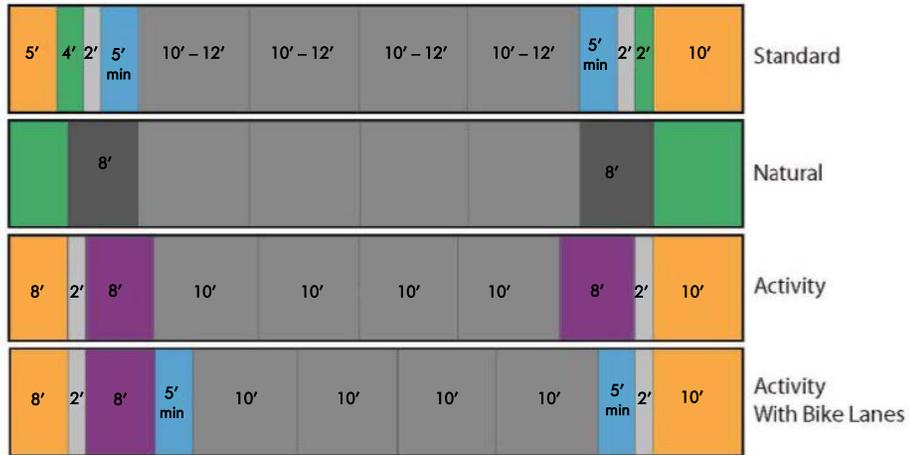
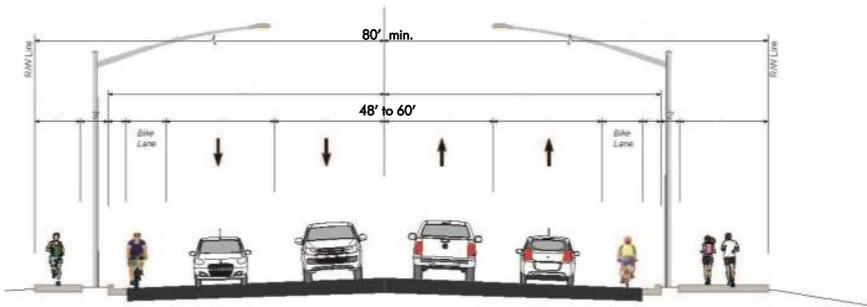
### 5 Lane Major Arterial



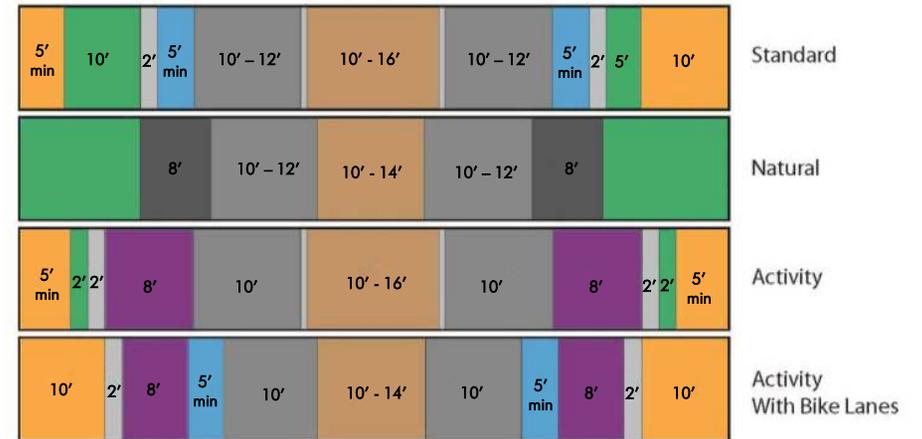
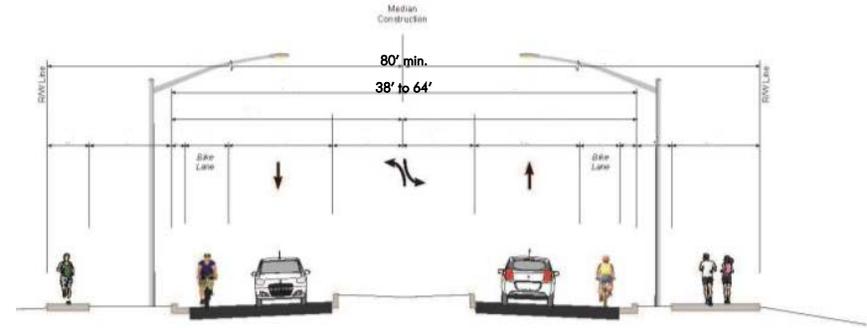
### 4 Lane Major Arterial



## 4 Lane Minor Arterial



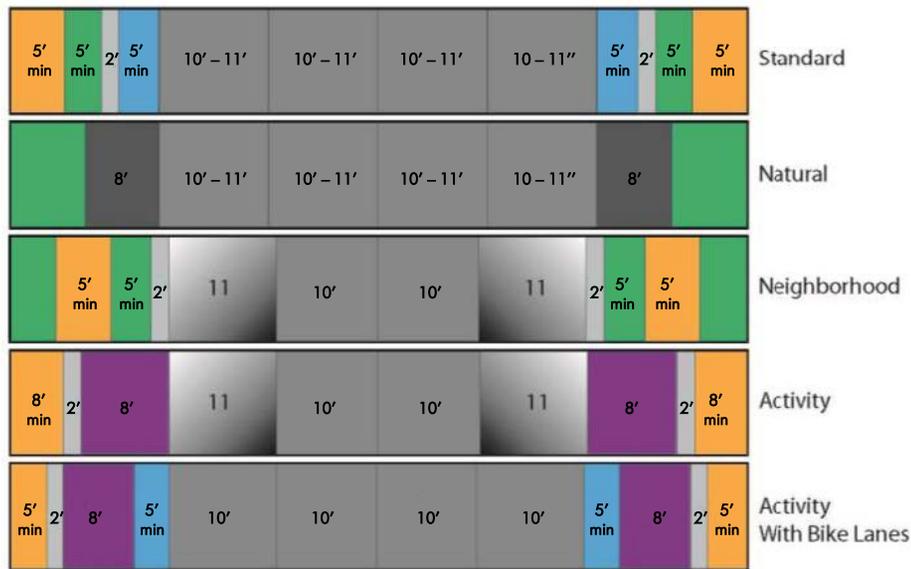
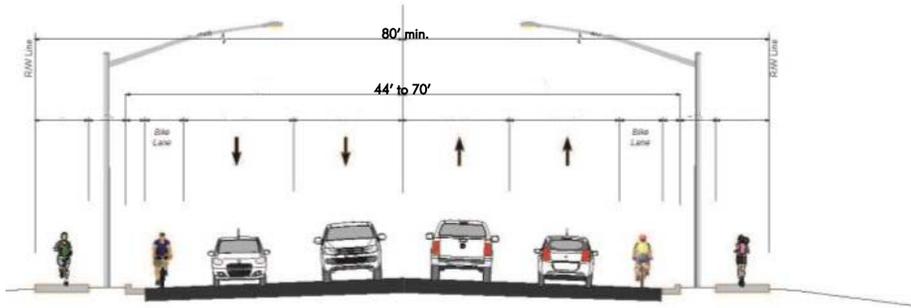
## 3 Lane Minor Arterial



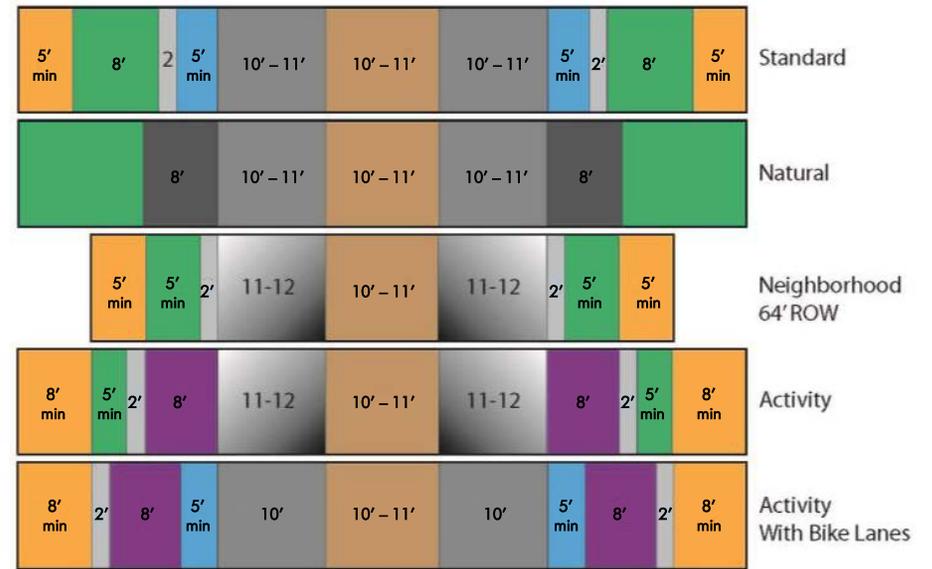
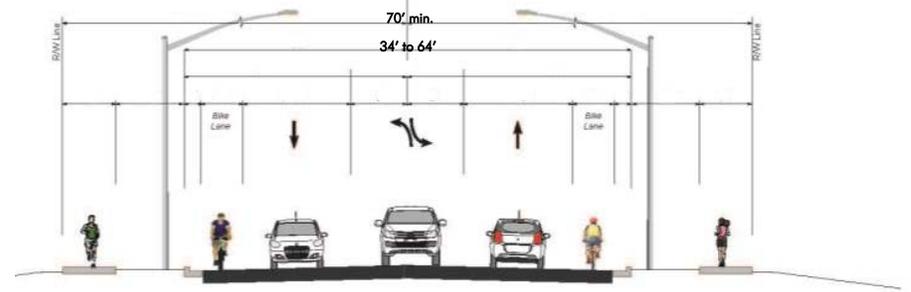
### Collector

There are two categories of Collector streets. Major Collectors are streets designed for moderate traffic volumes and typically cover a considerable distance across a community. Minor Collectors are streets designed for moderate traffic volumes that typically cover a smaller distance. The illustrations provided demonstrate potential cross-sections for Major and Minor Collector roadways.

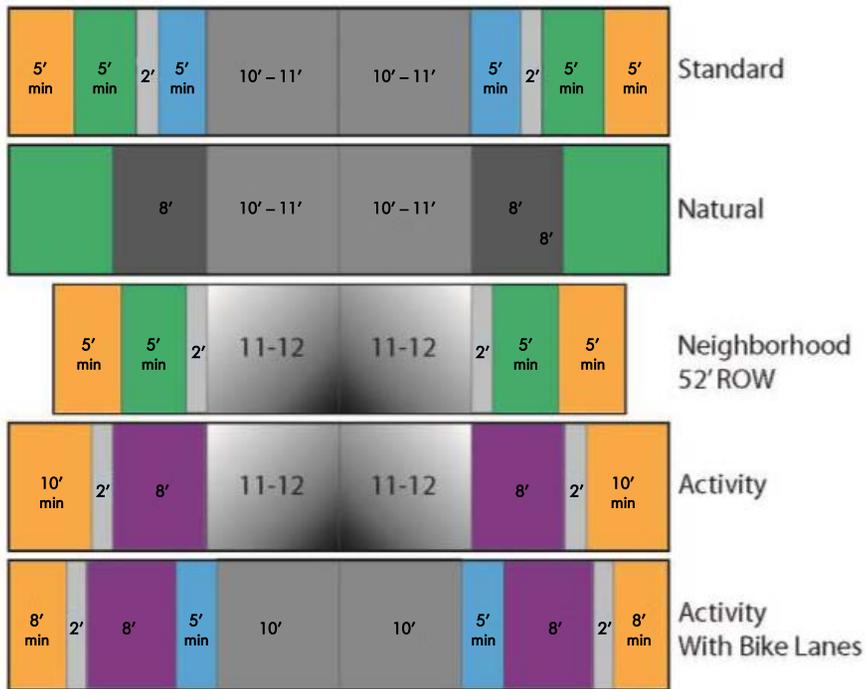
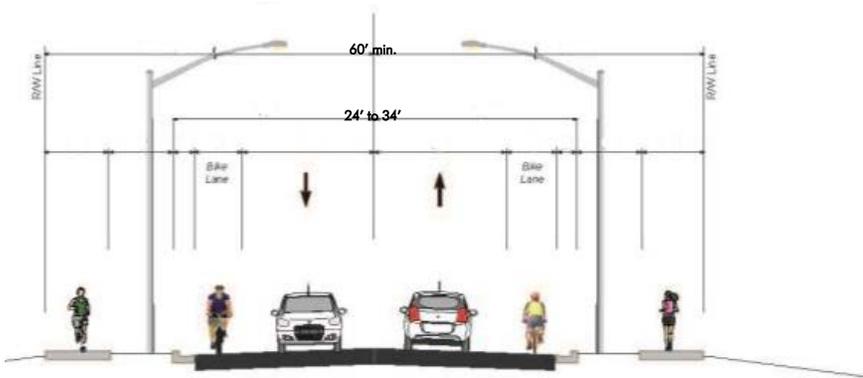
### 4 Lane Major Collector



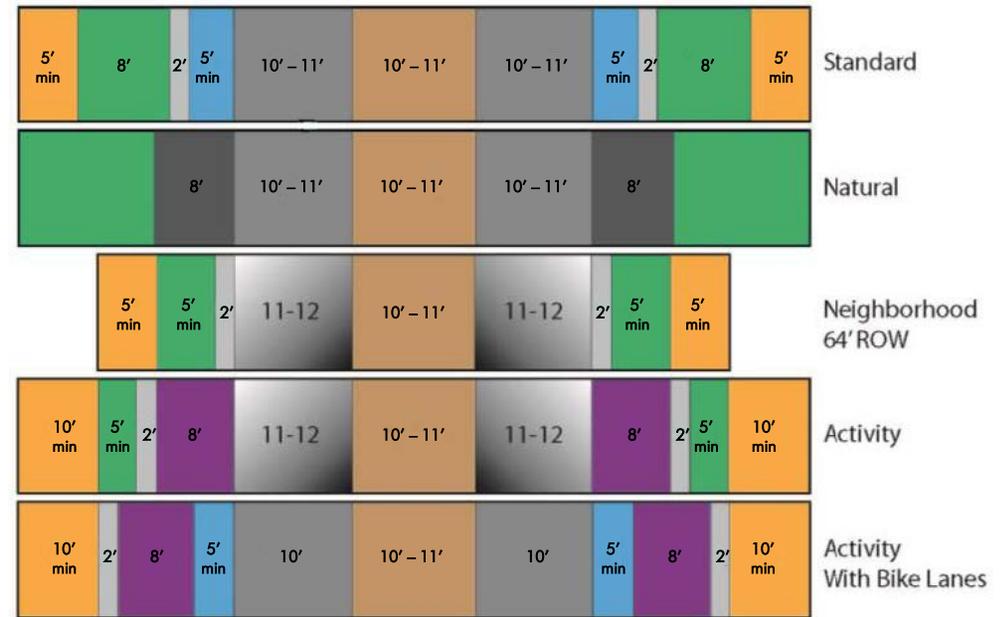
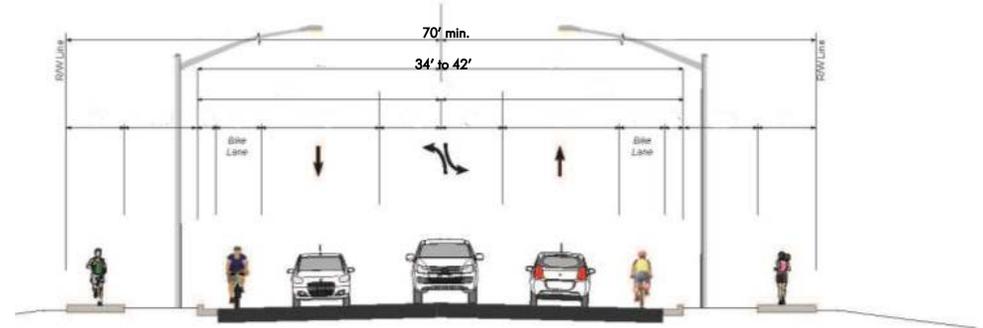
### 3 Lane Major Collector



## 2 Lane Major Collector



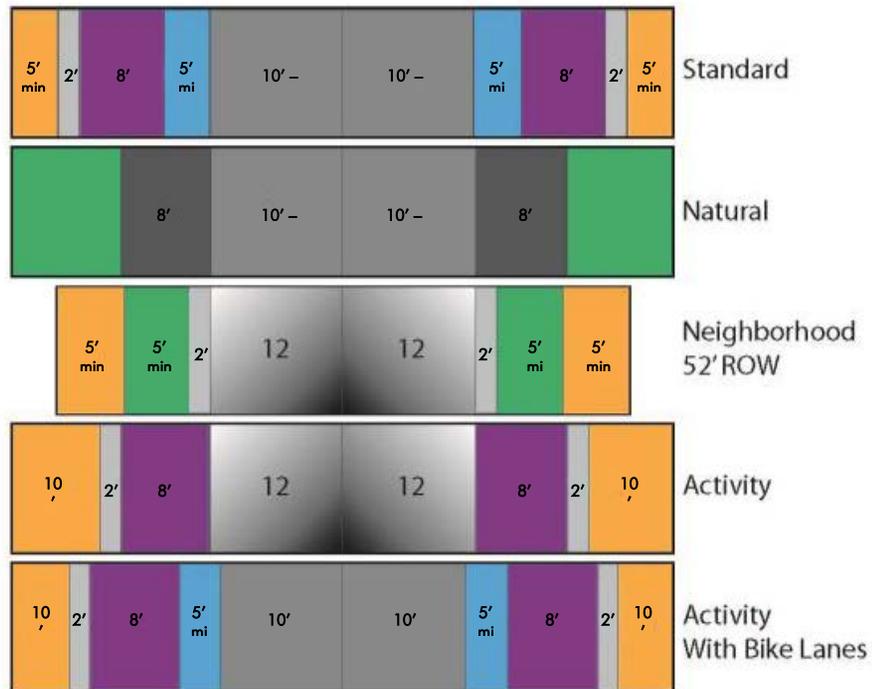
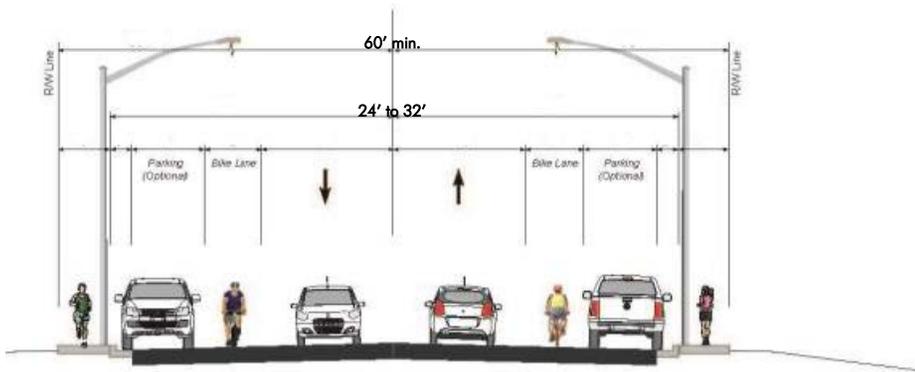
## 3 Lane Minor Collector



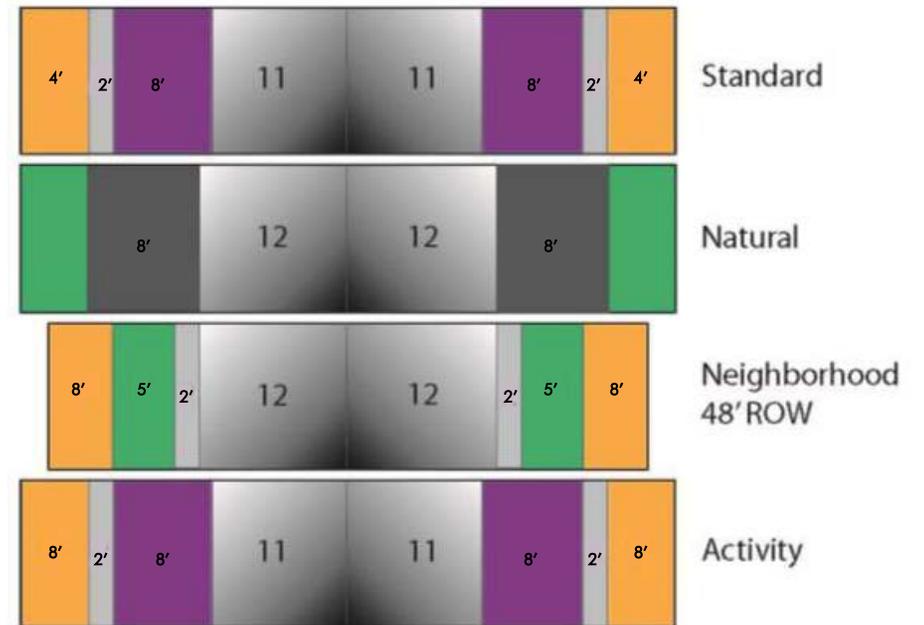
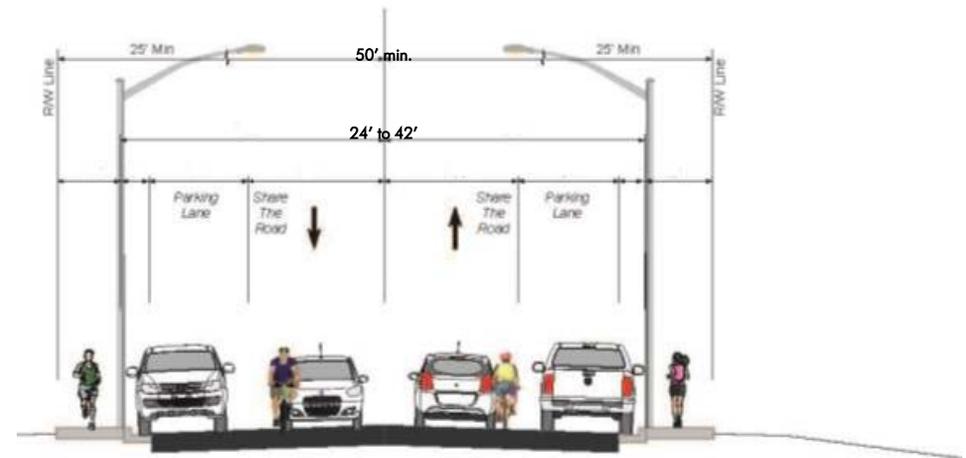
### Local

Local streets are intended to cover short distances. They often have high connectivity and are design for low traffic speeds and volumes. The illustration provided demonstrates a variety of configurations for Local street cross sections.

## 2 Lane Minor Collector



## 2 Lane Local



**211<sup>TH</sup> STREET DESIGN OVERLAY  
Peculiar, Missouri**

**Initial Draft**

**24 June 2015**

**Chapter 400 – Zoning Regulations**

**Article IV: Districts**

**Section 400.560 – District “211” 211<sup>th</sup> Street Design Overlay.**

Section 400.560 211<sup>th</sup> Street Design Overlay

- A. General Provisions
- B. Development Pattern and Structure
- C. Uses
- D. Site Design
- E. Overlay Table

**A. General Provisions**

A.1.Intent

The intent of this section is:

- a. To guide the pattern and design of development adjacent to the interchange and along the 211<sup>th</sup> Street Corridor, to reflect the character of the community
- b. To coordinate site development with streetscape and street design requirements, whether the streetscape and street design types are existing, constructed in association with development, or planned as future city improvements.
- c. To coordinate development efficiently across adjacent sites including consideration for existing conditions and planned or anticipated development on these sites.
- d. Ensure that individual sites are developed in an efficient and coordinated manner, meeting the design requirements of this Section, and designed to most effectively meet the multiple purposes, intents, and design objectives of the various sub-sections.

A.2.Place Types

The City of Peculiar desires to provide goods and services to its residents and visitors to the community in this area through the following distinct Place Types.

- a. Walkable Retail – smaller to medium scale commercial center engaged in the sale of household merchandise, specialty merchandise, restaurants and consumer products and typically involving between 5,000 and 25,000 square feet of gross leasable area. These uses are characterized by a target market area of less than 1mile radius for most of its on-premise sales.
- b. Destination Retail – Commercial uses primarily engaged in the sale of household merchandise, specialty merchandise or general consumer products

and typically involving between 25,000 and 100,000 square feet, or more, of gross leasable area. Large scale retail uses are characterized by a target market area that may be greater than 1 mile radius for the on premise component of its sales. Destination Retail Centers may include services uses that provide support for adjacent residential uses or businesses which may involve more than 3,000 square feet of gross leasable area. Examples include copy centers, large banks, or any other similar services.

- c. Mixed-Use Employment – Office and light industrial development that creates a campus environment to connect multiple development sites into a cohesive setting and pattern.
- Small Office - uses include those uses where individual units of gross leasable area are typically between 3,500 and 20,000 square feet, and where each owner or tenant typically employs between 20 and 100 employees on premises. Examples include large professional service offices such as accountants, architects, insurance, law, real estate, or other similar businesses.
  - Large Office - uses, or complexes, include individual units of gross leasable area may be more than 20,000 square feet in a single building or group of buildings, and each owner or tenant may typically employ more than 100 employees on premises. Examples include major professional service firms or large corporate offices.
  - Light Industrial - uses include those where byproducts such as smoke, odor, dust or noise are not discernable from outside of the building in which it is located. Distribution and deliveries can occur from general consumer delivery services or limited commercial truck access. Examples include research labs or facilities, small electronics or computer assembly and manufacturing, furniture assembly.
- d. Neighborhood Retail – small scale, commercial center engaged in the sale of household merchandise and general consumer products and typically involving between 2,000 and 5,000 square feet of gross leasable area. Neighborhood retail uses are characterized by a target market area of less than ½ mile radius for most of its on premise sales. An exception can be made for one anchor tenant or grocery store, of less than 45,000 square feet within a Neighborhood Center.

### A.3. Planned Zoning.

District 211 is a planned zoning district that overlays and amends underlying zoning classifications. Any conflict between the standards and guidelines in this section and the underlying zoning shall be resolved in favor of this section. Applications under the District 211 overlay require submittal of sketch plans and development plans in accordance with the procedures and criteria for the “C-P district and in Article IX.

## **B. Development Pattern and Structure**

### B.1 Block Size

The block size defines the pattern and compactness of development and encourages walkability where the blocks are small.

- a. Small Block – blocks of 2.5 to 4 net acres in size.
- b. Medium Block – blocks of 4 to 6 net acres in size.
- c. Large Block – blocks 6 to 10 acres; larger only as limited exceptions or where internal access streets within the block mimic the A-street, B-street or C-street connections.

## B.2. Street Type / Streetscape

The street type and streetscape design define the street network that shapes the public realm, and transitions and differences in street types help define distinct places.

- a. A Street. "A Streets" prioritize pedestrian activity and create value for buildings and business that front directly on them. In general "A Streets" shall have the following design features: Wide sidewalks (12'-20'); On-street Parking (8' parallel or 18' angled); Slow speeds (below 20mph target) and narrow travel lanes (10'); Frequent street trees planted in tree wells within sidewalks (25' to 40' on center); Seating area and other public amenities along the sidewalk or associated with businesses; and Frequent cross-walks in association with short blocks
- b. B Street. "B Streets" have a balance between all modes of transportation (cars, pedestrians, bicycles and transit) and promote access and connections to key places. In general, "B Streets" shall have the following design features: Sidewalks (6' – 10'); On-street parking (8' parallel were appropriate); Moderate speeds (20-30 mph) and travel lanes (10'-11'); Bicycle lanes where appropriate; and a landscape buffer (6'- 10') with street trees between the street and sidewalk (or in tree wells if on-street parking provides the buffer between vehicles and pedestrians)
- c. C Street. "C Streets" provide access throughout the areas, and support important land uses that require a higher degree of vehicle access and connections. Due to the difficult site designs and compromised streetscapes that result, these streets are typically on edges or secondary networks of more valuable places. In general, "C Streets" shall have the following design features: Sidewalks ((6'-10') or trail (10'+) where appropriate; Moderate to high speeds (25 – 40 mph) and moderate to wide travel lanes (11' – 12'); and a landscape buffer (10'+) with street trees or landscape berms between the sidewalk or trail and road.

## B.3. Civic Space/Landscape

Civic space and landscape design creates an extension of the public realm and establishes transitions between public spaces and private development. The design of these spaces can create gathering places, establish an aesthetic character for the area, and/or screen and buffer more intense elements of site or building designs.

- a. Formal Space - Formal spaces are primarily designed for people to gather and are designed with a high degree of pedestrian amenity and ornamentation.

These spaces are small and strategically located, typically along important street frontages as an extension of the public right-of-way or as a focal point of surrounding blocks. They include landscape elements, but also have a significant amount of hardscape. Examples include courtyards, plazas or squares.

- b. Open Space – Open spaces are primarily designed to promote an aesthetic character or buffer or screen elements of a site from adjacent areas, and are designed with a high degree of landscape amenity. These spaces are incorporated into sites for either ecological or aesthetic functions. Examples include buffers, berms, tree or landscape islands, greens or any natural storm water BMP.
- c. Campus Space – Campus spaces are larger-scale and coordinated landscaped areas designed to tie together larger and more dispersed projects into a common theme. These spaces compliment the street network as an extension of the public realm and though accessible to bicycles and pedestrians, include a large amount of landscape amenity (which can be natural or formal). Examples include greens, trails and greenways, lawns and other landscaped or garden-like amenities.
- d. Natural Area – Natural areas are landscape areas preserved or restored for their natural or ecological function. These spaces are located based on inherent opportunity of the site but become an organizing element and amenity for surrounding development patterns. Examples include greenways, stream buffers, forested areas, or any natural storm water BMP.

## **C. Uses**

### C.1. Scale of Use

- a. Small Scale – uses that require less than 5,000 square feet of space.
- b. Medium Scale – uses that require between 5,000 and 60,000 square feet of space.
- c. Large Scale – uses that require more than 60,000 square feet of space.

### C.2. Mix of Uses

- a. Retail – use category is for businesses engaged in the exchange of merchandise for general consumers, and nature of the exchange generally requires frequent interactions with the clients, customers or patrons on the premises, where lots or buildings are primarily designed for exposure to the public-at-large.
- b. Services - Service uses include businesses engaged in the exchange of professional skills, advice, personal care or other resources, and the nature of the exchange generally requires frequent interactions with the clients, customers or patrons on the premises, and where lots or buildings may require access or exposure to the public-at-large.
- c. Employment - Employment uses include businesses engaged in administrative, clerical, professional operations and support, and light industrial/manufacturing where products or services are of the nature that generally, when compared to

retail uses, do not require daily on-premise interactions with the clients, customers or patrons, and where lots and buildings are not primarily designed to maximize exposure to the public-at-large. Operations may require commercial vehicle access for distribution and deliveries.

- d. Civic – Civic uses include uses serving a broad and general public and community interest to enhance daily cultural, social or recreation opportunities for area landowners and residents. Civic uses may include uses that are either public and accessible to all citizens; common and accessible by rights associated with ownership; or private and accessible by membership or general association.
- e. Residential - Residential uses include all types of dwelling units used for permanent residence, including a variety of lot types, building types, and unit types, that may vary in the kind and classes of buildings based on the character of the neighborhood.

## **D. Site Design**

### **D.1. Building Type / Orientation**

- a. Small Footprint – Small footprint buildings allow for compact development patterns that add vitality by placing a larger amount and wider variety of uses within close proximity to a key destination. In general, small-footprint buildings are no greater than 3,000 square feet (footprint), however a series of these buildings may be joined by common walls along a block face.
- b. Large Footprint – Larger footprint buildings accommodate destination uses. However due to the larger impact and difficult site design and building access and orientation challenges, these buildings need to be carefully sited to not disrupt urban design and development patterns of nearby areas. In general, large-footprint buildings are typically single story (or extended single story) and greater than 50,000 square feet.
- c. Street Front – Street-front building orientation over-rides conventional setbacks and places the building along the front lot line. This helps define the public realm and streetscape as important space, and adds activity and vitality to the streetscape with pedestrian activity. In general, Street-front building orientation includes the following design features: Front “build-to” line (0’ – 10’); Building frontage on at least 80% of the lot frontage/“build-to” line, except that up to 50% may be set back to provide outside civic space along the frontage; and Building orientation to the street (front entrance features and active street level uses).
- d. Enhanced Façade – Enhanced Facades create quality and visual interest along the building frontage and typically accompanies street-front building orientation. In general, enhanced facade design includes: Primary entrances (1 entrance at least every 50 linear feet); Transparency (at least 70% windows between 2’ and 10’ from street level; 25% - 40% on each story above street level); Limited blank wall space (walls with no windows and doors – no more than 30 linear feet and 600 s.f.); Pedestrian scale ornamentation and details –

especially associated with primary entrances or to animate any “blank wall” space.

#### D.2. Parking and Access

- a. Restricted Access – no vehicular access is allowed along the block face, access is provided from a side street or rear alley / parking lot. Typically applied to A Streets.
- b. Limited Access – no more than one vehicular access point is allowed along the block face, additional access is provided from a side street, rear alley or adjacent B or C Street types.
- c. On-street Parking – parking along the block face within the right-of-way, can be parallel or angled depending on the size of the right of way. Typically on-street parking is associated with A Street types to encourage a higher level of pedestrian connectivity.
- d. Secondary Parking – Parking that behind the building. Parking may be accessed by a drive way from the block face or from side street or adjacent streets.
- e. Small Lot – a parking field that does not exceed 25 parking spaces, that may be in front of, beside or behind the building and extensively landscaped to buffer parking from view.

E. Design Overlay Table

	Walkable Retail		Destination Retail		Mixed-Use Employment		Neighborhood Retail	
<b>DEVELOPMENT PATTERN &amp; STRUCTURE</b>								
Block Size								
Small Block	R	at least 60% of area	O		O		R	
Medium Block	O		P		P		D	
Large Block	L	limited to perimeter of development	O		L	must reinforce pattern of campus open space	D	
<b>Street Type / Streetscape</b>								
"A" Street	R	min. 25%	P		R	min. 10%	R	min 50%
"B" Street	O	25% to 50%	P	15% to 50%	P	50% to 65%	O	max 50%
"C" Street	L	max. 25%	O	remainder	L	max. 40%	D	max 10%
<b>Civic Space / Landscape</b>								
Formal Spaces	R	small, and at least 1on every block; OR larger spaces can serve abutting blocks	O		O	mixed with open spaces and associated with high-activity buildings	R	small, and at least 1on every block;
Open Space	O		R	for buffer/screening; min 15%	P	large areas / connectivity; min 5%	D	
Campus Space	D		O		P	create natural setting; min 15%	D	
Natural Area	L	for resource protection	P	for buffer/screening	O	protection/connectivity	L	for resource protection
<b>USES</b>								
Scale of Use								
Small Scale	R	under 2,500 sq. ft.	L	at development entry	L	associated with formal open space and high-activity buildings	R	under 2,500 sq. ft.
Medium Scale	L	limited to B streets	L	at development entry	P		L	One anchor tenant or grocery on B or C

	Walkable Retail		Destination Retail		Mixed-Use Employment		Neighborhood Retail	
								street
Large Scale	L	on perimeter of dev.	P		O		D	
Mix of Uses								
Retail	R	min 75%	R	min 75%	L	max 20%; associated with formal open space and high-activity buildings	R	min 60%
Service	C	max 25%	O	max 25%	O	max 20%	O	max 40%
Employment	O	small scale/2 <sup>nd</sup> floor	D		R	min 60%	O	Max 25%
Civic	O	max 25%	L	max 10%	O	max 25%	P	min 10% - max 25%
Residential	L	not of first floor	D		L	on perimeter of dev.	L	not of first floor
<b>SITE DESIGN</b>								
Building Type / Orientation								
Small Footprint	R		O		O		R	
Large Footprint	L		O		O		D	
Street Front	R/P	R on "A streets"; P on "B streets"	P		L	on "A streets"	R	
Enhanced Facade	R		O/P	P on "A" or "B streets"	O/P	P on "A" or "B streets" or any frontage on Campus Open Space	R	
Building Materials								
??								
??								
??								
Parking / Access								
Restricted Access	R		P		P		R	
Limited Access	L	"B" or "C Streets" only	O		O		L	"C streets" only
On-Street Parking	R/P	R on "A streets"; P on "B streets"	O	only on "A" streets	O		R/P	R on "A streets"; P on "B streets"

	Walkable Retail		Destination Retail		Mixed-Use Employment		Neighborhood Retail	
Secondary Parking	O		O		O		L	Behind building or on perimeter of dev.
Small Lot	P		O		P		R	

R = Required  
 P = Preferred  
 O = Optional  
 L = Limited  
 D = Discouraged