

**BOA Meeting Agenda  
Peculiar City Board of Aldermen  
Worksession Meeting and Public Hearing  
City Hall – 250 S. Main St  
Monday September 8, 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, September 8, 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. Proclamation – Constitution Week
6. New Business –
  - A. Bill No. 2015-21 – AN ORDINANCE OF THE CITY OF PECULIAR, MISSOURI TO ESTABLISH A PROCEDURE TO DISCLOSE POTENTIAL CONFLICTS OF INTEREST AND SUBSTANTIAL INTERESTS FOR CERTAIN OFFICIALS.  
1<sup>st</sup> Reading & 2<sup>nd</sup> Reading
  - B. Resolution – 2015-52 - A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI ADOPTING THE MID-AMERICA REGIONAL COUNCIL (MARC) REGIONAL MULTI-HAZARD MITIGATION PLAN AS AMENDED JANUARY 2015.
7. Topic for Discussion –
  - A. Comprehensive Plan Update
  - B. 211<sup>th</sup> Street Design Overlay District – Amendment to Chapter 400.490
  - C. 2015-2016 Fiscal Year Budget
  - D. Naming the 211<sup>th</sup> Street Interchange
8. Aldermen Concerns
9. Aldermen Directives
10. Executive Session –

The City Attorney Reid Holbrook has requested a 20-minute Executive Session, per RSMo. 610.021(1)
11. Adjournment



## PROCLAMATION

**WHEREAS:** September 17, 2015, marks the two hundred twenty-eighth anniversary of the drafting of the Constitution of the United States of America by the Constitutional Convention; and

**WHEREAS:** It is fitting and proper to accord official recognition to this magnificent document and its memorable anniversary; and to the patriotic celebrations which will commemorate the occasion; and

**WHEREAS:** Public Law 915 guarantees the issuing of a proclamation each year by the President of the United States of America designating September 17<sup>th</sup> through 23<sup>rd</sup> as Constitution Week,

**NOW, THEREFORE I,** Holly Stark by virtue of the authority vested in me as Mayor of the City of Peculiar, Missouri do hereby proclaim the week of September 17<sup>th</sup> through 23<sup>rd</sup> as

## CONSTITUTION WEEK

**AND** ask our citizens to reaffirm the ideals of the Framers of the constitution had in 1787 by vigilantly protecting the freedoms guaranteed to us through this guardian of our liberties, remembering that lost rights may never be regained.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the City of Peculiar, Missouri to be affixed this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

SEAL

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

Attest: \_\_\_\_\_  
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 & Board of Aldermen  
**From:** Janet Burlingame  
**Date:** August 31, 2015  
**Re:** Bill No. 2015-21 Conflict of Interest Ordinance Renewal

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### **GENERAL INFORMATION**

**Applicant:** City Staff  
**Requested Actions:** Due to notice received after the deadline of the previous Board of Alderman Meeting, it is necessary to perform 1<sup>st</sup> & 2<sup>nd</sup> Reading of Ordinance to meet the requirement of re-adopting the Ordinance at an open meeting by September 15, 2015. Passage of the proposed Ordinance per the need of the Missouri Ethics Commission.  
**Purpose:** To renew our current Ordinance on Conflict of Interests.

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### **PROPOSAL**

This Ordinance would renew the policy established in 2013 and is a requirement of the Missouri Ethics Commission. If this Ordinance is not adopted then all of the elected officials will have to file Personal Financial Disclosures. This ordinance remains unchanged from the passage in 2013.

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### **PREVIOUS ACTIONS**

None

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### **KEY ISSUES**

If this Ordinance is not adopted then all of the elected officials will have to file Personal Financial Disclosures.

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### **STAFF RECOMMENDATION**

Staff recommends approval of the ordinance.

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### **ATTACHMENTS**

The proposed ordinance is attached for your review.

Bill No. 2015-21  
Ordinance No. \_\_\_\_\_

**AN ORDINANCE OF THE CITY OF PECULIAR, MISSOURI TO ESTABLISH A PROCEDURE TO DISCLOSE POTENTIAL CONFLICTS OF INTEREST AND SUBSTANTIAL INTERESTS FOR CERTAIN OFFICIALS**

**BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI, AS FOLLOWS:**

**Section 1. Declaration of Policy.** The proper operation of government requires that public officials and employees be independent, impartial and responsible to the people; that government decisions and policy be made in the proper channels of the government structure; that public office not be used for personal gain; and that the public have confidence in the integrity of its government. In recognition of these goals, there is hereby established a procedure for disclosure by certain officials and employees of private financial or other interests in matters affecting the city.

**Section 2. Conflicts of Interests.**

- a. All elected and appointed officials as well as employees of a political subdivision must comply with Sections 105.452 and 105.454, RSMo., on conflicts of interest as well as any State law governing official conduct.
  
- b. Any member of the governing body of a political subdivision who has a “substantial personal or private interest” on any measure, bill, order or ordinance proposed or pending before such governing body must disclose that interest to the secretary or clerk of such body and such disclosure shall be recorded in the appropriate journal of the governing body. Substantial personal or private interest is defined as ownership by the individual, his spouse, or his dependent children, whether singularly or collectively, directly or indirectly of: (1) 10% or more of any business entity; or (2) an interest having a value of \$10,000 or more; or (3) the receipt of a salary, gratuity, or other compensation or remuneration of \$5,000 or more, per year from any individual, partnership, organization, or association within any calendar year.

**Section 3. Disclosure Reports.** Each elected official, the chief administrative officer, the chief purchasing officer, the full-time general counsel and officials or employees authorized to promulgate or vote on rules and regulations with the force of law shall disclose the following information by May 1 if any such transactions occurred during the previous calendar year:

- a. For such person, and all persons within the first degree of consanguinity or affinity of such person, the date and the identities of the parties to each transaction with a total value in excess of

\$500, if any, received as an employee or payment of any tax, fee or penalty due to the political subdivision, and other than transfers for no consideration to the political subdivision.

- b. To date and the identities of the parties to each transaction known to the person with a total value in excess of \$500, if any, that any business entity in which such person had a substantial interest, had with the political subdivision to the political subdivision or transactions involving payment for providing utility service to the political subdivision, and other than transfers for no consideration to the political subdivision.
- c. The chief administrative officer and the chief purchasing officer also shall disclose by May 1 for the previous calendar year the following information:
  - 1. The name and address of each of the employers of such person from whom income of \$1,000 or more was received during the year covered by the statement;
  - 2. The name and address of each sole proprietorship that he owned; the name, address and the general nature of the business conducted of each general partnership and joint venture in which he was a partner or participant; the name and address of each partner or co-participant for each partnership or joint venture unless such names and addresses are filed by the partnership or joint venture with the Secretary of State; the name, address and general nature of the business conducted of any closely held corporation or limited partnership in which the person owned ten percent (10%) or more of any class of the outstanding stock or limited partnership units; and the name of any publicly traded corporation or limited partnership that is listed on a regulated stock exchange or automated quotation system in which the person owned two percent (2%) or more of any class of outstanding stock, limited partnership units or other equity interests;
  - 3. The name and address of each corporation for which such person served in the capacity of a director, officer or receiver.

**Section 4. Filing of Reports.**

- a. The financial interest statements shall be filed at the following times but no person is required to file more than one (1) financial interest statement in any calendar year;

1. Every person required to file a financial interest statement shall file the statement annually not later than May 1 and the statement shall cover the calendar year ending the immediately preceding December 31 of the covered year until the date of filing of the financial interest statement.
2. Each person appointed to office provided for in Section 3 shall file the statement within thirty (30) days of such appointment or employment;
  - b. Financial disclosure reports giving the financial information required in Section 3 shall be filed with the local political subdivision and with the Secretary of State prior to January 1, 1993. After January 1, 1993 reports shall be filed with the local political subdivision and the Missouri Ethics Commission. The reports shall be available for public inspection and copying during normal business hours.

**Section 5. Filing of Ordinance.** A certified copy of this ordinance, adopted prior to September 15<sup>th</sup>, shall be sent within ten (10) days of its adoption to the Secretary of State's office. A certified copy of any ordinance adopted on or after January 1, 1994 shall be sent to the Missouri Ethics Commission within ten (10) days of its adoption.

**Section 6. Effective Date.** This ordinance shall be in full force and effect from and after the date of its passage and approval and shall remain in effect until amended or repealed by the Board of Aldermen.

Read two times by title only and passed by the Board of Aldermen of the City of Peculiar, Missouri, this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

**BE IT REMEMBERED THE PRECEDING ORDINANCE WAS ADOPTED UPON ITS SECOND READING THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2015, BY THE FOLLOWING VOTE:**

Alderman Hammack	_____	Alderman Ray	_____
Alderman Roberts	_____	Alderman McCrea	_____
Alderman Ford	_____	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**  
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**Phone: (816)779-5212 Facsimile: (816)779-1004**

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**To:** Mayor & Board of Aldermen  
**From:** Carl Brooks, City Engineer, and Harry Gurin, Chief of Police  
**Date:** September 8, 2015  
**Re:** Resolution No. 2015-52

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### **GENERAL INFORMATION**

**Applicant:** City Staff  
**Requested Actions:** Approval of resolution  
**Purpose:** Adopt MARC Hazard Mitigation Plan  
**Property Location:** City-wide

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### **PROPOSAL**

In order for the City to be eligible to apply for FEMA assistance following a disaster, we must have a Hazard Mitigation Plan in place. The plan being presented was coordinated by MARC and covers several communities. Successful passage of this resolution means adoption of the MARC plan.

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### **PREVIOUS ACTIONS**

We have had a plan in place previously (through MARC) and this action will adopt the January 2015 updated version of it.

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### **KEY ISSUES**

Basically, there are three (3) types of disasters that we must prepare for under the MARC plan: tornadoes, flooding and severe winter weather. The specifics of preparedness are listed in the attachment hereto.

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### **STAFF COMMENTS AND SUGGESTIONS**

It is critical that we continue to have a mitigation plan in place. Because we have maintained our eligibility, the City was compensated from FEMA/SEMA the Blizzard (February) of 2010. Also, the City Engineer could pursue (once again) grant funds that could help address the Kendall Road “private bridges” problem.

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### **STAFF RECOMMENDATION**

Staff recommends approval of the resolution.

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### **ATTACHMENTS**

The Mitigation Plan is attached for your review. These pages list the goals and actions of the plan. These goals and actions have changed very little from the previous plan.



**FEMA**

August 14, 2015

Mr. Ron Walker, Director  
State Emergency Management Agency  
P. O. Box 116  
Jefferson City, Missouri 65102

**Subject: Review of the Mid-America Regional Council (MARC) Regional Missouri Hazard Mitigation Plan**

Dear Mr. Walker:

The purpose of this letter is to provide the status of the above referenced Local Hazard Mitigation Plan, pursuant to the requirements of 44 CFR Part 201 - Mitigation Planning and the Local Multi-Hazard Mitigation Planning Guidance. The Local Hazard Mitigation Plan Review Tool documents the Region's review and compliance with all required elements of 44 CFR Part 201.6. It also identifies the jurisdictions participating in the planning process. FEMA's approval will be for a period of five years effective starting with the approval date indicated below.

Prior to the expiration of the plan the community will be required to review and revise their plan to reflect changes in development, progress in local mitigation efforts, and changes in priorities, and resubmit it for approval in order to continue to be eligible for mitigation project grant funding.

Plan Name	Date Submitted	Date Approved	Date of Plan Adoption	Date of Plan Expiration	Review Status
MARC	July 9, 2015	August 14, 2015	August 3, 2015	August 14, 2020	Approved

If you have any questions or concerns, please contact Joe Chandler, Planning Team Lead, at (816) 283-7071.

Sincerely,

for  
Michael R. Scott, Director  
Mitigation Division

<b>Jurisdiction:</b> <b>Kansas City, Missouri Region (Cass, Clay, Jackson, Platte and Ray Counties)</b>	<b>Title of Plan:</b> 2015 Regional Hazard Mitigation Plan	<b>Date of Plan:</b> May 31, 2015
<b>Local Point of Contact:</b> Donna Martin	<b>Address:</b> 600 Broadway, Suite 200 Kansas City, MO 64105	
<b>Title:</b> Senior Planner		
<b>Agency:</b> Mid-America Regional Council		
<b>Phone Number:</b> 816 701-8369	<b>E-Mail:</b> <a href="mailto:dmartin@marc.org">dmartin@marc.org</a>	
<b>Funding Source:</b> FY13 PDMC-EMK-2014-PC-0001		
<b>State Reviewer:</b> Heidi Carver	<b>Title:</b> Planner II/ State Hazard Mitigation Specialist	<b>Date:</b> 7-1-15
<b>FEMA Reviewer:</b> Carol Kanter	<b>Title:</b> Hazard Mitigation Community Planner	<b>Date:</b> August 10, 2015
<b>Date Received in FEMA Region VII</b>	July 9, 2015	
<b>Plan Not Approved</b>		
<b>Plan Approvable Pending Adoption</b>		
<b>Plan Approved</b>	August 14, 2015	

<b>Participating Jurisdiction:</b>	<b>NFIP Status*</b>	
	<b>Y</b>	<b>NP</b>
1. Cass County	Y	
2. Belton	Y	
3. Harrisonville	Y	
4. Lake Winnebago	Y	
5. Peculiar	Y	
6. Pleasant Hill	Y	
7. Raymore	Y	
8. Archie R-V School District	NA	
9. Pleasant Hill R-III School District	NA	
10. Raymore-Peculiar School District	NA	
11. Clay County	Y	
12. Excelsior Springs	Y	
13. Gladstone	Y	
14. Kearney	Y	
15. Liberty	Y	
16. Mosby	Y	
17. North Kansas City	Y	
18. Smithville	Y	
19. Fishing River Fire Protection District	NA	

**HAZARD MITIGATION PLAN REVIEW TOOL**  
**Mid-America Regional Council Regional Plan**

APPROVED

FEMA Region VII  
 1<sup>st</sup> Review

20. North Kansas City School District	NA	
21. Smithville R-1 School District	NA	
<b>22. Jackson County</b>	Y	
23. Blue Springs	Y	
24. Grandview	Y	
25. Independence	Y	
26. Kansas City, Mo	Y	
27. Lee's Summit	Y	
28. Oak Grove	Y	
29. Raytown	Y	
30. Sni Valley Fire Protection District	NA	
31. Blue Springs School District	NA	
32. Fort Osage R-1 School District	NA	
33. Independence School District	NA	
34. Kansas City School District	NA	
35. Lee's Summit School District	NA	
36. Metropolitan Community Colleges	NA	
<b>37. Platte County</b>	Y	
38. Edgerton	Y	
39. Farley	Y	
40. Ferrelview	Y	
41. Houston Lake	Y	
42. Lake Wakomis	Y	
43. Northmoor	Y	
44. Parkville	Y	
45. Platte City	Y	
46. Platte Woods	Y	
47. Riverside	Y	
48. Weatherby Lake		NP considering it
49. Weston	Y	
50. Northland Regional Ambulance District	NA	
51. West Platte Fire Protection District	NA	
52. North Platte R-1 School District	NA	
53. Park Hill School District	NA	
54. Platte County R-3 School District	NA	
55. West Platte R-II School District	NA	
56. Park University	NA	
<b>57. Ray County</b>	Y	
58. Richmond	Y	

\* Notes: Y= Participating NP = Not Participating in NFIP S- Sanctioned R- Rescinded

## SECTION 1: REGULATION CHECKLIST

<b>1. REGULATION CHECKLIST</b>		<b>Location in Plan</b> (section and/or page number)	<b>Met</b>	<b>Not Met</b>
<b>Regulation (44 CFR 201.6 Local Mitigation Plans)</b>				
<b>ELEMENT A. PLANNING PROCESS</b>				
A1. Does the Plan document the planning process, including how it was prepared and who was involved in the process for each jurisdiction? (Requirement §201.6(c)(1))	Section 1.3 (P 1.4)	X		
A2. Does the Plan document an opportunity for neighboring communities, local and regional agencies involved in hazard mitigation activities, agencies that have the authority to regulate development as well as other interests to be involved in the planning process? (Requirement §201.6(b)(2))	Section 1.3.1 (P 1.4) Section 1.3.2 (P 1.4) Section 6.1 (P 6.637)	X		
A3. Does the Plan document how the public was involved in the planning process during the drafting stage? (Requirement §201.6(b)(1))	Section 1.3.2 (P 1.4) Table 1.1 (P 1.6)	X		
A4. Does the Plan describe the review and incorporation of existing plans, studies, reports, and technical information? (Requirement §201.6(b)(3))	Section 1.3.4 (P 1.13) Section 3.2 (P 3.99) Section 6.2 (P 6.641)	X		
A5. Is there discussion of how the community(ies) will continue public participation in the plan maintenance process? (Requirement §201.6(c)(4)(iii))	Section 6.3 (P 6.641)	X		
A6. Is there a description of the method and schedule for keeping the plan current (monitoring, evaluating and updating the mitigation plan within a 5-year cycle)? (Requirement §201.6(c)(4)(i))	Section 6.1 (P 6.637)	X		
<b><u>ELEMENT A: REQUIRED REVISIONS</u></b>				

1. REGULATION CHECKLIST		Location in Plan (section and/or page number)	Met	Not Met
Regulation (44 CFR 201.6 Local Mitigation Plans)				
<b>ELEMENT B. HAZARD IDENTIFICATION AND RISK ASSESSMENT</b>				
B1. Does the Plan include a description of the type, location, and extent of all natural hazards that can affect each jurisdiction(s)? (Requirement §201.6(c)(2)(i))	Section 4.1; 4.1.2; 4.1.3 (P 4.262 - 4.265) 4.2; (P 4.263) 4.3; 4.3.1 (P 4.265) 4.4; (P 4.274) 4.5; 4.5.2; 4.5.3 (P 4.288 – 4.292) 4.6; 4.6.2; 4.6.3 (P 4.294 – 4.302) 4.7; 4.7.2; 4.7.3 (P 4.309 - 3.320) 4.8; 4.8.2; 4.8.3 (P 4.326 – 4.333) 4.9; 4.9.2; 4.9.3 (P 4.338 – 4.343) 4.10; 4.10.2; 4.10.3 (P 4.352 – 4.360) 4.11; 4.11.2; 4.11.3 (P 4.364 – 4.369) 4.12; 4.12.2; 4.12.3 (P 4.373- 4.382) 4.13; 4.13.2; 4.13.3 (P 4.392 – 4.395) 4.14; 4.14.2; 4.14.3 (P 4.401 - 4.406) 4.15; 4.15.2; 4.15.3 (P 4.412- 4.416) 4.16; 4.16.2; 4.16.3 (P 4.424 – 4.435) 4.17; 4.17.2; 4.17.3 (P 4.438 – 4.446) 4.18; 4.18.2; 4.18.3 (P 4.457 – 4.470) 4.19; 4.19.2; 4.19.3 (P 4.479 – 4.492) 4.20; 4.20.2; 4.20.3 (P 4.523 – 4.532) 4.21; 4.21.2; 4.21.3 (P 4.539 – 4.540)	X		
B2. Does the Plan include information on previous occurrences of hazard events and on the probability of future hazard events for each jurisdiction? (Requirement §201.6(c)(2)(i))	Section 4.1.1; (P 4.262) 4.2.1; (P 4.263) 4.3.1; (P 4.265) 4.4; (P 4.274) 4.6.1; 4.6.4 (P 4.295 -4.303) 4.7.1; 4.7.4 (P 4.312; 4.323) 4.8.1; 4.8.4 (P 4.328; 4.335) 4.9.1; 4.9.4 (P 4.340; 4.346) 4.10.1; 4.10.4 (P 4.357; 4.362) 4.11.1; 4.11.4 (P 4.365; 4.370) 4.12.1; 4.12.4 (P 4.373; 4.386) 4.13.1; 4.13.4 (P 4.394; 4.398) 4.14.1; 4.14.4 (P 4.401; 4.406) 4.15.1; 4.15.4 (P 4.413; 4.418) 4.16.1; 4.16.4 (P 4.432; 4.435) 4.17.1; 4.17.4 (P 4.441; 4.447) 4.18.1; 4.18.4 (P 4.458; 4.471) 4.19.1; 4.19.4 (P 4.484; 4.493) 4.20.1; 4.20.4 (P 4.525; 4.533) 4.21.1; 4.21.4 (P 4.539; 4.540)	X		

**1. REGULATION CHECKLIST**

<b>Regulation (44 CFR 201.6 Local Mitigation Plans)</b>	<b>Location in Plan (section and/or page number)</b>	<b>Met</b>	<b>Not Met</b>
B3. Is there a description of each identified hazard’s impact on the community as well as an overall summary of the community’s vulnerability for each jurisdiction? (Requirement §201.6(c)(2)(ii))	Section 4.1 (P 4.262) 4.2 (P 4.262) 4.3; 4.3.1; (P 4.262- 4.273) 4.4.5 (P 4.288) 4.5.5 (P 4.292) 4.6.5 (P 4.304) 4.7.5 (P 4.323) 4.8.5 (P 4.336) 4.9.5 (P 4.346) 4.10.5 (P 4.362) 4.11.5 (P 4.370) 4.12.5 (P 4.388) 4.13.5 (P 4.399) 4.14.5 (P 4.406) 4.15.5 (P 4.419) 4.16.5 (P 4.436) 4.17.5 (P 4.448) 4.18.5 (P 4.472) 4.19.5 (P 4.493) 4.20.5 (P 4.534) 4.21.6 (P 4.540)	X	
B4. Does the Plan address NFIP insured structures within the jurisdiction that have been repetitively damaged by floods? (Requirement §201.6(c)(2)(ii))	Section 3.3.6 (P 3.150) Section 5.3.3 (P 5.619) Section 6.1 (P 6.641)	X	
<b><u>ELEMENT B: REQUIRED REVISIONS</u></b>			
<b>ELEMENT C. MITIGATION STRATEGY</b>			
C1. Does the plan document each jurisdiction’s existing authorities, policies, programs and resources and its ability to expand on and improve these existing policies and programs? (Requirement §201.6(c)(3))	Section 3.2 (P 3.99) Sections 3.3.6 (P 3.145)	X	
C2. Does the Plan address each jurisdiction’s participation in the NFIP and continued compliance with NFIP requirements, as appropriate? (Requirement §201.6(c)(3)(ii))	Section 3.3.6 (P 3.151 – 3.155) 5.3 (P 5.618) and Attachment 5.2	X	
C3. Does the Plan include goals to reduce/avoid long-term vulnerabilities to the identified hazards? (Requirement §201.6(c)(3)(i))	Section 5 (P 5.614) Attachment 5.1; (P 5.620) Attachment 5.2 (P 5.634)	X	
C4. Does the Plan identify and analyze a comprehensive range of specific mitigation actions and projects for each jurisdiction being considered to reduce the effects of hazards, with emphasis on new and existing buildings and infrastructure? (Requirement §201.6(c)(3)(ii))	Attachment 5.2 (P 5.634)	X	
C5. Does the Plan contain an action plan that describes how the actions identified will be prioritized (including cost benefit review), implemented, and administered by each jurisdiction? (Requirement §201.6(c)(3)(iv)); (Requirement §201.6(c)(3)(iii))	Section 5.1.1a (P 5.615) Attachment 5.2 (P 5.634)	X	

**1. REGULATION CHECKLIST**

**Regulation (44 CFR 201.6 Local Mitigation Plans)**

**Location in Plan**  
 (section and/or  
 page number)

**Met**

**Not  
 Met**

C6. Does the Plan describe a process by which local governments will integrate the requirements of the mitigation plan into other planning mechanisms, such as comprehensive or capital improvement plans, when appropriate? (Requirement §201.6(c)(4)(ii))

Section 3.2 (P 3.99)  
 6.2 (P 6.641)

X

**ELEMENT C: REQUIRED REVISIONS**

1. REGULATION CHECKLIST		Location in Plan (section and/or page number)	Met	Not Met
Regulation (44 CFR 201.6 Local Mitigation Plans)				
<b>ELEMENT D. PLAN REVIEW, EVALUATION, AND IMPLEMENTATION</b> (applicable to plan updates only)				
D1. Was the plan revised to reflect changes in development? (Requirement §201.6(d)(3))	Section 2.5.2 (Planning Area Economy ) (P 2.59) Section 2.5.2a (P 2.62) Section 2.5.2b (P 2.65)	X		
D2. Was the plan revised to reflect progress in local mitigation efforts? (Requirement §201.6(d)(3))	Section 5.1.1c (P 5.616)	X		
D3. Was the plan revised to reflect changes in priorities? (Requirement §201.6(d)(3))	Section 5.1.1a (P 5.615)	X		
<b><u>ELEMENT D: REQUIRED REVISIONS</u></b>				
<b>ELEMENT E. PLAN ADOPTION</b>				
E1. Does the Plan include documentation that the plan has been formally adopted by the governing body of the jurisdiction requesting approval? (Requirement §201.6(c)(5))	Upcoming			X
E2. For multi-jurisdictional plans, has each jurisdiction requesting approval of the plan documented formal plan adoption? (Requirement §201.6(c)(5))	Upcoming			X
<b><u>ELEMENT E: REQUIRED REVISIONS</u></b>				
<b>Note:</b> If the plan is not adopted by a participating jurisdiction, that jurisdiction would not be eligible for project grants under the following hazard mitigation assistance programs: HMGP, PDM, FMA, and SRL.				

## SECTION 2: PLAN ASSESSMENT (For FEMA)

### A. Plan Strengths and Opportunities for Improvement

#### *Plan Strengths*

- The list of participation requirements was thorough and showed thoughtful analysis of the Guide.
- Tables 1.1 through are especially fine example of best practices.
- Throughout the plan, comparisons between the five participating counties provided an excellent basis for understanding the differences in the areas.
- The plan is full of exceptionally informative and easy to digest tables, charts, figures, and maps.
- Tables 3.2 through 3.9 includes a ton of information that is easily accessible.
- Throughout the plan are excellent narratives of developments in the past five years, as well as explanations of changes in content and format made in the updated plan.

#### *Opportunities for Improvement*

Typo on page 1.4 as the first sentence in Section 1.3.2: Planning Team Kickoff is the sentence: “The 2015 update planning process began in earnest at the September 29, 2015 . . .” The year probably is 2014.

On page 3.145 the significance of the term “CAV” should be explained.

It is recommended that repetitive loss properties be identified by jurisdiction so that variations in risk are easily ascertainable.

## **Element B: Hazard Identification and Risk Assessment**

### ***Plan Strengths***

The risk analysis included numerous examples of good practices. The bullet points below set forth some of them.

- The tornado vulnerability analysis was especially well reasoned and easy to follow.
- Citations to sources and explanations of data limitations are well done.
- The plan does a good job of analyzing hazards like thunderstorms on an area-wide basis, while noting the differences in risk between jurisdictions for hazards such as flooding.
- Data on critical facilities in the floodplains, as well as the dam and levee breach inundation areas, was well-done.
- The addition of problem statements adds much to the plan. However, they are very broadly stated. Perhaps more specific statements that speak to particular issues of jurisdictions could be included at the next update.
- Excellent explanation of the FEMA levee accreditation program.
- The maps beginning on page 4.396 showing concentrations of populations more at risk to heat incidents is a good practice.

### ***Opportunities for Improvement***

On page 4.288 it is stated that “. . . the possibility exists for achieving a greater than 100 percent probability of an event occurring.” Note probability cannot be over 100%. If 30 events occur 10 years, this does not mean that there is a 300% probability of occurrence, it means that there is a 100% probability of occurrence. Percentages cannot go above 100.

The map on page 4.350 includes really useful information. However, it would be more meaningful if presented on a county by county basis, or in some other way as to magnify the information presented. As it is, the scale does not permit comparisons between counties, let alone between participating jurisdictions.

See also the map on page 4.405 – a larger scale map showing the locations of participating jurisdictions would be far more meaningful. However, the tables following this map do give jurisdiction-specific information that shows past damages by jurisdictions.

The significance of the map on page 4.371 is not clear.

Information about RiskMAP projects should be included in future plan updates.

## Element C: Mitigation Strategy

### *Plan Strengths*

Including each community's safe growth audit conveys much useful information and is another example of best practices. The analyses of progress on the 2010 actions was stellar.

## B. Resources for Implementing Your Approved Plan

A variety of mitigation resources are available to communities. SEMA's mitigation website:

[http://sema.dps.mo.gov/programs/mitigation\\_management.asp](http://sema.dps.mo.gov/programs/mitigation_management.asp) provides planning and project related information as well as details on how major FEMA mitigation programs are implemented in the State.

SEMA's training website provides information on upcoming training opportunities within the State:

<http://training.dps.mo.gov/sematraining.nsf/TrainingSchedule?OpenForm>. A benefit cost analysis (BCA) course is usually offered in August, ahead of the deadlines for submitting applications for yearly mitigation grants. This course is often critical in helping communities achieve effective mitigation projects; it also provides supplemental information on developments within various grant programs, and is typically led by SEMA personnel and FEMA contractor personnel.

Review of the FEMA HMA guidance (FY15 is the most current) is also encouraged as guidance provides information about application and eligibility requirements. This guidance is available from

[http://sema.dps.mo.gov/programs/mitigation\\_management.asp](http://sema.dps.mo.gov/programs/mitigation_management.asp) or through FEMA's grant applicant resources page at [http://www.fema.gov/government/grant/hma/grant\\_resources.shtm](http://www.fema.gov/government/grant/hma/grant_resources.shtm).

As noted above, various funding programs are available from several state and federal agencies to assist local jurisdictions in accomplishing their mitigation activities and goals. A detailed listing of programs, information on each program, and contact information is available from the 2013 State Hazard Mitigation Plan on page 4.72/PDF 775. Elizabeth Weyrauch, State Hazard Mitigation Officer, ([Elizabeth.Weyrauch@sema.dps.mo.gov](mailto:Elizabeth.Weyrauch@sema.dps.mo.gov)), Heidi Carver, State Hazard Mitigation Specialist, ([Heidi.Carver@sema.dps.mo.gov](mailto:Heidi.Carver@sema.dps.mo.gov)) or Sam Kemp, State Hazard Mitigation Specialist, ([Sam.Kemp@sema.dps.mo.gov](mailto:Sam.Kemp@sema.dps.mo.gov)) can provide additional contacts for specific programs.

There are several RiskMAP projects that being pursued in the planning area. As a Cooperating Technical Partner (CTP), the NFIP and Floodplain Section at SEMA, has a role in implementing these projects. Jurisdictions that are part of these projects have been contacted directly regarding these efforts and have been asked to participate in one or more RiskMAP/ Discovery meetings. These meetings have been scheduled throughout Missouri to present similar information, and all meetings offer opportunities for questions about the program and process.

Dale Schmutzler, Karen McHugh, or Scott Samuels, (with the NFIP and Floodplain Section at SEMA) can be contacted for additional information on RiskMAP or Discovery meetings through

<http://sema.dps.mo.gov/about/staff.asp>.

**RESOLUTION 2015-52**

**A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI ADOPTING THE MID-AMERICA REGIONAL COUNCIL (MARC) REGIONAL MULTI-HAZARD MITIGATION PLAN AS AMENDED JANUARY 2015**

**WHEREAS**, a hazard mitigation plan is necessary to reduce loss of life and property by lessening the impact of natural, man-made and technological disasters; and

**WHEREAS**, as of November 1, 2004, all local governments must have an approved hazard mitigation plan to be eligible to apply for and receive certain funds to mitigate the impact of said disasters under the Federal Emergency Management Agency (FEMA) programs; and

**WHEREAS**, the City of Peculiar, with assistance from MARC, has gathered information and prepared the January 2015 *Regional Multi-Hazard Mitigation Plan* in accordance with FEMA requirements as stated in 44-CFR-201.6; and

**WHEREAS**, the January 2015 *Regional Multi-Hazard Plan* has now been finalized and may be viewed at [marc.org/emergency/hazardplandocs.htm](http://marc.org/emergency/hazardplandocs.htm); and

**WHEREAS**, the City of Peculiar affirms that the January 2015 *Regional Multi-Hazard Mitigation Plan* will be updated no less than every five (5) years.

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

**Section 1:** The January 2015 *Regional Multi-Hazard Mitigation Plan* is hereby adopted as the City of Peculiar’s mitigation plan, and the City resolves to execute the actions in the plan.

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

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

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

APPROVED:

ATTEST:

\_\_\_\_\_  
Holly J. 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

---

**To:** Board of Aldermen  
**From:** Clifford L. McDonald  
**Date:** September 8th, 2015  
**Re:** Comprehensive Plan Update

---

### **GENERAL INFORMATION**

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**Applicant:** City Staff

**Status of Applicant:** N/A

**Requested Actions:** The Board of Aldermen are being presented with the final update to the City's Comprehensive Plan for their information and review. A Public Hearing before the Board is scheduled for Monday, September 21<sup>st</sup>, 2015 at which time the Ordinance to adopt the Comprehensive Plan Update will be presented for its first reading.

**Date of Application:** N/A

**Purpose:** The purpose is for the Board of Aldermen to become familiar with the updated Comprehensive Plan Update before conducting a Public Hearing September 21<sup>st</sup>, 2015.

**Property Location (if applicable):** City wide.

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### **PROPOSAL**

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See "Requested Actions" above.

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### **PREVIOUS ACTIONS**

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The Planning Commission recommended approval and the Board of Aldermen formally adopted the City's current Comprehensive Plan in November, 2008. Gould Evans Associates, LC was awarded the contract to update the City's Comprehensive Plan August 18<sup>th</sup>, 2014; since that time the City has held several public workshops, public forums, solicited citizen comments by electronic survey and utilized the expertise of the Technical & Steering Committees to ensure this update reflects the future goals and desired growth of the City of Peculiar.

---

**KEY ISSUES**

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Perhaps the four areas addressed by the Comprehensive Plan Update with the most impact on the City's future development are:

1. *Fuctional Classification of Streets*
2. *Adopting the Complete Streets policy*
3. *Future Land Use Map*
4. *Amending Future Land Use Categories definitions.*

**STAFF COMMENTS AND SUGGESTIONS**

Staff suggests the Board of Aldermen review the Comprehensive Plan Update in preparation for the Public Hearing scheduled for September 21<sup>st</sup>, 2015.

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**STAFF RECOMMENDATION**

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Staff Recommends the Board of Aldermen review the Comprehensive Plan Update and strongly consider approving its adoption when presented September 21<sup>st</sup>, 2015.

---

**ATTACHMENTS**

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1. *Comprehensive Plan Update*
- 

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

PECULIAR, MISSOURI  
COMPREHENSIVE PLAN UPDATE - 2015

COMPREHENSIVE PLAN UPDATE  
31 August 2015

PLANNING COMMISSION REVIEW DRAFT



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### Steering Committee:

Holly Stark, *Mayor*  
 Tim Conway, *Planning Commission*  
 Matt Hammack, *Planning Commission*  
 Pat Roberts, *Alderman*  
 Kelsie McCrea, *Alderman*  
 Benda Conway, *DPACD*  
 Mark Callison, *Business Owner*  
 Dr. Kari Monsees, *Ray-Pec Schools*

### Technical Committee:

Clifford McDonald, *City Planner*  
 Carl Brooks, *City Engineer*  
 Grant Purkey, *Parks Director*  
 David Shrout, *Water Department*  
 Nick Jacobs, *Public Works*  
 Chief Gurin, *Police Department*  
 Gary Mallory, *Economic Development*

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

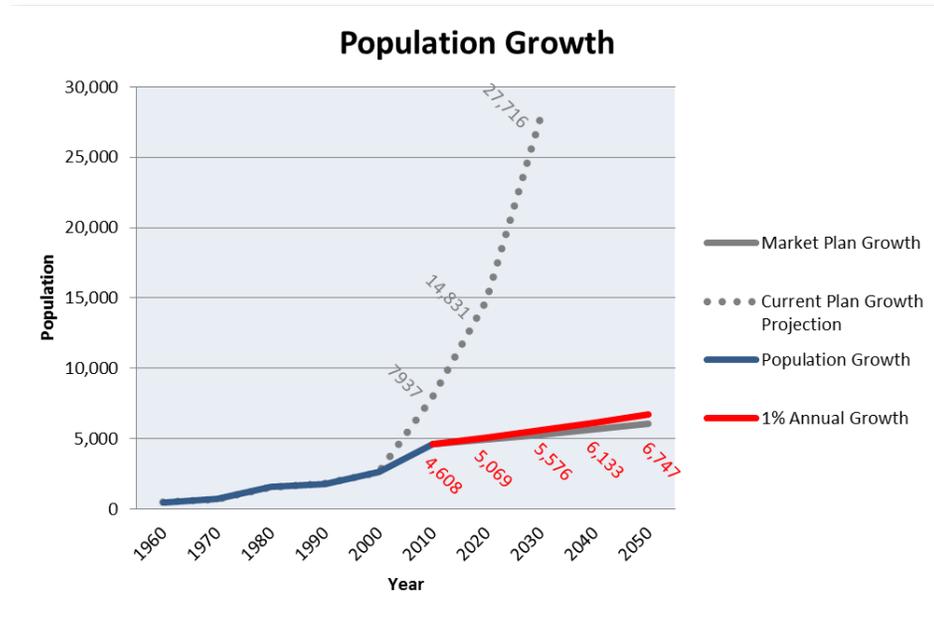


Figure 1: Population Projection, 2010 to 2050

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.

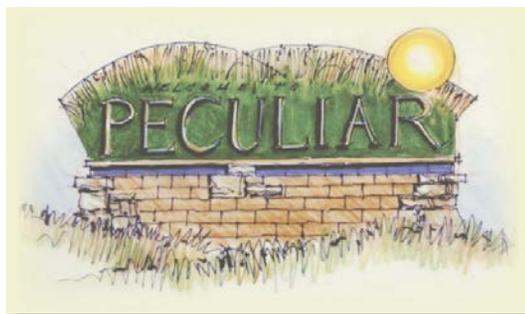


Figure 3: Entry Monument Rendering

## SPECIAL CHARACTER AREAS

### **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 211<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 markers that reflect the small town, downtown community feel and the arts/cultural district theme.

## 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 211th Street Interchange and growth of the community. The street classifications for Peculiar



Figure 4: 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 5: Functional Classification of Streets Standards

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, weather 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 a 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 completes 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 6: 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 7. 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 7: Character Street Application



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.

#### *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 211<sup>th</sup> 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.

#### *211<sup>th</sup> 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 211<sup>th</sup> Street alignment. This proposed interchange



**Figure 9: 211<sup>th</sup> Street Interchange Design**

includes a diverging diamond interchange design with sidewalks to accommodate pedestrians crossing I-49. Figure 9 illustrates the planned design of the future 211<sup>th</sup> 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 211<sup>th</sup> 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 211<sup>th</sup> 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.

#### *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 211<sup>th</sup> 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 8 and include the intersection of YY Highway/219<sup>th</sup> Street and Peculiar Drive, J and C Highways from Twin

Oaks Parkway to Jamar Street, School Road at 211<sup>th</sup> Street, and the Bradley Crossing area.

#### YY Highway/219<sup>th</sup> Street & Peculiar Drive

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

A study was commissioned to prepare potential operational and safety improvements for the segment of Route C between Peculiar Drive and Schug Avenue in Peculiar, Missouri. The study included an assessment of the existing operational and safety conditions and along Route C, and identification of potential improvements to address deficiencies.

Based on the data that was collected, the study segment of Route C is generally operating satisfactorily overall. However, there are some areas of concern, which are summarized below:

- The five-leg intersections create some driver confusion because they are not a standard type of intersection. The skew angle of the Peculiar Drive approaches makes it difficult for drivers to perceive safe crossing gaps, thereby resulting in the potential for higher accident rates.
- A number of rear end crashes have occurred on Route C behind vehicles stopped to turn left at Schug Avenue and at Legend Drive.



Figure 10: Long-term Improvements, Missouri C

- Lengthy delays and long queues form during the peak hours on the eastbound approach of the Route C and North Street intersection.
- Long delays are projected in the future at several side street approaches to the Route C corridor. Improvements are needed to allow for side street traffic to access Route C in the future.

Improvements were identified for two time frames. In the short term, it would be appropriate to eliminate the five-leg intersections with Peculiar Drive and add left-turn lanes at several intersection approaches. In the long term, traffic volumes are projected to increase, and traffic control improvements will be needed to improve operations for side street traffic accessing Route C. Construction of a dual lane roundabout at the intersection of Route C and Main Street would provide acceptable levels of service at a location that is accessible for many drivers in the western portion of Peculiar.

It is recommended that the additional 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 211<sup>th</sup> 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 203<sup>rd</sup> Street and other alignments further south (e.g. 227<sup>th</sup>, 233<sup>rd</sup> or 237<sup>th</sup>). Another option would be to capitalize on the existing overpass located at approximately the 249<sup>th</sup> Street alignment. These crossings will become very important as development occurs and traffic increases in the immediate vicinity of the I-49 interchanges.

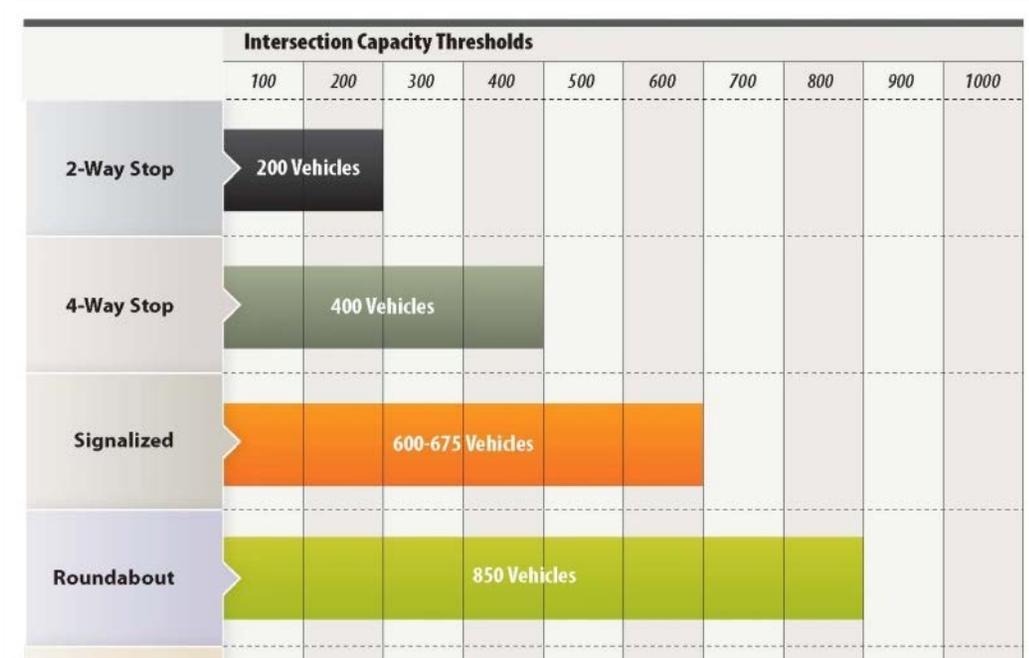


Figure 11: Intersection Capacity by Type

*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 211<sup>th</sup> Street be extended to the west from Peculiar Drive to Y Highway. Additionally 211<sup>th</sup> Street should be extended to the east from J Highway to Thorngrove Road, at

which point travelers could continue on 203<sup>rd</sup> or 215<sup>th</sup> Street and connect to 291 Highway. A second, more costly alternative would be to extend 211<sup>th</sup> 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.

### **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 and Schug Avenue. 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 211<sup>th</sup> 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 211<sup>th</sup> 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 211<sup>th</sup> 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.

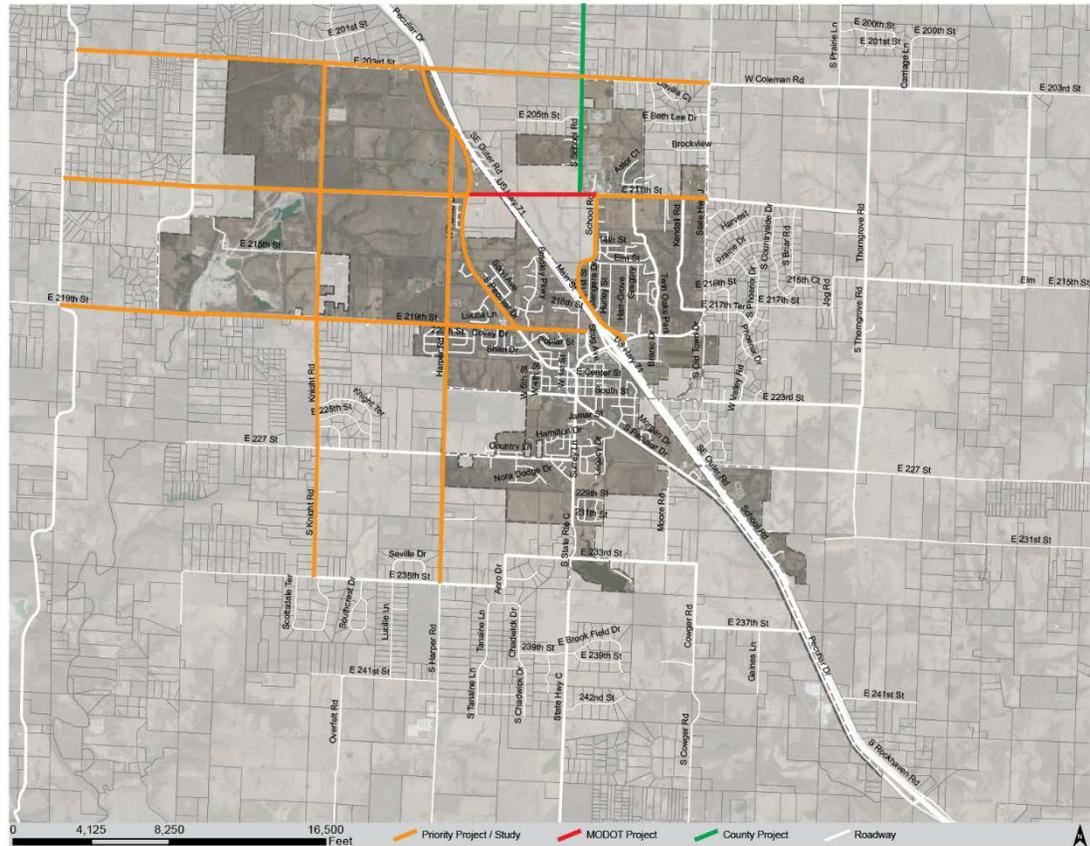
**Bike Racks**

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



**Figure 13: Priority Improvement Projects**

largely involves the ongoing execution of subdivision regulations.

**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)
Missouri C	<ul style="list-style-type: none"> <li>Design and install sidewalk improvements along Missouri C Highway, between Interstate 49 Interchange and Jamar Street.</li> </ul>
School Road	<ul style="list-style-type: none"> <li>Cass County is paying for 55% of the 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 211th Street to J Highway to be a Complete Street Collector design.</li> </ul>
211th Street	<ul style="list-style-type: none"> <li>MODOT will be constructing the new 211th 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 211th 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 203rd Street and YY/219th 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 235th Street be designed as a Complete Street Collector.</li> </ul>
Knight Road	<ul style="list-style-type: none"> <li>Recommend that between 203rd Street and 235th Street be designed as a Complete Street Collector.</li> </ul>
YY/219th 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>
203rd 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

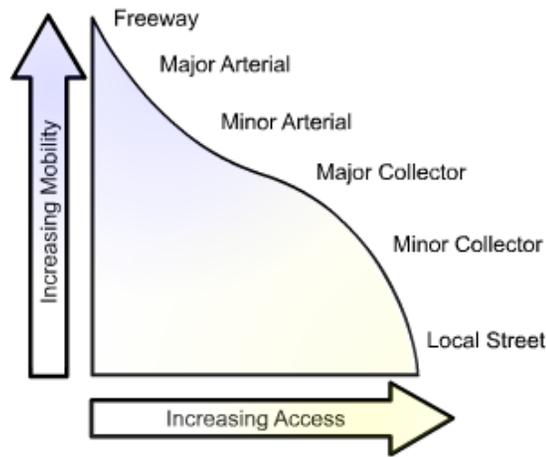


Figure 15: Mobility vs. Access

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

	<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

pursuing a service contract with the City of Belton for use of their treatment plant located at Mullen Road and 211th Street.

**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 700,000 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



Figure 18: New KCMO Waterline

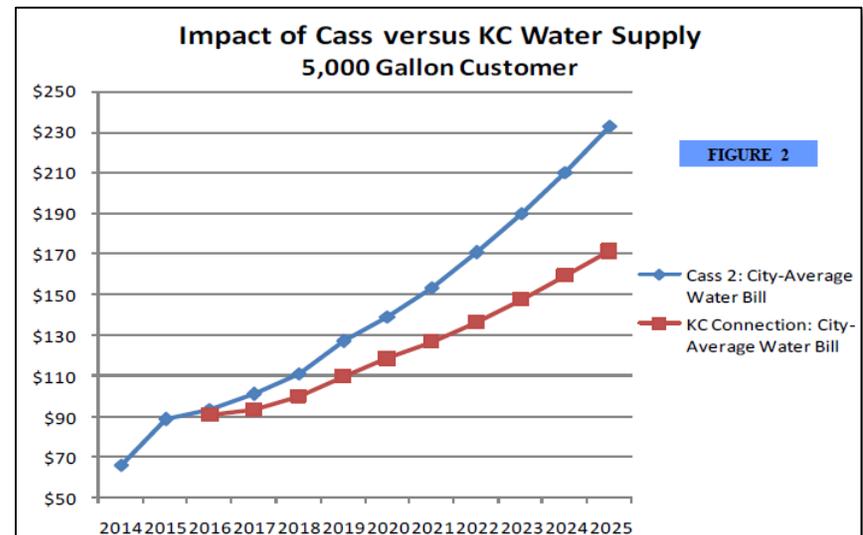


Figure 19: Inflation Rate / Cost Comparison, Cass 2 & KCMO

targeting the northwest corner of the community. Figure 189 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.

The 2013 Water Rate Study included a Summary of Recommended Improvements which is provided in Figure 21. 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



## FUTURE LAND USE

### Land Use Designations

The broad categories of land use indicated on the future land use map, Figures 22 and 23, are defined by their *primary uses*: those land uses that most reflect the intensity and character of the category and which are generally acceptable throughout the area; and *secondary uses*: those land uses that are supportive of the primary uses, and with appropriate limitations, location considerations, and development conditions can reflect the intensity and character of the category as well. Additionally, the land use categories intentionally provide some flexibility to respond to market conditions that may evolve over the course of this plan, provided that the future land uses and development are consistent with the vision, goals and strategies of the plan.

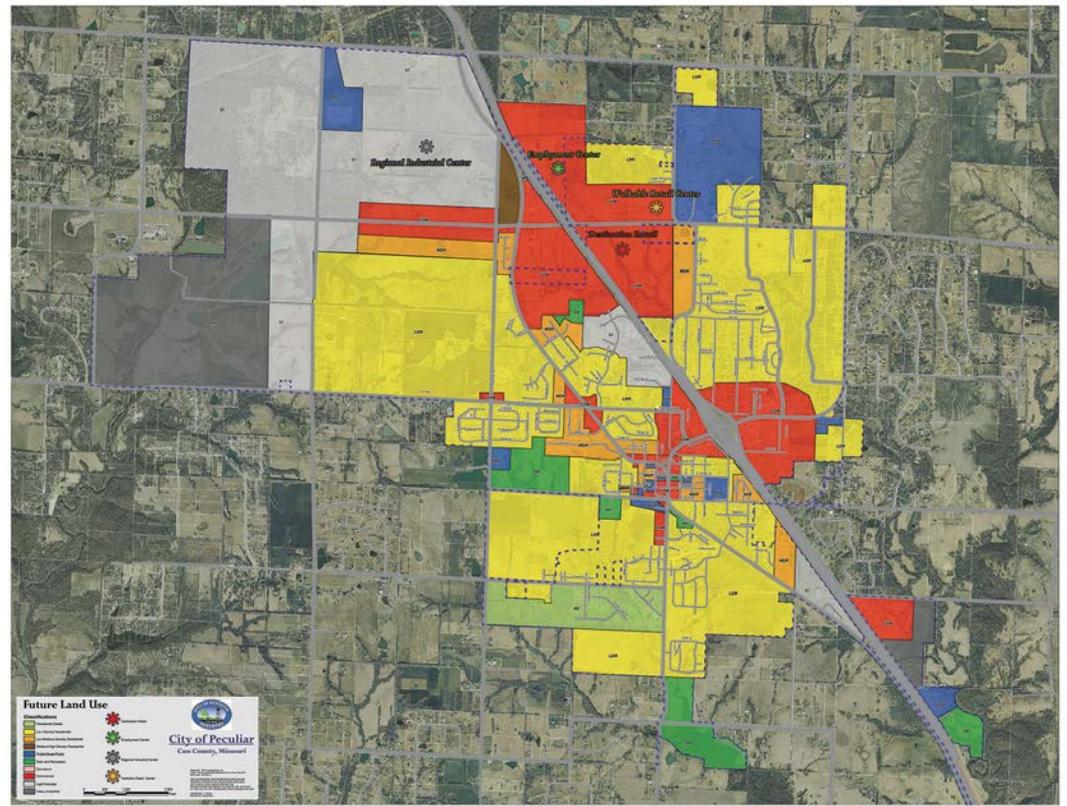


Figure 22: Future Land Use Map

**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.

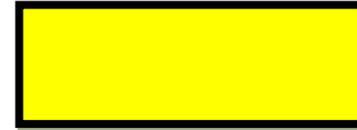
**CATEGORY: Low Density Residential (LDR)**

*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:*

- Residential - duplexes, townhouses and apartments - 8 to 20 units per acre

- Public and quasi-public uses such as parks, community center/club house, places of worship, school, or other neighborhood support uses.

- Small-scaled convenience retail / service and office 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.

- Concentrated at nodes – intersections of collector street classifications or higher; in areas that are supportive of and complementary to the neighborhood scale.
- No closer than ½ mile from similar non-residential centers; serving market area of approximately 1 mile or less

*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.
- Open spaces should be located in prominent locations along prominent streets or in front of prominent buildings.
- Pedestrian connectivity is important; the public sidewalk system should provide adequate opportunities for residents to walk to destinations or for enjoyment.

- No greater than 5 acres in area total – may be shifted to one quadrant or centered on 4 quadrants of intersections;
- 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.
- 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
- 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.
- The design of secondary uses should strive to complement and enhance the existing character of surrounding uses and neighborhoods.
- 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.

**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:**

*Primary Uses:*

- Government Uses
- Medical Facilities
- Schools
- Libraries
- Places of Worship
- Public Safety Facilities (Fire and Police)

*Location Criteria*

- 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.
- 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.
- Public and semi-public facilities should have convenient access to arterials, public transportation, and major utility trunk lines.
- 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.

*Development Criteria:*

- The scale of development should respond to surrounding neighborhood development or provide transitional buffering to reduce visual impact on surrounding properties.
- Transitions between civic and institutional uses and surrounding neighborhoods should minimize the impacts of noise, light, traffic, operations and scale of the use.
- The design of civic and institutional uses should strive to complement and enhance the existing character of surrounding uses and neighborhoods.
- Structures should model appropriate architectural design elements, high quality construction techniques, and appropriate materials and finishes.

**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.

<b>CATEGORY: Employment Center</b>	
<p><i>Description:</i> The <b>Employment Center</b> 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.</p>	<p><i>Map Code:</i></p> 
	<p><i>Example:</i></p> 

<b>APPROPRIATE LAND USES:</b>		
<i>Primary Uses:</i>	<i>Location Criteria:</i>	<i>Development Criteria:</i>
<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• See commercial land use development criteria and 211<sup>th</sup> Street Corridor Overlay District regulations.</li> </ul>

**CATEGORY: Destination Retail**

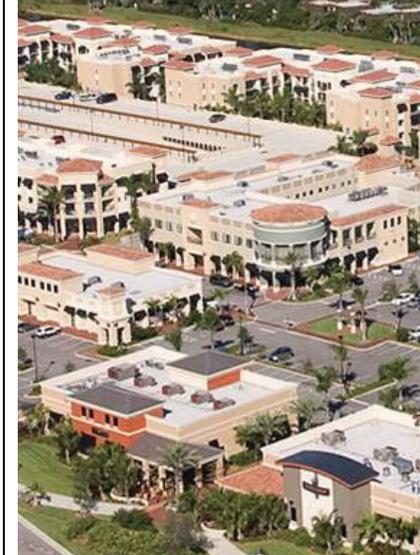
*Description:*

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:**

<i>Primary Uses:</i>	<i>Location Criteria:</i>	<i>Development Criteria:</i>
<ul style="list-style-type: none"> <li>• All types of manufacturing and processing uses (limited where necessary to ensure compatibility between adjoining land uses)</li> <li>• Business support services</li> <li>• Retail and service commercial uses necessary to support manufacturing and processing activities and their employees</li> <li>• Necessary public utility and safety facilities</li> <li>• Other similar and compatible uses</li> </ul>	<ul style="list-style-type: none"> <li>• Businesses that locate here would benefit from the close proximity of the power generating capability of a KCP&amp;L electrical substation, as well as future improvements to 211th Street and an interchange at 71 Highway.</li> </ul>	<ul style="list-style-type: none"> <li>• See commercial land use development criteria and 211<sup>th</sup> Street Corridor Overlay District regulations.</li> </ul>

**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.

**NEW CATEGORY**

*Map Code:*



*Example:*



**APPROPRIATE LAND USES:**

*Primary Uses:*

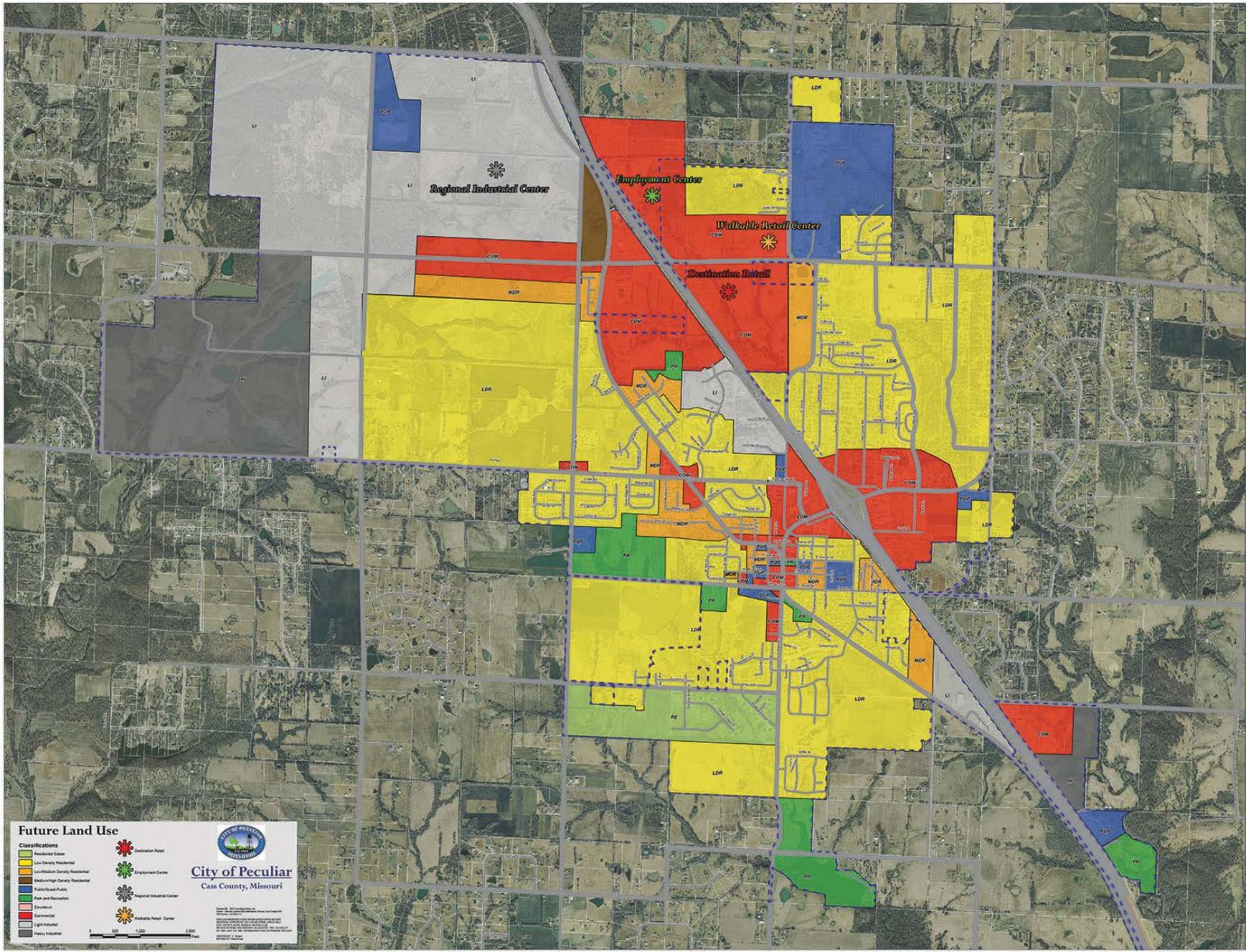
- Retail
- Business support services
- Civic Spaces
- Other similar and compatible uses

*Location Criteria:*

- Access from a Collector or Arterial roadway.

*Development Criteria:*

- Smaller, well connected block development pattern.
- Smaller scale development/buildings
- Pedestrian friendly street design



38 Figure 23: Future Land Use Plan

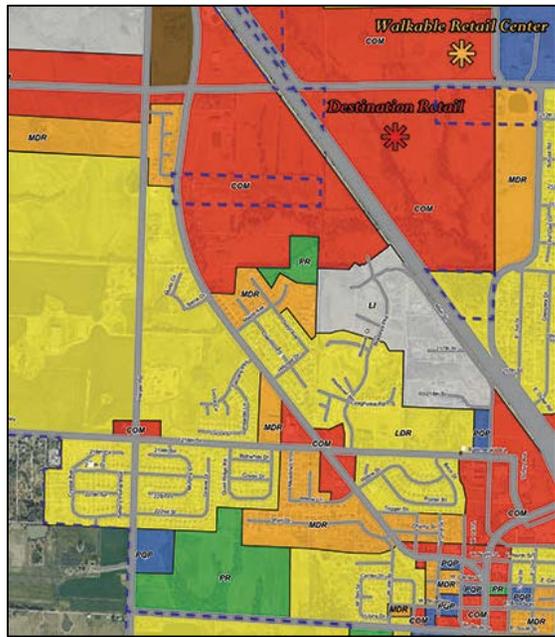


Figure 24: Land Use Pattern, Peculiar Drive

*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 Drive 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

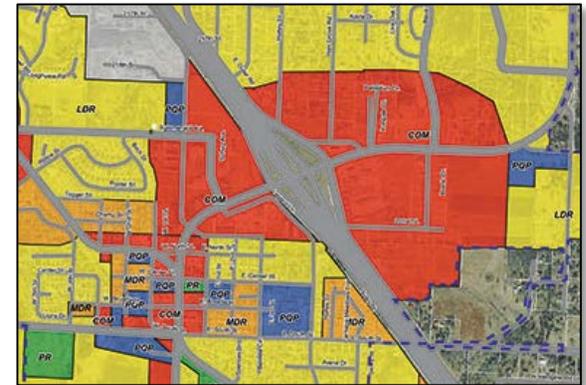


Figure 25: Land Use Pattern, Highway C

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.

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 with 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.

#### 211th Street

- Interchange – The land use pattern in conjunction with the new 211th Street

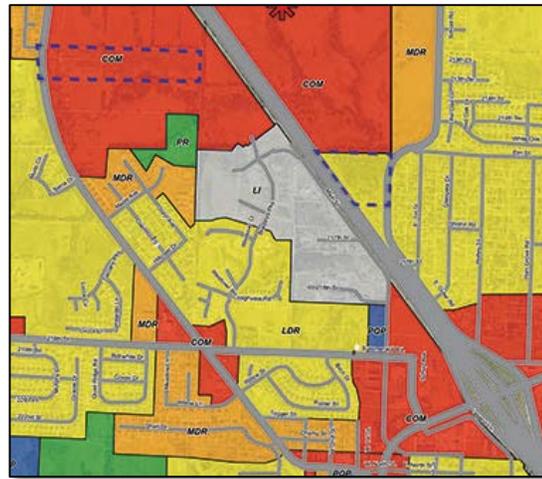


Figure 26: Land Use Pattern: Bradley Crossing

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:

- o 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.
- o 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.
  - o 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.

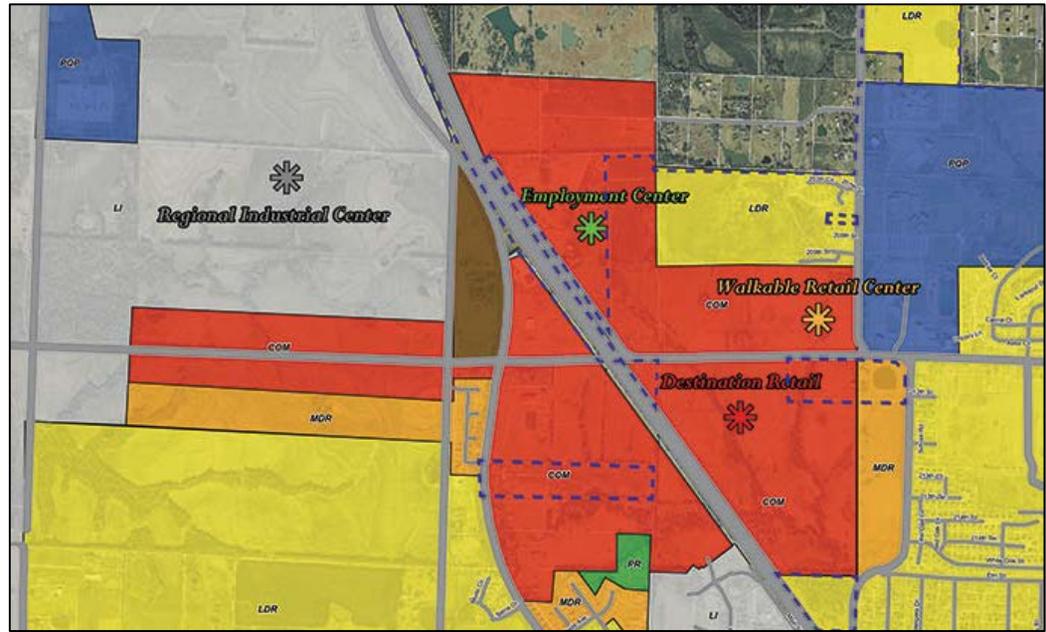


Figure 27: Land Use Pattern, 211th Street Corridor

- 211th Street Corridor (west) - A significant change from the previous planning effort designates the 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.

- 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.

#### 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:

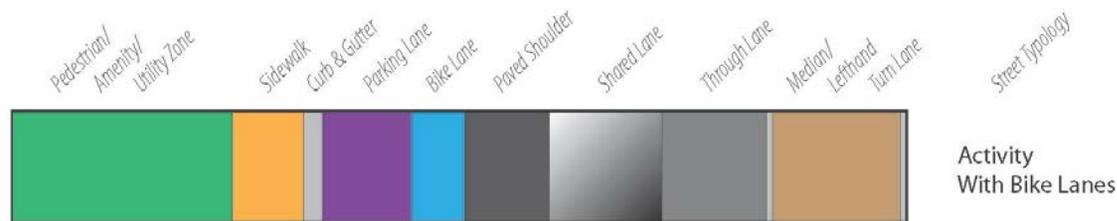
## APPENDIX

### 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

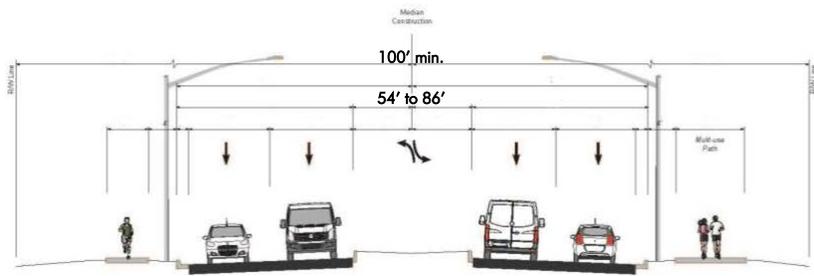
The Character Area context, as defined in the plan, is listed to the right of the section component.



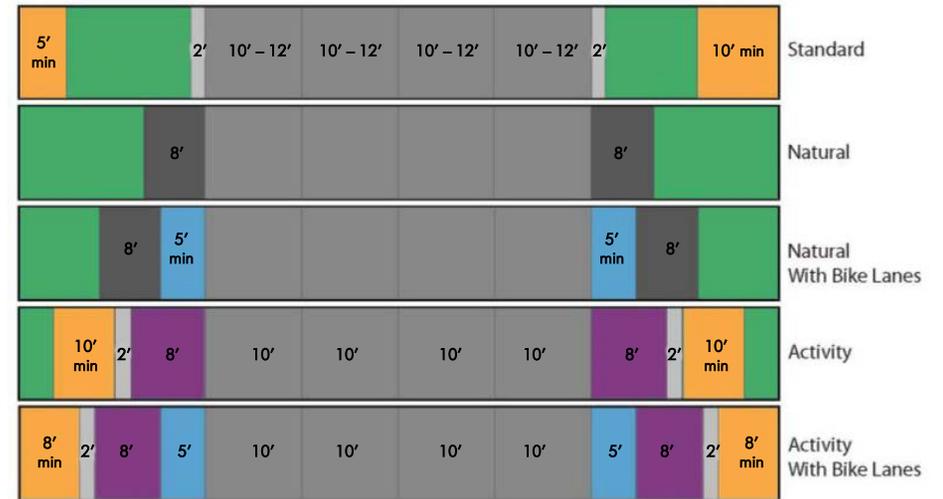
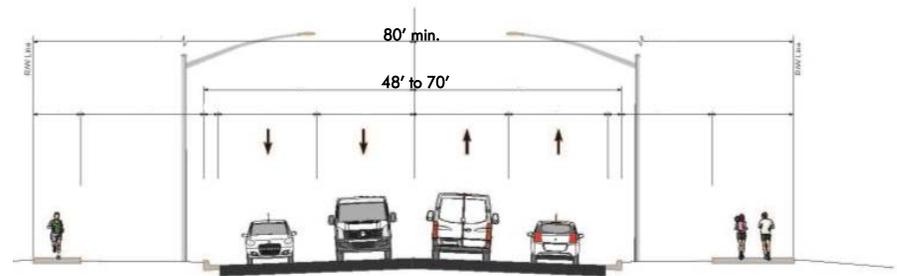
### Arterials

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.

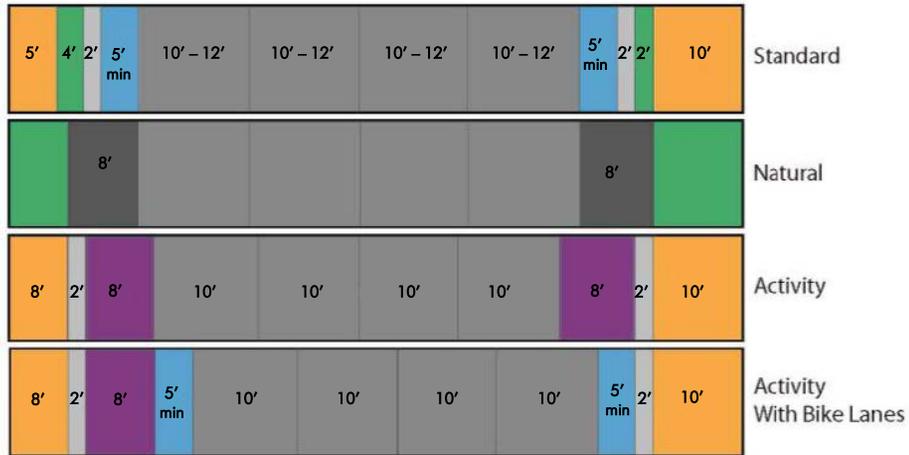
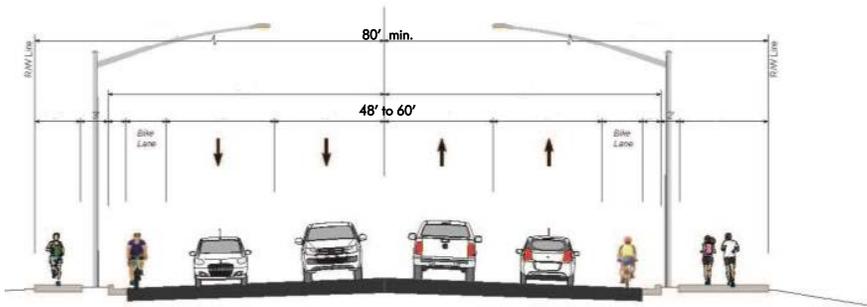
### 5 Lane Major Arterial



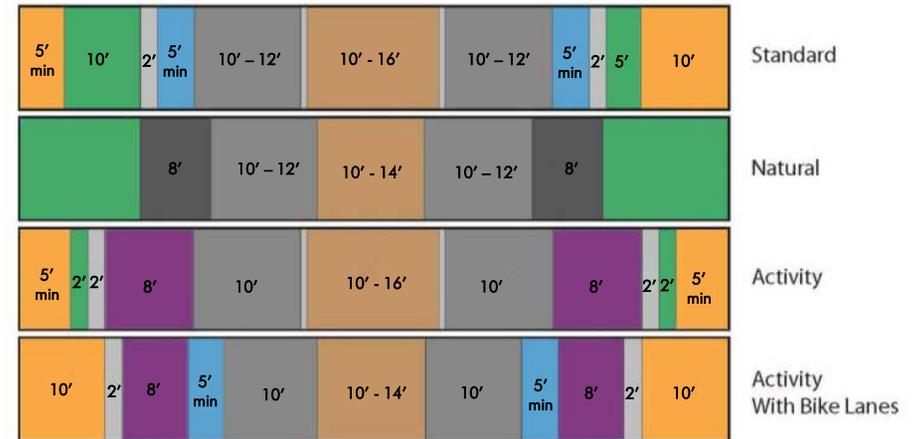
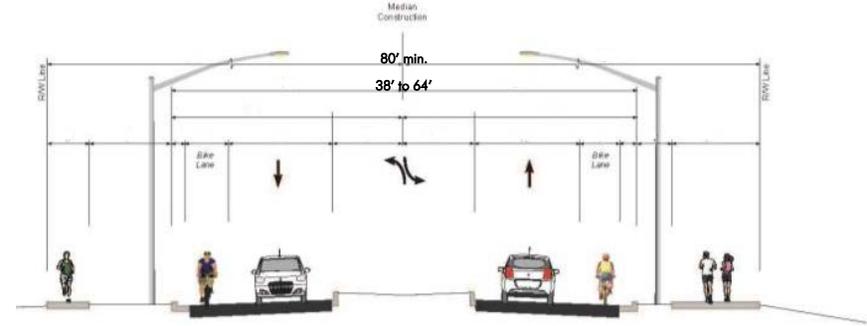
### 4 Lane Major Arterial



## 4 Lane Minor Arterial



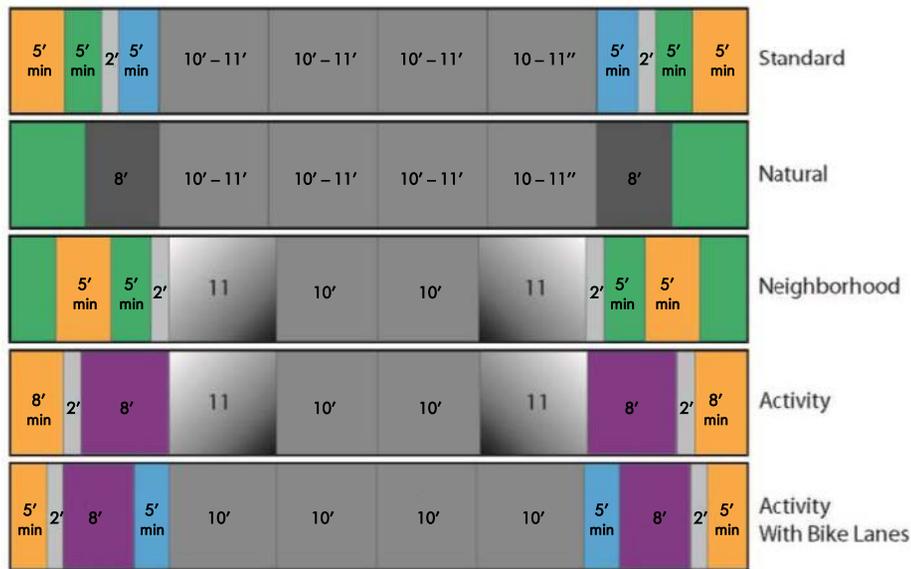
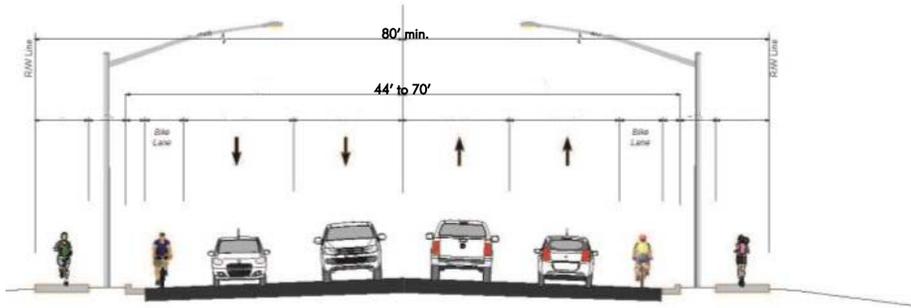
## 3 Lane Minor Arterial



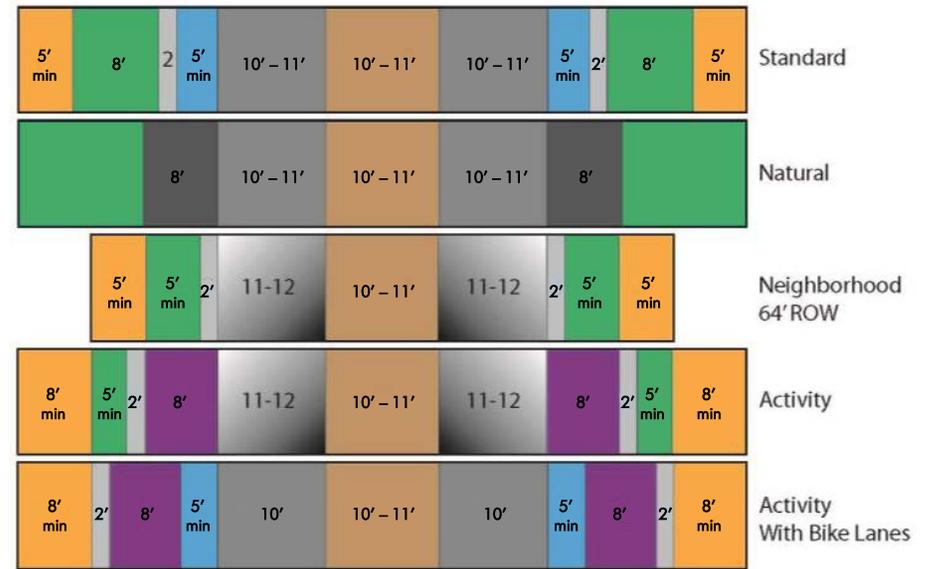
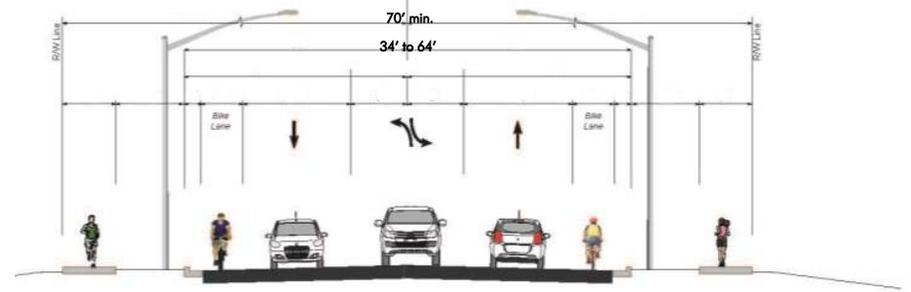
### Collector

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.

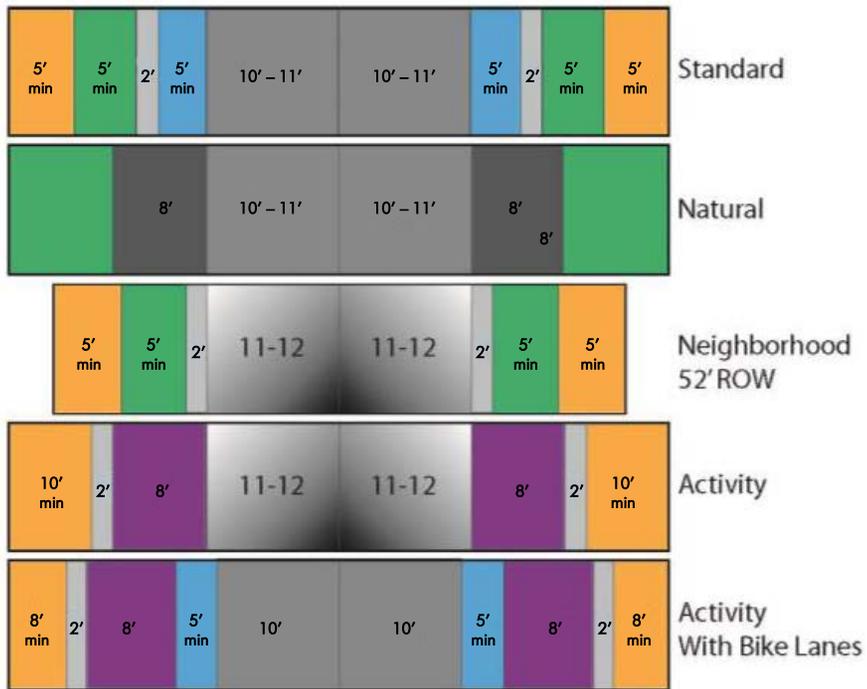
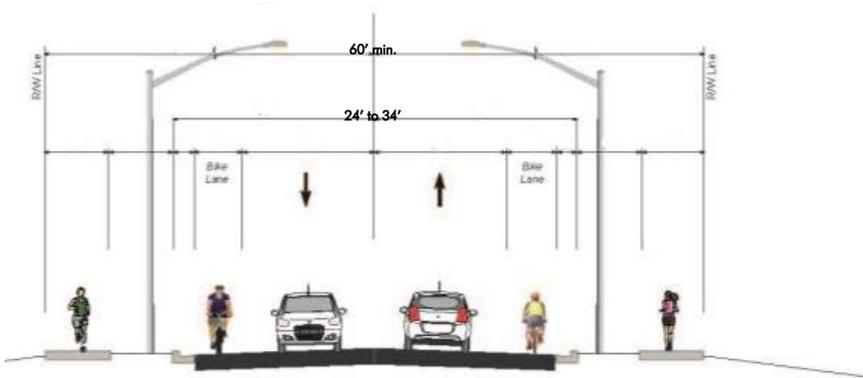
### 4 Lane Major Collector



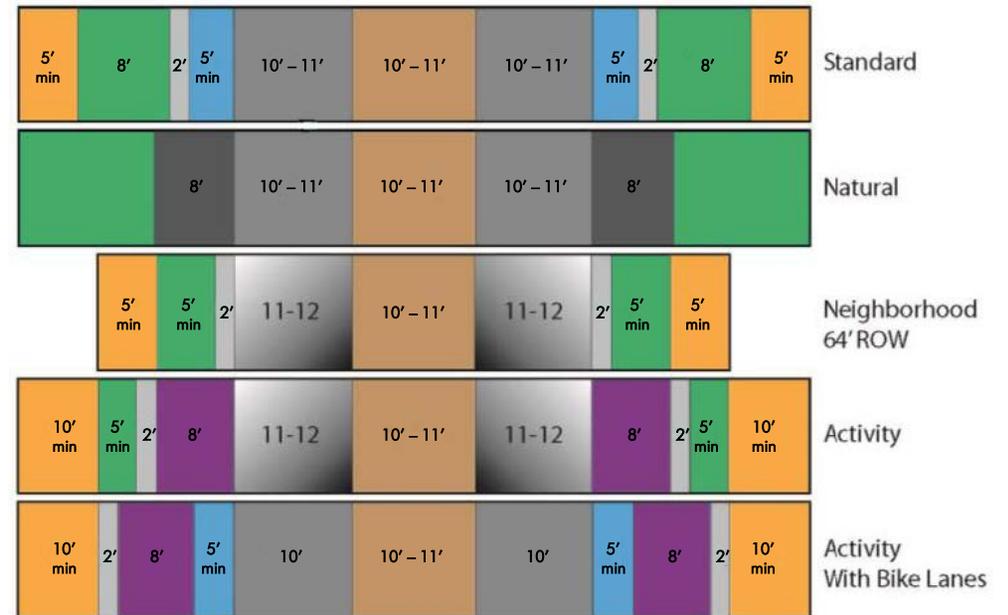
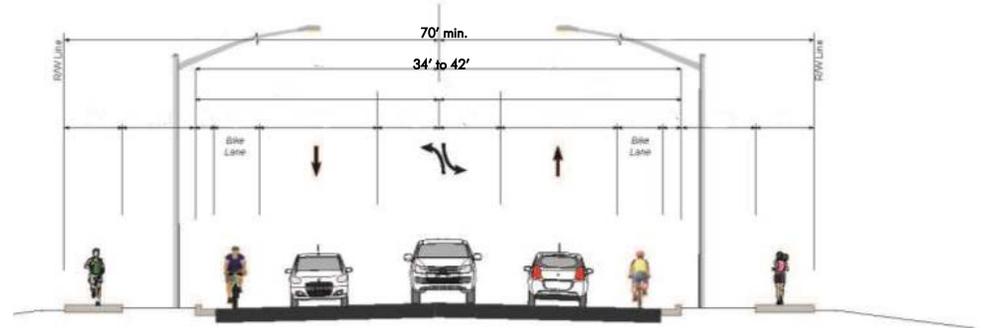
### 3 Lane Major Collector



## 2 Lane Major Collector



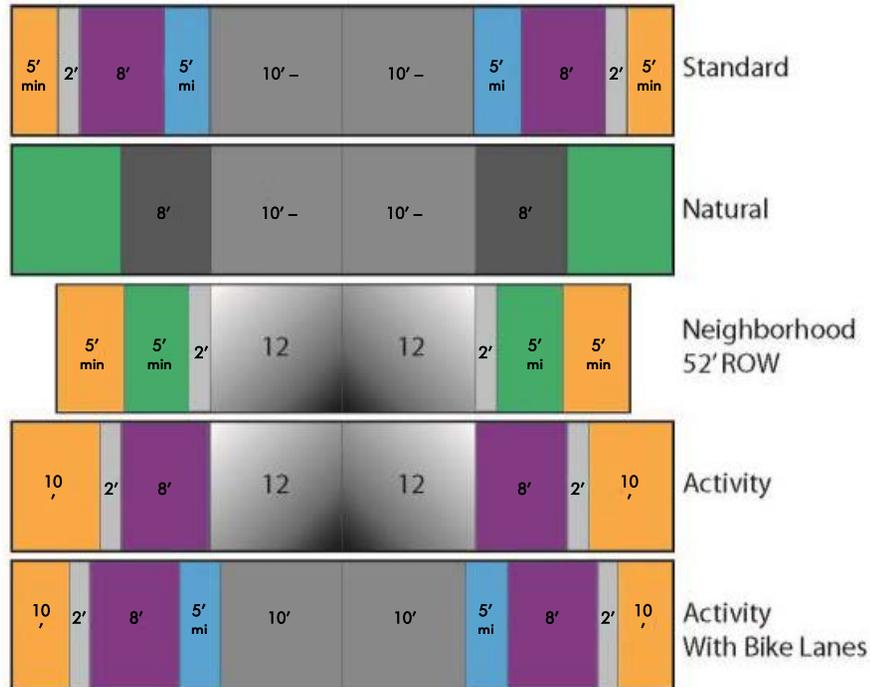
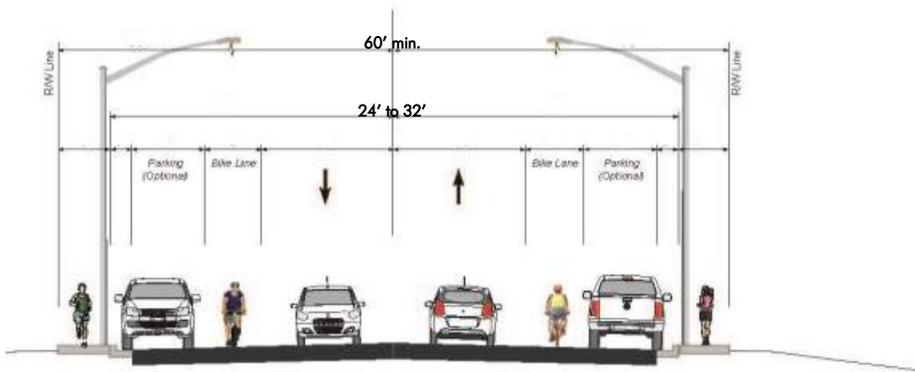
## 3 Lane Minor Collector



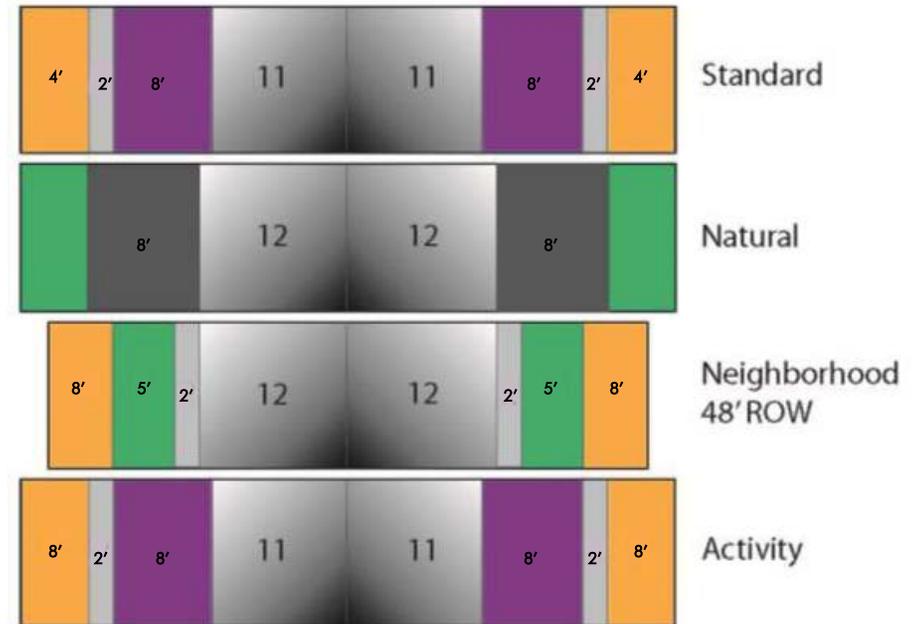
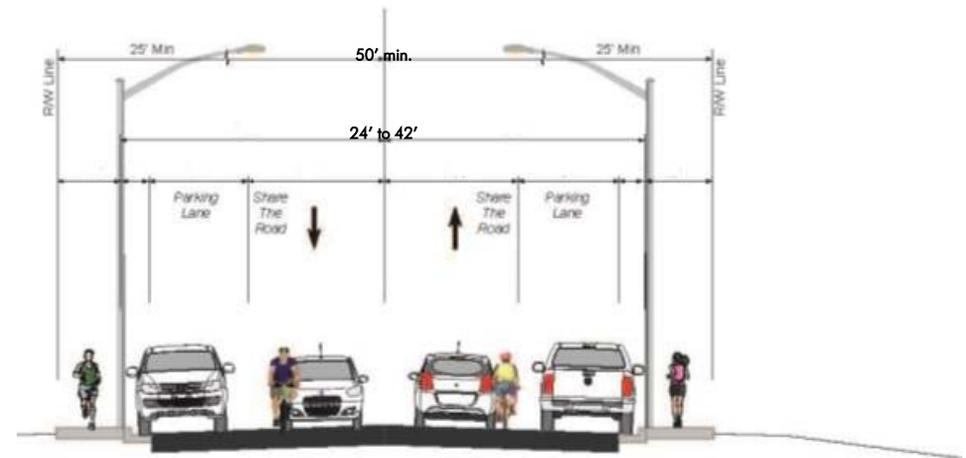
### Local

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



**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

**To:** Board of Aldermen  
**From:** Clifford L. McDonald  
**Date:** September 8th, 2015  
**Re:** 211<sup>th</sup> Street Design Overlay District

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## GENERAL INFORMATION

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**Applicant:** City Staff

**Status of Applicant:** N/A

**Requested Actions:** The Board of Aldermen are being presented with the amendment to Chapter 400, Zoning Regulations to adopt a new Zoning District, 211<sup>th</sup> Street Design Overlay, for their information and review. A Public Hearing before the Board is scheduled for Monday, September 21<sup>st</sup>, 2015 at which time the Ordinance to adopt this new Overlay District will be presented for its first reading.

**Date of Application:** N/A

**Purpose:** The purpose is for the Board of Aldermen to become familiar with the proposed 211<sup>th</sup> Street Design Overlay District before conducting a Public Hearing scheduled for September 21<sup>st</sup>, 2015.

**Property Location (if applicable):** 211<sup>th</sup> Street Corridor

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## PROPOSAL

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See “Requested Actions” above.

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## PREVIOUS ACTIONS

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The Planning Commission recommended approval and the Board of Aldermen formally adopted the City’s current Comprehensive Plan and Zoning Regulations in November, 2008 which identify the Zoning Districts of the City. Gould Evans Associates, LC was awarded the contract to update the City’s Comprehensive Plan August 18<sup>th</sup>, 2014; and also develop a new Zoning District to direct future development along the 211<sup>th</sup> Street corridor adjacent to the new intersection. The City has held several public workshops, public forums, solicited citizen comments by electronic survey and utilized the expertise of the Technical & Steering Committees to ensure this district reflects the future goals and desired growth of the City of Peculiar.

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**KEY ISSUES**

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Chapter 400: Zoning Regulations, Article IV: Districts is numerically full, there is no room to add yet another District. To provide space to adopt the new 211<sup>th</sup> Street Overlay District I am proposing deletion of the District “H” Historic Overlay; no property in Peculiar is designated as such, additionally a Historic District is both expensive and time consuming to administer.

The 211<sup>th</sup> overlay district has been set up similar to the City’s existing District C-P Planned Business, and requires developers/applicants to provide a sketch (site-plan) that defines the proposed development. Unlike the C-P 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, which provides the city flexibility in the development pattern, type and design it wants to see. This not only provides 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 of Aldermen review the proposed Ordinance to adopt the 211<sup>th</sup> Street Overlay District in preparation for the Public Hearing scheduled for September 21<sup>st</sup>, 2015.

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**STAFF RECOMMENDATION**

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Staff Recommends the Board of Aldermen review the 211<sup>th</sup> Street Overlay District and strongly consider approving its adoption when presented September 21<sup>st</sup>, 2015.

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**ATTACHMENTS**

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1. *Ordinance to adopt a new 211<sup>th</sup> Street Overlay District*
- 

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

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

**AN ORDINANCE AMENDING CHAPTER 400, ARTICLE IV, DISTRICTS BY RESCINDING SECTION 400.490 DISTRICT “H” HISTORIC OVERLAY AND ESTABLISHING A NEW SECTION 400.490 DISTRICT 211<sup>TH</sup> STREET DESIGN OVERLAY OF THE CITY OF PECULIAR MUNICIPAL CODE.**

**WHEREAS**, the update to the City of Peculiar Comprehensive Plan has identified a need to provide development and design guidance for the land in and around the new 211<sup>th</sup> Street – I-49 Interchange in the City of Peculiar, and

**WHEREAS**, the Steering and Technical Committees for the City of Peculiar Comprehensive Plan Update have recommended amendments to CHAPTER 400, SECTION 400.490 to establish the necessary development and design requirements along the 211<sup>th</sup> Street Corridor by creating a new SECTION 400.490, DISTRICT 211<sup>TH</sup> STREET DESIGN OVERLAY of the City of Peculiar Municipal Code, and

**WHEREAS**, the Planning Commission (“Commission”) recommended approval of the changes to Chapter 400, Section 400.490 of the City Municipal Code to establish a new 211<sup>th</sup> Street Design Overlay District following a Public Hearing held September 10, 2015.

**NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI THAT CHAPTER 400, ARTICLE IV: DISTRICTS, SECTION 400.490 OF THE PECULIAR MUNICIPAL CODE BE AMENDED AND ESTABLISHED AS FOLLOWS:**

**SECTION I:** That Section 400.490 District “H” Historic Overlay be removed in its entirety and replaced with the following:

**Section 400.490 District 211<sup>th</sup> Street Design Overlay.**

**A. General Provisions**

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.
  - e. To ensure the over-all development of this district corresponds to the requirements outlined in Section 400.490.E Design Overlay Table.
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 1 mile 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 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.
    - (1) 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.
    - (2) Large Office - uses, or complexes, include individual units of gross leasable area that 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.

(3) 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.

3. *Place Type Application.* The place types are allocated for the 211<sup>th</sup> interchange area according to the Place Type Map which defines the 211<sup>th</sup> Street Design Overlay District and its boundaries.

a. West Peculiar Mixed-use Employment – the area designated as West Peculiar Mixed-Use Employment shall be restricted to Light Industrial uses as defined in in Section 400.490. A.2.c.

4. *Planned Zoning.*

District 211<sup>th</sup> Street Design Overlay 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<sup>th</sup> Street Design Overlay require submittal of sketch plans and development plans in accordance with the procedures and criteria for the "C-P district and Chapter 400, Article XI: Review and Approval Procedures.

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

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.

## 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.

## 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**

### 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.

### 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 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**

### *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 liner feet and 600 s.f.); Pedestrian scale ornamentation and details – especially associated with primary entrances or to animate “blank wall” space.

2. *Building Materials*

All building shall be constructed according to the following materials standards. Material use by category, primary, secondary or trim/accent, as identified in Table D-2, will be dependent on the place type identified in sub-section A.2 and in accordance with the percentage specified in sub-sections D.2.a through D.2.d.

**Table D-2: Permitted Materials by**

<b>Permitted Materials by Category</b>	<b>Primary</b>	<b>Secondary</b>	<b>Trim / Accent</b>
<b>Masonry</b>			
Brick, solid / modular	X	X	Any of the Primary or Secondary Materials may be used as a trim or accent material.
Brick, veneer / overlay		X	
Stone	X	X	
Stucco, genuine	X	X	
Stucco, synthetic (EIFS)			
Concrete / CMU, detailed	X		
Concrete, plain / split faced		X	
Cement Fiber Board		X	
<b>Metal</b>			
Architectural		X	
Corrugated, lap, aluminum			
<b>Glass</b>			
Clear / Architectural	X	X	
Opaque / Mirror		X	
<b>Wood</b>			
Genuine		X	
<b>Other synthetics</b>			
Vinyl			X
Plastic			X

a. Walkable Retail –

- (1) Principal / Enhanced Façades – will be designed with a minimum of 80% primary materials / 20% secondary materials.
- (2) Other Facades - will be designed with a minimum of 60% primary materials / 40% secondary materials.

b. Destination Retail

- (1) Principal / Enhanced Façades – will be designed with a minimum of 70% primary materials / 30% secondary materials.

(2) Other Facades - will be designed with a minimum of 60% primary materials / 40% secondary materials.

c. Employment Center –

(1) Principal / Enhanced Façades – will be designed with a minimum of 70% primary materials / 30% secondary materials.

(2) Other Facades - will be designed with a minimum of 50% primary materials / 50% secondary materials.

d. Neighborhood Retail

(1) Principal / Enhanced Façades – will be designed with a minimum of 80% primary materials / 20% secondary materials.

(2) Other Facades - will be designed with a minimum of 60% primary materials / 40% secondary materials.

3. *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 is behind the building. Parking may be accessed by a drive way from the block face or from side 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
Medium Block	O		P	P
Large Block	L	limited to perimeter of development	O	L
				must reinforce pattern of campus open space
				D
Street Type / Streetscape				
"A" Street	R	min. 25%	P	R
"B" Street	O	25% to 50%	P	15% to 50%
"C" Street	L	max. 25%	O	remainder
				min. 10%
				50% to 65%
				max. 40%
				R
				O
				D
				min 50%
				max 50%
				max 10%
Civic Space / Landscape				
Formal Spaces	R	small, and at least 1on every block; OR larger spaces can serve abutting blocks	O	O
Open Space	O		R	for buffer/screening; min 15%
Campus Space	D		O	P
Natural Area	L	for resource protection	P	O
				mixed with open spaces and associated with high-activity buildings
				large areas / connectivity; min 5%
				create natural setting; min 15%
				protection/connectivity
				R
				D
				D
				L
				small, and at least 1on every block;
				for resource protection
<b>USES</b>				
Scale of Use				
Small Scale	R	under 2,500 sq. ft.	L	at development entry
-Medium Scale	L	limited to B streets	L	at development entry
Large Scale	L	on perimeter of dev.	P	O
				associated with formal open space and high-activity buildings
				R
				L
				D
				under 2,500 sq. ft.
				One anchor tenant or grocery on B or C street

	Walkable Retail			Destination Retail			Mixed-Use Employment			Neighborhood Retail			
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		
<b>Building Materials</b>													
Façade Type		Principal / Enhanced	Other		Principal / Enhanced	Other		Principal / Enhanced	Other		Principal / Enhanced	Other	
Primary Materials		80%	60%		70%	60%		70%	50%		80%	60%	
Secondary Materials		20%	40%		30%	40%		30%	50%		20%	40%	
<b>Parking / Access</b>													
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"	
Secondary Parking	O			O			O				L	Behind building or on perimeter of dev.	
Small Lot	P			O			P				R		

**Table Key:**  
R = Required  
P = Preferred  
O = Optional  
L = Limited  
D = Discouraged

**SECTION II:** That the City of Peculiar Official Zoning Map be amended to reflect the new 211<sup>th</sup> Street Design Overlay District, the boundaries of which are defined by the Place Type Map (attach 1).

**SECTION III:** The effective date of this ordinance shall be \_\_\_\_\_, 2015.

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

**BE IT REMEMBERED THE PRECEDING ORDINANCE WAS ADOPTED ON ITS SECOND READING THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2015, BY THE FOLLOWING VOTE:**

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

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

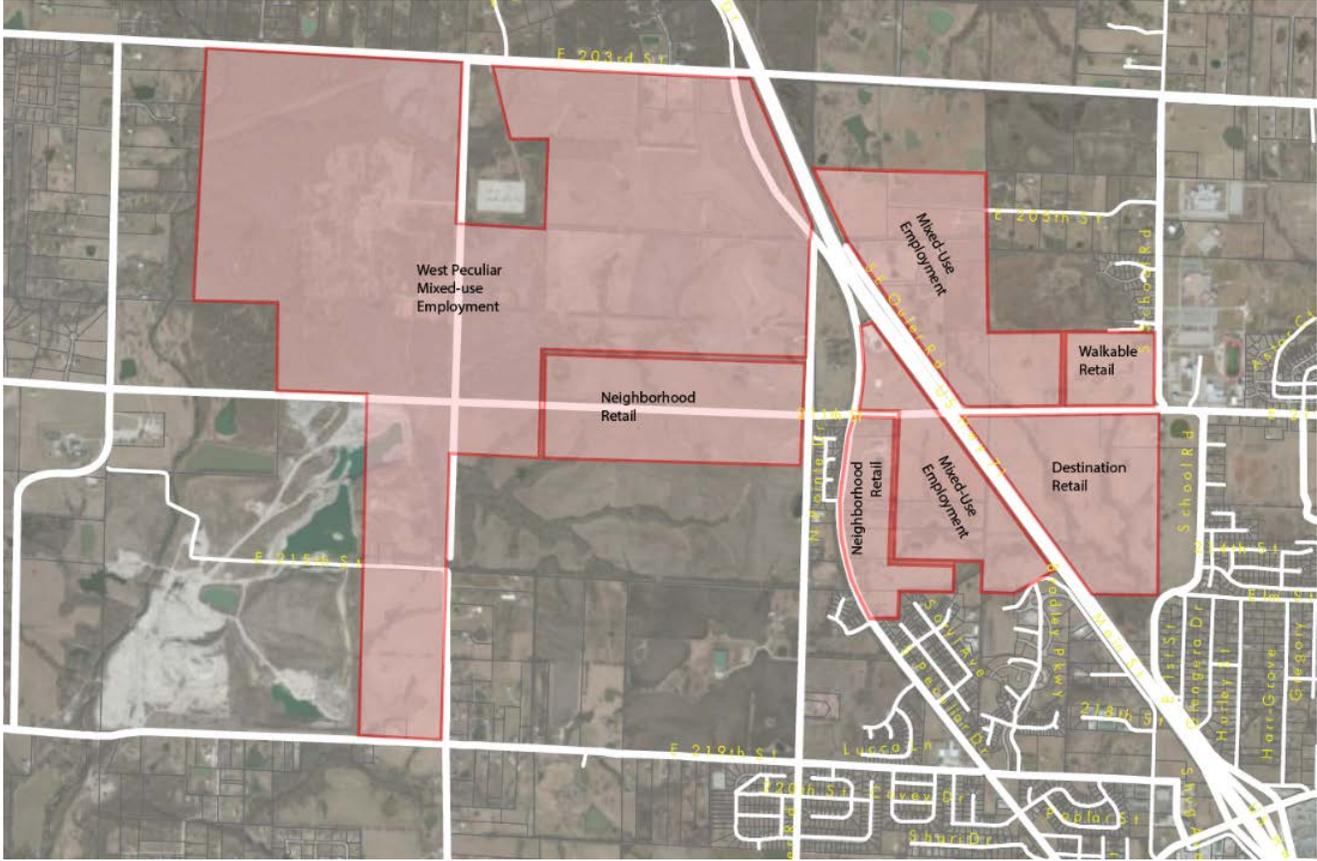
APPROVED:

ATTEST:

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

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

Place Type Map





# Capital Improvement Plan 2016-2020

## I-49 / 211<sup>th</sup> Street Interchange



## **The Capital Improvement Plan**

The Capital Improvement Plan (CIP) is a separate budgeting process within the annual operating budget. The CIP procedure is used to plan, budget and finance the purchase and/or construction of large capital infrastructure, facilities, equipment and other capital assets. The City uses this process to ensure expensive, long-lived projects are aligned with its strategic direction and that the money is well spent.

Funding for capital projects can be obtained from any of the following sources:

**Current General Fund Operating Revenues** Cash is allocated from the General Fund to fund maintenance, technology and other small capital projects.

**Water & Sewer and Solid Waste Revenue Bonds** The Water & Sewer and Solid Waste funds are enterprise funds, which are supported by fees for service rather than by taxes. Revenue bonds are a type of loan in which the loan is repaid with revenues from the enterprise, not by contributions from the General Fund. These loans are used for projects related to plant capacity and modernizing the systems.

**General Obligation (GO) Bonds** This funding source is used to finance major capital projects with an expected life of 10 or more years. A general obligation bond is secured by the City's pledge to use legally available resources, including tax revenue, to repay bondholders. The City used a portion of the property tax levy to finance the debt service payments.

**Neighborhood Improvement Districts** These are a financing and development tool whereby cities can issue general obligation bonds for construction of public improvement and assess the cost to properties that benefit. The bonds are then retired through payment of special assessments by these benefiting properties.

**Parks Sales Tax Fund** This is funded by a voter approved 1/2 cent sales tax initiative. It is dedicated to parks and recreational facilities.

**Water and Sewer Funds** These are funded from fees associated with water and sanitary sewer charges respectively. It is dedicated to fund the operation, maintenance and capital improvement costs for the water and sewer system.

**Road and Street Tax** These are funded by the city share of county maintenance funding along with ½ cent sales tax.

**Gasoline Tax** These are funded by the city share of motor vehicle gas taxes.

**Capital Improvement Tax** These are funds derived from ½ cent sales tax funds.

**Grants** Funds may be granted from Federal, State or local sources, such as law enforcement sharing or transportation funding.

## **CIP Development Process**

The CIP provides detailed information for all CIP projects that the City has planned for the 5 years displayed. The CIP is updated annually to make adjustments for changing capital needs, changes in availability and cost of funds, and to add a year of programming to replace the year just completed. The CIP process begins in June when all documents and financial tools are updated with current figures. Departments update current project descriptions and create new project descriptions for proposed projects. These descriptions include the following information: Project Name and Number, Fund, Department, Contact Person, Total Project Cost, Description, Justification, Expenditure Detail, Timeline Funding Sources, and Operation and Maintenance costs. Projects are then listed in the 5 year CIP or the unfunded/pending List. The Forecast Team examines the revenue forecast to see how the updated projects and proposed new projects impact the forecast. A debt service analysis is conducted and determines the final number of bond projects that can be financed within the five year period. New projects are included based upon debt capacity, operation and maintenance cost impacts.

The Administration Department then prepares the electronic and print version of the proposed CIP. Work sessions are held with the Board of Alderman to give the board an opportunity to study and evaluate the proposal. The CIP is then formally adopted by the Board of Alderman in September.

**The 2014 total dollar amount for capital expenditures is \$29,608,955.**

City of Peculiar, Missouri  
Capital Improvement Plan Projects  
2016 thru 2020

Projects	Project Name	Account	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
<b>TRANSPORTATION PROJECTS</b>								
ST15-001	N. Main Overlay, Summerskill to Bradley's Cross.	30.30.8100	\$ 119,000	\$ -	\$ -	\$ -	\$ -	\$ 119,000
ST15-002	Glengera, Elm St to S of Low Water Bridge	30.30.8100	44,000	-	-	-	-	44,000
ST15-003	Shishir, Glengera to Hurley	30.30.8100	22,000	-	-	-	-	22,000
ST15-004	233 rd st. Dust Control	30.30.8100	12,000	-	-	-	-	12,000
ST15-006	1-49 & 211th Street Interchange	34-30-8100	9,906,511	-	-	-	-	9,906,511
ST15-007	211th Street	34-30-8100	1,900,585	-	-	-	-	1,900,585
ST15-008	School Rd. 211th to 203rd St.	21.25.8990	-	1,053,700	-	-	-	1,053,700
ST15-009	Asphalt Preventative	30.30.8100	48,900	30,000	30,000	30,000	30,000	168,900
ST15-010	Bridal Trail	30.30.8120	74,000	-	-	-	-	74,000
ST-16-001a	Curb and gutter	30.30.8120	-	30,000	30,000	30,000	30,000	120,000
ST16-001	School Road South Option 1	30-30-8100	100,000	-	-	-	-	100,000
ST16-002	Kayla Drive	30.30.8100	21,000	-	-	-	-	21,000
ST16-003	Harper Road	30.30.8100	85,000	-	-	-	-	85,000
ST16-004	Shadow Glenn, Phase 1	30.30.8100	45,000	-	-	-	-	45,000
st18-001	Harr Grove	30.30.8100	-	-	100,000	-	-	100,000
WA15-003A	Sidewalk, City Hall to C/J Hwy Bridge	30.30.8120	203,973	-	-	-	-	203,973
			<b>12,581,969</b>	<b>1,113,700</b>	<b>160,000</b>	<b>60,000</b>	<b>60,000</b>	<b>13,975,669</b>
<b>FACILITY/EQUIPMENT IMPROVEMENTS</b>								
m15-001	Peculiar Monument Sign	30.30.8130	100,000	-	-	-	-	100,000
st16-005	Roller Attachment	various	11,000	-	-	-	-	11,000
st16-006	Flail Mower	various	11,000	-	-	-	-	11,000
			<b>122,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>122,000</b>
<b>PARK IMPROVEMENT</b>								
	Raisbeck Phase 1 Park Renovaation	20.20.8040	157,000	-	-	-	-	157,000
<b>UTILITY SYSTEM IMPROVEMENTS</b>								
<i>Water</i>								
WA15-002	Kansas City Water Supply 12" Trans. Main	50.50.8300	250,000	2,630,004	1,005,057	-	-	3,885,061
WA15-003	Peculiar Drive North to Hurly	50.50.8300	562,513	-	-	-	-	562,513
wa15-004	Spencer Addition	50-50-8300	-	327,940	-	-	-	327,940
wa15-005	Harr Grove	50-50-8300	-	-	259,059	-	-	259,059
wa15-006	Water Supply Valve Engineering	50-50-8300	74,000	-	-	-	-	74,000
wa16-001	Windmill Meter Relocation	50-50-8300	50,000	-	-	-	-	50,000
WA16-002	F350 Replacement (2004)	50.50.8210	-	-	35,500	-	-	35,500
wa16-003	Water Storage Tank Maintenance		-	60,000	60,000	60,000	60,000	240,000
wa20-001	VFD Pump		-	-	-	-	30,000	30,000
wa20-002	water storage inspection		-	-	-	-	15,000	15,000
PA18-001	F350 Replacement (2008)	50.50.8210	-	-	35,500	-	-	35,500
			<b>936,513</b>	<b>3,017,944</b>	<b>1,395,116</b>	<b>60,000</b>	<b>105,000</b>	<b>5,514,573</b>
<i>Sewer</i>								
SE15-001	Line E06-005 to E06-012 Repair	51.51.8310	24,000	-	-	-	-	24,000
SE15-002	Clarifier Basin Covers	51.51.8310	25,000	-	-	-	-	25,000
SE15-003	Spencer Addition Sewer Line Upgrade	51.51.8310	51,000	-	50,000	-	50,000	151,000
SE15-004	Sewer Trenchless Liner Yearly	51.51.7320	37,000	25,000	25,000	25,000	25,000	137,000
se15-006	Sewer Main Jetting & CCTV	51.51.7320	30,000	30,000	30,000	30,000	30,000	150,000
SE16-001	Generator for WWTP headwork's facility	51.51.8310	25,000	-	-	-	-	25,000
SE16-002	Private Sector I/I Removal	51.51.8310	33,000	-	25,000	25,000	100,000	183,000
SE16-003	Manhole Rehab Phase 1	51.51.8310	68,000	-	63,000	63,000	-	194,000
se16-004	Phase 2 sewer assessments	51.51.8310	75,000	75,000	75,000	75,000	-	300,000
se16-005	WWTP Aeration Basin	51.51.8310	100,000	-	-	-	-	100,000
F15-001	WasteWater Treatment Plant Roof	51.51.8310	40,000	-	-	-	-	40,000
SE17-001	Generator for RV Park lift station	51.51.8310	-	25,000	-	-	-	25,000
SE17-002	Manhole Rehab Phase 2	51.51.8310	-	67,000	-	62,000	62,000	191,000
SE18-001	Garage Addition WWTP	51.51.8310	-	-	45,000	-	-	45,000
SE18-002	Phase 1 Sewer Relief	51.51.8310	-	-	2,495,221	-	-	2,495,221
SE18-003	Phase 2 Relief Sewer	51.51.8310	-	-	1,848,879	-	-	1,848,879
se18-004	Phase 3 relief sewer		-	-	1,627,082	-	-	1,627,082
se18-005	Phase 4 relief sewer		-	-	1,116,535	-	-	1,116,535
se18-006	Phase 5 relief sewer		-	-	1,041,996	-	-	1,041,996
SE19-001	Sludge Truck Replacement	51.51.8310	-	-	-	-	120,000	120,000
			<b>508,000</b>	<b>222,000</b>	<b>8,442,713</b>	<b>280,000</b>	<b>387,000</b>	<b>9,839,713</b>
			<b>14,305,482</b>	<b>4,353,644</b>	<b>9,997,829</b>	<b>400,000</b>	<b>552,000</b>	<b>29,608,955</b>

# City of Peculiar, Missouri

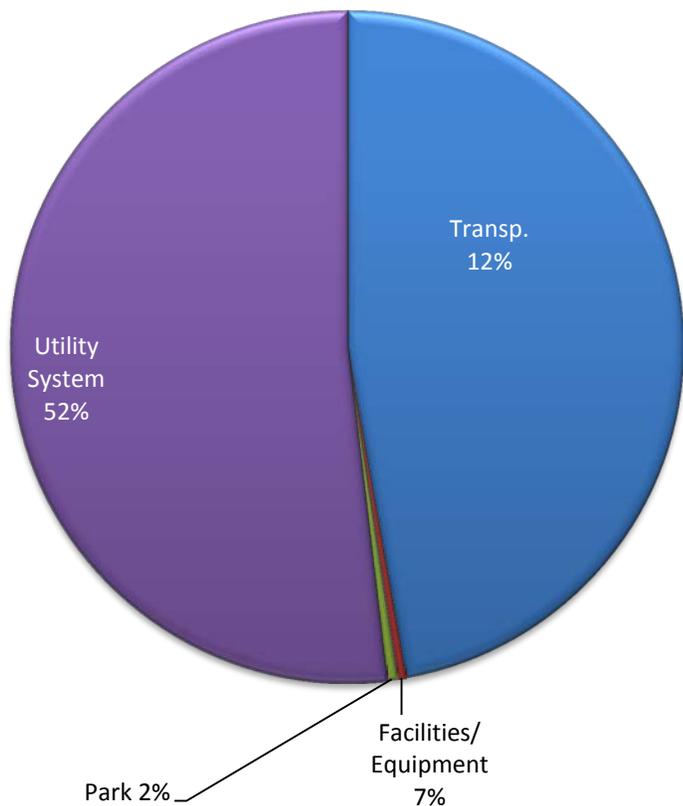
## Capital Improvement Plan Projects

2016 - 2020

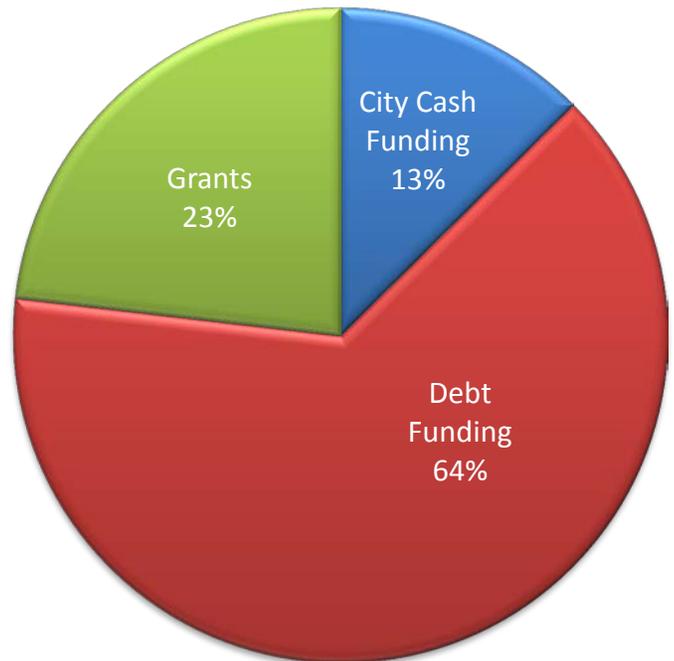
### SUMMARY FUNDING SOURCES

Project Name	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	Total
Transportation Improvement	\$12,581,969	\$1,113,700	\$ 160,000	\$ 60,000	\$ 60,000	\$13,975,669
Facilities/Equipment Improvement	122,000	-	-	-	-	122,000
Park Improvement	157,000	-	-	-	-	157,000
Utility System Improvement	1,444,513	3,239,944	9,837,829	340,000	492,000	15,354,286
	<b>\$14,305,482</b>	<b>\$4,353,644</b>	<b>\$ 9,997,829</b>	<b>\$400,000</b>	<b>\$552,000</b>	<b>\$29,608,955</b>
City Cash Funding	1,524,431	642,000	604,000	400,000	552,000	3,722,431
Debt Funding	5,922,890	3,711,644	9,393,829	-	-	19,028,363
Grants	6,858,161	-	-	-	-	6,858,161
<b>TOTAL</b>	<b>\$14,305,482</b>	<b>\$4,353,644</b>	<b>\$ 9,997,829</b>	<b>\$400,000</b>	<b>\$552,000</b>	<b>\$29,608,955</b>

**2016-2020 Capital Expenditure by Category**



**2016-2020 Capital Funding Sources**



## **Transportation Improvement**

**PROJECT NAME:** N. Main Overlay  
**PROJECT NO:** ST 15-001

**LOCATION & AREA MAP:**



**FUND:** Capital Improvement Fund  
**DEPARTMENT:** Public Works  
 Project Contact: Nick Jacobs  
 Category: Street

**Total Project Cost:** \$ 119,000.00

**PROJECT DESCRIPTION:**  
 Mill and Overlay from Summerskill to Bradley's Crossing

**NEED, JUSTIFICATION, BENEFIT:**  
 Road needs serious maintenance

**TIME-LINE/CURRENT STATUS:**  
 Spring-Fall 2015

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	119,000.00					119,000.00
<b>Total</b>	Contingency						-
	Design						-
	Inspection						-
	<b>Total</b>	119,000.00	-	-	-	-	119,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:	119,000					119,000
Grants						-
Other:						-
<b>Total</b>	119,000	-	-	-	-	119,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**  
 Asphalt rejuvenation in two years

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance		7,000.00				7,000.00
<b>Total</b>	-	7,000.00	-	-	-	7,000.00

**PROJECT NAME:** Glengera  
**PROJECT NO:** ST 15-002



**FUND:** Capital Improvement Fund  
**DEPARTMENT:** Public Works  
 Project Contact: Nick Jacobs  
 Category: Street

**Total Project Cost:** \$ 44,000.00

**PROJECT DESCRIPTION:**  
 Asphalt Overlaying Elm St to South to Shishir

**NEED, JUSTIFICATION, BENEFIT:**  
 Road is severely broken and needs repair

**TIME-LINE/CURRENT STATUS:**  
 Spring-Fall 2015

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	44,000.00					44,000.00
<b>Total</b>	Contingency						-
	Design						-
	Inspection						-
	<b>Total</b>	44,000.00	-	-	-	-	44,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:	44,000					44,000
Grants						-
Other:						-
<b>Total</b>	44,000	-	-	-	-	44,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**  
 Asphalt rejuvenation in two years

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance			3,000.00			3,000.00
<b>Total</b>	-	-	3,000.00	-	-	3,000.00

**PROJECT NAME:** Shishir  
**PROJECT NO:** ST 15-003



**FUND:** Capital Improvement Fund  
**DEPARTMENT:** Public Works  
 Project Contact: Nick Jacobs  
 Category: Street

**Total Project Cost:** \$ 22,000.00

**PROJECT DESCRIPTION:**  
 Asphalt Overlay from Glengera to Hurley

**NEED, JUSTIFICATION, BENEFIT:**  
 Road needs repair

**TIME-LINE/CURRENT STATUS:**  
 Spring-Fall 2015

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	22,000.00					22,000.00
	Contingency						-
	Design						-
	Inspection						-
<b>Total</b>	<b>Total</b>	22,000.00	-	-	-	-	22,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
Other:						-
Capital Improvement Fund	22,000					22,000
						-
						-
<b>Total</b>	22,000	-	-	-	-	22,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**  
 Asphalt Rejuvenation in two years

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance			1,500.00			1,500.00
						-
<b>Total</b>	-	-	1,500.00	-	-	1,500.00

**PROJECT NAME:** 233rd Street Dust Control  
**PROJECT NO:** ST 15-004



**FUND:** Capital Improvement Fund  
**DEPARTMENT:** Public Works  
 Project Contact: Nick Jacobs  
 Category: Street

**Total Project Cost:** \$ 36,000.00

**PROJECT DESCRIPTION:**  
 Asphalt millings and Reclamite on 233rd Street, C Hwy to east city limits.

**NEED, JUSTIFICATION, BENEFIT:**  
 To control dust and hold road together

**TIME-LINE/CURRENT STATUS:**  
 Fall 2015

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	12,000.00					12,000.00
	Contingency						-
	Design						-
	Inspection						-
<b>Total</b>	<b>Total</b>	12,000.00	-	-	-	-	12,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
Capital Improvement Fund	12,000					12,000
						-
						-
<b>Total</b>	12,000	-	-	-	-	12,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**  
 Yearly maintenance

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance			12,000.00		12,000.00	24,000.00
						-
<b>Total</b>	-	-	12,000.00	-	12,000.00	24,000.00

**PROJECT NAME:** I-49 & 211th Street Interchange  
**PROJECT NO:** ST 15-006

**LOCATION & AREA MAP:**



**FUND:** Capital Improvement Fund  
**DEPARTMENT:** Public Works  
 Project Contact: Carl Brooks  
 Category: Street

**Total Project Cost:** \$ 11,516,320.98

**PROJECT DESCRIPTION:**  
 Install interchange at the intersection of I-49 and 211th street.

**NEED, JUSTIFICATION, BENEFIT:**  
 Create a more suitable option for people entering and exiting the city. Also an interchange promotes new business and overall growth

**TIME-LINE/CURRENT STATUS:**  
 Design

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
\$ 94,950.24	Feasibility Study						\$ -
\$ 1,393,439.56	Preliminary Engineering (Consultant)						\$ -
\$ 121,420.10	Preliminary Engineering (Commission)						\$ -
	Right of Way Acquisition	\$ 555,152.00					\$ 555,152.00
	Right of Way Incidentals	\$ 45,273.57					\$ 45,273.57
	Utility Relocation	\$ 373,527.99					\$ 373,527.99
	Construction	\$ 8,195,006.90					\$ 8,195,006.90
	Construction Contingency (2%)	\$ 163,900.14					\$ 163,900.14
	Construction Inspection (Consultant)	\$ -					\$ -
	Construction Engineering (Commission) 7%	\$ 573,650.48					\$ 573,650.48
	Inflation (3%/yr. - 0 yr. R/W & Utilities 0 yr. Construction)	-					\$ -
<b>Total</b>	<b>Total</b>	<b>9,906,511.08</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>9,906,511.08</b>

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						\$ -
Cost Share Grant	\$ 5,758,160.49					\$ 5,758,160.49
Other: G.O.. Bonds	\$ 4,148,350.00					\$ 4,148,350.00
City PE Deposit	\$ -					\$ -
AJR Credit	\$ -					\$ -
City R/W and Utility Deposit	\$ -					\$ -
<b>Total</b>	<b>\$ 9,906,510.49</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$ 9,906,510.49</b>
<b>Excess City Funds</b>						

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2016	2017	2018	2019	Total
Maintenance	-	-	-	-	-	-
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**PROJECT NAME:** 211th Street  
**PROJECT NO:** ST 15-007

**LOCATION & AREA MAP:**



**FUND:** Capital Improvement Fund  
**DEPARTMENT:** Public Works  
 Project Contact: Carl Brooks  
 Category: Street

**Total Project Cost:** \$ 2,096,580.55

**PROJECT DESCRIPTION:**

**NEED, JUSTIFICATION, BENEFIT:**

**TIME-LINE/CURRENT STATUS:**

Design							
Prior:	Expenditures	2016	2017	2018	2019	2020	Total
\$ -	Feasibility Study						\$ -
\$ 175,691.64	Preliminary Engineering (Consultant)						\$ -
\$ 20,303.67	Preliminary Engineering (Commission)						\$ -
	Right of Way Acquisition	\$ 56,987.00					\$ 56,987.00
	Right of Way Incidentals	27,714.24					\$ 27,714.24
	Utility Relocation	682,604.66					\$ 682,604.66
	Construction	1,039,705.82					\$ 1,039,705.82
	Construction Contingency (2%)	20,794.12					\$ 20,794.12
	Construction Inspection (Consultant)	-					\$ -
	Construction Engineering (Commission)						\$ -
	7%	72,779.41					\$ 72,779.41
	Inflation (3%/yr. - 0 yr. R/W & Utilities 0 yr. Construction)	-					\$ -
<b>Total</b>	<b>Total</b>	1,900,585.25	-	-	-	-	1,900,585.25
Funding Sources							
		2016	2017	2018	2019	2020	Total
	City Fund:						\$ -
	AJR Credit	\$ -					\$ -
	City PE Deposit						\$ -
	City R/W and Utility Deposit	\$ 14,158.35					\$ 14,158.35
	STP Funds	\$ 1,100,000.00					\$ 1,100,000.00
	City Construction Deposit (G.O. Bonds)	\$ 786,426.90					\$ 786,426.90
	<b>Total</b>	\$ 1,900,585.25	-	-	-	-	\$ 1,900,585.25

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2016	2017	2018	2019	Total
Maintenance	-	-	-	-	-	-
<b>Total</b>	-	-	-	-	-	-

**PROJECT NAME:** School Road, from 211th street to 203rd  
**PROJECT NO:** ST 15-008

**LOCATION & AREA MAP:**



**FUND:** Capital Improvement Fund  
**DEPARTMENT:** Public Works  
 Project Contact: Nick Jacobs  
 Category: Street

**Total Project Cost:** \$ 1,053,700.00

**PROJECT DESCRIPTION:**  
 School road from 211th to 203rd St, Curb and Gutter, Sidewalk, 3 lanes

**NEED, JUSTIFICATION, BENEFIT:**  
 Safety, turn lanes at intersections, and school campus, driveways improvements. City is splitting 50% of the construction cost with the county.

**TIME-LINE/CURRENT STATUS:**  
 Design

Prior:	Expenditures	2015	2016	2017	2018	2019	Total
	Construction			1,053,700.00			1,053,700.00
<b>Total</b>	Contingency						-
	Design						-
	Inspection						-
	<b>Total</b>	-	-	1,053,700.00	-	-	1,053,700.00

Funding Sources	2015	2016	2017	2018	2019	Total
City Fund:	-	-	300,000			300,000
Grants						-
Other: GO bonds			753,700			753,700
						-
						-
<b>Total</b>	-	-	1,053,700	-	-	1,053,700

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2015	2016	2017	2018	2019	Total
Maintenance						-
						-
<b>Total</b>	-	-	-	-	-	-

<b>PROJECT NAME:</b>	Asphalt Preventative Maintenance	<b>LOCATION &amp; AREA MAP:</b>
<b>PROJECT NO:</b>	ST 15-009	
<b>FUND:</b>	Capital Improvement Fund	<b>Total Project Cost:</b> \$ 168,900.00
<b>DEPARTMENT:</b>	Public Works	
Project Contact:	Nick Jacobs	
Category:	Street	

**PROJECT DESCRIPTION:**  
Maintenance to asphalt

**NEED, JUSTIFICATION, BENEFIT:**  
To keep roads in healthy condition and prevent future problems through proper maintenance of current streets

**TIME-LINE/CURRENT STATUS:**  
Design

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	48,900.00	30,000.00	30,000.00	30,000.00	30,000.00	168,900.00
<b>Total</b>	Contingency						-
	Design						-
	Inspection						-
	<b>Total</b>	48,900.00	30,000.00	30,000.00	30,000.00	30,000.00	168,900.00

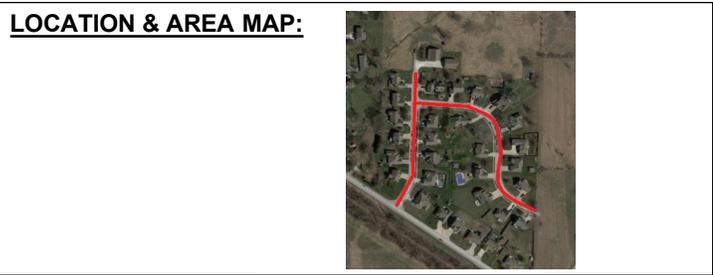
  

	Funding Sources	2016	2017	2018	2019	2020	Total
	City Fund: CIP						
	Fund30	48,900.00	30,000.00	30,000.00	30,000.00	30,000.00	168,900.00
	Grants						-
	Other:						-
	<b>Total</b>	48,900	30,000	30,000	30,000	30,000	168,900

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance	48,900.00	30,000.00	30,000.00	30,000.00	30,000.00	168,900.00
<b>Total</b>	48,900.00	30,000.00	30,000.00	30,000.00	30,000.00	168,900.00

**PROJECT NAME:** Bridal Trail  
**PROJECT NO:** ST 15-010



**FUND:** Capital Improvement Fund  
**DEPARTMENT:** Public Works  
 Project Contact: Nick Jacobs  
 Category: Street

**Total Project Cost:** \$ 195,000.00

**PROJECT DESCRIPTION:**  
 yearly funds to Maintain and replace curb and gutter

**NEED, JUSTIFICATION, BENEFIT:**  
 City is experiencing large curb and gutter deterioration and in need of maintenance and upgrades throughout

**TIME-LINE/CURRENT STATUS:**

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	74,000.00					74,000.00
<b>Total</b>	Contingency						-
	Design						-
	Inspection						-
	<b>Total</b>	74,000.00	-	-	-	-	74,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund: CIP Fund 30	74,000.00					74,000.00
Grants						-
Other:						-
<b>Total</b>	74,000	-	-	-	-	74,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2016	2017	2018	2019	Total
Maintenance	191,000.00	30,000.00	30,000.00	30,000.00	30,000.00	311,000.00
<b>Total</b>	191,000.00	30,000.00	30,000.00	30,000.00	30,000.00	311,000.00

<b>PROJECT NAME:</b>	School Road South Phase 1	<b>LOCATION &amp; AREA MAP:</b>	
<b>PROJECT NO:</b>	ST 16-001		
<b>FUND:</b>	Capital Improvement Fund	<b>Total Project Cost:</b> \$ 100,000.00	
<b>DEPARTMENT:</b>	Public Works		
Project Contact:	Nick Jacobs		
Category:	Street		

**PROJECT DESCRIPTION:**  
Asphalt Overlaying School Road from 211th Street to the bridge south of Elm Street approximately 3,200 feet

**NEED, JUSTIFICATION, BENEFIT:**  
Road is severely broken and needs repair

**TIME-LINE/CURRENT STATUS:**  
Spring-Fall 2016

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	100,000.00					100,000.00
	Contingency						-
	Design						-
	Inspection						-
<b>Total</b>	<b>Total</b>	100,000.00	-	-	-	-	100,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:	100,000					100,000
Grants						-
Other:						-
						-
						-
<b>Total</b>	100,000	-	-	-	-	100,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**  
Asphalt rejuvenation in two years

Budget Impact	2016	2016	2017	2018	2019	Total
Maintenance				6,000.00		6,000.00
						-
<b>Total</b>	-	-	-	6,000.00	-	6,000.00

<b>PROJECT NAME:</b>	Kayla Drive
<b>PROJECT NO:</b>	ST 16-002

**LOCATION & AREA MAP:**



<b>FUND:</b>	Capital Improvement Fund
<b>DEPARTMENT:</b>	Public Works
Project Contact:	Nick Jacobs
Category:	Street

**Total Project Cost:** \$ 21,000.00

**PROJECT DESCRIPTION:**  
Asphalt Overlaying Kayla Drive from Harr-Grove Road to Live Oak Circle approximately 700 feet

**NEED, JUSTIFICATION, BENEFIT:**  
Road is severely broken and needs repair

**TIME-LINE/CURRENT STATUS:**  
Spring-Fall 2016

<b>Prior:</b>	<b>Expenditures</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
	Construction	21,000.00					21,000.00
	Contingency						-
	Design						-
	Inspection						-
<b>Total</b>	<b>Total</b>	<b>21,000.00</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>21,000.00</b>

<b>Funding Sources</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
City Fund:	21,000					21,000
Grants						-
Other:						-
<b>Total</b>	<b>21,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>21,000</b>

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**  
Asphalt rejuvenation in two years

<b>Budget Impact</b>	<b>2016</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>
Maintenance				3,000.00		3,000.00
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,000.00</b>	<b>-</b>	<b>3,000.00</b>

<b>PROJECT NAME:</b>	Harper Road North	<b>LOCATION &amp; AREA MAP:</b>	
<b>PROJECT NO:</b>	ST 16-003		
<b>FUND:</b>	Capital Improvement Fund	<b>Total Project Cost:</b> \$ 85,000.00	
<b>DEPARTMENT:</b>	Public Works		
Project Contact:	Nick Jacobs		
Category:	Street		

**PROJECT DESCRIPTION:**  
Asphalt Overlaying Harper Road from Peculiar Drive to 211th Street approximately 2775 feet

**NEED, JUSTIFICATION, BENEFIT:**  
Road is severely broken and needs repair

**TIME-LINE/CURRENT STATUS:**  
Spring-Fall 2016

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	85,000.00					85,000.00
	Contingency						-
	Design						-
	Inspection						-
<b>Total</b>	<b>Total</b>	<b>85,000.00</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>85,000.00</b>

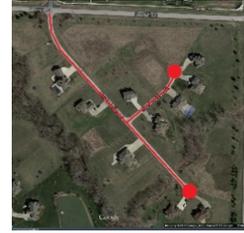
Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:	85,000					85,000
Grants						-
Other:						-
<b>Total</b>	<b>85,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>85,000</b>

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**  
Asphalt rejuvenation in two years

Budget Impact	2016	2016	2017	2018	2019	Total
Maintenance				5,000.00		5,000.00
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,000.00</b>	<b>-</b>	<b>5,000.00</b>

**PROJECT NAME:** Shadow Glenn Phase 1  
**PROJECT NO:** ST 16-004

**LOCATION & AREA MAP:**



**FUND:** Capital Improvement Fund  
**DEPARTMENT:** Public Works  
 Project Contact: Nick Jacobs  
 Category: Street

**Total Project Cost:** \$ 45,000.00

**PROJECT DESCRIPTION:**  
 Asphalt Overlaying all roads in Shadow Glenn Phase 1 approximately 1450 feet.

**NEED, JUSTIFICATION, BENEFIT:**  
 Road is severely broken and needs repair

**TIME-LINE/CURRENT STATUS:**  
 Spring-Fall 2016

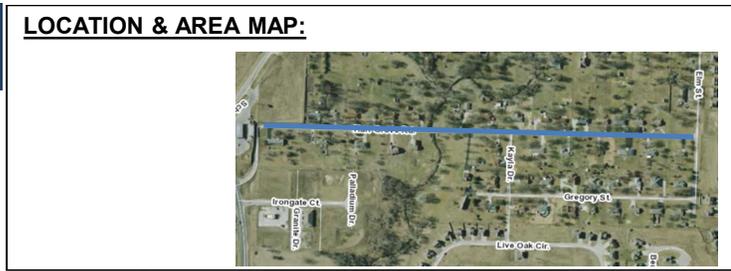
Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	45,000.00					45,000.00
	Contingency						-
	Design						-
	Inspection						-
<b>Total</b>	<b>Total</b>	45,000.00	-	-	-	-	45,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:	45,000					45,000
Grants						-
Other:						-
<b>Total</b>	45,000	-	-	-	-	45,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**  
 Asphalt rejuvenation in two years

Budget Impact	2016	2016	2017	2018	2019	Total
Maintenance				3,000.00		3,000.00
<b>Total</b>	-	-	-	3,000.00	-	3,000.00

<b>PROJECT NAME:</b>	Harr Grove
<b>PROJECT NO.:</b>	ST 18-001



<b>FUND:</b>	Capital Improvement Fund
<b>DEPARTMENT:</b>	Public Works
Project Contact:	Nick Jacobs
Category:	Street

**Total Project Cost:** \$ 100,000.00

**PROJECT DESCRIPTION:**  
Overlay Harr Grove; cost is estimated

**NEED, JUSTIFICATION, BENEFIT:**  
Current surface is deteriorating

**TIME-LINE/CURRENT STATUS:**  
Coordinate with Harr-Grove water main project

Prior:	Expenditures	2015	2016	2017	2018	2019	Total
	Construction	-			100,000.00		100,000.00
	Contingency						-
	Design						-
	Inspection						-
<b>Total</b>		-	-	-	100,000.00	-	100,000.00

Funding Sources	2015	2016	2017	2018	2019	Total
City Fund: CIP Fund 30				100,000		100,000
Grants						-
Other:						-
<b>Total</b>	-	-	-	100,000	-	100,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2015	2016	2017	2018	2019	Total
Maintenance				100,000		100,000.00
<b>Total</b>	-	-	-	100,000.00	-	100,000.00

**PROJECT NAME:** Sidewalk, City Hall to C/J Hwy Bridge  
**PROJECT NO:** WA 15-003A



**FUND:** See below  
**DEPARTMENT:** Public Works Water Division  
 Project Contact: Nick Jacobs  
 Category: Sidewalk  
**Total Project Cost:** \$ 245,784.00

**PROJECT DESCRIPTION:**  
 Install a 5'-0" wide sidewalk from City Hall to C/J Hwy Bridge.

**NEED, JUSTIFICATION, BENEFIT:**  
 To provide pedestrian connectivity along C Hwy/Main Street from City Hall to C/J Hwy bridge.

**TIME-LINE/CURRENT STATUS:**  
 Engineering Phase and Construction FY 2014-2015.

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
41811	Engineering						-
Total	Construction	190,853.00					190,853.00
	Appraisals	9,600.00					9,600.00
	Easements Offers	3,520.00					3,520.00
	<b>Total</b>	<b>203,973.00</b>	-	-	-	-	<b>203,973.00</b>

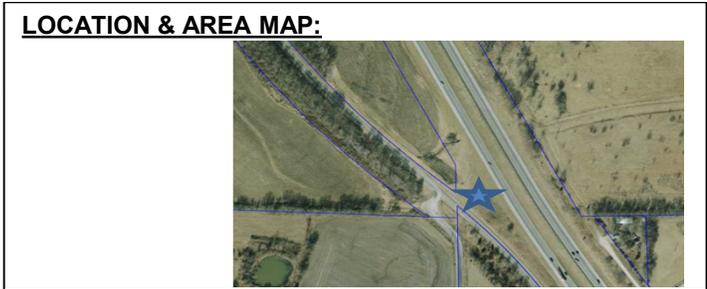
Funding Sources	2016	2017	2018	2019	2020	Total
City Fund Capital	120,184					120,184
Grants	70,000					70,000
Other: Park Fund	4,000					4,000
2013 water bond	51,600					51,600
						-
						-
<b>Total</b>	<b>245,784</b>	-	-	-	-	<b>245,784</b>

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**  
 \$4,000 has been identified in the 2015 Park Fund Capital Equipment operating budget for this one-time purchase. \$41,000 has been identified in the 2015 Capital Fund operating budget for this one-time purchase. \$70,000 has been identified as a grant from MoDOT for this one-time gift.

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance	-	-	-	-	-	-
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## **Facilities/Equipment Improvement**

**PROJECT NAME:** Peculiar Monument Sign  
**PROJECT NO:** M 15-001



**FUND:** 30  
**DEPARTMENT:** Public Works  
 Project Contact: Carl Brooks  
 Category: 80/20 Grant

**Total Project Cost:** \$ 115,000.00

**PROJECT DESCRIPTION:**  
 Install monument sign to "welcome" those entering the city to see.

**NEED, JUSTIFICATION, BENEFIT:**  
 To promote the city and to welcome guest entering and exiting the city. The city received an 80/20 grant for the design and

**TIME-LINE/CURRENT STATUS:**

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
15000	Construction	100,000.00					100,000.00
	Contingency						-
	Design						-
	Inspection						-
<b>Total</b>	<b>Total</b>	100,000.00	-	-	-	-	100,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund: 30	23,000					23,000
Grants	92,000					92,000
Other:						-
						-
						-
<b>Total</b>	115,000	-	-	-	-	115,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance						-
						-
<b>Total</b>	-	-	-	-	-	-

**PROJECT NAME:** Roller attachment for Skid Steer  
**PROJECT NO:** ST 16-005

**LOCATION & AREA MAP:**



**FUND:** Capital Improvement Fund  
**DEPARTMENT:** Public Works  
 Project Contact: Nick Jacobs  
 Category: Street

**Total Project Cost:** \$ 11,000.00

**PROJECT DESCRIPTION:**  
 Purchase a 2300 lb roller attachment for the Skid loader for asphalt patching and trail building

**NEED, JUSTIFICATION, BENEFIT:**  
 give the ability to properly compact asphalt patches and compact surface and base for trails.

**TIME-LINE/CURRENT STATUS:**  
 Fall 2015

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	11,000.00					11,000.00
	Contingency						-
	Design						-
	Inspection						-
<b>Total</b>	<b>Total</b>	11,000.00	-	-	-	-	11,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund: Street CIP fund	6,600					6,600
Water 50-50-5720	1,100					1,100
Parks 20-20-7000	3,300					3,300
						-
						-
<b>Total</b>	11,000	-	-	-	-	11,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**  
 none

Budget Impact	2016	2016	2017	2018	2019	Total
Maintenance						-
						-
<b>Total</b>	-	-	-	-	-	-

**PROJECT NAME:** Flail Mower for Mini Excavator  
**PROJECT NO:** ST 16-006

**LOCATION & AREA MAP:**



**FUND:** Capital Improvement Fund  
**DEPARTMENT:** Public Works  
 Project Contact: Nick Jacobs  
 Category: Street

**Total Project Cost:** \$ 11,000.00

**PROJECT DESCRIPTION:**  
 Purchase a flail mower attachment for the Mini Excavator

**NEED, JUSTIFICATION, BENEFIT:**  
 allow city staff to maintain steep banks around wastewater basins, roadside ditches, and around City Lake

**TIME-LINE/CURRENT STATUS:**  
 Fall 2015

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	11,000.00					11,000.00
	Contingency						-
	Design						-
	Inspection						-
<b>Total</b>	<b>Total</b>	<b>11,000.00</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>11,000.00</b>

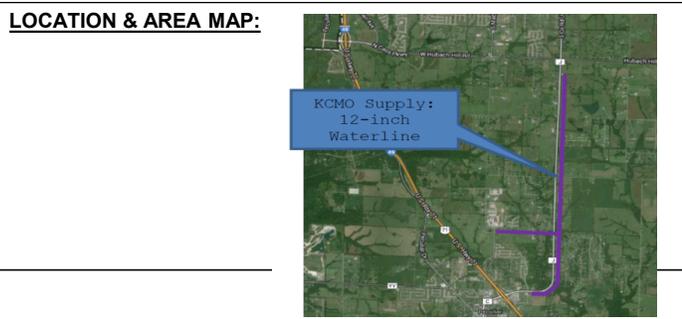
Funding Sources	2016	2017	2018	2019	2020	Total
City Fund: 20%						
Sewer 51-51-5730	2,200					2,200
CIP	7,700					7,700
Parks 20-20-7000	1,100					1,100
						-
						-
<b>Total</b>	<b>11,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>11,000</b>

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**  
 none

Budget Impact	2016	2016	2017	2018	2019	Total
Maintenance						-
						-
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## **Utility System Improvement – Water**

<b>PROJECT NAME:</b>	Kansas City Supply Water Transmission Main
<b>PROJECT NO:</b>	WA 15-002



Check

<b>FUND:</b>	Refinance of 2011 Sewer bonds, and issuance of \$4.0M water bond in 2016	
<b>DEPARTMENT:</b>	Public Works Water Division	
Project Contact:	David Shrout	
Category:	Water Supply Transmission	
<b>Total Project Cost:</b>	\$	3,885,061.00

**PROJECT DESCRIPTION:**  
 Installation of 26,200 linear feet of a 12" PVC transmission main with all associated valves, hydrants, and other appurtenances. There is one highway crossing, 26 driveway crossings, one parking lot crossing, and one stream crossing. A new master meter and telemetry are required to monitor flow from the provider into the City's distribution system. A Kansas City connection fee of \$820,000 is included in the total cost of the project.

To reach a connection point adjacent to the Raymore elevated tank would require approximately 5 miles of main to be installed north of Peculiar along Hwy J. On the south end of the new service transmission main the city can be connected at two locations: on Hwy J just east of I-49 to an existing water line at Branic Road. The second would connect to a proposed main that will be relocated in preparation of the new 211th street interchange.

**NEED, JUSTIFICATION, BENEFIT:**  
 To provide adequate future water supply and lower long term costs for the customers.

**TIME-LINE/CURRENT STATUS:**  
 Engineering Design Phase FY 2014-2015, Construction FY 2016-2017.

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
0	Construction		2,100,000.00	832,150.00			2,932,150.00
	ROW Acquisition w/ contingency	50,000.00	355,500.00				405,500.00
<b>Total</b>	Administrative/Legal	50,000.00	6,095.00				56,095.00
	Engineering Design	50,000.00		166,262.00			216,262.00
	Construction Admin		15,000.00	6,645.00			21,645.00
	Survey	100,000.00	40,237.00				140,237.00
	Cost of Issuance for SRF Funding		113,172.00				113,172.00
	<b>Total</b>	250,000.00	2,630,004.00	1,005,057.00	-	-	3,885,061.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
Other:						-
Refinance of 2011 Sewer bonds	250,000	64,000	64,000			378,000
Issuance of \$4.0M water bonds in 2016		485,061	3,022,000			3,507,061
<b>Total</b>	250,000	549,061	3,086,000	-	-	3,885,061

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance	-	-	-	-	-	-
<b>Total</b>	-	-	-	-	-	-

<b>PROJECT NAME:</b>	Peculiar Dr North to Hurley
<b>PROJECT NO:</b>	WA 15-003

**LOCATION & AREA MAP:**



<b>FUND:</b>	2013 Water Bond
<b>DEPARTMENT:</b>	Public Works Water Division
Project Contact:	David Shrout
Category:	Water Distribution
<b>Total Project Cost:</b>	\$ 640,393.00

**PROJECT DESCRIPTION:**

Install an 12-inch waterline along Peculiar Drive between the existing 12-inch at the intersection of Peculiar Drive and S. Hurley St. and the waterlines at the intersection of Main St. and E. North Rd., replacing the existing waterlines. This will loop part of the distribution system and replace smaller diameter waterlines.

**NEED, JUSTIFICATION, BENEFIT:**

To provide adequate maintenance and capacity to the City's water distribution system; and to provide for a sidewalk from City Hall to J/C Hwy bridge.

**TIME-LINE/CURRENT STATUS:**

Engineering Phase FY 2014-20145, Construction FY 2015-2017.

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
77879.4	Engineering	16,993.60					16,993.60
	Construction	545,519.75					545,519.75
							-
							-
	<b>Total</b>	<b>562,513.35</b>	-	-	-	-	<b>562,513.35</b>

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
Other:						-
2013 water bond	562,514					562,514
						-
						-
<b>Total</b>	<b>562,514</b>	-	-	-	-	<b>562,514</b>

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2016	2017	2018	2019	Total
Maintenance	-	-	-	-	-	-
						-
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**PROJECT NAME:** Spencer Addition  
**PROJECT NO:** WA 15-004



**FUND:** Water Enterprise  
**DEPARTMENT:** Public Works Water Division  
 Project Contact: David Shrout  
 Category: Water Distribution

**Total Project Cost:** \$ 369,940.50

**PROJECT DESCRIPTION:**  
 Install 8-inch waterlines within the Spencer Addition along Clairmont St, Soryl Ave, and Hillcrest Drive. These will replace smaller diameter lines and relocate potable water lines greater than 10' from existing sewer lines as required by the DNR.

**NEED, JUSTIFICATION, BENEFIT:**  
 Need easier access for city staff, needs separation from sewer lines, and fire protection

**TIME-LINE/CURRENT STATUS:**  
 Engineering FY 2014-2015, Construction FY 2016-2017

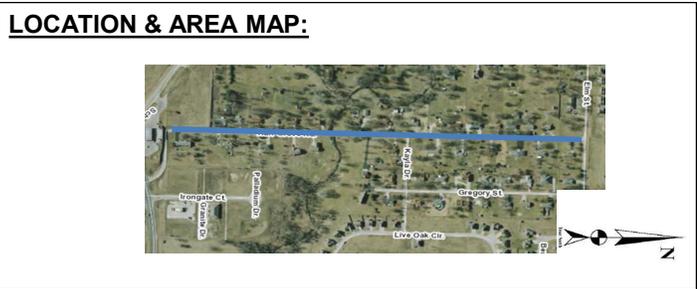
Prior:	Expenditures	2016	2017	2018	2019	2019+	Total
42000	Construction		327,940.00				327,940.00
	Contingency						-
	Design						-
	Inspection						-
<b>Total</b>	<b>Total</b>	-	327,940.00	-	-	-	327,940.00

Funding Sources	2016	2017	2018	2019	2020	Total
2013 Water Bond						-
2016 Water Bond		327,940.50				327,940.50
Other:						-
<b>Total</b>	-	327,940.50	-	-	-	327,940.50

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance	-	-	-	-	-	-
<b>Total</b>	-	-	-	-	-	-

**PROJECT NAME:** Harr Grove Rd  
**PROJECT NO:** WA 15-005



**FUND:** 2013 and 2016 Water Bond  
**DEPARTMENT:** Public Works Water Division  
 Project Contact: David Shrout  
 Category: Water Distribution

**Total Project Cost:** \$ 292,059.00

**PROJECT DESCRIPTION:**  
 Install an 8-inch waterline along Harr-Grove Rd between Elm St and J Hwy, replacing the existing small diameter waterlines that are prone to breaks.

**NEED, JUSTIFICATION, BENEFIT:**  
 To prevent future breaks and supply more water to area with undersized pipes

**TIME-LINE/CURRENT STATUS:**  
 Engineering FY 2014-2015, Construction FY 2017-2018

Prior:	Expenditures	2016	2017	2018	2019	2019+	Total
33000	Construction			259,059.00			259,059.00
	Contingency						-
	Design						-
	Inspection						-
<b>Total</b>	<b>Total</b>	-	-	259,059.00	-	-	259,059.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
2013 Water Bond						-
2016 Water Bond			259,059			259,059
						-
						-
<b>Total</b>	-	-	259,059	-	-	259,059

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**  
 Over the \$4.0M budget by \$222K.

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance						-
						-
<b>Total</b>	-	-	-	-	-	-

**PROJECT NAME:** Water Supply Value Engineering  
**PROJECT NO:** WA 15-006

**LOCATION & AREA MAP:**

Check

**FUND:** 2013 Water bonds  
**DEPARTMENT:** Public Works Water Division  
 Project Contact: David Shrout  
 Category: Water Supply Transmission  
**Total Project Cost:** \$ 74,000.00

**PROJECT DESCRIPTION:**  
 Review of water supply and tap fee

**NEED, JUSTIFICATION, BENEFIT:**  
 To provide adequate future water supply and lower long term costs for the customers.

**TIME-LINE/CURRENT STATUS:**  
 Engineering Design Phase FY 2014-2015, Construction FY 2016-2017.

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
0							-
<b>Total</b>							-
	Engineering Design	74,000.00					74,000.00
							-
							-
	<b>Total</b>	74,000.00	-	-	-	-	74,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
Other:						-
2013 Water bonds	74,000					74,000
						-
<b>Total</b>	74,000	-	-	-	-	74,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance	-	-	-	-	-	-
						-
<b>Total</b>	-	-	-	-	-	-

**PROJECT NAME:** Windmill Meter Relocation  
**PROJECT NO:** WA 16-001



**FUND:** Water Enterprise  
**DEPARTMENT:** Public Works Water Division  
 Project Contact: David Shrout  
 Category: Meter Maintenance

**Total Project Cost:** \$ 50,000.00

**PROJECT DESCRIPTION:**  
 Meters to be moved from inside of home to outside into right-of-way

**NEED, JUSTIFICATION, BENEFIT:**  
 To give access to City maintenance staff

**TIME-LINE/CURRENT STATUS:**  
 2015-2016

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	50,000.00					50,000.00
	Contingency						-
	Design						-
	Inspection						-
<b>Total</b>	<b>Total</b>	<b>50,000.00</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>50,000.00</b>

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund: Water Enterprise						-
Grants						-
Other:						-
2013 Water Revenue	50,000					50,000
Bond						-
<b>Total</b>	<b>50,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>50,000</b>

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**  
 Water meters should be replaced every 12-15 years

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance	2,000.00	2,000.00	2,000.00	2,000.00	2,000.00	10,000.00
<b>Total</b>	<b>2,000.00</b>	<b>2,000.00</b>	<b>2,000.00</b>	<b>2,000.00</b>	<b>2,000.00</b>	<b>10,000.00</b>

**PROJECT NAME:** Water Storage Tower Maintenance  
**PROJECT NO:** WA 16-003

**LOCATION & AREA MAP:**



**FUND:** Water Enterprise  
**DEPARTMENT:** Water  
 Project Contact: David Shrout  
 Category: Elevated Tank Maintenance

**Total Project Cost:** \$ 300,000.00

**PROJECT DESCRIPTION:**  
 Maintenance of 400,000 gallon aerial water storage tower and maintenance of 500,000 ground water storage tank.

**NEED, JUSTIFICATION, BENEFIT:**  
 Recommended guideline by DNR

**TIME-LINE/CURRENT STATUS:**

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction						-
	Contingency						-
	Design						-
	Maintenance		60,000.00	60,000.00	60,000.00	60,000.00	240,000.00
<b>Total</b>		-	60,000.00	60,000.00	60,000.00	60,000.00	240,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
Other:						-
Water Enterprise		60,000	60,000	60,000	60,000	240,000
						-
<b>Total</b>	-	60,000	60,000	60,000	60,000	240,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance	60,000.00	60,000.00	60,000.00	60,000.00	60,000.00	300,000.00
						-
<b>Total</b>	60,000.00	60,000.00	60,000.00	60,000.00	60,000.00	300,000.00

**PROJECT NAME:** Ford F350 Maintenance Truck  
**PROJECT NO:** WA 16-002

**LOCATION & AREA MAP:**



**FUND:** Water Enterprise  
**DEPARTMENT:** Public Works Water Division  
 Project Contact: David Shrout  
 Category: Vehicle Maintenance

**Total Project Cost:** \$ 35,000.00

**PROJECT DESCRIPTION:**  
 Replace 2004 Ford F350 Truck

**NEED, JUSTIFICATION, BENEFIT:**  
 Old truck is showing large signs of wear and tear

**TIME-LINE/CURRENT STATUS:**  
 FY 2015-2016

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction		35,000.00				35,000.00
<b>Total</b>	Contingency						-
	Design						-
	Inspection						-
	<b>Total</b>	-	35,000.00	-	-	-	35,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund: Water Enterprise		35,000				35,000
Grants						-
Other:						-
<b>Total</b>	-	35,000	-	-	-	35,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance		200.00	300.00	400.00	500.00	1,400.00
<b>Total</b>	-	200.00	300.00	400.00	500.00	1,400.00

<b>PROJECT NAME:</b>	F350 Dump Truck
<b>PROJECT NO:</b>	PA 18-001

**LOCATION & AREA MAP:**



<b>FUND:</b>	Water Enterprise
<b>DEPARTMENT:</b>	Public Works Water Division
Project Contact:	David Shrout
Category:	Vehicle Maintenance

**Total Project Cost:** \$ 35,500.00

**PROJECT DESCRIPTION:**  
Replace 2008 Ford F350 Dump Truck

**NEED, JUSTIFICATION, BENEFIT:**  
Old truck is showing large signs of wear and tear

**TIME-LINE/CURRENT STATUS:**  
FY 2017-2018

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction			35,500.00			35,500.00
<b>Total</b>	Contingency						-
	Design						-
	Inspection						-
	<b>Total</b>	-	-	35,500.00	-	-	35,500.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund: Water Enterprise			35,500			35,500
Grants						-
Other:						-
<b>Total</b>	-	-	35,500	-	-	35,500

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance			300.00	400.00	500.00	1,200.00
<b>Total</b>	-	-	300.00	400.00	500.00	1,200.00

**PROJECT NAME:** VFD Pump Upgrade  
**PROJECT NO:** WA 20-001



**FUND:** Water Enterprise  
**DEPARTMENT:** Water  
 Project Contact: David Shrout  
 Category: Pump Maintenance

**Total Project Cost:** \$ 30,000.00

**PROJECT DESCRIPTION:**  
 Upgrade VFD pumps at Water Shed-2

**NEED, JUSTIFICATION, BENEFIT:**  
 Routine maintenance

**TIME-LINE/CURRENT STATUS:**

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Maintenance					30,000.00	30,000.00
<b>Total</b>	Contingency						-
	Design						-
	Inspection						-
	<b>Total</b>	-	-	-	-	30,000.00	30,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:					30,000.00	30,000
Grants						-
Other:						-
<b>Total</b>	-	-	-	-	30,000	30,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance					30,000.00	30,000.00
<b>Total</b>	-	-	-	-	30,000.00	30,000.00

**PROJECT NAME:** Water Storage Tower Inspection  
**PROJECT NO:** WA 20-002



**FUND:** Water Enterprise  
**DEPARTMENT:** Water  
 Project Contact: David Shrout  
 Category: Elevated Tank Maintenance

**Total Project Cost:** \$ 15,000.00

**PROJECT DESCRIPTION:**  
 Inspection of 400,000 gallon aerial water storage tower

**NEED, JUSTIFICATION, BENEFIT:**  
 Recommended guideline by DNR

**TIME-LINE/CURRENT STATUS:**

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction						-
	Contingency						-
	Design						-
	Inspection					15,000.00	15,000.00
<b>Total</b>	<b>Total</b>	-	-	-	-	15,000.00	15,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:					15,000.00	15,000
Grants						-
Other:						-
<b>Total</b>	-	-	-	-	15,000	15,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**  
 Additional \$15K to power wash elevated tank, complete

Budget Impact	2016	2017	2018	2019	2020	Total
Inspection					15,000.00	15,000.00
<b>Total</b>	-	-	-	-	15,000.00	15,000.00

## **Utility System Improvement – Sewer/Storm Water**

**PROJECT NAME:** Line Repair  
**PROJECT NO:** SE 15-001



**FUND:** Sewer CIP  
**DEPARTMENT:** Sewer  
 Project Contact: David Shrout  
 Category: Line Maintenance/Repair

**Total Project Cost:** \$ 24,000.00

**PROJECT DESCRIPTION:**  
 CCTV work produced one line segment that needs repair or replacement. The line segment is located near Hillcrest, north between Clairemont and Soryl (Line E06-005 to E06-012).

**NEED, JUSTIFICATION, BENEFIT:**  
 To keep the system in good working order. Potential repair cure-in-place pipe (CIPP).

**TIME-LINE/CURRENT STATUS:**  
 FY 2014-2015

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	24,000.00					24,000.00
	Contingency	-					-
	Design	-					-
	Inspection	-					-
<b>Total</b>	<b>Total</b>	<b>24,000.00</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>24,000.00</b>

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
Sewer CIP	24,000					24,000
						-
						-
<b>Total</b>	<b>24,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>24,000</b>

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2015	2016	2017	2018	Total
Maintenance	24,000					24,000.00
						-
<b>Total</b>	<b>24,000.00</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>24,000.00</b>

**PROJECT NAME:** Clarifier Basin Covers  
**PROJECT NO:** SE 15-002

**LOCATION & AREA MAP:**



**FUND:** Sewer CIP  
**DEPARTMENT:** Sewer  
 Project Contact: David Shrout  
 Category: WWTP Improvements/Maintenance

**Total Project Cost:** \$ 25,000.00

**PROJECT DESCRIPTION:**  
 Two clarifier tank covers installed at WWTP

**NEED, JUSTIFICATION, BENEFIT:**  
 To prevent additional maintenance caused by unwanted algae caused by exposure to sun

**TIME-LINE/CURRENT STATUS:**  
 FY 2014-2015

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	25,000.00					25,000.00
<b>Total</b>	Contingency						-
	Design						-
	Inspection						-
	<b>Total</b>	25,000.00	-	-	-	-	25,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
Sewer CIP	25,000					25,000
						-
						-
<b>Total</b>	25,000	-	-	-	-	25,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2016	2017	2018	2020	Total
Maintenance	25,000					25,000.00
						-
<b>Total</b>	25,000.00	-	-	-	-	25,000.00

**PROJECT NAME:** Spencer Addition  
**PROJECT NO:** SE 15-003



**FUND:** Sewer CIP  
**DEPARTMENT:** Sewer  
 Project Contact: David Shrout  
 Category: Line Maintenance/Upgrade

**Total Project Cost:** \$ 151,000.00

**PROJECT DESCRIPTION:**  
 Sewer line upgrades in the Spencer Addition along Clairemont St., Soryl and Hillcrest Drive.

**NEED, JUSTIFICATION, BENEFIT:**  
 To keep the system in good working order.

**TIME-LINE/CURRENT STATUS:**  
 FY 2014-2015

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	51,000.00		50,000.00		50,000.00	151,000.00
<b>Total</b>	Contingency						-
	Design						-
	Inspection						-
	<b>Total</b>	51,000.00	-	50,000.00	-	50,000.00	151,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
Sewer CIP	51,000		50,000		50,000	151,000
						-
						-
<b>Total</b>	51,000	-	50,000	-	50,000	151,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance	51,000			50,000	50,000	151,000.00
						-
<b>Total</b>	51,000.00	-	-	50,000.00	50,000.00	151,000.00

<b>PROJECT NAME:</b>	Sewer Trenchless Liner CIPP	<b>LOCATION &amp; AREA MAP:</b> City Wide
<b>PROJECT NO:</b>	SE 15-004	
<b>FUND:</b>	Sewer Enterprise Fund	<b>Total Project Cost:</b> \$      137,000.00
<b>DEPARTMENT:</b>	Sewer	
Project Contact:	David Shrout	
Category:	Trenchless Liner CIPP	

**PROJECT DESCRIPTION:**  
Yearly lining of sewer lines to strengthen integrity of pipes; i.e. MH F07-009 (DS) to MH F07-17 (US) 452 W. Second Street, Quarter Section F07

**NEED, JUSTIFICATION, BENEFIT:**  
strengthen lining to increase life-span

**TIME-LINE/CURRENT STATUS:**  
Planning

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	37,000.00	25,000.00	25,000.00	25,000.00	25,000.00	137,000.00
<b>Total</b>	Contingency						-
	Design						-
	Inspection						-
	<b>Total</b>	<b>37,000.00</b>	<b>25,000.00</b>	<b>25,000.00</b>	<b>25,000.00</b>	<b>25,000.00</b>	<b>137,000.00</b>

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
51-51-7320	37,000	25,000	25,000	25,000	25,000	137,000
						-
						-
<b>Total</b>	<b>37,000</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>137,000</b>

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance	37,000.00	25,000.00	25,000.00	25,000.00	25,000.00	137,000.00
						-
<b>Total</b>	<b>37,000.00</b>	<b>25,000.00</b>	<b>25,000.00</b>	<b>25,000.00</b>	<b>25,000.00</b>	<b>137,000.00</b>

<b>PROJECT NAME:</b>	Sewer Main Cleaning/Jetting and CCTV Video	<b>LOCATION &amp; AREA MAP:</b> City Wide
<b>PROJECT NO:</b>	SE 15-006	
<b>FUND:</b>	Sewer Enterprise Fund	<b>Total Project Cost:</b> \$      150,000.00
<b>DEPARTMENT:</b>	Sewer	
Project Contact:	David Shrout	
Category:	Sewer Main Cleaning/Jetting and CCTV Video	

**PROJECT DESCRIPTION:**  
Yearly cleaning/jetting and CCTV Video of sewer lines for due care diligence of system.

**NEED, JUSTIFICATION, BENEFIT:**  
If we clean 20% of our sanitary sewer system every year, we are completing our due care diligence of the system.

**TIME-LINE/CURRENT STATUS:**  
Planning

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00	150,000.00
<b>Total</b>	Contingency						-
	Design						-
	Inspection						-
	<b>Total</b>	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00	150,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
51-51-7320	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00	150,000
						-
						-
<b>Total</b>	30,000	30,000	30,000	30,000	30,000	150,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00	150,000
						-
<b>Total</b>	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00	150,000.00

**PROJECT NAME:** WWTP Generator  
**PROJECT NO:** SE 16-001



**FUND:** Sewer CIP Fund  
**DEPARTMENT:** Sewer  
 Project Contact: David Shrout  
 Category: WWTP Improvements

**Total Project Cost:** \$ 25,000.00

**PROJECT DESCRIPTION:**  
 Connect a new generator at WWTP headwork's facility for back-up power.

**NEED, JUSTIFICATION, BENEFIT:**  
 To operate the two existing grinders, in case of power failure.

**TIME-LINE/CURRENT STATUS:**  
 Planning

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	25,000.00					25,000.00
<b>Total</b>	Contingency						-
	Design						-
	Inspection						-
	<b>Total</b>	25,000.00	-	-	-	-	25,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
Sewer CIP Fund	25000					-
						-
						-
<b>Total</b>	25,000	-	-	-	-	-

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance		500.00	500.00	500.00	500.00	2,000.00
						-
<b>Total</b>	-	500.00	500.00	500.00	500.00	2,000.00

**PROJECT NAME:** Private I/I Removal  
**PROJECT NO:** SE 16-002

**LOCATION & AREA MAP:**

**FUND:** Sewer Capital Improvement Fund  
**DEPARTMENT:** Sewer  
 Project Contact: David Shrout  
 Category: Collection System

**Total Project Cost:** \$ 183,000.00

**PROJECT DESCRIPTION:**  
 Private sector I/I removal as identified in GBA sanitary sewer report. City staff have applied for an EPA grant for this project.

**NEED, JUSTIFICATION, BENEFIT:**  
 To eliminate leaks in wastewater system to allow inflow and infiltration into the system during high water situations.

**TIME-LINE/CURRENT STATUS:**  
 Planning

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	33,000.00		25,000.00	25,000.00	100,000.00	183,000.00
<b>Total</b>	Contingency						-
	Design						-
	Inspection						-
	<b>Total</b>	33,000.00	-	25,000.00	25,000.00	100,000.00	183,000.00

Funding Sources	2016	2017	2018	2019	2019-2020	Total
City Fund:						-
Grants						-
Sewer Fund	33,000	33,000	25,000	25,000	100,000	216,000
						-
						-
<b>Total</b>	33,000	33,000	25,000	25,000	100,000	216,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance	33,000.00		25,000	25,000	100,000	183,000
						-
<b>Total</b>	33,000.00	-	25,000.00	25,000.00	100,000.00	183,000.00

<b>PROJECT NAME:</b>	Manhole Rehab Phase 1	<b>LOCATION &amp; AREA MAP:</b> City wide
<b>PROJECT NO:</b>	SE 16-003	
<b>FUND:</b>	Sewer CIP	<b>Total Project Cost:</b> \$ 194,000.00
<b>DEPARTMENT:</b>	Sanitary Sewer	
Project Contact:	David Shrout	
Category:	Collection System	

**PROJECT DESCRIPTION:**  
Repairs to actively leaking manholes and building service cleanouts as reported in the GBA Sanitary Sewer Report, pg. ES-3.

**NEED, JUSTIFICATION, BENEFIT:**  
To cut down on I/I into system during high rainfall situations

**TIME-LINE/CURRENT STATUS:**  
Design Phase

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	68,000.00		63,000.00	63,000.00		194,000.00
<b>Total</b>	Contingency						-
	Design						-
	Inspection						-
	<b>Total</b>	68,000.00	-	63,000.00	63,000.00	-	194,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
Sewer CIP	68000		63,000	63,000		194,000
						-
						-
<b>Total</b>	68,000	-	63,000	63,000	-	194,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance		68,000		63,000	63,000	194,000
						-
<b>Total</b>	-	68,000.00	-	63,000.00	63,000.00	194,000.00

<b>PROJECT NAME:</b>	Phase 2 Sewer Assessment (SSES F	<b>LOCATION &amp; AREA MAP:</b>
<b>PROJECT NO:</b>	SE 16-004	
<b>FUND:</b>	Sewer Capital Improvement Fund	<b>Total Project Cost:</b> \$ 300,000.00
<b>DEPARTMENT:</b>	Sewer	
Project Contact:	David Shrout	
Category:	Collection System	

**PROJECT DESCRIPTION:**  
 To complete the sanitary sewer evaluation study (SSES) of the system that was not included in Phase 1, completed in 2011 by GBA

**NEED, JUSTIFICATION, BENEFIT:**  
 The sewer assessment work was required by Missouri Department of Natural Resources in 2010.

**TIME-LINE/CURRENT STATUS:**  
 Planning

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	-					-
	Contingency						-
<b>Total</b>	Engineering	75,000.00	75,000.00	75,000.00	75,000.00		300,000.00
	Inspection						-
	<b>Total</b>	75,000.00	75,000.00	75,000.00	75,000.00	-	300,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
Sewer Cap.Imp.Fund \$75000	75,000	75,000	75,000	75,000		300,000
						-
						-
<b>Total</b>	75,000	75,000	75,000	75,000	-	300,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance						-
						-
<b>Total</b>	-	-	-	-	-	-

**PROJECT NAME:** WWTP Aeration Basin  
**PROJECT NO:** SE 16-005



**FUND:** Sewer CIP  
**DEPARTMENT:** Sewer  
 Project Contact: David Shrout  
 Category: WWTP Maintenance Improvements

**Total Project Cost:** \$ 100,000.00

**PROJECT DESCRIPTION:**  
 Maintenance for the aeration basin, replace the winch, hoist, and clean out the sludge from the basin.

**NEED, JUSTIFICATION, BENEFIT:**  
 Maintenance, all flow goes through the aeration basin and we do not have second basin as a backup.

**TIME-LINE/CURRENT STATUS:**  
 Planning

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction						-
	Contingency						-
	Design						-
	Maintenance	100,000.00					100,000.00
<b>Total</b>	<b>Total</b>	100,000.00	-	-	-	-	100,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
Other:						-
Sewer Fund	100,000					100,000
						-
<b>Total</b>	100,000	-	-	-	-	100,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance						-
						-
<b>Total</b>	100,000.00	-	-	-	-	100,000.00

**PROJECT NAME:** WWTP Roof  
**PROJECT NO:** F 15-001



**FUND:** 30 CIP  
**DEPARTMENT:** Facilities  
 Project Contact: Bill England  
 Category: Roof

**Total Project Cost:** \$ 40,000.00

**PROJECT DESCRIPTION:**  
 New roof for the WWTP Operations Building

**NEED, JUSTIFICATION, BENEFIT:**  
 Originally installed roof is deteriorating, and has exceeded its useful life. Needs replaced.

**TIME-LINE/CURRENT STATUS:**  
 Construction 2015

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	40,000.00					40,000.00
	Contingency						-
	Design						-
	Inspection						-
<b>Total</b>	<b>Total</b>	40,000.00	-	-	-	-	40,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
Other:						-
CIP Fund 30	40,000					40,000
						-
						-
<b>Total</b>	40,000	-	-	-	-	40,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance						-
						-
<b>Total</b>	-	-	-	-	-	-

**PROJECT NAME:** RV Generator  
**PROJECT NO:** SE 17-001



**FUND:** Sewer Enterprise Fund  
**DEPARTMENT:** Sewer  
 Project Contact: David Shrout  
 Category: Lift Station Maintenance

**Total Project Cost:** \$ 25,000.00

**PROJECT DESCRIPTION:**  
 To replace existing generator at the RV lift station

**NEED, JUSTIFICATION, BENEFIT:**  
 Existing one is inoperable and has served its useful life.

**TIME-LINE/CURRENT STATUS:**  
 Planning

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	-	25,000.00				25,000.00
<b>Total</b>	Contingency						-
	Design						-
	Inspection						-
	<b>Total</b>	-	25,000.00	-	-	-	25,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
Sewer Enterprise Fund		25,000				25,000
						-
						-
<b>Total</b>	-	25,000	-	-	-	25,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance			25,000			25,000.00
						-
<b>Total</b>	-	-	25,000.00	-	-	25,000.00

**PROJECT NAME:** Manhole Rehab Phase 2  
**PROJECT NO:** SE 17-002

**LOCATION & AREA MAP:**

**FUND:** Sewer CIP Fund  
**DEPARTMENT:** Sanitary Sewer  
 Project Contact: David Shrout  
 Category: Collection system

**Total Project Cost:** \$ 191,000.00

**PROJECT DESCRIPTION:**  
 Initial manhole rehab (repairs) is estimated at \$135,000 (SE 16-003) and another \$250K to repair the structural problems and I/I sources in manholes as identified in the GBA Sanitary Sewer Report, pg. ES-3.

**NEED, JUSTIFICATION, BENEFIT:**  
 To reduce I/I in high rainfall situations.

**TIME-LINE/CURRENT STATUS:**  
 Design Phase

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction		67,000.00		62,000.00	62,000.00	191,000.00
<b>Total</b>	Contingency						-
	Design						-
	Inspection						-
	<b>Total</b>	-	67,000.00	-	62,000.00	62,000.00	191,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:		67,000	-	62,000	62,000	191,000
Grants						-
Other:						-
<b>Total</b>	-	67,000	-	62,000	62,000	191,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance		67,000.00		62,000.00	62,000.00	191,000
<b>Total</b>	-	67,000.00	-	62,000.00	62,000.00	191,000

**PROJECT NAME:** Garage Addition WWTP  
**PROJECT NO:** SE 18-001

**LOCATION & AREA MAP:**



**FUND:** Sewer CIP  
**DEPARTMENT:** Sewer  
 Project Contact: David Shrout  
 Category: WWTP Improvements

**Total Project Cost:** \$ 45,000.00

**PROJECT DESCRIPTION:**  
 Build additional garage at WWTP

**NEED, JUSTIFICATION, BENEFIT:**  
 Vehicle and machine storage

**TIME-LINE/CURRENT STATUS:**  
 Planning

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	-		45,000.00			45,000.00
<b>Total</b>	Contingency						-
	Design						-
	Inspection						-
	<b>Total</b>	-	-	45,000.00	-	-	45,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:			45,000			45,000
Grants						-
Other:						-
<b>Total</b>	-	-	45,000	-	-	45,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance						-
<b>Total</b>	-	-	-	-	-	-

**PROJECT NAME:** Phase 1 Relief Sewer  
**PROJECT NO:** SE 18-002



**FUND:** Sewer CIP Bond  
**DEPARTMENT:** Sanitary Sewer  
 Project Contact: David Shrout  
 Category: Sewer Capacity

**Total Project Cost:** \$ 2,495,221.00

**PROJECT DESCRIPTION:**  
 Upsize current system to enable future capacity, and with the strategy of providing immediate relief to the areas the have historically experienced overflow and backups.

**NEED, JUSTIFICATION, BENEFIT:**  
 Needed to allow capacity. Current system is too small and needs extra capacity to avoid overflow in rainfall situations.

**TIME-LINE/CURRENT STATUS:**  
 Design Phase

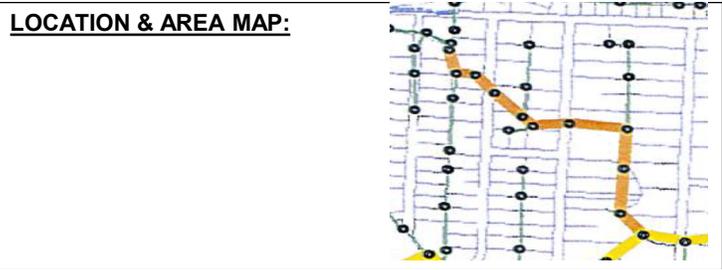
Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction			1,609,820.00			1,609,820.00
	Contingency 25%			402,455.00			402,455.00
	Engineering (20%)			321,964.00			321,964.00
	General Conditions (10%)			160,982.00			160,982.00
<b>Total</b>		-	-	2,495,221.00	-	-	2,495,221.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
2017-2018 revune bond			2,495,221			2,495,221
						-
						-
<b>Total</b>	-	-	2,495,221	-	-	2,495,221

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance						-
						-
<b>Total</b>	-	-	-	-	-	-

**PROJECT NAME:** Phase 2 Relief Sewer  
**PROJECT NO:** SE 18-003



**FUND:** Sewer CIP Bond  
**DEPARTMENT:** Sanitary Sewer  
 Project Contact: David Shrout  
 Category: Sewer Capacity

**Total Project Cost:** \$ 1,848,879.00

**PROJECT DESCRIPTION:**  
 Upsize current system to enable future capacity.

**NEED, JUSTIFICATION, BENEFIT:**  
 Needed to allow capacity. Current system is too small and needs extra capacity to avoid overflow in rainfall situations.

**TIME-LINE/CURRENT STATUS:**  
 Design Phase

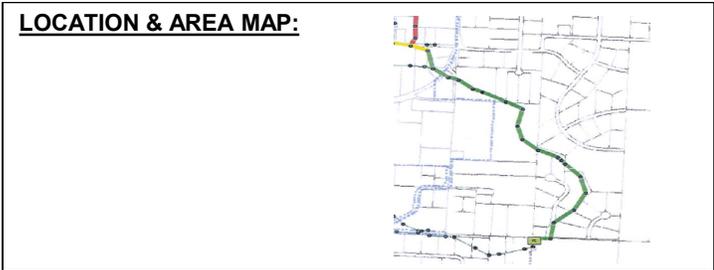
Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction			1,192,825.00			1,192,825.00
	Contingency (25%)			298,206.00			298,206.00
	Engineering (20%)			238,565.00			238,565.00
	General Conditions (10%)			119,283.00			119,283.00
<b>Total</b>	<b>Total</b>	-	-	1,848,879.00	-	-	1,848,879.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
2017-2018 Sewer Bond			1,848,879			1,848,879
						-
						-
<b>Total</b>	-	-	1,848,879	-	-	1,848,879

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**  
 With this project, we are \$1,544,100 in the red with our \$2.8M in 2017-2018 sewer bonds.

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance						-
<b>Total</b>	-	-	-	-	-	-

<b>PROJECT NAME:</b>	Phase 3 Relief Sewer
<b>PROJECT NO:</b>	SE 18-004



<b>FUND:</b>	Sewer CIP Bond
<b>DEPARTMENT:</b>	Sanitary Sewer
Project Contact:	David Shrout
Category:	Sewer Capacity

**Total Project Cost:** \$ 1,627,082.00

**PROJECT DESCRIPTION:**  
Upsize current system to enable future capacity. Former Larkin Engineer's study as "Line 6." Also, wet well improvements at East lift station.

**NEED, JUSTIFICATION, BENEFIT:**  
Needed to allow capacity. Current system is too small and needs extra capacity to avoid overflow in rainfall situations.

**TIME-LINE/CURRENT STATUS:**  
Design Phase

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction			1,049,730.00			1,049,730.00
	Contingency (25%)			262,433.00			262,433.00
	Engineering (20%)			209,946.00			209,946.00
	General Conditions (10%)			104,973.00			104,973.00
<b>Total</b>		-	-	1,627,082.00	-	-	1,627,082.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
2017-2018 Sewer Bond			1,627,082			1,627,082
						-
						-
<b>Total</b>	-	-	1,627,082	-	-	1,627,082

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**  
With this project, we are \$3,171,182 in the red with our \$2.8M in 2017-2018 sewer bonds.

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance						-
						-
<b>Total</b>	-	-	-	-	-	-

**PROJECT NAME:** Phase 4 Relief Sewer  
**PROJECT NO:** SE 18-005



**FUND:** Sewer  
**DEPARTMENT:** Sanitary Sewer  
 Project Contact: David Shrout  
 Category: Sewer Capacity

**Total Project Cost:** \$ 1,116,535.00

**PROJECT DESCRIPTION:**  
 Upsize current system to enable future capacity.

**NEED, JUSTIFICATION, BENEFIT:**  
 Needed to allow capacity. Current system is too small and needs extra capacity to avoid overflow in rainfall situations.

**TIME-LINE/CURRENT STATUS:**  
 Design Phase

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction			720,345.00			720,345.00
	Contingency (25%)			180,086.00			180,086.00
	Engineering (20%)			144,069.00			144,069.00
	General Conditions (10%)			72,035.00			72,035.00
<b>Total</b>	<b>Total</b>	-	-	1,116,535.00	-	-	1,116,535.00

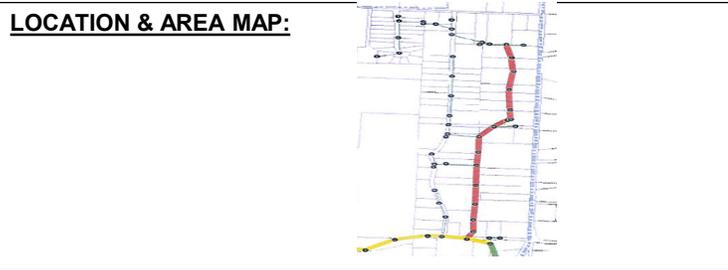
Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:				-		-
Grants						-
Other:						-
2017-2018 Revenue						-
Bonds			1,116,535			1,116,535
						-
<b>Total</b>	-	-	1,116,535	-	-	1,116,535

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

With this project, we are \$4,287,717 in the red with our \$2.8M in 2017-2018 sewer bonds.

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance						-
						-
<b>Total</b>	-	-	-	-	-	-

**PROJECT NAME:** Phase 5 Relief  
**PROJECT NO:** SE 18-006



**FUND:** CIP  
**DEPARTMENT:** Sanitary Sewer  
 Project Contact: David Shrout  
 Category: Sewer Capacity

**Total Project Cost:** \$ 1,041,996.00

**PROJECT DESCRIPTION:**  
 Upsize current system to enable future capacity. Former Larkin engineers study "Line 6." Also, wet well improvement at east lift station

**NEED, JUSTIFICATION, BENEFIT:**  
 Needed to allow capacity. Current system is too small and needs extra capacity to avoid overflow in rainfall situations.

**TIME-LINE/CURRENT STATUS:**  
 Design Phase

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction			672,255.00			672,255.00
	Contingency (25%)			168,064.00			168,064.00
	Engineering (20%)			134,451.00			134,451.00
	General Conditions (10%)			67,226.00			67,226.00
<b>Total</b>	<b>Total</b>	-	-	1,041,996.00	-	-	1,041,996.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
FY 2017-2018						-
Revune Bonds			1,041,996			1,041,996
						-
						-
<b>Total</b>	-	-	1,041,996	-	-	1,041,996

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**  
 With this project, we are \$5,329,713 the red with our \$2.8M in 2017-2018 sewer bonds.

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance						-
<b>Total</b>	-	-	-	-	-	-

**PROJECT NAME:** Sludge Truck  
**PROJECT NO:** SE 19-001

**LOCATION & AREA MAP:**



**FUND:** CIP Vehicles  
**DEPARTMENT:** Sewer  
 Project Contact: David Shrout  
 Category: Vehicle Replacement Program

**Total Project Cost:** \$ 120,000.00

**PROJECT DESCRIPTION:**  
 Replace sewer sludge truck.

**NEED, JUSTIFICATION, BENEFIT:**  
 Truck is aging and needs to be replaced to be effective.

**TIME-LINE/CURRENT STATUS:**  
 Planning

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction	-				120,000.00	120,000.00
<b>Total</b>	Contingency						-
	Design						-
	Inspection						-
	<b>Total</b>	-	-	-	-	120,000.00	120,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
CIP Vehicles					120,000	120,000
						-
						-
<b>Total</b>	-	-	-	-	120,000	120,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance						-
						-
<b>Total</b>	-	-	-	-	-	-

**PROJECT NAME:** WWTP Disinfection  
**PROJECT NO:** 19-002



**FUND:** CIP  
**DEPARTMENT:** Sewer  
 Project Contact: David Shrout  
 Category: WWTP Improvements

**Total Project Cost:** \$ 200,000.00

**PROJECT DESCRIPTION:**  
 Effluent plant discharge disinfection

**NEED, JUSTIFICATION, BENEFIT:**  
 Disinfection of effluent plant water due to MDNR operating permit requirements. MDNR operating permit requirements could be required as soon as the 2015 permit renewal cycle.

**TIME-LINE/CURRENT STATUS:**  
 Planning

Prior:	Expenditures	2016	2017	2018	2019	2020	Total
	Construction					200,000.00	200,000.00
	Contingency						-
	Design						-
	Inspection						-
<b>Total</b>	<b>Total</b>	-	-	-	-	200,000.00	200,000.00

Funding Sources	2016	2017	2018	2019	2020	Total
City Fund:						-
Grants						-
Other: Unfunded					200,000	200,000
						-
						-
<b>Total</b>	-	-	-	-	200,000	200,000

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2016	2017	2018	2019	2020	Total
Maintenance						-
						-
<b>Total</b>	-	-	-	-	-	-

**PROJECT NAME:** 211th Street Storm Water Retention  
**PROJECT NO:** SW 2015 -001

**LOCATION & AREA MAP:**

**FUND:**  
**DEPARTMENT:** Sewer  
 Project Contact: Carl Brooks  
 Category: Storm water

**Total Project Cost:** \$ 2,115,095.18

**PROJECT DESCRIPTION:**

Storm water retention basin due to the I-49 & 211th Street Interchange and 211th Street projects.

**NEED, JUSTIFICATION, BENEFIT:**

Existing storm water runoff is overflowing the current stream channel during the 25 year return frequency storm event, causing yard flooding and outbuilding damage

**TIME-LINE/CURRENT STATUS:**

Prior:	Expenditures	2015	2016	2017	2018	2019	Total
	Construction(Unfunded)		1,588,095.18				1,588,095.18
	Contingency(Unfunded)		250,000.00				250,000.00
	Design(Funded)		199,000.00				199,000.00
	Inspection (City staff)		78,000.00				78,000.00
<b>Total</b>	<b>Total</b>	-	2,115,095.18	-	-	-	2,115,095.18

Funding Sources	2015	2016	2017	2018	2019	Total
City Fund: 34	-					-
Grants						-
Other: Unfunded)		2,115,095				2,115,095
						-
						-
<b>Total</b>	-	2,115,095	-	-	-	2,115,095

**EXPLANATION OF IMPACT ON OPERATING BUDGET:**

Budget Impact	2015	2016	2017	2018	2019	Total
Maintenance			1,000.00	1,000.00	1,000.00	3,000.00
						-
<b>Total</b>	-	-	1,000.00	1,000.00	1,000.00	3,000.00

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:** Brad Ratliff

**Date:** 09/03/15

**Re:** Naming 211<sup>th</sup> Street

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**GENERAL INFORMATION**

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**Applicant:** Staff

**Status of Applicant:** City Administrator

**Requested Actions:** Discussion Item

**Date of Application:**

**Purpose:** To discuss possible naming of the New Interchange Area Street

**Property Location (if applicable):**

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**PROPOSAL**

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Before MODOT orders signage of the 211<sup>th</sup> Street Interchange they recommended that we consider renaming the street before they order. The renaming of the current 211<sup>th</sup> St. section would span from Peculair Drive to School Road. We have heard many names but wanted to have the BOA's input.

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**PREVIOUS ACTIONS**

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None

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**KEY ISSUES**

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Names that have been said to staff:

- Ray Pec Drive
  - Panther Drive
  - Peculiar Street
  - Peculiar Parkway
- 

**STAFF COMMENTS AND SUGGESTIONS**

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Staff feel we should try to come up with a name reflective of the area and most easily to identified. Currently the biggest anchor in the new Interchange area is the Ray Pec campus which is set to expand.

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**STAFF RECOMMENDATION**

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No recommendation as it's purley a decision of the BOA.

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**ATTACHMENTS**

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None...

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**STAFF CONTACT:**

Brad Ratliff  
bratliff@cityofpeculiar.org