Platte City DOWNTOWN

Future in Focus

PLATTE CITY, MISSOURI

DRAFT 2/6/2026

Acknowledgments

Sponsors

The Platte City Downtown Plan was sponsored by the City of Platte City and Mid-America Regional Council (MARC).

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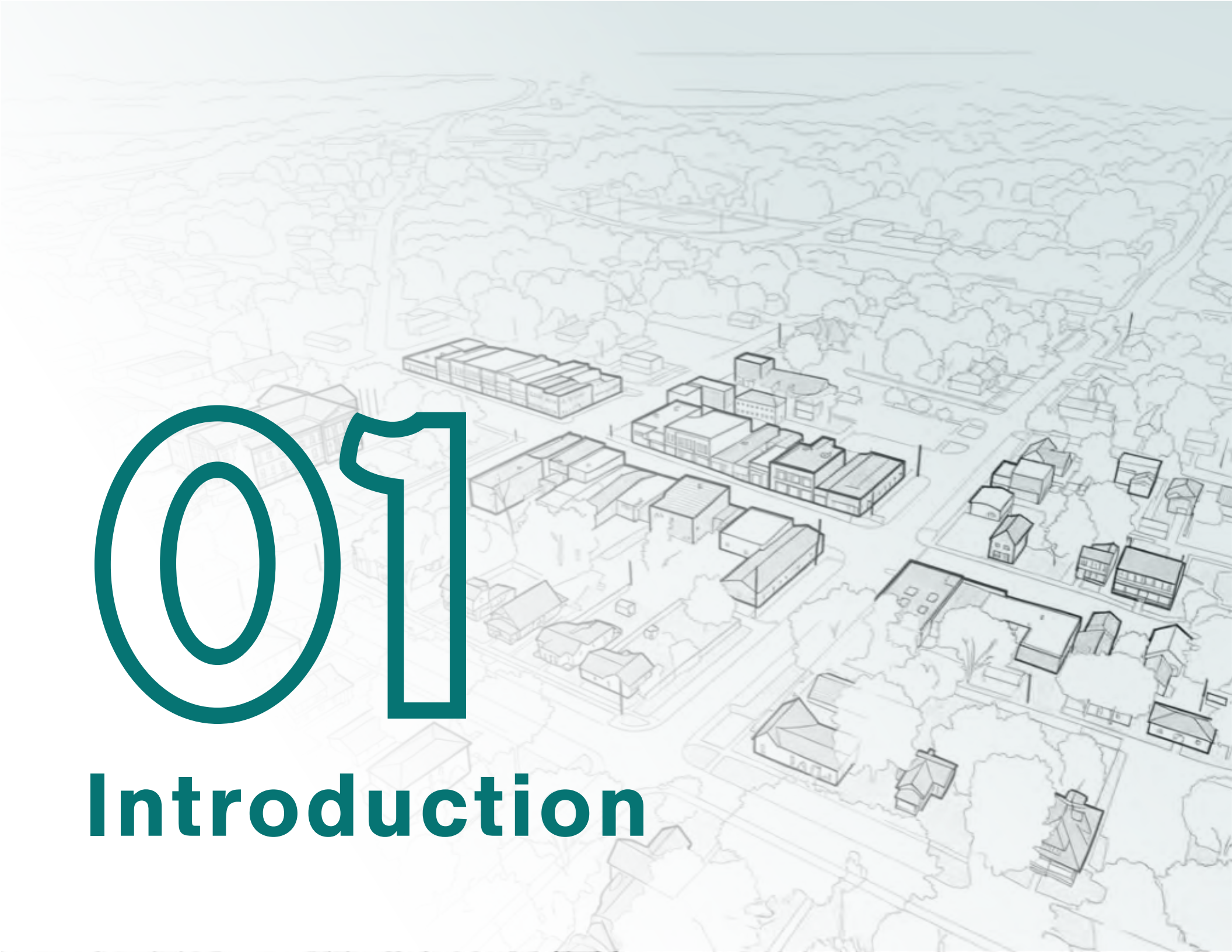


01

Introduction

Purpose of the Plan

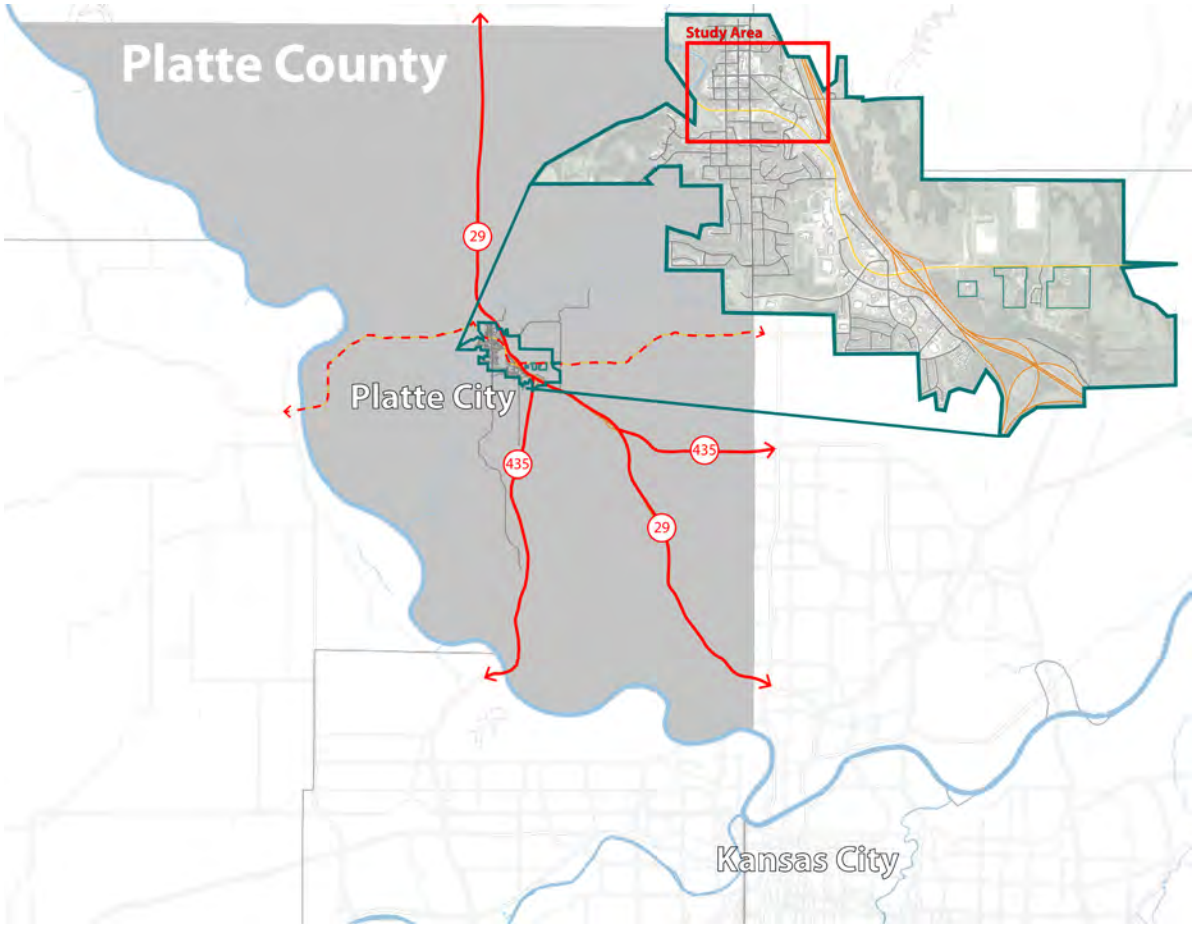
The Platte City Downtown Master Plan is a forward-looking guide to revitalize the historic downtown. It identifies initiatives to make the area more vibrant, walkable, and connected—creating a more livable, attractive, and safe place for residents, businesses, and visitors.

Funding through MARC's Planning Sustainable Places program supports this effort by taking a big-picture approach and shaping a community-informed vision that integrates transportation, land use, and the environment through meaningful community engagement.

Regional Context

Platte City, Missouri, is a growing community of approximately 4,864 residents in the Kansas City metropolitan area. Located about 20 miles from downtown Kansas City and the future Kansas City Chiefs stadium, and just 5 miles from Kansas City International Airport, the city combines historic charm with strong regional accessibility. Its location along Interstate 29 provides convenient connections to nearby communities such as Parkville, Weston, and Smithville.

Figure 1.1: Regional Context Map



Study Area

The designated study area includes the historic downtown, bounded by Highway 92, North Street, 1st Street, and 4th Street. Key objectives for the City at the project's launch include:

- **Create a clear vision and plan for downtown as an "activity center."** This means defining what downtown should become and how land use (what goes where) supports that vision.
- **Engage the public and build community agreement.** The plan needs meaningful engagement for residents, businesses, and stakeholders to shape priorities and have buy-in.
- **Identify and sketch out strategies and projects.** The plan should recommend land use strategies (housing, redevelopment, parks) and transportation/street projects (streetscape, connectivity, safety) plus related sustainability initiatives.
- **Move beyond ideas to implementation.** The plan should help Platte City understand what to do first, what it could cost, and what tools or partnerships could help make it happen.

Figure 1.2: Study Area Map

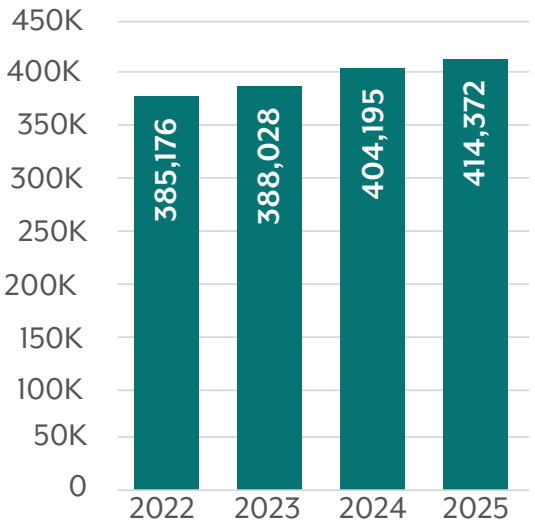
About the District

Downtown remains the historic and civic heart of Platte City. During the American Civil War, Platte City was burned in 1861, resulting in the destruction of the original courthouse. The Platte County Courthouse that stands today was rebuilt in 1869 and continues to anchor Main Street as both an architectural landmark and a center of county government. Historic buildings and traditional storefronts throughout Main Street strengthen the historic character of the district.

Downtown has a strong mix of commercial, office, civic, and residential that attracts more visitors each year. Recently, the district has welcomed popular additions such as Barley and Vine and the Virtual Links Golf Course, reinforcing Downtown as a destination for both residents and visitors. The Farmer's House, an organization empowering youth and adults with disabilities, also expanded its Main Street presence at the end of 2024 in response to rising program demand, signaling confidence in the district's momentum.

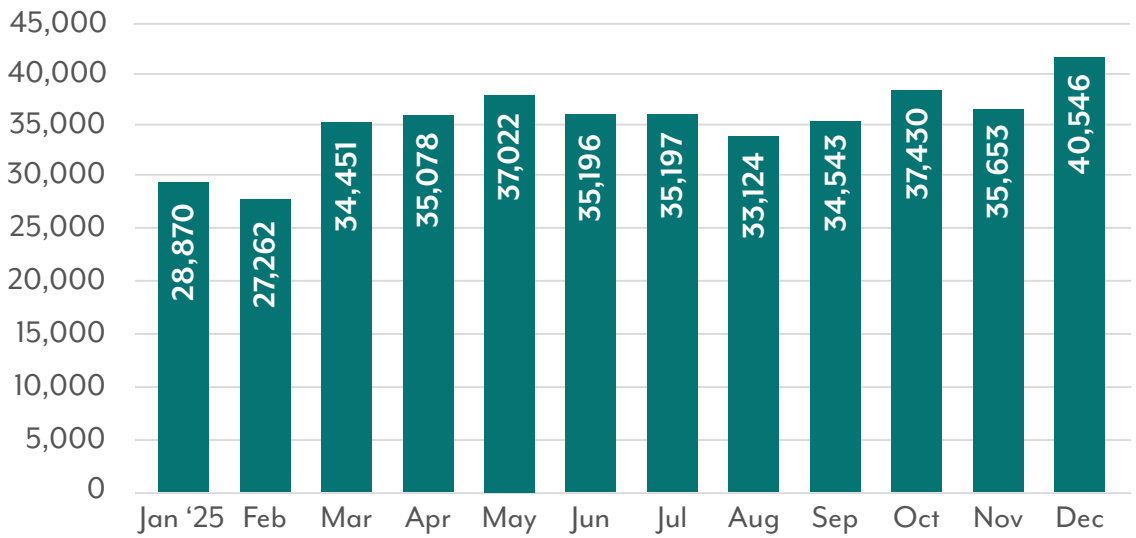
City Hall remains the top generator of foot traffic in the district according to Placer.AI data. Community-driven events continue to elevate visibility and visitation, with the year-end holidays generating record activity in 2025 and drawing more than 40,000 visitors to the district in December. Together, these trends highlight a downtown that is grounded in its history, strengthened by civic and cultural assets, and well-positioned for continued investment, revitalization, and growth.

Figure 1.3: Annual Downtown Visits



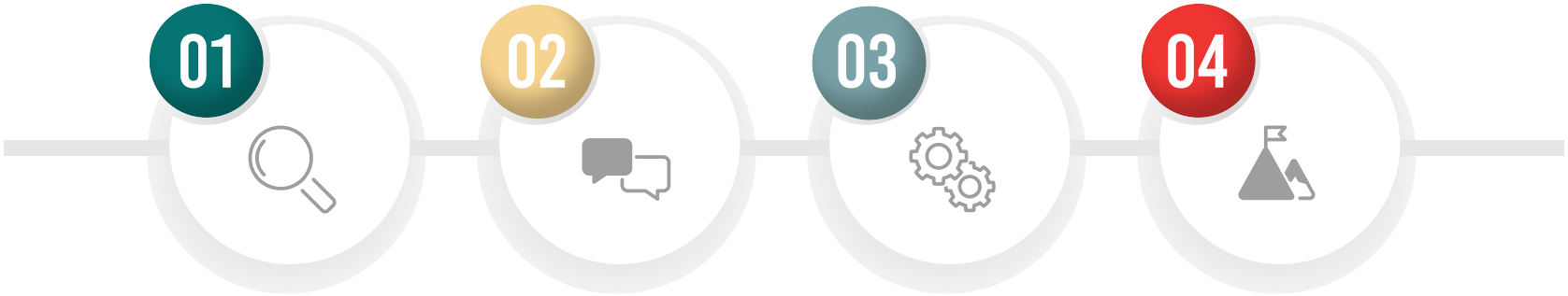
Source: Placer.ai

Figure 1.4: Monthly Downtown Visits (2025)



Source: Placer.ai

Planning Process



The planning process began in May 2025 and was complete in March 2026. Coinciding with this planning process was the preparation of the City's Parks Plan, where joint activities intended to maximize input from the community. The process include four phases:

01

Research

The first phase focused on gathering data, understanding existing conditions, and identifying key issues and opportunities through research and early engagement.

02

Concept Development

In this phase, community members, stakeholders, and the project team came together to share ideas, explore priorities, and build consensus around a shared vision.

03

Concept Refinement

Concepts and strategies were tested and refined, incorporating feedback and technical analysis to shape actionable recommendations.

04

Adoption & Implementation

The plan was presented and adopted by the Board of Alderman in February 2026.

This publication includes tools, policies, and partnerships to guide its execution and monitor progress over time.

Engagement Activities

Public engagement is one of the most important pieces of planning, and as such, is carried throughout the entire planning process. Activities include:

Project Management Team. The project management team met on a monthly basis to discuss the coordination of events and emerging elements of the plan.

Downtown Plan Advisory Committee. A committee of 8 local representatives provided guidance to the consultant team from the beginning to the end of the planning process. The committee met at key points in the schedule to provide input and redirection to the plan's content. Later in the process, the Advisory Committee merged with the Project Management Team.

Project Website & Interactive Map. The project website provided updates to the process and an interactive map where people placed pins on a map to share their ideas. The Appendix includes a record of received comments. Over 1,400 people visited the website and had the opportunity to share their ideas.

Stakeholder Discussions. A series of small group discussions were held in May 2025 with about **25** stakeholders for the purpose of informing the consultant about the history and trends in downtown.

Design Studios. Two on-site design studios were held in July 2025 to engage the community in developing concepts for Downtown. The open sessions encouraged the public to work alongside the project team to illustrate and test their own ideas. The studios were led as working sessions, creating "works in progress". About **35** people attended.

Pop-up Events. Multiple pop-ups were hosted in the community throughout the project to invite residents to share ideas and spark dialogue. Key events include the June Main Street Celebration, Independence Day, and the Holiday Light Celebration. By meeting people in the community, these events intercepted over **250** people.

Concept Open House. The Final Open House occurred on December 2025 and included an open forum, providing participants an orientation of the plan's recommendations and sought the feedback on future priorities. About **40** people attended.

Plan Approval Meeting. City Council held a public hearing prior to plan approval in February 2026.

5
Public events

~400
in-person interactions

1,407
website visits

>2,000
social media impressions

231
survey respondents







Principles of the Plan

Future

Public input and feedback shaped the plan's guiding principles, where all recommendations must be aligned with and measured against.

Together, these principles provide a framework for future direction that honors the past, strengthens connectivity, fosters community life, and supports economic vitality.

Celebrate history through design

- Preserve the history and character of buildings
- Design a streetscape that builds memories and becomes an attraction in itself
- Amplify existing events and traditions with lighting as a key feature
- Improve access to the river
- Reconnect Platte City with its heritage

Guide people to and through Downtown

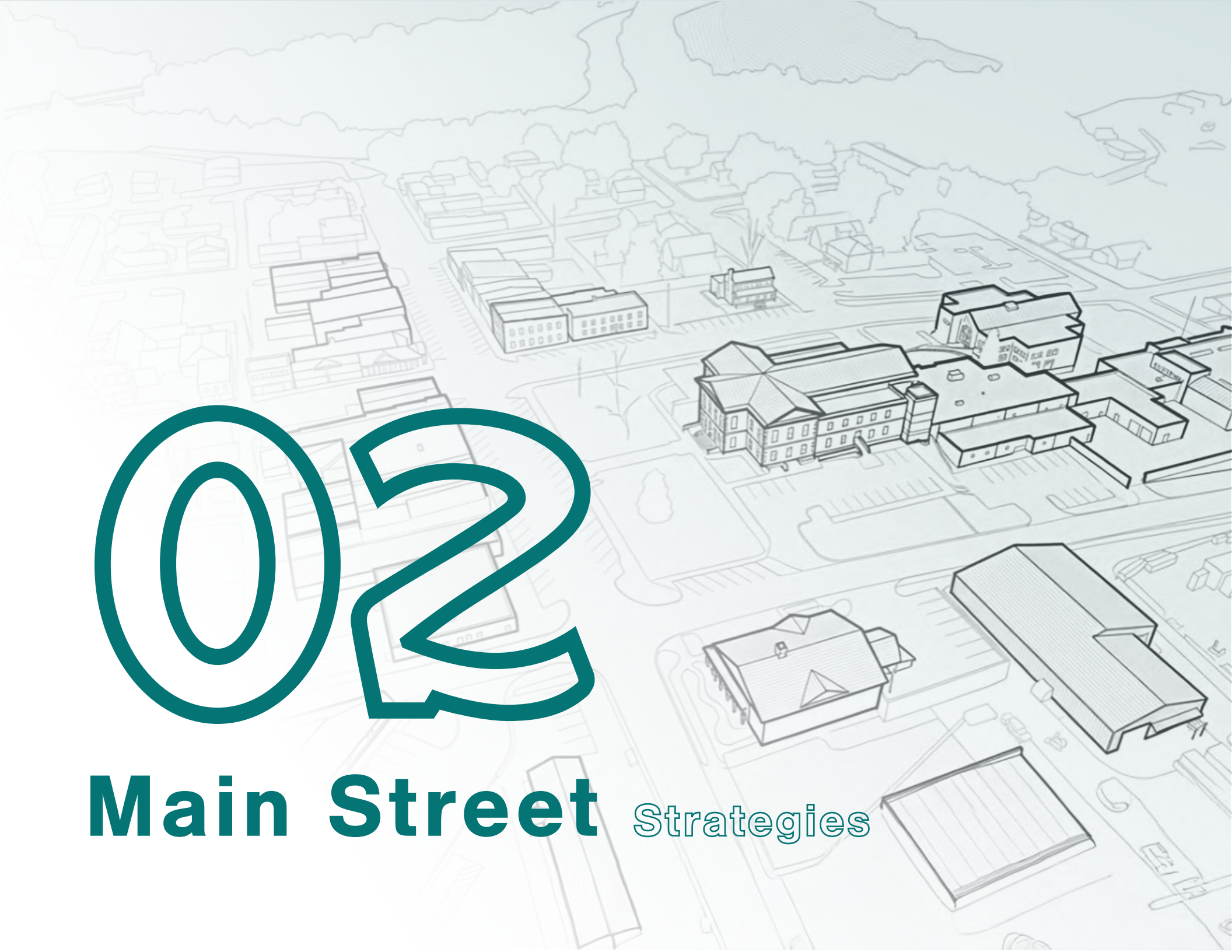
- Prioritize ADA accessibility on Main Street
- Strengthen street connections between Highway 92 and downtown
- Enhance existing trails and create new connections to Main Street
- Improve parking efficiency, especially on downtown streets and alleyways
- Guide visitors to and through Platte City with branded wayfinding

Create hubs for social activity

- Create opportunities for gathering
- Connect Main Street and Settlers Crossing
- Design sidewalks for outdoor dining and gathering
- Invest in an indoor community event space

Activate markets to drive visible change

- Retain and support existing businesses
- Diversify offerings with restaurants and retail
- Promote commercial growth along Highway 92
- Restore or repurpose existing buildings



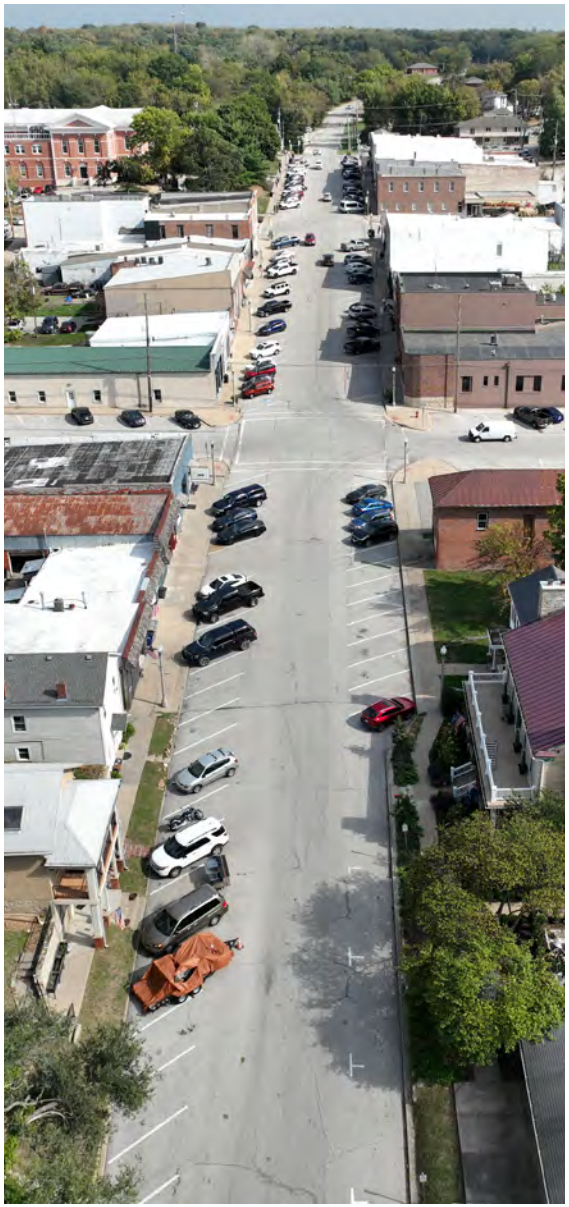
02

Main Street Strategies

Introduction

Main Street is the heart of Platte City's downtown, where history, community, and commerce intersect. Its redesign represents an opportunity to strengthen accessibility, preserve the character that defines the city, and create a safer, more vibrant environment for residents and visitors alike.

This chapter centers on addressing Downtown Platte City's most pressing challenge: accessibility. While Main Street serves as a focal point for community life, limitations related to pedestrian comfort, universal access, parking configuration, and connectivity currently constrain its full potential. The design concept outlined in this chapter demonstrates how the City can directly tackle these barriers while advancing broader goals for functionality and placemaking. Strategic improvements to pedestrian accessibility, parking, and stormwater management are paired with investments in lighting, plantings, public art, gathering spaces, and facade enhancements to create an environment that is easier to navigate, safer to use, and more inviting for all users. Replacing the street and sidewalks are inevitable to reconcile accessibility, and building a streetscape is a once in a generation project that commands significant design to ensure that the district attracts new businesses and builds memories for the next generation.



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Why Rebuild Main Street?

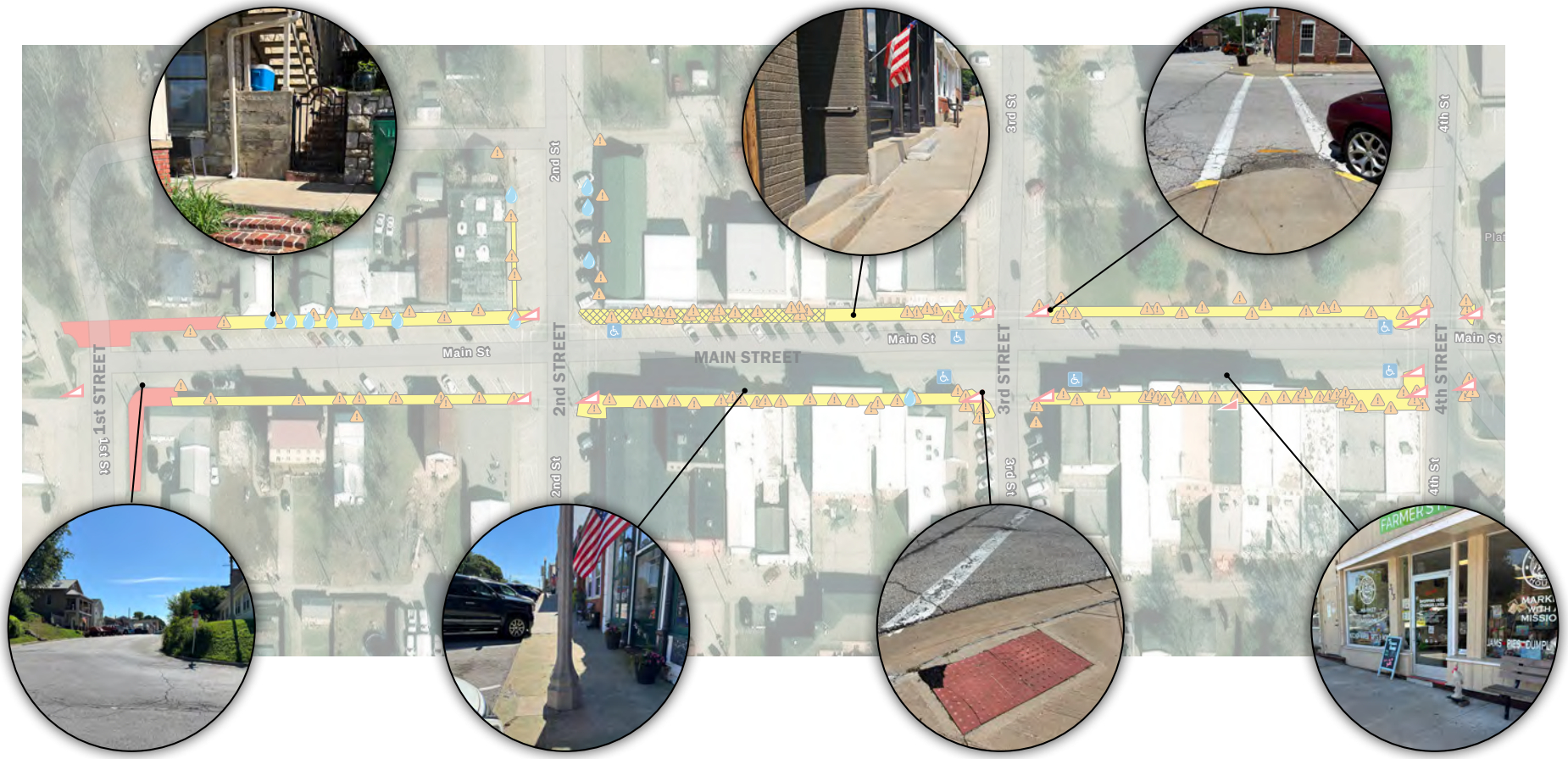
Improving Main Street's accessibility is the most urgent issue to resolve in downtown.

Existing accessibility deficiencies limit who can comfortably access downtown businesses, services, and public spaces. Addressing these barriers through coordinated streetscape investments will fulfill regulatory requirements set by the Americans with Disabilities Act. Figure 2.1 identifies all of the locations that hinder accessibility.

- **Steps into building entrances.** Many Main Street buildings are elevated above sidewalk level, with entrance differentials ranging from approximately 1 inch to more than 12 inches, creating significant access barriers.
- **Condition.** Gaps in sidewalks, offsets greater than an inch because of soil shifting, and deterioration create tripping hazards.
- **Steep Slopes.** Sidewalk cross-slopes frequently exceed the ADA maximum of 2 percent. Corner curb ramps are often steep, worn, or improperly aligned with crosswalks.
- **Crosswalks.** Corner curb ramps are often steep, worn, or improperly aligned with crosswalks, failing to meet modern accessibility standards.
- **Obstacles.** Light poles, benches, and other street furniture reduce clear sidewalk widths and restrict maneuverability. Sidewalks in several locations are too narrow to meet current ADA standards.
- **Drainage conflicts.** Some rooftop downspouts drain to the sidewalk, which create slippery conditions, particularly when the moisture turns to ice.

Reconciling the ADA conflicts requires a full reconstruction of Main Street from building-face to building-face. Rebuilding the street to its current street section configuration is not possible because of minimum requirements to incorporate ramps to business entrances (eliminating steps), minimizing the cross-slopes, and ensuring a clear zones for pedestrians and people with impaired mobility that keep obstacles out of the way of travel. Retaining the existing street section is not possible to achieve ADA access and alternative configurations must be considered.

Figure 2.1: Accessibility Challenges on Main Street



Street Section Scenarios

When rebuilding the streetscape from building-face to building-face, the design should involve communicating closely with building/business owners and consider all of the desired amenities expressed by the participants in the planning process, including accessibility, wider sidewalks, seating areas, lighting, parking configuration, art and more. Having all of the desired amenities will not fit in the available space, so a more detailed design process is necessary to find agreement. Alternative scenarios for a future street configuration were explored as part of the planning process, including:

- **Do Nothing.** Not a viable option because of ADA conflicts.
- **Rebuild with Angle Parking.** Not a viable design option because of inadequate space to reconcile ADA conflicts on the sidewalks.
- **Parallel Parking on Both Sides.** Viable option allowing for wider sidewalks and sidewalk amenities. However, parking quantities would be far too low to support businesses.
- **Mix of Parallel and Angle.** Viable option allowing for wider sidewalks and sidewalk amenities.
- **Mix of Parallel and Perpendicular.** Viable option. Compared to "Mix of Parallel and Angle" scenario, this approach provides a greater yield of parking and was considered the preferred option by participants.

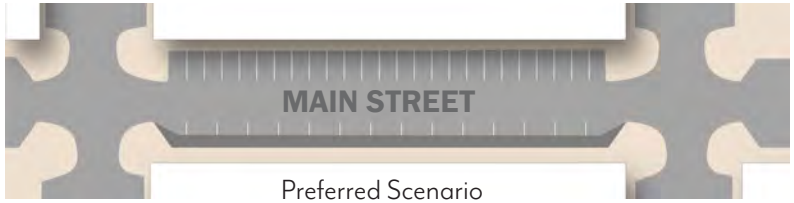
Figure 2.2: Do Nothing - NOT VIABLE

Figure 2.3: Rebuild with Angle Parking - NOT VIABLE

Figure 2.4: Parallel Parking

Figure 2.5: Mix of Parallel and Angle

Figure 2.6: Mix of Parallel and Perpendicular



Preferred Scenario

Preferred Street Section

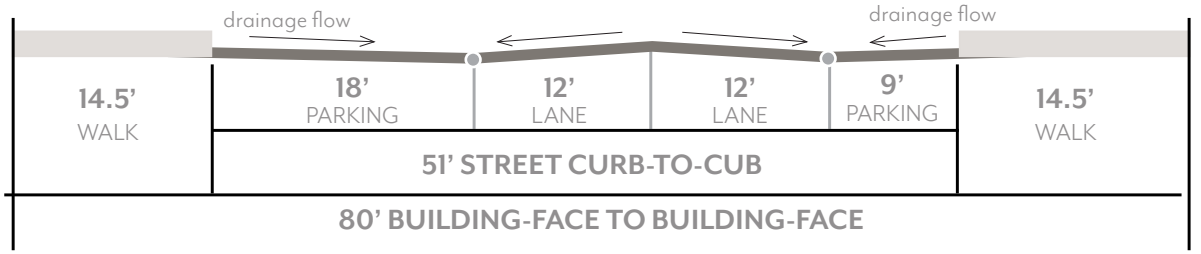
Main Street needs to have wider sidewalks to support an ADA-compatible design, providing space for ramps, clear zones away from streetlights and hydrants.

The preferred street section shows a mix of parallel and perpendicular parking, prioritizing pedestrian comfort and accessibility by expanding sidewalk widths from approximately 10 feet to 14.5 feet. This additional space accommodates ramps with access to each business, appropriate side-slope, and introduces places for seating, decorative lighting, landscaping, and creating a more inviting and active streetscape.

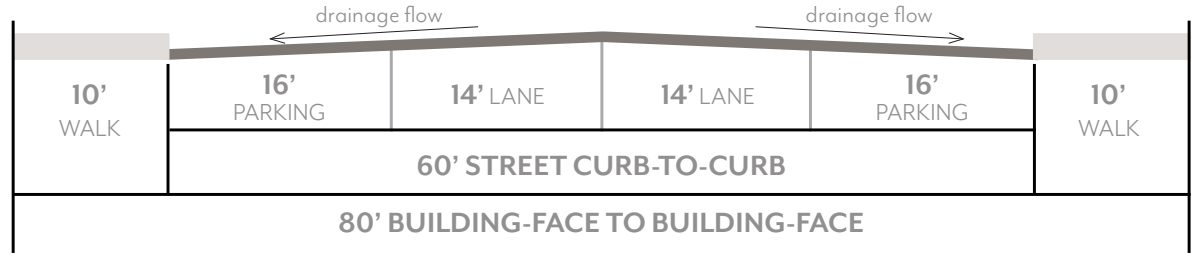
This concept narrows that travel lane from 28 feet to 24 feet, reducing vehicular dominance while maintaining efficient traffic flow. Parking shifts from angled spaces on both sides (32') to a row of perpendicular and a row of parallel parking (18' and 9'), improving safety and freeing space for wider sidewalks. These changes support a walkable environment and encourage street-level activity. The new design also addresses the existing crest in the roadway by flattening the profile, which concentrates water flows in areas away from pedestrians.

Figure 2.7: Preferred Main Street Concept Cross-Section

Preferred Concept



Existing 80' Section



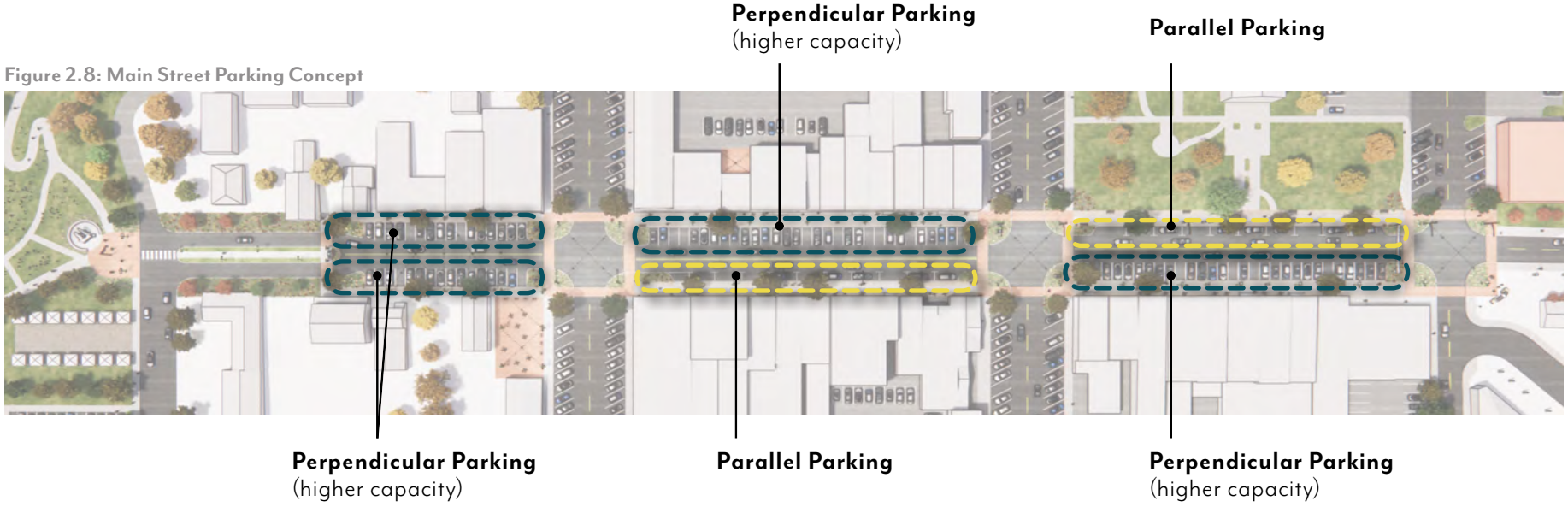
Application of Street Section

The preferred street section includes a mix of parallel and angle parking, and attempts to maximize the number of parking stalls along Main Street while orienting the higher-capacity stalls (perpendicular stall) near business that command more parking demand. This concept minimizes parking loss along Main Street by 30 stalls, reducing the total available parking from 141 to 111.

Each block has a different configuration. From 4th Street to 3rd Street, perpendicular parking is oriented to the businesses on the south side, providing customers with more convenient stalls. From 2nd Street to 3rd Street, the configuration flips, providing more parking to the businesses on the northside of the street and avoids parking supply that is eliminated in front of the fire station. From 1st to 2nd Street, parking is perpendicular and focused near the businesses only.

The transition from block to block subtly deflects the traffic flow for the purpose of calming traffic speed. Introducing four-way stops at all intersections promotes a more pedestrian-friendly environment. While, four-way stops are not particularly warranted by the traffic study, participants expressed their desire for prioritizing pedestrian circulation over vehicle circulation.

Figure 2.8: Main Street Parking Concept



Intersection Design

The typical intersection design combines safety, functionality, and placemaking to create inviting spaces throughout. Each intersection integrates features that shorten pedestrian crossings, enhance visibility, and add visual interest.

- **Pedestrian Bump-Outs.** Extended curb areas reduce crossing distance and improve safety for pedestrians. Roll curbs should be considered for delivery and emergency vehicle's to turn off and on Main Street. Ultimately, bump-outs reduce the pedestrian crossing by 30 feet.
- **Wide Sidewalks and Seating.** Approaches to intersections include generous sidewalks with benches for brief rest or moments with neighbors.
- **Shade and Seasonal Color.** Street trees provide shade and visual appeal, complemented by low-lying plantings for year-round interest.
- **Integrated Lighting and Placemaking Features.** A combination of traditional, period type light poles along with taller, less-frequent poles result in the ability to uniquely illuminate the sidewalk and street for special times, including the holiday season.

Figure 2.9: 3rd and Main Street Concept Street View

Sidewalk Design

The redesigned sidewalk provides functional and aesthetic features that create a welcoming, pedestrian-oriented space that supports both mobility and placemaking. The width of the sidewalk must expand to allow for ADA design.

The sidewalk area is organized into three zones.

- **Amenity Zone.** The Amenity Zone includes lighting, plantings and public artwork that is setback from the curb, away from the parking overhang.
- **Clear Zone.** The Clear Zone is a clear pathway where pedestrians and wheelchairs can easily travel unobstructed.
- **Access Zone.** The Access Zone includes space where ramps can be placed to access business entrances. This area can support cafe seating, sandwich board signage, and temporary outdoor displays.

Figure 2.10: Main Street Pedestrian View

A Amenity Zone

B Clear Zone

C Access Zone

Figure 2.11: 3rd and Main Street Concept

Key Design Features

- **A** Trees for shade and color
- **B** Low lying plantings
- **C** Bump-outs for shorter pedestrian crossings
- **D** Seating areas
- **E** Catenary lighting over the intersection
- **F** Mix of high and low lighting
- **G** Mounted banners and projection lighting

Existing

Lighting Design

The city's most celebrated downtown event, the annual Holiday Lighting Festival on Main Street, demonstrates the power of illumination to create atmosphere, attract visitors, and foster community pride. Building on this success, the Main Street redesign incorporates lighting as a year-round placemaking attraction.

Key Design Features

- **New Street Lighting.** High, historically styled poles can be equipped with adaptable technology for color changes and projection complimented by catenary lights over select intersections. This flexibility allows seasonal themes and event branding.
- **Architectural Lighting.** A new bead of lights on the fringe of roof tops, amplifying the City's existing traditions.
- **Projection Lighting.** Patterns of light can be projected from light poles, splashing the sidewalk and on blank building surfaces.
- **Lighting of the Arts.** Specialty lighting to magnify smaller-scale artistic features, which may include cast ligthing or internal illumination.

Figure 2.12: Settlers Crossing Entrance Street View

Marion, Iowa

Planting Design

Landscaping plays a vital role in placemaking by softening Main Street, introducing seasonal color, and creating a comfortable, welcoming public realm. In Platte City's concept design, a coordinated palette of plantings reinforces pedestrian activity, frames key views and intersections, and adds year-round visual interest while complementing streetscape elements such as lighting, signage, and furnishings. Plantings to consider include:

- **Bumpout Plantings.** Low-growing plants in curb extensions that frame intersections and improve visibility.
- **Street Tree Plantings.** Canopy trees planted in the amenity zone or tree pits to provide shade, define the street edge, and create visual continuity along Main.
- **Hanging Planters.** Seasonal plantings on light poles add vertical interest and reinforce the city's identity without impacting sidewalk clearance.
- **Container Plantings.** Large planters placed near storefronts, seating areas, or corners introduce color and flexibility while supporting seasonal changes and events.
- **Accent Plantings near Gateways.** Feature planting beds at key entry points, intersections, or civic spaces highlight transitions and strengthen placemaking.
- **Median Plantings.** Low plantings along the boulevard entrance to Settlers Crossing enhance visual quality while maintaining sightlines and pedestrian safety.

Figure 2.13: Example Planting Palette

A future plant palette may include the following:

1. Little Bluestem
2. Purple Coneflower
3. Lanceleaf Coreopsis
4. Butterfly Weed
5. Catmint
6. Blue Grama Grass
7. Reblooming Daylily
8. Switchgass
9. Aromatic Aster

Stormwater Management Design

Managing stormwater within the streetscape is critical for sustainability and long-term infrastructure performance. Main Street's steep slope and proximity to the river makes this especially important. The proposed design for Main Street incorporates green infrastructure solutions that blends functional improvements seamlessly with placemaking elements.

- Pedestrian bump-outs double as landscaped infiltration zones, capturing runoff and reducing strain on storm systems.
- Porous paving materials in sidewalks and parking areas allow surface infiltration, minimizing water pooling and improving safety.
- Drainage channels in the street that collect water away from the curb.

These strategies not only manage stormwater effectively, but also enhance the visual quality of the corridor, creating greener, more resilient public spaces.

Landscaped infiltration zones

Porous paving materials

Drainage channels

Placemaking Themes

All aspects of the streetscape design is to reinforce the historical character and build memories worth celebrating for generations to come. Investing in placemaking is a way of expressing the community's value and expectations for private investment wrapping the street and neighborhood. Placemaking goes above functional design (new concrete sidewalks and street) and creates welcoming surprises that tease visitors to share their experience and inspires youth to have pride in their community. For Downtown Platte City, placemaking in the public realm can transform streets and intersections into destinations that translate to a private market reaction and attract new investment.

The placemaking features in this design is just a launching point for drawing future inspiration for downtown's special amenities. Themes explored in the concept include:

- Historical use of stones and local geology
- History of the community.
- Water from the Platte River
- The holiday lighting that can become a signature year-round theme

Application of Placemaking

Integrating art as a signature theme for a renewed Main Street invites interaction, sparks conversation, and transforms everyday spaces into memorable destinations. Figure 2.13 identifies artwork as part of the streetscape redesign and Figure 2.14 identifies other opportunities that can be discovered and phased in over time. Artwork should tell a story and may include:

- **Architecture.** Downtown's most significant placemaking feature is its architecture. All of these actions add to the character of the district; restoring the facades, improving the business signage, placing awnings, windows and architectural lighting.
- **Streetscape.** The selection of elements and their placement in the streetscape lends an impressive of the district. These include lighting, materials, street furniture, plantings, railings, receptacles, bike racks and knee walls. Details may include patterns that are stamped or artwork that is inlaid into the sidewalk. They may include custom benches
- **Lighting as Art.** The type and location of lighting as a thematic elements that ties the district together. This includes illumination of the street, sidewalks, buildings and objects. Attached banners provide another dimension of color and messaging.
- **Gateway Features.** Signature pieces that announce the arrival into downtown at key entry points, such as near the intersection of Main and 4th Street and at Settlers Crossing. Even the design of the banner suspended over the street is an art form.
- **Murals.** Commissioning murals on blank walls to attract interest and color.
- **Sculptures Elements.** Freestanding or integrated sculptures in plazas and sidewalks should tell a story.
- **Interactive or Playful Art.** Elements designed for touch, sound, or movement.

Figure 2.14: Placemaking Library

Mural Art

Interchangeable Archway Banner

Figure 2.15: Public Art Opportunities

Attractive street poles with banners and hanging planters

Signage

Mural Art

Integrated Art

Projected Lighting

Mural Art

The Vision for Main Street

The vision for Main Street builds on its historic identity while introducing modern improvements that enhance mobility, elevate beloved traditions such as annual lighting displays, and ensure efficient use of space for parking and gathering. This effort is about celebrating Platte City's story and shaping a downtown experience that is inclusive, welcoming, and future-ready.


MAIN STREET
MAIN STREET
3rd STREET
4th STREET
MARSHALL ROAD
MARSHALL ROAD

Figure 2.16: 1st to 2nd Main Street Concept

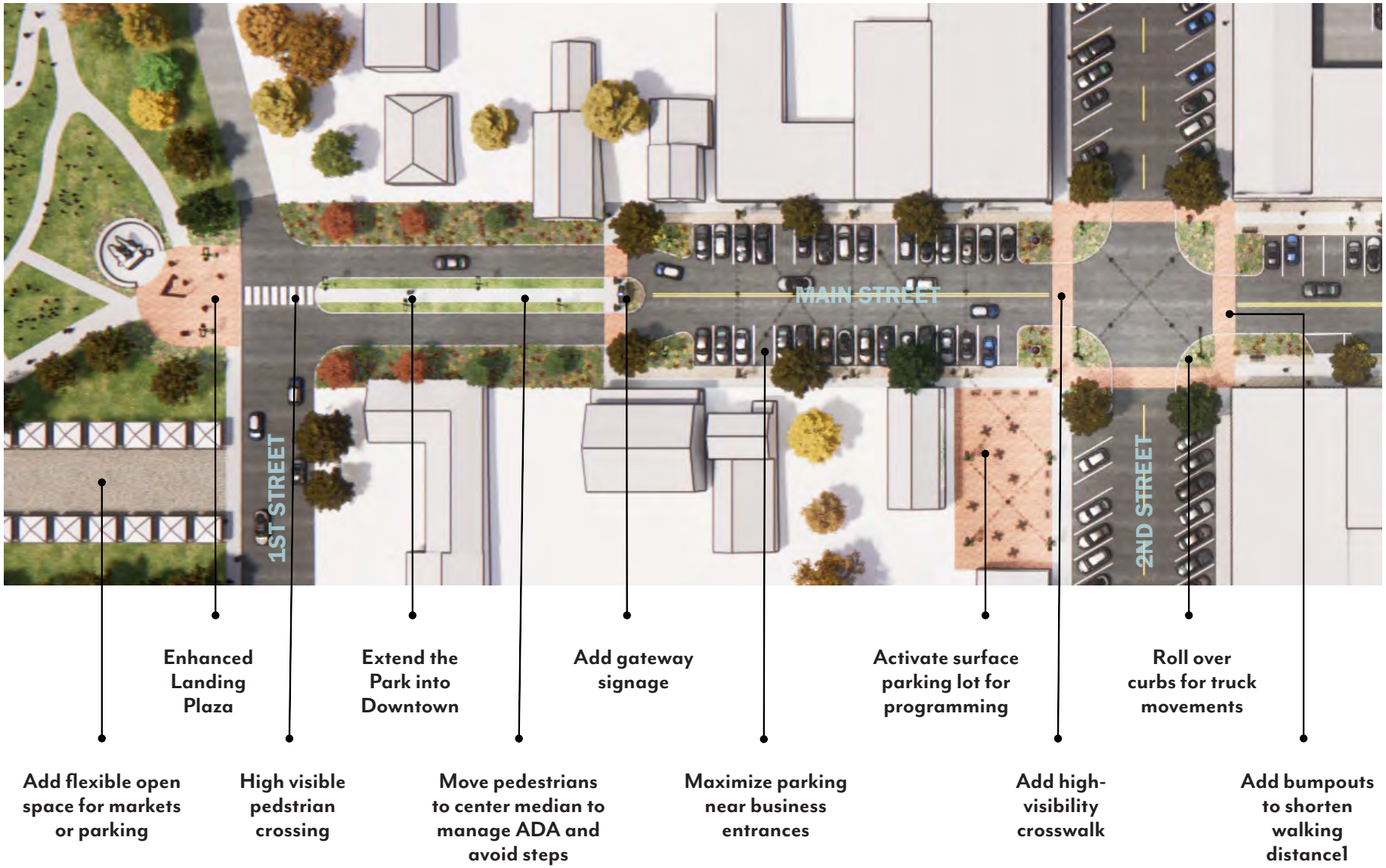


Figure 2.17: 2nd to 3rd Main Street Concept

Figure 2.18: 3rd to4th Main Street Concept

District Parking

Access to available parking is a critical component to the long-term function of downtown. As the community aims to attract more visitors to downtown, designing efficient parking solutions become essential to supporting business and events.

As part of this planning study, McCurdy Engineers prepared a parking study of the city's on-street parking spaces. On average, about 43% of parking spaces were occupied, indicating an excess of parking capacity. Parking reaches its highest capacity (86%) at 1:00 PM between 3rd and 4th streets. Although downtown has a current surplus of parking, future business growth and visitor traffic will demand more parking. Strategies for maintaining and improving parking supply for the district include:

- **Main Street Parking.** Through a thoughtful redesign of Main Street, the preferred street section limits the loss of available parking along the street, decreasing from 141 spaces to 111 spaces.
- **Backlot Parking Redesign.** Consolidating rear lots can improve efficiency, traffic flow and add parking stalls for visitors.

	Existing Parking Estimates	Future Parking Estimates*	Change in Parking Stalls
Main Street	141	111	-30
Parking Lots	318	388	+60
Alleyways	28	56	+28
			+68

Figure 2.19: Change in Parking Stalls
***There are no proposed changes to street parking on 2nd, 3rd, or 4th streets.**

- **New County Parking Structure.** The surface parking lot on the southwest corner of 3rd Street and Vine Street can be expanded to the west and redeveloped as a parking structure. Adding a new parking structure on 4th and Vine Street, incorporating parking in redevelopment projects, and improving efficiency of alleyway stalls will make the greatest impact for future parking needs downtown.
- **Alleyway Parking.** Improve parking efficiency and create safer, more organized spaces. These improvements will complement mobility and wayfinding strategies, ensuring that parking is easy to find and integrated into the overall downtown experience.

Evaluation

Although parking along Main Street will decrease from 141 spaces to 111 spaces, at least 98 spaces will be added in downtown by building the 4th and Vine parking structure (at least 60 added stalls), and improving alleyway parking efficiency (28 added stalls), generating a net increase of 58 stalls. Incorporating parking in potential future development of Settlers Crossing will also add 32 stalls.

Key

A **+60 Stalls.** Proposed parking structure adds over 60 parking spots for downtown visitors and businesses.

B **+12 Stalls.** Consolidated private parking behind storefronts to improve circulation and configuration.

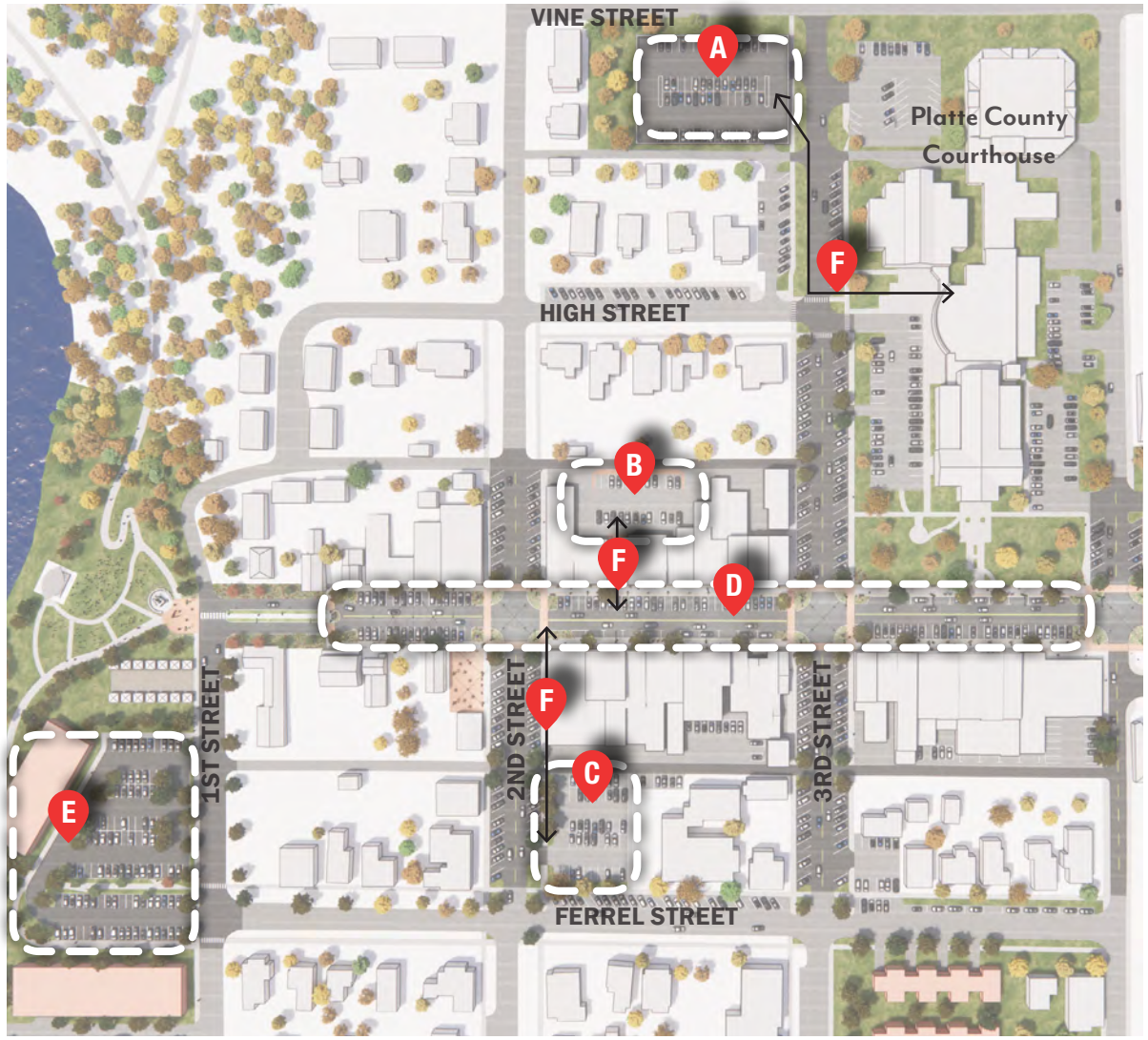
C **Future Stalls.** Potential opportunity for shared parking.

D **-30 Stalls.** Redesigned Main Street will result in a minimum loss of 30 stalls.

E **+More Stalls.** Future phases of Settlers Crossing development could include additional parking, both surface and interior parking, for residents, events, and businesses.

F **Connectivity to Parking.** Define pathways from available parking and destinations.

Figure 2.20: Proposed Parking Concept



A Courthouse Parking Areas

The County has off-street parking on the west side of their campus. Connection

- **New Wayfinding.** A new wayfinding program for downtown (and city) should include directions to available parking lots. Parking lots should be marked with arrival signage, conveying their availability to the public.
- **Define Pedestrian Pathways.** Improving the connectivity between the County Courthouse and west parking areas will encourage visitors to use the County's parking rather than parking along Main Street . Upgrades should include high-visibility crosswalks, yield signs, and bumpouts for shortened crossing distance.
- **New Parking Structure.** The existing surface parking lot on the southwest corner of 4th and Vine Streets could be expanded to the west and redeveloped as a parking structure. This improvement would more than double the amount of available parking. The slope of 3rd Street from High Street to Vine Street drops considerably, allowing for the construction lower and upper deck that can be accessible from the street without the use of ramps.

Figure 2.21: 4th and Vine Parking Structure Concept

A Parking structure

B Re-oriented angled parking to flow into upper deck entrance

C Improved crosswalk for connectivity and safety

B Backlot Parking Redesign

Combining parking space in the rear of the North 200 block of Main Street would nearly double parking stalls for customers. The Gene Wright Building (220 Main Street) has an existing hall that connects Main Street to the alley. Throughout the district, alleyway parking can be rationalized to increase the number of available stalls.

C Shared Parking Opportunity

The surface parking lot at 2nd Street and Ferrell Street is used by the Central Platte Fire District and First Baptist Church. The lot could be redesigned and signed for shared parking and maintained by the City or Downtown organization under condition that spaces can be available for public use.

Figure 2.22: Alleyway and Shared Parking Concept

Gathering Spaces

The Main Street concept prioritizes gathering spaces by expanding and enhancing areas where people can meet, linger, dine, and celebrate. Together, activated sidewalks and the transformation of Settlers Crossing create a flexible system of public spaces that support daily use, community events, and long-term parks and recreation goals.

- **Main Street Sidewalks.** Reconfiguring Main Street allows sidewalk widths to expand from ~10 to ~14.5 feet, creating space for café seating, informal gatherings, and street activity.
- **Festival Street.** Main Street itself is a place for gatherings when closed for special events. Complementary features include the lighting and logical placement of electrical outlets to serve event vendors.
- **Setters Crossing.** A premise of Main Street's redesign is to extend the Settlers Crossing into downtown with a pedestrian median that forms a gateway to the park landing. Concepts for Settlers Crossing include a new amphitheater for performances, events, and cultural programming, as well as flexible open space for pop-up markets, food trucks, festivals, and seasonal uses. Strategic lighting, walkway materials, and prominent entrance signage reinforce the space as a natural extension of downtown.
- **Parks, Trails, and Recreation Connections.** Beyond special events, Settlers Crossing functions as a daily recreation amenity, connecting residents to a regional trail network and the Platte River. See the Platte City Parks and Recreation Master Plan for system-wide trail and open space recommendations.
- **Snyder's Plaza.** Envisioned as a private gathering space, Snyder's Plaza could become a signature destination space for special events.

Figure 2.23: Gathering Space Map

Figure 2.24: Settlers Crossing Concept

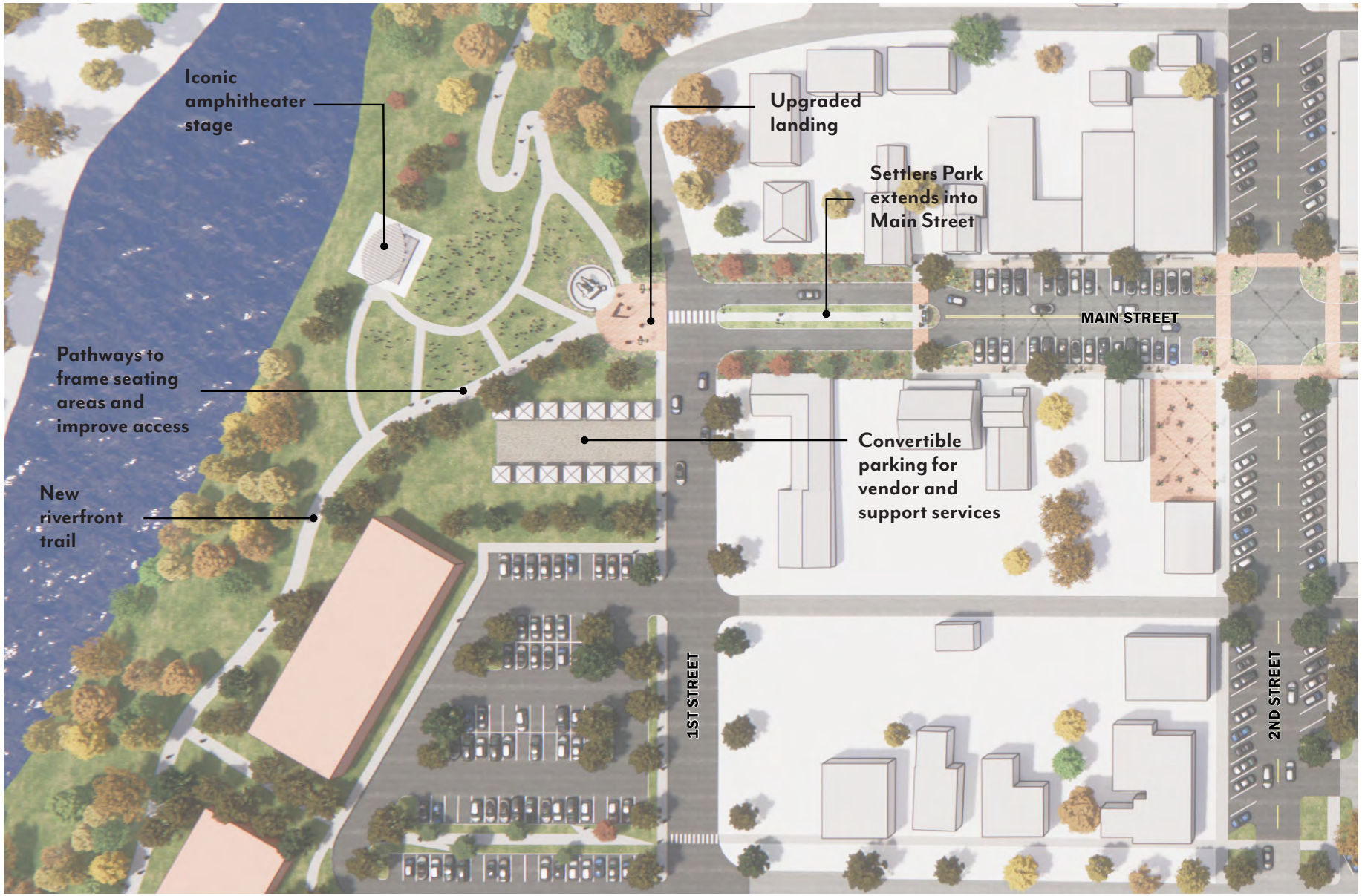


Figure 2.25: Settlers Crossing Concept

Figure 2.26: Settlers Crossing - Aspirational Ideas


Jester Park, Iowa


Central College Amphitheater, Des Moines, Iowa

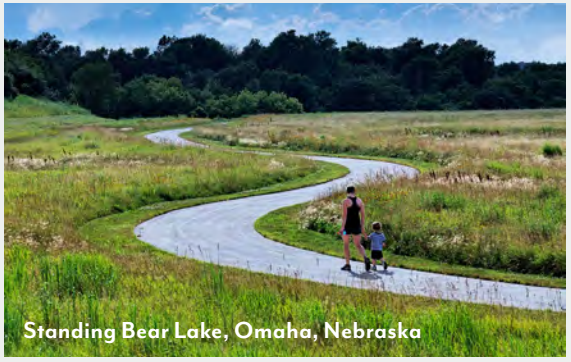

Thompson Park, Overland Park, Kansas


Moore Central Park, Oklahoma


Jester Park, Iowa


Water Works Park, Des Moines, Iowa


Grinnell Central Park, Iowa


Standing Bear Lake, Omaha, Nebraska


Arnolds Park, Okiboji, Iowa

Snyder's Plaza

The Snyder Event Center is a privately run facility with surface parking along Main Street. The concept converts the surface lot into a plaza that can be programmed for outdoor activities. The design team offered to present ideas for the space to the owner as part of the downtown plan, which was welcomed by the owner early in the process. The ideas are just that - possibilities for consideration.

Low-intensity activities like surface painting are low finance options with limited partnerships required. High-intensity activities, like a splash pad or community event space, may require strategic partnerships. The use of the space and its design may evolve over the decades.

Figure 2.27: Snyder's Plaza Concept

Low Intensity Adaptions — **High Intensity Projects**

Painted surfaces

Pickleball court and outdoor games

Shelters and seating areas

Splash pad park

Building Facades

Platte City's downtown is defined by its vertical streetscape - the historic architecture that gives the city its small-town charm. The character of Main Street reflects decades of community life, with building facades that tell the story of the city's growth and heritage. Preserving and enhancing this character ensures that future improvements respect the past while creating a cohesive, attractive streetscape. This section provides an overview of typical facade features, prototypical, guidance on improvements and priority facades, and policies for consideration.

Buildings along Main Street range in condition and level of alterations. The majority of buildings are:

- Built to the sidewalk
- One to two stories
- Flat roofed
- Contain decorative cornice features
- Built of brick
- Range from 20-60' wide
- Contain glass storefronts and recessed entries

Typical Facade Features

Windows. Windows provide natural light to the building and provide a transparent street-scape for pedestrians. Often older building contained irregular window openings that since were covered up. Generally, first floor storefronts should consist of mostly non-tint-ed display windows. Window replacement should complement the style and scale of the building and in most cases utilize the entire original opening.

Awnings. Awnings provide shelter for pedestrians from sunlight and rain while walking along the sidewalk. Shade to the building storefront also protects merchandise from sun damage. Awnings provide space for signage, both above and hanging underneath. Often cloth awning are replaced with metal and wood canopies becoming incompatible with the building character. The size of an awning should fit the window or entry opening and scaled relative to adjacent awnings.

Entryways. Entries should welcome visitors to a business. If the building contains multiple entrances, perhaps for upper floor residential and a ground floor commercial, signage or lighting should inform customers on the correct entry. Much like windows, original door openings enhance the character of the building.

Materials and Color. The type and color of brick vary by building. Brick and stone features should not be painted unless historically painted. Simply painting a building can transform the appearance from an aesthetic and maintenance standpoint. Colors should not create a visual distraction, but rather complement the continuity throughout the district. This is not to say that murals should be discouraged.

Signage. Signs provide clear messaging to both drivers and pedestrians about a business. Signage should be legible for the intended reader and complement the character of the building. Size, design, location, type, material, and lighting all influence the effectiveness of the message and compatibility within the district. Projecting signs at the pedestrian level promote walking from store to store as people along the sidewalk can see from a distance which businesses are on the block.

Lighting. Lighting on buildings that illuminate sidewalks create a friendlier and safer feeling for pedestrians. Decorative lighting over storefronts and signage promote an active streetscape in the evening hours. Lighting should be directed downward to limit glare to upper stories.

Figure 2.28: Prototype Facade Features

Figure 2.29: Facade Enhancement Demonstration, 309-315 Main Street

By removing the second floor paneling and restoring this facade, the beautiful history of this block could be re-animated as a gateway into downtown. Its hard to know the condition of the structure under the paneling, however, key improvements should include replacement of storefront glazing, second story windows, brick restoration, and new signage and lighting.

Facade Strategies

Exterior rehabilitation can be costly to property owners. This section provides strategies to incentive property owners and improve the existing building stock both aesthetically and functionally. Key recommendations include: .

- **Establish Design Guidelines to Create Standards.** Establishing Design Guidelines and Standards for Main Street will clearly articulate appropriateness for any changes to a building facade. Proposals for changing the facade that align with the updated Standards can become eligible for receiving funding assistance, most usually for contributing historic properties in the district.
- **Re-Establish Facade Enhancement Grant.** Facade grant programs aim to stimulate private investment in Downtown by providing matching grant funds for facade improvements to street and alley-facing facades. Eligible projects should be considered for up to a 50% match, meaning the fund may match dollar-for-dollar in grant funding up to a limit of $30,000. This scenario results in a $60,000 total improvement with half the funds recovered by the owner through the grant. The program should have an annual budget that requires competitive application.
- **Establish Signage Grant Program.** A Signage Grant Program is designed to support the installation of new, qualifying signage for businesses located on Main Street. Reimbursements can be processed upon completion of the project.
- **Guidance for Applying for Historic Tax Credits.** The main financial tool to encourage facade improvements currently is for National Register properties, which are eligible for State and Federal historic tax credits. These are great programs that make historic rehabilitation projects possible throughout the country. However, property owners often don't seek tax credits because of a lengthy (and sometimes confusing) application process, strict adherence to the Secretary of Interior Standards for Rehabilitation, perceived drawn out process with State Historic Preservation Office requirements, and the inability to reap meaningful cost savings from small scale projects.

  The City should assist owners who wish to apply for Historic Tax Credits. Ultimately, the burden of the application is on the owner. However, the City should provide guidance to owners so they may not become discouraged by the process.
- **Participate in the Main Street Program.** Registering Downtown in the Main Street Program can unlock access to state and national funding opportunities, including grants for building improvements such as facade enhancements. These resources help local businesses invest in revitalization efforts that strengthen the district's appeal and economic vitality.
- **Coordinate a district lighting program.** The annual Holiday Lighting is a signature event for Main Street and its continuation is a priority. In coordination with the ribbon cutting of a new streetscape, the district should open with a coordinated lighting program that provides uniform lighting along the fringe of all buildings. Electrical supply should be coordinated to ensure full participation. Future maintenance could be funded through the City's general fund or through a Community Improvement District.

03

Mobility Strategies

Mobility

Improving key connections and creating a clear wayfinding system will strengthen accessibility for residents, visitors, and businesses. This section focuses on mobility concepts for Downtown Platte City with the intent of creating a safe, connected, and efficient transportation network that supports all modes of travel.

Key priorities are shown in Figure 3.1 and include:

- Roadway Network Enhancements
- Trail Network Enhancements

Together, these investments will strengthen accessibility, encourage active transportation, and support the city's long-term development goals.

Figure 3.1: Traffic Considerations and Concept

Key

- High-Volume
- Mid-to-Low Volume
- Future Access
- A — Rebuilt Main Street
- B — Realigned Marshall Road
- C — Highway 92 Corridor Improvements
- D — MoDOT Roundabout

Traffic Study

The traffic study memo, authored by McCurdy Engineers includes this summary and more detailed report focusing on the area between 1st Street and 4th Street and its intersecting streets.

- **Existing Street Network and Traffic Control.** Main Street functions as a two-lane east–west major collector roadway with a posted speed limit of 25 mph and angled on-street parking beginning at 4th Street. Intersecting streets include 1st through 4th Streets, all of which are two-lane local or collector roadways with stop controls at Main Street. The intersection of Main Street and 4th Street operates as an all-way stop, while the others are minor-street stop-controlled intersections.

  Turning movement counts were conducted on Tuesday, July 22, 2025, during the morning (7:00–9:00 a.m.) and afternoon (4:00–6:00 p.m.) peak hours. Parking inventories were completed along Main, 2nd, 3rd, and 4th Streets between 7:00 a.m. and 6:00 p.m.

- **Parking Utilization.** A total of 206 on-street parking spaces were identified within the study area:
  - 141 on Main Street
  - 35 on 2nd Street
  - 43 on 3rd Street
  - 13 on 4th Street

  The average occupancy across the study area was 43%, indicating an excess of parking capacity. The highest observed demand occurred at 1:00 p.m., when occupancy between 3rd and 4th Streets reached 86%.

  Given this surplus, the corridor could accommodate parking reductions to improve pedestrian safety and streetscape design. Potential improvements include curb extensions (bulb-outs) at intersections or converting angled parking to parallel parking to enhance visibility and calm traffic. Field observations also revealed several spaces located too close to crosswalks, impacting pedestrian safety.

- **Crash Analysis.** Crash data from 2021–2024 were reviewed for intersections within the study area. A total of 14 crashes occurred, none were fatal. Most incidents were minor and related to parking maneuvers or low-speed angle collisions. No correctable crash patterns were identified, and no intersection modifications are recommended based on crash data.

- **Traffic Projections and Intersection Capacity.** To develop future (2045) traffic forecasts, a 2% annual growth rate was applied over a 20-year period—double the 1% MARC-projected rate—to provide a conservative estimate.

  Existing and future capacity analyses were performed using SYNCHRO software and the Highway Capacity Manual (HCM), 6th Edition methodology. All study intersections currently operate at LOS B or better, and are expected to continue performing acceptably under future conditions.

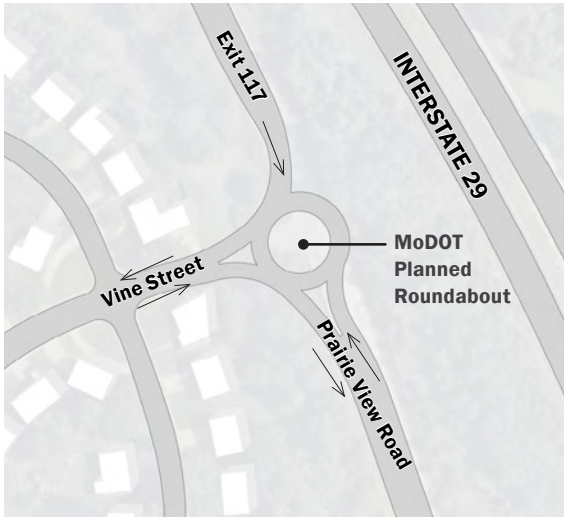
  All-way stop and traffic signal warrant analyses were conducted per the 2023 MUTCD. None of the study intersections met the minimum thresholds for all-way stop or signal installation under existing or projected conditions.

- **Recommendations.** The corridor currently functions efficiently with minimal congestion or safety issues. The following key recommendations are made:
  - Maintain existing traffic control configurations.
  - Improve pedestrian visibility at crosswalks and corners by adjusting parking locations or adding curb extensions.
  - Consider reconfiguring angled parking to parallel parking in select segments to balance demand and enhance safety.
  - Continue monitoring traffic growth and parking utilization as redevelopment occurs

Roadway Enhancements

- **Rebuild Main Street.** The Downtown Plan recommends rebuilding Main Street to improve pedestrian accessibility that align with ADA standards.
- **Realign Marshall Road.** Marshall Road currently aligns too closely with the intersection on Main Street, limiting sightlines. Several alignment configurations were considered and evaluated by BHC's civil engineers. By moving the intersection south, the realignment could create a safer and decongested entrance into downtown. The plan shows an alignment with the alley to provide ease of serviceability for loading.
- **Highway 92 and 4th Street.** The Highway 92 Corridor Study (2016) identified improvements to this intersection, yet MoDOT and the City have no plans to implement any of the scenarios.
- **Exit 19 Roundabout.** The Missouri Department of Transportation is constructing a roundabout at the Exit 19 in 2026.

Figure 3.2: Marshall Road Realignment Recommendations



Trail Network

The plan recommends creating a joint regional trails plan for Platte County and its communities. Concepts from this plan can be incorporated and include:

- **Paved trails.** The trail network should include a spine route that is paved and accessible by all. The plan should show new pathways that connect to city trails, neighborhoods, cultural destinations, and business clusters. Primitive trails may be incorporated.
- **Trailheads.** The plan identifies Settlers Crossing as a major trailhead, being a fulcrum to the network that ties into downtown.
- **Highway 92 Underpass.** A trail from Riverview Park to Settlers Crossing Park and beyond could would serve local and regional recreation needs. Previous studies recommend placing the trail along the Platte River and crossing under the bridge at Highway 92. This plan reinforces the concept.
- **Lightway Trail Bridge.** Completing a regional trail system would be both a recreation and tourism amenity that can stitch together Platte City to Weston and destinations in between. The system would be fraught with obstacles, including crossing the Platte River.

This publication presents the idea of connecting Platte City to Tracy with an iconic trail bridge that could be visible from Interstate 29. A precedent project could be the Scotch Ridge Nature Park located in Carlisle, a suburb of the Des Moines, Iowa.

Alignment of future riverfront trail, north of Settlers Park

Trail bridge

Paved trail

Figure 3.3: Pedestrian and Bicycle Mobility Concept

Key

- A — Trail Bridge
- B — Paved or Primitive Trail
- C — Paved or Primitive Trail
- D — Main Street Pathway
- Community Gateway
- District Gateway
- Directional Signage
- Existing Trail
- Proposed Trail

Wayfinding System

The Downtown Plan recommends that the City prepare a Comprehensive Wayfinding Plan that includes branding, specifications, placement and phased implementation for all signage in the community. Elements of the program should include:

- Gateways
- Wayfinding Signage
- Informational Signage

Gateways

Gateway signs are generally placed near a community or district boundary. These signs inform visitors they are entering a new place, but can also help create an expectation that the speed limit will slow. Gateways also have an enormous impact on the perception of the area's character, style and civic pride. The hierarchy of signs include:

- **Community Gateways Features** are entrances into the community from Highway 92 and Interstate 29.
- **District Gateway Features** mark the arrival to the district. For Platte City, district gateways are located at the bookends of Main Street at 4th Street and 1st Street. While the design and construction of district gateways are not as much subject to the standards set by the Comprehensive Wayfinding Plan, rhythm is desirable.

Figure 3.4: District Gateway to Downtown

View looking at Main Street from 4th Street

Catenary lighting system

Gateway bump-outs and plantings

Gateway with interchangeable banners

Seasonal banners attached to light poles

Figure 3.5: Gateway Examples

Wayfinding Signage

Directional signage helps people navigate a community safely and efficiently. Elements to include in the Citywide Wayfinding include:

- **Vehicular signage** provides clear instructions for drivers at major intersections and district boundaries. Directions to parking and arrival signs at parking lots will increase their use.
- **Pedestrian wayfinding** signs guide visitors to key destinations
- **Trail identification signage** marks routes and connects users to recreational networks.
- **Banner Signage** include banners attached to light poles. Whether to reinforce Main Street's identity or give notice to an event, banners can become an integral part of defining a city area.
- **Interpretive signs** provide information about natural areas or subjects of historical significance. The stories told in these visuals used are meant to educate and enhance user experience.

Together, these elements improve accessibility and shape how people experience and interact with Platte City.

Figure 3.6: Wayfinding Signage

Figure 3.7: Application of Wayfinding to Downtown

E1 Location
Eastbound Highway 92 near 2nd Street

←Downtown
←Settlers Crossing
←Riverview Park
→Rising Star Park

E2 Location
Eastbound Highway 92 near 4th Street

←Downtown
←Courthouse
←Ben Ferrell Museum

E3 Location
Eastbound Highway 92 near Marshall Road

←Downtown
←City Hall
←Courthouse

W1 Location
Westbound Highway 92 near Marshall Road

→Downtown
→City Hall
→Courthouse

W2 Location
Westbound Highway 92 near 4th Street

→Downtown
→Courthouse
→Ben Ferrell Museum
←Rising Star Park

W3 Location
Westbound Main Street near Prairie View Road

→Downtown
→Courthouse
→Settlers Crossing
→Ben Ferrell Museum

N1 Location
Northbound 4th Street near Highway 92

↑Downtown
↑Courthouse
→Harrel Ferrel Park
↑Ben Ferrell Museum

S1 Location
Southbound Prairie View Road near Vine Street

→Courthouse
→Downtown

S2 Location
Southbound Prairie View Road near Main Street

↑Courthouse
↑Downtown
↑Settlers Crossing

E - Eastbound
W - Westbound
N - Northbound
S - Southbound

Figure 3.8: Wayfinding Examples

Vehicular signage


Interpretive signage


Informational signage


Pedestrian signage

Vehicular signage

Pedestrian signage


Interpretive signage

04

Development Strategies

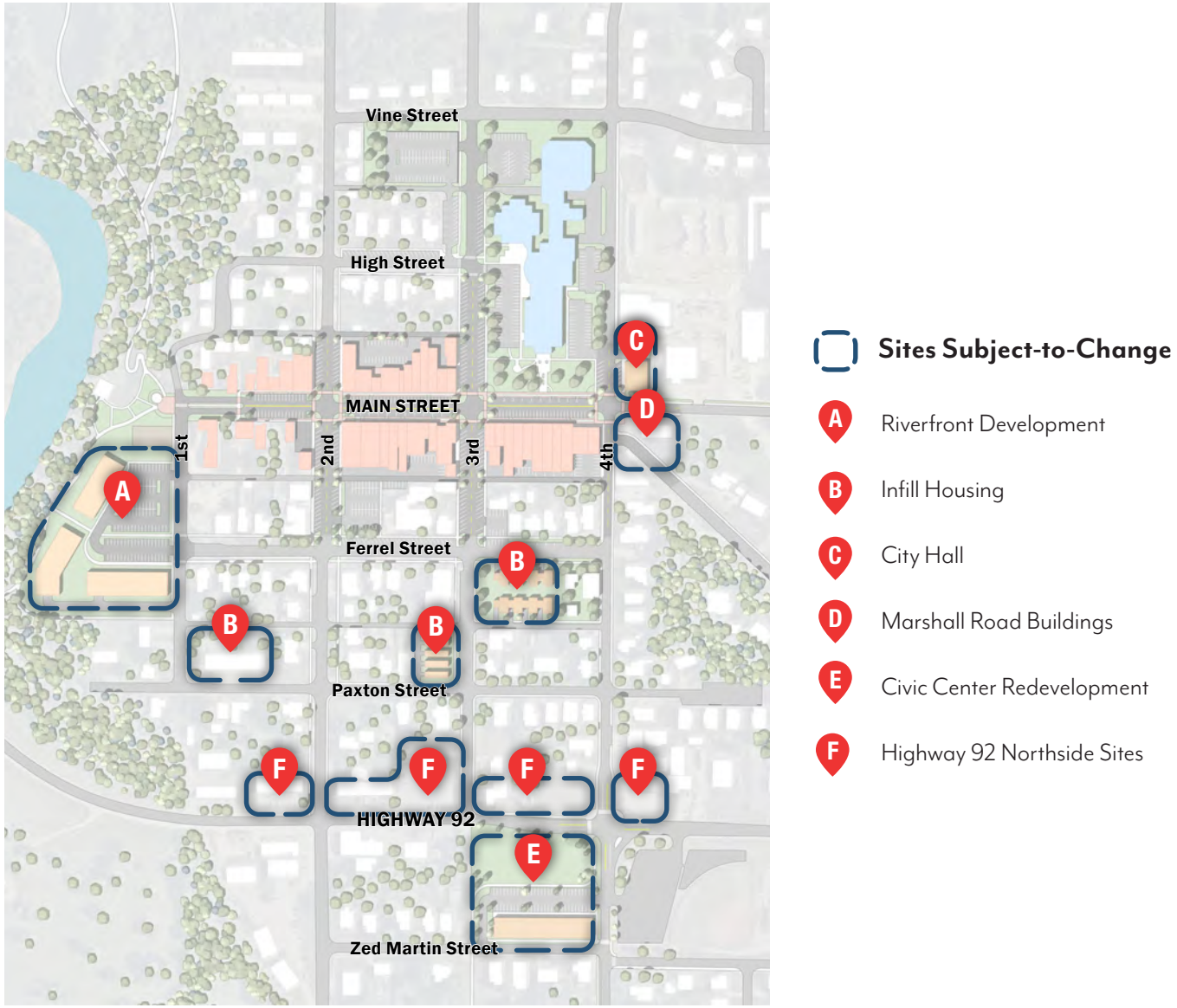
Introduction

This chapter acknowledges that some sites are subject-to-change as a result of probable private market influences. Figure 4.1 identifies these sites and the content in this chapter provides concepts for possible redirection. Projects are entirely driven by the private sector, not the City.

Scenarios for development range from infill on existing sites to redeveloping sites that have potential for more intense uses in the downtown. Any redirection for these sites are intended to be led by the private market and this plan explores preferred development scenarios.

Several sites represent key opportunities to shape Platte City's future while reinforcing its identity and functionality. These locations, ranging from civic facilities to underutilized parcels, offer potential for redevelopment, adaptive reuse, and infill.

Figure 4.1: Site Subject-to-Change Map



A Riverfront Development

Activating the edge of the Platte River and establishing connections into the community is the long-term vision for the riverfront.

Current land uses are industrial-oriented and owned by the City and Express Body and Mechanic. The plan recognizes that these uses may be more compatible if located along arterial or collector streets that provide greater access, opportunities for growth and separation from neighborhood housing.

Key components of the design include:

- **Multi-family Residential Development.** New multi-family residential with 3 to 5 stories that overlook the Platte River with trail access as a defining amenity for residents. Surface parking allows for easy access and overflow parking for events at Settlers Crossing. Additional parking can be supported on the ground level of the building. Access to the development should align with Ferrel Street and alleyways.
- **Riverfront Trails.** The trail concept follows the Platte River, connecting Riverview Park to Settlers Crossing and beyond.

Figure 4.2: Riverfront Development Concept

Source: Beacon

Figure 4.3: Riverfront Development Area

View looking southeast towards Riverfront Redevelopment Site

Figure 4.4: Riverfront Development Rendering

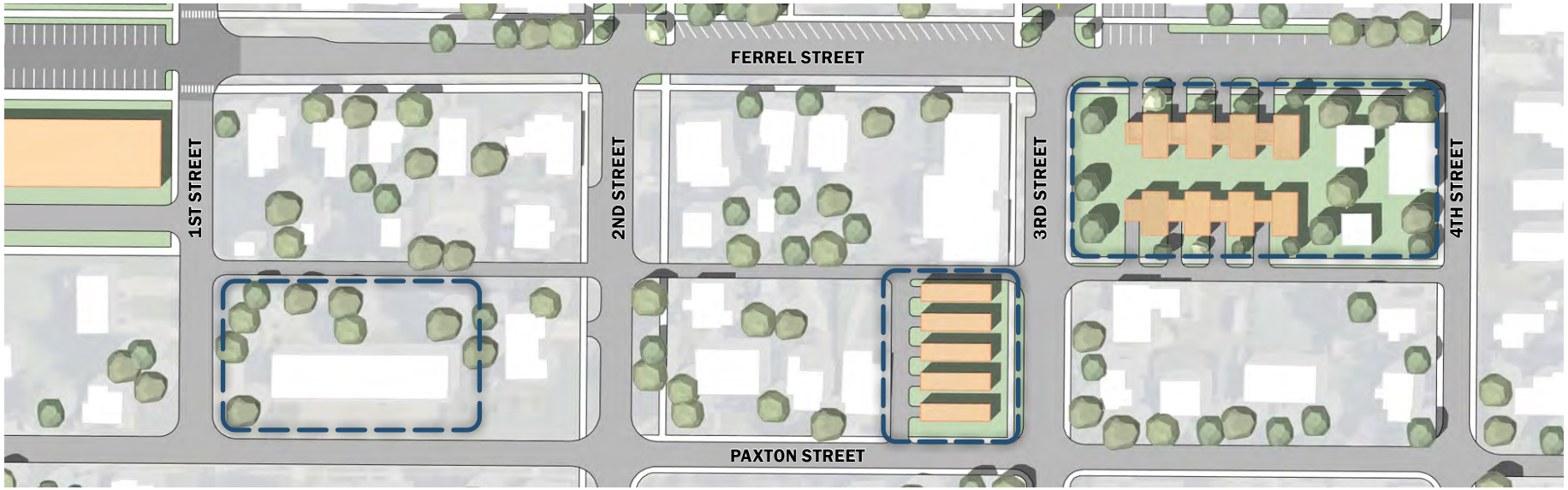
B Infill Housing

The plan recommends increasing housing density where two or more adjacent sites are available.

- **3rd Street Sites.** Vacant properties along 3rd Street should be developed for medium- to high-density residential, allowing the development of townhouses or multi-family. Either uses are compatible and a preferred option for having more density near downtown.
- **Public Works Site.** The city should relocate this facility out of the neighborhood to allow for expansion and permit the site to develop for high-density housing.

Housing infill demonstrations

Figure 4.5: Infill Housing Concept



C Old City Hall Building

City Hall relocated from Main Street to a new facility on Marshall Road. The old City Hall building is being leased to the County during the remodeling of the courthouse. Once complete, the building can be repurposed or redeveloped. The plan presents a scenario for redevelopment with a single-story building built to the property line and access to parking that aligns with the county's parking lot. Developing a higher density will be difficult to achieve as nearby parking is limited.

D Marshall Road Office Buildings

The plan recognizes that the existing alignment of Marshall Road at 4th Street creates awkward turning movements. Redirecting Marshall Road's intersection further south would require the acquisition of the triangle building, which has experienced periodic vacancies. The realignment would allow for an expanded parking lot for the attorney building, and create conditions where redevelopment options may emerge if it becomes a larger site.

Any redevelopment should be oriented to the intersection of Main Street and 4th Street, having a setback that frames the intersection with buildings and sharing the development form along Main Street.

Figure 4.6: Old City Hall and Marshall Road Office Buildings

Figure 4.7: Main Street Redevelopment near 4th Street

View looking southeast towards Main Street and 4th Street

E Highway 92 Properties

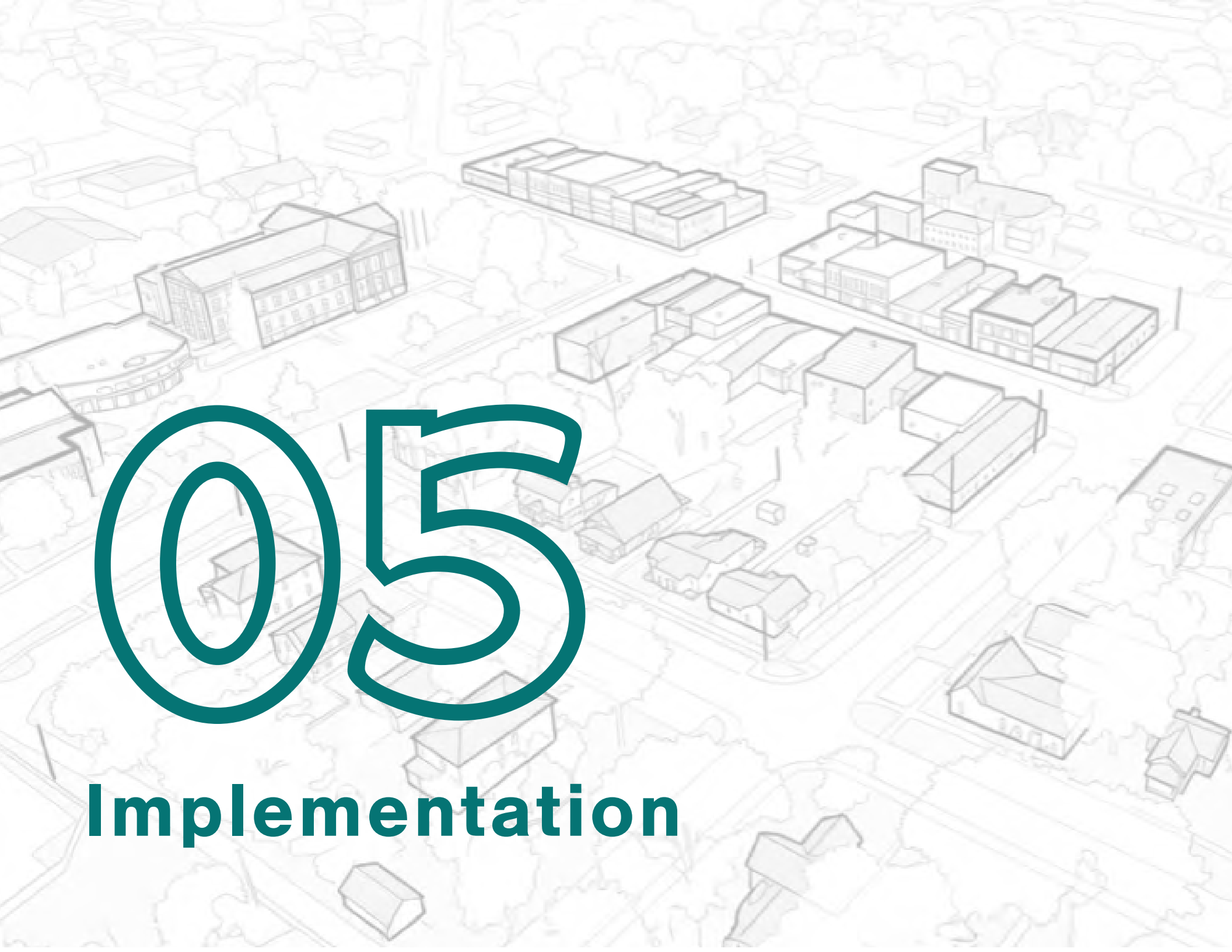
- **Civic Center Redevelopment.** The Civic Center building is considered obsolete for retrofitting it into an alternative use and is expected to be demolished. The plan presents a mixed-use, multi-story building with first floor commercial and upper-story residential. Access should align with Harrel Ferrel Park.
- **Highway 92 Northside Properties.** The plan acknowledges that developers are attracted to locations with high visibility, such as sites along Highway 92. While the plan does not present concepts for these sites, any future development should require connections between adjacent parking lots.

The City's Highway 92 Corridor Study (2016) includes conceptual illustrations for redesigning the intersection at 4th Street. Some of these concepts require property acquisition, which would influence the development yield for these sites. However, neither the City or MoDOT are planning to move forward on any of the concepts presented in that study.

Figure 4.8: Old Civic Center Redevelopment Concept

Figure 4.9: Old Civic Center Redevelopment Area

View looking southeast towards the Civic Center



05

Implementation

Summary of Initiatives

The Platte City Downtown Plan will change and evolve over time. Property changes hands, new funding sources come to light, economic forces evolve, and priority projects change. All these factors affect the implementation schedule of projects within the Plan.

This chapter summarizes the implementation strategies, including catalyst projects, tools for prioritization and funding, followed by a summary of initiatives with time frames and magnitude of costs..

The City of Platte City can use these tools to shape planning and policy efforts for the future.

- The BIG THREE Catalyst Projects
- Implementation Summary
- Organizational Support
- Potential Funding Sources

The BIG THREE Catalyst Projects

The Downtown Plan presents many initiatives for the future of the district. While all of the initiatives contribute to the betterment of the district, two of them stood out as catalysts that may stimulate greater momentum. These initiatives include:

1. Rebuilding Main Street
2. Redeveloping the Civic Center Site
3. Establishing Incentives for Improving Buildings

Establishing Priorities

The Platte City Downtown Plan establishes a concept for the future of Downtown. The plan includes many projects that will be developed incrementally over time, and requires setting priorities, completing initial steps, and evaluating new conditions along the way.

The City, with coordinating agencies and other principals in the development process, should maintain a five year Downtown capital program, updated annually, much like city and state governments do with their capital improvement plans. The tables in this chapter identify individual projects and provides a conceptual schedule for their implementation. However, market demands, formation of a Community Improvement District, and other funding opportunities will inevitably affect this schedule.

At this time, no funding has been allocated for the plan's implementation. Future progress will depend on the level of support and advocacy demonstrated by downtown businesses, property owners, and residents.

Annually, the City should update the schedule, based on priority criteria. These evaluative criteria may involve applying the following questions to specific projects at the time of consideration:

- Does the project respond to specific or high-profile community issues or needs?
- Does the project generate maximum private market response?
- What is the project's potential to transform the image of the area and community?
- Does the project attract both local residents and visitors, increasing business traffic and creating new reasons for people to be Downtown?
- Does the project support the growth of existing businesses?
- Does the project capitalize on established, but unmet, market needs?
- Can the project be realistically implemented within a reasonable time frame with potentially available resources?
- Does the project generate substantial community support or consensus?
- Does the project incorporate and leverage outside funding sources, such as state grants or charitable contributions?

1 Rebuilding Main Street

Next Steps

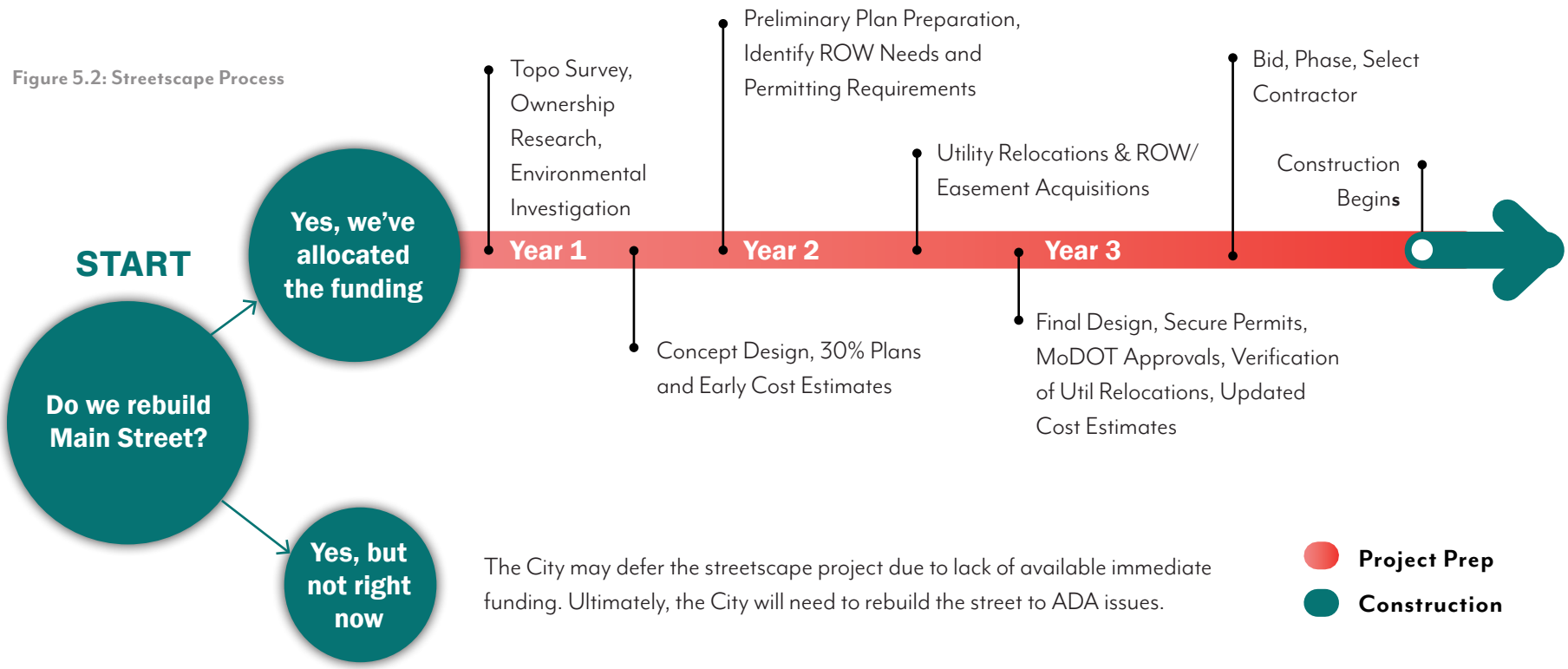
1. City to budget funds for schematic design and design development for rebuilding Main Street.
2. City to confirm a schedule and organizational strategy for reconstructing Main Street.

The purpose of rebuilding the streetscape is to resolve ADA conflicts, create more sidewalk space for businesses use, calm traffic speed, improve pedestrian safety, and create a memorable design that also serves a functional use.

The streetscape process will take several years to complete and must involve individual business and property owners to ensure that businesses remain open during reconstruction and are positioned for positive momentum following its completion.

Budgeting funds is necessary to initiate the streetscape redesign. Altogether, the process will likely take at least 3 years once the City chooses to start. However, since no funding has been identified, the process may take more time.

Figure 5.2: Streetscape Process



The City may defer the streetscape project due to lack of available immediate funding. Ultimately, the City will need to rebuild the street to ADA issues.

2 Redeveloping the Civic Center Site

Next Steps

1. City demolishes the existing civic center to prepare the site for redevelopment.

2. City establishes development agreement standards that define minimum expectations for site design, building program, performance milestones, and long-term operations/maintenance.

3. City issues a Request for Proposals (RFP) for redevelopment of the city-owned site. The RFP and resulting development agreement should
   (1) Require clear alignment with the community vision and adopted plans;
   (2) Specify deliverables, schedule, and performance benchmarks; and
   (3) Include enforceable remedies if the developer fails to meet agreed-upon terms.

3 Establishing Incentives for Improving Buildings

Next Steps

1. Refine program guidelines and eligibility criteria for the facade improvement program, including scope of eligible work, match requirements, design standards, and application/award procedures.
2. Explore other funding mechanisms to supplement the facade improvement program, including a revolving loan fund to provide low-interest financing with repayments replenishing the fund for future projects.
3. Commit recurring annual funding through the City's budget process to capitalize the revolving loan fund and support program administration and outreach.

Implementation Summary

Figure 5.1: Main Street Strategies

Project	LEAD+ Partners	Type	Magnitude of Cost	Schedule				Notes
				Ongoing	<3 Years	3-10 Years	10+ Years	
Rebuild Main Street	City	Capital	$5M		•	•		Assume $1.3M per block
Prepare Facade Design Guidelines & Recommendations	City	Action/ Capital	$40K		•			Provide detailed guidelines for property owners. Study should declare buildings eligible for historic designation.
Formalize Downtown Platte City Association into a 501(c)3, Main Street district or Community Improvement District.	Private	Action				•		Business community to lead formation.
Revise suite of grant programs, including facade enhancement program, signage grant, and revolving loan fund.	City	Policy			•			Update programs and post on the City's website for easy access
Provide Historic Tax Credit support	Private + Public	Policy		•				City to offer assistance in navigating the process for owners.
Apply to be a member of Main Street USA	Chamber	Action				•		Chamber to lead application on behalf of DPCA.

Figure 5.3: Main Street Strategies - Parking

Project	LEAD+ Partners	Type	Magnitude of Cost	Schedule				Notes
				Ongoing	<3 Years	3-10 Years	10+ Years	
Consolidate and enclose dumpsters	City + CID	Action/ Capital	$15K-$25K		•			City to install and CID to maintain.
Prepare a Citywide Wayfinding Plan	City	Action/ Capital	$55K					See Figure 5.4
Improve intersection at 3rd Street and High Street for pedestrian circulation	County	Action/ Capital	$60K		•			Includes bump-outs and sidewalks.
Design parking structure for County facilities at Vine Street and 3rd Street	County	Capital	$35K/stall plus 6% of total cost				•	Assume $35K per stall for construction and 6% of total construction for design services.
Establish agreements for shared parking areas with property owners	City/Private	Policy			•			Establish agreement between property owners to participate in reconstruction for shared parking.
Parking design and construction for shared lot north of Main Street	City/Private	Capital	$300K			•		Agreement is required to determine roles and responsibilities for the city and property owners.
Parking design and restriping for shared lot south of Main Street (near Fire Station)	City	Action/ Capital	$25K			•		
Alleyway parking striping	City	Action/ Capital	$10K			•		
Commission pre-schematic design for Settlers Park	City	Action/ Capital	$60-$80K		•			See Figure 5.5
Enhance Snyder's Plaza	Private	Action	Varies				•	Private initiative that may include the City as a partner as part of the street reconstruction project.

Figure 5.4: Mobility Strategies

Project	LEAD+ Partners	Type	Magnitude of Cost	Schedule				Notes
				Ongoing	<3 Years	3-10 Years	10+ Years	
Rebuild Main Street	City	Capital	$5M		•	•		See Figure 5.1
Realign Marshall Road	City	Action/ Capital	$800K				•	Defer project until private developer initiates.
Highway 92 and 4th Street Improvements	City	Policy					•	MoDOT and Future Long Range Transportation Plan to consider design options
Prepare County Trails Master Plan	County + City	Action/ Capital	$80K			•		Plan should include intra- and inter-networks for trails for Platte County and its communities.
Implement the Trails Master Plan	City + County	Action	Varies				•	Program a schedule of improvements for trails, bridges and underpasses.
Prepare a Citywide Wayfinding Plan	City	Action/ Capital	$55K		•			Assume $1K installation per sign
Implement gateway enhancements	City	Capital	$100K/ea			•		Phased program of improvements as part of the Main Street project.

Figure 5.5: Development Strategies

Project	LEAD+ Partners	Type	Magnitude of Cost	Schedule				Notes
				Ongoing	<3 Years	3-10 Years	10+ Years	
Commission pre-schematic design for Settlers Park	City	Action/ Capital	$60-$80K		•			Concepts for fundraising and grant applications. Pre-SD can be folded into Main Street's SD schedule.
Construct new Settlers Park	City	Action	$4M				•	Full Design: $450K; Construction: $3.5-4M.
Riverfront Development	City	Policy					•	Seek agreement with current property owner for Right of First Refusal to purchase property.
Infill Housing - 4th Street Development	City	Policy		•				Update Future Land Use Map and ordinance to permit higher intensity housing.
Infill Housing - Public Works Site Redevelopment	City	Action	$15K				•	Prepare feasibility study for relocating public works storage to alternative sites.
City Hall Reuse/Redevelopment	City	Action	$30K				•	Prepare a reuse/redevelopment study once the County vacates the building.
Marshall Road Office Buildings	City	Policy					•	Defer action until private developer initiates with the City.
Civic Center Redevelopment	City + Private	Action	Requires add'l study			•		Demolish building and prepare an RFP for its redevelopment.
Highway 92 Northside Properties	Private	Policy		•		•		Defer action until private developer initiates with the City.

Organizational Support

The previous chapters of this plan focus on the physical components to reach a revitalized Downtown. This section considers organizational aspects for Downtown and offers recommendations that can strengthen the support structure for the district. Successful development efforts require successful organizations, appropriate policies, and successful public/private partnerships.

City of Platte City

The City of Platte City is responsible for implementing and guiding the recommendations of the Plan. Under the direction of City Council and Administration, the City Manager's Office will oversee the overall plan strategies with day-to-day implementation from all other City Departments.

Chamber of Commerce

The Platte City Chamber of Commerce is located in downtown has been an instrumental partner in the development of this plan. They offer services to the entire community and could facilitate the evolution of the Downtown Platte City Association.

Downtown Platte City Association

As implementation begins to unfold it is important that the organization be involved early and throughout the process. The Downtown Platte City Association (DPCA) should evolve and the plan presents several scenarios, including:

- DPCA could become a 501(c)3 nonprofit organization with the mission is to promote district activity and revitalization.
- DPCA could become a certified Main Street Community.
- DPCA could become a new Community Improvement District.

Any formal change to DPCA would a private initiative and is an advisory recommendation of this plan.

Partners in Economic Development

Along with the City there are a number of other organizations within the community that contribute to the continued success of downtown, including:

- Platte Area Chamber of Commerce
- Downtown Platte City Association
- Platte County Economic Development Council
- Mid-America Regional Council (MARC)
- Platte City Friends of the Arts, Inc.
- Platte County Arts Council, Inc.
- Platte County Historical Society, Inc.

Potential Funding Sources

Local, state, and federal funding programs offer the City opportunities to better leverage its existing resources. These funding options are not mutually exclusive and, in some cases, may be combined to advance the City's goals. The City should also pursue cost-sharing opportunities with partners such as Platte County or the Missouri Department of Transportation (MoDOT), where appropriate.

Establishing a Community Improvement District

This plan recommends that the downtown business community establish a Community Improvement District (CID) under state enabling legislation, RSMo §§ 71.790–71.808 (Special Business Districts).

Why establish a CID?

- **Ensures shared responsibility and fairness.** Unlike a voluntary business association, a CID creates a mandatory, collective commitment so all benefiting property owners contribute to downtown maintenance and improvements.
- **Provides long-term maintenance and stewardship.** A CID gives the City confidence that investments in streetscape features, such as landscaping, lighting, paving, and public art, will be consistently maintained over time.
- **Strengthens the case for public investment.** A unified business community willing to fund ongoing care signals readiness for partnership, making the City more likely to prioritize downtown streetscape funding.
- **Supports a consistent, high-quality downtown environment.** Even with modest fees, a CID can reliably cover essential services like snow removal, plant watering, and litter pickup, helping protect downtown's appearance and functionality.

Local Funding Opportunities

Special Funding Districts

- **Community Improvement District (CID).** CIDs are special-purpose districts used to fund public improvements, economic development, and business-support services within commercial areas. CIDs can generate revenue through a mix of taxes, special assessments, fees, and bonds, allowing flexibility to combine multiple financing tools.
- **Neighborhood Improvement District (NID).** A NID may be created in an area that seeks to build, maintain or improve public infrastructure. These activities are paid for by special tax assessments levied on property owners in the area in which the improvements are made.
- **Tax Increment Financing (TIF) District.** TIF can be used for both public space improvements and new private development that might not otherwise be developed if not for the use of TIF.
- **Transportation Development Districts (TDDs).** TDDs can be used to facilitate the funding, planning, and construction of transportation infrastructure projects. TDDs have the authority to issue bonds, levy taxes, and contract with authorities to receive funding and manage projects.

Taxes, Bonds, Fees and Funds

- **Excise Tax.** An excise tax is a voter-approved tax on specific goods or activities—such as fuel, utilities, or recreation—that generates dedicated revenue for transportation, parks, or other public improvements.
- **Capital Improvement Tax.** A capital improvement sales tax is a temporary, voter-approved tax used to fund specific public projects, such as streets, public facilities, or infrastructure upgrades.
- **Economic Development Sales Tax**. This tax allows communities to enact a voter-approved tax of up to one-half of one percent tax on retail sales in the community.
- **General Obligation Bonds.** General obligation bonds are voter-approved bonds backed by the City's full faith and credit, typically repaid through property taxes and used to finance major public facilities or infrastructure with long-term community benefit.
- **Revenue Bonds.** Revenue bonds finance public projects that generate income such as utilities, parking facilities, or other user-supported assets.
- **Development Impact Fees.** Development impact fees are one-time charges on new development that help fund infrastructure improvements needed to serve growth, ensuring that new development contributes proportionally to its impacts on public facilities.
- **Platte County Outreach Grant Program.** Funded by the Platte County Commission, this grant aims to promote the development of local parks and rec facilities.
- **Revolving Loan Fund (RLF).** A low-interest loan to help finance projects, which can be applied to land purchases, site improvements, construction, acquisition or renovation of a building, or the purchase and installation of machinery and equipment.
- **Philanthropy.** Many communities partner with foundations to assist in raising funds for capital projects and programs. Many parks and public spaces have been financed, in part, through philanthropy.

State and Federal Opportunities

Infrastructure Funding

- MoDOT Partnership Development Program
- Governor's Cost-Share Program
- Missouri Transportation Finance Corporation (MTFC)
- Statewide Transportation Assistance Revolving Fund (STAR)
- Transportation Corporations (TCs)
- Surface Transportation Block Grant (STBG)
- Transportation Alternatives Program (TAP)
- Traffic Engineering Assistance Program (TEAP)
- Bridge Engineering Assistance Program (BEAP)
- Congestion Mitigation and Air Quality (CMAQ) Program
- Safe Streets and Roads for All (SS4A)
- Transportation Investment Generating Economic Recovery (TIGER)
- Better Utilizing Investments to Leverage Development (BUILD) Grant Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program

Parks, Recreation & Environmental Funding

- Energy Efficiency and Conservation Block Grant (EECBG)
- Recreational Trails Program (RTP)
- Land and Water Conservation Fund
- Outdoor Recreation Legacy Partnership Program (ORLP)

Other Funding Opportunities

- HUD's Community Development Block Grant Program
- The New Markets Tax Credit Program
- Historic Preservation Grants

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appendix

1. Online Engagement Summary
2. Traffic Study
3. Accessibility Inventory
4. Concept Testing

Appendix 1

Online Engagement Summary

This section summarizes key engagement efforts, including the online interactive map and the public survey. 231 responses informed concepts in the plan.

Interactive Map Results

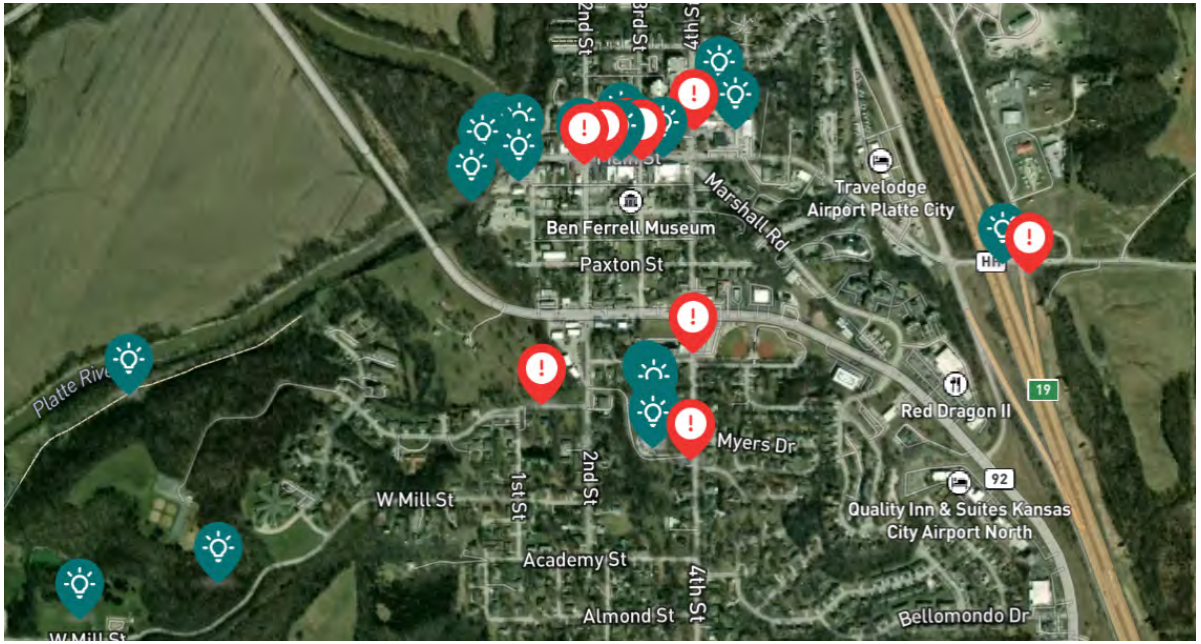
The project website received 38 interactive map comments. Overall, the comments show strong alignment around walkability, recreation, and downtown revitalization. Most comments mentioned trails and sidewalks, a public outdoor pool, river access, and downtown gathering spaces. Residents consistently emphasize safety, everyday usability, and community-wide benefits rather than isolated amenities. Taken together, the feedback reflects a desire for Platte City to be more connected, active, and welcoming for all ages.

Themes

» **Trails, Connectivity, and Active Transportation.** Residents strongly support expanded walking and biking trails, safer sidewalks, and a pedestrian bridge over the river to better connect parks, neighborhoods, downtown, and regional destinations.

» **Parks, Gathering Spaces, and Other Recreational Amenities.** A public outdoor pool is the most commonly requested amenity There is broad interest in flexible, all-ages gathering spaces, including picnic areas, restrooms, performance space, pickleball courts, expanded disc golf, and both outdoor and indoor recreation options.

Figure A.1: Interactive Map Results



» **River Access and Riverfront Use.** Comments emphasize better access to the river through fishing spots, kayak and boat launches, trails, and improved maintenance for views and safety.

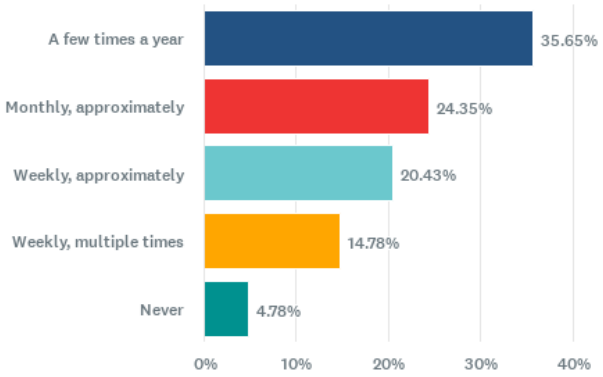
» **Downtown Vitality and Business Activity.** Residents want more active businesses, especially restaurants and bars, along with facade improvements, streetscape upgrades, Wi-Fi, and incentives to make Main Street a true community destination.

» **Safety, Traffic, and Access Improvements.** Pedestrian safety concerns are widespread, especially at key crossings and along fast-moving roads, with requests for better crosswalks, signage, sidewalks, and traffic calming.

» **Gateways and First Impressions.** Entrances to downtown, particularly from the interstate, are seen as underwhelming and in need of clearer signage, landscaping, and stronger visual identity.

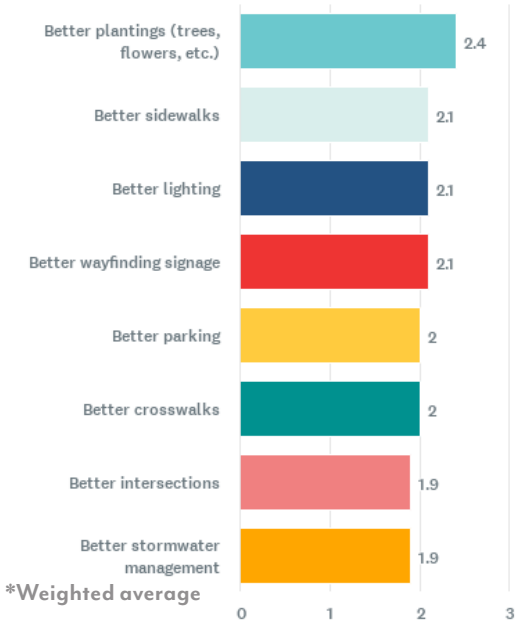
Survey Results

Question 1: How often do you visit downtown?

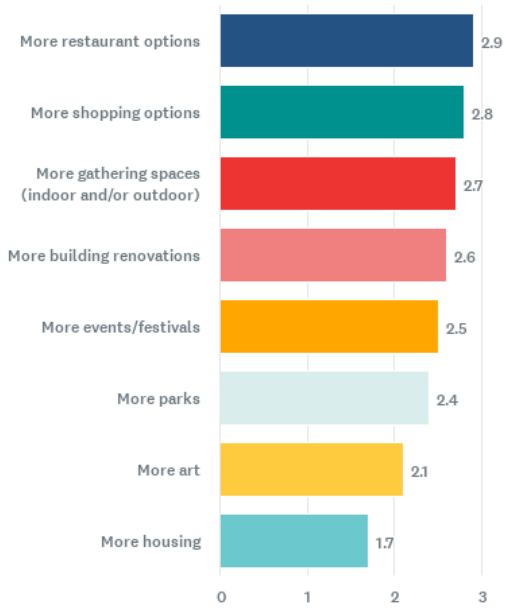


Question 2: Why do you visit downtown?

Question 3: What improvements need to happen to downtown's streets?*



Question 4: What improvements need to happen to downtown's activity?*



Question 5: What else do you think downtown Platte City needs?

- **Active Businesses and Restaurants.** The most common request is for more diverse, sit-down restaurants, bars, coffee shops, bakeries, and boutiques, especially options open evenings and weekends. Many comments emphasize the need for incentives and policy changes to help small businesses.
- **Downtown as Gathering Space.** Residents want downtown to feel lively and social, with events, outdoor dining, recreation, and other entertainment.
- **Small-Town Charm with Modern Improvements.** There is strong support for revitalization that preserves historic character while improving Main Street.
- **Infrastructure, Accessibility, and Parking.** Concerns include parking availability, ADA access, sidewalk conditions, event congestion, and poor first impressions from I-29.
- **Family, Youth, and Community Amenities.** Residents repeatedly cite the need for a public pool, youth and teen activities, indoor play spaces.

Appendix 2

Traffic Analysis

The following traffic analysis was prepared by McCurdy Engineers. Content includes

- Street Network and Traffic Control
- Traffic Volumes and Parking Counts
- Parking Utilization
- Crash Analysis
- Future Traffic Volumes
- All-way Stop Warrant Analysis
- Signal Warrant Analysis

Street Network and Traffic Control

Main Street serves as the centerpiece of Platte City's classic "Downtown" area and primary commercial corridor in their central business district. Businesses directly front on Main Street and are served by on-street parking. Access to and from the Downtown area, and Main Street in particular, is from the following:

- From the east – I-29 interchange is currently accessed via Main Street/HH Hwy
- From the south – Hwy 92 is accessed using 1st, 2nd, 3rd, and 4th Streets
- From the west – western access is blocked by the Platte River
- From the north – no current access but an upcoming MoDOT project will create access from I-29 SB off ramp via Vine Street using 2nd, 3rd, and 4th Streets

For non-local visitors, the most direct route to access Downtown Platte City would be from the I-29 interchange (Exit 19) with wayfinding signage to direct via Main Street.

- Main Street is a two-lane east-west major collector roadway per the Mid-America Regional Council (MARC) functional classification map and has a posted speed limit of 25 miles per hour (mph). The Platte County Courthouse is located on the north side of main street in the northwest quadrant of Main Street and 3rd Street with angled on-street parking along Main Street beginning at the intersection of 4th Street and Main Street.
- 4th Street is a two-lane north-south major collector roadway with a posted speed limit of 25 mph and angled on-street parking on the northwest side. The intersection of Main Street and 4th Street is an all-way stop with pedestrian pavement markings. The intersection of 4th Street and Vine Street is stop-controlled with Vine Street stopping. 4th Street offers access, on the west and east, to Civic/Municipal services.
- 3rd Street is a two-lane north-south local roadway, no posted speed limit, and angled on-street parking. The intersection of 3rd Street and Main Street is stop-controlled with 3rd Street stopping.
- 2nd Street is a two-lane north-south uncategorized roadway and a posted speed limit of 25 mph. The intersection of 2nd and Main Street is stop-controlled with 2nd Street stopping and pedestrian pavement markings. The Platte City Fire Department is located on the southeast corner of the intersection of Main Street and 2nd Street.

- 1st Street/High Street is a two-lane east-west local roadway with a posted speed limit of 30 mph.
- Marshall Road is a two-lane general north-south uncategorized/local roadway with a posted speed limit of 25 mph. The intersection of Marshall Road and 4th Street is stop-controlled with Marshall Road stopping. Marshall Road is located within 40 feet of Main Street. The intersection of Marshall Road and MO- 92 is signalized.

Non-Vehicular Access

Main Street has sidewalks along both sides of the street from 2nd to 4th, with gaps in sidewalk between 1st and 2nd. This block has significant differences in elevation between building entrances and the street pavement. The existing sidewalk does not fully comply with current accessibility requirements due to steeper cross-slopes and ramps that do not meet current standards.

Crosswalks are generally not marked.

There are no dedicated bicycle facilities. Bicyclists would be expected to use the street pavement for travel in the Downtown area. Steep grades would likely discourage the casual bicycle rider.

Traffic Volumes and Parking Counts

Intersections counted for analysis in this study were:

- 4th Street and Main Street
- 3rd Street and Main Street

The turning movement traffic counts were completed on Tuesday, July 22nd, 2025, for the peak volume time periods. Morning traffic counts were conducted from 7:00 AM until 9:00 AM and afternoon traffic counts were from 4:00 PM until 6:00 PM. The morning peak period was determined to be from 7:45 AM until 8:45 AM and the afternoon peak period was determined to be from 4:15 PM until 5:15 PM.

A parking inventory of the existing spaces and vehicles utilizing the spaces was conducted on Tuesday, July 22nd, 2025 from 7 AM to 6 PM along the following roadway sections:

- Main Street from 1st Street to 4th Street
- 2nd Street from High Street to Main Street
- 2nd Street from Ferrel Street to Main Street
- 3rd Street from High Street to Main Street
- 3rd Street from Ferrel Street to Main Street
- 4th Street from courthouse parking lot to Main Street

Parking Utilization

An analysis of the existing parking system along the Main Street corridor was conducted to evaluate current parking operations and facilities, and to identify strategies for meeting both present and future parking needs. At the time of the parking study, a total of 206 on-street parking spaces were available within the study corridor. The existing parking spaces were distributed as follows:

- 141 spaces on Main Street
- 62 spaces on 2nd Street
- 84 spaces on 3rd Street
- 13 spaces on 4th Street

Off-street parking lots were not included in this analysis.

An occupancy rate of approximately 85% is generally considered the threshold at which parking supply effectively meets demand. Maintaining this balance ensures that parking spaces are used efficiently without creating excess capacity or shortages.

When parking supply exceeds demand, it can lead to unnecessary traffic circulation, increased congestion, and may even discourage visitors from frequenting nearby businesses. Conversely,

when demand exceeds supply, parking resources could be better managed by implementing measures such as improving pedestrian facilities, encouraging alternative modes of transportation, or adjusting parking policies to optimize turnover and accessibility. Existing parking data by block is shown on Figure A.3 through A.11.

The highest period of parking demand occurred at 1:00 p.m., when Main Street between 3rd Street and 4th Street reached an occupancy rate of 86%. The second-highest occupancy rate observed was 79%. The average occupancy for the overall study area was approximately 43%, indicating that the corridor currently has a surplus of parking spaces.

The block-by-block parking occupancy averages are shown on Figure A.11.

Field observations indicated that several parking spaces were positioned too close to crosswalks, potentially impacting pedestrian visibility and safety. Given this excess capacity, some on-street parking could be reduced or reconfigured to enhance pedestrian safety and comfort—for example, through the addition of curb extensions (bulb-outs) at crossings or by converting angled parking to parallel parking to improve visibility and calm traffic.

Figure A.11. All-Way Stop Control Warrant Analysis

Roadway Segment	Max Parking Spaces Used Per Counts	Necessary Parking Spaces for 85% Occupancy	Existing Parking Spaces	Excess Parking Spaces
Main Street between 1st Street and 2nd Street	19	22	42	20
Main Street between 2nd Street and 3rd Street	33	39	50	11
Main Street between 3rd Street and 4th Street	42	49	49	0
2nd Street between Main Street and High Street	10	12	35	23
2nd Street between Main Street and Ferrel Street	18	21	27	6
3rd Street between Main Street and High Street	34	40	43	3
3rd Street between Main Street and Ferrel Street	25	29	41	12
4th Street between Main Street and Parking Lot	10	12	13	1

Figure A.3. Available Parking - Main Street between 1st and 2nd Street

Figure A.4. Available Parking - Main Street between 2nd and 3rd Street

Figure A.5. Available Parking - Main Street between 3rd and 4th Street

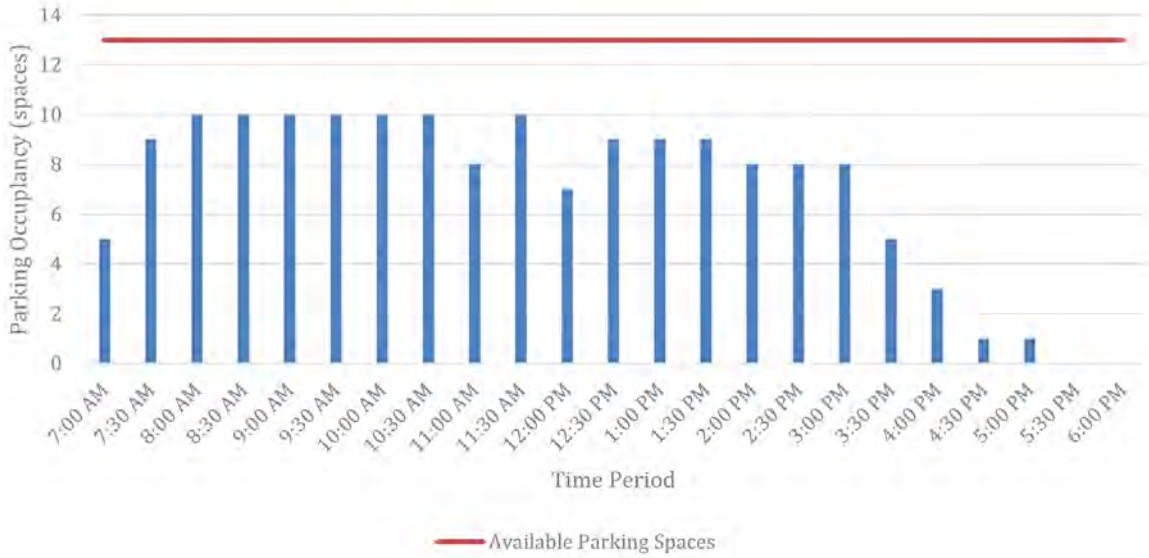
Figure A.6. Available Parking - 2nd Street between Main and High Street

Figure A.7. Available Parking - 2nd Street between Main and Ferrel Street

Figure A.8. Available Parking - 3rd Street between Main and High Street

Figure A.9. Available Parking - 3rd Street between Main Street and Ferrel Street

Figure A.10. Available Parking - 4th Street between Main Street and Parking Lot



Crash Analysis

Crashes at the study intersections were analyzed over a three-year period (2021-2024) from City of Platte City Police Department data to identify existing crash patterns. There were a total of 14 crashes reported during the crash study time period, and no fatal crashes within the study area.

- **Main Street from 1st Street to 4th Street.** There were three reported crashes along the corridor of Main Street from 1st Street to 4th Street. Based on the analysis of these crashes one was an angle crash at the intersection of Main Street and 4th Street, two other crashed occurred on the Main Street corridor as a result of parking issues; one was a sideswipe as one vehicle pulled out of an angled parking space, and one was a rear end when two vehicles were pulling out of angled parking spaces backing into one another.
- **2nd Street between High Street and Ferrel Street/Intersecting Main Street.** There were a total of three crashes occurring over the three-year study period at 2nd Street, between High Street to the north and Ferrel Street to the south and intersecting with Main Street. Based on the analysis of the three crashes, there was one sideswipe crash, one angle crash, and one single vehicle hitting a fixed object. The sideswipe crash was a result of two vehicles attempting to navigate the traffic parked south of Main Street on 2nd Street.
- **3rd Street from High Street to Ferrel Street/Intersecting Main Street.** Based on the analysis of the three crashes, there was one right-angle crash, one crash as a result of a vehicle backing out of a parking spot into oncoming traffic, and one crash a sideswipe as a vehicle pulled out of an angled parking spot.
- **4th Street from Vine Street to Ferrel Street/Intersecting Main Street.** There were a total of five crashes occurring over the three-year study period on 4th Street between Vine Street to the north and Ferrel Street to the South and intersecting with Main Street as well as Marshall Road. There was an angle crash occurring at the intersection of 4th Street and Ferrel Street. There were two fixed object crashes as well as a hit-and-run crash with a parked vehicle occurring west of the intersection of 4th Street and Ferrel Street.

No correctable crash patterns emerged as a result of the study and no recommendations are made to alter the study intersections based on crash data.

Future Traffic Volumes

MARC projects an annual growth rate of approximately 1% for the Platte City area, including the Main Street corridor. However, to provide a conservative estimate of potential future traffic conditions, this study applied a 2% annual growth rate over a 20-year period. This higher rate also reflects the anticipated increase in traffic associated with downtown revitalization efforts and the addition of new businesses.

While the planned Vine Street roundabout is expected to reduce some of the traffic entering downtown via Main Street (by providing an alternative connection from the north) no volume reductions were applied in this analysis. Main Street is still expected to function as the primary access route to the downtown area.

The resulting future morning and afternoon peak-hour volumes are illustrated in Figure A1.3.

All-Way Stop Warrant

It may be considered justified to install an all-way stop at an intersection if one or more of the traffic warrants listed in the 2024 MUTCD is met. Warrants A, B, D, and E were evaluated at the intersections of 3rd Street and Main Street and 4th Street and Marshall Street as part of this study. No analysis was completed at 4th Street and Main Street as it is already an all-way stop controlled intersection.

Warrant A: Crash Experience

- For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.
- For a three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.

Warrant B: Sight Distance. All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.

Figure A.12. All-Way Stop Control Warrant Analysis

Warrant	3rd and Main Street	4th and Marshall Street
Warrant A: Crash Experience	2 crashes reported over study period	2 crashes reported over study period
Warrant B: Slight Distance	Sight distance is adequate for posted speed limit	Sight distance is adequate for posted speed limit
Warrant D: 8-Hour Volumes	The combined motor vehicle, bicycle, and pedestrian volumes do not meet the threshold	The combined motor vehicle, bicycle, and pedestrian volumes do not meet the threshold
Warrant E: Other Factors	N/A	N/A

Warrant D: 8-Hour Volumes

- The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major street approaches is at least 300 units per hour for each of any 8 hours of a typical day; and
- The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor street approaches is at least 200 units per hour for each of any of the same 8 hours.

Warrant E: Other Factors

- The need to control left-turn conflicts,
- An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, or
- Where pedestrian and/or bicyclist movements support the installation of all-way stop control

Analysis for All-Way Stop Warrants

Based on warrant analysis an all-way stop is not warranted for the study intersections. Figure A.12 summarizes the results of the warrant analysis.

Signal Warrant Study

It may be considered justified to install a traffic signal at a location if one or more of the traffic signal warrants listed in the 2023 MUTCD is met. The traffic signal warrants are:

- Warrant 1: Eight-Hour Vehicular Volume
- Warrant 2: Four-Hour Vehicular Volume
- Warrant 3: Peak Hour
- Warrant 4: Pedestrian Volume
- Warrant 5: School Crossing
- Warrant 6: Coordinated Signal System
- Warrant 7: Crash Experience
- Warrant 8: Roadway Network
- Warrant 9: Intersection Near at Grade Crossing

Warrants 2, 3, 4, and 7 were evaluated at the analysis intersections as part of this study.

Figure A.13. Traffic Signal Warrant Analysis

Intersection	Warrant 2: Four-Hour Vehicular Volume	Warrant 3: Peak Hour		Warrant 4: Pedestrian Volumes	Warrant 7: Crash Experience
		Existing Counts	Future Volumes		
3rd Street and Main Street	No	No	No	No	No
4th Street and Main Street	No	No	No	No	No
4th Street and Marshall Road	No	No	No	No	No

Warrant 2: Four-Hour Vehicular Volume

The four-hour vehicular volume warrant is satisfied when the vehicles per hour on both approaches of the major street and the vehicles on the higher volume approach of the minor street for four hours fall above the 2009 MUTCD Warrant 2 curve.

Warrant 3: Peak Hour

The peak hour warrant is satisfied if either of the two following conditions are met:

- Condition A is satisfied if the following conditions are met for a period of one hour during an average day:
  - The total stopped time delay experience by the traffic on one minor-street approach (one direction only) controlled by a stop sign equals or exceeds: 4 vehicles-hours for a one-lane approach or five vehicle hours for a two-land approach; and
  - The volume on the same minor-street approach (one directions only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes; and
  - The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections

with three approaches or 800 vehicles per hour for intersections with four or more approaches.

» Condition B is satisfied if the vehicles per hour on both approaches of the major street and the vehicles on the higher volume approach of the minor street for one hour fall above the 2009 MUTCD Warrant 3 curve):

Warrant 4: Pedestrian Volume

The pedestrian volume warrant is satisfied if either of the two following conditions are met:

» Condition A: The pedestrian volume warrant is satisfied if the vehicles per hour for four hours on both approaches of the major street all pedestrians crossing the major street fall above the 2009 MUTCD Warrant 4 curve.

» Condition B: The pedestrian volume warrant is satisfied if the vehicles per hour for one hour on both approaches of the major street all pedestrians crossing the major street fall above the 2009 MUTCD Warrant 4 curve.

Warrant 7: Crash Experience

The crash experience warrant is met if all of the three following conditions are met:

» Condition A: The crash experience warrant is met if alternatives and enforcement has failed to reduce crash frequency over a satisfactory trial period.

» Condition B: The crash experience warrant is met five or more correctable crashes have occurred within a 12- month period.

» Condition C: For each of any eight hours of an average day, the vehicles per hour given are 80 percent of Condition A in Table 4C-1 or the vehicles per hour in are 80 percent of Condition B in Table 4C-1 or 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours.

Analysis for Signal Warrants

Based on traffic signal warrant analysis, a traffic signal is not warranted at any study intersection for the existing, existing plus site, or future traffic volumes. Figure A.13 summarizes the results of the traffic signal warrant analysis. No changes to the existing traffic control operations are recommended based on the warrant analysis.

Capacity

The capacity analysis for the study intersections was completed using the methodology outlined in the Highway Capacity Manual, 6th Edition. The volume and capacity analysis was completed using Trafficware SYNCHRO software (latest version) for the following scenarios:

- Existing Traffic Counts
- Future (20-year scenario)

Level of Service (LOS) is defined as the measure of the quality of traffic flow and is graded from A to F—with A being the best situation, F being the worst, and D being generally the minimum acceptable level of service. The criteria for determining level of service for signalized and unsignalized study intersections and access points are based on the average vehicle delay and is outlined in Table A1.12.

Figure A.14. Intersection Level of Service

Level of Service (LOS)	Average Control Delay (sec/veh)	
	Unsignalized	Signalized
A	< 10	< 10
B	< 15	< 20
C	< 25	< 35
D	< 35	< 55
E	< 50	< 80
F	≥ 50	≥ 80

Existing Conditions

Analysis was completed for existing conditions with existing roadway and lane configurations.

- **3rd Street and Main Street.** The through movements of Main Street not stop-controlled and are therefore operating in a free-flow condition. The north and southbound movements operate at a LOS B or better and have sufficient capacity for queuing vehicles.
- **4th Street and Main Street.** All approaches operate at a LOS A for the morning and afternoon peak periods, and the intersection has sufficient capacity for queuing vehicles.
- **4th Street and Marshall Road.** The through movements of 4th Street not stop-controlled and are therefore operating in a free-flow condition. The eastbound movement operates at a LOS A and has sufficient capacity for queuing vehicles.

No changes to the traffic operations are recommended based on the existing capacity analysis.

The results of the existing conditions analysis are shown for the morning and afternoon peak hours along with lane configuration and queue lengths on Figures A1.4 and A1.5.

Future Conditions

Unless noted, analysis was completed with existing roadway lane configurations and intersection control.

- **3rd Street and Main Street.** There is no significant change in the operations of this intersection from the existing conditions. All approaches continue to operate at a LOS B or better for the morning and afternoon peak periods and the intersection has sufficient capacity for queuing vehicles.
- **4th Street and Main Street.** All approaches operate at a LOS B or above for the morning and afternoon peak periods and the intersection has sufficient capacity for queuing vehicles.
- **4th Street and Marshall Road.** All approaches operate at a LOS B or above for the morning and afternoon peak periods, and the intersection has sufficient capacity for queuing vehicles.

No changes to the traffic operations are recommended based on the future capacity analysis.

The results of the future analysis is shown for the morning and afternoon peak hour conditions along with lane configuration and queue lengths on Figures A1.6 and A1.7.

Traffic Study Recommendations

This study prepare by McCurdy Engineers documents the findings of the traffic analysis of the Platte City County Courthouse project in Platte City, Missouri. The study includes an analysis of the existing conditions and future conditions.

Based on the results of the SYNCHRO analysis, observations from the field, and engineering judgment, the following recommendations are made:

- Maintain existing traffic control configurations.
- Improve pedestrian visibility at crosswalks and corners by adjusting parking locations or adding curb extensions.
- Consider reconfiguring angled parking to parallel parking in select segments to balance demand and enhance safety.
- Continue monitoring traffic growth and parking utilization as redevelopment occurs.

Appendix 3

Accessibility Inventory

BHC conducted an inventory of accessibility conflicts along Main Street. The figure on the following pages represents material submitted as part of the downtown plan.

Appendix 4

Concept Testing

The following pages evaluates show scenarios considered for realigning Marshall Road. Prepared by BHC, the purpose of the scenarios is to manage the conflicts of the close intersections and provide options for expanding the property

- **Alignment 1.** Shifts Marshall Road to align further south on 4th Street.
- **Alignment 2.** Shifts Marshall Road to align with Main Street.
- **Alignment 3.** Shifts Marshall Road to align with Main Street with a slightly different configuration.

Ultimately, the plan document presents an alternative alignment where Marshall Road aligns to the alley.

Accessibility Inventory

allowed by ADA regulations. Many of the sidewalk ramps at the corners are deteriorated, often too steep, and don't meet the latest PROWAG guidance for cross-walks. There is also a lack of any existing pedestrian path near the 1st Street intersection. There are also obstacles blocking a portion of the existing sidewalks (light poles, benches, fire hydrants, etc.), but we found adequate clearance to go around them. There are also a few drains and downspouts that direct runoff across or under the sidewalk that should be considered when making any future improvements to the sidewalks.

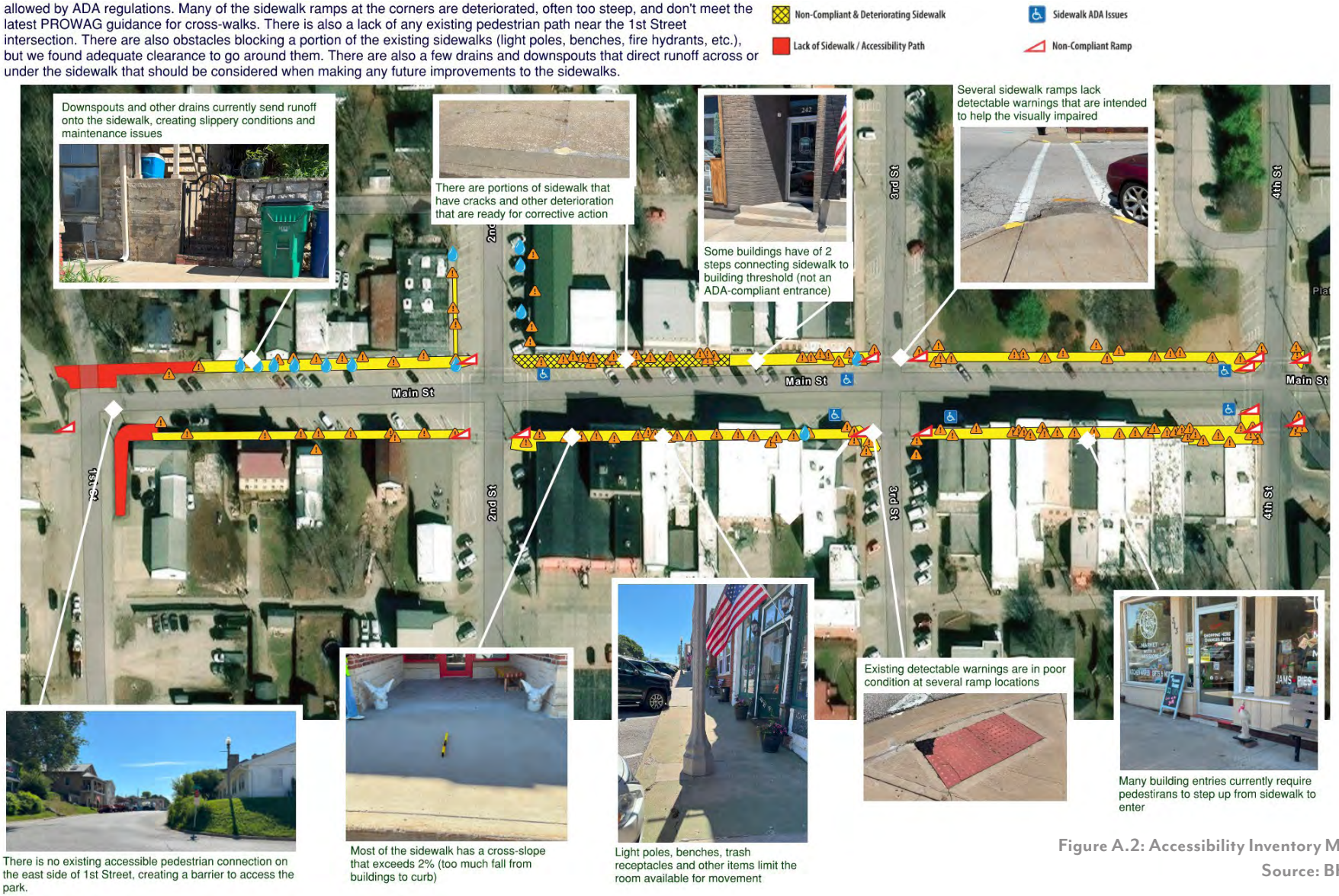
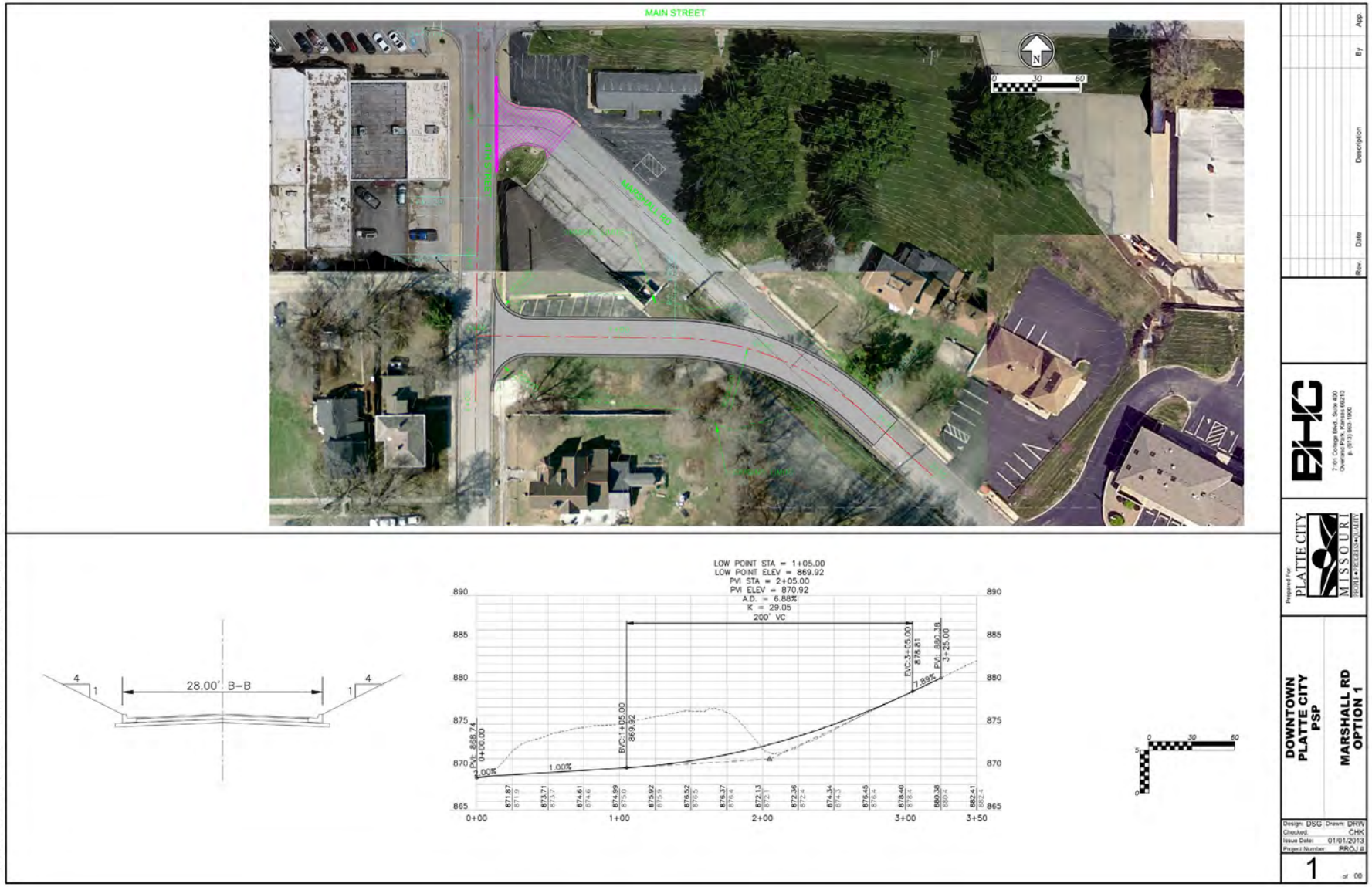


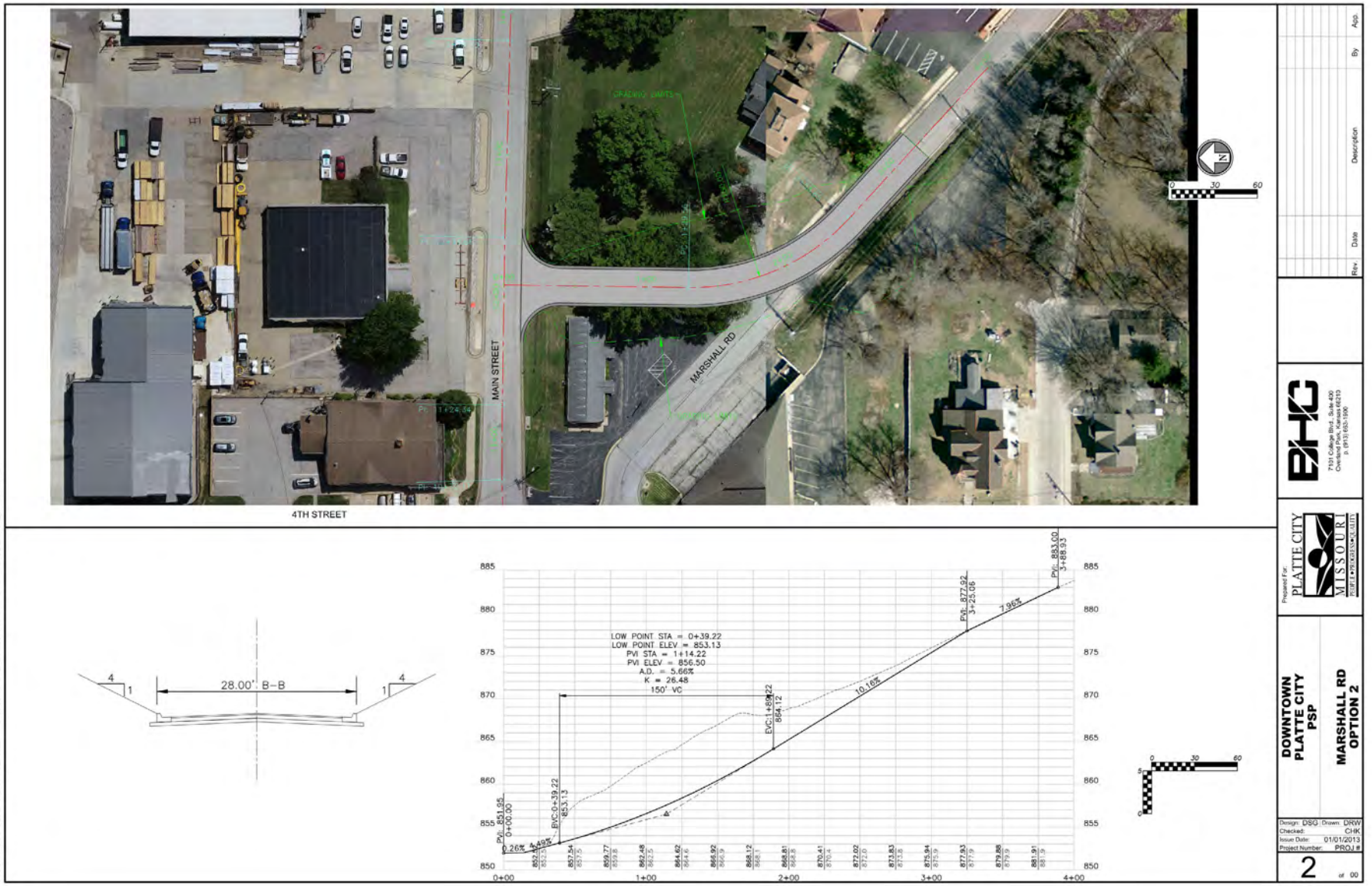
Figure A.2: Accessibility Inventory Map
Source: BHC

Figure A.15: Marshall Road Realignment Scenario 1



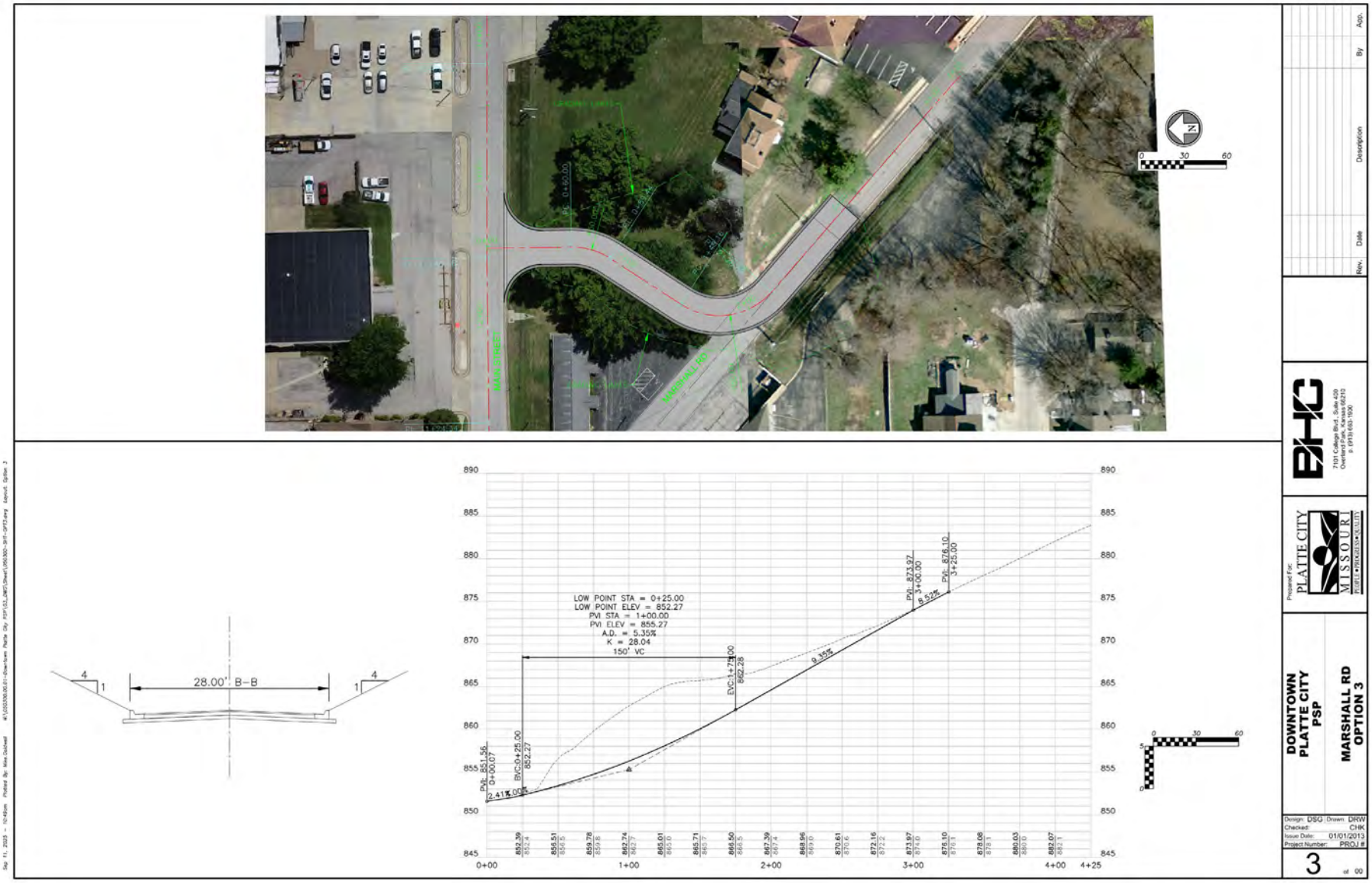
Source: BHC

Figure A.16: Marshall Road Realignment Scenario 2



Source: BHC

Figure A.17: Marshall Road Realignment Scenario 3



Source: BHC