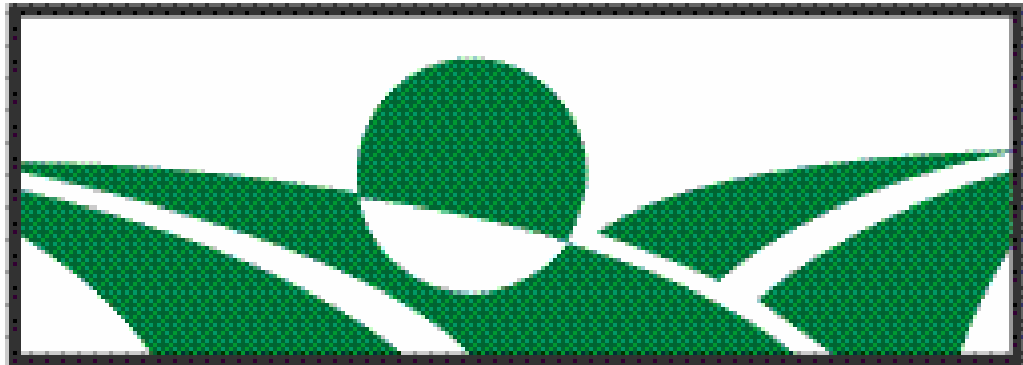


PLATTE CITY



MISSOURI

PEOPLE • PROGRESS • QUALITY

Comprehensive Plan

Prepared By
Planning and Zoning
Commission

Two Thousand and Six

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City Clerk Ms. Tanya Bates

The project was funded by the City of Platte City, Missouri.

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CITY OF PLATTE CITY MISSOURI**

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The project was funded by the City of Platte City, Missouri.

CHAPTER 1 GENERAL INFORMATION

A. General Features

1. *Geographic Location*

Platte City, in central Platte County, is located five miles east of the Missouri - Kansas border and approximately 220 miles south and west of the geographical center of the United States. The major highway route through the City is Interstate 29 which begins in Kansas City and runs North through St. Joseph Missouri and continues north into Iowa, Nebraska, South Dakota and North Dakota to the Canadian border. The Interstate runs through the center of the current corporate area of the City. Interstate 29 links the City closely with Interstate 435 running North and South along the western limits of the Kansas City metroplex intersecting Interstate 70 which runs East and West. Interstate 29 also links to Interstate 435 just south of Platte City where it turns east toward Interstate 35 which runs north to Iowa and south to Kansas. Platte City is also strategically located along Missouri Highway 92, which runs east and west through town. The boundary of the Kansas City International Airport is only two miles away to the Southeast. Platte City has excellent access to major overland and air travel routes and is located in the hub of the United States.

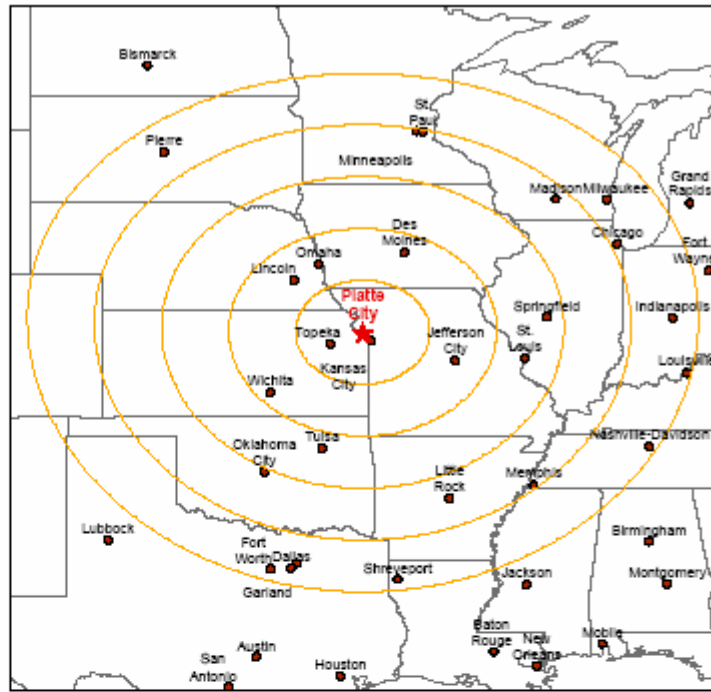
2. *Vicinity*

Sitting on Interstate 29, one of the most important North-South arteries in Metropolitan Kansas City, Platte City has a unique opportunity for growth. Kansas City International Airport has yet to realize the potential for which it was designed. Residential, industrial and commercial areas abound in the vicinity and land prices have begun to reach levels comparable to those in the south and west areas of the metroplex. In the past three years development in the KCI corridor has been significant. Other communities do not yet surround Platte City and therefore annexation is still an economic and physical possibility, which offers growth potential and can be controlled and guided by the community.

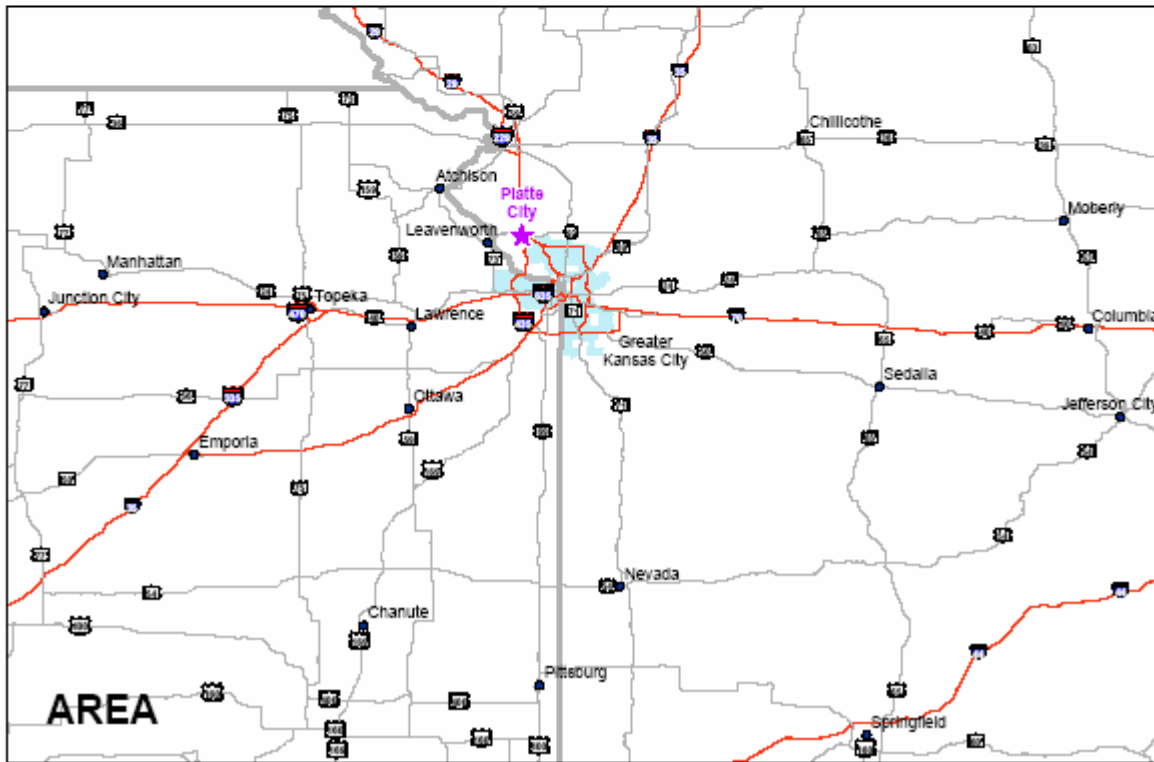
3. *Topography*

Platte City is located, for the most part, on rolling land with some steeper slopes on the West and Northwest near the Platte River. The rolling land is ideally suited for residential development of all types, especially when planning and future land development are coordinated in such a way as to make the overall City a unified urban area and still retain the values of a suburban community. The limited amount of level areas offer adaptability to large playing fields, industrial complexes and commercial developments. Areas of steeper slopes and heavily wooded areas can only be feasibly developed if used for residential or limited commercial purposes, however, when combined with parks and green spaces; they can be fully utilized and become an asset to the community.

Geographic Location



REGION



AREA

4. History of Platte City

Zadock Martin and his sons built a dam on the Platte River, at the fall of the Platte, in 1838. Nearby was the village of Martinsville settled a few years earlier and by 1837, it had a population of 200 persons. In 1838, the Martins built a grist mill at the fall. Paxton's Annals records "in the spring of 1840, Martinsville moved "bodily" over into Platte City".

The Platte County Court approved this site as the location of the County Seat on December 4, 1839, due to its central location and officially named the site Platte City. The development and first sale of lots began in early 1840. Improvements and construction were rapid; within a few months, there were six stores and 400 inhabitants. Many trades and professions were represented.

Platte City was incorporated as a city in September 1843. The first trustees were W.C. Remington, Phil Lutes, John S. Porter, John Edwards and W.E. Black.

A charter was obtained from the Legislature in 1845 for Platte City; Main Street was graded and sidewalks laid.

The first doctor to locate in Platte City was Dr. Fredrick Marshall.

Church services of the various and existing denominations were held in homes, log cabins, barns, etc., until late 1842. The first Court House was completed and opened for use in December 1842 and the upper floor was seated by subscriptions and all denominations held services there until building and/or organizing privately.

The first church was Methodist, 1848; followed by the Baptist, in 1850; the Christian, in 1855; and the Catholic, in 1870. The Presbyterian had organized in 1843 and shared the Methodist Church Building for services.

Colonel Morgan's Union Squad burned Platte City in December 1861. Buildings destroyed included the Court House; which was relocated and rebuilt in 1867 in the location it occupies today.

Two colleges were founded in Platte City. The Male Academy founded in 1851 was burned by federal orders in 1864. Professor Todd's Academy for Girls was founded in 1857. It continued in operation until it closed in 1908. The Academy for Girls had, during its regime also been known as the Platte City Female Academy, Daughters College and Gaylord Institute.

The first public school building was erected in Platte City in 1868.

The first telephone was connected in 1883 - a connection with Weston. The local exchange was first established in 1897; the first electric lights were installed in 1909; and the waterworks and sewage systems in the early 1930's.

The first daily mail service was established in 1870 and statistics indicate that news from Washington D.C. was available within seven or eight days, compared with twenty days in 1843.

Platte City became a fourth Class City in 1882 and elected as its first Mayor John L. Carmack. The population was 411 in 1850; 670 in 1880; 706 in 1890.

B. Economic Characteristics

1. Introduction

One of the key elements in any community study is the economic characteristics. The study of past and present economic trends is a vital step in the assessment of the economic performance of Platte City and its overall economic outlook.

The major elements in analyzing the economic conditions of a community are: Employment and Labor Force, Retail Sales, Income and Property Values.

2. Employment and Labor Force

The 2000 U.S. Census showed 2,844 persons in Platte City were employed. This was a 111% increase over the 1990 Census data (1,344). Some of the major employers located in Platte City, Missouri, include:

Employer	Product/Service	Number of Employees
Platte County R-III School District	Education	464
Platte County Government	County Government	303
Platte Valley Bank	Financial	155
Platte County Community Center	Fitness & Recreation	100
Rancho Grande	Restaurant	58
McDonald's	Restaurant	52
Hillview Nursing Center	Elderly Care	50
Leo's Country Mart Grocery	Groceries	45
Cash Saver	Groceries	37
Platte County Health Dept.	County Government	36
Thoroughbread Ford	Auto Sales	35
City of Platte City	City Government	34

As reflected in the chart above employment in Platte City is concentrated in the service industry and government industry. Education and food service are primary employers with in these two categories.

The following table illustrates the employment totals for Platte County according to work classification:

Employment by Industry - Platte County

Industry	1990	1995	2000	2001	2002	2003
Farm Employment	934	848	844	897	902	880
Utilities				181	187	177
Construction	1,496	2,051	2,280	2,372	2,252	2,216
Manufacturing	1,609	2,173	2,630	2,581	2,811	2,825
Wholesale trade	1,473	1,778	2,579	1,895	1,770	1,822
Retail trade	3,894	4,896	6,027	3,687	3,881	4,037
Transportation and warehousing	10,231	8,315	9,269	6,359	6,003	5,681
Information				763	777	750
Finance and insurance	1,543	2,559	3,121	1,659	1,528	1,447
Services	7,868	10,936	13,106			
Real estate and rental and leasing				2,306	2,453	2,711
Professional and technical services				2,076	2,004	1,971
Management of companies and enterprises				2,214	1,292	912
Administrative and waste services				2,715	2,883	5,936
Educational services				699	692	716
Health care and social assistance				2,382	2,459	2,458
Arts, entertainment, and recreation				2,515	2,463	1,596
Accommodation and food services				3,965	4,084	4,187
Other services, except public administration				2,162	2,256	2,400
Subtotal Services	7,868	10,936	13,106	21,034	20,586	22,887
Government and government enterprises	2,723	2,985	3,586	3,584	3,716	3,662
Federal, civilian	618	364	381	338	349	267
Military	337	338	293	307	308	316
State and local	1,768	2,283	2,912	2,939	3,059	3,079
State government	125	119	142	109	100	107
Local government	1,643	2,164	2,770	2,830	2,959	2,972
Total full-time and part-time employment	44,130	52,745	44,144	45,214	44,615	46,573

A change in the format of this data makes it difficult to identify trends but a couple of observations can be made; Platte County, like Platte City, is a service center. Service industry categories (Food, Lodging, Retail, Other) have seen a steady increase from 2001 to 2003. The decline in the transportation industry number is a reflection of the loss of TWA as a major employer in the region. Even though the loss of TWA is a set back to this employment category KCI's position as a distribution hub for goods as well as people continues to gain strength.

3. *Income and Property Values*

Household and family incomes are important elements in establishing the buying power in a community. The 2000 U.S. Census Report indicates the following household income for Platte City, Platte County, and Missouri.

	<u>Per Capita</u>	<u>Median Family</u>
Platte City	\$20,288	\$52,548
Platte County	26,356	65,236
State of Missouri	19,936	46,044

Per Capita and Median Family income for both Platte City and Platte County exceed the state measure. This indicates a financially healthy citizenry. The fact that Platte County's personal income statistics are higher than those of Platte City is a change from past census results. This is an indication that Platte County's population is becoming more affluent than Platte City's population which is directly related to Platte City's high percentage of renter occupied living units (48%). A significant unincorporated population base exists just to the south of Platte City, this helps to generate economic activity taxes (sales taxes and franchise fees) collected by the City. An evaluation of retail sales is reflected in the following section.

Another means of analyzing the economic condition of a community is the value of personal property. This gives an indication of income available by households to purchase such items as vehicles, boats, airplanes, etc. The personal property values in Platte City have increased approximately 58 percent, from \$6,331,573 in the 1999 assessment year to \$10,007,159, in 2005 assessment year (an average of 9% per year). This shows a significant increase in purchasing power in the community.

Related to personal property values are real property values. The following table lists real property values for Platte City and the annual percent increase.

Real Property Values: Platte City, Missouri

Assessment Year	Assessed Value	Percent Change
1998	23,942,030	
1999	30,490,915	27%
2000	33,584,001	10%
2001	36,867,225	10%
2002	40,685,949	10%
2003	45,425,711	12%
2004	47,703,971	5%
2005	49,594,388	4%

Increases in property value in the last seven years have been significant due to timely reassessments, annexation of large tracts of ground and primarily due to new construction. It is anticipated that development will continue to feed property value increases at rates similar to the past two years for a period of five

to ten years based on the amount of undeveloped land available in the City at this time.

4. *Retail Sales Receipts*

Sales tax revenues collected over the past 60 months indicate a steady and strong increase of sales, in Platte City. In the fiscal year 1999, Platte City saw gross sales subject to tax equal \$45.5 million. By the end of fiscal year 2005 that number had grown to \$67.6 million, an average annual increase of over 6%. These figures serve to generate tax revenue for the City by way of a one-cent general levy used to reduce property taxes, a one-half cent levy used to support capital improvements and service debt, and a one-half cent levy used to support parks and recreation activities. An addition three-eighths of a cent levy will begin being collected in 2006 to further support street related improvements.

5. *Summary*

The primary employment category for Platte City, Services, is no surprise with the central business district populated by many businesses secondary to county court services as well as a convenient commercial area in the southern portion of the community. With the Kansas City International Airport only minutes from Platte City the second highest employer is transportation. The retail trades will likely keep pace with the growth of services as new shops open to provide goods to the community's expanding population. These three classifications of employment will most likely remain the strongest employers in Platte City for years to come.

The trends reflected in the median family income data, assessed property value information, gross sales subject to tax figures, and employment numbers are positive. Platte City is fortunate to be experiencing growth in all of these measures. The purpose behind developing and revisiting a comprehensive plan is to bring such trends to light and implement policy that encourages continued positive trends.

C. Population Characteristics

1. *Introduction*

The City is composed of a variety of elements; the most important of which is the people. The importance of knowing and understanding the composition and characteristics of Platte City people cannot be over emphasized. The analysis of population size and distribution provides the city with a means of gauging the future growth potential **within the Platte City planning area**. The results of population forecasts provide the basic guidance in determining the amount of land needed for various residential land uses and assists in projecting other land use needs.

2. *Existing Trends and Age Group Comparisons*

Records of early years of Platte City show a population of 615 persons in the year 1940. In 1950, the U.S. Census Bureau showed a population count of 742 persons. The largest increase of population, 60 percent, occurred in Platte City between 1950 and 1960 with a population of 1,188 people by the end of 1960. From 1970 to 1980, Platte City experienced the smallest population increase, 18 percent, with a 1980 total of 2,120 people. As a means of analyzing the population trend in Platte City, a comparison was made to Platte County population for the same period of time. The following chart illustrates the population trends for Platte City and Platte County from 1940 to 2005.

Population Growth Trends: 1940 - 2005

Year	Platte City	Change	Platte County	Change
1940	615	-	13,862	-
1950	742	21%	14,973	8%
1960	1,188	60%	23,350	56%
1970	1,792	51%	32,081	37%
1980	2,120	18%	46,341	44%
1990	2,947	39%	57,867	24%
2000	3,866	31%	73,781	27%
2005*	5,204	34%	82,310	11%

Source: U.S. Census Bureau
 * Estimated by Platte City and Platte County EDC

Both Platte City and Platte County show a steady pace of growth over the 65 year period. The annual rate of growth has tended to be between 2% and 3%, a level which keeps pace with inflation and is manageable.

The following chart illustrates the age group comparisons for 2000.

Population Distribution by Age (2000 Census)

Age	Platte City	Platte County	State of Missouri
Under 5	8%	7%	7%
5-9 years	8%	7%	7%
10-14 years	7%	7%	7%
15-19 years	7%	7%	7%
20-24 years	7%	6%	7%
25-34 years	17%	14%	13%
35-44 years	18%	18%	16%
45-54 years	13%	15%	13%
55-59 years	4%	6%	5%
60-64 years	3%	4%	4%
65-74 years	4%	5%	7%
75-84 years	4%	3%	5%
85 and over	2%	1%	2%
Total	3,866	73,781	5,595,211
Median Age	33.1	35.9	36.1

Although the age difference is modest, the table indicates a younger population for Platte City and Platte County compared to the State.

3. Population Projections

Population projections are based on past trends, births, deaths and net migration. Net migration is the difference in people moving into and out of Platte City. Using percentages of increase in population, we are able to substantiate population projections established by the Mid-America Regional Council. The following chart illustrates the past, present and projected population for Platte City and Platte County

A 3% annual growth rate is projected for Platte City during the years 2006 through 2010. 3% is also estimated for 2011 to 2030. The same 3% is used in estimating Platte County’s population for the same periods listed above. The 2005 estimates are based upon current occupancy data available to Plate City and the Mid America Regional Council.

Population History and Projections

	Census 2000	2005	2010	2015	2020	2025	2030
Platte County	73,781	82,310	95,420	110,618	128,236	148,661	172,339
Platte City	3,866	5,204	6,033	6,994	8,108	9,399	10,896

4. Housing

According to the U.S. Census Report in 1980 there were a total of 868 housing units. The 1990 Census indicated 1,277 housing units and the 2000 Census indicated 1,554 units. As part of the up date to the Comprehensive plan a housing unit count was conducted. As of November 2005, there are 2,367 housing units in the incorporated limits of Platte City. Of those units, 1,128 units (48%) are single family residences, 756 are multi-family dwelling units (32%), 209 are duplex units (13 %), and 174 are elderly care units (7 %).

With a population of 2,120 persons in 1980 and a total of 868 housing units, the average person per dwelling unit was 2.44. The 1990 census information (2,947 persons and 1,277 housing units) equates to 2.30 persons per dwelling. The 2000 Census information (3,866 persons and 1,554 housing units) equates to 2.48 persons per dwelling. Staff’s population estimate for 2005 (5,204 persons) divided by current dwelling unit counts (2,367) results in a person per dwelling unit figure of 2.19. The decline in persons per dwelling unit between 2000 and 2005 is due to an increase in the percent of vacancies with in the multifamily dwelling units. This is attributed to an extended period of lower mortgage rates, which has drawn many would be renters into the home owner market.

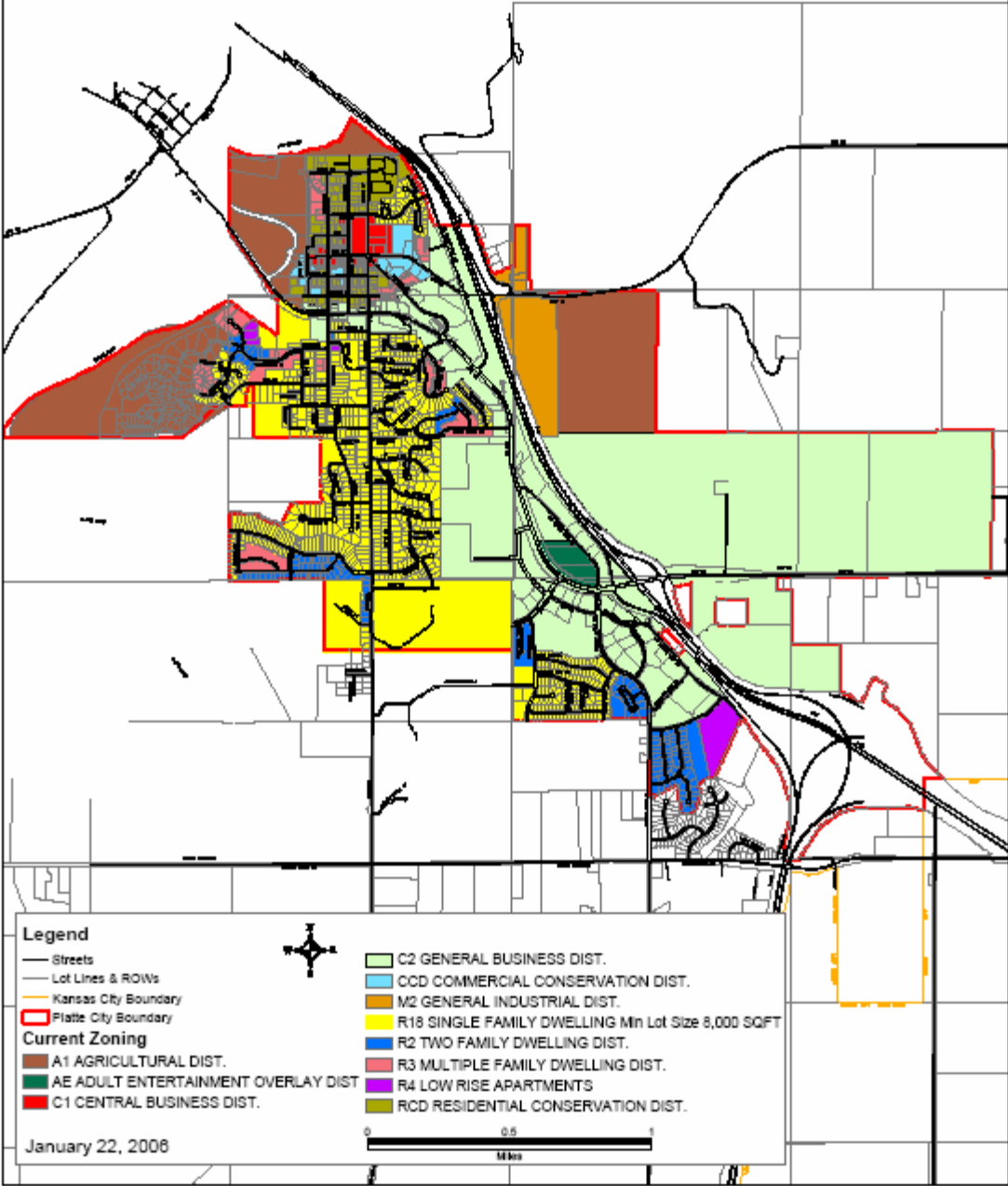
D. Current Zoning and Land Use

1. Introduction

The existing land use is a vital element in the preparation of the Platte City Comprehensive Plan. Due to efforts by the City in 1998 to establish zoning for property on a city wide basis which reflects the actual use of that property the Platte City Zoning Map is an accurate depiction of existing land use. Existing land use is a planning term referring to present development and activities occupying the land in the Platte City planning area. Inventoried on a city-wide basis, the existing land use indicates the type and geographical pattern of each of the various uses, which are presently occurring in Platte City. Summarized graphically in maps and charts, the analysis of existing land use patterns provides insights into current development in the Platte City planning area.

<i>Zoning & Use</i>	<i>2005</i>		<i>1999</i>		<i>1991</i>	
	<i>Acres</i>	<i>Percent</i>	<i>Acres</i>	<i>Percent</i>	<i>Acres</i>	<i>Percent</i>
Agricultural	306.66	13.4%	311.37	15.1%	NA	NA
Residential	734.43	32.1%	731.87	35.4%	278.40	20.0%
Single Family	568.62	24.8%	565.66	27.4%	230.70	16.6%
<i>R1-8</i>	506.88	22.1%	503.70	24.4%	230.70	16.6%
<i>R1-16</i>	0.00	0.0%	0.00	0.0%	0.00	0.0%
<i>R1-40</i>	0.00	0.0%	0.00	0.0%	0.00	0.0%
<i>RCD</i>	61.74	2.7%	61.96	3.0%	0.00	0.0%
Two-family	84.07	3.7%	87.22	4.2%	5.50	.4%
Multi-family	81.74	3.6%	78.99	3.8%	42.20	3.0%
<i>R-3</i>	62.89	2.7%	60.14	2.9%	NA	NA
<i>R-4</i>	18.85	0.9%	18.85	0.9%	NA	NA
Commercial	964.83	42.2%	967.31	46.8%	75.80	5.4%
C-1	23.65	1.0%	23.43	1.1%	NA	NA
C-2	919.59	40.2%	919.20	44.5%	NA	NA
CCD	21.59	1.0%	24.68	1.2%	NA	NA
Industrial	58.83	2.6%	56.01	2.7%	3.50	.3%
M-1	0.00	0.0%	0.00	0.0%	NA	NA
M-2	58.83	2.6%	56.01	2.7%	NA	NA
Un-Zoned Area	223.98	9.8%	0.00	0.0%	0.00	0.0%
Total	2,288.73	100%	2,066.55	100.0%		
<i>Other Land Use Categories</i>						
Public	213.53	9.3%	148.40	7.2%	79.40	5.7%
Semi-Public	21.77	1.0%	22.70	1.1%	NA	NA
Parks	108.21	4.7%	97.57	4.7%	67.30	4.9%
Right of Way	473.02	20.7%	309.98	15.0%	204.80	14.8%
Undeveloped	770.88	33.7%	788.60	38.1%	677.90	51.1%

Platte City Current Zoning



2. *Agricultural Land Use*

Agricultural zoning is generally used as a holding zone for property awaiting development and therefore is an indicator of land available for development. The period of 1999 to 2005 showed little change in the amount of Agricultural zoned ground, which would indicate a reserve of developable land exists.

3. *Residential Land Use*

Single family residential; is the largest of the residential categories in Platte City, occupying 568 acres or 24.8% of the land in the city. This represents a slight increase in total acres from 1999 to 2005 but is a decline in percentage of land area. The old housing stock in the City has maintained a competitive market price position with the new housing stock. 43% of the owner occupied housing market lies in the \$100,000 to \$150,000 price bracket with a median value of \$111,500 according to the 2000 Census.

Single family development within the city boundary has been concentrated in the southern and central parts of the city. Single family developments outside the city limits and within the study area has been focused to the south with a significant population now established. No residential building lots are presently available inside of the City.

In 1999 the City adopted new single family (R1-8, R1-16, R1-40 and RCD) zoning districts. These allow for a variety of single family lot sizes and setbacks. The districts were derived to accommodate re-development in the original plat of the City and provide comparable lot sizes to areas developed in the unincorporated land surrounding Platte City.

In 1992 5.5 acres or .4% of the city was occupied by two-family (R-2) development. That area grew to 87.22 acres by 1999 and presently the City has 84.07 acres of R-2 zoning, which is 3.7% of total land area. The two-family residential areas are generally located between single family and multi family areas and act as a zone of transition from low to high-density residential areas.

In 1992 multi family (R3 and R4) developments made up 3% (or 42.2 acres) of the City. By 1999 that area had grown to 78.99 acres and amounted to 3.8% of the total land area. Presently multifamily development occupies 81.74 acres or 3.6% of land area. The ratio of multifamily to single family land area has remained fairly consistent from 1992 to present. The nearly all the high density residential has been developed in apartment complexes versus condominium associations. About one third of the 756 multifamily units in Platte City have been constructed in the last five years and very few are older homes which have been converted to multi-family uses.

4. *Commercial Land Use*

Commercial properties occupied 5.4% (75.8 acres) of land in 1992. Commercially zoned land totaled 967.31 acres or 46.8% of total land area in 1999. Presently 964 acres or 42.2% of total land area is zoned commercially.

This is a significant portion of the City's land area, with more seven hundred acres of commercially zoned property remaining undeveloped.

The Central Business District has been concentrated to areas on Main Street and around the Court House. A new zoning district (Commercial Conservation) was added in 1999, which is concentrated in the original part of town that is near the Central Business District. These two commercial districts occupy a very small portion of land (roughly 2%) compared to the 919 acres of C-2 zoned property.

Commercial land uses lie either in or near the central business district or along Missouri Highway 92 running west to east through the City or along Interstate 29 running north and south through the City. Platte City has done an outstanding job of utilizing highly visible and accessible land for commercial development, combining both office and retail development in a manner which is complementary.

5. *Industrial Land Use*

Platte City has very little industrial zoned land, approximately 3.5 acres were available in 1992 and only 59 acres is available now. This is a reflection of the weak demand for industrial property in the area. Platte City's rolling topography and proximity to the KCI industrial corridor are two contributing factors to the lack of suitable ground and historically modest interest in industrial development.

It is the intent of the City to encourage industry, which supports businesses operating in the KCI corridor in areas suited to their nature.

6. *Public Land Use*

A large percentage of the land in Platte City is occupied by public uses. Approximately 213.5 acres or 9.3% of land is public. Public land uses are those properties occupied by educational facilities, libraries, county buildings, state facilities, utilities, municipal buildings such as city hall and water and sewage treatment plants, or public safety buildings such as police and fire. The amount of public ground has continued to grow with new schools, new county facilities, and additional City facilities along with a new library all being added during the period of 1992 to 2005. .

Platte City, as the seat of County Government, has several County buildings and other county related facilities within the City which tend to raise the amount of public use beyond the normal for a city the size of Platte City.

7. *Semi-Public Land Use*

Semi-public land uses are those properties occupied by churches, museums, civic organizations and cemeteries. Little change has occurred in this category over the past 13 years.

8. *Park Lands*

Little planning for parks took place in early American cities. Areas of grass, shrubs, flowers and birds were rarely provided for. Locations that were established can often be traced to a gift provided by a local philanthropist. Swope Park and Loose Park in Kansas City, Krug Park and Noyes Park in St. Joseph are examples of this type of philanthropic gift. Today, few persons are willing to leave large tracts of land to communities for park purposes. Many communities have been forced to develop parks miles beyond their corporate limits. Where this is the case, inconvenience and traffic hazards diminish the park's appeal. Persons of low or moderate income are further removed from these areas due to limited access to transportation

a. *Benefits*

The physical and mental well being of all of us derives great benefit from recreation, be it reading or playing catch. Parks serve a three-fold purpose. They provide facilities for outdoor recreation; they enable historic and scenic values in the community to be preserved; and they permit property poorly adapted for other purposes, by virtue of steep slopes or poor drainage, to be protected from a harmful private use and to bring the best and highest use to the property. In Platte City the provision for outdoor recreation is the prime benefit of parks and the secondary benefit is to bring to the property the highest and best use.

b. *Society Changes Affecting Needs*

The public responsibility for providing park and recreation facilities and for protecting scenic areas has been generally accepted. A technological advance, with the shortened workweek in the last fifty years, has created more leisure time for the whole family. With this increase in leisure time, there has been a growing interest in all types of recreation. There has been a significant increase just in the last decade of the number of youngsters playing outdoor sports such as soccer and baseball. The primary objective of planning for parks and recreation is to provide a workable balance of facilities to serve all age groups efficiently and conveniently. Park and recreational facilities are an essential community element considered in the location of new commerce and industry within the City.

c. *Existing Parks*

Platte City presently has six public parks consisting of approximately 91 acres inside the City and 211 acres outside the City. These parks are;

1. J.W. Lewis Park, a 2.2 acre community park occupied by an outdoor swimming pool on Fourth Street north of Main.
2. Ferrel Park, 4.8 acre community park located at Fourth Street and Highway 92 occupied by two ball diamonds.
3. Spring Street Park, a 1.5 acre neighborhood park at Spring and Second Street.

4. Platte Valley Park, a 2.2 acre neighborhood park at the southwest corner of the Platte Valley Plaza development. An additional 5.2 acres of park land is adjacent to this park in the County.
5. Riverview Park, an 80.8 acre community park on the west side of the city adjacent to the Platte River and occupied by soccer fields and walking trails.
6. Platte Ridge Park, a 211 acre regional park owned by Platte County, developed in concert with Platte County and Platte City, is currently occupied by soccer facilities, walking trails, picnic areas, and ball diamonds.

In addition to the parks listed above Platte City enjoys convenient access to the following County and State parks:

1. Shiloh Springs Golf Course lies to the east of town on 120 acres.
2. Humphry's Access, is a 6 acre Missouri Department of Conservation river access point located just south of the City.
3. Platte Falls Wildlife Area, a 2,575 acre Wildlife Area managed by the Missouri Department of Conservation is located just east of the City.

These existing parks and recreation facilities have a definite impact on both the social and economic well being of the City. It is a well-known fact that industry and commerce look at the public facilities of a community prior to locating any facility in that community.

Providing adequate parks and amenities has been a challenge that Platte City and Platte County has risen to during the past ten years. The accomplishments achieved during this period of time have helped the City prosper and grow.

Language has been added to the City subdivision regulations, which requires land or payment in lieu of land to be dedicated with approval of final plats. The Platte Valley Park is the first park land dedication resulting from the new language.

9. *Street Right of Way*

Streets represented 204.8 acres or 15% of all land in Platte City in 1991. In 2005 right of way accounts for 473 acres or 21% of all land. The streets in Platte City vary greatly in right-of-way width, from 40 feet to 110 feet. The most common width of right-of-way for local streets is 50 foot, while arterial streets are 80-foot right-of-ways. Interstate 29 has an average width of right-of way of 500 feet through the corporate limits of Platte City. Since 1999 the City has annexed right of way along HH Highway and 92 Highway east of Interstate 29 as well as the I-435 and I-29 interchange. This is the reason for the significant increase in right of way between 1999 and 2005.

10. Undeveloped Land

Undeveloped land accounts for approximately 34% of the total land in Platte City, amounting to 771 acres. Property included in this category is either not platted or lies in the 100 year flood plain of the Platte River. The trend has been a declining percentage of undeveloped land which is an indication that Platte City is not adding additional undeveloped land to its corporate limits at the pace the land inside the City is developing.

E. General Development Trends

In comparing the current land uses with land uses identified, in the 1992 and 1999 comprehensive plans, it becomes apparent that the development trend for residential uses has been toward the south, due to the area having access to sewer and water service. Commercial development continues to occur along the west side of Interstate 29 and is now beginning along the west side of Interstate 435 due to the significant population having been established between 120th Street and 136th Street. Though the City has expanded its corporate limits to the east a significant distance no development has yet occurred. Another trend that has occurred over the past six years has been a lack of land being voluntarily annexed into the city and a lack of new final plats for residential uses being filled. Presently no residential building lots are available in the City. Further no indication that additional plats for residential lots are being contemplated.

A substantial increase in the amount of commercially zoned land occurred in the five year period preceding 1999. This was due to voluntary annexation of large tracts of ground east of Interstate 29 being zoned commercial. In 1992 the ratio of residential to commercial land was 4 to 1. By 1999 the ratio was less than 1 to 1.

1. Residential Trends

The residential construction occurring in the southern part of the city reached completion in 2005, nine years from the date the first final plat was approved. Two other residential developments in this same area were platted in 1999 and build out was complete by 2004. The future direction of residential development will depend upon the City's approach to annexation of land south of the City that is currently experiencing significant residential development. More than six thousand single family units are planned for the area south of Platte City extending to 120th Street, which is within the boundary of the City's Future Land Use Map. Residential development in these areas has already occurred in the way of 1 to 5 acre farmettes and dense municipal style subdivisions. Unincorporated residential sprawl has been fueled by the availability of water and sanitary sewer to the area. This now serves as a barrier to the City's continued growth.

2. Commercial Trends

The most recent trend of commercial development has been along Missouri Highway 92 from its interchange with Interstate 29 in the southeast corner of the

city to the central business district in the central part of the city. The realignment of Missouri Highway 92 paralleling Interstate 29 has encouraged this commercial development. This has improved both the access to the community and provided accessibility to prime commercial property. It has also created traffic congestion along the two-lane section of this corridor. This has led to signalization and turn lane improvements along this corridor.

The commercial trend will most likely continue along the Highway 92 corridor to the east of Interstate 29 as well as along the Interstate 29 corridor. Running Horse Road has also served to feed commercial development as has Main Street.

3. *Industrial Trends*

With no industrial development in Platte City there is no trend; however, it is the intent of the City to encourage industrial development in the community where suitable.

F. Condition of Buildings in Original Plat of City

As part of this study, a sidewalk survey of the condition of each structure within the original part of the City was conducted. The structures were classified as Good, Fair or Poor. Structures classified as poor appeared to have some major structural deterioration and structures classified as fair appeared to need minor repairs. Most of the properties (364) were classified as “Good”. Of the approximately 450 properties in this area 60 were classified as “Fair” and 30 were classified as “Poor”. Of the 61 properties categorized as commercial uses, approximately a third were described as “Fair” (17) or “Poor” (4) and the remaining 40 were described as “Good”.

Properties identified as poor equate to 6.6% of properties in the area and fair properties make up 13.3%. These percentages reflect a reduction from the 1999 comprehensive plan. This is an indication that properties in the older part of town as well as throughout the City are experiencing reinvestment. This trend has been encouraged by the City through a street improvement program that began in 1998. At the end of 2007 the City will have completed reconstruction of all streets that were not originally built to a modern standard (curb and gutter, storm sewers, modern widths, and full depth pavement).

G. Building Use in Original Plat of City

As part of this study, a survey of use for each structure within the original plat of the City was conducted. Use was classified in one of six categories. The following map lists those categories and identifies the current use of each property. A significant portion of this area continues to be used as single family residences. Also apparent is the prominence of public/semi-public uses of buildings in the area.





CHAPTER 2 COMMUNITY INPUT

A. Focus Session and Policy Planning Workshop

The City of Platte City Comprehensive Plan Update Project was initiated during the winter of 2006 in a multi-step process. City staff updated demographic, economic and zoning/use data in the plan with the most current information. The review process followed the same procedure employed in 1999, with staff providing support and guidance to Planning Commissioners as well as the participating public during the process.

The planning process included two public meetings. A “Focus Session” to identify the most critical issues facing Platte City in the coming years; and a “Policy Planning Workshop” to address the identified issues.

1. **Focus Session.** A “Focus Session” was held on February 7, 2006 at the Platte City Hall. The purpose of the Focus Session was to provide an opportunity for residents and business owners of Platte City to identify issues that are critical to the future of the community in the next twenty years. The Focus Session was open to the public and approximately 11 members of the community participated.

The method for issue identification used at the Focus Session was a structured idea sharing process. The three “Main Topics” identified during the 1999 comprehensive plan update were used to categorize the “Critical Issues” identified by participants. The “Main Topics” and their “Critical Issues” were discussed as presented and are listed below.

- a. *Future Land Use:* issues relating to the location, type and quantity of land uses as Platte City grows.
 1. Annexation- strategic planning, education, timeline, procedural requirements
 2. Street Layout & Traffic Control Planning- comprehensive system layout, improvements provided by developer to existing roads based upon impact, see the big picture in order to afford land to reach it’s highest and best use
 3. Development procedures and standards should be modern and reflect the quality of life expected by our residents.
 4. Preserve Green space and provide Parks- natural water courses and old growth trees should be protected and incorporated in land planning; parks should be planned for and developed on a comprehensive fashion.
 5. Land uses that are incompatible should be avoided as the City continues to develop. Regulations for areas already developed where uses conflict should serve to minimize the potential for conflicts.
- b. *Economic Development* to discuss issues relating to business and industrial growth in Platte City and the surrounding region.

1. Attain a Variety of Land Uses- seek variety in land use for living, working, playing and socializing opportunities, a variety of business uses also promotes financial stability within a community
 2. Use Development Incentives- where appropriate, employ the use of development incentives available to the City
 3. Ensure Availability of Utilities- plan for utility layout and capacity necessary to support the variety and quantity of land uses anticipated.
 4. Promote Investment in the Central Business District- sustaining a vibrant central business district is key to balancing economic development interests with those in a community
 5. Capitalize on position as County Seat- use this aspect to promote the community as the place of importance in the county, a place of stability and a good investment
- c. *Quality of Life* to discuss general and specific issues that influence the public and private lives of residents to make Platte City a better place to live and work.
1. Sustain the High Quality of Life We Enjoy- don't be afraid to raise the standard or challenge the status quo
 2. Community Events- expand the number of community events to provide more social opportunities, encourage neighborhoods to host events, opportunities for more people to be involved in planning and managing events, opportunities for Platte City to market itself to visitors
 3. Manage Traffic Flow and Congestion- the quality of life we enjoy is impacted by our ability to travel to home, work, school and to carry out business, how well traffic congestion is managed is a significant factor in determining a person's quality of life
 4. Provide Green Space, Parks and Recreation Facilities- the community should provide a variety of leisure and recreation opportunities through green space preservation, park land dedication and facility development.

2. ***Policy Planning Workshop.*** A "Policy Planning Workshop" was conducted on March 7, 2006. Platte City residents and Planning Commissioners discussed the "Critical Issues" and compared those they identified with those identified in the 1999 update process. Modifications were made to their list where it was deemed appropriate. They also modified and provided updates to the "policies" and "action steps" of the 1999 plan. The following is a synthesis of the key issues identified and the action steps from the Policy Planning Workshop. Policy statements and action steps are summarized in three public policy categories: Economic Development, Future Land Use, and Quality of Life.

a. *Future Land Use Issues and Our Community*

1. Annexation- steps that should be addressed as the City plans for expansion:
 - Expand the corporate limits to the north along the Platte River, including Exit 20 for I-29 just east of Tracy.

- Expand the corporate limits east to Bethel Road and I-435.
- Expand the corporate limits west to the Platte River.
- Expand the corporate limits south to 120th Street.
- Involuntary annexation should be pursued in expanding the corporate limits; areas already developed should be secondary in that pursuit.
- Expansion should provide for development as a full-service community with a healthy balance of industrial, commercial and residential uses.
- Coordinate with the county on long range planning and zoning.
- A greater variety of housing choices should be sought; in particular a lack of high end housing currently exists within the City.

2. Street Layout & Traffic Control Planning-

- The Master Street Plan developed in 1999 is a key component to assuring that land suited to a particular use is developed with the system of roads necessary for the ground to achieve this highest and best use.
 - The Master Street Plan anticipates collector roads that are fed by local streets in a system that provided connectivity from one area to another.
 - Alignment of future collector streets should be based upon topography, existing structures, existing lot lines and proximity to other collector and arterial roadways. The layout should avoid dead ends.
- Major street system improvements should include:
 - The extension of Kentucky west to N Highway to provide a four lane divided primary collector for east/west traffic.
 - The expansion of Running Horse Road to a four lane divided primary collector for north/south traffic from Highway 92 to 120th Street.
 - The extension of a four lane divided primary collector for north/south traffic between HH Highway and Highway 92.
 - The extension of a four lane divided primary collector for north/south traffic between HH Highway and Highway 92.
 - The extension of a four lane divided primary collector for north/south traffic between Highway 92 and the North Access Road east of I-29 which continues south to Mexico City Avenue.
 - The expansion of Highway 92 to a four lane divided road east to Bethel Road.
 - The expansion of HH Highway to a four lane divided road east to Bethel Road.
 - The expansion of 120th Street to a four lane divided road from I-435 west to N Highway.

3. Establish modern development procedures and standards-

- The current subdivision regulations were updated in 1996, incorporating modern design specifications and approval procedures.

- The current zoning ordinance has seen major revisions over the past ten years. In addition amendments are completed each year to clarify and adapt the document to changes in development practices.
- The development ordinances and standards are embraced by the community today where in the past they were not as widely accepted. This is due in part to the higher quality development created over the past ten years compared to the development completed in the 30 years prior.
- The City’s Comprehensive Plan is being up-dated on a regular basis, reflecting changes in the planning area, sustaining the document as an effective planning and development tool.
- The development standards are interpreted with consistency. Guidelines are clarified when inconsistencies are found.
- A balance is considered between standards to uphold quality and flexibility for development.
- The standards developed by the city should be comparable to neighboring communities, and the codes should be updated frequently to stay current with changes in technology and standards.
- Communication is a key factor and should be encouraged between the city, the county and developers. Co-attendance at Planning Commission and City Council meetings should be encouraged.
- Study comparisons to “working” neighborhood communities.

4. Preserve Green space and provide Parks-

- Park land dedication requirements were incorporated into the subdivision regulations in the mid 1990’s. The calculation method has been updated since 1999 providing for commercial and industrial land uses to also provide park land dedications. This revision also increased the value of ground to reflect current values, which is the underlying factor in calculating the payment in lieu of parkland dedication.

5. Avoid Land Use Incompatibility

- In the older portions of the City conflicts used to arise between commercial and residential uses. These have been mitigated by creating new zoning districts and establishing zoning on properties that makes the use conforming.
- The original downtown area has seen dilapidated buildings removed or renovated since 1999, in part due to public improvements and in part due to the adoption of zoning regulations which promote reinvestment in the area.
- Unincorporated areas within the planning limits of the City contain zoning that is not compatible with existing uses in the area or the terrain and accessibility of the property.

b. Economic Development Opportunities and Our Community

1. Attain a Variety and Balance of Land Uses

- Residential Uses:
 - Current levels of rental housing are felt to be sufficient. High end housing is lacking and a majority of existing single family housing is lower priced.
 - A substantial amount of ground is identified both east of I-29 and south of the current corporate limits for single family development.
 - Large blocks of ground should be identified for multifamily development to avoid small pockets of multifamily development as the more substantial multifamily complexes tend to be better maintained.

- Commercial Uses
 - Commercial base was viewed as expanding in 1999 due to recent annexations east of I-29. This remains true today.
 - Land areas north and south of Highway 92 on both east and west sides of I-29 are identified as future commercial districts.
 - Areas east of I-29 are poised to accommodate large-scale office developments as well as large scale retail developments due to the areas excellent visibility from the interstate system and related accessibility. In addition the land remains in large tracts and has moderate topography.
 - Land adjacent to other arterial roadways such as Running Horse Road, N Highway and 120th Street also has commercial viability due to anticipated high traffic volumes.
 - The city should recognize that large box retail development is dependent upon two primary elements: proximity to the interstate and local population base.
 - Entertainment and restaurants are desired, but are driven by both daytime and evening population figures.

- Industrial Uses
 - The northeast corner of the HH Highway interchange with I-29 is an established industrial district that should be expanded.
 - Areas east of I-29 are poised to accommodate large-scale industrial developments (likely warehousing and distribution centers) due to the areas excellent access to the airport, interstate and highway systems. In addition the land remains in large tracts and has moderate topography with direct access to the highway. Areas with frontage along the interstate and highway should be retained for retail or office uses.
 - The Master Street Plan developed in 1999 is a key component to assuring that land suited for commercial, office and industrial uses is developed with the system of roads necessary for the ground to achieve this highest and best use. The Master Street Plan anticipates collector road that are fed by local streets in a system that provided connectivity from one area to another.

- Strive for a balance of development in the following ways:
 - Between single-family/multifamily and commercial/industrial.
 - Standards should be kept high for multifamily residential.

- 2. Use Development Incentives-
 - A Tax Increment Financing Policy and Procedures Manual were adopted in 2004. A TIF Commission has also been established. The use of TIF for redevelopment and new development projects is supported by the manual.
 - Combining incentives for use on a project such as a TIF and a Community Improvement Districts should be considered.
 - Neighborhood improvement districts and other special assessment benefit districts should be utilized to pay for extending utilities and infrastructure to developments.
 - Transportation Development Districts should be use to pay for capacity expansion of existing roadways as well as paying for a portion of primary collector roads.
 - Impact fees for water, sewer, and streets should be considered as tools to assist in encouraging development.
 - The city and the county should cooperate in offering economic incentives.

- 3. Ensure Availability of Utilities and Provide for Cost Sharing Mechanism for Investing in Infrastructure.
 - Water and sanitary sewer impact fees have been established in a manner that provides municipal funding to increase storage, treatment and line capacity as well as pay for the construction of regional facilities.
 - The City's Capital Improvement Program has provided for replacement of failing or inadequate sanitary and water lines since 1998. Replacement of these lines will continue through 2008 in conjunction with the street reconstruction projects.
 - Water and Sanitary Sewer Master Plans were developed in the mid 1990's and were first incorporated into the comprehensive plan in 1999. These plans remain applicable today.
 - The city has provided for maintenance and replacement of the old infrastructure and completed master planning that will ensure adequate capacity and efficient design of facilities to serve future customers.

- 4. Promote Investment in the Central Business District-and Enhance the overall downtown experience:
 - Beautification and appearance.
 - Local banks have in the past offered low-cost loans to fund building improvements downtown, such efforts should continue to be encouraged as re-investment can take years to reach a critical mass.
 - Ornamental street lights with underground wiring have replaced steel poles with overhead wiring since 1999. These public

- improvements have prompted property owners to replace sidewalks and restore facades and install awnings.
 - The Capital Improvement Program replaced the gravel in the alleys to the north and south of Main Street with concrete and installed storm water drainage.
- Accessibility and signage.
 - The City's Capital Improvement Program has seen the reconstruction of 2nd Street, 3rd Street, 4th Street and Main Street into the Central Business District. This has improved the curb appeal of properties along each of the access routes to the District.
 - Directional signs have been installed along Highway 92 and along Interstate 29 for Main Street and the Central Business District.
 - The close proximity of the downtown to I-29 is a distinct advantage; which needs to be exploited and conveyed in marking efforts.
- Parking.
 - As a part of the street improvements completed by the City, on street parking has been expanding in the Central Business District.
 - Additional off-street parking has been added by the County and more is planned adjacent to Main Street and Ferrel Streets by the City.
 - Parking conflicts between patrons and employees could be minimized by employees voluntarily parking on side streets.
- Redevelopment
 - The intersection of Main Street and Interstate 29 has seen redevelopment since 1999 by KC Bobcat.
 - The redevelopment of the north west corner of Main Street and I-29 is planned, which is the City's first tax increment financing project.
 - The use of TIF to encourage additional redevelopment in the central business district should be encouraged.
- Market Positioning and Mix of Use
 - A mix of uses exists due to the area being home to the Courthouse. It is felt that the demands of the market will continue to affect this mix of use.
 - A critical mass has yet to be reached with the number of businesses in the district. Attracting additional businesses to the area will help to create a destination center, thus drawing more patrons which sustain the existing as well as new businesses.
 - The relatively low building and land prices downtown as well as the advantages of on street parking, architectural character, historical ties, no building set backs and permitted second story residential occupancy should be emphasized while marking the area.
 - The lack of clothing retailers, bakeries, entertainment, seamstress services in the community should be viewed as opportunities in the District.
 - Service and retail businesses that do not rely on high traffic volumes should be targeted as investors in the District.

- The central business district design, with on street parking, individual store fronts, a mix of uses, is experiencing renewed popularity compared to the shopping mall design that was once favored.. “New Urbanism” is a modern name for Downtown. Marking the Downtown area as the original urbanism is a way to capitalize on this renewal.

5. Capitalize on our excellent location and position as County Seat-
 - The City should market its benefits of being 5 minutes from the Kansas City International Airport.
 - The City should market its benefits of being located at the intersection of I-29 and I-435. As well as our unique location, being one of the four corners in the Kansas City metropolitan area.
 - The City should market the fact that it is the county seat as well as its unique position in history.

d. Quality of Life

1. Sustaining a High Quality of Life-
 - Individual investment in homes and businesses creates a sense of prosperity, which collectively gives a city a “sense of place”. The enhanced development standards of the city have created a sense of greater value in Platte City. For example, curb and gutter, streets, paved parking, modern street lighting, sidewalks and underground utilities in new developments have improved the appearance of the community.
 - The small town feel of the community should be supported by the City’s development regulations. Tools that could be employed to achieve this are:
 - Architectural review guidelines for new sites as well as for redevelopment of sites.
 - Zoning regulations that encourage redevelopment in the older parts of town.
 - Actively abating non-compliant and derelict conditions.
 - Citizen Satisfaction Surveys- The City began participating in a Citizen Satisfaction Survey program in 2000.
 - The survey is conducted every other year, and provides feedback from citizens about their satisfaction with the services the City provides.
 - This information is also compared to benchmarked data from other communities that participate in the survey so that Platte City is able to compare its performance against that of other Kansas City communities.
 - The results of the survey provide basis for the City’s decisions on where resources should be focused and what issues should take priority.

- Look for ways to improve service such as the curbside recycling program that was established after 1999.
2. Promote the Community and Community Events-
- The city should promote community events that encourage citizens and businesses to come together. These events are also great opportunities to promote the community to visitors and neighbors.
 - The City should promote the City via press releases, news letters, magazine advertisements, sign advertisements, radio and television advertisements.
 - The City through its web page, should promote community events.
 - Community events should be considered that are coordinated with other agency events.
 - The City has provided monuments at two of the main entrances to the community in efforts to enhance our “sense of place”. Other locations which would be appropriate include: east of Bethel Road on west bound Highway 92, north bound I-29 to the south of the I-435 interchange, south bound I-29 to the north of exit 20, north bound I-435 at 120th Street, west bound HH Highway at Bethel Road.
3. Manage Traffic Flow and Congestion
- Preserve and attain adequate right-of-way for future roadway capacity expansion and improvements.
 - Land adjacent to Highway 92 east of I-29 should be preserved to expanding Highway 92 to a four lane divided road east to Bethel Road with the capacity to add dual left turn lanes at future collector road intersections.
 - Kentucky Avenue should be designed as a four lane divided street between Highway 92 and N Highway.
 - Control driveway access points, promoting safety and highly functional traffic patterns.
 - Improve signalization and safety at intersections:
 - In 1999 the intersection of Highway 92 and 4th Street was a concern, since that time a dedicated left turn lane has been added to Highway 92 and a traffic signal has been installed providing improved safety and better function for the intersection of Platte City’s main north south and main east west rout.
 - In 1999 the intersection of Main Street and Marshall Street at the southeast corner of the downtown was a concern. Plans are in place to realign Marshall so that it intersects with Main Street, providing better function and improved safety in the design.
 - In 1999 the intersection of Fourth Street and Gates Drive was a concern. Improvements to 4rh Street from Thomas south to the

corporate limits are included in the City's Capital Improvement Program, with funding being shared between the City and MoDOT.

- In 1999 signalization and lane improvements at the intersection of Prairie View Road and Highway 92 was a concern. Improvements have since been completed, with plans for two additional signals: one at the intersection of Running Horse and Platte Falls Road and the other at Kentucky and Highway 92.
- In 1999 a signal at the north bound off ramp of I-29 and Highway 92 was a concern. Since that time a signal has been added and two left turn lanes established.

➤ Improve existing streets and sidewalks.

- 2006 and 2007 will see the final two years of reconstruction of substandard streets to modern standards for the entire City.
- 2008 and 2009 will see resurfacing of roughly 40% of the existing streets in the City.
- 2010 and 2011 reflect plans for improvements to N Highway and Highway 92 as well as improvements to Wilson Creek.
- The realignment of Marshall Road along with the addition of public parking at Main Street is being planned.

4. Provide Adequate Nature Preserves, Green Space, Parks, and Recreation Facilities

- Preserve green space along the floodplain and along natural drainage courses.
- Land suitable for large recreation fields, parks and future program facilities should be identified and reserved for these purposes.
- Plan for trails to link parks, recreation facilities, nature preserves and schools.
- A park land and bike bath plan was incorporated into the Comprehensive Plan in 1999.
- The area to the south of the City has greenways and bike paths established. These have been incorporated in the Park and Bike Path Plan. The existing and future parks are shown linked by bike paths.
- Platte City established a tree ordinance and tree committee in 2004. The ordinance established standards for tree planting as part of private development.
- Platte City is incorporating Platte County's park and bike master plans into our Comprehensive Plan.

CHAPTER 3: THE PLAN

A. A Design for Land Use

As the Comprehensive Plan is formulated from information about the existing city and likely patterns of growth, specific objectives and standards for each major component of land use are defined. These objectives and standards are the basis for the plan proposals for each component of land use.

1. *Objectives of the Plan*

Recommended policies, objectives and standards for land use are translated into a proposal for the physical arrangement of future land uses as reflected with in the master planning maps. The Future Land Use Plan, reflects how the major master planning components: public streets, anticipated land use, parks facilities, water and sewer facilities, and public facilities, relate to one another and when these components are addressed in aggregate the comprehensive nature of this planning process becomes apparent. Ideal objectives and standards are modified in recognition of existing land use configurations and conditions that serve as barriers to achieving ideal layouts.

2. *General vs. Specific Proposals*

Changes proposed with in already developed areas as reflected in the master planning maps will tend to be more definite and specific. In the undeveloped part of the planning area, the proposals are necessarily general or diagrammatic suggestions for future physical development in accordance with the objectives and standards underlying the plan.

3. *Neighborhood and Community Concept*

The idea of neighborhood and community concept has received considerable study in city planning and related fields. Generally, planning within a framework of neighborhoods and communities accepts the value of “*a sense of place*” in the community environment and attempts to create or foster identification with place and social organization related to residence through the physical design of the area.

a. *History*

As early as 1929, Clarence A. Perry recognized the tendency of people to group themselves with other persons of similar background, interests and social and economic fortunes and utilized these groupings in the Regional Plan for New York and Environs. Perry identified these groupings as neighborhoods, and since that time the neighborhood unit concept has gained wide acceptance as the basis for development of the comprehensive plan. The neighborhood concept is employed in the formulation of the Comprehensive Plan for Platte City.

b. Structure

As originally conceived by Perry, the neighborhoods were residential units, each relatively homogeneous in character and representing the service area of an elementary school combined with a neighborhood park. Major thoroughfares on the boundaries of neighborhoods would carry all through traffic. Commercial, institutional and other traffic generating uses would be restricted to the boundaries of neighborhoods, as would multi-family units and apartments, so that the most peaceful environment for living might be attained. Because of the transition of elementary schools to bussing in the past twenty some years, the service area of the elementary school is much larger geographically. However, the concept remains a good one in general and the service area of the neighborhood park is an integral part of the plan. The concept of the neighborhood as a unit free from the disruption of through traffic is even more valid today because of the increased traffic volumes in the past twenty years.

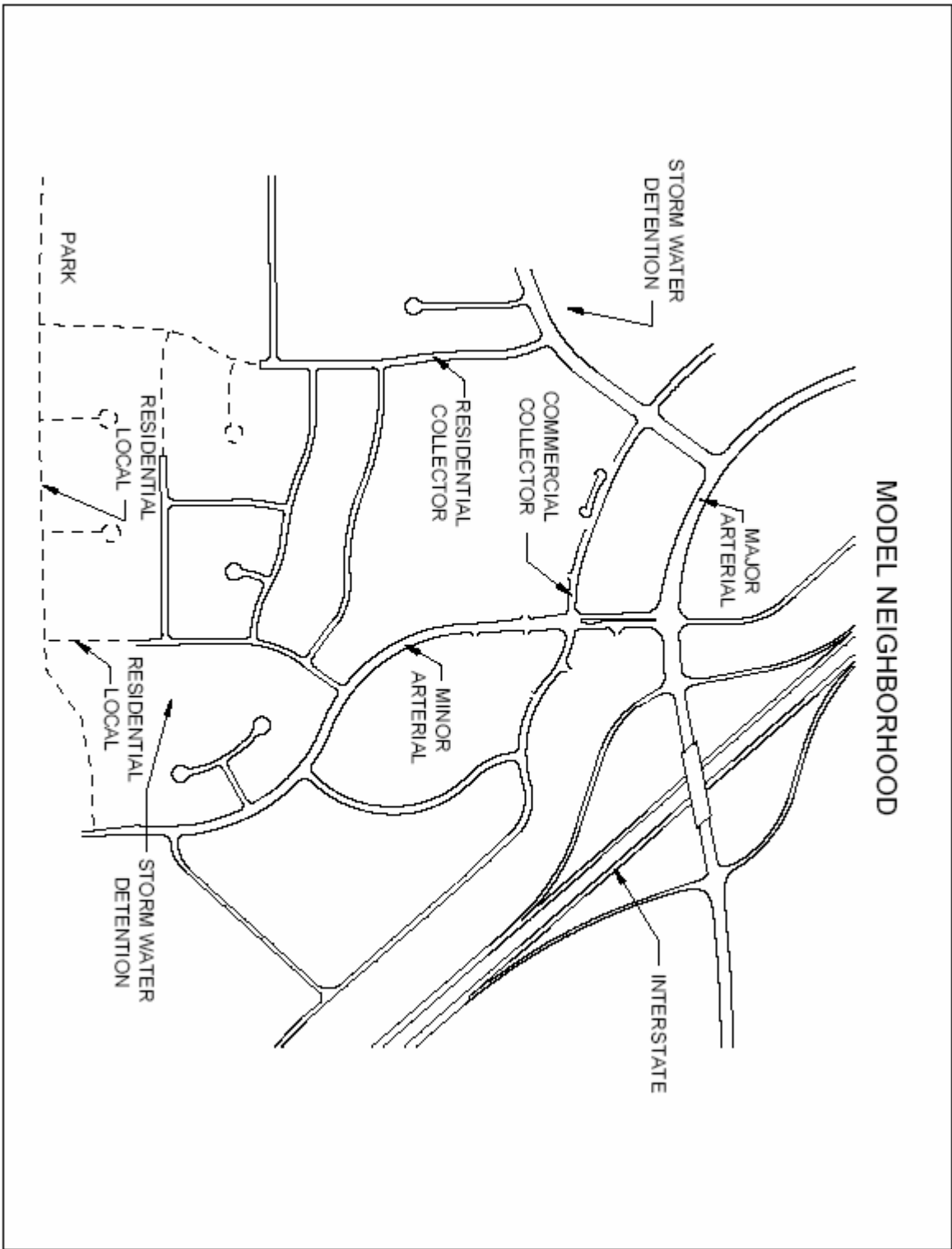
c. Size

A neighborhood of about one square mile in area has proven to be most ideal. The size is dependent on population density and composition. A neighborhood of one square mile composed of single family homes except on the periphery and with a ten-acre park/playing field could contain approximately two thousand residences at maximum density. If the lots are not minimum, then the neighborhood might contain as few as twelve to fifteen hundred single-family residences. Major thoroughfares or other boundaries, man-made or natural, such as watercourses, strong topographic breaks, open/green spaces, parks or interstate highways should define neighborhoods.

4. Model Neighborhood

The "Model Neighborhood" would be about one square mile in area, and have a population of three thousand to forty five hundred. The park-playground would be situated near the center of the neighborhood in order that no home would be more than one half-mile walk-distance from the playground. The playground should be surrounded by park area, which will serve as a buffer between the noisy, active play area and the surrounding residences.

Through traffic will be carried on major thoroughfares that bound the neighborhood. Neighborhood shops, as well other traffic generating uses, such as institutional uses including churches should be located on the boundaries of neighborhoods. Interior street design should provide easy access to all parts of the neighborhood but discourage through traffic. Collector streets will feed traffic to the park-playground or to the major thoroughfares. The minor residential streets will serve only the abutting property and should carry traffic only to and from the collector streets.



5. *Neighborhood Unit Plan*

The neighborhood and community concept as a basis for community development will insure better places for living and for doing business. Property values will be protected and stabilized because the neighborhoods will be free of the principle hazards that tend to cause deterioration and blight, namely detrimental uses and through traffic.

Neighborhood and community activities tend to develop healthy social consciousness and civic pride which result in improved maintenance of buildings and surroundings and provide the organization for cooperative action in the achievement of area goals.

a. *Identifying Natural Neighborhood Boundaries*

In order to determine where natural neighborhoods exist or may be developed it is necessary to study the existing pattern of development and thereby determine how the city tends to divide itself. The location and extent of existing business and industrial areas, as well as probable future developments, will affect the pattern of residential areas. Consideration must be given to valleys and streams, and to sharp breaks in topography, which tend to establish strong boundaries of neighborhood units.

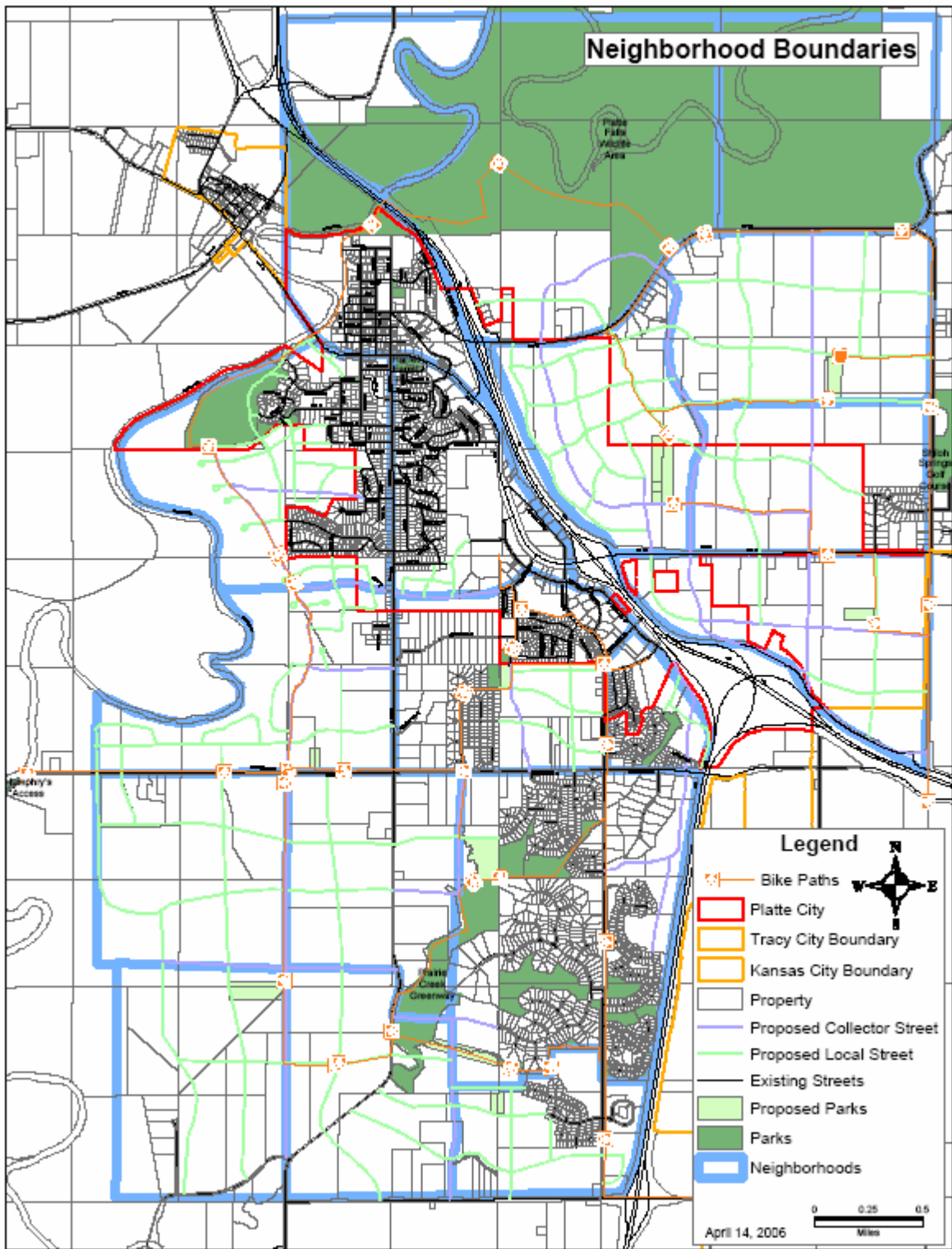
b. *Traffic Considerations*

Major traffic ways probably have the strongest influence in determining the neighborhood pattern and conversely, can destroy neighborhood unity if they cut through rather than bound the neighborhood. The importance of eliminating through traffic from the interior of neighborhoods cannot be over emphasized. Application of traffic control measures, although not a substitute for good street layout can assist in discouraging the use of minor residential streets or collectors for through traffic.

The effect on the neighborhood should always be taken into account when proposals to widen or improve streets are considered. In many instances; public interest might better be served by making a residential street less favorable for traffic.

c. *Areas of Similarity*

Also important in the delineation of neighborhoods is an understanding of the "areas of similarity" created by the natural groupings according to occupation, economic status and other social and economic factors as well as the conditions of housing and environment. Generally there is a rather close relationship between educational background, social interests and income levels of residents of an area. The natural grouping of persons of similar income levels is encouraged by mortgage loan practices, which favor groupings of homes in a fairly close price range. Experience has proven that homes, which are too far above the average price range, suffer needless



depreciation in value, and similarly several houses considered below the general price level can lower the values of the higher priced homes.

d. Demographic Considerations

The number of people in the Platte City area, their distribution, their age, sex and family status has an important bearing on the type and quantity of community facilities needed. The Platte City area and its people are not static. The people move from one section of the area to another, there are numbers arriving and leaving the area. Children grow, marry and raise their own families. Therefore, in delineating neighborhoods and in planning a long-range program for community growth, the future population must be considered.

e. Relevance to the Future Land Use Plan

All of the aforementioned factors have been considered in developing the Future Land Use Plan, The neighborhoods as defined in the Plan approximate the model neighborhood as closely as possible, but of necessity, certain compromises were made, particularly in the developed portions of the Planning Area. Although not centrally located, the developed portion of the planning area has adequate park facilities to serve the residential neighborhoods as defined. Undesirable features existing in developed neighborhoods (such as dead end streets, a lack of curbs and gutter, and no sidewalks) have been addressed by the City over the past eight years with the result being greater reinvestment in and overall better maintenance of properties in these areas. The long range planning by the City to complete major infrastructure improvements required the support of neighboring property owners in order to attain easements as well as community wide support necessary to establish funding mechanisms for the improvements. The City's Land Use Plan serves as a programming guide for the City's Capital Improvement Program. The Capital Improvement Program is discussed in greater detail in the following sections of this document.

f. Implications to New Developments

In presently developing areas, and in undeveloped areas, it is possible to achieve more ideal neighborhood design. However, it cannot be created automatically through the normal process of land subdivision. Development plans for each neighborhood delineated by the Comprehensive Plan should be prepared in the future to assist the review of projects and proposals. Within the flexible framework established by these development plans, neighborhoods closely approximating the ideal can be attained through application of design concepts expressed by good subdivision regulations adopted by ordinance and through strict enforcement of zoning which supports the design elements contained in the Comprehensive Plan. The neighborhood development plans will aid in the choice of park sites, which can be protected through the approval of land plats.

6. *Non-Residential Land Uses*

Once the Neighborhood-community concept has been adopted as the primary basis for planning, the general objectives and location standards for many other land uses and most community facilities are determined by the requirements of good neighborhood planning. However residential areas, parks and other public facilities related to the neighborhoods occupy only a portion of the City's developed land. Planning for non-residential uses is as important as planning the residential neighborhood.

In general, industry, major commercial and institutional activities, and other generators of heavy traffic and high intensity activity should be located beyond the boundaries of the residential neighborhood. They should be located in areas designed specifically for high intensity activity. Location of related activities in functional groupings should be encouraged. The desirability of these groupings is recognized by the success of commercial centers and industrial parks, which are units of functionally, related uses. The units are served by major traffic arteries but are free of the inroads of through traffic - they are in fact, non-residential neighborhoods. Construction of residences in industrial districts should not be allowed. Residential uses incorporated in office and retail centers should only be considered when part of a master planned neighborhood development which employs new Urbanism techniques designed to prevent conflicts between differing types of uses. The City's Central Business District zoning regulations are an example of how this mix of residential and commercial use may be permitted.

Understanding of the neighborhood and community concept, as the basis for Platte City's Comprehensive Plan is essential to understanding the Plan - knowledge of the concept, and of the standards for facilities is vital to preservation and administration of the Plan.

B. Limiting Factors on Land Use Concepts

The foregoing narrative provides the basis for the future planned development of Platte City. It is the anticipation of annexation which holds the lion's share of community attention. Secondary to annexation is the development and re-development of the existing City. However, it is the interrelationship between one type of land use and another, which is the single most important aspect of all future development in Platte City. The following outlines the general areas of correlation or conflict of existing land use patterns, which effect the development of the ideal land use plan.

1. *Lack of Industrial Uses*

The City's interest in establishing industrial uses as a means of creating a diverse and stable tax base is strong. There is little or no industrial use within the city presently. Therefore, the opportunity is highly favorable for the proper location of industrial sites in appropriate locations for development, which protect both the residential uses and the industrial investment.

2. *Lack of Storm Drainage Facilities*

Incidences of property damage or loss of life due to inadequate storm drainage has not been a problem. Very little storm water was carried in conduit prior to the implementation of the Capital Improvement Program (CIP); most was carried in roadside ditches. This promotes street deterioration, was not safe for vehicles and was unsightly. The strong desire with in the community for general storm drainage system improvements is being addressed with each street improvement project completed. Additional storm drainage improvement projects are a part of the CIP and will serve to enhance the City's quality of life.

3. *Air and Noise Pollution*

Air pollution is comparatively minimal. Even though Kansas City International Airport is directly south of the City and only some five miles distant, there is no appreciable noise pollution problem at present and none is anticipated.

4. *Access Control along Major Arterials*

Commercial stripping along Missouri Highway 92 through the City has been allowed. This stripping together with the construction of the Platte County R-III school complex has caused a considerable amount of congestion at peak periods of the day due to numerous private uncontrolled access points. This strip development is likely to continue along the undeveloped area of Highway 92 increasing congestion and debilitating the usefulness of the road as a major arterial.

Turn lanes, curbing and traffic signals have been added along Highway 92 in the past six years with some of the access and safety issues being addressed. The City has required construction of frontage roads to access properties, which have frontage along Highway 92 versus the proliferation of private accesses. The City will work with the Missouri Department of Transportation to limit access points along Highway 92 to the east and will continue requiring the construction of frontage roads with adequate depth to provide for adequate stacking distances.

C. *Planning Objectives and Projections*

1. *City of Platte City Future Land Use Plan Map Legend*

The "Future Land Use" map is based on the following legend:

Low-density Residential	Holding areas for future urban uses. Low-density residential development may have on-site wastewater service, at least .5 acre for each unit.
Moderate-density Residential	Development at densities of more than 2-units per acre, including two-family residential; served by municipal services.

High-density Residential	Development at densities of more than 8-units per acre, including multifamily residential; served by municipal services.
Parks/Linear Parks	Park land and active recreation facilities, both existing and proposed; also, a linear park system of trails and bike lanes along natural areas as improved paths in pedestrian easements and rights-of-way and along Master Streets, respectively.
Commercial	Service and retail business uses., limited officer uses.
Office-Institutional	Office-park developments; institutional uses; limited retail uses.
Industrial	Industrial assembly and warehousing, with limited manufacturing uses as defined in the zoning regulations. Intensive land uses for manufacture and assembly of goods associated with industrial activity.
Conservation Area	The <i>Platte Falls Wildlife Area</i> that should be preserved in its natural state with limited passive recreational uses and improvements, such as boat access to the Platte River.

2. Chart of Correlation between the Proposed Land Use Plan Map and Zoning Districts

<u>Proposed Land Use Plan</u>	<u>Zoning Districts</u>
Low-Density Residential	A-1, R1-40, R1-16,
Moderate-Density Residential	R1-8, R-2
Higher-Density Residential	R-3, R-4
<i>Office/Institutional (Mixed-use)</i>	<i>Medical, public institutions, etc. Also, any zoning district permitting service-commercial and office-institutional uses developed within a unified concept as a Planned Unit Development (PUD).</i>
Retail-Commercial	C-2, CCD, All Commercial Districts, including the conservation district

Industrial	M-1, M-2. All Industrial uses, except that certain heavy industry requires a special use permit.
Growth Areas	Areas outside of the current City limits that are identified on the Future Land Use Map. The area depicted is north and west of the current city limits to the Platte River; Bethel Road, Kansas City, and Interstate 435 to the east; and 120 th Street to the south.
Park/Linear Park	Green spaces as well as parks.

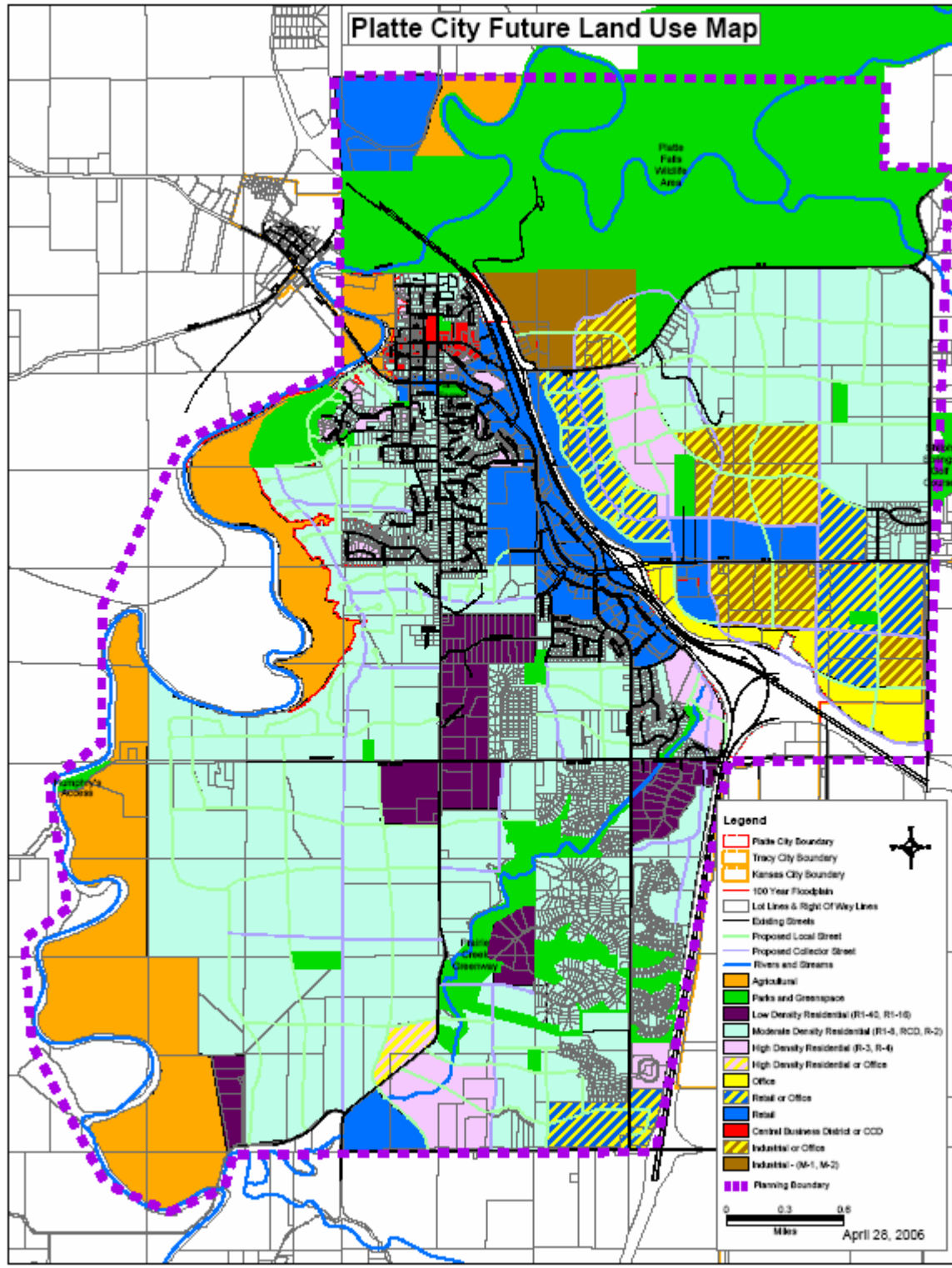
(Districts in *italics* are proposed new districts for the city to adopt as zoning text amendments.)

3. *Residential Objectives*

The objectives for residential development seek to provide the highest level of convenience, safety, amenities, and economic feasibility to protect and establish recognizable neighborhoods, and to offer the widest possible choice of dwelling types.

Residential areas should be developed as identifiable neighborhoods, designed to suit the natural terrain and drainage and should maintain the proper proximity and relationship to thoroughfares and neighborhood streets, pedestrian access and circulation, utilities, schools and other public facilities, business, and industrial development. Dwelling densities and lot sizes should be properly related to each other and to other land uses to insure protection and diversity. Densities should vary from suburban acreages of one or two families per net acre to as high as thirty families per net acre in high-density multi-family areas.

Multi-family areas may take many forms. They may vary from duplexes, at densities of six to eight families per net acre to row houses with fourteen or fifteen families per net acre, to garden apartments with fourteen to eighteen, to multi-story apartments of eighteen to thirty families per net acre. The bulk, height and traffic generating potentials of these different types of residential uses necessitate careful study of the way each relates to and reacts upon the other.



4. *Commercial Objectives*

Commercial objectives seek to provide sufficient space, properly located and controlled, to serve the function of each of several types of commercial use. Commercial areas should be related properly to the thoroughfare system to adequately and conveniently serve the needs of the people of their trade territory. Commercial areas should take the form of a "center" regardless of whether they are a central business district or any other type.

a. Neighborhood Retail Areas

Neighborhood retail areas should be located on a major street and in close proximity to the intersection of two such streets, should be within convenient walking or driving distance of all dwellings within the neighborhood they serve should be limited in function and size to serve the immediate demands of the residents of that neighborhood. Typical of the uses within these areas would be a convenience store, dry cleaner, and salon.

b. Central Business and the Satellite Retail Business District

The Central Business and the Satellite Retail Business District should have convenient access from all directions, should have as little conflict as possible between pedestrian and vehicular movement, should be provided with well designed, well located and adequate parking, should provide the greatest possible selection and diversity of goods and services, and should be of sufficient size to be able to meet changing demands and expansion.

5. *Actions Necessary to Accomplish Objectives.*

How completely these objectives are reached by the community depends upon many factors, among which the most important are various community actions:

- a. The continuation of an active planning program* will assure and maintain a current and meaningful Comprehensive Plan, by periodic and carefully considered revision, when necessary.
- b. The adoption and proper use of modern zoning and subdivision regulations,* granting exceptions and variances only in cases of undue hardship and following the Land Use Plan for future rezoning.
- c. The development of a comprehensive public improvements program* providing proposed public facilities, infrastructure and utilities as needed, including acquisition of right-of-way and other necessary real property.
- d. The untiring effort to broaden and diversify the economic base* of the City commercially, industrially and culturally.

6. *Specific Land Use Projections*

The Platte City Land Use Plan is summarized as follows:

- a. *Residential land use* occupies more space in the City than does any other type of land use. New residential building lots are not available, for that reason, annexation is imperative in order that the objectives of the Plan may be carried out. Through the use of zoning districts, which are in harmony with the Land Use Plan, a balance of uses most beneficial to the community may be achieved. The controlling factors to the pattern of residential growth are the availability of utilities at the time the developer is ready to break ground. Any area within the ultimate boundaries of the City can be served, however, certain areas will require extensive expenditures in order to provide sanitary sewer and water service and therefore **must wait until demand and need makes such utility extension feasible.**
- b. *Probable Residential Development Pattern.* The most probable development pattern for the city of Platte City is a low-to-moderate-density development pattern. The low-to moderate-density residential pattern is about three or four residences per acre. The scenario is based on build-out patterns of urban development in the City to date, and is expected to occur primarily on newly subdivided land.

For planning purposes the planning growth areas are expected to experience urban growth in up to three square miles of land during the next 20 years, applying the 3.0 multiplier to account for market inefficiencies. The multiplier is applied because of the dispersed nature of development at the "urban fringe." Residential development is expected to spread in three patterns:

- (1) As infill development, including medium- to high-density residential uses in the immediate Growth Areas in and adjacent to Platte City.
 - (2) As subdivision plats in areas with sanitary sewer service available. It is anticipated that these areas would develop with densities of 2-4 units per acre; and
 - (3) As large lot residential development at densities of one dwelling per acre..
- c. *Commercial.* It is anticipated that the Main Street Business district between First Street and Fourth Street will not be the predominate retail district within the City. This area has begun to evolve into more professional services related to the County Court House and specialty retail shops in the past few years. In general most of the structures are in good condition and will serve these anticipated uses for some time to come. The City installed new ornamental street lights serviced by underground wiring which in turn prompted some owners to invest in new facades and other elements of restoration making this area more attractive.

Main Street east of 4th Street to Prairie View Road is in the process of being redeveloped. Vacant buildings and poor land design will be eliminated and replaced with a modern destination retail center.

The area along Missouri Highway 92 bounded generally by Interstate 29 will most probably continue to grow in strength and importance as the predominate retail and commercial area of the City. The Plan recognizes this commercial/office appeal of Highway 92 and Interstate 29. Requests for new outlying commercial centers should be viewed with caution. Over zoning and possible overbuilding can result in depreciation and inefficient commercial development with negative effects on surrounding properties.

The commercial/service/office areas shown on the Future Land Use Plan along the I-29 and Highway 92 corridors should be viewed with an eye toward the distant future. Development of these areas will likely follow the build out of available land in the KCI corridor. Neither the City nor the landowner should expect immediate development of such a vast area while supplies of already developed commercial land exist within five miles

The commercial/service/office areas shown on the Future Land Use Plan at the Running Horse and 120th Street intersection should be viewed with an eye toward the near future. Development of these areas will likely occur as neighborhoods already under construction become built out.

- d. *Industrial.* Platte City is unique in the respect that it is bisected north and south by a major interstate highway. The west half of the city is extensively developed and mostly residential. No industrial land is situated in the western portion of the City. The future land use plan has designated a significant area on the east side of the City for industrial purposes. This area lends itself topographically to industrial development with gently rolling terrain. It also has excellent access from Interstate 29 and close proximity to Interstate 435. Being less than five miles from Kansas City International Airport and directly adjacent to Interstate 29, this area has excellent attributes for industrial or light industrial development as part of an office/institutional planned development. A portion of this area is bounded by the Platte Falls Wildlife area on the north. This wildlife area will serve as a buffer to the residential areas to the east of the industrial area. The remainder of the residential area to the east should be buffered by more intense residential and commercial development along the borders of the industrial areas in order that conflicts do not arise between residential and industrial uses.

7. *Green Space & Parks and Recreation Facilities*

- a. *Introduction.* Recreation, or to recreate, according to Webster, is to put fresh life into; refresh or restore in body or mind, especially after work, by some form of play or amusement, or relaxation.

The physical and mental well being of all of us derives great benefit from any form of recreation. The restoration and refreshment of the body and mind is a bonus gained from recreation. Parks serve a three-fold purpose:

- Providing facilities for outdoor recreation;
- Enable historic and scenic values in the community to be preserved; and
- Permitting property poorly adapted for other purposes, by virtue of steepness or poor drainage, to be protected from a harmful private use and to bring the best and highest use to the property.

In Platte City parks and recreation planning has been the responsibility of the Parks and Recreation Board. The Board completed a master planning process in 2004. The results of that document have been reflected in the parks and recreation planning elements of this Comprehensive Plan.

- b. *Objectives of the Plan.* The primary objective of planning for green space and park and recreation facilities is to provide a workable balance of facilities to serve all age groups as economically and conveniently as possible. This is best accomplished by providing specific facilities either centrally located or dispersed throughout the community so to provide each neighborhood with immediate access to at least some of the different facilities. Neighborhood Parks with some homogeneous elements accompanied by specialty elements is ideal. Large parks and playing fields are most economically provided in complex arrangements, which serve the entire population of the community.

In general, local park and recreation planning must:

- provide an opportunity for people of all ages to have access to a type of recreation they enjoy,
- locate such areas and facilities so they are convenient for those who use them,
- choose areas which are sufficient in size and development potential to serve those who will use them now and to adapt to changing needs of the future.

- c. *Location and Site Standards*

Neighborhood Park - Playground - This facility should be located near the geographic center of the neighborhood. The facilities would then be within one-half mile walking distance of the 3,000 to 7,500 residents served. The area of the park-playground should range in size from approximately five to ten acres with an optimum size of seven acres, or one and one-fourth acres per thousand people. This type of facility is primarily for the physical recreation needs of the children of elementary-school age. However, a tot-lot play area for preschool age children and a landscaped area with benches and planting should be included. Typical equipment and facilities include hard-surfaced area for court games, tennis and basketball, baseball diamond, grass area for field sports, playground apparatus, bicycle racks and off-street parking area.

Community Park This facility is designed primarily for the active recreation needs of a larger group of the community. The size of the Community Park should be thirty to fifty acres. Typical facilities for the Community Park are generally the same as for the neighborhood park-playground but are intended to serve a much larger population. This facility may be expected to serve as the focal point for organized baseball, soccer and other outdoor sports activities and may even supplement the scholastic programs of the Junior High School and High School. In Platte City, two major parks are currently planned; the Riverview Park and Water Tower Park. Both will accommodate major outdoor sport complexes, with Riverview Park incorporating nature trails and picnic areas. Water Tower Park will be a more all-encompassing facility with community center and facilities for all age groups.

Bike Paths and Trails - A trail way often serves two primary functions. One, preserving open drainage courses as green space. Two, providing pedestrian and bicycle trails where pedestrian movement across or through a neighborhood might otherwise be hazardous. In this respect, they will act as pedestrian links between use areas such as schools, parks and the populace.

8. *Recommendations for Proposed Land Use Development*

Based on the goals and objectives of the plan, the existing land use patterns of the city, and the Proposed Land Use issues of the plan, the following recommendations should be followed in implementing the intent of the "Proposed Land Use" map.

Recommendation -- Residential Land Use. Encourage opportunities for expansion of residential development in the Urban Service Areas of Platte City where indicated on the Future Land Use Map.

- Prepare for higher-density development in and adjacent to future business districts in the 92 Highway corridor of the growth areas, along the arterial roads leading to D-Highway and I-435;
- Periodically review the strict and effective Site Plan Review provisions for screening and landscaping in the current Platte City regulations to ensure consistency with the new Comprehensive Plan and compatibility with the "Conservation Districts";
- Periodically review architectural requirements for buildings; and
- Apply current design standards in reviewing multifamily development in order to minimize conflicts with existing single-family residential districts, including:
 1. Site appropriateness,
 2. Building arrangement,
 3. Access,
 4. Parking and circulation,

5. Service facilities,
6. Outdoor storage,
7. Buffers from neighboring land uses, and
8. Signage and lighting.

Stabilize existing residential neighborhoods by the following methods:

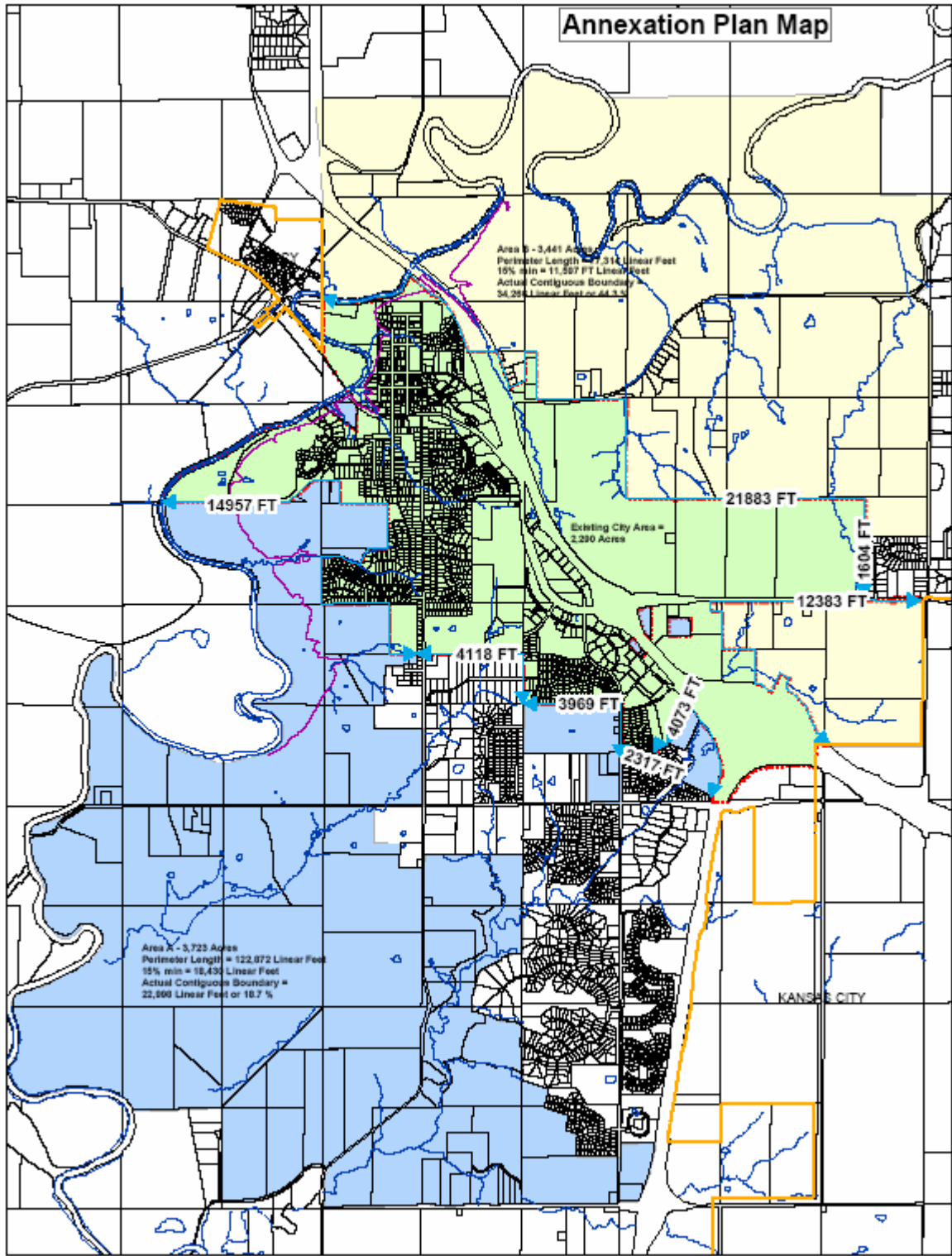
- Create financing through "Neighborhood Improvement Districts" and similar programs and targeted special assessments within the designated "Conservation Districts";
- Concentrate multifamily housing and the new Office/Institutional Zoning District as buffers between commercial uses and single-family residential uses;
- Continue to implement site plan review to protect established areas from new development; and
- Target capital improvements to maintain infrastructure in established neighborhoods.

9. Annexation

Future annexations should be planned as presented in the public facilities section to avoid straining municipal resources. Annexations should be undertaken as part of the comprehensive and long term strategic development plans for the City. The annexation Plan Map contained on the following page reflects two "Growth Areas" with area A being the highest priority and Area B being the second priority.

Recommendation – Annexation. Strategically plan annexations to maximize the opportunity for success according to state statutes and minimize financial encumbrances to the City

- Annexation should be undertaken within the next five years within planned "Growth Areas" in response to urban growth pressures. Areas A and B of the Annexation Plan Map are experiencing urban growth pressures.
- Annexation should be targeted to control development in areas identified as future Commercial –Institutional Growth Areas that are important to long-term development plans (e.g., Area A and B of the Annexation Plan Map contain land significant to future commercial and industrial development in Platte City).
- Plan for concentrated annexation in areas with short-term development potential that can be easily serviced by existing infrastructure. Area A of the Annexation Plan Map can be easily served by existing infrastructure.



- Annexation of unincorporated development that lies within the “Planning Boundary” of the Comprehensive Plan. Annexation of these areas should be pursued when the City is able to provide services.

This recommendation reflects the realization that poorly planned development outside the City’s current boundaries has prevented properties from reaching their highest and best use, which serves to limit the City’s future growth capabilities. Annexation decisions reflect the challenge of assuming short-term service costs in order to achieve the long-term benefits.

D. Public Facilities

1. Park and Recreation Facility Standards

<i>Facility</i>	Neighborhood Park/Playground	Community Park
<i>Service Area</i>	Neighborhood	Community
<i>Optimum Radius (miles)</i>	½	2
<i>Population</i>		
Range	3,000-7,000	20,000-50,000
Optimum	5,000	40,000
<i>Site Area (acres)</i>		
Range	5-10	30-50
Optimum	7	40

a. Acquisition and Development of Parks and Recreation Areas

As shown on the accompanying Parks, Green space and Bike Path Master Plan a system of bike paths is anticipated that will connect parks, recreation facilities, education facilities and green spaces. Both existing and proposed facilities are reflected in the master plan. The development of interconnecting trails will also provide alternative means of transportation to these facilities.

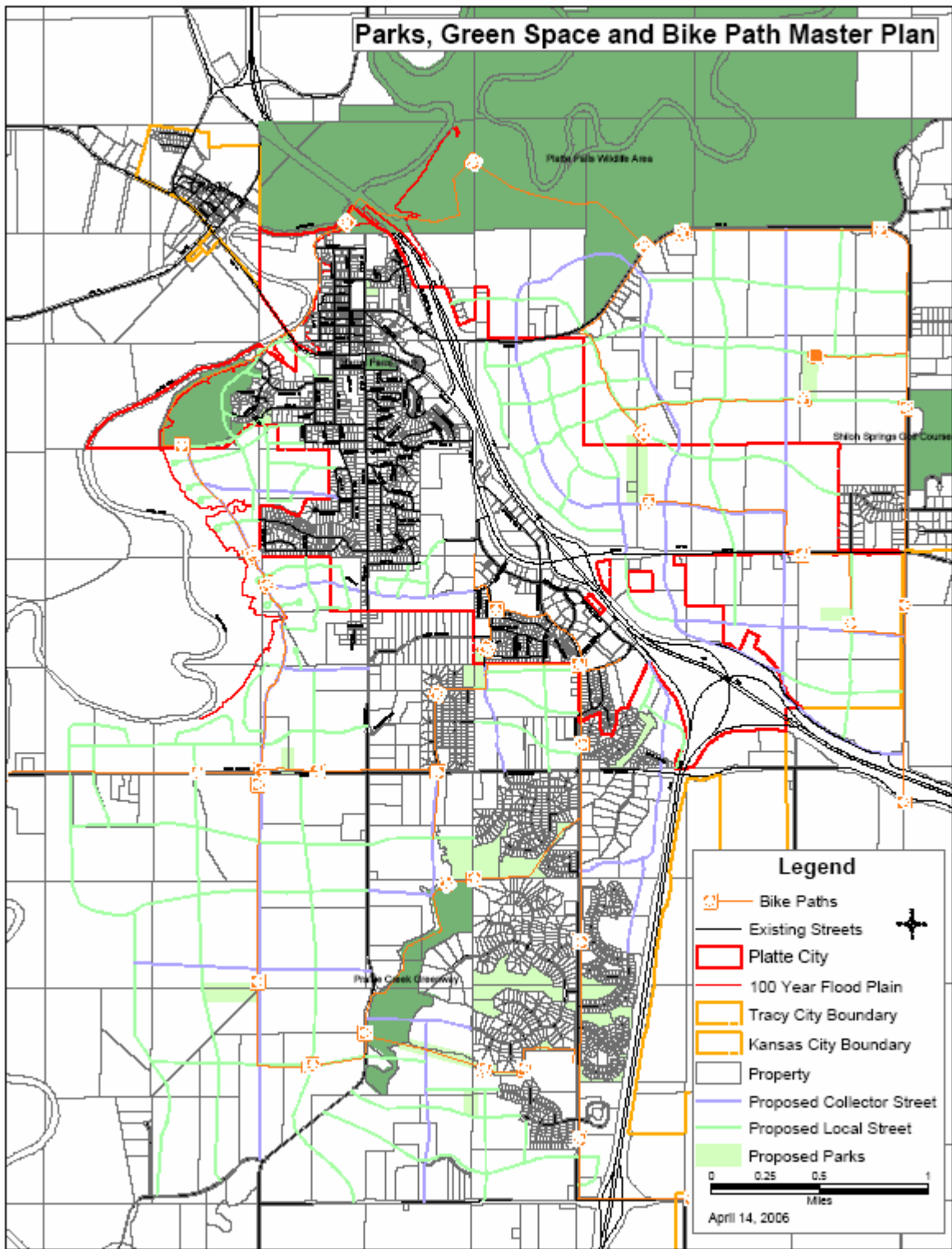
Recent improvements at the Platte Ridge Park, Ferrel Park and J.W. Lewis Recreational Park will serve current City needs while resources are directed to the new parks as development permits. The City’s need for large parks and major recreation facilities will ultimately be met through the development of the new parks. Platte City’s Park and Recreation Board recently completed a master planning process which established priorities for investing in facilities. In addition the Platte County YMCA, a newly

constructed facility in Platte City, offers health and recreation opportunities not previously available within the planning area.

The Platte County Bikeway/Greenway System will tie the Platte City Park system to other trail and park developments throughout Platte and Clay counties.

It is essential to the implementation of any planning program that procedures be set up for acquisition of park sites before or in conjunction with development. The practice of waiting for the demand to arise before acquiring the property inevitably result in a less than satisfactory location or the payment of a high price, or both. The Planning Commission in the review of land plats must be alert to the needs for land for all community facilities. The City should not accept an inadequate or poorly located tract of land merely because the site is offered as a gift. In the long run, land should be considered with respect to the highest and best use and the total cost of acquisition and development methods.

- b. *Riverview Park* will serve as a community park with nature trails and playing fields. A conceptual plan for Riverview Park has been established and the first phase of construction completed. Ultimately the park will incorporate additional playing fields.
- c. *Ferrel Park* serves as a neighborhood park and provides playing fields and community buildings. A conceptual design for the future use of Ferrel Park (location of the present ball fields) was prepared in concert with the Parks Master Plan. The conceptual plan anticipates additional parking facilities.
- d. *Platte Valley Park* will serve as a neighborhood park with playground, shelter and court facilities. Additional amenities are possible as land is added to the park through additional development to the south.
- e. *Water Tower Park* will serve as a community park with community center, playing fields and pool facilities.
- f. *136th Street Park* will serve as a neighborhood park and green space preserve.
- g. *J.W. Lewis Park* serves as a neighborhood park and provides swimming pool facilities. The park may be eliminated in the future when new pool facilities are constructed.
- h. *Platte Ridge Park* is located to the north of the geographical limits of the planning area. This is a regional park for Platte County. The park is being developed in partnership with Platte County. The park contains soccer fields, ball diamonds, walking trails, and picnic area. A master plan has been completed for the 217 acre park with the first phase of construction complete and the second phase nearing completion.



2. Public Buildings

One of the finest opportunities to express the civic pride of a community is through the adequate provision for, and careful planning and maintenance of the public properties in the city. Attractive and adequate public buildings indicate the interest and pride of the citizens, and make a city a desirable place in which to live.

- a. *City Hall.* The City Hall located at 400 Main Street is a brick structure containing approximately 3700 square feet. The building houses offices of the Mayor, City Administrator, Codes Enforcement Officer, City Clerk, City Collector, and Court Clerk. The Board of Aldermen Planning and Zoning Commission, Board of Adjustment and other civic organizations meet regularly in the board room. The structure is sound and well maintained. The building was purchased and remodeled in 1989.

Office space is becoming crowded and in anticipation of future space needs the City has identified the second and third story at the Civic Center as a possible location for City Hall. The ground to the north of the Civic Center that is occupied by a storm water detention facility is also a possible location for a new City Hall building. It is anticipated that within the next seven to ten years City Hall will move to one of these locations.

- b. *Police Department.* The Department of Public Safety has relocated from 200 Main Street to the Civic Center since 1999. Platte City purchased the building which is now referred to as the Civic Center from the Platte County R-3 School District in 2000. The eastern most section of the building is now home to the Police Department with the municipal court located in the first floor of the three story section.
- c. *Parks and Recreation Department.* The Parks and Recreation Department has relocated from a space they were leasing on Main Street to the western most section of the Civic Center. Additional space is available in this section of the building to allow for growth of personnel in this department. A new maintenance building has been constructed at Platte Ridge Park which provides covered storage for maintenance equipment. Two new restroom/concession facilities have also been constructed at Platte Ridge Park.
- d. *Public Works Facility.* The two main public works facilities (Paxton and 1st Street buildings) are both in excellent conditions. An expansion to the 1st Street building has been planned that will allow for additional parking as well as additional buildings. In addition a third building (located on 1st Street) was purchased in 2003 from the Platte City Special Road District which provides equipment storage.

3. Street and Traffic Plan

The thoroughfare system is the most visible of the various infrastructure circulatory systems of the City. It brings people and goods into the community

and provides the means by which these people and goods move about from one part of the City to another. It is one of the major structural elements of the community consisting of 23 miles of paved road under the jurisdiction of Platte City with an additional 15 miles of roads under the jurisdiction of the Missouri Department of Transportation.

The Master Street Plan (also known as a Thoroughfare Plan) is intended to be used as a guide to assure the dedication or in some cases, the acquisition of adequate rights-of-way in appropriate locations, to establish adequate pavement widths, and to aid in the development of a capital improvements program, including both priorities for expenditures, and design standards in order that future costs may be properly programmed. The Master Street Plan must permit maximum efficiency in the movement of people and goods with safety, speed and convenience, and do so with maximum economy in the expenditure of City funds.

The thoroughfare system must be designed and developed as a complete and continuous network throughout the community. It is essential to plan thoroughfares for a long period of time in order that rights-of-way alignments of adequate size and location may be available when they are needed without costly acquisition. The width and type of construction of thoroughfare pavements must be properly related to the volume and type of traffic, which can be anticipated on each. The thoroughfare system must be designed to handle traffic, its control and movement, on relatively few strategically located streets of proper capacity, rather than to diffuse and disperse it on a multitude of individually insufficient streets. The alignment of thoroughfares, and the necessary traffic control devices on them, must be established so as to provide a priority of movement for traffic on these thoroughfares.

Standards for the design and construction of streets are derived from the various functions, which these streets must perform. Traffic flows and volumes are determined to large extent by land uses. The City has adopted the Metropolitan Kansas City Chapter, APWA Standards as the standard for design and construction of streets and thoroughfares within Platte City.

a. Minor Residential Streets

The primary purpose of minor residential streets is to provide access to abutting residential property, and low-speed circulation within the immediate neighborhood. Traffic should not exceed 600 vehicles per day or 60 to 70 vehicles at peak hour. Local streets should intersect with major thoroughfares only where absolutely necessary, and should intersect with each other and with collector streets at 90 degree intersections wherever possible. Local streets should have a right-of-way width of 50 feet and a pavement width of 28 feet from back to back of curb. This allows one adequate driving lane if two cars are parked across from each other.

b. Residential Collector Streets -

As the name implies, these streets traverse neighborhoods, collecting local traffic from residential streets and carrying the traffic at low speeds to the major thoroughfares for distribution. The collector should be residential in character, and be able to easily carry 1500 to 3000 vehicles per day. It should have limited frontage development along its length, with residential streets meeting it at tee intersections approximately 300 feet apart, thus allowing dwellings to have their side lot lines adjacent to the collector. The pavement cross-section must provide for a minimum 36 foot width, allowing two driving lanes at all times, and parking on both sides where necessary. Extra turning lanes should be provided where a collector intersects a major thoroughfare. A minimum right-of-way of 60 feet is required.

c. Commercial or Industrial Collector Streets -

The commercial or industrial collector streets serve the same primary function as the residential collector only for different land use functions. The commercial or industrial collector has as its main function, the movement of traffic directly from commercial or industrial areas to major thoroughfares.

d. Major Thoroughfares -

Major thoroughfares are the major traffic carriers. The primary major thoroughfare has as its main objective the carrying of traffic through the community, and the secondary major thoroughfare to carry traffic across the community from one part to another. Major thoroughfares should be planned to have no lots fronting on them or having direct access to them. Non-residential uses may have access to major thoroughfares, but this access should be by means of frontage roads or entrances strictly controlled by stringent standards. The type of commercial uses which have heretofore developed in strips along thoroughfares should preferably be encouraged to locate along properly designed non-thoroughfare streets, surrounding shopping centers or shopping clusters. This will allow the thoroughfares to function in their true capacities as carriers of traffic. Primary thoroughfare rights-of-way should be no less than 70 feet, and may be as wide as 100 feet.

4. Street Conditions & Materials

During the period of 1998 through 2005 Platte City has completed reconstruction of roads that were not designed to current standards. In 2006 and 2007 the City will complete these reconstruction efforts and all streets will be built to modern standards. In 2008 and 2009 the City will begin a resurfacing program for those streets that are built to current standards but are experiencing surface degradation or sub grade failures.

All streets and the commercial alleys are now hard surfaced with either asphalt or concrete. Alleys accessed by residential properties are the only remaining gravel public access.

5. *Utilities*

In 1995 a Sanitary Sewerage System and Water Distribution System Master Plans was completed. In 1999 this plan was expanded upon to support water and sewer connection fees adopted by the City to support expansion of the facilities. In addition major improvements to existing water and sanitary sewer infrastructure has been planned for and completed as a part of the Capital Improvement Program previously mentioned.

- a. *Waste Water Treatment Plant and Sanitary Sewer Collection System.* The sewage treatment plant saw a \$1 million renovation in 2000. This replaced outdated and problematic systems with a modern sequential batch reactor system that minimizes manual labor through automation. The capacity of the plant is 1 million gallons per day. Daily influent volumes average 475,000 for calendar year 2005 or 48% of capacity.

The City's sanitary sewer collection system was cleaned and televised eight years ago. Cleaning is scheduled every five years. Repairs and replacement of failing lines have been completed as a part of City's Capital Improvement Program. The City has been able to eliminate two sewer pumping station over the past ten years and plans to eliminate a third in 2006, leaving a single force main and pump station in the system.

- b. *Potable Water Facilities.* Platte City is a water storage and distribution system only with potable water production and supply provided through contract with Kansas City, Missouri. Daily consumption, including water re-sold to Rural Water District 4 averaged 677,000 gallons per day for calendar year 2005. Consumption by City customers average 432,000 gallons per day. The City has a right to purchase 1,500,000 gallons per day from Kansas City, 20% (or .3 million gallons) is available for purchase by Rural Water District 4. Therefore Platte City customers are consuming an average of 36% of our available capacity.

The City's water meter and telemetry system has been updated to a radio read system during the past ten years and is considered state of the art.

The City's distribution system has been improved with larger mains for better volumes and pressure delivered throughout the community over the past ten years. Replacements of failing lines have been completed as a part of City's Capital Improvement Program. The City has been able to reduce water loss and improve valve control through these projects.

6. *Storm Drainage*

Although Platte City is not subject to phase one storm water mitigation requirements imposed by Clean Water Act, steps to improve the City's storm water systems have begun and are reflected in Capital Improvement Program. The City has also adopted Kansas City- APWA design standards which apply to storm water management in new developments.

