



April 8, 2026

RE: Ordinance No 260219: Text amendments – Section 88-420, Parking & Loading

Dear KCMO City Councilmembers,

The Hyde Park Neighborhood Association (HPNA) would like to express its opposition to the committee substitute for Ordinance No 260219. HPNA was joined by eight additional Midtown neighborhoods over the course of the past several months, primarily in opposition to removing parking minimums from high-density residential developments. Our testimony has been documented and attached for reference, inclusive of additional information requested as late as last week regarding parking challenges that already exist in our Hyde Park. That information is summarized below:

Residences along Armour Blvd

- 1,515 apartments
- 4 single-family homes
- Total: 1,519 residences

Parking along Armour Blvd

- 643 dedicated residential off-street parking
- 27 shared commercial/residential off-street parking (Crosswalks businesses)
- 8 shared church/residential off-street parking (leased to MAC by Central Presbyterian)
- 102 on-street parking along Armour Blvd (assuming 20' per vehicle, per MUTCD)
- Total: 780 available parking

What Hyde Park has experienced is an off-street parking ratio of 44% collectively along Armour Blvd between Gillham to Troost. When including the on-street parking on Armour Blvd, that ratio bumps up to just 51%. The result is a deficiency of 739 parking spaces. This equates to approximately 14,800 linear feet of curb required to accommodate overflow parking on side streets, equivalent to no less than 18 city blocks worth of parallel parking on both sides of street. This calculation is consistent with our actual observations on the nine side streets both north and south of Armour Blvd during the evening hours, where vehicles are even pushed to 34th and 36th streets due to time-based and street-specific parking restrictions on these side streets. (Refer to attached letter provided to Assistant City Manager Binckley for additional context regarding this analysis).

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I wanted to share this information with you to rebut multiple statements made by Wilson & Company during the committee hearing that:

- 1) Our challenges and fears are being exaggerated, and
- 2) That developers will simply not provide housing models that don't work, for example 105 residential units with no parking, and that investors wouldn't back such model.

This is an actual example that has already occurred in Hyde Park, and our residents (both renters and homeowners) have been living with these challenges for over 10 years. We strongly urge the city to consider keeping some sort of guardrails in place regarding parking minimums for high density residential developments in Midtown to help prevent the spread of challenges our community is facing along Armour Blvd.

We are unsatisfied with the revised text in the committee substitute directing the City manager to report back to the City Council within one year of passage of this ordinance to review the impact of this ordinance, and to make recommendations regarding parking enforcement. While that text may have been included in good faith to address concerns of the many neighborhoods opposed to this ordinance, the likelihood of this happening is unrealistic given the fact that multiple other ordinances introduced and passed recently, including the Infill Residential Development Ordinance and amendments to the Short Term Rental program both included similar verbiage for a post-implementation analysis to be completed. However, when this specific analysis has been requested by our neighborhood, the response from Planning Department was that they have no way of tracking the impact of such ordinance. The suggestion of implementing "Parking Benefit Districts" within Midtown would negatively impact our residential rental community disproportionately, creating additional barriers for those wanting to call Hyde Park their home. For these reasons, we feel the committee substitute in no way addresses the concerns of our neighborhood.

We'd strongly urge you to consider sending this ordinance back to committee for further discussion for revision based on neighborhood feedback. One compromise could be shifting the "Urban Core" boundary north from 85th St to 31st St while still including the Main Street Streetcar TDD. To our knowledge, only one neighborhood association south of 31st St has provided testimony in support of this ordinance. By revising the southern boundary to 31st St, such larger scale infill developments with minimal parking could still occur within the communities that are championing this change without imposing the fear of exacerbating our current challenges within the neighborhoods that are opposed.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Koch".

Christopher Koch, AIA
President, Hyde Park Neighborhood Association
President@hydeparkkc.org

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P.O. Box 32551 Kansas City, MO 64171

December 15, 2025

RE: CD-CPC-2025-00143: Text amendments – Section 88-420, Parking & Loading

Dear KCMO City Staff, Directors, and Councilmembers,

The Midtown Neighborhood Alliance is a group of leaders, representing Midtown neighborhood associations, who work together on mutual concerns. Through various engagement activities and meetings, parking and development patterns were identified as top priorities for our community. It has come to our attention through recent public engagement meetings as well as concerns aired by community members that City Staff have prepared a series of amendments to parking requirements for all future developments within the city. While many of the proposed revisions appear as long-overdue improvements to our zoning code such as the implementation of parking maximums, one revision stands out as concerning which we strongly oppose:

88-420-03 A, Parking Ratios: Properties located within the designated Urban Core area - generally bound by the Missouri River to the north, 85th Street to the south, State Line Road to the west, and the Blue River to the east - are exempt from minimum off-street parking requirements.

Overflow parking is a major concern for both residents and business operators alike in some of our more densely programmed areas such as Armour Boulevard, Country Club Plaza, and KU Med. Many of our historic buildings were developed without parking and continue to operate in a similar manner today due to urban site constraints, making on-street parking more challenging to come by. Allowing developers and their investors to independently determine their parking requirements for all future developments, instead of through thoughtful and appropriate city regulations, is not the solution for Midtown. We are already experiencing daily how these practices have negative impacts on our community as developments have been approved that significantly underprovided off-street parking, despite neighborhood concerns being shared with developers, planning staff and the City Plan Commission.

We strongly feel that maintaining minimum parking requirements in the “Urban Core” area will not only encourage thoughtful design responses but also stimulate creative solutions such as shared parking agreements that we’ve already seen successfully applied at many historic reuse and urban redevelopment projects.

We thank you for your consideration,

Hyde Park Neighborhood Association
Plaza Westport Neighborhood Association
Volker Neighborhood Association
Rockhill Homes Association
Valentine Neighborhood Association
Coleman Highlands Neighborhood Association
Old Hyde Park Historic District
Southmoreland Neighborhood Association
West Plaza Neighborhood Association



March 6, 2026

RE: Ordinance 260219 – Proposed Amendments to Section 88-420 “Parking & Loading”

Dear NPDC and KCMO Councilmembers, City Staff,

While the Hyde Park Neighborhood Association (HPNA) generally agrees with much of the proposed amendments to Section 88-420 stipulated in Ordinance No. 260219, we do strongly oppose the removal of parking minimums within Midtown. Unlike in the “true” urban core areas such as downtown and the crossroads, an oversupply of off-street parking simply does not exist in Hyde Park whether it be for single family or multi-family dwellings. Our dilemma between available parking and critical residential density can be observed specifically along Armour Boulevard. We’ve experienced wonderful adaptive reuses of historic buildings that injected a variety of needed housing options back into the neighborhood but with little to no supplementation of off-street parking to effectively accommodate demand. This is most apparent during evenings, nights and weekends, when on-street parking is maxed out for multiple blocks in either direction from Armour Boulevard.

The introduction of bike lanes, road diets and other traffic calming have made extremely positive impacts within our community regarding transportation safety yet have ultimately led to a decrease in available on-street parking supply. Pair this with the fact that 8 years ago, we were promised two full city-wide cycles of sidewalk replacements within a 20-year period, yet since then we’ve only seen 9 out of our 200 Hyde Park city blocks improved, under 5% accomplished within 40% of that stipulated timeframe. These factors have all led to illegal and sometimes even dangerous parking patterns due to lack of available supply in the appropriate areas. And while we’ve heard from proponents of this change that these concerns can be alleviated through stricter enforcement or even parking permits, we have no faith that this is something that can realistically be delivered by KCMO. We’ve experienced 8 years of neighbors submitting complaints, witnessing traffic accidents and unfortunately even fatalities that should have brought more consistently proven parking enforcement along Armour Boulevard yet that still hasn’t occurred.

We need effective development policies and guardrails in place that realistically take into consideration our current neighborhood conditions and city services we have available, or lack thereof. We strongly feel that maintaining minimum parking requirements in Midtown will not only encourage thoughtful design responses but also stimulate creative solutions such as shared parking agreements that we’ve already seen successfully applied in some Hyde Park developments along both Armour and Troost.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Koch". The signature is fluid and cursive, with the first name "Chris" and the last name "Koch" clearly distinguishable.

Christopher Koch, AIA
President, Hyde Park Neighborhood Association
President@hydeparkkc.org



April 3, 2026

RE: Ordinance No 260219

Diane Binckley, Assistant City Manager
Sara Copeland, Development Management Division Manager
414 E 12th Street
Kansas City, MO 64106

Dear Ms. Binckley, Ms. Copeland,

Thank you for taking the time to meet with me on the afternoon of April 2nd 2026 to discuss Hyde Park's concerns regarding the proposed revisions to parking requirements within KCMO. As discussed, we are primarily concerned with high-density residential developments containing more than 8 units. As requested, I have provided my analysis of current households versus available parking along Armour Blvd, as of April 2026, within the boundaries of the Hyde Park Neighborhood Association (Gillham on West, Troost on East). For the purpose of simplifying this analysis, I have assumed all households have one resident with one vehicle. This assumption should offset the discrepancy between households without any vehicles from those households having multiple residents with multiple vehicles.

Residences

- 1,515 apartments
- 4 single-family homes
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Parking

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actual observations on the nine side streets both north and south of Armour Blvd during the evening hours, where vehicles are even pushed to 34th and 36th streets due to time-based and street-specific parking restrictions on these side streets. For reference, I have included my data collection at the end of this letter if needed.

I wanted share this information with you to rebut multiple statements made by Wilson & Company during the committee hearing that:

- 1) Our challenges and fears are being exaggerated, and
- 2) That developers will simply not provide housing models that don't work, for example 105 residential units with no parking, and that investors wouldn't back such model.

This is an actual example that has already occurred in Hyde Park, and our residents (both renters and homeowners) have been living with these challenges for over 10 years. We strongly urge the city to consider keeping some sort of guardrails in place regarding parking minimums for high density residential developments in Midtown to help prevent the spread of challenges our community is facing along Armour Blvd.

Alternatively, shifting the "Urban Core" boundary north from 85th St to 31st St may be viewed as a fair compromise for the time being, and this boundary could be reassessed once new data is available from that area after a period of a few years. To our knowledge, only one neighborhood association south of 31st St has provided testimony in support of this ordinance. By revising the southern boundary to 31st St, such larger scale infill developments with minimal parking could still occur within the communities that are championing this change without imposing the fear of exacerbating our current challenges within the neighborhoods that are opposed.

Sincerely,



Christopher Koch, AIA
President, Hyde Park Neighborhood Association
President@hydeparkkc.org

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Data collection by building, from west to east:

- Georgian Court Apt: 90 units, 47 parking
- Richelieu Apt: 16 units, 0 parking
- Windsor Apt: 31 units, 0 parking
- Sombart Apt: 36 units, 12 parking
- Windsor House & Gillham House Apt: 36 units, 35 parking
- Alexandria Apt: 16 units, 0 parking
- Cleopatra Apt: 16 units, 0 parking
- Duke Apt: 7 units, 35 parking
- 520 East Apt: 110 units, 77 parking
- Newbern Apt: 105 units, 0 parking
- Windemere Apt: 76 units, 12 parking
- Armour Place Apt: 6 units, 21 parking
- Kenwood Apt: 64 units, 0 parking
- Gabriel Apt : 70 units, 23 parking
- 633 Armour: 1 SFH, 1 apt unit, 2 parking
- Six40 Apt: 83 units, 41 parking (*currently empty, no residents due to renovations*)
- Holmes Apt: 24 units, 0 parking
- Hamilton Apt: 70 units, 29 parking
- 710 Armour: 1 SFH, 1 parking
- 721 Armour: 1 SFH, 1 apt unit, 2 parking
- 800 Armour: 1 SFH, 1 apt unit, 2 parking
- Brownhardt Apt: 77 units, 38 parking
- Ricardo Apt: 70 units, 5 parking
- Victorian House Apt: 6 units, 1 parking
- BainBridge Apt: 163 units, 73 parking
- Crosswalks Apt: 340 units, 189 parking