



**Agenda**

**Neighborhood Planning and Development Committee**

Chairperson Ryana Parks-Shaw

Vice Chair Eric Bunch

Councilmember Nathan Willett

Councilmember Melissa Patterson Hazley

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**Tuesday, March 10, 2026**

**1:30 PM**

**26th Floor, Council Chamber**

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**Meeting Link: <https://us02web.zoom.us/j/84530222968>**

**PUBLIC OBSERVANCE OF MEETINGS**

Members of the City Council may attend this meeting via videoconference.

Any closed session may be held via teleconference.

The public can observe this meeting at the links provided below.

Applicants and citizens wishing to participate have the option of attending each meeting or they may do so through the videoconference platform ZOOM, using this link:  
<https://us02web.zoom.us/j/84530222968>

\*\*\*Public Testimony is Limited to 2 Minutes\*\*\*

**FIRST READINGS**

**Duncan**

**[260257](#)**

Sponsor: Councilmember Johnathan Duncan

RESOLUTION - Adopting the Health Commission's 2026-2029 Kansas City Community Health Improvement Plan ("KC-CHIP") as the City's guiding framework for improving population health and strengthening community well-being; and directing the Health Commission to provide an annual update to the City Council.

**Willett and O'Neill**

[260261](#) Sponsor(s): Councilmembers Nathan Willett and Kevin O'Neill

Rezoning an area of about 12.72 acres generally located at the northeast corner of North Shoal Creek Parkway and North Oak Trafficway from Districts B2-2 and MPD to District MPD with an associated development plan that also serves as a preliminary plat to allow for a commercial retail development, including a grocery store and other commercial uses. (CD-CPC-2026-00002)

**Willett**

[260264](#) Sponsor: Councilperson Nathan Willett

RESOLUTION - Directing the City Manager, within 90 days, to report to Council on City's ability to regulate the unauthorized placement of advertising signs on private and public property and rights-of-way within the City and to establish appropriate enforcement provisions and penalties for repeat offenders.

RE-REFERRED

**Director of City Planning & Development**

[250876](#) Sponsor: Director of City Planning and Development Department  
COMMITTEE SUBSTITUTE

Amending Chapter 88, the Zoning and Development Code, by repealing Subsection 88-445-06, Residential Signs, and enacting in lieu thereof a new section of like number and subject matter for the purposes of allowing digital signs for Institutional and Office Uses in residential districts and adopting new standards for such signs. (CD-CPC-2025-00128)

HELD IN COMMITTEE

**Director of City Planning & Development**

[240524](#) Sponsor: Director of City Planning and Development Department

Approving a development plan on about 60 acres, which also serves as a preliminary plat, for an industrial development in District M2-3 generally located at 10951 N. Congress Avenue. (CD-CPC-2024-00038)

**Parks-Shaw**

[260142](#) Sponsor: Mayor Pro Tem Ryana Parks-Shaw

Directing the City Manager to submit a response to the Missouri Department of Revenue's Request For Proposals for license office operations; and directing the City Manager to develop a yearly funding plan in an amount not to exceed \$750,000.00 for operational costs and report back to City Council in 30 days.

**Director of City Planning & Development**

[260213](#) Sponsor: Director of City Planning and Development Department

Approving a major amendment to a previously approved master planned development on about 2,500 acres generally located on the north side of I-29/I-435 and Northwest 128th Street in District MPD to allow for expanding the district boundary by 167 acres to allow for 20 million square feet of commercial, office and warehousing uses. (CD-CPC-2025-00169).

**Bunch and Director of City Planning & Development**

[260219](#) Sponsor: Director of City Planning and Development Department

Amending Chapter 88, the Zoning and Development Code, by repealing Section 88-420, "Parking and Loading", and enacting in lieu thereof a new section of like number and subject matter for the purpose of updating parking and loading standards to support more walkable development and reduce on-site parking requirements. (CD-CPC-2025-00143)

**Director of City Planning & Development**

[260220](#) Sponsor: Director of City Planning and Development Department

Amending the Major Street Plan for Kansas City to revise the alignment of Mexico City Avenue, from connecting to Highway 92, to connecting to North Bethel Avenue, and directing the City Clerk to file certain documents with the appropriate offices. (CD-CPC-2025-00170).

## ADDITIONAL BUSINESS

1. There may be general discussion for current Neighborhood Planning and Development Committee issues.

2. Closed Session

- Pursuant to Section 610.021 subsection 1 of the Revised Statutes of Missouri to discuss legal matters, litigation, or privileged communications with attorneys;
- Pursuant to Section 610.021 subsection 2 of the Revised Statutes of Missouri to discuss real estate;
- Pursuant to Section 610.021 subsections 3 and 13 of the Revised Statutes of Missouri to discuss personnel matters;
- Pursuant to Section 610.021 subsection 9 of the Revised Statutes of Missouri to discuss employee labor negotiations;
- Pursuant to Section 610.021 subsection 11 of the Revised Statutes of Missouri to discuss specifications for competitive bidding;
- Pursuant to Section 610.021 subsection 12 of the Revised Statutes of Missouri to discuss sealed bids or proposals; or
- Pursuant to Section 610.021 subsection 17 of the Revised Statutes of Missouri to discuss confidential or privileged communications with auditors.

3. Those who wish to comment on proposed ordinances can email written testimony to [public.testimony@kcmo.org](mailto:public.testimony@kcmo.org). Comments received will be distributed to the committee and added to the public record by the clerk.

The city provides several ways for residents to watch City Council meetings:

- Livestream on the city's website at [www.kcmo.gov](http://www.kcmo.gov)
- Livestream on the city's YouTube channel at <https://www.youtube.com/watch?v=3hOuBlg4fok>
- Watch Channel 2 on your cable system. The channel is available through Time Warner Cable (channel 2 or 98.2), AT&T U-verse (channel 99 then select Kansas City) and Google Fiber on Channel 142.
- To watch archived meetings, visit the City Clerk's website and look in the Video on Demand section: [http://kansascity.granicus.com/ViewPublisher.php?view\\_id=2](http://kansascity.granicus.com/ViewPublisher.php?view_id=2)

The City Clerk's Office now has equipment for the hearing impaired for use with every meeting. To check out the equipment please see the secretary for each committee. Be prepared to leave your Driver's License or State issued Identification Card with the secretary and she will give you the equipment. Upon returning the equipment your license will be returned.

Adjournment



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**File #: 260257**

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RESOLUTION NO. 260257

Sponsor: Councilmember Johnathan Duncan

**RESOLUTION** - Adopting the Health Commission’s 2026–2029 Kansas City Community Health Improvement Plan (“KC-CHIP”) as the City’s guiding framework for improving population health and strengthening community well-being; and directing the Health Commission to provide an annual update to the City Council.

WHEREAS, the Kansas City Health Department conducted a comprehensive Community Health Assessment in 2023, the City’s first Mental Health Survey in 2024, and additional engagement efforts in 2024–2025, including surveys, policy summits, and community meetings, to understand the needs, strengths, and priorities of Kansas City residents; and

WHEREAS, based on this process, the Kansas City Health Commission identified three priority areas for the 2026–2029 Community Health Improvement Plan:

1. Chronic Disease,
2. Substance Use Disorder, and
3. Community Connection and Belonging; and

WHEREAS, Kansas City exceeds national averages for the following diseases: chronic obstructive pulmonary disease (COPD), coronary heart disease, depression, diabetes, high blood pressure, and obesity; and

WHEREAS, Missouri ranks 23rd of 50 states and the District of Columbia in the highest death rates from overdose; and

WHEREAS, social connections are essential to our mental and physical health and help protect against and manage these chronic conditions and diseases; and

WHEREAS, the Kansas City Health Commission approved the 2026–2029 KC-CHIP and recommends its adoption by the City Council as the City’s population health framework; and

WHEREAS, adoption of the KC-CHIP will guide the City’s participation in the collective impact initiative known as Live Well KC; and

WHEREAS, the Health Commission, in partnership with the Health Department, will be responsible for assuring collaborative implementation of the KC-CHIP to the fullest extent accomplishable; NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the 2026–2029 Kansas City Community Health Improvement Plan is hereby adopted as the City’s official population health framework for the period of January 1, 2026, through December 31, 2029.

Section 2. That the City recognizes the three priority areas identified in the KC-CHIP: Chronic Disease; Substance Use Disorder and Community Connection and Belonging, as critical to improving quality of life, reducing preventable illness and death, and strengthening lives and communities across Kansas City.

Section 3. That the City encourages all City departments, boards, commissions, and partner agencies to consider the KC-CHIP when developing policies, programs, budgets, and partnerships that affect health and well-being.

Section 4. That the City supports collaboration with community organizations, healthcare systems, schools, faith communities, businesses, neighborhood associations, and residents to implement the KC-CHIP through shared action and the Live Well KC collective impact model.

Section 5. That the Health Commission is directed to provide an annual update regarding the 2026-2029 KC-CHIP to the community and City Council and use data and community feedback to adjust strategies as needed during the 2026–2029 period.

..end

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**No Docket  
Memo Provided  
for Ordinance  
No. 260257**



**File #: 260261**

ORDINANCE NO. 260261

Sponsor(s): Councilmembers Nathan Willett and Kevin O’Neill

Rezoning an area of about 12.72 acres generally located at the northeast corner of North Shoal Creek Parkway and North Oak Trafficway from Districts B2-2 and MPD to District MPD with an associated development plan that also serves as a preliminary plat to allow for a commercial retail development, including a grocery store and other commercial uses. (CD-CPC-2026-00002)

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section A. That Chapter 88, Code of Ordinances of the City of Kansas City, Missouri, commonly known as the Zoning and Development Code, is hereby amended by enacting a new section to be known as Section 88-20A-1529, rezoning an area of about 12.72 acres generally located at the northeast corner of North Shoal Creek Parkway and North Oak Trafficway from Districts B2-2 (Neighborhood Business) and MPD (Master Planned Development) to District MPD (Master Planned Development), said section to read as follows:

Section 88-20A-1529. That an area legally described as:

**TRACT 1:** All that part of the South One Half of the Northeast Quarter of Section 26, Township 52, Range 33, in the City of Kansas City, Clay County, Missouri, described as follows: Commencing at the Southwest corner of the Northeast Quarter of said Section 26; thence South 89 degrees 31 minutes 09 seconds East along the South line of the Northeast Quarter of said Section 26, a distance of 30.00 feet to a point on the East right of way of N. Oak Street; thence North 0 degrees 32 minutes 48 seconds East along the East right of way of N. Oak Street, a distance of 608.28 feet to the point of beginning of the tract of land herein to be described, said point being on the North right of way of NE Karapat Drive; thence North 0 degrees 32 minutes 48 seconds East along the East right of way of N. Oak Street, a distance of 254.99 feet; thence South 89 degrees 39 minutes 10 seconds East, a distance of 305.79 feet to a point on the Westerly right of way of NE Karapat Drive; thence South 20 degrees 47 minutes 00 seconds West along the Westerly right of way of NE Karapat Drive, a distance of 6.28 feet; thence continuing along said right of way South 25 degrees 25 minutes 05 seconds West, a distance of 185.64 feet; thence Southwesterly along said right of way along a curve to the right and being tangent to the last described course and having a radius of 124.96 feet, an arc distance of 152.15 feet; thence North 89 degrees 27 minutes 12 seconds West along the Northerly right of way of NE

Karapat Drive, a distance of 108.29 feet to the point of beginning, EXCEPT any part in roads. ALSO EXCEPT that part deeded to the City of Kansas City recorded in Book 4276 at Page 530 and in Book 4276 at Page 539.

**TRACT 2:** All that part of the South One Half of the Northeast Quarter of Section 26, Township 52, Range 33 in the City of Kansas City, Clay County, Missouri, described as follows: Commencing at the Southwest corner of the Northeast Quarter of said Section 26; thence South 89 degrees 31 minutes 09 seconds East, along the South line of the Northeast Quarter of said Section 26, a distance of 30.00 feet to a point on the East right of way of N. Oak Street; thence North 0 degrees 32 minutes 48 seconds East along the East right of way of N. Oak Street, a distance of 150.00 feet to the point of beginning of the tract of land herein to be described, said point being on the East right of way of N. Oak Street and the North right of way of proposed NE Shoal Creek Parkway; thence North 0 degrees 32 minutes 48 seconds East along the East right of way of N. Oak Street, a distance of 378.28 feet, said point being on the South right of way of NE Karapat Drive; thence South 89 degrees 27 minutes 12 seconds East along the South right of way of NE Karapat Drive, a distance of 108.29 feet; thence Northeasterly along a curve to the left and along the Easterly right of way of NE Karapat Drive, tangent to the last described course having a radius of 204.96 feet, an arc distance of 249.56 feet; thence North 16 degrees 08 minutes 55 seconds East along the Easterly right of way of NE Karapat Drive, a distance of 185.64 feet; thence North 20 degrees 47 minutes 00 seconds East along the Easterly right of way of NE Karapat Drive, a distance of 24.92 feet; thence North 89 degrees 39 minutes 10 seconds East along the South line of Lots 69 thru 74, all inclusive, Karapat Acres, a subdivision of land in Kansas City, Clay County, Missouri, and the Westerly prolongation thereof, a distance of 447.8 feet to the Southeast corner of Lot 69, said Karapat Acres, thence South 0 degrees 32 minutes 48 seconds West along the West line of Lots 66 thru 62, all inclusive, of said Karapat Acres, and the West line of Lots 200 thru 198, all inclusive, Woodridge Estates, Fifth Plat, a subdivision of land in Kansas City, Clay County, Missouri, a distance of 715.15 feet to the Southwest corner of Lot 198, said Woodridge Estates Fifth Plat, said point being on the Northerly right of way of proposed NE Shoal Creek Parkway; thence North 89 degrees 31 minutes 09 seconds West along the Northerly right of way of proposed NE Shoal Creek Parkway, a distance of 807.00 feet to the point of beginning, EXCEPT any part in roads. ALSO EXCEPT that part deeded to Kansas City, Missouri, recorded in Book 4276 at Page 530 and Book 4276 at Page 539.

is hereby rezoned from Districts B2-2 (Neighborhood Business) and MPD (Master Planned Development) to District MPD (Master Planned Development), all as shown outlined on a map marked Section 88-20A-1529, which is attached hereto and made a part hereof, and which is hereby adopted as a part of an amendment to the zoning maps constituting a part of said chapter and in accordance with Section 88-20 thereof.

Section B. That a major amendment to an approved development plan that also serves as a preliminary plat for the area legally described above is hereby approved, subject to the following conditions:

1. The developer shall provide pavement marking or signage at each dedicated pick-up spot directed toward drivers that idling is not permitted.
2. Prior to issuance of the certificate of occupancy for each lot within the plat the developer shall submit an affidavit, completed by a landscape architect licensed in the State of Missouri, verifying that street trees have been installed in accordance with the approved street tree planting plan and are healthy.
3. All signage shall conform to 88-445 and shall require a sign permit prior to installation.
4. The developer shall secure approval of an MPD final plan from the City Plan Commission prior to issuance of the building permit.
5. The developer shall submit an affidavit, prepared by an engineer licensed in the State of Missouri, verifying that all outdoor lighting has been installed in accordance with approved plans and that lighting levels do not exceed that shown on the approved lighting plan at the property lines prior to a certificate of occupancy.
6. The developer shall screen all roof and/or ground mounted mechanical and utility equipment in compliance with Section 88-425-08 of the Zoning and Development Code.
7. The developer shall submit an affidavit, completed by a landscape architect licensed in the State of Missouri, verifying that all landscaping required of the approved plan has been installed in accordance with the plan and is healthy prior to a certificate of occupancy.
8. No additional curb cuts off N. Oak Trafficway are permitted other than the curb cut off N. Oak to Parcel 1 as shown on the MPD development plan. Vehicular access to Parcel 2 must be internal or via N.E. Karapat Drive, if realigned.
9. Prior to issuance of any certificate of occupancy, the applicant shall gain approval of and record a final plat in accordance with the preliminary plat.
10. The applicant shall obtain approval by City Council of a vacation of part of Northeast Karapat Drive which is impacted by the proposed development. The applicant shall coordinate the realignment and construction of Northeast Karapat Drive through the property to the north, which is owned by the City of Kansas City, so that the public right-of-way connects to North Oak Trafficway. All items of this condition must be completed prior to recording of the final plat.

11. Required Fire Department access roads shall be designed to support a fire apparatus with gross axle weight of 85,000 pounds. (IFC-2018: § 503.2.3)
12. Fire hydrant distribution shall follow IFC-2018 Table C102.1.
13. The building's FDC shall be immediately recognizable from the street or nearest point of Fire Department access ( IFC-2018 § 912.2.1).
14. The developer shall meet the fire flow requirements as set forth in Appendix B of the International Fire Code 2018. (IFC-2018 § 507.1)
15. Proposed buildings shall have a Fire Department access road within 150 feet of any exterior portion of the structure. (IFC-2018: § 503.1.1)
16. The developer shall provide fire lane signage on fire access drives.
17. A Knox Box shall be provided near the main entrance to the building (IFC-2018 § 506.1). To ensure proper keying to Kansas City, Missouri; Knox Boxes may be ordered online at [www.knoxbox.com](http://www.knoxbox.com) or on an official order form obtained through this Office.
18. The turning radius for Fire Department access roads shall be 30 feet inside and 50 feet outside radius. (IFC-2018: § 503.2.4)
19. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses. (IFC-2018: § D106.3)
20. Buildings exceeding 62,000 square feet in area shall have at least two means of fire apparatus access. (IFC-2018: § D104.2)
21. All required Fire Department access roads shall be an all-weather surface. Grass pavers are not permitted. (IFC-2012: § 503.2.3)
22. Fire hydrants shall be installed and operable prior to the arrival of any combustible building materials onto the site. (IFC-2018 § 501.4 and 3312.1; NFPA 241-2013 § 8.7.2)
23. Buildings equipped with a fire standpipe system shall have an operable fire hydrant within 100 feet of the Fire Department Connection (FDC). (IFC2018 § 507.5.1.1)
24. The Fire Department Connection (FDC) shall not be located that obstructs access/egress to the building when in use (IFC-2018 § 912.2).

25. Fire hydrant(s) shall be within 400 feet on a fire access road following an approved route established by the Authority Having Jurisdiction (AHJ) of any exterior portion of a building. The use of existing fire hydrant(s) may be used to satisfy this requirement otherwise a private fire hydrant(s) or hydrant system may be required. This distance may be increased to 600 feet for R-3 and U occupancy(s) or the building(s) is fully protected by an approved automatic fire sprinkler system(s). (IFC-2018: § 507.5.1)
26. The developer shall provide Fire Department access roads before construction/demolition projects begin. (IFC-2018 § 501.4 and 3310.1; NFPA 241-2013 § 7.5.5)
27. Required Fire Department access roads shall be a minimum unobstructed width of twenty (20) feet and 13 ft. 6 in. clearance height. Check with Streets & Traffic (KCMO Public Works) or Missouri Department of Transportation (MODOT) that may have street planning regulations that supersede the Fire Code. (IFC-2018: § 503.2.1)
28. All Fire Department Connections (FDC) shall be threaded connections, Storz connections are not allowed in the City of Kansas City, Missouri (IFC-2018 § 903.3.6; NFPA 13-2010 § 6.8.1).
29. The developer shall provide the approximate location of addressing on proposed building(s). Location of address should be visible from the public right-of-way or vehicular access area, whichever is applicable. Location can be shown on the building elevation sheet with a cloud/dashed line at the time of building plan review. Development Management Division reviewer may satisfy this condition.
30. The developer shall provide standard operating characteristics including: security measures (cameras, gated access etc.), lighting, noise, access requirements (keycard/access code) as on note on the plans at the time of building plan review. Development Management Division reviewer may satisfy this condition.
31. Raise at least 1 side of the dumpster enclosure, that is not the gate, at least 6 inches to 1 foot from the ground or provide a convex mirror from an elevated position near the dumpster enclosure at the time of building plan review. Development Management Division reviewer may satisfy this condition.
32. The developer shall submit a letter to the Parks and Recreation Department from a licensed civil engineer, licensed architect, or licensed landscape architect, who is registered in the State of Missouri, stating the condition of the sidewalks, curbs, and gutters along boulevard/parkway, which is a Parks and Recreation jurisdictional street. The letter shall identify state of repair as defined in Chapters 56 and 64, Code of Ordinances, for the sidewalks, curbs, and gutters. It shall identify the quantity and location of sidewalks, curbs, and gutters that need to be

constructed, repaired, or reconstructed. The developer shall secure permits to repair or reconstruct the identified sidewalks, curbs, and gutters as necessary along all development street frontages, as required by the Parks and Recreation Department, prior to recording the plat/issuance of any certificate of occupancy permits including temporary certificate of occupancy permits.

33. The developer shall submit plans to Parks and Recreation Department and obtain permits prior to beginning construction of streetscape improvements (including but not limited to sidewalks, curbs, gutters, streetscape elements, pedestrian and street lighting) on the Parks jurisdictional streets and construct improvements, ADA compliant ramps at all required locations where new private drives are being added, or where existing sidewalks are modified or repaired. Such improvements shall be installed per Parks and Recreation Department standards
34. Prior to construction adjacent to a Parks and Recreation jurisdictional street and/or park the developer and/or their representative shall obtain a Parks and Recreation permit for storage and restoration within a park or a Parks and Recreation jurisdictional street right-of-way including but not limited to the installation of construction trailer, stockpiling of materials or equipment, construction roads and utility cabinets/meters.
35. The developer shall dedicate additional right-of-way and provide easements for N. Oak Trafficway as required by the adopted Major Street Plan and/or Chapter 88 so as to provide a minimum of 50 feet of right-of-way as measured from the centerline, along those areas being platted.
36. The developer shall integrate into the existing streetlight system any relocated streetlights within the street right-of-way impacted by the new drive or approach entrances as required by the Land Development Division, and the relocated lights must comply with all adopted lighting standards.
37. The developer shall submit a streetscape plan for approval and permitting by the Land Development Division prior to beginning construction of the streetscape improvements in the public right-of-way, and construct ADA compliant ramps at all required locations where new private drives are being added, or where existing sidewalks are modified or repaired.
38. The developer shall pay impact fees as required by Chapter 39 of the City's Code of Ordinances, as required by the Land Development Division.
39. The developer shall submit verification of vertical and horizontal sight distance for the drive connection to public right-of-way to the Land Development Division and make improvements to ensure local jurisdiction and/or minimum AASHTO adequate sight distance standards are met, prior to issuance of any certificate of occupancy.

40. After the City Plan Commission enters its disposition for the development plan, the developer shall not enter into any agreement that would encumber or otherwise have any impact on the proposed right-of-way dedications for the planned project without the prior written consent of the Land Development Division.
41. The developer shall subordinate to the City all private interest in the area of any right-of-way dedication, in accordance with Chapter 88 and as required by the Land Development Division, prior to issuance of any construction permits within said right-of-way, and that the developer shall be responsible for all costs associated with subordination activities now and in the future.
42. The developer must petition for the vacation of N.E. Karapat Drive as shown on the development plan and relocate sewers as required by the Departments of Water Services, the Land Development Division, and Development Services prior to recording of the final plat.
43. The developer shall ensure that water and fire service lines should meet current Water Services Department rules and regulations prior to issuance of a certificate of occupancy.
44. A full flow fire meter shall be required when the fire protection service line serves more than one building, or combination service lines 6 inches and larger, or that have private fire hydrants connected to them.
45. Branch service lines one-and-one-half inches and larger in diameter for domestic water services or fire protection lines shall be connected to the main by cutting in a minimum 6" branch service tee, installing three gate valves, and two solid sleeves on the main. Line valves on the main shall be the same nominal size as the main.
46. The developer shall have a water flow test done to ensure there is adequate water pressure to serve the development.
47. The developer shall submit water main extension plans for relocation of the water main in N.E. Karapat Drive if vacated. Submit water main extension plans for new fire hydrants along N. Oak and Shoal Creek Pkwy to meet a 300' max spacing along the projects frontage. The water main extension plans shall be submitted through CompassKC and shall be under contract (permit) prior to building permit issuance or platting, whichever occurs first. The water main extension plans shall meet the Kansas City Water rules and regulations for water main extensions.
48. The developer shall cause the area to be platted and processed in accordance with Chapter 88, Code of Ordinances of the City of Kansas City, Missouri.

49. The developer shall submit a macro storm drainage study with the first plat or phase, from a Missouri-licensed civil engineer to the Kansas City Water Services Department showing compliance with current adopted standards in effect at the time of submission, including water quality BMP's, to the Kansas City Water Services Department for review and acceptance for the disturbed area, and submit a micro storm drainage study with each subsequent plat or phase showing compliance with the approved macro and adopted standards. The developer shall secure permits to construct any improvements as necessary to mitigate impacts from rate, volume, and quality of runoff from each proposed phase, prior to recording the plat or prior to issuance of a building permit, whichever occurs first as required by the Kansas City Water Services Department.
50. The developer shall obtain the executed and recorded City approved grading, temporary construction, drainage/sewer, or any other necessary easements from the abutting property owner(s) that may be required prior to submitting any public improvements crossing properties not controlled by the developer or outside the plat and include said document(s) within the public improvement applications submitted for permitting. Off-site improvements will require performance and maintenance bonds to be posted for permitting if determined to be necessary by the Director of the Kansas City Water Services Department.
51. The developer shall submit plans for grading, siltation, and erosion control to the Kansas City Water Services Department for review and acceptance, provide a copy of the Storm Water Pollution Prevention (SWPP) plan submitted to the Missouri Department of Natural Resources (MDNR) and secure a site disturbance permit for any proposed disturbance area equal to one acre or more prior to beginning any construction activities.
52. The developer shall submit an analysis to verify adequate capacity of the existing sewer system as required by the Kansas City Water Services Department prior to recording the plat or issuance of a building permit to connect the private system to the public sewer main and depending on adequacy of the receiving system, make other improvements as may be required.
53. The developer shall secure permits to extend public storm water conveyance systems to serve all proposed lots within the development and determine adequacy of receiving systems as required by the Kansas City Water Services Department, prior to recording the plat or issuance of a building permit, whichever occurs first.
54. The developer shall grant a BMP easement to the City as required by the Kansas City Water Services Department, prior to recording the plat or issuance of any building permits.

55. The developer shall enter into a covenant agreement for the maintenance of any storm water detention area tracts as required by the Kansas City Water Services Department, prior to recording the plat.
56. All agreement and easement documents shall be submitted using IB159 to an Infrastructure Review Application on CompassKC for review and approval by the Kansas City Water Services Department prior to issuance of any permits.

A copy of said development plan is on file in the office of the City Clerk with this ordinance and is made a part hereof.

Section C. That the Council grants deviations to the following sections of the Zoning and Development Code:

1. 88-347-02-A.1. Constructing a new gas station within 2,000 feet of an existing gas station.
2. 88-347-02-A.2. Constructing a new gas station within 200 feet of a residential (R ) zoning district.
3. 88-347-02-D.4b. Exceeding 45 foot-candles of illumination under the canopy structure.
4. 88-323-02-B.2. Locating parking and vehicular use area between the building and the parkway.
5. 88-323-02-B.3. Exceeding the maximum 20 percent vehicular use area frontage allowed adjacent to the parkway to allow 100 percent of the vehicular use area along the frontage adjacent to the parkway.
6. 88-323-02-G. Full deviation to all additional provisions for sites with gasoline and fuel sales.
7. 88-420-09-C. Providing 11 out of 21 required long-term bicycle parking spaces.

Section D. That the Council finds and declares that before taking any action on the proposed amendment and development plan hereinabove, all public notices and hearings required by the Zoning and Development Code have been given and had.

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I hereby certify that as required by Chapter 88, Code of Ordinances, the foregoing ordinance was duly advertised and public hearings were held.

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Sara Copeland, FAICP  
Secretary, City Plan Commission

Approved as to form:

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Sarah Baxter  
Senior Associate City Attorney

**No Docket  
Memo Provided  
for Ordinance  
No. 260261**



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**File #: 260264**

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RESOLUTION NO. 260264

Sponsor: Councilperson Nathan Willett

**RESOLUTION** - Directing the City Manager, within 90 days, to report to Council on City's ability to regulate the unauthorized placement of advertising signs on private and public property and rights-of-way within the City and to establish appropriate enforcement provisions and penalties for repeat offenders.

WHEREAS, the City Council of Kansas City, Missouri, is committed to protecting private property rights and preserving the safety, cleanliness, and aesthetic integrity of the City's neighborhoods; and

WHEREAS, the unauthorized placement of commercial, promotional, or other advertising signs on private property without the express consent of the property owner or lawful occupant infringes upon private property rights; and

WHEREAS, the placement of unauthorized advertising signs within public rights-of-way, medians, parks, and other City-owned property contributes to visual blight, may create traffic safety concerns, and increases solid waste removal costs borne by taxpayers; and

WHEREAS, repeat violations by individuals or businesses impose an ongoing burden on City staff, public resources, and neighborhood volunteers tasked with removal efforts; and

WHEREAS, the City Council finds it necessary to review existing Code provisions, evaluate any issues with enforcement and consider potential Code revisions or additions needed to establish clear, consistent, and enforceable regulations that deter repeat violations while remaining content-neutral and compliant with applicable state and federal law; NOW, THEREFORE,

**BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY, MISSOURI:**

Section 1. That the City Manager is hereby directed to report to the City Council within ninety (90) days of the adoption of this Resolution, on the City's lawful and practical ability to regulate the following:

- (a) Prohibiting the placement of advertising signs on private property without the express consent of the property owner or lawful occupant;

- (b) Prohibiting the unauthorized placement of advertising signs on public property, including but not limited to public rights-of-way and other City-owned property;
- (c) Establishing clear enforcement procedures, including authority for removal and cost recovery; and
- (d) Providing for a tiered civil penalty structure for repeat offenders at the City Manager's discretion, in a manner consistent with municipal sign regulation practices, including escalating fines for each unauthorized sign.

Section 2. That the report required in Section 1 shall identify any current City Code provision(s) regulating such matters, the extent to which such any such Code provisions or administrative issues present barriers to enforcement and any potential revisions or additions to the Code that assist in lawful and practical regulation of the matters described in Section 1.

..end

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**No Docket  
Memo Provided  
for Ordinance  
No. 260264**



**File #: 250876**

[COMMITTEE SUBSTITUTE FOR] ORDINANCE NO. 250876

Sponsor: Director of City Planning and Development Department

**COMMITTEE SUBSTITUTE**

Amending Chapter 88, the Zoning and Development Code, by repealing Subsection 88-445-06, Residential Signs, and enacting in lieu thereof a new section of like number and subject matter for the purposes of allowing digital signs for Institutional and Office Uses in residential districts and adopting new standards for such signs. (CD-CPC-2025-00128)

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That Chapter 88, Zoning and Development Code, is hereby amended by repealing Section 88-445-06, "Residential Signs," and enacting in lieu thereof a new section of like number and subject matter, said section to read as follows:

**88-445-06 - SIGNS IN RESIDENTIAL DISTRICTS**

**88-445-06-A. RESIDENTIAL SIGNS**

Only the following signs are allowed in residential zoning districts (including AG-R):

1. **GENERAL RULES**

a. **LIGHTING.**

Except where otherwise specified, signs in residential districts may be externally illuminated only, unless otherwise specified.

b. **FLASHING, MOVING AND SIMILAR SIGNS**

Flashing, moving, animated, wind-blown, or other signs that move or simulate movement are prohibited.

c. **TRAFFIC CONTROL SIGNS**

In addition to other signs permitted under this section, any lot or parcel containing more than 4 dwelling units, a permitted institutional use, or a permitted commercial use, may contain signs conforming with the Manual of Uniform Traffic Control Devices and not containing any commercial message.

d. **MESSAGES**

Any sign allowed under this section may bear a noncommercial message. Limited commercial messages are allowed, in accordance with express provisions of this section, but such commercial

messages may not advertise or direct attention to a business or commercial activity other than one lawfully conducted on the premises, as expressly allowed under this section.

e. **SETBACK**

Signs placed on a corner lot shall not extend forward of a diagonal line which intersects the front and side property lines of the lot at points 20 feet distant from the common intersection of the front and side property lines or, if the corner of the lot is platted on a radius, the extension of the front and side property lines to a point of common intersection. Signs placed on an interior lot shall be set back a minimum of 5 feet from the right-of-way line.

2. **DETACHED HOUSE AND SEMI-ATTACHED HOUSE**

A lot with a principal use of a detached house or semi-attached house may have:

- a. For each entrance (excluding garage entrances) to a dwelling unit, one wall sign, not to exceed 80 square inches in area.
- b. One interim sign bearing a noncommercial message or a message related to the sale, lease, rental, or construction of the home. Such sign may not exceed 8 square feet in area or 4 feet in height.
- c. Additional interim signs not bearing commercial messages. No such sign may exceed 8 square feet in area or 4 feet in height. A maximum of 16 square feet of sign area is allowed per lot.
- d. During the period from 6 weeks prior to a public election to be held in Kansas City to 2 weeks after such election, each lot may display additional signs not bearing commercial messages. No such sign may exceed 8 square feet in area or 4 feet in height.

3. **MULTI-UNIT BUILDINGS**

A lot with a principal use of a multi-unit building may have:

a. **WALL SIGNS**

1. One wall sign per building not to exceed 12 square feet in area. The message on such sign may include a commercial message related to the sale, lease, or rental of units in the building or complex.
2. For each building entrance providing access to multiple dwelling units, an additional sign to identify the dwelling units in that building, not to exceed 4 square feet in area, provided that no message on such sign other than a word such as "directory" or similar identifying word may be legible from a location on the public right-of-way or on

private property other than that which is part of the same complex.

3. For each entrance (excluding garage entrances) to an individual dwelling unit, one wall sign, not to exceed 80 square inches in area.
4. For any multi-unit residential building containing one or more offices, as permitted under the zoning for the district, one additional wall sign is permitted, which sign may not exceed 16 square feet in area. The wall sign may bear a commercial message related to activities lawfully conducted on the premises or a noncommercial message.

b. **INCIDENTAL SIGNS**

One additional sign per driveway is permitted, which sign may not exceed 36 inches in height and 2 square feet in area. Such sign may not contain a commercial message.

c. **INTERIM SIGNS**

- (1) One interim sign bearing a noncommercial message or a message related to the sale, lease, rental, or construction of the units. Such sign may not exceed 8 square feet in area or 4 feet in height.
- (2) Additional interim signs not bearing commercial messages. No such sign may exceed 8 square feet in area or 4 feet in height. A maximum of 16 square feet of sign area is allowed per lot.
- (3) During the period from 6 weeks prior to a public election to be held in Kansas City to 2 weeks after such election, each lot may display additional signs displaying noncommercial messages. No such sign may exceed 8 square feet in area or 4 feet in height.

4. **INSTITUTIONAL AND OFFICE USES**

A lot with an institutional use as its principal use, such as a church, school, police or fire station, community center, public park, an office building, or other permitted principal uses not described herein, may have:

(a) **MONUMENT SIGNS**

One monument sign per street frontage which may not exceed 32 square feet in area or 6 feet in height. One sign per lot may include changeable copy, but the changeable copy feature must use direct human intervention for

changes and may not include any form of digital or electronic display. Such sign may be internally or externally illuminated.

(b) **WALL SIGNS**

One wall sign per public entrance, which may not exceed 20 square feet in area. Such sign may not include any form of digital or electronic display. Such sign may be internally or externally illuminated.

(c) **INCIDENTAL SIGNS**

1. One sign per driveway is permitted, which may not exceed 42 inches in height and 6 square feet in area.
2. Incidental signs must be set back a minimum of 10 feet from all property lines.
3. Such sign may not contain a commercial message but may include the logo of the institutional use.

(d) **INTERIM SIGNS**

1. One interim sign bearing a noncommercial message or a message related to the sale, lease, rental, or construction of the property. Such sign may not exceed 8 square feet in area or 4 feet in height.
2. Additional interim signs not bearing commercial messages. No such sign may exceed 8 square feet in area or 4 feet in height. A maximum of 16 square feet of sign area is allowed per lot.
3. During the period from 6 weeks prior to a public election to be held in Kansas City to 2 weeks after such election, each lot may display additional signs not bearing commercial messages. No such sign may exceed 8 square feet in area or 4 feet in height.

(e) **DIGITAL SIGNS**

The Board of Zoning Adjustment may grant a special use permit to allow a principal use which is located on a lot that is at least three (3) acres in size and is adjacent to a major arterial street as identified on the city's Major Street Plan, to install one digital sign face on one otherwise allowable monument sign, subject to the approval criteria in 88-525-09 and subject to the following additional requirements:

1. The digital sign face may only be installed on a sign face that faces a major arterial street as identified on the city's Major Street Plan.
2. The sign must be located at least 100 feet from any other residentially zoned and occupied property. The sign must be set back at least 50 feet from an interior side property line.
3. The sign must not be located within 150 feet of a public park or a parkway or boulevard.
4. The sign must not be located on a lot that is within a designated historic district or on a lot where there exists a designated historic landmark.
5. The message or image may not change more than once every hour.
6. Changes of image must be instantaneous as seen by the human eye and may not use fading, rolling, window shading, dissolving, or similar visual effects as part of the change.
7. Digital signs must use automatic level controls to reduce light levels at night and under cloudy and other darkened conditions. All digital signs must have installed ambient light monitors and must at all times allow such monitors to automatically adjust the brightness level of the electronic sign based on ambient light conditions. Maximum brightness levels for electronic and digital signs may not exceed 5000 nits when measured from the sign's face at its maximum brightness, during daylight hours, and 500 nits when measured from the sign's face at its maximum brightness between sunset and sunrise, as those times are determined by the National Weather Service.
8. The sign may not be illuminated between the hours of 10:00 p.m. and 7:00 a.m.
9. The digital display is limited to LED lights with a single color.
10. The background color of the sign may not be white.

11. The digital display must be turned off if the display is not properly functioning.
12. Neither the proposed message to be displayed nor the character of the use on the property may be a factor in the BZA's decision.

5. **HOSPITAL SIGNS**

A signage plan portraying signs necessary for the proper identification of the facilities within a hospital may be approved by special use permit. Such signs shall be on-premises signs and limited to proper identification of the facilities. Such signs may be internally or externally illuminated.

6. **RESIDENTIAL ENTRANCE SIGNS**

One monument sign is allowed at each street entrance, identifying the name of the residential neighborhood or multi-unit complex or building. The area of the sign face shall not exceed 32 square feet in area or 6 feet in height; however, the monument structure on which the sign is located may be approved for up to 25 feet in height through the project plan process.

7. **INTERIM SUBDIVISION DEVELOPMENT SIGNS**

As an interim use accessory to the permitted activity of lawful subdivision development in a development which will contain at least 20 dwelling units, interim identification signs are permitted, provided that such signs may not exceed 100 square feet in sign area nor more than 15 feet in height; if there is more than one such sign, such signs must be at least 1,000 feet apart. Each such sign may remain in place until 90 percent of the lots in the sector are sold, but no longer than 18 months from the date of erection. All such signs must be located at least 15 feet from the pavement edge or edge of the street or thoroughfare to which it is directed, but not within the sight triangle. All such signs must be within the development or within 2000 feet of the development. These signs may not be illuminated.

8. **GROUP HOMES**

A lot with a principal use of a group home may have:

- (a) For each entrance (excluding garage entrances) one wall sign, not to exceed 80 square inches in area.
- (b) One interim sign bearing a noncommercial message or a message related to the sale, lease, rental, or construction of

the home. Such sign may not exceed 8 square feet in area or 4 feet in height.

- (c) Additional interim signs not bearing commercial messages. No such sign may exceed 8 square feet in area or 4 feet in height. A total of 16 square feet of sign area is allowed per lot.
- (d) During the period from six weeks prior to a public election to be held in the city to two weeks after such election, each lot may display additional signs not bearing commercial messages. No such sign may exceed 8 square feet in area or 4 feet in height.

9. **OTHER PRINCIPAL USES AND VACANT LOTS**

A lot with a principal use not described in this section, or a vacant lot may have:

- (a) One interim sign bearing a noncommercial message or a message related to the sale, lease, rental, or construction of the property. Such sign may not exceed 8 square feet in area or 4 feet in height.
- (b) Additional interim signs not bearing commercial messages. No such sign may exceed 8 square feet in area or 4 feet in height. A total of 16 square feet of sign area is allowed per lot.
- (c) During the period from six weeks prior to a public election to be held in the city to two weeks after such election, each lot may display additional signs not bearing commercial messages. No such sign may exceed 8 square feet in area or 4 feet in height.

10. **AUXILIARY PARKING**

Signs to identify parking areas allowed by special use permit shall be approved in conjunction with such special use permit, although no sign may exceed 12 square feet in area or 6 feet in height. Such signs may show only the hours in which the parking lot is open and the persons authorized to use the parking area.

Section 2. That the Council finds and declares that before taking any action on the proposed amendment hereinabove, all public notices and hearings required by law have been given and had.

..end

I hereby certify that as required by Chapter 88, Code of Ordinances, the forgoing ordinance was duly advertised and public hearings were held.

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Sara Copeland, FAICP  
Secretary, City Plan Commission

Approved as to form:

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Sarah Baxter  
Senior Associate City Attorney



# City of Kansas City, Missouri

## Docket Memo

Ordinance/Resolution #: 250876

Submitted Department/Preparer: City Planning

Revised 6/10/24

Docket memos are required on all ordinances initiated by a Department Director. More information can be found in [Administrative Regulation \(AR\) 4-1](#).

### Executive Summary

Amending Chapter 88, Zoning and Development Code, by repealing Subsection 88-445-06-A, Residential Signs, and enacting in lieu thereof a new section of like number and subject matter for the purposes of allowing digital signs for Institutional and Office Uses in residential districts and adopting new standards for such signs.

### Discussion

The purpose of the proposed text amendment is to address increasing trends toward modern sign technologies, specifically regarding monument signs. The City's sign code, Section 88-445, restricts digital signage in all districts. For signs in residential districts, the current ordinance prohibits both digital or electronic displays, such as electronic message centers. Changeable copy features are permitted, but must use "direct human intervention" for changes to the sign message or display.

The proposed text amendment would permit Institutional and Office uses in residential districts that are located on a lot that is at least 6 acres in size, or a lot of at least 3 acres adjacent to a major arterial, to erect one digital monument sign, pursuant to approval of a Special Use Permit by the Board of Zoning Adjustment. The digital monument sign would remain subject to the existing area and height limits in 88-445-06-A, 4. that limit monument signs to 32 square feet in area and 6 feet in height.

Staff received written testimony opposed to this text amendment in advance of the CPC hearing. A representative of the KC Neighborhood Advisory Council spoke at the CPC hearing in opposition to the text amendment.

City Plan Commission voted 5-1 to recommend approval.

### Fiscal Impact

1. Is this legislation included in the adopted budget?  Yes  No
2. What is the funding source?  
Not applicable as this is an amendment to the zoning and development code.
3. How does the legislation affect the current fiscal year?  
Not applicable as this is an amendment to the zoning and development code.
4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.  
Not applicable as this is an amendment to the zoning and development code.
5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?  
Not applicable as this is an amendment to the zoning and development code.

**Office of Management and Budget Review**

(OMB Staff will complete this section.)

1. This legislation is supported by the general fund.  Yes  No
2. This fund has a structural imbalance.  Yes  No
3. Account string has been verified/confirmed.  Yes  No

**Additional Discussion (if needed)**

This ordinance has no direct fiscal impact.

**Citywide Business Plan (CWBP) Impact**

1. View the [Adopted 2025-2029 Citywide Business Plan](#)
2. Which CWBP goal is most impacted by this legislation?  
Inclusive Growth and Development (Press tab after selecting.)
3. Which objectives are impacted by this legislation (select all that apply):
  - Align the City's economic development strategies with the objectives of the City Council to ensure attention on areas traditionally underserved by economic development and redevelopment efforts.
  - Ensure quality, lasting development of new growth.

- Increase and support local workforce development and minority, women, and locally owned businesses.
- Create a solutions-oriented culture to foster a more welcoming business environment.
- Leverage existing institutional assets to maintain and grow Kansas City's position as an economic hub in the Central United States.
- 

## Prior Legislation

Click or tap here to list prior, related ordinances/resolutions.

## Service Level Impacts

No service level impacts expected.

## Other Impacts

1. What will be the potential health impacts to any affected groups?  
Not applicable as this is an amendment to the zoning and development code.
2. How have those groups been engaged and involved in the development of this ordinance?  
Not applicable as this is an amendment to the zoning and development code.
3. How does this legislation contribute to a sustainable Kansas City?  
Not applicable as this is an amendment to the zoning and development code.
4. Does this legislation create or preserve new housing units?  
No (Press tab after selecting)

Click or tap here to enter text.

Click or tap here to enter text.

5. Department staff certifies the submission of any application Affirmative Action Plans or Certificates of Compliance, Contractor Utilization Plans (CUPs), and Letters of Intent to Subcontract (LOIs) to CREO prior to, or simultaneously with, the legislation entry request in Legistar.

No - CREO's review is not applicable (Press tab after selecting)

Please provide reasoning why not:

Not applicable as this is an amendment to the zoning and development code.

6. Does this legislation seek to approve a contract resulting from an Invitation for Bid?

No(Press tab after selecting)

[Click or tap here to enter text.](#)

7. Does this legislation seek to approve a contract resulting from a Request for Proposal/Qualification (RFP/Q)?

No(Press tab after selecting)

FROM  
THE  
DESK  
OF

TIFFANY B. **MOORE**

PO Box 8443  
Kansas City, MO 64114  
e/ tiffanyinkcmo@gmail.com  
p/ 816-695-6862

February 5, 2026

Mayor Quinton Lucas  
Mayor Pro Tem Park-Shaw  
City Council Members  
414 E 12 Street  
Kansas City, MO 64108

RE: Ordinance 250876, Digital Signs in Residential Zoning

Dear Mayor and Council,

As you consider final action on the proposed amendments to Chapter 88-445-06 Signs in Residential Districts, I also want to submit a final statement from the perspective of a constituent that cares deeply about the quality, consistency, and reliability of the Zoning & Development Code. I was recently asked for feedback on the most recent committee substitute or what I might still recommend for consideration. I always appreciate the opportunity to participate in the process of developing policy and am honored when asked to contribute, however, this particular effort is frustrating. We have bigger fish to fry.

**Kansas City does not need ordinance 250876, which amends 88-445-06 to allow digital signs in residential districts. I encourage you to vote NO and end months of staff time and volunteer capacity drained into this initiative and acknowledge the significant erosion of confidence resulting from watching this kind of legislation be dragged through the process.**

The changes proposed in this amendment are in no way aligned with any current City initiatives or priorities. This amendment will not reduce violent crime; it will not expand affordable housing opportunities or combat rising rates of houselessness; it will not add jobs or help close the budget gap facing our City. It does not align with Vision Zero or reduce incidents along the high-injury network; it does not help expand or stabilize public transit. It does not help residents become more connected or informed on important issues facing our city or region.

The use of special use permits, which are regressive and burdensome, shifts the duty of the City to maintain consistent guidance and oversight of zoning policy to individuals and neighborhood organizations.

**No one came before any body during the approval process to illustrate or explain exactly how digital signs would be used by schools and institutions or benefit surrounding communities.**

**No one testified that they wanted digital signs in their neighborhood.**

What was presented outlined consistent concerns from neighborhoods about the scale of the impact when ALL non-residential uses within residential zones are allowed to have digital signage. Those permitted uses also include the following (and more):

Group living	Daycare	Lodges, Clubs & Fraternities
Colleges and Universities	Libraries, museums	Cultural exhibits
Office & Professional Services	Churches	Church-related facilities
Nursing homes	Funeral homes	Bed & Breakfast facilities
Neighborhood-serving retail	Hospitals	Historic landmarks

Similar amendments have failed in previous attempts because there is simply no appetite for digital signage from neighborhoods. Broadly expanding the use of digital technology, adding the burden of special use permits, and increasing the enforcement obligation of the City (which is complaint-based), are not in the best interests of the public.

Sincerely,



Tiffany Moore  
tiffanybellemoore@gmail.com  
816.695.6862

**From:** [Julie Wittman](#)  
**To:** [cc 1](#); [Public Testimony](#); [Public Engagement](#)  
**Subject:** Comment on Ordinance 250876 - Digital Signs in Residential Zoning  
**Date:** Tuesday, February 10, 2026 8:09:03 PM

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**EXTERNAL: This email originated from outside the [kcmo.org](#) organization. Use caution and examine the sender address before replying or clicking links.**

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Mayor Quinton Lucas  
Mayor Pro Tem Park-Shaw  
City Council Members

Dear Mayor and Council,

I am writing in response to proposed amendments to **Chapter 88-445-06 Signs in Residential Districts**. I oppose the broad expansion of digital signage in residential districts and ask the Council to not allow this ordinance to move forward.

Residents do not want a proliferation of digital signs in our neighborhoods. That the City "occasionally fields inquiries" about digital signage in residential districts (as stated in the CPC staff report from Aug. 20, 2025) hardly qualifies as a pressing and demonstrable need that must be addressed.

Digital/electronic signs create light pollution, consume unnecessary energy, present safety hazards due to distraction and glare, contribute to visual blight, and disrupt local wildlife (affecting sleep, mating patterns, navigation) -- regardless of proposed mitigation measures and setback requirements.

The changes proposed in this amendment are not aligned with current City initiatives or priorities. Broadly expanding the use of digital technology, adding the burden of special use permits, and increasing the City's complaint-based enforcement obligation are not in the best interests of the public.

Sincerely,

Julie Wittman  
7323 Washington St., Kansas City, MO 64114  
[juliewittman@gmail.com](mailto:juliewittman@gmail.com)



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**File #: 240524**

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ORDINANCE NO. 240524

Sponsor: Director of City Planning and Development Department

Approving a development plan on about 60 acres, which also serves as a preliminary plat, for an industrial development in District M2-3 generally located at 10951 N. Congress Avenue. (CD-CPC-2024-00038)

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section A. That a development plan, which also serves as a preliminary plat, in District M2-3 (Manufacturing 2 (Dash 3)), generally located at 10951 N. Congress Avenue, and more specifically described as follows:

All that part of the Northeast Quarter of Section 25, Township 52 North, Range 34 West, in the City of Kansas City, Platte County, Missouri, being more particularly described as follows: Commencing at the southwest corner of the Northeast Quarter of said Section 25; thence North 0°12'53" East, along the west line of the Northeast Quarter of said Section 25, a distance of 782.69 feet; thence South 89°54'40" East, along the north plat line of Congress Business Park, Third Plat, a platted subdivision of land in the City of Kansas City, Platte County, Missouri, and its westerly extension, a distance of 61.21 feet, to the point of beginning; thence North 55°40'23" East, a distance of 113.50 feet; thence North 22°39'19" East, a distance of 298.95 feet; thence North 54°21'27" East, a distance of 317.12 feet; thence North 47°06'12" East, a distance of 277.72 feet, to a point on the north line of the south 10 acres of the north one-half of the Northeast Quarter of said Section 25 and the south plat line of KCI Auto Auction, Plat 3, a platted subdivision of land in the City of Kansas City, Platte County, Missouri; thence South 89°54'49" East, along the north line of the south 10 acres of the north one-half of the Northeast Quarter of said Section 25 and the south plat line of said KCI Auto Auction, Plat 3, a distance of 767.06 feet; thence South 10°06'24" West, a distance of 96.32 feet; thence South 1°53'36" East, a distance of 92.96 feet; thence South 19°53'36" East, a distance of 29.17 feet; thence South 67°53'36" East, a distance of 46.62 feet; thence South 41°53'36" East, a distance of 81.56 feet; thence South 89°53'36" East, a distance of 1078.93 feet, to a point on the east line of the Northeast Quarter of said Section 25; thence South 0°32'31" West, along the east line of the Northeast Quarter of said Section 25, a distance of 1204.74 feet, to the southeast corner of Northeast Quarter of said Section 25; thence North 89°53'36" West, along the south line of the Northeast Quarter of

said Section 25, a distance of 1649.18 feet to the southeast plat corner of Congress Business Park, a platted subdivision of land in the City of Kansas City, Platte County, Missouri; thence North 0°05'20" East, along the east plat line of said Congress Business Park, a distance of 783.00 feet, to the northeast plat corner of said Congress Business Park; thence North 89°54'40" West, along the north plat line of said Congress Business Park and the north plat line of said Congress Business Park, Third Plat, a distance of 950.43 feet to the point of beginning, containing 59.7243 acres, more or less.

is hereby approved, subject to the following conditions:

1. The developer shall submit an affidavit, completed by an ISA certified arborist, an SAF certified forester, a professional engineer, or a landscape architect licensed in the State of Missouri, verifying that all trees preserved and all trees planted to meet mitigation required of the approved plan, whichever is applicable, has been installed or preserved in accordance with the plan and is healthy prior to a certificate of occupancy.
2. The developer shall submit an affidavit, completed by a landscape architect licensed in the State of Missouri, verifying that street trees have been installed in accordance with the approved street tree planting plan and are healthy prior to a certificate of occupancy.
3. The developer shall receive approval of an administrative adjustment to the bicycle parking requirements or receive approval of a variance prior to a building permit.
4. The developer shall secure approval of a project plan for the areas labeled "Future Phases" of the project from the City Plan Commission prior to a building permit.
5. The developer shall screen all roof and/or ground mounted mechanical and utility equipment in compliance with 88-425-08.
6. The developer shall submit an affidavit, completed by a landscape architect licensed in the State of Missouri, verifying that all landscaping required of the approved plan has been installed in accordance with the plan and is healthy prior to a certificate of occupancy.
7. The developer shall submit an affidavit, prepared by an engineer licensed in the State of Missouri, verifying that all outdoor lighting has been installed in accordance with approved plans and that lighting levels do not exceed that shown on the approved lighting plan at the property lines prior to a certificate of occupancy.
8. All signage shall conform to 88-445 and shall require a sign permit prior to installation.

9. The developer shall be responsible for tree preservation in an easement or platted tract in accordance with 88-424. This requirement shall be satisfied prior to issuance of a certificate of occupancy, or prior to the recording of the final plat, whichever occurs first.
10. Prior to any certificate of occupancy is issued for each phase, a final plat must be approved by the City and recorded with the County Recorder of Deeds.
11. Prior to the first certificate of occupancy issued a sign must be placed at the terminus of N.W. 109th Street stating "End City Maintenance".
12. The developer shall enter into a covenant agreement for the maintenance of any stormwater detention area tracts as required by the Land Development Division, prior to recording the plat.
13. The north half of N.W. 108th Street shall be improved to collector street standards as required by Chapter 88, to current standards, including curbs, gutters, sidewalks, streetlights, relocating any utilities as may be necessary, and adjusting vertical grades for the road, and obtaining required permits from the Land Development Division for said improvement prior to recording the plat or prior to issuance of a building permit, whichever occurs first.
14. The developer shall submit a macro storm drainage study with the first plat or phase, from a Missouri-licensed civil engineer to the Land Development Division showing compliance with current adopted standards in effect at the time of submission, including water quality BMP's, to the Land Development Division for review and acceptance for the entire development area, and submit a micro storm drainage study with each subsequent plat or phase showing compliance with the approved macro and adopted standards. The developer shall secure permits to construct any improvements as necessary to mitigate impacts from rate, volume, and quality of runoff from each proposed phase, prior to recording the plat or prior to issuance of a building permit, whichever occurs first, as required by the Land Development Division.
15. The developer shall submit verification of vertical and horizontal sight distance for the drive connection to public right-of-way to the Land Development Division and make improvements to ensure local jurisdiction and/or minimum AASHTO adequate sight distance standards are met, prior to issuance of any certificate of occupancy.
16. The developer shall pay impact fees as required by Chapter 39 of the City's Code of Ordinances, as required by the Land Development Division.
17. The developer shall submit an analysis to verify adequate capacity of the existing sewer system as required by the Land Development Division prior to issuance of

- a building permit to connect the private system to the public sewer main and depending on adequacy of the receiving system, make other improvements as may be required.
18. The developer shall secure permits to extend public sanitary and storm water conveyance systems to serve all proposed lots within the development and determine adequacy of receiving systems as required by the Land Development Division, prior to recording the plat or issuance of a building permit whichever occurs first.
  19. The developer shall obtain the executed and recorded City approved grading, temporary construction, drainage/sewer, or any other necessary easements from the abutting property owner(s) that may be required prior to submitting any public improvements crossing properties not controlled by the developer and include said document(s) within the public improvement applications submitted for permitting.
  20. The developer shall submit a streetscape plan for approval and permitting by the Land Development Division prior to beginning construction of the streetscape improvements in the public right-of-way, and construct ADA compliant ramps at all required locations where new private drives are being added, or where existing sidewalks are modified or repaired.
  21. The developer shall submit plans for grading, siltation, and erosion control to the Land Development Division for review and acceptance, provide a copy of the Storm Water Pollution Prevention (SWPP) plan submitted to the Missouri Department of Natural Resources (MDNR) and secure a site disturbance permit for any proposed disturbance area equal to one acre or more prior to beginning any construction activities.
  22. The developer shall cause the area to be platted and processed in accordance with Chapter 88, Code of Ordinances of the City of Kansas City, Missouri.
  23. Fire hydrants shall be installed and operable prior to the arrival of any combustible building materials onto the site. (IFC-2018 § 501.4 and 3312.1; NFPA 241-2013 § 8.7.2). Fire hydrant distribution shall follow IFC-2018 Table C102.1.
  24. Buildings equipped with a fire standpipe system shall have an operable fire hydrant within 100 feet of the Fire Department Connection (FDC). (IFC2018 § 507.5.1.1)
  25. All required Fire Department access roads shall be an all-weather surface. (IFC-2012: § 503.2.3). Fire Department access roads shall be provided prior to construction/demolition projects begin. (IFC-2018 § 501.4 and 3310.1; NFPA 241-2013 § 7.5.5) Required Fire Department access roads shall designed to

support a fire apparatus with gross axle weight of 85,000 pounds. (IFC-2018: § 503.2.3) The turning radius for Fire Department access roads shall be 30 feet inside and 50 feet outside radius. (IFC-2018: § 503.2.4) and shall provide fire lane signage on fire access drives.

26. The developer shall meet the fire flow requirements as set forth in Appendix B of the project International Fire Code 2018. (IFC-2018 § 507.1)
27. New buildings shall have approved radio coverage for emergency responders within the building based on the existing coverage levels of the public safety communication systems utilized by the jurisdiction, measured at the exterior of the building. This section shall not require improvement of the existing public safety communication systems. (IFC 2018 510.1) and (NFPA1221)
28. Aerial fire apparatus access roads shall be provided for any building that is 30 feet in height or greater. Aerial fire apparatus roads are a minimum 26 feet wide, at least 15 feet away from the building but not more than 30 feet from the structure. (IFC-2018 § D105). Buildings exceeding three (3) stories or 30 feet in height shall have at least two means of fire apparatus access. (IFC-2018: § D104.1)
29. A full flow fire meter shall be required when the fire protection service line serves more than one building, or combination service lines 6 inches and larger, or that have private fire hydrants connected to them.
30. No water service tap permits will be issued until the public water main is released for taps.
31. Water/sewer service lines shall serve only one lot or tract and shall not cross a separate lot or tract.
32. The developer shall have a water flow test done to ensure there is adequate water pressure to serve the development.
33. The developer shall ensure that water and fire service lines should meet current Water Services Department rules and regulations prior to a certificate of occupancy.
34. Branch service lines one-and-one-half inches and larger in diameter for domestic water services or fire protection lines shall be connected to the main by cutting in a minimum 6" branch service tee, installing three gate valves, and two solid sleeves on the main. Line valves on the main shall be the same nominal size as the main.
35. The developer shall provide covenants to maintain private water mains acceptable to the Kansas City Water Services Department for any private water mains prior to the issuance of any building permits.

36. Water main extension plans shall be submitted to the Kansas City Water Services Department by a Missouri PE for review, approval, and contracts for extensions of the transmission main, distribution main, and public fire hydrants per the approved utility plan prior to issuance of building permits. The WME plans shall follow all Kansas City Water rules and regulations for water main extensions. The extension of approximately 2,800' of 12" public water main and approximately 500' of 24" transmission main along N.W. 108th Street as shown on the development plan shall be designed and under contract (permitted) with Kansas City Water Services Department prior to recording the final plat. The applicant must dedicate a 30' wide exclusive water main easement adjacent to the future 112th Street right-of-way along the northeast corner of the site as part of the final plat. The City will cost share the cost of the 24" portion of the watermain to the extent the cost of the 24" water main exceeds the cost of a 12" watermain for the length of the 24" water main, as funding is available.
37. The developer shall submit a preliminary stream buffer plan prior to approval of the plan in accordance with the Section 88-415 requirements.
38. The developer shall submit a final stream buffer plan for approval prior to issuance of any building permits and obtain permits for the stream buffer prior to removal of any mature riparian species within the buffer zones due to construction activities on the site, in accordance with the Section 88-415 requirements.
39. The developer shall grant on City approved forms, a stream buffer easement to the City, as required by Chapter 88 and the Land Development Division, prior to issuance of any stream buffer permits.
40. The developer shall obtain approval and any necessary permits from the United States Army Corps of Engineers for proposed wetland fills or alteration of the vegetated stream buffers prior to issuance of any site disturbance, grading, or stream buffer permits or approval of the final plat, whichever occurs first.
41. The developer shall provide covenants to maintain private storm sewer mains acceptable to the Kansas City Water Services Department for any private storm sewer mains prior to the issuance of any building permits.
42. The developer shall provide private storm drainage easements for any private storm sewer mains prior to the issuance of any building permits.
43. The developer shall secure permits to extend sanitary and storm water conveyance systems to serve all proposed lots within the development, prior to recording the plat or issuance of a building permit, whichever occurs first.

44. The developer shall enter into a covenant agreement for the maintenance of any storm water detention area tracts as required by the Land Development Division, prior to recording the plat.
45. The developer shall grant BMP easements to the City, prior to recording the plat or issuance of any building permits.
46. The developer shall submit a macro storm drainage study with the first plat or phase, from a Missouri-licensed civil engineer showing compliance with current adopted standards in effect at the time of submission, including water quality BMP's, for review and acceptance for the disturbed area, and submit a micro storm drainage study with each subsequent plat or phase showing compliance with the approved macro and adopted standards. The developer shall secure permits to construct any improvements as necessary to mitigate impacts from rate, volume, and quality of runoff from each proposed phase, prior to recording the plat or prior to issuance of a building permit, whichever occurs first.
47. The developer shall provide covenants to maintain private sanitary sewer mains acceptable to the Kansas City Water Services Department for any private sanitary sewer mains prior to the issuance of any building permits.
48. The developer shall provide covenants to maintain private water mains acceptable to the Kansas City Water Services Department for any private water mains prior to the issuance of any building permits.
49. The developer shall provide private (water, storm drainage, sanitary sewer) easements for any private mains prior to issuance of any building permits.
50. Internal utilities shall be private mains located within private easements and covered by covenants to maintain private utilities acceptable to the Kansas City Water Services Department.

A copy of said development plan is on file in the office of the City Clerk with this ordinance and is made a part hereof.

Section B. That the Council finds and declares that before taking any action on the proposed amendment and development plan hereinabove, all public notices and hearings required by the Zoning and Development Code have been given and had.

..end

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I hereby certify that as required by Chapter 88, Code of Ordinances, the foregoing ordinance was duly advertised and public hearings were held.

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Ahna Nanoski, AICP  
Secretary, City Plan Commission

Approved as to form:

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Sarah Baxter  
Senior Associate City Attorney



# City of Kansas City, Missouri

## Docket Memo

Ordinance/Resolution #: 240524

Submitted Department/Preparer: City Planning

Revised 11/01/23

Docket memos are required on all ordinances initiated by a Department Director. More information can be found in [Administrative Regulation \(AR\) 4-1](#).

### Executive Summary

Approving a development plan on about 60 acres, which also serves as a preliminary plat, for an industrial development in District M2-3 generally located at 10951 N Congress Avenue. (CD-CPC-2024-00038)

### Discussion

- The proposed development will create 4 lots. There are 3 proposed buildings total, and one undeveloped lot for potential outdoor storage.
- The zoning allows for the proposed use.
- Internal drives will be privately owned and maintained.
- See staff report for details.

### Fiscal Impact

1. Is this legislation included in the adopted budget?  Yes  No
2. What is the funding source?  
Not applicable as this is a zoning ordinance authorizing physical development on subject property.
3. How does the legislation affect the current fiscal year?  
Not applicable as this is a zoning ordinance authorizing physical development on subject property.
4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.  
The proposed ordinance will approve construction of public infrastructure at the cost of the developer and dedication of land for future right of way, which will be constructed and maintained by the City in the future.
5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?

This ordinance authorizes physical development of the subject property, which may generate revenue.

**Office of Management and Budget Review**

(OMB Staff will complete this section.)

- 1. This legislation is supported by the general fund.  Yes  No
- 2. This fund has a structural imbalance.  Yes  No
- 3. Account string has been verified/confirmed.  Yes  No

**Additional Discussion (if needed)**

No account string to verify as this ordinance has no fiscal impact.

**Citywide Business Plan (CWBP) Impact**

- 1. View the [FY23 Citywide Business Plan](#)
- 2. Which CWBP goal is most impacted by this legislation?  
Inclusive Growth and Development (Press tab after selecting.)
- 3. Which objectives are impacted by this legislation (select all that apply):
  - Align the City's economic development strategies with the objectives of the City Council to ensure attention on areas traditionally underserved by economic development and redevelopment efforts.
  - Ensure quality, lasting development of new growth.
  - Increase and support local workforce development and minority, women, and locally owned businesses.
  - Create a solutions-oriented culture to foster a more welcoming business environment.
  - Leverage existing institutional assets to maintain and grow Kansas City's position as an economic hub in the Central United States.
  -

**Prior Legislation**

See staff report.

**Service Level Impacts**

No impact expected.

## Other Impacts

1. What will be the potential health impacts to any affected groups?  
This ordinance was not evaluated for potential health impacts,
2. How have those groups been engaged and involved in the development of this ordinance?  
This project complies with the public engagement requirements in section 88-505-12.
3. How does this legislation contribute to a sustainable Kansas City?  
The proposed development will create more construction of industrial development with the potential to enhance the economy in Kansas City as an industrial/logistic hub.
4. Does this legislation create or preserve new housing units?  
No (Press tab after selecting)

Click or tap here to enter text.

Click or tap here to enter text.

5. Department staff certifies the submission of any application Affirmative Action Plans or Certificates of Compliance, Contractor Utilization Plans (CUPs), and Letters of Intent to Subcontract (LOIs) to CREO prior to, or simultaneously with, the legislation entry request in Legistar.

No - CREO's review is not applicable (Press tab after selecting)

Please provide reasoning why not:

Private development proposal, privately funded.

6. Does this legislation seek to approve a contract resulting from an Invitation for Bid?

No(Press tab after selecting)

Click or tap here to enter text.

7. Does this legislation seek to approve a contract resulting from a Request for Proposal/Qualification (RFP/Q)?  
No(Press tab after selecting)





**File #: 260142**

ORDINANCE NO. 260142

Sponsor: Mayor Pro Tem Ryana Parks-Shaw

Directing the City Manager to submit a response to the Missouri Department of Revenue’s Request For Proposals for license office operations; and directing the City Manager to develop a yearly funding plan in an amount not to exceed \$750,000.00 for operational costs and report back to City Council in 30 days.

WHEREAS, Resolution No. 240894 directed the City Manager to review the feasibility of establishing a city-operated Department of Motor Vehicles licensing office; and

WHEREAS, the feasibility study identified potential site locations and estimated operational costs would range from \$500,000.00 to \$750,000.00 per year; and

WHEREAS, licensing offices offer a number of vital services, such as driver license renewals and motor vehicle titling and registration; and

WHEREAS, on January 8, 2026, the licensing office located at 1161 Emanuel Cleaver II Boulevard closed, significantly limiting access to licensing office services for Kansas City residents; and

WHEREAS, the Missouri License Offices Bureau is currently moving forward with a Request for Proposal process for operations of licensing offices; and

WHEREAS, the City Council believes it is in the best interest of Kansas City residents to establish a city-operated license office; NOW, THEREFORE,

**BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:**

Section 1. That the City Manager is directed to submit a response to the Missouri Department of Revenue’s Request for Proposals to operate a license office.

Section 2. That the City Manager is directed to develop a funding plan in an amount not to exceed \$750,000.00 per year for operational costs of said licensing office and report back to City Council within 30 days.

..end

Approved as to form:

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Samuel Miller  
Assistant City Attorney



# City of Kansas City, Missouri

## Docket Memo

Ordinance/Resolution #: Ord 260142

Submitted Department/Preparer: Mayor/Council's Office

Revised 01/30/25

Docket memos are required on all ordinances initiated by a Department Director. More information can be found in [Administrative Regulation \(AR\) 4-1](#).

### Executive Summary

Directing the City Manager to submit a response to the Missouri Department of Revenue's Request For Proposals for license office operations; and directing the City Manager to develop a yearly funding plan in an amount not to exceed \$750,000.00 for operational costs and report back to City Council in 30 days.

### Discussion

Resolution No. 240894 directed the City Manager to review the feasibility of establishing a city-operated Department of Motor Vehicles licensing office.

The feasibility study identified potential site locations and estimated operational costs would range from \$500,000.00 to \$750,000.00 per year.

Licensing offices offer a number of vital services, such as driver license renewals and motor vehicle titling and registration.

On January 8, 2026, the licensing office located at 1161 Emanuel Cleaver II Boulevard closed, significantly limiting access to licensing office services for Kansas City residents.

The Missouri License Offices Bureau is currently moving forward with a Request for Proposal process for operations of licensing offices.

The City Council believes it is in the best interest of Kansas City residents to establish a city-operated license office

### Fiscal Impact

1. Is this legislation included in the adopted budget?  Yes  No
2. What is the funding source?  
TBD

3. How does the legislation affect the current fiscal year?  
TBD
4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.  
Unknown
5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?  
No

**Office of Management and Budget Review**

(OMB Staff will complete this section.)

1. This legislation is supported by the general fund.  Yes  No
2. This fund has a structural imbalance.  Yes  No
3. Account string has been verified/confirmed.  Yes  No

**Additional Discussion (if needed)**

Unknown impacts.

**Citywide Business Plan (CWBP) Impact**

1. View the [Adopted 2025-2029 Citywide Business Plan](#)
2. Which CWBP goal is most impacted by this legislation?  
Inclusive Growth and Development (Press tab after selecting.)
3. Which objectives are impacted by this legislation (select all that apply):
  - Develop strategies focusing on areas traditionally underserved by economic development and redevelopment efforts.
  - Ensure quality, lasting development throughout the City; and continuing to grow the economy and the population of Kansas City in all areas.
  - Increase and support local workforce development and small and locally owned businesses.
  - Create a more efficient, solutions-oriented environment, making it easier to operate within the City.

- Implement an economic development and tourism strategy to attract major investment and visitors.
- 

**Prior Legislation**

N/A

**Service Level Impacts**

N/A

**Staff Recommendation**

Finance

- Select One:  Sponsored  
 Directive: Res/Ord # [Click to enter Res/Ord. No.](#)

- Select One:  Recommend  
 Do Not Recommend  
 Not Applicable

Click or tap here to provide reasoning.

**Other Impacts**

1. What will be the potential health impacts to any affected groups?  
n/a
2. How have those groups been engaged and involved in the development of this ordinance?  
n/a
3. How does this legislation contribute to a sustainable Kansas City?  
n/a
4. Does this legislation create or preserve new housing units?  
No (Press tab after selecting)

Click or tap here to enter text.

Click or tap here to enter text.

5. Department staff certifies the submission of any application Affirmative Action Plans or Certificates of Compliance, Contractor Utilization Plans (CUPs), and Letters of Intent to Subcontract (LOIs) to CREO prior to, or simultaneously with, the legislation entry request in Legistar.

No - CREO's review is not applicable (Press tab after selecting)

Please provide reasoning why not:

Click or tap here to enter text.

6. Does this legislation seek to approve a contract resulting from an Invitation for Bid?

No(Press tab after selecting)

Click or tap here to enter text.

7. Does this legislation seek to approve a contract resulting from a Request for Proposal/Qualification (RFP/Q)?

No(Press tab after selecting)



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**File #: 260213**

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ORDINANCE NO. 260213

Sponsor: Director of City Planning and Development Department

Approving a major amendment to a previously approved master planned development on about 2,500 acres generally located on the north side of I-29/I-435 and Northwest 128th Street in District MPD to allow for expanding the district boundary by 167 acres to allow for 20 million square feet of commercial, office and warehousing uses. (CD-CPC-2025-00169).

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section A. That a development plan in District MPD (Master Planned Development) generally located on the north side of I-29/I-435 and Northwest 128th Street, specifically at the northwest corner of North Bethel Avenue and I-435, and more specifically described as follows:

A tract of land in the Northeast, Southeast, Southwest and Northwest Quarter of Section 3; the Northeast, Southeast and Southwest Quarter of Section 4; the Northeast, Southeast and Northwest Quarter of Section 9; the Northeast, Southeast, Southwest and Northwest Quarter of Section 10; the Northeast, Southeast, Southwest and Northwest Quarter of Section 11 and the Northwest and Southwest Quarter of Section 12, including all of KCI 29 LOGISTICS PARK FIRST PLAT, a subdivision of land in the Northeast Quarter of the Northwest Quarter, the Northeast Quarter and Southeast Quarter of said Section 9, and Northwest Quarter and Southwest Quarter of said Section 10, recorded December 20, 2023 as Document Number 2023012474 in Book 23 at Page 78 in the Office of Recorder of Deeds and including all of KCI 29 LOGISTICS PARK SECOND PLAT, a subdivision of land being a replat of part of Lot 3 and Tract A of said KCI 29 LOGISTICS PARK FIRST PLAT, and unplatted property, in all in the Southwest Quarter of said Section 3, the Northeast Quarter of said Section 9, and Northeast, Southeast and Northwest Quarter of said Section 10, recorded October 31, 2024 as Document Number 2024011073 in Book 23 at Page 142 in the Office of Recorder of Deeds, all in Township 52 North, Range 34 West of the 5th Principal Meridian in Kansas City, Platte County, Missouri, generally situated Northeasterly of Interstate Highway No. 29, Southerly of Missouri State Highway No 92 and Westerly of Interurban Road, being bounded and described by or under the direct supervision of Patrick E. Ward, P.L.S. 2005000071 as follows: Beginning at the Northeast corner of said Northeast Quarter of said Section 10, said point also being the Northwest corner of said Northwest Quarter of said Section 11; thence North 89°51'57" East, on the North line of the Northwest

Quarter of said Section 11, a distance of 2,641.94 feet to the Northeast corner of said Northwest Quarter of said Section 11, said point also being the Northwest corner of the Northeast Quarter of said Section 11; thence South 89°41'39" East, on the North line of said Northeast Quarter of said Section 11, a distance of 1,562.27 feet to a point on the centerline of Interurban Road, as now established; thence Southeasterly along said centerline of said Interurban Road, on a curve to the left having an initial tangent bearing of South 06°25'45" East with a radius of 2,864.90 feet, a central angle of 28°35'07" and an arc distance of 1,429.32 feet; thence South 54°59'08" West, 33.00 feet to a point on the Existing Westerly right-of-way line of said Interurban Road, as established in Book 1057 at Page 618 in the Office of Recorder of Deeds, Platte County, Missouri; thence South 01°25'38" West, on said Existing Westerly right-of-way line, 31.07 feet; thence South 36°33'09" East, on said Existing Westerly right-of-way line 91.87 feet; thence South 43°56'06" East, on said Existing Westerly right-of-way line, 138.62 feet; thence North 53°31'56" East, 33.00 feet to a point on said centerline of said Interurban Road; thence South 36°28'04" East, on said centerline of said Interurban Road, 2,907.86 feet to a point on the East line of the West half said Southwest Quarter of said Section 12; thence South 00°28'38" West, on said East line 1,428.53 feet to the Southeast corner of said West half of said Southwest Quarter; thence North 89°46'48" West, on the South line of said Southwest Quarter, 1,331.68 feet to the Southwest corner of the Southwest Quarter of said Section 12, said point also being the Southeast corner of said Southeast Quarter of said Section 11; thence North 89°50'34" West, on the South line of said Southeast Quarter 2,654.53 feet to the Southwest corner of said Southeast Quarter of said Section 11, said point also being the Southeast corner of said Southwest Quarter of said Section 11; thence South 89°41'11" West, on the South line of said Southwest Quarter, 2,641.65 feet to the Southwest corner of said Southwest Quarter of said Section 11, said point also being the Southeast corner the said Southeast Quarter of said Section 10; thence North 89°53'55" West, on the South line of said Southeast Quarter of said Section 10, a distance of 2,029.26 feet to a point on the Existing Northeasterly right-of-way line of Interstate Highway No. 29, as established by Section 15.10 in the Report of Commissioners, Condemnation Case C-74-571 recorded August 14, 1975 in Book 470 at Page 105 in said Office of Recorder of Deeds, Platte County, Missouri; thence North 68°15'09" West, on said Existing Northeasterly right-of-way line 668.60 feet; thence North 55°59'59" West, on said Existing Northeasterly right-of-way line, 900.00 feet; thence North 57°11'32" West, on said Existing Northeasterly right-of-way line, 738.20 feet; thence North 53°50'15" West, on said Existing Northeasterly right-of-way line, 253.46 feet to a point on the Existing Easterly right-of-way line of Mexico City Avenue, as established by Section 15.11 in said Report of Commissioners, Condemnation Case C-74-571; thence North 08°50'45" East, on said Existing Easterly right-of-way line, 1,030.51 feet; thence North 05°28'00" East, on said Existing Easterly right-of-way line, 110.27 feet; thence North 05°57'00" East, on said Existing Easterly right-of-way line, 200.75 feet to a point on the Existing Northeasterly right-of-way line of said Mexico City Avenue, as established by Section 16.04 in said Report of Commissioners, Condemnation

Case C-74-571; thence North 16°37'42" East, on said Existing Northeasterly right-of-way line 233.95 feet; thence North 76°55'30" West, on said Existing Northeasterly right-of-way line, 195.00 feet to a point on the Southeasterly line of Lot 4 of said KCI 29 LOGISTICS PARK FIRST PLAT; thence South 13°04'30" West, on said Existing Northeasterly right-of-way line, and said Southeasterly line, 213.80 feet; thence South 35°03'48" West, 106.83 feet; thence South 13°04'30" West, 233.61 feet; thence Southwesterly along a curve to the right being tangent to the last described course with a radius of 75.00 feet, a central angle of 85°49'55" and an arc distance of 112.35 feet; thence North 81°05'35" West, 192.85 feet; thence Westerly along a curve to the left being tangent to the last described course with a radius of 1,020.00 feet, a central angle of 29°19'55" and an arc distance of 522.18 feet; thence South 69°34'30" West, 71.83 feet; thence Westerly along a curve to the right being tangent to the last described course with a radius of 875.00 feet, a central angle of 21°13'40" and an arc distance of 324.18 feet; thence along a line non-tangent to said curve, North 55°52'21" West, a distance of 313.60 feet; thence North 01°35'57" West, 40.00 feet to a point on said Existing Northeasterly right-of-way line of said Interstate Highway No. 29 established by said Section 15.10 in said Report of Commissions Condemnation Case C-74-571, also being a point on the Southerly line of said KCI 29 LOGISTICS PARK FIRST PLAT; thence North 71°17'55" West, on said Existing Northeasterly right-of-way line and said Southerly line, 130.64 feet; thence North 42°20'05" West, on said Existing Northeasterly right-of-way line and said Southerly line, 247.26 feet; thence North 68°56'32" West, on said Existing Northeasterly right-of-way line and said Southerly line, 371.27 feet; thence North 54°58'22" West, on said Existing Northeasterly right-of-way line and said Southerly line, 1,781.37 feet; thence North 57°38'50" West, on said Existing Northeasterly right-of-way line and said Southerly line, 750.16 feet; thence North 52°51'17" West, on said Existing Northeasterly right-of-way line and said Southerly line, 250.49 feet; thence North 60°59'37" West, on said Existing Northeasterly right-of-way line and said Southerly line, 200.63 feet; thence North 54°58'03" West, on said Existing Northeasterly right-of-way line and said Southerly line, 328.78 feet to the Southwest corner of said KCI 29 LOGISTICS PARK FIRST PLAT; thence North 54°58'03" West, on said Existing Northeasterly right-of-way line, 80.77 feet to a point on the West line of the Northeast Quarter of said Northwest Quarter of said Section 9, said point also being on the Northeasterly right-of-way line of Interstate Highway No. 29 as established in said Warranty Deed, Document No. B10585, in Book 464, at Page 334; thence North 64°38'10" West, on said Northeasterly right-of-way line, 311.53 feet; thence North 80°38'29" West, on said Northeasterly right-of-way line, 209.98 feet; thence North 67°17'36" West, on said Northeasterly right-of-way line, 400.40 feet; thence North 69°52'12" West, on said Northeasterly right-of-way line, 375.96 feet to a point on the Easterly right-of-way line of said N Bethel Avenue as established in said Warranty Deed, Document No. B10585, in Book 464, at Page 334; thence North 00°09'28" East, on said Easterly right-of-way line, 34.45 feet to a point on the North line of the Northwest Quarter of said Section 9, said line also being the South line of the Southwest Quarter of said

Section 4; thence North 00°09'28" East, on said Easterly right-of-way line, 619.22 feet; thence North 89°50'32" West, on said Easterly right-of-way line, 80.00 feet; thence North 07°53'48" West, on the Easterly right-of-way line of said Bethel Avenue as established in Warranty Deed, Document No. B10585, in Book 464, Page 334, 107.06 feet; thence North 89°46'34" West, on said Easterly right-of-way line, 31.04 feet to a point on the West line of the Southwest Quarter of said Section 4; thence North 00°13'26" East on said West line, 1,914.57 feet to the Northwest corner of the Southwest Quarter of said Section 4; thence North 89°02'56" East, on the North line of said Southwest Quarter, 2,665.31 feet to the Northeast corner of the Southwest Quarter of said Section 4, also being the Southwest corner of said Northeast Quarter of said Section 4; thence North 89°33'46" East, on the North line of said Southeast Quarter of said Section 4, also being the South line of said Northeast Quarter of said Section 4, a distance of 1,330.29 feet to the Southwest corner of the East half of said Northeast Quarter of said Section 4; thence North 00°39'00" East, on the West line of the East half of said Northeast Quarter of said Section 4, a distance of 2,536.26 feet to a point on the Existing Southerly right-of-way line of Missouri State Highway No. 92, as established in Book 3 at Page 63; thence North 89°35'08" East, on said Existing Southerly right-of-way line, 97.68 feet; thence North 00°24'52" West, on said Existing Southerly right-of-way line, 5.00 feet; thence North 89°35'08" East, on said Existing Southerly right-of-way line, 1,219.38 feet to a point on the East line of said Northeast Quarter of said Section 4, said line also being the West line of said Northwest Quarter of said Section 3; thence South 00°20'59" West, on said East line of said Northeast Quarter of said Section 4 and said West line of said Northwest Quarter of said Section 3, a distance of 2,540.52 feet to the Southeast corner of said Northeast Quarter of said Section 4, also being the Southwest corner of said Northwest Quarter of said Section 3; thence North 89°14'49" East, on the South line of said Northwest Quarter of said Section 3, a distance of 1,317.14 feet to the Southwest corner of the East half of said Northwest Quarter of said Section 3; thence North 00°29'51" East, on the West line of the East half of said Northwest Quarter of said Section 3, a distance of 2,532.83 feet to a point on said Existing Southerly right-of-way line of said Missouri State Highway No. 92, established by said Book 3 at Page 68; thence North 89°35'08" East, on said Existing Southerly right-of-way line, 1,323.55 feet to a point on the East line of said Northwest Quarter of said Section 3, also being the West line of said Northeast Quarter of said Section 3; thence continuing North 89°35'08" East on said Existing Southerly right-of-way line, 1,035.70 feet; thence North 89°58'08" East, on said Existing Southerly right-of-way line, 1,566.75 feet to a point on the Existing Westerly right-of-way line of Missouri State Highway O (N. Winan Road) as established in Book 195 at Page 394; thence South 00°54'19" West, on said Existing Westerly right-of-way line, 14.31 feet; thence South 07°27'39" East, on said Existing Westerly right-of-way line, 34.37 feet; thence South 00°54'19" West, on said Existing Westerly right-of-way line, 567.70 feet; thence South 00°34'19" West, on said Existing Westerly right-of-way line, 1,897.34 feet to a point on the South line of said Northeast Quarter of said Section 3, also being a point on the North line of said Southeast Quarter of said Section 3; thence

continuing South 00°34'19" West on said Existing Westerly right-of-way line, 19.17 feet; thence South 00°33'08" West, on said Existing Westerly right-of-way line, 70.80 feet; thence South 89°33'29" West, on said Existing Westerly right-of-way line, 55.01 feet; thence South 00°33'08" West, on said Existing Westerly right-of-way line, 50.00 feet; thence North 89°33'29" East, on said Existing Westerly right-of-way line, 55.01 feet; thence South 00°33'08" West, on said Existing Westerly right-of-way line, 1,060.40 feet; thence North 78°54'19" West, 250.92 feet; thence South 04°52'36" East, 233.23 feet; thence South 89°23'27" West, 1,060.18 feet to the West line of the East half of said Southeast Quarter of said Section 3, also being the East line of the West half of said Southeast Quarter of said Section 3; thence South 00°29'44" West, on said West line of said East half of said Southeast Quarter of said Section 3, also being said East line of said West half of said Southeast Quarter of said Section 3, a distance of 1,254.83 feet to the Southwest corner of the East half of the said Southeast Quarter of said Section 3, also being the Southeast corner of the West half of said Southeast Quarter of said Section 3; thence North 89°49'32" East, on the South line of said Southeast Quarter of said Section 3, also being the North line of said Northeast Quarter of said Section 10, a distance of 1,318.45 feet to the Point of Beginning.

Containing 100,642,719 square feet or 2,310.439 acres, more or less. All lying above the Winterset Ledge of Limestone Rock. In areas where the Winterset Ledge is absent, all lying above the Bethany Falls Ledge of Limestone Rock. In areas where the Bethany Falls Ledge is absent, all lying above the Elevation 720

is hereby approved, subject to the following conditions:

1. That Ordinance No. 220883, including all conditions provided therein, shall remain in full force and effect.
2. The applicant shall gain approval of a major street plan amendment or revise the alignment accordingly.
3. The developer shall submit a streetscape plan with the street tree planting plan per 88-425-03 for approval and permitting by the Parks and Recreation Department's Forestry Division prior to beginning work in the public right-of-way.
4. In the major street plan, Mexico City Avenue is supposed to go straight north and connect with Highway 92. The MPD proposes to redirect Mexico City Avenue to the west and connect to Bethel Road. This would not provide a direct connect between the major highways (Highway 92 and I-29) and the airport. The new alignment of Mexico City Avenue will require an amendment of the major street plan, through CPC and Council. The new alignment is therefore not approved by approval of this MPD and the applicant must follow the amendment process.

5. The developer shall ensure that water and fire service lines should meet current Water Services Department rules and regulations prior to a certificate of occupancy.
6. The developer shall submit water main extension plans meeting the Kansas City Water rules and regulations and prepared by a Missouri professional engineer. The water main extension plans shall be under contract (permit) prior to final platting or building permit issuance, whichever occurs first. The water main extension plans shall provide sufficient flow and pressure to service the proposed developments.

A copy of said development plan is on file in the office of the City Clerk with this ordinance and is made a part hereof.

Section B. That the Council finds and declares that before taking any action on the proposed amendment and development plan hereinabove, all public notices and hearings required by the Zoning and Development Code have been given and had.

..end

\_\_\_\_\_

I hereby certify that as required by Chapter 88, Code of Ordinances, the foregoing ordinance was duly advertised and public hearings were held.

\_\_\_\_\_  
Sara Copeland, FAICP  
Secretary, City Plan Commission

Approved as to form:

\_\_\_\_\_  
Sarah Baxter  
Senior Associate City Attorney



# City of Kansas City, Missouri

## Docket Memo

Ordinance/Resolution #: 260213

Submitted Department/Preparer: City Planning

Revised 01/30/25

Docket memos are required on all ordinances initiated by a Department Director. More information can be found in [Administrative Regulation \(AR\) 4-1](#).

### Executive Summary

Approving a major amendment to a previously approved Master Planned Development on about 2,500 acres to allow for expanding the District, in District MPD (Master Planned Development) generally located on the north side of I-29/I-435 and Northwest 128<sup>th</sup> Street, specifically at the northwest corner of North Bethel Avenue and I-435. (CD-CPC-2025-00169)

### Discussion

The applicant is seeking approval of a major amendment to the current approved development plan which also serves as a preliminary plat in District MPD (Master Planned Development). This major amendment will allow for 168 acres to be added to the KCI 29 Master Planned Development Boundary to allow for additional lots for industrial development. Hunt Midwest has acquired the 167 acres and requests to add it to the Master Planned Development; each newly created lot will be subject to the MPD standards and subject to the specific uses within that controlling plan. All plans and conditions for ordinance No. 220883 passed by City Council on October 6, 2022, will remain in full force and effect.

The City Plan Commission heard this application on January 21, 2026 and recommended approval with conditions. There was no public testimony at the City Plan Commission.

### Fiscal Impact

1. Is this legislation included in the adopted budget?  Yes  No
2. What is the funding source?  
Not applicable as this is an ordinance allowing for the expansion of an already approval Master Planned Development on a private property.
3. How does the legislation affect the current fiscal year?

Not applicable as this is an ordinance allowing for the expansion of an already approval Master Planned Development on a private property.

4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.

Not applicable as this is an ordinance allowing for the expansion of an already approval Master Planned Development on a private property.

5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?

Not applicable as this is an ordinance allowing for the expansion of an already approval Master Planned Development on a private property.

### **Office of Management and Budget Review**

(OMB Staff will complete this section.)

1. This legislation is supported by the general fund.  Yes  No
2. This fund has a structural imbalance.  Yes  No
3. Account string has been verified/confirmed.  Yes  No

### **Additional Discussion (if needed)**

This legislation has no fiscal impact

## **Citywide Business Plan (CWBP) Impact**

1. View the [Adopted 2025-2029 Citywide Business Plan](#)
2. Which CWBP goal is most impacted by this legislation?  
Inclusive Growth and Development (Press tab after selecting.)
3. Which objectives are impacted by this legislation (select all that apply):
- Develop strategies focusing on areas traditionally underserved by economic development and redevelopment efforts.
  - Ensure quality, lasting development throughout the City; and continuing to grow the economy and the population of Kansas City in all areas.
  - Increase and support local workforce development and small and locally owned businesses.
  - Create a more efficient, solutions-oriented environment, making it easier to operate within the City.

- Implement an economic development and tourism strategy to attract major investment and visitors.
- 

## Prior Legislation

CD-CPC-2024-00138 – Ordinance 250084, approved by City Council on August 23, 2024 approved a major amendment to an approved development plan for the purpose of expanding the district, and allowing for 20 million square foot of commercial office and warehouse development on 32 lots, on about 2,143 acres, generally located on the north side of I-29/I-435 and Northwest 128<sup>th</sup> Street, specifically at the southeast corner of MO Route 92 and North Bethel Avenue at the terminus of Mexico City Avenue.

**Case No. CD-CPC-2022-00097** – Ordinance No. 220883, approved by City Council on October 6, 2022, approved a major amendment to an approved development plan which also serves as the preliminary plat, in District MPD (Master Planned Development) for the purpose of expanding the district, and allowing for 20 million square foot of commercial office and warehouse development on 32 lots, on about 2,143 acres, generally located on the north side of I-29/I-435 and Northwest 128<sup>th</sup> Street, specifically at the southeast corner of MO Route 92 and North Bethel Avenue at the terminus of Mexico City Avenue.

**Case No. CD-AA-2024-00029** – On August 23, 2024, staff approved a minor amendment to an approved development plan which also serves as the preliminary plat, in District MPD (Master Planned Development) to allow for 20 million square foot of commercial office and warehouse development on 32 lots, on about 2,143 acres, generally located on the north side of I-29/I-435 and Northwest 128<sup>th</sup> Street, specifically at the southeast corner of MO Route 92 and North Bethel Avenue at the terminus of Mexico City Avenue.

## Service Level Impacts

None

## Staff Recommendation

City Planning and Development

Select One:  Sponsored  
 Directive: Res/Ord # [Click to enter Res/Ord. No.](#)

Select One:  Recommend  
 Do Not Recommend

Not Applicable

City staff and City Plan Commission recommend approval, subject to conditions of this ordinance based on all applicable city codes.

## Other Impacts

1. What will be the potential health impacts to any affected groups?  
Not applicable as this is an ordinance allowing for the expansion of an already approval Master Planned Development on a private property.
2. How have those groups been engaged and involved in the development of this ordinance?  
Not applicable as this is an ordinance allowing for the expansion of an already approval Master Planned Development on a private property.
3. How does this legislation contribute to a sustainable Kansas City?  
Not applicable as this is an ordinance allowing for the expansion of an already approval Master Planned Development on a private property.
4. Does this legislation create or preserve new housing units?  
No (Press tab after selecting)  
  
Not applicable as this is an ordinance allowing for the expansion of an already approval Master Planned Development on a private property.  
[Click or tap here to enter text.](#)
5. Department staff certifies the submission of any application Affirmative Action Plans or Certificates of Compliance, Contractor Utilization Plans (CUPs), and Letters of Intent to Subcontract (LOIs) to CREO prior to, or simultaneously with, the legislation entry request in Legistar.  
  
No - CREO's review is not applicable (Press tab after selecting)  
Please provide reasoning why not:  
Not applicable as this is an ordinance allowing for the expansion of an already approval Master Planned Development on a private property.
6. Does this legislation seek to approve a contract resulting from an Invitation for Bid?  
  
No(Press tab after selecting)

Not applicable as this is an ordinance allowing for the expansion of an already approval Master Planned Development on a private property.

7. Does this legislation seek to approve a contract resulting from a Request for Proposal/Qualification (RFP/Q)?  
No(Press tab after selecting)



**File #: 260219**

ORDINANCE NO. 260219

Sponsor: Director of City Planning and Development Department

Amending Chapter 88, the Zoning and Development Code, by repealing Section 88-420, “Parking and Loading”, and enacting in lieu thereof a new section of like number and subject matter for the purpose of updating parking and loading standards to support more walkable development and reduce on-site parking requirements. (CD-CPC-2025-00143)

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That Chapter 88, the Zoning and Development Code, is hereby amended by repealing Section 88-420, “Parking and Loading,” and enacting in lieu thereof a new section of like number and subject matter, said section to read as follows:

**88-420 PARKING AND LOADING**

**88-420-01 – PURPOSE**

The regulations of this article intend to provide adequate parking while reducing the demand for parking by promoting other modes of transportation including public transportation, biking, walking and rideshare. The regulations promote flexibility and recognize excessive off-street parking conflicts with the city's policies related to transportation, land use, urban design, and sustainability.

**88-420-02 – APPLICABILITY AND GENERAL REQUIREMENTS**

**88-420-02-A. APPLICABILITY**

1. **NEW DEVELOPMENT.** Unless otherwise expressly stated, the parking and loading standards of this article apply to all new buildings constructed and all new uses established in all zoning districts after September 10, 1951.
2. **ENLARGEMENTS AND EXPANSIONS**
  - a. Unless otherwise expressly stated, the parking and loading standards of this article apply whenever an existing building or use is enlarged or expanded to include additional dwelling units, floor area, seating capacity, employees or other units of measurement used for establishing off-street parking and loading requirements.
  - b. In the case of enlargements or expansions triggering requirements for additional parking or loading, additional off-street parking and loading spaces are required only to serve the enlarged or expanded area, not the

entire building or use. In other words, there is no requirement to address lawfully existing parking or loading deficits. Additional parking shall not be required when the gross floor area added through an enlargement or expansion is less than ten percent (10%) of the existing building's total gross floor area.

- c. In cases of change of use, where the existing off-street parking supply meets or exceeds the maximum parking allowance, the provision of excess parking amenities pursuant to Section 88-420-03-B are not required.
3. **CHANGE OF USE OR OCCUPANCY.** Unless otherwise expressly stated, when the use or occupancy of property changes, additional off-street parking and loading facilities must be provided to serve the new use or occupancy only when the number of parking or loading spaces required for the new use or occupancy exceeds the number of spaces required for the use that most recently occupied the building, based on the standards of this zoning and development code. In other words, credit is given to the most recent lawful use of the property for the number of parking spaces that would be required under this zoning and development code, regardless of whether such spaces are actually provided. A new nonresidential use is not required to address a lawful, existing parking deficit.
4. **DAMAGE OR DESTRUCTION.** When a use that has been damaged or destroyed by fire, collapse, explosion, or other cause is re-established, off-street parking or loading facilities must also be re-established or continued in operation in an amount equal to the number maintained at the time of such damage or destruction. It is not necessary, however, to restore or maintain parking or loading facilities in excess of those required by this zoning and development code.

**88-420-02-B. USE OF PARKING AREAS IN ALL DISTRICTS**

1. **USE OF PARKING AREAS**
  - a. These spaces may only be used for the temporary parking of licensed, operable motor vehicles.
  - b. Parking areas may not be used for the display or sale of goods, leasing activities, or storage of materials.
  - c. No vehicle repair or maintenance work is allowed within any parking facility.
2. **MAINTENANCE REQUIREMENT.** All required off-street parking spaces must be maintained and remain available for use for the duration of the principal use.
3. **USE OF PARKING IN RESIDENTIAL DISTRICTS**
  - a. Off-street parking located outside of an enclosed building in residential districts shall be used solely for the parking of passenger motor vehicles.

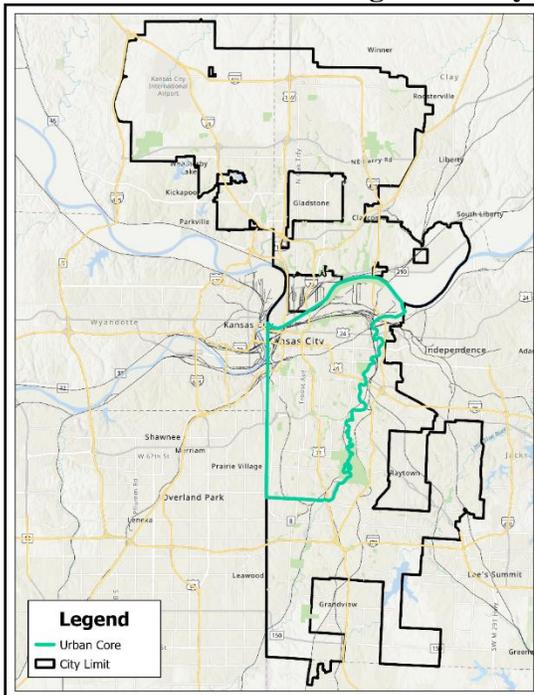
- b. Commercial vehicles shall not be parked in any R district except for the temporary purposes of making deliveries or providing services.
- c. Notwithstanding the foregoing, any lawfully established commercial use permitted in Districts R-80 and AG-R may park commercial vehicles being used in conjunction with their services and activities.
- d. Any public/civic use permitted in an R district may park emergency vehicles in conjunction with their services and activities.
- e. Buses may only be parked in R districts when associated with a lawfully established public/civic or group living use permitted in a R district, and then only on property associated with such use.
- f. **LIGHTING.** Parking facilities, which are normally used by employees and the general public during the hours of darkness after 6:00 p.m. shall be provided with lighting meeting the requirements of 88-430.
- g. **INGRESS/EGRESS AND MANEUVERING IN THE PUBLIC RIGHT-OF-WAY**
  - a. No vehicular use area shall use the public sidewalk, parkway, street or thoroughfare for parking, loading, unloading, or other operations that restrict the movement of vehicles or pedestrians.
  - b. All non-residential parking areas must be designed to allow vehicles to enter and exit (to the street) in a forward motion.
- h. **WHEEL STOPS.** A curb or wheel stop shall be provided for all parking spaces adjacent to planting or pedestrian areas to prevent parked vehicles from overhanging those areas.

### **88-420-03 VEHICULAR PARKING RATIOS**

#### **88-420-03-A. PARKING RATIOS**

1. Except as otherwise expressly stated, off-street parking must be provided in accordance with the following ratios.
2. Single-family dwellings are exempt from parking maximums outlined in Table 420-1 Parking Ratios.
3. 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. All properties are subject to the maximum limit on the number of off-street parking spaces permitted as provided in Table 420-1.

**Figure 420- 1. Urban Core Parking Boundary**



**Table 420-1 Parking Ratios**

<b>USE GROUP</b>				
<b>Use Category</b>	<b>Minimum Vehicle Parking Ratio</b>		<b>Maximum Vehicle Parking Ratio</b>	
<b>» specific use type</b>	<b>Outside Urban Core</b>	<b>Urban Core</b>	<b>Outside Urban Core</b>	<b>Urban Core</b>
<b>RESIDENTIAL</b>				
<b>Household living</b>	1 per dwelling unit (unless exempted by 88-420-03-D(7))	None	2.5 per dwelling units (unless exempted by 88-420-03-D(7))	2 per dwelling units (unless exempted by 88-420-03-D(7))
<b>Group living</b>	1 per 4 dwelling units or 1 per 4 beds/sleeping rooms	None	2 per 4 dwelling units or 1 per 4 beds/sleeping rooms	1.5 per 4 dwelling units or 1 per 4 beds/sleeping rooms
<b>PUBLIC/CIVIC</b>				
<b>College/University</b>	1 per 4 employees, plus 1 per 10 students	None	2 per 4 employees, plus 1 per 10 students	1.5 per 4 employees, plus 1 per 10 students
<b>Day Care</b>				

» Home-based (1—5)	None	None	Single-family residential and lawfully occupied home occupations in a single-family home are exempt from parking maximums	Single-family residential and lawfully occupied home occupations in a single-family home are exempt from parking maximums
» All other day care uses	1 per 4 employees	None	2 per 4 employees	1.5 per 4 employees
<b>Hospital</b>	1 per 3 beds, plus 1 per 4 employees	None	2 per 3 beds, plus 1.5 per 4 employees	1.5 per 3 beds, plus 1.5 per 4 employees
<b>Library/Cultural Exhibit</b>	2.5 per 1,000 square feet	None	5 per 1,000 square feet	3.75 per 1,000 square feet
<b>Park/Recreation</b>				
» Community center	2.5 per 1,000 square feet	None	5 per 1,000 square feet	3.75 per 1,000 square feet
» All other park/recreation	per 88-420-03-C(4)	None	per 88-420-03-C(4)	per 88-420-03-C(4)
<b>Religious Assembly</b>	1 per 7 seats in main assembly area	None	2 per 7 seats in main assembly area	1.5 per 7 seats in main assembly area
<b>Safety Service</b>	1 per 4 employees	None	2 per 4 employees	1.5 per 4 employees
<b>School</b>				
» Elementary/Junior High	1 per 4 employees	None	2 per 4 employees	1.5 per 4 employees
» Senior High	1 per 4 employees, plus 1 per 15 students	None	2 per 4 employees, plus 2 per 15 students	1.5 per 4 employees, plus 1.5 per 15 students
<b>Utilities and Services</b>				
» Basic, minor	None	None	None	None
» All other utilities and services	per 88-420-03-C(4)	None	None	None
<b>All other public/civic uses</b>	per 88-420-03-C(4)	None	per 88-420-03-C(4)	per 88-420-03-C(4)
<b>COMMERCIAL</b>				
<b>Adult Business</b>				
» Adult media store	2.5 per 1,000 square feet	None	5 per 1,000 square feet	3.75 per 1,000 square feet
» Adult motion picture theater	1 per 4 seats or person capacity	None	2 per 4 seats or person capacity	1.5 per 4 seats or person capacity
<b>Animal Service</b>				

» Stable	1 per 10 stalls	None	2 per 10 stalls	1.5 per 10 stalls
» All other animal service	2.5 per 1,000 square feet	None	5 per 1,000 square feet	3.75 per 1,000 square feet
<b>Building Maintenance Service</b>	1 per 4 employees	None	2 per 4 employees	1.5 per 4 employees
<b>Business Support Service</b>				
» Day labor employment agency	per 88-420-03-C(4)	None	per 88-420-03-C(4)	per 88-420-03-C(4)
<b>Drive-Through Facilities</b>	per 88-420-03-C(1)	None	per 88-420-03-C(1)	per 88-420-03-C(1)
<b>Eating and Drinking Establishments</b>	5 per 1,000 square feet	None	12 per 1,000 square feet	10 per 1,000 square feet
<b>Entertainment Venues and Spectator Sports</b>	1 per 4 seats or person capacity	None	2.5 per 4 seats or person capacity	2 per 4 seats or person capacity
<b>Funeral and Interment Service</b>				
» Cemetery/columbarium/mausoleum	per 88-420-03-C(4)	None	per 88-420-03-C(4)	per 88-420-03-C(4)
» All other funeral and interment services	1 per 4 employees	None	2 per 4 employees	1.5 per 4 employees or person capacity
<b>Gasoline and Fuel Sales</b>	1 per pump	None	2 per pump	1.5 per pump
<b>Lodging</b>				
» 1—20 rooms	1 per room	None	2 per room	1.5 per room
» 21—40 rooms	1 per 4 rooms	None	2 per 4 rooms	1.5 per 4 rooms
» 41+ rooms	1 per 6 rooms	None	2 per 6 rooms	1.5 per 6 rooms
<b>Office, Admin. Professional or General</b>	1 per 1,000 square feet	None	2 per 1,000 square feet	1.5 per 1,000 square feet
<b>Office, Medical</b>	4 per 1,000 square feet	None	8 per 1,000 square feet	6 per 1,000 square feet
<b>Research Service</b>	1 per 1,000 square feet	None	2 per 1,000 square feet	1.5 per 1,000 square feet
<b>Retail Sales</b>	1.5 per 1,000 square feet	None	6 per 1,000 square feet	4.5 per 1,000 square feet
<b>Sports and Recreation, Participant</b>				
» Indoor	1 per 4 seats or person capacity	None	2 per 4 seats or person capacity	1.5 per 4 seats or person capacity
» Outdoor	per 88-420-03-C(4)	None	per 88-420-03-C(4)	per 88-420-03-C(4)
<b>All other commercial</b>	2.5 per 1,000 square feet	None	5 per 1,000 square feet	3.75 per 1,000 square feet
<b>Vehicle Sales and Service</b>				
» Car wash/cleaning	per 88-420-03-	None	per 88-420-03-C(4)	per 88-420-03-C(4)

service	C(4)			
» Motor vehicle repair, limited and general	2 per service bay	None	4 per service bay	3 per service bay
» Vehicle storage/towing	1 per employee	None	2 per employee	1.5 per employee
» All other vehicle sales and service	1 per 1,000 square feet of office space and covered display area	None	2 per 1,000 square feet of office space and covered display area	1.5 per 1,000 square feet of office space and covered display area
<b>INDUSTRIAL</b>				
<b>Residential Storage Warehouse</b>	3, plus 1 per 75 storage spaces	None	6 plus 2 per 75 storage spaces	4.5 plus 1.5 per 75 storage spaces
<b>All other industrial uses</b>	1 per 4 employees	None	2 per 4 employees	1.5 per 4 employees
<b>OTHER</b>				
<b>Agriculture, Crop</b>	None	None	None	None
<b>Agriculture, Animal</b>	per 88-420-03-C(4)	None	per 88-420-03-C(4)	per 88-420-03-C(4)
<b>Wireless Communication Facility</b>	None	None	None	None

**88-420-03-B. EXCESS PARKING**

1. Existing parking and loading space requirements may not be reduced below the minimum ratios established in this article. Unless otherwise expressly stated, off-street parking spaces in excess of ratios established in Table 420-1 may be provided only in conjunction with the use of excess parking amenities as provided in accordance with Table 420-2.
2. For each parking space provided over the maximum specified in Table 420-1, a point is required, as identified in Table 420-2.
3. When allowed, all public infrastructure improvements must be located within the right-of-way no more than a 1/4 mile from the building entrance, unless otherwise approved by the Public Works Director or Parks and Recreation Director.
4. Offsite improvements are subject to approval by the City Planning and Development Director, Public Works Director, or Parks and Recreation Director.
5. No more than 50% of all spaces in excess of the required off-street parking may be satisfied by bicycle racks and/or fix-it stations.
6. In order to satisfy the excess parking amenities requirements, all provided amenities are in addition to any requirements in 88-440.

7. Modifications to parking amenity requirements provided in Table 420-2 that implement alternative or innovative practices are subject to approval of the city planning and development director.
8. At the discretion of the city planning and development director, existing amenities may be credited towards the amenity total.
9. Each non-residential property may provide up to 10 off-street parking spots regardless of building square-footage or number of employees, without triggering the need to provide demand reduction amenities.

<b>Table 420-2 Excess Parking Amenities</b>		
<b>Amenity</b>		<b>Points</b>
Location Improvements	Parking provided at the rear of the building or side of the building, not adjacent to a public street	1 point per space provided
Multimodal Improvements	Shower and changing facility for employees	20 total points
	*Marked multimodal facilities including, but not limited to: bicycle lane(s); paved multi-use trail at least eight (8) feet wide; connection to public trail; and/or dedicated and protected bicycle infrastructure	1 point per 10 linear feet
	*Bicycle fix-it station	5 points per station
	Covered bicycle parking and/or secure bicycle lockers with a minimum five (5) bicycle capacity	10 points per 5 bicycle stalls
	*E-bicycle charging station	3 points per station
	*Bicycle parking rack	1 point per 2 bicycle parking spaces
Carpool Improvements	Carpool designated space	1 point per space
	Covered carpool designated space	15 points per space
Transit Improvements	*Sidewalk improvements connecting to a transit/bus stop	10 points per connection
	*Improved transit/bus stop located no more than 1,320-foot walking distance from a building entrance (subject to	10 points per stop improvement

	KCATA or Streetcar Authority approval)	
	*New transit/bus stop (subject to KCATA approval)	20 points per stop
Electric Vehicle (EV) Improvements	Type 2 EV charging station	15 points per charging station
	Type 3 EV charging station	80 points per charging station
Pedestrian Improvements (offsite improvements are subject to Public Works or Parks and Recreation approval)	*High Intensity Activated Crosswalk (HAWK) pedestrian crossing	150 points per HAWK signal
	*Rectangular Rapid-Flashing Beacon (RRFB) Crosswalk	50 points per crosswalk
	*Raised Crosswalk	25 points
	*Sidewalk or trail connection not otherwise required	1 point per 10 linear feet
	*Crosswalk improvement to high-visibility standards using durable materials such as thermoplastic paint	10 points
	*Pedestrian refuge island	35 points per 10 linear feet
Landscape Improvements	*Landscape median of native planting at least ten (10) feet wide	8 points per 10 linear feet
	Landscape median with a minimum width of fifteen (15) feet wide that includes a pedestrian walkway of a minimum eight (8) feet wide	25 points per 10 linear feet
	*Additional trees exceeding	1 per tree
	*An increase in trees planted for all new deciduous trees provided	3 points per tree
	Significant tree(s) preserved above the required minimum found in 88-424, Tree Preservation and Protection	3 points per 10% of significant trees preserved
	*A minimum 5-foot landscaped berm adjacent to properties with an “R” base zoning classification or public right-of-way	25 points per 50 linear feet of berm
Alternative Pavement	*Pervious Pavement subject to Public Works and Fire Department approval	10 points per 1,000 square feet of pervious parking provided
Solar Power	*Ground or roof mounted solar panel array	10 points per KWH of energy produced (based on manufacturer estimates)
*Allowed offsite subject to 88-420-03-B(4)		

**88-420-03-C. CALCULATIONS**

The following rules apply when calculating the number of parking spaces required:

1. **MULTIPLE USES.** Unless otherwise expressly stated, lots containing more than one principal use must provide parking in an amount equal to the total (cumulative) requirements for all principal uses.
2. **AREA-BASED STANDARDS.** Unless otherwise expressly stated, all area-based (square footage) parking standards must be computed on the basis of gross floor area, which is to be determined by the outside dimensions of the building, less any area within the building devoted to parking. The city planning and development director is authorized to determine the floor area measurement of uses not located within buildings, based on the nature of the use, the expected duration of use and the amount of customer and employee-related vehicle traffic expected to be generated by the outdoor area.
3. **EMPLOYEE- OR OCCUPANCY-BASED STANDARDS**
  - a. When calculating parking requirements based on employees, students, or other occupants, calculations are to be based on the total persons and employees present or on duty at any one time when the maximum functional use of the building or land is being made.
  - b. The number of persons in assembly areas with fixed seating or a designed functional seating capacity is to be based on maximum functional seating capacity.
  - c. The number of persons in assembly areas without fixed seating or without a designed functional seating capacity is to be based on the total net floor area actually used for public assembly, divided by 15.
  - d. If more than one assembly area within a building is used simultaneously by different adult persons, then the capacity of all such assembly areas must be computed.
  - e. If several assembly areas within a building are not used simultaneously but are used by the same group of persons separately at different times, then the computation is to include only the assembly area comprising the maximum simultaneous occupancy.
4. **ESTABLISHMENT OF OTHER PARKING RATIOS**
  - a. Upon receipt of an application for a use which no parking ratio is established in 88-420-03, decision-making bodies may apply the parking ratio that applies to the most similar use or establish a different minimum parking requirement on the basis of parking data provided by the applicant and the city planning and development department.
  - b. When the use requires special use or similar approval, the final decision-making body on the special use or other approval is authorized to establish the applicable parking ratio. When the use is permitted, the city planning

and development director is authorized to establish the applicable parking ratio.

- c. Parking data and studies must include estimates of parking demand based on reliable data collected from comparable uses or on external data from credible research organizations. Comparability will be determined by density, scale, bulk, area, type of activity and location. Parking studies must document the source of all data used to develop recommended requirements.

**88-420-03-D. EXEMPTIONS, REDUCTIONS AND SPECIAL AREA STANDARDS**

In the case of multiple exemptions, reductions, or special area standards existing on a property, the one that provides the greatest level of exemption shall apply.

1. **B1 ZONING DISTRICT.** Nonresidential uses in the B1 district are not required to provide off-street parking unless such uses exceed 2,500 square feet of gross floor area, in which case off-street parking must be provided for the floor area in excess of 2,500 square feet.
2. **PEDESTRIAN-ORIENTED OVERLAY DISTRICT.** Nonresidential uses that are subject to the P/O district regulations of 88-230 are not required to provide off-street parking unless such uses exceed 4,000 square feet of gross floor area, in which case off-street parking must be provided for the floor area in excess of 4,000 square feet.
3. **LANDMARKS AND HISTORIC DISTRICTS**
  - a. No off-street parking or loading spaces are required for rehabilitation or reuse of an official local or national historic landmark.
  - b. No off-street parking or loading spaces are required for rehabilitation or reuse of an existing contributing building within an official local or national historic district.
4. **RAPID TRANSIT STOPS.** Special parking regulations apply to uses on lots located within 1,000 feet of a rapid transit stop, as follows.
  - a. All non-residential uses are not required to provide off-street parking spaces for the first 10,000 square feet of gross floor area.
  - b. Residential uses shall provide .5 off-street parking spaces per unit.
5. **AFFORDABLE HOUSING.** For a multi-unit building with more than 10 units, when at least twenty percent (20%) of the total number of units is provided as affordable housing, as defined in 88-810-058, parking shall be required in the amount of 0.5 space per dwelling unit. However, if required parking is less than 0.5 space per dwelling unit due to other provisions of this section 88-420-03, the lesser requirement is applicable.

6. **SINGLE FAMILY OR DUPLEX STRUCTURE.** For any detached house or semi-attached house on a lot platted prior to September 10, 1951, no off-street parking shall be required.
7. **INFILL RESIDENTIAL DEVELOPMENT STANDARDS**
  - a. See 88-110-07 for special parking and loading standards that apply to infill residential development. If the standards of this section conflict with those in 88-110-07, the standards of 88-110-07 shall apply. All other standards of this section shall apply to infill residential development.
  - b. Any infill residential development of 8 or fewer units is exempt from the minimum parking requirement.
8. **EFFECT OF VEHICLE PARKING REDUCTION OR EXEMPTION ON BICYCLE PARKING REQUIREMENTS.** The bicycle parking requirements of 88-420-09 apply regardless of any vehicle parking exemptions and reductions authorized in this section 88-420-03.
9. **ON-STREET PARKING CREDITS**
  - a. Any on-street parking within a non-residentially zoned area, authorized by the City and within 150 feet of the lot, may be credited towards the on-site parking requirements. A maximum of 50 percent of the required parking may be satisfied by on-street parking credits. On-street parking spaces may be counted by more than one user in meeting this requirement. In the case that on-street parking is removed by the City, lawfully occupied properties will receive legal non-conforming status and not be required to provide additional parking while the use continues to lawfully operate at the property. If the use changes or expands beyond the 10% threshold outlined in 88-420-02-A-2.b, additional parking may be required.
  - b. Public on-street parking spaces may not be used to satisfy the minimum required number of accessible parking spaces and does not count towards any parking maximums.

**88-420-03-E. ALTERNATIVE PARKING COMPLIANCE**

1. **REVIEW CRITERIA AND APPROVAL PROCEDURE.** Applications for alternative compliance parking plans constitute an application for a site plan approval under Section 88-530. Plans must detail the type of alternative proposed and the rationale for such a proposal, including any supporting research or documentation. The city planning and development director is authorized to approve an alternative compliance parking plan if the applicant demonstrates to the satisfaction of the city planning and development director that the proposed plan:
  - a. Will comply with all applicable requirements of this section;

- b. Will not adversely affect surrounding neighborhoods;
- c. Will not adversely affect traffic congestion and circulation; and
- d. Will have a positive effect on the economic viability or appearance of the project or on the environment.

2. **SHARED PARKING**

- a. The city planning and development director is authorized to approve an alternative compliance parking plan allowing shared parking arrangements. The city planning and development director may permit up to 100% of the parking required for one use to be supplied by the off-street parking spaces provided for another use if the city planning and development director determines that the various activities will have peak parking demands at different periods of the day or week. Parking reductions are based on an analysis of each use's shared operating hours and minimum required off-street parking.
- b. To qualify for a parking reduction, a shared parking study must demonstrate the reduced parking needs and justify the request.
- c. A use for which shared parking is proposed must be located within 1,320 feet walking distance of the shared parking, measured from the entrance of the use to the nearest parking space within the shared parking facilities.
- d. The City Planning and Development Director may consider the following when evaluating shared parking plans:
  - i. Peak demand patterns of each use.
  - ii. Availability of nearby on-street or off-street parking.
  - iii. Compatibility of the proposed shared parking arrangement with surrounding areas to avoid spillover effects.
  - iv. The potential for reducing parking needs through multimodal transportation options like public transit, biking, or carpooling.
  - v. Any other alternate parking solution identified in 88-420-03-E. Authorized Alternatives.

3. **OFF-SITE PARKING.** The city planning and development director may permit any off-street parking spaces to be located on a remote and separate lot from the lot on which the principal use is located, subject to the standards of this section.

- a. No off-site parking space may be located more than 1,320 feet from the primary entrance of the use served, measured along the shortest legal, practical walking route. This distance limitation may be waived by the city

planning and development director if adequate assurances are offered that van or shuttle service will be operated between the shared lot and the principal use.

- b. Off-site parking areas are considered accessory to the primary use they serve. These areas must be located in a zoning district that is the same as, or more intensive than, the zoning required for the most intensive use they support—unless a Special Use Permit is approved under Section 88-525. All off-site parking must meet the design standards outlined in Section 88-420-04.
  - c. An agreement providing for the use of off-site parking, executed by the parties involved, must be filed with the city planning and development director, in a form approved by the city planning and development director. Off-site parking privileges will continue in effect only as long as the agreement, binding on all parties, remains in force. Agreements must guarantee long-term availability of the parking, commensurate with the use served by the parking. If an off-site parking agreement lapses or is no longer valid, then parking must be provided as otherwise required by this zoning and development code.
  - d. If the off-site parking is located in a UR (Urban Redevelopment) or MPD (Master Planned Development) district, the agreement must demonstrate that the parking area serves a use of equal or greater intensity than the use being supported. This agreement must be reviewed and approved by the city planning and development director.
  - e. Off-site parking in facilities in O, B, D, and M districts which meet the location and zoning classification requirements indicated in this section and which are in the same ownership as the lot to be served will not require approval of an alternative compliance parking plan per 88-420-03-E.
4. **VEHICLE STORAGE.** The city planning and development director may permit the use of gravel as a surface for vehicle storage, subject to the standards of this section.
- a. Gravel surfacing for vehicle storage is permitted only on lots within M districts with a minimum lot size of 2 acres.
  - b. Gravel is prohibited within 25 feet of public right-of-way or within 10 feet of any property line, whichever is greater.
  - c. All gravel areas situated on a lot with side or rear property lines contiguous with property in an R or D district must be screened along such side or rear property lines with a continuous row of evergreen shrubs

and/or trees to form a continuous visual screen at least 3 feet in height after the first growing season.

- d. Gravel surfacing may not be used for parking intended for use by the public.
- e. Gravel surfacing may not be used for the parking or storage of wrecked, salvaged, dismantled, or inoperable vehicles.
- f. Gravel is not permitted on any lot or portion of a lot with a slope greater than 4 to 1.
- g. Gravel surfaces shall comply with the standards of 88-420-04.

**88-420-03-F. MOTORCYCLE AND SCOOTER PARKING**

For any non-residential use providing 50 or more off-street spaces, a maximum of 3 required off-street parking spaces per 50 vehicle spaces may be reduced in size or otherwise redesigned to accommodate parking for motorcycles and scooters. When provided, motorcycle and scooter parking must be identified by a sign.

**88-420-03-G. SMALL CAR PARKING**

All parking facilities must accommodate standard-sized vehicles. The city planning and development director may approve spaces for smaller vehicles if a demonstrated need is provided. These small car spaces may not exceed 50% of the total parking and must be clearly marked on the parking plan and identified with pavement markings or signage.

**88-420-03-H. ACCESSIBLE PARKING**

Where parking facilities are provided or required, accessible parking spaces shall be provided in parking areas servicing each building entrance, and shall have the number of level parking spaces for person(s) with disabilities set forth in the current version of the Americans with Disabilities Act Accessibility Guidelines and be identified by above-grade signs as reserved for person(s) with disabilities. Such parking spaces shall conform with the requirements of the Building Code and applicable state law with regard to parking space dimensions and signage. Each parking facility on a site shall be calculated separately.

- 1. **VAN ACCESSIBLE SPACES.** One van accessible parking space shall be provided for every six accessible parking spaces required by the ADA standards.
- 2. **EXCEPTIONS**
  - a. Detached houses, zero lot line houses, cottage houses, attached houses, and two-unit houses are exempt from providing accessible parking spaces.
  - b. Parking facilities used exclusively for the storage of motor vehicles shall not be required to provide accessible parking provided that parking facilities accessed by the public comply with this section.

**3. LOCATION**

- a. Accessible parking spaces shall be located on the shortest possible accessible route of travel to an accessible building entrance. In facilities with multiple accessible building entrances with adjacent parking, accessible parking spaces shall be dispersed and located near the accessible entrances. Wherever practical, the accessible route of travel shall not cross lanes of vehicular traffic. Where crossing traffic lanes is necessary, the route of travel shall be designated and marked as a crosswalk.
- b. All van parking spaces shall be permitted to be grouped on one level within a multi-story parking facility.
- c. Parking spaces shall be permitted to be located in different parking facilities if substantially equivalent or greater accessibility is provided in terms of distance from an accessible entrance or entrances, parking fee, and user convenience.

**88-420-04 VEHICULAR PARKING DESIGN**

**88-420-04-A. VEHICULAR PARKING AREA DIMENSIONS**

The following provisions apply to all uses not listed in 88-420-04-B. Vehicular parking areas shall provide the minimum dimensions as follows:

<b>Table 420-3 Minimum Parking Area Dimensions</b>				
<b>Angled Parking Spaces</b>	<b>Length</b>		<b>Width</b>	
Standard Car Space	18 ft.		8.5 ft.	
Small Car Space	15 ft.		7.5 ft.	
<b>Parallel Parking Spaces</b>	<b>Length</b>		<b>Width</b>	
Standard Car	22 ft.		8.5 ft.	
Small Car	19 ft.		7.5 ft.	
<b>Drive Aisle Dimensions</b>	<b>One-Way Aisle</b>		<b>Two-Way Aisle</b>	
	<b>Standard</b>	<b>Small</b>	<b>Standard</b>	<b>Small</b>
Parallel and 30°	10 ft.	10 ft.	21 ft.	17 ft.
45°	12 ft.	10 ft.	23 ft.	19 ft.
60°	18 ft.	15 ft.	24 ft.	21 ft.
90°	22 ft.	18 ft.	24 ft.	21 ft.

**88-420-04-B. RESIDENTIAL PARKING AREA DESIGN**

The following provisions apply to detached houses, zero lot line houses, cottage houses, attached houses, two-unit houses, and multi-unit houses. All other uses permitted in residential districts shall comply with 88-420-04-A, except as otherwise expressly stated.

**Table 420-4 Residential Vehicular Use Area Dimensions**

<b>Minimum Parking Space</b>				
<b>Length</b>		<b>Width</b>		
15 ft.		7.5 ft.		
<ul style="list-style-type: none"> <li>• Parking space shall be as wide and long as the vehicle parked thereon</li> </ul>				
<b>Driveways</b>				
<b>Minimum width at property line</b>		<b>Maximum width at property line</b>		
7.5 ft.		22 ft.		
<ul style="list-style-type: none"> <li>• Parking spaces must be connected to a public street or alleyway by a driveway</li> <li>• The width of the driveway at the property line shall not exceed the width of the garages or parking spaces to which the driveway leads</li> </ul>				
<b>Ribbon Driveway</b>				
<b>Minimum width of paved strip</b>		<b>Maximum distance between strips</b>		
2.5 ft.		3 ft.		
<b>Minimum setbacks - extend entire length of property</b>				
<b>Vehicular Use Area</b>	<b>Front Yard</b>	<b>Street-side yard</b>	<b>Side yard</b>	<b>Rear yard</b>
Parking space accessed from non-alley right-of-way	0 ft. from property line	18 in. from property line	Minimum building line setback	18 in. from property line
Parking space located in the side or rear yard accessed from an alley	n/a	n/a	0 ft. from property line	0 ft. from property line
Shared Driveways	Shared driveways are allowed to extend across a property line onto abutting private properties if there is a recorded easement guaranteeing reciprocal access and maintenance for all affected properties.			
Driveways	Unless connected to the right-of-way through an approved curb cut, driveways must be setback 18 in. from the side, rear or street-side yard property line.			
<b>Maximum percentage of pavement</b>				
<b>Front Yard</b>		<b>Street-side yard</b>		
40%		20%		
<p>Properties located on a cul-de-sac with parking areas situated in the front yard may exceed the standard maximum pavement coverage of forty percent (40%), provided that the total paved area does not exceed sixty percent (60%) of the front yard. All other applicable dimensional parking requirements shall still apply.</p>				

**88-420-04-C. GENERAL VEHICULAR PARKING AREA DESIGN REQUIREMENTS**

1. Surface parking lots containing more than 50 parking spaces must:
  - a. Be visually and functionally segmented into smaller parking bays by interior landscaping in accordance with 88-425-06 to reduce visual and stormwater runoff-related impacts;
  - b. Provide safe, visible access for non-motorized traffic to and through the development site through such techniques as changes in paving surface materials, landscaped pedestrian walkways or pedestrian refuge islands and safety and directional lighting; and
  - c. Use traffic calming techniques for pedestrian safety.
2. Attendant buildings and ticket machines, when provided, shall be located inside the vehicular use area at least 20 feet away from the entrance to minimize congestion on public property, except where compliance would require the alteration or relocation of an existing permanent structure.
3. Parking surfaces shall be kept in good repair. The parking surface shall not have loose gravel or potholes or fall into a condition where mud or gravel may be tracked onto the street.
4. All screening and barriers shall be maintained in good condition and shall not be allowed to fall into a state of disrepair.
5. All vehicular use areas established either after September 10, 1951 or after annexation by the city shall be continuously paved with pavers or a permanent, asphaltic or concrete paving unless otherwise allowed. Pervious pavements and impervious materials may be allowed, subject to approval by the city planning and development director.
6. Gravel vehicular use areas shall be paved, unless otherwise permitted, when providing parking and/or loading for new buildings or building expansions which constitute a major amendment per 88-516-06-A or require a development plan per 88-517, project plan per 88-518, or special user permit per 88-525.
7. When allowed, the surface of gravel vehicular use areas shall consist of a uniform layer of gravel evenly distributed from edge to edge and shall be free of bare spots and vegetation. The depth of the gravel layer shall be at least 2 inches. The material used for a gravel vehicular use area shall be rock or crushed stone not more than 2 inches in diameter and shall not contain dirt, sticks, construction debris or other foreign material. Sand, rock dust or other similar material less than one-eighth inch in diameter is not prohibited, but shall not be included in the measurement of minimum gravel depth.

8. Properties zoned AG-R, R-80, R-10 with an area of at least 3 acres may have a gravel driveway and residential parking spaces if paved for the first 25 feet from the right-of-way.

**88-420-04-D. LOCATION OF VEHICULAR PARKING AREAS**

1. Unless otherwise permitted, required parking spaces must be located on the same lot as the use to be served by the parking. Accessory parking areas require the same or a more intensive base zoning classification than that required for the most intensive of the uses served by the accessory parking area, unless approved as a special use pursuant to 88-525.
2. Unless otherwise permitted, All vehicular use areas shall provide access to a public right-of-way, either through a direct connection or via a recorded access easement, in accordance with applicable zoning and subdivision regulations.
3. Parking facilities are prohibited in required front and side setback areas and in required landscape areas.
4. Access to off-street parking areas serving nonresidential uses may not traverse residentially zoned property.

**88-420-05 – BICYCLE PARKING**

**88-420-05-A. BICYCLE PARKING RATIOS**

1. Any on-street bicycle parking within a non-residentially zoned area, authorized by the City and within 150 feet of the lot, may be credited towards the on-site bicycle parking requirements. On-street bicycle parking spaces may be counted by more than one user in meeting this requirement. In the case that on-street bicycle parking is removed by the City, lawfully occupied properties will receive legal non-conforming status and not be required to provide additional bicycle parking while the use continues to lawfully operate at the property. If the use changes or expands beyond the 10% threshold outlined in 88-420-02-A02.b, additional bicycle parking may be required.
2. Short- and long-term bicycle parking is required in accordance with the following minimum ratios:

<b>Table 420-5 Bicycle Parking Ratios</b>		
<b>USE GROUP</b>	<b>Minimum Short-Term Bicycle Parking Requirement</b>	<b>Minimum Long-Term Bicycle Parking Requirement</b>
<b>RESIDENTIAL</b>		
Household living, 1-7 dwelling units	No spaces required	No spaces required
Multi-unit building, 8-11 units	2 spaces	2 spaces
Multi-unit building, 12+ units	2 spaces per the first 12 units + 1 space per every additional 12 units	2 spaces per the first 12 units + 1 space per every additional 12 units
For multi-unit buildings of 12+ units, after the first 10 short-term bicycle parking spaces and 20 long-		

term bicycle parking spaces are provided, additional bicycle parking may be provided at 25% of the otherwise required ratio.		
<b>PUBLIC/CIVIC</b>		
Hospital	1 space per 200,000 sq ft	1 space per 25 employees
Libraries/Cultural Exhibit	1 space 10,000 sq ft	1 space per 10 employees
Schools	1 space per 20 students	1 space per 10 employees
College/University	1 space per 100 students	1 space per 100 students
Community Center	1 space per 10,000 sq ft	1 space per 10 employees
All other Public/Civic Use	1 space per 100,000 sq ft	1 space per 10 employees
For Public/Civic uses after the first 40 short-term bicycle parking spaces and 25 long-term bicycle parking spaces are provided, additional bicycle parking may be provided at 25% of the otherwise required ratio.		
<b>COMMERCIAL</b>		
Eating and Drinking Establishments	1 space per 2,000 sq ft	1 space per 25 employees
Entertainment Venues	1 space per 1,000 seats	1 space per 25 employees
Office	1 space per 20,000 sq ft	1 space per 10,000 sq ft
Retail	1 space per 5,000 sq ft	1 space per 12,000 sq ft
All other Commercial Use	1 space per 5,000 sq ft	1 space per 10,000 sq ft
For Commercial uses after the first 10 short-term bicycle parking spaces and 5 long-term bicycle parking spaces are provided, additional bicycle parking may be provided at 25% of the otherwise required ratio.		
<b>INDUSTRIAL</b>		
Industrial	1 space per 200,000 sq ft	1 space per 100,000 sq ft
For industrial uses after the first 20 short-term bicycle parking spaces and 10 long-term bicycle parking spaces are provided, additional bicycle parking may be provided at 25% of the otherwise required ratio.		
Non-accessory parking facilities containing more than 50 parking spaces must provide at least two long-term bicycle parking spaces for each 50 vehicle parking spaces within the parking facility.		

**88-420-05-B. DESIGN AND LOCATION**

Where bicycle parking facilities are provided or required, they shall be provided in compliance with the design standards, definitions, construction and installation standards, and locational requirements established by the Association of Pedestrian and Bicycle Professionals (APBP) Essentials of Bike Parking, as amended.

**88-420-05-C. ADMINISTRATIVE ADJUSTMENTS**

The city planning and development director is authorized to approve an administrative adjustment reducing the number of bicycle spaces required for a particular use in accordance with 88-570.

**88-420-06 – LOADING**

**88-420-06-A. RATIOS**

Off-street loading spaces must be provided in accordance with the following schedule:

<b>Table 420-6 Loading Requirements</b>	
<b>Use Type (Size)</b>	<b>Loading Spaces Required</b>
<b>Public/Civic, Commercial and Industrial Uses</b>	

Under 20,000 square feet	None
20,000—49,999 square feet	1
50,000+	2
<b>Household Living Uses</b>	
Under 50 units	None
50+ units	1

**88-420-06-B. DESIGN AND LOCATION**

1. **PLANS.** Plans for location, design, and layout of all loading spaces must be indicated on required development plans.
2. **SPACE SIZE.** Off-street loading spaces, excluding maneuvering areas, must be at least 10 feet wide and 25 feet long unless off-street loading will involve the use of semi-tractor trailer combinations or other vehicles in excess of 25 feet in length, in which case the minimum size of a space is 12 feet by 60 feet.
3. **SURFACING AND MAINTENANCE.** All off-street loading areas must be paved.
4. **SIGNS.** "No Idling" or "Idle-Free Zone" signs must be posted in all off-street loading areas.
5. **LOADING, UNLOADING, AND MANEUVERING.** Unless otherwise approved by the city planning and development director, all loading and unloading spaces and related maneuvering areas must be located on the subject lot and may not be located in the right-of-way.

**88-420-07 OUTDOOR SEATING FOR EATING AND DRINKING ESTABLISHMENTS**

**88-420-07-A. PURPOSE**

To allow eating and drinking establishments to use underutilized outdoor space for dining and seating purposes.

**88-420-07-B. AUTHORIZATION**

Notwithstanding Section 88-420-02.B and the parking ratios set forth in Section 88-420-03, eating and drinking establishments as defined in Section 88-805-04-I may use parking lots and open space for outdoor seating and dining space, and for no other use other than parking and open space, in conformance with the provisions of this zoning and development code.

**88-420-07-C. STANDARDS AND CONDITIONS**

Parking lots and open space may be used for outdoor seating at eating and drinking establishments, subject to the following standards and conditions:

1. Seating in parking lots shall only be permitted in striped parking spaces; no seating shall be permitted in drive aisles.
2. Open space or other areas of the subject property may also be used for seating.

3. Driveways or entrances to vehicular use areas from the public right-of-way shall not be obstructed.
4. Landscaped areas or areas designated for stormwater management shall not be used for outdoor seating.
5. Accessible spaces shall not be used for outdoor seating.
6. Seating shall be ADA accessible.
7. Pedestrian paths such as sidewalks or crosswalks shall not be obstructed.
8. The property owner shall supervise and maintain outdoor seating areas in a clean, orderly and safe condition and in such manner as to protect the public health and safety. All tables, chairs, seating areas, umbrellas, tents, and any other furnishings or equipment used in outdoor seating areas shall be kept and maintained in good repair.
9. Service of alcohol shall be permitted, provided the property owner meets the requirements of Chapter 10 of the City Code, as required.
10. Parking lots and open space used for outdoor seating shall be restored to their original condition and use when not in use for outdoor seating.

**88-420-07-D. ENFORCEMENT**

Violations, penalties and enforcement shall be as stated in Section 88-615 of this zoning and development code.

Section 2. That the Council finds and declares that before taking any action on the proposed amendment(s) hereinabove, all public notices and hearings required by law have been given and had.

..end

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I hereby certify that as required by Chapter 88, Code of Ordinances, the forgoing ordinance was duly advertised and public hearings were held.

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Sara Copeland, FAICP  
Secretary, City Plan Commission

Approved as to form:

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Sarah Baxter  
Senior Associate City Attorney



# City of Kansas City, Missouri

## Docket Memo

Ordinance/Resolution #: 260219

Submitted Department/Preparer: City Planning

Revised 6/10/24

Docket memos are required on all ordinances initiated by a Department Director. More information can be found in [Administrative Regulation \(AR\) 4-1](#).

### Executive Summary

Amending Chapter 88, the Zoning and Development Code, by repealing and replacing Section 88-420, "Parking and Loading." (CD-CPC-2025-00143)

### Discussion

The proposed amendments to Chapter 88, the Zoning and Development Code, repeal and replace Section 88-420 regarding Parking and Loading. The proposed amendments simplify the existing code and establish new context-based standards for off-street parking to address parking minimums and maximums, bicycle parking, and change of use.

The updated parking standards are the result of significant community engagement, including an online survey and meetings with developers, neighborhood groups, and property owners. The proposed amendments seek to provide a more user-friendly format and simplified regulations.

Staff Recommendation: Approval

CPC Recommendation: Approval

### Fiscal Impact

1. Is this legislation included in the adopted budget?  Yes  No
2. What is the funding source?  
Not applicable as this is an ordinance that authorizes the periodical review and subsequent update of Chapter 88, the Zoning and Development Code.
3. How does the legislation affect the current fiscal year?  
Not applicable as this is an ordinance that authorizes the periodical review and subsequent update of Chapter 88, the Zoning and Development Code.

4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.  
Not applicable as this is an ordinance that authorizes the periodical review and subsequent update of Chapter 88, the Zoning and Development Code.
5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?  
Not applicable as this is an ordinance that authorizes the periodical review and subsequent update of Chapter 88, the Zoning and Development Code.

**Office of Management and Budget Review**

(OMB Staff will complete this section.)

1. This legislation is supported by the general fund.  Yes  No
2. This fund has a structural imbalance.  Yes  No
3. Account string has been verified/confirmed.  Yes  No

**Additional Discussion (if needed)**

No account string to verify as this ordinance has no direct fiscal impact.

**Citywide Business Plan (CWBP) Impact**

1. View the [Adopted 2025-2029 Citywide Business Plan](#)
2. Which CWBP goal is most impacted by this legislation?  
Inclusive Growth and Development (Press tab after selecting.)
3. Which objectives are impacted by this legislation (select all that apply):
  - Align the City's economic development strategies with the objectives of the City Council to ensure attention on areas traditionally underserved by economic development and redevelopment efforts.
  - Ensure quality, lasting development of new growth.
  - Increase and support local workforce development and minority, women, and locally owned businesses.
  - Create a solutions-oriented culture to foster a more welcoming business environment.
  - Leverage existing institutional assets to maintain and grow Kansas City's position as an economic hub in the Central United States.



## Prior Legislation

Ordinance 230257 - Adopting the KC Spirit Playbook as the City's Strategic and Comprehensive Plan and repealing and replacing the FOCUS Kansas City Plan that was adopted by the City Council by Committee Substitute for Resolution No. 971268 on October 30, 1997.

## Service Level Impacts

Not applicable as this is an ordinance that authorizes the periodical review and subsequent update of Chapter 88, the Zoning and Development Code.

## Other Impacts

1. What will be the potential health impacts to any affected groups?  
The proposed amendments are intended to promote walkable neighborhoods with reduced impervious surface coverage.
2. How have those groups been engaged and involved in the development of this ordinance?  
Two open houses were held on September 10, 2025 (virtual) and September 11, 2025 (in-person) with an additional urban core neighborhood meeting on December 1, 2025 (virtual). Additional public engagement included stakeholder interviews, conducting an online survey, posting on the City's Speak Easy virtual participation platform and Neighborhood Direct monthly emails, and presentations at the KC Small Developers Forum, BikeWalkKC, Midtown KC Now, South KC Alliance, Northland Regional Chamber of Commerce, Downtown Neighborhood Association, Downtown Council of Kansas City, and KC CID Alliance.
3. How does this legislation contribute to a sustainable Kansas City?  
The proposed amendments are intended to provide adequate parking and ensure that context-sensitive parking requirements better align with actual needs while supporting the City's policies related to transportation, land use, urban design, and sustainability and improving the quality of life for Kansas City residents.
4. Does this legislation create or preserve new housing units?  
No (Press tab after selecting)

Click or tap here to enter text.

Click or tap here to enter text.

5. Department staff certifies the submission of any application Affirmative Action Plans or Certificates of Compliance, Contractor Utilization Plans (CUPs), and Letters of Intent to Subcontract (LOIs) to CREO prior to, or simultaneously with, the legislation entry request in Legistar.

No - CREO's review is not applicable (Press tab after selecting)

Please provide reasoning why not:

Not applicable as this is an ordinance that authorizes the periodical review and subsequent update of Chapter 88, the Zoning and Development Code

6. Does this legislation seek to approve a contract resulting from an Invitation for Bid?

No(Press tab after selecting)

Click or tap here to enter text.

7. Does this legislation seek to approve a contract resulting from a Request for Proposal/Qualification (RFP/Q)?

No(Press tab after selecting)



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**File #: 260220**

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ORDINANCE NO. 260220

Sponsor: Director of City Planning and Development Department

Amending the Major Street Plan for Kansas City to revise the alignment of Mexico City Avenue, from connecting to Highway 92, to connecting to North Bethel Avenue, and directing the City Clerk to file certain documents with the appropriate offices. (CD-CPC-2025-00170).

WHEREAS, a Major Street Plan for Kansas City was adopted by Second Committee Substitute for Ordinance No. 64073, passed September 28, 1989; and

WHEREAS, further changes were recommended and approved by Ordinance No. 64073, passed September 28, 1989; Ordinance No. 64760, passed November 22, 1989; by Ordinance No. 911308, passed November 27, 1991; by Ordinance No. 960104, passed March 7, 1996; by Committee Substitute for Ordinance No. 971243, passed February 5, 1998; by Committee Substitute for Ordinance No. 000742, passed June 29, 2000; by Ordinance No. 020136, passed March 6, 2002; by Ordinance No. 011406, passed July 18, 2002; by Committee Substitute for Ordinance 011288, passed August 15, 2002; and by Ordinance No. 030928, passed September 11, 2003, by Ordinance Nos. 051158, 051159, 051160 and 051161, all passed October 6, 2005; by Ordinance No. 060579, passed June 15, 2006; by Committee Substitute for Ordinance No. 061235, passed November 30, 2006; by Ordinance 080150, passed March 6, 2008; by Ordinance 080204, passed March 13, 2008, by Ordinance 090187, passed April 9, 2009, by Ordinance No. 110249, passed October 23, 2011; by Ordinance No. 160336, passed June 23, 2016; by Ordinance No. 210837, passed September 23, 2021, by Ordinance No. 220661, passed on August 25, 2022 and Ordinance No. 220884, passed on October 6, 2022; and

WHEREAS, further review and revisions have been initiated by staff concerning certain issues related to the Major Street Plan; and

WHEREAS, the review by City staff has been reflected in the recommended modifications to the Major Street Plan specifically for the Major Street Plan Map and Appendix A - Major Street Inventory; NOW, THEREFORE,

**BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:**

Section 1. That the Major Street Plan of Kansas City is hereby amended to revise the alignment of Mexico City Avenue from connecting to Highway 92, to connecting to North Bethel Avenue. Copies of the amended Major Street Plan are on file in the office of the City Clerk with this ordinance and are incorporated herein by reference.

Section 2. That the City Clerk is hereby directed to file such documents in the office of the Recorder of Deeds for Platte County, Missouri, Jackson County, Missouri, Clay County, Missouri, and Cass County, Missouri.

Section 3. That the Council hereby finds and declares that before taking any action on the proposed amendment hereinabove, all public notices and hearings required by law have been given and had.

..end

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I hereby certify that as required by Chapter 89, Revised Statutes of Missouri, the foregoing Major Street Plan amendment was duly advertised and public hearings were held.

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Sara Copeland, FAICP  
Secretary, City Plan Commission

Approved as to form:

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Sarah Baxter  
Senior Associate City Attorney



# City of Kansas City, Missouri

## Docket Memo

Ordinance/Resolution #: 260220

Submitted Department/Preparer: City Planning

Revised 01/30/25

Docket memos are required on all ordinances initiated by a Department Director. More information can be found in [Administrative Regulation \(AR\) 4-1](#).

### Executive Summary

Amending the Major Street Plan for Kansas City to revise the alignment of Mexico City Avenue, from connecting to Highway 92, to connecting to North Bethel Avenue, and directing the City Clerk to file certain documents with the appropriate offices. (CD-CPC-2025-00170)

### Discussion

The requested Major Street Plan Amendment is a result of the most recent major amendment to the KCI 29 Logistics Park controlling MPD Plan. The City's Major Street Plan shows the extension of Mexico City Avenue going north and connecting to Missouri 92 Highway. Rights-of-ways identified on the Major Street Plan are constructed by the City, while developers are required to pay impact fees and dedicate the land needed to construct the road. The applicant has chosen to reroute Mexico City Avenue to the west and connect it to north Bethel Avenue.

Staff Recommendation: Approval

CPC Recommendation: Approval

There was no public testimony at the January 21, 2026 City Plan Commission hearing regarding this Major Street Plan Amendment.

### Fiscal Impact

1. Is this legislation included in the adopted budget?  Yes  No
2. What is the funding source?  
Not applicable as this ordinance will amend the Major Street Plan.
3. How does the legislation affect the current fiscal year?  
Not applicable as this ordinance will amend the Major Street Plan.

4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.  
Not applicable as this ordinance will amend the Major Street Plan.
5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?  
Not applicable as this ordinance will amend the Major Street Plan.

**Office of Management and Budget Review**

(OMB Staff will complete this section.)

1. This legislation is supported by the general fund.  Yes  No
2. This fund has a structural imbalance.  Yes  No
3. Account string has been verified/confirmed.  Yes  No

**Additional Discussion (if needed)**

This legislation has no fiscal impact

**Citywide Business Plan (CWBP) Impact**

1. View the [Adopted 2025-2029 Citywide Business Plan](#)
2. Which CWBP goal is most impacted by this legislation?  
Infrastructure and Accessibility (Press tab after selecting.)
3. Which objectives are impacted by this legislation (select all that apply):
  - Engage in thoughtful planning and redesign of existing road networks to ensure safety, access, and mobility of users of all ages and abilities.
  - Develop a multimodal regional transportation system for all users.
  - Develop environmentally sustainable strategies that improve quality of life and foster economic growth.
  - Ensure adequate resources are provided for continued maintenance of existing infrastructure.
  - Focus on delivery of safe connections to schools.
  -

**Prior Legislation**

CD-CPC-2025-00169 – A request to approve a major amendment to a previously approved development plan which also serves as the preliminary plat in District MPD for the purpose of expanding the MPD district.

## Service Level Impacts

No impact expected.

## Staff Recommendation

City Planning and Development

Select One:  Sponsored  
 Directive: Res/Ord # [Click to enter Res/Ord. No.](#)

Select One:  Recommend  
 Do Not Recommend  
 Not Applicable

City Plan Commission and City Staff recommend approval subject to all applicable city codes.

## Other Impacts

1. What will be the potential health impacts to any affected groups?  
Not applicable as this ordinance will amend the Major Street Plan.
2. How have those groups been engaged and involved in the development of this ordinance?  
Not applicable as this ordinance will amend the Major Street Plan.
3. How does this legislation contribute to a sustainable Kansas City?  
Not applicable as this ordinance will amend the Major Street Plan.
4. Does this legislation create or preserve new housing units?  
No (Press tab after selecting)  
  
Not applicable as this ordinance will amend the Major Street Plan.

Click or tap here to enter text.

5. Department staff certifies the submission of any application Affirmative Action Plans or Certificates of Compliance, Contractor Utilization Plans (CUPs), and Letters of Intent to Subcontract (LOIs) to CREO prior to, or simultaneously with, the legislation entry request in Legistar.

No - CREO's review is not applicable (Press tab after selecting)

Please provide reasoning why not:

Not applicable as this ordinance will amend the Major Street Plan.

6. Does this legislation seek to approve a contract resulting from an Invitation for Bid?

No(Press tab after selecting)

Not applicable as this ordinance will amend the Major Street Plan.

7. Does this legislation seek to approve a contract resulting from a Request for Proposal/Qualification (RFP/Q)?

No(Press tab after selecting)