

February 23, 2026

Neighborhood Planning and Development Committee
Mayor Pro Tem Ryana Parks-Shaw, Chairperson
4th District Councilmember Eric Bunch, Vice Chairperson
1st District Councilmember Nathan Willett, Committee Member
3rd District At Large Councilmember, Melissa Patterson-Hazley, Committee Member

Supplemental Copy to City Clerk at public.testimony@kcmo.org and Daliah West at deliah.west@kcmo.org

Courtesy Copy to Jennifer Reinhardt, Lead Planner, Playbook Implementation at jennifer.reinhardt@kcmo.org

Re: **Ordinance No. 260219-** CD-CPC-2025-00143

Dear Mayor Pro Tem and Committee Members:

Plaza Westport Neighborhood Association (PWNA) **opposes** **Ordinance No. 260219-** CD-CPC-2025-00143 in its current form. Our request is that your Committee **hold** Ordinance No. 260219, and **direct Staff to craft a more incremental approach** to reducing parking requirements and allowing evaluation of reductions on a case by case basis.

Our neighborhood is between Westport on the north and the Plaza to the south. It is already significantly “parked up.” In other words, residents are having to scramble and spend significant amounts of time to find limited or unavailable parking spaces. This ordinance would only make that worse.

For example, in our neighborhood, there are a number of either approved or planned developments or vacant spaces where apartment complexes, under the current zoning, need to provide for parking for the occupants. If that requirement were to go away, then even more negative parking pressure would be imposed on our current residents to their detriment.

A specific example is the proposed Lower apartment project in our neighborhood between 45th Terrace and 46th Street, with 278 apartment units and 296 parking spaces. If this project were to be built without any parking, or significantly less parking, it would be almost impossible for the residents to find parking on the street in our neighborhood. It is unrealistic to expect that those residents would simply do without cars. The result would be extremely detrimental to the property values of all the surrounding properties and create hazards to our pedestrian residents who would have to avoid circling cars looking for parking spots.

In high demand times, customers of Plaza and Westport retail/entertainment areas add significantly to the competition for limited parking in our neighborhood. Guests of larger apartment complexes also compete for parking in our neighborhood (even though those complexes mostly complied with the existing zoning by providing a parking space to be linked to a residential unit).

A one-size-fits-all approach is not workable or smart. Our neighborhood has historically asked developers to be required to have at least one parking space per residential unit included as part of the rent to try to keep the parking situation from getting worse. Developers have mostly complied; their complexes benefit from the amenity, and revenues streams have not been hurt.

We therefore request that any new ordinance:

1. **Distinguish between large and small developments.** Continue to require minimum parking requirements on large scale developments being more than 20 dwelling units or more than 8,000 square feet of structures (sizes drawn from Section 88-517 and 88-518) and allow for deviation of the minimum parking requirements on a case-by-case basis with the oversight of the Council after public engagement.
2. **Encourage small neighborhood-oriented businesses.** Incorporate parking exemptions for small businesses that provide services that benefit neighborhoods.
3. **Support Reasonable Infill.** Recognize that infill standards already eliminate parking requirements for smaller infill developments of 8 units or less that are more readily woven into the fabric of the community.
4. **Limit the defined “Urban Core Area” to TDDs and Implement in Stages.** Narrow the Urban Core Area to existing Transportation Development Districts that already fund rapid transit, including the Streetcar and expand to additional Transportation Development Districts when they are authorized and created by state statute. Further implement in stages. Stage 1 would be north of 31st St., and then after three years from the effective date of the ordinance, an evaluation with public engagement, on the effectiveness of regulatory changes thereafter.
5. **Provide Dedicated Funding for Bus Service and other Rapid Transit First.** Expand the Urban Core Area only when there is a dedicated and consistent funding source for more frequent and improved and reliable bus service or other rapid transit.

We thank you for your consideration,

Plaza Westport Neighborhood Association Board
Thomas Davis
Matt Fuoco
Robert Martin