
FW: Support for ordinance # 260219

From Clerk <Clerk@KCMO.org>
Date Thu 2/19/2026 9:41 AM
To West, Daliah <Daliah.West@kcmo.org>
Cc Sanders, Monica <Monica.Sanders@kcmo.org>

Please attach to the ordinance. Thanks

From: Carl Schreck <carlschreck213@gmail.com>
Sent: Thursday, February 19, 2026 9:40 AM
To: Clerk <Clerk@KCMO.org>
Subject: Support for ordinance # 260219

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Hello,

I am in full support of ordinance # 260219 to update to Kansas City's parking code. In particular, I think that it is a great idea to remove parking minimums within the Urban Core. Our family lives in the Hyde Park neighborhood, and there are many businesses near us that have unnecessarily large parking lots that are almost never full. We typically walk or bicycles to get around Kansas City, and would much rather have Kansas City devote more it's land to businesses, housing, parks, etc. This would make it much easier for us to live in Kansas City without a car. Currently, we have one car for our family of myself, my wife, and two children. For us, and for other residents, the requirement to own a car can be a huge expense that could be avoided if our city were built more densely and with more transit options. Additionally, building parking spot or lots can be expensive, and having parking minimums inflates the cost of development and therefore rent for new apartments.

I grew up in Minneapolis, which eliminated parking minimums in 2021, and doing so has allowed the city of Minneapolis to improve bus/rail/bike/pedestrian access within the city, reducing the cost of living for those who are able to get around without a car, and also has helped reduce rents by eliminating the cost of development.

An example close to us that would be a good candidate for removing parking minimums is that old Walgreen's at Troost and Cleaver, which closed in 2022 and has been vacant since. It a parking lot that could instead fit at least four single-family houses or numerous businesses or apartments. Instead, it is a parking lot which was rarely over 20% full when the Walgreens was open and now has no purpose at all. Whenever this parcel of land is redeveloped, it will be located near numerous forms of transit: bike lanes of Cleaver and Gillham, buses on Cleaver and Troost, walking accessibility to the Plaza, UMKC Stowers, Rockhurst, the Discovery Center, and other parks and businesses. So, I would hope that the parking allotted for whatever moves in here would have substantially less parking than what was there before.

Finally, I think that reducing parking minimums would work best if paired with increasing transit connectivity. For the Walgreens example, for instance, extending the bike lane through the plaza (Cleaver) and past Brush Creek (Gillham) and increasing the frequency of busses along Cleaver/Troost would make this area much easier to get around without a car.

Thank you!

Best,
Carl