



Agenda

Neighborhood Planning and Development Committee

Chairperson Ryana Parks-Shaw

Vice Chair Eric Bunch

Councilmember Nathan Willett

Councilmember Melissa Patterson Hazley

Tuesday, February 24, 2026

1:30 PM

26th Floor, Council Chamber

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

Lucas

[260216](#) Sponsor: Mayor Quinton Lucas

RESOLUTION - Appointing Matthew Muckenthaler, Michael Coddington, Sean Carroll, Kellee Madinger and Gabriel Robinson as successor directors to the 1200 Main/South Loop Community Improvement District.

Lucas

[260217](#) Sponsor: Mayor Quinton Lucas

RESOLUTION - Appointing Kristen Campbell, Kelby Hopkins, David Scott Knisley, Keley Brandt and Karson Bennett as successor directors to the Ward Parkway Center Community Improvement District.

Director of Housing and Community Development

[260194](#) Sponsor: Director of Housing and Community Development Department

Accepting recommendations of the Housing Trust Fund Board; reducing an existing appropriation by \$2,979,450.00 and appropriating \$2,979,450.00 from previously Appropriated Fund Balance in the Housing Trust Fund; authorizing the Manager of Procurement Services to execute various funding agreements in accordance with this Ordinance; and authorizing the Director of the Housing and Community Development Department to expend up to \$2,979,450.00 from funds appropriated in the Housing Trust Fund.

Director of City Planning & Development

[260195](#) Sponsor: Director of City Planning and Development Department

Approving requests to remove two (2) parcels from the Crossroads Community Improvement District; and directing the City Clerk to report the removal of such parcels from the District to the Missouri Department of Economic Development and the Missouri State Auditor.

Director of City Planning & Development

[260196](#) Sponsor: Director of City Planning and Development Department

Amending Chapter 28, Code of Ordinances, Floodplain Management, by repealing Sections 28-51, 28-52 and 28-53, and enacting in lieu thereof new sections of like number and subject matter to implement changes required by Federal Emergency Management Agency's (FEMA) Community Rating System.

Director of City Planning & Development

[260212](#) Sponsor: Director of City Planning and Development Department

Approving a development plan on about 1.3 acres in District R-0.5 generally located at 32 E. 46th Street to allow for the construction of a multi-unit residential building. (CD-CPC-2025-00189).

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).

City Manager's Office

[260218](#) Sponsor: Director of City Planning and Development Department

Approving the 25 Campbell PIEA General Development Plan on approximately 2.32 acres, as more particularly described in Exhibit A attached hereto (the "Planning Area"), and declaring said area to be an undeveloped industrial area and in need of development and rehabilitation pursuant to the Planned Industrial Expansion Law; and authorizing tax abatement. (CD-CPC-2025-00191)

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).

Director of City Planning & Development

[260221](#) Sponsor: Director of City Planning and Development Department

Revising a previously approved street name plan known as the Barryview Townhomes Street Name Plan to align with the currently assigned addresses and street names.

HELD IN COMMITTEE

Rea

[250997](#) Sponsor: Councilmember Crispin Rea

Amending Chapter 88, the Zoning and Development Code, by repealing Section 88-354, Marijuana Facilities, and enacting in lieu thereof a new section of like number and subject matter for the purpose of allowing marijuana dispensaries located at least 1,000 feet from residential zoning districts to operate 24 hours per day subject to approval of a special use permit.

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.

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. 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
- 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

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



File #: 260216

RESOLUTION NO. 260216

Sponsor: Mayor Quinton Lucas

RESOLUTION - Appointing Matthew Muckenthaler, Michael Coddington, Sean Carroll, Kellee Madinger and Gabriel Robinson as successor directors to the 1200 Main/South Loop Community Improvement District.

WHEREAS, the 1200 Main/South Loop Community Improvement District was established by petition of the property owners (“Petition”) and approved by the City Council by Ordinance No. 190306; and

WHEREAS, the Petition provides for successor directors to be appointed by the Mayor, with the consent of the City Council, according to slates submitted by the City Manager and Kansas City Live, LLC; and

WHEREAS, the City Manager and Kansas City Live, LLC, have submitted slates to the City Clerk as provided by the Petition; NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

That the following persons are hereby appointed as successor directors to the 1200 Main/South Loop Community Improvement District to serve such terms as is provided for by the Petition, each term to commence the date upon which the preceding term shall have expired:

Matthew Muckenthaler
Michael Coddington
Sean Carroll
Kellee Madinger
Gabriel Robinson

..end

**No Docket
Memo Provided
for Ordinance
No. 260216**



File #: 260217

RESOLUTION NO. 260217

Sponsor: Mayor Quinton Lucas

RESOLUTION - Appointing Kristen Campbell, Kelby Hopkins, David Scott Knisley, Keley Brandt and Karson Bennett as successor directors to the Ward Parkway Center Community Improvement District.

WHEREAS, the Ward Parkway Center Community Improvement District (“District”) was established by petition of the property owners (“Petition”) and approved by the City Council by Ordinance No. 110334; and

WHEREAS, the Petition provides for successor directors to be appointed by the Mayor, with the consent of the City Council, according to a slate submitted by the Executive Director of the District; and

WHEREAS, the Executive Director of the District has submitted a slate to the City Clerk as provided by the Petition; NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

That the following persons are hereby appointed as successor directors to the Ward Parkway Center Community Improvement District to serve such terms as is provided for by the Petition, each term to commence the date upon which the preceding term shall have expired:

Kristen Campbell
Kelby Hopkins
David Scott Knisley
Keley Brandt
Karson Bennett

..end

**No Docket
Memo Provided
for Ordinance
No. 260217**



File #: 260194

ORDINANCE NO. 260194

Sponsor: Director of Housing and Community Development Department

Accepting recommendations of the Housing Trust Fund Board; reducing an existing appropriation by \$2,979,450.00 and appropriating \$2,979,450.00 from previously Appropriated Fund Balance in the Housing Trust Fund; authorizing the Manager of Procurement Services to execute various funding agreements in accordance with this Ordinance; and authorizing the Director of the Housing and Community Development Department to expend up to \$2,979,450.00 from funds appropriated in the Housing Trust Fund.

WHEREAS, Ordinance No. 240413, passed April 25, 2024, amended Section 2-1693 of like title to provide the Housing Trust Fund Board more flexibility in scheduling proposal rounds and allocating funds by certain categories, allowing the Board to deviate from the funding minimum allocations; and

WHEREAS, in addition to the priorities named in the ordinance, the Housing Trust Fund Advisory Board considered project readiness, creativity, capacity of applicant, financial feasibility, household income requirements, affordability, and the overall impact on the housing stock in their review of applications; and

WHEREAS, the contributions contemplated by the Funding Agreement are limited to those which have been determined to be needed for the purpose of ensuring that the project proceeds and, but for their contribution, the project would not proceed to the detriment of the public interest; and

WHEREAS, the Low-Income Housing Tax Credit (LIHTC) is administered by the Missouri Housing Development Commission, which issues tax credits to enable developers to secure financing for the acquisition, rehabilitation, or new construction of affordable rental housing; and

WHEREAS, the City Council authorized conditional funding awards in Ordinance No. 250631 for certain projects contingent upon the receipt of additional financing, including Low-Income Housing Tax Credits (LIHTC) by a specific time; and

WHEREAS, conditioning a Housing Trust Fund award on the receipt of tax credits by a specific time provides the developer sufficient time to secure their credits while ensuring the City maintains prudent oversight of public funds; and

Section 6. That if the projects mentioned in Section 3 are not awarded LIHTC before December 31, 2026, the funds appropriated in Section 2 to these projects shall be appropriated back to the Unappropriated Fund Balance for the Housing Trust Fund, to be utilized in a subsequent Request for Proposal round.

Section 7. That all Housing Trust Fund contracts are to include a requirement that projects must start within 12 months of contract execution, or else the funds must be returned to the city to be used in future Housing Trust Fund allocations.

Section 8. That the Manager of Procurement Services is authorized to execute Funding Agreements for Projects set forth in Section 3 as negotiated by the Director of the Housing and Community Development Department that complies, when applicable, with the Missouri Prevailing Wage Law and any applicable provisions of the City's Contracting Program Requirements set out in Article IV, Chapter 3, Code of Ordinances, including, but not limited to, the provisions concerning affirmative action, Minority and Women's Business Enterprises and the Small Local Business Enterprises program. Further, the Funding Agreement shall prohibit the use of any HTF funding for the repayment of any preexisting debt or repayment for services or work performed prior to the execution of the funding agreement and must require the disclosure of total funding sources and projected costs and periodic reporting of project progresses.

..end

I hereby certify that there is a balance, otherwise unencumbered, to the credit of the appropriation to which the foregoing expenditure is to be charged, and a cash balance, otherwise unencumbered, in the treasury, to the credit of the fund from which payment is to be made, each sufficient to meet the obligation hereby incurred.

William Choi
Interim Director of Finance

Approved as to form:

Joseph A. Guarino
Senior Associate City Attorney



City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #: 260194

Submitted Department/Preparer: Housing

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

Accepting recommendations of the Housing Trust Fund Board; reducing an existing appropriation by \$2,979,450.00 and appropriating \$2,979,450.00 from previously appropriated fund balance in the Housing Trust Fund; authorizing the Manager of Procurement Services to execute various funding agreements in accordance with this Ordinance; and authorizing the Director of the Housing and Community Development Department to expend up to \$2,979,450.00 from funds appropriated in the Housing Trust Fund.

Discussion

Pursuant to Section 9 of Ordinance 250631, The Housing Trust Fund Board made new funding recommendations utilizing reprogrammed dollars from the Round 5 Request for Proposals. These new recommendations will create or preserve 240 units of affordable housing across the City.

Fiscal Impact

1. Is this legislation included in the adopted budget? Yes No
2. What is the funding source?
26-2490-555996-B-55BUDGET
3. How does the legislation affect the current fiscal year?
This ordinance will reduce the the existing balance of the Housing Trust Fund by \$2,979,450.00
4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.
This will be a one time cost, with no fiscal impact in future years.

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

This legislation will support projects to bring 241 total units of housing online, leveraging outside funding from conventional development lenders, the Missouri Housing Development Commission, and investments from parties to the deal. Increasing the housing stock will result in indirect revenue increases, as more residents will have affordable housing opportunities throughout the City.

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)

Account has no structural imbalance

Citywide Business Plan (CWBP) Impact

1. View the [Adopted 2025-2029 Citywide Business Plan](#)
2. Which CWBP goal is most impacted by this legislation?
Housing and Healthy Communities (Press tab after selecting.)
3. Which objectives are impacted by this legislation (select all that apply):
- Utilize planning approaches in neighborhoods to reduce blight, ensure sustainable, affordable housing, and improve resident wellbeing and cultural diversity.
 - Maintain and increase housing supply to meet the demands of a diverse population.
 - Address the various needs of the City's most vulnerable population by working to reduce disparities.
 - Promote healthy residents by ensuring basic sanitation and living needs are met.
 - Ensure all residents have safe, accessible, quality housing by reducing barriers.

- Protect and promote healthy, active amenities such as parks and trails, play spaces, and green spaces.

Prior Legislation

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

Service Level Impacts

N/A

Staff Recommendation

Housing and Community Development

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

- Select One: Recommend
 Do Not Recommend
 Not Applicable

The Housing Trust Fund staff and Board went through a thorough evaluation process for each applicant in the Round 5 RFP. This evaluation looked at a variety of factors identified in the Municipal Code or approved by the Housing Trust Fund Board, with the goal of investing in quality, attainable, and affordable housing for all residents. These recommendations demonstrate the Trust Fund Board’s commitment to good financial stewardship and intentional risk leveraging. The Board also balanced the long-term need for sustainability with the immediate need for more housing units brought online. For the above reasons, staff approves of this Ordinance.

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?
Yes (Press tab after selecting)

Total Number of Units 241
Number of Affordable Units 240

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)



File #: 260195

ORDINANCE NO. 260195

Sponsor: Director of City Planning and Development Department

Approving requests to remove two (2) parcels from the Crossroads Community Improvement District; and directing the City Clerk to report the removal of such parcels from the District to the Missouri Department of Economic Development and the Missouri State Auditor.

WHEREAS, the Crossroads Community Improvement District (“District”) was approved and established by Ordinance No. 250579 on July 24, 2025; and

WHEREAS, a written request was made to the City of Kansas City, Missouri (“City”) on August 7, 2025, by the owners of 1601 Wyandotte Street (Jackson County Missouri tax parcel 29-230-39-25-00-0-00-000) for the removal of said parcel from the boundaries of the District; and

WHEREAS, a written request was made to the City on November 20, 2025, by the owners of 1514 Baltimore Avenue (Jackson County Missouri tax parcel 29-230-26-09-00-0-00-000) for the removal of said parcel (with the other aforementioned parcel, the “Parcels”) from the boundaries of the District; and

WHEREAS, Resolution No. 2025-19, passed by the Board of Directors of the District (“Board”) on November 26, 2025, (i) determined the District can meet its obligations without the revenues generated by or on the Parcels and (ii) stated the Board consents to the removal of the Parcels from the District; NOW THEREFORE

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the requests to remove 1601 Wyandotte Street (Jackson County Missouri tax parcel 29-230-39-25-00-0-00-000) and 1514 Baltimore Avenue (Jackson County Missouri tax parcel 29-230-26-09-00-0-00-000) from the Crossroads Community Improvement District (the “District”) in accordance with RSMo., Section 67.1441.1 is hereby approved. The boundaries of the real property to be removed and a map illustrating the boundaries of the existing district and real property to be removed is attached hereto as Exhibit A.

Section 2. That on or around the effective date of this ordinance, the City Clerk is hereby directed to report the removal of such parcels from the District to the Missouri Department of Economic Development and State Auditor, by sending a copy of this ordinance to said entities.

..end

Approved as to form:

Eluard Alegre
Associate City Attorney



City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #: 260195

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 boundary of the Crossroads Community Improvement District, generally bounded by Truman Road to the north; Troost Avenue to the east; Kansas City Terminal Railroad to the south; and Broadway Boulevard to the west in Kansas City, Jackson County, Missouri and directing the City Clerk to report the amendment of the District to the Missouri Department of Economic Development and the Missouri State Auditor.

Discussion

The ordinance amends the boundaries of the Crossroads Community Improvement District in Kansas City, Missouri. The District received written requests from the property owners of 1601 Wyandotte Street and 1514 Baltimore Avenue to remove their parcels from the District. The District's Board approved these removals, determining it could meet its financial obligations without the associated revenues. The ordinance would remove the two parcels.

Fiscal Impact

1. Is this legislation included in the adopted budget? Yes No
2. What is the funding source?
1000-642044 CID Support
3. How does the legislation affect the current fiscal year?
There are City expenses incurred related to the mailing of notices and staff time reviewing the request for property removal and future reports. These expenses are intended to be off-set by reimbursement fees charged to the District.

4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.
There are no recurring costs associated with this legislation.
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)

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

250579- Approving the petition to establish the Crossroads Community Improvement District

Service Level Impacts

This ordinance will have no impact on existing service levels.

Staff Recommendation

Click or tap here to enter department.

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?
No change.
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)



File #: 260196

ORDINANCE NO. 260196

Sponsor: Director of City Planning and Development Department

Amending Chapter 28, Code of Ordinances, Floodplain Management, by repealing Sections 28-51, 28-52 and 28-53, and enacting in lieu thereof new sections of like number and subject matter to implement changes required by Federal Emergency Management Agency's (FEMA) Community Rating System.

WHEREAS, per Ordinance No. 230932, City Council adopted the Federal Emergency Management Agency's ("FEMA") Flood Insurance Rate Maps for the City to continue to participate in the National Flood Insurance Program (NFIP); and

WHEREAS, the City participates in FEMA's Community Rating System program ("CRS"), a voluntary incentive program that encourages floodplain management practices that exceed the minimum requirements of NFIP, which helps residents access discounted flood insurance premiums; and

WHEREAS, CRS requires certain changes be made to Chapter 28, Floodplain Management, for Kansas City to remain a Class 8 community or improve a class, a designation that determines the discount on flood insurance premiums; and

WHEREAS, these changes include requiring mechanical and equipment (M&E) 1-foot elevation and removal of the exception for manufactured home elevations in existing parks; NOW, THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That Chapter 28, Code of Ordinances of Kansas City, Missouri, is hereby amended by repealing sections 28-51, 28-52 and 28-53, relating to flood hazard reduction, and enacting in lieu thereof new sections of like number and subject matter to read as follows:

Sec. 28-51. General standards.

(a) No permit for floodplain development shall be granted for new construction, substantial-improvements, and other improvements, including the placement of manufactured homes, within any numbered or unnumbered A zones, AE, AO, and AH zones, unless the conditions of this section are satisfied.

(b) All areas identified as unnumbered A zones on the FIRM are subject to inundation of the one percent annual chance (aka 100-year) flood; however, the base flood elevation is not provided. Development within unnumbered A zones is subject to all provisions of this chapter. If flood insurance study data is not available, the City shall obtain, review, and reasonably utilize any base flood elevation or floodway data currently available from federal, state, or other sources.

(c) Until a floodway is designated, no new construction, substantial improvements, or other development, including fill, shall be permitted within any numbered A zones or AE zones on the City's FIRM, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the City.

(d) All new construction, subdivision proposals, substantial-improvements, prefabricated structures, placement of manufactured homes, and other developments shall require:

- (1) Design or adequate anchorage to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy;
- (2) Construction with materials resistant to flood damage;
- (3) Utilization of methods and practices that minimize flood damages;
- (4) All electrical, heating, ventilation, plumbing, air-conditioning equipment, and other service facilities be designed and/or located to be elevated a minimum of one (1) foot above the base flood elevation;
- (5) New or replacement water supply systems and/or sanitary sewage systems be designed to minimize or eliminate infiltration of flood waters into the systems and discharges from the systems into flood waters, and on-site waste disposal systems be located so as to avoid impairment or contamination; and
- (6) Subdivision proposals and other proposed new development, including manufactured home parks or subdivisions, located within special flood hazard areas are required to assure that:
 - a. All such proposals are consistent with the need to minimize flood damage;
 - b. All public utilities and facilities, such as sewer, gas, electrical, and water systems are located and constructed to minimize or eliminate flood damage;
 - c. Adequate drainage is provided so as to reduce exposure to flood hazards; and

- d. All proposals for development, including proposals for manufactured home parks and subdivisions, greater than fifty (50) lots or five (5) acres, whichever is lesser, include within such proposals base flood elevation data.

(e) Storage, material, and equipment

- (1) The storage or processing of materials within the special flood hazard area that are in time of flooding buoyant, flammable, explosive, or could be injurious to human, animal, or plant life is prohibited.
- (2) Storage of other material or equipment may be allowed if not subject to major damage by floods, if firmly anchored to prevent flotation, or if readily removable from the area within the time available after a flood warning.

(f) Nonconforming Use. A structure, or the use of a structure or premises that was lawful before the passage or amendment of the chapter, but which is not in conformity with the provisions of this chapter, may be continued subject to the following conditions:

- (1) If such structure, use, or utility service is discontinued for twelve (12) consecutive months, any future use of the building shall conform to this chapter.
- (2) If any nonconforming use or structure is destroyed by any means, including flood, it shall not be reconstructed if the cost is more than 50 percent of the pre-damaged market value of the structure. This limitation does not include the cost of any alteration to comply with existing state or local health, sanitary, building, safety codes, regulations or the cost of any alteration of a structure listed on the National Register of Historic Places, the State Inventory of Historic Places, or local inventory of historic places upon determination.

(g) Accessory Structures. Structures used solely for parking and limited storage purposes, not attached to any other structure on the site, of limited investment value, and not larger than 400 square feet, may be constructed at-grade and wet-floodproofed provided there is no human habitation or occupancy of the structure; the structure is of single-wall design; the accessory structure meets the following floodplain management requirements; and a floodplain development permit has been issued. Wet-floodproofing is only allowed for small low-cost structures.

(h) Hazardous Materials. All hazardous material storage and handling sites shall be located out of the special flood hazard area. Refer to Article XIII for the definition of a Hazardous Material.

(i) Cumulative Improvement. A structure may be improved (remodeled or enlarged) without conforming to current requirements for elevation so long as the cumulative value of all work done within the last five calendar years does not exceed 49 percent of the structure's current

market value. If the cumulative value of the improvement exceeds 49 percent of the structure's current market value, the structure must be brought into compliance with the requirements of this chapter for substantial improvements.

(j) **Critical Facilities.**

- (1) All new or substantially improved critical nonresidential facilities including, but not limited, to governmental buildings, police stations, fire stations, hospitals, orphanages, penal institutions, communication centers, water and sewer pumping stations, water and sewer treatment facilities, transportation maintenance facilities, places of public assembly, emergency aviation facilities, and schools shall be elevated above the 500-year flood level or together with attendant utility and sanitary facilities, be floodproofed so that below the 500-year flood level the structure is water tight with walls substantially impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads and the effects of buoyancy. A registered professional engineer or architect shall certify that the standards of this subsection are satisfied. Such certification shall be provided to the floodplain administrator as set forth in the NFIP regulations.
- (2) All critical facilities shall have access routes that are above the elevation of the 500-year flood.
- (3) No critical facilities shall be constructed in any designated floodway.

(k) **Agricultural Structures.** Structures used solely for agricultural purposes in connection with the production, harvesting, storage, drying, or raising of agricultural commodities, including the raising of livestock, may be constructed at-grade and wet-floodproofed provided there is no human habitation or occupancy of the structure; the structure is of single-wall design; there is no permanent retail, wholesale, or manufacturing use included in the structure; the structure meets the following floodplain management requirements; and a floodplain development permit has been issued.

Sec. 28-52. Specific standards.

In all areas identified as numbered and unnumbered A zones, AE, and AH zones, where base flood elevation data have been provided, as set forth in section 28-51, the following provisions are required:

- (1) **Residential Construction.** New construction or substantial-improvement of any residential structures, including manufactured homes, shall have the lowest floor, including basement, elevated to one (1) foot above base flood elevation. The elevation of the lowest floor shall be certified by a Missouri licensed land surveyor, engineer, or architect. Machinery or equipment, including heating, ventilation, and air conditioning systems, serving the building must be elevated to at least the same level as the lowest floor.

- (2) Non Residential Construction. New construction or substantial-improvement of any commercial, industrial, or other non-residential structures, including manufactured homes, shall have the lowest floor, including basement, elevated to one (1) foot above the base flood elevation or, together with attendant utility and sanitary facilities, be floodproofed so that below the base flood elevation the structure is watertight with walls substantially impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy. A Missouri registered professional engineer or architect shall certify that the standards of this subsection are satisfied. Such certification shall be provided to the floodplain administrator as set forth in section 28-33(9). Machinery or equipment, including heating, ventilation, and air conditioning systems, serving the building must be elevated or flood-protected to at least the same level as the lowest floor.

- (3) Enclosures Below Lowest Floor. Require, for all new construction and substantial-improvements that fully enclosed areas below lowest floor used solely for parking of vehicles, building access, or storage in an area other than a basement and that are subject to flooding shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of flood waters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect or meet or exceed the following minimum criteria:
 - a. A minimum of two (2) openings having a total net area of not less than one (1) square inch for every square foot of enclosed area subject to flooding shall be provided; and
 - b. The bottom of all opening shall be no higher than one (1) foot above grade. Openings may be equipped with screens, louvers, valves, or other coverings or devices provided that they permit the automatic entry and exit of flood waters.

Sec. 28-53. Manufactured homes.

(a) All manufactured homes to be placed within all unnumbered and numbered A zones, AE, and AH zones, on the City's FIRM shall be required to be installed using methods and practices that minimize flood damage. For the purposes of this requirement, manufactured homes must be elevated and anchored to resist flotation, collapse, or lateral movement. Methods of anchoring may include, but are not limited to, use of over-the-top or frame ties to ground anchors.

(b) Require manufactured homes that are placed or substantially improved within unnumbered or numbered A zones, AE, and AH zones, on the City's FIRM on sites:

- (1) Outside of manufactured home park or subdivision;

- (2) In a new manufactured home park or subdivision;
- (3) In an expansion to an existing manufactured home park or subdivision; or
- (4) In an existing manufactured home park or subdivision on which a manufactured home has incurred substantial-damage as the result of a flood, be elevated on a permanent foundation such that the lowest floor of the manufactured home is elevated one (1) foot above the base flood elevation and be securely attached to an adequately anchored foundation system to resist flotation, collapse, and lateral movement. The elevation of the lowest floor shall be certified by a Missouri licensed land surveyor, engineer, or architect. Machinery or equipment, including heating, ventilation, and air conditioning systems, serving the building must be elevated to at least the same level as the lowest floor.

(c) Require that manufactured homes to be placed or substantially improved on sites in an existing manufactured home park or subdivision within all unnumbered and numbered A zones, AE and AH zones, on the City's FIRM, that are not subject to the provisions of section 28-54(b), be elevated so that the lowest floor of the manufactured home is elevated to a minimum of one (1) foot above the base flood elevation and is securely attached to an adequately anchored foundation system to resist flotation, collapse, and lateral movement. The elevation of the lowest floor shall be certified by a Missouri licensed land surveyor, engineer, or architect. Machinery or equipment, including heating, ventilation, and air conditioning systems, serving the building must be elevated to at least the same level as the lowest floor.

..end

Approved as to form:

Eluard Alegre
Associate City Attorney



City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #: 260196

Submitted Department/Preparer: City Planning

Revised 12/03/25

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 Chapter 28, Code of Ordinances, Floodplain Management and enacting revised section 28-51 General Standards, Section 28-52 Specific Standards, and Section 28-53 Manufactured Homes. These revisions are required for Kansas City to remain a Class 8 community or improve class in the Federal Emergency Management Agency's Community Rating System (CRS). CRS is a voluntary FEMA incentive program that encourages floodplain management practices that exceed the minimum requirement of the National Flood Insurance Program (NFIP) which helps City residents access discounted flood insurance premiums.

Discussion

The accompanying ordinance amendment language is prescribed by the Federal Emergency Management Agency (FEMA) to comply with the latest Community Rating System (CRS) requirements. The existing City regulations include provisions that exceed FEMA's minimum requirements in a few areas. These above-minimum requirements allow the City to achieve an improved NFIP "Community Rating System" score that provides for discounted flood insurance rates for all Kansas City properties. These include a requirement for one-foot "freeboard" (ie safety factor) above the predicted flood elevation, as well as provisions to address hazardous materials, storage, critical facilities, cumulative improvement and agricultural structures.

These current amendment revisions clarify that mechanical, electrical, and equipment are also located one (1) foot above the base flood elevation, and the removal of the exception for manufactured home's elevation in existing trailer parks.

Fiscal Impact

1. Is this legislation included in the adopted budget? Yes No
2. What is the funding source?
Not applicable. Existing floodplain management program required by FEMA will remain.
3. How does the legislation affect the current fiscal year?
Not applicable this fiscal year.
4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.
Continuation of existing floodplain management program required by FEMA.
5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?
By regulating the floodplain this legislation simply allows Kansas City, Missouri residents to be able to obtain flood insurance under the National Flood Insurance Program (NFIP).

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?
Housing and Healthy Communities (Press tab after selecting.)
3. Which objectives are impacted by this legislation (select all that apply):
 - Utilize planning approaches in neighborhoods to reduce blight, ensure sustainable housing, and improve resident wellbeing and cultural diversity.

- Maintain and increase affordable housing supply to meet the demands of a diverse population.
- Address the various needs of the City's most vulnerable population by working to reduce disparities.
- Foster an inclusive environment and regional approach to spur innovative solutions to housing challenges.
- Ensure all residents have safe, accessible, quality housing by reducing barriers.
- Protect and promote healthy, active amenities such as parks and trails, play spaces, and green spaces.

Prior Legislation

Ordinance No. 230932 was approved by Council on November 9, 2023

Service Level Impacts

No impact expected.

Staff Recommendation

City Planning & Development

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

Select One: Recommend
 Do Not Recommend
 Not Applicable

To comply with FEMA.

Other Impacts

1. What will be the potential health impacts to any affected groups?
None, authorizing this ordinance is not expected to have any health impacts.

2. How have those groups been engaged and involved in the development of this ordinance?

Not applicable. FEMA drafted language.

3. How does this legislation contribute to a sustainable Kansas City?
Effective floodplain management should reduce flooding damage to City properties as well as provide life safety.

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)



File #: 260212

ORDINANCE NO. 260212

Sponsor: Director of City Planning and Development Department

Approving a development plan on about 1.3 acres in District R-0.5 generally located at 32 E. 46th Street to allow for the construction of a multi-unit residential building. (CD-CPC-2025-00189).

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section A. That a development plan in District R-0.5 (Residential) generally located at 32 E. 46th Street, and more specifically described as follows:

Youth Activity Complex South Moreland Amend Plat Sub Lot 6 all exc w 25 ft
Lots 2 thru 6.

is hereby approved, subject to the following conditions:

1. All signage shall conform to 88-445 and shall require a sign permit prior to installation.
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. 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.
4. 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.
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 pay a partial fee in lieu of \$3,700.00 to meet landscaping requirements prior to a certificate of occupancy.
 7. The developer shall provide 5 visitor parking spaces in the parking garage.
 8. 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).
 9. 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)
 10. 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)
 11. Buildings which have an occupiable floor greater than 75 feet above grade shall meet high-rise requirements. (IFC 2018 Sec 914.3)
 12. 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.
 13. The developer shall meet the fire flow requirements as set forth in Appendix B of the International Fire Code 2018. (IFC-2018 § 507.1)
 14. 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)
 15. The building's FDC shall be immediately recognizable from the street or nearest point of Fire Department access. (IFC-2018§ 912.2.1)
 16. The developer shall be responsible for dedication of parkland, private open space in lieu of parkland, or payment of cash-in-lieu of either form of dedication, or any combination thereof in accordance with 88-408. Should the developer choose to pay cash-in-lieu of dedicating all or a portion of the required area, the amount due

shall be based upon the 2025 acquisition rate of \$20,065.67 per acre. This requirement shall be satisfied prior to a certificate of occupancy.

17. The development is anticipated to generate over 1,000 vehicular trips per day. As a result, a detailed Traffic Impact Study (TIS) will be required to evaluate the potential impacts of the development on the surrounding roadway network.
18. 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.
19. The developer shall submit construction plans in compliance with adopted standards for all improvements required by the traffic study approved by the Public Works Department, and shall secure permits for those improvements as required by the Land Development Division, prior to recording the plat.
20. The developer shall submit a letter to the Land Development Division from a licensed civil engineer, licensed architect, or licensed landscape architect, who is registered in the State of Missouri, that identifies sidewalks, curbs, and gutters in disrepair as defined by Public Works Department's "OUT OF REPAIR CRITERIA FOR SIDEWALK, DRIVEWAY AND CURB revised 11/5/2013" and based on compliance with Chapters 56 and 64, Code of Ordinances, for the sidewalks, curbs, and gutters where said letter shall identify the quantity and location of sidewalks, curbs, and gutters that need to be constructed, repaired, or reconstructed to remedy deficiencies and/or to remove existing approaches no longer needed by this project. 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 Land Development Division and prior to issuance of any certificate of occupancy permits including temporary certificate of occupancy permits.
21. 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.
22. 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.
23. 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.

24. The developer shall have a water flow test done to ensure there is adequate water pressure to serve the development.
25. No water service line will be less than 1-1/2" in diameter where three or more units or commercial building will be served by one domestic service line and meter.
26. 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. 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.
27. 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.
28. 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 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.
29. The developer shall submit a storm drainage analysis from a Missouri-licensed civil engineer to the Kansas City Water Services Department evaluating proposed improvements and impact to drainage conditions. Since this project is within a "Combined Sewer Overflow" (CSO) district, the project shall be designed to retain rainfall of 1.5 inch depth over the disturbed area to simulate natural runoff conditions and reduce small storm discharge to the combined sewer system and manage the 10-year storm and 100-year storm per currently adopted APWA standards. The analysis shall be submitted prior to issuance of any building permits, and the developer shall secure permits to construct any improvements required by the Kansas City Water Services Department prior to issuance of any certificate of occupancy.
30. 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.
31. 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 Dept. 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.

Section B. That the Council grants a deviation to section 88-110-06, Lot and Building Standards, in the amount of 150 square feet of lot area per unit allowing 350 square feet of lot area per unit rather than 500 square feet.

Section C. 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 #: 260212

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 development plan on about 1.3 acres to allow for the construction of a multi-unit residential building in District R-0.5 generally located at 32 E 46th Street. (CD-CPC-2025-00189)

Discussion

The proposed development is a multi-story building containing 152 residential units. The majority of the proposed units will be accessed from the inside of the building, and four units will be for-rent, townhouse-style with access along E 46th Street. Due to the grade change of approximately 40 feet from north to south across the site, the north side of the building will be five stories and about 58 feet and the south side of the building along E 46th Street will be approximately 109 feet at its tallest point and eight stories, including the parking structure levels.

The parking garage will have two access points, one from E 46th Street at the southwest corner of the site and off Walnut Street near the northeast corner of the site. The parking garage will contain 207 spaces for residents.

There will be a courtyard amenity space in the center of the building, which has not been programmed yet. Eighteen trees will be provided along the north and east sides of the site. A fee in-lieu of the remaining ten required trees in the amount of \$3,700 will be paid by the developer.

Proposed building materials include modular brick, precast panel with brick formliner, fiber cement panel, metal wall panel, and EIFS.

City Plan Commission recommended approval with conditions and no one appeared to provide public testimony. Three letters of opposition were submitted to the 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 a zoning ordinance authorizing construction of private development.
3. How does the legislation affect the current fiscal year?
Not applicable as this is a zoning ordinance authorizing construction of private development.
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 a zoning ordinance authorizing construction of private development.
5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?
Not applicable as this is a zoning ordinance authorizing construction of private development.

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

7411-P-3 & 7411-P-4 - Ordinance 160600 - Rezoning a 1.32 acre tract of land generally located at the northwest corner of Walnut Street and E. 46th Street from Districts R-0.5 and R-5 to District R-0.5, and approving a development plan to allow for a multi-unit building with 131 units. Approved September 4, 2016

Service Level Impacts

The proposed development could impact existing public infrastructure, especially the abutting rights-of-way with additional traffic.

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 as stated in the ordinance based on compliance with all applicable City Codes.

Other Impacts

1. What will be the potential health impacts to any affected groups?
Potential health impacts were not evaluated with the proposed ordinance.
2. How have those groups been engaged and involved in the development of this ordinance?
Public engagement per 88-505-12 was completed.
3. How does this legislation contribute to a sustainable Kansas City?
The proposed development authorized by the ordinance will add residential units and density along the streetcar extension, which supports transit use.
4. Does this legislation create or preserve new housing units?
Yes (Press tab after selecting)

Total Number of Units 152
Number of Affordable Units 0

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

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 #: 260213

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 128th 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 128th 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 128th 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 128th 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 #: 260218

ORDINANCE NO. 260218

Sponsor: Director of City Planning and Development Department

Approving the 25 Campbell PIEA General Development Plan on approximately 2.32 acres, as more particularly described in Exhibit A attached hereto (the “Planning Area”), and declaring said area to be an undeveloped industrial area and in need of development and rehabilitation pursuant to the Planned Industrial Expansion Law; and authorizing tax abatement. (CD-CPC-2025-00191)

WHEREAS, the Planned Industrial Expansion Authority of Kansas City, Missouri (the “Authority”) did prepare or cause to be prepared the 25 Campbell PIEA General Development Plan and, on November 20, 2025, did pass Resolution No. 2378 which recommended that the Council approve the finding of the existence of an undeveloped industrial area and approve the General Development Plan for the area; and

WHEREAS, the City Plan Commission has reviewed and recommended approval of the finding of the existence of an undeveloped industrial area for the 25 Campbell PIEA General Development Plan on January 7, 2026, as evidenced by its disposition of the case and its written recommendations submitted to the City; and

WHEREAS, Section 100.400, RSMo, authorizes the Council to make a finding that an area is an undeveloped industrial area and approve a general development plan for such area if the Council finds that the plan is feasible and in conformity with the general plan for the development of the community as a whole; and

WHEREAS, City Code § 74-6 provides guidelines on the City’s use of abated and exempted real property taxes in funding economic development projects; and

WHEREAS, § 74-6(c) provides that notwithstanding the guidelines set forth therein, the Council retains its discretion to authorize the capture and redirection, or abatement or exemption, in whole or in part, of ad valorem real property taxes to the full extent authorized by any provision of law for projects that support affordable housing and extremely affordable housing by meeting the requirements of § 74-11; and

WHEREAS, the Plan contemplates Projects that comply with Code § 74-6(c) in that they support affordable housing and extremely affordable housing by meeting the requirements of § 74-11; NOW, THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the Council declares the Planning Area, located on approximately 2.32 acres generally bordered by E. 25th Street on the north, E. 26th Street on the south, Campbell Street to the east, and public right-of-way to the west, to be an undeveloped industrial area as defined in Section 100.310, RSMo, and more specifically finds that there is a predominance of defective and inadequate location of physical improvements, contains vacant industrial parcels of land not used economically, presence of conditions which retard economic or social growth, and presence of conditions which create economic waste and social liabilities and represent an inability to pay reasonable taxes to the detriment and injury to the public health, safety, morals, and welfare.

Section 2. That the 25 Campbell PIEA General Development Plan prepared by the Authority and recommended to the Council is intended to and shall affect and be applicable to only the real property specifically described in Section 1 above and Exhibit A attached hereto and is hereby approved. A copy of said General Development Plan is attached to this ordinance and is made a part hereof.

Section 3. That the Council has duly made the findings necessary for compliance with Section 100.300-100.620, RSMo.

Section 4. That the General Development Plan is hereby found to be feasible and in conformance with the general plan for the development of the community as a whole.

Section 5. That the ad valorem tax exemption benefits as authorized in Section 100.570, RSMo, are hereby extended to the Planning Area to the extent and in the manner as provided for in said General Development Plan, and subject to the execution of a development agreement with the Planned Industrial Expansion Authority of Kansas City, Missouri, and the developer.

Section 6. That pursuant to § 74-6(c) the City Council hereby authorizes the abatement of ad valorem real property taxes to the full extent authorized by Section 100.570, for projects in the Plan that support affordable housing and extremely affordable housing by meeting the requirements of , § 74-11.

..end

I hereby certify that as required by Chapter 100, RSMo, as amended, all public notices have been given and public hearings held, as required by law.

Secretary, City Plan Commission

Approved as to form:

Emalea Kohler
Associate City Attorney



City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #: 260218

Submitted Department/Preparer: PIEA

Revised 12/03/25

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 the 25 Campbell PIEA General Development Plan on a site consisting of 2.32 acres, not including public rights of way, generally bordered by E. 25th Street on the north, E. 26th Street on the south, Campbell Street to the east, and public right-of-way to the west, and declaring said area to be an undeveloped industrial area and in need of development and rehabilitation pursuant to the Planned Industrial Expansion Law; and authorizing tax abatement.

Discussion

This Plan will create a PIEA eligible development area. Any project(s) approved in accordance with this plan will be required to satisfy requirements set forth by CREO.

Fiscal Impact

1. Is this legislation included in the adopted budget? Yes No
2. What is the funding source?
The General Development Plan and Qualification Study was prepared by a consultant and the costs of the PIEA will be reimbursed by the Sponsor. The redevelopment will occur on the basis of request for proposals by the PIEA.
3. How does the legislation affect the current fiscal year?
The ordinance has no impact on the adopted city budget or Kansas City's finances.
4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.
The legislation should have a positive fiscal impact on future fiscal years that includes increased real property, personal property, and sales taxes. The legislation will not have a negative fiscal impact on future fiscal years.

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

The legislation will generate additional revenue through redevelopment, and leverage outside funding of developers of the Planning Area.

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 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?
Housing and Healthy Communities (Press tab after selecting.)
- 3. Which objectives are impacted by this legislation (select all that apply):
 - Utilize planning approaches in neighborhoods to reduce blight, ensure sustainable housing, and improve resident wellbeing and cultural diversity.
 - Maintain and increase affordable housing supply to meet the demands of a diverse population.
 - Address the various needs of the City's most vulnerable population by working to reduce disparities.
 - Foster an inclusive environment and regional approach to spur innovative solutions to housing challenges.
 - Ensure all residents have safe, accessible, quality housing by reducing barriers.
 - Protect and promote healthy, active amenities such as parks and trails, play spaces, and green spaces.

Prior Legislation

N/A

Service Level Impacts

N/A

Staff Recommendation

Click or tap here to enter department.

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?
The improvement of the environment will have a positive impact on the population of the area.
2. How have those groups been engaged and involved in the development of this ordinance?
PIEA, City staff
3. How does this legislation contribute to a sustainable Kansas City?
This legislation will turn vacant and underutilized property into housing units serving an average of 60% or less AMI tenant and workforce housing.
4. Does this legislation create or preserve new housing units?
Yes (Press tab after selecting)

Total Number of Units [Click or tap here to enter text.](#)

Number of Affordable Units [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)



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

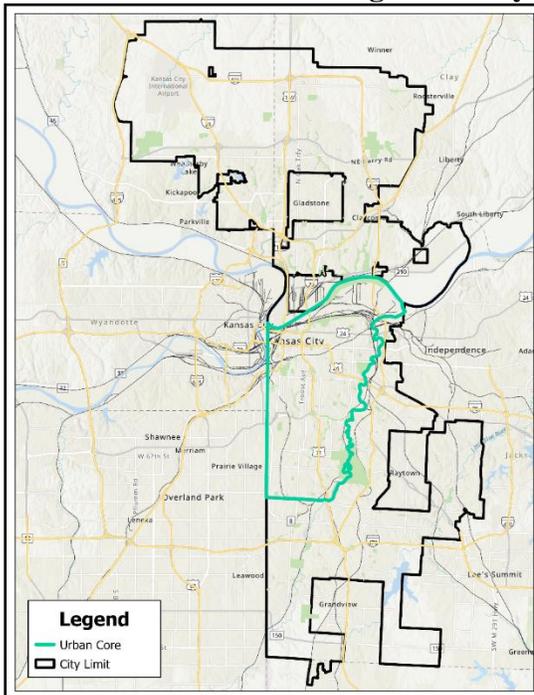


Table 420-1 Parking Ratios

USE GROUP				
Use Category	Minimum Vehicle Parking Ratio		Maximum Vehicle Parking Ratio	
» specific use type	Outside Urban Core	Urban Core	Outside Urban Core	Urban Core
RESIDENTIAL				
Household living	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))
Group living	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
PUBLIC/CIVIC				
College/University	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
Day Care				

» 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
Hospital	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
Library/Cultural Exhibit	2.5 per 1,000 square feet	None	5 per 1,000 square feet	3.75 per 1,000 square feet
Park/Recreation				
» 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)
Religious Assembly	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
Safety Service	1 per 4 employees	None	2 per 4 employees	1.5 per 4 employees
School				
» 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
Utilities and Services				
» Basic, minor	None	None	None	None
» All other utilities and services	per 88-420-03-C(4)	None	None	None
All other public/civic uses	per 88-420-03-C(4)	None	per 88-420-03-C(4)	per 88-420-03-C(4)
COMMERCIAL				
Adult Business				
» 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
Animal Service				

» 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
Building Maintenance Service	1 per 4 employees	None	2 per 4 employees	1.5 per 4 employees
Business Support Service				
» Day labor employment agency	per 88-420-03-C(4)	None	per 88-420-03-C(4)	per 88-420-03-C(4)
Drive-Through Facilities	per 88-420-03-C(1)	None	per 88-420-03-C(1)	per 88-420-03-C(1)
Eating and Drinking Establishments	5 per 1,000 square feet	None	12 per 1,000 square feet	10 per 1,000 square feet
Entertainment Venues and Spectator Sports	1 per 4 seats or person capacity	None	2.5 per 4 seats or person capacity	2 per 4 seats or person capacity
Funeral and Interment Service				
» 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
Gasoline and Fuel Sales	1 per pump	None	2 per pump	1.5 per pump
Lodging				
» 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
Office, Admin. Professional or General	1 per 1,000 square feet	None	2 per 1,000 square feet	1.5 per 1,000 square feet
Office, Medical	4 per 1,000 square feet	None	8 per 1,000 square feet	6 per 1,000 square feet
Research Service	1 per 1,000 square feet	None	2 per 1,000 square feet	1.5 per 1,000 square feet
Retail Sales	1.5 per 1,000 square feet	None	6 per 1,000 square feet	4.5 per 1,000 square feet
Sports and Recreation, Participant				
» 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)
All other commercial	2.5 per 1,000 square feet	None	5 per 1,000 square feet	3.75 per 1,000 square feet
Vehicle Sales and Service				
» 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
INDUSTRIAL				
Residential Storage Warehouse	3, plus 1 per 75 storage spaces	None	6 plus 2 per 75 storage spaces	4.5 plus 1.5 per 75 storage spaces
All other industrial uses	1 per 4 employees	None	2 per 4 employees	1.5 per 4 employees
OTHER				
Agriculture, Crop	None	None	None	None
Agriculture, Animal	per 88-420-03-C(4)	None	per 88-420-03-C(4)	per 88-420-03-C(4)
Wireless Communication Facility	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.

Table 420-2 Excess Parking Amenities		
Amenity		Points
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:

Table 420-3 Minimum Parking Area Dimensions				
Angled Parking Spaces	Length		Width	
Standard Car Space	18 ft.		8.5 ft.	
Small Car Space	15 ft.		7.5 ft.	
Parallel Parking Spaces	Length		Width	
Standard Car	22 ft.		8.5 ft.	
Small Car	19 ft.		7.5 ft.	
Drive Aisle Dimensions	One-Way Aisle		Two-Way Aisle	
	Standard	Small	Standard	Small
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

Minimum Parking Space				
Length		Width		
15 ft.		7.5 ft.		
<ul style="list-style-type: none"> • Parking space shall be as wide and long as the vehicle parked thereon 				
Driveways				
Minimum width at property line		Maximum width at property line		
7.5 ft.		22 ft.		
<ul style="list-style-type: none"> • Parking spaces must be connected to a public street or alleyway by a driveway • 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 				
Ribbon Driveway				
Minimum width of paved strip		Maximum distance between strips		
2.5 ft.		3 ft.		
Minimum setbacks - extend entire length of property				
Vehicular Use Area	Front Yard	Street-side yard	Side yard	Rear yard
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.			
Maximum percentage of pavement				
Front Yard		Street-side yard		
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:

Table 420-5 Bicycle Parking Ratios		
USE GROUP	Minimum Short-Term Bicycle Parking Requirement	Minimum Long-Term Bicycle Parking Requirement
RESIDENTIAL		
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.		
PUBLIC/CIVIC		
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.		
COMMERCIAL		
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.		
INDUSTRIAL		
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:

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

Under 20,000 square feet	None
20,000—49,999 square feet	1
50,000+	2
Household Living Uses	
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

I hereby certify that as required by Chapter 88, Code of Ordinances, the forgoing 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 #: TMP-6431

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)



File #: 260220

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

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.

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 #: 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)



File #: 260221

ORDINANCE NO. 260221

Sponsor: Director of City Planning and Development Department

Revising a previously approved street name plan known as the Barryview Townhomes Street Name Plan to align with the currently assigned addresses and street names.

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section A. That the name of Northwest 82nd Street, approximately 380 feet in length from the center line of North Milrey Drive east to the center line of North Berkley Avenue, be changed to Northwest 82nd Terrace.

Sections B. That the name of Northwest 81st Terrace, approximately 400 feet in length from the center line of North Milrey Drive east to the center line of North Berkley Avenue, be changed to Northwest 82nd Street.

Section C. That the name of Northwest 81st Street, approximately 450 feet in length from the center line of North Milrey Drive east to the center line of North Berkley Avenue, be changed to Northwest 81st Terrace.

Section D. That the Street Naming Committee convened on February 5, 2026, to review the request to revise the Barryview Townhomes Street Name Plan and presented a recommendation to the City Council as to the name changes pursuant to the requirements of Section 88-605-03(F) of the City's Zoning and Development Code.

Section E. That existing traffic ordinances on these streets will remain in effect and will not be affected by the street name designations.

Section F. That the Council finds and declares that before taking any action on the proposed street name change hereinabove, all public notices have been given and hearings have been held as required by law.

..end

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

Justin Smith
Secretary, Street Naming Committee

Approved as to form:

Sarah Baxter
Senior Associate City Attorney



City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #: 260221

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

Revising a previously approved street name plan known as the Barryview Townhomes Street Name Plan to align with the currently assigned addresses and street names.

Discussion

The Barryview Townhomes Street Name Plan is a previously approved street name plan. When addresses and street signs were assigned and installed, an error occurred and incorrect street names were assigned and installed. The goal of this ordinance is to correct the previously approved street name plan to reflect the currently assigned addresses and installed street signs.

The Zoning and Development Code requires the Street Naming Committee to review all street names and provide a recommendation on renaming. The Street Naming Committee heard this application at the 2/5/26 committee meeting and recommended approval of the street renaming. An official street renaming application is not required to be heard at the City Plan Commission, only the Street Naming Committee and City Council.

Street renaming requires a city council public hearing and mailed notices at least 13 days before the date of the hearing. The required mailed notice to property owners adjacent to the street sections being renamed to notify them of the public hearing at the NPD Committee on March 3, 2026.

There has not been any public testimony to date on this ordinance request.

Fiscal Impact

1. Is this legislation included in the adopted budget? Yes No

2. What is the funding source?
Not applicable as this is ordinance is authorizing a revision to a previously approved street name plan.
3. How does the legislation affect the current fiscal year?
Not applicable as this is ordinance is authorizing a revision to a previously approved street name 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 is ordinance is authorizing a revision to a previously approved street name plan.
5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?
Not applicable as this is ordinance is authorizing a revision to a previously approved street name 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-ROW-2025-00016 - A request to approved a street name plan for Barryview Townhomes, approved by the Street Naming Committee on May 22, 2025.

Service Level Impacts

No impacts expected as the street signs installed reflect the corrections in this street name plan.

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

Street Naming Committee recommends approval of this revised street name plan.

Other Impacts

1. What will be the potential health impacts to any affected groups?
 Not applicable as this is ordinance is authorizing a revision to a previously approved street name plan.
2. How have those groups been engaged and involved in the development of this ordinance?

Not applicable as this is ordinance is authorizing a revision to a previously approved street name plan.

3. How does this legislation contribute to a sustainable Kansas City?
Not applicable as this is ordinance is authorizing a revision to a previously approved street name plan.

4. Does this legislation create or preserve new housing units?
No (Press tab after selecting)

Not applicable as this is ordinance is authorizing a revision to a previously approved street name 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 is ordinance is authorizing a revision to a previously approved street name 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 is ordinance is authorizing a revision to a previously approved street name plan.

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



File #: 250997

ORDINANCE NO. 250997

Sponsor: Councilmember Crispin Rea

Amending Chapter 88, the Zoning and Development Code, by repealing Section 88-354, Marijuana Facilities, and enacting in lieu thereof a new section of like number and subject matter for the purpose of allowing marijuana dispensaries located at least 1,000 feet from residential zoning districts to operate 24 hours per day subject to approval of a special use permit.

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. Amending Chapter 88, Code of Ordinances, by repealing and replacing Section 88-354, Marijuana Facilities, and enacting in lieu thereof a new section of like number and subject matter, said section to read as follows:

88-354 MARIJUANA FACILITIES

88-354-01 APPLICABILITY

Marijuana facilities authorized by article XIV, sections 1 and 2 of the Missouri Constitution must be licensed by the Missouri Department of Health and Senior Services, or its successor entity.

88-354-02 STANDARDS AND CONDITIONS FOR ALL MARIJUANA FACILITIES

All marijuana facilities licensed by the Missouri Department of Health and Senior Services, and authorized to operate under article XIV, sections 1 and 2 of the Missouri Constitution, shall operate according to the local regulations applicable to all properties in zoning districts which allow the use of marijuana facilities.

88-354-02-A. DISTANCE REQUIREMENT FROM SCHOOLS

All comprehensive or medical marijuana cultivation facilities, comprehensive or medical marijuana-infused products manufacturing facilities, and marijuana testing facilities licensed by the Missouri Department of Health and Senior Services, and authorized to operate under article XIV, sections 1 and 2 of the Missouri Constitution, shall not be initially sited, at the time of application for license or for zoning approval, whichever is earlier, within 1,000 feet of any then-existing elementary or secondary school, as elementary and secondary schools are defined by state laws and regulations governing comprehensive and medical marijuana facilities.

All comprehensive or medical marijuana dispensary facilities licensed by the Missouri Department of Health and Senior Services, and authorized to operate under article XIV, sections 1 and 2 of the Missouri Constitution, shall not be initially sited, at the time of application for license or for zoning approval, whichever is earlier, within 1,000 feet of any then-existing elementary or secondary school, as elementary and secondary schools are defined by state laws and regulations governing comprehensive and medical marijuana facilities.

88-354-02-B. DISTANCE REQUIREMENT FROM CHURCHES AND DAY CARE CENTERS

All marijuana facilities licensed by the Missouri Department of Health and Senior Services, and authorized to operate under article XIV, sections 1 and 2 of the Missouri Constitution, shall not be initially sited, at the time of application for license or for zoning approval, whichever is earlier, within 300 feet of any then-existing church or daycare, as church and daycare are defined by state laws and regulations governing marijuana facilities.

88-354-02-C. DISTANCE REQUIREMENT FROM OTHER MARIJUANA DISPENSARY FACILITIES

All comprehensive dispensary facilities, marijuana microbusiness dispensary facilities, or medical marijuana dispensary facilities licensed by the Missouri Department of Health and Senior Services, and authorized to operate under article XIV, sections 1 and 2 of the Missouri Constitution, shall not be initially sited, at the time of application for license or for zoning approval, whichever is earlier, within 2,000 feet of any then-existing comprehensive dispensary facilities, marijuana micro dispensary facilities, or medical marijuana dispensary facilities.

88-354-03 MEASUREMENTS

Measurements shall be made along the shortest path between the demarcation points that can be lawfully traveled by foot.

88-354-03-A. MEASUREMENT REQUIREMENT FOR FREESTANDING FACILITIES

In the case of a freestanding facility, the distance between the facility and the school, daycare, dispensary, church, or residential zoning district shall be measured from the external wall of the facility structure closest in proximity to the school, daycare, dispensary, or church to the closest point of the property line of the school, daycare, dispensary, church, or residential zoning district. If the school, daycare, dispensary, church, or the boundary line of the residential zoning district is part of a larger structure, such as an office building or strip mall, the distance shall be measured to the entrance or exit of the school, daycare, dispensary, or church closest in proximity to the facility.

88-354-03-B. MEASUREMENT REQUIREMENT FOR FACILITIES THAT ARE PART OF A LARGER STRUCTURE

In the case of a facility that is part of a larger structure, such as an office building or strip mall, the distance between the facility and the school, daycare, or church shall be measured from the property line of the school, daycare, church, or the boundary line of the residential zoning district to the facility's entrance or exit closest in proximity to the school, daycare, church, or residential zoning district. If the school, daycare, or church is part of a larger structure, such as an office building or strip mall, the distance shall be measured to the entrance or exit of the school, daycare, or church closest in proximity to the facility.

88-354-04 HOURS OF OPERATION

88-354-04-A. GENERALLY

Comprehensive and Medical Marijuana dispensary facilities shall have limited hours of operation from 8:00 a.m. to 10:00 p.m.

88-354-04-B. TWENTY-FOUR HOUR OPERATIONS

Comprehensive and Medical Marijuana dispensary facilities that are located more than 1000 feet from a residential zoning district may operate twenty-four hours per day subject to approval of a Special Use Permit. No special use permit for twenty-four hour operations may be approved for a period longer than 5 years duration. Extensions of the approved time period may be approved through a new special use application and hearing.

88-354-05 STORAGE

All operations and any storage of materials, products, or equipment shall be within a fully enclosed building. No outdoor operations or storage shall be permitted.

88-354-06 EXTERNAL IMPACTS

No marijuana facility shall produce dust, vibration, noise, or other external impacts that are detectable beyond the property lines of the subject property.

..end

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

Secretary, City Plan Commission

Approved as to form:

Sarah Baxter
Senior Associate City Attorney

**No Docket
Memo Provided
for Ordinance
No. 250997**



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:

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.

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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)