Chambi, Larisa

From: Barbara Wallin <babarwa@gmail.com>
Sent: Monday, July 13, 2026 3:20 PM
To: Public Engagement
Subject: Costco

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Please don't change downtown Costco. It's too important for people with only urban transit.
Sent from my iPhone

Chambi, Larisa

From: Barbara Wallin <babarwa@gmail.com>
Sent: Monday, July 13, 2026 3:24 PM
To: Public Engagement
Subject: Costco Downtown

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

I am writing to plead again that you don't change the downtown Costco to a business center and keep it like it is. It's the only one that is accessible by urban transit for the many patrons who don't have cars. Suburb Costcos are not available to us. So many important things will disappear. Cheap food court and pharmacy.
Sent from my iPhone

Chambi, Larisa

From: Michael Grimaldi <mgrimaldi@earthlink.net>

Sent: Friday, July 10, 2026 12:33 PM
To: Public Engagement; planning
Cc: Bunch, Eric; ONeill, Kevin; Rogers, Wes; Foster, Katrina; Magana, Araceli; Santner, John; Iden, Marissa
Subject: Rezoning Case # CD-CPC-2026-00043
Attachments: Parcelviewer 214 W. Linwood.jpg

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Good afternoon:
I understand Costco Wholesale Corp. has applied to rezone its property at 241 E. Linwood Blvd. I understand the current use is a warehouse retail store with ancillary services primarily serving retail customers; and that the proposed new use would be a warehouse distribution center without retail ancillary services primarily serving business customers.

My main concern is traffic on boulevards, which is understood to allow only passenger vehicles and light, non-commercial trucks used as personal vehicles, except in special situations such as moving vans or appliance delivery.

The property at 241 E. Linwood is bordered entirely by boulevards. See attached Parcelviewer screenshot. The only non-boulevard truck access to 241 E. Linwood is via Main Street, where lanes are already reduced for the KC Streetcar railway; and, according to Parcelviewer, via an access road through adjacent property at 111 E. Linwood Blvd. with a separate owner.

The current warehouse retail store with ancillary services (a pharmacy, a tire center, and a delicatessen, among other services) is an asset to the nearby neighborhood and, indeed, to the wider area community. This is a tolerable and acceptable waiver for incoming delivery tractor-trailer (18-wheel) vehicles.

A warehouse distribution center without ancillary services invariably implies significant additional truck traffic – not only additional incoming product delivery via tractor-trailer vehicles requiring wide turns, but also outgoing product delivery to business customers via, most likely, commercial delivery trucks or vans. This is not an acceptable or a tolerable truck-traffic activity on boulevards neither designed nor built for trucks; and located in a primarily retail, office and residential area.

Warehouse distribution centers typically are located in suburban or rural areas near interstate or federal or state highways and roads designed and built for trucks. They are not typically located in inner city urban areas, especially areas with streets designed for personal vehicles and, in the case of boulevards, for natural beauty and urban enrichment.

It seems highly unlikely that Kansas City would have approved a proposal to build a warehouse distribution center at Linwood Boulevard and Gillham Road in 2000. A warehouse distribution center use in an urban core neighborhood will distinctively alter the character and the value of Midtown. It is the ultimate irony that the same business that helped make Midtown a thriving and attractive area for living, shopping and employment now seeks this unthinkable change of property use.

Certainly, any reasonable business can change its business practices as it sees fit. This proposal is like a chemical laboratory that decides to change to a chemical factory. It is inappropriate to allow a business to change in a manner that adversely alters a community's character -- most especially if it alters usage on a part of a world-renowned boulevard system recognized to be the foundation of the City Beautiful movement.

Any approval should and by right ought to include terms and conditions requiring any truck traffic to and from 241 E. Linwood to comply fully and completely with both the spirit and the law of Kansas City boulevard ordinances.

Regards,

Michael Grimaldi
6149 Charlotte St.
Kansas City, MO 64110

Chambi, Larisa

From: Max Penner <maxepenner@gmail.com>
Sent: Sunday, July 12, 2026 4:10 PM
To: Public Engagement
Subject: Fwd: Costco Culture July 20

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---------- Forwarded message ---------
From: **Costco Connection** <connection+canned.response@costco.com>
Date: Sun, Jul 12, 2026 at 3:53 PM
Subject: Re: Costco Culture July 20
To: <maxepenner@gmail.com>

Dear Member,

Thank you for your email to our *Connection* mailbox. We appreciate hearing from our members.

If you have a general question about Costco, such as the availability of a product or hours of operation, or to change your address, please see the Customer Service section on Costco.com. Just click on "Customer Service" at the top of the page for a list of all the options.

If you would like to opt-out of receiving your Costco *Connection*, you may do so by stopping by the membership desk at your local Costco or signing in to your Account on Costco.com, click on Account Details, then go to the Preferences section.

For questions about stories and ads in the *Connection*, we will respond as soon as possible. Please note that unpublished questions submitted to Marc Saltzman (Tech Connection) or Suze Orman (Financial Connection) cannot be answered individually.

Thank you for being a loyal Costco member.

Chambi, Larisa

From: David Ronning <david4.ronning@gmail.com>
Sent: Monday, July 13, 2026 10:21 AM
To: Public Engagement
Subject: Midtown Costco should not be converted to a Business Center

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

To the City Planning Commission,

I wanted to write to you in advance of your review of Costco's plans to convert their Midtown Kansas City location to a Business Center. As a resident of Kansas City living in the Midtown area, I am reminded weekly how limited our options our when it comes to grocery shopping. In the last few years, living within an uncertain economy with no signs of stabilizing, bulk grocery shopping has felt like a strong avenue with which to eat affordably. Losing the Midtown Costco would mean having to drive 40 minutes round trip to another Costco location to get the same things I am buying 5 minutes away. I am writing to urge you to stop the Midtown Costco conversion to a Business Center.

Kansas City would feel a lot less comfortable to live in if we lost another way to buy groceries. Across the United States, better access to groceries means better health of our citizens. Please help us keep this access to affordable bulk foods, and keep Kansas City livable.

Best Regards,

David Ronning
(913) 907-5655 | david4.ronning@gmail.com

Chambi, Larisa

From: crouch.karren@gmail.com
Sent: Thursday, July 9, 2026 11:44 AM
To: Public Engagement
Subject: Midtown Costco Business Center Rezoning Proposal (241 Linwood Blvd.)

Importance: High

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

I am writing to express my disapproval against Costco closing the midtown Costco as we now know it and turning it into a Costco Business Center. My reasons for being against this proposal are numerous, and are as follows:

1. This store is basically in the middle of a "food desert" and serves those in midtown Kansas City who have little access to grocery stores. In addition, it provides other services such are a pharmacy, eyeglass center and hearing services that are also not available elsewhere in midtown or the inner city. Costco is supposedly a socially aware business. It is definitely not socially conscious to close a store in this location serving this clientele.
2. The store also employs many individuals who reside in the area. Several have told me they are being reassigned to stores such as the one in Lee's Summit, where they have no mode of transportation to get to the store. I was further told that many who work there either walk or ride the bus there. This will no longer be possible if they are reassigned. Also, many of these individuals have worked loyally at this location for years. This is how their loyalty is repaid by Costco.
3. I reside in Brookside and have shopped at this Costco since it opened. I have many friends and neighbors who also support this Costco. There is no other Costco anywhere near this part of town. If I have to go to Lee's Summit, north of the river or out south in Ks., they are all far away, and I no longer will frequent Costco. I get my medications there, so it will be a great inconvenience.
4. Kansas City assisted Costco in coming to the metro with the Glover plan. I think they owe it to the city and its residents to continue this store and its services. I understand that it is their least profitable store in the metro, thus the reason it was selected to close. It may be the least profitable, but I find it difficult to believe that it isn't profitable, as the parking lot is always full.
5. I support the latest proposal from the city to operate both the current Costco store and a Business Costco in this location.
6. I urge the city to do all it can to prevent Costco from closing its current store.

Thank you.
Jennifer Karren Crouch
825 W. Meyer Blvd.
KCMO 64113

Chambi, Larisa

From: Journalist.Jordan.Smith <Journalist.Jordan.Smith@proton.me>
Sent: Friday, July 10, 2026 12:51 PM
To: Chambi, Larisa
Cc: Public Engagement
Subject: CD-CPC-2026-00069

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

Good morning,

My name is Jordan Smith and I live at 812 E. Linwood Blvd. I am writing to express my strong opposition to Costco's plan to transform its Midtown location from a Warehouse to a Business Center.

First, as a resident along historic Linwood Blvd., I believe that the truck traffic from the new Business Center model -- traffic that will undoubtedly be routed along Linwood -- will create unacceptable noise, congestion, and pollution that will negatively impact all residents of North Hyde Park. The additional traffic would also negatively impact commuters who use Linwood on a daily basis to move across town. Moreover, this truck traffic will negatively impact the long-anticipated revitalization of Linwood that the area desperately needs and wants. Over the last several years, more small businesses have moved in to the South and North of Linwood, creating a more vibrant, cohesive experience for neighbors and visitors from other parts of the city. Creating a through-line for Business Center truck traffic will create a physical barrier that will discourage the increasing foot traffic in the area that we've seen over the last few years. Costco's plan should be rejected for these reasons.

Second, hundreds of new housing units are planned for the stretch of Linwood between Campbell and Troost, and turning Linwood into a truck route for Costco's Business Center operations will hamper the efforts to bring new residents -- and businesses -- to an area that needs both. In short, allowing Costco to turn a commercial center into an industrial one would discourage the area's development into a more vibrant, walkable neighborhood. Costco's plans should be rejected for these reasons.

Third, the proposed conversion of the existing Costco to an industrial Business Center is incompatible with the proposed East-West extension of the streetcar line along Linwood, which is still in play. There is literally no way to accommodate both uses. The streetcar extension would serve to further connect residents of the city and certainly would encourage additional revitalization of Midtown, while also providing a reliable way for residents to access vital services. Costco's plan to use Midtown as an industrial staging hub for its business-oriented commerce would kill all of these ambitions. For these reasons Costco's plan should be rejected.

Fourth, while, theoretically at least, Linwood could sustain the truck traffic that Costco will bring to the neighborhood, the surrounding streets, like Gillham, certainly could not sustain this traffic. For this reason, Costco's plan should be rejected.

Fifth, the Warehouse has become a vital hub for area residents, and its amenities -- including the pharmacy (which fills some 400 prescriptions per day) and food court (which is always busy with diners, including families and workers from nearby businesses) -- have helped to make Midtown a destination. Dismantling it in favor of an industrial hub with a fleet of trucks used for deliveries will negatively impact the area residents who rely on these services, while decreasing the number of consumers who travel to Midtown to do business. I would note that the current Costco Warehouse is already serving area small business owners who daily buy food and supplies to support their operations; as such, transforming the Warehouse to a Business Center seems unnecessary in order to

support business owners, which Costco has said is animating its decision to create a Business Center at the Linwood location.

For all of the above reasons, I strongly encourage you to reject Costco's plan to turn the Linwood location into a Costco Business Center.

Thank you for your consideration.

Respectfully,
Jordan Smith

Jordan Smith
Investigative Reporter
journalist.jordan.smith@proton.me
512-740-7082

Via Email

To: City Plan Commission

From: Marcus McCarty

July 9, 2026

Re: Written Comments Opposing Major Amendment to Urban Redevelopment District — Plan Number: CD-CPC-2026-00069 — Costco Business Center Conversion at 241 E. Linwood Boulevard

I respectfully urge the City Plan Commission not to recommend approval of the proposed major amendment for the conversion of the existing Costco Wholesale at 241 E. Linwood Boulevard into a Costco Business Center.

This proposal should not be treated as a routine remodel or a private merchandising decision. Costco's own application describes the request as a "Major Amendment to an Urban Development District (UR)" and a "conversion" of the Costco Wholesale at 241 Linwood Boulevard to a Costco Business Center. The project narrative further describes the proposed Business Center as a "membership-only wholesale distribution center" focused on providing products, equipment, and services to small businesses for resale.

Costco's proposed amendment would materially change the function of a site that was created through substantial public redevelopment investment. It would move the property away from a consumer-facing, neighborhood-serving retail anchor and toward a commercial, delivery-oriented, distribution-oriented use. It proposes to add shipping docks and overnight delivery-truck storage, and it would offer far fewer household-serving departments and services. As discussed below, this proposed use is inconsistent with the original vision for the site and, more importantly, would create disruptions that are incompatible with the current and future character and uses of the surrounding neighborhood.

I. The Site for Costco's Retail Store Exists Because of Major Public Redevelopment Financing Funded by Local Tax Revenues

The Midtown Marketplace development was not created by ordinary private market activity. It was realized through a large public redevelopment effort funded through tax increment financing. That effort was described in a TIF plan that encompassed two separate redevelopment sites: the corner of Southwest Trafficway and Mill Street, which includes the Sun Fresh grocery store and additional retail, and the Linwood Midtown Marketplace at the corner of Linwood and Main, referred to here as the Linwood Site. The Linwood Site now includes the Costco store and The Home Depot as its primary retail businesses.

These developments exist primarily because the City committed to a plan that focused on adding essential neighborhood consumer retail shopping options. Those options were deemed essential to eliminate blight and to stabilize and enhance residential housing in Midtown. Critical financial support was provided through $46.6 million of bonds issued in 2000. Those bonds funded land acquisition, demolition, and site preparation at these locations. A portion of the Linwood Site was transferred at no charge to Costco as a monetary subsidy to reduce Costco's investment in the store.

These bonds were repaid from payments in lieu of local property taxes, City sales tax, and City earnings taxes. That tax-revenue commitment has been substantial. By 2022, $64,923,200 of local tax revenue had been used to pay bond principal and interest. Of course, that investment is only one of many made by local government in the area surrounding the Linwood Site over the last 25 years, but it does underscore that this site is more than just another privately financed big-box retail store. It is also the product of a major public redevelopment effort that had specific public objectives.

The core idea behind this investment, commonly known as the Glover Plan, was to use targeted publicly funded investment to foster critical retail development. The end goals of this effort were to eliminate blight and to encourage residential development in the area. Over the past 25 years, that effort has been largely successful. The development of the Linwood Site, along with other critical public infrastructure in the vicinity, has led to revitalization and substantial ongoing changes to the overall character of the Midtown community. The Commission should evaluate Costco's requested conversion of the Linwood Site by focusing on the public purpose that justified the redevelopment investment.

II. Costco's Filing Confirms It Plans a Material Nonconforming Change in Use

Costco's narrative confirms that the proposal is a conversion to a different operating model. It states that Business Centers are wholesale distribution centers designed and merchandised to support small businesses within the Kansas City region.

This change is reflected in substantial physical changes to the site that are designed to serve that changed use. Costco proposes four additional shipping docks at the southeast corner of the building, overnight storage for up to 25 delivery trucks in a fenced and gated area, shore power for refrigerated trucks loaded with food overnight, an exterior-access restroom for truck drivers, a right-in/right-out restriction at the Gillham Plaza entrance, a customer-loading canopy, and approximately 100 fewer parking spaces.

The vehicle-tracking exhibits confirm the truck-oriented nature of the proposal. They model Hino L7 box-truck movements and WB-67 tractor-trailer movements entering from Linwood Boulevard, using Gillham Plaza and internal drives, backing into shipping and loading docks, moving through the parking field, and exiting the site.

This is not simply a sign change from "Costco Wholesale" to "Costco Business Center." It is a physical and operational conversion designed to accommodate shipping, delivery, overnight truck storage, refrigerated truck staging, and business-supply activity.

III. The Proposal Conflicts With the Area's Transit-Oriented and Residential Direction

The area around the Linwood Site is increasingly residential, pedestrian-friendly, and bicycle-friendly. For that reason alone, it is particularly unsuited for a truck-oriented commercial distribution center. The City and local taxing districts have invested hundreds of millions of dollars to convert the area immediately around the Linwood Site to a more residential, walkable, and mass-transit-served environment. The most recent example, of course, is the KC Streetcar Main Street Extension. The City also has completed protected bike lanes along Gillham Road and the 31st Street Streetscape Project between Main Street and Gillham Road, including pedestrian signals, curb extensions, bus-stop improvements, sidewalk improvements, raised crosswalks, landscaping, and related improvements.

With the completion of the streetcar extension, nearby residential housing is rapidly increasing. The Beacon/KCUR identified more than 1,400 apartment units proposed or constructed along the new Main Street streetcar corridor. The ArriveKC apartment development at 31st Street and Main is nearing final construction, and it alone will add approximately 400 housing units within walking distance of Costco's store.

These trends strengthen the need for continued household-serving retail stores in the area. As nearby residents, transit users, pedestrians, and cyclists increase, the City should work to preserve and strengthen full-service retail serving daily household needs. It should not approve a conversion that eliminates consumer services, particularly one that adds more truck traffic in the area.

IV. Costco's Traffic Claim Does Not Answer the Relevant Planning Question

Costco states that a Business Center generates approximately 36 percent less weekday traffic and 56 percent less PM peak-hour traffic than a similar-sized Costco warehouse. Even assuming those figures are accurate, they do not answer the relevant land-use question.

The relevant question is not merely how many total trips occur. It is what kind of trips occur, what vehicles are used, what routes are used, when vehicles move, whether trucks conflict with pedestrians and cyclists, whether loading and overnight truck storage change the site's character, and whether the proposal fits a publicly subsidized, increasingly residential, transit-served corridor.

Costco's own filing shows the proposed use is truck-oriented. The application proposes new shipping docks, up to 25 delivery trucks stored overnight, a fenced truck-storage area, shore power for refrigerated trucks, morning dispatch, afternoon return and reloading, and truck movements modeled with Hino L7 box trucks and WB-67 tractor-trailer vehicles. A reduction in ordinary customer trips does not establish compatibility if the remaining and added activity is more commercial, delivery-oriented, and distribution-oriented.

V. Costco's Nonbinding Inventory Assurances Should Not Substitute for Enforceable Land-Use Conditions

Costco's narrative attempts to reassure the City that members will continue to be able to purchase certain household goods and grocery items, such as paper goods, diapers, cleaning supplies, pet supplies, snacks, produce, dairy, packaged meats, eggs, frozen meals, beverages, and health-and-beauty-care items. Those statements should not be treated as a binding public-benefit commitment.

Unless specific conditions of approval require Costco to maintain defined departments, inventory categories, and services, the project narrative does not prevent Costco from later reducing or removing additional household-serving goods or services. The Commission should not approve a major land-use amendment based on nonbinding representations about what Costco says it currently expects to carry.

More importantly, Costco's own narrative confirms that there will be substantial losses in consumer merchandise. The proposed Business Center would carry no apparel, jewelry, or major electronics. It would carry less sporting goods, books, toys, and seasonal merchandise than a typical Costco warehouse. It would not offer pharmacy, optical, bakery, the tire shop, or the food court.

Those are not trivial differences. Costco's current warehouse page for the location lists existing consumer-facing services and departments including Food Court, Pharmacy, Tire Service Center,

Optical Department, Hearing Aids, Bakery, Fresh Deli, Fresh Meat, Fresh Produce, and other household-facing departments.

Of course, Costco has the right to establish what inventory it wishes to sell at this location. That is not at issue.

The issue instead is whether the City should approve changes to zoning restrictions that materially change the use of the existing location in ways that: (1) reduce rather than support consumer retail needs in a neighborhood that needs more, rather than fewer, retail options; and (2) add unwanted and nonconforming commercial box-truck and tractor-trailer traffic in neighborhoods surrounding that store.

VI. The Conversion Raises a Sales-Tax and Public-Revenue Issue That Has Not Been Analyzed

The Commission should require a fiscal analysis before recommending approval. The current store functions primarily as a retail-oriented store. The proposed Business Center would be focused on business purchasing, resale, restaurant and convenience-store supply, office supply, delivery, and commercial purchasing. Costco's project narrative expressly describes the Business Center as focused on products, equipment, and services to small businesses "for resale."

Retailers purchasing tangible personal property for resale are exempt from sales and use tax. An inevitable consequence of the conversion is the reduction of taxable retail sales activity and local public revenues. The Commission should not approve a conversion that, by design, will reduce taxable consumer retail activity while also reducing consumer services and increasing truck-oriented impacts without a fiscal-impact analysis.

VII. The Application Is Incomplete for a Major Amendment of This Importance

The submitted materials do not provide enough information for the Commission to recommend approval. The narrative and vehicle-tracking exhibits identify the proposed use and truck movements, but they do not provide a full traffic impact study distinguishing current and proposed customer trips, box-truck trips, WB-67 tractor-trailer trips, delivery trips, fuel-center traffic, and internal circulation. They do not provide a complete pedestrian, bicycle, and mass-transit conflict analysis. They do not provide a redevelopment-plan consistency analysis. They do not provide a fiscal analysis. They do not provide any enforceable commitment to preserve any remaining consumer-facing inventory or services.

The Commission should not fill those gaps by accepting generalized assurances from the applicant.

The City and other public entities invested heavily in the Midtown Marketplace redevelopment to advance public purposes: blight removal, infrastructure improvement, retail development, housing stabilization, and neighborhood revitalization. The existing Costco store has served as a major consumer-facing anchor within that redevelopment strategy.

The proposed Business Center conversion would move the site away from that role. It would eliminate important household-facing services, reduce ordinary consumer retail functions, add shipping docks, store delivery trucks overnight, increase distribution-oriented operations, and potentially reduce taxable consumer retail activity.

Costco certainly has the right to decide what inventory it chooses to sell at its existing store. However, that does not mean that the City must approve changes in the physical structure of its store, or changes in the character of its operation from a retail store primarily serving local residents to a business wholesale distribution warehouse. This is particularly true when those changes adversely affect the quality of life of residents living in the surrounding neighborhoods.

For all of these reasons, I urge the Commission not to recommend approval of Costco's proposal.

Chambi, Larisa

From: Monica Nance <monicanance61@hotmail.com>
Sent: Thursday, July 9, 2026 3:04 PM
To: Public Engagement
Subject: Midtown Costco - Business Center

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

I am writing this email because I was unable to attend the in-person meeting on Tuesday evening to share my thoughts at the public meeting. I have been living in the urban core all of my life. I purchased a home in the 20th & Olive area in 1999. I have been shopping at the midtown Costco ever since it opened. I have always enjoyed being able to drive there because of the convenience of the wholesale club. I have never had a problem having to pay to be a member. I am currently a public-school educator so I have given my adult life to public service and have shopped there for my students, families and my own personal families for many, many years.

To take this store and change it into a Business Center I believe is a very bad mistake. From the many comments after the meeting, many long-time members of Costco are talking about not renewing their membership. That should be a clear warning sign to your organization that we mean business.

I have always thought that Costco was on the positive end of thinking about the consumer but I guess you are not.

I would hope that you would sincerely reconsider not turning the midtown operation into a Business Center. I believe that it is a very bad idea.

Sincerely,
A frequent shopper

Chambi, Larisa

From: Kimberly Williamson <k3063335@gmail.com>
Sent: Tuesday, July 14, 2026 11:52 AM
To: Public Engagement
Subject: Costco midtown Business center conversion

EXTERNAL: This email originated from outside the kcmo.org organization. Use caution and examine the sender address before replying or clicking links.

We would ask the council to begin by questioning the premise for Costco's claim that the midtown store doesn't meet a required "profit margin". Put that claim up against the tax incentives.housing overbuild and transit the city has invested in. Offer to extend the tax incentives if you are convinced this store is less profitable. Offer to do better with police presence near the store. Don't push illegal DEI. You were willing to spend millions of tax dollars on an unpromising grocery grift down the street so try to retain one that served the area.
On the other hand, calling the bluff might be the best option.Let Costco go and invite a Sam's Club in the sight. The number of people who used Costco was so high it really makes up for the bad element that plagues the area, and the Walmart Co. is more adapted to it. And finally if all that is too bold for our sports and multiplex obsessed council than win some concessions for the displaced member; a years free membership for instance.
We think their are reasons not discussed for Costco's decision but going forward you need to look at how overpopulating the Urban core and removing the police from patrolling is on track to make the Costco area the place we all want to leave.

RE: **CD-CPC-2026-00069** - Costco UR Major Amendment

Rezoning to UR/MPD - 241 E Linwood Blvd

Plan Number: CD-CPC-2026-00069

Type: Rezoning to District UR/MPD
Status: Under Review
Project Name: Costco UR Major Amendment
Applied Date: 05/21/2026
Expiration Date:
District: Jackson
Assigned To: Chambi, Larisa
Completion Date:
Description: Conversion of the existing Costco Wholesale Warehouse to a Costco Business Center

My name is Serena McBeth I am writing on behalf of my family loyal Costco customers. My daughter Ayana McBeth. We have been members since December of 2001 making us 25-year members at the Costco on Linwood. In addition, my brother, my sister, and my nephew are all Costco members shopping at the Linwood location.

My mother, Mrs. Ruby Session and the then city councilmen Mr. Fletcher Daniels, as well as the Beacon Hill Community and Neighborhood group and the Oklahoma Club all lobbied for this Costco to be built where it is now. Our family home is near 29th and Paseo and my Mother believed the new Costco would fill a void left by Safeway when it closed at 29th and Troost. For many years my mother would drive to as many as three or four stores for sales in order to feed our family especially after my father passed.

What corporate Costco may not realize is that the building of this store in this community went far beyond just opening another grocery store. It was a stepping stone for the city to overcome the historical redlining barriers dividing the communities east of Troost from those in the West. My family was all too familiar with the effects of this racism, as my father worked at the Foremost Dairy near what is now 31st and Cherry. Night time visits to his workplace were challenging and in some cases not safe for us.

Costco at Linwood has also represented more to the community than just a store. It has become a gathering place for all. There is not a shopping day that you don't see a neighbor; co-worker; former cheerleader or parent, friend or an old school mate. Granted customers have changed throughout the years. The Linwood Costco has a diversity of customers which is one other thing that makes this store amazing. There are customers from areas in Johnson County Kansas who have stores closer to them. You will see license plates from Wyandotte,

Leavenworth, Kansas Counties, as well as numerous out of state cars, for example from Nebraska and California.

There is also a camaraderie among the Linwood customers. We discuss items in one another's carts, "How is that"; "Where did you find that"; "How do you prepare that seafood?" and so on. The end result is that when you go in for a few items, you come out with far more than you Intended, which is good for Costco's profit margin. We joke about it!

I've heard that one of the reasons that Costco Corporate wants to change the environment from just regular customers to a warehouse for businesses is because the Linwood store loses more money than any of the other area stores due to store theft! I don't know how true that is but the many aisle meetings with the members who have been here from the beginning we decided that all Costco corporate had to do was say we're having a problem with this and we need help! Many of us including myself and my daughter would be happy to volunteer to become undercover shoppers. Trust and believe we would definitely turn in anybody that we felt like was stealing from Costco's.

The other thing we've noticed is that many of the senior employees are no longer there and have seen them being treated poorly by management. With that being said the hiring has been like a revolving door. These new employees have no vested interest in the store and the service shows it. The other day when we left the person checking cart items barely looked at our cart and did not swipe our receipt as counted. Hmmm...how many potential thieves have just walked out because they know there is a "new sheriff in town?"

My last question to Corporate Costco has to do with the benefits the Linwood Store received from the taxpayers in our city. Without I doubt I am sure that when this store was built Kansas City and/or Jackson County legislators provided a huge tax abatement deal. Most likely this deal was probably for 25 years. Well guess what the 25 years is now up, so what does Costco decide to do...move on to greener pastures. I implore the members of the Planning Commission to look into what Costco has been offered by Lees Summit to build a new store there. I won't be surprised if they are not getting some form of tax abatement.

In closing, I have personally shopped at the both Overland Park Stores, the Independence Store and my family at the North Kansas City Store, by far the Linwood Store offers the best shopping experience! ***I vehemently object to the change in Costco's business plan, it is detrimental to our community and an offense to the many loyal customers to this location.***

This is especially true for all the pharmacy customers, I am a 77-year-old customer, who requires medications from my doctor(s) several times a week. What do you suggest I do...drive to Lee's Summit (don't drive on the freeways), pay a delivery fee above the cost of our prescriptions; or do you just not care!

Finally, I would like for Costco to make public an environmental impact statement on how these changes would affect the surrounding communities. This should include how many trucks would service this location, and if the diesel fumes would affect air quality. How will the change affect traffic patterns on Gillham Road, especially during rush hours. Before approving this project, I believe the Commission should do its due diligence to answer any and all questions affecting the public!

I would appreciate it if you will forward my comments to Mayor Lucas, the City Council and Costo Corporate.

Thank you,

Serena McBeth and Ayana McBeth, Executive Member, Number 112013669345
PO Box 412174
Kansas City, Missouri