



Neighborhood Planning and Development Committee  
c/o City Council  
414 East 12th Street, Kansas City, MO 64106  
CC1@kcmo.org

**Dear NPDC and Councilmembers,**

My name is Amanda Butler, and I serve as President of the Volker Neighborhood Association, one of the larger neighborhoods in Kansas City's Urban Core. The Volker Neighborhood Association supports the concerns presented by the Midtown Neighborhood Alliance and respectfully submits this testimony to provide a neighborhood specific perspective on Section 88-420-03-A.3 of the proposed ordinance.

The phrase "all properties," as written in Section 88-420-03-A.3, is overly broad and fails to distinguish between land uses that generate fundamentally different traffic and parking demands. High intensity destinations including hospitals, major medical campuses, offices, hotels, schools, and event venues function very differently from low intensity or neighborhood scale uses. Treating these categories identically risks creating predictable impacts on surrounding residential areas.

Volker sits directly adjacent to the University of Kansas Medical Center, and spillover parking is already a persistent condition experienced by residents. Neighbors routinely encounter blocked driveways, fire lanes obstructed by illegally parked vehicles, and hydrants blocked by vehicles attempting to park quickly. These are recurring safety concerns that affect emergency access, visibility, and everyday street function.

We recognize that KU Medical Center is located across the state line and beyond Kansas City, Missouri's regulatory authority. However, it provides a clear and relevant example of how high demand uses shift parking impacts into surrounding neighborhoods when demand is not matched with adequate on site supply or calibrated standards. The conditions observed near major institutions offer important lessons when evaluating policies that broadly eliminate baseline parking expectations.

In addition to institutional pressures, the Volker neighborhood also absorbs significant parking demand associated with both the 39th Street and 43rd Street commercial corridors. The cumulative effect is persistent congestion, reduced visibility, and compromised sight lines along residential streets.

These conditions have serious consequences. In recent years, the neighborhood has experienced major vehicle crashes, pedestrian safety incidents, and two fatalities associated with impaired sight lines and streets operating under overcrowded conditions. When visibility and access are compromised, predictable safety risks follow.

Eliminating baseline parking expectations for high demand uses without calibrated distinctions based on intensity of use will intensify spillover parking and shift burdens onto residential streets. Older Urban Core neighborhoods were not designed to function as overflow parking reservoirs for major regional destinations. Precision in policy language is critical because these decisions directly shape safety, access, and everyday conditions on neighborhood streets.

For these reasons, the Volker Neighborhood Association respectfully asks the Committee to refine Section 88-420-03-A.3 to recognize differences in land use intensity and incorporate safeguards that protect adjacent residential neighborhoods.

Thank you for your time and consideration.

Respectfully,

**Amanda Butler**  
President, Volker Neighborhood Association  
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