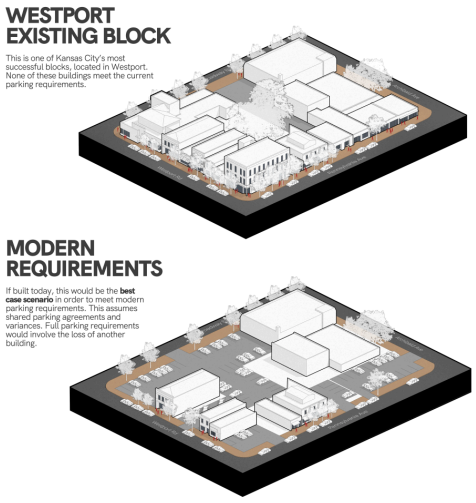
February 20, 2026

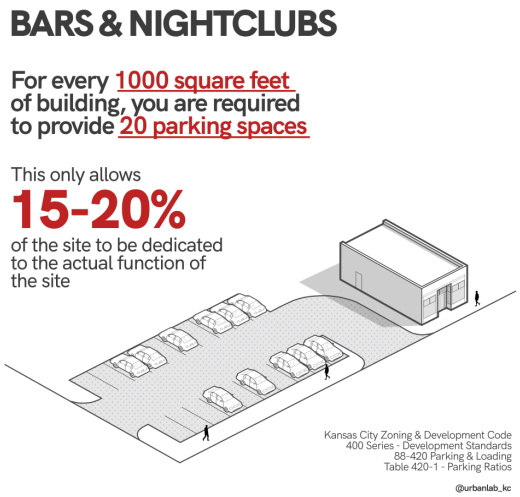
Mayor Pro Tem Ryana Parks-Shaw and
Members of the Neighborhood Planning and Development Committee
City of Kansas City, Missouri
City Hall
Kansas City, Missouri 64106

Dear Mayor Pro Tem Parks-Shaw and Members of the Neighborhood Planning and Development Committee:

The Kansas City Regional Transit Alliance has drafted the following letter to express our organization's **support** for Ordinance 260219. We believe that removing parking minimums for the densest parts of the city is good transit policy for the following reasons:

Parking minimums waste valuable urban space. They drive up the cost of housing and development, degrade historic urban neighborhoods, and encourage people to drive, even in situations when we know they shouldn't. Consider the following illustrations from UrbanLabKC[1], which highlight our City's current badly broken parking code.





Our beloved Midtown neighborhoods would not exist if they had to follow today's parking code. Today's parking code actively encourages intoxicated driving by mandating at least 20 parking spaces per 1,000 square feet.

[1] https://urbanlabkc.org/parking-minimums-in-kc/

Additionally, the added cost of parking, particularly structured parking, drives up the cost of housing[2]. The average above-ground structured parking space now costs over $30,000 to build[3] (translating to $150-$250 in additional monthly costs per space, depending on loan rates and amortization). This in turn drives up rent and/or incentives requests to local taxing jurisdictions.

The KCRTA believes in an urban core where driving is just one of many choices that people have to move around their city and access opportunities, and we have put in the work to expand those options for our neighbors. Our organization proudly led the citizen-led TDD petition to expand the Main Street Streetcar, which opened to passengers last October. This $350 million investment is just the start of what we hope will be continued and robust investment in transit within our urban core and to our region's suburbs. Yet unless they are addressed by your action on this ordinance, unnecessary parking requirements will weaken the market for transit, encourage people to drive rather than take transit, and hurt Kansas City's competitiveness in the Federal Transit Administration's New Starts/Small Starts program (the program which funded the KC Streetcar extension to UMKC, and will hopefully fund many more transit capital projects in Kansas City).

While this is an important policy step toward a more affordable, livable Kansas City, we understand and sympathize with our neighbors (literally, many of our members live in the Urban Core) who are hesitant towards this change and recognize that fear of the unknown is very real. Living in the city already comes with unique challenges that are all too known to those that live here. Inconvenience is often cited as the cost of community, and living in the city often highlights that. We want to emphasize to our neighbors that this rule modification will not result in developers suddenly ceasing to build parking. Places like the Central Business District eliminated all off-street parking requirements more than a decade ago. Long before that, Brookside introduced parking *maximums* to maintain the historic character of its shopping district. Yet, both of these places still have managed to strike a balance within infill development. Like most things, change will come gradually, and you have the commitment of the KCRTA to continue to fight towards a future with a properly-funded, world-class public transit system.

It is for all of these reasons and more that **the Kansas City Regional Transit Alliance supports Ordinance 260219 and requests your support**. While our organization is working to establish regional transit funding, we also recognize the need for a multitude of better policies to make transit work better for everyone. This legislation is just one such measure.

Respectfully,
Tristin Amezcua-Hogan
Chair, Kansas City Regional Transit Alliance

---

[2] https://www.brookings.edu/articles/parking-requirements-and-foundations-are-driving-up-the-cost-of-multifamily-housing
[3] https://www.vtpi.org/tca/tca0504.pdf

Outlook

Kansas City Regional Transit Alliance - Support for Ordinance 260219

From KCRTA Chair <chair@kcrta.org>
Date Fri 2/20/2026 11:14 AM
To Clerk <Clerk@KCMO.org>; Public Testimony <Public.Testimony@kcmo.org>

1 attachment (718 KB)
KCRTA - Support for Ordinance 260219.pdf;

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

Hello,

Attached you will find a letter in support of Ordinance 260219.

If any member of the City Council wishes to discuss the policy from a transit perspective with our organization or learn about the results of similar efforts in peer cities, feel free to reach out.

--
Tristin Amezcua-Hogan
Chair
Kansas City Regional Transit Alliance
816-786-8074