

FROM
THE
DESK
OF

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Mayor Pro Tem Park-Shaw
Neighborhood Planning & Development Committee
414 E 12 Street
Kansas City, MO 64108

RE: Ordinance 260219, Changes to Parking & Loading Provisions

Dear Mayor Pro Tem and Committee Members,

There is good reason to evaluate how surface parking is developed within the city limits of Kansas City. It isn't hard to find highly visible examples of underutilized parking that can easily be reimagined as something more valuable to the community. Retail sites and districts are burdened by requirements to anticipate seasonal surges that have been flattened by online and delivery service options.

The benefits of reducing surface parking are broad and the potential for sites to become higher uses that contribute to business activity or housing attainability AND the city's tax base further support the logic of this initiative. However, in practice, there are 3 key points that are likely to result in unintended consequences.

Defining an "urban core" which extends to 85th Street.

1. The southern portion of this area, primarily south of 71st Street, includes a wide variety of development patterns, including areas that were annexed from Jackson County and still lack much of the infrastructure commonly seen in urban development.

It is not uncommon for streets to have open ditches for stormwater management and narrow asphalt streets without curbs, gutters, or sidewalks. On-street parking is challenging and often must be accessed by walking through yards or in the street. When overflow parking takes place, streets can become impassable, particularly for municipal services (i.e. solid waste, snow removal), delivery services, and emergency vehicles.

Other areas reflect suburban patterns with fewer direct connections to major arterials, blocking the natural flow of overflow parking from denser housing sites and retail or commercial districts.

Lastly, the boundaries of this "urban core" appear to differ from similar policy designations that may cause confusion during implementation.

Transit options are currently limited and unreliable.

1. At this time, there is no clear, funded plan to sustain or expand transit services at a level that can substantially replace reliance on cars. **There is demand for public transportation in areas like Waldo, but no long-term plan has been presented to meet the current demand; inducing additional demand without realistic funding and planning will not benefit current users or build confidence in public transportation for the future.**

Enforcement capacity

1. Enforcement to support neighborhoods and neighborhood business districts negatively impacted by overflow parking will continue to exceed the City's capacity for timely response. In south Kansas City, some neighborhoods with curbs and garages have ample street parking to offset changes in parking lot requirements. Other neighborhoods without driveways and garages already use on-street parking extensively for residents.
2. Bad actors already create significant issues by blocking drive access to homes and businesses, using handicap parking, and ignoring no-parking areas that create hazards for pedestrians and drivers alike, *because they know enforcement is unlikely.*

The following recommendations reflect strategies to more effectively "right-size" surface parking into south Kansas City, while acknowledging existing development patterns and infrastructure that differs from the true urban core.

- A. Define a consistent boundary for the "urban core" that both strategically aligns comparable neighborhoods and business districts and positions policy and financial investments to target their specific needs.
 - a. Subsequently define additional corridors and planning districts with similar alignment to simplify expansions.
- B. Intentionally coordinate sustainable transit investment, policy changes, and development projects. Partner closely with neighborhoods and business districts to anticipate impacts and proactively address apprehension with proposed changes.

While the downtown and midtown areas of Kansas City provide a living experience unique to the metropolitan area, first-ring suburban development and modern suburbs in south Kansas City are adjacent to numerous similar communities outside the city limits. As we seek to attract and retain more Kansas City residents, it is important to recognize that competitive environment and design city services and policies that include these areas as beneficial, but different, parts of Kansas City, Missouri.

Sincerely,



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