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**FW: CD-CPC-2025-00143: Text amendments - Section 88-420, Parking & Loading. Reference Ordinance No. 260216**

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**From** Clerk <Clerk@KCMO.org>  
**Date** Tue 2/24/2026 12:35 PM  
**To** West, Daliah <Daliah.West@kcmo.org>  
**Cc** Sanders, Monica <Monica.Sanders@kcmo.org>

Please attach as public testimony. Thanks

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**From:** Byron Arnold <bjarnold@me.com>  
**Sent:** Tuesday, February 24, 2026 12:01 PM  
**To:** Clerk <Clerk@KCMO.org>  
**Subject:** RE: CD-CPC-2025-00143: Text amendments - Section 88-420, Parking & Loading. Reference Ordinance No. 260216

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Dear KCMO Council-members, Staff, and Additional Esteemed Public Servants,

I am a current Southmoreland Resident, and while many of my Midtown neighbors are concerned about overflow parking and believe that maintaining current minimum off-street parking requirements is necessary to mitigate this issue, I believe they are making misguided and possibly dangerous overreaction to spillover parking concerns.

The spillover parking they are concerned about is not fundamentally a zoning or development problem; it is a curb management problem.

Within my experienced portion of Southmoreland, I have never experienced concerns with spillover parking. I know other areas might, and I don't mean to diminish their concern. I intended to point out that this may be a more localized experience here which would be better suited for a per basis curb management solution rather than codified controls which impact everyone.

Neighbors and friends of mine have mentioned similar experiences in much more active neighborhoods such as Volker. They lived near KU Med. In their experience curb management endeavors (permitted residential parking and protected parking zones) made spillover parking a non-issue.

Before my own brother and sister-in-law moved from their River Market apartment to their home in South Plaza, visiting them was easy even in an environment with parking enforcement measures such as the parking meters. It was avoidable by their building electing to provide guest parking, as well as access to biking and public transit which is well provided (and improving more!) in that area.

Bundling parking into new development attempts to solve spillover indirectly by forcing the cost of parking onto future building owners and renters. This approach raises housing costs and

creates incentives for residents to own and use cars rather than bike, walk, or use transit. It is also a primary culprit in the destruction of many historic buildings, which have been razed to create the parking mandated by the zoning code.

There is a more effective and economically rational approach: allow developers and lenders to determine the appropriate amount of off-street parking based on market conditions. If spillover parking emerges, it can be addressed directly through curb management tools such as residential permits, meters, or time limits — with resulting revenue reinvested into neighborhood improvements.

This strategy addresses parking impacts where they occur while also supporting housing affordability, transportation choice, and neighborhood reinvestment.

Additionally, while not the same as this issue, an adjacent concern is access to well maintained public transit and non-car transportation facilities. Parking is less of a concern if this is adequately addressed laterally.

Examples such as the Trolley Trail, which I used daily and year round while I lived in Brookside, as well as the Gillham Road Bike Lanes and Streetcar Extension, which I now currently use regularly as a resident of Southmoreland, allow me and my neighbors to travel to other parts of our city without a car. This ultimately allows more visitors who may rely on a car to access businesses while increasing foot traffic for business owners along corridors that have the transit infrastructure.

As an example, for certain Public Private Partnerships, the city could advocate for project goals to expand transit infrastructure alongside proper curb management. This would mitigate the cost of parking construction on the developer; allow developers to expand more rapidly in smaller and cheaper areas; improve city infrastructure to aid the cities budget stress.

I appreciate your consideration and time,

Byron Arnold  
Southmoreland Resident