

Ord. 260219

Chapter 88 Amendments – Off Street Parking

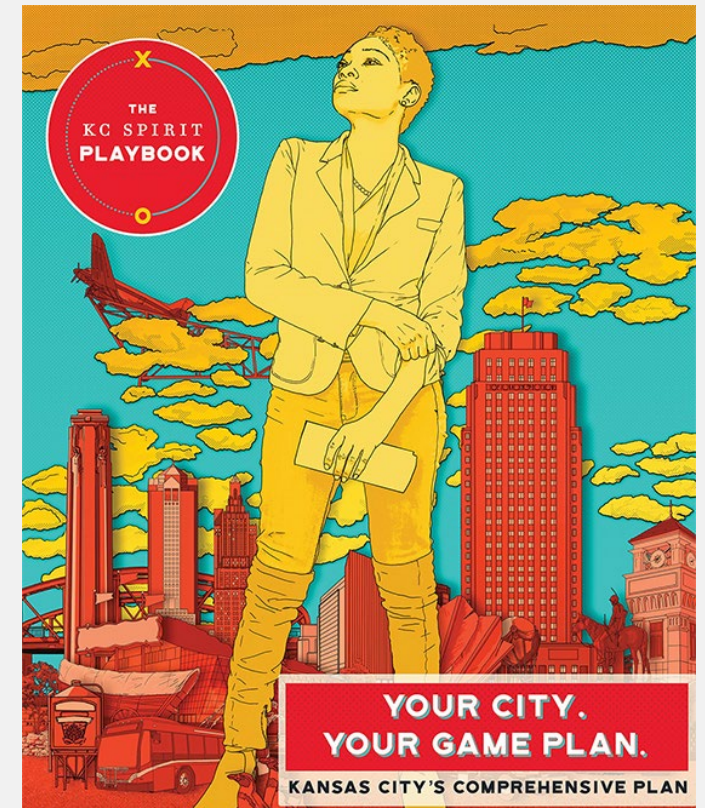
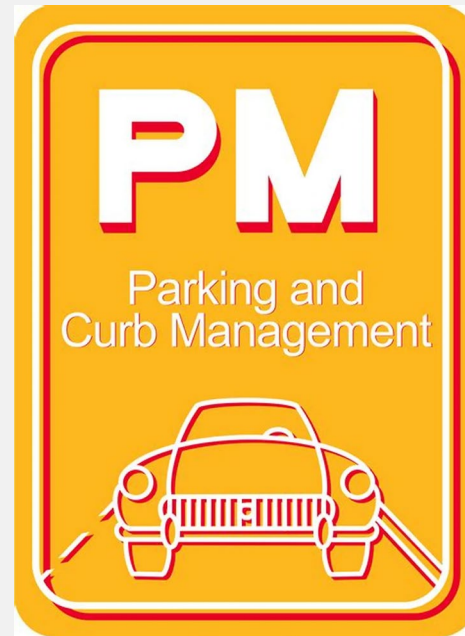
February 24, 2026

Neighborhood Planning and Development Committee



Why are we doing this?

- Parking impacts every project and was **among the most discussed items** in the KC Spirit Playbook
- **Parking needs vary from place to place**, but are regulated by the same code
- Multiple Community Supported Action items identified as a **short-term priority**



About the parking code amendments

DOES

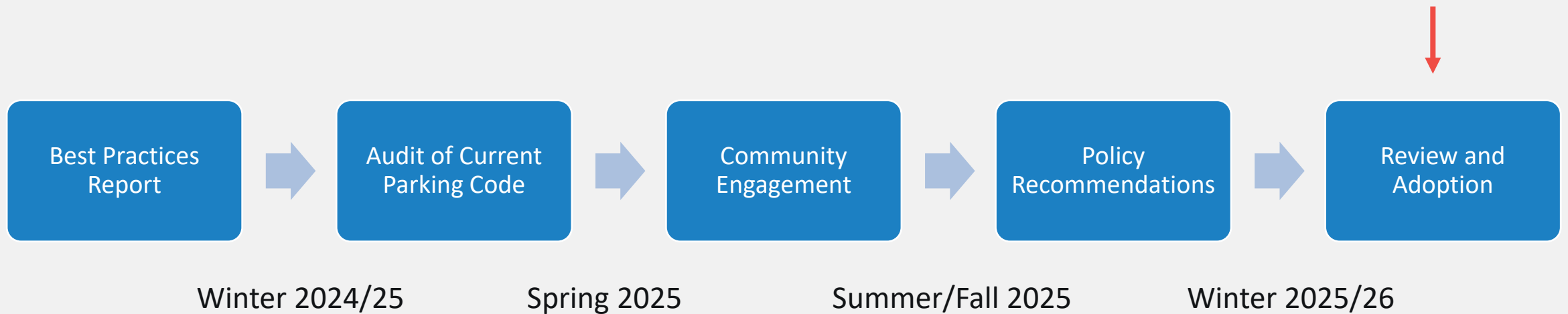
- Regulate parking on private property

DOES NOT

- Manage parking on the street

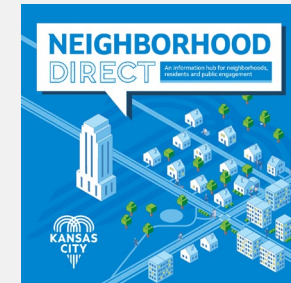


Parking code amendments process



Public engagement summary

- Engagement with **9** different stakeholder groups representing all parts of the city
- More than a **dozen** in-person meetings
- **Two** open house events (virtual and in-person)
- Online survey for residents, visitors, and business owners
- Neighborhood Direct newsletter notices
- Virtual meeting for urban core neighborhoods



Top issues

- Change of Use
- Parking Minimums
- Bicycle Parking
- Excessive Parking
- Accessible Parking



Peer cities' review

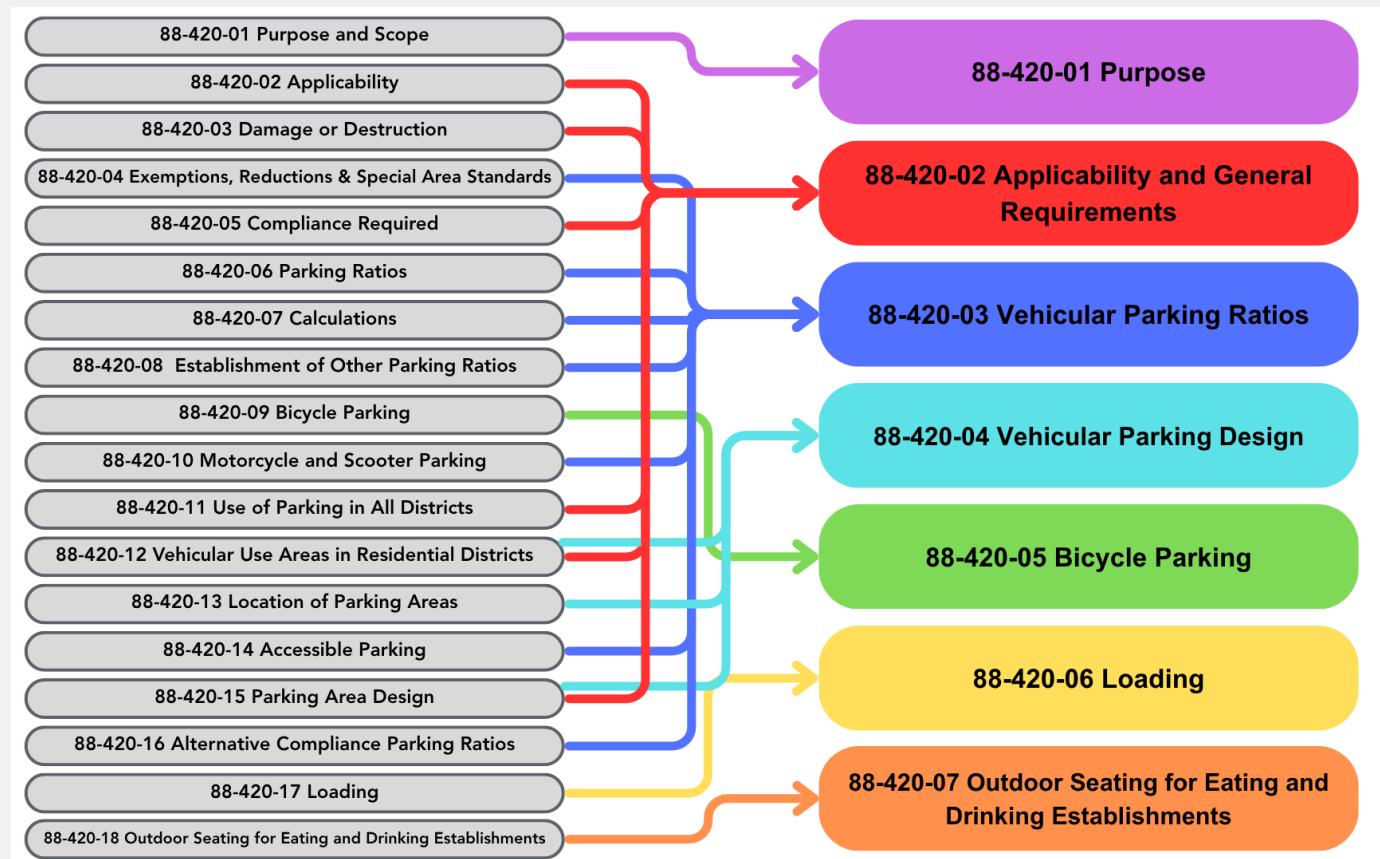
92 U.S. cities (w/ <500k population) have removed parking minimums:

- Denver, CO
- Minneapolis, MN
- Austin, TX
- Raleigh, NC
- Lansing, KS
- Branson, MO



Overview of proposed changes

- Simplify requirements
- Reduce redundancies
- Reorganize and add new sections



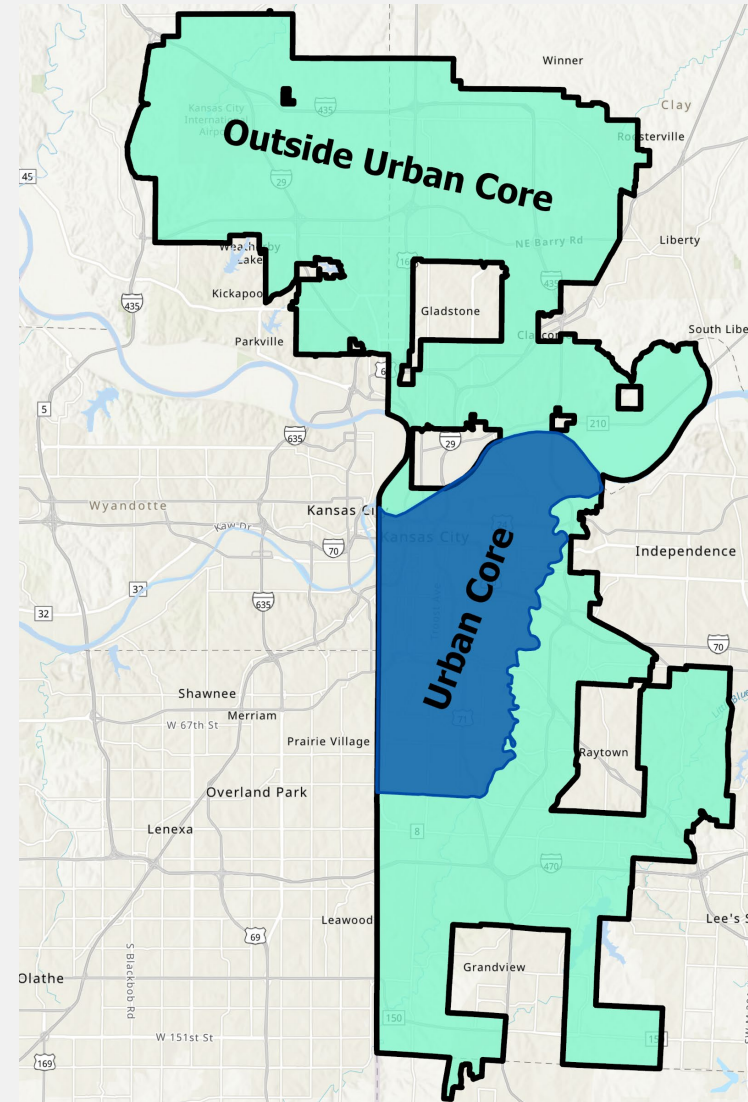
Overview of proposed changes

Two geographic areas:

- Urban Core
- Outside Urban Core

Potential Impacts:

- Removal of Parking Minimums
- Reduced Minimums for Certain Uses
- Parking Maximums
- Revised Bicycle Parking
- Change of Use



Urban Core

North: Missouri River

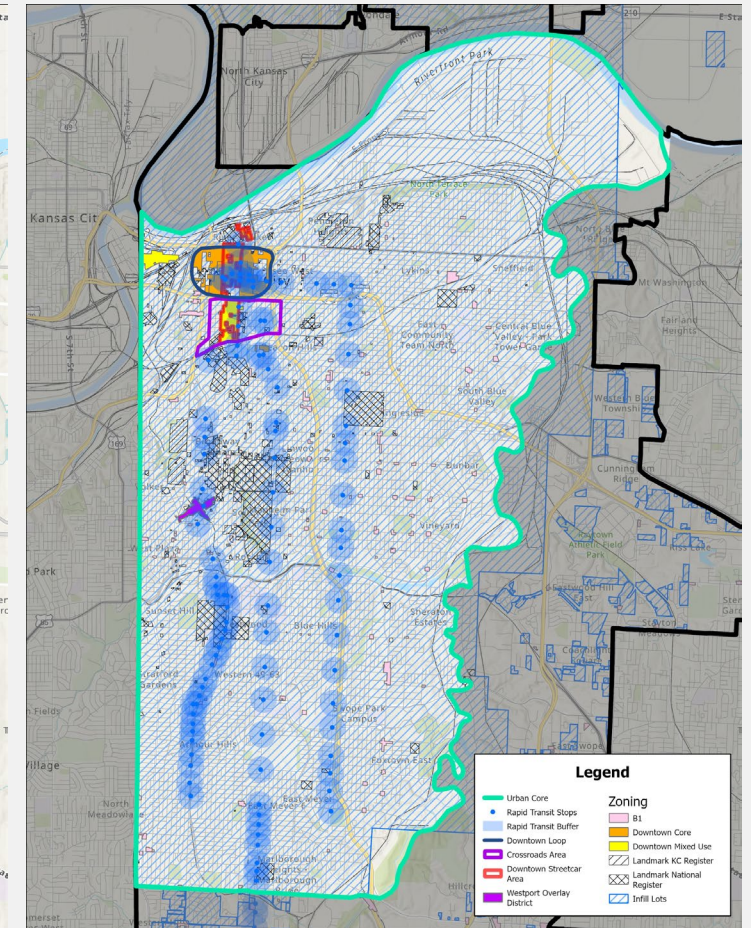
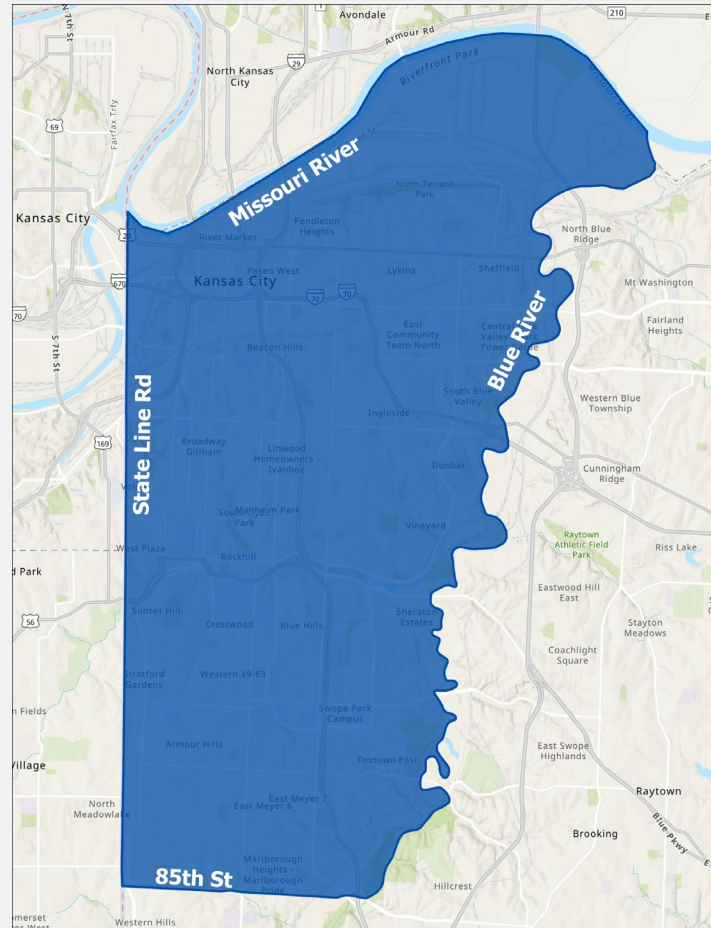
East: Blue River

South: 85th Street

West: State Line Road

Impacts:

- Removal of Parking Minimums
- Parking Maximums
- Change of Use
- Revised Bicycle Parking



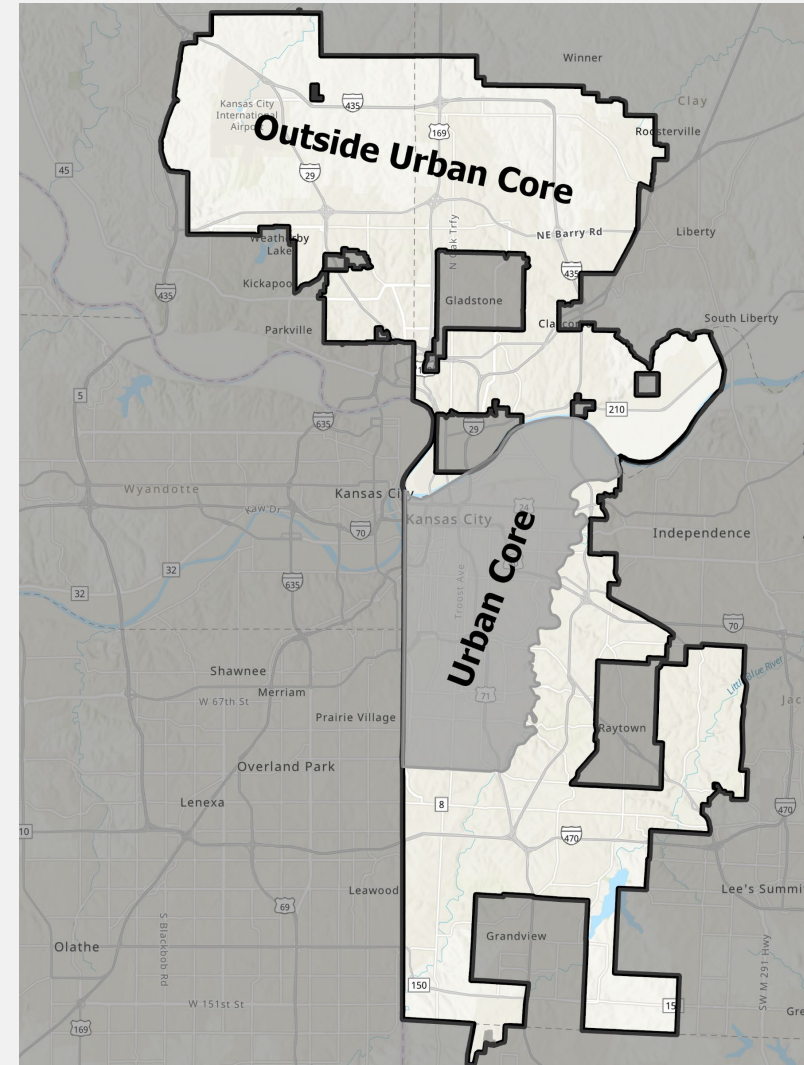
Current Exemption Areas: 16

Outside Urban Core

All areas **outside** of the urban core within city limits

Impacts:

- Reduced Parking Minimums for Certain Uses
- Parking Maximums
- Change of Use
- Revised Bicycle Parking



Understanding the potential impacts

Removal of parking minimums

DOES	DOES NOT
Allow the property owner to determine how much parking they need	Prevent someone from building parking
Eliminate the need for a variance to the parking minimums in the urban core	Remove requirements to provide ADA spaces
Remove the need for many of the current exception areas	Remove requirements to provide bike parking
Simplify the parking code	Remove city review and approval for development (zoning rules still apply)

Understanding the potential impacts

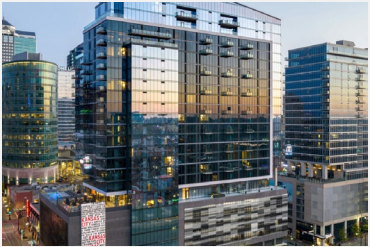
Removal of parking minimums

**The Netherland, Hanover Park**

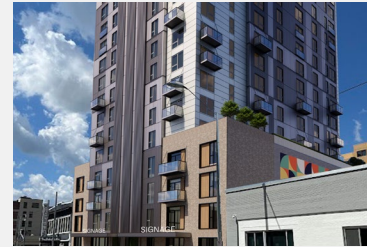
Parking required: none (historic, Downtown Streetcar)
Parking provided: 134 units/118 parking spaces (0.88 per)

**The Wonder, Beacon Hills**

Parking required: none (historic)
Parking provided: 87 units/136 parking spaces (1.56 per)

**Three Light, Downtown**

Parking required: none (Downtown Loop)
Parking provided: 288 units/474 parking spaces (1.65 per)

**The Refinery, Crossroads**

Parking required: none (Downtown Streetcar)
Parking provided: 147 units/116 parking spaces (1.26 per)

**ArriveKC, Crown Center**

Parking required: none (Downtown Streetcar)
Parking provided: 371 units/542 parking spaces (1.46 per)

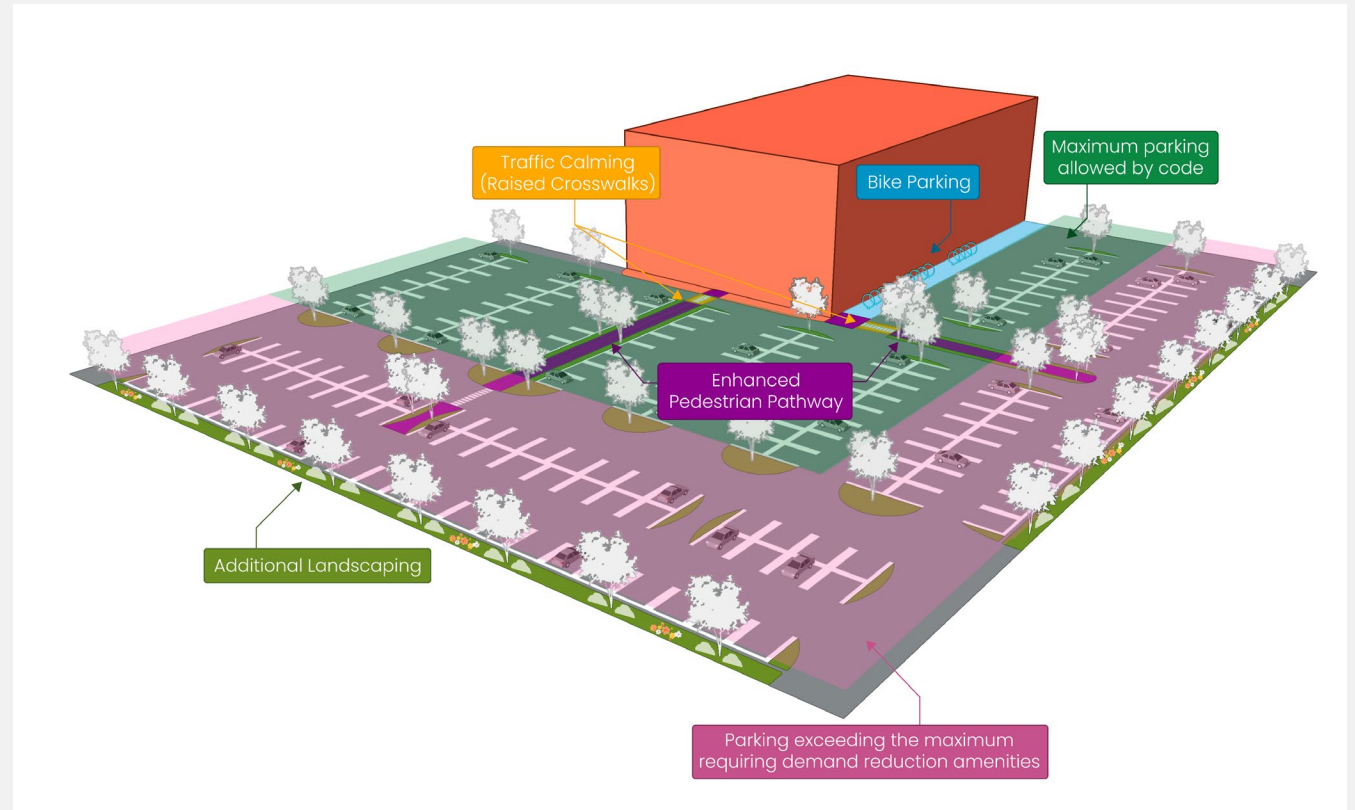
**Maple Flats, Pendleton Heights**

Parking required: none (historic)
Parking provided: 72 units/21 parking spaces (0.3 per)

Understanding the potential impacts

Parking maximums

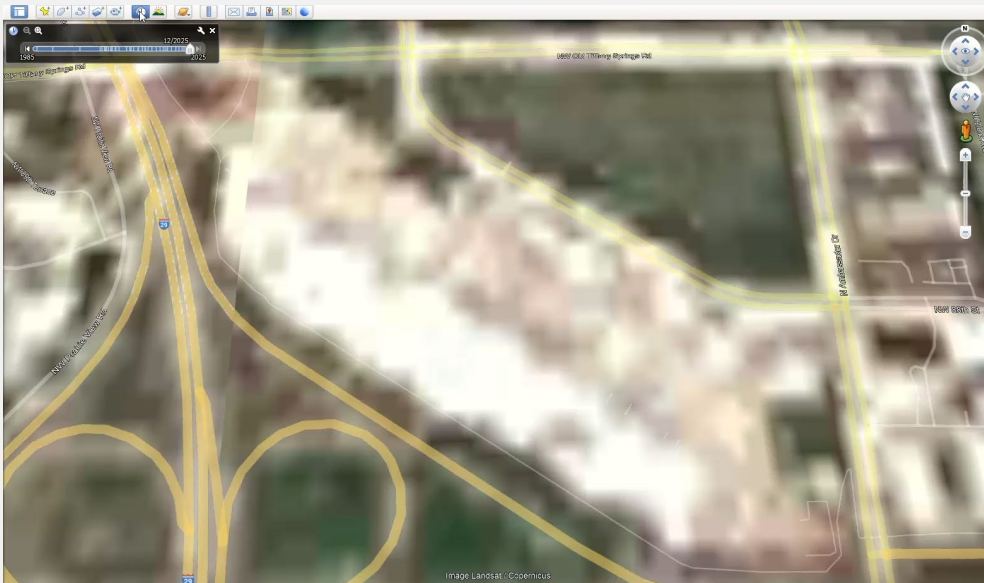
- Requires **design amenities** for parking above the maximum ratio (i.e. Overland Park, KS)
- **Provides flexibility** for how to fulfill the amenity requirements
- Allows for a **minimum amount** of parking without requiring additional improvements



Understanding the potential impacts

Parking maximums

NW Old Tiffany Springs



Home Depot/Costco - Midtown



Understanding the potential impacts

Revised bicycle parking

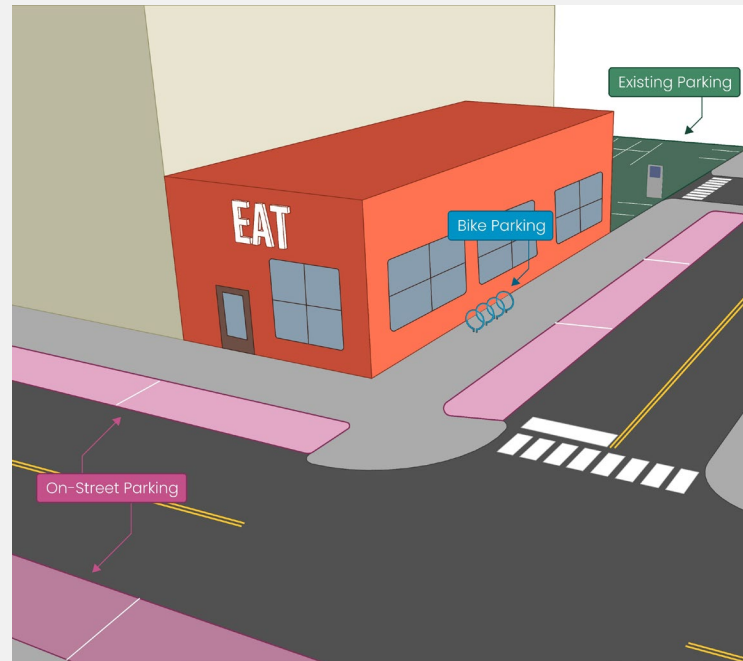
- Right-size the required amount of short-term and long-term bicycle parking required
- Use current best practices (APBP)
- Reduce the need for variances
- Allow existing bike parking to count towards minimums



Understanding the potential impacts

Change of use

- Eliminate the need for a variance to the parking minimums in the urban core
- Simplify the parking code
- Allow property owners to count on-street spaces (i.e. KCK)



Examples:



Impacts on other cities

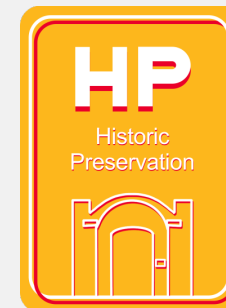
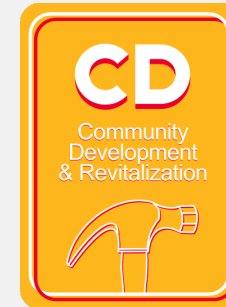
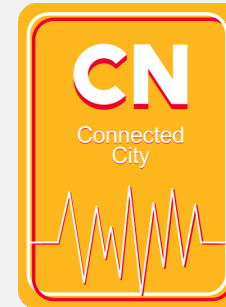
- More residential and commercial development
- Cost of housing production decreased
- Projects are still building parking
- Communities are not reversing these regulations

Related Playbook initiatives

- Develop area-specific **parking management plans** (PM-14)
- Adopt a policy to support and promote **new transportation innovations**, shared active transportation systems, and technologies (SC-14)
- Create a **Transportation Master Plan** (MO-1) with an **investment target** for multi-modal infrastructure (MO-4)

Benefits of parking text amendments

- User Friendly
- Context-Sensitive Development
- Encourage infill and adaptive reuse
- Right-size parking supply with actual demand
- Improve parking lot design
- Increase land productivity
- Reduce impervious surfaces
- Support multimodal transportation



CPC and Staff Recommendation: Approval