

Ord. 260219

Chapter 88 Amendments – Off Street Parking

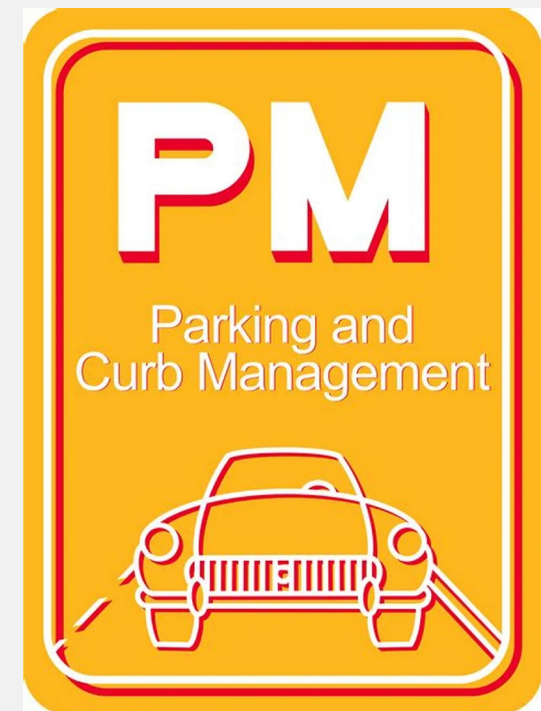
March 10, 2026

Neighborhood Planning and Development Committee



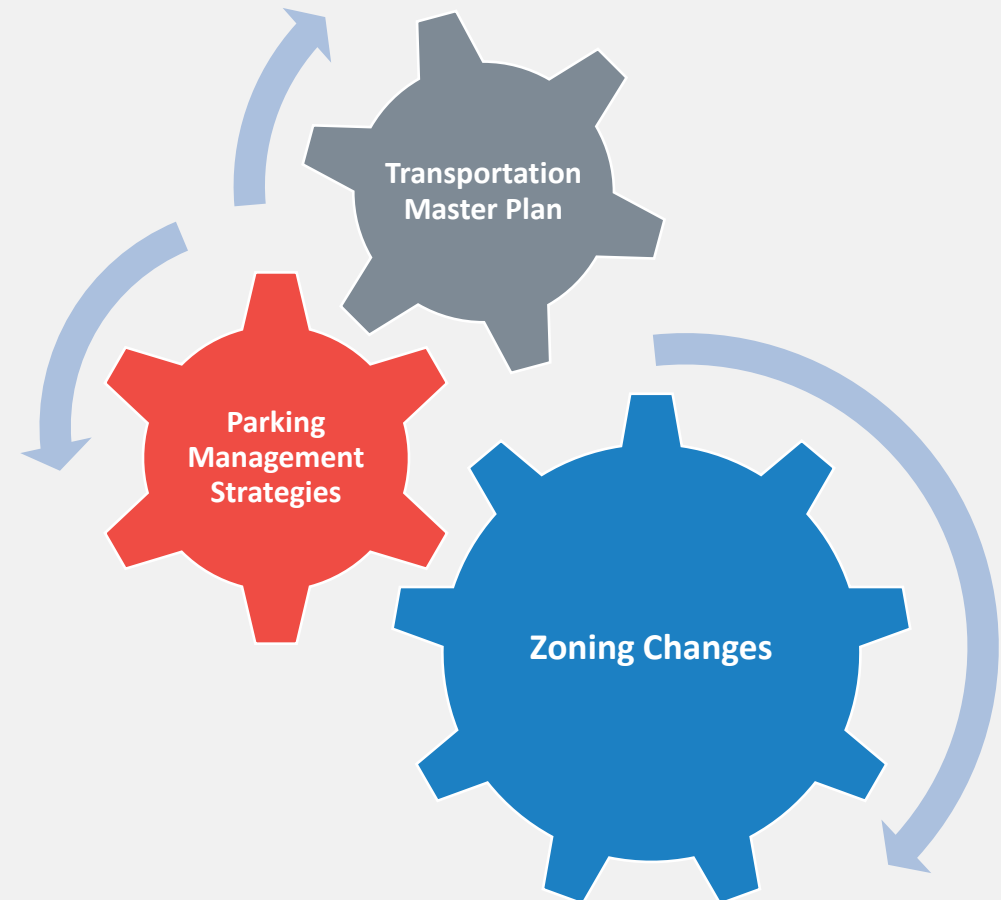
Why are we doing this?

- Parking impacts every project and was **among the most discussed items** in the KC Spirit Playbook
- Multiple community supported actions identified as a **short-term priority**



Related Playbook priorities

- Develop area-specific **parking management plans** (PM-14)
- Create a **Transportation Master Plan** (MO-1) with an **investment target** for multi-modal infrastructure (MO-4)



About the parking code changes

DOES

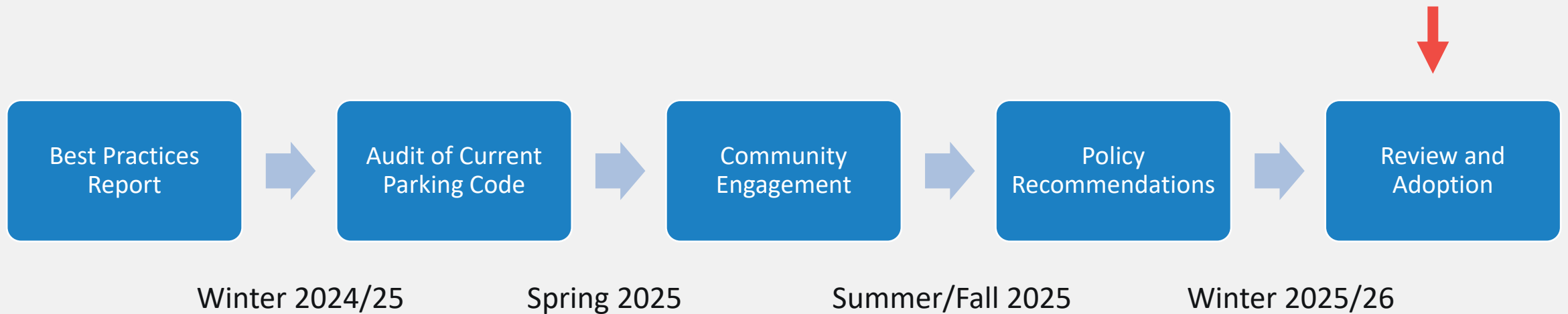
Regulate parking on private property

DOES NOT

Manage parking on the street

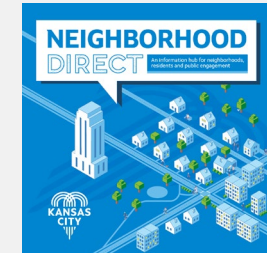


Parking code amendments process



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



Small Developers of KC

KC CID Alliance

Top 5 issues

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

Parking Variance Examples



Wing Stop (Platte Ridge)
7107 NW Barry Rd



Brewer's Corner (Hyde Park)
3105 Gilham Rd

Peer cities' review

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

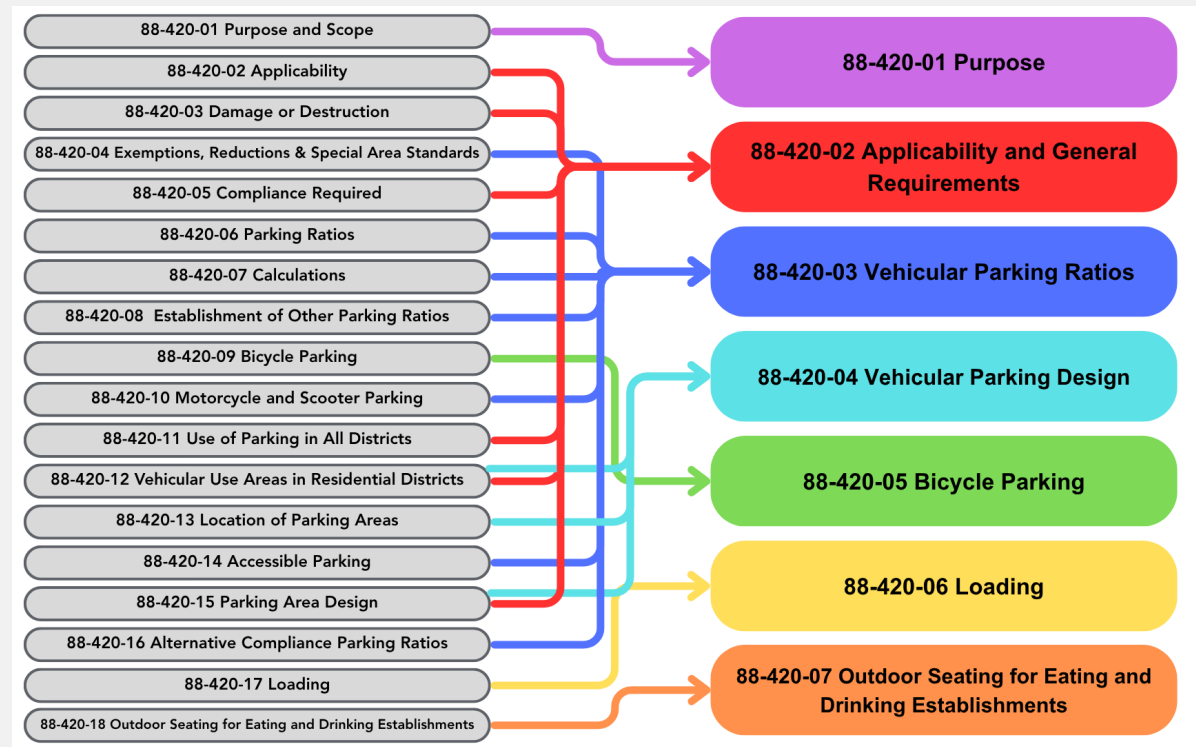
- Denver, CO (2025)
- Lansing, KS (2024)
- Austin, TX (2023)
- Raleigh, NC (2022)
- Minneapolis, MN (2021)
- Branson, MO (2018)



Source: Parking Reform Network

Overview of proposed changes

- Simplify requirements
- Reduce redundancies

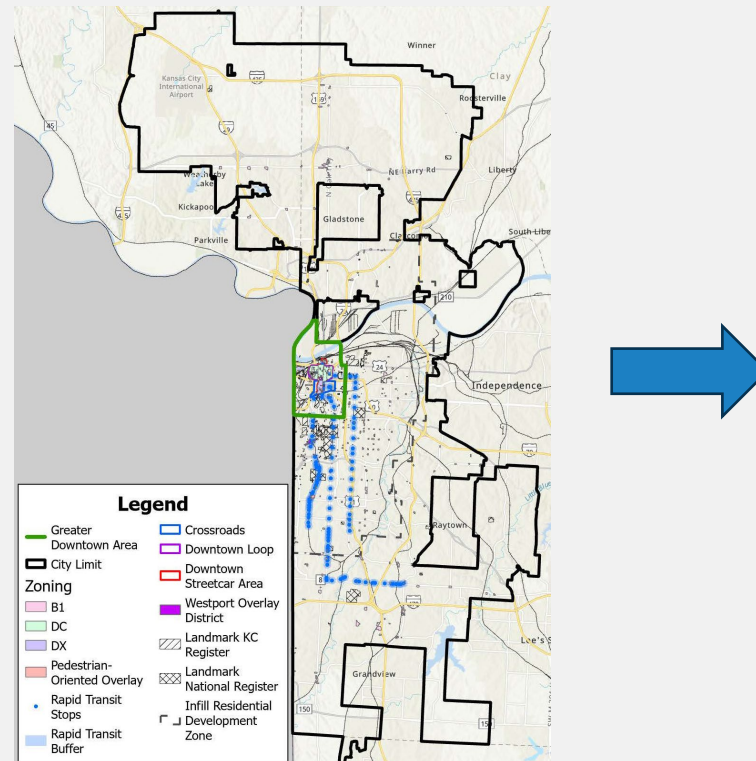


18 Sections (existing)

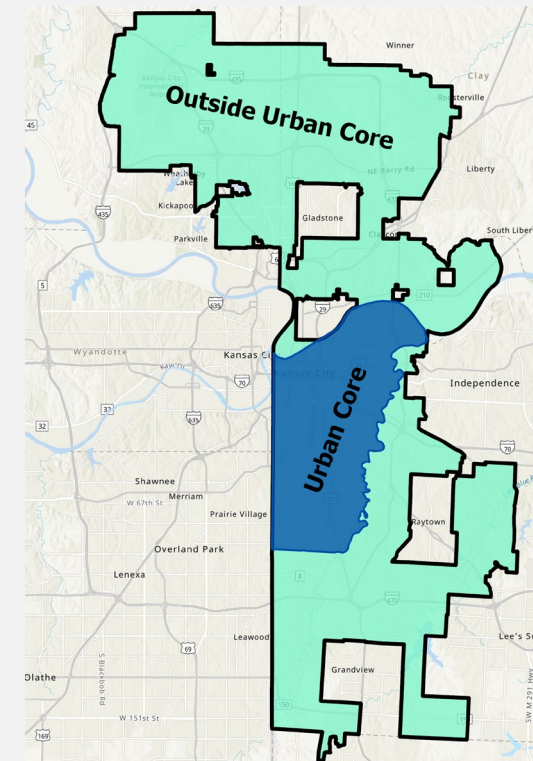
7 Sections (proposed)

Overview of proposed changes

- Simplify requirements
- Reduce redundancies
- Context-based approach



16 Parking Exceptions (existing)



7 Parking Exceptions (proposed)

Urban Core

North: Missouri River

East: Blue River

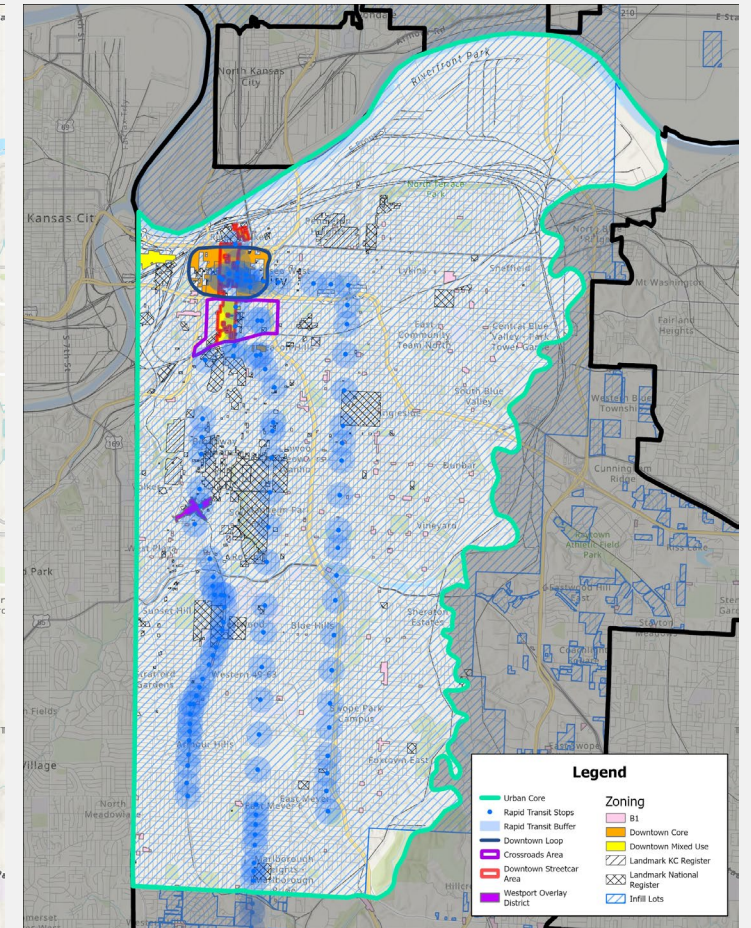
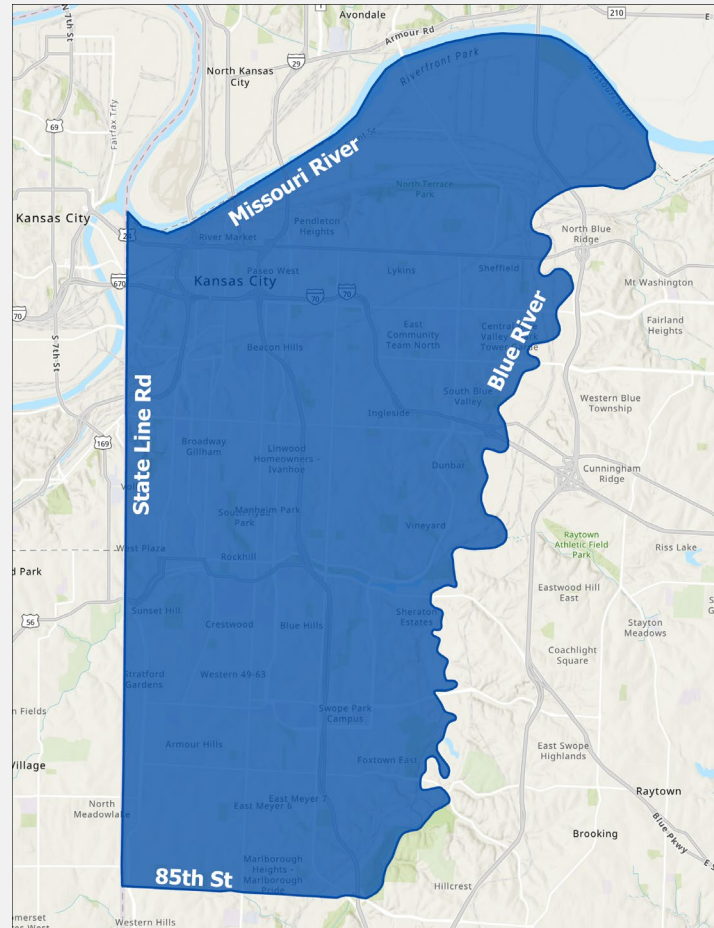
South: 85th Street

West: State Line Road

(Roughly the city's 1947 annexation boundaries)

Impacts:

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

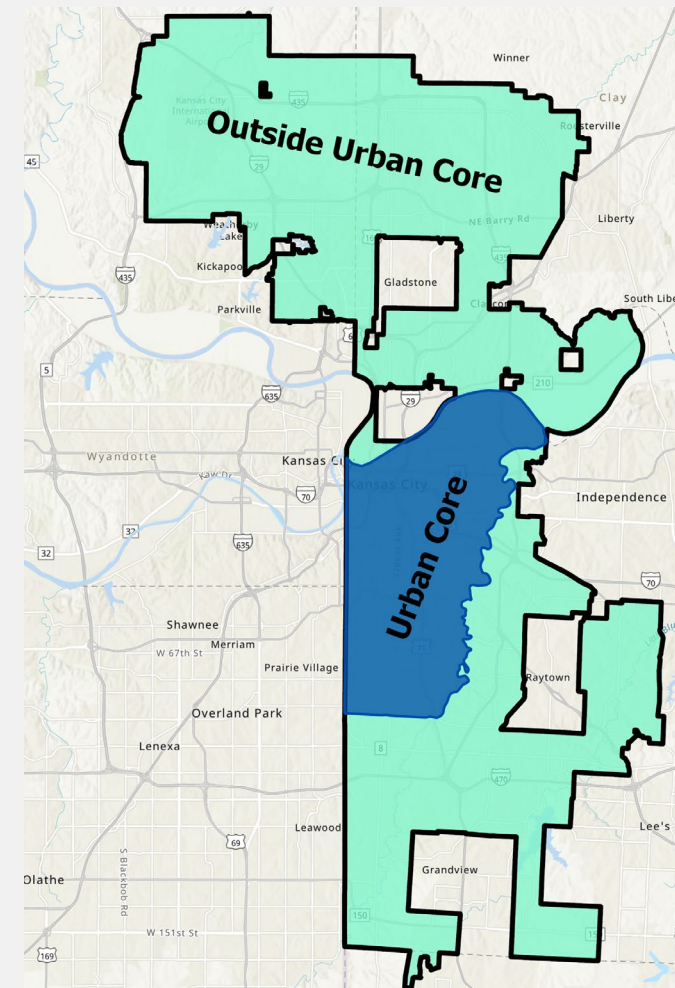


Outside Urban Core

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

- Allow the property owner to determine how much parking they need
- Eliminate the need for a variance to the parking minimums in the urban core
- Remove the need for many of the current exception areas
- Simplify the parking code

DOES NOT

- Prevent someone from building parking
- Remove requirements to provide ADA spaces
- Remove requirements to provide bike parking
- Remove city review and approval for development (zoning rules still apply)

Understanding the potential impacts

Removal of parking minimums



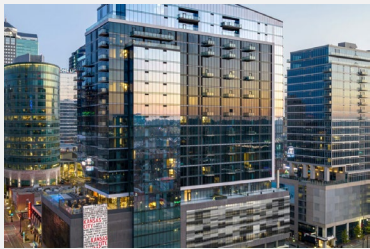
The Netherland (Hanover Park)

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



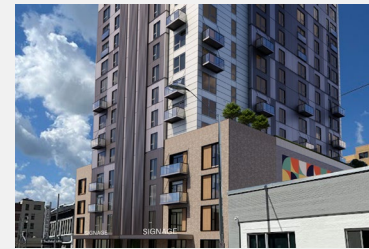
The Wonder, (Beacon Hills)

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



Three Light (Downtown)

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



The Refinery (Crossroads)

Parking required: none (Downtown Streetcar)
Parking provided: 147 units/116 spaces (0.79 per)



ArriveKC (Crown Center)

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



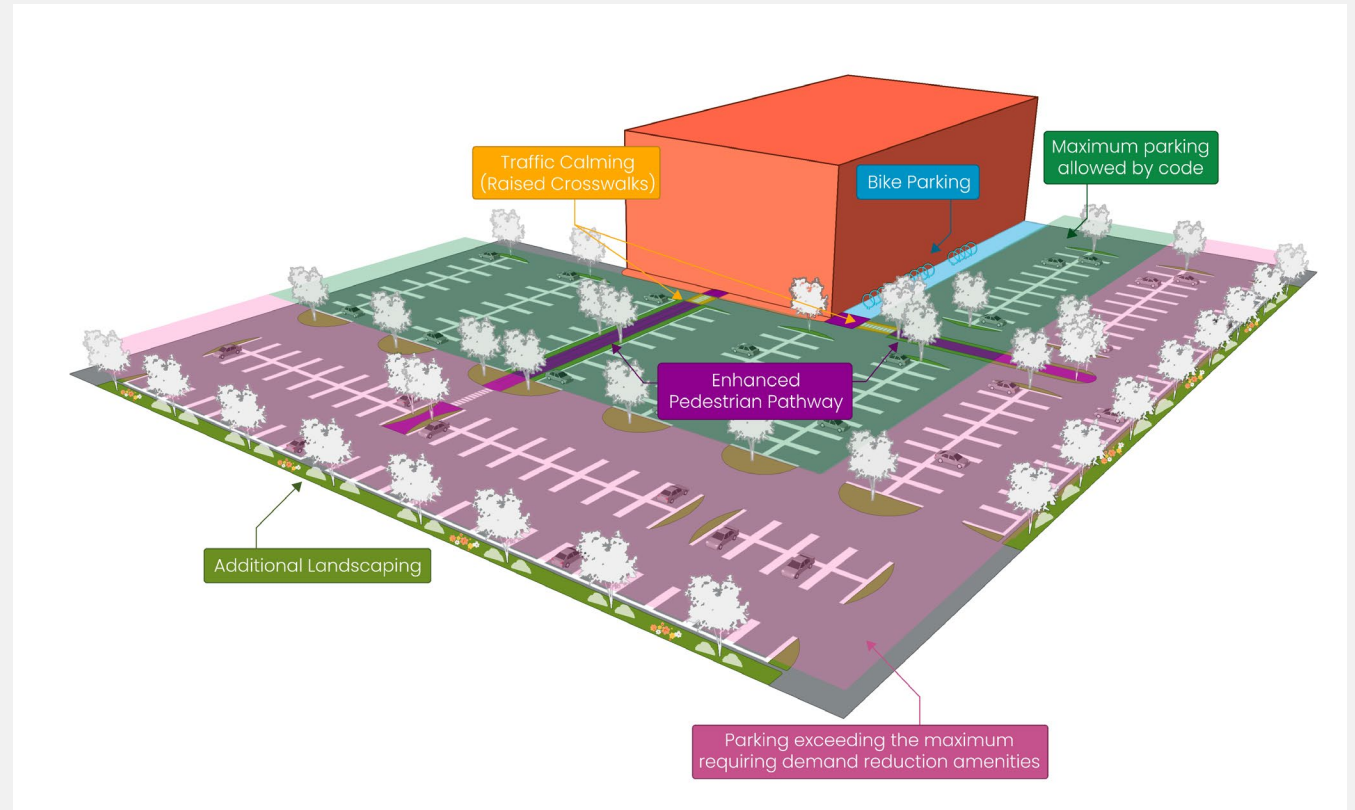
Maple Flats (Pendleton Heights)

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

Understanding the potential impacts

Parking maximums

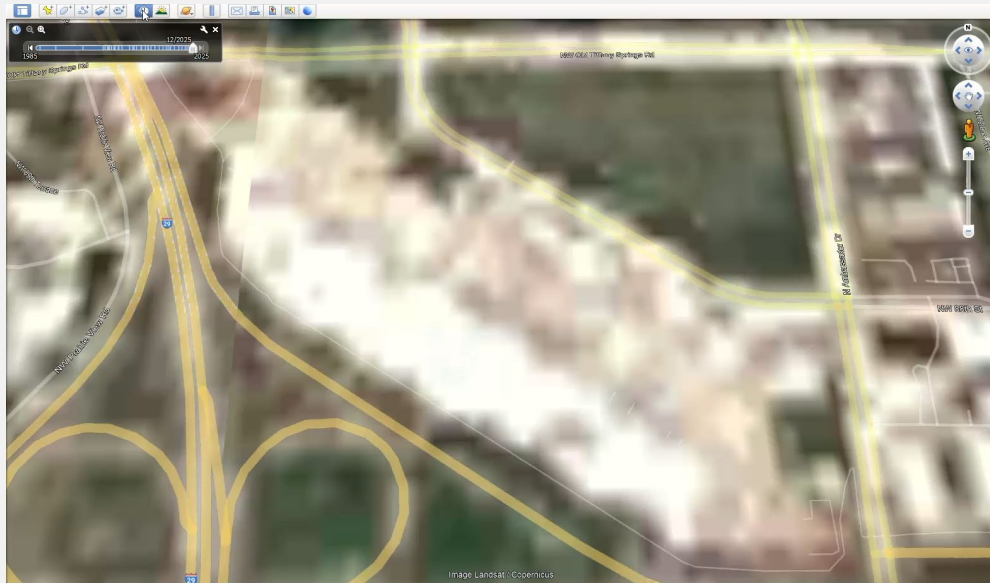
- Requires **design amenities** for parking above the maximum ratio (i.e. Overland Park, KS)
- **Provides flexibility** for how to fulfill the amenity requirements
- Allows for a **minimum amount** of parking without requiring additional improvements



Understanding the potential impacts

Parking maximums

NW Old Tiffany Springs



Home Depot/Costco - Midtown



Understanding the potential impacts

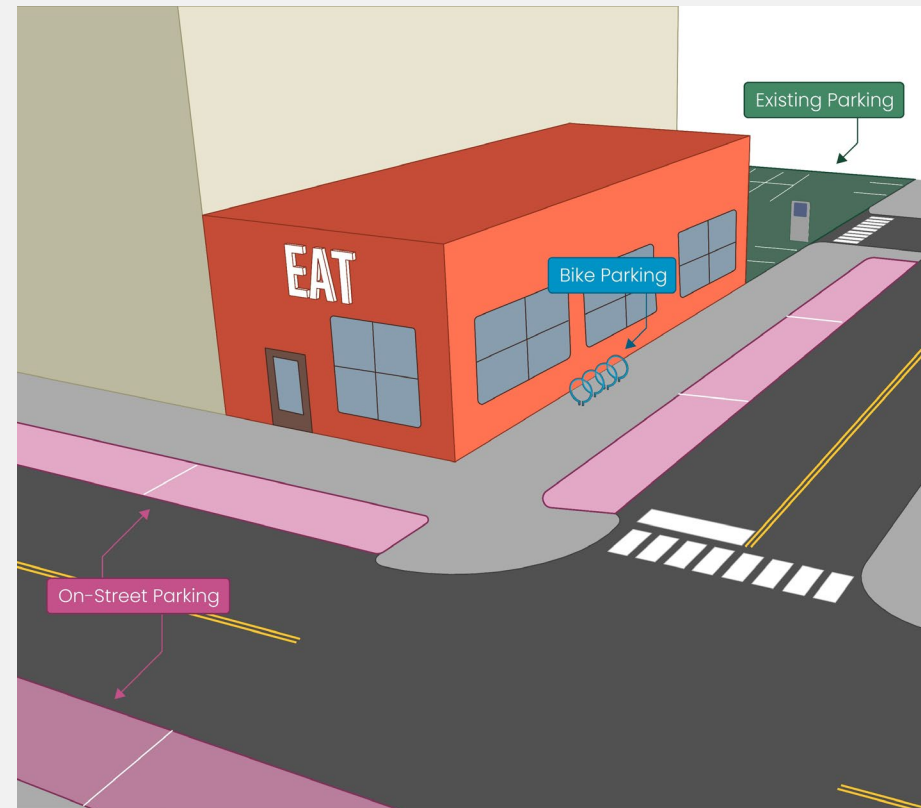
Revised bicycle parking

- 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)

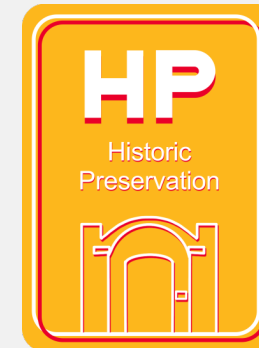
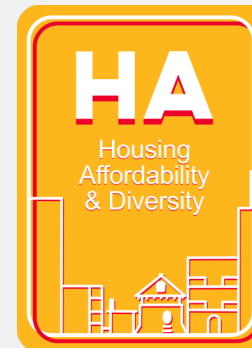
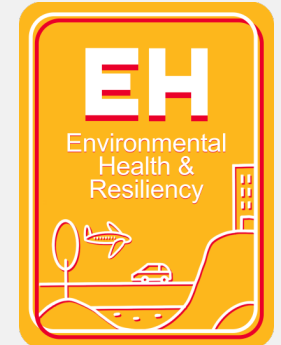
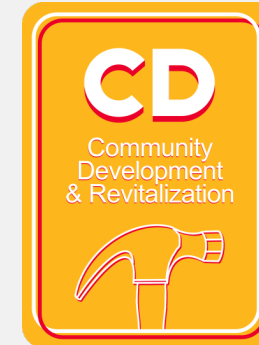
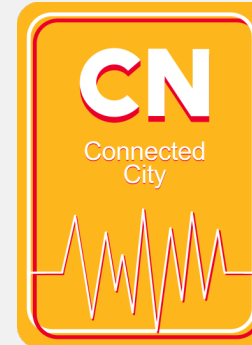


Impacts on other cities

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

Benefits of parking code changes

- User Friendly
- Encourage infill and adaptive reuse
- Increase land productivity
- Improve parking lot design
- Support transportation choices



CPC and Staff Recommendation: Approval