



City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #: 260219

Submitted Department/Preparer: City Planning

Revised 01/30/25

Docket memos are required on all ordinances initiated by a Department Director. More information can be found in [Administrative Regulation \(AR\) 4-1](#).

Executive Summary

Amending Chapter 88, the Zoning and Development Code, by repealing and replacing Section 88-420, "Parking and Loading." (CD-CPC-2025-00143)

Discussion

This ordinance modifies Chapter 88 to right-size the amount of parking required for new development based on demand and make the parking code more user-friendly (formerly 18 sections are now only 7 sections).

Related on-street parking management strategies, such as residential parking permits or parking benefit districts, will be developed by the Public Works Department to best respond to different neighborhood parking needs (outside the zoning code).

From March to December 2025, staff had over a dozen meetings with various stakeholder groups, provided information about the proposed amendments online on Speak Easy, and held 2 public open houses.

The CPC considered the proposed amendments on November 5, 2026 and recommended approval with a vote of five (5) ayes and one (1) nay, with the conditions that the parking maximum ratios and excess parking amenities be updated prior to ordinance request. Public testimony included residents both in support of and opposition to the removal of parking minimums in the urban core.

Content of the proposed amendments includes:

88-820-03-A. Parking Ratios

This section establishes a new "urban core boundary" as State Line Road to the west, 85th Street to the south, Blue River to the east, and the Missouri river to the north.

Developments in the urban core do not have minimum parking requirements, and developments outside the urban core have reduced parking minimums.

These new parking ratios do not get rid of the existing development review process and public hearings before CPC and City Council.

88-420-03-B. Excess Parking

All development may exceed the maximum parking threshold by providing their choice of public amenities such as raised pedestrian crosswalks, EV charging stations, additional landscaping, etc.

88-420-03-D. Exemptions, Reductions and Special Area Standards

This section removes redundancies and contradictory requirements for overlapping boundaries within the urban core, reducing the total number of parking exceptions (formerly 16 sections now only 7 sections).

It also allows on-street parking spaces to be counted towards the parking requirements, provided that the spaces are not located on residential streets.

Fiscal Impact

1. Is this legislation included in the adopted budget? ☐ Yes ☒ No
2. What is the funding source?
Not applicable.
3. How does the legislation affect the current fiscal year?
No direct fiscal impact.
4. Does the legislation have a fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.
No direct fiscal impact.
5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?
No direct fiscal impact.

Office of Management and Budget Review

(OMB Staff will complete this section.)

1. This legislation is supported by the general fund. ☐ Yes ☐ No

2. This fund has a structural imbalance. ☐ Yes ☐ No
3. Account string has been verified/confirmed. ☐ Yes ☐ No

Additional Discussion (if needed)

Click or tap here to enter text.

Citywide Business Plan (CWBP) Impact

1. View the [Adopted 2025-2029 Citywide Business Plan](#)
2. Which CWBP goal is most impacted by this legislation?
Inclusive Growth and Development (Press tab after selecting.)
3. Which objectives are impacted by this legislation (select all that apply):
 - ☒ Develop strategies focusing on areas traditionally underserved by economic development and redevelopment efforts.
 - ☒ Ensure quality, lasting development throughout the City; and continuing to grow the economy and the population of Kansas City in all areas.
 - ☒ Increase and support local workforce development and small and locally owned businesses.
 - ☒ Create a more efficient, solutions-oriented environment, making it easier to operate within the City.
 - ☐ Implement an economic development and tourism strategy to attract major investment and visitors.
 - ☐

Prior Legislation

Ordinance 230257 - Adopting the KC Spirit Playbook as the City's Strategic and Comprehensive Plan and repealing and replacing the FOCUS Kansas City Plan that was adopted by the City Council by Committee Substitute for Resolution No. 971268 on October 30, 1997.

Service Level Impacts

Not applicable as this is an ordinance that authorizes the periodical review and subsequent update of Chapter 88, the Zoning and Development Code.

Staff Recommendation

City Planning and Development

Select One: ☒ Sponsored

☐ Directive: Res/Ord # [Click to enter Res/Ord. No.](#)

Select One: ☒ Recommend

☐ Do Not Recommend

☐ Not Applicable

The proposed amendments will better align with actual parking demand and correct inefficient land use and underutilized parking spaces. The changes are intended to reduce barriers to activating vacant lots, streamline the development review process, encourage the creation of more affordable housing, and support the city's transit investment and tax base.

To complement the changes to Chapter 88, the city will develop tailored on-street parking policies that respond to the unique needs of neighborhoods and can be adjusted block-by-block in real time, without rewriting the zoning code.

Other Impacts

1. What will be the potential health impacts to any affected groups?

The proposed amendments are intended to promote more walkable neighborhoods, improve pedestrian safety, and reduce heat generated from excess pavement in surface parking lots.

2. How have those groups been engaged and involved in the development of this ordinance?

Two open houses were held on September 10, 2025 (virtual) and September 11, 2025 (in-person) with an additional urban core neighborhood meeting on December 1, 2025 (virtual). Additional public engagement included stakeholder interviews, conducting an online survey, posting on the City's Speak Easy virtual participation platform and Neighborhood Direct monthly emails, and presentations at the KC Small Developers Forum, BikeWalkKC, Midtown KC Now, South KC Alliance, Northland Regional Chamber of Commerce, Downtown Neighborhood Association, Downtown Council of Kansas City, and KC CID Alliance.

3. How does this legislation contribute to a sustainable Kansas City?

The proposed amendments will help activate underutilized or vacant lots and create opportunities for more housing, businesses, and green space instead of excess asphalt. This will support the city's overall walkability, affordability, transit, and fiscal sustainability goals.

4. Does this legislation create or preserve new housing units?

No (Press tab after selecting)

Click or tap here to enter text.

Click or tap here to enter text.

5. Department staff certifies the submission of any application Affirmative Action Plans or Certificates of Compliance, Contractor Utilization Plans (CUPs), and Letters of Intent to Subcontract (LOIs) to CREO prior to, or simultaneously with, the legislation entry request in Legistar.

No - CREO's review is not applicable (Press tab after selecting)

Please provide reasoning why not:

Not applicable as this is an ordinance that authorizes the periodical review and subsequent update of Chapter 88, the Zoning and Development Code.

6. Does this legislation seek to approve a contract resulting from an Invitation for Bid?

No(Press tab after selecting)

Click or tap here to enter text.

7. Does this legislation seek to approve a contract resulting from a Request for Proposal/Qualification (RFP/Q)?

No(Press tab after selecting)