
FW: In support of Ord 260219

From Clerk <Clerk@KCMO.org>
Date Tue 2/17/2026 9:16 AM
To West, Daliah <Daliah.West@kcmo.org>
Cc Sanders, Monica <Monica.Sanders@kcmo.org>

Please attach to the ordinance. Thanks

From: Shawn Tolivar <shawnt250@gmail.com>
Sent: Monday, February 16, 2026 3:16 PM
To: Public Testimony <Public.Testimony@kcmo.org>; Clerk <Clerk@KCMO.org>
Subject: In support of Ord 260219

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Dear Committee,

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. However, the spillover parking they are concerned about is not fundamentally a zoning or development problem; it is a curb management problem. As a Downtown Resident and former VP of the River Market Community Association, I believe Midtown and other mixed use urban core neighborhoods should be managed similarly to how the River Market and Downtown on-street parking is managed, with parking meters. These tools directly regulate the public right-of-way where spillover actually occurs. 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 bicycle, bus, or walk. We have personally seen this with the City Harvest project being delayed for years due to erroneous parking demands because some businesses in the area didn't want to pay for parking over the objection of the neighborhood at large which negotiated less parking for more affordable housing units. We wanted neighbors, not cars.

Neighborhoods such as the River Market are already 50% parking by land use. What other historic buildings should we demolish for personal car storage? Where there used to be streets full of parked cars in the River Market and Downtown and empty public parking garages, we now see open spots for drivers to park in. We see parking turnover and less over night on street parking and more parking garage usage. These are wins for residents, visitors, shoppers and business owners. It also frees up space to reclaim for pedestrians, bicycle lanes, bus only lanes or other uses if we see fit.

We see housing affordability increase when parking is detached from the cost of housing.

The old saying goes "The best time to do xyz was 20 years ago, the next best time is today" is still true. If we want to make KC more affordable, if we want to hit are climate goals, if we want to save lives etc, then we must address car dependency today, and we start that by addressing parking. We price it according to its actual cost and value!

Shawn Tolivar
4th District