

February 16, 2026

**RE: CD-CPC-2025-00143: Text amendments – Section 88-420, Parking & Loading**

Dear KCMO City Staff, Directors, and Councilmembers,

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.

I lived in the Volker neighborhood for eight years adjacent to KU Med. Volker does not experience chronic spillover parking because curb space is actively managed through residential parking permits. In other areas, such as the River Market, curb 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 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.

Trevor Acorn  
Hyde Park