

Ord. 260219

Chapter 88 Amendments – Off Street Parking

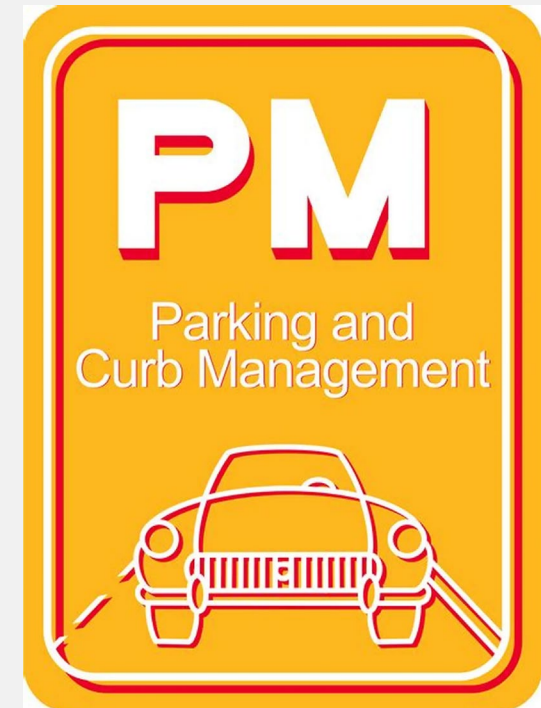
March 10, 2026

Neighborhood Planning and Development Committee



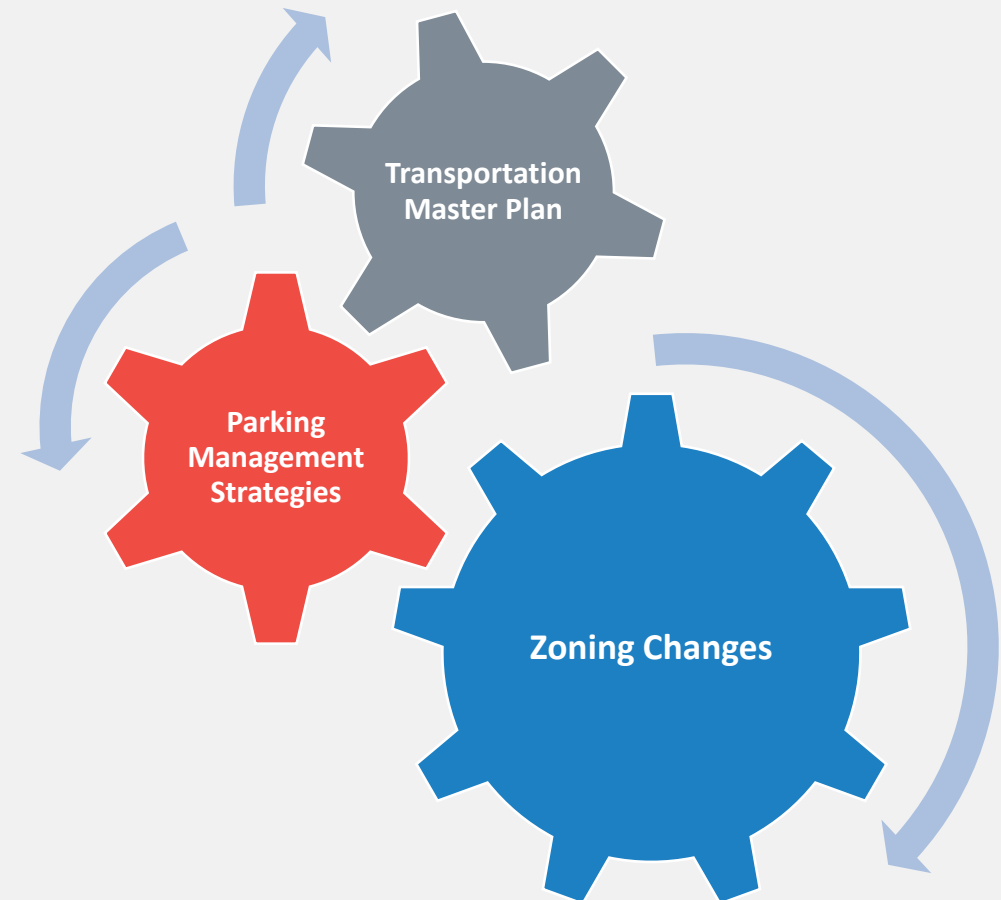
Why are we doing this?

- 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

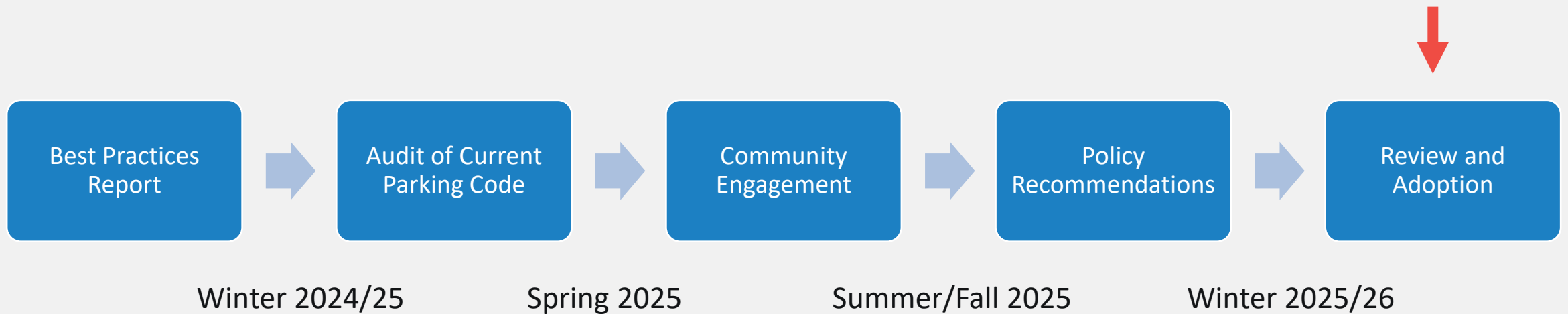
Regulate parking on private property

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

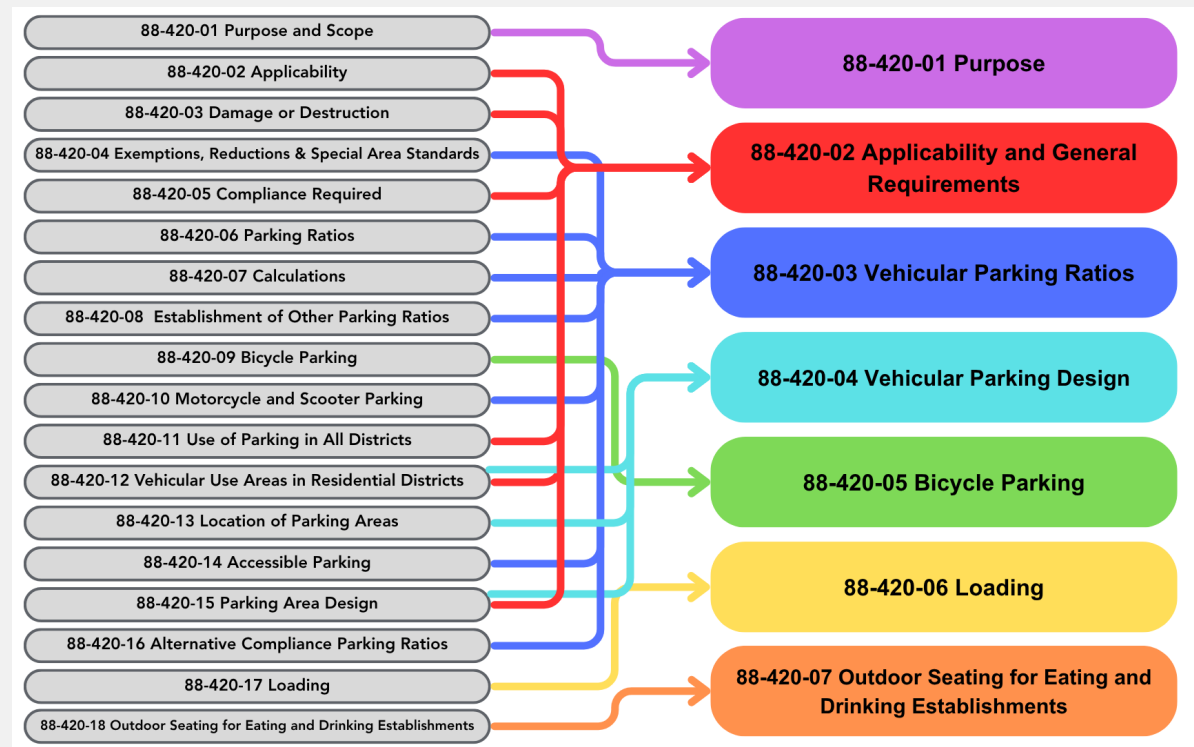


Brewer's Corner (Hyde Park)
3105 Gilham Rd

Source: Parking Reform Network

Overview of proposed changes

- Simplify requirements
- Reduce redundancies

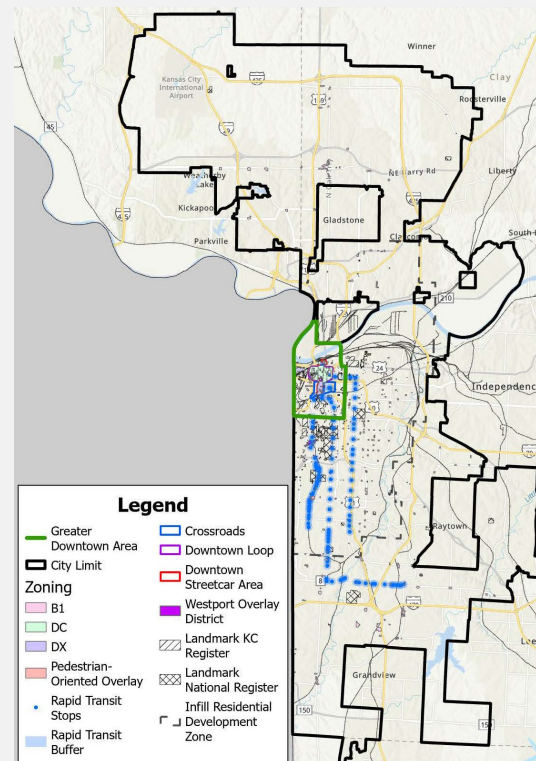


18 Sections (existing)

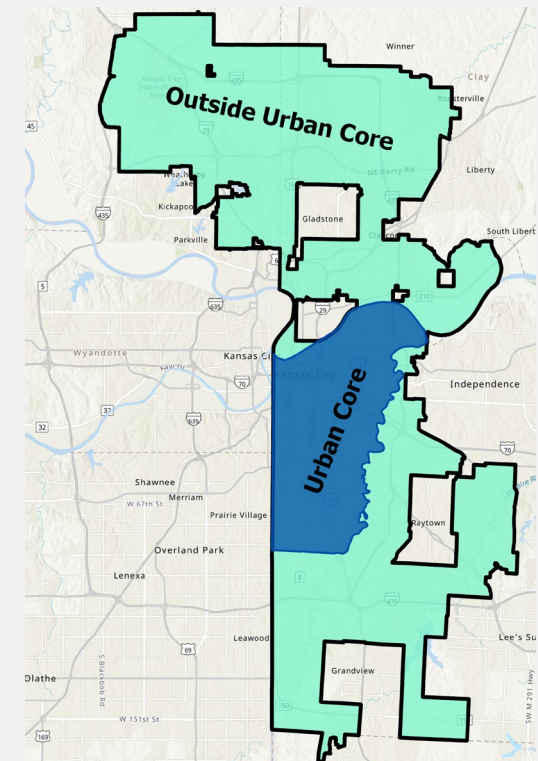
7 Sections (proposed)

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

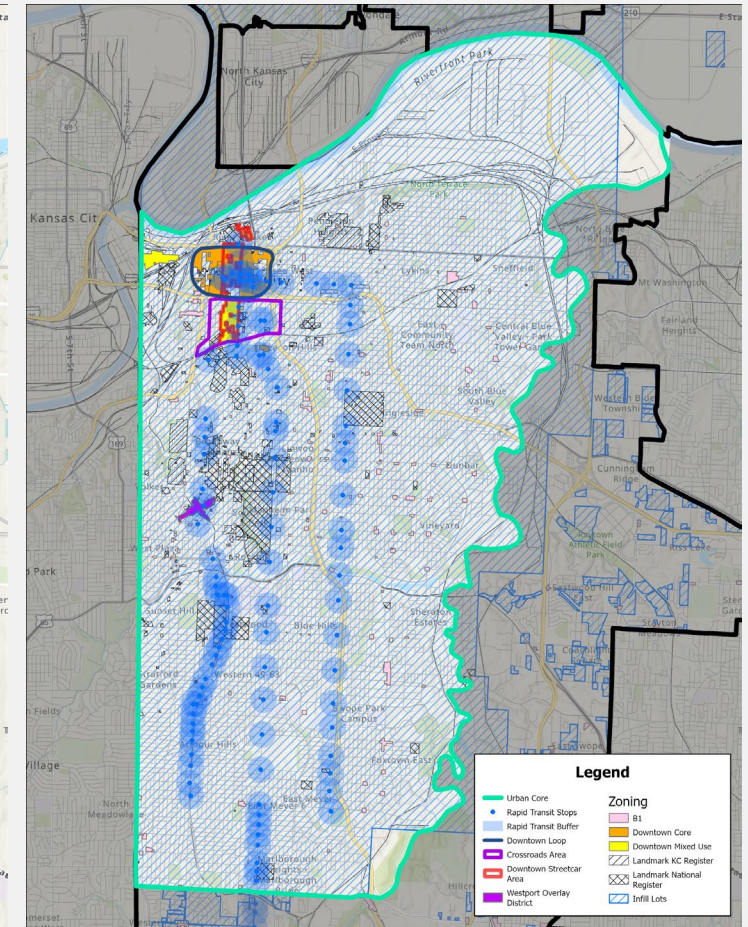
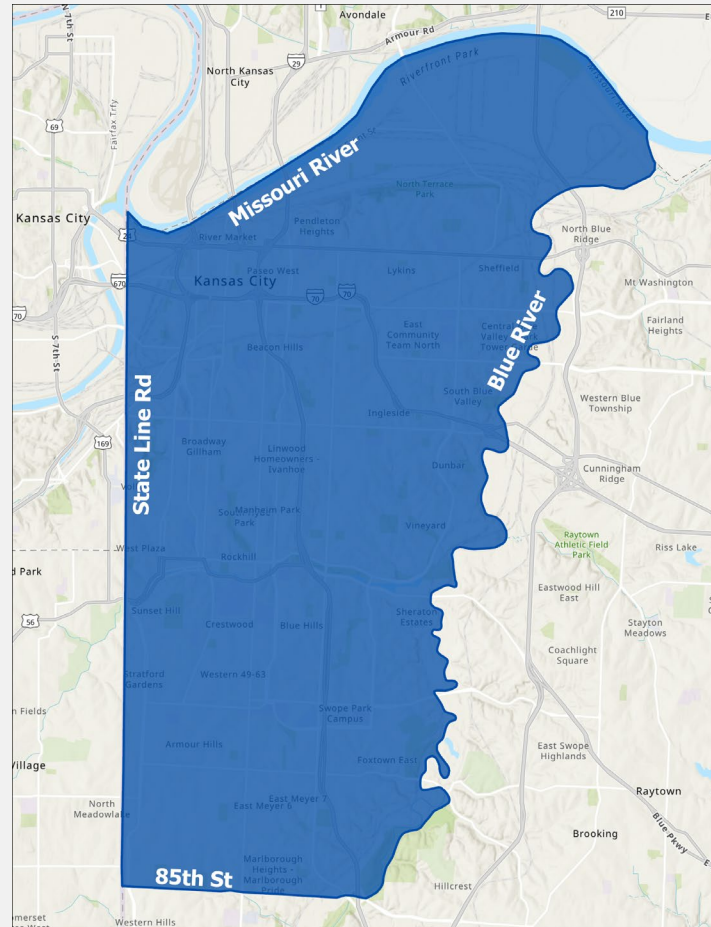
South: 85th Street

West: State Line Road

(Roughly the city's 1947 annexation boundaries)

Impacts:

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

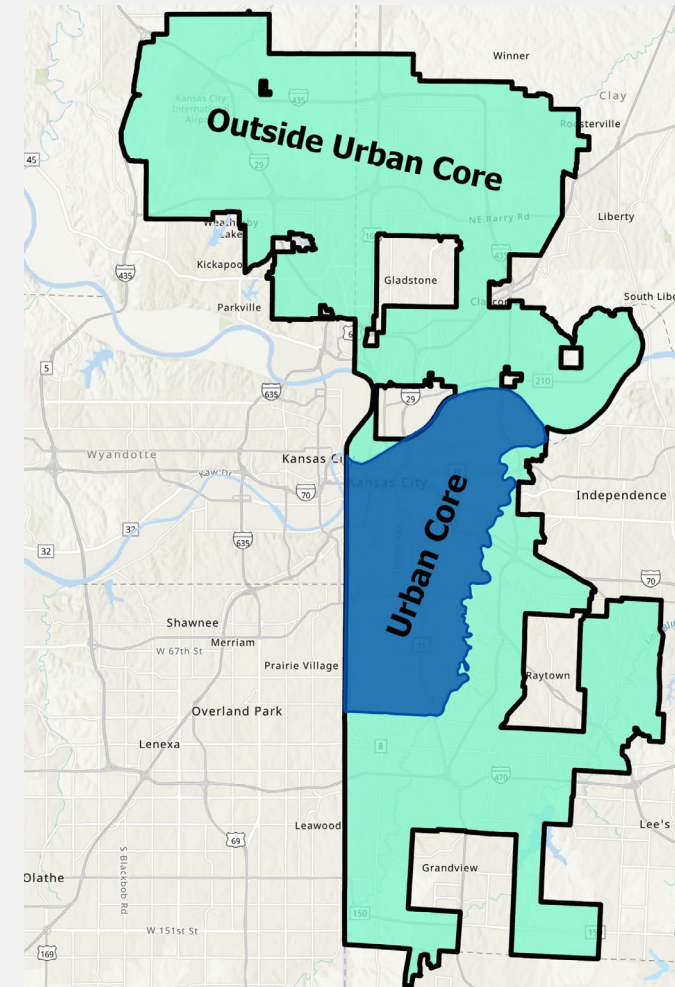


Outside Urban Core

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

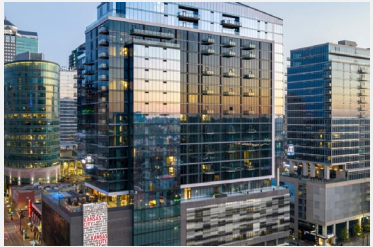
Removal of parking minimums

**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)

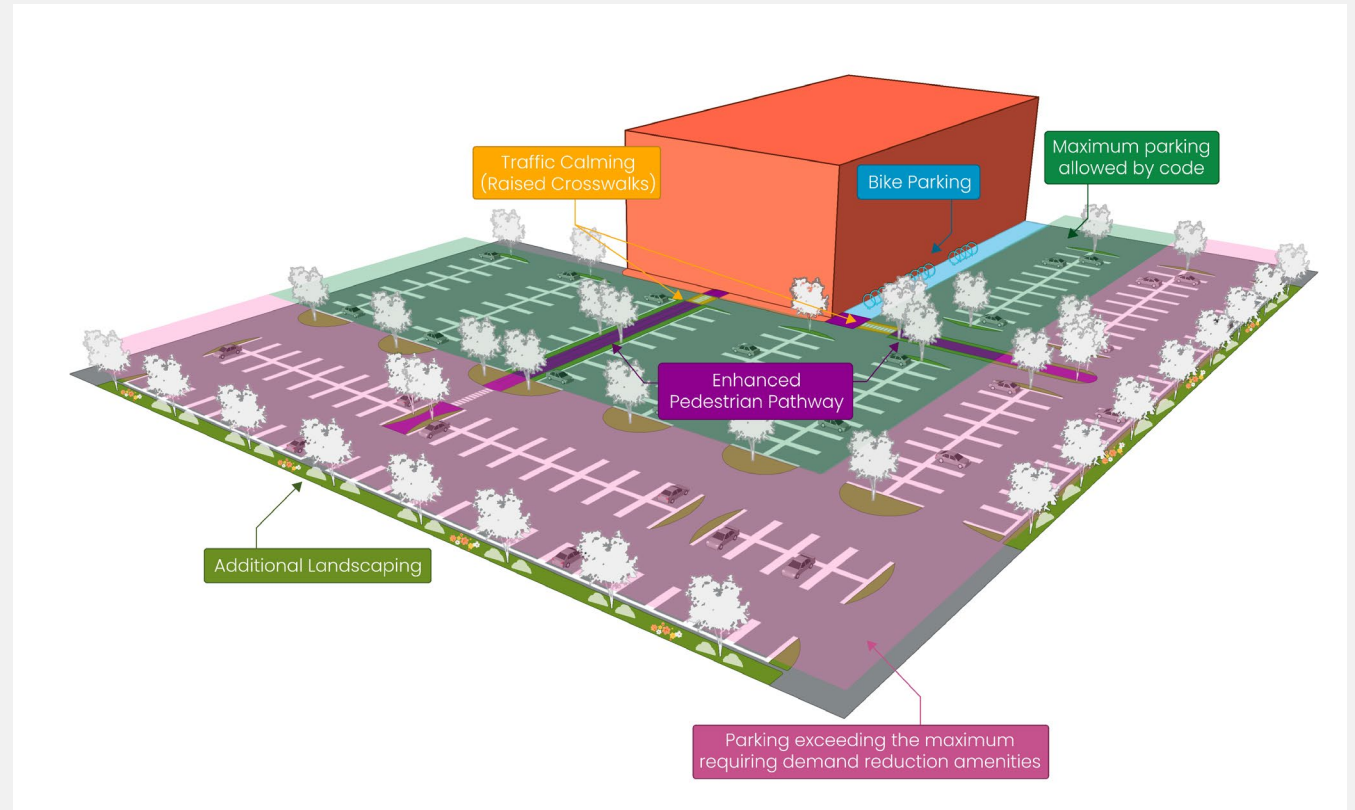
**Maple Flats (Pendleton Heights)**

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

Understanding the potential impacts

Parking maximums

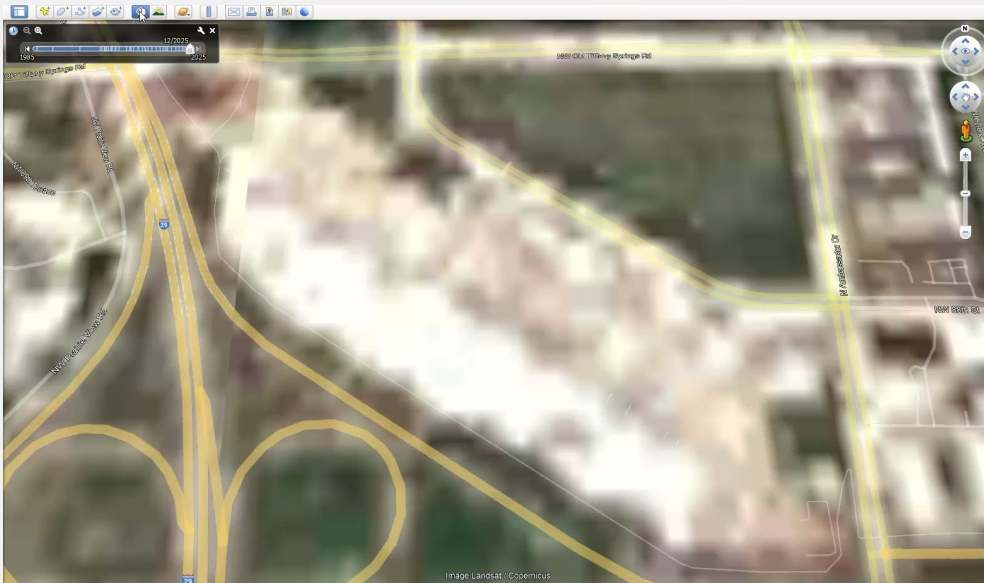
- Requires **design amenities** for parking above the maximum ratio (i.e. Overland Park, KS)
- **Provides flexibility** for how to fulfill the amenity requirements
- Allows for a **minimum amount** of parking without requiring additional improvements



Understanding the potential impacts

Parking maximums

NW Old Tiffany Springs



Home Depot/Costco - Midtown



Understanding the potential impacts

Revised bicycle parking

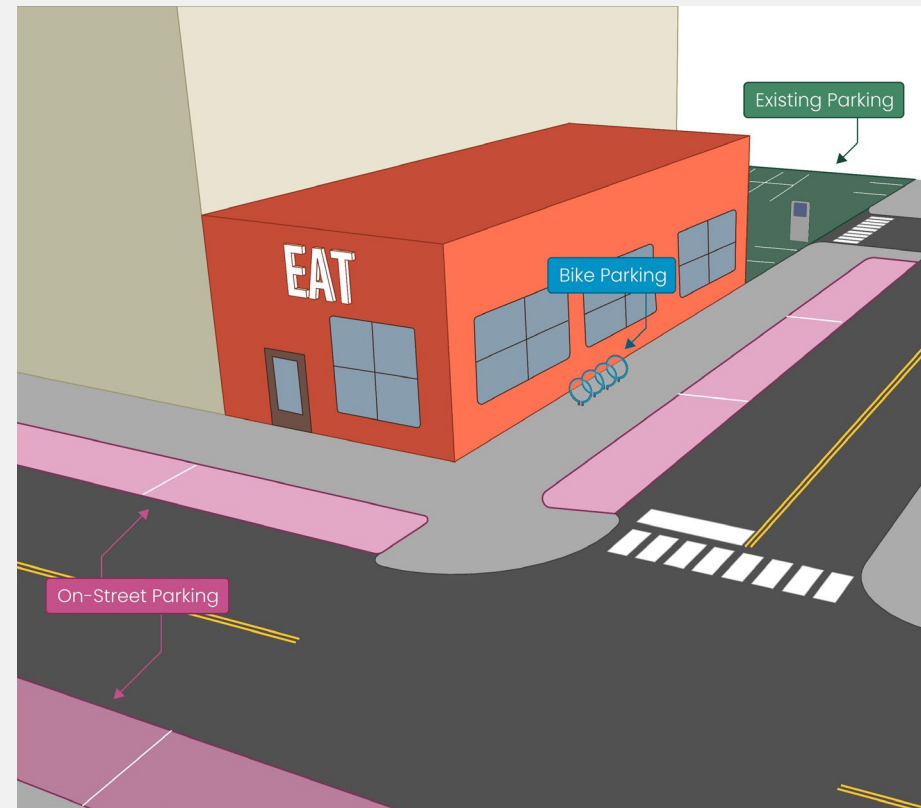
- Right-size the required amount of short-term and long-term bicycle parking required
- Use current best practices (APBP)
- Reduce the need for variances
- Allow existing bike parking to count towards minimums



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)

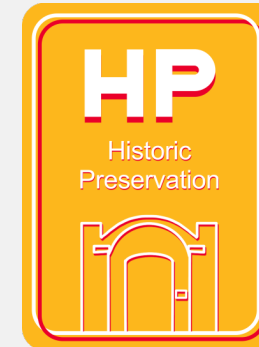
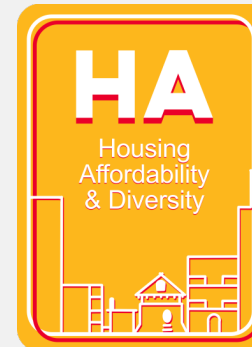
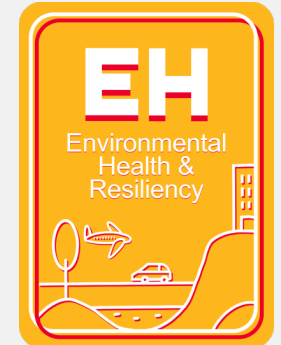
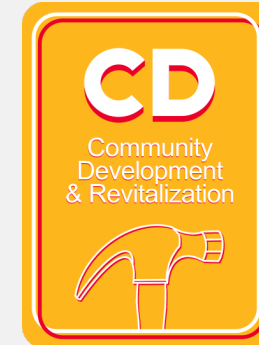
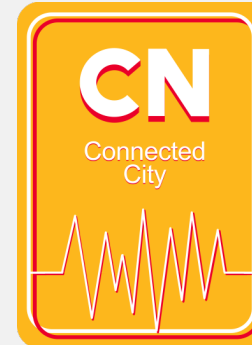


Impacts on other cities

- 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