

CD-CPC-2025-00143

Chapter 88 Amendments – Parking and Loading

November 5, 2025

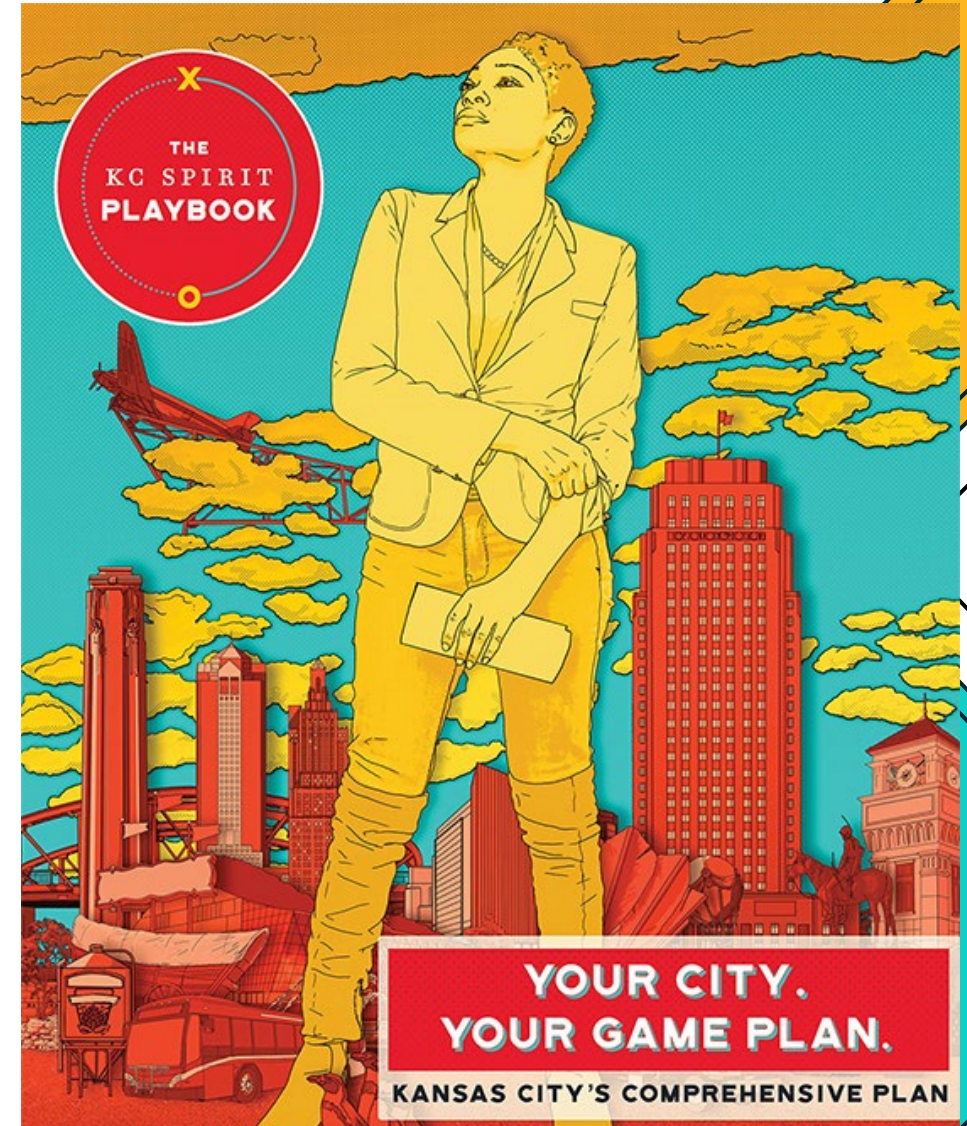
City Plan Commission



Project Overview

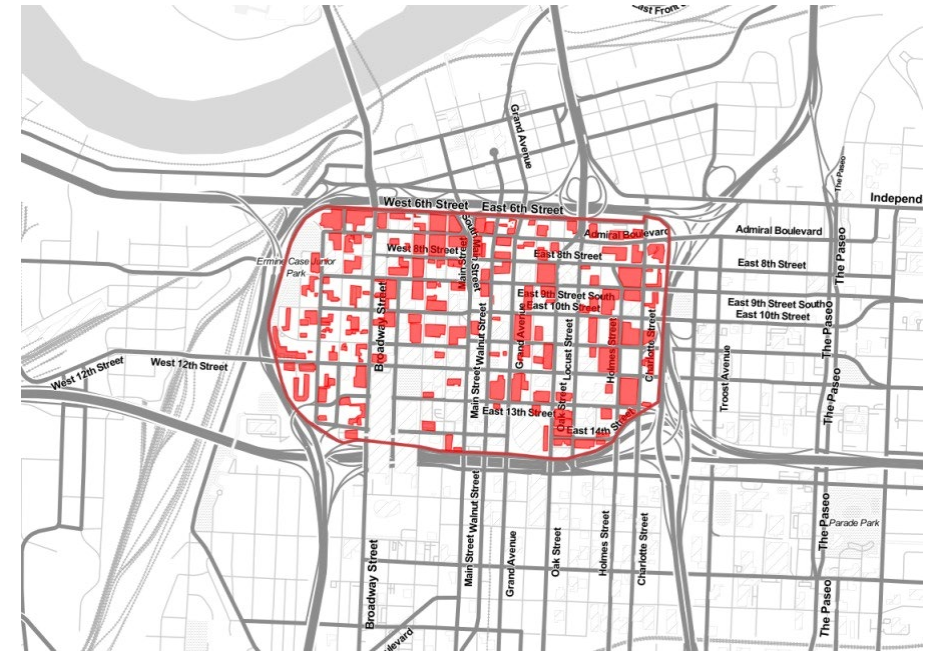
This on-call contract advances the KC Spirit Playbook by

- Identifying potential development code updates
- Researching best practices
- Writing new and updating existing development code text
- Supporting the adoption process



Why are we doing this?

- Parking impacts every project and was among the most discussed items in the Playbook
- Parking needs vary from place to place, but are regulated by the same code
- This update aims to:
 - Right size parking requirements across the city
 - Eliminate problems that may prevent new businesses and development or redevelopment of existing property
 - Support flexible, thoughtful development aligned with community priorities



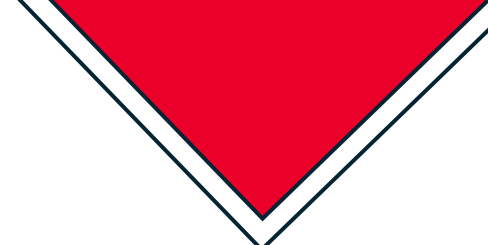
Current parking areas in downtown Kansas City

Off-Street Parking

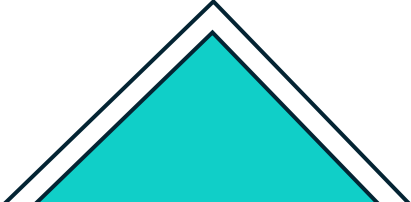
• KC Spirit Playbook Major Themes

- Reduce excessive parking
- Encourage alternative transportation
- Pursue transit-oriented developments



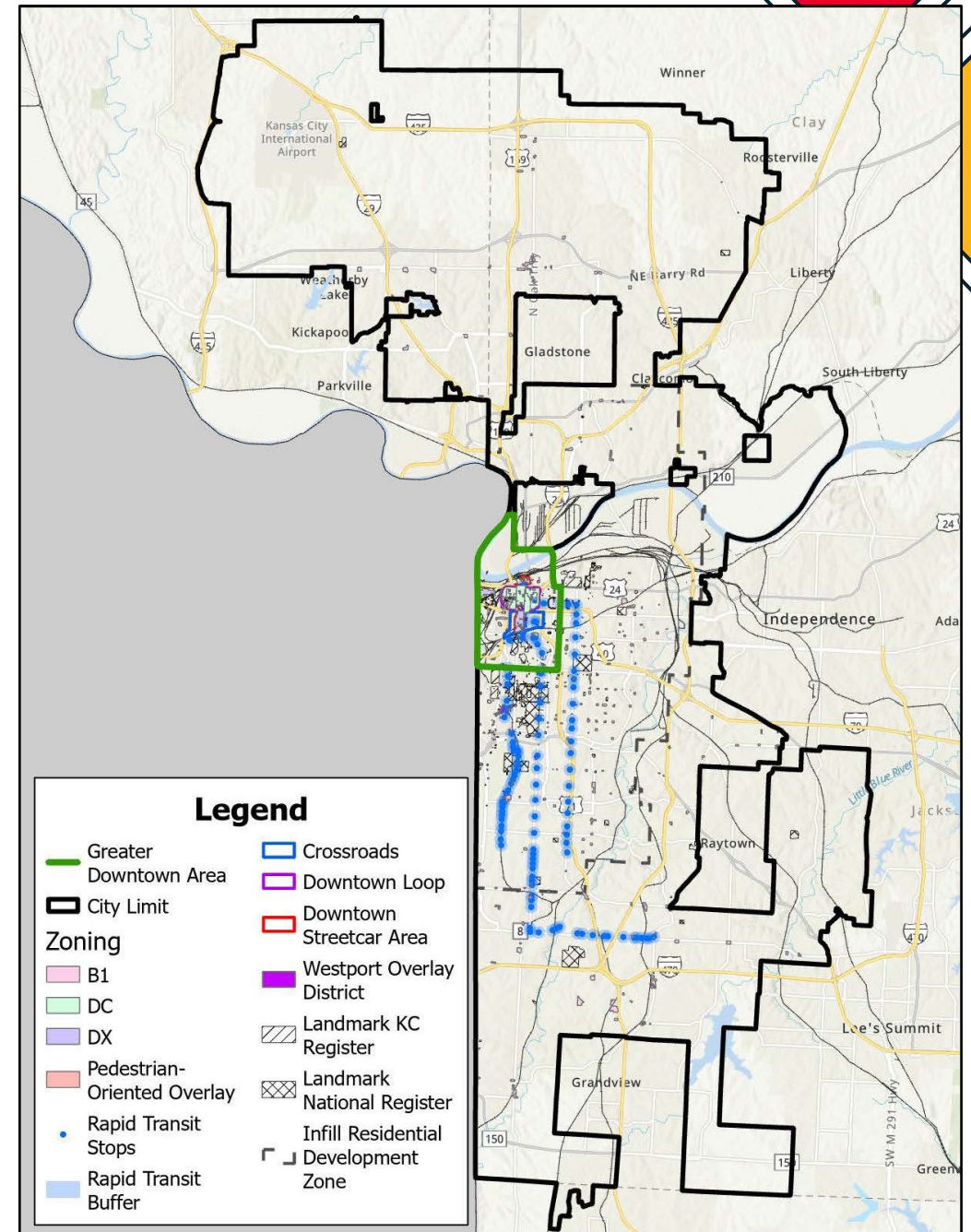


Best Practices Report

- We analyzed how other cities regulate Off-Street Parking and identified strategies that we could adapt. We studied practices from:
 - Minneapolis, MN
 - Raleigh, NC
 - Overland Park, KS
 - Wichita, KS
 - Reno, NV
 - Des Moines, IA
 - Indianapolis, IN
 - Denver, CO
 - Austin, TX
 - Omaha, NE
 - From these communities, we incorporated:
 - Excess Parking Amenities for spaces provided over the maximum
 - On-Street Parking Credits
 - Bicycle parking requirements based on use and location rather than vehicular parking requirements
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Ongoing Issues ID'ed

- **Change of Use**
- **Parking Ratios**
 - Right-sizing
 - Exceptions
- **Alternative Parking**
- **Bicycle Parking**



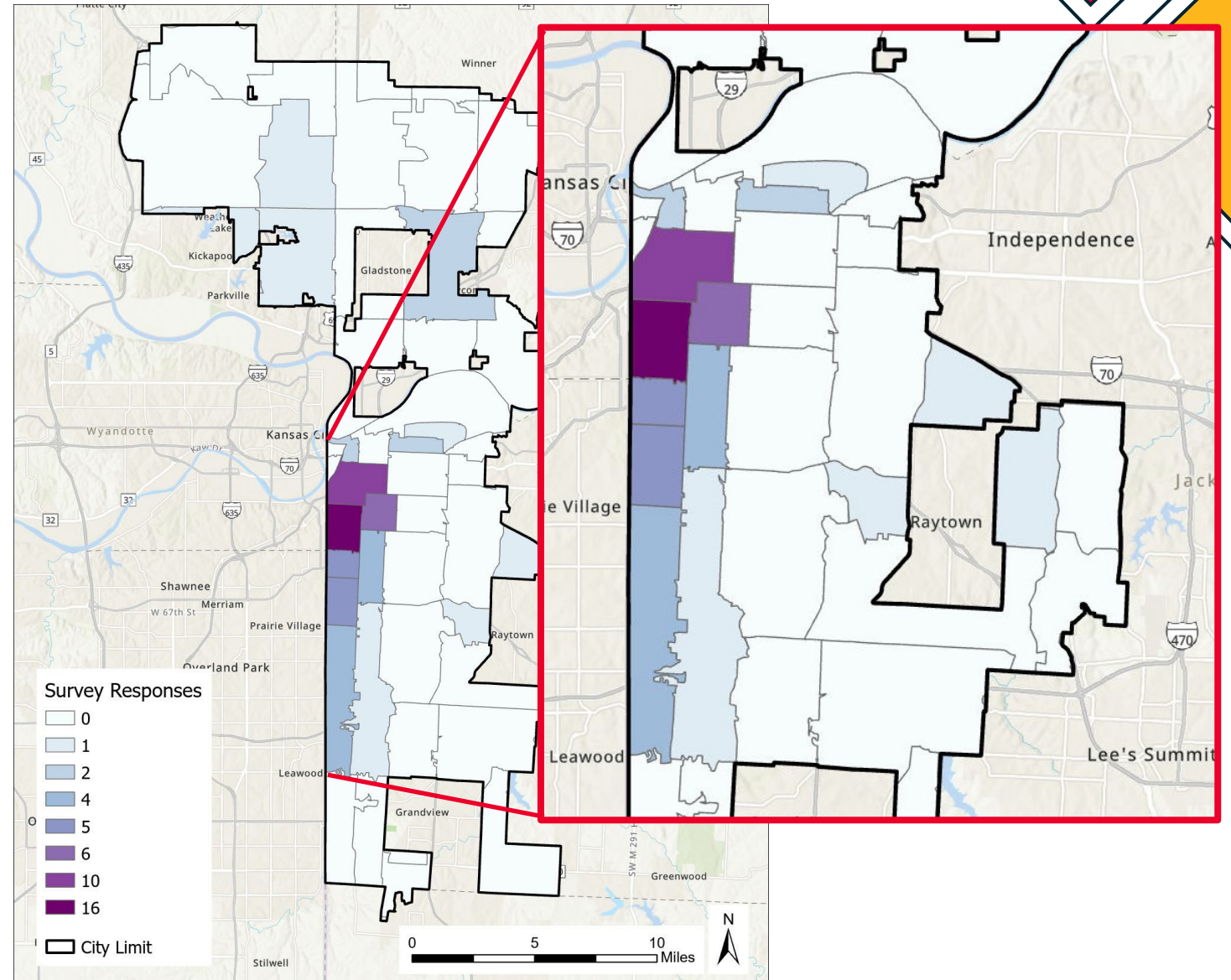
Community and Stakeholder Engagement

- Downtown Neighborhood Association
- Northland Chamber of Commerce
- BikeWalkKC
- South KC Alliance
- KC CID Alliance
- KC Small Developers Forum
- Midtown KC Now
- Downtown Council



Community Survey

- Survey conducted through Speak Easy KC
- **85 responses** – included a mix of residents, business owners, and visitors
- Greatest number of responses from **64111** and **64108**



What We Heard

- **Oversupply** of surface parking
- Parking **challenges are location specific**
- **Majority do not** experience parking challenges in their neighborhoods
- Parking minimums are a **barrier to development**
- **Safety, signage, and payment systems** need improvement
- Strong interest in **shared and centralized parking** strategies

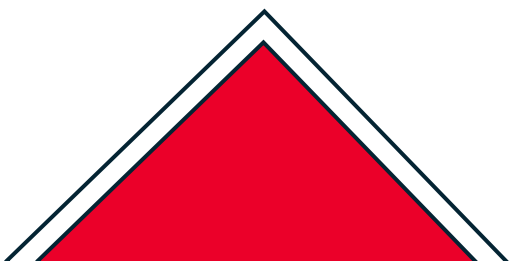
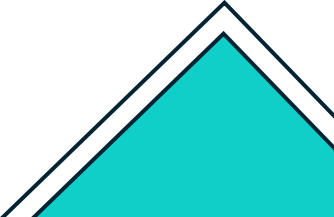


Proposed Parking Changes

Current Requirements

- One set of minimums
- 16 different exemptions/reductions
- No maximums
- Complicated alternatives
- Bike parking requirements
- **18** sections

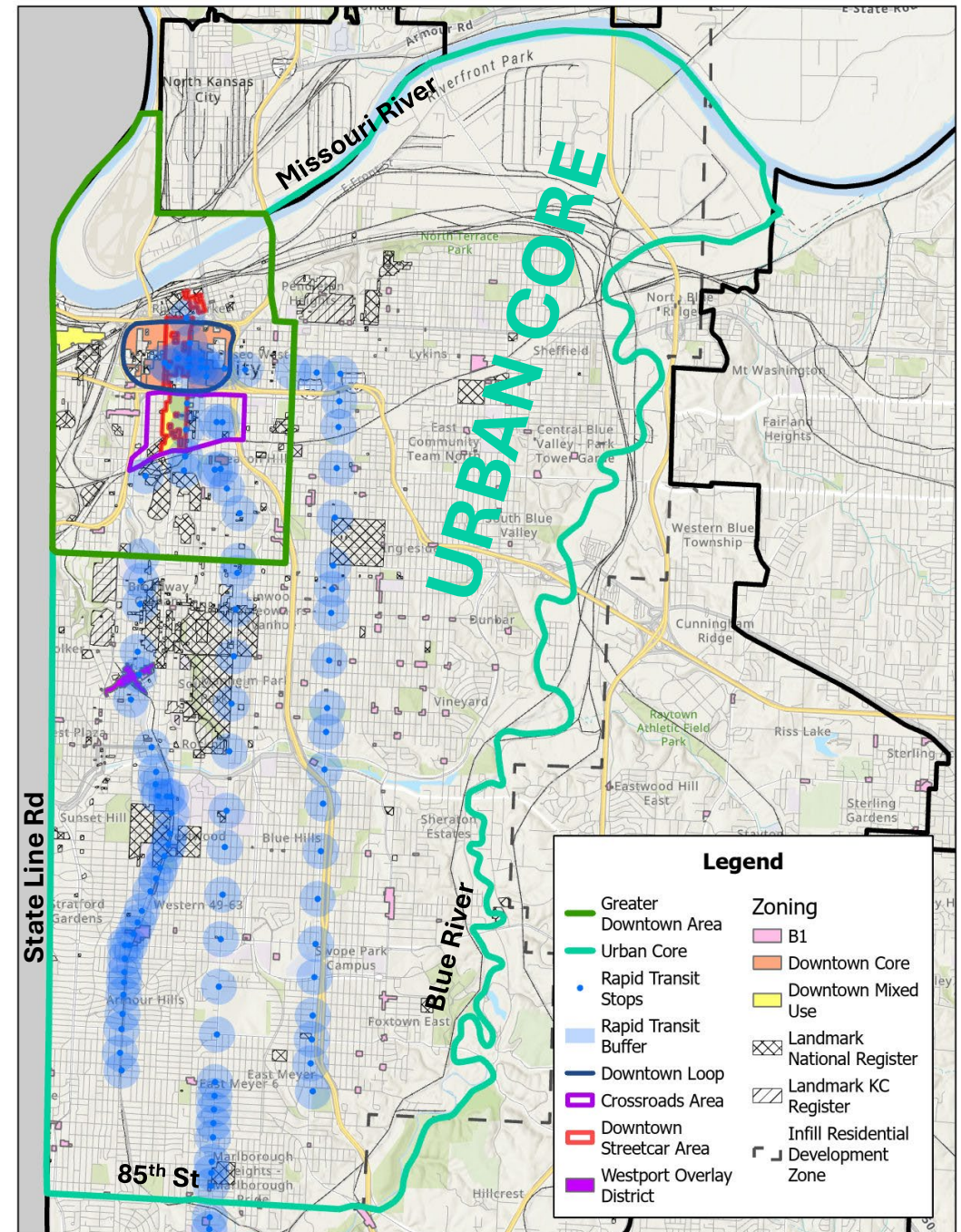
Proposed Changes

- No minimums in “urban core”
 - Set maximums citywide
 - More alternatives and clearer language
 - ADA adoption by reference
 - Bike parking by best practice
 - **7** sections
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Parking Minimums

Removing parking minimums in the urban core allows for:

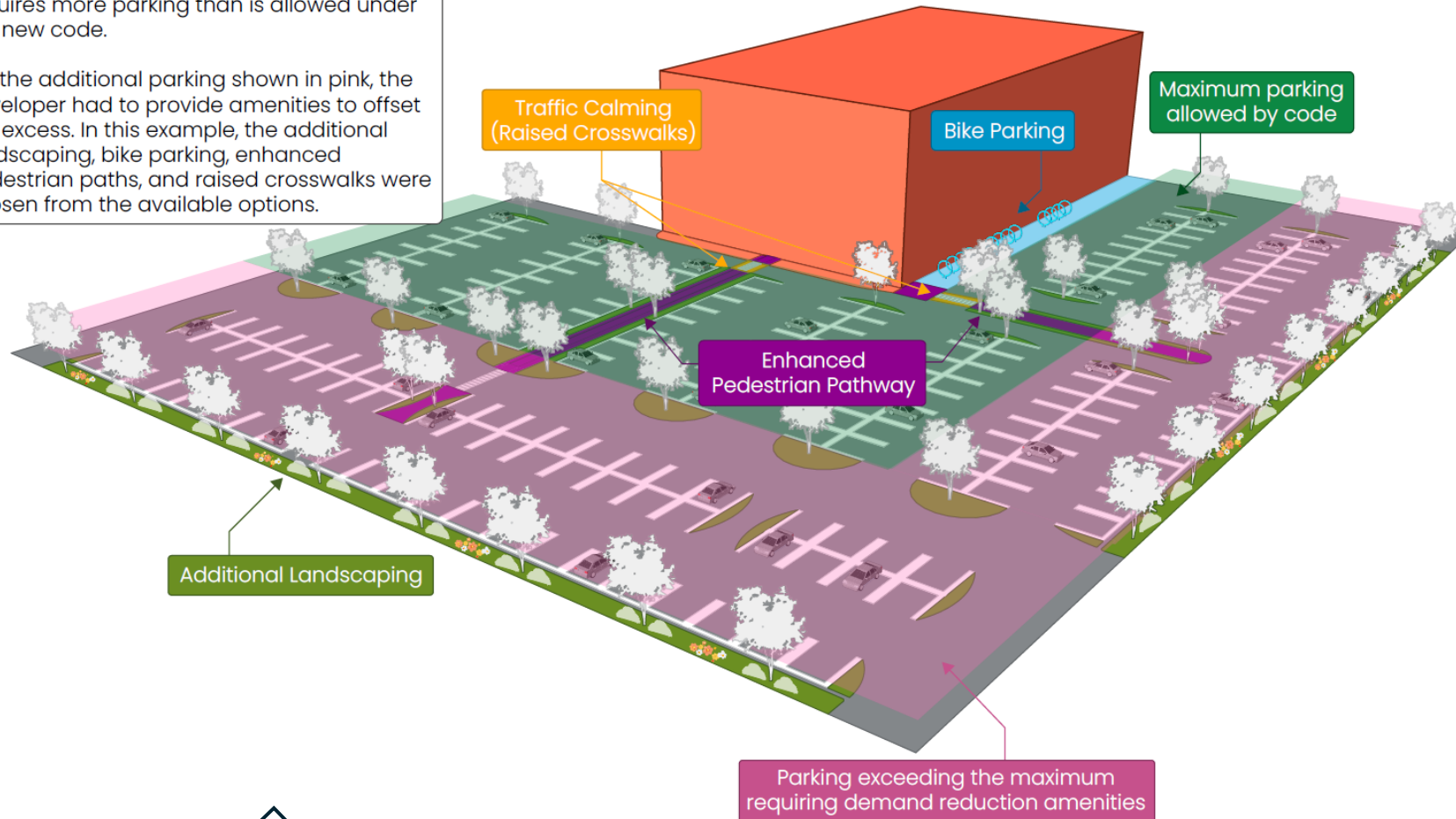
- Several reductions/exemptions to be removed
- Reduces issues with change of use/occupancy
- Aligns with Spirit Playbook goals



Scenario 2

A new development outside of the urban core requires more parking than is allowed under the new code.

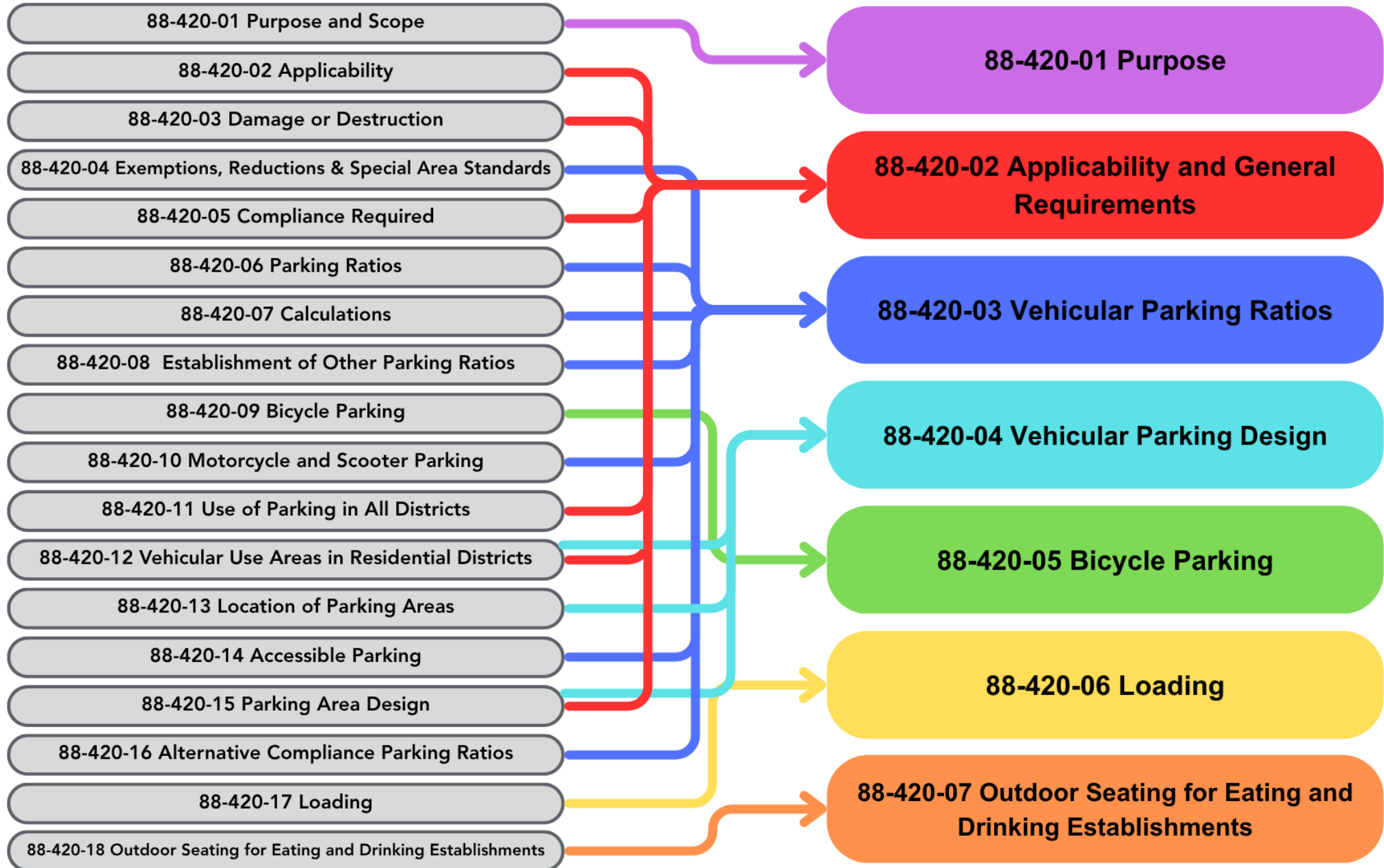
For the additional parking shown in pink, the developer had to provide amenities to offset the excess. In this example, the additional landscaping, bike parking, enhanced pedestrian paths, and raised crosswalks were chosen from the available options.



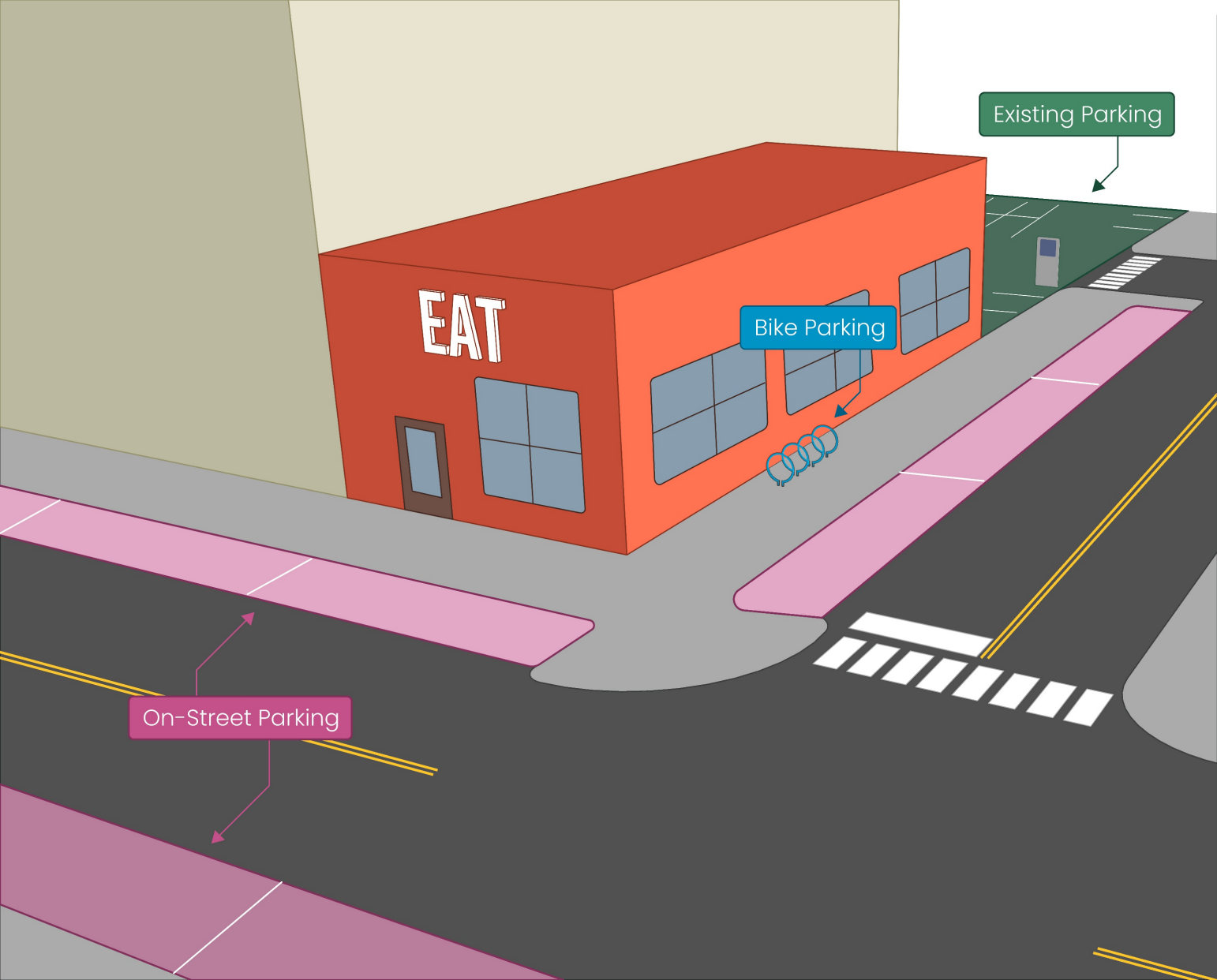
Parking Maximums

- Prevent overparking
- Requires amenities to exceed maximums
- Two standards
 - Within the urban core
 - Everywhere else

Simplify Requirements



Change of Use



Scenario 1	
A 5,000 square-foot building is transitioning from a retail land use to a new restaurant. The property has 35 existing off-street parking spaces. Under the current parking code the owner would be required to provide 15 additional spaces.	
Current Parking Code	Proposed Parking Code
Parking Minimum	
Minimum parking spaces required: 50 (15 additional spaces would be needed for the restaurant)	Minimum parking spaces required: If located in the urban core: none If outside of the urban core: 25 No additional spaces needed for the restaurant
If the business owner is unable to provide the additional required parking they have several options for relief from the requirement.	
Current Parking Code	Proposed Parking Code
Variance	
Apply for a variance - typical timeframe for approval or denial is about two months. Requires a pre-application meeting with staff, application and fees, drawings or other documentation of why they need the variance, notice of hearings being mailed to property owners within 300 feet of the property, and a Board of Zoning Adjustment hearing.	Impacted business owners would still be able to apply for a variance if needed, but each parking variance received over the last four years was from an applicant located in the urban core who would no longer have a minimum requirement.
Exemption Areas	
The business owner can see if they are located within one of the city's 16 different exemption areas. If so, this could provide the needed relief, but the exemption may not apply to restaurants and would require applications and coordination with city staff.	The majority of exemption areas are located in the urban core and would be removed. Unlike the current exemption areas that have stipulations on land use or square-footage, the new standards would apply to all uses and building square-footages.
Shared Parking Agreement	
If another nearby property owner has extra parking they can lease the needed spaces. Requires written agreements between the parking lot owner and the business to ensure the spaces being leased are not already leased to another business and not needed to count towards the parking lot owners required minimum. Requires additional cost for the leased spots and signage to make customers aware they are reserved for the restaurant. Requires city approval.	Impacted business owners would still be able to utilize shared parking agreements if needed, but if located in the urban core these agreements would only be necessary if the business owner deems it needed to meet demand.
Available On-Street Parking	
These spaces do not count towards any required parking minimums.	Businesses would be allowed to count any existing on-street parking towards their required parking minimums.

Right-Size Bike Parking

- Reduced amount of variance requests
- Provides more realistic ratios for industrial and campus uses
- Aligns with Spirit Playbook goals

ESSENTIALS OF

BIKE PARKING

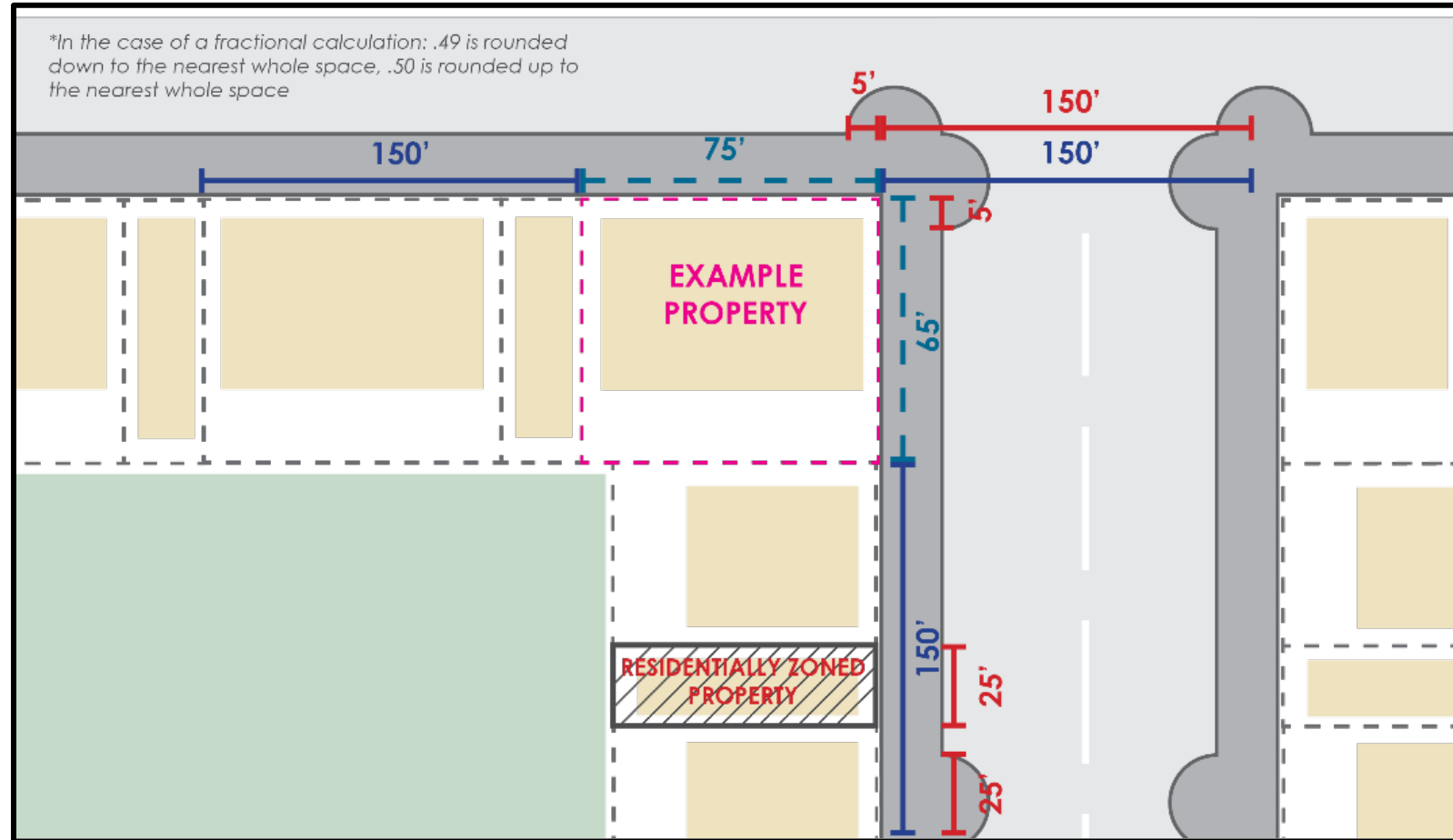
Selecting and installing bicycle parking that works



apbp
Association of Pedestrian
and Bicycle Professionals
Experts for Active
Transportation

Other Code Changes

- Counting on-street spaces
- Removed redundancies in the code
- Reduced minimums for bars and restaurants outside of the urban core



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Staff recommendation

Approval without conditions

