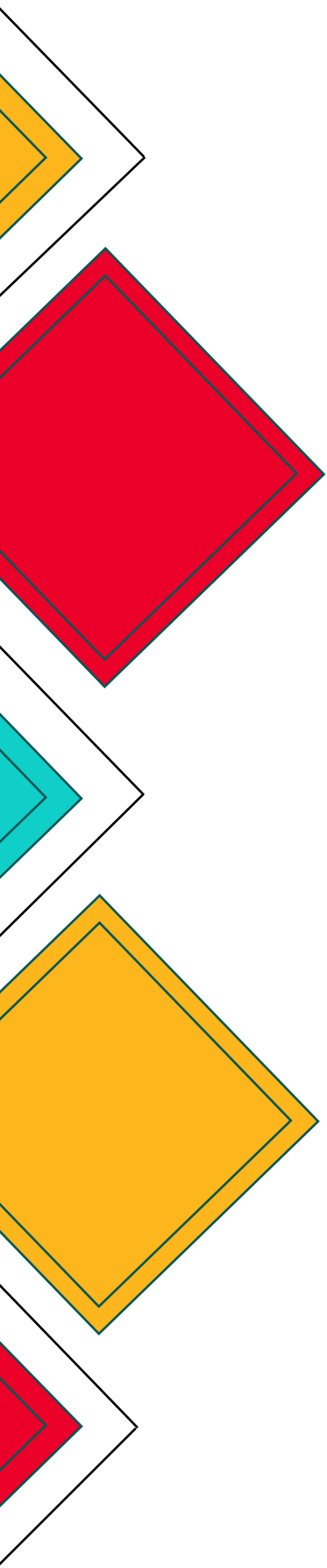


KCMO 2025 Zoning and Development Code Update

Parking Survey Results



OVERVIEW

The KCMO 2025 Zoning and Development Code Update Parking Survey was conducted through Speak Easy KC, a Go Vocal platform. The survey was open from March 13th to April 30th and was promoted via email. In total, 85 responses were received and categorized as follows: 50 responses from residents only, 11 responses from individuals who are both residents and business owners, nine responses from business owners only, and 15 responses from non-residents.

Generally, respondents answered seven questions, though individuals who both live and own a business in KC answered 12 questions, while non-residents only answered five questions. In addition to the structured questions, all participants had the opportunity to provide general feedback through open-ended responses.

2 weeks left

Take the survey [HERE!](#)



Development Code Update

We're eager to get your input as we concentrate on Parking and Large Format Uses (such as data centers) for the Zoning and Development Code 2025 Update.

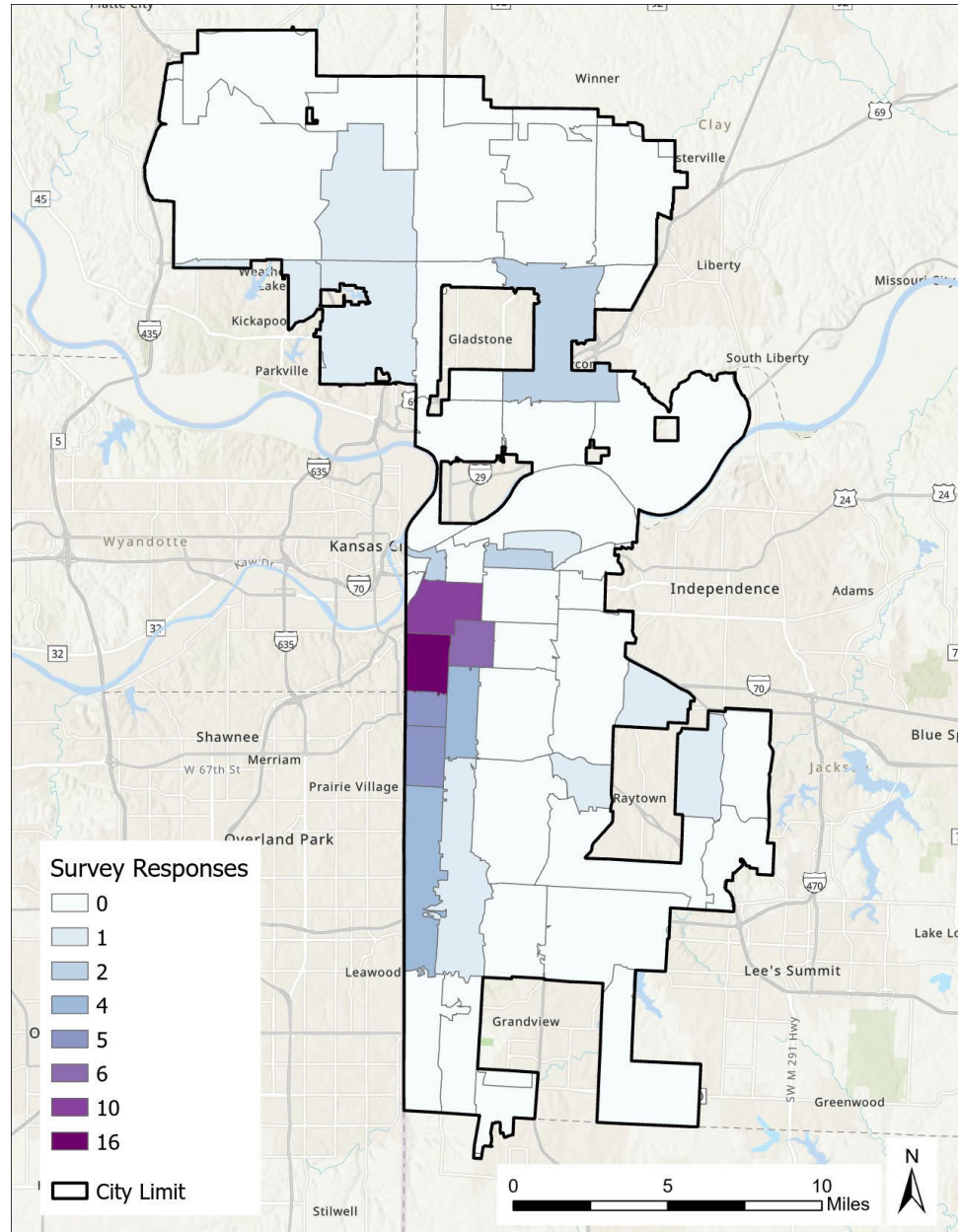


+77 participants

RESIDENT QUESTIONS

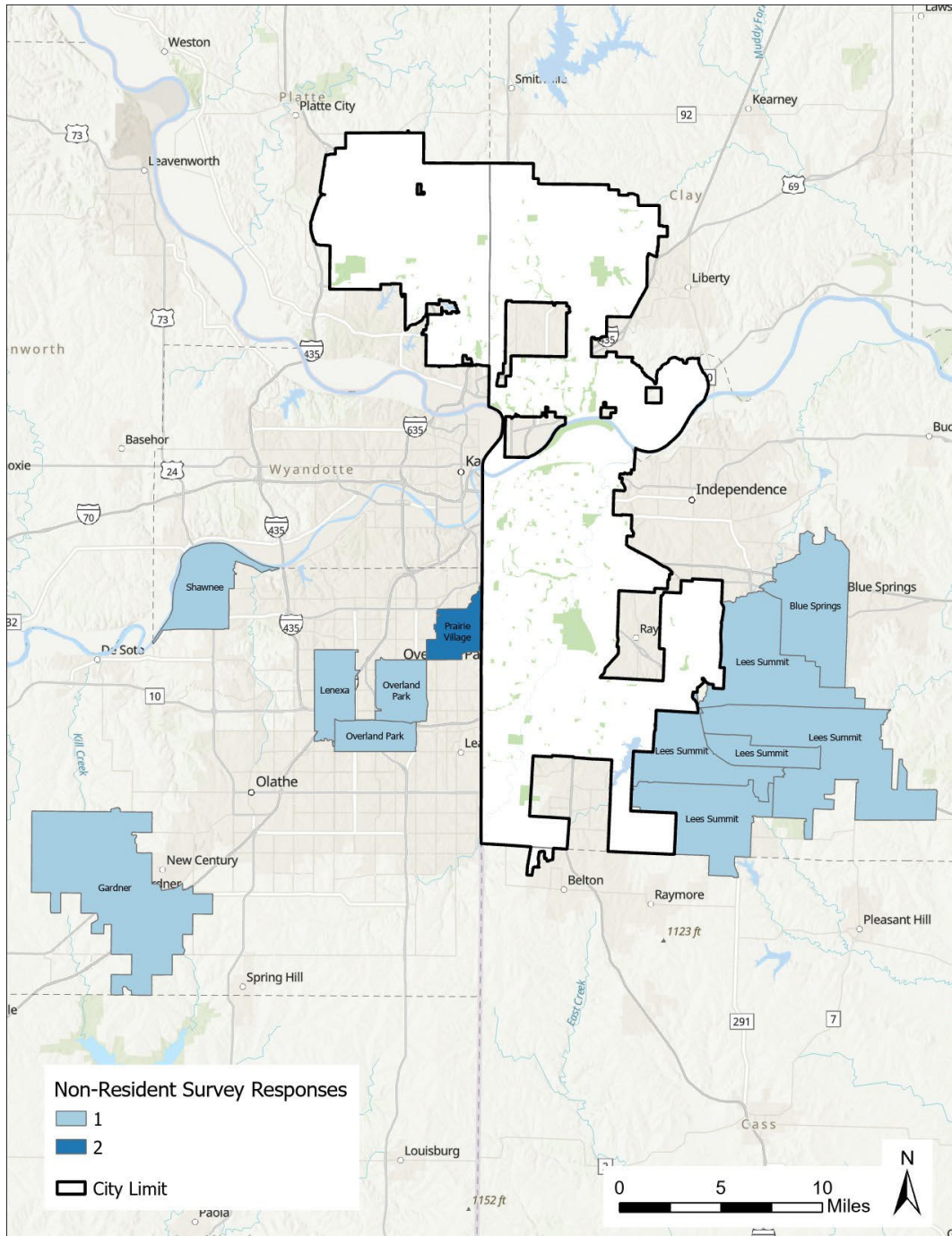
What zip code do you live in?

- Kansas City Residents



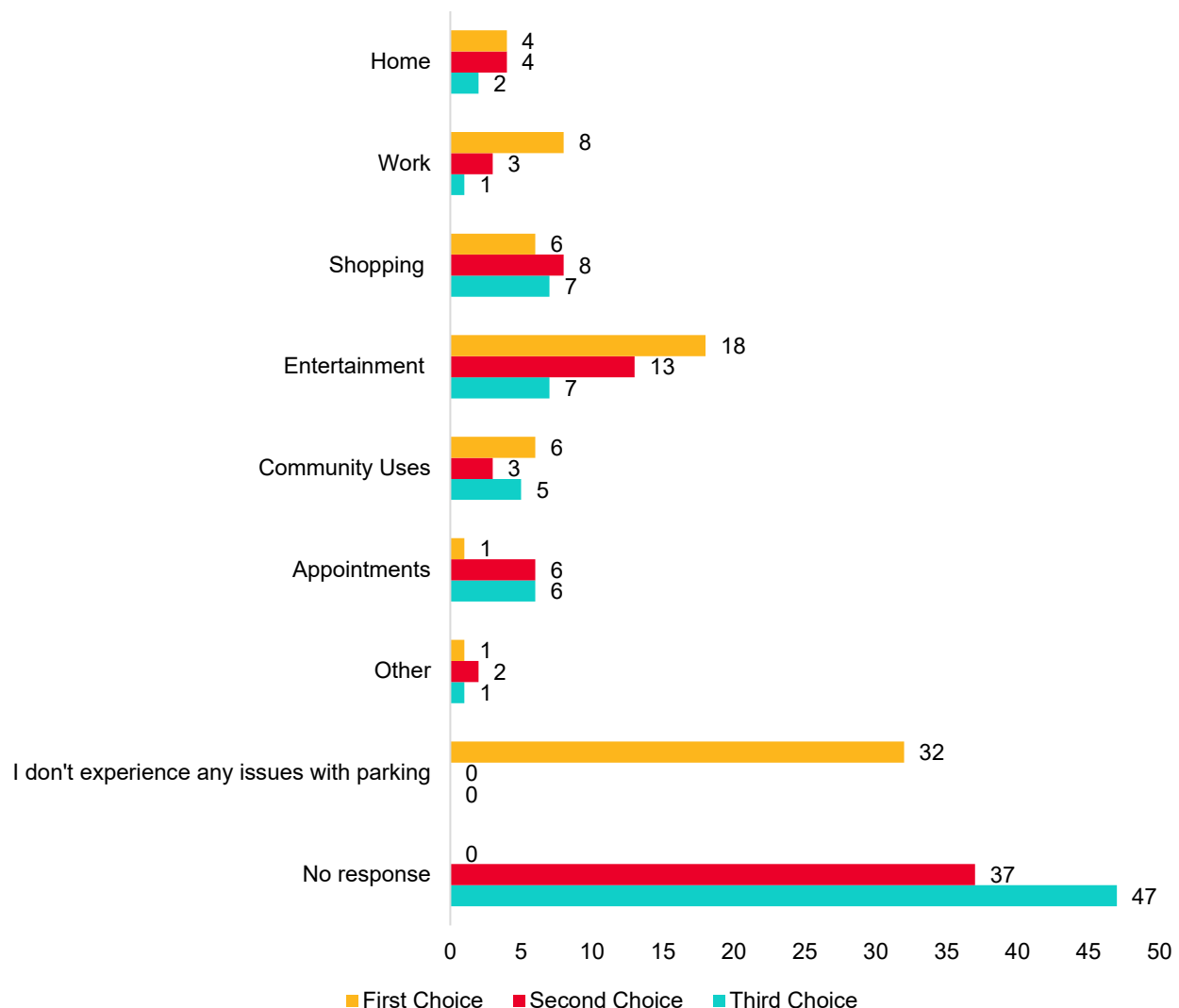
A total of 61 responses were received from Kansas City residents across a variety of ZIP codes. The highest number of responses came from ZIP code 64111, located in Midtown, with 16 responses. This was followed by 64108 (just south of the Downtown loop) with ten responses, and 64109 with six responses. Additional responses came from the following ZIP codes: 64105, 64110, 64112, 64113, 64114, 64119, 64123, 64124, 64131, 64133, 64151, and 64154.

- Non-Residents



In addition to Kansas City residents, 14 survey responses came from individuals living in neighboring communities. Lee's Summit accounted for the largest share, with five responses from various ZIP codes. Prairie Village and Overland Park each contributed two responses, with the Overland Park responses coming from two different ZIP codes. Additional responses were received from Gardner, KS; Shawnee, KS; Lenexa, KS; and Blue Springs, MO.

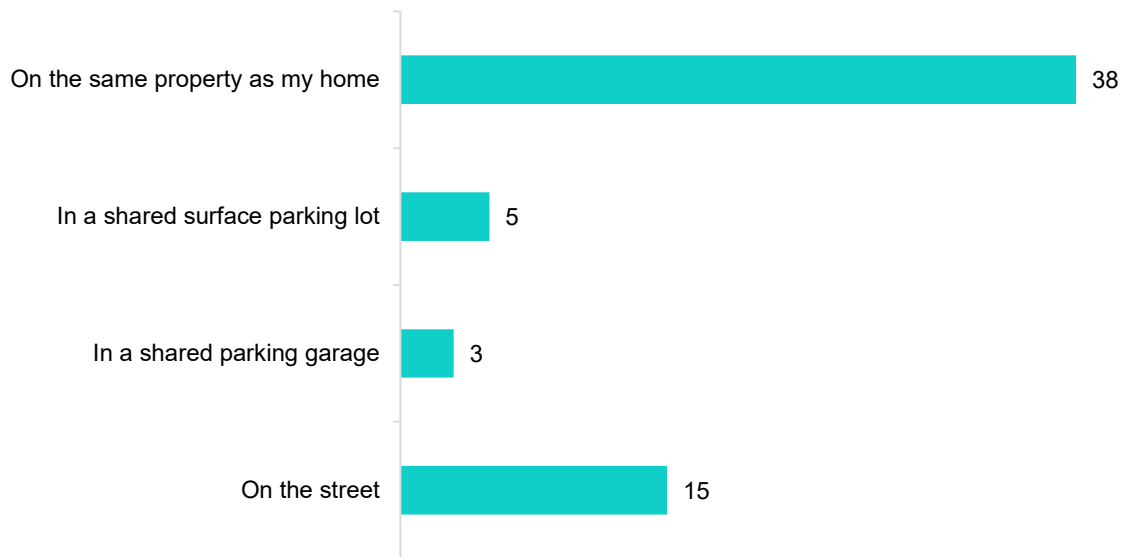
When using a car in Kansas City, what are the top 3 destinations that you currently experience issues with off-street parking?



**No response indicates responses that only chose 1 or 2 options*

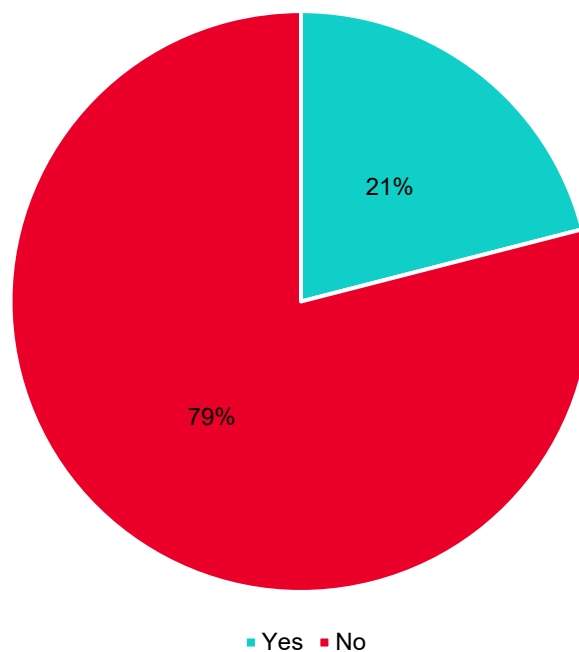
The results of this question show that entertainment destinations are the most frequently cited for off-street parking issues, with the highest number of respondents selecting it as their first choice. Shopping areas also ranked high, particularly as a second and third choice, indicating that they are a consistent source of parking challenges. Workplaces were another notable area, with a significant portion of respondents selecting it as their first choice for parking issues. Other locations such as home, community uses, and appointments received lower rankings but still represent areas of concern for some respondents. Notably, a substantial portion of respondents indicated that they do not experience any parking issues.

Where do you usually park your car at home?



The majority of respondents (38) park their car on the same property as their home, either in a driveway or garage. Parking on the street was the second most common response with 15 respondents. Far fewer reported using shared parking options, with five selecting shared surface lot and three selecting shared garage.

Do you have issues with off-street parking in your neighborhood?



The vast majority of respondents, 79% (48 respondents), shared that they do not have issues with off-street parking in their neighborhood.

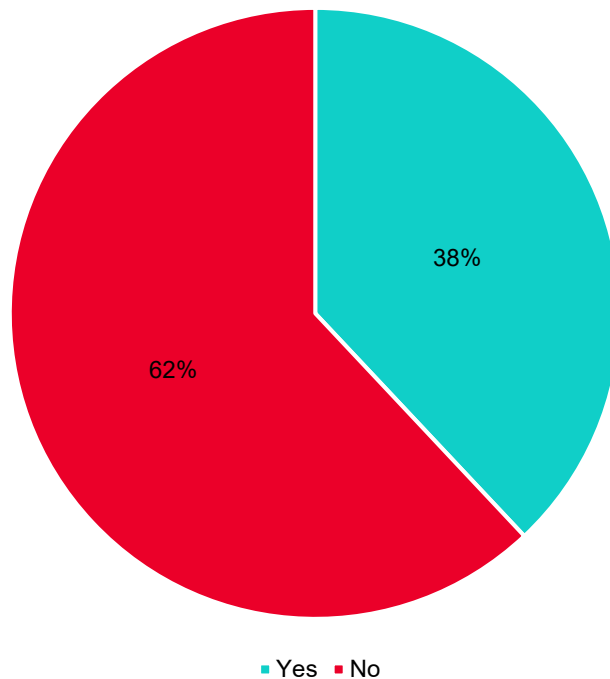
Please describe the issues you experience with off-street parking in your neighborhood

Residents shared a wide range of concerns related to off-street parking. The common themes included:

- **Insufficient Off-Street Parking:** Many homes and apartment buildings lack dedicated off-street parking, forcing residents and visitors to rely heavily on limited street parking.
- **Overflow and Distance:** Free parking fills up quickly, especially in the evenings, often requiring residents to park a block or more away from their homes.
- **Illegal and Unsafe Parking:** Cars frequently park too close to driveways, intersections, and in no-parking zones, creating visibility and safety hazards, emergency vehicle access is sometimes blocked.
- **Impact of Nearby Institutions and Events:** Schools, businesses, and sports events significantly increase parking demand, often spilling into residential areas.
- **Development and Policy Concerns:** Residents feel that new developments are being approved without adequate parking provisions. Residents also noted that some businesses are beginning to charge for off-street parking, pushing more vehicles onto public streets.
- **Quality of Life Impacts:** Residents report blocked sidewalks, reduced walkability, and general frustration with the lack of accessible parking.

**All comments received can be found in the All Participant Comments section at the end of the document*

Do you have issues with off-street parking in other neighborhoods of Kansas City?



The vast majority of respondents, 62% (38 respondents), shared that they do not have issues with off-street parking in other neighborhoods in Kansas City.

- What neighborhood in Kansas City do you experience the most issues with off-street parking?
 - Downtown (5 respondents)
 - Crossroads (2 respondents)
 - Mid-town
 - Westport
 - Plaza
 - 64108

Please describe the issues you experience with off-street parking in other neighborhoods of Kansas City

Survey respondents highlighted a variety of challenges related to off-street parking, particularly in high-traffic areas such as Downtown, Midtown, River Market, and Crossroads. Key concerns include:

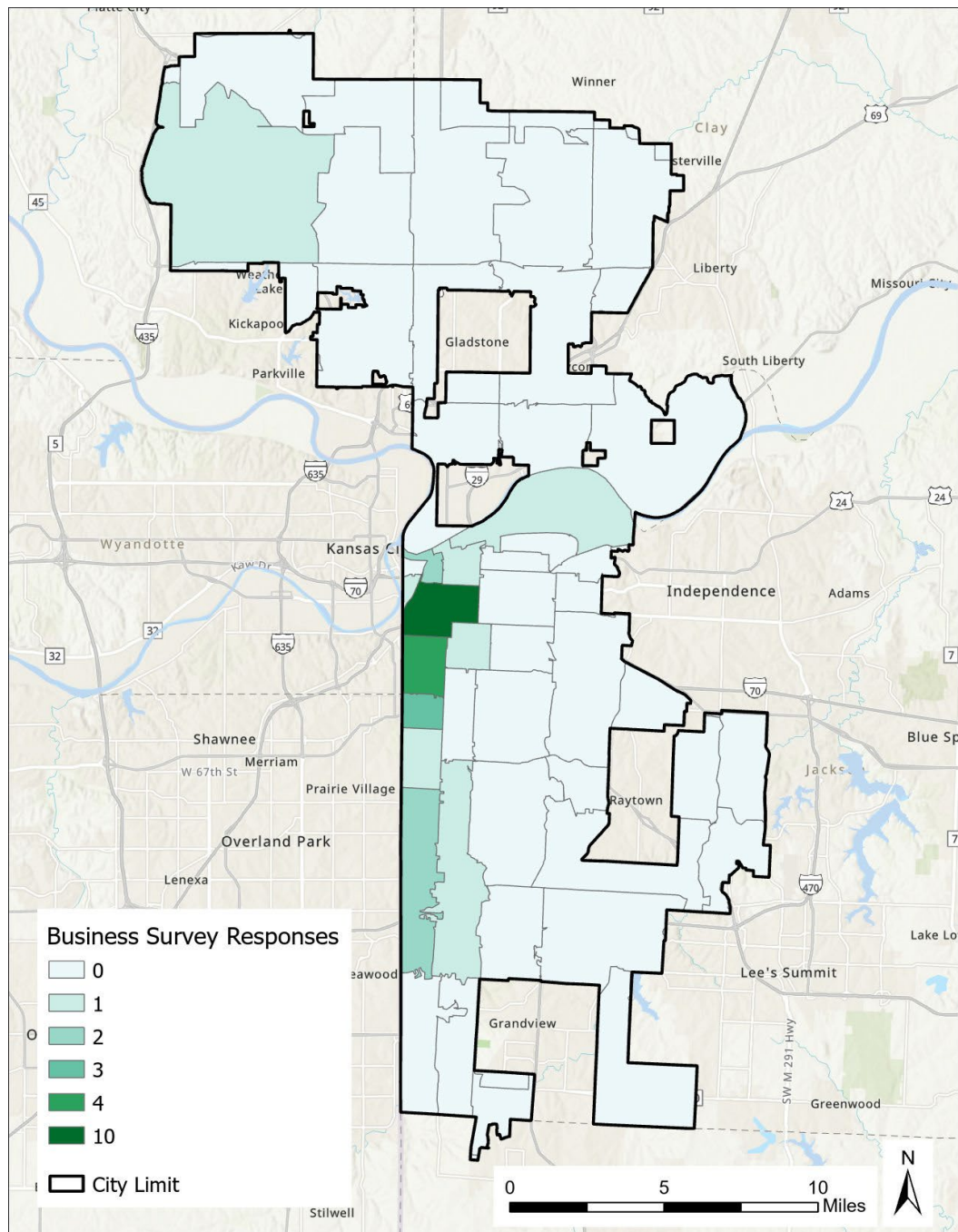
- **Limited Availability and Accessibility:** Many respondents noted a lack of off-street parking options, especially in areas with high business density. Even when lots exist, they are often unclear in terms of public access or availability.

- **Confusing Signage and Payment Systems:** Unclear or inconsistent signage makes it difficult to determine whether lots are public, private, or paid. Shifting payment technologies and unclear enforcement rules contribute to uncertainty and discourage use.
- **Safety and Security Concerns:** Several respondents reported feeling unsafe in parking garages or lots, with some experiencing vehicle break-ins, particularly in areas like Martini Corner and Downtown.
- **High Costs and Event-Based Pricing:** Off-street parking was commonly described as expensive, and the dynamic pricing during events is seen as excessive or exploitative. This discourages visits to certain areas, even when the cost is relatively low.
- **Underutilized or Poorly Used Space:** Some respondents observed that many off-street lots remain empty much of the time. There is interest in exploring alternative uses for these spaces.
- **Overabundance of Surface Lots:** A few respondents felt that there are too many surface-level parking lots and suggested replacing them with multi-level garages or mixed-use developments to make better use of valuable urban land.

**All comments received can be found in the All Participant Comments section at the end of the document*

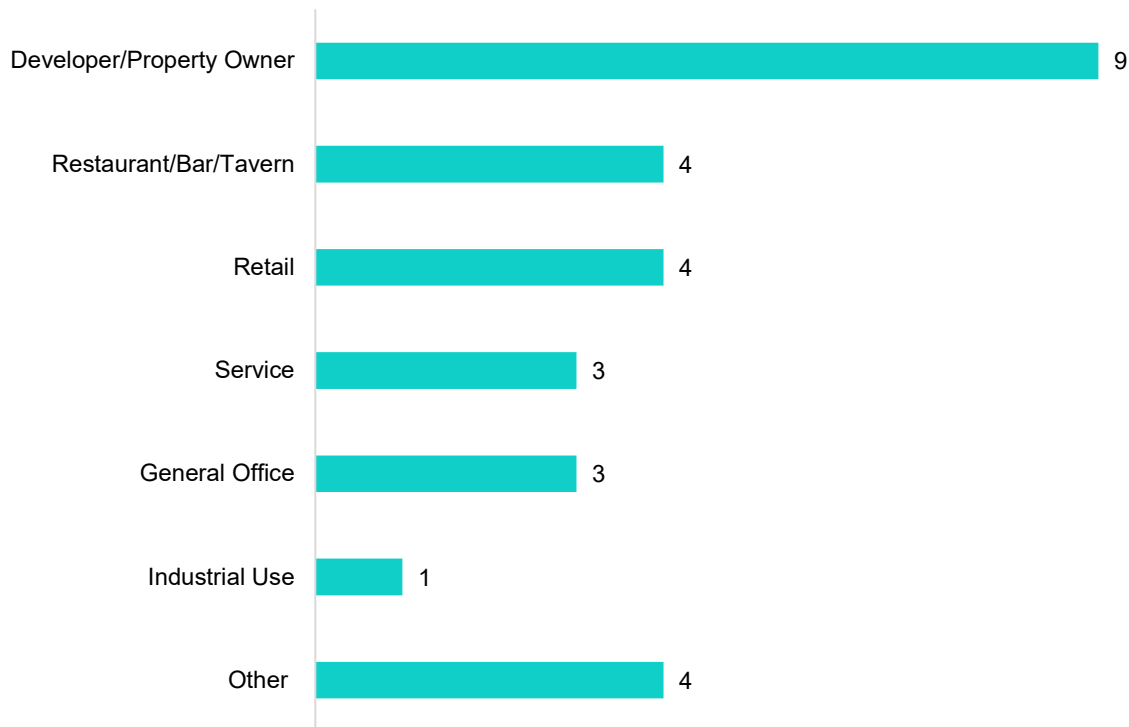
BUSINESS OWNER QUESTIONS

What zip code is your business/development located?



A total of 19 Kansas City business owners responded to the survey, representing various ZIP codes across the city. The highest number of responses came from 64108, located just south of the Downtown loop, with ten responses. This was followed by 64111 (Mid-town) with four responses. Additional responses came from: 64102, 64105, 64106, 64109, 64112, 64113, 64114, 64120, 64131, and 64153.

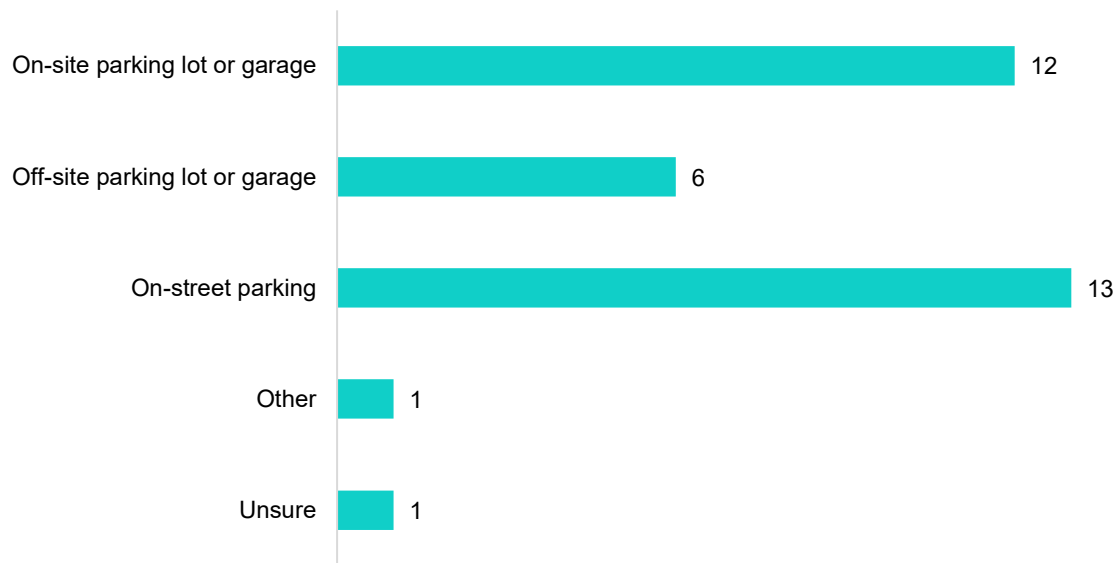
What type of business do you own?



- Other Responses
 - Homeless Rescue Mission
 - Architect
 - Profession Design Practice/Landscape Architect
 - Handyman

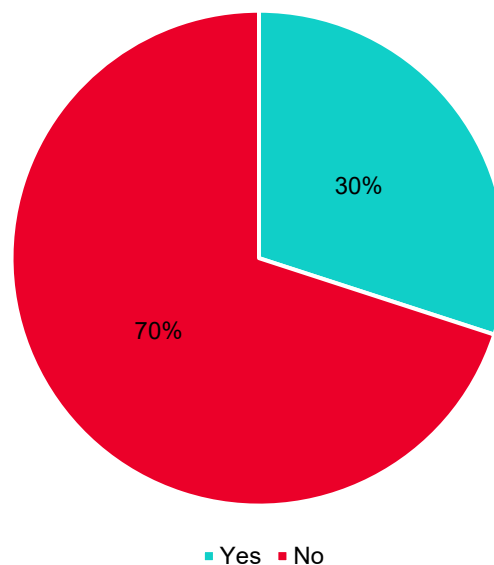
Most of the business owner survey responses came from developers or property owners (9 responses). Other well-represented groups included restaurants/bars/taverns (4 responses), retail businesses (4 responses), service providers (3 responses), and general office users (3 responses). Fewer responses came from industrial uses (1) and four respondents selected 'Other', identifying themselves as a handyman, an architect, a landscape architect, and a homeless rescue mission.

For those who drive, where do your tenants, staff, and customers park?



The most common response was on-street parking, selected by 13 respondents. This was closely followed by on-site parking lot or garage, with 12 responses. Off-site parking lot or garage was selected less frequently with only 6 respondents choosing this option.

Has the availability of off-street parking impacted your business or development decisions, such as where to locate or hours of operation?



The vast majority of respondents, 70% (14 respondents), shared that the availability of off-street parking has not impacted their business or development decisions.

How has your business or development been impacted by the City's off-street parking regulations?

Survey responses reflected a range of experiences with the City's off-street parking regulations, with impacts varying based on location, development type, and proximity to transit. Key themes include:

- **Increased Costs and Development Barriers:** Several respondents noted that the current minimum parking requirements make development more expensive and can prevent smaller projects from moving forward. The regulations are seen inflexible and reduce the feasibility of infill or affordable housing developments.
- **Safety and Congestion Concerns:** The lack of off-street parking was noted as contributing to congestion, blocked roads, and pedestrian safety issues, particularly in busy or underserved areas.
- **Operational Challenges:** Some business owners share operational difficulties, such as receiving parking tickets during deliveries or dealing with landlords who misrepresented available parking.
- **Support for Reduced or Flexible Requirements:** Several respondents working near public transit appreciated the reduced parking requirements that already exist, which allowed them to use more of their site for other purposes. Some advocated for removing minimums entirely and letting the market determine parking needs.
- **Minimal or No Impact:** Several business owners reported no significant impact from the regulations.

**All comments received can be found in the All Participant Comments section at the end of the document*

ALL RESPONDENTS

What else should the city know about off-street parking?

Survey responses reflected a wide range of perspectives on off-street parking in Kansas City. Many respondents felt there was too much parking, while others noted that parking is a necessity for such a car-centric city. Some respondents fell in the middle, stating that there is generally enough parking, but it's not always well-located, clearly marked, or priced appropriately. Overall key themes include:

- **Oversupply and Underutilization:** Many respondents believe Kansas City has too much off-street parking, particularly surface lots that are underused even during peak times. These spaces are often seen as wasted land that could be better used for housing, parks, or mixed-use developments.
- **Land Use, Urban Design, and Environmental Impact:** Surface parking lots were frequently described as unattractive and detrimental to the pedestrian experience. Respondents noted that these lots contribute to heat islands, stormwater runoff, and sprawl.
- **Policy Reform and Market Flexibility:** Many respondents supported eliminating or reducing parking minimums, allowing developers to determine parking needs based on market demand. Parking mandates were seen as outdated, costly, and a barrier to infill, affordable housing, and transit-oriented development.
- **Public Transit and Mode Shift:** Respondents emphasized the importance of improving public transportation, expanding the streetcar, and encouraging walkability to reduce car dependency.
- **Safety and Accessibility:** Concerns were raised about the safety of vehicles parked in public lots and garages, with some respondents avoiding certain areas due to break-ins or poor lighting. Others noted that garage design and exit procedures can be confusing or inefficient.
- **Signage, Pricing, and Communication:** Many respondents called for clearer signage regarding pricing, availability, and towing rules. Suggestions included unified signage across lots, painted curbs, and better communication about parking changes. App-based payment systems were noted as difficult for visitors or unreliable due to poor connectivity.
- **Equity and Community Considerations:** Several comments urged the City to consider the needs of renters, not just homeowners, and to avoid policies that disproportionately burden residents or guests with parking fees. Others expressed concern that developers are shifting parking burdens onto neighborhoods to cut costs.
- **Shared and Centralized Parking Solutions:** Respondents encouraged the city to explore shared parking models and public-private partnerships to build

centralized garages that serve multiple uses. They also suggested better leveraging existing underused garages before building new ones.

**All comments received can be found in the All Participant Comments section at the end of the document*

GENERAL TAKEAWAYS

- Kansas City has a lot of parking, maybe too much
 - Many respondents feel there is an oversupply of off-street parking, especially surface lots that are underused and take up valuable land
- Parking challenges are location-specific
 - Most residents do not have issues parking in their neighborhoods, instead areas like Downtown, Midtown, Westport, and the Plaza are cited
- Surface lots are seen as poor urban design
- Parking minimums are a barrier to development
 - Residents and business owners expressed frustration with the current minimum parking requirements, stating they are outdated, costly, and limiting for infill and affordable housing projects
- Public transit and walkability are key solutions
- Safety, signage, and payment systems need improvement
- Event and institutional spillover is a real issue
 - Schools, events, and business often create overflow parking issues in nearby residential areas
- Shared and centralized parking is a popular idea
 - There is strong interest in shared parking models and better use of existing garages

ALL PARTICIPANT COMMENTS

All responses to **Please describe the issues you experience with off-street parking in your neighborhood**

- *Parking too close to driveway exits, blocking view, creating safety concerns. Illegal parking in no-parking zones also creating safety concerns. Removal of no parking signs during construction (fire hydrant) has not been replaced creating visibility issues.*
- *Our apartment complex has paid covered parking and free uncovered parking. While a ton of covered parking spaces are available, the free parking fills up really quickly and if you get home any time after 6, you are almost definitely going to have to park about a block away.*
- *Both sides of the street for one block north, and one block south, are parked 24/7*
- *There isn't enough. Developers have gotten approval to build apartments without enough parking.*
- *Lots of cars parking on the street, especially near the entrance of the neighborhood, and homes with many cars blocking sidewalks or parking on the street causing more difficulty with visibility while walking.*
- *We reside next to St. Teresa's Academy. Students crowd the streets around the school when school is open.*
- *"1. A number of houses and apartments in our neighborhood do not have off-street parking and need to use on-street parking. 2. As the neighborhood has grown,*
- *businesses in the neighborhood protect their off-street parking; some are starting to charge a fee. Both of these have the potential to increase use of street parking in our residential areas, which is quality of life concern for urban residents."*
- *Not all of the houses/businesses have off-street parking*
- *not enough parking spaces or designated parking. Events and businesses have no parking for their patrons. This causes issues with residents whose only parking is the on street parking.*
- *Building has a limited number of enclosed spaces and the recent changes to the parking rates (up till 8 pm) has been annoying and the KC Current have made parking nearly impossible on the days in which there are games.*
- *People are parking on street where not allowed, blocks driveways, and park on corners - emergency vehicles cannot get by on many streets.*
- *A lack of off-street parking just caused me to wait on 46th street while two behemoth trucks blocked to road so their drivers would not have to walk a distance to drop of packages. The lack of off-street parking interferes with on-street parking, and it seems kind of obvious this survey is designed to discourage commentary about the lack of off-street parking.*
- *We have very little off street parking in my neighborhood which is actually my preference.*

All responses to **Please describe the issues you experience with off-street parking in other neighborhoods of Kansas City**

- *In areas like the crossroads it can be difficult to find on or off-street parking if it's a particularly busy weekend.*
- *Parking lot signage not clear about when available.*
- *I often see many off street parking lots empty most if not all of the time. How can we use these spaces other than just parking garages and is it possible to take advantage of these heat islands via solar power or green energy?*
- *Difficulty locating off-site parking for downtown visits.*
- *Parking meter rates that increase with events and other cash grabs are insane.*
- *No spaces on the street available.*
- *Not enough visitor parking in traditional non business districts.*
- *It is hard to find out if off street parking is public use, paid for or private. 09% of the time I end up parking on the street in a curbside spot because I can easily read the rules and know if I get towed or not.*
- *limited off-street parking in Martini Corner and we've experienced multiple break ins at those parking lots*
- *Not enough parking; street closures and closure signs that have no been timely removed.*
- *We have too much of it.*
- *They can be dangerous and cars often get broken into.*
- *There's too many parking lots. We need to get rid of surface level parking lots only and either build on them or construct parking garages that can hold exponentially more vehicles. Surface only parking lots are a waste of land use.*
- *Downtown, River Market, Southwest Blvd-Westside, Westport*
- *On-street downtown parking is confusing. Signage seems inconsistent and unpredictable. Sometimes it is easier to park in garage, but those feel unsafe.*
- *Parking on both sides of the street in midtown*
- *There isn't enough.*
- *off street parking is very expensive downtown*
- *It is sometimes unclear whether lots are pay or free after hours. Shifts in the technology of paying create an uncertainty and lack of trust that payments are protecting you from being ticketed or towed. I sometimes find myself avoiding places I used to frequent. This is true even when the cost is minimal.*
- *not enough off-street parking for the number of businesses*
- *not enough parking spaces or lots or designated parking*
- *All through midtown, downtown, river market, Columbus Park and crossroads all have parking problems.*
- *It is difficult to find adequate off-street parking downtown when attending shows at the Music Hall or other venues.*
- *River market is now very expensive to off street park*

All responses to **How has your business or development been impacted by the City's off-street parking regulations?**

- *Yes, there was a minimum number of off-street parking spaces required for our apartment development. I would advocate for removing this requirement and allowing the market to determine how many off-street parking spaces to provide.*
- *not effected*
- *there have been various pricing tiers offered which has helped us get employees to park and arrive to work on time, as the onstreet remains open for our patrons which has driven our sales up since parking has been readily available.*
- *Not impacted at all by the ordinance (1 stall/unit), however excessive parking is frequently a request of neighbors, who expect their residents or guests to park on-street, and fear finding the easiest available spots, hence requests that others overpark developments in hopes that alleviates their concerns & leaves ample parking available to them & their guests.*
- *Reduced off-street parking regulations have benefitted our developments in close proximity to public transit by allowing more of the site to be developed for residential use that might otherwise have been required to be set aside for parking.*
- *It makes development more expensive, often times it causes small development projects to not pencil.*
- *no*
- *It's all depends, but making sure adequate public transportation and adequate street side parking, makes for the best locations*
- *Our distribution team frequently receives parking tickets when dropping off products. We shouldn't be double taxing businesses. Street parking should be free to encourage people to open businesses, serve businesses, and frequent businesses in KCMO.*
- *no impact*
- *Excessive requirements limit development potential.*
- *It has not been impacted*
- *The projects I work with have*
- *We need less than city regulations require.*
- *Yes - the city requires too much parking*
- *because we're in the Brookside shopping district with established development and their own parking regulations, it doesn't directly affect my business, however, I do feel strongly that we vastly over-park many uses, particularly large developments.*
- *We signed a lease with a landlord who misrepresented the number of parking spots he had available; limited parking in the neighborhood adds an extra complication for staff and customers*
- *Our developments are on the streetcar line, which I understand removes the parking requirement. So we therefore develop and build what the market requires, which by our understanding for market rate multifamily is approximately 1 space per bedroom. For affordable projects, it is approximately .5 per bedroom*
- *We are an overnight shelter (24/7)*
- *The lack of off-street parking causes congestion, blocked roads and danger for pedestrians.*

All responses to **What else should the city know about off-street parking?**

- *We have too much.*
- *KC has PLENTY of off-street parking! It would be great to see some of the under-utilized, eyesore parking lots (particularly downtown, in the crossroads, etc.) redeveloped into mixed-use opportunities, parks, or more community-focused uses.*
- *All new and renovated apartments and condos should include at least 1 parking space per bedroom*
- *costs too much*
- *Signage of pricing & towing rules. The signs are not updated or easily visible*
- *We have too many that are remarkably underutilized, building more isn't the solution, we need to be better about shared use, reasonable turnover requirements, and alternate modes of transportation.*
- *Developers/property owners have the most at risk if their parking needs aren't satisfied. I recommend we eliminate off-street requirements and leave provisions for off-street parking to the developer/property owner.*
- *I'm unsure what this survey means by "issues with parking" in parking lots or garages. I don't have a problem parking my car in a lot or garage at home, at work, or anywhere I tend to go in Kansas City. The phrasing of the questions on this survey seem written to gather a specific result.*
- *There are too many parking lots/off street parking facilities that are under utilized and take up space that could have other, better (from a land use and tax generation perspective) uses.*
- *We have way too much off street parking in the city. It takes up too much space and needs to be taxed at much higher rates. The city should tax vacant lots and parking lots to encourage development.*
- *I do not experience offstreet parking problems in KC. Parking minimums are unnecessary and they create undo burdens on development opportunities that could bring more people and energy to our city.*
- *I believe off-street parking mandates should not be required in Kansas City. We already have an overabundance of infrastructure that strains our city's maintenance budget, and adding more unnecessary parking requirements only makes that worse. There are already plenty of surface lots and underutilized parking spaces throughout the city, many of which sit empty even during peak hours. Continuing to mandate off-street parking encourages car dependency, discourages walkability and density, and leads to more heat islands and wasted space. Instead, we should be focusing on making better use of existing parking, improving transit options, and building a more sustainable, people-friendly city.*
- *The city off street parking requirements should be carefully reviewed as more peoples begin to use public transit. These vacant parking lot need infill development to restore, improve, and repair the urban fabric.*
- *less parking requirements, more development, more walkability, expanded streetcar. people will get use to it and adjust their expectations*

- *From working in other cities (Dallas) aiming to densify downtown and medical districts, the strategy they were hoping to implement was systemic: build structured parking in the periphery and take people into denser areas with public transit > models like BART and countless others in denser cities.*
- *In our experience, reduced off-street parking requirements have been a benefit to the economics of our developments without sacrificing the resident needs and experience or burdening the neighborhood with increased on street parking demand.*
- *Kansas City generally has an abundance of off-street (and on-street) parking. Business owners (in my experience) do not have a very accurate sense of how many of their customers travel to their business by car versus other modes (walking, biking, bus, etc.) The bias is to believe most people arrive via car which may not be true. This is because when people complain about parking difficulties, it is easier for the business owner to remember that experience than to recall the many other customers who did not complain because they either didn't arrive by car or had no trouble parking (availability bias).*
- *Off-street surface parking lots also make for an unattractive street level experience and requiring or encouraging off-street surface lots should be avoided. Increasing density of both businesses and homes improve the general experience of an area, even if the improved density leads to more parking issues. In sum, just because an area experiences traffic or a parking shortage doesn't mean there is a failure (actually it in reality a sign of success - people obviously want to be there, hence the traffic!).*
- *Encourage a more pedestrian friendly city with less required spaces for businesses. On street parking is good. We do not need excess off street parking*
- *The city currently requires far too many parking for businesses. This parking is then private and not usable for the general public outside of work hours. Having a more wholistic parking approach would benefit both drivers and those that want a more full and lively city.*
- *I also am a fan of resident parking passes in neighborhoods like the Westside or Midtown that may have a greater issue with street parking*
- *Parking mandates make development more expensive and uglier. Kansas city should get rid of mandates and allow developers to decide how much parking to put in. Especially along frequent transit lines. This would make many areas more enticing to develop and increase revenue for the city as parking lots do not generate revenue.*
- *Parking is incredibly easy in KC and we have too many surface parking lots that could be better utilized for other uses*
- *Build less parking please! Get rid of parking minimums.*
- *We should remove all parking mandates and let the market decide how much parking is needed.*
- *We need to really encourage more foot traffic. Anything to connect people to places without the dependence for car. To be a real city means better public transportation and connectivity between neighborhoods, and more density.*
- *Stop listening to people who want to turn urban neighborhoods into suburbs. We need to support 4 places, 6 plexes, that fit the neighborhoods. Grow a spine and stop listening/doing only what the old white people who have the time to go into meeting,*

have to say. If you want more community, money and connectivity in the city, start doing things that actually allows for it.

- I park on the street at home and at the office. The saddest physical part of KCMO is the amount of surface parking lots. "First Friday Test": Walk around the Crossroads on a beautiful First Friday. The shops are packed, the sidewalks are crowded, everyone is having a good time... Now look around at the vast amount of unused surface parking at that same time.*
- Off-street parking isn't really as big of an issue. It's mostly on-street parking that's been an issue in my experience.*
- Making no-parking areas and cost/times of parking downtown clear and concise would be a huge help. Maybe using painted curbs could help eliminate confusion or having people park in spots they should not park. Also, with the changes it is very difficult to understand them if signs are not clear, so if parking people do not see a sign depicting the parking violation nearby, they should report that to the city to improve communication with the city. Also, having more reasonably priced, easily accessible garages downtown would help with the on-street parking concerns. A garage near the Bally's casino to allow people to take the street car downtown, paying \$5 to park, would be a huge help to northlanders wanting to come downtown.*
- I do not believe that businesses in the Plaze to Rivermarket corridor (streetcar) need a ton of parking. But I do believe that residents, specifically renters and not just owners, must be taken into consideration before policies are changed or projects are built that impact those residents (again, both owners AND renters).*
- Safety of vehicles parked on the street or in public parking lots, makes me not want to go to those locations and visit those businesses.*
- Every parking lot in KC should have unified signage describing the availability of parking.*
- keep it clear for people to know if its available. Also as this is a car revolving city make sure that we have parking. and understand that we are car centric because of north of the river and how that has barely any connection to south or the river beside cars and a few buses*
- It's not a problem in 98% of the city*
- There is no "free" parking, and we should stop subsidizing it.*
- Considering the lack of available on-street parking, it would be nice to see more off-street options. There is a great concern for parking in our neighborhood with the streetcar coming and having a nearby garage would be largely beneficial for the community.*
- Ban surface level parking lots and construct parking garages with developers.*
- Kansas City is not yet an alternative transportation city. The streetcar route is limited. We need to understand that vehicles are still required to go most places. Ratios of parking spaces to housing units needs to be adequate to not put pressure on on-street parking. Existing demand for street parking by other area uses seems to be ignored as developers seek to reduce their parking construction expense.*
- The city needs to stop allowing developers to build developments without enough parking.*

- *designated parking has either 2hr parking limit (charges dollar fee) which leaves a short time frame of visiting or attending a place, hence over fee or ticket. This prohibits/detours in attending events, or going to downtown for any event(s).*
- *Do not make residence and our guests pay to park on our streets. We will vote you all out.*
- *Developers seem to be doing their best to create a tragedy of the commons, dodging their responsibility to provide parking and putting lives at risk to save the money that ought to be a cost of their dosing business.*
- *Some off-street parking lots require smartphone login for payment but sometimes there is an issue with internet coverage.*
- *It seems like there is a plethora of off-street parking, just not necessarily readily available or competitively-priced for the occasional visitor (or perhaps just not clearly marked)*
- *typically the parking spaces are designed for compact cars, which creates issues with larger vehicles*
- *Off-street parking should be easily accessible entering and EXITING. Policies in public garages need to be reviewed. Why when I pay for parking and get a ticket upon entry to put on my dash for an event why do I need to scan that ticket after an event is over to exit? The gate should just be up and allow for vehicles to exit without scanning each ticket. Everyone has paid to get in. it takes way too long to let each vehicle out one by one.*
- *I feel there is ample off-street parking. On-street parking is limited in the Crossroads, but there are enough garage spaces*
- *I work in the Crossroads and love that I can park in the garage and get almost anywhere I want to go using the Streetcar. Once the streetcar gets to the Current Stadium and a new downtown, fingers crossed, Royals stadium parking should not be an issue for these venues because people can park anywhere along the streetcar route and ride to the event. I would encourage the city to invest in more affordable, public parking garages along the route. As a civil design engineer I encourage the city to continue working with developers to find more creative ways of parking to help minimize carbon footprint and impervious area. Especially residential that are looking to minimize parking because they anticipate their residents will utilize other modes like bicycles, public transportation, and rental vehicles for longer trips.*
- *Crossroads and River market areas see wide open swaths of parking that has not been traditionally utilized; KC's biggest challenge is to change mind frames of stakeholders to park further away from their place of business to promote the health of the business with patron in-fill. Shared parking philosophies for developments needs to be adopted on a grander scale and existing "private" lots & garages need to be leverages for the health of the neighborhoods.*
- *app based parking payment is difficult for out of town visitors and pay stations are typically not working.*
- *My biggest concern is the implementation of metered parking in the crossroads neighborhood. There is not nearly enough off-street parking to accommodate all those*

cars that will now not be parking on the street. We just moved our business down into the crossroads, and the closest garage available was over 5 blocks away.

- Power and Light Parking Garages need major structural improvements, painting, lighting, and overall aesthetically don't feel safe.*
- There should be no requirement for a business to have parking. That's the business' call to determine what they need.*
- We need more parking. We need more options other than Abbott properties*
- The ordinance requiring 1/stall per residential unit is adequate today, as lenders and investors typically expect the same, prior to laying out capital. This can and should be reduced in the future, as a result of increased Streetcar routes and technological advancements (ride sharing, e-bikes, e-scooters, autonomous vehicles) allow an enjoyable lifestyle without reliance on a vehicle.*
- there is plenty of parking in KC. Sometimes you just have to walk a few blocks.*
- Off-street parking is a major obstacle to developing new housing in Kansas City. The City and Developers should form public-private partnerships where efficient, centralized garages can be built that would serve multiple uses and cater to demand from different times of the day. First, however, existing garages should be utilized, as we have many existing garages that are underutilized. Security must be included in the long range planning and budgets for the garages.*
- Parking and traffic demands have decreased dramatically since COVID and the City requirements should reflect that.*
- It is well established that off-street parking contributes greatly to excess stormwater runoff, heat island effects, and reinforcing development patterns that are not walkable or even easily accessible by transit systems. The large parking lots for uses in buildings that rarely, if ever utilize that parking (ex: big box retail, Cerner, etc), especially with the proliferation of online shopping and remote work) pushes development onto larger parcels, sets them back farther from the street and continues the disconnection of our uses and furthers the never-ending sprawl of development and our infrastructure needs.*