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NOTICE OF BUSINESS DEVELOPMENT TASK FORCE MEETING

A meeting of the Business Development Task Force of the Unified Government of Wyandotte County/Kansas City, Kansas, will be conducted in person only on Monday, April 14, 2025, at 3:00 pm. in the Fifth-floor conference room of the Municipal Office Building, 701 N. 7th Street, Kansas City, Kansas 66101.

We invite you to view the meeting in person in the 5th-floor conference room, Suite 515, 701 N. 7th Street, Kansas City, Kansas,

Business Development Taskforce
April 14 2025,
3:00 pm
City Hall
5th Floor Conference Room
701 N 7th Street
Kansas City, Kansas 66101

AGENDA

Commissioner Tom	Burroughs	Chair
Commissioner Chuck	Stites	Co-Chair
Nate	Brungardt	
Edgar	G Galicia	
Renee	Hadley	
Lynn	Holcomb	
Greg	Kindle	
Gabe	Munoz	
Richard	Napper	
Mindy	Rocha	
Jim	Schraeder	

- 1. Call to Order/Roll Call of members**
- 2. Review of March 24, 2025, Meeting Minutes**
- 3. Update of Parking Standard Resolution(s)- Wendy Green, Legal Counsel**
 - Option 1: Downtown Master Plan Area
 - Option 2: Projects East of 635
- 4. New Business- Gunnar Hand, Planning + Urban Design Director**
 - Sign Ordinance Discussion
- 5. Public Comment**
- 6. Adjourn**

Mayor's Business Development Taskforce

Monday, March 24, 2025

City Hall

701 N 7th Street KCK

5th Floor Conference Room

Meeting Minutes

Introduction: Chair: Commissioner Tom Burroughs and Commissioner Stites opened the meeting at 3:04 pm

Members Present: Nate Brungardt, Lynn Holcomb, Greg Kindle, and Mindy Rocha. **Members Excused:** Edgar Galicia, Renee Hadley, Gabe Munoz, Richard Napper and Jim Schraeder.

UG staff and advisors present: Chelsea Chism, Gunnar Hand, Alan Howze, Wendy Green, Greg Talkin and Michael Farley.

1. Commissioner Burroughs asked for a roll call. Roll was taken.
2. Commissioner Burroughs reminded us that at the last meeting we discussed Parking Standards in the C-D Business District. He appreciated the inclusion in the packet of the parking maps and number of spaces for further discussion today. He also recommended moving forward considering Mr. Schrader's absence, but we are likely to have a stronger Ordinance for his review.
3. Wendy Green, Legal Counsel, mentioned that Gunnar Hand, Director of Planning and Urban Design, provided a recommendation to the ordinance that is acceptable, and she will update the ordinance and give it to the committee and to Mr. Schrader upon his return.
4. **Alan Howze, ACA and Chelsea Chism, Economic Development Director discussed the two documents from the packet: Downtown Parking Lots Map 2025 and Parking Locations and Number of Spaces (attached)**
 - I. These numbers and locations do not include private lots or street parking. This is only data of the downtown publicly owned garages and surface lots.
 - II. Commissioner Burroughs asks who owns the lot next to Reardon Center. Is the garage attached to BPU, and hotel used by hotel staff? Do we own the reserve lot on 6th Barnett, the one across from the fire station? We bought ½ of this lot and Lot 6 is one by the Merc.
 - III. Commissioner Burroughs asked, do we know all the parking lots and garages space availability and accessible for parking? Have we lost any due to closure or anything along those lines?
 - IV. Mindy Rocha asked why we are looking at UG Parking lots? Commissioner Burroughs reported that if we were to eliminate the parking requirement for downtown within the Central Business District, we need to know many spots would be available elsewhere. This allows us to see what parking available downtown is, walkability and to address concerns about future development. The request was also if housing came downtown what parking mandates would work for residents and livability.
 - V. Commissioner Burrough's asked Do we know if all these lots are available for public parking and or usage? Chelsea Chism indicated that was the understanding and this information came from Ronda Green, Parking Department. These are UG owned and maintained lots. Commissioner Burroughs indicates it is important information to have available so when a developer wants to invest in downtown, we can share with them what lots are available and where they are able to park and walk to their facility.
 - VI. This does not include street parking. Alan Howze indicated we should have street parking information as it has been a few years since UG has gone through that process of identifying space, but we will get that information for the committee.
 - VII. Mindy Rocha asked how many parking spots do we need for each building. At this time that would be based on the size of the building. Gunnar Hand reminded us from our last meeting was to eliminate parking requirements within the Downtown Central District so that there would be no

requirement for parking by a business if they wanted to locate downtown. Mindy Rocha also asked how many employees do we have? Will we still have UG employee parking or reserved parking spaces for employees or will it be a free for all for everyone. Alan Howze mentioned the context of the discussion at the last meeting is parking minimums in the zoning code and if you come forward with development downtown, like a restaurant, you would have to provide several parking spaces based on usage. So, it was asked how many spots are downtown? This information is a response to that. This map shows that UG employees are in Lot E, Lot 2, etc. depending on where they work. There are businesses that do rent space in UG lots, i.e. Casino

- VIII. Commissioner Burroughs indicates if he counted correctly there are 1100 parking spaces for UG employees. Commissioner Burroughs asked Gunnar Hand if this helps identify a way to address the concerns about parking in the downtown district? Does this give you a higher comfort level? Gunnar Hand, Director Planning and Urban Design, indicates this is a base level count, if we really want to understand what the parking situation is downtown, we will need to develop a parking plan. There are consultants that develop parking plans and help operate and maintain and manage existing or help expand systems. This list is a good starting place but in no way shape or form is going to inform us what our parking needs are in downtown.
- IX. Nate Brungardt asked Mr. Hand, with the new city lofts going in, would it be easier for future development to come in if we were to make a recommendation for a minimum parking space? Mr. Hand answered that the project described was rezoned to CD so if this had been in place they would not have had to go through what they did, which was to go through BOZA to get a variance for parking standards including for distance from the building and number of spaces. They are leasing 10-15 from the surface lot 6. Ms. Green from parking has a general list and he is not sure but should include all the agreements for that lot. Some reserved, and leased for casino, and Merc. Someone would have to compile all the previous agreements to understand spots that are open and leased spaces in these lots. For example, in doing the 4th in Minnesota RFP we found an agreement that had allowed the childcare to occupy 15 of those parking spaces. There is a lot of this going on. Historically over the last several administrations there was a loss of spaces as part of the parking study but to answer your question, Yes, if we reduced parking requirements for residential in CD District but not what we are speaking about, I believe as per Mr. Schrader's recommendation, this would encourage a lot of people to think about building in that district for residential because in a density like this you are either negotiating spots which come at a premium or probably building a parking structure which will cost a premium versus a surface parking lot. Mr. Hand in the past has used a baseline number while in California (20 years ago), 10,000 spaces per surface and 50,000 spaces per garage, sure that may be what it is in UG right now.
- X. Commissioner Burroughs indicated Mr. Hand brought up a good point, discussion has been commercial, but we have also discussed residential. Do we need two different ordinances that would guide Mr. Hand whether it is a commercial or residential development? If developers invest downtown, they will still want to know if their customers had a place to park. It is not much of a concern today, but moving forward this is a pilot project and could learn from this as it only affects downtown, any comments or suggestions?
- XI. Mindy Rocha indicated what we can learn from Homefields. In that area on weekends, it is horrible. There is parking on the streets, in St Pat's parking lot, and in parking lot next to the fire station. What could we have done differently or better? If we do not want that situation here that is already landlocked, what could we learn from that.
- XII. Commissioner Burroughs asked Mr. Hand if he was aware how many parking spaces Homefields have. Mr. Hand indicated they had 120 parking spaces and may have received a variance for another 100 parking spaces. He also indicated Homefields use is not one of those described uses in

the zoning code for a typology of use, so no one figured out how the ratio should be or at least the UG did not. He thinks they used a baseline of 41,000. If you remember, a developer mentioned we build parking spaces based on need. Mindy indicated there are not enough, especially on weekends. Mr. Hand indicated most parking codes are designed for Black Friday or the most amount possible even if it is for one hour in a 365-day year. This is what codes typically and historically try to design to that minimum amount of parking. Mindy Rocha indicated whatever we do we do not want to detour companies from coming into the county because they will not have enough parking or vice versa.

- XIII. Mr. Hand reminded the committee the CD district does not have a requirement currently for commercial it only has a parking requirement for housing and hotels. We are talking about removing the standards that are above and beyond the base district that require additional parking counts for certain uses regardless of the zoned district. The proposal from Mr. Schrader was to get rid of the code that says if you are a restaurant, you must have X number of parking spaces per square foot of your building and no less than 10. Even if you are a hole in wall or a walk-up counter, our code is written as minimum of 10 spaces. What is included are clubs, bars, and restaurants. Some of the conversation from last month was, should it be all this, should it blanket the district, should we expand outside of the CD district, or should it just be downtown. Mr. Hand's recommendation would be to just put a moratorium on parking and see what happens. Learn from it and take that knowledge and use it in the zoning code update process. Commissioner Burroughs indicates that may be the easiest thing to do for legal, but the length of time would be the challenge. When do we come back and visit what have we learned. It would still take an ordinance to change but not to the extent we have been talking about, it would just be a moratorium. He agrees that would be the easiest thing to do. Not knowing what Mr. Schrader was setting out to do, Commissioner Burroughs indicated that was a recommendation he had made regarding another moratorium.

XIV. Moratorium Discussion:

- Commissioner Burroughs asked Wendy Green, legal counsel, if we make it a two-year moratorium, and Mr. Hand and Chelsea if that gave plenty of time to review and garner any knowledge- would that give ample time to put together. Is it sufficient or too much time. Mr. Hand responded by saying two years is an aggressive timeline from entitlements to operations for any project. Two years would barely be enough time for most projects, especially more complicated ones to get out of the ground, especially downtown and if we want to learn from the lived experience of new construction and parking requirement, he recommends longer. Two years will provide data on no parking and how it works in the entitlement process, design and construction process but how it operates afterward on a Saturday may need a little more time.
- Mindy Rocha asks if FIFA will impact those numbers during that time as well. Commissioner Burroughs hopes it will
- Wendy Green, legal counsel, indicated if we change the ordinance anyway it is in the same ordinance whether you change it for the residential so we could just change the ordinance to say there are no parking requirements in that district and see what happens
- Nate Brungardt commented that as someone who comes downtown regularly, the side streets are usually packed with existing parking and may consider some restrictions on where new housing will potentially be built. Commissioner Stites asked if he was referring to multifamily projects. Mr. Brungardt said yes, that when we say residential projects, that is what usually comes to mind. Especially in this district it will be multifamily projects

- Commissioner Stites asked Mr. Hand, at the last meeting you mentioned a business on Minnesota where you had to turn them down, will this then rekindle that conversation with that business as I hate turning down a business that wants to open their doors here. Mr. Hand mentioned antidotally there have been two businesses since that time, both restaurants, that are encountering parking issues downtown. This would help as currently written in the amendment or as a moratorium. He has not told them to wait because it will be changed because I'm not sure when or if that will be done. Some of these businesses while we are having these conversations are slipping through the net and maybe finding other locations to do business. Commissioner Stites asked if we were to move forward with this moratorium, what is the timeframe it goes in front of commission?
- Wendy Green responded that this would depend on what is being done, if you changed the ordinance for the downtown district, we would have to make sure the correct notices were sent and go before the next planning commission, but this is not possible for the April meeting. It will have to be the May Planning Commission meeting. If it was done by a full Commission moratorium like we did for Food Truck ordinance, then it would need to be placed on the Commission Agenda.
- Alan Howze, ACA, reminded us of the comment made by Commissioner Stites last month- when you think of downtown we think of it as more linear discussion not out to 18th street. As we think about this -it is a tightly described area, but another option will be to look at the downtown master plan and open to other areas in the downtown master plan- it is a different overlay and stretch down Minnesota and approach it that way, slightly different because currently the CD in the zoning code.
- Commissioner Stites recommended a 3-year period for a moratorium to review but asked if for any reason during these three years can we stop it. Can we put language in to opt out if needed. Wendy Green legal counsel said yes you can bring it right back in front of the Commission and Commission can lift the moratorium.
- Mindy Rocha mentioned we should revisit but is it every 3 months, 6 months update? Commissioner Stites agreed whatever time frame we select it should be consistently reviewed and understand from staff how it would be impactful and not sure how long this group will meet with new incoming mayor and commissioners. Commissioner Burroughs indicated the process will be staff led so expect they will bring forth any information and report it back to the Economic Development Standing Committee, Public Works committee or any committee that staff can come and give an overview. Not making more burden than necessary on the staff there are a lot of good ideas still to hear and still want to know what Mr. Schrader's intent was. That is why concern of fast tracking this, but we would like to move forward with the 3-year moratorium proposal for the Downtown Central Business district and at that point when he returns, we can have a discussion and let him know what action has been taken at this point and if his decision is reasonable as to the action we have taken, I would like it to be brought to this committee for approval to advance on to full commission. We vetted it, Counsel can draft and discuss at the next meeting, with Mr. Schrader here. Is that an approvable action to those here.
- Nate agrees approving for business would be great but a little hesitant for multifamily, just because if you have a 100 plus unit come in that is going to impact parking
- Gunner Hand shared the Downtown Master Plan Map (**Attach**) with the committee. It includes the CD District but goes over to Sandusky, north to Washington and over to 18th Street, pinches to 10th street to include Armstrong, and Nebraska.

- Our next Taskforce meeting is April 14 with the Commission meeting on April 24. There seems to be enough time to get this to commission. Wendy Green asked for clarification- is this timeline for the moratorium or for a resolution? The consensus in the room is that the direction to move forward with a moratorium, it is cleaner and quicker and less work on staff. Are we in agreement only for commercial and leave out multifamily projects?
- Gunner Hand believes this is a philosophical question and leans toward the market correcting itself. It will build a project it can sell. He does have concerns that those types of general developers who build to sell don't care how it operates and would take the cut on the parking spaces up front any of day of the week. So, while I agree with getting rid of all parking requirements and seeing what we learn from it, there is some sort of higher discussion on parking globally that should land somewhere between all this, which is defining both a minimum and maximum and holding people to that so there is not egregiously building more and more parking lots for every retail building or a person not squeezing out all the single family neighborhoods that we have downtown to have access to their alley ways and they can't park off street as assigned to do. You would hope someone building on 4th in Minnesota will have off street parking that would require or what some developers have started to do is couple that parking from a lease. So, we will have batch parking, and add parking, your 1500 now becomes 1750. That is another way to think about a higher strategy. It is somewhere in that mid-range we are not requiring a minimum or setting a maximum. Change the relationship a project has with parking and that is one of many types of different steps, moratorium is interesting because we can quickly go back if it does not work. Commissioner Stites asked about the Dry cleaner at 18th, no one is usually there, so if you had 10-15 spots are we making it tough for someone opening a business tough to get a parking space. If building and willing to risk dollars and no minimum parking is put on them that is tough but disagreed and Mr. Hand made some good points and there will be several people who will decide not to live here because of the parking space but others who ride a bike and take a bus who would. He agrees to start with Commercial.

XV. ADA Discussion

- Commissioner Burroughs asked how this affects ADA requirements for business and public. Mr. Hand reminded us that ADA is base line and not greatest but a start and spoke with legal about this. He thinks that we cannot deny the creation of ADA spots if they are necessary. He thinks it is something like for every 20 slots must have an ADA parking space. He thinks we still require those spaces no matter what. You eliminate all parking for all commercial uses so now any restaurant can be there, if that restaurant was required to have 20 parking spaces, they don't have to build 20 but they do have to have one ADA parking space. That is how we would have to resolve that. He does not think we cannot require building ADA spaces if they must do so. Commissioner Stites indicates, nor would they not want to. Alan Howze reported we then should determine how the street parking is and how many stalls are set aside for ADA parking. Mindy Rocha asked Does that meet the parking requirements, especially those buildings side by side?" With spots on the street, does that resolve for that without requiring a business to figure out how they are going to incorporate an ADA parking spot.
- Commissioner Stites asked if there were 100 parking spaces in front of a line of businesses, and we have 5 that are ADA parking spaces and may be in a row or at the end of the block, not necessarily in front of each business. Alan Howze indicates that it puts the additional ownness on the UG, in terms of requirements for parking as a resource and to Downtown Shareholders

as well. It then becomes businesses to manage this effectively for their business.

Commissioner Burroughs indicates his experience downtown is that at every ½ block or so, at the end of blocks are ADA spaces and not sure if it is by zone or initially set up that way. He wants to ensure that we are talking about mobility issues in our downtown area and if visitors come in they should have a fair and equitable opportunity to utilize our infrastructure including curb cuts, designated parking areas, whether all at one end or scattered throughout. If there was a number, we needed to have that we provided those. We would like to keep from any litigation that might come forward because we have denied people access to downtown and the services of businesses that are available.

- Mindy Rocha asked how does it work right now at 18th and Central, where they are all lined up next to each other, does every business have an ADA spot? Are they all mandated to have an ADA space? Gunner Hand indicated no because the smaller businesses are required to have spaces under 20, Most on central are required to have the 10 minimum and if you did the numbers for 4 for 1000, usually come up with 4,5 or 6, usually under the 10. Could also delete the minimum requirements for certain typologies and let the calculation play itself out but Mr. Hand cautioned us that for ADA spaces you do not want to conflate off street with on-street parking, to Mr. Howze point, if you go down this road an active parking strategy is required. You can't leave signs on the road that say you can park there for four hours and expect people to overturn quickly, which is typically what you want in a commercial corridor central business district. We don't do that right now; we evenly distribute ADA spaces in the right a way as a design solution more than anything. On the angle street where we have done street improvements and not even angled from 5th to 6th street and spaces at 6th to 8th you can strategically locate ADA spaces but those wouldn't be counted towards any requirement of development in those stretches but in other streets farther west where it is all parallel, it is very difficult to design an ADA parallel parking spaces and now encroaching on requirements, which is one of the reasons why they did the redesign for it. We will need to figure out what to do about ADA spaces. Mindy Rocha indicated she just wanted to make sure the requirements did not make all businesses require an ADA space in the front of their business. Mr. Hand indicated this will happen only if as part of the ratio should we find that ADA spot (1 for every 20) and if not build that one parking space which is a win for most people especially if new construction, but If you are new business and want to occupy and still need to find an ADA space depending on the size of the project
- Commissioner Burroughs asked if a business owner can petition the UG for an ADA parking space in front of their business. Mr. Hand responded yes and it has happened multiple times and this will go through Andy Roddy, right away coordinator and ultimately decided by the county engineer. Commissioner Burroughs asked if this may address some of the concerns we are talking about here. If a certain business went in and needed a parking space (even the owner may need a parking space) there are clientele that need a few spaces to help guide us as to what is necessary and needed and assume they would petition, but does it come as your request, through you. Mr. Hand answered that anything about Public Right of Way goes through Public Works. There is a lot of coordination among the departments because public parcels are on right of ways but for that specific request like curb cuts, that would be in coordination with public works. There is a lot of coordination but anything with public right of way is the authority public works department.
- Commissioner Stites mentioned in his previous example of 100 parking spaces with 5 ADA at the end as an example and is aware ideally it is spaced out through the entire block but

reminded us about the example of someone carrying their groceries living in a multi-family unit, 3 blocks away in the rain, the cold, and snow is similar so he believes having those ADA parking spaces appropriately placed throughout the street parking is what we should try and get at.

- Commissioner Burroughs mentioned as we get to the end of our meeting, he would like the committee to give proper counsel guidance as to the next steps

XVI. Next Steps

- moratorium with a three-year recommendation
- ADA parking spots are to be part of the discussion of that
- Multifamily vs Commercial
- Only look at Central Development District Downtown
- Extending out to areas defined in the Downtown Master Plan (Does not take Mr. Schraeder's area out just matches area in Master Plan) Takes us to 18th Street and in that corridor, we have a lot of mechanical shops businesses along that corridor. Mr. Hand mentioned there is also a lot of turnover and in three years' time we would learn a lot as opposed to just looking at the Central Business District where there is not as much

XVII. Moving Forward-

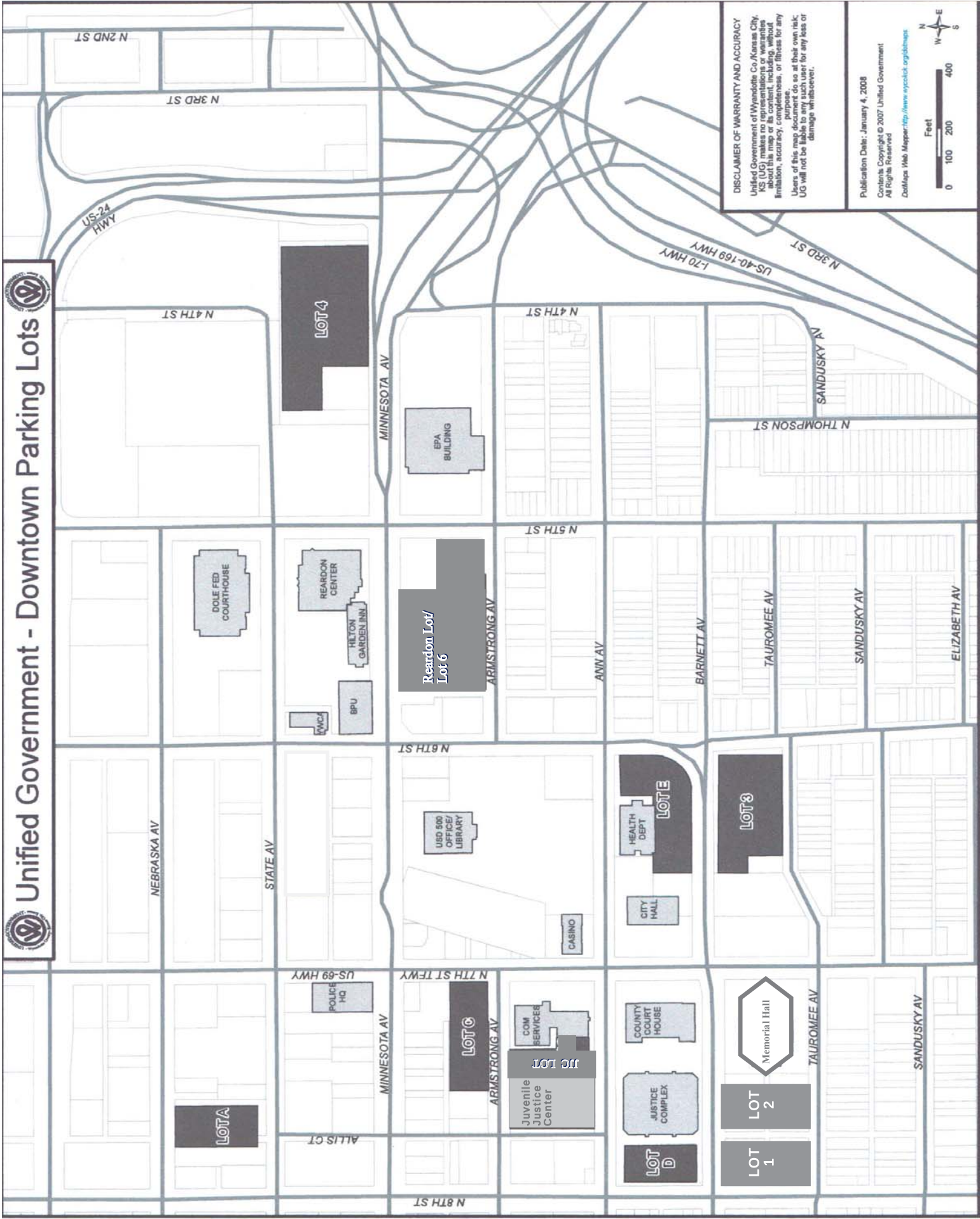
- Commissioner Burroughs recommends for the next meeting the intent once we get guidance from Mr. Schrader, we will have plenty of time for this discussion early in the meeting, then propose the ordinance, then we will take whatever action necessary to advance it to the full commission to address the parking issue in the entire downtown master plan.
- Wendy Green asked for clarification of what was needed for the next meeting. Would you like her to have a resolution for the moratorium for parking within the downtown master plan area with map of the area attached to the resolution and is it for all parking requirements except for multi family residential? Commissioner Burroughs indicated that it was the understanding
- Alan Howze asked if there is a differentiation between up to a six plex or beyond a six plex, that it is in different category in multifamily which is what Mr. Brungardt was raising concerns about. If it is a duplex or triplex, it is less of a concern, and something where it will be good to have more of that and see whether in fact that drives more projects like this in this corridor. Mr. Hand responded, all the way down 18th street we are dealing with mostly commercially zoned districts not residentially zoned districts so in the residentially zoned districts, above R2 (duplex), we do not call duplexes multifamily they are still considered single family, three plex and above multifamily each one of those subdistricts have slightly different parking standards but based on bedrooms not the size of units, but number and types of bedrooms. He does not believe it would impact much to do just a blanket for all residential parking and to test out. Commissioner Stites replied we have 30 days for you to run this through this and obviously your thoughts will change the ordinance but if something comes up after thinking about this or something else makes more sense than don't wait for 30th day but reach out to us to adjust that. Mr. Hand mentioned you can build mixed-use projects in C-3 and if we announce a moratorium, and get a flood of inquiries, which are good things, so that will help your point Commissioner, we will see what comes in.
- Commissioner Burroughs indicated We have a variety of older, larger homes that have been divided into apartments over the years -not sure how they are classified -most as you mentioned are duplexes of the upper and lower floors, some may even be fourplexes, I would hope that would not be impactful on those because they would be at a minimum, however,

standing this out because we are not too familiar with the surroundings as he took a tour the other day in downtown district trying to look at the district as requested.

- Commissioner Burroughs suggested what if we had two ordinances, one for just the downtown Central District and one for the overall Master plan district, we could see what Mr. Schraeder wants, would that be complicated to do, to have a moratorium on those? Wendy Green indicates the Downtown master plan incorporates the Central District and at this point it would be a resolution for a moratorium and if we did an ordinance change that must go before planning committee. So, she is currently drafting a resolution for a moratorium that would go straight to the full Commission. It would probably be a benefit if we included a map with bold lines that delineated the streets and less bold line on the Central Business District to share with the public to differentiate what the boundaries are
- Commissioner Burroughs shared his appreciation with the discussion and guidance shared by the committee. If we choose to move forward with this, the next meeting will be April 14th. Once we get this resolved we will then jump in signage discussion. That has been a request by the committee.
- Chelsea Chism, asked, what is the plan for the CitiesWork recommendation report (in the packet)? Is there a meeting identified for that discussion. Commissioner Burroughs responded we should set a meeting aside and have that discussion again. If there is something specific that Mr. Hand and Ms. Chism would like to discuss and bring forward, please do so. That report is a big apple to try and chew in one setting with several recommendations and the chair is willing to have you help with guidance of what might be next. We had an overview 6-7 months ago: we can go back and review it again but would like some guidance. Ms. Chism agreed to set up a meeting and figure out a path forward.

Meeting Adjourned at 3:59 pm. **Next meeting is April 14, 2025, at 3:00 pm.**

Unified Government - Downtown Parking Lots



DISCLAIMER OF WARRANTY AND ACCURACY
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UNIFIED GOVERNMENT

Parking Garages and Lots Locations and # of Spaces

Garage Parking	LOCATION OF COVERED/RESERVED	# OF SPACES	NOTES
Lot A	732 State Ave	354	EMPLOYEES, MONTHLY, HOURLY
Lot C	720 Armstrong Ave	504	EMPLOYEES, MONTHLY, HOURLY
Lot D - Reserve	7th & Ann	343	RESERVED
Lot E - Reserve	6th & Barnett	145	RESERVED
Lot F - Reserve (VIP)	6th & Barnett	38	RESERVED
Surface Lots	LOCATION OF SURFACE		
Lot E - Upper	6th & Barnett & Ann Ave	140	HOURLY
Lot 1	743 Tauromee Ave & 8th St.	97	EMPLOYEES
Lot 2	727 Barnett Ave	100	86 - Public, Memorial Hall Events, Juror overflow 14 - Sheriff Dept & B & L
Lot 3	621 Barnett Ave	201	EMPLOYEES and MONTHLY
Lot 4	424 State Ave	427	FREE PARKING
Lot 5		154	FREE PARKING
Reardon Lot/Lot 6	5th & Minnesota Ave/530 Armstrong Ave	220	FREE PARKING
TOTAL SPACES		2526	

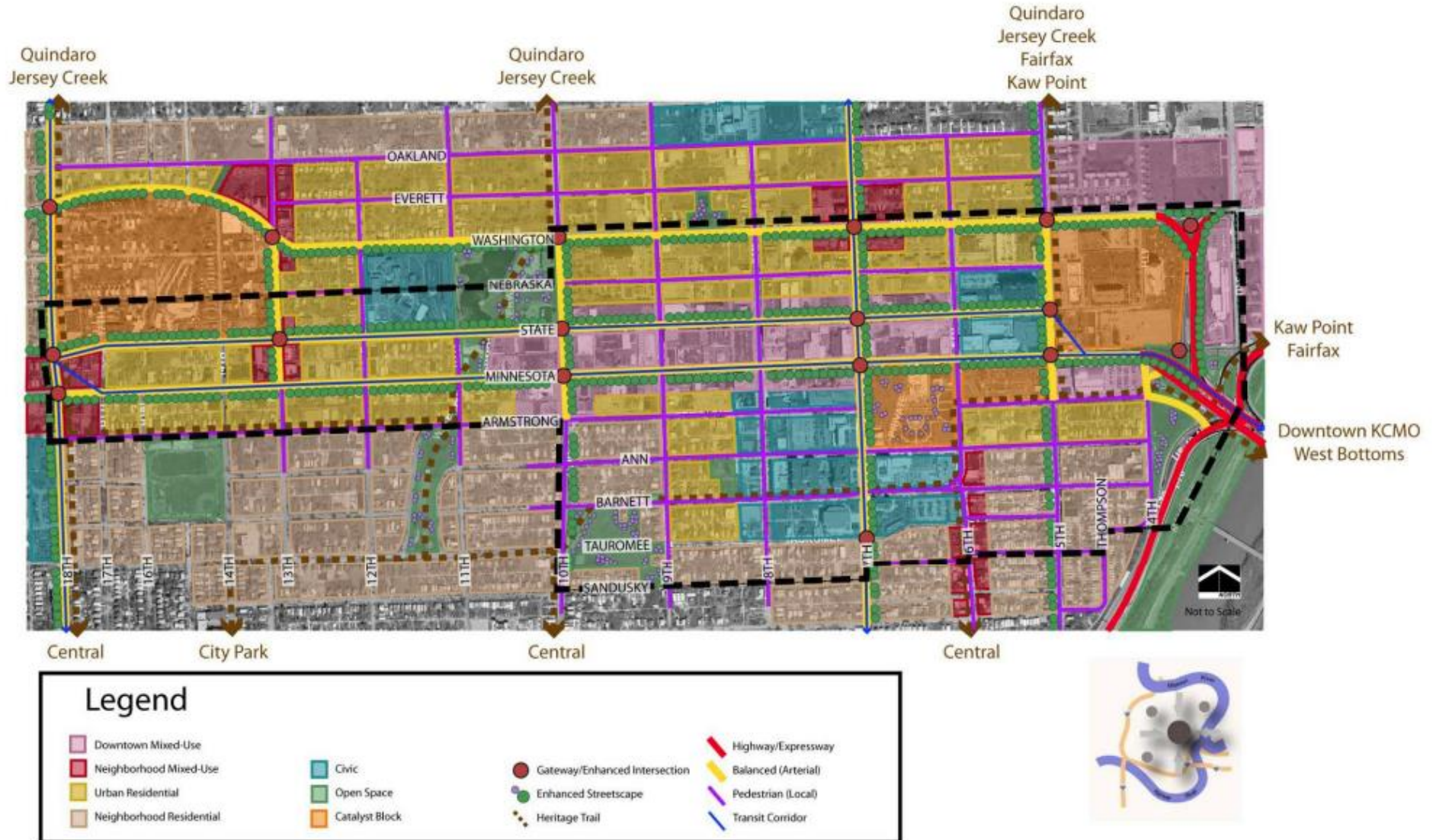
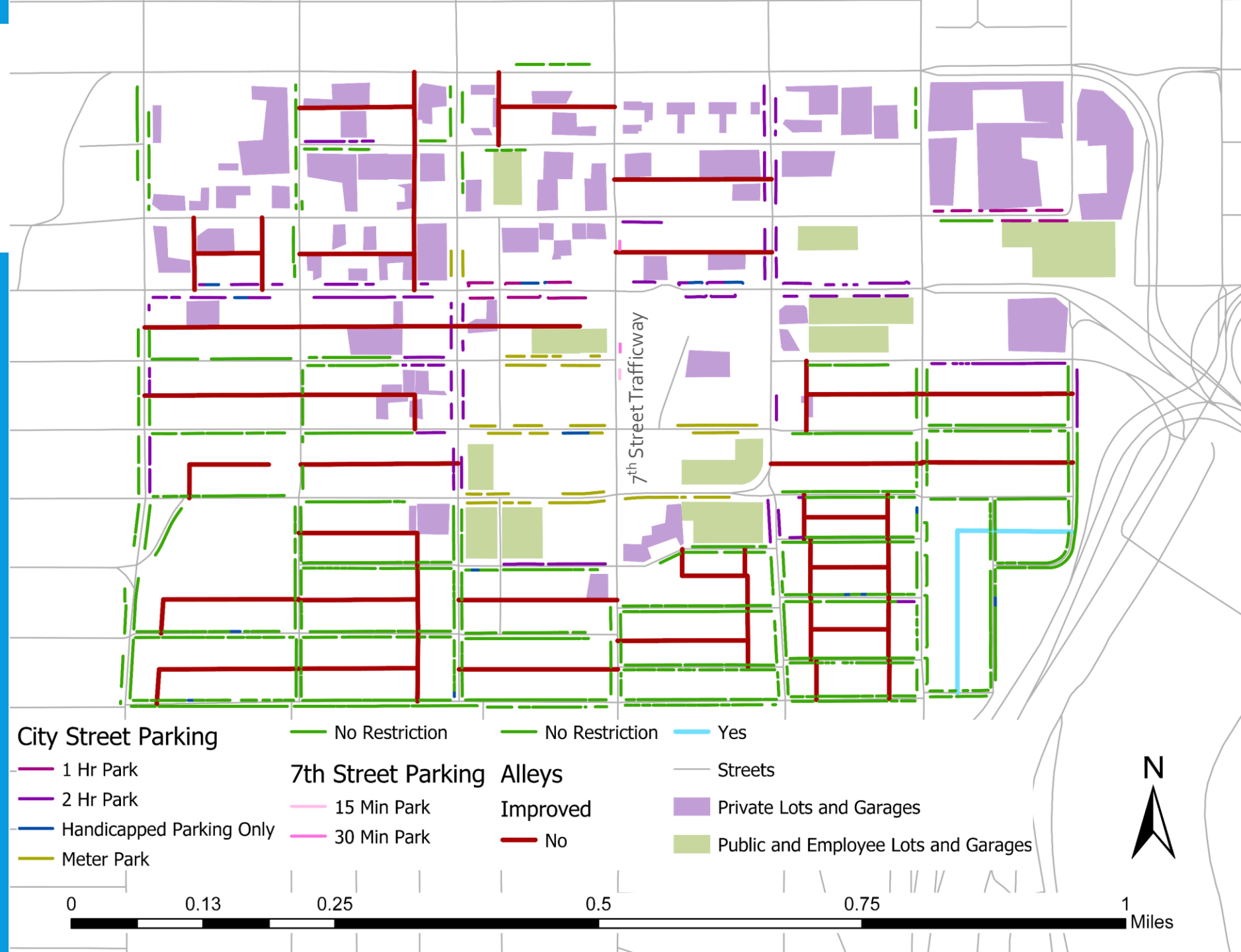


Figure I-2: Downtown Master Plan Map
 Source: Gould Evans Associates

DOWNTOWN PARKING

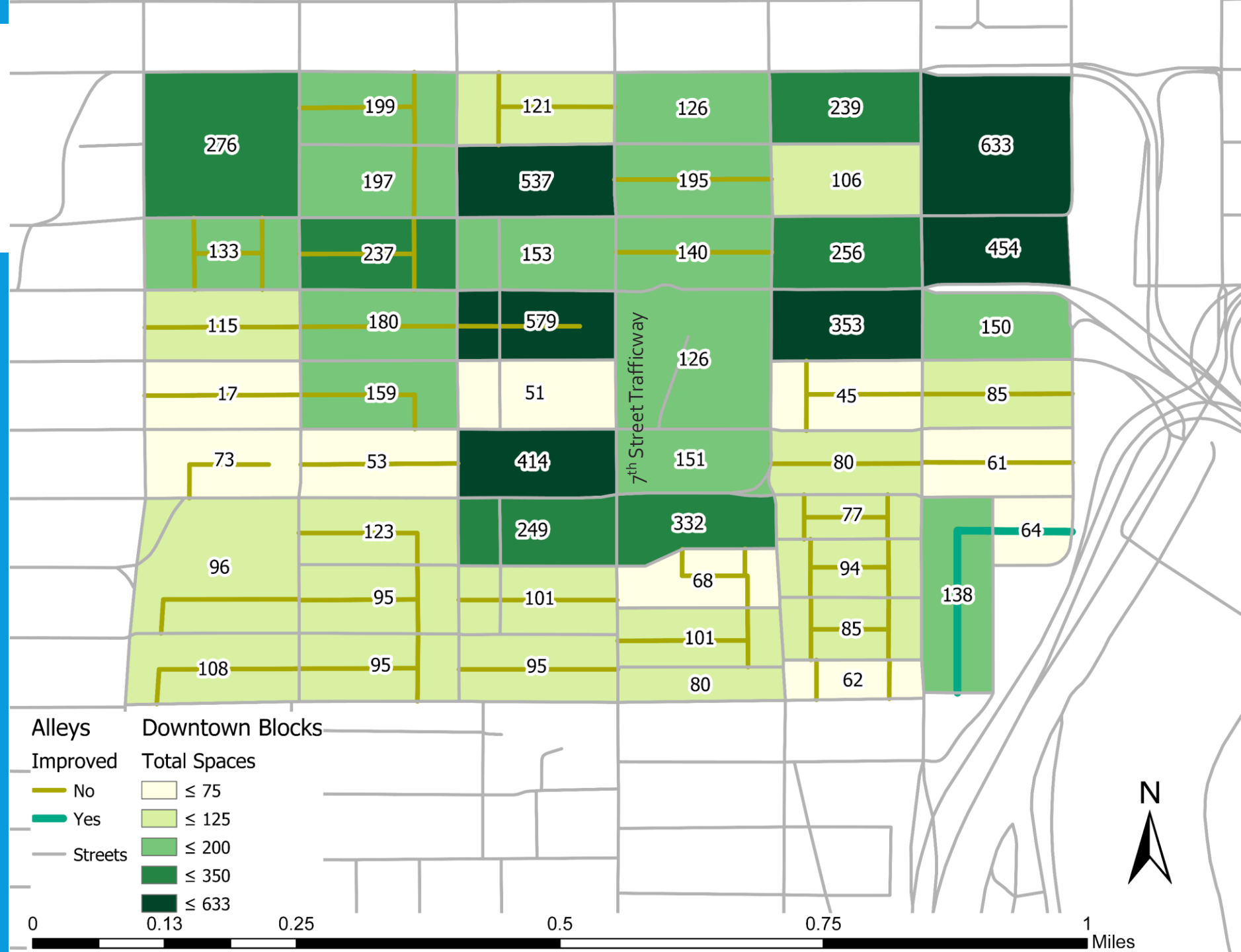
OVERVIEW

Streets, Alleys, and Parking



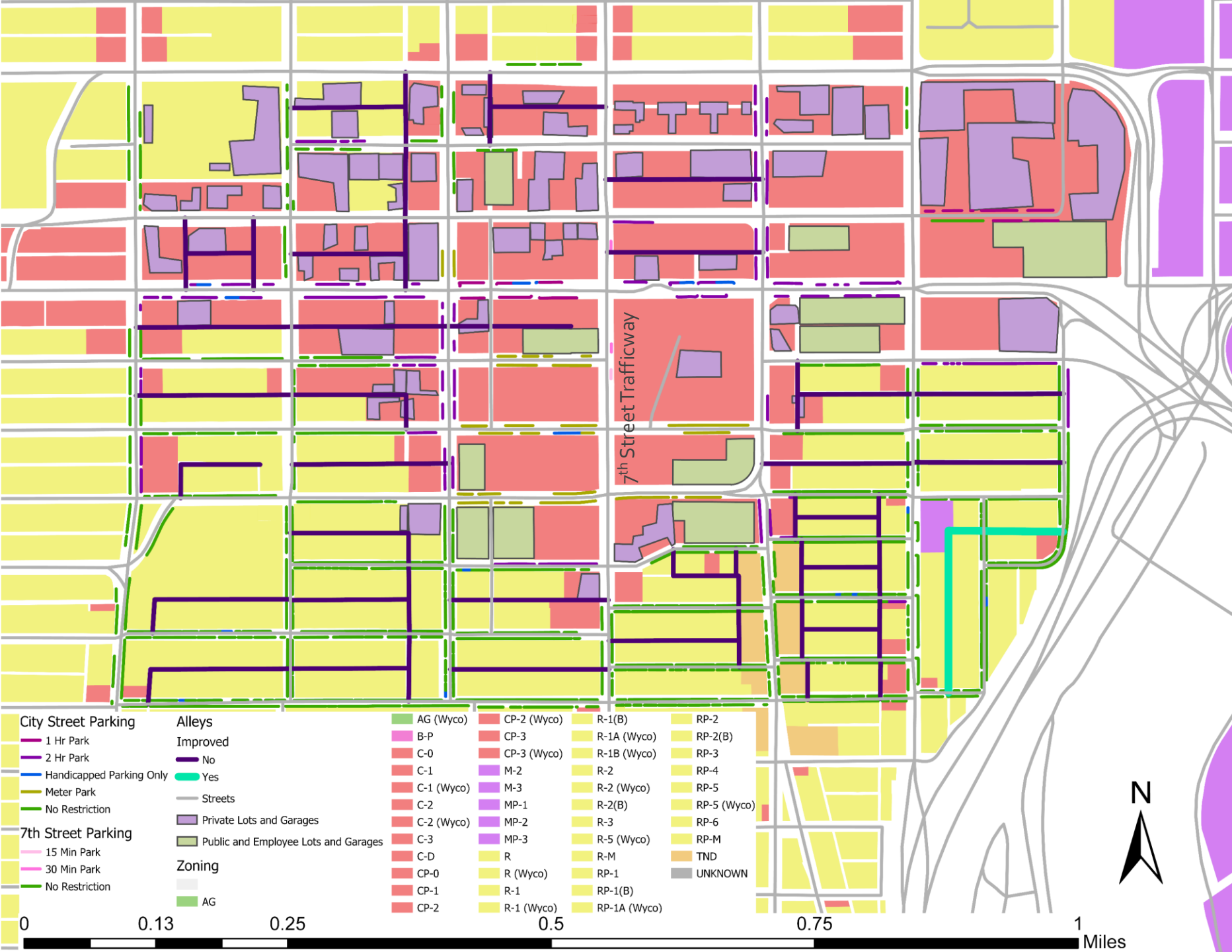
PARKING BY BLOCK

Total Parking Spaces
(Includes house garages
but excludes driveways)



PARKING AND ZONING

Streets, Alleys, Parking, and Zoning Districts



Published in the *Wyandotte Echo* on _____, 2025

RESOLUTION NO. _____

A RESOLUTION ESTABLISHING A MORATORIUM ON THE ENFORCEMENT OF THE MINIMUM NUMBER OF PARKING SPACES REQUIRED FOR COMMERCIAL USES BY BOTH ZONING DISTRICT AND SPECIAL USE REGULATIONS AND THE ESTABLISHMENT OF LEGAL NON-CONFORMING STATUS FOR ALL QUALIFYING REHABILITATION, EXPANSION, OR CONSTRUCTION OF COMMERCIAL BUILDINGS AND USES WITHIN THE TERM OF THE MORATORIUM, UNDER CHAPTER 27, ARTICLE VIII, DIVISIONS 4 AND 9 OF THE CODE OF ORDINANCES.

WHEREAS, the promotion of industrial and commercial businesses, especially small businesses, in Wyandotte County is a priority for the Unified Government;

WHEREAS, imposing a minimum number of off-site parking spaces for a business to create or secure before opening or expanding can create a significant barrier to opening or expanding said business;

WHEREAS, the PlanKCK Economic Development Strategic Plan, approved and adopted by the Board of Commissioners on December 6, 2023, seeks to identify and work to remove regulatory barriers to promote a thriving business mix in Downtown KCK;

WHEREAS, removing parking minimums is a specific identified strategic initiative in the PlanKCK Citywide Comprehensive Plan, approved and adopted by the Board of Commissioners on November 30, 2023;

WHEREAS, the goDotte Wyandotte County Strategic Mobility Plan, approved and adopted by the Board of Commissioners on August 25, 2022, identifies State Avenue and 7th Street as “Key Opportunity Corridors”, that is, major transportation corridors with the ability to accommodate a concentration of sustainable future growth, and advocates for the potential reduction or elimination of minimum parking requirements along such corridors;

WHEREAS, the Downtown Area Plan, approved and adopted by the Board of Commissioners on June 7, 2007, notes that “much of the land in Downtown is too valuable to use as surface parking, especially along street frontages” and endeavors to “maximize on-street parking on all streets”;

WHEREAS, Chapter 32, Article IX of the 2008 Code of Ordinances and Resolutions of the Unified Government of Wyandotte County/Kansas City, Kansas (“Complete Streets”), approved and adopted by the Board of Commissioners on November 11, 2020, intends for streets to

contribute toward the safety, health, equity, economic viability, and quality of life in Wyandotte County; therefore,

**BE IT RESOLVED BY THE GOVERNING BODY OF THE UNIFIED GOVERNMENT
OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS:**

Section 1. From the date of the passage of the Resolution, the Unified Government will place a moratorium on the requirement and enforcement the following sections and subsections of the Zoning Code, Chapter 27 of the Unified Government Code of Ordinances, for new construction projects or new rehabilitation projects that encompasses more than 50 percent of the building or site (“qualifying rehabilitation project”):

- A.) Section 27-463(e)
- B.) Section 27-464(e)
- C.) Section 27-465(f)
- D.) Section 27-466(e)
- E.) Section 27-467(e)
- F.) Section 27-468(e)
- G.) Section 27-469(e)
- H.) Section 27-470(f)
- I.) Section 27-471(n)(1)b
- J.) Section 27-741(n)(2)b
- K.) Section 27-741(n)(2)c
- L.) Section 27-741(n)(3)b
- M.) Section 27-741(n)(3)c
- N.) Section 27-741(n)(8)
- O.) Section 27-742(e)
- P.) Section 27-668

The Unified Government will furthermore make it policy that lack of compliance with the aforementioned sections and subsections of the Zoning Code shall not be a prerequisite for the satisfactory issuance of any permit nor the approval of any planning and zoning entitlement to new construction project or qualifying rehabilitation project.

Section 2. “New construction project” and “new rehabilitation project” shall be defined as a construction or rehabilitation project that has not yet received permits issued by the Building Inspections Division of the Neighbor Resource Center, including building, mechanical, electrical, and plumbing permits.

Section 3. Any new or reapproved Special Use Permit for a commercial use that, if such use, or building in which the use occurs, were to be a new construction or qualifying rehabilitation, is exempt from meeting the minimum parking requirements for the next approved term of the Special Use Permit or to the end of the term of this Resolution, whichever term is greater.

Section 4. Any automobile parking that is constructed to serve a new construction project or new qualifying rehabilitation project shall remain subject to and in compliance with all other parking requirements, including setbacks, on-site location, parking space and drive aisle dimensions, paving materials, and landscaping. Such parking shall be considered “required parking” within the context of Sections 27-524, -670, and -671.

Section 5. The effect of this Resolution shall be effective upon all land under the jurisdiction of the Unified Government within Downtown Kansas City, Kansas, as defined in the Downtown Master Plan, adopted by the Board of Commissioners on June 7, 2007.

Section 6. This Resolution shall become effective upon passage by the Unified Government Board of Commissioners and will remain effective until the same day in the year 2028 at 11:59 PM, or until a new Zoning Code becomes effective, or until a superseding resolution or ordinance becomes effective.

**ADOPTED BY THE BOARD OF COMMISSIONERS OF THE UNIFIED GOVERNMENT
OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS
THIS ____ DAY OF _____, 2025.**

Tyrone A. Garner, Mayor/CEO

Attest:

Unified Government Clerk

Published in the *Wyandotte Echo* on _____, 2025

RESOLUTION NO. _____

A RESOLUTION ESTABLISHING A MORATORIUM ON THE ENFORCEMENT OF THE MINIMUM NUMBER OF PARKING SPACES REQUIRED FOR COMMERCIAL USES BY BOTH ZONING DISTRICT AND SPECIAL USE REGULATIONS AND THE ESTABLISHMENT OF LEGAL NON-CONFORMING STATUS FOR ALL QUALIFYING REHABILITATION, EXPANSION, OR CONSTRUCTION OF COMMERCIAL BUILDINGS AND USES WITHIN THE TERM OF THE MORATORIUM, UNDER CHAPTER 27, ARTICLE VIII, DIVISIONS 4 AND 9 OF THE CODE OF ORDINANCES.

WHEREAS, the promotion of industrial and commercial businesses, especially small businesses, in Wyandotte County is a priority for the Unified Government;

WHEREAS, imposing a minimum number of off-site parking spaces for a business to create or secure before opening or expanding can create a significant barrier to opening or expanding said business;

WHEREAS, the PlanKCK Economic Development Strategic Plan, approved and adopted by the Board of Commissioners on December 6, 2023, seeks to identify and work to remove regulatory barriers to promote a thriving business mix in Downtown KCK;

WHEREAS, removing parking minimums is a specific identified strategic initiative in the PlanKCK Citywide Comprehensive Plan, approved and adopted by the Board of Commissioners on November 30, 2023;

WHEREAS, Chapter 32, Article IX of the 2008 Code of Ordinances and Resolutions of the Unified Government of Wyandotte County/Kansas City, Kansas (“Complete Streets”), approved and adopted by the Board of Commissioners on November 11, 2020, intends for streets to contribute toward the safety, health, equity, economic viability, and quality of life in Wyandotte County; therefore,

BE IT RESOLVED BY THE GOVERNING BODY OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS:

Section 1. From the date of the passage of the Resolution, the Unified Government will place a moratorium on the requirement and enforcement the following sections and subsections of the

Zoning Code, Chapter 27 of the Unified Government Code of Ordinances, for new construction projects or new rehabilitation projects that encompasses more than 50 percent of the building or site (“qualifying rehabilitation project”):

- A.) Section 27-463(e)
- B.) Section 27-464(e)
- C.) Section 27-465(f)
- D.) Section 27-466(e)
- E.) Section 27-467(e)
- F.) Section 27-468(e)
- G.) Section 27-469(e)
- H.) Section 27-470(f)
- I.) Section 27-471(n)(1)b
- J.) Section 27-741(n)(2)b
- K.) Section 27-741(n)(2)c
- L.) Section 27-741(n)(3)b
- M.) Section 27-741(n)(3)c
- N.) Section 27-741(n)(8)
- O.) Section 27-742(e)
- P.) Section 27-668

The Unified Government will furthermore make it policy that lack of compliance with the aforementioned sections and subsections of the Zoning Code shall not be a prerequisite for the satisfactory issuance of any permit nor the approval of any planning and zoning entitlement to new construction project or qualifying rehabilitation project.

Section 2. “New construction project” and “new rehabilitation project” shall be defined as a construction or rehabilitation project that has not yet received permits issued by the Building Inspections Division of the Neighbor Resource Center, including building, mechanical, electrical, and plumbing permits.

Section 3. Any new or reapproved Special Use Permit for a commercial use that, if such use, or building in which the use occurs, were to be a new construction or qualifying rehabilitation, is exempt from meeting the minimum parking requirements for the next approved term of the Special Use Permit or to the end of the term of this Resolution, whichever term is greater.

Section 4. Any automobile parking that is constructed to serve a new construction project or new qualifying rehabilitation project shall remain subject to and in compliance with all other parking requirements, including setbacks, on-site location, parking space and drive aisle dimensions, paving materials, and landscaping. Such parking shall be considered “required parking” within the context of Sections 27-524, -670, and -671.

Section 5. The effect of this Resolution shall be effective upon all land under the jurisdiction of the Unified Government east of Interstate Highway 635 (I-635).

Section 6. This Resolution shall become effective upon passage by the Unified Government Board of Commissioners and will remain effective until the same day in the year 2028 at 11:59

PM, or until a new Zoning Code becomes effective, or until a superseding resolution or ordinance becomes effective.

**ADOPTED BY THE BOARD OF COMISSIONERS OF THE UNIFIED GOVERNMENT
OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS
THIS ____ DAY OF _____, 2025.**

Tyrone A. Garner, Mayor/CEO

Attest:

Unified Government Clerk