

CITY PLAN COMMISSION STAFF REPORT

CD-CPC-2026-00025

Westport Overlay District Amendment

April 1, 2026

Docket #3

Request

Overlay District Amendment

Applicant

706 Westport Road LLC

Site Information

Location	Westport Overlay
Area	About 62 acres
Zoning	Various/WOD
Council District	4 th
County	Jackson
School District	Kansas City

KC Spirit Playbook Alignment

CD-CPC-2026-00025: low

Land Use Plan

The Midtown/Plaza Area Plan recommends Mixed Use Community for this location. The proposed plan has a low alignment with this designation. See Criteria A for more information.

Major Street Plan

Westport Road and Pennsylvania Avenue are not identified on the City's Major Street Plan.

Approval Process



Overview

The applicant seeks to amend the Westport Overlay District to allow Drive-Through Facilities with a Special Use Permit and add standards for Drive-Through Facilities within the overlay.

Existing Conditions

The Westport Overlay boundary encompasses the lots fronting Westport Road and Pennsylvania Avenue. The lots are developed with a mixture of commercial and residential uses.

Neighborhood(s)

There are various neighborhood and civic organizations located in the subject area.

Required Public Engagement

Section 88-505-12, Public Engagement does apply to this request. The applicant hosted a meeting on March 24, 2026. A meeting summary is attached; see Attachment #2.

Controlling + Related Cases

CD-CPC-2023-00062 - Approving the Westport Overlay District, the district created development and site design standards that promote the recommendations outlined in the Westport District Master Plan, with a focus on the pedestrian-oriented corridors in the Westport area (Ordinance No. 230498, approved June 15, 2023).

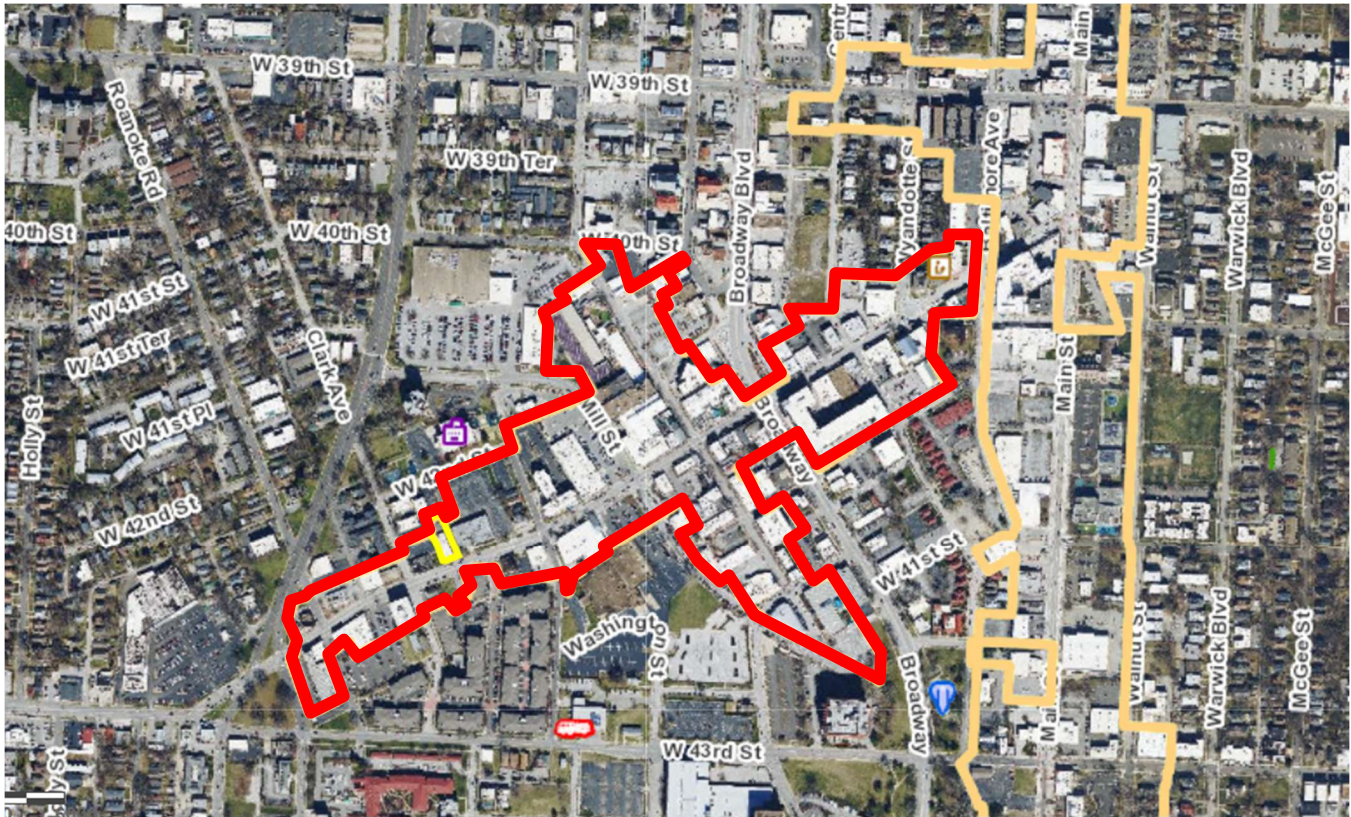
Project Timeline

The application was filed on February 23, 2026. No scheduling deviations have occurred.

Professional Staff Recommendation

Docket #3 Denial

VICINITY MAP



*Westport Overlay identified in red.

PLAN REVIEW

The Westport Overlay District was previously approved in 2023. The intent of the Overlay was to maintain the unique character of Westport and to create design guidelines for future development to ensure the neighborhood feel and character of the area are respected.

Three (3) of the eight (8) intents listed in the Overlay District encourage maintaining the pedestrian oriented development, primarily located along Westport Road and Pennsylvania Avenue:

3. Promote a mix of pedestrian-oriented uses that are compatible with the Westport Plan’s vision and goals.
4. Strengthen the active, street-front development pattern to improve the public realm and enhance access to the district.
7. Celebrate the history of Westport by promoting walkable, human-scaled development patterns.

To meet these intents, the overlay changed the allowed uses to only those allowed in the B-zoning district with specific uses listed as “prohibited”, Drive-Through Facilities was one use identified as “prohibited”.

A drive-through facility is identified in the Zoning and Development Code as, “any service window, automated device or other facility that provides goods or services to individuals in a motor vehicle. Also includes “drive-in” businesses and facilities, such as drive-in restaurants and car washes.”

The applicant is proposing to amend the Westport Overlay to allow drive-through facilities with the approval of a special use permit and add standards for drive-through facilities within the overlay. The additional standards can be found in the redline attached to this report. The applicant worked with staff to add additional standards including:

- Drive-Through Facilities shall not create new curb cuts off Westport Road.
- All Special Use Permits for Drive-Through Facilities shall specify the approved hours of operation during which such Drive-Through Facilities may be in operation.
- All Special Use Permits for Drive-Through Facilities shall be valid for a period not to exceed five (5) years from issuance.

Existing Drive-Through Facility Standards (88-340)

The current Drive-Through Facility standards aim to reduce visual impacts of drive-through activities on abutting properties, promote safe and more efficient on-site vehicular and pedestrian circulation, and reduce conflicts between queued vehicles, pedestrians, and traffic on adjacent streets. Drive-through functions are not allowed in the front or street side yard unless properly screened, must provide 80 feet of vehicle stacking area between the right-of-way and the first point of service, and must have a 50-foot distance between the nearest point of the drive-through operation and the boundary of an R or DR district. There are additional screening standards for drive-through facilities that include landscape islands, walls, berms, or porte-cocheres.

SPECIFIC REVIEW CRITERIA

Section 88-205-05 of the Zoning and Development Code requires overlay districts be established in accordance with the zoning map amendment procedures of 88-515. The Westport Overlay District standards were codified through the adoption of the overlay therefore Staff has included review criteria for rezonings (88-151) and text amendments (88-510).

Zoning and Development Code Text Amendments (88-510-07)

In reviewing and making decisions on zoning and development code text amendments, the City Planning and Development Director, City Plan Commission, and City Council must consider at least the following factors:

- A. Whether the proposed zoning and development Code text amendment corrects an error or inconsistency in the Zoning and Development Code or meets the challenge of a changing condition.**

The proposed amendment does not correct an error or inconsistency in the Code. Staff has not seen an increase in requests for drive-through facilities within the Westport Overlay that might suggest the challenge of a changing condition. The applicant would like to have a drive-through facility on their property and is therefore requesting the amendment to the Westport Overlay District.

B. Whether the proposed zoning and development code text amendment is consistent with adopted plans and the stated purpose of this Zoning and Development Code.

The proposed amendment is not consistent with adopted plans, or the stated purpose of the adopted Westport Overlay District.

“This amendment would allow drive-throughs in the Westport Overlay District with a special use permit. Such a modification would be in contradiction to long-range plans because the changes would encourage driving and increase potential conflicts between pedestrians and motorists. The Westport area is a classic example of a mixed-use, walkable district, and the Midtown/Plaza Area Plan specifically discourages drive-through uses in mixed-use areas. Broadly, the KC Spirit Playbook encourages walkability and alternative transportation modes. City staff made several suggestions that would not require an amendment to the overlay, including curbside service or a walk-up window that would maintain Westport’s pedestrian-friendly design.” – Luke Ranker, 4th District Planner, Community Planning Division

C. Whether the proposed zoning and development code text amendment is in the best interests of the City as a whole.

The proposed amendment would only impact the properties located within the Westport Overlay District. Westport has historically been very pedestrian friendly, adding drive-through facilities to allowed uses will have a negative impact on the character of the area.

Rezoning, Zoning and Development Code Map Amendments (88-515-08)

In reviewing and making decisions on proposed zoning map amendments, the City Planning and Development Director, City Plan Commission, and City Council must consider at least the following factors:

A. Conformance with adopted plans and planning policies.

The proposed amendment is not consistent with adopted plans, or the stated purpose of the adopted Westport Overlay District.

See Criteria A in the Zoning and Development Code Text Amendment Review Criteria for statement from the Community Planning Division.

B. Zoning and use of nearby property.

There is a mix of B (business), Master Planned Development (MPD), and UR (Urban Redevelopment) zoning districts. The area has a variety of commercial and residential uses.

C. Physical character of the area in which the subject property is located.

The area within the overlay boundary is mostly developed with a mix of commercial and residential uses. The Westport District Master Plan describes the character of both Westport Road and Pennsylvania Avenue as:

“Two of the most iconic streets in the city, Westport and Pennsylvania are the primary pedestrian-oriented corridors in the district. These corridors are characterized by traditional development patterns and a relatively consistent palette of materials and stylistic details. The street layouts are oriented towards pedestrian circulation, enclosed by human-scaled buildings of consistent character.” (page 79)

D. Whether public facilities (infrastructure) and services will be adequate to serve development allowed by the requested zoning map amendment.

Not applicable as this is an amendment to add a use (Drive-Through Facility) within the Westport Overlay District. Should the amendment be approved, each drive-through facility will require review and approval of a special use permit, during which time City Staff will review public facilities and services.

E. Suitability of the subject property for the use to which it has been restricted under the existing zoning regulations.

Not applicable for the Westport Overlay as a whole as this is an amendment to add a use (Drive-Through Facility) within the boundaries of the district.

However, the applicant would like to add a drive-through facility on their property within the Westport Overlay District. The property has been used commercially off and on without a drive-through facility since before 2006. The applicant is currently operating an allowed retail use on the subject property without the drive-through facility.

F. Length of time the subject property has remained vacant as zoned.

Not applicable for the Westport Overlay as a whole as this is an amendment to add a use (Drive-Through Facility) within the Westport Overlay District.

The applicant’s property is currently being used for retail sales, it was previously used as an Eating and Drinking Establishment.

G. The extent to which approving the rezoning will detrimentally affect nearby properties.

Approving the rezoning to allow for drive-through facilities within the Westport Overlay will detrimentally affect nearby properties. The proposed amendment creates the potential to:

- Increase the number of curb cuts streets adjacent to Westport Road (per the additional standards) which will further disrupt sidewalk connections and create unsafe crossing locations for pedestrians.
- Increase traffic movement on and off Westport Road which may lead to additional traffic disruption on an already busy road. It may unintentionally cause traffic to use the drive-through as a way to cut through the area to the next closest street.

- Increase queuing vehicles, which leads to an increase in noise, spillover light from headlights, and increased pollution.
- Create a precedent that drive-through facilities should be allowed in heavily populated areas of the City, even in areas that have identified through community planning their preference for pedestrian-oriented development.

H. The gain, if any, to the public health, safety, and welfare due to denial of the application, as compared to the hardship imposed upon the landowner, if any, as a result of denial of the application.

Should the application be denied, the Historic Westport area will retain the pedestrian experience it is known for and continue to allow for diverse uses and maintain buildings with historic character.

There is no hardship imposed upon the landowner for the application as they are currently operating on the property without a drive-through facility.

ATTACHMENTS

1. Applicant’s Submittal
2. Public Engagement Materials
3. Detailed Westport Overlay Map
4. KC Spirit Alignment
5. Public Testimony

PROFESSIONAL STAFF RECOMMENDATION

City staff recommends Denial.

Respectfully submitted,



Larisa Chambi, AICP

Planning Supervisor

ZONING AND DEVELOPMENT CODE CITY OF KANSAS CITY, MISSOURI
88-285 WESTPORT OVERLAY DISTRICT

88-285 WESTPORT OVERLAY DISTRICT

Redline – Westport Drive Throughs

88-285-01 INTRODUCTION

88-285-02 ALLOWED USES

88-285-02-A TABLE OF ALLOWED USES

Use categories and general uses have been established for principal uses of land and buildings. Table 1 indicates permitted uses (■) subject to general district and building development standards, special uses (S) subject to the discretionary review process, prohibited uses (–), and additional use-specific standards, applicable to all underlying zoning districts in the overlay district.

Table 1: Allowed Uses		
	All Underlying Districts	Additional Use Standards
Residential		
Household Living		
» Detached houses	■	88-120-03-H.3
» In any other residential building type	■	88-323
» In mixed-use building	■	
Group Living	■	
Civic/Institutional		
Bicycle Sharing Facilities	■	88-322
Club, Lodge, or Fraternal Organization	■	
College/University	■	
Day Care		
» Home-based (1—5)	■	
» Family (up to 10)	■	
» Group (up to 20)	■	
» Center (21+)	■	
Detention and Correctional Facilities	–	
Halfway House	–	
Hospital	■	
Library/Museum/Cultural Exhibit	■	
Park/Recreation	■	
Religious Assembly	■	
Safety Service		
» Fire station	■	
» Police station	■	
» Ambulance service	■	

Table 1: Allowed Uses		
	All Underlying Districts	Additional Use Standards
School	■	
Utilities and Services (except as noted below)		
» Basic, minor	S	88-323
Commercial		
Adult Business	—	
» Adult media store	—	
» Adult motion picture theater	—	
» Sex shop	—	
Animal Service		
» Sales and grooming	■	88-315
» Shelter or boarding	■	88-315
» Stable	S	88-315
» Veterinary	■	88-315
Artist Work or Sales Space	■	
Building Maintenance Service	■	
Business Equipment Sales and Service	■	
Business Support Service (except as noted below)	■	
» Day labor employment agency	—	
Communications Services Establishments	■	
Drive-Through Facility	- S	88-340, 88-285-05-F
Eating and Drinking Establishments (except as noted below)	■	
» Tavern or nightclub	■	
Entertainment Venues and Spectator Sports		
» Indoor small venue (1—149 capacity)	■	
» Indoor medium venue (150—499 capacity)	■	
» Indoor large venue (500+ capacity)	■	
» Outdoor (all sizes)	■	Section 5-B
Financial Services (except as noted below)	■	
» Pawn shop	—	
» Short-term loan establishment	—	
Food and Beverage Retail Sales	■	
Funeral and Interment Service		
» Cemetery/columbarium/mausoleum	■	88-345
» Cremating	■	88-345-02
» Undertaking	—	
Gasoline and Fuel Sales	—	
Lodging		

Table 1: Allowed Uses		
	All Underlying Districts	Additional Use Standards
» Bed and Breakfast	■	88-320
» Hotel/motel	■	88-323
» Recreational vehicle park	—	
Mobile Vendor Park	■	88-358
Office, Administrative, Professional or General	■	
Office, Medical	■	
» Blood/plasma center	—	
Parking, Accessory	■	88-323; 88-285-05-C
Parking, Non-accessory	■	88-323; 88-285-05-C
Personal Improvement Service	■	
Repair or Laundry Service, Consumer	■	
Research Service	■	
Retail Sales	■	
» Outdoor Retail Sales Class A	■	88-366-01
» Outdoor Retail Sales - Class B	■	88-366-02
Reuse of officially designated historic landmark (local or national) if proposed use is not permitted	■	
Sports and Recreation, Participant		
» Indoor	■	
» Outdoor	■	88-285-05-B
Vehicle Sales and Service		
» Car wash/cleaning service	—	
» Heavy equipment sales/rental	—	
» Light equipment sales/rental (indoor)	—	
» Light equipment sales/rental (outdoor)	—	
» Motor vehicle repair, limited	—	
» Motor vehicle repair, general	—	
» Vehicle storage/towing	—	
INDUSTRIAL		
Manufacturing, Production and Industrial Service		
» Artisan	■	88-318
» Limited	S	
» General	—	
» Intensive	—	
Mining/Quarrying	—	
Recycling Service		
» Limited	S	88-323

Table 1: Allowed Uses		
	All Underlying Districts	Additional Use Standards
» General	–	
Self-Storage Warehouse	–	
Warehousing, Wholesaling, Storage, Freight Movement	–	
» Indoor	–	
» Outdoor	–	
» Demolition debris landfill	–	
AGRICULTURAL		
Agriculture, Animal	■	*Chapter 14
Agriculture, Crop	■	88-312
Agriculture, Urban		
» Home Garden	■	88-312
» Community Garden	■	88-312
» Community Supported Agriculture (CSA)	■	88-312
ACCESSORY SERVICES		
Wireless Communication Facility		
» Freestanding	■	88-323; 88-385
» Co-located antenna	■	88-385

88-285-03 LOT AND BUILDING STANDARDS

88-285-04 BUILDING COMPOSITION STANDARDS

88-285-04-A. MATERIALS

88-285-04-B. MASSING AND FAÇADE COMPOSITION

88-285-05 SITE DESIGN STANDARDS

88-285-05-A. BUILDING ACCESS

88-285-05-B. USABLE OPEN SPACES

88-285-05-C. VEHICLE PARKING FACILITIES

88-285-05-D. BICYCLE PARKING FACILITIES

88-285-05-E. SCREENING, FENCING AND WALLS

88-285-05-F. DRIVE-THROUGH FACILITIES

Drive-Through Facilities are permitted subject to an approved Special Use Permit. Drive-Through Facilities shall meet the applicable standards of 88-340 and the following standards:

1. Drive-Through Facilities shall be utilized solely for customer pick-up of goods and shall not provide for on-site ordering.
2. Drive-Through Facilities shall be permitted only where vehicular traffic enters from Westport Road and exits onto a public street other than Westport Road. No Drive-Through Facility shall be permitted to both enter from and exit onto the same street.
3. There shall be no more than one (1) drive-through lane and no more than one (1) drive-through service window on any lot.
4. Service windows shall not face a public right-of-way. Service windows shall be a minimum of 25 feet behind the front façade (nearest the public right-of-way) of the principal building.
5. There shall be no audio speakers or ordering devices and no menu board signs.
6. The principal pedestrian access to any building on the lot shall not cross the drive-through lane.
7. Drive-Through Facilities shall not create new curb cuts off Westport Road.
8. All Special Use Permits for Drive-Through Facilities shall specify the approved hours of operation during which such Drive-Through Facility may be in operation.
9. All Special Use Permits for Drive-Through Facilities shall be valid for a period not to exceed five (5) years from issuance.

88-285-06 SIGNS



CITY PLANNING & DEVELOPMENT

Public Meeting Summary Form

Project Case #

Meeting Date:

Meeting Location:

Meeting Time (include start and end time):

Additional Comments (optional):



KC Spirit Playbook Alignment: **Low**

Midtown/Plaza Area Plan Alignment: **Low**

Staff Comments:

This amendment would allow drive-throughs in the Westport Overlay District with a special use permit. Such a modification would be in contradiction to long-range plans because the changes would encourage driving and increase potential conflicts between pedestrians and motorists. The Westport area is a classic example of a mixed-use, walkable district, and the Midtown/Plaza Area Plan specifically discourages drive-through uses in mixed-use areas. Broadly, the KC Spirit Playbook encourages walkability and alternative transportation modes. City staff made several suggestions that would not require an amendment to the overlay, including curbside service or a walk-up window that would maintain Westport's pedestrian-friendly design.

Corrections/Conditions:

- Should the overlay proceed, the following modifications should be made:
 - Limit drive-through uses to properties with existing curb cuts. No new curb cuts should be permitted along Westport Road.
 - Special use permits should expire within three years so that City staff can evaluate the SUP's impact on the district.
 - SUP applicants should provide hours of operation for drive-through windows.

Public
Testimony

Abby Newsham, AICP
Kansas City, Missouri
anewsham@olsson.com

RE: CD-CPC-2026-00025

Dear Chair and Members of the Committee,

I'm writing to urge you to vote against amending the Westport Overlay District to allow a drive-through facility.

I participated in the stakeholder process that shaped the Westport Plan and the resulting overlay standards. Those standards weren't accidental. They were adopted to reinforce Westport's identity as a compact, walkable district, especially along Westport Road and Pennsylvania Avenue, which the overlay explicitly describes as the district's primary pedestrian-oriented corridors.

The overlay's adopted Purpose & Intent is direct about what we're protecting: smaller-scale, fine-grain development; incremental growth that fits the surrounding context; pedestrian-oriented uses; and an active street-front pattern that improves the public realm. That intent is also part of the public record through the adopted Westport Overlay District ordinance framework.

A drive-through, even a "quiet" one, pushes the district in the opposite direction. Drive-throughs are designed around vehicle circulation, vehicle queuing, and vehicle priority. In a place where the City has deliberately chosen a people-first, street-facing development pattern, introducing drive-through functionality is not a small tweak. It's a change in the DNA.

The proposed amendment confirms that this request is specifically about allowing a Drive-Through Facility through a discretionary approval pathway. The redline would shift drive-throughs from prohibited to Special Use Permit consideration and add new standards under Section 88-285-05-F. Those standards attempt to narrow the use (for example: pick-up only, no on-site ordering, no speakers/menu boards, limits on lanes/windows, and circulation requirements about where cars enter/exit). But even with those limitations, the fundamental effect remains: this amendment creates an incentive to retrofit pedestrian-oriented parcels for car-serving operations in one of the most walkable parts of Kansas City.

Just as important: **this sets a precedent that should worry anyone who has ever volunteered time for a planning process.** The Westport plan and overlay represent years of work, public engagement, and public investment. Changing a small, carefully calibrated overlay because a single applicant finds the standards inconvenient communicates that the City's adopted plans are negotiable whenever the right exception request comes along. That's how trust erodes -- quietly, then all at once.

If a business needs a functional pick-up option, there are solutions that don't require rewriting the overlay: short-term pick-up parking, clearly managed loading/curbside operations, delivery partnerships, or operational changes inside the building footprint. Those are implementation choices. An overlay amendment is a policy choice, and it should be reserved for situations where the district's adopted vision is genuinely being updated, not sidestepped.

Westport is one of Kansas City's signature places precisely because it has resisted auto-oriented drift on its most pedestrian blocks. The overlay was created to protect that. Please vote no on CD-CPC-2026-00025 and reaffirm the intent of the Westport Overlay District as adopted.

Sincerely,



Abby Newsham, AICP
Senior Planner