



# WESTPORT

## DISTRICT MASTER PLAN

# ACKNOWLEDGMENTS

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gouldevans

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## PLANNING FRAMEWORK



### INTRODUCTION

This section introduces the purpose of neighborhood planning, project scope, the neighborhood's history, and supporting content.



### ASSESSMENT

This section outlines the primary components of the neighborhood plan, and summarizing the major findings of the Community Profile and the public engagement process.



### VISION & GOALS

This section presents the overarching vision and goals developed by the Westport community.

## PLAN COMPONENTS



### PUBLIC SPACE

This section promotes specific improvements to enhance the functionality of various streets and public spaces within the community.



### FORM

This section identifies the appropriate context for various development patterns, providing guidance for building height, facade, and frontage.



### USE

This section outlines the district-wide approach for promoting desired uses in Westport, primarily focusing on the first-floor use of buildings.



### CHARACTER

This section makes recommendations for physical elements and historic preservation to reinforce how various places within Westport are characterized.

## IMPLEMENTATION



### IMPLEMENTATION

This section outlines actionable items for achieving the recommendations for each plan component.

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INTRODUCTION

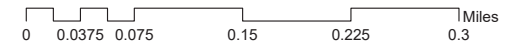
# PROJECT SCOPE

The Westport District Plan is intended to support the goals and vision of the Midtown / Plaza Area Plan while addressing more complex issues specific to Westport to direct the next 20 years of community action and ensure Westport continues to evolve into a eclectic, welcoming community of residents, visitors, and local entrepreneurs.

The scope of the planning area, defined as the District of Westport, is generally within the original Towne of Westport, captured within 39th Street to the north, 43rd Street to the south, Southwest Trafficway to the west, and Main Street to the east. Westport comprises approximately 176 acres within the city of Kansas City, Missouri. The planning area was originally guided by the 1972 Westport Plan, a document published 46 years ago and amended once in 1995.

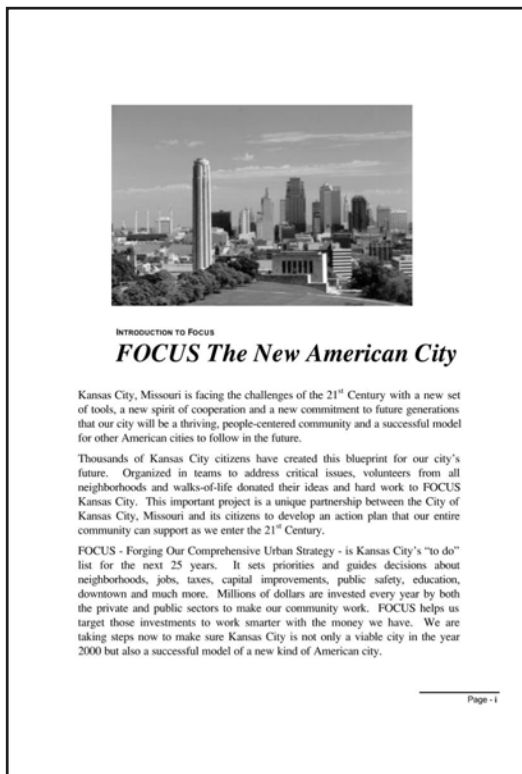


WESTPORT PLANNING AREA

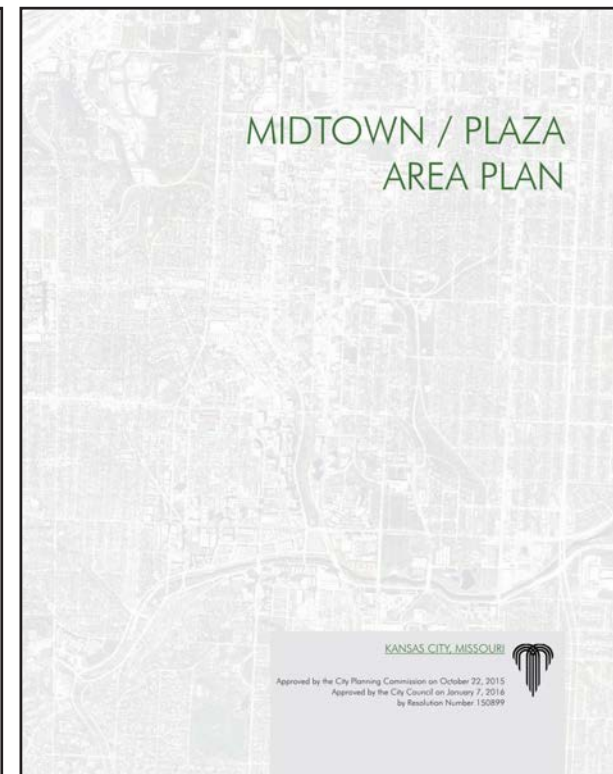


# PURPOSE OF A DISTRICT PLAN

Neighborhood-level analysis and planning is vital for addressing targeted opportunities and challenges outside of the scope of an Area Plan. Planning documents in Kansas City, Missouri operate under a top-down hierarchy, with citywide plans at the top, directing Area Plans, Neighborhood Plans, and Corridor Plans. While Area or Neighborhood Plans may impact the policies of citywide planning documents, plans that guide targeted geographies operate beneath plans that cover a broader geography. The Westport District Master Plan is a neighborhood plan under the Midtown / Plaza Area Plan (2016), operating under the citywide FOCUS Kansas City Plan (1997), as well as the citywide Bike KC Plan, Trails KC Plan, Major Street Plan, and other citywide planning documents. Supporting a core theme of the FOCUS Plan, the Westport District Plan is intended to address neighborhood-level planning issues to support the identity and common goals of the community of Westport.



FOCUS PLAN



Midtown / Plaza Area Plan

## DISTRICT HISTORY

Since its founding, Westport has served a variety of purposes. In 1833, JC McCoy began development in Westport when he opened McCoy's Trading Post, shifting economic growth from Independence, MO to the new Towne of Westport. Platted in 1835, McCoy was one of 14 "co-founders" to begin growing this new community. McCoy incentivized development by deeding the lots free to those who would build on them. Westport's growth during its time as an unincorporated town was largely supported by travelers heading west due to the area's vicinity and alignment to the Santa Fe, California, and Oregon Trails.

### **WESTPORT IS A HISTORICALLY RESILIENT AND ENTREPRENEURIAL DISTRICT, FOSTERING SUCCESSFUL BUSINESSES, DIVERSE OWNERSHIP AND BUILDING STOCK.**



PHOTO COURTESY: JCHS ARCHIVES

Despite initial rapid growth and a flourishing environment of commerce, misfortune struck the area at the start of the Civil War as border tension caused many residents to flee to Fort Leavenworth or St. Joseph for safety. At this point, businesses in Westport accommodated soldiers until the Battle of Westport, which destroyed many buildings in the area.

After the Civil War, activity in Westport began to pick up again. The Missouri-Pacific Line and Hannibal and St. Joseph Railroad was built to Kansas City, connecting the city with St. Louis and Chicago. Through the turn of the century, Westport grew to serve both commercial and social interests, including the founding of the Penn School by Mrs. Ellis in 1868 and the construction of the Allen Library in 1898. The Towne of Westport, with its final boundaries spanning 31st to 47th Street and State Line to Troost Avenue, was annexed by the City of Kansas City in 1897. During the Pendergast Era, which lasted from 1890 to 1940, Main Street was expanded alongside Westport, the Westport Improvement Association became a distinguished organization, the Daughters of Old Westport was formed, and Westport's last independent boundaries, now generally known as Midtown, grew to approximately 60,000 people. As of 2010, there were approximately 25,000 people residing within the Towne of Westport's last recorded boundaries.



# SUPPORTING CONTENT

## APPENDIX

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A. Community Profile (2018)

B. Summary of Engagement

## RELEVANT PLANS & STUDIES

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FOCUS Kansas City Plan (1997)

Midtown / Plaza Area Plan (2016)

Westport Historic Resources Survey (2018)

Midtown Complete Streets Plan (In Progress, 2018-19)

Bike KC Plan Update (In Progress, 2018-19)

Kansas City, MO Major Street Plan (1989, 2011)

Trails KC Plan (2008)

Main Street Corridor Land Use and Development Plan (2003)

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ASSESSMENT

## ANALYSIS

The Westport District Master Plan was leveraged through analyzing the relationships between four primary components: Public Space, Form, Use, and Character. These primary components directed discussions around future desires for the neighborhood by stakeholders and the community.

### PUBLIC SPACE

Public Space contains the exterior environments generally accessible by the public, including streets, sidewalks, alleyways, and social open spaces. Elements addressed within public space include streetscape design, use of open spaces, and pedestrian amenities. Since a large proportion of the Westport District falls inside a Community Improvement District (CID), investments to public space may be quasi-public, meaning that the City of Kansas City is not responsible for the enhanced amenities that improve the neighborhood today.

### FORM

Form addresses the orientation, scale, and interaction of buildings in the neighborhood to create a sense of enclosure and place. Policies developed around Form captures the desired frontages, facade grain, and height.

### USE

Use refers to the physical use of each property, regulated by the City's zoning district regulations. Since Westport is a mixed-use district, land use recommendations are framed by the desire for varying levels of first-floor activity throughout the neighborhood.

### CHARACTER

Character refers to how readily identifiable a place is, based on various design elements within the public and private realm. Character recommendations are developed to both preserve important elements of Westport, while fostering infill that complements traditional development patterns within the eclectic setting.



# COMMUNITY PROFILE

The Community Profile (2018), located in the Appendix of this plan, was published during the planning process to establish a summary of existing conditions, supported by data and physical attributes of the study area. A number of insights were drawn out of the analysis, enabling further discussion and public conversations around the following findings:

## PUBLIC SPACE

- Westport is one of the most walkable neighborhoods in KCMO.
- Westport is one of few neighborhoods in KCMO to provide concentrated access to goods and services.
- The high-speed perimeter roadways limit pedestrian access to and from surrounding neighborhoods.
- The small, connected block size and pattern has eroded over the last 50 years, continually influencing walkability in Westport.
- Today's adopted street design standards (2011 KCMO Major Street Plan) do not fit the framework that makes Westport so distinct.
- Car-oriented development patterns have broken the traditional patterns of Westport over time, particularly west of Mill Street.

## FORM

- Building frontages and street trees form the walls of Westport's "exterior rooms," enclosing the street edges and creating a sense of "place" to people interacting with the space.
- Parking lot frontages influence the form of Westport, deteriorating the sense of enclosure along streets.
- The small-scale grain of buildings diversifies the streetscape with frequent changes in storefronts and building facades as one walks along the sidewalk.
- Today's zoning allows for greater height, scale, and bulk than the traditional building stock.
- Design variety contributes to the distinct character of the neighborhood.
- Westport captures a major drainage shed and is challenged by flooding hazards.

## KEY FINDINGS (CONT.)

### USE

- Westport is a mixed-use district of more than 300 distinct business owners.
- Westport faces challenges with existing zoning regulations.
- Westport contains underutilized land – reflected in vacancies, undeveloped land, and surface parking lots.
- Westport is economically productive.

### CHARACTER

- History has shaped the built environment, reflected by Westport’s existing building stock.
- Westport has historically been a center for entrepreneurial ventures and economic resilience.
- Westport has evolved over time, molded by historical events, market needs, and community leadership.
- Mass suburbanization and conventional development patterns have impacted the character of the neighborhood over time.

## HISTORIC RESOURCES

Historic districts and structures exist throughout the Westport area and many significant historic buildings exist that are not formally designated. Retaining historic structures is important to the character of the Westport area and steps should be taken to ensure the buildings are preserved for future generations.

### EXISTING ELIGIBLE RESOURCES

These properties are those which are listed on the National Register of Historic Places; are listed on the Kansas City Register of Historic Places, contribute to a national or local historic district; or have been determined eligible for listing by the Westport Historic Resources Survey. Four properties in the survey area are currently listed individually in the National Register of Historic Places and six are listed individually in the Kansas City Register of Historic Places. There is one National Register Historic District which includes forty resources. A smaller local district within the South Side National Register Historic District includes four resources. These resources represent Westport's mid-nineteenth century to early-twentieth century development. They include:

#### NATIONAL REGISTER OF HISTORIC PLACES

- **Albert G. Boone Store** (500 Westport Road)
- **Colonel John Harris House** (4000 Baltimore)
- **Mutual Ice Company Building** (4140-4144 Pennsylvania Avenue)
- **Reverend Nathan Scarritt Residence** (4038 Central Street)
- **South Side Historic District** (Main Street between West 39th Street and West 40th Street, along with several resources along Baltimore Avenue to the west)

#### KANSAS CITY REGISTER OF HISTORIC PLACES

- **Albert G. Boone Store** (500 Westport Road)
- **Colonel John Harris House** (4000 Baltimore)
- **Katz Drug Store** (3948 Main Street)
- **Allen School** (706 W. 42nd Street)
- **St. James Baptist Church** (508 W. 43rd Street)
- **Heider-James Residence** (4212 Washington Street)
- **39th and Main Historic District**





REVEREND NATHAN SCARRITT RESIDENCE (4038 CENTRAL STREET)



KATZ DRUG STORE (3948 MAIN STREET)



COLONEL JOHN HARRIS HOUSE (4000 BALTIMORE)



ALLEN SCHOOL (706 W. 42ND STREET)

REGISTERED HISTORIC RESOURCES

# HISTORIC RESOURCES

The 2018 Westport Historic Resources Survey provides in-depth documentation of the existing conditions of all “resources” throughout Westport and identifies structures and districts potentially eligible for historic designation. Information gathered in the survey process determines whether or not a resource qualifies for listing in the Kansas City or National Registers of Historic Places. The survey is an important piece of data that is engraved into this planning process, contributing to the final plan and making developers, property owners, community members, visitors, and policy-makers more knowledgeable about the significance of the neighborhood’s historic resources. It provides detailed documentation of building appearance and history.

The findings identified areas potentially eligible for local historic districts that are largely characterized by a number of different eras, spanning from the 1850s to the mid-20th century. The variety of eras expressed contributes to the eclectic personality of Westport that draws businesses, residents, and visitors. Prominent historic buildings, such as the Katz Building or Kelly’s, are assets that support the unique nature of Westport, though not expressive of the overall character of the district and defined sub-districts. The preservation of buildings helps define Westport as an eclectic place, reflecting the architectural characteristics of many eras in which Westport endured.

## POTENTIALLY ELIGIBLE RESOURCES

- **Karnopp Building** (4307 Main Street)
- **Plaza Laundry Building** (4200 Pennsylvania Avenue)
- **Freeman Mortuary** (104 West Vietnam Veterans Memorial Drive)
- **First Swedish Baptist Church** (3931 Washington Street)
- **Our Lady of Good Counsel Church** (3934 Washington Street)
- **St. Paul’s Episcopal Church** (4041 Main Street)
- **Allen Library** (118 Westport Road)
- **Automobile Sales and Service Building** (4200 Main Street)
- **Uncas Apartment Building** (3923 Wyandotte Street)
- **Apartment Building** (3909 Central Street)
- **Wisteria Apartments** (620 West 39th Terrace)
- **Antlers Apartments** (3918 Wyandotte Street)
- **Westport Manor Apartments** (615 West 39th Terrace)
- **Apartment Complex** (4201 Clark Avenue)
- **Allen School** (706 West 42nd Street)

## POTENTIAL LOCAL HISTORIC DISTRICTS

- **Westport Commercial Historic District**
- **West Westport Road Commercial Historic District**
- **Hunter’s Heights Historic District**
- **Whittier Place Historic District**
- **South Roanoke Historic District**

## ADDITIONAL STUDY NEEDED

- **Step toe**  
African-American neighborhood at the south end of the survey area
- **Mid-twentieth century Modern Movement commercial buildings**  
Found in clusters along 39th Street, Westport Road, and Broadway

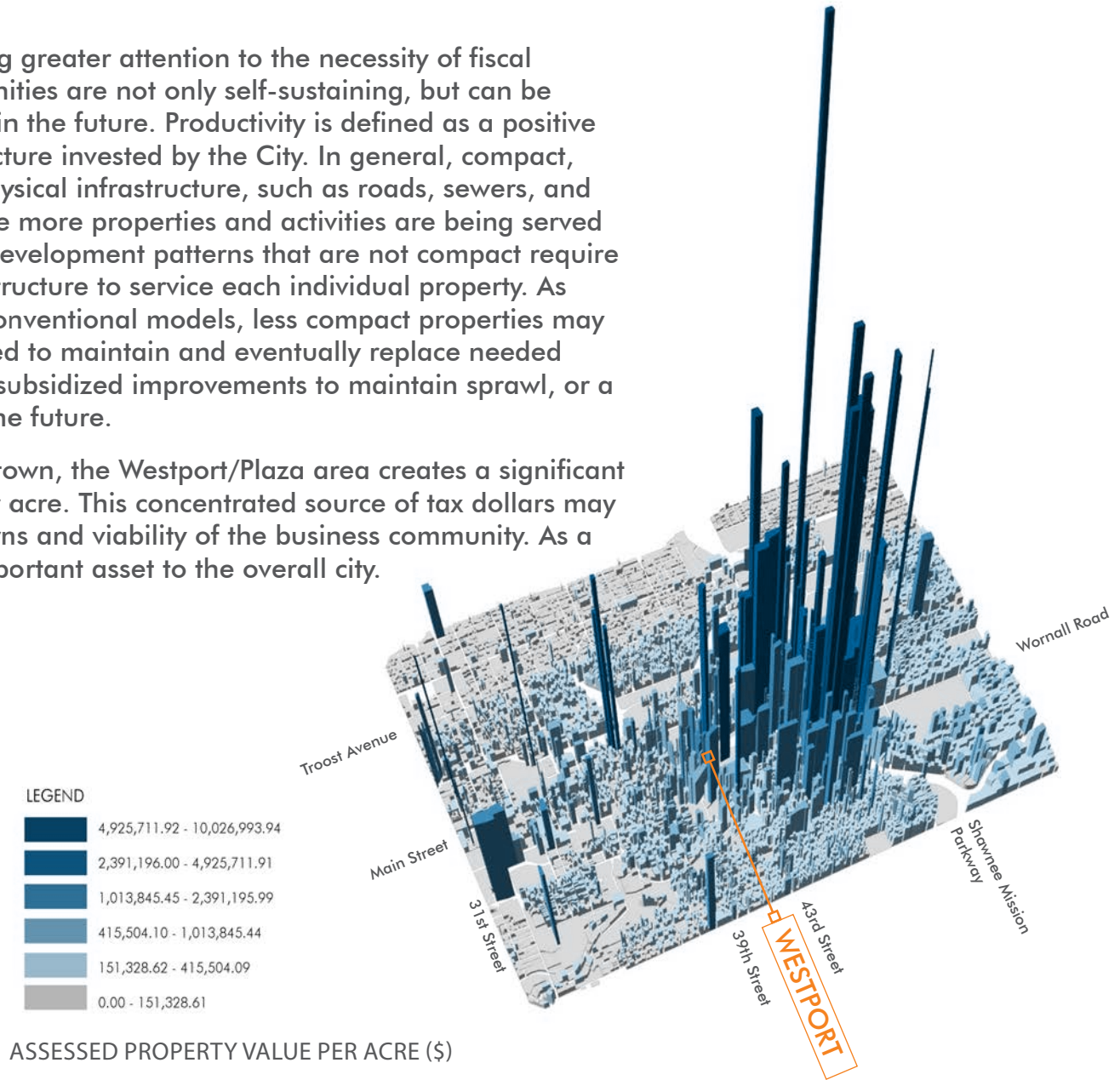


HISTORIC ASSETS

# PRODUCTIVITY

Cities around the country are paying greater attention to the necessity of fiscal strength. Financially strong communities are not only self-sustaining, but can be more resilient to economic change in the future. Productivity is defined as a positive return of taxable value on infrastructure invested by the City. In general, compact, urban development patterns use physical infrastructure, such as roads, sewers, and water lines, more efficiently because more properties and activities are being served within a smaller area. In contrast, development patterns that are not compact require a greater amount of physical infrastructure to service each individual property. As new development patterns follow conventional models, less compact properties may not generate the tax revenue needed to maintain and eventually replace needed infrastructure. This results in either subsidized improvements to maintain sprawl, or a decline of quality infrastructure in the future.

Compared with the majority of Midtown, the Westport/Plaza area creates a significant concentration of assessed value per acre. This concentrated source of tax dollars may be attributed to development patterns and viability of the business community. As a productive place, Westport is an important asset to the overall city.



ASSESSED PROPERTY VALUE PER ACRE (\$)



**4149 PENNSYLVANIA AVE**

**Assessed Value per Acre: \$1,647,530.16**

**Market Value per Acre: \$5,148,531.75**



**4001 MILL ST**

**Assessed Value per Acre: \$347,899.57**

**Market Value per Acre: \$1,087,186.15**

Development patterns have important implications for a city's level of productivity and fiscal health. Development that is spread out, requiring large expanses of surface parking, is isolated from its surroundings and requires a greater amount of infrastructure to support it. Repetition of spread out development patterns will result in an expansive infrastructure burden on the city. Revenue generated from sites are a fair indication of their contribution to the City's fiscal health.

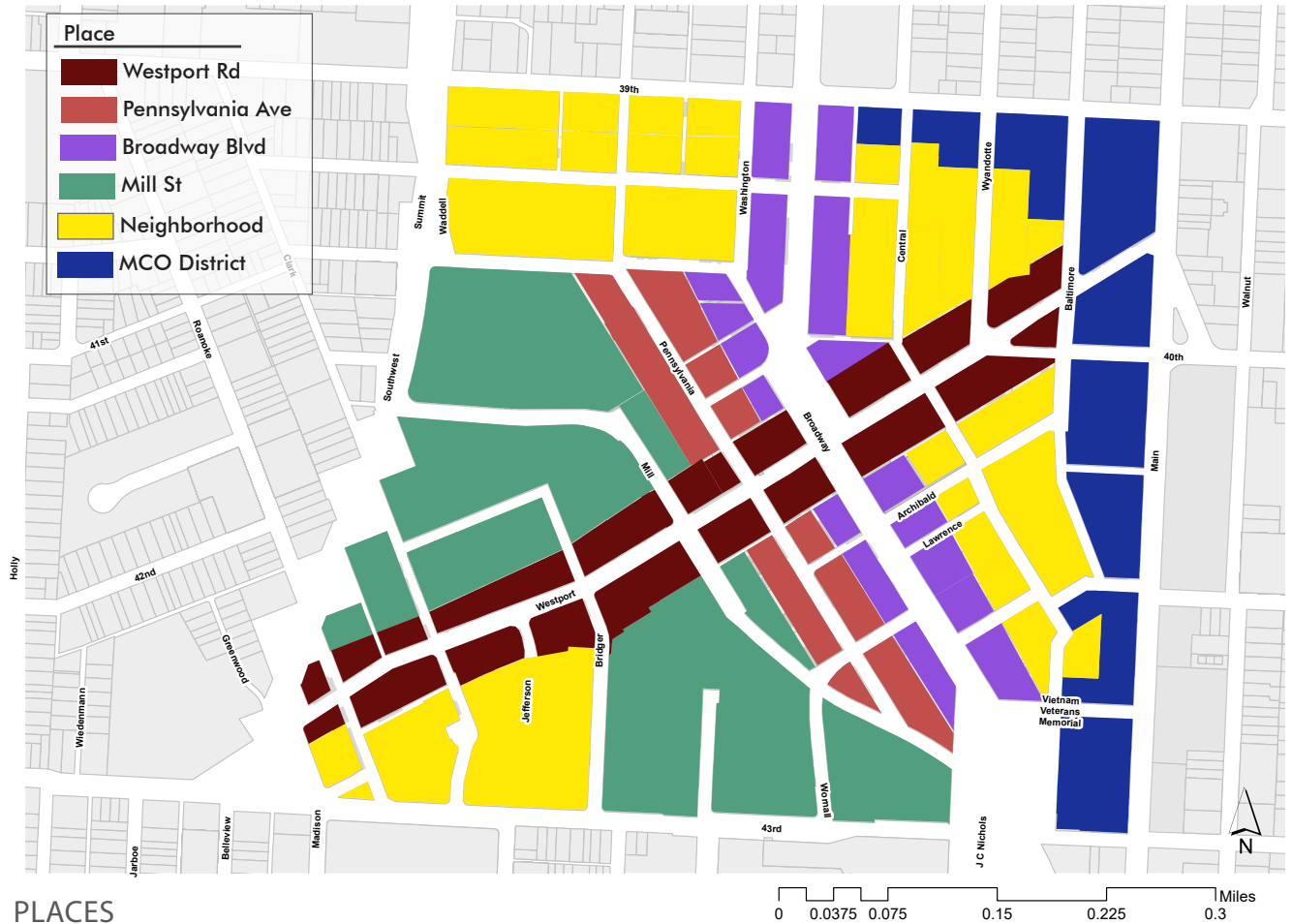
# ORGANIZATION OF RECOMMENDATIONS

As an eclectic place, Westport has many unique sub-districts that contain distinct places. The defined places, oriented towards prominent streets, organize recommendations of this plan to guide the evolution of the various contexts within Westport.

Specific recommendations are organized by five primary corridors – **Westport, Pennsylvania, Broadway, Mill, and Neighborhoods**. This framework is largely guided by the individual character of the traditional streets within the Westport District.

In addition to these places, the Main Corridor Overlay (MCO) District is an adopted overlay district that promotes quality design and development of greater scale within its boundaries, oriented towards Main Street.

Policies for each area have been developed to support these unique identities through future reinvestment and improvements. The defined places inform important aspects of the overall district and guide implementation strategies to accommodate more specific opportunities within each area. Each of Westport’s places contain specific approaches for addressing the fundamental components of this plan: **Public Space, Form, Use and Character**.



# PLACES

## WESTPORT/PENNSYLVANIA

- Characterized by traditional development patterns and relatively consistent palette
- Recommendations intended to preserve and promote a walkable public realm and development patterns



WESTPORT



PENNSYLVANIA

## BROADWAY/MILL

- Characterized by a variety of building types and patterns and inconsistent palette
- Recommendations intended to support urban environments and evolve underutilized lots



BROADWAY



MILL

## NEIGHBORHOODS

- Characterized by traditional neighborhood patterns and a variety of housing types
- Recommendations intended to reinforce walkable development patterns and support diverse housing types in a residential context



NEIGHBORHOODS



NEIGHBORHOODS

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# VISION & GOALS

# COMMUNITY ENGAGEMENT

As a thriving urban center, Westport is an important regional draw within Kansas City. Its stakeholders include an active community of residents, business and property owners, employees, and visitors. Engagement of this community was a critical part of the creation of this plan, providing a platform to have candid discussion about the continued evolution of Westport and critical importance of elements that allow the area to sustain its success.

## PUBLIC MEETING #1

February 1st, 2018

- Public open house
- Presentation of planning process & steering committee
- Data-driven preliminary analysis & feedback collected

## PUBLIC MEETING #2

March 22nd, 2018

- Presentation of Vision & Goals
- Overview of Plan Components: Public Space, Form, Use, and Character
- Group discussion about alternative ways of addressing issues voiced by the public & steering committee

## PUBLIC MEETING #3

October 23rd, 2018

- Presented and gained feedback on the various “Places” identified through the planning process
- Visual review of potential infill precedents and identification of elements that make a building appropriate in various contexts of Westport

## STAKEHOLDER MEETINGS

- 11 Stakeholder Meetings over 17 months
- 30-person steering committee
- Comprised of neighborhood residents & leaders, business & property owners, and representatives for public organizations

A word cloud of planning goals for Westport, with the most prominent text in dark blue and smaller text in light blue. The central focus is 'Preserve the most iconic places and buildings of Westport'. Other significant goals include 'Do not allow large-scale development', 'Build on the area's unique character', 'Increase residential density', 'Improve connections between neighborhoods and commercial districts', 'Develop standards for future development', 'Emphasize multi-modal networks', 'Support local and diverse business growth – not just bars', 'Find new ways of decreasing crime', and 'Give Westport the flexibility to grow'. Smaller text includes 'Enhance and improve green/open spaces', 'Enhance historical wayfinding and education', 'Prioritize attaining 1940s density levels again', 'Improve automobile traffic flow', 'Protect existing single-unit homes', 'Prioritize walkability', 'Incentivize small-scale development and infill', 'Require development to be planned and supported by a vision', and 'Improve quality of institutional uses'.

**Do not allow large-scale development**  
Enhance and improve green/open spaces

**Build on the area's unique character**  
Enhance historical wayfinding and education

**Improve connections between neighborhoods and commercial districts**  
Increase residential density

**Preserve the most iconic places and buildings of Westport**  
Prioritize attaining 1940s density levels again

**Develop standards for future development**  
Improve automobile traffic flow  
Protect existing single-unit homes

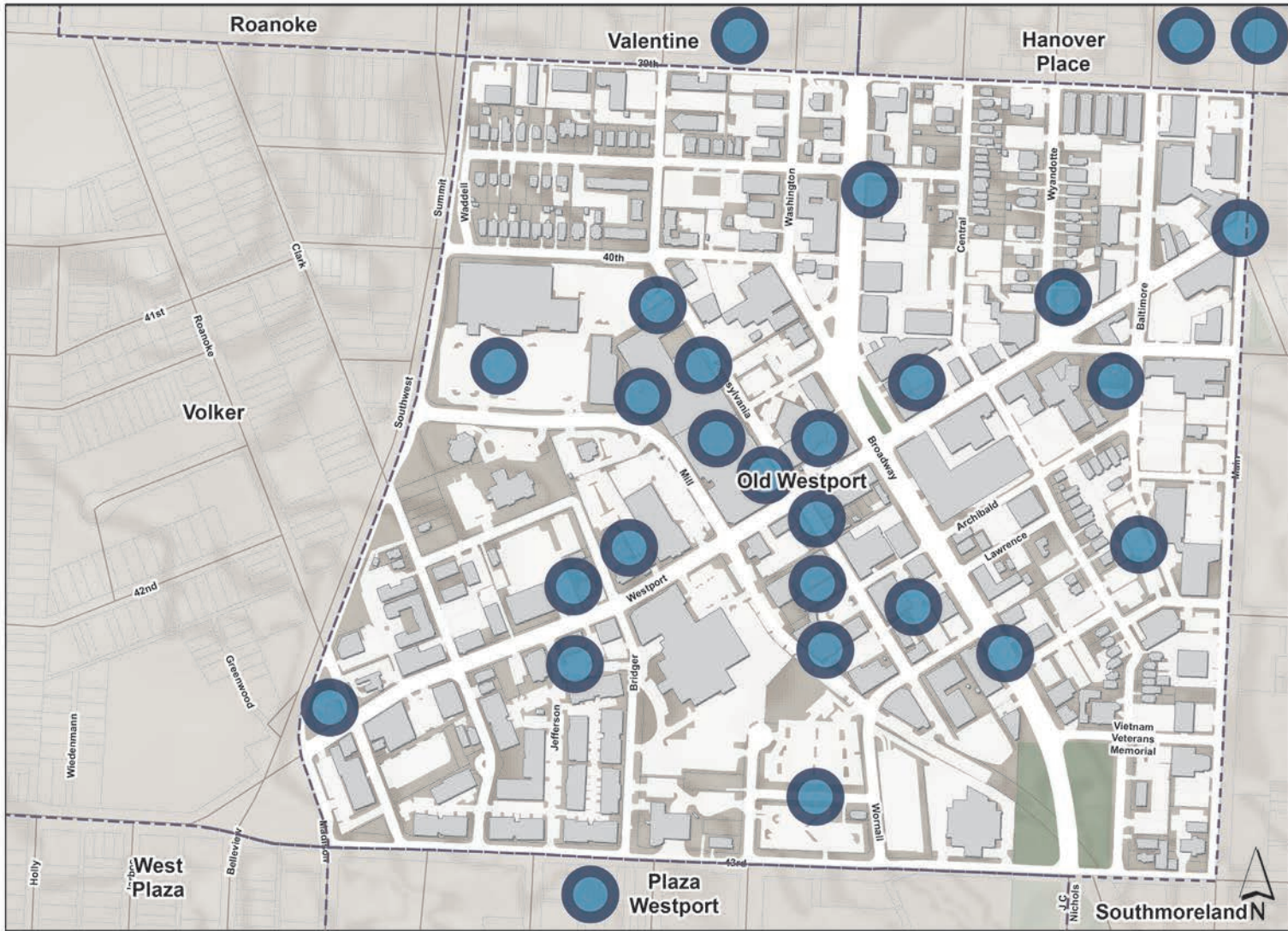
**Emphasize multi-modal networks**  
Prioritize walkability

**Support local and diverse business growth – not just bars**  
Improve quality of institutional uses

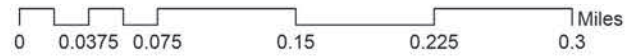
**Find new ways of decreasing crime**  
Incentivize small-scale development and infill

**Give Westport the flexibility to grow**  
Require development to be planned and supported by a vision

**Advocate for infrastructure and other public improvements**



STEERING COMMITTEE REPRESENTATION



# VISION & GOALS FOR NEIGHBORHOOD PLANNING

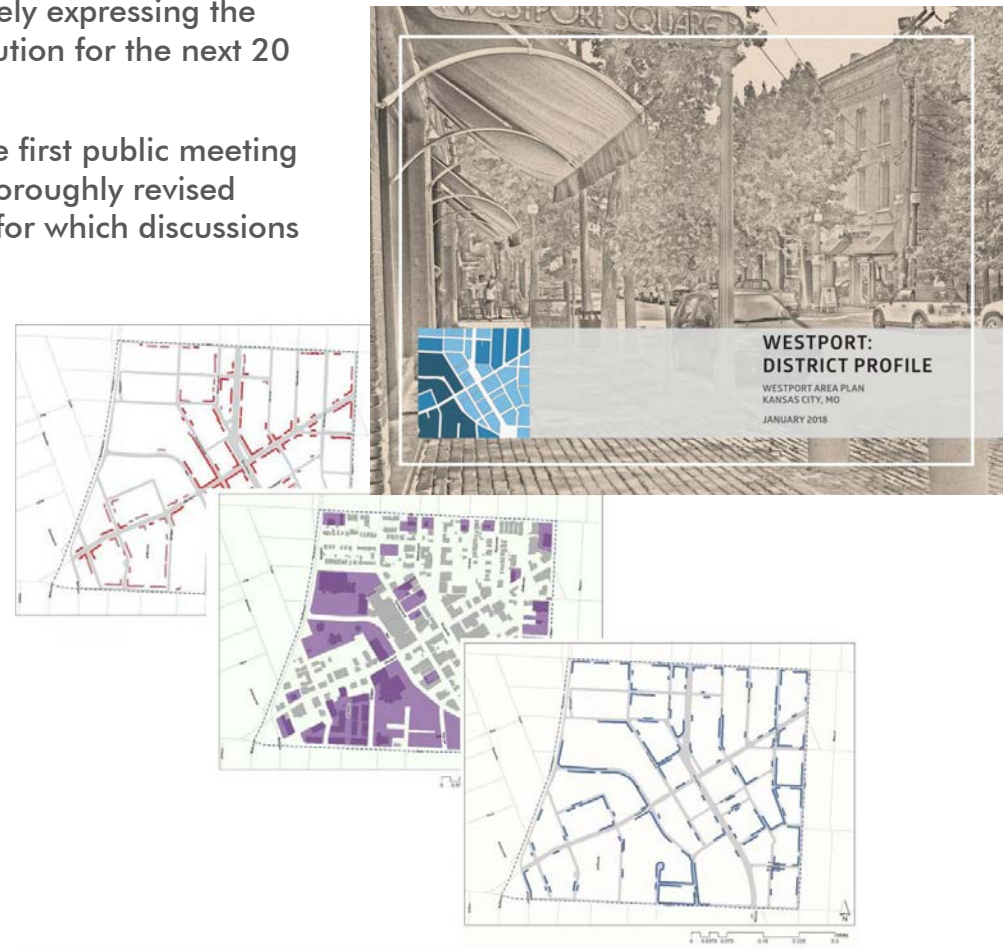
The long-term Vision of Westport was produced through the feedback provided by the community and Steering Committee. This information identified major themes characterizing the neighborhood. While initially collected data summarized in the Community Profile informed the Vision and Goals for Westport, this qualitative information provided by the community was critical for accurately expressing the long-term desires of the neighborhood that will inform its evolution for the next 20 years.

The Vision and Goals were drafted following feedback from the first public meeting and publication of the Community Profile. These items were thoroughly revised throughout the planning process and provided the framework for which discussions evolved.



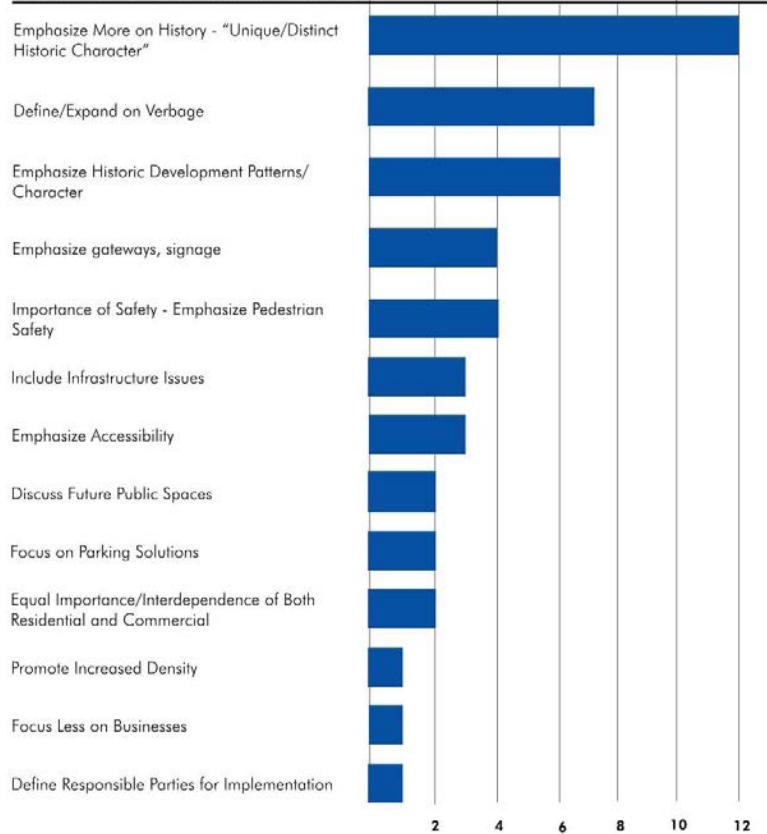
Since 1940, the Westport area has seen a significant drop in population to 1,172 in 2015. Despite a slight increase in population since 1990, 61% of the 1940 population (3,008) has been lost.

2018 COMMUNITY PROFILE



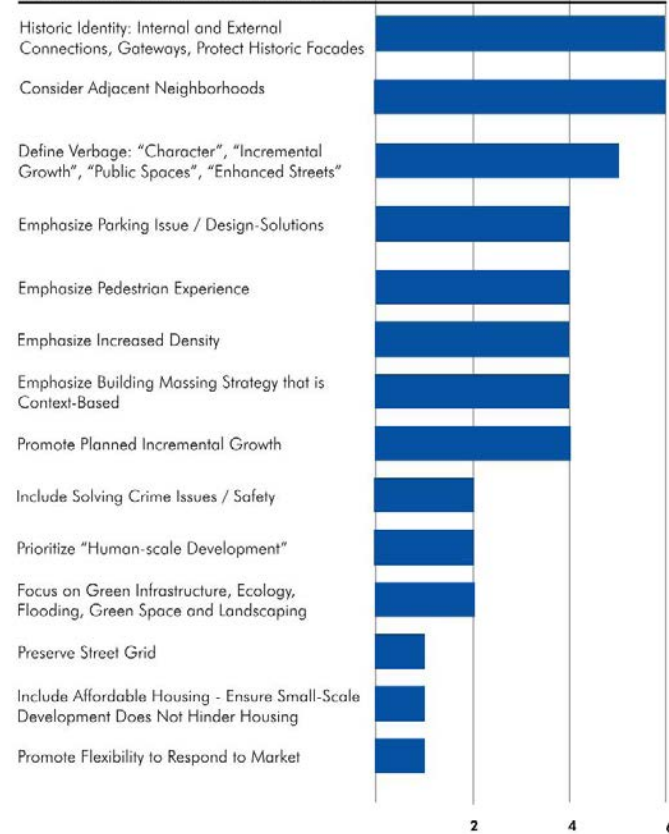
### VISION [DRAFT]

Public Feedback - Individual Comments



### GOALS [DRAFT]

Public Feedback - Individual Comments



PUBLIC FEEDBACK



## GOALS

- Protect and encourage **smaller scale, fine grain development** that reinforces the distinct character of Westport.
- Promote **incremental growth** to allow the neighborhood to evolve while ensuring that future development is compatible with the surrounding context.
- Strengthen the active, **street-front development pattern** within Westport to improve the public spaces for people and to enhance the **accessibility** of the neighborhood.
- Enhance streets throughout Westport to create better **connectivity** prioritizing a comfortable experience for pedestrians.
- Enhance the public spaces within Westport to further **foster community and support business.**
- Create a district-wide parking solution that provides safe, welcoming and **accessible parking facilities** to serve the businesses, guests and residents of Westport.
- Maintain a mix of uses within the district that provides a **diversity of services, activities and living environments** while improving the financial productivity of the district.
- Celebrate the history of Westport with **human-scaled development** that reinforces this uniquely pedestrian place in Kansas City.
- Provide high-quality, **reliable infrastructure** that supports the continued evolution of the Westport and the business and residents within the district.

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PUBLIC SPACE

## PUBLIC SPACE — FRAMEWORK

Public Space is an incredibly important social and physical asset to urban places, providing access to the community. This component also establishes the context in which development occurs. Recommendations for the Westport District Plan are built around a set of defined street types and their potential improvements followed by a number of targeted action items intended to support the public realm as the primary and most vital social space of Westport.

### STREETS

Many important streets in Westport have maintained their traditional character, and are irreplaceable today due to conventional public realm design practices. Defining and recognizing street types in Westport are intended to:

- Preserve the unique character of the streets, designed to the scale of the pedestrian.
- Promote safety improvements that mitigate automobile traffic impacts.
- Enhance the pedestrian experience and aesthetic appeal of the streetscape.
- Manage street space to improve access to surrounding businesses and homes.
- Maximize on-street parking in the neighborhood for both commercial and residential access, and enhance safety for pedestrians.

### TRAILS

Kansas City contains a number of on-street and off-street pedestrian and bicycle trails, many of which are connected through the city's Parks and Boulevard System. This plan identifies existing and potential connections through existing public or underutilized space to:

- Maintain Pennsylvania Street as a bicycle connection through the district.
- Improve regional connectivity by connecting Mill Creek Park with Roanoke Park, through Mill Street and the underutilized Dr. Jeremiah Cameron Park.

### OPEN SPACE

Although the streets are Westport's primary social spaces, there are a number of public open spaces throughout the neighborhood, many of which are underutilized. Recommendations for public open space are intended to:

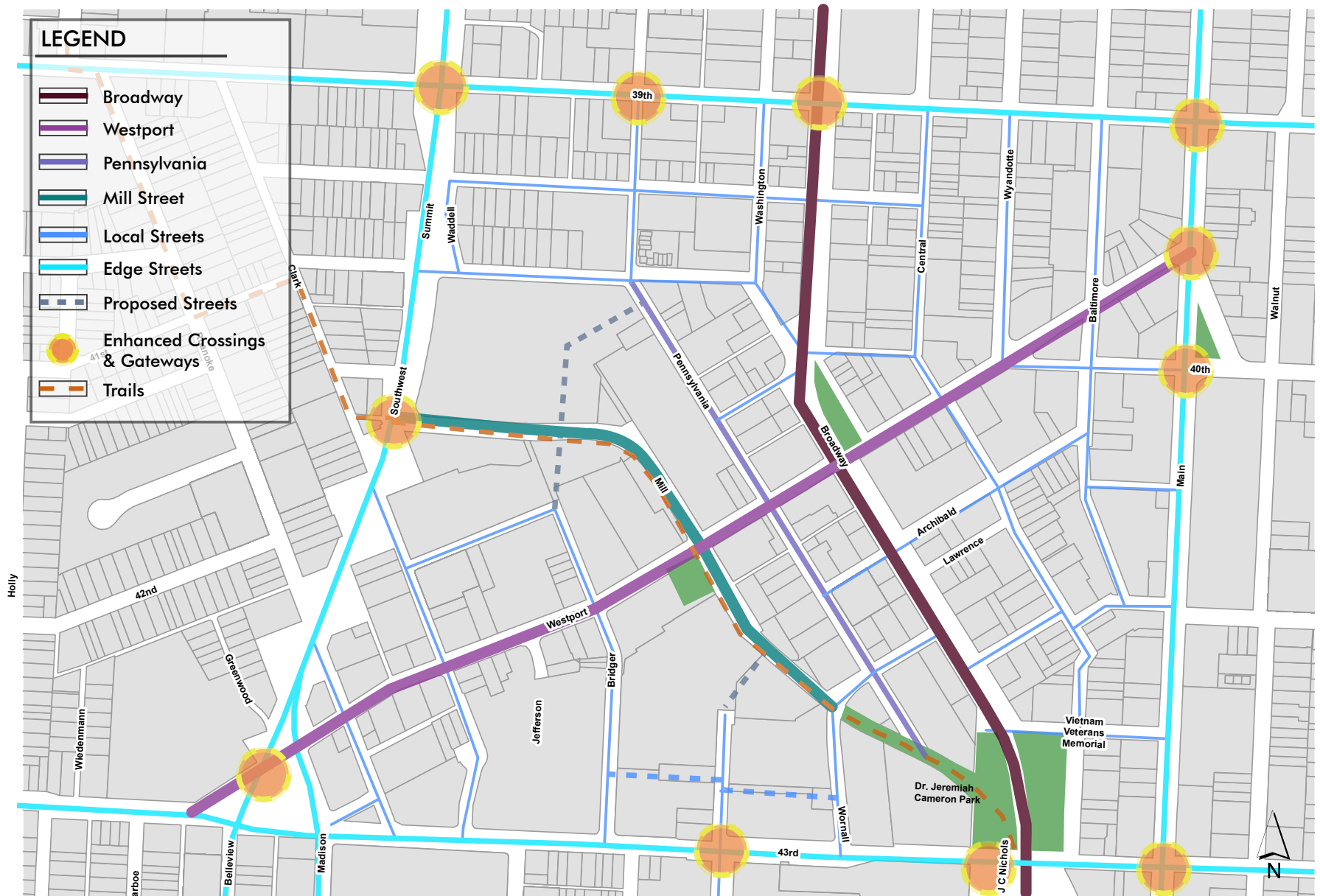
- Identify potential locations for green infrastructure improvements as designed social spaces.
- Identify opportunities for small public spaces to support development throughout the district.
- Recognize existing public open spaces for further study and targeted improvements.

### CROSSINGS & GATEWAYS

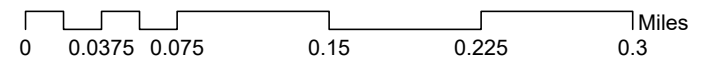
The streets along each edge of the Westport District are generally automobile-oriented, favoring mobility of cars over pedestrians or bicyclists. Though efficient for cars, these auto-oriented environments hinder connections in and out of the district and are increasingly unsafe and at-risk for serious accidents. The targeted locations are intended to identify:

- Intersections in need of improved crosswalks for pedestrians traveling in and out of the area.
- Primary locations for potential gateway signage to welcome visitors to Westport.

# PUBLIC SPACE — DISTRICT-WIDE APPROACH



PUBLIC SPACE FRAMEWORK



# PUBLIC SPACE

## WESTPORT

Westport Road is one of the most iconic streets in Kansas City. Aligned diagonally, it represents settlement in Kansas City and the gateway to the west. Traditional, walkable development patterns along Westport Road enclose the street, creating a well-defined place across the district. Proposed improvements to public space are intended to compliment the existing context to better preserve the identity of Westport Road and enhance the experience of those interacting along it.

## QUALITY PUBLIC REALM

- Develop public square at the intersection of Westport Road and Mill Street to improve the connection between the east and west portion of the corridor
- Encourage small social spaces intended for use by the general public, including:
  - Patios
  - Street cafes
  - Enhanced alleyways
  - Improved public right-of-way

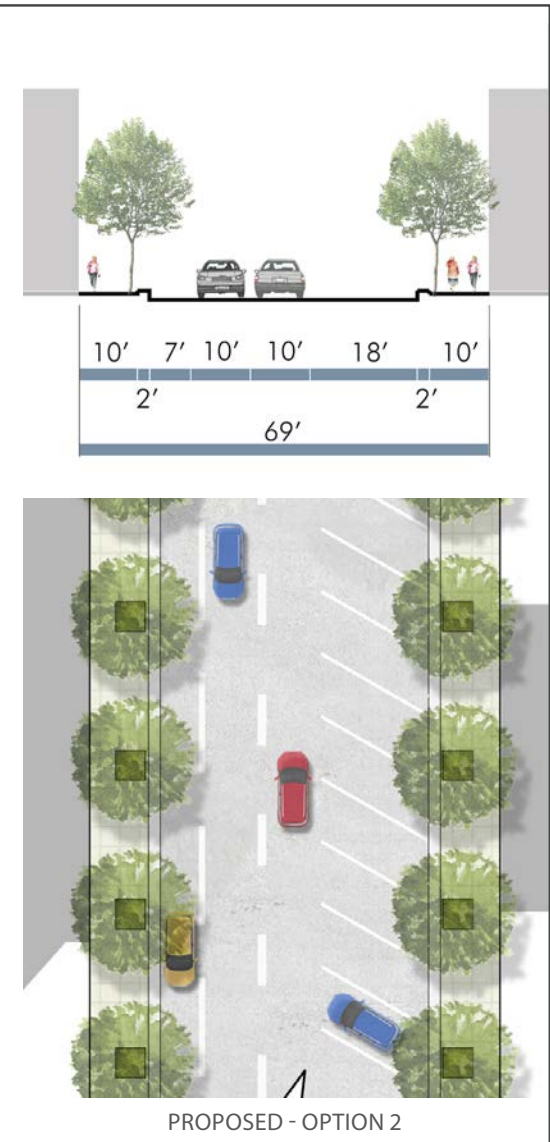
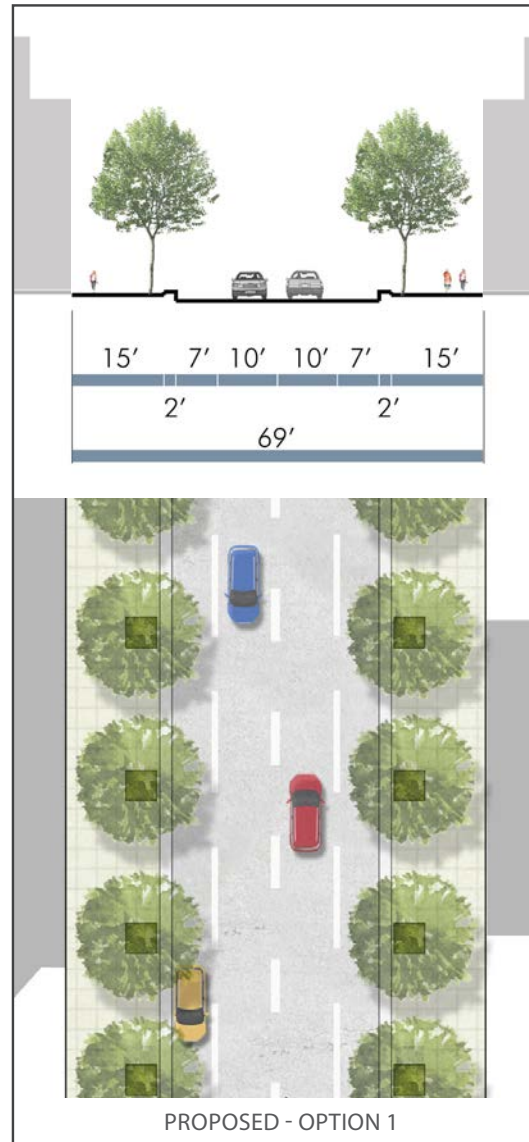
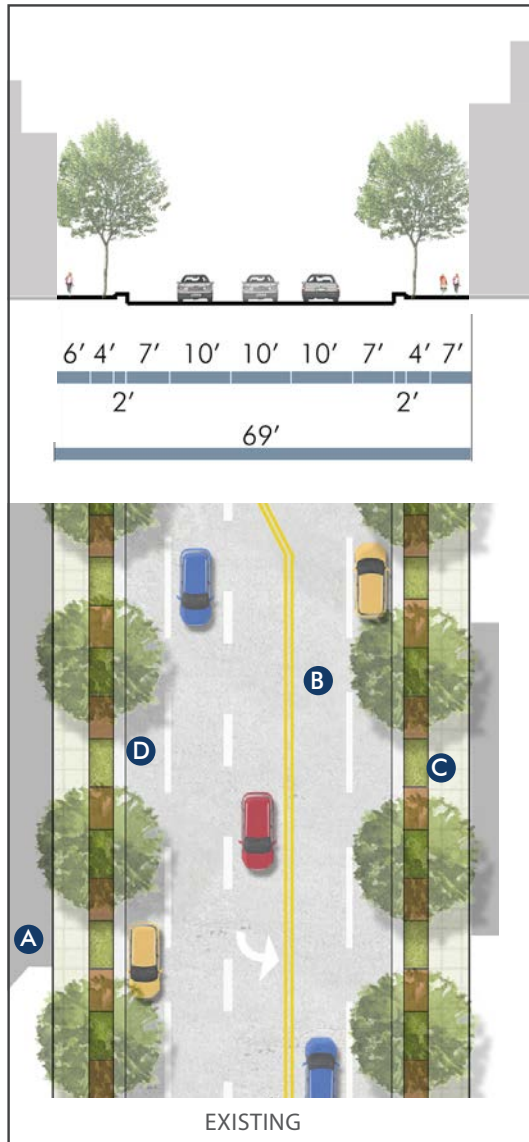
## STREETS

- Expand the sidewalks to 15', where possible
- Maintain enhanced pedestrian amenities, such as street trees, trash receptacles, and seating
- Provide parallel parking – 7' wide, or angled parking
- Maintain 10' travel lanes to deter fast-moving automobile traffic



PUBLIC SPACE

# STREET SECTIONS



- A** Building
- B** Drive
- C** Sidewalk
- D** Parking

# PUBLIC SPACE

## PENNSYLVANIA

Pennsylvania Avenue intersects with Westport Road to create the heart of Westport’s entertainment district. This narrow commercial street produces a natural environment for pedestrians, bicyclists, and automobiles to coexist harmoniously. Pennsylvania is a readily-identifiable place that is well-defined by its surrounding properties. Improvements to public space are intended to promote development that supports the existing environment and continues to uphold Pennsylvania as an iconic street in Kansas City.

## QUALITY PUBLIC REALM

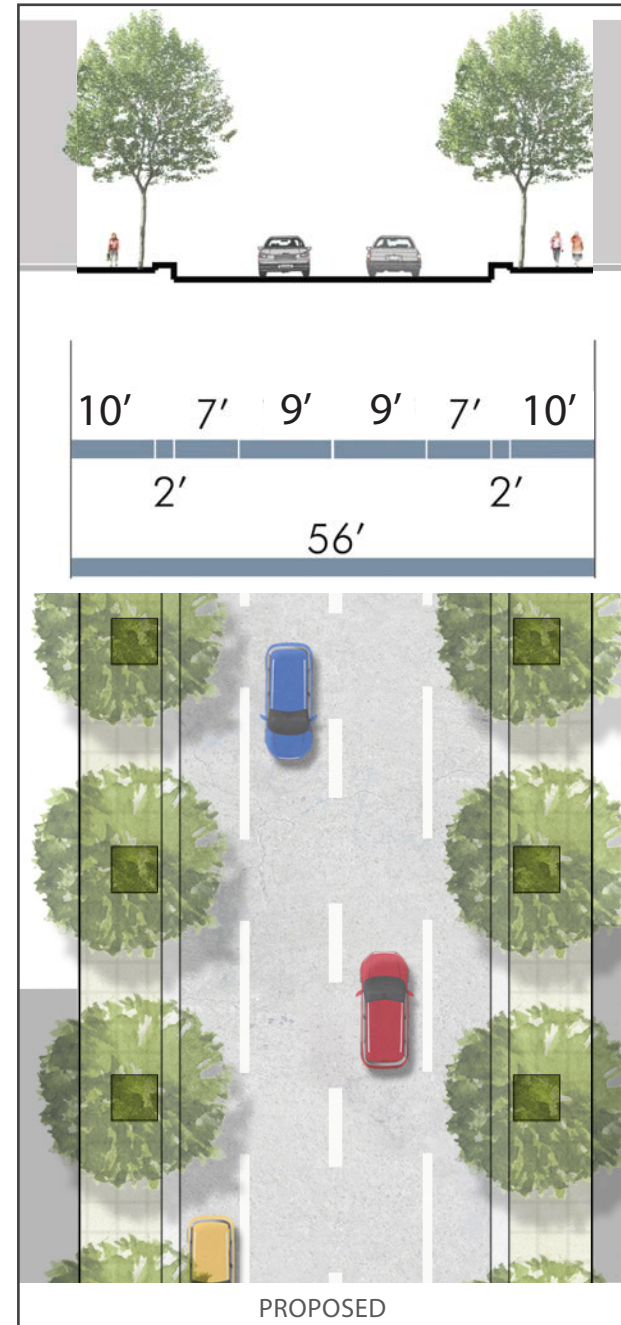
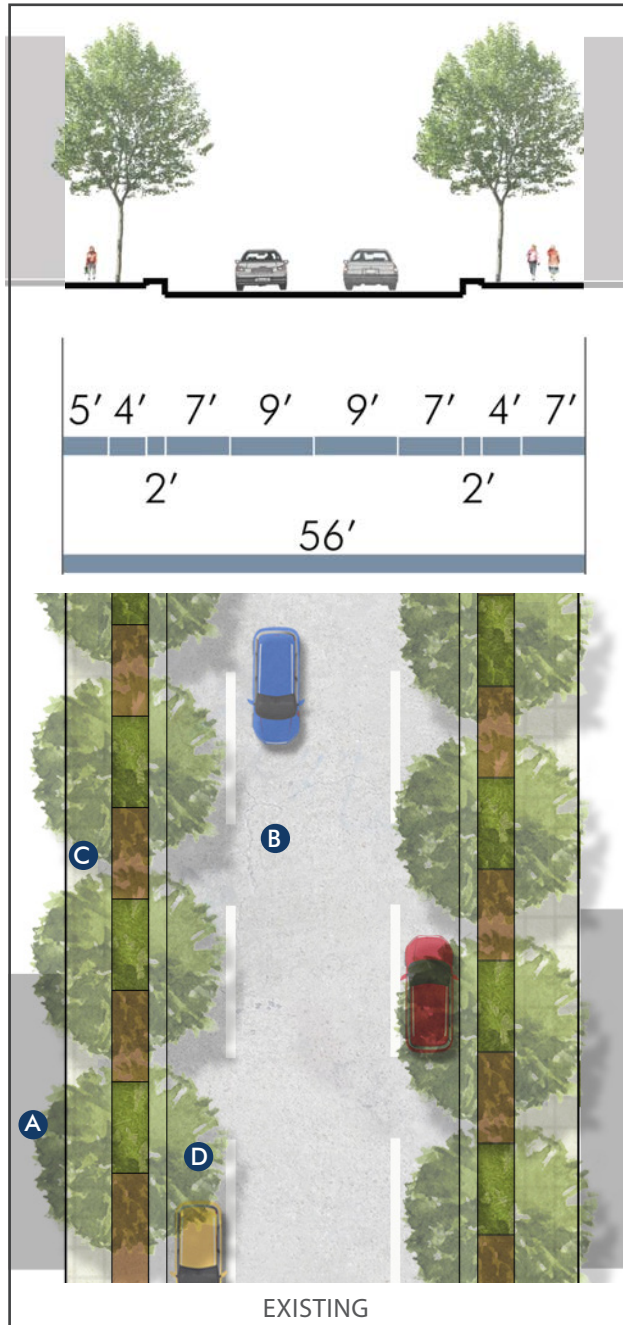
- Provide smaller social spaces intended for use by the general public, including:
  - Patios
  - Street cafes
  - Enhanced alleyways
  - Improved public right-of-way

## STREETS

- Expand sidewalk widths to 10’
- Enhance pedestrian amenities where not completed, including seating
- Maintain narrow 9’ travel lanes and preserve on-street parking throughout the corridor



# STREET SECTIONS



# PUBLIC SPACE

## BROADWAY

Broadway Boulevard is a major urban corridor which runs north-south through Kansas City's Midtown area. It is the widest street within Westport, and supports an eclectic array of commercial buildings and development patterns. Proposed public space improvements for Broadway are intended to support access to homes and businesses for multiple modes of transportation. As the corridor evolves to support growth, a quality public realm and access to car and bicycle parking by visitors is essential for promoting a successful and vibrant corridor for future generations.

## QUALITY PUBLIC REALM

- Enhance pedestrian walkways, transit amenities, and crossings to improve safety and accessibility standards
- Provide social spaces intended for use by the general public, including:
  - Patios
  - Street cafes
  - Enhanced alleyways
  - Improved public right-of-way

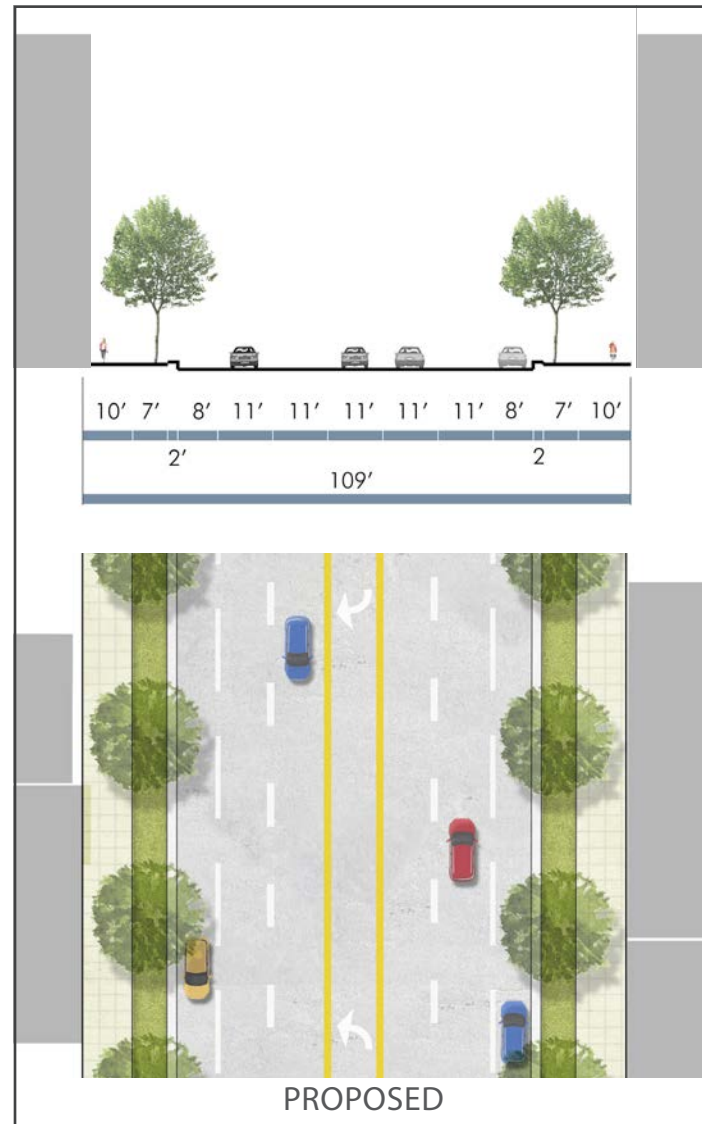
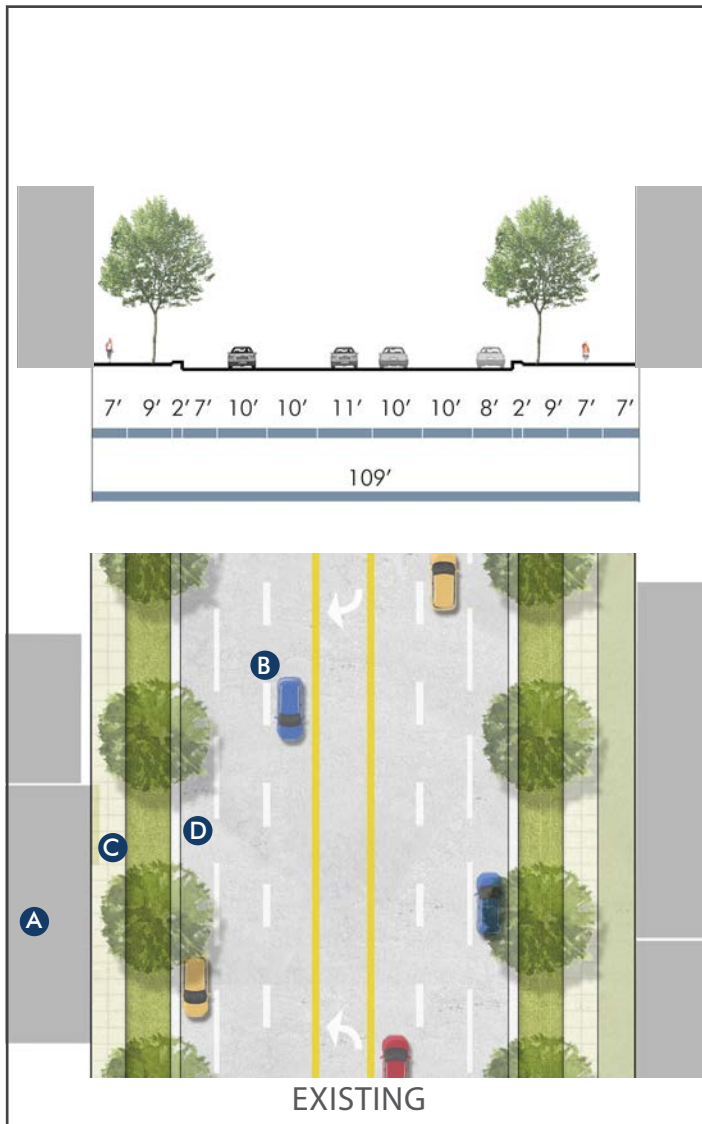
## STREETS

- Maintain a minimum 10' sidewalk width
- Maintain 10-11' lane widths, consistent with the Boulevard & Parkway standards
- Enhance pedestrian/transit amenities
- Preserve on-street parking
- Evolve into a balanced environment for all modes of transportation, providing access that enables Westport to thrive
- Promote productive use of space on public streets by reprogramming left over space





# STREET SECTIONS



# PUBLIC SPACE

## PUBLIC SPACE VISIONING – BROADWAY

- Reinvent Broadway as the primary multi-modal corridor and access point into the district:
  - Initiate street improvements focused on balancing multiple modes of transportation, including bicycles and pedestrians
  - Preserve on-street parking
  - Maintain streetscape improvements to support walkability along Broadway
  - Provide pedestrian and bicycle amenities which enhance access to businesses, including outside seating, bicycle racks, and widened sidewalks.
- Improve safety on Broadway:
  - Reconstruct the intersection of W 40th Terrace, Washington Street, and Broadway Boulevard to narrow the streetscape
  - Limit automobile lane widths to 11' to promote limited designed speeds

## ADDITIONAL STUDY

Broadway is an important corridor for Kansas City's Midtown area and the Westport district. During the process of the Westport planning study, the City of Kansas City, MO, the Mid-America Regional Council, and WSP conducted a separate planning process to produce a Complete Streets Plan, involving Broadway Boulevard among many other corridors in the city. The Midtown Complete Streets study provides an in-depth traffic analysis and specific recommendations for enhancing mobility along Broadway Boulevard, expanding greater facilities towards bicycle-users.

The recommendations of this plan support the importance of pedestrian and bicycle safety, especially in one of Kansas City's most distinct urban districts. The Westport Plan recognizes Broadway as a major transportation corridor through the district supporting access to local businesses by many modes of transportation, including personal or shared vehicles. As improvements are pursued, it is important to balance expectations while expanding options for accessibility. Action to preserve on-street parking, enhance pedestrian amenities and walkways, and improve bicycle safety are acceptable outcomes of the Westport planning process. More information regarding the proposals of the Midtown Complete Streets Plan can be accessed through the City's website.



BROADWAY BOULEVARD



BROADWAY/W 40TH TERRACE - LOOKING NORTH



PIONEER PARK - LOOKING SOUTH



BROADWAY/WESTPORT - LOOKING NORTH

# PUBLIC SPACE

## MILL

Mill Street is a corridor located completely within Westport, providing connections between neighborhoods to the west and the Country Club Plaza area to the south. Both the streetscape and development pattern along Mill Street do not promote a consistent pallet or clear sense of place. In most portions of Mill Street, pedestrian facilities are limited to one side of the street, further enhancing Mill as an edge. Proposed improvements to Mill Street are intended to better utilize space within the streetscape to improve access to surrounding property and position Mill Street for future opportunities.

## QUALITY PUBLIC REALM

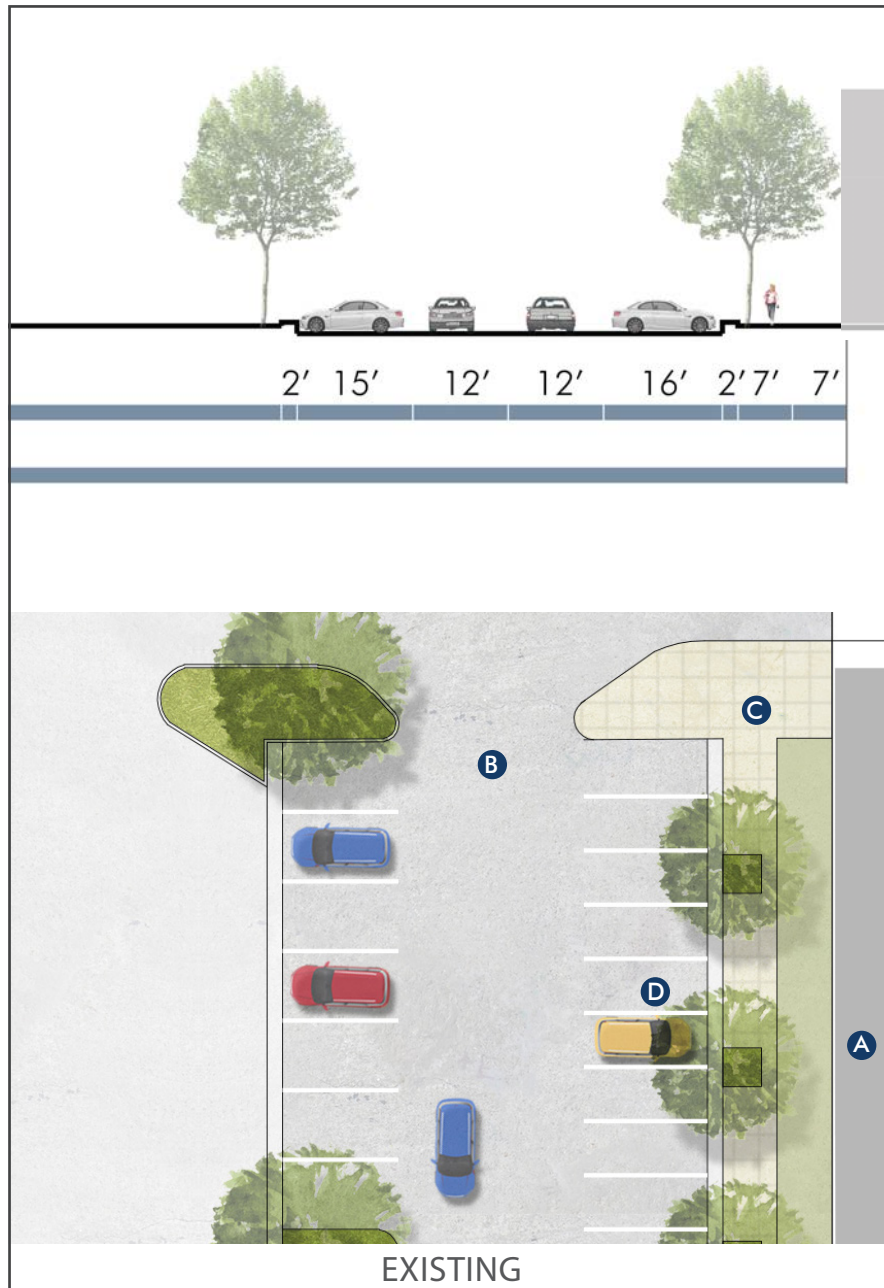
- Improve the Dr. Jeremiah Cameron Park to create a pedestrian and bicycle gateway into Westport.
- Prioritize flood mitigation improvements along Mill Street.
- Enable social spaces intended for use by the general public, including:
  - Patios
  - Street cafes
  - Enhanced alleyways
  - Improved public right-of-way

## STREETS

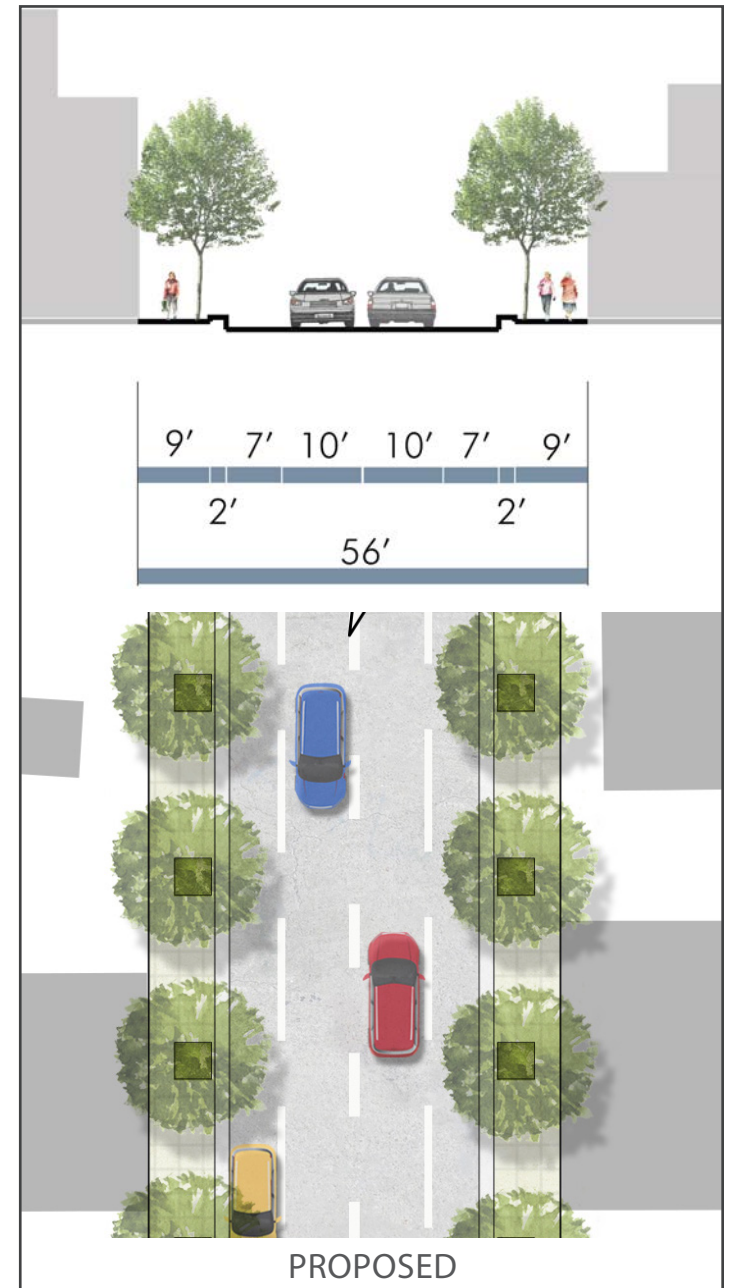
- Redesign street as a seam by establishing 6' sidewalks with streetscape improvements.
- Establish on-street parking on both sides of the street.
- Establish 10' travel lanes.



# STREET SECTIONS



- A** Building
- B** Drive
- C** Sidewalk
- D** Parking



# PUBLIC SPACE

## PUBLIC SPACE VISIONING – MILL

- Assess potential improvements to the Dr. Jeremiah Cameron Park:
  - Create gateway into Westport
  - Provide usable social space
- Reinforce citywide park connections and external connections to neighborhoods:
  - Position Mill Street as a shared-street for pedestrian and bicycle connections by preserving slow designed speeds
  - Enable bicycle connection through park, establishing Mill Street as a connection between Mill Creek Park, the Volker neighborhood, and Roanoke Park
  - Improve crosswalks at the intersections of Broadway and 43rd Street, and Mill Street and Southwest Trafficway





MULTI-MODAL CROSSING



MILL STREET CROSSINGS



GATEWAY CONCEPT

# PUBLIC SPACE

## NEIGHBORHOOD

Neighborhoods in Westport contain traditionally narrow streets, supported by a variety of housing types. Personal driveways and private parking lots are limited, so continued access to public parking for residents is necessary. Recommendations for neighborhoods in Westport are intended to preserve the traditional ambiance of the residential environments, while supporting needs for mobility and access of residents.

## QUALITY PUBLIC REALM

- Maintain and promote safe and walkable streets
- Integrate small, public social spaces into the neighborhoods where vacant lots exist
- Minimize the impact of existing parking lots on the streetscape by promoting buffers between lots and the public realm
- Limit driveway access along the streetscape to preserve the curb appeal of traditional neighborhoods

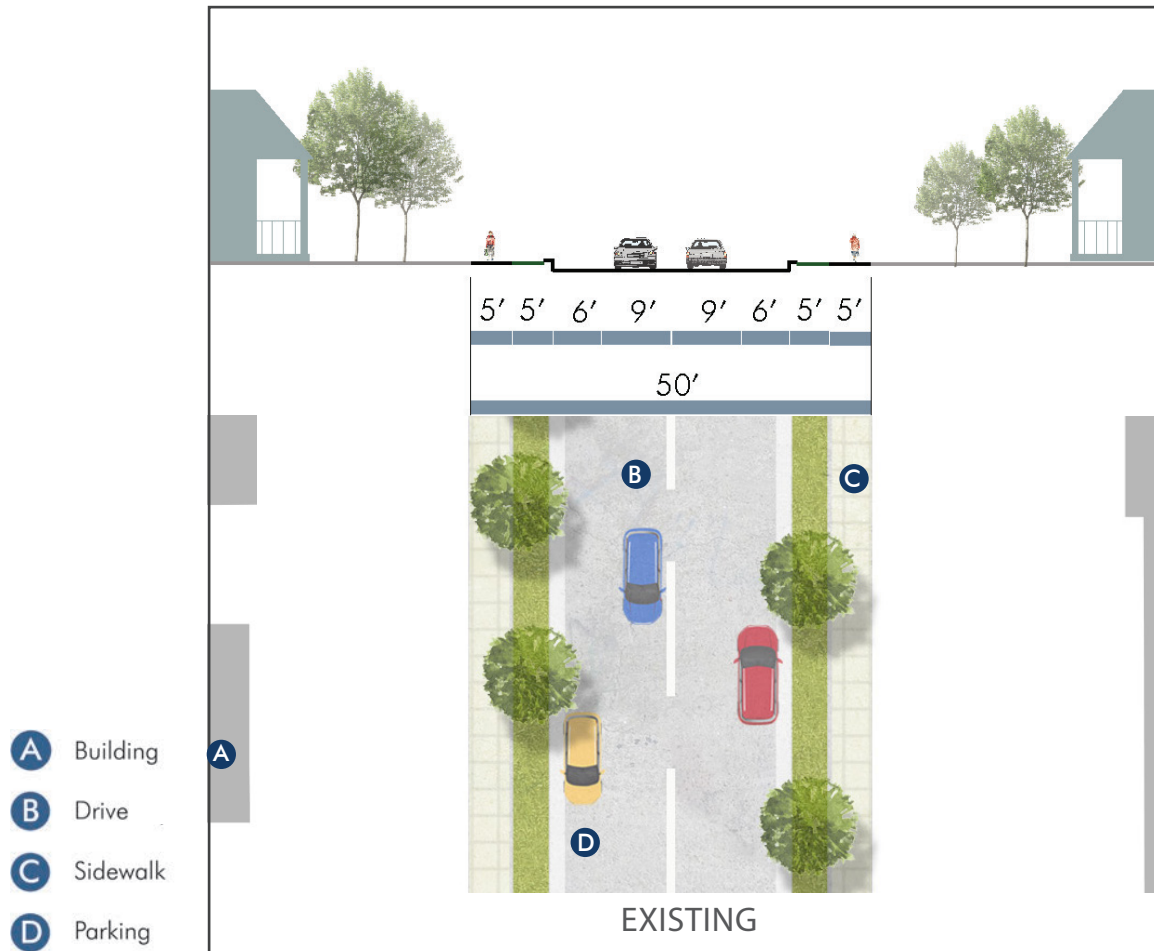
## STREETS

- Maintain 5' sidewalks
- Maintain street trees and replace declining trees
- Maintain on-street parking; both sides of the street





# STREET SECTIONS



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FORM

## FORM — FRAMEWORK

Recommendations for form are intended to support harmonious relationships between private development and the streetscape. Height, facade grain, and frontage all play an important role in defining this relationship and supporting vibrant and active streetscapes in Westport.

### HEIGHT

The height of buildings has a significant impact on the character of a place, as building heights create enclosure along the streetscape. The width of streets are a primary consideration when proposing height limits. In more intense urban areas, the ratio between building height and street width should be weighted towards the building height to create a greater sense of enclosure of those interacting with the streetscape. In less intense areas, building heights should be less than the width of the street. A 1:3 ratio (Neighborhood Zone), as shown, would create a less intense environment than a 1:1.3 ratio (Urban Zone).

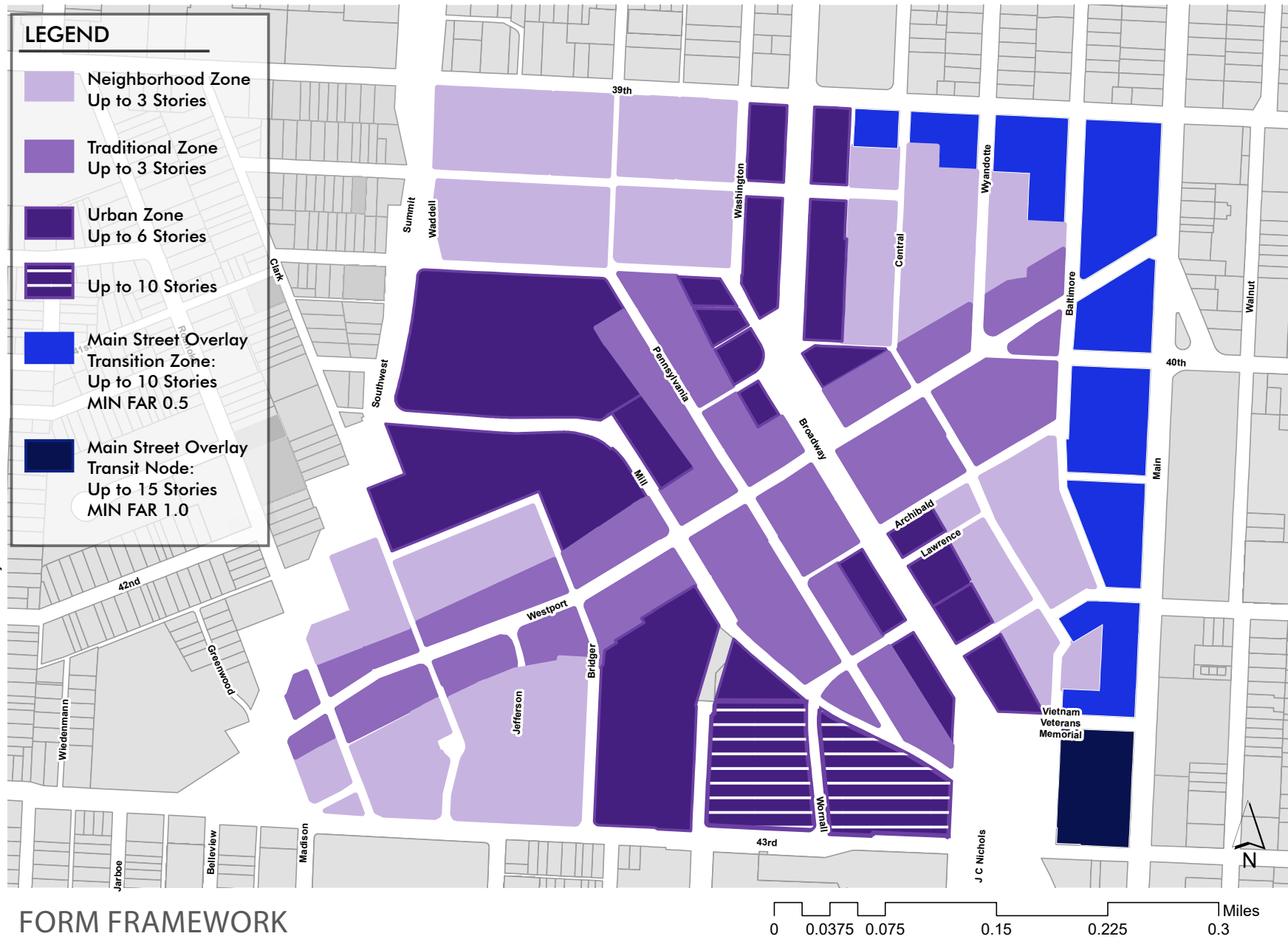
### FACADE GRAIN

Facade grain describes the rate at which building facades are vertically broken down to create repetition along a path, often indicated by a change in tenant or other physical changes that create interest as one walks along a path. This change defines the rhythm of a streetscape and influences how a place is experienced on foot. As a walkable urban district, it is important that development in Westport evolves to support a walkable rhythm of facade grain. The recommendations for building facade grain are geared toward the pace of a pedestrian walking along a streetscape. Fine-grain building facades of 30 feet or less will generally result in a more interesting streetscape environment than coarse-grain street walls with little or no change along a path.

### FRONTAGE DESIGN

The area between the building and the street/sidewalk is defined as the frontage, responsible for defining the relationship of a building to the street and sidewalk. The placement of a building on a site will create or detract from the enclosure of the pedestrian space that is desired to create a comfortable walking environment. Applying the correct frontage type to a site will create the necessary relationship to support the various contexts desired within the Urban Zone, Traditional Zone, and Neighborhood Zone. The frontage types defined are intended to be applied in a manner that support the different Form Areas within Westport.

# FORM — DISTRICT-WIDE APPROACH



FORM FRAMEWORK

# FORM

## URBAN ZONE

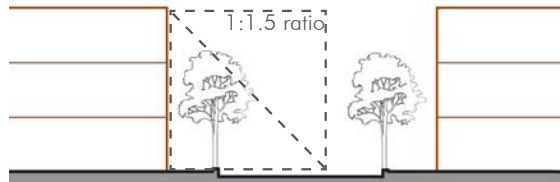
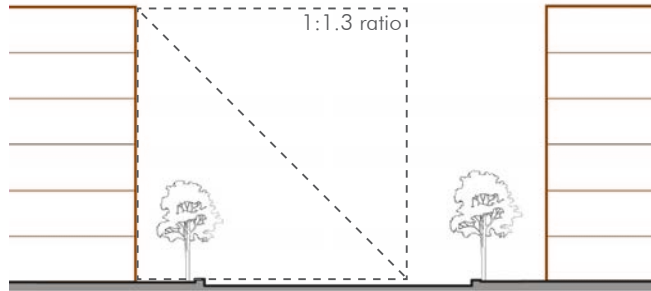
- Up to 6 Stories
- Grain of less than 35'
- Built-to-Street, Terrace, Courtyard or Plaza



FACADE GRAIN

## TRADITIONAL ZONE

- Up to 3 Stories
- Grain of less than 35'
- Built-to-Street



HEIGHT

## NEIGHBORHOOD ZONE

- Up to 3 Stories
- Grain of less than 60'
- Neighborhood Yard, Courtyard or Plaza, Terrace

### Urban Zone

Although the Urban Zone supports greater building heights, first-floor facades should be fine-grain to support walkability and add interest along the streetscape.

### Traditional Zone

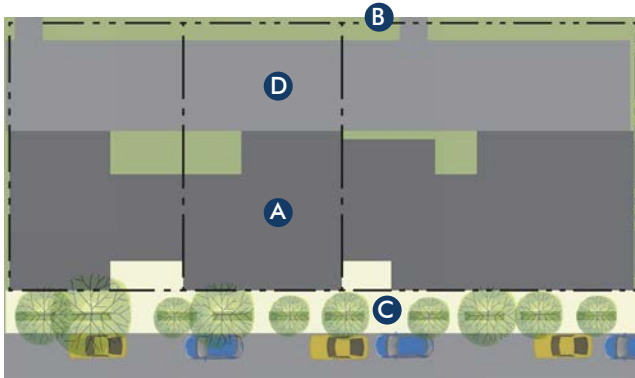
The Traditional Zone is generally characterized by fine-grain facades reflective of a walkable streetscape rhythm. New development should support these traditional development patterns.

### Neighborhood Zone

The Neighborhood Zone is distinguished by a coarser facade grain, though limited to maintain the characteristics of traditional neighborhood design.

# FORM

## FRONTAGE DESIGN

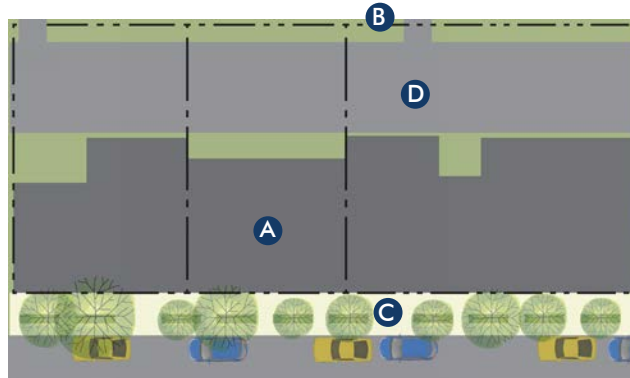


### URBAN ZONE

Buildings along urban corridors are encouraged to be built to the street, and setbacks must provide social frontages.

**Courtyards/Plazas:** A recessed area within the building footprint or an open area organizing multiple buildings that creates a common focal point and point of entry for the building(s). These frontages establish a transition to the public streetscape, and the proportions of the space and building facades create an outdoor room.

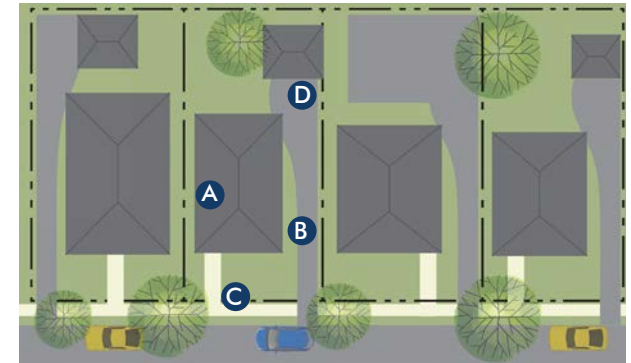
**Terraces:** A shallow open area that creates a continuous landscape area along a streetscape. Buildings are setback moderately from the streetscape but still maintain a formal relationship to shape this space. The terrace may be landscaped as a yard, courtyard or garden in more residential settings, or it may include hardscape elements.



### TRADITIONAL ZONE

To reinforce traditional patterns, buildings should be built to the street.

**Built-to-Street:** This frontage includes significant pedestrian enhancements to support buildings fronting directly on the streetscape. The enhanced streetscape frontage should be designed solely for pedestrian amenities such as walkways, seating areas or landscape to increase the comfort in these areas.



### NEIGHBORHOOD ZONE

Neighborhood infill should reinforce traditional neighborhood development patterns.

**Front Yard:** A small to moderate open area with a building set back from the property line. This frontage type generally creates a consistent landscaped area across several frontages along a block face, with buildings set back at a common distance – typically greater than other frontage types – where landscape designs and primary entrance features of buildings establish the relationship and transitions to the streetscape.

- A Building
- B Driveway
- C Sidewalk
- D Parking

# FORM

## WESTPORT + PENNSYLVANIA

The recommended form of new and infill development along Westport Road and Pennsylvania Avenue is generally consistent with the existing context of these corridors. New development along these streets should reinforce traditional development patterns to create a clear sense of enclosure along the streetscape, to add interest to pedestrian spaces, and to support a positive relationship between commercial storefronts and public space. With several opportunities for infill development along both streets, the defined policies can enable a consistent development form to integrate new construction into the traditional fabric of the neighborhood's most iconic corridors.



PROPOSED FORM



# WESTPORT & PENNSYLVANIA

## HEIGHT

- Should not exceed 3 stories
- Beyond 50' of the property line, buildings may reach a height of 5 stories, except where adjacent to the Neighborhood Zone

## FRONTAGE

- Buildings should be built to the street/sidewalk, with a 0' setback
- Small social spaces are encouraged

## GRAIN

- Front facades should be limited to 20' – 30' in width
- Each front facade should contain at least 1 entrance



# FORM

## BROADWAY + MILL

Recognizing the eclectic nature of Westport and growing development pressures, Broadway and Mill have been identified as areas potentially capable of accommodating redevelopment or infill of a greater scale. Broadway Boulevard and Mill Street are both corridors that are generally not characterized by any consistent development pattern or identity. Properties along Broadway Boulevard are widely inconsistent with one another, ranging in both traditional and conventional development patterns. On Mill Street, the form of development varies; in some areas, Mill Street is defined by 1-4 story buildings that are built to the street, though most of Mill Street is bound by undeveloped land containing surface parking lots. As Mill Street is positioned for infrastructure improvements and redevelopment, standards should be developed to foster productivity and accommodate the expanded urban environment. The defined form of development along Broadway and Mill is intended to create environments where flexibility is expanded along these wider urban corridors.



# BROADWAY & MILL

## HEIGHT

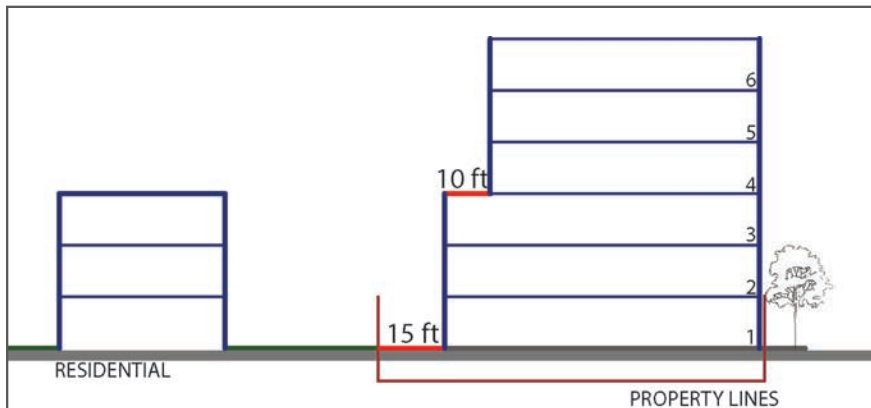
- Should not exceed 6 stories
- Hospital Expansion Area should not exceed 10 stories
- Property abutting residential lots should step-down to 3 stories

## FRONTAGE

- Building setbacks should be varied
- Any setbacks should be designed for social spaces, such as terraces, plazas, or courtyards

## GRAIN

- Front facades should be limited to 50' in width
- The front facade should contain at least 1 human-scale entry feature

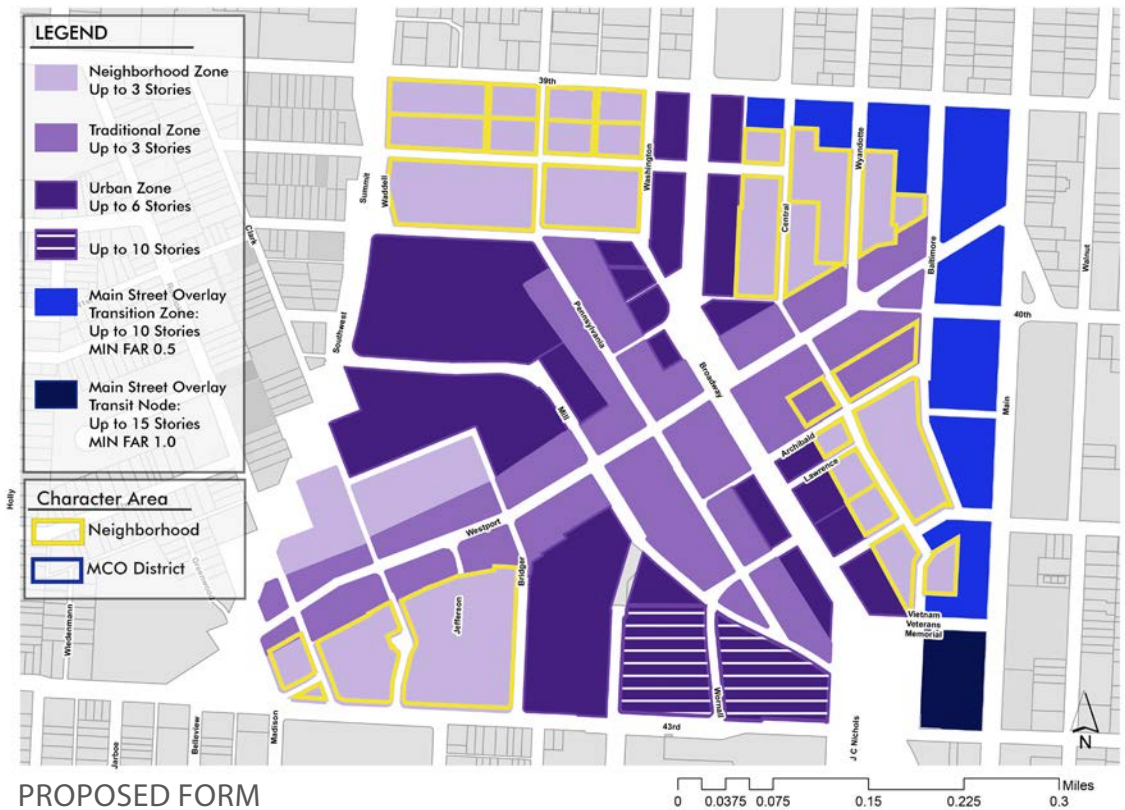


STEP-DOWN WHEN ABUTTING RESIDENTIAL

# FORM

## NEIGHBORHOODS

Although there are a diverse range of housing types in neighborhoods, buildings are generally expressed through a similar form, creating a sense of balance, enclosure, and harmony along the neighborhood streetscapes. As vacant properties are developed in neighborhoods, the following standards outline the desired form to maintain the traditional nature in these areas.



# NEIGHBORHOODS

## HEIGHT

- Should not exceed 3 stories

## FRONTAGE

- Front yard or terrace should have a 20' setback, or be compatible with adjacent setbacks

## GRAIN

- Each structure should contain at least 1 human-scale entry feature that reinforces the patterns of adjacent properties
- Lots for detached houses, colonnades, and other small-scale residential buildings shall not exceed 50' in width
- Front wall planes for medium-scale multi-unit buildings should be limited to 50' in width



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USE

# USE — FRAMEWORK

As one of the oldest settlements of Kansas City, the use of Westport has fluctuated and changed dramatically over time. While the neighborhood continues to evolve, its future use will be determined by local policies, zoning regulations, and economic change. The need for affordable and diverse housing, changes in retail industries, and potentially harmful uses are important aspects of defining the appropriate contexts of a mixed-use district.

Recommendations for the three proposed land use areas focus on the first-floor use of buildings, recognizing that Westport is an intentionally mixed-use district supported by active streetscapes. However, a mixed-use area should contain varying levels of intensity, outlined by the Mixed-Use Core, Mixed-Use Community, and Mixed-Use Neighborhood uses, to reflect active environments for entertainment, neighborhood commercial activity, and neighborhoods. The activity of each land use area is defined by desired targets for the percentage of first-floor space dedicated to particular types of uses, carrying with them various levels of intensity and street interaction.

## MIXED-USE CORE



Street Front Presence

|                         |            |
|-------------------------|------------|
| Commercial (non-office) | Up to 100% |
| Office                  | Up to 15%  |
| Residential             | Up to 5%   |

## MIXED-USE COMMUNITY



Street Front Presence

|                         |           |
|-------------------------|-----------|
| Commercial (non-office) | Up to 60% |
| Office                  | Up to 60% |
| Residential             | Up to 20% |

## MIXED-USE NEIGHBORHOOD



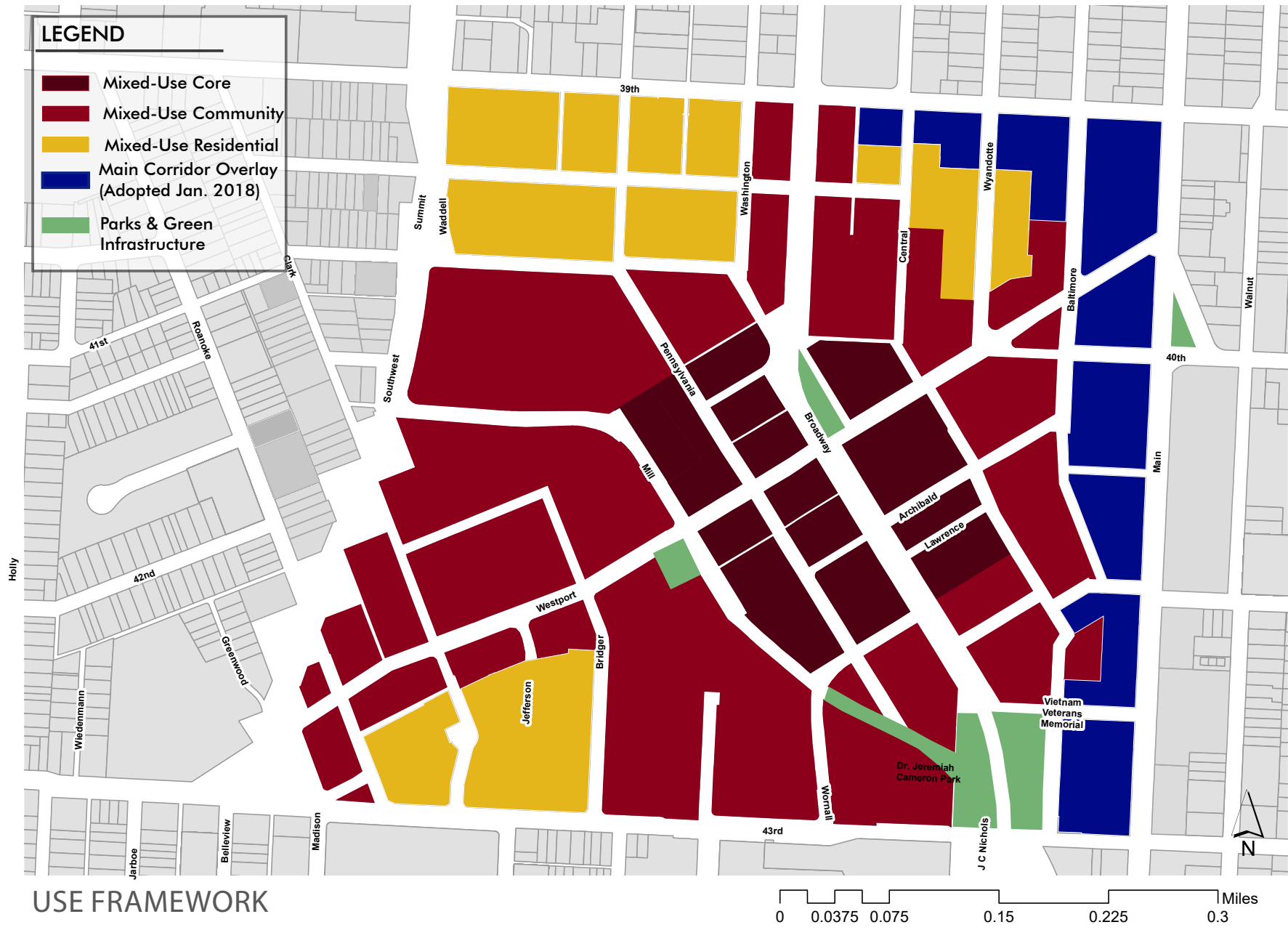
Office and Retail

|                    |
|--------------------|
| Office (Live-Work) |
| Residential        |

|                                          |
|------------------------------------------|
| Neighborhood-serving retail (<2,500sqft) |
| Special use with location criteria       |
| KCMO standards                           |
| Up to 100%                               |



# USE — DISTRICT-WIDE APPROACH



# USE

## WESTPORT

Westport is proposed to support two different use districts - the Mixed-Use Core and Mixed-Use Community districts, in order to provide more intense land uses towards the center of the district, where Westport Road intersects with Pennsylvania Avenue, becoming less intense further east and west.

### MIXED-USE

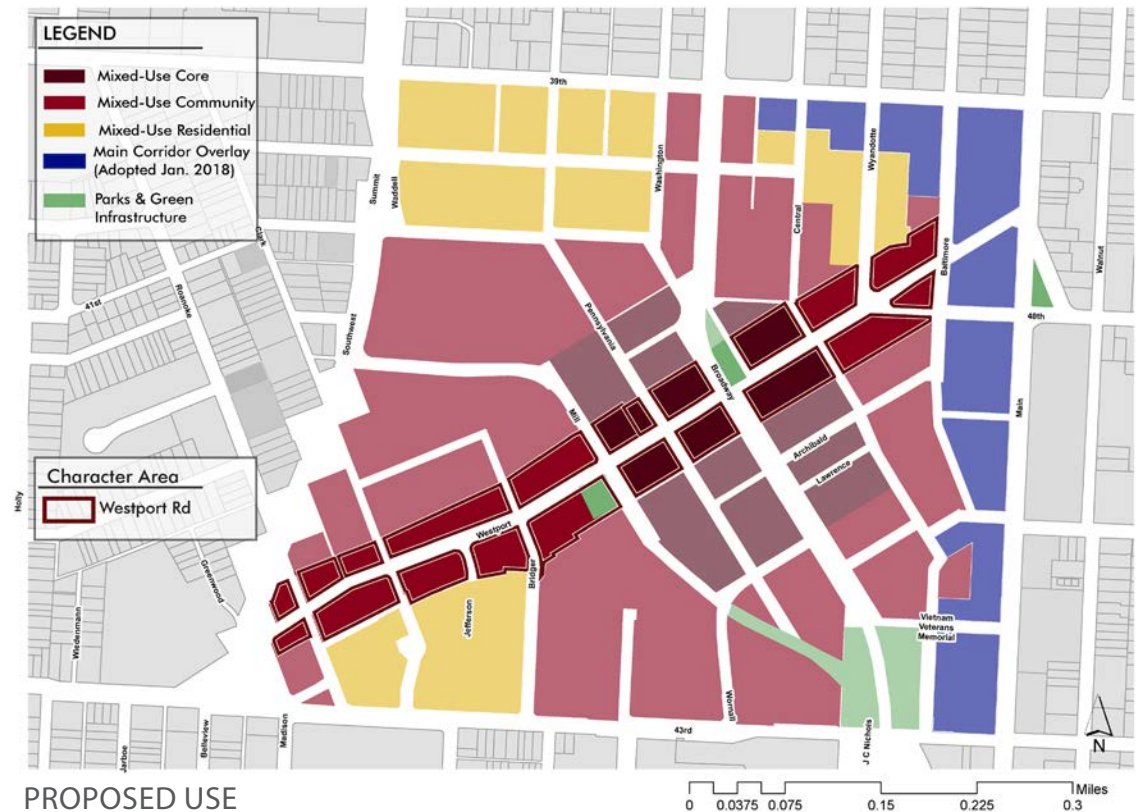
- Along Westport Road – commercial or mixed-use, including office and/or residential (on upper stories)

### FIRST-FLOOR

- “Active” street fronts in the core of the district – retail, food and drink establishments, personal services, or institutional uses
- Offices or residential uses may be limited on the first floor but permitted on the upper floors
- Minimum percentage of active first-floor uses required:  
Core – 80% min., Community – 50% min

### PARKING

- Lots or garages should not front on Westport Road
- Permitted behind the building, screened from public rights-of-way, and not accessible from Westport Road unless alternative access is not available



# EXISTING USES CONSISTENT WITH PROPOSED AREAS



# USE

## PENNSYLVANIA

Pennsylvania is proposed to support two different use districts – the Mixed-Use Core and Mixed-Use Community districts, in order to provide more intense land uses in closer proximity to Westport Road, becoming less intense further north and south, transitioning to existing residential neighborhoods.

### MIXED-USE

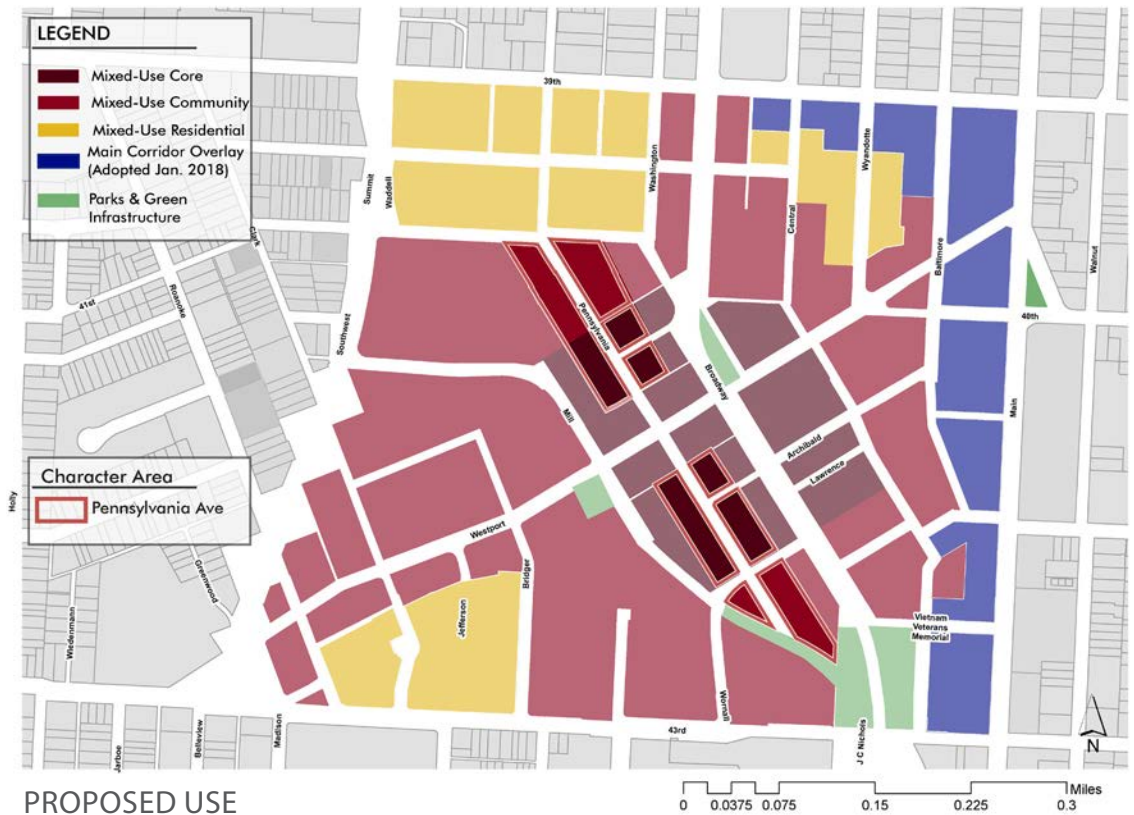
- Uses along Pennsylvania Avenue shall be commercial or mixed-use

### FIRST-FLOOR

- “Active” street fronts – retail, food and drink establishments, personal services, or institutional uses
- Offices or residential uses may be permitted on the upper floors
- Minimum percentage of active first-floor uses required:  
Core – 80% min., Community – 50% min.

### PARKING

- Lots or garages shall not front on Pennsylvania Avenue.
- Parking shall only be permitted behind the building, screened from public rights-of-way, and not accessible from Pennsylvania Avenue, except by alleys



## EXISTING USES CONSISTENT WITH PROPOSED AREAS



# USE

## BROADWAY

Broadway is proposed to support two different use districts – the Mixed-Use Core and Mixed-Use Community districts, in order to provide more intense land uses towards Westport Road.

### MIXED-USE

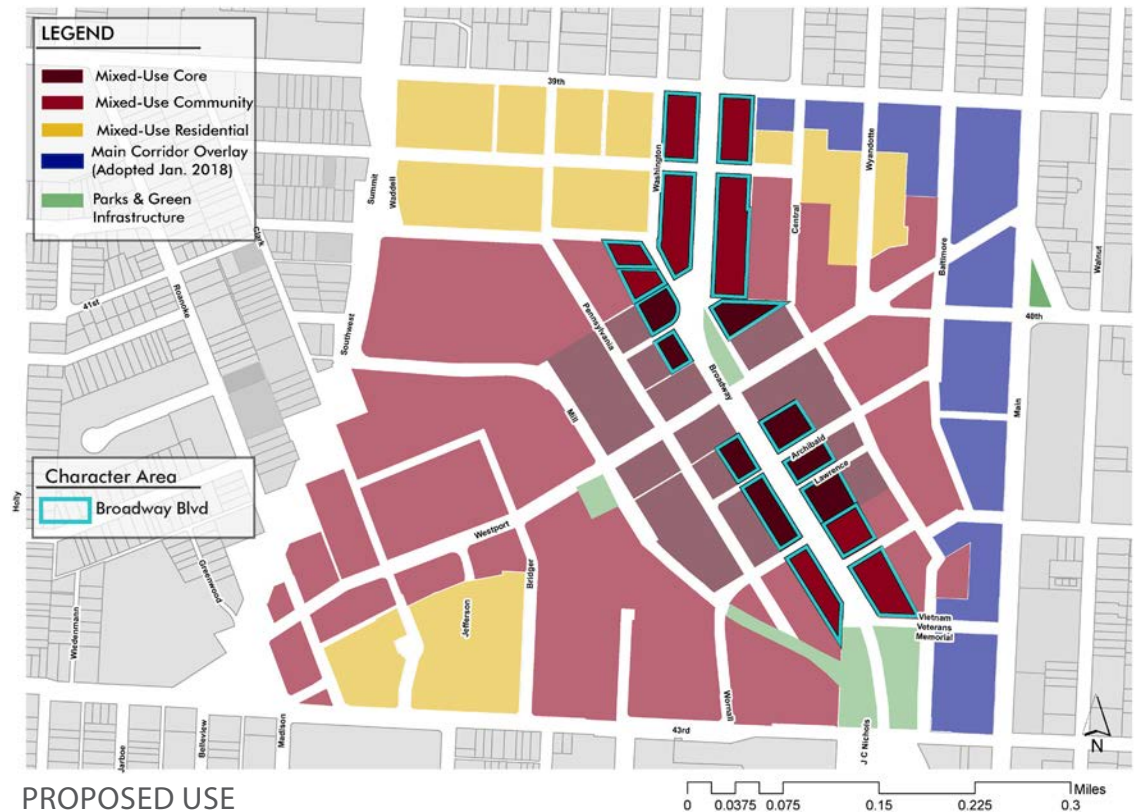
- Uses along Broadway shall be commercial, residential, or mixed-use

### FIRST-FLOOR

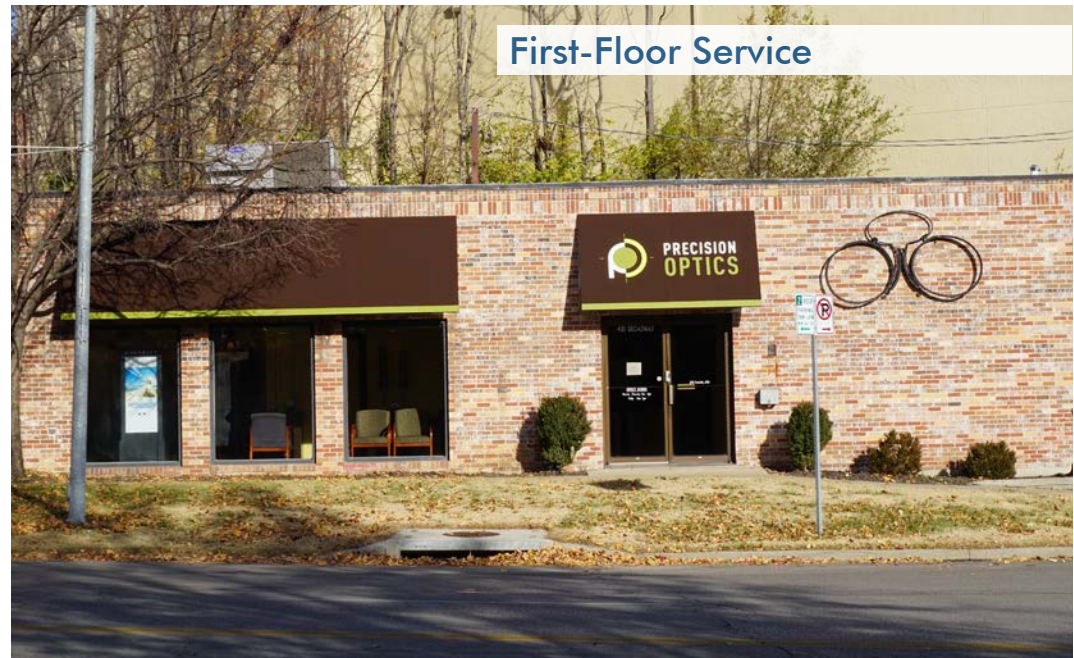
- “Active” street fronts – retail, food and drink establishments, personal services, or institutional uses
- Offices or residential uses may be permitted on the upper floors
- Minimum percentage of active first-floor uses required:  
Core – 80% min., Community – 50% min.

### PARKING

- Garages are encouraged to provide residential or commercial parking spaces
- Access should be permitted along Broadway
- Parking lots should only be permitted behind buildings and parking lots should be screened



## EXISTING USES CONSISTENT WITH PROPOSED AREAS



# USE

## MILL

Mill is predominately intended for active first-floor uses, a relatively balanced mix of commercial, office, and residential. Property adjacent to Mill Street within the entertainment district, however, is proposed within the Mixed-Use Core, enabling expanded, more intense uses.

## MIXED-USE

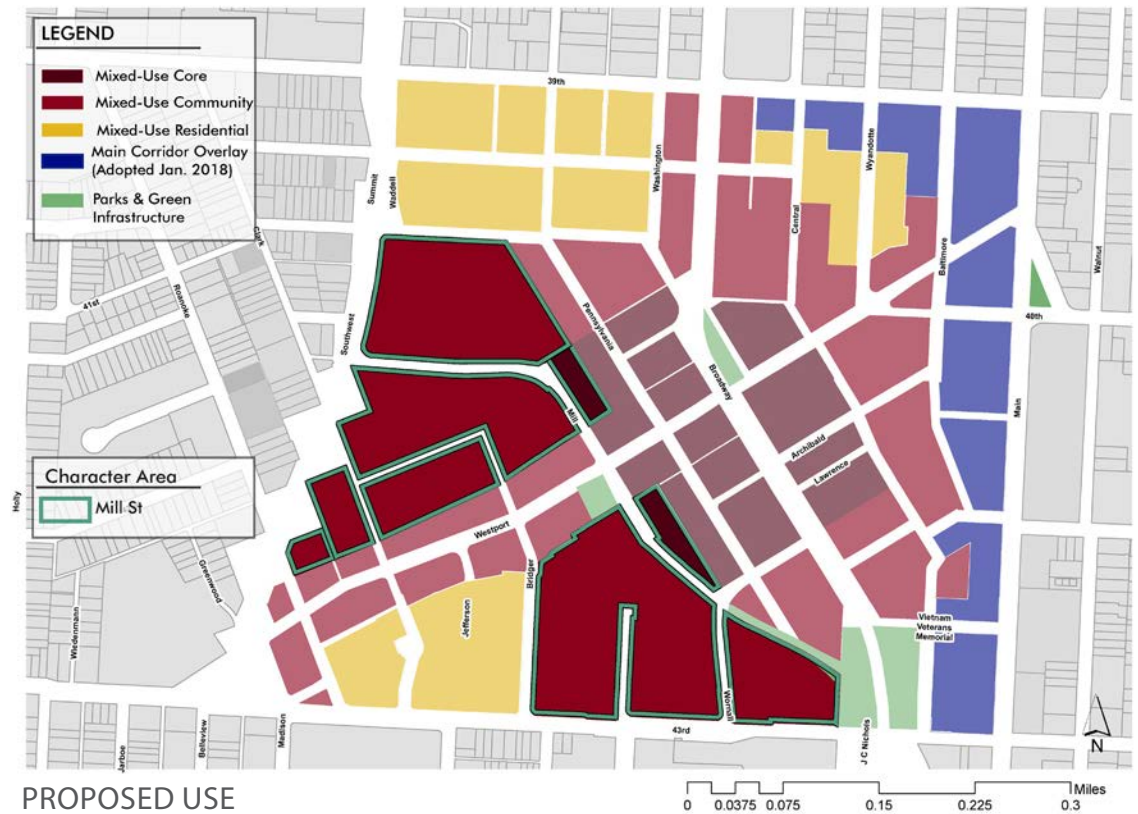
- Uses shall be commercial, residential, or mixed-use

## FIRST-FLOOR

- “Active” street fronts – retail, food and drink establishments, personal services, or institutional uses
- Offices or residential uses may be permitted on the upper floors
- Minimum percentage of active first-floor uses required:  
Core – 80% min., Community – 50% min.

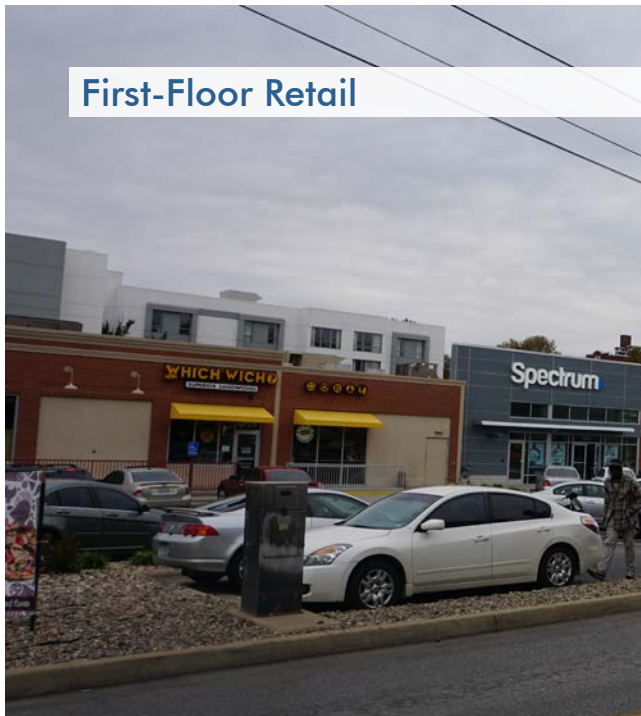
## PARKING

- Garages are encouraged to provide residential or commercial parking spaces
- Garage access is permitted along Mill Street
- Parking lots must be behind the building, screened from public rights-of-way





## EXISTING USES CONSISTENT WITH PROPOSED AREAS



# USE

## NEIGHBORHOOD

The Midtown Plaza Area Plan recommends varied levels of residential density and commercial contexts within Westport's neighborhoods. Neighborhoods are predominately intended for the use of residential units at the street level. However, there is some allowance for commercial use in these areas to uphold the mixed-use nature of the overall district and promote entrepreneurial activity, including live-work or other small-scale commercial uses where intense customer activity is limited in nature.

### MIXED-USE

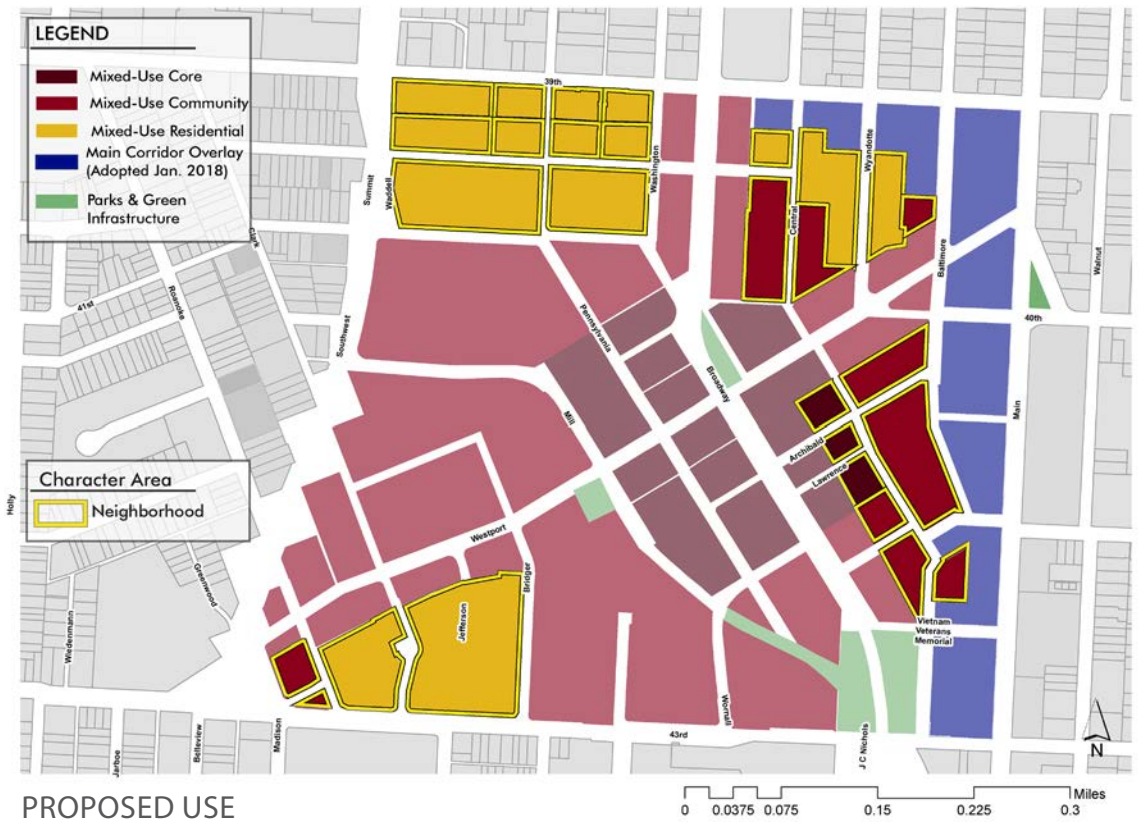
- Uses along neighborhood streets shall be primarily residential
- Small-scale mixed-use buildings shall be allowed

### FIRST-FLOOR

- Limit "active" street fronts to accommodate primarily residential activity
- Minimum percentage of active first-floor uses required: Core – 80% min., Community – 50% min., Neighborhood – 0% min.
- Small-scale retail should be encouraged in specific locations, such as: *Nutterville*, *corner lots*, *lots fronting on open space or major roads*, and *lots adjacent to commercial or mixed-use areas*

### PARKING

- Parking areas behind the building, or screened from public rights-of-way
- Where off-street parking is not available in neighborhoods, residential permit parking shall be pursued
- Limit garage access



## EXISTING USES CONSISTENT WITH PROPOSED AREAS



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CHARACTER

# CHARACTER — FRAMEWORK

The arrangement between the elements of Public Space, Form, and Use serve as the foundation of a location’s Character. In addition, building-specific elements, such as historic significance and physical facade details, contribute to the Character of Westport’s many unique places.

## HISTORIC RESOURCES

The historic fabric in Westport has been well-documented and provides the data needed to frame the historical significance of the district and identify resources and areas with potential for historic designation. In addition, the data reveals that Westport is made up of an eclectic set of buildings from many different eras. The many eras expressed through architecture in Westport document the evolution that has occurred for more than a century. These important historic resources are incredible assets to the district and are critical to the character recognized by the broader Westport community.

### POTENTIALLY ELIGIBLE RESOURCES

- **Karnopp Building** (4307 Main Street) Main Street)
- **Plaza Laundry Building** (4200 Pennsylvania Avenue)
- **Freeman Mortuary** (104 West Vietnam Veterans Memorial Drive)
- **First Swedish Baptist Church** (3931 Washington Street)
- **Our Lady of Good Counsel Church** (3934 Washington Street)
- **St. Paul’s Episcopal Church** (4041 Main Street)
- **Allen Library** (118 Westport Road)
- **Automobile Sales and Service Building** (4200
- **Uncas Apartment Building** (3923 Wyandotte Street)
- **Apartment Building** (3909 Central Street)
- **Wisteria Apartments** (620 West 39th Terrace)
- **Antlers Apartments** (3918 Wyandotte Street)
- **Westport Manor Apartments** (615 West 39th Terrace)
- **Apartment Complex** (4201 Clark Avenue)
- **Allen School** (706 West 42nd Street)

### POTENTIAL LOCAL HISTORIC DISTRICTS

- **Westport Commercial Historic District**
- **West Westport Road Commercial Historic District**
- **Hunter’s Heights Historic District**
- **Whittier Place Historic District**
- **South Roanoke Historic District**

## FACADE DETAILS

Architecture throughout Westport is diverse and expresses the past evolution of and eras endured by the neighborhood. Although architectural styles vary, the existing building stock produces patterns that characterize the distinct places in Westport.

- **Building Materials** — the physical makeup of a building, expressing texture and color on its exterior.
- **Entry Features** — the way in which the front door is communicated to the public. Human-scale entry features include awnings, stoops, transoms, or patios.
- **Building Transparency** — the amount of window provided along the frontage of a building. High transparency is most often seen in pedestrian-oriented places such as Westport Road and Pennsylvania Avenue.

## CHARACTER — FRAMEWORK

A number of varying elements can affect how the character of an area is interpreted by its users, and personal interpretations often vary tremendously. Identifying a set of critical physical attributes guides the framework for policies to be developed within Westport. The specific components of character are geared towards the primary streets in Westport as they relate to their identity.

### WESTPORT ROAD & PENNSYLVANIA AVENUE

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.

### BROADWAY BOULEVARD & MILL STREET

These corridors are characterized by varied building types and development patterns. There is not a consistent palette of materials and stylistic details that currently define the identity of these environments. These streets are broader in scale, and have potential to incorporate additional pedestrian and multi-modal amenities partnered with eclectic urban development projects.

### NEIGHBORHOODS

Neighborhoods in Westport are characterized by a number of small-scale housing types ranging from detached houses to multi-unit walk-ups and apartment complexes. As infill and redevelopment pressures persist, specific characteristics that define these areas may provide precedent for new buildings as neighborhoods continue to evolve.

# HISTORIC FABRIC BY PLACE

## WESTPORT ROAD & PENNSYLVANIA AVENUE

### Register-Listed Individual Resources

- Albert G Boone Store
- Mutual Ice Company Building
- Katz Drug Store

### Potentially Eligible Individual Resources

- Plaza Laundry Building (4200 Pennsylvania Avenue)
- Allen Library (118 Westport Road)

## BROADWAY BOULEVARD & MILL STREET

### Register-Listed Individual Resources

- Allen School
- St. James Baptist Church
- Heider-James Residence

### Potentially Eligible Individual Resources

- Freeman Mortuary (104 West Vietnam Veterans Memorial Drive)
- First Swedish Baptist Church (3931 Washington Street)
- Allen School (706 West 42nd Street)

## NEIGHBORHOODS

### Register-Listed Individual Resources

- Colonel John Harris House
- Reverend Nathan Scarritt Residence

### Potentially Eligible Individual Resources

- Our Lady of Good Counsel Church (3934 Washington Street)
- Uncas Apartment Building (3923 Wyandotte Street)
- Apartment Building (3909 Central Street)
- Wisteria Apartments (620 West 39th Terrace)
- Antlers Apartments (3918 Wyandotte Street)
- Westport Manor Apartments (615 West 39th Terrace)
- Apartment Complex (4201 Clark Avenue)

### Potential National and Kansas City Register Historic Districts

- Westport Commercial Historic District
- West Westport Historic District

### Potential National and Kansas City Register Historic Districts

- N/A

### Potential National and Kansas City Register Historic Districts

- Hunter's Heights Historic District
- Whittier Place Historic District
- South Roanoke Historic District



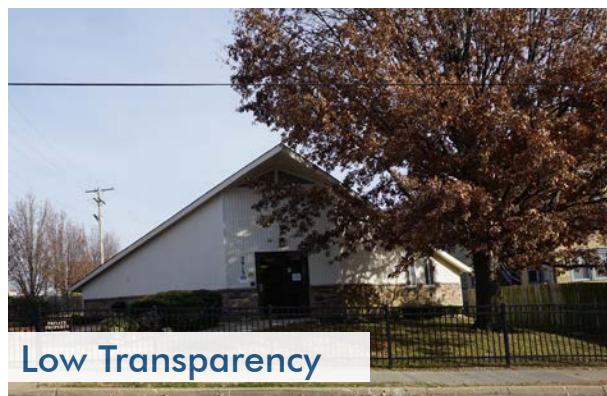
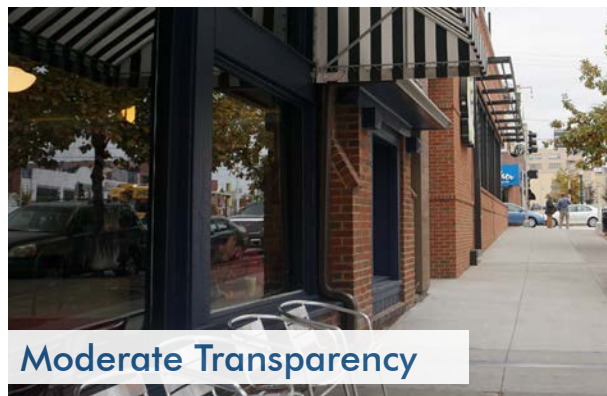


# FACADE DETAILS

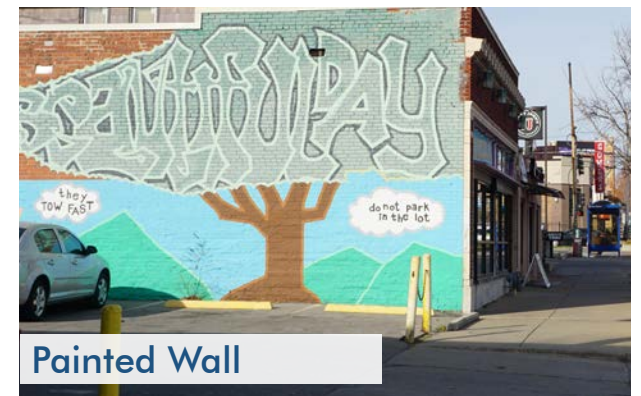
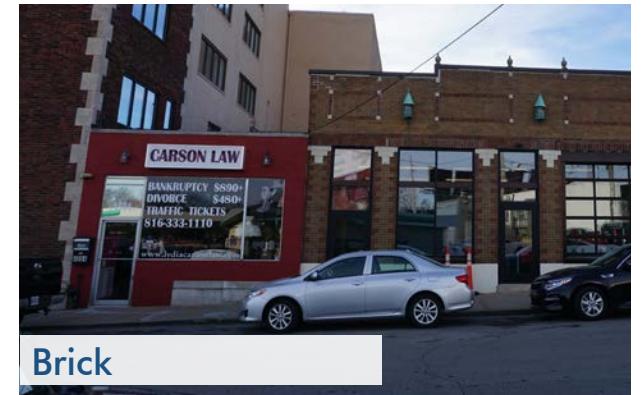
## ENTRY FEATURES



## TRANSPARENCY



## MATERIALS & DETAILS



# CHARACTER

## WESTPORT + PENNSYLVANIA

Westport and Pennsylvania are both well-characterized areas, readily identifiable by both the public realm and traditional development patterns. Both corridors span across potential historic districts, though do not contain a large number of existing or potential listed historic resources within. Proposed materials, facade elements, entry features, transparency levels, and preservation tactics are geared at redirecting development along Westport Road and Pennsylvania Avenue to unify the character of these streets and guide infill development to support the iconic ambiance of these areas.

### MATERIALS

- Building materials should consist primarily of brick and stone, particularly on the front facade and any facades visible from the public right-of-way
- Secondary materials may be expanded to include stucco, wood, or glass

### FACADES

- Expressed in three pieces: the base, middle, and discernible top
- Single-story buildings – distinct foundation, main facade, and an embellished roof line

### ENTRYWAYS

- Entrance shall be directly accessible from the sidewalk
- Human-scale entry features shall be clearly emphasized on front facades
- Additional elements: outside seating, patios, decorative plantings, signage, bike racks, fencing, art

### TRANSPARENCY

- First-floor transparency – 60-80%, between 2 and 8'
- Upper-floor transparency – 25-50%, if applicable

### PRESERVATION

- Two potential local historic districts
- Adjacent to one existing local historic district
- Contains three listed historic resources
- Contains two potentially eligible historic resources



EXISTING BUILDINGS

# GENERALLY ACCEPTABLE DEVELOPMENT PRECEDENTS



Buena Vista, CO



Denver, CO



Buena Vista, CO



Atlanta, GA

# CHARACTER

## BROADWAY + MILL

Broadway and Mill are not defined by a consistent palette. Both corridors are lined with varied building types and site arrangements, often reflecting conventional patterns with underdeveloped parking lot frontages. These corridors do not currently support a strong sense of identity. Character recommendations are intended to support the evolution of these areas into high-quality urban corridors.

### MATERIALS

- Inconsistent palette, though characterized by some amount of brick
- Building materials should be high quality, expanded to support the eclectic nature of Westport.

### FACADES

- Promote walkable frontages with frequent change in tenancy or entrances
- Expressed in 3 pieces: the base, middle, and discernible top

### ENTRYWAYS

- Directly accessible from the sidewalk
- Emphasized human-scale entry features
- Additional elements: outside seating, patios, decorative plantings, signage, bike racks, fencing, art

### TRANSPARENCY

- First-floor transparency – 40% min., between 2 and 8'
- Upper-floor transparency – 40% min. if applicable

### PRESERVATION

- Adjacent to the potential Westport Commercial Historic District
- Contains 3 listed historic resources
- Contains 3 potentially eligible historic resources



EXISTING BUILDINGS

## GENERALLY ACCEPTABLE DEVELOPMENT PRECEDENTS



Minneapolis, MN



Kansas City, MO



Kansas City, MO



St. Louis, MO

# CHARACTER

## NEIGHBORHOOD

Neighborhoods consist of many traditional buildings, some of which are potentially historic structures or contribute to a potential local historic district. As Westport evolves, it is important to preserve the neighborhoods and shape new development into meaningful contributions to the traditional development pattern.

### MATERIALS

- Stone, brick, wood, stucco, or equivalent finish, similarly to the surrounding residential dwellings

### FACADES

- Dimensions - projections or recesses, windows, balconies, etc.
- Understated driveways and garages

### ENTRYWAYS

- Setback from sidewalk
- Human-scale entry features shall be clearly emphasized on front facades: porches, porticoes, etc.
- Additional elements: outside seating, decorative plantings, signage, fencing

### TRANSPARENCY

- First-floor transparency – 40-80%, between 2 and 8'
- Upper-floor transparency – 15-40% min.

### PRESERVATION

- 1 historically designated resources
- 8 additional resources recommended for historic designation
- 3 potential historic districts



EXISTING BUILDINGS

GENERALLY ACCEPTABLE DEVELOPMENT PRECEDENTS



Mt. Laurel, AL



Kansas City, MO



Kansas City, MO



Lees Summit, MO

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IMPLEMENTATION

## IMPLEMENTATION STRATEGY

The City of Kansas City, Missouri has a number of implementation tools appropriate for carrying out various planning recommendations. Based upon the defined Plan Components and level of detail required to support the evolution of unique places in Westport, implementation tools are strategically targeted towards the identified places.

### EXISTING GUIDANCE & STANDARDS:

#### **Midtown / Plaza Area Plan Amendment**

Amending the Midtown / Plaza Area Plan is a district-wide approach that recognizes Westport as a distinct place within Midtown and provides guidance for future changes to the district. As a neighborhood plan, this document is a viable advocacy tool and reflection of the community's desires for the district.

#### **Boulevard and Parkway Standards – Broadway**

The existing Boulevard and Parkway Standards interact with property located along Broadway Boulevard. These standards are intended to enhance the character of both the public and private realm along Kansas City's historic parkways and boulevards and support the recommendations of this plan.

#### **Special Character Overlay District – Main Corridor Overlay District**

Special Character Overlay Districts provide enhanced standards to provide cohesive development patterns for areas of the city that are unique. These overlay districts manage design of development and use of buildings beyond the scope of base zoning districts.

### RECOMMENDED TOOLS:

#### **Special Character Overlay District – Westport and Pennsylvania**

There are a number of existing Special Character Overlay districts in Kansas City, Missouri, managing form, use, and character of distinct places. Regulations for these overlay districts are tailored to particular places in order to promote important elements and characteristics reflective of the area's context.

#### **Local Historic District Designation – Neighborhoods**

The Westport Historic Resources Survey was published in 2018, and serves as a resource for designating historic resources and districts in Westport. Historic districts can offer a heightened level of design oversight and demolition delay for the purpose of preserving the characteristics of distinct and historic places.

#### **Strategic Rezoning – Broadway and Mill**

Where specific design standards are not necessary in Westport, the rezoning of property is a vital tool for accomplishing the form and use defined as appropriate.

# IMPLEMENTATION BY PLACE



PLACES – IMPLEMENTATION FOCUS AREAS

|                      | PUBLIC SPACE                  | FORM                                                | USE                                                 | CHARACTER                          |
|----------------------|-------------------------------|-----------------------------------------------------|-----------------------------------------------------|------------------------------------|
| <b>WESTPORT</b>      | Westport Plan Recommendations | Special Character Overlay District                  | Special Character Overlay District                  | Special Character Overlay District |
| <b>PENNSYLVANIA</b>  | Westport Plan Recommendations | Special Character Overlay District                  | Special Character Overlay District                  | Special Character Overlay District |
| <b>BROADWAY</b>      | Westport Plan Recommendations | Strategic Rezoning<br>Boulevard & Parkway Standards | Strategic Rezoning<br>Boulevard & Parkway Standards | Westport Plan Recommendations      |
| <b>MILL</b>          | Westport Plan Recommendations | Strategic Rezoning                                  | Strategic Rezoning                                  | Westport Plan Recommendations      |
| <b>NEIGHBORHOODS</b> | Westport Plan Recommendations | Local Historic Overlay District                     | Westport Plan Recommendations                       | Local Historic Overlay District    |

# EXISTING GUIDANCE & STANDARDS

## AMEND THE MIDTOWN / PLAZA AREA PLAN

The Midtown / Plaza Area Plan recognizes the majority of the Westport planning area as a “district,” a regional destination that is a distinct place through common activities or themes among uses, intensity of development patterns, and design characteristics. These districts contain a clear center and transition areas.

The adoption of the Westport Plan will create an amendment to the Midtown / Plaza Area Plan (MPAP). The District of Westport will continue to be generally guided by the recommendations of the MPAP, while the Westport Plan provides specific guidance for zoning and development plans. This guidance will be taken into account for development proposals and public realm improvements, and will be most effective when zoning map amendments are requested.

### Midtown / Plaza Area Plan Amendment –

It can:

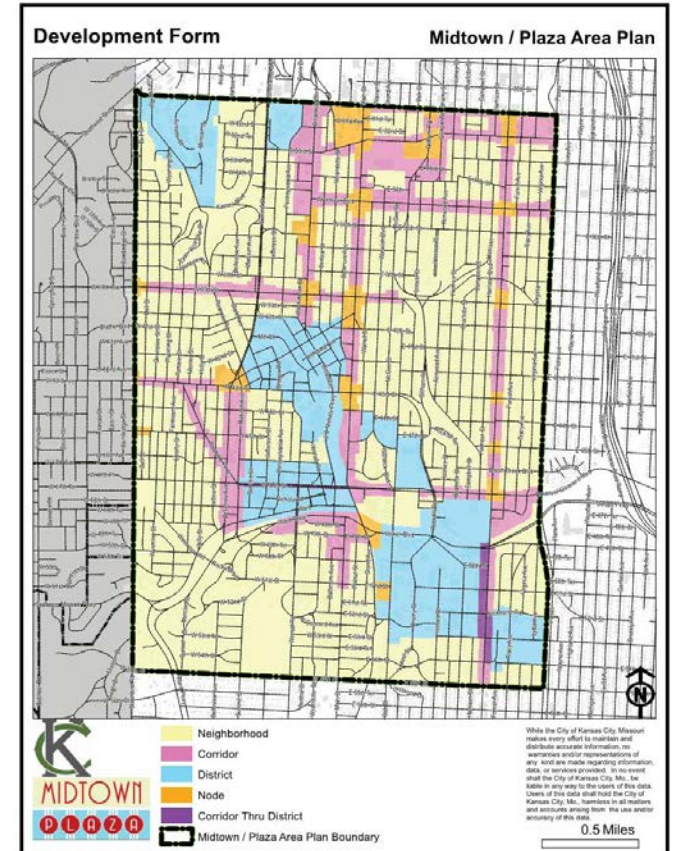
- Provide guidance for development plans
- Guide amendments to zoning map

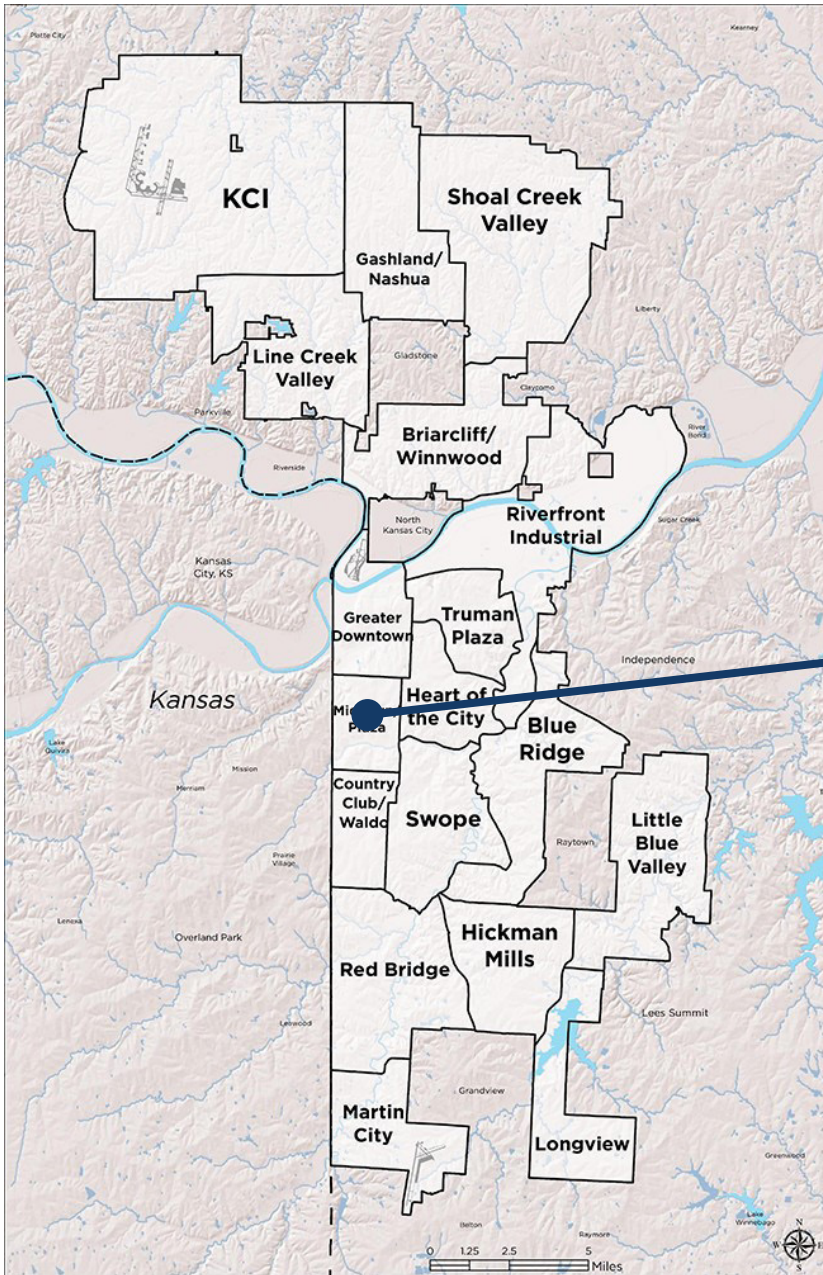
It cant:

- Mandate building design characteristics
- Limit use

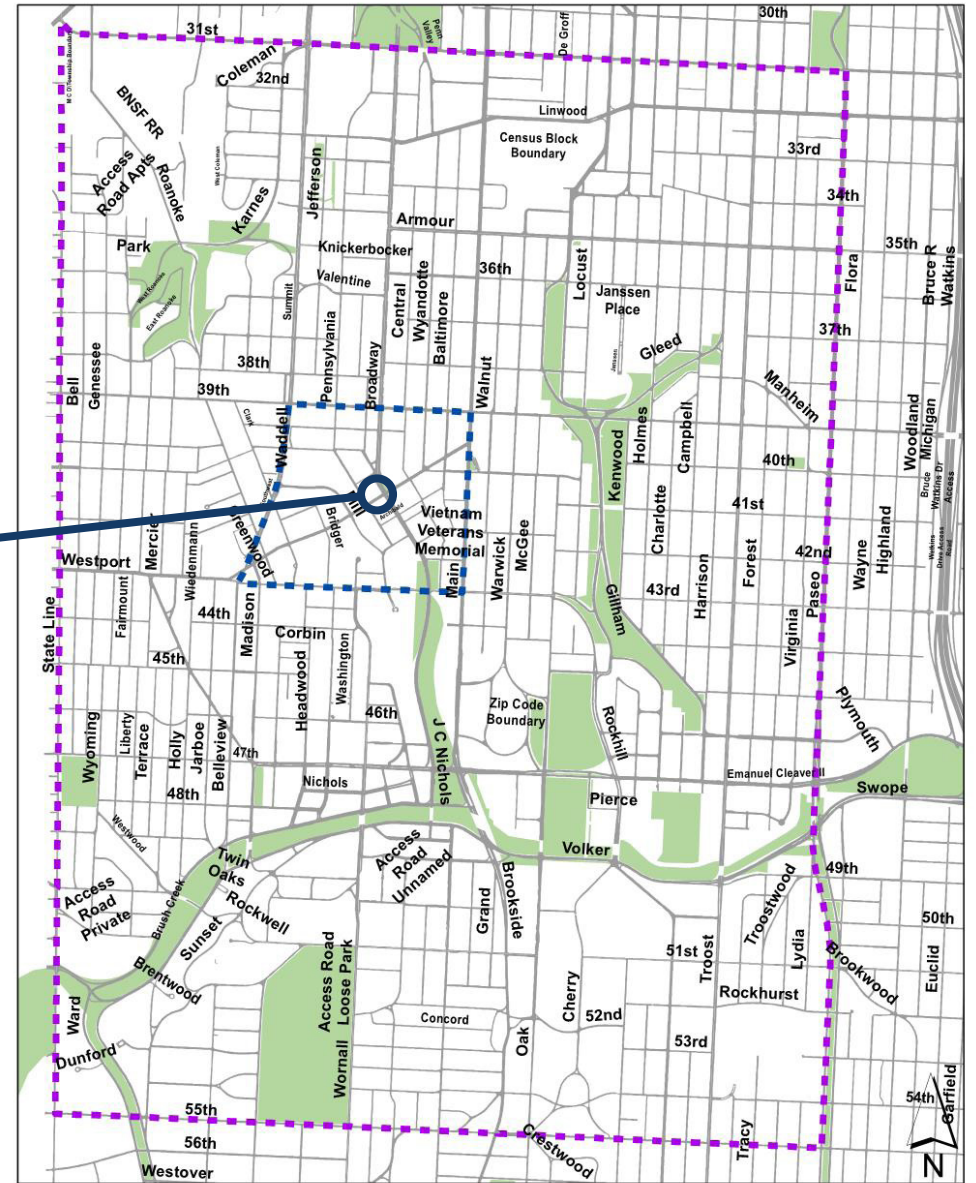
### Creating a sub-area for Westport

*“Districts: Regional destinations that are a distinct place – different from surrounding areas – through common activities or themes among uses, the intensity of building patterns, the design characteristics of buildings and civic spaces. Districts typically have a defined “center” and recognized edges or transitions to surrounding areas.”*  
(MPAP, 2016)





CITYWIDE AREA PLANS



WESTPORT WITHIN  
AREA PLAN BOUNDARY

# EXISTING GUIDANCE & STANDARDS

## BOULEVARD & PARKWAY STANDARDS

Broadway Boulevard is an established part of the citywide system of boulevard and parkways. Property along and near Broadway Boulevard is required to follow the Boulevard and Parkway Standards, providing requirements for site design and building orientation, parking, landscaping and screening, architectural design, and specific uses.

These existing standards are generally consistent with the recommendations of this plan, hindering negative impacts of surface parking and contemporary development patterns that have dissolved some of the important characteristics of Westport in the past. These standards generally support the need for Broadway to act as an urban corridor through the heart of Midtown with elevated site and design standards.

### Boulevard and Parkway Standards –

It can:

- Govern land use
- Guide the design of building development
- Provide guidance for development plans

It cant:

- Have reviewing bodies or committees
- Require changes without property-owner's request or cause redevelopment to occur

### Conformance to Plan –

Public Space:

- Oriented towards Broadway Boulevard

Form:

- Manages frontages

Use:

- Limits undesirable uses

Character:

- Manages building materials
- Guides building design



# EXISTING GUIDANCE & STANDARDS

## MAIN CORRIDOR SPECIAL CHARACTER OVERLAY DISTRICT

Overlay districts allow the city to define unique regulations tied to specific places in the city, addressing the use, form, and character of development. These tools are typically directed at places requiring preservation of resources, maintenance of character, or protections from encroaching uses. Westport currently contains a portion of a Special Character Overlay District oriented towards the Main Street corridor. This existing overlay manages development within its boundaries, addressing form, use, and character. Tailored to the Main Street corridor, the overlay district permits and disables particular commercial and residential uses based on a variety of defined contexts. In addition, the MCO District directs building frontages, scale, height, and building design along Main Street.

### Conformance to Plan –

#### Public Space:

- Oriented around Main Street corridor

#### Form:

- Manages frontages and scale
- Enables 10-15 stories

#### Use:

- Limits undesirable uses

#### Character:

- Manages building materials
- Guides building design

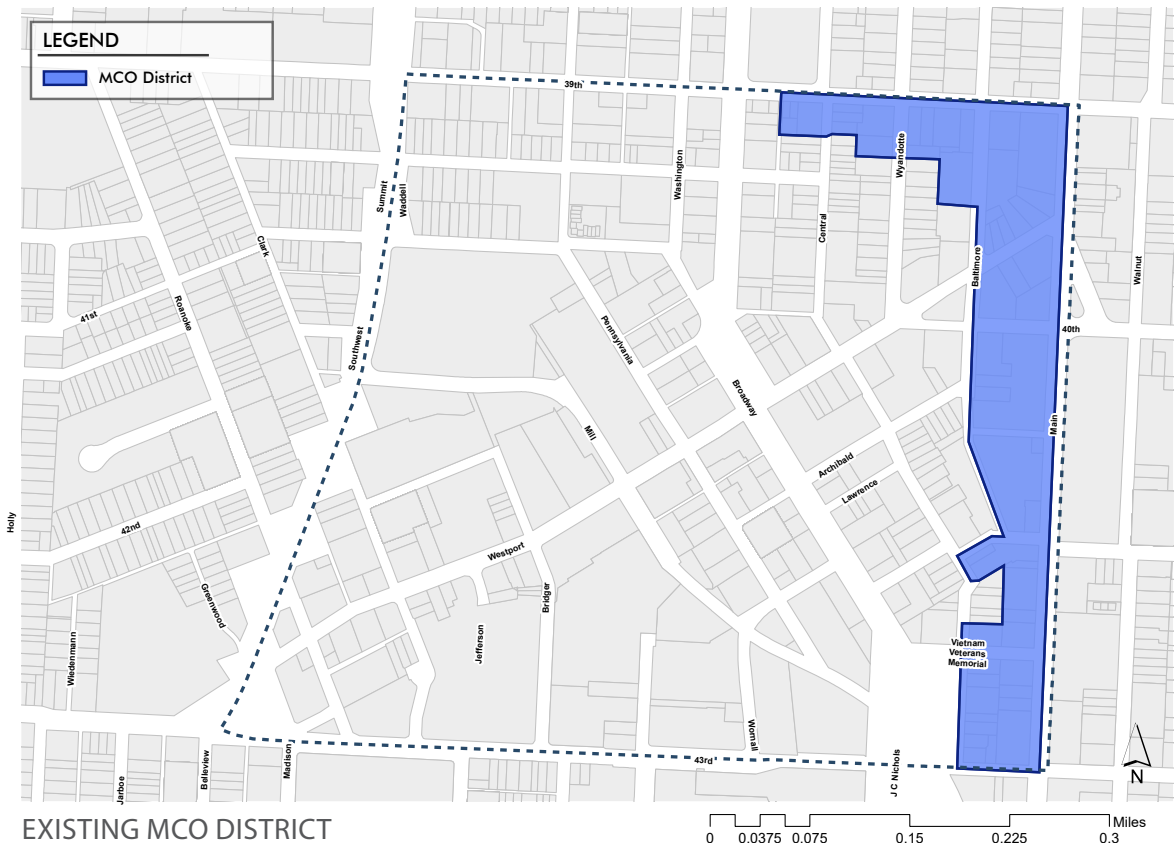
### Special Character Overlay Districts –

#### It can:

- Govern land use
- Guide the design of building development
- Provide guidance for development plans

#### It cant:

- Have reviewing bodies or committees
- Require changes without property-owner's request or cause redevelopment to occur



# RECOMMENDED TOOLS

## ADOPT A WESTPORT PENNSYLVANIA SPECIAL CHARACTER OVERLAY DISTRICT

Overlay districts are intended to provide specific requirements for new development in places defined as unique, protecting an area's character through targeted design standards. Design and use standards along Westport Road and Pennsylvania Avenue should be intended to conserve the character of the most distinctive corridors in Westport, increasing expectations around new development while reducing the need for zoning variances and additional review bodies.

A Special Character Overlay District is one of the most specific ways to ensure regulatory conformance to an adopted plan, intended for places that are defined as significant. The traditional, human-scaled corridors in Westport intersect to establish one of the most valuable and iconic districts in the city. The establishment of a Special Character Overlay District (SCOD) can create standards which allow Westport to evolve in a way that is sensitive to the existing context, and consistent in character. This district can be developed to conserve cultural or historic resources, while promoting economic growth and vitality of the area, producing standards for the recommended form, use, and character outlined in this plan.

### CONFORMANCE TO THE PLAN –

#### Public Space:

- Oriented towards Westport Road and Pennsylvania Ave

#### Form:

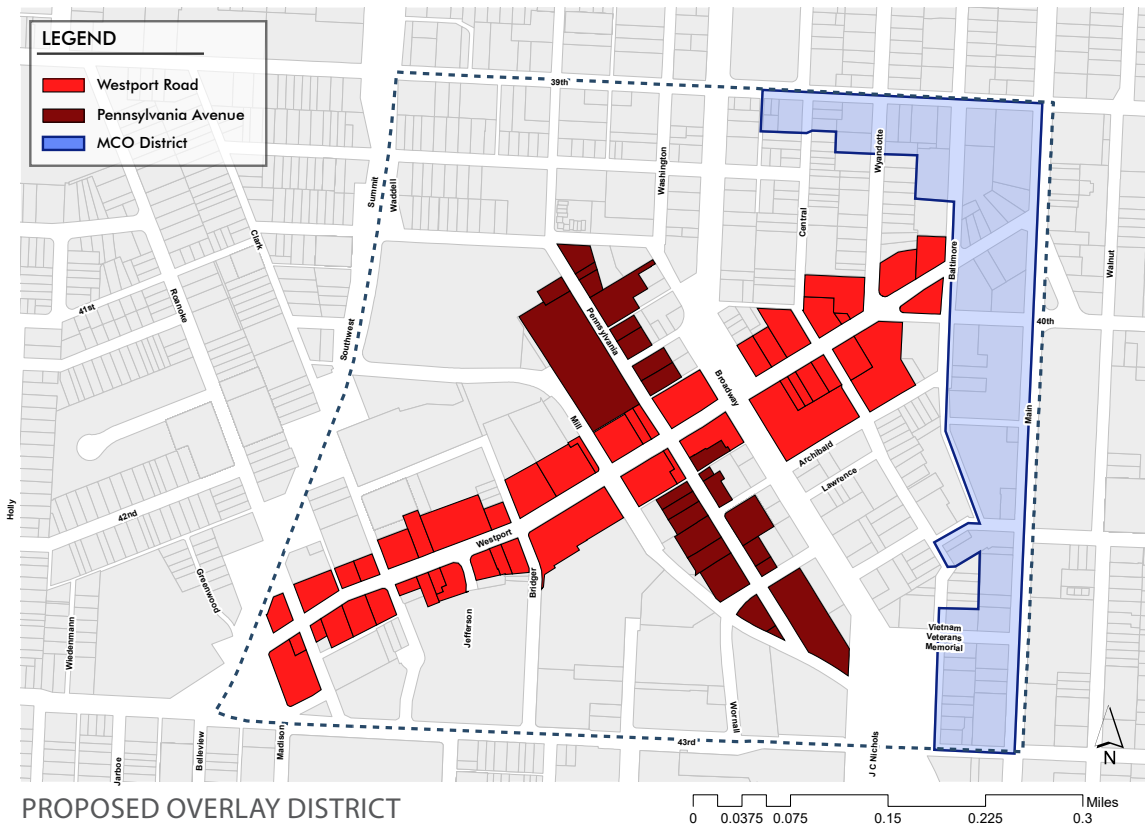
- Define setback, height, façade grain
- Limit additional curb cuts and parking lot frontages

#### Use:

- Limit undesirable uses

#### Character:

- Manage building materials
- Guide building design





## ADDITIONAL CONSIDERATIONS FOR OVERLAY DISTRICTS –

**Demolition.** Under the City’s current demolition ordinance, securing a demolition is little more than a ministerial application including no review of a structure’s historic or architectural significance unless listed in the KC Register of Historic Places. Local historic overlay districts are currently the only method of requiring a review process for demolition permits. Currently, overlay districts have not been utilized to delay demolition of buildings, although development standards may reduce the financial incentive to demolish and redevelop a site. Demolition is a major concern voiced by many on the Steering Committee and within the community. Consideration for a Demolition Review and Notice clause should be pursued.

**Parking & Access.** Parking is a critical concern for many participants of this plan, including members of the Steering Committee, neighborhood residents, and employees of the district. As a walkable urban neighborhood, the importance of site access for a variety of modes of transportation is critical while ensuring the optimal amount of vehicular parking is available. If an overlay district is pursued for Westport, credits expanding development flexibility should be considered if shared or public parking arrangements are provided by the developer. Other parking standards that should be considered to manage the need for both parking and the reinforcement of walkable development patterns include parking reductions, incentives for shared parking arrangements, restriction of surface parking as a primary use, streamlined process for providing for bicycle parking, and screening of surface lots.

**Level of Guidance.** Existing overlay districts in Kansas City, Missouri address site and building design to varied levels of specificity. If pursued, additional consideration for appropriate regulations is necessary to address:

- Materials
- Facade Articulation & Composition
- Transparency
- Parking & Loading
- Screening & Fencing
- Signage
- Uses
- Streetscape

# RECOMMENDED TOOLS

## PRIORITIZE ACTION FOR LOCAL HISTORIC DISTRICTS

Local historic districts are intended to protect historic assets from potential demolition or aesthetic change that is not contextually appropriate, as well as guide infill development to conform to the dominant style of the area. They operate under pre-written design guidelines, requiring exterior building permits to achieve a Certificate of Appropriateness from the Historic Preservation Committee. While these districts can implement preservation tactics, the effective period is limited and decisions can expire, and they do not directly manage the use of property.

There are 5 potential local historic districts identified by the Historic Resources Survey. While this plan supports the designation of any historic asset or district, it is recognized that the residential historic districts should be prioritized in order to maintain their rare character. Neighborhood organizations are encouraged by this plan to work to develop an application for local historic designation of the Whittier Place Historic District and the South Roanoke Historic District.

**Local Historic District Designation –**

It can:

- Protect historic resources and delay demolition
- Guide building design

It cant:

- Regulate use
- Prevent demolitions indefinitely

### Conformance to Plan –

#### Public Space:

- Reinforces traditional patterns along streetscape

#### Form:

- Manages height, frontages, and scale

#### Use:

- Limits undesirable uses

#### Character:

- Manages building materials
- Guides building design



PRIORITY DISTRICTS

# RECOMMENDED TOOLS

## LOCATIONS FOR STRATEGIC REZONING

The city's zoning districts regulate both form and use of property. During the planning process, the issue of height has been expressed as important when considering new development. Beyond the recommended Special Character Overlay District and existing Main Corridor Overlay District, there are a number of properties should be proactively rezoned by the City to reduce the potential height of development throughout the district in accordance with this plan and the Midtown Plaza Area Plan.

While Broadway currently operates under the Boulevard and Parkway Standards, desired heights can be applied to properties along Broadway through a rezoning process, allowing up to 6 stories. In addition, many Urban Redevelopment (UR) districts currently exist in Westport, and should eventually be rezoned to conform with the recommended form and use standards outlined in this plan as redevelopment proposals are submitted.

**Strategic Rezoning –**

It can:

- Provide guidance for development plans
- Guide amendments to zoning map

It cant:

- Mandate building design characteristics
- Limit use

### Conformance to Plan –

#### Public Space:

- Does not alter Public Space

#### Form:

- Manages scale

#### Use:

- Limits undesirable uses

#### Character:

- Does not alter Character

