



## Agenda

**COMMITTEE OF THE WHOLE  
GOVERNING BODY  
CITY OF LENEXA, KANSAS  
17101 W. 87TH STREET PARKWAY**

**DECEMBER 9, 2025  
7:00 PM  
COMMUNITY FORUM**

### **CALL TO ORDER**

### **ROLL CALL**

### **APPROVE MINUTES**

October 14, 2025 Committee of the Whole meeting draft minutes (located in the Appendix)

### **DISCUSSION**

1. Recommended fiscal year 2026-2030 Capital Improvement Program

### **ADJOURN**

### **APPENDIX**

2. October 14, 2025 Committee of the Whole meeting draft minutes

Dist. Governing Body; Management Team; Agenda & Minutes Distribution List

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COMMITTEE OF THE WHOLE  
MEMORANDUM

ITEM 1

**SUBJECT:** Recommended fiscal year 2026-2030 Capital Improvement Program

**CONTACT:** Nate Blum, Chief Financial Officer

**DATE:** December 9, 2025

**PROJECT BACKGROUND/DESCRIPTION:**

As required by the City's Capital Improvement Program (CIP) policy, staff is submitting the recommended fiscal year 2026-2030 CIP for review by the Governing Body. The recommended CIP includes capital projects with a cost of at least \$300,000 and a useful life of at least five years. The recommended CIP totals \$267.6 million and includes 60 funded capital projects.

Staff posted the [Recommended CIP document](#) on the City's website.

**VISION / GUIDING PRINCIPLES ALIGNMENT:**

**Vision 2040**

Thriving Economy

**Guiding Principles**

Prudent Financial Management

**ATTACHMENTS**

1. Link to Recommended CIP document online



**MINUTES OF THE  
OCTOBER 14, 2025  
LENEXA COMMITTEE OF THE WHOLE MEETING  
COMMUNITY FORUM, 17101 W 87<sup>th</sup> STREET PARKWAY  
LENEXA, KS 66219**

**CALL TO ORDER**

Mayor Sayers called the meeting to order at 7 PM.

**ROLL CALL**

Councilmembers Handley, Eiterich, Charlton, Nicks, Arroyo, Williamson, Denny, and Herron were present with Mayor Sayers presiding.

Staff present included Beccy Yocham, City Manager; Todd Pelham, Deputy City Manager; Mike Nolan, Assistant City Manager; Scott McCullough, Community Development Director; Sean McLaughlin, City Attorney; Jennifer Martin, City Clerk; and other City staff.

**APPROVE MINUTES**

*Councilmember Denny made a motion to approve the September 9, 2025 Committee of the Whole meeting draft minutes and Councilmember Herron seconded the motion. Motion passed unanimously.*

Councilmember Nicks commented about prior interchange project discussions and said that the recent Olathe City Council meeting did not give him confidence that coordination was occurring. He asked for those leading the project to continue to steer the effort and ensure proactive communication with Olathe to maintain necessary communications.

**DISCUSSION**

1. Fire Station 6 and IT Headquarters Master Plan

Todd Pelham, Deputy City Manager and project manager, Fire Chief Travis Vaughn, architect Ellen Foster with Finkle+Williams, Inc. ("Finkle+Williams"), engineer Carl Holden with Henderson Engineers, Inc. ("Henderson"), and contractor Lynn Newkirk with Newkirk Novak Construction Partners ("Newkirk Novak"), presented the old City Hall master plan and recommended development of a new Fire Station 6 and fire/Information Technology (IT) headquarters on the old City Hall site.

Mr. Pelham reviewed prior City Council actions and the evolution of fire service from old City Hall, noting that a test deployment of a fire station from this building began in September 2020 with limited daytime, fair-weather coverage due to lack of an enclosed bay and climate-controlled storage for medications. In May 2022, he said a three-person crew began providing 24/7 coverage, but apparatus still had to be

relocated during extreme weather. In March 2023, the City purchased a temporary apparatus bay to allow full 24/7 service from the site, with firefighters working out of a repurposed basement breakroom and conference room, and with the understanding that the temporary bay would eventually be relocated to Municipal Services for equipment storage after construction of a permanent station.

Mr. Pelham explained that, based on response data and facility limitations, the City Council funded a master plan in late 2024 to study both the site and reuse potential of the old City Hall building, bringing on Finkle+Williams and Henderson for technical analysis and selecting Newkirk Novak in March 2025 as construction manager to provide pricing and constructability input.

Chief Vaughn talked about the importance of Fire Station 6 serving this area of the city, showing travel-time maps indicating large areas of Ward 3 and northeast Lenexa beyond the four-minute travel standard without Station 6, and emphasizing that Stations 1 and 2 currently bear most of the city's call volume. He noted that staffing an apparatus at old City Hall has measurably improved response times and reduced overload on Stations 1 and 2, but the current temporary configuration cannot support additional units or long-term reliability. Chief Vaughn also described administrative and preparedness needs, saying fire administration staff are currently split among three locations (Stations 1 and 3 and old City Hall), the existing headquarters was built for six employees and now houses 15, and neither current Emergency Operations Center (EOC) location (the Station 3 classroom or the Justice Center community room) meets essential facility standards. He said the proposed project would consolidate fire administration, IT (13 staff needing secure, dedicated space and storage of sensitive hardware), and a purpose-built EOC on one civic campus, while preserving the critical regional public safety cell tower on site and honoring prior community input favoring a continued public safety presence at this location.

Ms. Foster reviewed the project's guiding principles of well-being, resiliency, pride, and operations-first, and explained how they shaped the program and site layout. She said the team developed a roughly 27,000-square-foot program including a three-bay station with up to 10 bunk rooms and sufficient office space for fire and IT administration, then performed detailed site analysis with a focus on emergency access to signalized intersections on Monrovia Street, separation of emergency and general traffic, retention of the mature tree buffer to the north and along the perimeter, protection and access for the existing cell tower and utilities, and reservation of land for future civic use on the east side of the site. She said three concepts were studied:

(1) a "repurpose" option retaining the center portion of the existing building for administrative functions and building new operational space to the east;

(2) a full new-build option demolishing the entire existing structure and constructing an integrated facility along Monrovia Street oriented as a gateway to the 87<sup>th</sup> Street Parkway & Monrovia Street intersection; and

(3) a phased new-build, constructing only the station portion initially and adding administration later.

Ms. Foster and Mr. Holden explained that the repurpose option failed to meet key goals as it complicated the separation of apparatus and vehicle traffic, separated administration from station operations, and offered no savings because all major building systems are at or beyond their useful life and the structure does not meet essential facility standards. Mr. Holden said Henderson does not recommend reusing existing systems, and upgrading the structure and systems would be costly. They said the phased option reduced initial cost but would carry a future premium (estimated 15%) for smaller, later additions and escalation.

Mr. Newkirk presented a preliminary estimate of approximately \$27.7 million for the single-phase new build, including site work, building construction (about \$20 million), soft costs (about \$3.3 million), contingencies, and escalation. He noted that concept-level material assumptions have already been priced to improve budget accuracy.

Mr. Pelham then addressed operations, explaining that the current staffing (12 firefighters, four per shift) is already in the adopted budget (about \$1.3 million annually), so no additional personnel or new apparatus would be required on day one—existing engines and reserve units would be reassigned. He compared current annual utility and insurance costs for the old City Hall building complex (about \$162,000) with projected costs for the new building (about \$65,000), highlighting operational savings and reiterating staff's recommendation to vacate and demolish the aging facility as soon as practicable to avoid further investments.

Mr. Pelham outlined next steps beginning with incorporating the single-phase new build into the recommended Capital Improvement Program (CIP) and pursuing a design contract amendment with Finkle+Williams and subsequent Guaranteed Maximum Price (GMP) amendments with Newkirk Novak (potentially splitting demolition/site work and full construction) and returning to City Council for formal approvals.

Discussion followed with councilmembers asking questions about maintaining fire service during construction, utility relocations, logistics for IT and other staff, future training facilities, and long-term system planning. Councilmembers asked if 24/7 coverage in the corridor could be maintained if the existing building is demolished. Mr. Pelham and Mr. Newkirk said they believe they can work around the current temporary apparatus bay and are exploring temporary modular housing and power connections to support firefighters on site during construction, while acknowledging that there may be periods when the temporary bay must be moved or briefly taken out of service.

Councilmembers also asked how non-field IT staff and equipment would be accommodated once old City Hall is demolished. Mr. Pelham explained that server infrastructure has already been moved to the Justice Center and remaining secure storage can be distributed between the Justice Center and fire facilities, with some IT personnel working from other city sites or remotely on an interim basis.

Questions were raised about relocating utilities to the north and east and whether that work could become a schedule bottleneck. Mr. Pelham and the team reported

that fiber and power diversions, including for third-party telecom equipment on the tower, are already underway and coordinated with Evergy and carriers, and are not expected to delay construction, though staff will monitor burial depth and routing to avoid conflicts with future site work.

Councilmember Denny supported the single-phase new build, citing the lack of cost savings in repurposing, the near-certainty of higher future construction costs, and his experience that working around occupied facilities is manageable with good coordination.

Councilmember Nicks echoed support and noted that a consolidated facility, similar to the Justice Center model, improves collaboration and recruitment.

Chief Vaughn confirmed that current facilities, especially Fire Station 1, are not ideal for candidate impressions and that a modern facility would be a recruitment asset even though not all firefighters would be assigned there.

Councilmember Charlton asked about regional fire training centers and whether Lenexa should participate or build its own. Chief Vaughn described existing facilities in Overland Park and Olathe but noted the operational drawbacks of relying on out-of-jurisdiction sites such as overtime and lack of schedule control and emphasized that Lenexa's size and accreditation justify planning for its own training center.

Mr. Pelham added that a study for a future fire training facility is funded in the 2026 CIP, likely to be on City-owned acreage near the Justice Center where live-burn structures could be sited farther from residential areas.

Councilmember Denny requested that staff also think ahead to eventual additional stations in the developing west/northwest portions of the city and consider early land acquisition, similar to parkland strategy. Chief Vaughn agreed and suggested that full build-out of the city would require eight fire stations, with a future site in the 83<sup>rd</sup> Street & Woodland Road area and another in northwest Lenexa, to be balanced against capital and operating budgets.

Councilmember Herron asked about environmental permitting and potential hazardous materials concerns. Beccy Yocham, City Manager, indicated that beyond standard testing associated with demolition, no special environmental permitting is anticipated for the fire station use.

Councilmembers Williamson and Arroyo of Ward 3 spoke in favor of the project, citing the ward's high population density, aging infrastructure, existing response-time maps, and long-standing constituent interest in the future of the old City Hall property. They expressed appreciation for preserving the mature tree buffer, acknowledged resident concerns about loss of trees on other projects, and supported the plan's flexibility for future civic uses and pedestrian amenities on the site.

Councilmember Arroyo asked whether solar panels had been considered and Mr. Pelham and the design team confirmed that solar-ready design is a goal and that

they intend to evaluate rooftop solar for this facility, similar to the Justice Center, either initially or as a future retrofit.

Additional discussion touched on the removal of the fountain and Mr. Pelham noted that it is not currently included due to operational and maintenance costs but could be revisited if the City Council considers it an important “uniquely Lenexa” design element. Mr. Pelham talked about use of open space for potential trail or walking routes. Chief Vaughn also spoke about using the rear parking lot for hose testing and other training rather than passive storage.

After discussion, Mayor Sayers summarized that a clear majority of the City Council supports the single-phase new build on the old City Hall site, with continued 24/7 service maintained during construction, and directed staff to bring forward a CIP recommendation that includes the full new-build concept for Fire Station 6 and consolidated fire/IT headquarters; and to prepare amendments to the Finkle+Williams design contract (and later Newkirk Novak’s GMP) so design work and early demolition planning can proceed over the next two months ahead of formal CIP adoption in January.

## 2. Annual Review of the Lenexa Comprehensive Plan

Scott McCullough, Community Development Director, and Stephanie Sullivan, Planning Manager, presented the annual review of Lenexa’s Comprehensive Plan, explaining that Kansas law requires the Planning Commission to conduct a yearly review and initiate amendments as needed, with final consideration by the City Council.

Mr. McCullough noted that while staff already briefed the Planning Commission earlier in the month, bringing the report to the City Council is good practice, especially since additional amendments are forthcoming. He described the purpose of the annual review as evaluating the Comprehensive Plan’s relevancy to current market conditions, development trends, and community expectations, and assessing alignment between the adopted Comprehensive Plan and actual land-use decisions. He reported strong alignment over the past 15 months with the 2024 Comprehensive Plan update and highlighted the Comprehensive Plan’s key components, including the future land use map and transportation network hierarchy that guide rezonings, right-of-way needs, and long-range street planning such as the Lone Elm interchange.

Ms. Sullivan reviewed the report, outlining accomplishments tied to the Comprehensive Plan’s 14 goals, such as approvals for more than 2,700 new dwelling units, installation of 18 public-facing EV charging stations, and addition of 11 acres of new parkland. She detailed development activity since July 2024, noting 89 approved planning applications covering nearly 700 acres, with the highest share in residential approvals—especially medium-density and high-density projects—along with business park and commercial growth. She presented data on rezonings, confirming all were aligned with the Comprehensive Plan except for Sunset Canyon, which requires map cleanup following the earlier land swap.



Ms. Sullivan outlined proposed amendments including minor map corrections, updates to Sunset Canyon boundaries, and four major “focus area” changes:

- (1) reducing density from high to medium at Ridgeview Road & Prairie Star Parkway for better neighborhood transition;
- (2) a similar density reduction at Monticello Road & Prairie Star Parkway;
- (3) reclassifying land along 87th Street Parkway to introduce medium-density residential, neighborhood commercial, and mixed-use as a transition zone and western gateway into City Center; and
- (4) refining Business Park narrative in the K-7/K-10 area to address truck traffic, logistics uses, and future routing considerations.

Ms. Sullivan noted staff met individually with property owners in these focus areas and received mixed but generally constructive feedback. She concluded with the amendment timeline, saying Planning Commission held a public hearing on October 6th, will hold a second hearing and consider formal recommendations on November 3rd, and the City Council is scheduled to review the annual report and amendments for final action on November 18th.

Councilmembers asked several clarifying questions regarding terminology, land-use categories, and future implications of the proposed amendments.

Councilmember Nicks requested clarification on the meaning of “public-facing EV charging stations” and “new entitlement approvals,” prompting staff to explain that public-facing means accessible to the general public, and entitlement approvals refer to planning-level approvals such as rezonings, preliminary plans, and final plans. Councilmember Nicks also emphasized the importance of strong narrative language in the updated Comprehensive Plan, particularly in mixed-use areas, to ensure that expectations are clearly communicated.

Councilmember Eiterich asked about potential KDOT timelines for future bridge or interchange upgrades at Prairie Star Parkway and K-7 highway, given the traffic and logistics issues associated with Business Park uses. Staff confirmed ongoing engagement with KDOT but no specific project timeline.

Councilmember Charlton referenced earlier discussions on areas west of K-7 highway where prior assumptions about future Clare Road interchange improvements have changed, supporting staff’s proposal for clearer narrative guidance in the Business Park category—particularly regarding truck traffic and logistics uses.

Several councilmembers expressed support for the proposed refinements in the K-7/K-10 area, agreeing that additional narrative direction is needed to prevent inappropriate high-traffic logistics uses and better protect adjacent neighborhoods.



Overall, the City Council expressed appreciation for the clarity of the analysis, the alignment review, and the thoughtful approach to density transitions and corridor planning.

### **ADJOURN**

Mayor Sayers adjourned the meeting at 8:49 PM.