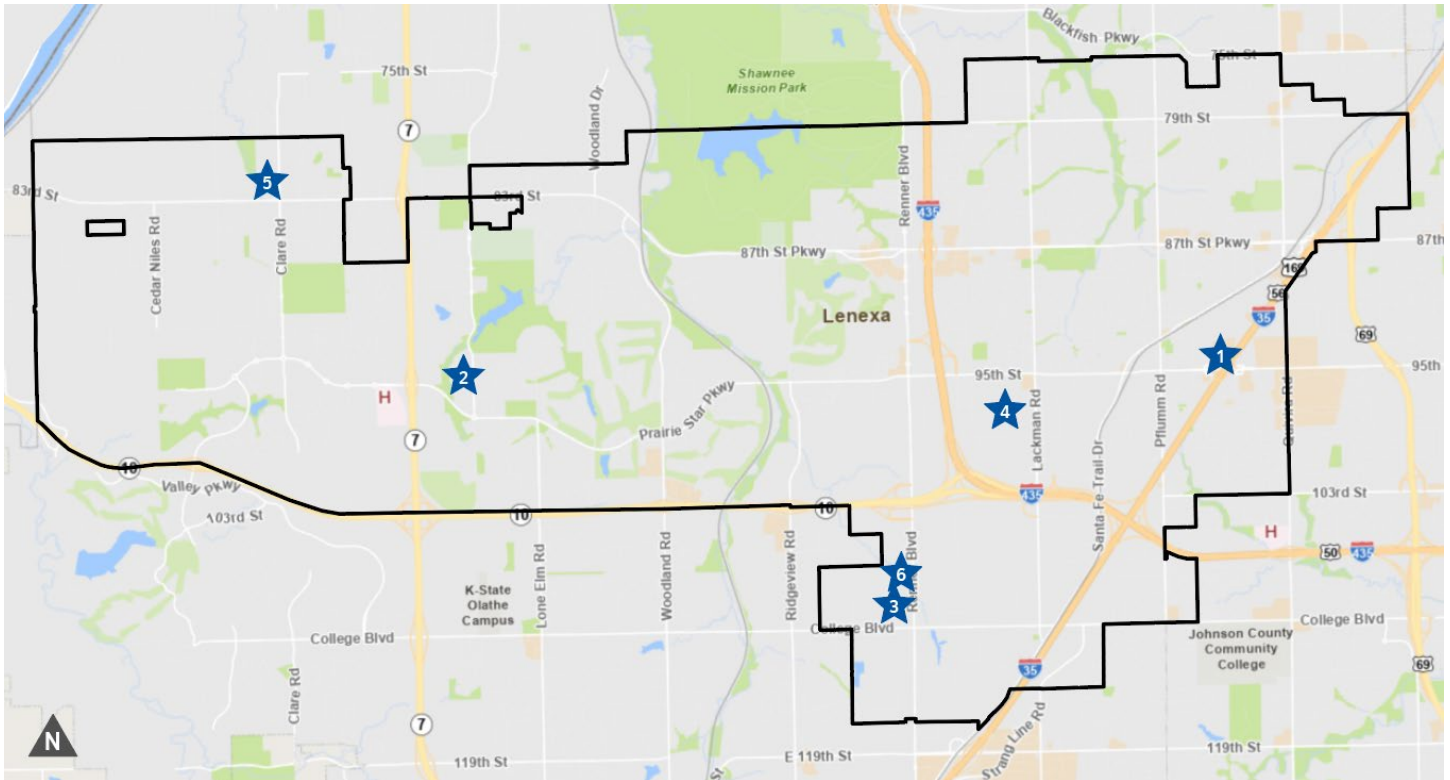


AGENDA MAP



CALL TO ORDER

ROLL CALL

APPROVE MINUTES FROM THE NOVEMBER 3, 2025 MEETING

CONSENT AGENDA

All matters listed within the consent agenda have been distributed to each member of the Planning Commission for review, are considered to be routine, and will be enacted by one motion with no separate discussion. If a member of the Planning Commission or audience desires separate discussion on an item, that item may be removed from the consent agenda and placed on the regular agenda.

1. **Costco Parking Expansion — Consideration of a revised final plan and final plat to demolish an existing building to expand a parking lot at 9310 Marshall Drive within the CP-2, Planned Community Commercial District. PL25-11FR, PT25-11F**
2. **Cliffs of Watercrest Second Plat — Consideration of a final plat to split a multifamily residential lot located at 22516 West 93rd Street within the RP-3, Planned Residential (Medium-High Density) District. PT25-22F**

3. **Lenexa Logistics Centre North 8th Plat — Consideration of a final plat for an industrial development located at the northeast corner of College Boulevard and future Britton Street within the BP-2, Planned Manufacturing District. PT25-23F**
4. **9735 Commerce Parkway Building Addition — Consideration of a final plan for a building expansion and deferred parking for an industrial use located at 9735 Commerce Parkway in the BP-2, Planned Manufacturing District. PL25-21F**

REGULAR AGENDA

5. **Enclave at Twin Creeks — Consideration of a rezoning and preliminary plat for a single-family residential subdivision located near the northwest corner of 83rd Street and Clare Road. (Public Hearing)**
 - a. **Consideration of a rezoning from the AG, Agricultural District to the RP-1, Planned Residential (Low Density) District to allow a single-family residential subdivision. RZ25-09**
 - b. **Consideration of a preliminary plat for a single-family residential subdivision in the RP-1, Planned Residential (Low Density) District. PT25-04P**

CONTINUED APPLICATIONS (NO DISCUSSION)

6. **Lenexa Logistics Centre North Lot 9 — Consideration of a final plan for a new industrial building located west of Renner Boulevard at approximately 108th Street within the BP-2, Planned Manufacturing District. PL25-20F**

STAFF REPORTS

ADJOURN

APPENDIX

7. **Draft Minutes - November 3, 2025**

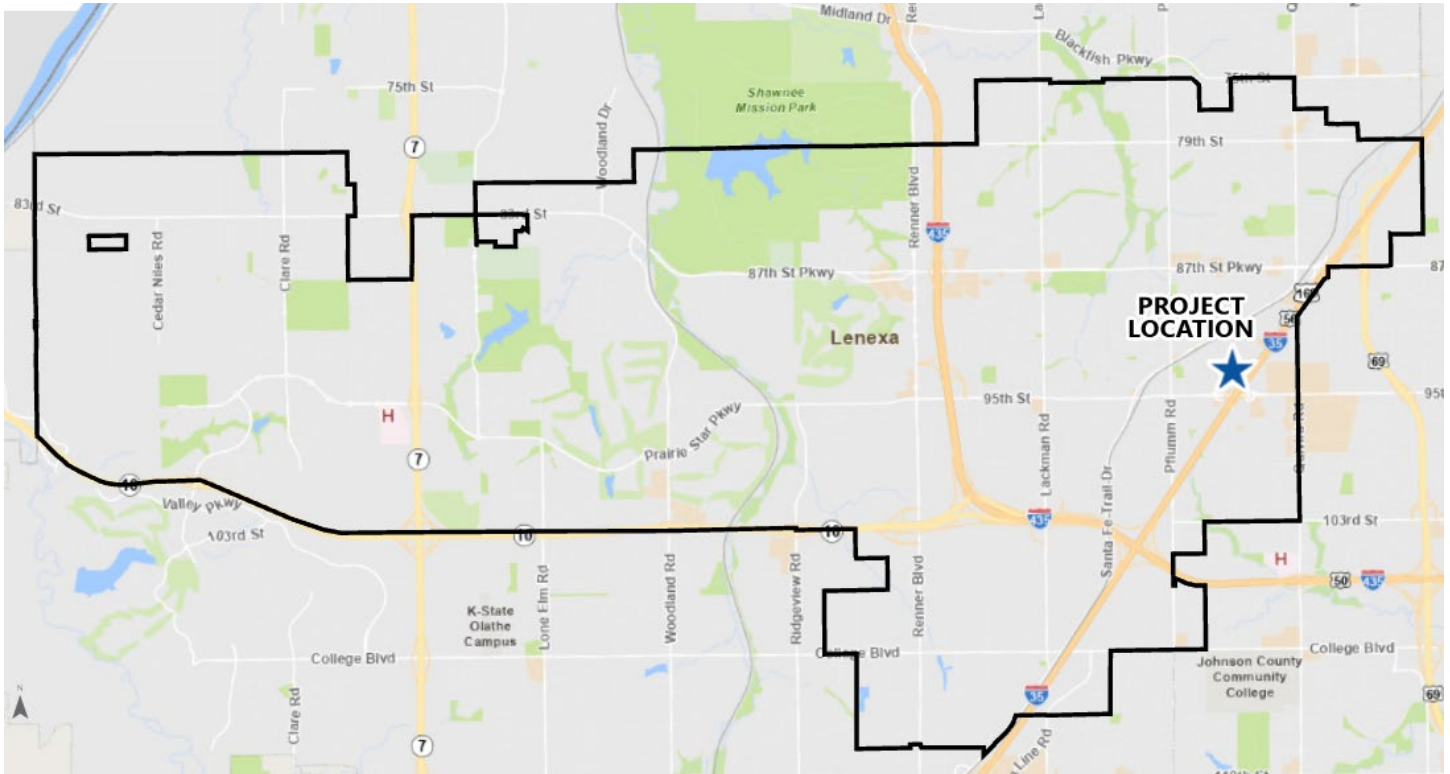
If you have any questions about this agenda, please contact the Stephanie Sullivan, Planning Manager, at ssullivan@lenexa.com.

*If you need any accommodations for the meeting, please contact the City Clerk's Office at 913-477-7550 at least 48 hours prior to the meeting.
Kansas Relay Service: 800-766-3777*

Assistive Listening Devices are available for use in the Community Forum by request.

COSTCO PARKING EXPANSION

Project #:	PL25-11FR & PT25-11F	Location:	9310 Marshall Drive
Applicant:	Larry Dziurdzik, Costco	Project Type:	Final Revised Plan/Plat
Staff Planner:	Jessica Lemanski	Proposed Use:	Retail, Wholesale



SITE INFORMATION

The subject property is located on the northwest corner of the intersection of I-35 and 95th Street along Marshall Drive. The area to the north and west of the site consists of single-family and duplex residential and warehousing uses. Prior to 2001, the site was occupied by the Levitz retail building, constructed in 1972. The property was rezoned from R-1 Single-Family Residential, to CP-2, Planned Community Commercial in 2001 to construct a 150,662 SF Costco building, associated parking, gas pumps, and a pad site (multitenant retail building including David's Bridal) on the northeastern corner of the site.

TABLE 1: PREVIOUS APPLICATIONS

Project No.	Type	Project Name	Date Approved
M-1#38	Rezoning	Levitz Retail	Oct. 12, 1970
RZ00-15	Rezoning	Costco Retail Warehouse	Feb. 20, 2001
PL00-16P	Preliminary Plan	Costco Retail Warehouse	Feb. 20, 2001
PL01-01F	Final Plan	Costco Retail Warehouse	Feb. 26, 2001
PT01-03F	Final Plat	Costco Retail Warehouse	March 20, 2001

LAND AREA (AC)
18.98

BUILDING AREA (SF)
N/A

CURRENT ZONING
CP-2

COMP. PLAN
Regional Commercial



Exhibit 1: Aerial Image of Subject Site

LAND USE REVIEW

The applicant proposes to continue the use of the property as a retail/wholesale business. The use is allowed within the CP-2 Zoning District and has existed for over 20 years. The Future Land Use classification within the Comprehensive Plan is Community Commercial, which anticipates large-scale commercial developments primarily accessed by cars. The large-scale retail use is aligned with the designated future land use.

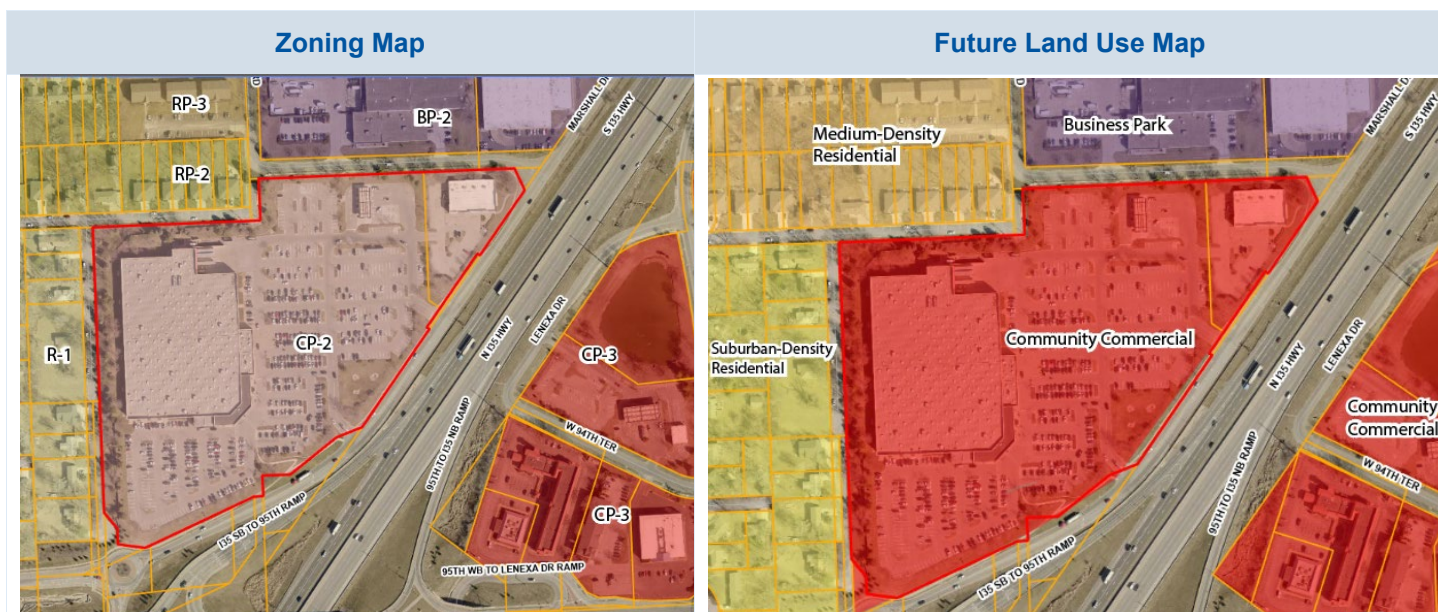


TABLE 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Land Use Classification	Zoning	Current Use
Subject Property	Regional Commercial	CP-2, Planned Community Commercial District	Retail/
North	Business Park, Medium-Density Residential	BP-2, Planned Manufacturing District, RP-2, Residential Planned (Intermediate-Density) District	Warehousing, Two-Family Residential
South	N/A	N/A	Freeway
East	N/A	N/A	Freeway
West	Suburban-Density Residential	R-1, Single-Family Residential District	Single-Family Residential

FINAL PLAN REVIEW

The revised final plan is for the expansion and reconfiguration of the parking area, addition of a new 3/4 access driveway onto Rosehill Road, the relocation of the surface detention area underground to a stormwater chamber system, and improved traffic flow design at the entrances on Marshall Drive. Warming huts will be added for gas station attendants under the gas canopy. Additional parking spaces, landscaping, and a retaining wall are proposed to be added where the existing surface stormwater detention area is located, as well as on the current Lot 2 at the northeast corner of the site. No additional structures are proposed to be added to the site.

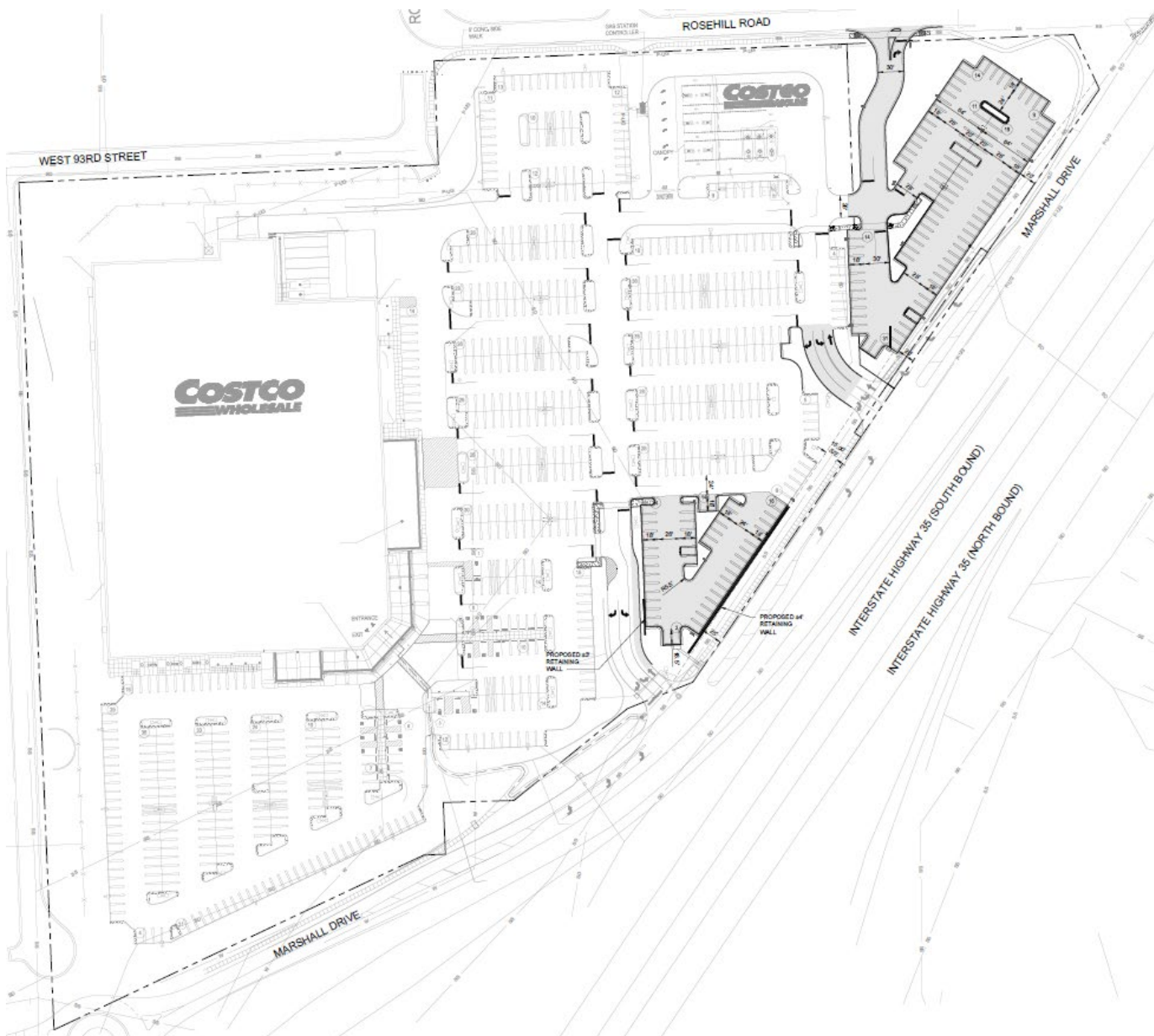


Exhibit 2: Proposed Site Plan

DIMENSIONAL STANDARDS

No additional buildings are proposed as part of this revised final plan. All parking areas are located at least 20' from the property line along Marshall Drive, which is in conformance with the required setback for parking lots in UDC Section 4-1-D-O-4-g.

TABLE 2: SETBACK ANALYSIS			
Feature	Required Minimum Setback	Proposed Setback	Difference
Parking Lots and Drives	20' from ROW 10' from property line	20' from property line	+ 10'

PUBLIC IMPROVEMENTS

There will be a modification to the access on Rosehill Road and operational improvements to Marshall Drive due to the proposed onsite improvements. No other public improvement modifications or additions are planned for the site.

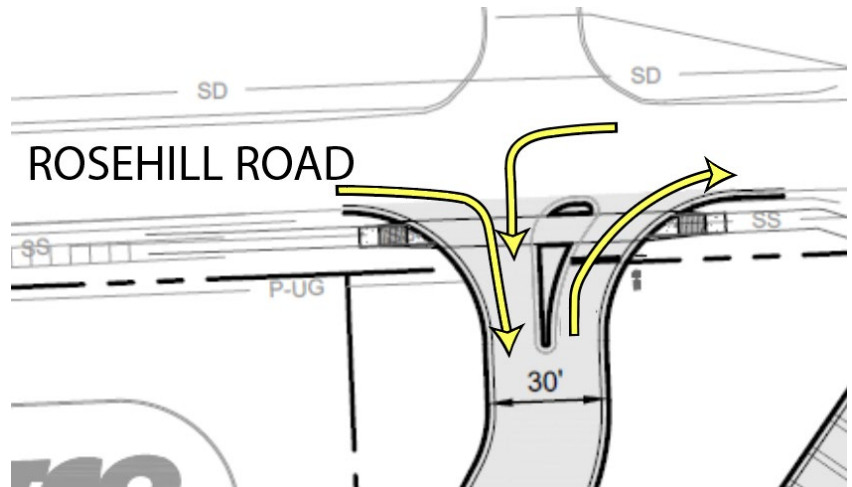
ACCESS, TRAFFIC, AND PARKING

The current parking lot for Costco has 704 parking spaces. With the land acquisition of Lot 2 (and subsequent replatting of that parcel), an additional 99 spaces will be added. With the surface detention relocation underground, an additional 46 spaces are added. To allow for proper drive aisles to the new parking areas, 16 parking spaces will be removed, resulting in 129 total additional parking spaces. The resulting total parking spaces on the site will be 833. The applicant notes that new Costco facilities typically provide approximately 850 parking spaces per site. The proposed parking expansion will bring the Lenexa Costco location closer to alignment with corporate parking standards. While the overage of parking seems excessive, Costco is regularly observed to be at or near being fully parked during operational hours.

Cart corrals are to be provided in the additional parking areas for customers to place their shopping carts and pedestrian crossings are provided to allow for the safe crossing of customers across the parking lot. The additional parking is not intended to increase business, but rather to meet the current parking demand that is currently present at this Costco location.

TABLE 3: PARKING ANALYSIS				
Land Use	Parking Formula	Required Parking	Provided Parking	Difference from Requirement
Existing	1 space per 300 square feet for a single tenant building greater than 100,000 square feet	515 Spaces	704	+189 Spaces
Proposed			833	+321 Spaces

To coincide with the parking improvements on the site and distribute traffic more efficiently to and from the street network, a driveway connection to Rosehill Road is provided. In order to minimize traffic through the neighborhoods to the north and west of Costco, this driveway is designed as a 3/4 access to restrict left turns out of the site onto westbound Rosehill Road but allows exiting onto eastbound Rosehill Road toward Marshall Drive. All other movements into the site from both directions are allowed with this design.



At right: Exhibit 3: Rosehill Road Access

In an effort to improve traffic circulation when entering and exiting the site, specifically at the existing entrances and exits onto Marshall Drive, both queuing areas have been lengthened. In order to accomplish this and simplify the intersection when entering the site at the northern Marshall Drive entrance, the first left turn into the parking lot from the internal drive has been eliminated. A striped bump out has been added to the exit lanes at the southern Marshall Drive exit to aid drivers in lane assignment and act as a traffic calming measure.

TABLE 4: PARKING LOT AND QUEUING AREA IMPROVEMENTS


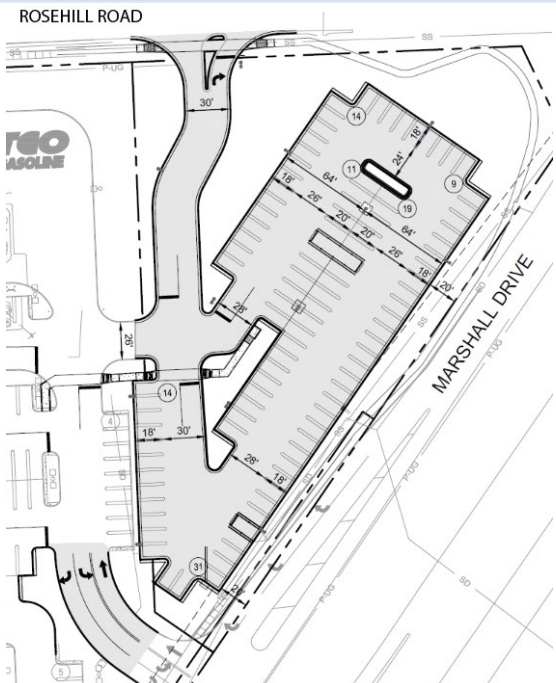
Entrance	Existing Conditions	Proposed Conditions
Rosehill Road & North Entrance on Marshall Drive		

TABLE 5: PARKING LOT AND QUEUING AREA IMPROVEMENTS		
Entrance	Existing Conditions	Proposed Conditions
South Entrance on Marshall Drive	An aerial photograph showing the current state of the parking lot and surrounding area. A large grassy field labeled "Existing Stormwater Detention" is adjacent to the parking lot. The road "Marshall Drive" runs along the right side. Several cars are parked in the lot.	A detailed site plan diagram illustrating the proposed improvements. It shows the layout of parking spaces, drive aisles, and a new "PROPOSED ±4' RETAINING WALL". Dimensions such as 18', 26', 24', 18', 18.5', and R5.5' are provided for various sections. Circled numbers 15, 14, 18, and 2 indicate specific areas or features. Arrows show traffic flow and entry points like "ED ±3' VG".

The previously constructed stormwater system (an above ground basin) will be replaced with an equivalently/appropriately sized below ground basin in order to maximize the available surface area available for parking.

The Fire Department reviewed the plans based on the current adopted fire codes and local amendments. All general planning review comments have been acknowledged or satisfied and there are no outstanding Fire Department planning review items that need to be addressed for this project to move forward. A more detailed fire code review will be conducted based on the adopted codes at the time of the building permit documentation submittal.

Lighting will be provided throughout the new parking areas that are consistent with the existing LED lamps found throughout the Costco property providing a safe and well-lit environment. The lighting plan complies with UDC Section 4-1-C-3-I.

The landscaping plan will provide numerous diverse plant material throughout the parking area and perimeter along the Marshall Drive. Plant material will provide screening, seasonal color, and appropriate shading throughout the new interior parking islands. Existing plant material will be protected and preserved where possible.

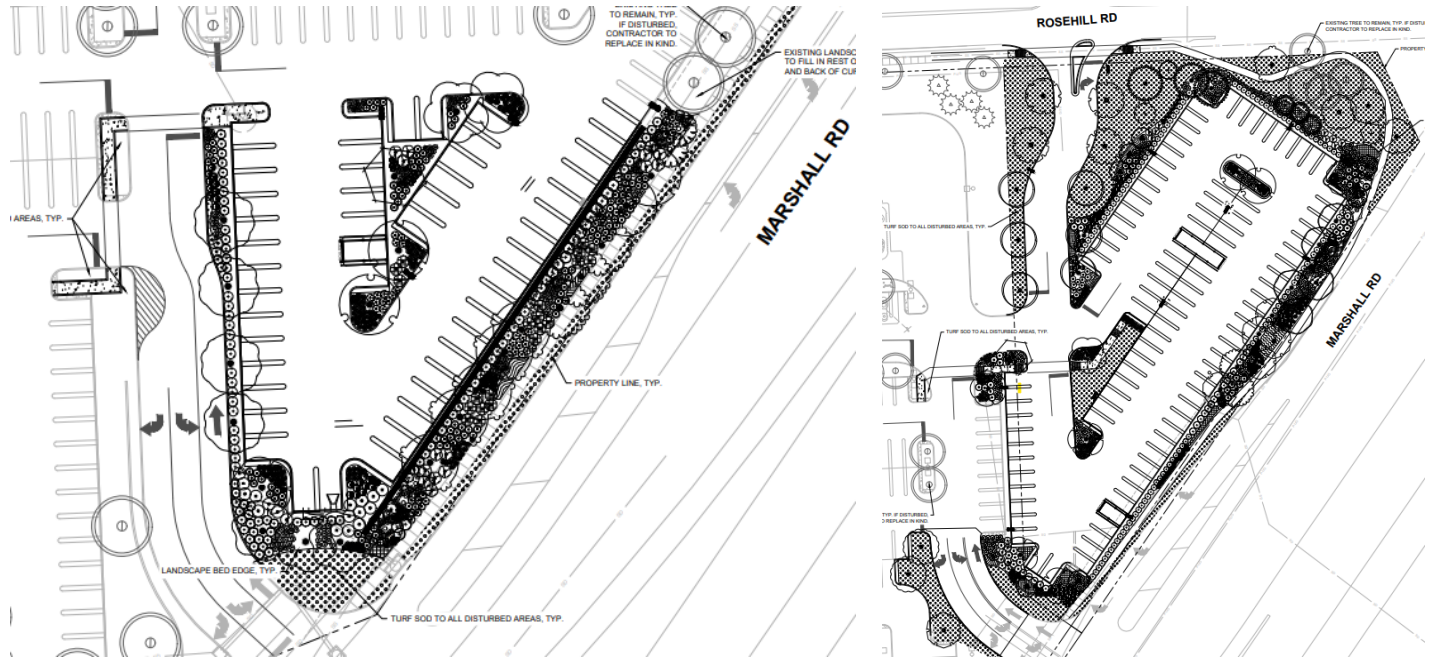


Exhibit 4: Landscape Plans for additional parking areas

ARCHITECTURE

Overall site architecture is not expected to change as a result of this revised final plan. The existing David's Bridal on the northeast corner of the site will be demolished to accommodate the additional parking area. A warming hut for gas station attendants will be added under the gas station canopy. The architectural design will be reviewed at building permit stage.

A 4' retaining wall will be added along Marshall Drive where the existing stormwater detention area is and new parking lot will be added. An additional 3' retaining wall will be added to the western side of this area between the parking lot and the queuing drive.

REVISED FINAL PLAT REVIEW

The revised final plat is a 19.12 acre one-lot plat known as Crossroads of Lenexa, Second Plat. The revised final plat combines Lots 1 and 2 of the Crossroads of Lenexa subdivision, which was recorded in June 2001, to accommodate the proposed site revisions. No new dedications or tracts are proposed as part of this plat. The plat complies with the subdivision standards of the code.

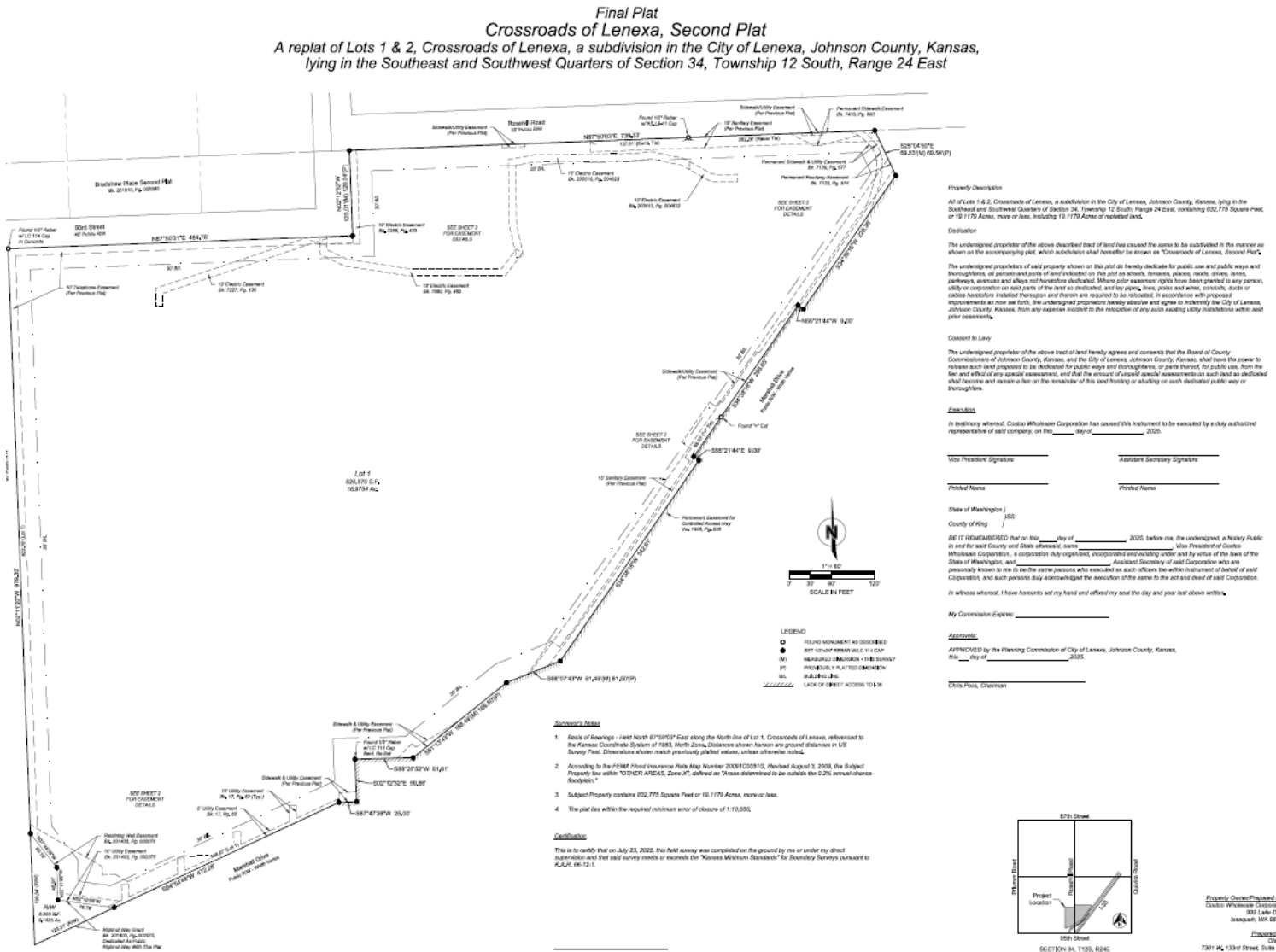


Exhibit 5: Crossroads of Lenexa, Second Plat

DEVIATIONS

The applicant is not requesting any deviations from the Unified Development Code (UDC).

NEXT STEPS

- The Planning Commission is the final authority for approval of this project.
- The final plat must be recorded with Johnson County prior to permit(s) being released.
- The applicant must receive permit(s) prior to commencing construction.
- The applicant should inquire about additional City requirements and development fees.

RECOMMENDATION FROM PROFESSIONAL STAFF

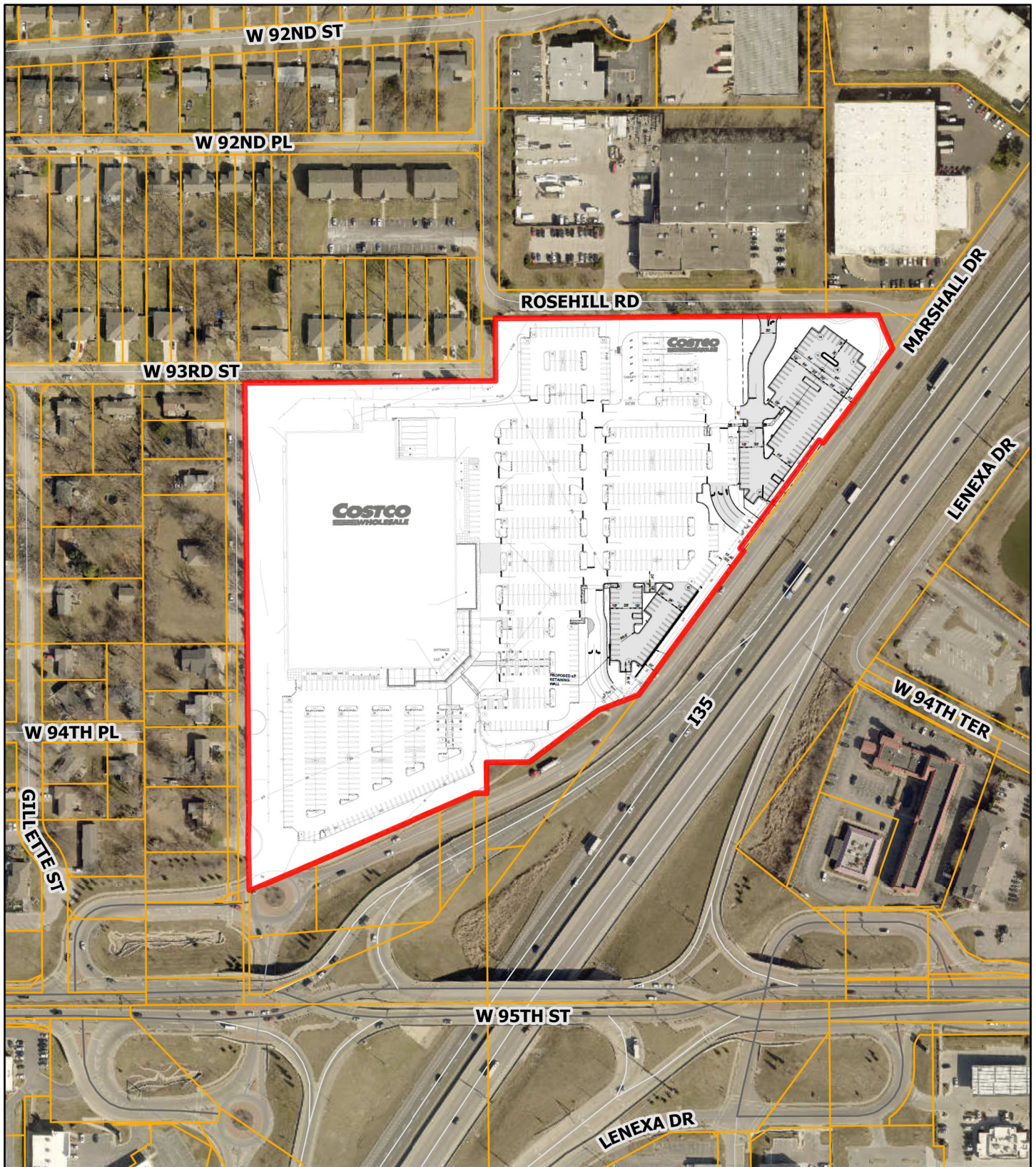
- ★ **Staff recommends approval of the proposed Revised Final Plan/Plat for Costco Parking Expansion.**
- This project is a final plan and plat to allow for additional parking areas, a 3/4 access driveway onto Rosehill Road, and improved traffic queuing and circulation for the Costco site.
 - The proposed plan yields 129 additional parking spaces.
 - The project is consistent with Lenexa's goals through *Responsible Economic Development* and *Superior Quality Services* to create a *Thriving Economy*.

REVISED FINAL PLAN

Staff recommends **APPROVAL** of the revised final plan for PL25-11FR– **Costco Parking Expansion** at 9310 Marshall Drive, for an expansion and improvement of the parking area.

REVISED FINAL PLAT

Staff recommends **APPROVAL** of the revised final plat for PT25-11F – **Costco Parking Expansion** at 9310 Marshall Drive, for an expansion and improvement of the parking area.



Data Source: City of Lenexa and Johnson County Kansas
For further information, please call 913-477-7500

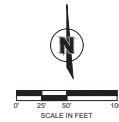
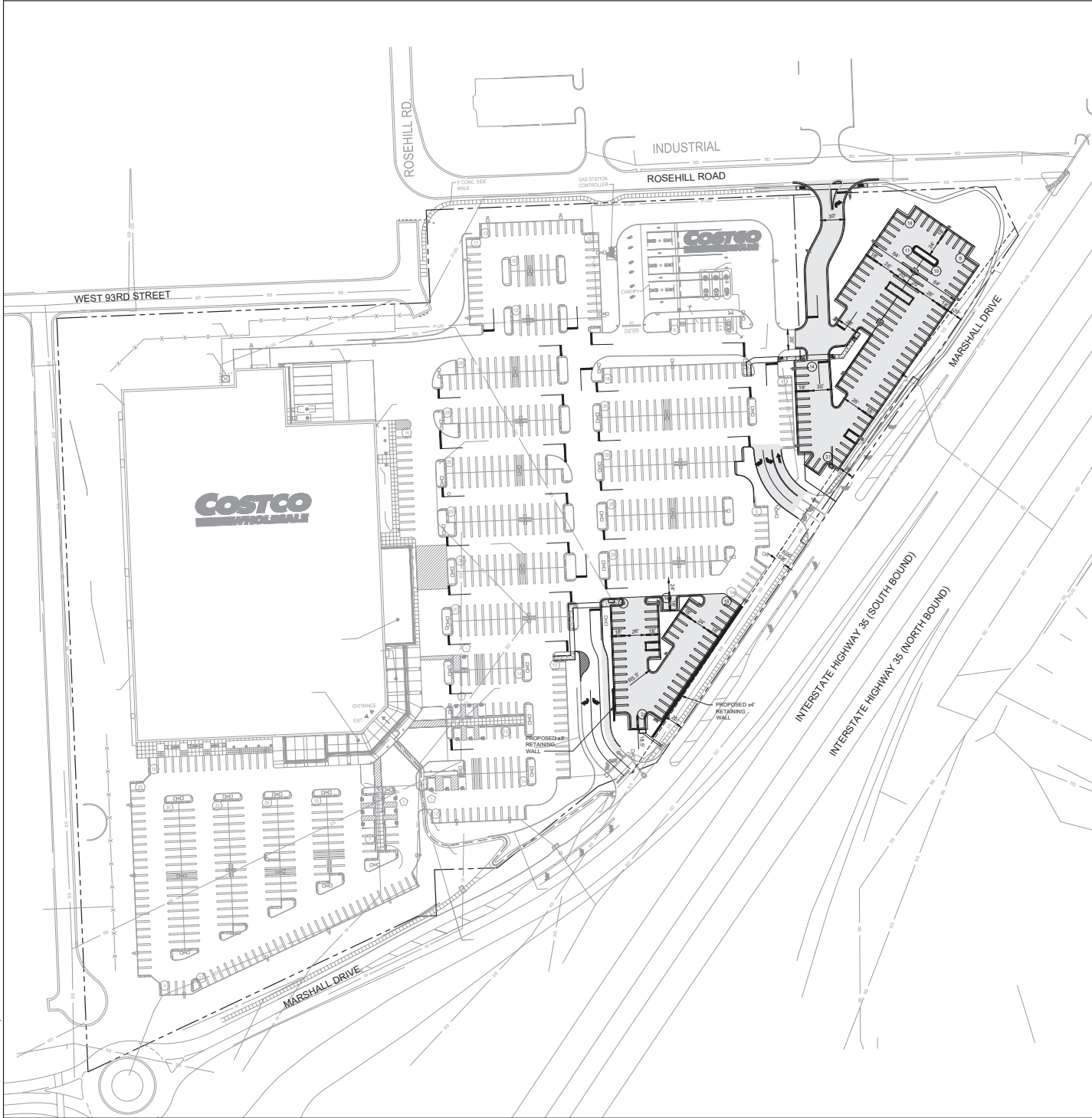
Costco Parking Expansion Revised Final Plan



0 175 350 700 Feet



PROJECT: COSTCO PARKING EXPANSION
DATE: 07/23/2025
DRAWN BY: J. HARRIS
DESIGNED BY: J. HARRIS
CHECKED BY: J. HARRIS
SCALE: 1"=40'



LEGEND:

---	PROPERTY LINE
---	PROPOSED CONCRETE CURB & GUTTER
---	PROPOSED ASPHALT PAVEMENT
---	PROPOSED CONCRETE SIDEWALK
---	EXISTING STORM SEWER
---	EXISTING SANITARY SEWER
---	EXISTING UNDERGROUND POWER
---	EXISTING WATER LINE
---	PROPOSED UNDERGROUND CHAMBER LIMITS

olsson

7501 West 133rd Street
Suite 200
Overland Park, KS 66213
Phone: 913.381.1170
Fax: 913.381.1174
Email: info@olssonks.com
Website: www.olssonks.com

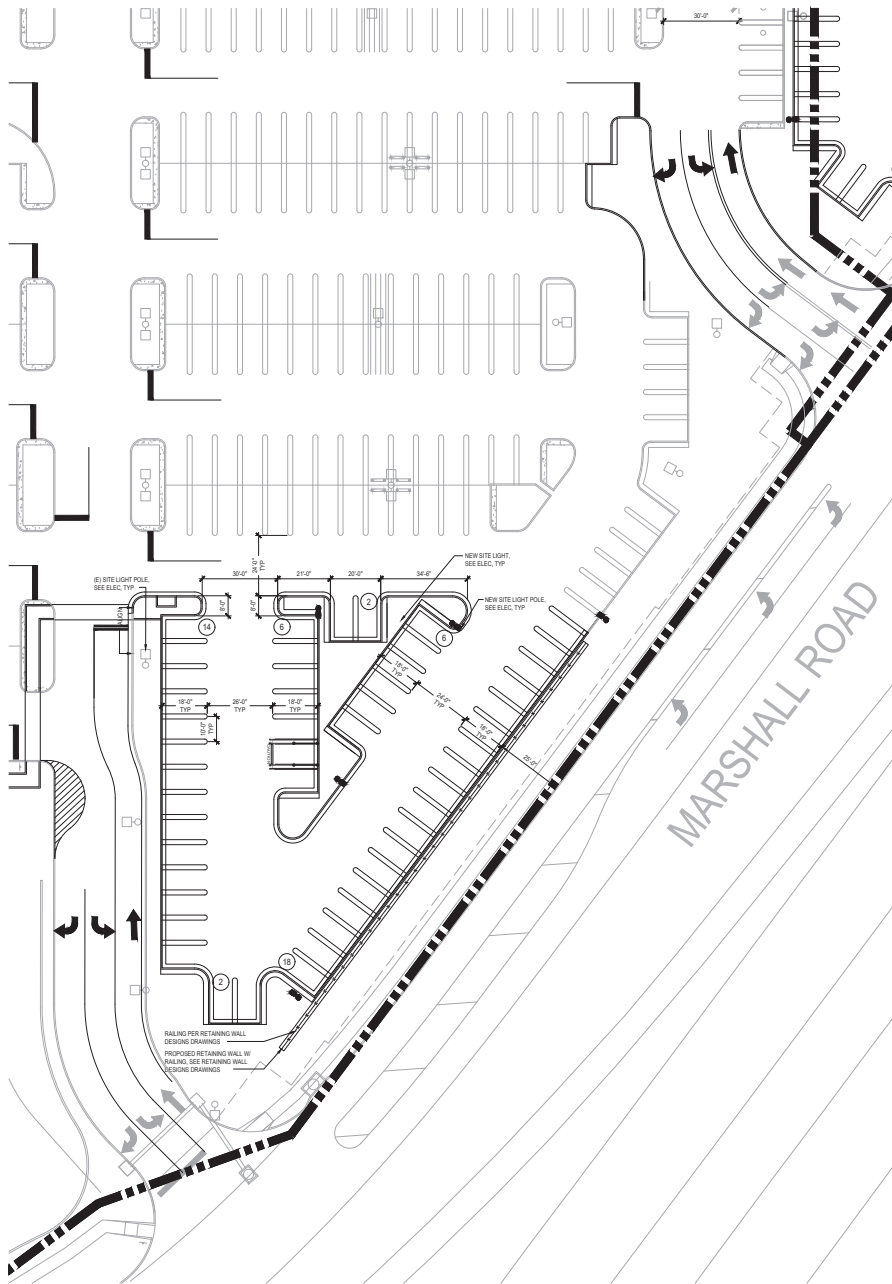
REV.	DATE	DESCRIPTION	BY
1	07/23/2025	PRELIMINARY PLAN	JH
2	07/23/2025	FINAL DEVELOPMENT PLAN	JH
3	07/23/2025	COSTCO PARKING EXPANSION	JH
4	07/23/2025	MARSHALL DRIVE & ROSEHILL ROAD	JH

SITE PLAN
FINAL DEVELOPMENT PLAN
COSTCO PARKING EXPANSION
MARSHALL DRIVE & ROSEHILL ROAD

LENEXA, KS

SHEET
C1.0

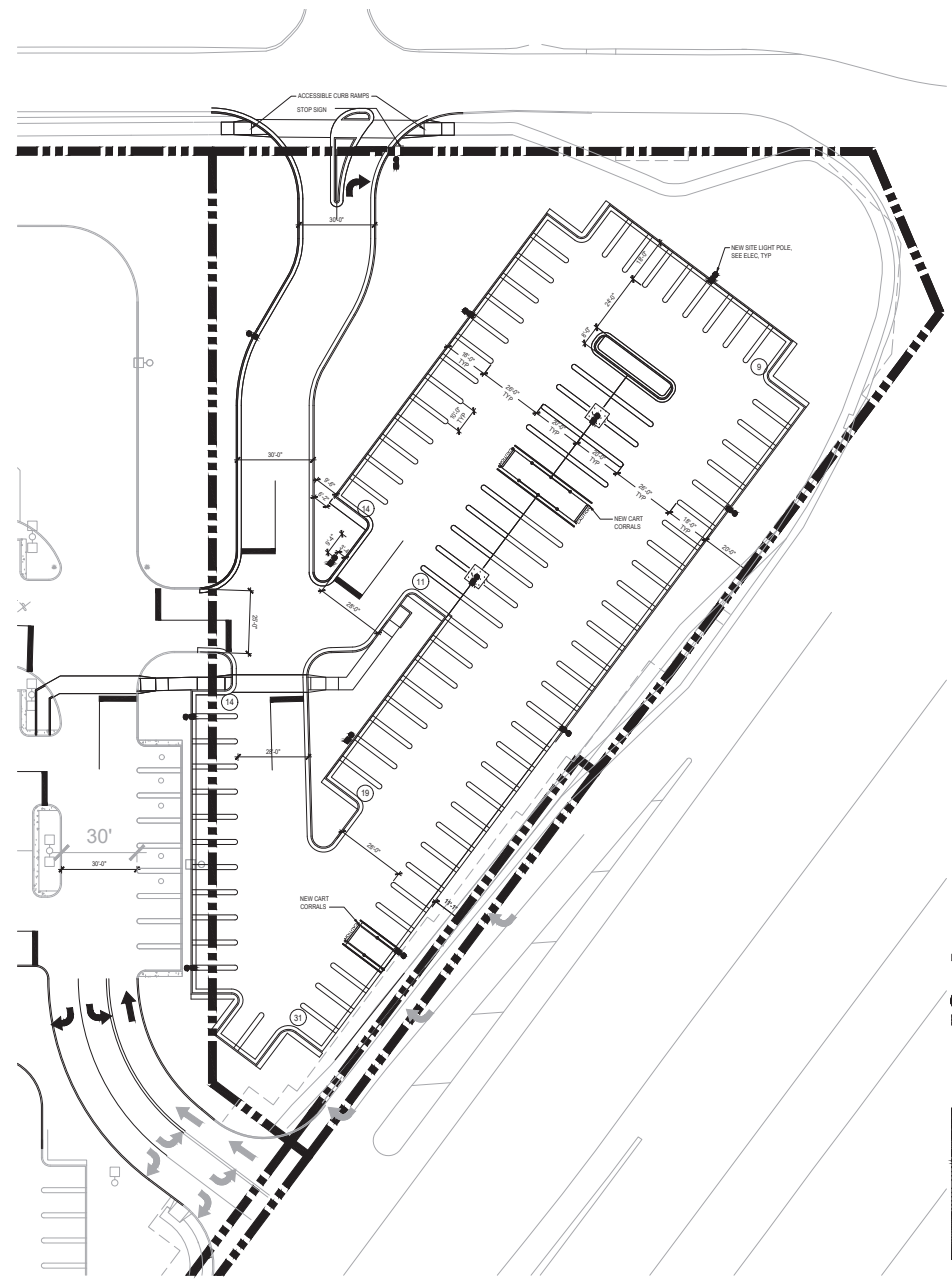
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1 ENLARGED SITE PLAN
SCALE: 1" = 20'-0"

COSTCO WHOLESALE

LENEXA, KANSAS

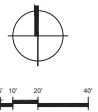


2 ENLARGED SITE PLAN
SCALE: 1" = 20'-0"

ENLARGED SITE PLAN

NOVEMBER 17, 2025

ISSUED FOR
CITY
SUBMITTAL
11/17/2025



LENEXA
#349

99-5620-13
LENEXA, KANSAS



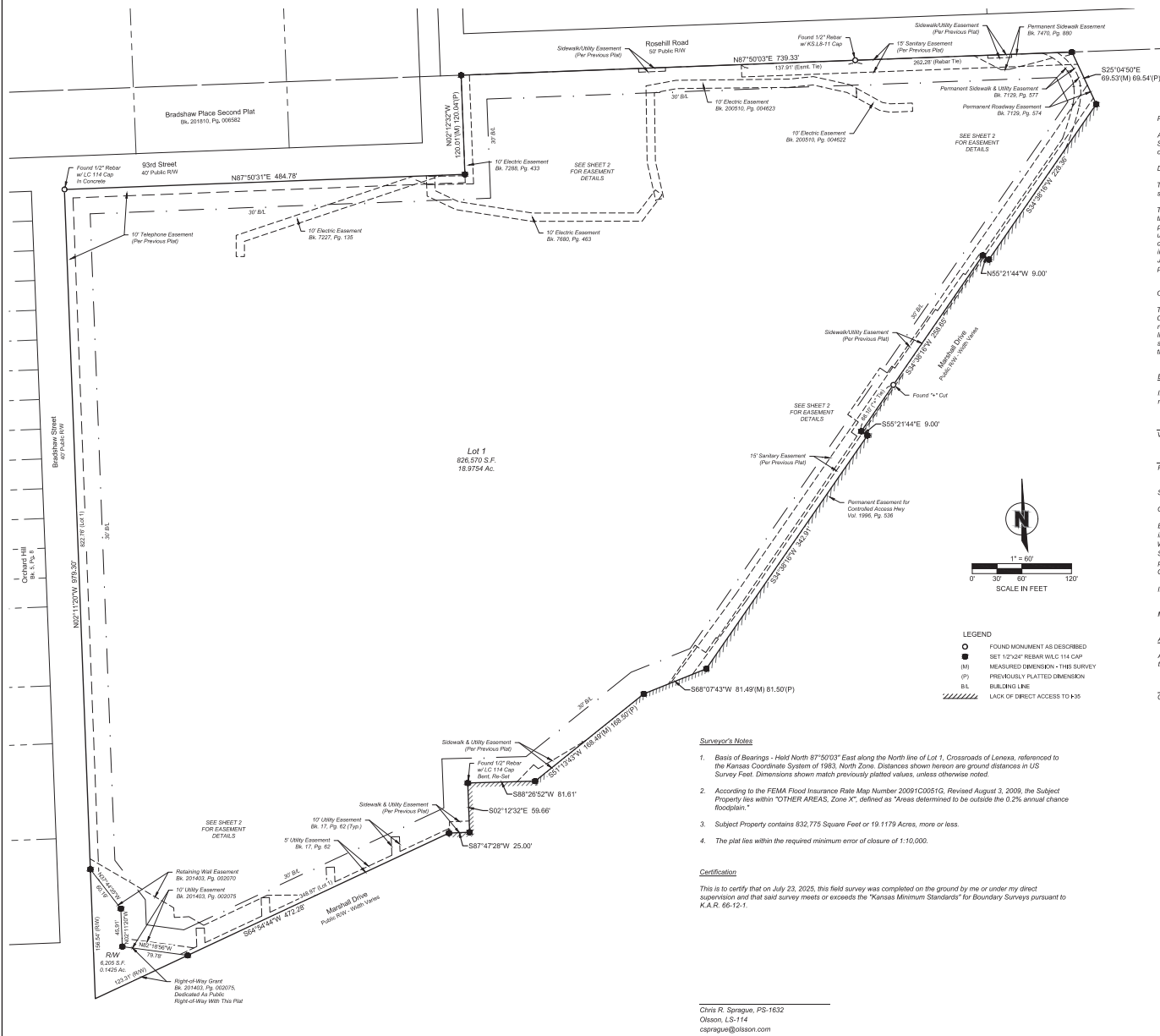
99-5620-13
NOVEMBER 17, 2025

ENLARGED SITE
PLAN

DD13-07

MG2 is the registered trademark of MG2 LLC. All other trademarks are the property of their respective owners.

Final Plat
Crossroads of Lenexa, Second Plat
A replat of Lots 1 & 2, Crossroads of Lenexa, a subdivision in the City of Lenexa, Johnson County, Kansas,
lying in the Southeast and Southwest Quarters of Section 34, Township 12 South, Range 24 East



Surveyor's Notes

1. Basis of Bearings - Held North 87°50'03" East along the North line of Lot 1, Crossroads of Lenexa, referenced to the Kansas Coordinate System of 1983, North Zone. Distances shown herein are ground distances in US Survey Feet. Dimensions shown match previously platted values, unless otherwise noted.
2. According to the FEMA Flood Insurance Rate Map Number 20091C0051G, Revised August 3, 2009, the Subject Property lies within "OTHER AREAS, Zone X", defined as "Areas determined to be outside the 0.2% annual chance floodplain."
3. Subject Property contains 832,775 Square Feet or 19.1179 Acres, more or less.
4. The plat lies within the required minimum error of closure of 1:10,000.

Certification

This is to certify that on July 23, 2025, this field survey was completed on the ground by me or under my direct supervision and that said survey meets or exceeds the "Kansas Minimum Standards" for Boundary Surveys pursuant to K.A.R. 66-12-1.

Chris R. Sprague, PS-1632
Olsson, L.S.-114
csprague@olsson.com

Property Description

All of Lots 1 & 2, Crossroads of Lenexa, a subdivision in the City of Lenexa, Johnson County, Kansas, lying in the Southeast and Southwest Quarters of Section 34, Township 12 South, Range 24 East, containing 832,775 Square Feet, or 19.1179 Acres, more or less, including 19.1179 Acres of repeated land.

Dedication

The undersigned proprietor of the above described tract of land has caused the same to be subdivided in the manner as shown on the accompanying plat, which subdivision shall hereafter be known as "Crossroads of Lenexa, Second Plat".

The undersigned proprietors of said property shown on this plat do hereby dedicate for public use and public ways and thoroughfares, all parcels and parts of land indicated on this plat as streets, terraces, places, roads, drives, lanes, parkways, avenues and alleys not heretofore dedicated. Where prior easement rights have been granted to any person, utility or corporation on said parts of the land so dedicated, and lay pipes, lines, poles and wires, conduits, ducts or cables heretofore installed thereupon and therein are required to be relocated, in accordance with proposed improvements as now set forth, the undersigned proprietors hereby assent and agree to indemnify the City of Lenexa, Johnson County, Kansas, from any expense incident to the relocation of any such existing utility installations within said prior easements.

Consent to Levy

The undersigned proprietor of the above tract of land hereby agrees and consents that the Board of County Commissioners of Johnson County, Kansas, and the City of Lenexa, Johnson County, Kansas, shall have the power to release such land proposed to be dedicated for public ways and thoroughfares, or parts thereof, for public use, from the lien and effect of any special assessment, and that the amount of unpaid special assessments on such land so dedicated shall become and remain a lien on the remainder of this land fronting or abutting on such dedicated public way or thoroughfare.

Execution

In testimony whereof, Costco Wholesale Corporation has caused this instrument to be executed by a duly authorized representative of said company, on this ____ day of _____, 2025.

Vice President Signature

Assistant Secretary Signature

Printed Name

Printed Name

State of Washington)

County of King)

BE IT REMEMBERED that on this ____ day of _____, 2025, before me, the undersigned, a Notary Public in and for said County and State aforesaid, came _____, Vice President of Costco Wholesale Corporation, a corporation duly organized, incorporated and existing under and by virtue of the laws of the State of Washington, and _____, Assistant Secretary of said Corporation who are personally known to me to be the same persons who executed as such officers the within instrument of behalf of said Corporation, and such persons duly acknowledged the execution of the same to the act and deed of said Corporation.

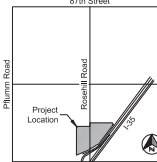
In witness whereof, I have hereunto set my hand and affixed my seal the day and year last above written.

My Commission Expires: _____

Approvals

APPROVED by the Planning Commission of City of Lenexa, Johnson County, Kansas, this ____ day of _____, 2025.

Chris Ross, Chairman



SECTION 34, T12S, R24E
VICINITY MAP
SCALE: 1" = 200'

Property Owner/Prepared For:
Costco Wholesale Corporation
999 Lake Drive
Issaquah, WA 98027

Prepared By:
Olsson

7301 W. 133rd Street, Suite 200
Overland Park, Kansas 66213
Telephone (913) 381-1170

olsson

7301 West 133rd Street
Suite 200
Overland Park, KS 66213
olsson.com
TEL 913.381.1170
FAX 913.381.1174
Olsson - Survey
Kansas OLS-114

REV.	DATE	DESCRIPTION	BY
1	2025/08/08	Revised per City comments	CBS

REVISIONS

Final Plat
Crossroads of Lenexa, Second Plat
A replat of Lots 1 & 2, Crossroads of Lenexa, a subdivision lying in the Southeast and Southwest Quarters of Section 34, Township 12 South, Range 24 East
City of Lenexa, Johnson County, Kansas

drawn by: CBS
designed by: CBS
project no.: 2025-0001
date: 07-23-2025

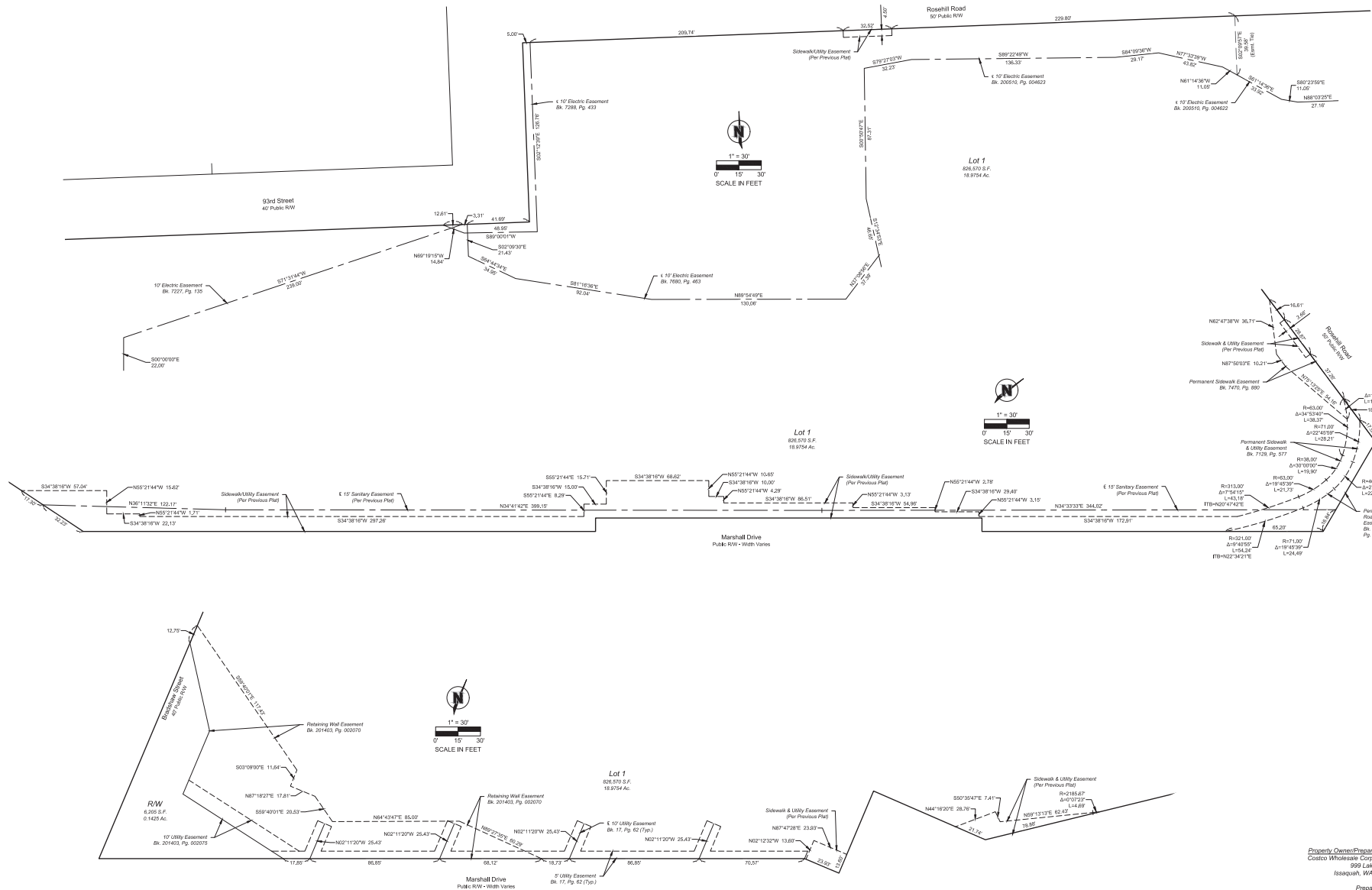
SHEET
1 of 2

olsson

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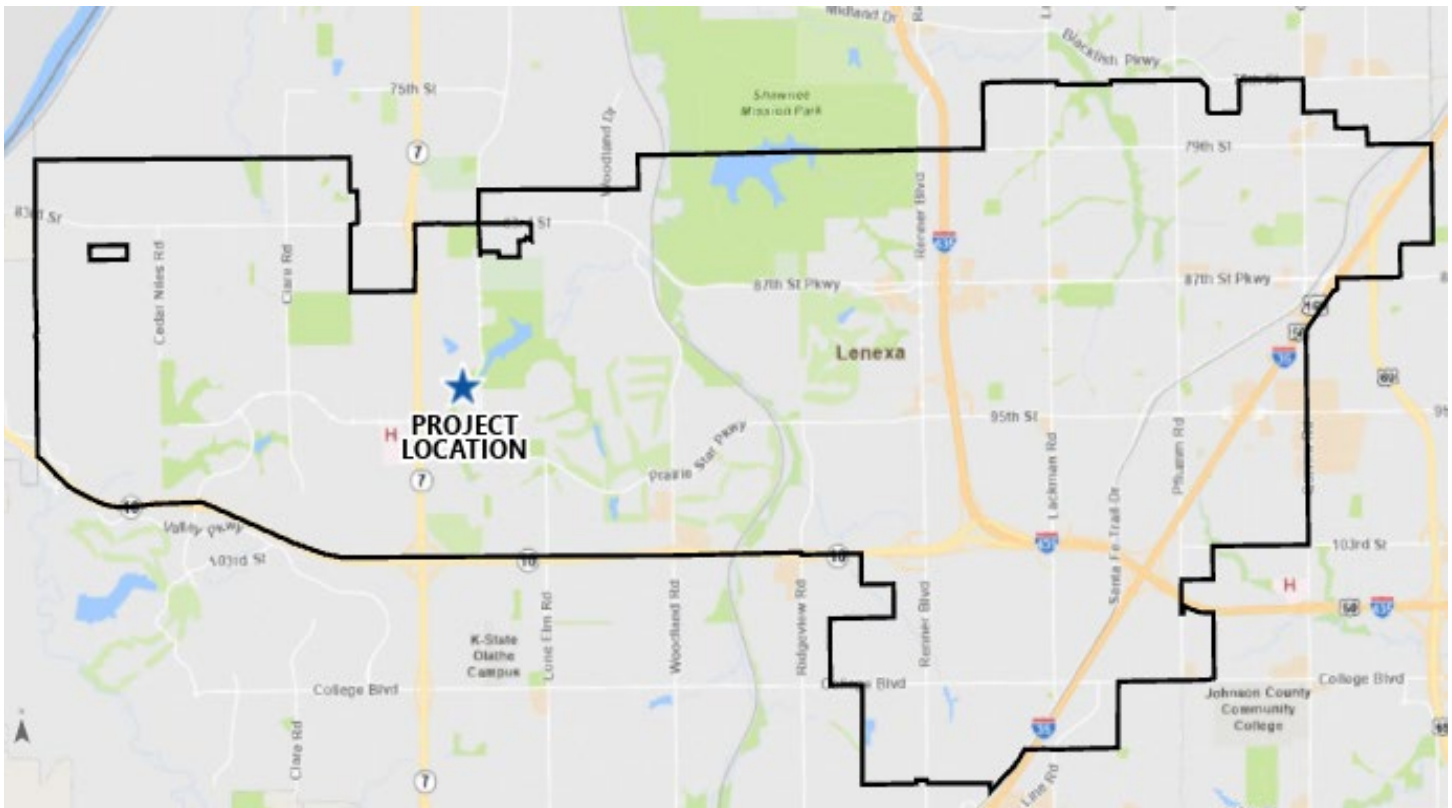
drawn by: _____ CRR
designed by: _____
project no.: 025-03243
date: 07.10.2025

SHEET
2 of 2



CLIFFS OF WATERCREST SECOND PLAT

Project #:	PT25-22F	Location:	22516 W. 93 rd Street
Applicant:	DeWayne Spiess, Spiess Custom Homes	Project Type:	Final Plat
Staff Planner:	Noah Vaughan	Proposed Use:	Multifamily (triplex)



PROJECT SUMMARY

The applicant seeks approval of a final plat for Cliffs of Watercrest to subdivide a lot currently addressed as 22516 W. 93rd Street. Cliffs of Watercrest is a multifamily residential subdivision consisting of two, three, and four-unit residences. This plat is a condominium plat, which will divide the three-unit building on Lot 31 of the Cliffs of Watercrest development into separate units for individual use. The division will result in the creation of three new lots in the subdivision: Lots 53, 54, and 55. A final plat is required for this split as the Unified Development Code (UDC) does not allow lot splits for divisions into more than two lots. This project does not require a Public Hearing.

STAFF RECOMMENDATION: APPROVAL

SITE INFORMATION

Lot 31 of Cliffs of Watercrest (PT22-10F) was originally approved by the Governing Body on May 17, 2022, when both the final plan and plat for Townhomes at Watercrest Landing were approved. The permit for the triplex building on the lot was issued in 2024 and the building is still in construction.

TABLE 1: PREVIOUS APPLICATIONS

Project No.	Type	Name	Date Approved
PL22-01P	Preliminary Plan	Townhomes at Watercrest Landing	February 15, 2022
PT22-10F	Final Plat	Townhomes at Watercrest Landing / Cliffs of Watercrest	May 17, 2022
PT22-09F	Final Plan	Townhomes at Watercrest Landing	May 17, 2022

LAND AREA (AC) 0.28	BUILDING AREA (SF) 143,169	CURRENT ZONING RP-3	COMP. PLAN Medium-Density Residential
-------------------------------	--------------------------------------	-------------------------------	---



Exhibit 1: Aerial Image of Subject Site.



Exhibit 1: Street View of In-Construction Residences at 22516 W. 93rd Street.

LAND USE REVIEW

The subject property currently contains an existing triplex. The site is zoned RP-3, Residential Planned (Medium-High Density) District, intended for multifamily development. The Future Land Use Map designates this site for continued multifamily use, as it falls under the Medium-Density Residential classification. Therefore, the existing use on site, current zoning, and future land use classification are all aligned.

There is ongoing construction at the Cliffs of Watercrest subdivision and as such, many of the lots are currently undeveloped. Cliffs of Watercrest lies directly west of Monticello Road across from the Silverleaf subdivision, a single-family residential development, zoned RP-1. Most of the properties directly adjacent to the subdivision to the north, south, and west are currently undeveloped; however, there are three single-family homes to the south of Cliffs of Watercrest. Watercrest Landing, zoned RP-1 and a portion of the same development as Cliffs of Watercrest containing single-family homes, lies to the north of this lot.

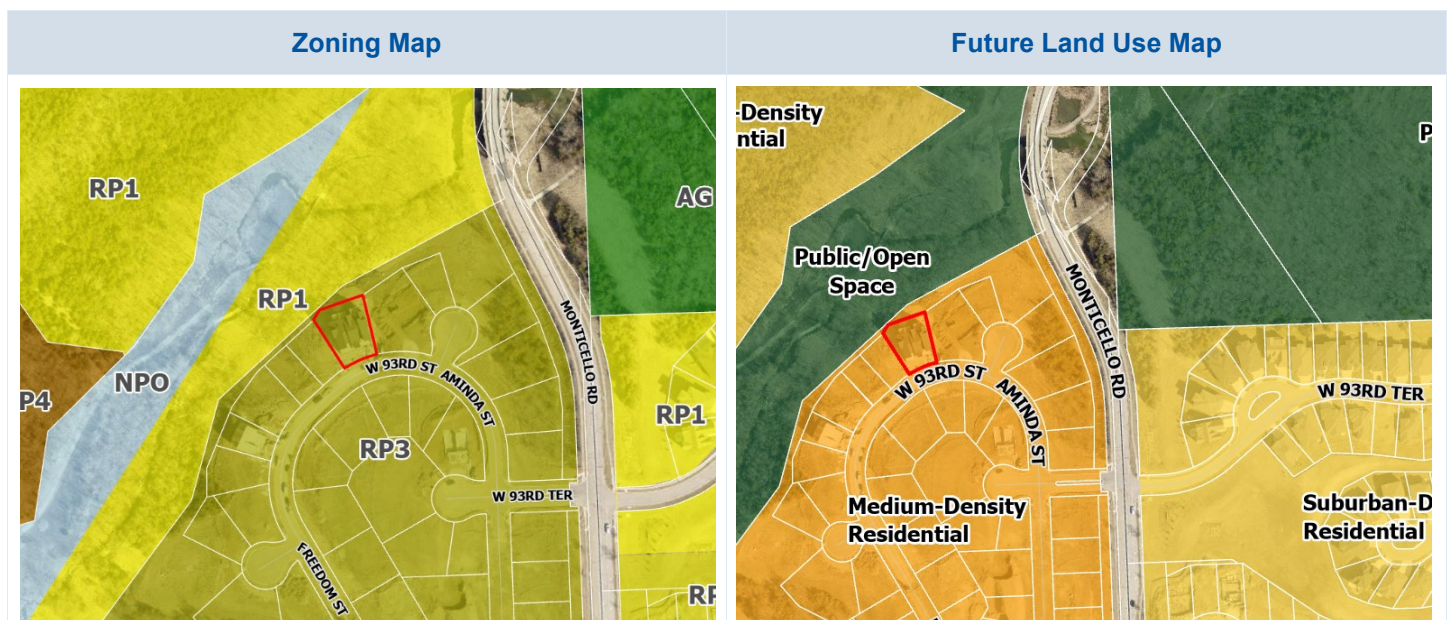


TABLE 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Land Use Classification	Zoning	Current Use
Subject Properties	Medium-Density Residential	RP-3, Residential Planned (Medium-High Density) District	Multifamily Residential
North	Public/Open Space	RP-1, Residential Single-Family (Low-Density) District	Undeveloped
South	Medium-Density Residential	RP-3, Residential Planned (Medium-High Density) District	Undeveloped, Single-Family Residential
East	Medium-Density Residential, Suburban-Density Residential	RP-1, Residential Single-Family (Low-Density) District, AG, Agricultural District	Single-Family Residential
West	Public/Open Space, Suburban-Density Residential	RP-1, Residential Single-Family (Low-Density) District, NP-O, Planned Neighborhood Office District	Undeveloped

FINAL PLAT REVIEW

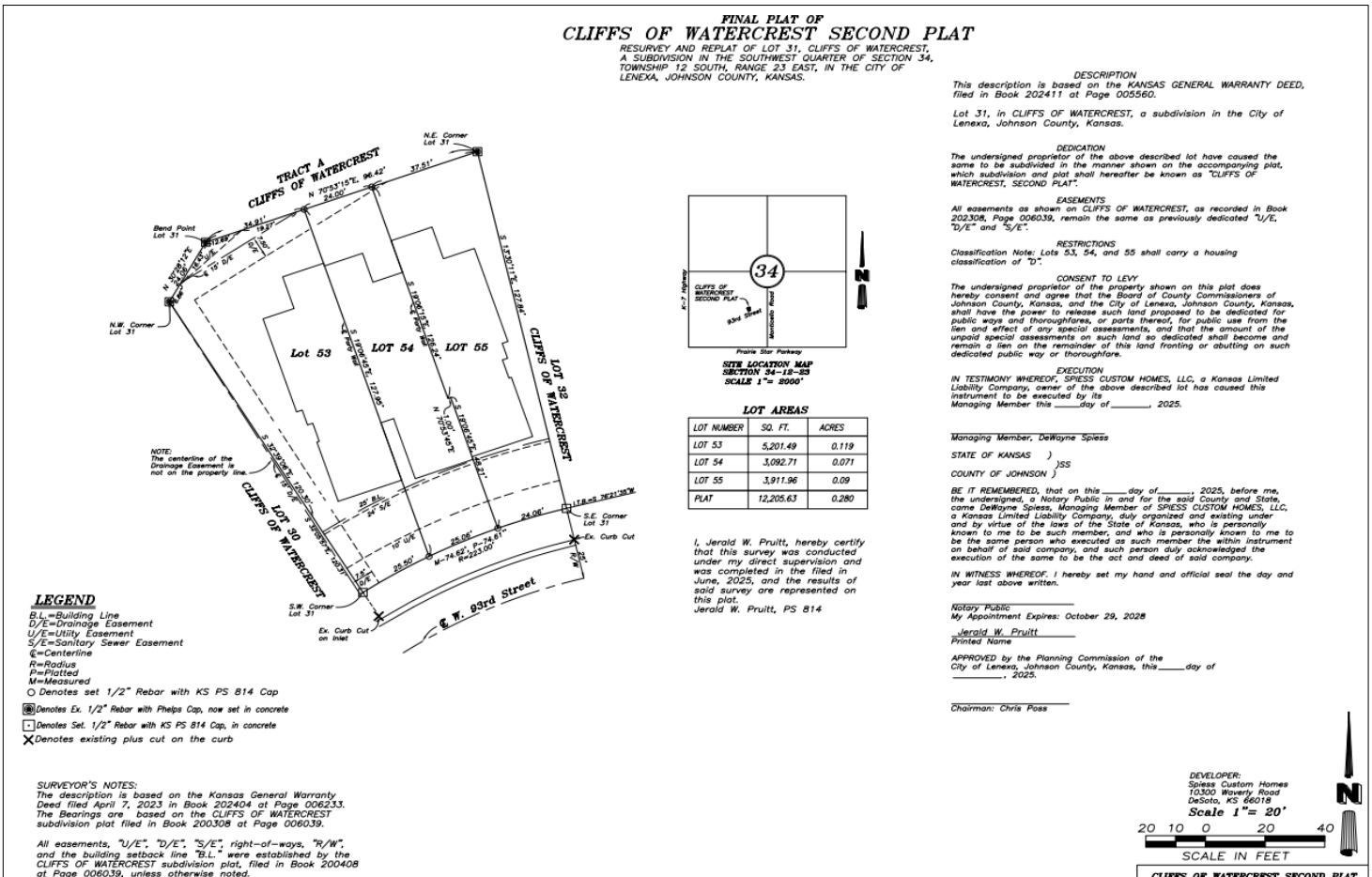


Exhibit 3: Cliffs of Watercrest Second Plat.

The applicant proposes a final plat to replat Lot 31 of Cliffs of Watercrest as a condominium plat, which will divide the units on each respective lot into separate ownership. Because the property is still platted as one lot, the individual units cannot be sold contiguously with the land. This final plat seeks to create individual lots for each unit within the building to accommodate this issue. The resulting lots will be numbered 53, 54, and 55, with lot sizes of 0.12 ac, 0.07 ac, and 0.09 ac, respectively. A drainage easement exists on the western and northwestern portions of the site and varies in width between 15' and 7.5'. This plat will not dedicate any additional rights-of-way or easements. All existing rights-of-way and easements will remain as previously dedicated. Pedestrian and vehicular access will remain as they are currently. There will be no additional utilities required at the site.

This plat complies with all subdivision regulations of the Unified Development Code (UDC). Declarations for the lots will need to be updated to reflect the new condominium plat and shall be recorded prior to, or along with, the plat being recorded.

NEXT STEPS

- The Planning Commission is the final authority for approval of this project.
- The final plat must be recorded with Johnson County. New Homeowners Association declarations for the lots should be included when recording the new condominium plat.

RECOMMENDATION FROM PROFESSIONAL STAFF

★ **Staff recommends approval of the proposed Final Plat for Cliffs of Watercrest Second Plat.**

- The proposed plat will divide the lot into three lots, allowing separate ownership for each of the three dwelling units within the triplex building.
- The project is consistent with Lenexa's goals through *Inclusive Community Building* and *Responsible Economic Development* to create *Vibrant Neighborhoods*.

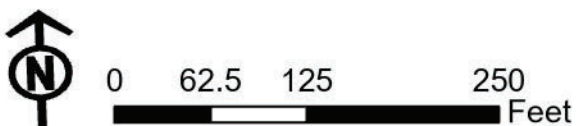
FINAL PLAT

Staff recommends **APPROVAL** of the final plat for PT25-22F – **Cliffs of Watercrest Second Plat** at 22516 W. 93rd Street for a condominium plat for an existing three-unit multifamily development.



Data Source: City of Lenexa and Johnson County Kansas
For further information, please call 913-477-7500

Cliffs of Watercrest Second Plat



FINAL PLAT OF
CLIFFS OF WATERCREST SECOND PLAT

RESURVEY AND REPLAT OF LOT 31, CLIFFS OF WATERCREST,
A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 34,
TOWNSHIP 12 SOUTH, RANGE 23 EAST, IN THE CITY OF
LENEXA, JOHNSON COUNTY, KANSAS.

DESCRIPTION
This description is based on the KANSAS GENERAL WARRANTY DEED,
filed in Book 202411 at Page 005560.

Lot 31, in CLIFFS OF WATERCREST, a subdivision in the City of
Lenexa, Johnson County, Kansas.

DEDICATION
The undersigned proprietor of the above described lot have caused the
same to be subdivided in the manner shown on the accompanying plat,
which subdivision and plat shall hereafter be known as "CLIFFS OF
WATERCREST, SECOND PLAT".

EASEMENTS
All easements as shown on CLIFFS OF WATERCREST, as recorded in Book
202308, Page 006039, remain the same as previously dedicated "U/E",
"D/E" and "S/E".

RESTRICTIONS
Classification Note: Lots 53, 54, and 55 shall carry a housing
classification of "D".

CONSENT TO LEVY
The undersigned proprietor of the property shown on this plat does
hereby consent and agree that the Board of County Commissioners of
Johnson County, Kansas, and the City of Lenexa, Johnson County, Kansas,
shall have the power to release such land proposed to be dedicated for
public ways and thoroughfares, or parts thereof, for public use from the
lien and effect of any special assessments, and that the amount of the
unpaid special assessments on such land so dedicated shall become and
remain a lien on the remainder of this land fronting or abutting on such
dedicated public way or thoroughfare.

EXECUTION
IN TESTIMONY WHEREOF, SPIESS CUSTOM HOMES, LLC, a Kansas Limited
Liability Company, owner of the above described lot has caused this
instrument to be executed by its
Managing Member this ____ day of ____, 2025.

Managing Member, DeWayne Spiess

STATE OF KANSAS)
COUNTY OF JOHNSON)

BE IT REMEMBERED, that on this ____ day of ____, 2025, before me,
the undersigned, a Notary Public in and for the said County and State,
came DeWayne Spiess, Managing Member of SPIESS CUSTOM HOMES, LLC,
a Kansas Limited Liability Company, duly organized and existing under
and by virtue of the laws of the State of Kansas, who is personally
known to me to be such member, and who is personally known to me to
be the same person who executed as such member the within instrument
on behalf of said company, and such person duly acknowledged the
execution of the same to be the act and deed of said company.

IN WITNESS WHEREOF, I hereby set my hand and official seal the day and
year last above written.

Notary Public
My Appointment Expires: October 29, 2028

Jerald W. Pruitt
Printed Name

APPROVED by the Planning Commission of the
City of Lenexa, Johnson County, Kansas, this ____ day of
____, 2025.

Chairman: Chris Poss

DEVELOPER:
Spiess Custom Homes
10300 Waverly Road
DeSoto, KS 66018

Scale 1"= 20'

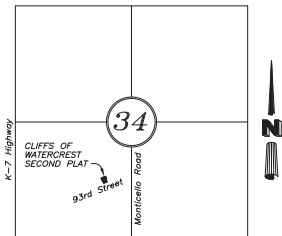
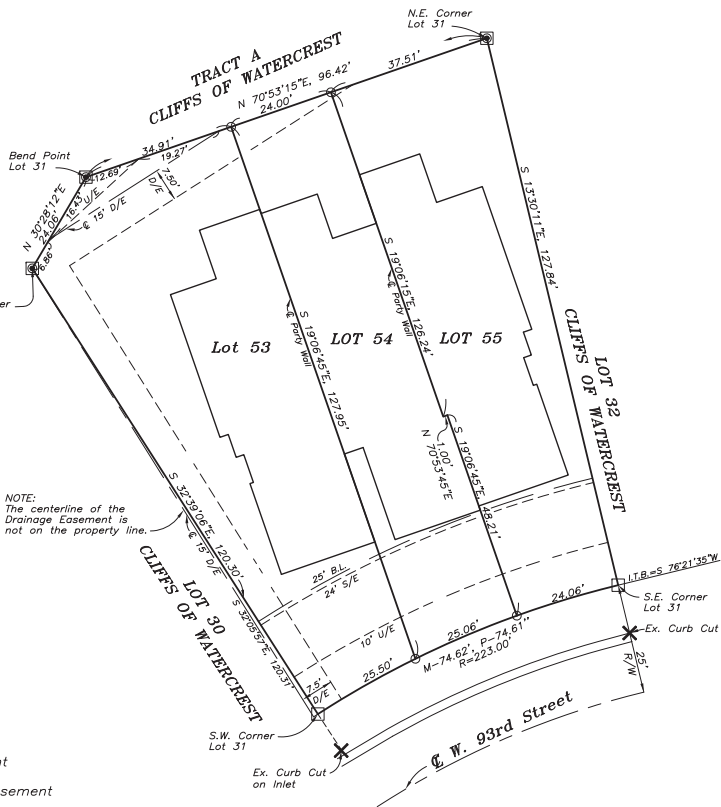
20 10 0 20 40
SCALE IN FEET

CLIFFS OF WATERCREST SECOND PLAT

S.W. 1/4, SECTION 34, TOWNSHIP 12 SOUTH, RANGE 23 EAST
Lenexa, Johnson County, Kansas

PRUITT and DOOLEY SURVEYING, LLC
7912 Elm Ave. MO Corp. LS 2008034624
Raytown, MO 64138 KS COA LS-207
OFFICE-913-652-9002 MOBILE-816-699-4239

May 16, 2024 Job No. 24-0304 Sheet 1 of 1
Cliffs of Watercrest Second Plat.dwg



SITE LOCATION MAP
SECTION 34-12-23
SCALE 1"= 2000'

LOT AREAS

LOT NUMBER	SQ. FT.	ACRES
LOT 53	5,201.49	0.119
LOT 54	3,092.71	0.071
LOT 55	3,911.96	0.09
PLAT	12,205.63	0.280

I, Jerald W. Pruitt, hereby certify
that this survey was conducted
under my direct supervision and
was completed in the filed in
June, 2025, and the results of
said survey are represented on
this plat.
Jerald W. Pruitt, PS 814

LEGEND

B.L.=Building Line
D/E=Drainage Easement
U/E=Utility Easement
S/E=Sanitary Sewer Easement
C=Centerline
R=Radius
P=Platted
M=Measured

- Denotes set 1/2" Rebar with KS PS 814 Cap
◐ Denotes Ex. 1/2" Rebar with Phelps Cap, now set in concrete
◑ Denotes Set. 1/2" Rebar with KS PS 814 Cap, in concrete
X Denotes existing plus cut on the curb

SURVEYOR'S NOTES:

The description is based on the Kansas General Warranty
Deed filed April 7, 2023 in Book 202404 at Page 006233.
The Bearings are based on the CLIFFS OF WATERCREST
subdivision plat filed in Book 200308 at Page 006039.

All easements, "U/E", "D/E", "S/E", right-of-ways, "R/W",
and the building setback line "B.L." were established by the
CLIFFS OF WATERCREST subdivision plat, filed in Book 200408
at Page 006039, unless otherwise noted.

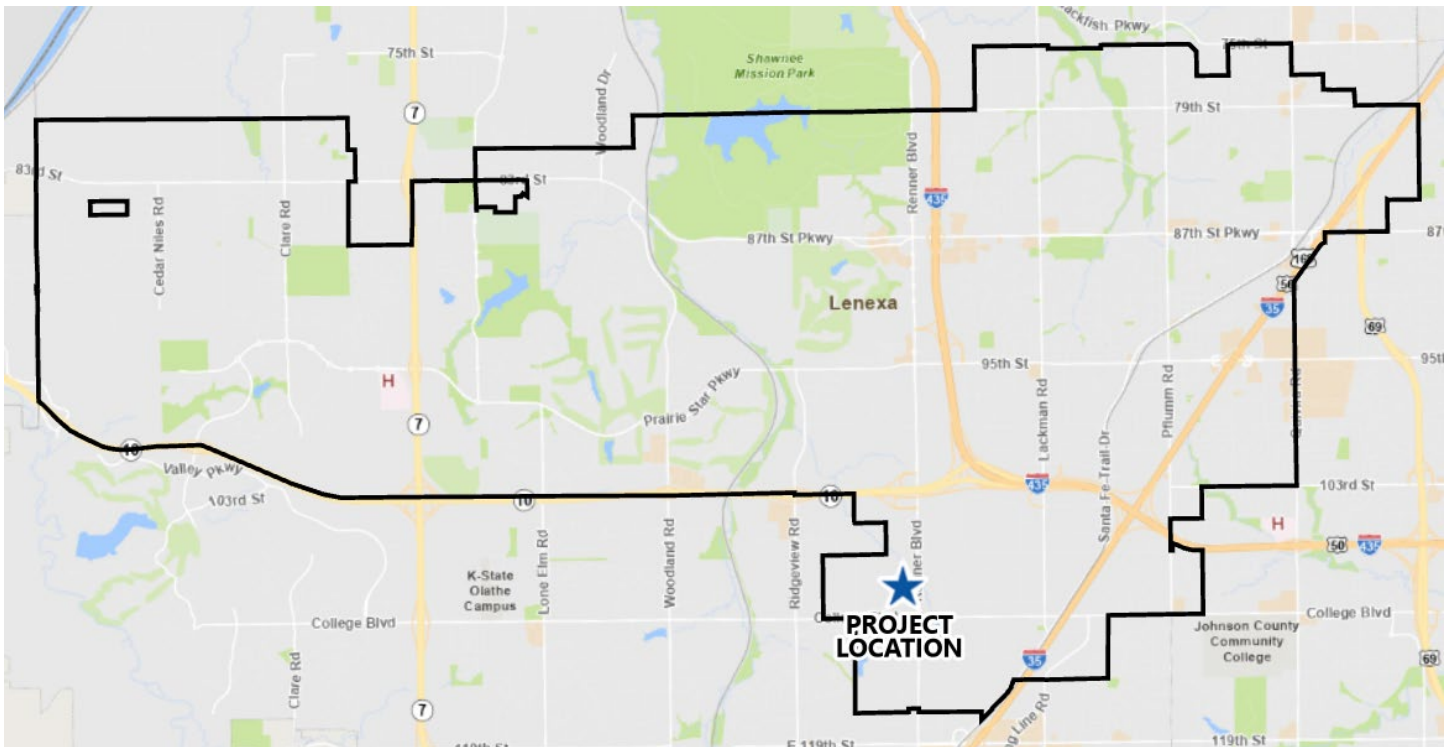
No additional easements or right-of-ways are being
established by this plat.

Property corners will be set within 30 days of filing the plat.

This property is outside the 100 year flood plain, according to
the FEMA FIRM Map No. 20091C0047G. Effective August 3,
2009.

LENEXA LOGISTICS CENTRE NORTH 8TH PLAT

Project #:	PT25-23F	Location:	Near the NWC of College Boulevard and Renner Boulevard
Applicant:	Curtis Holland, Polsinelli	Project Type:	Final Plat
Staff Planner:	James Molloy	Proposed Use:	Wholesale/Warehousing



PROJECT SUMMARY

The applicant requests approval of a final plat for one 27-acre lot and a 4-acre open space tract on property north of College Boulevard between future Britton Street and Renner Boulevard for future wholesale/warehousing development. The proposed final plat creates the 27-acre Lot 8 within the 148-acre Lenexa Logistics Centre development and creates "Tract B", a 4.97-acre open space/detention tract. The final plat is consistent with the preliminary plat. This project does not require a public hearing.

STAFF RECOMMENDATION: APPROVAL

SITE INFORMATION

This site was annexed into the City of Lenexa in 1989, at which time it was zoned and utilized as agricultural land. It was subsequently rezoned to BP-2 in 2018 as part of the larger Lenexa Logistics Centre North rezoning (RZ18-13), which included a total of 148 acres in the adjacent vicinity, with original plans to build eight warehouse buildings in this phase of the overall business park. Separate plats and plan approvals were conducted for lots within the development since the 2019 rezoning was approved.

TABLE 1: PREVIOUS APPLICATIONS

Project No.	Type	Project Name	Date Approved
RZ18-13	Rezoning	Lenexa Logistics Centre North	September 30, 2019
PL19-13P	Preliminary Plan/Plat	Lenexa Logistics Centre North	September 30, 2019

LAND AREA (AC) 31.97	BUILDING AREA (SF) TBD	CURRENT ZONING BP-2	COMP. PLAN Business Park
--------------------------------	----------------------------------	-------------------------------	------------------------------------



Exhibit 1: Aerial Image of Subject Site

LAND USE REVIEW

The proposed use of the property is a wholesale/warehousing building; however, specific tenants have not yet been identified. The property is currently zoned BP-2 and the Future Land Use classification is Business Park. Wholesale/warehousing, general is an allowable use within the BP-2 Zoning District. The proposed use is consistent with the current zoning and the City's Comprehensive Plan.

All of the surrounding uses are office or wholesale/warehousing, general. Other uses in the area include undeveloped/agricultural land to the south and east.

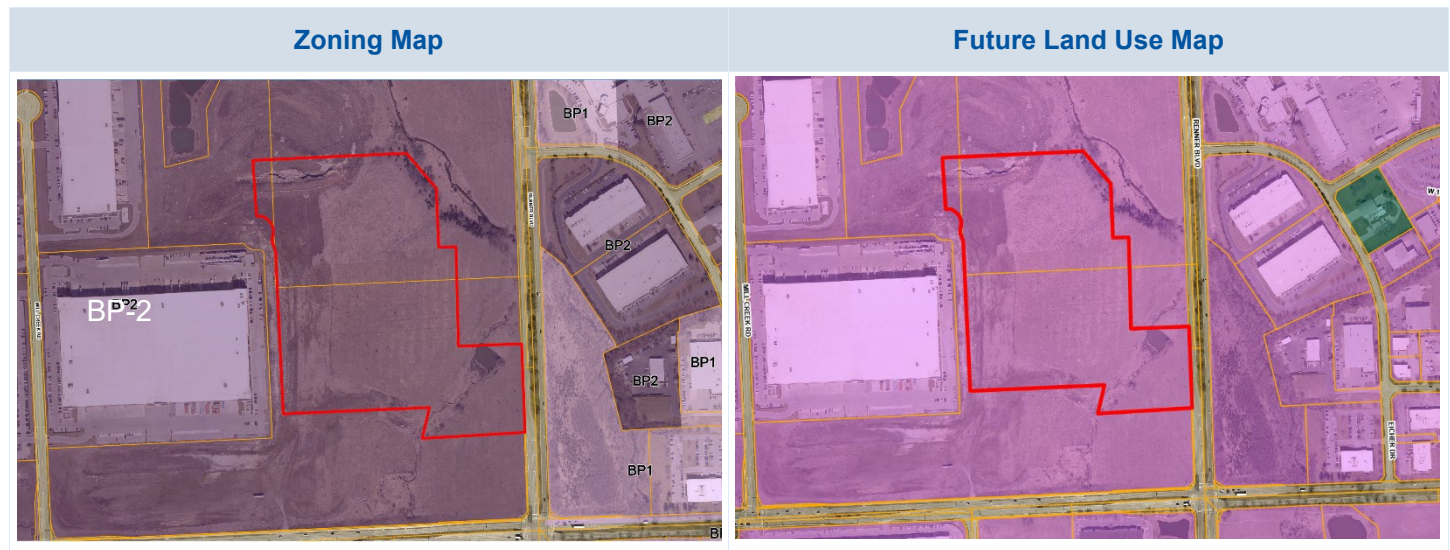


TABLE 2: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Land Use Classification	Zoning	Current Use
Subject Property	Business Park	BP-2, Planned Manufacturing District	Undeveloped Land
North	Business Park	BP-2, Planned Manufacturing District	Undeveloped Land
South	Business Park	BP-2, Planned Manufacturing District	Undeveloped Land
East	Business Park	BP-2, Planned Manufacturing District	Undeveloped Land
West	Business Park	BP-2, Planned Manufacturing District	Industrial/Warehouse

FINAL PLAT REVIEW

The final plat is a one-lot plat in the Lenexa Logistics Centre North development, as well as creation of stormwater detention tract “Tract B”. The overall development is approximately 148 acres and will ultimately consist of 13 buildings and lots.

The subject property fronts future Britton Street, which was dedicated in a previous plat (6th Plat). The lot is surrounded by current or future lots of Lenexa Logistics Centre North. Britton Street will provide access to the site with two access points, as well as remaining lots within the business park as well as access to the detention basin north of Lot 5. Recorded utility and drainage easements also exist at various locations within the property.

The plat complies with the subdivision regulations of the Unified Development Code (UDC) and is consistent with the preliminary plat.

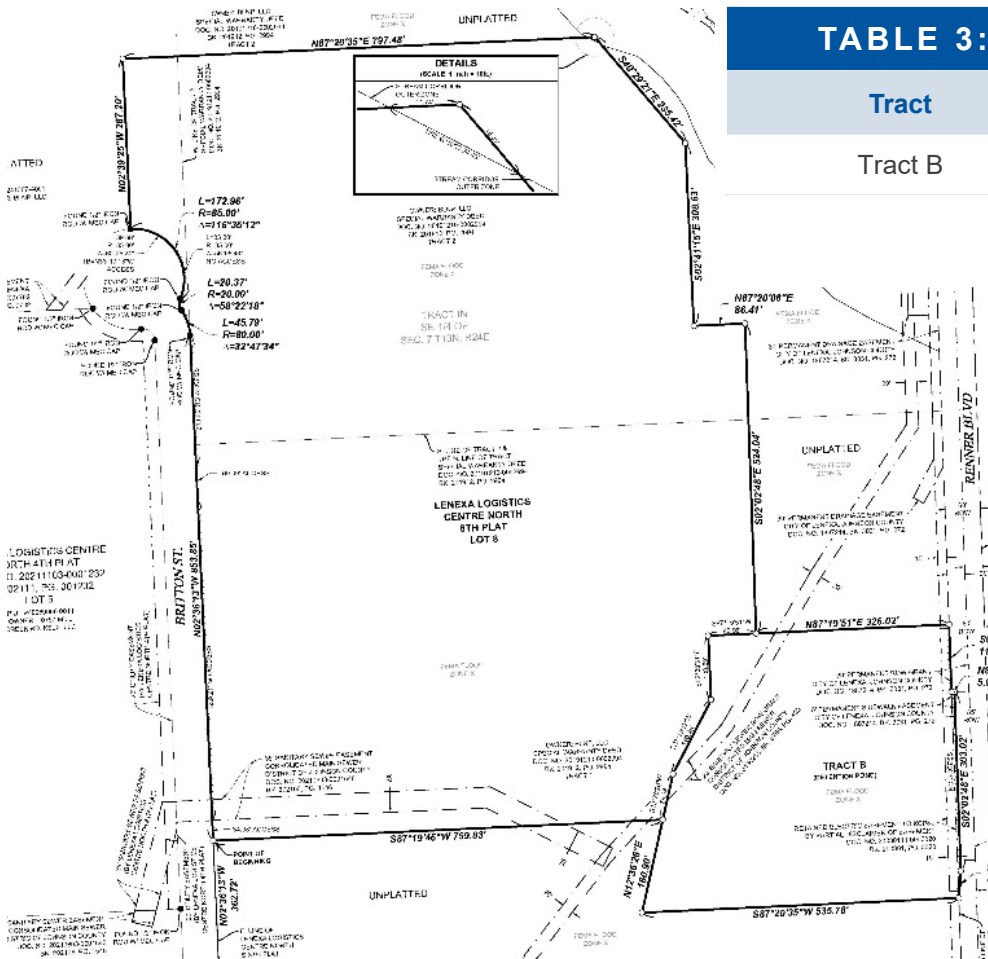


TABLE 3: TRACT PURPOSES

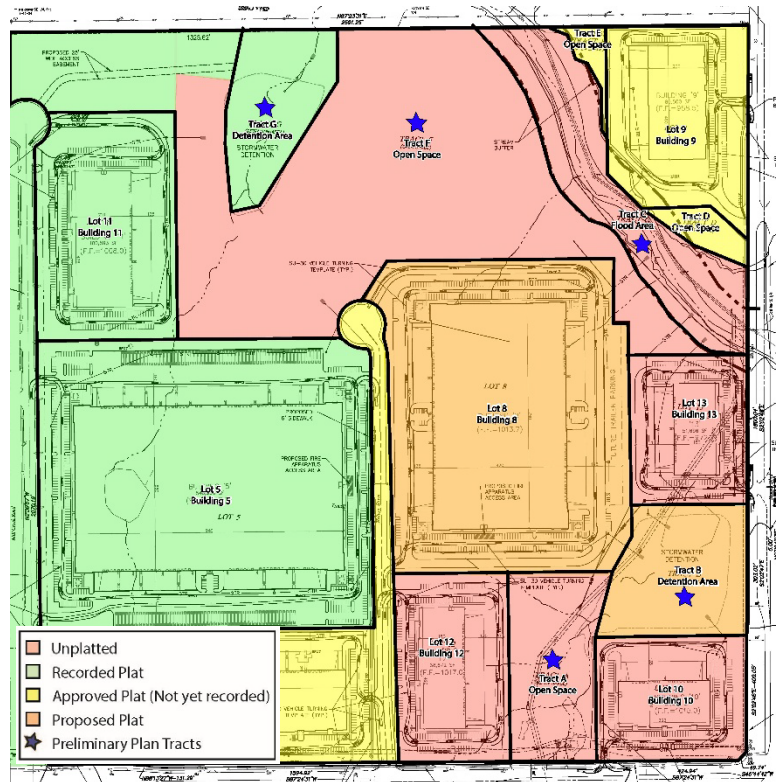
Tract	Purpose
Tract B	Stormwater Detention

Exhibit 2: Image of the Final Plat.

Exhibit 3 reflects the approved preliminary plat/plan and shows which lots and tracts have been platted from the preliminary plan. The subject property is shown in orange on Exhibit 3. Lot 6 and right-of-way for Britton Street are shown in yellow and were approved at the October 6, 2025, Planning Commission meeting and October 21, 2025, City Council meeting, while Lot 9 (7th Plat, PT25-21F) was approved at the November 3, 2025, Planning Commission meeting and November 18, 2025, City Council meeting. Neither plat has been recorded.

At Right: Exhibit 3: Lenexa Logistics Centre North Platted and Unplatted Properties

Unplatted tracts used for open space and stormwater management are shown with a star on Exhibit 3. The subject property incorporates Open Space Tracts B into the lot. This tract is reflected on the preliminary plat for open space purposes. The BP-2 Zoning District requires 25% of the development to be open space and the business park reserves 49% of the land for open space. Tracts D and E were incorporated into the platting of Lot 9 (7th Plat, PT25-21F).



The remaining tracts are a part of this business park and will need to be platted in conjunction with the remaining lots. It is Staff's expectation that Tract A will be platted with the next final plat for either Lot 10 or 12, whichever is platted first, and that Tract F be platted with the next final plat of Lot 13. Tract C, which contains the stream corridor adjacent to Lot 9, shall be platted with the last development lot reflected on the preliminary plan/plan or sooner. Staff discussed the possibility of Tract F becoming a development lot with the applicant. Should the applicant move forward with platting Tract F as a development lot, then Tract C will need to be platted with that lot and a recalculation of open space requirements will need to be completed for the business park.

The BP-2 Zoning District requires 25% of the development to be open space. Table 3 shows the open space calculations provided with the preliminary plat.

TABLE 3: OPEN SPACE CALCULATIONS FOR LENEXA LOGISTICS CENTRE NORTH (FROM PRELIMINARY PLAN PL19-13P)

Tracts & Buildings	Open Space Area (SF)	Open Space %
Buildings 5-13	885,036	13.22
Tract A	209,088	3.11
Tract B	217,800	3.37
Tract C	217,800	3.37
Tracts D & E (part of Lot 9)	65,340	1.01
Tract F	1,363,428	21.8
Tract G	174,240	2.69
Total	3,132,732 (out of 6,469,154)	49%

NEXT STEPS

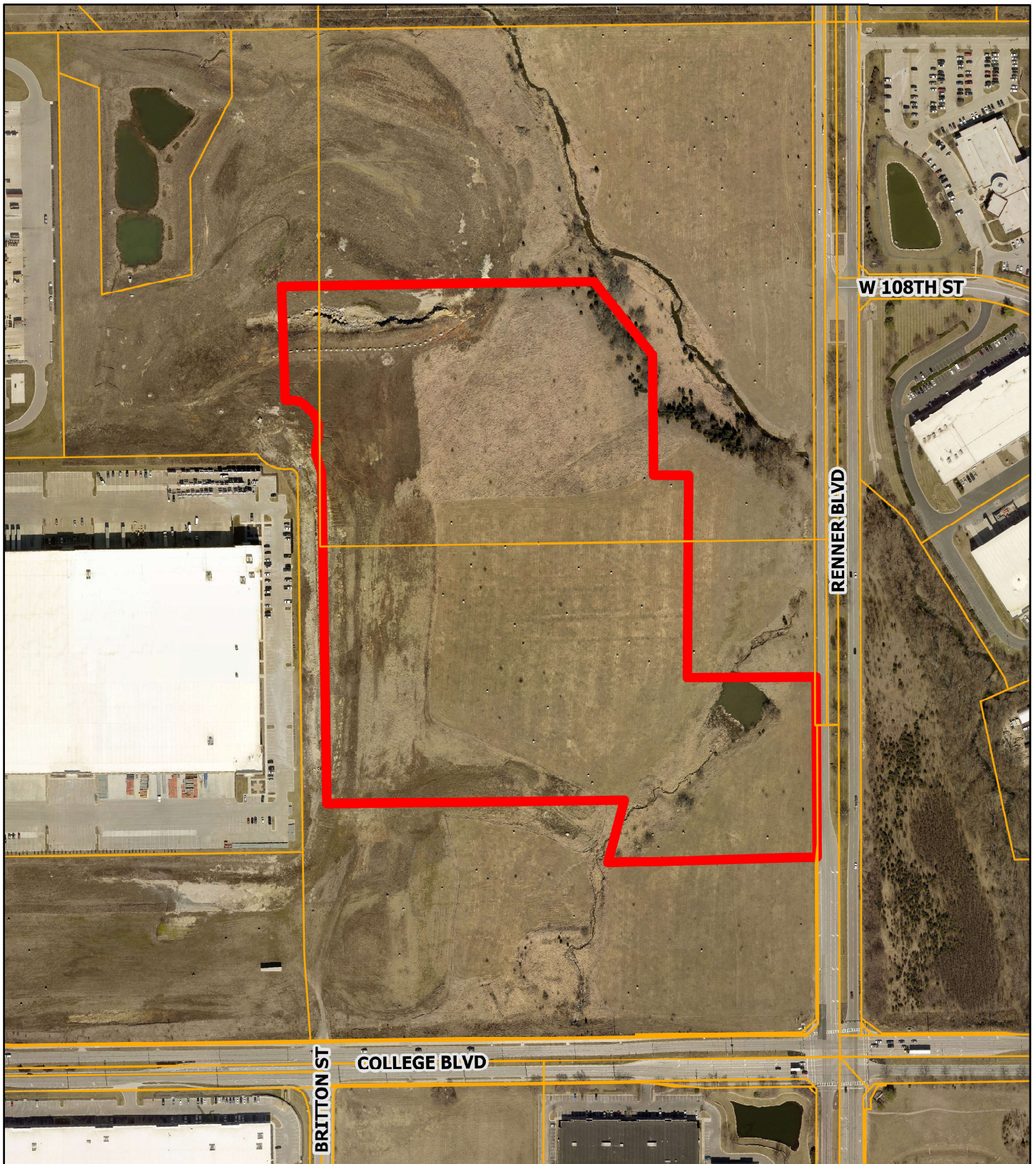
- The Planning Commission is the final authority for the approval of a final plat.
- The final plat must be recorded with Johnson County prior to permit(s) being released.
- The applicant must receive permit(s) prior to commencing construction.
- The applicant must obtain a Certificate of Occupancy before opening for business.
- The applicant must obtain a Business License prior to opening for business.
- The applicant should inquire about additional City requirements, such as permits and development fees.

RECOMMENDATION FROM PROFESSIONAL STAFF

- ★ **Staff recommends approval of the proposed Final Plat for Lenexa Logistics Centre North 8th Plat.**
- The plat contains one lot and an open space tract.
 - The plat is a continuation of the overall Lenexa Logistics Centre North project.
 - The project is consistent with Lenexa's goals through ***Responsible Economic Development*** to create ***Thriving Economy***.

FINAL PLAT

Staff recommends **APPROVAL** of the final plat for PT25-23F – **Lenexa Logistics Centre North 8th Plat** near the northwest corner of College Boulevard and Renner Boulevard for a wholesale/warehousing development.



Data Source: City of Lenexa and Johnson County Kansas
For further information, please call 913-477-7500

Lenexa Logistics Centre North, 8th Plat

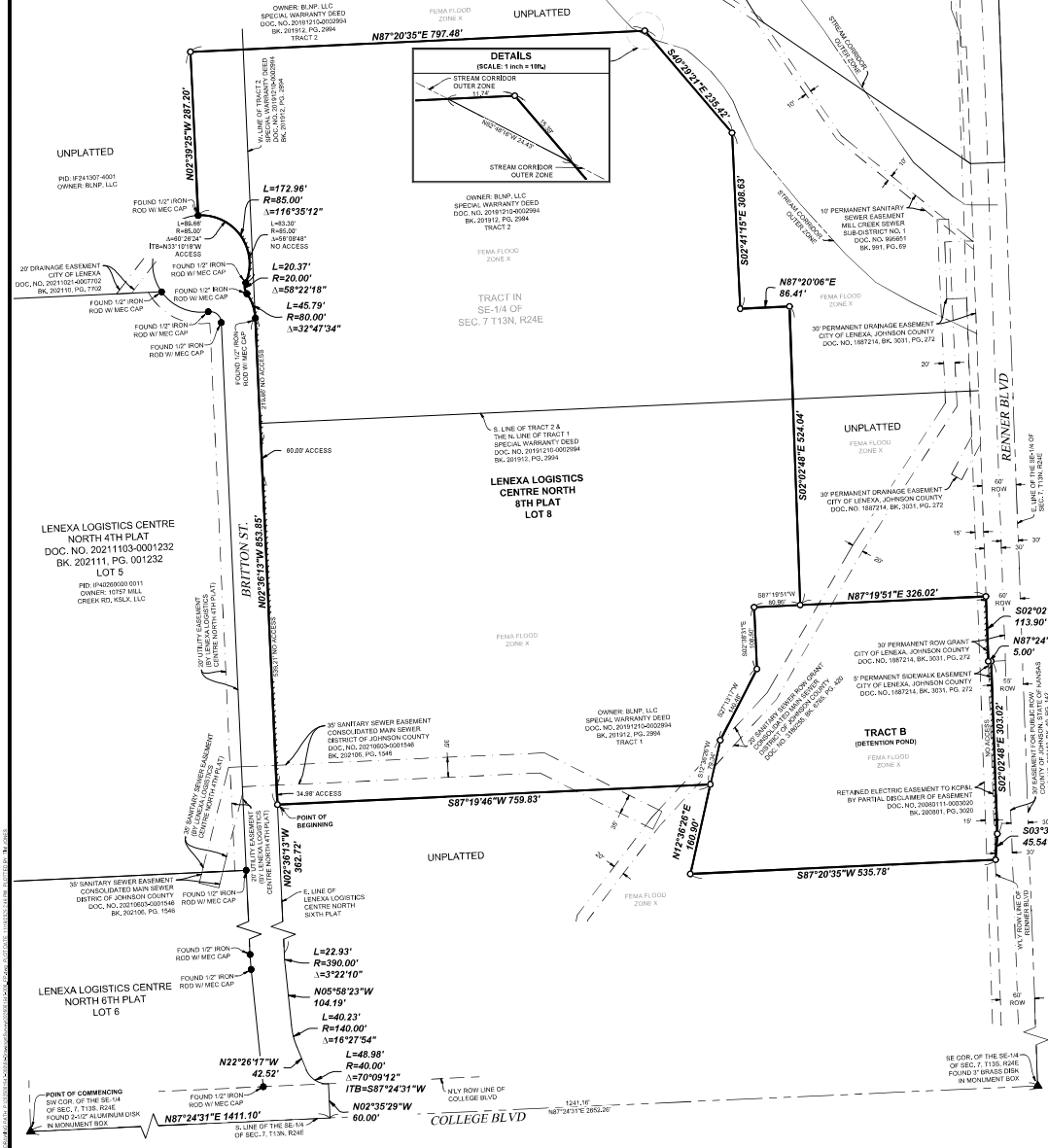
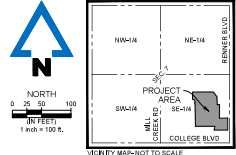


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FINAL PLAT OF LENEXA LOGISTICS CENTRE NORTH 8TH PLAT

A SUBDIVISION IN THE SOUTHEAST QUARTER OF
SECTION 7, TOWNSHIP 13 SOUTH, RANGE 24 EAST
CITY OF LENEXA, JOHNSON COUNTY, KANSAS



STREAM CORRIDOR NOTE:

AS SHOWN HEREON A PORTION OF THIS SITE LIES WITHIN A PROTECTED STREAM CORRIDOR AS DEFINED AND REGULATED IN CITY OF LENEXA, KANSAS CODE ARTICLE 6-6.0. RESTRICTIONS ON THE USE OR ALTERATION OF THE STREAM CORRIDOR MAY APPLY.

GENERAL NOTES:

1. BASE OF BEARINGS: LENEXA LOGISTICS CENTRE NORTH, 8TH PLAT.
2. CLOSURE SUMMARY: PRECISION EXCEEDS 1 PART IN: 583,200
ERROR DIRECT: 589.387 FT
ERROR DISTANCE: 0.010
PERMETER: 5,582.15
3. THIS PROPERTY LIES PARTIALLY WITHIN FLOOD ZONE X, DEEMED AS AREAS DETERMINED TO BE OUTSIDE THE 50% ANNUAL CHANCE FLOODPLAIN, PARTIALLY WITHIN ZONE AS (SPECIAL FLOOD HAZARD AREAS) (SPHA) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD, AND PARTIALLY WITHIN ZONE X (FUTURE CONDITIONS IN ANNUAL CHANCE FLOOD) AS SHOWN ON THE FLOOD INSURANCE RATE MAPS NO. 20891C0046, PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FOR THE CITY OF LENEXA, JOHNSON COUNTY, KANSAS. COMMENT NO. 2089E, PANEL NO. 086, SUPPLEMENT D AND REVISED AUGUST 3, 2009 AND MAP NO. 20891C0050, PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FOR THE CITY OF LENEXA, JOHNSON COUNTY, KANSAS. COMMUNITY NO. 200173, PANEL NO. 085, SUPPLEMENT D AND REVISED AUGUST 3, 2009.
4. SITU ADDRESS: (HAS NOT BEEN ASSIGNED) BRITTON STREET, LENEXA, JOHNSON COUNTY, 66091.
5. THERE ARE NO KNOWN UNDETERMINED AREAS WITHIN THE BOUNDARIES OF THIS PROPOSED PLAT.

LEGAL DESCRIPTION:

ALL THAT PART OF THE SOUTHEAST QUARTER OF SECTION 7, TOWNSHIP 13 SOUTH, RANGE 24 EAST, IN THE CITY OF LENEXA, JOHNSON COUNTY, KANSAS, THIS ORIGINAL LEGAL DESCRIPTION WAS PREPARED ON OCTOBER 24, 2025, BY ME, CRAIG E. CHANEY, PROFESSIONAL SURVEYOR, KANSAS LICENSE NO. 1141, WITH SAID PORTION BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER OF SECTION 7, THENCE NORTH 87°24'39\"/>

OWNERS CERTIFICATION AND DEDICATION:

THE UNDERSIGNED PROPRIETOR OF THE ABOVE DESCRIBED TRACT OF LAND HAS CAUSED THE SAME TO BE SUBDIVIDED IN THE MANNER AS SHOWN ON THE ACCOMPANYING PLAT, WHICH SUBDIVISION AND PLAT SHALL HEREAFTER BE KNOWN AS 'LENEXA LOGISTICS CENTRE NORTH 8TH PLAT'.

THE PROPRIETORS, SUCCESSORS AND ASSIGNS, OF PROPERTY DESCRIBED ON THIS PLAT HEREBY DEDICATE FOR PUBLIC USE ALL LAND DESCRIBED ON THIS PLAT AS STREETS OR PUBLIC WAYS NOT HERETOFORE DEDICATED, ACCEPTANCE OF THE DEDICATION OF LAND FOR PUBLIC RIGHT-OF-WAY PURPOSES DESCRIBED ON THIS PLAT IS FOR THE SOLE PURPOSE OF MAINTAINING RIGHT-OF-WAY AND DOES NOT CONSTITUTE ACCEPTANCE OF ANY TERMS OR CONDITIONS SET FORTH IN ANY AGREEMENT NOT SHOWN ON THIS PLAT.

THE UNDERSIGNED PROPRIETOR OF THE ABOVE DESCRIBED LAND HEREBY CONSENTS AND AGREES THAT THE GOVERNING BODY OF ANY SPECIAL ASSESSMENT DISTRICT SHALL HAVE THE POWER TO RELEASE SUCH LAND PROPOSED TO BE DEDICATED FOR STREETS AND ROADS, OR PARTS THEREOF, FOR PUBLIC USE, FROM THE LIEB AND EFFECT OF ANY SPECIAL ASSESSMENTS, AND THAT THE AMOUNT OF THE UNPAID SPECIAL ASSESSMENTS ON SUCH LAND DEDICATED, SHALL BECOME A DEBT ON THE REMAINDER OF THE LAND FRONTING OR ADJUTING ON SUCH DEDICATED ROAD OR STREET.

IN TESTIMONY WHEREOF, THE UNDERSIGNED PROPRIETOR HAS HEREUNTO SUBSCRIBED HIS HAND.

OWNER:
BLNP, LLC

BY: BK PROPERTIES, LLC, MANAGER

BY: KENNETH G. BLOCK, AS TRUSTEE OF THE KENNETH G. BLOCK TRUST, DATED JANUARY 11, 1991, AS AMENDED, MANAGER

STATE OF _____

COUNTY OF _____

ON THIS _____ DAY OF _____, 2025, BEFORE ME APPEARED KENNETH G. BLOCK, WHO ACKNOWLEDGED HIMSELF TO BE TRUSTEE OF THE KENNETH G. BLOCK TRUST DATED JANUARY 11, 1991, AS AMENDED, TO ME PERSONALLY KNOWN, WHO BEING BY ME DULY SWORN, DID SAY THAT HE IS THE MANAGER OF BK PROPERTIES, LLC, AND THAT HE, AS SUCH AND BEING AUTHORIZED SO TO DO, EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSES CONTAINED ON BEHALF OF SAID ENTITY.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL IN THE COUNTY AND STATE AFORESAID, THE DAY AND YEAR FIRST ABOVE WRITTEN.

NOTARY PUBLIC: _____ MY APPOINTMENT EXPIRES _____

APPROVED BY THE PLANNING COMMISSIONER OF THE CITY OF LENEXA, JOHNSON COUNTY, KANSAS, THIS _____ DAY OF _____, 2025.

CHIEF POSS. CHAIRMAN: _____

APPROVED BY THE GOVERNING BODY OF THE CITY OF LENEXA, KANSAS, THIS _____ DAY OF _____, 2025.

JULIE SAYERS, MAYOR: _____ ATTEST: _____

ZENNER MARTIN, CITY CLERK

THIS IS TO CERTIFY THAT I, CRAIG E. CHANEY, A PROFESSIONAL SURVEYOR, KANSAS LICENSE NO. 1141, HAVE MADE A SURVEY OF THE PROPERTY HEREIN DESCRIBED AND TO THE BEST OF MY KNOWLEDGE AND BELIEF AND IN MY PROFESSIONAL OPINION STATE THAT THIS SURVEY MEETS OR EXCEEDS THE KANSAS MINIMUM STANDARDS FOR BOUNDARY SURVEYS AS SUCH STANDARDS ARE ADOPTED BY THE KANSAS STATE BOARD OF TECHNICAL PROFESSIONALS.

PRELIMINARY

COMMON ABBREVIATIONS

COL	CORNER
ROW	RIGHT-OF-WAY
BL	BOOK
PG	PAGE
DOC	DOCUMENT NUMBER
IF-6-3	FUTURE BASE FLOOD

---	SURVEY BOUNDARY
---	SECTION LINE
---	PARCEL LINE
---	LOT LINE
---	RIGHT-OF-WAY LINE
---	EASEMENT LINE
---	APPROXIMATE 100' STREAM CORRIDOR
---	LIMITS OF NO ACCESS
---	FOUND SECTION CORNER (AS NOTED)
---	FOUND MONUMENT (AS NOTED)
---	SET 12\"/>

AREA SUMMARY

LOT 8 AREA	1,178,292 SQUARE FEET OR 27.002 ACRES, MORE OR LESS
TRACT 1 AREA	218,392 SQUARE FEET OR 4.998 ACRES, MORE OR LESS
TOTAL AREA	1,382,598 SQUARE FEET OR 31.970 ACRES, MORE OR LESS

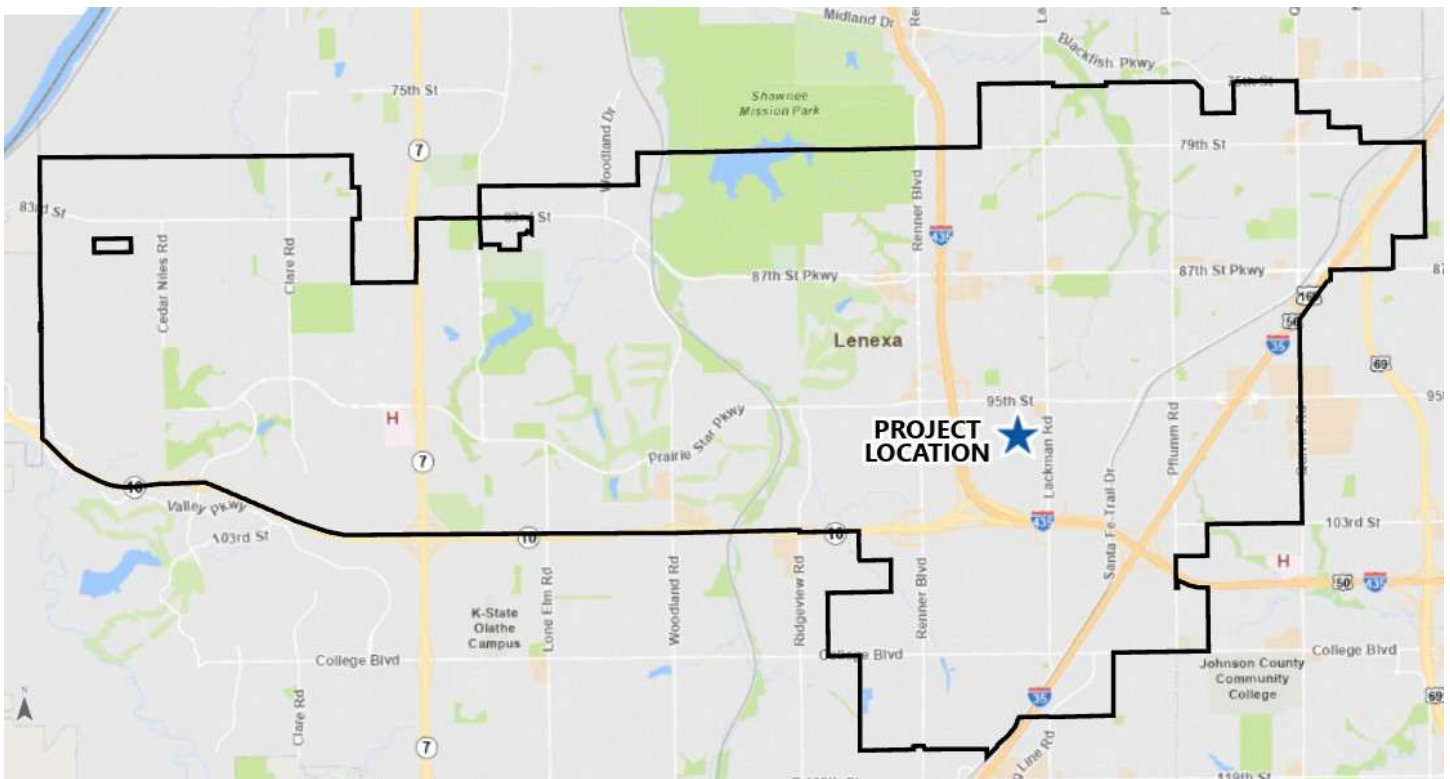
LENEXA LOGISTICS CENTRE NORTH 8TH PLAT	HEEDS	LENEXA, KANSAS
OWNER:	PROPRIETOR	JOHNSON COUNTY
SUBJECT:	T. JONES	20250104-000
C. CHANEY	L. WOODS	November 19, 2025

making lives better.
1101 Spring Lake Road
Lenexa, Kansas 66157
(913) 261-1101
www.mclure.com

CRAIG E. CHANEY, EXP. 12/31/2025
DATE: _____ DAY OF _____, 20__

9735 COMMERCE PARKWAY BUILDING ADDITION

Project #:	PL25-21F	Location:	9735 Commerce Parkway
Applicant:	Jeff Bartz, OWN Inc.	Project Type:	Final Plan
Staff Planner:	Dave Dalecky	Proposed Use:	Manufacturing, Office, and Wholesale and warehousing



PROJECT SUMMARY

The applicant requests approval of a final plan for a building addition to the industrial building located at 9735 Commerce Parkway in the Kansas Commerce Center Business Park in the BP-2 Planned Manufacturing District. The proposed building addition is 23,947 SF. The plan includes 33 deferred parking spaces. The Planning Commission must approve deferred parking. This project does not require a Public Hearing.

STAFF RECOMMENDATION: APPROVAL

SITE INFORMATION

The site is in the Kansas Commerce Center Business Park, a 160-acre business park bordered by 95th Street on the north, Lackman Road on the east, 99th Street on the south, and Legler Road on the west. The site is one lot in the business park that was constructed in mid to late 1990's.

TABLE 1: PREVIOUS APPLICATIONS

Project No.	Type	Project Name	Date Approved
RZ11-03	Rezoning	Kansas Commerce Center Lot 5	March 15, 2011
RZ19-05	Rezoning	Chrysalis	June 18, 2019
RZ21-12	Rezoning	Kansas Commerce Center Lot 4	September 21, 2021

LAND AREA (AC)	BUILDING AREA (SF)	CURRENT ZONING	COMP. PLAN
4.03	Existing: 34,681 Addition: 23,947	BP-2	Business Park



Exhibit 1: Aerial image.

LAND USE REVIEW

The site is zoned BP-2, Planned Manufacturing District. The site is within the Kansas Commerce Center business park. Kansas Commerce Center is an 180-acre business park and contains several buildings. This site is one building on a 4-acre lot. The building occupant is Kemin Biologics, a pharmaceutical company. The uses conducted at the site are permitted use in the BP-2 Zoning District and the use aligns with the Comprehensive Plan’s Future Land Use classification of Business Park.

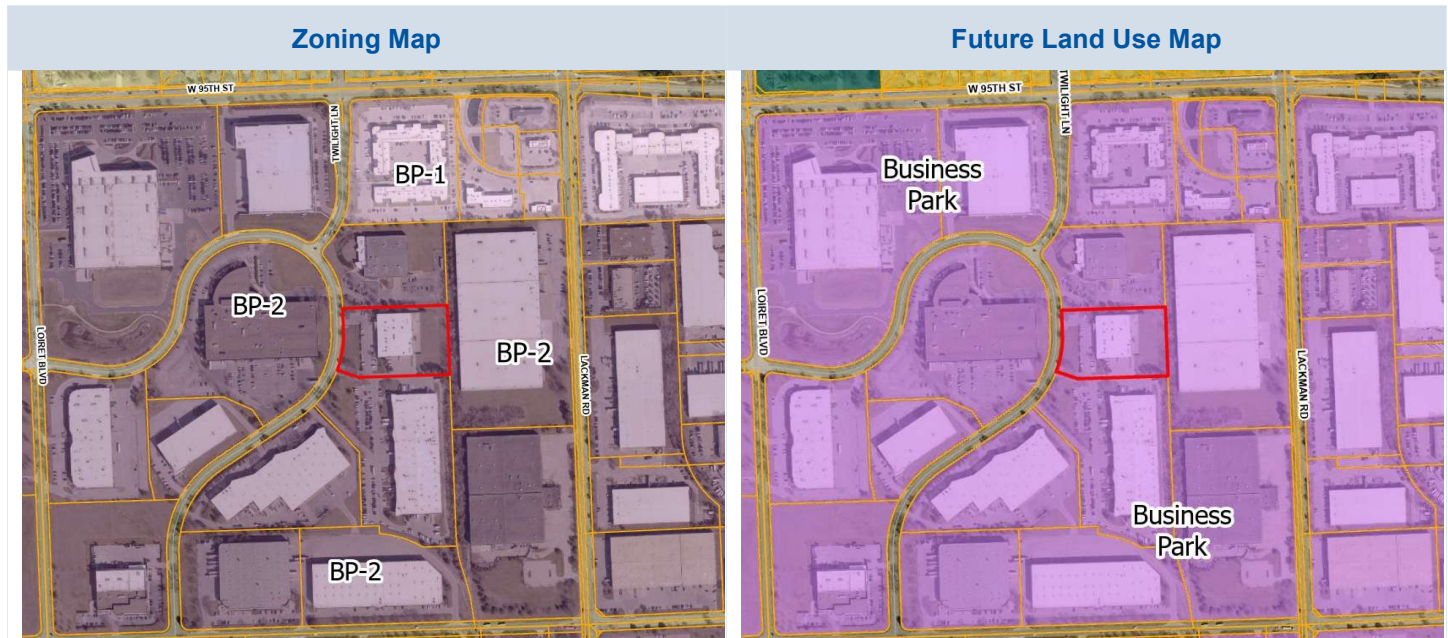


TABLE 2: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Land Use Classification	Zoning	Current Use
Subject Property	Business Park	BP-2, Planned Manufacturing District	Manufacturing, office, and Wholesale and warehousing
North	Business Park	BP-2, Planned Manufacturing District	Manufacturing
South	Business Park	BP-2, Planned Manufacturing District	Wholesale and warehousing, and distribution
East	Business Park	BP-2, Planned Manufacturing District	Manufacturing
West	Business Park	BP-2, Planned Manufacturing District	Construction sales and service, general

FINAL PLAN REVIEW

The site currently contains an existing one-story industrial building, with loading docks and a parking area. The plan shows a new building addition and 33 deferred parking spaces. The building addition is 23,947 square feet in area and results in the cumulative building area of 58,628 square feet. The addition will contain production, packaging, and storage space. An existing dock is on the south side of the building. A paved drive area will be constructed on the south side of the building for access to a new overhead door and for fire apparatus access to the rear of the building to meet access requirements.

The addition is an extension of the building to the east (rear) of the property. The addition is one-story and is the same width as the existing building. The exterior will look identical to the existing building.

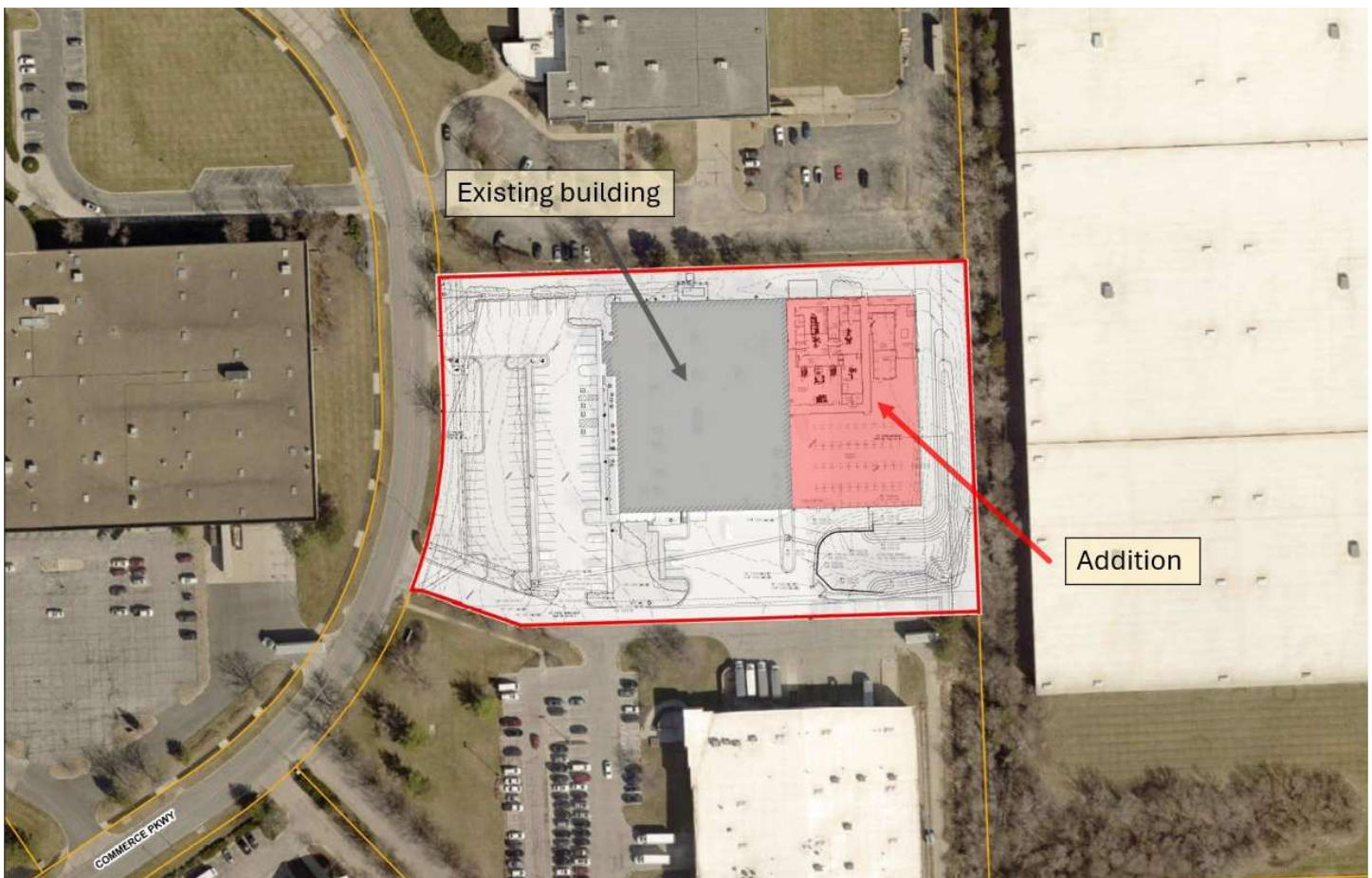


Exhibit 2: Site plan.

DIMENSIONAL STANDARDS

The site contains an existing building and parking area. Deferred parking is shown on the plan between the existing parking lot and Commerce Parkway. The proposed addition and deferred parking area complies with the setback requirements for the BP-2 Zoning District. The one-story building addition is 28 feet tall and is within the maximum 45-foot height requirement for the BP-2 Zoning District.

The site shares an access drive with the site to the south. This drive is partially on either lot resulting in a 0'-setback for this drive. The original development plans for these lots were approved with this configuration. It is common for individual lots within a larger business park to share access drives and for paved areas to cross property lines. This configuration for these two properties does not require any encroachment deviation. The existing building and the proposed building addition comply with the setback requirements of 50' from a street and 30' from non-street property lines.

PUBLIC IMPROVEMENTS

No new public streets or dedications are proposed with this development.

ACCESS TRAFFIC, AND PARKING

The site has two access drives from Commerce Parkway. The two drives connect to a parking area with 58 parking spaces. Four additional parking spaces are provided in the loading area for a total of 62 existing parking spaces. The parking requirements for this site are noted in the following table.

TABLE 2: PARKING ANALYSIS				
Use	Requirement	Required	Provided	Difference
Office	1 space per 250 square feet	55	95 (33 deferred)	+4
Wholesale and warehousing	1 space per 1,500 square feet	20		
Manufacturing	1 space per 1,000 square feet	16		
TOTAL		91	95	+4

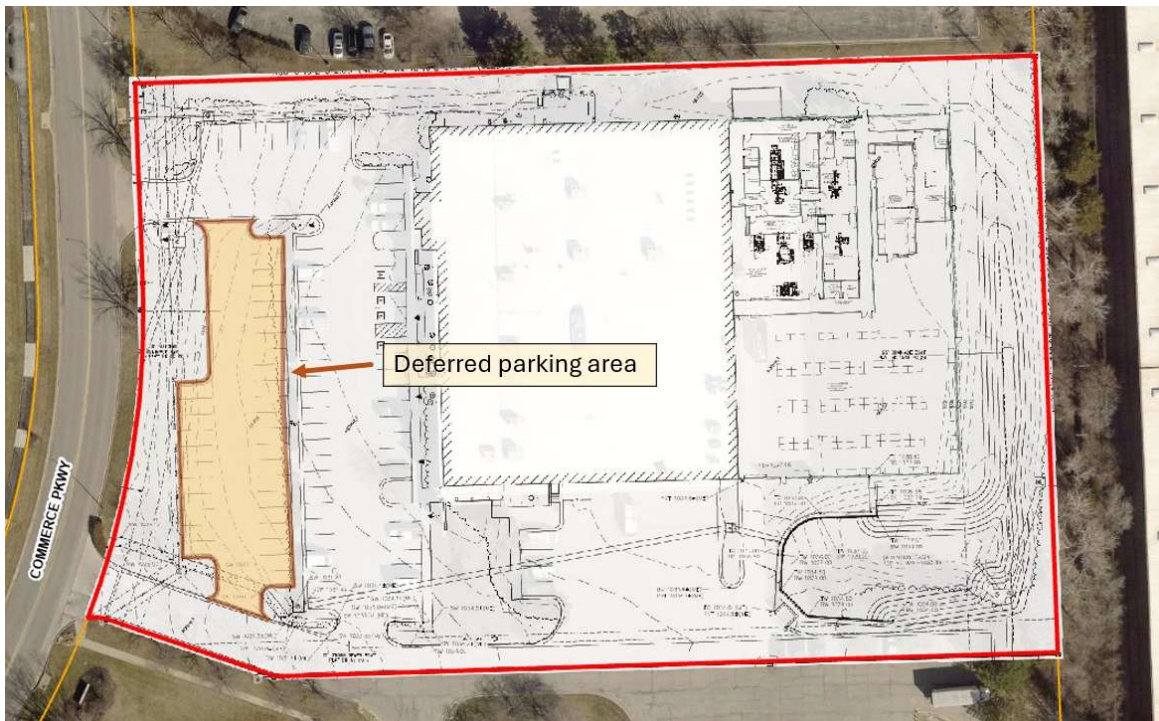


Exhibit 3: Deferred parking.

The applicant is requesting to defer the construction of 33 parking spaces. The applicant states that existing parking area of 65 spaces is sufficient for the pharmaceutical manufacturer that occupies the building. The applicant states the business has 55 employees and will have a maximum of 5 visitors at the site at peak times of activity; therefore, the existing 62 parking spaces are adequate for the use. Staff supports the request for the deferred parking. Per [Section 4-1-D-1-J](#) of the UDC, the deferred parking shall be constructed “based upon observed parking demand.” A site that has parking deficiency may be observed with vehicles parked along drive aisles or in a location where parking spaces are not marked and adversely impact circulation or adjacent development. The applicant agrees to the requirements of the referenced code section for deferred parking.

A new sidewalk is located on the south side of the existing parking area that will provide a link from the building to Commerce Parkway and to the private walking trail system within the Kansas Commerce Center business park. The new sidewalk will be constructed with the building addition. Pedestrians will cross the street to access the trail system on the west side of Commerce Parkway.

STORMWATER

This site has an existing detention basin just to the southern rear of the current building. With the proposed expansion into the existing basin, the basin will be slightly moved to be more to the south, southeast of the building and will also be expanded to account for the additional impervious area, while maintaining the current release rate from the property.

FIRE PREVENTION

The Fire Department reviewed the plans based on the current adopted fire codes and local amendments. All general planning review comments have been acknowledged or satisfied and there are no outstanding Fire Department planning review items that need to be addressed for this project to move forward. A more detailed fire code review will be conducted based on the adopted codes at the time of the building permit documentation submittal.

LIGHTING

The site has existing lights in the parking area and on the building. The proposed addition to the building will include mounted lighting to match the existing lights. These light fixtures are cut-off type lights. One new parking lot light will be installed in the paved area on the south side of the building addition. The photometric plan shows the proposed lighting will comply with [Section 4-1-C-4-I](#) of the UDC.

LANDSCAPING

Additional landscaping is provided to bring the site into compliance with the landscape requirement for property boundaries and the parking areas. Additional trees are to be installed along Commerce Parkway, and two new trees are planned around the parking area.

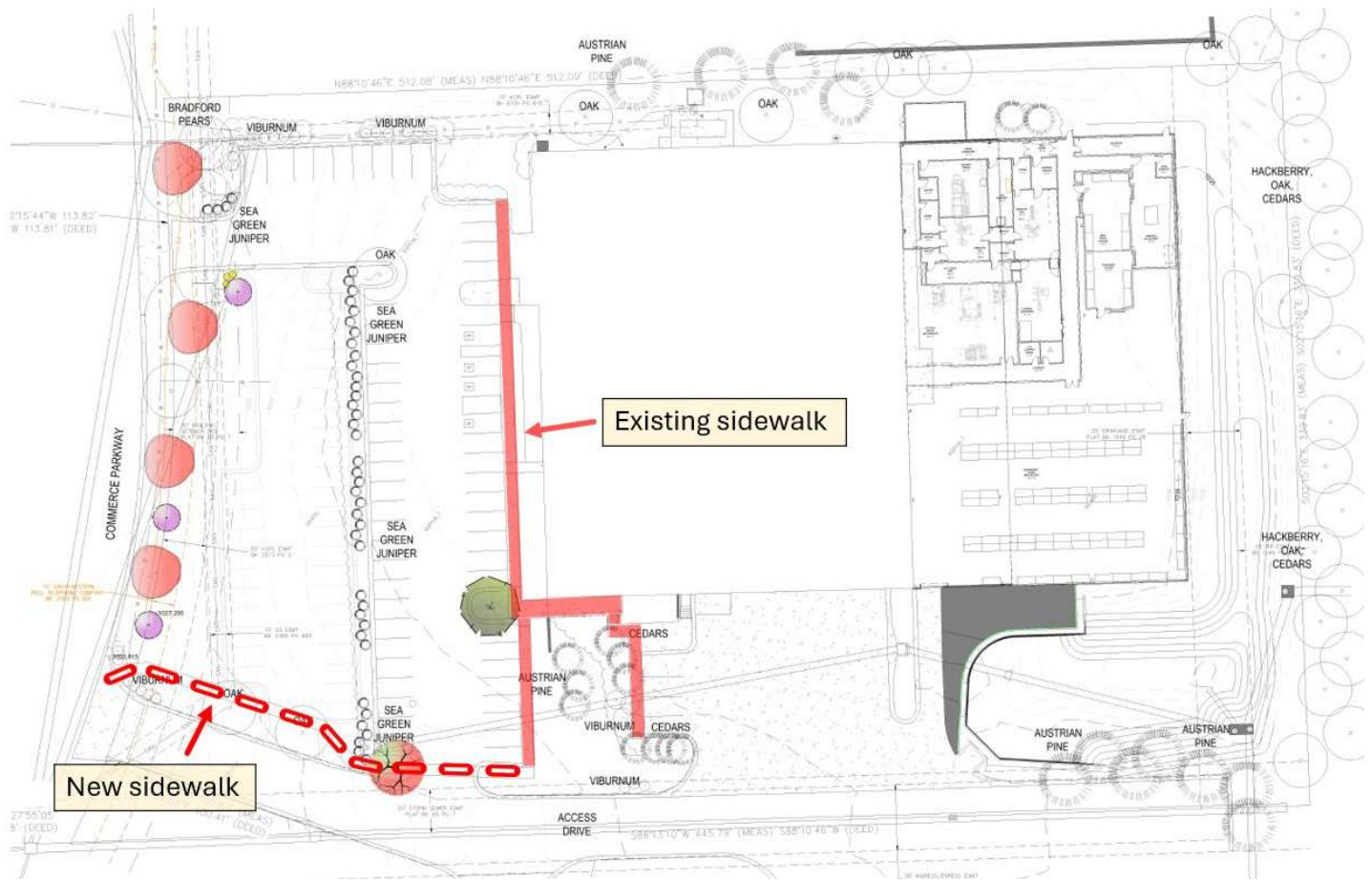


Exhibit 4: Landscape Plan.

ARCHITECTURE

The building addition is pre-cast wall panels which are identical to the existing building. The addition will appear integral to the existing building once constructed.



Exhibit 4: Southeast corner of existing building.

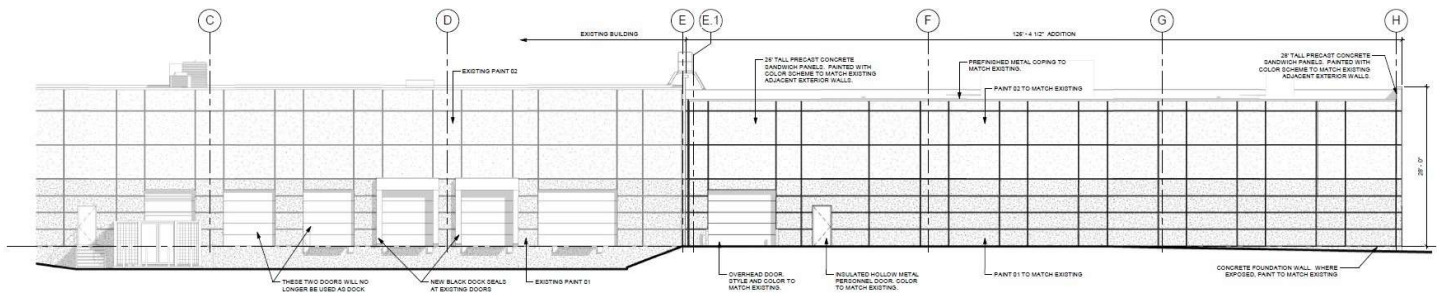


Exhibit 5: South Elevation of existing building and addition.

DEVIATIONS

The proposed development does not include any requests for deviations.

NEXT STEPS

- The Planning Commission is the final authority for approval of this project.
- The applicant must receive permit(s) prior to commencing construction.
- The applicant should inquire about additional City requirements, such as permits and development fees.

RECOMMENDATION FROM PROFESSIONAL STAFF

- ★ **Staff recommends approval of the proposed Final Plan for 9735 Commerce Parkway Building Addition (PL25-21F).**
 - This project is a Final Plan for a building addition to the existing building and deferred parking for the site.
 - The project is consistent with Lenexa's goals through ***Strategic Community Investment*** to create ***Healthy People and a Thriving Economy***.

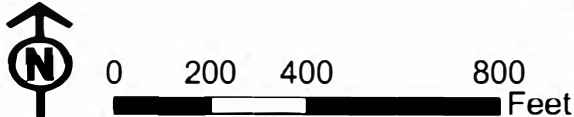
FINAL PLAN

Staff recommends **APPROVAL** of the final plan PL25-21F for **9735 Commerce Parkway Building Addition** located at 9735 Commerce Parkway.



Data Source: City of Lenexa and Johnson County Kansas
For further information, please call 913-477-7500

9735 Commerce Parkway Building Addition



SECTION 14, T13S, R24E

C000	COVER SHEET
C050	EXISTING CONDITIONS DEMO PLAN
C100	SITE PLAN
C110	FIRE ACCESS PLAN
C200	GRADING PLAN
C500	DETAILS



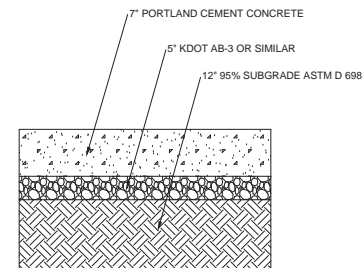


5 OF 6

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© 1998 PERKINS EASTMAN LIMITED

4. CONTRACTOR TO SUBMIT CONCRETE MIX DESIGN TO ENGINEER PRIOR TO PLACEMENT.



001 CONCRETE PAVEMENT SECTION
NOT TO SCALE

9735 COMMERCE
PARKWAY

9735 COMMERCE PARKWAY
LENEXA, KANSAS

DRAWING INFORMATION

PROJECT NO: 25KC10024

DRAWN BY: JWB

CHECK BY: JWB

ISSUED DATE: MM/DD/YYYY

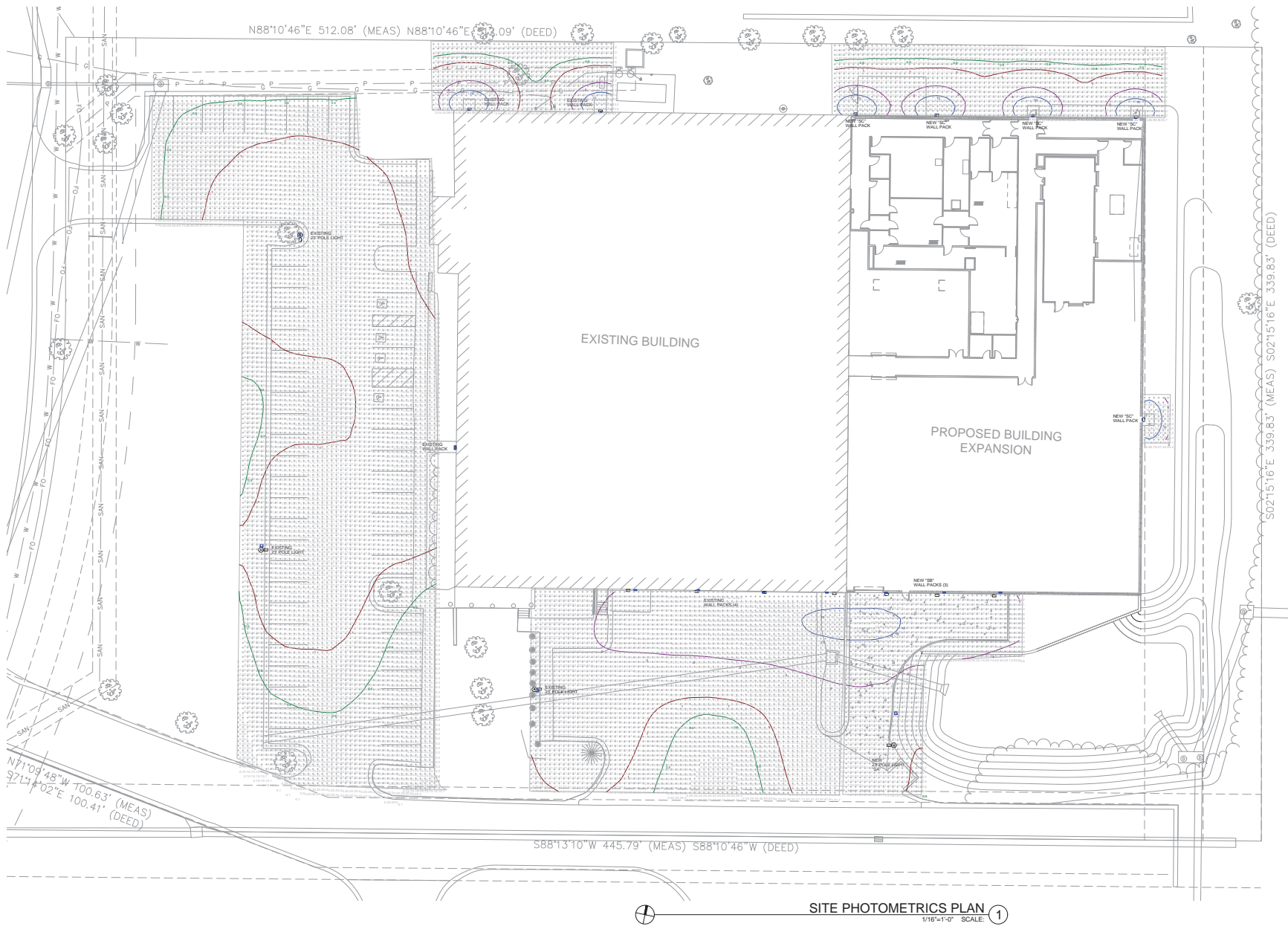
FIELD BOOK: XXX

ISSUED BY: JEFFREY W BARTZ, PE

LICENSE NO: KS #26066

SHEET NUMBER
C500
6 OF 6





PROJECT TEAM

ARCHITECTURAL FIRE PROTECTION
ELECTRICAL, MECHANICAL, FIRE
ALARM, ELECTRICAL DATA
Walter P. Reardon & Associates, Inc.
1627 Main Street #100
Kansas City, MO 64108
816.221.0077

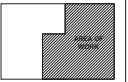
CHUBB
Chubb Engineering
1701 Walnut Street, Suite 300
Kansas City, MO 64108
816.814.6050

NOT ISSUED FOR
CONSTRUCTION

KEMIN BIOLOGICS
COMMERCE PARKWAY
9735 COMMERCE PARKWAY
LENEXA, KS 66219

No.	Date	Description
1	November 07th, 2025	Issue: SCHEMATIC DESIGN SET
2		Drawn By: CMW / Checked By: CMW

KEY PLAN



SHEET NAME
SITE
PHOTOMETRICS

SHEET NUMBER
ME010

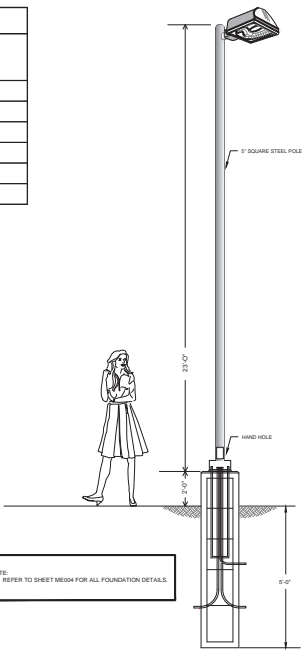
PROJECT NUMBER
2514

EXTERIOR LIGHT FIXTURE PHOTOMETRIC SCHEDULE

Symbol	Label	Image	QTY	Manufacturer	Coloring	Description	Number Lamps	Lamp Output	LLF	Input Power	Pole Plot
	Ex		3	Existing	Existing	Existing 250W MH above box pole mounted fixture	1	12628	1	122.17	
	SA		1	Lithonia Lighting	25011 LED P9 40W 70CRI T584	D-Series Size 1 Area Luminaire P9 Performance Package 4000K CCT 70 CRI Type 3 Medium	1	17630	1	138.18	 Max: 10570cd
	SB		5	Lithonia Lighting	250001 P7 35W T384	10000 3500K 70CRI Type 3 Medium	1	9807	1	72.52	 Max: 14756cd
	SC		6	Lithonia Lighting	WPK2 LED 40W 4000K	WPK2 LED wallpack 4000lm 4000K color temperature 120-277 Volt	1	3695	1	47.27	 Max: 7309cd Max: 2516cd

STATISTICS

Description	Symbol	Avg	Max	Min	MaxMin	AvgMin
existing building deck	+	3.4 ft	10.1 ft	0.1 ft	101.0.1	34.0.1
existing parking lot	+	1.2 ft	4.3 ft	0.1 ft	40.0.1	12.0.1
new north yard	+	4.9 ft	16.1 ft	0.6 ft	26.0.1	8.2.1
north existing walk	+	3.8 ft	16.3 ft	0.3 ft	54.3.1	12.7.1
south expansion lot	+	5.1 ft	9.3 ft	0.5 ft	10.0.1	10.2.1
west end new	+	10.1 ft	16.1 ft	4.1 ft	3.0.1	2.5.1



2 LIGHT POLE DETAILS
SCALE: NTS



PROJECT TEAM

ARCHITECTURAL FIRE PROTECTION
ELECTRICAL MECHANICAL FIRE
ALARM ELECTRICAL DATA
Walton Architects, Inc. Engineers
1627 Main Street #100
Kansas City, MO 64108
816.221.0077
CHEN Engineering
1701 Walnut Street, Suite 300
Kansas City, MO 64108
816.814.6050

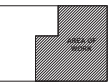
NOT ISSUED FOR
CONSTRUCTION

KEMIN BIOLOGICS
COMMERCE PARKWAY
9735 COMMERCE PARKWAY
LENEXA, KS 66219

No. Date Description
Issue: SCHEMATIC DESIGN SET
Date: November 07th, 2025
Drawn By: CMW / Checked By: CMW

KEY PLAN

NORTH



SHEET NAME

PHOTOMETRIC
SCHEDULES &
CUTSHEETS

SHEET NUMBER

ME020

PROJECT NUMBER 2514

11/17/2025 11:45:14 AM

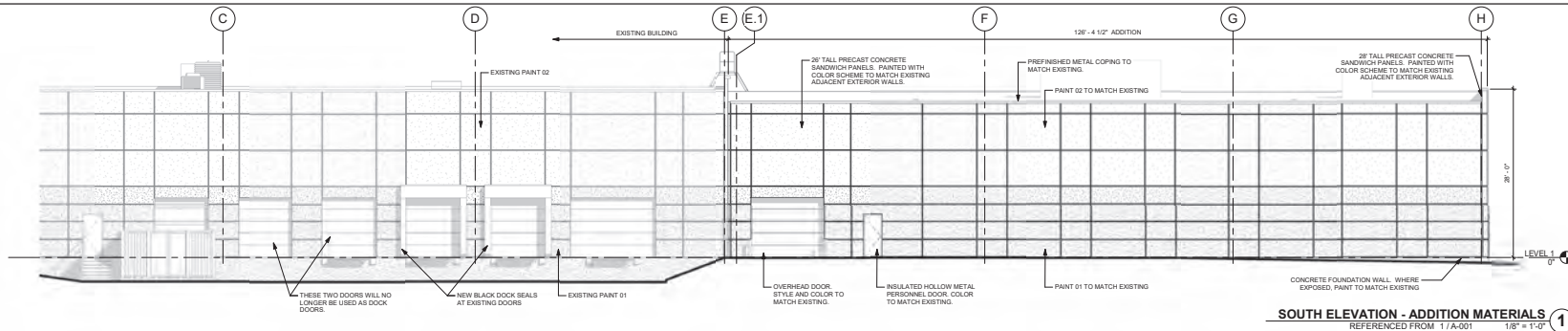


PAINT 02 - SHERWIN WILLIAMS 6147 PANDA WHITE
(COLOR TO BE FIELD MATCHED TO EXISTING TO CONFIRM SELECTION)



PAINT 01 - SHERWIN WILLIAMS 6149 RELAXED KHAKI
(COLOR TO BE FIELD MATCHED TO EXISTING TO CONFIRM SELECTION)
SHEET METAL FLASHING AND TRIM WILL MATCH PAINT 01

EXISTING PHOTOS 2



PROJECT TEAM

ARCHITECTURAL, FIRE PROTECTION
ELECTRICAL, MECHANICAL, PLUMBING
BLANK, ELECTRICAL, PLUMBING
1027 Main Street #100
Kansas City, MO 64108
816.221.0017

STRUCTURAL
PREC - Professional Engineering Consultants
1100 Main St, Suite 1800
Kansas City, MO 64108
816.702.0000

NOT ISSUED FOR
CONSTRUCTION

KEMIN BIOLOGICS
COMMERCE PARKWAY
9735 COMMERCE PARKWAY
LENEXA, KS 66219

No.	Date	Description
1	11/17/2025	REV 1
2	11/17/2025	REV 2
3	11/17/2025	REV 3
4	11/17/2025	REV 4
5	11/17/2025	REV 5
6	11/17/2025	REV 6
7	11/17/2025	REV 7
8	11/17/2025	REV 8
9	11/17/2025	REV 9
10	11/17/2025	REV 10
11	11/17/2025	REV 11
12	11/17/2025	REV 12
13	11/17/2025	REV 13
14	11/17/2025	REV 14
15	11/17/2025	REV 15
16	11/17/2025	REV 16
17	11/17/2025	REV 17
18	11/17/2025	REV 18
19	11/17/2025	REV 19
20	11/17/2025	REV 20

Issue: FINAL DEVELOPMENT PLAN
Date: OCTOBER 27, 2025

Drawn By: Author | Checked By: Checker

KEY PLAN



SHEET NAME

EXTERIOR MATERIALS

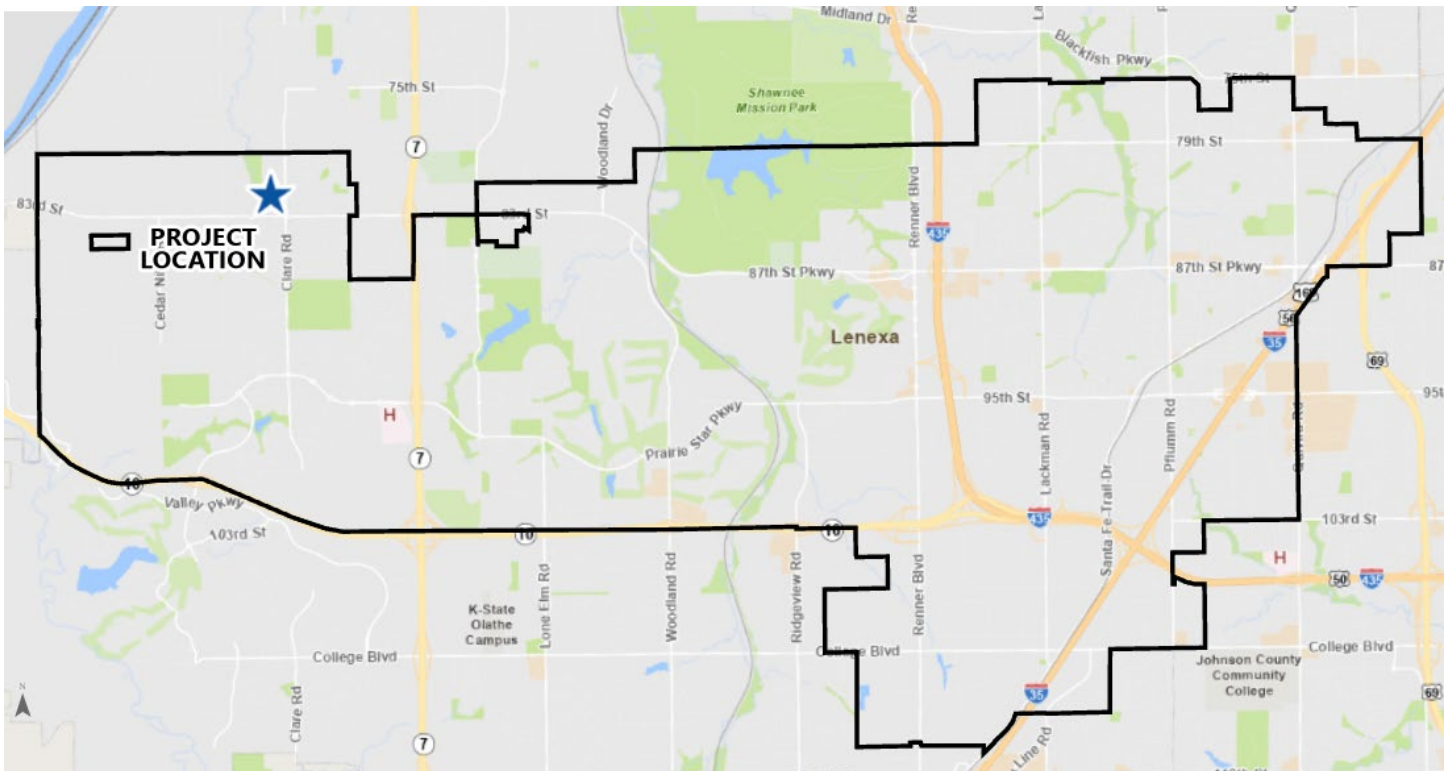
SHEET NUMBER

A-302

PROJECT NUMBER 2514

ENCLAVE AT TWIN CREEKS

Project #:	RZ25-09 & PT25-04P	Location:	Northwest corner of the intersection of W. 83rd Street and Clare Road
Applicant:	Dan Foster, Schlagel Associates	Project Type:	Rezoning & Preliminary Plat
Staff Planner:	Jessica Lemanski	Proposed Use:	Single-Family Residential



PROJECT SUMMARY

The applicant requests approval to rezone and plat approximately 33 acres of a 53-acre parcel at the northwest corner of the intersection of W. 83rd Street and Clare Road from the AG, Agricultural District to the RP-1, Planned Residential (Low-Density) District, to allow a single-family residential subdivision. The companion preliminary plat contains 50 lots and 10 tracts bordered by sections of stream corridor where future City trails are planned. The proposed density for the development is 0.67 units per acre. The applicant requests a deviation from the Unified Development Code (UDC) for the lot widths for 26 lots and a deviation from the front setback for all lots of the subdivision. A Public Hearing is required for the rezoning request.

STAFF RECOMMENDATION: APPROVAL

SITE INFORMATION

The subject property is a currently a 53.33-acre single-family residential property that spans from 79th Street to 83rd Street along the west side of Clare Road, with the exception of six single-family residential lots near the intersection of 83rd Street and Clare Road. The site was annexed into the City of Lenexa in 1986 and retains its initial zoning district of AG, Agriculture. The larger property is bisected by a stream running east to west, which serves as a natural barrier between the proposed subdivision and the northern portion of the property. The portion of the property to the north of the stream has been utilized as low-density single-family residential and will remain as such. On the western portion of the site, another stream runs north-south and separates the subject property from the Mill Creek Middle School site. The two streams begin to converge at the northwestern portion of the site, which is adjacent to City-owned land intended to be a future City park.

LAND AREA (AC)	LOTS	CURRENT ZONING	COMP. PLAN
Entire Parcel: 53.33	Existing to Remain: 1	AG	Suburban-Density Residential
Proposed Development: 33.59	Proposed Development: 50		

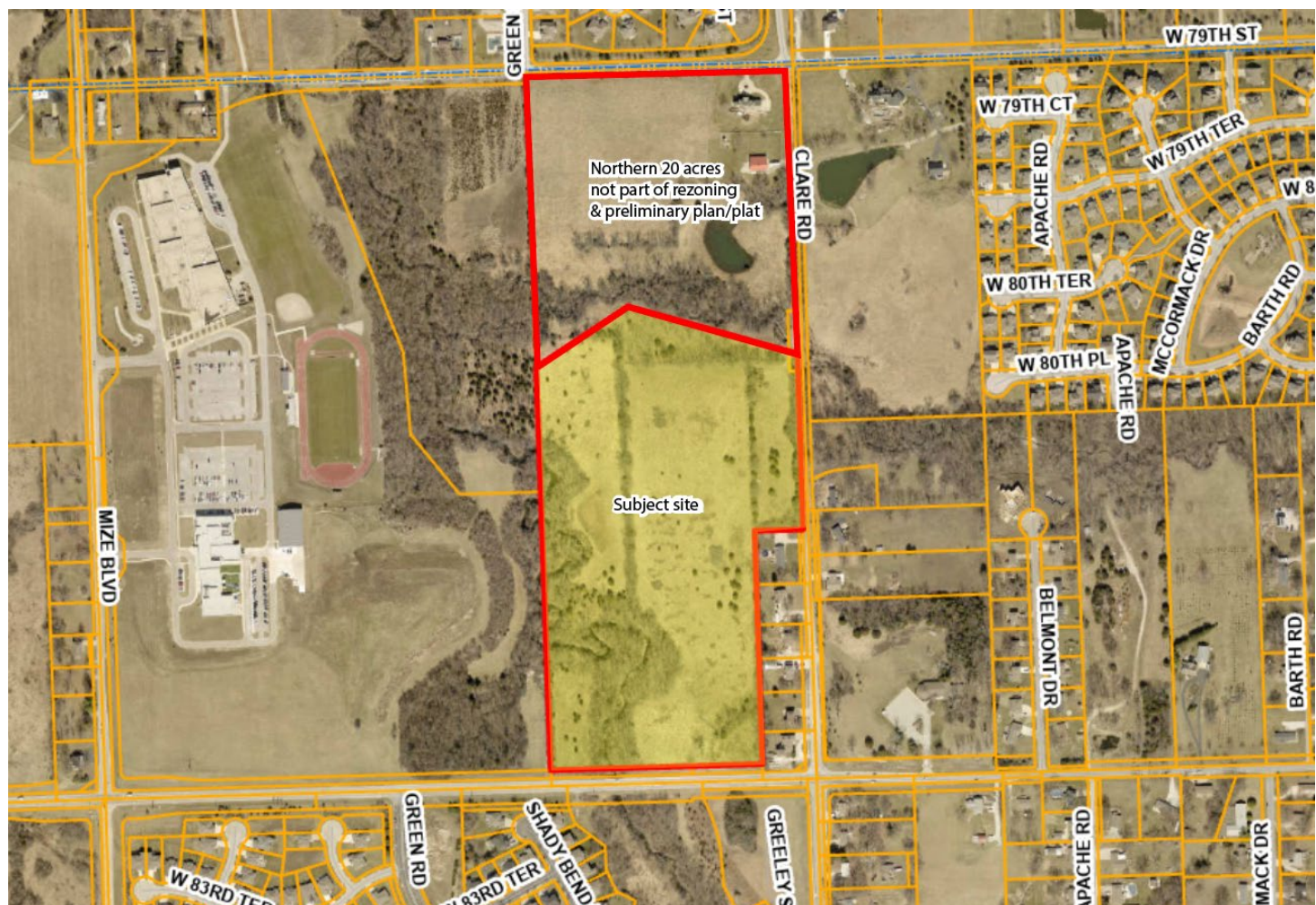


Exhibit 1: Aerial Image of Subject Site.

LAND USE REVIEW

The proposed development is for single-family use. This site is classified as Suburban-Density Residential on the Future Land Use Map of the Comprehensive Plan. The proposed use of single-family residential is appropriate for the area and the surrounding uses.

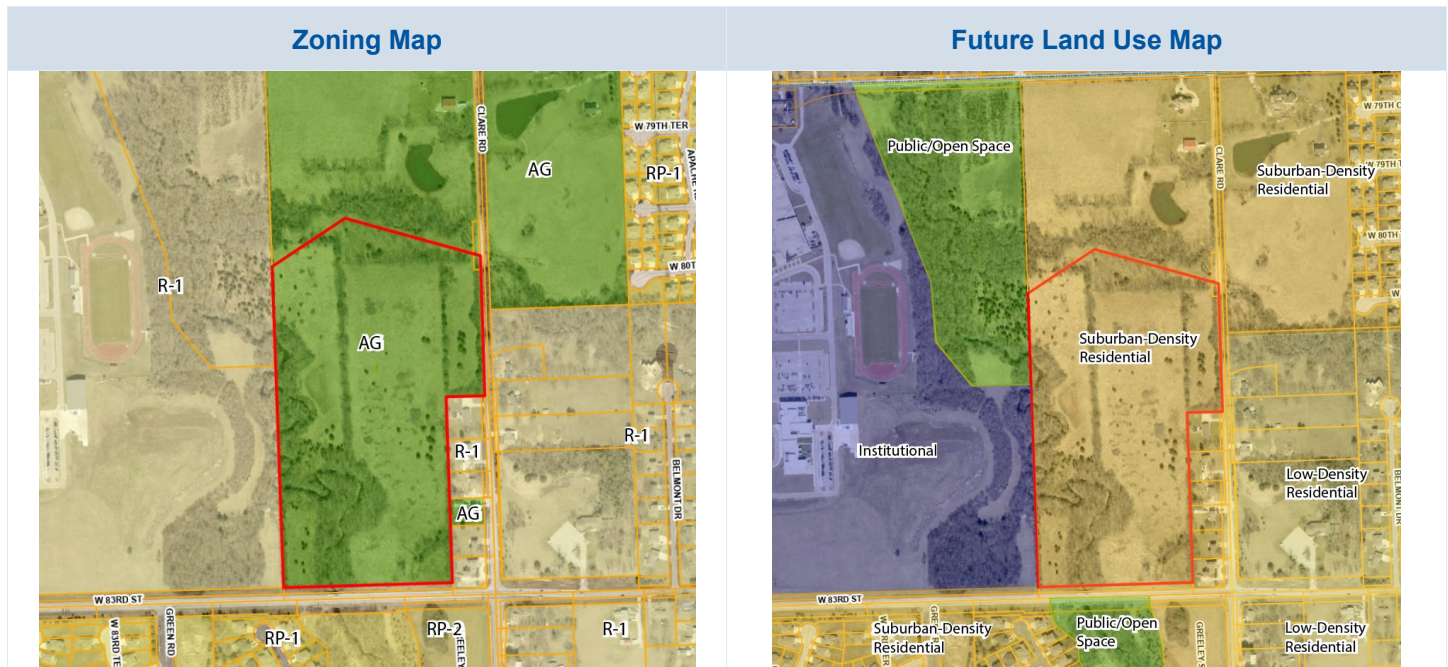


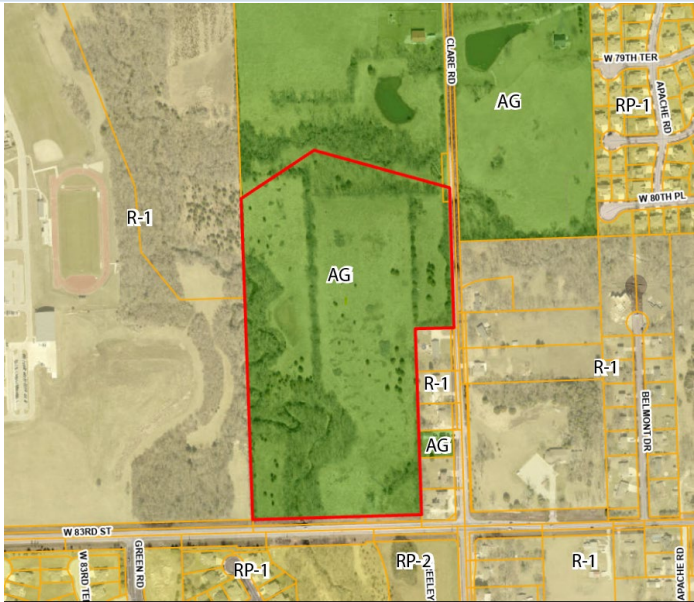
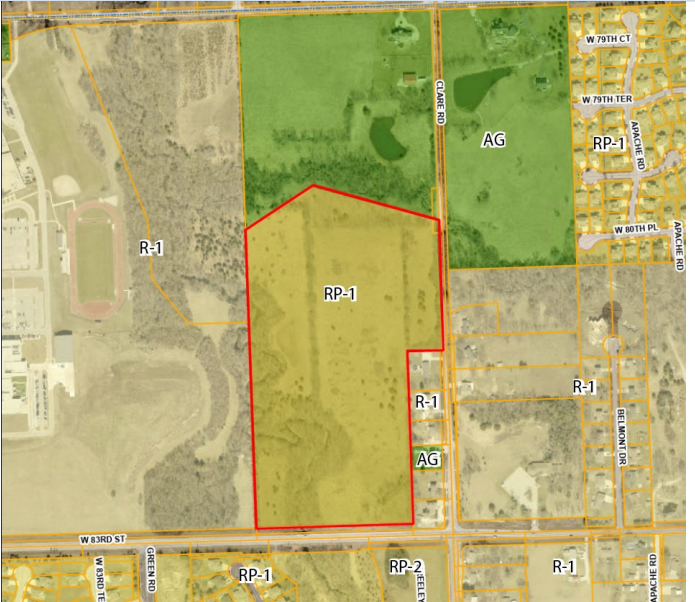
TABLE 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Land Use Classification	Zoning	Current Use
Subject Property	Suburban-Density Residential	AG, Agriculture District	Undeveloped
North	Suburban-Density Residential	AG, Agriculture District	Single-family residential
South	Medium-Density Residential, Parks & Open Space	RP-1, Planned Residential Single Family (Low-Density) District	City Park, Undeveloped
East	Low-Density Residential	R-1, Single-Family Residential District AG, Agriculture District	Single-family residential, undeveloped
West	Institutional, Parks & Open Space	R-1, Single-Family Residential District	Middle School, City Park

REZONING REVIEW

The applicant proposes to rezone the subject site from the AG Agricultural District to the RP-1, Planned Residential Single-Family (Low-Density) District which has a maximum density of 3.5 dwelling units per acre. The proposed subdivision yields 0.67 dwelling units per acre. The portion of the parcel to the north of the stream will retain AG zoning.

TABLE 2: REZONING ANALYSIS

Current Zoning	Proposed Rezoning
	

Staff provides the following analysis for the review criteria within Section 4-1-G-5 of the Unified Development Code (UDC).

1. The character of the neighborhood.

The neighborhood is in a developing area of the city that serves as a transition between suburban and rural development. The site is at the intersection of W. 83rd Street and Clare Road, which has a mix of single-family neighborhoods and large lot homes around it, as well as a middle school, church, and undeveloped properties. The proposed single-family subdivision is in keeping with the character of the area and the proposed density of 0.67 dwelling units per acre is compatible with established low residential densities in the vicinity.

2. The zoning and use of properties nearby.

The zoning and uses of the adjacent properties are predominantly single-family, agricultural, or institutional uses such as parkland or the middle school. The RP-1 zoning district is the most predominant zoning in the vicinity of this site. Some neighboring properties are currently estate sized residential lots (one acre or greater in area). The zoning and land use of adjacent properties is noted in Table 1.

3. The suitability of the subject property for the uses to which it has been restricted.

The property is currently restricted to low-density single-family and agricultural uses based on its current zoning of AG. While the existing zoning permits suitable uses for the site, the RP-1 zoning district allows a density level that more closely aligns with the Suburban-Density Residential Future Land Use classification of the Comprehensive Plan.

4. The extent to which the proposed use will detrimentally affect nearby property.

The proposed uses will not detrimentally affect nearby properties as appropriate streets, utility, and other infrastructure will be provided for the development. It is Staff's opinion the proposed uses are compatible with the existing and planned uses in the vicinity.

5. The length of time the subject property has remained vacant as zoned.

The property has remained undeveloped and zoned AG since being annexed into the City in 1986.

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

It is Staff's opinion that denial of this rezoning would have no gain to public health, safety, or welfare since the proposed development's density and uses are compatible with surrounding development and appropriate infrastructure is or will be available to serve the site. Denial of the application would restrict the property to the existing zoning of AG which may not be the most appropriate zoning for this location given the surrounding development pattern and planned infrastructure.

7. Recommendation of City's permanent professional staff.

See Staff's recommendation and the end of this report.

8. Conformance of the requested change to the adopted or recognized Master Plan being utilized by the City.

The property's Future Land Use classification is Suburban-Density Residential which limits density to 3.5 dwelling units per acre and calls for detached single-family uses. A single-family neighborhood is consistent with the current land use classification of the Comprehensive Plan. The proposed RP-1 zoning is consistent with the Suburban-Density Residential classification.

9. The availability and adequacy of required utilities and services to serve the proposed use. These utilities and services include, but are not limited to, sanitary and storm sewers, water and electrical service, police and fire protection, schools, parks and recreation facilities, etc.

Several properties remain undeveloped in the vicinity of this site. The area is developing with various uses along W. 83rd Street. Adequate utilities and services are available or will be extended to the subject property. The site is subject to the City's stormwater management requirements which are applicable to all development in the City. The site is within the De Soto School District.

10. The extent to which the proposed use would adversely affect the capacity or safety of that portion of the street network influenced by the use, or present parking problems in the vicinity of the property.

The proposed subdivision will be served by Clare Road, a portion of which is currently inadequate to serve the area and the increased trips that will be added with this development; however, improvements will be made to adequately serve the development as described in the plat review section of this report. Upon the improvements being made, the subdivision will not adversely affect the capacity or safety of the street network. In fact, the improvements required to serve the proposed subdivision will enhance the network for current users.

Additionally, the City is embarking on a project to improve W. 83rd Street between Clare Road and Gleason Road, which will better accommodate this project. This project is currently under design, with construction anticipated to start in the spring of 2027.

11. The environmental impacts the proposed use will generate including, but not limited to, excessive stormwater runoff, water pollution, air pollution, noise pollution, excessive nighttime lighting, or other environmental harm.

The proposed rezoning is not anticipated to generate any environmental impacts exceeding the requirements of the UDC.

12. The extent to which the proposed development would adversely affect the capacity or water quality of the stormwater system, including without limitation, natural stream assets in the vicinity of the subject property.

The site is subject to the UDC requirements for stormwater management and is required to meet the same standards as any new development.

13. The ability of the applicant to satisfy any requirements (e.g. site plan, etc.) applicable to the specific use imposed pursuant to the zoning regulations in this Chapter and other applicable ordinances.

The applicant requests deviations for the subdivision. The request is for reductions of the minimum 70-foot lot width requirement and the minimum 30-foot front yard setback requirement. The lot width reduction request is for 26 lots of the 50-lot subdivision. The setback reduction request applies to all lots.

A deviation request may be considered using the criteria listed in Section 4-1-B-27-G-4 of the UDC. The deviation requests are described later in the Staff Report.

[illegible]

7 of 14

The subdivision takes access from Clare Road at one point. The main “spine” street within the subdivision will end in cul-de-sacs due to the limitation of crossing the stream to the north of the subject property. Two street stubs are provided to the single-family homes to the east of the property along Clare Road to allow for future connections to be made should these lots ever redevelop. It is staff’s desire to limit the number of residential driveways on Clare Road, especially so close to the intersection of W. 83rd Street. By allowing for future alternative access from the subdivision, the existing driveways can be removed when the properties are redeveloped. It is anticipated that one of the street stubs may connect to Clare Road in the future to allow a second access point to the neighborhood and maintain compliance with UDC Section 4-2-C-2, which notes that 50 dwelling units is the maximum number of lots that may be served by a single cul-de-sac (i.e., a dead-end street system with one access point).

The subdivision is bordered on the west and north side by stream corridors where future City trails, identified on the City’s Master Parks and Trails Plan, are planned to be located. Trail easements are provided within Tract C on the north side and Tract F on the west side to connect to the future trails. A 20’ trail easement is provided on the plat to allow the City to construct the trail in the future.

TABLE 3: ENCLAVE AT TWIN CREEKS PRELIMINARY PLAT

Lots and Tracts	Purpose	Ownership
Lots 1-50	Single-Family Residential	Developer
Tracts A, B & H	Arterial Road Landscape Buffer	Homeowner’s Association
Tracts C & G	Stream Corridor & Stormwater Quality	Homeowner’s Association
Tract D	Stormwater Detention	Developer
Tracts E and H	Stormwater Detention & Stormwater Quality	Homeowner’s Association
Tract F	Open space	Homeowner’s Association
Tract I	Future access to lots along Clare Road	City of Lenexa

The subdivision includes several locations where sidewalks are provided from the local streets between lots, to W. 83rd Street, and to the future trails. The timing of the completion of the primary public trails by the City is not known. The expectation is for the internal sidewalks and connections to the future City trails to be constructed by the developer with public improvements for that phase of the subdivision. The sidewalk connections will be dedicated to the City as a public sidewalk easement to allow public access but are to be owned and maintained by the HOA. Various drainage, sanitary sewer, utility, and landscape easements are provided throughout the subdivision and shall be more specifically identified at final plat.

DIMENSIONAL STANDARDS

The subdivision is generally in compliance with the subdivision requirements of Section 4-2-C of the UDC. The applicant is requesting deviations to reduce the lot width of 26 lots and reduce the front setback to 25’ for all 50 lots. All other dimensional standards of the RP-1 District will be met. Side setbacks are to remain at 7’ and rear setbacks are 20’, and all lots meet the minimum lot area of 8,000 SF.

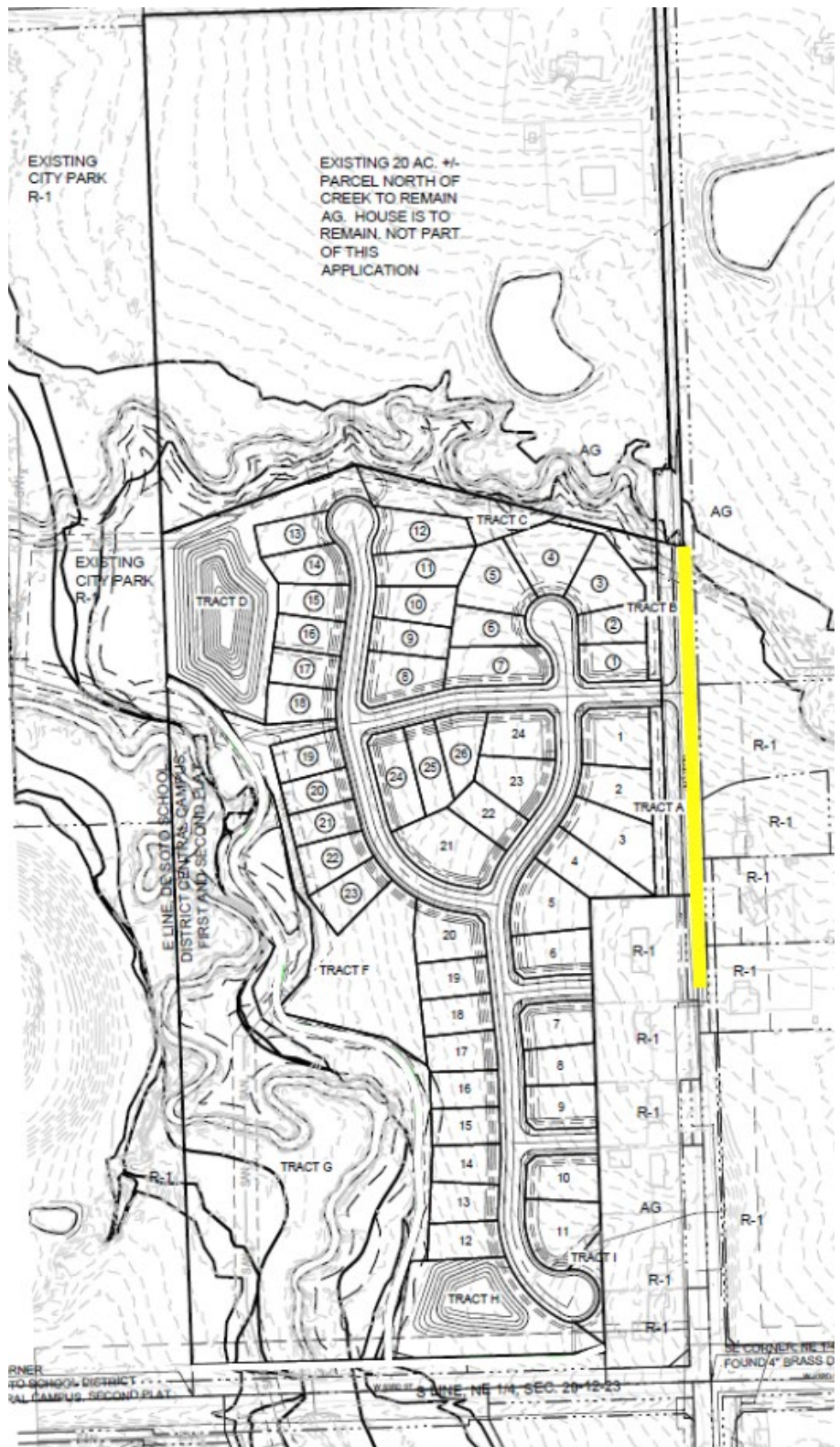
PUBLIC IMPROVEMENTS

Clare Road, which is classified as a secondary arterial, will be required to be improved along the length of the subject site. Approximately 830 linear feet of Clare Road is already improved north of W. 83rd Street. The developer is responsible for improvements to the remainder of Clare Road adjacent to the subject site to match that section just north of the intersection. Sidewalks are to be constructed with these improvements to Clare Road.

The preliminary plat boundary includes the right-of-way for the adjacent section of Clare Road that is not yet improved. Improvements to the intersection of W. 83rd Street and Clare Road will be the responsibility of the City to construct. It is anticipated that the City will improve W. 83rd Street between Mize Road and Clare Road in a time to be determined in the future.

Exhibit 3 reflects the approximate section of Clare Road to be improved by the developer in order to serve the project.

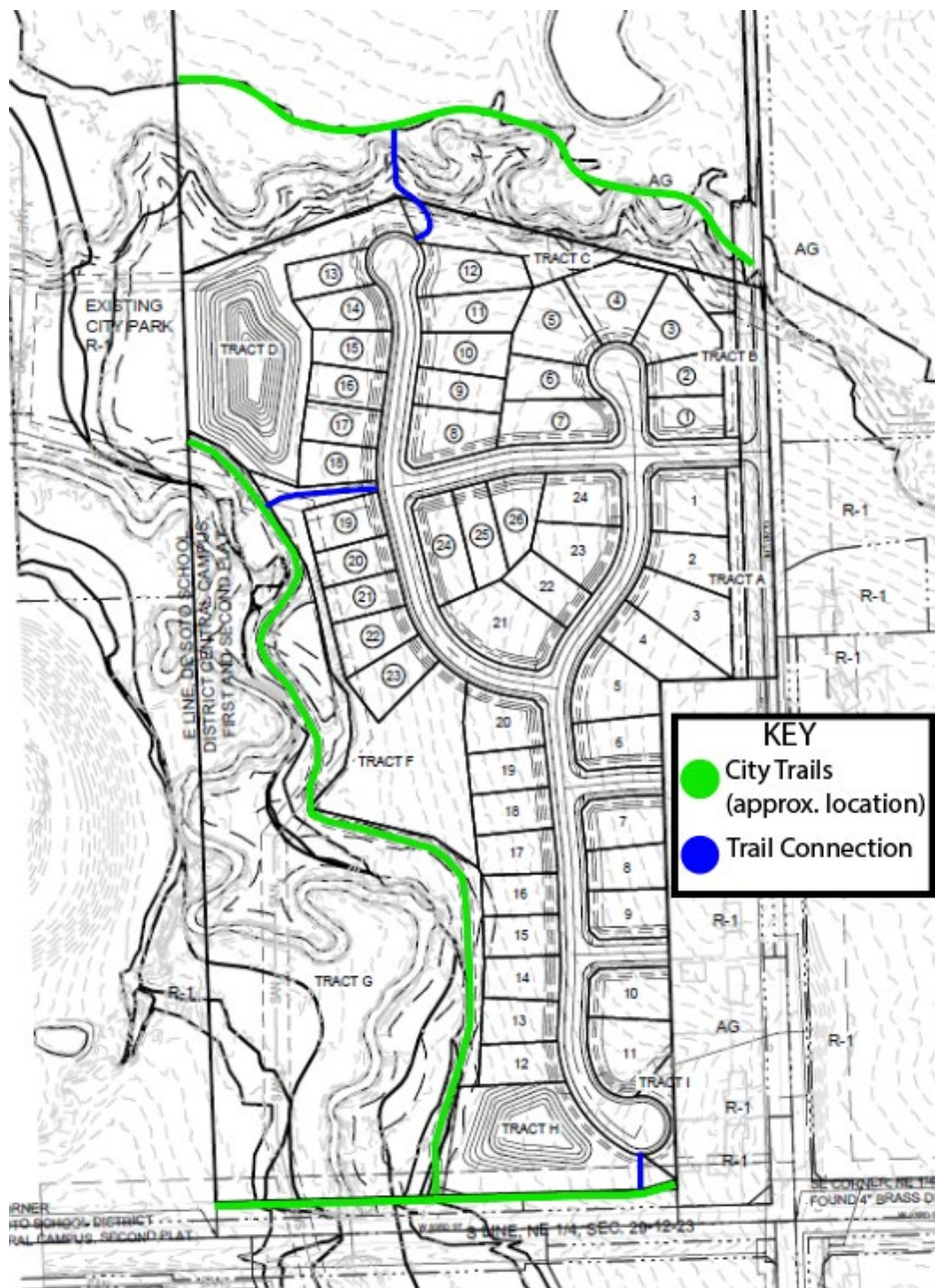
At Right: Exhibit 3: Required Clare Road street improvements.





Above: Exhibit 4: Master Trail Plan within the subject property's general vicinity

At Right: Exhibit 5: Trail easement and access trails. City will design and construct the trails noted in green and the developer is required to design and construct trails and sidewalks noted in blue at time of public improvements for the subdivision.



STORMWATER

The applicant has submitted a preliminary stormwater management study demonstrating the intent to meet the City's stormwater management requirements. This will generally be accomplished by preserving the stream buffer adjacent to the project, as well as with the construction of two new wet retention basins. As noted, stream buffer exists on this site, and therefore in addition to the various appropriate buffer zone restrictions, a 20' single-family residential rear yard setback is provided as well.

FIRE PREVENTION

The Fire Department reviewed the plans based on the current adopted fire codes and local amendments. All general planning review comments have been acknowledged or satisfied and there are no outstanding Fire Department planning review items that need to be addressed for this project to move forward. A more detailed fire code review will be conducted based on the adopted codes at the time of the building permit documentation submittal.

LIGHTING

Streetlights will be installed along all public streets in accordance with the City Public Improvement requirements. Site and exterior lighting on private development is subject to Section 4-1-C-4-I of the UDC.

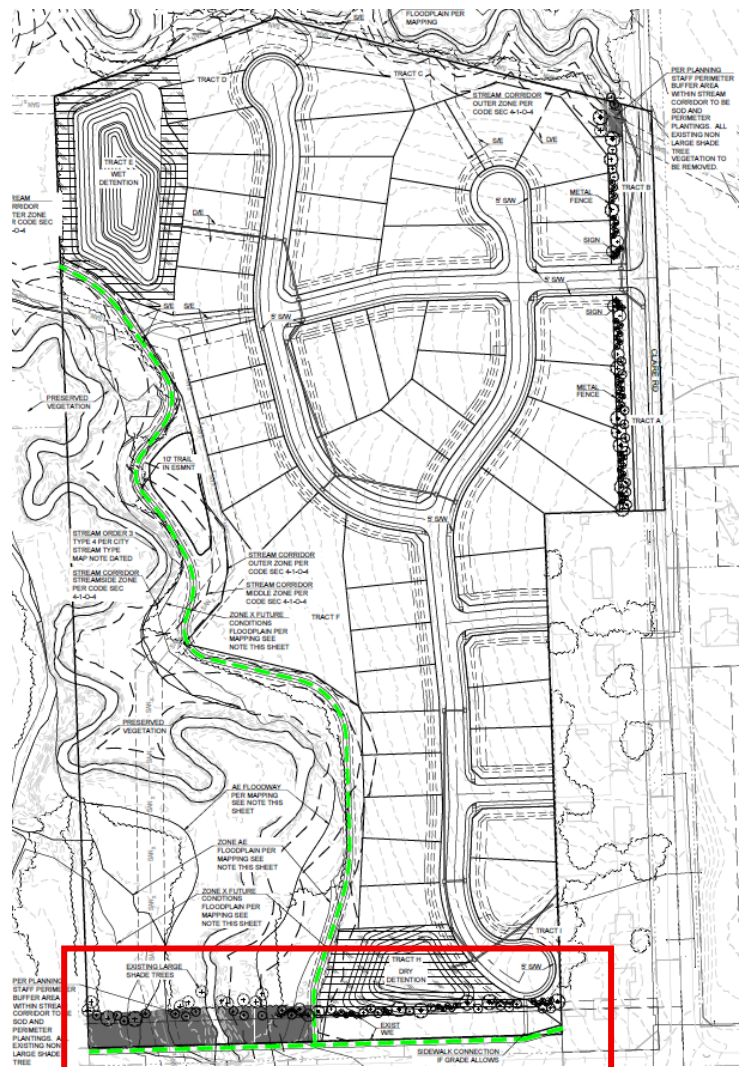
LANDSCAPING

Single-family subdivisions require a fence and landscape buffer along collector and arterial streets. The buffer is typically provided in a tract between lots and the street right-of-way as it is with this subdivision. The tract is identified on the plat as a tract to be maintained by the HOA. Existing groundcover will be replaced with turf and new trees and shrubs will be added. There are existing trees noted to remain, and all existing non-shade tree vegetation is to be removed. Section 4-2-E-4 of the UDC states the minimum landscape requirements for the buffer.

At Right: Exhibit 6: Landscape Plan

ARCHITECTURE

Single-family residential development is subject to Section 4-1-C-5-C of the UDC. These regulations do not specify building design standards to the same extent as other types of development. The review of the design of a single-family residential dwelling occurs during the building permit review of the structure.



DEVIATIONS

The applicant requests deviations from Sections 4-1-B-6-F of the UDC related to the minimum lot width and front yard setback for several lots as noted in Table 4 and displayed visually on Exhibit 7. The applicant is requesting that 26 of the 50 lots be allowed reduced lot width dimensions to allow for a variety of housing products for this subdivision. Goal 2.1 of the Comprehensive Plan encourages the provision of attainable housing through diverse housing choices and creative housing types. The requested reduction in lot width by up to 10' supports this goal by enabling a broader range of lot and building configurations, which in turn accommodates multiple styles of single-family housing products at varying sizes and price points. Allowing flexibility in lot dimensions helps create opportunities for more attainable units while maintaining compatibility with surrounding development patterns.

The applicant also requests a reduced front setback for all 50 lots. The subject property is narrow in shape and bordered by stream corridors on the north and west sides. In order to allow for proper grading, larger rear yards, and more distance between the houses and the public trails and Clare Road, reduced setbacks would allow homes to be pulled closer to the street and further from the rear of the lots that would face the public trail system and Clare Road. This would also improve the privacy for homeowners and provide flexibility for backyard amenities such as pools, play areas, and decks. Per Section 4-1-O-12 of the UDC the Planning Commission may approve a reduction in the yard and setback requirements.

TABLE 4: REQUESTED DEVIATIONS			
Deviation	UDC Requirement	Proposed	Difference
Lot width (Lots 1-26)	70 feet	60 feet	10 feet
Front yard setback (all lots)	30 feet	25 feet	5 feet

Staff supports the deviations requests as proposed. The deviations for smaller lot dimensions allow for a reasonable clustering of smaller lots on a narrow site with significant undevelopable areas. The area of undevelopable land for this site due to the stream corridors limit the number of lots that can be developed under UDC standards. The applicant commits to providing 7-foot side yard setbacks for all lots, which will eliminate the challenges of constructing homes closer together than the minimum side yard setback allows.



REVIEW PROCESS

- This project requires a recommendation from the Planning Commission and approval by the City Council. Pending a recommendation from the Planning Commission, the project is tentatively scheduled for consideration by the City Council on December 16, 2025.
- The applicant must submit a final plat application prior to applying for permit(s).
- The final plat must be recorded with Johnson County prior to permit(s) being released.
- The applicant must receive permit(s) prior to commencing construction.
- The applicant should inquire about additional City requirements, such as permits and development fees.

RECOMMENDATION FROM PROFESSIONAL STAFF

★ **Conduct a Public Hearing for the rezoning request.**

★ **Staff recommends approval of the preliminary plat/plan for The Enclave at Twin Creeks.**

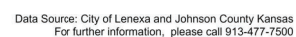
- The plat contains 50 single-family residential lots and 10 tracts on approximately 33.6 acres.
- The plat includes trail easements in alignment with the City's Trails Master Plan.
- The plat accounts for potential future redevelopment of existing residential lots along Clare Road and provides access and connectivity for those lots to be reoriented and access to Clare Road to be removed from individual lots.
- The project is consistent with Lenexa's goals through *Responsible Economic Development* to create *Vibrant Neighborhoods* and a *Thriving Economy*.

REZONING

Staff recommends **APPROVAL** for rezoning property from AG to RP-1 for **The Enclave at Twin Creeks** located at the northwest corner of the intersection of West 83rd Street and Clare Road.

PRELIMINARY PLAT/PLAN

Staff recommends **APPROVAL** of the preliminary plat/plan for **The Enclave at Twin Creeks** located at the northwest corner of the intersection of West 83rd Street and Clare Road for a single-family subdivision with deviations as noted in the Staff Report.



L:\PROJECTS\2025\25-05-383\01 Design\3.0 DWG\Plan\2.0 PDP\25-05-383_PDP_COV.dwg, PP COV.dwg, COV. 1, 1

LEGEND:

AE

ACCESS EASEMENT

BC

BACK OF CURB

B/B

BACK TO BACK

BM

BENCHMARK

BL or BL

BUILDING LINE

CO

CLEANOUT

TJB

TELEPHONE JUNCTION BOX

C&G

CURB AND GUTTER

DE

DRAINAGE EASEMENT

E/E

ELECTRICAL EASEMENT

EL

ELEVATION

FL

FLOW LINE

G/E

GAS LINE EASEMENT

HDPE

HIGH-DENSITY POLYETHYLENE

L/E

LANDSCAPE EASEMENT

MSFE

MINIMUM SERVICEABLE FLOOR ELEVATION

PVC

POLYVINYL CHLORIDE

PL

PROPERTY LINE

PUB/E

PUBLIC EASEMENT

RCP

REINFORCED CONCRETE PIPE

ROW or RW

RIGHT-OF-WAY

SE

SANITARY SEWER EASEMENT

SL

SERVICE LINE

S/W

SIDEWALK

TE

TOP ELEVATION

UE

UTILITY EASEMENT

WSE

WATER SURFACE ELEVATION

W/E

WATERLINE EASEMENT

ASPHALT PAVEMENT - EXISTING

ASPHALT PAVEMENT - PROPOSED

CONCRETE PAVEMENT - EXISTING

ASPHALT PAVEMENT - EXISTING

CONCRETE SIDEWALK - EXISTING

CONCRETE SIDEWALK - PROPOSED

CURB & GUTTER

CURB & GUTTER - EXISTING

TREELINE

EXISTING LOT AND RW LINES

EXISTING PLAT LINES

PROPERTY LINES

RIGHT-OF-WAY

SANITARY SEWER MAIN

SANITARY SEWER MAIN - EXIST.

STORM SEWER

STORM SEWER - EXISTING

CABLE TV - EXISTING

FIBER OPTIC CABLE - EXISTING

TELEPHONE LINE - EXIST.

ELECTRIC LINE - EXISTING

OVERHEAD POWER LINE - EXIST.

UNDERGROUND ELECTRIC - EX.

GAS LINE - EXISTING

WATERLINE - EXISTING

LIGHT - EXISTING

EXISTING MANHOLE

CLEANOUT

EXISTING SANITARY MANHOLE

PROPOSED SANITARY MANHOLE

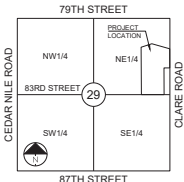
EXISTING AREA INLET

EXISTING CURB INLET

EXISTING GRATE INLET

EXISTING JUNCTION BOX

EXISTING STORM MANHOLE



SECTION 29-12-23

LOCATION MAP

SCALE 1" = 200'

PROJECT NOTES:

1. Basis of Bearings is the Final plat of DeSoto School District Central Campus 2nd Plat, Kansas State Plane Coordinate System of 1983 (NAD-83), North Zone prepared by Lovelace & Associates.
2. FLOOD NOTE: Part of this Property lies within Flood Zone X, defined as areas determined to be outside the 0.2% annual chance floodplain and part of this property lies within an area of Zone X (Future base flood) as shown on the Flood Insurance Rate Map 20091C0031G and 20091C0032G. Prepared by the Federal Emergency Management, Effective date August 3, 2009. The limits of the flood areas as shown have been scaled from this map.
3. Boundary and easement data is from a survey prepared by Schlage & Associates, P.A.
4. Topography and adjacent plat and improvements from JOCO AIMS.
5. Existing utilities have been shown to the greatest extent possible based upon field locates by utility companies and information provided to the engineer.
6. Adjacent parcel information is based upon JOCO AIMS and information provided by consultants for the adjacent projects.
7. All lighting shall comply with the city codes and ordinances.
8. All new on-site wiring and cable shall be placed underground per the city codes and ordinances.
9. All above ground electrical and/or telephone cabinets shall be placed as required by the utility company.
10. All monument signs will require a sign permit through the planning division.
11. All improvements must meet the City of Lenexa UDC, design criteria, standards and codes.
12. Retaining wall built colored Big Block Concrete wall or built colored Keystone modular block retaining wall or approved equal.
13. Approval of this plan does not result in generating a building permit. A separate building permit approval process must be completed.
14. Approval of this plan does not constitute a complete review of the project for compliance with the City building codes. A full code analysis shall be submitted with the building permit. Revisions may be required to make the project building code compliant.
15. Approval of this plan does not constitute a complete review of the project for compliance with the ADA regulations. The project shall comply with all applicable regulations of the ADA.
16. Approval of this plan does not constitute compliance with the Fire Code. Complete fire sprinkler and fire alarm plans are required to obtain a building permit.
17. A sewer permit from Johnson County Wastewater is required prior to obtaining a building permit.
18. All sidewalks shall be a minimum of 5' width.
19. The project will follow the applicable permit requirements when permit plans are completed.
20. Fire flow requirements for the project shall be established in accordance with Appendix B of the 2018 International Fire Code.
21. All land shall be platted prior to the subdivision of land or issuance of a building permit for construction of a building. All plats shall be submitted to the City for review and approval in accordance with the procedures set forth in the City codes and standards.
22. All public improvements within a subdivision shall be constructed by the subdivider, at the expense of the subdivider, in accordance with the requirements of Chapter 4-8 of this Title and with the requirements of the City of Lenexa Technical Specifications. The public improvements required by this Article include streets, curb and gutter, sidewalks, sewer lines, water lines, storm water management facilities, street lights and such other public improvements as may be reasonably necessary to permit improvement and development of the land. Parks shall not be subject to this requirement but shall be provided in accordance with the requirements of Article 4-20 of this Chapter. Street signs shall not be subject to this requirement but shall be installed by the City at the expense of the subdivider, in accordance with Section 4-2-C-2-E-3 of this Chapter.
23. The subdivider shall construct all required public and private utilities within the subdivision in accordance with the plans shown on the plat and in accordance with the current construction policies of the City, including those policies requiring the underground installation of specified utilities. The utilities required by this Section include natural gas, electricity and telephone.

PRELIMINARY PLAT AND REZONING PLAN FOR ENCLAVE AT TWIN CREEKS IN THE CITY OF LENEXA JOHNSON COUNTY, KS

Sheet List Table	
Sheet Number	Sheet Title
C0.0	PROJECT INFORMATION
C1.0	PRELIMINARY PLAT
L1.0	PRELIMINARY LANDSCAPE PLAN

GENERAL NOTES:

1. The Engineer and/or its representatives can not or will not provide a warranty, expressed or implied, for the construction of the designs presented in these plans. It is recommended that third party observation be provided by a qualified firm to provide continuous construction observation of the proposed improvements.
2. All construction shall conform to the City Technical Specifications and Design Criteria, State Road and Bridge Specifications, American Public Works Association (APWA) (Kansas City Chapter) Specifications and/or the Project Specifications as applicable. Contractor shall notify the Engineer of any discrepancies between the standard specifications and the Project Specification and Contract Documents.
3. Contractor is responsible for verifying quantities prior to bidding, as well as becoming familiar with and satisfying himself as to the general, local and site conditions that may affect cost, progress, and performance of work.
4. Contractor shall promptly give engineer written notice of all conflicts, errors, ambiguities or discrepancies that the contractor discovers in the bidding documents and confirm that the written resolution thereof by the engineer is acceptable to contractor.
5. Contractor is responsible for the jobsite safety of the project and the safety of the public and shall adhere to a full federal, state and local safety regulations.
6. Contractor is responsible for coordinating construction activities with other contractors concurrently working onsite. Contractor shall coordinate all subcontractor activities, and shall be the sole contact for the owner.
7. Contractor shall secure all required permits insurance requirements and bonding prior to construction. Insurance certificates shall name Owner and Engineer as additional insured.
8. Existing utilities on site must be purchased from the local water utility having jurisdiction, and shall be purchased per their requirements.
9. All traffic control required in conjunction with the proposed construction shall be in conformance with the Manual of Uniform Traffic Control Devices (MUTCD) and shall be a subsidiary obligation of the contract.
10. Contractor is responsible for the coordination of all material testing required for their work. This includes scheduling of tests, coordinating and providing access to sample locations, and satisfying all test result reporting requirements.

EARTHWORK:

1. It is recommended that a Geotechnical Engineer observe and document all earthwork activities.
2. All back have been shown at 1:4 and 2:1 and intervals, as indicated. Grading shall consist of completing the earthwork required to bring the physical ground elevations of the existing site to the finished grade (or sub-grade) elevations provided on the plans as spot grades, contours or other means as indicated on the plans.
3. The existing site topography depicted on the plans by contouring has been established by Johnson County Aims. The contour elevations provided may not be exact ground elevations, but rather interpretations of such. Accuracy shall be understood to be such that more than 10 percent that spot elevation checks shall be in error by more than one-half the contour interval provided, as defined by the National Map Accuracy Standards. Any quantities provided for earthwork quantities are established using this topography contour accuracy, and therefore the inherent accuracy of any earthwork quantity is assumed from the topography accuracy.
4. Proposed contours are to approximate finished grade.
5. Prior to earthwork activities, pre-disturbance erosion and sediment control devices shall be in place per the Storm Water Pollution Prevention plan and/or the Erosion and Sediment Control Plan prepared for this site.
6. All topsoil shall be stripped from all areas to be graded and stockpiled adjacent to the site at an area specified by the project owner or his appointed representative. Vegetation, trash, trees, brush, tree roots and limbs, rock fragments greater than 6-inches and other deleterious materials shall be removed and properly disposed of offsite or as directed by the owner or his appointed representative.
7. Unless otherwise specified in the Geotechnical Report, all fills shall be placed in maximum 6-inch lifts and compacted to 95-percent of maximum density as defined using a standard proctor test (AASHTO T99/ASTM 698).
8. Subgrade for pavements shall be proof-rolled prior to paving operations utilizing a fully loaded tandem axle dump truck. All areas exhibiting excessive pumping and heaving shall be removed, filled and compacted with suitable materials and retested until acceptable results are achieved and final approval has been obtained from the Geotechnical Engineer.
9. Subgrade for building pad shall include a minimum of 18-inches of Low Volume Change (LVC) material, or as identified in the site specific Geotechnical Report.
10. Fill materials shall be per Geotechnical Report and shall not include organic matter, debris or topsoil. All fills placed on slopes greater than 6:1 shall be benching.
11. The Contractor shall be responsible for redistributing the topsoil over proposed turf and landscaped areas to a minimum depth of 6-inches below final grade.
12. All areas shall be graded for positive drainage. Unless noted otherwise the following grades shall apply:
 - a. Turf Areas - 2.5% Minimum, 4:1 TV Maximum
 - b. Paved Areas - 1.2% Minimum, 5% Maximum
13. A.D.A. parking stalls shall not be sloped greater than 2% in any direction and constructed per A.D.A. requirements.
14. All disturbed areas shall be fertilized, seeded and mulched immediately after earthwork activities have ceased. Seeding shall be per the Erosion and Sediment Control Plan and/or Landscape Plan. If not specified seeding shall be per APWA Section 2400, latest edition. Unless otherwise noted, seeding shall be subsidiary to the contract price for earthwork and grading activities.
15. All disturbed areas in the right-of-way shall be sodded.
16. Underdrains are recommended for all paved areas adjacent to irrigated turf and landscaped beds.
17. Contractor shall adhere to the reporting requirements outlined in the Storm Water Pollution Prevention Plan (SWPPP) prepared for this project. Erosion and Sediment control devices shall be properly maintained and kept clean of silt and debris and in good working order. Additional erosion and sediment control measures shall be installed as required.

UTILITIES:

1. Existing utilities have been shown to the greatest extent possible based upon information provided to the Engineer. The contractor is responsible for contacting the respective utility companies and field locating utilities prior to construction and identifying any potential conflicts. All conflicts shall immediately be brought to the attention of the Engineer.
2. The contractor shall be responsible for coordinating any required utility relocations. Utilities damaged through the negligence of the contractor shall be repaired at the contractor's expense.
3. Contractor shall verify flow-lines and structure tops prior to construction, and shall notify Engineer of any discrepancies. Provide shop drawings for all precast and manufactured utility structures for review by the Engineer prior to construction of the structures.
4. Utility Separation: Waterlines shall have a minimum of 10 feet horizontal and 2 feet vertical separation from all sanitary sewer lines, manholes and service laterals, as measured from edge to edge. If minimum separations can not be obtained, concrete encasement of the sanitary line shall be required 10 feet in each direction of the conflict.
5. Payment for trenching, backfilling, pipe embedment, flowable fill, backfill materials, clean up, seeding, sodding and any other items necessary for the construction of the utility line shall be included in the contract price for the utility installation.
6. The Contractor shall be responsible for contacting respective utility companies 48-hours in advance for the inspection of any proposed utility main extension or service line or service connection to any existing main.
7. Trench spoils shall be neatly placed onsite adjacent to the trench, and compacted to prevent saturation and excess sediment runoff. Unsuitable materials, excess rock and shale, asphalt, concrete, trees, brush etc. shall be properly disposed of offsite. Materials may be wasted onsite at the direction of the Owner or his appointed representative.
8. All excavation is considered unclassified, unless noted otherwise. Unclassified excavation for utility trenching is subsidiary to the unit-price provided for the pipe. Any quantity provided for rock excavation is estimated based on the best information provided to the Project Engineer. The Engineer has the authority to identify and define the physical characteristics to determine the classification. Unit price quantities for rock excavation will be paid at a trench width of the nominal pipe diameter of the installed main plus 18 inches. Contractor is required to dispose of excess rock from their trenches by disposing it in areas as specified by the Project Engineer.

SCHLAGEL

PLANNERS SURVIVORS LANDSCAPE ARCHITECTS

1425 S. 4TH AVE. SUITE 100
LENEXA, KS 66342
(913) 492-5158 • Fax: (913) 492-3403
WWW.SCHLAGELASSOCIATES.COM
© 2025 Schlage & Associates, P.A.
KSCE 6A-29 4-25

PREPARED BY:

SCHLAGEL & ASSOCIATES P.A.

ENCLAVE AT TWIN CREEKS
PRELIMINARY PLAT AND REZONING PLAN
83RD STREET AND CLARE ROAD
LENEXA, KS

APPROVED BY:	DATE:	DESCRIPTION:
CITY COMMENTS		
DATE:		
APPROVED BY:		
DATE:		
APPROVED BY:		
DATE:		
APPROVED BY:		
DATE:		

PROJECT INFORMATION

SHEET
C0.0



1. Tracts A, B and H to be owned and maintained by the Homes Association and shall be used for aerial road buffer as required by the City of Lenexa UDC.

2. Tracts C and G to be owned and maintained by the City of Lenexa for its assigned and used for stream corridor and stormwater quality.

3. Tracts D and E to be owned by developer and utilized for 2 lots if the temporary turn around is removed.

4. Tracts E and H to be owned and maintained by the Homes Association and shall be used for stormwater detention and stormwater quality.

5. Tract F to be owned and maintained by the Homes Association and shall be used for common open space.

6. Tract I to be dedicated to the City for use in future access to lots along Clare Road.

GENERAL NOTES

1. **JOJO Award of Interest:** The Final plat of DeSoto School District Central Campus 2nd Plat, Kansas State Plane Coordinate System 1983 (NAD-83), North Zone prepared by Lovelace & Associates, Inc.

2. **JOJO Note:** Part of this project is within Flood Zone X, defined as areas determined to be outside the 0.2% annual flood chance floodplain and part of this property lies within an area of Zone X (Future base Flood) as shown on the Annual Insurance Rate Map 2009/2013/2019/2033/2039. Prepared by the Federal Emergency Management, Effective date 03/01/2013, 3/2008. The limits of the flood hazard are shown on the Flood Hazard Insurance Rate Map.

3. **Boundary and easement data:** from a survey prepared by Schlegel & Associates, P.A.

4. **Topography and adjacent plat:** and improvements shown on the plat.

5. **Easement:** There have been shown to the greatest extent possible based upon field locates by utility companies and information provided to the engineer.

6. **JOJO Note:** The project is within JOJO AIMS and information provided by consultants for the adjacent projects.

7. All lighting shall comply with the city codes and ordinances.

8. All new on-site wiring and cable shall be placed underground per the city codes and ordinances.

9. All underground electrical and/or telephone wires shall be placed underground by the utility company.

10. All monument signs will require a sign permit through the planning division.

11. All improvements must meet the City of Lenexa UDC.

12. Retaining walls will be colored Big Concrete or will be colored Keystone modular block retaining wall or approved equivalent.

13. Approval of this plan does not result in generating a building permit. A separate building permit approval process must be completed.

14. Approval of this plan does not constitute a complete review of the project for compliance with the City building codes. A full code review shall be submitted with the building permit. Revisions may be required to make the project building code compliant.

15. Approval of this plan does not constitute a complete review of the project for compliance with the ADA regulations. The project shall comply with all applicable regulations of the ADA.

16. Approval of this plan does not constitute compliance with the Fire Code. Complete fire sprinkler and fire alarm plans are required to obtain a building permit.

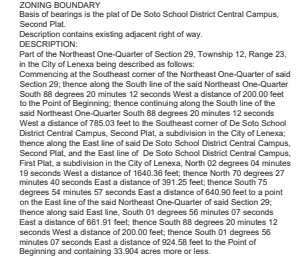
17. A sewer permit from Johnson County Wastewater is required prior to obtaining a building permit.

18. All sidewalks shall be a minimum of 5' wide.

19. The project will follow the applicable permit requirements when permit plans are completed.

20. Five fire requirements for the project shall be established in accordance with Appendix B of the 2018 International Fire EASEMENT NOTES.

70'+ WIDE LOTS				60' WIDE LOTS			
LOT #	AREA (SF)	LOT #	AREA (SF)	LOT #	AREA (SF)	LOT #	AREA (SF)
1	14,395.02	21	20,068.59	1	9,392.00	21	8,061.11
2	11,644.34	22	9,702.23	2	8,762.65	22	10,217.17
3	17,147.85	23	12,391.40	3	13,995.24	23	10,777.77
4	13,757.45	24	11,979.93	4	15,606.31	24	13,364.11
5	15,563.48	TRACT A	9,007.35	5	14,841.28	25	10,162.10
6	12,395.05	TRACT B	5,690.96	6	9,985.48	26	10,308.38
7	11,580.92	TRACT C	27,361.61	7	14,759.13		
8	9,877.75	TRACT F	68,318.15	8	13,101.09		
9	11,075.70	TRACT G	406,840.68	9	9,423.81		
10	11,897.51	TRACT H	53,912.25	10	10,530.26		
11	15,440.53	TRACT I	5,365.85	11	11,837.59		
12	9,717.67			12	13,143.68		
13	9,633.44			13	8,544.11		
14	9,483.98			14	9,863.41		
15	9,100.00			15	8,519.88		
16	9,095.64			16	8,493.53		
17	9,668.12			17	8,531.18		
18	9,363.74			18	8,977.39		
19	9,363.74			19	9,760.38		
20	12,712.12			20	8,000.00		



DEVIATION KEY:

① 60' LOT WIDTH

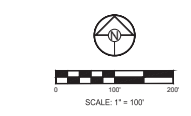
25' FRONT SETBACK
ALL LOTS HAVE THIS DEVIATION

PLAN KEY:

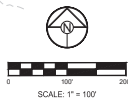
① 60' WIDE LOTS

1 70'+ WIDE LOTS

OWNER/DEVELOPER:
LENNY MULLIIN
24725 W 79TH ST
LENEXA, KANSAS 66227



 SCHLAGEL ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS 14401 W. 15th Avenue, Suite 150 (315) 462-1515 • Fax: (315) 462-1400 WWW.SCHLAGELASSOCIATES.COM National Association of Professional Engineers License #16219, AIA #209, RLS #524	CLARE ROAD																									
	PREPARED BY:																									
SCHLAGEL & ASSOCIATES, P.A.																										
ENCLAVE AT TWIN CREEKS PRELIMINARY PLAT AND REZONING PLAN 83RD STREET AND CLARE ROAD LENEXA, KS																										
ON																										
SHEET C1.0	PRELIMINARY PLAT	<table border="1"> <thead> <tr> <th>DESIGNED BY:</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>JAB</td> <td>1.11.17 (2017)</td> <td>QTY COMMENTS</td> </tr> <tr> <td>CHECKED BY:</td> <td></td> <td></td> </tr> <tr> <td>SCM</td> <td></td> <td></td> </tr> <tr> <td>DATE REVISIONED:</td> <td></td> <td></td> </tr> <tr> <td>DATE 2ND DRAFT:</td> <td></td> <td></td> </tr> <tr> <td>DATE 3RD DRAFT:</td> <td></td> <td></td> </tr> <tr> <td>DATE 4TH DRAFT:</td> <td></td> <td></td> </tr> </tbody> </table>	DESIGNED BY:	DATE	DESCRIPTION	JAB	1.11.17 (2017)	QTY COMMENTS	CHECKED BY:			SCM			DATE REVISIONED:			DATE 2ND DRAFT:			DATE 3RD DRAFT:			DATE 4TH DRAFT:		
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<i>Bouteloua curtipendula</i>	Sideoats Grama(El Reno)	50%	90%	90%
<i>Bouteloua gracilis</i>	Blue Grama(Lovington)	10%	90%	85%
<i>Pascopyrum smithii</i>	Western Wheatgrass(Barton)	10%	90%	85%
<i>Schizachyrium scoparium</i>	Little Bluestem(Aldous)	30%	90%	90%

NOTE: REQUIRED STREET TREES AND ON LOT TREES NOT SHOWN ON THE PLAN PER CITY STAFF. STREET TREES WILL BE INSTALLED BY THE CITY. LOT TREES WILL BE INSTALLED BY THE HOME BUILDER.



- SCHLAGEL & ASSOCIATES, P.A.

REVISION	DATE	DESCRIPTION
1	11/17/2025	QTY COMMENTS
2		
3		
4		
5		
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SHEET
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CALL TO ORDER

Chairman Poss called the regular meeting of the Lenexa Planning Commission to order at 7:00 p.m. on Monday, November 3, 2025. The meeting was held in the Community Forum at Lenexa City Hall at 17101 W. 87th Street Parkway, Lenexa, Kansas.

ROLL CALL

COMMISSIONERS PRESENT

Chairman Chris Poss
Vice-Chairman Mike Burson
Commissioner Sunny Dharod
Commissioner Ben Harber
Commissioner Don Horine
Commissioner Jermaine Jamison
Commissioner Curt Katterhenry
Commissioner Cara Wagner
Commissioner David Woolf

COMMISSIONERS ABSENT

None

STAFF PRESENT

Scott McCullough, Director of Community Development
Stephanie Sullivan, Planning Manager
Tim Collins, Engineering Construction Services Administrator
Andrew Diekemper, Assistant Fire Chief – Fire Prevention
Steven Shrout, Assistant City Attorney
Dave Dalecky, Planner II
Jessica Lemanski, Planner II
James Molloy, Planner II
Noah Vaughan, Planning Specialist I
Gloria Lambert, Senior Administrative Assistant

APPROVAL OF MINUTES

The minutes of the October 6, 2025 meeting were presented for approval. Hearing no changes or corrections to the minutes of the regular meeting, Chairman Poss entertained a motion to **APPROVE** the minutes as written. Moved by Commissioner Horine, seconded by Commissioner Wagner, and **APPROVED** by a majority voice vote.

CONSENT AGENDA

1. Resolution adopting the 2026 Planning Commission/Board of Zoning Appeals Schedule of meeting dates and submittal deadlines.
2. Stone Ridge North, Fourth Plat - Consideration of a final plat for a single-family residential development with 59 lots located approximately north of 83rd Street and Cedar Niles Road within the RP-1, Planned Residential (Low Density) District. PT25-18F
3. Range USA - Consideration of a final plat for a personal instruction, general use (shooting range) on property located near the northwest corner of 107th Street and Santa Fe Trail Drive. PT25-20F
4. Lenexa Logistics Centre North 7th Plat - Consideration of a final plat for a new industrial building on property located west of Renner Boulevard at approximately 108th Street within the BP-2, Planned Manufacturing District. PT25-21F
5. Solera Townhomes - Consideration of a final plan for a multifamily residential development located at the southeast corner of Prairie Star Parkway & K-7 Highway within the RP-2, Residential Planned (Intermediate-Density) District. PL25-17F
6. Solera Apartments - Consideration of a final plan for a multifamily residential development located at the southeast corner of Prairie Star Parkway & K-7 Highway within the RP-4, Residential Planned (High Density) District. PL25-18F
7. NovaTech - Consideration of a final plan for a canopy connecting two properties located at 10700 Pflumm Road and 13555 107th Street within the BP-2, Planned Manufacturing District. PL25-19F

Chairman Poss entertained a motion to **APPROVE** the Consent Agenda. Moved by Commissioner Harber, seconded by Commissioner Woolf, and carried by a unanimous voice vote.

REGULAR AGENDA

8. Request to continue to the December 1, 2025 Planning Commission Meeting: Costco Parking Expansion - Consideration of a revised final plan and final plat to demolish an existing building to expand a parking lot at 9310 Marshall Drive within the CP-2, Planned Community Commercial District. PL25-11FR, PT25-11F

MOTION

Chairman Poss entertained a motion to recommend **APPROVAL** to continue the item to the December 1, 2025 Planning Commission agenda.

Moved by Commissioner Burson, seconded by Commissioner Wagner, and carried by a unanimous voice vote.

9. Request to continue to the January 5, 2026 Planning Commission Meeting: Falcon Ridge (Topping Pool) - Consideration of a revised final plat to accommodate land acquired for a pool deck and retaining wall improvements on property located at 21210 West 96th Terrace within the R-1, Single-Family Residential District. PT25-01FR

MOTION

Chairman Poss entertained a motion to recommend **APPROVAL** to continue the item to the January 5, 2026 Planning Commission agenda.

Moved by Commissioner Jamison, seconded by Commissioner Woolf, and carried by a unanimous voice vote.

10. Lenexa Comprehensive Plan - Consideration of amendments to the plan's narrative and Future Land Use Map. (Public Hearing)

STAFF PRESENTATION

Stephanie Sullivan, Planning Manager, presented the amendments to the Lenexa Comprehensive Plan. She noted that portions of the presentation might look familiar, as similar information was reviewed at the October 6th meeting during the annual Comprehensive Plan review. Ms. Sullivan stated that this presentation would include some of the same background information along with further developed amendment ideas, which were also included in the meeting packet. She added that the Comprehensive Plan was most recently adopted and completely overhauled in July 2024 and noted that the plan is relatively new, as discussed during the previous meeting. Ms. Sullivan explained that the Comprehensive Plan is reviewed annually, during which potential amendments are identified. The purpose of these amendments is to ensure alignment with current policies and to reflect accurate and recent data. She stated that Staff is proposing amendments intended as cleanups, including the correction of unintended errors on the Future Land Use Map, ensuring consistency with approvals made over the past year, and updating certain property classifications based on recent site data. Ms. Sullivan displayed an image of the draft Future Land Use Map and noted that while the Sunset Canyon changes were not included in the displayed version, the map did include focus area updates that would be reviewed in more detail. She also highlighted the addition of a new hatch pattern and numbering system on the map, designed to correspond to a new appendix that will provide additional context for focus areas. Ms. Sullivan explained that the amendments include updates to align the Future Land Use Map with approved projects such as Sunset Canyon. She noted that Staff will propose a similar amendment next year for the Solera project, as the existing map does not yet reflect the approved layout. She also stated that Staff identified minor mapping errors and will correct any uncolored or inconsistent areas on the map, describing these as similar to scrivener's errors. She then reviewed the four focus areas proposed for amendment.

Focus Area 1: Located within a teal-bordered site composed of several parcels with multiple ownerships, currently designated for high-density residential use. Staff proposes reclassifying the area to medium-density residential, reducing the density from approximately 16 to 8 units per acre. Ms. Sullivan explained that this change would create a smoother transition to nearby single-family neighborhoods, maintain housing diversity, and provide a buffer from major streets such as Prairie Star Parkway and the future Ridgeview extension.

Focus Area 2: Located at Prairie Star Parkway and Monticello Road, this area is currently designated for high-density residential development. Staff proposes changing the classification to medium-density residential to better match surrounding development patterns and maintain a balanced housing mix at the intersection. Ms. Sullivan noted that the area is not directly adjacent to the highway, supporting a step-down in density at this location.

Focus Area 3: Located south of 87th Street Parkway and west of City Center, this site includes a mix of designations such as suburban residential, high-density residential, community commercial, and office/employment center. Ms. Sullivan described existing uses including the Silo restaurant, a golf course

area, large lot single-family residential uses, and undeveloped parcels. She stated that the proposal is to create a mixed-use designation to provide a gradual transition into City Center, including mixed-use development on the east side of the future Ridgeview extension, neighborhood commercial on the west side, and medium-density residential transitioning to suburban density near existing single-family areas. The intent is to establish Ridgeview as a clear dividing line for land use and to encourage both horizontal and vertical blending of uses.

Focus Area 4: Ms. Sullivan explained that this area was more challenging and does not include a change in classification on the Future Land Use Map. Instead, hatching and numbering were added to correspond with new design considerations in the appendix. The amendment emphasizes addressing resident concerns about potential semi-truck traffic in future business park developments and clarifies expected access points and use limitations.

Ms. Sullivan stated that the proposed amendments will be incorporated into the Comprehensive Plan through updates to the Future Land Use Map and a new appendix. She explained that the appendix will serve as a glossary of amendments and include design considerations for each focus area, providing guidance for staff, developers, and the community. This approach adds flexibility and clarity without restructuring the main document and allows future amendments to be easily added. Ms. Sullivan reviewed sample appendix pages, including a draft glossary table summarizing each amendment and individual one-page design consideration sheets for each focus area. Each sheet includes a map excerpt, description, and guidance on building forms, site design, landscaping, and mobility considerations. She noted that the materials remain in draft form pending approval dates and final revisions. She emphasized that for the mixed-use area in Focus Area 3, Staff intend to ensure a true mix of uses rather than predominantly multifamily development. For Focus Area 4, Staff added language discouraging high-volume truck loading and large-scale distribution uses to better reflect community expectations. Ms. Sullivan concluded her presentation by recommending that the Planning Commission conduct a public hearing and approve the proposed amendments as outlined in the Staff Report and draft appendix. She stated that the project is tentatively scheduled for City Council consideration on Tuesday, November 18, pending action by the Commission.

PUBLIC HEARING

Chairman Poss **OPENED** the Public Hearing and asked if anyone wished to speak on this item.

Gaylene Van Horn, 8131 Rosehill Road, expressed concerns regarding the proposed amendments to the Comprehensive Plan. She asked how Lenexa residents were notified of the proposed changes and whether any public feedback was received, noting that no responses appeared in the meeting packet. Ms. Van Horn questioned the City's approach to minimizing parking impacts while permitting large-scale developments, citing approval of high-rise buildings near City Center. She expressed further concern that the City's actions appear to favor developers through incentives and variances while limiting flexibility for individual homeowners. She also stated that residents are burdened by increasing property taxes and that large developments receive financial advantages through tools such as TIFs and CIDs. Ms. Van Horn asked whether housing proposed in Focus Area 3 would consist of rental or for-sale units and whether those projects would be eligible for such incentives. Regarding Focus Area 4, she questioned whether the amendment was connected to the City's efforts to extend Lone Elm Road. She further stated that residents have difficulty receiving responses from Staff or developers and encouraged the Planning Commission to seek direct answers from those proposing new developments.

Melissa Vancrum, an attorney with Rouse Frets White Goss Gentile Rhodes, P.C., spoke on behalf of Price Brothers regarding Focus Area #1 at Prairie Star Parkway and Ridgeview Road (northeast corner). Ms. Vancrum acknowledged that some modification to the Future Land Use Map may be warranted but

argued that the current map does not accurately reflect existing zoning or development. She noted that most of the area is already zoned RP-4, Planned Residential (High Density) District, with RP-3, Planned Residential (Medium-High Density) District, parcels to the east, and that only her client's parcel remains zoned AG, Agricultural District. She emphasized that the parcel is buffered by an existing golf course and surrounded by established high-density residential, making a medium-density reclassification unnecessary. Ms. Vancrum highlighted that the area's proximity to City Center and major highways supports high-density residential development. She expressed concern that the proposed amendment would effectively downzone the one remaining parcel, reducing the potential number of units by half and potentially creating real-world consequences for developers who have planned for cost distribution across the full density. She further argued that the proposed design considerations included in the amendment are more appropriate for zoning regulations or detailed development plans rather than a Comprehensive Plan, especially since the plan was thoroughly updated in July 2024. Ms. Vancrum recommended that a full study be conducted before making additional changes to the Future Land Use Map.

David Hanks, 22635 West 89th Street, spoke regarding Focus Area #2 at Prairie Star Parkway and Monticello Road (northwest corner). He thanked Staff for providing more detailed information for the areas under consideration and expressed support for their efforts. Mr. Hanks addressed the change from high-density to medium-density residential zoning, RP-1, Planned Residential (Low Density) and RP-2, Planned Residential (Intermediate Density) Districts at this location. He noted that the rationale for the change, as outlined in the October 6th Planning Commission minutes, included aligning the scale of future residential development with existing suburban density, fitting the character and development pattern of the area, and the availability of high-density residential in other locations, such as the Solera apartments at the southeast corner of Prairie Star Parkway and K-7. He explained that in his subdivision, at the west side of Woodsonia Street (between 87th and 89th Street) is zoned RP-3, while the east side, where he lives, is RP-1, making the street itself the only separation between different densities. Mr. Hanks raised concern that purchasers of the property at the northwest corner may have relied on the previous high-density zoning in making their decisions. He recommended that the Planning Commission consider updating the Future Land Use Map to provide clear guidance for both developers and residents, taking into account tiered development and the growth of the city. He emphasized the importance of establishing predictable neighborhood patterns to prevent confusion or unintended consequences for property owners in the future. Mr. Hanks concluded by thanking the commission for their consideration.

Chairman Poss entertained a motion to **CLOSE** the Public Hearing. Moved by Commissioner Burson, seconded by Commissioner Wagner, and carried by a unanimous voice vote.

PLANNING COMMISSION DISCUSSION

Chairman Poss inquired about public notification for the meeting, specifically asking whether attendees were informed solely by receiving the meeting packet or through other means. Scott McCullough, Community Development Director, confirmed that the statutory requirements for notice were fulfilled. He added that many residents who had previously engaged in entitlement processes were given the opportunity to subscribe to Planning Commission agendas. While it is not feasible to notify every property owner for citywide matters, the City strives to provide both legal and practical notice whenever possible.

Chairman Poss clarified that the commission was not changing any zoning at this meeting. The purpose of the discussion was to update the Comprehensive Plan, which serves as a planning guide for how the community expects development to occur in the future. He explained that the Future Land Use Map is simply a guide for the development community and does not alter existing zoning designations. He then asked about the status of several developments. It was confirmed that the areas known as Watercrest and Woodsonia already have approved zoning changes and approved development plans in place. In contrast, the Monticello area near Prairie Star Parkway had been reviewed by the commission in the

past, but the zoning change for that project was never finalized. It did not proceed to the City Council for final approval, so the property remains under its existing agricultural zoning. Scott McCullough noted that the property in question has some split zoning, but none of the areas being recommended for revision currently have vested rights to develop. Chairman Poss asked about the property located at Ridgeview and Prairie Star Parkway, identified as Focus Area #1. He inquired whether the western portion of that site already has RP-4 zoning in place, noting that it would make sense since an approved plan existed for that location and the zoning change was made many years ago. He then asked for clarification on how the process works when zoning is already in place, but the Future Land Use Map update recommends a downzoning. He emphasized that recommending a downzoning on the map does not necessarily mean that is how the property will ultimately develop. Scott McCullough confirmed that Chairman Poss's understanding was correct. He explained that the purpose of the Future Land Use Map is to establish expectations for how a property could develop in alignment with the Comprehensive Plan. In practice, when a developer expresses interest in a property, City Staff would meet with them to review the plan, discuss what it supports, and determine what types of development could be considered appropriate. The City would then encourage the developer to pursue a rezoning that brings the property into compliance with the Comprehensive Plan. Mr. McCullough noted that this process is not unusual; when the plan was updated in 2024, several properties already had zoning in place that no longer fully matched the updated land use designations, requiring rezoning when new development proposals were submitted. Chairman Poss then opened the floor for discussion among the commissioners.

Commissioner Burson focused the discussion on Focus Area #1. He explained that after reviewing the area again earlier in the day, he was confused about why the Future Land Use Map was not being updated to reflect the existing RP-3 zoning to the east of this area. He noted that RP-3 zoning allows up to 12 units per acre, which classifies it as high-density development, not medium density as might be assumed based on the number of units. Commissioner Burson pointed out that in other areas under review that evening, the Future Land Use Map was being adjusted to align with existing zoning and development density. Therefore, he questioned why a similar update was not being recommended for this particular area. Commissioner Burson continued by noting that when looking at the Future Land Use Map, it appears that the entire area is being designated as Suburban-Density Residential. He pointed out that this characterization is not accurate based on the existing zoning. Commissioner Burson referenced comments from a member of the public who raised the same concern and noted that, in other areas discussed that evening, such as Solera, the City was making updates to the map to more accurately represent current conditions and the intent of the City's planning efforts. He questioned why Staff did not recommend a similar adjustment for this particular area to ensure consistency and clarity in how the Future Land Use Map reflects existing zoning and development patterns. Scott McCullough responded that Commissioner Burson's point was fair. He acknowledged that the parcels in question are already developed and that Staff did not prioritize it when reviewing updates to the Future Land Use Map. Mr. McCullough agreed that it would be appropriate to change the designation for the area east of Focus Area #1 to the High-Density Residential category to match the existing zoning and development. He added that, once a property has vested rights, the City typically aims to align the Future Land Use Map designation with those rights. Commissioner Burson reflected on his prior involvement with the rezoning of this particular property to RP-4. He explained that he had to review the surrounding context, such as adjacent properties and the golf course buffer, to understand why he had supported the original project. While Medium-Density Residential initially seemed to make sense based on the Staff Report, recalling the RP-3 zoning and the golf course buffer helped him understand why he had not been concerned with allowing higher density in that area. He then raised a question about terminology in the proposed appendix or amendment, specifically the use of the term "reclassify." Since this is a Future Land Use Map update, which does not directly change zoning, he wanted clarification on what "reclassify" means in this context. He asked whether it simply refers to updating the map to reflect a new suggested land use designation, such as changing from agricultural to medium density, or if it has a formal definition beyond that. Scott McCullough clarified that the Comprehensive Plan uses the term "land use classification" to

describe how each parcel is categorized, which is what the Future Land Use Map reflects. Commissioner Burson confirmed his understanding, noting that updating the map involves “reclassifying” a parcel’s land use classification, and Mr. McCullough agreed.

Commissioner Burson said this was his first time reviewing a Comprehensive Plan amendment and praised staff for their clear and thorough presentation. He expressed concern about setting a precedent by applying additional design criteria to individual parcels, which could lead to overly specific, “micro” planning and create inconsistencies. He pointed out that in some cases, like a parcel being reclassified from high to medium density, the criteria would apply only to that parcel while neighboring parcels with the same classification would not, raising questions of fairness and uniformity. He contrasted this with areas near City Center and the K-10/K-7 interchanges, where updates reflect existing conditions or address unique challenges, such as traffic, older buildings, and estate lots. Commissioner Burson concluded that, while he might support some reclassifications, he was hesitant to approve parcel-specific design criteria that could establish a precedent and invited feedback from the other commissioners. Scott McCullough highlighted the importance of the Comprehensive Plan as a guide for development, noting that it provides clarity for both the community and developers. He acknowledged Commissioner Burson’s comments and explained that Staff uses the plan to balance community feedback with development needs, particularly for controversial sites. McCullough emphasized that providing a clear framework benefits all parties and noted that the current batch of parcels requires additional detail.

Commissioner Woolf agreed with several of Commissioner Burson’s points, particularly regarding Focus Area #1. He noted that natural buffers, existing multifamily development to the east, and the golf course to the north already provide context and questioned the need for a lower-density designation rather than maintaining the current RP-4 zoning. Regarding Focus Area #2, he generally agreed with the proposed approach but questioned why adjacent areas to the north were also not addressed. Scott McCullough responded that the area in question is already approved, platted, and under construction as part of the Watercrest Landing townhome project. Commissioner Burson asked whether the parcel in question was originally designated for high density as part of the overall plan for the area, and whether it was included in the Watercrest Landing master plan, despite not being currently zoned or under construction. Scott McCullough responded that it was not part of the master plan and that the original plan extended only as far south as the property immediately north of it. Commissioner Woolf then asked about the plan for the area to the west of Focus Area #3, where the zoning transitions to RP-1. The area that abuts an existing neighborhood. Stephanie Sullivan noted that a buffer was intentionally maintained between the large single-family lot and the subdivision, and any potential redevelopment would remain suburban residential. Scott McCullough noted that the area near future Ridgeview Road between Prairie Star Parkway and 87th Street Parkway has been reviewed closely due to the Ridgeview alignment. Largely suburban residential, the area is a prime undeveloped location near City Center and highways. He emphasized that different parts of the site could support varied housing forms, from medium-density residential to four-story apartments, with context-driven design features, highlighting the site’s strategic importance.

Commissioner Horine emphasized that the role of the Planning Commission is to provide guidance on what types of development are appropriate in an area, rather than establishing guaranteed zoning. He explained that decisions are made by reviewing staff information, listening to fellow commissioners and public comments, and considering what seems most appropriate. Commissioner Horine supported the idea of including an appendix in the comprehensive plan to allow for flexibility without changing the full plan. He generally agreed with the proposed reclassifications but expressed reservations about changing the classification for the parcel at Ridgeview and Prairie Star (Area 1), suggesting it could be addressed later when a developer brings forward a proposal.

Ben Harber noted that previous discussions on Focus Area #1, including a proposed assisted living center, involved extensive analysis of impacts such as parking, lighting, and visual buffers from the golf course. Based on those reviews, he agreed with other commissioners that a buffer was not necessary and expressed that it may not be appropriate to include specific guidance for this site in the Comprehensive Plan.

Commissioner Dharod asked how the community's stated desires, referenced throughout the discussion, were determined. He inquired about the process of communicating with the community and how the commission evaluates which desires warrant consideration through a Comprehensive Plan amendment.

Commissioner Wagner largely agreed with her fellow commissioners but expressed concern about Focus Area #1. She noted that changing the classification for this specific area could lead to more contentious discussions in the future if a proposal for higher-density development is later submitted.

Commissioner Dharod wanted to clarify his previous inquiry by asking how conversations with the community were conducted to measure and assess their stated desires. Scott McCullough explained that the 2024 Comprehensive Plan update included extensive community participation through surveys, focus groups, and organizational meetings. He noted that for these particular amendments, despite notices, the annual report, and the public hearing, staff had received little community feedback, which he said is typical since zoning notices generally generate more direct engagement than broader Comprehensive Plan amendments.

Chairman Poss echoed support for the previously mentioned points and expressed strong approval of the appendix, noting it provides a useful way to track annual changes without limiting future development. He supported the recommended amendments for Focus Areas 2, 3, and 4, agreeing with the rationale for increased density closer to City Center and medium-density residential in areas where commercial uses are no longer appropriate. Regarding Focus Area #1 (Prairie Star and Ridgeview), he agreed with prior comments that the site is unique, with a large golf course buffer and steep terrain that make lower-density development challenging. He suggested leaving Area 1 unchanged in the Comprehensive Plan and revisiting it in a year, while noting that the City Council retains final approval authority.

Commissioner Katterhenry agreed with many of the previous comments and supported the proposed amendments overall. Regarding Areas 1 and 2, he expressed agreement with staff's recommendations, noting that the changes provide an appropriate buffer between high-density residential areas (RP-4) and adjacent lower-density single-family neighborhoods.

Commissioner Woolf clarified that while he supports the concept of medium-density development outlined by staff, he believes the existing buffers provided by the golf course, Ridgeview Road, and adjacent properties make it reasonable to leave Focus Area #1 as currently designated. He stated he would prefer to review a future plan proposing medium density rather than changing the classification now.

Commissioner Jamison agreed with previous comments, emphasizing that the Comprehensive Plan serves as a guide rather than a fixed directive. He noted that this approach allows flexibility to consider alternative options while ensuring decisions remain consistent with the original plan and transparent to the public.

Scott McCullough suggested that even if the classification for Focus Area #1 remains unchanged, the commission should consider retaining the proposed design considerations, as they would help guide the development of a well-designed project under the existing high-density designation.

Commissioner Harber recalled the prior detailed discussions regarding buffering during the assisted living center proposal for Focus Area #1. He noted that the commission had thoroughly evaluated factors such as visibility, lighting, parking orientation, and seasonal tree coverage, concluding at the time that nearby homes would not see or hear impacts from the development. He reiterated this point in the current discussion.

Commissioner Burson noted that this is the first time the Commission has gone through this process and referenced the earlier assisted living project discussed by Commissioner Harber. He recalled that the Commission, Staff, and City Council were previously able to reach an outcome acceptable to the community without the proposed design criteria. Commissioner Burson questioned why additional criteria are now needed for this site and what new value they would provide compared to existing review processes. Scott McCullough explained that the proposed design criteria would allow staff to ensure higher-quality development on the site. He noted that the earlier senior living project under the RP-4 rezoning was of high quality, but subsequent proposals were significantly “value-engineered” and would have been difficult to deny under existing regulations. Mr. McCullough said the added criteria strengthen staff’s ability to uphold community expectations and guide future projects toward the higher design standards envisioned in the Comprehensive Plan. Commissioner Burson questioned why the proposed design criteria, if important for ensuring quality medium- or high-density residential development, were not incorporated more broadly into the Comprehensive Plan rather than being applied only to this specific parcel. Mr. McCullough responded that the Comprehensive Plan already includes a context-based section addressing similar considerations, which was recently applied to the Hedge Lane project. He explained that the Unified Development Code also provides mitigation tools for most situations, but since few medium- and high-density sites remain, Staff have focused on those with recent development activity. Mr. McCullough noted that each framework is tailored to the specific context of a site, allowing for case-by-case application. Commissioner Burson stated that he returned to his original point, noting that he found it difficult to apply the criteria to one property but not another. He expressed support for the criteria itself but disagreed with applying it to only one parcel rather than all similar properties and found the approach uneven and inconsistent. He emphasized that, while he supports the criteria in general, he does not support applying them to a single property. He noted that his concern was not with this particular parcel, but with the precedent of applying criteria selectively. Commissioner Burson further explained that many of the proposed standards, such as providing adequate buffers, minimizing aesthetic impacts, aligning rooflines with surrounding development, incorporating layered landscaping, and ensuring multimodal connectivity, are already common requirements addressed through existing regulations within the Unified Development Code. He questioned what additional benefit these specific criteria would bring in this instance and reiterated his concern about setting a precedent for singling out individual parcels.

Chairman Poss responded that he did not view the current tracts under discussion as being treated differently from the Hedge Lane tract referenced by Staff at the previous meeting. He stated that certain properties are inherently context-sensitive for various reasons, citing Hedge Lane as a prime example. He added that Focus Area #1 could similarly be considered context-sensitive, as it transitions from heavier zoning districts and is bordered by major arterial roads. Chairman Poss expressed support for including the proposed criteria, noting that they provide additional structure and guidance for City Staff in development discussions. He stated that, while the Commission is not present during those conversations, establishing clear criteria helps reinforce the city’s intended direction and gives staff greater support in communicating planning expectations.

Commissioner Burson responded that the commission had reached similar planning outcomes on the Hedge Lane tract without incorporating these criteria into the Comprehensive Plan. He questioned why it would be necessary to add them for this particular parcel. Scott McCullough clarified that Hedge Lane was referenced in the Comprehensive Plan as an example of context-sensitive design. Commissioner Burson clarified that Hedge Lane had been cited only as an illustrative example, not as a site with

explicitly applied criteria. He stated that, in his review of the Comprehensive Plan, this appeared to be the first instance where criteria were being directly applied to a specific parcel. He expressed concern about setting that precedent, comparing it to targeted planning approaches used in other municipalities, which he did not support. Commissioner Burson emphasized that while he respected differing opinions and outcomes, he wanted his concerns to be clearly noted. He cautioned that applying site-specific criteria within the Comprehensive Plan could lead to uneven treatment of properties and create what he described as a “slippery slope.” Citing remarks often made by Commissioner Horine, he noted that planning decisions should avoid being made from the dais or driven by Staff preferences, emphasizing that the market and established development standards should guide outcomes. He added that the City has historically achieved successful development without singling out parcels in this manner. While acknowledging that Staff may have encountered recent development proposals that raised concerns, he stated that he had not personally seen those examples. Commissioner Burson concluded by affirming that his intent was not to make staff’s work more difficult but to ensure fairness, consistency, and reasonableness in how planning criteria are applied citywide. He cautioned against the practice of preemptively identifying and regulating individual parcels within the Comprehensive Plan, as he believed it set an undesirable precedent.

Commissioner Woolf acknowledged the source of the controversy, noting that while many of the proposed criteria are standard considerations in every review, he understood Commissioner Burson’s concerns. He stated that, in his view, this site is different because it is adjacent to two existing residential neighborhoods. For that reason, he expressed support for applying the additional criteria here, emphasizing that the proximity to existing homes distinguishes it from an open field and warrants the added considerations.

MOTION

Chairman Poss entertained a motion to **APPROVE** the amendments to the Lenexa Comprehensive Plan’s narrative and Future Land Use Map *with one modification*:

1. The density on the Future Land Use Map for Focus Area #1 (Prairie Star Parkway and Ridgeview Road) will remain unchanged (maintain its High-Density Residential classification), while the design considerations proposed in Staff’s recommendations will apply with modifications made relative to a High-Density Residential classification.

Moved by Commissioner Woolf, seconded by Commissioner Wagner, and carried by a poll vote.

Vice-Chairman Mike Burson	Nay	Commissioner Curt Katterhenry	Aye
Commissioner Sunny Dharod	Aye	Commissioner Cara Wagner	Aye
Commissioner Ben Harber	Aye	Commissioner David Woolf	Aye
Commissioner Don Horine	Aye	Chairman Chris Poss	Aye
Commissioner Jermaine Jamison	Aye		

STAFF REPORT

Staff had no additional information to share with the Commission.

ADJOURNMENT

Chairman Poss ended the regular meeting of the Lenexa Planning Commission at 8:25 p.m. on Monday, November 3, 2025.