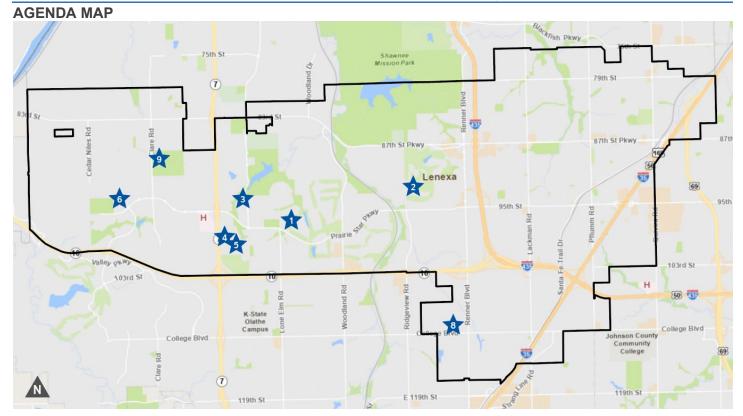


# PLANNING COMMISSION AGENDA

**JANUARY 5, 2026 at 7:00 PM** 

Community Forum at City Hall 17101 W. 87<sup>th</sup> Street Parkway Lenexa, KS 66219



#### CALL TO ORDER

#### **ROLL CALL**

### APPROVE MINUTES FROM THE DECEMBER 1, 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. Falcon Ridge, Lot 331 (Topping) Consideration of a revised final plat for property located at 21210 West 96th Terrace within the R-1, Single-Family Residential District. PT25-01FR
- 2. Cottonwood Canyon, 16th Plat Consideration of a final plat to replat the lot line between two single-family residential lots for property located at 9354 Cottonwood Canyon Drive and 9358 Cottonwood Canyon Drive within the R-1, Single-Family Residential District. PT26-02F
- 3. Cliffs of Watercrest, Third Plat Consideration of a final plat to split one lot into four lots on property located at the southeast corner of Prairie Star Parkway and K-7 Highway within the RP-3, Planned Residential (Medium-High Density) District. PT26-03F



- 4. Solera Apartments Plan Consideration of a final plat for a multifamily residential development on property located at the southeast corner of Prairie Star Parkway & K-7 Highway within the RP-4, Residential Planned (High Density) District. PL26-04F
- 5. Solera, First Plat & Solera, Second Plat Consideration of two final plats for a townhome and a duplex residential development on property located at the southeast corner of Prairie Star Parkway and K-7 Highway within the RP-2, Planned Residential (Intermediate Density) District. PT26-05F. PT26-06F
- Sunset Canyon, Second Plat & Sunset Canyon, Third Plat Consideration of two final plats for single-family residential developments located on property near the northwest corner of Prairie Star Parkway and Canyon Creek Boulevard within the RP-1, Planned Residential (Low Density) District. PT26-07F, PT26-08F

#### REGULAR AGENDA

7. Consideration of the recommended 2026-2030 Capital Improvement Program (CIP) for conformance with the Comprehensive Plan.

# CONTINUED APPLICATIONS (NO DISCUSSION)

- 8. 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 (Continued to February 2, 2026)
- 9. Clear Creek Subdivision Consideration of a rezoning and preliminary plat for a single-family residential neighborhood located at 8705 Clare Road. (Public Hearing Continued to February 2, 2026)
  - Consideration of a rezoning from the AG, Agricultural District to the RP-1, Planned Residential (Low Density) District to allow a single-family residential neighborhood. RZ26-01
  - b. Consideration of a preliminary plat for a single-family residential neighborhood in the RP-1, Planned Residential (Low Density) District. PT26-01P

#### STAFF REPORTS

#### **ADJOURN**

#### **APPENDIX**

10. Draft Minutes - December 1, 2025

If you have any questions about this agenda, please contact the Stephanie Sullivan, Planning Manager, at <a href="mailto:swillivan@lenexa.com">swillivan@lenexa.com</a>.

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.





January 5, 2026

# **FALCON RIDGE, LOT 331 (TOPPING)**

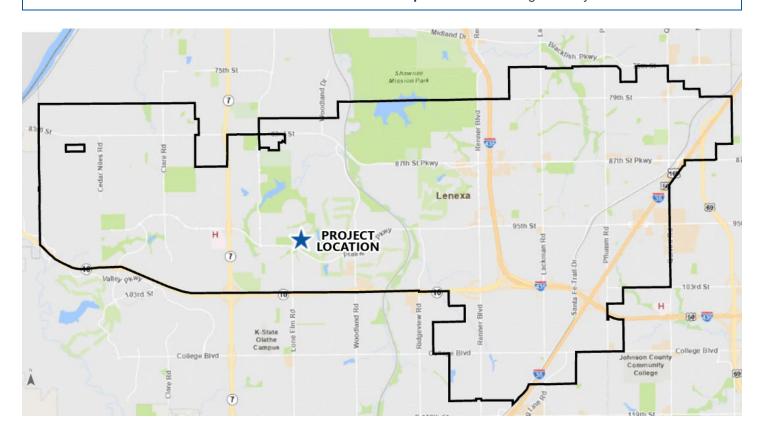
Project #: PT25-01FR Location: 21210 W. 96<sup>th</sup> Terrace

Applicant: Aaron Reuter, Schlagel Associates on Project Type: Revised Final Plat

behalf of Ashley Topping, property

owner

Staff Planner: Jessica Lemanski Proposed Use: Single-Family Residential



### PROJECT SUMMARY

The applicant seeks approval of a revised final plat to replat Lots 331 and 332 in Falcon Ridge, Twelfth Plat and Lot 6 in the Falcon Ridge Golf Club, Fourth Plat subdivisions to extend the boundaries of Lot 331 and resolve encroachments into the rear and side setbacks created by the construction of a pool and surrounding decking. The replat would result in the expansion of Lot 331 by 4,287 SF for a total lot area of 19,252 SF (0.442 acres). The replat results in all site improvements complying with applicable setback requirements. The property owners of Lot 332 and the Falcon Ridge Golf Course have consented to the transfer of land and replat. This project does not require a Public Hearing.

STAFF RECOMMENDATION: APPROVAL



# SITE INFORMATION

Lots 331 and 332 of the Falcon Ridge Twelfth Plat were originally approved by the Governing Body on June 18, 2002 and construction was completed on both houses between 2003 and 2004. The subject property (Lot 331) is located just south of the Falcon Ridge Golf Club, Fourth Plat, which was approved by the Governing Body on March 17, 1998.

TABLE 1: PREVIOUS APPLICATIONS			
Project No.	Туре	Name	Date Approved
PT98-07F	Final Plat	Falcon Ridge Golf Club Fourth Plat	March 17, 1998
PT02-09F	Final Plat	Falcon Ridge Twelfth Plat	June 18, 2002

LAND AREA (AC)	BUILDING AREA (SF)	CURRENT ZONING	COMP. PLAN
1.1	4,876	R-1	Suburban-Density Residential



Exhibit 1: Aerial Image of Subject Site. Lot 331 (west) and 332 (east) are shown in red. Areas to be transferred to Lot 331 to resolve encroachments are shown in green and yellow. Existing property lines of other lots are shown in orange.



# LAND USE REVIEW

The subject property is currently developed with a single-family home and is adjacent to the Falcon Ridge Golf Course. The site is zoned R-1, Residential Single-Family District, and is classified as Suburban-Density Residential on the Future Land Use Map. The existing uses on site, the zoning, and the Future Land Use classification are all aligned.





TABLE 2: COMPARISON OF SURROUNDING PROPERTIES						
Vicinity Land Use Classification Zoning Current Use						
Subject Property	Suburban-Density Residential	R-1, Residential Single- Family District	Single-Family Residential			
North	Public/Open Space	R-1, Residential Single- Family District	Golf Course			
South	Suburban-Density Residential	R-1, Residential Single- Family District	Single-Family Residential			
East	Suburban-Density Residential	R-1, Residential Single- Family District	Single-Family Residential			
West	Suburban-Density Residential	R-1, Residential Single- Family District	Single-Family Residential			



#### TIMELINE

In 2022, the owners of Lot 331 contracted a company to install a pool and deck in the rear yard of the property. The permit for the pool and surrounding decking, as shown in Exhibit 2, was approved in November of 2022 and showed the pool and accompanying deck 20' from the side lot line and 15' from the rear property line. At the time of permit approval, the plan was compliant with all required setbacks in the R-1 Zoning District.

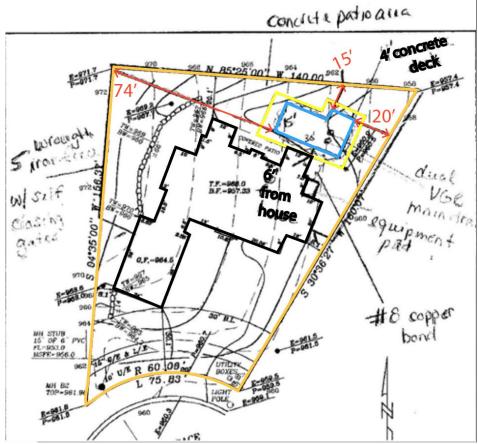


Exhibit 2: Original pool permit approved in November 2022.

The original permit expired on May 22, 2023. During the time between this permit's approval and expiration, the original company contracted to install the pool and decking dug the shell for the pool incorrectly and in the wrong location, causing damage to the home's foundation and resulting in encroachments into required setbacks on the property. The original pool company has since filed for bankruptcy and abandoned several projects within Lenexa and surrounding jurisdictions.

A new pool company was contracted by the property owner and applied for a new permit in December 2023, which showed the pool itself 10' from the side and rear property lines. This is compliant with UDC Section 4-1-B-24-F-13, which notes that pools must be setback at least 5' from all side and rear lot lines, as measured from the water's edge; however, the decking around the pool was not shown on this permit, and so it was not reviewed for setback compliance. The permit was approved in January 2024, and work was completed throughout that year.



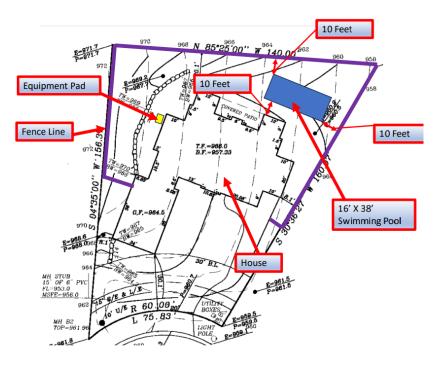


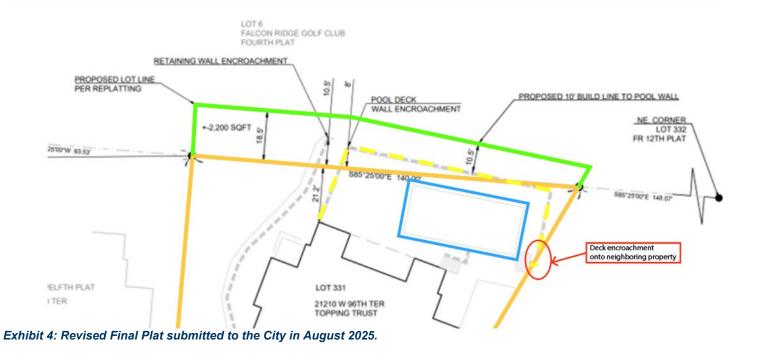
Exhibit 3: Pool permit approved in January 2024. The blue rectangle represents the pool itself, not any surrounding decking.

The City became aware of potential encroachment violations when viewing the property on the Johnson County AIMS maps in the summer of 2024.

A Notice of Violation was sent to the property owners in February of 2025 noting that the pool is unsecured by a fence and was not constructed per the approved plans. At the time, only an encroachment on to the rear setback of the property was identified since no survey of the property and the pool's location had been completed.

In July of 2025, the Planning Division contacted the property owners to discuss options for bringing the property into compliance with the UDC. When a revised final plat and survey was submitted in August of 2025, it was identified that the decking of the pool also encroached onto the eastern neighbor's property and the property the property owner was working to obtain from the golf course was not enough to satisfy the required setback for a pool with more than 3' of decking. UDC Section 4-1-B-26-B-7 notes that decks, porches, or patios may encroach into setbacks a maximum of 3 feet, but no closer than 2 feet to any property line. Since the decking of the pool was shown over the eastern property line and encroaching 10' into the rear setback, Staff informed the property owners that they would need to either obtain additional property from the neighbors to satisfy the required setbacks, remove the encroachments, or request a variance for relief from the required setbacks.





In December of 2025, Staff received a revised final plat for Lot 331 that is compliant with all required setbacks, as discussed in the Revised Final Plat Review section of this report.

TABLE 3: TIMELINE SUMMARY		
November 2022	Original pool permit approved	
Dec 2022-April 2023	Pool shell is dug incorrectly	
May 2023	Original pool permit expires	
December 2023	New company applies for new pool permit	
January 2024	New pool permit approved	
Spring/Summer 2024	Pool and decking are completed. Staff identify the pool encroachment using aerial imagery.	
February 2025	Notice of Violation sent to property owners	
July 2025	Planning Division contacts property owners to discuss steps towards compliance.	
August 2025	Property owners apply for revised final plat. Encroachment over property line is identified, warranting further discussion on next steps	
December 2025	New plat is provided showing extended property lines and compliance with required setbacks	



### REVISED FINAL PLAT REVIEW

The applicant proposes a final plat to replat Lots 331 and 332, Falcon Ridge, Twelfth Plat, and part of Lot 6, Falcon Ridge Golf Club, Fourth Plat to extend the property lines of Lot 331 and eliminate the setback encroachments created by the construction of the pool and surrounding decking. Approximately 3,724 SF will be transferred from Lot 6, Falcon Ridge Golf Course, Fourth Plat, and 563 SF will be transferred from Lot 332, Falcon Ridge, Twelfth Plat. As a result, Lot 331 will gain 4,287 SF for a total square footage of 19,252 (0.442 acres). Lot 332 will remain in compliance with the dimensional standards of the R-1 Zoning District.



**Exhibit 5: Revised Final Plat** 

The adjustment of lot lines between Lots 331 and 332 of Falcon Ridge, Twelfth Plat, and Lot 6 of Falcon Ridge Golf Course, Fourth Plat allow for the decking of the pool to comply with the setbacks required by the R-1 District, as shown in Table 4.

TABLE 4: SETBACK ANALYSIS					
Setbacks Required Proposed Minimum Setback Setback					
North	20'	20'			
East	7"	7'			
South	30'	30'			
West	7"	8.7'			

# FALCON RIDGE, LOT 331 (TOPPING) – PT25-01FR Planning Commission Staff Report



January 5, 2026

The revised final plat will not dedicate any additional right-of-way, tracts, or easements. All existing easements dedicated via the Falcon Ridge, Twelfth Plat and Falcon Ridge Golf Course, Fourth Plat will remain as dedicated. The final plat complies with the subdivision requirements of Section 4-2 of the UDC.

## **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.
- The applicant should inquire about additional City requirements and development fees.

## RECOMMENDATION FROM PROFESSIONAL STAFF

#### **★** Staff recommends approval of the proposed Revised Final Plat for Falcon Ridge, Lot 331 (Topping).

- The plat proposes to move the property lines between the subject site and the neighboring properties to the north and east to remedy an encroachment into required setbacks for a recently constructed pool and related decking.
- The project is consistent with Lenexa's goals through **Responsible Economic Development** to create **Vibrant Neighborhoods**.

#### **REVISED FINAL PLAT**

Staff recommends **APPROVAL** of the revised final plat for PT25-01FR – **Falcon Ridge, Lot 331 (Topping)** at 21210 W. 96<sup>th</sup> Terrace, for a single-family home and accessory pool and deck.



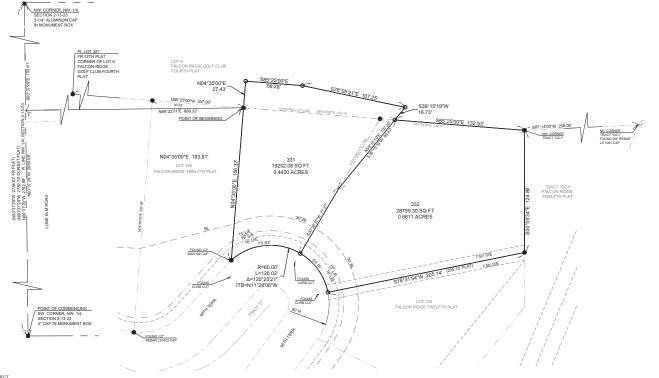
Data Source: City of Lenexa and Johnson County Kansas For further information, please call 913-477-7500

# Falcon Ridge Lot 331 (Topping) Revised Final Plat





IN THE NW. 1/4, OF SEC. 2-13S-23E IN THE CITY OF LENEXA, JOHNSON COUNTY, KANSAS



#### DESCRIPTION:

A replat of All of Lot 331 and 332, FALCON RIDGE, TWELFTH PLAT a subdivision in the City of Lenexa, and a Part of Lot 6, FALCON RIDGE GOLF CLUB, FOURTH PLAT, a subdivision in the City of Lenexa, in the Northwest Che-Quietre of Section 2, Township 13 South, Range 23 East, Johnson County, Kansas, allogether being described by Asnor 1 Faulett, Kansas PS-1429, of Schlage, Kinsas LS-54, on November 19, 2023 as follows:

Commencing at the Southwest corner of the Northwest One-Quarter of said Section 2; there along the West line of the Northwest One-Quarter of said Section 2; North One-Secret Section 2, North One-Section 2, North

#### DEDICATION:

The undersigned proprietor of the above described tract of land has caused the same to be subdivided in the manner shown on the accompanying plat which hereafter shall be known as "FALCON RIDGE FIFTEENTH PLAT".

#### STRICTIONS:

f all Lots and Tracts of land in this subdivision shall hereafter be subject to the covenants and restrictions which will be filed at the office of

This plat shall not be filed by the Register of Deeds unless filing is within 730 calendar days after the City of Lenexa Planning Commission approva date, inclusive.

#### EASEMENTS:

A 10.00 feet wide Utility Easement or U/E, was granted to the City of Lenexa with the recording of FALCON RIDGE TWELFTH PLAT in book 131 at page 17, and will remain.

A 15.00 feet wide Landscape Easement or L/E, was granted to the City of Lenexa with the recording of FALCON RIDGE TWELFTH PLAT in book 131 at page 17, and will remain.

A 15.00 feet wide Sanitary Sewer Easement or S/E, was granted to the City of Lenexa with the recording of FALCON RIDGE TWELFTH PLAT in book 131 at page 17, and will remain.

A 7.50 feet wide Drainage Easement or D/E, was granted to the City of Lenexa with the recording of FALCON RIDGE TWELFTH PLAT in book 131 at page 17, and will remain.

#### CONSENT TO LEVY:

The undersigned proprietor of the above described land hereby consents and agrees that the Board of Courty Commissioners of Lives from the Kanasa, and the City of Leevas, Johnson Courty, Kanasa, shall have the power be release such in land of purposed to be described for publiss or lease from the lease and effect of any special assessments, and that the amount of the unpaid special assessments on such land dedicated shall become and remain a leen on the remainder of this land fromton and abstitution on such dedicated such leave or the remainder of this land fromton and abstitution on such dedicated such leave or the remainder of this land fromton and abstitution on such dedicated such leave or the remainder of this land fromton and abstitution on such dedicated such leave or the remainder of this land fromton and abstitution on the decidated such leaves or the remainder of this land fromton and abstitution on such dedicated such leaves the variety of the remainder of the land of the l

#### APPROVALS:

Approved by the Planning Commission of the City of Lenexa, Johnson County, Kansas, this \_\_\_day of \_\_\_\_\_\_, 20\_\_\_.

Chris Poss, Chairman

SSTH STREET

OOD NOTE OF THE S



BASIS OF BEARINGS: THE FINAL PLAT OF FALCON RIDGE TWELFTH PLAT. THE WEST LINE OF THE NW. 1/4, BEARING N00"37"29"W



# LEGEND: FOUND MONUMENT AS NOTED FOUND 12" REBAR WITH KSLS S4 CAP UNLESS OTHERWISE NOTED SET 12" REBAR WISS AS CAP UNLESS OTHERWISE NOTED WISS THIS REDAT WISS NOTED EXISTING PLAT AND RW LINES WISS HISTORY OF THE WISS NOTED EXISTING PLAT AND RW LINES

		EXISTING PLAT AND R/W LINES
R/W	-	RIGHT-OF-WAY
BL	-	BUILDING LINE
R/W		RIGHT-OF-WAY
U/E	-	UTILITY EASEMENT
L/E	-	LANDSCAPE EASEMENT
S/E		SANITARY SEWER EASEMENT

# EXECUTION: IN TESTIMONY WHEREOF, the undersigned proprietors have caused this instrument to be executed this

By: Ashley M. Topping and Nicholas E. Topping, Co-Trustees of the Topping Family Trust Owner of Lot 331.

Ashley M. Topping Trustee	Nicholas E. Topping Trustee
STATE OF KANSAS	)
COUNTY OF JOHNSON	)ss. )
THIS INSTRUMENT was ac 2025, by	knowledged before me on this day of

My Appointment Expires

#### EXECUTION:

IN TESTIMONY WHEREOF, the undersigned proprietors have caused this instrument to be executed this day of 2025.

By: Jeffrey Dale Janda and Keri Layne Janda Owner of Lot 332.

effrey Dale Janda		Keri Layne Janda	
TATE OF KANSAS	) )ss.		

RUMENT was acknowledged before me on this \_\_\_\_\_ day of \_\_\_\_\_

Dublic Mr. Appeletment Expires

I HEREBY CERTIFY THIS PLAT WAS PREPARED UNDER MY DIRECT SUPERVISION BASED ON A FIELD SURVEY PERFORMED IN AUGUST 2025. THE DETAILS SHOWN ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.





Ph: (913) 492-5158 • Fax: (913) 492-8400 • WWW.SCHLAGELASSOCI.
Kansas State Certificates of Authority
#E-298 #LA-29 #LS-54

DATE 11-20-2025		FINAL	PLAT OF	
DRAWN BY SCH				
CHECKED BY AR	FALCON	RIDGE	FIFTEENTH	PLAT

IAPROJECTS/2025/25-122/2.0 Survey/3.0 Plat/25-122 F

PROJ. NO. 25-122 SHEET NO. 1

#### PLANNING COMMISSION STAFF REPORT



January 5, 2026

# COTTONWOOD CANYON SIXTEENTH PLAT

Project #: PT26-02F Location: 9354 & 9358 Cottonwood Canyon

Drive

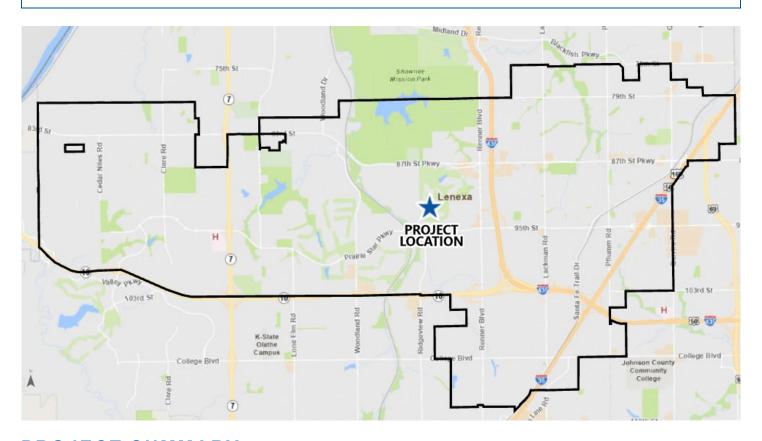
Applicant: Marc Johnson, Owner of 9354 Project Type: Final Plat

Cottonwood Canyon Drive;

Lisa Kastens, Owner of 9358

Cottonwood Canyon Drive

Staff Planner: Noah Vaughan Proposed Use: Single-Family Residential



# **PROJECT SUMMARY**

The applicant seeks approval of a final plat for the Cottonwood Canyon subdivision to replat Lot 125 and Lot 126 of the Eleventh Plat of the subdivision, addressed as 9354 Cottonwood Canyon Drive (Lot 126) and 9358 Cottonwood Canyon Drive (Lot 125). Cottonwood Canyon is a single-family residential subdivision located southwest of Lenexa City Center. The purpose of this final plat is to adjust the shared property line between the lots to correct existing encroachments and setback deficiencies associated with the development of Lot 126. Retaining walls and a rock walkway associated with 9354 Cottonwood Canyon Drive were constructed over the property line onto 9358 Cottonwood Canyon Drive. In addition, a window well of the structure on 9354 Cottonwood Canyon Drive does not meet the required setback. The reconfigured lot line will bring Lot 126 into compliance with city code. Because these lots were previously platted, a final plat is required to formalize the adjustment. This project does not require a Public Hearing.

STAFF RECOMMENDATION: APPROVAL



# SITE INFORMATION

Cottonwood Canyon Eleventh Plat (PT17-23F) was originally approved by the Governing Body on December 19, 2017. The subject lots are within said plat. The permits for each residence on the lots were both issued in 2022; however, the final inspections for the permit for 9354 Cottonwood Canyon Drive is still awaiting final approval pending the proposed replat to adjust the lot line.

TABLE 1: PREVIOUS APPLICATIONS				
Project No.	Туре	Name	Date Approved	
RZ 06-16	Rezoning	Cottonwood Canyon Residential	May 15, 2007	
PT 06-06P	Preliminary Plat	Cottonwood Canyon Residential	May 15, 2007	
PT17-23F	Final Plat	Cottonwood Canyon Eleventh Plat	December 19, 2017	

 LAND AREA (AC)
 BUILDING AREA (SF)
 CURRENT ZONING
 COMP. PLAN

 0.3 (Lot 125)
 3,702 (Lot 125)
 RP-1
 Suburban-Density Residential



Exhibit 1: Aerial Image of Subject Site.



#### LAND USE REVIEW

The subject properties currently contain existing residences. Both sites are zoned RP-1, Planned Residential Single-Family District. The Future Land Use Map designates the properties for continued single-family use, as it falls under the Suburban-Density Residential classification. Therefore, the existing use on the sites, current zoning, and future land use classification are all aligned.

The sites are surrounded to the east, south, and north by the rest of Cottonwood Canyon Eleventh Plat, including the Canyon Farms golf course development surrounding the neighborhood. The Cottonwood Canyon subdivision borders undeveloped property to the west that is classified as Suburban-Density Residential within the Comprehensive Plan. Higher-density residential developments (RP-2, RP-3, and RP-5) exist to the south and east of Cottonwood Canyon, along with pockets of commercial development (CP-O and CP-1). City Center is located northeast of Cottonwood Canyon along Renner Boulevard and W. 87th Street Parkway.

# Zoning Map RP1 Suburban-Density Residential Medium-Density Residential Medium-Density Residential Suburban-Density Residential

TABLE 1: COMPARISON OF SURROUNDING PROPERTIES				
Vicinity	Land Use Classification	Zoning	Current Use	
Subject Properties	Suburban-Density Residential	RP-1, Planned Residential Single- Family District	Single-Family Residential	
North	Suburban-Density Residential	RP-1, Planned Residential Single- Family District	Single-Family Residential	
South	Suburban-Density Residential, High- Density Residential	RP-1, Planned Residential Single- Family District, RP-3, Residential Planned (Medium-High Density) District, RP-4, Residential Planned (High-Density) District	Single-Family Residential Undeveloped, Multifamily Residential	
East	Suburban-Density Residential	RP-1, Planned Residential Single- Family District	Single-Family Residential	
West	Suburban-Density Residential, Medium- Density Residential	AG, Agricultural District	Undeveloped land, Agricultural	



#### FINAL PLAT REVIEW

The applicant proposes a final plat to adjust the existing lot line between 9354 Cottonwood Canyon Drive and 9358 Cottonwood Canyon Drive (shown in Exhibit 2). Two retaining walls and rock steps were errantly constructed with 9354 Cottonwood Canyon Drive and encroach onto the adjacent lot, 9358 Cottonwood Canyon Drive. The proposed change to the lot line will result in these improvements being fully within 9354 Cottonwood Canyon Drive and will also ensure the 2' setback requirement for retaining walls is met. In addition, the window well attached to the primary structure on 9354 Cottonwood Canyon Drive does not meet the setback requirement, which must be setback 2 feet from the side property line. Considering the adjustment for both tracts, the lot area for 9354 Cottonwood Canyon Drive will increase by 536.3 square feet.

The house at 9358 Cottonwood Canyon Drive currently meets the current setback requirement for the primary structure to the existing lot line, as the current setback is 6 feet, whereas an approved deviation granted to lots within this subdivision made the side yard setback requirement 5 feet instead of the typical 7 feet. The acreage 9358 Cottonwood Canyon Drive gains from Tract 2 totals 38.3 square feet, but the lot will ultimately lose 536.3 feet when taking into account the square footage transferring in Tract 1.

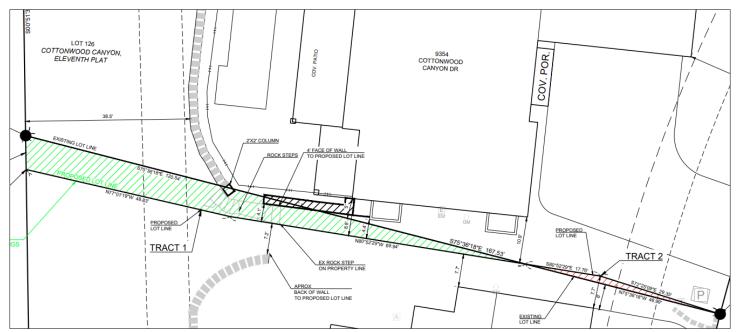


Exhibit 2: Exhibit comparing the proposed lot line adjustment to the existing property line. The hatched green (Tract 1) shows the land that will be gained by 9354 Cottonwood Canyon Drive to keep improvements on their property and to meet setback requirements. The hatched red (Tract 2) shows the land that will be gained by 9358 Cottonwood Canyon Drive.

A 10' easement for Evergy exists in the rear of both properties. 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).





Exhibit 3: Photo showing pink survey flags for the existing property line between the two properties.

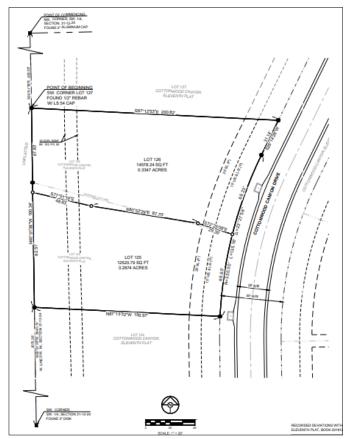


Exhibit 4: Cottonwood Canyon Sixteenth Plat.

## **NEXT STEPS**

- The Planning Commission is the final authority for approval of this project.
- The final plat must be recorded with Johnson County.

# RECOMMENDATION FROM PROFESSIONAL STAFF

### **★** Staff recommends approval of the proposed Final Plat for Cottonwood Canyon Sixteenth Plat.

- The proposed plat will adjust the existing lot line between 9354 Cottonwood Canyon Drive and 9358 Cottonwood Canyon Drive in order to bring the existing improvements on 9354 Cottonwood Canyon Drive into compliance with code requirements.
- The project is consistent with Lenexa's goals through Inclusive Community Building and Superior Quality Services to create Vibrant Neighborhoods.

#### **FINAL PLAT**

Staff recommends **APPROVAL** of the final plat for PT26-02F – **Cottonwood Canyon Sixteenth Plat** at 9354 & 9358 Cottonwood Canyon Drive for existing single-family developments.



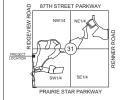
Cottonwood Canyon Sixteenth Plat Final Plat





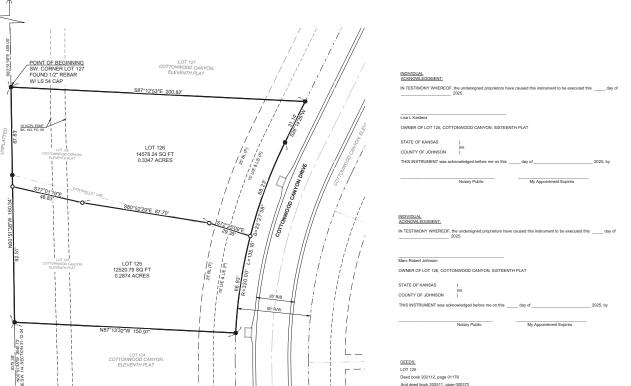
# COTTONWOOD CANYON, SIXTEENTH PLAT

A REPLAT OF ALL OF LOT 125 AND ALL OF LOT 126, COTTONWOOD CANYON, ELEVENTH PLAT, A SUBDIVISION OF LAND IN THE SOUTHWEST ONE-OUARTER OF SECTION 31, TOWNSHIP 12 SOUTH, RANGE 24 EAST, IN THE CITY OF LENEXA, JOHNSON COUNTY, KANSAS



N SECTION 31-12-24

LOCATION MAP
SCALE 1" = 2000'



#### DESCRIPTION:

A replat of all of Lot 125, and all of Lot 126, COTTONWOOD CANYON, ELEVENTH PLAT, a subdivision in the Southwest One-Quarter of Section 31, Township 12 South, Range 24 East, in the oil yof Lenexa as recorded in book 2018 124 apage 04212, Johnson County, Kransas, and being described by Aaron T. Reuter, Kansas PS-1429, of Schlagel, Kansas LS-54, on September 19, 2025, as follows:

#### DEDICATION:

The undersigned proprietor of the above described tract of land has caused the same to be subdivided the manner shown on the accompanying plat which hereafter shall be known as "COTTONWOOD CANYON. SIXTEENTH PLAT".

#### RESTRICTIONS:

The use of all Lots and Tracts of land in this subdivision shall hereafter be subject to the covenants and restrictions which will be filed at the office of the Register of Deeds of Johnson County, Kansas and shall hereby become a part of the decidication of this plat as though fully set hereon.

This plat shall not be filed by the Register of Deeds unless filing is within 730 calendar days after the City of Lenexa Planning Commission approval date, inclusive.

LL MINE SURVEY DATA PROVIDED BY URS CORPORATION DATED JUNE 2007

#### CONSENT TO LEVY:

The undersigned projected or the above described land tenety consents and agrees that the Board of Courty Commissioners of Astrono Courty, Menass, and the Gity of Lemas, Johnson Courty, Kansas, shall have the power to release such land proposed to be dedicated for public use from the len and effect of any special assessments, and that the amount of the unpaid special assessments on such land dedicated shall become and remain a lien on the remainder of this land frontier and adulting on such dedicated public very or thoroughters.

#### APPROVALS:

Chris Poss, Chairman

LEGEND:

0

FOUND MONUMENT AS NOTED
FOUND 1/2" REBAR W.LS-54 CAP
UNLESS OTHERWISE NOTED
SET 1/2" REBAR W.LS-54 CAP
UNLESS OTHERWISE NOTED

EXISTING LOT AND PROPERTY LINES
 EXISTING PLAT AND RAW LINES
PL ESMT - KANSAS CITY POWER AND LIGHT EASEMENT
LANDSCAPE EASEMENT

LIE LANDSCAPE EASEMENT
R/W RIGHT-OF-WAY
U/E - UTILITY EASEMENT
BL - BUILDING LINE

BACK TO BACK OF CURB
 PLATTED COTTONWOOD CANYON
 ELEVENTH PLAT

SCALE: 1" = 20"

BASIS OF BEARINGS IS THE FINAL PLAT OF

SW. CORNER. SW. 1/4, SECTION 31-12-24 FOUND 3" DISK

> RECORDED DEVIATIONS WITH COTTONWOOD CANYON ELEVENTH PLAT, BOOK 201812, PAGE 004321

DEVIATION TYPE:	LOTS:	DEVIATION REQUEST:	CODE REQUIREMENT:
FRONT YARD SETBACK REDUCTION	LOTS 101 THRU 127	5 ft.	30 ft.
SIDE YARD SETBACK REDUCTION	LOTS 101 THRU 127	2 ft.	7 ft.

LOT 126 Deed book 202411, page 002981

> I HEREBY CERTIFY THIS PLAT WAS PREPARED UNDER MY DIRECT SUPERVISION BASED ON A FIELD SURVEY PERFORMED IN FEBRUARY 2025 AND SEPTEMBER 2025. THE DETAILS SHOWN ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.



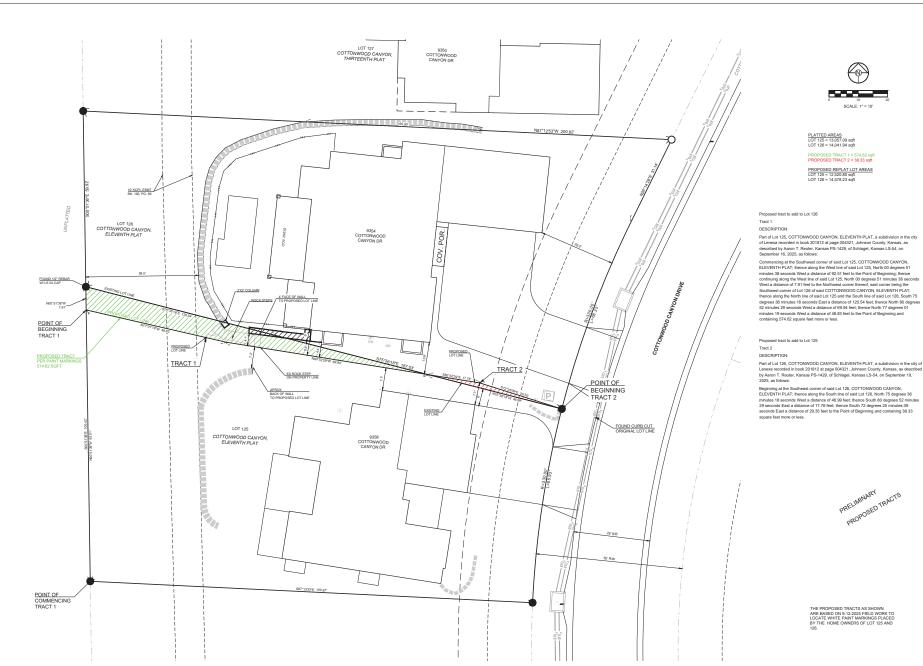
aron T. Reuter - Land Surveyor



14/22 West 10/th Street • Lenexa, Ransas 65215 (913) 492-5158 • Fax: (913) 492-8400 • WWW.SCHLAGELASSOCIA' Kansas State Certificates of Authority #E-296 #LA-29 #LS-54

DATE 10-10-2025
DRAWN BY SCH
CHECKED BY AR
PROJ. NO. 22-039-1

FINAL PLAT OF COTTONWOOD CANYON SIXTEENTH PLAT



SCHLAGEL
SURVEYORS LANDSCAPE ARHITETTS
2020 West 1070% Street-Lendar (Kringer 682)

PREPARED BY:

SCHLAGEL & ASSOCIATES, P

PROPERTY EXHIBIT LOT 125-126, COTTONWOOD CANYON ELEVENTH PLAT

9358 COTTONWOOD CANYON DR. LENEXA, KANSAS

PROPERTY **EXHIBIT** 

SHEET

#### STATEMENT OF PURPOSE

The purpose of this final plat, Cottonwood Canyon, Sixteenth Plat is to replat all of Lot 125 and 126, Cottonwood Canyon Eleventh plat. The owners of these lots want to modify the shared lot line 125/126 so the improvements that have been constructed, hardscape and irrigation will be on their respective lots. Modifying the lot line will also bring the window well on Lot 126 into compliance with the approved setback variance as shown on the approved plot plan.

A property exhibit is also attached in this application. This exhibit shows the improvements as constructed and gives the dimensions of the existing structures to the proposed lot lines.

Restrictions, easements, and setbacks dedicated with Cottonwood Canyon Eleventh Plat will remain, and there are no new easements or right of way being dedicated with this Final plat Cottonwood Canyon, Sixteenth Plat.





January 5, 2026

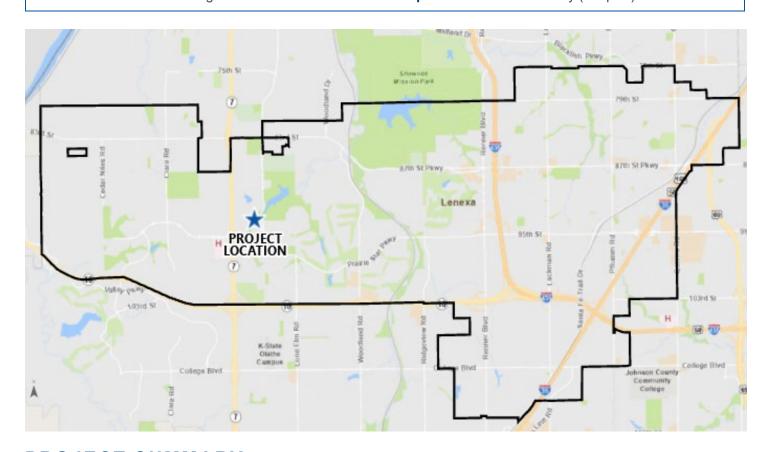
# CLIFFS OF WATERCREST THIRD PLAT

Project #: PT26-03F Location: 9301 Aminda Street

Applicant: DeWayne Spiess, Spiess Custom Project Type: Final Plat

Homes

Staff Planner: Noah Vaughan Proposed Use: Multifamily (fourplex)



## PROJECT SUMMARY

The applicant seeks approval of a final plat for Cliffs of Watercrest to subdivide a lot currently addressed as 9301 Aminda 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 four-unit building on Lot 32 of the Cliffs of Watercrest development into separate units for individual use. The division will result in the creation of four new lots in the subdivision: Lots 56, 57, 58, and 59. 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 32 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 fourplex building on the lot was issued in 2024 and the building is still under construction.

TABLE 1: PREVIOUS APPLICATIONS			
Project No.	Туре	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)
0.44

BUILDING AREA (SF)
5,992

CURRENT ZONING
RP-3

Medium-Density Residential



Exhibit 1: Aerial Image of Subject Site.





Exhibit 1: Street View of In-Construction Residences at 9301 Aminda Street.

# LAND USE REVIEW

The subject property contains a residential fourplex that is currently under construction. 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.



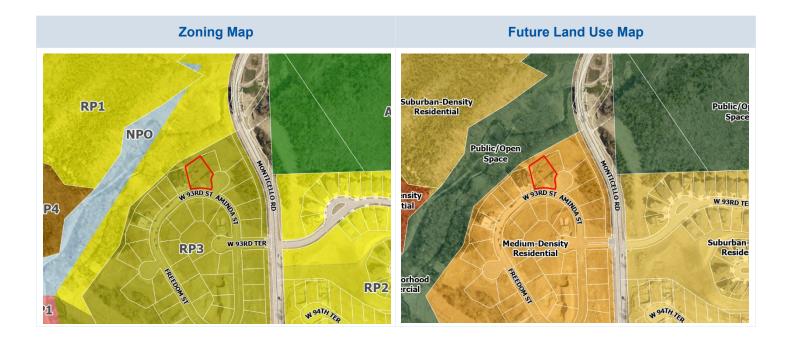


TABLE 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Land Use Classification	Zoning	Current Use
Subject Property	Medium-Density Residential	RP-3, Residential Planned (Medium-High Density) District	Multifamily Residential
North	Public/Open Space	RP-1, Residential Single- Family (Low-Density) District	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**

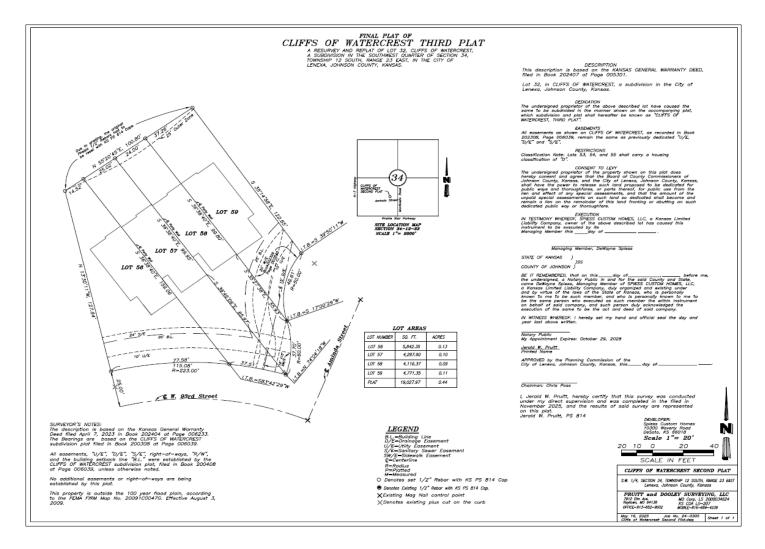


Exhibit 3: Cliffs of Watercrest Third Plat.

The applicant proposes a final plat to replat Lot 32 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 56, 57, 58, and 59, with lot sizes of 0.13 ac, 0.10 ac, 0.09 ac and 0.11 ac, respectively. There is an existing 20' wide waterline easement and a 15' drainage easement both located at the front of the site, although they are both located in front of the 25' build line. The outer zone of a floodway also exists towards the rear of the lot, but this should not impact development on the property in any way. 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 Third Plat.
  - The proposed plat will divide the lot into four lots, allowing separate ownership for each of the four dwelling units within the fourplex 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 PT26-03F – **Cliffs of Watercrest Third Plat** at 9301 Aminda Street a condominium plat for an existing four-unit multifamily development.



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

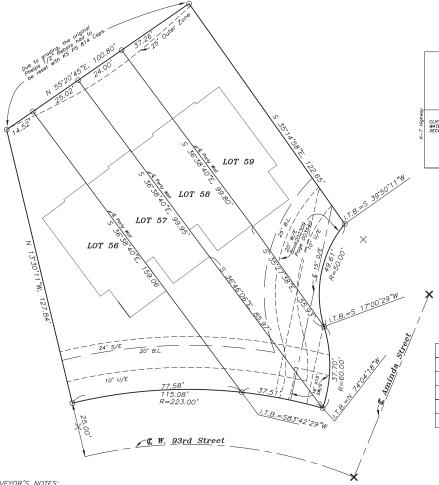
Cliffs of Watercrest Third Plat Final Plat





#### FINAL PLAT OF CLIFFS OF WATERCREST THIRD PLAT

A RESURVEY AND REPLAT OF LOT 32, 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.



K=/ Highway	CLIFFS OF WATERORIST SECOND PLAT SECOND STAT SECOND STAT SECOND STAT SECOND STATE SECOND STATE SECOND STATE SECOND	
SITE LOCATION MAP		
	SITE LUCATION MAP	

SECTION 34-12-23 SCALE 1"= 2000'

#### LOT AREAS

LOT NUMBER	SQ. FT.	ACRES
LOT 56	5,842.35	0.13
LOT 57	4,297.90	0.10
LOT 58	4,116.37	0.09
LOT 59	4,771.35	0.11
PLAT	19,027.97	0.44

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.

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

#### LEGEND

B.L.=Building Line
D/E=Drainage Easement
U/E=Utiity Easement S/E=Sanitary Sewer Easement SW/E=Sidewalk Easement €=Centerline R=Radius P=Platted M=Measured

- O Denotes set 1/2" Rebar with KS PS 814 Cap
- Denotes Existing 1/2" Rebar with KS PS 814 Cap.

XExisting Mag Nail control point

igstyle extstyle exts

#### DESCRIPTION

This description is based on the KANSAS GENERAL WARRANTY DEED, filed in Book 202407 at Page 005301.

Lot 32, 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, THIRD 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,

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, Konsas, and the City of Lenex, Johnson County, Konsas, 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 unpoid 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

#### Managing Member, DeWayne Spiess

STATE OF KANSAS ) )SS COUNTY OF JOHNSON )

BE IT REMEMBERED, that on this \_\_\_\_day of \_\_\_\_, \_\_\_\_ before the undersigned, a Notary Public in and for the said County and State, came DeMoyne 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 before me, 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

<u>Jerald W. Pruitt</u> Printed Name

APPROVED by the Planning Commission of the City of Lenexa, Johnson County, Kansas, this.... \_day of\_

Chairman: Chris Poss

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

DEVELOPER: Spiess Custom Homes 10300 Waverly Road DeSoto, KS 66018 Scale 1"= 20

20 10 0 20



#### CLIFFS OF WATERCREST SECOND PLAT

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

PRUITT and DOOLEY SURVEYING, LLC 7912 Elm Ave. Raytown, MO 64138 OFFICE-913-652-9002

MO Corp. LS 2008034624 KS COA LS-207 MOBILE-816-699-4239

40

Job No. 24-0305 | Sheet 1 of 1 May 16, 2025 May 16, 2025 Job No. 24-030 Cliffs of Watercrest Second Plat.dwg

# PRUITT and DOOLEY SURVEYING, LLC

7912 Elm Ave., Raytown, MO 94138 Ks: Office-913-652-9002, Mobile: 816-699-4239

November 14, 2025

City of Lenexa, Kansas:

# CLIFFS OF WATERCREST THIRD PLAT:

This is a replat of Lot 32, Cliffs of Watercrest. All utilities and streets are existing. The landscape plans and housing classification still applies. All of the requirements for the first plat will still apply to the second plat.

All easements and the right of way will remain as originally platted. No new easements are being created by this plat.

Jerald W. Pruitt, PS 814

913-522-8478

ipruitt@pdsurvey.com





January 5, 2026

# **SOLERA APARTMENTS**

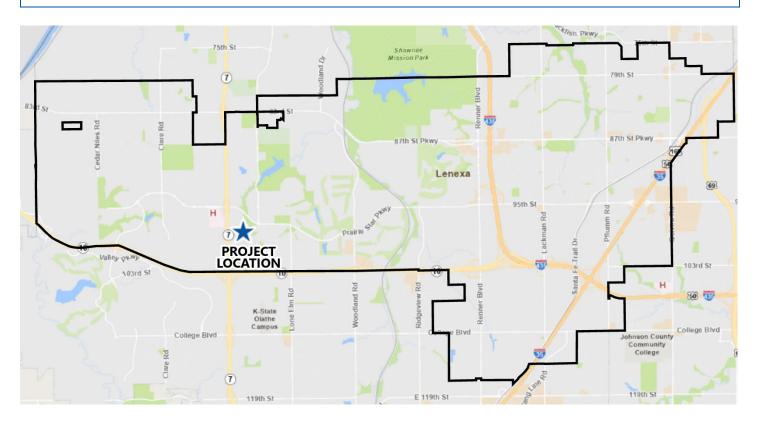
Project #: PT26-04F Location: Southeast corner of Prairie Star Parkway

and K-7 Highway

Applicant: Dan Foster, Schlagel and Project Type: Final Plat

Associates

Staff Planner: James Molloy Proposed Use: Multifamily



# **PROJECT SUMMARY**

The applicant requests approval of a final plat for one lot and adjacent rights-of-way, for an apartment development at the southeast corner of Prairie Star Parkway and K-7 Highway. The site contains 20.41 acres of land with a density of 15.87 units per acre. The apartment development is a component of the overall Solera development that includes retail, multifamily, and duplex uses. This project does not require a public hearing.

STAFF RECOMMENDATION: APPROVAL

January 5, 2026



### SITE INFORMATION

The subject site is a 20.41-acre undeveloped tract of land located at the southeast corner of Prairie Star Parkway and K-7 Highway. The site is a part of the 75-acre Solera development. Solera will contain retail, multifamily, and duplex uses when completed. The apartment site is along the west part of the Solera development with retail to the north and townhomes and duplexes to the east. The site was recently rezoned (RZ25-05) as a component of the Solera development to RP-4 to allow an apartment development. The overall Solera development includes retail (CP-3 zoning), multifamily (RP-4 and RP-2 zoning), and duplex (RP-2 zoning) uses. The property was annexed into the incorporated limits of Lenexa in 1993 and was initially zoned AG.

20.41

DWELLING UNITS
324

CURRENT ZONING RP-4 **COMP. PLAN**High-Density Residential,
Community Commercial



Exhibit 1: Aerial Image of Subject Site.



TABLE 1: PREVIOUS APPLICATIONS			
Project No.	Туре	Project Name	Date Approved
RZ07-01	Rezoning	The Falls at Prairie Star	March 20, 2007
PL07-01P	Preliminary Plan	The Falls at Prairie Star	March 20, 2007
RZ25-05	Rezoning	Solera	June 17, 2025
PL25-09P	Preliminary Plan	Solera	June 17, 2025
PL25-12F	Final Plan	Solera Apartments	November 3, 2025

### LAND USE REVIEW

The proposed development is for multifamily use. The Future Land Use (FLU) Map of the Comprehensive Plan shows this site is classified for High-Density Residential uses with a sliver a Community Commercial. The apartment component of the Solera development is consistent with the High-Density Residential classification. The FLU Map is reviewed annually and adjustments are made to coordinate the land use classifications with approved developments. The 2026 update should include an adjustment to align the High-Density Residential boundary with the extent of this development.

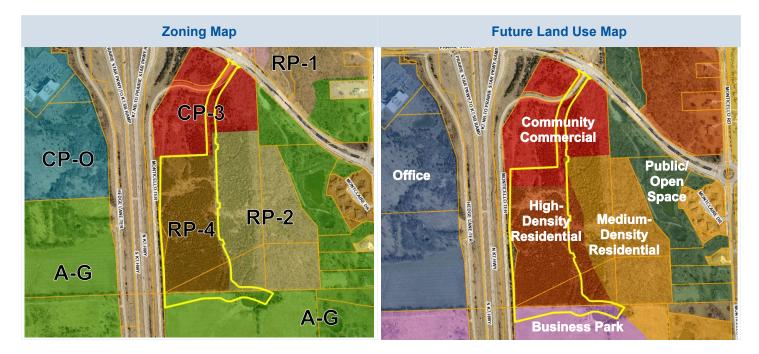




TABLE 2: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Land Use Classification	Zoning	<b>Current Use</b>
Subject Property	High-Density Residential, Community Commercial, & Business Park	RP-4, Planned Residential (High-Density) District & A-G Agricultural District	Undeveloped land
North	Community Commercial	CP-3, Planned Regional Commercial District	Undeveloped land
South	Business Park	AG, Agricultural District	Agriculture
East	Medium-Density Residential	RP-2, Planned Residential (Intermediate-Density) District	Undeveloped land
West	Office, Research & Development (across K-7 Highway)	CP-O, Planned General Office District & AG, Agricultural District	Agriculture & Medical Office (across K-7 Highway)

# FINAL PLAT REVIEW

The applicant submitted three final plats for the residential components of the Solera site. The subject plat, Solera Apartments, contains one lot for the apartment development, as well as the street right-of-way for Woodsonia Drive, 99th Street, and part of Prairie Star Parkway. As stated previously, Woodsonia Drive and 99th Street are required to be completed and the frontage road, Monticello Terrace, shall be removed at the developer's expense, prior to occupancy for any portion of the Solera development.

#### At Right: Exhibit 2: Final Plat.

This plat includes dedications of rights-of-way, particularly Woodsonia Drive and 99<sup>th</sup> Street, which are required to be constructed prior to construction of any phase of this development. This plat will also need to be recorded prior to the townhomes (Solera, First Plat) and duplexes (Solera, Second Plat) phases can be recorded, as those subsequent plats are accessed from Woodsonia Drive, which is platted as part of this plat. In addition to the rights-of-way, this plat also contains landscape, drainage, and utility easements dedicated to the City, as well as other easements dedicated to other parties.

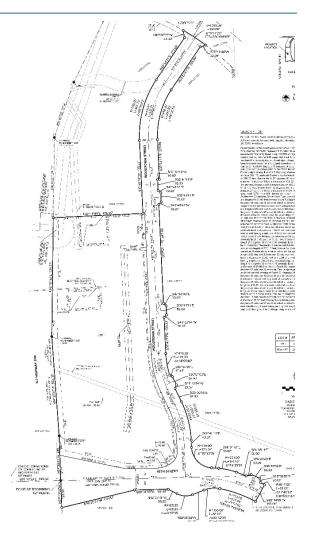




TABLE 3: PLAT DEDICATIONS		
Type of Dedication	Dedicated to	
Right of Way (Gray)	City of Lenexa	
Utility Easement (Yellow)	City of Lenexa	
Drainage Easement (Blue)	City of Lenexa	

A Final Plan has been approved for the proposed apartment development, which includes 324 apartments among 8 buildings, as well as a clubhouse and pool amenities, surface parking area, garages, and carports.



LOT 1

LO

Exhibit 4: Final Plan (At Left) and Exhibit 5: Dedications (At Right)

### **NEXT STEPS**

- This project requires a recommendation from the Planning Commission and final approval by the City Council. Pending a recommendation from the Planning Commission, the project is tentatively scheduled for consideration from the City Council on January 20, 2026.
- The final plat must be recorded with Johnson County prior to permit(s) being released. This plat must be recorded before "Solera First Plat" and "Solera Second Plat" may be recorded.
- The applicant must receive permit(s) prior to commencing construction.
- The applicant should inquire about additional City requirements, such as permits and development fees.

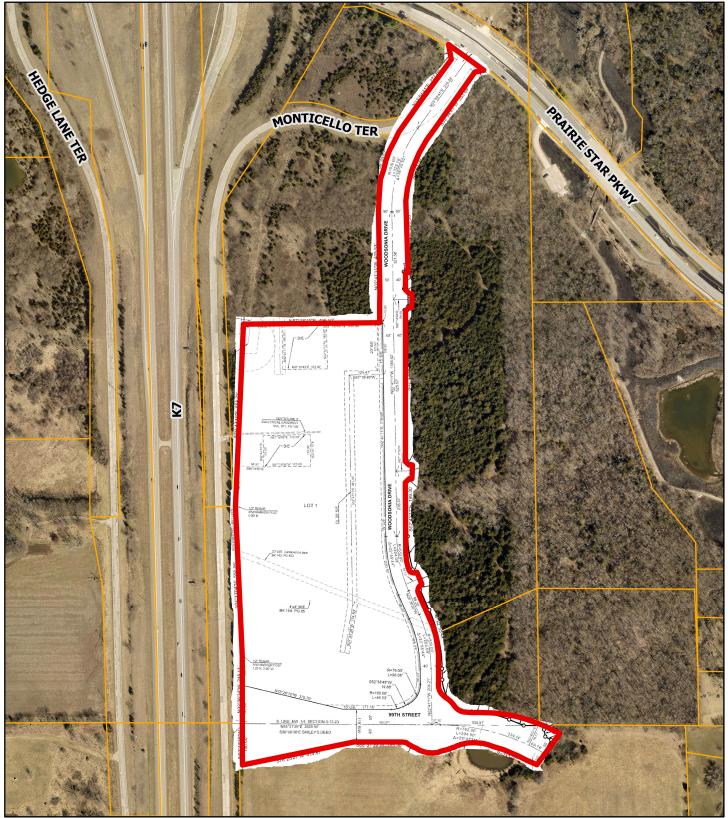


#### RECOMMENDATION FROM PROFESSIONAL STAFF

- ★ Staff recommends approval of the proposed final plat for Solera Apartments.
  - The project is consistent with Lenexa's goals through **Responsible Economic Development** to create **Vibrant Neighborhoods** and a **Thriving Economy**.
  - The Future Land Use Map within the Comprehensive Plan should be amended in 2026 to accurately reflect the classification of High-Density Residential within the entirety of the subject site.

#### FINAL PLAT

Staff recommends **APPROVAL** of the final plat for PT26-04F **Solera Apartments**, located at the southeast corner of Prairie Star Parkway and K-7 Highway, for a multifamily development.



Data Source: City of Lenexa and Johnson County Kansas

### Solera Apartments Final Plat





#### W. 95TH ST. R=1366.39 PRAIRIE STAR PRK NF1/4 S73°19'44"W SW1/4 KANSAS HMY #10 SECTION 3-T13-R23 LOCATION MAP SCALE 1" = 2000' DESCRIPTION: The part of the Control of the Contr Parts of the Northwest and Southwest Cne-Quarters of Section 3, Township 13 South, Range 23 East, in the City of Lenexa, Johnson County, Kansas, both together described by Aaron T. Reuter, Kansas PS-1429, of Schlagel, Kansas LS-54, on October 30, 2025, as follows: S87°18'49"W 10.00' \_\_S02°41'11"E TERLINE 70.00 FEET IN TRICAL EASEMENT 3192, PG 718 62.00' S47°41'11"E 19,80 40' S/E BK 200406, PG 014109 S41°48'42'W N87°18'49"E 496.92 CENTER 100 RAD. EXECUTION: IN TESTIMONY WHEREOF. One has raused this instrument to be executed, this \_\_\_\_\_\_ day of \_\_\_\_\_\_\_ of PRAIRIE STAR LAND ASSOCIATES PRAIRIE STAR LAND ASSOCIATES, L.L.C. UNPLATTED STATE OF KANSAS S47"03'36"E COUNTY OF JOHNSON BET REMEMBERED that on this \_\_day of \_\_20\_\_before me, the underrigned a feltary Public in and for seld country, and State, size. ASSOCIATES, LLC, who is personally known to me to be the same person who executed the foregoing instrument of writing or behalf of seld country, and such duly schowledged the execution of the same to be the start and edd of same. S02°41'11"E IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal on the day and year last above written. WOODSONIA DRIVE Notary Public LOT 1 1/2" REBAR RAWMARKER POST 0.90" N R=470.00 -L=123.00 Λ=14°59'40" S60\*54'39"E \_\_S26°07'03"E 50,00" LOT# AREA (SF) \_\$21\*13\*14\*W \_20.57\* LOT 1 775,676.06 R/WAPT 394,456,94 82.80 4'x4' W/E BK 154, PG 85 UNPLATTED UNPLATTED S02°41'11"F BASIS OF BEARINGS: KANSAS STATE PLANE COORDINATE SYSTEM (NAD)19 KANSAS, NORTH ZONE S. LINE, NW 1/4, SEC 3-13-23 BEARING N88'31'39'W R=79.00' L=90.08' R=119 00 S86"04'47"E S69°35'16"E Δ=83°23'36" N78"26"10"W 376.79 UNPLATTED N88°31'39"E SE CORNER, NW. 1/4, SECTION 3-13-23 2" ALUMINUM CAP Δ=16°29'3 S23°40'21"W 99TH STREET 16.52 SECTION 3-13-23 1231.01 92 S12°08'25'E S. LINE, NW. 1/4, SECTION 3-13-23 N88\*31\*39\*E 2635.50\* S88\*06\*36\*E SMILEY'S DEED N88°31'39"E 296.30 R=762.00° L=394.90° 334.14 25.85 R=817.00' L=25.00' POINT OF BEGINNING Δ=1°45'12" ITB=S63°30'44"E 178=N61°45'32"W \ S28°14'28"W 55,52 105.00 R=103.00 ROAD AND UTILITY EASEMENT BK 202308, PG 003498 R=155,00° L=88.92 Δ=32 52 09 S68°20'24"W

#### FINAL PLAT OF SOLERA, APARTMENTS

PARTS OF THE NW 1/4 AND SW 1/4 OF SEC. 3-13-23 IN THE CITY OF LENEXA, JOHNSON COUNTY, KANSAS

<u>DEDICATIONS:</u>
The undergoned proprietor of the above described tract of land has caused the same to be subdivided in the manner shown on the accompanying plat which hereafter shall be incorned as "SOLERA, APARTIMENTS".

The streets and roads shown on this plat and not heretofore dedicated as thoroughfares are hereby dedicated to the City of Lenexa, Johnson County, Kansas

As essented to force to series upon, boats, construct and mattern or substones the forcation, construction or maintenance and use of constats, pages, seles, manufact, surface durange fractions and other selects excludes, upon, over, and matter from a case audient and essignation of the size of boats pages and other selects excludes, pages, selects, upon, over, and under those areas outsides that would present out the size of the constant of the contraction of the c

An essement of Service to by, commiss, makins, albut, regals, regalses and operation on or more seven three and all apportenessors convenient for the collection of animality everage, beginned in "Senting Year Essement" or "SEO in the gist, together within the regist of important years and the properties of "Senting Year Essement" or "SEO in the gist, together within the year of the properties of the year of years of the year of years of the year of years years of yea

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LEGEND:

SURVEYORS NOTES:

FOUND 1/2" REBAR UNLESS OTHERWISE NOTED

SET 1/2" REBAR WILS-54 CAP UNLESS OTHERWISE NOTED

Bearing and Dimensions along existing West property line match Kansas Special Warranty Deed, book 202030 page 003126 unless otherwise noted FLOCO NOTE: Subject Property lies within Flood Zona X, defined as areas determined to be outside the 0.2% arrusal chance floodplain per FRM map no. 2009/10/0477, orwested August 3, 2009.

RW - RIGHT-OF-WAY
LIMITS OF NO ACCESS
EXISTING LOT AND PROPERTY L
EXISTING PLAT AND ROW LINES

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pproved by the Planning Commission of t	he City of Lenexa, Johnson County, Kansas, this day of	20
hris Poss, Chairman		
	ry of Lenexa, Johnson County, Kansas, this day of	20
ulle Sayers, Mayor	Jennifer Martin, City Clerk	
CONSENT TO LEVY		
County, Kansas, and the City of Lenexa, aublic use from the lien and effect of any s	described land hereby consents and agrees that the Board of County Co Johnson County, Kansas, shall have the power to release such land prop- popical assessments, and that the amount of the unpixel special assessment ainder of this land fronting and abutting on such decicated public way or thon	osed to be dedicat is on such land ded
EXECUTION: N TESTIMONY WHEREOF,	of CVIII ASSOCIATES LLC, has co	aused this
nstrument to be executed, this day	of 202	
CVIII ASSOCIATES LLC		
37		
ACKNOWLEDGMENT:		
STATE OF KANSAS )		
COUNTY OF JOHNSON )		
BE IT REMEMBERED that on this	day of, 202, before me, the undersigned, a Notary	Public in
and for said County and State, came personally known to me to be the same pe such duly acknowledged the execution of t	of CVIII ASSOCIATES LLC. rson who executed the foregoing instrument of writing on behalf of said comp the same to be the act and deed of same.	, who is
N WITNESS WHEREOF, I have hereunto	set my hand and affixed my notarial seal on the day and year last above writ	ten.
lotary Public	My Commission Expires:	
Print Name		
EXECUTION: N TESTIMONY WHEREOF, to be executed, thisday of	of SMILEYS, LLC, has caused this	instrument
SMILEYS, LLC		
by		
ACKNOWLEDGMENT:		
STATE OF KANSAS ) )88.		
COUNTY OF JOHNSON )		
ind for said County and State, came	tay of	ersonally
	set my hand and affixed my notarial seal on the day and year last above writ	ten.
lotary Public	My Commission Expires:	
Print Name		
	I HEREBY CERTIFY THIS PLAT WAS	
	PREPARED UNDER MY DIRECT	
MONUMENT	SUPERVISION BASED ON A FIELD SURVEY PERFORMED IN MAY 2025.	
1/2" REBAR UNLESS MISE NOTED	THE DETAILS SHOWN ARE TRUE AND CORRECT TO THE BEST OF MY	
	KNOWLEDGE AND BELIEF.	





FINAL PLAT OF SOLERA APARTMENTS DATE 11/11/2025

#### PLANNING COMMISSION STAFF REPORT



January 5, 2026

## SOLERA FIRST PLAT & SOLERA SECOND PLAT

Project #: PT26-05F & PT26-06F Location: Southeast corner of Prairie Star Parkway

**Project Type:** 

**Proposed Use:** 

and K-7 Highway

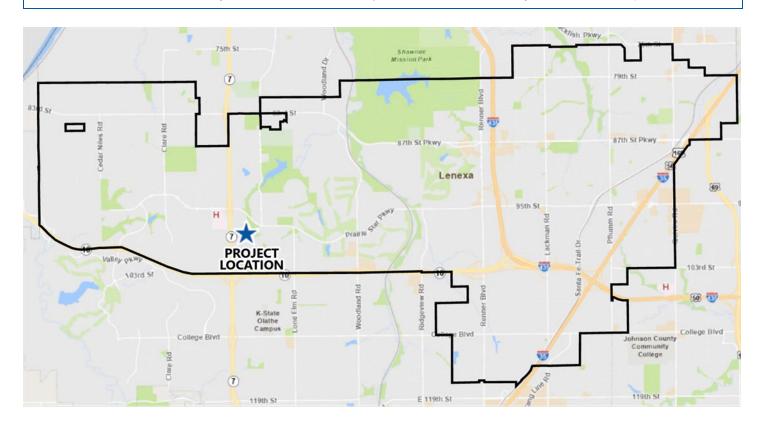
Multifamily Residential & Duplex Residential

Applicant: Dan Foster, Schlagel and

Associates

Staff Planner: James Molloy

Final Plat



#### **PROJECT SUMMARY**

The applicant requests approval of two final plats, Solera First and Second plats for 67 lots and 9 tracts. The two final plats include the townhome and duplex components of the Solera development. The first plat contains 24 lots and 6 tracts while the second plat contains 43 lots and 3 tracts. These two plats contain new local streets and dedications within the townhome and duplex components of the development. This project does not require a public hearing.

#### STAFF RECOMMENDATION: APPROVAL



#### SITE INFORMATION

The subject site is a 34.3-acre undeveloped tract of land located at the southeast corner of Prairie Star Parkway and K-7 Highway. The site is a part of the 75-acre Solera development. Solera will contain retail, multifamily, and duplex uses when completed. The townhome and duplex sites are along the east part of the Solera development with retail to the north and apartments to the west. The site was recently rezoned (RZ25-05) as a component of the Solera development to RP-2 to allow a townhome and duplex development. The overall Solera development includes retail (CP-3 zoning), multifamily (RP-4 and RP-2 zoning), and duplex (RP-2 zoning) uses. The property was annexed into the incorporated limits of Lenexa in 1993 and was initially zoned AG.

LAND AREA (AC)

Townhomes: 16.37 Duplexes: 17.93 **DWELLING UNITS** 

Townhomes: 88
Duplexes: 86

**CURRENT ZONING** 

RP-2

COMP. PLAN
High-Density Residential,
Medium Density
Residential



Exhibit 1: Aerial Image of Subject Site.



TABLE 1: PREVIOUS APPLICATIONS			
Project No.	Туре	Project Name	Date Approved
RZ07-01	Rezoning	The Falls at Prairie Star	March 20, 2007
PL07-01P	Preliminary Plan	The Falls at Prairie Star	March 20, 2007
RZ25-05	Rezoning	Solera	June 17, 2025
PL25-09P	Preliminary Plan	Solera	June 17, 2025
PL25-17F	Final Plan	Solera Townhomes	November 3, 2025

#### LAND USE REVIEW

The proposed final plats are for multifamily and duplex uses. The Future Land Use Map of the Comprehensive Plan shows three designations for the overall Solera site, Community Commercial for the northerly part, High-Density Residential for the southwest and Medium-Density Residential for the southeast. The north part of the Solera site is zoned CP-3. The south part of the site was rezoned to RP-4 and RP-2. The Solera site has three different residential components of this part of the development, apartments, townhomes, and duplexes. The proposed development is consistent with the Comprehensive Plan. The FLU Map is reviewed annually and adjustments are made to coordinate the land use classifications with approved developments. The 2026 update should include an adjustment to align the Medium-Density Residential boundary with the extent of this development.

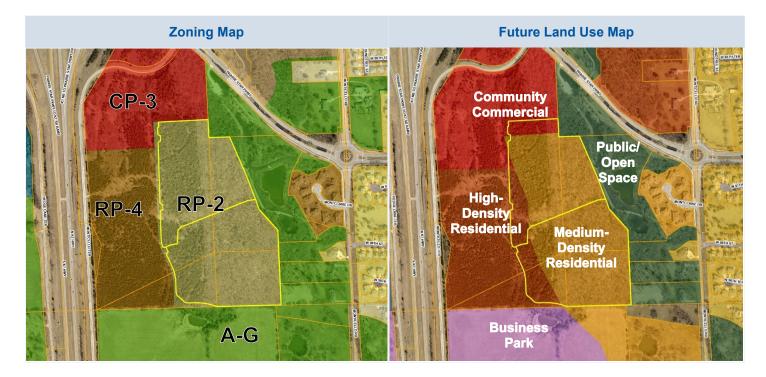




TABLE 2: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Land Use Classification	Zoning	<b>Current Use</b>
Subject Property	Community Commercial, High-Density Residential, & Medium Density Residential	CP-3, Planned Regional Commercial District, RP-4, Residential Planned (High- Density) District, & RP-2, Residential Planned (Intermediate-Density) District	Undeveloped land
North	Neighborhood Commercial & Public/Open Space	CP-1, Planned Neighborhood Commercial District & RP-3, Residential Planned (Medium-Density) District	Undeveloped land
South	Business Park & Medium-Density Residential	AG, Agricultural District	Agriculture
East	Public/Open Space	AG, Agricultural District	City park
West	Office, Research & Development (across K-7 Highway)	CP-O, Planned General Office District & AG, Agricultural District	Agriculture & Medical Office (across K-7 Highway)

### **FINAL PLAT REVIEW**

The applicant submitted two final plats for the easterly residential components of the Solera site. The first final plat is for the townhomes (PT26-05F) and the second is for the duplexes (PT26-06F).



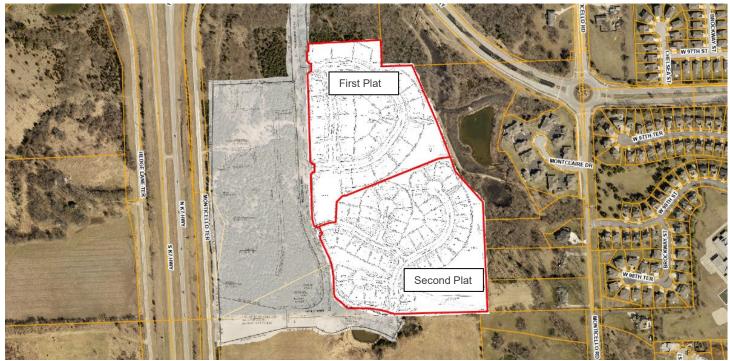


Exhibit 2: Final Plats.

The final plat for the townhomes contains 24 lots and 6 tracts (see Table 4) with 88 dwelling units, while the final plat for the duplexes contains 43 lots and 3 tracts, with 86 dwelling units. Both of these plats contain local streets. Each lot will contain one building, either a townhome building or a duplex. The tracts will contain either an amenity, landscaping and open space, or a stormwater treatment feature.

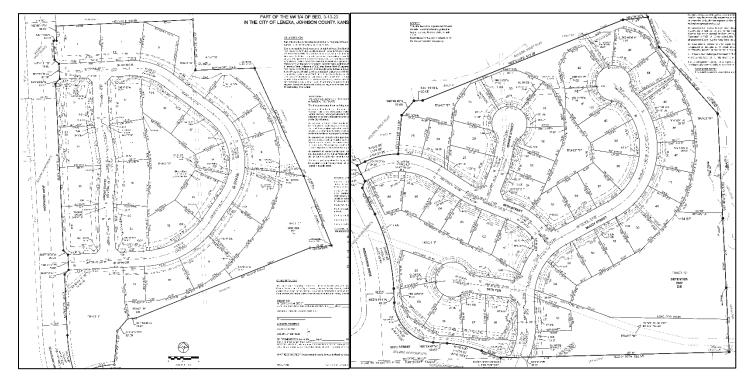


Exhibit 3: Solera, First Plat (At Left) and Exhibit 4: Solera, Second Plat (At-Right)



Final plans were approved for the townhome component of the Solera site. A final plan was not required for the duplex component of the development Approval of the preliminary plat for the duplexes included a deviation for a lot width reduction from the 80' lot width requirement for 23 of the 41 duplex lots. The final plats are consistent with the previously approved plans/plats and related deviations.

Both of the final plats include dedications (See Table 3) of rights-of-way and landscape, utility, and drainage easements to be dedicated to the City. Other easements are shown on the plat to be dedicated to other parties. Dedications are made with the final plat. The final plats comply with the subdivision requirements of <u>Section 4-2</u> of the UDC.

TABLE 3: PLAT D	EDICATIONS
Type of Dedication	Dedicated to
Rights-of-Way (Gray)	City of Lenexa
Utility Easement (Yellow)	City of Lenexa
Drainage Easement (Blue)	City of Lenexa
Landscape Easement	City of Lenexa
Sewer Easement (Blue)	Johnson County Wastewater
Sidewalk Easement (Orange)	City of Lenexa

TABLE 4: TRACT PURPOSES		
Tract	Purpose	
Α	Open Space, Drainage Easement and Trail Connection (First Plat)	
В	Open Space (First Plat)	
С	Drainage Easement (First Plat)	
D	Open Space (First Plat)	
Е	Amenities and Open Space (First Plat)	
F	Open Space and Trail Connection (Second Plat)	
G	Open Space and Drainage Easement (First Plat)	
Н	Open Space (Second Plat)	
I	Open Space (Second Plat)	

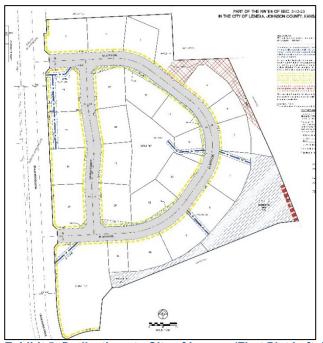




Exhibit 5: Dedications to City of Lenexa (First Plat Left, Second Plat Right)

#### SOLERA FIRST AND SECOND PLATS - PT26-05F, & PT26-06F

Planning Commission Staff Report January 5, 2026



The duplex component has a fence and landscape buffer requirement along the part of the subdivision that abuts Woodsonia Drive and 99<sup>th</sup> Street. The buffer is provided in Tract I. This tract is 15 feet wide and abuts the entire length of the frontage of fence and landscape buffer.

Two sidewalk connections are provided from the internal local streets to the Mill Creek Trail in the City-owned parkland to the east of the site. One sidewalk connection is from the townhome component and one connection is from the duplex component. The sidewalk connections are also shown on the approved preliminary and final plans. These sidewalks are contained in tracts maintained by the developer and contain public access easements to allow the public to use them. It is the expectation that the sidewalks will be constructed by the developer as part of the public improvements for the subdivision.

The Solera Apartments plat must be recorded before either the Solera First or Second Plat can be recorded, as these plats are accessed from Woodsonia Drive and 99<sup>th</sup> Street, which are being platted with the Solera Apartments plat.

#### **DEVIATIONS**

The preliminary plat/plan (PL25-09P) was approved with deviations from the RP-2 standards for minimum lot width. These deviations allow for smaller lots within the subdivision and smaller duplexes to be built within the subdivision. Table 5 outlines which lots received a deviation from the code requirement.

TABLE 5: DEVIATION REQUESTS (PREVIOUSLY APPROVED)			
<b>Deviation Type</b>	Lots	Code Requirement	Deviation Request
Lot Width	25, 28, 32-33, 36, 40-41, 43-52, 57-60, 62-64	80' wide	Maximum 10' reduction (70' minimum lot width)



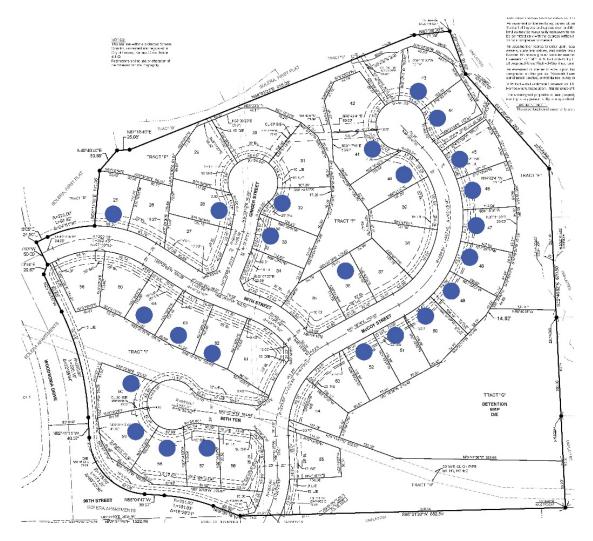


Exhibit 6: Lots with Deviations (Indicated by Blue Dots)

#### **REVIEW PROCESS**

- This project requires a recommendation from the Planning Commission and acceptance of dedications by the City Council. Pending a recommendation from the Planning Commission, the project is tentatively scheduled for consideration by the City Council on January 20, 2026.
- The final plat must be recorded with Johnson County prior to permit(s) being released. These plats may not be recorded until the "Solera Apartments" plat has been recorded.
- 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 final plats for Solera First Plat and Solera Second Plat.

#### SOLERA FIRST AND SECOND PLATS - PT26-05F, & PT26-06F





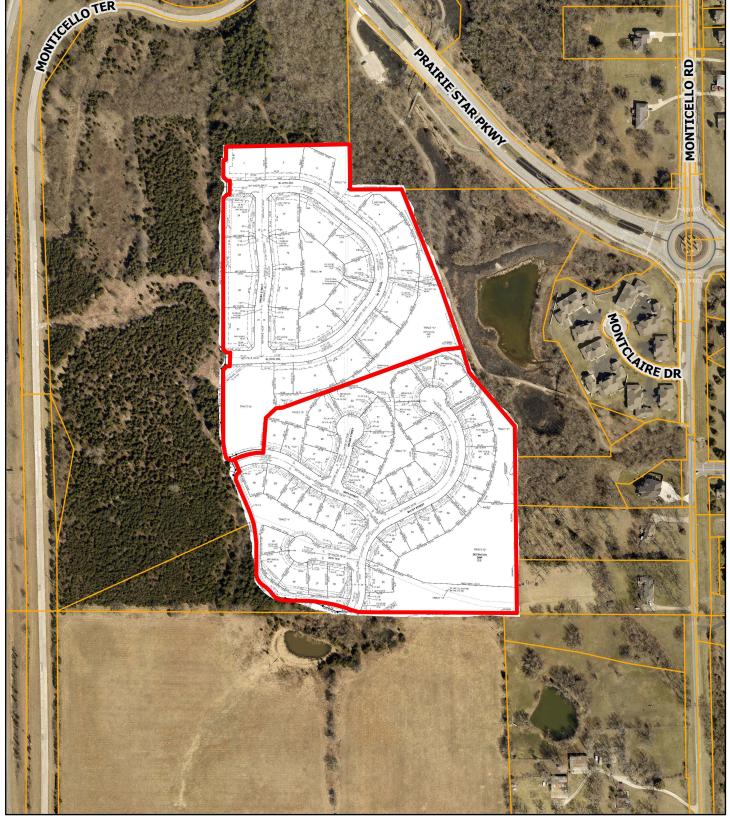
- The Future Land Use Map within the Comprehensive Plan should be amended in 2026 to accurately reflect the classification of Medium-Density Residential within the entirety of the subject site.
- The project is consistent with Lenexa's goals through **Responsible Economic Development** to create **Vibrant Neighborhoods** and a **Thriving Economy**.

#### FINAL PLAT

Staff recommends **APPROVAL** of PT26-05F, a final plat for **Solera First Plat** located at the southeast corner of Prairie Star Parkway and K-7 Highway, for a multifamily development.

#### FINAL PLAT

Staff recommends **APPROVAL** of PT26-06F, a final plat for **Solera Second Plat** located at the southeast corner of Prairie Star Parkway and K-7 Highway, for a duplex development.

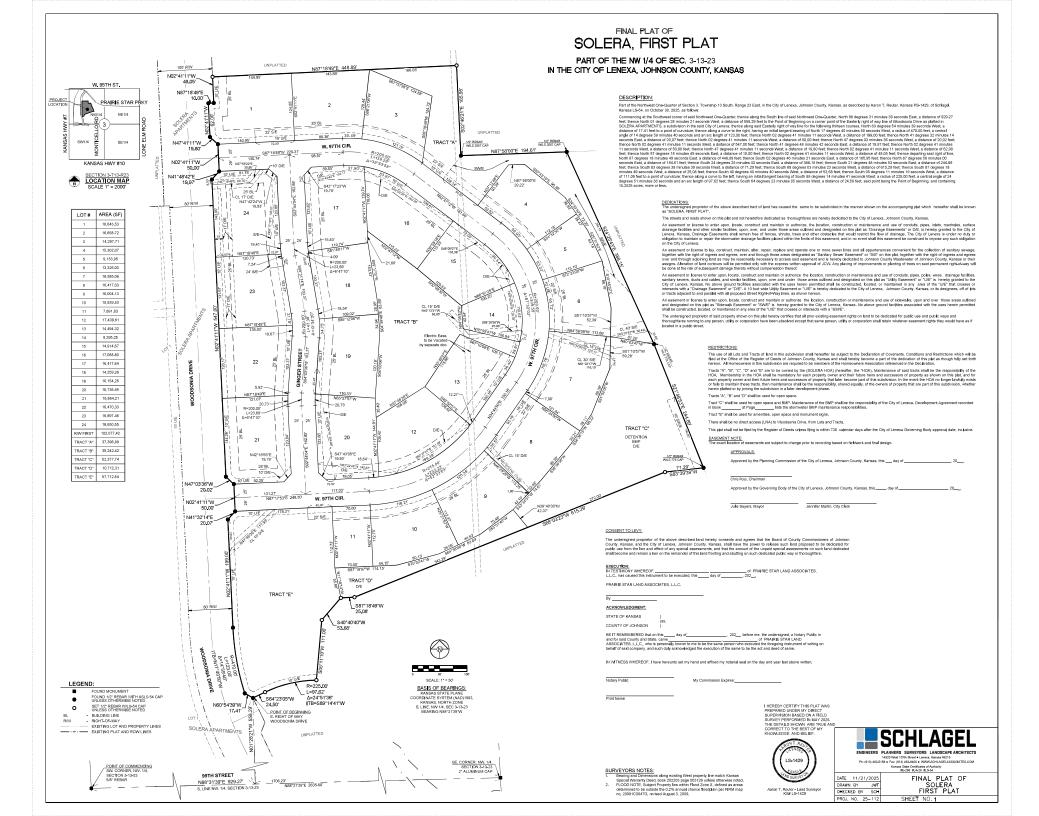


ata Source: City of Lenexa and Johnson County Kansas

# Solera First and Second Final Plats







#### FINAL PLAT OF SOLERA, SECOND PLAT

PARTS OF THE NW 1/4 AND SW 1/4 OF SEC. 3-13-23 IN THE CITY OF LENEXA, JOHNSON COUNTY, KANSAS

#### DESCRIPTION:

LOT#

28

29

32

33

34

AREA (SF)

9.005,21

11 585 23

12.744.78

9,469.20

8,277.65

8.955,44

November 12, 2005, in follows:

Commercing at the Southwate conner of said Northwest Ches-Quarter, thereos along the South line of said Northwest Ches-Quarter, North 88 degrees 31 minutes 39 seconds East, a distance of 132,288 best to the Point of Regioning on a corner point of the Northerly right of way line of 1996 Street as plated in SOLERA APARTMENT 63, subdivision in the said Chy of Lennex, thereos along the Northerly right of way line of 1996 Street as plated in 1995 Street and the Eastedy right of a way line of 1996 Street as plated in 1995 Street and 1996 Stre



1/2" REBAR WILS 776 CAP

<u>DEDICATIONS</u>

The undestigned proprietor of the above described tract of land has caused the same to be subdivided in the manner shown on the accompanying plat which hereafter shall be known as "SOCIERA, SECOND PLAT".

The streets and roads shown on this dist and not heretofore dedicated as thoroughfares are hereby dedicated to the City of Lenexa. Johnson County, Kansas,

In a stress and folious shown on this gills do for revenues educated as thoroughness and nevery described to the Life of Learning. Another Louis, national, Anaelsment of Learning to the strength of Learning and Le

An easement of learner to by, contract, marriars, aller raper, replace and operation on event shall the easement be constitued to impose any such obligation on the City of Lenear.

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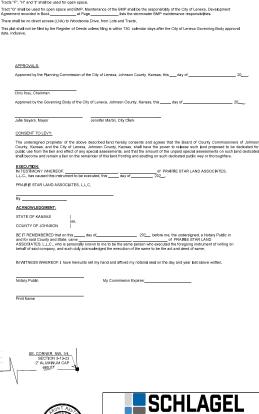
An assement of locals be their upon, locals, construct air maintain or authorise the boaton, construction or maintenance and use of concluits, pipes, poles, wires, drainage facilities, similarly servers, ducks and cables, and similar facilities, upon, over aird under "toxes areas contined and designated on this gift as URIAT, Essement" or "UP." In heisty granted to the Oil of Leneaus, Armans, No above grant Cables associated with the uses herein permitted shall be constructed, Icoads, or maintained in any uses of the "UP." In this crosses or information of the "UP." A form of the control of the "UP." A form of the control of the "UP." A form of the control of the "UP." A form o

An easement or license to enter upon, locate, construct and maintain or authorize the location, construction or maintenance and use of sidewsitis, upon and over designated on this plat as "Sidewsitis Easement" or "SiVIE" is hereby granted to the City of Lenexa, Kansas. No above ground facilities associated with the uses constructed, location, or maintained many reas of the "UE" that crosses or inference with a "SiVIE".

The undersigned proprietor of said property shown on this plat hereby certifies that all prior existing easement rights on land to be dedicated for public use and public ways and thoroughfare running to any person, ublify or corporation have been absolved except that same person, ublify or corporation shall retain whatever easement rights they would have as if located in a public street,

The condition of the co

Tracts "F", "G", "H" and "I" are to be owned by the (Solera HOA) (hereafter, the "HOA). Maintenance of said tracts shall be the res the HOA. Membership in the HOA shall be markshor for each properly owner and their fulse heirs and successor of properly as shown on this plat, and for each properly owner and their fulser heirs and successors of properly that later become part of this subdivious, in the week the HOA no longer lawfully exists or fails to maintain these tracts, then maintenance shall be the responsibility, shared equally, of the owners of properly that are part of this subdivious, whether herein platford or by jointing the subdivision in all batter development phase.





---- EXISTING PLAT AND ROW LINES

DEVIATION T

Bearing and Dimensions along existing West properly line match Kansas Special Visansas Operating Deed, book 202205 page 03126 unless otherwise noted. FLOCO NOTE: Subject Property lies within Flood Zone X, defined as areas determined to be outside the 0,2% annual chance floodydain per FIRM map no. 2009/100476, reviside August 3, 2009.

Aaron T. Reuter - Land Surveyo KS# LS-1429



FINAL PLAT OF SOLERA SECOND PLAT DATE 11/24/2025 DRAWN BY JWT CHECKED BY SCH

#### PLANNING COMMISSION STAFF REPORT



January 5, 2026

# SUNSET CANYON, SECOND PLAT & SUNSET CANYON, THIRD PLAT

Project #: PT26-07F & PT26-08F Location: Near the northwest corner of the intersection

of Prairie Star Parkway and Canyon Creek

Boulevard

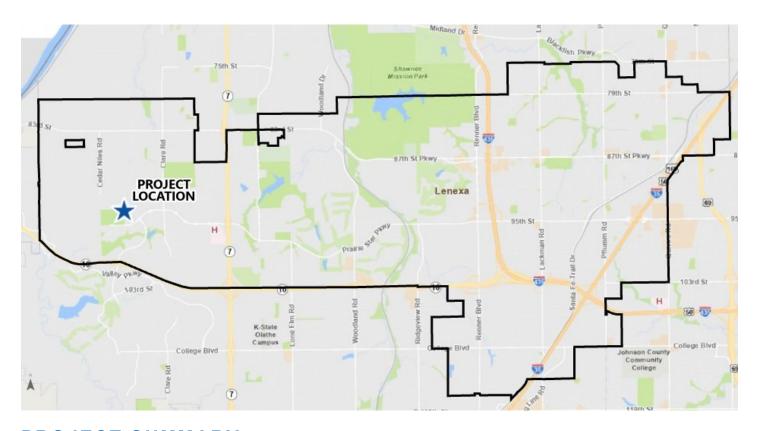
**Applicant:** Mark Breuer, Schlagel

**Associates** 

Staff Planner: James Molloy

Project Type: Final Plat

Proposed Use: Single-Family Residential



#### **PROJECT SUMMARY**

The applicant requests approval of final plats for Sunset Canyon, Second Plat and Sunset Canyon, Third Plat. These plats are the second and third phases of the single-family residential subdivision near the northwest corner of the intersection of Prairie Star Parkway and Canyon Creek Boulevard. These final plats include 31 lots and 3 tracts. The subdivision includes new local streets that will have access onto Canyon Creek Boulevard as well as previously approved W. 93<sup>rd</sup> Terrace and Wild Rose Lane. The preliminary plat was approved with deviations for reduced lot width and front yard setback for some of the lots. This project does not require a public hearing.

STAFF RECOMMENDATION: APPROVAL



#### SITE INFORMATION

The site was recently rezoned (RZ25-04) to RP-1, Planned Residential Single-Family (Low-Density) District and a preliminary plat approved for Sunset Canyon subdivision (PT25-01P). The preliminary plat contains 175 lots and 5 tracts on 81.37 acres located near the northwest corner of Prairie Star Parkway and Canyon Creek Boulevard. A land exchange was undertaken by the City and the developer which resulted in a net gain of 11.64 acres of land for the future park to be developed to the south and west of the Sunset Canyon subdivision. The land exchange results in the developer acquiring land more suitable for construction of new homes and for the City to receive sensitive lands, which contain wooded areas, sloped terrain, stream corridors, and a water feature more suitable for a park. These final plats, the second and third phases of the subdivision, are at the southeasterly portion of the site, connecting into the previously approved first plat.

TABLE 1: PREVIOUS APPLICATIONS			
Project Number	Application Type	Project Name	Date Approved
RZ25-04, PT25-01P	Rezoning and Preliminary Plat	Sunset Canyon	June 3, 2025
PT25-12F	Final Plat	Sunset Canyon, First Plat	September 16, 2025

LAND AREA (AC) Second: 9.5 Acres Third: 5.1 Acres LOTS
Second: 15 Lots, 2 Tracts
Third: 16 Lots, 1 Tract

CURRENT ZONING RP-1 COMP. PLAN
Suburban Density, and
Park/Open Space



ExExhibit 1: Aerial Image of Subject Sites.



#### LAND USE REVIEW

The proposed use is a single-family residential subdivision. The proposed final plats are the second and third phases of the subdivision. This site is classified as Suburban Residential on the Future Land Use Map of the Comprehensive Plan. The recent update to the Comprehensive Plan did not change the designated uses. The part of the site that is classified as Park/Open Space uses was included with the land exchange between the developer and the City. The land to be retained by the City and the new tracts to be acquired will become part of a new park. The single-family residential subdivision is consistent with the Future Land Use Map classifications.

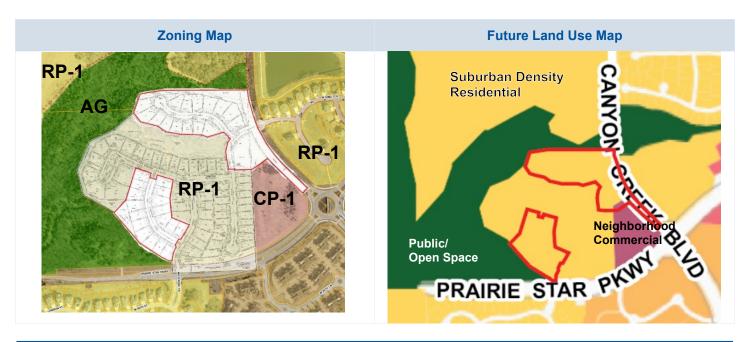


TABLE 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Land Use Classification	Zoning	Current Use
Subject Property	Suburban-Density Residential	RP-1, Planned Residential, Single-Family (Low-Density) District	Undeveloped land
North	Suburban-Density Residential, and Public/Open Space	AG, Agricultural District and RP-1, Planned Residential Single-Family (Low-Density) District	Undeveloped land
South	Suburban-Density Residential	RP-1, Planned Residential Single-Family (Low-Density) District	Single-Family Residential and Undeveloped land
East	Suburban-Density Residential, Public/Open Space	RP-1, Planned Residential Single-Family (Low-Density) District, and CP-1, Planned Neighborhood Commercial District	Single-Family Residential and Undeveloped land
West	Suburban-Density Residential and Public/Open Space	RP-1, Planned Residential Single-Family (Low-Density) District and AG, Agricultural District	Undeveloped land



#### FINAL PLAT REVIEW

The proposed final plats are the second and third phases of the Sunset Canyon single-family residential subdivision. The second phase contains 15 lots and 2 tracts, while the third phase contains 16 lots and 1 tract. The plats are surround the first phase on the southern and eastern side of that subdivision. The second plat gains access from Canyon Creek Boulevard and proposed Hollis Lane, while the third plat gains access from West 93rd Terrace and Wild Rose Lane. New streets will be constructed for this phase of the subdivision.



Exhibit 2: Final Plats Aerial

The plats include three tracts total, including 2 stormwater tracts (Tracts "D" and "F") and an open space tract (Tract "E") to be used for amenities. These tracts will be owned and maintained by the HOA. Tract D is along the rear of several lots which contains stream corridor to the north of the second Plat. This tract will abut the future parkland and remain in a "natural" condition. Tract F is between the proposed parkland and the third plat and will also remain in a "natural" condition. Sidewalk connections will be made along West 93<sup>rd</sup> Street in the second plat and along Deer Creek Lane in the third plat. These sidewalks will connect into sidewalks along Wild Rose Lane and Hollis Lane proposed in the first plat.

January 5, 2026



TABLE 2: PLAT DEDICATIONS			
Type of Dedication	Dedicated to		
Rights-of-Way (Gray)	City of Lenexa		
Utility Easement (Yellow)	City of Lenexa		
Drainage Easement (Blue)	City of Lenexa		
Landscape Easement (Green)	City of Lenexa		
Sewer Easement (Blue)	Johnson County Wastewater		
Sidewalk Easement (Orange)	City of Lenexa		

TABLE 3: TRACT PURPOSES			
Tract	Purpose		
D	Open Space and Drainage Easement (Second)		
Е	Open Space and Amenities (Second)		
F	Open Space and Drainage Easement (Third)		



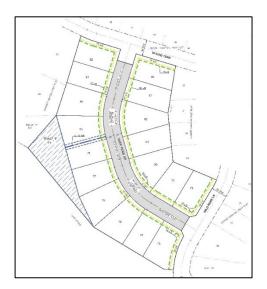


Exhibit 3: Dedications to City of Lenexa (Second Plat Left, Third Plat Right)

The subdivision is generally in compliance with the subdivision requirements of <u>Section 4-2-C</u> of the UDC. No lots within these two phases have any deviations associated with them. The housing classification of all lots within these two phases are type "D". Single-family residential development is subject to <u>Section 4-1-C-5-C</u> of the UDC. The review of the design of a single-family residential dwelling occurs during the building permit review of the structure.

New public streets will be constructed to access the lots in these subdivisions, including West 93<sup>rd</sup> Street and Hollis Lane, which will connect into proposed Canyon Creek Boulevard. Deer Creek Lane will be constructed as part of the third plat and will connect into proposed West 93<sup>rd</sup> Terrace and Wild Rose Lane. Staff notes that with Canyon Creek Boulevard being platted with the second Plat, the second Plat will need to be permitted and constructed concurrently with, if not prior to, the third plat in order to provide appropriate fire access to the combined area.

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

The applicant submitted a stormwater management study indicating the intent to meet the City's stormwater standards and requirements. This includes extended wet detention, extended dry detention, mechanical structures (hydrodynamic separators), as well as general preservation or establishment of native vegetation. In addition, Lenexa stream buffer exists within and adjacent to these plats, to the north of the second plat and







southwest of the third plat. The applicant has arranged the lots such that they will be outside of the buffer, with buffer area being located within tracts only.

Exhibit 6 reflects the approved preliminary plan/plat and shows which lots have been platted from the preliminary plat. The subject plats are reflected in orange. The first plat, shown in yellow, was approved by the Planning Commission on November 6, with the Governing Body accepting dedications at the November 21 hearing. Future phases based on the preliminary plat are shown in red. No phase has been recorded as of January 5, 2026.

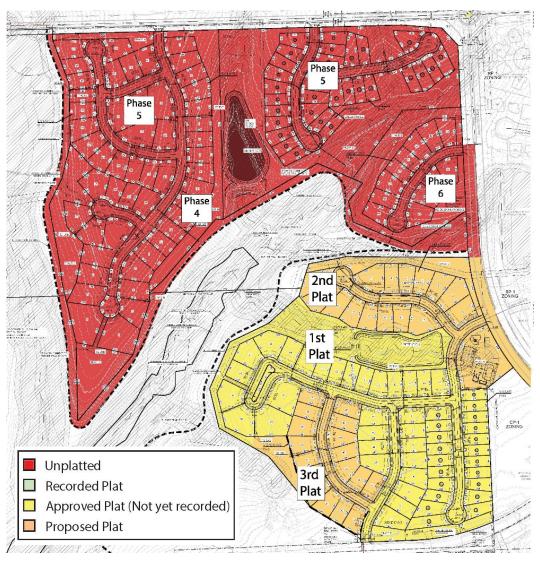


Exhibit 6: Sunset Canyon Platted and Unplatted Properties

#### SUNSET CANYON, SECOND AND THIRD PLATS -PT26-07F & PT26-08F

Planning Commission Staff Report January 5, 2026



#### **REVIEW PROCESS**

- This project requires approval by the Planning Commission and acceptance of dedications by the City Council. Pending approval from the Planning Commission, the plat is tentatively scheduled for consideration by the City Council on January 20, 2026.
- 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

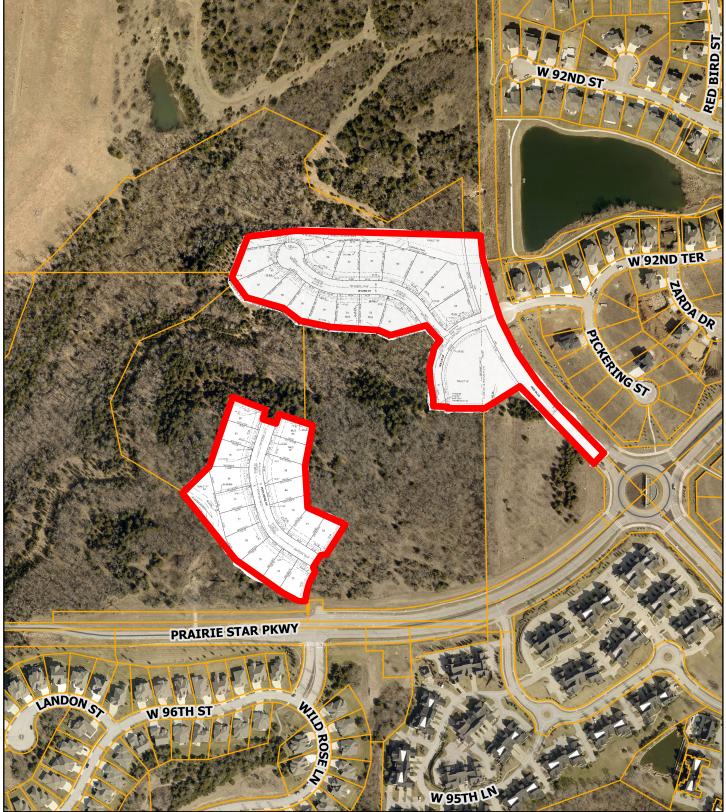
- ★ Staff recommends approval of the final plat for Sunset Canyon, Second Plat and Sunset Canyon, Third Plat.
  - These projects include 31 lots and 3 tracts on 14.64 acres for a single-family residential development with 31 dwelling units.
  - The project is consistent with Lenexa's goals through **Responsible Economic Development** to create **Vibrant Neighborhoods** and a **Thriving Economy**.

#### FINAL PLAT

Staff recommends **APPROVAL** of the final plat, PT26-07F, for **Sunset Canyon**, **Second Plat**, located near the northwest corner of the intersection of Prairie Star Parkway and Canyon Creek Boulevard, for a single-family residential subdivision.

#### FINAL PLAT

Staff recommends **APPROVAL** of the final plat, PT26-08F, for **Sunset Canyon, Third Plat,** located near the northwest corner of the intersection of Prairie Star Parkway and Canyon Creek Boulevard, for a single-family residential subdivision.



Data Source: City of Lenexa and Johnson County Kansas

# Sunset Canyon Second and Third Final Plats

800 Feet



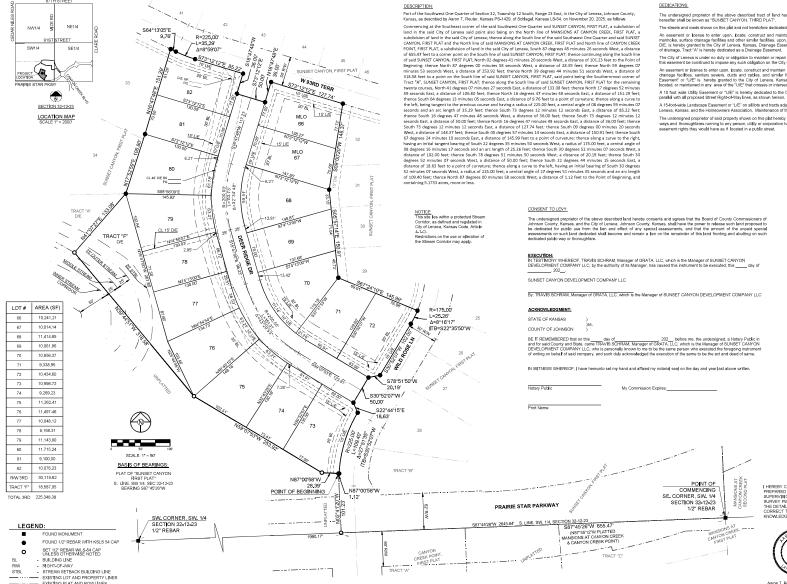
200

400



#### FINAL PLAT OF SUNSET CANYON, THIRD PLAT

#### PART OF THE SW 1/4 OF SEC. 32-12-23 IN THE CITY OF LENEXA, JOHNSON COUNTY, KANSAS



87TH STREET

The undersigned proprietor of the above described tract of land has caused the same to be subdivided in the manner shown on the accompanying plat which hereafter shall be known as "SUNSET CANYON, THIRD PLAT".

The streets and roads shown on this plat and not heretofore dedicated as thoroughfares are hereby dedicated to the City of Lenexa. Johnson County, Kansas

As examined of feeting to entire upon, bottle, constant and mentals or substitute. The location, constitution or manifescence and use of conducts, pipe, inflat-remembels, surface descriptions placelities and developed in the feeting feeting in the control of t

The City of Lenexa is under no duty or obligation to maintain or repair the stormwater drainage facilities placed within the limits of this easement, and in no event shall this easement be construed to impose any such obligation on the City of Lenexa.

As external or Jesuse is retain contributed and restaurable or res

A 10 foot wide Utility Easement or "UE" is hereby dedicated to the City of Lenexa, Johnson County, Kansas, or its designees, off of lots or tracts adjacent to and parallel with all proposed Street Right-of-Way lines, as shown hereon.

A 15-tool-wide Landscape Essement or "Life" on all lots and tracts adjacent to and parallel with interior Street Right-of-Way lines is hereby dedicated to the City of Lenexa, Kansas, and the Homeowners Association. Maintenance of this "Life" shall be the responsibility of the lot owner.

The undersigned proprietor of said property shown on this plat hereby certifies that all prior existing easement rights on land to be dedicated for public use and public ways and thoroughtaires running to any person, utility or corporation have been absolved except that same person, utility or corporation shall retain whatever easement rights key would have as it broated in a public street.

The use of all Lots and Tracts of land in this subdivision shall hereafter be subject to the Declaration of Coverants, Conditions and Restrictions which will be filled at the Clinic of the Register of Deads of Johnson County, Kansas and shall hereby become a part of the decidation of this plate at hough fally of the control of the Coverant of the Coverant of the Coverant of the Homeowness Association referenced in the Cichilation.

Tract "F" is to be owned by the (SUNSET CANYON HOA) (hereafter, the "HOA) and shall be used for open space.

Membership in the HCA shall be mandatory for each property owner and their future heirs and successors of property as shown on this plat, and for each property owner and their future heirs and successors of property that list become part of this subdivision. In the exert the HCA no longer lankfully exists or fails to maintain these Tracts, then maintenance shall be the responsibility, shared equality, of the owners of property that are part of this subdivision, whether breine platted or by pring the subdivision in a later or property that are part of this subdivision, whether breine platted or by pring the subdivision in a later

Jennifer Martin, City Clerk

Lot 66 and 67 have a minimum low opening (MLO) requirements that are based on the approved drainage study for this subdivision, which is on file at the City of Lenexe.

This plat shall not be filed by the Register of Deeds unless filing is within 730 calendar days after the City of Lenexa Governing Body approval date, inclusive.

APPROVALS: Approved by the Planning Commission of the City of Lenexa, Johnson County, Kansas this day of Chris Poss Chairman Approved by the Governing Body of the City of Lenexa, Johnson County, Kansas

I HEREBY CERTIFY THIS PLAT WAS PREPARED UNDER MY DIRECT SUPERVISION BASED ON A FIELD SURVEY PERFORMED IN JUNE 2025. THE DETAILS SHOWN ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.





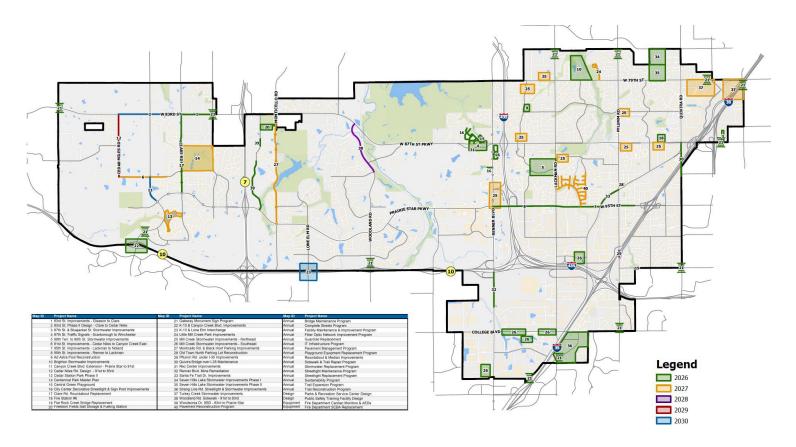
DATE 11/20/2025 CHECKED BY SCH

FINAL PLAT OF SUNSET CANYON THIRD PLAT SHEET NO. 1



January 5, 2026

# CONSIDERATION OF THE RECOMMENDED 2026-2030 CAPITAL IMPROVEMENT PROGRAM



#### **PROJECT SUMMARY**

The Capital Improvement Program (CIP) is a five-year plan that guides the planning, funding, and scheduling of major capital projects. These projects typically include street and bridge construction and maintenance, park and recreation improvements, and public safety initiatives. The CIP focuses on non-recurring projects that cost at least \$300,000 and have a minimum useful life of five years.

Kansas State Statute K.S.A. 12-748 sets forth the Planning Commission's responsibility for reviewing the City's CIP and determining if it is consistent with the City's Comprehensive Plan. The statute emphasizes the link between public improvements and adopted land use and transportation plans.

On an annual basis, in conjunction with the Governing Body adopting the annual budget, the Planning Commission reviews the CIP. An overview of the proposed CIP was provided to the Governing Body at their December 9, 2025, Committee of the Whole meeting. A public hearing was subsequently held on December 16, 2025.



### **REQUESTED ACTION**

Find that the recommended 2026 – 2030 Capital Improvement Program for the City of Lenexa is in conformity with the Comprehensive Plan.

#### PROJECT INFORMATION

The recommended FY 2026 – 2030 CIP totals \$267.6 million. As in past years, funding for the CIP includes the following sources:

- General Fund Revenues
- General Obligation Bonds
- 3/8-Cent Sales Tax
- External Grants
- County 1/4-Cent Sales Tax
- Stormwater Revenues
- Special Highway Fund (Gas Tax)
- Excise Tax
- TIP Impact Fees
- Other (includes CARS and SMAC revenues, Park impact fees and revenues, etc.)

The CIP includes 61 funded projects. The major focus is on maintenance of existing infrastructure. The following maintenance projects are included in the CIP:

- Pavement Management Program
- Bridge Maintenance
- Stormwater Infrastructure Replacement
- Sidewalk and Trail Repair Program
- IT Infrastructure Replacement Program
- Sustainability Program
- Fiber Optic Network Program
- Streetlight Maintenance Program

Fourteen new projects have been added to the proposed 2026-2030 Capital Improvement Program totaling \$24.2 million:

#### Streets/Bridges:

- 1. Little Mill Creek Park Improvements
- 2. Guardrail Replacement
- 3. Streetlight Maintenance Program
- 4. Canyon Creek Blvd. Extension Prairie Star Parkway to 91st Street
- 5. 95th Street Improvements Lackman Road to Noland Road
- 6. 83rd Street Phase II Design Clare Road to Cedar Niles Road
- 7. Woodland Road Sidewalk 91st Street to 83rd Street

#### • Traffic:

8. City Center Decorative Streetlight & Sign Post Improvements



- Parks:
- 9. Recreation Center Improvements
- Stormwater:
  - 10. Mill Creek Stormwater Improvements Northwest
  - 11. Mill Creek Stormwater Improvements Southeast
  - 12. Turkey Creek Stormwater Improvements
- Major Capital Equipment & Miscellaneous:
  - 13. Fire Department Cardiac Monitor and AEDs
  - 14. Fire Department SCBA Replacement

#### **COMPREHENSIVE PLAN**

The City of Lenexa's Comprehensive Plan is our official policy guide for future growth and development. Within the context of the Comprehensive Plan, the issues of sustainability, land use, transportation, watershed management, and natural resources are addressed.

The City's Vision 2040 framework identifies and describes the visions for five topic areas:

- Healthy People
- Inviting Places
- Vibrant Neighborhoods
- Integrated Infrastructure and Transportation
- Thriving Economy

CIP projects such as the Pavement Management and Reconstruction Programs, Annual Bridge Maintenance, and Annual Streetlight Maintenance Programs are all related to preserving the condition and safety of our roadways and travel ways. The annual stormwater infrastructure replacement project is important to the continued operation of the city's stormwater system. These projects directly correlate to the Governing Body's vision relative to Vibrant Neighborhoods, Inviting Places and Integrated Infrastructure and Transportation.

Projects such as the Trail Expansion Program and Central Green Playground contribute to providing recreational opportunities for residents and visitors. These projects correlate to Healthy People and Vibrant Neighborhoods.

One of the goals of the comprehensive plan is to ensure Lenexa continues to be a quality place to live, work, and play. By undertaking the projects included in the CIP, we are promoting a balanced and orderly future development pattern that enhances the built environment for residents, employees, and businesses.

#### RECOMMENDATION FROM PROFESSIONAL STAFF

Staff recommends that the Planning Commission find the 2026 - 2030 Capital Improvement Program for the City of Lenexa to be in conformity with the Comprehensive Plan.

# FY 2026 – FY 2030 RECOMMENDED CAPITAL IMPROVEMENT PROGRAM (CIP)

#### **Executive Summary**

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

The recommended fiscal year 2026-2030 CIP totals \$267.6 million and includes 60 capital projects.

#### **Sources of Funding**

The CIP is financed with a diverse group of funding sources. General obligation bonds used to finance the CIP are repaid through special assessments, property taxes (the debt service mill levy is 4.553 mills for fiscal year 2026), and stormwater fees (the equivalent dwelling unit, or EDU, fee is \$109 for fiscal year 2026).

The funding sources in the CIP are:

Funding Sources: FY 2026-2030 CIP		
General Fund Revenues	\$81,444,109	30%
General Obligation Bonds (includes SBD Bonds)	\$69,769,463	26%
3/8 ¢ Sales Tax	\$48,413,093	18%
Stormwater Revenues	\$21,504,246	8%
Other (includes CARS and SMAC revenues, Park impact fees revenues, etc.)	\$19,859,499	7%
External Grants	\$9,823,778	4%
Special Highway Fund (Gas Tax)	\$9,032,650	4%
Excise Tax	\$6,599, <i>7</i> 91	3%
TIP Impact Fees	\$1,186,000	0%
Total	\$267,632,629	100%

The general obligation bonds category includes \$62.6 million for street and facility projects, and \$7.1 million for Stormwater projects. In addition, external funding sources finance 13% of the CIP for FY 2026 through FY 2030. Examples of external funding include the Special Highway Fund (gas tax), the County Assistance Road System program (CARS), the Stormwater Management Advisory Council program (SMAC), and federal grants.

#### **Uses of Funding**

The uses of funding by project category are:

Uses of Funding: FY 2026-2030 CIP		
Streets/Bridges/Traffic Projects	\$164,245,347	61%
Facility Projects	\$36,800,000	14%
Stormwater Projects	\$33,467,750	13%
Parks & Recreation	\$24,234,188	9%
Capital Equipment/Other Projects	\$8,885,344	3%
Total	\$267,632,629	100%

Highlighted projects in the CIP include:

- Pavement Management Program (\$48.7 million)
- Pavement Reconstruction Program (\$8.0 million)
- Stormwater Replacement Program (\$14.9 million)
- 83rd Street Improvements from Gleason Road to Clare Road (\$13.7 million)
- Clare Road Roundabout Replacement (\$4.8 million)
- Fire Station #6 (\$28.0 million)
- Ad Astra Pool Reconstruction (\$10.4 million)

Please see the "Year Capital Expenditures Are Incurred" document for a full list of projects included in the 2026 – 2030 CIP.

### **CIP Adoption and Amendments**

In developing communities like Lenexa, the CIP represents a "snapshot" in time. As such, it is the best plan that can be formulated today based on the information available. Staff anticipates presenting amendments as conditions change to assure the CIP continues to implement the City's Comprehensive Plan and achieve the Governing Body's goals.

CITY OF LENEXA 🚵 2026 BUDGET

## SOURCES OF FUNDING BY YEAR

2026-2030 CIP									
SOURCES OF FUNDING:	<b>Prior Years</b>	2025	2026	2027	2028	2029	2030	Totals	% share
General Obligation Bonds	\$599,603	\$5,069,789	\$30,764,985	\$14,611,640	\$1,000,000	\$-	\$510,000	\$52,556,01 <i>7</i>	20%
Stormwater Bonds	-	1,709,822	4,715,646	710,978	-	-	-	7,136,446	3%
Special Benefit District Bonds	-	-	10,077,000	-	-	-	-	10,077,000	4%
General Fund Revenues	2,579,659	14,632,834	25,527,940	15,053,146	6,717,510	8,810,000	8,123,020	81,444,109	30%
Stormwater Revenues	-	4,828,186	3,895,000	4,856,060	2,675,000	2,625,000	2,625,000	21,504,246	8%
Excise Tax	1,907,000	2,426,439	2,266,352	-	-	-	-	6,599,791	3%
TIP Fees	1,186,000	-	-	-	-	-	-	1,186,000	0%
PRIF Fees	-	-	286,250	-	-	-	-	286,250	0%
3/8 ¢ sales tax	2,000,000	11,855,1 <i>7</i> 8	5,692,500	6,944,670	9,820,632	5,997,225	6,102,888	48,413,093	18%
County 1/4 ¢ sales tax	-	-	-	-	-	-	-	-	0%
Parks Revenues	-	792,500	25,000	25,000	25,000	260,000	25,000	1,152,500	0%
Other funding	-	59,000	3,325,972	-	-	-	-	3,384,972	1%
SUBTOTAL:	\$8,272,262	\$41,373,748	\$86,576,645	\$42,201,494	\$20,238,142	\$17,692,225	\$1 <i>7,</i> 385,908	\$233,740,424	87%

EXTERNAL SOURCES OF FUNDING:	Prior Years	2025	2026	2027	2028	2029	2030	Totals	% share
Federal & State Grants	\$2,807,680	\$245,055	\$2,660,000	\$2,331,043	\$1,460,000	\$160,000	\$160,000	\$9,823,778	4%
CARS Program	-	-	2,875,000	1,800,000	1,800,000	-	-	6,475,000	2%
SMAC Program	-	428,855	3,963,257	2,012,963	-	-	-	6,405,075	2%
Special Highway fund (gas tax)	-	1,505,100	1,505,510	1,505,510	1,505,510	1,505,510	1,505,510	9,032,650	4%
Other local funding	850,000	-	1,147,572	158,130	-	-	-	2,155,702	1%
TOTAL EXTERNAL SOURCES OF FUNDING:	\$3,657,680	\$2,179,010	\$12,151,339	\$7,807,646	\$4,765,510	\$1,665,510	\$1,665,510	\$33,892,205	13%
GRAND TOTAL SOURCES OF FUNDING:	\$11,929,942	\$43,552,758	\$98,727,984	\$50,009,140	\$25,003,652	\$19,357,735	\$19,051,418	\$267,632,629	100%

CITY OF LENEXA 🚵 2026 BUDGET

## USES OF FUNDING BY YEAR

2026-2030 CIP									
USES OF FUNDING:	<b>Prior Years</b>	2025	2026	2027	2028	2029	2030	Totals	% share
Streets & Bridges	\$3,868,349	\$1 <i>7,77</i> 8,933	\$40,021,143	\$41,762,959	\$1 <i>7</i> ,528,132	\$12,848,735	\$13,677,418	\$147,485,669	55%
Traffic	1,077,300	1,002,343	9,240,034	2,110,000	1,110,000	1,110,000	1,110,000	16,759,677	6%
Stormwater	191,446	3,433,555	14,707,750	7,285,000	2,650,000	2,600,000	2,600,000	33,467,751	13%
Facilities	157,514	5,217,486	28,425,000	500,000	1,500,000	500,000	500,000	36,800,000	13%
Parks	681,786	10,088,142	4,877,500	1,866,600	5,057,160	949,000	714,000	24,234,188	9%
Capital Equipment & Miscellaneous	333,240	1,485,503	2,031,383	2,785,218	450,000	1,350,000	450,000	8,885,344	3%
TOTAL USES OF FUNDING:	\$6,309,635	\$39,005,962	\$99,302,810	\$56,309,777	\$28,295,292	\$19,357,735	\$19,051,418	\$267,632,629	100%

**LENEXA OVERVIEW** 

CITY OF LENEXA 🚵 2026 BUDGET

## YEAR CAPITAL EXPENDITURES ARE INCURRED

Project Title	Prior Years	Budget 2025	2026	2027	2028	2029	2030	Total
STREETS/ BRIDGES								
Pavement Management Program	\$-	\$7,225,600	\$7,958,010	\$8,116,580	\$8,285,142	\$8,453,735	\$8,627,399	\$48,666,466
Pavement Reconstruction Program	-	2,000,000	-	3,000,000	-	3,000,000	-	8,000,000
K-10 & Lone Elm Interchange	3,434,274	-	-	8,000,000	-	-	-	11,434,274
Sidewalk & Trail Repair Program	-	350,000	650,000	350,000	350,000	350,000	350,000	2,400,000
Santa Fe Trail Dr. Improvements	174,067	3,251,333	612,000	-	-	-	-	4,037,400
Clare Rd. Roundabout Replacement	-	-	4,839,900	-	-	-	-	4,839,900
Monticello Rd. & Black Hoof Parking Improvements	-	275,000	-	7,038,000	-	-	-	7,313,000
Bridge Maintenance Program	-	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000
95th Street Improvements - Renner to Lackman	89,207	527,793	3,311,391	-	-	-	-	3,928,391
83rd St. Improvements - Gleason to Clare	170,801	2,728,904	2,346,000	8,426,085	-	-	-	13,671,790
Quivira Bridge over I-35 Maintenance	-	82,500	1,552,500	-	-	-	-	1,635,000
Old Town North Parking Lot Reconstruction	-	-	291,870	1,913,160	-	-	-	2,205,030
Roundabout & Median Improvements	-	-	-	76,500	1,025,100	-	-	1,101,600
K-10 & Canyon Creek Blvd Improvements	-	52,000	537,650	-	-	-	-	589,650
Flat Rock Creek Bridge Replacement	-	-	1,865,405	-	-	-	-	1,865,405
Pflumm Rd. under I-35 Improvements	-	-	1,520,000	-	-	-	-	1,520,000
91st St. Improvements - Cedar Niles to Canyon Creek East	-	-	61,200	735,134	6,611,640	-	-	7,407,974
Cedar Niles Rd. Design - 91st to 83rd	-	-	-	-	-	375,000	-	375,000
Woodsonia Dr. SBD - 83rd to Prairie Star	-	1,015,803	9,061,197	-	-	-	-	10,077,000
Little Mill Creek Park Improvements (NEW)	-	-	382,500	3,060,000		-	-	3,442,500
Guardrail Replacement (NEW)	-	-	306,000	306,000	-	-	-	612,000
Streetlight Maintenance Program (NEW)	-	-	400,000	400,000	400,000	400,000	400,000	2,000,000
Canyon Creek Blvd. Extension - Prairie Star to 91st (NEW)	-	-	307,020	-	-	-	3,520,020	3,827,040
95th St. Improvements - Lackman to Noland (NEW)	-	-	3,748,500	-	-	-	-	3,748,500
83rd St. Phase II Design - Clare to Cedar Niles (NEW)	-	-	-	-	-	-	510,000	510,000
Woodland Rd. Sidewalk - 91st to 83rd (NEW)	-	-	-	71,500	586,250	-	-	657,750
SUBTOTAL	\$3,868,349	\$17,778,933	\$40,021,143	\$41,762,959	\$17,528,132	\$12,848,735	\$13,677,419	\$147,485,670

LENEXA OVERVIEW
FINANCIAL
OVERVIEW

CITY OF LENEXA **2026 BUDGET** 

Project Title	Prior Years	Budget 2025	2026	2027	2028	2029	2030	Total
TRAFFIC								
Streetlight Replacement Program	\$-	\$585,055	\$2,000,000	\$2,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$7,585,055
87th St. Traffic Signals - Scarborough to Winchester	1,077,300	1 <i>77</i> ,288	1,200,750	-	-	-	-	2,455,338
Complete Streets Program	-	240,000	3,420,000	110,000	110,000	110,000	110,000	4,100,000
Strang Line Rd. Streetlight & Stormwater Improvements	-	-	2,109,284	-	-	-	-	2,109,284
City Center Decorative Streetlight & Sign Post Improvements (NEW)	-	-	510,000	-	-	-	-	510,000
SUBTOTAL	\$1,077,300	\$1,002,343	\$9,240,034	\$2,110,000	\$1,110,000	\$1,110,000	\$1,110,000	\$16,759,677
PUBLIC BUILDINGS								
Facilities Maintenance & Improvement Program	\$-	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000
Fire Station #6	15,763	384,237	27,600,000	-	-	-	-	28,000,000
Freedom Fields Salt Storage & Fueling Station	141 <i>,75</i> 1	4,333,249	25,000	-	-	-	-	4,500,000
Public Safety Training Facility Design	-	-	300,000	-	-	-	-	300,000
Parks & Recreation Service Center Design	-	-	-	-	1,000,000	-	-	1,000,000
SUBTOTAL	\$15 <i>7,</i> 514	\$5,217,486	\$28,425,000	\$500,000	\$1,500,000	\$500,000	\$500,000	\$36,800,000
PARKS								
Playground Equipment Replacement Program	\$-	\$-	\$-	\$-	\$-	\$235,000	\$-	\$235,000
Ad Astra Pool Reconstruction	681,786	9,413,142	265,000	-	-	-	-	10,359,928
Central Green Playground	-	575,000	825,000	-	-	-	-	1,400,000
Cedar Station Park Phase II	-	-	-	642,600	-	-	-	642,600
Trail Reconstruction Program	-	-	1,071,000	-	416,160	-	-	1,487,160
Trail Expansion Program	-	100,000	1,216,500	714,000	714,000	714,000	714,000	4,172,500
Centennial Park Master Plan	-	-	-	510,000	3,927,000	-	-	4,437,000
Rec Center Improvements (NEW)	-	-	1,500,000	-	-	-	-	1,500,000
SUBTOTAL	\$681,786	\$10,088,142	\$4,877,500	\$1,866,600	\$5,057,160	\$949,000	\$714,000	\$24,234,188

**LENEXA OVERVIEW** 

CITY OF LENEXA May 2026 BUDGET

Project Title	Prior Years	Budget 2025	2026	2027	2028	2029	2030	Total
STORMWATER								
Stormwater Replacement Program	\$-	\$2,000,000	\$2,600,000	\$2,400,000	\$2,650,000	\$2,600,000	\$2,600,000	\$14,850,000
87th St. & Bluejacket St. Stormwater Improvements	-	1,170,000	1,108,500	-	-	-	-	2,278,500
89th Terr. to 90th St. Stormwater Improvements - West of Lackman	191,445	118,555	2,913,500	-	-	-	-	3,223,500
Seven Hills Lake Stormwater Improvements Phase I	-	70,000	2,885,500	-	-	-	-	2,955,500
Brighton Stormwater Improvements	-	75,000	1,883,250	-	-	-	-	1,958,250
Seven Hills Lake Stormwater Improvements Phase II	-	-	3,047,000	-	-	-	-	3,047,000
Mill Creek Stormwater Improvements - Northwest (NEW)	-	-	180,000	2,095,000	-	-	-	2,275,000
Mill Creek Stormwater Improvements - Southeast (NEW)	-	-	-	1,745,000	-	-	-	1,745,000
Turkey Creek Stormwater Improvements (NEW)	-	-	90,000	1,045,000	-	-	-	1,135,000
SUBTOTAL	\$191,445	\$3,433,555	\$14,707,750	\$7,285,000	\$2,650,000	\$2,600,000	\$2,600,000	\$33,467,750
MAJOR CAPITAL EQUIPMENT & MISCELLANEOUS								
Gateway Monument Sign Program	\$78,941	\$-	\$-	\$771,059	\$-	\$-	\$-	\$850,000
Renner Blvd. Mine Remediation	36,617	-	1,463,383	-	-	-	-	1,500,000
Fiber Optic Network Improvement Program	-	420,000	200,000	200,000	200,000	200,000	200,000	1,420,000
IT Infrastructure Program	-	330,000	215,000	360,000	250,000	250,000	250,000	1,655,000
Sustainability Program	217,682	735,503	153,000	153,000	-	-	-	1,259,185
Fire Department Cardiac Monitor and AEDs (NEW)					_	900,000		900,000
	-	-	-	-		,00,000		,
Fire Department SCBA Replacement (NEW)	-	-	-	1,301,159		-		1,301,159
· · · · · · · · · · · · · · · · · · ·	\$333,240	\$1,485,503	\$2,031,383	1,301,159 <b>\$2,785,218</b>	\$450,000	\$1,350,000	\$450,000	•

**BUDGETS** 

## PAVEMENT MANAGEMENT PROGRAM



#### **Project Purpose**

The annual Pavement Management Program aims to prolong the lifespan and quality of the City's road infrastructure. The City takes a proactive, data-driven approach and utilizes various maintenance strategies to ensure a safe and comfortable transportation network for the city.

#### **Project Description**

The City evaluates the street network annually and utilizes various maintenance techniques, such as crack sealing, ultra-thin bonded asphalt surface (UBAS) and mill & overlay to create a cost effective program. Curb, gutter and sidewalk in each project area is assessed and replaced as needed. A portion of funds in the Pavement Management Program are also dedicated toward the maintenance of Cityowned parking lots.

## **Cost** \$48,666,466

### **Construction Timeline**

Ongoing

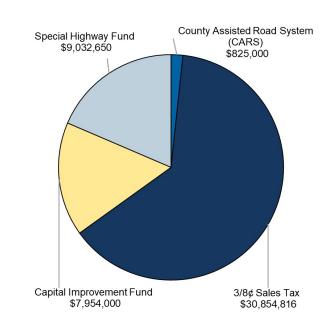
#### **Vision 2040 Themes**

- Vibrant Neighborhoods
- Integrated Infrastructure & Transportation

### **Guiding Principles Supported**

- Superior Quality Services
- Prudent Financial Management
- Strategic Community Investment





<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Capital Improvement Fund	\$774,000	\$649,000	\$1,533,000	\$1,600,000	\$1,665,000	\$1,733,000	\$7,954,000
3/8 ¢ Sales Tax	4,946,500	4,978,500	5,078,070	5,179,632	5,283,225	5,388,889	30,854,816
Special Hwy Fund	1,505,100	1,505,510	1,505,510	1,505,510	1,505,510	1,505,510	9,032,650
CARS	0	825,000	0	0	0	0	825,000
Total	\$7,225,600	\$7,958,010	\$8,116,580	\$8,285,142	\$8,453,735	\$8,627,399	\$48,666,466

# PAVEMENT RECONSTRUCTION PROGRAM

#### **Project Purpose**

The Pavement Reconstruction Program includes full or partial reconstruction of roadway infrastructure that has failed and is past its useful life. Typical pavement maintenance strategies are no longer viable for these locations as the roadway quickly fails after the maintenance strategy is completed, so major reconstruction is needed. The program also coordinates the replacement or upgrade of private utilities when necessary to ensure efficient and lasting improvements.

## **Project Description**

The Pavement Reconstruction Program will fully or partially reconstruct failed roadway infrastructure throughout the City. Locations will be identified as part of the City's annual pavement maintenance evaluation process. The 2026 Pavement Reconstruction Program will include the design of Brentwood East and Brentwood Park neighborhoods with construction scheduled for 2027. Projects may also incorporate replacement of sidewalk, curb and gutter, new sidewalks, replacement of streetlights and stormwater improvements.

#### Cost

\$8,000,000

# **Construction Timeline**

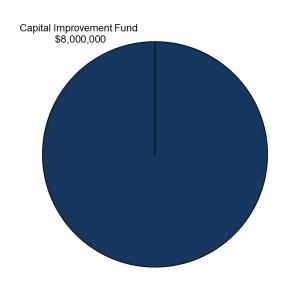
2027

#### **Vision 2040 Themes**

- Vibrant Neighborhoods
- Integrated Infrastructure & Transportation

- Superior Quality Services
- Prudent Financial Management
- Strategic Community Investment





<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Capital Improvement Fund	\$2,000,000	\$0	\$3,000,000	\$0	\$3,000,000	\$0	\$8,000,000
Total	\$2,000,000	\$0	\$3,000,000	\$0	\$3,000,000	\$0	\$8,000,000

# K-10 & LONE ELM INTERCHANGE

# **Project Purpose**

This project is a critical element to supporting economic development and improving traffic flow from local streets to the regional highway system. It will improve access to anticipated residential and commercial growth, reduce congestion at nearby K-10 and K-7 interchanges, and improve connectivity to Olathe High School and nearby activity centers, where a significant number of Lenexa students attend.

# **Project Description**

The City has completed design of the interchange and acquired a majority of the Lenexa right-of-way necessary for the project. KDOT has also completed an environmental study of the K-10 corridor resulting in a Finding of No Significant Impact, confirming the interchange's benefit to traffic movement. The next phase, managed by KDOT as part of the K-10 Corridor Capacity Improvements project, will construct the interchange, add auxiliary lanes on K-10, and make improvements to Lone Elm Road and 101st Street, including signalization.

#### Cost

\$11,434,274

# **Construction Timeline**

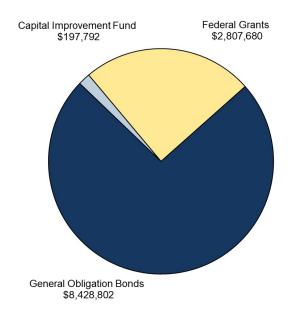
2030

#### **Vision 2040 Themes**

- Integrated Infrastructure & Transportation
- Thriving Economy

- Strategic Community Investment
- Responsible Economic Development





<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
General Obligation Bonds	\$428,802	\$0	\$8,000,000	<b>\$</b> 0	\$0	\$0	\$8,428,802
Federal Grants	2,807,680	0	0	0	0	0	2,807,680
Capital Improvement Fund	197,792	0	0	0	0	0	197,792
Total	\$3,434,274	\$0	\$8,000,000	\$0	\$0	\$0	\$11,434,274

# SIDEWALK & TRAIL REPAIR PROGRAM

## **Project Purpose**

The Sidewalk & Trail Repair Program enhances pedestrian safety and accessibility by rehabilitating and maintaining sidewalks and addressing sidewalk connectivity throughout the City.

# **Project Description**

The program repairs deteriorated sidewalks and connects missing sidewalk gaps throughout the City. Through targeted repairs and expansions, the program will create a more cohesive and walkable environment for Lenexa. Specific repairs and gaps are identified annually.



#### Cost

\$2,400,000

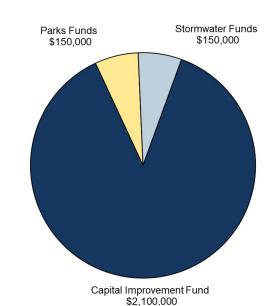
## **Construction Timeline**

Ongoing

#### **Vision 2040 Themes**

- Healthy People
- Inviting Places
- Vibrant Neighborhoods
- Integrated Infrastructure & Transportation

- Superior Quality Services
- Strategic Community Investment



Funding Sources							
	Prior Years	2026	2027	2028	2029	2030	Total
Capital Improvement Fund	\$300,000	\$600,000	\$300,000	\$300,000	\$300,000	\$300,000	\$2,100,000
Stormwater Funds	25,000	25,000	25,000	25,000	25,000	25,000	150,000
Parks Funds	25,000	25,000	25,000	25,000	25,000	25,000	150,000
Total	\$350,000	\$650,000	\$350,000	\$350,000	\$350,000	\$350,000	\$2,400,000

# CLARE RD ROUNDABOUT REPLACEMENT

# **Project Purpose**

The asphalt roundabouts along Clare Road have experienced failures due to heavy turn movements and stop and start traffic. Traditional mill and overlay maintenance strategies have been ineffective, requiring maintenance work every five years to prevent deterioration of the asphalt base. Reconstructing the roundabouts with concrete reduces maintenance intervals to only every 15 to 20 years.

# **Project Description**

The Clare Road Roundabout Replacement Project will reconstruct the pavement portion of the four roundabouts on Clare Road between 83rd Street and Prairie Star Parkway. The project will remove the asphalt pavement, prepare the subgrade and install 8" of concrete pavement at the roundabout and on each approach. Deteriorating curb and gutter, sidewalk and brick pavers will be removed and replaced as needed as well.

#### Cost

\$4,839,900

#### **Construction Timeline**

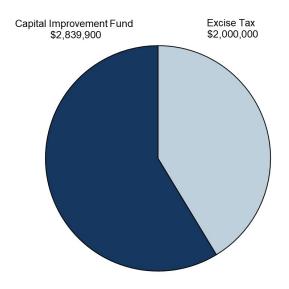
2026

# **Vision 2040 Themes**

- Vibrant Neighborhoods
- Integrated Infrastructure & Transportation

- Superior Quality Services
- Prudent Financial Management
- Strategic Community Investment
- Sustainable Policies & Practices





<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Capital Improvement Fund	\$0	\$2,839,900	\$0	\$0	\$0	\$0	\$2,839,900
Excise Tax	0	2,000,000	0	0	0	0	2,000,000
Total	\$0	\$4,839,900	\$0	\$0	\$0	\$0	\$4,839,900

# MONTICELLO RD & BLACK HOOF PARKING

# **Project Purpose**

The asphalt roundabouts along Monticello Road have experienced failures due to heavy turn movements and stop and start traffic. Traditional mill and overlay maintenance strategies are ineffective, requiring maintenance work every five years to prevent deterioration of the asphalt base. Reconstructing the roundabouts with concrete reduces maintenance intervals to only every 15 to 20 years.

# **Project Description**

The project will reconstruct pavement at the four roundabouts along Monticello Road between 83rd Street and Prairie Star Parkway by replacing asphalt with right (8) inches of concrete pavement on the roundabouts and approaches. Deteriorated curb and gutter, sidewalks, and brick pavers will be replaced as needed. The project also includes minor repairs on the Monticello Road Bridge over Coon Creek and a mill and overlay of the remaining sections of Monticello Road, the Black Hoof Park parking lots, and 95th Street from Monticello Road to 400 feet east of Aurora Street.

# **Cost**

\$7,313,000

# **Construction Timeline**

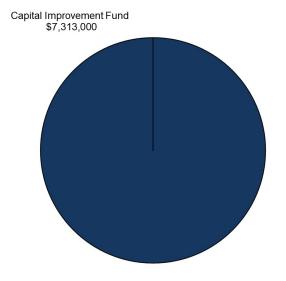
2027

#### **Vision 2040 Themes**

- Vibrant Neighborhoods
- Integrated Infrastructure & Transportation

- Superior Quality Services
- Prudent Financial Management
- Strategic Community Investment
- Sustainable Policies & Practices





<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Capital Improvement							
Fund	\$275,000	\$6,050,000	\$988,000	\$0	\$0	\$0	\$7,313,000
Total	\$275,000	\$6,050,000	\$988,000	\$0	\$0	\$0	\$7,313,000

# BRIDGE MAINTENANCE PROGRAM

# **Project Purpose**

The City inspects 29 roadway bridges every two years and 43 pedestrian bridges every four years. The project funds required inspections and routine maintenance on roadway bridges to ensure safety and extend the useful life of Lenexa bridges.

# **Project Description**

Without routine maintenance, the useful life of Lenexa's bridges will be significantly reduced. Key improvements include repairing expansion joints, crack sealing, guardrail repair and scour protection.

#### Cost

\$1,620,000

## **Construction Timeline**

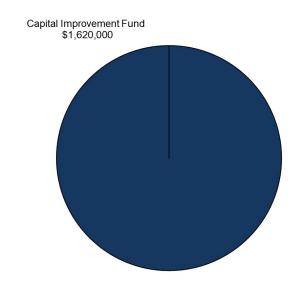
Ongoing

#### **Vision 2040 Themes**

Integrated Infrastructure & Transportation

- Strategic Community Investment
- Sustainable Policies and Practices





<b>Funding Sources</b>							
	Prior Years	2026	2027	2028	2029	2030	Total
Capital Improvement							
Fund	\$270,000	\$270,000	\$270,000	\$270,000	\$270,000	\$270,000	\$1,620,000
Total	\$270,000	\$270,000	\$270,000	\$270,000	\$270,000	\$270,000	\$1,620,000

# 95TH ST - RENNER TO LACKMAN

## **Project Purpose**

This project will complete heavy preventative maintenance on 1.11 miles of roadway from Renner Boulevard to Lackman Road. Portions of the pavement, stormwater and a section of streetlights throughout this section of roadway are in need of repair or replacement. The project will prevent the need for further reconstruction.

## **Project Description**

This project includes median island enhancements from Loiret Boulevard to Lackman Road, spot replacement of deteriorated sidewalks, trails, curbs, and gutters, an asphalt mill and overlay, and updated pavement markings. Improvements will also involve stormwater pipe replacement and lining at select locations, as well as replacement of a small section of streetlights.

#### Cost

\$3,928,391

#### **Construction Timeline**

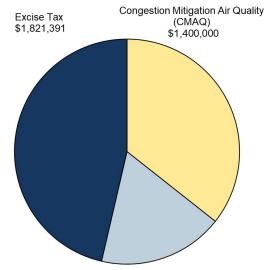
2026

#### **Vision 2040 Themes**

Integrated Infrastructure & Transportation

- Superior Quality Services
- Prudent Financial Management
- Strategic Community Investment
- Sustainable Policies & Practices





County Assisted Road System (CARS) \$707,000

Funding Sources	5						
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Federal Grants	\$0	\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000
CARS	0	707,000	0	0	0	0	707,000
Excise Tax	2,050,000	(228,609)	0	0	0	0	1,821,391
Total	\$2,050,000	\$1,878,391	\$0	\$0	\$0	\$0	\$3,928,391

# 83RD ST - GLEASON TO CLARE

# **Project Purpose**

Continued residential development in western Lenexa, along with traffic increases from development in De Soto show that 83rd Street will need capacity and safety improvements within the next five years. The current street is a two-lane road without adequate shoulders, stormwater system, or street lighting.

## **Project Description**

The project will reconstruct the existing two-lane street into a four-lane street with new concrete curb and gutter, asphalt/concrete pavement, stormwater system, street lighting and roundabouts at Gleason and Clare. Bike lanes and trails will also be evaluated during the design phase. Other work will include major utility relocations.



#### **Construction Timeline**

2025 - 2027

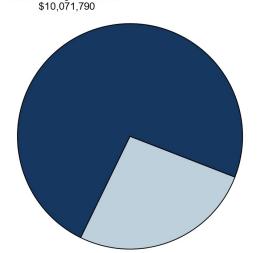
#### **Vision 2040 Themes**

- Healthy People
- Integrated Infrastructure & Transportation

# **Guiding Principles Supported**

- Superior Quality Services
- Strategic Community Investment





General Obligation Bonds

County Assisted Road System (CARS) \$3,600,000

<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
General Obligation Bonds	\$5,240,590	\$4,831,200	\$0	\$0	\$0	\$0	\$10,071,790
CARS	0	0	1,800,000	1,800,000	0	0	3,600,000
Total	\$5,240,590	\$4,831,200	\$1,800,000	\$1,800,000	\$0	\$0	\$13,671,790

# QUIVIRA BRIDGE OVER I-35 MAINTENANCE

## **Project Purpose**

The Quivira Road viaduct is a highly visible gateway within the City. Although the bridge remains in good structural condition, its aesthetics are starting to show signs of aging.

## **Project Description**

The bridge was built in 2002 and has experienced significant wear, with faded handrails, deteriorated streetlights and rusted epoxy-coated chain link fencing. The project will replace the lighting and fencing, as well as remove, paint, and replace the handrails.

# W 87TH ST GARTA FE TRAILOR GARTA FE TRAILOR

#### Cost

\$1,635,000

#### **Construction Timeline**

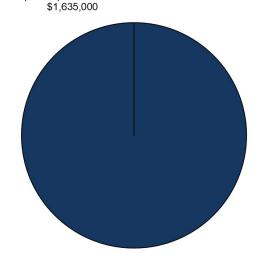
2025 - 2026

#### **Vision 2040 Themes**

- Inviting Places
- Vibrant Neighborhoods

- Strategic Community Investment
- Sustainable Policies & Practices





<b>Funding Sources</b>	;						
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Capital Improvement Fund	\$82,500	\$1,552,500	\$0	\$0	\$0	\$0	\$1,635,000
Total	\$82,500	\$1,552,500	\$0	\$0	\$0	\$0	\$1,635,000

# OLD TOWN NORTH PARKING LOT

# **Project Purpose**

The "New Look at Old Town" study recommended changes to the Old Town north parking lot at such time as major maintenance is due: "An additional drive connection to the public parking lot behind and north of the stores and reconfiguration of this parking lot should be considered to improve efficiency and safety for those using the lot as well as potentially increasing the total number of parking spaces."

# **Project Description**

Replace the existing asphalt parking lot with a new concrete parking lot. Install new stormwater lines, sidewalks, curbs and gutters, street lighting and landscaping. The project will also connect the north parking lot with the front/south parking lot east of the Old Town shops.

#### Cost

\$2,205,030

#### **Construction Timeline**

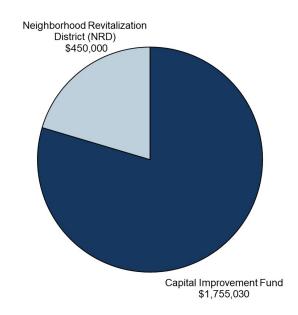
2026 - 2027

#### **Vision 2040 Themes**

- Inviting Places
- Vibrant Neighborhoods

- Strategic Community Investment
- Extraordinary Community Pride





<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Capital Improvement Fund	\$0	\$0	\$1,755,030	\$0	\$0	\$0	\$1,755,030
Neighborhood Rev. District	0	291,870	158,130	0	0	0	450,000
Total	\$0	\$291,870	\$1,913,160	\$0	\$0	\$0	\$2,205,030

# ROUNDABOUT & MEDIAN IMPROVEMENTS

## **Project Purpose**

Staff has identified several areas where minor improvements to the street geometry will significantly enhance both function and pedestrian safety. These projects are too large for inclusion in the Pavement Management Program, and too small to be considered individually in the Capital Improvement Program. As a result, the highest priority projects have been grouped into a single initiative.

#### **Project Description**

The project will make geometric improvements at the following locations:

- Extend island Renner Blvd. north of 85th Street
- Extend island 101st Street west of Woodland
- Extend roundabout island Renner Blvd. @ City Center Drive
- Extend roundabout island Renner Blvd. @ Apartment entrance
- Extend roundabout island Renner Blvd. @ 90th Street
- Extend roundabout island PSP & Dunraven Roundabout
- Extend roundabout island PSP & Clare Roundabout

#### Cost

\$1,101,600

# **Construction Timeline**

2027 - 2028

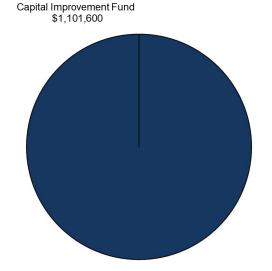
#### **Vision 2040 Themes**

• Integrated Infrastructure & Transportation

# **Guiding Principles Supported**

Strategic Community Investment





<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Capital Improvement							
Fund	\$0	\$0	\$76,500	\$1,025,100	\$0	\$0	\$1,101,600
Total	\$0	\$0	\$ <i>7</i> 6,500	\$1,025,100	\$0	\$0	\$1,101,600

# K-10 & CANYON CREEK BLVD

# **Project Purpose**

Additional turn lanes are needed at the interchange to support growth and development in the area. This area is a high-growth area of residential and commercial development based on the updated Comprehensive Plan.

# **Project Description**

Widen Canyon Creek Boulevard from the K-10 bridge north to the westbound K-10 entrance and exit ramps to accommodate a northbound left-turn lane. Mill & overlay Canyon Creek Boulevard while constructing the new turn lane. Other work includes widening the westbound K-10 exit ramp to add a right-turn lane. Staff is working with the Kansas Department of Transportation to include complete reconstruction of the interchange in future K-10 improvements. Those discussions and timelines for the K-10 improvements will determine the need and timing for these interim improvements.

#### Cost

\$589,650

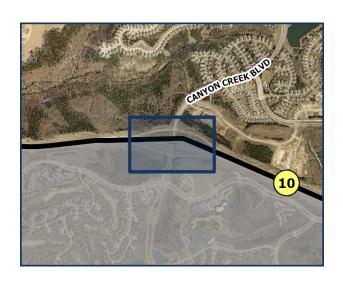
## **Construction Timeline**

2025 - 2026

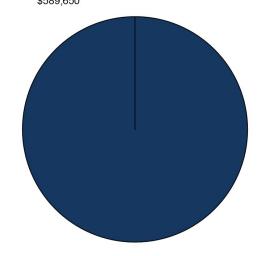
#### **Vision 2040 Themes**

- Integrated Infrastructure & Transportation
- Thriving Economy

- Strategic Community Investment
- Responsible Economic Development







<b>Funding Sources</b>							
	Prior Years	2026	2027	2028	2029	2030	Total
Capital Improvement Fund	\$57,200	\$532,450	\$0	\$0	\$0	\$0	\$589,650
Total	\$ <i>57</i> ,200	\$532,450	\$0	\$0	\$0	\$0	\$589,650

24

# FLAT ROCK CREEK BRIDGE REPLACEMENT

## **Project Purpose**

Biannual bridge inspections have determined this bridge to be structurally deficient and functionally obsolete. Among the 29 bridges in Lenexa's inventory, this bridge holds the lowest rating. The project will be managed by Lenexa in collaboration with the City of Overland Park and is part of Overland Park's Capital Improvement Plan.

# **Project Description**

The project will replace the existing bridge over Flat Rock Creek with a larger precast structure. The new bridge will feature a wider driving surface, expanded sidewalks, curb and gutter.

#### Cost

\$1,865,405

#### **Construction Timeline**

2025 - 2026

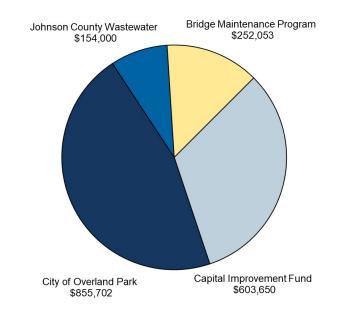
#### **Vision 2040 Themes**

Integrated Infrastructure & Transportation

# **Guiding Principles Supported**

Sustainable Policies & Practices





<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Capital Improvement Fund	\$603,650	\$0	\$0	\$0	<b>\$</b> 0	\$0	\$603,650
City of Overland Park	0	855,702	0	0	0	0	855,702
JCWW	0	154,000	0	0	0	0	154,000
Bridge Maintenance Program	0	252,053	0	0	0	0	252,053
Total	\$603,650	\$1,261,755	\$0	\$0	\$0	\$0	\$1,865,405

# PFLUMM RD UNDER I-35

# **Project Purpose**

The northbound I-35 bridge over Pflumm was replaced as part of the Johnson County Gateway Project, but no work was done on the southbound bridge. Given the current condition of the southbound bridge, improvements are necessary. To accommodate the bridge widening, Pflumm Road will need to be lowered to provide sufficient vehicle clearance. KDOT will fund the replacement of the existing Pflumm Road, but additional improvements are needed. The City will cover the cost of these additional enhancements.

## **Project Description**

Rehabilitate and widen the southbound I-35 bridge over Pflumm Road. As part of the bridge widening, Pflumm Road will be lowered to provide sufficient vehicle clearance including the addition of a new left turn lane and sidewalks.

#### Cost

\$1,520,000

# **Construction Timeline**

2028

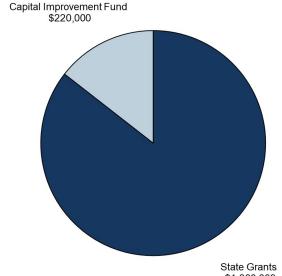
#### **Vision 2040 Themes**

Strategic Community Investment

# **Guiding Principles Supported**

Integrated Infrastructure & Transportation





\$1,300,000

<b>Funding Sources</b>	:						
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
State Grants	\$0	\$0	\$0	\$1,300,000	\$0	\$0	\$1,300,000
Capital Improvement Fund	0	0	0	220,000	0	0	220,000
Total	\$0	\$0	\$0	\$1,520,000	\$0	\$0	\$1,520,000

# 91ST ST - CEDAR NILES TO CANYON CREEK

# **Project Purpose**

Safety and capacity improvements are needed along 91st Street to support current and planned development in the area. The project fulfills the City's obligation for 91st Street Improvements outlined in the Canyon Creek Boulevard and 91st Street Development Agreement. Project costs will be shared between the City and the developer of the adjacent Sunset Canyon project.

## **Project Description**

The project will reconstruct and extend 91st Street from Cedar Niles Road east to the existing improved section of 91st Street. Work will include construction of a standard street section with curb and gutter, stormwater facilities, upgraded street lighting, sidewalks and/or trails and intersection improvements at Canyon Creek Boulevard/Mize Road.

# **Cost** \$7,407,974

# **Construction Timeline**

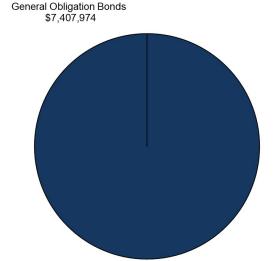
2026 - 2028

#### **Vision 2040 Themes**

Integrated Infrastructure & Transportation

- Superior Quality Services
- Prudent Financial Management
- Strategic Community Investment
- Sustainable Policies and Practices





Funding Sources	;						
	Prior Years	2026	2027	2028	2029	2030	Total
General Obligation Bonds	\$0	\$796,334	\$6,611,640	\$0	\$0	\$0	\$7,407,974
Total	\$0	\$796,334	\$6,611,640	\$0	\$0	\$0	\$7,407,974

# CEDAR NILES RD DESIGN - 91ST TO 83RD

# **Project Purpose**

Cedar Niles Road is one of the few arterial streets in which preliminary design has not been performed. Due to the new development in this area, it is beneficial to have a plan and profile, and cross sections and access points determined.

# **Project Description**

Prepare preliminary plans for a two-lane arterial street from 91st Street to 83rd Street. The project design will add concrete curb and gutter, stormwater facilities, street lighting and sidewalks or trails.

#### Cost

\$375,000

#### **Construction Timeline**

**TBD** 

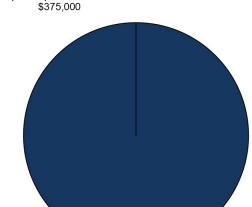
#### **Vision 2040 Themes**

- Healthy People
- Integrated Infrastructure & Transportation

# **Guiding Principles Supported**

- Superior Quality Services
- Strategic Community Investment





Capital Improvement Fund

<b>Funding Sources</b>							
	Prior Years	2026	2027	2028	2029	2030	Total
Capital Improvement							
Fund	\$0	\$0	\$0	\$0	\$375,000	\$0	\$375,000
Total	\$0	\$0	\$0	\$0	\$375,000	\$0	\$375,000

# WOODSONIA DR - 83RD TO PRAIRIE STAR

# **Project Purpose**

A Special Benefit District was established to support infrastructure improvements needed to serve new development.

## **Project Description**

The project includes construction of Woodsonia Drive from the intersection of Woodsonia Drive and Prairie Star Parkway north approximately 4,500 feet to the existing Woodsonia Drive, along with completion of a 575-foot gap near Westside Family Church between two existing roadway sections. Improvements will include landscaping, stormwater, concrete curb and gutter, sidewalks and streetlights.



#### Cost

\$10,077,000

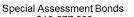
# **Construction Timeline**

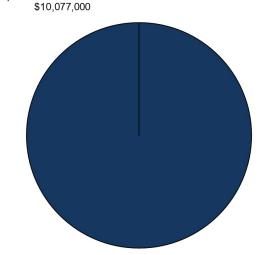
2025 - 2026

#### **Vision 2040 Themes**

- Healthy People
- Integrated Infrastructure & Transportation

- Superior Quality Services
- Strategic Community Investment





<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Special Assessment Bonds	\$0	\$10,077,000	<b>\$</b> 0	\$0	\$0	\$0	\$10,077,000
Total		\$10,077,000	\$0	\$0	\$0		\$10,077,000

# SANTA FE TRAIL DR IMPROVEMENTS

# **Project Purpose**

CITY OF LENEXA May 2026 BUDGET

Street and trail improvements were completed to increase safety and bring the section of road up to City standards. Additional traffic signal and ADA ramp improvements at Santa Fe Trail Drive and Pflumm Road are necessary to further improve safety and accommodate continued growth and development in Old Town.

## **Project Description**

The Santa Fe Trail Drive street and trail improvements have been completed. The traffic signal and ADA ramp upgrades at Santa Fe and Pflumm and Santa Fe and Noland were delayed due to railroad coordination and its impact on the project schedule. The project will be complete after installation of the traffic signal at Santa Fe and Pflumm and ADA ramp upgrades are made at each intersection.

## Cost

\$4,037,400

# **Construction Timeline**

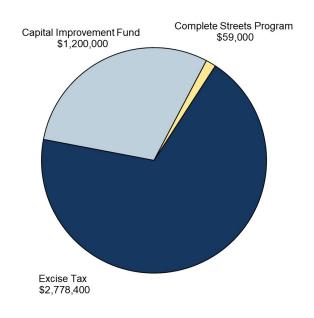
2024 - 2026

#### **Vision 2040 Themes**

- Inviting Places
- Integrated Infrastructure & Transportation

- Strategic Community Investment
- Sustainable Policies and Practices





<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Capital Improvement Fund	\$600,000	\$600,000	\$0	\$0	\$0	\$0	\$1,200,000
Excise Tax	2,283,439	494,961	0	0	0	0	2,778,400
Complete Streets Program	59,000	0	0	0	0	0	59,000
Total	\$2,942,439	\$1,094,961	\$0	\$0	\$0	\$0	\$4,037,400

# LITTLE MILL CREEK PARK IMPROVEMENTS

# **Project Purpose**

The project will reconstruct Cottonwood Street, the primary roadway serving the Municipal Services Center and Little Mill Creek Park, with concrete pavement designed to support frequent heavy vehicle traffic and add a new parking lot to accommodate Municipal Services staff as well as additional parking for the park, which is frequently full.

## **Project Description**

The reconstruction of Cottonwood Street with concrete pavement will enhance safety, durability, and long-term reliability for both municipal and park access. A new parking lot constructed on the south side of the Service Center will serve employees during the week and park users on weekends. Additional improvements include upgraded lighting, stormwater management, new curbs, sidewalks and other safety features to meet City standards and improve overall functionality.

#### Cost

\$3,442,500

## **Construction Timeline**

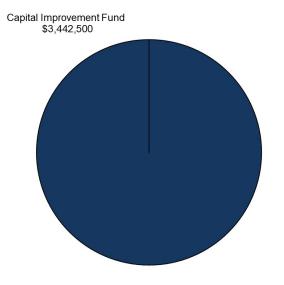
2026 - 2027

# **Vision 2040 Themes**

- Healthy People
- Vibrant Neighborhoods
- Integrated Infrastructure & Transportation

- Superior Quality Services
- Strategic Community Investment





<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Capital Improvement							
Fund	\$0	\$382,500	\$3,060,000	\$0	\$0	\$0	\$3,442,500
Total	\$0	\$382,500	\$3,060,000	\$0	\$0	\$0	\$3,442,500

# **GUARDRAIL REPLACEMENT**

## **Project Purpose**

The improvements are necessary to enhance roadside safety, ensure the City's guardrail systems meet current safety standards and provide better protection for the traveling public.

## **Project Description**

The project will remove and replace damaged or deficient guardrail along 83rd Street and Prairie Star Parkway. Work will focus on repairing damaged sections and upgrading end treatments to meet current safety requirements. A citywide assessment will also be conducted to identify additional locations needing repair or replacement. These improvements will strengthen roadway safety and extend the service life of the City's guardrail infrastructure.



# Cost

\$612,000

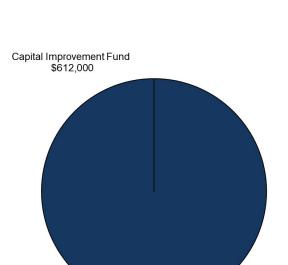
#### **Construction Timeline**

2026 - 2027

#### **Vision 2040 Themes**

- Healthy People
- Integrated Infrastructure & Transportation

- Superior Quality Services
- Prudent Financial Management
- Strategic Community Investment



<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Capital Improvement							
Fund	\$0	\$306,000	\$306,000	\$0	\$0	\$0	\$612,000
Total	\$0	\$306,000	\$306,000	\$0	\$0	\$0	\$612,000

# STREETLIGHT MAINTENANCE PROGRAM

## **Project Purpose**

The Streetlight Maintenance Program provides maintenance to the City's streetlight system to ensure the system remains safe, reliable and energy efficient.

# **Project Description**

The project includes ongoing inspection, repair, and replacement of damaged or deteriorated streetlight poles and fixtures throughout the City. Specific projects are identified annually.

#### Cost

\$2,000,000

#### **Construction Timeline**

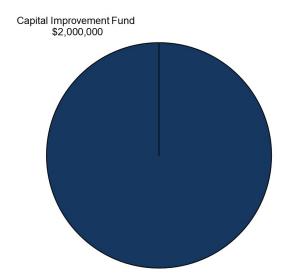
Ongoing

#### **Vision 2040 Themes**

Integrated Infrastructure & Transportation

- Superior Quality Services
- Strategic Community Investment
- Sustainable Policies and Practices





<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Capital Improvement Fund	\$-	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,000,000
Total	\$0	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,000,000

# CANYON CREEK BLVD - PRAIRIE STAR TO 91ST

## **Project Purpose**

To support current and future development in the area, additional arterial street connections are needed. Extending Canyon Creek Boulevard between Prairie Star Parkway and 91st Street will open an important connection, improving access to K-10 for residents north of 91st Street and reducing cut-through traffic in nearby neighborhoods. The project fulfills the City's obligation for the Canyon Creek Extension outlined in the Canyon Creek Boulevard and 91st Street Development Agreement. Project costs will be shared between the City and the developer of the adjacent Sunset Canyon project.

# **Project Description**

The project includes construction of a City standard street section with curb and gutter, stormwater facilities, upgraded street lighting and sidewalks or trails. Canyon Creek Boulevard will transition from an existing four-lane section at Prairie Star Parkway to a two-lane section at 91st Street.

#### Cost

\$3,827,040

# **Construction Timeline**

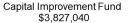
2030

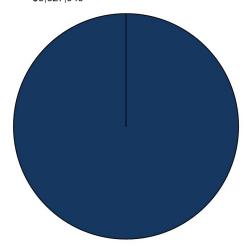
# **Vision 2040 Themes**

Integrated Infrastructure & Transportation

- Superior Quality Services
- Prudent Financial Management
- Strategic Community Investment
- Sustainable Policies and Practices







<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Capital Improvement							
Fund	\$0	\$307,020	\$0	\$0	\$0	\$3,520,020	\$3,827,040
Total	\$0	\$307,020	\$0	\$0	\$0	\$3,520,020	\$3,827,040

# 95TH ST - LACKMAN TO NOLAND

# **Project Purpose**

The project will provide heavy preventative maintenance along 1.25 miles of roadway from Lackman Road to Noland Road. Portions of the pavement, stormwater system and street lighting within this corridor have deteriorated and require repair or replacement. This preventative maintenance will extend the life of the roadway and prevent more significant deterioration.

## **Project Description**

The project will include an asphalt mill and overlay, new pavement markings, and replacement of a small section of street lighting. Spot repairs will be made to deteriorated sidewalks, trails, and curb and gutter, and stormwater pipe replacement and lining will be completed at multiple locations.



#### Cost

\$3,748,500

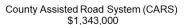
# **Construction Timeline**

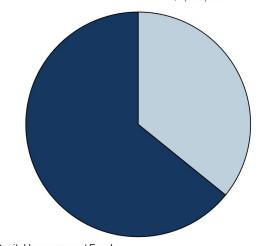
2026

#### **Vision 2040 Themes**

Integrated Infrastructure & Transportation

- Superior Quality Services
- Prudent Financial Management
- Strategic Community Investment
- Sustainable Policies and Practices





Capital Improvement Fund \$2,405,500

<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Capital Improvement Fund	\$0	\$2,405,500	\$0	\$0	\$0	\$0	\$2,405,500
CARS	0	1,343,000	0	0	0	0	1,343,000
Total	\$0	\$3,748,500	\$0	\$0	\$0	\$0	\$3,748,500

# 83RD ST DESIGN - CLARE TO CEDAR NILES

## **Project Purpose**

Continued residential development in western Lenexa, along with traffic increases from development in De Soto show that 83rd Street will need capacity and safety improvements in the coming years. The current street is a two-lane road without adequate shoulders, stormwater system, or street lighting.

## **Project Description**

The project will reconstruct the existing two-lane 83rd Street into a four-lane divided street with new concrete curb and gutter, asphalt or concrete pavement, a modern stormwater system, streetlights and traffic signals. The design phase will also evaluate the inclusion of bike lanes and trails. Additional work will include property acquisition and major utility relocations necessary to support the project.

# **Cost** \$510,000

#### **Construction Timeline**

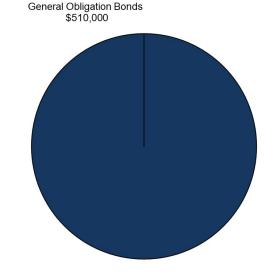
**TBD** 

#### **Vision 2040 Themes**

• Integrated Infrastructure & Transportation

- Superior Quality Services
- Prudent Financial Management
- Strategic Community Investment
- Sustainable Policies and Practices





<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
General Obligation Bonds	\$0	\$0	\$0	\$0	\$0	\$510,000	\$510,000
Total	\$0	\$0	\$0	\$0	\$0	\$510,000	\$510,000

# WOODLAND RD SIDEWALK - 91ST TO 83RD

# **Project Purpose**

When Woodland Road between 91st Street and 83rd Street was constructed in 1996, sidewalks were not included. However, right-of-way was acquired and preliminary grading was completed to accommodate a future sidewalk. The project will construct the missing sidewalk segment and provide residents of the Woodland Reserve and Whispering Hills neighborhoods with safe access to the Craig Crossing and Gary Haller trailhead.

# **Project Description**

The project includes a five foot wide concrete sidewalk along the west side of Woodland Road from 91st Street north to 83rd Street. Work will include final grading, concrete placement and restoration of disturbed areas with seeding.

# **Cost** \$657,750

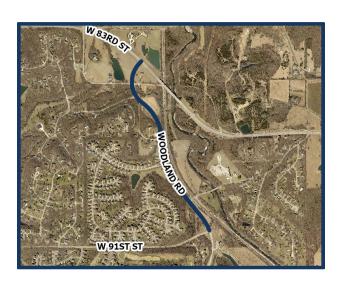
# **Construction Timeline**

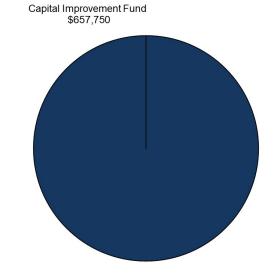
2028

#### **Vision 2040 Themes**

- Healthy People
- Integrated Infrastructure & Transportation

- Strategic Community Investment
- Sustainable Policies and Practices





Funding Sources	;						
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Capital Improvement Fund	\$0	\$0	\$71,500	\$586,250	\$0	\$0	\$657,750
Total	\$0	\$0	\$71,500	\$586,250	\$0	\$0	\$657,750

# STREETLIGHT REPLACEMENT PROGRAM

## **Project Purpose**

The program provides on-going funding to systematically replace a number of older streetlights in the City annually. The current average cost to replace a streetlight and pole is approximately \$10,000.

# **Project Description**

Replace older streetlights with ones that meet current City standards. The project also provides matching funds for street lighting projects receiving Community Development Block Grant (CDBG) funding. Specific projects are identified annually.



\$7,585,055

#### **Construction Timeline**

Ongoing

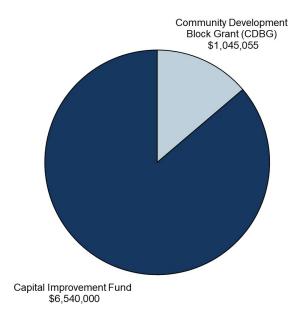
#### **Vision 2040 Themes**

Integrated Infrastructure & Transportation

# **Guiding Principles Supported**

Sustainable Policies & Practices





**Funding Sources Prior Years** 2026 2027 2028 2029 2030 Total Capital Improvement Fund \$340,000 \$1,840,000 \$1,840,000 \$840,000 \$840,000 \$840,000 \$6,540,000 Federal Grants 160,000 160,000 1,045,055 245,055 160,000 160,000 160,000 Total \$585,055 \$1,000,000 \$2,000,000 \$2,000,000 \$1,000,000 \$1,000,000 \$7,585,055

# 87TH ST PKWY TRAFFIC SIGNALS

#### **Project Purpose**

Continued growth in the City Center area requires additional traffic signals to support pedestrian and vehicle safety. The project will enhance traffic flow and provide safer crossings for pedestrians.

#### **Project Description**

The original project designed and constructed a traffic signal at eastbound 87th Street and Penrose Lane and completed final design for seven additional intersections along 87th Street from Scarborough to Winchester. All the planned signals have since been installed except for the eastbound and westbound signals at 87th Street and Scarborough. The project will design the remaining signals in 2025 and install them in 2026. It will also construct sidewalks, landscaping, and seating east of Scarborough between the eastbound and westbound lanes of 87th Street, along with a new bus stop and shelter along southbound Scarborough.

#### Cost

\$2,455,338

#### **Construction Timeline**

2026

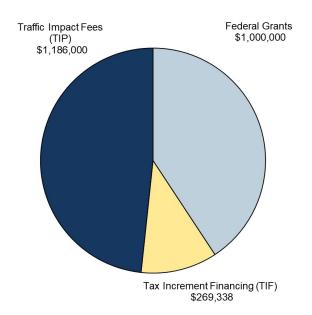
#### **Vision 2040 Themes**

Integrated Infrastructure & Transportation

# **Guiding Principles Supported**

Strategic Community Investment





**Funding Sources Prior Years** 2026 2027 2028 2029 2030 **Total** Federal Grants \$0 \$1,000,000 \$0 \$0 \$0 \$0 \$1,000,000 TIP Fees 0 0 1,186,000 0 0 0 1,186,000 TIF 269,338 0 0 0 269,338 Total \$1,186,000 \$269,338 \$1,000,000 \$0 \$0 \$0 \$2,455,338

# COMPLETE STREETS PROGRAM

## **Project Purpose**

The program implements improvements to the City's street system that address priorities identified in the Complete Streets Plan and improves the overall transportation network to better accommodate all modes of transportation.

# **Project Description**

The program makes improvements throughout the City, including signage, pavement markings, filling missing sidewalk gaps, crosswalks and other enhancements recommended in the Complete Streets Plan. Specific projects are identified and prioritized on an annual basis.



#### Cost

\$4,100,000

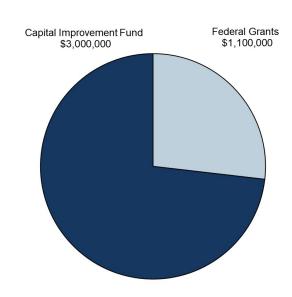
#### **Construction Timeline**

Ongoing

#### **Vision 2040 Themes**

- Healthy People
- Integrated Infrastructure & Transportation

- Strategic Community Investment
- Inclusive Community Building
- Sustainable Policies & Practices



<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Capital Improvement Fund	\$110,000	\$2,450,000	\$110,000	\$110,000	\$110,000	\$110,000	\$3,000,000
Federal Grants	0	1,100,000	0	0	0	0	1,100,000
Total	\$110,000	\$3,550,000	\$110,000	\$110,000	\$110,000	\$110,000	\$4,100,000

# STRANG LINE STREETLIGHT & STORMWATER

## **Project Purpose**

The street lighting and stormwater system in this area has reached the end of their useful life. The light poles are over 30 years old, and the directburied cable connecting them is brittle, often requiring repairs. The system is controlled by three separate controllers, resulting in monthly service fees from Evergy on top of electricity costs. The project will not only upgrade the aging infrastructure but also allow for a more efficient layout of the street lighting circuits, reducing the number of controllers needed for the area.



# **Project Description**

The project will install new streetlight poles and fixtures, underground cable and conduit and a new controller. The project will also replace or line the existing stormwater system to restore its condition to acceptable levels.

#### Cost

\$2,109,284

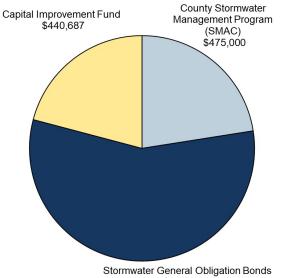
#### **Construction Timeline**

2026

#### **Vision 2040 Themes**

- Vibrant Neighborhoods
- Integrated Infrastructure & Transportation

- Superior Quality Services
- Sustainable Policies & Practices



\$1,193,597

Funding Sources										
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total			
Capital Improvement Fund	\$0	\$440,687	\$0	\$0	\$0	\$0	\$440,687			
Stormwater Bonds	0	1,193,597	0	0	0	0	1,193,597			
SMAC	0	475,000	0	0	0	0	475,000			
Total	\$0	\$2,109,284	\$0	\$0	\$0	\$0	\$2,109,284			

# CITY CENTER STREETLIGHTS & SIGN POST

# **Project Purpose**

City Center contains 115 decorative post-top lights over 20 years old, many of which are failing along with their associated wiring. Replacement is needed to restore lighting functionality and compliance with City Center lighting standards.

# **Project Description**

The project will install new decorative post-top lights mounted to existing streetlight poles as well as new street lighting cable that will be placed inside existing conduit in Central Green, the West End Apartments, the Cottages of Cross Point Creek, City Center East and 90th Street west of Renner. Champagne colored sign posts will also be replaced with black decorative posts that have become the City Center standard to ensure visual consistency.



#### Cost

\$510,000

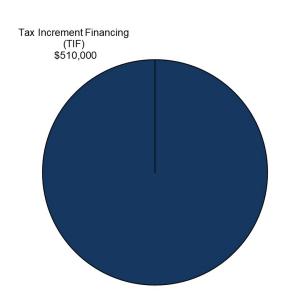
# **Construction Timeline**

2026

#### **Vision 2040 Themes**

- Inviting Places
- Vibrant Neighborhoods
- Integrated Infrastructure & Transportation

- Strategic Community Investment
- Sustainable Policies and Practices



<b>Funding Source</b>	es						
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
TIF	\$0	\$510,000	\$0	\$0	\$0	\$0	\$510,000
Total	\$0	\$510,000	\$0	\$0	\$0	\$0	\$510,000

# FACILITIES MAINTENANCE & IMPROVEMENTS

## **Project Purpose**

Facilities deteriorate over time due to wear and tear, weather conditions, usage and other factors. A dedicated fund ensures that necessary repairs and maintenance are carried out regularly, preventing small issues from becoming larger, more expensive problems.

## **Project Description**

The project ensures the ongoing functionality, safety and value of the City facilities while allowing for planned and cost-effective maintenance and improvements. It supports the overall operations, reputation and long-term viability of City employees and residents who work in and visit the facilities.



#### Cost

\$3,000,000

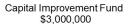
#### **Construction Timeline**

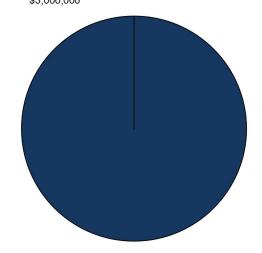
Ongoing

#### **Vision 2040 Themes**

- Healthy People
- Inviting Places

- Superior Quality Services
- Prudent Financial Management
- Sustainable Policies & Practices





<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Capital Improvement	¢500,000	¢500,000	¢500,000	¢ 500 000	¢500,000	¢500,000	¢2,000,000
rund	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000
Total	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000

# FIRE STATION #6

## **Project Purpose**

A new fire station is needed in northeast Lenexa to improve emergency response times in this densely populated, high call-volume area. Additional fire headquarters space is also needed, as the department has outgrown its current facility at Fire Station #1. The new station will enhance public safety, operational efficiency and interdepartmental coordination by consolidating fire administration into a single, modern facility.

# **Project Description**

Fire Station #6 will function as both an emergency response facility and the new Fire Department headquarters. The three-bay station will include residential quarters and parking for eight firefighters, offices for command and prevention staff, and space for the City's Information Technology (IT) department. The facility will also provide shared collaborative workspaces for administrative and emergency management operations.

#### Cost

\$28,000,000

# **Construction Timeline**

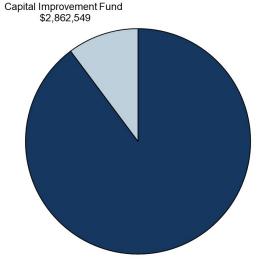
2026 - 2027

#### **Vision 2040 Themes**

Inviting Places

- Superior Quality Services
- Strategic Community Investment
- Values-based Organizational Culture





General Obligation Bonds \$25,137,451

<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
General Obligation Bonds	<b>\$</b> 0	\$25,137,451	<b>\$</b> O	\$0	<b>\$</b> O	\$0	\$25,137,451
Capital Improvement Fund	2,862,549	0	0	0	0	0	2,862,549
Total	\$2,862,549	\$25,137,451	\$0	\$0	\$0	\$0	\$28,000,000

# SALT STORAGE & FUELING STATION

## **Project Purpose**

The 750-ton salt structure at Freedom Fields is no longer sufficient during a typical winter event. Replacing the structure with a larger one will improve efficiency and response to these neighborhoods. As the community continues to grow, relying on a single fueling station has become inefficient for refueling City vehicles and equipment. An additional fueling station will reduce staff travel time and overall fuel consumption.

# **Project Description**

The old salt structure will be replaced with a new 2,000-ton fabric structure, enhanced calcium chloride tanks and a new fueling station. The fueling station will have a rain canopy with self-contained double lined above ground tanks. New pavement will be placed and the site will be fenced with access control capabilities. In addition, heavy landscaping will be placed around the site for additional screening from neighboring properties.

#### Cost

\$4,500,000

## **Construction Timeline**

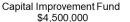
2024 - 2026

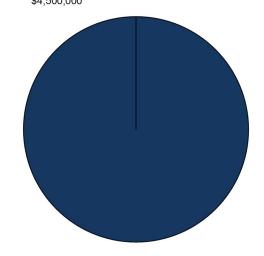
# **Vision 2040 Themes**

Integrated Infrastructure & Transportation

- Superior Quality Services
- Strategic Community Investment
- Sustainable Policies & Practices







<b>Funding Sources</b>							
	Prior Years	2026	2027	2028	2029	2030	Total
Capital Improvement Fund	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$4,500,000
Total	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$4,500,000

# PUBLIC SAFETY TRAINING FACILITY DESIGN

## **Project Purpose**

Consistent access to a live burn training facility provides Lenexa firefighters with a safe environment to conduct realistic training in a controlled setting. A permanent training center will foster skill development, enhance operational readiness and ultimately improve response outcomes in emergency situations.

#### **Project Description**

The project will design a multi-story fire training facility that simulates both commercial and residential structures and master plan the entire site for future public safety training amenities. The facility will be designed to accommodate various fire and technical rescue training evolutions under realistic incident conditions. It will incorporate Class A (wood and straw) and/or Class B (propane) fuel sources to facilitate live burn training scenarios.



# **Construction Timeline**

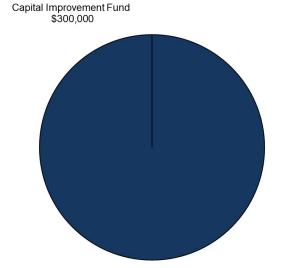
**TBD** 

# **Vision 2040 Themes**

Healthy People

- Superior Quality Services
- Strategic Community Investment
- Values-based Organizational Culture





<b>Funding Sources</b>							
	Prior Years	2026	2027	2028	2029	2030	Total
Capital Improvement Fund	<b>\$</b> 0	\$300,000	\$0	\$0	\$0	\$0	\$300,000
Total	\$0	\$300,000	\$0	\$0	\$0	\$0	\$300,000

# PARKS & REC SERVICE CENTER DESIGN

# **Project Purpose**

The existing Parks & Recreation Service Center is a lightly renovated warehouse that no longer meets the operational and spatial needs of the department. Relocating the facility to Freedom Fields will create a modern, centralized facility that enhances the efficiency of department operations. The new facility will better support the expanding community, help preserve and maintain park assets and improve service delivery to residents.

# **Project Description**

The facility will be located at the south end of Freedom Fields and designed to house the equipment, vehicles, workstations and tools essential for maintaining the City's Parks and Recreational spaces. The facility will include administrative offices, storage, workshop area, as well as secured exterior parking and material staging zones.

#### Cost

\$1,000,000

## **Construction Timeline**

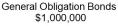
**TBD** 

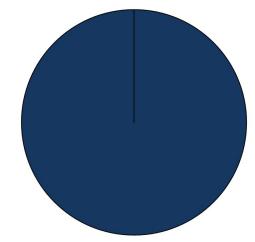
#### **Vision 2040 Themes**

• Integrated Infrastructure & Transportation

- Superior Quality Services
- Prudent Financial Management
- Strategic Community Investment







Funding Sources	5						
	Prior Years	2026	2027	2028	2029	2030	Total
General Obligation Bonds	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
Total	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000

# PLAYGROUND EQUIPMENT REPLACEMENT

# **Project Purpose**

Playgrounds have a useful lifespan and eventually have to be replaced. The project continues the replacement of equipment on a rotating basis according to a replacement schedule. Replacements for playgrounds located within neighborhood parks are anticipated between 20-25 years. Replacements for playgrounds located within community parks are anticipated between 16-22 years. Every playground is evaluated regularly and the schedule is adjusted appropriately to extend the life of the playgrounds as long as possible.



Replacement of playground equipment and surfacing at various parks due to its age, safety and availability of replacement parts. All playground replacements include a public engagement process.

#### Cost

\$235,000

#### **Construction Timeline**

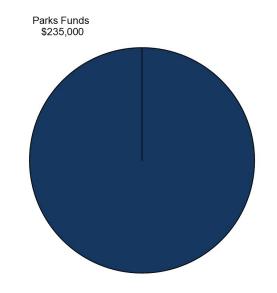
Ongoing

#### **Vision 2040 Themes**

- Healthy People
- Inviting Places
- Vibrant Neighborhoods

- Superior Quality Services
- Strategic Community Investment
- Extraordinary Community Pride
- Inclusive Community Building





Funding Sources								
	Prior Years	2026	2027	2028	2029	2030	Total	
Parks Funds	\$0	\$0	\$0	\$0	\$235,000	\$0	235,000	
Total	\$0	\$0	\$0	\$0	\$235,000	\$0	\$235,000	

# AD ASTRA POOL RECONSTRUCTION



**Project Purpose** 

Ad Astra Pool was built in 1988 and has been structurally problematic since its opening. While many investments and repairs have been made to keep this pool in operation, the ongoing and worsening conditions require it to be rebuilt to keep this location in operation. The project rebuilds Ad Astra Pool with the appropriate mix of amenities and programming to complement the nearby Sar-Ko-Par Aquatic Center while continuing to serve the surrounding neighborhoods and the community.

## **Project Description**

Reconstruction of Ad Astra pool and bathhouse and reconfiguration of parking. The pool is sized and programmed to serve the surrounding neighborhood, similar to Flat Rock Creek Pool. The project includes a public engagement process for feedback on design elements.

#### Cost

\$10,359,928

### **Construction Timeline**

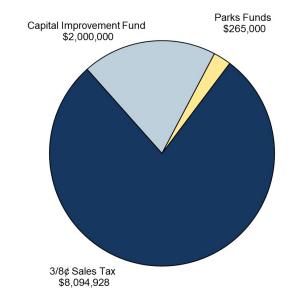
2025 - 2026

#### **Vision 2040 Themes**

- Healthy People
- Vibrant Neighborhoods

- Superior Quality Services
- Strategic Community Investment
- Extraordinary Community Pride
- Inclusive Community Building





Funding Sources									
	Prior Years	2026	2027	2028	2029	2030	Total		
Capital Improvement Fund	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000		
3/8 ¢ Sales Tax	8,094,928	0	0	0	0	0	8,094,928		
Parks Funds	265,000	0	0	0	0	0	265,000		
Total	\$10,359,928	\$0	\$0	\$0	\$0	\$0	\$10,359,928		

# CENTRAL GREEN PLAYGROUND

# **Project Purpose**

The Parks and Recreation Master Plan identified the construction of a playground within City Center as a priority. Developing this facility will improve community access to park spaces and provide an important recreational amenity in the heart of City Center.

## **Project Description**

The project includes design and construction of a new playground and fitness park with appropriate surfacing, trail connections and complementary amenities. The project is funded through the Playground Replacement Program and private donations.



\$1,400,000

# **Construction Timeline**

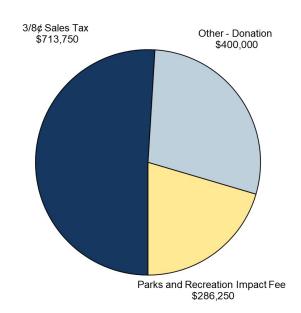
2025 - 2026

#### **Vision 2040 Themes**

- Healthy People
- Inviting Places
- Vibrant Neighborhoods

- Superior Quality Services
- Strategic Community Investment
- Extraordinary Community Pride





Funding Sources	S						
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
3/8 ¢ Sales Tax	\$713,750	\$0	\$0	\$0	\$0	\$0	\$713,750
Other Donation	0	400,000	0	0	0	0	400,000
PRIF	0	286,250	0	0	0	0	286,250
Total	\$713,750	\$686,250	\$0	\$0	\$0	\$0	\$1,400,000

# CEDAR STATION PARK PHASE II

# **Project Purpose**

Cedar Station Park Phase I was completed in 2024, which included development of a park with a small parking lot, restroom, shelter and a trail connection to Mize lake. The Parks and Recreation Master Plan prioritizes the need for a park within a 10-minute walk or half-mile of all residents. While the park is now complete, the nearest playground is still over a mile away.

### **Project Description**

Cedar Station Park Phase II will add a playground on the west side of the park and a dock for fishing access at Mize Lake. The playground will feature two separate play areas with artificial turf surfacing. The project will also include an ADA accessible fishing dock with an attached kayak and paddle boat launch at Lake Lenexa in Black Hoof Park.

# **Cost** \$642,600

# **Construction Timeline**

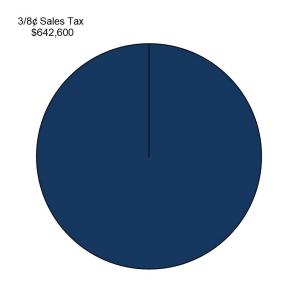
2027

#### **Vision 2040 Themes**

- Healthy People
- Inviting Places
- Vibrant Neighborhoods

- Superior Quality Services
- Strategic Community Investment
- Extraordinary Community Pride





Funding Sources									
	Prior Years	2026	2027	2028	2029	2030	Total		
3/8 ¢ Sales Tax	\$0	\$0	\$642,600	\$0	\$0	\$0	\$642,600		
Total	\$0	\$0	\$642,600	\$0	\$0	\$0	\$642,600		

# CENTENNIAL PARK MASTER PLAN

# **Project Purpose**

Centennial Park is a 60-acre site that has been designated for park development for nearly two decades. The creation of a master plan and the park's development were identified as priorities in the Parks and Recreation Master Plan to provide active recreation opportunities that complement the adjacent neighborhoods and private development, as well as existing trail corridor and stormwater infrastructure.

# **Project Description**

The design of Centennial Park for future construction incorporates several key initiatives from the Parks and Recreation Master Plan and space for public art as part of the park's development.



#### Cost

\$4,437,000

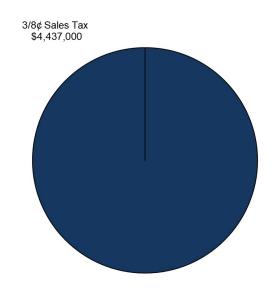
# **Construction Timeline**

**TBD** 

#### **Vision 2040 Themes**

- Healthy People
- Inviting Places
- Vibrant Neighborhoods

- Superior Quality Services
- Strategic Community Investment
- Extraordinary Community Pride



Funding Sources									
	Prior Years	2026	2027	2028	2029	2030	Total		
3/8 ¢ Sales Tax	\$0	\$0	\$510,000	\$3,927,000	\$0	\$0	\$4,437,000		
Total	\$0	\$0	\$510,000	\$3,927,000	\$0	\$0	\$4,437,000		

# TRAIL RECONSTRUCTION PROGRAM

# **Project Purpose**

The project provides on-going funding to replace current trails to City standards, supporting priorities identified in the Parks and Recreation Master Plan and improving connections between neighborhoods, parks and recreational facilities.

# **Project Description**

The 2026 Trail Reconstruction Program will replace 1.5 miles of trail network near Prairie Star Parkway and 95th Street in two segments with a 10-footwide concrete trail. The first segment on Prairie Star Parkway extends 1.15 miles from Renner Boulevard to just west of Ridgeview Road, including a connection to the Gary Haller Trail. The second segment on Prairie Star Parkway will replace the trail within Electric Park and its connection to the Country Hill neighborhood. The program also replaces a 0.6-mile section of the Hickory Ridge Trail.

#### Cost

\$1,487,160

#### **Construction Timeline**

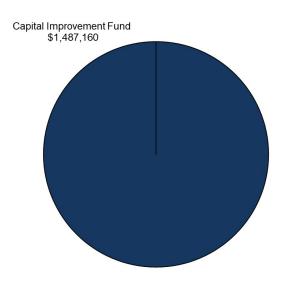
Ongoing

#### **Vision 2040 Themes**

- Healthy People
- Inviting Places
- Vibrant Neighborhoods
- Integrated Infrastructure & Transportation

- Superior Quality Services
- Strategic Community Investment





<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Capital Improvement Fund	\$0	\$1,071,000	\$0	\$416,160	\$0	\$0	\$1,487,160
Total	\$0	\$1,071,000	\$0	\$416,160	\$0	\$0	\$1,487,160

# TRAIL EXPANSION PROGRAM

# **Project Purpose**

Trails were identified as a top priority in the Parks and Recreation Master Plan for providing safe, accessible connections between parks, neighborhoods, and key destinations while promoting active lifestyles and community engagement. The Trail Expansion Program supports the evaluation, design, and construction of new trail segments throughout Lenexa.

### **Project Description**

The project includes the design and construction of new recreational trails along streamway and utility corridors identified in the Parks and Recreation Master Plan and Comprehensive Plan. Work will focus on addressing gaps in the existing trail system and creating new segments to improve connectivity between schools, parks, facilities, and neighborhoods.

# **Cost** \$4,172,500

#### **Construction Timeline**

Ongoing

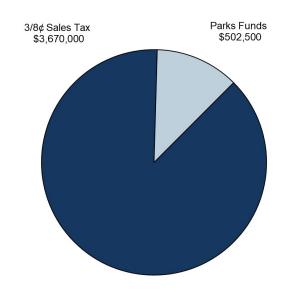
#### **Vision 2040 Themes**

- Healthy People
- Inviting Places
- Vibrant Neighborhoods
- Integrated Infrastructure & Transportation

# **Guiding Principles Supported**

Strategic Community Investment





Funding Sources										
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total			
3/8 ¢ Sales Tax	\$100,000	\$714,000	\$714,000	\$714,000	\$714,000	\$714,000	\$3,670,000			
Parks Funds	502,500	0	0	0	0	0	502,500			
Total	\$602,500	\$714,000	\$714,000	\$714,000	\$714,000	\$714,000	\$4,172,500			

# REC CENTER IMPROVEMENTS

# **Project Purpose**

As the Lenexa Rec Center approaches ten years of operation improvements are needed to enhance safety, functionality and overall user experience.

# **Project Description**

The project will enhance the facility by adding acoustic separation to minimize noise between childcare and public areas, improving comfort and productivity. It will also add an emergency exit to meet life-safety standards and comply with modern building and childcare codes. Additionally, the main stairs will be reconfigured and widened to improve circulation, accessibility and operational flow during peak usage.



#### Cost

\$1,500,000

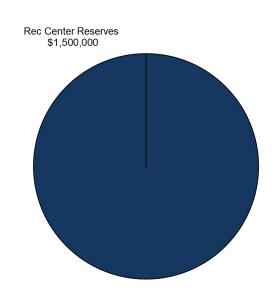
# **Construction Timeline**

2026

#### **Vision 2040 Themes**

- Healthy People
- Inviting Places

- Extraordinary Community Pride
- Inclusive Community Building



Funding Sources	5						
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Rec Center Reserves	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
Total	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000

# STORMWATER REPLACEMENT PROGRAM

# **Project Purpose**

Maintaining the City's stormwater infrastructure in good condition is essential to reducing the risk of flooding. Pipe failures, especially under streets, can be hazardous. The project analyzes existing pipes and replaces or lines them before they fail.

# **Project Description**

The project provides funding for emergency repairs, or projects that are developed through system assessments throughout the community.

#### Cost

\$14,850,000

#### **Construction Timeline**

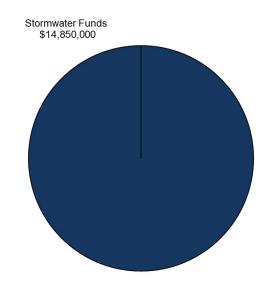
Ongoing

#### **Vision 2040 Themes**

- Vibrant Neighborhoods
- Integrated Infrastructure & Transportation

- Strategic Community Investment
- Sustainable Policies & Practices





Funding Sources	5						
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Stormwater Funds	\$2,000,000	\$2,600,000	\$2,400,000	\$2,650,000	\$2,600,000	\$2,600,000	\$14,850,000
Total	\$2,000,000	\$2,600,000	\$2,400,000	\$2,650,000	\$2,600,000	\$2,600,000	\$14,850,000

# 87TH ST & BLUEJACKET ST STORMWATER

### **Project Purpose**

The stormwater system in this area has reached the end of its useful life. The project is part of the City's ongoing efforts to maintain and upgrade its infrastructure. The project has received County Stormwater Management Program funding, which reduces City costs.

## **Project Description**

The project will replace or line the existing stormwater system to restore its condition to acceptable levels.

#### Cost

\$2,278,500

#### **Construction Timeline**

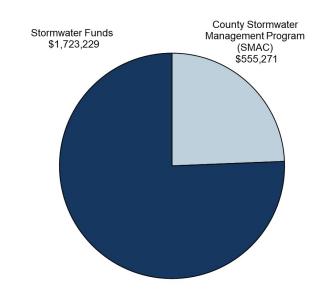
2025 - 2026

#### **Vision 2040 Themes**

Integrated Infrastructure & Transportation

- Strategic Community Investment
- Sustainable Policies & Practices





Funding Sources									
	Prior Years	2026	2027	2028	2029	2030	Total		
Stormwater Funds	\$453,229	\$1,270,000	\$0	\$0	\$0	\$0	\$1,723,229		
SMAC	0	555,271	0	0	0	0	555,271		
Total	\$453,229	\$1,825,271	\$0	\$0	\$0	\$0	\$2,278,500		

# 89TH TERR TO 90TH ST STORMWATER

# **Project Purpose**

The stormwater system in this area has reached the end of its useful life. The project is part of the City's ongoing efforts to maintain and upgrade its infrastructure. The project has received County Stormwater Management Program funding, which reduces City costs.

# **Project Description**

The project will replace or line the existing stormwater system to restore its condition to acceptable levels.

#### Cost

\$3,223,500

#### **Construction Timeline**

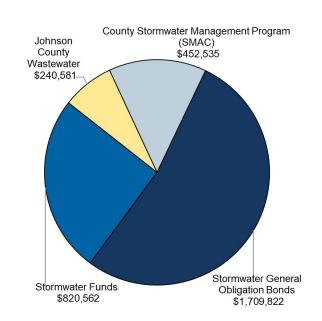
2025 - 2026

#### **Vision 2040 Themes**

Integrated Infrastructure & Transportation

- Strategic Community Investment
- Sustainable Policies & Practices





Funding Source	S						
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Stormwater Bonds	\$1,709,822	\$0	\$0	\$0	\$0	\$0	\$1,709,822
SMAC	0	452,535	0	0	0	0	452,535
Stormwater Funds	820,562	0	0	0	0	0	820,562
JCWW	0	240,581	0	0	0	0	240,581
Total	\$2,530,384	\$693,116	\$0	\$0	\$0	\$0	\$3,223,500

# SEVEN HILLS LAKE STORMWATER PHASE I

# **Project Purpose**

The stormwater system in this area has reached the end of its useful life. The project is part of the City's ongoing efforts to maintain and upgrade its infrastructure. The project has received County Stormwater Management Program funding, which reduces City costs.

# **Project Description**

The project will replace or line the existing stormwater system to restore its condition to acceptable levels.

#### Cost

\$2,955,500

#### **Construction Timeline**

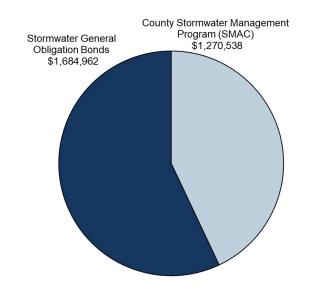
2025 - 2026

#### **Vision 2040 Themes**

Integrated Infrastructure & Transportation

- Strategic Community Investment
- Sustainable Policies & Practices





<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Stormwater Bonds	\$0	\$1,684,962	\$0	\$0	\$0	\$0	\$1,684,962
SMAC	0	1,270,538	0	0	0	0	1,270,538
Total	\$0	\$2,955,500	\$0	\$0	\$0	\$0	\$2,955,500

# **BRIGHTON STORMWATER**

### **Project Purpose**

The stormwater system in this area has reached the end of its useful life. The project is part of the City's ongoing efforts to maintain and upgrade its infrastructure. The project has received County Stormwater Management Program funding, which reduces City costs.

## **Project Description**

The project will replace or line the existing stormwater system to restore its condition to acceptable levels.

### Cost

\$1,958,250

#### **Construction Timeline**

2025 - 2026

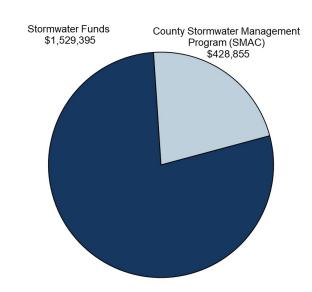
#### **Vision 2040 Themes**

- Vibrant Neighborhoods
- Integrated Infrastructure & Transportation

# Guiding Principles SupportedSuperior Quality Services

- Sustainable Policies & Practices





Funding Sources									
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total		
Stormwater Funds	\$1,529,395	\$0	\$0	\$0	\$0	\$0	\$1,529,395		
SMAC	428,855	0	0	0	0	0	428,855		
Total	\$1,958,250	\$0	\$0	\$0	\$0	\$0	\$1,958,250		

# SEVEN HILLS LAKE STORMWATER PHASE II

# **Project Purpose**

The stormwater system in this area has reached the end of its useful life. The project is part of the City's ongoing efforts to maintain and upgrade its infrastructure. The project has received County Stormwater Management Program funding, which reduces City costs.

# **Project Description**

The project will replace or line the existing stormwater system to restore its condition to acceptable levels.

#### Cost

\$3,047,000

# **Construction Timeline**

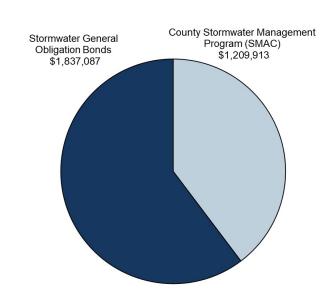
2026

#### **Vision 2040 Themes**

Integrated Infrastructure & Transportation

- Strategic Community Investment
- Sustainable Policies & Practices





<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Stormwater Bonds	\$0	\$1,837,087	\$0	\$0	\$0	\$0	\$1,837,087
SMAC	0	1,209,913	0	0	0	0	1,209,913
Total	\$0	\$3,047,000	\$0	\$0	\$0	\$0	\$3,047,000

# MILL CREEK STORMWATER - NORTHEAST

### **Project Purpose**

The stormwater system in this area has reached the end of its useful life. The project is part of the City's ongoing efforts to maintain and upgrade its infrastructure. The project has received County Stormwater Management Program funding, which reduces City costs.

## **Project Description**

The project will replace or line the existing stormwater system to restore its condition to acceptable levels.

#### Cost

\$2,275,000

#### **Construction Timeline**

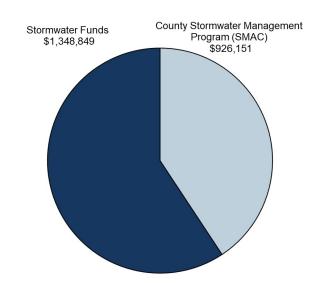
2026 - 2027

#### **Vision 2040 Themes**

- Vibrant Neighborhoods
- Integrated Infrastructure & Transportation

- Superior Quality Services
- Sustainable Policies and Practices





<b>Funding Source</b>	s						
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Stormwater Funds	\$0	\$0	\$1,348,849	\$0	\$0	\$0	\$1,348,849
SMAC	0	0	926,151	0	0	0	926,151
Total	\$0	\$0	\$2,275,000	\$0	\$0	\$0	\$2,275,000

# MILL CREEK STORMWATER - SOUTHEAST

### **Project Purpose**

The stormwater system in this area has reached the end of its useful life. The project is part of the City's ongoing efforts to maintain and upgrade its infrastructure. The project has received County Stormwater Management Program funding, which reduces City costs.

## **Project Description**

The project will replace or line the existing stormwater system to restore its condition to acceptable levels.

#### Cost

\$1,745,000

# **Construction Timeline**

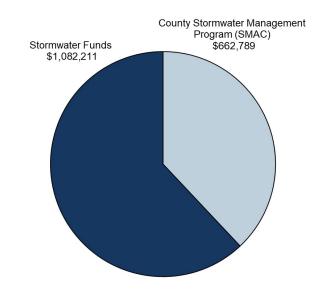
2026

#### **Vision 2040 Themes**

- Vibrant Neighborhoods
- Integrated Infrastructure & Transportation

- Superior Quality Services
- Sustainable Policies and Practices





Funding Sources	5						
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Stormwater Funds	\$0	\$0	\$1,082,211	\$0	\$0	\$0	\$1,082,211
SMAC	0	0	662,789	0	0	0	662,789
Total	\$0	\$0	\$1,745,000	\$0	\$0	\$0	\$1,745,000

# TURKEY CREEK STORMWATER

# **Project Purpose**

The stormwater system in this area has reached the end of its useful life. The project is part of the City's ongoing efforts to maintain and upgrade its infrastructure. The project has received County Stormwater Management Program funding, which reduces City costs.

# **Project Description**

The project will replace or line the existing stormwater system to restore its condition to acceptable levels.

### Cost

\$1,135,000

#### **Construction Timeline**

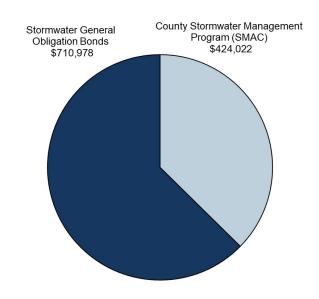
2026 - 2027

#### **Vision 2040 Themes**

- Vibrant Neighborhoods
- Integrated Infrastructure & Transportation

- Superior Quality Services
- Sustainable Policies and Practices





Funding Sources							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Stormwater Bonds	\$0	\$0	\$710,978	\$0	\$0	\$0	\$710,978
SMAC	0	0	424,022	0	0	0	424,022
Total	\$0	\$0	\$1,135,000	\$0	\$0	\$0	\$1,135,000

# GATEWAY MONUMENT SIGN PROGRAM

### **Project Purpose**

The existing gateway signs are outdated and have been a point of emphasis from citizens across the City. Some locations have already been completed as part of a major road improvement in that particular area, however, without a project some of these locations may never be done. Signage, wayfinding and branding are important to our community's image and promote economic development and tourism by attracting businesses and visitors to the City.

# **Project Description**

The multi-phase project will replace the existing outdated metal gateway signs with stone monuments using the same style as the park monuments. This includes 15 total locations at major entry points into the city. The following locations will receive a three-column sign: Pflumm and College and K-10 and Woodland. There are 11 other locations that will receive a single column monument given the lower traffic volume or limited space.

# **Cost** \$850,000

# **Construction Timeline**

Ongoing

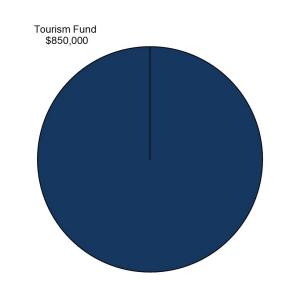
#### **Vision 2040 Themes**

• Inviting Places

# **Guiding Principles Supported**

Extraordinary Community Pride





<b>Funding Source</b>	es						
	Prior Years	2026	2027	2028	2029	2030	Total
Tourism Fund	\$850,000	\$0	\$0	\$0	\$0	\$0	\$850,000
Total	\$850,000	\$0	\$0	\$0	\$0	\$0	\$850,000

# RENNER BLVD MINE REMEDIATION

# **Project Purpose**

In 1987, mining was completed on the west side of Renner Boulevard south of K-10. At that time, tunnels were mined under Renner Boulevard to provide access to the east side of the road for additional mining activities. Due to poor mining processes, the floors of the mine were excavated thin, leaving questionable structural capacity for the pillars. In certain areas of the mine, the pillars are punching through the floor of the mine, which is causing the roof to collapse. Staff has set monitoring devices along Renner Boulevard to ensure the tunnel ceilings are not moving. The funding for this project will keep remediation funds available should they be needed.



# **Project Description**

Fill the three quarried tunnels under Renner Boulevard by utilizing "rock slinging". This is a process whereby a bore hole is drilled from the surface, into the mine and small rocks are used to fill the voids.

#### Cost

\$1,500,000

#### **Construction Timeline**

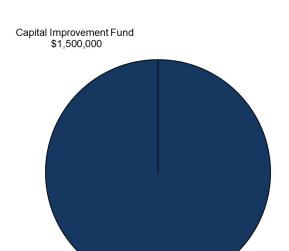
Ongoing

# **Vision 2040 Themes**

- Healthy People
- Integrated Infrastructure & Transportation

# **Guiding Principles Supported**

Strategic Community Investment



<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Capital Improvement Fund	\$36,61 <i>7</i>	\$1,463,383	\$0	\$0	\$0	\$0	\$1,500,000
Total	\$36,61 <i>7</i>	\$1,463,383	\$0	\$0	\$0	\$0	\$1,500,000

# FIBER OPTIC NETWORK IMPROVEMENTS

# **Project Purpose**

Expanding the fiber optic network will provide access to key locations that are currently not served. Fiber optic connections provide network access, security control, video connections and traffic signal control. In addition to new facilities some of the existing fiber optic systems are over 25 years old and in need of upgrades and repairs.

### **Project Description**

Over the past 25 years fiber optic cable has been installed with various projects and through various funding sources to develop an extensive network throughout the City. The network now has a loop around the City and most of the major facilities are connected, but several locations remain unserved. The project will provide dedicated funding for fiber to key unserved areas, replacement of outdated facilities and equipment and upgrades to the fiber optic network where needed. Specific projects are identified annually.

#### Cost

\$1,420,000

#### **Construction Timeline**

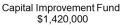
Ongoing

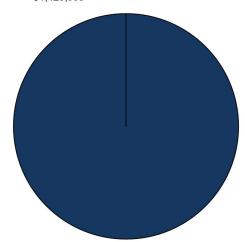
# **Vision 2040 Themes**

Thriving Economy

- Superior Quality Services
- Strategic Community Investment
- Sustainable Policies & Practices







Funding Sources								
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total	
Capital Improvement Fund	\$420,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,420,000	
Total	\$420,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,420,000	

# IT INFRASTRUCTURE PROGRAM

# **Project Purpose**

A robust IT infrastructure supports the City's commitment to delivering efficient and reliable services to its employees and residents. Maintaining foundational IT infrastructure is critical to providing transparent access and availability to all City data, applications and services. It is critical to maintain and replace these systems when these systems have exceeded their useful life, limiting any downtime due to hardware failure or risking unsupported security vulnerabilities.

# **Project Description**

The project focuses on server infrastructure with improved security and more efficient disaster recovery capabilities, ongoing funding for upgrades and/or replacement network and wireless infrastructure, data storage and cybersecurity enhancements. Specific projects are identified annually.

#### Cost

\$1,655,000

### **Construction Timeline**

Ongoing

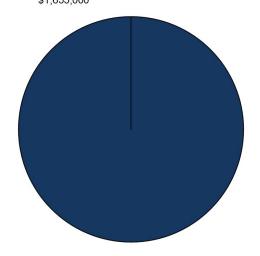
#### **Vision 2040 Themes**

Integrated Infrastructure & Transportation

- Superior Quality Services
- Strategic Community Investment







<b>Funding Sources</b>							
	Prior Years	2026	2027	2028	2029	2030	Total
Capital Improvement Fund	\$330,000	\$215,000	\$360,000	\$250,000	\$250,000	\$250,000	\$1,655,000
Total	\$330,000	\$215,000	\$360,000	\$250,000	\$250,000	\$250,000	\$1,655,000

# SUSTAINABILITY PROGRAM

### **Project Purpose**

Initiatives across the city to enhance energy efficiency, reduce waste and promote self-sustainability in municipal operations and systems that align with the Climate Action KC plan endorsed by the City Council.

# **Project Description**

Potential projects include lighting enhancements, HVAC improvements, energy monitoring, alternative energy sources, capital equipment, energy plans and studies. Specific projects will be identified annually.



\$1,259,185

#### **Construction Timeline**

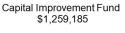
Ongoing

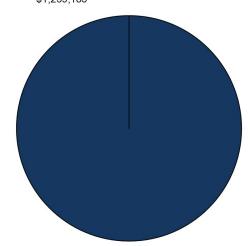
#### **Vision 2040 Themes**

- Vibrant Neighborhoods
- Integrated Infrastructure & Transportation

- Superior Quality Services
- Prudent Financial Management
- Strategic Community Investment
- Sustainable Policies & Practices







<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Capital Improvement							
Fund	\$953,185	\$153,000	\$153,000	\$0	\$0	\$0	\$1,259,185
Total	\$953,185	\$153,000	\$153,000	\$0	\$0	\$0	\$1,259,185

# FIRE DEPT CARDIAC MONITORS & AEDS

# **Project Purpose**

Johnson County fire and EMS agencies collaborate every ten years to update and purchase new cardiac monitors. These monitors are used on every emergency medical call in the county and the city, allowing crews to monitor vital signs, provide life-saving interventions such as defibrillation or cardioversion, detect heart attack indicators via electrocardiograms and treat time-critical-diagnosis (TCD) patients.

# **Project Description**

The project includes the purchase of 10 cardiac monitors with protective carrying cases, modems for EKG transmission, diagnostic attachments and a warranty/maintenance plan. The project also includes updating and procuring 5 AEDs for administrative staff and 25 AEDs for city buildings.

# **Cost** \$900.000

Construction Timeline

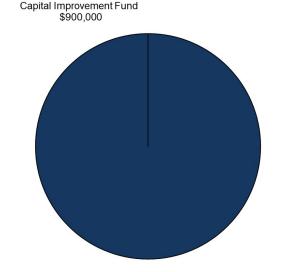
2029

#### **Vision 2040 Themes**

Healthy People

- Superior Quality Services
- Strategic Community Investment
- Sustainable Policies and Practices





<b>Funding Sources</b>							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Capital Improvement							
Fund	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000
Total	\$0	\$0	\$0	\$0	\$900,000	\$0	\$900,000

# FIRE DEPT SCBA REPLACEMENT

# **Project Purpose**

A self-contained breathing apparatus (SCBA) is vital for firefighter safety, providing clean, breathable air in smoke-filled, toxic, or low-oxygen environments. SCBAs protect firefighter's lungs enabling them to rescue victims without compromising their own health, making them a critical component of modern firefighting equipment.

### **Project Description**

The current SCBA fleet was purchased in 2017 through a County grant. NFPA 1852 recommends replacing SCBAs every 10–15 years to maintain compliance with safety standards. Replacing the fleet ensures units remain reliable, up-to-date with technological improvements and compatible with modern safety features such as improved facepiece seals, enhanced communication systems and advanced air management. Regular replacement also reduces maintenance costs and minimizes the risk of equipment failure during emergencies, supporting firefighter safety and operational readiness.

#### Cost

\$1,301,159

#### **Construction Timeline**

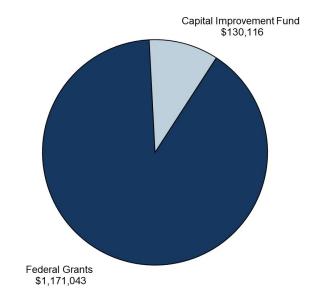
2027

#### **Vision 2040 Themes**

- Healthy People
- Integrated Infrastructure & Transportation

- Superior Quality Services
- Strategic Community Investment





Funding Sources							
	<b>Prior Years</b>	2026	2027	2028	2029	2030	Total
Capital Improvement Fund	\$0	\$0	\$130,116	<b>\$</b> 0	\$0	\$0	\$130,116
Federal Grants	0	0	1,171,043	0	0	0	1,171,043
Total	\$0	\$0	\$1,301,159	\$0	\$0	\$0	\$1,301,159



# PLANNING COMMISSION MEMORANDUM

# **ITEM 9**

PROJECT TITLE:	Clear Creek Subdivision - Consideration of a rezoning and preliminary plat for a single family residential neighborhood located at 8705 Clare Road. (Public Hearing Continued to February 2, 2026)
STAFF PLANNER	:
DATE:	January 5, 2026
APPLICANT INFO	RMATION:
PROJECT SUMM#	ARY:
COMPREHENSIVE	E PLAN RECOMMENDATION FOR AREA:
CONCEPT/PRELIF	MINARY/FINAL PLAN ANALYSIS:
FINAL PLAT ANA	LYSIS:
STAFF RECOMME	ENDATION:
ATTACHMENTS None	



# PLANNING COMMISSION MEMORANDUM

# ITEM 9a

PROJECT TITLE:	Consideration of a rezoning from the AG, Agricultural District to the RP-1, Planned Residential (Low Density) District to allow a single-family residential neighborhood. RZ26-01	
STAFF PLANNER:		
DATE:	January 5, 2026	
APPLICANT INFORMATION:		
PROJECT SUMMARY:		
COMPREHENSIVE PLAN RECOMMENDATION FOR AREA:		
CONCEPT/PRELIMINARY/FINAL PLAN ANALYSIS:		
FINAL PLAT ANALYSIS:		
STAFF RECOMMENDATION:		
ATTACHMENTS None		



# PLANNING COMMISSION MEMORANDUM

# ITEM 9b

PROJECT TITLE:	Consideration of a preliminary plat for a single-family residential neighborhood in the RP-1, Planned Residential (Low Density) District. PT26-01P	
STAFF PLANNER:		
DATE:	January 5, 2026	
APPLICANT INFORMATION:		
PROJECT SUMMARY:		
COMPREHENSIVE PLAN RECOMMENDATION FOR AREA:		
CONCEPT/PRELIMINARY/FINAL PLAN ANALYSIS:		
FINAL PLAT ANALYSIS:		
STAFF RECOMMENDATION:		
ATTACHMENTS None		



#### PLANNING COMMISSION MEETING MINUTES

December 1, 2025

# **CALL TO ORDER**

Chairman Poss called the regular meeting of the Lenexa Planning Commission to order at 7:25 p.m. on Monday, December 1, 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
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
Noah Vaughan, Planning Specialist I
Gloria Lambert, Senior Administrative Assistant

### APPROVAL OF MINUTES

The minutes of the November 3, 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. 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 F

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

- 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

# **APPLICANT PRESENTATION**

Dan Foster of Schlagel Associates presented a request to rezone the proposed site from AG, Agricultural to RP-1, Planned Residential (Low Density) District and approve a single-family preliminary plat. He explained that the property, known as the Enclave at Twin Creeks, is located at the northwest corner of 83rd Street and Clare Road and is a narrow, challenging site with limited access. After extensive discussions with City Staff, the development team created a layout that meets both the developer's goals and the City's requirements. The subdivision includes 50 single-family lots on 33.6 acres, consisting of two lot types, 60-foot patio-style lots and standard 70-foot RP-1 lots. The plan provides a single access point from Clare Road, a loop street, and three cul-de-sacs. Mr. Foster noted that access from 83rd Street is not allowed due to access management restrictions. The design also incorporates stub-streets to serve existing homes along Clare Road and a cul-de-sac bulb for two lots on the site's corner. He described ten tracts, nine of them serving as open-space buffers, including stream corridor areas, detention basins, BMP tracts, and a community green space area. An existing pond within the stream corridor will remain in place. A future City trail easement is planned along the western stream corridor, connecting to a City-owned property and future park, and eventually tying back to Clare Road through a separate future City trail within a property not included in the application. Mr. Foster outlined two deviation requests: one to allow 60-foot



lot widths for the patio homes and another to reduce the front setback to 25 feet. He explained that the City has no specific zoning classification for patio or villa lots, so RP-1 with deviations has been a common approach. The reduced setback is intended to improve rear yard usability, allow better grading, increase privacy from the adjacent trail, and reduce front yard impervious surface. He concluded by stating that the rezoning and plat are consistent with the Comprehensive Plan, the Future Land Use Map, and surrounding development patterns, and that City Staff recommends approval.

#### STAFF PRESENTATION

Jessica Lemanski presented the Staff Report. The Enclave at Twin Creeks involves a request to rezone the property located near the northwest corner of 83rd Street and Clare Road, as well as a request for approval of a preliminary plat. The site is part of a larger 53-acre property, though only the southern 33.6 acres are included in the proposed plan. A stream running north-south bisects the property and will eventually serve as a corridor for future City trails. Mill Creek Middle School lies to the west, and the surrounding area consists mainly of large-lot single-family homes. The property is currently zoned Agricultural, with nearby zoning primarily R-1, Single-Family Residential and RP-1, Planned Residential (Low Density) District and some RP-2, Planned Residential (Intermediate Density) District to the south. The Future Land Use Map designates the site as Suburban-Density Residential, matching the proposed development. Adjacent public and open-space areas, including future parkland, are also noted. Ms. Lemanski highlighted two key rezoning review criteria: compatibility with surrounding zoning and land uses, and conformance with the Comprehensive Plan. Staff found the proposal consistent with both, noting that the project's single-family detached homes and minimum dwelling size classification align with the City's long-range goals. The preliminary plat covers 33.6 acres and includes 50 lots and 10 tracts, primarily for open space and detention. The design features one main entrance, landscape buffers along Clare Road and 83rd Street, cul-de-sacs, and street stubs intended to reduce future driveway access onto Clare Road. The plan also includes connections to planned City trails along both streams and an additional connection to the 83rd Street sidewalk. The developer will be required to improve Clare Road along the project frontage, tying into the already-improved section north of 83rd Street. Separately, the City plans to improve 83rd Street, including constructing roundabouts at Gleason Road and Clare Road, with work expected to begin in spring 2027. The applicant requests two deviations; minimum lot width reduced from 70 feet to 60 feet for 26 lots and front setback reduced from 30 feet to 25 feet for all lots to allow larger backyards and separation from public trails. Nearby subdivisions have received similar or more extensive deviations, and examples are provided to illustrate consistency with area standards. Staff recommends approval of the rezoning from AG to RP-1 and approval of the preliminary plat for the Enclave at Twin Creeks. The item is tentatively scheduled for the Governing Body meeting on December 16, 2025.

#### **PUBLIC HEARING**

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

Andy Rebar, 8170 Clare Road, said his property borders the site to the north and west. Mr. Rebar commented that he has no objections to the rezoning but is concerned about traffic impacts. He noted that Clare Road is already heavily used and believes the development will significantly increase traffic, especially since there is only one access point onto Clare Road, which will push most vehicles toward 83rd Street. He also raised concerns about how construction traffic would be handled and asked whether the necessary road improvements would be in place prior to the start of development. Mr. Rebar further asked Commissioners to reconsider allowing an access point onto 83rd Street, commenting that nearby properties on the east side have multiple driveways and a church entrance. He concluded that while the development itself appears to be a positive improvement, the traffic and road issues need to be addressed.

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



#### PLANNING COMMISSION DISCUSSION

Chairman Poss asked Tim Collins to clarify the timeline for the road improvements, specifically whether those improvements would be completed before any residents move into the subdivision. Mr. Collins explained that the developer will be required to obtain a public improvement permit covering both the construction of the internal subdivision roads and the improvements to Clare Road. These improvements will be completed under a single permit, and no home construction can begin until the public improvement work is substantially finished. He also addressed the question about adding an ingress/egress on 83rd Street, noting that the limitation is not related to the roundabout but to required access spacing. The proposed connection point would be far too close to the Clare Road intersection for an arterial roadway, regardless of whether the intersection is controlled by a roundabout or a traffic signal.

Chairman Poss raised a question regarding the trails planned for the project. He noted that the City-owned trail along the western side of the development will eventually be constructed, and that some homes have been shifted closer to the street to provide additional separation between the houses and future trail users. However, he pointed out that the trail itself may not be built for some time, while the homes will likely be constructed much sooner. Chairman Poss referenced a trail connection that the City ended up eliminating. He asked what expectations the City currently has for the timing and feasibility of this planned trail segment, and whether Staff could clarify how this will be handled.

Scott McCullough responded that the recently removed trail connection was a unique situation because it was located directly on individual lots under an older version of the code. In contrast, the trail planned in this project will be placed within a dedicated tract that includes a public access easement wide enough for the City to design and construct a future trail. This setup allows the City, when the time comes, to work with nearby residents and address neighborhood considerations during the design process. He explained that the City has been assembling its trail network "on paper" for some time. When new plats are submitted, Staff checks the City's trail map for planned public spine trails. While developers are not required to build these major trail segments, they *are* required to provide the connections to them, even if those connections do not yet lead anywhere. Mr. McCullough added that the voter-approved three-eighths sales tax provides funding that may support future trail development. Although he could not say whether this particular segment would be funded through that source, he emphasized that securing easements now lays essential groundwork for building out the citywide trail system over time.

Chairman Poss asked, from a broader perspective, whether it would be permissible to require the developer to disclose the future trail location on their lot maps or sales materials. He expressed concern that, several years from now, homeowners might object to a trail being built behind their property, citing privacy, safety, or concerns of danger. He noted that buyers may not be aware of the planned trail if it is not clearly identified and asked whether the City has any authority to require that disclosure. Mr. McCullough replied that many homeowners would likely view the future trail as an amenity, noting that this particular segment offers a direct connection to the school. He added that, when looking at the broader area, several surrounding subdivisions will ultimately feed into this trail system, creating a safe route for students to reach the school. He said he is optimistic that the community-wide benefits of the trail will outweigh any localized concerns that may arise when the trail is eventually constructed. Chairman Poss expressed agreement with Mr. McCullough, noting that the trail makes sense for connectivity and provides a safe route for children to reach the school. He acknowledged potential long-term concerns from homeowners who might not want a trail behind their property but noted that it is ultimately not the homeowners' decision to prevent it. Mr. McCullough noted that the discussion will be documented for the record to clarify its intent and purpose.

#### PLANNING COMMISSION MEETING MINUTES

December 1, 2025



Commissioner Burson raised a question concerning a public open space area northwest of the parcel within the Future Land Use Map. He asked if that property is currently owned by the City of Lenexa. Mr. McCullough confirmed that it is. Commissioner Burson then asked whether there had been any discussion about the portion of the subdivision within the stream corridor, which will likely be maintained by the Homeowners Association (HOA) under an easement. Given its adjacency to existing City-owned open space and the low likelihood of development, he asked whether this area could potentially become a City park.

Dan Foster said that the idea has been discussed with the developer of the property, Lenny Mullin, who would like the City to take the stream corridor portion of the subdivision as an extension of the nearby park, effectively creating parkland from 79th to 83rd Street. This approach would allow the land to become city-owned parkland rather than being maintained by the HOA. Mr. Foster noted that the location provides strong visibility from 83rd Street and that its proximity to existing parkland makes the proposal logical.

Commissioner Burson asked whether this transfer would happen at a later date. Mr. Foster replied that the Parks department has not yet been involved in the discussion, but it is on their to-do list to meet with the department and determine interest. While he could not confirm a definitive outcome, Mr. Mullin is supportive of the idea. Mr. McCullough added that it is a reasonable question, but the discussion does not affect the platting of the subdivision. Commissioner Burson confirmed his understanding that the area could be platted now and potentially transferred to parkland later without impacting the overall development.

Lenny Mullin, property owner and developer of the project, highlighted the historical significance of the property, noting that records from the Monticello Historical Society indicate Wild Bill Hickok walked across this land in the 1870s, hunting turkeys and deer. Mr. Mullin emphasized the uniqueness of the site and its value for park connections. He explained that, in addition to the city-owned parcel north and west of the development, the City also owns land to the south connecting from 83rd Street to Clare Road, ultimately linking to Wild Bill Hickok Park on the east side of Clare Road. He stated that this creates a strong opportunity for a continuous park connection and expressed his willingness to help make it happen. He also mentioned a roughly 2.2-acre area west of Clear Creek, between his property and school-owned land, as a potential site for vehicular parking for Lenexa Parks. This location along 83rd Street would provide good separation from the roundabout and improve public access, further enhancing connectivity throughout the park system.

Commissioner Burson said he just wanted to clarify how these situations typically unfold. He noted that parcels like this often become parkland because they are generally unusable for other purposes, though the City would still need to take ownership, maintain the land, and manage all related responsibilities. His goal was simply to understand the context and conversations surrounding the property.

Commissioner Katterhenry expressed that it is refreshing to see a single-family project coming forward, noting the recent prevalence of multifamily developments. He agreed with the proposed setback deviations, particularly on the south side of the property, where the narrow space between existing homes on Clare Road and the creek makes adjustments sensible. Regarding the trail, he suggested that portions of it might be better situated on the opposite side of the creek rather than adjacent to the residential lots, although he acknowledged it is difficult to determine from the current plans and contours. He concluded by stating his support for the project, calling it a good development overall.

Commissioner Woolf stated that he likes the plan, noting that it fits the character of the neighborhood and makes good use of the land. His only question concerned landscaping: while acknowledging that a detailed landscape plan will come later, he asked what kind of landscaping or buffering is planned along the southeast corner to provide separation from the existing homes in that area. Jessica Lemanski replied that

#### PLANNING COMMISSION MEETING MINUTES

December 1, 2025



there is a 15-foot landscape buffer in certain areas but noted that a buffer is not required along this section since it is not adjacent to an arterial road. Scott McCullough added that because the adjacent properties are the same land use, there is no requirement for additional buffering in that area.

Commissioner Woolf asked about the existing trees shown on the plan, specifically inquiring which side of the property line they are located. Dan Foster responded that the trees are very close to the property line, but he could not confirm which side they are on now, as no detailed assessment of the trees has been made yet.

Commissioner Jamison agreed with Commissioner Katterhenry, stating that it is great to see a project that addresses many of the common concerns associated with single-family homes. He noted that the development meets the needs of residents in the City and expressed his support for the project.

Commissioner Harber expressed his support for the project and addressed concerns about trails adjacent to homes. He compared it to other trails, such as the top loop at Sar-Ko-Par Park and the west side of Cedars, noting that while some dangers may exist, residents generally find the trails beneficial. Many homeowners have even added gates to access the trails directly from their lots. He concluded by stating his support for the project.

Commissioner Wagner expressed agreement with the other commissioners and noted that the proposed deviations make sense, as they are consistent with similar projects elsewhere in the City.

Chairman Poss stated that he is fully supportive of the trail, emphasizing that his only concern is the potential for future homeowners to object to having a trail in their backyard 10 to 15 years down the road. He noted that trails provide clear benefits, offering residents access to public spaces and the broader trail system. He clarified that his comments should not be taken as opposition, he fully supports the trail. Regarding the project as a whole, he said the plan is solid, the deviations are reasonable, and had no further questions, comments, or concerns.

#### MOTION

Chairman Poss entertained a motion to recommend **APPROVAL** to <u>rezone</u> property from the AG, Agricultural District to the RP-1, Planned Residential (Low Density) District for **The Enclave at Twin Creeks** located near the northwest corner of the intersection of West 83rd Street and Clare Road.

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

Chairman Poss entertained a motion to recommend **APPROVAL** of the <u>preliminary plat/plan</u> for **The Enclave at Twin Creeks** located near 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.

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

#### STAFF REPORT

Scott McCullough provided a brief update, stating that the Governing Body approved the Comprehensive Plan as recommended by the Commission. He added that the revised plan would be posted on the City's website and that the Capital Improvement Program would be presented to the Commission in January.



# **ADJOURNMENT**

Chairman Poss ended the regular meeting of the Lenexa Planning Commission at 8:02 p.m. on Monday, December 1, 2025.

