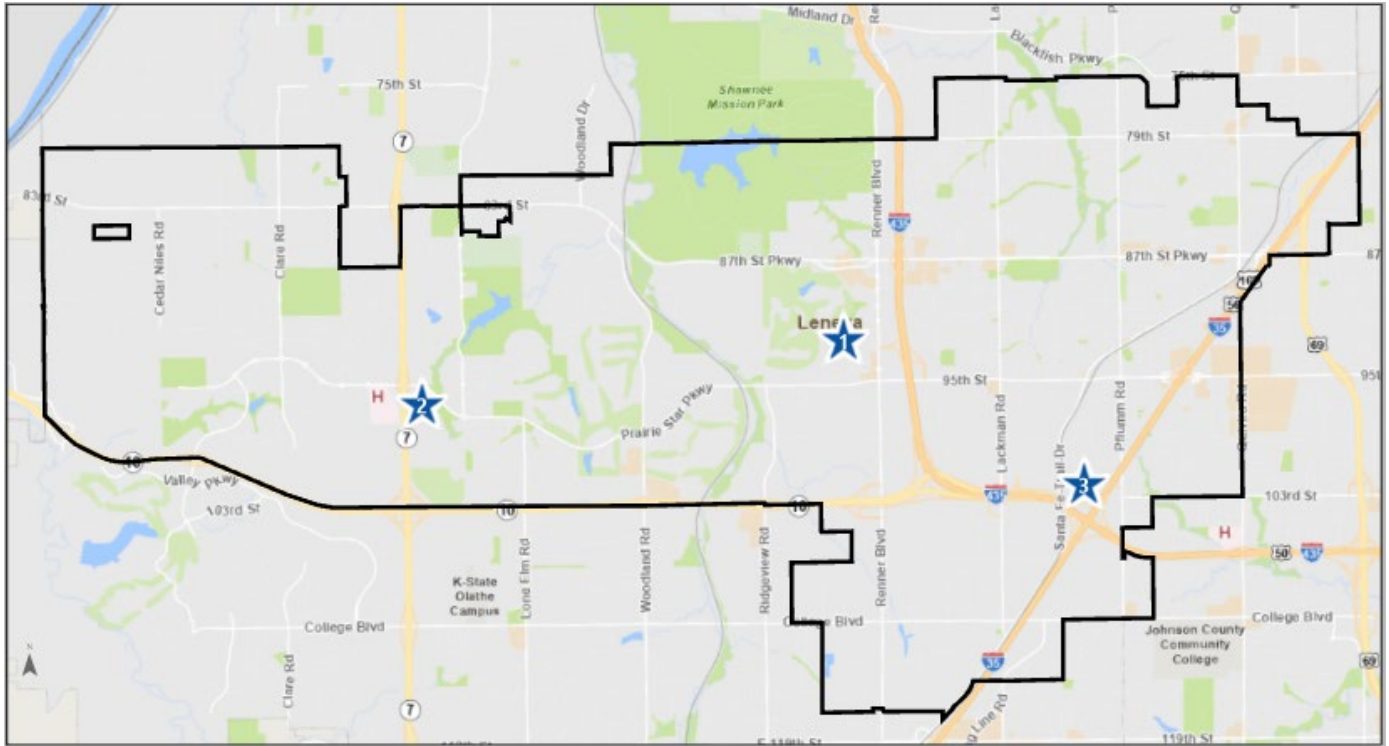


AGENDA MAP



CALL TO ORDER

ROLL CALL

APPROVE MINUTES FROM THE JUNE 2, 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. Redevelopment Project Plan 6 for the Mining TIF District (Ross Canyon - Phase 1) – Consider making a finding that the project plan is consistent with City’s Comprehensive Plan**
- 2. Solera Apartments and Townhomes - Consideration of preliminary plats for multifamily and duplex residential developments located at the southeast corner of Prairie Star Parkway & K-7 Highway within the RP-2, Residential Planned (Intermediate-Density) District and the RP-4, Residential Planned (High Density) District. PT25-02P, PT25-03P**

REGULAR AGENDA

- 3. STAG Westlake - Consideration of a preliminary plan/plat for the construction of two new warehouse buildings located at 14050 Marshall Drive within the BP-2, Planned Manufacturing District. PL25-10P**

CONTINUED APPLICATIONS (NO DISCUSSION)

- 4. Culvers - Consideration of a revised final plan for modification of an existing drive-thru restaurant located at 15911 West 87th Street Parkway within the PUD, Planned Mixed Use District. PL25-07FR**

STAFF REPORTS

ADJOURN

APPENDIX

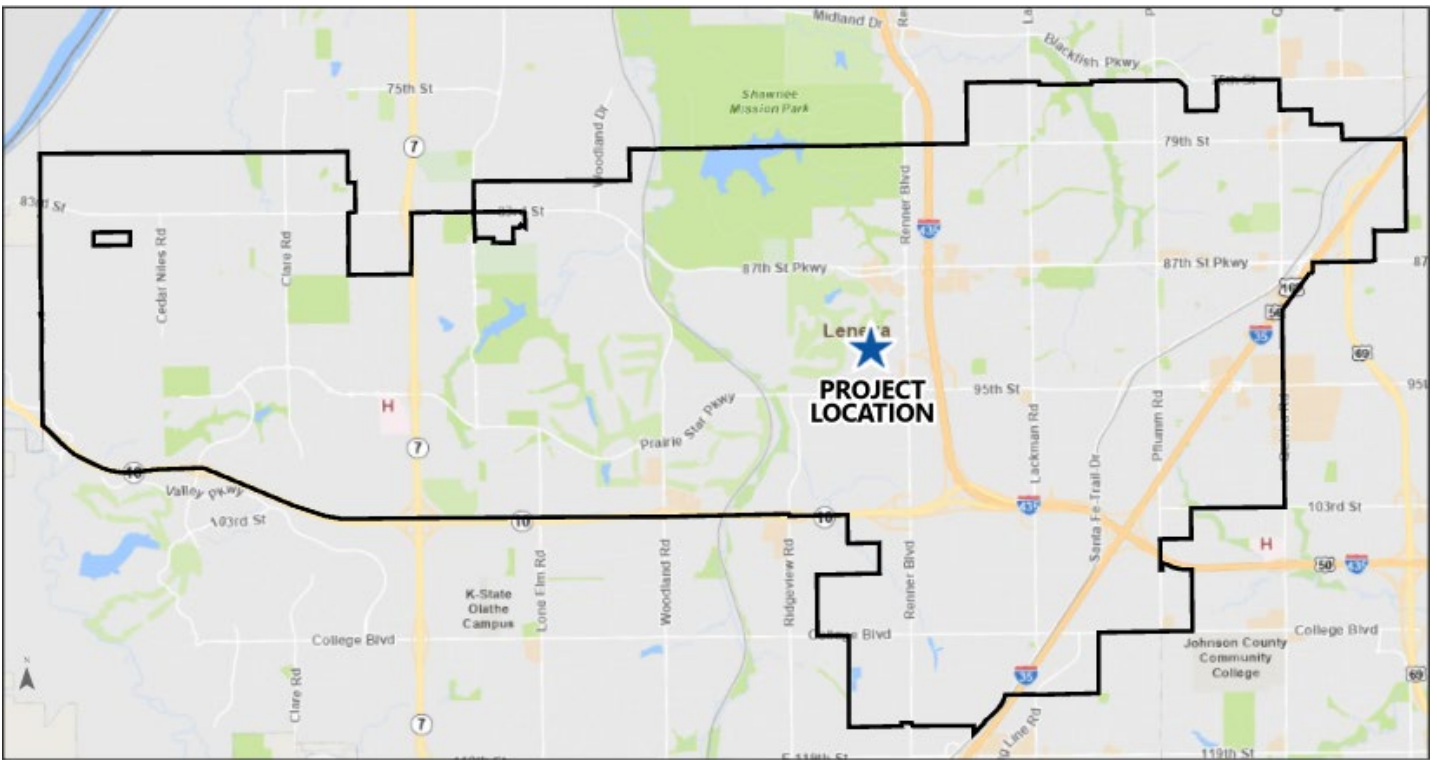
- 5. June 2, 2025 Draft Minutes**

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

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

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

REDEVELOPMENT PROJECT PLAN 6 FOR THE MINING TIF DISTRICT (ROSS CANYON MULTIFAMILY PROJECT – PHASE 1)



PROJECT SUMMARY

On July 1, 2025, the City Council will consider a resolution giving notice of its intent to hold a public hearing on August 5, 2025 to consider approving Redevelopment (TIF) Project Plan 6 (“Project Plan 6”). Project Plan 6 covers approximately 11 acres located adjacent to 93rd Street between Mill Creek Road and Renner Boulevard (the “Project Plan 6 Area”). The Developer for Project Plan 6 is Petra Lenexa, LLC (the “Developer”).

Pursuant to state law, before a redevelopment project plan may be considered by the City Council at a public hearing and formally adopted, the Planning Commission must first examine the proposed project plan in light of the City’s Comprehensive Plan and make a finding that the two plans are consistent. Attached for review is a copy of the proposed Project Plan 6.

Project Plan 6 contemplates construction of an approximately 353 class-A, multifamily units in five buildings including associated mine reclamation and filling, site work, utilities and parking facilities and reimbursement with TIF increment generated from the Project Plan 6 Area for Private TIF Reimbursable Costs consisting of mine reclamation and filling, parking, landscaping, hardscaping, sidewalks, related site amenities, and infrastructure improvements within the Project Plan 6 Area.

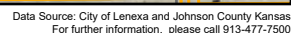
A description of all the TIF reimbursable costs, the amount, priority and duration of reimbursements are set forth in a separate Disposition & Development Agreement between the City and the Developer.

Staff believes Project Plan 6, as proposed, is consistent with the City's Comprehensive Plan for the reasons noted below:

- The Planning Commission recommended approval of the Preliminary Plan for the Project Plan 6 development (PL24-06P) at its November 4, 2024 Planning Commission meeting.
- A principle articulated in the Comprehensive Plan is that the City will create neighborhoods that include varying developments that relate to each other, as well as to parks, schools and other shared amenities. These neighborhoods, larger than just subdivisions, will include or directly relate to the commercial areas that serve their daily needs. They will include these different residential and commercial uses by employing logical and attractively designed transitions.
- While the Project Plan area is not in City Center, construction of Project Plan 6 and the establishment of residential uses near City Center will drive the need for retail, restaurant and commercial uses, helping incorporate the mixing of uses, which is an important component of the City Center concept. The mixing of uses will also provide the opportunity for reduced travel distances and thereby greater efficiency in the infrastructure.
- Project Plan 6 includes the construction of sidewalks, amenities and landscaping throughout the development and between the residential uses with the intent of providing a pedestrian friendly area.

STAFF RECOMMENDATION

Staff recommends adoption of the attached resolution, making findings that Project Plan 6 for the City Center (TIF) District is consistent with the Comprehensive Plan for the City of Lenexa, Kansas.



Lenexa
K A N S A S

REDEVELOPMENT PROJECT PLAN 6 FOR THE MINING REDEVELOPMENT DISTRICT

(Ross Canyon Multi-Family Project - Phase 1)

In accordance with K.S.A. 12-1770 *et seq.*, as amended (the “**Act**”), To promote, stimulate and develop the general and economic welfare of the City of Lenexa, Kansas (“**City**”), the Lenexa City Council on March 2, 2004, adopted Ordinance No. 4604 establishing a Redevelopment District (the “Original District”). The Original District was amended on December 20, 2005, by Ordinance No. 4825 to include 475 acres (the “**District**,” also referred to as the “**Mining TIF District**”) and legally described in attached **Exhibit A**.

The Act allows one or more TIF projects to be undertaken by a city within an established district and any such project plan may be implemented in separate development stages. There are currently multiple approved TIF Project Plans within the Mining TIF District.

Project Plan 6 (the “**Project Plan 6**”, also referred to as the “**Project Plan**”) will include approximately 11 acres located adjacent to 93rd Street between Mill Creek Road and Renner Boulevard and is legally described on **Exhibit B** (the “**Project Plan 6 Area**”). The improvements anticipated within the Project Plan 6 Area consist of the construction of approximately 353 class-A, multi-family units in five buildings including associated site work, utilities and parking facilities and are described in more detail in **Section 5** herein (the “**Private Project**”). The Project Plan also contemplates reimbursement to the City for public infrastructure located within the Mining TIF District, as TIF eligible expenses (the “**Public Project**”). Collectively, the Private Project and Public Project constitute the “**Project**”. Project Plan 6 shall extend for a period of twenty (20) years from the date the Project Plan is approved by the City (the “**Project Plan Term**”). The Tax Increment (as defined by the Act) generated from the real property in the Project Plan 6 Area during the Project Plan Term is referred to herein as the TIF Revenues (the “**TIF Revenues**”).

1. Feasibility Study.

City Staff prepared a Financial Feasibility Study (“**Feasibility Study**”) for Project Plan 6. Projections on development in the Project Plan 6 Area were provided by Petra Lenexa, LLC (the “**Developer**”). The Feasibility Study incorporates a number of conservative assumptions, including a constant mill levy of 90.873, which excludes 20 mills from the school levy and the 1.5 State mill levy and it assumes a two percent (2%) annual increase in appraised valuation after substantial completion of the project. The Feasibility Study also assumes substantial completion of each the Private Project by December 31, 2026 with an assessed value of approximately \$10.148 million.

It is expected that the Developer will advance funds necessary to construct the improvements described in **Section 5** herein and to pay the estimated TIF eligible private project reimbursable costs set forth on **Exhibit C** attached hereto (the “**Private TIF Reimbursable Costs**”), and that Developer will subsequently be reimbursed with TIF

Revenues received by the City from the Project Plan 6 Area on a “pay-as-you-go” basis, in accordance with the terms of a Disposition & Development Agreement (the “**DDA**”). The City will not issue full faith and credit tax increment bonds for this Project. Further, the City does not anticipate issuing special obligation tax increment bonds (“**TIF Bonds**”) for the Project, however, upon the future request of Developer, the City shall reasonably consider any such request to issue TIF Bonds if the market can feasibly support such a bond issue and if the TIF Revenues and any other collateral provided for such TIF Bonds provide reasonable assurance that the principal of and interest on the TIF Bonds will be paid on a timely basis. A decision on whether or not a TIF Bond issue is feasible and adequately secured will be the City’s final decision and within the City’s sole discretion. The City is under no obligation to issue TIF Bonds. The City has also identified public improvements (the “**Public TIF Reimbursable Costs**”) that are eligible for TIF reimbursement in accordance with the terms of the DDA. Collectively, the Private TIF Reimbursable Costs and Public TIF Reimbursable Costs are referred to as the “**TIF Reimbursable Costs**” and are generally described on **Exhibit C**, attached hereto.

Developer will enter into a DDA with the City which will describe the Private TIF Reimbursable Costs in more detail and set forth the amount, priority, process and terms for reimbursement. Reimbursement of Private TIF Reimbursable Costs is dependent upon the amount of TIF Revenues and shall be paid in accordance with the amounts and priority set forth in the DDA. In no event will any Private TIF Reimbursable Costs be reimbursed in an amount that exceeds the amount of TIF Revenues available.

TIF Reimbursable Costs must (1) be approved by the City; (2) meet the definition of “redevelopment project cost” set out in K.S.A. 12-1770a(o), as amended; (3) be an eligible expense under the City’s adopted TIF Policy and/or Procedures, unless otherwise permitted in the DDA; (4) be authorized in this Project Plan 6 and in the Mining TIF District Plan; (5) be in compliance with the terms for reimbursement and prioritization described with particularity in a subsequent DDA; and (6) not previously reimbursed by any other public source of revenue. The City approval of Private TIF Reimbursable Costs is subject to available TIF Revenues and further subject to the terms and conditions for reimbursement set forth in a DDA.

Based on the current projections and cash flow analysis contained in the Feasibility Study, it is determined that the Project benefits, TIF Revenues and other available sources, including private revenues, exceed the Private TIF Reimbursable Costs, and that the TIF Revenues and other available revenue sources, including private debt and Developer equity, should be sufficient to reimburse Developer and City for a portion of the TIF Reimbursable Costs. For any improvements constructed by Developer in Project Plan 6, the Developer is responsible for all expenses, including but not limited to Private TIF Reimbursable Costs. The City is under no obligation to provide financial assistance to supplement TIF Revenues actually received, nor to increase the duration or allocation of TIF Revenues for reimbursement.

The City has authorized a maximum reimbursement of \$15,000,000 to the Developer for eligible **Private TIF Reimbursable Costs** as generally described on **Exhibit C** subject to available TIF Revenues and the terms and conditions set forth in a DDA. Project Plan 6

also authorizes the City to be reimbursed for the Annual Administrative Fee associated with each distribution of TIF Revenues, as well as up to \$8,000,000 in **Public TIF Reimbursable Costs**. The Public TIF Reimbursable Costs are eligible for TIF reimbursement in accordance with the terms of the DDA, provided there is TIF increment available and provided the City chooses to perform and pay for such public improvements. Developers and City shall be reimbursed for TIF Reimbursable Costs with TIF Revenues received by the City during the Project Plan Term in accordance with the DDA.

The City reserves the right to amend the specific approved TIF Reimbursable Costs, and the amount and prioritization thereof, in accordance with the terms of the DDA. City may also amend this Project Plan 6 in accordance with state law provided that such amendments shall not, without the consent of Developer, alter or affect the financial terms of this Project Plan 6 benefitting Developer.

In summary, the City conservatively anticipates the ad valorem property tax increment from Project Plan 6 will generate approximately \$20,191,650 over the Project Plan 6 Term. However, changes in mill levies, the phasing of the Private Project, assessed valuations and legislation, in addition to other factors outside the Parties' control may change the amount of available property tax increment. The Developer will be responsible for all expenses of Developer, including costs associated with constructing the Project as well as the Private TIF Reimbursable Costs even if they exceed the TIF Revenue generated from Project Plan 6. If the TIF Revenues do not meet the estimate, the City shall be under no obligation to provide financial assistance to Developer beyond the TIF Revenues actually generated from the Project Plan 6 Area in accordance with the distribution formula set out in the approved DDA. A summary of the assumptions and anticipated TIF Revenue is included in **Appendix I**.

2. Redevelopment District Plan and Redevelopment (TIF) Project Plan 6.

Redevelopment District Plan (Mining TIF District Plan)

The Mining TIF District encompasses approximately 475 acres located in the northwest quadrant of Interstate Highway 435 ("**I-435**") and 95th Street in Lenexa, Kansas, as legally described on **Exhibit B** attached hereto. The Redevelopment District Plan for the Mining TIF District contemplates residential, commercial and golf course development, as well as reclamation, remediation and special construction to address the undermined areas.

In accordance with the Mining District Plan, tax increment may be used to pay for eligible project expenses within specific project plan areas for such items including but not limited to public infrastructure; land acquisition; site preparation; street improvements and their appurtenances; sidewalks; storm and sanitary sewers; utility improvements as permitted in the Act; parks; surface and structured parking facilities; landscaping; water mains; storm water detention; sculptures, public art and similar amenities; plazas and open space; reimbursement for special assessments levied pursuant to KSA 12-6a01 *et seq.* for eligible public infrastructure authorized in the District Plan; and other authorized uses set forth in the District Plan and permitted by the Act and the City TIF Policy & Procedures.

Redevelopment (TIF) Project Plan 6

Project Plan 6 incorporates approximately 11 acres plus right of way of improvements located in the Mining TIF District. The Project Plan 6 Area is will include site improvements described in **Section 5** herein (the “**Project**”) and is legally described in **Exhibit B**.

3. Map of Redevelopment Project Plan 6 Area.

A map of the Project Plan 6 Area is attached as **Exhibit D**.

4. Relocation Assistance Plan.

No relocation will occur as a result of Project Plan 6 and therefore no relocation assistance plan is provided.

5. Description of the Buildings and Facilities Proposed to be Constructed or Improved.

Developer intends to construct approximately 353 class-A multi-family units in five buildings and associated infrastructure and improvements, such as storm water facilities, streets, curbs, gutters, parking facilities, sidewalks, landscaping and related improvements, and all other private improvements typically included in office and retail development. The Private TIF Reimbursable Costs incurred as a result of the Private Project constructed as part of Project Plan 6 include, but are not limited to: land acquisition, architectural and engineering costs not associated with vertical improvements; site development; mine mitigation; geotechnical; parking; lighting; landscaping; hardscape; associated utilities in the right of way; amenities; temporary construction interest associated with the Private Project financing; public improvements; and other eligible costs permitted by the Act, the City TIF Policy & Procedures and the DDA. The Private TIF Reimbursable Costs are described in more detail in **Exhibit C** and in the DDA.

Project Plan 6 also includes Public TIF Reimbursable Costs, which include: public street improvements including reconstruction and repaving associated with the City’s pavement management program within the District including but not limited to the following costs: assessments, costs for Right-of-Way acquisition, asphalt pavement, concrete pavement, curb and gutter, sidewalk, storm drainage, street lighting, landscaping and other related improvements (the “Public Improvements”). Except as provided herein, the Public Improvements constitute Public TIF Reimbursable Costs.

6. Other Relevant Information.

- a. Reimbursement of TIF Reimbursable Costs shall be made with TIF Revenues actually received by the City from the Project Plan 6 Area and deposited into

the special fund established by the City in accordance with K.S.A. 12-1778 (the **"Mining Project Plan 6 Fund"**).

- b. If sufficient TIF Revenues are not available to pay all of the Private TIF Reimbursable Costs, the City is under no obligation to reimburse Private TIF Reimbursable Costs from any other public source.
- c. Prior to any reimbursement of Private TIF Reimbursable Costs, each entity receiving reimbursement with TIF Revenues (excluding the City) shall enter into a separate, valid and enforceable DDA with the City. The procedure for distribution, reimbursement and priority of payment of the Private TIF Reimbursable Costs shall be set out in the DDA and consistent with this Project Plan 6.

EXHIBIT A

LEGAL DESCRIPTION OF MINING REDEVELOPMENT DISTRICT

Beginning at the Northwest corner of the Northeast Quarter of Section 31, Township 12 South, Range 24 East; thence South along the West line of the Northeast Quarter of said Section 31, to the Southwest corner of the Northeast Quarter of said Section 31; thence East along the South line of the Northeast Quarter of said Section 31, to the Southeast corner, and continuing East along the South line of the Northwest Quarter of Section 32, Township 12S, Range 24 East to the Easterly right-of-way line of Renner Boulevard as it now exist; thence South along the Easterly right-of-way line of said Renner Boulevard and its Southerly extension, to the Northwest corner of the Southwest Quarter of the Southwest Quarter of said Section 32; thence East along the North line of the Southwest Quarter of the Southwest Quarter of said Section 32 to the center line of the Interstate Route 435, as it now exists; thence Southerly along the centerline of said Interstate Route 435 to the South line of the Southwest Quarter of said Section 32; thence West along the South line of the Southwest Quarter of said Section 32 to the Southwest corner of said Section 32; thence West along the South line of said Section 31, to the Southwest corner of said Section 31; thence North along the West line of Section 31, to the Northwest corner of the Southwest Quarter of the Northwest Quarter of Section 31; thence East along the North line of the Southwest Quarter of the Northwest Quarter of said Section 31, to the Northeast corner of the Southwest Quarter of the Northwest Quarter of said Section 31, said point also being the Southwest corner of the Northeast Quarter of said Northwest Quarter of said Section 31; thence North along the West line of the Northeast Quarter of the Northwest Quarter of said Section 31, to the Northwest corner of the Northeast Quarter of the Northwest Quarter of said Section 31; thence East along the North line of the Northeast Quarter of the Northwest Quarter of said Section 31, to the Point of Beginning, containing approximately 475 acres.

EXHIBIT B

MINING TIF PROJECT PLAN 6 AREA

All that part of the Southeast Quarter of Section 31 Township 12 South, Range 24 East of the Sixth Principal Meridian in the City of Lenexa, Johnson County, Kansas, with said part being originally described on this 21st day of May 2025 by me, Thomas M. Smith, Professional Surveyor, Kansas License No. 759, and being more particularly described as follows:

COMMENCING at the Northwest Corner of the Southeast Quarter of Section 31, Township 12 South, Range 24 East; thence North $87^{\circ}40'24''$ East, along the North Line of said Southeast Quarter of Section 31, a distance of 1450.36 feet to a point of intersection on said North Line of the Southeast Quarter of Section 31 with the northerly prolongation of the West Line of REFLECTIONS, FIRST PLAT, a platted subdivision of land in the City of Lenexa, Johnson County, Kansas; thence departing said North Line of the Southeast Quarter of Section 31, South

$02^{\circ}16'53''$ East, along said northerly prolongation of said West Line of said REFLECTIONS, FIRST PLAT, a distance of 47.45 feet, to the true POINT OF BEGINNING of land being described; thence continuing South $02^{\circ}16'53''$ East, along said northerly prolongation of the West Line of said REFLECTIONS, FIRST PLAT and the West Line of said REFLECTIONS, FIRST PLAT, a distance of 998.78 feet; thence departing said West line of said REFLECTIONS, FIRST PLAT, South $87^{\circ}05'16''$ West, a distance of 7.52 feet to a point of curvature; thence westerly and southwesterly along a curve the left, said curve being tangent to the last described course and having a radius of 368.00 feet, a delta angle of $16^{\circ}11'52''$ and an arc length of 104.04 feet to a point of reverse curvature; thence westerly and northwesterly along a curve the right, having an initial tangent bearing of South $70^{\circ}53'23''$ West, having a radius of 298.00 feet, a delta angle of $106^{\circ}52'09''$ and an arc length of 555.84 feet to a point of tangency; thence North $02^{\circ}14'28''$ West, a distance of 201.40 feet to a point of curvature; thence westerly and southwesterly along a curve the left, said curve being tangent to the last described course and having a radius of 368.00 feet, a delta angle of $47^{\circ}18'25''$ and an arc length of 303.84 feet to a point of reverse curvature; thence westerly and northeasterly along a curve the right, having an initial tangent bearing of North $49^{\circ}32'53''$ West, having a radius of 20.00 feet, a delta angle of $38^{\circ}31'35''$ and an arc length of 30.74 feet to a point of compound curvature; thence easterly and northeasterly along a curve the right, having an initial tangent bearing of North $38^{\circ}31'35''$ East, having a radius of 303.00 feet, a delta angle of $26^{\circ}10'14''$ and an arc length of 138.40 feet to a point of tangency; thence North $64^{\circ}41'49''$ East, a distance of 284.09 feet to a point of curvature; thence easterly and northeasterly along a curve the right, said curve being tangent to the last described course and having a radius of 470.00 feet, a delta angle of $22^{\circ}58'28''$ and an arc length of 188.46 feet to a point of tangency; thence North $87^{\circ}40'16''$ East, a distance of 58.26 feet to the place of beginning.

Containing 479,669 square feet or 11.012 acres, more or less

EXHIBIT C

TIF Reimbursable Costs

The following items are estimated costs eligible for reimbursement with TIF Revenues generated from Project Plan 6. The items are described in more detail in the DDA.

Description of Expenditure	Reimbursement to:	Estimate Reimbursement
Eligible TIF Fees (excluding the Annual Administrative Fee)	Developer ¹	\$50,000
Itemized Eligible Private TIF Reimbursable Costs paid by Developer, including but not limited to the following: Land Acquisition; Site Development; A/E (excluding vertical buildings owned or leased by the Developer); Mine Mitigation; Surface Parking; Utility Costs; Private Street Improvements; Landscaping; and Temporary Construction Interest	Developer	\$14,950,000
Maximum Aggregate Private TIF Reimbursable Costs	Developer	\$15,000,000 ²
Public TIF Reimbursable costs including: public streets reconstruction and repaving and associated costs.	City	\$8,000,000
Annual Administrative TIF Fee: 0.5% of the annual TIF Revenues reimbursed to Developer	City	TBD
TOTAL MAXIMUM AGGREGATE OF TIF REIMBURSABLE COSTS		\$23,000,000³

¹ This sum shall be reimbursed to Developer if paid to City by Developer, and if not, it shall be deducted from the first TIF Reimbursable Cost payment (and thereafter until paid in full) and paid to the City. This sum excludes the Annual Administrative TIF Fee as it is TBD based upon eligible TIF Revenues disbursed.

² The City has only authorized a maximum reimbursement to the Developer of \$15,000,000 for eligible Private TIF Reimbursable Costs. The Developer will be responsible for all expenses of Developer, including costs associated with constructing the Project as well as the Private TIF Reimbursable Costs even if they exceed the TIF Revenue generated from Project Plan 6.

³ The Total Maximum Aggregate of TIF Reimbursable Costs does not include a sum for the Annual Administrative TIF Fee as this amount is to be determined as it is based upon the annual amount of TIF Revenues disbursed to Developer.

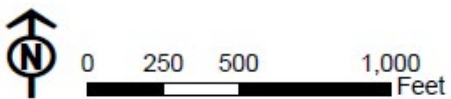
Notwithstanding any other provision of this Plan to the contrary, reimbursable expenditures shall at all times be consistent with the Act, including judicial interpretation of the Act.

Exhibit D



Data Source: City of Lenexa and Johnson County Kansas
For further information, please call 913-671-1500

Ross Canyon Phase One



APPENDIX 1 – Feasibility Study
Mining TIF District
TIF Revenue Projections – Ross Canyon Multi-Family Phase 1

Year of TIF (1)	Tax Year (2)	Distribution Year (3)	Total Assessed Value (4)	Base Year Assessed Value (5)	Captured Assessed Value (Column 3 - Column 4) (6)	Projected Property Tax Increment (7)	Developer Increment	City Increment
1	2025	2026	\$50,816	\$840	\$49,976	\$4,537	\$0	\$4,537
2	2026	2027	\$5,074,375	\$840	\$5,073,535	\$460,591	\$460,591	\$0
3	2027	2028	\$10,148,750	\$840	\$10,147,910	\$921,258	\$921,258	\$0
4	2028	2029	\$10,351,725	\$840	\$10,350,885	\$939,684	\$939,684	\$0
5	2029	2030	\$10,558,760	\$840	\$10,557,920	\$958,480	\$958,480	\$0
6	2030	2031	\$10,769,935	\$840	\$10,769,095	\$977,651	\$977,651	\$0
7	2031	2032	\$10,985,334	\$840	\$10,984,494	\$997,205	\$997,205	\$0
8	2032	2033	\$11,205,041	\$840	\$11,204,201	\$1,017,151	\$1,017,151	\$0
9	2033	2034	\$11,429,142	\$840	\$11,428,302	\$1,037,496	\$1,037,496	\$0
10	2034	2035	\$11,657,725	\$840	\$11,656,885	\$1,058,247	\$1,058,247	\$0
11	2035	2036	\$11,890,880	\$840	\$11,890,040	\$1,079,414	\$1,079,414	\$0
12	2036	2037	\$12,128,698	\$840	\$12,127,858	\$1,101,003	\$1,101,003	\$0
13	2037	2038	\$12,371,272	\$840	\$12,370,432	\$1,123,025	\$1,123,025	\$0
14	2038	2039	\$12,618,697	\$840	\$12,617,857	\$1,145,487	\$572,744	\$572,744
15	2039	2040	\$12,871,071	\$840	\$12,870,231	\$1,168,398	\$0	\$1,168,398
16	2040	2041	\$13,128,492	\$840	\$13,127,652	\$1,191,768	\$0	\$1,191,768
17	2041	2042	\$13,391,062	\$840	\$13,390,222	\$1,215,605	\$0	\$1,215,605
18	2042	2043	\$13,658,883	\$840	\$13,658,043	\$1,239,918	\$0	\$1,239,918
19	2043	2044	\$13,932,061	\$840	\$13,931,221	\$1,264,718	\$0	\$1,264,718
20	2044	2045	\$14,210,702	\$840	\$14,209,862	\$1,290,014	\$0	\$1,290,014
Total Projected Property Tax Increment						\$20,191,650	\$12,243,949	\$7,947,702

Net Mill Levy	90.783
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Assumptions:

- a) TIF Mill Levy is 90.783 mills in all years.
Estimated assessed value upon completion of phase 1 (1/1/2027) is
- b) \$10,148,750;
Base year assessed valuation is \$840 for parcels IF241231-4003 &
- c) IF241231-4008.
Assessed value increases by 2% annually after
- d) completion.
- e) Property tax collection rate will be 100%.
- f) Property tax increment is distributed twice each year.

RESOLUTION NO. 2025 - ____

A RESOLUTION FINDING MINING REDEVELOPMENT (TIF) PROJECT PLAN 6 IS CONSISTENT WITH THE CITY OF LENEXA'S COMPREHENSIVE PLAN FOR DEVELOPMENT.

WHEREAS, on March 2, 2004, the Governing Body adopted Ordinance 4604 establishing a Redevelopment District (the "Original Mining TIF District") pursuant to K.S.A. 12-1770 et seq., as amended (the "Act"); and

WHEREAS, On December 20, 2005, the Governing Body adopted Ordinance 4825 amending and including additional land in the Original Mining TIF District to establish the Amended Mining Redevelopment District ("Mining TIF District"); and

WHEREAS, the Mining TIF District area encompasses approximately 475 acres generally described as an area located in the northwest quadrant of U.S. Interstate Highway 435 and 95th Street; and

WHEREAS, pursuant to K.S.A. 12-1772, as amended, the City prepared Redevelopment Project Plan 6 for the Mining TIF District ("Project Plan 6"); and

WHEREAS, Project Plan 6 covers an area of approximately 11 acres located adjacent to 93rd Street between Mill Creek Road and Renner Boulevard; and

WHEREAS, K.S.A. 12-1772(b), as amended, requires the Planning Commission to make a finding that Redevelopment Project Plan 6 is consistent with the City of Lenexa Comprehensive Plan before said Plan may be considered at a public hearing and officially adopted by the Lenexa City Council; and

WHEREAS, as required by law, the Planning Commission has reviewed Project Plan 6 in light of the City's Comprehensive Plan for development; and

WHEREAS, the Planning Commission finds that the proposed development for the District as a mix of housing units is a valuable resource for the City; and

WHEREAS, the Planning Commission finds that the reclamation, demolition, and excavation of a former strip mine is consistent with the City's Comprehensive Plan for development.

NOW THEREFORE, be it resolved that the Planning Commission:

SECTION ONE: The Lenexa Planning Commission pursuant to K.S.A. 12-1772 hereby finds that Redevelopment Project Plan 6 is consistent with the City of Lenexa Comprehensive Plan for development for the reasons discussed at its meeting on June 30, 2025 and makes the following specific findings:

- The Planning Commission recommended approval of the Preliminary Plan for the Project Plan 6 development (PL24-06P) at its November 4, 2024 Planning Commission meeting.
- A principle articulated in the Comprehensive Plan is that the City will create neighborhoods that include varying developments that relate to each other, as well as to parks, schools and other shared amenities. These neighborhoods, larger than just subdivisions, will include or directly relate to the commercial areas that serve their daily needs. They will include these different residential and commercial uses by employing logical and attractively designed transitions.
- While the Project Plan area is not in City Center, construction of Project Plan 6 and the establishment of residential uses near City Center will drive the need for retail, restaurant and commercial uses, helping incorporate the mixing of uses, which is an important component of the City Center concept. The mixing of uses will also provide the opportunity for reduced travel distances and thereby greater efficiency in the infrastructure.
- Project Plan 6 includes the construction of sidewalks, amenities and landscaping throughout the development and between the residential uses with the intent of providing a pedestrian friendly area.

SECTION TWO: This resolution shall become effective upon adoption.

ADOPTED by the City of Lenexa Planning Commission this 30th day of June, 2025.

Chris Poss, Chairman

ATTEST:

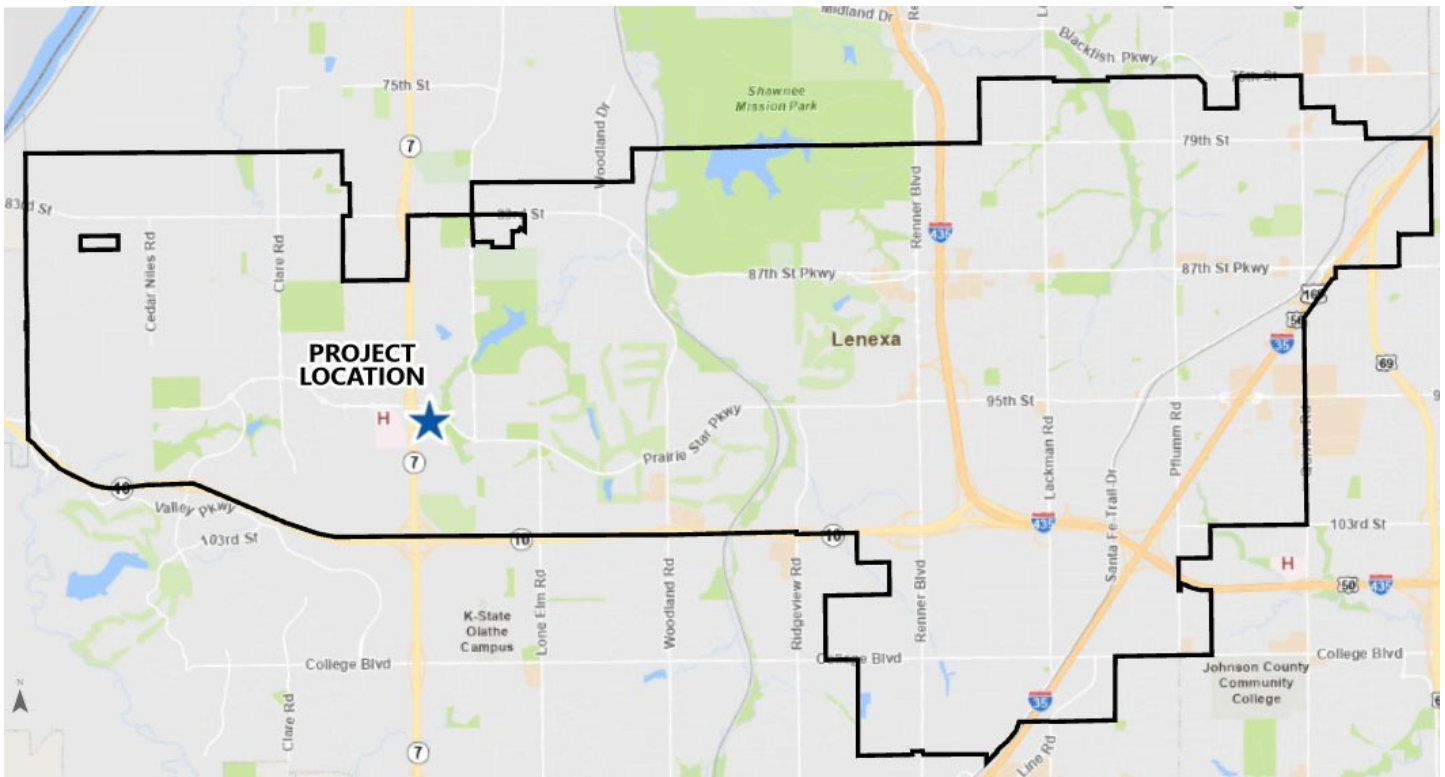
Scott McCullough, Secretary

APPROVED AS TO FORM:

Sean McLaughlin, City Attorney

SOLERA APARTMENTS & TOWNHOMES

Project #:	PT25-02P & PT25-03P	Location:	Southeast corner of Prairie Star Parkway and K-7 Highway
Applicant:	Dan Foster, Schlagel and Associates	Project Type:	Preliminary Plat
Staff Planner:	Dave Dalecky	Proposed Use:	Multifamily Residential & Duplex Residential



PROJECT SUMMARY

The applicant requests approval of the Solera Apartments and the Solera Townhomes preliminary plats. The two preliminary plats include the multifamily and duplex components of the Solera development. The retail component is not included with the preliminary plats; this component is approved with a concept plan and will require a preliminary plan/plat for any subsequent approval. The Solera Apartments preliminary plat contains a new section of Woodsonia Drive and 99th Street, the east-west arterial street at the south end of the site. The Solera Townhomes preliminary plat contains new local streets within the townhome and duplex components of the development.

STAFF RECOMMENDATION: APPROVAL

SITE INFORMATION

This overall site (retail and residential) is a 75-acre undeveloped tract of land located at the southeast corner of Prairie Star Parkway and K-7 Highway. The two preliminary plats contain 60.5 acres. The retail component of the Solera is not included with the two preliminary plats. This component will require a preliminary plan for any subsequent approval. A preliminary plat will accompany the future submittals for this component.

The site includes sloped terrain descending approximately 70 feet from south to north. To the east is City owned park land with a park trail and trail head on the south side of Prairie Star Parkway continuing to Black Hoof Park. The site has extensive tree cover; a portion of the trees are proposed to remain on the east part of the site and applied to the required site landscaping.

LAND AREA (AC)	UNITS	CURRENT ZONING	COMP. PLAN
60.5	506	RP-4 & RP-2	High-Density Residential, Medium Density Residential

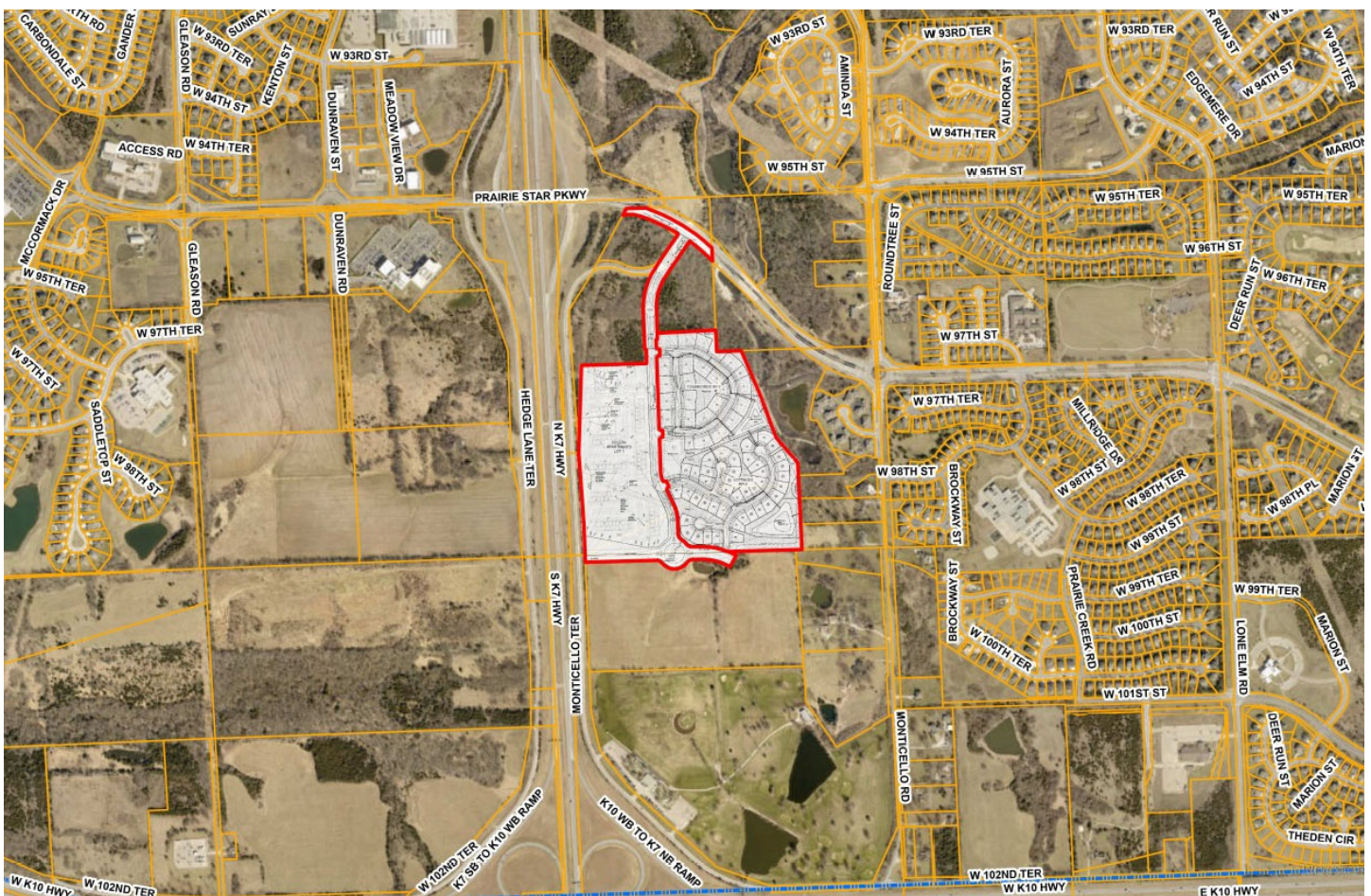


Exhibit 1: Aerial Image of Subject Site.

SITE HISTORY

The property is currently undeveloped land located on the south side of Prairie Star Parkway between K-7 Highway on the west and City-owned parkland on the east. The south boundary is the future 99th Street, an arterial street that will have an overpass of K-7 Highway. The property was annexed into the incorporated limits of Lenexa in 1993 and was initially zoned AG. This site was rezoned to CP-3 (RZ07-01 & PL07-01P) in March of 2007 for a regional commercial development called The Falls at Prairie Star. The development included big-box retailers and multitenant buildings. A rezoning, preliminary plan, and concept plan (RZ25-05, PL25-09P, and PL25-03CP) were approved by the Planning Commission on June 2, 2025, and by the City Council on June 17, 2025, for an apartment, townhome, duplex, and retail development.

LAND USE REVIEW

The proposed preliminary 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.

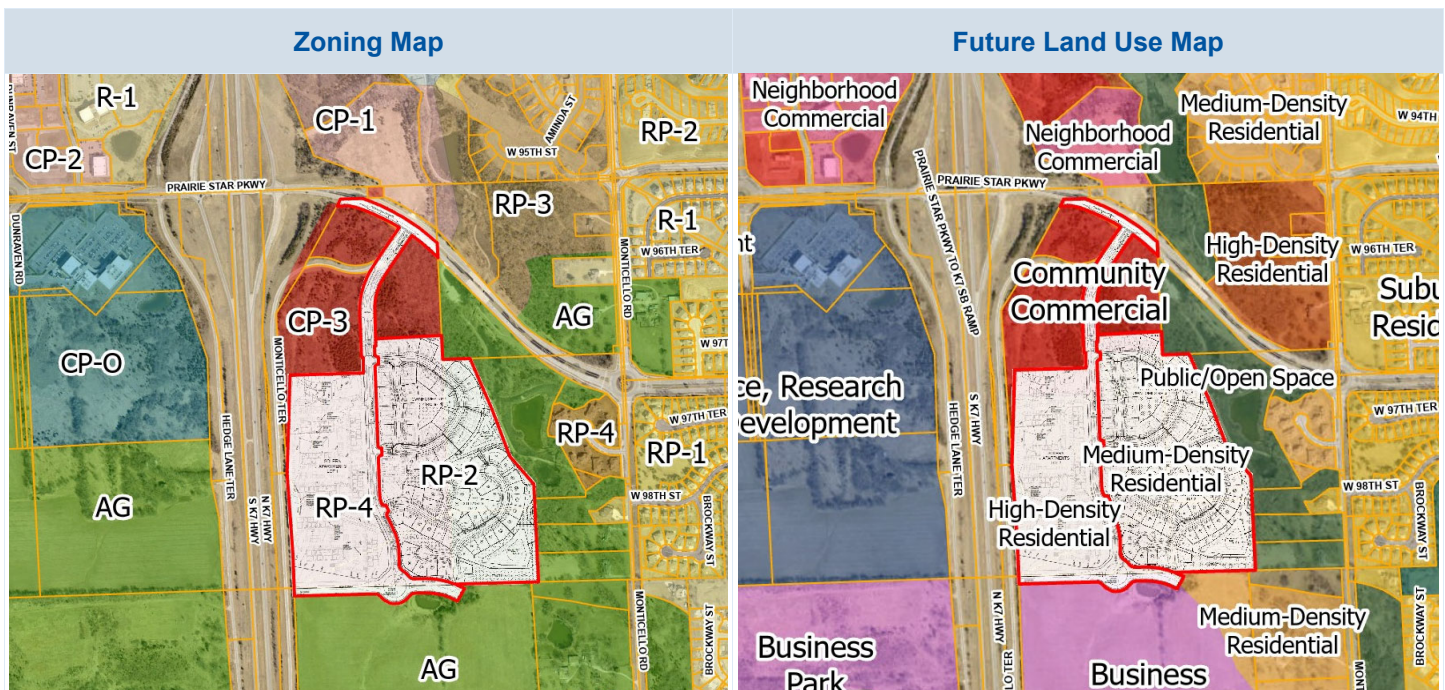


TABLE 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Land Use Designation	Zoning	Current Use
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
	Neighborhood Commercial & Park/Open Space	CP-1, Planned Neighborhood Commercial District & RP-3, Residential Planned (Medium-Density) District	Undeveloped land
	Business Park & Medium-Density Residential	AG, Agricultural District	Agriculture
	Park/Open Space	AG, Agricultural District	City park
	Office, Research & Development (across K-7 Highway)	CP-O, Planned General Office District & AG, Agricultural District	Agriculture & Medical Office (across K-7 Highway)

PRELIMINARY PLAT REVIEW

The applicant submitted two preliminary plats for the residential components of the Solera site. The first preliminary plat is for the apartments (PT25-02P) and the second is for the townhomes and duplexes (PT25-03P). The preliminary plat for the apartments contains one lot and the street right-of-way for Woodsonia Drive, 99th Street, and part of Prairie Star Parkway. Woodsonia Drive and 99th Street are required to be completed and the frontage road, Monticello Terrace, is required to be removed, all at the developer's expense, prior to occupancy for any portion of the Solera development.

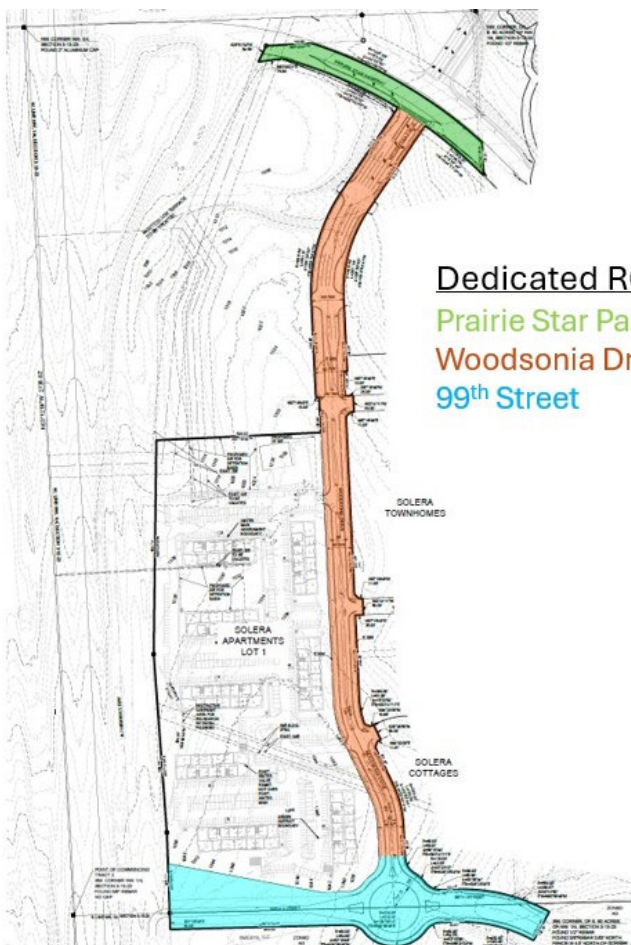
The Solera Townhomes preliminary plat contains 65 lots, 11 tracts, and the local streets within each of those components of the development. Each lot will contain one building, either a townhome building or a duplex. The tracts will contain either an amenity, landscaping and open space, or a stormwater treatment feature.

Preliminary plans were approved for the apartment, townhome, and duplex components of the Solera site. Approval of the preliminary plans included three deviations. The deviations are for encroachments into the 100' freeway setback for the part of the site along K-7 Highway, to allow the apartment buildings to be 41'-4" inches tall exceeding 35' in height, and for a lot width reduction from the 80' lot width requirement for 23 of the 41 duplex lots.

The duplex component has a fence and landscape buffer requirement along the part of the subdivision that abuts Woodsonia Drive and 99th Street. The buffer is provided in Tract K. This tract is 15 feet wide and abuts the entire length of the frontage of fence and landscape buffer. The preliminary plat shows two tracts between the rear of the duplex lots and the right-of-way. Staff recommends that Tracts J and K be combined into a single tract for landscaping and open space. Separating the tracts result in a very narrow section of Tract J.

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 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.

Both the Solera Apartments and Solera Townhome preliminary plats include dedications 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 preliminary plat complies with the subdivision requirements of [Section 4-2](#) of the UDC.



Solera Apartments Preliminary Plat



Solera Townhomes Preliminary Plat

Exhibit 2: Preliminary Plat.

At final plat stage, minor adjustments to the right-of-way line connection point of Woodsonia Drive and Prairie Star Parkway will be requested to better accommodate traffic signal equipment, sidewalks, etc. These adjustments will connect the intersection of the two street rights-of-way via a diagonal connection rather than the perpendicular connection currently shown.

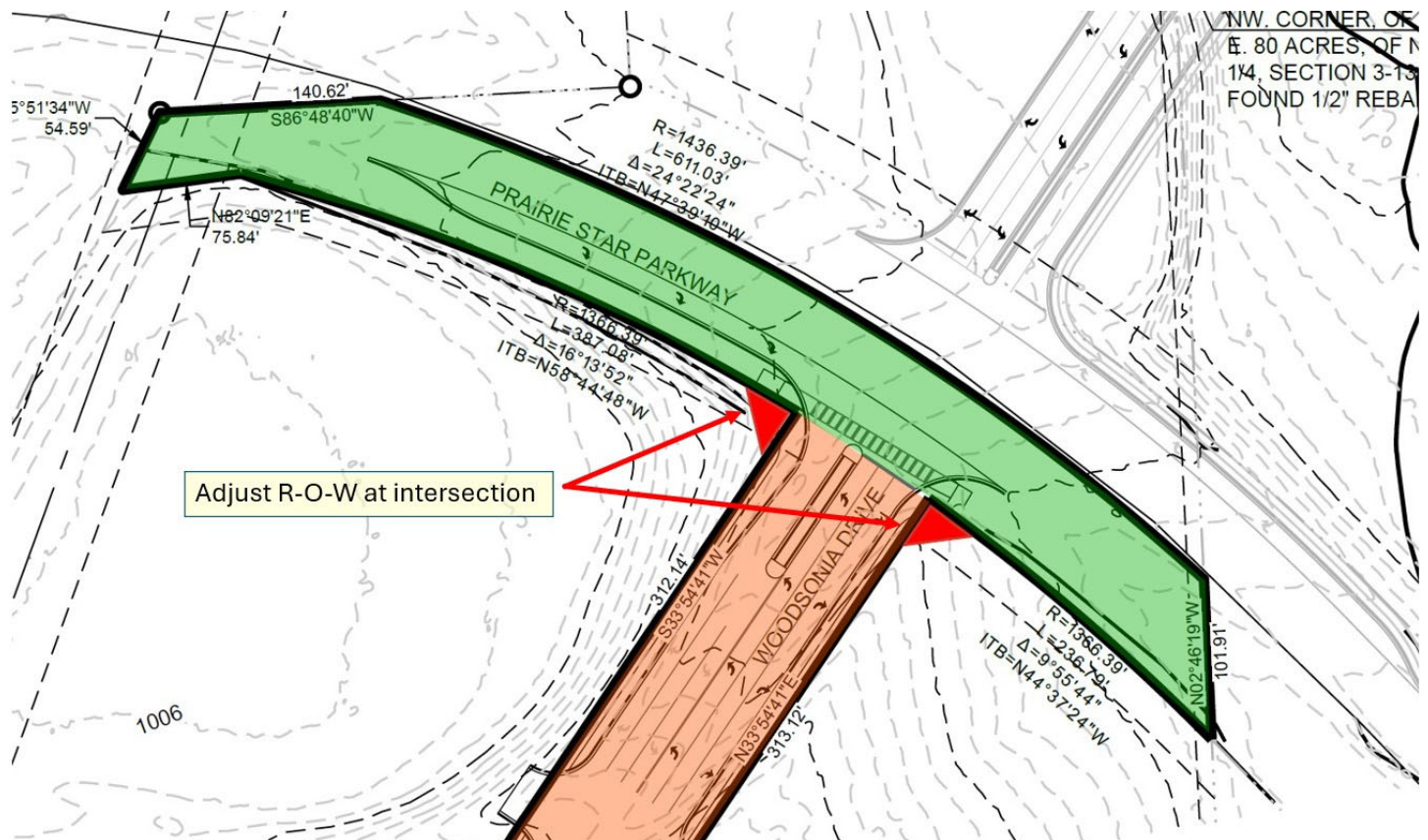


Exhibit 3: Adjustment to street intersection.

REVIEW PROCESS

- This Planning Commission is the final authority for the approval of a preliminary plat.
- The applicant must submit a final plan/final plat application prior to applying for permit(s).
- The final plat must be recorded with Johnson County prior to permit(s) being released.
- The applicant must receive permit(s) prior to commencing construction.
- The applicant should inquire about additional City requirements, such as permits and development fees.

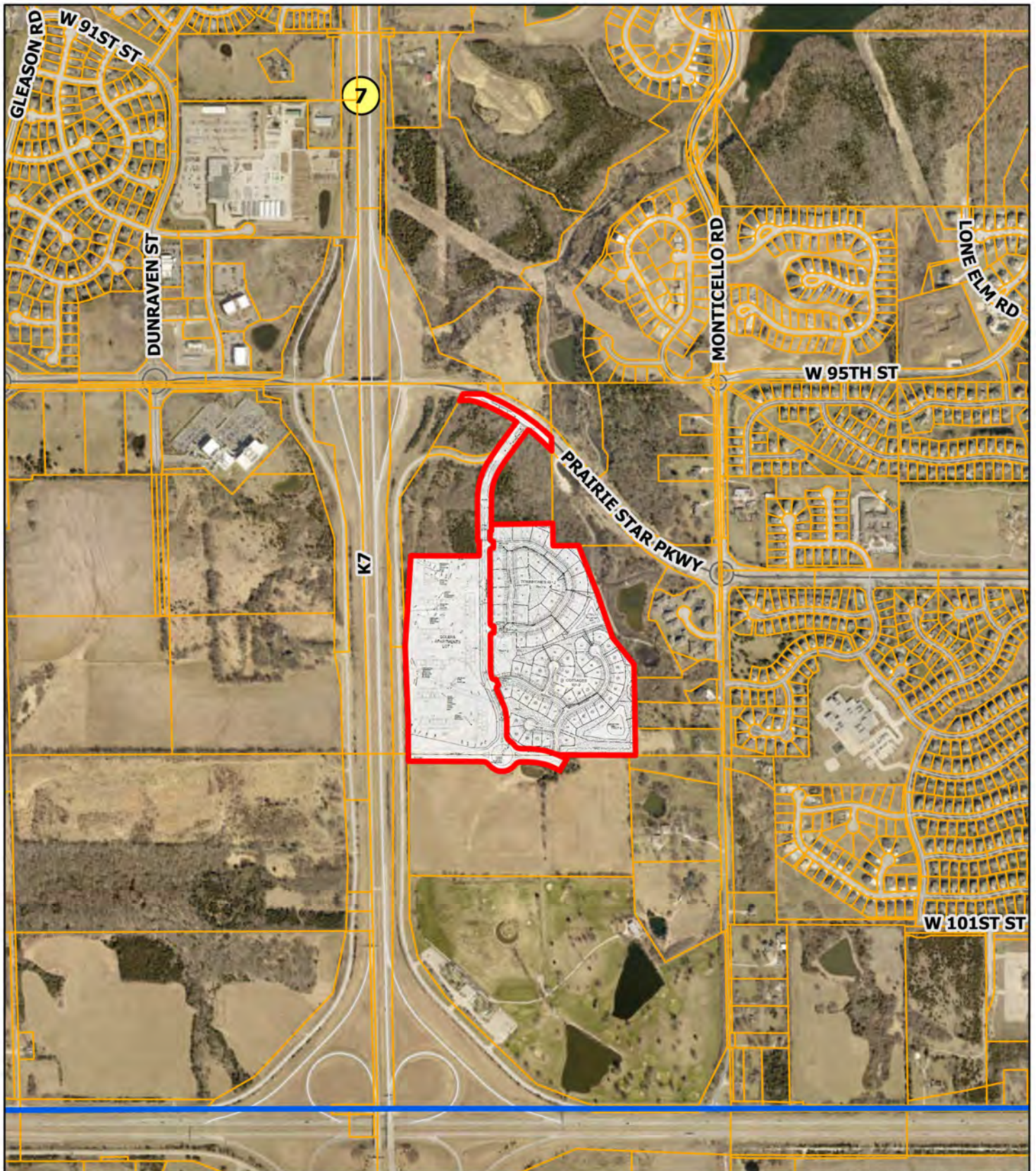
RECOMMENDATION FROM PROFESSIONAL STAFF

- ★ Staff recommends approval of the preliminary plats for Solera Apartments and Solera Townhomes.
- The project is consistent with Lenexa's goals through *Responsible Economic Development* to create *Vibrant Neighborhoods* and a *Thriving Economy*.

PRELIMINARY PLAT

Staff recommends **APPROVAL** of PT25-02P, a preliminary plat for **Solera Apartments** located at the southeast corner of Prairie Star Parkway and K-7 Highway for a multifamily development.

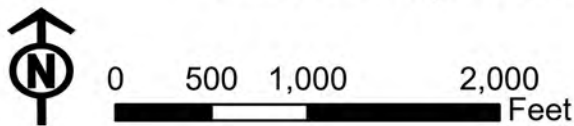
Staff recommends **APPROVAL** of PT25-03P, a preliminary plat for **Solera Townhomes** located at the southeast corner of Prairie Star Parkway and K-7 Highway for a multifamily and duplex development.

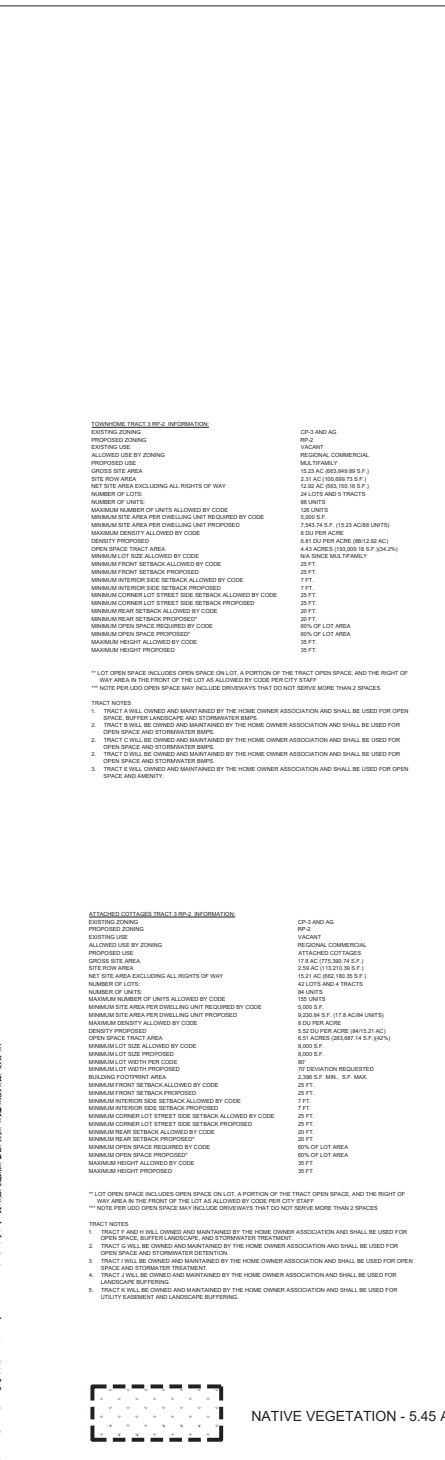


Document Path: L:\Planning\GIS\Council Map Template 2025.aprx

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

Solera Apartments & Solera Townhomes





SCHLAGEL
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS
14920 West 107th Street • Lenexa, Kansas 66215
(913) 492-5158 • Fax: (913) 492-8400
WWW.SCHLAGELASOCIATES.COM

SCHLAGEL & ASSOCIATES, P.A.

LOT #	AREA (SF)
21	18,859.96
22	16,470.33
23	16,897.46
24	18,652.67
TRACT A	35,311.01
TRACT B	35,242.42
TRACT C	52,295.92
TRACT D	12,320.93
TRACT E	57,739.88

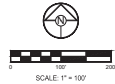
LOT #	AREA (SF)
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46	8,443.94
47	8,441.27
48	8,508.89
49	9,169.55
50	9,801.48
51	8,063.50
52	8,073.67
53	8,108.61
54	8,036.66
55	8,585.73
56	8,742.91
57	8,076.57
58	9,007.07
59	9,712.76
60	8,708.28
61	10,119.13
62	8,460.66
63	8,576.02
64	8,096.52

LOT #	AREA (SF)
65	9,418.75
66	8,733.53
TRACT F	85,489.76
TRACT G	91,591.38
TRACT H	58,524.69
TRACT I	31,878.84
TRACT J	4,935.39
TRACT K	11,120.66

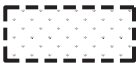
- ASPHALT PAVEMENT - EXISTING
- ASPHALT PAVEMENT - PROPOSED
- CONCRETE PAVEMENT - EXISTING
- CONCRETE PAVEMENT - EXISTING
- CONCRETE SIDEWALK - EXISTING
- CONCRETE SIDEWALK - PROPOSED
- CURB & GUTTER
- CURB & GUTTER - EXISTING
- TREELINE
- EXISTING LOT AND ROW LINES
- EXISTING PLAT LINES
- PROPERTY LINES
- RIGHT-OF-WAY
- STORM SEWER MAIN
- STORM SEWER MAIN - EXIST
- STORM SEWER - EXISTING
- CABLE TV - EXISTING
- FIBER OPTIC CABLE - EXISTING
- TELEPHONE LINE - EXIST
- BASE LINE - EXISTING
- OVERHEAD POWER LINE - EXIST
- UNDERGROUND ELECTRIC - EX
- BASE LINE - EXISTING
- WATERLINE - EXISTING
- LIGHT - EXISTING
- EXISTING MANHOLE
- EXISTING STORM MANHOLE
- PROPOSED STORM MANHOLE
- EXISTING AREA INLET
- CONCRETE CURB INLET
- EXISTING GATE INLET
- EXISTING JUNCTION BOX
- EXISTING STORM MANHOLE

TWG GLOBAL
BEN HADELMAN
3200 S CHERRY CREEK DRIVE, STE 630
DENVER, COLORADO
p (708)710-5000
BHADELMAN@TWGGLOBAL.COM

K-7 HIGHWAY AND PRAIRIE STAR PARKWAY LENEXA, KANSAS



C1.0

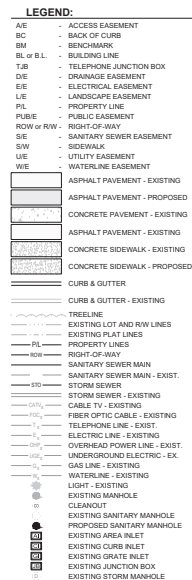


LOT #	AREA (SF)
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3	13,510.80
4	15,489.95
5	8,659.80
6	14,384.97
7	18,591.37
8	16,295.18
9	15,647.88
10	15,576.98
11	7,583.96
12	17,155.24
13	14,585.64
14	8,295.25
15	14,914.67
16	17,088.80
17	16,417.47
18	14,259.26
19	16,154.25
20	16,724.97

LOT #	AREA (SF)
21	18,859.95
22	16,470.33
23	16,897.46
24	18,652.67
TRACT A	35,311.01
TRACT B	35,242.42
TRACT C	52,295.92
TRACT D	12,320.93
TRACT E	57,739.88

OWNER:
PRAIRIE STAR LAND ASSOCIATES, LLC
3200 W MARKET ST. STE 200
FAIRLAWN, OH 44333

DEVELOPER:
TWG GLOBAL
BEN HADELMAN
3200 S CHERRY CREEK DRIVE, STE 630
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PREPARED BY:

SCHLAGEL & ASSOCIATES, P.A.

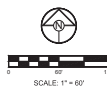
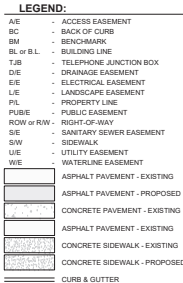
**SOLERA TOWNHOMES
PRELIMINARY PLAT**

K-7 HIGHWAY AND PRAIRIE STAR PARKWAY LENEXA, KANSAS

TOWNHO
PRELIMINA
PLAT

SHEET
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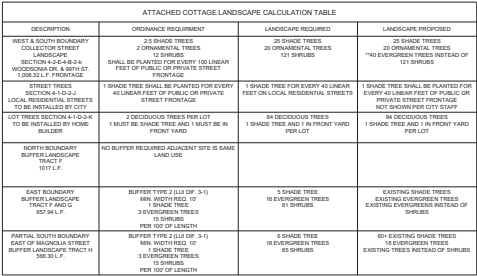


SHEET

C3.0



LOT #	AREA (SF)	LOT #	AREA (SF)	LOT #	AREA (SF)
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36	8,249.55	46	8,443.94	56	8,733.53
38	10,219.46	48	8,441.27	TRACT F	85,488.76
39	8,805.59	49	8,508.89	TRACT G	31,591.38
40	10,855.95	50	16,169.55	TRACT H	58,524.69
41	12,415.02	51	9,801.48	TRACT I	31,878.84
42	10,102.42	52	9,063.50	TRACT J	4,935.39
43	8,662.00	53	8,073.87	TRACT K	11,120.66
44	8,109.50	54	10,828.61		
34	9,023.89	55	8,036.66		
35	9,081.41	56	8,585.73		
36	8,343.06	57	8,742.91		
37	8,255.04	58	8,078.57		
38	9,860.10	59	8,051.07		
39	9,025.64	60	8,712.76		
40	9,397.34	61	9,708.28		
41	9,918.55	62	11,159.13		
42	8,663.83	63	8,460.66		
43	11,012.85	64	8,576.02		
44	8,433.03	65	8,066.52		

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SCHLAGEL & ASSOCIATES, P.A.

SOLERA TOWNHOMES
PRELIMINARY PLAT

	DRAWN BY	CHECKED BY	DATE PREPARED	PROJ. NUMBER	REVISION DATE	DESCRIPTION
	RMA	RMA	5-27-06		6-18-2009	
TOWNHOME LANDSCAPE PLAN						
SHEET						
L1.0						

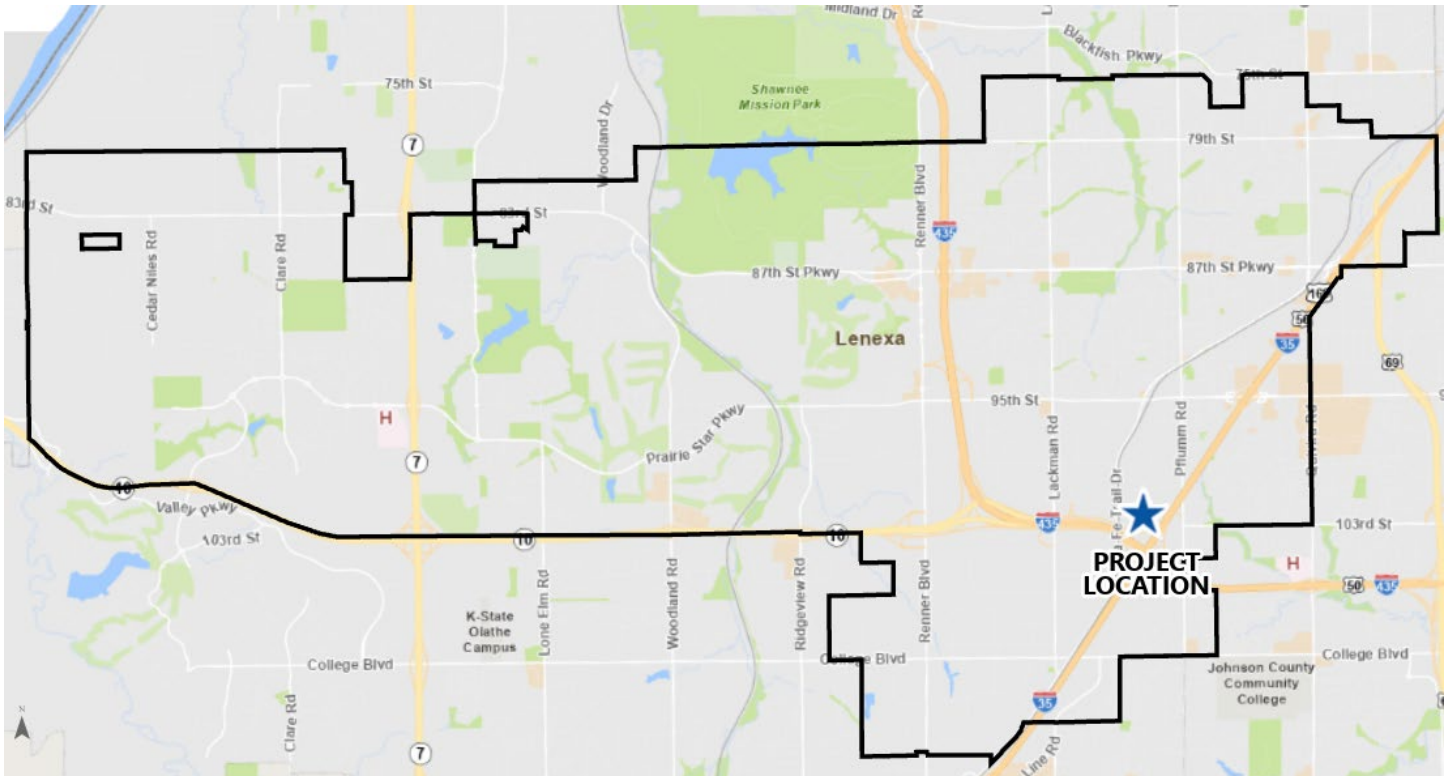
SHEET

L1.0

Diagram illustrating the Shadow Box Cedar Fence and Perimeter Fence Detail. The main section shows a fence with vertical slats and a height dimension of 6'0". A detail view at the bottom shows the "PERIMETER FENCE DETAIL" with a woven pattern. A label points to the "SHADOW BOX CEDAR FENCE".

STAG WESTLAKE

Project #:	PL25-10P	Location:	14050 Marshall Drive
Applicant:	Noah Verbraken, ARCO1	Project Type:	Preliminary Plan/Plat
Staff Planner:	Jessica Lemanski	Proposed Use:	BP-2, Planned Manufacturing District



PROJECT SUMMARY

The applicant proposes to construct two 186,300 SF industrial buildings at 14050 Marshall Drive in two phases. The buildings will include warehousing and office uses with associated parking and a central drive to allow circulation throughout the site. The applicant intends to continue utilizing the existing 269,389 SF warehousing building on the east side of the site until the tenant, Westlake, relocates, at which time that building may be razed and a second new building constructed on the property. The applicant requests approval of a preliminary plan/plat for the development.

STAFF RECOMMENDATION: APPROVAL

SITE INFORMATION

The subject property is located east of Santa Fe Trail Drive between W. 101st Street and Marshall Drive. The I-35 and I-435 interchanges are located approximately 0.15 miles south of the site. The site has been developed as a warehousing and distribution use since 1967 and is located in an area of Lenexa that largely consists of industrial and office uses. The Burlington Northern Santa Fe railroad is located directly west of the site and next to Santa Fe Trail Drive.

The site is currently developed with a 269,389 SF warehousing and distribution building, loading docks and associated parking are located on the east side, and a 10,206 SF office building and associated parking are located in the middle of the site. The west side of the site is undeveloped with a large grass field. There are two vacant holding tanks and an associated maintenance building on the north side of the site. Currently, a property line bisects the larger warehousing building.

LAND AREA (AC)	BUILDING AREA (SF)	CURRENT ZONING	COMP. PLAN
32.73	372,600	BP-2	Business Park

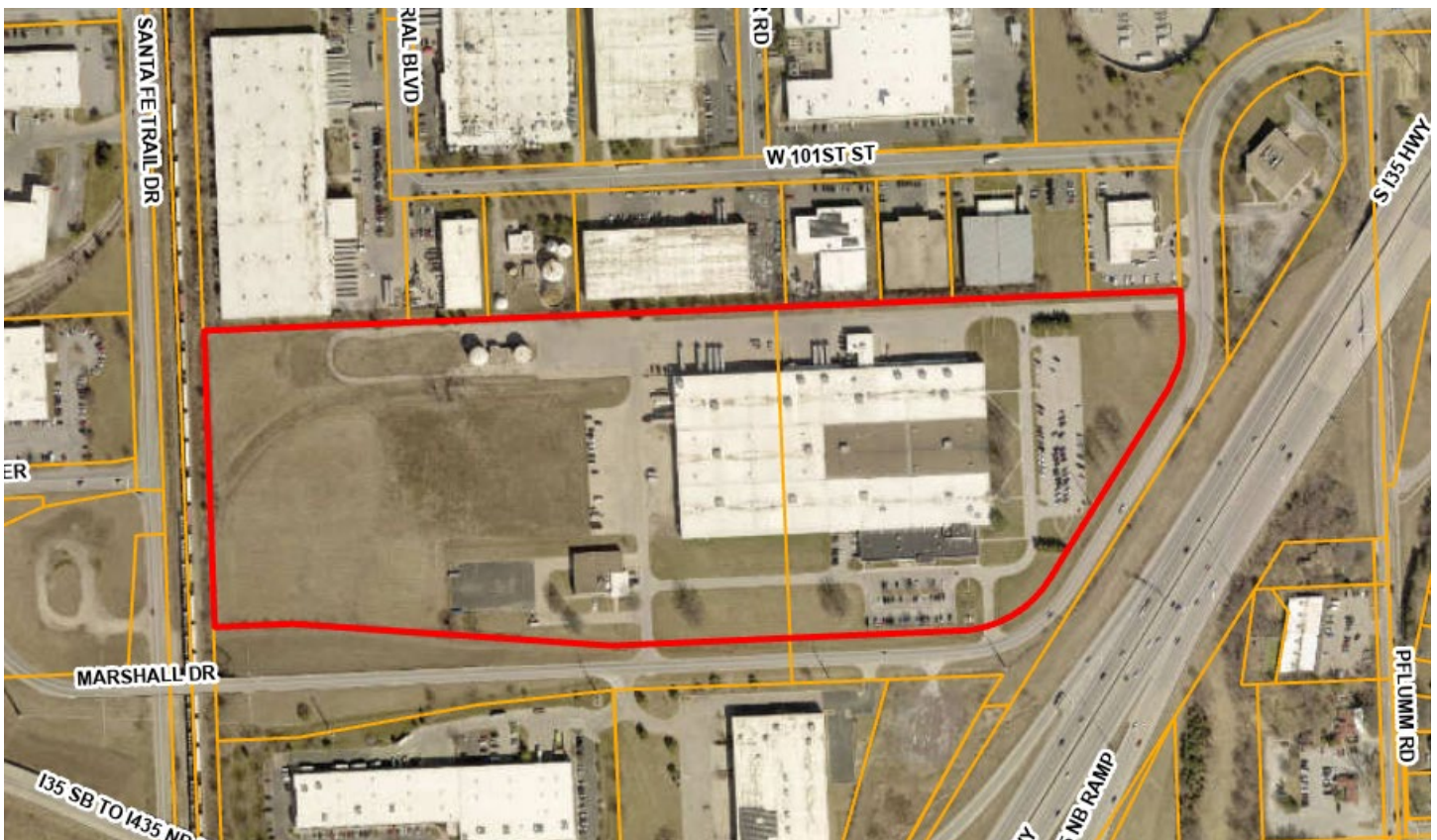


Exhibit 1: Aerial Image of Subject Site

LAND USE REVIEW

The site is zoned BP-2, Planned Manufacturing District. The property is situated to the west of I-35, just north of its intersection with I-435. The surrounding properties are zoned BP-2, Planned Manufacturing District, and are designated as Business Park in the Future Land Use Map. Surrounding uses include warehousing and office spaces, manufacturing, and a wastewater treatment and disposal facility serving a manufacturing operation to its north.

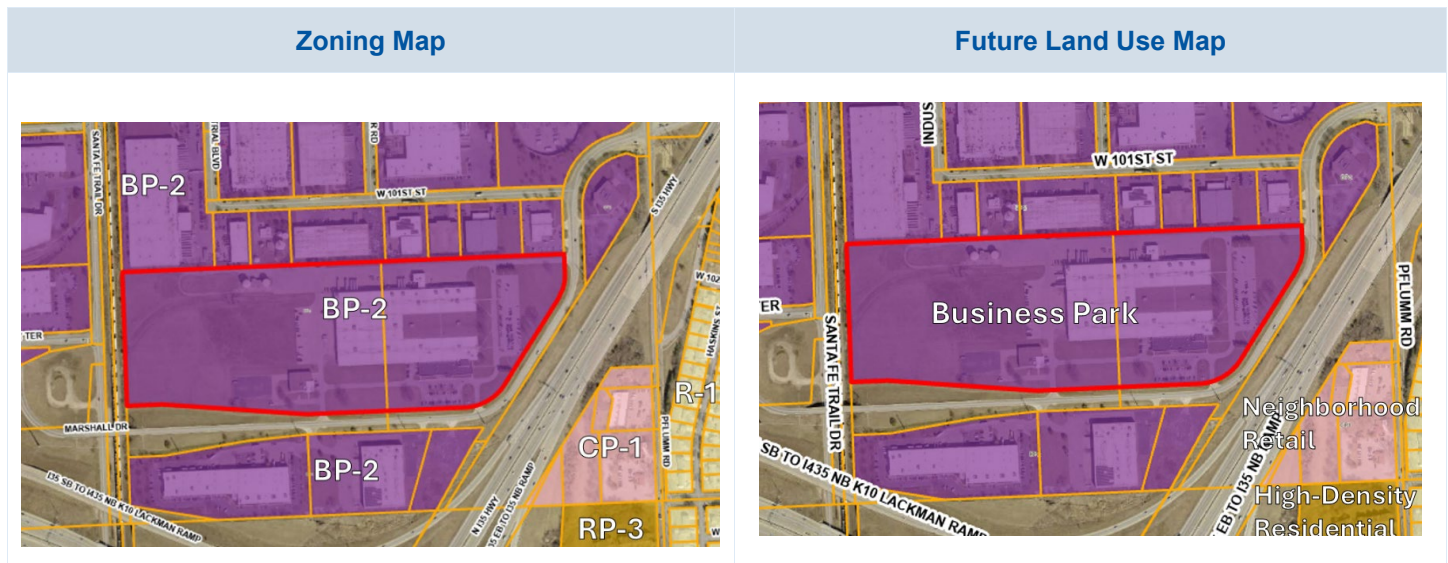


TABLE 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Land Use Designation	Zoning	Current Use
Subject Property	Business Park	BP-2, Planned Manufacturing District	Warehousing and Office
	Business Park	BP-2, Planned Manufacturing District	Warehousing and office, Waste Disposal, Manufacturing
	Business Park	BP-2, Planned Manufacturing District	Warehousing and Office
	N/A	N/A	I-35
	Business Park	BP-2, Planned Manufacturing District	Commercial Printing, Warehousing and Office
North			
South			
East			
West			

The proposed use is a mix of warehousing, office, and supporting showrooms with limited retail sales. Warehousing and office uses are permitted in the BP-2 District, as well as limited retail services intended to serve the business, employees, and visitors to industrial areas and business parking. All proposed uses are compatible with the surrounding zoning designations, land uses, and future land use designations.

PRELIMINARY PLAN REVIEW

The subject site currently consists of two separate 20.36- and 12.37-acre parcels, totaling 32.73 acres. The site is currently developed with a larger warehousing building and a separate office building. The site is located less than a half mile from the intersection of I-35 and I-435 and is surrounded by industrial uses. The preliminary plan also serves as the preliminary plat.

The applicant is proposing two 186,300 SF buildings and associated parking areas to be constructed in two phases on the site. The property will be platted to move the lot line from bisecting the existing building to a location that runs along the central drive of the site. The new lot line will also serve as the separation of phases for the project. A central drive aisle will run between the two buildings and include an access easement to ensure free movement of vehicles for both sites. Loading docks for larger trucks will be located at the rear of both buildings with screening walls on the east and west sides to reduce the visibility of the loading area from surrounding roads and properties. There will be employee and visitor parking at the front and sides of the site, and drive aisles will allow the movement of vehicles around both buildings.

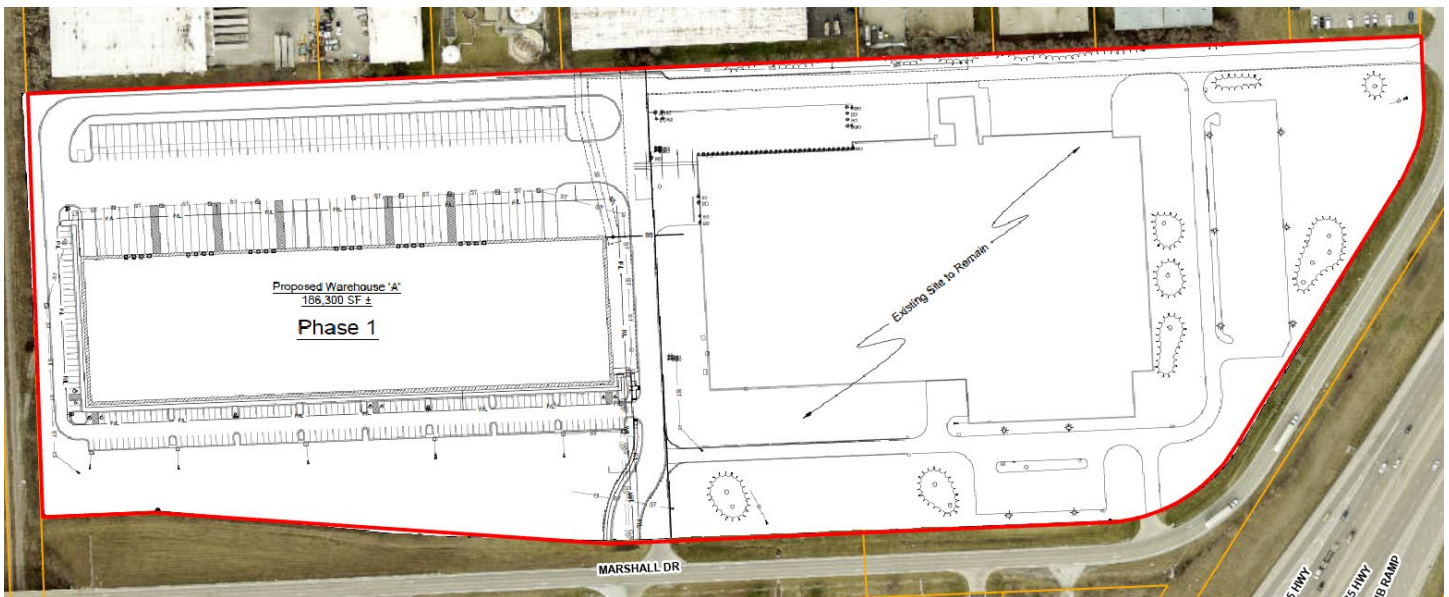


Exhibit 2: Phase 1 Preliminary Site Plan

Lot 1, on the west side of the site, will be developed first and includes a large warehousing building with associated loading docks at the rear of the site. Parking will be provided on the north, west, and south side of the building. The existing office building on this side of the site will be demolished. The central drive between the two buildings will be constructed entirely on Lot 1 and an access easement is proposed on the plat to allow free movement throughout the entirety of the site from all access points.

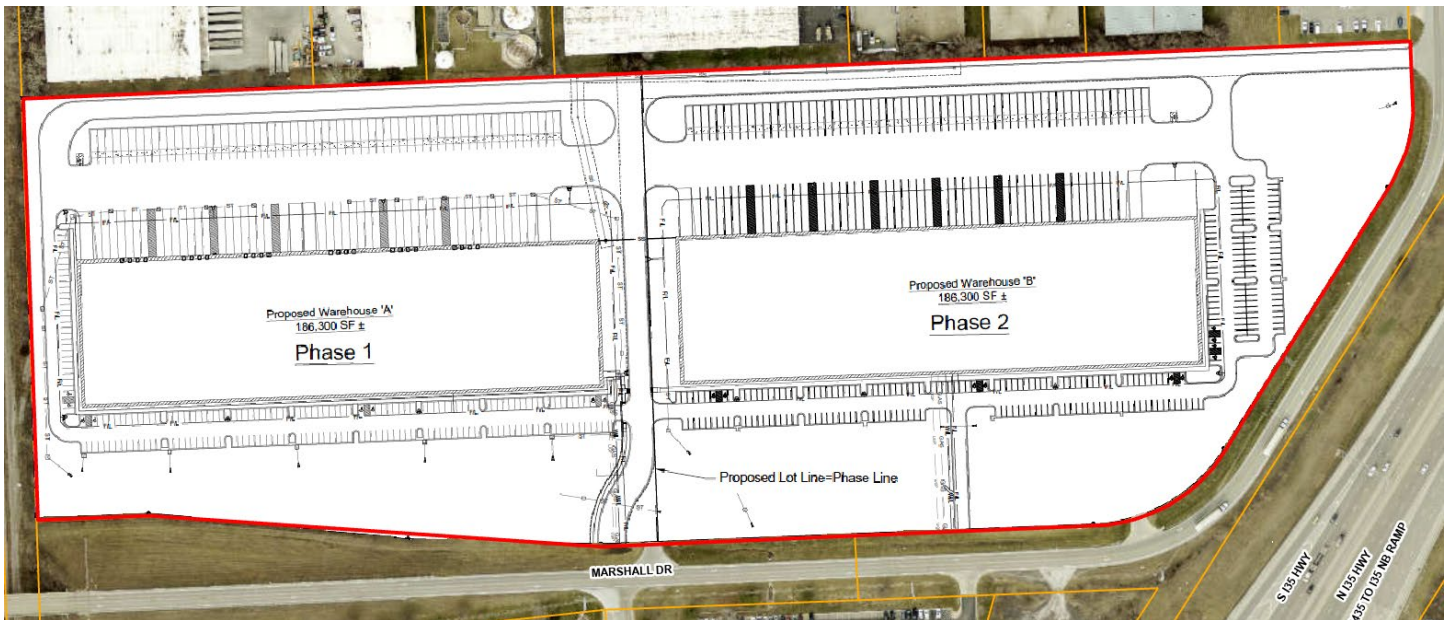


Exhibit 3: Phase 2 Preliminary Site Plan

The applicant intends to leave the existing Westlake warehousing building on Lot 2 of the development until the tenant is ready to relocate. Phase 2 will mirror the building and loading dock configuration of Phase 1, but there will be additional parking on the east side of the site between the building and Marshall Drive. There are two additional driveways to Marshall Drive on the southeast and northeast sides of the site; the driveway on the southeast side of the site will be relocated to align with the adjacent property's driveway, and the driveway on the northeast side of the site will remain.

DIMENSIONAL STANDARDS

The buildings for both Phases 1 and 2 meet all setback requirements for the BP-2 Zoning District. The Table 2 shows the required and proposed setbacks for both Phase 1 and 2.

TABLE 2: SETBACK ANALYSIS			
Setbacks	Required Minimum Setback	Proposed Setback	Difference
North	30'	256.8' – 258.7'	+ 226.8' – 228.7
South	50'	167.9' – 242.2'	+ 117.9' – 192.2'
East	50'	98' – 227.1'	+ 48' – 177.1'
West	30'	77.9'	+ 47.9'

The parking area to the east of the Phase 2 building is 13.8' from the property line, which meets the required 10' setback required by UDC Section 4-1-D-1-O-4-g.

Both buildings proposed for the site will be 42'6" tall and constructed of painted tilt-up concrete walls. The code has a maximum height of 45' in the BP-2 District. Storefront entrances will be located on the south-facing façade on the corners and the middle of the building with alternative entrance doors between the three entrances on each building. The rear of the building, on the north side, includes 24 dock doors for material delivery and shipping and 4 drive-in doors at the middle and ends of the building. Wing walls will be provided on the east and west sides of both buildings to screen neighboring properties and streets from the loading area.

PUBLIC IMPROVEMENTS

There are no public improvements proposed with this project.

ACCESS, TRAFFIC, AND PARKING

The primary access driveway for the site will be off Marshall Drive on the south end of the property through a central driveway in Phase 1. An access easement will be provided in order to allow for the circulation of vehicles throughout the entirety of the site from all access points. There are two secondary access points off Marshall Drive on the southeast side of the property and the northeast side, both of which are part of Phase 2. The northern drive aisle traverses north of the loading and truck parking area to allow better traffic flow in the case of loading/unloading vehicles. Both southern driveways will be realigned to be across from existing driveways across Marshall Drive. Vehicles will be able to circulate around both Lot 1 and Lot 2 through drive aisles. There are sidewalks along the south frontage of the buildings to allow pedestrians to access the building from the parking areas on the west, south, and east side of the site.

Per UDC Section 4-1-D-1-C, a wholesale and warehousing use is required to provide 1 parking space per 1,500 SF and the office use is required to provide 1 space per 250 SF. Parking provided for Phases 1 and 2 are provided in Table 3 and Table 4. The Phase 1 new building will exceed the code requirement for the number of spaces it is required to provide by 10 spaces. The existing warehousing building provides 58 fewer parking spaces than is required by the UDC and is considered nonconforming per UDC Section 4-1-J-7. The applicant noted that the number of parking spaces serving the existing building has not presented any operational issues. The Phase 2 new building will meet the code requirement for the number of spaces required by the UDC. At total build out, the site will exceed the required parking by 65 spaces.

TABLE 3: PARKING ANALYSIS PHASE 1					
Building 1 (New)	Land Use	Parking Formula	Required Parking	Proposed Parking	Difference
186,300 SF	Wholesale and Warehousing	1 space per 1,500 SF	112	197	+ 10
	Office	1 space per 250 SF	75		
Building 2 (Existing)	Land Use	Parking Formula	Required Parking	Proposed Parking	Difference
268,062 SF	Wholesale and Warehousing	1 space per 1,500 SF	167	179	- 58
	Office	1 space per 250 SF	70		
Total Phase 1	Land Use	Parking Formula	Required Parking	Proposed Parking	Difference
454,362 SF	Wholesale and Warehousing	1 space per 1,500 SF	424	376	-48
	Office	1 space per 250 SF			

TABLE 4: PARKING ANALYSIS PHASE 2

Building 1 (New)	Land Use	Parking Formula	Required Parking	Proposed Parking	Difference
186,300 SF	Wholesale and Warehousing	1 space per 1,500 SF	112	197	+10
	Office	1 space per 250 SF	75		
Building 2 (New)	Land Use	Parking Formula	Required Parking	Proposed Parking	Difference
186,300 SF	Wholesale and Warehousing	1 space per 1,500 SF	112	242	+55
	Office	1 space per 250 SF	75		
Total Phase 2	Land Use	Parking Formula	Required Parking	Proposed Parking	Difference
372,600 SF	Wholesale and Warehousing	1 space per 1,500 SF	374	439	+65
	Office	1 space per 250 SF			

STORMWATER

The applicant has submitted a stormwater management plan demonstrating the intent of meeting the City's stormwater standards and requirements. This will be completed in phases (similar to the overall site/building phases), with facilities for the new western building being constructed with that building/phase, and future stormwater improvements being completed when the existing building is removed and replaced with the Phase 2 building.

The applicant is proposing meeting their requirements through the use of native vegetation, native vegetation swales, two extended dry detention basins, a bio-retention basin, and inlet filters. Due to existing private off-site infrastructure to the south, 100-year detention will be provided on this site in addition to the typical 1-year and 10-year components.

FIRE PREVENTION

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

LIGHTING

The site utilizes light pole fixtures in the parking and pedestrian areas and wall mounted fixtures on the buildings to adequately illuminate the area. Details regarding site lighting are not required with a preliminary plan; however, the applicant did provide the Phase 1 photometric plan that is compliant with UDC Section 4-1-C-4-I.

LANDSCAPING

The site will utilize portions of existing landscaping and grass, but new landscaping will also be planted. Ornamental trees will be planted along the front and side lawn of the site adjacent to Marshall Drive. Shrubs and evergreen trees will be planted along the central drive and through the front and side parking areas. The trash and loading dock area will be screened by a wing wall on the east and west sides.

A full landscape plan with plant details will be provided with the final plan.

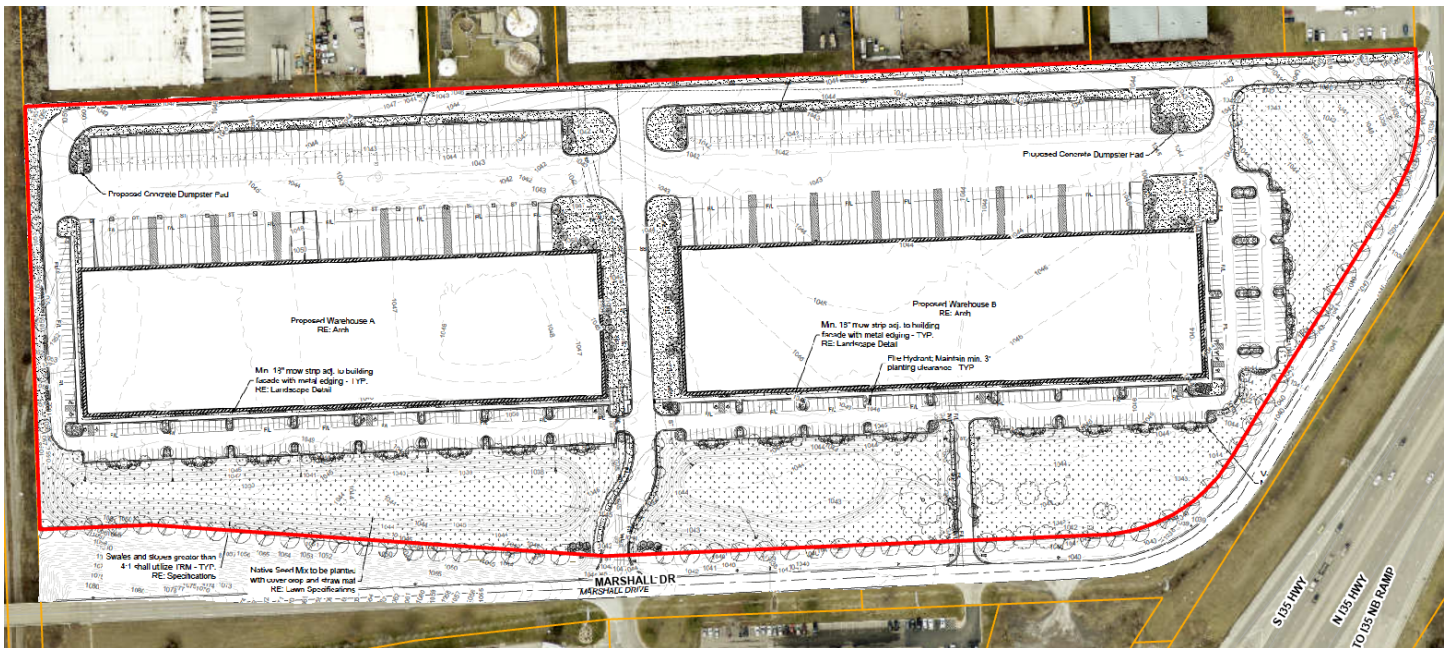


Exhibit 4: Preliminary Landscape Plan

ARCHITECTURE

The preliminary plan proposes two identical 186,300 SF buildings made of concrete tilt-up walls. The buildings are rectangular in shape and are painted three shades of grey to create a cohesive color scheme, with columns of darker grey used to break up the facades where there are less architectural features.

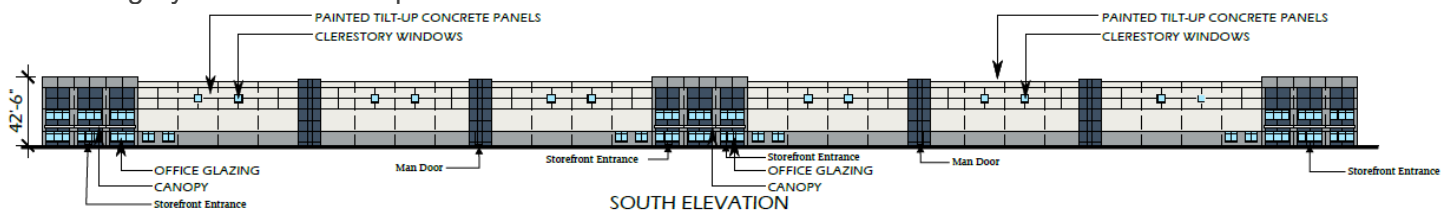


Exhibit 5: South (front) facing facade

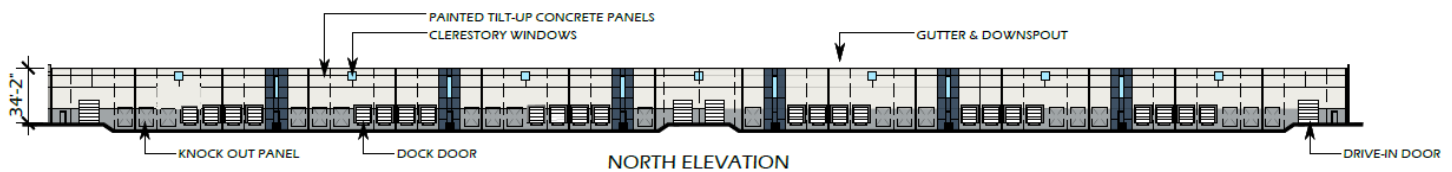


Exhibit 6: North (rear) facing facade

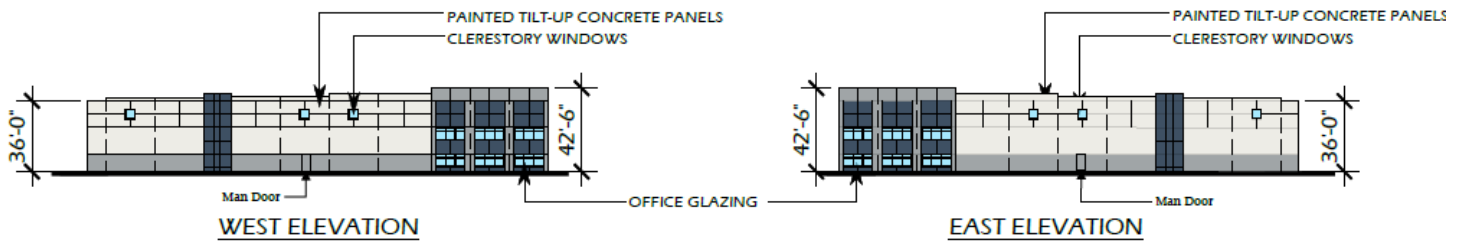


Exhibit 7: West and East (side) facing facades

Storefront entrances will be located on the south-facing façade on the corners and the middle of the building and will incorporate office glazing, windows, and canopy to pull focus to those more detailed areas of the building. Alternative entrance doors will be located between the three entrances on each building. The rear of the building, on the north side, includes 24 dock doors for material delivery and shipping, and 4 drive-in doors at the middle and ends of the building. Wing walls are used on the east and west sides of the buildings to screen the loading area from neighboring properties and streets, and the trash receptacles will be within this screened area as well.

PRELIMINARY PLAT REVIEW

Approval of a preliminary plat is requested with the preliminary plan for the site to move the lot line that runs through the current Westlake building on the site and create two platted lots. The property is not currently platted. The plat will include two lots and is consistent with the phasing proposed for the preliminary plan, with Lot 1 being developed first with a new driveway and central access road to serve both lots.

Lot 1 will consist of 657,971 SF (15.105 acres), and Lot 2 will consist of 769,156 SF (17.657 acres). Both lots will have access via a shared drive from Marshall Drive. An access easement is proposed along the shared drive between the two buildings leading to the southern and northeastern access points to allow free movement of vehicles throughout the site. A 20' utility easement is also proposed at the north end of the site adjacent to the shared drive. An additional utility easement is proposed to run along the north property line. Utilities are already available to the site. The preliminary plat is consistent with Section 4-2 of the UDC.

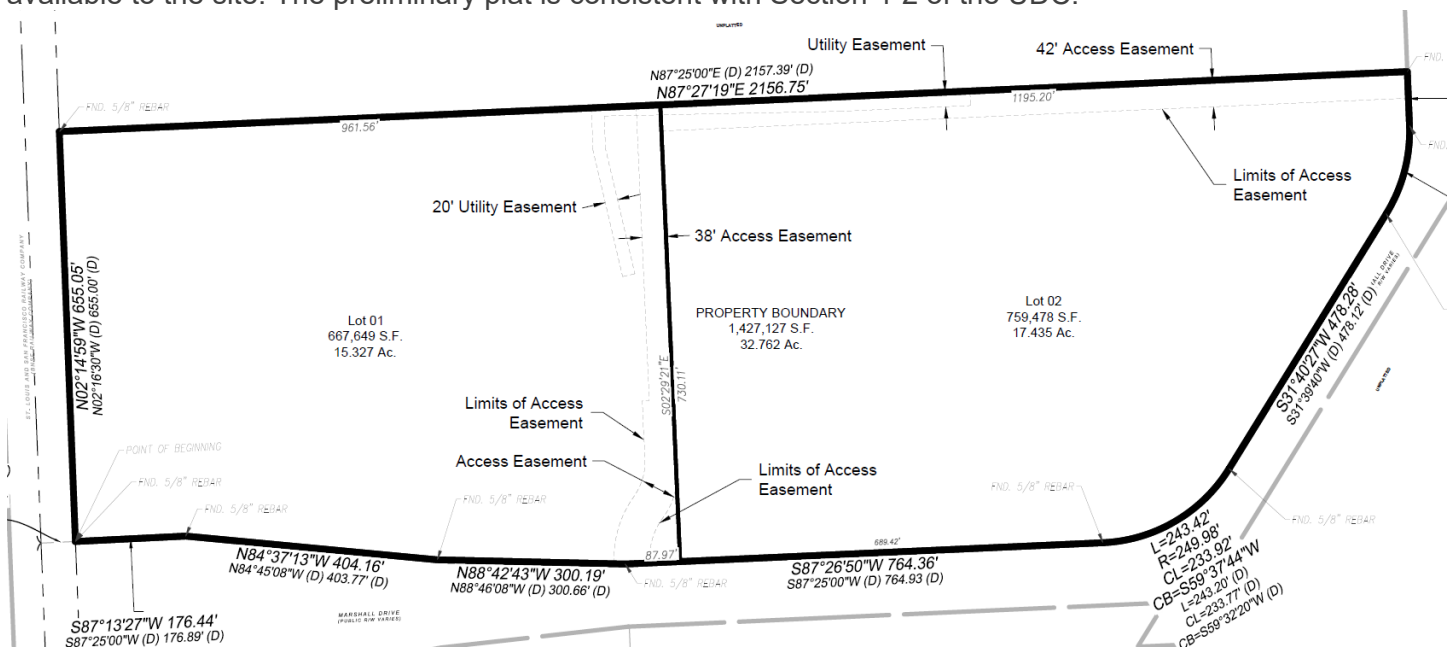


Exhibit 8: STAG Westlake Preliminary Plat

DEVIATIONS

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

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 July 15, 2025.
- The applicant must submit a final plan/final plat application prior to applying for permit(s).
- The final plat must be recorded with Johnson County prior to permit(s) being released.
- The applicant must receive permit(s) prior to commencing construction.
- The applicant must obtain a Certificate of Occupancy before opening for business.
- The applicant must obtain a Business License prior to opening for business.
- The applicant should inquire about additional City requirements and development fees.

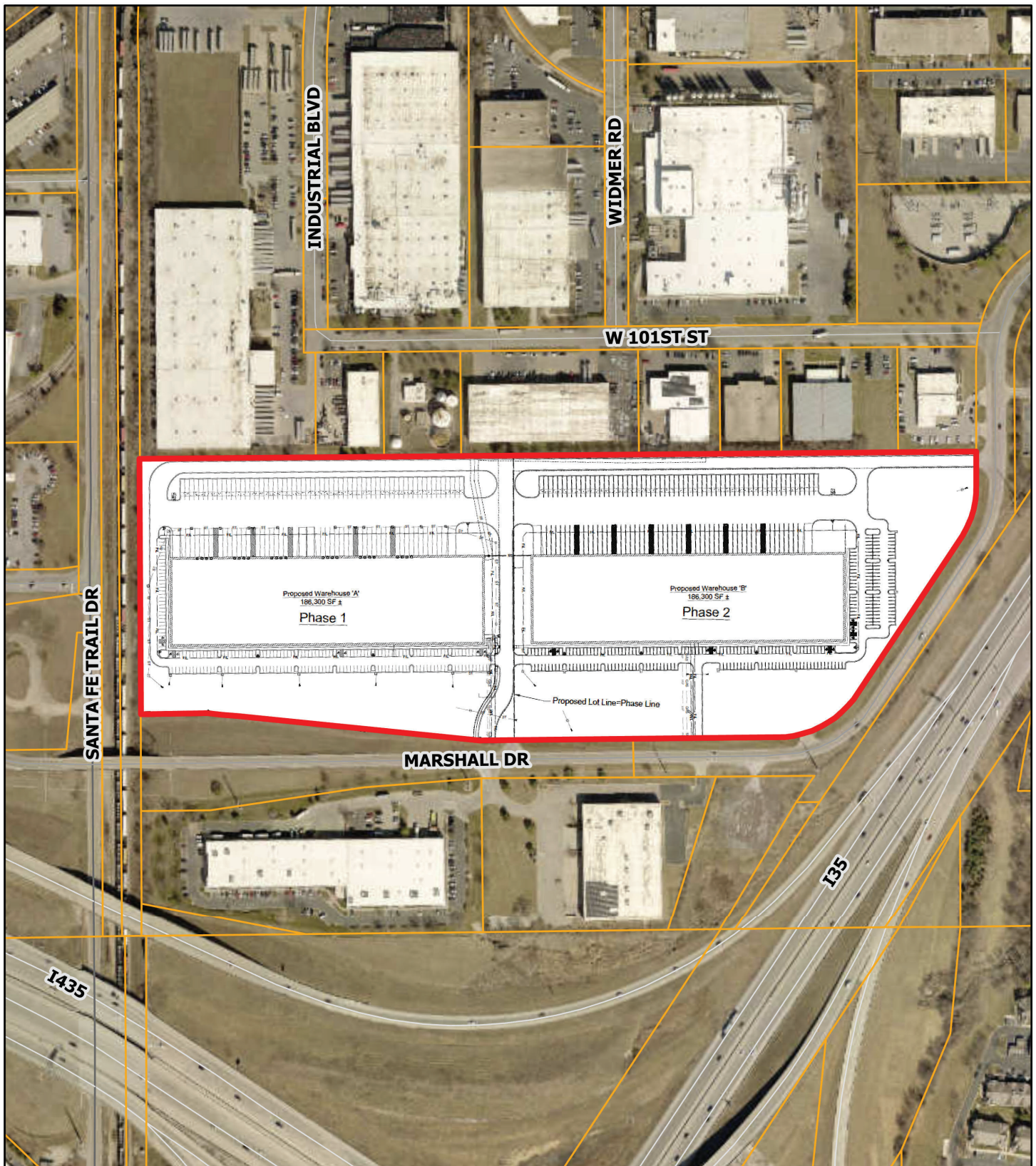
RECOMMENDATION FROM PROFESSIONAL STAFF

★ **Staff recommends approval of the proposed Preliminary Plan/Plat for STAG Westlake.**

- The preliminary plat will eliminate the existing Westlake building's encroachment onto a central lot line, and the preliminary plan includes the construction of two warehousing and office buildings in the BP-2, Planned Manufacturing Zoning District.
- The project is consistent with Lenexa's goals through *Responsible Economic Development* to create a *Thriving Economy*.

PRELIMINARY PLAN/PLAT

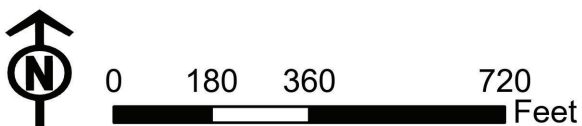
Staff recommends **approval** of the preliminary plan/plat for Project PL25-10P – **STAG Westlake** at 14050 Marshall Drive, for a warehousing and office development.



Document Path: L:\Staff Folders\Current Staff\Jessica Lemanski\GIS Projects\Jess City Council Packet Template.aprx

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

STAG Westlake Preliminary Plan/Plat



LEGEND

---	Existing Section Line	---	Proposed Right-of-Way
---	Existing Right-of-Way Line	---	Proposed Property Line
---	Existing Lot Line	---	Proposed Lot Line
---	Existing Easement Line	---	Proposed Easement
---	Existing Curb & Gutter	---	Proposed Curb & Gutter
---	Existing Sidewalk	---	Proposed Sidewalk
---	Existing Storm Sewer	---	Proposed Storm Sewer
---	Existing Storm Structure	---	Proposed Storm Structure
---	Existing Waterline	---	Proposed Fire Hydrant
---	Existing Gas Main	---	Proposed Waterline
---	Existing Sanitary Sewer	---	Proposed Sanitary Sewer
---	Existing Sanitary Manhole	---	Proposed Sanitary Manhole
---	Existing Contour Major	---	Proposed Contour Major
---	Existing Contour Minor	---	Proposed Contour Minor
---		---	Future Curb & Gutter

LEGAL DESCRIPTION

All that part of the Southeast Quarter of Section 4, Township 13 South, Range 24 East of the Sixth Principal Meridian in the City of Lenexa, Johnson County, Kansas, prepared by Wayne E. Mainroof, Kansas PS-1239 on May 22, 2025, more particularly described as follows:

Commencing at Southwest corner of said Southeast Quarter; thence North 02°14'59" West, along the West line of said Southeast Quarter, a distance of 575.23 feet to a point on North right-of-way line of Marshall Drive, as now established and its extension thereof; thence, departing said West line, South 87°13'27" East, along said North right-of-way line and its extension thereof, a distance of 55.00 feet to the Point of Beginning, said point also being on the East right-of-way line of the St. Louis and San Francisco Railway Company, now known as the BNSF Railway Company; thence, departing said North right-of-way line, North 02°14'59" West, along the East right-of-way line of said Railway Company, a distance 655.05 feet; thence, departing said East right-of-way line, North 87°27'19" East, a distance of 2,156.75 feet to a point on the West right-of-way line of said Marshall Drive; thence South 02°15'37" East, along said West right-of-way line, a distance of 86.47 feet; thence continuing along said West right-of-way line, the Northwesterly right-of-way line and the North right-of-way line of said Marshall Drive for the following seven (7) courses; thence Southerly, on a non-tangent curve to the right having a radius of 249.36 feet, a chord bearing of South 14°47'31" West, a chord length of 145.47 feet, and an arc length of 147.62 feet; thence South 31°40'27" West, a distance of 478.28 feet; thence Southwesterly, on a non-tangent curve to the right having a radius of 249.58 feet, a chord bearing of South 59°37'44" West, a chord length of 233.92 feet, and an arc length of 243.42 feet; thence South 87°25'50" West, a distance of 764.36 feet; thence North 88°42'43" West, a distance of 300.19 feet; thence North 84°37'13" West, a distance of 404.16 feet; thence South 87°13'27" West, a distance of 176.44 feet to the Point of Beginning, containing 1,427,127 square feet, or 32.762 acres, more or less.

ZONING

BP-2 Planned Manufacturing

UTILITY CONTACT INFORMATION

Kansas City Power and Light

16215 West 108th Street
Lenexa, Kansas 66219
Attn: Gary Price
Phone: 913.681.7420
Fax: 913.894.3086
gary.price@kcpl.com

City of Lenexa

17101 West 87th Street Parkway
Lenexa, Kansas 66219
Phone: 913.477.7500

Water District #1 of Johnson County

10747 Renner Boulevard
Lenexa, Kansas 66219
Phone: 913.895.5730
Fax: 913.895.1827

Kansas Gas Service

11401 West 89th Street
Overland Park, Kansas 66214

Time Warner Cable

Attn: Tony Cellitti
Phone: 913.599.8991
Fax: 913.599.8989
tcellitti@onegas.com

P.O. Box 25567

Overland Park, Kansas 66225
Attn: Steve Baxter
Phone: 913.451.5858
Fax: 913.451.7652
steve.baxter@twcable.com

Johnson County Wastewater

11811 South Sunset Drive
Suite 2500
Olathe, Kansas 66061
Phone: 913.715.8500
Fax: 913.715.8501
Inspections: 913.715.8520

Surewest Communications

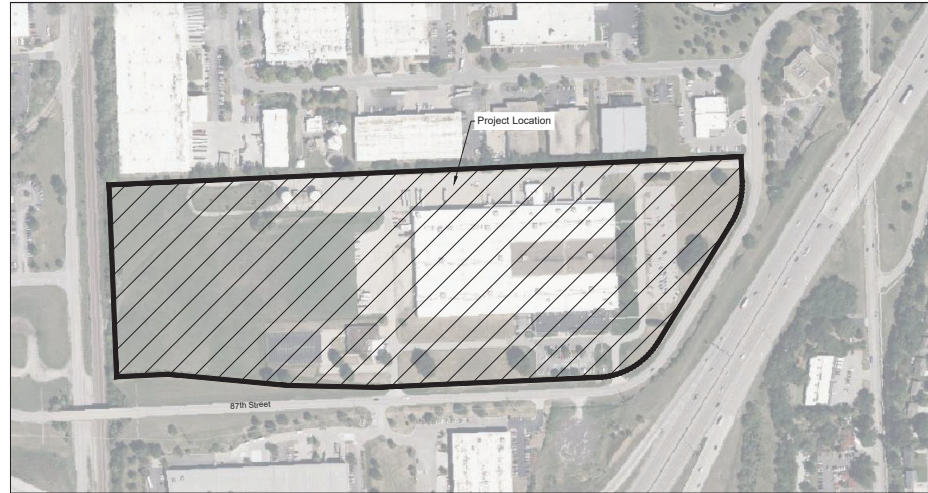
9701 Lackman Road
Overland Park, Kansas 66219

Attn: Tom Reaves

Phone: 913.322.9631
Fax: 913.541.8716
tomreaves@surewest.com



Preliminary Development Plan
Stag Lenexa LLC
A DEVELOPMENT IN Lenexa, Johnson County, KS



Site Development Data Panel

Site Area in Acres: 32.76
Density-Units per Acre: 0.26
Lot 1: 15.327 Ac.
Lot 2: 17.435 Ac.

Lot Coverage (Buildings & Pavement) square footage: 918220
Open Space Percentage: 64.35%

Building Data:
Bldg. 1: 186,300 sqft
Bldg. 2: 186,300 sqft

Total Building Square Footage: 372,600 sqft

Parking Calculations by Use:	Parking Ratios	Square Footage	Code Required	Provided
Phase 1 Office, retail, showroom	1/250 SF	18,630 SF	75	376
Warehousing/Mechanical	1/1500 SF	167,670 SF	112	376
Phase 2 Office, retail, showroom	1/250 SF	18,630 SF	75	439
Warehousing/Mechanical	1/1500 SF	167,670 SF	112	439
(Note: See Architectural Plans for square footage breakout)				374

Site is composed of the following Assessor Parcels:

Parcel ID	Address	Owner	Existing Zoning	Proposed Use
0460820404003011000	14050 Marshal DR	STAG LENEXA LLC	BP-2	Office & Warehousing
0460820404003011000	14000 Marshal DR	STAG LENEXA LLC	BP-2	Office & Warehousing

FLOOD PLAIN NOTE

According to the F.E.M.A. Flood Insurance Rate Map Number 20091C0050G and 20091C0051G, revised August 3, 2009, this tract lies in OTHER AREAS, Zone "X", areas determined to be outside the 0.2% annual chance floodplain.

Sheet Number	Sheet Title
C01	Title Sheet
C02	Existing Conditions
C03	General Layout
C04	Dimension Plan
C05	ADA Accessible Route
C06	Overall Site Plan
C07	Phase 1 Site Plan
C08	Phase 2 Site Plan
C09	Grading Plan
C10	Utility Plan
C11	Fire Protection Plan
C12	Preliminary Plat
L01	Overall Landscape Plan
L02	Landscape Details

Project Applicant

Sam Espey, Project Manager
ARCO National Construction | Kansas City
5450 NW 40th Street
Riverside, MO 64150

Property Owner

STAG LENEXA LLC
One Federal St 23 APT. FLR
Boston, MA 02110

Project Architect

GMA
7930 Clayton Road, 3rd Floor
Richmond Heights, MO 63117

Project Engineer

Renaissance Infrastructure Consulting, LLC
8653 Penrose Lane
Lenexa, KS 66219

Project Landscape Architect

Renaissance Infrastructure Consulting, LLC
8653 Penrose Lane
Lenexa, KS 66219

Project Surveyor

Renaissance Infrastructure Consulting, LLC
8653 Penrose Lane
Lenexa, KS 66219

Preliminary Development Plan

25-0132
Stag Lenexa LLC
Lenexa, Johnson County, KS

Title Sheet

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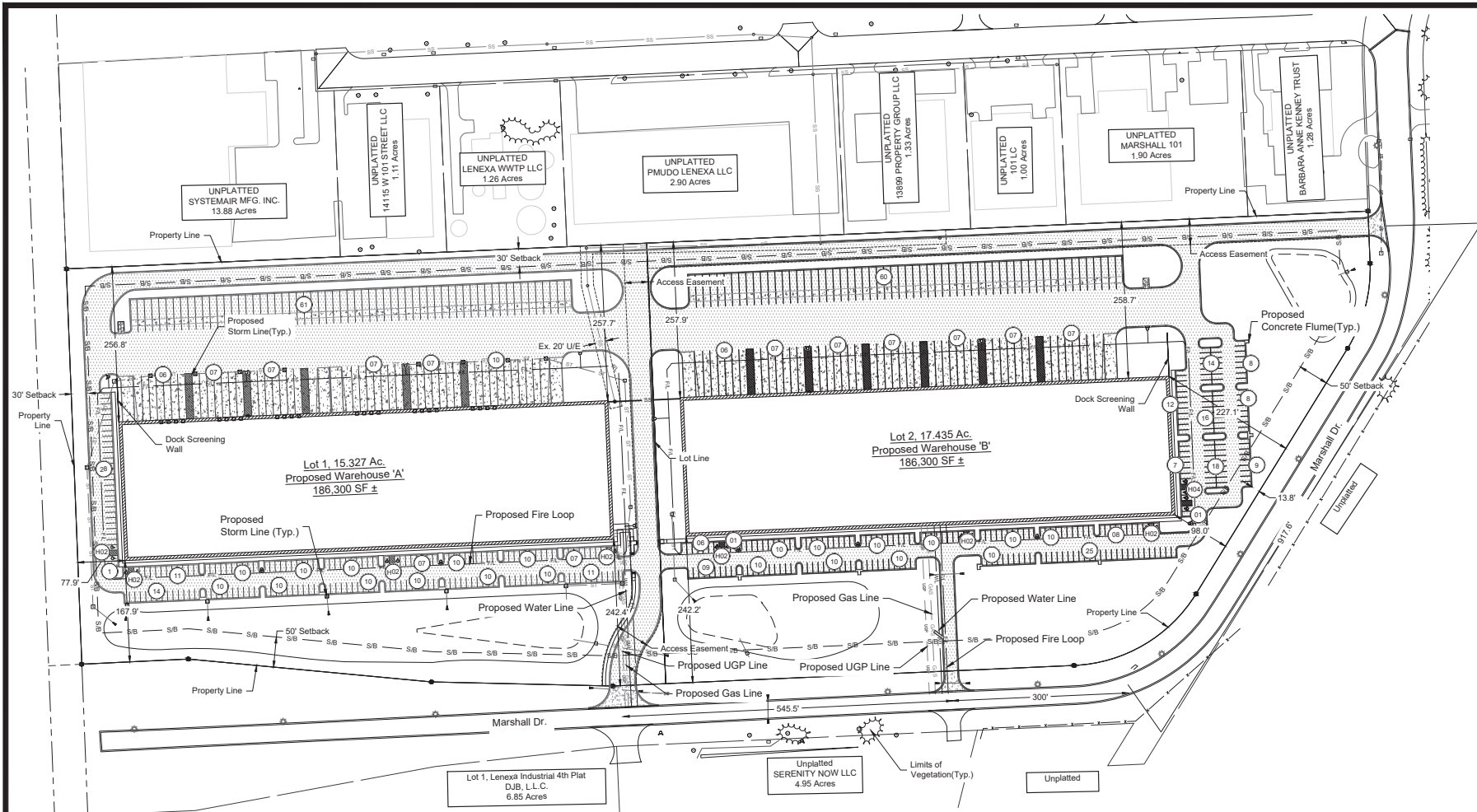
1 06/02/2025 City Comments
2 02/02/2025 Original Submittal
NO DATE REVISION

8653 PENROSE LANE
LENEXA, KANSAS 66219
913.317.9500
WWW.RIC-CORP.COM

Renaissance Infrastructure Consulting
E-1814
KS Certificate of Authority

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Paving Schedule

Portland Concrete Pavement



Heavy Duty Asphaltic Concrete



Light Duty Asphaltic Concrete



Legend

Automotive Parking



ADA Parking



Site Development Data Panel

Site Area in Acres: 32.76
Density-Units per Acre: 0.26
Lot 1: 15.327 Ac.
Lot 2: 17.435 Ac.

Building Data:

Bldg. 1: 186,300 sqft
Bldg. 2: 186,300 sqft

Total Building Square Footage: 372,600 sqft

Parking Calculations by Use:	Parking Ratios	Square Footage	Code Required	Provided
Phase 1				
Office, retail, showroom	1/250 SF	18,630 SF	75	376
Warehousing/Mechanical	1/1500 SF	167,670 SF	112	376
Phase 2				
Office, retail, showroom	1/250 SF	18,630 SF	75	439
Warehousing/Mechanical	1/1500 SF	167,670 SF	112	439
(Note: See Architectural Plans for square footage breakout)			374	439

Parking Provided:

Phase 1
Employee Parking: 197 Stalls - 9' x 18' (8 ADA Stalls)
Trailer Parking: 61 Stalls - 12' x 55'
Truck Docks: 24 Stalls - 12' x 75'
Knock Outs: 20 Stalls - 12' x 75'
Existing Parking: 179 Stalls (Existing East Building)
Total Employee Parking: 376 Stalls

Phase 2
Employee Parking: 242 Stalls - 9' x 18' (10 ADA Stalls)
Trailer Parking: 60 Stalls - 12' x 55'
Truck Docks: 48 Stalls - 12' x 75'
Existing Parking: 197 Stalls (Phase 1)
Total Employee Parking: 439 Stalls (18 ADA Stalls)



Preliminary Development Plan

25-0132
Stag Lenexa LLC
Lenexa, Johnson County, KS

General Layout

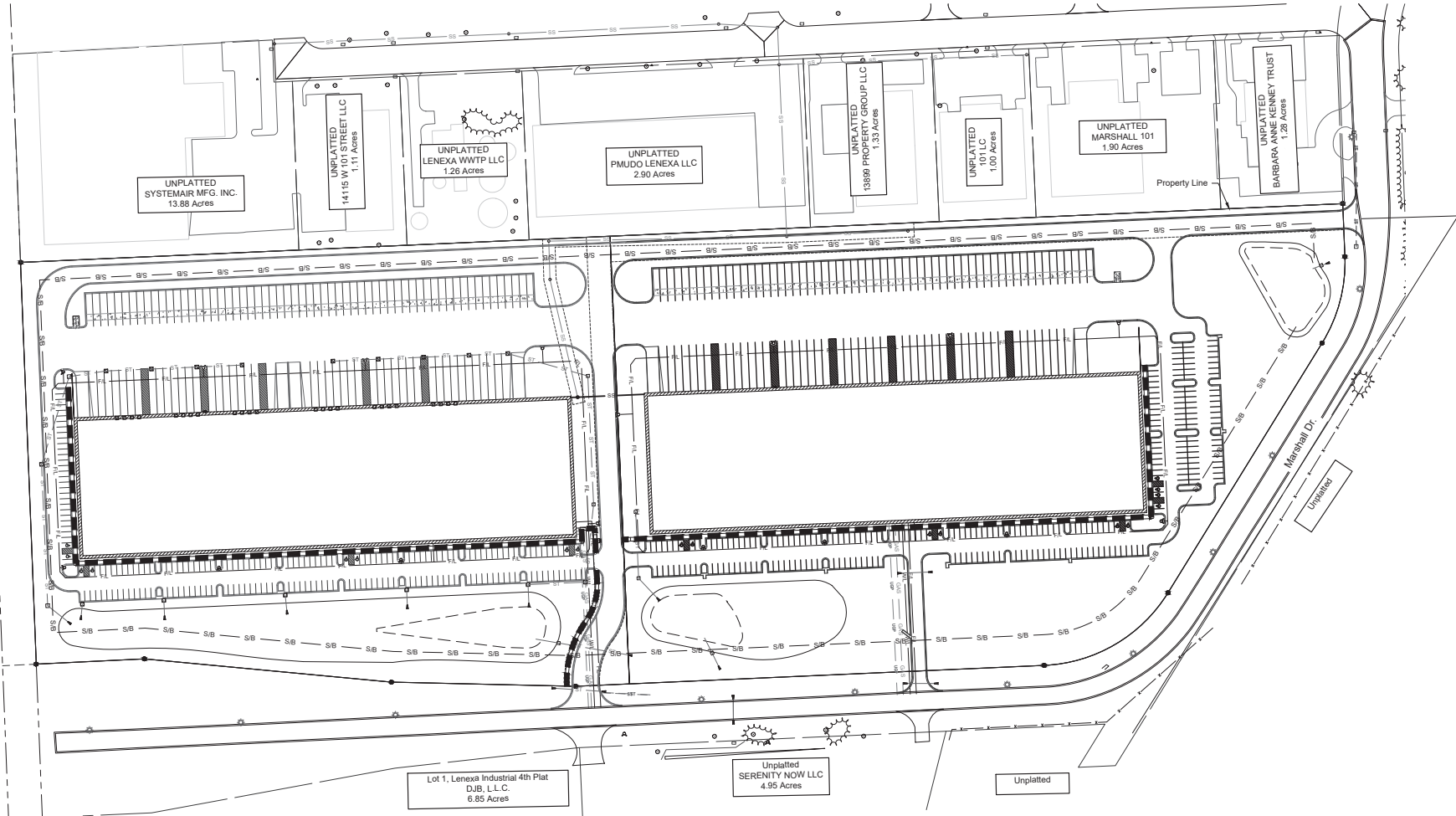
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Infrastructure
Consulting
913.317.9500
www.RIC-CONSULT.COM
8653 PINEHURST LANE
LENEXA, KANSAS 66349

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LEGEND

- Proposed Pedestrian Pathway
- Existing Pedestrian Pathway



Preliminary Development Plan

25-0132
Stag Lenexa LLC
Lenexa, Johnson County, KS

ADA Accessible Route

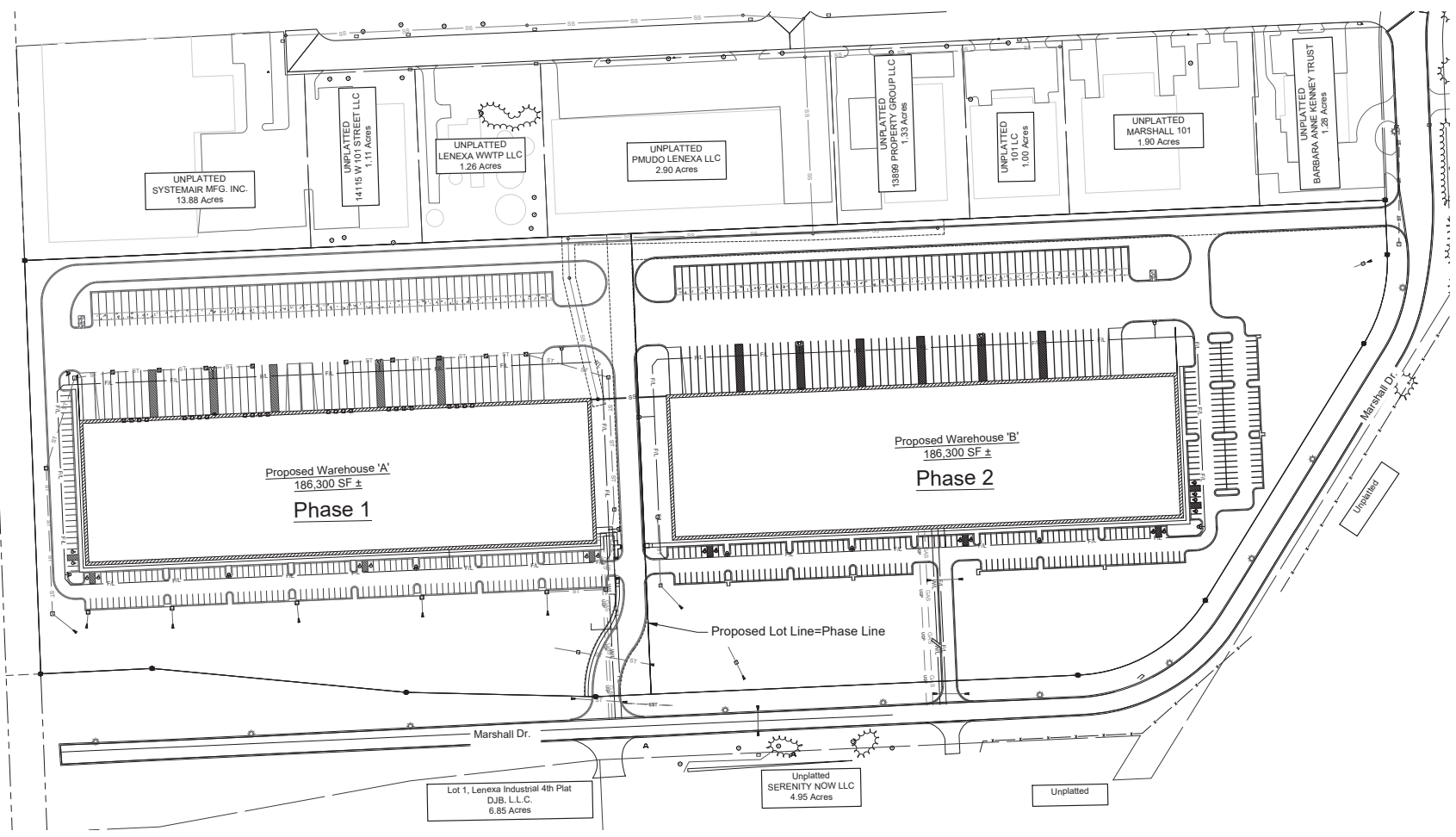
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Preliminary Development Plan
25-0132
Stag Lenexa LLC
Lenexa, Johnson County, KS

Overall Site Plan

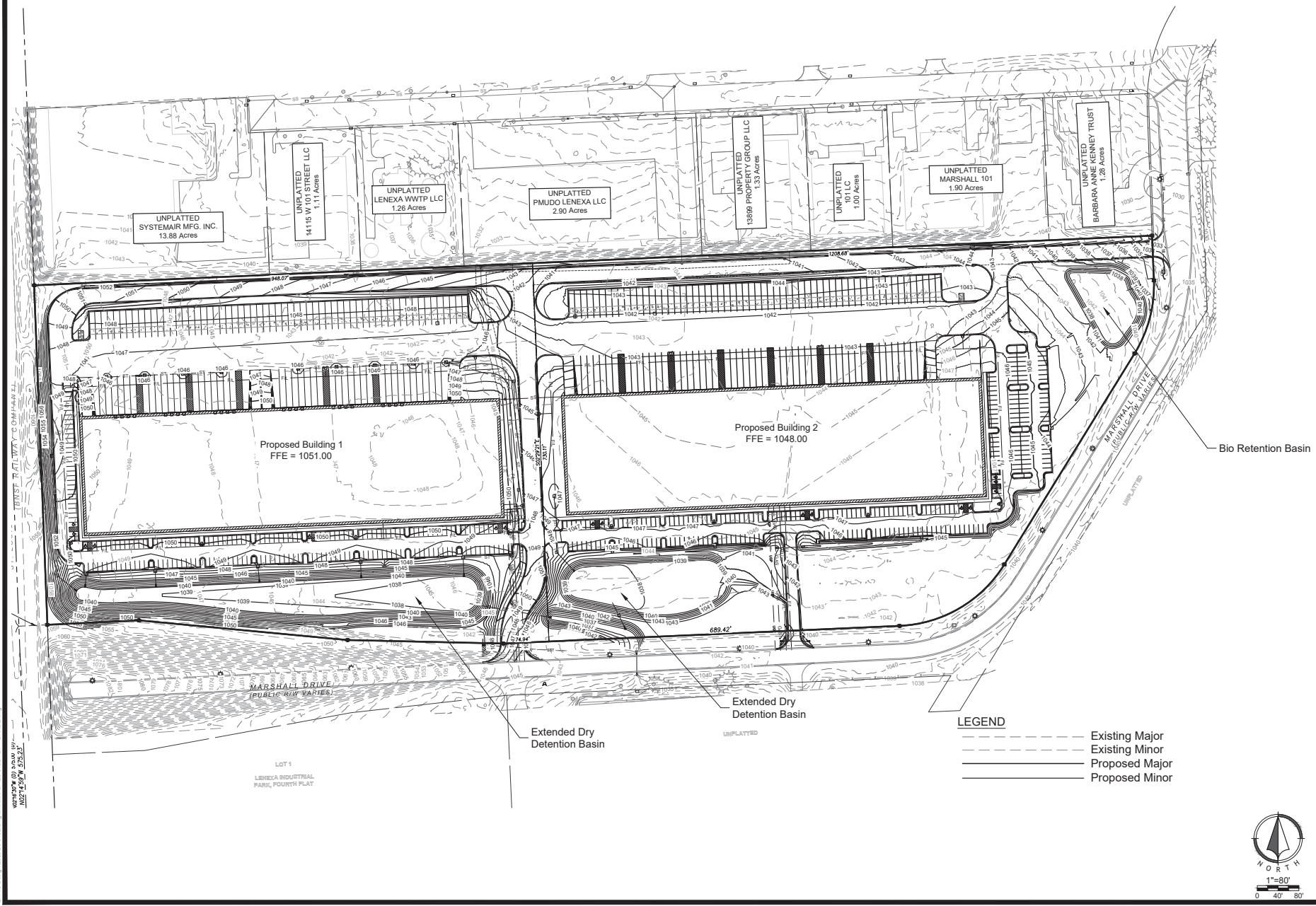
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Consulting
8653 PRINCIPLE LANE
LENEXA, KANSAS 66299
913.317.9503
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SCALE: 1"=80'



Preliminary Development Plan

25-0132

Stag Lenexa LLC

Lenexa, Johnson County, KS

Grading Plan

NO.	DATE	REVISION
1	06/18/2024	City Comments
2	06/18/2024	Original Submittal

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CHECKED BY: JAC

Renaissance

Infrastructure Consulting

8653 PRINCIPLE LANE
LENEXA, KANSAS 66549
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C09

All that part of the Southeast Quarter of Section 4, Township 13 South, Range 24 East of the Sixth Principal Meridian in the City of Lenexa, Johnson County, Kansas, prepared by Wayne E. Malnicof, Kansas PS-1239 on May 22, 2025, more particularly described as follows:

ZONING

1	06/16/2025	City Comments
0	06/27/2025	Original Submittal
NO.	DATE	REVISION

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JA	PC

NOTE: Maintain and establish all landscape areas by watering, fertilizing, weeding, mowing, trimming, replanting and other operations until acceptable establishment - TYP.
RE: Specifications

Min. 5' planting clearance from BOC to edge of plant adj. to trailer parking - TYP.

Min. 5' planting clearance from BOC to edge of plant adj. to trailer parking - TYP.

Turfgrass shall extend to limits of disturbance - TYP.
RE: Landscape Note #13

Proposed Concrete Dumpster Pad

Proposed Warehouse A
RE: Arch

Min. 18" mow strip adj. to building facade with metal edging - TYP.
RE: Landscape Detail

Proposed Concrete Dumpster Pad

Proposed Warehouse B
RE: Arch

Min. 18" mow strip adj. to building facade with metal edging - TYP.
RE: Landscape Detail

Fire Hydrant; Maintain min. 3' planting clearance - TYP.

V-Cut Edging with Hardwood Mulch Plant Bed - TYP.
RE: Landscape Detail

Swales and slopes greater than 4:1 shall utilize TRM - TYP.
RE: Specifications

Native Seed Mix to be planted with cover crop and straw mat
RE: Lawn Specifications

LENEXA LANDSCAPE CALCULATIONS

Zoning: BP2 Industrial
Street Trees (Per UDC 4-1-D-2-J)

Required: 1 tree / 40' public or private street frontage

Provided Building A adj. to Marshall Drive (875') = 22 street trees

Provided Building B adj. to Marshall Drive (1,616') = 40 street trees (includes 3 existing)

Perimeter Plantings Along Street Frontages (Per UDC 4-1-D-2-L)

Required: Adj. to Arterial & Collector = 2 shade, 1 ornamental, 12 shrubs, + 75 sf bed / 100'; 25' depth

Provided Building A adj. to Marshall Drive (875') = 18 shade, 9 ornamental, 105 shrubs, 656 sf bed, 25' depth"

Provided Building B adj. to Marshall Drive (1,616') = 32 shade, 16 ornamental, 194 shrubs, 1,212 sf bed, 25' depth"

"Plantings are proposed along the back of the parking lot curb for maximum screening

Perimeter Plantings Along Lot Lines (Per UDC 4-1-D-2-L)

Required:

Adj. to Building = 1 shade tree / 100'

Adj. to Parking Lot = 1 shade tree + 9 shrubs / 100'

Adj. to Service Area = As above + evergreen trees & shrubs to form complete visual screen

Provided Building A adj. to Parking Lot:

North (895') = 9 shade trees, 91 shrubs

West (549') = 6 shade trees, 50 shrubs

Provided Building B adj. to Parking Lot:

North (910') = 9 shade trees, 82 shrubs

Internal Parking Lot (Per UDC 4-1-D-2-M)

Required:

5% internal landscaping for industrial or warehouse sites

1 tree / 300 sf of overall internal landscaped area, with at least 1 tree / island

Provided Building A (198 parking stalls) = 55,440 sf parking area x 5% = 2,772 sf landscape area / 300 = 9 trees

Provided Building B (253 parking stalls) = 70,840 sf parking area x 5% = 3,542 sf landscape area / 300 = 12 trees






Land Use Buffers (Per UDC 4-1-D-2-N)

Not applicable

Site Feature Buffering and Screening (Per UDC 4-1-D-2-P)

Required: Trash, outdoor storage, service and loading areas, ground-mounted utilities, meters and mechanical equipment to be screened from public view

Provided: As required

	STREET TREE 7" Cal. B&B	59
	SHADE TREE 12" Cal. B&B	145
	EVERGREEN TREE 12" Cal. B&B	60
	ORNAMENTAL TREE 12" Cal. B&B	41
	SHRUBS AND GRASSES 55 Gal. 24" Ht. B&B	1,136

TURFGRASS
Turfgrass Seedbed Finishes

NATIVE VEGETATION
Native Grass 80%

LANDSCAPE NOTES

- LOCATE UTILITIES PRIOR TO COMMENCING LANDSCAPE OPERATIONS. ALL TREES SHALL BE FIELD POSITIONED AS TO AVOID CONFLICTS WITH EXISTING AND PROPOSED UTILITIES. NOTIFY LANDSCAPE ARCHITECT OF ANY CONFLICTS OR OBSTRUCTIONS.
- CONTRACTOR SHALL STAKE ALL PLANTING AREAS IN THE FIELD PRIOR TO PLANTING FOR APPROVAL OF THE OWNER OR THEIR REPRESENTATIVE.
- QUANTITIES SHOWN ARE FOR REFERENCE ONLY. CONTRACTOR SHALL VERIFY ALL PLANT QUANTITIES PRIOR TO BIDDING AND SHALL BE RESPONSIBLE FOR ALL QUANTITIES FOR THEIR BID. ANY DISCREPANCIES WITH THE PLAN SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT. THE PLAN QUANTITIES SHALL SUPERCEDE SCHEDULED QUANTITIES.
- PLANT SYMBOLS ON LANDSCAPE PLAN ARE SHOWN AT FULL MATURE SIZE. ACTUAL PLANT SIZES AT INSTALLATION MAY BE SMALLER AND SHALL BE THE MINIMUM PLANTING SIZE SPECIFIED IN PLANT SCHEDULE.
- ALL PLANT MATERIAL SHALL BE SPECIMEN QUALITY AND SHALL COMPLY WITH RECOMMENDATIONS AND REQUIREMENTS OF ANSI Z60.1 THE 'AMERICAN STANDARD FOR NURSERY STOCK'.
- ALL PLANTING BEDS & NATIVE GRASS STANDS SHALL BE EDGED AS SHOWN IN PLAN.
- PREPARE PLANTING BEDS AND INCORPORATE AMENDMENTS ACCORDING TO PLANS.
- SHREDDED HARDWOOD MULCH, PER SPECIFICATIONS SHALL BE USED AS A THREE INCH (3") TOP DRESSING IN ALL PLANTING BEDS AND AROUND ALL TREES. SINGLE TREES AND SHRUBS SHALL BE MULCHED TO THE OUTSIDE EDGE OF THE SAUCER OR LANDSCAPE ISLAND.
- ALL TREES SHALL BE STAKED PER DETAIL.
- ALL PLANT MATERIAL SHALL BE INSTALLED TO ALLOW A ONE FOOT (1') CLEARANCE BETWEEN PLANT AND ADJACENT PAVEMENT.
- THE LANDSCAPE CONTRACTOR SHALL NOT COMMENCE WORK UNTIL THE SITE IS FREE OF DEBRIS CAUSED BY ON-GOING CONSTRUCTION OPERATIONS. REMOVAL OF DEBRIS SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR. LANDSCAPE WORK SHALL NOT BEGIN UNTIL THE LANDSCAPE ARCHITECT AND OWNER HAVE GIVEN WRITTEN APPROVAL FOR SUCH. THERE SHALL BE NO DELAYS DUE TO LACK OF COORDINATION FOR THIS ACTIVITY.
- THE LANDSCAPE ARCHITECT AND OWNER SHALL APPROVE GRADES AND CONDITION OF SITE PRIOR TO SODDING/SEEDING OPERATIONS.
- ALL AREAS DISTURBED DURING CONSTRUCTION AND NOT DESIGNATED FOR OTHER PLANTINGS OR HARDSCAPE SHALL BE SODDED WITH TURF TYPE FESCUE.
- ALL LANDSCAPE AREAS SHALL BE IRRIGATED. TURF AREAS SHALL BE IRRIGATED BY SPRAY OR ROTOR. PLANT BEDS SHALL BE IRRIGATED BY DRIP IRRIGATION. IRRIGATION SYSTEM SHALL INCLUDE AUTOMATIC RAIN-SENSOR DEVICE. IRRIGATION SHOP DRAWINGS SHALL BE PROVIDED BY THE CONTRACTOR FOR APPROVAL PRIOR TO CONSTRUCTION.
- ALL DECORATIVE GRAVEL SHALL BE INSTALLED OVER GEOTEXTILE FABRIC (MIRAF 140N OR APPROVED EQUAL).
- IN THE EVENT OF WORK IN OR ON THE JCW SANITARY MAIN, ANY TREES OR PLANTINGS PLACED WITHIN THE SEWER EASEMENT MAY BE REMOVED WITHOUT REPLACEMENT OR COMPENSATION THERE-OF AND SHALL BE REPLACED BY THE PROPERTY OWNER AS REQUIRED BY THE CITY.

SEED TO SOD TRANSITION DETAIL

MOW EDGE DETAIL - NTS

STEEL EDGING DETAIL - NTS

V-CUT NATURAL EDGE DETAIL - NTS

TYPICAL UTILITY BOX SCREENING DETAILS - NTS

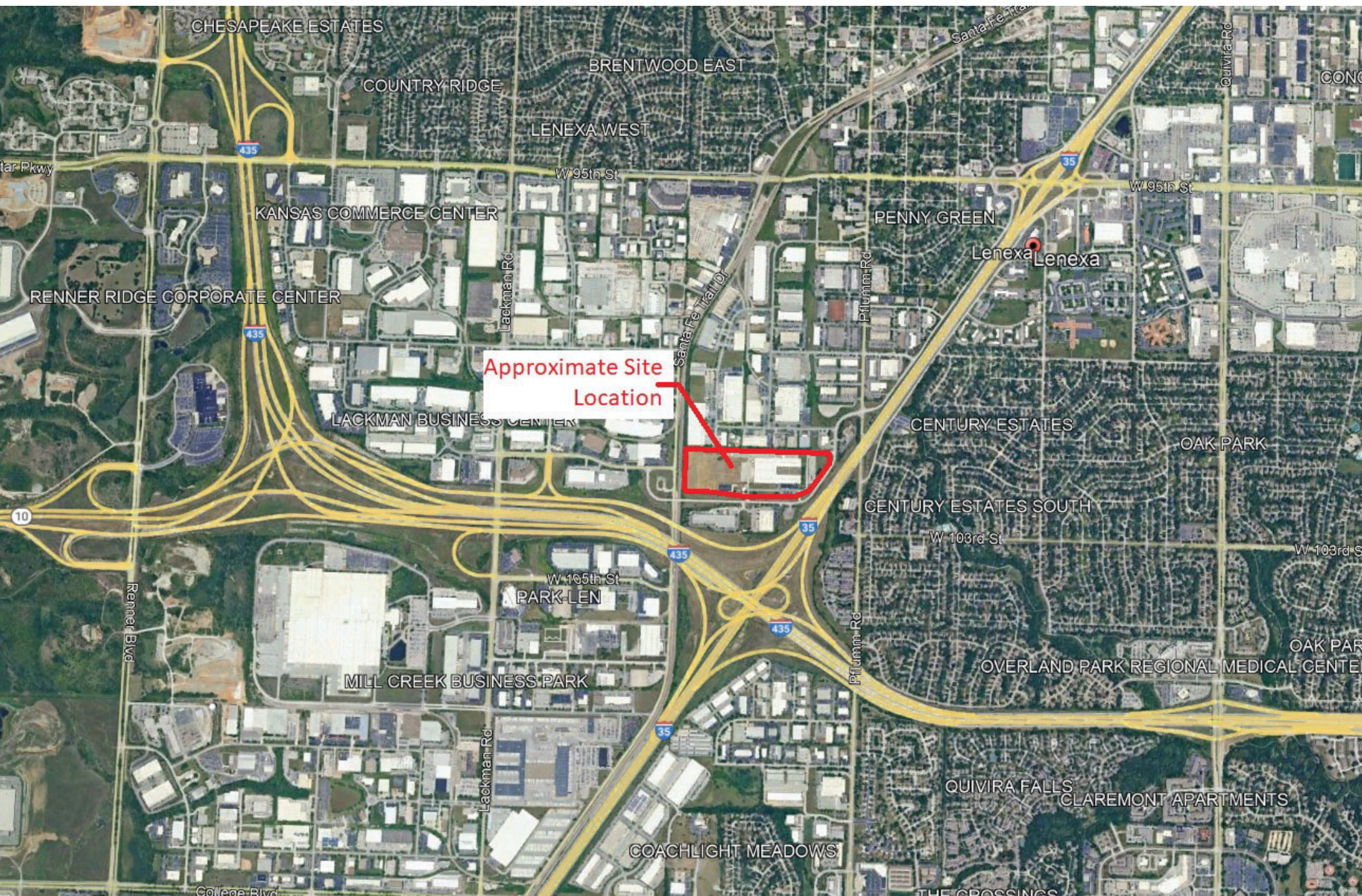
CONTAINER PLANTING DETAIL - NTS

MULCH CONTAINMENT DETAIL - NTS

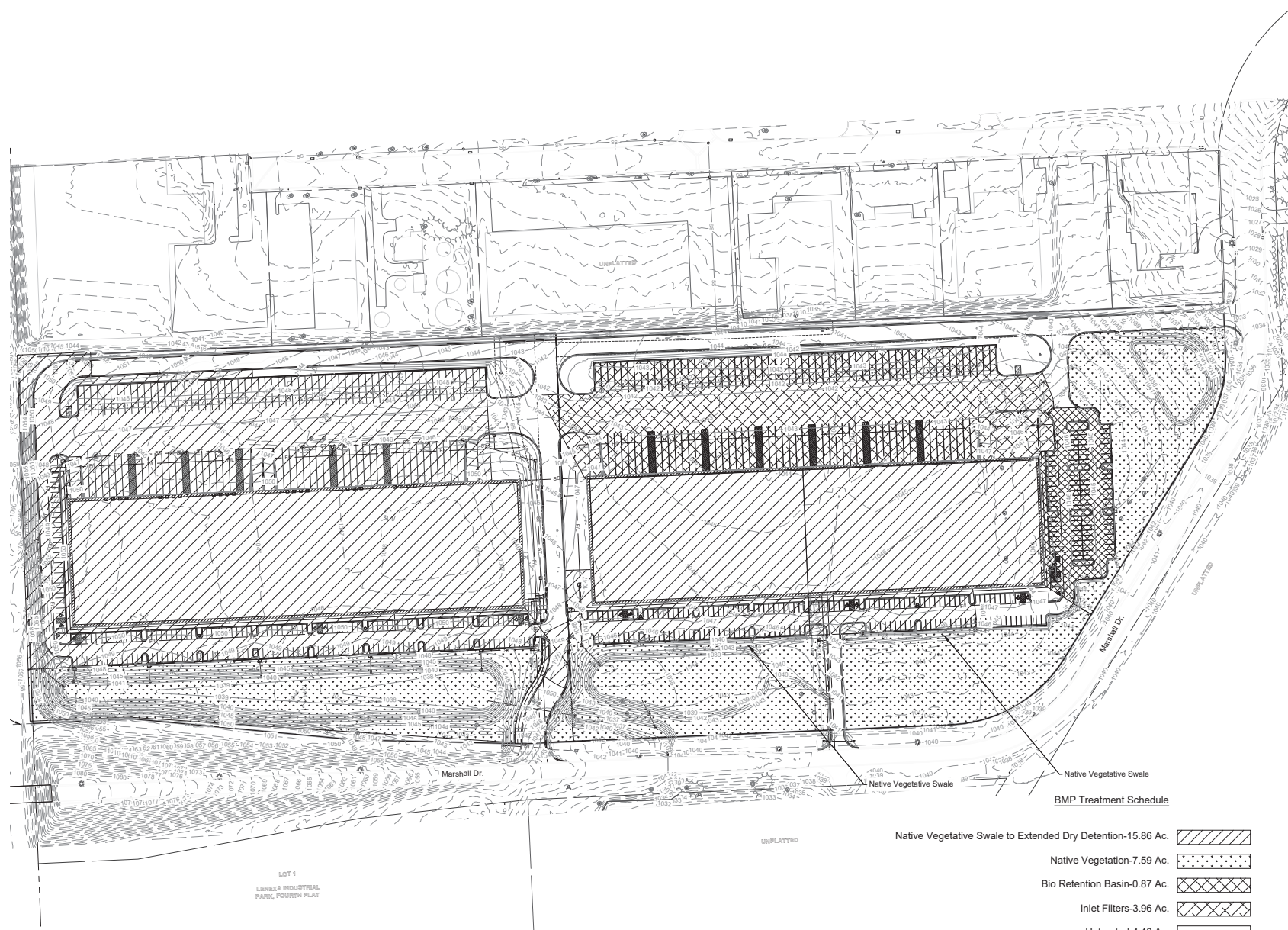
SHRUB PLANTING DETAIL - NTS

DECIDUOUS TREE PLANTING DETAIL - NTS





Project: Lenexa Industrial Park, Fourth Plat
Date: Jun 12, 2025, 3:10pm
File: 25-0132.dwg
User: JLM
Plot: 1 of 1



Native Vegetation Swale to Extended Dry Detention-15.86 Ac.



Native Vegetation-7.59 Ac.



Bio Retention Basin-0.87 Ac.



Inlet Filters-3.96 Ac.



Untreated-4.48 Ac.



Storm Report

25-0132
Arco Slag Lenexa
Lenexa, Johnson County, KS

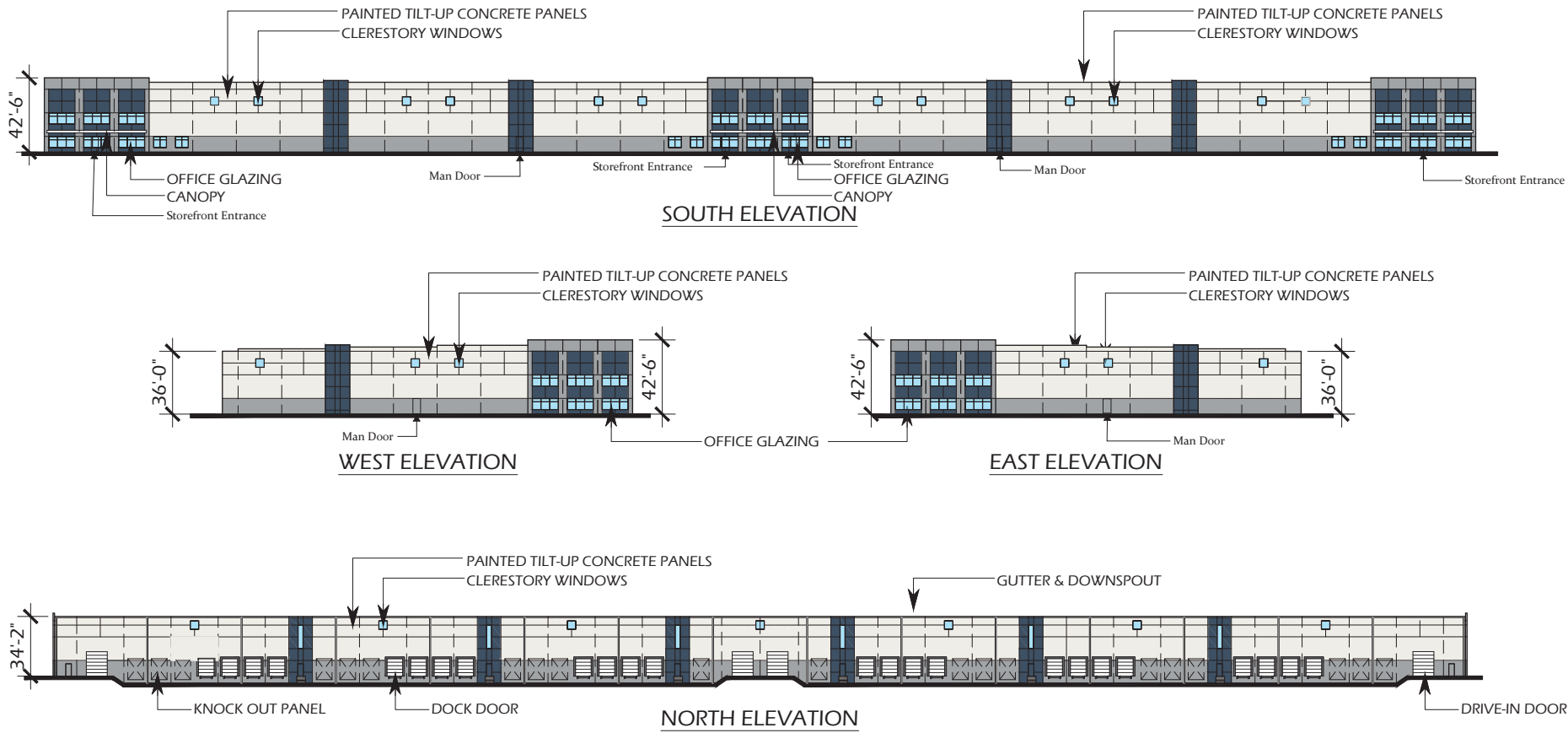
BMP Plan

NO.	DATE	REVISION
1	06/12/2025	Per City Comments
2	06/23/2025	Original Submittal

DRAWN BY: JLM CHECKED BY: JLM



Sheet
01 of 01



CALL TO ORDER

Chairman Poss called the regular meeting of the Lenexa Planning Commission to order at 7:00 p.m. on Monday, June 2, 2025. The meeting was held in the Community Forum at Lenexa City Hall at 17101 W. 87th Street Parkway, Lenexa, Kansas.

ROLL CALL

COMMISSIONERS PRESENT

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

COMMISSIONERS ABSENT

None

STAFF PRESENT

Scott McCullough, Director of Community Development
Stephanie Sullivan, Planning Manager
Tim Collins, Engineering Construction Services Administrator
Steven Shrout, Assistant City Attorney
David Dalecky, Planner II
Jessica Lemanski, Planner II
James Molloy, Planner II
Gloria Lambert, Senior Administrative Assistant

APPROVAL OF MINUTES

The minutes of the May 5, 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 Katterhenry, and **APPROVED** by a majority voice vote.

CONSENT AGENDA

1. **Retail Old Town Lenexa - Consideration of a final plan and final plat for construction of a 5,200 square-foot retail/commercial building on property located at 9213 Pflumm Road within the HBD, Planned Historic Business District. PL25-09F, PT25-06F**
2. **Lenexa City Center North Village Townhomes - Consideration of a final plan for a multifamily development on property located at 8601 Penrose Lane within the CC, Planned City Center District. PL25-11F**
3. **Quivira Square Shopping Center - Consideration of a revised final plan for a multitenant commercial development on property located at 7820 Quivira Road within the CP-1, Planned Neighborhood Commercial District. PL25-06FR**
4. **City Center Lenexa Replat of Lot 6 & Lot 7 - Consideration of two final plats to replat existing mixed-use developments into condominium units on property located at 8703 Penrose Lane and 8801 Penrose Lane in the CC, Planned City Center District. PT25-07F, PT25-08F**
5. **Mize Hill Lot 32 Setback Deviation - Consideration of a deviation from the required street side setback for construction of a duplex at 25037 W. 94th Terrace in the RP-2, Residential Planned Intermediate Density District. DV25-03**

Chairman Poss entertained a motion to APPROVE Consent Agenda Items one through five. Moved by Commissioner Harber, seconded by Commissioner Burson, and carried by a unanimous voice vote.

REGULAR AGENDA

6. **Election of Officers: Chairperson and Vice-Chairperson. In accordance with the Planning Commission Bylaws, the chairperson and vice-chairperson shall be elected by the Planning Commission at its regular meeting in March of each year or as soon thereafter as practicable by a majority of those in attendance. The term of office shall be one (1) year or until their successors have been elected. Both the chairperson and vice-chairperson may be re-elected. The officers elected by the Planning Commission shall also serve as officers of the Board of Zoning Appeals.**

Chairman Poss entertained a motion to **ELECT** himself as Chairperson of the Planning Commission and Board of Zoning Appeals. Moved by Commissioner Horine, seconded by Commissioner Harber, and carried by a unanimous voice vote.

Chairman Poss entertained a motion to **ELECT** Mike Burson as Vice-Chairperson of the Planning Commission and Board of Zoning Appeals. Moved by Commissioner Horine, seconded by Commissioner Woolf, and carried by a unanimous voice vote.

7. **The Chapel KC - Consideration of a special use permit for a church/place of worship use on property located at 11221 Strang Line Road in the BP-1, Planned Business Park District. SU25-06 (Public Hearing).**

APPLICANT PRESENTATION

Prescott Dean, representing MDC Inc. on behalf of the property owner and applicant, stated that the space in question has historically been used under special use permits, serving various purposes

including two previous churches and a dance studio. He confirmed that there have been no changes made to the physical space and noted that the most recent tenant was a church known as Real Church. Mr. Dean said that Chapel KC is the current church seeking a new special use permit to continue similar use of the space.

STAFF PRESENTATION

James Molloy presented the Staff Report. He provided an overview of the special use permit request for a church or place of worship within a multitenant office and warehouse building located in the BP-1, Planned Business Park Zoning District. The property sits at the far southeast corner of the city, near the Lenexa-Olathe City limits along Strang Line Road, just south of College Boulevard. The site was previously occupied by Real Church KC, and the new applicant, The Chapel KC, plans to relocate there from its current location at Kansas Christian College in Overland Park. Mr. Molloy noted that the surrounding zoning includes a mix of business park, office, and residential areas, with similar land use patterns reflected in the Future Land Use Map. The church will occupy approximately 6,000 square feet across three tenant spaces in the building. Their average Sunday attendance is between 125 and 150 people, with seating for up to 250. Services and activities will take place on Sundays from 8:00 a.m. to 1:00 p.m., and weeknight events are planned from 6:00 to 9:00 p.m. He emphasized that parking is shared among all tenants, with 154 total spaces on site. The church is expected to use 84 of those spaces. Notably, all tenants except one, Golf MD, are closed by 7:00 p.m. on weekdays and are not open on weekends, minimizing potential parking and traffic conflicts. Overall, there is a slight surplus of two parking spaces when considering all uses. Staff found no anticipated issues related to parking or traffic and recommended approval of the special use permit for a five-year term. The application will go before the Governing Body on June 17th.

Chairman Poss asked if Staff was aware of any issues that may have arisen from the previous tenant since it was the same type of use. Mr. Molloy replied that Staff is not aware of any issues regarding noise, parking, or anything else with the previous tenant.

PUBLIC HEARING

Chairman Poss **OPENED** the Public Hearing and asked if anyone wished to speak on this item. Hearing no comments from the public, Chairman Poss entertained a motion to **CLOSE** the Public Hearing. Moved by Commissioner Burson, seconded by Commissioner Woolf, and carried by a unanimous voice vote.

PLANNING COMMISSION DISCUSSION

Commissioner Dharod inquired about a note indicating that the congregation anticipates growing to around 500 people in the coming years, approximately double its current size. He asked whether this projected growth was considered during the parking and occupancy analyses conducted for the special use permit. Mr. Molloy replied that the parking and occupancy analyses were based on the church's current attendance levels. He acknowledged that the tenant space can accommodate up to approximately 400 people, but the evaluations did not factor in the full anticipated growth to 500 attendees. He further stated that there would be sufficient on-site parking available. However, it's important to note that individual uses within the site may not have dedicated parking spaces. Even if the congregation were to double in size, there would still be approximately enough parking spaces to accommodate that growth. That said, our parking calculations are based on the number of seats anticipated in the congregation, which is currently estimated at approximately 250. If the size of the congregation increases significantly beyond that number, we would likely need to return to the Commission to re-evaluate the parking requirements. Scott McCullough stated that from a process standpoint, if the congregation needed to expand into a larger portion of the building, they would be required to revise the special use permit. That expansion would likely result in some parking being

reallocated from one use to another. There are mechanisms in place to evaluate that scenario, but ultimately, our review would be based on the actual parking and space needs at that time. It's also possible that, if the congregation were to truly double in size, they could outgrow this location entirely and need to relocate. Prescott Dean said they have already discussed this with the applicant. If the congregation grows, their plan is to add additional service times rather than expand physically within the building. This approach would allow them to remain within the parameters of the existing special use permit. So, at this point, it shouldn't present an issue.

MOTION

Chairman Poss entertained a motion to recommend **APPROVAL** of SU25-06 – a special use permit for a *church or place of worship* use for The Chapel KC at 11221 Strang Line Road, for a period of five years with no conditions.

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

8. Stay Smiling Orthodontics - Consideration of a special use permit for a medical/dental clinic use on property located at 8706 Bourgade Avenue in the NP-O, Planned Neighborhood Office District. SU25-07 (Public Hearing)

APPLICANT PRESENTATION

Dr. Jay Joshi, an orthodontist and owner of Stay Smiling Orthodontics, addressed the Commission. Dr. Joshi noted that he has been serving the Lenexa community since 2016, initially as an employee at a dental clinic in the area. He is now seeking to open his own practice at 8706 Bourgade Avenue. Dr. Joshi emphasized that his mission goes beyond providing orthodontic care; he aims to be a positive contributor to the community by helping to shape the children who will become future citizens.

STAFF PRESENTATION

David Dalecky presented the Staff Report, which was a request for a special use permit for a dental clinic located at 8706 Bourgade Avenue, located within the multitenant building of 8700 Bourgade Avenue. Mr. Dalecky provided an aerial image showing the location of the site in question. The building contains five tenant spaces, and the applicant, Stay Smiling Orthodontics, proposes to occupy a 2,200 square foot suite on the western side of the building. The property is zoned NP-O, Planned Neighborhood Office District, which allows for lower-intensity office uses. Because medical and dental clinics are considered slightly more intensive than standard office uses, a special use permit is required. He noted that two existing dental clinics, Jenkins Dentistry and Foundation Periodontics, already operate in the building. Including Stay Smiling Orthodontics, this would be the third dental office in the same structure. He explained that Staff had reviewed the proposal using the City's 13 criteria for special use permits, with particular attention given to potential traffic and parking impacts. Based on current office use parking ratios, the site provides sufficient parking, and no negative traffic impacts are anticipated. He added that the site fronts an arterial street and is served by Bourgade Avenue, a local street with access to surrounding commercial properties, making it an appropriate location for the proposed use. Since similar clinics already operate from the building, Staff did not expect the new orthodontic office to significantly intensify the use of the site. Staff recommended approval of the special use permit for a term of five years. The application is scheduled to go before the City Council on June 17th.

PUBLIC HEARING

Chairman Poss **OPENED** the Public Hearing and asked if anyone wished to speak on this item. Hearing no comments from the public, Chairman Poss entertained a motion to **CLOSE** the Public Hearing. Moved by Commissioner Jamison, seconded by Commissioner Burson, and carried by a unanimous voice vote.

PLANNING COMMISSION DISCUSSION

Chairman Poss commented that special use permits are typically straightforward and granted for a specific duration and if the permit conditions are violated, the permit can be revoked at any time during its term. However, it is rare for a special use permit to be revoked and did not anticipate any issues going forward.

MOTION

Chairman Poss entertained a motion to recommend **APPROVAL** of SU25-07 – a special use permit for a medical or dental clinic use for **Stay Smiling Orthodontics** at 8706 Bourgade Avenue for a period of five years.

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

9. **Solera - Consideration of a rezoning, concept plan, and preliminary plan for a retail, multifamily, and duplex development located on property near the southeast corner of Prairie Star Parkway & K-7 Highway. (Public Hearing)**
 - a. **Consideration of a rezoning from the AG, Agricultural District and the CP-3, Planned Regional Commercial District to the RP-2, Residential Planned (Intermediate-Density) District and the RP-4, Residential Planned (High-Density) District to allow for a multifamily residential development. RZ25-05**
 - b. **Consideration of a concept plan for a retail/commercial development in the CP-3, Planned Regional Commercial District. PL25-03CP**
 - c. **Consideration of a preliminary plan for a duplex and multifamily residential development within the RP-2, Residential Planned (Intermediate-Density) and RP-4, Residential Planned (High-Density) Districts. PL25-09P**

APPLICANT PRESENTATION

Kevin Tubbesing of STAG Commercial stated that the project was a \$200 million-plus mixed-use, grocery anchored project. Mr. Tubbesing explained that the 22-acre site will include commercial space alongside a variety of residential options, providing diverse housing choices for recent college graduates and others in the community. The project will include over \$7 million in public improvements. He agreed with Staff's recommendations and requirements.

STAFF PRESENTATION

David Dalecky presented the Staff Report for a proposed development located at the southeast corner of the Prairie Star Parkway and K-7 Highway interchange, in the western portion of the city. The site is currently undeveloped and includes areas zoned CP-3, Planned Regional Commercial District, and AG, Agricultural District. Originally approved in 2007 for a large-scale commercial project featuring big-box retail and additional retail components, the site has remained vacant as that development never

materialized. The new development proposal consists of four primary components: a commercial area that will retain its CP-3 zoning, and three residential components—apartments, townhomes, and duplexes. The commercial concept plan includes approximately 116,000 square feet of retail space, potentially anchored by a medium-sized tenant such as a grocery store.

The residential components include:

- Apartments: 324 units at a density of 15.87 units per acre, just under the RP-4 zoning limit of 16 units per acre.
- Townhomes: Proposed at 5.9 units per acre.
- Duplexes: Proposed at 4.32 units per acre.

Mr. Dalecky mentioned in addition to land use, the development includes significant public infrastructure improvements. These include the extension of Woodsonia Drive through the site and the construction of a new east-west arterial street, likely to be named 99th Street. This street will connect to Monticello Terrace and serve as a secondary access point. A temporary connection will be made to Monticello Terrace within the KDOT right-of-way along K-7 Highway. As part of the site development, the section of Monticello Terrace that runs along the west boundary of the property, north of the new intersection and connecting to Prairie Star Parkway, is expected to be removed by the applicant. As development advances and roadway connections become necessary, permanent infrastructure will be established. An image shared during the presentation showed two access points highlighted in red: one aligned with Woodsonia Drive and the other representing the future east-west arterial street connecting to Monticello Terrace. Currently, Monticello Terrace extends south and east from that point. The image also included a portion of the City's Transportation Plan, part of the Comprehensive Plan, which depicts street alignments that closely mirror those proposed by the applicant. It also shows two planned future interchange locations along K-10 Highway: one at Lone Elm Road and another at Clare Road.

Mr. Dalecky noted the apartment buildings are three stories tall, featuring a combination of brick, lap siding, metal railings, and pitched roofs with asphalt shingles. The townhomes and duplexes use similar materials, with stone front façades and lap siding on the remaining elevations. Retail elevations were not included in the concept plan, which is typical and not required at this stage. Planning staff support the preliminary residential designs and will continue working with the applicant to refine architectural elements, such as extending masonry materials alongside façades and adding further design articulation.

Mr. Dalecky explained the applicant's three deviation requests as part of the preliminary plan:

- Lot Width Reduction – For 23 duplex lots in the RP-2 zone, proposing widths between 70 and 80 feet, the lots will still comply with required side yard setbacks.
- Freeway Setback Encroachment – For parking areas and buildings, with one apartment building encroaching more so than the others, into the 100-foot setback along K-7 Highway. However, a substantial buffer exists due to the Monticello Terrace frontage road and wide right-of-way.
- Building Height Increase – A request for a 6-foot, 4-inch height deviation to allow all eight apartment buildings to reach 41 feet, 4 inches, exceeding the RP-4 height limit of 35 feet.

Staff supports all three deviation requests. The proposed development is consistent with the Future Land Use designations in the City's Comprehensive Plan. David Dalecky also noted the 13 criteria that the Planning Commission must consider when evaluating rezoning applications. Based on these findings, Staff recommends approval of the rezoning request, the concept plan, and the preliminary plan for both the residential and retail components. This item is scheduled for City Council consideration at the June 17th meeting.

PUBLIC HEARING

Chairman Poss **OPENED** the Public Hearing and asked if anyone wished to speak on this item. Hearing no comments from the public, Chairman Poss entertained a motion to **CLOSE** the Public Hearing.

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

PLANNING COMMISSION DISCUSSION

Chairman Poss asked for clarification regarding the 100-foot freeway setback, noting that in past cases, encroachments have typically involved only parking areas, never an actual building within the setback. He acknowledged that, in this case, the presence of the Monticello Terrace frontage road appears to be affecting how the setback is measured. He then asked for confirmation that, once the frontage road is vacated in the future, the site would still have sufficient space to meet the 100-foot setback requirement, implying that the current encroachment would no longer be an issue. David Dalecky said there have been previous instances where buildings have encroached into the 100-foot freeway setback. He noted that in recent years, the City's general approach has been to minimize such encroachments as much as possible. However, there have been cases where a building corner or a small portion extended into the setback by 20 to 25 feet. Mr. Dalecky emphasized that minor encroachments are typically not a major concern. However, in this case, the one proposed apartment building which extends approximately 60 feet into the setback, meaning it would be only 40 feet from the property line, which is more significant than the other buildings. He acknowledged that if the existing frontage road (Monticello Terrace) and the wider-than-usual right-of-way were not present, such an encroachment would likely be considered far less acceptable.

Commissioner Horine asked the applicant whether the proposed duplexes and townhomes would be for sale or for lease. Kevin Tubbesing confirmed that all units are intended to be for lease. Commissioner Horine then inquired about whether a phased construction plan had been established. Mr. Tubbesing stated that no phasing plan currently exists. Commissioner Horine noted that the staff report specifies that both Woodsonia Drive and the new east-west arterial street must be constructed at the onset of development. Mr. Tubbesing agreed, confirming that the full length of Woodsonia, from Prairie Star Parkway to the south and the new arterial street, will be built at the start of construction. Commissioner Horine noted that the staff report references the future east-west road, likely to be named 99th Street, which is planned to eventually cross over K-7 Highway when surrounding development warrants it. He asked who would be responsible for funding the construction of that future bridge or crossing. Tim Collins responded that it would most likely be the City.

Referring to the current renderings, Commissioner Horine observed that the duplexes and townhomes appeared to be shown in a uniform color scheme, similar to the apartment buildings. He asked whether all units would, in fact, be the same color, or if there would be variation in the final design. Mr. Tubbesing responded that while the basic design and structural elements, such as the decks, are largely finalized, certain architectural details, like how far the stone wraps around building corners or the specific shade of limestone (which aligns with Lenexa's native rock), may still be refined. However, the final color schemes for the buildings have not yet been determined. Mr. Tubbesing wanted to reiterate that approving the setback deviation also means the frontage road must be removed, as both actions are tied together. While the road will be eliminated, KDOT will retain the right-of-way, as they do not vacate such property.

Commissioner Burson noted that KDOT typically never gives up right-of-way, even though they may allow improvements or removals within it. He observed that the frontage road appears to curve, and the development seems to occur within that curve. He questioned whether KDOT still holds the right-of-way if the frontage road is theirs. He also began to ask for clarification from Staff regarding the existing road

connection to Prairie Star Parkway. Mr. Tubbesing confirmed that the portion in question is owned by the City of Lenexa. Commissioner Burson asked whether the portion of Monticello Terrace to be removed as part of the development lies within Lenexa's right-of-way. It was clarified that the roadway includes both Lenexa and KDOT right-of-way. The section that curves east and connects to Prairie Star Parkway is within Lenexa's jurisdiction. Although KDOT has confirmed they are fine with the road being removed, they will not relinquish their right-of-way. The portion of the road within the commercial area of the development lies entirely within Lenexa's right-of-way. Commissioner Burson asked if the City of Lenexa has agreed to get rid of that right-of-way. Scott McCullough replied that it will be vacated through the process at the proper time.

Commissioner Katterhenry expressed interest in seeing more variation in the design of the duplex units and requested greater clarity on those plans as the project moves forward.

Commissioner Woolf stated he had no concerns with the freeway setback encroachment. Regarding the duplex lot width reduction, he noted that since each lot still exceeds 8,000 square feet, the change is minimal and acceptable. On the apartment building height deviation, he expressed support, preferring slightly taller buildings with more attractive, pitched rooftops over flat designs created just to meet height limits. He concluded by stating that he believes it is a good-looking project.

MOTION

Chairman Poss entertained a motion to recommend **APPROVAL** for rezoning property from AG and CP-3 to RP-2 and RP-4 for a retail, multifamily, and duplex development known as **Solera** located at the southeast corner of Prairie Star Parkway and K-7 Highway.

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

Chairman Poss entertained a motion to recommend **APPROVAL** of the concept plan for **Solera** located at the southeast corner of Prairie Star Parkway and K-7 Highway for a retail development with a deviation as noted in the staff report.

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

Chairman Poss entertained a motion to recommend **APPROVAL** Staff recommends **APPROVAL** of the preliminary plan for **Solera** located at the southeast corner of Prairie Star Parkway and K-7 Highway for a multifamily and duplex development with deviations as noted in the staff report.

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

STAFF REPORT

Staff had nothing additional to report.

ADJOURNMENT

Chairman Poss ended the regular meeting of the Lenexa Planning Commission at 7:43 p.m. on Monday, June 2, 2025.