



GUIDING GROWTH FOR A VIBRANT AND THRIVING

LENEXA

COMPREHENSIVE PLAN

Adopted: July 2, 2024
Amended: November 18, 2025





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ACKNOWLEDGMENTS

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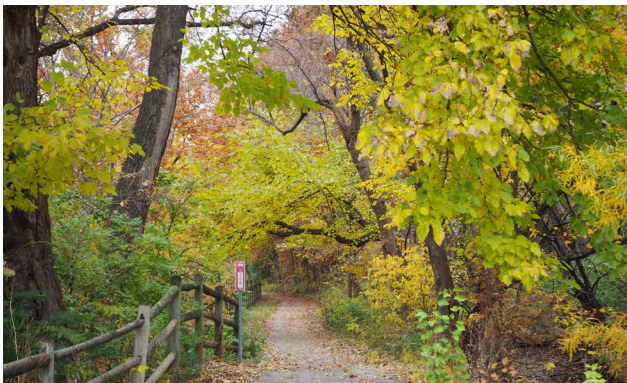
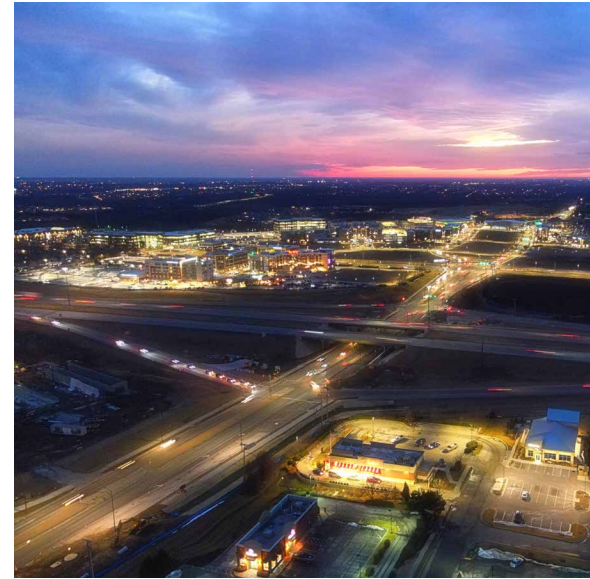
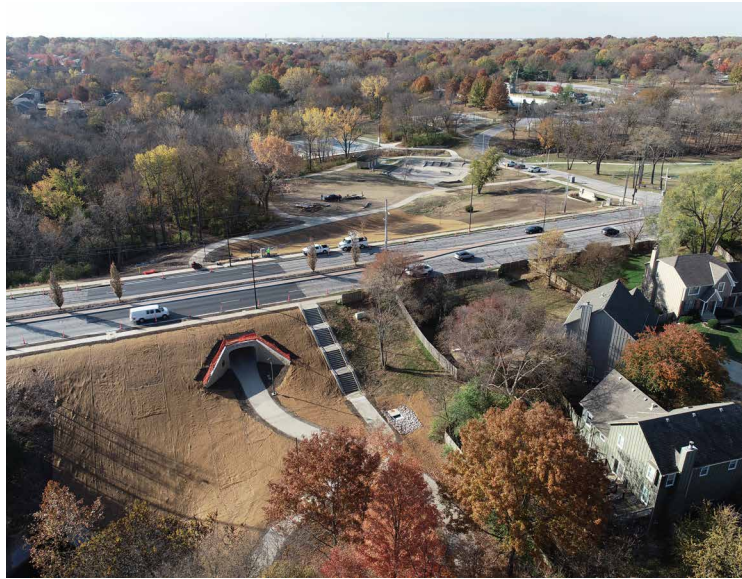
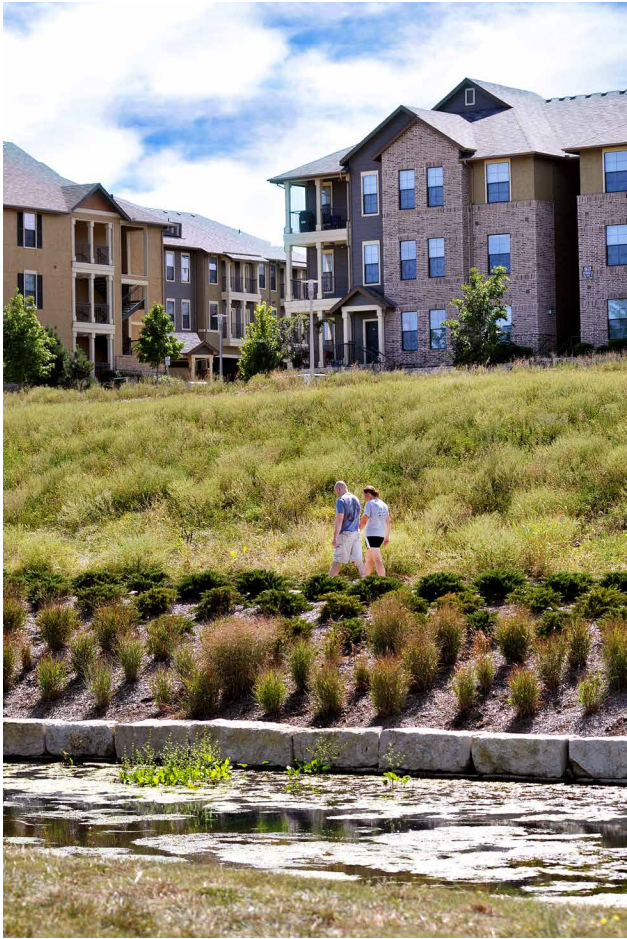
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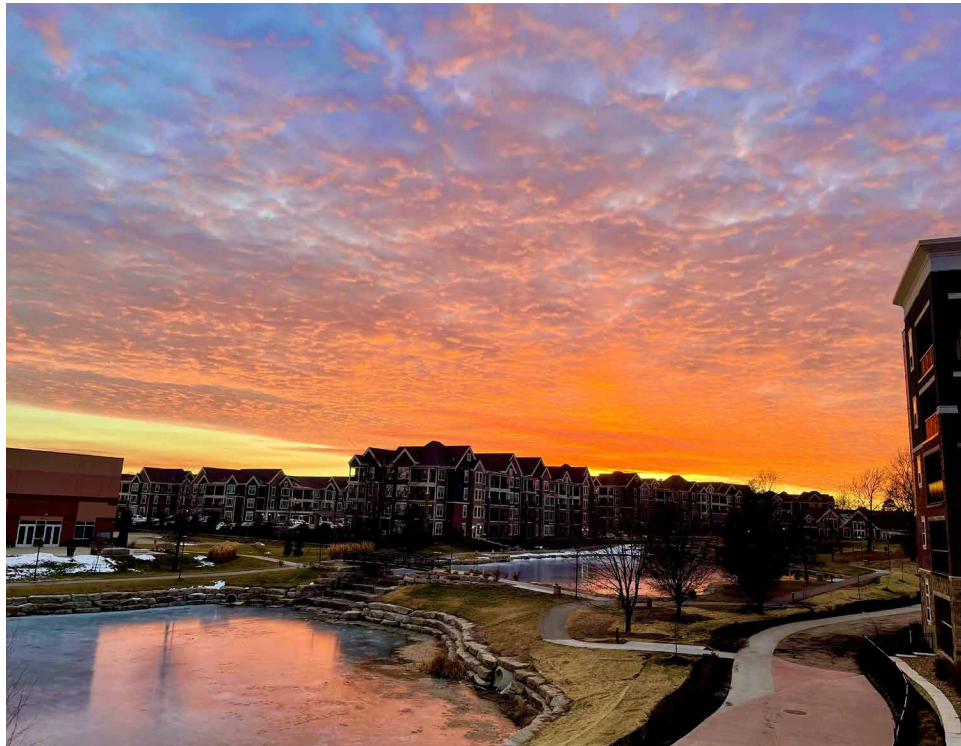
Steering Committee

Michael Burson, Planning Commissioner
John Handley, Planning Commissioner
Dah Roh, City Councilmember
Julie Sayers, Councilmember
Brook Wurdack, Park Board Member
Ashley Sherard, Chamber of Commerce Representative
Jason Wollum, Business Community Representative
Claire Brand, Neighborhood Representative
Rick Oddo, Land Developer
Tracy Woolf, At-Large



*with technical assistance from Toole Design and
Wilson & Company*





INTRODUCTION

The **Lenexa Comprehensive Plan** serves as a foundation for decision making and will help the City implement the community's vision – to remain a vibrant, growing community that is welcoming to all. Building on Vision 2040, this Plan will guide the City Council, Planning Commission and staff in addressing community goals for years to come.



WHAT IS A COMPREHENSIVE PLAN?

A Comprehensive Plan represents the City's official roadmap for the future, which is intended to guide Lenexa for the coming years. The Comprehensive Plan is a policy guide that outlines actions to work towards achieving the City's vision. It will serve as an important decision making tool for City officials, residents, business owners, developers, and other stakeholders within Lenexa. It is intentionally broad in nature, addressing issues relating to land use, growth, housing, economic development, transportation, community facilities, infrastructure, as well as other topics, as relevant. Because conditions change over time, it will be necessary for Lenexa to revisit the Comprehensive Plan periodically and update it as needed.

The Comprehensive Plan addresses the elements set forth in Kansas State Law, including land use, density, transportation, public infrastructure and facilities, and natural resources (K.S.A. 12-747).

PURPOSE OF THE PLAN

The purpose of the Plan is to guide decisions related to development regulations, capital improvements, government services, and other local policies and actions.

The Comprehensive Plan establishes a set of goals, policies, and recommendations that guide and direct future growth and development.

Additionally, the creation of a Plan can lead to future strategies and implementation actions that will help City leaders and community stakeholders achieve success over time and realize the community's vision and aspirations.

HOW TO USE THE PLAN

The Comprehensive Plan serves the following key functions:

Communicating the City's Vision. The Plan is a statement of the community's vision for how it grows and changes over the coming years. The Plan identifies the City's priorities and charts a path for long-term growth.

Inform Development Proposals. The Plan is a long-term guide by which to measure and evaluate public and private proposals that affect the physical and economic environment of the community. The Plan assists in the evaluation of development proposals and helps ensure that proposed development supports the City's long-term objectives.

CIP and Budgeting. The Plan informs the development of the City's Capital Improvement Program (CIP) and budgeting which establishes priority expenditures and the sequence of capital improvement programming.

Guide for the Regulatory Framework. The Plan is a guide for zoning and subdivision regulations, the official zoning map, and decisions influenced by these regulations. The City should consider amendments to regulations in order to support the long-term goals of the Plan.

Coordinate Initiatives. The Plan informs planning initiatives that affect the City at the local, county, and regional levels. The Plan may aid and inform efforts related to housing, transportation, transit, trails, natural resources, economic development, and recreation.

Future Studies. The Plan establishes a path forward but cannot address every issue faced by the City in sufficient detail. It should help identify additional studies and future action steps to address specific needs.

Inform and Educate. The Plan is a valuable source of information for the City Council, Planning Commission, Board of Zoning Appeals, City Staff, as well as local organizations, businesses, developers, and residents.



PLANNING PROCESS

In 2021, the City of Lenexa began the process of updating its Comprehensive Plan. To adequately guide the City for the coming years, the Lenexa Comprehensive Plan is the product of a planning process that included engagement with residents, business owners, developers, local officials, City Staff, service providers, and other community stakeholders. The Lenexa Comprehensive Plan followed a seven-step planning process.

Task 1: Project Management

The planning process began with the establishment of the Comprehensive Plan Steering Committee (CPSC) and meetings with key City staff. The CPSC included representatives from the Planning Commission, City Council, Park Board, Chamber of Commerce, business community, and neighborhoods and was charged with providing policy direction to staff and the Consultant team throughout the project. The meetings allowed staff the opportunity to identify community issues and opportunities at the onset of the process.

Task 2: Foundational Community Engagement

Community outreach is an important part of the planning process. Community members, including members of the CPSC, participated in the planning process through workshops, a project website, online questionnaires, and key person interviews.

Task 3: Existing Conditions Analysis

This step included the preparation and presentation to the CPSC of the Existing Conditions Analysis. The report is based on existing data, field reconnaissance, surveys, past planning efforts and initiatives, market and demographic information, and community engagement. The report served as the initial foundation for the development of the Plan.

Task 4: Vision, Goals, and Preliminary Policy Framework

This step established an overall vision for the City to provide direction for the Plan and the community. The CPSC was engaged during this step to ensure the vision, goals, and preliminary policy framework reflect the needs and aspirations of the community.

Task 5: Land Use Scenarios and Plan Framework

This step prepared, evaluated, and presented to the CPSC alternative land use scenarios. A preferred land use scenario was identified based on feedback from the CPSC as a basis for developing an overall framework for the Comprehensive Plan.

Task 6: Draft Framework Plans

The framework plans established City-wide policies for different areas of concern, which included transportation and mobility, community facilities and infrastructure, parks and open space, environmental features, subarea plans, and implementation.

Task 7: Draft Comprehensive Plan and Adoption

This step included the preparation of the final draft of the Lenexa Comprehensive Plan and its public review, refinement, and adoption. Outreach included meetings with the CPSC, a public open house, and meetings with the Planning Commission and City Council.



COMMUNITY OUTREACH

The Lenexa Comprehensive Plan is founded on an inclusive and engaging community outreach process designed to gather input from a wide range of community members, including residents, business owners and operators, developers and property owners, City officials and staff, and service providers. Through collecting input and facilitating discussion, the outreach process helped to identify issues, opportunities, potential projects, strengths and assets, and overall public opinion of what the Plan should address moving forward. The feedback received helped guide recommendations of the Lenexa Comprehensive Plan, ensuring that it is responsive to the community it serves.

Outreach Conducted

The Comprehensive Plan outreach yielded a significant amount of input regarding the issues and opportunities facing the community. Outreach included community workshops, advisory committee meetings, technical committee meetings, focus groups, and interviews, in-person, as well as online. Further, it included a slate of self-guided outreach, allowing people to participate at their own pace.

Project Website

A webpage on the City's website was developed to support the planning process and keep the public updated. It included background information about the Plan, project news and announcements, meeting dates, documents, and online engagement tools. The webpage remained active throughout the development of the Comprehensive Plan and acted as a 'hub' for information and engagement opportunities.

Community Questionnaire

The community questionnaire offered an opportunity for individuals to get involved at their own pace. It included questions for residents, business owners and operators, and community stakeholders about important issues and opportunities the planning process should address.

Business Focus Group

The Business Focus Group was held to engage with the local business community and gather feedback and input from a business and development perspective.

Key Stakeholder Interviews

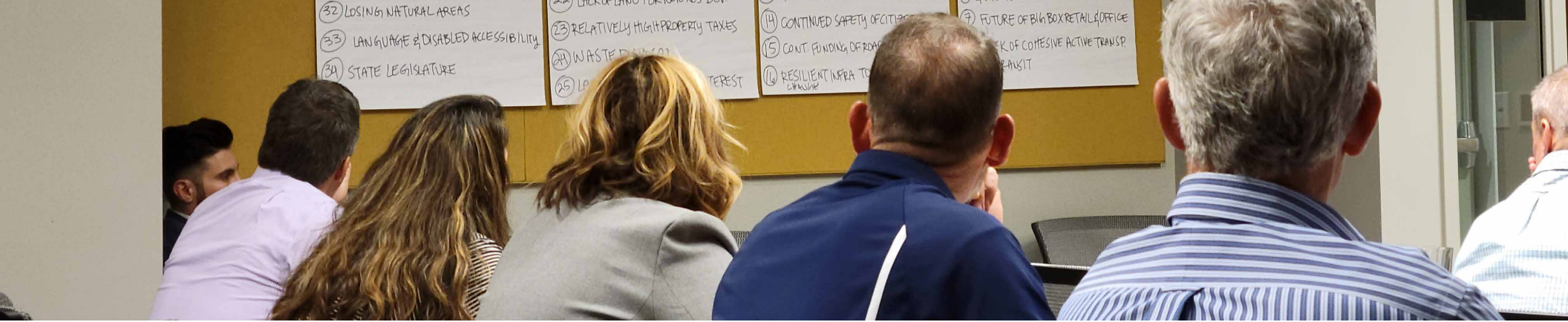
One-on-one and group interviews were conducted with a range of key stakeholders identified by City staff to gain their unique perspective. Stakeholder interviews provided a more personal setting for a detailed discussion of specific issues relevant to the City of Lenexa.

Land Use Meetings

Land use is a critical element of the Comprehensive Plan and various meetings were organized specifically to discuss it. The land use plan was developed through an extensive scenario planning exercise which was presented and discussed with the CPSC and City staff for further feedback.

Community Visioning Workshop

The Community Visioning Workshop asked participants to consider the vision and key strategies from the City's Vision 2040 topic areas and provide more detailed feedback on key land use considerations. Participants provided feedback on Vision 2040, neighborhood nodes, public gathering spaces, missing middle housing, neighborhood amenities, and transportation and mobility.



Student Workshop

The Student Workshop was hosted at St. James Academy High School and included freshmen, juniors, and seniors. The students were given worksheets prompting them to identify the top five issues or concerns confronting the Lenexa community. Next, all their responses were written on the classroom whiteboard and attendees were asked to select their top three most important issues discussed so far. The group was also asked to identify three specific projects or actions they would like to see undertaken in Lenexa, as well as the City's primary strengths and assets.

Outreach Key Themes and Takeaways

Public engagement conducted throughout the planning process helped identify several key themes that were important for the community. These issues represented areas of focus for the Plan as well as future initiatives across the City. Discussions and key themes centered around the following topics:

Land Use and Development. The significant development potential of Lenexa's western areas was discussed; however, the need for sufficient infrastructure in place and balanced land uses was emphasized.

City Center. City Center was identified as an opportunity for supporting higher densities in the City and establishing a regional destination through implementing the City Center Design Guidelines.

Old Town. Community members discussed the need to preserve historic assets while attracting new business, such as restaurants and entertainment options to activate the area.

Housing. The need for more walkable workforce and affordable housing was identified, including options for seniors.

Local Business and Economic Development.

Several community members expressed a desire to expand the workforce, including attracting tech jobs and employees.

Transportation and Infrastructure. Many community members highlighted Lenexa's geographic location and proximity to highways as one of the City's strengths; however, traffic and infrastructure maintenance concerns were also cited.

Community Facilities and Services. Many community members described Lenexa as having a high quality of life. Education, public safety, community events and programming were all highlighted as positive aspects; however, some expressed the desire to expand police presence.

Planning and Governance. Many community members had positive comments about City planning and governance, noting the strong, stable, and forward-thinking leadership that communicates well with the public.

Community Character. Lenexa's small-town feel, great neighborhoods, family-friendly environment, and quality of life were frequently cited as the best aspects of the City.

Demographic Snapshot

Understanding Lenexa’s demographics enables the City to respond to the community’s needs, provide necessary services, and better predict future demands. This section is a summary of the present demographic conditions in the City.

Demographic Summary

Lenexa is a growing community that is outpacing its peers and has experienced a two percent annual rate of growth in the last decade.

Lenexa is a relatively affluent community with a high median income and low poverty rate.

The City is a regional job center drawing many workers from Overland Park, Olathe, and Kansas City (both Missouri and Kansas).

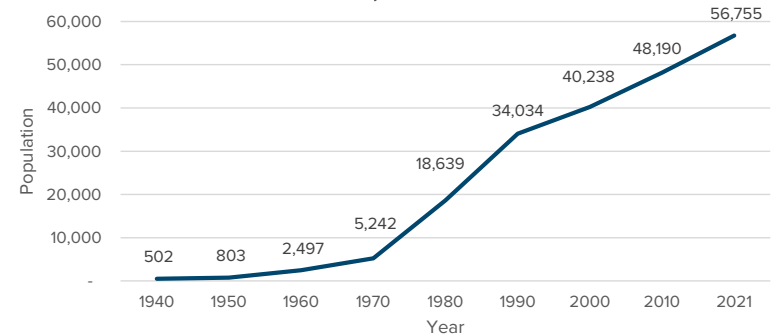
Professional, Scientific, and Technical Services is the leading sector by number of jobs, while Health Care and Social Assistance employs the most Lenexa residents.

Demographic Summary

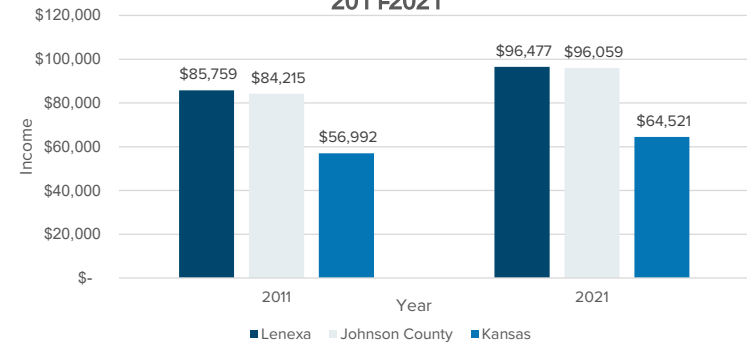
	Lenexa	Johnson County	Kansas
Population (2021)	56,755	613,219	2,932,099
Households (2021)	25,138	248,854	1,139,738
Median Age (2021)	38	38	37
Average Household Size (2019)	3	3	3
Median Household Income (2021)	\$96,477	\$96,059	\$64,521
Total Jobs (2019)	58,744	335,067	1,282,389

Source: 2021 ACS 5-Year Estimates

Population Change Lenexa, 1940-2021



Median Household Incomes 2011-2021



Source: 2021 ACS 5-Year Estimates

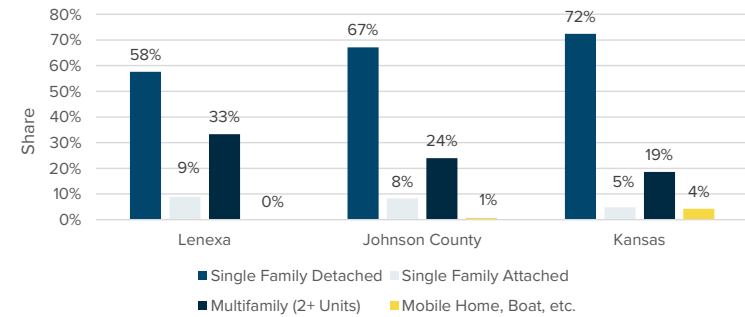
Household sizes in Lenexa are small, and fewer families have children than in prior decades.

Lenexa has a more diverse mix of housing types than the average Johnson County and Kansas community, but the majority of housing in the City is single-family detached.

Like many communities in the U.S., Lenexa’s population is aging. Since 2011, the number of residents aged 19 and under has remained largely unchanged, while older age groups are growing. This is especially true for residents aged 65 and over who are progressively becoming a larger proportion of the population.

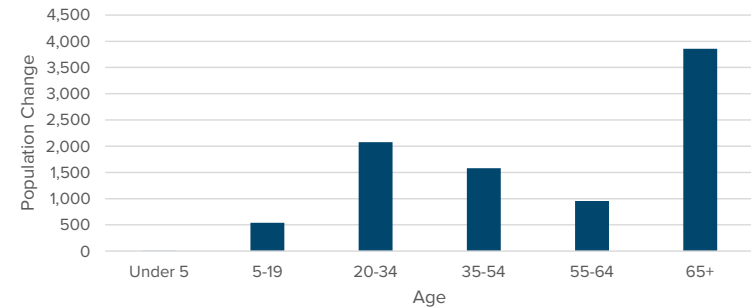
The median housing value in Lenexa is \$299,400, which is comparable to Johnson County at \$294,300. The median housing values in Lenexa and Johnson County are substantially higher than the State (\$164,800), and all three areas have experienced a slight increase over the last two decades. In Lenexa, 24 percent of households are cost-burdened, which is defined by the U.S. Census Bureau as paying more than 30 percent of a household’s income towards housing.

Housing Types 2021



Source: 2021 ACS 5-Year Estimates

Population Change by Age Group Lenexa, 2011-2021



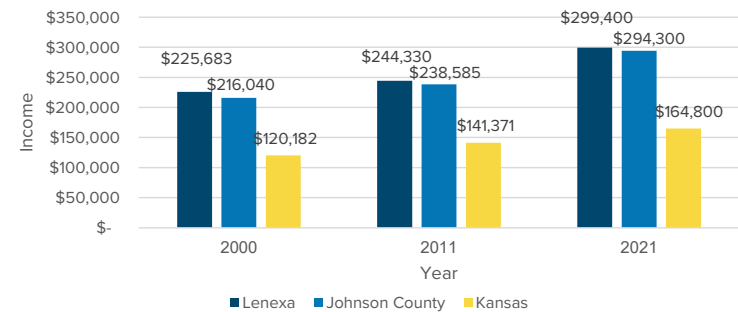
Source: 2021 ACS 5-Year Estimates

Cost Burdened Households in 2021

	Lenexa	Johnson County	Kansas
Homeowners	14%	16%	17%
Renters	40%	40%	43%
All Households	24%	23%	25%

Source: 2021 ACS 5-Year Estimates

Median Housing Value 2000-2021



Source: 2021 ACS 5-Year Estimates





2

COMMUNITY VISION AND GOALS

The Comprehensive Plan is meant to be a dependable policy guide for City action in the coming decades. Vision, goals, and policies are essential components of the Plan that will guide future development in Lenexa by defining desired plan outcomes and providing a framework for decision-making, resource allocation, and policy development. These elements carry forward the overall vision and strategies of Vision 2040 (such as creating neighborhood nodes, planning for multiple modes of transportation choice, and encouraging housing choice in new developments) and conveys them utilizing a land use and development focused lens.

VISION STATEMENT

The year is 2040. Lenexa is a vibrant, growing community that is welcoming to all. People are engaged with their City and each other.

The City's history, natural beauty, and unique places, such as Old Town, Black Hoof Park, and Lenexa City Center, bring people together in exciting ways!

A variety of attainable housing choices are available to residents of all backgrounds, no matter their stage of life, socioeconomic status, or physical ability. Amenity-rich neighborhoods provide high quality of life, convenient access to goods and services, parks and trails, multi-modal transportation options, and exceptional schools.

Lenexa's expanded network of innovative Complete Streets prioritizes safe, active, and sustainable connections to improve the livability of current and future residents, workers, and visitors of all ages, abilities, and backgrounds. Trails, sidewalks, and bicycle facilities connect neighborhoods to each other and to employment centers and commercial services.

A robust variety of employment opportunities and businesses fuel Lenexa's local economy, supporting a diverse workforce and innovative energy conservation and sustainable development practices. The City thrives by serving neighborhoods and the business community with excellent transportation, infrastructure, and community facilities and programs.

The community celebrates and strengthens its local identity through delivering exceptional city services, programming a range of community events and activities, and providing attractive public spaces for socializing and enjoying the outdoors.

GOALS AND POLICIES

Fourteen goals and associated policies guide the recommendations included in later chapters of this document. The goals describe desired results toward which planning efforts should be directed. They are broad and long-range, and represent an ambition that may require the culmination of many smaller actions to be fully achieved.

The policies support their respective goal and are more specific, actionable, and measurable in nature. They are distinct steps that should be completed to work towards achieving the related goal and overall vision. Policies are presented in the numbered lists following each goal.

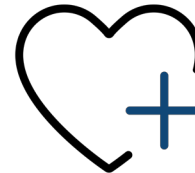
Each goal is related to a primary topic area(s) within Vision 2040. The symbols detailed to the right are used to clarify the connection between the goals and Vision 2040 topic areas.

Each goal is also aligned with the Lenexa Governing Body's eight guiding principles, which consist of:

- Superior Quality Services
- Prudent Financial Management
- Strategic Community Investment
- Extraordinary Community Pride
- Inclusive Community Building
- Responsible Economic Development
- Sustainable Policies and Practices
- Values-based Organizational Culture



Vibrant Neighborhoods



Healthy People



Thriving Economy



Integrated Infrastructure and Transportation



Inviting Places

BEST PRACTICE CONSIDERATIONS

Each Chapter of the Comprehensive Plan includes recommendations for Lenexa to consider in order to implement the policies, achieve the goals, and realize the vision of the community. The recommendations are supplemented by Best Practice Considerations that are presented in blue boxes such as this one. Best practices are new and innovative or tried and true strategies that other communities have utilized to address similar issues or achieve similar aspirations as Lenexa's. Should Lenexa decide to move forward with a best practice implementation, additional research and analysis would likely be necessary to tailor the approach to the City.

HOUSING AND NEIGHBORHOODS

Goal 1



Prioritize creating complete neighborhoods to maintain and elevate Lenexa’s high quality of life and desirability.

- 1.1** Continue to preserve and reinvest in established residential neighborhoods.
- 1.2** Encourage the development of neighborhood nodes with a balanced mix of housing types, neighborhood-centric commercial and civic uses, and public recreational spaces.
- 1.3** Build a unified sense of community and local identity within neighborhoods.

Goal 2



Support a diverse range of housing to support residents of all backgrounds and stages of life.

- 2.1** Promote attainable housing through diverse housing choices and creative housing types.
- 2.2** Support investment in older, single-family housing stock and neighborhoods in a manner that preserves naturally occurring affordable housing.
- 2.3** Accommodate infill development and consider moderate density increases in established neighborhoods where increased density is determined to be appropriate based on the context of the area.
- 2.4** Consider a mixture of housing densities in newly developing areas.
- 2.5** Consider higher density multifamily housing in areas that provide well planned transitions to lower density housing.
- 2.6** Provide a framework for housing that is welcoming to residents in all stages of life and with all abilities.

Goal 3



Promote the development of sustainable and resilient neighborhoods.

- 3.1** Guide future residential growth into development patterns that respect the natural environment by clustering density on non-sensitive areas of the property.
- 3.2** Promote sustainable infill development and redevelopment in identified areas.
- 3.3** Encourage new development and rehabilitation to utilize materials, construction techniques, and infrastructure systems that reduce negative environmental impacts of residential development.
- 3.4** Preserve and integrate green spaces and high-quality trees in new neighborhood subdivisions.

COMMERCIAL AND EMPLOYMENT



Goal 4

Promote vibrant, attractive, and unique commercial areas with high economic vitality.

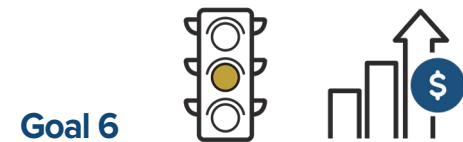
- 4.1** Foster existing and support the creation of new neighborhood nodes identified in Vision 2040.
- 4.2** Beautify and enhance the multi-modal functionality of commercial corridors.
- 4.3** Continue to invest in Old Town as a special community destination.
- 4.4** Continue to support the development of City Center as a mixed-use destination for commercial, residential, civic, and recreational uses.



Goal 5

Foster a strong local economy that offers a wide range of employment opportunities.

- 5.1** Support the development of quality industrial, office, and business parks.
- 5.2** Reinvest in established employment areas.
- 5.3** Work with private-sector partners to attract and retain an innovative, skilled, and diverse workforce.



Goal 6

Maintain and enhance high-quality, healthy working environments in all commercial and employment areas of the City.

- 6.1** Encourage sustainable building and site design practices among existing and new businesses as they grow and develop.
- 6.2** Support the use of appropriately sized and designed alternative energy sources and on-site energy production.
- 6.3** Partner with local businesses to encourage and foster sustainable development initiatives.

TRANSPORTATION AND MOBILITY

Goal 7



Provide a safe and convenient multimodal transportation network that serves people of all ages and abilities including pedestrians, bicyclists, personal vehicles, transit, first responders, freight, and emerging transportation technologies.

7.1 Continue to fill gaps in the roadway system and construct new roadways to support growth, development, and economic activity.

7.2 Fill gaps in the trail, sidewalk, and multiuse path network to ensure that residents and visitors of all ages and abilities can use multiple transportation methods, leveraging the dual benefits of creating sustainable and desirable places and providing alternate modes of transportation.

7.3 Follow the Lenexa Complete Streets Plan, which includes consideration for developing a mix of transportation elements such as separated bike routes, trails, and shared use side paths that are comfortable for users of all ages and abilities.

7.4 Coordinate with regional partners to right-size transit service and provide reliable and safe first and last mile connections to transit stops.

7.5 Coordinate with regional partners to ensure seamless travel between jurisdictions regardless of travel mode.

7.6 Identify Safe Routes to School infrastructure to ensure children of all ages and abilities have safe and active options for school travel.

7.7 Work with KDOT to promote a high level of maintenance and expansion of highway infrastructure.

Goal 8



Improve safety and access for all users of the transportation system.

8.1 Utilize data to design and manage the transportation system in a way that minimizes user error.

8.2 Identify and address unsafe locations and roadway characteristics using best practices in crash data analysis and roadway design to improve safety for all users.

8.3 Consider the importance of enhancing access to transit and sidewalk infrastructure in areas with low-incomes, high-unemployment, zero or one-car households based on U.S. Census data.

8.4 Ensure sidewalks and crossings meet Americans with Disabilities Act standards and are maintained.



Goal 9

Ensure Lenexa's transportation system is sustainable and poised for the future.

- 9.1** Plan for technologies such as autonomous, connected vehicles, and ridesharing programs.
- 9.2** Encourage the use of and provide infrastructure for transportation alternatives that address City-identified climate mitigation strategies.
- 9.3** Include green infrastructure elements early in the design and planning phases of future transportation projects. This may include bioswales, permeable pavement, or other emerging best management practices.
- 9.4** Plan for electric vehicle charging infrastructure including promoting and encouraging decentralized charging at businesses, retail and residential locations.



Goal 10

Plan for and prioritize infrastructure improvements to the City's internal and shared transportation systems.

- 10.1** Continue to proactively invest in the maintenance of existing infrastructure for all modes of transportation.
- 10.2** Work with utility providers to expand services to support growth, such as solar power and electric vehicle charging.
- 10.3** Coordinate utility expansion or upgrade projects to work with City transportation or infrastructure projects in the area.
- 10.4** Work proactively with countywide Watershed Management Organizations on a regional approach to upgrading stormwater management systems and investing in resilient infrastructure.
- 10.5** Encourage the use of renewable energy sources and green infrastructure options.
- 10.6** Utilize streetscape infrastructure to beautify the community.
- 10.7** Align infrastructure needs with capital improvement planning.



COMMUNITY FACILITIES AND INFRASTRUCTURE

Goal 11



Continue to provide high quality community services as the City grows.

11.1 Coordinate with school districts as development is proposed to allow for fully informed decision making that accommodates growth.

11.2 Maintain high-quality emergency response services.

11.3 Coordinate with Johnson County Library to provide excellent library services.

11.4 Plan for and encourage civic uses to locate in neighborhood nodes.

Goal 12



Be a steward of the environment and emerge as a leader in municipal sustainability.

12.1 Consider strategies to address climate mitigation, such as those included in the Kansas City Regional Climate Action Plan.

12.2 Consider incorporating sustainability and resiliency best practices when designing and constructing capital improvement projects.

12.3 Evaluate the inclusion of sustainability and resiliency best practices when reviewing and adopting new building and development codes.

12.4 Recognize and celebrate City actions that address climate mitigation.



PARKS, OPEN SPACE, AND RECREATION

Goal 13



Enhance, protect, and increase parks, open spaces, recreational opportunities and natural assets.

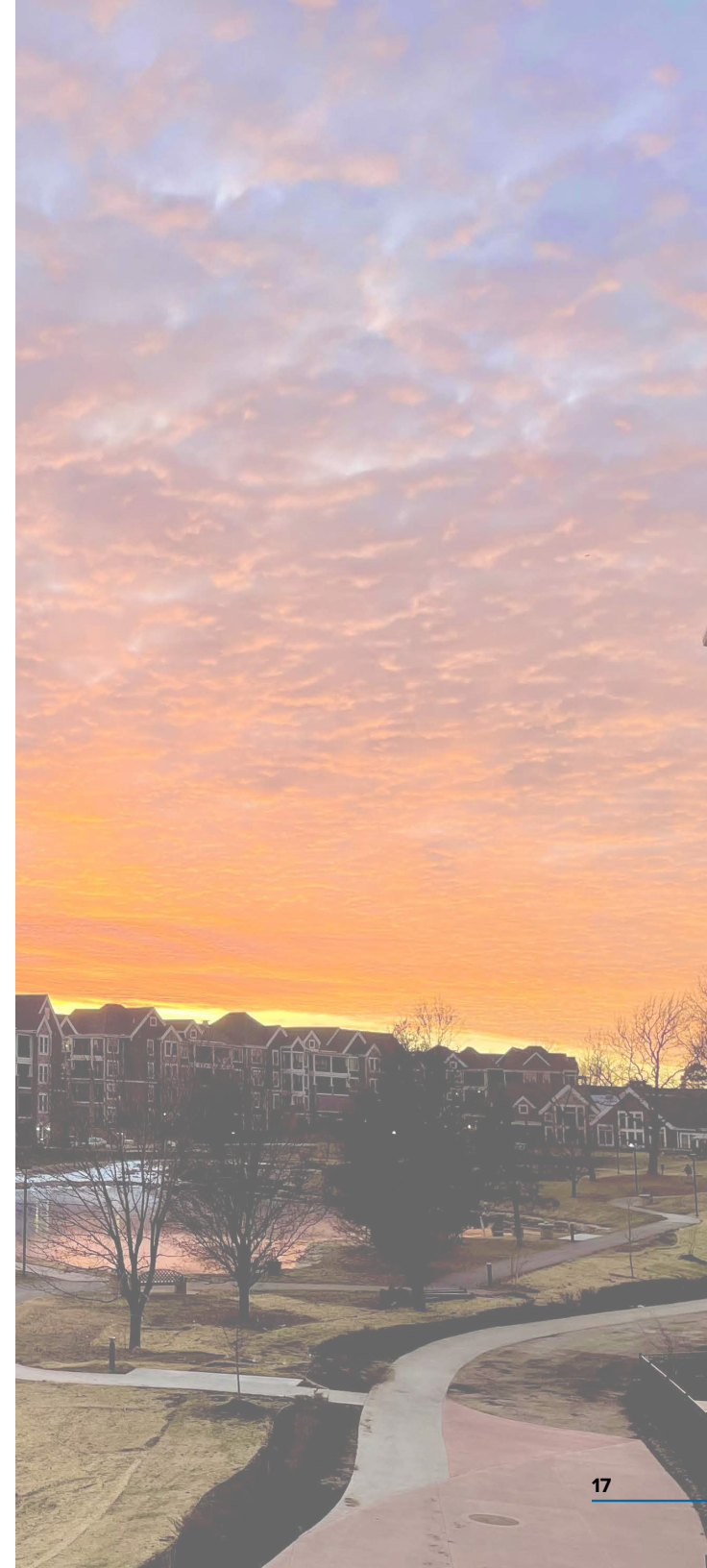
- 13.1** Continue to reinvest in high quality parks, recreational facilities, programming, and cultural opportunities.
- 13.2** Integrate public or private parks and outdoor recreational amenities within a half-mile (10-minute walk) of residences.
- 13.3** Promote the conservation of open space and key features in new development.
- 13.4** Use the Parks and Recreation Master Plan as a tool to prioritize Park system needs in the future.

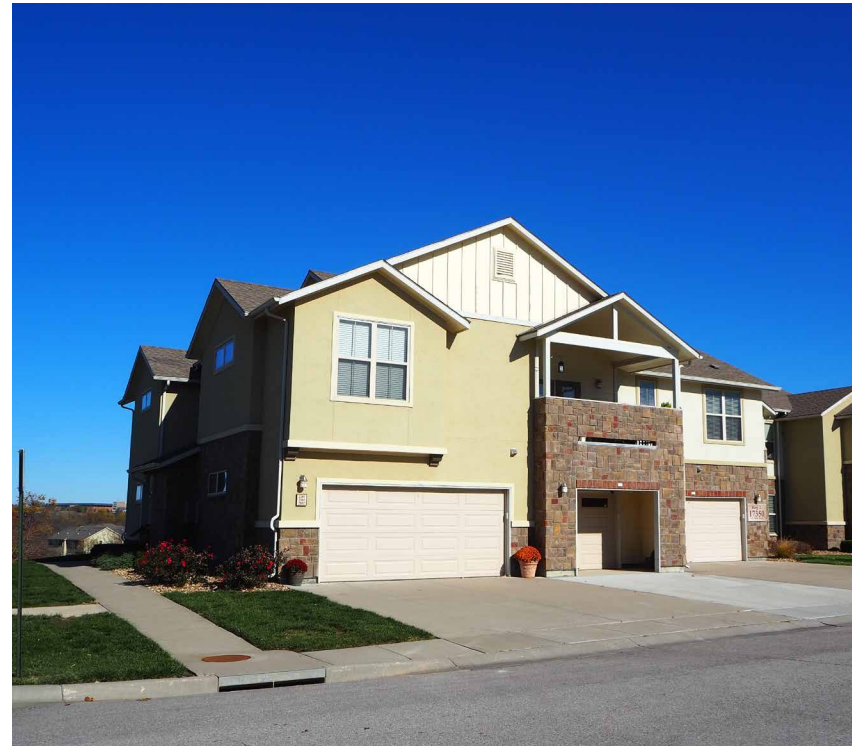
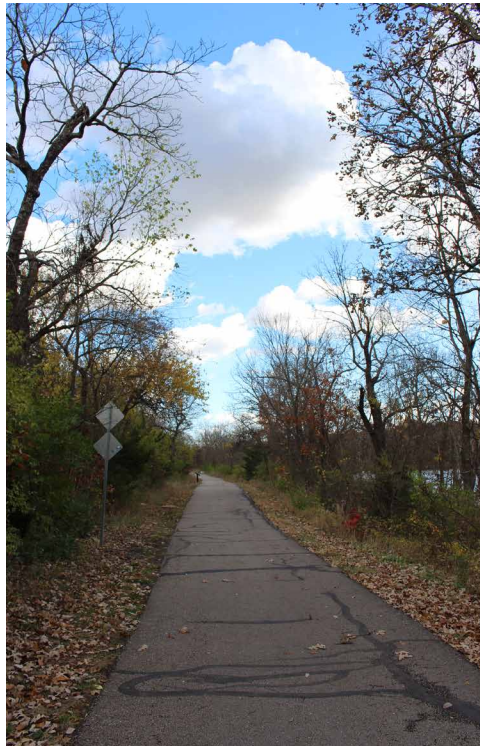
Goal 14

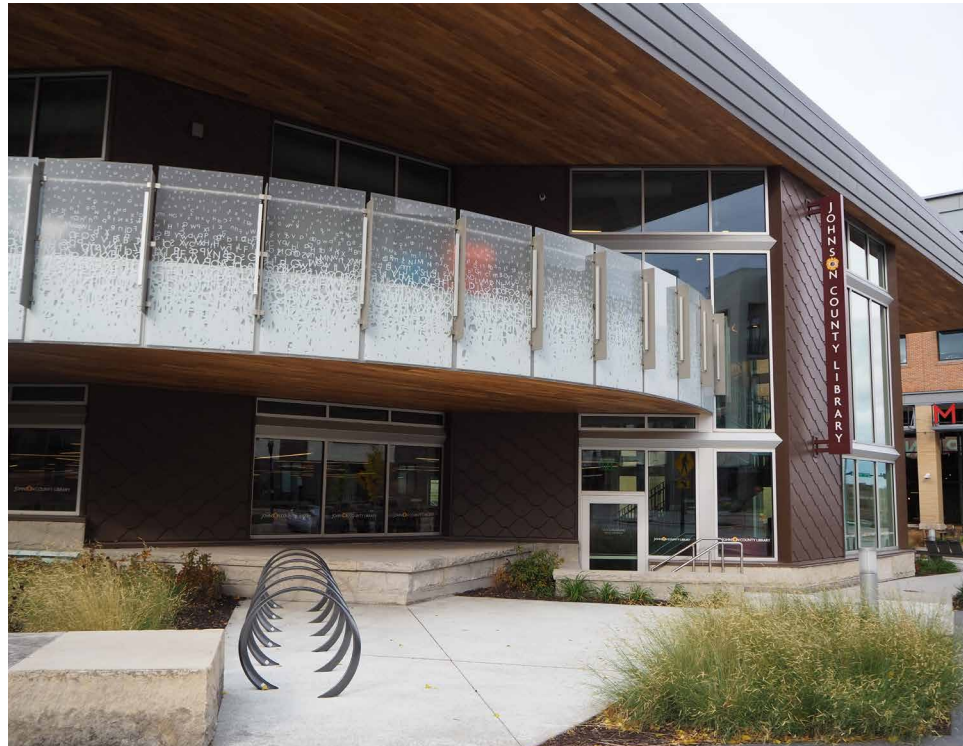


Maintain, expand, and improve the trail system to keep the community connected.

- 14.1** Connect residents to parks and recreational opportunities through sidewalks, trails, and other means of multi-modal transportation.
- 14.2** Extend trail corridors in areas currently not served and as new development is created.
- 14.3** Maintain partnerships with neighboring agencies.







3

FUTURE LAND USE

The Future Land Use Map is a key component of the Comprehensive Plan as it identifies where various uses are compatible and desirable in Lenexa, will guide development in the community for the next 20 years, and is a key legal factor in reviewing rezoning requests and other types of development requests.

The Future Land Use Map contained in this comprehensive plan was created with the input of many stakeholders and an analysis of how land uses and Lenexa's multimodal transportation system work together to form places to work, live, and play. Even so, the land use classifications on the map represent but one reasonable pattern of land uses and other uses should be considered if they can fit appropriately within the context of the surrounding area.

FUTURE LAND USE SCENARIOS

Future development in the community will bring benefits, like new jobs and housing options, as well as challenges, like increased traffic and demand on the City's infrastructure.

CONSTRAINTS AND INFLUENCES

The analysis of factors that can influence or constrain development plays a pivotal role in planning outcomes and shaping feasibility of different options. The scenario planning process was informed by issues and opportunities identified in past planning efforts, current development trends and patterns, existing and proposed transportation systems, availability of infrastructure, and community feedback.

Vision 2040. Completed in 2019, Vision 2040 outlined the community's vision and goals for Lenexa for the next 20+ years. Vision 2040 served as the foundation for the vision, goals, and recommendations of this Comprehensive Plan and informed the differences considered between land use scenarios.

City of Lenexa Comprehensive Plan (2016). The adopted Future Land Use Map in the 2016 Comprehensive Plan was the starting point for the scenario testing process. The plan was updated to reflect recent rezonings and prospective development projects to ensure the most accurate baseline was utilized.

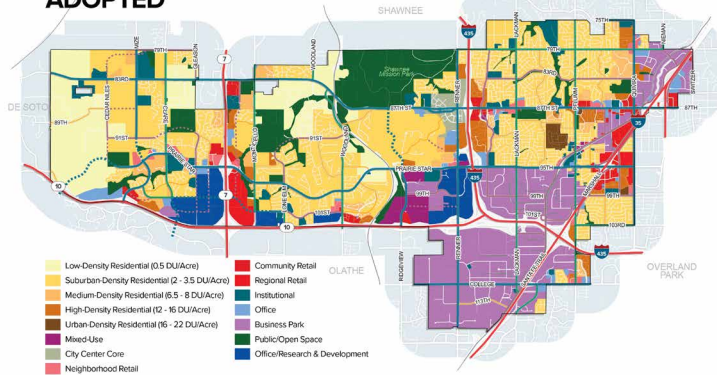
Existing Development Patterns. Lenexa's current land use and development pattern functions well for the community and reflects a diverse mix of residential, commercial, industrial, and open-space areas. The perpetuation of this pattern was a key driver for proposed changes to the 2016 Future Land Use Map. For example, higher density multifamily apartments and condominiums are currently allowed in Lenexa's RP-4 and RP-5 zoning districts. The location of multifamily housing flanking highways has proven appropriate to buffer lower density residential uses from the highway. To perpetuate this pattern, future higher density multifamily has been identified for vacant land flanking highways and other arterials.

Long Range Transportation Plan. Land use is integrally tied to the City's transportation system. To ensure future development and future roadways are aligned with one another, the City's Long Range Transportation Plan, in addition to the existing transportation network, was considered as a part of scenario development.

Infrastructure. Infrastructure includes stormwater, water, wastewater, electrical, gas, and telecommunications systems. These systems are managed and distributed by the City of Lenexa or regional utility providers. Future availability of infrastructure is essential to support growth. In areas where the provision of infrastructure is unlikely, such as the provision of wastewater infrastructure in the far western portion of Lenexa, lower density and intensity land uses were identified as appropriate.

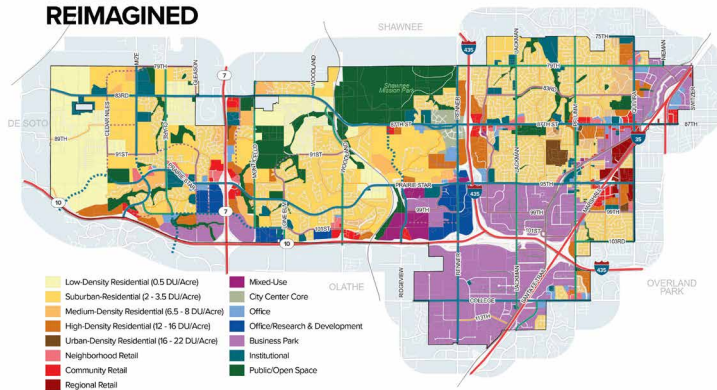
Community Feedback. Community feedback and stakeholder engagement throughout the planning process guided initial scenario development. Discussions with staff, elected and appointed officials, and the Comprehensive Plan Steering Committee helped to refine the scenarios and develop the final Future Land Use Map to ensure that development aligns with the community's vision for the coming decade.

**LAND USE PLAN
ADOPTED**



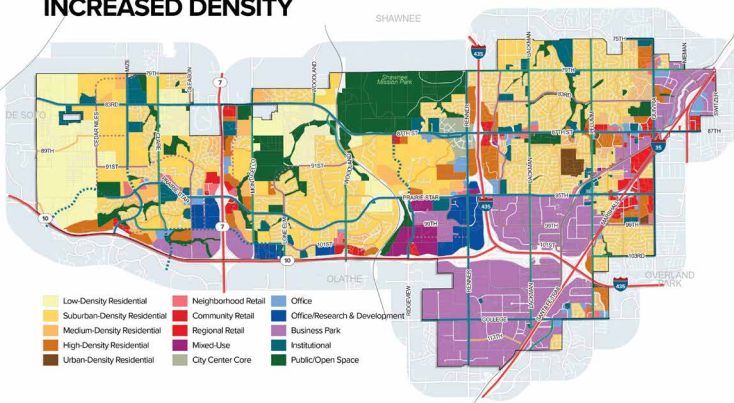
Scenario 1: 2016 Land Use Map – Current. Scenario 1 reflects the City’s currently adopted Land Use Map with updates made to account for the recently approved rezoning of land. It was utilized to determine the impacts of the City’s current vision for future land use.

**LAND USE PLAN
REIMAGINED**



Scenario 2: 2016 Land Use Map – Reimagined. Scenario 2 reimagines the adopted Land Use Map by modifying key undeveloped areas into a mix of uses that reflect today’s market trends and demands. Much has changed in Lenexa and throughout the region and country leading the City to ask whether its adopted Land Use Map still makes sense for Lenexa. For example, when the last update was done, the office market was very strong, and additional office parks were envisioned in the community. The office market is more volatile today, and additional large-scale office parks are not expected.

**LAND USE PLAN
REIMAGINED WITH
INCREASED DENSITY**



Scenario 3: 2016 Land Use Map - Reimagined with Increased Density. Scenario 3 is the same Land Use Map as Scenario 2 but with increased residential densities, relative to those found in Scenario 2. For example, the Suburban-Density Residential land use category’s density was increased from 3.5 dwelling units per acre in Scenario 2 to 5.0 dwelling units per acre in Scenario 3. This additional density would be introduced in the form of accessory dwelling units and new missing middle housing, such as row homes, townhouses, or other smaller-scale housing types instead of the large lot/large home development pattern that is predominantly seen in Lenexa.

SCENARIO PLANNING PROCESS

To better understand the impacts of future development, three land use scenarios were created, tested, and shared with the community before the Future Land Use Map included in this document was finalized. The land use scenarios provided high-level information about land use relationships and the potential positive and negative impacts of potential development. They also inform planning for capital improvement projects and other public investments needed to make future development realistic and a net benefit to the community.

TESTING FACTORS

After the three land use scenarios were developed, they were analyzed against several testing factors including:



Build-Out Population



Job Creation



Traffic



Parkland Provision



Stormwater Management



Government Facilities & Employment Growth



Fiscal Impact

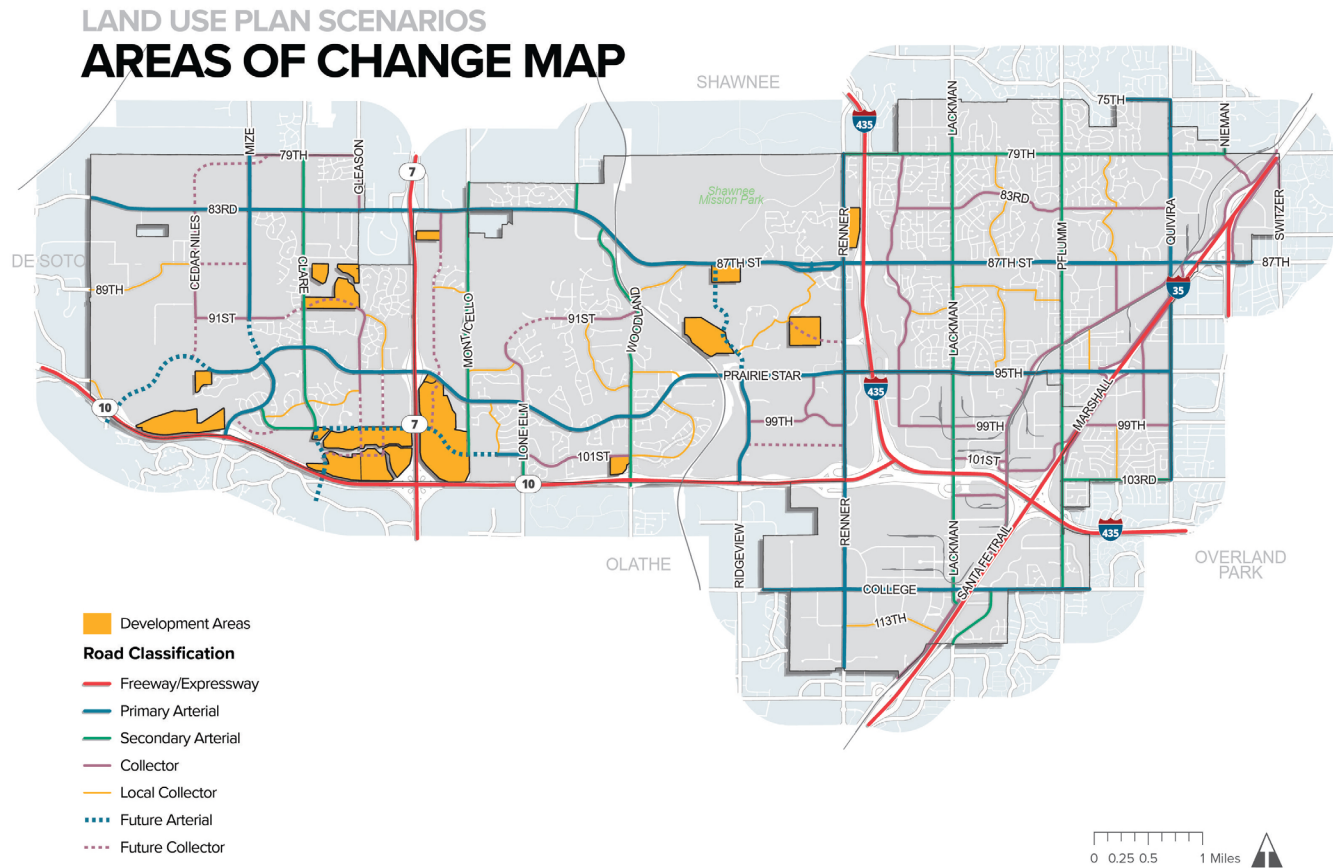
CONCLUSIONS

The future land use scenarios process revealed that all three scenarios would be a net benefit to the community. The table below reflects the calculated outcomes of the land use scenario exercise. The Steering Committee, Planning Commission and City Council concluded that outcomes between scenario 2 and scenario 3 would be the most positive future for Lenexa. Such outcomes are achieved by considering the recommendations of this plan to incorporate missing middle housing product in new neighborhoods, continuing to pursue parkland in developing areas, planning for a variety of land uses to create a balanced tax base, creating transportation and recreational trail systems to benefit all users, and utilizing the state highway system to provide for economic development opportunities at new and enhanced interchanges along the system.

Factor	Scenario 1	Scenario 2	Scenario 3
Dwelling Units	11,300 - 15,500	14,000 - 19,000	18,500 - 25,500
Commercial and Industrial Sq. Footage	13.5 - 15.5 million sq.ft	15.0 - 16.7 million sq.ft	15.0 - 16.7 million sq.ft
Build Out Population	26,500 - 37,200	31,500 - 43,900	43,200 - 60,600
Total Population	84,900 - 95,600	89,900 - 102,300	101,600 - 119,000
Job Creation	13,500 - 15,500	15,000 - 17,000	15,000 - 17,000
Trips / Traffic Impacts	10 - 13 Trips per Person	9 - 11 Trips per Person	7 - 9 Trips per Person
Fiscal Impact	Postive - \$8,050,000	Postive - \$10,150,000	Positive - \$9,400,000
Parkland Provision	17 - 19 acres per 1,000 people	16 - 17 acres per 1,000 people	14 - 16 acres per 1,000 people
Government Employee Growth	130 - 190	160 - 220	220 - 300

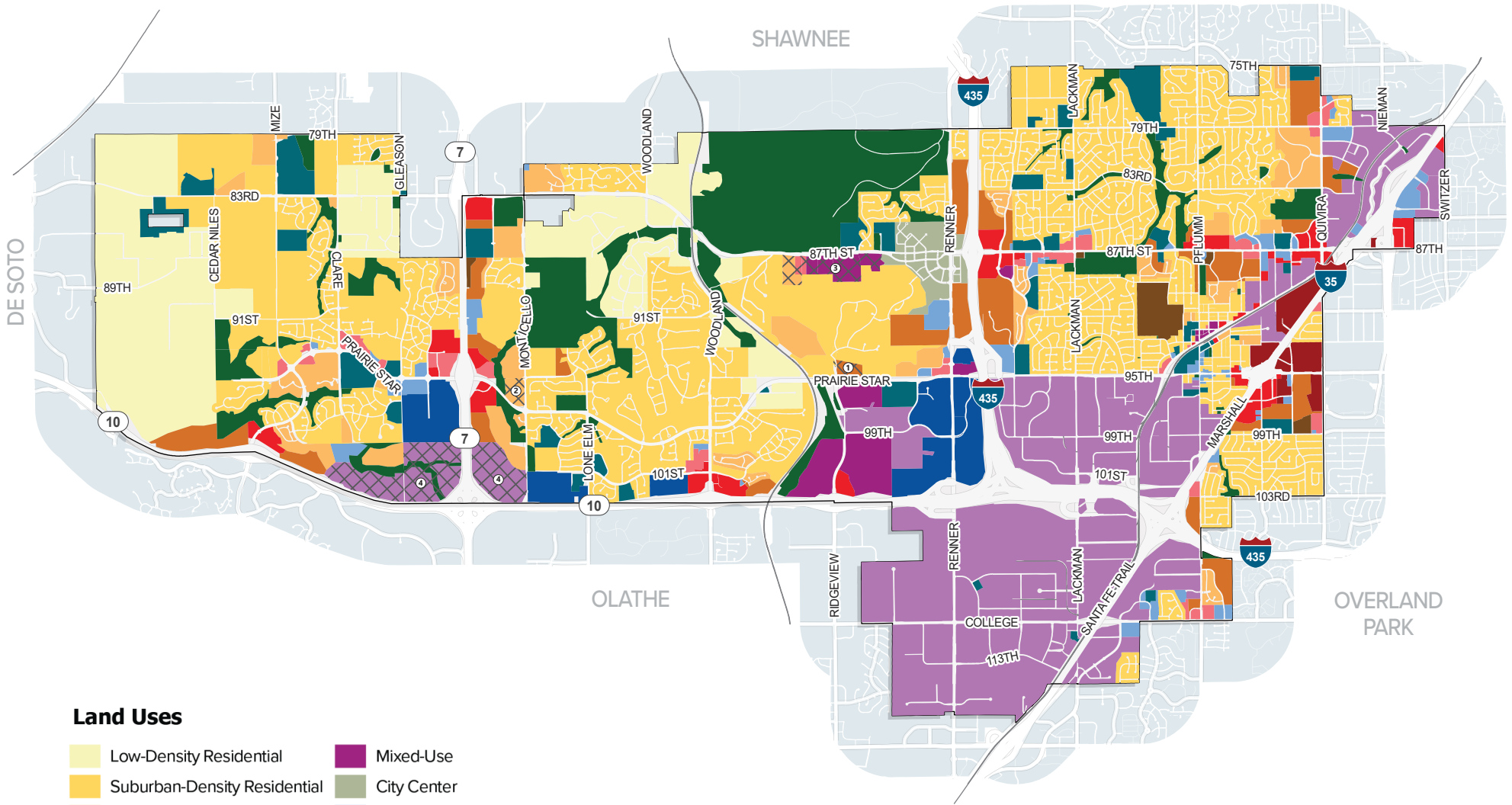
Development Areas

This Areas of Change map highlights where land use classifications changed between Land Use Scenario 1 and Scenarios 2 and 3. Scenarios 2 and 3 reimagine the adopted Land Use Map by modifying key undeveloped areas into a mix of uses that reflect today's market trends and demands. These modifications reflect the changes that have occurred in Lenexa and throughout the region and country since 2016. For example, in 2016, the office market and big box retailers were very strong, and additional office parks and big box retailers were envisioned in the community. Today, these markets are more volatile, and additional office parks and large retail uses are not expected. The areas identified for future office parks and regional retail have been reimaged to accommodate uses like housing, small retail nodes, and non-office business parks that are expected to be desired during the life of this plan.















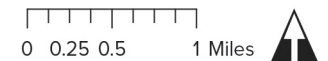
FUTURE LAND USE MAP

Revised 11/18/2025



Land Uses

- | | |
|------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
|  Low-Density Residential |  Mixed-Use |
|  Suburban-Density Residential |  City Center |
|  Medium-Density Residential |  Office/Employment Center |
|  High-Density Residential |  Office, Research & Development |
|  Urban-Density Residential |  Business Park |
|  Neighborhood Commercial |  Institutional |
|  Community Commercial |  Public/Open Space |
|  Regional Commercial |  See Appendix for Design Considerations |





FUTURE LAND USE CLASSIFICATIONS

Feedback received from the Comprehensive Plan Steering Committee and the City's elected and appointed officials helped develop the Future Land Use Map. As a cornerstone of the Comprehensive Plan, the Future Land Use Map reflects a general guide for growth and development within Lenexa. Parcels within the City have been assigned land use classifications to serve as the basis for development review and approval, as well as for future zoning amendments.

Low-Density Residential

Low-density residential neighborhoods do not have cost-effective access to a wastewater utility and must be low-density to accommodate on-site sanitary systems. Lot clustering is encouraged to protect environmentally sensitive areas.

Density

- 0.5 dwelling units per acre maximum

Primary Uses

- Single-Family Detached
- Agricultural

Suburban-Density Residential

Suburban density residential neighborhoods resemble the character and form of traditional single-family neighborhoods. Suburban density residential areas should incorporate pocket and neighborhood scale parks, public gathering spaces, community gardens, and other amenities.

Density

- 3.5 dwelling units per acre maximum

Primary Uses

- Single-Family Detached



Medium-Density Residential

Medium-density residential neighborhoods consist of a mix of housing types that are compatible with the scale and character of single-family detached homes. Where possible, medium-density residential areas should serve as a transition between low-density and suburban-density residential areas and high-density residential areas and commercial developments. Medium-density residential areas should incorporate pocket and neighborhood scale parks, public gathering spaces, community gardens, and other amenities.

Density

- 8 dwelling units per acre maximum

Primary Uses

- Single-Family Detached
- Cottage Home Court
- Duplex
- Triplex
- Quadplex
- Townhome
- Stacked Duplex

High-Density Residential

High-density residential areas consist of a mix of attached and multifamily housing in a walkable, compact neighborhood setting. Where possible, high-density residential areas should serve as a transition between suburban-density and medium-density residential areas and urban-density residential areas and commercial areas. This land use should continue to be located along Lenexa's major thoroughfares and highway corridors. High-density residential areas should incorporate pocket and neighborhood scale parks, public gathering spaces, community gardens, and other amenities.

Density

- 16 dwelling units per acre maximum

Primary Uses

- Cottage Home Court
- Duplex
- Triplex
- Quadplex
- Townhome
- Stacked Duplex
- Multifamily

Urban-Density Residential

Urban-density residential areas include compact residential development featuring a variety of high-density housing types. This land use should continue to be located along Lenexa's major thoroughfares, highway corridors, and mixed-use neighborhoods. High levels of walkability and bikeability should be promoted to reduce reliance on vehicles. Where possible, urban-density residential areas should serve as a transition between lower density residential areas and higher intensity nonresidential uses, such as business parks and regional commercial centers.

Density

- 16 dwelling units per acre minimum

Primary Uses

- Multifamily



Neighborhood Commercial

Neighborhood commercial centers are mid-scale developments that provide a mix of goods and services that improve quality of life, such as a grocery store and “third places”, as discussed in more detail in the following pages. Neighborhood commercial centers typically include one anchor tenant and several smaller tenants and are developed over three to five acres of land. Neighborhood commercial centers should be easily accessible by foot, bicycle, or vehicle; provide pedestrian and bicycle connections to surrounding neighborhoods; and provide sufficient parking.

Density

- Up to 125,000 square feet of gross leasable area

Primary Uses

- Commercial Retail and Service
- Food and Drink
- Entertainment and Cultural

Community Commercial

Community commercial centers are large-scale commercial developments that include a mix of goods and services that are primarily accessed by car. Community commercial centers often have two or more anchor tenants, which could include a discount store, supermarket, or large specialty store, and are developed on land 10 to 40 acres in size.

Density

- 125,000 – 400,000 square feet of gross leasable area

Primary Uses

- Commercial Retail and Service
- Food and Drink
- Entertainment and Cultural

Regional Commercial

Regional commercial centers are the largest commercial developments anticipated in Lenexa, and typically encompass 40 or more acres. Regional commercial centers consist of multiple anchor tenants, smaller leasable spaces, and commercial spaces. These centers also include improvements like internal roadway streetscape, sidewalks, on-street parking, and other elements that enhance the pedestrian environment. Pedestrians and public spaces should be prioritized over vehicles. Although patrons will likely drive to these areas, the development should be designed to encourage them to “park once and walk”.

Density

- More than 400,000 square feet of gross leasable area

Primary Uses

- Commercial Retail and Service
- Food and Drink
- Entertainment and Cultural
- Hotel



Office/Employment Center

Office/employment centers accommodate buildings used for conducting business where little or no sales, manufacturing, or warehousing occur. Office/employment centers may include campus-type development as well as standalone buildings and could include both single or multiple tenants.

Density

- N/A

Primary Uses

- Office
- Medical

Office, Research, and Development Center

Office, research, and development centers combine office uses with research and related manufacturing or assembly uses with little or no sales of product. Examples may include medical research spaces, bioscience, technology, or product development testing. Research and Development uses vary widely in terms of what they do; in some cases they are predominantly office with minimal lab or production space, and in others they are more industrial in nature.

Density

- N/A

Primary Uses

- Office
- Medical
- Research and Development
- Life Sciences
- Emerging Technology Facilities

Business Park

Business parks are moderate- to high-intensity in nature and may include light assembly and manufacturing or warehousing and distribution uses. Business parks may range from campus-like business parks to single-use buildings.

Density

- N/A

Primary Uses

- Warehouse
- Distribution Center
- Data Center
- Manufacturing



City Center

City Center is intended to be a unique mixed-use development in the geographic center of Lenexa. Development should be tailored to an urban environment, and thus be of a greater intensity or density, with public open spaces and pedestrian-friendly streets. Sites and buildings should include a mix of employment, shopping, entertainment, office, retail, residential, recreation, and civic uses. Parking should primarily be provided on-street or in structures, carefully integrated into the building architecture and site layout.

Density

- 20 dwelling units per acre minimum

Primary Uses

- Vertical Mixed-Use
- Commercial Retail and Service
- Food and Drink
- Entertainment and Cultural
- Hotel
- Multifamily
- Civic

Mixed-Use

Mixed-use provides the opportunity to incorporate a variety of uses, such as retail, office, residential, and institutional, within a single development or within close proximity to one another. Retail and office uses may stand alone or may be on the ground floor with residential or office uses on the upper floors. Mixed-use developments should include a connected street system, sidewalks, and trails, as well as anticipate future transit facilities. Within the residential portions of a mixed use development there may be a mix of densities.

Density

- 16 dwelling units per acre average

Primary Uses

- Vertical Mixed-Use
- Commercial Retail and Service
- Food and Drink
- Entertainment and Cultural
- Multifamily
- Civic





Institutional

Institutional accommodates public and semi-public activities, such as government buildings, schools, and places of worship. These should be compatible with the overall character of Lenexa and surrounding uses. Smaller institutional uses may be located within other appropriate land use classifications.

Density

- N/A

Primary Uses

- Governmental
- Quasi-Governmental
- Educational
- Place of Worship
- Utilities

Public Parks and Open Space

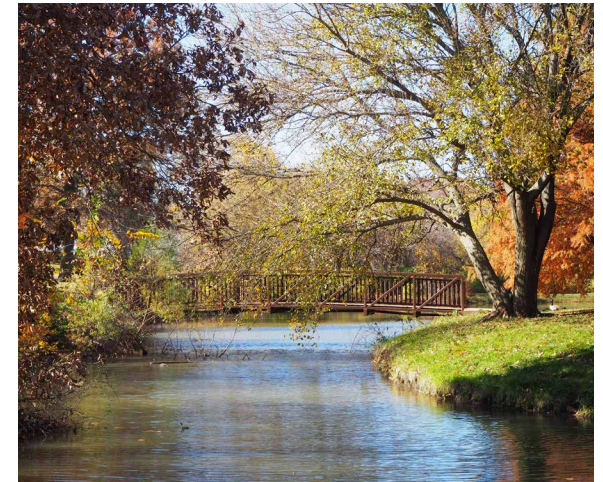
Parks and open space includes existing city, county, or state owned properties used for parks, recreation, or open space.

Density

- N/A

Primary Uses

- Parks and Open Space
- Recreation Facilities
- Cemetery
- Conservation Area





GROWTH STRATEGY

As Lenexa continues to experience growth, it must balance preserving the character of the City's established neighborhoods with supporting new residents and development in appropriate locations. A sustainable and efficient approach to growth will need to prioritize continued investment in existing infrastructure while also planning for new infrastructure to accommodate growth. While the Future Land Use Map designates where different types of development should be accommodated within Lenexa, a comprehensive approach must be taken to guide decisions related to short-, medium-, and long-term growth opportunities and public investment. Lenexa's growth strategy is guided by the following objectives:

- Promote infill development and reinvestment where infrastructure exists today to maximize developable areas while maintaining the existing character of the areas served.
- Accommodate new development only when the necessary infrastructure exists or a practical plan for providing infrastructure is in place.

Promote Infill Development

Infill development is when a vacant, abandoned, or underutilized property is developed within an area that is largely built out. It supports sustainable development by reducing premature outward growth, while promoting land conservation and reinvestment in neighborhoods. As infill occurs, it is important that new development respects the character of existing neighborhoods while accommodating opportunities for a range of context-sensitive development options that provides greater housing and commercial choices. Detailed recommendations on how context-sensitive residential infill development should be accommodated in Lenexa can be found in Chapter 4.

Enhance Infrastructure with Growth

Ease of mobility and access to quality utility services are key factors to high quality of life. As the City continues to grow, it is important that infrastructure is improved and expanded to support the increasing population. It is essential that the City only approve new development where necessary infrastructure currently exists or a practical plan for providing infrastructure is in place. To ensure this, the City should continue to work with developers to assess impacts on roadway and utility infrastructure, ensuring necessary improvements are implemented to support new and existing residents, while mitigating traffic congestion. Detailed recommendations on how the City should plan to expand infrastructure to accommodate future growth can be found in Chapter 7.



NEIGHBORHOOD NODES - CREATING THE “THIRD PLACE”

Vision 2040 establishes the community’s vision for healthier residents. One strategy identified to accomplish this is creating neighborhood nodes. Neighborhood nodes can include recreation, civic, and/or neighborhood commercial uses, as well as third places.

Third places are informal areas where residents and visitors can meet and gather outside of home (first place) or work (second place). These amenities offer an opportunity for social interaction and can anchor civic life in Lenexa. Third places, such as small plazas and mini parks, can serve as focal points for future pedestrian activity, functioning as an amenity to business patrons as well as residents and visitors. Third places should be integrated into all new commercial development.

Neighborhood nodes are envisioned throughout Lenexa, and potential locations are symbolized on the neighborhood nodes map. To help realize the creation of neighborhood nodes, the City should consider establishing requirements to promote the development of third places within new and redeveloping neighborhood commercial areas. Some regulations the City should consider include requiring new commercial development of a certain size to provide a minimum square footage of public gathering space, as well as standards for how the space should be activated.

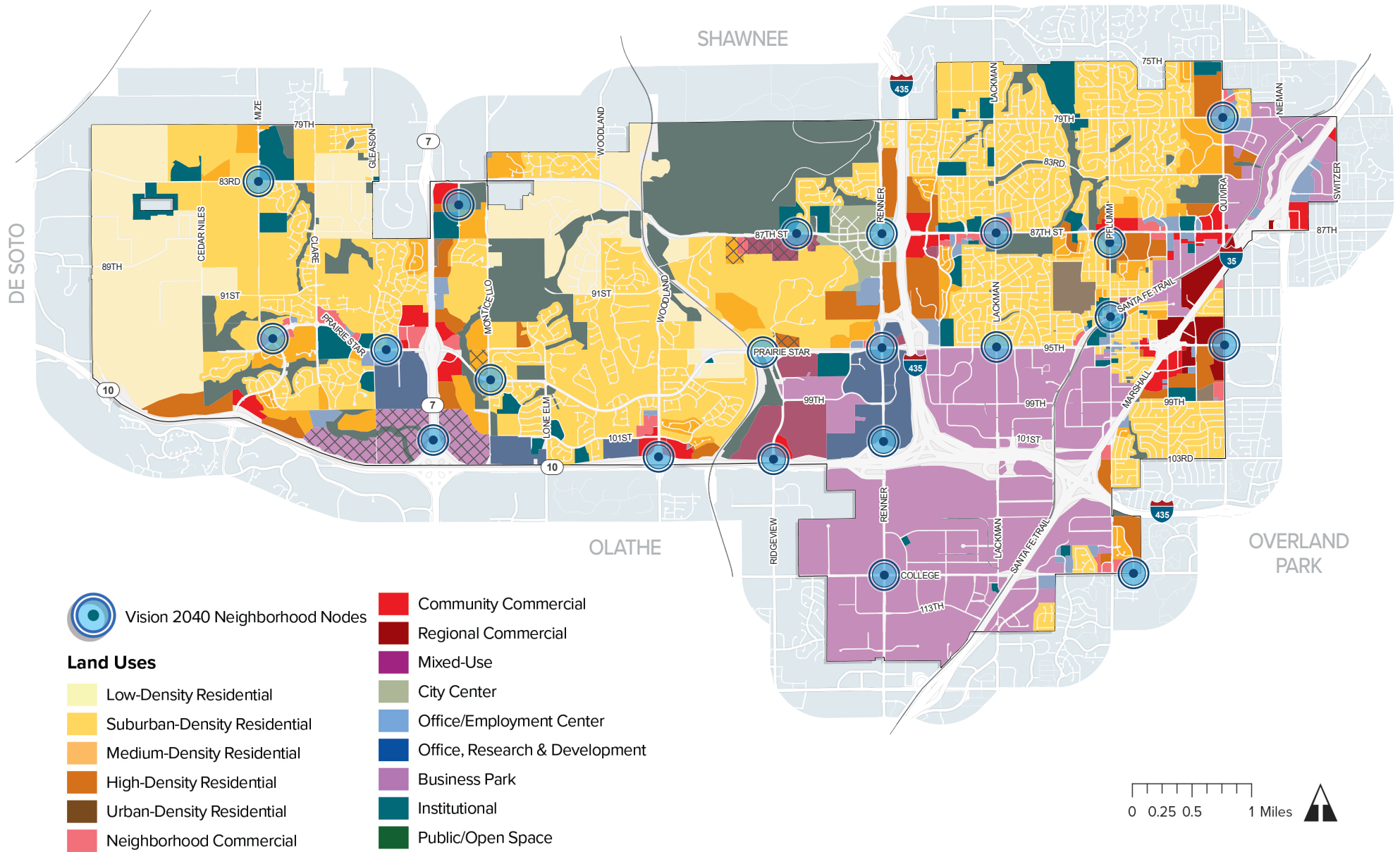
BEST PRACTICE CONSIDERATIONS

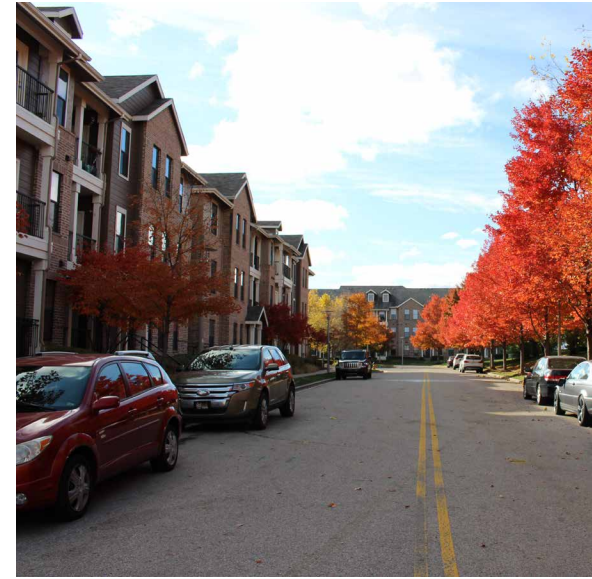
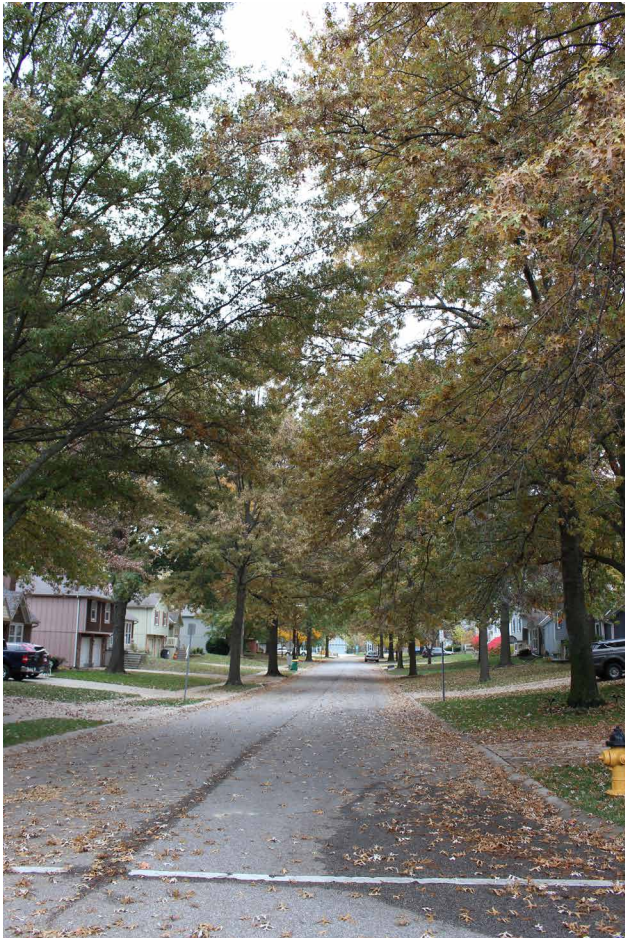
Cities have required developers to choose a minimum number of amenities from a menu of options that could include features such as lighted walkways, movable tables and chairs, fountains or other water features, benches, seat walls or raised landscape planters, or public art/sculptures.



FUTURE LAND USE

NEIGHBORHOOD NODES MAP







4

HOUSING AND NEIGHBORHOODS

Approximately 60,000 people currently call Lenexa home, and thousands more will over the next 20 years. To ensure current and future residents thrive, this Chapter focuses on policies and recommendations for Lenexa's housing stock and residential neighborhoods. The City's approach to housing and neighborhoods varies across Lenexa and responds to resident preferences, existing development patterns, the community's growth strategy, and market demands.

HOUSING AND NEIGHBORHOODS

The Housing and Neighborhoods chapter provides guidance on how Lenexa can accommodate its growing population by supporting the development of accessible, equitable, and sustainable housing development. The Residential Framework Map builds off of the Future Land Use Map to ensure that growth and development reflects the desired vision of the Lenexa community. The Residential Framework Map identifies key areas in the community where the City should prioritize context sensitive infill development and expand opportunities for new residential development that provide a greater diversity of housing options in the community.

Goal 1

Prioritize creating complete neighborhoods to maintain and elevate Lenexa’s high quality of life and desirability.

- 1.1** Continue to preserve and reinvest in established residential neighborhoods.
- 1.2** Encourage the development of neighborhood nodes with a balanced mix of housing types, neighborhood-centric commercial and civic uses, and public recreational spaces.
- 1.3** Build a unified sense of community and local identity within neighborhoods.

Goal 2

Support a diverse range of housing to support residents of all backgrounds and stages of life.

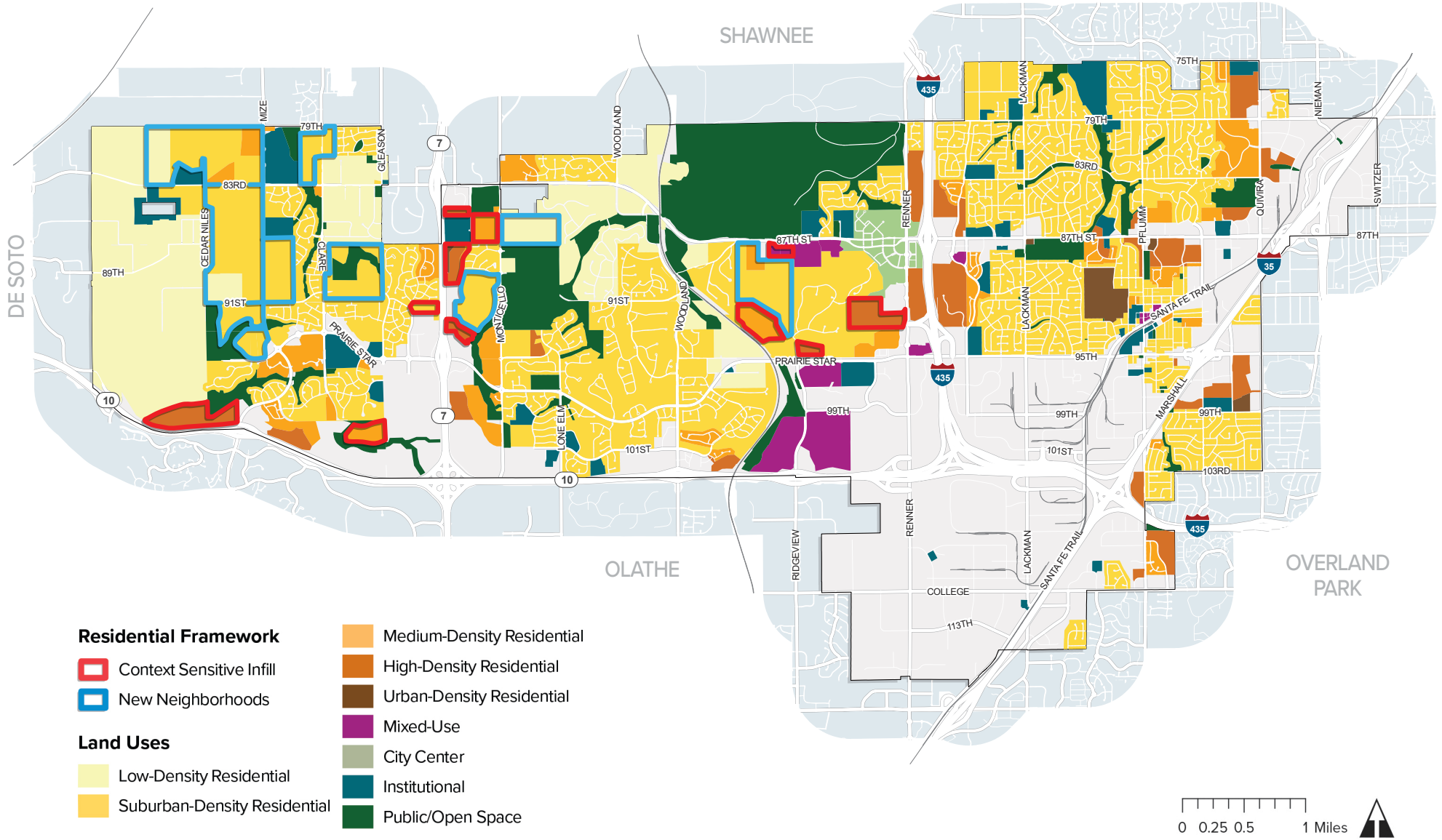
- 2.1** Promote attainable housing through diverse housing choices and creative housing types.
- 2.2** Support investment in older, single-family housing stock and neighborhoods in a manner that preserves naturally occurring affordable housing.
- 2.3** Accommodate infill development and consider moderate density increases in established neighborhoods where increased density is determined to be appropriate based on the context of the area.
- 2.4** Consider a mixture of housing densities in newly developing areas.
- 2.5** Consider higher density multifamily housing in areas that provide well planned transitions to lower density housing.
- 2.6** Provide a framework for housing that is welcoming to residents in all stages of life and with all abilities.

Goal 3

Promote the development of sustainable and resilient neighborhoods.

- 3.1** Guide future residential growth into development patterns that respect the natural environment by clustering density on non-sensitive areas of the property.
- 3.2** Promote sustainable infill development and redevelopment in identified areas.
- 3.3** Encourage new development and rehabilitation to utilize materials, construction techniques, and infrastructure systems that reduce negative environmental impacts of residential development.
- 3.4** Preserve and integrate green spaces and high-quality trees in new neighborhood subdivisions.

HOUSING AND NEIGHBORHOODS FRAMEWORK MAP



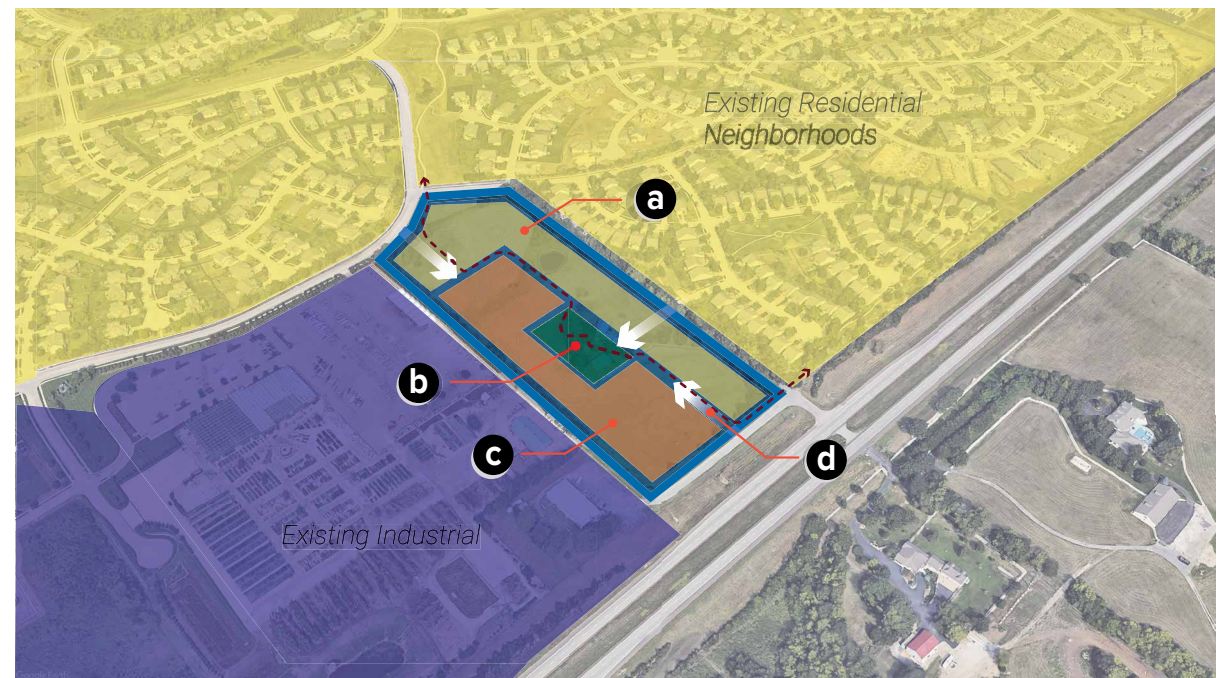
CONTEXT SENSITIVE INFILL DEVELOPMENT

In the past, Lenexa experienced development of new subdivisions in isolated areas, which were not surrounded by other land uses or impacted by other activities. Because the City is landlocked, as it grows, there will be fewer opportunities for isolated development making it essential for new residential development to be sensitive to its surrounding context. This type of development is referred to as context sensitive infill development and brings many benefits to the community such as creating cohesive and connected communities; lowering costs of developments by leveraging existing infrastructure, encouraging walking and biking by bringing people closer to amenities; and ensuring new development mitigates additional traffic congestion.

The Future Land Use Map identifies several undeveloped areas as the medium-density residential land use classification adjacent to existing neighborhoods in the low-density residential and suburban-density residential land use classifications. A context sensitive infill development approach should be taken in these areas to ensure the denser development is a net benefit to the community and does not detract from existing residents' ability to utilize and enjoy their homes.

The conceptual development plan below illustrates one of the many ways context sensitive infill development can be realized in Lenexa.

- a** Create transitions between lesser density/intensity uses and higher density/intensity uses through like uses, landscape buffers, stepping back building heights, and using similar bulk and mass for buildings.
- b** Preserve existing trees and natural topography.
- c** Design higher density residential buildings to resemble and complement single-family detached homes.
- d** Connect new roads, sidewalks, and bicycle lanes with existing facilities, as discussed in Chapter 6.



Utilize Land Use Buffers

Buffering helps to improve the appearance of higher intensity or high-activity uses and mitigates their impact on neighboring properties of lesser land use intensity. Buffering can include the use of quality, opaque fencing, walls, and/or landscape to hide aesthetically less appealing, but necessary functions, such as parking, loading, storage, or trash disposal areas. Buffers serve as a strategy to minimize the stark aesthetic contrast and impacts of transitioning land uses where they must coexist. The City currently requires buffering in its UDC. Buffering requirements are determined through a calculation of land use intensity and associated standards for buffer width as well as the number and type of plantings. Revisions and enhancements to UDC requirements can ensure that effective buffering strategies are deployed in ways that do not impair the ability to develop or redevelop areas within the City.

BEST PRACTICE CONSIDERATIONS


Other communities have made their buffer requirement more effective by:

- Simplifying the land use intensity calculation that drives buffer requirements.
- Requiring varying levels of buffer area intensity based on the subject property land use and the adjacent property land use.
- Establishing a menu of buffer options that provide flexibility to developers while maintaining appropriate levels of buffer.
- Incentivizing the use of existing trees in buffer areas.




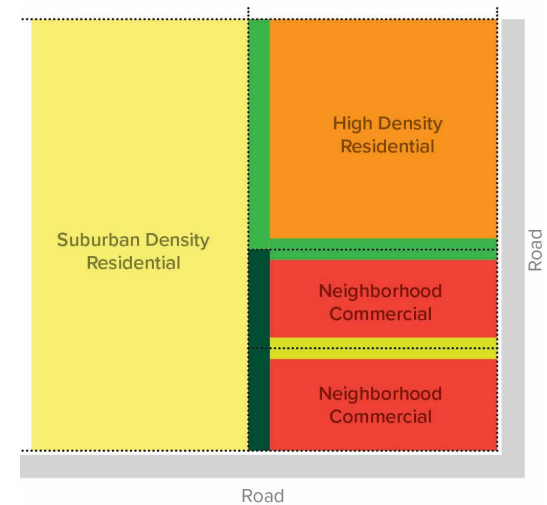
 No Buffer/Decorative Buffer



 Semi-Opaque Buffer



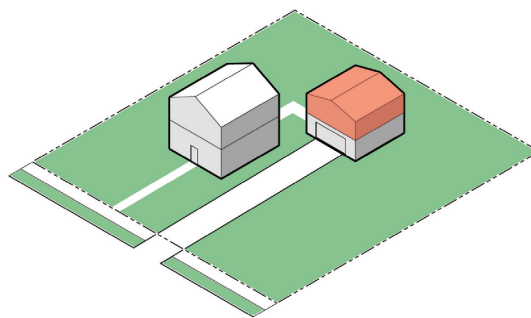
 Opaque Buffer



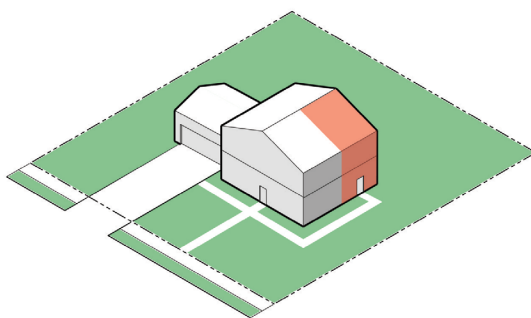
Consider Accessory Dwelling Units

Also called granny flats, in-law units, backyard cottages, secondary units, or carriage houses, accessory dwelling units (ADU) are smaller, independent dwelling units on the same property as a single-family detached home. Accessory dwelling units can be detached, attached, or internal to the primary dwelling. In the future, ADUs are more likely to be found in new developments where they can be integrated into the fabric of a well-designed neighborhood. Accessory dwelling units have several benefits, including accommodating multigenerational living and supportive housing and providing a source of additional income for homeowners. Allowing accessory dwelling units in new low-density and suburban-density residential developments can help provide a comparatively affordable housing option as compared to other housing types.

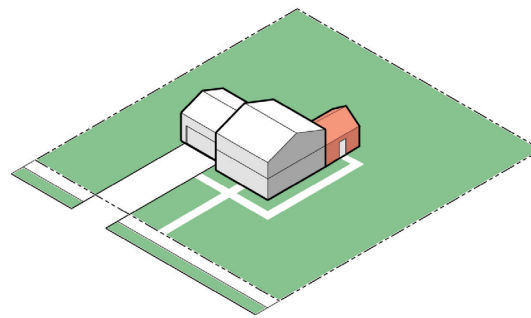
Detached Accessory Dwelling Unit



Internal Accessory Dwelling Unit



Attached Accessory Dwelling Unit



BEST PRACTICE CONSIDERATIONS

Other communities address ADUs when they update their zoning ordinances. Community outreach is the cornerstone of any ordinance update process and include methods to gather resident feedback on the design and development standards that would make ADUs appropriate. Design and development standards that other communities consider include:

- Prohibiting additional curb cuts and driveways serving only the accessory dwelling unit.
- Establishing design standards that ensure the accessory dwelling unit is appropriate in scale and architecture.
- Requiring adequate parking.

Establish Infill Design Standards

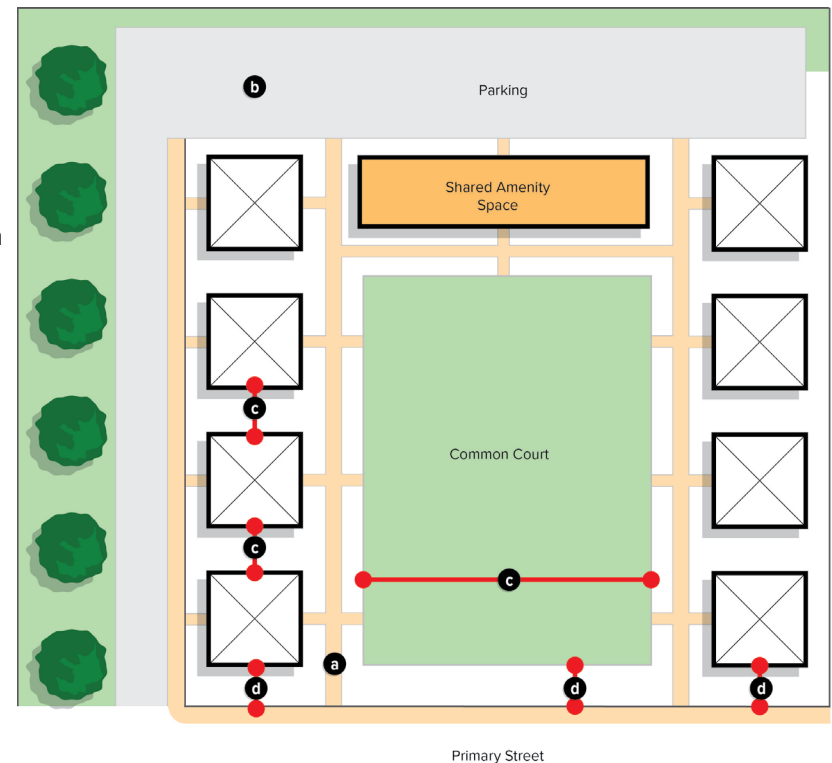
The high-quality, desirable character of Lenexa's neighborhoods is one of the City's greatest assets. The desirability of Lenexa as a place to live is reinforced in new development through architectural design standards outlined in the City's UDC. The existing requirements include standards applicable to single-family and duplexes and other standards applicable to multifamily. As infill occurs, and medium - and higher-density residential development is established in proximity to single-family areas, the establishment of more detailed design standards for triplexes, quadplexes, townhomes, cottage home courts, and other housing types should be considered. Design standards that encourage a cohesive pattern and help denser residential infill formats "fit" alongside established single-family neighborhoods will help ensure new development is welcome within Lenexa.

These standards should be objective and rich with graphics to ensure ease of use and administration. Developing the standards, should include community input that engages residents to understand preferences for design style and informs them on the relationship between zoning requirements and the cost of housing. Clear, objective standards for a variety of housing types will allow the development of more diverse housing stock in the community by providing expectations and certainty for residents, developers, staff, and elected and appointed officials.

BEST PRACTICE CONSIDERATIONS

Many communities utilize diagrams, like the one below, to convey objective design and development standards. This diagram illustrates how a cottage home court should be designed, with the cottage homes fronting a common court, a shared amenity space, and screened parking.

- a** Pedestrian walkways connects cottage homes to sidewalk, common court, shared amenity space and parking
- b** Parking is accessed from a side street and located behind the street
- c** Dimensional standard ensure adequate spacing
- d** Setbacks reflect the setbacks of surrounding development to maintain consistent rhythm



Improve Connectivity

Poorly planned subdivisions can be isolated, with limited consideration regarding future connectivity and neighborhood adjacency. Connecting the street network as new adjacent subdivisions are built and infill occurs better accommodate modes of transportation for short, local trips thereby reducing traffic congestion, and supporting healthier lifestyles. For example, cross section requirements for new roads should be aligned with the City's Complete Streets Plan. However, many factors contribute to well-connected neighborhoods, such as:

- a Extend Streets.** Where possible, streets in new neighborhoods should be aligned with existing streets to ensure a seamless sidewalk and bicycle network.
- b Short Blocks.** Blocks between 600 and 800 lineal feet make it easier for pedestrians to safely navigate a neighborhood as they encourage lower driving speeds and provide more opportunities for crosswalks.

c Grid Street Pattern. A grid or modified grid street pattern encourages walking and biking by providing more direct routes. When connecting new residential areas to established built suburban-style subdivisions, modified grids can help smooth the transition.

d Neighborhood Nodes. As discussed in Chapter 3, neighborhood nodes are nonresidential developments, such as shops, restaurants, parks, or plazas, near residential neighborhoods that are primarily accessed by active transportation options.



EXPLORE COMPLETE NEIGHBORHOODS

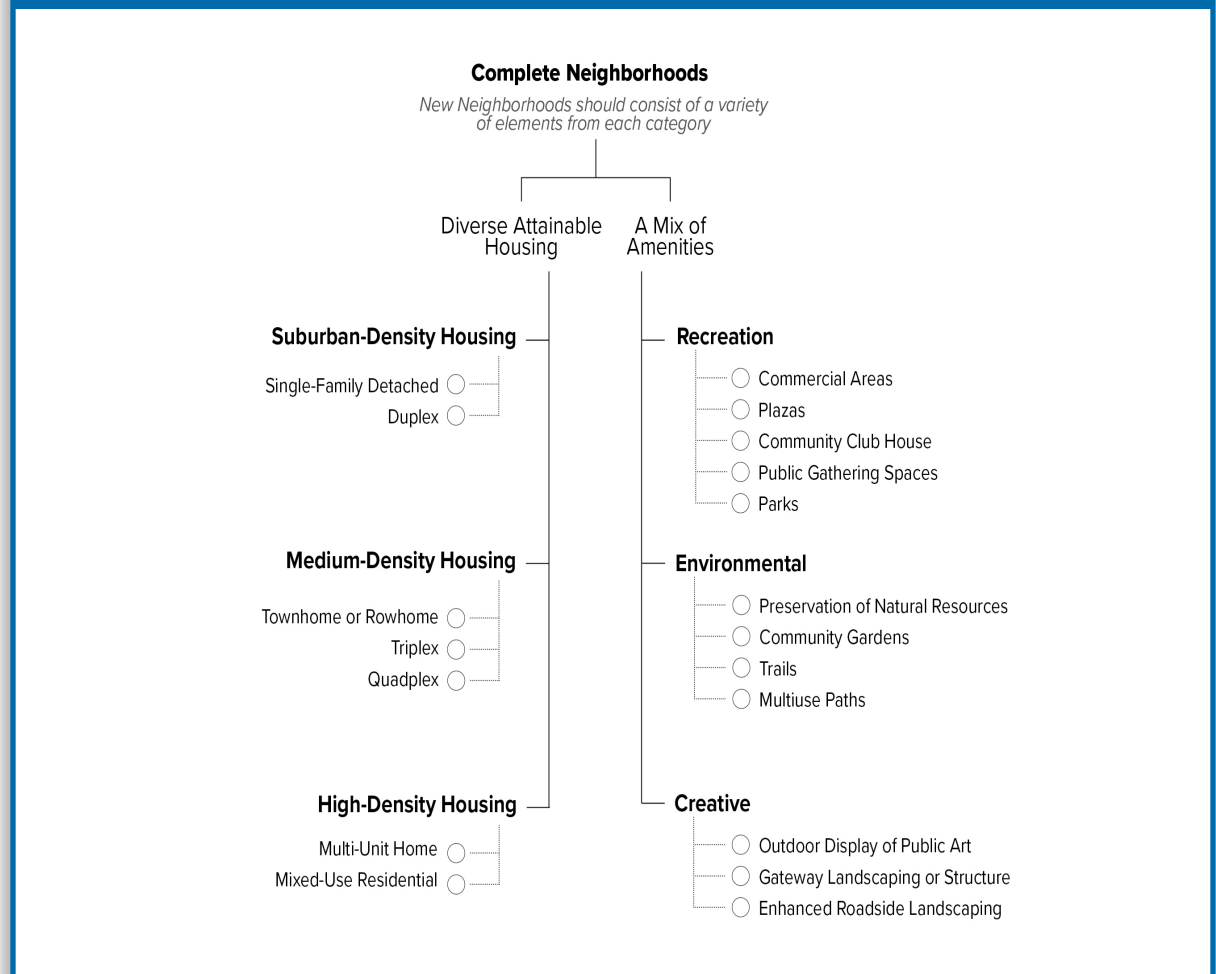
While single-family detached dwellings will continue to be developed in Lenexa, the City should consider implementing flexibility in the code which will allow for variety in housing options. New neighborhoods should provide diverse housing choices and creative housing types to lead to varied but cohesive communities that add to the City's established character.

New neighborhoods should also be “complete”. A complete neighborhood includes not only high-quality housing but other features that encourage community, offer convenience, and improve quality of life. Much like neighborhood nodes, features could include trails, a community club house, parks and open space, a mix of businesses and services within walking and biking distance, public art, and more.

In encouraging, incentivizing, or requiring complete neighborhood features as a part of new neighborhood development, Lenexa can ensure new neighborhoods are complete.

BEST PRACTICE CONSIDERATIONS

By establishing a menu of improvement options for a developer to choose from, there is a recognition of the need to balance neighborhood improvements with the impact on the final cost of housing and desire to provide attainable housing choices. A menu approach provides flexibility and allows developers to tailor the amenities to their target market.



Support Sustainable, Conservation Design

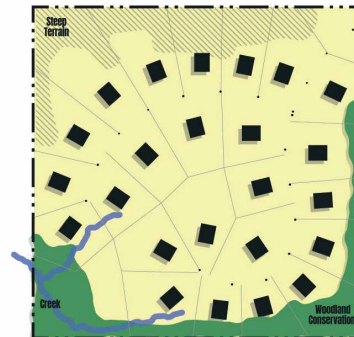
The conservation of natural topography, mature trees, wetlands, and other natural features, ensures that any growth or development that occurs does not affect Lenexa’s sustainability negatively.

BEST PRACTICE CONSIDERATIONS

Other communities have prioritized environmental resource conservation and encouraged sustainable design by establishing a unique subdivision option often called cluster or conservation subdivisions.

This type of subdivision is an approach to residential development that preserves contiguous areas of open space and natural areas by clustering smaller residential parcels on select areas of a site. The overall housing density within the development remains the same, but the site design allows for larger areas of open space to remain intact and used to preserve wetlands, floodplains, or other natural features, and shared as neighborhood or community parkland.

To encourage sustainable neighborhood and building design, incentives can be built into the conservation/cluster subdivision process. For example, higher density development could be allowed if the project exceeds minimum stormwater quality or open space standards.



Typical Subdivision

- 24 Lots
- Minimum Lot Size: 1 to 2 acres
- No Undivided Open Space



Conservation Design

- 24 Lots
- Lot Size Range: less than one acre
- 50% Undivided Open Space

Accommodate a Variety of Housing Types

Like many communities in Kansas and throughout the country, Lenexa's population is aging. Since 2011, the number of residents aged 19 and under has remained largely unchanged, while older age groups are growing. This is especially true for residents aged 65 and over, a growing proportion of the City's population. As this trend continues, Lenexa should support the development of a variety of housing types that accommodate residents choosing to upsize or downsize from their single-family home.

It is increasingly difficult for young families to afford new single-family homes, making the City's existing stock an essential tool for providing attainable housing options in the community. Developing housing types to accommodate upsizing or downsizing will encourage residents to remain in the community, and will also lead to older, more affordable, single-family homes entering the housing market.

BEST PRACTICE CONSIDERATIONS

Other communities have achieved their desired mix of housing types by revising their subdivision development standards to require a minimum range of housing types in new neighborhood developments. This requirement would support housing choice and provide more affordable options.

- Establish more housing types in the UDC and align their allowance per zoning district within the Future Land Use Map.
- Consider requiring a minimum percentage of housing types in new neighborhood developments to increase housing choices.
- Incentivize universal design practices, such as zero threshold entries, to accommodate all levels of mobility.

Enhance Character of Multifamily Complexes

Multifamily complexes are developments with multiple, large-scale multifamily buildings. In Lenexa, there is a well-established pattern of accommodating multifamily complexes along major highway and roadway corridors, which should continue moving forward.

These larger-scale developments should use high-quality building materials and provide amenities such as electric vehicle charging stations, passive and active recreation areas, and third places.

BEST PRACTICE CONSIDERATIONS

Enhanced design and development standards for multifamily complexes should ensure:

- Building orientation and massing deemphasizes parking lots, improves the pedestrian environment, and provides views and access to shared common areas and open space.
- The visual impact of larger multifamily buildings is minimized through creative design solutions such as upper-story setbacks, concealed stairways, and small, street facing courtyards.
- Multifamily projects transition well into lower density surroundings by thoughtful placement of buffers, landscaping, and provision of necessary infrastructure improvements that mitigate traffic and improve access.



HOUSING CONSIDERATIONS

While these are not found on the Residential Framework Map, there are general housing and neighborhood considerations that should be included in the City's housing policies moving forward.

Support Housing for All Ability Levels and Stages of Life

A key component of expanding housing options in Lenexa is ensuring those options serve people of all abilities and stages of life. Although housing format does impact whether a residence is an option for someone, so to is the location of the residence and its connection to community amenities. Focusing on increasing housing options as well as improving access and mobility can support housing for all ability levels and stages of life.

Unified Community Identity

Future neighborhoods should continue to build a unified sense of community and contribute to Lenexa's local identity. Local identity could be fostered through public gathering spaces, neighborhood branding, housing oriented to the street, and public events. It will also be important to bridge the gap between new development and established neighborhoods through connected roads, sidewalks, trails, and bike lanes; and equitable investments in public spaces and infrastructure. To accomplish this goal, strategies to consider are:

- Continuing to include neighborhood infrastructure improvements and investments in Lenexa's long-term capital planning efforts in a manner that ensures equitable distribution of City resources.
- Requiring the primary entrance to all housing be oriented towards a street with a sidewalk rather than a parking lot. Promoting the establishment of a unique neighborhood brand that can be incorporated into signs, landscape, amenities, and other public features of a subdivision.
- Continuing to conduct outreach to HOAs and other neighborhood groups to maintain strong communication between the City and residents.
- Continuing to prioritize citizen communications through the TownTalk magazine, e-newsletters, and social media.

BEST PRACTICE CONSIDERATIONS

To better support housing for all ability levels and stages of life communities can consider:

- Encouraging age-targeted cooperative housing types for community-oriented senior living, such as co-housing and cottage home courts.
- Incentivizing universal design practices, such as zero threshold entries, wide hallways, ground floor restrooms and bedrooms to accommodate all levels of mobility.
- Seeking the development of a balanced housing stock that provides a diverse range of housing types, price points, styles, and ages.



Neighborhood Reinvestment

Lenexa has an abundance of established neighborhoods that together create a solid core for the City. It will be important to continue to invest time and resources in the established areas of the community as development activity continues to push westward in the undeveloped areas of Lenexa. Neighborhood reinvestment will preserve established residential neighborhoods and the City's existing, naturally occurring, attainable housing. Along with infrastructure improvements, reinvestment will utilize existing programs, such as the Exterior Grant Program, and explore additional opportunities to revitalize more mature neighborhoods and encourage housing renovation. Lastly, exploring opportunities to connect residents to resources that provide technical assistance for retrofitting their homes to age in place will be important to maintaining Lenexa as a great place to live.

Continue to Improve Public Infrastructure

As time goes on and as the population grows, it will be important to continue to reinvest in infrastructure, as discussed in greater detail in Chapter 7. It is important that the implementation of this Plan be coordinated with the budget and capital planning processes. This will help ensure future capital investments successfully address both short- and long-term objectives of the Plan and are strategically budgeted and prioritized. Capital Improvement Program (CIP) projects include improvements to and continued maintenance of City assets, such as roadways, sidewalks, multi-use paths, stormwater infrastructure, and public art. Continuing to monitor the condition and useful life of infrastructure, amenities and service levels to identify and plan for long-term expansions, new facilities, and related infrastructure improvements based on anticipated growth trends are critical to the future of Lenexa.

Minimize Regulatory Barriers to Private Reinvestment

A city's land development regulations, including its subdivision and zoning ordinances, may inadvertently act as a barrier to housing development. Regulatory barriers could include standards that prohibit or restrict desirable development, a zoning map that is out of alignment with the future land use plan, or discretionary approval processes that do not provide fair certainty. Efforts to minimize regulatory barriers to private reinvestment may include:

- Conducting a land use map and zoning map alignment analysis and amending the regulations as needed to ensure compatibility.
- Establishing objective design and development standards to minimize discretionary approval and provide fair certainty.
- Requiring a higher level of visualization (models, graphics, etc.) as a part of development applications.
- Reviewing development review and approval processes for efficiency.





5

COMMERCIAL AND EMPLOYMENT AREAS

The high quality of life enjoyed by Lenexans today is in part due to the City's past economic development success. Lenexa's business parks and commercial areas generate significant tax revenue that allows the City to maintain a balanced tax base and at the same time provide high-quality amenities and services to residents and visitors. It is important that Lenexa continue being a business-friendly community by offering competitive and appropriate economic development investment tools, providing and maintaining high-quality infrastructure, accommodating efficient processes and approvals, and fostering partnerships and collaborations that enhance the City's and region's business environment.

COMMERCIAL AND EMPLOYMENT AREAS

As Lenexa continues to grow, being intentional about maintaining the balance between residential and nonresidential uses is highly important. This Chapter includes recommendations to accomplish this goal and ensure that Lenexans have employment, shopping, service, dining, and entertainment options throughout the community. The Commercial and Employment Areas Framework Map builds off of the Future Land Use Map and focuses on how new commercial and business park development should be supported and integrated within the community. City Center is also identified as a key location for continued development and investment.

Goal 4

Promote vibrant, attractive, and unique commercial areas with high economic vitality.

- 4.1** Foster existing and support the creation of new neighborhood nodes identified in Vision 2040.
- 4.2** Beautify and enhance the multi-modal functionality of commercial corridors.
- 4.3** Continue to invest in Old Town as a special community destination.
- 4.4** Continue to support the development of City Center as a mixed-use destination for commercial, residential, civic, and recreational uses.

Goal 5

Foster a strong local economy that offers a wide range of employment opportunities.

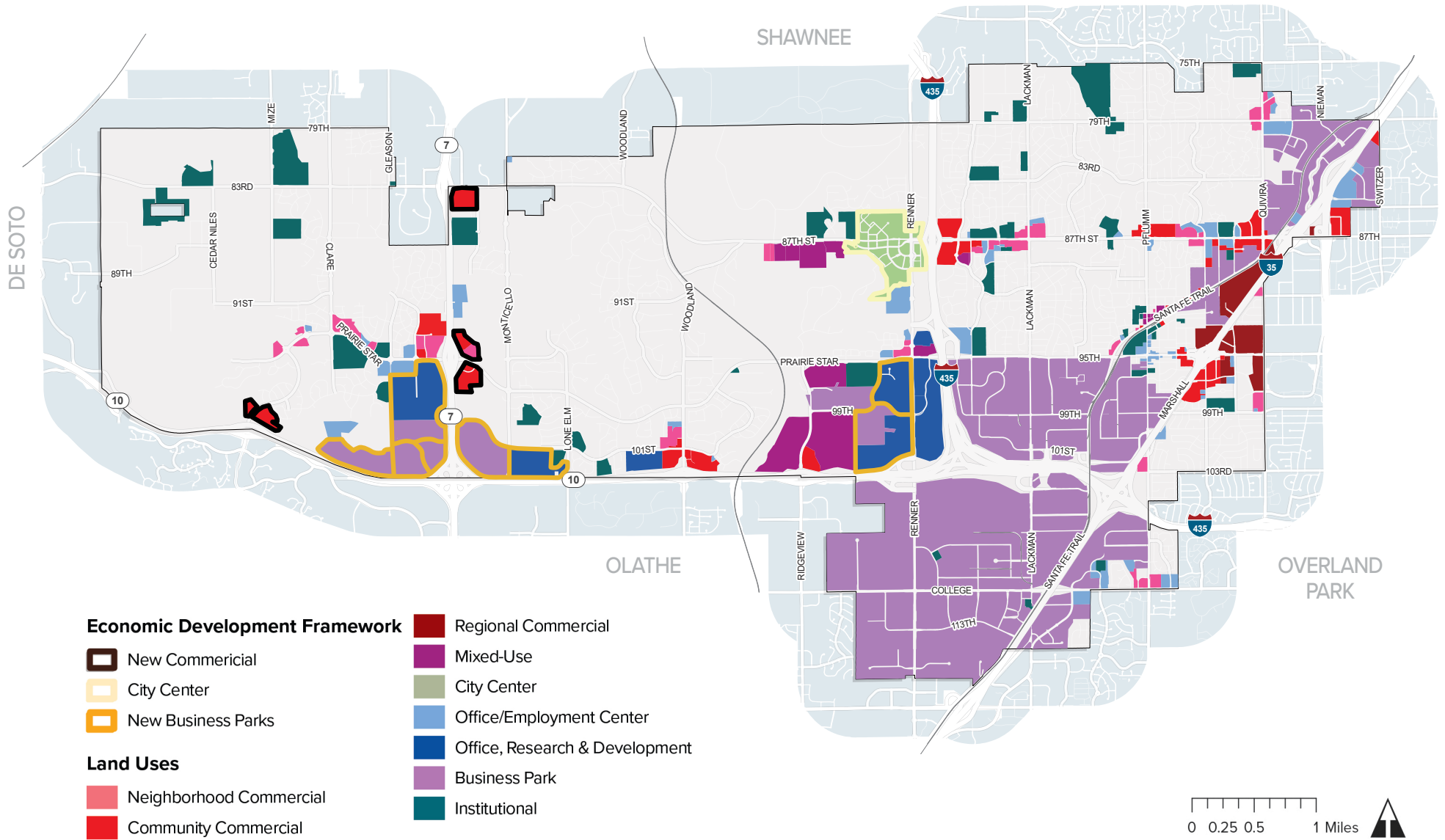
- 5.1** Support the development of quality industrial, office, and business parks.
- 5.2** Reinvest in established employment areas.
- 5.3** Work with private-sector partners to attract and retain an innovative, skilled, and diverse workforce.

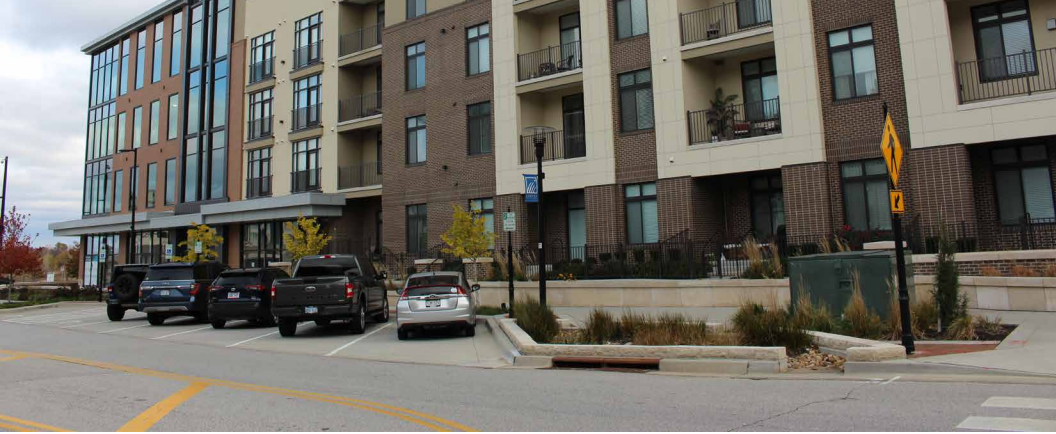
Goal 6

Maintain and enhance high-quality, healthy working environments in all commercial and employment areas of the City.

- 6.1** Encourage sustainable building and site design practices among existing and new businesses as they grow and develop.
- 6.2** Support the use of appropriately sized and designed alternative energy sources and on-site energy production.
- 6.3** Partner with local businesses to encourage and foster sustainable development initiatives.

COMMERCIAL AND EMPLOYMENT AREAS FRAMEWORK MAP





CITY CENTER CORE

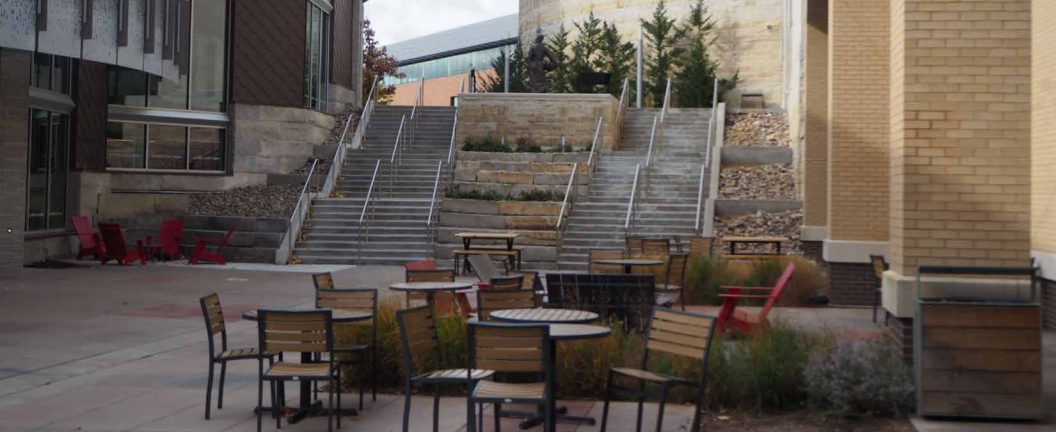
Combining a mix of shopping, restaurants, entertainment venues, offices, living options, and hotels, Lenexa's City Center is an exciting and walkable destination with options that appeal to everyone. Much of City Center has already been developed, making the remaining opportunities for infill development essential to realizing the City's vision for this beloved area of the community. The City has adopted the Lenexa City Center Neighborhood Design Standards & Guidelines to guide development. This document includes standards and guidelines for site design, including streets and sidewalks, parking, public open spaces, streetscape elements, and stormwater management; building design, including street character, variation requirements, and rooftop screening; as well as for signs. This document will continue to be utilized in the review and approval of development in City Center.

NEW BUSINESS PARKS

New business parks in Lenexa will likely differ from those already established around the Johnson County Gateway Interchange. Modern business parks often cater to data centers, storage and warehousing, and logistics companies. Although these companies are needed to support online retail and data management, they have the potential to negatively impact utilities, traffic, and the appearance of a community. As new business parks develop, considerations should include:

- Partnering early with local utility providers to ensure adequate capacity to serve anticipated needs and maintain current levels of service for residents.
- Updating the truck routes map to accommodate increased truck traffic in the western portion of the community in a manner that least impacts areas outside of new business parks.

- Establishing building design standards or guidelines to avoid large buildings with few windows, façade articulation, or architectural interest.
- Requiring significant buffers, including physical distance and opaque landscape, between new business parks and any residential development.
- Evaluate development applications based on the Complete Streets Plan to support those who desire to walk, bike, or take transit to their place of employment.
- Encouraging the provision of employee amenities and sustainable design features, such as a multi-purpose solar canopy arrays to provide shaded parking while generating sustainable electricity for integrated EV charging stations.

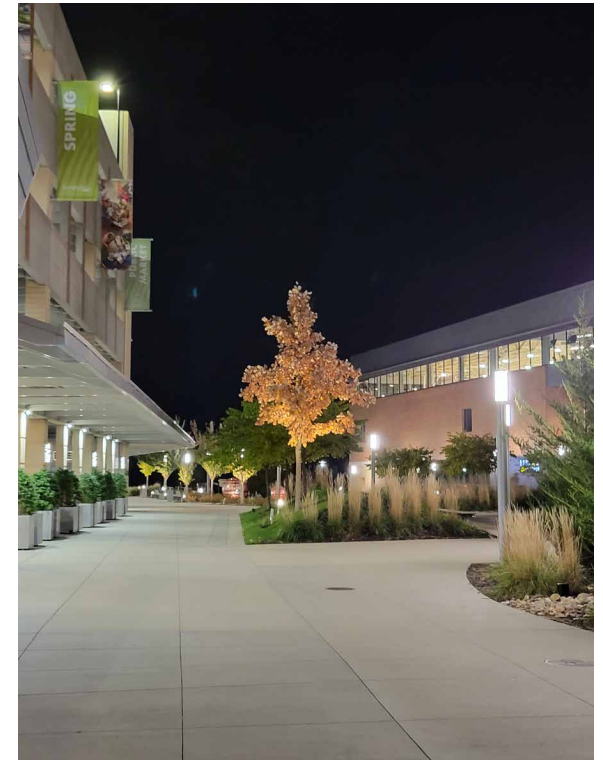


NEW COMMERCIAL AREAS

New commercial areas in the community have an opportunity to not only provide residents with easier access to everyday goods and services but to also help foster community connections and healthy lifestyles, as well as be more sustainable and future proof. Considerations for the development of new commercial areas should include:

- Requiring new commercial areas to provide/improve the sidewalks and trails adjacent to their property to promote walking and biking.
- Encouraging new commercial areas to integrate wayfinding signage to clearly communicate to patrons and ensure walking between businesses is easy and efficient.

- Establishing design standards to direct the scale, appearance, orientation, and overall character of new commercial areas, especially those adjacent to residential development.
- Encouraging contextual architecture which takes into consideration the bulk and massing of adjacent buildings and improves facades with articulation and design details like cornices, transoms, window hoods, bulk heads, and masonry piers.



BEST PRACTICE CONSIDERATIONS

This image illustrates how an existing shopping center (shown in gray) can be redeveloped and reactivated through outlot development (shown in color). This fictional example includes public gathering space and pedestrian oriented buildings to encourage visitors to park once and walk between stores and restaurants.



COMMERCIAL AND EMPLOYMENT AREAS CONSIDERATIONS

While these are not specifically highlighted on the map, there are general economic development strategies that should be considered moving forward.

Support Outlot Development

A substantial amount of parking has traditionally been required to support commercial development while in reality only a portion of the parking spaces are regularly needed at some developments. The overabundance of parking in some of Lenexa's commercial areas has led to underutilized land that could be better leveraged to accommodate additional buildings. These areas, called outlots, help maximize development potential while decreasing the visual impact of surface lots within commercial development. Outlot development can help screen parking areas and provide a more enclosed pedestrian environment. It would also provide new opportunities for commercial development along several arterial commercial corridors, specifically along 87th Street and Quivira Road corridors.

Barriers to outlot development may continue to exist in Lenexa's ordinances, such as onerous parking requirements, a lack of flexibility for shared parking or off-site parking, or excessive setback requirements. Strategies to promote outlot development include:

- Reviewing and assessing the UDC in an effort to eliminate any barriers to the consolidation and development of parking lots in established commercial corridors, when feasible.
- Establishing standards for outlot development that address the unique needs of these types of buildings, including the need for additional signage facing parking areas and rights-of-way, and the need to accommodate service areas while minimizing their visibility.



An example not within Lenexa

Accommodate Evolving Transportation and Shopping Trends

Over the past decade, technology has significantly impacted how people get around a community and how they purchase goods and services. The increasing prevalence of rideshare services, online and peer-to-peer shopping, and curbside pick-up requires Lenexa to assess its regulations to ensure they accommodate these trends.

BEST PRACTICE CONSIDERATIONS

Creative approaches for retrofitting to accommodate evolving transportation and shopping trends should be considered, such as:

- Allowing a reduction in required parking if rideshare service drop-off and pick-up areas and curbside pick-up spots are provided within sites in a manner that avoids conflict between pedestrian and vehicular circulation routes.
- Ensuring rideshare service drop-off and pick-up areas and curbside pick-up spots are properly located to minimize conflict between pedestrian and vehicular circulation.

Encourage Adaptive Reuse

Adaptive reuse is the method of repurposing or “recycling” an existing structure for a new use other than for what it was initially intended. It can be used to bring life to existing structures, such as vacant big box stores, warehouses, or tenant spaces of inline shops. Adaptive reuse could also be utilized in aging business parks, where existing buildings may be functionally obsolete due to the size of doors, limited number of loading docks, or overall size of building.

Adaptive reuse can also help preserve Lenexa’s historic architecture and heritage, such as in Old Town where historic buildings could be repurposed. Adaptive reuse is also an effective strategy to help reach other goals, including leveraging existing infrastructure and promoting sustainable development.

Adaptive reuse projects are typically a “win-win” in that they remove a vacant or poorly used building by transforming it into an asset.



Example: Before adaptive reuse. Vacant property with boarded up windows.



Example: After adaptive reuse. Windows, signage, landscaping, and improved stairs make the space more attractive and inviting.

BEST PRACTICE CONSIDERATIONS

Creative approaches for adaptive reuse should be considered, such as:

- Expanding uses allowed in business parks to include an expanded range of commercial uses to serve the business park employees.
- Establishing mixed-use centers with office and entertainment uses.
- Permitting the development of food halls, coworking spaces, makerspaces, art studios, live-work spaces, and incubator spaces.
- Promoting education on and incentives for adaptive reuse, preservation, and sustainable retrofitting of existing buildings.

Improve Access and Mobility

Many nonresidential developments in Lenexa are accessible primarily by vehicle and require patrons and employees to drive rather than walk or bike. These commercial areas generally lack bicycle parking and on-site pedestrian connections. The ability to walk or bike to work or shop is not only healthy for people and the environment but is also increasingly a factor that people and businesses consider when choosing where to locate. Strategies to ensure that Lenexa's commercial and employment areas are accessible via all modes of transportation include:

- Connecting the system of subdivision and neighborhood trails to side paths and sidewalks, allowing people to move from home, to work, and to shopping without a car if desired.
- Limiting the allowance for curb cuts and consolidating access points to promote pedestrian and bicyclist safety and lessen the impact of turning movements to traffic flow.
- Promoting the use of shared parking.
- Requiring vehicular cross-access easements between adjacent development.
- Pursuing upgrades to existing transit stops, such as adding shelters and benches.
- Requiring new transit stops be installed as new development occurs, in alignment with RideKC plans for service extension.

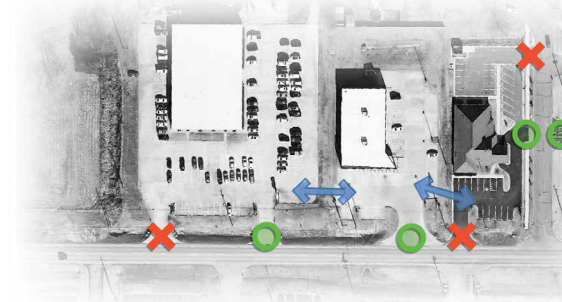
BEST PRACTICE CONSIDERATIONS

Curb cut consolidation is a best practice because it can help improve traffic flow and safety by minimizing turn movements. Practices like this should continue to ensure a free flowing future.

The first image demonstrates a poor example of curb cut consolidation. Each parcel has one or more curb cuts and parking lots are not connected to one another. Meaning if a patron would like to go from one business to the next, they would have to drive onto the street, then turn into the next lot and park again. This can cause traffic to slow and be a safety hazard for pedestrians, cyclists, and drivers.

The second image shows an ideal example of curb cut consolidation. Businesses share curb cuts and parking lots accessed from the main road and rear alley access provides additional connectivity for service areas. Curb cuts are well separated from one another, decreasing the risk associated with turn movements.

Curb Cut Consolidation: Poor Example



Curb Cut Consolidation: Ideal Example



Existing Curb Cut
(To Remain)



Curb Cut Consolidation
(Remove)



Cross-Access Easement
(Existing)



Cross-Access Easement
(Proposed)



Reinvest in Established Employment Areas

Reinvestment in established employment areas is critical to ensuring they remain the economic driver they are today. Although the City is not responsible for renovating buildings and parking lots, it is responsible for public realm improvements that can be equally impactful and encourage private investment.

Specific public realm improvements to consider and plan for as a part of the 5-Year Capital Improvement Program include:

- Installing sidewalks and bicycle lanes where appropriate.
- Continue funding the Annual Streetlight Replacement Program.
- Advocating for transit services that meet the needs of Lenexa residents and businesses.
- Requiring transit stop improvements on planned/existing bus routes.
- Beautifying the streetscape through additional landscape and decorative signage.
- Improving stormwater infrastructure where appropriate.
- Continuing to use green infrastructure where appropriate and feasible.
- Planning for and developing pocket parks and trails.
- Continuing to invest in the maintenance of roads.
- Planning for and constructing roadway improvements, like lengthening turn lanes and widening intersections to better accommodate truck traffic.







6

TRANSPORTATION AND MOBILITY

Well-planned transportation and mobility are essential aspects of every community and determine the ease and comfort with which citizens can access homes, businesses, jobs, schools, recreation, and essential services. In addition to an enviable geographic location within Johnson County and the broader Kansas City Metropolitan Area with access to major highways and extensive roadway infrastructure, Lenexa features a network of regionally connected recreational trails and has experienced business, industry, and residential growth over the past two decades due in part to its transportation access. Recent plans, including Vision 2040 and the Lenexa Complete Streets Plan, have emphasized an inclusive vision of transportation that meets the needs of all users of the transportation system regardless of age, ability, background or preferred mode of travel including motorists, transit riders, pedestrians, wheelchair users, bicyclists, and others. Lenexa also has many partners, such as KDOT, Johnson County, and MARC that together work to promote the continued maintenance and expansion of the regional transportation system.

TRANSPORTATION AND MOBILITY

The Transportation and Mobility element builds on the Complete Streets Plan and works toward the vision of vibrant neighborhoods, integrated infrastructure and transportation, and a thriving economy. Transportation and mobility related goals and policies are included for consideration as the community continues to grow and attract new residents, visitors, and businesses who seek a range of transportation options.

Goal 7

Provide a safe and convenient multimodal transportation network that serves people of all ages and abilities including pedestrians, bicyclists, personal vehicles, transit, first responders, freight, and emerging transportation technologies.

7.1 Continue to fill gaps in the roadway system and construct new roadways to support growth, development, and economic activity.

7.2 Fill gaps in the trail, sidewalk, and multiuse path network to ensure that residents and visitors of all ages and abilities can use multiple transportation methods, leveraging the dual benefits of creating sustainable and desirable places and providing alternate modes of transportation.

7.3 Follow the Lenexa Complete Streets Plan, which includes consideration for developing a mix of transportation elements such as separated bike routes, trails, and shared use side paths that are comfortable for users of all ages and abilities.

7.4 Coordinate with regional partners to right-size transit service and provide reliable and safe first and last mile connections to transit stops.

7.5 Coordinate with regional partners to ensure seamless travel between jurisdictions regardless of travel mode.

7.6 Identify Safe Routes to School infrastructure to ensure children of all ages and abilities have safe and active options for school travel.

7.7 Work with KDOT to promote a high level of maintenance and expansion of highway infrastructure.

Goal 8

Improve safety and access for all users of the transportation system.

8.1 Utilize data to design and manage the transportation system in a way that minimizes user error.

8.2 Identify and address unsafe locations and roadway characteristics using best practices in crash data analysis and roadway design to improve safety for all users.

8.3 Consider the importance of enhancing access to transit and sidewalk infrastructure in areas with low-incomes, high-unemployment, zero or one-car households based on U.S. Census data.

8.4 Ensure sidewalks and crossings meet Americans with Disabilities Act standards and are maintained.

Goal 9

Ensure Lenexa's transportation system is sustainable and poised for the future.

9.1 Plan for technologies such as autonomous, connected vehicles, and ridesharing programs.

9.2 Encourage the use of and provide infrastructure for transportation alternatives that address City-identified climate mitigation strategies.

9.3 Include green infrastructure elements early in the design and planning phases of future transportation projects. This may include bioswales, permeable pavement, or other emerging best management practices.

9.4 Plan for electric vehicle charging infrastructure including promoting and encouraging decentralized charging at businesses, retail and residential locations.

Goal 10

Plan for and prioritize infrastructure improvements to the City's internal and shared transportation systems.

10.1 Continue to proactively invest in the maintenance of existing infrastructure for all modes of transportation.

10.2 Work with utility providers to expand services to support growth, such as solar power and electric vehicle charging.

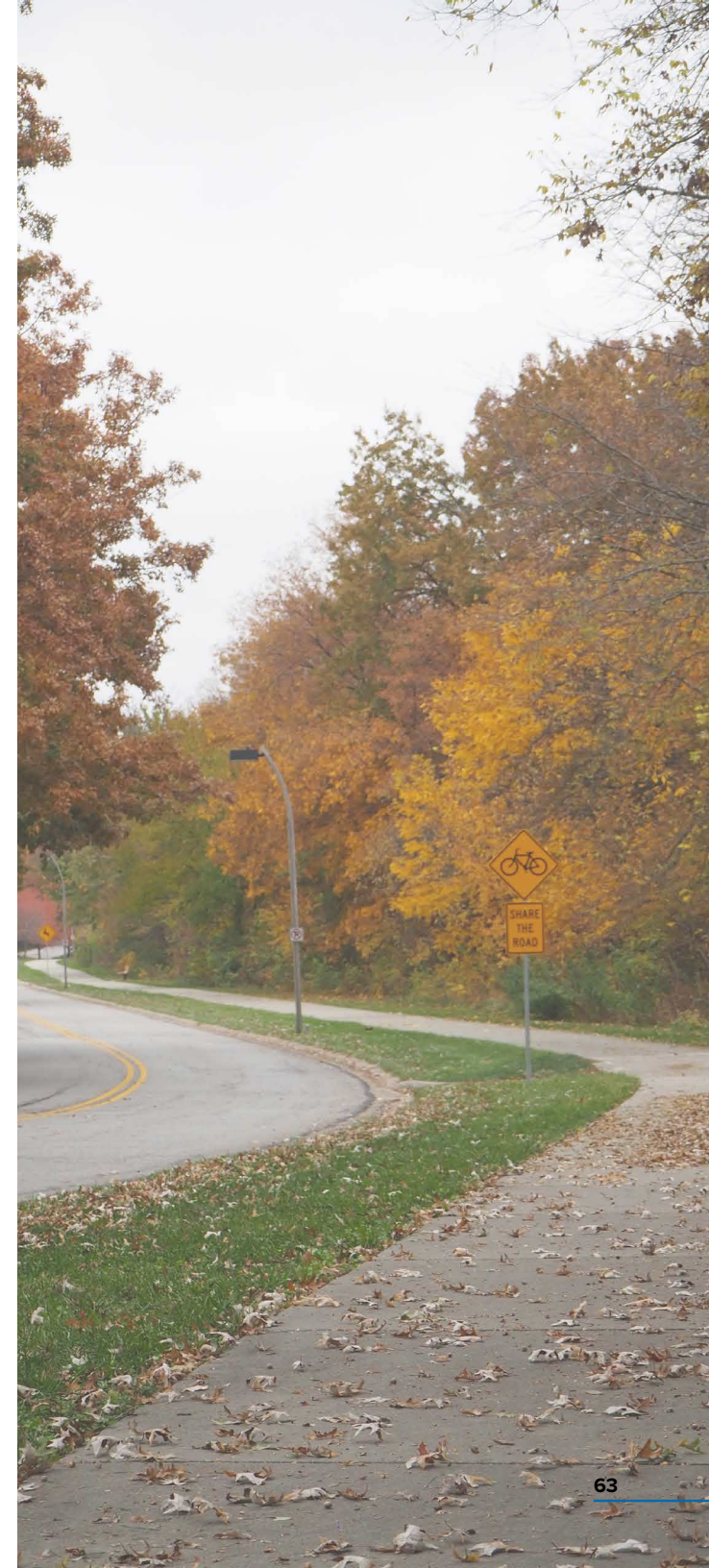
10.3 Coordinate utility expansion or upgrade projects to work with City transportation or infrastructure projects in the area.

10.4 Work proactively with countywide Watershed Management Organizations on a regional approach to upgrading stormwater management systems and investing in resilient infrastructure.

10.5 Encourage the use of renewable energy sources and green infrastructure options.

10.6 Utilize streetscape infrastructure to beautify the community.

10.7 Align infrastructure needs with capital improvement planning.



Design Safe and Convenient Multimodal Networks

The transportation network will need to be addressed to support growth, development, and economic activity, particularly in western Lenexa. A series of transportation maps are provided in this chapter that show existing and planned networks for Roadways, Sidewalk Infrastructure, Bicycles, and Transit. These maps should guide future transportation infrastructure investments and be used alongside other recommendations in this chapter to provide users of all transportation modes with safe and convenient access to Lenexa's existing and developing land uses.

BEST PRACTICE CONSIDERATIONS

A vision for transportation should acknowledge the importance of how Complete Streets contribute to building a comprehensive transportation network. This means that people are able to travel to and from their destinations in a reasonable amount of time and in a safe, reliable, comfortable, convenient, affordable, and accessible manner using whatever mode of transportation they choose or rely on. It requires decision-makers to consider the needs of diverse users that rely on the transportation system.

Complete Streets Network Design and Policy Tools

Continuing to implement, and regularly updating, the Transportation Network Map will help ensure connectivity to newly developing residential and commercial areas. Strategies to help ensure there is a balanced multimodal transportation system include:

- Building on the Lenexa Complete Streets Plan and the Healthy Corridors objectives outlined in Vision 2040, which includes consideration for a mix of transportation elements such as roadways, transit, sidewalks, separated bike routes, trails, and shared use side paths that are comfortable for users of all ages and abilities.
- Updating design manuals and standards including those in the City's subdivision code to incorporate latest best practices and flexibility from AASHTO, FHWA, NACTO and other leading design and safety experts.
- Designing new roadways, and retrofits and reconstruction of existing roadways, as needed, with a focus on safe speeds and crossings to improve safety for all and reduce impacts on more vulnerable road users in particular. Look to resources such as the *KDOT Crosswalk Guidance and Guide to Crosswalk Countermeasures* to determine appropriate crossing locations and treatments.
- Developing more flexibility in design based on adjacent land uses. For example, consider lower design speeds on sections of arterials and collectors where land uses are most conducive to pedestrian and bicycle activity such as retail, restaurants, civic, schools, entertainment, parks and recreational facilities.

Expanding Roadway Corridors

The Transportation Network Map shows the existing and future roadway network, including planned roadways for which the exact street type is yet to be determined. Moving forward, improvements such as converting rural section roads to suburban designed streets, capacity improvements, and upgraded access management will be needed.

State and federal highways, while not under the jurisdiction of the City, are vital to the City's transportation network. New interchanges on K-10 Highway at Lone Elm Road, Clare Road and Prairie Star Parkway are envisioned by the City to enhance access for businesses and residents. Additionally, capacity enhancements and bicycle and pedestrian improvements are needed on existing highway interchanges, specifically along K-7 at Prairie Star Parkway and 83rd Street. The City will continue to work with state and federal transportation partners to fund and complete these necessary enhancements to the region's transportation system.



Sidewalk Network Expansion

Particularly as growth continues in western Lenexa, there is both need and opportunity to expand the sidewalk network to improve connections between residential neighborhoods, shopping areas, and employment centers. A safe and connected sidewalk network is a key ingredient for improving the quality of life for all Lenexans, and particularly important for improving equity in the transportation network for users of all abilities. Consider requiring wider sidewalks than current standards of 5-6 feet in commercial areas, near schools or other areas with high existing or desired volumes of pedestrians to provide a safer and connected pedestrian environment.

Sidewalks and bicycle facilities shown on the Bicycle and Pedestrian Facilities Map tell only part of the story. To get a full picture of the City's bicycle and pedestrian transportation system, the Parks, Open Space, and Recreation Map included in Chapter 8 must be consulted to understand where recreation trails are existing and planned.

Bicycle Connections

The City placed a greater emphasis on planning, designing, and implementing safe, connected, and accessible bicycle facilities with the acceptance of the Complete Streets Plan in 2019. At the end of 2021, the City had:

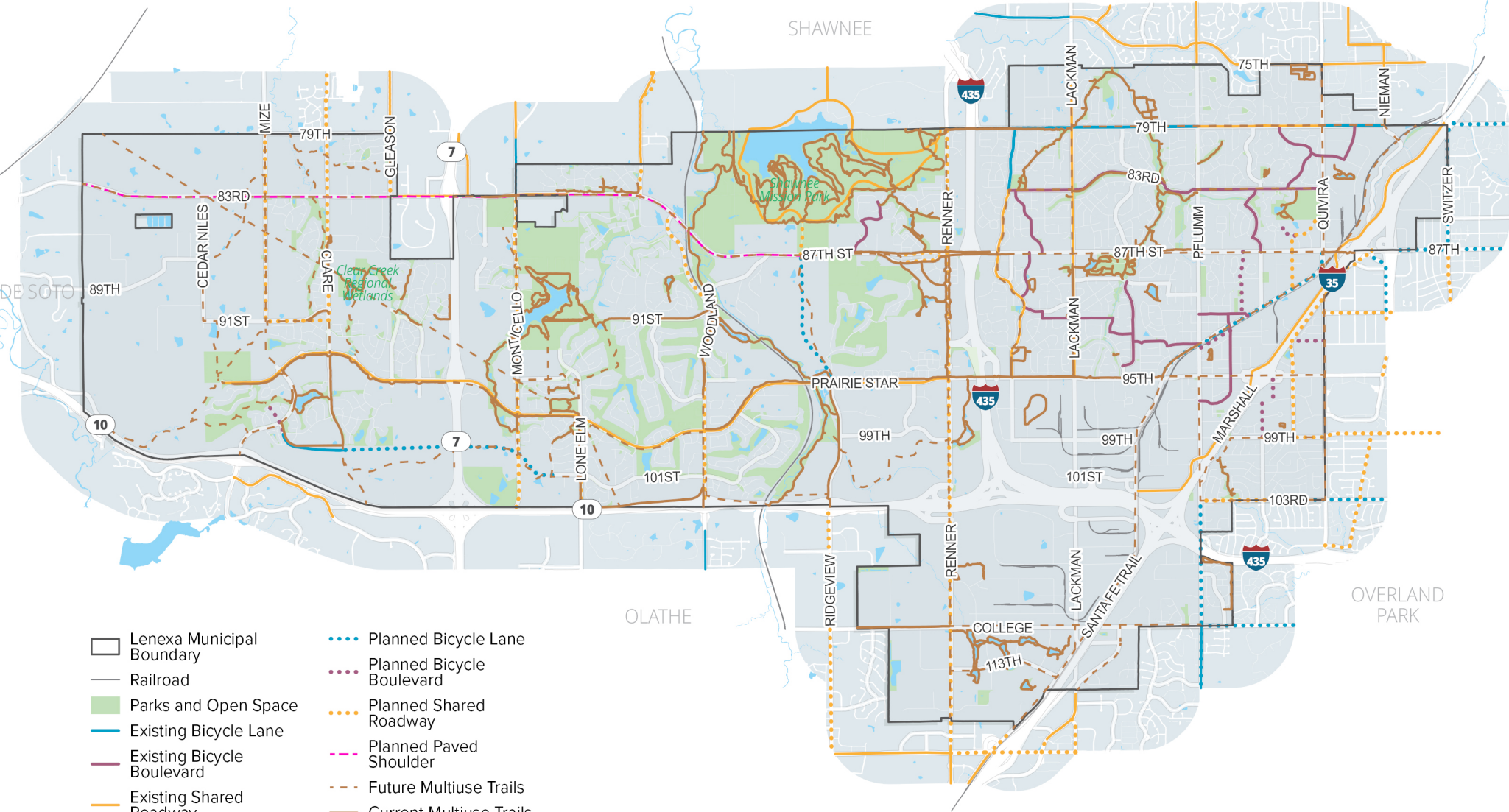
- 28 miles of shared roadway marked and signed with Share the Road signs and/or Sharrow pavement markings
- 6 miles of on-road bike lanes
- 346 bike route/Share the Road signs
- 468 sharrow pavement markings

The Complete Streets Plan includes a network of future bikeways. The plan envisions a safe and comfortable network of on-street bikeways as well as shared-use paths and trails throughout the city to meet the needs of bicyclists of all ages and abilities.

Strategies to ensure a fully connected and continuous network that encourages active modes of transportation and a healthier lifestyle include:

- Updating the bike network plan on a regular basis, particularly as new roadways are considered.
- Utilizing FHWA and AASHTO guides to determine the most appropriate bike facilities.
- Capitalizing on planned new roadways as an opportunity to incorporate high quality bike facilities from the earliest stages of design.

BICYCLE AND PEDESTRIAN FACILITIES MAP

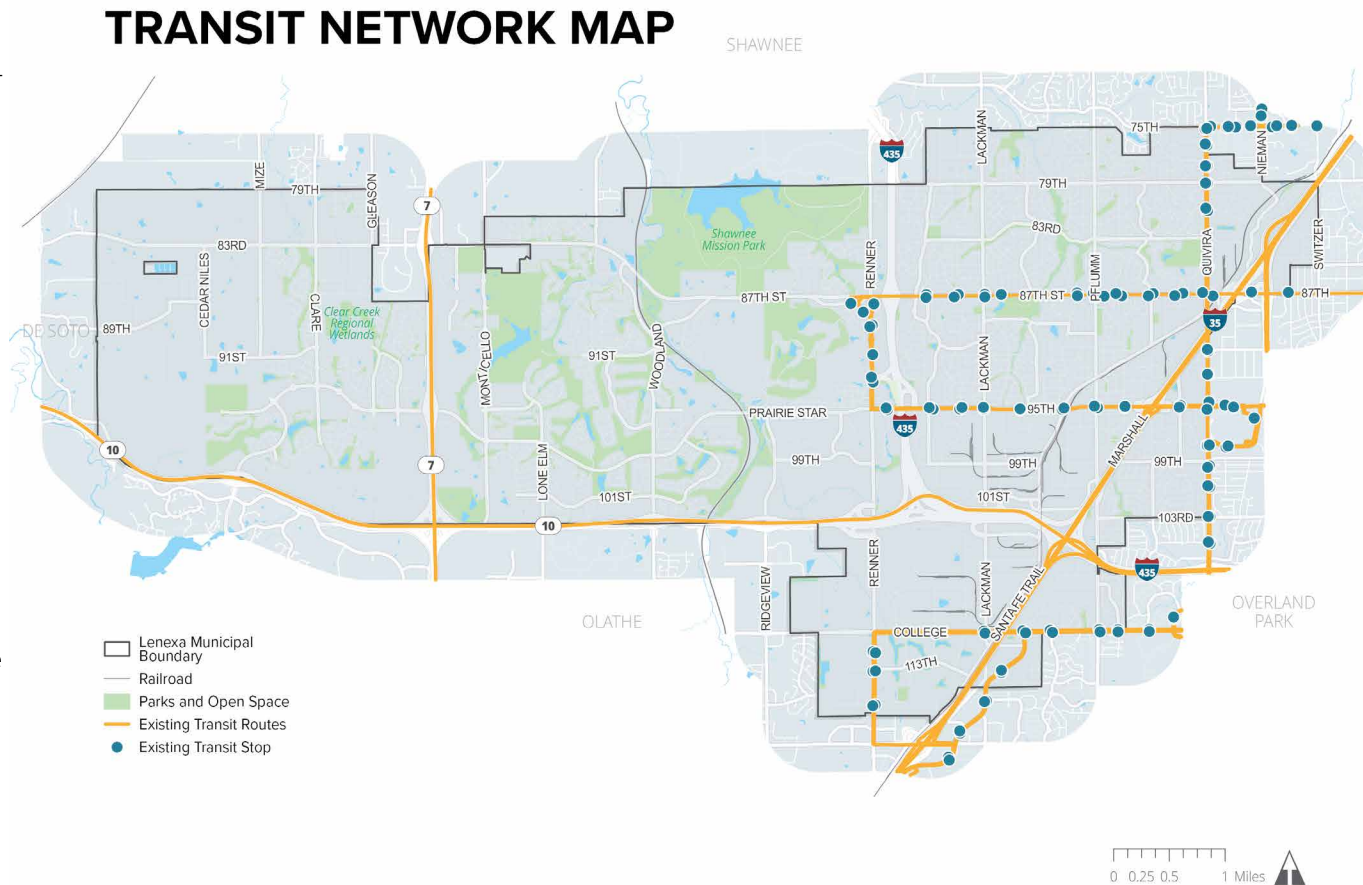


Enhancing Transit Rider Experience

Transit is important to providing equitable transportation options for Lenexa residents and visitors, particularly those who are transit dependent due to age, income, or disability. While many residents in Lenexa rely on personal vehicles for everyday transportation, limited transit service is available. Most of the 60 transit stops located in Lenexa provide sidewalk access, street lighting, and RideKC signage, but most lack benches, trash cans, or shelters. The City should work with RideKC to improve transit stop facilities to enhance rider experience and increase ridership.

Strategies to enhance the transit rider experience include:

- Continuing to coordinate with RideKC and regional partners to ensure transit service meets the needs of Lenexans especially in the western part of the city where service is currently lacking and for distribution facilities with shifts around the clock.
- Improving transit stops with shelters, adequate benches, and trash cans.
- Coordinating transit access to Neighborhood Nodes as development/need/demand warrant.

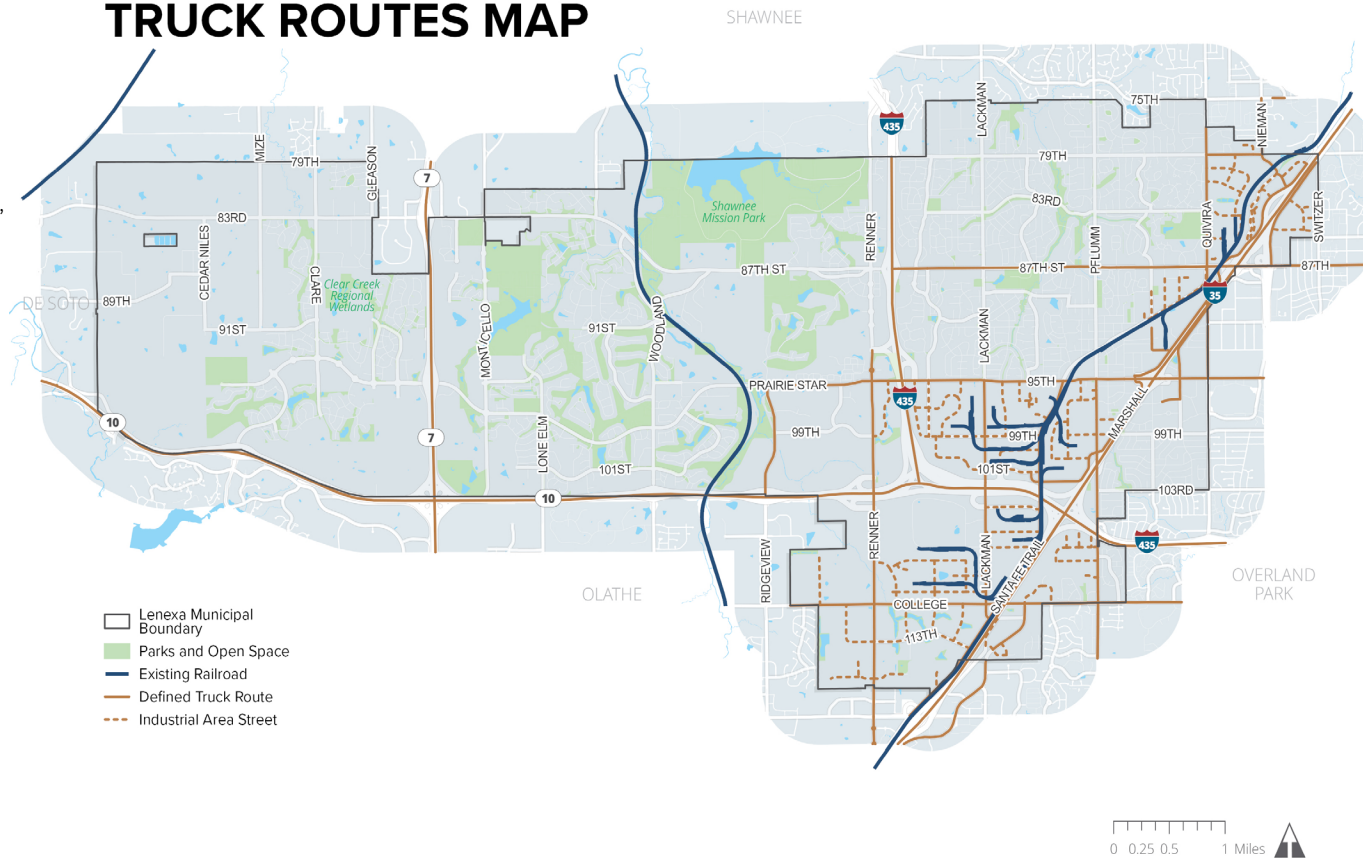


Freight Movement

Lenexa has designated truck routes primarily in the eastern portions of the City where commercial, office, and industrial development are concentrated. These routes serve the existing industrial land uses in eastern areas of Lenexa, including the JC Penny and Amazon distribution facilities, which are critical to the City's economy. Strategies to serve future commercial, office, and industrial areas and ensure efficient and safe truck traffic include:

- Continuing to develop and maintain truck routes in industrial areas.
- Coordinating with regional partners on the continued efficient and safe movement of goods.
- Requiring sidewalks in industrial areas to serve employees and reduce potential conflicts between pedestrians and trucks.
- Working with KDOT to maintain and expand the highway system. The state highway system has been a key factor in the development of Lenexa as a transportation and logistics hub.

RAILROADS AND TRUCK ROUTES MAP



Safe Routes to School

Safe Routes to School programs seek to improve school-related traffic safety and encourage children to walk and bike to school by providing safe and connected walking and bicycling networks, as well as encouragement programming and safety education. Strategies to promote Safe Routes to School include:

- Continuing to develop Safe Routes to School infrastructure assessments at elementary schools.
- Conducting walking audits to assess safety and accessibility concerns.
- Installing improved crossings and other pedestrian safety countermeasures at intersections and mid-block locations as appropriate.

BEST PRACTICE CONSIDERATIONS

Regional coordination is essential to Lenexa's growth and development. The continued coordination and strengthening of relationships with MARC, KDOT, neighboring jurisdictions, Ride KC, and others will ensure regional connectivity.

Safety Focus

A focus on safety for all users will continue to be a key component in Lenexa's transportation system. Improving safety and access for all users of the transportation system, including the most vulnerable residents and those with lack of access to motor vehicles will be important factors to consider when making investments going forward. Strategies to make transportation safer include:

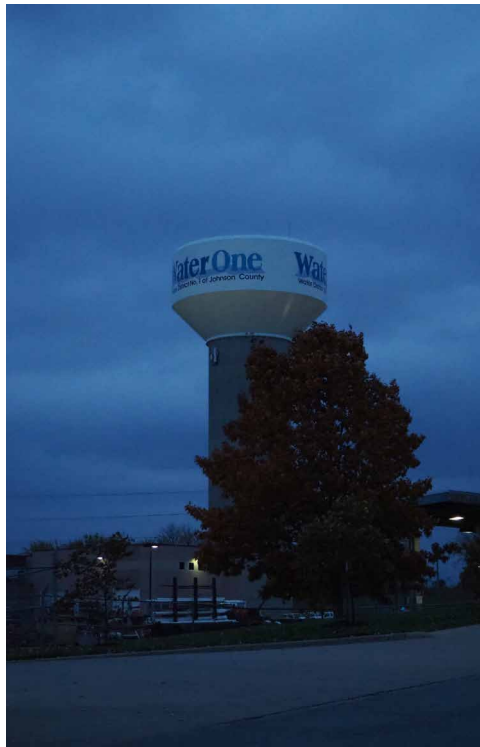
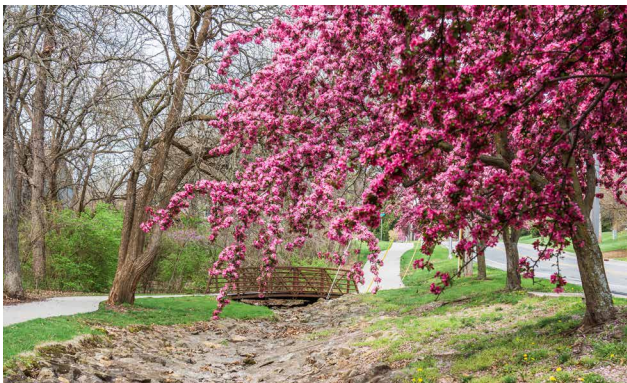
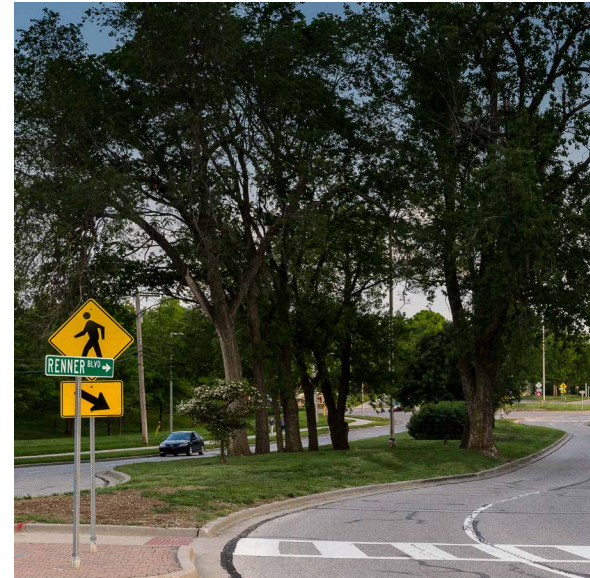
- Using a data driven approach to identifying high risk locations and designing and managing the transportation system in a way that keeps the risk of users' mistakes low.
- Utilizing proven safety countermeasures such as speed management and crossing improvements at high-risk locations.
- Working with RideKC to enhance access to areas with low-incomes, high-unemployment, zero or one-car households based on U.S. Census data.

Shifts in Transportation Preferences, Emerging Technologies and Sustainability

The landscape of transportation options is rapidly changing with the emergence of electric vehicles, autonomous vehicles, ride share, and other new and more sustainable options for getting from destination to destination. Developing plans and policies to take advantage of these alternatives are important for Lenexa's sustainable growth and for the City to be poised for the future. Strategies to "future-proof" Lenexa's transportation system include:

- Planning for technologies such as autonomous and connected vehicles, as well as e-bikes and other non-vehicular modes of transportation.
- Developing Transportation Demand Management strategies and campaigns that encourage the use of transportation alternatives such as carpooling, transit, walking and biking that provide more transit options while also producing fewer emissions.
- Including green infrastructure elements early in the design and planning phases of future transportation projects. This may include bioswales, permeable pavement, or other emerging best management practices.
- Encouraging developments to plan for and accommodate electric vehicle charging.







7

COMMUNITY FACILITIES AND INFRASTRUCTURE

Community facilities and infrastructure play a large role in the quality of place and livability of a community. Investments into community facilities and infrastructure should go beyond pure function, with the goal to improve sense of place and community identity. Beautification efforts should be integrated into infrastructure initiatives, promoting components like green infrastructure and public art. Community facilities should be designed to promote resident pride by considering sustainable and eco-friendly design best principles, advanced technologies, and cultural components representative of the community. Key community facilities, like libraries, schools, police and fire services, and healthcare facilities should continue to be supported and expanded with growth, ensuring all residents are equitably served and can safely reach services through a variety of transportation modes.

COMMUNITY FACILITIES AND INFRASTRUCTURE

The Community Facilities and Infrastructure element works toward the vision of integrated infrastructure and transportation and inviting places. Community facility and infrastructure related goals and policies are expanded upon with recommendations for how the City can coordinate with regional partners to expand and enhance community facilities and infrastructure to support future growth.

Goal 11

Continue to provide high quality community services as the City grows.

11.1 Coordinate with school districts as development is proposed to allow for fully informed decision making that accommodates growth.

11.2 Maintain high-quality emergency response services.

11.3 Coordinate with Johnson County Library to provide excellent library services.

11.4 Plan for and encourage civic uses to locate in neighborhood nodes.

Goal 12

Be a steward of the environment and emerge as a leader in municipal sustainability.

12.1 Consider strategies to address climate mitigation, such as those included in the Kansas City Regional Climate Action Plan.

12.2 Consider incorporating sustainability and resiliency best practices when designing and constructing capital improvement projects.

12.3 Evaluate the inclusion of sustainability and resiliency best practices when reviewing and adopting new building and development codes.

12.4 Recognize and celebrate City actions that address climate mitigation.



COMMUNITY FACILITIES

Community facilities provide the basic services and amenities that contribute to a high quality of life in Lenexa. This section focuses on City Governance, the Fire and Police Departments, Libraries, and Education. To support the Comprehensive Plan, an inventory and assessment of key service providers was completed.

City Governance

Lenexa is governed by a mayor and eight city council members, who are elected from four wards. They appoint a City Manager who is responsible for the day to day operations of the City through an executive management team that includes a deputy city manager, assistant city manager and ten department heads. The City Council is responsible for making policy decisions and passing City ordinances while the Mayor provides direction on all policies that are considered by the City Council.

Fire

The Lenexa Fire Department operates six fire stations, is accredited by the Commission on Fire Accreditation International, and holds a Class 1 Insurance Service Office (ISO) rating (a rating of the level of fire safety response on a scale of 1 to 10, with 1 being the best rating). This makes it one of less than 100 cities out of 48,000 surveyed in the U.S. to achieve both. The Department contains Administration, Fire Prevention, Operations, and Professional Development Divisions.

Police

Headed by the Chief of Police, Lenexa's Police department provides essential public safety functions in addition to numerous programs, inspections, and workshops with topics ranging from online safety and police use of force to vacation house watching. The Police Department has one central location and is organized into the Patrol and Support Services Divisions.

Health & Medical Facilities

Several medical facilities exist within or near Lenexa that provide residents with critical healthcare services. This includes Advent Health's Urgent Care and Hospital, the Overland Parking Regional Medical Center, as well as numerous smaller clinics, urgent care facilities, and other medical offices. Advent Health is currently constructing a 25-acre medical campus called the "Advent Health Life Campus" in City Center, which will include a 100-bed hospital, medical office buildings, a hotel, and retail shops. The four-phase project is expected to be fully completed in 2032. This new medical campus will play a major role in Lenexa and activating City Center as a community and regional destination.

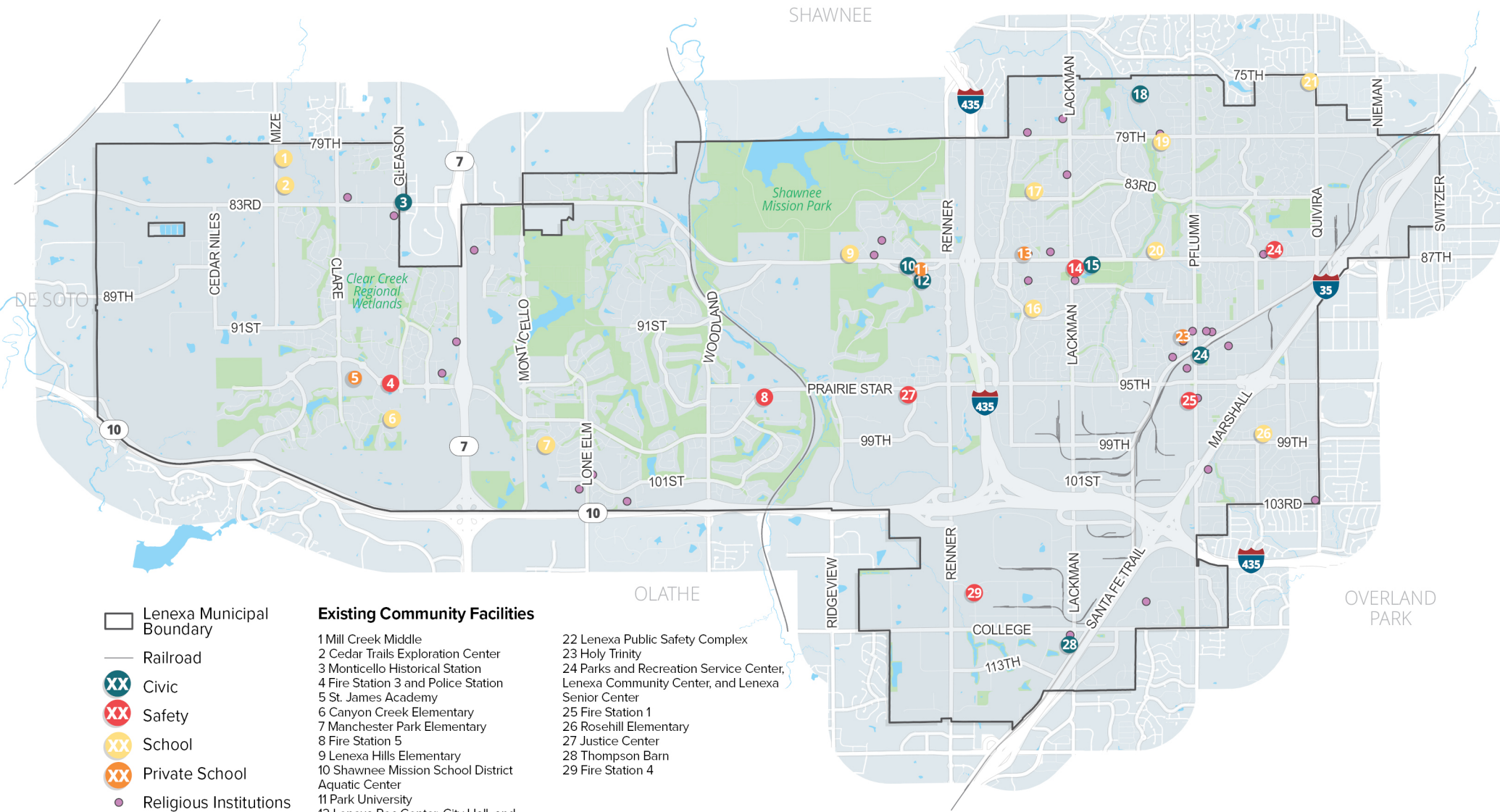
Library

Lenexa is a member of the Johnson County Library system and is home to the Lenexa City Center Library. The Library contains five study rooms, two conference rooms, and a community meeting room. The Library also features a petitioning zone, a drive-thru service window, and computer and printing amenities. The Branch is managed by two Assistant Branch Managers.

Education

Public education in Lenexa is highly regarded by the community and is provided by the Shawnee Mission 512, Olathe 233, and De Soto 232 Unified School Districts. In terms of enrollment as of 2021, Shawnee Mission 512 had 27,587 students, Olathe 233 had 30,164, and De Soto 232 had 7,476. There are eight public schools within Lenexa's City limits (seven elementary and one middle school) as well as three private Catholic Schools. Two nearby public high schools in Overland Park and Olathe also serve Lenexa students.

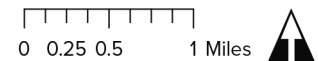
COMMUNITY FACILITIES MAP



- Lenexa Municipal Boundary
- Railroad
- Civic
- Safety
- School
- Private School
- Religious Institutions

Existing Community Facilities

- | | |
|-------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| 1 Mill Creek Middle | 22 Lenexa Public Safety Complex |
| 2 Cedar Trails Exploration Center | 23 Holy Trinity |
| 3 Monticello Historical Station | 24 Parks and Recreation Service Center, Lenexa Community Center, and Lenexa Senior Center |
| 4 Fire Station 3 and Police Station | 25 Fire Station 1 |
| 5 St. James Academy | 26 Rosehill Elementary |
| 6 Canyon Creek Elementary | 27 Justice Center |
| 7 Manchester Park Elementary | 28 Thompson Barn |
| 8 Fire Station 5 | 29 Fire Station 4 |
| 9 Lenexa Hills Elementary | |
| 10 Shawnee Mission School District Aquatic Center | |
| 11 Park University | |
| 12 Lenexa Rec Center, City Hall, and Johnson County Library | |
| 13 Christ Preparatory Academy | |
| 14 Fire Station 2 | |
| 15 Legler Barn and Depot Museum | |
| 16 Sunflower Elementary | |
| 17 Christa McAuliffe Elementary | |
| 18 Municipal Services Service Center | |
| 19 Mill Creek Elementary | |
| 20 Rising Star Elementary | |
| 21 Trailridge Middle | |





GENERAL COMMUNITY FACILITIES CONSIDERATIONS

Community facilities include public entities and private organizations that offer services to improve the livability of the City, including fire and police protection, arts and culture, library, education, and healthcare services. The right investments into community facilities can elevate the City's quality of place, community identity, and economic position, and foster a place of equity, diversity, and inclusion.

Provide High Quality Community Services as the City Grows

Lenexans enjoy a high quality of life due in large part to the high-quality community services and facilities available to them. As the City's population grows, additional stress will be placed on these services and facilities, and it remains essential that the City continue to plan appropriately for growth in these services concurrent with community growth and demand. To ensure current and future residents continue to benefit from Lenexa's community services and facilities, expansions and enhancements should be planned concurrently with growth.

Public Safety

Lenexa has a long tradition of proactive planning to expand public safety facilities as the community grows. A prime example being the Lenexa Justice Center located at Prairie Star Parkway and Britton Street. The facility meets the current and future space and programming needs of the Police Department and Municipal Court and enhances security, training, communications, dispatch, as well as records and evidence storage.

Similarly, the Lenexa Fire Department develops five-year strategic plans to help direct capital improvement planning and ensure their services continue to meet the needs of the community while maintaining accreditation and the City's Class 1 Insurance Services Office (ISO) rating. As development occurs in the community, the capacity of the Police and Fire Departments should continue to be assessed and improvements made as needed to maintain the high level of service currently offered.



Culture and Recreation

The City's Parks and Recreation Department hosts a wide variety of festivals and special events every year. These beloved events foster a sense of community and are a big contributor to what makes living in Lenexa so desirable. As the community grows, hosting cultural and recreational activities in newly developing parts of the community will be important for expanding the community's identity and incorporating new cultural events as the City's demographics change. Like many communities in America, Lenexa's population is aging and becoming more racially and ethnically diverse. Strategies to provide a supportive environment for people of all ages, abilities, and backgrounds to meaningfully engage through diverse and connected venues and activities in Lenexa include:

- Translating City services, such as permits, event notifications, and surveys, to welcome the growing segment of the population that does not speak English at home.
- Promoting block parties as a time-tested way to build community by clarifying which residential streets are eligible and marketing the availability of block party permits and options for the Police and Fire Departments to attend.

- Expanding holiday events to showcase how other cultures celebrate the holiday. For example, the Enchanted Forest event could be expanded to include Day of the Dead celebrations and Sar-Ko-Aglow event could be an opportunity to highlight the Central American tradition of La Posada.
- Find a way to feature residents using the City's communication channels. The showcase could feature a story, poem, interview, art, or other media by a different resident with the aim of highlighting residents of different ages, backgrounds, cultures, races, and ethnicities.

Library and Education

As Lenexa's population grows so will the demand on schools and libraries. School and library facilities in Lenexa are not under the jurisdiction of the City making coordination essential in maintaining and enhancing quality of service as the City grows. Strategies to ensure collaboration and coordination in siting schools and libraries include:

- Requiring notification to affected school districts and the library system as part of the development review and approval process.
- Maintaining regular communication with leadership of all public school districts and private schools to ensure they are informed of development proposals and can adequately prepare for the impacts of population growth.



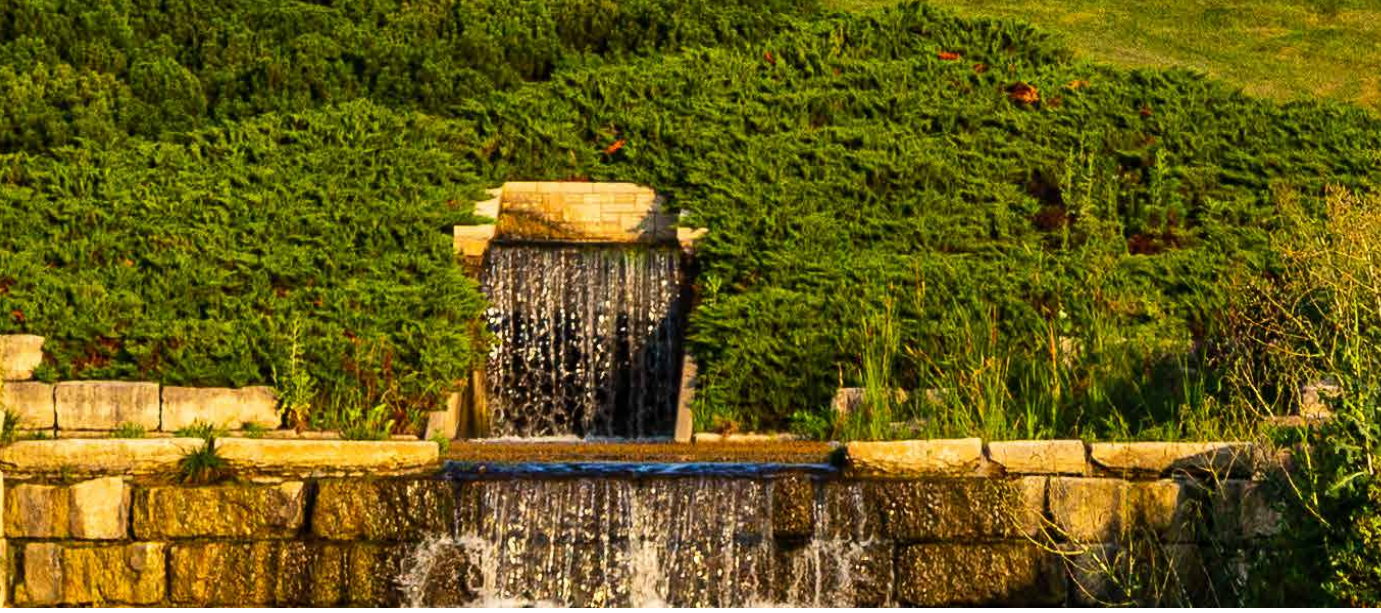
Be a Steward of the Environment and Emerge as a Leader in Municipal Sustainability

As weather events are a continual threat, enhancing community resilience has become a more pressing priority for municipalities throughout the country.

Implement Sustainable Best Practices

Lenexa strives to be a leader in municipal sustainability and is committed to implementing sustainable best practices in community facilities. In 2019, the Climate Action KC Playbook was accepted by the City. The Playbook offers guidance to Kansas City area municipalities on the types of sustainable best practices that are most effective and realistic for local governments to implement. Strategies to incorporate these best practices into community facilities improvements, include:

- Assessing and amending the building code as needed to ensure new efficiency provisions of the latest International Energy Conservation Code are included.
- Reviewing the International Green Construction Code (IGCC) as a method to incorporate sustainability measures into public construction projects.
- Adopting the IGCC as an optional code that allows them to officially recognize green building projects.
- Retrocommissioning existing facilities by identifying and implementing operational and maintenance improvements in order to ensure good performance over time. Retrocommissioning focuses on operations and maintenance improvements and diagnostic testing, and may identify capital improvements.
- Constructing new community facilities to meet a green building standard.
- Installing green, cool, or solar roofs on municipally owned buildings.
- Training City employees in energy conserving behaviors.
- Exploring opportunities to enter into an Energy Savings Performance Contract with Evergy to identify energy improvements, provide required capital, install the efficiency improvements, and guarantee energy savings.
- Replacing all municipal lighting with LED bulbs.
- Assessing and amending the zoning ordinance as needed to accommodate solar and other alternative energy generation facilities.



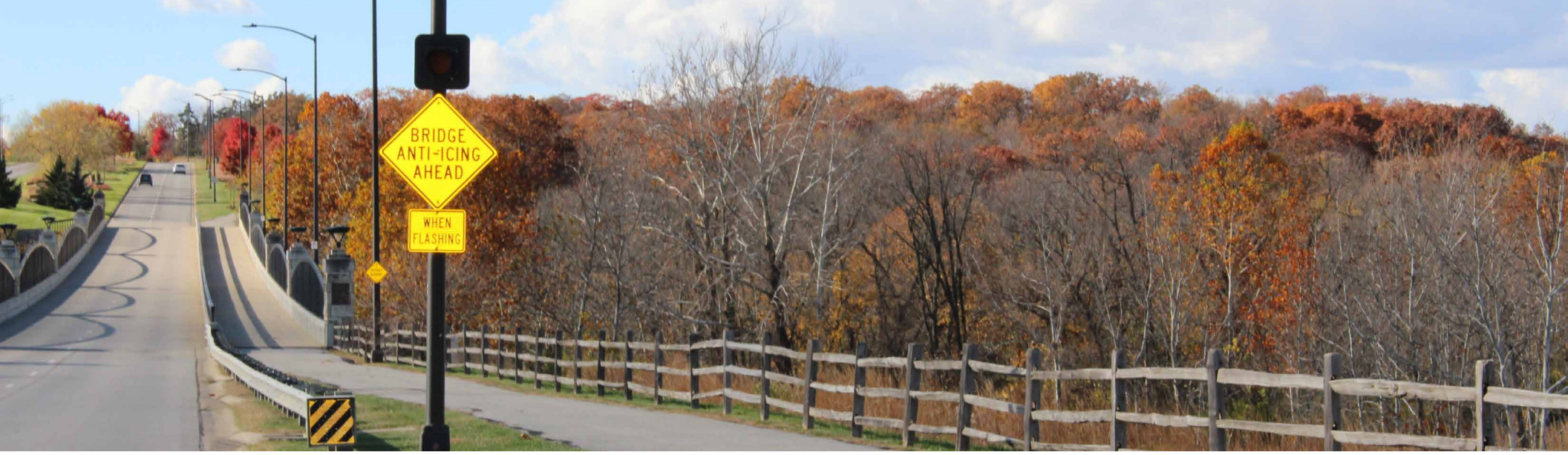
- Pursuing SolSmart certification to signal Lenexa is “open for solar business” by eliminating red tape and encouraging investment in solar energy generation.
- Adopting a solar-ready roof ordinance to ensure that new homes are designed/built to accommodate solar arrays.
- Installing and operating renewable energy systems on municipal buildings.
- Updating zoning codes, building codes and animal regulations to allow for elements of urban agriculture.

- Continuing to foster a healthy and vibrant urban forest in Lenexa by maintaining the city’s tree inventory and by following best management practices.
- Adopting an ordinance to require tree preservation, replacement and planting for private development, including enhanced inspection and enforcement capabilities.
- Amending the zoning code to incentivize or require that multifamily residential and commercial developments include an appropriate amount of electric vehicle charging stations in their parking areas.
- Ensuring that municipal property includes native and sustainable landscaping.
- Amending the zoning code to require or incentivize the use of native species as a part of required landscaping in private developments.

BEST PRACTICE CONSIDERATIONS

Lenexa should continue to encourage the integration of sustainable best management practices (BMPs), such as bioretention facilities, rain gardens, vegetated rooftops, rain barrels, and permeable pavements as a part of new development and site design. To accomplish this, the City should consider:

- Updating the Planned Unit Development process to include the use of BMPs as a modification standard to support requested deviations from underlying zoning requirements.
- Partnering with the Lenexa Chamber of Commerce to establish an “energy challenge” during which commercial buildings within the City would compete to be the most energy efficient. The challenge could utilize the ENERGY STAR Portfolio Manager to measure energy usage. The challenge could be held during a set time period, such as a specific week or month of each year.
- Providing information and technical assistance to local businesses to navigate federal and state incentives and utility programs for green retrofit initiatives.



UTILITIES

Utilities include the systems that are essential to everyday life, such as stormwater, water, wastewater, electrical, gas, and telecommunications. These systems are managed and distributed by either the City or regional utility providers, as detailed below.

- **Stormwater:** City of Lenexa
- **Water Supply:** WaterOne, City of Olathe Water Supply System
- **Wastewater:** Johnson County Wastewater
- **Electrical:** Evergy
- **Gas:** Atmos, Kansas Gas
- **Telecommunications:** AT&T, Consolidated Communications, Google Fiber, Spectrum, Xfinity

The City aims to establish a connected infrastructure system that enhances quality and performance while reducing resource consumption, waste, and overall cost. Infrastructure requires regular maintenance and planned upgrades to ensure safe and quality services for residents, as well as expansions into underserved areas to support future growth. General strategies to accomplish this involve proactive management of City assets to address the community's needs, continual investment in the maintenance of current infrastructure, and coordinated capital improvement planning for infrastructure expansion. The following sections identify what is currently being completed and what additional tasks should be considered to address specific goals for each type of infrastructure serving Lenexa.

Stormwater

Lenexa has an extensive stormwater network that combines natural channels and green infrastructure with storm sewer networks. In an effort to manage stormwater and control flooding while protecting the natural system, the City has developed a stormwater master plan and program to both protect the quality of the water and the quality of life for the citizens. Adopted in 2001 and revised through a series of subshed studies, the City's stormwater master plan predicts the chance of future flooding, outlines the Stormwater Management Program (Rain to Recreation), National Pollutant Discharge Elimination System (NPDES), and looks for opportunities to create regional stormwater facilities. The facilities will promote flood control, improve water quality, provide recreation and preserve open space. The City also maintains a stormwater management plan.



This document outlines the day-to-day operation of the stormwater program and Lenexa’s specific requirements related to its NPDES permit. This document is updated every four years, most recently in 2021.

- **Rain to Recreation** – The plan outlines the various responsibilities required to meet the City’s stormwater goals. The program also identifies the funding sources required to complete these activities. This includes an annual report to the Kansas Department of Health and Environment on the effectiveness of the stormwater management program.
- **MS4 Permit Requirements** – The plan outlines the City’s requirements for compliance with the NPDES Phase II permit. This section includes the City’s action plan for compliance with each of the six minimum control measures outlined in the permit.

- **Additional Program Services** – Outside of those services required by the MS4 permit, the City provides other services that include capital improvement, floodplain management, and system maintenance activities. Some of the additional services require the City’s compliance with the National Flood Insurance Program (NFIP) while others involve regional approaches with other agencies and partnerships with developers to improve the stormwater conditions within the City.

Update City Plans to Align with Regional Efforts

Beginning in 2019, Lenexa joined Johnson County and other municipalities to complete a regional stormwater masterplan to identify and address the regional stormwater issues within Johnson County. This effort evaluated areas of concern with regard to stormwater quantity, water quality, erosion, and other stormwater considerations. The master plan created six watershed organizations within the County. Lenexa is a member in watershed organizations one, two, and six. Future efforts with this plan will revolve around identifying and designing regional stormwater projects to help improve the general stormwater issues around the County. Additional future opportunities could exist for larger regional stormwater retention, detention, or treatment in some Lenexa parks or open space to help relieve the water quality and quantity stress on some of the fully built out areas of the region.



The Lenexa Stormwater Management Plan and Rain to Recreation program are active and meet the current needs of the City and region. However, given the completion of Phase I of the Johnson County Regional Stormwater Master Plan and the creation of the six county Watershed Management Organizations, a thorough review and update of the City's Stormwater Master Plan is needed. The areas of the plan that relate to the MS4 permit and NFIP requirements may not change but there could be some adjustments with the regional approach.

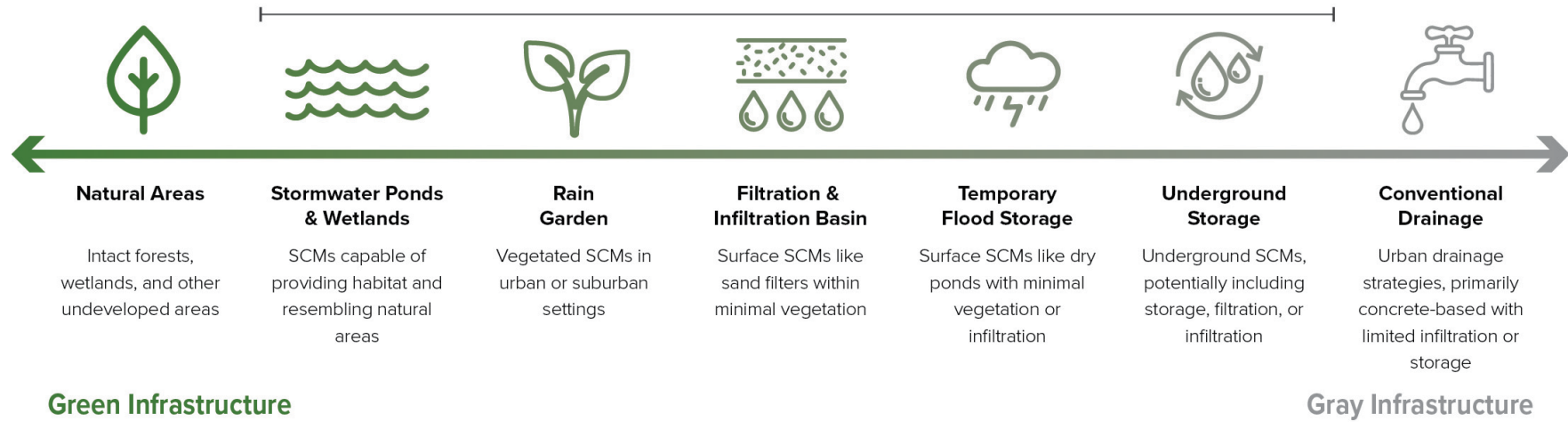
Reinvest in Aging Stormwater Infrastructure

Lenexa's current stormwater management requirements were not in place prior to 1990 when the eastern portions of Lenexa were largely developed. Therefore, most older subdivisions do not meet today's stormwater detention or water quality standards. However, most of the developments in western portions of Lenexa were completed after the stormwater standards were in place and generally comply with all applicable ordinances and requirements. The City substantially reinvests in neighborhood stormwater infrastructure and typically conducts one or more annual neighborhood improvement projects to replace or rehabilitate failing stormwater infrastructure, primarily associated with corrugated metal pipes (CMP).

Strategies to continue offering high-quality stormwater management across Lenexa include:

- Continuing video inspection of the stormwater pipe system with the goal of inspecting 20 percent of the system each year.
- Working to maintain or improve on its current class 5 rating in the Community Rating System program sponsored by the Federal Emergency Management Agency.
- Increasing the budget for CMP pipe replacement to ensure replacement and rehabilitation of all 60 miles of CMP in the City is completed before it reaches the end of its useful life.
- Adding water quality retrofits in eastern Lenexa.

Stormwater Control Measures (SCM)



Source: Taguchi VJ, Weiss PT, Gulliver JS, Klein MR, Hozalski RM, Baker LA, Finlay JC, Keeler BL, Nieber JL. *It Is Not Easy Being Green: Recognizing Unintended Consequences of Green Stormwater Infrastructure*. *Water*. 2020; 12(2):522. <https://doi.org/10.3390/w12020522>

Further Integrate Green Infrastructure

As Kansas and the country at large continue to experience more intense rain events, green infrastructure offers cost-effective, resilient approaches to management of wet weather impacts. The definition of “green infrastructure” goes back to the Clean Water Act, in which it is identified as a range of measures such as plant or soil systems, permeable surfaces, or landscaping to store or infiltrate stormwater and reduce flows to sewer systems or surface waters. Single purpose “gray infrastructure” (conventional piped drainage) works to move stormwater away from the built environment while green infrastructure reduces and treats stormwater at its source.

Investing in green infrastructure practices as Lenexa grows will ensure its stormwater infrastructure network is optimal and up to date. Strategies for enhancing green infrastructure practices include:

- Updating on-site landscape requirements in the UDC to incentivize or require the use of rain gardens or bioswales in parking lots.
- Assessing and amending the UDC, as needed, to accommodate green roofs and rooftop gardens.
- Establishing a maximum parking restriction and continue allowing parking in excess of the maximum if permeable pavers are utilized.

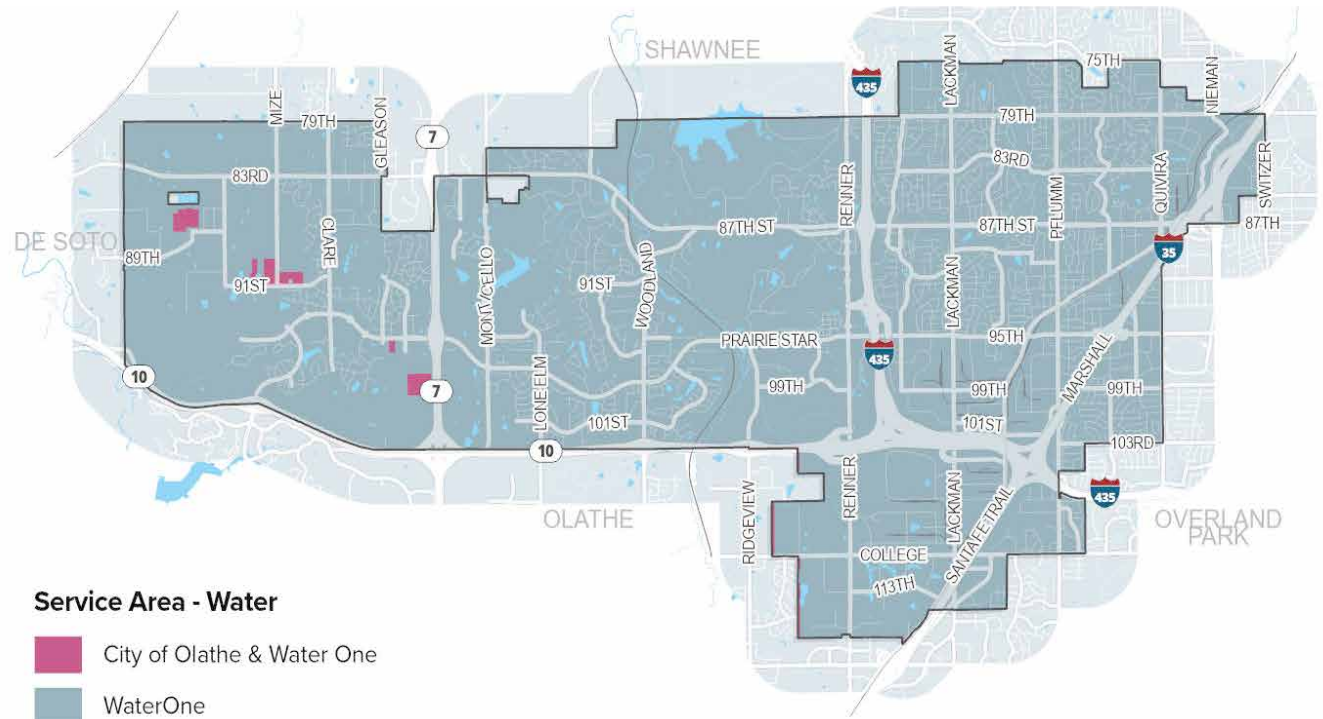
BEST PRACTICE CONSIDERATIONS

The schematic above provides an overview of the spectrum of stormwater control practices from green to gray infrastructure. As communities grow and consider new opportunities for optimizing their investments in the built environment, green infrastructure practices should be evaluated. While helping to mimic or restore natural hydrology to areas, it may also create secondary ecosystem benefits with natural habitat, water purification, erosion protection, and a more sustainable urban environment.

Water Supply

Over 90 percent of the City has water supplied by WaterOne, as does most of the Johnson County municipalities. A few individual agricultural or open space parcels are planned to be a part of the City of Olathe's water supply system, a portion of which runs through Lenexa. The City of Olathe has a water treatment plant located in the northwest corner of Lenexa that treats and distributes water to properties south along the K-7 corridor. These are a part of Olathe's system out of convenience as the distribution system is aligned on their property.

As the City continues to experience western expansion, coordination with utility projects that link system upgrades with City transportation or infrastructure projects will be paramount. As WaterOne manages the water supply utility, the main function for the City is coordination with them on development and capital improvement projects. This relationship currently functions smoothly and there have not been gaps in service for any developments. As land use changes occur in western Lenexa, continuing coordination efforts with water suppliers are needed to ensure that any upgrades required to meet new development needs are addressed in a timely manner.

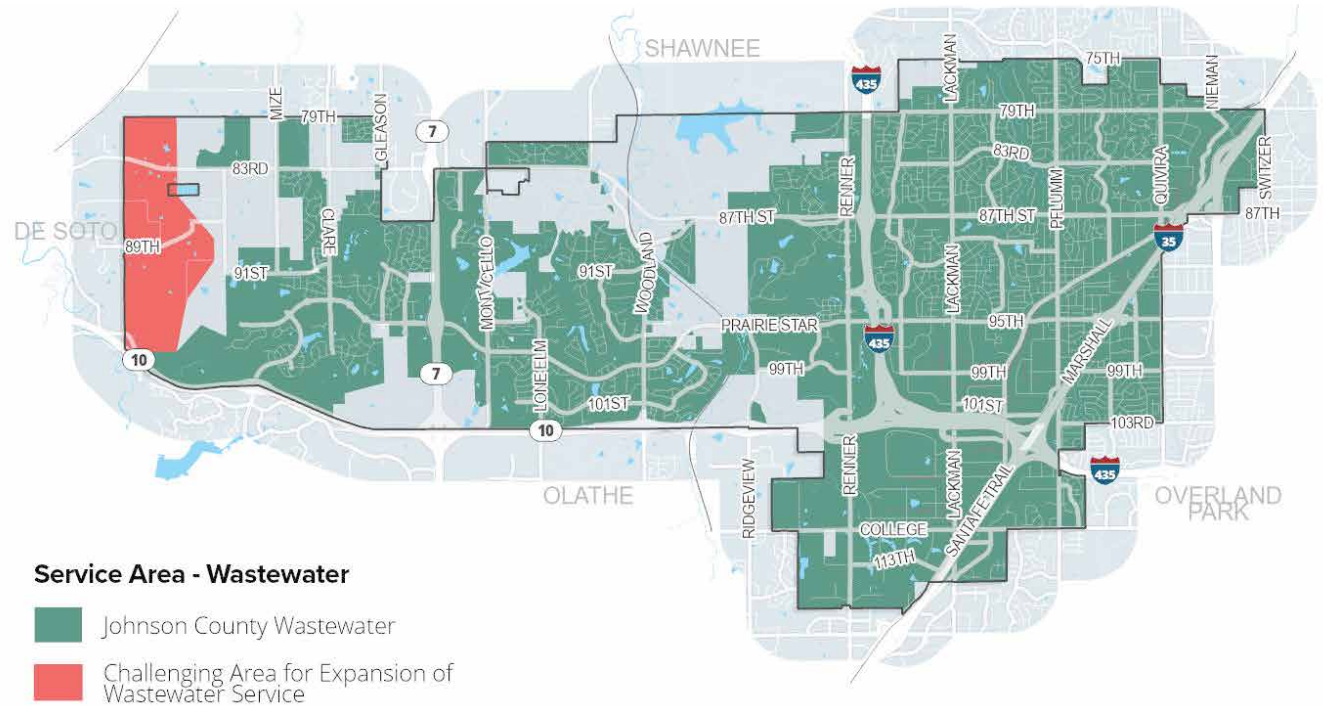


Wastewater

Johnson County Wastewater is the wastewater collection and treatment provider for all areas of the City that are connected to a wastewater treatment system. Over 90 percent of the area east of Renner Road is connected to the system, with small pockets of interstate-related properties without a need for wastewater treatment or older residential properties on septic systems. Contrastingly, only about 50 percent of the area west of Renner Road is connected to Johnson County Wastewater’s system. Most of these areas are either undeveloped agricultural properties or older, large-lot residential properties using septic systems.

As the City continues to plan for development in western Lenexa, coordination with utility projects that link system upgrades with City transportation or infrastructure projects will be paramount. The wastewater service presents a unique challenge for a large swath of western Lenexa as existing topography does not lend itself to traditional collection methods and all utility providers, including the Johnson County, De Soto, and Olathe wastewater districts, have expressed reluctance to committing to provide wastewater services to these areas.

Sanitary sewer connections in the far west and southwest areas of the City are expected to be difficult and costly to install. The current Canyon Creek sanitary sewer system is pumped to the Mill Creek watershed, which is maintained by Johnson County Wastewater.



Service Area - Wastewater

- Johnson County Wastewater
- Challenging Area for Expansion of Wastewater Service

To accept any additional flow, this Mill Creek main would require a capacity expansion. Neither De Soto nor Olathe wastewater districts have expressed interest in extending sewers to this area. The lack of connection into a sanitary sewer district will limit potential development in this area and development may be limited to low-density residential uses.

There could be opportunities to provide services in the distant future as expansion from De Soto approaches the western border, but there is no plan to service those areas at this time.

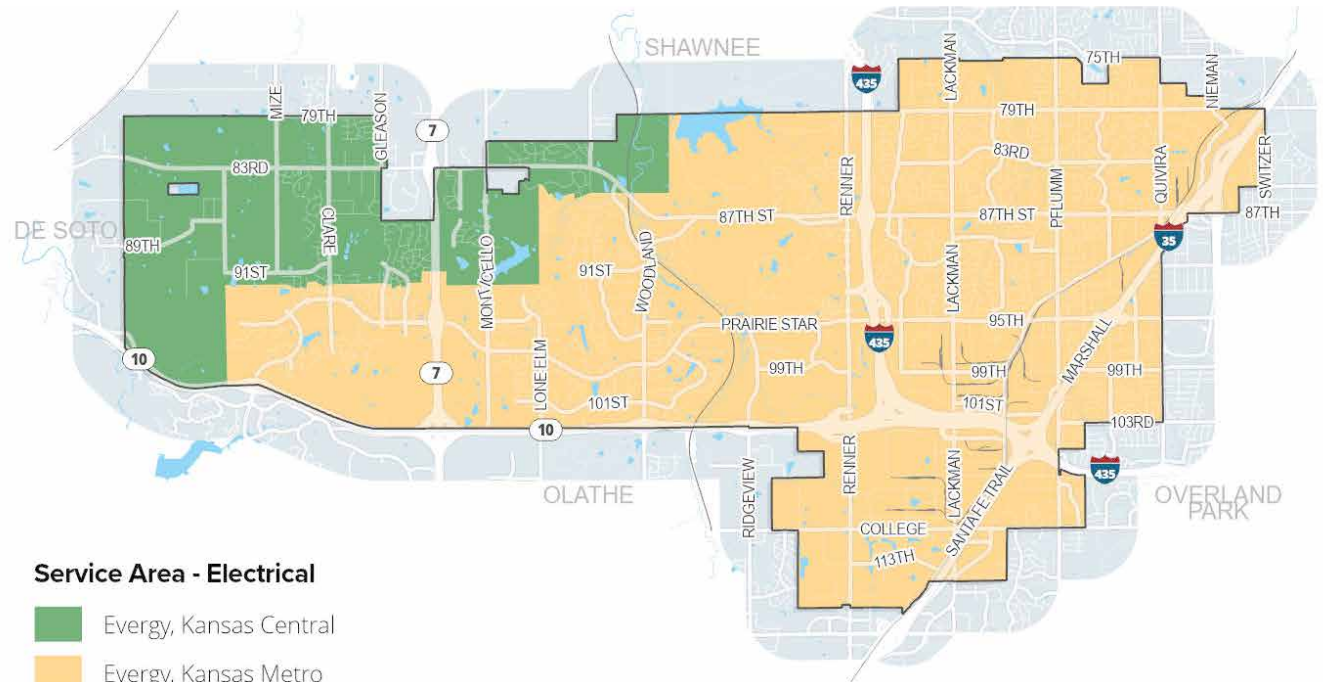
Electrical

Evergy is the electrical provider for the entire City and extends distribution to all residential or commercial development as the need arises. Residents and businesses can opt-in to buy renewable energy on an individual basis, just like the City did with the Renewables Direct program. Similar to the water supply utility, this is a fairly straightforward utility approach as there is truly only one provider for the City.

As the City continues to experience western expansion, coordination with utility projects that link system upgrades with City transportation or infrastructure projects will be paramount. As Evergy manages the electrical utility and distribution, the main function for the City is coordination with them on development and capital improvement projects.

Strategies for coordinating electrical utility service and clean energy enhancements to the undeveloped areas of Lenexa include:

- Partnering with Evergy's Green Team to conduct outreach and education regarding sustainable energy and environmental protection.
- Coordinating with Evergy to expand the Evergy Clean Charge Network in Lenexa.
- Continue to regularly submit development project information to Evergy for coordination purposes.

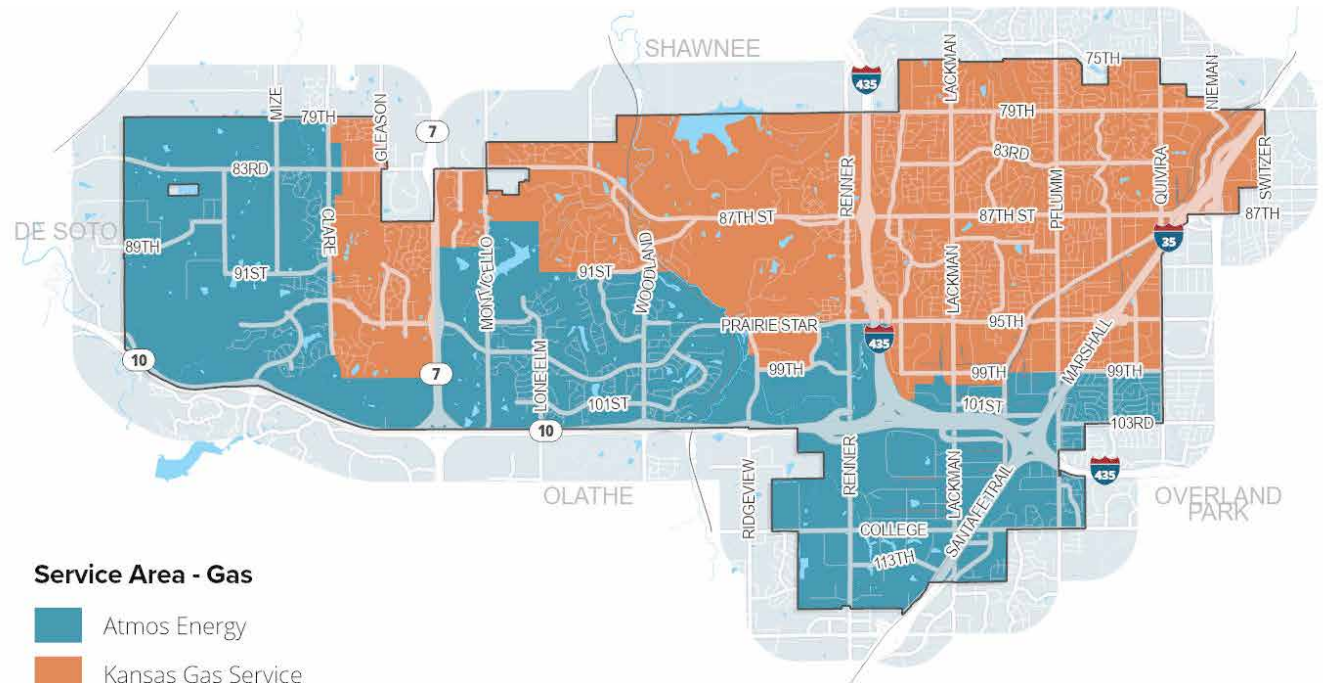


Gas

Lenexa has two gas providers serving different areas of the City. Atmos generally provides service to areas south of the Prairie Star Parkway/95th Street corridor and west of Clare Road. Kansas Gas generally provides service to areas north of the Prairie Star Parkway/95th Street corridor and east of Clare Road. Both providers extend service to all residential or commercial developments as the need arises.

As the City continues to experience western expansion, coordination with utility projects that link system upgrades with City transportation or infrastructure projects will be paramount. As two private companies manage the gas utility and distribution, the main function for the City is coordination with them on development and capital improvement projects.

As land use changes occur in the western areas of the City, continuing coordination efforts with gas providers will be needed to ensure that any service line or distribution main replacements or expansions required to meet new development needs are addressed in a timely manner.

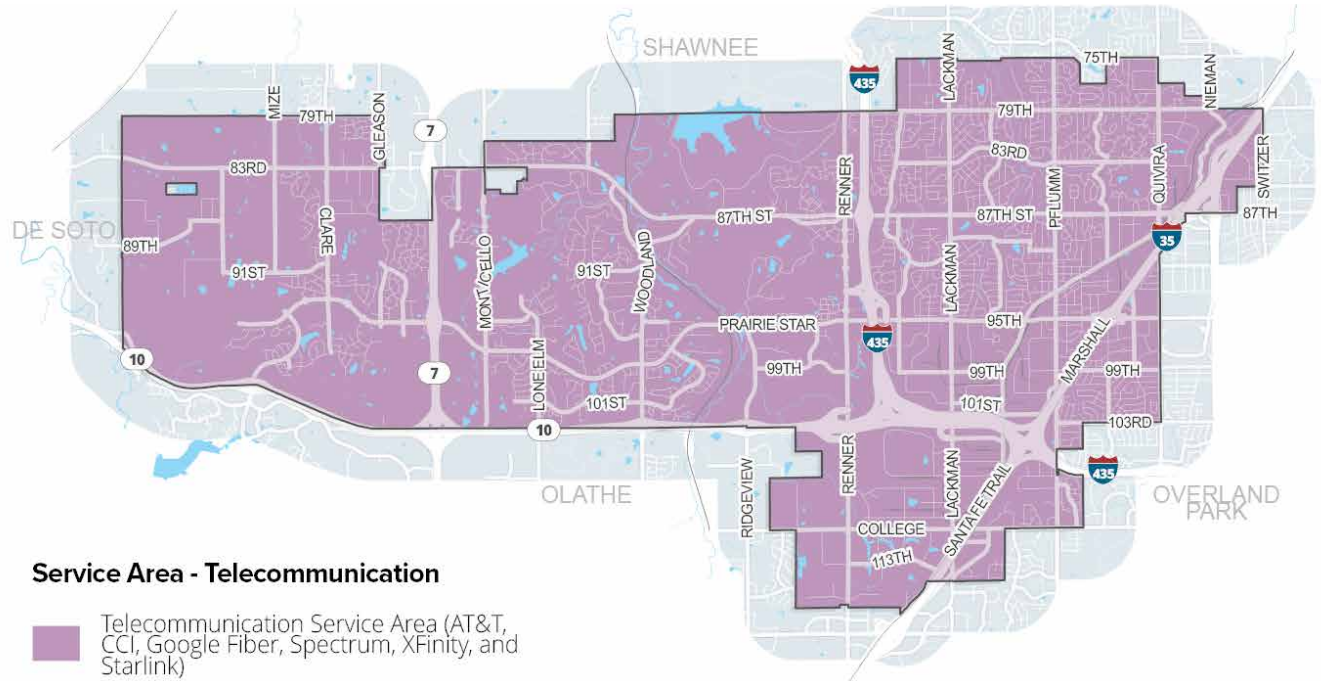


Telecommunications

There are five telecommunications companies that have facilities within City boundaries. These telecommunications companies combined cover over 90 percent of the City with certain exceptions. The following are the current extents of the existing facilities:

- AT&T covers the majority of the City
- Consolidated Communications covers over 80 percent of the developed area east of K-7.
- Google Fiber covers all developed areas east of Clare Road.
- Spectrum covers the majority of the City except for small commercial and undeveloped properties on the Olathe border.
- Xfinity generally only covers areas between Lackman Road and Quivira Road and south of 79th Street.
- Starlink can cover areas currently unserved by landlines.

As the City continues to experience western expansion, coordination with utility projects that link system upgrades with City transportation or infrastructure projects will be paramount. As there are multiple private companies that manage telecommunications utilities and distribution at varying expansion levels, it is difficult to adequately communicate or coordinate with them on development and capital improvement projects.

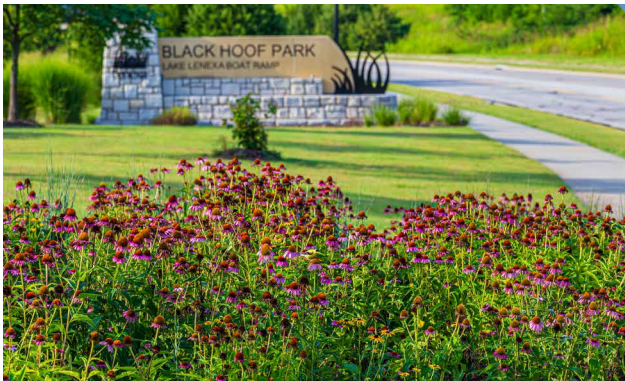
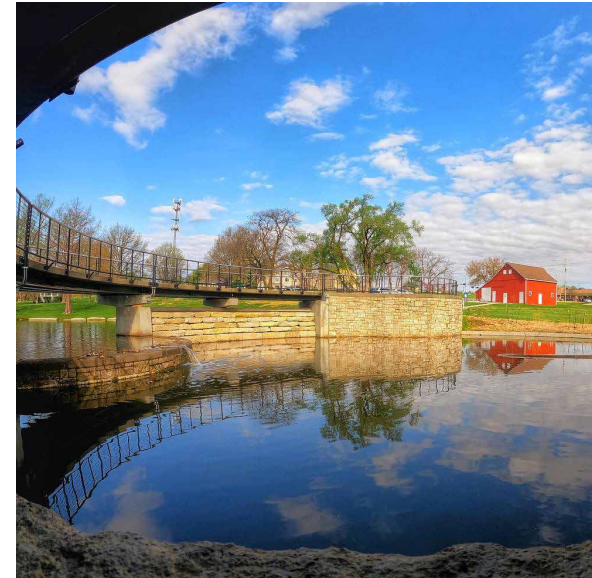


Strategies to consider to maintain an integrated telecommunications network and services in the city include:

- Encouraging or incentivizing telecommunications companies to expand their utilities during the capital improvement project development. While companies have coverage throughout most of the City, the infrastructure is not necessarily in place to service new developments until new roadways are installed.

- Coordinating with telecommunications companies to develop “smart” transportation corridors and City facilities to advance Lenexa’s smart city goals, as detailed in Vision 2040.
- Including duct banks on new and improved roadways to allow for coordination and management of utilities in the ROW.







8

PARKS, OPEN SPACE, AND RECREATION

Lenexa benefits from a robust system of City and county parks, open spaces, and natural resources. The quality of parks and trails was ranked fourth in importance as a City service and had a 97 percent satisfaction rating in the 2023 Citizen Satisfaction Survey. Currently, the City's residents enjoy more parkland per resident than is considered best practice by the National Recreation and Parks Association (NRPA). The NRPA's best practice recommendation is to provide 10 acres of parkland for every 1,000 residents. Today, Lenexans enjoy 17 acres of parkland for every 1,000 residents. However, not all residents have close access to parks. This Chapter focuses on how to maintain and enhance parks, open space, and natural resources as Lenexa continues to grow.

PARKS, OPEN SPACE, AND RECREATION

The Parks, Open Space, and Recreation element works toward the vision of increasing, building, and enhancing parks, while also preserving open space as the City develops. The City's Parks and Recreation Department is responsible for long term planning and maintenance of over 30 public parks, trails, and recreational facilities. The department also manages local recreation programs, such as sports leagues, dance classes, senior citizen activities, and a variety of festivals and events, like the Great Lenexa BBQ Battle, Spinach Festival, and Community Days Parade. In addition, the Johnson County Parks and Recreation District provides important recreational facilities in and around Lenexa, including the 1,655 acre Shawnee Mission Park, a regional trail system, and the Shawnee Mission School District Aquatic Center.

Goal 13

Enhance, protect, and increase parks, open spaces, recreational opportunities and natural assets.

13.1 Continue to reinvest in high quality parks, recreational facilities, programming, and cultural opportunities.

13.2 Integrate public or private parks and outdoor recreational amenities within a half-mile (10-minute walk) of residences.

13.3 Promote the conservation of open space and key features in new development.

13.4 Use the Parks and Recreation Master Plan as a tool to prioritize Park system needs in the future.

Goal 14

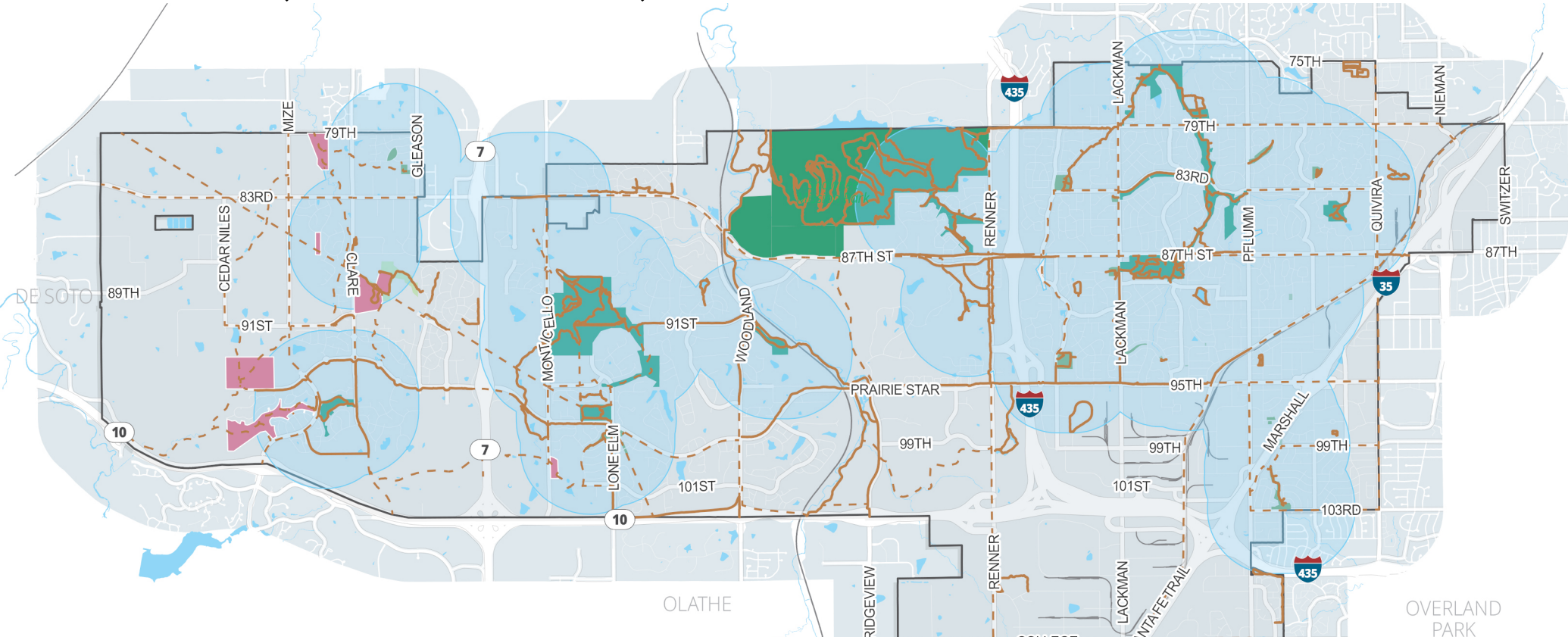
Maintain, expand, and improve the trail system to keep the community connected.

14.1 Connect residents to parks and recreational opportunities through sidewalks, trails, and other means of multi-modal transportation.

14.2 Extend trail corridors in areas currently not served and as new development is created.

14.3 Maintain partnerships with neighboring agencies.

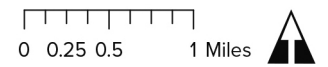
PARKS, OPEN SPACE, AND RECREATION MAP

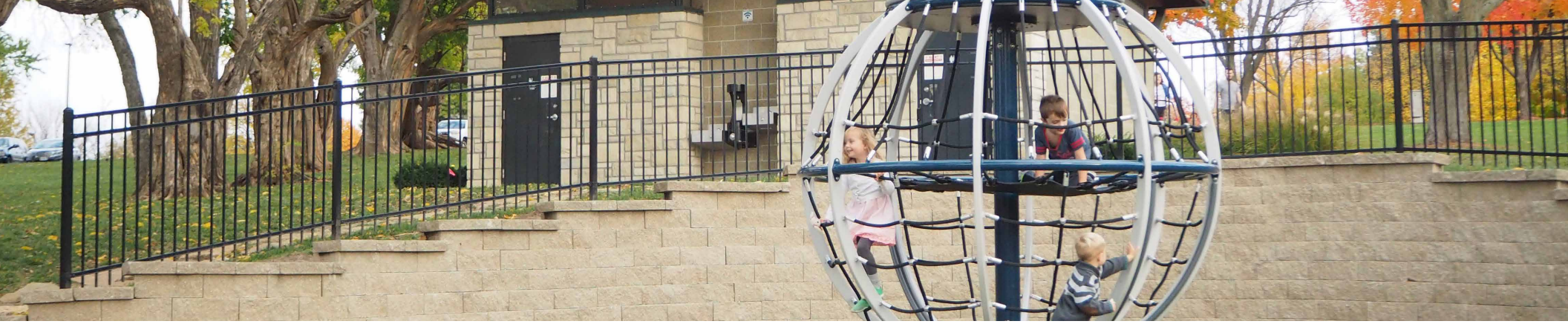


- Lenexa Municipal Boundary
- Railroad
- Current Multiuse Trails
- Future Multiuse Trails
- Future/Proposed Park Land
- Neighborhood Facilities Service Area (0.5-mile)

- Existing Parks, and Recreation Facilities**
- | | |
|-------------------------------|---------------------------------|
| Gleason Glen Park | Heritage Forest Park |
| Wild Bill Hickok Park | Sar-Ko-Par Aquatic Center |
| Cedar Station (Mize Lake) | Sar-Ko-Par Trails |
| Manchester Park | Bois D'Arc Park |
| Meadows Park | Tamerisk Park |
| Black Hoof Park (Lake Lenexa) | Electric Park |
| Freedom Fields Park | Kickapoo Park |
| Craig Crossing Park | Mullen Park |
| Lenexa Rec Center | Green Prairie Park |
| Central Green Park | Gillette Park |
| Parkhurst Park | Bradshaw Park |
| Ad Astra Park & Pool | Scouting Park |
| Na Nex Se Park | Lenexa Old Town Activity Center |
| Lackman Park | Scouting Park |
| Little Mill Creek Park | John Mc Nerney Park |
| Post Oak Park | Trafalgar Park |
| Matt Taylor Park | Flat Rock Creek Park and Pool |
| Hidden Woods Park | |

NOTE: Regional Facilities have a 10-mile service area, which would cover the entire Lenexa Community. Thus, their service areas are not shown in this map.





ENHANCE, PROTECT, AND INCREASE ACCESS TO THE CITY'S PARKS AND NATURAL ASSETS

The 616 acres of parkland throughout Lenexa provides residents with recreational opportunities that exceed the national standard set by the National Recreation and Parks Association (NRPA) of 10 acres of parkland per 1,000 residents. However, the location of parks is important to understand how well the community is served. The service area assessment reveals that the majority of residents are located within the three-mile service area of the City's community facilities while the entire community is located within the 10-mile service area of the City's regional facilities. An opportunity to better serve the community is to address neighborhood-sized facility gaps in the southeastern, central and western portions of the community.

Continue to Reinvest in High Quality Parks, Recreational Facilities, Programming, and Cultural Opportunities

By maintaining its existing parks and upgrade aging facilities as necessary, Lenexa can ensure it provides quality recreational opportunities for residents far into the future. Lenexa should incorporate best practices for reinvesting and consider the following:

- Conducting an assessment of the City's older parks and recreation facilities to identify needed improvements.
- Including parks and recreation facility reinvestment within the City's Capital Improvement Program.

Integrate Public or Private Parks and Outdoor Recreational Amenities within a Half-Mile (10-minute walk) of Residences

As new residential growth occurs, it will be important to continue to monitor parkland supply and distribution to ensure future residents are well served and within a half-mile of a park or a recreational facility. Considering the future residential growth proposed in the Future Land Use Map, certain residential areas will require the development of new parks to maintain high accessibility. In the past, the City or County has been responsible for the acquisition, development, and maintenance of parks and recreational facilities in Lenexa. To continue providing superior parks and recreation opportunities as the community grows, reviewing the Parks & Recreation Impact Fee policy will be necessary to determine whether modifications could yield more privately developed public parks.



Promote the Conservation of Open Space and Key Features in New Development

An effective approach to preserve and protect green space is to promote conservation design subdivision development. As mentioned in the Housing and Neighborhoods chapter, conservation design subdivision development, also known as cluster development, is an approach to residential development that preserves contiguous areas of open space and natural areas by clustering smaller residential parcels on select areas of a site. This approach can also help protect wetlands, floodplains, wildlife, and other environmentally sensitive areas.

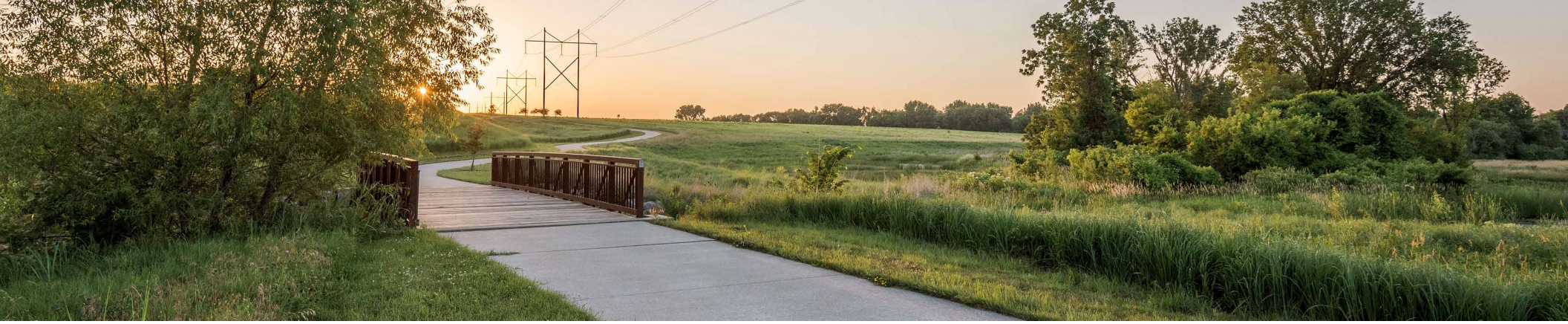
Strategies to encourage environmentally sensitive cluster development include:

- Prioritizing a list of resources to be conserved within new developments including existing tree canopy.
- Requiring an appropriate ratio of total land area to be conserved as permanently protected, public open space.
- Incentivizing natural resource conservation by allowing increased density on the portions of a developing property that are not permanently dedicated as public open space.
- Establishing design guidelines for the layout of streets, lots, and conservation areas.
- Limiting earthwork and site excavation activities to help preserve natural topography.

Use the Parks and Recreation Master Plan as a Tool to Prioritize Park System Needs in the Future

The Parks and Recreation Master Plan identifies the top recreational needs and priorities through various community input methods. The City should consider:

- Implementing recommended upgrades to existing parks, address recreation gaps in the community, and target new park facilities.
- Continuing to engage the public to determine preferences for park and recreation facility amenities as needs evolve with new industry services and standards.
- Updating the Parks and Recreation Master Plan every five years.
- Including parks and recreation facility reinvestment within the City's Capital Improvement Program.



MAINTAIN, EXPAND, AND IMPROVE THE TRAIL SYSTEM TO KEEP THE COMMUNITY CONNECTED

Lenexa's trail system is a highly valued amenity by Lenexa residents. Walking and biking trails were identified as the number one priority through the Parks and Recreation Master Plan Needs Assessment Survey. In order to best serve the community, it is important to continue to expand the trail system in underserved and newly developed areas.

Connect Residents to Parks and Recreational Opportunities through Trails

Lenexa's recreational trails and multiuse paths are a regional draw. Lenexa maintains more than 50 miles of trails for biking and walking, the context of which varies from wooded areas, along lakes and streams, and more private trails through residential areas. Strategies to keep Lenexa a leader in providing trail connections between parks and recreational amenities include:

- Maintaining the Parks, Open Space and Recreation Map and use it as a guide for current and future trail opportunities.
- Assessing and improving trail maps and wayfinding signage to aid in accessibility and use of the system.

Extend Trail Corridors in Areas Currently Not Served and as New Development is Created

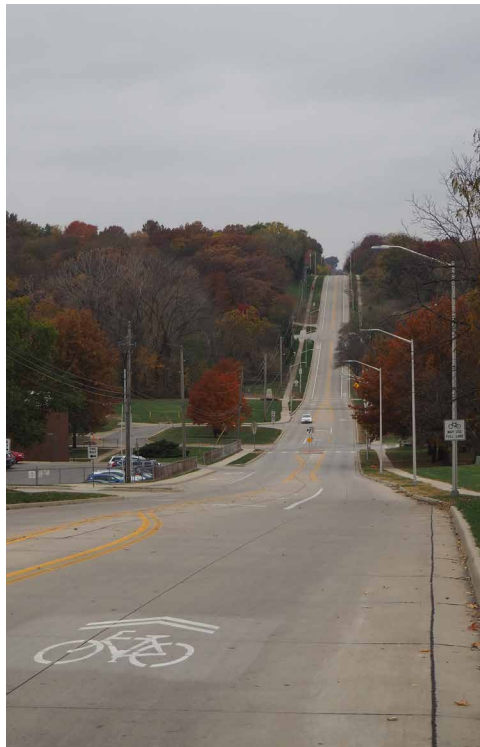
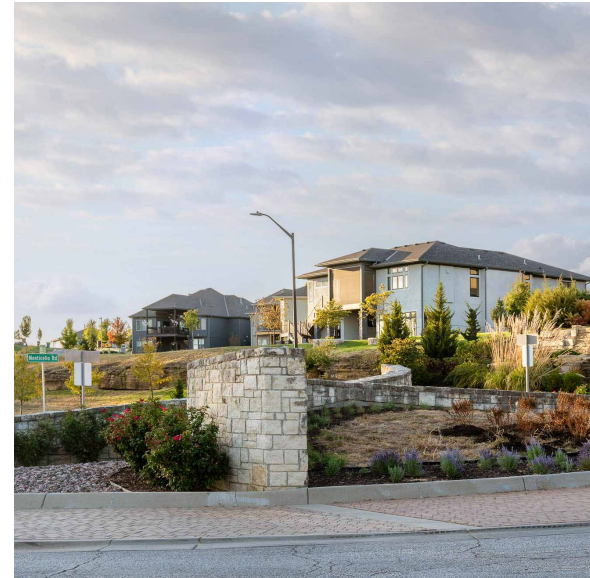
In order to keep the community connected, extending trail corridors into underserved or newly developed areas is important. The Parks and Recreation Master Plan indicated that residents ranked connectivity of trails as the highest priority among trail features. Strategies to deliver on the trail priorities identified by residents include:

- Identifying areas for new trails and determine methods for acquiring the land or easements.
- Amending the zoning and subdivision regulations to require developers to create connections to existing trails and contribute to the funding for planned trails within or adjacent to their development site.

Maintain Partnerships with Neighboring Agencies

The coordination between neighboring cities and community partners is vital to providing a well connected trail system. Lenexa can benefit from its centralized location by connecting to neighboring trails, allowing the system to reach beyond City limits. The City should continue to coordinate with Johnson County and neighboring community partners to expand the regional trail network and better connect natural areas to key community destinations like City Center, schools, employment centers, and commercial nodes.







9

IMPLEMENTATION

To realize the community's vision for the future of Lenexa, the City must take a proactive role in implementing the goals, policies, and recommendations of the Comprehensive Plan. With the planning process complete, Lenexa has entered the long-term phase of facilitating change and growth over the next 20 years. This will require the active cooperation of elected and appointed officials, City staff, partner organizations, the local business community, property owners, developers, and residents. This chapter sets forth implementation strategies the City should utilize to implement the central policies and recommendations of the plan. The vision, goals, and policies of the Comprehensive Plan should act as a foundation for decision-making and be regularly consulted to ensure future projects are aligned with Lenexa's overarching vision.

NEXT STEPS

The steps below should be taken after the adoption of the Comprehensive Plan. These steps should ensure the effective application of the Plan, the continuation of community planning and investment, and the continuation of meeting the needs and aspirations of the community. They include:

- **Reference the Plan regularly** to guide City policies and decision-making.
- **Update the UDC** and other development controls to align with the Plan.
- **Align the Capital Improvement Program (CIP)** with Plan recommendations for CIP infrastructure improvements.
- **Continuously review the goals, policies, and recommendations of the Plan** to determine which ones are ripe for pursuit, taking into account funding, the time and effort required to complete it, stakeholder interest, and alignment with Vision 2040 and other planning efforts.
- **Conduct regular updates** of the Plan to reflect current conditions and shifts in community priorities.

Regional Planning and Partnerships

Lenexa's regional position makes it essential that the City develops and maintains partnerships with a wide variety of groups and organizations. Facilitating regular communication and cooperation with partners will support the implementation of the Comprehensive Plan and identify opportunities to work collaboratively toward mutual interests. Further, it will facilitate a greater regional perspective on how issues are addressed in the area.

Lenexa already has a wide variety of partnerships, which should be maintained in the future. The City should work to identify possibilities for new partnerships with organizations and agencies to aid implementation. This could include neighboring municipalities, regional and state agencies, neighborhood groups, the local business community, non-profits, and other groups with an interest in Lenexa.

Potential Funding Sources

There are several potential funding sources that the City can pursue to support the implementation of the Comprehensive Plan. It is important to note that funding sources are subject to change over time. As such, the City should continue to research and monitor grants, funding agencies, and programs to identify deadlines, funding specifications, and new opportunities as they become available.

Reporting

Finally, the City should track the action steps taken to proactively implement the vision, goals, policies, and recommendations of the plan. This will typically be completed with the Planning Commission's annual review of the plan and the outcomes the Plan delivers.

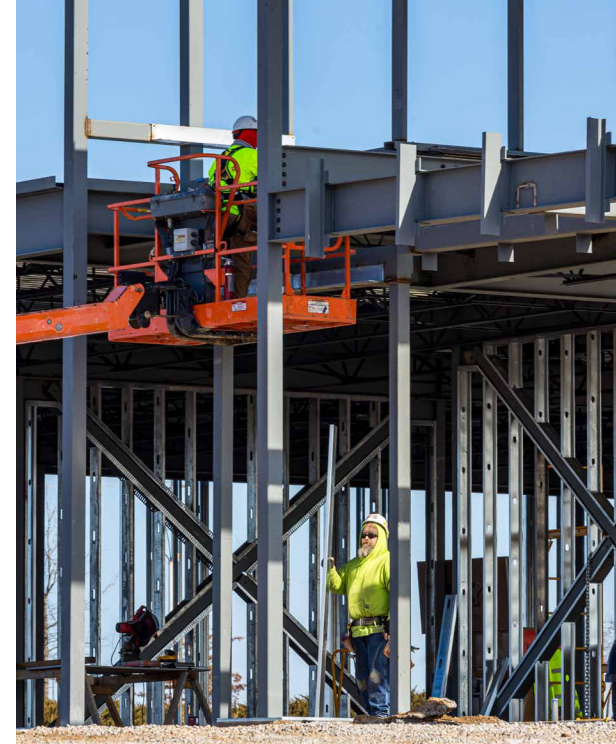
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APPENDIX

Glossary of amendments to the Comprehensive Plan

The table below contains a history of amendments to the Comprehensive Plan.

COMPREHENSIVE PLAN AMENDMENTS			
Ordinance #	Planning Commission Approval	City Council Approval	Description of Amendment
6043	11/03/2025	11/18/2025	<ul style="list-style-type: none">• Created Glossary of Amendments and Appendix.• Completed minor clean-up revisions to the Future Land Use Map.• Created “Development Design Considerations” for sites 1-4 in the Appendix and reflected the sites on the Future Land Use Map.



DEVELOPMENT DESIGN CONSIDERATIONS

The Comprehensive Plan provides several policies related to how land is developed. With each passing year and annual review of the plan, more is known about the community and the changes in market forces and trends. Because conditions change over time, it is necessary for Lenexa to revisit the Comprehensive Plan periodically and update it as needed. This appendix contains revisions to the Comprehensive Plan since its original approval in July 2024.

The hatched areas shown on the Future Land Use Map reflect sites where certain design considerations have been identified to ensure high-quality developments that account for the uses and character of the surrounding area. These sites are subject to the following design considerations during the entitlement review process in addition to other policies set forth in the Comprehensive Plan about the community and the changes in market forces and trends. Because conditions change over time, it is necessary for Lenexa to revisit the Comprehensive Plan periodically and update it as needed. This appendix contains revisions to the Comprehensive Plan since its original approval in July 2024.

1. Prairie Star Parkway and Ridgeview Road (Northeast Corner)

This site is classified for High-Density Residential uses and density. The area north of Prairie Star Parkway is planned for less density and intensity than south of Prairie Star Parkway and should contain developments of a high-quality residential character. The bulk, scale, mass, and architectural features of a development at this site should complement Suburban-Density Residential developments existing and planned in the area north of Prairie Star Parkway. Large-scale multifamily buildings are discouraged unless they employ high levels of residential elements such as roof line articulation, sloped roofs, articulated facades and other design elements noted below.

Building Form

- Quadplex
- Cottage Home Court
- Duplex
- Triplex
- Townhome
- Stacked Duplex
- Multifamily

Site and Infrastructure

- Minimize the aesthetic impact of parking (no highly visible parking garages, provide screening for surface parking areas).

Building

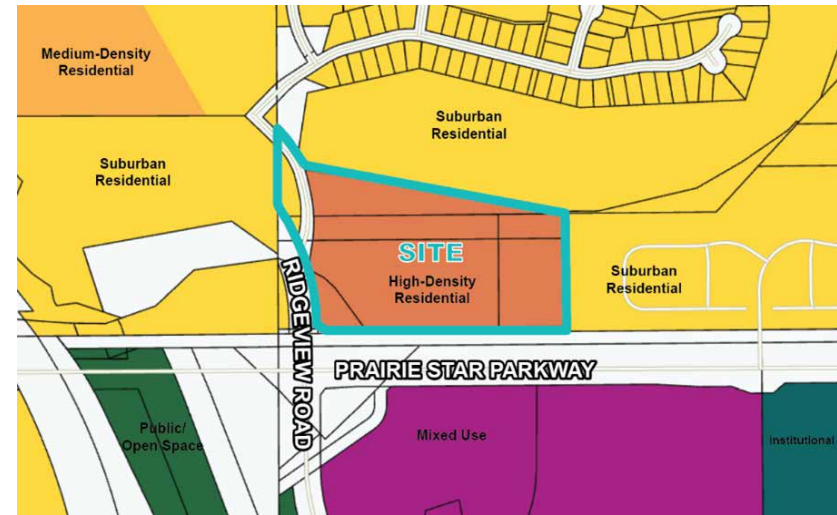
- Use building heights and massing that align with established and planned single-family areas to the north and west.
- Utilize architectural elements that produce a more traditional high-quality residential building form such as employing pitched and varied roofs and rooflines, roof overhangs, articulated facades, and material changes.

Landscape

- Maintain a significant width of tree buffer along the north property line.
- Include layered landscaping along the perimeter to buffer arterial street noise and enhance privacy.
- Use landscaping to soften and screen parking lots.

Mobility

- Provide multimodal connectivity to the trail and sidewalk systems along Prairie Star Parkway and Ridgeview Road.
- Prioritize internal pedestrian circulation over vehicular drive aisles.



2. Prairie Star Parkway and Monticello Road (Northwest Corner)

This site is classified for Medium-Density Residential uses and density. This site's surrounding uses include Medium-Density Residential, Suburban-Density Residential and Public Open Space uses and the site is located at the intersection of two arterial streets. Large-scale multifamily buildings are discouraged in order to align with the development in the area and to reduce impact on the park trail to the west of this site. Buildings should employ high levels of residential elements such as roof line articulation, sloped roofs, articulated facades and other elements noted below.

Building Form

- Single-Family Detached
- Cottage Home Court
- Duplex
- Triplex
- Quadplex
- Townhome
- Stacked Duplex
- Multifamily

Site and Infrastructure

- Provide circulation patterns appropriate for a medium-density character and compatible with surrounding residential uses.
- Manage access spacing on Prairie Star Parkway and Monticello Road to protect arterial traffic flow.
- Provide access north of the site off the west arm of the 95th Street roundabout.
- Lay out the site in a way that works with and accounts for the site's grade to avoid tall retaining walls and excavating large portions of the site.

Building

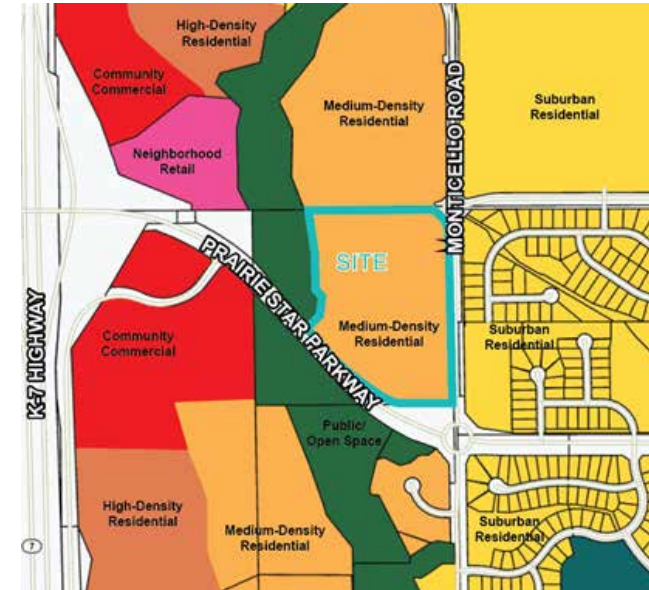
- Use building heights and massing that align with established and planned single-family and townhome developments in the vicinity.
- Design structures with varied rooflines, porch elements, and façade modulation to reduce visual bulk.
- Emphasize residential architecture compatible with RP-1 and RP-2 context (pitched roofs, articulated facades, adequate material transitions, use of quality materials).

Landscape

- Provide extraordinary landscape buffer width and plant quantities along Prairie Star Parkway and Monticello Road to complement the designs of these well-appointed streets and buffer from the single-family uses to the east.

Mobility

- Provide internal pedestrian connections to nearby neighborhoods and open spaces.
- Incorporate multimodal infrastructure to support walking and biking to schools and parks.
- Provide connections to the park trail to the west.



3. 87th Street Parkway near future Ridgeview Road

This area along 87th Street Parkway is classified for Mixed-Use, Neighborhood Commercial and Medium-Density Residential uses and density. The area presents an opportunity to extend the intensity of uses of City Center while providing an appropriate transition to existing and future single-family neighborhoods that surround this area. It will be important that the area classified for Mixed-Use contains a mix of residential and non-residential uses, especially along the east side of Ridgeview Road so that Ridgeview Road is flanked by commercial uses.

Building Form/Uses

- Higher-intensity uses should be established east of Ridgeview Road.
- Mixed-Use development should include a true mix of uses – not just a single use such as multifamily residential.
- Organize uses to create a logical transition from urban-intensity uses in City Center to suburban-density neighborhoods west of Ridgeview Road.
- Establish commercial retail or office uses at the southwest and southeast corners of Ridgeview Road and 87th Street Parkway.

Site and Infrastructure

- Provide appropriate infrastructure to support mixed-use development, including pedestrian-scale streets, utility access points, and shared parking strategies.
- Align future Ridgeview Road in a manner that supports the variety of uses and connects to existing Ridgeview Road to the north of 87th Street Parkway.

Building

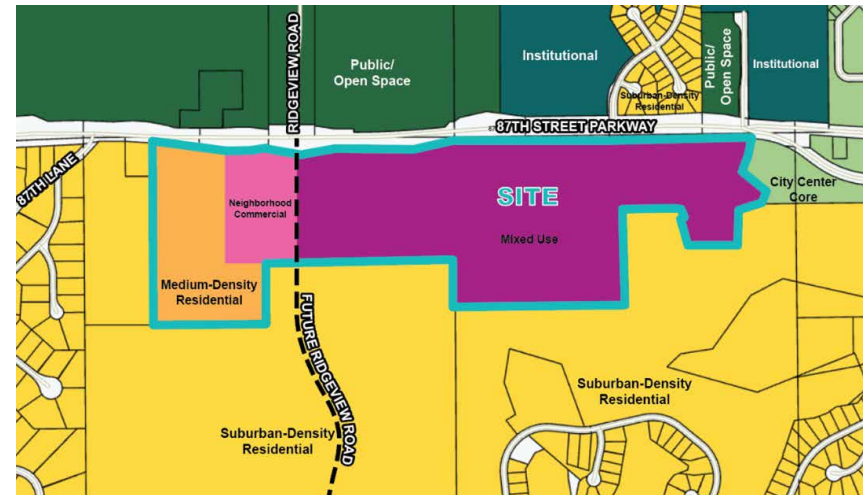
- Encourage vertical or horizontal mixing of uses, especially along 87th Street Parkway and the future Ridgeview corridor.
- Ensure building massing closest to single-family neighborhoods is reduced, while medium-density units concentrate toward arterial streets.

Landscape

- Provide enhanced landscape screening to buffer transitions between commercial/mixed-use and residential edges.
- Integrate pedestrian plazas, streetscape plantings, and resilient species to reinforce a walkable environment.

Mobility

- Include continuous sidewalks, multi-use trails, and direct pedestrian linkages to City Center and nearby Shawnee Mission Park.



4. Business Park areas at the northeast and northwest corners of K-10 Highway and K-7 Highway

This site is classified for Business Park uses and is well served by the City's arterial street network and access to K-7 Highway and K-10 Highway. While this area is suitable for Business Park uses and some amount of truck traffic should be expected, the greater area contains residential, school, and other uses that require that semi-truck trips be mitigated. This is done through appropriate design of streets, designating efficient truck routes, and by carefully analyzing projects in the Business Park areas to encourage low-volume semi-truck uses.

Uses

- Business Park uses that minimize the number of truck loading docks and semi-truck trips to the area.
- Large-scale distribution, fulfillment, and/or freight facilities are not appropriate in this area.

Site and Infrastructure

- Locate loading docks and truck courts internally to minimize exposure to surrounding residential areas.

Building

- Orient buildings and service areas away from residential development where feasible.
- Require façade articulation and high-quality exterior materials facing public streets.

Landscape

- Incorporate berms, evergreen plantings, and layered screening to buffer views of service areas and truck activity.
- Enhance street frontage landscape to reduce industrial intensity.

Mobility

- Analyze development projects for routing to the state highway system and the ability to demonstrate low volumes of truck traffic.
- Accommodate safe pedestrian and bicycle connections that do not conflict with truck circulation.

