



## Agenda

**REGULAR MEETING  
GOVERNING BODY  
CITY OF LENEXA, KANSAS  
17101 W. 87<sup>th</sup> STREET PARKWAY**

**OCTOBER 21, 2025  
7:00 PM  
COMMUNITY FORUM**

### **CALL TO ORDER**

Pledge of Allegiance

### **ROLL CALL**

### **APPROVE MINUTES**

October 7, 2025 City Council meeting draft minutes  
(located in the Appendix)

### **MODIFICATION OF AGENDA**

### **PROCLAMATIONS**

Color the World Orange Day & AMPS/CRPS Awareness  
Month

### **CONSENT AGENDA**

#### **Item Numbers 1 through 11**

The matters listed on the Consent Agenda are routine and approved collectively with no separate discussion on each individual item. Any item on the Consent Agenda may be removed from the Consent Agenda for separate consideration by a member of the Governing Body, the City Manager, or by a member of the public in attendance at the meeting. In the event the item is removed from the Consent Agenda, it will be placed on the regular agenda.

1. Acceptance of right-of-way as shown on Lenexa Logistics Centre North 6th Plat

*This industrial property is on 17.29 acres located near the northeast corner of College Boulevard & Mill Creek Road. Right-of-way is being dedicated to the City as part of the final plat.*

2. Acceptance of utility and drainage easements as shown on STAG Lenexa Final Plat

*This is a phased business park development on 32.8 acres just north of the I-35 and I-435 interchange. Utility and drainage easements are being dedicated to the City as part of the final plat.*

3. Acceptance of utility, drainage, landscape, and sidewalk easements and right-of-way as shown on Cedar Canyon West Villas Final Plat

*This single-family residential subdivision is on 7.68 acres located in the southwest corner of 99th Street & 100th Street. Easements and right-of-way are being dedicated to the City as part of the final plat.*

4. Approval of Change Order No. 1 for the 2025 Pavement Management Program - Thoroughfare and Industrial Streets Mill and Overlay Project

*This project treated approximately 16.1 lane-miles with an asphalt mill and overlay. Work also included removing and replacing deteriorated curb and gutter, replacing sidewalk panels, and adding ADA ramps as needed. The cost of this change order is \$732,228.67.*

5. Approval of Change Order No. 1 to the contract with Wilson & Company Inc. Engineers for the design of the 95th Street from Renner Boulevard to Lackman Road Improvements Project

*The City previously approved a contract with Wilson & Company Inc. Engineers for design services for the 95th Street Improvements Renner to Noland Project. Recently, staff asked Wilson & Company Inc. Engineers to submit a cost proposal to perform additional design services for maintenance of 95th Street from Renner Boulevard to Lackman Road. The cost of this change order is \$223,000.*

6. Approval of the 2025-2026 insurance program and authorization for the City Manager to execute all documents necessary to procure property and liability insurance and associated lines of coverage

*The proposed 2025–2026 self-insured retention program is substantially similar to the 2024–2025 policy; however, by transitioning property coverage to GovPro, the City will save approximately 11% compared to renewing all coverages with Travelers, for a total base premium of \$738,485.*

7. Approval of an encroachment agreement with CB AH #1, LLC to allow private infrastructure to be constructed within public right-of-way at 8675 Scarborough Street in Lenexa City Center

*To accommodate development of a new multitenant restaurant building at 8675 Scarborough Street on the AdventHealth Campus in Lenexa City Center, CB AH #1, LLC is requesting an encroachment into public right-of-way for private underground storm sewer pipes, storm sewer junction boxes and retaining walls.*

8. Approval of a final plan for City Center Lenexa Area A (Restaurant Row) to add deferred surface parking on property located at the southeast corner of eastbound 87th Street Parkway & Scarborough Street in the CC, Planned City Center District

*The applicant proposes to construct 37 additional surface parking spaces in City Center Lenexa Area A (Restaurant Row). The final plan shows additional rows of parking to be constructed in areas along existing drives in the surface parking area.*

9. Resolution authorizing the Mayor to execute a subrecipient agreement with Johnson County, an Authorized Signature Form, and an extension request letter for Community Development Block Grant Project Number 2025-10

*This agreement is for the acceptance of \$194,924.80 in funds for the 2025 Community Development Block Grant (CDBG) Street Lighting System Replacement Project for Candlelight Lane, Widmer Road, Park Street, Summit Street, and 89th Terrace. An Authorized Signature Form is also required, along with an extension request letter for the CDBG.*

10. Ordinance authorizing the issuance of industrial revenue bonds in the principal amount not to exceed \$22 million (Lenexa Logistics Centre South - Building 6)

*The City Council previously passed a resolution stating the City's intent to issue approximately \$22 million in industrial revenue bonds to help finance the acquisition, construction, and equipping of a 198,715 square foot building in the Lenexa Logistics Centre South development located west of 113th Street & Britton Street and approving a 10-year tax abatement for the project. The tax abatement will commence January 1, 2026.*

11. Resolution declaring it necessary to appropriate private property for construction of the 83rd Street from Gleason Road to Clare Road Project

*This resolution will allow the City to proceed with acquisition of private property associated with the construction of the 83rd Street from Gleason Road to Clare Road Project. The total cost of the project, including property acquisition, is estimated to be \$13,671,790.*

## END OF CONSENT AGENDA

## BOARD RECOMMENDATIONS

12. Ordinance approving a five-year special use permit for a medical clinic expansion for Raw Health Company located at 12760 W. 87th Street Parkway, Suite 110, in the NP-O, Planned Neighborhood Office District

*The applicant proposes to expand their medical clinic use within the NP-O, Planned Neighborhood Office Zoning District, which requires a special use permit.*

13. Consideration of a rezoning and preliminary plan known as Hedge Lane Residential for a single-family and townhome residential development on property located at 9140 Hedge Lane Terrace

- a. Ordinance rezoning property from the AG, Agricultural District to the RP-1, Planned Residential (Low-Density) and RP-2, Planned Residential (Intermediate-Density) Districts

- b. Approval of a companion preliminary plan for Hedge Lane Residential development

*The applicant requests approval to rezone property to allow a single-family and townhome development, as well as approval of a companion preliminary plan for the townhome component of the development. The plan includes 18 single-family lots and 68 townhome units across 13.73 acres.*

14. Consideration of a preliminary plan for a mixed-use development known as The Rise located at the southeast corner of 87th Street Parkway & Renner Boulevard in the CC, Planned City Center District

*The applicant proposes a mixed-use development consisting of an 11-story building with a ground-level parking structure. The building will include 5,278 square feet of office space; 2,225 square feet of restaurant and bar; and 132 apartments.*

## **NEW BUSINESS**

15. Approval of a Development Agreement with The RiSE CC, Inc. for The Rise Mixed-Use Project in City Center East

*The City owns 1.54 acres located in the southeast corner of 87th Street Parkway & Renner Boulevard in City Center East Village. The RiSE CC, Inc. ("Developer") intends to construct an 11-story mixed-use project that includes 132 active-adult boutique residential units; 5,278 square feet of office/retail space; 2,225 square feet of rooftop amenity space; and structured parking on the property. The City and the Developer desire to*



*enter into a development agreement outlining the terms and conditions with respect to performance standards and economic incentives associated with construction of the project.*

16. Consideration of amendments to City Center TIF Project 2C and associated economic incentive agreements related to The Lofts at City Center Project located in City Center East
  - a. Ordinance amending Project Plan 2C in the City Center TIF District (The Lofts at City Center Project)
  - b. First Amendment to the Lofts At City Center East Development Agreement and Project Plan 2C Disposition and Development Agreement

*The Lofts at City Center mixed-use project is located in the northeast corner of Renner Boulevard & City Center Drive ("Lofts Project"). The City previously entered into economic development agreements with the Lofts Project developer. The City and the developer now desire to amend the economic development agreements to adjust the Tax Increment Financing (TIF) eligible reimbursements and the TIF revenue allocations.*

## **COUNCILMEMBER REPORTS**

## **STAFF REPORTS**

## **END OF RECORDED SESSION**

## **BUSINESS FROM FLOOR**

The Chair, at their discretion, may limit the amount of time each person has to address the Governing Body during Public Hearings or public comment regarding items listed on the agenda, or Business from the Floor, and may grant additional time at their sole discretion.

## **ADJOURN**

## **APPENDIX**

17. October 7, 2025 City Council meeting draft minutes
18. Color the World Orange Day & AMPS/CRPS Awareness Month Proclamation

19. Item 13 -- Hedge Lane Correspondence for Planning Commission

20. Item 13 -- Hedge Lane Correspondence for City Council

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

IF YOU NEED ANY ACCOMMODATIONS FOR THE MEETING, PLEASE CONTACT THE CITY ADA COORDINATOR, 913/477-7550. KANSAS RELAY SERVICE 800/766-3777. PLEASE GIVE 48 HOURS NOTICE

ASSISTIVE LISTENING DEVICES ARE AVAILABLE FOR USE IN THE COMMUNITY FORUM BY REQUEST.



**CITY COUNCIL  
MEMORANDUM**

**ITEM 1**

---

**SUBJECT:** Acceptance of right-of-way as shown on Lenexa Logistics Centre North 6th Plat  
**CONTACT:** Stephanie Sullivan, Planning Manager  
**DATE:** October 21, 2025

---

**ACTION NEEDED:**

Accept the right-of-way as shown on Lenexa Logistics Centre North 6th Plat.

**APPLICANT:**  
Curtis Holland, Polinselli PC

**OWNER:**  
BLNP, LLC

**PROPERTY LOCATION:**  
Near the northeast corner of College Boulevard & Mill Creek Road

**PROJECT BACKGROUND/DESCRIPTION:**

The applicant seeks approval of a final plat for Lenexa Logistics Centre North 6th Plat. This plat includes one lot and a right-of-way dedication.

The proposed final plat is consistent with the approved preliminary plan/plat, which was approved by the Governing Body on September 30, 2019. The Governing Body is accepting a right-of-way for approximately 1,600 feet of Britton Street terminating in a cul-de-sac on this plat. Britton Street will align with the existing Britton Street on the south side of College Boulevard and run along the east side of the subject site.

**STAFF RECOMMENDATION:**

Accept the right-of-way dedication.

**PLANNING COMMISSION ACTION:**

This item was considered as Consent Agenda Item 7 at the October 6, 2025 Planning Commission Meeting.

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

**VISION / GUIDING PRINCIPLES ALIGNMENT:**

**Vision 2040**  
Thriving Economy

**Guiding Principles**  
Responsible Economic Development

## **ATTACHMENTS**

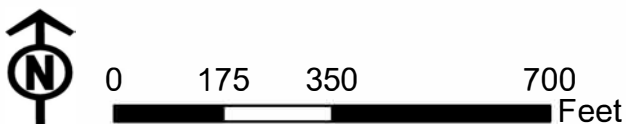
1. Map
2. Plat
3. PC Staff Report
4. PC Draft Minutes Excerpt



Document Path: L:\Staff\Jantzen Molloy\City Council Packet Template.aprx

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

## Lenexa Logistics Centre North 6th Plat



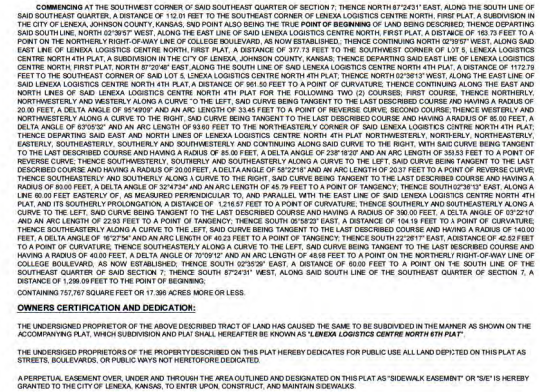


**A SUBDIVISION IN THE SOUTHEAST QUARTER OF  
SECTION 7, TOWNSHIP 13 SOUTH, RANGE 24 EAST  
CITY OF LENEXA, JOHNSON COUNTY, KANSAS**



**GENERAL NOTES:**

1. BASIS OF BEARINGS: LENEXA LOGISTICS CENTER NORTH, FIRST PLAT.
2. CLOSURE SUMMARY: PRECISION EXCEEDS 1 PART IN: 325.419"  
 ERROR DISTANCE: N4°10'51.4"E  
 ERROR DIRECTION: 0.019  
 PERIMETER: 8,057.01
3. THIS PROPERTY LIES WITHIN FLOOD "ZONE X" - DEFINED AS AREAS DETERMINED 0.2% ANNUAL CHANCE FLOODPLAIN AS SHOWN ON THE FLOOD INSURANCE RATE MAP PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FOR THE CITY COUNTY, KANSAS, COMMUNITY NO. 20173, PANEL NO. 006A, SUFFIX G AND REVISION 1.
4. LOTUS ADDRESS: 17200 COLLEGE BOULEVARD, LENEXA, KANSAS 66049 (600)



NOTARY PUBLIC \_\_\_\_\_

MY APPOINTMENT EXPIRES \_\_\_\_\_

APPROVED BY THE PLANNING COMMISSION OF THE CITY OF LENEXA, JOHNSON COUNTY, KANSAS, THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2025.

CHIRS POSE, CHAIRMAN \_\_\_\_\_

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

ATTEST:  
\_\_\_\_\_  
EMILIE MARTIN, CITY CLERK

JILL SAVERS, MAYOR \_\_\_\_\_


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

**PRELIMINARY**

CRAIG E. CHANEY, KSPS-1141  
DATE OF

20

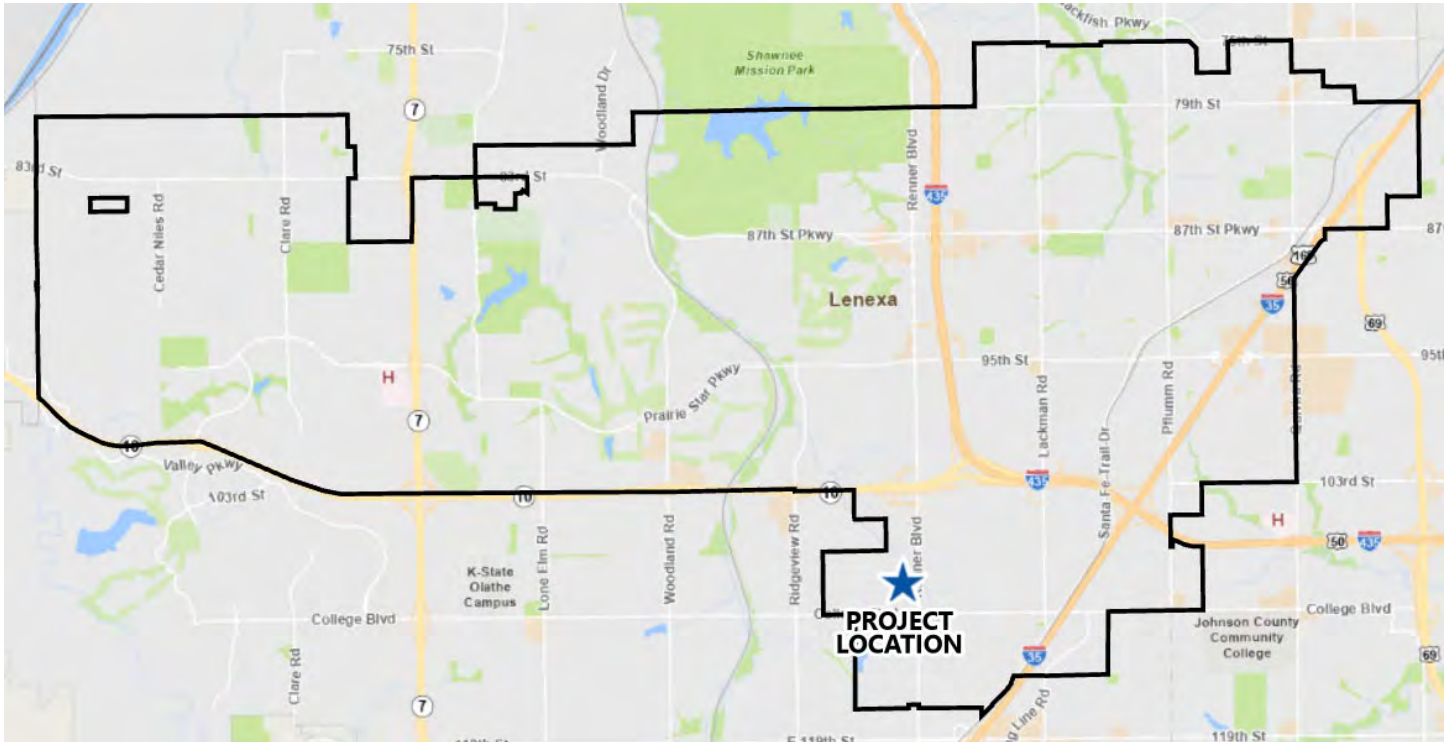
**PRELIMINARY**

<p align="center"><b>FINAL PLAT OF</b>  <b>LENEXA LOGISTICS CENTRE NORTH 6TH PLAT</b></p>		 <p><b>McCLURE</b>          making life better.          10330 Shawnee Road          Lenexa, Kansas 66151          913-887-7800  <a href="http://www.mccclure.com">www.mccclure.com</a></p>	
ENGINEER	DRAWN BY		REVISIONS
SURVEYOR	CHECKED BY		
C. HANEY	D. WEEBMS		
<p align="center">SHEET NO.  <b>01/01</b></p>		<p align="center">LENEXA, KANSAS          JOHNSON COUNTY          SEC. 7 T.15N. R.24E          2025001416-000          August 8, 2025</p>	



## LENEXA LOGISTICS CENTRE NORTH 6<sup>TH</sup> PLAT

<b>Project #:</b>	PT25-09F	<b>Location:</b>	17200 College Boulevard
<b>Applicant:</b>	Curtis Holland, Polsinelli	<b>Project Type:</b>	Final Plat
<b>Staff Planner:</b>	James Molloy	<b>Proposed Use:</b>	Wholesale/Warehousing



### PROJECT SUMMARY

The applicant requests approval of a final plat for one 17.29-acre lot on property north of College Boulevard between Mill Creek Road and Renner Boulevard for future wholesale/warehousing development. The proposed final plat creates Lot 6 within the 148-acre Lenexa Logistics Centre development and dedicates right-of-way for future Britton Drive. The plat also includes dedication of street right-of-way for Britton Street. The final plat is consistent with the preliminary plat. This project does not require a public hearing. A final plan (PL25-05FS) for the site is being reviewed administratively and is consistent with the final plat.

**STAFF RECOMMENDATION: APPROVAL**

## SITE INFORMATION

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

**TABLE 1: PREVIOUS APPLICATIONS**

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

**LAND AREA (AC)**  
17.293

**BUILDING AREA (SF)**  
202,236

**CURRENT ZONING**  
BP-2

**COMP. PLAN**  
Business Park



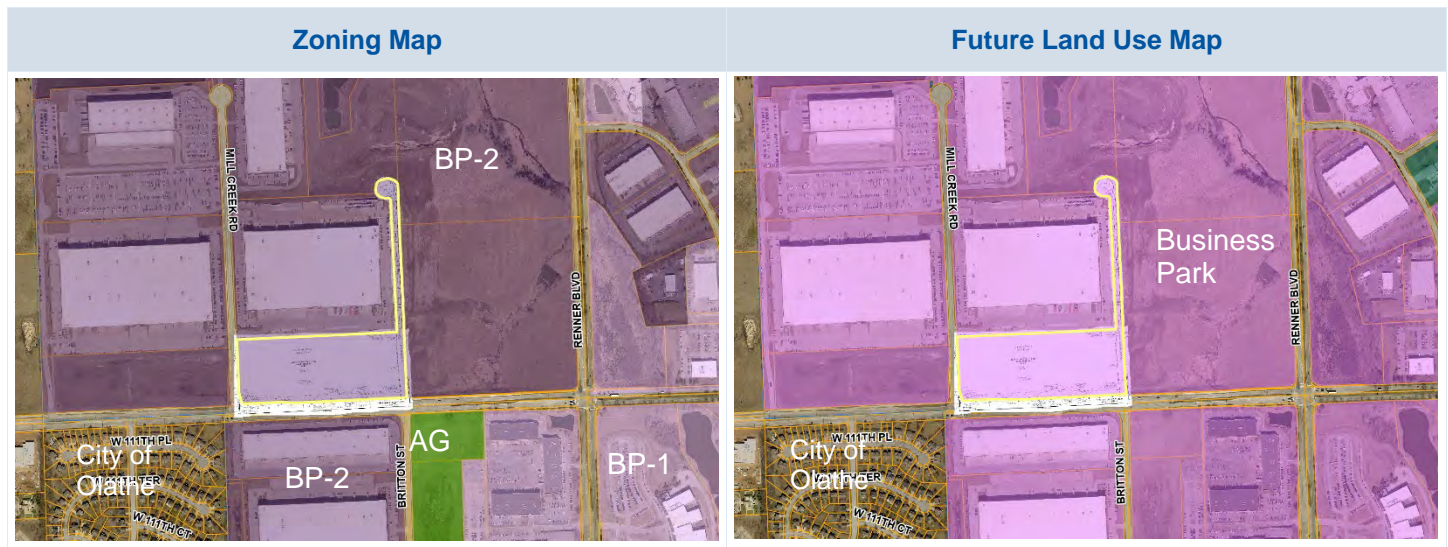
**Exhibit 1: Aerial Image of Subject Site**



## LAND USE REVIEW

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

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



**TABLE 2: COMPARISON OF SURROUNDING PROPERTIES**

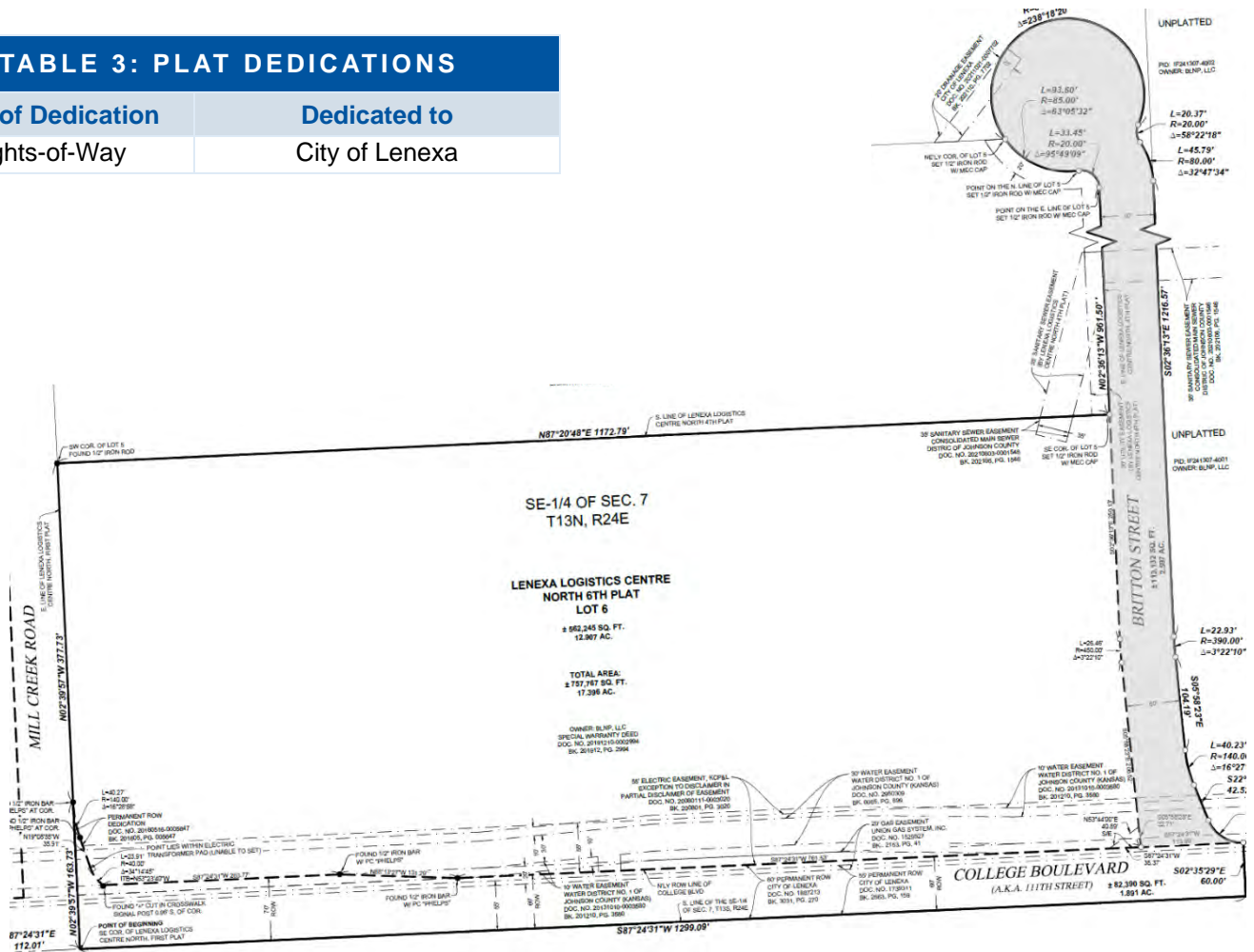
Vicinity	Land Use Classification	Zoning	Current Use
<b>Subject Property</b>	Business Park	BP-2, Planned Manufacturing District	Undeveloped Land
<b>North</b>	Business Park	BP-2, Planned Manufacturing District	Industrial/Warehouse
<b>South</b>	Business Park	AG, Agricultural and BP-2, Planned Manufacturing Districts	Industrial/Warehouse, Undeveloped Land
<b>East</b>	Business Park	BP-2, Planned Manufacturing District	Undeveloped Land
<b>West</b>	Business Park	BP-2, Planned Manufacturing District	Undeveloped Land

The plat complies with the subdivision regulations within the Unified Development Code (UDC) and is consistent with the preliminary plat and the final plan that is being reviewed administratively (PL25-05FS).



**TABLE 3: PLAT DEDICATIONS**

Type of Dedication	Dedicated to
Rights-of-Way	City of Lenexa



**Exhibit 6: Plat Dedications (Right-of-Way shown in Gray)**

## NEXT STEPS

- The Planning Commission is the final authority for the approval of a final plat.
- The final plat requires approval by the Planning Commission and acceptance of dedications by the City Council. Pending approval from the Planning Commission, the project is tentatively scheduled for consideration by the City Council on October 21, 2025.
- The final plat must be recorded with Johnson County prior to permit(s) being released.
- The applicant must receive permit(s) prior to commencing construction.
- The applicant must obtain a Certificate of Occupancy before opening for business.
- The applicant must obtain a Business License prior to opening for business.
- The applicant should inquire about additional City requirements, such as permits and development fees.

---

## RECOMMENDATION FROM PROFESSIONAL STAFF

---

- ★ **Staff recommends approval of the proposed Final Plat for Lenexa Logistics Centre North 6<sup>th</sup> Plat.**
- The plat contains one lot.
  - The plat includes dedication of right-of-way for Britton Street.
  - The project is consistent with Lenexa's goals through ***Responsible Economic Development*** to create ***Thriving Economy***.

### FINAL PLAT

Staff recommends **APPROVAL** of the final plat for PT25-09F – **Lenexa Logistics Centre North 6<sup>th</sup> Plat** at 17200 College Boulevard for a wholesale/warehousing development.



## CONSENT AGENDA

1. Cedar Canyon West Villas - Consideration of a final plat for a single-family residential development with 29 lots located near the southwest corner of 99th Street and 100th Street within the RP-2, Planned Residential (Intermediate Density) District. PT25-19F
2. City Center Lenexa Area A (Restaurant Row) - Deferred Parking - Consideration of a revised final plan to construct additional surface parking spaces in a shared parking lot within the Restaurant Row site, located approximately at the southwest corner of eastbound 87th Street Parkway and Renner Boulevard. PL25-13FR
3. Kids Inn Childcare Center - Consideration of a revised final plan for exterior improvements related to an outdoor play area at a commercial daycare located at 9870 Quivira Road within the NP-O, Planned Neighborhood Office District. SU25-03
4. Lenexa Logistics Centre North, 6th Plat - Consideration of a final plat for a new industrial building on property located at 17200 College Boulevard within the BP-2, Planned Manufacturing District. PT25-09F
5. Luxe Residences Clubhouse - Consideration of a final plan to construct private amenities for a residential development located at 9624 Jupiter Street within the PUD, Planned Unit Development District. PL25-15F
6. Luxe Residences Plats - Consideration of four final plats to divide duplex lots. The lots are located at 9537 Jupiter Street, 9551 Jupiter Street, 9565 Jupiter Street, and 9579 Jupiter Street, all within the PUD, Planned Unit Development District. PT25-13F, PT25-14F, PT25-15F, PT25-16F
7. Stag Westlake - Consideration of a final plat for the development of two industrial lots located at 14050 Marshall Drive within the BP-2, Planned Manufacturing District. PT25-17F

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



**CITY COUNCIL  
MEMORANDUM**

**ITEM 2**

**SUBJECT:** Acceptance of utility and drainage easements as shown on STAG Lenexa Final Plat  
**CONTACT:** Stephanie Sullivan, Planning Manager  
**DATE:** October 21, 2025

---

**ACTION NEEDED:**

Accept the utility and drainage easements as shown on STAG Lenexa Final Plat.

**APPLICANT:**

Noah Verbraken, ARCO1

**OWNER:**

STAG Industrial Holdings LLC

**PROPERTY ADDRESS:**

14050 Marshall Drive

**PROJECT BACKGROUND/DESCRIPTION:**

The applicant seeks approval of a final plat to create two lots at 14050 Marshall Drive, just north of the I-35 and I-435 interchanges. A preliminary plan and plat for a development known as STAG Westlake were approved on July 15, 2025 for the construction of two 186,300 square foot industrial buildings, which will be completed in two phases. A private access easement will be dedicated along the shared drive between the two buildings leading to the southern and northeastern access points. Utility and drainage easements along the south end of the property are being dedicated to the City with the final plat.

**STAFF RECOMMENDATION:**

Accept the easements.

**PLANNING COMMISSION ACTION:**

This item was considered as Consent Agenda Item 7 at the October 6, 2025 Planning Commission Meeting.

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

**VISION / GUIDING PRINCIPLES ALIGNMENT:**

**Vision 2040**

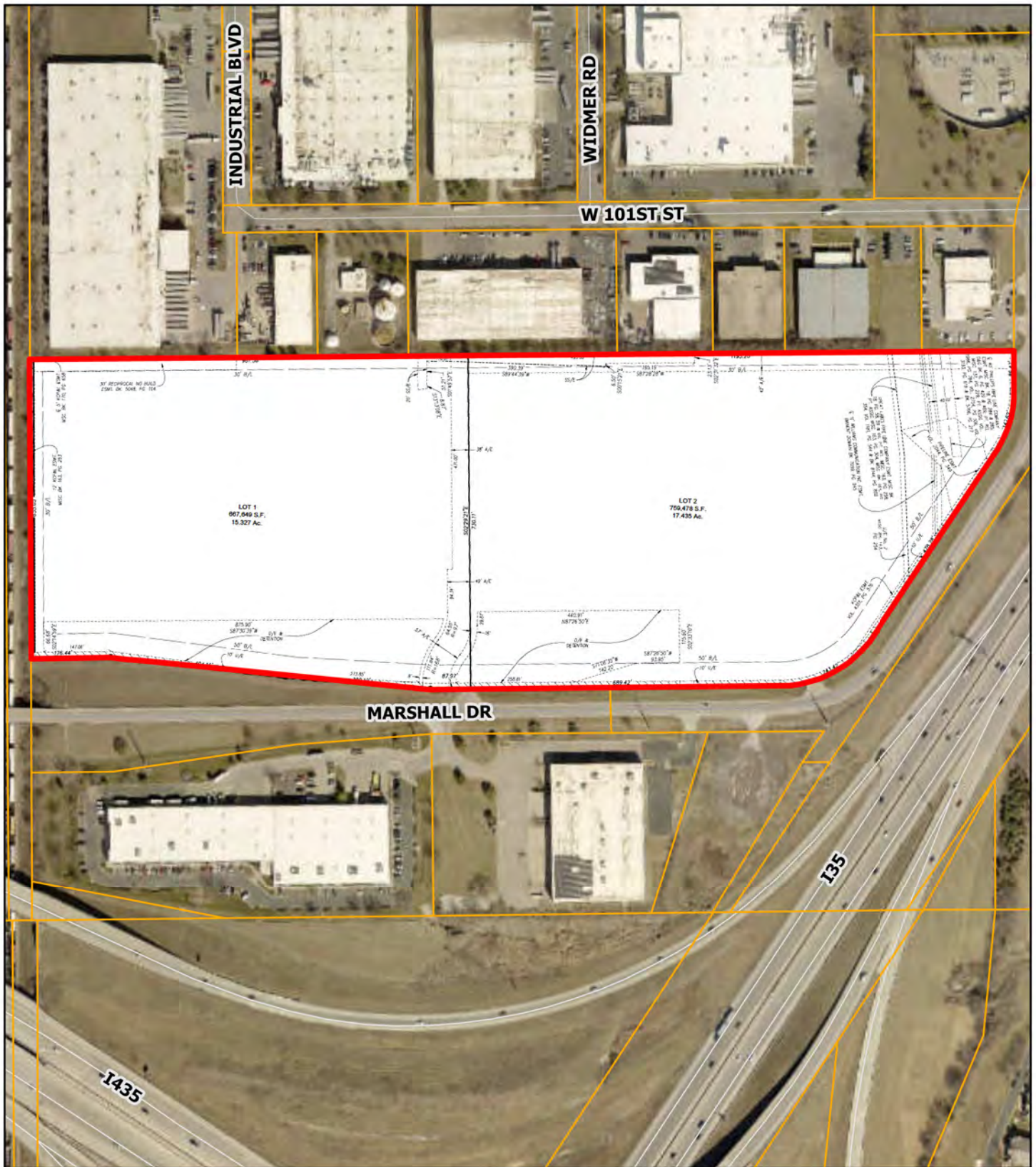
Thriving Economy

**Guiding Principles**

Responsible Economic Development

## **ATTACHMENTS**

1. Map
2. Plat
3. PC Staff Report
4. PC Draft Minutes Excerpt



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

## STAG Westlake Final Plat



0 200 400 800 Feet



# FINAL PLAT STAG LENEXA

PART OF THE SE QUARTER OF SECTION 04 TOWNSHIP 13 SOUTH, RANGE 24 EAST,  
IN THE CITY OF LENEXA, JOHNSON COUNTY, KANSAS

## DESCRIPTION

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

Commencing at Southwest corner of said Southeast Quarter; thence North 02°14'59" West, along the West line of said Southeast Quarter, a distance of 475.23 feet to a point on North right-of-way line of Marshall Drive, as now established and its extension thereof; thence, departing said West line, South 87°13'27" East, along said North right-of-way line and its extension thereof, a distance of 65.00 feet to the Point of Beginning, said point also being on the East right-of-way line of the St. Louis and San Francisco Railway Company, now known as the BNSF Railway Company; thence, departing said North right-of-way line, North 02°14'59" West, along the East right-of-way line of said Railway Company, a distance 650.05 feet; thence, departing said East right-of-way line, North 87°27'19" East, a distance of 2,156.75 feet to a point on the West right-of-way line of said Marshall Drive; thence South 02°19'37" East, along said West right-of-way line, a distance of 66.47 feet; thence, continuing along said West right-of-way line, the Northwestly right-of-way line and the North right-of-way line of said Marshall Drive for the following seven (7) courses: thence South, on a non-tangent curve to the right having a radius of 245.35 feet, a chord bearing of South 14°47'31" West, a chord length of 145.47 feet, and an arc length of 147.62 feet; thence South 31°40'27" West, a distance of 478.28 feet; thence Southwesterly, on a non-tangent curve to the right having a radius of 249.38 feet, a chord bearing of South 59°37'44" West, a chord length of 233.92 feet, and an arc length of 243.42 feet; thence South 87°28'50" West, a distance of 764.36 feet; thence North 86°42'43" West, a distance of 300.19 feet; thence North 84°37'13" West, a distance of 404.16 feet; thence South 87°13'27" West, a distance of 176.44 feet to the Point of Beginning, containing 1,427,127 square feet, or 32.782 acres, more or less.

## DEDICATION

The undersigned proprietor of the above-described tract of land has caused the same to be subdivided in the manner shown on the accompanying plat, which hereinafter shall be known as:

"STAG LENEXA"

An easement or license to enter upon, locate, construct and maintain or authorize the location, construction and maintenance and use of conduits, pipes, viets, manholes, surface drainage facilities and other similar facilities, upon, over and under those areas outlined and designated on this plat as "Drainage Easement" or "D/E" is hereby granted to the City of Lenexa, Kansas. Drainage Easements shall remain free of fences, shrubs, and other obstacles that would restrict the flow of drainage. The City of Lenexa is under no duty or obligation to maintain or repair the stormwater drainage facilities placed within the limits of this easement, and in no event shall this easement be construed to impose any such obligation on the City of Lenexa.

An easement or license to enter upon, locate, construct and maintain or authorize the location, construction or maintenance and use of streets, curbs, sidewalks, jogging trails, conduits, pipes, mains, viets, manholes, surface drainage facilities, utilities, landscaping and other similar facilities upon, over and under those areas outlined and designated on this plat as "Utility Easement" or "U/E" is hereby granted to the City of Lenexa, Johnson County, Kansas, for its use and that of its designers or duly authorized agents. A 10 foot wide Utility Easement" or "U/E" of ten adjacent and parallel with all street right-of-way lines, when shown hereon, is hereby dedicated to the City of Lenexa, Johnson County, Kansas, for its use and that of its designers or duly authorized agents, for the purposes previously described. No above ground facilities associated with the uses herein permitted shall be constructed, located or maintained in any area of the U/E that crosses or intersects with a drainage easement.

An easement or license to lay, construct, maintain, alter, repair, replace and operate one or more sewer lines and all appurtenances convenient for the collection of sanitary sewage, together with the right of ingress and egress, over and through those areas designated as "Sanitary Sewer Easement" or "SSE" on this plat, together with the right of ingress and egress over and through adjoining land as may be reasonably necessary to access said easement and to hereby dedicated to Johnson County Wastewater or their assigns. Alteration of land contours will be permitted only with the express written approval of JCW. Any placing of improvements or planting of trees on said permanent right-of-way will be done at the risk of subsequent damage thereto without compensation therefor.

An access easement is hereby granted to the owners of Lots 1 and 2, including related facilities and appurtenances thereto, upon, over, and across those areas outlined and designated on this plat as "Access Easement" or "A/E", which shall be owned and maintained by the undersigned proprietor, its successors, assigns and heirs, for ingress and egress of all owners, occupants, their guests and invitees. Owners and occupants of adjoining land of the plat, as well as other properties within the development shall have the same right of ingress and egress as all owners and occupants of lots and parcels depicted on this plat. No obstacle or obstructions that would prohibit the free flow of traffic shall be allowed to be constructed or maintained within said "Access Easement".

## CONSENT TO LEVY

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

## EXECUTION

IN TESTIMONY WHEREOF, the undersigned proprietor has caused this instrument to be executed this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

STAG INDUSTRIAL HOLDINGS, LLC

Seth Malincof, Assistant Secretary

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

BE IT REMEMBERED, that on this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, before me a Notary Public in and for said County and State, came Seth Malincof, Assistant Secretary of STAG INDUSTRIAL HOLDINGS, LLC, who is personally known to me to be the same person who executed the foregoing instrument of writing on behalf of said company, and he duly acknowledged the execution of the same to be the act and deed of said company.

IN WITNESS WHEREOF, I have hereunto set my hand and seal on the day and year last written above.

My Appointment Expires: \_\_\_\_\_

Notary Public:

## APPROVALS

APPROVED by the Planning Commission of the City of Lenexa, Johnson County, Kansas, on this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

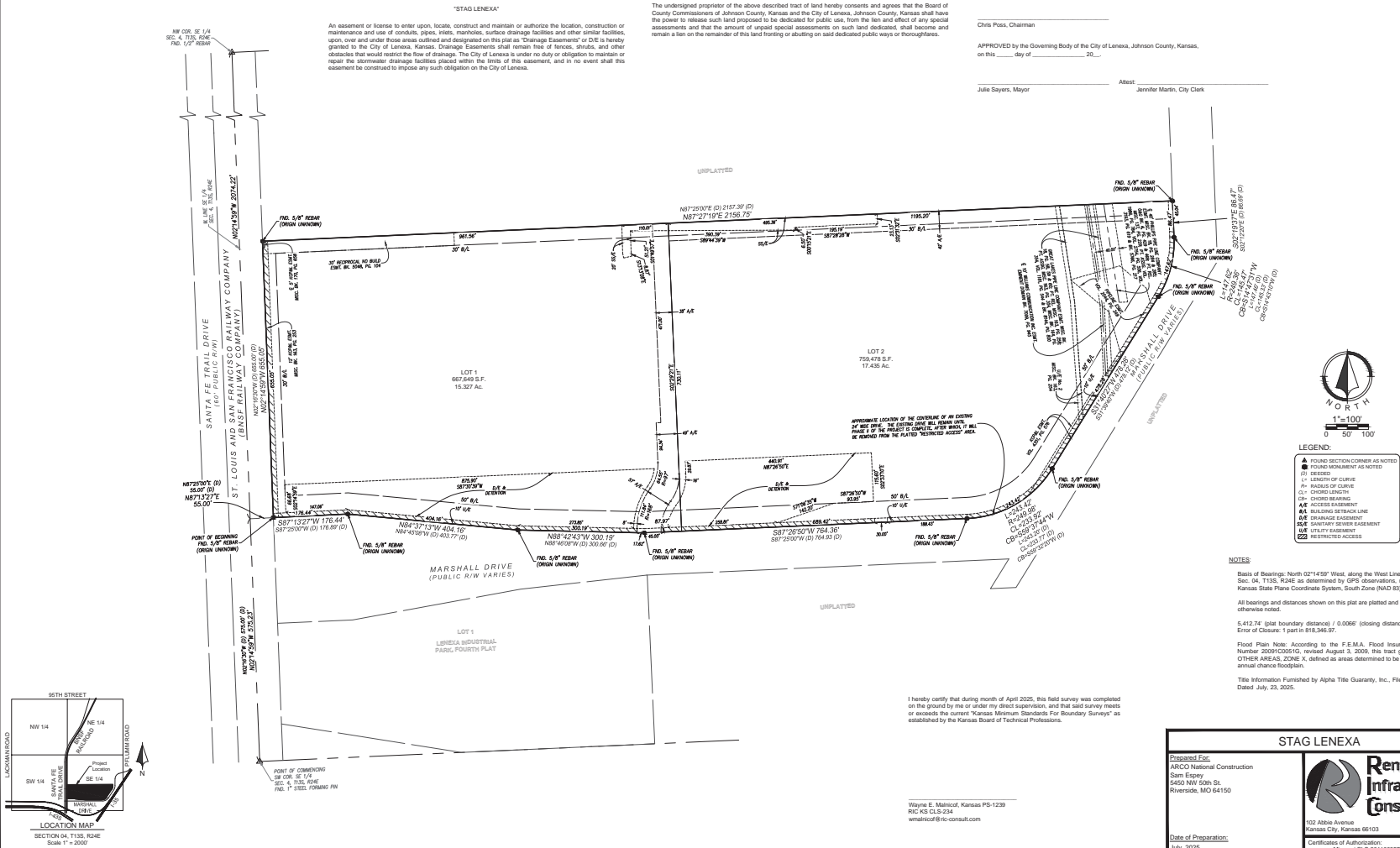
Chris Poss, Chairman

APPROVED by the Governing Body of the City of Lenexa, Johnson County, Kansas, on this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

Julia Sayers, Mayor

Asst:

Jennifer Martin, City Clerk



I hereby certify that during month of April 2025, this field survey was completed on the ground by me or under my direct supervision, and that said survey meets or exceeds the current "Kansas Minimum Standards For Boundary Surveys" as established by the Kansas Board of Technical Professions.

Wayne E. Malincof, Kansas PS-1239  
KIC K3 CL3-234  
wmalincof@kic-ks.com

**STAG LENEXA**

**Prepared For:**  
ARCO Natural Construction  
Sam Espey  
5450 NW 56th St  
Riverside, MO 64150

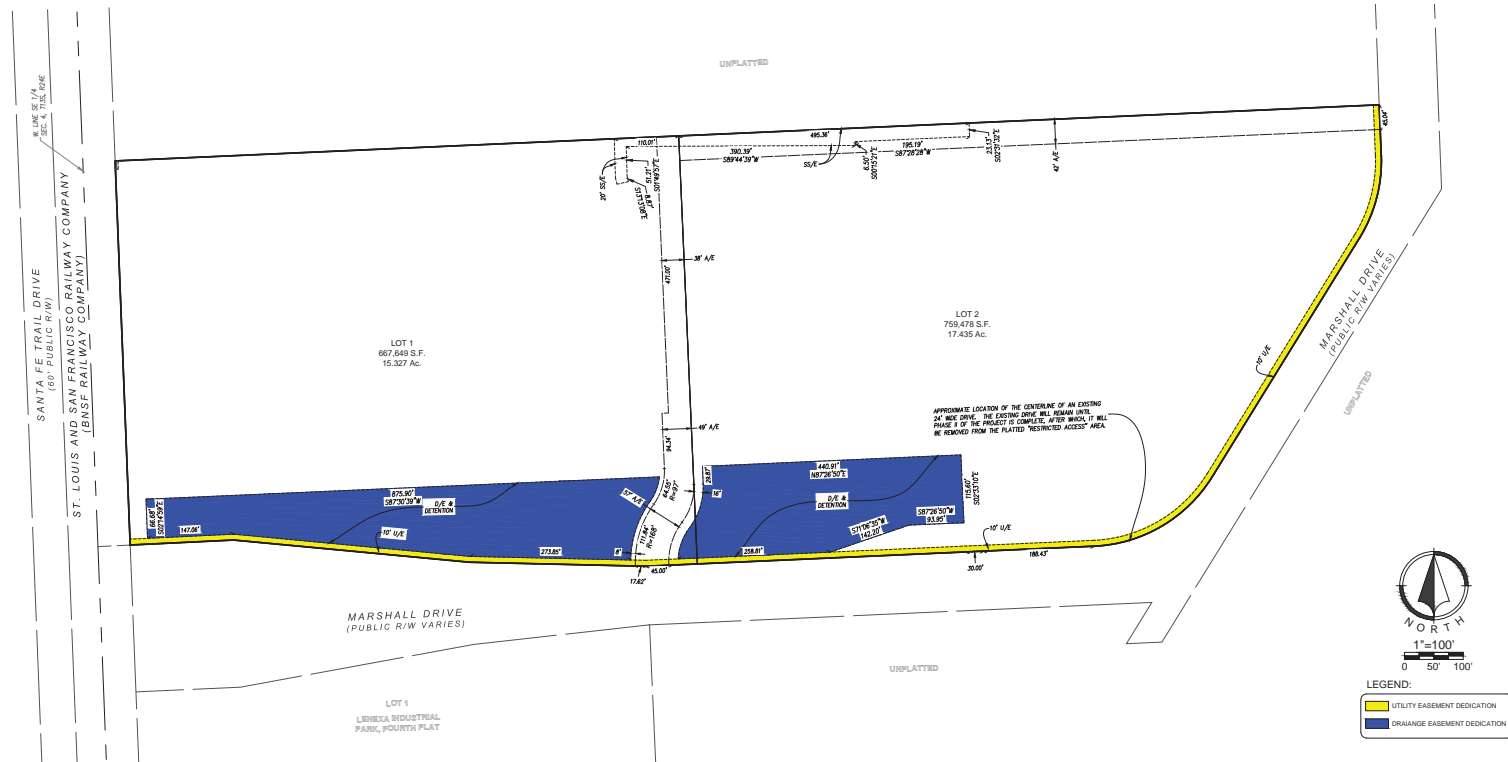
**Date of Preparation:**  
July, 2025

**Renaissance Infrastructure Consulting**

102 Abbie Avenue  
Kansas City, Kansas 66103  
813.317.9500  
www.ric-consult.com

Certificates of Authorization:  
Missouri C-3-355100010772 Kansas C-3-304

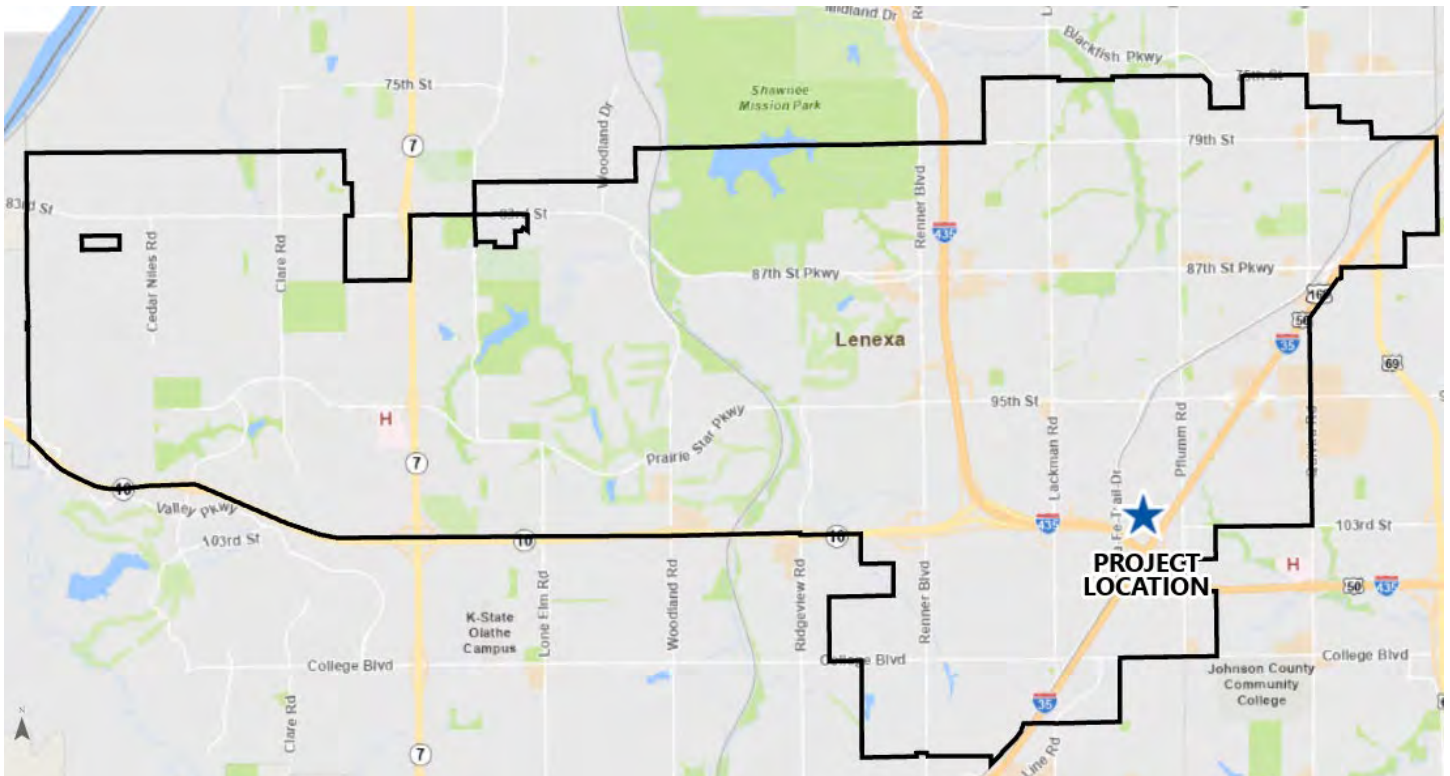
EASEMENT DEDICATION EXHIBIT  
**STAG LENEXA**





## STAG WESTLAKE

<b>Project #:</b>	PT25-17F	<b>Location:</b>	14050 Marshall Drive
<b>Applicant:</b>	Noah Verbraken, ARCO1	<b>Project Type:</b>	Final Plat
<b>Staff Planner:</b>	Jessica Lemanski	<b>Proposed Use:</b>	Wholesale and warehousing, general and Office



### PROJECT SUMMARY

The applicant requests approval of a final plat to create two lots at 14050 Marshall Drive, just north of the I-35 and I-435 interchanges. A preliminary plan and plat were approved in July 2025 for the construction of two 186,300 SF industrial buildings in two phases. The final plat, which is consistent with the preliminary plan/plat, proposes to separate the site into two lots, which will also serve as the separation of phases for the development. An access easement will be dedicated along the shared drive between the two buildings leading to the southern and northeastern access points, and two additional utility easements are proposed. The applicant requests approval of a final plat for the development. A final plan for phase one has been submitted for administrative review.

**STAFF RECOMMENDATION: APPROVAL**

## SITE INFORMATION

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

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

LAND AREA (AC)	BUILDING AREA (SF)	CURRENT ZONING	COMP. PLAN
32.7	372,600	BP-2	Business Park

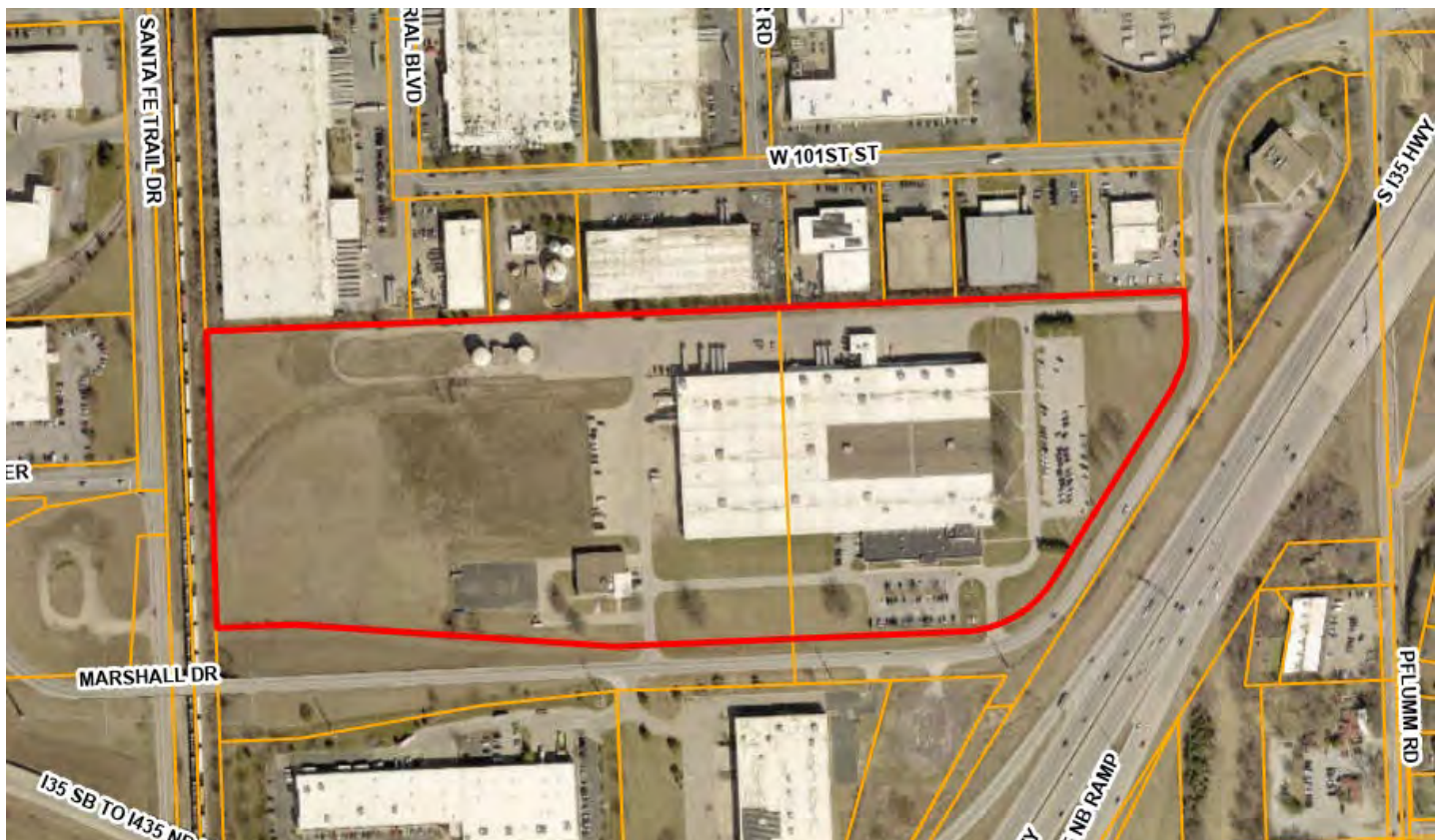


Exhibit 1: Aerial Image of Subject Site

**TABLE 1: PREVIOUS APPLICATIONS**

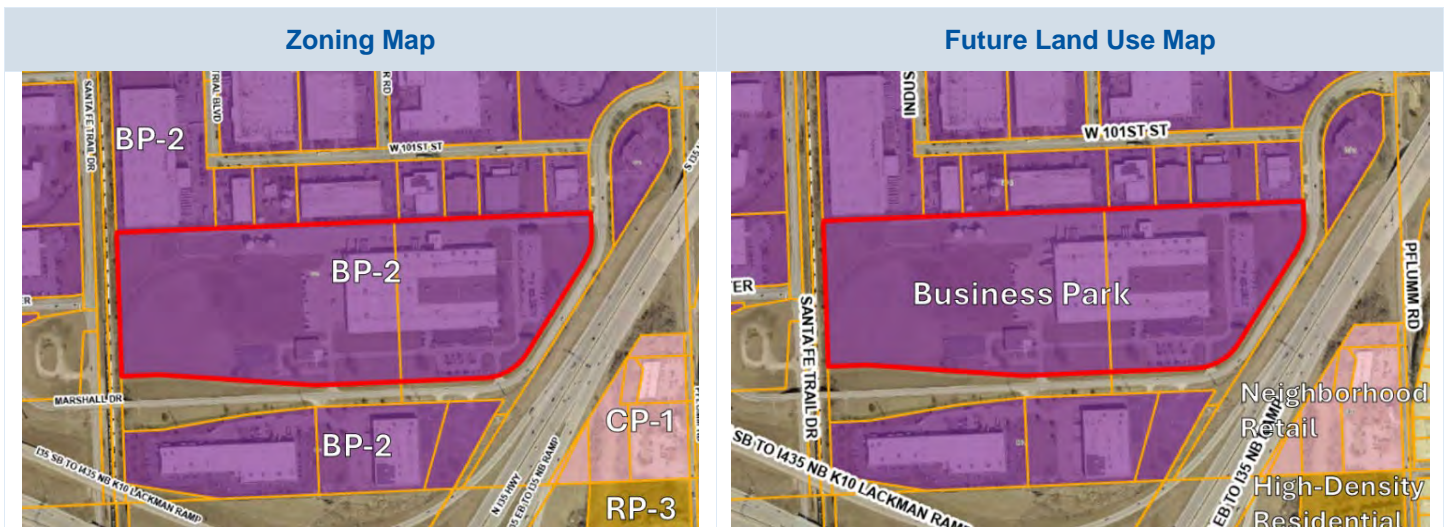
Project Number	Application Type	Project Name	Date Approved
<b>PL25-10P</b>	Preliminary Plan/Plat	STAG Westlake	July 15, 2025



A preliminary plan proposing two 186,300 SF buildings and associated parking areas to be constructed in two phases on the site was approved on July 15, 2025. A central drive aisle will run between the two buildings and include an access easement to ensure free movement of vehicles for both sites. Loading docks for larger trucks will be located at the rear of both buildings with screening walls on the east and west sides to reduce the visibility of the loading area from surrounding roads and properties. There will be employee and visitor parking at the front and sides of the site, and drive aisles will allow the movement of vehicles around both buildings. The final plan for the site is subject to staff approval per UDC Section 4-1-H-3-H. The final plan for this development is currently under review.

## LAND USE REVIEW

The site is zoned BP-2, Planned Manufacturing District. The property is situated to the west of I-35, just north of its intersection with I-435. The surrounding properties are zoned BP-2, Planned Manufacturing District, and are classified as Business Park in the Future Land Use Map. Surrounding uses include warehousing and office spaces, manufacturing, and a wastewater treatment and disposal facility serving a manufacturing operation to its north. The proposed use for the subject property is warehousing and office although a specific tenant has not yet been identified.



**TABLE 2: COMPARISON OF SURROUNDING PROPERTIES**

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

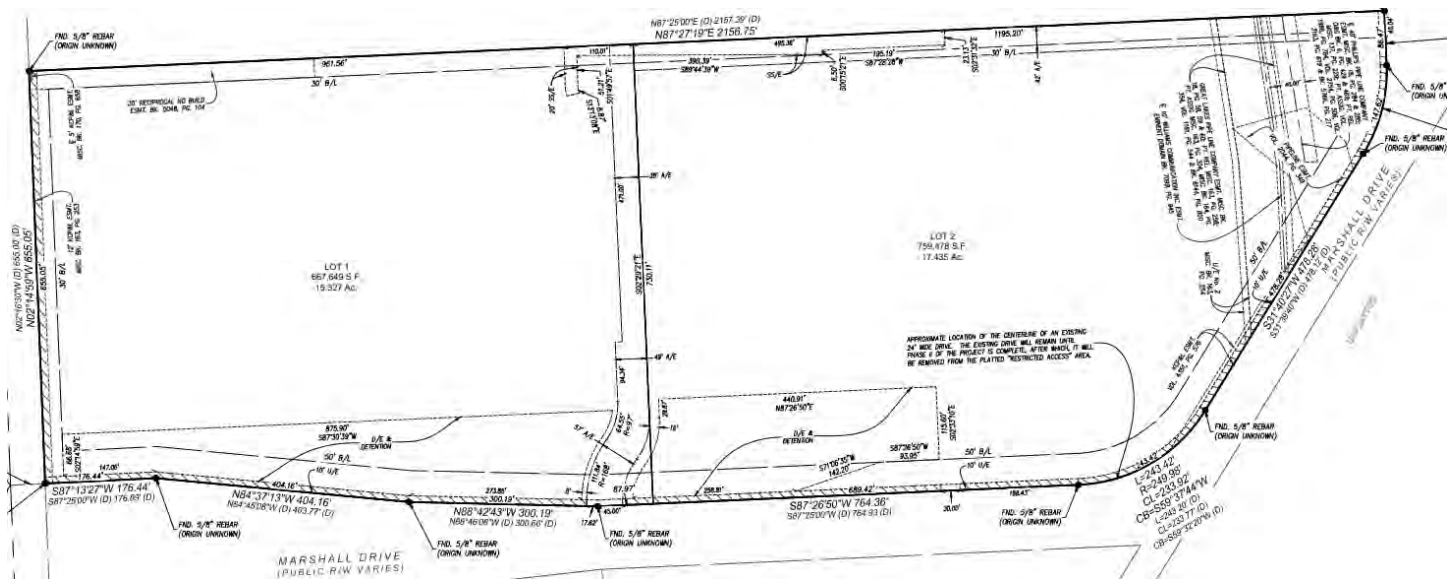
The proposed use is a mix of warehousing, office, and supporting showrooms with limited retail sales. Warehousing and office uses are permitted in the BP-2 District, as well as limited retail services intended to serve the business, employees, and visitors to industrial areas and business parking. All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

## FINAL PLAT REVIEW

Approval of a final plat is requested to move the lot line that runs through the current Westlake building on the site and create two platted lots. The property is not currently platted. The plat includes two lots and is consistent with the phasing proposed for the preliminary plan, with Lot 1 being developed first with a new driveway and central access road to serve both lots. There are no tracts within the plat.

Lot 1 (west) will consist of 667,649 SF (15.327 acres), and Lot 2 (east) will consist of 759,478 SF (17.435 acres). Both lots will have access via a shared drive from Marshall Drive. An access easement is proposed along the shared drive between the two buildings leading to the southern and northeastern access points to allow free movement of vehicles throughout the entirety of the site from all access points. There are two secondary access points proposed off Marshall Drive on the southeast side of the property and the northeast side, both of which are part of Phase 2 on the final plan.

A final plan for Phase 1 (Lot 1) has been submitted for administrative review. The proposed final plat is consistent with the approved preliminary plan/plat and the current final plan submittal.

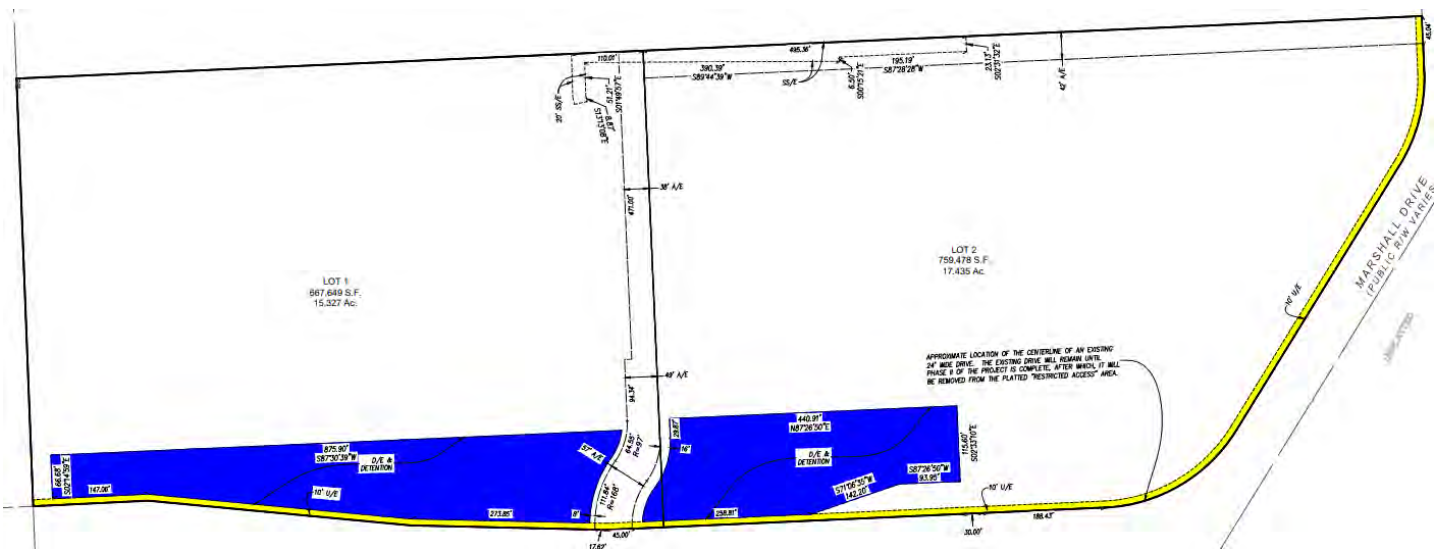


**Exhibit 2: STAG Westlake Final Plat**

Table 3 shows the easements proposed to be dedicated with the plat. Exhibit 3 shows the easements dedicated to the City of Lenexa in blue and yellow. Utilities are already available to the site. The final plat is consistent with Section 4-2 of the UDC.

**TABLE 3: PLAT DEDICATIONS**

Type of Dedication	Dedicated to
Utility Easement	City of Lenexa
Drainage Easement	City of Lenexa
Access Easement	Owners of Lots 1 & 2
Sewer Easement	Johnson County Wastewater



**Exhibit 3: STAG Westlake Final Plat with easements shown in blue (drainage) and yellow (utility)**

## DEVIATIONS

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

## NEXT STEPS

- This project requires approval from the Planning Commission and acceptance of dedications by the City Council. Pending approval from the Planning Commission, the project is tentatively scheduled for consideration from the City Council on October 21, 2025.
- The applicant must receive approval for a final plan prior to applying for permit(s).
- The final plat must be recorded with Johnson County prior to permit(s) being released.
- The applicant must receive permit(s) prior to commencing construction.
- The applicant must obtain a Certificate of Occupancy before opening for business.
- The applicant must obtain a Business License prior to opening for business.
- The applicant should inquire about additional City requirements and development fees.

---

## RECOMMENDATION FROM PROFESSIONAL STAFF

---

★ **Staff recommends approval of the proposed Final Plat for STAG Westlake.**

- The final plat will eliminate the existing Westlake building's encroachment onto a central lot line and establish the access and utility easements necessary for the development.
- The project is consistent with Lenexa's goals through ***Responsible Economic Development*** to create a ***Thriving Economy***.

### FINAL PLAT

Staff recommends **approval** of the final plat for Project PT25-17F – **STAG Westlake** at 14050 Marshall Drive for a wholesale and warehousing, general and office development.



## CONSENT AGENDA

1. Cedar Canyon West Villas - Consideration of a final plat for a single-family residential development with 29 lots located near the southwest corner of 99th Street and 100th Street within the RP-2, Planned Residential (Intermediate Density) District. PT25-19F
2. City Center Lenexa Area A (Restaurant Row) - Deferred Parking - Consideration of a revised final plan to construct additional surface parking spaces in a shared parking lot within the Restaurant Row site, located approximately at the southwest corner of eastbound 87th Street Parkway and Renner Boulevard. PL25-13FR
3. Kids Inn Childcare Center - Consideration of a revised final plan for exterior improvements related to an outdoor play area at a commercial daycare located at 9870 Quivira Road within the NP-O, Planned Neighborhood Office District. SU25-03
4. Lenexa Logistics Centre North, 6th Plat - Consideration of a final plat for a new industrial building on property located at 17200 College Boulevard within the BP-2, Planned Manufacturing District. PT25-09F
5. Luxe Residences Clubhouse - Consideration of a final plan to construct private amenities for a residential development located at 9624 Jupiter Street within the PUD, Planned Unit Development District. PL25-15F
6. Luxe Residences Plats - Consideration of four final plats to divide duplex lots. The lots are located at 9537 Jupiter Street, 9551 Jupiter Street, 9565 Jupiter Street, and 9579 Jupiter Street, all within the PUD, Planned Unit Development District. PT25-13F, PT25-14F, PT25-15F, PT25-16F
7. Stag Westlake - Consideration of a final plat for the development of two industrial lots located at 14050 Marshall Drive within the BP-2, Planned Manufacturing District. PT25-17F

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



**CITY COUNCIL  
MEMORANDUM**

**ITEM 3**

**SUBJECT:** Acceptance of utility, drainage, landscape, and sidewalk easements and right-of-way as shown on Cedar Canyon West Villas Final Plat

**CONTACT:** Stephanie Sullivan, Planning Manager

**DATE:** October 21, 2025

**ACTION NEEDED:**

Accept the utility, drainage, landscape, and sidewalk easements and right-of-way as shown on Cedar Canyon West Villas Final Plat.

**APPLICANT:**

Dan Foster, Schlagel Associates

**OWNER:**

Speedway II LLC

**PROPERTY LOCATION:**

Southwest corner of 99<sup>th</sup> Street & 100<sup>th</sup> Street

**PROJECT BACKGROUND/DESCRIPTION:**

The applicant requests approval of the final plat for Cedar Canyon West Villas, a single-family residential subdivision. The plat establishes 29 lots, three tracts, easements, and right-of-way. The site is located at the southwest corner of 99th Street and 100th Street. The right-of-way dedication includes 99th Place, which will connect to 100th Street on both ends and serve as the internal local street for the subdivision. Utility, drainage, landscape, and sidewalk easements and right-of-way are being dedicated to the City.

The proposed final plat is consistent with the revised preliminary plat approved by the Planning Commission on August 25, 2025.

**STAFF RECOMMENDATION:**

Accept the easements and right-of-way.

**PLANNING COMMISSION ACTION:**

This item was considered as Consent Agenda Item 1 at the October 6, 2025, Planning Commission meeting.

Chairman Poss entertained a motion to recommend **APPROVAL** of Consent Agenda Item 2. Moved by Commissioner Katterhenry, seconded by Commissioner Wagner, and carried by a unanimous voice vote.

## **VISION / GUIDING PRINCIPLES ALIGNMENT:**

### **Vision 2040**

Vibrant Neighborhoods

### **Guiding Principles**

Responsible Economic Development

## **ATTACHMENTS**

1. Map
2. Plat
3. PC Staff Report
4. PC Draft Minutes Excerpt





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

## Cedar Canyon West Villas Final Plat



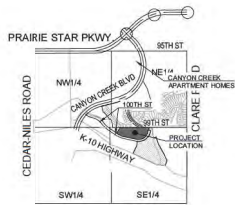
0 250 500 1,000  
Feet





FINAL PLAT OF  
CEDAR CANYON WEST VILLAS

PART OF THE SE. 1/4 OF SEC. 05-13-23, IN THE CITY OF LENEXA, JOHNSON COUNTY, KANSAS

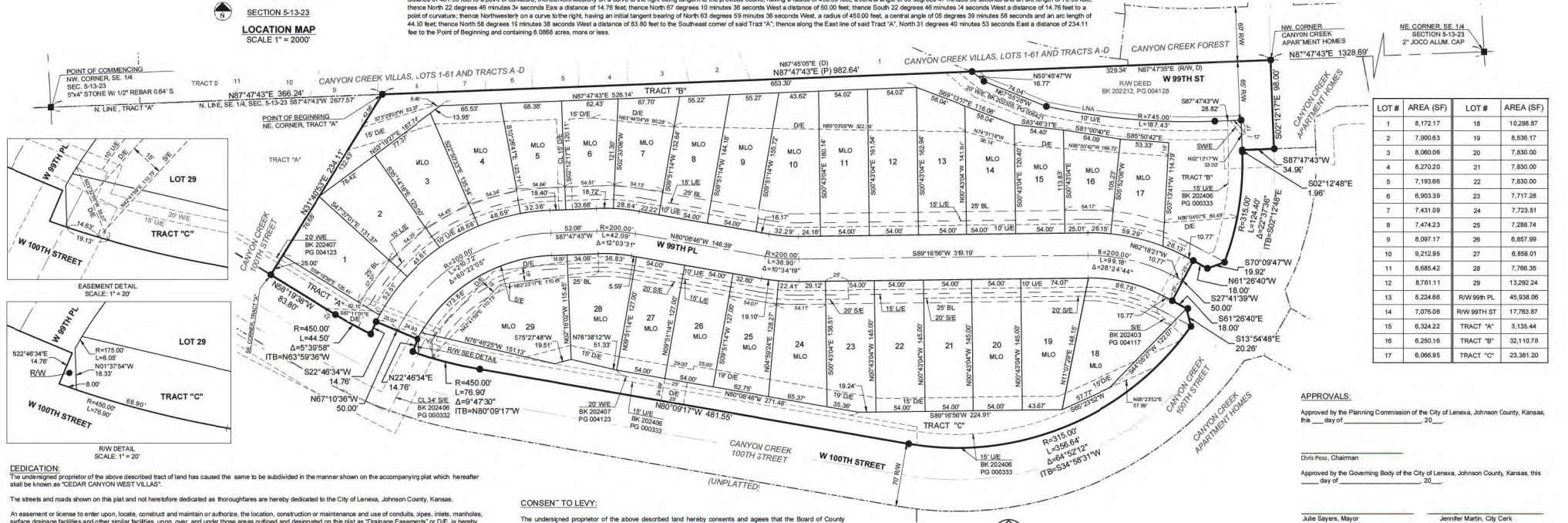


SECTION 5-13-23  
LOCATION MAP  
SCALE 1" = 2000'

DESCRIPTION:

All that part of the Southeast One-Quarter of Section 5, Township 13 South, Range 23 East in the City of Lenexa, Johnson County, Kansas, as described by Aaron T. Reuter, Kansas PB-1429, of Sotagel, Kansas LS-54, on April 14, 2023, as follows:  
Commencing at the Northwest corner of the Southeast One-Quarter of said Section 5, said point being on the North line of Tract "A"; "CANYON CREEK 100TH STREET" a subdivision in the said City of Lenexa and the Westerly extensions of the South lines of "CANYON CREEK VILLAS, LOTS 1-61 AND TRACTS A-D" and "CANYON CREEK FOREST"; both subdivisions in the said City of Lenexa, thence along the North line of the said Southeast One-Quarter, the North line of said Tract "A" and the Easterly extension thereof and the South line of said "CANYON CREEK VILLAS, LOTS 1-61 AND TRACTS A-D" and "CANYON CREEK FOREST" their Westerly extension thereof, North 67 degrees 47 minutes 43 seconds East (North 67 degrees 47 minutes 43 seconds East deeded), (North 67 degrees 47 minutes 43 seconds East deeded) "CANYON CREEK VILLAS" and "CANYON CREEK FOREST" a distance of 368.24 feet to the Northeast corner of said Tract "A" and the Point of Beginning; thence continuing along said North line of the said Southeast One-Quarter, North 67 degrees 47 minutes 43 seconds East a distance of 862.64 feet to the Northwest corner of "CANYON CREEK APARTMENT HOMES"; a subdivision in the said City of Lenexa; thence along the West line of said "CANYON CREEK APARTMENT HOMES" South 02 degrees 12 minutes 17 seconds East, a distance of 98.00 feet to a point on the Northern right of way line of West 100th Street as now established in said "CANYON CREEK 100TH STREET"; thence along said Northern right of way line the following sixteen courses, South 57 degrees 47 minutes 43 seconds West, a distance of 34.69 feet; thence South 02 degrees 12 minutes 43 seconds East a distance of 1.96 feet to a point of curvature; thence Southwesterly on a curve to the right being tangent to the previous course, having a radius of 315.00 feet, a central angle of 22 degrees 37 minutes 36 seconds and an arc length of 124.40 feet; thence South 70 degrees 09 minutes 47 seconds West a distance of 19.92 feet; thence North 61 degrees 48 seconds East a distance of 18.00 feet; thence South 13 degrees 14 seconds East a distance of 20.26 feet to a point of curvature; thence on a curve to the right, having an initial tangent bearing of South 34 degrees 58 minutes 31 seconds West, a radius of 315.00 feet, a central angle of 64 degrees 12 seconds and an arc length of 356.54 feet; thence North 10 degrees 19 minutes 17 seconds West a distance of 48.55 feet to a point of curvature; thence Northwesterly on a curve to the right being tangent to the previous course, having a radius of 450.00 feet, a central angle of 09 degrees 30 minutes 30 seconds and an arc length of 76.90 feet; thence North 22 degrees 46 minutes 34 seconds East a distance of 14.76 feet; thence North 67 degrees 10 minutes 36 seconds West a distance of 50.00 feet; thence South 22 degrees 46 minutes 34 seconds West a distance of 14.76 feet to a point of curvature; thence Northwesterly on a curve to the right, having an initial tangent bearing of North 63 degrees 59 minutes 36 seconds West, a radius of 450.00 feet, a central angle of 05 degrees 30 minutes 58 seconds and an arc length of 44.30 feet; thence North 58 degrees 16 minutes 38 seconds West a distance of 83.90 feet to the Southeast corner of said Tract "A"; thence along the East line of said Tract "A", North 31 degrees 40 minutes 53 seconds East a distance of 234.11 feet to the Point of Beginning and containing 8.0968 acres, more or less.

DEVIATION TYPE:	LOTS:	CODE REQUIREMENT:	DEVIATION REQUEST:	PROPOSED:
MINIMUM LOT SIZE REDUCTION	2, 5-8, 14-17 & 20-28	8,000 S.F.	-190 to -1,933 S.F.	6,086 to 7,900 S.F.
REAR YARD SETBACK REDUCTION	16, 17 & 25	20 ft.	-4 ft.	16 ft.
FRONT LOT WIDTH REDUCTION AT BL	1-17 & 19-28	80 ft.	-9 to -26 ft.	54 to 71 ft.



APPROVALS:

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

Chris Poss, Chairman

Approved by the Governing Body of the City of Lenexa, Johnson County, Kansas, this day of \_\_\_\_\_, 20\_\_.

Julie Sayers, Mayor

Jennifer Martin, City Clerk

CONSENT TO LEVY:

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

EXECUTION:

IN TESTIMONY WHEREOF, caused this instrument to be executed, this day of \_\_\_\_\_, 202\_\_.

By:

ACKNOWLEDGMENT:

STATE OF \_\_\_\_\_, ss. \_\_\_\_\_, County of \_\_\_\_\_.

BE IT REMEMBERED that on \_\_\_\_\_ day of \_\_\_\_\_, 202\_\_, before me, the undersigned, a Notary Public in and for said County and State, came \_\_\_\_\_ of \_\_\_\_\_, who is personally known to me to be the same person who executed the foregoing instrument of writing on behalf of said county, and such duly acknowledged the execution of the same to be the act and deed of same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal on the day and year last above written.

Notary Public

My Commission Expires: \_\_\_\_\_

Print Name



BASIS OF BEARINGS:

THE PLAT OF "CANYON CREEK 100TH STREET" N. LINE, SEC. 14, SEC. 5-13-23 BEARING N67°47'43"E

LEGEND:

- BL FOUND MONUMENT
- D/E FOUND 1/2" REBAR WITH KLSL 54 CAP
- BL BUILDING LINE
- D/E DRAINAGE EASEMENT
- L/A LANDSCAPE EASEMENT
- L/A LIMITS OF NO ACCESS
- R/W RIGHT-OF-WAY
- S/E SANITARY SEWER EASEMENT
- S/E SANITARY SEWER EASEMENT
- S/E SIDEWALK EASEMENT
- W/E WATERLINE EASEMENT
- W/E UTILITY EASEMENT
- EXISTING LOT AND PROPERTY LINES
- EXISTING PLAT AND ROW LINES
- DECEDED
- PLATTED

SURVEYOR'S NOTE:  
1. Subject property lies within Flood Zone X, defined as areas determined to be outside the 0.2% annual chance floodplain. FIRM Map No. 200610000G revised August 3, 2006.  
2. Bearings and dimensions match the adjacent plat of "CANYON CREEK 100TH STREET", "CANYON CREEK VILLAS, LOTS 1-61 AND TRACTS A-D", "CANYON CREEK FOREST" and "CANYON CREEK APARTMENT HOMES". Bearings that do not match deeded (D) property are shown hereon.

I HEREBY CERTIFY THIS PLAT WAS PREPARED UNDER MY DIRECT SUPERVISION BASED ON A FIELD SURVEY PERFORMED ON 2-11-2023. THE DETAILS SHOWN ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.



Aaron T. Reuter - Land Surveyor  
KSB-1429

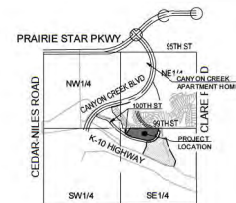
**SCHLAGEL**  
ENGINEERS PLANNERS SURVEYORS LANDSCAPE ARCHITECTS  
1400 West 10th Street • Lenexa, Kansas 66158  
PH (913) 462-6158 • Fax (913) 462-6400 • WWW.SCHLAGELASADOTES.COM  
Kansas State Certificate of Authority  
KS-208, 46-29, 46-54

DATE: 06/04/2025  
DRAWN BY: JMT  
CHECKED BY: SCH  
PROJ. NO. 25-012  
SHEET NO. 1

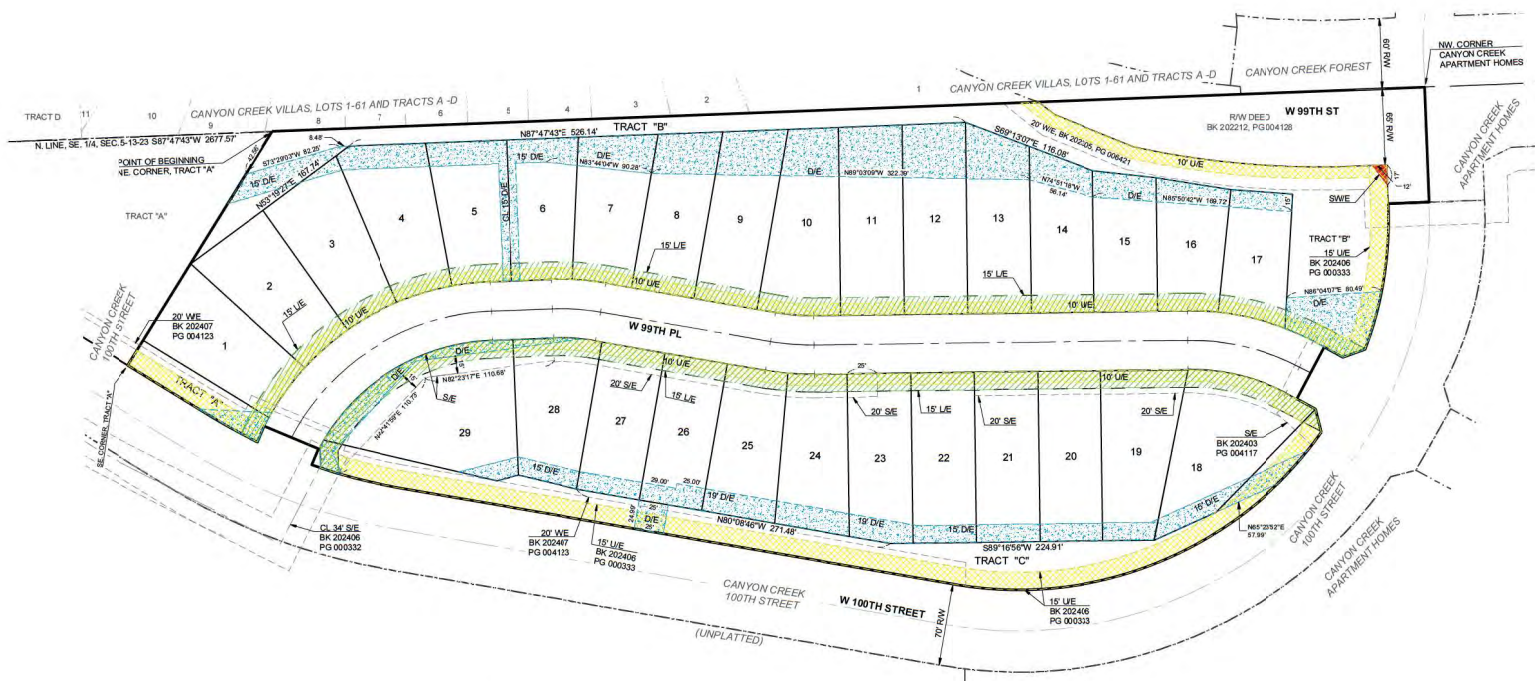
FINAL PLAT OF  
CEDAR CANYON  
WEST VILLAS



EASEMENT EXHIBIT  
CEDAR CANYON WEST VILLAS  
PART OF THE SE 1/4 OF SEC. 05-13-23, IN THE CITY OF LENEXA, JOHNSON COUNTY, KANSAS



SECTION 5-13-23  
LOCATION MAP  
SCALE 1" = 2000'



SCALE: 1" = 50'  
THE PLAT OF "CANYON CREEK 100TH STREET"  
N. LINE, SE 1/4, SEC 5-13-23  
BEARING N87°47'35"E

**DEDICATION:**

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

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

An easement or license to enter upon, locate, construct and maintain or authorize, the location, construction or maintenance and use of conduits, pipes, inlets, manholes, surface drainage facilities and other similar facilities, upon, over, and under those areas outlined and designated on this plat as "Drainage Easements" or "D/E", is hereby granted to the City of Lenexa, Kansas. Drainage Easements shall remain free of fences, shrubs, trees and other obstacles that would restrict the flow of drainage. The City of Lenexa is under no duty or obligation to maintain or repair the stormwater drainage facilities placed within the limits of this easement, and in no event shall this easement be construed to impose any such obligation on the City of Lenexa.

An easement or license to lay, construct, maintain, alter, repair, replace and operate one or more sewer lines and all appurtenances convenient for the collection of sanitary sewage, together with the right of ingress and egress, over and through those areas designated as "Sanitary Sewer Easement" or "SSE" on this plat, together with the right of ingress and egress over and through adjoining land as may be reasonably necessary to access said easement and is hereby dedicated to Johnson County Wastewater of Johnson County, Kansas or their assigns. Alteration of land contours shall be permitted only with the express written approval of JCW. Any placing of improvements or planting of trees on said permanent right-of-way will be done at the risk of subsequent damage thereto without compensation therefor.

An easement or license to enter upon, locate, construct and maintain or authorize, the location, construction or maintenance and use of conduits, pipes, inlets, manholes, drainage facilities, sanitary sewers, public and private, water, sewer and/or gas. These areas outlined and designated on this plat as "Utility Easement" or "UE" is hereby granted to the City of Lenexa, Kansas. No above ground facilities associated with the area herein permitted shall be constructed, located or maintained on any area of the "UE" that crosses or intersects with a "D/E" or "SSE".

A Landscape Easement or "LE" is hereby granted to the City of Lenexa, Johnson County, Kansas. Maintenance of this "LE" shall be the responsibility of the property owner.

An easement or license to enter upon, locate, construct and maintain or authorize, the location, construction or maintenance and use of sidewalks, upon and over those areas outlined and designated on this plat as "Sidewalk Easement" or "SWE" is hereby granted to the City of Lenexa, Kansas. No above ground facilities associated with the area herein permitted shall be constructed, located, or maintained in any area of the "UE" that crosses or intersects with a "SWE".

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

**APPROVALS:**

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

Chris Potts, Chairman

Approved by the Governing Body of the City of Lenexa, Johnson County, Kansas, this  
\_\_\_ day of \_\_\_, 20\_\_

Julie Sayers, Mayor

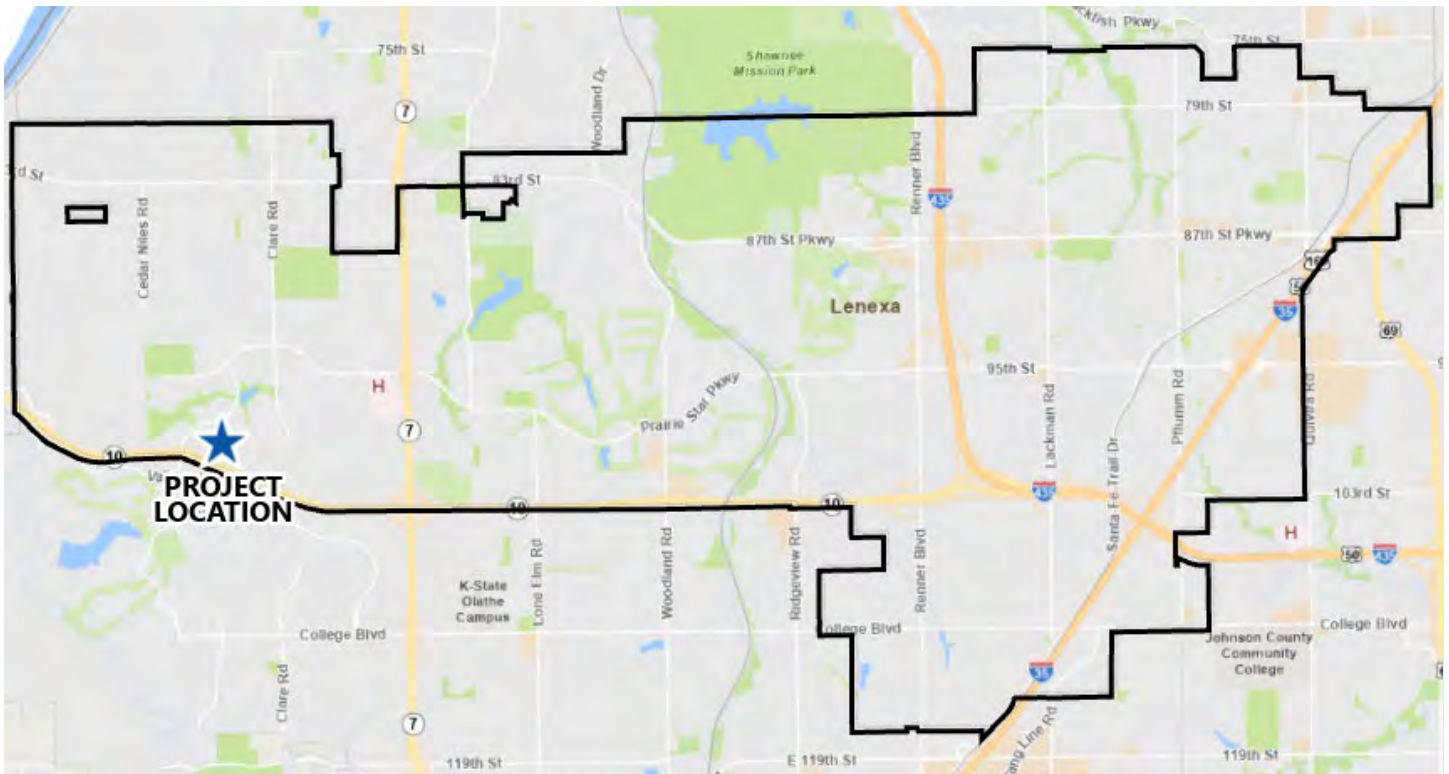
Jennifer Martin, City Clerk



DATE: 9/18/2025  
DRAWN BY: JMT  
CHECKED BY: SCH  
PROJ. NO. 25-012  
SHEET NO. 1

## CEDAR CANYON WEST VILLAS

<b>Project #:</b>	PT25-19F	<b>Location:</b>	Southwest corner of 99 <sup>th</sup> Street and 100 <sup>th</sup> Street
<b>Applicant:</b>	Dan Foster, Schlagel Associates	<b>Project Type:</b>	Final Plat
<b>Staff Planner:</b>	Noah Vaughan	<b>Proposed Use:</b>	Single-Family Residential



### PROJECT SUMMARY

The applicant seeks approval of a final plat for Cedar Canyon West Villas, a proposed single-family subdivision as part of the Cedar Canyon West development at the southwest corner of 99<sup>th</sup> Street and 100<sup>th</sup> Street, east of Canyon Creek Boulevard. The subdivision is located within a portion of Tract 3, which was included in the originally approved 2022 Rezoning and Concept Plan for Cedar Canyon West. A total of 29 lots (29 total dwelling units) are proposed on the 7.68-acre subject property. The site will gain access from two points off 100<sup>th</sup> Street from the east and west sides of the site. The plat includes deviations approved during the revised preliminary plat process (PT25-01PR) for rear setbacks, lot width, and lot area. An additional rear setback deviation is proposed with this application. The proposed final plat is consistent with the approved concept plan (PL24-04CP) and the revised preliminary plat (PT25-01PR). This project does not require a public hearing.

### STAFF RECOMMENDATION: APPROVAL

## SITE INFORMATION

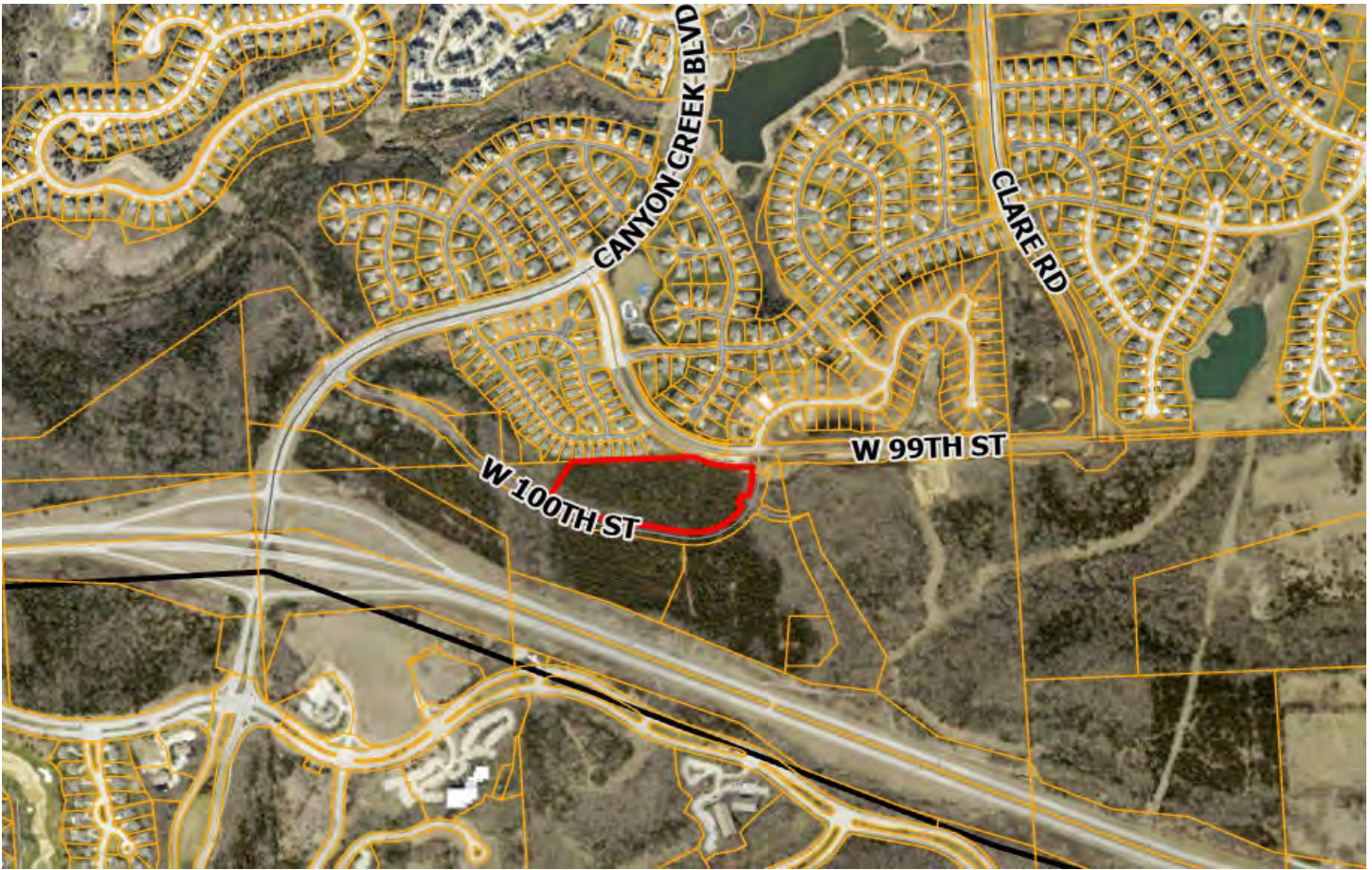
This site is a 7.68-acre undeveloped tract of land located at the southwest corner of the intersection of 99<sup>th</sup> Street and 100<sup>th</sup> Street. The site is part of a regional rezoning and concept plan for 112 acres of land approved in February 2023 (RZ22-09 and PL22-04CP). This rezoning and concept plan included five zoning districts for the land bordered by Canyon Creek Boulevard on the west and future Clare Road on the east, K-10 Highway on the south and 99<sup>th</sup> Street on the north. The rezoning changed the zoning district of the subject parcel from AG (Agricultural District) to RP-2 (Intermediate-Density Planned Residential District).

Following the rezoning and concept plan, a preliminary plan and plat were submitted for the subject property in 2024 proposing a 20-lot duplex layout with 40 dwelling units (PL24-04P). Following the preliminary plan approval, a final plat for the duplex development was approved in May 2025. Since then, the development has been modified from duplexes into a single-family residential development. A revised preliminary plat (PT25-01PR) was submitted for 29 single-family lots. This preliminary plat was approved and now the applicant seeks approval of a corresponding final plat.

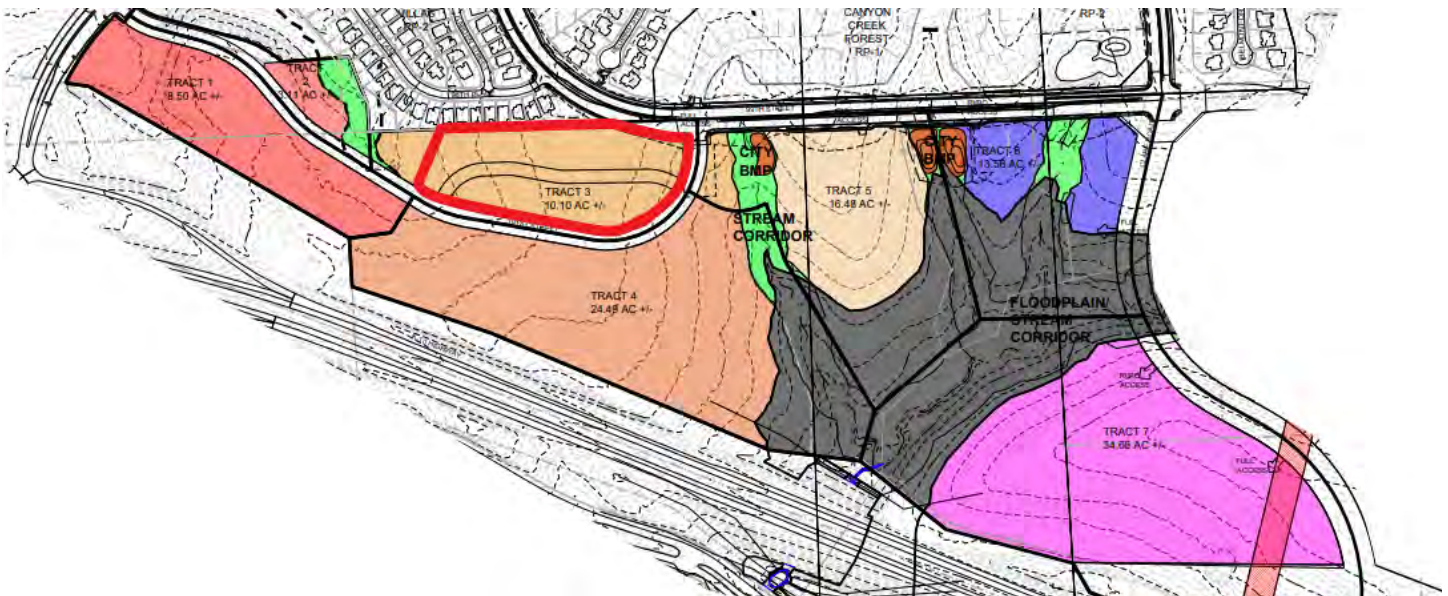
TABLE 1: PREVIOUS APPLICATIONS			
Project Number	Application Type	Project Name	Date Approved
<b>RZ22-09, PL22-04CP</b>	Rezoning and Concept Plan	Cedar Canyon West Rezoning and Concept Plan	February 7, 2023
<b>PL24-04P</b>	Preliminary Plan and Preliminary Plat	Cedar Canyon West Attached Villas Preliminary Plan and Plat (Duplex)	August 20, 2024
<b>PT25-05F</b>	Final Plat	Cedar Canyon West Attached Villas Final Plat (Duplex)	May 20, 2025
<b>PT25-01PR</b>	Revised Preliminary Plat	Cedar Canyon West Villas Revised Preliminary Plat (Single-Family)	August 25, 2025

<b>LAND AREA (AC)</b> 7.68	<b>BUILDING AREA</b> N/A	<b>CURRENT ZONING</b> RP-2	<b>COMP. PLAN</b> Medium-Density Residential
-------------------------------	-----------------------------	-------------------------------	---





**Exhibit 1: Aerial Image of Subject Site**

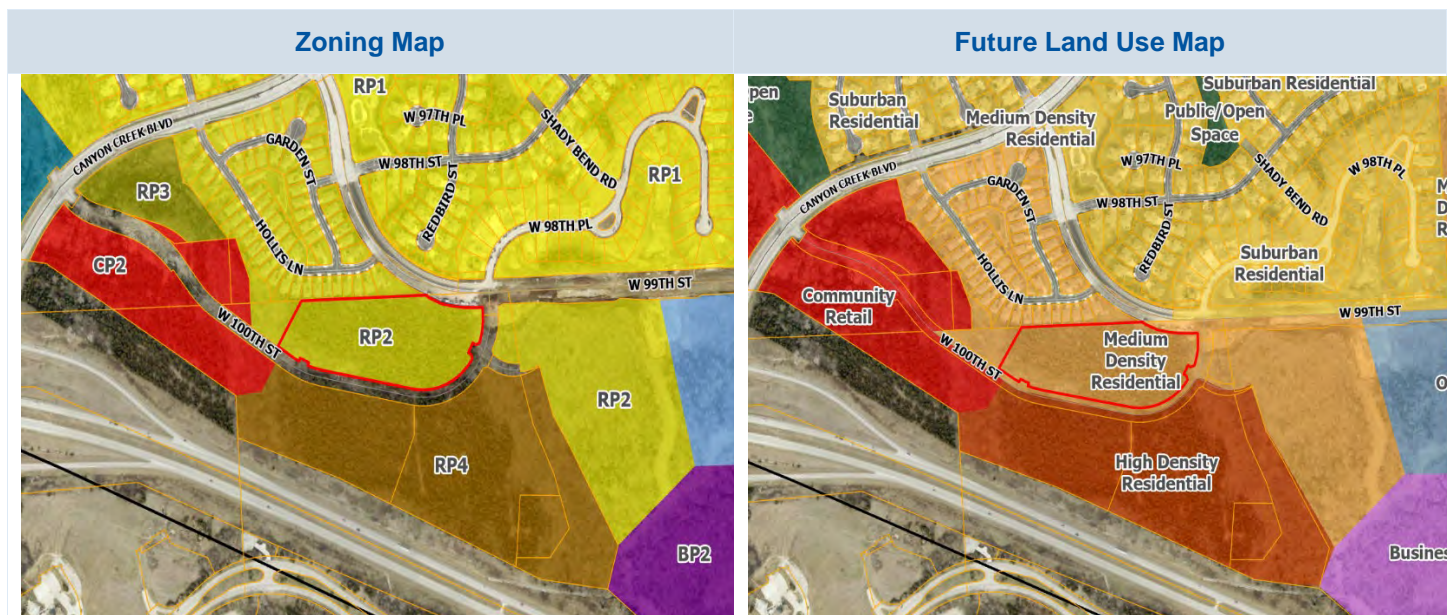


**Exhibit 2: Portion of Tract 3 to be developed, Outlined in Red**



## LAND USE REVIEW

The proposed use is a single-family residential subdivision. The Future Land Use classification for the parcel is Medium-Density Residential, which is one density level higher than the development's proposed use; however, the RP-2 Zoning District permits the proposed single-family use. The property has adjacent single-family residential development to the north, which is classified as Medium-Density Residential and Suburban-Density Residential. The adjacent properties to the south, east, and west were rezoned with the rezoning and concept plan for the overall Cedar Canyon West development for different intended uses. The properties to the west (contained within Tracts 1 & 2) were rezoned to CP-2, Planned Community Commercial District, to extend the area already zoned in this district for future commercial development in Cedar Canyon West. The area to the south was rezoned to RP-4, Planned Residential (High-Density) District, and a portion of this property is being developed with multifamily at this time. The properties to the east were rezoned to RP-2, BP-2, and CP-O in order to introduce multifamily residential, office, and business park uses in this area of Cedar Canyon West.



**TABLE 2: COMPARISON OF SURROUNDING PROPERTIES**

Vicinity	Land Use Classification	Zoning	Current Use
<b>Subject Property</b>	Medium Density Residential	RP-2, Planned Residential (Intermediate-Density) District	Undeveloped
<b>North</b>	Suburban Residential, Medium Density Residential	RP-1, Planned Residential (Low-Density) District, RP-2, Planned Residential (Intermediate-Density) District	Single-Family Residential
<b>South</b>	High Density Residential	RP-4, Planned Residential (High-Density) District	Undeveloped and multifamily under construction
<b>East</b>	Medium Density Residential	RP-2, Planned Residential (Intermediate-Density) District	Undeveloped
<b>West</b>	Medium Density Residential, Community Retail	RP-3, Planned Residential (Medium-High Density) District, CP-2, Planned Community Commercial District	Undeveloped

---

## **FINAL PLAT REVIEW**

---

This is a final plat of 29 single-family residential lots on 7.68 acres and is a part of the Cedar Canyon West development. A revised preliminary plan/plat was approved in August 2025 (PT25-01PR) and included changes to the proposed use and lot configuration from the original final plat (PT25-05F).

The proposed subdivision will have a housing classification of "D", which has a 1,600 SF minimum ground floor area for one-story residences and 850 SF minimum ground floor area for two-story residences. The proposed housing classification of "D" aligns with the housing classifications of nearby subdivisions Canyon Creek Villas and Canyon Creek by the Lake which are "C" and "D", respectively.

### **INFRASTRUCTURE**

Street development includes the construction of 99<sup>th</sup> Terrace, which is a public street and is the internal road of the subdivision. This street will connect to 100<sup>th</sup> Street at both connection points (east and west ends of the subdivision).

### **STORMWATER**

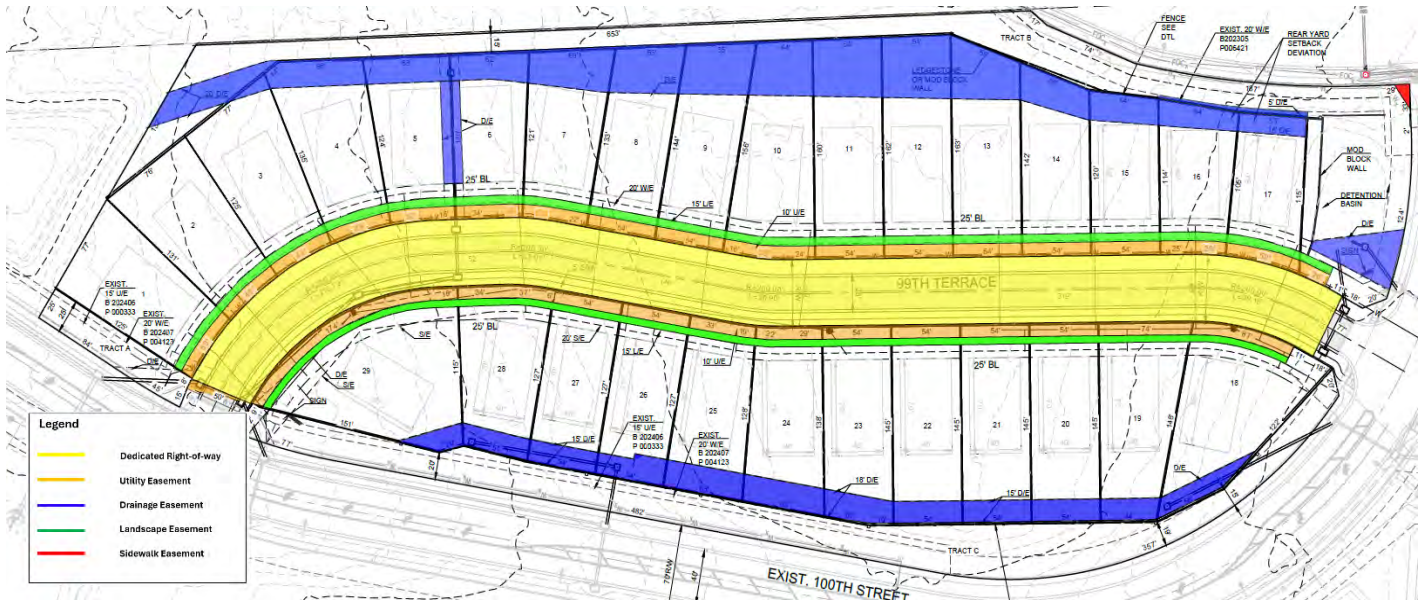
Stormwater management remains consistent with the previously approved plan. An existing off-site basin, located just to the west in adjacent Tract A of the Canyon Creek 100<sup>th</sup> Street plat, will receive and appropriately release the majority of the stormwater from the site. One additional basin on the east end of the site, in Tract B of the subject plat, is included to address that portion of the site that flows easterly away from the existing basin.

### **DEDICATIONS**

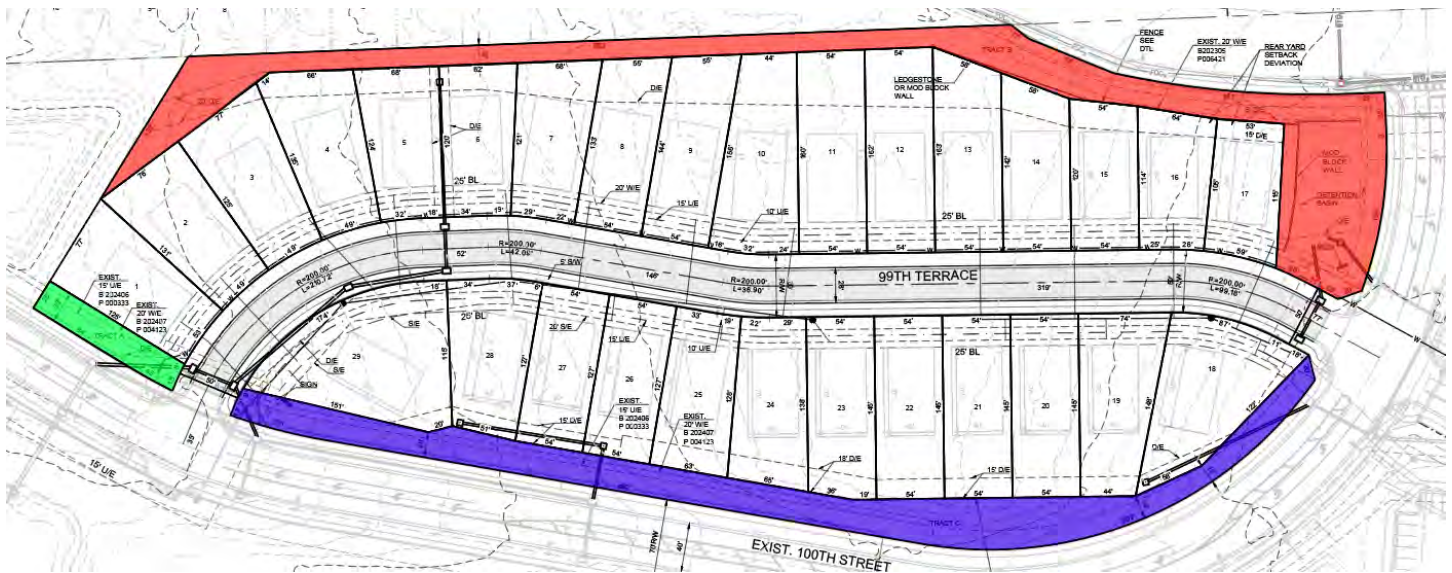
All lots of the proposed subdivision contain 10' utility easements, 15' landscape easements, 20' sewer easements, and 25' front build lines. A 15' drainage easement is additionally dedicated within portions of Lots 18, 19, and 20. Tract B contains a 12' wide sidewalk easement in addition to utility and waterline easements.

Dedications for the right-of-way and easements on the plat are reflected in Table 2 and shown color-coded in Exhibit 3. Table 3 shows the purposes of each tract on the plat. The locations of each tract are shown in Exhibit 4 below. The plat will need a revision before recording that would indicate that tract maintenance would fall to the individual homeowner's responsibility if the HOA is disbanded, inactive, or otherwise fails to perform maintenance per the code.





**Exhibit 3: Easements in Cedar Canyon West Villas.**



**Exhibit 4: Subject plat with Tract A outlined in green, Tract B outlined in red, and Tract C outlined in blue.**

**TABLE 2: PLAT DEDICATIONS**

Type of Dedication	Dedicated to
Rights-of-Way	City of Lenexa
Utility Easement	City of Lenexa
Drainage Easement	City of Lenexa
Landscape Easement	City of Lenexa
Sewer Easement	Johnson County Wastewater
Sidewalk Easement	City of Lenexa

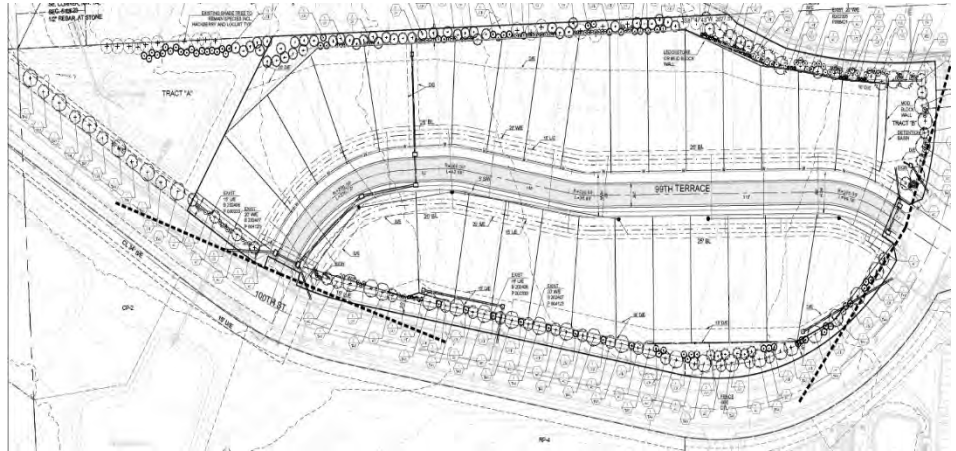
**TABLE 3: TRACT PURPOSES**

Tract	Purpose
<b>A</b>	Landscaping and Open Space
<b>B</b>	Landscaping, Open Space, Stormwater Treatment
<b>C</b>	Landscaping and Open Space



## LANDSCAPING

The landscape plan shows trees and shrubs installed along the street frontages in landscape buffer tracts. The landscape tracts are along 100<sup>th</sup> Street and the north side of the site between the rear yards of the lots and the adjacent single-family subdivision, labeled as Tracts B and C. While both Tracts B and C vary in width, both have a minimum width of 15 feet and include the required landscaping elements. The plan shows that some existing trees will be preserved in the buffer to supplement the tree and shrub requirement. Trees that are intended to be preserved are shown on the landscape plan. A fence is also required in the landscape buffer tracts along the street. To meet the fence requirement, a 6-foot-tall shadowbox cedar privacy fence is proposed along the perimeter of the subdivision.



*At Top Right: Exhibit 5: Landscape Plan for the Preliminary Plat, showing the perimeter plantings to surround the development.*

## DEVIATIONS

### PREVIOUSLY APPROVED DEVIATIONS

Three deviations were approved through the revised preliminary plat: rear setback, minimum lot width, and minimum lot area. Section 4-1-B-7-F of the UDC lists the setback, lot width, and lot area requirements for the RP-2 Zoning District.

**TABLE 4: PREVIOUSLY APPROVED DEVIATIONS**

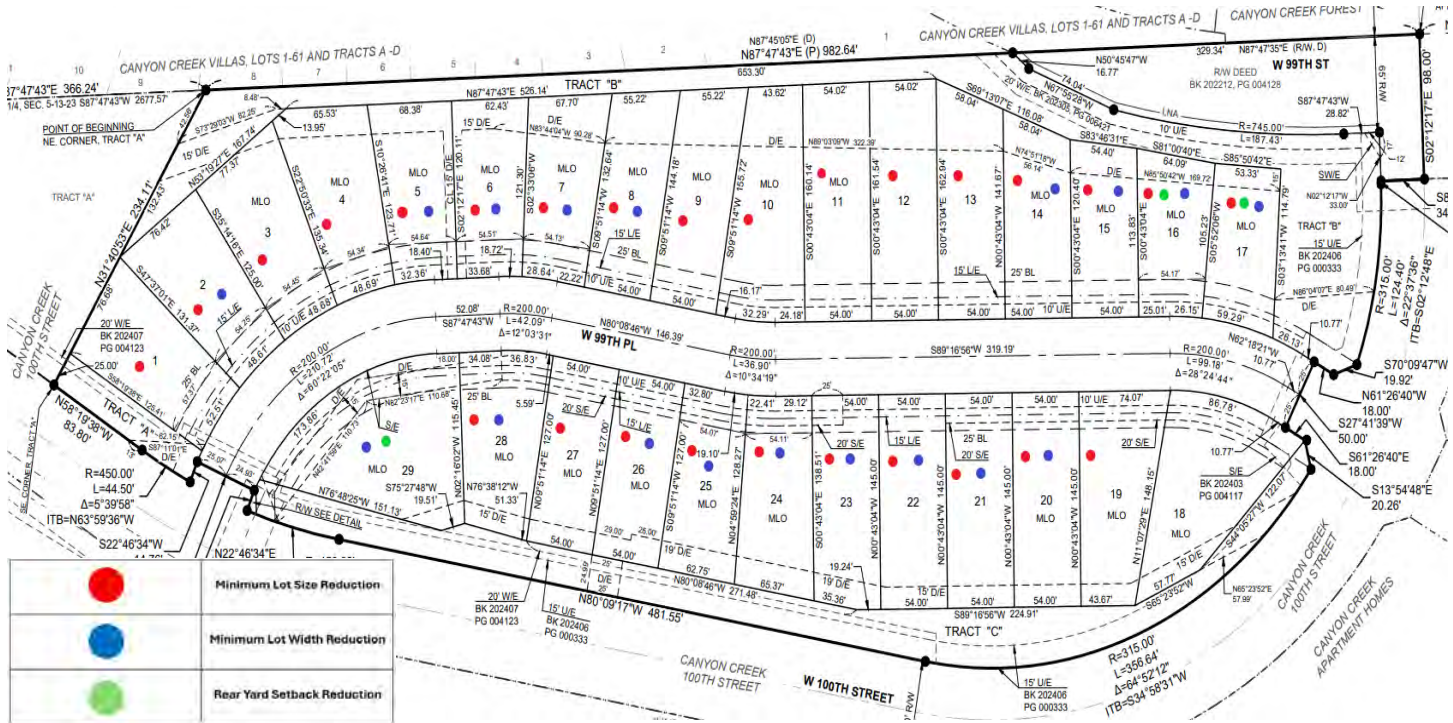
Deviation Type	Lots	Code Requirement	Proposed	Deviation Request
Rear Yard Setback	16-17	20 ft	16 ft	<b>- 4 feet</b>
Lot Width	1-17, 19-28	80 ft	71 ft to 54 ft	<b>-9 ft to -71 ft</b>
Lot Area	2, 5-8, 14-17, 20-28	8,000 SF	7,900 SF to 6,066 SF	<b>-100 SF to -1,934 SF</b>

### NEW DEVIATION REQUEST

The applicant requests approval of a rear yard setback deviation for Lot 29. Given the support for the previous deviations on Lots 16 and 17, staff supports the approval of a similar deviation on Lot 29 as discussed in the next Deviation Analysis section of the report.

**TABLE 5: NEW DEVIATION REQUEST**

Deviation Type	Lot	Code Requirement	Proposed	Deviation Request
Rear Yard Setback	29	20 ft	16 ft	<b>- 4 feet</b>



**Above: Exhibit 6: All deviations requested on the final plat, shown by color-coded dots per each deviation request.**

## DEVIATION ANALYSIS

According to [Section 4-1-B-27-G-4](#) of the UDC, the Planning Commission shall have the authority to approve deviations from the minimum standards for setbacks where there is ample evidence that such deviations will not adversely affect neighboring properties and surrounding areas and where such deviations do not constitute the granting of a privilege that would not be universally appropriate for other similarly designed and situated developments. Deviations may be permitted provided the deviation addresses one or more of the following development issues:

1. Protects environmentally sensitive areas (including unusual topography);
2. Fosters natural stormwater treatment; protects existing vegetation and important views and vistas to and from the site;
3. Enhances a project's architectural diversity, scale, form and proportion; or
4. Encourages creative streetscape design, including the use of high-quality screening walls, increased buffering and landscape material size and quantity, pedestrian amenities, etc.

The new rear setback deviation request addresses Items 1 and 4 on the above list. Due to the unique size and layout of the lot, a traditional 70'x40' residence at the same orientation as the rest of the units would result in an oddly shaped rear yard for the owner of the lot. This rear yard also abuts Tract C, containing a WaterOne easement and landscaping buffering for 100<sup>th</sup> Street. To mitigate these constraints, the developer is proposing a smaller unit (67'x40') at a different orientation from the adjacent lots to the east, along with a 4-foot rear setback deviation. This results in a rear setback of 16 feet but would allow the owner to have a more usable rear yard area without creating conflicts with the easement and landscaping to the south of the lot.

In conclusion, Staff supports the requested deviation for a reduction in rear yard setback per the requirements of Section 4-1-B-27-G-4 of the UDC in addition to previous Staff recommendations that have allowed for similar deviation requests on single-family developments within the RP-2 District.

---

## NEXT STEPS

---

- The Planning Commission is the final authority for the approval of a final plat.
- The final plat requires approval by the Planning Commission and acceptance of dedications by the City Council. Pending approval from the Planning Commission, the project is tentatively scheduled for consideration by the City Council on October 21, 2025.
- The final plat must be recorded with Johnson County prior to permit(s) being released.
- The applicant should inquire about additional City requirements, such as permits and development fees.

---

## RECOMMENDATION FROM PROFESSIONAL STAFF

---

★ **Staff recommends approval of the proposed Final Plat for Cedar Canyon West Villas.**

- This is a final plat of 29 lots and three tracts in the RP-2 Zoning District.
- The proposed use of the land is single-family residential.
- The project is consistent with Lenexa's goals through ***Responsible Economic Development*** and ***Strategic Community Investment*** to create ***Vibrant Neighborhoods***.

## FINAL PLAT

Staff recommends **APPROVAL** of the final plat for PT25-19F – **Cedar Canyon West Villas** at the southwest corner of 99<sup>th</sup> Street and 100<sup>th</sup> Street, for a single-family residential subdivision with deviations as noted in the Deviations section of the Staff Report.

## CONSENT AGENDA

1. Cedar Canyon West Villas - Consideration of a final plat for a single-family residential development with 29 lots located near the southwest corner of 99th Street and 100th Street within the RP-2, Planned Residential (Intermediate Density) District. PT25-19F
2. City Center Lenexa Area A (Restaurant Row) - Deferred Parking - Consideration of a revised final plan to construct additional surface parking spaces in a shared parking lot within the Restaurant Row site, located approximately at the southwest corner of eastbound 87th Street Parkway and Renner Boulevard. PL25-13FR
3. Kids Inn Childcare Center - Consideration of a revised final plan for exterior improvements related to an outdoor play area at a commercial daycare located at 9870 Quivira Road within the NP-O, Planned Neighborhood Office District. SU25-03
4. Lenexa Logistics Centre North, 6th Plat - Consideration of a final plat for a new industrial building on property located at 17200 College Boulevard within the BP-2, Planned Manufacturing District. PT25-09F
5. Luxe Residences Clubhouse - Consideration of a final plan to construct private amenities for a residential development located at 9624 Jupiter Street within the PUD, Planned Unit Development District. PL25-15F
6. Luxe Residences Plats - Consideration of four final plats to divide duplex lots. The lots are located at 9537 Jupiter Street, 9551 Jupiter Street, 9565 Jupiter Street, and 9579 Jupiter Street, all within the PUD, Planned Unit Development District. PT25-13F, PT25-14F, PT25-15F, PT25-16F
7. Stag Westlake - Consideration of a final plat for the development of two industrial lots located at 14050 Marshall Drive within the BP-2, Planned Manufacturing District. PT25-17F

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





**CITY COUNCIL  
MEMORANDUM**

**ITEM 4**

**SUBJECT:** Approval of Change Order No. 1 for the 2025 Pavement Management Program - Thoroughfare and Industrial Streets Mill and Overlay Project

**CONTACT:** Nick Arena, Municipal Services Director  
Cody Wilbers, Assistant Municipal Services Director

**DATE:** October 21, 2025

**ACTION NEEDED:**

Approve Change Order No. 1 for the 2025 Pavement Management Program (PMP) Thoroughfare and Industrial Streets Mill and Overlay Project ("Project").

**PROJECT BACKGROUND/DESCRIPTION:**

This Project initially treated approximately 16.1 lane-miles with an asphalt mill and overlay. Work also included removing and replacing deteriorated curb and gutter, replacing sidewalk panels, and adding ADA ramps as needed.

Due to favorable bids, staff coordinated with McAnany Construction Inc. ("McAnany") to perform an additional 5.13 lane-miles of work in the Southlake Business Center at the already established bid prices. Work in the area includes a mill and overlay, replacing deteriorated curb and gutter, and placement of pavement markings. This work added \$732,228.67 to the Project.

The Project treated the following areas:

- Canyon Creek Boulevard from the south city limits to Prairie Star Parkway
- Woodland Road from 95th Street to 83rd Street
- 79th Street from Pflumm Road to Nieman Road
- Renner Business Center
- Horn Business Center
- Southlake Business Center

**FINANCIAL IMPLICATIONS/FUNDING SOURCES:**

Per the City's purchasing policies and procedures, for an original or amended contract of between \$1 million and \$3 million, change orders increasing the contract by more than 5% require City Council approval.

The initial contract and Change Order No. 1 will be paid through the PMP, (Capital Improvement Program Project No. 68013), which is funded by a portion of the 3/8¢ Sales Tax, property tax revenue, and the City's share of gas tax revenue (Special Highway Fund). There are sufficient funds in the budget for this work.

Initial Contract Award	\$2,050,000.00
Change Order No. 1	\$732,228.67
Total Project Cost	\$2,782,228.67

**STAFF RECOMMENDATION:**

Approve the change order.

**VISION / GUIDING PRINCIPLES ALIGNMENT:**

**Vision 2040**

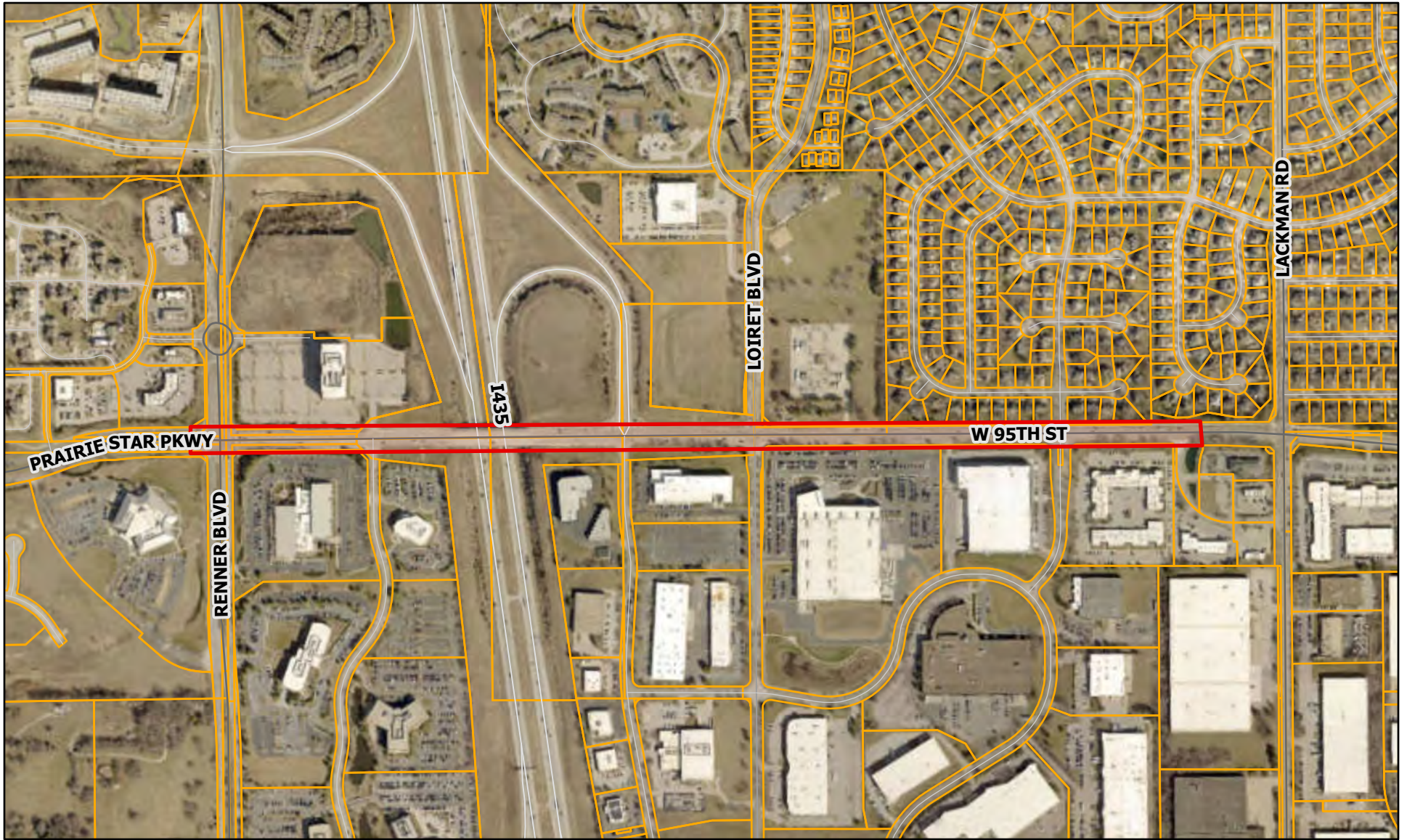
Integrated Infrastructure & Transportation

**Guiding Principles**

Strategic Community Investment

**ATTACHMENTS**

1. Map
2. Change Order



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

## 95th Street from Renner Boulevard to Lackman Road Street Maintenance



0 0.05 0.1 0.2  
Miles





## CONSTRUCTION CHANGE ORDER FORM

PO: 2500052

7700 COTTONWOOD STREET · LENEXA, KANSAS 66216 · PH. (913) 477-7500 FAX (913) 477-7730 · WWW.LENEXA.COM

Date: 10/13/2025  
Project Manager: Kyle Rodenhouse  
Project Number: 68013  
Project Name and Location: 2025 PMP Thoroughfare Overlay  
Contractor Name: McAnany Construction, Inc (14012)  
Change Order Request 1

### Reason for change order (Check all that apply):

- |   |  |
|---|--|
| <input type="checkbox"/> Unforeseen Conditions                    | <input type="checkbox"/> Utility Conflict                    |
| <input type="checkbox"/> Design Omission                          | <input type="checkbox"/> Work to accommodate another project |
| <input checked="" type="checkbox"/> Scope Change (City Initiated) | <input type="checkbox"/> Scope Change (Contractor Initiated) |
| <input type="checkbox"/> Other                                    | <input type="checkbox"/> Quantity Error                      |

### Urgency of Change Order:

- |   |
|---|
| <input type="checkbox"/> Contractor cannot proceed with any project work until change order is approved.                            |
| <input type="checkbox"/> Contractor cannot proceed with major project work, but can continue work.                                  |
| <input checked="" type="checkbox"/> Contractor can proceed with all work except the immediate portion affected by the change order. |
| <input type="checkbox"/> Contractor must proceed with work before the change order can be approved.                                 |
| <input type="checkbox"/> Change order is desirable, but not absolutely necessary to complete the project.                           |

### Contract Summary:

The original Contract Sum was:	\$2,050,000.00
Net change by previously authorized Change Orders:	\$0.00
The Contract Sum prior to this Change Order was:	\$2,050,000.00
The Contract Sum will be modified by this Change Order in the amount of:	\$732,228.67
The new Contract Sum will be:	\$2,782,228.67
% (Increase) decrease from current contract amount:	35.72%
The Contract Time will be (increased) decreased by:	0 Calendar Days

Sufficient budget available to cover the requested change order? ☒ YES ☐ NO

### Additional Required Approval:

City Administrator Approval Required: ☐ YES ☒ NO

≥ \$20,000 < \$75,000) and not requiring Governing Body approval

Governing Body Approval Required: ☒ YES ☐ NO

Contracts \$0 to \$1,000,000: Change Orders greater than or equal to \$50,000

Contracts \$1,000,000 to \$3,000,000: Change Order increases contract by greater than 5%

Contracts greater than \$3,000,000: Change Order greater than or equal to \$150,000

### Description of work to accomplish the change order:

(Attach appropriate backup material necessary to document the requested change order)



Total:

\$732,228.67

Approved:

Zach Tincher, McAnany Construction, Inc

Date

Nick Arena, Municipal Services Director

Date

Julie Sayers, Mayor

Date



**CITY COUNCIL  
MEMORANDUM**

**ITEM 5**

**SUBJECT:** Approval of Change Order No. 1 to the contract with Wilson & Company Inc. Engineers for the design of the 95th Street from Renner Boulevard to Lackman Road Improvements Project

**CONTACT:** Tim Green, Deputy Community Development Director

**DATE:** October 21, 2025

**ACTION NEEDED:**

Approve Change Order No. 1 to the contract with Wilson & Company Inc. Engineers ("Wilson") for the design of the 95th Street from Renner Boulevard to Lackman Road Improvements Project ("Project").

**PROJECT BACKGROUND/DESCRIPTION:**

A preliminary design contract was executed with Wilson for 95th Street from Renner Boulevard to Noland Road on September 17, 2024. Wilson performed preliminary design services to define the scope and the total budget for the Project. The original Project began as a maintenance project, but the Project scope changed with the 2024-2028 Capital Improvement Program (CIP) when the City received an additional \$1 million grant for improvements to the 95th Street & Lackman Road intersection. Due to the size of the Project, staff will design and perform maintenance in two phases. The first phase will include design and construction of 95th Street between Renner Boulevard and Lackman Road, including the Lackman Road intersection improvements. Last August, the City entered into a design contract with Wilson for design services for the 95th Street & Lackman Road Intersection Improvement Project.

This change order expands the current 95th Street & Lackman Road Intersection Improvement Project to include design services for all of Phase 1, including maintenance of 95th Street from Renner Boulevard to Lackman Road. The Phase 2 maintenance improvements between Lackman Road and Noland Road will begin in late 2026.

Maintenance improvements include:

- mill and overlay of 95th Street from Renner Boulevard to Lackman Road;
- median improvements;
- storm sewer rehabilitation and replacements; and
- sidewalk construction from Loiret Boulevard to Lackman Road.

**FINANCIAL IMPLICATIONS/FUNDING SOURCES:**

Pursuant to City policy on contracts of less than \$1 million, the City Council must approve change orders over \$50,000.

Original Contract Total:	\$298,940
Change Order No. 1:	\$223,000
New Contract Total:	\$521,940

This Project is budgeted in the 2025-2029 CIP (Project No. 60063).

Congestion Mitigation Air Quality (CMAQ) funds:	\$1,400,000
County Assistance Road System (CARS) funds:	\$2,050,000
City of Lenexa funds:	\$2,362,700
Total Project Budget:	\$5,812,700

**STAFF RECOMMENDATION:**

Approve the change order.

**VISION / GUIDING PRINCIPLES ALIGNMENT:**

**Vision 2040**

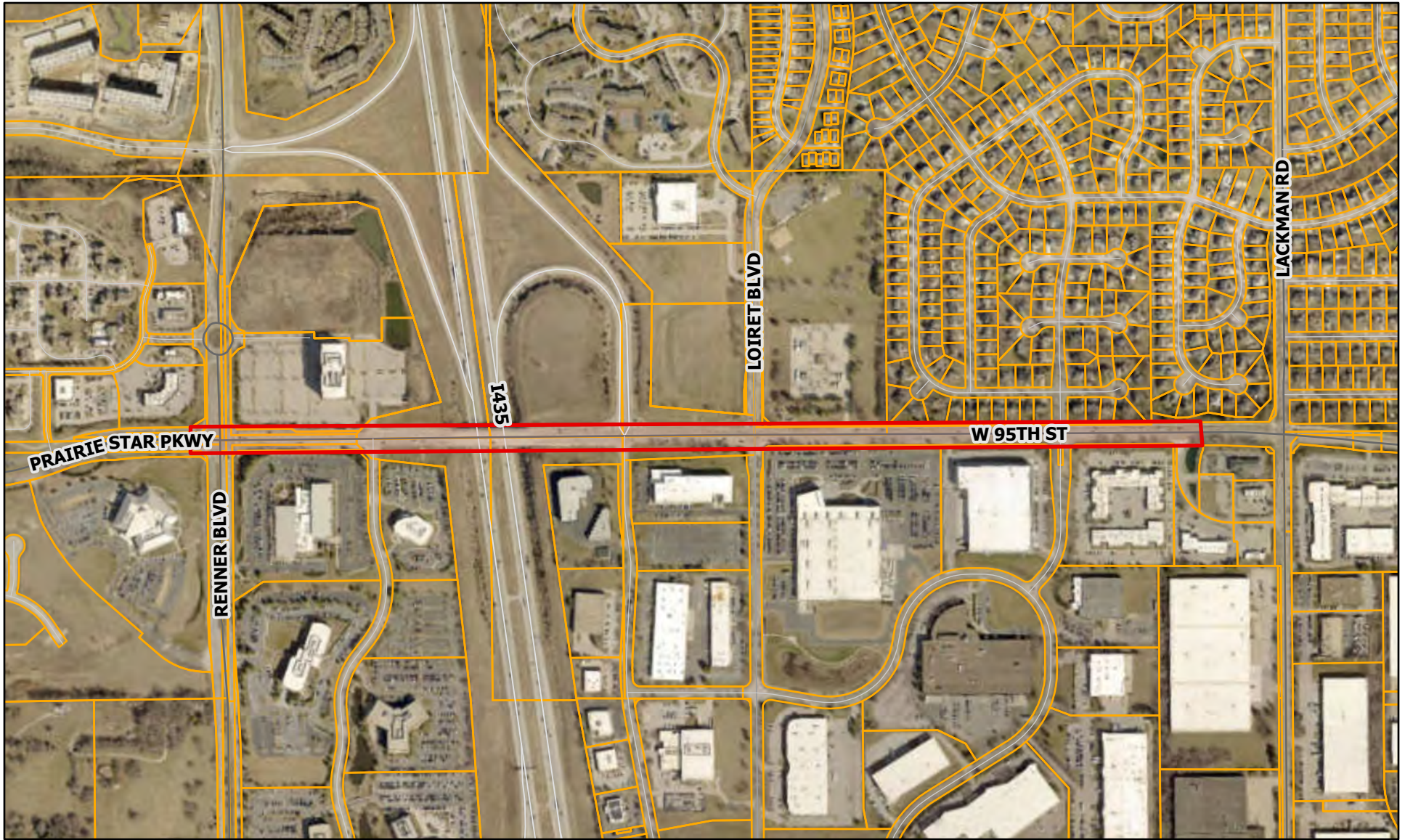
Integrated Infrastructure & Transportation

**Guiding Principles**

Strategic Community Investment

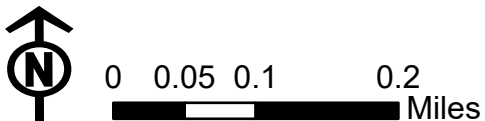
**ATTACHMENTS**

- 1. Map
- 2. Change Order



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

## 95th Street from Renner Boulevard to Lackman Road Heavy Maintenance







**DESIGN  
CHANGE ORDER FORM**

PO: 2500138

17101 W. 87<sup>TH</sup> STREET PARKWAY · LENEXA, KANSAS 66219 · PH. (913) 477-7500 FAX (913) 477-7730 · WWW.LENEXA.COM

Date: 10/13/2025

**Change Order Request # 1**

Project Manager: Ben Clark

Project Number: 60063.2520.3514

Project Name and Location: 95th & Lackman Intersection Improvements

Consultant Name: Wilson & company, Inc Engineers & Architects

**Reason for change order (Check all that apply):**

- |   |  |
|---|--|
| <input type="checkbox"/> Unforeseen Conditions                    | <input type="checkbox"/> Utility Conflict                    |
| <input type="checkbox"/> Design Omission                          | <input type="checkbox"/> Work to accommodate another project |
| <input checked="" type="checkbox"/> Scope Change (City Initiated) | <input type="checkbox"/> Scope Change (Contractor Initiated) |
| <input type="checkbox"/> Other                                    | <input type="checkbox"/> Quantity Error                      |

**Urgency of Change Order:**

- ☐ Consultant cannot proceed with any project work until change order is approved.
- ☐ Consultant cannot proceed with major project work, but can continue work.
- ☒ Consultant can proceed with all work except the immediate portion affected by the change order.
- ☐ Consultant must proceed with work before the change order can be approved.
- ☐ Change order is desirable, but not absolutely necessary to complete the project.

**Contract Summary:**

The original Contract Sum was:	\$298,940.00
Net change by previously authorized Change Orders:	\$0.00
The Contract Sum prior to this Change Order was:	\$298,940.00
The Contract Sum will be modified by this Change Order in the amount of:	\$223,000.00
The new Contract Sum will be:	\$521,940.00
% <u>Increase</u> (decrease) from current contract amount:	75%
The Contract Time will be increased (decreased) by:	0 days

Sufficient budget available to cover the requested change order?

☒ YES

☐ NO

**Additional Required Approval:**

**Governing Body Approval Required:**

☒ YES

☐ NO

Contracts \$0 to \$1,000,000: Change Orders greater than or equal to \$50,000

Contracts \$1,000,000 to \$3,000,000: Change Order increases contract by greater than 5%

Contracts greater than \$3,000,000: Change Order greater than or equal to \$150,000

**Administrative Team Member Approval Required: ≤ \$20,000**

☐ YES

☒ NO

**City Manager Approval Required: None of the above criteria apply**

☐ YES

☒ NO

*\*The change order dollar thresholds listed above are non-cumulative*

**Description of work to accomplish the change order:**

(Attach appropriate backup material necessary to document the requested change order)

**ITEM NO. 1** Additional Services

\$223,000.00

The purpose of this contract amendment is the addition of design services for the planned heavy maintenance of 95th Street beginning at the Renner Boulevard intersection and ending at the Lackman Road intersection. This amendment advances the project from the conceptual phase to final design.

**TOTAL CHANGE ORDER:**

\$223,000.00

Approved:

\_\_\_\_\_  
Project Manager\_\_\_\_\_  
Date

Approved:

\_\_\_\_\_  
Tim Green, P.E.  
City Engineer\_\_\_\_\_  
Date

Approved:

\_\_\_\_\_  
Scott McCullough  
Community Development Director\_\_\_\_\_  
Date**APPROVED AS TO FORM:**\_\_\_\_\_  
Steven Shrout, Assistant City Attorney

Approved:

\_\_\_\_\_  
Julie Sayers  
Mayor\_\_\_\_\_  
Date

Approved:

\_\_\_\_\_  
Wilson & company, Inc Engineers & Architects\_\_\_\_\_  
Date



**CITY COUNCIL  
MEMORANDUM**

**ITEM 6**

---

**SUBJECT:** Approval of the 2025-2026 insurance program and authorization for the City Manager to execute all documents necessary to procure property and liability insurance and associated lines of coverage

**CONTACT:** Steven Shrout, Assistant City Attorney

**DATE:** October 21, 2025

---

**ACTION NEEDED:**

Approve the 2025-2026 insurance program and authorize the City Manager to execute all documents necessary to procure property and liability insurance and associated lines of coverage.

**PROJECT BACKGROUND/DESCRIPTION:**

The City comprehensively bids its property and liability insurance program, including brokers, every three to five years. The last bid was completed for the 2022–2023 policy year. As a result, the City transitioned from a first-dollar program to a self-insured retention program through Travelers Property Casualty Company of America (“Travelers”) and secured favorable renewals for all lines of coverage for the 2023–2024 and 2024–2025 policy years. The policy period runs from November 1 through October 31.

For 2025–2026, the City’s broker secured quotes that propose a potential change to the City’s property insurance coverage while maintaining all other lines. The primary change involves replacing the Travelers Property policy with a new public entity special-purpose insurance trust called GovPro Property (“GovPro”). Because the existing Travelers package discounts would no longer apply under the new structure, the City’s inland marine and equipment breakdown policies were put out for bid to obtain more competitive pricing. All other coverages, including automobile, general liability, executive risk, and equipment breakdown, will remain with the same carriers (primarily Travelers) and under the same deductible structure. This maintains stability within the City’s self-insured retention program for liability claims and preserves strong relationships with the City’s third-party administrator, Thomas McGee.

The recommended 2025–2026 insurance program will cost \$712,854 in base premiums—a 6.7% increase over 2024–2025. GovPro is a program developed by the City’s broker, Gallagher, to help public entities manage rising insurance costs. The program excludes high-risk catastrophe zones (like coastal properties) and offers broad coverage, competitive pricing, and improved deductibles. Notably, GovPro lowers the wind and hail deductible from Travelers’ 3% (with a \$250,000 minimum) to 2% (with a \$100,000 minimum), offering meaningful improvement in one of the City’s most significant risk exposures. CNA’s inland marine policy and Liberty Mutual’s equipment breakdown policy provide substantially similar coverage to the City’s current policies, though with higher deductibles for certain property categories. Overall, the recommended program remains largely consistent with the current structure.

GovPro requires the City to shift its property insurance policy to a July 1 renewal date. As a result, the upcoming property insurance policy period will run from November 1, 2025, to July 1, 2026, less than a full year. The \$712,854 renewal premium reflects a full year of coverage for ease of comparison. However, the



actual premium owed for the GovPro policy will be prorated to reflect the shortened term. All other insurance policies will remain on their regular renewal schedules. The attached insurance premium summary compares premiums for the 2025–2026 program to the prior year.

The 6.7% premium increase stems from a tough insurance market and higher insured property values. Although the City’s claims have remained low, global trends—natural disasters, rising premiums, and stricter underwriting—continue to affect public entities. Staff worked with the City’s broker to explore cost-saving strategies, resulting in a 2025–2026 program that saves about 11% over full renewal with Travelers. The program supports the City’s approach of self-insuring smaller losses while covering catastrophic risks with insurance to appropriately balance cost and risk transfer.

**FINANCIAL IMPLICATIONS/FUNDING SOURCES:**

The property and liability insurance program is part of the Non-Departmental budget under the General Fund and contains sufficient funds to cover the costs associated with the 2025-2026 insurance program.

**STAFF RECOMMENDATION:**

Approve the 2025-2026 insurance program and authorize the City Manager to execute all documents necessary to procure property and liability insurance and associated lines of coverage.

**VISION / GUIDING PRINCIPLES ALIGNMENT:**

**Vision 2040**

**Guiding Principles**

Prudent Financial Management

**ATTACHMENTS**

1. Renewal Summary

## Insurance Premium Summary

Coverage Type	Expiring 2024-2025	Recommendation 2025-2026	CHANGE
PROPERTY			
Carrier:	Travelers	GovPro/CNA/Liberty Mutual	6.12%
Premium:	\$358,315.00	\$380,237.00	
GENERAL LIABILITY, ENVIRONMENTAL LIABILITY, EXECUTIVE RISK LIABILITY, AND CFO BOND			
Carrier:	Travelers	Travelers	5.20%
Premium:	\$168,941.00	\$177,731.00	
AUTOMOTIVE			
Carrier:	The Charter Oak Fire Insurance Company	The Charter Oak Fire Insurance Company	9.31%
Premium:	\$107,053.00	\$117,022.00	
UMBRELLA/EXCESS			
Carrier:	Travelers	Travelers	11.99%
Premium:	\$33,811.00	\$37,864.00	
TOTAL INSURANCE PROGRAM COST:	\$ 668,120	\$ 712,854	6.70%



**CITY COUNCIL  
MEMORANDUM**

**ITEM 7**

**SUBJECT:** Approval of an encroachment agreement with CB AH #1, LLC to allow private infrastructure to be constructed within public right-of-way at 8675 Scarborough Street in Lenexa City Center

**CONTACT:** Tim Green, Deputy Community Development Director

**DATE:** October 21, 2025

**ACTION NEEDED:**

Approve an encroachment agreement with CB AH #1, LLC to allow private infrastructure to be constructed within public right-of-way at 8675 Scarborough Street in Lenexa City Center.

**PROJECT BACKGROUND/DESCRIPTION:**

A building permit for the new multitenant building at 8675 Scarborough Street in Lenexa City Center is currently in the plan review phase. To accommodate general site and roof drainage for the building, CB AH #1, LLC must extend private storm sewer pipes, junction boxes, and retaining walls into the Scarborough Street public right-of-way and amenity zone area. The encroachment will include approximately 95 linear feet of storm sewer pipe, two storm sewer junction boxes, and 35 linear feet of retaining walls. This proposed encroachment agreement will allow placement of the facilities, indemnify and hold the City harmless, and place maintenance responsibilities on CB AH #1, LLC.

This agreement is available for review in the City Clerk's office.

**STAFF RECOMMENDATION:**

Approve the agreement.

**VISION / GUIDING PRINCIPLES ALIGNMENT:**

**Vision 2040**

Integrated Infrastructure & Transportation

**Guiding Principles**

Responsible Economic Development

**ATTACHMENTS**

1. Map
2. Exhibit





Document Path: L:\Staff\Folders\Current Staff\Brandon McElhiney\!!!Permit Projects\2025\Advent Campus Building 2C\Packet Memo\Map.aprx

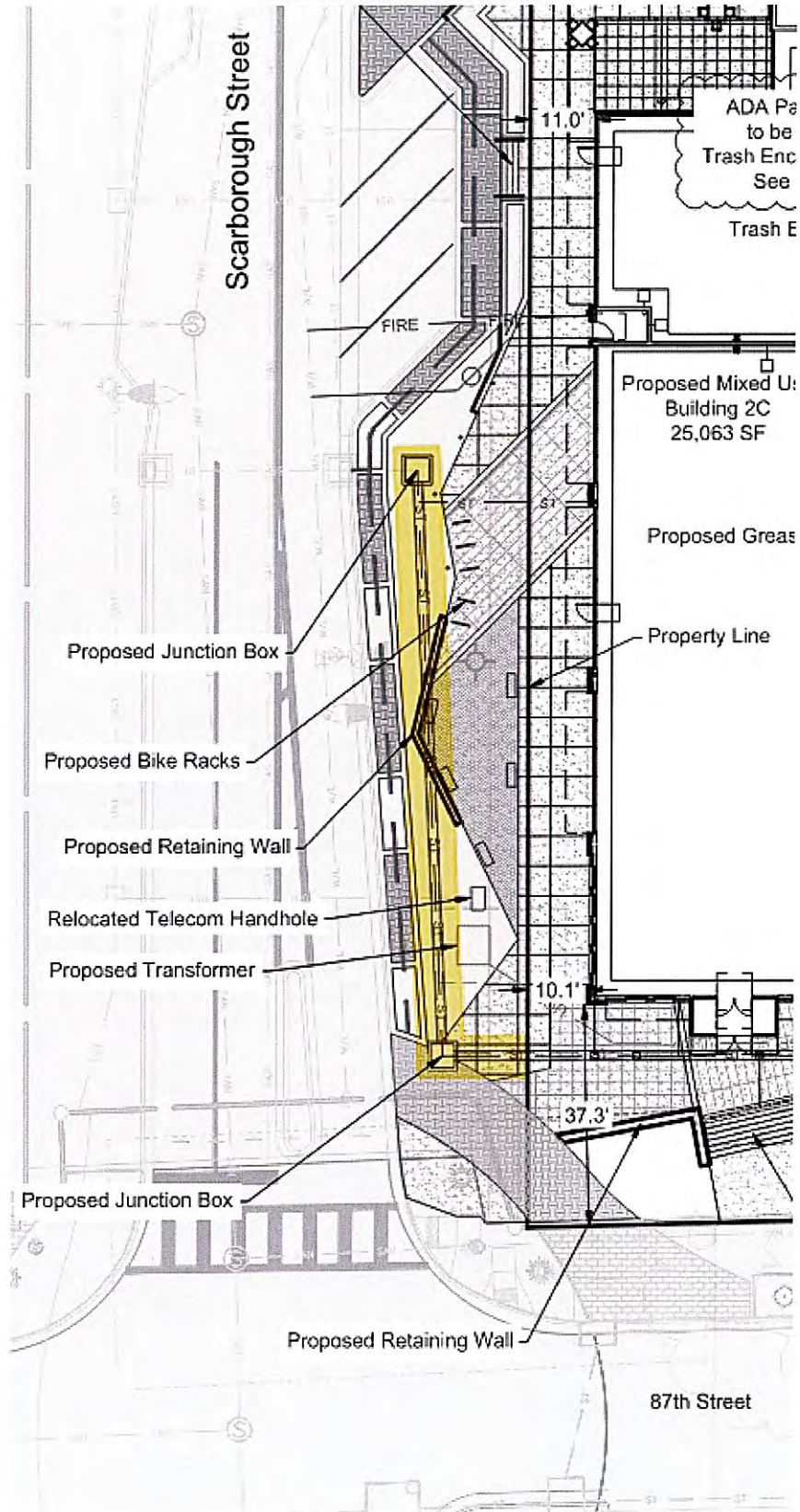
Data Source: City of Lenexa and Johnson County Kansas  
For further information, please call 913-477-7500

## AdventHealth Campus - Building 2C Encroachment Agreement





## EXHIBIT B Encroachment Location





**CITY COUNCIL  
MEMORANDUM**

**ITEM 8**

**SUBJECT:** Approval of a final plan for City Center Lenexa Area A (Restaurant Row) to add deferred surface parking on property located at the southeast corner of eastbound 87th Street Parkway & Scarborough Street in the CC, Planned City Center District

**CONTACT:** Stephanie Sullivan, Planning Manager

**DATE:** October 21, 2025

**ACTION NEEDED:**

Approve a final plan for City Center Lenexa Area A (Restaurant Row) to add deferred surface parking on property located at the southeast corner of eastbound 87th Street Parkway & Scarborough Street in the CC, Planned City Center District.

**APPLICANT:**

Henry Klover, Klover Architects

**OWNER:**

Copaken-Brooks

**PROPERTY LOCATION:**

Southeast corner of eastbound 87th Street Parkway & Scarborough Street

**PROJECT BACKGROUND/DESCRIPTION:**

The applicant requests approval of a final plan to allow the construction of additional surface parking spaces within the shared parking lot for Lenexa City Center Area A (Restaurant Row). Area A currently includes two buildings occupied by four restaurant tenants and provides 192 surface parking spaces. The proposed plan adds 37 surface parking spaces around the perimeter of the existing lot.

All existing and proposed spaces are surface parking. A parking structure was included in the original development plan and will be constructed as part of a future phase. Construction of additional buildings within Area A will trigger the requirement to build the parking structure. The proposed surface parking expansion complies with the approved development plan, which requires the parking structure to be constructed with the next phase of development.

**STAFF RECOMMENDATION:**

Approve the final plan.

**PLANNING COMMISSION ACTION:**

This item was considered as Consent Agenda Item 2 at the October 6, 2025, Planning Commission meeting.

Chairman Poss entertained a motion to **APPROVE** Consent Agenda Items 1-7 in one motion. Moved by Commissioner Katterhenry, seconded by Commissioner Wagner, and carried by a unanimous voice vote.



## VISION / GUIDING PRINCIPLES ALIGNMENT:

### Vision 2040

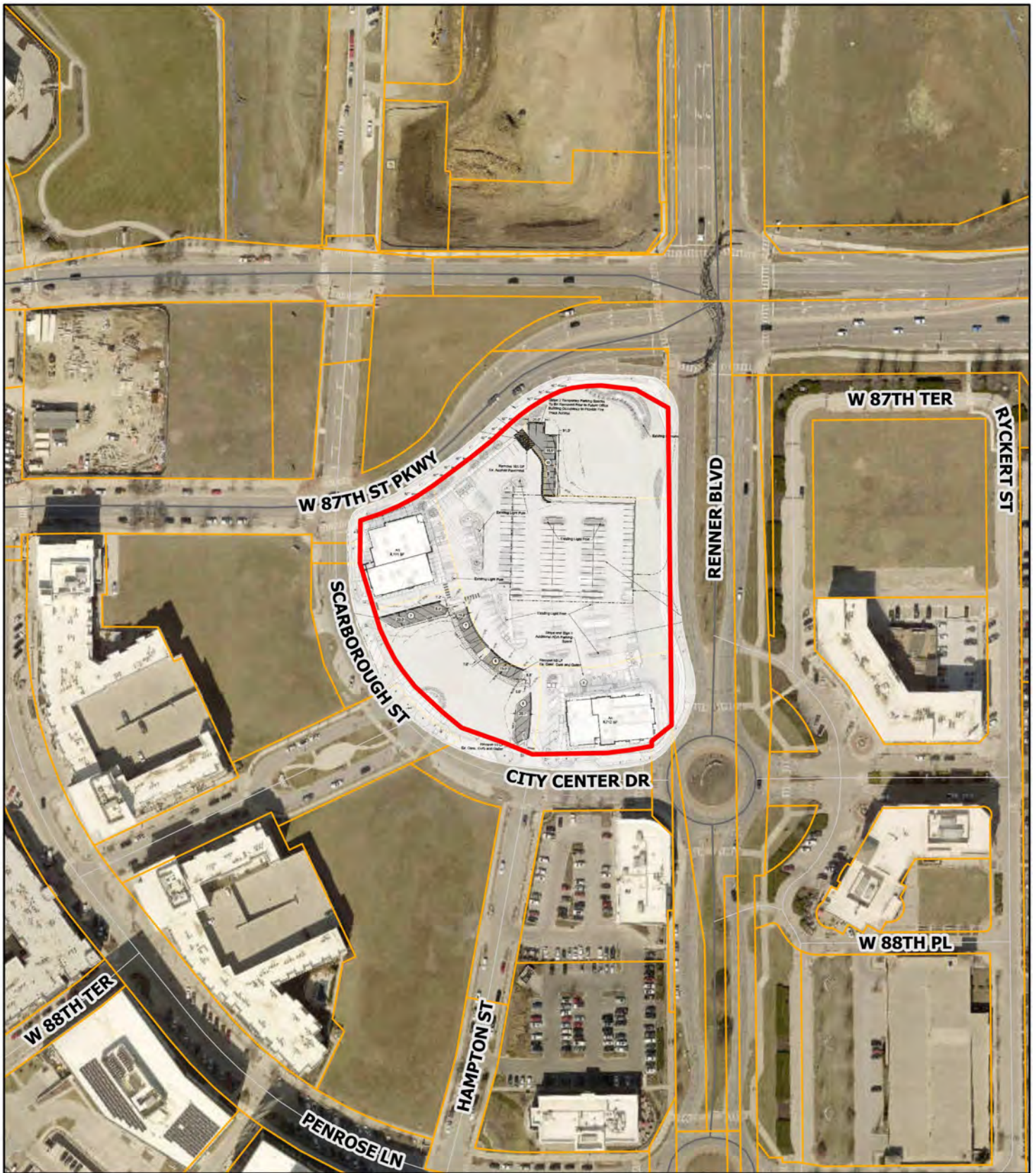
Strategic Community Investment

### Guiding Principles

Inviting Places

## ATTACHMENTS

1. Map
2. PC Staff Report & Exhibits
3. PC Draft Minutes Excerpt



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

## City Center Lenexa Area A (Restaurant Row) Adding Deferred Parking

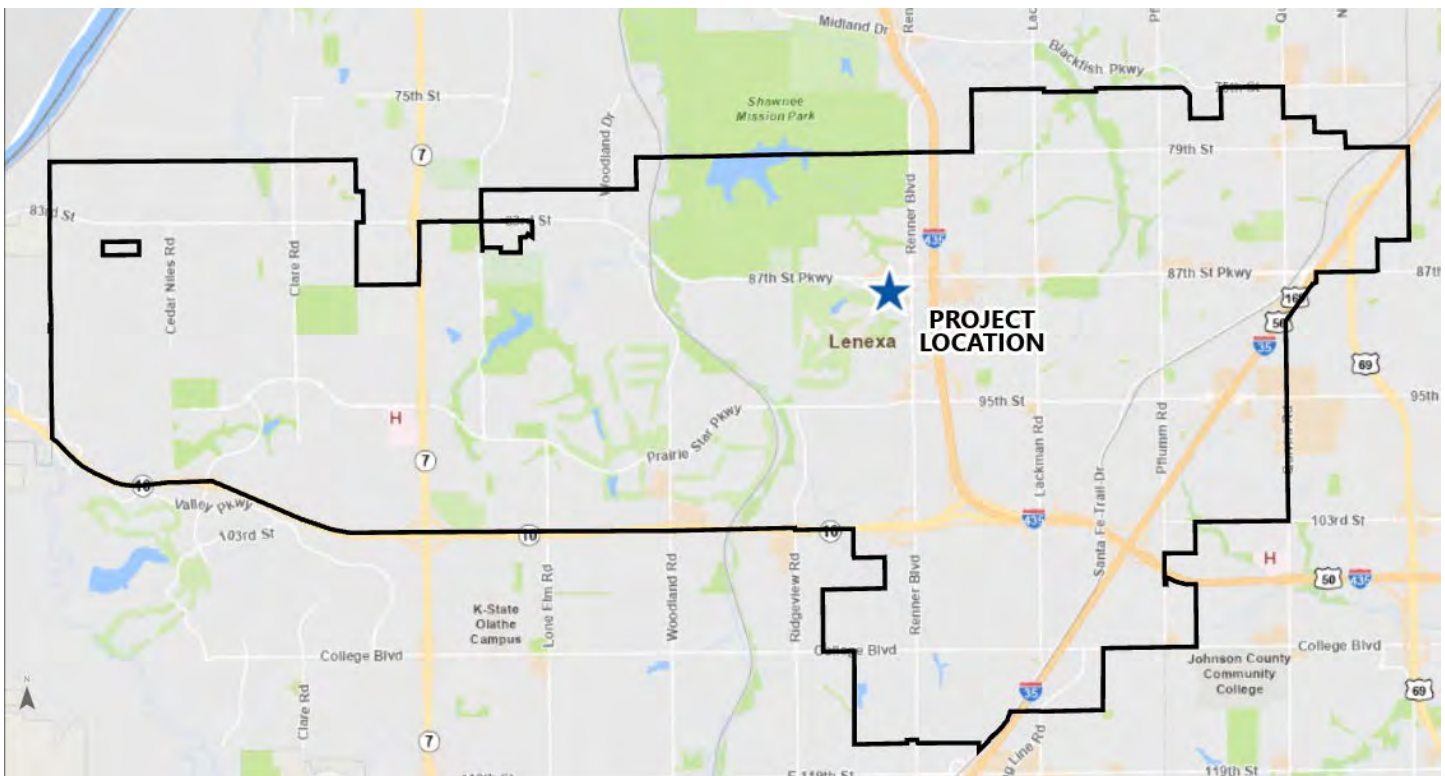


0 100 200 400  
Feet



## CITY CENTER LENEXA AREA A (RESTAURANT ROW) ADDING DEFERRED PARKING

<b>Project #:</b>	PL25-13FR	<b>Location:</b>	Southeast corner of 87 <sup>th</sup> Street Parkway and Scarborough Street
<b>Applicant:</b>	Henry Klover, Klover Architects	<b>Project Type:</b>	Revised Final Plan
<b>Staff Planner:</b>	Dave Dalecky	<b>Proposed Use:</b>	Restaurant



### PROJECT SUMMARY

The applicant requests approval of a revised final plan to construct additional surface parking spaces in the shared parking lot for Area A (Restaurant Row) within Lenexa City Center. Area A currently contains two buildings with four restaurant tenants. The block is bordered by eastbound 87<sup>th</sup> Street Parkway on the north, Renner Boulevard on the east, Scarborough Street on the west and City Center Drive on the south. Area A currently contains 192 parking spaces. The proposed plan includes 37 additional surface parking spaces around the perimeter of the existing parking lot. This project does not require a public hearing.

**STAFF RECOMMENDATION: APPROVAL WITH A CONDITION**

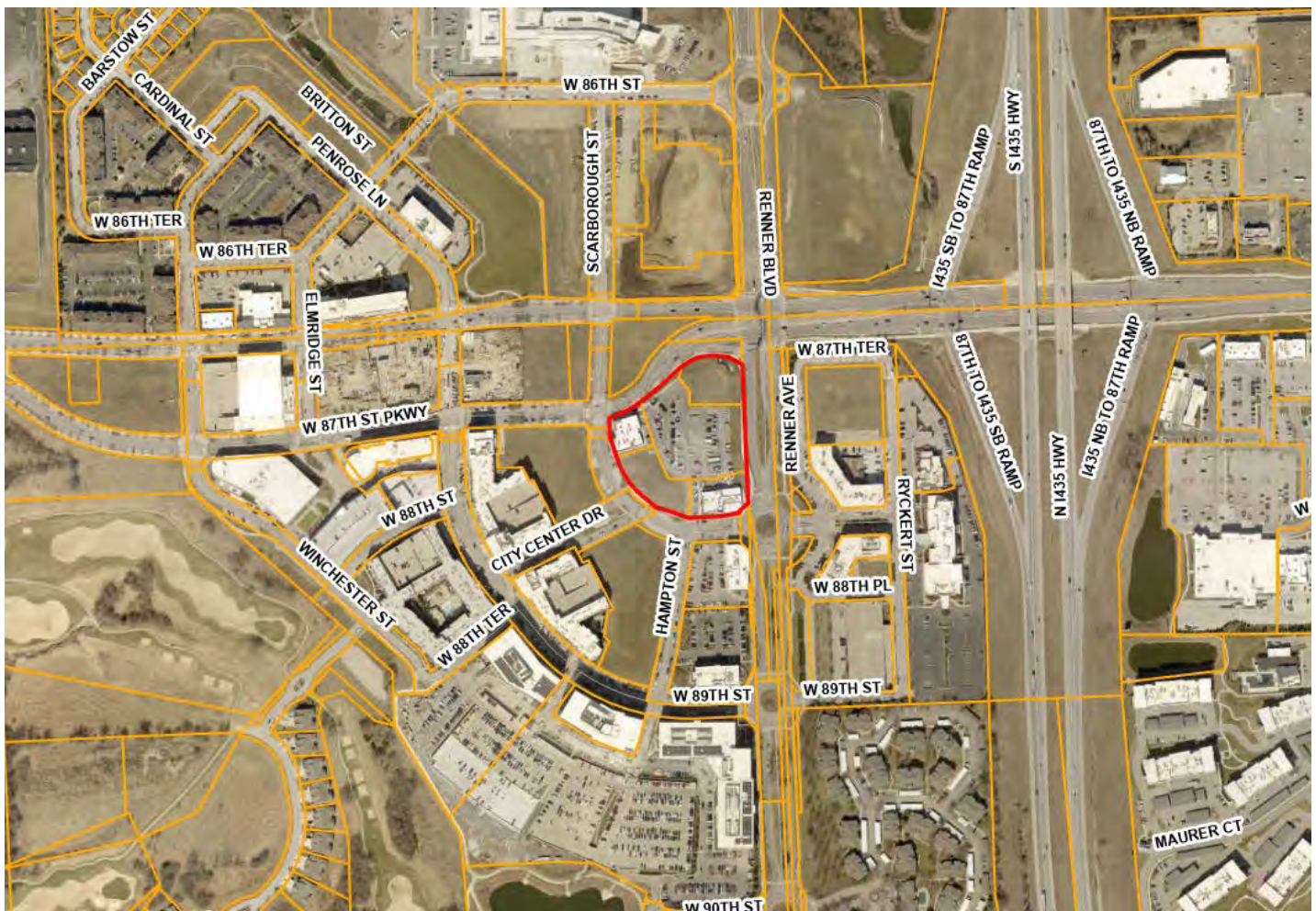


## SITE INFORMATION

The site is Area A of City Center. This block is bordered by eastbound 87<sup>th</sup> Street Parkway on the north, Renner Boulevard on the east, Scarborough Street on the west, and City Center Drive on the south. This block is often referred to as “restaurant row” because the block contains multiple restaurants along the Scarborough Street and City Center Drive streets. Two of the four buildings are now constructed on this block. The existing parking spaces are all surface parking. A parking structure was included in the original plans and shall be phased in with future development. Construction of the remaining buildings will trigger the construction of the parking structure. Several plans have been considered for Area A prior to the construction of the two buildings. The most recent preliminary plan for the site was approved in March of 2022 (PL22-04PR). That approval included the following condition:

1. Buildings A1 and A4 are permitted to be constructed and occupied as part of Phase 1 with surface parking. Buildings A2, A3, and A5 shall not receive final plan approval except in conjunction with final planning and construction of the parking structure.

<b>LAND AREA (AC)</b> 4.5	<b>BUILDING AREA (SF)</b> NA	<b>CURRENT ZONING</b> CC	<b>COMP. PLAN</b> City Center Core
------------------------------	---------------------------------	-----------------------------	---------------------------------------

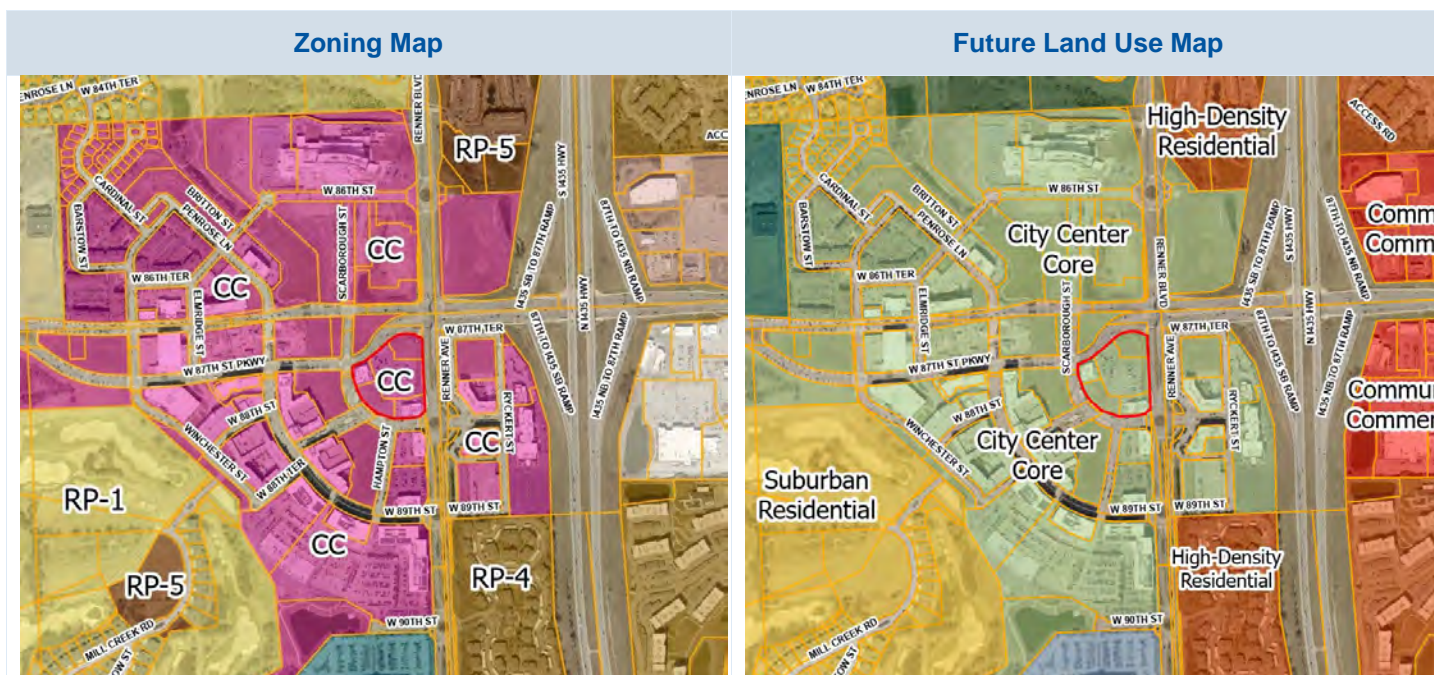


**Exhibit 1: Aerial image.**



## LAND USE REVIEW

The site is zoned CC, Planned City Center District. The site is a mixed-use block located at the intersection of 87<sup>th</sup> Street Parkway and Renner Boulevard. Two buildings, each with two restaurants, are now completed. Two additional multi-story buildings and parking structure are anticipated to be constructed in the future.



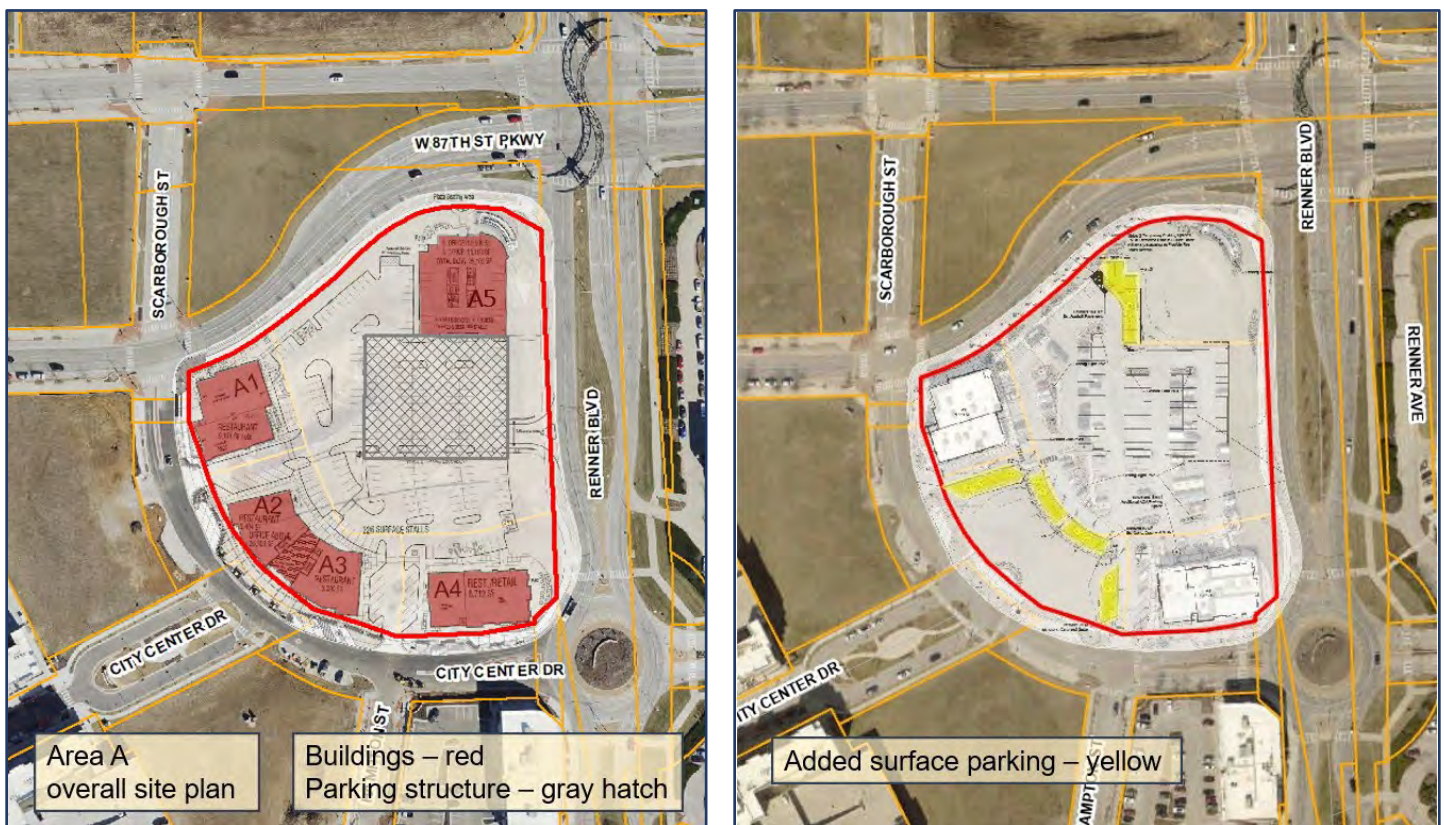
**TABLE 1: COMPARISON OF SURROUNDING PROPERTIES**

Vicinity	Land Use Designation	Zoning	Current Use
<b>Subject Property</b>	City Center Core	CC	Restaurant
<b>North</b>	City Center Core	CC	Undeveloped land
<b>South</b>	City Center Core	CC	Mixed use
<b>East</b>	City Center Core	CC	Mixed use, and Undeveloped Land
<b>West</b>	City Center Core	CC	Undeveloped land

## FINAL PLAN REVIEW

The applicant is requesting final plan approval to construct 37 additional surface parking spaces in Area A of the City Center. The additional parking will bring the total number of parking spaces to 229. The parking area is a contiguous lot that serves the multiple tenants of the block. Two buildings are currently constructed on this block both contain two restaurants. The two buildings total 17,903 square feet.

The proposed parking spaces are located along the edges of the existing parking lot. The new rows of parking are added to the drive aisles along the spaces where future buildings will be constructed. Parking was not included in these areas due to the likelihood the spaces will be removed during the construction of a new building. Two parking spaces will be converted to fire apparatus access drive when the building at the northeast corner is constructed. Timing of the future buildings is unknown and the additional 37 surface parking spaces will benefit the existing restaurants in the interim. The configuration of the additional parking spaces is consistent with the future development of the block and is not contrary to the condition of approval since this surface parking was approved with the preliminary plan. The parking deck will be necessary to support the next building on this block of development.



**Exhibit 2: Overall plan and proposed parking comparison.**

Parking in City Center is typically provided at a reduced ratio than required per the Off-Street Parking Schedule of Section 4-1-D-1 of the Unified Development Code. This is an intentional design due to the expectation for sharing parking spaces and for the complementary demand for parking among the mix of uses in City Center. Parking that is used for certain uses such as office uses during the day is made available for restaurants in the evening, sharing the space between different uses. City Center also has public parking provided in City-owned structures and some uses have larger parking areas, such as the Hyatt Convention Center, which is available



for overflow parking when not used for events. Shared parking combined with public parking areas is a significant tenet of City Center to create an urban environment.

Area A includes a parking structure to be constructed over the existing surface parking. The parking structure is required to be constructed concurrently with any future buildings within this site.

## STORMWATER

No changes are made to the stormwater features of the development.

## LANDSCAPING

No changes are made to the landscaping of the development. The existing landscaping is to be preserved. Any landscaping damaged due to construction of the additional parking spaces shall be replaced.

## DEVIATIONS

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

## REVIEW PROCESS

- The Planning Commission is the final authority on this application. The City has a practice of submitting City Center final plans to the City Council for affirmation of the Planning Commission's decision. Pending the Planning Commission's decision, the project will be tentatively scheduled for consideration by the City Council on October 21, 2025.
- The applicant should inquire about additional City requirements, such as permits and development fees.

## RECOMMENDATION FROM PROFESSIONAL STAFF

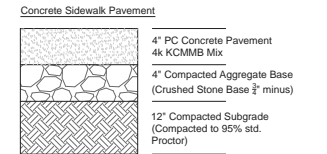
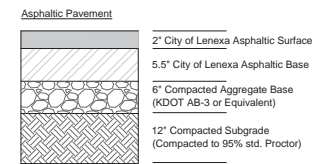
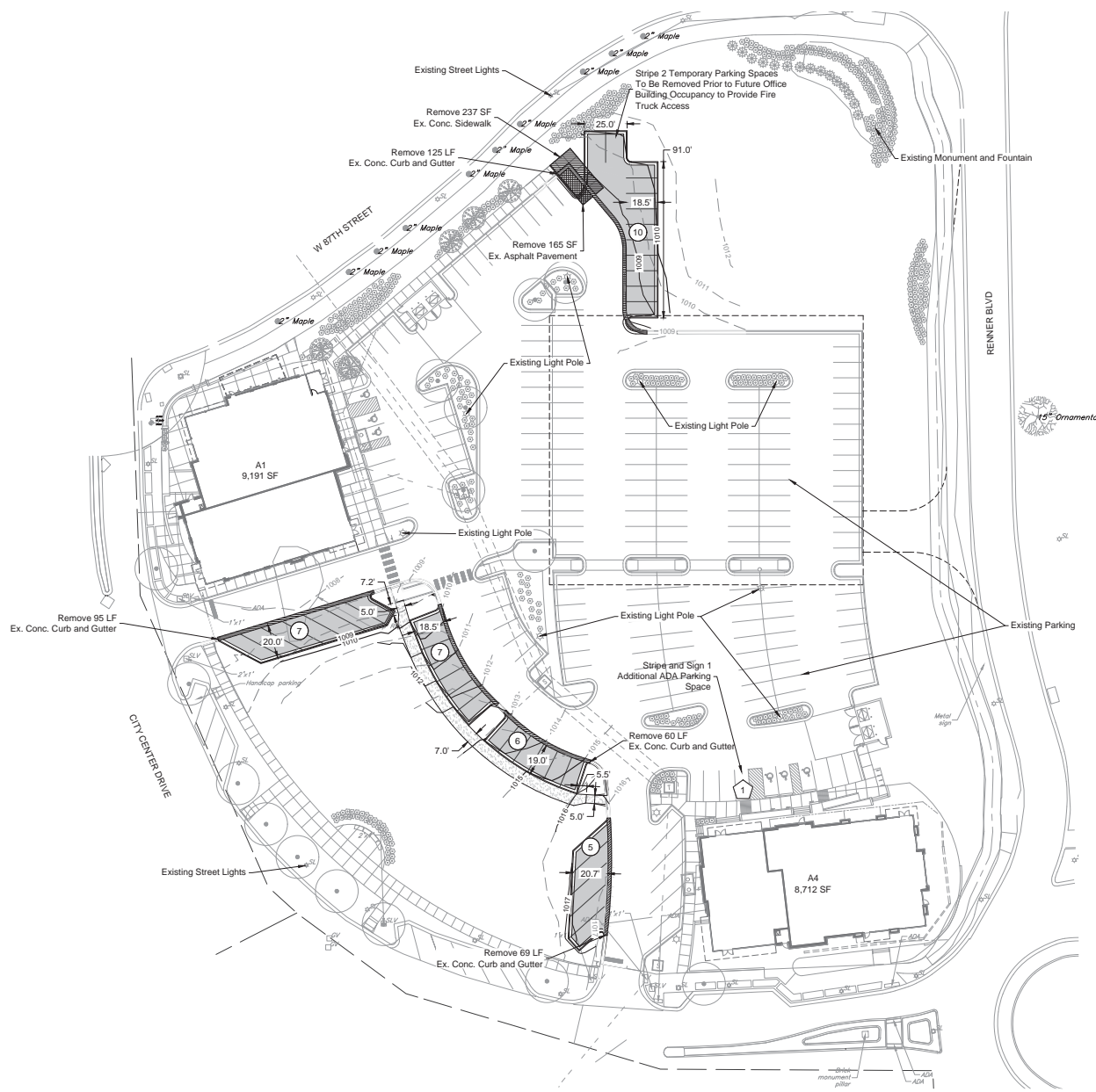
### ★ Staff recommends approval of the proposed Revised Final Plan for City Center Lenexa Area A Adding Deferred Parking

- The revised final plan will allow the construction of 37 additional surface parking spaces for City Center Lenexa Area A.
- After the proposed 37 parking spaces are constructed, no additional surface parking shall be allowed to be constructed within Area A. Additional parking shall be within the planned parking structure.
- The project is consistent with Lenexa's goals through **Strategic Community Investment** to create **Inviting Places**.

## REVISED FINAL PLAN

Staff recommends **APPROVAL** of the revised final plan for PL25-13FR – **City Center Lenexa Area A Adding Deferred Parking** at the southwest corner of eastbound 87<sup>th</sup> Street Parkway and Renner Boulevard, for a restaurant use with one condition:

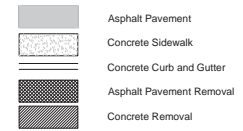
1. Buildings A1 and A4 are permitted to be constructed and occupied as part of Phase 1 with surface parking. Buildings A2, A3, and A5 shall not receive final plan approval except in conjunction with final planning and construction of the parking structure.



Pavement thickness and subgrade shall conform to the recommendations of the geotechnical engineer.

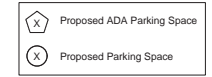
Subgrade treatment shall be approved by the geotechnical engineer.

**LEGEND**



- Notes:**
- Existing Parking Lot Lighting will Remain.
  - All disturbed Areas will be Restored to a Condition Equal to or Better than Prior to Disturbance.
  - All existing landscaping to remain. Any landscaping damaged by construction of new parking spaces to be replaced.

Site Data Table	
Area A	4,512 AC
Existing Building A1	9,191 SF
Existing Building A4	8,712 SF
Existing Parking	1,102 Spaces
Proposed Parking	30 Spaces
Total Parking	1,132 Spaces
Proposed Improvement	C 114 AC
*This drawing is preliminary and not for construction.	
Site Plan - Phase 1 City Center Area A Plans	



## CONSENT AGENDA

1. Cedar Canyon West Villas - Consideration of a final plat for a single-family residential development with 29 lots located near the southwest corner of 99th Street and 100th Street within the RP-2, Planned Residential (Intermediate Density) District. PT25-19F
2. City Center Lenexa Area A (Restaurant Row) - Deferred Parking - Consideration of a revised final plan to construct additional surface parking spaces in a shared parking lot within the Restaurant Row site, located approximately at the southwest corner of eastbound 87th Street Parkway and Renner Boulevard. PL25-13FR
3. Kids Inn Childcare Center - Consideration of a revised final plan for exterior improvements related to an outdoor play area at a commercial daycare located at 9870 Quivira Road within the NP-O, Planned Neighborhood Office District. SU25-03
4. Lenexa Logistics Centre North, 6th Plat - Consideration of a final plat for a new industrial building on property located at 17200 College Boulevard within the BP-2, Planned Manufacturing District. PT25-09F
5. Luxe Residences Clubhouse - Consideration of a final plan to construct private amenities for a residential development located at 9624 Jupiter Street within the PUD, Planned Unit Development District. PL25-15F
6. Luxe Residences Plats - Consideration of four final plats to divide duplex lots. The lots are located at 9537 Jupiter Street, 9551 Jupiter Street, 9565 Jupiter Street, and 9579 Jupiter Street, all within the PUD, Planned Unit Development District. PT25-13F, PT25-14F, PT25-15F, PT25-16F
7. Stag Westlake - Consideration of a final plat for the development of two industrial lots located at 14050 Marshall Drive within the BP-2, Planned Manufacturing District. PT25-17F

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





**CITY COUNCIL  
MEMORANDUM**

**ITEM 9**

**SUBJECT:** Resolution authorizing the Mayor to execute a subrecipient agreement with Johnson County, an Authorized Signature Form, and an extension request letter for Community Development Block Grant Project Number 2025-10

**CONTACT:** Tim Green, Deputy Community Development Director

**DATE:** October 21, 2025

**ACTION NEEDED:**

Adopt a resolution authorizing the Mayor to execute a subrecipient agreement with Johnson County, an Authorized Signature Form, and an extension request letter for the Community Development Block Grant (CDBG) Project Number 2025-10.

**PROJECT BACKGROUND/DESCRIPTION:**

The City's CDBG entitlement funds are administered by Johnson County. Pursuant to the Memorandum of Understanding with Johnson County, the CDBG Program annual sub-grant to the City is based upon the City's percentage of the Johnson County population, according to the 2010 U.S. Census data, excluding the cities of Overland Park and Shawnee. The sub-grant is awarded annually based on project applications submitted to Johnson County. In 2025, funding was awarded for the Street Lighting System Replacement Project ("Project") at the following locations:

- Candlelight Lane
- Widmer Road
- Park Street
- Summit Street
- 89th Terrace

This subrecipient agreement sets forth the general terms and conditions, federal and Johnson County regulations and requirements, and financial management requirements for acceptance of the CDBG funds. The Authorized Signature Form certifies that the individual staff members listed on the form are authorized to sign the reimbursement requests for CDBG funds.

Staff will bid the Project this year, but due to receiving the subrecipient agreement late in the year and delays in acquiring street lighting equipment, work is expected to begin in 2026. Therefore, the City must also formally request an extension of the CDBG funds for any work not completed by December 31, 2025. The request is to extend the project completion date to August 30, 2026.

The agreement, form, and letter are available for review in the City Clerk's office.

**FINANCIAL IMPLICATIONS/FUNDING SOURCES:**

The Project agreement provides CDBG funding, and the remaining amount is funded in the 2025-2029 Capital Improvement Program (Project No. 60042). The total estimated construction cost is \$330,000.

Street Lighting System Replacement Project	\$135,075.20
CDBG	\$194,924.80
Total	\$330,000.00

**STAFF RECOMMENDATION:**

Adopt the resolution.

**VISION / GUIDING PRINCIPLES ALIGNMENT:**

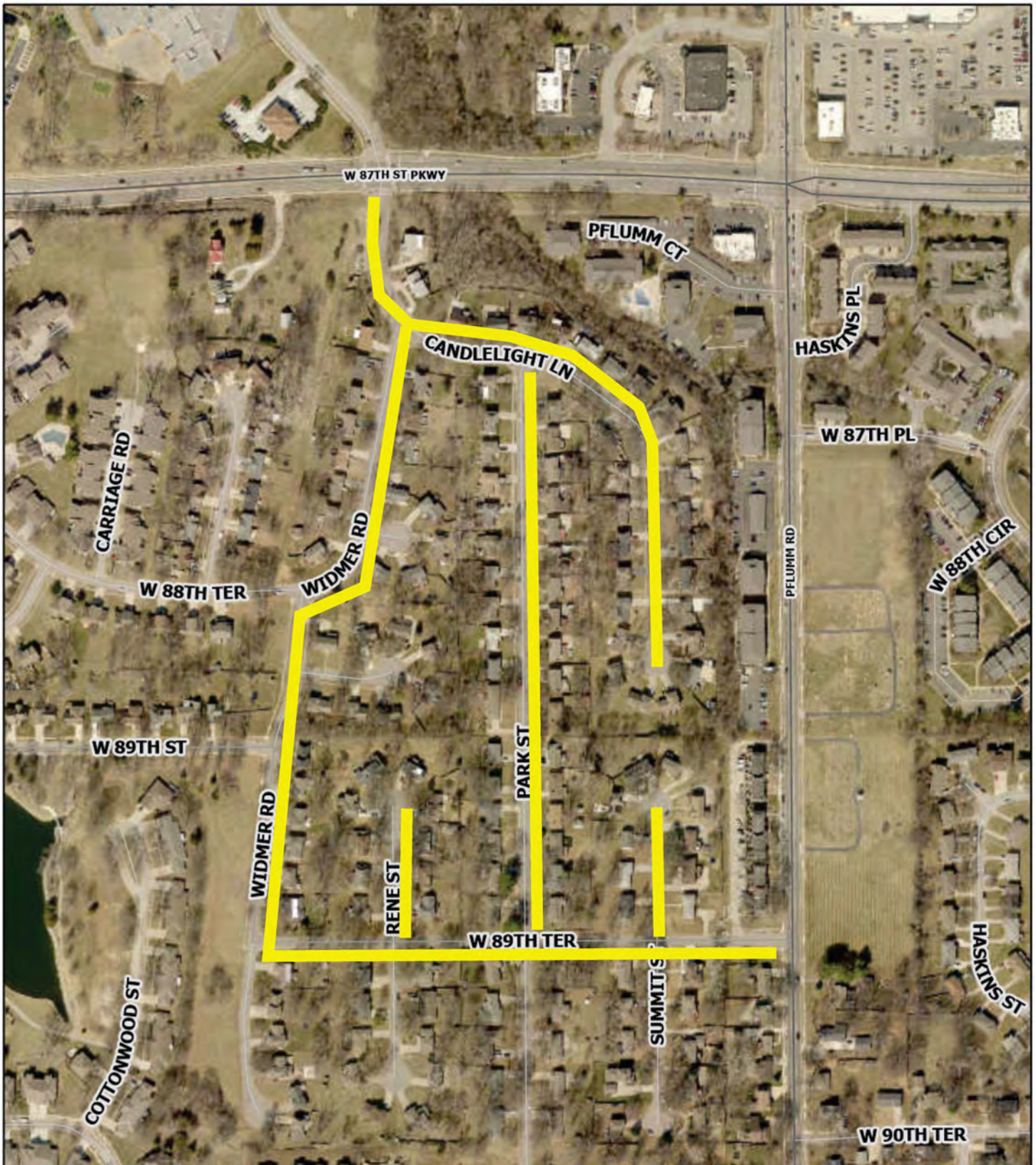
**Vision 2040**  
Vibrant Neighborhoods

**Guiding Principles**  
Strategic Community Investment  
Sustainable Policies and Practices

**ATTACHMENTS**

- 1. Map
- 2. Resolution





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

## 2025 CDBG Street Lighting System Replacement Project

Candlelight Ln, Widmer Rd, Park St, Summit St, 89th Ter



0 165 330 660 Feet





**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE SUBRECIPIENT AGREEMENTS WITH JOHNSON COUNTY, KANSAS AND AUTHORIZED SIGNATURE FORMS FOR THE COMMUNITY DEVELOPMENT BLOCK GRANT (“CDBG”) PROJECT NUMBER 2025-10, STREET LIGHTING SYSTEM REPLACEMENT PROJECT.**

**WHEREAS**, Johnson County, Kansas (“County”) has entered into a Grant Agreement with the United States Department of Housing and Urban Development (“HUD”), for federal assistance under Title I of the Housing and Community Development Act of 1974, as amended; and

**WHEREAS**, pursuant to said Grant Agreement, County is obligated to require compliance with certain terms and conditions by any third-party with whom County contracts for the use of funds provided pursuant to the Grant Agreement; and

**WHEREAS**, the City of Lenexa’s Governing Body has determined a CDBG project is necessary to conduct essential community development activities and desires to be eligible for participation; and

**WHEREAS**, County has authorized the use of funds provided in conjunction with the Grant Agreement for a CDBG project to be administered by the City of Lenexa (“City”); and

**WHEREAS**, said CDBG project has been determined by County to be an eligible project under Title I of the Housing and Community Development Act of 1974, as amended, in that said CDBG project number 2025-10, Street Lighting System Replacement Project (the “CDBG Project”), will enable City to replace streetlights along Candlelight Lane, Widmer Road, Park Street, Summit Street, and 89<sup>th</sup> Terrace in Lenexa, Kansas; and

**WHEREAS**, County requires, as a condition precedent to County’s requesting from HUD a release of funds for said CDBG Project, the execution of the Subrecipient Agreements; and

**WHEREAS**, the Subrecipient Agreement requires work on the CDBG Project to be completed prior to December 31, 2025, however, if such work will not be completed by that date, the City must request an extension; and

**WHEREAS**, the City must request an extension of time to complete the CDBG Project because it received the Subrecipient Agreement from the County late in 2025, and due to delays in acquiring the necessary street lighting

equipment, the CDBG Project will be bid prior to December 31, 2025, but will not be completed before that date; and

**WHEREAS**, the Subrecipient Agreement, Authorized Signature Form, and Request for Extension of Time, attached hereto as Exhibits A, B, and C, respectively, have been reviewed and accepted by the City's Governing Body.

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF LENEXA, KANSAS:**

**SECTION ONE:** The City of Lenexa, Kansas, a municipal corporation, does hereby approve and authorize the Mayor to execute the Subrecipient Agreement, Authorized Signature Form, and Request for Extension of Time for CDBG Project Number 2025-10, Street Lighting System Replacement Project, set out in Exhibits A, B, and C, respectively, attached hereto and incorporated herein by reference.

**SECTION TWO:** This Resolution shall become effective upon adoption by the Governing Body.

**ADOPTED** by the City Council this 21st day of October, 2025.

**SIGNED** by the Mayor this 21st day of October, 2025.

[SEAL]

CITY OF LENEXA, KANSAS

---

Julie Sayers, Mayor

ATTEST:

---

Jennifer Martin, City Clerk

APPROVED AS TO FORM:

---

Steven Shrout, Assistant City Attorney



**CITY COUNCIL  
MEMORANDUM**

**ITEM 10**

**SUBJECT:** Ordinance authorizing the issuance of industrial revenue bonds in the principal amount not to exceed \$22 million (Lenexa Logistics Centre South - Building 6)

**CONTACT:** Sean McLaughlin, City Attorney

**DATE:** October 21, 2025

**ACTION NEEDED:**

Pass an ordinance authorizing the issuance of industrial revenue bonds (IRBs) in the principal amount not to exceed \$22 million (Lenexa Logistics Centre South - Building 6).

**PROJECT BACKGROUND/DESCRIPTION:**

On May 4, 2021, the City Council adopted Resolution 2021-037, stating the City's intent to issue IRBs to help finance the acquisition, construction, and equipping of a 198,715 square foot building in the Lenexa Logistics Centre South development located west of 113th Street Britton Street. The City Council also approved a tax abatement with a fixed payment in lieu of taxes (PILOT) agreement and an effective abatement of 55% over 10 years. The project is nearly complete, and the developer has requested the City issue the IRBs. If approved, the IRB issue is anticipated to close prior to October 31, 2025.

The IRBs use the City's standard IRB documents, which are available for review in the City Clerk's office.

**FINANCIAL IMPLICATIONS/FUNDING SOURCES:**

IRBs are not backed by the full faith and credit of the City. The applicant is responsible for repayment of the bonds and all fees related to the bond issue, including an origination fee.

**STAFF RECOMMENDATION:**

Pass the ordinance.

**VISION / GUIDING PRINCIPLES ALIGNMENT:**

**Vision 2040**

Thriving Economy

**Guiding Principles**

Responsible Economic Development

**ATTACHMENTS**

1. Map
2. Ordinance





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

## Lenexa Logistics Centre South Building 6



0 200 400 800  
Feet

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE AUTHORIZING THE CITY OF LENEXA, KANSAS, TO ISSUE ITS INDUSTRIAL REVENUE BONDS (TAXABLE UNDER FEDERAL LAW), SERIES 2025 (LENEXA LOGISTICS CENTRE SOUTH – BUILDING 6), IN THE PRINCIPAL AMOUNT NOT TO EXCEED \$22,000,000 FOR THE PURPOSE OF ACQUIRING, CONSTRUCTING AND EQUIPPING A COMMERCIAL WAREHOUSE AND OFFICE FACILITY, AND AUTHORIZING THE EXECUTION OF CERTAIN DOCUMENTS IN CONNECTION WITH THE ISSUANCE OF THE BONDS (LENEXA LOGISTICS CENTRE SOUTH – BUILDING 6).**

**WHEREAS**, the City of Lenexa, Kansas (the “City” and the “Issuer”) is authorized by K.S.A. 12-1740 *et seq.*, as amended (the “Act”), to acquire, construct, improve and equip certain facilities (as defined in the Act) for commercial, industrial and manufacturing purposes, to enter into leases and lease-purchase agreements with any person, firm or corporation for such facilities, and to issue revenue bonds for the purpose of paying the costs of such facilities; and

**WHEREAS**, on April 2, 2013, the governing body of the Issuer adopted Resolution No. 2013-35 (the “Master Resolution of Intent”) expressing its intent to issue up to \$103,000,000 principal amount of industrial revenue bonds under the Act for the purpose of acquiring, constructing and equipping one or more buildings and facilities at or near the intersection of Britton Street and 113<sup>th</sup> Street in the Lenexa Logistics Centre South business park to be used for commercial purposes (the “Master Project”) for the benefit of BK Properties, LLC, a Missouri limited liability company (the “Original Developer”); and

**WHEREAS**, on May 4, 2021, the governing body of the Issuer adopted Resolution No. 2021-037 also expressing its intent to issue an approximate amount of \$16,210,000 of industrial revenue bonds to finance the cost of acquiring, constructing and equipping an approximately 180,033 square foot commercial warehouse and office facility located west of Britton St. and 113<sup>th</sup> St. within the Master Project, and to grant an abatement from ad valorem real estate taxes in accordance with the terms thereof and subject to execution of that certain Payment in Lieu of Tax Agreement - Lenexa Logistics Centre South – Building 6 dated as of May 4, 2021 (the “Original PILOT Agreement”), by and between the Issuer and Lenexa Logistics 6, LLC, a Kansas limited liability company (the “Original Company”), which is an affiliate of the Original Developer; and

**WHEREAS**, on November 16, 2021, the governing body of the Issuer adopted Resolution No. 2021-108 amending Resolution No. 2021-37 and the Original PILOT Agreement to extend the time for performance from July 31, 2022 to July 31, 2023; and

**WHEREAS**, on July 18, 2023, the governing body of the Issuer adopted Resolution No. 2023-072 amending Resolution No. 2021-108 and the Original Pilot Agreement, as amended, to extend the time for performance to July 31, 2024 and to increase the authorization of the issuance of the Bonds to \$18,000,000; and

**WHEREAS**, on August 20, 2024 the governing body of the Issuer adopted Resolution No. 2024-057 amending Resolution No. 2023-072 and the Original Pilot Agreement, as amended, to extend the time for performance to December 31, 2026 and to increase the authorization of the issuance of the Bonds to \$22,000,000; and

**WHEREAS**, on January 7, 2025 the governing body of the Issuer adopted Resolution No. 2025-001 amending Resolution No. 2024-057 and the Original PILOT Agreement, as amended, to express its intent to issue an approximate amount of \$22,000,000 of industrial revenue bonds to finance the cost of acquiring, constructing and equipping an approximately 198,715 square foot commercial industrial, warehouse and office facility including real estate, building, improvements, and equipment located west of Britton St. and 113<sup>th</sup> St. (the “Project”), within the Master Project, and to grant an abatement from ad valorem real estate taxes in accordance with the terms thereof and subject to execution of the Original Pilot Agreement dated May 4, 2021, and subsequently amended on November 16, 2021, July 18, 2023, August 20, 2024, and January 7, 2025 (as amended, the “PILOT Agreement”), by and between the Issuer and Lenexa Logistics South 6, LLC, a Kansas limited liability company (the “Company”), which is an affiliate of the Original Developer; and

**WHEREAS**, the Issuer has found and does find and determine that it is desirable in order to promote, stimulate and develop the general economic welfare and prosperity of the Issuer and the State of Kansas that the Issuer issue its Industrial Revenue Bonds (Taxable Under Federal Law), Series 2025 (Lenexa Logistics Centre South – Building 6), in the principal amount not to exceed \$22,000,000 (the “Bonds”), for the purpose of paying the costs of acquiring, constructing and equipping the Project as more fully described in the Indenture, the Base Lease and the Lease hereinafter authorized, and authorizing the Issuer to lease the Project to the Company; and

**WHEREAS**, the Issuer further finds and determines that it is necessary and desirable in connection with the issuance of the Bonds to execute and deliver (i) a Trust Indenture (the “Indenture”), with BOKF, N.A., Kansas City, Missouri, as Trustee; (the “Trustee”), prescribing the terms and conditions of issuing and securing the Bonds; (ii) a Base Lease Agreement (the “Base Lease”), pursuant to which the Issuer will lease the Project from the Company; (iii) a Lease (the “Lease”), pursuant to which the Issuer shall lease back the Project to the Company, in consideration of rentals which are intended to be sufficient to provide for the payment of the principal of, premium, if any, and interest on the Bonds as the same become due; (iv) a Bond Purchase Agreement (the “Bond Purchase Agreement”) providing for the sale of the Bonds by the Issuer to the Company; and (v) the PILOT Agreement (the Indenture, the Base Lease, the Lease, the Bond Purchase Agreement and the PILOT Agreement are referred to collectively herein as the “Bond Documents”);

**NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF LENEXA, KANSAS:**

**SECTION 1. Authority To Cause the Project To Be Acquired, Constructed and Equipped.** The Issuer is hereby authorized to cause the Project to be acquired,



constructed and equipped all in the manner and as more particularly described in the Indenture, the Base Lease and the Lease hereinafter authorized.

**SECTION 2. Authorization of and Security for the Bonds.** The Issuer is hereby authorized and directed to issue the Bonds in the principal amount not to exceed \$22,000,000 for the purpose of providing funds to pay the costs of the Project. The Bonds shall be dated and bear interest, shall mature and be payable at such times, shall be in such forms, shall be subject to redemption and payment prior to the maturity thereof, and shall be issued in the manner prescribed and subject to the provisions, covenants and agreements set forth in the Indenture. The Bonds shall be special limited obligations of the Issuer payable solely from the trust estate established under the Indenture, including revenues from the lease of the Project. The Bonds shall not be general obligations of the Issuer, nor constitute a pledge of the full faith and credit of the Issuer and shall not be payable in any manner by taxation.

**SECTION 3. Execution of Bonds and Bond Documents.** The Mayor or acting Mayor of the Issuer is hereby authorized and directed to execute the Bonds and deliver them to the Trustee for authentication on behalf of, and as the act and deed of the Issuer, in the manner provided in the Indenture. The Mayor or acting Mayor is further authorized and directed to execute and deliver the Bond Documents on behalf of, and as the act and deed of the Issuer, in substantially the forms on file in the office of the City Clerk, with such corrections or amendments thereto as the Mayor or acting Mayor may approve, which approval shall be evidenced by his execution thereof, and to execute such other documents, certificates and instruments as may be necessary or desirable to carry out and comply with the purposes and intent of this Ordinance and the Bond Documents. The City Clerk of the Issuer is hereby authorized and directed to attest the execution of the Bonds, the Bond Documents and such other documents, certificates and instruments as may be necessary or desirable to carry out the intent of this Ordinance under the Issuer's official seal.

**SECTION 4. Tax Exemption; Payment in Lieu of Taxes.** The Issuer hereby determines that pursuant to the provisions of K.S.A. 79-201a *Twenty-Fourth*, the Project purchased or constructed with the proceeds of the Bonds is subject to exemption from ad valorem property taxes for ten years commencing the year following the year in which the Bonds are issued, provided proper application is made therefor to the Kansas Board of Tax Appeals. The Issuer further determines that the Project shall be exempt from such taxes for ten years, commencing in the year after the Bonds are issued, subject to an annual payment in lieu of taxes and other terms and conditions of the PILOT Agreement. In making such determination the governing body of the Issuer has conducted the public hearing and reviewed the analysis of costs and benefits of such exemption required by K.S.A. 12-1749d. The Company is responsible for preparing such application and providing the same to the City for its review and submission

**SECTION 5. Pledge of the Project and Net Earnings.** The Issuer hereby pledges the Issuer's leasehold interest in the Project and the net earnings generated under the Lease to the payment of the Bonds in accordance with K.S.A. 12-1744. The

lien created by such pledge shall be discharged when all of the Bonds shall be deemed to be paid within the meaning of the Indenture.

**SECTION 6. Further Authority.** The officials, officers, agents and employees of the Issuer are hereby authorized and directed to take such action, expend such funds and execute such other documents, certificates and instruments as may be necessary or desirable to carry out the provisions of this Ordinance and to carry out and perform the duties of the Issuer with respect to the Bonds and the Bond Documents as necessary to give effect to the transactions contemplated in this Ordinance and in the Bond Documents.

**SECTION 7. Effective Date.** This Ordinance shall take effect from and after its final passage by the governing body of the Issuer, signature by the Mayor and publication once in the official newspaper of the Issuer.

**PASSED** by the Lenexa Governing Body on October 21, 2025.

**SIGNED** by the Mayor on October 21, 2025.

**CITY OF LENEXA, KANSAS**

---

Julie Sayers, Mayor

[SEAL]

**ATTEST:**

---

Jennifer Martin, City Clerk

**APPROVED AS TO FORM:**

---

Sean McLaughlin, City Attorney



**CITY COUNCIL  
MEMORANDUM**

**ITEM 11**

**SUBJECT:** Resolution declaring it necessary to appropriate private property for construction of the 83rd Street from Gleason Road to Clare Road Project

**CONTACT:** Tim Green, Deputy Community Development Director

**DATE:** October 21, 2025

**ACTION NEEDED:**

Adopt a resolution declaring it necessary to appropriate private property for construction of the 83rd Street from Gleason Road to Clare Road Project ("Project").

**PROJECT BACKGROUND/DESCRIPTION:**

This resolution declares it necessary to appropriate private property for reconstructing and widening 83rd Street from Gleason Road to Clare Road. The Project will reconstruct the existing street from a two-lane to a four-lane arterial with roundabouts at the intersections with Gleason Road and Clare Road, curb and gutter, landscaped median, bike lanes, street lighting, storm sewer, and a 10-foot-wide trail. The Project will also include a five-foot-wide sidewalk on the opposite side of 83rd Street from the multiuse trail.

Temporary construction easements, public utility easements, and/or permanent right-of-way will be needed from 30 properties along the corridor. The need to fully acquire one property is expected, with the potential for one additional property, pending discussions with the owners.

This is the first step in acquiring the easements for the Project. This resolution empowers the Community Development Director, or their designee, to approve offers, negotiate for the acquisition of such private property, and enter into agreements to accomplish such acquisition, provided there is sufficient funding available in the approved project budget to accomplish the same. This provision affirms the standard practice by which Community Development staff make all reasonable attempts to settle with property owners outside of condemnation. Should condemnation be necessary, staff will seek further authorization from the Governing Body to institute those proceedings.

**FINANCIAL IMPLICATIONS/FUNDING SOURCES:**

This Project is included in the 2025-2029 Capital Improvement Program (Project No. 60067) and will be funded with general obligation bonds. The total budget is \$13,671,790.00, which includes property acquisitions.

**STAFF RECOMMENDATION:**

Adopt the resolution.



## **VISION / GUIDING PRINCIPLES ALIGNMENT:**

### **Vision 2040**

Integrated Infrastructure & Transportation

### **Guiding Principles**

Strategic Community Investment

## **ATTACHMENTS**

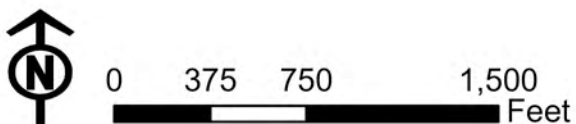
1. Map
2. Resolution



Document Path: L:\Engineering\Projects\ACTIVE PROJECTS\83rd Street - Gleason Rd to Clare Rd\Packet Memos\83rd Street Gleason to Clare.aprx

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

## 83rd Street (Gleason Road to Clare Road)



**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION DECLARING IT NECESSARY TO APPROPRIATE PRIVATE PROPERTY FOR THE USE OF THE CITY OF LENEXA, KANSAS FOR CONSTRUCTION OF THE 83RD STREET (GLEASON TO CLARE ROAD) PROJECT.**

**WHEREAS**, the City of Lenexa, Kansas does hereby authorize and direct the following described improvement:

83rd Street (Gleason Road to Clare Road) Project

**WHEREAS**, it is necessary to acquire private property for the construction of the improvements.

**NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF LENEXA, KANSAS:**

**SECTION ONE:** It is hereby declared necessary to acquire private property for the use of the City of Lenexa, Kansas, for the following described improvements:

83rd Street (Gleason Road to Clare Road) Project

**SECTION TWO:** It is hereby authorized and directed that a survey and description of the lands or interests therein to be acquired be made by the City Engineering staff and filed with the City Clerk of the City of Lenexa, Kansas.

**SECTION THREE:** The Community Development Director, or designee, is hereby empowered to negotiate and approve offers for the acquisition of such private property and to enter into agreements accomplishing such acquisition, whose value does not exceed his authorization under the City's purchasing policy; and the City Manager, or her designee, is authorized to enter into all other agreements accomplishing such acquisition; provided there is sufficient funding available in the approved project budget to accomplish the same.

**SECTION FOUR:** This Resolution shall take effect and be in force from and after its publication in the official City newspaper.

ADOPTED by the City Council this 21st day of October, 2025.

SIGNED by the Mayor this 21st day of October, 2025.



CITY OF LENEXA, KANSAS

[SEAL]

---

Julie Sayers, Mayor

ATTEST:

---

Jennifer Martin, City Clerk

APPROVED AS TO FORM:

---

Steven D. Shrout, Assistant City Attorney



**CITY COUNCIL  
MEMORANDUM**

**ITEM 12**

**SUBJECT:** Ordinance approving a five-year special use permit for a medical clinic expansion for Raw Health Company located at 12760 W. 87th Street Parkway, Suite 110, in the NP-O, Planned Neighborhood Office District

**CONTACT:** Stephanie Sullivan, Planning Manager

**DATE:** October 21, 2025

**ACTION NEEDED:**

Pass an ordinance approving a five-year special use permit (SUP) for a medical clinic use for Raw Health Company located at 12760 W. 87th Street Parkway, Suite 110 in the NP-O, Planned Neighborhood Office District.

**APPLICANT:**

Suzanne Adams, Raw Health Company

**OWNER:**

Pavilions LLC

**PROPERTY ADDRESS:**

12760 W. 87th Street Parkway, Suite 110

**PROJECT BACKGROUND/DESCRIPTION:**

The applicant requests approval of an SUP to allow expansion of an existing medical clinic, Raw Health Company, within the NP-O (Planned Neighborhood Office) District at 12760 W. 87th Street Parkway, Suite 110. An SUP is required by the Unified Development Code (UDC) to operate a medical clinic in this district.

Raw Health was originally approved for a five-year SUP in 2023, allowing four providers and up to nine patients on-site at one time. The applicant now proposes to expand the tenant space by adding four treatment rooms, which would increase capacity to eight providers and up to 18 patients. The expansion also includes interior renovations.

The clinic will continue to operate between 7 AM and 8 PM daily, offering primarily chiropractic and massage therapy services, with other medical clinic services permitted under this SUP. Parking is adequate, with 40 on-site spaces and access to shared parking areas within the commercial center. No operational concerns have been reported since the clinic opened.

**STAFF RECOMMENDATION:**

Pass the ordinance.

**PLANNING COMMISSION ACTION:**

This item was considered as Item 9 on the Regular Agenda at the October 6, 2025 Planning Commission meeting. A public hearing was held and no one from the public spoke regarding this item. Chairman Poss

asked if there had been any previous issues with the tenants in the building. Staff replied that there had been no reports of issues.

Chairperson Poss entertained a motion to recommend **APPROVAL** for a five-year special use permit for a medical clinic use for Raw Health Company at 12760 W. 87th Street Parkway, Suite 110 in the NP-O Zoning District. Moved by Commissioner Wagner, seconded by Commissioner Jamison, and carried by a unanimous voice vote.

#### **VISION / GUIDING PRINCIPLES ALIGNMENT:**

##### **Vision 2040**

Vibrant Neighborhoods

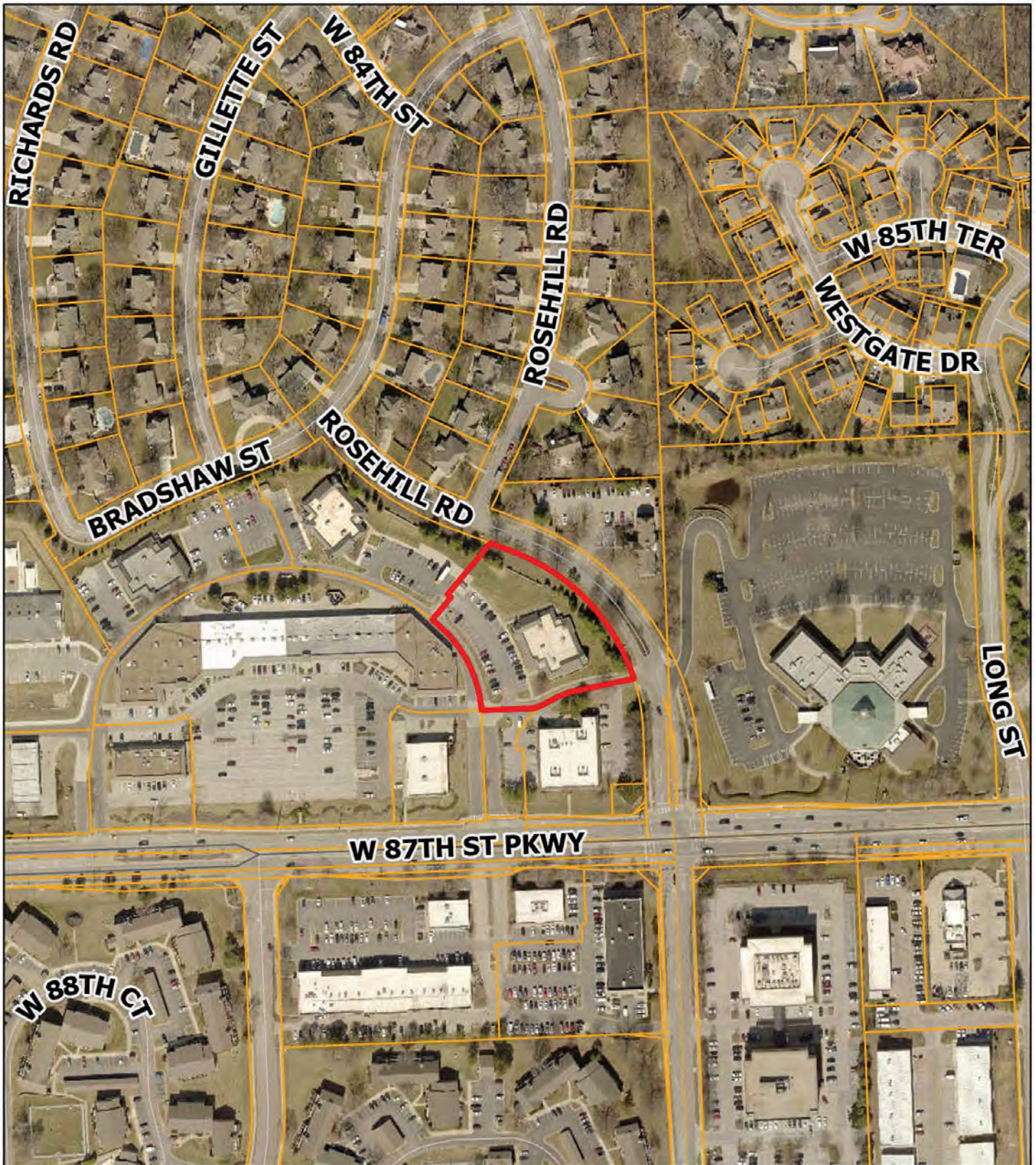
##### **Guiding Principles**

Strategic Community Investment

#### **ATTACHMENTS**

1. Map
2. PC Staff Report
3. PC Draft Minutes Excerpt
4. Ordinance





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

## Raw Health Company Special Use Permit

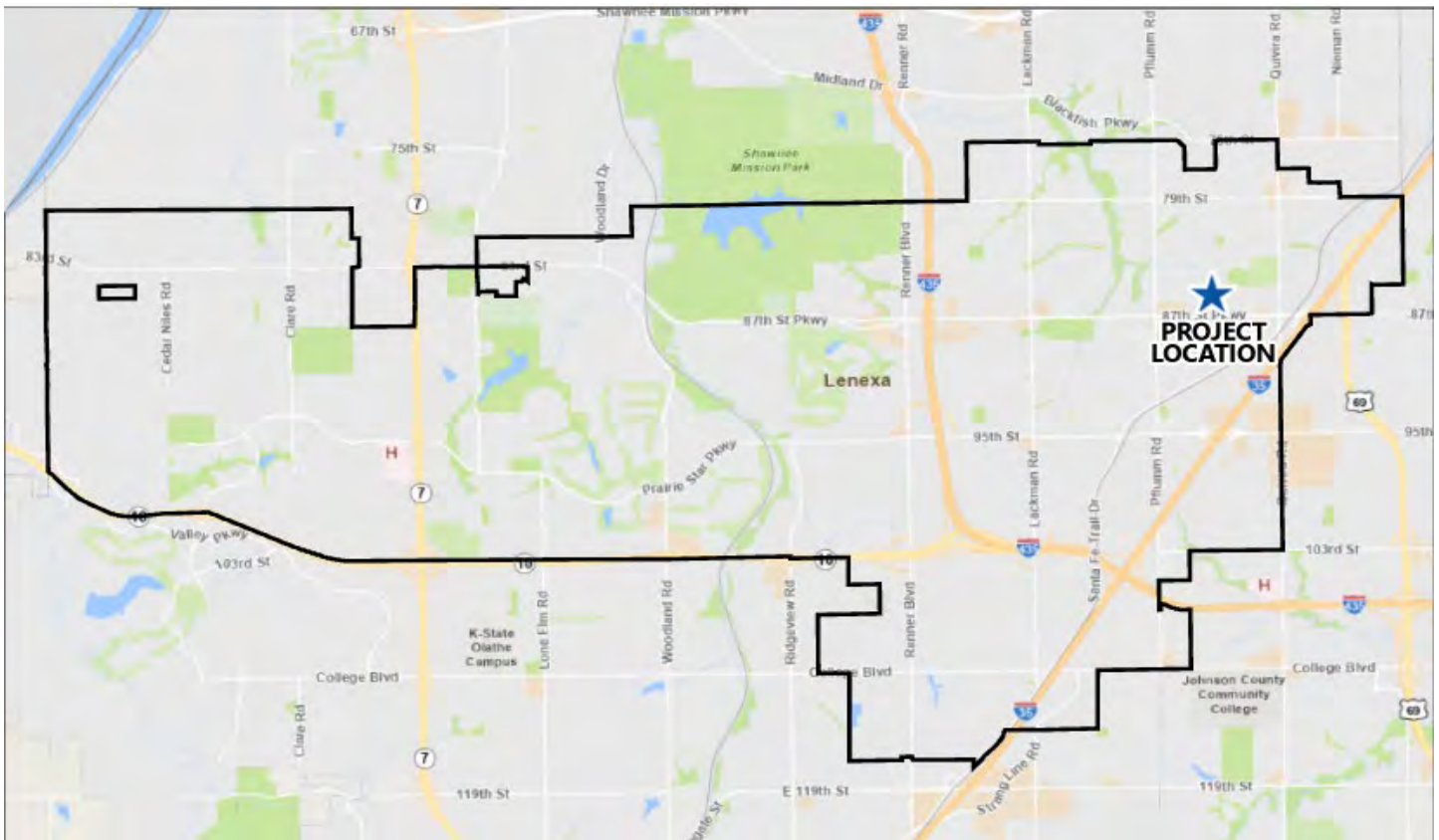


0 125 250 500  
Feet



## RAW HEALTH COMPANY EXPANSION

<b>Project #:</b>	SU25-10	<b>Location:</b>	12760 W. 87 <sup>th</sup> Street Parkway, Suite 110
<b>Applicant:</b>	Suzanne Adams, Business Owner	<b>Project Type:</b>	Special Use Permit
<b>Staff Planner:</b>	Noah Vaughan	<b>Proposed Use:</b>	Medical Clinic (Chiropractor)



### PROJECT SUMMARY

The applicant requests approval of a special use permit (SUP) to expand the existing Raw Health Company medical clinic located at 12760 W. 87<sup>th</sup> Street Parkway, Suite 110, within the NP-O (Planned Neighborhood Office) District. An SUP (SU23-11) was approved in 2023 to operate the medical clinic at this location for a five-year period with no conditions. Because that approval was based on the clinic's operations as presented at the time, a significant expansion now requires a new SUP.

The proposed expansion would increase the number of treatment rooms from four to eight and allow for additional providers, thereby increasing patient traffic and the customer base. This intensification of use triggers the requirement for a new SUP. Interior improvements, including repainting and new flooring, are also proposed. No exterior changes to the building are planned. This project requires a public hearing.

**STAFF RECOMMENDATION: APPROVAL FOR FIVE YEARS**

## SITE INFORMATION

The property at 12760 W. 87<sup>th</sup> Street Parkway hosts one primary structure that was constructed in 1985. The property was initially zoned CP-1 (Planned Neighborhood Commercial) District and was later rezoned to NP-O. The structure is one level with eight total suites that are occupied by a variety of businesses for general office and nonconforming medical clinic uses.

LAND AREA (AC)	BUILDING AREA (SF)	CURRENT ZONING	COMP. PLAN
1.54	Total: 10,032 Raw Health: 700	NP-O	Office/Employment Center

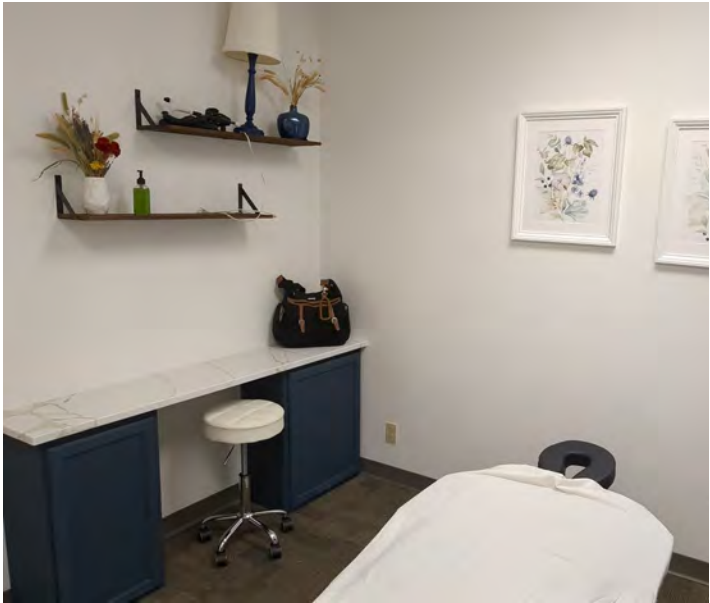


**Exhibit 1: Aerial Image of Subject Site.**



**Exhibit 2: Façade of building facing 87<sup>th</sup> Street Parkway, in addition to access and parking available at the site.**





**Exhibit 3: Treatment Room 1**



**Exhibit 4: Treatment Room 2**

## LAND USE REVIEW

The subject property is in a Neighborhood Planned Office District. A *medical or dental clinic*, which includes chiropractic, requires a special use permit in this zoning district. Per UDC [Section 4-3-C-3](#), a *medical or dental clinic* is defined as:

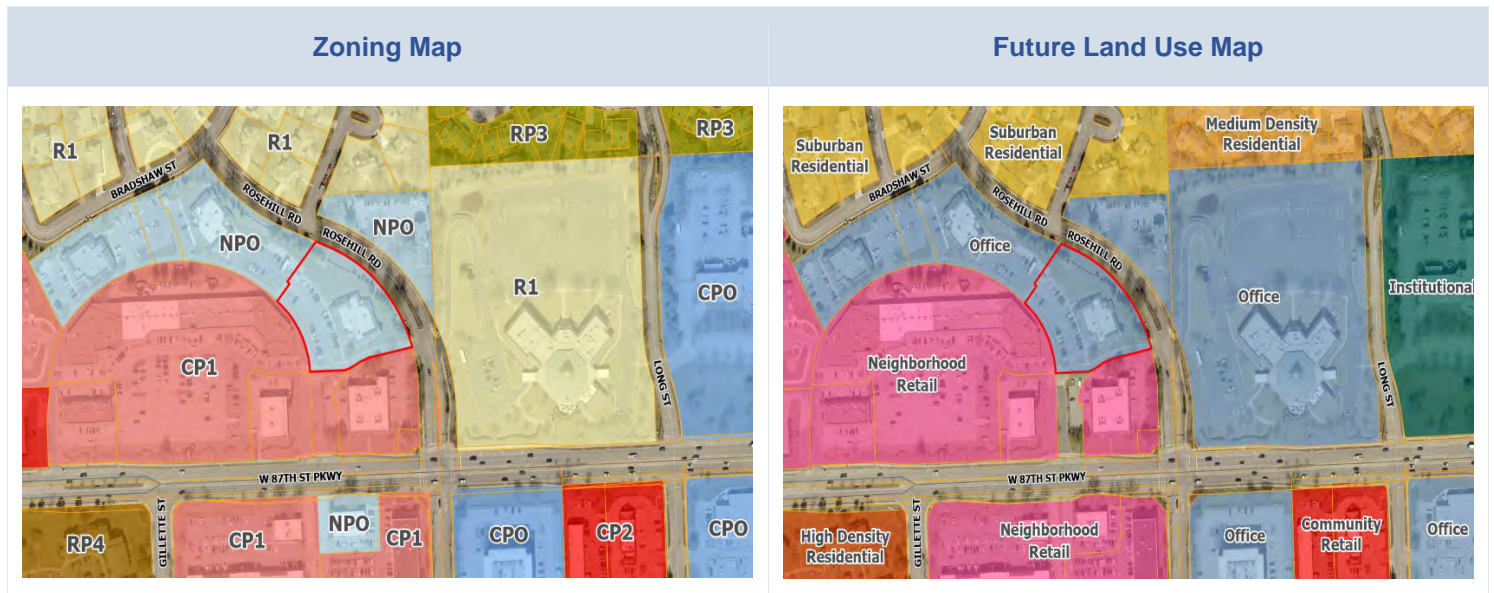
“an establishment where patients, who are not lodged overnight except for observation or emergency treatment, are admitted for examination and treatment by a person or group of persons practicing any form of healing or health-building services, whether such persons be medical doctors, chiropractors, osteopaths, chiropodists, naturopaths, optometrists, dentists or any such profession, the practice of which is lawful in the State, and also includes establishments which provide massage therapy subject to the licensing provisions in this City Code.”

Raw Health Company is a medical practice that specializes in lymphatic therapy, massage therapy, and whole family chiropractic care. The clinic is currently open for appointments between 7:00 AM to 8:00 PM, 7 days per week. Visits are scheduled by appointment only. Appointments for chiropractic care are generally 15 to 30 minutes, while appointments for massage therapy range from 60 to 90 minutes, depending upon the modality of treatment requested by the client. The applicant stated that each individual provider works between 10 to 30 hours per week.

If this special use permit application is approved, Raw Health Company plans to expand their business by adding four treatment rooms near Treatment Room 4 in order to accommodate additional medical providers in these spaces.

With the expansion of Raw Health Company’s business, it is anticipated that the maximum number of patients that could be seen would increase from four to eight, and an additional six to ten patients could be in the waiting area. There would be a maximum of eighteen patients in the office at any one time. Raw Health Company is unsure of what services new providers would be offering; however, they have stated they would be looking for physical therapists or doula services to add to the space. These services would be covered under the *medical clinic* use.

The tenant space is within Building D of Greystone South Plaza, which has a total of eight suites. Suite 110 is a 700 square-foot space comprised of four treatment rooms and one waiting room. Four rooms in the suite that were previously unutilized are proposed to be transitioned into the four additional treatment rooms if the requested SUP is approved. Types of businesses that occupy other suites within Building D include immigration examination services, mental health services, law offices, an insurance broker, and a telecommunications service provider. The Future Land Use Map supports office and neighborhood businesses.



**TABLE 1: COMPARISON OF SURROUNDING PROPERTIES**

Vicinity	Land Use Classification	Zoning	Current Use
<b>Subject Property</b>	Office	NP-O, Neighborhood Planned Office	General Office, Medical Clinic
<b>North</b>	Suburban Residential, Medium-Density Residential	R-1, Residential Single-Family District, R-3, Residential Planned (Medium-High Density) District, NP-O, Neighborhood Planned Office	Residential – Single-Family Detached, Single-Family Attached; Commercial – Dental Clinic
<b>South</b>	Neighborhood Retail, Office, Community Retail, High-Density Residential	CP-1, Planned Neighborhood Commercial District, CP-O, Planned General Office District, NP-O, Neighborhood Planned Office, RP-4, Residential Planned (High-Density) District	Neighborhood Commercial - Personal Instruction; Commercial – Retail, Restaurants, Bank; Residential – Multifamily
<b>East</b>	Office, Medium-Density Residential, Institutional	CP-O, Planned General Office District, R-1, Residential Single-Family District, RP-3, Residential Planned (Medium-High Density) District	Residential – Single-family detached, single-family attached, Church
<b>West</b>	Neighborhood Retail, Office, Suburban Residential	NP-O, Neighborhood Planned Office, CP-1, Planned Neighborhood Commercial District	Office, Commercial - Retail, Restaurants

---

## SPECIAL USE PERMIT REVIEW

---

The applicant requests approval of a special use permit for a medical clinic (chiropractic) use at 12760 W. 87<sup>th</sup> Street Parkway in the NP-O Zoning District. Staff provides the follow analysis to the review criteria within [Section 4-1-G-5](#) of the UDC.

### 1. The character of the neighborhood.

The subject site includes other medical uses such as behavioral health services, out-patient psychiatric treatment, and a medical examination clinic. Conforming uses within the site include lawyers, insurance agents, and a telecommunications service provider. The property is within the Greystone South Plaza Commercial Center, so there are many adjacent retail and commercial uses. The property is also surrounded by single-family and duplex residential developments, in addition to apartments to the south. Institutional uses nearby include the Central Church of the Nazarene and the City of Lenexa Municipal Complex. Raw Health Company has been in operation at the site since 2023 and the City currently does not have any public complaints or issues on record at the suite it occupies. It is not expected for the increased business operations to cause significant issues that would make Raw Health Company unfit to occupy the space. Staff's opinion is that the character of the neighborhood would still be preserved if this special use permit were to be approved.

### 2. The zoning and use of properties nearby.

Surrounding zoning and uses are described in Table 1 of this report. The uses associated with the subject property include various types of *office* and *medical clinic* uses. The NP-O District allows medical or dental clinics as a special use. Raw Health Company is a small but growing medical clinic. Staff does not anticipate extreme increases to noise or traffic that might cause concern based on the scale of the expansion. It is Staff's opinion the proposed special use is compatible with the surrounding zoning and uses.

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

The subject site is occupied by other medical clinic uses in addition to light commercial and office uses. These uses generate roughly the same level of traffic to the site as each other and to the surrounding commercial area. Any impacts generated by these businesses are generally minimal and less disruptive than other commercial uses within Greystone South Plaza. Due to the negligible impact of the use and permitting of similar surrounding uses, it is not expected for the expansion of Raw Health Company to create incompatibility of their occupancy within the building. As a result, staff's opinion is that this criteria is met.

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

Staff does not believe there is potential for the medical clinic to be detrimental to nearby property. The site features adequate on-site parking (see Criterion Ten of this section). There is also a legal covenant and restrictions document that stipulates cross-parking/access agreements with prior, existing, and future owners of property within Greystone South Plaza.

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

The property is developed and the building has no vacancy. However, tenant spaces become available from time to time.



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

Staff does not believe that the denial of the application would be a relative gain in public health, safety, or welfare to the community. Staff believes that the presence of a medical clinic within close proximity to residential neighborhoods would increase the public health and welfare of the community. Staff believes that if the application were denied, the hardships imposed on the applicant would be greater than any negative externalities the use may impose. Staff does not believe there are impacts from the expansion that need to be mitigated by the applicant.

**7. Recommendation of City's permanent professional staff.**

Please see Staff's recommendation at the end of this report.

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

The proposed chiropractic clinic will not change the primary land use of the subject property. The land use is in conformity with the Future Land Use Map designation of Office/Employment Center.

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

The subject property is an established development. The property is adequately served by required utilities and services.

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

Table 2 includes a parking analysis. The subject property has 40 of 41 required parking spaces that immediately serve the building. The Greystone South Plaza development has a shared parking agreement between all lots. The remaining required parking space is located within the parking lot to the northwest. The parking requirements of the UDC are fulfilled between the available on-site parking and nearby shared parking. The current parking on-site does not experience overflow issues at the current rate of clients; it is not expected for parking to become an issue with the expansion of the business intensity and general increase in customer base.

TABLE 2: PARKING ANALYSIS			
Use	Parking Formula	Required Parking	Provided Parking
Medical Clinic	1 space per 200 SF	41	40 on-site
Office	1 space per 250 SF		+ shared parking within Greystone South Plaza

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

The proposed use will not generate negative environmental impacts.

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

There are no proposed modifications to the stormwater system or increases to the overall number of impervious surfaces. The proposed SUP would not adversely affect the capacity or quality of water of the stormwater system. No natural streams are within the vicinity of the subject property.

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

Staff conducted a site visit as part of the review for the SUP application. Staff did not observe any zoning or code compliance issues on site.

## DEVIATIONS

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

## NEXT STEPS

- This project requires a recommendation from the Planning Commission and final approval by the City Council. Pending a recommendation from the Planning Commission, the project is tentatively scheduled for consideration by the City Council on October 21, 2025.
- The applicant should inquire about additional City requirements, such as permits and development fees.

## RECOMMENDATION FROM PROFESSIONAL STAFF

★ **Conduct a Public Hearing.**

★ **Staff recommends approval of the proposed special use permit for Raw Health Company.**

- The use, “*Medical or Dental Clinic*”, is appropriate at the subject property for a period of five years, at which time the use can be reviewed to ensure compliance with the criteria for review.
- The project is consistent with Lenexa’s goals through **Strategic Community Investment** to create **Healthy People** and **Vibrant Neighborhoods**.

## SPECIAL USE PERMIT

Staff recommends **APPROVAL** of SU25-10 - a special use permit for a medical clinic known as Raw Health Company at 12760 W. 87<sup>th</sup> Street Parkway, Suite 110, for a period of five years.

**9. Raw Health Company - Consideration of a special use permit for expansion of an existing medical clinic located at 12760 West 87th Street Parkway, Suite 110 within the NP-O, Planned Neighborhood Office District. SU25-10 (Public Hearing)**

**APPLICANT PRESENTATION**

Suzanne Adams, owner of Raw Health, explained that they previously applied for a special use permit in 2023 for four treatment rooms. Since then, they have expanded into the remaining space to add four additional treatment rooms, therefore, they are seeking another special use permit.

**STAFF PRESENTATION**

Noah Vaughan presented the staff report for the request for a special use permit (SUP) for Raw Health Company, located at 12760 W. 87th Street Parkway, Suite 110. The applicant is seeking approval to expand their existing medical clinic, which currently operates under an SUP granted in 2023. The original permit allowed for four providers and up to nine patients at a time in a 700-square-foot space. The proposed expansion would double the number of providers to eight and increase the number of patients to eighteen at one time. While the business will remain in the same location, the plan includes some interior renovations such as repainting, new flooring, and the conversion of four previously unused rooms into treatment spaces. No exterior changes are proposed. In terms of parking, the site currently offers 40 spaces, which is one short of the 41 required by code. However, the property benefits from a shared parking agreement within the Greystone South Plaza commercial area, which Staff believes will adequately address the increased parking demand due to the expansion. Medical clinics are not a permitted use in the Neighborhood Office (NP-O) Zoning District but can be approved with an SUP. The City has previously approved SUPs for three other medical clinics in the same commercial area, including Raw Health Company's current SUP. Staff reported no complaints or issues associated with these businesses. After evaluating the 13 standard SUP criteria, Staff found no significant concerns or negative impacts that would result from the proposed expansion. Given the successful operation of similar clinics nearby and the lack of complaints, Staff is recommending approval of the SUP for a period of five years to allow time to assess any long-term impacts.

**PUBLIC HEARING**

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

**PLANNING COMMISSION DISCUSSION**

Chairman Poss asked Staff whether there had been any known issues or complaints related to the applicant's existing special use permit. Noah Vaughan replied that he was not aware of any complaints filed against the applicant.

**MOTION**

Chairman Poss entertained a motion to recommend **APPROVAL** of SU25-10 - a special use permit for a medical clinic known as **Raw Health Company** at 12760 W. 87<sup>th</sup> Street Parkway, Suite 110, for a period of five years.

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



**SU 25-10**

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE GRANTING A 5-YEAR SPECIAL USE PERMIT ON PROPERTY  
LOCATED AT 12760 W 87<sup>th</sup> STREET PARKWAY, SUITE 110, IN LENEXA, KANSAS.**

**WHEREAS**, on August 5, 2025, Suzanne Adams, operator of Raw Health Company and agent for Pavilions LLC, owner of record, filed a request for a special use permit to allow for operation and expansion of the medical clinic use on property located at 12760 W 87<sup>th</sup> Street Parkway, Suite 110, Lenexa, KS (the "Property"), in the NP-O, Planned Neighborhood Office Zoning District; and

**WHEREAS**, on October 6, 2025, the Lenexa Planning Commission held a public hearing to hear the request for said special use permit. Notice for the public hearing was provided in accordance with K.S.A. 12-757, and

**WHEREAS**, the Lenexa Planning Commission recommended approval of a 5-Year special use permit to allow operation and expansion of the medical clinic use, in the NP-O, Planned Neighborhood Office Zoning District, as reflected in the minute record for said meeting; and

**WHEREAS**, on October 21, 2025, the Governing Body considered the request and Planning Commission recommendation, as reflected in the minute record for said meeting;

**NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF  
LENEXA, KANSAS:**

**SECTION ONE:** The Governing Body hereby approves the issuance of a 5-Year special use permit in the Planned Neighborhood Office Zoning District, for the real estate described as:

Lot 5, Greystone South Plaza, a subdivision in the City of Lenexa, Johnson County, Kansas, more commonly known as 12760 W 87<sup>th</sup> Street Parkway, Suite 110, Lenexa, Kansas.

Hereinafter referred to as (the "Property").

**SECTION TWO:** The Clerk of the City of Lenexa, Kansas, is hereby authorized and directed to record the issuance of this five-year special use permit in accordance with the above and foregoing change including notation upon the City's official land use map.

**SECTION THREE:** This Ordinance shall be construed as follows:

- A. Liberal Construction. This Ordinance shall be liberally construed to effectively carry out its purposes that are hereby found and declared to be in furtherance of the public health, safety, welfare, and convenience.
- B. Savings Clause. The repeal of any ordinance or code section, as provided herein, shall not affect any rights acquired, fines, penalties, forfeitures or liabilities incurred thereunder, or any action or proceeding commenced under or by virtue of the ordinance or code section repealed. Any ordinance or code section repealed continues in force and effect after the passage, approval, and publications of this Ordinance for the purposes of such rights, fines, penalties, forfeitures, liabilities, and proceedings.
- C. Invalidity. If for any reason any chapter, article, section, subsection, sentence, portion, or part of this Ordinance, or the application thereof to any person or circumstance is declared to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portions of this Ordinance, the Lenexa City Code, or other ordinances.

**SECTION FOUR:** This Ordinance shall take effect after publication of an ordinance summary in the City's official newspaper as provided by State law.

**PASSED** by the Governing Body October 21, 2025.

**SIGNED** by the Mayor October 21, 2025.

CITY OF LENEXA, KANSAS

\_\_\_\_\_  
Julie Sayers, Mayor

ATTEST:

\_\_\_\_\_  
Jennifer Martin, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Steven D. Shrout, Assistant City Attorney



**CITY COUNCIL  
MEMORANDUM**

**ITEM 13**

**SUBJECT:** Consideration of a rezoning and preliminary plan known as Hedge Lane Residential for a single-family and townhome residential development on property located at 9140 Hedge Lane Terrace

**CONTACT:** Stephanie Sullivan, Planning Manager

**DATE:** October 21, 2025

**ACTION NEEDED:**

- a. Pass an ordinance rezoning property located at 9140 Hedge Lane Terrace from the AG, Agricultural to the RP-1, Planned Residential (Low-Density) and the RP-2, Planned Residential (Intermediate-Density) Districts; and
- b. Approve the companion preliminary plan for the Hedge Lane Residential development.

**APPLICANT:**

Nikola Krcmarivec, 29th Street Capital

**OWNER:**

Gary R. Rogers, Highway 7 LLC

**PROPERTY LOCATION/ADDRESS:**

9140 Hedge Lane Terrace

**PROJECT BACKGROUND/DESCRIPTION:**

The applicant requests approval of a rezoning from AG, Agricultural District to the RP-1, Planned Residential (Low-Density) and the RP-2, Planned Residential (Intermediate-Density) Districts to allow development of a single-family and townhome community. The property is located at 9140 Hedge Lane Terrace, east of the intersection of 91st Street & Dunraven Street.

The companion preliminary plan includes 18 single-family lots and 68 townhome units across 13.73 acres, resulting in an overall density of 6.26 dwelling units per acre. The RP-1 area of the development has a density of 3.44 units per acre and the RP-2 area has a density of 8 units per acre. The site plan transitions from single-family homes on the north to townhomes on the south, providing a buffer between adjacent single-family neighborhoods and nearby commercial uses. The proposal includes amenities such as a pavilion, walking trail, and dog park, and will remove the existing connection to K-7 Highway in coordination with KDOT.

Deviations are requested for lot area, width, depth, and front setbacks in the RP-1 portion, a street-side setback for two townhome buildings, and a setback reduction along K-7 Highway. Staff supports the requested deviations because they reflect the established development pattern of the surrounding area and accommodate the site's physical constraints and access requirements. Additionally, staff notes that the requested deviations are similar to deviations granted for the adjacent development known as The Reserve.



The Future Land Use Map classifies this site as Suburban-Density Residential and the Comprehensive Plan further identifies it as a Context Sensitive Infill location. While the proposed overall density exceeds the map classification, the plan aligns with Comprehensive Plan goals to provide a range of housing choices and transitions between residential and commercial areas.

**STAFF RECOMMENDATION:**

Pass the ordinance and approve the companion preliminary plan.

**PLANNING COMMISSION ACTION:**

This item was considered at the October 6, 2025 Planning Commission meeting. A public hearing was held. Several members of the public spoke during the public hearing.

The speakers stated concern for increased traffic generated by development of the site compared with the infrastructure of the surrounding street network, reduction of green space due to the development of the privately-owned property, reduction of property values due to the townhome component of the proposed development, potential for increased crime, concern for marsh land and protect animal species, and concern for the type of people that will live in the development. Other speakers stated that additional development will add more families and be a concern for the enrollment of the community elementary school. The Commissioners discussed the neighbor's concerns with staff.

The owner of the subject property spoke and refuted several of the neighbors' claims made about the property and testified to his experience with what he considered to be an unsafe connection to K-7 Highway, noting a fatal crash in the past. He stated the property is for sale and the neighbors could purchase it and maintain it as open space.

A representative of the church to the south of the subject property stated support for the project and stated the benefits of the project that redirects church traffic to safer City streets and not the highway, and that the project would bring public water to the church.

The Commissioners discussed the Future Land Use map and acknowledged the proposed project applied a "tiered" zoning approach to transition development intensity from single-family to townhome, then to the existing retail and church development to the south. Several Commissioners stated this is an effective means to appropriately transition and buffer uses.

Chairman Poss entertained a motion to recommend **APPROVAL** for rezoning property from AG and RP-1 and RP-2 for a single-family and multifamily development known as Hedge Lane Residential located at 9140 Hedge Lane Terrace. Moved by Commissioner Woolf, seconded by Commissioner Jamison, and carried by a unanimous voice vote.

Chairman Poss entertained a motion to recommend **APPROVAL** of the preliminary plan for Hedge Lane Residential located at 9140 Hedge Lane Terrace for a multifamily development with deviations as noted in the staff report. Moved by Commissioner Burson, seconded by Commissioner Horine, and carried by a unanimous voice vote.

## **VISION / GUIDING PRINCIPLES ALIGNMENT:**

### **Vision 2040**

Vibrant Neighborhoods  
Thriving Economy

### **Guiding Principles**

Responsible Economic Development

## **ATTACHMENTS**

1. Map
2. PC Staff Report & Exhibits
3. PC Draft Minutes Excerpt
4. Ordinance
5. Correspondence for Planning Commission located in the Appendix
6. Correspondence for City Council located in the Appendix

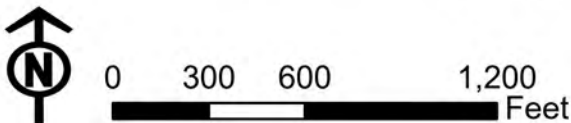




Document Path: L:\Planning\GIS\Council Map Template 2025.aprx

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

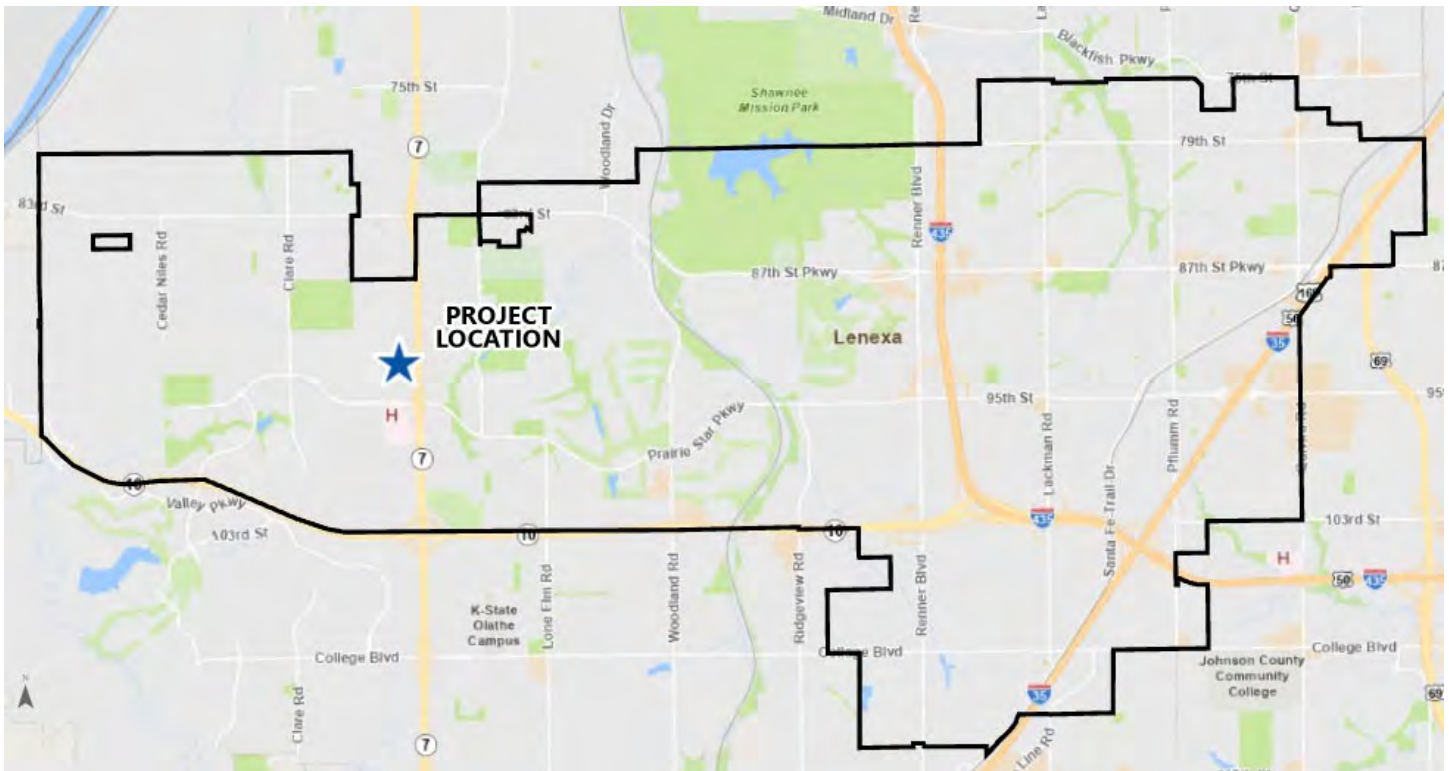
# Hedge Lane Residential





## HEDGE LANE RESIDENTIAL

<b>Project #:</b>	RZ25-07 & PL25-12P	<b>Location:</b>	9140 Hedge Lane Terrace
<b>Applicant:</b>	Nikola Krcmarivec, 29 <sup>th</sup> Street Capital	<b>Project Type:</b>	Rezoning & Preliminary Plan
<b>Staff Planner:</b>	Dave Dalecky	<b>Proposed Use:</b>	Single-Family & Multifamily Residential



### PROJECT SUMMARY

The applicant requests approval to rezone property east of the intersection of 91<sup>st</sup> Street and Dunraven Street, from the AG, Agricultural District to the RP-1, Planned Residential (Low-Density) and the RP-2, Planned Residential (Intermediate-Density) Districts, to allow a single-family and multifamily residential development. The applicant also seeks approval for the companion preliminary plan which contains 18 single-family lots and 68 townhome units distributed among 13 townhome buildings of 4-, 5-, and 6-units producing an overall density of 6.26 dwelling units per acre. The single-family lots will have access onto a public street and the townhome buildings will have access from a private drive. The applicant requests lot size, width, depth, and setback deviations for the RP-1 part of the development, a setback deviation for the RP-2 part of the development and a deviation for a setback reduction from K-7 Highway. The deviation requests are described in the Staff Report. A Public Hearing is required for the rezoning request.

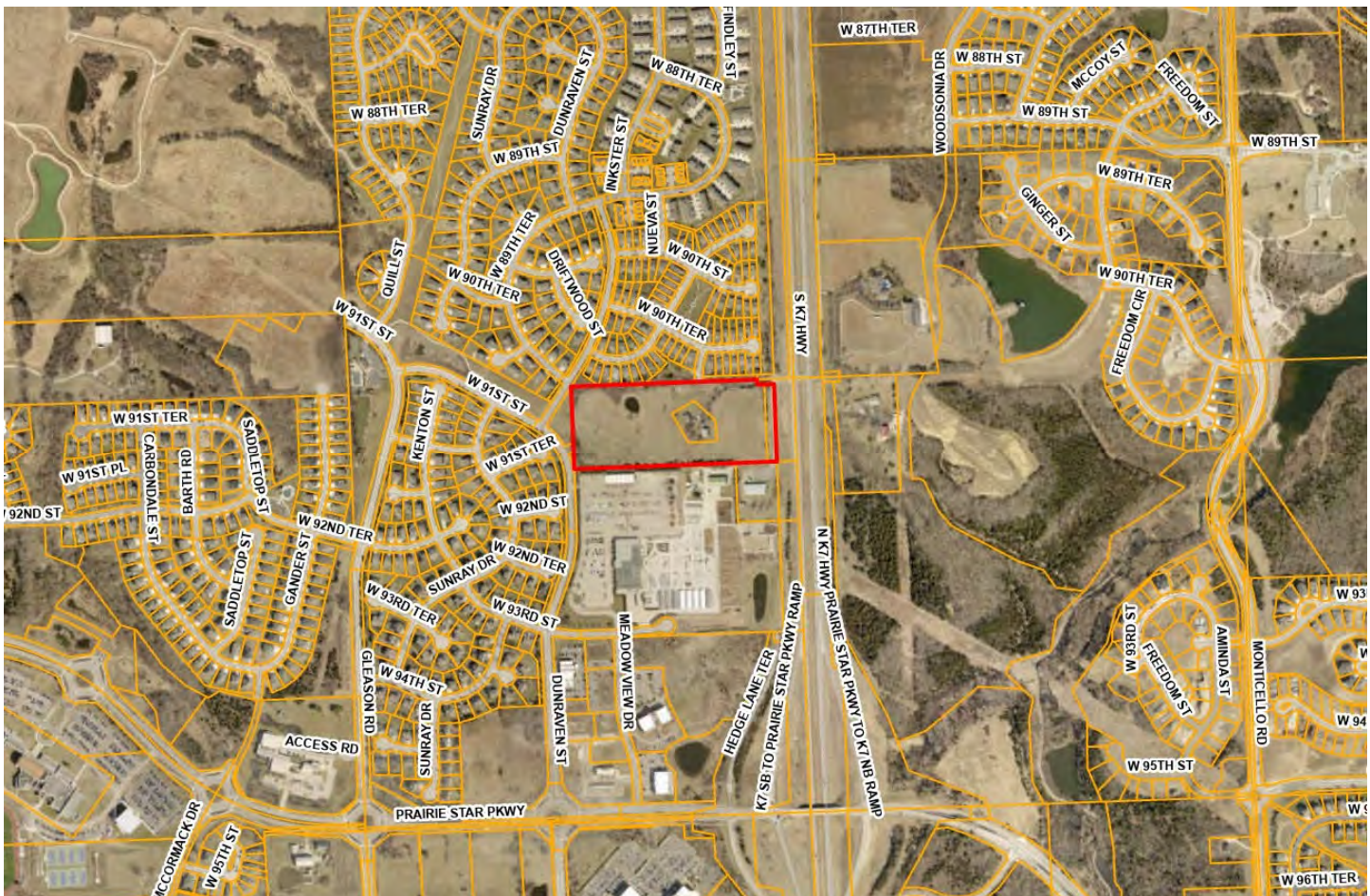
### STAFF RECOMMENDATION: APPROVAL

## SITE INFORMATION

This site contains 13.73 acres located east of the intersection of 91<sup>st</sup> Street and Dunraven Street. The site is currently a cultivated field and contains one residential dwelling. Access to this site is from Hedge Lane Terrace which directly accesses K-7 Highway. Hedge Lane Terrace also provides access to Monticello Gospel Assembly Church to the south of this site. The proposed development removes the street access onto K-7 Highway and connects to Dunraven Street and to Mistletoe Street through The Reserve subdivision to the north.

This site was annexed into the City in 1999 as part of a 2,000-acre annexation of land west of K-7 Highway to the western city limits. The site has remained an agricultural use with one single-family home located on it. The site was zoned AG, Agricultural District upon annexation.

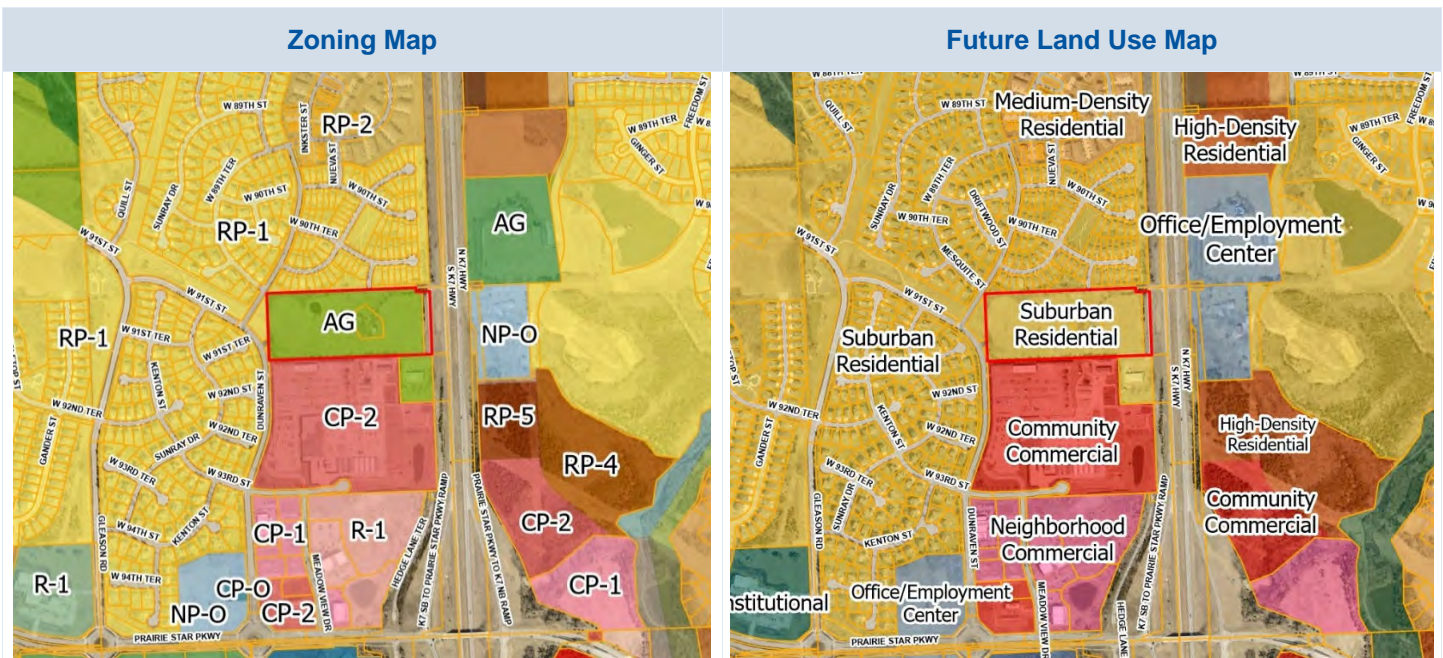
LAND AREA (AC)	LOTS	CURRENT ZONING	COMP. PLAN
13.73	18 single-family/3.44 UPA 68 townhome units/8 UPA	AG	Suburban-Density Residential





## LAND USE REVIEW

The proposed development is for both single-family and multifamily uses. This site is classified for Suburban-Density Residential uses on the Future Land Use Map of the Comprehensive Plan. The 2024 update to the Comprehensive Plan did not change the intended future land use. The Comprehensive Plan identifies this site as a “Context Sensitive Infill” location. This designation identifies techniques to transition between different uses. This site is adjacent to suburban-density residential development to the north, commercial development and a church to the south, and K-7 Highway to the east.



**TABLE 1: COMPARISON OF SURROUNDING PROPERTIES**

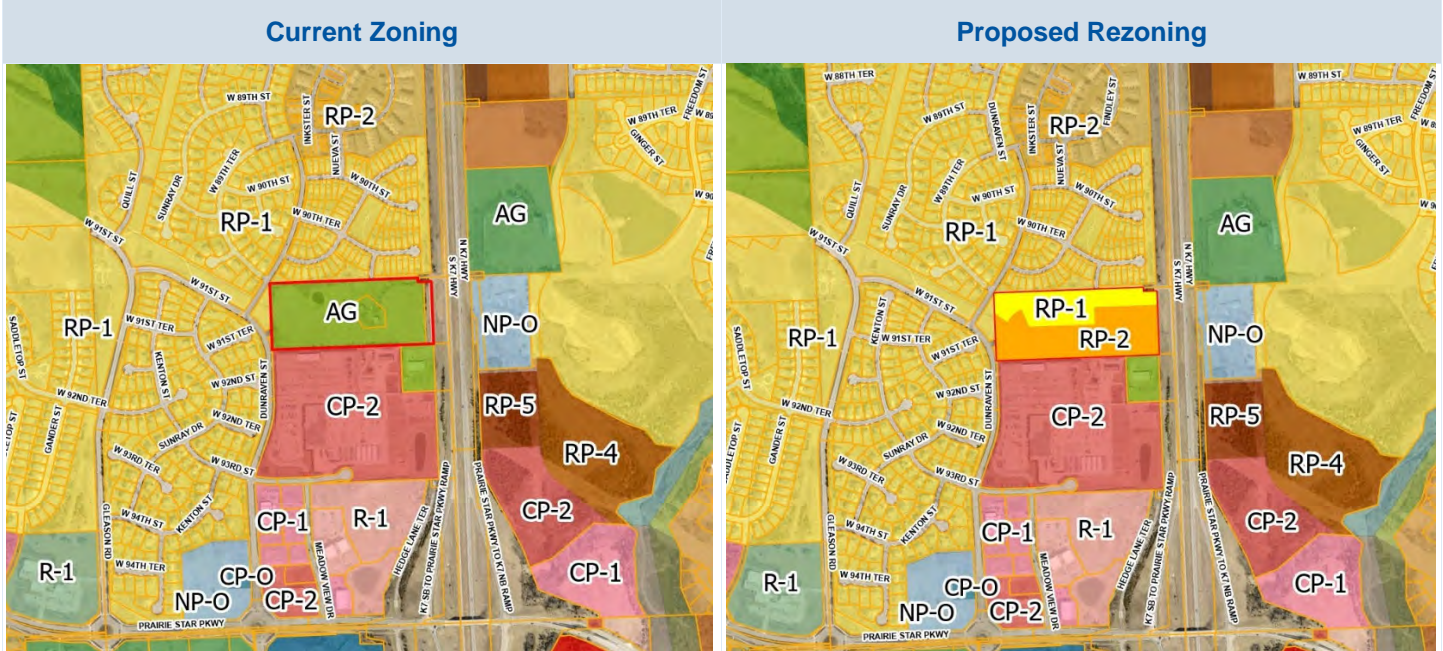
Vicinity	Land Use Classification	Zoning	Current Use
<b>Subject Property</b>	Suburban-Density Residential	AG, Agricultural District	Agricultural and Single-Family Residential
<b>North</b>	Suburban-Density Residential	RP-1, Planned Residential Single-Family (Low-Density) District	Single-Family Residential
<b>South</b>	Community Commercial and Suburban-Density Residential	CP-2, Planned Community Commercial District and AG, Agricultural District	Garden Center and a Church
<b>East</b>	Office/Employment Center (across K-7 Highway)	NP-O, Planned Neighborhood Office District	Single-Family Residential
<b>West</b>	Suburban-Density Residential	RP-1, Planned Residential Single-Family (Low-Density) District	Single-Family Residential



## REZONING REVIEW

The applicant proposes to rezone the subject site from the AG (Agricultural) to the RP-1, Planned Residential Single-Family (Low-Density) and RP-2, Planned Residential (Intermediate-Density) Districts.

**TABLE 2: REZONING ANALYSIS**



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

### 1. The character of the neighborhood.

The larger neighborhood has been developing over the last 21 years, transitioning from less intense uses to more intense uses. The subject property is one of the few remaining properties to develop. The character of the area includes single-family development immediately to the north and west, retail development and a church to the south, and K-7 Highway to the east. Multifamily uses exist approximately 1,000' to the north of the subject site along K-7 Highway, and is an associated townhome development with the larger Reserve residential development. The proposed single-family and townhome development is consistent with the current and developing character of the neighborhood.

### 2. The zoning and use of properties nearby.

The adjacent development to the north and west of the site is The Reserve subdivision zoned RP-1, Planned Residential (Low-Density). Farther north of the subject site is the townhome component of The Reserve development zoned RP-2. The Reserve is a single-family and multifamily development. The adjacent development to the south is a garden center and church. The garden center is zoned CP-2, Planned Community Commercial District and the church is zoned AG, Agricultural District. Nonresidential uses continue to the south, on the east side of Dunraven Street, to the Prairie Star Parkway and K-7

Highway intersection. A single-family subdivision continues to the south on the west side of Dunraven Street. The single-family development is zoned RP-1, Planned Residential (Low-Density) District. The RP-1 and RP-2 zoning of the proposed project is consistent with the current zoning districts in the area.

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

The property is currently restricted to uses allowed within the AG Zoning District, which primarily consists of agriculture and single-family residential uses. The site is approximately 14 acres, which is a particularly small parcel for agricultural production. The property is also surrounded by suburban development of residential and nonresidential uses. The continued use of this property for agricultural uses is not the highest and best use of the property for consistency of the development pattern of the region. The current access to the site directly from K-7 Highway is not a preferred condition and is included in the Kansas Department of Transportation (KDOT) K-7 Corridor Management Plan to be removed. Redevelopment of the site which provides access from a public street will improve the efficiency of operations on K-7 Highway.

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

The proposed uses will not detrimentally affect nearby properties. Typical impacts of the proposed residential uses include increased vehicle and pedestrian traffic and activity associated with residents living in the development. The proposed uses and their impacts are compatible with the existing and planned uses in the vicinity of the site. The street network is designed to support the additional vehicular traffic that is generated by the proposed residential development.

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

The property is an agricultural use and one single-family dwelling as it was annexed into the City in 1999. No further development of the site has occurred on this site.

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

It is Staff's opinion that denial of this rezoning would have no gain to public health, safety, or welfare since the proposed development's density and uses are compatible with surrounding development and appropriate infrastructure exists to serve the site. Denial of the application would restrict the property to the existing zoning of AG which is not the anticipated long-term use for this property. Denying the application would also maintain an access point to K-7 Highway, which is not optimal for the operation of the highway.

**7. Recommendation of City's permanent professional staff.**

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

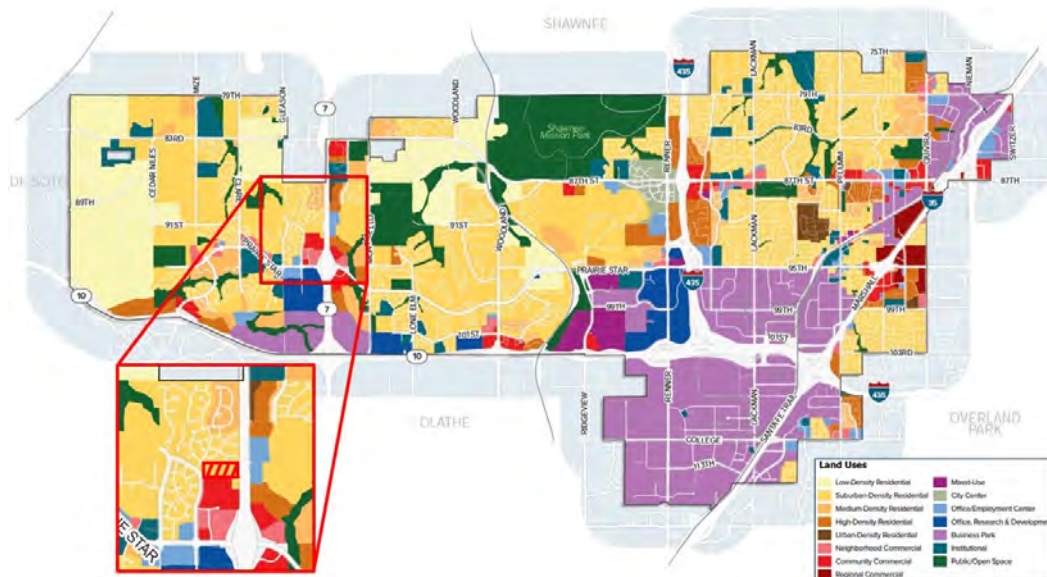
**8. Conformance of the requested change to the adopted or recognized Master Plan being utilized by the City.**

The City completed a major Comprehensive Plan update in July of 2024. The Future Land Use (FLU) Map classification for the site did not change from the previously adopted Comprehensive Plan. The classification is Suburban-Density Residential with a maximum density of 3.5 DU/AC. The proposed development reflects an overall density of 6.26 DU/AC which is greater than the land use classification; however, Staff believes that site's surrounding context and other goals and tenets of the Comprehensive

Plan apply to this site. For example, the plan seeks to “support a diverse range of housing to support residents of all backgrounds and stages of life.” This development will serve those renters in need of options to choose between a single-family home or a townhome.

As noted in this report, the site is adjacent to single-family uses immediately north and west, a major retail center and church to the south, and K-7 Highway to the east. A typical approach to developing such a site is to employ uses that work well with the adjacent uses. In this circumstance, single-family uses are not ideal against the commercial uses and highway. Townhome development is a typical transition between commercial uses and single-family uses and has been employed in this scenario. RP-1 zoning and single-family homes are proposed for the north portion of the site in compliance with the FLU and to provide a single-family character for those residents using the new local street of this development to access The Reserve development to the north. Townhomes are proposed for the south portion of the property as a transition between single-family development and the commercial use to the south.

The Comprehensive Plan notes this site as a “Contextually Sensitive Infill” location. The design principles include transition between less and more intense uses, design higher intensity uses to resemble and complement surrounding single-family development, preserve existing trees and natural topography, and connect new streets and sidewalks with the existing infrastructure such as the local City streets and the pedestrian network that is immediately adjacent to this site. This plan accomplishes these goals of the Comprehensive Plan.



*Exhibit 2: Future Land Use Map of the Comprehensive Plan.*

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

The immediate area adjacent to this site is nearly completely developed. Adequate utilities and services are available to the subject property. The site is subject to the City’s stormwater management requirements which are applicable to all development in the City. The site is within the Olathe School District.



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

The proposed development will be served by a combination of a new public street and new private drives. The development will connect to Dunraven Street, a collector street that intersects with Prairie Star Parkway, and to Mistletoe Street, a local street located in The Reserve subdivision to the north. The public street will connect Dunraven Street to Mistletoe Street. The private drives will be internal to the townhome development.

The primary connection for this development to the City's larger street network is the collector street, Dunraven Street, which was designed to accommodate full development of this area, including important design components such as not having any houses/driveways fronting the street. This development is generally consistent with the Comprehensive Plan and thus is consistent with the design of Dunraven Street.

Staff noted in reviewing recent crash data for the Prairie Star Parkway and Dunraven Street roundabout that there has been a pattern of crossover accidents at the westbound exit. In the coming weeks a revised pavement marking plan will be implemented to address the current traffic. Funding has been identified in the 2028 Capital Improvement Program (CIP) to provide additional modifications to improve the roundabout for continued build-out of the Comprehensive Plan in this area.

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

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

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

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

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

The applicant requests deviations for the development. The request is for reductions of the minimum 8,000 SF lot area requirement, the 70' and 80' lot width requirement, the 115' lot depth requirement, and the 30' front yard setback requirement for all 18 of the single-family lots. A deviation is requested for the 25' street-side setback for the multifamily lots. A deviation is also requested for a reduction of the 100' setback from K-7 Highway.

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

## PRELIMINARY PLAN REVIEW

The subject site is located near the northeast corner of the intersection of 91<sup>st</sup> Street and Dunraven Street, between Dunraven Street and K-7 Highway. The development contains 18 single-family lots and 68 multifamily dwelling units on 13.73 acres. The two types of residential uses transition from north to south. The proposed buildings are arranged in four rows of buildings oriented in an east-to-west pattern.

The north row contains twelve single-family lots, which are the same sized lots as The Reserve subdivision, back to the north property line. Four lots of The Reserve directly abut the north property line and two single-family lots will abut the new single-family lots of this development. The next row of buildings is a group of six single-family lots and two five-unit townhome buildings. The south two rows are all townhome buildings. The townhomes buildings are either 4-, 5-, or 6-unit buildings. The townhomes buildings are on the south part of the site and will abut the retail development and the church to the south. The transition of the two residential uses is consistent with the Comprehensive Plan's designation of this site as a Context Sensitive Infill site.

The site has retaining walls to account for grade changes though the site. The retaining walls are relatively short, between 2' to 4' in height at the tallest. The retaining walls may be incorporated into the foundation wall of some of the townhome buildings.

## ACCESS, TRAFFIC, AND PARKING

The primary access into and out of the site is from a new public street intersecting Dunraven Street. This street will cross between tracts owned by The Reserve Homeowners Association. The two tracts are designated for landscaping and open space. Right-of-Way is dedicated on The Reserve, Second Plat for the new street to continue east and provide access to this property for future development. A second access is from Mistletoe Street, which will continue into the site from the current street stub and intersect with an east-west public street. The east-west street will continue east, then end in the cul-de-sac. This public street will provide access to each of the 18 single-family lots and to the church after the access to K-7 Highway is removed.

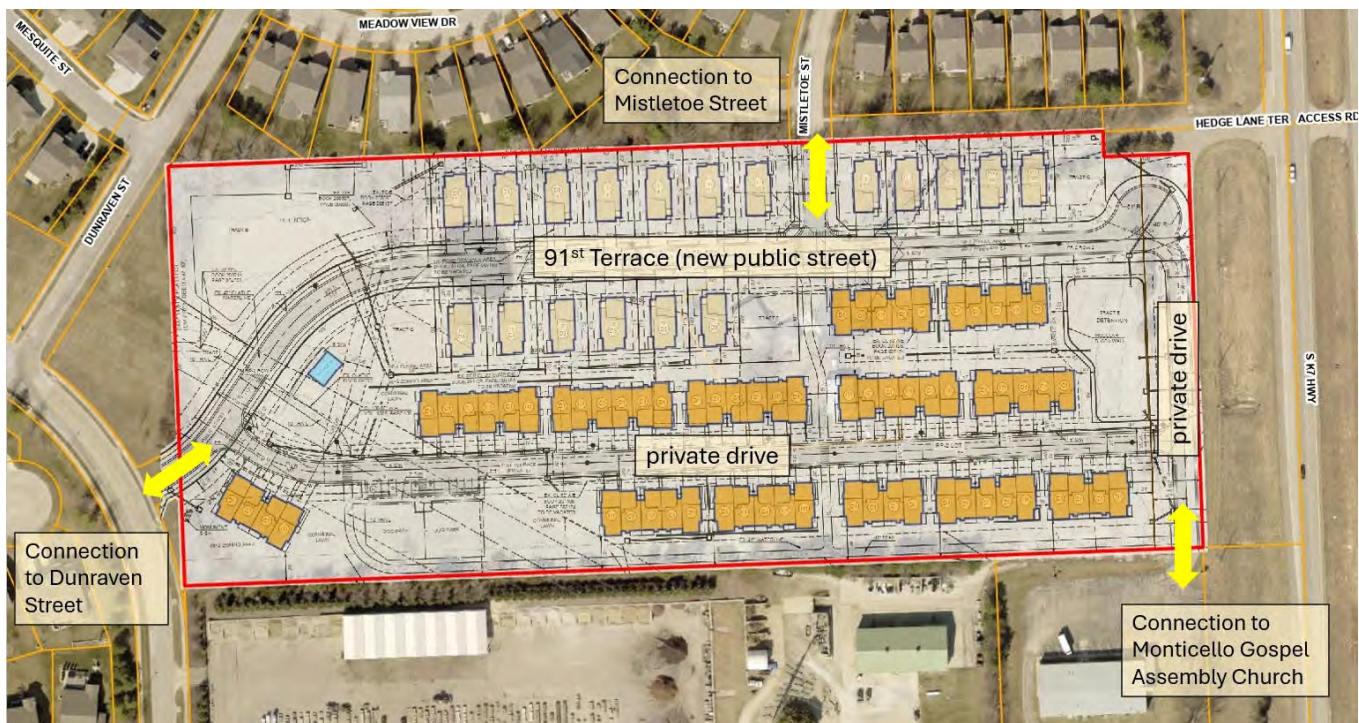


Exhibit 3: Site plan.



A private drive will cross the site, which will provide access to the townhomes. A private drive will also be on the east edge of the site that connects to the cul-de-sac of the public street. This private drive provides access to the church. The private drive will be deeded to the church and will be a shared access easement for both the Hedge Lane Residential development and the church. The intent of the property being deeded to the church is to ensure that the church property retains a viable means of access to the public right-of-way. This property will need to be added to the church's parcel via the platting process to create one lot owned and maintained by the church. The property that is to be deeded to the church is to be a contiguous tract.

The site will include a walking trail that connects to the sidewalks along Dunraven Street and Mistletoe Street. The sidewalks on the public street connects to the trail network throughout The Reserve development. The trail network in The Reserve subdivision is a private trail system. Additional amenities include a pavilion structure and a dog park. Both amenity features are in the west area of the site. An overhead power line easement crosses the southwesterly corner of the property which restricts the construction of any buildings under this easement. A 30' wide water line easement runs along the south property boundary that limits what can be installed along the south property line of the site.

## PRELIMINARY PLAT



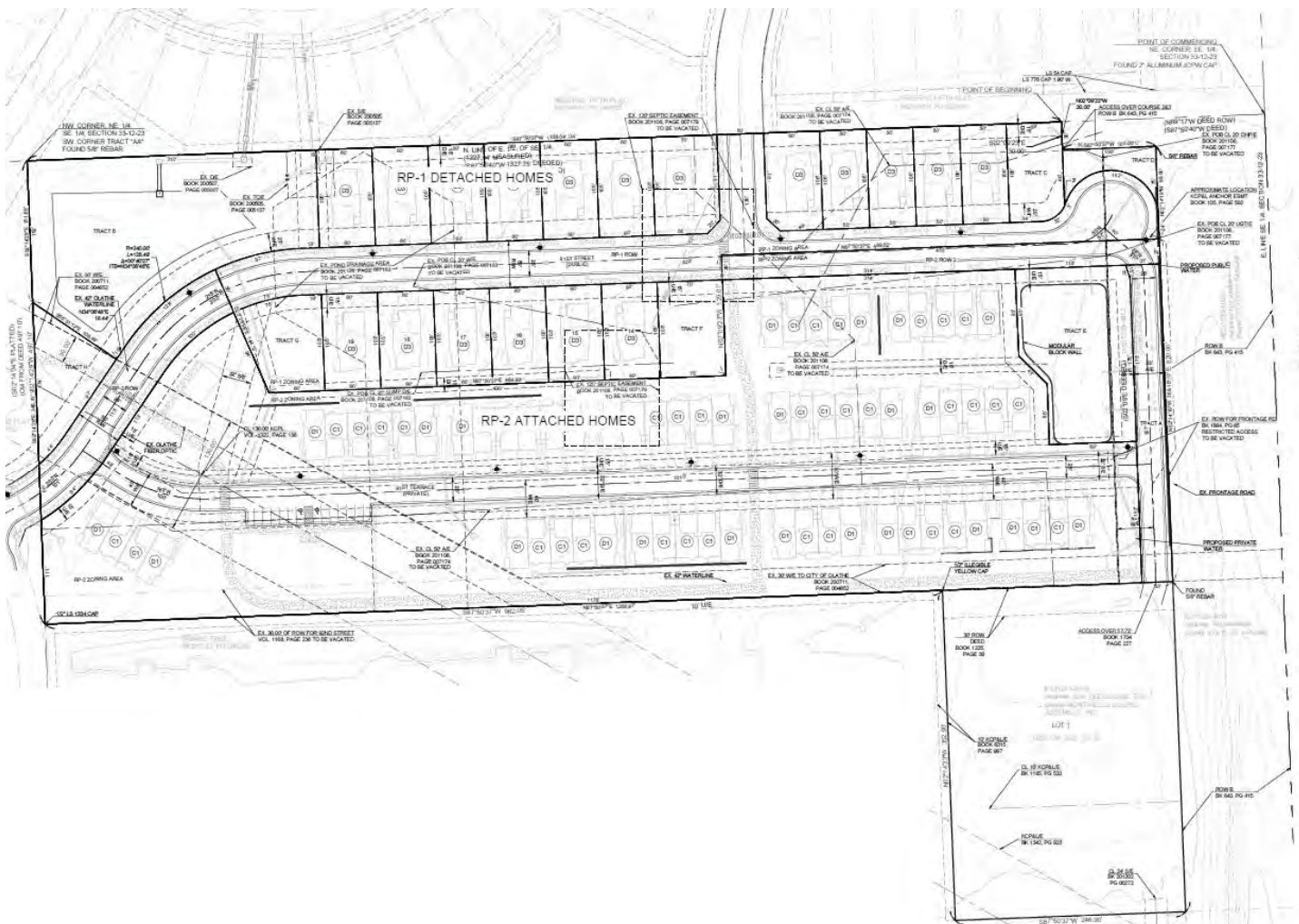
**Exhibit 4: Plan showing easements.**

The preliminary plan submittal includes a preliminary plat for the site. The preliminary plat includes the subject site, to-be-vacated KDOT right-of-way, and the Monticello Gospel Assembly Church property. The purpose and ownership of the lots and tracts are listed in Table 3. The plat also shows utility easements and right-of-way dedication for the new public street. The proposed preliminary plat complies with subdivision requirements of Section 4-2 of the UDC. The KDOT right-of-way must be vacated prior to the submittal of a final plat.



**TABLE 3: HEDGE LANE PRELIMINARY PLAT**

Lots and Tracts	Purpose	Ownership
<b>Lot 1</b>	Monticello Gospel Assembly Church site	Church
<b>Lots 2 - 19</b>	Single-Family Lots	Developer (for lease)
<b>Lot 20</b>	Townhomes	Developer (for lease)
<b>Tract A</b>	Cross access drive	Church
<b>Tract B</b>	Open space, landscaping, & stormwater management	Developer
<b>Tracts C &amp; D</b>	Open space and landscaping	Developer
<b>Tract E</b>	Open space and stormwater management	Developer
<b>Tracts F, G, &amp; H</b>	Open space and amenities	Developer



**Exhibit 5: Preliminary Plat (site plan).** Note: the final plat will incorporate Tract A into Lot 1 to provide a lot for the church that has access to the public right-of-way.

## DIMENSIONAL STANDARDS

Dimensional standards such as street and drive width, sidewalks, building height, and parking spaces are met for this development. The applicant is requesting multiple deviations for the 18 single-family lots, a setback deviation from the townhome buildings, and a setback deviation from K-7 Highway. The deviations for the single-family lots are to reduce the lot area, lot width, lot depth, and the front yard setbacks. The deviation for the townhome portion of the development is a reduction of the streetside setback requirement for the buildings. A deviation is also requested to reduce the 100' setback from K-7 Highway. The deviation requests are reviewed in detail in the Deviations section of the staff report.

## PUBLIC IMPROVEMENTS

The primary access will be from a connection to Dunraven Street on the west side of the property. A second access will be located to the north from a previously constructed stub street from 90<sup>th</sup> Terrace known as Mistletoe Street. The current access onto K-7 Highway will be removed with a new private drive from the proposed cul-de-sac replacing the highway access, which served the Monticello Gospel Assembly Church property just to the south/southeast of this project. The applicant must gain approval from KDOT to vacate that portion of the property containing the drive to the church.

## STORMWATER

The applicant submitted a preliminary stormwater management study that includes two extended wet detention basins along with mechanical structures (hydrodynamic separators) as components of the stormwater management system. A few minor revisions will be necessary prior to moving forward to final plan/plat; however, the proposed design indicates the intent to meet the City's stormwater standards and requirements.

## FIRE PREVENTION

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

## LIGHTING

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

## LANDSCAPING

The development is a combination of a single-family subdivision and a multifamily development proposed to be managed as a rental community. The landscape requirements are different for these two types of development. The landscape plan reflects a design to comply with the requirements of these two different standards. The single-family lots are required to have trees installed along the street and for trees to be planted in the yard. The multifamily part of the development is required to have peripheral landscaping installed around the site and for landscaping to be installed around parking areas.

A Land Use Intensity (LUI) buffer is typically required between uses that differ in development intensity. This project includes two residential types that differ in density; if they were separate developments, an LUI buffer would be required and provided on the denser development. However, this is a contiguous, compact development designed to share features and amenities. Installing an LUI buffer between the two residential types would separate the housing types and create two distinct components, contrary to the project's intent. An LUI

buffer is therefore not required within this development. Where an LUI buffer is required, it must be installed by the more intense use which in this case is the commercial use to the south.

An LUI buffer is required along the property line between the Monticello Gospel Assembly Church property and the townhomes. The LUI buffer is 247' of the south property boundary. The landscape plan shows the LUI buffer is satisfied with the inclusion of a row of evergreen shrubs and shade trees. The distance between the townhome buildings and the property line is 40' exceeding the minimum LUI buffer setback of 10'. The remainder of the south property line complies with the perimeter landscape requirements. The final plan will include more details of the site landscaping. Those details will include plant types, locations of ornamental and seasonal plantings, and foundation plantings to be installed around the townhome buildings.



**Exhibit 6: Landscape plan.**

## ARCHITECTURE

The two different residential types, single-family and multifamily, also have different architectural standards. Single-family residential development is subject to [Section 4-1-C-5-C](#) of the UDC. These regulations do not specify building design standards to the same extent as multifamily buildings. Both single-family and townhome buildings will share a design aesthetic and use the same palette of exterior finish materials. The materials are board and batten siding, stacked stone, asphalt shingles with standing seam used on some parts of the roof.

All the buildings are two-stories and use gable roof elements. A shed roof detail is used over the porch space, which will also integrate the standing seam roof material. The paint scheme is a white and charcoal gray color combination. The single-family buildings show the colors will change on the same wall plane of the buildings. The location of color changes should occur at building corners or at distinct trim lines.

Staff will review these details further with the applicant for the single-family dwelling, as a final plan will not be required for these buildings. The design of the townhome buildings is a reasonable design for a preliminary plan. The buildings show a reasonable level of detail. The garage doors are cottage style garage doors with windows. Additional review of the townhome buildings will be made with a final plan submittal.





③ RIGHT ELEVATION  
Scale: 1/4" = 1'-0"



② LEFT ELEVATION  
Scale: 1/4" = 1'-0"



① FRONT ELEVATION  
Scale: 1/4" = 1'-0"

**Exhibit 7: Single-family elevations.**

The 4-, 5-, and 6-unit townhome buildings are all consistent in architectural design. It is desirable to apply variations to features of the buildings whenever practical, such as varying the garage doors among the groups of buildings and using slightly different color schemes of the exterior materials of the buildings. These types of variations are to be included with the final plan submittal for the townhome buildings.



② FRONT ELEVATION  
Scale: 1/4" = 1'-0"



① SIDE ELEVATION  
Scale: 1/4" = 1'-0"

**Exhibit 8: 4-unit townhome building elevations.**

## SIGNS

One monument sign is shown on the site plan. This sign is located at the public street intersection with Dunraven Street. This street is 91<sup>st</sup> Terrace. The sign will be on a lot that contains the townhome buildings and will be owned by the developer. Monument signs for residential development are allowed per the sign regulations of the UDC. Façade signs are generally not allowed. Any proposed sign for the development will require a separate sign permit prior to the installation of the sign.

## DEVIATIONS

The applicant requests various deviations for both the single-family and the multifamily parts of the development. The deviations for the single-family lots are requirements in [Section 4-1-B-6-F](#) of the UDC. These deviations allow reductions to the lot area, lot width, lot depth, and front yard setback for the single-family lots. The deviation request for the townhomes is a requirement in [Section 4-1-B-7-F](#) of the UDC. The deviation allows for a reduction of the street side setback for two of the townhome buildings which are along the new public street. A deviation request is also made for a setback reduction of the 100' setback along an interstate or highway. The requirement is in [Section 4-1-B-26-C-1](#) of the UDC. This deviation applies to one of the townhome buildings at the southeast corner of the site. The townhome building is 86 feet from the east property line along K-7 Highway. Table 4 lists the deviation requests for the development.

**TABLE 4: REQUESTED DEVIATIONS**

Deviation	UDC Requirement	Proposed	Difference
<b>Lot area (single-family lots)</b>	8,000 SF	4,925 SF	<b>3,075 SF</b>
<b>Lot width (single-family lots)</b>	70 feet / 80 feet (corner lot)	50 feet / 60 feet (corner lot)	<b>20 feet</b>
<b>Lot depth (single-family lots)</b>	115 feet	104 feet	<b>11 feet</b>
<b>Front yard setback (single-family lots)</b>	30 feet	20 feet	<b>10 feet</b>
<b>Street-side setback (townhome buildings)</b>	25 feet	20 feet	<b>5 feet</b>
<b>Freeway setback</b>	100 feet	5 feet (to edge of drive aisle)	<b>95 feet</b>

Staff supports the deviations requests as proposed. The deviations to allow reduced sized single-family lots result in lots which are the same size as the lots in the adjacent subdivision to the north. The smaller lots will continue the development pattern established by The Reserve. The development then transitions to higher density residential development to the existing commercial uses to the south.

The request for a reduced front yard setback for both the single-family and the townhomes will reduce the depth of the front yard but will provide space for a vehicle to park in the driveway of each building. The development is oriented so that the visual character of the buildings appearing closer to the street will be only visible by residents and visitors as they enter the development.



**Exhibit 9: Front yard setback deviation for Single-Family and Townhomes.**

The deviation request for a reduced setback along K-7 Highway for one of the townhome buildings is consistent with the setback of the buildings in The Reserve development to the north. The new public street will continue to the K-7 Highway limits, into what is now highway right-of-way used for Hedge Lane Terrace, and will terminate in a cul-de-sac. A private drive connects to the cul-de-sac and runs south, parallel with the highway, and provides access to the church property to the south. This new private drive will replace the existing Hedge Lane Terrace, removing access from K-7 Highway. The new private drive is entirely within the 100' setback and is up to five feet from the highway right-of-way (once the KDOT right-of-way is vacated). The closest building to K-7 Highway is a townhome building that is 86 feet from the highway. A deviation for encroachment into the 100' setback along an interstate or a highway applies to any type of improvement including buildings, parking, and drives. The proposed encroachment will result in a drive aisle at the same location as the current street access into the site. Removing the direct access to these properties from K-7 Highway will improve the operations of the highway.

The Reserve development, both the single-family lots and the townhome buildings to the north, were granted a setback reduction along K-7 Highway. The single-family subdivision has a 75' tract along the west side of K-7 Highway and the townhome buildings are constructed 75' from the K-7 Highway right-of-way. A private trail is constructed in this space along the highway.





**Exhibit 10: K-7 Highway setback deviation request.**



**Exhibit 11: K-7 Highway setback (The Reserve and the Hedge Lane Residential).**





**Exhibit 12: The Reserve, 5<sup>th</sup> Plat (showing 75' tract along K-7 Highway).**

The subject 13.73-acre property has several design limitations. The site has predetermined points of access, must provide access to the church to the southeast, has an overhead power line easement that crosses the southwesterly corner of the site, and has a waterline easement along the entire south property line. All of these create limitations to the potential development pattern for this site. The requested deviations are an acceptable compromise of the regulations to allow for an appropriate transition of residential development on the site.

The applicant commits to providing 7' side yard setbacks for all lots, which will eliminate the challenges of constructing homes closer than the minimum side yard setback allows.

## REVIEW PROCESS

---

- This project requires a recommendation from the Planning Commission and approval by the City Council. Pending a recommendation from the Planning Commission, the project is tentatively scheduled for consideration by the City Council on October 21, 2025.
- Prior to any subsequent applications being submitted by the applicant, the applicant must gain approval from the Kansas Department of Transportation (KDOT) to vacate that portion of the property containing the drive to the church.
- The applicant must submit a final plat application which includes the church property prior to applying for permit(s).
- The final plat must be recorded with Johnson County prior to permit(s) being released.
- The applicant must receive permit(s) prior to commencing construction.
- The applicant should inquire about additional City requirements, such as permits and development fees.

## RECOMMENDATION FROM PROFESSIONAL STAFF

---

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

★ **Staff recommends approval of the rezoning and preliminary plan for Hedge Lane Residential.**

- While the overall density (6.26 DU/AC) exceeds the Suburban-Density Residential Comprehensive Plan classification (3.5 DU/AC), the development provides appropriate transitions between existing single-family lots to the north and west and a commercial area and state highway to the south and east.
- The project is consistent with Lenexa's goals through **Responsible Economic Development** to create **Vibrant Neighborhoods** and a **Thriving Economy**.

## REZONING

Staff recommends **APPROVAL** for rezoning property from AG to RP-1 and RP-2 for RZ25-07 **Hedge Lane Residential** located at 9140 Hedge Lane Terrace, located east of the intersection of 91<sup>st</sup> Street and Dunraven Street.

## PRELIMINARY PLAN

Staff recommends **APPROVAL** of the preliminary plan for PL25-12P **Hedge Lane Residential** located at 9140 Hedge Lane Terrace, east of the intersection of 91<sup>st</sup> Street and Dunraven Street for a single-family subdivision and multifamily development with deviations as noted in the Staff Report.





## Project Narrative

### Rezoning and Preliminary Development Plan & Plat Application

#### 9140 Hedge Lane Terrace

City of Lenexa, Kansas

---

## 1. Project Overview

The proposed development at **9140 Hedge Lane Terrace** encompasses approximately **13.73 acres** of land, including **13.11 acres** under contract and an additional **0.62 acres** of KDOT right-of-way anticipated to be granted to the project as part of an infrastructure realignment effort coordinated with KDOT and the City of Lenexa.

The property is currently zoned **AG (Agricultural)**. This application seeks to rezone the property to two zoning districts:

- **RP-1** (Planned Single-Family Residential) – 5.23 acres (18 units, 3.49 units/acre)
- **RP-2** (Planned Cluster Detached Residential) – 8.5 acres (68 units, 7.93 units/acre)

The project proposes a total of **86 residential units** that will be a **professionally managed rental community** that remains under single ownership and operated by the developer. All homes will be built to a high standard and maintained over time by the developers in-house property management team.

---

## 2. Comprehensive Plan Alignment

The City of Lenexa's Comprehensive Plan designates this site primarily as **Suburban-Density Residential**, defined as:

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

However, the site is also identified in the Comprehensive Plan as a **"Context Sensitive Infill Development" site**—a critical classification given the site's challenging location and adjacency to varied land uses and infrastructure constraints. To this end, the proposed rezoning supports two compatible land use designations:

- **Suburban-Density Residential** through RP-1 zoning along the northern edge, adjacent to existing single-family neighborhoods.
- **Medium-Density Residential** through RP-2 zoning on the remainder of the site, which:

*"Consists of a mix of housing types that are compatible with the scale and character of single-family detached homes... [and] should serve as a transition between lower and higher density uses or commercial areas."*

---

## 3. Justification for Rezoning

The request for rezoning is supported by multiple policies and objectives from Lenexa's Comprehensive Plan:

### A. Growth Strategy & Infill Development

- The Comprehensive Plan emphasizes the need to **promote infill development** where existing infrastructure exists, as a means of:

*“...maximizing developable areas while maintaining the existing character of the areas served.”*

- The site is within a largely built-out area, making it a textbook example of **context-sensitive infill**, which the Plan describes as:

*“...essential for new residential development to be sensitive to its surrounding context... lowering development costs by leveraging existing infrastructure... and ensuring new development mitigates additional traffic congestion.”*

## **B. Context-Sensitive Design Approach**

Per the Plan’s case study on this specific site, the project has been carefully designed to:

- Create transitions between low- and medium-density uses through:
  - Detached two-story single-family homes along the northern edge (RP-1), compatible in scale and mass with adjacent RP-1 zoning.
  - Attached townhome-style units on the interior (RP-2), designed with similar architectural styles and rooflines to complement surrounding housing.
- Take advantage of existing natural and man-made buffers, including:
  - **K-7 Highway** to the east
  - **Suburban Lawn & Garden commercial use** and **utility corridor** to the south
- Align building form, setbacks, and streetscape design with the existing context to avoid abrupt land use transitions.

## **C. Infrastructure and Circulation Enhancements**

- A **new public street** is proposed to connect **Dunraven Street (west)** to **Mistletoe Street (north)**, consistent with the Plan’s emphasis on improved street connectivity:

*“Connect new roads, sidewalks, and bicycle lanes with existing facilities...”*

The new street will end in a cul-de-sac with a **private drive extension to Monticello Gospel Assembly**, maintaining their access following the planned removal of the **unconventional and unsafe K-7 exit onto Hedge Lane Terrace**.

---

## **4. Coordination with KDOT and Adjacent Stakeholders**

The proposed development facilitates long-standing goals of both **KDOT** and the **City of Lenexa** to eliminate direct access from K-7 to Hedge Lane Terrace—a configuration recognized as substandard for modern highway access management.

- In collaboration with **KDOT**, the project team has proposed to reroute access to the Monticello Gospel Assembly and the project site through internal roadways.
- Upon removal of the K-7 access, **KDOT has expressed willingness to transfer the right-of-way (0.6149 acres)** to the developer, allowing it to be incorporated into the development.
- **Monticello Gospel Assembly** has been engaged and is in agreement with the proposed access solution. Discussions are underway to formalize an **Access and Maintenance Agreement**. The developer has also discussed ways to help them access water and sewer as part of their future capital projects.

---

## 5. Community and Compatibility Benefits

- **Compatibility:** The project provides a thoughtfully graduated density transition from single-family RP-1 to the north, to attached RP-2 residential and commercial uses to the south.
- **Connectivity:** A new street link and sidewalk network fosters greater neighborhood integration and supports walking and biking in line with Lenexa's multimodal goals.
- **Land Use Efficiency:** This is an underutilized infill site surrounded by infrastructure, with unique buffering elements (K-7, commercial, and utility lines) that make it ideally suited for medium-density development.
- **Policy Alignment:** Every aspect of the project—from land use to design to infrastructure—supports the principles outlined in the City's **Growth Strategy**, **Future Land Use Map**, and **Context Sensitive Infill Development Guidelines**.

---

## Conclusion

The proposed rezoning and Preliminary Development Plan for 9140 Hedge Lane Terrace offers a **context-sensitive, infrastructure-ready** infill solution that:

- Meets Lenexa's vision for future growth;
- Respects the scale of nearby residential neighborhoods;
- Resolves a long-standing circulation and safety issue at the K-7 access point;
- And adds meaningful housing choice and quality design to the community.

We respectfully request staff's support and look forward to working together through the next steps in the approval process.



## Requested Deviations

As part of the Preliminary Development Plan and rezoning application, we respectfully request the following deviations to allow for a context-sensitive, functional, and attractive community design. All deviations have been carefully considered to maintain the intent of the code while enabling a development that fits the unique constraints and opportunities of this infill site.

### RP-1 Deviations Requested:

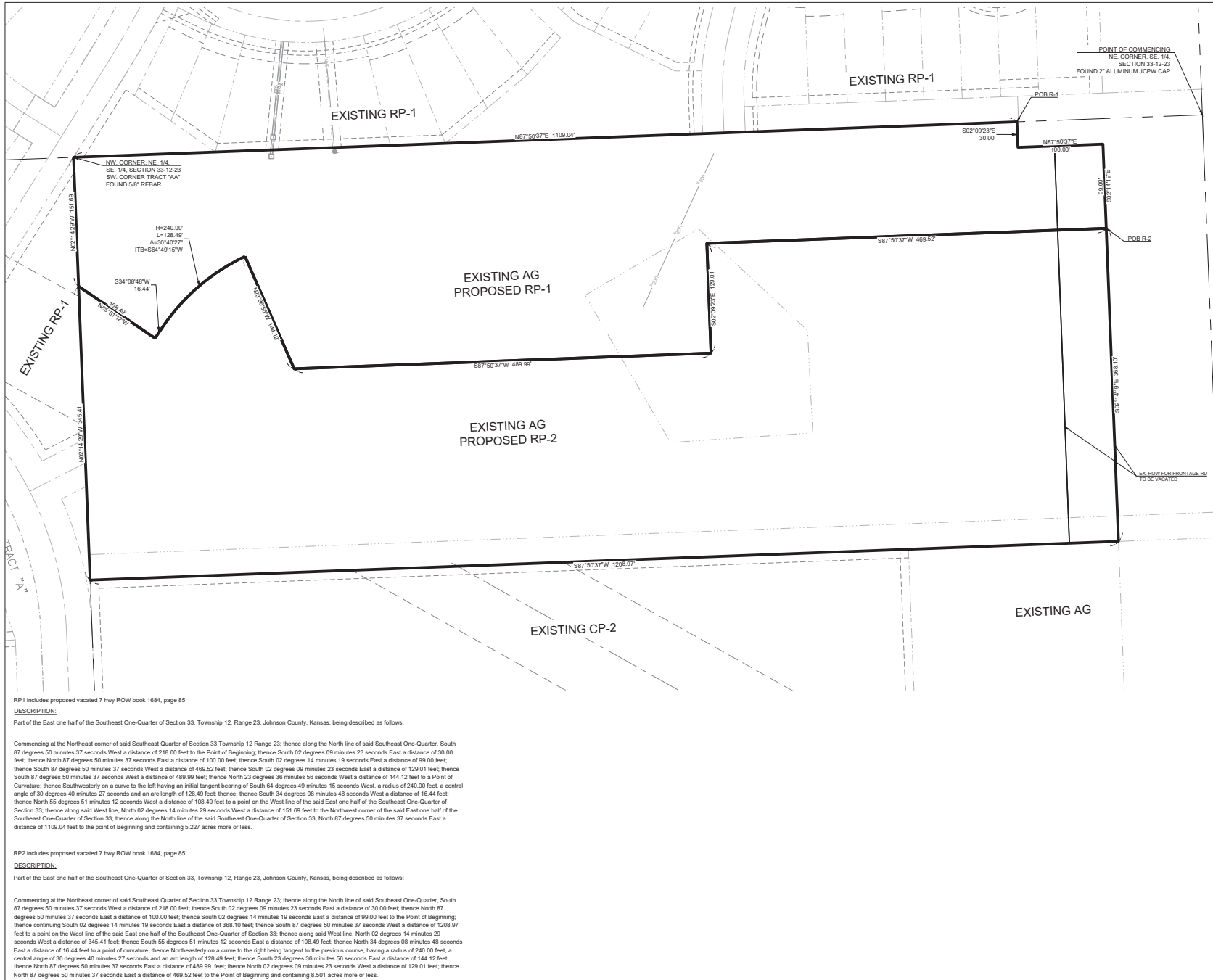
Item	Code Requirement	Proposed	Justification
Minimum Lot Size	8,000 SF	4,925 SF	Consistent with lots to the north of our site. Allowable Reduction: 50%, Requested Reduction: 38.4%. The deviations facilitate natural storm water treatment via open detention basins & enhance architectural diversity, scale, form and proportion.
Lot Width	70 / 80 FT	50 FT/60 SF	Consistent with lots to the north of our site. Allowable Reduction: 50%, Requested Reduction: 10.5%. The deviations facilitate natural storm water treatment via open detention basins & enhance architectural diversity, scale, form and proportion.
Lot Depth	115 FT	104 FT	Needed depth reduction to fit the public street ROW and an additional private drive to the south. The result is the mitigation of substandard access along K-7 highway. Rear setback requirements are met to provide best transitions between existing land uses / zoning districts, transitioning from RP-1 on the north to CP-2 on the south. Granting this deviation will not adversely affect the rights of the adjacent owners, allowable densities could not otherwise be met, constituting an unnecessary hardship upon the land owner, the deviation does not adversely affect the public health, safety or general welfare, and the deviation does not conflict with the intent of the code.
Minimum Street Setback	30 FT	20 SF	Needed setback reduction from fronts of buildings to streets in order to fit the public street ROW and an additional private drive to the south. No side setbacks from streets are proposed. The result is the mitigation of substandard access along K-7 highway. Rear setback requirements are met to provide best transitions between existing land uses / zoning districts, transitioning from RP-1 on the north to CP-2 on the south.

## RP-2 Deviations Requested:

Item	Code Requirement	Proposed	Justification
Minimum Street Setback	25 FT	20 FT	Needed setback reduction from fronts of buildings to streets in order to fit the public street ROW and an additional private drive to the south. No side setbacks from streets are proposed. The result is the mitigation of substandard access along K-7 highway. Rear setback requirements are met to provide best transitions between existing land uses / zoning districts, transitioning from RP-1 on the north to CP-2 on the south.
Minimum Setback From K-7	100 FT	80 FT	Consistent with lots to the north of our site as well as other developments along the K-7 corridor. Reducing this setback allows for the allowable density to be achieved while accommodating for substantial existing overhead power easements, which create a unique condition to this property. Granting this deviation will not adversely affect the rights of the adjacent owners, allowable densities could not otherwise be met, constituting an unnecessary hardship upon the land owner, the deviation does not adversely affect the public health, safety or general welfare, and the deviation does not conflict with the intent of the code.







87TH STREET

NW1/4 NE1/4

SW1/4 SE1/4

SECTION 33

CLARE ROAD

PRAIRIE STAR PKWY

KS HWY 7

POINT OF COMMENCING  
NE CORNER, SE 1/4,  
SECTION 33-12-23  
FOUND 2" ALUMINUM JSPW CAP

POB B.1

POB B.2

EX ROW FOR FRONTAGE RD  
TO BE VACATED

SECTION 33-12-23  
LOCATION MAP  
SCALE 1" = 2000'

**SCHLAGEL**  
PLANNING & ARCHITECTS  
1105 S. WACKER SUITE 2050  
CHICAGO, IL 60606  
(312) 492-6158 • Fax: (312) 492-8403  
WWW.SCHLAGELASSOCIATES.COM

PREPARED BY:

SCHLAGEL & ASSOCIATES P.A.

HEDGE LANE RESIDENTIAL  
PRELIMINARY DEVELOPMENT PLAN

DUNRAVEN ST. & HWY K-7 LENEXA, KANSAS

**DEVELOPER:**  
28TH STREET CAPITAL  
NIKOLA KRUMAREVIC  
20 N WACKER SUITE 2050  
CHICAGO, IL 60606  
p (833) 208-9794  
NKRUMAREVIC@28SC.COM

**OWNER:**  
HIGHWAY 7, LLC  
9140 HEDGE LANE TER.  
LENEXA, KS 66227

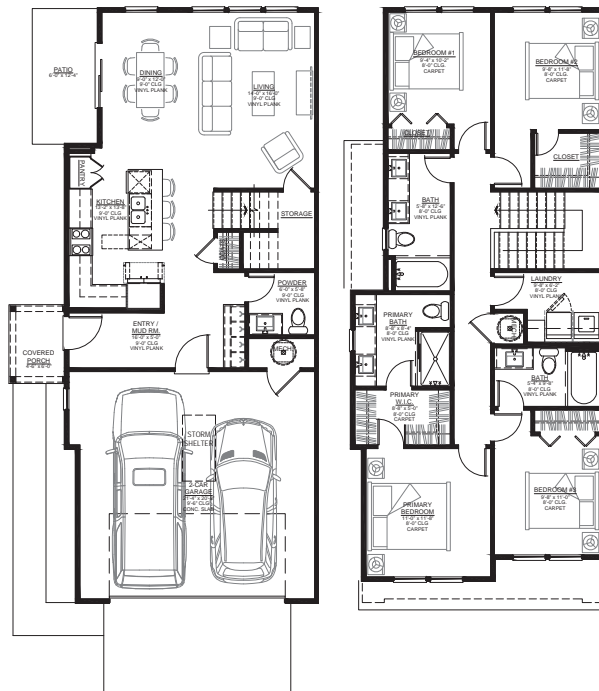
**OWNER:**  
GARY R. ROGERS  
9140 HEDGE LANE TER.  
LENEXA, KS 66227

**ARCHITECT:**  
NSPJ ARCHITECTS  
9415 NALL AVE. #800  
PRAIRIE VILLAGE, KS 66207

**DESCRIPTION:**  
DRAWN BY: [initials]  
CHECKED BY: [initials]  
DATE: 10/21/23  
SCALE: 1" = 50'

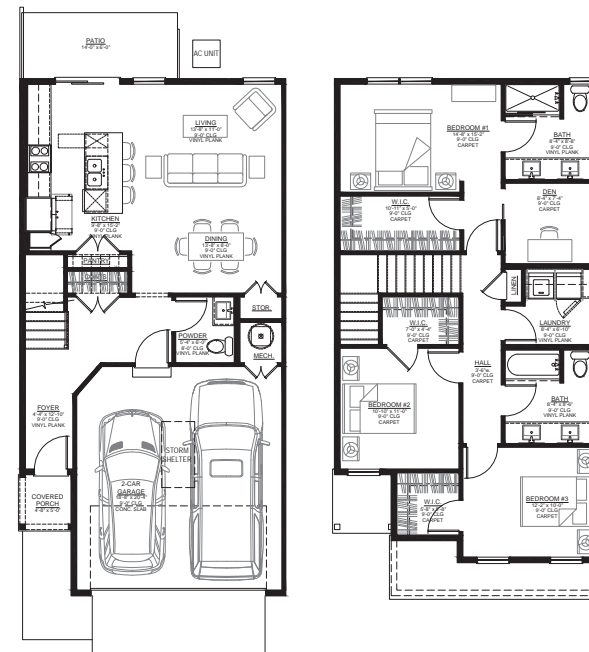
**PRELIMINARY ZONING PLAN**

SHEET  
**Z1.0**



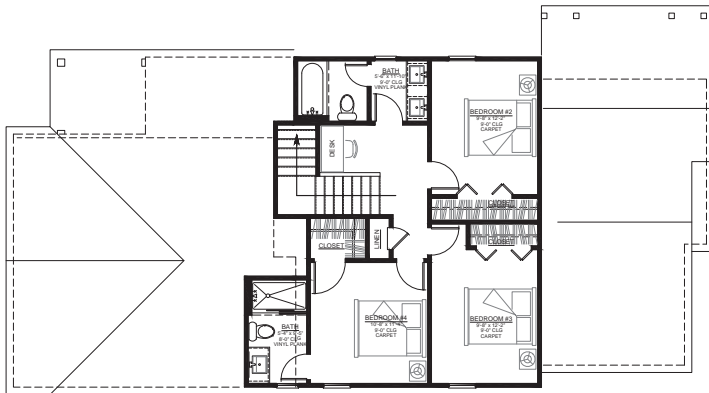
### FLOOR PLAN - UNIT TYPE "D1"

3/16" = 1'-0" | 4BR + 3.5BA  
 2-STORY | SLAB-ON-GRADE  
 FIRST FLOOR GSF FINISHED AREA = 722 SQ. FT.  
 2nd FLOOR GSF FINISHED AREA = 1,020 SQ. FT.  
 TOTAL GSF FINISHED AREA = 1,712 SQ. FT.  
 GARAGE AREA = 469 SQ. FT.



### FLOOR PLAN - UNIT TYPE "C1"

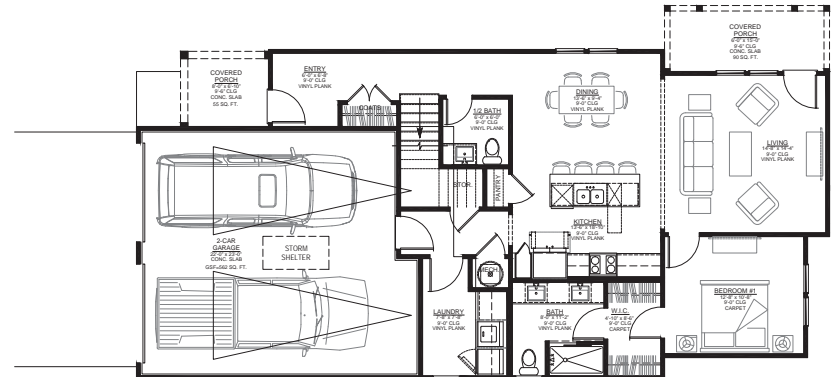
3/16" = 1'-0" | 3BR + 2.5BA  
 2-STORY | SLAB-ON-GRADE  
 FIRST FLOOR GSF FINISHED AREA = 670 SQ. FT.  
 2nd FLOOR GSF FINISHED AREA = 951 SQ. FT.  
 TOTAL GSF FINISHED AREA = 1,632 SQ. FT.  
 GARAGE AREA = 415 SQ. FT.



**FLOOR PLAN - UNIT TYPE "D3"**

3/16" = 1'-0" | SECOND FLOOR PLAN  
4 BEDROOM + 3.5 BATH

GSF = 677 SQ. FT.  
NRSF = 612 SQ. FT.

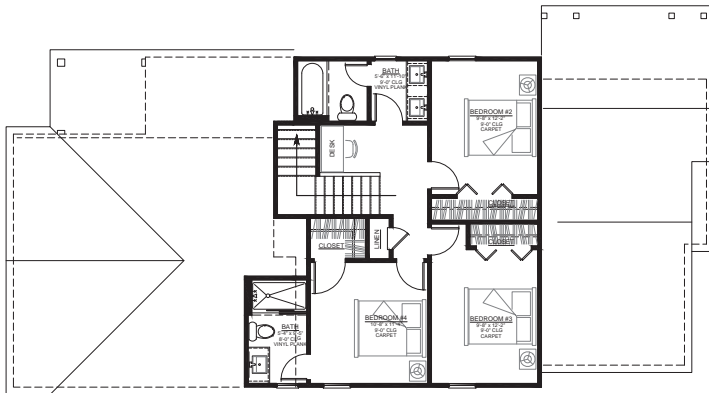


**FLOOR PLAN - UNIT TYPE "D3"**

3/16" = 1'-0" | FIRST FLOOR PLAN  
4 BEDROOM + 3.5 BATH

GSF = 1,162 SQ. FT.  
NRSF = 1,071 SQ. FT.

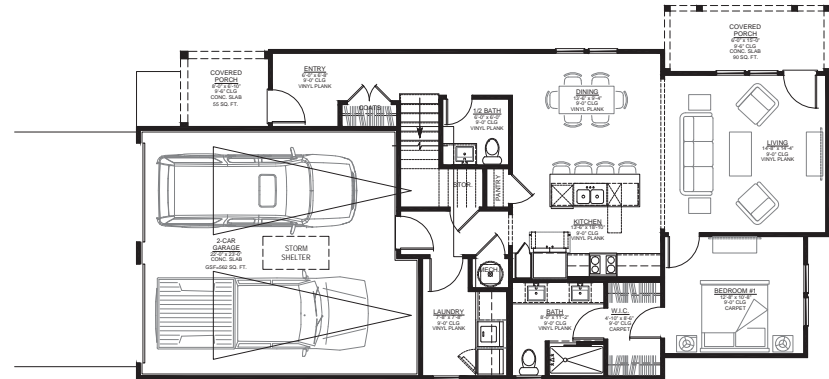




#### FLOOR PLAN - UNIT TYPE "D3"

3/16" = 1'-0" | SECOND FLOOR PLAN  
4 BEDROOM + 3.5 BATH

GSF = 677 SQ. FT.  
NRSF = 612 SQ. FT.



#### FLOOR PLAN - UNIT TYPE "D3"

3/16" = 1'-0" | FIRST FLOOR PLAN  
4 BEDROOM + 3.5 BATH

GSF = 1,162 SQ. FT.  
NRSF = 1,071 SQ. FT.

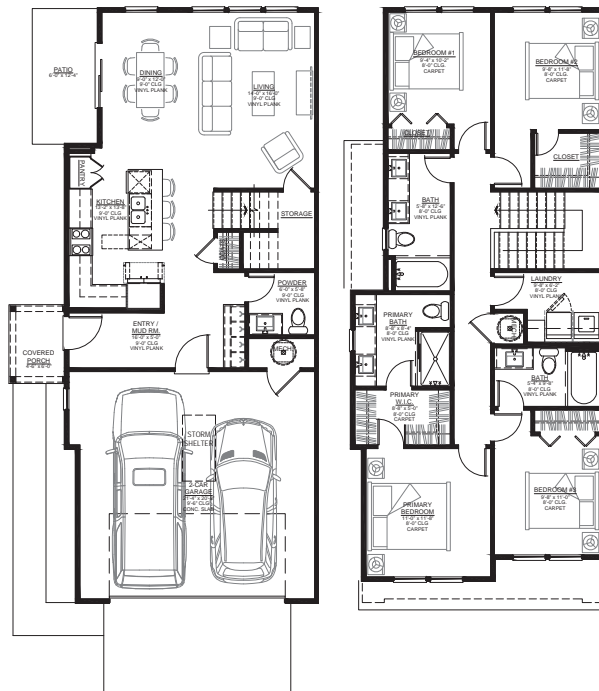


## SINGLE FAMILY FOR RENT UNIT PLAN

HEDGE LANE RESIDENTIAL | 29 SC | LENEXA, KS

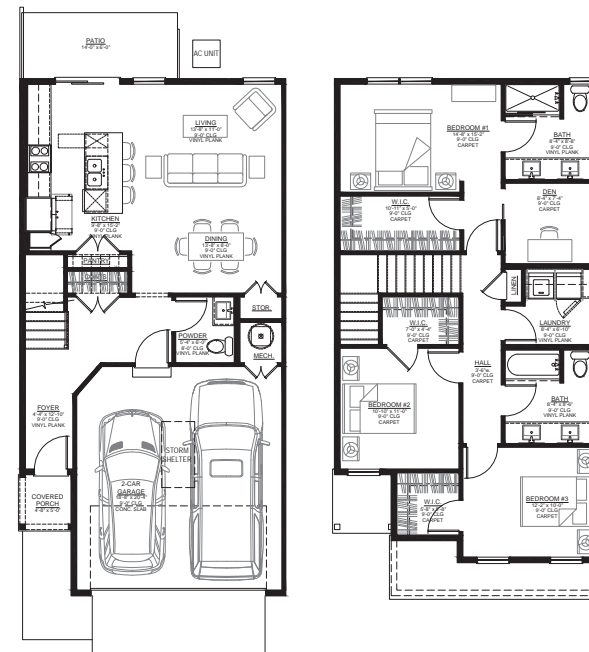
A1.00 07/21/2025

© NSPJ 2025



### FLOOR PLAN - UNIT TYPE "D1"

3/16" = 1'-0" | 4BR + 3.5BA  
 2-STORY | SLAB-ON-GRADE  
 FIRST FLOOR GSF FINISHED AREA = 722 SQ. FT.  
 2nd FLOOR GSF FINISHED AREA = 1,020 SQ. FT.  
 TOTAL GSF FINISHED AREA = 1,7142 SQ. FT.  
 GARAGE AREA = 469 SQ. FT.



### FLOOR PLAN - UNIT TYPE "C1"

3/16" = 1'-0" | 3BR + 2.5BA  
 2-STORY | SLAB-ON-GRADE  
 FIRST FLOOR GSF FINISHED AREA = 670 SQ. FT.  
 2nd FLOOR GSF FINISHED AREA = 951 SQ. FT.  
 TOTAL GSF FINISHED AREA = 1,632 SQ. FT.  
 GARAGE AREA = 415 SQ. FT.



3 RIGHT ELEVATION  
Scale: 1/4" = 1'-0"



2 LEFT ELEVATION  
Scale: 1/4" = 1'-0"



1 FRONT ELEVATION  
Scale: 1/4" = 1'-0"





② FRONT ELEVATION  
Scale: 1/4" = 1'-0"



① SIDE ELEVATION  
Scale: 1/4" = 1'-0"



2 FRONT ELEVATION  
Scale: 1/4" = 1'-0"



1 SIDE ELEVATION  
Scale: 1/4" = 1'-0"



2 FRONT ELEVATION  
Scale: 3/16" = 1'-0"



1 SIDE ELEVATION  
Scale: 3/16" = 1'-0"





3 RIGHT ELEVATION  
Scale: 1/4" = 1'-0"



2 LEFT ELEVATION  
Scale: 1/4" = 1'-0"



1 FRONT ELEVATION  
Scale: 1/4" = 1'-0"



② FRONT ELEVATION  
Scale: 1/4" = 1'-0"



① SIDE ELEVATION  
Scale: 1/4" = 1'-0"



2 FRONT ELEVATION  
Scale: 1/4" = 1'-0"



1 SIDE ELEVATION  
Scale: 1/4" = 1'-0"





2 FRONT ELEVATION  
Scale: 3/16" = 1'-0"



1 SIDE ELEVATION  
Scale: 3/16" = 1'-0"



# HEDGE LANE RESIDENTIAL

DUNRAVEN ST & HWY K-7  
LENEXA, KANSAS

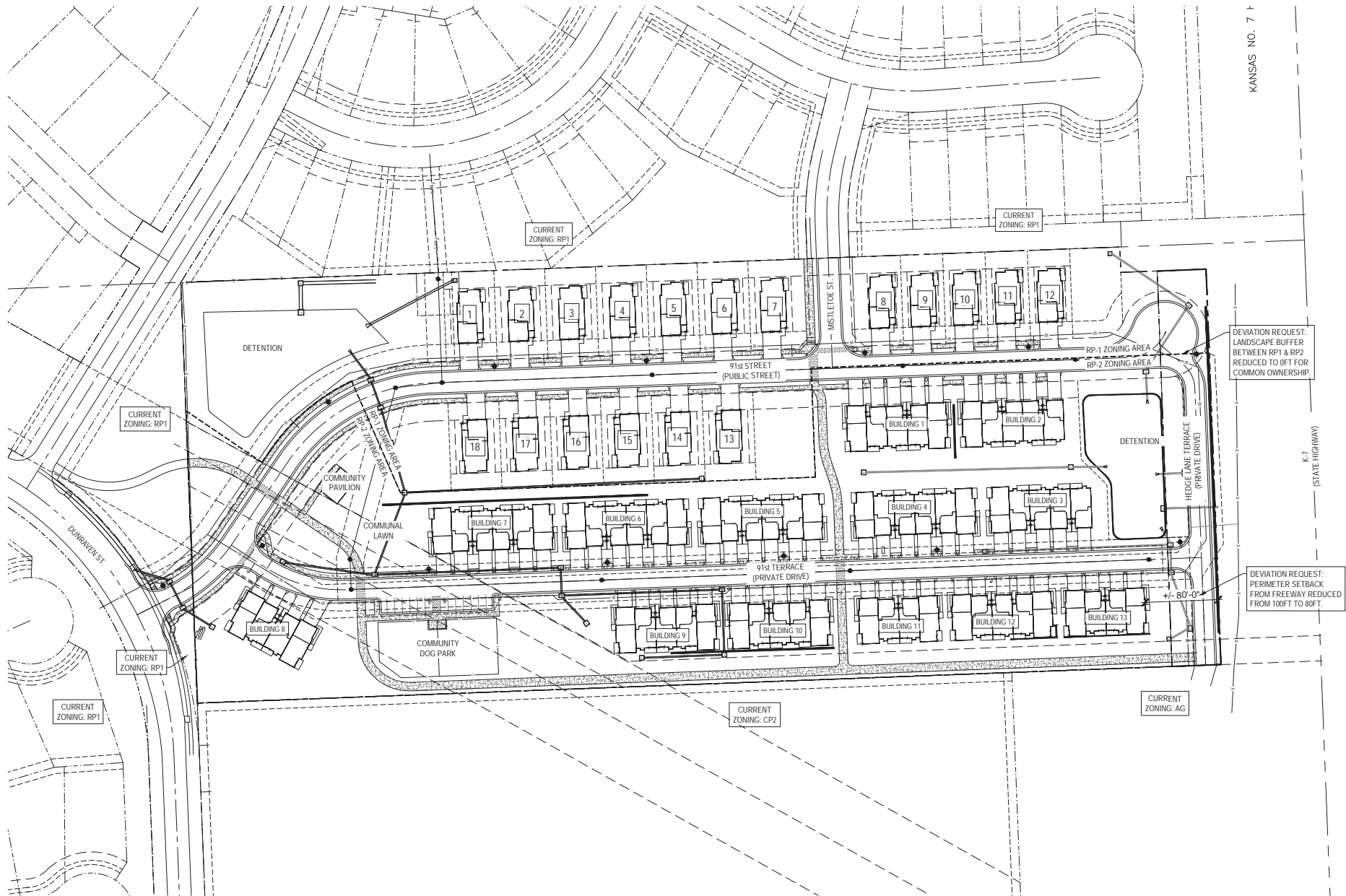
DRAWING RELEASE LOG

REVISIONS

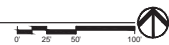
JOB NO. 770125 DATE 07.21.25  
DRAWN BY BNH / MLM

SHEET NAME  
SITE PLAN

SHEET NO.  
SP1.00



PRELIMINARY  
ARCHITECTURAL SITE PLAN  
1"=50'-0"







**nspj**  
ARCHITECTS  
ARCHITECTURE  
LANDSCAPE  
ARCHITECTURE  
P.913.831.1415  
NSPJARCH.COM  
9415 NALL AVE., #300  
PRAIRIE VILLAGE,  
KANSAS, 66207



# HEDGE LANE RESIDENTIAL

DUNRAVEN ST & HWY K-7  
LENEXA, KANSAS

DRAWING RELEASE LOG:  
10/18/23 FOR REVIEW

REVISIONS

JOB NO. 170125  
DATE 07.21.23  
DRAWN BY BKH / MLM

SHEET NAME  
SITE PLAN  
SHEET NO.  
**SP1.00**

PRELIMINARY  
ARCHITECTURAL SITE PLAN  
1"=50'-0"







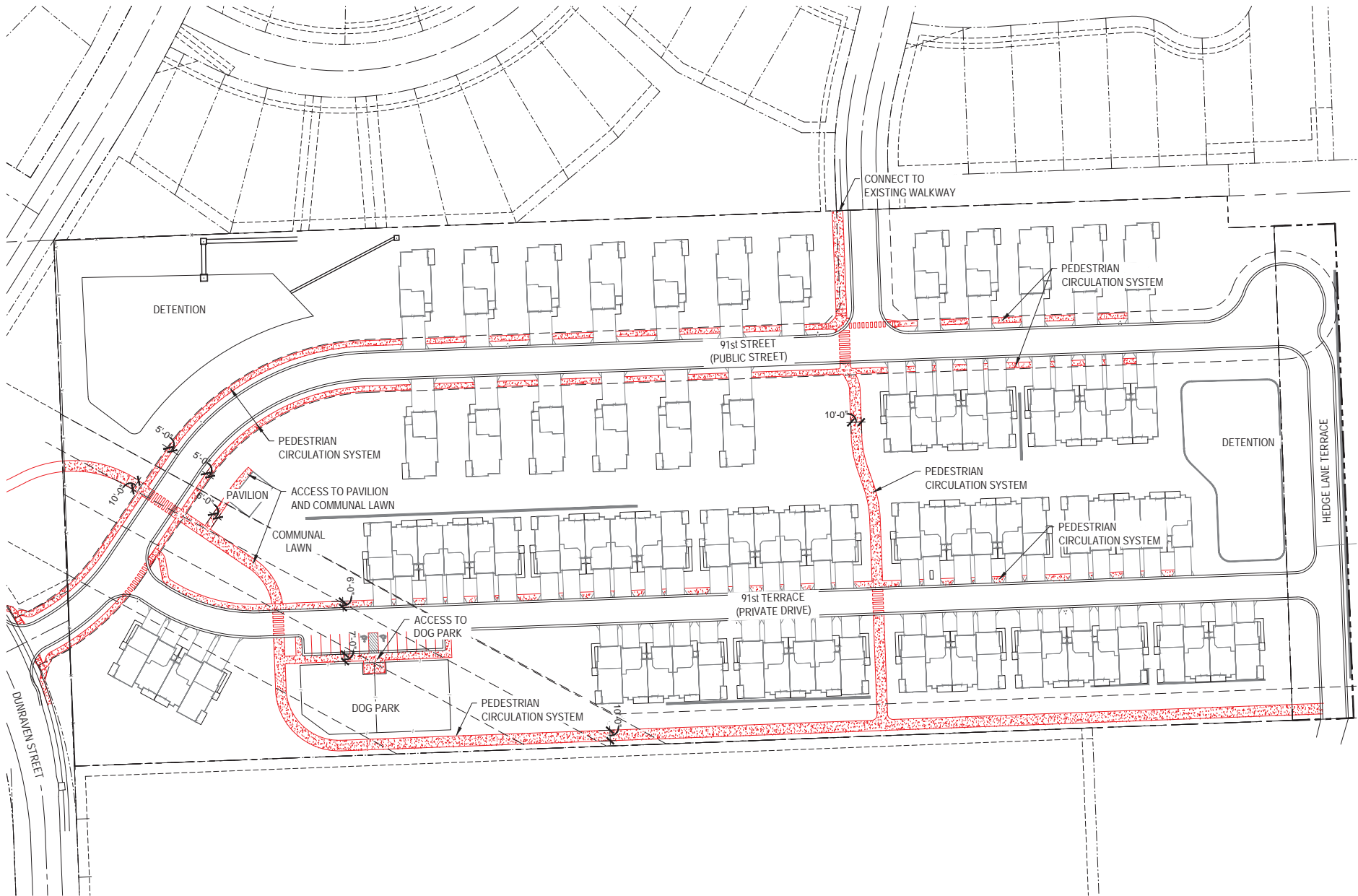
**HEDGE LANE RESIDENTIAL**  
 DUNRAVEN ST & HWY K-7  
 LENEXA, KANSAS

DRAWING RELEASE LOG

REVISIONS

JOB NO. 770125  
 DATE 07.21.25  
 DRAWN BY BNH / MLM

SHEET NAME  
 PEDESTRIAN  
 NETWORK PLAN  
 SHEET No.  
**SP1.01**



PRELIMINARY  
 PEDESTRIAN NETWORK PLAN  
 1"=40'-0"





AREA OF OPEN SPACE

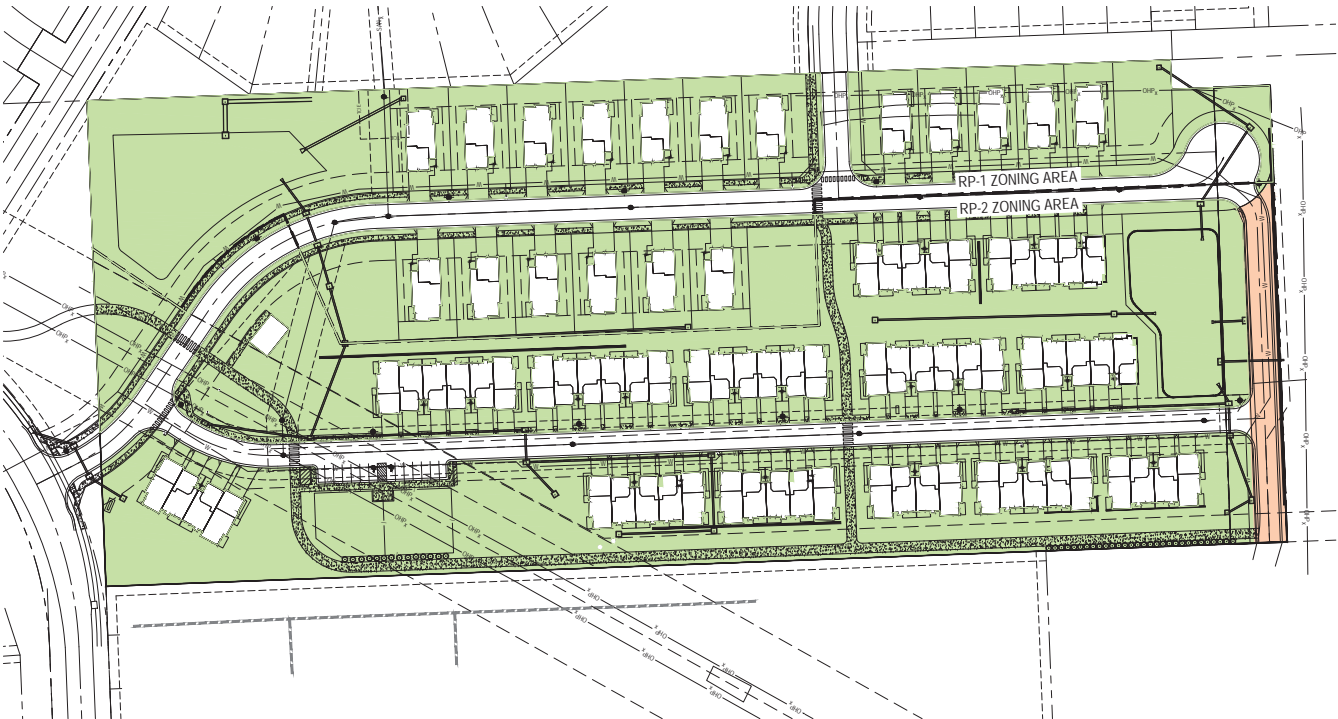
LAND TO BE DEEDED TO OTHERS

RP1 OPEN SPACE					
*GROSS SITE AREA	RIGHT-OF-WAY	**NET SITE AREA	BUILDING & PAVED AREAS	***OPEN SPACE PROVIDED	****OPEN SPACE REQUIRED
227,712 SF	47,515 SF	180,197 SF	58,600 SF	169,112 SF (94%)	108,119 SF (60%)

\*GROSS SITE AREA INCLUDES ACQUISITION OF KDOT LAND.  
\*\* NET SITE AREA = GROSS SITE AREA LESS RIGHT-OF-WAY  
\*\*\* OPEN SPACE PROVIDED = NET SITE AREA LESS BUILDING AND PAVED AREAS, INCLUSIVE OF GREEN SPACE IN RIGHT-OF-WAY.  
\*\*\*\* OPEN SPACE REQUIRED = 60% OF NET SITE AREA (LOT SIZE).

RP2 OPEN SPACE						
*GROSS SITE AREA	RIGHT-OF-WAY	LAND DEEDED TO OTHERS	**NET SITE AREA	BUILDING & PAVED AREAS	***OPEN SPACE PROVIDED	****OPEN SPACE REQUIRED
370,302 SF	26,796 SF	11,802 SF	331,704 SF	115,936 SF	234,545 SF (70%)	199,231 SF (60%)

\*GROSS SITE AREA INCLUDES ACQUISITION OF KDOT LAND.  
\*\* NET SITE AREA = GROSS SITE AREA LESS RIGHT-OF-WAY AND LAND DEEDED TO OTHERS.  
\*\*\* OPEN SPACE PROVIDED = NET SITE AREA LESS BUILDING / PAVED AREAS, INCLUSIVE OF GREEN SPACE IN RIGHT-OF-WAY.  
\*\*\*\* OPEN SPACE REQUIRED = 60% OF NET SITE AREA (LOT SIZE).



HEDGE LANE RESIDENTIAL  
DUNRAVEN ST & HWY K-7  
LENEXA, KANSAS

DRAWING RELEASE LOG

REVISIONS

JOB NO. 770125  
DATE 07.21.25  
DRAWN BY BNH / MLM

SHEET NAME  
OPEN SPACE PLAN

SHEET NO.

PRELIMINARY  
OPEN SPACE PLAN  
1"=40'-0"



L1.01

**10. Hedge Lane Residential - Consideration of a rezoning and preliminary plan for a multifamily (townhome) and single-family residential development on property located east of the intersection of 91st Street and Dunraven Street at 9140 Hedge Lane Terrace. (Public Hearing)**

- a. Consideration of rezoning property from the AG, Agricultural District to the RP-1, Planned Residential (Low Density) and the RP-2, Planned Residential (Intermediate Density) Zoning Districts. RZ25-07**
- b. Consideration of a preliminary plan for a multifamily (townhome) and single-family residential development. PL25-12P**

**APPLICANT PRESENTATION**

Nikola Krcmarevic, Vice President of Development with 29th Street Capital, began by expressing he and his team's appreciation for the City Staff's collaboration and professionalism over the past 10 months. From early concept discussions to refining the project plan, Staff guidance played a key role in aligning the proposal with Lenexa's goals for responsible, context-sensitive growth. He described the 13.73-acre site as uniquely challenging due to its location along K-7 Highway, proximity to single-family residential areas to the north and commercial development to the south, and the presence of utility corridors, including electrical and water easements, cutting through the southern portion of the site. He also mentioned infrastructure challenges, particularly the existing access point to K-7, which is currently the only entry to the site and to the neighboring church to the south, along with preexisting infrastructure planned as part of the comprehensive plan. Despite these complexities, he said the development team worked closely with City Staff to produce efficient and thoughtful use of the constrained infill site. The proposed project includes 86 professionally managed rental units comprised of 18 single-family homes and 68 townhome units, all with three or four bedrooms. He noted that the development serves as a natural transition between the low-density housing to the north and higher-intensity commercial uses to the south and east. He explained that the targeted demographic includes professional families who are either not yet ready to purchase a home or who prefer a maintenance-free lifestyle. He also emphasized how the project aligns with broader City goals, including the removal of a direct and unsafe access point from K-7 to Hedge Lane Terrace. In its place, the plan introduces a new public street, 91st Terrace, which improves circulation, connectivity, and coordinated access for the adjacent Monticello Gospel Assembly. In closing, Mr. Krcmarevic stated that the project offers an appropriate fit for a constrained and complex site. It aims to create a well-designed, connected neighborhood that supports the City's growth strategy while bringing long-term value to Lenexa. He expressed appreciation for Staff's recommendation for approval and looks forward to continued collaboration with the City of Lenexa.

**STAFF PRESENTATION**

Dave Dalecky presented the staff report for the rezoning and preliminary plan request for the Hedge Lane Residential project. This request includes the rezoning of the site and approval of an associated preliminary plan/plat. The project focuses on both single-family homes and townhomes, with the preliminary plan applying specifically to the townhome portion, while the single-family portion would go through the platting process separately. He began by showing the site's location through an aerial map. The 13.73-acre site is situated west of K-7 Highway, bordered by The Reserve (a residential development) to the north and west, and suburban commercial developments including Suburban Lawn & Garden and Monticello Gospel Assembly Church to the south. The entire site is currently zoned AG (Agricultural) and is designated as "Suburban Residential" on the City's Future Land Use Map. Mr. Dalecky reviewed five of the 13 rezoning criteria required by the Unified Development Code (UDC), emphasizing compatibility with the character of the neighborhood. He noted that surrounding land uses include single-family homes and a townhome component within The Reserve to the northeast. The



proposed rezoning to RP-1, Planned Residential (Low Density) District and RP-2, Planned Residential (Intermediate Density) District is consistent with this existing pattern of development and serves as a context-sensitive infill project. He emphasized that the site is no longer suitable for agricultural use and is identified for residential development in the City's long-term plans. The plan introduces a tiered development approach: 18 single-family lots along the north side transitioning into 68 townhome units (in 13 buildings) on the southern half. This arrangement is intended to provide a gradual density transition between the existing single-family homes and the adjacent commercial uses. Transportation and access were key parts of the presentation. Mr. Dalecky detailed the area's evolving street network and connectivity, explaining that the development will help eliminate an unsafe access point from Hedge Lane Terrace directly onto K-7 Highway. Instead, a new street, 91st Terrace, will be built, and internal street connections will link the development to the surrounding road network. A private drive will also be constructed to maintain access to the Monticello Gospel Assembly Church after the K-7 access is removed, ensuring that the church retains uninterrupted entry. He then walked through zoning compatibility and the transportation infrastructure as outlined in the City's Comprehensive Plan, noting that the project supports the long-term strategy for this area of Lenexa, including improvements to local collector roads and roundabouts, especially at Dunraven Street and Prairie Star Parkway. The overall proposed density is 6.2 units per acre. The single-family portion has a density of 3.44 units per acre, staying under the 3.5 limit set by code, and the townhome portion sits at 8 units per acre, which is the maximum for the RP-2 District.

Several deviation requests were noted:

For the RP-1 single-family area:

- Reduced lot width and lot area, matching those approved in the adjacent Reserve subdivision.
- Front yard setback reduced from 30 feet to 20 feet to accommodate the street network and lot layout.

For the RP-2 townhomes:

- Front setback reduced from 25 feet to 20 feet.
- A reduction in the required 100-foot highway setback along K-7. One building will be approximately 86 feet from the highway, and a necessary private drive for church access will be only five feet from the right-of-way. He noted this is common in other developments along highways in Lenexa, and the neighboring Reserve was also granted a 75-foot setback.

Dave Dalecky displayed architectural renderings for both housing types. The single-family homes will be two-story structures with board-and-batten siding, masonry accents, and pitched roofs, designed to match the aesthetic of surrounding neighborhoods. Townhomes will use similar materials and designs, with some variation in color, garage treatments, and other architectural details to create visual diversity among buildings. Lastly, Mr. Dalecky addressed the preliminary plat. It includes both the residential development and the church property. Including the church in the plat ensures that the private drive providing access from the new public street will be part of a contiguous parcel, maintaining legal access rights. Although it's unusual to include single-family and multifamily units on the same plat, it's appropriate here because the project is a cohesive, unified development. Mr. Dalecky concluded by stating that staff recommends approval of the rezoning from the AG, Agricultural District to the RP-1, Planned Residential (Low Density) and the RP-2, Planned Residential (Intermediate) Districts, along with approval of the preliminary plan and preliminary plat for the Hedge Lane Residential development.

## PUBLIC HEARING

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

Connie Cross, 23602 West 92<sup>nd</sup> Street, and resident of The Reserve, spoke in opposition to the proposed rezoning and development project. Ms. Cross expressed concerns about increased traffic, stating that over 700 residents currently rely on Dunraven Street, which is already heavily used. The proposed

development would add approximately 100 vehicles daily, with its access point located near a curve and in close proximity to the roundabout at Prairie Star Parkway, an area already experiencing congestion due to a nearby hospital, gas station, and school traffic. She noted that no current traffic study has been shared addressing these impacts and raised concerns about the area's ability to handle emergency evacuations, citing a major natural gas pipeline running through the neighborhood. She reported that over 60% of residents who received public notice had signed a formal protest petition, with an additional 355 signatures collected from broader area residents, including nearby condo and rental units. She requested that the commissioners respectfully listen to their constituents and review their petition. She asked the Commission to either vote against the rezoning or delay the decision until a comprehensive traffic study is completed.

April Soberon, 23671 90<sup>th</sup> Terrace, a resident of The Reserve, spoke in opposition to the proposed rezoning from AG to RP-1 and RP-2, citing concerns about infrastructure capacity, traffic, safety, and property values. Ms. Soberon emphasized that local roads were not designed for the increased density and already experienced significant congestion, especially during school hours. She stated that their neighborhood roads were designed for low density, agricultural and the single-family residential community. She expressed concern over loss of green space, walkability, and the suburban character that drew residents to the area. She stated that the green space being mentioned is not just for aesthetic appeal, it's an integral part of our local ecosystem, and it contributes to the overall health and wellbeing of our neighborhood. She also believes the proposed development threatens the property values of their existing homes in the area. Ms. Soberon questioned the use of density averaging in the staff report, noting it exceeds the suburban density goals of the City's Comprehensive Plan. She also referenced other parts of Lenexa where density was reduced to protect existing neighborhoods and asked why similar considerations weren't being made here. She noted that the Homeowner's Association (HOA) had not been consulted about a proposed access road crossing its property and disputed the affordability of the development, citing projected rents of \$3,000–\$3,500/month. She said she remembered saving up for her first starter home and the pride she had when she was about to purchase it and wants others to experience the same feeling. Ms. Soberon commented that there are other areas throughout Lenexa where this type of development would prosper, and their area is not the right place. She urged the Commission to reject or delay the rezoning in order to protect neighborhood integrity and public safety.

Marvin Davis, 9074 Mesquite Street, spoke against the proposed rezoning to RP-2 for the Hedge Lane development. Mr. Davis expressed concerns about increased traffic on Dunraven Street and Prairie Star Parkway, noting that congestion already causes vehicles, including school traffic, to back up onto K-7 Highway, creating dangerous conditions. He pointed out that emergency access is limited, especially since the K-7 Highway frontage road has been removed by Kansas Department of Transportation (KDOT). Mr. Davis warned that additional RP-2 development would worsen issues already experienced with nearby rental units, including loud vehicles that drill out the headers and have them popping going down the road. He also noted late-night disturbances and rising crime, citing recent communication from the Lenexa Police Department. He also noted that Canyon Creek Elementary is at capacity and cannot support more students. He emphasized that homeowners chose this area for its quiet, green, low-density character and felt that RP-2 development is incompatible with that vision. Mr. Davis stated he would support R-1 zoning but believes further RP-2 housing would be detrimental to the neighborhood's safety, value, and quality of life.

Tim Urban, 9043 Meadow View Drive, spoke in opposition to the proposed rezoning and development behind his neighborhood. Mr. Urban shared concerns that the new RP-2 townhome project would significantly increase traffic on Dunraven and surrounding streets, including Meadow View and Mistletoe, which he noted is currently closed off. He highlighted safety issues from existing traffic congestion and speeding, especially near the roundabout at Prairie Star Parkway, and questioned the lack of enforcement in the area. Mr. Urban criticized the reliance on a single access point for the new development and

expressed skepticism about opening Mistletoe Drive to through traffic, particularly as it contains a walking path that could become hazardous. He also raised the issue of emergency access, pointing out the limited exit routes for residents. He questioned the affordability and purpose of the proposed townhomes, stating that advertised rents of \$3,000–\$3,500 per month are not reflective of affordable housing. He expressed concern over the developer's financial stability stating that by the time they get to construction, it could be substantially more with all the, the tariffs, and cost increases on lumber and other commodities. He also suggested that the City review their background and creditworthiness, noting that similar developments in the metro area had previously failed. Mr. Urban also cited rising property taxes, with his own taxes increasing from \$3,600 to nearly \$6,000 since 2013 and questioned how new development strain infrastructure and impact residents' tax burdens would further. He noted a lack of amenities in the proposed plan, such as playgrounds and pools, which could result in pressure on existing Reserve facilities already being accessed by nearby rental residents. Environmental concerns were also raised, including the presence of protected wildlife such as nesting owls and migrating turtles, and he questioned whether proper environmental permits had been obtained. He stated the owls are protected by State and Federal migratory laws. He concluded by emphasizing that more attention must be paid to infrastructure planning, environmental impact, and resident safety before allowing further high-density development in the area.

Bill Nee, 9047 Sunray Drive, expressed his agreement with the concerns previously shared by other speakers and focused his brief remarks on a few additional points. He opposed the proposed front setback deviation for the new development, noting that reducing the setback by five feet would likely lead to vehicles overhanging sidewalks. Based on his observations of nearby rental areas, he stated that renters frequently park in driveways rather than garages, which not only blocks sidewalks but may also contribute to an increase in car break-ins, an issue less common in The Reserve, where many residents park in garages. Mr. Nee also raised concerns about the financial impact of surrounding developments, referring to a 700-unit project on Monticello that reportedly sought tax abatements. While acknowledging that the Planning Commission does not handle tax policy, he noted that such abatements can shift the tax burden onto existing homeowners in the short term, contributing to rising property taxes. He closed by thanking the Commission for their time and consideration.

Amy Messer, 23214 West 90<sup>th</sup> Terrace, spoke concerning her strong opposition to the proposed rezoning and development near her home in The Reserve neighborhood. Ms. Messer said she moved from California to care for her 84-year-old mother, who lives at the corner of Mistletoe and 90th Terrace. She lives in a cottage across the street from her and often walks over late at night to bring her water and help her care for her dog. She stated that with this change it will no longer feel safe for her to walk there, and she will have to drive instead. She now fears the development will bring increased traffic, crime, and safety risks, especially for seniors and families. She criticized the City's decision not to conduct a comprehensive traffic study despite Lenexa's rapid growth, and urged officials to reconsider, citing poor signage, speeding, and limited emergency access due to the area's single roundabout exit. She advocated keeping the K-7 exit open with proper signage as a safer and more cost-effective traffic solution. Ms. Messer also raised concerns saying there are marshlands that bring about considerable flooding. She stated that through the National Flood Insurance Program, data shows neighborhoods like ours are twice as likely to see water intrusion or flooding compared to others, putting our property and safety at risk. She questioned the developer's rental pricing, pointing out that similar, and nearby homes remain unrented at lower prices, which could result in lower-quality tenants and increased crime. She further noted the presence of protected wildlife and environmental risks from nearby land clearing stating they're going to start charging \$3,000 for these homes over marshland, with the owls and the turtles, and the small space, because you know why, it's \$1.9 million. She asked why alternative, less disruptive uses, like expanding Suburban Lawn and Garden, hadn't been considered. Above all, she emphasized the emotional toll on longtime residents who chose the neighborhood for its peace and safety and asked the Commission to prioritize their well-being.



Dr. Jami Baclawski, 23600 West 91<sup>st</sup> Terrace, expressed deep concern about the impact the project would have on traffic and neighborhood safety. Having moved from Austin, Texas, three years ago, she described how much she and her wife loved living in The Reserve, a quiet, family-friendly community. Dr. Baclawski shared that they live right at the Dunraven intersection, an area she says already experiences frequent traffic issues, including near-daily honking and speeding, which make it increasingly dangerous. Dr. Baclawski, a cyclist and runner, noted that she used to feel safe being active in the area but now often avoids Dunraven because of rising traffic concerns. She stressed the importance of addressing these safety issues before adding new housing that will further strain infrastructure. While acknowledging the need for more housing in Lenexa and across the country, she urged the Commission to pause the approval process, reconsider the traffic impacts, and listen carefully to the community's feedback before moving forward with the proposal.

Kyle Rickert, 9116 Sunray Drive, raised a couple of questions and concerns regarding the proposed development near his neighborhood. Referring to a visual slide presented at the meeting, he questioned the necessity of rezoning the area from suburban residential to RP-2 for townhomes. He pointed out that on the north side of The Reserve neighborhood, there are existing single-family homes that back up to industrial and commercial facilities, like an energy building and Ford plant in Shawnee, yet those homes were still built and function well as suburban residences. He used this as an example to argue that proximity to light industrial or commercial areas does not automatically necessitate townhome development. Mr. Rickert also questioned the design placement of a particular townhome unit shown on the southwestern edge of the plan, noting it appeared oddly situated and inconsistent with the rest of the layout. When told the placement might be due to nearby electrical lines, he acknowledged the explanation but maintained his concern about the overall need and logic behind the proposed changes.

Gary Rogers, 9140 Hedge Lane Terrace, is the current owner of the subject site. Mr. Rogers addressed several concerns raised by residents. He confirmed that he had spoken with Bill Stew of Suburban Lawn and Garden about possibly purchasing the land, but Mr. Stew was not interested in expanding his operations. Even if he were, Mr. Rogers believes the City would likely reject such a proposal due to the noise generated by the business. Mr. Rogers argued that the new project would actually help buffer that noise from nearby homes. Responding to concerns that the land is marshland or ecologically sensitive, Mr. Rogers, who said he has lived on the property for 28 years, asserted that it is not a marshland, is elevated above the highway, and has never had owl nests in the area, at least to his knowledge. Regarding the suggestion to keep the nearby K-7 Highway access point open, Mr. Rogers warned that it is extremely dangerous. He recounted a fatal accident he witnessed at that crossing and noted that using it often forces drivers onto the shoulder due to sudden lane changes by oncoming traffic. He also clarified an access point issue by explaining that although a section of land belongs to the Homeowner Association (HOA), there is a legal easement for access to the development, which was planned years ago when Pulte Homes had an earlier project approved. He argued that the property, due to its location near power lines and industrial noise, is not viable for single-family homes and is therefore better suited for upscale rentals. Mr. Rogers emphasized that the developers are experienced, not likely to build something they can't rent, and are planning to charge \$3,000–\$3,500 per unit, targeting the upper end of the rental market. He urged people to recognize that if residents want the land to stay green, they will need to purchase it themselves, as it is privately owned and zoned for future development. Finally, he compared the proposal to a nearby project on the other side of the highway that was recently rezoned for much higher density, noting that this proposal is comparatively conservative.

Chairman Poss called a recess at 9:18 p.m. and the meeting reconvened at 9:25 p.m.

Brandon Fisher, trustee of Monticello Gospel Assembly at 9200 Hedge Lane Terrace, spoke in support of the proposed development, citing two key reasons: safety and access to City water. Mr. Fisher

explained that the church, which was established in 1976 when the area was still undeveloped farmland, currently has a dangerous and outdated access point from K-7 Highway. He described it as treacherous, particularly given the traffic conditions today, which are vastly different from when the church was founded. He recalled a fatal accident in 2008 involving two church members, emphasizing how unsafe the current highway access is, especially for the church's many young and new drivers. Mr. Fisher also noted that since its founding, the church has never had access to City water. They currently must haul in water twice a month just to maintain operations. He sees the proposed development as an opportunity to finally connect to City water in a cost-effective way. Because of these two issues, improving traffic safety and gaining basic infrastructure access, the church supports the development.

William Rahe, 23605 West 91<sup>st</sup> Terrace, expressed his deep concerns about the proposed development, particularly regarding the safety of children in the neighborhood. Mr. Rahe described instances where speeding vehicles have lost control on ice and veered onto sidewalks where children walk, including his own son. He strongly opposed the rezoning from Agricultural to RP-2 residential, calling it a reckless and inappropriate shift that doesn't fit the area. He commented that those that support the proposed project are doing so out of monetary reasons. Mr. Rahe stated that rezoning the proposed property from AG to RP-2 would be like asking his college freshman pre-med son to perform surgery. Mr. Rahe emphasized that the development would funnel significant traffic through infrastructure that isn't designed to handle it, particularly the limited access route via Prairie Star Parkway. He also highlighted strain on local schools, noting that Canyon Creek Elementary is already overcrowded and cannot accommodate more growth. He clarified that while residents are not opposed to development in principle, they are advocating for thoughtful, safe, and responsible growth that doesn't compromise safety or overburden existing systems.

Susan McCurdy, 8939 Meadow View Drive, voiced similar opposition. She pointed out that the planned entrance via Dunraven Street lies on a curve that she believes is dangerous, particularly once construction vehicles and eventual resident traffic start using it. She questioned the practicality of Mistletoe Street as an access route, noting that its current layout makes it ineffective. Ms. McCurdy shared her own experiences navigating the Prairie Star Parkway roundabout, describing it as confusing and unsafe due to its two-lane design and lack of clear traffic flow. She stated that she has had conversations with City staff members Steve Schooley and Brett Burton concerning the danger surrounding the roundabouts. She said they have acknowledged its issues, but improvements have yet to be made. Her primary concern is that with multiple developments being approved in the area, including a new 75-acre project nearby, existing infrastructure, especially the two-lane bridge over K-7, cannot support the increased traffic. She urged the City to delay approving the project until critical road upgrades are completed, stressing that her objection is not to development but to proceed without addressing safety and traffic capacity first.

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

## PLANNING COMMISSION DISCUSSION

Chairman Poss asked Tim Collins if he had any insight into KDOT's progress on planning the Prairie Star Parkway overpass. He acknowledged that upgrades to K-7 and K-10 are largely dependent on available funding but asked if Mr. Collins could provide a projected timeline. Mr. Collins responded that he did not have one. Chairman Poss then asked whether, from an engineering standpoint, the existing infrastructure has the capacity to accommodate the additional traffic generated by the proposed project. Mr. Collins responded that there was more than sufficient capacity, which included the roundabouts as well. He spoke to the concerns of some of the residents regarding roundabouts, stating that the City is working on projects that will hopefully be completed in the next four to six weeks to place new pavement markings

down to try to help alleviate some of the confusion of using roundabouts. He stated that the City has funding set for the 2028 CIP budget to do physical modifications to not only Dunraven, but to improve the functionality of all the roundabouts. He noted there is a capacity issue on the overpass anytime Dun Raven encounters a backup. Chairman Poss noted that when Prairie Star Parkway, Dunraven, Gleason, and the surrounding roads were originally designed and built around 2004–2006, they were constructed to support the maximum capacity of developments like the Reserve and Creekside Woods, as outlined in the future land use map at that time. Tim Collins confirmed that this was correct. Mr. Collins explained that in the coming weeks, pavement markings, such as lane arrows, will be added to help guide drivers and make it clearer which lane they should be in. He noted that most of the accidents occurring in that area are crossover collisions, meaning drivers are not staying in their designated lanes. These temporary markings are intended to address that issue until more permanent changes can be made. The long-term solution would involve redesigning the roundabout, similar to the one in front of Reflections, to a more oval or egg shape, which would reduce it to a single circulating lane and eliminate the current two-lane configuration that allows for potential conflicts between vehicles. Chairman Poss acknowledged concerns raised about school capacity at Canyon Creek Elementary and expressed understanding of those worries. However, he clarified that addressing school capacity does not fall under the jurisdiction of the current body, but rather is the responsibility of the school district. The district is tasked with planning, purchasing land, and building schools based on anticipated growth, as outlined in the City's future land use map. Chairman Poss addressed several concerns raised during the discussion. He clarified that the Planning Commission does not have authority over whether a property is rented or owned; their role is strictly to consider land use, how the land itself will be developed and used. Regarding wildlife, he acknowledged and shared residents' appreciation for nature, noting his own efforts to respect the environment. However, he explained that, as unfortunate as it may be, wildlife displacement is an inevitable part of urban development. He also touched on amenities, noting that while the proposed site plan may include features like a dog park, the City of Lenexa does not require developers to include amenities such as community pools or playgrounds. He suggested that future residents could utilize the public amenities already available throughout Lenexa, including its various community pools. As Chairman Poss voiced his support for the closing the existing Hedge Lane Terrace access onto K-7. He asked City Staff or the applicant whether it would be the applicant's responsibility to remove the asphalt and concrete, regrade the area, and properly manage the ditch to ensure appropriate water flow once the access point is closed. Tim Collins responded, yes, that will be a public improvement requirement to remove the turn lane as well as the access.

Commissioner Katterhenry reflected on the nature of development in western Lenexa, noting that while this may not be a traditional infill project, much of the land west of the City remains agricultural simply because it hasn't been developed yet. However, he emphasized that the City's Comprehensive Plan outlines the intended future use of these areas, and in this case, the land is designated for Suburban Residential Development. So, he remarked, this proposal should not come as a surprise to anyone. He also agreed with Chairman Poss's earlier point that the current access from K-7 is dangerous. Having driven it himself, he questioned why it even exists, acknowledging that it's likely a grandfathered access point. He concluded that this proposed development offers a solution to that long-standing safety concern, and overall, he does not view the project as being out of step with the City's long-term plans.

Commissioner Woolf noted that the proposed zoning approach follows a familiar and effective pattern the City has used before, a tiered approach that places single-family homes adjacent to existing single-family neighborhoods, and transitions to townhomes closer to commercial areas and the highway. He stated this is consistent with previous planning efforts that have worked well. He also raised a question that had been mentioned by a public speaker regarding driveway setbacks. Specifically, he asked for clarification on whether the reduced setbacks would still allow a standard vehicle to park in the driveway without extending into the sidewalk or right-of-way. While the dimensions on the site plan were difficult to read, he assumed the driveways were long enough to accommodate normal vehicles, even with the setback



deviations. Nikola Krcmarevic confirmed that the distance from the property line to the building, specifically to the garage door, is 20 feet at its shortest point. He clarified that this measurement is taken in front of the sidewalk, indicating there would be sufficient space for a standard vehicle to park in the driveway without overhanging into the sidewalk or public right-of-way.

Commissioner Burson asked for clarification regarding the storm shelters shown on the plans. He noted that the floor plans appear to indicate a storm shelter located within the garage and asked whether these are indeed underground storm shelters being incorporated into the units. Michael Mitchelson, architect with NSPJ, responded that the storm shelters are intended to be prefabricated units buried beneath the garage slab. These shelters are designed to provide life safety without the need for a full basement. They are appropriately sized based on the unit's occupancy to ensure they can accommodate the expected number of residents. He noted that this is a reliable option that has been specified in previous developments in Lenexa. Commissioner Burson asked if there will be an onsite management area, a clubhouse or leasing office. Nikola Krcmarevic explained that their intention is to use one of the residential units as a model unit and to house their management and leasing staff. While a property of this size typically does not include a dedicated onsite office or clubhouse, they do plan to have onsite management during the initial lease-up phase. The management team will operate from one of the units currently being built. Commissioner Burson asked staff whether the front setback deviations being requested for this project are similar to what was approved in nearby developments, such as The Reserve and the duplexes or townhomes to the north. He was seeking confirmation on whether the proposed deviations align with past approvals in the area. Dave Dalecky confirmed that The Reserve was approved with a 25-foot front yard setback, with a 5-foot reduction. Mr. Dalecky clarified that the single-family lots zoned RP-1 in this proposed development are requesting a 10-foot front setback reduction, which matches the 10-foot setback that was previously approved in The Reserve. So yes, the proposed setbacks in this development are consistent with what was approved in nearby projects like The Reserve. Commissioner Burson expressed his support for the proposed development, stating that it aligns with the city's comprehensive plan and follows a tiered zoning approach that places single-family residential (RP-1) next to existing single-family areas, with medium-density (RP-2) serving as a buffer to more intense uses like commercial or highway. He acknowledged the recurring concerns from residents in west Lenexa about traffic and infrastructure but emphasized that similar objections have accompanied many past developments, including those by people now opposing this one. He pointed out that nearly all neighborhoods were once agricultural land that was rezoned, and it's not reasonable or legal to stop development simply because someone was there first. Burson noted that the development is actually less dense than it could be, and infrastructure challenges, while real, are gradually addressed over time. He concluded by saying he has faith in the City's ability to manage growth and supports this plan as the right fit for the area.

Commissioner Horine stated that he had no further comments on the development plan itself beyond what his fellow commissioners had already expressed. However, he shared a personal perspective regarding the traffic concerns raised by residents. He acknowledged that traffic issues often fall into two categories: safety and capacity. He noted that, according to Tim Collins, capacity is not currently a problem. On the safety side, he shared his own experience, when speeding became an issue in his neighborhood, a single call to the police requesting enforcement near a stop sign resolved it quickly. His point was that localized traffic safety issues can often be addressed through enforcement, not just infrastructure changes.

Commissioner Dharod stated that he had no further comments on the development plan itself but sought clarification regarding ongoing maintenance responsibilities. He specifically inquired whether the private drives and any proposed amenities within the new development would be maintained by a new, separate homeowners association (HOA) or whether those responsibilities would be assumed by the existing HOA for The Reserve. Nikola Krcmarevic responded that the proposed development will be entirely separate from the existing Reserve HOA. It will be a new, professionally managed property, with all maintenance

responsibilities, including private drives, landscaping, and upkeep of all homes, handled by the developer's property management group to ensure the neighborhood remains in good condition. Commissioner Dharod asked whether, during the K-7 right-of-way vacation or construction phase, there are any anticipated temporary access issues for the church, and if so, how those would be addressed to ensure continued access throughout the process. Nikola Krcmarevic responded that while he didn't want to speak prematurely without final details, the intent would likely be to maintain the existing access for the church until the new access through the proposed development is constructed and operational. Once that occurs, the existing access point could then be closed and removed. He noted that the sequencing of that transition would be logistically planned by the development team and the contractor to avoid disruption.

Commissioner Wagner inquired about a note on the plans referencing a septic easement to be abandoned or vacated. She asked whether that easement is currently in use, and if so, whether any coordination would be required to properly address it as part of the development process. Mark Breuer, Schlagel Associates, clarified that the septic easement serves only the existing home currently on the property. Once the property transfers ownership, the easement will be removed prior to the start of any construction on the project. Commissioner Wagner said it looked as though the width of the road from the townhome side is slightly narrower than the single-family home road. She asked if there is a reason why those would be different. Mr. Breuer explained that the road in question is a private road, which allows for a narrower width than would be required for a public street. Since there's less likelihood of on-street parking, the design prioritizes efficient land use and cost savings. The road is still wide enough to meet emergency access requirements, and by narrowing the street, the design allows for more usable yard space around the homes. This approach aligns with the dimensional standards for the site and the type of development being proposed.

Chairman Poss concluded commentary by expressing support for the rezoning and development plan, noting that the requested deviations were consistent with nearby developments and aligned with past approvals. He agreed with City Staff's analysis of the Golden Criteria, particularly criteria 4, 6, and 8, regarding suitability, public services, and balancing public gain versus landowner rights. He emphasized that the site fits the "context-sensitive infill" definition in the Comprehensive Plan, serving as a logical transition between single-family homes to the north and commercial uses to the south. The proposed townhomes (RP-2) offer an appropriate buffer, and the plan meets the intent of the City's long-term development goals. He concluded that the project represents a reasonable use of the land and aligns with Lenexa's planning principles.

Commissioner Katterhenry asked a final question regarding construction traffic access, specifically whether Hedge Lane Terrace would remain open during construction. Tim Collins responded that while the exact plan is still to be determined, the City would likely not permit construction traffic to use Hedge Lane Terrace due to safety concerns with slow-moving vehicles entering or exiting a highway. Instead, construction access would most likely come from the west side, off of Dunraven, which is better suited for such activity via city streets.

## MOTION

Chairman Poss entertained a motion to recommend **APPROVAL** for rezoning property from AG to RP-1 and RP-2 for RZ25-07 **Hedge Lane Residential** located at 9140 Hedge Lane Terrace, located east of the intersection of 91<sup>st</sup> Street and Dunraven Street.

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

Chairman Poss entertained a motion to recommend **APPROVAL** of the preliminary plan for PL25-12P Hedge Lane Residential located at 9140 Hedge Lane Terrace, east of the intersection of 91<sup>st</sup> Street and Dunraven Street for a single-family and multifamily residential development with deviations as noted in the Staff Report.

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

DRAFT



**RZ 25-07**

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE REZONING PROPERTY LOCATED AT 9140 HEDGE LANE TERRACE IN THE AG, AGRICULTURAL DISTRICT TO RP-1, PLANNED RESIDENTIAL SINGLE-FAMILY (LOW-DENSITY) AND THE RP-2, PLANNED RESIDENTIAL (INTERMEDIATE-DENSITY) DISTRICTS.**

**WHEREAS**, on July 21, 2025, Nikola Krcmarevic, agent for Gary R. Rogers, Highway 7 LLC owners of record, filed a request to rezone property located at 9140 Hedge Lane Terrace in Lenexa, Kansas (the "Property") from the AG, Agricultural to RP-1, Planned Residential Single-Family (Low-Density) RP-2, Planned Residential (Intermediate-Density) Districts; and

**WHEREAS**, on October 6, 2025, the Lenexa Planning Commission held a public hearing to hear the rezoning request. Notice for the public hearing was provided in accordance with K.S.A. 12-757; and

**WHEREAS**, on October 6, 2025, the Lenexa Planning Commission recommended approval of said rezoning, as reflected in the minute record for said meeting; and

**WHEREAS**, on October 21, 2025, the Governing Body considered the rezoning request and Planning Commission recommendation, as reflected in the minute record for said meeting; and

**NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF LENEXA, KANSAS:**

**SECTION ONE:** The real estate described, now zoned AG, Agricultural District, is hereby rezoned to RP-1, Planned Residential Single-Family (Low-Density) and the RP-2, Planned Residential (Intermediate-Density) Districts, as reflected in the minute record of the October 21, 2025 Governing Body meeting, to wit:

The following property is rezoned to RP-1, Planned Residential Single-Family (Low-Density):

Part of the East one half of the Southeast One-Quarter of Section 33, Township 12, Range 23, Johnson County, Kansas, being described as follows:

Commencing at the Northeast corner of said Southeast Quarter of Section 33 Township 12 Range 23; thence along the North line of said Southeast One-Quarter, South 87 degrees 50 minutes 37 seconds West a distance of 218.00 feet to the Point of Beginning; thence South 02 degrees 09 minutes 23 seconds East a distance of 30.00 feet; thence North 87 degrees 50 minutes 37 seconds East a distance of 100.00 feet; thence South 02 degrees 14 minutes 19 seconds East a distance of 99.00 feet; thence South 87 degrees 50 minutes 37 seconds

West a distance of 469.52 feet; thence South 02 degrees 09 minutes 23 seconds East a distance of 129.01 feet; thence South 87 degrees 50 minutes 37 seconds West a distance of 489.99 feet; thence North 23 degrees 36 minutes 56 seconds West a distance of 144.12 feet to a Point of Curvature; thence Southwesterly on a curve to the left having an initial tangent bearing of South 64 degrees 49 minutes 15 seconds West, a radius of 240.00 feet, a central angle of 30 degrees 40 minutes 27 seconds and an arc length of 128.49 feet; thence; thence South 34 degrees 08 minutes 48 seconds West a distance of 16.44 feet; thence North 55 degrees 51 minutes 12 seconds West a distance of 108.49 feet to a point on the West line of the said East one half of the Southeast One-Quarter of Section 33; thence along said West line, North 02 degrees 14 minutes 29 seconds West a distance of 151.69 feet to the Northwest corner of the said East one half of the Southeast One-Quarter of Section 33; thence along the North line of the said Southeast One-Quarter of Section 33, North 87 degrees 50 minutes 37 seconds East a distance of 1109.04 feet to the point of Beginning and containing 5.227 acres more or less.

The following property is rezoned to RP-2, Planned Residential (Intermediate-Density):

Part of the East one half of the Southeast One-Quarter of Section 33, Township 12, Range 23, Johnson County, Kansas, being described as follows:

Commencing at the Northeast corner of said Southeast Quarter of Section 33 Township 12 Range 23; thence along the North line of said Southeast One-Quarter, South 87 degrees 50 minutes 37 seconds West a distance of 218.00 feet; thence South 02 degrees 09 minutes 23 seconds East a distance of 30.00 feet; thence North 87 degrees 50 minutes 37 seconds East a distance of 100.00 feet; thence South 02 degrees 14 minutes 19 seconds East a distance of 99.00 feet to the Point of Beginning; thence continuing South 02 degrees 14 minutes 19 seconds East a distance of 368.10 feet; thence South 87 degrees 50 minutes 37 seconds West a distance of 1208.97 feet to a point on the West line of the said East one half of the Southeast One-Quarter of Section 33; thence along said West line, North 02 degrees 14 minutes 29 seconds West a distance of 345.41 feet; thence South 55 degrees 51 minutes 12 seconds East a distance of 108.49 feet; thence North 34 degrees 08 minutes 48 seconds East a distance of 16.44 feet to a point of curvature; thence Northeasterly on a curve to the right being tangent to the previous course, having a radius of 240.00 feet, a central angle of 30 degrees 40 minutes 27 seconds and an arc length of 128.49 feet; thence South 23 degrees 36 minutes 56 seconds East a distance of 144.12 feet; thence North 87 degrees 50 minutes 37 seconds East a distance of 489.99 feet; thence North 02 degrees 09 minutes 23 seconds West a distance of 129.01 feet; thence North 87 degrees 50 minutes 37 seconds East a distance of 469.52 feet to the Point of Beginning and containing 8.501 acres more or less.

**SECTION TWO:** The Community Development Director is hereby directed to amend the series of maps entitled “Official Copy Zoning District Map of the City of Lenexa” as adopted by the City via City Code Section 4-1-A-6(A) in accordance with said rezoning.

**SECTION THREE:** This Ordinance shall be construed as follows:

- A. Liberal Construction. This Ordinance shall be liberally construed to effectively carry out its purposes that are hereby found and declared to be in furtherance of the public health, safety, welfare, and convenience.
- B. Savings Clause. The repeal of any ordinance or code section, as provided herein, shall not affect any rights acquired, fines, penalties, forfeitures or liabilities incurred thereunder, or any action or proceeding commenced under or by virtue of the ordinance or code section repealed. Any ordinance or code section repealed continues in force and effect after the passage, approval, and publications of this Ordinance for the purposes of such rights, fines, penalties, forfeitures, liabilities and proceedings.
- C. Invalidity. If for any reason any chapter, article, section, subsection, sentence, portion, or part of this Ordinance, or the application thereof to any person or circumstance is declared to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portions of this Ordinance, the Lenexa City Code, or other ordinances.

**SECTION FOUR:** This Ordinance shall take effect after publication of an ordinance summary in the City’s official newspaper as provided by State law.

**PASSED** by the Governing Body October 21, 2025.

**SIGNED** by the Mayor October 21, 2025.

CITY OF LENEXA, KANSAS

---

Julie Sayers, Mayor

ATTEST:

---

Jennifer Martin, City Clerk

APPROVED AS TO FORM:



---

Steven Shrout, Assistant City Attorney



**CITY COUNCIL  
MEMORANDUM**

**ITEM 14**

**SUBJECT:** Consideration of a preliminary plan for a mixed-use development known as The Rise located at the southeast corner of 87th Street Parkway & Renner Boulevard in the CC, Planned City Center District

**CONTACT:** Stephanie Sullivan, Planning Manager

**DATE:** October 21, 2025

**ACTION NEEDED:**

Approve a preliminary plan for a mixed-use development known as The Rise located at the southeast corner of 87th Street Parkway & Renner Boulevard in the CC, Planned City Center District.

**APPLICANT:**

Cameron Gilyard, Finkle+Williams Architects

**OWNER:**

Hal Shapiro

**PROPERTY LOCATION/ADDRESS:**

Southeast corner of 87th Street Parkway & Renner Boulevard

**PROJECT BACKGROUND/DESCRIPTION:**

The applicant requests approval of a preliminary plan for a mixed-use development known as The Rise in City Center Lenexa East. The development includes an 11-story building with a ground-level parking structure. The building includes a rooftop restaurant and bar, office uses, and 132 apartments that are intended for active older adults (age 55+). The office space is on the first floor, above ground-level parking, and the restaurant and bar are on the top floor of the building and includes an outdoor patio area.

The site is at the southeast corner of 87th Street Parkway & Renner Boulevard. The plan includes a request for a reduction of the number of parking spaces provided for the overall development. The total required parking spaces for all the uses is 301 spaces. The plan shows 197 spaces, a difference of 104 spaces. The applicant has provided a parking study that reflects the expected demand for parking at various times of the day. The parking study concludes that the parking demand will vary at different times of the day and that the target resident of the development will have fewer vehicles than a typical apartment resident. Access to the parking level will be from an entrance on the southeast corner of the site. A second level parking area and a drop-off circle drive is provided on the east side of the site, accessed from Ryckert Street. A row of surface parking is provided from a private drive between this site and The Lofts to the south. On-street parking is provided on the public streets around the site. Parking on the public streets will include both angled and parallel parking spaces.

The building will include several areas of amenities, such as an indoor bike storage room, private patio and outdoor pool, fitness center, and a large communal space in the lobby. Access to these areas of the building will be controlled for security.

**STAFF RECOMMENDATION:**

Approve the preliminary plan.

**PLANNING COMMISSION ACTION:**

This item was considered as Regular Agenda Item 8 at the October 6, 2025 Planning Commission meeting.

Two members of the public spoke regarding the proposed development. The speakers raised concerns regarding the reduction to the parking for the development specifically related to the acknowledgment that the residential component of the project is oriented to residents over the age of 55. The speakers asked how far a resident would walk from the building to park their car. The applicant replied to these concerns by stating that their analysis of the parking requirement for this project concludes that adequate parking will be viable for the residents and for the nonresidential uses.

Several Commissioners commented about the building design and height, the availability of parking for this development, and the relationship with adjacent development. The Commissioners acknowledged the building is taller than other development in City Center, but is appropriately scaled for the location of the site. Several Commissioners stated the building is well-designed and that, while the reduction to the required parking is substantial, they concurred with the developer that sufficient parking is provided for the uses of the building.

Chairman Poss entertained a motion to recommend **APPROVAL** of the preliminary plan for The Rise in Lenexa City Center East at the southeast corner of 87th Street Parkway & Renner Boulevard. Moved by Commissioner Harber, seconded by Commissioner Dharod, and carried by a unanimous voice vote.

**VISION / GUIDING PRINCIPLES ALIGNMENT:**

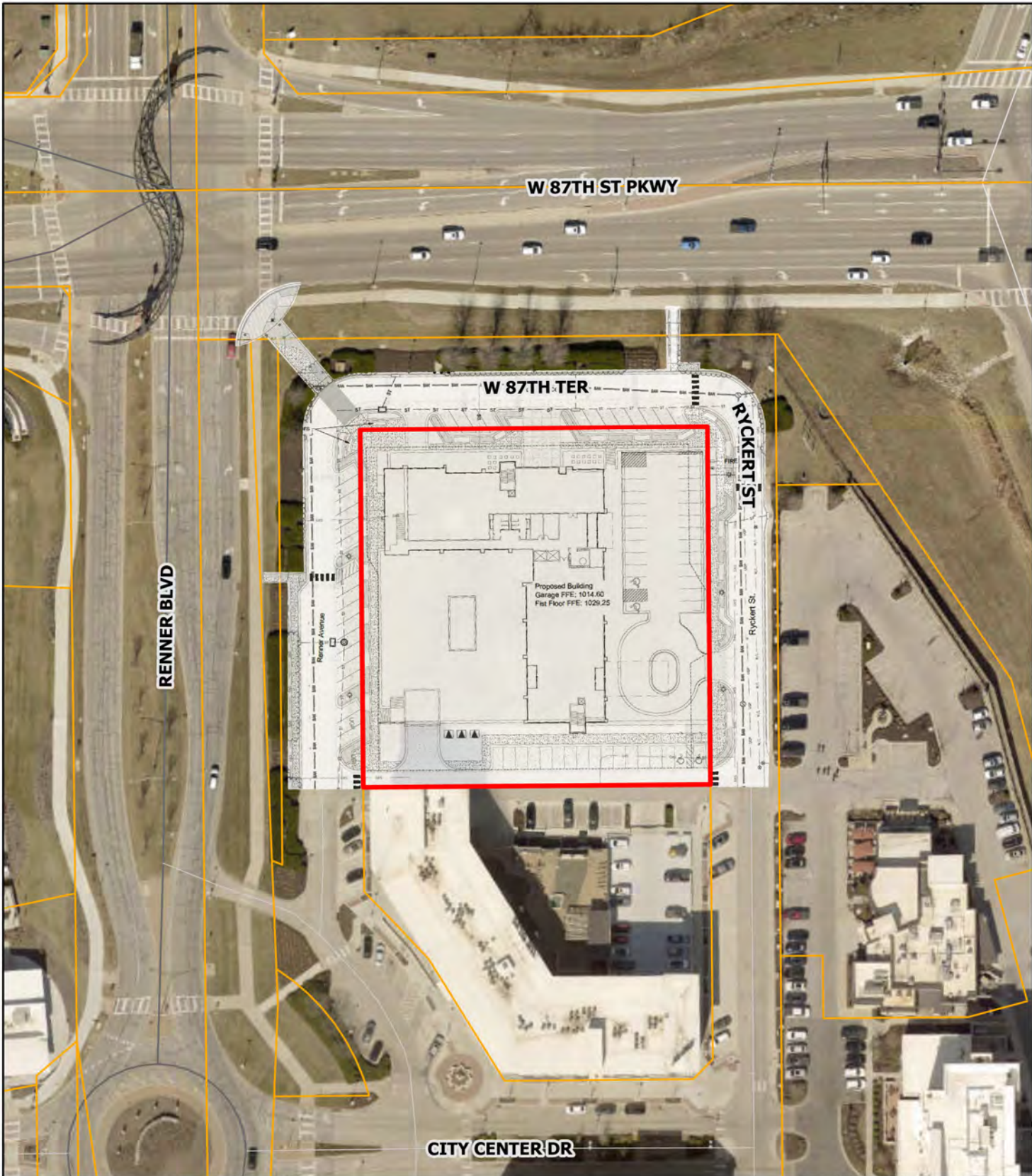
**Vision 2040**  
Inviting Places

**Guiding Principles**  
Responsible Economic Development

**ATTACHMENTS**

- 1. Map
- 2. PC Staff Report & Exhibits
- 3. Applicant PC Presentation
- 4. PC Draft Minutes Excerpt

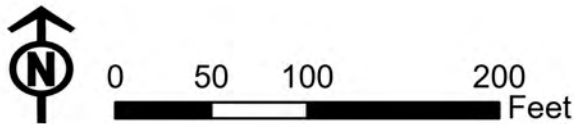




Document Path: L:\Planning\GIS\Council Map Template 2025.aprx

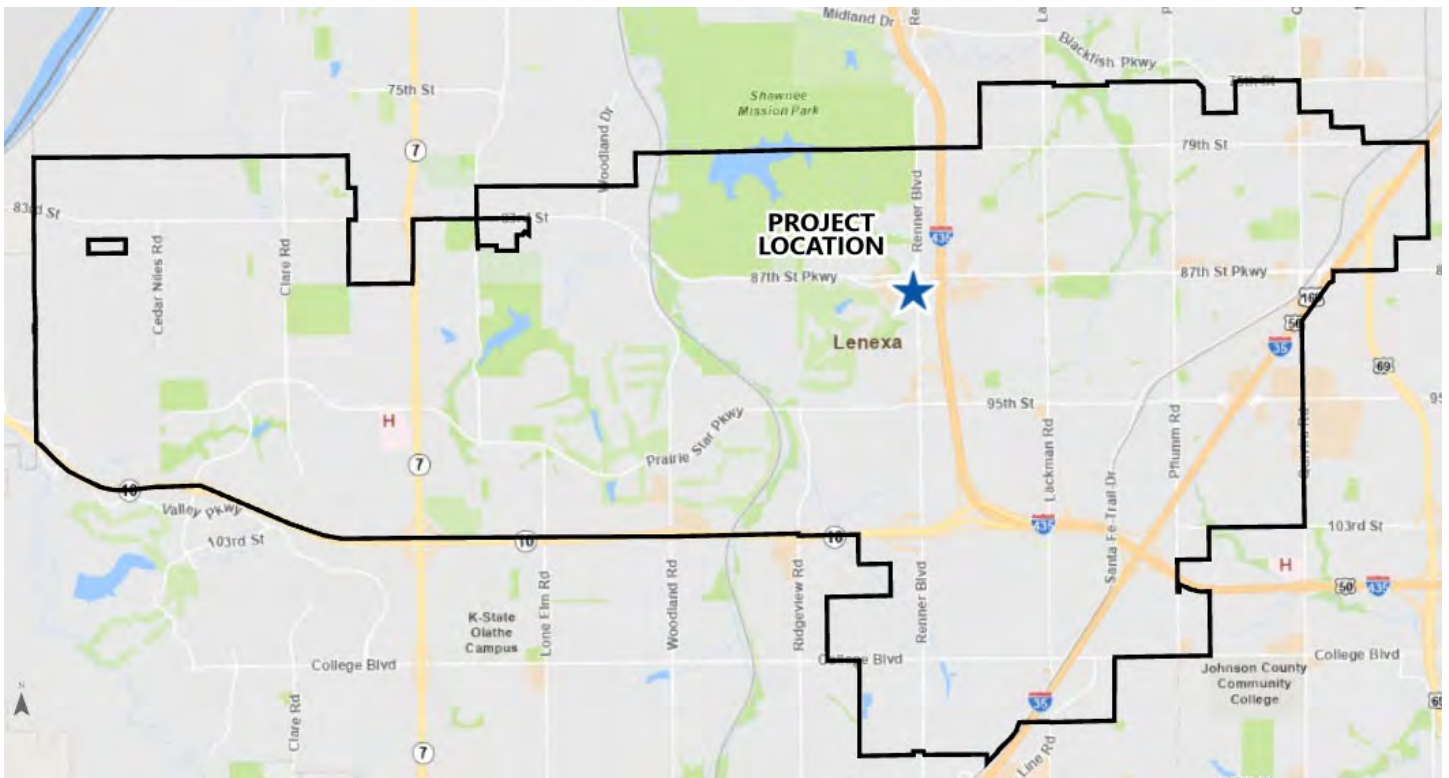
Data Source: City of Lenexa and Johnson County Kansas  
For further information, please call 913-477-7500

# The Rise



## THE RISE

<b>Project #:</b>	PL25-14P	<b>Location:</b>	SEC of 87 <sup>th</sup> Street Parkway and Renner Boulevard
<b>Applicant:</b>	Cameron Gilyard, Finkle Williams Architects	<b>Project Type:</b>	Preliminary Plan
<b>Staff Planner:</b>	Dave Dalecky	<b>Proposed Use:</b>	Mixed-Use



## PROJECT SUMMARY

The applicant requests approval of a preliminary plan for a mixed-use development known as The Rise in City Center at the southeast corner of 87<sup>th</sup> Street Parkway and Renner Boulevard. The mixed-use development contains an eleven-story building with a ground floor parking structure. The building will include 5,278 SF of office space, a 2,225-SF restaurant with accessory bar, and 132 apartments. This project does not require a public hearing.

**STAFF RECOMMENDATION: APPROVAL**



## SITE INFORMATION

The site is a 1.54-acre parcel of undeveloped land at the southeast corner of 87<sup>th</sup> Street Parkway and Renner Boulevard in City Center. There have been several iterations of plans for a mixed-use building on this property, with the most recent being “The Yard”, which was approved in June 2021, for a mixed-use development which included office, restaurant, and entertainment uses.

**TABLE 1: PREVIOUS APPLICATIONS**

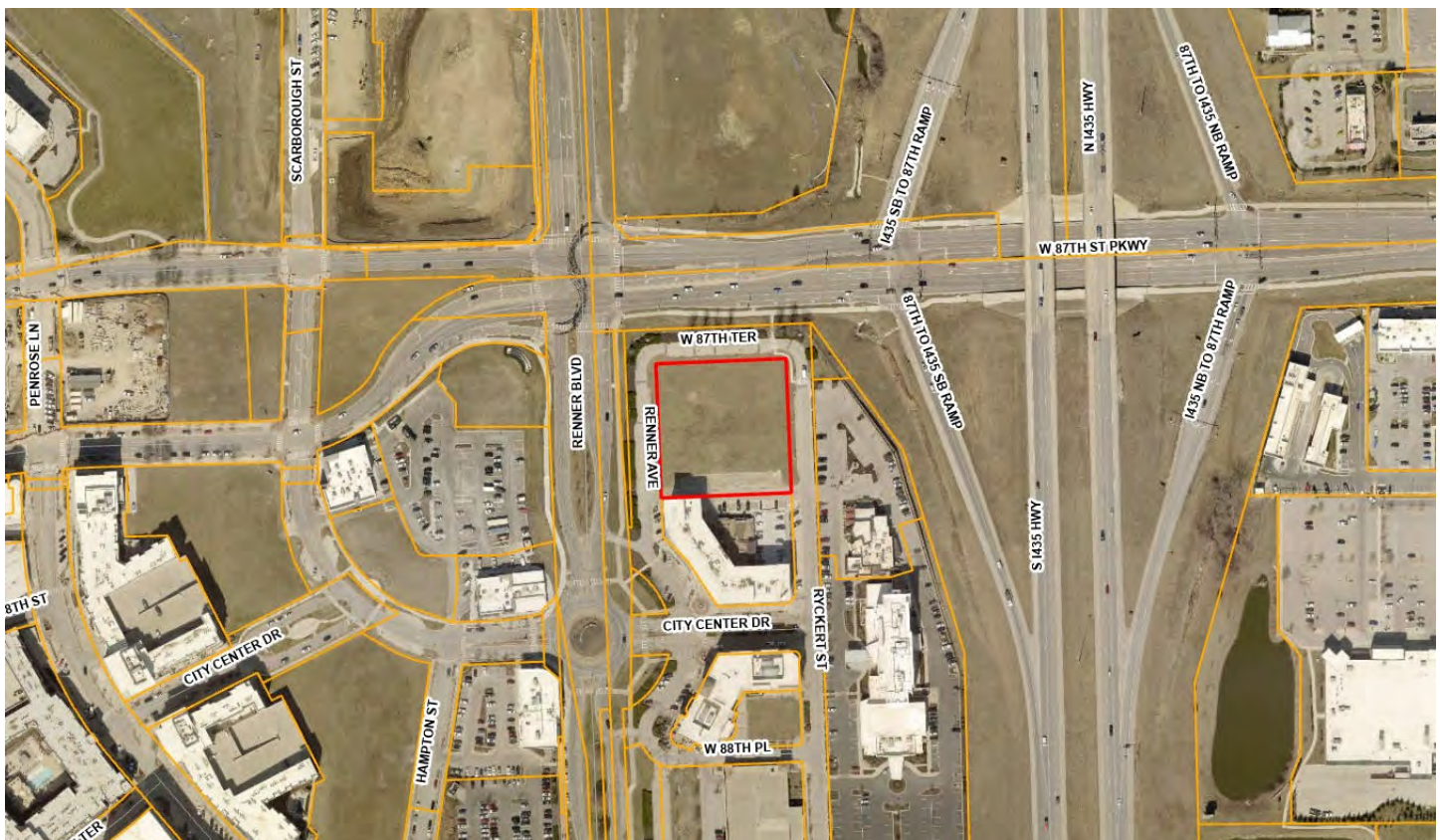
Project No.	Type	Project Name	Date Approved
<b>PL16-02P</b>	Preliminary Plan	Lenexa City Center East Village Mixed Use	July 19, 2016
<b>PL18-15F</b>	Final Plan	The Yard	August 21, 2018
<b>PT18-12F</b>	Final Plan	Lenexa City Center – East Village, Fifth Plat	August 21, 2018
<b>PL19-03FR</b>	Revised Final Plan	The Yard	June 3, 2019
<b>PL21-07F</b>	Final Plan	The Yard	June 28, 2021

**LAND AREA (AC)**  
1.54

**DWELLING UNITS**  
132

**CURRENT ZONING**  
CC

**COMP. PLAN**  
City Center Core



**Exhibit 1: Aerial image.**



## LAND USE REVIEW

The site is zoned CC, Planned City Center District. The site is at the southeast corner of 87<sup>th</sup> Street Parkway and Renner Boulevard, a major intersection in City Center. The intersection is the east gateway into the City Center District. Development at this location is anticipated to be mixed-use and multistory.

The proposed development contains an 11-story mixed-use building with 132 multifamily units, 7,503 square feet of office and commercial uses, and a 116-space parking structure. A rooftop restaurant includes an accessory bar. The proposed uses are permitted and align with the current zoning and the Comprehensive Plan's Future Land Use classification.

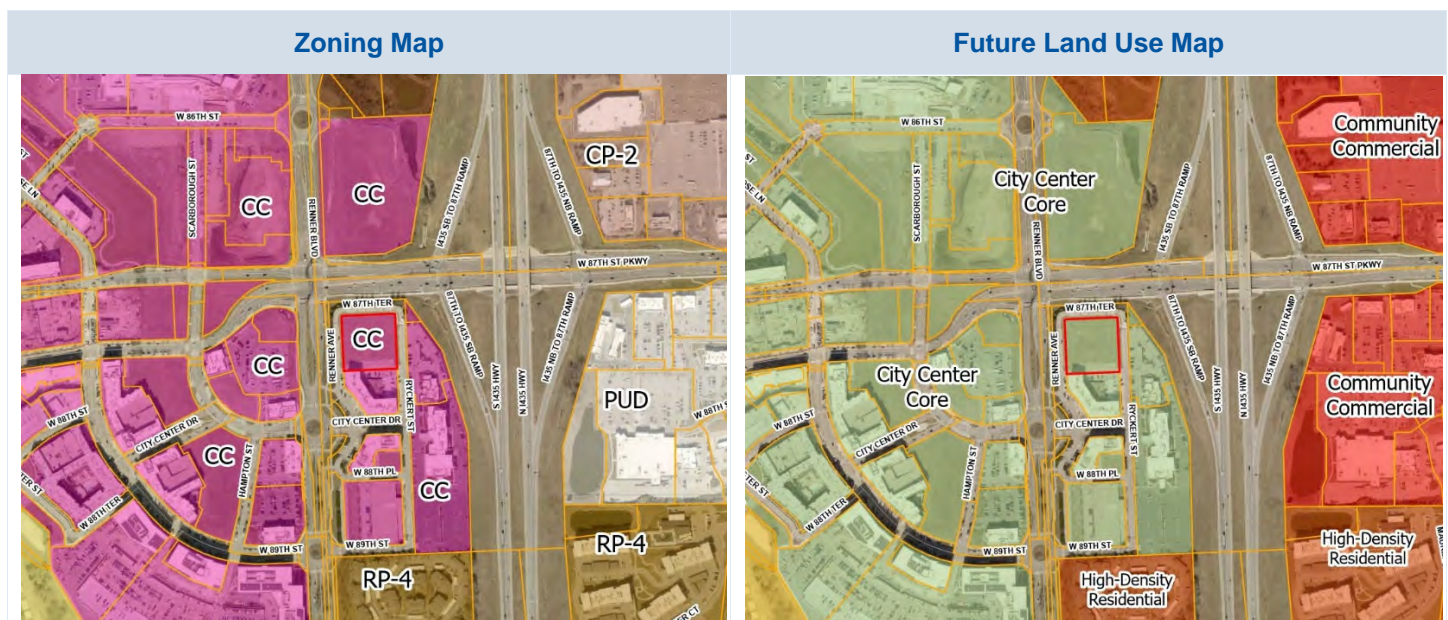
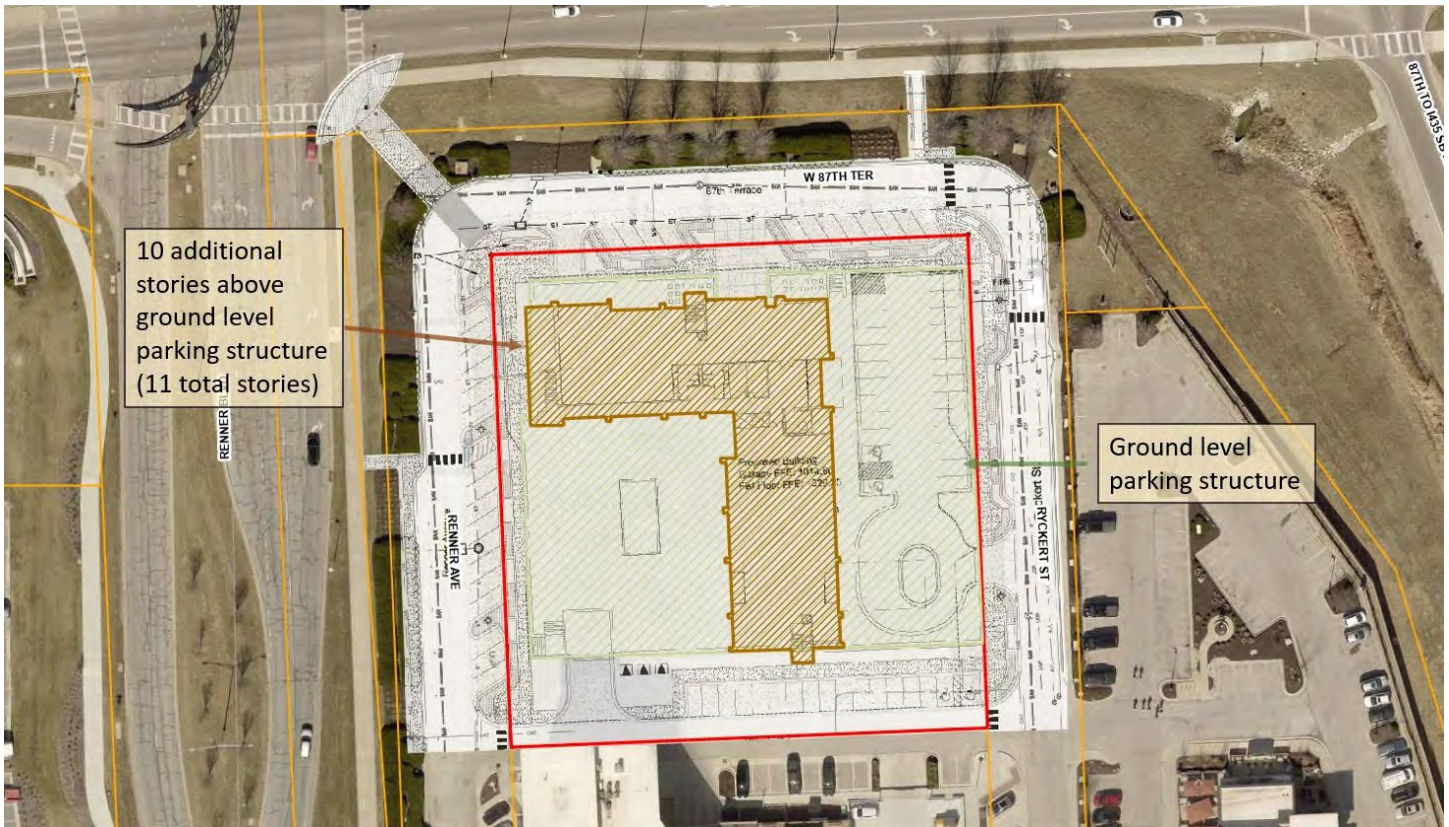


TABLE 2: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Land Use Designation	Zoning	Current Use
<b>Subject Property</b>	City Center Core	CC, Planned City Center District	Undeveloped land
<b>North</b>	City Center Core	CC, Planned City Center District	Undeveloped land
<b>South</b>	City Center Core	CC, Planned City Center District	Mixed-Use
<b>East</b>	Community Retail	CP-2, Planned Community Commercial District (across I-435)	Retail
<b>West</b>	City Center Core	CC, Planned City Center District	Restaurant

## PRELIMINARY PLAN REVIEW

The 1.54-acre site is located at the southeast corner of 87<sup>th</sup> Street Parkway and Renner Boulevard. The proposed development consists of an 11-story mixed-use building with 132 dwelling units and 7,503 square feet of office and commercial uses (5,278 square feet of office space and a 2,225 square foot rooftop restaurant with an accessory bar). Parking for the development is provided within a private garage, private surface parking, and public on-street parking.



**Exhibit 2: Site plan.**

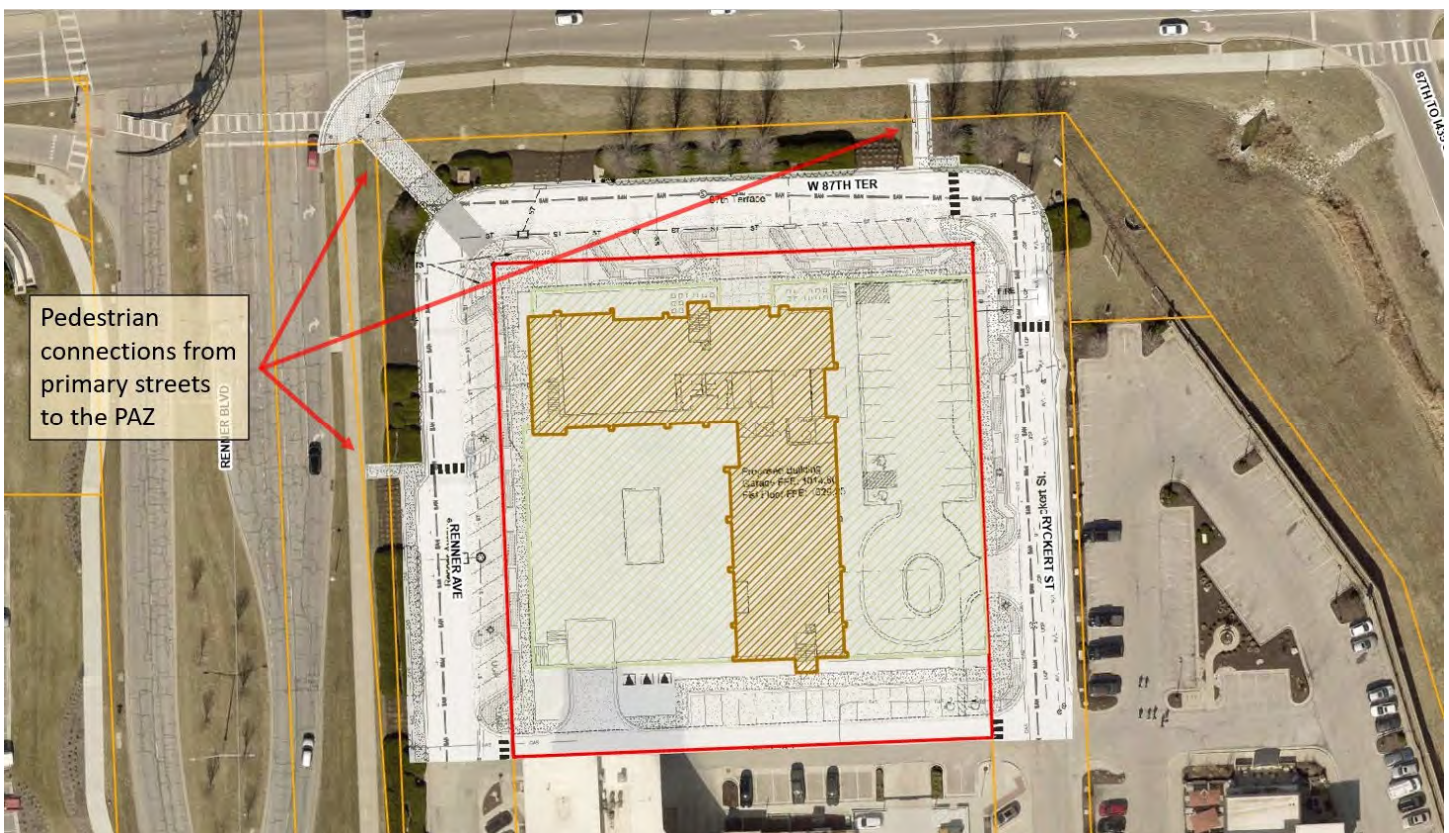
Ten stories of the building, above the ground level parking structure, is “L” shaped. The office space is at the northwest corner of the site and is on the first floor above the parking structure. The office space is closest to the intersection of 87<sup>th</sup> Street Parkway and Renner Boulevard. The amenity space for the apartment residents is also on this level of the building. This level is the ground floor of the building on the easterly half of the site and the second floor on the westerly half of the site. The grade differential is approximately nine feet from the highest to the lowest elevation. The ground level parking structure is partially exposed on the west side of the building. The second level parking deck is accessed at grade from the east side of the site. This parking deck is also a drop-off area for the residents and visitors to the building.

The site is a lot in City Center East Village. This part of City Center has a “frontage” street network which results in the buildings being farther from the primary streets of 87<sup>th</sup> Street Parkway and Renner Boulevard. The east side of Renner Boulevard also has a gas line easement that limits what can be installed over the easement. The public realm, including the Pedestrian Amenity Zone (PAZ), are now farther from these primary streets. While the easement and frontage road present challenges to connect the development to the public realm along Renner Boulevard, the plan does provide three pedestrian connections and seeks to bring these spaces together. The



same issues affect all development along the east side of Renner Boulevard. The existing buildings use the modular PAZ decorative pavement pattern and angled parking to continue the thematic character of City Center streetscape up to the buildings.

The site has a distinct connection to the street 87<sup>th</sup> Street Parkway and Renner Boulevard intersection and has connections from the sidewalks along the street, through the lawn and landscaping, to the streets and the PAZ adjacent to the buildings. The connections are important to provide access from the surrounding pedestrian network to the site. All of the developments in City Center are to have obvious and accessible pedestrian connections from one site to another and are to have a distinct connection from the buildings out to the public realm. This site maintains this strong connection by continuing the decorative sidewalk pattern of the PAZ around the public streets of this lot. The pattern uses a modular geometric pattern of brick pavers, scored concrete sidewalk, and landscape planters along with angled parking on the public street.



**Exhibit 3: Pedestrian connections.**

City Center requires buildings to be brought up to the street to create an urban environment. The intention of this is to activate the streets and sidewalks. Sections of the building are brought up to the street on the north and west street frontages of the lot. The main public entrance into the building is at the northwest corner which is up to the PAZ space along the street. The other entrances to the building are at the southwest and southeast corners of the building. Other building entrances are provided at different locations around the building. The entire ground floor of the building is brought up the PAZ along the three public street frontages. Staff concludes the site layout is consistent with the intent of the Lenexa City Center Neighborhood Design Standards & Guidelines (CCDG).

This entrances on the west side of the building will have stairways to the office tenant space and to elevators to get to the rooftop restaurant and bar. The other primary entrance, at the southeast corner of the building, is located farther from the street. This entrance has a large canopy and is oriented more for vehicle drop-off.



Pedestrians can access this building entry from sidewalks that link to Ryckert Street. This drop-off is connected to the 24-space parking area on the second level of the parking structure. Most of these parking spaces are reserved spaces for the office tenant. These spaces will be available parking spaces during non-business hours and weekends.

## DIMENSIONAL STANDARDS

City Center requires that buildings be brought to up to the streets with a minimal or 0-foot setback from the property line. The extent of the ground level of the building satisfies this requirement.

The building is 11 stories tall and is an average of 136' – 6" tall. The height is greater than the general height limit of 110' for buildings in City Center. [Section 4-1-B-28-F-4](#) of the UDC allows an increase in building height, above 110', if the building height is approved as part of a development plan and/or an associated development agreement. This building is a part of a development plan.



**Exhibit 4: West elevation.**

The adjacent development in the City Center East Village includes the B. E. Smith Building, at 4 stories. This was the first building developed in City Center. The second building was the Hyatt Hotel and Convention Center, a 6-story building that peaks at a perceived 8 stories. The closest building is The Lofts, a mixed-use building at 5 stories tall with a clerestory element at the corners of the building that reads as another half story. Other buildings in City Center range from 1.5 stories to 7 stories with tall floors. This development, at 11 stories, adds visual interest to this gateway into City Center and is aligned with the varied height throughout the district.

## PUBLIC IMPROVEMENTS

The public streets around this lot have been constructed for several years. Development of this site will include reconstruction of much of the curbline of the streets to add parallel or angled parking and to add sidewalks. Part of the right-of-way will include the PAZ space around the site. The proposed design is consistent with the expectation of the PAZ and on-street parking. A final plan submittal will show more details of these spaces.

The pedestrian connections from the primary streets will cross landscape spaces and provide access to the buildings. Decorative pavement in an arc pattern will be installed at the street intersection where pedestrians will wait to cross 87<sup>th</sup> Street Parkway and Renner Boulevard. This arc pattern is expected with the development of all four corners of the intersection and the development of the block between the east and west bound lanes of 87<sup>th</sup> Street Parkway.

## ACCESS, TRAFFIC, AND PARKING

Access into the site is from the roundabout at the intersection of Renner Boulevard and City Center Drive, as well as Renner Avenue, 87<sup>th</sup> Terrace, and Ryckert Street, which border the subject property. Parking is provided with a parking garage, surface parking, and on-street parking. The on-street parking is both angled and parallel spaces available along Renner Avenue, 87<sup>th</sup> Terrace, and Ryckert Street. The on-street angled parking emulates the on-street parking of areas throughout City Center and is aligned with the CCDG. A row of surface parking is provided from a private drive between this site and the site to the south.

Pedestrian connections to this site are provided from the surrounding primary streets and along the “frontage” streets around this lot. The connection to 87<sup>th</sup> Street Parkway and Renner Boulevard is provided with a marked diagonal crosswalk leading from the northwest corner of the site down to the intersection. Staff notes that at the time of construction, this diagonal crosswalk will need to meet the design requirements as seen elsewhere throughout City Center (i.e. ladder style markings, appropriately dimensioned) and therefore will not be of the size and scale shown with this preliminary plan. An additional connection is provided via the existing stairway along W. 87<sup>th</sup> Street Parkway, with a new pedestrian crosswalk at the northeast corner of the site.

The ground level of the building will be a parking garage level for 116 parking spaces. A second level of parking is provided on the east side of the building and includes 24 parking spaces. Surface parking is provided on the south side of the building along the private drive and on-street parking is provided on the other three sides of the lot. A total of 197 public and private parking spaces is provided for the development. [Section 4-1-D-1](#) of the UDC requires 301 parking spaces per the ratio requirements for restaurant, office, and multifamily uses.

**TABLE 3: PARKING ANALYSIS**

Use	Requirement	Required	Provided	Difference
<b>Multifamily</b>	1 space per efficiency unit, 1.5 spaces per 1-bedroom unit 1.75 spaces per 2-bedroom unit, 2 spaces per 3+-bedroom units and; 0.25 spaces per unit for visitor parking if parking spaces are located in common parking area	250	197	-104
<b>Office</b>	1 space per 250 square feet	21		
<b>Restaurant</b>	1 space per 75 square feet	30		
<b>TOTAL</b>		<b>301</b>	<b>197</b>	<b>-104</b>

The reduced parking allowance is consistent for this site as has been allowed for other projects in City Center. Lenexa City Center is a unique region of the City which fosters compact development and shared uses in close proximity to each other. The nature of a compact development with both shared and complementary uses results in a reduced overall demand for parking. City Center is designed to encourage walking between destinations instead of using a vehicle to move from place to place. The urban development pattern of City Center allows for reducing the number of parking spaces that are required for various development throughout City Center. Other projects, both residential and nonresidential, have been approved with fewer parking spaces than what is required by the parking standard in [Section 4-1-D-1](#) of the UDC.

Staff is supportive of the request for a 104-space reduction in parking as shown on the plan. Per [Section 4-1-B-28-F-5](#) of the UDC, a deviation for reducing the required parking is not necessary for developments in City Center. The applicant provided a parking study reflecting the mix of uses of the site and the combination of public on-street and private parking, along with shared parking available on nearby development, the site will meet the typical demands for parking for the development. Times of peak demand may result in visitors parking farther away in public parking areas, which is an expected condition for development in City Center.

## **STORMWATER**

Stormwater management for this site is integrated into the previously constructed stormwater system for City Center East, and there will be no new features or facilities added.

## **FIRE PREVENTION**

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

## **LIGHTING**

Streetlights will be installed along all public streets in accordance with the City Public Improvement requirements. Lights may be installed on the building and in the pedestrian spaces around the site and the resident amenity spaces. Details for the light fixtures installed on the building and throughout the site are typically provided with the final plan submittal. Site and exterior lighting on private development is subject to [Section 4-1-C-4-I](#) of the UDC.

## **ARCHITECTURE**

The buildings use a contemporary style of architecture. The building design incorporates a series of façade plane variations articulated with material and changes.

The CCDG places an emphasis on the design of the ground level of buildings to provide for activation of the street level. The types of design features include bringing the building up to the street using a minimal or 0-foot setback, providing entrances along streets, using glass to view into buildings, and applying architectural details to the ground floor level of the building to highlight features of the building. Due to the grade differential of the site from east to west, the ground floor of the west façade of the building is the parking garage. The building will have a well-identified entrance at the northwest corner facing Renner Avenue. The entrance will have a large awning and incorporate large windows to identify this as a primary entrance.

The other sections of the façade along Renner Avenue and 87<sup>th</sup> Terrace (the north and west facing facades) will not have entrances or windows into an occupied space of the building. This part of the ground level of the building



is the parking garage. The building façade will incorporate details such as material changes, trim elements, and façade articulations. The grade of the site and the “frontage” street condition of the building being farther from the primary streets creates design challenges for satisfying the street activation requirements of the CCDG. Pedestrians passing by the building will primarily walk the sidewalks of 87<sup>th</sup> Street Parkway and Renner Boulevard, not the street or sidewalk immediately adjacent to the building. The proposed design is a compromise of meeting the intent of the design requirements and developing a functional mixed-use building on this site.



**Exhibit 5: Rendering (from 87<sup>th</sup> Street Parkway and Renner Boulevard).**

The majority of the building uses a combination of face brick, with a mixture of composite metal paneling and aluminum railing used to break up the facade. A glass railing system is used on the corner apartment units and are recessed into the building; aluminum patio railings are used for the units in the middle of the building. The middle rows of patios will project from the predominant facade of the building. Staff recommends the patios which project from the wall incorporate an expanded awning or a shade feature to make the space more weather protected for the residents. These details will be reviewed with a final plan submittal.

The change in elevation of the site results in the office space on the ground floor of the building along the east side of the site, and on the second level of the west side. The resident amenity space is on the same level as the office tenant space. The pool and deck are above the garage on the southwest corner of the building. The office and resident amenity spaces use glass storefront with a mix of stone, brick, metal panels, and wood panels for the soffits. The ground floor of the parking garage uses smooth face block with a column of chisel face modular block to establish a material change at regular intervals along the façade. A decorative metal panel system is applied to the west facing façade at the ground level. This is referred to as an “art wall. The metal panels are shown as a vibrant color to contrast with the earth tone color palette of the exterior materials.

Mechanical units on-site are screened with a combination of landscaping, masonry retaining wall, and a rooftop parapet consisting of the metal paneling used throughout the building.



**Exhibit 6: Rendering (from 87<sup>th</sup> Street parkway and I-435)**

## LANDSCAPING

The preliminary plan shows landscaping throughout the site consistent with the UDC requirements. Perimeter landscaping is provided along the property lines and landscaping is provided around the building as well as along the parking spaces along the street. The plan shows rows of shrubs and areas for ornamental landscape materials along the public streets and in the modular planter spaces of the PAZ. The preliminary landscape plan complies with the landscape requirements for City Center.

Trees and groups of shrubs are currently installed in the landscape areas between the primary streets, 87<sup>th</sup> Street Parkway and Renner Boulevard and “frontage” streets, 87<sup>th</sup> Terrace and Renner Avenue. Most of this landscaping will remain as it currently exists on-site and will be protected during construction. New landscaping will be required on the corner of 87<sup>th</sup> Street Parkway and Renner Boulevard, as sections of the shrubs will be removed to accommodate the new pedestrian connection.





**Exhibit 7: Landscape plan.**

## SIGNS

The building elevations show signs installed on multiple facades of the building. Sign used for development in City Center are to be oriented to the pedestrian, not to vehicular traffic along the streets. The CCDG encourages developments to incorporate unique signs that add to the architectural character of the development and the signs are to be scaled appropriately for the buildings. The images of the signs submitted with the preliminary plan show the intent of the signs for the development. The signs are consistent with similar developments in City Center. Staff concludes the proposed signs are generally acceptable for the preliminary plan submittal. Each sign requires a separate sign permit and will be reviewed individually with each sign permit application.





Exhibit 8: Signs proposed for The Rise.

## DEVIATIONS

The applicant is not requesting any deviations from the UDC.

## REVIEW PROCESS

- The Planning Commission is the approval authority on this application; however, the City has a practice of submitting City Center plans to the City Council for affirmation of the Planning Commission's decision. Pending the Planning Commission's decision, the project will be tentatively scheduled for consideration by the City Council on October 21, 2025.
- A final plan must be approved by the Planning Commission and City Council.
- The applicant must receive permit(s) prior to commencing construction.
- The applicant must obtain a Certificate of Occupancy before opening for business.
- The applicant must obtain a Business License prior to opening for business.
- The applicant should inquire about additional City requirements, such as permits and development fees.

## RECOMMENDATION FROM PROFESSIONAL STAFF

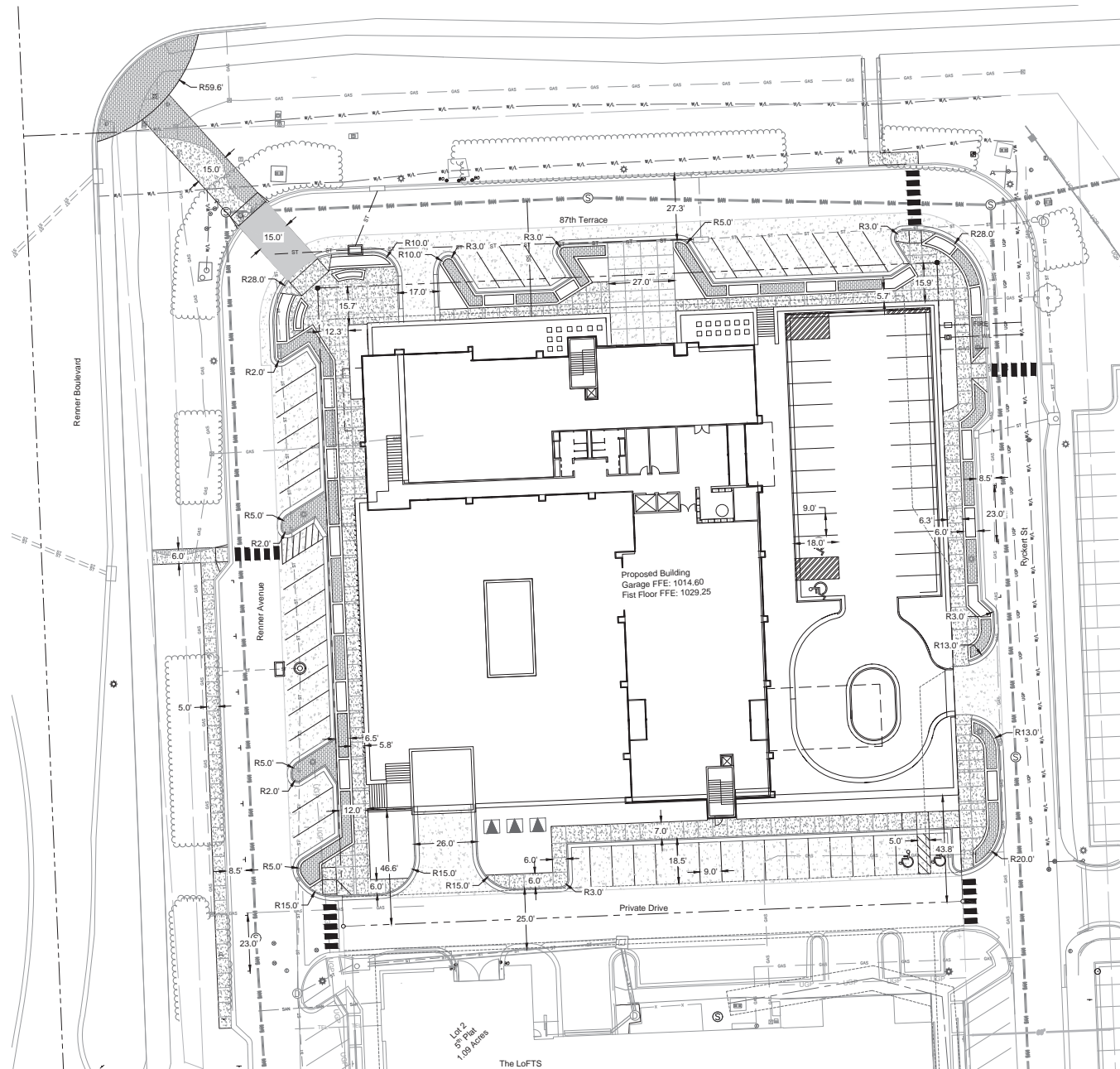
### ★ Staff recommends approval of the proposed Preliminary Plan for The Rise.

- The preliminary plan will allow the development of a mixed-use project in City Center.
- The project is consistent with Lenexa's goals through **Responsible Economic Development** to create **Inviting Places**.

## PRELIMINARY PLAN

Staff recommends **APPROVAL** of the preliminary plan for PL25-14P – **The Rise** at the southeast corner of 87<sup>th</sup> Street Parkway and Renner Boulevard, for a mixed-use development.

04/08/2019  
 04/19/2019 2:52 PM  
 04/19/2019 10:02 AM  
 04/19/2019 10:02 AM



Lot 12  
 5' Plat  
 1.09 Acres

The Lofts at City Center

Proposed Building  
 Garage FFE: 1014.60  
 First Floor FFE: 1029.25



Preliminary Development Plan

25-0107  
 RISE At Lenexa City Center East  
 Lenexa, Johnson County, Kansas

Dimension Plan

NO.	DATE	REVISION
1	04/19/2019	ORIGINAL

DRAWN BY: CMM  
 CHECKED BY: DJB  
 RENAISSANCE INFRASTRUCTURE CONSULTING  
 400 E 17th Street  
 Lenexa, KS 66151  
 816.800.0950  
 www.ric-consult.com

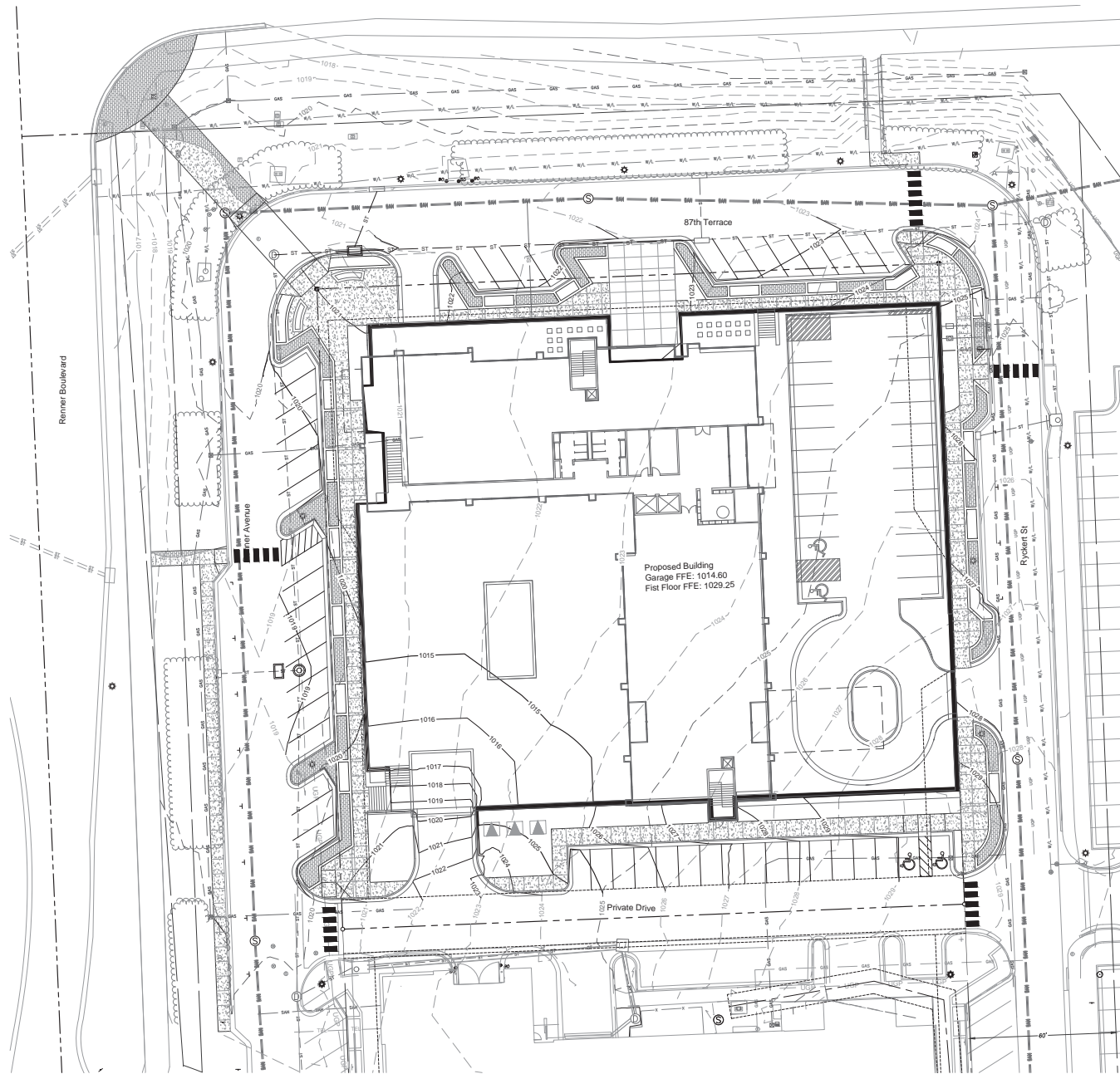


Sheet  
 C04





04/20/2019  
 10/19/2019  
 10/20/2019  
 10/21/2019  
 10/22/2019  
 10/23/2019  
 10/24/2019  
 10/25/2019  
 10/26/2019  
 10/27/2019  
 10/28/2019  
 10/29/2019  
 10/30/2019  
 10/31/2019  
 11/01/2019  
 11/02/2019  
 11/03/2019  
 11/04/2019  
 11/05/2019  
 11/06/2019  
 11/07/2019  
 11/08/2019  
 11/09/2019  
 11/10/2019  
 11/11/2019  
 11/12/2019  
 11/13/2019  
 11/14/2019  
 11/15/2019  
 11/16/2019  
 11/17/2019  
 11/18/2019  
 11/19/2019  
 11/20/2019  
 11/21/2019  
 11/22/2019  
 11/23/2019  
 11/24/2019  
 11/25/2019  
 11/26/2019  
 11/27/2019  
 11/28/2019  
 11/29/2019  
 11/30/2019  
 12/01/2019  
 12/02/2019  
 12/03/2019  
 12/04/2019  
 12/05/2019  
 12/06/2019  
 12/07/2019  
 12/08/2019  
 12/09/2019  
 12/10/2019  
 12/11/2019  
 12/12/2019  
 12/13/2019  
 12/14/2019  
 12/15/2019  
 12/16/2019  
 12/17/2019  
 12/18/2019  
 12/19/2019  
 12/20/2019  
 12/21/2019  
 12/22/2019  
 12/23/2019  
 12/24/2019  
 12/25/2019  
 12/26/2019  
 12/27/2019  
 12/28/2019  
 12/29/2019  
 12/30/2019  
 12/31/2019



# LEGEND

- Existing Major
- Existing Minor
- Proposed Major
- Proposed Minor

## Stormwater Notes

1. Water Quality is Provided by Existing Stormwater Unit.
2. Stormwater Detention is not Required. Existing Storm Systems are in place that convey runoff to regional detention.
3. Oil/Sand Interceptor will be provided in the parking structure.



Preliminary Development Plan

25-0107  
 RISE At Lenexa City Center East  
 Lenexa, Johnson County, Kansas

Grading Plan

NO.	DATE	REVISION
1	10/19/2019	Original Submittal
2	10/20/2019	Revised
3	10/21/2019	Revised
4	10/22/2019	Revised
5	10/23/2019	Revised
6	10/24/2019	Revised
7	10/25/2019	Revised
8	10/26/2019	Revised
9	10/27/2019	Revised
10	10/28/2019	Revised
11	10/29/2019	Revised
12	10/30/2019	Revised
13	10/31/2019	Revised
14	11/01/2019	Revised
15	11/02/2019	Revised
16	11/03/2019	Revised
17	11/04/2019	Revised
18	11/05/2019	Revised
19	11/06/2019	Revised
20	11/07/2019	Revised
21	11/08/2019	Revised
22	11/09/2019	Revised
23	11/10/2019	Revised
24	11/11/2019	Revised
25	11/12/2019	Revised
26	11/13/2019	Revised
27	11/14/2019	Revised
28	11/15/2019	Revised
29	11/16/2019	Revised
30	11/17/2019	Revised
31	11/18/2019	Revised
32	11/19/2019	Revised
33	11/20/2019	Revised
34	11/21/2019	Revised
35	11/22/2019	Revised
36	11/23/2019	Revised
37	11/24/2019	Revised
38	11/25/2019	Revised
39	11/26/2019	Revised
40	11/27/2019	Revised
41	11/28/2019	Revised
42	11/29/2019	Revised
43	11/30/2019	Revised
44	12/01/2019	Revised
45	12/02/2019	Revised
46	12/03/2019	Revised
47	12/04/2019	Revised
48	12/05/2019	Revised
49	12/06/2019	Revised
50	12/07/2019	Revised
51	12/08/2019	Revised
52	12/09/2019	Revised
53	12/10/2019	Revised
54	12/11/2019	Revised
55	12/12/2019	Revised
56	12/13/2019	Revised
57	12/14/2019	Revised
58	12/15/2019	Revised
59	12/16/2019	Revised
60	12/17/2019	Revised
61	12/18/2019	Revised
62	12/19/2019	Revised
63	12/20/2019	Revised
64	12/21/2019	Revised
65	12/22/2019	Revised
66	12/23/2019	Revised
67	12/24/2019	Revised
68	12/25/2019	Revised
69	12/26/2019	Revised
70	12/27/2019	Revised
71	12/28/2019	Revised
72	12/29/2019	Revised
73	12/30/2019	Revised
74	12/31/2019	Revised
















**Renaissance Infrastructure Consulting**  
 400 E. 17th Street  
 Kansas City, Missouri 64108  
 816.800.0950  
 www.ric-consult.com  
 E-20103363

Sheet  
 C06

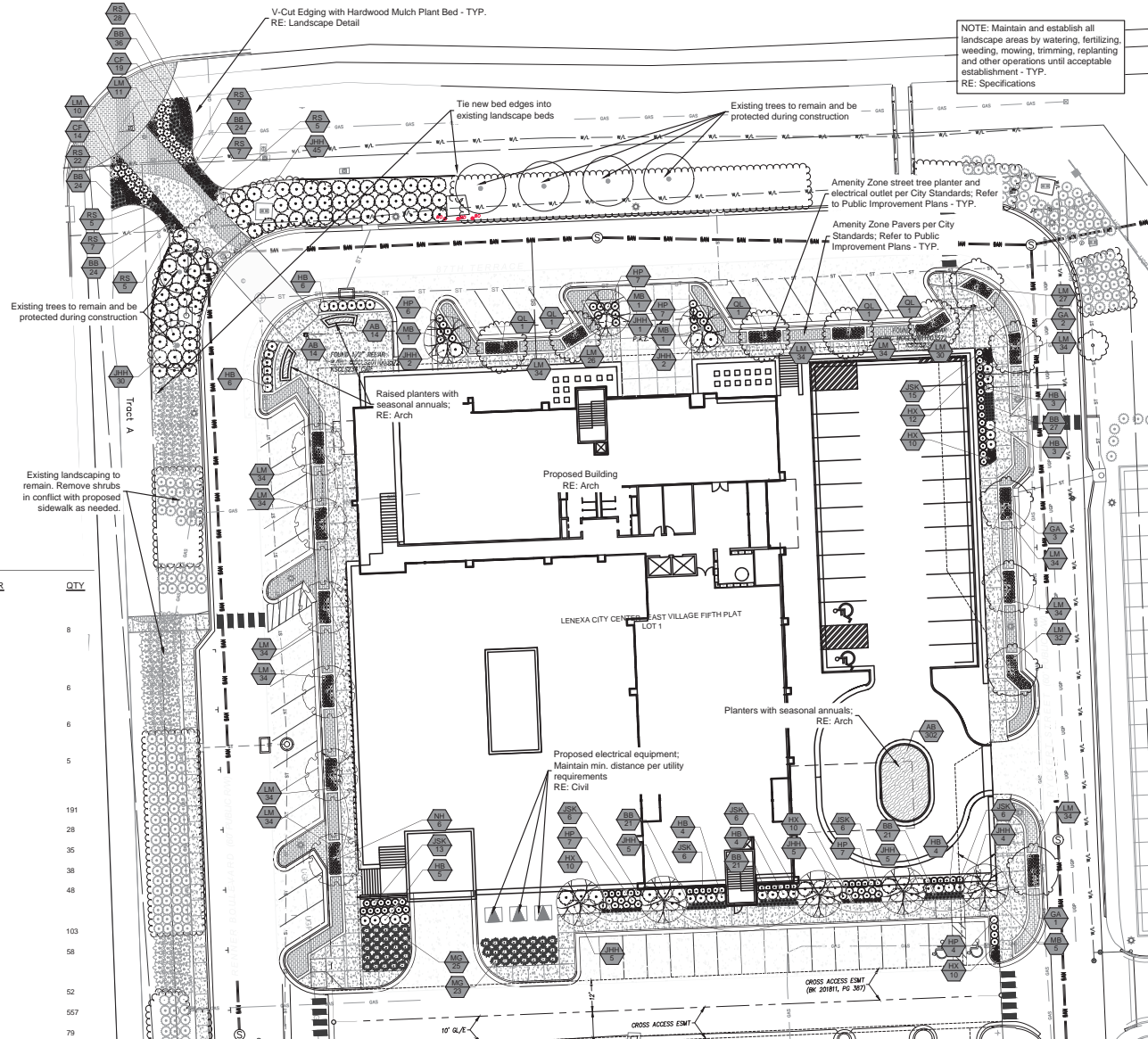
## LANDSCAPE NOTES

1. LOCATE UTILITIES PRIOR TO COMMENCING LANDSCAPE OPERATIONS. ALL TREES SHALL BE FIELD POSITIONED AS TO AVOID CONFLICTS WITH EXISTING AND PROPOSED UTILITIES. NOTIFY LANDSCAPE ARCHITECT OF ANY CONFLICTS OR OBSTRUCTIONS.
2. CONTRACTOR SHALL STAKE ALL PLANTING AREAS IN THE FIELD PRIOR TO PLANTING FOR APPROVAL OF THE OWNER OR THEIR REPRESENTATIVE.
3. QUANTITIES SHOWN ARE FOR REFERENCE ONLY. CONTRACTOR SHALL VERIFY ALL PLANT QUANTITIES PRIOR TO BIDDING AND SHALL BE RESPONSIBLE FOR THEIR BID. ANY DISCREPANCIES WITH THE PLAN SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT. THE PLAN QUANTITIES SHALL SUPERCEDE SCHEDULED QUANTITIES.
4. PLANT SYMBOLS ON LANDSCAPE PLAN ARE SHOWN AT FULL MATURE SIZE. ACTUAL PLANT SIZES AT INSTALLATION MAY BE SMALLER AND SHALL BE THE MINIMUM PLANTING SIZE SPECIFIED IN PLANT SCHEDULE.
5. ALL PLANT MATERIAL SHALL BE SPECIMEN QUALITY AND SHALL COMPLY WITH RECOMMENDATIONS AND REQUIREMENTS OF ANSI Z60.1 THE AMERICAN STANDARD FOR NURSERY STOCK.
6. ALL PLANTING BEDS & NATIVE GRASS STANDS SHALL BE EDGED AS SHOWN IN PLAN.
7. PREPARE PLANTING BEDS AND INCORPORATE AMENDMENTS ACCORDING TO PLANS.
8. SHREDDED HARDWOOD MULCH, PER SPECIFICATIONS SHALL BE USED AS A THREE INCH (3") TOP DRESSING IN ALL PLANTING BEDS AND AROUND ALL TREES. SINGLE TREES AND SHRUBS SHALL BE MULCHED TO THE OUTSIDE EDGE OF THE SAUCER OR LANDSCAPE ISLAND.
9. ALL TREES SHALL BE STAKED PER DETAIL.
10. ALL PLANT MATERIAL SHALL BE INSTALLED TO ALLOW A ONE FOOT (1') CLEARANCE BETWEEN PLANT AND ADJACENT PAVEMENT.
11. THE LANDSCAPE CONTRACTOR SHALL NOT COMMENCE WORK UNTIL THE SITE IS FREE OF DEBRIS CAUSED BY ON-GOING CONSTRUCTION OPERATIONS. REMOVAL OF DEBRIS SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR. LANDSCAPE WORK SHALL NOT BEGIN UNTIL THE LANDSCAPE ARCHITECT AND OWNER HAVE GIVEN WRITTEN APPROVAL FOR SUCH. THERE SHALL BE NO DELAYS DUE TO LACK OF COORDINATION FOR THIS ACTIVITY.
12. THE LANDSCAPE ARCHITECT AND OWNER SHALL APPROVE GRADES AND CONDITION OF SITE PRIOR TO SODDING/SEEDING OPERATIONS.
13. ALL AREAS DISTURBED DURING CONSTRUCTION AND NOT DESIGNATED FOR OTHER PLANTINGS OR HARDSCAPE SHALL BE SODDED WITH TURF TYPE FESCUE.
14. ALL LANDSCAPE AREAS SHALL BE IRRIGATED. TURF AREAS SHALL BE IRRIGATED BY SPRAY OR ROTOR. PLANT BEDS SHALL BE IRRIGATED BY DRIP IRRIGATION. IRRIGATION SYSTEM SHALL INCLUDE AUTOMATIC RAIN-SENSOR DEVICE. IRRIGATION SHOP DRAWINGS SHALL BE PROVIDED BY THE CONTRACTOR FOR APPROVAL PRIOR TO CONSTRUCTION.
15. ALL DECORATIVE GRAVEL SHALL BE INSTALLED OVER GEOTEXTILE FABRIC (MIRAFI 140N OR APPROVED EQUAL).

## PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	QTY	
ORNAMENTAL TREES						
	MB	Magnolia grandiflora 'Brackens Brown Beauty' / Bracken's Beauty Southern Magnolia	6' Ht.	B&B	8	
STREET TREES						
	GA	Ginkgo biloba 'Autumn Gold' / Autumn Gold Maidenhair Tree	2" Cal.	B&B	6	
	NH	Nyssa sylvatica 'Haymanred' TM / Red Rage Tupelo	2" Cal.	B&B	6	
	QL	Quercus robur x bicolor 'Long' / Regal Prince® Oak	2" Cal.	B&B	5	
SHRUBS						
	BB	Bouteloua gracilis 'Blonde Ambition' / Blonde Ambition Blue Grama	1 Gal.	Pot	191	
	CF	Cornus sericea 'Farrow' / Arctic Fire® Red Twig Dogwood	3 Gal.	Pot	28	
	HB	Hydrangea paniculata 'TLVOBO' / Bobo® Panicle Hydrangea	3 Gal.	Pot	35	
	HP	Hypericum prolificum / Shrubby St. John's Wort	3 Gal.	Pot	38	
	MG	Miscanthus sinensis 'Gracillimus' / Maiden Grass	3 Gal.	Pot	48	
EVERGREEN SHRUBS						
	JHH	Juniperus horizontalis 'Hughes' / Hughes Juniper	5 Gal.	Pot	103	
	JSK	Juniperus scopulorum 'Skyrocket' / Skyrocket Juniper	5' Ht.	Pot	58	
PERENNIALS						
	HX	Hylotelephium x 'Herbstfreude' / Autumn Joy Stonecrop	1 Gal.	Pot	52	
	LM	Lilium muscarifolium 'Big Blue' / Big Blue Lilyturf	1 Gal.	Pot	557	
	RS	Perovskia atriplicifolia 'Little Spire' / Little Spire Russian Sage	1 Gal.	Pot	79	
SYMBOL	CODE	BOTANICAL / COMMON NAME	SIZE	CONTAINER	SPACING	QTY
SHRUB AREAS						
	AB	Seasonal Annuals / Species/Size Varies Quantity, size, & spacing indicated may vary based on season and type of plant	4"	Pot	15' o.c.	330

Note: Quantities shown are for reference only. Contractor shall verify all plant and turf quantities prior to bidding.



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

Preliminary Development Plan

25-0107  
RISE At Lenexa City Center East  
Lenexa, Johnson County, Kansas

Landscape Plan

NO. DATE REVISION  
DRAWN BY CHECKED BY

**Renaissance Infrastructure Consulting**  
8652 Perimeter Lane  
Lenexa, Kansas 66319  
www.ri-consult.com  
913.317.9900  
KS Certificate of Authority: E-1814

Sheet  
L01

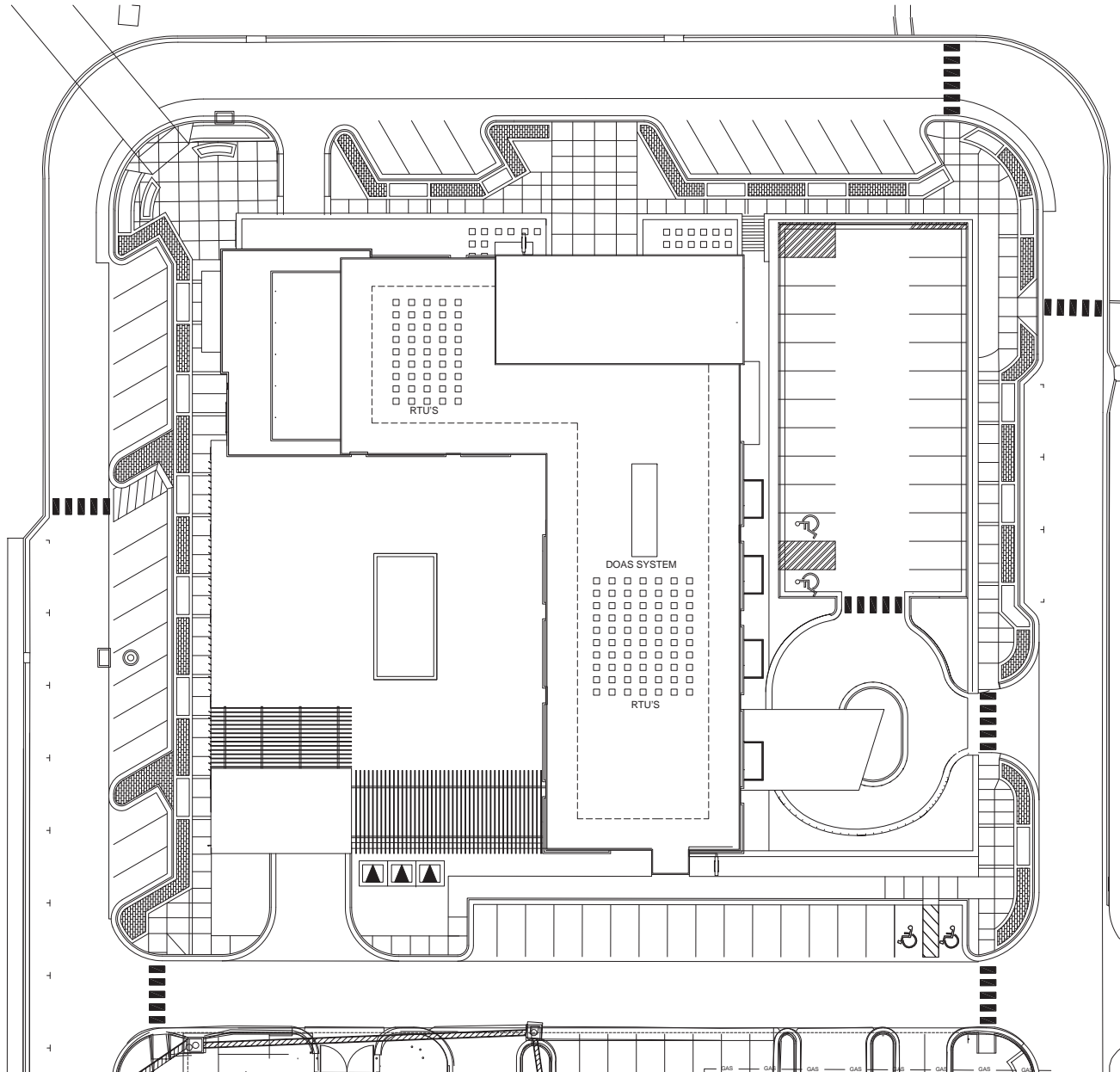


IN THE EVENT OF WORK IN OR ON THE JCW SANITARY MAIN, ANY TREES OR PLANTINGS PLACED WITHIN THE SEWER EASEMENT MAY BE REMOVED WITHOUT REPLACEMENT OR COMPENSATION THERE-OF AND SHALL BE REPLACED BY THE PROPERTY OWNER AS REQUIRED BY THE CITY.

# THE RiSE

PRELIMINARY DEVELOPMENT PLAN | 25-0922





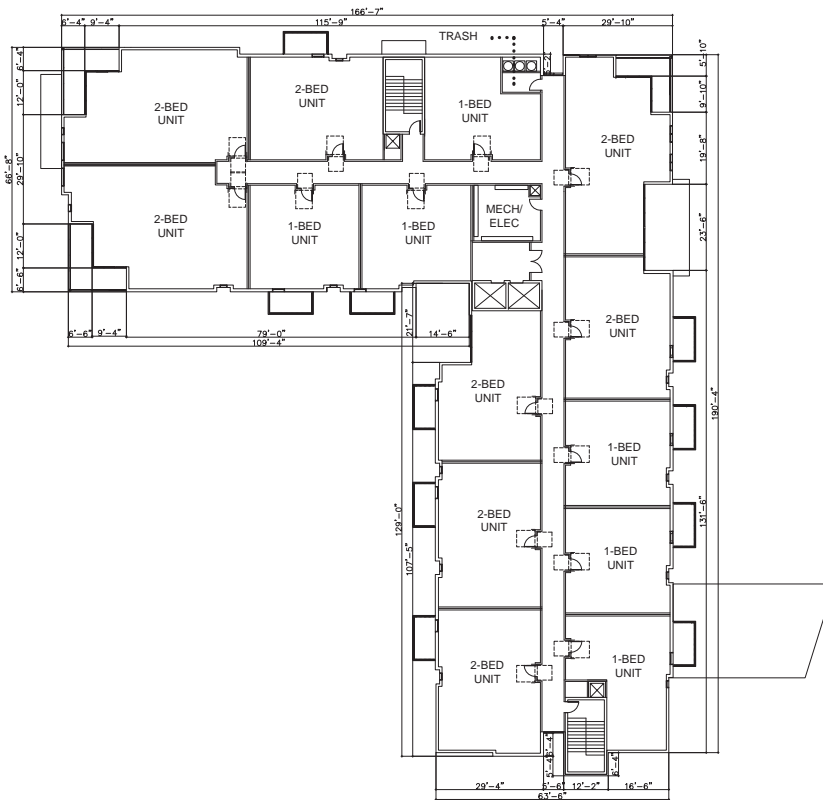

**SITE PLAN**  
 SCALE: 1/16" = 1'-0"



**FINKLE + WILLIAMS**  
 ARCHITECTURE







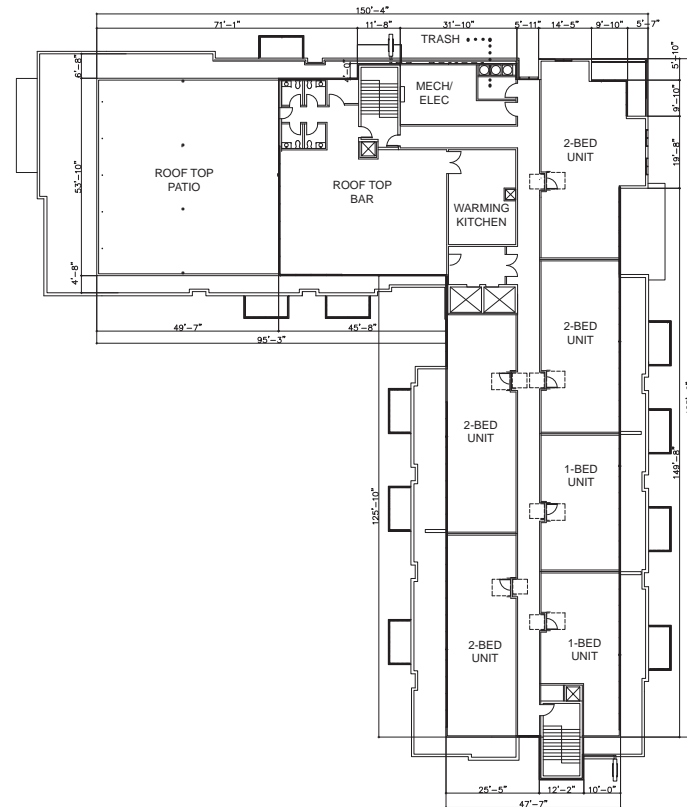




**APARTMENT LVLS 1-9**  
 SCALE: 1/16" = 1'-0"

**APARTMENT DATA**

1-BED UNITS	56
2-BED UNITS	76
TOTAL UNITS	132

**FLOOR PLANS**




**APT LVL 10/ROOFTOP BAR**  
 SCALE: 1/16" = 1'-0"



RENDERINGS





RENDERINGS







**WEST ELEVATION**  
SCALE: 1" = 20'-0"



**NORTH ELEVATION**  
SCALE: 1" = 20'-0"



**SOUTH ELEVATION**  
SCALE: 1" = 20'-0"



**EAST ELEVATION**  
SCALE: 1" = 20'-0"



MATERIAL COLORS ARE CONCEPTUAL. FINAL COLORS WILL BE SELECTED AT THE TIME OF FINAL DEVELOPMENT PLAN.

#### MATERIAL PALETTE







SOUTHWEST  
AXONOMETRIC



NORTHEAST  
AXONOMETRIC



ICONIC SIGNAGE AT OFFICE/  
ROOFTOP BAR ENTRANCE



LIT BLADE SIGNAGE ON NORTH/  
SOUTH FACES OF BUILDING



PEDESTRIAN-LEVEL SIGNAGE  
AT PORTICO SHARE



HIGHLY VISIBLE SIGNAGE AT  
PENTHOUSE LEVEL

SIGNAGE STUDY





**THE RISE Shared Parking Study**

**UNADJUSTED BASE PARKING RATIOS BY LAND USE \***



Land Use:	Building SF or Units	Spaces Per Unit**				UDC Requirement (Per 1,000 SF)***	UDC Required Spaces	Base Unit Design (Per 1,000 SF)***	Indicate Spaces
		Weekday		Weekend					
		Visitor	Resident/Employee	Visitor	Resident/Employee				
Existing Restaurant	0							0	0
Existing Office	0							0.00	0
TOTAL EXISTING	0								0
New Rooftop Bar	2,225	10.00	1.00	12.50	1.00	13.33	30	13.50	30
New Retail	0	2.90	0.70	3.20	0.80	4.00	0	4.00	0
New Office	5,278	0.50	3.50	0.03	0.35	4.00	21	4.00	21
New Residential	132	0.15	1.50	0.15	1.50	See below****	250	1.65	218

**PEAK SHARED PARKING INDICATED BY THIS MODEL**

**191**

\* Source of Data - ULI Shared Parking Study 2020

\*\* Source of Data - Parking Generation - Institute of Transportation Engineers 2004

\*\*\* Spaces are per 1,000sf for Commercial Use

\*\*\*\* Spaces are per unit for each Residential Use

\*\*\*\*\* 1.5:1BD; 1.75:2BD; .25:unit (visitor)

Residential **RESERVED** Parking as a % of Total Parking:

157

79.7%

**SHARED** Public Parking as a % of Total Parking:

40

20.3%

**TOTAL PROVIDED PARKING:**

**197**

**100.0%**

**ADJUSTMENTS\* TO BASE UNIT DESIGN RATIOS**

**May Weekday 7:00PM**

Land Use:	Base Unit Design (Per UDC Requirement)	Month Adjustment	Peak Hour Adjustment	Noncaptive Adjustment	Mode Adjustment	Total Adjustment (All Adjustments Multiplied)	Adjusted Ratio (Spaces per 1,000 SF)	Base Design Indicated Spaces	Adjusted Spaces
Existing Restaurant	0	100.0%						0	
Existing Office	0.00	100.0%						0	
TOTAL EXISTING								0	
New Rooftop Bar	13.50	79.3%	81.5%	80.0%	95.0%	49.1%	6.63	30	15
New Retail	4.00	66.6%	0.0%	0.0%	0.0%	0.0%	-	0	0
New Office	4.00	100.0%	13.4%	90.0%	90.0%	10.8%	0.43	21	2
New Residential	1.65	100.0%	91.7%	90.0%	95.0%	78.4%	1.29	218	171
								269	188

**December Weekend 6:00PM**

Land Use:	Base Unit Design	Month Adjustment	Peak Hour Adjustment	Noncaptive Adjustment	Mode Adjustment	Total Adjustment (All Adjustments Multiplied)	Adjusted Ratio (Spaces per 1,000 SF)	Base Design Indicated Spaces	Adjusted Spaces
Existing Restaurant	0	100.0%						0	
Existing Office	0.00	100.0%						0	
TOTAL EXISTING								0	
New Rooftop Bar	13.50	100.0%	97.8%	80.0%	95.0%	74.3%	10.03	30	22
New Retail	4.00	100.0%	0.0%	0.0%	0.0%	0.0%	-	0	0
New Office	4.00	9.5%	0.5%	90.0%	90.0%	0.0%	0.00	21	0
New Residential	1.65	100.0%	90.8%	90.0%	95.0%	77.6%	1.28	218	169
								269	191

\* **MODE ADJUSTMENT** adjusts the base parking ratios for local transportation characteristics. Two factors are considered in these adjustments: modal split for private autos and auto occupancy. Even in areas where there is limited transit, walking, drop-offs, and ridesharing occur. The base ratios then are appropriate for conditions of free parking and negligible use of public transit, while the mode adjustment then reflects local transit availability, parking fees, ride sharing programs characteristic of the specific project location. For example, if the mode adjustment equals 75%, this means 75% of people arrive in a private auto and require a parking space, while the remaining 25% arrive without a private auto (carpool, transit, walk, etc.)

\* **NON CAPTIVE** adjustment is an estimate of the percentage of parkers at a land use in a mixed-use development or district who are not already counted as being parked at another of the land uses. For example, when employees of one land use visit a nearby food court or coffee store, there usually is not any additional parking demand generated. This describes a "captive" parked vehicle and does not require an additional parking space. Other vehicles coming to the site specific to a single use are considered "non-captive." As such, if the non-captive ratio equals 70%, this means that 70% of parkers will arrive and park for only a single use (such as an office visit), while the remaining 30% can be considered captive and may use both a restaurant and a retail store while using the same parking space.

## REGULAR AGENDA

- 8. The Rise - Consideration of a preliminary plan for a new mixed-use development in City Center located at the southeast corner of 87th Street Parkway and Renner Boulevard within the CC, Planned City Center District. PL25-14P**

### APPLICANT PRESENTATION

Hal Shapiro of Real Property Group appeared before the Planning Commission to present The RiSE at City Center, a proposed 132-unit mixed-use development located at 87th Street Parkway & Renner Avenue in Lenexa. The project is being developed in partnership with Copaken Brooks. Mr. Shapiro explained that the development consists of an 11-story building with a rooftop restaurant and bar open to the public. The first floor includes commercial office space, contributing to the project's mixed-use character. The east side of the building is designated as the residential entrance, designed with a hotel-style drop-off and concierge to support a hospitality-focused experience. The west side serves the commercial entrance and offers pedestrian access to Restaurant Row and the surrounding City Center amenities. The residential component targets the active adult demographic, defined as independent individuals aged 55 and older. Mr. Shapiro noted that while 55 is the minimum age, the average resident is typically closer to 70. The project is not considered traditional multifamily or senior housing but is instead classified as "active adult", a lifestyle-focused product type characterized by community-building, extensive amenities, and social programming. Mr. Shapiro emphasized that the development is designed to foster social connection with community spaces and programming aimed at encouraging interaction among residents. The RiSE at City Center is intended to fill a growing demand for high-quality, age-restricted housing that offers independence, lifestyle amenities, and integration into a vibrant urban setting.

John Garr of Finkle + Williams Architecture provided an overview of the site plan and architectural features for The RiSE at City Center, on behalf of the design team and developer Real Property Group. A representative from Renaissance Infrastructure Consulting (RIC) was also present for civil engineering questions. Mr. Garr explained that the mixed-use building included a structured parking garage at ground level, nine levels of active adult residential units, and a public rooftop bar and terrace. The building has two primary access points, the residential entrance on Ryckert Street (east side) with a hotel-style drop-off, and the office/public entrance on Renner Avenue (west side), connecting to City Center's walkable commercial area. The site is accessed via a roundabout south of 87th Street Parkway and is developed to the property lines, incorporating parallel and angled street parking and additional parking off a shared alley with the adjacent Lofts development. Pedestrian connectivity was emphasized as consistent with City Center design goals. The building is L-shaped, forming a private courtyard with amenities for residents, including a pool and landscaped deck. Residential floors feature a mix of one- and two-bedroom units, with corner balconies designed to capture views. The rooftop includes enclosed bar space and an open-air terrace offering westward views. Materials include brick masonry, metal panels, and stone, with the garage partially below grade. Mr. Garr noted the building's prominence, likely to become the tallest in Lenexa and a visible landmark along Interstate 435.

### STAFF PRESENTATION

Dave Dalecky presented the staff report and provided an overview of the proposed RiSE at City Center development. The site is located within the East Village of City Center, slightly set back from Renner Boulevard and 87th Street Parkway due to a frontage road condition involving 87th Terrace and Renner Avenue. The proposed 12-story mixed-use building includes 132 residential units, office space on the first occupied floor, private amenities for residents, and a rooftop restaurant and bar. The building has an L-shaped footprint atop a ground-level parking structure that spans much of the northern half of the block.

Due to site grading, the garage is partially buried, making the building appear 11 stories tall from the east but 12 from the west. Access to the site will be primarily from City Center Drive via the first roundabout south of 87th Street Parkway. Two main vehicular entry points serve the garage and surface parking. Pedestrian connectivity is provided through three sidewalk connections that integrate the development with City Center's walkable design, including a new diagonal path from the building's corner to the main intersection of 87th and Renner. Additional pedestrian paths align with City Center's public space design standards. The development will provide 197 parking spaces, which is fewer than the 301 parking spaces required by the Unified Development Code. However, Staff supports the parking reduction, citing consistency with City Center's compact, walkable design, shared parking availability, and precedent from similar developments. He commented that developments in City Center generally take advantage of shared parking of complimentary uses at times of peak demand. The site will provide on-street parking and private parking, pointing out a public parking garage further south of the proposed development. Mr. Dalecky explained that the landscaping will be concentrated in the pedestrian amenity zones along perimeter areas, with additional planting to be completed in the adjacent green spaces during construction. He presented the applicant's proposed building design noting the building's height (maximum of 136.5 feet) and its visual prominence within the City Center skyline. He concluded Staff's presentation by stating that Staff recommends approval of the preliminary plan for The RiSE at City Center.

## **PUBLIC COMMENTS**

Chairman Poss allowed members of the public to speak in favor of or in opposition to the proposed project even though it was not a public hearing item.

Rebecca Ward, 8039 Darnell, said she has been a longtime resident of Oak Hill since 1980. Ms. Ward expressed concern about the growing number of apartment buildings in west Lenexa, saying the area should have focused more on single-family homes with limited commercial development. She mentioned ongoing parking issues at the rec center, especially during daytime classes, and raised questions about accessibility in the proposed building, asking whether ramps or other features would accommodate residents who become mobility impaired. She also voiced concerns about safety and access control between the restaurant and residential areas, citing the Indigo Hotel in Naperville, Illinois, as a good example of how to manage those issues. Finally, Ms. Ward asked for clarification on whether the project site was the location of the old parking garage. Chairman Poss replied that the site in question was not where the old parking garage was located.

Susan McCurdy, 8939 Meadow View Drive, emphasized her frustration with the ongoing parking shortage around the rec center and City Center area. She said she visits the rec center daily but often struggles to find parking, noting that overflow parking at the aquatic center is the only reason it's still manageable. Ms. McCurdy questioned why parking standards are not consistently applied to new developments, especially when many residents own multiple vehicles. She added that available parking is often located blocks away, which isn't practical for older residents. Because of the parking issues, she said she no longer attends events or activities at City Center and only visits the farmer's market to purchase corn from a specific vendor. She noted that she recently purchased three dozen ears of corn from the guy so she would not have to come back for a while. She commented that this was due to huge parking issues.

## **PLANNING COMMISSION DISCUSSION**

Commissioner Horine asked about the entrance to the office portion of the building, noting that there appears to be a glass façade on the doorway with metal panels wrapping around the corner. He asked if there was a reason they were using metal material for the panels and if they could instead use more glass on the panels. John Garr responded that the level in question is the parking garage, which limits the lobby area to the portion carved out of that garage footprint. However, he explained that the entire



area could be enclosed in glass and, while the renderings may not clearly show it, the design is intended to feature glass on three sides and extend two stories in height. Mr. Garr clarified that the actual lobby does not currently extend into the area where the metal panels are located. However, he noted that it could potentially be expanded in the future. He explained that the entire area that wraps around the corner and along the front façade is part of the two-story lobby, which would be fully transparent and visible from that section. Commissioner Horine commented that the area in question appears to be one of the primary views visible from 87<sup>th</sup> Street Parkway and Renner Boulevard. He then asked Dave Dalecky if the yellow arrows in his presentation concerning traffic flow signified one way traffic aisles. Mr. Dalecky replied they were not, and that all the public streets were 2-way around the building. Commissioner Horine raised a concern regarding the adequacy of parking for The RiSE at City Center, specifically in relation to the anticipated number of vehicles per residential unit. With 132 residential units and a total of 197 on-site parking spaces (also serving the office component), he inquired whether residents typically have one or two vehicles. He noted that if parking on-site is insufficient, residents may seek nearby alternatives, potentially resulting in overflow into adjacent lots such as Jack Stack Barbecue's parking area. He expressed doubt that residents would likely utilize the more distant public garage near the Hyatt Place and Convention Center. Commissioner Horine requested clarification from the applicant team regarding their expectations for resident vehicle ownership. Hal Shapiro stated that based on research and experience with the nearby Lofts project, approximately 1.1 to 1.2 parking spaces per unit is sufficient for active adult communities. Most residents own only one vehicle, even in two-bedroom units. He noted the Lofts regularly has available parking and emphasized confidence that the 197 planned spaces for The RiSE will meet demand. While more parking would be ideal, he stated the development team accepts the responsibility and believes the current plan is adequate.

Commissioner Harber commented on parking, noting from personal experience at the nearby B. E. Smith building that the adjacent parking garage was rarely more than three-quarters full, and the upper level was often unused. He also referenced his role on the Johnson County Commission on Aging, where a recent presentation highlighted a growing need for housing options specifically for active adults aged 55 and older. The discussion emphasized that this age group, especially those in their 70s, is the fastest-growing demographic in Johnson County, with projected growth outpacing that of residents under 21. Commissioner Harber expressed support for The RiSE project, citing its alignment with the county's aging population needs and commending the quality of the proposed plan.

Commissioner Dharod asked Staff to clarify the criteria under the Unified Development Code (UDC) that allow for increased building height through a development plan or associated development agreement. He sought a clearer understanding of what qualifies a project as part of a "development plan" and what types of applications would not meet that definition. Mr. Dalecky explained that the determining factor for allowing increased building height is the development plan review process itself. Since City Center is zoned as a Planned District, any proposed building must go through a development plan approval. The current review process, including consideration of building height and design, satisfies the requirement for a development plan under the UDC. Commissioner Dharod asked whether there are any instances where a project would not be considered part of a development plan, or if such a scenario would fall outside the scope of the development plan process altogether. Mr. Dalecky clarified that in a Planned District like City Center, all building projects require an approved development plan. There is no scenario in which a project could be constructed outside of the development plan process. Commissioner Dharod asked whether the building height, being taller than many surrounding structures, has been analyzed for its potential impact on nearby tenants, specifically regarding effects on their views or their ability to operate. Also, was that something that is typically evaluated during this process or is it outside the scope of what the Board would address. John Garr explained that, since they also designed the Lofts, they were careful to arrange the two buildings, so their broad sides don't face each other directly. This intentional design helps minimize any negative impact and ensures a comfortable environment for both buildings. John Garr further noted that the building is located north of nearby structures, so from a solar standpoint,

it won't cast shadows on adjacent buildings, only potentially onto 87th Street Parkway, which primarily affects the roadway, not other tenants. He added that care was taken to ensure appropriate spacing between buildings to avoid creating obstructions, as doing so would be detrimental to both developments. Commissioner Dharod expressed support for the project, noting that his concerns about building height had been addressed. He stated that the proposal aligns well with the City's Comprehensive Plan and Future Land Use Map, and reflects the intended vision for this area, namely, a mixed-use, higher-density development.

Commissioner Wagner expressed support for the concept, calling it a great idea. She noted the discussion around parking and asked for clarification on how parking spaces will be managed, particularly given the less-than-one-to-one ratio of spaces to residential units. She also inquired whether the units are intended to be rentals or for sale, and whether parking spaces would be assigned, rented, or owned in conjunction with the units. Hal Shapiro clarified that the project is intended as a rental community, not for sale. Similarly, parking spaces will be rented, not owned, and will be assigned to specific tenants, both for spaces within the garage and those outside the building. This approach ensures that parking is managed effectively and avoids a first-come, first-served situation.

Commissioner Katterhenry expressed general support for the project in terms of its concept, location, and the identified need for it that it addresses. However, he raised significant concerns about the adequacy of parking. Citing his own experience of visiting the nearby Jack Stack restaurant, he noted that parking in that area is often full in the evenings and questioned whether residents or visitors would be willing to park at more distant locations. He also pointed out that if parking proves to be insufficient, there appears to be no viable opportunity to add more nearby, given the site constraints. Additionally, he commented on the proposed use of metal siding at the pedestrian level, cautioning that it would need to be a high-gauge material to hold up well in such a high-contact area.

Commissioner Woolf echoed concerns regarding parking but also acknowledged the developer's investment and incentive to ensure the project is successful. He noted that it would not be logical for the developer to intentionally under-park the building, given the scale of the investment. Still, he pointed out that based on the required parking allocation, 51 spaces for the office and restaurant uses, only 142 spaces remain for the 132 residential units, suggesting that only a small number of units could accommodate two vehicles, which may be limiting. He asked whether the rooftop establishment is planned as a restaurant, a bar, or a combination of both, and whether that use has been fully defined. Hal Shapiro replied that they were currently in talks with operations and it is the intent that there will be food service and beverages served.

Commissioner Jamison raised an additional concern regarding parking, specifically asking whether anyone had evaluated the walking distance from the farthest overflow parking space to a residential unit. He noted that, considering the target demographic of residents in their late 50s to 70s, understanding that distance is important for accessibility and convenience. He inquired whether such a study had been conducted or if that distance was known. Hal Shapiro clarified that no formal study was conducted to determine how far individuals aged 55 and older are willing to walk from parking to their units. Mr. Shapiro emphasized that it ultimately comes down to personal preference. Drawing on his experience with parking and restaurant development, he noted that parking issues typically arise during peak times, while most of the time, ample parking is available. He explained that for this project, their parking analysis modeled shared use between the office and the rooftop restaurant/bar. Since the restaurant is expected to operate mainly during evenings and weekends, outside of standard office hours, this staggered usage provides an opportunity for effective shared parking, which is a key part of their strategy.

Chairman Poss sought clarification on a detail from the northwest corner renderings, particularly at the intersection of 87th Street and Renner. Initially, he thought a portion of the façade was a storefront set

within a white-framed space. However, upon closer review, he realized it was actually a garage door. He confirmed this with John Garr, who explained that it is a decorative sectional overhead door serving as the building's move-in/loading dock. Chairman Poss then asked for clarification about the area above the move-in garage door, confirming that the office space is located there, not recessed into a lower courtyard. Mr. Garr confirmed the office is situated on top of the parking structure, and that there will be an outdoor terrace space for office users with views to the west and north, essentially a small amenity area on the upper deck. Mr. Garr explained that the trash area will be located on the north side of the building, behind an overhead door in a small drive area. The building will have trash chutes on every floor. Trash will be collected internally and then wheeled out for pickup, with everything enclosed and stored out of sight when not in use. Chairman Poss asked about the design of the balconies, noting that many appear to overhang each other and resemble awnings. Dave Dalecky clarified that the comment was specifically about the very top level, where those uppermost balconies or patios are not currently covered. The idea would be to potentially add some sort of cover or architectural feature, both for shade and weather protection, and also to enhance the aesthetic appeal of the building's upper façade.

Chairman Poss expressed full support for the project and agreement with City Staff's analysis. He stated that the site layout aligns well with City Center guidelines and emphasized that the broader vision for this area stems from Vision 2020, a plan developed in the 1990s. This project, he said, reflects over 30 years of planning and effort to create a vibrant, modern downtown for Lenexa, something the community has long supported. He described the proposed building as an attractive and well-designed structure, calling it the potential "gateway" to City Center. Chairman Poss also noted his pleasant surprise in learning the development would be a 55+ active adult community, as that detail was not clearly outlined in the meeting packet. He views the project as a strong addition to the area. Mr. Dalecky commented that there were no zoning restrictions that could be applied and that it was a program geared towards that particular age group.

## MOTION

Chairman Poss entertained a motion to recommend **APPROVAL** of the preliminary plan for PL25-14P – **The Rise** at the southeast corner of 87<sup>th</sup> Street Parkway and Renner Boulevard, for a mixed-use development.

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





**CITY COUNCIL  
MEMORANDUM**

**ITEM 15**

**SUBJECT:** Approval of a Development Agreement with The RiSE CC, Inc. for The Rise Mixed-Use Project in City Center East

**CONTACT:** Sean McLaughlin, City Attorney

**DATE:** October 21, 2025

**ACTION NEEDED:**

Approve a Development Agreement with The RiSE CC, Inc. ("Developer") for The Rise Mixed-Use Project in City Center East.

**PROJECT BACKGROUND/DESCRIPTION:**

At this meeting, the Governing Body will consider approval of a preliminary plan for an 11-story mixed-use project that includes:

- 132 active-adult boutique residential units;
- 5,278 square feet of office/retail space;
- a 2,225 square foot rooftop restaurant and bar; and
- structured parking on the property ("The Rise Development").

The Rise Development will be constructed by the Developer. The Rise Development is a unique project and will require a multi-faceted economic incentive package and the Developer and City desire entering into a development agreement setting forth the terms and conditions associated with the project's economic incentives (the "Development Agreement"). The Development Agreement sets out the general terms and conditions for providing economic incentives to assist The Rise Development. The parties anticipate entering into multiple agreements to implement the terms in the Development Agreement. The proposed Development Agreement and proposed incentives are substantially similar to the incentives for The Lofts Project, which served as a model for The Rise Development.

The Development Agreement for The Rise Development provides for the following incentives:

**Tax Increment Financing (TIF)** -- The TIF increment would be split between the Developer and City over the 20-year term as follows:

TIF Term Year	Developer TIF Revenue Allocation	City TIF Revenue Allocation
Year 1	0%	100%
Years 2-11	100%	0%
Years 12-15	50%	50%
Years 16-20	0%	100%

The TIF increment will be used to reimburse the Developer for private TIF eligible expenses including structured parking and site development. Additionally, the TIF increment will be used to reimburse the City for its purchase of The Rise Development property and the special assessments the City has paid for the City Center East Special Benefit District (SBD) and the 87th Street Parkway SBD. Approval of TIF financing is subject to City TIF Policy and Procedures as well as execution of a disposition and development agreement between the City and the Developer, which sets forth the terms and conditions for reimbursement.

**Industrial Revenue Bonds (IRBs) -**

The City will also consider issuing IRBs for the Developer to finance construction of The Rise Development, which would allow the Developer to take advantage of the sales tax exemption on construction materials. Similar to The Lofts Project, the City will continue to hold title to The Rise Development property and will lease the property to the Developer. Leasing the property ensures the City will be fully reimbursed for its purchase of The Rise Development property through TIF Revenue. During the term of the lease, the Developer would hold all incidents of ownership. Additionally, the Developer has the right to redeem the IRBs early and take ownership of The Rise Development area by fully reimbursing the City for the City's purchase of The Rise Development property. At the end of the lease when the City is fully reimbursed, the City would convey The Rise Development property to the Developer.

The Development Agreement is available for review in the City Clerk's office.

**STAFF RECOMMENDATION:**

Approve the agreement.

**VISION / GUIDING PRINCIPLES ALIGNMENT:**

**Vision 2040**

Thriving Economy

**Guiding Principles**

Responsible Economic Development

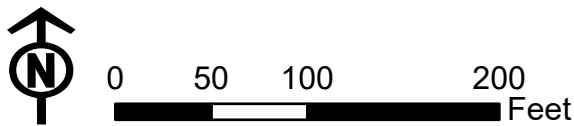
**ATTACHMENTS**

1. Map



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

# The Rise







**CITY COUNCIL  
MEMORANDUM**

**ITEM 16**

---

**SUBJECT:** Consideration of amendments to City Center TIF Project 2C and associated economic incentive agreements related to The Lofts at City Center Project located in City Center East

**CONTACT:** Sean McLaughlin, City Attorney

**DATE:** October 21, 2025

---

**ACTION NEEDED:**

- a. Pass an ordinance amending Project Plan 2C in the City Center TIF District (The Lofts at City Center Project); and
- b. Approve the First Amendment to The Lofts at City Center East Development Agreement and Project Plan 2C Disposition and Development Agreement.

**PROJECT BACKGROUND/DESCRIPTION:**

The Lofts at City Center Project covers 1.09 acres located in the northeast corner of Renner Boulevard & City Center Drive ("Project"). The Project is a five-story mixed-use building consisting of office/retail on the first floor with multifamily units on the second through fifth floors. The City entered into a Development Agreement (DA) with The Lofts at City Center, LLC ("Developer") for the Project on November 6, 2018. Subsequently, the City approved City Center Tax Increment Financing (TIF) Project Plan 2C ("Project Plan 2C") over the Project area on June 18, 2019, and the City entered into a Disposition and Development Agreement ("TIF DDA") with the Developer. The Project was substantially completed in 2021.

The City and Developer now desire to amend Project Plan 2C and the associated DA and TIF DDA to adjust the TIF eligible reimbursements and the TIF revenue allocations. The amendment to Project Plan 2C corrects an error in the Developer's TIF eligible reimbursement and increases private TIF eligible reimbursements from \$2,146,903 to \$2,843,124. The increase does not increase the maximum TIF reimbursement amount for Project Plan 2C, which remains approximately \$5.8 million. No public hearing is required for this proposed amendment to Project Plan 2C because it is not a substantial change. The intended purpose of Project Plan 2C remains the same.

The associated DA and TIF DDA also need to be updated to reflect the corrected error in the Developer's TIF reimbursable expenses. Additionally, the City recommends revising the TIF revenue allocation between the Developer and the City.

Currently, the TIF DDA allocates TIF revenue as follows:

TIF Term Year	Developer TIF Revenue Allocation	City TIF Revenue Allocation
Years 1-5	100%	0%
Years 6-8	50%	50%
Years 9-10	45%	55%
Years 11-20	0%	100%

The proposed amendment to the TIF DDA allocates TIF revenue as follows:

TIF Term Year	Developer TIF Revenue Allocation	City TIF Revenue Allocation
Years 1-5	100%	0%
Years 6-7	50%	50%
Years 8-15	100%	0%
Years 16-20	0%	100%

The remaining terms in Project Plan 2C and the associated DA and TIF DDA remain substantially the same.

The amendments are available for review in the City Clerk's office.

**STAFF RECOMMENDATION:**

Pass the ordinance and approve the amendments to the DA and TIF DDA.

**VISION / GUIDING PRINCIPLES ALIGNMENT:**

**Vision 2040**  
Thriving Economy

**Guiding Principles**  
Responsible Economic Development

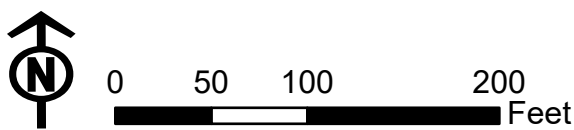
**ATTACHMENTS**

1. Map
2. Ordinance



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

# The Lofts





**ORDINANCE NO. \_\_\_\_\_**

**ORDINANCE APPROVING THE AMENDED PROJECT PLAN 2C WHICH AMENDS PROJECT PLAN 2C WITHIN THE CITY CENTER TIF DISTRICT AND AMENDS ORDINANCE NO. 5738.**

**WHEREAS**, pursuant to K.S.A. 12-1770 *et seq.*, as amended (the “Act”) cities are authorized to assist in the development and redevelopment of eligible areas located within cities in order to promote, stimulate and develop the general and economic welfare of the state of Kansas and its communities; and

**WHEREAS**, in order to promote, stimulate and develop the general and economic welfare of the city of Lenexa, Kansas (“City”), the Lenexa City Council on September 11, 2001, adopted Ordinance No. 4427 establishing a Redevelopment District (the “Original District”) pursuant to the Act. The Original District was amended on December 20, 2005 by Ordinance No. 4824 to include a total of approximately 424 acres (the “District”) referred to as the City Center TIF District; and

**WHEREAS**, on June 18, 2019, the Governing Body adopted Ordinance No. 5738 approving and adopting a redevelopment project plan within the City Center TIF District (the “Original Project Plan 2C”); and

**WHEREAS**, the Original Project Plan 2C contemplated the construction of a multi-story mixed-use building consisting of approximately 67 units and approximately 10,000 square feet of retail, structured and surface parking, sidewalks, landscaping, and associated infrastructure; and

**WHEREAS**, on June 18, 2019 the City passed Resolution No. 2019-64 approving a Disposition and Development Agreement (the “Original DDA”); and

**WHEREAS**, the Project was completed and the City now desires to approve an Amended Project Plan 2C which amends the Original Project Plan 2C to adjust the TIF reimbursable expenses (the “Amended Project Plan 2C”); and

**NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF LENEXA, KANSAS:**

**SECTION ONE:** The Original Project Plan 2C is hereby amended as reflected in the Amended Project Plan 2C, attached hereto as Exhibit “1” and incorporated herein by reference.

**SECTION TWO:** Upon passage and publication of this ordinance, Ordinance No. 5738 approving Original Project Plan 2C is hereby amended.

**SECTION THREE:** The Amended Project Plan 2C shall be available for review in the Lenexa City Clerk’s office during regular business hours.

**SECTION FOUR:** This Ordinance shall be in full force and effect from and after its passage by the Governing Body and publication of an ordinance summary once in the official newspaper of the City.

**PASSED** by the Lenexa Governing Body this 21<sup>st</sup> day of October, 2025.

**SIGNED** by the Mayor this 21<sup>st</sup> day of October, 2025.

**CITY OF LENEXA, KANSAS**

[SEAL]

\_\_\_\_\_  
Julie Sayers, Mayor

ATTEST:

\_\_\_\_\_  
Jennifer Martin, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Sean McLaughlin, City Attorney

# APPENDIX





**MINUTES OF THE  
OCTOBER 7, 2025  
LENEXA CITY COUNCIL MEETING  
COMMUNITY FORUM, 17101 W 87<sup>th</sup> STREET PARKWAY  
LENEXA, KS 66219**

**CALL TO ORDER**

Mayor Sayers called the meeting to order at 7 PM.

**ROLL CALL**

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

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

**APPROVE MINUTES**

*Councilmember Denny made a motion to approve the September 16, 2025 City Council meeting draft minutes and Councilmember Arroyo seconded the motion. Motion passed unanimously.*

**MODIFICATION OF AGENDA**

There were no modifications to the agenda.

**PROCLAMATIONS**

National Community Planning Month  
Fire Prevention Month  
National Arts and Humanities Month

**CONSENT AGENDA**

1. Change order #1 for the Western Fueling Station & Salt Storage Facility at Freedom Fields Project  
*Change order #1 includes stormwater improvements, fuel station canopy structural changes, coordination with other City projects, safety improvements, concrete additives, and utility upgrades for \$173,546.*
2. Consideration of utility relocation agreements with Johnson County Wastewater
  - a. Approval of a utility relocation agreement with Johnson County Wastewater for the 103rd Street over Flat Rock Creek Bridge Replacement Project

- b. Approval of a utility relocation agreement with Johnson County Wastewater for the 89th Terrace to 90th Street West of Lackman Stormwater Rehabilitation Project
  - c. Approval of a utility relocation agreement with Johnson County Wastewater for the 2024 Pavement Management Program
  - d. Approval of a utility relocation agreement with Johnson County Wastewater for the 2025 Pavement Management Program  
*Johnson County Wastewater will reimburse the City for sewer relocation and construction of encasements on City projects that impact their lines. The work will be bid with the City's projects and constructed by the City's contractor. Estimated reimbursement for the four projects is \$486,171.*
- 3. Approval of a utility relocation agreement with Atmos Energy Corporation for the 103rd Street over Flat Rock Creek Bridge Replacement Project  
*Atmos Energy Corporation ("Atmos") needs to relocate existing utilities at 103rd Street and Flat Rock Creek in preparation for construction. Since the existing gas line is within a private easement, this agreement will allow Atmos to recover the cost of relocation. The local share of relocation costs is estimated to be \$224,012.44.*
  - 4. Approval of an engineering agreement with George Butler & Associates for the design of the Brentwood East and Brentwood Park Subdivisions Pavement Reconstruction Project  
*Savings from other pavement reconstruction projects are making the development of a new pavement reconstruction project in these neighborhoods possible. Staff recommends contracting with George Butler & Associates, Inc. for design and consulting services related to this new project for a total cost of \$328,863.*
  - 5. Approval of an architectural/engineering services agreement with JEO Consulting Group, Inc. for design services associated with the Complete Streets Program  
*This agreement with JEO Consulting Group is for the preliminary design of complete streets and pedestrian improvements at various locations. The total cost of these services is not to exceed \$138,800.*
  - 6. Approval of an agreement with All City Management Services for school crossing guard services through the spring 2026 semester, the entire 2026-2027 school year, and the fall 2027 semester  
*All City Management Services is the only provider of school crossing guards in this area and staff proposes to continue contracting with the company through the spring 2026 semester, the entire 2026-2027 school year, and the fall 2027 semester for a total estimated cost of \$349,020.*
  - 7. Approval of a donation agreement with the Shawnee Mission School District for one fire truck for use at the Career and Technical Campus  
*The Fire Department would like to donate a decommissioned fire truck to the Shawnee Mission School District for educational purposes.*
  - 8. Approval of an amendment to the Memorandum of Understanding regarding the Community Development Block Grant Allocations

*This amendment broadens the reach of the Community Development Block Grant (CDBG) to include allocation to the Public Services category, which would benefit residents with services such as programs to assist the elderly and disabled, legal aid to low- and moderate-income persons, counseling services for teens and families, and housing assistance.*

9. Resolution approving participation in the Greater Kansas City Regional Resource Sharing Agreement for Emergency Response and Recovery  
*The Mid-America Regional Council, in partnership with the Regional Homeland Security Coordinating Committee, developed the Greater Kansas City Regional Resource Sharing Agreement for Emergency Response and Recovery. This agreement provides a framework for resource sharing during emergencies and disasters, especially those that fall outside existing mutual aid agreements for disciplines such as fire and police response.*
10. Resolution declaring it necessary to appropriate private property for the construction of the Seven Hills Lake Watershed Stormwater Rehabilitation Project  
*This project will rehabilitate existing stormwater infrastructure in the residential areas from Quivira Road to Westgate Street, north of 79th Street to the city limits. The estimated project cost is \$5.9 million with the City receiving \$2.5 million in cost-share funding from Johnson County.*
11. Ordinance adopting the annual appropriations for the fiscal year 2026 budget  
*As part of the annual budget process, state law requires the City to pass an ordinance authorizing and ratifying the payment of all claims and invoices received during fiscal year 2026 provided there are budgeted funds for the payments. The proposed ordinance also authorizes the Mayor to execute all ongoing licensing and maintenance agreements included in the annual budget that exceed \$75,000 without further approval.*

### **END OF CONSENT AGENDA**

Councilmember Denny asked for item 7 to be removed from the Consent Agenda for discussion.

*Councilmember Eiterich made a motion to approve items 1 through 6 and 8 through 11 on the consent agenda and Councilmember Nicks seconded the motion. Motion passed unanimously.*

### **NEW BUSINESS**

Item 7 – Approval of a donation agreement with the Shawnee Mission School District (SMSD) for one fire truck for use at the Career and Technical Campus

Councilmember Denny talked about his involvement with and the history of Project Blue Eagle in the SMSD. He thanked the City for its donations to this program over the years and for continuing the relationship with the school district.

*Councilmember Denny made a motion to approve Item 7 and Councilmember Eiterich seconded the motion. Motion passed unanimously.*



There was no new business.

### **COUNCILMEMBER REPORTS**

Mayor Sayers congratulated the Police Department for one year of Work Out with Lenexa Police.

### **STAFF REPORTS**

Beccy Yocham, City Manager, said there will be a Committee of the Whole meeting next Tuesday.

### **END OF RECORDED SESSION**

### **BUSINESS FROM FLOOR**

There was no business from the floor.

### **ADJOURN**

*Councilmember Denny made a motion to adjourn and Councilmember Eiterich seconded the motion. Motion passed unanimously.*

The meeting adjourned at 7:15 PM.

# Proclamation

**WHEREAS**, Amplified Musculoskeletal Pain Syndrome (AMPS), also known as Complex Regional Pain Syndrome (CRPS), is a progressive nerve disorder that is often misunderstood, overlooked, and misdiagnosed; and

**WHEREAS**, this condition can affect anyone and may follow a traumatic event, a minor injury such as a playground fall, or appear without any known cause, producing pain far greater than expected; and

**WHEREAS**, it is recognized as one of the most painful medical conditions, with symptoms that can include extreme limb or body pain, headaches, changes in skin color or temperature, and swelling, sometimes triggered by normally non-painful sensations; and

**WHEREAS**, early diagnosis and treatment greatly improve outcomes, yet many patients wait months or years and see multiple doctors before receiving a correct diagnosis, and there is no known cure; and

**WHEREAS**, those living with AMPS/CRPS endure severe physical pain, emotional distress, and mental strain while facing limited options for ongoing support, treatment, financial aid and pain relief.

**NOW, THEREFORE**, I, Julie Sayers, Mayor of Lenexa, KS do hereby proclaim November 3, 2025 as,

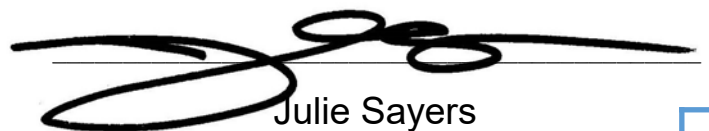
## COLOR THE WORLD ORANGE DAY

and further declare the month of November 2025 as

## AMPS/CRPS AWARENESS MONTH

**IN WITNESS WHEREOF**, I have hereunto set my hand this 21st day of October, 2025.



  
Julie Sayers  
Mayor of Lenexa, Kansas



Outlook

---

## Lenexa Planning Commission-RE: Hedge Lane Residential (RZ25-07, PL25-12P)

---

**From** April Soberon <apklimek@gmail.com>

**Date** Sat 8/23/2025 1:58 PM

**To** Gloria Lambert <glambert@lenexa.com>; Stephanie Sullivan <ssullivan@lenexa.com>; CD Planning <Planning@lenexa.com>

 1 attachment (5 MB)

Dunraven Opposition.pdf;

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

We are writing to formally oppose the Hedge Lane Residential (RZ25-07, PL25-12P) rezoning project. See the attached letter with more details. We care deeply about the neighborhood and community in which we have chosen to live and build our home, and have serious concerns about the impacts of this type of development to our property values, quality of life and sense of community. We sincerely hope that the commission has the best interest of current residents in mind, not only the future growth of Lenexa when making decisions, and that they authentically take our concerns into account.

Please confirm receipt of this email, and feel free to contact us to discuss the matter further.

Thank you,

April and Jorge Soberon  
23671 90th Terrace  
Lenexa, KS 66227  
(913) 271-7795  
[apklimek@gmail.com](mailto:apklimek@gmail.com)



April and Jorge Soberon

23671 90th Terrace Lenexa, KS 66227

apklimek@gmail.com

913.271.7795

19 Aug. 2025

Lenexa Planning Commission Lenexa City Hall 17101 W. 87th St. Lenexa, KS 66219

**RE: Opposition to Proposed Rezoning from Agricultural District (AG) to Planned Residential (RP-1, RP-2) for Hedge Lane Residential RZ25-07, PL25-12P**

Dear Chair Poss, Vice Chair Burson, Mr. Horine, Mr. Katterhenry, Mr. Woolf, Mr. Jamison, Mr. Harber, Ms. Wagner and Mr. Dharod,

We are writing to formally express our strong opposition to the proposed rezoning of land from the Agricultural District (AG) to the Planned Residential Districts (RP-1 and RP-2) for the area located at 9140 Hedge Lane Terrace (East of the intersection of 91st Street and Dunraven Street). As residents and property owners at Vista at The Reserve, we believe this change would have significant negative impacts on our community. Our opposition is based on several key concerns, including a lack of adequate infrastructure, issues of safety and traffic, the potential decrease in property values, and the elimination of green space and lifestyle that inspired us to build in this neighborhood, and frankly in West Lenexa.

First, the current infrastructure in our area is insufficient to support the increased population density that this rezoning would bring, specifically the intermediate density zoning. Our neighborhood roads were designed for a low-density agricultural and single-family residential community. The addition of numerous new multi-family homes would place a severe and unsustainable strain on these existing systems, potentially leading to road degradation. This lack of preparatory infrastructure would create immediate and long-term problems for all residents. One major concern we have is the heavy traffic we already see coming on and off of Prairie Star Parkway from K-7. We have personally been stuck so far back in traffic during a red light trying to turn left onto Prairie Star Parkway from K-7 Northbound that we were still on K-7. This is already incredibly hazardous. How can adding 60 townhomes and 18 homes do anything but make this worse? In addition, the traffic circle at Dunraven and Prairie Star Parkway can also be terribly over-trafficked and dangerous-another example of infrastructure set up for low density living, not continuous sprawl or overbuilding. The additions of businesses, specifically the gas station without other exits, have added significant traffic to the roundabout where we already have numerous teenage drivers from our parochial school just down the road. This would add significantly to the only main entrance to this part of the neighborhood, and the flow is already congested during peak hours. Making things worse, we understand the entrance from K-7 to the current farm and Monticello church will be closed completely. The local road network is not designed to handle a significant increase in daily vehicle traffic. We are sure you know, but the roads in our neighborhood, specifically in this area around Dunraven have just been repaired within the last few months.

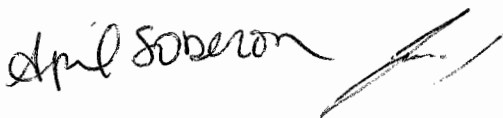
Furthermore, we have serious concerns regarding public safety and traffic, as evidenced by the police activity that is prevalent around the rental townhouse properties, down the road on Dunraven toward 89th Terrace, near K-7. Introducing hundreds of new cars from the proposed development would exacerbate this situation, creating unsafe conditions for drivers, pedestrians, and especially children. One of the selling points of our area and our neighborhood specifically has been the safety and walkability throughout the areas of the neighborhood, including multiple paths, which we fear we will lose with this many new cars driving around. This green space is not just for aesthetic appeal; it is an integral part of our local ecosystem and contributes to the overall health and well-being of the neighborhood. Though we do not have quantifiable data to back this claim, only our observations on multiple occasions and discussions with other neighbors, but most of the cars we are concerned about currently speeding through the area down Dunraven are cars headed to the townhomes. We are very concerned that adding many more multifamily rentals will only make this worse. Bottom line-the significant proposed increase in traffic will pose a serious risk to our community's well-being.

The proposed rezoning also threatens the property values of existing homes in the area. The current AG zoning and low-density residential character are what define our neighborhood and contribute to its value. Changing the zoning to allow for higher-density residential developments would fundamentally alter the character of the community, potentially deterring future buyers who seek a more green, spacious environment. To be candid, having an entire development of rentals directly across the street from homes valued at half a million dollars and up could absolutely lead to a decrease in the market value of our properties. We cannot stress enough the concern we have in the potential eroding the investment that many of us have made in our homes. Our family bought our home less than five years ago, and though we are happy to see growth in Lenexa, the commission and council must see that rezoning such as this seems to homeowners like us as nothing less than a betrayal of our trust, peace of mind, a lack of care for our life choices, decisions and best interest.

For these reasons, we urge you to reject the proposed rezoning and this project specifically. We believe a careful consideration of the long-term impacts on our infrastructure, safety, property values, and general care for your fellow community members choices as to why we chose the neighborhoods we chose to live in, will lead you to the conclusion that this rezoning is not in the best interest of the community.

Thank you for your time and consideration of this important matter.

Sincerely,

A handwritten signature in black ink, appearing to read "April Soberon", followed by a long, sweeping horizontal stroke.

April and Jorge Soberon

TO: Planning and Zoning Committee members

REF: RZ25-07 & PL25-12P

Please review the attached petition that <sup>355</sup>~~330~~ members of the neighborhoods affected by the captioned rezoning request have signed. This rezoning action will add additional impact to our ability to enter and leave our community safely.

A rezoning of this property from AG to RP-1 and RP-2 (adding another 86 residences) will force residents in that area to access Prairie Star Parkway (the nearest main road) at an already busy section on Dunraven. The development plans for this area shows that the potential of **FOUR (4) cars for each resident** is being planned. Their entrance/exit will be on the curve beside Suburban Lawn & Garden and just 1/3 mile (1900 ft ) from the large roundabout on Prairie Star Parkway between the Casey's and the Advent hospital services.

Additionally with Hwy K7 access to the property being removed ALL CONSTRUCTION equipment will be using the Dunraven access to the property which will impact the conditions of the road surface.

Our area has only one other exit to Prairie Star Parkway which is West on PSP at Gleason Road and not convenient to most residents. In addition to the concerns listed in the petition there is a large gas pipeline that runs through our neighborhood. Should there be any issues with that pipeline there will be many residents unable to leave their property.

- There is NO access from the back of our neighborhood to 83<sup>rd</sup> Street.
- There is NO access from our neighborhood to Clair Road (which does connect to 83<sup>rd</sup> Street).

Before approving this additional development **we are respectfully requesting that a traffic analysis be done and improvements to this area be completed to make it safer for everyone before adding more residential housing/traffic.**

***Respectfully submitted – the neighborhoods of the Reserves, Reserves Plat 8 and Prieb apartments.***

### Petition to Deny Rezoning Application

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences West on PSP and also the student drivers that attend St. James Academy (over 1000 students enrolled).
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residencies within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 86 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**



## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

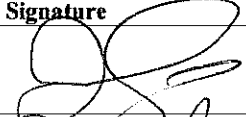
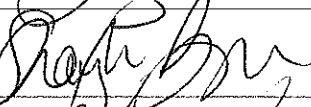
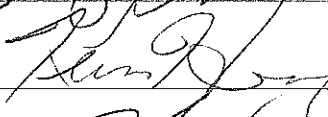
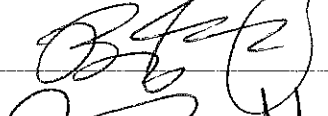
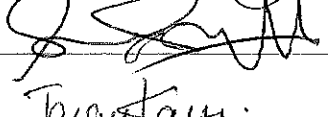
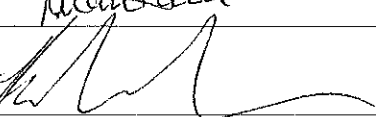
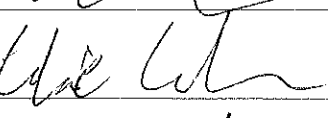
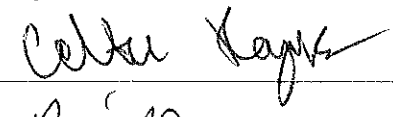
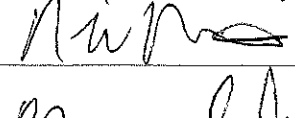
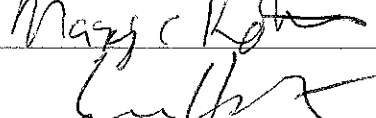
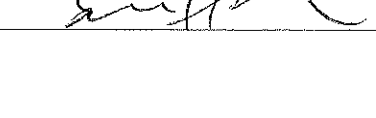
- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residencies within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
KAREN ZANNER	Karen Zanner	8950 SUNRAY DR
GARY LESUER	Gary Lesuer	8911 SUNRAY DR
Mary Lesuer	Mary Lesuer	8911 Sunray Dr.
David Scanlan	David Scanlan	8937 Sunray Dr.
Gay Scanlan	Gay Scanlan	8937 Sunray Dr.
Cheryl Stark	Cheryl Stark	8985 Sunray Dr.
THOMAS STRANDELL	Thomas Strandell	8985 Sunray DR
Abby Silvius	A.S.	9035 Sunray dr
Drew Silvius	D.S.	9035 Sunray dr.
ALEC TILLERY	Alec Tillery	8723 Dunraven Street
TABETHA TILLERY	Tabetha Tillery	8723 Dunraven St.
Allison Conner	Allison Conner	8912 Sunray Drive

## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

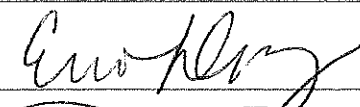
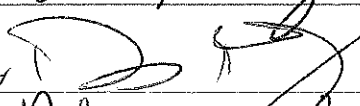
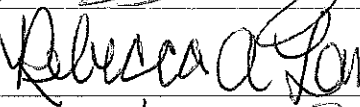
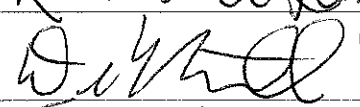
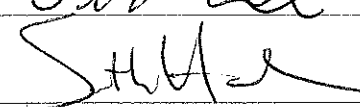
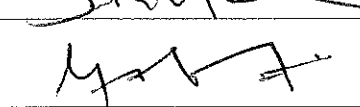
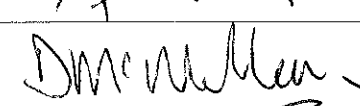
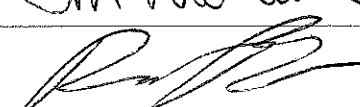
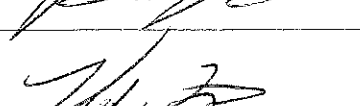
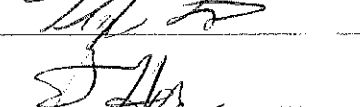
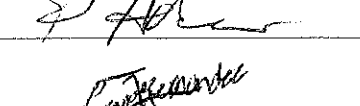
- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residences within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
Jacqueline Littell		9056 Mesquite St Lenexa, KS 66227
Shaylene Butler		9058 Mesquite St Lenexa, KS 66227
Kevin Hardy		9062 Mesquite Lenexa KS 66227
Brittiani Moore		9049 Mesquite St Lenexa KS 66227
Sumit Barra		9000 Mesquite St Lenexa KS 66227
TARANBIR BASRA	Taranbir	9000 Mesquite St Lenexa KS 66227
Brock Gilmore		23650 W 88 <sup>th</sup> Ter Lenexa KS 66227
Claire Gilmore		23650 W. 87 <sup>th</sup> Ter Lenexa, KS 66227
Colton Rogers		23600 West 90 <sup>th</sup> St Lenexa KS 66227
Nicholas Roberts		23584 W 90 <sup>th</sup> St Lenexa, KS 66227
Margaret Roberts		23584 W 90 <sup>th</sup> St Lenexa, KS 66227
Sara/Kayci Harding		23568 90 <sup>th</sup> St Lenexa, KS 66227

## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in application number RZ25-07 for the following reasons:

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residencies within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

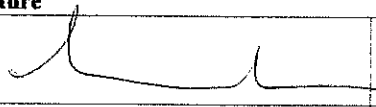
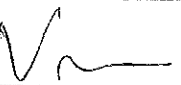
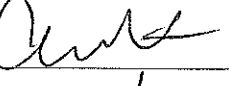
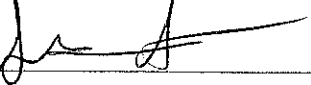
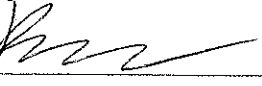

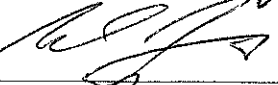


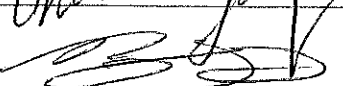

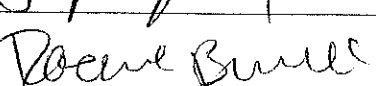
Printed Name	Signature	Address (Lenexa KS 66227)
Erin Donnelly		23501 W 90th St
Dennis Dourley		23501 W 90th St
Rebecca Lang		23531 W. 90th St
Dean & Sarah Marsinelli		9016 Driftwood St
Seth & Grace Holman		9028 Driftwood St.
Gokul & Vanitha Subramanian		9040 Driftwood St.
DAVID McMILLAN JESSICA McMILLAN		9063 DRIFTWOOD ST.
TOM Ryan Boyer Kim		9064 Driftwood St
Kyle Tuttle		9073 Mesquite St
ASHLEY Hutchison		9073 Mesquite ST.
Clarence Hernandez		23600 W 90th St



## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in application number RZ25-07 for the following reasons:

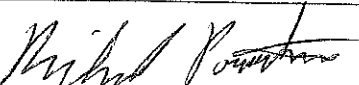
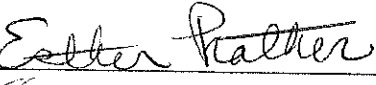
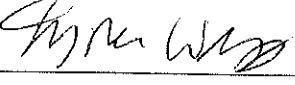
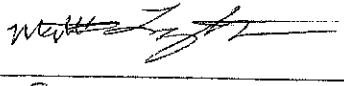
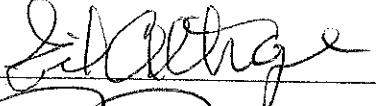
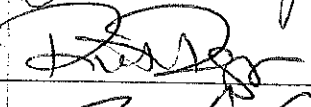

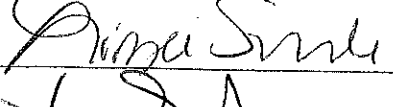

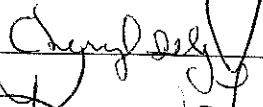
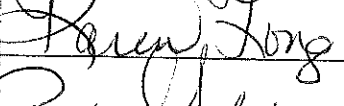

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residencies within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
Harry Shaw		8962 Sunray dr
Vizi Shaw		11
Andrew Stephens		23519 W 89th St
Stasha Stephens		11
Brendan Sheehy		23515 W 89 ST
Makisa Sheehy		23515 W 89th St
Michael Jianas		23516 W 89th St
Daniel Young		23512 W. 89th St
Chris Young		23512 W. 89th St
Billy Wuldo		23508 W 89th St
Greg & Amanda Zickel		23509 W 89th St
Rachel & Devon Burrell		23595 W. 89th Ter.

## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in application number RZ25-07 for the following reasons:



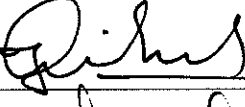
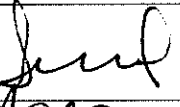
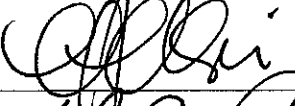
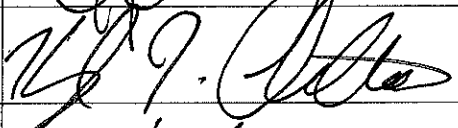
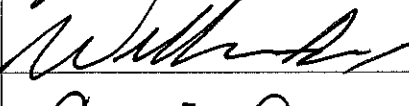
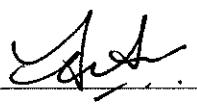
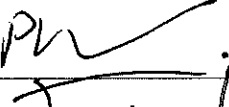
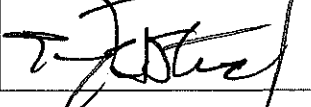
- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residencies within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
Richard Prather		23602 W 89th terr
Esther Prather		23602 W 89th terr
Tyra Wang		23614 W 89th terr
Matt Leighton		23614 W 89th terr
GIL ALTHAGE		23638 W. 89th St
Ruth Rogers		23501 W 90th St
Trevor Smith		23536 W. 90th
Lizeth Smith		23536 W. 90th
Ken Illy		9026 Quill St
Cheryl Illy		9026 Quill St.
Karen Long		8840 Quill St
Rita Gelsheimer		8841 Quill St

**PETITION TO DENY REZONING APPLICATION**

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residencies within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
Julio Gomez		8742 Dunraven St Lenexa KS. 66227
Eddie Gomez		Dunraven St.
Purna Biswa		23521 W. 88th St. Lenexa, KS 66227
Sunaina Kumar		↓ ↓
Martha Chmielewski		23507 W 88th St Lenexa 66227
Kyle Chmielewski		23507 W. 88th St Lenexa, KS 66227
William Cox		23511 West 88th St. Lenexa, KS 66227
Carrie Cox	Carrie Cox	23511 W 88th St Lenexa, KS 66227
Logan Cox	Logan Cox	23511 W 88th St Lenexa, KS 66227
Ajith Menon		8739 Dunraven St Lenexa, KS 66227
Pranoda Menon		8739 Dunraven St Lenexa 66227
Tim Stuckert		8735 DUNRAVE ST



**PETITION TO DENY REZONING APPLICATION**

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residences within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
Karen Cartledge	Karen Cartledge	23415 W. 89 <sup>th</sup> Terr
SANDI NORTON	Sandi Norton	8924 Inkster
Craig Maxim	Craig Maxim	8892 Findley St.
Kathleen Fox	KATHLEEN FOX	8929 INKSTER
Mary Jo Gerrity	Mary Jo Gerrity	8888 Findley St.
Robert L. Franzese	Robert L. Franzese	88916 Findley St
Ruth Evill	Ruth Evill	23419 W. 89 <sup>th</sup> Terr
Deanna G. Stoddard	Deanna G. Stoddard	8907 Inkster
Stephanie T. Stoddard	Stephanie T. Stoddard	8927 Meadow View Dr.
Justin Russell	Justin Russell	8927 Meadow View Drive
Jordan Russell	Jordan Russell	8900 INKSTER ST
		8900 INKSTER STREET

## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

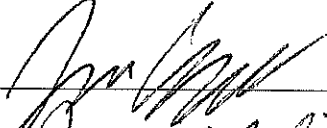
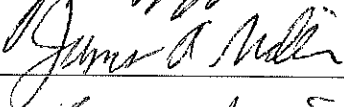

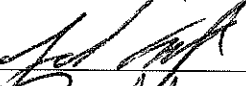

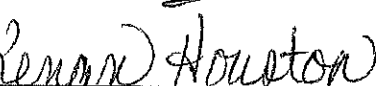
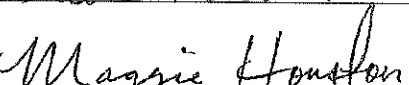
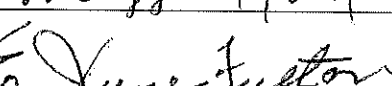

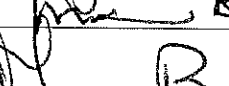
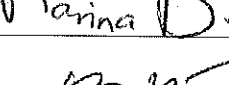
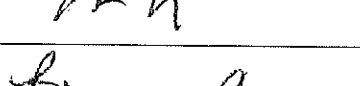
- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residences within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
Jamil Dowd	Jamil Dowd	8932 Meadow View Dr Lenexa, KS 66227
Joseph Phillips	Joseph Phillips	23223 W 90th Ter Lenexa KS 66227
Danny South	Danny H. South	23203 W 90th Ter Lenexa, KS 66227
Harley Pittman	Harley Pittman	23204 W. 90th Terr.
Garzy Bury	Garzy Bury	23210 W 90th Terr Dr.
Janet J. Rippet	Janet J. Rippet	9026 Meadow View
Claudia Russell	Claudia Russell	9027 Meadow View Dr
Karen Cooper	Karen A. Cooper	23318 W 90th Street
Stacy Pellerito	Stacy A. Pellerito	23314 W. 90th Street
Mary Dowsley	Mary Dowsley	23313 W 90th Street
Linda Mealman	Linda Mealman	9012 Meadow View Dr.
Patrick Grant	Patrick Grant	23300 W. 90th Terr. Lenexa, KS 66227

## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residencies within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

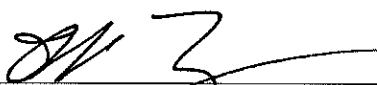

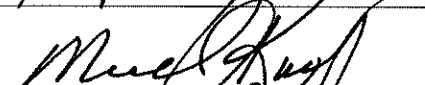

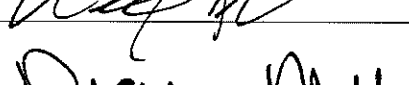
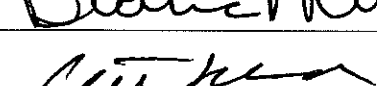
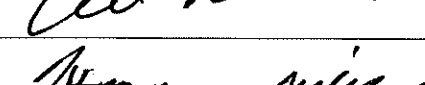

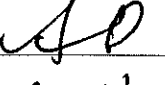
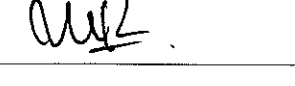
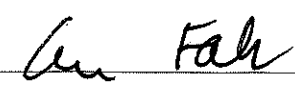
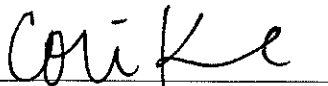
Printed Name	Signature	Address (Lenexa KS 66227)
Jane Campbell		23417 W 90 <sup>th</sup> Ter
James A Miller		23421 W 90 <sup>th</sup> Terr.
Linda J. Miller		23421 W 90 <sup>th</sup> Terr
flor Wyche		23431 W 90 <sup>th</sup> Terr
Michael Stand		23420 W 90 <sup>th</sup> Terr
Kenan Houston		9037 Meadow View
Maggie Houston		9037 Meadow View
Jane Fulton		9046 Meadow View
Mary Ann Ballard		9045 Meadow View
Marina Barreto		9047 Meadow View dr.
Cory Crab		9049 Meadow View
Bruce Cooper		9051 Meadow View



## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

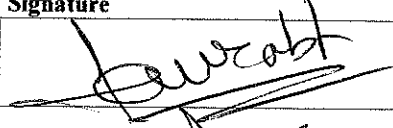
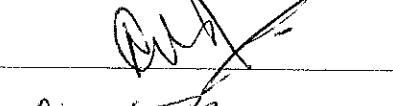


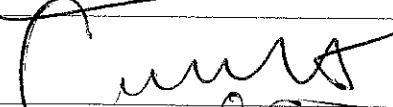
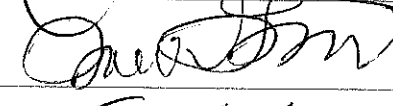
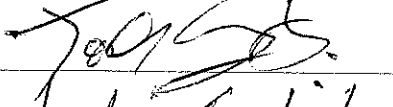
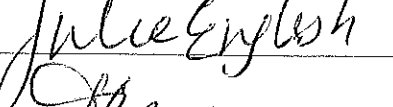
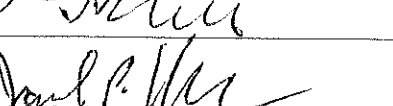
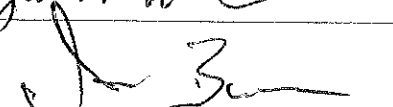


- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residences within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
Jeff Zimmerman		8731 DUNRAVEN
Stacy Volkens		8727 Dunraven St.
Michael Kary		8704 Dunraven St.
Virginia Kary		8704 Dunraven St.
Dianna Miller		8736 Sunray Dr.
Arthur Miller		8736 Sunray Dr.
Herman Miller		8736 Sunray Dr.
Max Denney		8747 Sunray Dr.
Kathya Mulke		23513 <sup>W</sup> 89th Terrace
Araron Falk		8804 Sunray Dr.
Cori Krumme		8812 Sunray Dr.
Dan Krumme		8812 Sunray Dr.

## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

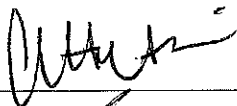
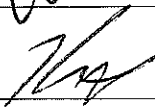

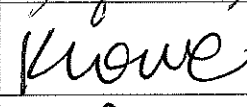
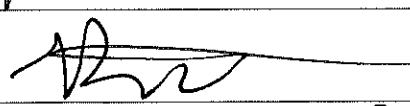
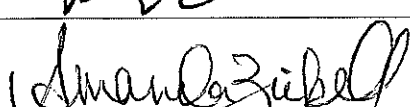
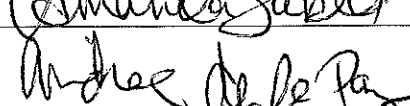
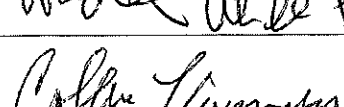
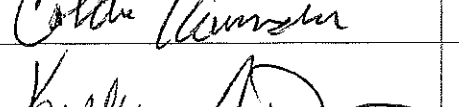
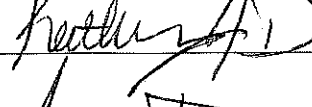
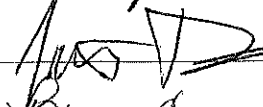
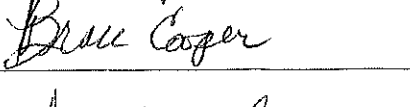
- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residencies within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
Sourabh Kothari		9104 Sunray Dr.
Nitisha Kothari		9104 Sunray Dr.
Cheryl Moore		9107 Sunray Dr.
Doris Moore		9111 Sunray Drive
Michelle Ochipint		9136 Sunray Dr.
Cary Ochipint		9136 Sunray Dr.
Jeri Graniewski		9204 Sunray Dr.
Joel English		23608 W. 91 <sup>st</sup> Ter
Julie English		23608 W. 91 <sup>st</sup> Ter
Harish Mehta		23612 W 91 <sup>st</sup> Ter
Jacob Hardman		9208 Sunray Dr.
Trineo Barrow		23616 91 <sup>st</sup> Ter

## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residences within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
Ashley Hutchinson		9073 Mesquite St.
Kyle Tuth		9073 Mesquite St
LARRY DAUGHERTY		8800 QUILL ST.
Katie Lowe		23611 W 92nd St.
Ryan Stroud		9132 Sunray Dr
Amanda Ziebell		23509 W. 89th Len.
Andrea de la Paz		23635 W 92nd Ter
Collin Thomsen		9039 Sunray Dr.
Katheryn Diemler		8923 Sunray Dr
Joshua Diemler		8923 Sunray Dr.
Bruce Cooper		9051 Meadow View Dr.
Linda Cooper		9051 Meadow View Dr.



**PETITION TO DENY REZONING APPLICATION**

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residencies within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
• Mary Greene	Mary Greene	23735 W 87 <sup>th</sup> Terr
• David Greene	David Greene	23735 W 87 <sup>th</sup> Terr
• Steve Shaw	Steve Shaw	23509 W 90 <sup>th</sup> St
• Sarah Shaw	Sarah Shaw	23309 W 90 <sup>th</sup> St
• Pr. Hiam Moen	Pr. Hiam Moen	9049 Mesquite St
• Gloria McDonald	Gloria McDonald	23725 W 88 St
• Jona Kiesel	Jona Kiesel	23691 W 90 <sup>th</sup> Terr.
• Kenneth Kiesel	Kenneth Kiesel	23691 W 90 <sup>th</sup> Terr
• Cynthia AHS	Cynthia AHS	23520 Quail Street
• Mary Grant	Mary Grant	23433 W 90 <sup>th</sup> St.
• Steve Prentiss	Steve Prentiss	23522 W 88 <sup>th</sup> St.
• Jim Mickelson	Jim Mickelson	23508 W 88 <sup>th</sup> St.

## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residencies within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
John Carter	John Carter	9050 Mesquite
Ben Peine	Ben Peine	9137 Kenton
Sharon Peine	Sharon Peine	9137 Kenton St
Dan Nondorf	Dan Nondorf	23805 W 92nd Ter
Faye Upchurch	Faye Upchurch	23305 W. 90th St.
Beth Lynn	Beth B Lynn	23307 W. 90th St.
Mark Little	Mark Little	9010 Meadow View Dr W
Marvin A. Davis	Marvin A Davis	9074 Mesquite St.
Don Gentry	Don Gentry	23802 W 92nd Ter
Asmer Melton	Asmer Melton	9013 Mesquite St
Dannelle Berg	Dannelle Berg	9013 Mesquite St.
Diane Prentiss	Diane Prentiss	23502 W. 88th St.

# PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residencies within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
Barbara Messer	Barbara messer	23305 W 90 <sup>th</sup> Terrace
MONTIE HOLMQUIST	MJ	9057 Meadow View Drive
STEVE J SCHELL	Steve Schell	8944 MEADOW VIEW DRIVE
Denise Guando	Denise Guando	8948 Meadow View Dr.
CM MULLALL	cm Mullall	8947 Meadow View Dr.
Nancy Rose	Nancy Rose	23715 W 87 <sup>th</sup> Terr
Amy Messer	Amy Messer	23214 W. 90 <sup>th</sup> Terr.
Rosy Jennemann	Rosy Jennemann	8812 Quail St.
Mary Ann Ballard	Mary Ann Ballard	9045 Meadow View Dr.
Connie S Adams	Connie S Adams	9054 Meadow View Dr.
Dorothy McMullen	Dorothy McMullen	9050 Meadow View Dr.
Mike McMullen	Mike McMullen	9050 Meadow View Dr.



## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residences within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
Joyce Welch	Joyce Welch	23418 W. 90 <sup>th</sup> St.
Abby Thomsen	Abby Thomsen	9034 Sunray Dr.
Connie Hardy	Connie Hardy	9062 Mesquite St
Connie Cross	Connie Cross	23602 W. 92 <sup>nd</sup> St.
Bill Nees	Bill Nees	9047 Sunray Dr.
Julie Davis	Julie Davis	9074 Mesquite St.
Debbie Herrman	Debbie Herrman	8715 Dunraven St.
Ron MacSomas	Ron MacSomas	23725 W. 88 St.
Laraine Taylor	Laraine Taylor	9006 Meadow View Dr.
Max Kretzer	Max Kretzer	9037 Mesquite Street
April Soberon	April Soberon	23671 90 <sup>th</sup> Terr.
Marilyn Daugherty	Marilyn Daugherty	9800 Quill St.

## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

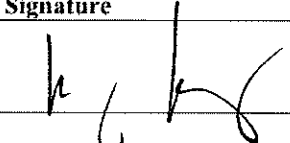
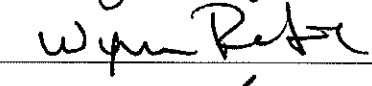

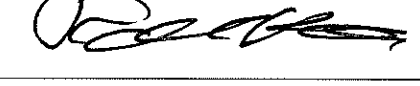

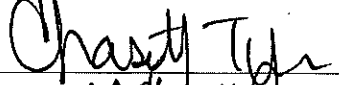

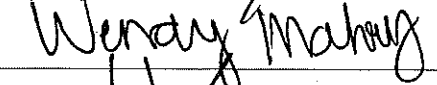


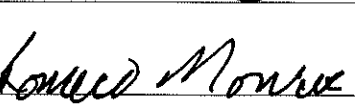
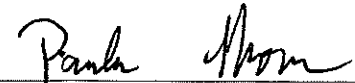
- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residencies within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
Natalie Mickelson	Natalie Mickelson	28508 W. 88th St.
Kylee Bunck	Kylee Bunck	8924 Meadow View Dr
Kenan Houston	Kenan Houston	9037 Meadow View Dr.
Dshun Beaman	[Signature]	9066 Mesquite St.
SUSAN BEAMAN	[Signature]	9066 Mesquite St.
Deborah Bielowski	[Signature]	23600 W. 91st terrace
Ashley Nguyen	[Signature]	9041 Meadow View Dr.
LINDA HUTSLER	Linda Hutslers	9054 Mesquite
DAVID HUTSLER	David Hutslers	11
Ramona Sadler	Ramona Sadler	23317 W 91st Terr
DUTCH SADLER	[Signature]	23312 W. 90th terrace
FARMER, Matthew	[Signature]	23590 W. 89th terrace

## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residences within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

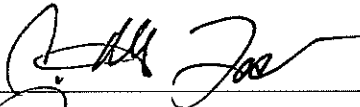
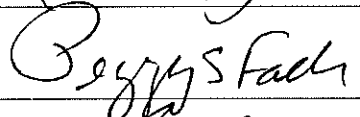
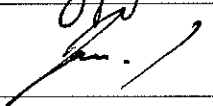
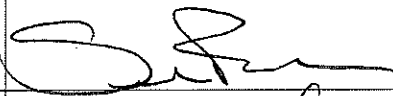
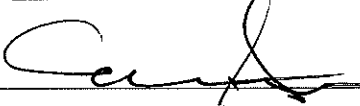

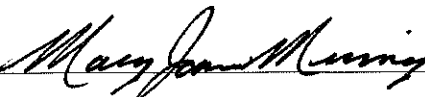
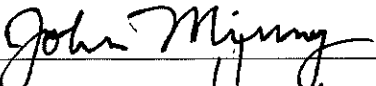
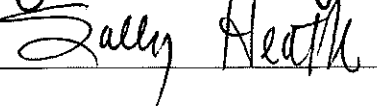
Printed Name	Signature	Address (Lenexa KS 66227)
Mary Barkpomb		8969 Nueva Lenexa KS 66227
Wynnea Robertson		8951 Findley St Lenexa
Sam Immenschuh		8933 Findley St
Todd Brewer		8903 Dunraven St
Valerie Wilkus		8831 Dunraven St.
Chastity Tyler		88501 West 88th
Pete Mahoney		23504 W 89th St
Wendy Mahoney		23504 W. 89th St.
Lee Shun Lin		8813 Dunraven St
CHIKTON YIM		8813 DUNRAVEN ST.
Louise Monroe		8747 Dunraven St
Paula Monroe		8747 Dunraven St



## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:


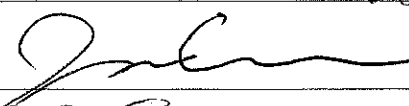
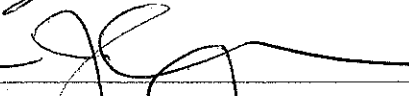
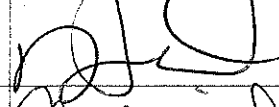
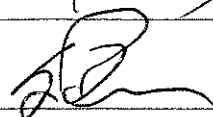
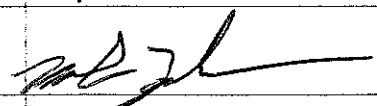
- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residences within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
CHARLES A FACH		23717 W 88 <sup>th</sup> ST
Peggy S Fach		23717 W. 88 <sup>th</sup> Street
Jorge Soberon		23671 90 <sup>th</sup> Ter.
Randy Sellers		8852 Quill ST
Kyle Rickett		9116 Sunray Dr.
Sue Rogers		8895 Sunray Drive
Carl Antes		8895 Sunray Drive
Connie Mottall		8947 Meadow View Dr.
Susie Marsh		<del>88</del> 8923 Meadows View Dr
MARY SANE MINNEY		8940 MEADOW VIEW DR
JOHN MINNEY		8940 MEADOW VIEW DR
Sally Heath		8952 Meadow View Dr.

## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

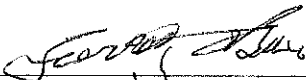
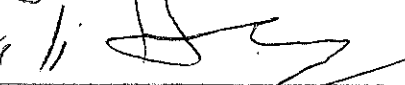
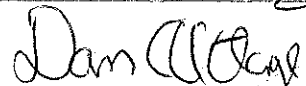
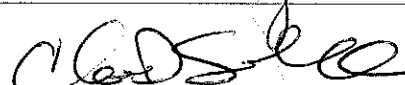
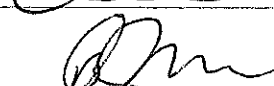
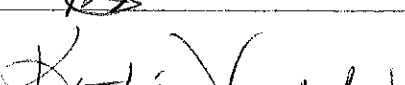
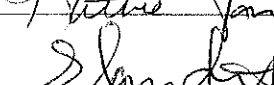



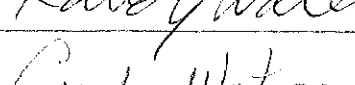
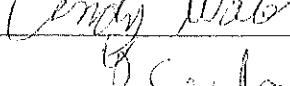
- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residences within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
Blair Gussman		9012 Mesquite St Lenexa, KS 66227
Devi Pinnana	Devi	9012 Mesquite St, Lenexa, KS 66227
Chelsea Caldwell	Chelsea Caldwell	9006 Mesquite St Lenexa, KS 66227
Jarrod Caldwell		9006 Mesquite St Lenexa, KS 66227
Jennifer Schwa		9046 Sunray Dr Lenexa, KS 66227
Desirae Zuhl		9059 Sunray Dr Lenexa, KS 66227
Clyde Miller	Clyde Miller	8986 Sunray Dr Lenexa, KS 66227
Nancy Miller	Nancy Miller	11 11
Eric Brewer		8974 Sunray Lenexa, KS
JERRI BREWER	JERRI BREWER	11 11
Mark Zuber		8950 Sunray Dr.
Terry/Sandy Watkins	Terry Watkins	8938 Sunray Dr.

## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residencies within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
FORREST BROWN		9427 SUNRAY DR Lenexa, KS 66227
Hassan Eghbali		9419 SUNRAY DR
Dan Althage		23200 W 94th Ter
Chontha Sryoguck		23704 W 94th Ter
BALJINDER TUNNAN		23705 W 94th Terr
Kathie Vandeleur		23701 W 94th Terr
ELVIS FOSSCH		9315 Kenton str
Lynette Harmon		9321 Kenton St
Cindy Carter		9050 Mesquite
RANDY WATERS		23617 W 95th Terr
Cindy Waters		23617 W 95th Terr
Gurpreet Samra		23716 W 95th Terr



## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residencies within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
Margie Kessler	Margie Kessler	23713 W 88th
Ken Kessler	Ken Kessler	27713 W. 88th St.
Cathleen Peterson	Cathleen Peterson	23714 W. 88 Terrace
Kaye LeCluyse	Kaye LeCluyse	23720 W 88th St.
John LeCluyse	John LeCluyse	23720 W 88th St.
Linda Gamble	Linda Gamble	23708 W 88 St.
Betty Anastaso	Betty Anastaso	8839 Quill St.
Debbi J. Adams	Debbi J. Adams	8828 Quill St.
Micki Lavres	Micki Lavres	8816 Quill St.
Sonda Caffrey	Sonda Caffrey	8804 Quill St.
Mary Swagerty	Mary Swagerty	23721 W 88th St.
Mary Swagerty	Mary Swagerty	23721 W 88th St. Lenexa, KS.

## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residences within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
Jane Croskey	Jane Croskey	9053 Meadow View Dr. Lenexa 66227
Frank Croskey	Frank L Croskey	9053 Meadow View Dr. Lenexa, KS 66227
DEBORAH NIX MOGAN	EBurcin	2322 W. 90th Tr Lenexa KS 66227
BRANDON MERRIDG	Brandon Merridg	23227 W. 90th Terr. Lenexa, KS 66227
Gary L Southern	Gary Southern	23207 W 90th Tr Lenexa, KS 66227
LANCE TABURON	Lance Taburon	23207 W. 90TH TERR LENEXA, KS. 66227
Daniel Thorp	Daniel Thorp	22219 W 90th Ter Lenexa, KS 66227
Tracy Cley	Tracy S. Cley	8869 Findley Lenexa KS 66227
Deborah Gottsburen	Deborah Gottsburen	23423 W 90th St Lenexa KS 66227
John Mattox	John Mattox II	8819 Sunray Drive Lenexa, KS 66227
Mano S. Virdi	Mano S. Virdi	8815 Sunray Dr Lenexa KS 66227
J. Cort Crevista	J. Cort Crevista	23700 W 87th Ter 66227

## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residences within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

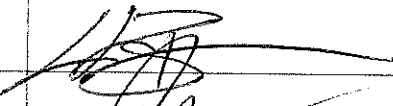

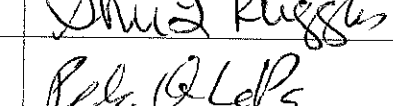
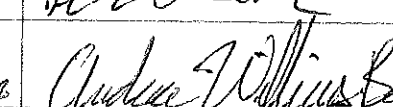
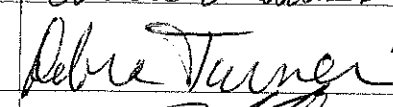

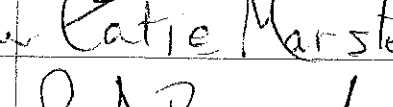
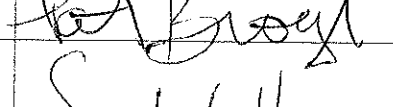
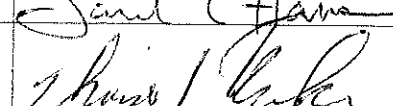
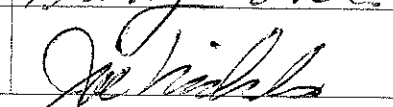


Printed Name	Signature	Address (Lenexa KS 66227)
Robert L Lisenber	ROBERT L LISENBER	9235 KENTON
Ed Del Marzio	Ed Del Marzio	9175 Kenton
Paul A McLenon	Paul A McLenon	9144 Kenton Se
Mary E McLenon	Mary E. McLenon	9144 Kenton St
Glen Phillips	Glen Phillips	9148 Kenton St
Kok B Chang	Kok B Chang	9136 Kenton St
Joe Schaefer	Joe G. Schaefer	9133 Kenton St
Karen VanHercke	Karen VanHercke	9141 KENTON
Alicia Uhl	Alicia Uhl	9214 Kenton St.
Don Kootie	Don Kootie	9222 Kenton St
Don Hamlen	Don Hamlen	9224 KENTON
Joe Heater	Joe Heater	23810 W 90th St



## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residencies within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
Wesley Bethari		23631 W. 92nd Ter
Tim Epperson		23629 W 92nd Ter
Sheri Ruggles		23625 W 92nd Ter
Pedro de la Paz		23635 W 92nd Ter
Andrea Williams-Baye		23622 W. 92nd Terr
Debra Turner		9242 Sunray Dr.
Roger Gattis		23610 W 93rd St
Catie Marsteller		23725 W. 92 Terr.
Pat Brough		23721 W 92nd ter.
Sarah Hanson		23720 W 92nd ter
Thomas N. Han		23722 W 92nd Ter
Joe Nichols		23728 W 92nd Ter

Petition to Deny Rezoning – RZ25-07  
Hedge Lane Residential Project

Page 1 of       

## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residences within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
Judy E. Miller-South	Judy E. Miller-South	23203 W 90th Terr
Daniel Michael Henry South	Daniel Michael South	23203 W. 90th Terr. <sup>Lenexa</sup> KS
Patricia Holmquist	Patricia Holmquist	23211 W 90th Terr
Judith D. Willis	Judith D. Willis	23215 W 90th Terr
Gaye E. Willis	Gaye E. Willis	23225 W 90th Terr
Daniel R. Thorp	Daniel R. Thorp	23219 W. 90th Terr
Joann K. Motter	Joann K. Motter	23321 W. 90th Terr.
Charles W. Motter	Charles W. Motter	23321 W. 90th Terr.

## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in application number RZ25-07 for the following reasons:

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residences within this area is approximately 700 residences. MANY residences have more than one driver.
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.

Printed Name	Signature	Address (Lenexa KS 66227)
Gary Gebheine	Gary Gebheine	8841 Quill St
Engene Parker	EUGENE PARKER	8848 Quill
MARILYN SCHEIDT	Marilyn Scheidt	8900 Sunray Dr
Bill Davis	Bill Davis	23508 W. 93rd St
Richard Smith	Richard Smith	23427 W 90th St
Heather Weed	Heather Weed	9052 Driftwood St
Leslie Davis	Leslie Davis	23508 W. 93rd St
Alan Weed	Alan Weed	9052 Driftwood St
Amanda Ziebell	Amanda Ziebell	23509 W. 89th St

April or Jorge Soberon  
will speak at meeting



## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

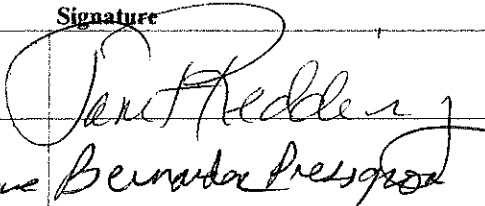
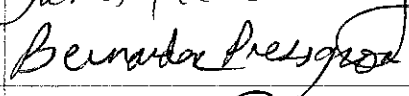


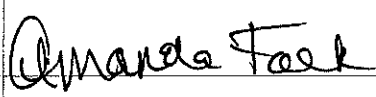

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residences within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
Jaleen M Washington	Jaleen M Washington	23813 W 912nd Ter
Seneca Sanders	Seneca Sanders	9304 Sunray Drive
KARWINDER SINGH	KARWINDER SINGH	9308 SUNRAY DR
Ajany Pairsen	Ajany Pairsen	9312 Sunray Dr. Lenexa KS 66227
BALJINDER K	BALJINDER K	913-313-2111 23803 W 91st Ter 66227
Brandi Hoff	Brandi Hoff	23807 W 91st Ter Lenexa KS 66227
Cathy Nees	Cathy Nees	8947 Sunray Dr Lenexa, KS 66227
Julian Woodard	Julian Woodard	23604 W 91st Ter
LARRY WOODARD	LARRY WOODARD	23604 W 91st Ter

## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residences within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
Janet Redding		23718 W. 88th Street
Bernadene Pressgrove		23706 W 88th ST
Michael Pressgrove		23706 W 88th ST
Howard W. Curtis		8928 MEADOW HILL DR
Amanda Falk		8864 Sunray DR
Candice Falk		8804 Sunray DR.

## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residencies within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
AL BRUNKOW	<i>Al Brunkow</i>	Lenexa KS 23714 W. 93 Terrace
Verda BRUNKOW	<i>Verda Brunkow</i>	23714 W. 93RD Terr
Cathy Nee	<i>Cathy Nee</i>	8947 Sunray Dr Lenexa, KS 66227



## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in **application number RZ25-07** for the following reasons:

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residences within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
[REDACTED]	[REDACTED]	[REDACTED]
Marla Sellers	Marla Sellers	8852 Quiv 52 - Lenexa
Amy Hill	Amy Hill	8816 Sunray Dr Lenexa KS 66227
Marsha Barrett	Marsha Barrett	8824 Sunray Drive Lenexa, KS 66227
Gretchen Schmitz	Gretchen Schmitz	8718 Sunray Dr.

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residences within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Page 243

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residences within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

[illegible]



## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in application number RZ25-07 for the following reasons:

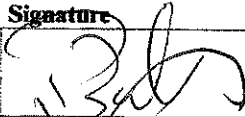
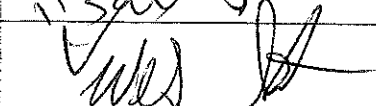
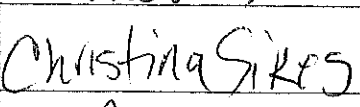

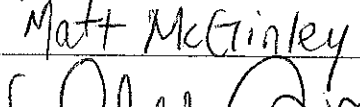
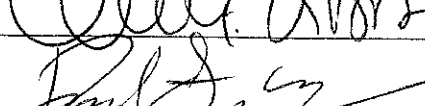
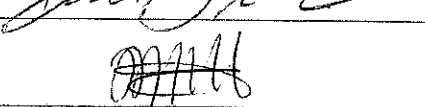
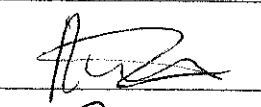

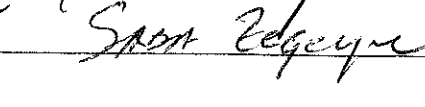

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residencies within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.

Printed Name	Signature	Address (Lenexa KS 66227)
Janelle Lemon	Janelle Lemon	9149 Kenton Street
JOE LEMONS	Joe Lemon	9149 Kenton St.
Heidi Benton	Heidi Benton	9140 Kenton
James Benton	James Benton	9140 Kenton
HARPAL	Singh	23083 Kenton
Yank	Lucas Vitzum	23729 W 92nd Terr
Brady Chrysler	Brady Chrysler	23724 W. 92nd Terr
BAJINDER R	Ch	23803 W 91st Terr
PAKAMJEET SINGH	Pjs	23624 W 93rd Terr
Kawaljit K	K	23624 W 93rd Terr
Gurpreet Sangle	G Sangle	23716 W 93rd Terr
KANAWJEET K	K	9316 Sunray Dr
Liza Stubbs	Liza Stubbs	9132 Kenton St
Steve Stubbs	Steve Stubbs	9132 Kenton St

## PETITION TO DENY REZONING APPLICATION

The undersigned residents of the Reserves subdivision hereby protest the proposed rezoning permit as set forth in application number RZ25-07 for the following reasons:

- This new development's main entrance will be to Dunraven since the K7 access to the property is being removed.
- Increased traffic flow on Dunraven to and from Prairie Star Parkway roundabout. This roundabout already has significant traffic as it is the main traffic way for new development/residences due West and also the student drivers that attend St. James Academy.
- Most residents plus rental apartment dwellers in Reserves Townhomes use Dunraven as the primary exit and access to Prairie Star Parkway (PSP). The approximate number of residences within this area is approximately 700 residences. **MANY residences have more than one driver.**
- The only other access to Prairie Star Parkway (or out of the above neighborhoods) is to head West to Gleason and then to PSP.
- Rental property dwellers are less concerned about upkeep of the area they live in vs. homeowners.
- There is more of a need to provide small/starter single family OWNED homes than rentals. According to Realtors there are individuals who want to own a small home to build equity rather than rent but there are not enough properties being developed with that in mind.
- The traffic department of Lenexa has not done a traffic analysis to determine the addition of 87 homes impact to traffic on Dunraven. **We would like to request a new traffic analysis be done before approval. Please include any future plans for road development in the area.**

Printed Name	Signature	Address (Lenexa KS 66227)
Patrick Butler		9058 Mesquite St.
Wes Sikes		23708 W 94 <sup>th</sup> St.
Christina Sikes		23700 W 94 <sup>th</sup> St.
Andrea McGinley		23621 W 93 <sup>rd</sup> Ter
Matt McGinley		23621 W 93 <sup>rd</sup> Ter.
Megan Franks		9238 Sunray Dr.
David Frank		9238 Sunray Drive
Daniel Kifir		23707 W 94 <sup>th</sup> St Lenexa KS 66227
Aster Zegeye		23707 W 94 <sup>th</sup> St Lenexa KS 66227
Tadele Kessaye		23703 W 94 <sup>th</sup> St Lenexa KS 66227
Saba Zegeye		23703 W 94 <sup>th</sup> St Lenexa KS 66227

**From:** Eric Brewer <ebrewer24@gmail.com>

**Date:** October 13, 2025 at 8:33:13 AM CDT

**To:** Julie Sayers <jsayers@lenexa.com>, Courtney Eiterich <ceiterich@lenexa.com>, John Handley <jhandley@lenexa.com>, Bill Nicks <bnicks@lenexa.com>, Mark Charlton <mcharlton@lenexa.com>, Melanie Arroyo <marroyo@lenexa.com>, Chelsea Williamson <cwilliamson@lenexa.com>, Craig Denny <cdenny@lenexa.com>, Chris Herron <cherron@lenexa.com>

**Cc:** Jerri B <believe4412@gmail.com>

**Subject:** Hedge Lane Development

Dear Lenexa Mayor/City Council

My wife and I are residents of the Reserve in west Lenexa adjacent to the new proposed Hedge Lane residential development, thus our letter. We understand that development of this area was inevitable and in fact good for the city, our concern is how it is being developed.

The adjacent residential areas are single family homes. We feel further development should be the same and anything else would lower property values and in time would potentially become under maintained, further lowering property values.

Our second concern is what a bigger development such as this would do to the traffic in the area. The intersection of Dunraven and 91<sup>st</sup>, the roundabout at Prairie Star and Dunraven as well as the Prairie Star bridge over K7 are all very tough to navigate at key times of the day. Adding more concentrated traffic in an easement that dumps vehicles on to Dunraven near already heavily used intersections is a recipe for disaster. This is all before Gleason or 91st becomes a future "collector" as proposed in the future "Transportation and Mobility Network map" published on the city's website.

We are asking this group to do the right thing and not approve the current development as proposed and have the developer go back to the drawing board to come up with a single-family neighborhood that is good for everyone involved.

Sincerely,

Eric/Jerri Brewer



**From:** Marilyn Cole <babyhawk747@gmail.com>

**Sent:** Tuesday, October 14, 2025 2:54 PM

**To:** John Handley <jhandley@lenexa.com>

**Subject:** Hedge

I live in the Reserve Villas where the majority of us are well over 70. The traffic along 95th and Quill has gotten too dangerous. I FAIL to see the need, with too many along P star sitting empty. These apartments destroy the pleasantness of this area and bring only more congestion.

The school traffic alone is horrible during take up and dismiss, one can't get into the roundabouts, due to the speeding highschool kids. I have gotten to where I do not schedule appointments away for those times.

Lets not destroy what little green space that is left....creating more problems....ie flooding.

And I'm not sure this space is big enough to allow safe distances for occupation from the 640 Kv power lines.

Greed has to stop.

Thank you for voting NO!!

Marilyn Cole

**From:** Hunter Cook <hunterck@icloud.com>

**Date:** October 8, 2025 at 3:12:53 PM CDT

**To:** Julie Sayers <jsayers@lenexa.com>

**Subject: Hedge Lane residential development \*\*\*please\*\*\* vote NO rezoning on 10/25/25**

Dear Mayor Sayers,

Thank you for your service to our community.

I am **asking, pleading, with you**—as a Lenexa citizen who will be negatively impacted by the proposed Hedge Lane development/rezoning—to **please vote NO** on 10/25/25.

**These are my concerns for our neighborhood:**

- Closure of K7 to the property will cause all traffic to be routed to Dunraven. This is unacceptable.
- The entrance/exit from this property to Dunraven is less than 1/3 mile from the Prairie Star Parkway roundabout that is known for high traffic.
- The main entrance/exit from the property is on a curve that can be difficult to see oncoming traffic. The extension of Mistletoe Street is only to satisfy the code for emergency vehicle access to the property. I am worried about accidents.
- This entrance/exit will be the main access to the property for heavy and slow construction trucks.
- Over 700 residences (many with multiple drivers) use Dunraven as their primary exit from the neighborhood as the only other exit is further West.
- There are FUTURE PLANS for roadway development that would provide other exits from the neighborhood but there are no plans in the near future to develop these roadways.
- The K7 / Prairie Star Parkway bridge is inadequate to manage effectively the traffic passing over it now as it is a 2 lane bridge and backups on each side as well as down the highway still exist.
- The flow of high school traffic related to St. James Academy in the mornings and afternoons is already jammed, difficult, and a source of accidents. We do not need more traffic in this already heavily trafficked area.
- The upcoming K10 projects will certainly cause traffic heading East to divert through Prairie Star Parkway/95th street instead of enduring even slower traffic on K10.

- The Olathe School District is already at capacity at the schools in this district. Olathe has NO plans to build or increase building capacity in the near future.
- The already approved development of 75 acres on the SE corner of K7 & Prairie Star Parkway is already going to cause a burden to traffic.
- Another development of high density apartments coming before the Planning and Zoning committee is at Monticello and Prairie Star Parkway.
- Infrastructure should be put in place before approval of any more large capacity developments.

**Thank you for listening** and voting for the overall best interests of everyone—most especially those already living in this neighborhood. We have invested our time, resources, and lives and chose this area in part because it was not congested. Voting NO will help us preserve what we have without detriment. This is so important.

Yours in prayer and kind regards,

Hunter

*Ms. Hunter G. Cook*

*8823 Sunray Drive*

*Lenexa, KS 66227*



*hunterck@icloud.com*



**From:** mjadavis@netzero.net

**Date:** October 16, 2025 at 12:29:00 PM CDT

**To:** Julie Sayers <jsayers@lenexa.com>, Courtney Eiterich <ceiterich@lenexa.com>, John Handley <jhandley@lenexa.com>, Bill Nicks <bnicks@lenexa.com>, Mark Charlton <mcharlton@lenexa.com>, Melanie Arroyo <marroyo@lenexa.com>, Chelsea Williamson <cwilliamson@lenexa.com>, Craig Denny <cdenny@lenexa.com>, Chris Herron <cherron@lenexa.com>

**Subject:** Hedge Lane apartment project

**Reply-To:** mjadavis@netzero.net

1• Closure of K7 access on the East to the property will cause all traffic to be routed down Dunraven, a poor choice because Dunraven is very busy now. I agree with the Idea that the current East K7 access is dangerous. But If a piece of the frontage road would be reconstructed behind Suburban Lawn nursery on west side of 7 Hwy to the South along the old still available right of way ground to Prairie Star south and with a South bound right turn only then it would be safe. North turn access to the property on the frontage road will provide the best emergency vehicle access to the property and a fire truck or ambulance access from Prairie star into our subdivision as well or better than Dunraven.

2• The entrance/exit from this property to Dunraven is less than 1/3 mile from the Prairie Star Parkway roundabout that is known for high traffic. The above frontage road would relieve or eliminate this added traffic from Hedge Lane Development entirely.

3• The main entrance/exit for the property is on a curve that can be difficult to see oncoming traffic. The extension of Mistletoe Street would not be needed if the frontage road was reconstructed as Mistletoe is only to satisfy the code for emergency vehicle access to the property from the north. The above frontage road would relieve this.

4• This west Dunraven entrance/exit will be the main access to the property for heavy and slow construction trucks. The above frontage road would relieve or eliminate this entirely.

5• Now Over 700 residences (many with multiple drivers) use Dunraven as their primary entry/exit from the neighborhood as the only other exit is further West.

Page 20 of the Lenexa Magazine "Foundations For The Future" 2024 Year in Review sites on page 20 says, 219 New Houses worth \$124,843,766 single family, and 38,315,734 in home improvement in 2,137 permits makes up income of 162 million from houses for

Lenexa. Compared to 274 units in duplexes and apartments 78 million income for Lenexa.

Why would Lenexa prefer building duplexes and apartments overloading roads and schools over ahead of single family homes. The cost is too high for what you get in revenue. Houses make 2 times the revenue of duplexes and apartments for Lenexa. I know the developer likes apartments for the profit from building them. But the infrastructure to support huge apartment buildings is more costly for electric, water, gas and sewer to develop.

**From:** Debbie Fox <debbie9114@gmail.com>  
**Sent:** Wednesday, October 8, 2025 6:16 AM  
**To:** Stephanie Sullivan <ssullivan@lenexa.com>  
**Subject:** Citizen comments

Hi

My name is Debbie Fox and I would like to know how Lenexa citizens can submit their comments to the Planning Committee's agenda? I am unable to attend the upcoming meeting but would like to comment about the 11 story building proposal.

Does Lenexa have a 10 story or higher building? How tall is the new Keiwi building? Thanks for your time.

Hello Debbie,

Thank you for reaching out. The Planning Commission met on Monday, October 6th and recommended approval of The Rise (the 11-story building at 87<sup>th</sup> and Renner Boulevard in Lenexa City Center). The project is moving forward to the City Council on Tuesday, October 21st for final consideration.

If you would like to provide comments for the City Council meeting you may email me directly or email the Mayor and City Council members with any comments you would like for the Council to consider. Please email comments by **Friday, October 17 at 8:00am** in order for your comments to make it into the meeting packet documentation.

Here are some notable building heights (by stories - not by actual measurement in feet) in City Center:

- Hyatt Conference Center - 6 stories
- Kiewit - 6 stories
- Advent Hospital - 5-6 stories
- The District - 4 stories
- AC Hotel/Residence Inn (under construction) - 3-5 stories
- The Lofts - 5 stories

**Stephanie Sullivan, AICP**  
*Planning Manager*  
**Community Development Department**



**From:** Sarah Hanson <sarah.hanson@me.com>

**Date:** October 14, 2025 at 4:10:10 PM CDT

**To:** Julie Sayers <jsayers@lenexa.com>, Courtney Eiterich <ceiterich@lenexa.com>, John Handley <jhandley@lenexa.com>, Bill Nicks <bnicks@lenexa.com>, Mark Charlton <mcharlton@lenexa.com>, Melanie Arroyo <marroyo@lenexa.com>, Chelsea Williamson <cwilliamson@lenexa.com>, Craig Denny <cdenny@lenexa.com>, Chris Herron <cherron@lenexa.com>

**Subject:** Hedge Lane Development

Vote NO for the rezoning of the proposed Hedge Lane Development.

See if from my perspective:

- Grab your Bike and and Helmet
- Ride with me down Gleason, Dunraven, Prairie Star through the roundabouts, across K7 we nicknamed \*the gauntlet
- Ignore the cars with one lane often allowing just inches from your handlebars sometimes traveling above the recommended speed limit or using their cell phones
- Travel east to parks like Black Hoof and Sar - ko-par, Little Mill Creek and the pools
- Travel east to the grocery store, bank, coffee shop, pharmacy
- Travel east to all Lenexa's festivals, events, community center, LOTAC, Public Market events, pickle ball courts or City Council meetings
- 80+ units could easily turn in to 160 more cars after the construction vehicles roll out
- Our access from west to east is limited. The availability of services and activities are limited.
- Our infrastructure in west Lenexa needs more lanes, traffic calming, equal access of services. Not more housing and traffic at this point in time
- I presume you have driven in my neighborhood. Thank you. Now try a ride on a bicycle and you will not only see the impact but you will feel the need to move traffic more safely and efficiently, not add to the congestion.
- Please vote NO

Respectfully,

Sarah L Hanson

23720 W. 92nd Ter - The Reserve

Lenexa, KS 66227

~SLH~

Sarah L. Hanson

From: Linda Hutsler <hutsler98@gmail.com>  
Date: October 17, 2025 at 12:10:21 AM CDT  
To: Julie Sayers <jsayers@lenexa.com>  
Subject: HEDGE LANE PROJECT

Please see attached letter for your consideration.

Thank you,

Linda Hutsler

Lenexa, KS 66227

913 839 3176

October 16, 2025

ATTENTION: MAYOR JULIE SAYERS

RE: HEDGE LANE RESIDENTIAL REZONING EFFORT AND DEVELOPMENT PROJECT

My name is Linda Hutsler, I currently reside at 9054 Mesquite St., Lenexa, KS and have been a Lenexa resident for approximately 40 years. I have watched as Lenexa has grown from a very desirable place to live, with a rural yet growing suburban atmosphere. We've come a long way. However, in the past few years Lenexa has become nothing more than apartments, warehouses and parking lots, eliminating open spaces and the beauty of our city.

Our community, The Reserve, has many concerns with this project. I've attached a list with this letter. In addition, there was a notarized Petition to Protest this re-zoning, with 355 signatures submitted to the City Clerk earlier this month.

The City Planning Commission stated this project fell within the parameters of the 30 or 40 year plan for the city and found no reason to deny it. Well, please tell me if all of your plans in the last 30 or 40 years didn't need some adjusting or re-consideration. Just because it falls within the parameters does not mean it is a good plan. Plans change: Visions change.

I'm not against growth but we have become bloated and overrun with concrete, warehouses, and parking lots. Please refer to the attached list of objections and concerns from our residents and either reject or delay this decision.



Thank You,

Linda Hutsler

Lenexa, Ks 66227

CC: Ward 1: Courtney Eiterich, John Handley

Ward 2: Bill Nicks, Mark Charlton

Ward 3: Melanie Arroyo, Chelsea Williamson

Ward 4: Craig Denny, Chris Herron

**OBJECTIONS AND CONCERNS REGARDING  
HEDGE LANE RE-ZONING AND DEVELOPMENT**

- Closure of K7 to the property will cause all traffic to be routed to Dunraven
- The entrance/exit from this property to Dunraven is less than 1/3 mile from the Prairie Star Parkway roundabout that is known for high traffic.
- The main entrance/exit from the property is on a curve that can be difficult to see oncoming traffic. The extension of Mistletoe Street is only to satisfy the code for emergency vehicle access to the property.
- This entrance/exit will be the main access to the property for heavy and slow construction trucks
- Over 700 residences (many with multiple drivers) use Dunraven as their primary exit from the neighborhood as the only other exit is further West.
- There are FUTURE PLANS for roadway development that would provide other exits from the neighborhood but there are no plans in the near future to develop these roadways
- The K7 / Prairie Star Parkway bridge is inadequate to manage effectively the traffic passing over it now as it is a 2 lane bridge and backups on each side as well as down the highway still exist
- The upcoming K10 projects will certainly cause traffic heading East to divert through Prairie Star Parkway/95th street instead of enduring even slower traffic on K10

- The Olathe School District is already at capacity at the schools in this district. Olathe has NO plans to build or increase building capacity in the near future.
- The already approved development of 75 acres on the SE corner of K7 & Prairie Star Parkway is already going to cause a burden to traffic.
- Another development of high density apartments coming before the Planning and Zoning committee is at Monticello and Prairie Star Parkway.
- Infrastructure should be put in place before approval of any more large capacity developments.

**From:** Jana Kiesel <kiesel\_jl@msn.com>

**Date:** October 14, 2025 at 2:52:54 PM CDT

**To:** ceiterich@lenexa.com

**Subject:** Hedge Lane development

As a resident of the Reserve north of Suburban Lawn and Garden I have grave concerns over the safety of our community. We have only one exit out of a neighborhood of 600+ residents and Dunraven is already very congested. At certain times of the day it is nearly impossible to get onto the roundabout going onto Prairie Star and K10 is not drivable in the morning and anytime after 4pm. We need infrastructure in place before we add any more population to the area. Why are they going to block off the frontage road off K7 instead of making that an exit for this new neighborhood? Please consider the ramifications of this project and vote no! Sincerely, Jana Kiesel



**From:** Nikola Krcmarevic <nkrcmarevic@29sc.com>

**Date:** October 13, 2025 at 1:22:23 PM CDT

**To:** Julie Sayers <jsayers@lenexa.com>

**Subject:** Hedge Lane Residential Project - City Council Meeting 10/21

Dear Mayor Sayers,

I hope you're doing well. My name is Nikola Krcmarevic, and I'm the Vice President of Development with 29th Street, the developer behind the proposed Hedge Lane Residential Project, which recently received unanimous support from the Planning Commission along with planning staff recommendation for approval.

As we prepare for the upcoming City Council meeting on October 21, I wanted to take a moment to personally introduce myself and share my appreciation for the City's thoughtful review and collaboration over the past several months.

Our team has worked closely with staff to design a context-sensitive, professionally in-house managed residential community that will provide a mix of single-family and townhome residences, enhances neighborhood connectivity, supports Lenexa's long-term growth strategy, and advances the shared City and KDOT goal of removing the unsafe K-7 access at Hedge Lane Terrace.

I'll be present at the Council meeting and am happy to provide any additional background or discuss the project further if that would be helpful ahead of time.

Thank you for your time and for your continued service to the City of Lenexa.

Best regards,

**Nikola Krcmarevic**

Vice President | 29<sup>th</sup> Street Development



(630) 209-9794

[nkrcmarevic@29sc.com](mailto:nkrcmarevic@29sc.com)

29sc.com

20 N Wacker Suite 2050, Chicago, IL 60606

**From:** Julie Langston <Jalangston@yahoo.com>

**Date:** October 14, 2025 at 2:55:50 PM CDT

**To:** Julie Sayers <jsayers@lenexa.com>, Courtney Eiterich <ceiterich@lenexa.com>, John Handley <jhandley@lenexa.com>, Bill Nicks <bnicks@lenexa.com>, Mark Charlton <mcharlton@lenexa.com>, Melanie Arroyo <marroyo@lenexa.com>, Chelsea Williamson <cwilliamson@lenexa.com>, Craig Denny <cdenny@lenexa.com>, Chris Herron <cherron@lenexa.com>

**Subject:** Hedge Lane Residential development

We are writing today to express our concerns regarding the Hedge Lane project. We have been happy tax paying residents of West Lenexa for 45 years, but we are no longer happy with the direction the city has taken.

The closure of the K7 access to the Hedge Lane property will push all the traffic onto Dunraven and the Prairie Star Pkwy roundabout which is already a high traffic area. It is very congested especially with all of the residential traffic going to work and all the St James students coming and going from school.

The K7/Prairie Star bridge is only a two lane bridge that already experiences backups on both sides and as well as down the ramp from K7 northbound. The K10 projects will undoubtedly make this situation worse.

The already approved development at SE corner of Prairie Star and K7 will also increase traffic in the area. Another high density development at Monticello and Prairie Star is also being considered.

Enough already...will you not be happy until every corner is covered with high density development.

Regards,  
Julie and Randy Langston

**From:** Susan McCurdy <yogabuff@yahoo.com>  
**Date:** October 10, 2025 at 2:58:34 PM CDT  
**To:** Julie Sayers <jsayers@lenexa.com>  
**Subject:** City Council Meeting - October 21, 2025 -

As a resident of Lenexa, specifically in the vicinity of Prairie Star Parkway and K7, I urge you to vote NO on any proposed developments in this region. This area is not equipped to handle the traffic impact on K7, particularly concerning the two-lane Prairie Star Parkway bridge that spans it.

A 75-acre project has already received approval for the Southeast area, and in the upcoming meeting, there is a proposal for rezoning and development that will introduce an additional 84 residences (Hedge Lane Residential) to Dunraven and the Prairie Star Parkway roundabout near Advent Hospital and Casey's.

Furthermore, another development is set to be presented to the Planning and Zoning Commission for a high-density apartment complex at the intersection of Monticello and Prairie Star Parkway/K7.

Regardless of what the City Development Department may assert, this area requires significant road improvements by Lenexa and KDOT prior to the approval of any additional traffic. The forthcoming K10 road enhancements are expected to result in even slower traffic, prompting drivers to utilize Prairie Star Parkway to circumvent that construction.

The property under consideration at the next meeting, known as the Hedge Lane Residential development, currently has access from K7. However, KDOT is removing this access, meaning all traffic will be directed through an area less than one-third of a mile from the hazardous roundabout on Dunraven. Over 700 residences rely on this main entrance/exit, as there are no alternative main roads leading out of our neighborhood. While there are some "planned" roads, none are currently in progress or scheduled for construction.

I implore you to vote **NO** on these medium to high-density projects until the issues regarding road and BRIDGE capacity are adequately addressed and resolved.

Susan McCurdy  
8939 Meadow View Dr  
Lenexa KS 66227

**From:** Marilee Scheid <marileekscheid@gmail.com>

**Date:** October 10, 2025 at 9:13:16 PM CDT

**Subject: Do not pass re-zoning of Hedge Lane Residential**

I was very disappointed to hear after 355 signatures were submitted that this is still an issue. This will be a huge issue for our neighborhood.

Closure of K7 to the property will cause all traffic to be routed to Dunraven - already an issue at key traffic times.

- The entrance/exit from this property to Dunraven is less than 1/3 mile from the Prairie Star Parkway roundabout that is known for high traffic.
- The main entrance/exit from the property is on a curve that can be difficult to see oncoming traffic. The extension of Mistletoe Street is only to satisfy the code for emergency vehicle access to the property.
- This entrance/exit will be the main access to the property for heavy and slow construction trucks
- Over 700 residences (many with multiple drivers) use Dunraven as their primary exit from the neighborhood as the only other exit is further West.
- There are FUTURE PLANS for roadway development that would provide other exits from the neighborhood but there are no plans in the near future to develop these roadways
- The K7 / Prairie Star Parkway bridge is inadequate to manage effectively the traffic passing over it now as it is a 2 lane bridge and backups on each side as well as down the highway still exist
- The upcoming K10 projects will certainly cause traffic heading East to divert through Prairie Star Parkway/95th street instead of enduring even slower traffic on K10
- The Olathe School District is already at capacity at the schools in this district. Olathe has NO plans to build or increase building capacity in the near future.
- Infrastructure should be put in place before approval of any this would be considered.

--

Marilee Scheid

8900 Sunray Dr, Lenexa, KS 66227

[REDACTED]



**From:** April Soberon <apklimek@gmail.com>

**Date:** October 16, 2025 at 6:14:08 PM CDT

**To:** Julie Sayers <jsayers@lenexa.com>

**Subject: Opposition to Proposed Rezoning from Agricultural District (AG) to Planned Residential (RP-1, RP-2) for Hedge Lane Residential RZ25-07, PL25-12P**

Dear Mayor Sayers,

As citizens of Lenexa and residents of the Reserve neighborhood, we are asking that you DO NOT allow the rezoning of land from an Agricultural District (AG) to a Planned Residential District (RP-2) for the area located at 9140 Hedge Lane Terrace (East of the intersection of 91st Street and Dunraven Street) due to the unacceptable strain and increase of traffic it would bring to our neighborhood and community.

We are also asking that you DO NOT approve the Hedge Lane Residential RZ25-07, PL25-12P development at 9140 Hedge Lane Terrace, or any such development, until there has been appropriate infrastructure enhancements to accommodate additional construction of this magnitude.

In a recent city council meeting on September 16, 2025, when referring to decisions about taxes and the budget, Mayor Sayers, you are quoted as “emphasiz(ing) that resident feedback ha(d) been carefully considered...talked about the value residents receive for their tax dollars, the importance of Lenexa’s appeal as a place to live,”. Later in the minutes you go on to reference “the City’s core values of exceptional public service and stewardship”...again quoting the city as “responsive to resident feedback”. We do not feel that took place in an appropriate manner during the planning commission meeting earlier this month, and quite frankly, some of the comments made by council members were highly disappointing, condescending, insensitive and even offensive, in regard to the Hedge Lane rezoning and residential community proposal.

In reference to the rezoning and approval of the Hedge Lane community at Dunraven near Prairie Star Parkway and K7, we would hope that **the same responsiveness, values and responsibilities highlighted by Mayor Sayers would be considered by the city council**. We agree that it is the responsibility of this council to represent its constituents, listen to our feedback, and help our community grow and advance-but in a balanced and measured capacity.

We also agree with Lenexa’s plan for providing a variety of types of housing for people at various access points and life stages. We remember very well saving up for our first starter home and the pride we had when we were able to purchase it. We want that for other

people too. That is NOT what this medium-residential proposal (backing directly up to single family homes) provides. The developers told our neighbors that rent for these units would be \$3000-\$3500 monthly. They also said that it would not be profitable for them to build a development, even of rentals, of only single family homes, when we asked them directly. There are MANY other areas throughout Lenexa where this type of development would prosper-where there are opportunities to actually build infrastructure to fit the level of traffic it would bring. Dunraven and Mistletoe simply are not the right place. We are also concerned about what will happen (we believe when, not if) rent prices of these units will have to be dropped due to a lack of desirability because of heavy traffic and lack of proper infrastructure.

**Lenexa has increased 54.5% in occupied housing units** from 2000 to 2020, whereas Johnson County overall has increased 38.6%, according to the Region L-Multijurisdictional Hazard Mitigation Plan 2024-2029 on [www.joco.gov](http://www.joco.gov). **We can afford to slow down and get it right for the citizens that already live here.**

Additionally, according to p.7 of the planning commission staff report presented on October 6, **42% of future land use applications since June of 2024 have been medium-residential.** We are clearly not in a shortage of medium density residential units in Lenexa and should not need to squeeze one in at this location. Even within the staff recommendation for this proposal to the planning commission, it is stated that the overall density of this proposed plan **exceeds the suburban-density residential comprehensive plan at 6.25 du/ac, which far exceeds 3.5 du/ac.** Importantly, 6.25 du/ac is simply an average-some dwellings within this proposed project are extremely out of the realm of reasonability for a suburban-density residential comprehensive plan at 8 du/ac.

In the same packet that went before the planning commission on October 6, it is worth noting that within the proposed amendments to the annual comprehensive plan review that has been there are some areas within Lenexa in which the existing residents and neighborhoods are actually being considered as a priority, unlike the proposed situation in which the Reserve neighborhood would find itself should this rezoning take place. For example the section addressing Prairie Star Parkway and Ridgeview Rd. NE corner (#1 parts a- c). Within this example, it is stated that “a key community desire is to address cut-through traffic traveling through the Cottonwood Canyon neighborhood.” It goes on to state “as developments are completed near this intersection, traffic will increase through the neighborhood. A lesser density classification helps to mitigate this impact to the Cottonwood Canyon residents,”. Why is there a priority to lessen traffic and burden on current residents for some neighborhoods, yet it is embedded within a plan presented for approval for our neighborhood?

**This example makes it clear that it is possible to prioritize safety, balance the intensity of future development and align with the established and planned neighborhoods-** actions that we feel are not part of the proposed rezoning or Hedge Lane development.

We have personally lived through this before with the expansion of downtown Overland Park and the increase in rental homes and multi-family dwellings in areas originally developed and coded for single family homes. In addition to increased traffic and police activity in our previously quiet prior neighborhood, on our property alone, we had a theft of property from a vehicle, an attempted break-in to our home with threats of violence, and trespassing. It was not the quality of life that we moved to that area for, and it was not what we expected it to change into.

This is what we moved away from-the over condensation of multi-family homes in areas we, as homebuyers would not have expected them to be when we purchased our home - the increase in traffic and decrease in safety of a previously quiet neighborhood. Simply put, the rezoning of this property and approval of the Hedge Lane development goes against Mayor Sayers' own commitments to not only the value residents receive for their tax dollars, but also to the importance of Lenexa's appeal as a place to live. Additionally, it is highly irresponsible of the planning commission for passing this rezoning and project

1. before even taking the time to do any type of actual study or take any kind of data (and blatantly ignoring the data that they do have in the form of a petition from nearby residents, as well as our qualitative records of disagreement and pleas for pressing pause)
2. a point blank admittal from city staff at the planning meeting that:
  - a. the round-a-bout at Prairie Star Parkway and Dunraven is not equipped for traffic as it stands, let alone to withhold hundreds of additional cars on a daily basis
  - b. the Prairie Star Parkway bridge over K-7 will not be improved or further developed in any way in the near future
  - c. K-7 itself will also not be improved any time in the near future-as the staff member who spoke mentioned, those would not take place until work on K-10 takes place years down the road
  - d. there is already only ONE outlet for hundreds of people and vehicles (Dunraven) in our area. It was mentioned that eventually there may be a future city park on the other side of our neighborhood with additional housing development at Gleason Rd. creating another outlet, but will not be for a number of years

Not only is this infrastructure already woefully insufficient to add the additional quantities of residents an R2 rezoning would bring along with the Hedge Lane proposal, the city has ALREADY approved other projects on the opposite corners of this intersection which will already impact our area traffic negatively.

Since moving to this area less than 4 years ago, Lenexa has grown exponentially. Though we are happy for the growth, and want opportunities for people at a variety of life stages and income points to enjoy Lenexa, there is a respectful, responsible and appropriate balance of when and where this should take place that not only aligns with Lenexa's Comprehensive Plan- Vision 2040 and its goals but also respects the CURRENT residents of Lenexa who live here and chose to live here for a certain quality of life that has already been eroding to a certain extent.

If we wanted to fight for parking every time we went out to dinner, enjoyed a personal service such as a manicure or massage, or local shopping Made in KC store, we would have chosen to live near downtown KCMO, not downtown Lenexa-unfortunately, this is becoming an experience here in downtown Lenexa. This is also going to be exacerbated by decisions approved by the planning commission just this month-such as a 12 story residence that does not provide enough parking on-site for the people that will be renting there. The residents will in turn park in public spaces in City Center (admitted by the developer and approved by the commission), therefore the other citizens of Lenexa are disadvantaged.

Since moving here, the time it has taken us to drive from our home to our gym (among other amenities) in Lenexa has almost doubled due to increased traffic (ie exponential addition of homes at all densities) and lack of investment in infrastructure to match. We have recently changed our gym membership affiliated with my work-not in Lenexa.

Bottom line, there is a responsibility of the planning commission, and ultimately the city council, to first and foremost plan for the **continuation of the high quality of life** and positive experiences Lenexans have and moved here for, and **you have promised to commit to**. We did not move to West Lenexa for medium or high density traffic or the elimination of our green spaces and neighborhood walkability. We understand and appreciate the goals of Responsible Economic Development, Vibrant Neighborhoods and a Thriving Economy. But please consider that **our** tax dollars are also supporting this, and it will be **our** own safety, roads and quality of life that would be negatively impacted should you approve the rezoning and this development.



The consequences of your choices are already driving us away from Lenexa in several aspects of our life. Please, don't take away the quiet, peaceful, single family home environment of our immediate neighborhood.

Thank you for your time and consideration of this important matter.

Sincerely,

April and Jorge Soberon

23671 90th Terr. Lenexa, KS 66227

**From:** Lee Stickle <leestickle@me.com>

**Date:** October 8, 2025 at 4:50:43 PM CDT

**To:** Julie Sayers <jsayers@lenexa.com>, Courtney Eiterich <ceiterich@lenexa.com>, John Handley <jhandley@lenexa.com>, Bill Nicks <bnicks@lenexa.com>, Mark Charlton <mcharlton@lenexa.com>, Melanie Arroyo <marroyo@lenexa.com>, Chelsea Williamson <cwilliamson@lenexa.com>, Craig Denny <cdenny@lenexa.com>, Chris Herron <cherron@lenexa.com>

**Subject:** Hedge Lane Residential Deveoplment

Dear Lenexa City Council and Mayor,

My name is Lee Stickle, and I have been a resident of Lenexa since 2018. My spouse and I live in The Reserve at 23720 W. 92nd Terrace, Lenexa, KS 66227. I am writing to express my concern regarding the proposed Hedge Lane Residential Development.

Our area has experienced rapid growth, and frankly, the existing infrastructure is already under significant strain. From what I understand, the entrance to this new development would be off of Dunraven, which is already heavily traveled and has limited sightlines. When this area was originally developed, was the infrastructure truly designed to support the current volume of traffic?

We chose to move to Lenexa because of the home we found and the quality of life the area offered. I understand the desire for continued growth, but at what cost?

The Dunraven/Prairie Star Parkway traffic circle is extremely congested during peak hours—particularly from 8:00 to 8:30 a.m. and 3:20 to 4:00 p.m. In addition to the more than 700 homes in the immediate area, we also have a high school with over 1,000 students contributing to the daily traffic load.

Furthermore, the Prairie Star Parkway bridge over K-7 has been inadequate for at least five years. A single lane in each direction, even with turn lanes, is not sufficient to safely handle the current traffic volumes—let alone the increased demand this new development would bring.

I strongly urge each of you to vote against this proposal. Let's prioritize addressing the current infrastructure challenges before introducing additional development and population growth.

Thank you for your time and consideration.

Sincerely,

**Lee Stickle**

**816-223-8181**