



## Agenda

**COMMITTEE OF THE WHOLE  
GOVERNING BODY  
CITY OF LENEXA, KANSAS  
17101 W. 87TH STREET PARKWAY**

**OCTOBER 14, 2025  
7:00 PM  
COMMUNITY FORUM**

### **CALL TO ORDER**

### **ROLL CALL**

### **APPROVE MINUTES**

September 9, 2025 Committee of the Whole meeting draft minutes (located in the Appendix)

### **DISCUSSION**

1. Fire Station 6 and IT Headquarters Master Plan
2. Annual Review of the Lenexa Comprehensive Plan

### **ADJOURN**

### **APPENDIX**

3. September 9, 2025 Committee of the Whole meeting draft minutes

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.



**COMMITTEE OF THE WHOLE  
MEMORANDUM**

**ITEM 1**

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**SUBJECT:** Fire Station 6 and IT Headquarters Master Plan

**CONTACT:** Todd Pelham, Deputy City Manager

**DATE:** October 14, 2025

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**PROJECT BACKGROUND/DESCRIPTION:**

With the adoption of the 2025-2029 Capital Improvement Plan (CIP), a Master Plan study was commissioned to develop recommendations regarding constructing a fire station at the old City Hall site. Currently, the Fire Department provides fire service from the old City Hall site and utilizes temporary space and facilities to house firefighters and a fire apparatus.

Finkle+Williams, a local architectural and planning firm, was engaged to evaluate the site and reuse of existing buildings and develop scenarios for how this site could be best utilized for Fire, IT, and future City use. Subsequently, Newkirk Novak was selected to provide pre-construction estimating services for the Master Plan scenarios.

The presentation will provide information on how best to site the future Fire Station 6 and programming needs for the Fire Administration Division and IT Department. It will also provide additional analysis of the current building systems and estimated pricing for staff recommendations.

**VISION / GUIDING PRINCIPLES ALIGNMENT:**

**Vision 2040**

Healthy People

**Guiding Principles**

Superior Quality Services

Strategic Community Investment

**ATTACHMENTS**

1. Presentation



The City of Lenexa  
**MASTER PLAN + PROGRAM**  
Fire Station 6, + Fire Administration & IT Headquarters

October 2025 Final Report



## ACKNOWLEDGMENTS

### The City of Lenexa

Todd Pelham	Deputy City Manager
Kyle Glaser	City of Lenexa
Travis Vaughn	Fire Chief
Bob Welch	Assistant Fire Chief
Randy Mains	Assistant Fire Chief
Butch Diekemper	Assistant Fire Chief
Matt Skinner	Battalion Chief
Jerry Swingle	Director of IT
Andrew Drummond	City of Lenexa, IT
Anthony Sitzes	City of Lenexa, IT

### Design Team

Finkle + Williams Architecture  
TCA Architecture Planning  
Renaissance Infrastructure Consulting  
Landworks Studio  
Henderson Engineers  
BSE Engineers

### Contractor

Newkirk Novak Construction Partners





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  - Initial Space Planning Diagrams
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  - Context Analysis
  - Existing Facilities Analysis
  - Existing Building Test-fit
  - Collaborative Workshop Documentation





# 1 EXECUTIVE SUMMARY

## MASTER PLAN SCOPE

The Finkle + Williams Team was engaged by the City of Lenexa to develop a Master Plan Study for the former municipal complex located at 87th and Monrovia. This site was the former home to the City's Police Department, City Hall, and Municipal Court which have all been relocated to new facilities in the city. Through their own analysis, described in the next section, the City has committed to utilizing this city-owned property for Fire Station 6 which will consist of a new Headquarter Station to include office space for the command staff, training and prevention departments. The project will also include office space for the Information Technology (IT) Department.

The intent of this Master Planning Study was to evaluate the site and existing buildings to develop (3) scenarios for how this site could best be utilized for the Fire and IT departments.

**NEW BUILD CONCEPT:** All new construction, demolish existing buildings

**RE-PURPOSED CONCEPT:** Preserve some portion of the existing buildings for office needs and build a new Fire Station

**PHASED CONCEPT:** A phased approach of all new construction.

The team worked collaboratively with the City, Fire and IT department leaders to develop the program needs for each component, define critical site drivers and functionality requirements to develop a vision for the site. This report is a result of the site and building analysis, programming effort and an iterative planning process to find the best path forward for the development of Lenexa's Headquarter Fire Station.

## PROJECT NEED AND LOCATION

The construction and location of the proposed Fire Station 6 has been contemplated for some time at the former Lenexa City Hall site. After the relocation of the Police Department to a new facility on Prairie Star Parkway, the City moved forward with analysis of this site for a permanent Headquarter Fire Station that would also house the Information Technology Department. The City placed a temporary building on the former City Hall site to house apparatus and firefighters within the former City Hall campus to help response times within this corridor of the City. The Fire Department has been providing service at this location since September of 2020.

Several factors have been analyzed to validate the location and need for a Fire Station and administration space for the Fire Department and Information Technology Department. The factors listed below have led staff to recommend this site to provide permanent services to this corridor of the City and consolidate administrative personnel into one Headquarter Station.

- **Improved Response Times/ Health Outcomes**
- **Consolidation of Administrative Staff – Efficiencies, Collaboration**
- **Emergency Management Function – Space for Emergency Operations Center**
- **System Enhancements/ Reliability/ Addition of Apparatus in Service Area**
- **Preservation of Cell Tower – Public Safety Communication Needs and Area Coverage**
- **Permanent Space for Information Technology**
- **City & Area Residents Desire to Maintain Ownership & Use of Existing Site**

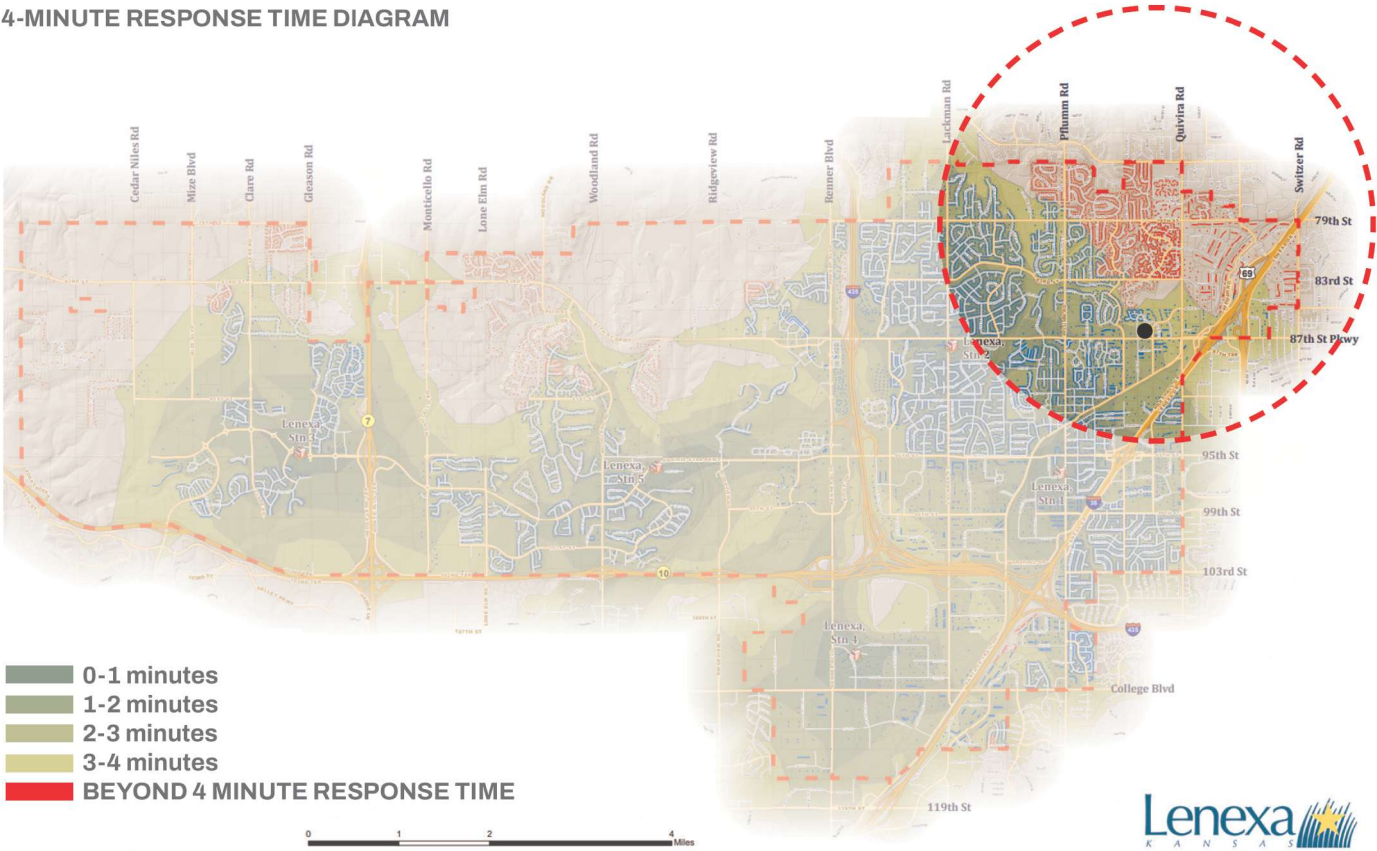
# PROJECT NEED

## Improved Response Times / Health Outcomes

The Fire Department received a specific recommendation in the 2012 accreditation process that identified “existing response challenges in the northeast quadrants of the city” and to monitor call volumes and total response times in this area. Since then, the Fire Department’s call volume has increased by 45 percent. Many of the calls for service are within the boundaries of Lenexa fire station districts 1, 2, and 6 (formerly only districts 1 and 2). **The aging infrastructure and population in this area coupled with infill development and growth realized in City Center has continued to increase the demand for fire and EMS services in this area.**

Industry best practices and national standards recommend fire response times remain within a four-minute travel distance. Time is of the essence when responding to fires and medical emergencies. Fires develop and expand very rapidly in today’s environment with the increased use of synthetic, petroleum-based materials found in modern furnishings. Depending on a variety of factors, it is not uncommon for fires to double in size every 30-60 seconds. Additionally, the chances of survival for someone experiencing cardiac arrest decreases by 10 percent with every passing minute. **The new permanent fire station will allow the Fire Department to meet and improve upon this four-minute response time standard and increase positive cardiac arrest outcomes.**

4-MINUTE RESPONSE TIME DIAGRAM



This diagram documents the response time deficiencies before temporary services were deployed from the former City Hall site in 2020.



## PROJECT NEED - Station 6 Living Areas within Former City Hall

The lower level of the former City Hall building is the current home to Lenexa's Fire Station 6 Operations. The spaces shown below do not meet the needs of the department to best serve the northeast Lenexa community, nor does it maintain a level of quality to best protect the health and wellness of these first responders.



Dayroom / Office

Fire Station 6 currently operates in the lower level of the former City Hall. This pre-existing break room now functions as the kitchen, dining area, office, and dayroom for the on-duty staff.



Shared Bunk Room

This existing lower-level office space has been converted into a shared bunk room for the on-duty staff of Fire Station 6.



Apparatus Bay

The existing fire apparatus for Station 6 resides in a pre-engineered metal building located on the north side of the site near 85th Terrace. This structure does not follow the City's aesthetic development guidelines and was only approved on a temporary basis.



# PROJECT NEED

## Consolidation of Administrative Staff Enhanced Efficiencies & Collaboration

As an employer, Lenexa has always valued teamwork and collaboration within and between departments and divisions. The current Fire Department headquarters was designed to functionally accommodate staffing levels established nearly 40 years ago. Due to the growth in staff and existing space limitations, the Fire Department administrative personnel are currently officed out of three separate locations. This arrangement creates a siloed environment and presents challenges in administrative efficiencies, collaboration, and continuity.

## Emergency Management Function - Space for Emergency Operations Center

The City of Lenexa has taken measures and continues to strengthen emergency preparedness initiatives. While the risks and threats to Lenexa expand beyond natural disasters, the city is geographically positioned in an area prone to severe and destructive weather events. The resiliency of the organization and community are dependent on exercising emergency operations plans and in having the proper infrastructure to manage the recovery process following significantly disruptive events. A dedicated space designed in compliance with the standards of an Emergency Operations Center is the logical and necessary next step for Lenexa to advance preparedness capabilities.

## Permanent Space for Information Technology

The City Information Technology (IT) Department is currently housed in the former City Hall building. Thirteen (13) IT professionals work out of this building and use it for storage and meeting space. This critical department will need a permanent location to operate out of and store essential IT equipment. This study has included how best to accommodate IT's space needs and is recommending that they are included within the programming for Fire Station 6.

## System Enhancements / Reliability / Addition of Apparatus in Service Area

While the Fire Department is operating out of existing space in the former City Hall, it was always considered to be a temporary arrangement until a more permanent solution could be identified and funded. The construction of a new fire station in this location improves the distribution of Fire Department resources throughout the city and positions the Fire Department to better protect the community through improved response times. This station has and will continue to provide needed relief for the two other busiest fire stations in Lenexa. This station will allow future growth in the event call volumes exceed existing resource capabilities. When someone calls 911, they need help immediately, and when the nearest Fire Department resource is not available due to being committed to another incident, it requires further wait times. When this becomes consistent it is necessary to add additional resources, which this new station would allow.

## Preservation of Cell Tower - Public Safety Communication Needs & Area Coverage

Since 1980, the City has located a cell tower on the former City Hall site to help provide local and regional public safety radio coverage to this area of the City. Without this tower, local agencies would have to site another structure in this area at significant cost. The City has maintained the current tower and believes it to have at least another 40-to-50-year lifespan. The master plan is recommending that the tower stay at its current location and be maintained to ensure public safety radio coverage in the area.

## City & Area Residents Desire to Maintain Ownership & Use of Existing Site

Maintaining ownership of this City-owned site has been a consistent desire of area residents and City leadership. During the master planning for the Lenexa Justice Center, area residents were asked during public open houses their concerns over the Police Department moving from this site. Feedback received from these residents was a preference for the City to maintain ownership and have some type of public safety presence on the site. The City believes that owning acreage in this corridor of the City provides future flexibility and cost savings in meeting service level needs for citizens in this area of the City.

## Staff Recommendation

Due to all these factors, staff is recommending that the future Fire Station 6 be located on the former City Hall site. The site provides an ideal location for fire service, helps response times and reliability of service, and maintains a strong public safety presence in this area of the City.

With this in mind, the City engaged Finkle + Williams design team to study (3) scenarios on this site.





# GUIDING PRINCIPLES

At the beginning of the design process, a visioning session was held to identify needs and priorities for a new department and administrative headquarters that would improve services for the City of Lenexa. Topics of community, spatial, and programmatic needs were discussed to help define what goals were essential to the success of this study.

The result of this session established the following **GUIDING PRINCIPLES**. The purpose of establishing Guiding Principles is to keep the effort focused on the most important aspects of the master planning analysis.

(Note that the icons associated with each identified guiding principle in the list are used throughout this document to denote their relevancy.)

## WELLBEING



Provide a **collaborative** environment that **promotes wellness** for all current and future staff, and incorporate an engaging design process that considers all stakeholder input.

## RESILIENCY



Provide a **forward-thinking** facility to stand the test of time while maintaining flexibility to be **future-ready** without compromising **quality & durability**.

## PRIDE



Create an **innovative** facility to achieve a level of excellence for the City of Lenexa that acts as a **Civic Gateway** to the community.

## OPERATIONS



Efficient **emergency response is paramount** to the success of this project.



Collaborative Workshops



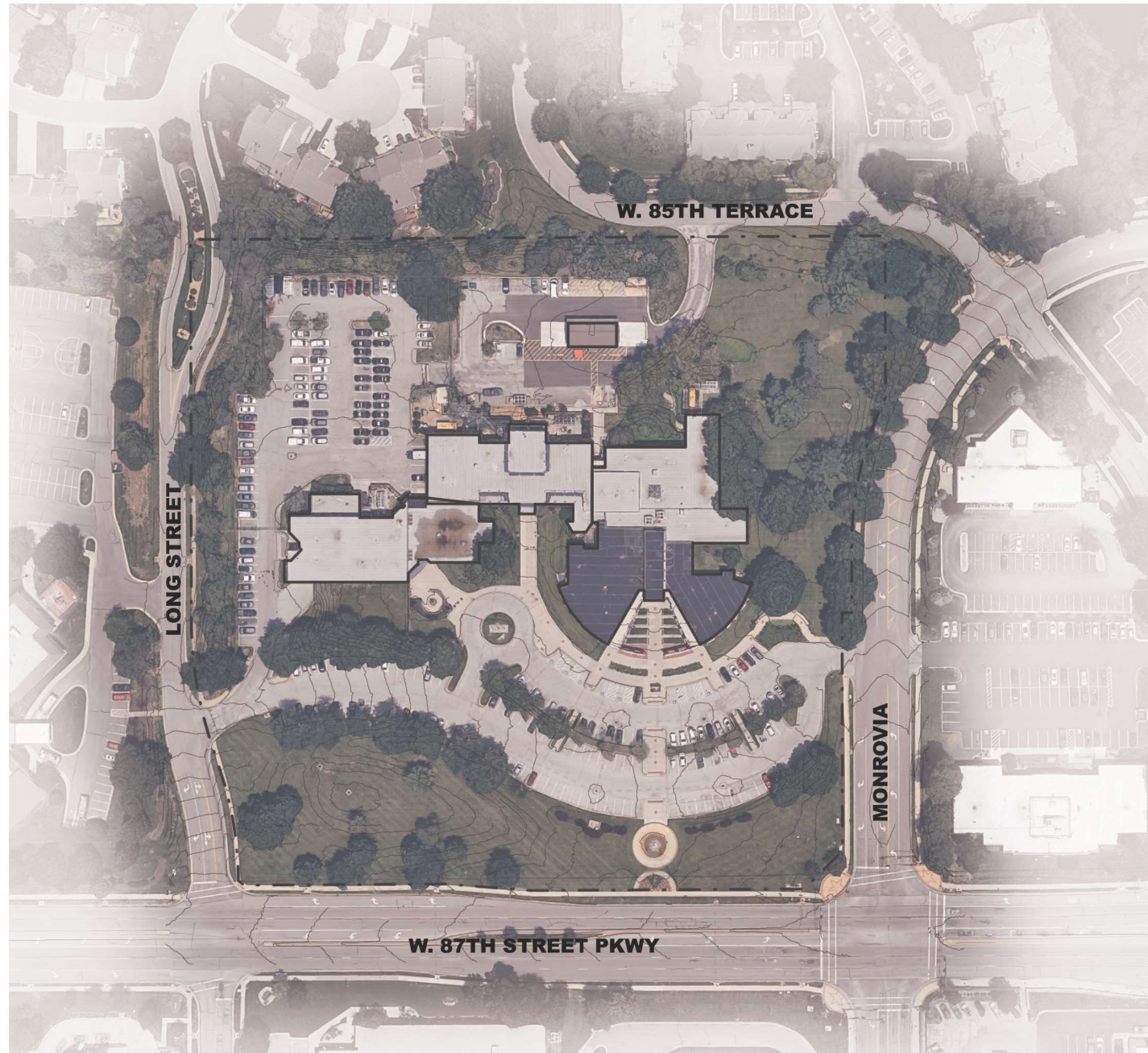


## 2 SITE DRIVERS

The new facility for the Lenexa Fire Department and IT Headquarters will also be the home for Lenexa Fire Station 6. The design team conducted multiple collaborative meetings with the Lenexa Fire Department to better understand their emergency operations, and how this facility will influence the master plan for this project as well as the development of the rest of the site.

This collaborative effort resulted in **6 MAIN DRIVERS**, in addition to the project's Guiding Principles, that influenced the master plan concepts in this document:

1. **Emergency Response onto Monrovia**
2. **Separate Apparatus vs Vehicular Traffic**
3. **Existing Site Utility Constraints**
4. **Existing Building Analysis**
5. **Preserve Landscaping Buffers**
6. **Preserve West Half of Site to Maximize Flexibility for Future Development**





## SITE DRIVERS

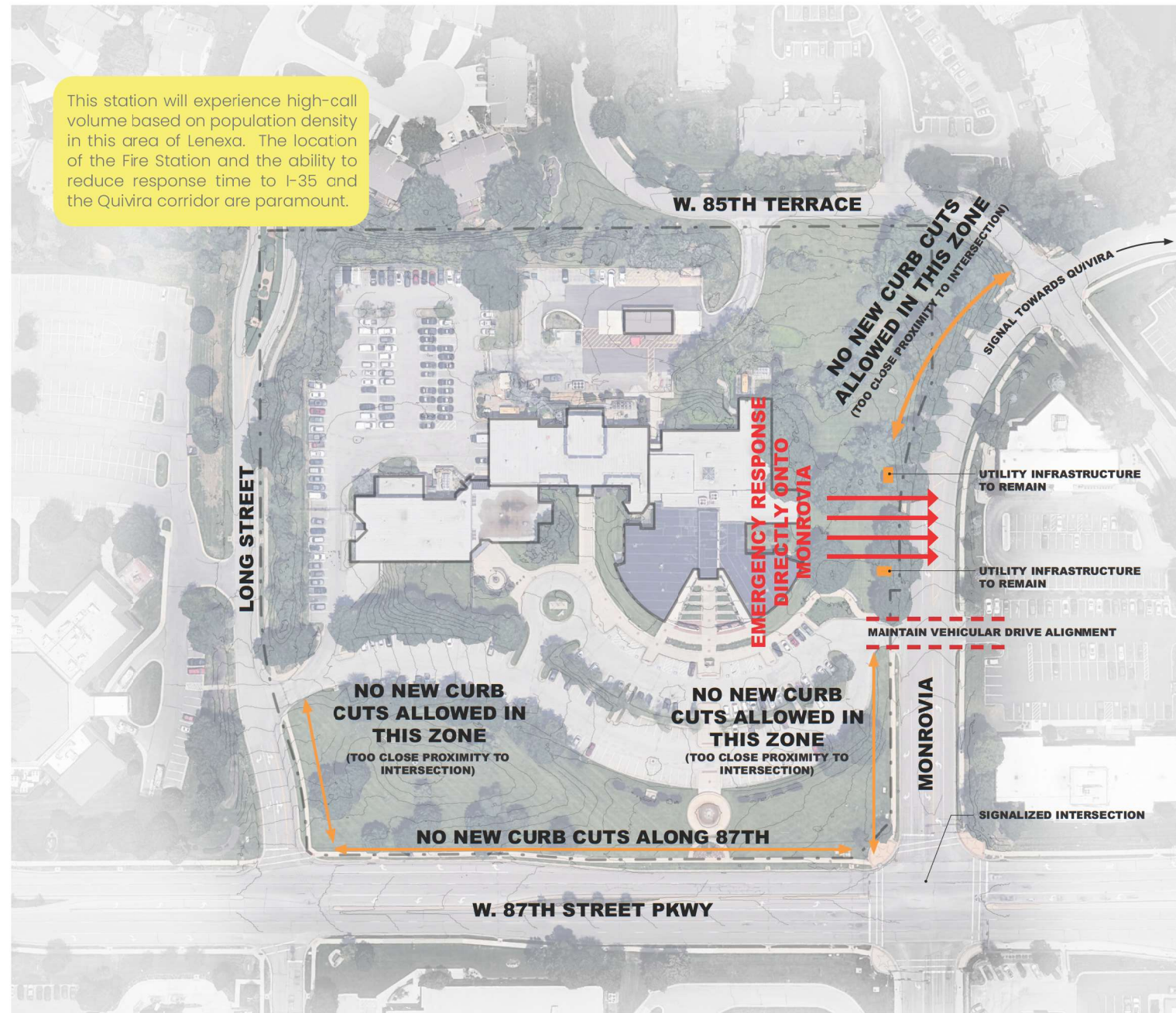
### 1. Emergency Response onto Monrovia

The most critical driver in the site development process was dictated by the emergency response requirements for fire apparatus to respond onto Monrovia which gives the Fire Department easy access north or south to a signalized intersection.

The required distance away from the intersection at 87th Street and the alignment of curb-cuts across Monrovia Street dictated where the ideal location of the fire apron needed to be. There are also existing utilities along this eastern edge of the site that the team took into consideration with the location of the apron. **All other site planning decisions were secondary to this.**

### 2. Separate Apparatus vs. Vehicular Traffic

Another critical site driver was the requirement for regular vehicular traffic to have a clearly defined and separate driveway curb-cut away from the response apron.





## SITE DRIVERS

### 3. Existing Site Utility Constraints

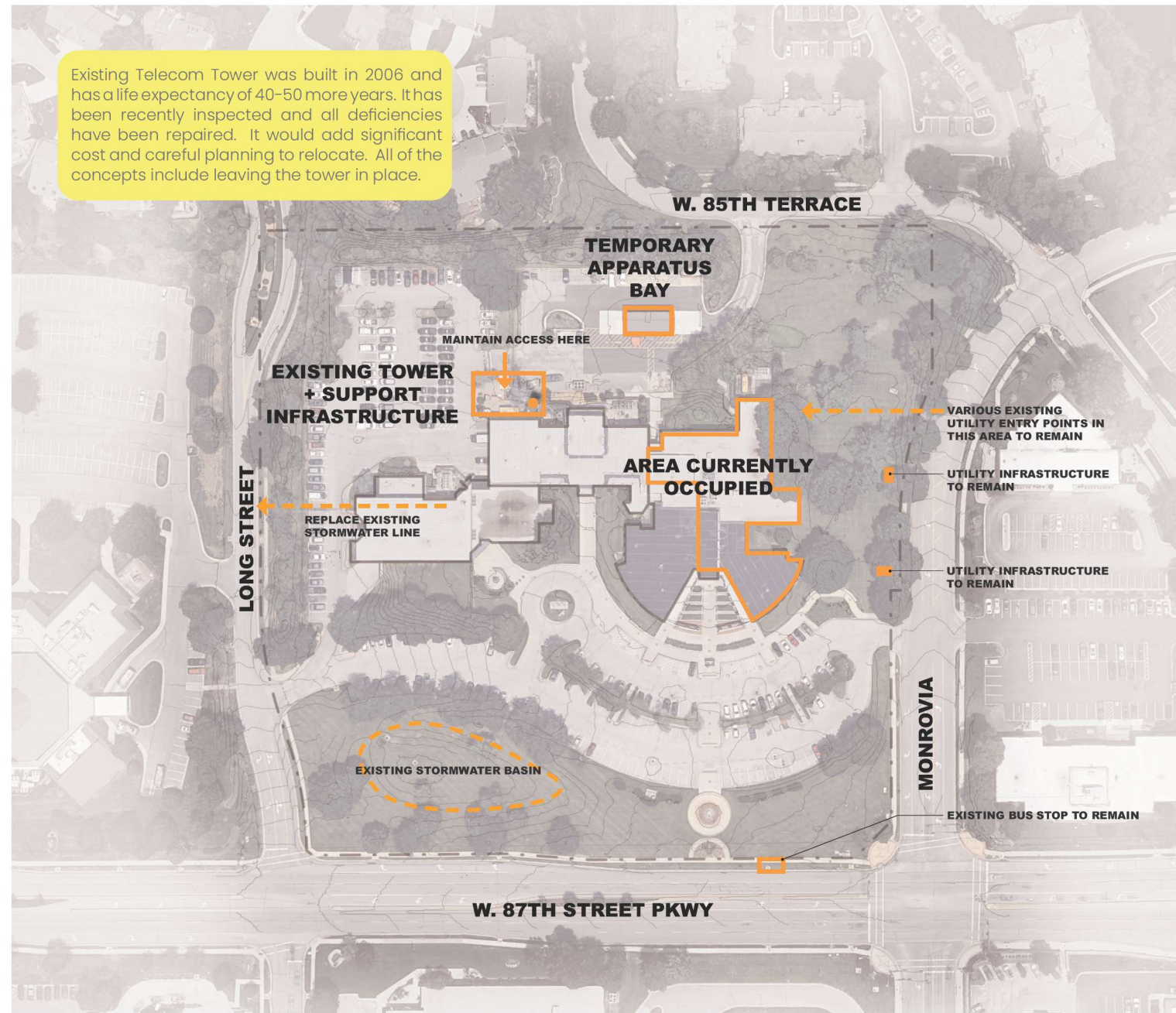
One of the critical components on this site that needs to remain in place and in continuous operation is the telecommunications tower which provides emergency communication for Johnson County and the City. Private cellular providers are also located on the tower.

Several meetings were held with PD, IT, and Community Development representatives to outline critical parameters around the tower, emergency power and existing infrastructure required to be relocated. Access to the tower and supporting infrastructure was taken into consideration in the master plan.

The team also reviewed existing storm water infrastructure, water, electrical and fiber connections, and have made recommendations on what to preserve and what to demolish as part of this project.

### 4. Existing Building Analysis

Henderson Engineers performed an analysis of the existing building's mechanical and electrical systems and documented their findings to the City. In general, the existing building systems have reached the end of their useful life and any renovation would require replacement of systems in order to serve as a long-term building solution. Any portion of the existing building that may be kept would require new MEP systems, new ductwork, and plumbing systems. There was not a significant reason to keep one portion of the building vs. another based on existing system conditions.





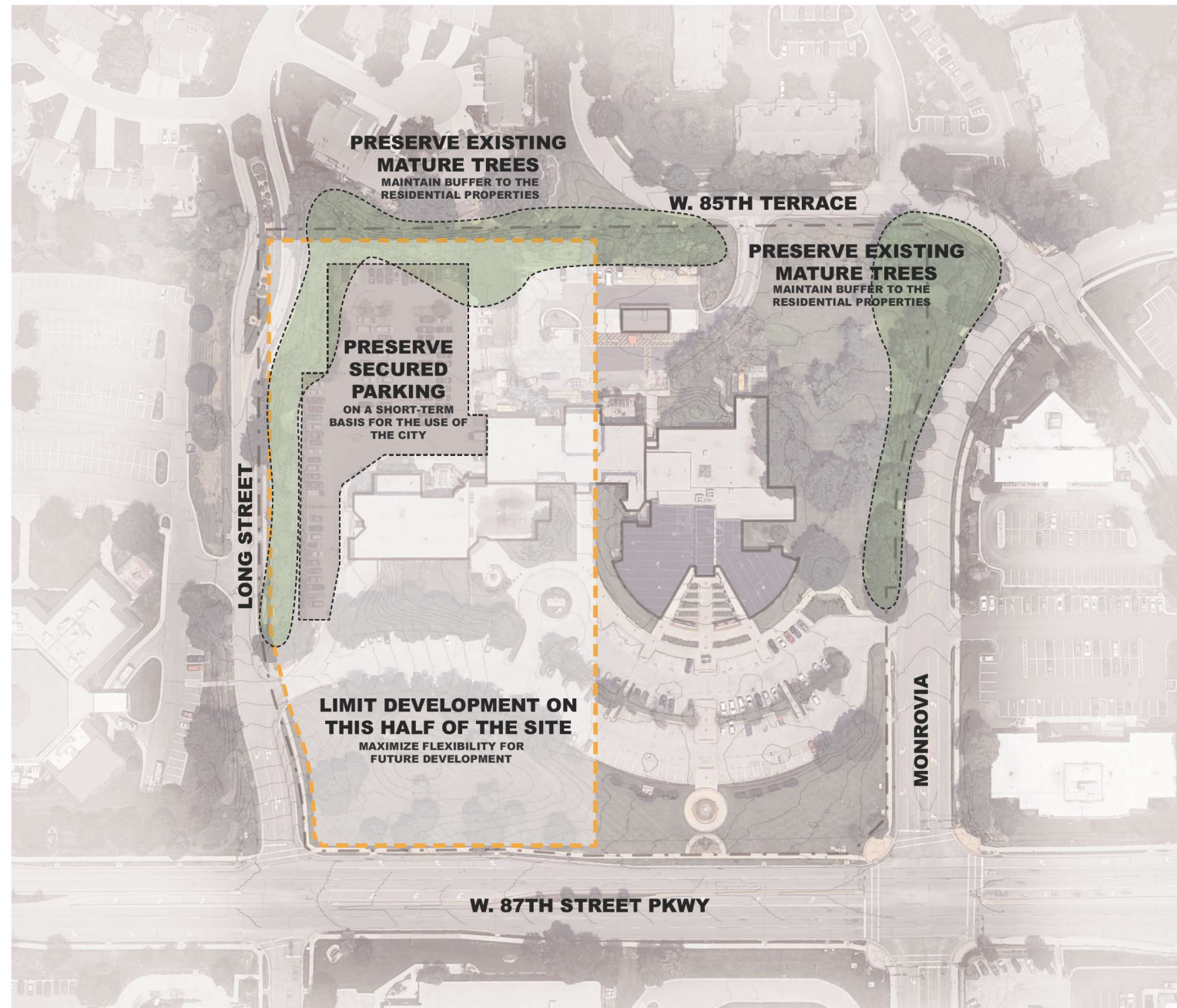
## SITE DRIVERS

### 5. Preserve Landscaping Buffers

One of the team's first observations when walking this site was the parklike feel around the edges of the site, particularly toward the northeast corner and how it provides a quality buffer between the civic functions of the site and the residential neighborhood to the north. The team expressed a strong desire to preserve as much of that mature landscaping as possible to maintain that parklike feel and buffer. It was also a driver in locating the more residential portions of the station toward that northeast corner to take advantage of the landscape buffer and provide a 'backyard' for the firefighters.

### 6. Preserve West Half of Site to Maximize Flexibility for Future Development

As part of the master planning process, the City desired to maintain maximum flexibility for future city functions on the western portion of the site. This drove many of the design team's decisions on building and parking locations to ensure the potential future buildings could work with the overall site development. The future buildings could include a potential 2-story office building along 87th Street and/or an annex facility at the northwest corner of the site.



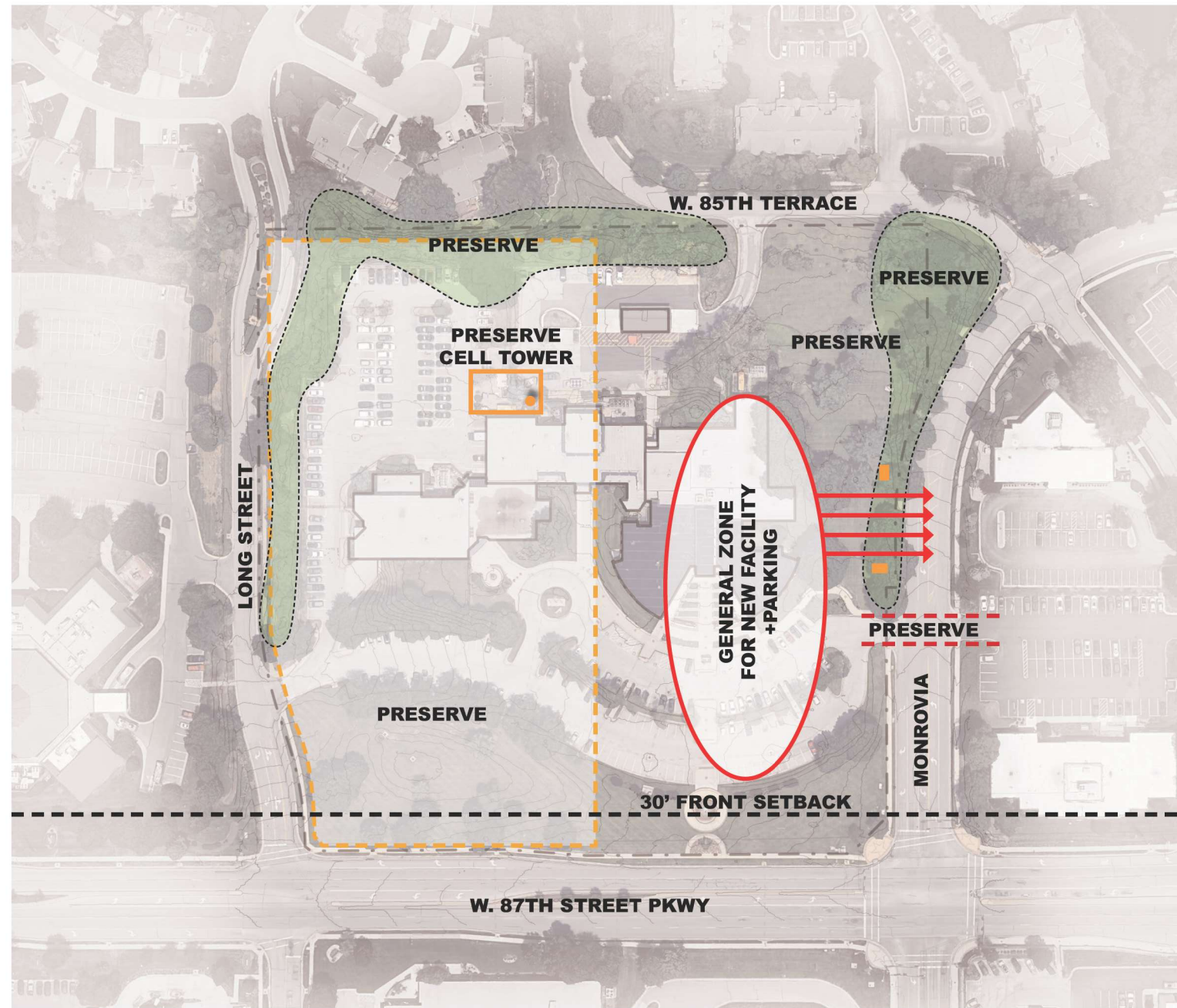


## SITE SUMMARY

When the **6 MAIN DRIVER** constraints are overlayed on the existing site, the concepts recommended by the design team show the new facility generally located towards the east. This allows for the fastest emergency response directly onto Monrovia Street, and consolidates this project on the east half while preserving the western half for future development. The massing proposed by the design team shows the building stretching south towards 87th Street in an effort to provide some street frontage and act as a gateway to the Lenexa community.

Here again are the 6 main drivers that have influenced the concept layouts in the following Master Plan studies:

1. **Emergency Response onto Monrovia**
2. **Separate Apparatus vs Vehicular Traffic**
3. **Existing Site Utility Constraints**
4. **Existing Building Analysis**
5. **Preserve Landscaping Buffer**
6. **Preserve West Half of Site to Maximize Flexibility for Future Development**



# 3 MASTER PLANS

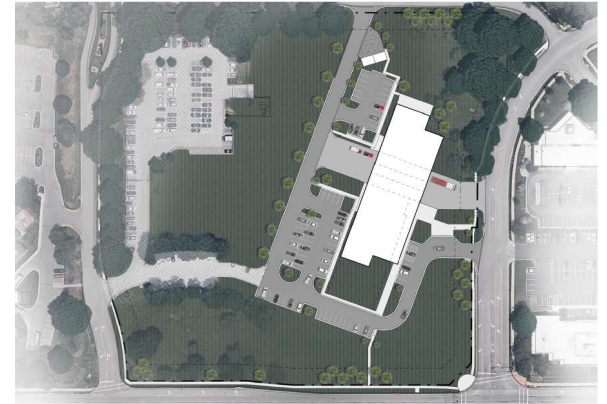
## Project Scope

The master plan phase began with a hands-on exercise in the first kick-off meeting with the design team and representatives from the City including the Deputy City Manager, Fire Department and IT Department. The team broke up into smaller groups to discuss the vision for the site, any critical design drivers and potential future development on the site. The group charrette set the stage for the continued research, analysis and program development over the course of several planning meetings.

The process was iterative and collaborative amongst the stakeholder group and the design team. The design team continued to refine various ideas considering all of the various site drivers, building orientation, access and potential future development all while maintaining a sharp focus on the guiding principles.

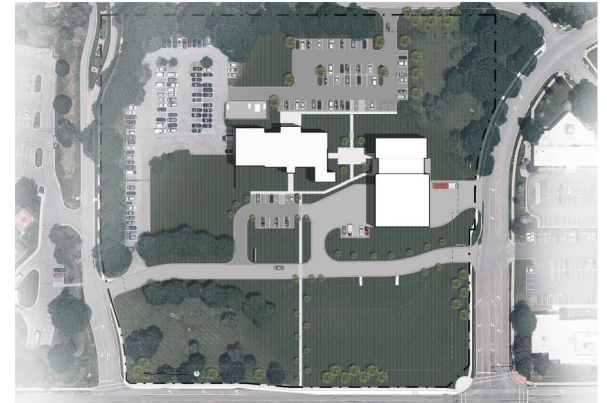
## NEW BUILD CONCEPT

New facility on the east half of the site.



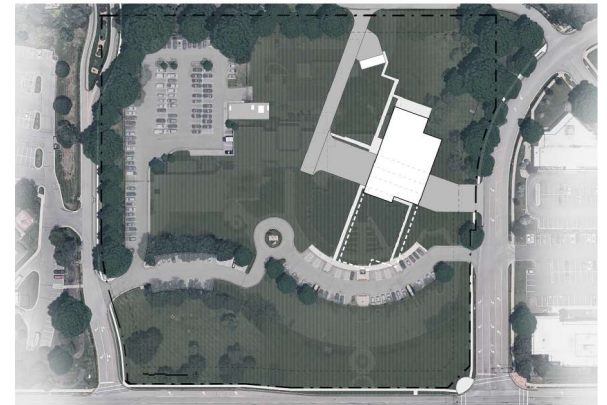
## RE-PURPOSED CONCEPT

Utilize a portion of the existing facility.



## PHASED CONCEPT

Phase 1 = Station 6 Operations  
Phase 2 = Fire Department and IT Administration





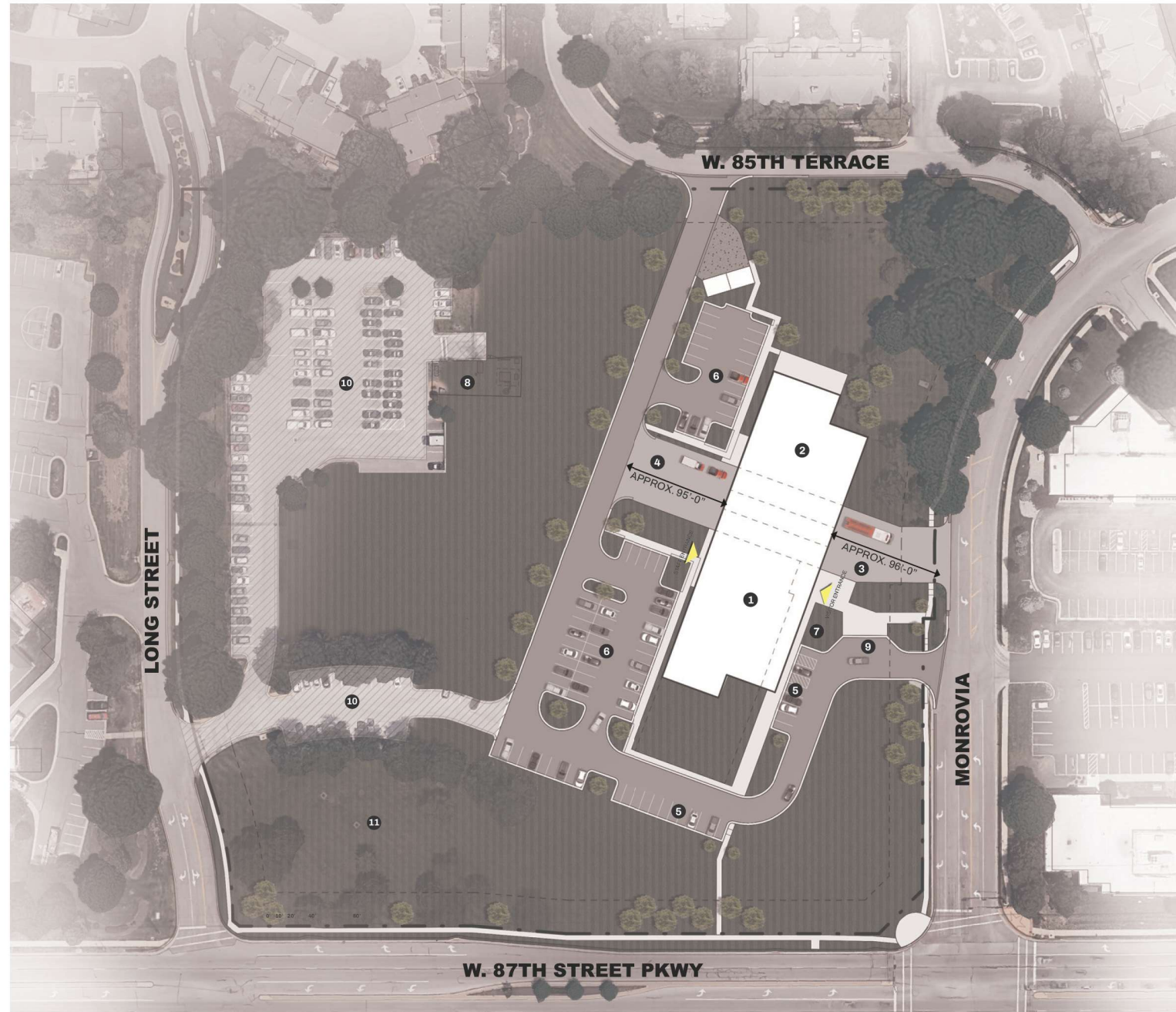
## NEW BUILD CONCEPT

### NEW Building - Day 1

This concept explored a full tear-down of the existing building and proposes new construction for the Fire Administration and IT Headquarters and Fire Station 6 Operations. The orientation of the new facility is driven by the 6 site drivers, which keeps the fire station on the east half of the site and allows the fire apparatus to respond directly onto Monrovia. The angled orientation of the new facility opens the entry towards the intersection of 87th and Monrovia, creates a welcoming entry sequence to visitors, and provides an opportunity for architectural massing that will act as a civic gateway for the Lenexa community.

The existing secured parking lot in the northwest area of the site, as well as the existing stormwater retention basin in the southwest corner of the site, are to remain.

- ❶ Lenexa Fire + IT Headquarters
- ❷ Lenexa Fire Station No. 6 Operations
- ❸ Front Apron
- ❹ Rear Apron
- ❺ Visitor Parking
- ❻ Staff Parking
- ❼ Monument Sign
- ❽ Tower + Generator Enclosure
- ❾ Drop-Off Entry Plaza
- ❿ Existing Parking to Remain
- ⓫ Existing Stormwater Basin to Remain



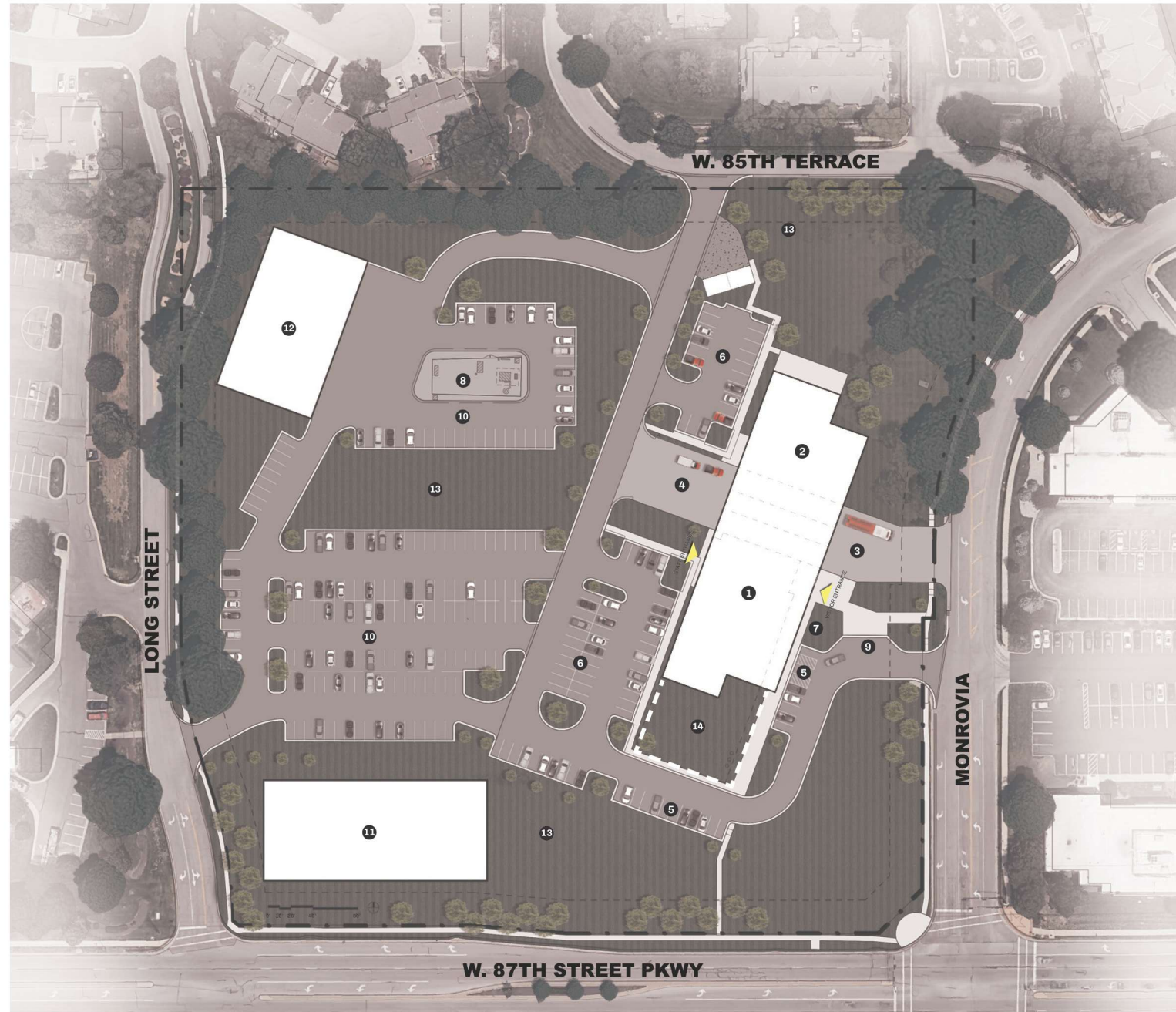


## NEW BUILD CONCEPT

### NEW Building Master Plan

The master plan concept for this site contemplates the future potential of the west portion of the site. This could include a future annex building for City functions as well as potential for a 2-story office building to anchor the southwest portion of the city owned property.

- 1 Lenexa Fire + IT Headquarters
- 2 Lenexa Fire Station No. 6 Operations
- 3 Front Apron
- 4 Rear Apron
- 5 Visitor Parking
- 6 Staff Parking
- 7 Monument Sign
- 8 Tower + Generator Enclosure
- 9 Drop-Off Entry Plaza
- 10 Future Parking
- 11 Future Office Building
- 12 Future Annex Building
- 13 Future areas for Stormwater Management
- 14 Future Addition







To fully maximize the future use of the site, this master plan concept shows opportunities for future development on the west half of the lot. The southwest area of the site could include a 2-story office building as well as future parking. The northwest area of the site could become home to a new annex facility to support future needs of the public safety or other City departments.

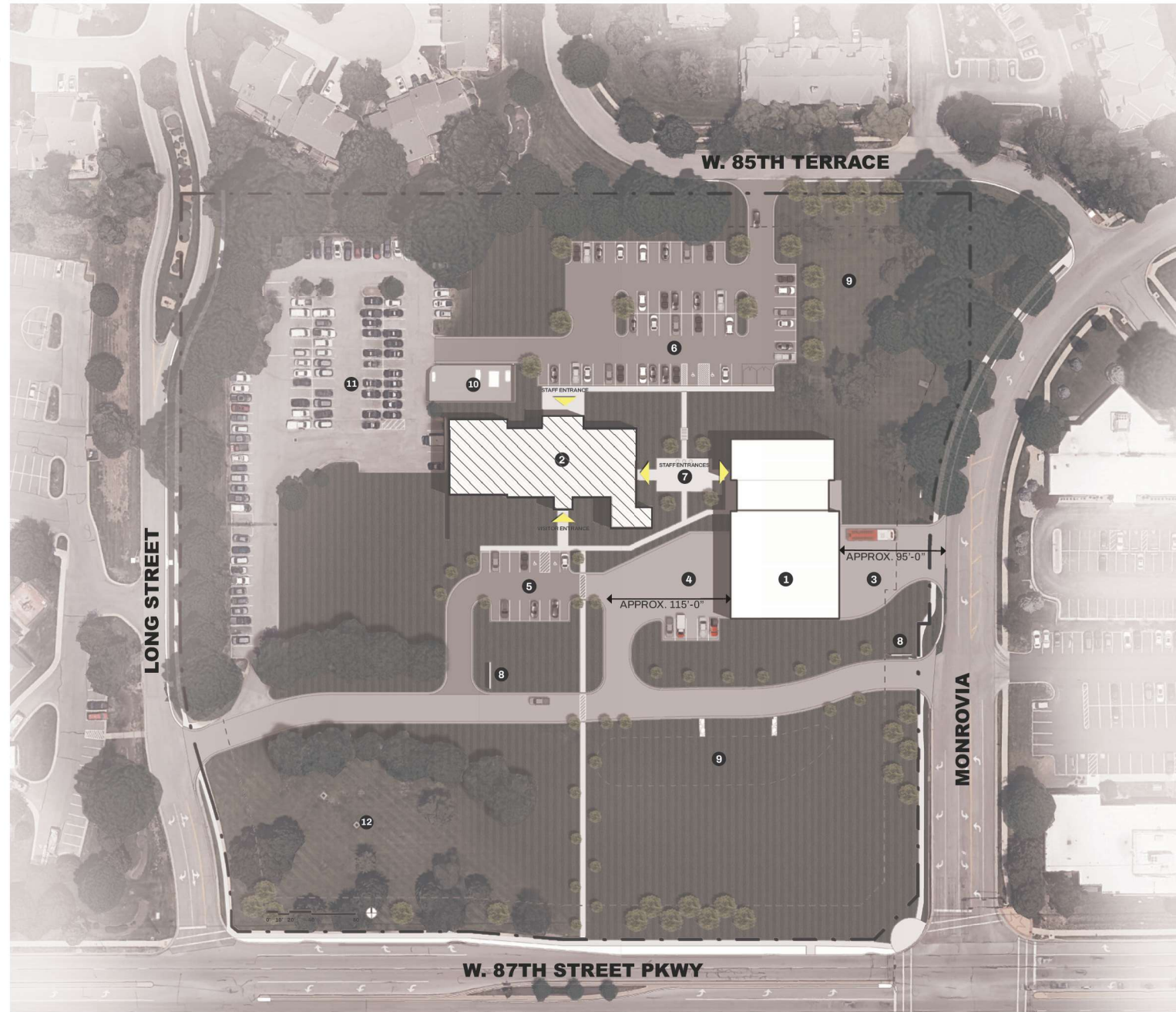


## RE-PURPOSED CONCEPT

### EXISTING Building - Day 1

This Re-Purposed Concept salvages a portion of the existing facility (hatched area) and could accommodate the Fire and IT administrative departments in addition to space for future growth or training in the existing lower level. A new, separate facility for Fire Station 6 Operations is proposed to the east of this existing building, to enable faster emergency response directly onto Monrovia Street. In this scenario, the existing secured parking lot in the northwest as well as the existing stormwater basin in the southwest will remain.

- 1 NEW Lenexa Fire Station No. 6
- 2 Renovated Existing Building: Lenexa Fire Administration + IT Headquarters
- 3 Front Apron
- 4 Rear Apron
- 5 Visitor Parking
- 6 Staff & Station Parking Lower Level
- 7 Shared Plaza
- 8 Monument Sign
- 9 Stormwater Bioswale
- 10 Tower + Generator Enclosure
- 11 Existing Parking to Remain
- 12 Existing Stormwater Basin to Remain

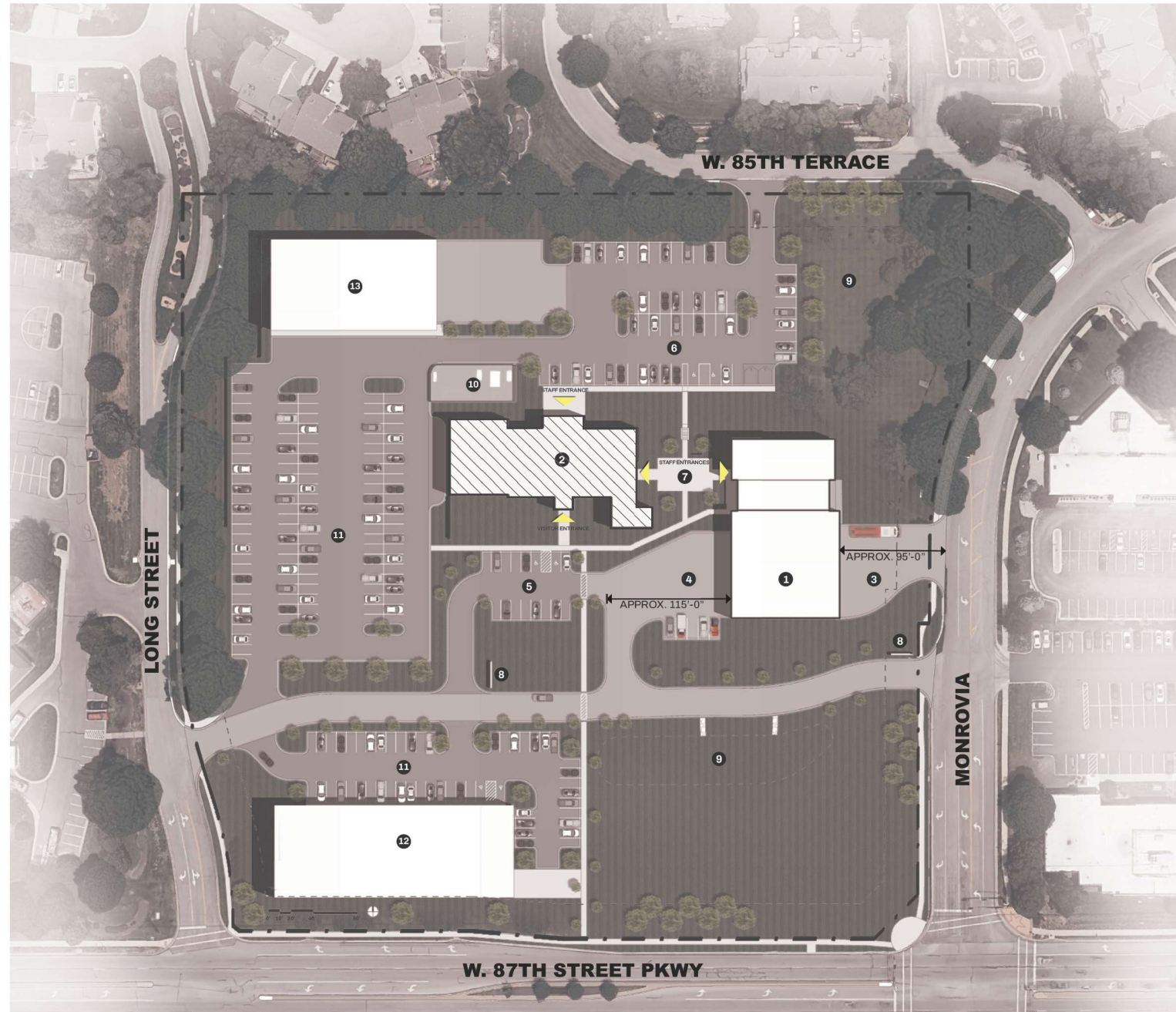


## RE-PURPOSED CONCEPT

### EXISTING Building Master Plan

Similar to the New Build concept, this master plan shows how to maximize future development of the site with a 2-story office building located in the southwest and an annex building in the northwest corner.

- 1 NEW Lenexa Fire Station No. 6
- 2 Renovated Existing Building: Lenexa Fire Administration + IT Headquarters
- 3 Front Apron
- 4 Rear Apron
- 5 Visitor Parking
- 6 Staff & Station Parking  
Lower Level
- 7 Shared Plaza
- 8 Monument Sign
- 9 Stormwater Bioswale
- 10 Tower + Generator Enclosure
- 11 Future Parking
- 12 Future Office Building
- 13 Future Annex Building





## RE-PURPOSED CONCEPT



The main intent around this concept was to understand if there could be any significant cost savings realized by utilizing a portion of the existing building. **After further analysis, this solution would be more expensive.**

In addition to the cost impact, the site arrangement of this concept is not preferred by the department staff. It lacks direct connectivity between the fire administrative staff and Station 6 Operations. The cross-traffic of the apparatus and vehicular traffic is not an ideal arrangement.





## PHASED CONCEPT

### NEW Building – Phased Approach

The design team was also asked to propose a conceptual site layout that shows how the site could be developed if the project is phased. This site plan shows an initial phase that only includes Fire Station 6 Operations, with the potential for adding on the south portion of the New Build Concept in the future. This plan would utilize as much of the existing site infrastructure as possible, including the existing parking in the southeast area of the site. The Fire and IT administration wing and new parking lots would be constructed in a future phase to align with the New Build Concept.

- 1 Lenexa Fire Station No. 6
- 2 Front Apron
- 3 Rear Apron
- 4 Existing Parking to Remain
- 5 Tower + Generator Enclosure
- 6 Demolition of Existing Municipal Complex
- 7 Future Addition (reference New Build Concept)



# 4 PROGRAM STUDIES

The program for the building was developed concurrently during the site investigation and analysis phase. The fire station program was based on the maximum staffing and apparatus that would operate out of this facility and includes individual bunk rooms for 8, offices and supporting residential areas, as well as 3 double-deep drive-thru apparatus bays and bay support space. The fire administration program was developed around current and future staffing needs to support all of the command staff, training and prevention staff. The IT program spaces were developed starting from the master plan analysis that was completed with the Lenexa Justice Center programming study.

All three program components were reviewed closely with the city representatives and vetted with the expertise of the design team. The following pages represent the space needs required and included a circulation factor for each type of space, and a general building grossing factor to account for walls, chases, structure and mechanical space needs.

Once the program was established, a programming charrette was completed with each department to explore adjacencies and operational flow within each component. The result of that exercise is represented in each

bubble diagram on the following pages. These are not meant to be floor plans, but captures spatial relationships and adjacencies that will be applicable when floor plans are developed in the next design phase.

<b>Program Summary:</b>	
<b>Fire Administration</b>	5,338 gsf
<b>IT Administration:</b>	3,050 gsf
<b>Fire Station 6 Operations:</b>	14,866 gsf
<b>Support + Circulation:</b>	3,972 gsf
<b>Total:</b>	27,226 gsf



## PROGRAM - FIRE AND IT ADMIN SPACES

	DEPARTMENT	QTY	SF/SPACE	NET SF
<b>1.00</b>	<b>ADMINISTRATION</b>			
1.01	Entry Vestibule for Admin	1	100	100
1.02	Entry Vestibule for Ops	1	100	100
1.03	Lobby	1	250	250
1.04	Public Restroom	2	80	160
1.05	Reception	1	200	200
1.06	Work/Copy Room	1	200	200
1.07	Fire Admin Offices - Chief	1	200	200
1.08	Fire Admin Offices - Asst Chief	6	150	900
1.09	Fire Admin Offices	8	100	800
1.10	<b>Shared Spaces</b>			
1.11	Conference / Training Room / EOC	1	750	750
1.12	Staff Restrooms	2	80	160
1.13	Flex space - mothers, small meeting, quiet room	1	100	100
1.14	Break Room	1	350	350
	<b>Subtotal NSF</b>			<b>4,270</b>
	<b>Subtotal incl. Circulation Factor</b>	25%		<b>5,338</b>

	DEPARTMENT	QTY	SF/SPACE	NET SF
<b>4.00</b>	<b>INFORMATION TECHNOLOGY</b>			
4.01	<b>IT Office Suite</b>			
4.02	Solution Center	4	60	240
4.03	Solution Center Work Area	1	120	120
4.03	Hoteling (could be future growth for Fire Admin)	4	80	320
4.04	GIS Office	2	80	160
4.05	Developer Office	2	100	200
4.06	Director Office	1	150	150
4.07	Asst. Director Office	1	150	150
4.08	Network Architect and Work Area	1	200	200
4.09	Solution Center Storage Surplus / Ewaste	1	500	500
4.10	Conference Room	1	400	400
	<b>Subtotal NSF</b>			<b>2,440</b>
	<b>Subtotal incl. Circulation Factor</b>	25%		<b>3,050</b>

## PROGRAM - STATION 6 OPERATIONS AND BUILDING SYSTEMS

DEPARTMENT		QTY	SF/SPACE	NET SF
<b>3.00</b>	<b>APPARATUS BAY / BAY SUPPORT AREA</b>			
3.01	Apparatus Bays	3	1,900	5,700
3.02	Turnout Gear	1	450	450
3.03	Shop/Tool Bench	1	120	120
3.04	General Storage	1	100	100
3.05	Bay Storage	1	50	50
3.06	EMS Supply	1	50	50
3.06	Compressor Room	1	110	110
3.07	SCBA Maintenance/Fill	1	110	110
3.08	Decontamination Room	1	200	200
3.09	Cleaning /Extractor Room	1	200	200
3.10	Unisex Bay Toilet / Shower	1	100	100
3.11	Bay Cleaning Area / Mop Sink	1	40	40
3.12	Hand / Boot Wash Stations	1	80	80
	<b>Subtotal NSF</b>			<b>7,310</b>
	<b>Subtotal incl. Circulation Factor</b>	<b>15%</b>		<b>8,407</b>

DEPARTMENT		QTY	SF/SPACE	NET SF
<b>5.00</b>	<b>SYSTEMS</b>			
5.01	IT/Server/Tele Room	2	80	160
5.02	Electrical Room	1	200	200
5.03	Mechanical Room	1	500	500
5.04	Fire Sprinkler Riser	1	100	100
	<b>Subtotal NSF</b>			<b>960</b>
	<b>Subtotal incl. Circulation Factor</b>	<b>10%</b>		<b>1,056</b>

<b>FIRE STATION + FIRE HQ + IT ADMIN NET SF</b>		<b>24,309</b>
<b>STATION GROSSING FACTOR</b>		<b>12%</b>
<b>TOTAL GROSS SF</b>		<b>27,226</b>

DEPARTMENT		QTY	SF/SPACE	NET SF
<b>2.00</b>	<b>RESIDENTIAL</b>			
2.01	Kitchen (Includes Dining & Dayroom)	1	1,500	1,500
2.02	Bunkroom	8	64	512
2.03	Battalion Chief Bunk	1	225	225
2.04	Bunk Lockers	32	5	160
2.05	Unisex Toilet/Shower Room	4	100	400
2.06	Unisex Toilet	1	60	60
2.07	Exercise Room	1	1,400	1,400
2.08	Janitor Closet	1	40	40
2.09	Storage Room	1	50	50
2.10	Dry Cleaning Storage	1	50	50
2.11	Laundry	1	100	100
2.12	<b>Firefighter Offices</b>			
2.13	Firefighter Open Workspace	1	400	400
2.14	BC Office	1	120	120
2.15	Captain Office	1	150	150
	<b>Subtotal NSF</b>			<b>5,167</b>
	<b>Subtotal incl. Circulation Factor</b>	<b>25%</b>		<b>6,459</b>



The following diagrams explored the desired adjacencies within each department. They are not intended to represent floor plans.



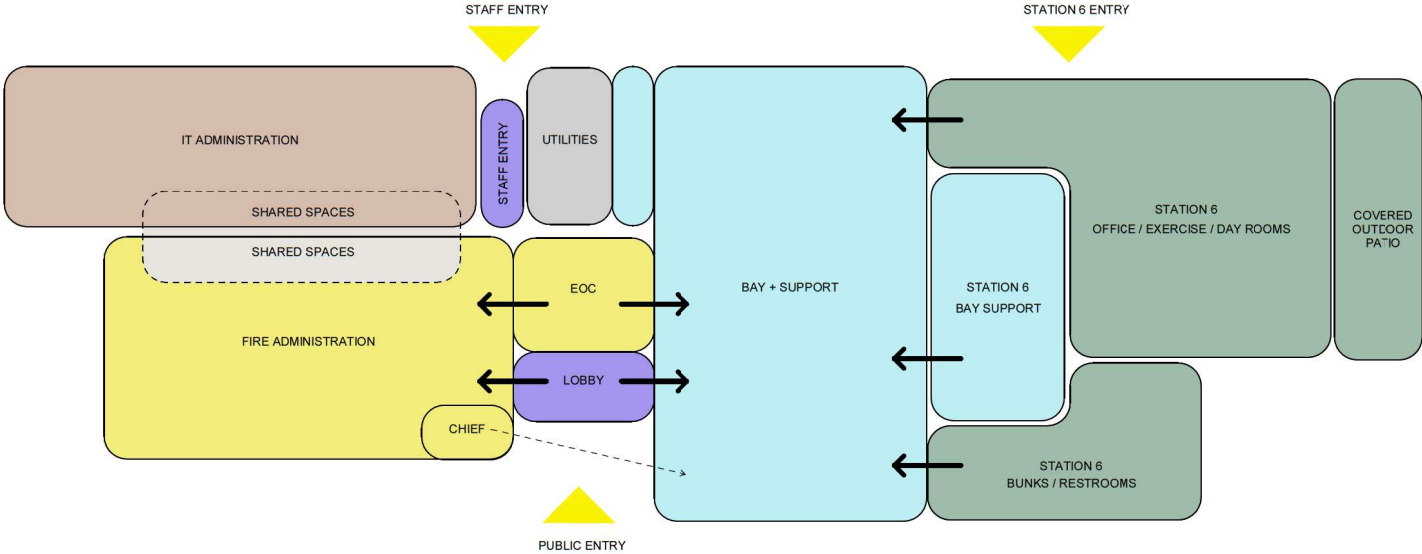
Fall 2025 | The City of Lenexa Final Report



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# OVERALL PROGRAM ADJACENCY DIAGRAM

This diagram shows the overall relationship of the main program components for the New Build Concept. The Fire Department determined that the preferred arrangement for the fire components is for the apparatus bays to separate the operations of Station 6 from the command staff administrative offices. The fire administration and IT offices could share a public lobby as well as a shared secure staff entry from the other side of the building. There may be shared amenities and shared conference space that could bridge the two department administrations.





## 5 SUMMARY + RECOMMENDATIONS

This study has revealed a clear preferred conceptual master plan from the user group as well as from the design team. The recommendation from the team is to pursue the New Build Concept which will fully support the needs of the Fire Department operationally and administratively. It also provides a permanent home for the IT Department and gives the most future flexibility to the remainder of the site for any functions that the City may need to support. The orientation of the building and the site design sets up opportunities for civic presence along 87th Street and fortifies the City of Lenexa's commitment to public service and public facilities.

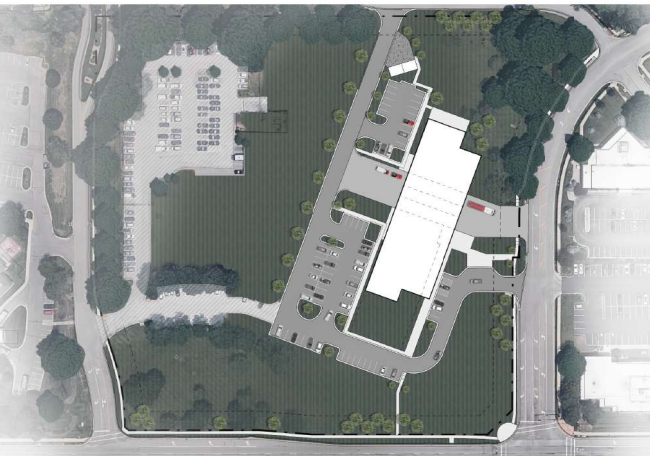
This exercise was meant to vet the possibility of preserving and re-purposing some portion of the existing municipal complex for the proposed program and determine if there was significant value in doing so. This study revealed this option to be the most expensive "Day 1" solution and sacrifices many other critical goals and aspirations of the City and Fire Department. In keeping a portion of the existing building, there is less flexibility in how the remainder of the site can be designed. For example the existing grade and access to the building dictates that the fire apparatus return route cannot come back through the rear of the site as it does in the New Build Concept.

The following pages document a list of pros vs. cons for each of the master plan concepts, but all schemes share the following positive features:

- Maintains acceptable service levels in the northeast area of the community since this is the only station in the City's most populated Council Ward.
- Improves adjacency of the residential space and apparatus bays for improved reaction times compared to the current temporary Station 6 facility.
- Apparatus response directly onto Monrovia.
- Improved living conditions and modern design standards for Station 6 Operations.
- Preserves mature vegetation as much as possible throughout the site.

### NEW BUILD CONCEPT

New facility on the east half of the site.



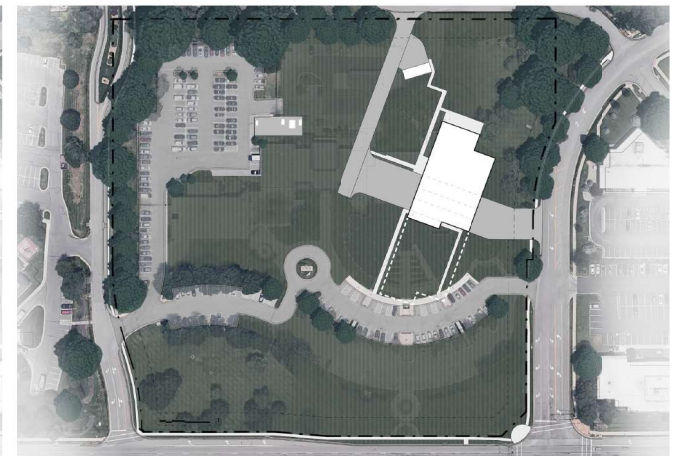
### RE-PURPOSED CONCEPT

Utilize a portion of the existing facility.



### PHASED CONCEPT

Phase 1 = Station 6 Operations  
Phase 2 = Fire Department and IT Administration



## NEW BUILD CONCEPT

New facility on the east half of the site.

PROS



- Clean slate allows for optimal design solution to address occupant and community wellbeing.



- Allows for easier integration of code-compliant (Category 4 "essential facility") design and construction of the multi-purpose space to serve as the City's Emergency Operations Center



- Allows existing undersized administrative areas of Fire Station One to be repurposed into more properly designed and sized bunkroom spaces.



- Positively influences culture by maintaining connectedness of administrative/command staff and operations functions, and provides room for future growth.



- Less constraints from the existing building allows for optimal site design solution for apparatus flow.



- More intuitive and customer-friendly design for people seeking administrative and emergency support services



- Provides a strong civic presence and acts as a gateway to Lenexa at the corner of 87th & Monrovia



- Provides enough space for existing administrative staff to office out of the same building with room for future growth.



- Complete demolition with a full rebuild is less environmentally friendly than reusing existing.



- Longer construction schedule before occupancy.

CONS

## RE-PURPOSED CONCEPT

Utilize a portion of the existing facility.



- Makes use of a portion of the existing court and police department structure, including the lower level/basement space for storage, training, or future growth.



- Allows existing undersized administrative areas of Fire Station One to be repurposed into more properly designed and sized bunkroom spaces.



- Provides enough space for existing administrative staff to office out of the same building with room for future growth.



- Less intuitive and customer-friendly design for people seeking administrative and emergency support services



- The residential portion of Station 6 Operations is further from the natural landscape elements in the northeast area of the site.



- Does not provide as strong of a civic presence since the buildings are pushed farther from 87th Street.



- Future building along 87th Street could obstruct views and further reduce the civic presence of the overall campus.



- Most expensive day-one price point compared to the other two schemes.



- The cross-traffic of the apparatus and vehicular traffic is not an ideal arrangement.

## PHASED CONCEPT

Phase 1 = Station 6 Operations  
Phase 2 = Fire Department and IT Administration



- Ability to add phases over time as the budget allows



- Achieves the same goals as the New Build Concept, just over a longer period of time.



- Some up-front cost savings by only building a portion of the facility.



- Continued displacement of the IT Department, and the Fire Administration remains disconnected in multiple facilities.



- Does not provide as strong of a civic presence since the building is pushed farther from 87th Street.



- Some demolition required for second phase.



- Inflation in the construction market will increase the total cost of the project over time.



- Increased complexities of construction logistics could lead to higher costs and more change orders.



## 6 COST ANALYSIS

### NEW BUILD CONCEPT - BUDGET ESTIMATE

Lenexa Fire Department and IT Headquarters

Lenexa, KS

10.9.2025

Concept Budget

**Concept**



Description	Quantity	Concept	Unit Cost	Included in Total Costs			
				Construction Contingency	Design Contingency	Owner Contingency	Escalation
Preconstruction	1 LS	\$ 20,000	\$ 1				
Concept Site	1 LS	\$ 4,185,063	\$ 154	\$ 101,912	\$ 203,824	\$ 169,853	\$ 232,359
Concept 8.14.25 Building	27,226 SF	\$ 20,184,590	\$ 744	\$ 487,248	\$ 974,496	\$ 974,496	\$ 1,120,671
Construction Hard Cost Subtotal		\$ 24,389,653		\$ 589,160	\$ 1,178,320	\$ 1,144,350	\$ 1,353,030
Soft Cost		\$ 3,338,631					
<b>Total Project Cost</b>		<b>\$ 27,728,284</b>					

Newkirk Novak Construction Partners were involved throughout the master planning study to provide real-time cost feedback on the design decisions that were studied by the design team. This summary reflects the estimated total project costs for the New Build Concept taking into consideration timeline of construction, escalation and contingency factors.

# 7 APPENDIX

Context Analysis

Existing Facilities Analysis

Existing Building Test-fit

Collaborative Workshop Documentation



# CONTEXT ANALYSIS

The initial investigative phase of the master planning process was broken down into 3 parts by the design team.

## Context Analysis

A broad understanding of 87th Street corridor and how it connects various parts of Lenexa from east-to-west.

## Existing Site Analysis

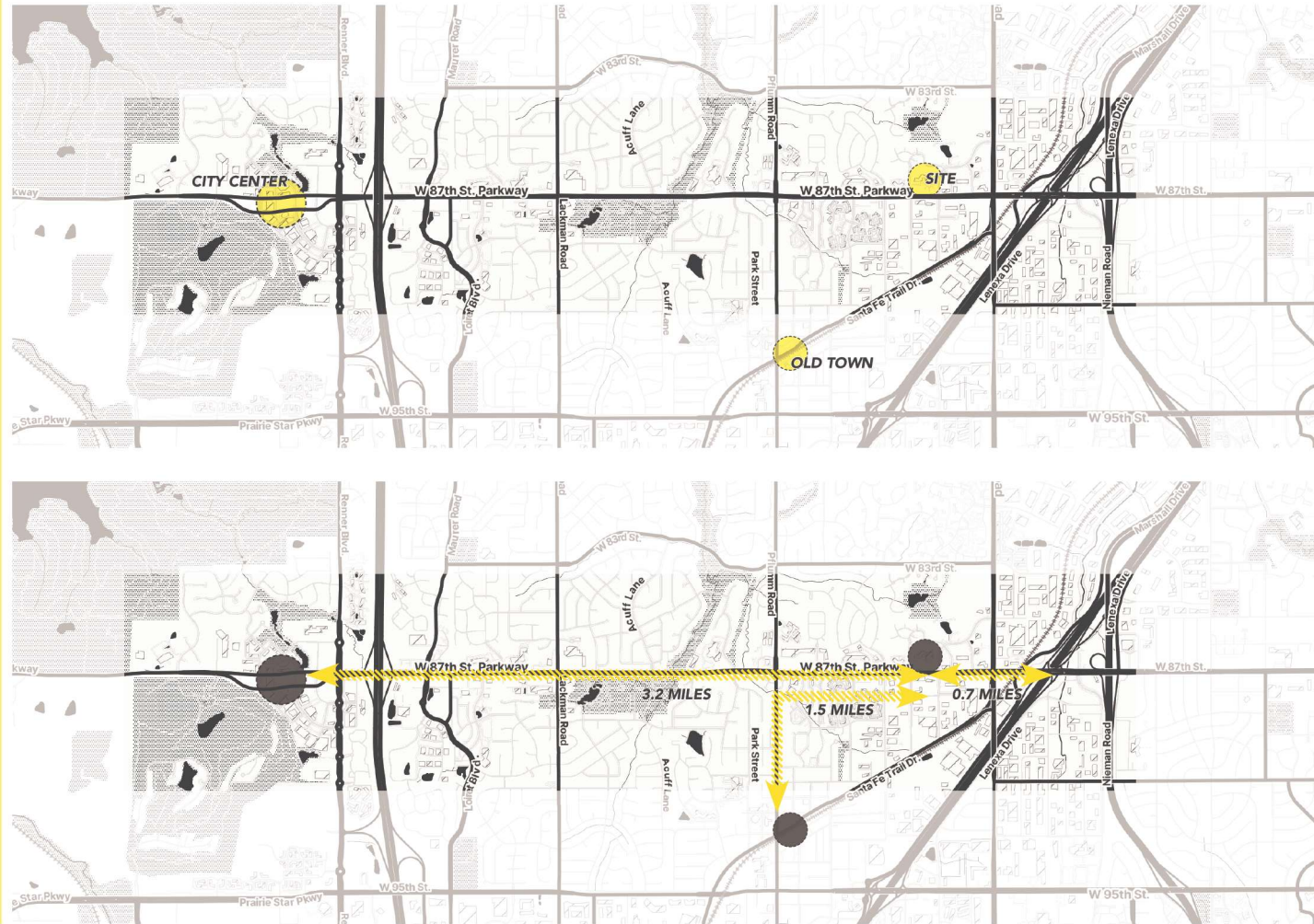
A closer look at the utilities and site context for this project site located at the northwest corner of 87th Street and Monrovia Street (described earlier in this report)

## Existing Facility Analysis

The design team conducted an in-depth analysis of the existing facilities currently located on the site to help determine the viability of retaining any of the existing buildings or infrastructure. (described earlier in this report)

At the onset of the master planning process, the design team studied this site's location in relation to the rest of Lenexa, and this research was documented with a series of diagrams of the W 87th Street Parkway corridor:

**Street Frontage**  
**Transit**  
**Green Space**  
**Public Art**



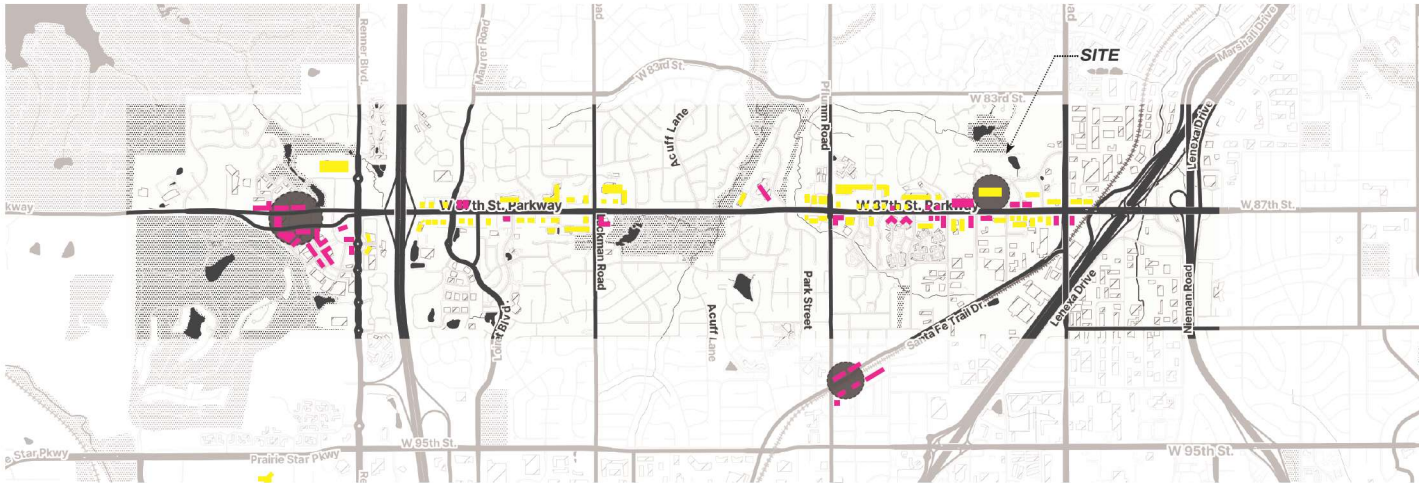


# CONTEXT ANALYSIS

## Street Frontage.

The building setback for this parcel is 30' from the property lines along all 4 public streets. The design team conducted an analysis of public buildings along 87th Street from I-35 to Lenexa City Center, and compared which buildings are generally located along this minimum setback and which were set further back behind parking or vehicular drives. The diagram shows that the buildings directly adjacent to this site on the north side of 87th, as well as all the newer buildings on the west side of the City, utilized minimal front setbacks.

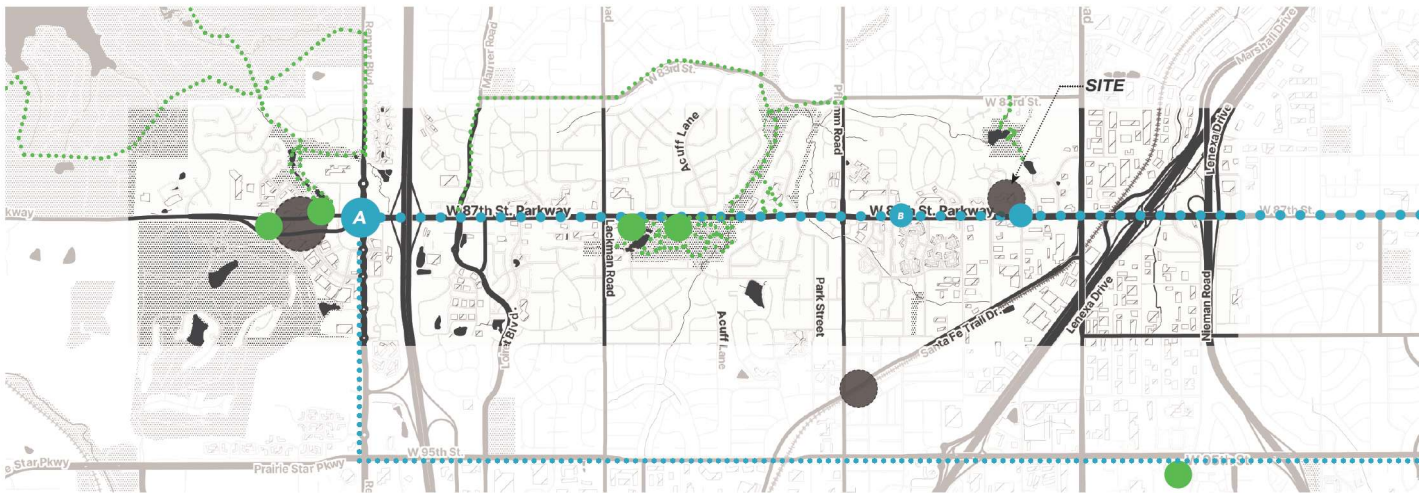
- Buildings with minimal setbacks
- Buildings further back from the street



## Transit.

The RideKC 487 Bus line has a bus stop located on the site, just west of the intersection of 87th Street Parkway and Monrovia Street, that connects the Mission Transit Center on the NE to Lenexa City Center on the west. There are no bike lanes currently integrated within the street infrastructure of W 87th Street Parkway, but there are numerous other bike trails connected throughout the adjacent City parks. This project will not generate additional bus usage or the need for additional bike routes.

- RideKC 487 Bus line + stops
- Bike routes
- RideKC Bike hubs





## CONTEXT ANALYSIS

## Green Space.

This site is located in close proximity to existing City parks, so the design group has determined that there is no need for additional park infrastructure as part of this project or the future development of the site.

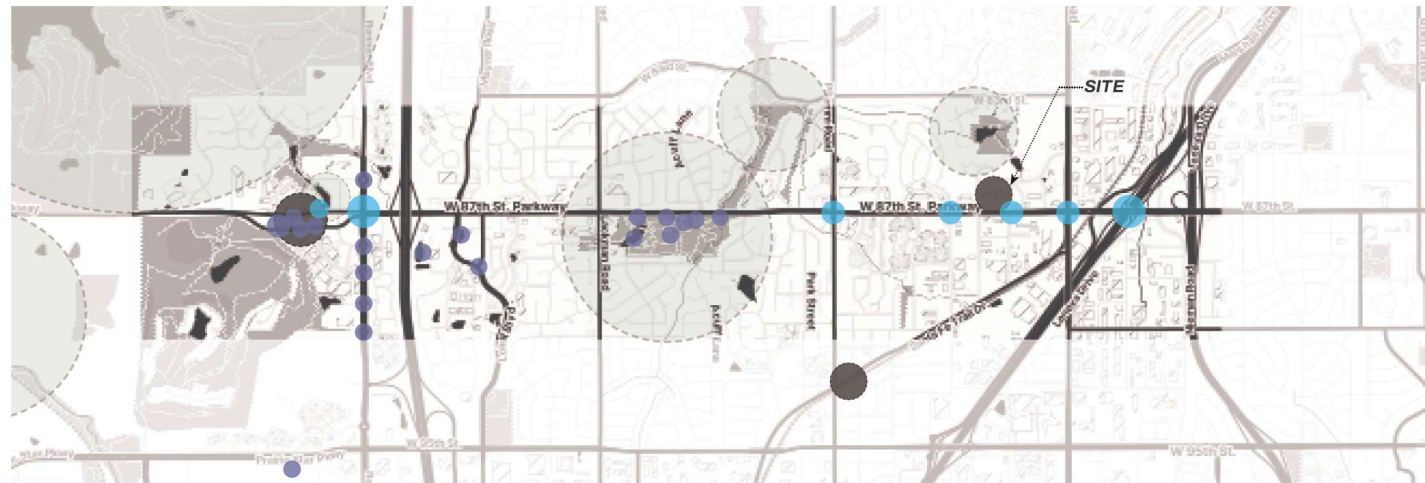
- 1 Shawnee Mission Park
- 2 Mill Creek Streamway Park & Craig's Crossing
- 3 Central Green Park
- 4 Sar-Ko-Par Trails Park
- 5 Heritage Forest
- 6 Hidden Woods Park



## Public Art.

This site could be an opportunity to provide public art on the east side of Lenexa. Most public art in the City is clustered closer to Lenexa City Center and Sar-Ko-Par Trails Park.

- Intersections with Special Infrastructure
- Public Art



# EXISTING FACILITIES ANALYSIS

The design team researched and discussed the existing Lenexa Fire Department facilities to help inform the program and layout of the new administrative headquarters as well as Station 6 Operations. The team focused on three areas:

## Apron Length

A broad understanding of the use of the front and rear aprons of existing Lenexa stations.

## Administrative Headquarters

A closer look at the existing administration spaces, currently located at Fire Station 1.

## Stations 3 & 5

The design team toured existing Lenexa Fire Stations 3 & 5 and documented key issues through observation and as addressed by staff.

## EXISTING APRON ANALYSIS

Through this discussion, the team determined that the front and rear apron length should ideally be between **80'-100'**.





# LENEXA FIRE STATION 1 + FIRE ADMINISTRATION HQ EXISTING PLAN DIAGRAM

The diagram below shows the approximate layout and use of the existing facility, as well as key issues through observation and as addressed by staff. The goal would be to move fire administration staff to a new Headquarters for better operational flow as well as to free up space within Station 1 to re-model into appropriately sized sleeping quarters for the Station 1 staff.

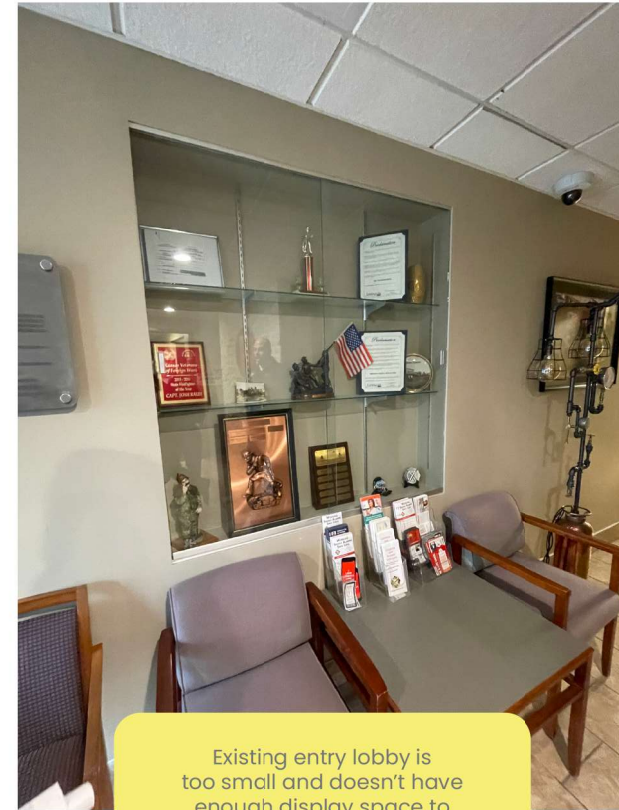


## LENEXA FIRE STATION 1 & FIRE ADMINISTRATION HQ - TOUR PHOTOS

The design team toured the existing administrative facility to learn about their current operations. The photos and descriptions represent key issues through observation and as addressed by staff.



Existing building facade is functional for Station 1 operations, but lacks the civic presence desired by the City for a department headquarters.



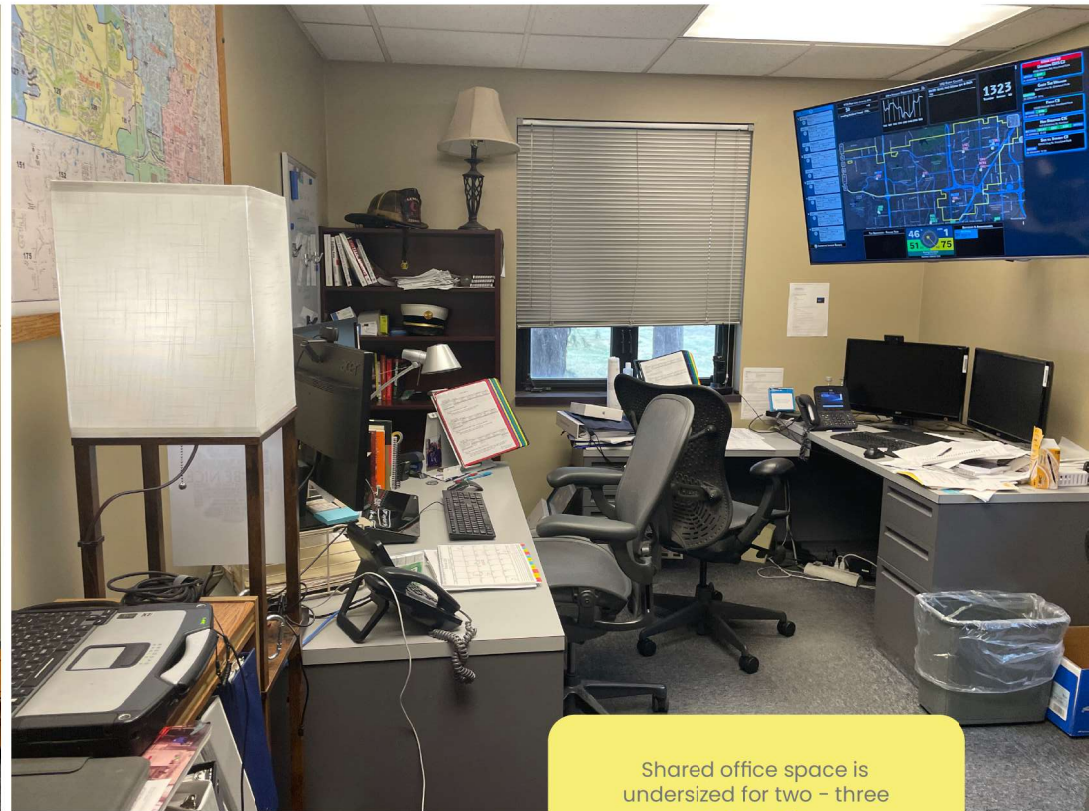
Existing entry lobby is too small and doesn't have enough display space to adequately accommodate both historical artifacts and public information.



## LENEXA FIRE STATION 1 & FIRE ADMINISTRATION HQ - TOUR PHOTOS



Current battalion chief office space is at full capacity and does not allow enough space for collaboration with other staff. Space is used for other functions such as radio charging due to lacking areas elsewhere.



Shared office space is undersized for two - three occupants.

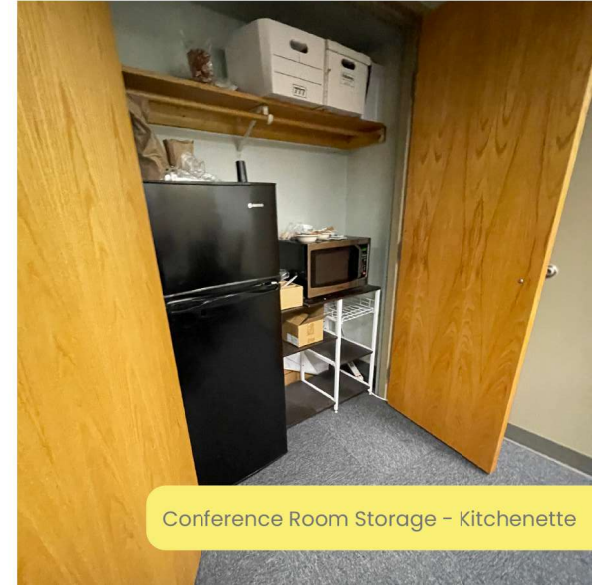




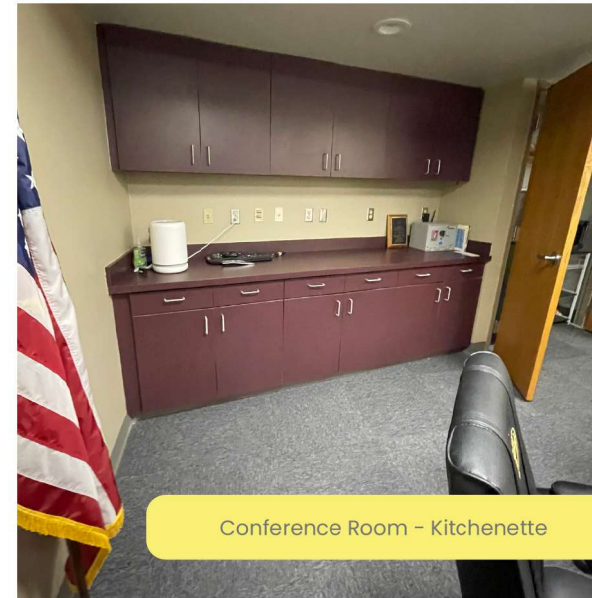
Conference Room

### Existing Conditions - Intersecting Functions

The existing Lenexa fire administration office is currently located at Station 1 near the intersection of Pflumm Road and West 96th Terrace. The Administration staff do not currently have a breakroom, they instead utilize a small refrigerator that's located within the closet of the main conference room.



Conference Room Storage - Kitchenette

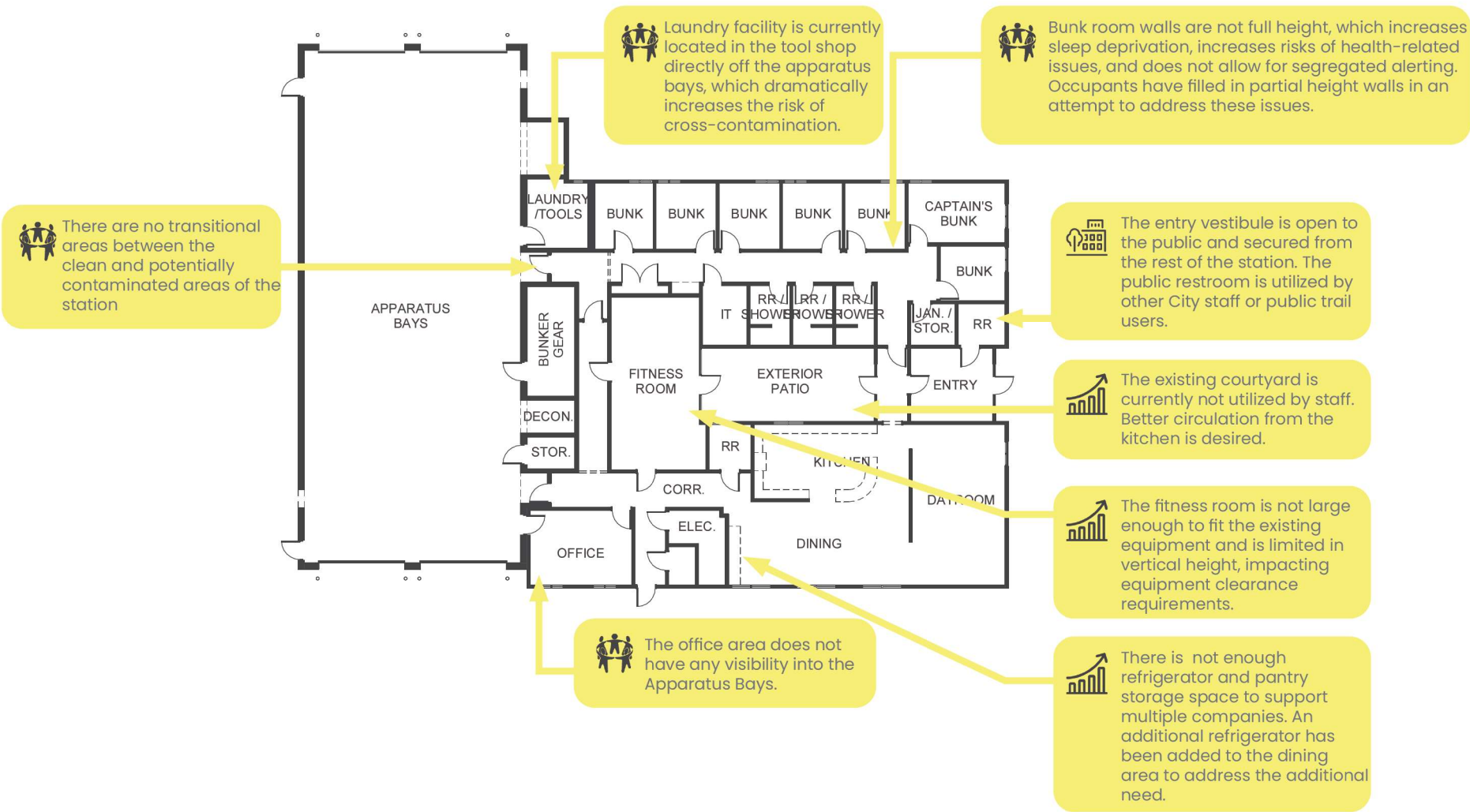


Conference Room - Kitchenette



# LENEXA FIRE STATION 5 - EXISTING PLAN DIAGRAM

The diagram below shows the approximate layout and use of the existing facility, as well as key issues through observation and as addressed by staff.



LENEXA FIRE STATION 5 - TOUR PHOTOS



Existing Bunk Room

Designing the future bunkrooms to have lockers outside of the sleeping area is preferred.



Crew Workstations

This space is adjacent to the apparatus bays, but does not have any visibility into the bays. A visual connection between these spaces is preferred.

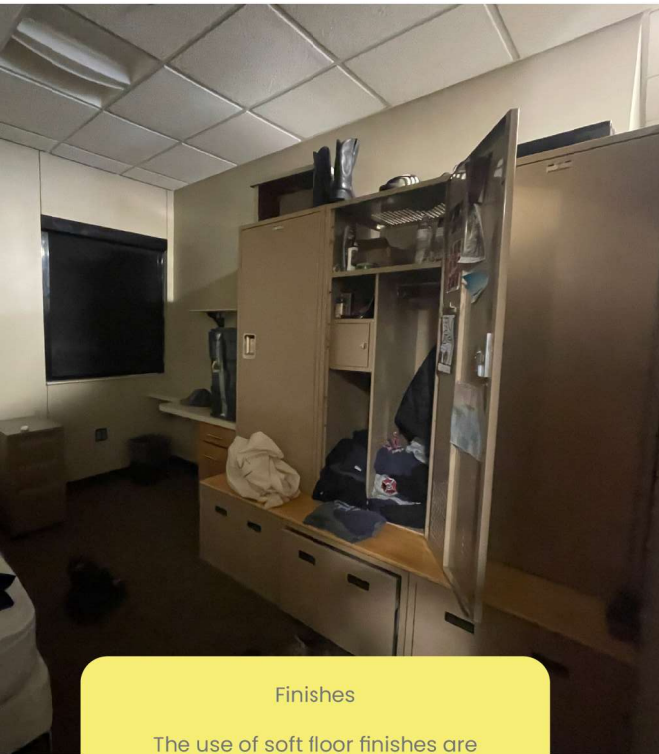


Dayroom

Having a lounge space that has access to natural light with the ability to darken the space is preferred.

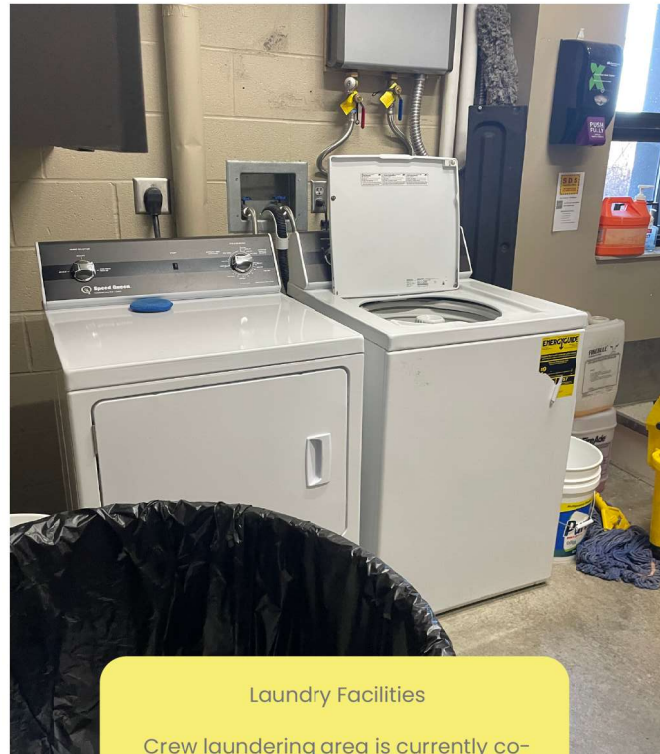


## LENEXA FIRE STATION 5 - TOUR PHOTOS



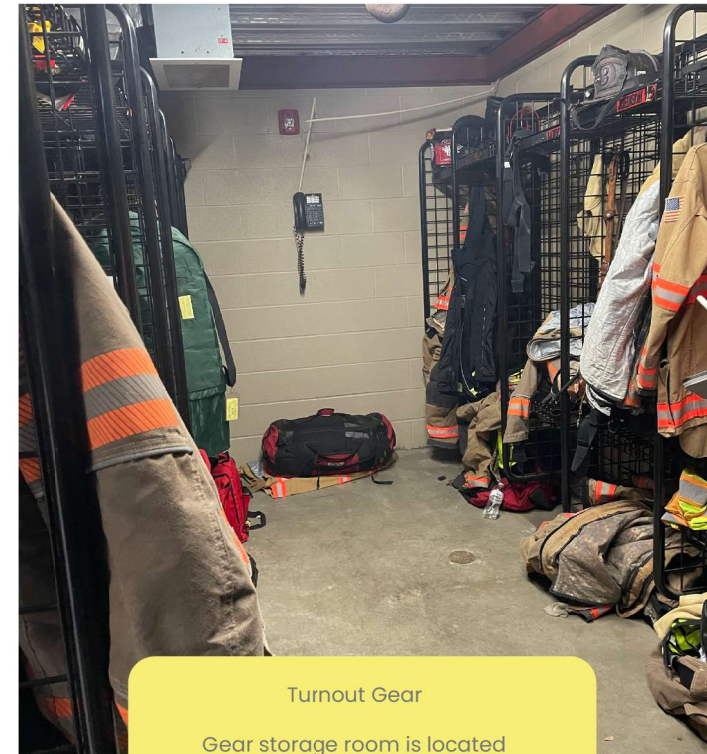
Finishes

The use of soft floor finishes are challenging when trying to limit contaminates within a station.



Laundry Facilities

Crew laundering area is currently co-located with the tool shop directly off the apparatus bay increasing the risk of cross-contamination.

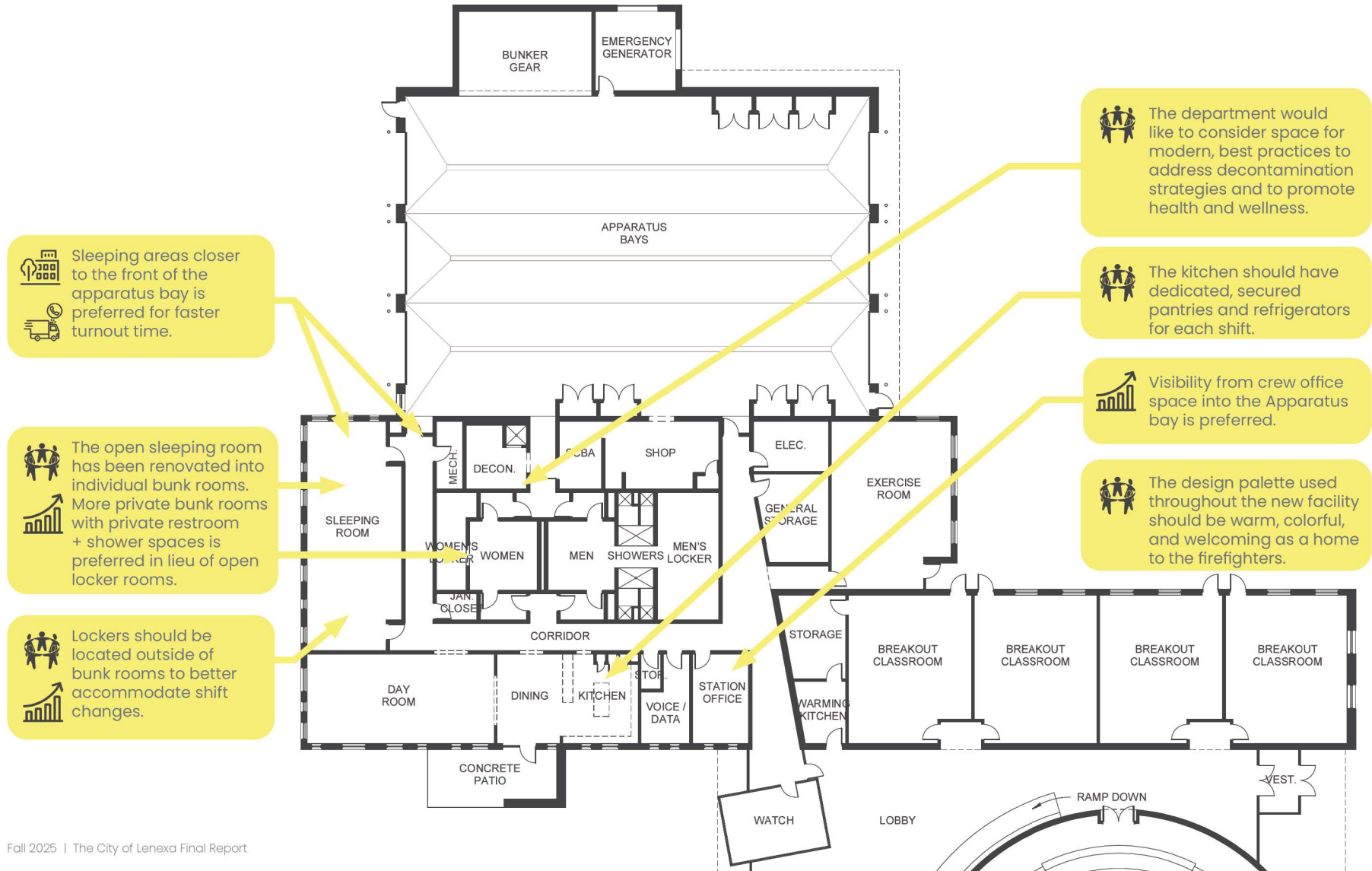


Turnout Gear

Gear storage room is located directly adjacent to the apparatus bay but lacks adequate space.

## LENEXA FIRE STATION 3 - EXISTING PLAN DIAGRAM

The diagram below shows the approximate layout and use of the existing facility, as well as key issues through observation and as addressed by staff.





## LENEXA FIRE STATION 3 - TOUR PHOTOS



Decontamination Protocols

The layout of the decontamination and cleaning areas for personal protective equipment and personnel is antiquated and does not support best practice.



Resident Functions

Spaces are being used for multiple incongruent functions due to lack of adequate space without appropriate segregation.



Laundry Facilities

While there are separate laundry functions, cross-contamination risks are high due to location and limited area for personal decontamination independent from general linens





**Exercise Room**  
Limited overhead clearance to accommodate equipment need.

### Existing Conditions - Residential Spaces

The existing residential spaces at Lenexa station 3 are adequate for a station of this size, and similar in scale to the newly proposed program for Station 6. The department has requested separate food storage space for each shift, which aligns with how this station was designed. The design team recommends including a more open kitchen + dining + day space at Station 6 with access to more natural light for the occupants.



**Dayroom**



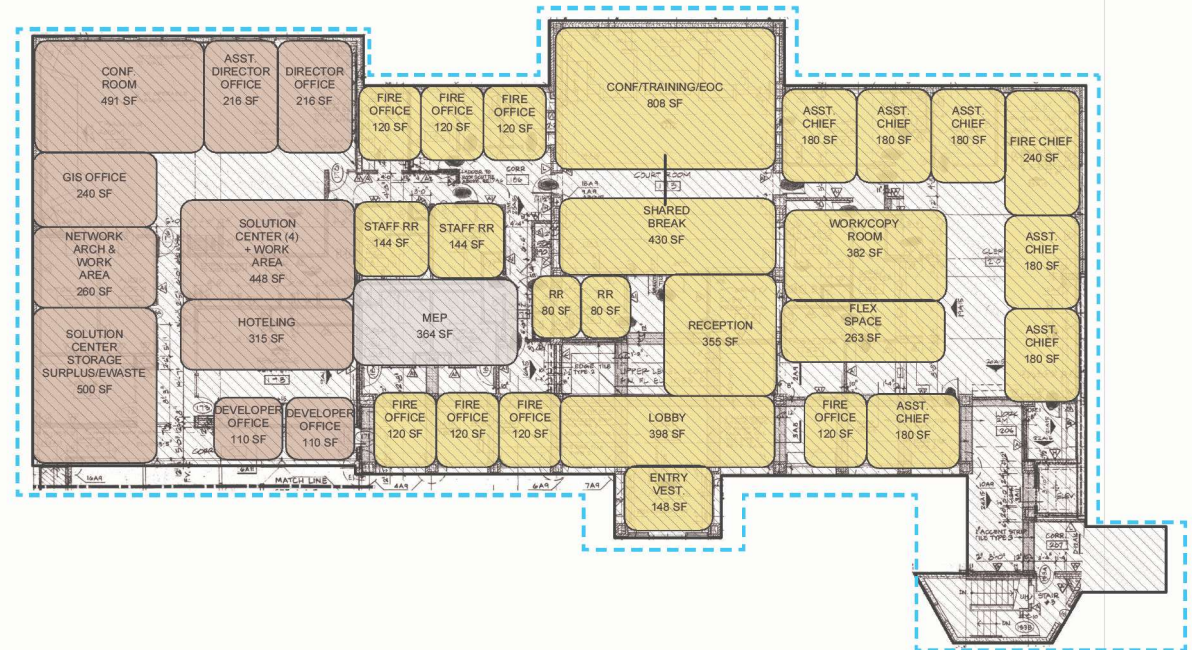
**Kitchen**  
Separate pantry and refrigerator spaces are utilized at Station 3 and are requested in the program for Station 6 to better support operations.



# EXISTING BUILDING TEST-FIT

This diagram is intended only to show a “test fit” of the IT and Fire Administration program pieces and how they could potentially fit and be arranged in the renovated portion of the municipal court area of the existing building, as shown in the Re-Purposed Concept. This was for illustrative purposes only.

## UPPER LEVEL

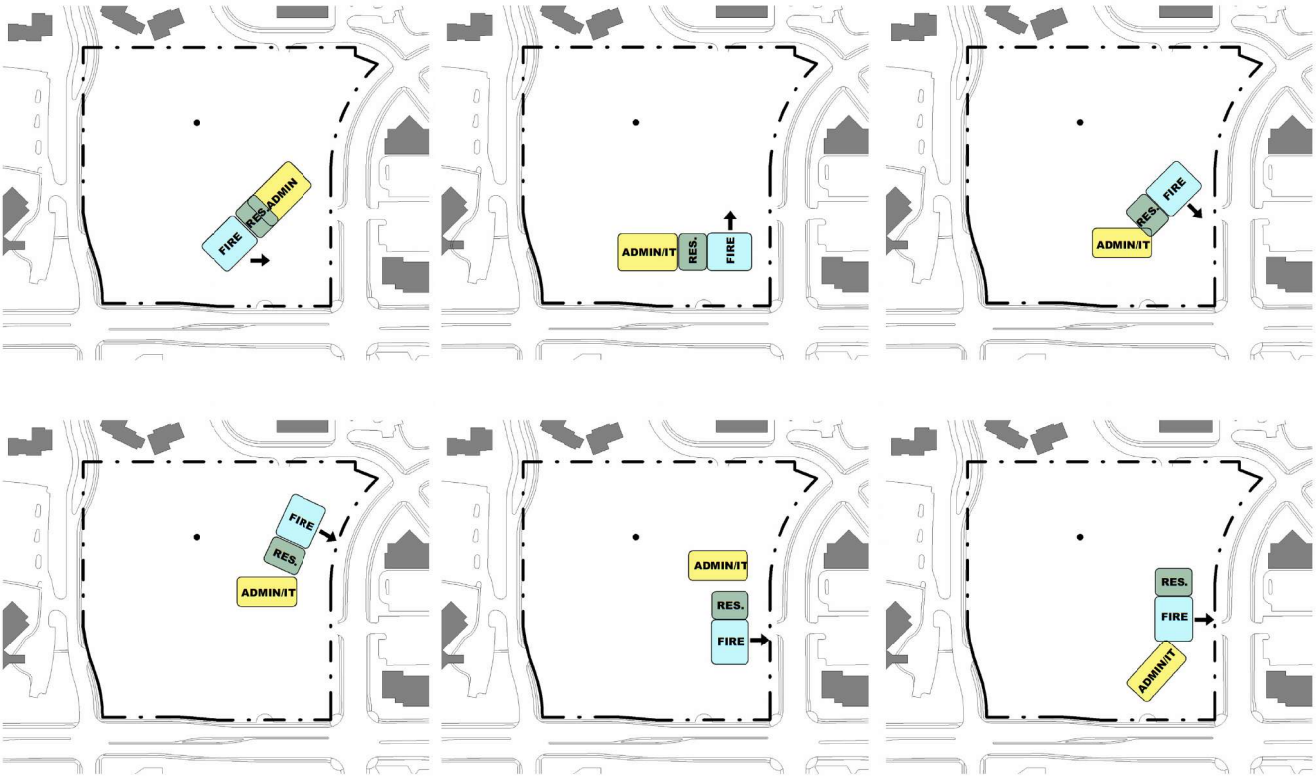


## BASEMENT

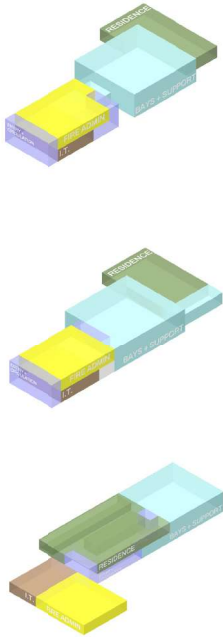
The basement portion of the building includes an additional 10,000 SF that could be utilized for storage, future growth, or a supplemental Emergency Operations Center (EOC).

# COLLABORATIVE WORKSHOP DOCUMENTATION

The design team utilized a variety of iterative diagrams and collaborative work sessions to study early design ideas with the City of Lenexa, Fire Department and IT staff.



Many iterations of site layouts, adjacency configurations, and stacking diagrams were studied to help the team determine where the new facility should be positioned on the site. Ultimately, the existing street network and optimized emergency response on Monrovia quickly forced all options to the east half of the site.

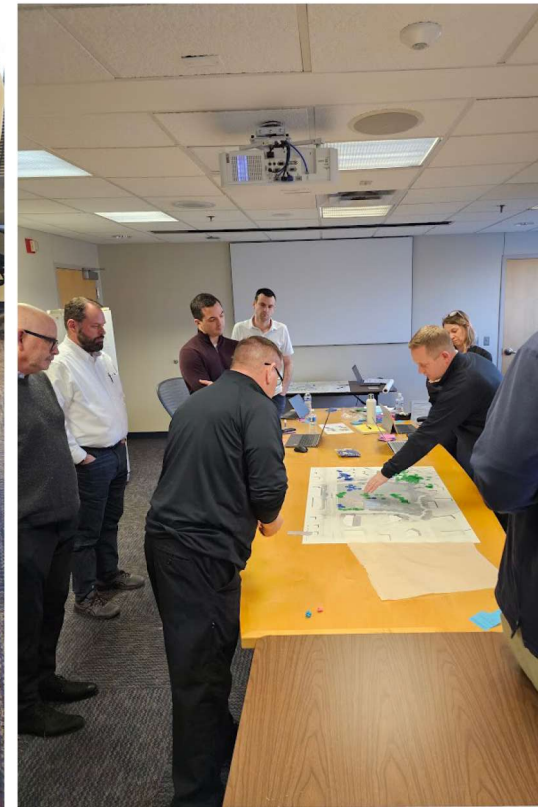


Early site concepts were studied to promote maximum frontage along 87th Street, while maintaining the ideal apparatus apron location along Monrovia.



## COLLABORATIVE WORKSHOP DOCUMENTATION

The department and design team engaged in hands-on activities throughout the programming and master planning phase.





# COLLABORATIVE WORKSHOP DOCUMENTATION

The department and design team engaged in hands-on activities throughout the programming and master planning phase.







COMMITTEE OF THE WHOLE  
MEMORANDUM

ITEM 2

**SUBJECT:** Annual Review of the Lenexa Comprehensive Plan  
**CONTACT:** Scott McCullough, Community Development Director  
Stephanie Sullivan, Planning Manager  
**DATE:** October 14, 2025

**PROJECT BACKGROUND/DESCRIPTION:**

The [Comprehensive Plan](#) serves as the City’s official roadmap for the future, guiding decisions and policies that shape Lenexa’s growth and development. It outlines actions to help achieve the City’s long-term vision and goals. Because community conditions evolve over time, it is important for Lenexa to periodically review and update the plan as needed.

Kansas Statute 12-747(d) requires that:

“At least once each year, the Planning Commission shall review or reconsider the plan or any part thereof and may propose amendments, extensions, or additions to the same. The procedure for the adoption of any such amendment, extension, or addition to any plan or part thereof shall be the same as that required for the adoption of the original plan or part thereof.”

This report provides a summary of development activity over the past year and evaluates how zoning and development decisions have supported the goals and policies of Lenexa’s Comprehensive Plan, last updated in July 2024. It also presents staff’s recommended amendments to the plan, including minor graphical corrections and targeted updates to the Future Land Use Map in key focus areas throughout the City.

The report was presented to the Planning Commission on October 6, 2025. Following review and discussion, the Commission accepted the annual report and voted to initiate the amendment process. The proposed amendments are scheduled for Planning Commission consideration on November 3, 2025, and Governing Body consideration on November 18, 2025.

**VISION / GUIDING PRINCIPLES ALIGNMENT:**

**Vision 2040**

Healthy People  
Inviting Places  
Vibrant Neighborhoods  
Integrated Infrastructure & Transportation  
Thriving Economy

**Guiding Principles**

Strategic Community Investment  
Extraordinary Community Pride  
Inclusive Community Building  
Sustainable Policies and Practices

## **ATTACHMENTS**

1. PC Staff Report
2. Link to Comprehensive Plan Online



## COMPREHENSIVE PLAN REVIEW

<b>Staff Planners:</b>	Stephanie Sullivan, AICP	<b>Location:</b>	City-wide
	Jessica Lemanski	<b>Project Type:</b>	Comprehensive Plan Review



## GUIDING GROWTH FOR A VIBRANT AND THRIVING **LENEXA** COMPREHENSIVE PLAN

### PROJECT SUMMARY

The [Comprehensive Plan](#) represents the City's official roadmap for the future, which is intended to guide Lenexa for the coming years. The Comprehensive Plan is a policy guide that outlines actions to work towards achieving the City's vision. Because conditions change over time, it is necessary for Lenexa to revisit the Comprehensive Plan periodically and update it as needed. Kansas statute 12-747(d) requires that – "At least once each year, the planning commission shall review or reconsider the plan or any part thereof and may propose amendments, extensions or additions to the same. The procedure for the adoption of any such amendment, extension or addition to any plan or part thereof shall be the same as that required for the adoption of the original plan or part thereof."

This report provides a summary of the past year's development and reflects how the zoning and development decisions have served to achieve the goals, policies, and recommendations of Lenexa's Comprehensive Plan, which was last updated in July 2024. Staff provides recommended amendments to the Comprehensive Plan within this report and seeks action from the Planning Commission to initiate the amendment process. A public hearing for initiation of the amendments will be held at the October 6, 2025 Planning Commission meeting and a public hearing for the actual Comprehensive Plan amendments is scheduled for the November 3, 2025 Planning Commission meeting.

**STAFF RECOMMENDATION:**  
**ACCEPT THE ANNUAL REVIEW OF THE COMPREHENSIVE PLAN &  
INITIATE THE COMPREHENSIVE PLAN AMENDMENT PROCESS**

## BACKGROUND

---

Lenexa's Comprehensive Plan is the official policy guide for future growth and development in the city. It includes overall principles and values for development, considering the many pieces of our built environment, streets, sidewalks, parks, trails, streams, watersheds, land use, development patterns, economic and demographic trends. It provides policy direction related to land use changes, planning for capital improvements and directing future growth. It is designed to preserve and enhance public health, safety and welfare through managing growth, providing adequate public services and protecting natural resources.

The City of Lenexa completed a major update to its Comprehensive Plan in July 2024. The updated plan was adopted by the Planning Commission on June 3, 2024, and by the Governing Body on July 2, 2024. Kansas statute requires that the Planning Commission review the Comprehensive Plan annually.

## SUMMARY OF GOALS OF THE 2024 COMPREHENSIVE PLAN

### **Housing & Neighborhoods**

- Prioritize creating complete neighborhoods to maintain and elevate Lenexa's high quality of life and desirability.
- Support a diverse range of housing to support residents of all backgrounds and stages of life.
- Promote the development of sustainable and resilient neighborhoods.

### **Commercial & Employment**

- Promote vibrant, attractive, and unique commercial areas with high economic vitality.
- Foster a strong local economy that offers a wide range of employment opportunities.
- Maintain and enhance high-quality, healthy working environments in all commercial and employment areas of the City.

### **Transportation & Mobility**

- Provide a safe, convenient multimodal network for all ages and abilities.
- Improve safety and access for all users of the transportation system.
- Ensure Lenexa's transportation system is sustainable and poised for the future.
- Plan for and prioritize infrastructure improvements to the City's internal and shared transportation systems.

### **Community Facilities & Infrastructure**

- Continue to provide high quality community services as the City grows.
- Be a steward of the environment and emerge as a leader in municipal sustainability.

### **Parks, Open Space & Recreation**

- Enhance, protect, and increase parks, open spaces, recreational opportunities and natural assets.
- Maintain, expand, and improve the trail system to keep the community connected.



## COMPREHENSIVE PLAN IMPLEMENTATION PROGRESS

**Reporting Period: July 2024 – September 2025.**

Since the adoption of Lenexa's Comprehensive Plan in 2024, the City has taken meaningful steps to put the plan's vision into action. Over the past year, development approvals, capital improvement investments, and policy initiatives have demonstrated strong alignment with the plan's goals. Projects have contributed to housing diversity, enhanced multimodal connectivity, supported sustainable site design, and advanced the continued buildout of Lenexa. These efforts reflect the City's commitment to ensuring that day-to-day decisions reinforce the long-term vision outlined in the Comprehensive Plan.

### IMPLEMENTATION PROGRESS: INFRASTRUCTURE

- Infrastructure improvements via the Capital Improvement Program (CIP). The CIP is a five-year plan that guides the planning, funding, and scheduling of major capital projects. These projects typically include street and bridge construction and maintenance, park and recreation improvements, and public safety initiatives. The CIP focuses on non-recurring projects that cost at least \$300,000 and have a minimum useful life of five years. Notable CIP projects completed and/or underway to advance the goals of the Comprehensive Plan include:
  - Completion of the revamped Lenexa Old Town Activity Center.
  - Completion of the Lenexa Justice Center.
  - Reconstruction of Ad Astra Pool.
  - Lenexa City Center improvements to traffic signals and pedestrian connectivity near 87<sup>th</sup> and Elmridge Drive and 87<sup>th</sup> and Scarborough Drive.
  - Santa Fe Trail Drive improvements, including a trail connection.
  - Designing 83<sup>rd</sup> Street improvements between Clare Road and Gleason Road.
  - Participating in KDOT's process of adding an interchange at K-10 and Lone Elm Road to the state highway system.
  - Completion of the annual Sidewalk and Trail Repair Program.
- Infrastructure improvements via Special Benefit District (SBD). In August 2025, the City Council established an SBD for Woodsonia Drive to be completed from 83<sup>rd</sup> Street to Prairie Star Parkway. This is a key north-south connection in Lenexa and will facilitate additional development within this corridor.



**At Right: Exhibit 1: Woodsonia Drive SBD Improvements.**

## IMPLEMENTATION PROGRESS: ZONING

Alignment with the Comprehensive Plan is a key element of the annual review to determine if the plan is effective in guiding development. Several properties have been rezoned since adoption of the Comprehensive Plan. All rezonings have generally aligned with the Comprehensive Plan and the Future Land Use Map (FLU) classifications. One rezoning, the Sunset Canyon project, merits an amendment to the Future Land Use Map to align the map with the approved layout of the development.

**TABLE 1: REZONINGS SINCE COMPREHENSIVE PLAN ADOPTION**

Project Name	Previous Zoning	Rezoned To	FLU Classification	Zoning and FLU Aligned?
Ross Canyon	AG, R-1	RP-3, RP-4	High-Density Residential	Yes
11217 Lakeview Avenue	CP-O	BP-2	Business Park	Yes
White Oak Estates Second Plat	R-1, RP-1	RP-1	Suburban-Density Residential	Yes
Sunset Canyon	AG, CP-1	RP-1	Neighborhood Commercial, Public/Open Space, Suburban-Density Residential	Yes, but FLU map should be adjusted based on land swap and final site layout
Solera	AG, CP-3	CP-3, RP-2, RP-4	High-Density Residential, Medium-Density Residential, Community Commercial	Yes

## IMPLEMENTATION PROGRESS: GOALS

Table 2 highlights accomplishments of the City and community in furtherance of reaching the goals of the Comprehensive Plan.

**TABLE 2: PROGRESS DASHBOARD**

Goal Area	Key Accomplishments
<b>Housing &amp; Neighborhoods</b>	<ul style="list-style-type: none"> <li>✓ 2,719 new dwelling units approved</li> <li>✓ 386 acres of new entitlement approvals</li> <li>✓ 4 rezonings in alignment with the FLU Map</li> <li>✓ SBD approved for Woodsonia Drive</li> </ul>
<b>Commercial &amp; Employment</b>	<ul style="list-style-type: none"> <li>✓ 160 acres of new entitlement approvals</li> <li>✓ 1 rezoning in alignment with the FLU Map</li> <li>✓ New employers at City Center</li> </ul>
<b>Transportation &amp; Mobility</b>	<ul style="list-style-type: none"> <li>✓ 14 projects funded that include improvements to sidewalks/trails</li> <li>✓ Street design manual updated</li> </ul>
<b>Community Facilities &amp; Infrastructure</b>	<ul style="list-style-type: none"> <li>✓ 18 public-facing EV charging stations installed</li> <li>✓ 10 solar-ready traffic signal battery backup installations</li> <li>✓ 1500 smart control street light nodes were installed to the street lights</li> <li>✓ Progress made on a new Stormwater Master Plan effort</li> <li>✓ Rooftop solar systems installed/planned on three City buildings</li> </ul>
<b>Parks &amp; Open Space</b>	<ul style="list-style-type: none"> <li>✓ 90% of households within ½ mile of a park</li> <li>✓ 1 park site under construction</li> <li>✓ Added 11.6 acres of new parkland to the park system with a land swap associated with the Sunset Canyon single-family residential development</li> <li>✓ 3/8 cent sales tax passed by voters to fund parks and trails projects</li> </ul>



## IMPLEMENTATION PROGRESS: WHAT'S NEXT?

Several efforts are planned or are underway for 2026 in alignment with the Comprehensive Plan.

1. Amend specific areas within the Comprehensive Plan as recommended in this report.
2. Complete capital improvement projects in alignment with goals related to infrastructure, parks and recreation, and economic development.
3. Adopt a newer version of the Building Code and Fire Code to enhance goals related to sustainability.
4. Continue to coordinate with other jurisdictions, agencies, and/or departments on local and regional initiatives that support the Comprehensive Plan's goals.

## DEVELOPMENT TRENDS & GROWTH

### RECENT PROJECT REVIEW

Since the Comprehensive Plan's adoption in July 2024, 89 applications have been submitted, reviewed, and approved by Staff and various boards and commissions. This includes applications that require public hearings such as rezonings, special use permits, and variances, as well as other applications that do not require public hearings such as plans, plats, deviations, and administrative reviews such as lot splits and some types of plans. Building Permits are not included in this calculation. It should also be noted that applications that were withdrawn were not included in this calculation since they were not considered by the City Council and no final action was taken on them.

Within those 89 applications, 697.96 acres of land in Lenexa were reviewed and entitlements were approved in anticipation of development.

Table 3 shows the total number of applications and acres approved for development based on land use types in the Unified Development Code.

TABLE 3: DEVELOPMENT BY GENERAL LAND USE				
Use Classification	Applications		Acres	
Commercial	23	26%	159.87	23%
Industrial	9	10%	86.77	12%
Public & Civic	14	16%	65.04	9%
Residential	43	48%	386.28	55%
<b>Total</b>	<b>89</b>		<b>697.96</b>	

Applications can also be organized based on the Future Land Use Map Classification of the subject properties. The two Future Land Use Classifications that received the most applications were Medium-Density Residential and Business Park. The High-Density Residential classification accounts for the most acres out of the 697.96 acres reviewed (27.5%, or 191.77 acres).

Table 4 shows the total number of applications and acres approved for development distributed across the Future Land Use Classifications.

**TABLE 4: DEVELOPMENT BY FUTURE LAND USE CLASSIFICATION**

FLU Classification	Applications		Acres	
Low-Density Residential	0	0%	0	0%
Suburban-Density Residential	9	10.1%	106.82	15.3%
Medium-Density Residential	18	20.2%	23.36	3.3%
High-Density Residential	5	5.6%	191.77	27.5%
Urban-Density Residential	0	0%	0	0%
Neighborhood Commercial	4	4.5%	10.11	1.4%
Community Commercial	2	2.2%	1.38	0.2%
Regional Commercial	4	4.5%	43.96	6.3%
Mixed-Use	8	9%	61.21	8.8%
City Center	10	11.2%	17.05	2.4%
Office/Employment Center	5	5.6%	5.32	0.8%
Office, Research & Development	0	0%	0	0%
Business Park	17	19.1%	182.18	26.1%
Institutional	4	4.5%	27.88	4%
Public Parks & Open Space	3	3.4%	26.92	3.9%
<b>Total</b>	<b>89</b>		<b>697.96</b>	



## RESIDENTIAL DEVELOPMENT

Residential development made up 48% of the total planning approvals in the City since July 2024, accounting for 43 of the 89 total planning applications made. Four rezoning applications were approved for residential development, all of which were found to be consistent with the Comprehensive Plan and Future Land Use Classifications. See Table 5 for a breakdown of applications compared to the current FLU classifications.

Of those residential development applications, the FLU classification with the largest share of applications (roughly 42%) was Medium-Density Residential. The High-Density Residential FLU classification saw the largest share of acreage approved for development (191.77 acres), as well as total number of multifamily units added (1,299 units).

Table 5 shows the total number of applications and acres approved for development, as well as multifamily units and single-family lot additions distributed across the Future Land Use Classifications for residential development. In this context, multifamily refers to any unit that is not a single-family home.

TABLE 5: RESIDENTIAL DEVELOPMENT						
FLU Classification	Applications		Acres		Multifamily Units Added	Single-Family Lots Added
Suburban-Density Residential	7	16.3%	106.39	27.5%	42	100
Medium-Density Residential	18	41.9%	23.36	6%	134	29
High-Density Residential	5	11.6%	191.77	49.6%	1,299	0
Neighborhood Commercial	1 (Sunset Canyon)	2.3%	0	0%	0	0
Community Commercial	1 (Solera)	2.3%	0	0%	0	0
Mixed-Use	3	7%	49.18	12.7%	544	0
City Center	7	16.3%	15.58	4%	274	0
Public/Open Space	1 (Sunset Canyon)	2.3%	0	0%	0	0
<b>Total</b>	<b>43</b>		<b>406.87</b>		<b>2,590</b>	<b>129</b>

The Sunset Canyon and Solera projects account for the Neighborhood Commercial, Community Commercial, and Public/Open Space entries shown in Table 5. Before Sunset Canyon was rezoned to RP-1 in July 2025, its site included several FLU classifications, which is why applications appear under Neighborhood Commercial and Public/Open Space in Table 5. As part of its approval, a land swap added 11.6 acres of Public/Open Space parkland to the City. Sunset Canyon also contained an area classified as Neighborhood Commercial; a portion of that area is separately owned, zoned CP-1, and not included in the development boundary.

The Solera development accounts for the Community Commercial classification appearing in Table #. Solera is a mixed-use development that includes retail, multifamily residential, and duplex residential uses distributed across the Community Commercial, High-Density Residential, and Medium-Density Residential FLU Classifications. The uses proposed for each classification were found to be consistent with the Comprehensive Plan and Future Land Use Map.

## INDUSTRIAL & COMMERCIAL DEVELOPMENT

Commercial development accounted for 26% of the 89 applications made since July 2024. The Business Park and Mixed-Use classifications shared the largest number of commercial applications made (5), while the Business Park classification accounted for the largest share of acres (54.5%, or 87.19 acres). This is most likely due to the large acreage required for Business Park developments, which can include both limited commercial and industrial uses. There were seven total special use permits and one sign deviation approved for commercial developments. The remaining 15 commercial development approvals consisted of various preliminary, final, and revised plans.

Table 6 shows the total number of applications and acres approved for development distributed across the Future Land Use Classifications for commercial development. Since some commercial uses are allowed within business park zoning, those applications that would qualify as commercial uses within the Business Park FLU Classification appear in this table.

TABLE 6: COMMERCIAL DEVELOPMENT				
FLU Classification	Applications		Acres	
Neighborhood Commercial	3	13%	10.11	6.3%
Community Commercial	1	4.3%	1.38	0.9%
Regional Commercial	4	17.4%	43.96	27.5%
Mixed-Use	5	21.7%	12.03	7.5%
City Center	1	4.3%	0.49	0.3%
Office/Employment Center	4	17.4%	4.71	2.9%
Business Park	5	21.7%	87.19	54.5%
<b>Total</b>	<b>23</b>		<b>159.87</b>	

All nine applications for industrial development occurred completely within the Business Park FLU classification and accounted for 10% of the total applications made and 12% of total acres approved for development since July 2024. These applications only include developments that fall under the industrial use category in UDC Section 4-1-B-22.

Table 7 shows the total number of applications and acres approved for development distributed across the Future Land Use Classifications for industrial development.

TABLE 7: INDUSTRIAL DEVELOPMENT		
FLU Classification	Applications	Acres
Business Park	9	86.77
<b>Total</b>	<b>9</b>	<b>86.77</b>



## PUBLIC & CIVIC DEVELOPMENT

Public and Civic development can encompass uses such as City facilities, churches, daycares, hospitals, and parkland. Public and civic development made up 16% of the total applications and 9% of the total acres approved for development since July 2024. This calculation does not include the 11.6 acres of City-owned parkland gained with the Sunset Canyon land swap since that development was largely classified as residential and no formal application for parkland development has been processed for the future park planned adjacent to Sunset Canyon.

Table 8 shows the total number of applications and acres approved for development distributed across the Future Land Use Classifications for public and civic development. Of the 14 applications for public and civic development, six were special use permits. The other applications made were preliminary and final plans, plats, and a one deviation. These types of applications did not involve any expansion or construction of buildings.

TABLE 8: PUBLIC & CIVIC DEVELOPMENT				
FLU Classification	Applications		Acres	
Suburban-Density Residential	2	14.3%	0.43	0.7%
City Center	2	14.3%	0.98	1.5%
Office/Employment Center	1	7.1%	0.61	0.9%
Business Park	3	21.4%	8.22	12.6%
Institutional	4	28.6%	27.88	42.9%
Public/Open Space	2	14.3%	26.92	41.4%
Total	14		65.04	

## PLAN ALIGNMENT

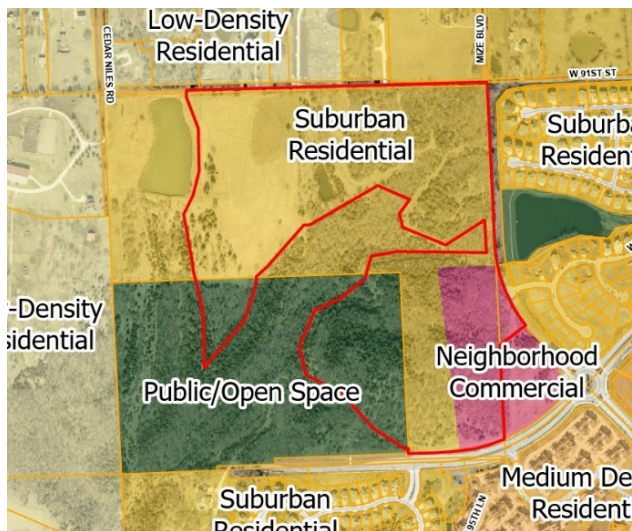
Staff reviewed the Comprehensive Plan in relation to market conditions, transportation planning, environmental goals, and community priorities, some of which have been made known to staff as specific development projects were proposed this last year. The review found that the plan's policies and the majority of the land use classifications remain aligned with these key topics. However, Staff does recommend a handful of targeted amendments to the Future Land Use Map and classification descriptions to further support the Comprehensive Plan's goals and better align with the community's priorities. These proposed amendments are discussed in more detail in the following section of this report.

## PROPOSED UPDATES TO THE COMPREHENSIVE PLAN

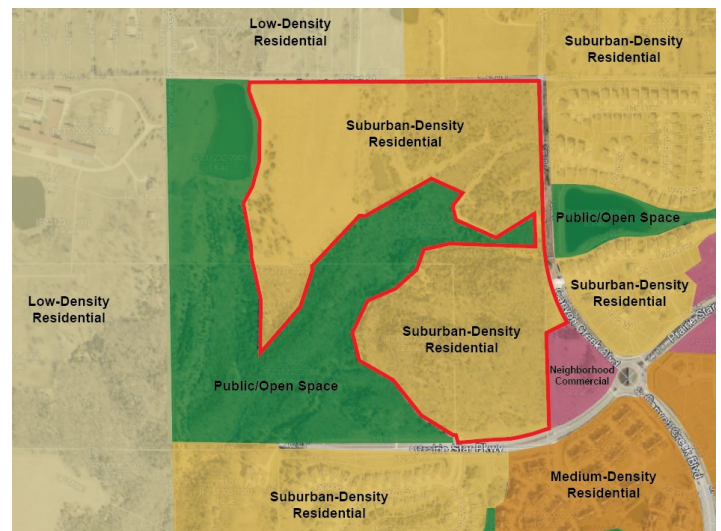
As part of this annual review, Staff identified amendments to the Comprehensive Plan for consideration by the Planning Commission. Some of these proposed updates are minor in nature and are intended to ensure the Future Land Use Map continues to serve as an accurate and effective guide for decision-making. Some changes include cleaning up several property boundaries and filling in a few missing land use classifications. Other updates include revising the Future Land Use Map classifications in four specific focus areas of the city. Collectively, these refinements will strengthen the clarity and usability of the plan while maintaining consistency with its overall vision and goals.

### MINOR AMENDMENTS TO THE FUTURE LAND USE MAP

- Amend the map to make it consistent with the approval of the Sunset Canyon project, which included a land swap with park land and rezoning.

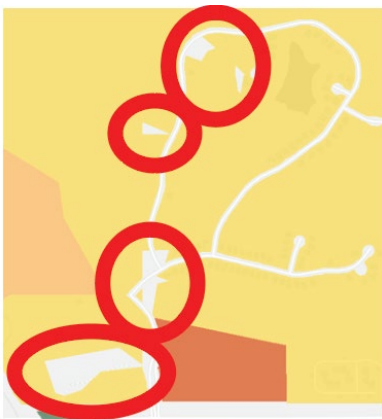


**Exhibit 2: Current FLU with Sunset Canyon project boundary in red.**

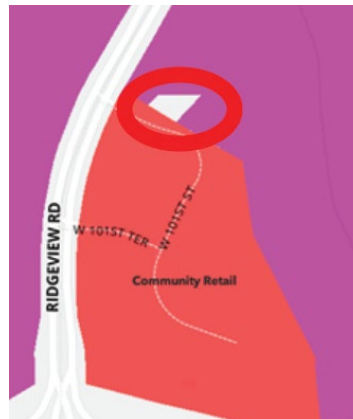


**Exhibit 3: Proposed FLU with Sunset Canyon project boundary in red.**

- Amend the map to fill in gaps in the FLU Map where voids are shown.
- Amend the map to fix inconsistencies with FLU classification boundaries.



**Example: Missing designations.**



**Example: Missing designation.**

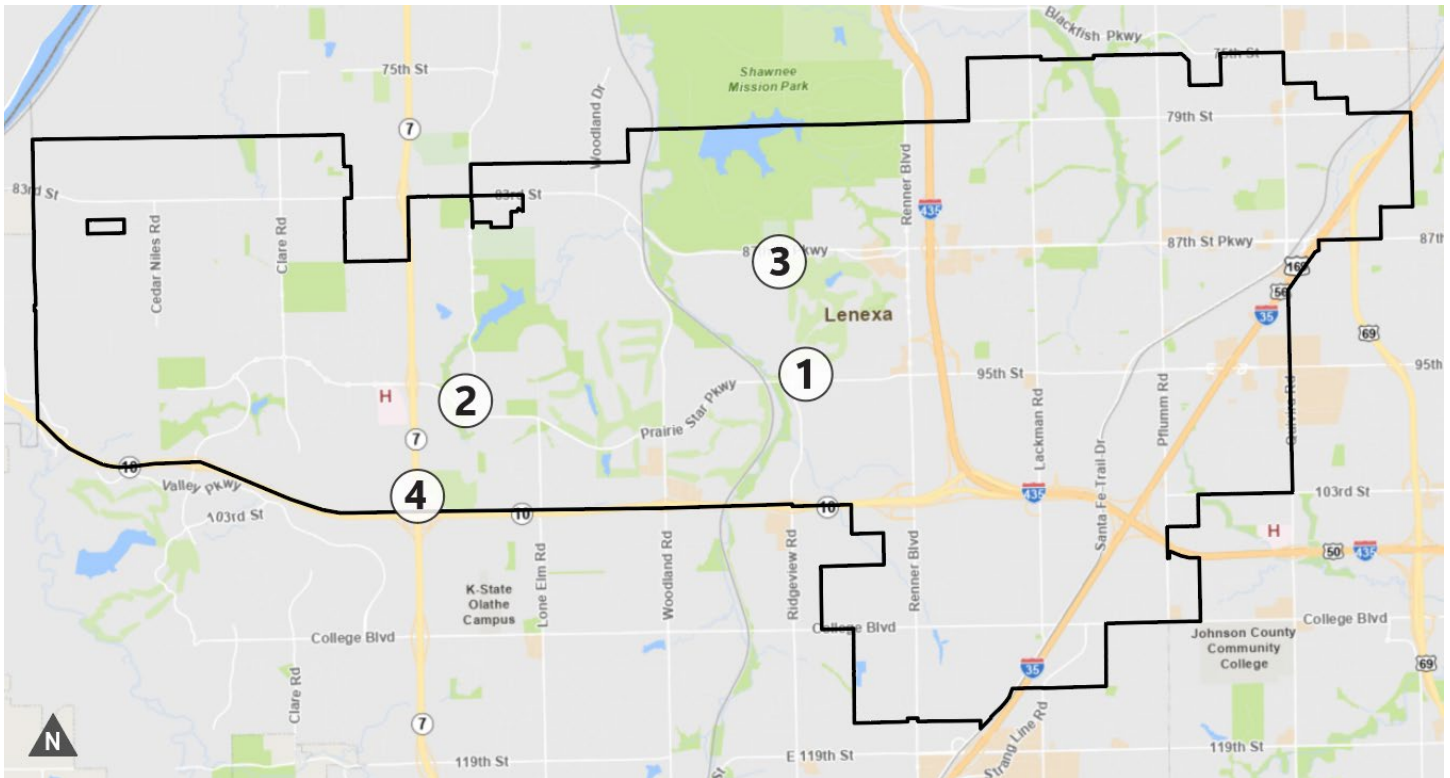


**Example: Boundary inconsistencies.**



## FOCUS AREA AMENDMENTS TO THE FUTURE LAND USE MAP

In addition to minor boundary adjustments and clean-up type amendments, Staff identified four focus areas where targeted amendments to the FLU Map or narrative are recommended. These proposed changes are intended to bring the map into closer alignment with the City Council's direction on appropriate land development and the highest and best use of the properties as determined by staff analysis. To ensure transparency, Staff reached out to the affected property owners to provide notice of these proposed revisions and gather feedback regarding the potential reclassifications. Staff met with many of the owners to discuss the changes.



**Exhibit 4: Map of Focus Area Amendment Locations.**

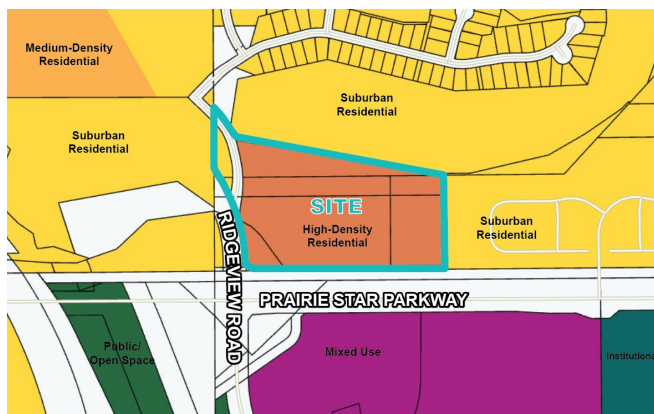
### 1. Prairie Star Parkway and Ridgeview Road (Northeast Corner)

This amendment reclassifies the property outlined in blue below from High-Density Residential to Medium-Density Residential in essence lowering the maximum density from 16 dwelling units per acre to 8 dwelling units per acre. The corresponding zoning districts for the Medium-Density Residential classification are RP-1 and RP-2. Key considerations include:

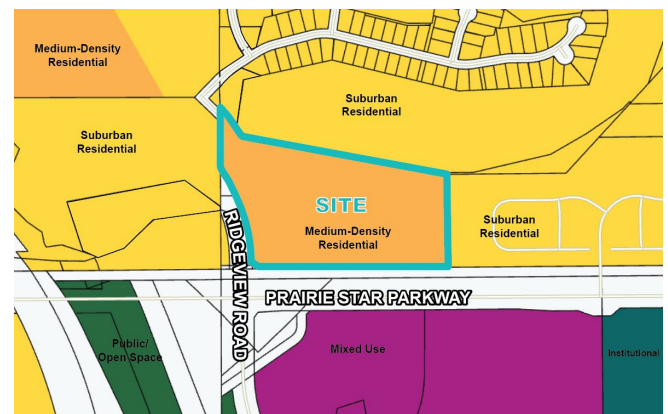
- A. The reclassification is intended to better balance the intensity of future development with the established and planned neighborhoods to the north, west and east which are classified for less intense residential uses than the subject property. The character north of Prairie Star Parkway is different than the mixed use, higher intensity character to the south.
- B. A medium-density classification takes advantage of a location at two arterial streets – Ridgeview Road and Prairie Star Parkway – while providing buffer from these streets for the single-family uses to the north and while maintaining the opportunity to provide a diverse mix of housing for the community.
- C. A key community desire is to address cut-through traffic traveling through the Cottonwood Canyon neighborhood from the intersection of Ridgeview Road and Prairie Star Parkway to City Center. As developments are completed near this intersection, traffic will increase through the

Cottonwood Canyon neighborhood. A lesser density classification helps to mitigate this impact to the Cottonwood Canyon residents, while providing a reasonable density for property not well suited for single-family development.

- D. A key consideration in locating High-Density Residential densities in the community is a property's relationship to a state highway and other land uses in the area. Because it does not abut a state highway, but rather abuts developments of a lesser density, this property is misaligned with this key consideration. A Medium-Density Residential classification fits the character and development pattern of the area much better.
- E. This property's classification was carried over from the previous Comprehensive Plan without a great deal of analysis. A high-density project was recently processed at this site leading to a deeper analysis of the area. Staff now believe the classification of Medium-Density Residential is a more appropriate highest and best use for the property given the development pattern that has occurred in the area.
- F. The High-Density Residential use is meeting a demand that is provided in adequate supply at more appropriate locations within the plan. The Medium-Density Residential classification aligns with the goal to diversify housing densities given the context of an area.



**Exhibit 5: Current FLU (High-Density Residential)**



**Exhibit 6: Proposed FLU (Medium-Density Residential)**

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

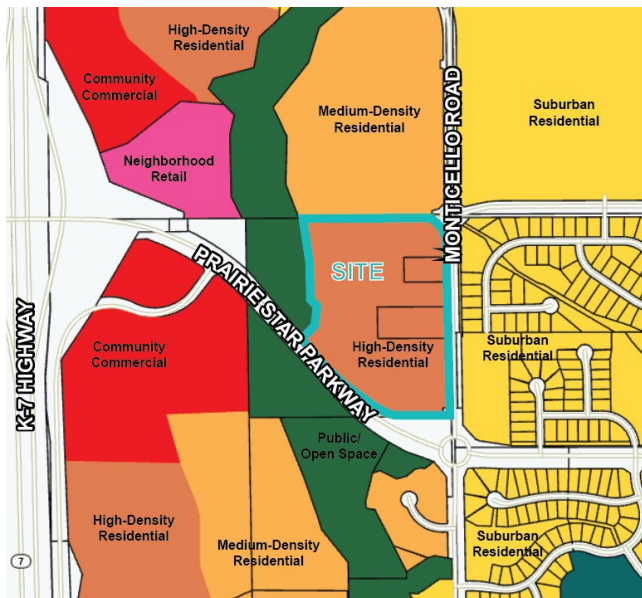
This amendment reclassifies the property outlined in blue below from High-Density Residential to Medium-Density Residential in essence lowering the maximum density from 16 dwelling units per acre to 8 dwelling units per acre. The corresponding zoning districts for the Medium-Density Residential classification are RP-1 and RP-2. Key considerations include:

- A. This reclassification will ensure that the scale of future residential development is more closely aligned with the existing Suburban-Density Residential, Medium-Density Residential and Public Open Space classification and uses in the area.
- B. A Medium-Density Residential classification takes advantage of a location at two arterial streets – Prairie Star Parkway and Monticello Road – while maintaining the opportunity to provide a diverse mix of housing for the community.
- C. A key consideration in locating High-Density Residential densities in the community is a property's relationship to a state highway and other land uses in the area. Because the property does not abut a state highway, but rather is surrounded by developments of lesser densities, this property is misaligned with this key consideration of being adjacent to a state highway. A Medium-Density Residential classification fits the character and development pattern of the area much better.
- D. A Medium-Density Residential classification, and its corresponding zoning districts, provides a more appropriate alignment with surrounding zoning and housing types while still allowing

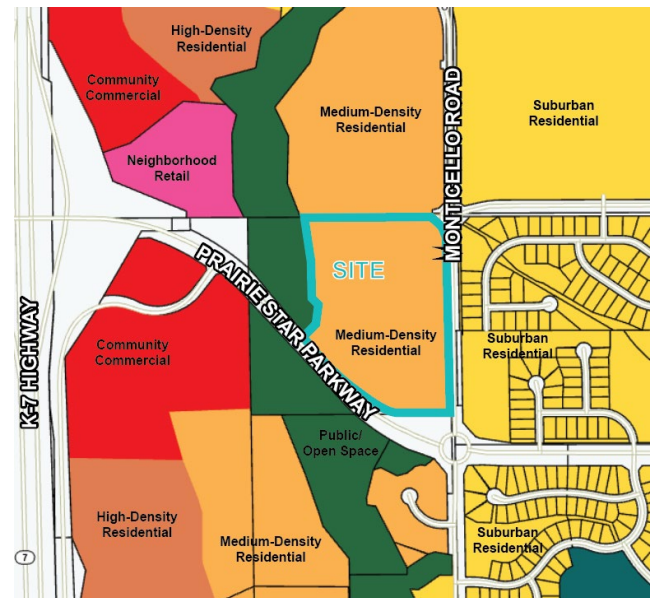


flexibility for a mix of units in the area. This property's classification was carried over from the previous Comprehensive Plan without a great deal of analysis. Since the July 2024 adoption of the Comprehensive Plan, a high-density project was processed at this site leading to a deeper analysis of the area. Staff now believe the classification of Medium-Density Residential is a more appropriate highest and best use for the property given the development pattern that has occurred in the area.

- E. The High-Density Residential use is meeting a demand that is provided in adequate supply at more appropriate locations within the plan. The Medium-Density Residential classification aligns with the goal to diversify housing densities given the context of an area.



**Exhibit 7: Current FLU (High-Density Residential)**



**Exhibit 8: Proposed FLU (Medium-Density Residential)**

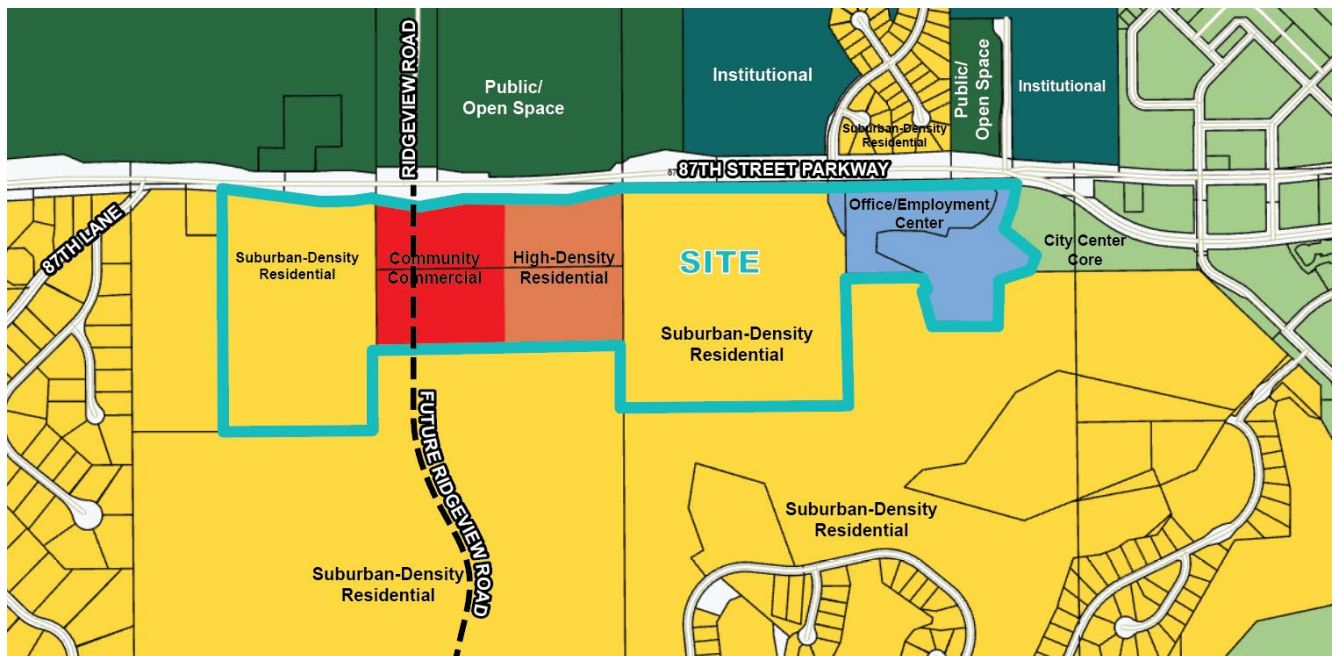
### 3. 87<sup>th</sup> Street Parkway Near Future Ridgeview Road

This amendment reclassifies the property outlined in blue below from the noted classifications to Medium-Density Residential, Neighborhood Commercial, and Mixed-Use. The Medium-Density Residential classification maximizes density at 8 dwelling units per acre and the Mixed-Use classification requires an overall mixing of land uses with a 16 dwelling unit per acre average. Key considerations include:

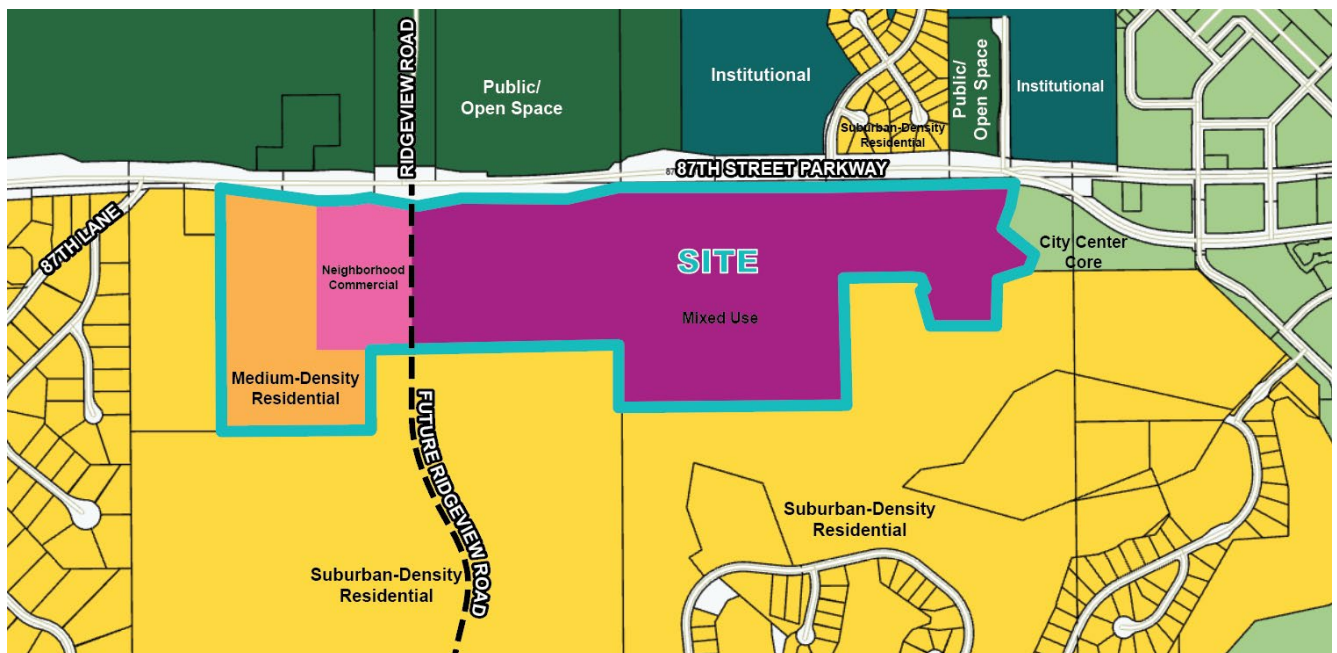
- This reclassification is intended to encourage development that complements the character of and supports the land uses within nearby Lenexa City Center urban area.
- A combination of Medium-Density Residential and Mixed-Use will allow flexibility for a range of uses along an arterial street that enters the urban core of the City. It also provides an appropriate transition to existing and future single-family neighborhoods that surround this area.
- A key feature of this area is future Ridgeview Road, which is an arterial street. This greater area flanking future Ridgeview Road as it connects 87<sup>th</sup> Street to Prairie Star Parkway provides opportunity for a mix of land uses, including a large portion of Suburban-Density Residential (single-family) uses.
- The Medium-Density Residential and Neighborhood Commercial classifications west of Ridgeview Road provide an appropriate transition to the Suburban-Density Residential classification to the west. Ridgeview Road provides a defined line of transition to step intensities down while also providing needed commercial uses to the area. The Neighborhood Commercial classification represents 5-7 acres of commercial opportunity along Ridgeview Road across from

the Mixed-Use classification which is likely to develop with commercial uses along Ridgeview Road as well.

- E. While the Mixed-Use classification stresses vertical mixing of uses, this area is appropriate for horizontal mixing of uses so long as the entire area is not developed with multifamily uses. To accomplish this, the language describing the Mixed-Use classification needs to be revised and will be brought forward with the revised plan.



**Exhibit 9: Current FLU (Suburban-Density Residential, Community Commercial, High-Density Residential, Office/Employment Center)**



**Exhibit 10: Proposed FLU (Neighborhood Commercial, Medium-Density Residential, Mixed-Use)**



**4. Mitigate semi-truck uses in the Business Park areas at the northeast and northwest corners of K-10 Highway and K-7 Highway.**

This amendment seeks to address concerns noted by residents in this surrounding area for generating significant amounts of semi-truck traffic on the City's street network given the residential uses established and planned in the area. Key considerations include:

- A. The elbows of the intersection of two state highways are appropriate for Business Park uses, which include a variety of civic, office, warehousing and manufacturing uses and the area is well-served by interchanges to the state highway system. While the Comprehensive Plan designates the northwest and northeast corners of the K-10 and K-7 interchange for Business Park uses, staff recommends clarifying that large-scale distribution, fulfillment, or freight facilities that generate significant volumes of semi-truck traffic should be carefully analyzed for their routes to the state highway system.
- B. Carefully analyzing truck traffic as developments are proposed will preserve employment opportunities in the Business Park area while mitigating the adverse impacts associated with truck traffic that travels past residential areas.



**Exhibit 11: FLU and Transportation and Mobility Network Plan in the Vicinity of K-7 Highway and K-10 Highway.**

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## RECOMMENDATION FROM PROFESSIONAL STAFF

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★ Conduct a public hearing.

★ **Summary of Staff Recommendation: Staff recommends acceptance of the 2025 Comprehensive Plan Review and recommends initiating amendments as noted within this Staff Report.**

- The project is consistent with Lenexa's goals through ***Sustainable Policies and Practices*** and ***Inclusive Community Building*** to create ***Thriving Economy, Inviting Places, and Vibrant Neighborhoods***.
- A public hearing and consideration of the revisions is tentatively scheduled for the November 3, 2025 Planning Commission meeting.

### COMPREHENSIVE PLAN REVIEW

Staff recommends **ACCEPTANCE** of the annual review of the **Comprehensive Plan**.

### COMPREHENSIVE PLAN AMENDMENTS

Staff recommends **INITIATING** the process to amend the **Comprehensive Plan** as noted within the Staff Report.



# APPENDIX



**MINUTES OF THE  
SEPTEMBER 9, 2025  
LENEXA COMMITTEE OF THE WHOLE 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 August 12, 2025 Committee of the Whole meeting draft minutes and Councilmember Eiterich seconded the motion. Motion passed unanimously.*

**DISCUSSION**

1. KDOT presentation – K-10 Corridor Study and Lone Elm Interchange

Scott McCullough, Community Development Director, said that KDOT has received a Federal Highway Administration (FHWA) Finding of No Significant Impact (FONSI) for the K-10 Corridor Capacity Improvements Project ("Project") spanning from the Douglas–Johnson County line to I-435. He said the Project aims to address existing and future congestion and crash and includes a planned interchange at Lone Elm Road to meet state and local traffic demands. He noted the City has long anticipated this improvement in its Comprehensive Plan and through platting of adjacent properties. KDOT has begun design work and was invited to present preliminary design concepts and a timeline for design and potential construction, along with upcoming public engagement opportunities. He added that an open house is planned for October to present the plan and take public questions.

Steven Cross, KDOT Project Engineer, provided an overview of the Project and current progress in the design phase. He explained that the Project originally covered the K-7 Highway to I-435 segment but was expanded west to the Douglas County line due to projected traffic impacts from the Panasonic plant in De Soto, making it a 17-mile corridor with 13 interchanges, including three major system interchanges. He said the environmental assessment (EA) phase has concluded, and the FHWA



issued the FONSI in May 2025. He talked about the extensive outreach efforts, including four public meetings and coordination with advisory groups and City staff. With the FONSI complete, the Project has entered preliminary design, estimated at \$1.2 billion. Because full funding is not yet available, Mr. Cross said KDOT is prioritizing smaller implementation projects, focusing first on the Cedar Creek-to-I-435 segment to evaluate right-of-way needs, drainage, and bridge requirements.

Mr. Cross said that regarding the Lone Elm Road interchange, preliminary design work has included pedestrian safety considerations, and KDOT recently decided to include pedestrian access on the bridge. The Project is funded through final design but does not yet have construction funding identified. Once design is finalized and right-of-way acquired, he said the interchange will be shovel-ready when future funding becomes available.

Josh Woolard, HNTB Corporation and Project Engineer, provided a detailed update on the design of the K-10 Highway and Lone Elm Road interchange. He reviewed the concept previously shown during the environmental assessment and April public meeting, noting the addition of auxiliary lanes between K-7 Highway and Lone Elm Road and between Lone Elm Road and Woodland Road to improve traffic flow between interchanges. He said the Project will construct a four-lane divided roadway from 101st Street to just south of the ramp terminals, with the City of Olathe planning to manage the southern extension separately. The Project includes new traffic signals with protected pedestrian crossings at both ramp terminals, “no right on red” restrictions during school hours, and a lowered 30-mph speed limit to enhance safety. The intersection at 101st Street will be built to accommodate the City’s future four-lane expansion plans for both corridors.

Mr. Woolard presented renderings of the interchange configuration, which mirrors the design of U.S. 69 & 159th Street, including 12-foot multiuse trails across the bridge and 10-foot trails along Lone Elm Road. He explained that KDOT evaluated alternative pedestrian options—an overpass and an underpass—but both were dismissed due to high cost, drainage and rock excavation challenges, and ongoing pedestrian safety concerns that would still require sidewalks on the bridge.

Mr. Woolard reported that KDOT began preliminary design in June 2025. Right-of-way acquisition is expected to start by December, with minimal needs since Lenexa previously purchased most right-of-way on the north side. A construction-pipeline announcement is anticipated later this year, pending funding availability. Public engagement will continue with an open house in October and a noise-wall informational meeting early next year, followed by resident voting on whether to include the wall. Assuming funding is secured, Project letting could occur in October 2026 with potential construction beginning in 2027. He said coordination with the City will continue throughout design on intersections, utilities, signals, lighting, and public safety considerations.

Councilmember Herron asked about the anticipated noise impacts of the Project, specifically asking how much additional noise is expected, how effectively a noise wall would mitigate it, and what impacts nearby residents might experience. Mr. Woolard and Cameron McGown, also with HNTB Corporation, explained that a full

noise study was completed as part of the EA, which is available on the Project website. They noted that noise analysis is required for all major transportation projects and evaluates both existing noise conditions and projected increases due to added lanes or closer proximity to residential areas. The study identified a qualifying impact area on the north side of K-10 Highway, east of Lone Elm Road to near the creek, where a noise wall would effectively and cost-efficiently reduce traffic noise for nearby homes. They said residents in the affected area will have the opportunity to vote on whether the wall is constructed; if more than 50 percent of returned resident ballots support it, the noise wall will be included in the final Project design. They further explained that the proposed noise wall meets federal qualification standards only if it achieves at least a five-decibel reduction, with most affected properties expected to experience reductions above seven decibels and a target goal of around 10 decibels—perceived as roughly half as loud to the human ear. The wall is anticipated to meaningfully reduce traffic noise for nearby neighborhoods and a church. It would extend from an open field west of the interchange to a point near adjacent residential areas. Only property owners who would directly benefit from the noise reduction will receive ballots and be eligible to vote on whether to include the wall in the Project.

Councilmember Handley asked whether any additional traffic-calming measures beyond the planned 30-mph speed limit and “no right on red” restrictions had been considered for the Lone Elm bridge, given that the pedestrian bridge and underpass options were eliminated. He asked whether other design elements had been explored or might still be evaluated to further enhance pedestrian safety. Mr. Woolard and Mr. McGown responded that KDOT evaluates the entire corridor in coordination with both Lenexa and Olathe to determine appropriate traffic-calming features. In addition to the lower speed limit, they noted that design elements such as roadway curves, medians, and curb-and-gutter sections naturally help slow traffic by narrowing the visual field and creating a more enclosed driving environment. They emphasized that various traffic-calming tools are available and applied as appropriate based on local conditions and City input.

Councilmember Handley asked what the speed limit is on the off-ramps and Mr. McGown explained that the K-10 Highway mainline speed is 70 mph, with exit ramps designed for speeds around 50 mph that transition to a stop condition at the interchange. He said the upward grade of the off-ramp further assists in naturally slowing vehicles; and while there is no separate design speed for the bridge itself, the ramp geometry and curves are engineered to reduce speeds safely as drivers approach the intersection.

Councilmember Handley expressed concern that drivers might maintain higher speeds—around 50 mph—when approaching the stoplight from the off-ramp. Mr. McGown explained that ramp speeds are not typically posted separately, as their design—including curves, grades, and super elevation—naturally encourages drivers to slow down. The presence of barriers and visual cues signaling a transition from highway to local roadway also helps reduce speed. By the time vehicles reach the intersection, he said that most drivers would already have slowed significantly, likely to around 20 mph or less.



Councilmember Handley asked about Olathe's responsibilities and timelines for completing its portion of the interchange and what contingency plans would be if Olathe were unable to fund or advance its part of the Project. Mr. McGown responded that negotiations are ongoing between KDOT and Olathe to define cost-sharing, scheduling, and other terms through a forthcoming city-state agreement, similar to Lenexa's. While details are still being finalized, KDOT's portion of the interchange will be fully designed and "shovel-ready" once funding becomes available. He acknowledged that if Olathe's project were delayed or unfunded, KDOT could consider temporary measures to maintain connectivity, but such actions would depend on available resources and future priorities. He also noted that a target completion or "drop-dead" date for Olathe's work is being discussed to ensure continuity between the two sides of the interchange.

Councilmember Charlton requested clarification of the May 2025 FHWA approval and related Project details. Mr. Cross explained that the May approval did not include funding but granted authorization to advance the Project beyond concept design. He said the EA process evaluated multiple design alternatives—including added lanes, interchange improvements, and even a tolling study—before selecting a preferred alternative encompassing six lanes from De Soto to I-35, upgraded interchanges, bridge replacements, and pavement reconstruction. The FONSI allowed KDOT to proceed with preliminary engineering and begin right-of-way acquisition in anticipation of future funding.

Mr. Cross noted that a detailed cost estimate would be developed later in the year following the Project's "field check" milestone, when bridge sizes, pavement quantities, and earthwork volumes are finalized. Mr. Woolard discussed the purpose of auxiliary lanes between Woodland Road, Lone Elm Road, and K-7 Highway, which will reduce weaving and congestion by allowing drivers to merge and exit without entering mainline traffic.

Councilmember Charlton asked about KDOT's internal approval process. Mr. Cross explained that final design direction is set by KDOT's executive staff—comprised of division directors and the State Transportation Engineer—based on engineering analyses and consultant recommendations from HNTB.

Councilmember Charlton asked additional questions about how pedestrian and child safety are considered given the FONSI and Mr. Cross clarified that pedestrian infrastructure and safety measures remain integral to final design refinement even after environmental clearance. He emphasized that KDOT's process continues to evaluate safety, cost-benefit factors, and community input while coordinating closely with both Lenexa and Olathe to balance design priorities across jurisdictions.

Councilmember Nicks emphasized the importance of ensuring that the Lone Elm interchange and roadway improvements are coordinated with Olathe's project timeline so that students can safely access schools to the south when the interchange opens. Mr. Cross affirmed that concern and noted ongoing coordination efforts.

Councilmember Nicks urged KDOT to consider making the “no right on red” restriction permanent, rather than limited to school peak hours, citing driver habits and the potential for inadvertent turns during high-traffic times. Discussion followed regarding maintaining a consistent 30-mph speed limit north of the bridge along Lone Elm Road toward Prairie Star Parkway once the Project opens. Clarification was provided that the shared-use path across the Lone Elm bridge will be 12 feet wide—widened from the standard 10-foot trail to allow a buffer between pedestrians and traffic due to protective barriers on both sides.

Councilmember Denny commended the plan, saying he appreciated the westward shift of Lone Elm Road away from nearby residential neighborhoods and the coordination at the 101st Street intersection to align with Lenexa’s future extension of Lone Elm Road to the north. He also expressed support for the inclusion of medians and the subtle roadway curvature that will help calm traffic. He said he feels the overall design is well-conceived and is looking forward to seeing future design details as the Project advances.

Councilmember Arroyo asked for clarification on the location and visual impact of the proposed noise wall and its relationship to nearby homes. Mr. Cross and Mr. McGown explained that the wall would run along the north side of K-10 Highway adjacent to the westbound off-ramp, positioned between the trail and the roadway, and would be tall enough that drivers and trail users would not see traffic in that stretch. The wall would shield nearby neighborhoods and a church from highway noise, but its effectiveness would diminish beyond roughly 300 feet from the source. Mr. McGown confirmed that landscaping or tree buffers would not be effective substitutes due to space limitations, maintenance challenges, and limited sound-reduction capability.

Councilmember Arroyo asked how community input has influenced the design. Mr. Cross and Mr. McGown talked about how public feedback gathered through multiple community meetings, City coordination sessions, and school district consultations directly shaped several design elements, including shifting the interchange alignment farther west to reduce neighborhood impacts; tightening southern ramps to minimize effects on homes in Olathe; adding 10- to 12-foot multiuse trails on both sides of Lone Elm Road to improve pedestrian and student access; incorporating the noise wall to protect homes on the north side; and adopting safety measures such as lower speed limits and potential “no right on red” restrictions. Councilmember Arroyo thanked KDOT for its responsiveness and emphasized the importance of continuing to integrate community feedback as the Project advances.

Councilmember Williamson requested clarification on the distance between the north-side ramp and the adjacent neighborhood on the northeast corner of Lone Elm Road and K-10 Highway, noting that the space appeared narrow near the base of the ramp. Mr. Cross responded that the ramp lies within existing right-of-way, much of which had previously been acquired by the City and that no additional right-of-way purchases are planned in that area. While he did not have the precise measurement available, he agreed to provide that data to the Council. He also explained that the south-side ramps on the Olathe side are positioned closer to K-10 Highway to reduce impacts on nearby residences, but that approach requires additional retaining walls,



which significantly increase cost. On the north side, Lenexa had already purchased right-of-way sufficient for a more standard ramp design, so KDOT opted to use the existing space rather than pursue the more compact—and more expensive—configuration.

Councilmember Eiterich said she appreciated the non-diagonal interchange design, noting its benefits for pedestrian safety. She also applauded the westward shift of the roadway, which increases distance between traffic and nearby homes, and confirmed that the speed limit along Lone Elm Road will be reduced from 45 mph to 30 mph in the Project area, with the option for the City to adjust it later if needed. She asked whether a noise wall would be installed on the south side of K-10 Highway and Mr. Cross explained that one is not planned because the homes on that side are too widely spaced to meet the cost-effectiveness criteria for noise mitigation.

Councilmember Charlton revisited concerns about coordination with Olathe and future planning along Lone Elm Road. He noted that while KDOT continues to negotiate with Olathe regarding project scope and funding south to College Boulevard, Lenexa has not been similarly engaged in long-term discussions about potential future connections or collector roads. Mr. Cross explained that the EA approved improvements from K-10 Highway to College Boulevard, but Olathe now wishes to reevaluate its own concepts for that corridor, and any modifications beyond the approved scope fall under Olathe's control. He said potential cost savings from Olathe's decision not to extend all improvements to College Boulevard could be redirected toward other elements of the interchange as part of ongoing negotiations.

Councilmember Charlton emphasized his desire for KDOT and HNTB to consider future flexibility—specifically the possibility of a collector road or future connection from Lone Elm Road to the Smiley's Golf Complex property—expressing frustration that such concepts have not been entertained despite repeated requests. Mr. Cross acknowledged the feedback but reiterated that design decisions are driven by the approved Project scope, right-of-way constraints, and cost considerations, while future modifications would require separate coordination and funding.

Councilmember Nicks asked for clarification on how the trail on the north side of K-10 Highway would cross Lone Elm Road. Mr. Cross explained that the trail runs behind a retaining wall along the ramp and connects to the intersection at the top, where pedestrians can cross either south across the bridge or east–west at the signalized intersection. He said all crossings will be protected by traffic signals and noted that underpass options were extensively evaluated at multiple points around the interchange but were ultimately dismissed due to limited benefit, cost, and design constraints.

Councilmember Charlton elaborated on his earlier comments, explaining that his primary concern is student safety and long-term traffic management near the Lone Elm interchange. He stated that rather than relying on costly pedestrian tunnels or complex ramp designs, a more practical and forward-looking solution would be to plan for a future collector road extending from the Lone Elm off-ramp toward 101st Street and the Smiley's property. He said such a connection could help divert heavy

or high-volume traffic away from Lone Elm Road and school routes, improving both safety and circulation in the area.

Councilmember Denny confirmed that Lenexa previously acquired the right-of-way on the north side of the interchange and asked whether additional property acquisition would be required elsewhere. Mr. Cross explained that nearly all remaining right-of-way needs are on the south side of K-10 Highway, where new ramps will be built. He noted there are three affected properties on the south side requiring permanent right-of-way acquisition and one temporary construction easement on the north side. He added that having the north-side right-of-way already in place significantly simplifies the Project and reduces potential delays.

Mayor Sayers added support for implementing a permanent “no right turn on red” restriction at the Lone Elm interchange, rather than limiting it to school peak hours. Citing a successful example at I-435 & Quivira Road in Overland Park, she noted that consistent enforcement and driver familiarity make the rule more effective and safer. She emphasized that maintaining the restriction at all times would improve visibility across the interchange and create predictable, safer behavior for both drivers and pedestrians.

Councilmember Herron recommended adding clear pedestrian-crossing signage at the Lone Elm interchange to reinforce safety at signalized intersections. He suggested that drivers approaching the stoplight should see both the “no turn on red” sign and illuminated pedestrian signals—such as the walking-person symbol—to make crossings more visible and intuitive for motorists.

Councilmember Charlton sought clarification on whether the decision to shift the Lone Elm interchange westward was primarily driven by topography. Mr. Cross confirmed that while higher grades in that area did help reduce the bridge height, the main reason for the westward shift was to avoid impacts to existing homes on the north side of K-10 Highway. Maintaining the previous alignment would have required significant fill slopes extending into residential backyards, potentially necessitating property acquisitions or relocations. By moving the alignment west, KDOT minimized right-of-way needs, reduced costs, and avoided major residential impacts while still achieving the desired design and grading improvements.

Mayor Sayers invited public comment.

Alexis Guetzlaff, 9722 Millridge Drive, expressed disappointment with the Lone Elm interchange design and concerns about student safety. She clarified that community members were not advocating for children to cross traffic on the bridge but rather for alternatives that would completely separate pedestrians from vehicle flow. She asked whether the elevation change from Lone Elm Road to the bridge had been measured and if a raised pedestrian walkway—above the crosswalk and protected along the bridge—had been considered, rather than the previously discussed long-span overpass or deep underpass options.

Ms. Guetzlaff cited data from the Insurance Institute for Highway Safety indicating a 40–50% risk of serious injury or fatality for pedestrians struck at 30 mph,



emphasizing that such speeds remain dangerous, particularly for children. She expressed frustration that design discussions appeared to rely on assumptions that drivers would naturally slow down, calling that unsafe given the presence of young students and large vehicles in the area. She thanked officials for supporting a permanent “no right turn on red” restriction but concluded that the Project, as designed, would negatively affect neighborhood safety and quality of life. She urged the City and KDOT to consider future community-building efforts to help mitigate those impacts.

Natalie VanLiew, 21605 W 99th Terrace, raised concerns about the lack of a detailed safety analysis for students attending Manchester Park Elementary School. She noted that, based on her understanding, during the 30% design phase of the Project, the City of Olathe funded additional safety studies for schools within its jurisdiction—specifically Prairie Trail Elementary and Olathe Northwest High School—but no equivalent study had been conducted for Lenexa schools affected by the interchange.

Ms. VanLiew emphasized that many Manchester Park students travel east–west along 101st Street to reach school, and that most Project discussions have focused on north–south traffic rather than these local pedestrian routes. She requested that the City of Lenexa commit funding for a comparable, school-specific safety analysis to address pedestrian and bicycle safety, traffic control, speed management, and noise impacts affecting students who walk or bike to Manchester Park Elementary and nearby neighborhoods extending north to Prairie Star Parkway.

Mayor Sayers advised that questions would be answered after public comment.

Whitney Royer, 10125 Theden Circle, expressed frustration with the Project and the City’s planning process. She stated that residents had followed every appropriate channel—emailing, attending meetings, and communicating through their representatives—yet felt their concerns were ignored and that the system for community input had failed. She criticized City leadership for prioritizing long-term planning goals for 2040 and 2060 residents while disregarding the safety and quality of life of current families who will be most affected. She said residents share the same vision for the city’s future but also want their children to live safely to see that future.

Ms. Royer cited the loss of homes in her neighborhood for right-of-way acquisition as evidence of poor City planning decisions over many years. She questioned why the interchange proceeded despite the presence of nearby schools that collectively bring thousands of students into the area. She said she was disappointed with the City’s responsiveness to its residents.

Mark Mullet, 10235 Marion Street, voiced disappointment and concern about the Project and its long-term impacts on nearby neighborhoods. He emphasized that the right-of-way repeatedly referenced during the presentation was taken directly from his community, noting that two homes in Stoneview were demolished to make way for the Project. He questioned why the City would have ever approved residential

development in that location if the interchange had been planned decades ago, calling it a serious planning oversight.

Mr. Mullet also asked for clarification about the future of the Smiley's property and surrounding area, wanting to know whether it was slated for warehouses, apartments, or other high-traffic uses that could increase truck traffic along 101st Street. He expressed disappointment, saying that residents had built their homes in Stoneview with optimism, but now feel that "it's all fallen apart" as their neighborhood faces increased noise, traffic, and disruption from the interchange and future development plans.

Monica Salmon, 10208 Theden Circle, voiced concern about the proximity of construction activity to nearby homes during the upcoming Project. She noted that her home faces the open field adjacent to the Project site and will directly overlook either the new exit ramp or the planned retaining wall once construction begins. She described recent activity in the area, including heavy trucks drilling and surveying near residential properties, and said that while residents understand the Project is moving forward, they are concerned about the construction phase itself—specifically the noise, safety, and daily impact on families living nearby. She emphasized that there are many children in the neighborhood who ride bikes and scooters and that the safety of residents should be prioritized during construction. She urged project managers and City officials to take special care to manage traffic, construction access, and equipment operations near homes, particularly along neighborhood streets closest to the Project. She asked that the safety and quality of life for current residents remain a top consideration throughout the construction period.

Brandy Woltkamp, 10145 Theden Circle, expressed concern about the proximity of the Project's interchange exit ramp to her property. She stated that her home is the last house directly adjacent to the ramp, and according to Project renderings, the ramp appears to extend immediately up to her backyard fence. She noted that with the addition of a noise wall and walking path, even more of her yard could be lost to the Project.

Ms. Woltkamp urged the City and KDOT to reconsider the ramp alignment, suggesting that moving it closer to the highway, similar to the design approach on the Olathe side, would better protect existing homes and property values. She asked that the preservation of current residences be a stronger consideration in final design decisions.

Daniel Browne, 21703 W 98<sup>th</sup> Terrace, questioned why the Project was moving forward when the City of Olathe had not yet formally committed to its portion of the design, suggesting that Lenexa and KDOT should pause progress until Olathe's full plan and funding are confirmed to ensure coordination and avoid incomplete infrastructure. He also talked about school transportation issues, noting that Olathe School District buses do not serve students living within a 2.5-mile radius of a school. He warned that this policy could significantly increase pedestrian traffic across the Lone Elm bridge if bus routes do not extend into affected neighborhoods, heightening the need for safe pedestrian infrastructure.



Mr. Browne emphasized that it is impossible to make an interchange truly safe when vehicles and pedestrians share the same space, particularly where children are present. He strongly urged the City and KDOT to fully separate pedestrian routes from vehicular traffic as the only way to achieve safety for students and residents.

Patty Lanter, 10559 S Millstone Drive, spoke in opposition to the Project, expressing concern that the design could increase risks related to human trafficking near nearby schools and neighborhoods. She stated that the Project's location could make it easier for bad actors to exploit traffic access and endanger children. She also criticized the overall concept of the interchange, calling it illogical and unsafe given the number of schools and residential areas nearby. She said she was frustrated that the Project appeared to prioritize economic or development interests over community safety.

Kerry White, 20819 W 94th Street, said she is a member of the Church of Jesus Christ of Latter-day Saints located at 101st Street & Lone Elm Road. She asked for clarification about access to the church property once the Lone Elm interchange is constructed. She specifically inquired whether the existing driveway entrance from Lone Elm Road would remain open or if all church traffic would be redirected to exit and enter from the west side of the property.

Dustin Simpson, 10062 Aurora Street, spoke about the need for stronger safety measures for children walking and biking to and from nearby schools. He expressed frustration that the design presented by KDOT did not incorporate any of the safety ideas previously proposed by residents, particularly a raised pedestrian bridge that would fully separate children from vehicle traffic. He addressed the two main objections cited for not pursuing the pedestrian bridge—distance and cost. He argued that the additional walking distance should not be a barrier to safety, noting that the current design already reroutes the east–west multiuse trail a significant distance to 101st Street. He then questioned funding priorities, suggesting that Lenexa could invest local funds to support the bridge if KDOT would not, pointing out that the city has previously installed ornate traffic signals and decorative infrastructure elsewhere.

Mr. Simpson proposed turning a pedestrian bridge into a community landmark—a visually appealing, well-lit structure that would serve both safety and civic pride, giving children a safe and inspiring route to school.

Sarah Taylor, 21619 W 100th Street, spoke about the safety of children and bicyclists in the area. She shared that her family moved to Manchester Park when the neighborhood and nearby Olathe schools were new, and her children have biked to school for years. She said the proposed interchange design does nothing to improve safety for current students, despite the City's stated vision of being a "walkable and bikeable community."

Ms. Taylor described recent local tragedies involving two adult cyclists who were killed in separate accidents, emphasizing that even experienced riders face serious danger from inattentive drivers who run lights or ignore traffic rules. She questioned how anyone could consider the interchange safe for children, challenging officials to

ask themselves whether they would personally feel comfortable sending their own children, grandchildren, or neighbors' kids to cross the intersection on foot or by bike. She said she felt the current design falls far short of Lenexa's mobility and safety goals.

Mayor Sayers, City staff, and project engineers responded to several of the public's questions and concerns raised. They clarified that the elevation change from Lone Elm Road to the top of the bridge is approximately 25 feet, similar to bridge grades used in the U.S. 69 Highway improvements. Regarding the east-west safety and traffic study requested by residents, staff explained that no such analysis has yet been completed, but it could be undertaken once the interchange is built and traffic patterns are better understood. Funding sources such as CARS (County Assisted Road System) funds may also be used for future safety and signalization improvements in the area.

In response to questions about the future development of the Smiley's property, Scott McCullough, Community Development Director, confirmed that the site is designated for business park uses in Lenexa's Comprehensive Plan. Any future project would still require rezoning and Planning Commission approval, allowing the City Council to evaluate traffic, truck impacts, and neighborhood compatibility at that time.

Representatives from KDOT and HNTB also addressed concerns about construction safety and neighborhood disruption. They stated that strict site controls—such as secure construction fencing, restricted access, and monitored work zones—would be implemented to protect nearby residents. They added that work-hour limitations could be imposed to minimize noise and traffic impacts, noting that nighttime or off-peak construction could be restricted in residential areas depending on the final construction plan.

Councilmember Herron asked about construction staging and coordination with Olathe, to which project engineers stated that specific laydown yards and staging areas have not yet been determined at this stage of design. However, they noted that potential areas with adequate right-of-way for contractor use could include the interior loop area of the K-7/K-10 interchange and portions of excess right-of-way west of Cedar Creek Parkway. These sites have been used for staging in past highway projects and may be suitable again, though final locations will be identified later in coordination with the contractor and KDOT. They also confirmed that negotiations between KDOT and the City of Olathe remain ongoing regarding responsibilities and funding for the southern portion of the interchange. There is no established deadline for finalizing that city-state agreement at this time.

Mayor Sayers said that school bus service questions fall under the jurisdiction of the Olathe School District, not the City or KDOT, so the school district would need to address that.

Regarding access to the church, Mr. McCullough explained that the east driveway connection to Lone Elm Road was originally approved only as a temporary access point. He said this condition was established through the church's approved site plan and plat agreement, with the understanding that the access would be reevaluated



and potentially removed once the Lone Elm interchange project advanced. He offered to share the documentation of that agreement with church representatives following the meeting.

Mayor Sayers and Mr. Cross addressed the question about potential funding for additional pedestrian accommodations, explaining that because KDOT has not approved any alternate pedestrian designs, the City of Lenexa cannot allocate local funding toward features outside the scope of the EA. The Project will move forward with the pedestrian facilities already included in the approved EA, which provide sidewalks and shared-use paths across the Lone Elm Bridge as the designated pedestrian route.

Councilmember Nicks asked whether KDOT had been approached about allowing a separate pedestrian bridge proposal. Mr. Cross clarified that while KDOT has not approved a pedestrian overpass as part of the current design, such a structure could be pursued later as a separate city-led project, subject to required KDOT and FHWA approvals since it would cross K-10 Highway. He added that any pedestrian improvement located entirely within the local Lone Elm roadway corridor could potentially move forward under city authority, but anything spanning the highway would require state and federal coordination and approval.

Beccy Yocham, City Manager, said it would be important to understand exactly what the design will be before advancing additional safety or traffic studies.

Councilmember Nicks asked if discussions about the future land use of the Smiley's area and what is desired there could be made known in the Comprehensive Plan. Mr. McCullough confirmed that the Comprehensive Plan can be amended during its annual review to establish clearer expectations and design principles for the area, ensuring that any future business park development aligns with community goals and Council priorities.

## 2. Greater Kansas City Regional Resource Sharing Agreement

Susan McMahan, Emergency Preparedness Manager, provided an overview of a new Greater Kansas City Regional Resource Sharing Agreement, developed through the Mid-America Regional Council (MARC) in coordination with local response agencies. She explained that while fire and law enforcement agencies already operate under state-level mutual aid agreements in Kansas, this new regional framework is designed to extend mutual aid capabilities to non-first responder departments such as municipal services, parks and recreation, IT, and public works—agencies that often provide critical support during disasters or large events.

Ms. McMahan described the agreement's purpose as a streamlined process for resource requests and sharing across city, county, and state lines during both emergencies and planned situations. She emphasized that these agreements are essential for FEMA compliance, ensuring eligibility for 75/25 federal disaster cost-share funding when presidential disaster declarations occur. She provided recent examples, including debris removal assistance between Wyandotte and Leavenworth counties after the July 2023 storms, and mutual aid during large-scale events such as the Royals and Chiefs championship parades, where equipment and personnel

were shared across the metro. The agreement would also support coordinated efforts during major future events such as the 2026 FIFA World Cup, allowing jurisdictions to efficiently deploy equipment, barricades, and staff throughout the region.

Ms. McMahan highlighted that the agreement promotes inter-jurisdictional cooperation, builds operational efficiency, and reinforces the metro's reputation for regional collaboration—one of the key strengths that helped Kansas City secure the FIFA bid. She also noted that the framework now includes technology and cybersecurity personnel sharing, an emerging area of coordination among municipalities.

To date, 26 of the 119 MARC jurisdictions, including Johnson County, have already adopted the agreement. Ms. McMahan emphasized that participation is voluntary, involves no monetary commitment, and does not supersede existing mutual aid agreements. Each jurisdiction retains the discretion to accept or decline requests based on resource availability.

Ms. McMahan noted that Lenexa's Legal Department has reviewed and approved the agreement. She said Council will be asked to formally adopt the resolution at the October 7 meeting, after which staff will receive training on implementation procedures and integration into the City's Emergency Operations Plan and exercise programs.

Councilmember Arroyo said that after reviewing the regional resource sharing agreement and hearing the detailed explanation, she felt a strong sense of reassurance knowing that someone with her depth of knowledge and professionalism is leading Lenexa's emergency management efforts, adding that her presence gives her great peace of mind about the City's readiness and coordination capabilities.

Councilmember Herron said he supports the regional resource sharing agreement and recognizes the progress the City has made under Ms. McMahan's leadership. He said he recognized that emergency management now requires more local self-reliance, as federal assistance and funding have become increasingly limited, and asked how the City plans to manage coordination and resource needs.

Ms. McMahan explained that Lenexa maintains a strict checks-and-balances process to ensure local stability before committing aid to other jurisdictions. All mutual aid requests are reviewed by department directors and the City Manager, and no equipment or personnel are deployed without confirmation that Lenexa can continue operating safely. She added that every resource shared or received through mutual aid must be documented, inspected, and returned in equal or better condition, and that this protocol is consistently applied throughout Johnson County. Regarding federal grants, Ms. McMahan acknowledged growing uncertainty in FEMA and DHS funding levels, emphasizing that Lenexa and other regional partners are closely monitoring federal resources and adjusting budgets to ensure that essential equipment and programs can be sustained locally if federal dollars decline.

Mayor Sayers talked about MARC being a proven and trusted partner in coordinating multi-jurisdictional efforts across the Kansas City metro area, especially given the

complexity of working across two states, multiple counties, and more than 100 cities. She noted that MARC has successfully unified regional resources in other challenging contexts and said it would be wise for Lenexa to participate in the new regional resource sharing agreement, particularly ahead of next year's FIFA World Cup, which will test large-scale regional coordination. Ms. McMahan confirmed that participation is voluntary and flexible, and that the agreement remains in effect indefinitely unless a jurisdiction chooses to withdraw with 60 days' notice to MARC. Mayor Sayers said she supports moving the agreement forward for adoption.

### **ADJOURN**

Mayor Sayers adjourned the meeting at 9:09 PM.