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## CALL TO ORDER

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Chairman Poss called the regular meeting of the Lenexa Planning Commission to order at 7:00 p.m. on Monday, June 3, 2024. The meeting was held in the Community Forum at Lenexa City Hall at 17101 W. 87<sup>th</sup> Street Parkway, Lenexa, Kansas.

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## ROLL CALL

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### COMMISSIONERS PRESENT

Chairman Chris Poss  
Vice-Chairman Mike Burson  
Commissioner Ben Harber  
Commissioner Brenda Macke  
Commissioner David Woolf  
Commissioner Don Horine  
Commissioner Cara Wagner  
Commissioner Curt Katterhenry

### COMMISSIONERS ABSENT

Commissioner John Handley

### STAFF PRESENT

Scott McCullough, Community Development Director  
Stephanie Sullivan, Planning Manager  
Tim Collins, Engineering and Construction Services Administrator  
Andrew Diekemper, Assistant Chief – Fire Prevention  
Steven Shrout, Assistant City Attorney II  
Kim Portillo, Planner III  
Dave Dalecky, Planner II  
Logan Strasburger, Planner I  
Will Sharp, Planning Intern  
Gloria Lambert, Senior Administrative Assistant

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## APPROVAL OF MINUTES

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The minutes of the May 6, 2024 meeting were presented for approval. Chairman Poss entertained a motion to **APPROVE** the minutes. Moved by Commissioner Burson seconded by Commissioner Horine and **APPROVED** by a unanimous voice vote.

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## CONSENT AGENDA

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1. **Stoneridge North, Second Plat - Consideration of a revised final plat for 80 single-family residential lots located approximately at the northeast corner of 83rd Street & Cedar Niles Road within the RP-1, Planned Residential (Low Density) District. PT24-04FR**
2. **Mining and Quarry Reclamation Operation - Consideration of a final plan for a mining/quarry operation on an undeveloped site located approximately at the southwest corner of K-10 Highway & Renner Boulevard within the BP-2, Planned Manufacturing and AG, Agricultural Districts. PL24-05F**

Chairman Poss entertained a motion to **APPROVE** Consent Agenda Items 1 & 2. Moved by Commissioner Harber seconded by Commissioner Macke and carried by a unanimous voice vote.

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## REGULAR AGENDA

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3. **Consider adopting the new [Lenexa Comprehensive Plan](#) - Conduct a Public Hearing and consider adopting the City's new Comprehensive Plan.**

### STAFF PRESENTATION

Scott McCullough, Community Development Director, presented the report on behalf of the City of Lenexa. Mr. McCullough stated that the development of Lenexa's new Comprehensive Plan was a process that spanned more than two years and involved contributions from the community, several boards, commissions, and staff. He explained the purpose of the Comprehensive Plan, detailing its components and the reasons for its creation and subsequent revision. He further noted that the Comprehensive Plan was updated to align with Lenexa's Vision 2040. Mr. McCullough highlighted that the classification of properties within the plan is based on various factors, including the street and highway system, topography, impacts on site users and surrounding users, with opportunities to foster a diverse economy. He provided a PowerPoint presentation detailing the following information:

- ❖ Project Scope
  - Task 1: Project Management
  - Task 2: Foundational Community Engagement
  - Task 3: Existing Conditions Analysis
  - Task 4: Vision, Goals, and Preliminary Policy Framework
  - Task 5: Land Use Scenarios and Plan Framework
  - Task 6: Draft Framework Plans
  - Task 7: Draft Comprehensive Plan and Adoption
- ❖ Project Objectives
  - Reflect & implement Vision 2040's values.
  - Acknowledge current market trends in classifying areas of development opportunities.
  - Incorporate sustainable goals and practices throughout the plan.
  - Accommodate ever-changing technology in transportation and building practices.

- Create a regulatory framework that encourages diverse housing and high quality of life.

❖ Plan Highlights

- A vision statement and 14 goals and associated policy statements
- Area of change map (reimagining areas to address changing market trends)
- Revised transportation network and recreation trail maps
- Incorporating policies for
  - Complete neighborhoods (mixing housing types and amenities)
  - Missing middle housing (duplex, row houses, etc.)
  - Context sensitive design
  - Vision 2040 values and nodes
  - Encouraging appropriate redevelopment of commercial areas
  - Expanding recreational trails
  - Strengthening policies that model sustainability throughout the plan
  - Annual reviews and implementation

❖ Vision and Goals

- Vision Statement
- Goals, Policies, and Relation to Vision 2040
- Housing and neighborhood
- Commercial and employment
- Transportation and mobility
- Community facilities and infrastructure
- Parks, open space, and recreation

❖ Future Land Use

- Future Land Use scenarios
- Areas of change map
- Future Land Use Map
- Future Land Use classifications
- Percentage of total land area by land use classification
- Comparing acreage by land use classification
- Growth Strategy
  - Promote infill development
  - Enhance infrastructure with growth
- Neighborhood Nodes

❖ Housing and Neighborhoods

- Framework Map
- Context sensitive infill development
- Explore complete neighborhoods
- Housing considerations

❖ Commercial and Employment

- Framework Map
- City Center core
- New business parks
- New commercial areas
- Commercial and employment areas considerations

❖ Transportation and Mobility

- Mobility Network Map
- Pedestrian Facilities Map
  
- ❖ Community Facilities and Infrastructure
  - Facilities Map
  - Provide high quality community services as the City grows
  - Wastewater
  
- ❖ Parks, Open Space, and Recreation
  - Parks, Open Space, and Recreation Map
  - Enhance, protect, and increase access to the City's Parks and natural assets
  
- ❖ Implementation
  - Next steps
    - Regional planning and partnerships
    - Potential funding sources
    - Reporting

Mr. McCullough stated that he wanted to address a couple of issues raised during the joint meeting with the Governing Body in April. He noted that there were concerns regarding areas on both the west and east sides of K-7 Highway. Specifically, he highlighted a parcel on the map of the west side that was classified as high-density residential, which had prompted public engagement during the open house. Following discussion and analysis, Staff recommended reclassifying the parcel to medium-density residential. He explained that this change from high to medium density was the proposal currently being presented. He pointed out a yellow line on the map representing a 99<sup>th</sup> Street alignment resulting from a 2006 study conducted by the City. This study aimed to establish a continuous traffic pattern for travelers over K-7 Highway. He explained that this reclassification was prompted by the need to address traffic flow and density, considering the properties situated to the north and south of the highway. He commented that Greg Sieve, representative for Canyon Creek Highland subdivision residents, approached Staff with possible options and both options proved to be very challenging. He said the input used for the Comprehensive Plan is based on the 2006 traffic study conducted by the City and that the study resulted in a good outcome.

Mr. McCullough addressed the second concern, raised by Andy Cope, a property owner, regarding a parcel of land zoned for Office, Employment, and Research, as classified in the current Comprehensive Plan. Mr. Cope requested that the parcel be classified for multifamily uses. While no changes were made to this classification, a review of the entire area was conducted. The review revealed that with the development of the Lone Elm interchange and future 101<sup>st</sup> Street, an arterial street, non-residential land use outcomes were ideal for that area. He emphasized that Staff has worked diligently to place multifamily residential developments in appropriate locations, and the City believes that a diverse land use pattern is essential for the Office, Employment, and Research zones to effectively serve the residents of Lenexa. He stated it is Staff's opinion that the nonresidential classification should remain as is in that area. He concluded by recommending adoption of the Comprehensive Plan.

## PUBLIC HEARING

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

David Waters, with Spencer Fane LLP and Mayor of Westwood, Kansas, stated that he served on the City of Westwood Planning Commission for eight years prior to becoming Mayor and assisted with their Comprehensive Plan. Mr. Waters spoke on behalf of Andrew Cope, who owns several properties in

Lenexa. He expressed agreement with Staff's position on the alignment of 99<sup>th</sup> Street, in support that it should remain as shown on the plan. However, he noted a difference in opinion regarding the area zoned for Office, Employment, and Research. Mr. Waters maintained that medium and high-density development would be more compatible with the existing single-family homes, schools, and churches in the area. He stated that these uses would be more suitable due to the existing stream buffers and corridors, and they would better align with the Comprehensive Plan's priorities and policies. He concluded by requesting reconsideration of the areas off Monticello and Gleason Roads, to the north of K-10 Highway, specifically suggesting reclassifying the eastern portion from Office, Employment, and Research zoning to another designation, and returning the western portion to high-density residential development.

Matthew Lee stated that he was representing some of the neighbors who reside in the Stone View subdivision. Mr. Lee voiced his concern regarding the portion of the Comprehensive Plan that addresses the addition of the Lone Elm interchange. He believes this area is unique compared to anywhere else within the city limits. He mentioned that the Kansas Department of Transportation (KDOT) has been studying that intersection for K-10 Highway improvements, which include widening the intersection and adding access points to get on and off the highway. He commented that he has communicated with KDOT regarding the proposed interchange and feels that their decisions are heavily influenced by the discussions and decisions made by the City of Lenexa and the City of Olathe. He finds it interesting that the City of Olathe opposes adding an interchange at Lone Elm, believing that Olathe is not equipped to handle the increased traffic that the interchange would generate. He stated that there are no other areas where thousands of vehicles are being funneled in such proximity to homes, as what is being proposed for Lone Elm Road. He named several major interchanges as examples to illustrate his point. He believes it would be a disservice to the residents who have purchased homes in the Stone View subdivision. He expressed hope that the Comprehensive Plan can still be revised before it moves forward to the City Council.

Greg Sieve said he was there representing the Canyon Creek Highland area. Mr. Sieve stated that he has met with fellow neighbors several times to discuss the proposed development in their area. He thanked Scott McCullough and Staff for dedicating their time to listening and discussing their concerns. He said that he and the residents of Canyon Creek Highland subdivision's major concern was the positioning of future 99<sup>th</sup> Street. Referring to the map displayed on the screen, he pointed out the yellow line that indicated the proposed location of 99<sup>th</sup> Street, explaining that it was determined based on an alignment study conducted in 2006. He and the residents of Canyon Creek Highland subdivision expressed a preference for an alternative option represented by a green line outlined on the same map. He indicated the preferred option crossed the streamway only once at a 90-degree angle and not multiple times as one of his earlier options did. He expressed his view that the 2006 alignment study was outdated. He also commented about the possibility of a distribution center similar to Amazon being established in the area that was previously classified for Office, Employment, and Research, but is now proposed as a business park. He discussed their concern regarding the frequency of semi-truck traffic that would pass through the subdivision, emphasizing the need to relocate the alignment of 99<sup>th</sup> Street further south to address this issue. He referenced the Transportation and Mobility Map and pointed out possible scenarios for the flow traffic. Mr. Sieve voiced concern that the addition of 99<sup>th</sup> Street would lead to a dangerous school crossing at 99<sup>th</sup> Street for children going to school at 97<sup>th</sup> & Gleason. He noted some of the goals within the Comprehensive Plan that would be abandoned with the implementation of the 99<sup>th</sup> Street addition.

Dana Krug, a resident of Canyon Creek Highland subdivision, stated that the homes within their subdivision are valued around \$800,000 to \$900,000 and they are paying more than \$10,000 to \$11,000 a year in taxes. Mr. Krug commented that they chose to buy homes in that area because of the zoning that existed at their time of purchase. He said he has never experienced a unilateral zoning change and feels it is very impactful. He spoke on the growth of Lenexa and stated that he expects to experience growth in his area. He said the city should not encourage the zoning change in order to develop growth

in that area. He noted that the corner of Gleason and 99<sup>th</sup> Street touches their subdivision, and on the opposite corner, there is industrial zoning with no existing buffer. He feels a buffer would be necessary at that intersection if zoning becomes a higher intensity. He talked about the existing creeks and streams in their neighborhood and said placing industrial projects in that area would be odd and out of place. He agreed with Mr. Sieve on his view of semis being dangerous for children crossing the busy intersection of 99<sup>th</sup> Street on their way to school. He asks that the commission consider moving the road farther south to keep large truck traffic away from their subdivision. He suggested the need for a park in their area to give children a place to play. Mr. Krug mentioned a service road in the area of Prairie Star Parkway that would be a better route for truck traffic (existing Hedge Lane outer road). He said using that service road would lessen the expense of building a brand-new road when the service road could be utilized.

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

## COMMISSION DISCUSSION

Commissioner Horine said that having been involved in the work with the City's Comprehensive Plan since the early 1980s, he has seen the process go through and been on both sides, as a board member and a presenter for his clients. Mr. Horine commented that it is very seldom that what is presented is going to develop immediately. As development continues, the City has been open to resident concerns. He stated that there will not be an Amazon Island created in the area previously mentioned nor will there be semi-trucks driving by a school. When there is a plan for that area the City will evaluate that plan and come up with a solution that will satisfy the concerns of the developer and the residents. He stated that the Comprehensive Plan is what the City is envisioning as a probable best use, not a specific zoning district. He stated that if a better plan or study with supported facts is submitted to staff, they will review those plans and potentially change the original intended use or zoning designation. He mentioned a previous iteration of the Comprehensive Plan that included stars that represented areas that were open to optional uses or zoning designations. He suggested the possibility of the area under discussion east of K-7 be symbolized with a star to designate its use as a business park or multifamily residential housing. He concluded by complimenting Staff's presentation of the Comprehensive Plan.

Commissioner Harber echoed Mr. Horine's comments concerning Staff's work on the Comprehensive Plan. Mr. Harber reiterated the previous comments that the Comprehensive Plan is multidecade and future forward plan. He talked about the development he has witnessed as a lifelong resident of Lenexa and the controversy that has come with the all the changes. He said he does not dismiss the concerns of the residents. He believes it is a positive and appropriate Plan for the next several decades and he plans to support it.

Commissioner Wagner said the Plan was well thought out while a lot of work went into it. Ms. Wagner said although there is a small, concentrated area that has raised concerns, the overall Comprehensive Plan is a good update. She noted that if anything comes out of the discussion it would be an updated view of the 99<sup>th</sup> Street area.

Commissioner Macke said she is in support of her fellow Commissioners. She supports the Plan and says it is reassuring that this is a distant vision of what Lenexa could look like in the future. She said working in the industry she knows the area of discussion will be highly studied before there is any major land use changes, rezoning or traffic changes. It is a vision that we can refer to as we move forward and make decisions.

Commissioner Katterhenry agreed that the Comprehensive Plan is just a plan and a vision and is not concrete. Mr. Katterhenry commented that there will be a lot of engineering studies conducted before the decision is made on the alignment of the road. He appreciated all the input provided during the discussion

of the various options. He said the alignment will be worked out and be done in the most economic and realistic way.

Commissioner Woolf echoed that the Comprehensive Plan is a directional document and is something that the City of Lenexa can envision and that may come into fruition. Mr. Woolf added that as development occurs, the City will make decisions on a case-by-case basis. These decisions will be made with the best interests of not only the developers but everyone in the Lenexa community.

Commissioner Burson said that as a member of the steering committee for the Comprehensive Plan, all that were involved receive a lot of guidance throughout the process. Mr. Burson stated that this element helps them understand how the market has shifted since the previous Comprehensive Plan. He noted that, while working on the Plan, they needed to acknowledge the reality that large retail stores will not be developed at K-7 or K-10. He stated that consultants, professional staff, and input from community citizens contributed to a mixed and diverse thought process to allow for some flexibility at that intersection. He pointed out the parcel to the east and stated that it was classified as a business park on the Future Land Use Map since he joined the Planning Commission. He noted that it is the landowner who wants to potentially change the classification of the land. He mentioned that applicants can submit plans for land that was originally classified on the Future Land Use Map as one use but upon Staff and board review, changed to a better and higher use. He said that option still exists for any landowner in Lenexa. He emphasized that there will be another study conducted by the city before constructing another arterial road. He asked Tim Collins if that was an accurate statement. Mr. Collins replied that it was reasonably accurate. He said the 2006 study was just an alignment study so the next study will be a lot more detailed going forward. Mr. Burson stated that as a member of the commission he did not see sufficient evidence to change the alignment. He said whether it becomes a business park or industrial park, it is still a lot of trips and as city staff, they all do a good job in providing safe pedestrian access through planning.

Chairman Poss echoed what all the Commissioners commented. Mr. Poss said the 2006 study is the best information we have today and there will be a lot more study that will go into the construction of a new arterial road. He stated the Comprehensive Plan is the big picture; therefore, it was a vision for the entire city to work together and build a cohesive community for everyone. Chairman Poss asked Tim Collins what the future was for the outer road on the west side of K-7 Highway. Mr. Collins replied that the street is called Hedge Lane Terrace and it is intended to go away.

## MOTION

Chairman Poss entertained a motion to recommend **ADOPTING** the new [Lenexa Comprehensive Plan](#). Moved by Commissioner Burson, seconded by Commissioner Woolf and carried by a unanimous voice vote.

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## STAFF REPORT

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Scott McCullough presented of the [2023 Community Development Annual Report](#).

Mr. McCullough stated that an annual report is compiled and presented to the Governing Body, and because the Planning Commission is such an integral part of the Community Development Department's work product, he wanted to start sharing that information with the Commissioners. He presented the following information:

- Total valuation record by year (2023- \$663M - record breaching year)
- Residential by the numbers
  - New housing approved – final plats & plans
  - New housing permitted (2023 – over \$200M)
  - New single-family residential permits (Map)
- Development Pipeline – second highest valuation in recent history
- Planning & development – application by types
- Planning Commission projects – stated map of projects considered by the Planning Commission
- Licensing & Permitting
- Engineering & Construction
  - Major contracts completed
  - Major on-going projects
  - Design projects
- Traffic
- Stormwater
- Building safety
  - Major projects permitted
- Community Standards
- Exterior grant program
  - Application received & awarded (map)

Stephanie Sullivan announced Britton Johnson as the new Planning intern. She said he is currently on vacation but plans to attend future Planning Commission meetings. Ms. Sullivan also announced that planning for the fall retreat is underway and she will be sending an email out to the Commissioners with a call for topics.

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## ADJOURNMENT

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Chairman Poss ended the regular meeting of the Lenexa Planning Commission at 8:36 p.m. on Monday, June 3, 2024.