



GUIDING GROWTH FOR A VIBRANT AND THRIVING
LENEXA
COMPREHENSIVE PLAN

EXISTING CONDITIONS REPORT

APRIL 2022

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CONTENTS

1 Introduction	5
2 Demographic Snapshot	9
3 Community Outreach	21
4 Past Plans and Studies	25
5 Land Use and Development	29
6 Community Facilities and Infrastructure	39
7 Transportation & Mobility	47
8 Parks, Open Space, and Recreation	59



CHAPTER 1

INTRODUCTION



In late 2021, the City of Lenexa kicked off the Comprehensive Plan update process. The new Plan offers an opportunity to build off of the recently adopted Vision 2040 and reassess the City's land use and development patterns to ensure they align with the current and future needs of the community. The Plan is intended to act as a roadmap for the City's future, guiding staff and elected and appointed officials in decision-making related to topics like land use, development, transportation, parks and open space, and community facilities. The planning process is scheduled for completion in early 2023.

PURPOSE OF THE EXISTING CONDITIONS MEMO

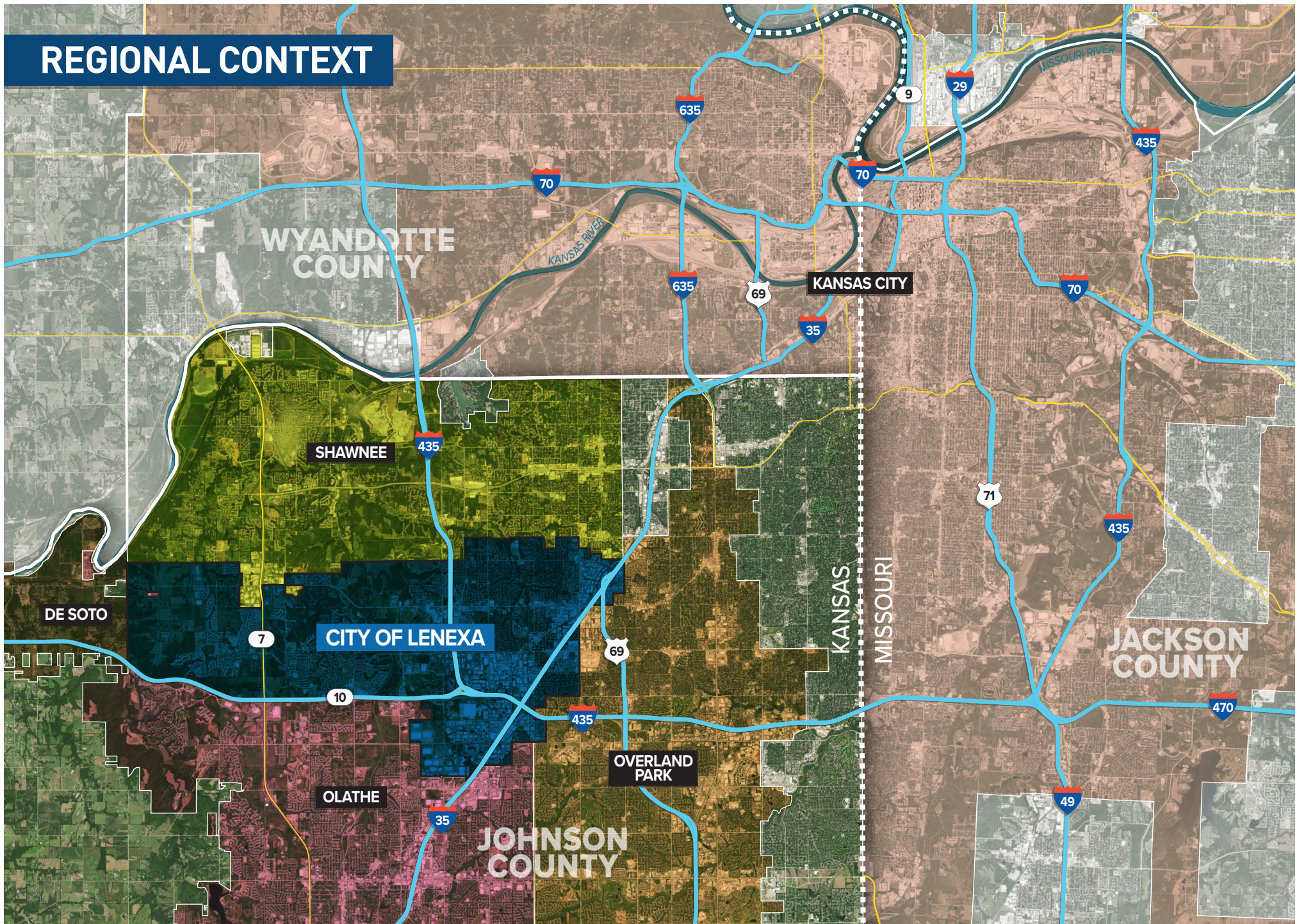
The Existing Conditions Memo answers the question "Where is Lenexa today?" by providing an overview of current issues, opportunities, challenges, and assets in the community. It is an interim deliverable rather than an adopted document. It presents a baseline of current community characteristics and data to be built on and addressed in the updated Plan. It will be used to inform the development of goals, policies, and land use recommendations in the upcoming stages of the planning process.

REGIONAL CONTEXT

Lenexa is located in northern Johnson County in Kansas, approximately 14 miles southwest from the Missouri River and core of the Kansas City metro area. It is bordered by the communities of De Soto, Shawnee, Overland Park, and Olathe. Lenexa is well connected to the region by I-35 and I-435, as well as US-69 and state highways K-10 and K-7.

The community also has access to international destinations via the Kansas City International Airport just a 30-mile drive away. A dual track BNSF railroad line provides freight connectivity. Significant local water features include Lake Lenexa, Shawnee Mission Lake, and Mill Creek, which connects to the Kansas River to the north.

REGIONAL CONTEXT





CHAPTER 2

DEMOGRAPHIC SNAPSHOT

DEMOGRAPHIC SNAPSHOT

This demographic snapshot summarizes the existing characteristics and recent trends of Lenexa’s population. Understanding Lenexa’s demographics enables the City to respond to the community’s needs, provide necessary services, and predict future demands more adequately. The following profile will inform the planning process, ensuring the Comprehensive Plan is founded on accurate demographic data and an understanding of existing patterns, issues, and opportunities. Where appropriate, the City of Lenexa has been compared to Johnson County and the State of Kansas to provide regional context. All references to dollar amounts are adjusted for inflation.

DEMOGRAPHIC SUMMARY

- Lenexa is a growing community that is outpacing its peers and has experienced a two percent annual rate of growth in the last decade.
- Lenexa is a relatively affluent community with a high median income and low poverty rate.
- The City is also a regional job center, drawing many workers from Overland Park, Olathe, and Kansas City (both Missouri and Kansas).
- Professional, Scientific, and Technical Services is the leading sector by number of jobs, while Health Care and Social Assistance employs the most Lenexa residents.
- Household sizes in Lenexa are relatively small, and fewer families have children than in the prior decades.
- Lenexa has a diverse mix of housing types, but the majority of housing in the City is single-family detached.

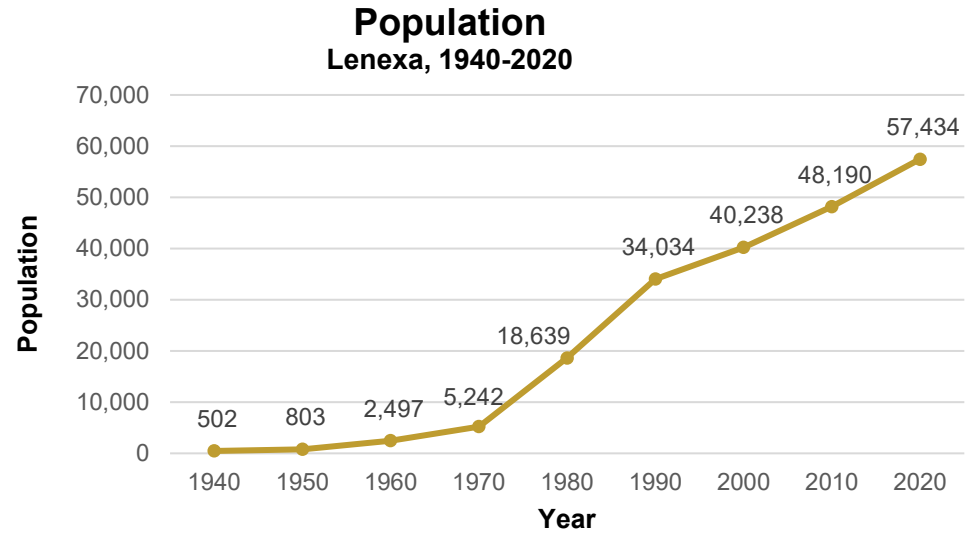
Demographic Summary

	Lenexa	Johnson County	Kansas
Population (2020)	57,434	609,863	2,937,880
Households (2019)	21,683	228,592	1,129,227
Median Age (2019)	38	38	37
Average Household Size (2019)	3	3	3
Median Household Income (2019)	\$87,102	\$89,087	\$59,597
Total Jobs (2019)	58,744	335,067	1,282,389

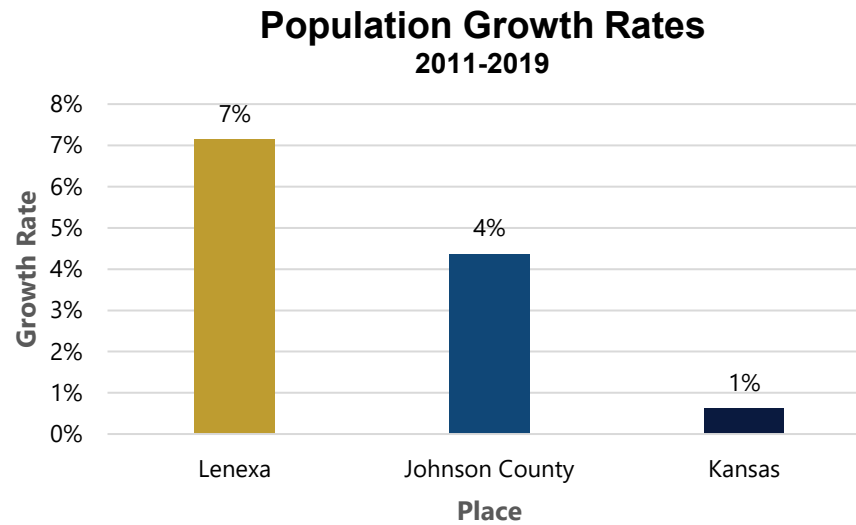
POPULATION

Lenexa is a regional leader in population growth.

The 2020 U.S. Census recorded 57,434 residents in Lenexa, representing a growth of 19 percent over the previous decade and an annual growth rate of approximately two percent. Although population growth has slowed since the City's peak growth years between the 1970s and 1990s, the City continues to outpace the State and other local areas. Between 2011 and 2019, Lenexa's population grew by seven percent, while Johnson County, another constantly growing area, grew by just four percent.



Source: 1940-2020 U.S. Decennial Census



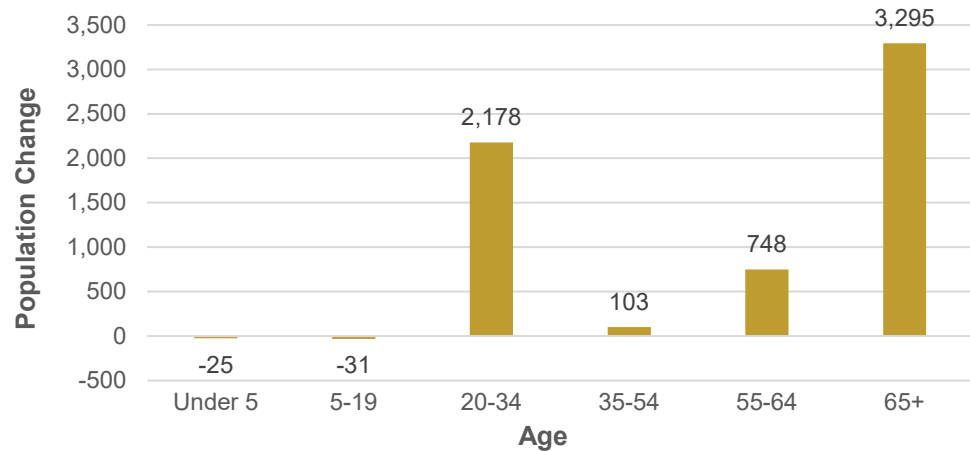
Source: 2011, 2015, 2019 ACS 5-Year Estimates

AGE

Like many communities in the U.S., Lenexa's population is aging.

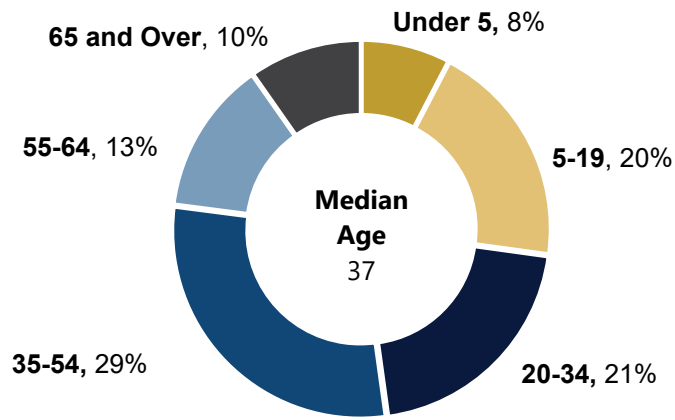
Since 2011, the number of residents aged 19 and under has remained largely unchanged, while older age groups are growing. This is especially true for residents aged 65 and over, who are progressively becoming a larger proportion of the population— this trend is seen on both local and national scales, as the large Baby Boomer population ages. From making up 10 percent of Lenexa's population in 2011, this age group's share grew to 15 percent in 2019. This has raised the median age of the community to about 38 years old, which is comparable to the County's and State's (38 and 37 years old respectively).

Population Change by Age Group Lenexa, 2011-2019

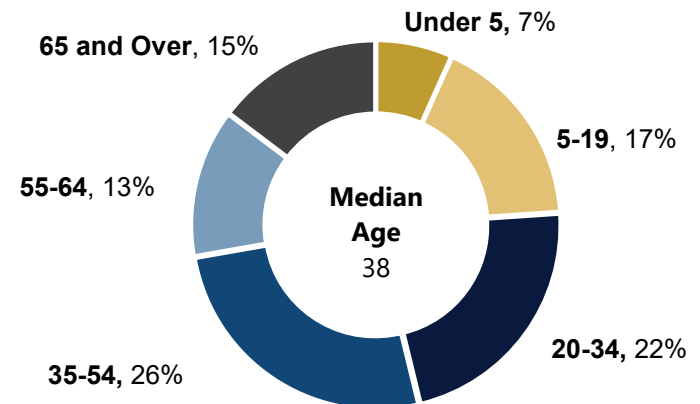


Source: 2011, 2015, 2019 ACS 5-Year Estimates

Age Distribution Lenexa, 2011



Age Distribution Lenexa, 2019



Source: 2011, 2019 ACS 5-Year Estimates

HOUSING

Lenexa has a comparatively diverse housing stock with relatively high housing costs and many newly constructed buildings.

Lenexa has a variety of housing types, many of which were built in the last 20 years. Most homes are owner-occupied with higher bedroom counts compared to the County and State.

Housing Type

Lenexa offers a wide range of housing types, but relatively few studio units.

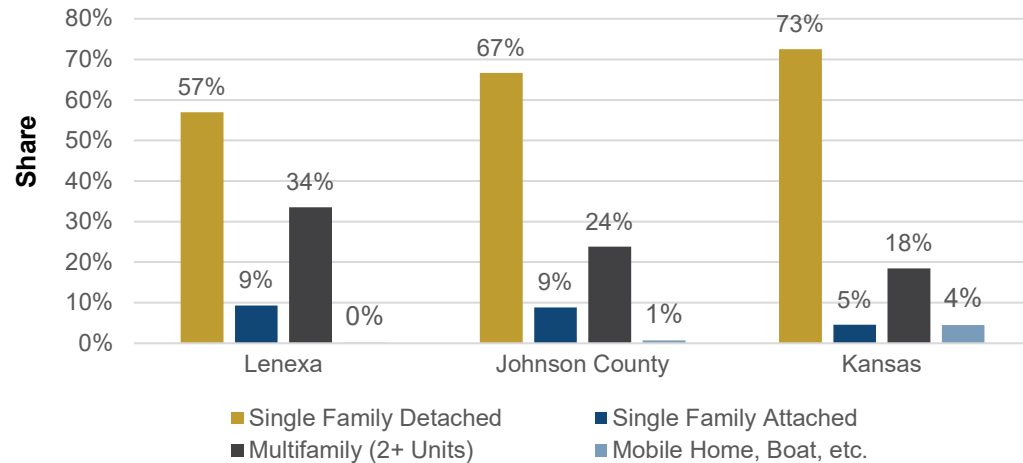
Single family detached homes are the most common housing type in Lenexa, making up 57 percent of all units. This is a substantially lower proportion than the State and County, where this housing type makes up 67 percent or more of their housing stock. Lenexa has a higher share of multifamily buildings than Johnson County and the State have. The City also has slightly greater share of single family attached homes than the State has. While there are few mobile homes in the County and State, there are none in Lenexa.

The most common bedroom count in the City is four or more bedrooms (41 percent) and only one percent of the housing stock are studios. Multifamily units with one bedroom make up 15 percent of all units, higher than the other two study areas.

U.S. CENSUS' DEFINITION OF "MULTIFAMILY"

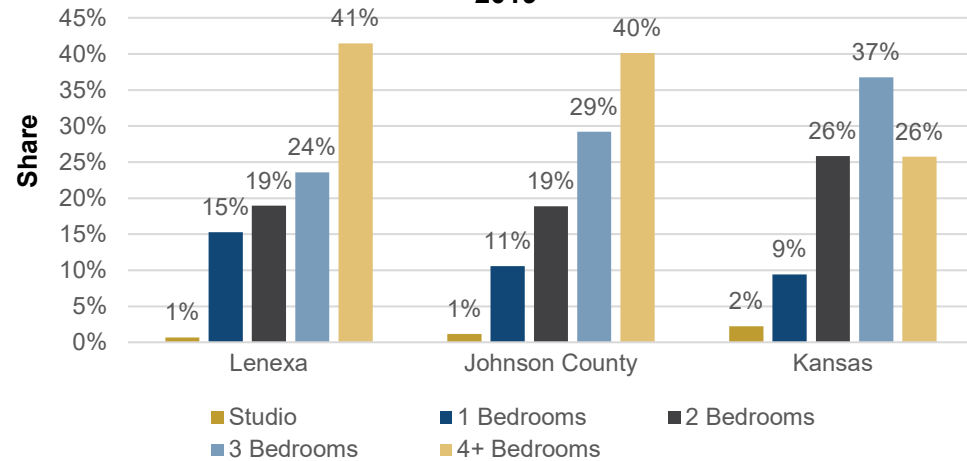
The U.S. Census defines multifamily as buildings with two or more units built on top of one another and units built side-by-side that do not have a ground-to-roof wall and/or have common utility systems. Single-family attached are defined as units stacked side-by-side that are separated by a ground-to roof wall with separate utility systems.

Housing Types 2019



Source: 2019 ACS 5-Year Estimates

Housing by Bedroom Count 2019



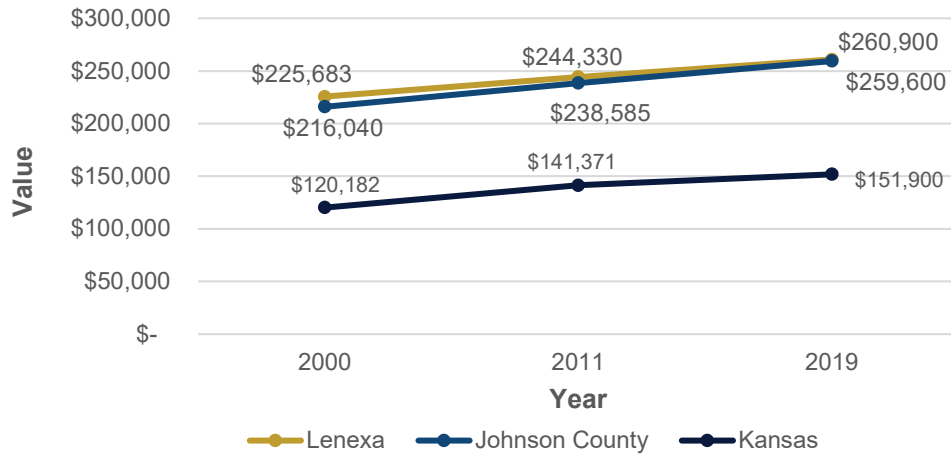
Source: 2019 ACS 5-Year Estimates

Housing Value & Cost

Lenexa is a relatively high-cost area to reside in.

The median housing value in Lenexa is \$260,900, which is comparable to Johnson County at \$259,600. Both study areas' median housing values are substantially higher than the State (\$151,900), and all three areas have experienced a slight increase in over the last two decades. In Lenexa, 26 percent of households are cost-burdened, which is defined by the U.S. Census Bureau as paying more than 30 percent of a household's income towards housing. Lenexa's households are slightly more cost burdened than the County's (23 percent) and Kansas (25 percent). Much of this burden is experienced by renters, who experience cost burdens at a rate of 43 percent.

Median Housing Value 2000-2019



Source: 2019 ACS 5-Year Estimates

Cost Burdened Households in 2019

	Lenexa	Johnson County	Kansas
Homeowners	15%	16%	17%
Renters	43%	40%	43%
All Households	26%	23%	25%

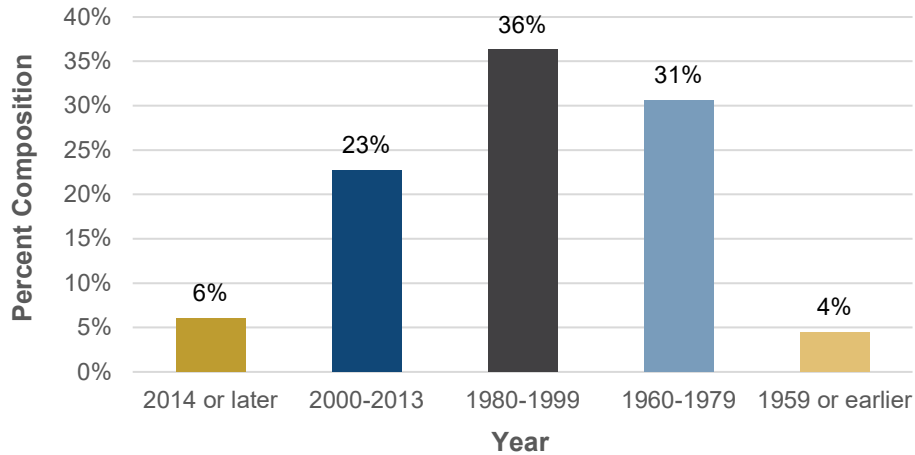
Source: 2019 ACS 5-Year Estimates

Housing Age & Tenure

Lenexa has a relatively new housing stock that is predominantly owner occupied.

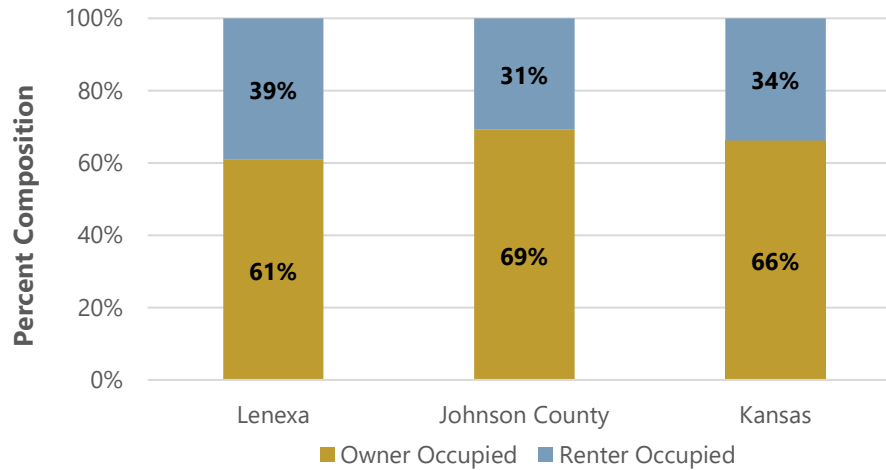
Most homes in Lenexa were built after 1980, and the City has the highest proportion of new homes (built after 2014) out of the peer study areas. This translates to a very low proportion of homes built prior to 1959 and corresponds with the City's high rate of population growth after 1960. Today, approximately 61 percent of homes are owner occupied and 39 percent are renter occupied. Lenexa's homeowner rate is less than Johnson County and the State.

Year of Home Construction Lenexa, 2019



Source: 2019 ACS 5-Year Estimates

Housing Tenure 2019

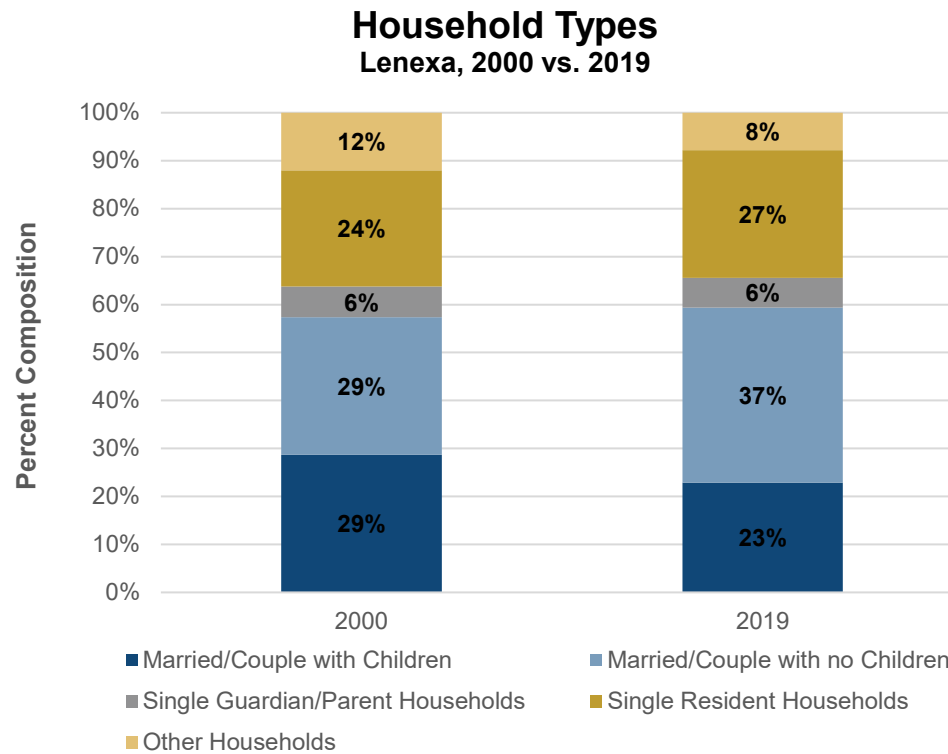


Source: 2019 ACS 5-Year Estimates

Household Size & Type

Household sizes are slowly decreasing, as families with children are becoming slightly less common.

Lenexa has an average household size of nearly three people, which is the same in Johnson County and the State. Since 2000, this number has declined slightly in the City, while the County and State have experienced more stability. Household types in Lenexa are also shifting—there are increasingly more households of single residents and married couples/couples with no children, which are now the most common household types in Lenexa.



Source: 2000 U.S. Decennial Census, 2019 ACS 5-Year Estimates

INCOME

Lenexa has relatively high income levels for communities in Kansas and nationally.

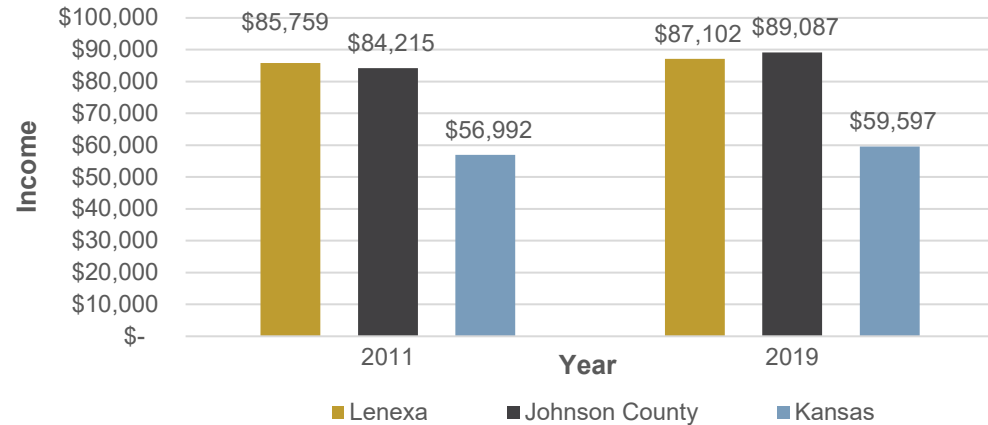
Both Lenexa and Johnson County are similarly affluent areas with median household incomes significantly higher than the State. In Lenexa and Johnson County, more than 40 percent of households earn more than \$100,000, while this figure is just 26 percent for the State. In the wake of the Great Recession of the late 2000s, income levels decreased while the cost of living continued to increase. Between 2015 and 2019, incomes in Lenexa began increasing towards their pre-Great Recession income levels and have largely recovered. These trends occurred at both local and national levels, although Lenexa's median income is consistently around 40 percent higher than the national level.

Poverty is an income threshold set by the Census Bureau based on the cost of living and the number of children in a household. If a household's total income is less than the threshold, then that household and every individual in it is considered in poverty. In Lenexa, 2,266 residents live in poverty, about six percent of the population. This is comparable to Johnson County (5 percent) and considerably lower than the State (12 percent).

Poverty Rate			
	Lenexa	Johnson County	Kansas
Poverty Rate	6%	5%	12%
All Persons in Poverty	2,266	24,990	273,462

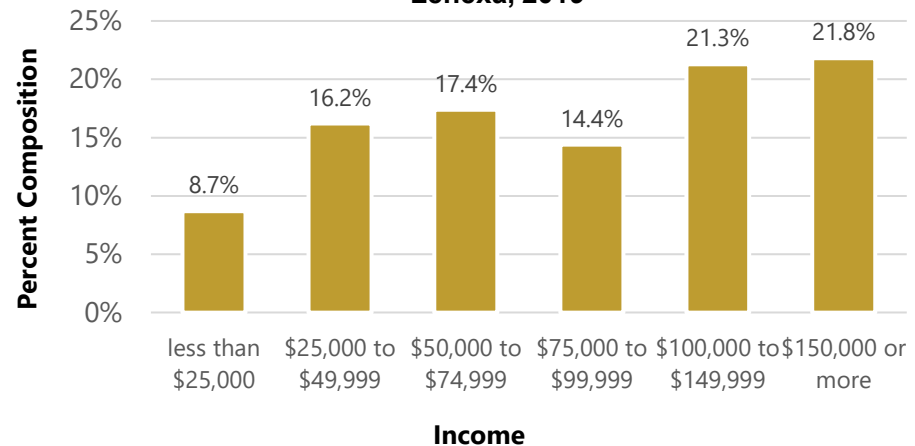
Source: 2019 ACS 5-Year Estimates

Median Household Incomes 2011 vs. 2019



Source: 2019 ACS 5-Year Estimates

Income Distribution Lenexa, 2019



Source: 2019 ACS 5-Year Estimates

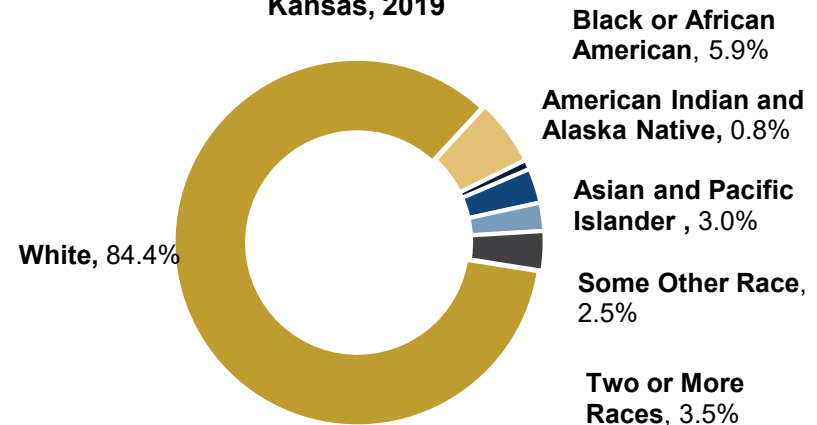
RACE & ETHNICITY

Most of Lenexa's population identifies as White, similar to Johnson County and the State.

In Lenexa, 85 percent of residents identify as White, the next two most populous groups are Black or African American (7 percent) and Asian and Pacific Islander (5 percent). These shares are similar to wider Johnson County and Kansas.

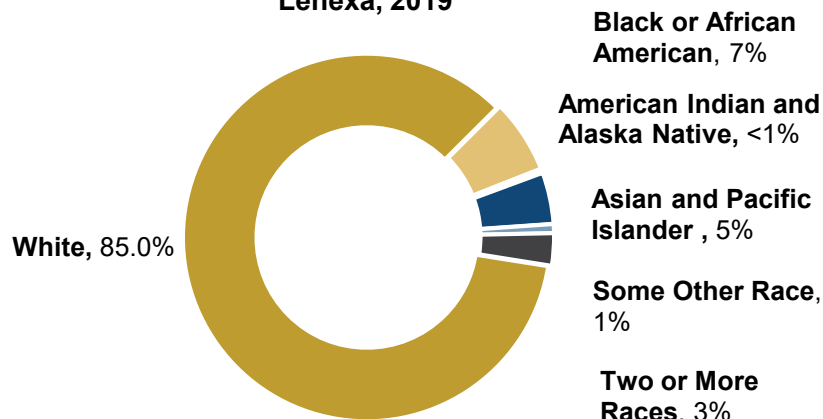
Hispanic residents make up seven percent of Lenexa's population, which is the lowest when compared to Johnson County (8 percent) and Kansas (12 percent). (Note: As defined by the U.S. Census, Hispanic is an ethnic category that can be made up of any race.)

Race Composition Kansas, 2019



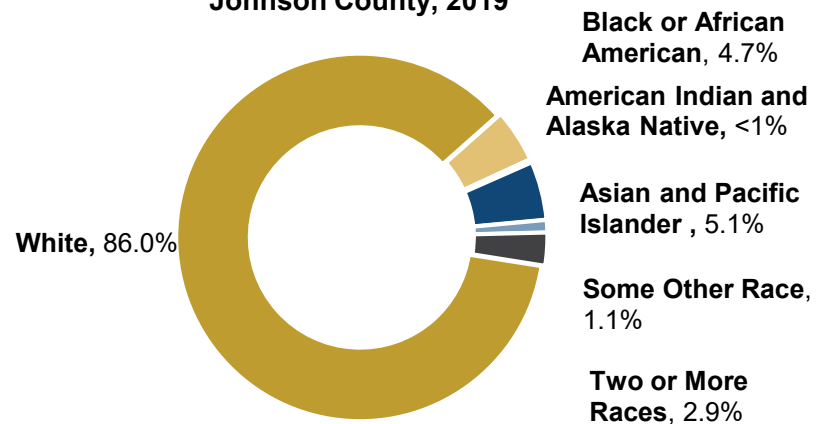
Source: 2019 ACS 5-Year Estimates

Race Composition Lenexa, 2019



Source: 2019 ACS 5-Year Estimates

Race Composition Johnson County, 2019



Source: 2019 ACS 5-Year Estimates

PRIMARY EMPLOYMENT SECTORS

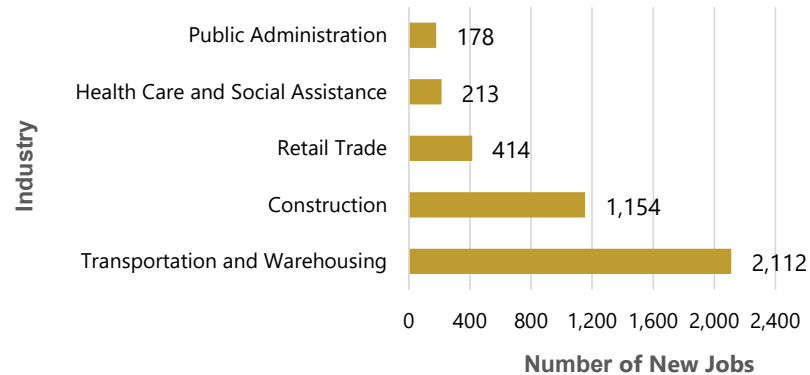
As of 2019, Lenexa’s workforce is made up of 58,744 employees. Between 2015 and 2019, the City’s workforce declined slightly at -0.7 percent, while Johnson County’s and the State’s increased by 4.8 percent and 1.3 percent, respectively. Lenexa’s top five industries by employment include “Professional, Scientific, and Technical Services,” “Transportation and Warehousing,” “Wholesale Trade,” “Health Care and Social Assistance,” and “Manufacturing.” This correlates with the significant industrial and office development that exists in eastern portions of the City that contribute to a robust local employment base.

Like Lenexa, “Health Care and Social Assistance” falls within the top five industries of the County and State, as well as “Professional, Scientific, and Technical Services” for the County and “Manufacturing” for the State. “Retail Trade,” however, is within the County’s and State’s top five industries, but is not in Lenexa, indicating there may be opportunity to expand this industry.

Fastest Growing Industries

Between 2015 and 2019, “Transportation and Warehousing” experienced the greatest increase in number of jobs in Lenexa. This is reflective of industrial growth occurring in southeastern Lenexa, such as with Amazon and Lenexa Logistics Centre. Like Lenexa, “Transportation and Warehousing,” “Construction,” and “Health Care and Social Assistance” were also among the County’s and State’s top growing industries. When assessing by percentage change, “Public Administration” was Lenexa’s third fastest growing industry with about a 15 percent increase, which correlates with the City’s growth and need for new administrative staff. On the opposite end, Lenexa experienced the greatest loss in jobs in “Information,” “Administration and Support, Waste Management, and Remediation,” “Management of Companies and Enterprises,” “Wholesale Trade and Utilities.”

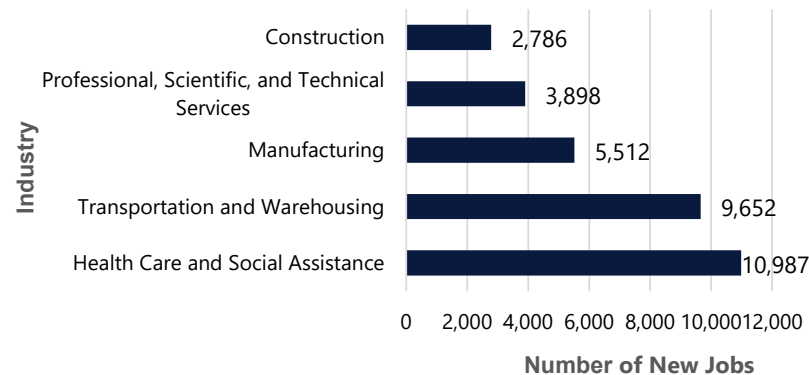
**Top 5 Growing Industries
Lenexa, 2015-2019**



**Top 5 Growing Industries
Johnson County, 2015-2019**



**Top 5 Growing Industries
Kansas, 2015-2019**

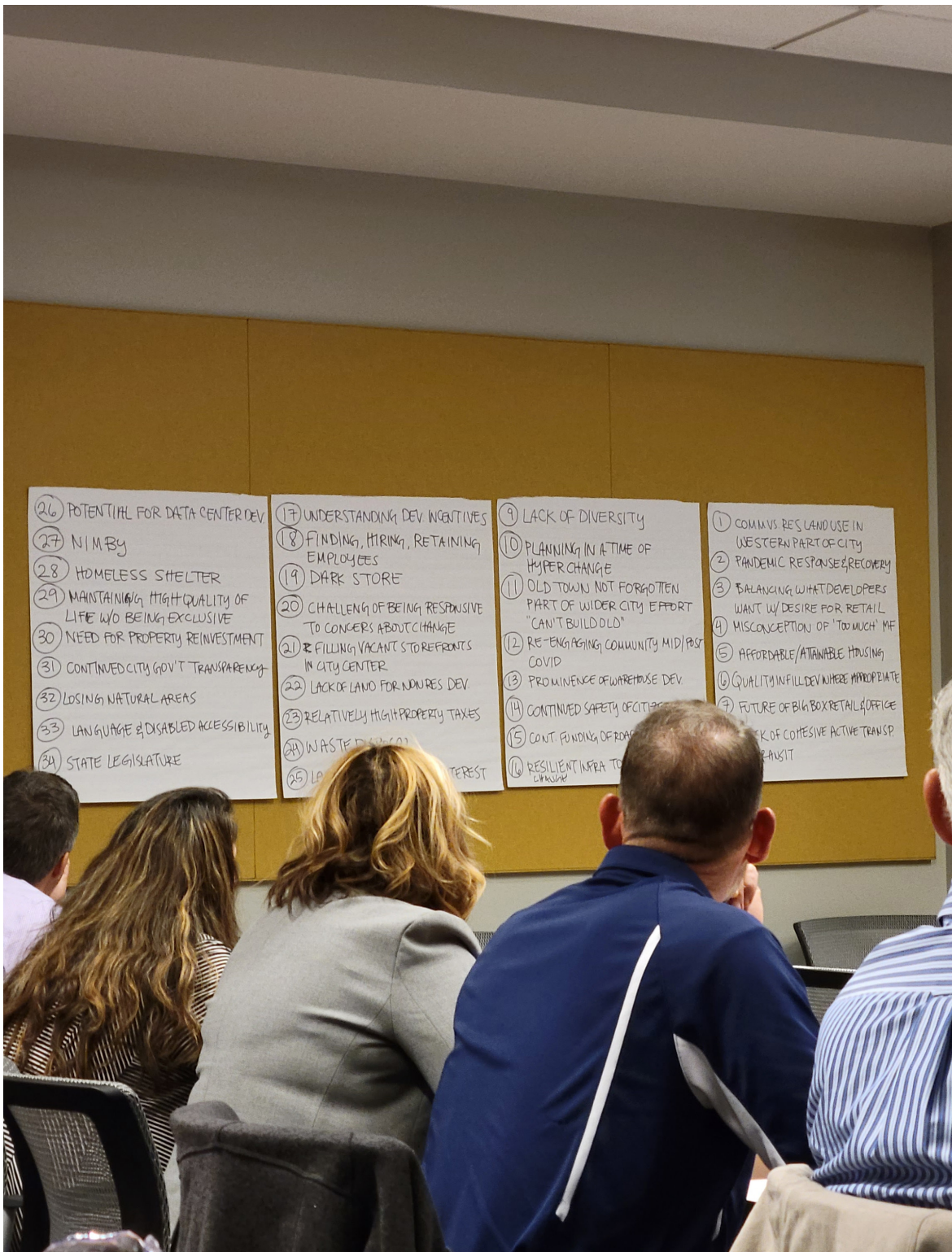


Source: 2015-2019 OntheMap

MAJOR EMPLOYERS

The 10 largest employers in Lenexa are listed in the following table. They are reflective of the City's largest and fastest growing industries. For example, UPS, JC Penny, and Amazon contribute significantly to the "Transportation and Warehousing" industry, Kiewit Power to the fast growing "Construction" industry, and "Quest Diagnostics" to the "Health Care and Social Assistance" industry.

Employer	Number of Employees
UPS	2,087
Quest Diagnostics	1,954
Kiewit Power	1,272
JC Penny	1,200
Amazon	700
Alliance Data Systems	657
Gear for Sports	625
PRA International	576
Clinical Reference Laboratory	567
Lakeview Village	565



CHAPTER 3

COMMUNITY OUTREACH



Elected & Appointed Officials Roundtable's Workshop Exercise.

City's Website showing information about the Comprehensive Planning process.

As part of the initial phase of the planning process, community outreach was conducted to gain input from residents, local businesses, the development community, City staff, and key community members on issues, challenges, and opportunities facing the City. Public engagement was conducted through a variety of methods, including an online questionnaire, map, social (an online mapping tool), and in-person meetings and workshops.

COMMUNITY KEY THEMES & TAKEAWAYS

The following is a summary of the major themes that emerged from the outreach process.

Land Use & Development

Feedback highlighted overall uncertainty regarding land use and development in western areas of Lenexa. Development is perceived to be going faster than community members desired, despite a lack of infrastructure and retail stores in the area. The significant development potential of Lenexa's western areas was discussed; however, the need for sufficient infrastructure in place and balanced land uses was emphasized.

Some participants advocated for the preservation of existing rural areas and a greater focus on sustainable development—either by limiting outward sprawl or using more environmentally-friendly practices. Other discussions included the desire to create an easier-to-use form-based code and improving the relationship or understanding between developers and the public.



GUIDING GROWTH FOR A VIBRANT AND THRIVING
LENEXA
COMPREHENSIVE PLAN

Lenexa is currently working with the community to update its Comprehensive Plan. The Plan will serve as an important guide for how the community grows and develops and will cover a range of topics including land use, housing, economic development, transportation, public services and infrastructure. We invite you to participate in our community's planning process.

The results of this community questionnaire will be tabulated and documented for use in preparing the Comprehensive Plan and for other community decision-making purposes. Your participation and input will be a valuable resource for our community. Please take the time to carefully read each question and answer it as accurately as possible.

The questionnaire should take no more than 15 minutes to complete.

Next

Online Community Questionnaire.

City Center

City Center was identified as an opportunity for supporting higher densities in the City and establishing a regional destination through implementing the City Center Plan. Some comments suggested significant attention, investment, and public subsidy were being placed on City Center and that there is a need to more evenly distribute resources across Lenexa, particularly towards long-standing neighborhoods.

Old Town

Old Town was highlighted as an area in need of continued investment per the City's 2016 A New Look at Old Town Plan. Community members discussed the need to preserve historic assets while attracting new business, such as restaurants and entertainment options, to activate the area. It was mentioned that nearby residents have concerns about new establishments and increased visitors due to potential noise impacts on their neighborhood.

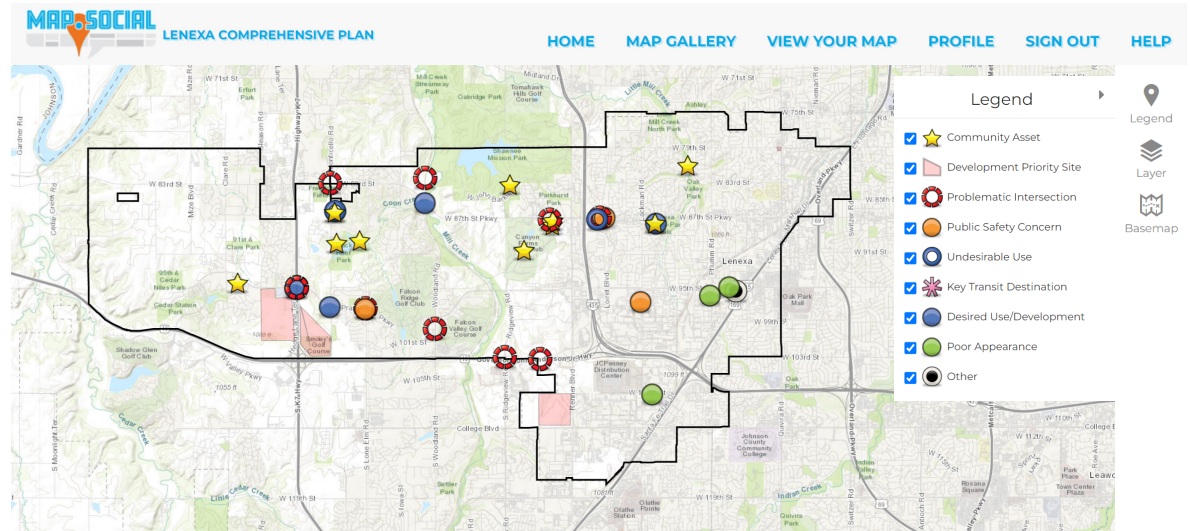
Housing

Many community members expressed a concern over the lack of attainable housing, noting that some anti-development sentiments exist against the construction of multifamily housing. The need for more walkable workforce and affordable housing was identified, including options for seniors. City Center was identified as an area where new, higher density housing should be targeted.

Local Business & Economic Development

Several community members expressed a desire to expand the workforce, including attracting tech jobs and employees. It was noted that businesses, in general, have difficulty hiring and retaining employees. Participants discussed how incentives should be utilized to attract new job-generating businesses to Lenexa's light industrial areas.

There was also a desire to increase the mix and quality of retail establishments and reduce the number of vacant storefronts. Despite these common themes, there was a clear difference in opinion related to business, with some community members wanting to focus on attracting big box stores and others prioritizing small- and medium-sized businesses. Additionally, some responses were positive about the City's existing tax base, while others sought to strengthen it by rethinking the balance of commercial and residential uses.



Map.Social's composite map for the Lenexa Comprehensive Plan.

Transportation & Infrastructure

Many community members highlighted Lenexa's geographic location and proximity to highways as one of the City's strengths; however, traffic and infrastructure maintenance issues were also cited. Input included improving the east-west flow of traffic and considering street grid configurations for better connectivity. Participants frequently discussed improving transit services and creating a cohesive pedestrian and bicycle network that connects community destinations. There was also a desire to increase funding for the City's multimodal network and to continue to implement the Complete Streets Plan. Further, participants wished to promote sustainable utilities that promote climate resilience, such as stormwater systems and renewable energy sources.

Community Facilities & Services

Many community members described Lenexa as having a high quality of life. Education, public safety, and community events and programming were all highlighted as positive aspects; however, some expressed the desire to expand police presence, possibly with enhanced services like crisis intervention programs. Fire protection was also discussed as a service that could receive more funding. Some community members expressed the desire to add programs and facilities supporting homeless residents, mental health services, and daycare for working families. Others sought improvements in healthcare access or creating a public Wi-Fi network. The need to update the Parks and Recreation Master Plan was identified, as well as creating a riverfront park in the northwest corner of Lenexa, expanding recreation programming, and planting new trees.

Planning & Governance

Many community members had positive comments about City planning and governance, noting the strong, stable, and forward-thinking leadership that communicates well with the public. Others added that collaboration between both internal and external departments and agencies could be improved, as well as the competitiveness of public salaries to attract and retain the best talent. The community was also praised for being fiscally responsible, but some responses expressed a desire for new funding sources, such as an increased sales tax, to ensure public services retain their levels of quality. Some concerns about planning were also underscored, such as the difficulty in responding to fast-changing social conditions, creeping partisanship, and aging populations. While some community members sought to promote population growth and the development of more land, others expressed concern about the pace of growth.

Community Character

Lenexa's small-town feel, great neighborhoods, family-friendly environment, and quality of life were frequently cited as the best aspects of the City. While some responses suggested Lenexa was an affordable community relative to its quality, others expressed concern over the rising cost of living. Community members also praised the scenic nature of the City, which could be further enhanced with more public art, beautification, and gateways—possibly through a new City branding process.



CHAPTER 4

PAST PLANS AND STUDIES

The purpose of reviewing past plans, studies, and initiatives is to examine what the community has done leading up to the new Comprehensive Plan. The new Plan must build upon the City's past planning efforts, carrying forward community policies and goals that remain relevant and integrating them into the Plan where applicable. The following overview of past plans, studies, and initiatives sets the stage to inform new policies and recommendations for the Lenexa Comprehensive Plan and subsequent city-wide specific plans. The **Moving Forward** sections indicate how recommendations, policies, strategies, insights, and trends from the past plans and studies may help inform the current planning process.

VISION 2040 (2019)

Vision 2040 outlines the vision and goals of Lenexa's community members for the next 20+ years to come. These aspirations were synthesized through an extensive outreach process that engaged over 3,500 people, including coordination with the Steering Committee, Citizen Task Forces, and the public through workshops, outreach events, surveys, and meetings. Vision 2040 strives for "a balance between equipping Lenexa for future trends, technologies and innovations, and keeping Lenexa's high quality of life and unique character." It is split into five topic areas: healthy people, inviting places, vibrant neighborhoods, integrated infrastructure and transportation, and a thriving economy.

Moving Forward

Vision 2040 will serve as the foundation for the vision, goals, and strategies of the new Comprehensive Plan. Community feedback from the visioning process will be compared alongside the results of recent outreach efforts for the updated Comprehensive Plan to analyze any shifts in priorities that should inform the new Plan.

REGIONAL STORMWATER MASTERPLAN (2019)

Johnson County recently completed Phase 1 of their Stormwater Masterplan effort for the County. Phase 1 was needed for the newly created Watershed Organizations to evaluate the needs of the watershed and begin prioritizing improvements. The study consisted of investigation and analysis in several technical areas. Each piece was brought together to provide a picture of the watershed's health. Priority focus areas were then created that grouped improvements into common multi-objective project areas. The final report includes all technical analyses, the multi-objective focus areas, recommendations for the Watershed Organizations on next steps, and a list of potential outside funding opportunities.

Moving Forward

As the County moves into the next phase of this masterplan and Watershed Organization development, there will be opportunity areas and projects within Lenexa. These will be examined and integrated into the new Comprehensive Plan.

COMPLETE STREETS PLAN (2019)

The 2019 Complete Streets Plan aims to develop a comprehensive complete streets policy for the City and includes specific recommendations for non-motorized users and micromobility. The plan provides an overview of the existing conditions of Lenexa's transportation network, a summary of current demographic and employment trends, a policy analysis of local ordinances, recommendations for improvements to the pedestrian and bicycle networks, and changes to existing policy as it relates to these more vulnerable user groups. The planning process included extensive engagement with a stakeholder committee and the general public.

Moving Forward

The Comprehensive Plan will integrate policies of the Complete Street Plan to promote expansion of Lenexa's multimodal network and increase safety and connectivity for non-motorized users.

CLIMATE ACTION KC PLAYBOOK (2019)

The Climate Action KC Playbook, completed in December 2019, was created through the efforts of Climate Action KC, a partnership formed to advance climate solutions on the local level in the Kansas City region. The Playbook identifies actionable efficiency and sustainability measures related to buildings, electricity generation, food, land use, and transportation. Each measure or action is paired with relevant examples from other cities, additional resources, and an identification of the local government's role.

Moving Forward

The Climate Action KC Playbook will be examined when developing the Comprehensive Plan to integrate environmentally-sensitive and responsible recommendations where applicable. This includes strategies related to the urban forest, open space, green buildings, and the multimodal transportation network that help reduce negative climate impacts.

QUIVIRA ROAD CORRIDOR STUDY (2018)

The 2018 Quivira Road Corridor Study examines the land use, placemaking, and transportation possibilities for a 2.5-mile study area along Quivira Road from 79th to 99th. Some of the key short-term recommendations included:

- Adjustments to parking regulations and parking minimums
- A complete streets study (completed in 2019)
- Additional shared use paths and trails in the 95th and Quivira area
- Traffic calming
- Rebranding and streetscaping

Moving Forward

The Comprehensive Plan will take into the consideration recommendations of the Study when exploring strategies to enhance land use, pedestrian-friendliness, and multimodal connectivity related to the Quivira Road Corridor.

A NEW LOOK AT OLD TOWN (2016)

The historic business district at the intersection of Pflumm Road and Santa Fe Trail Drive is the original Town of Lenexa, known as Old Town. Completed in June 2016, A New Look at Old Town is a community-driven strategic plan for historic Old Town that presents its background, existing conditions, development concept alternatives, and a final area concept with detailed recommendations. The purpose of the plan is to develop a vision for this historic area to serve as a guide toward improving the area's pedestrian-oriented environment, connectivity, sense of place, image, and economic vitality.

Moving Forward

The final development concept and recommendations for Old Town will be examined and integrated into the new Comprehensive Plan where applicable. Potential updates to the plan's recommendations will be assessed based on recent community input.

HOUSING DEMAND STUDY (2016)

The Housing Demand Study was completed in December 2016 to provide a detailed analysis of Lenexa's housing stock to forecast demand and trends into the future. It includes economic, market, and demand analysis of the Lenexa and Johnson County areas. Between 2021 and 2030, the study projects a growing portion of renter-occupied households, a slightly positive demand for multifamily units, an increasing average price for single-family homes, and growing cost of development and infrastructure.

Moving Forward

Findings of the Housing Demand Study will be reviewed and taken into consideration during the development of strategies related to residential areas and housing types. The Plan will aim to ensure Lenexa is able to meet projected housing demands and provides equitable housing choices. An update to the Housing Demand Study may also be recommended.

CURRENT LENEXA COMPREHENSIVE PLAN

Last updated in 2016, the Comprehensive Plan is the official policy guide for future growth and development in Lenexa. The goal of the Plan is “to promote future growth that is balanced and orderly, thus enhancing the built environment for residents, employees, and businesses while at the same time satisfying the vision of maintaining Lenexa’s unique character.” The Plan outlines goals and strategies related to sustainability, land use, transportation, watershed management, natural resources, utilities, and financial management.

Moving Forward

The new Comprehensive Plan will serve as an update to the 2016 Comprehensive Plan. The planning process will assess what issues, goals, and strategies are still relevant today and should be carried over to the new Plan to help achieve Lenexa’s vision for the next 25 years.

CITY CENTER NEIGHBORHOOD DESIGN STANDARDS & GUIDELINES (2015)

The Lenexa City Center Neighborhood Design Standards and Guidelines were adopted in 2007 and last revised in 2015. The document outlines requirements and recommendations for the design of streets, signage, sites, and buildings for all new development and redevelopment within the City Center. This document includes guidelines for building materials, lighting, street furniture, stormwater management, street dimensions, and public spaces. All concept plans, preliminary plans, and final plans for development in the City Center are evaluated for conformance with this document.

Moving Forward

The City Center Neighborhood Design Standards and Guidelines will be reviewed and integrated during the development of goals and strategies related to the City Center neighborhood. Any shifts in priorities for the development of City Center or new recommendations will be identified within the Comprehensive Plan update.

PARKS, RECREATION & OPEN SPACE COMPREHENSIVE PLAN (2012)

The 2012 Parks, Recreation, and Open Space Comprehensive Plan provides direction for future programming, facility construction and management, capital improvements, park amenities, and budgeting and financing. The Plan contains a needs and priorities assessment to understand the existing conditions of Lenexa’s parks system and the needs of residents. It also establishes a guiding vision for the “subsystems” of the Parks and Recreation System, including indoor recreation/aquatics/civic centers; bike and trails; nature/interpretive center and programs; outdoor athletic facilities; and programs, festivals, and special events. The plan includes recommendations to connect public spaces, neighborhoods, and commercial areas, and promotes healthy lifestyles for all Lenexa residents.

Moving Forward

The Comprehensive Plan will take into consideration findings of the parks system analysis and the needs and priorities assessment to inform parks and open space related recommendations. An update to the plan will also be recommended as it was adopted a decade ago.



CHAPTER 5

LAND USE AND DEVELOPMENT

EXISTING LAND USE

Lenexa's existing land use has been inventoried based on research and field reconnaissance conducted in November 2021. All parcels within City limits and the planning area have been categorized into one of the following 12 land use classifications:

Agriculture

This category comprises land that is actively being used for the production of crops, livestock, and other farming-related activities, as well as equestrian facilities. Agricultural uses increase within City limits towards the west, with westernmost areas featuring a rural character and minimal development activity. However, much of this land is held by development interests and can be considered undeveloped land that is poised for future development.

Single-Family Detached

This category consists of single-family homes occupying individual lots. This is the predominant residential development in the City. The single-family detached land use includes newer planned subdivisions as well as older established neighborhoods located in eastern portions of Lenexa.

Single-Family Attached

This category includes structures where dwelling units share an exterior wall with at least one adjacent unit and each dwelling unit has a dedicated entrance. Examples include townhomes, duplexes, triplexes, quadplexes, and multiplexes. Single-family attached uses are dispersed throughout the City as standalone subdivisions, paired with single-family detached uses in a subdivision, or standalone properties integrated within single-family detached neighborhoods, such as near Old Town.

Multifamily

This category includes structures containing multiple dwelling units stacked vertically with shared entrances, stairways, hallways, and occasionally resident amenities. This land use includes apartments, condominiums, and assisted living facilities. Multifamily development exists primarily near highways and major corridors like 87th Street and Quivira Road.

Mixed Use

This category includes buildings with two or more distinct uses vertically stacked. Two mixed use developments exist in City Center and contain ground-floor commercial businesses and upper-floor residential uses.

Commercial

This category includes commercial businesses that sell a product or service. Examples include grocery stores, gas stations, clothing stores, pharmacies, restaurants, cafes, and hair salons. Commercial uses are mostly concentrated along 87th Street, in City Center, and around the intersections of 95th Street/I-35, K-7/Prairie Star Parkway, and K-10/Woodland Road. Standalone commercial businesses also exist within larger industrial and office areas.

Office

This category includes smaller scale offices used for professional services as well as large-scale corporate offices within a campus-like setting. Individual small offices, legal firms, and family physicians are included. Offices are primarily located east of Renner Boulevard, such as in Pine Ridge Business Park, Renner Ridge corporate Center, and Southlake Technology Park.

Industrial

This category includes both heavy and light industrial businesses, such as manufacturing, warehousing, and distribution of goods and materials, and industrial machinery. Almost all industrial uses in Lenexa can be considered light industrial uses, with industrial activity enclosed indoors and minimal impact on surrounding uses other than freight activity. The City has a substantial industrial base concentrated in its southeastern quadrant, extending northeast along Santa Fe Trail Drive. The Meritex Lenexa Executive Park, a 3-million square foot underground business park unique to the City, is located at 97th Street and Britton Street.

Utility & Railroad

This land use category includes facilities dedicated to controlling, monitoring, or distributing electric power, natural gas, or telecommunication services, and supporting infrastructure like electrical substations. It also includes facilities related to rail transportation, such as the BNSF Lenexa Depot in Old Town.

Public/Semi-Public

This category includes local government uses, municipal facilities, community service providers, schools, nonprofit organizations, and religious institutions. Examples include City Hall, fire stations, Johnson County Library, places of worship, or public and private schools. Public/semi-public uses are dispersed across the City, with concentrations along 87th Street and surrounding Old Town.

Parks & Open Space

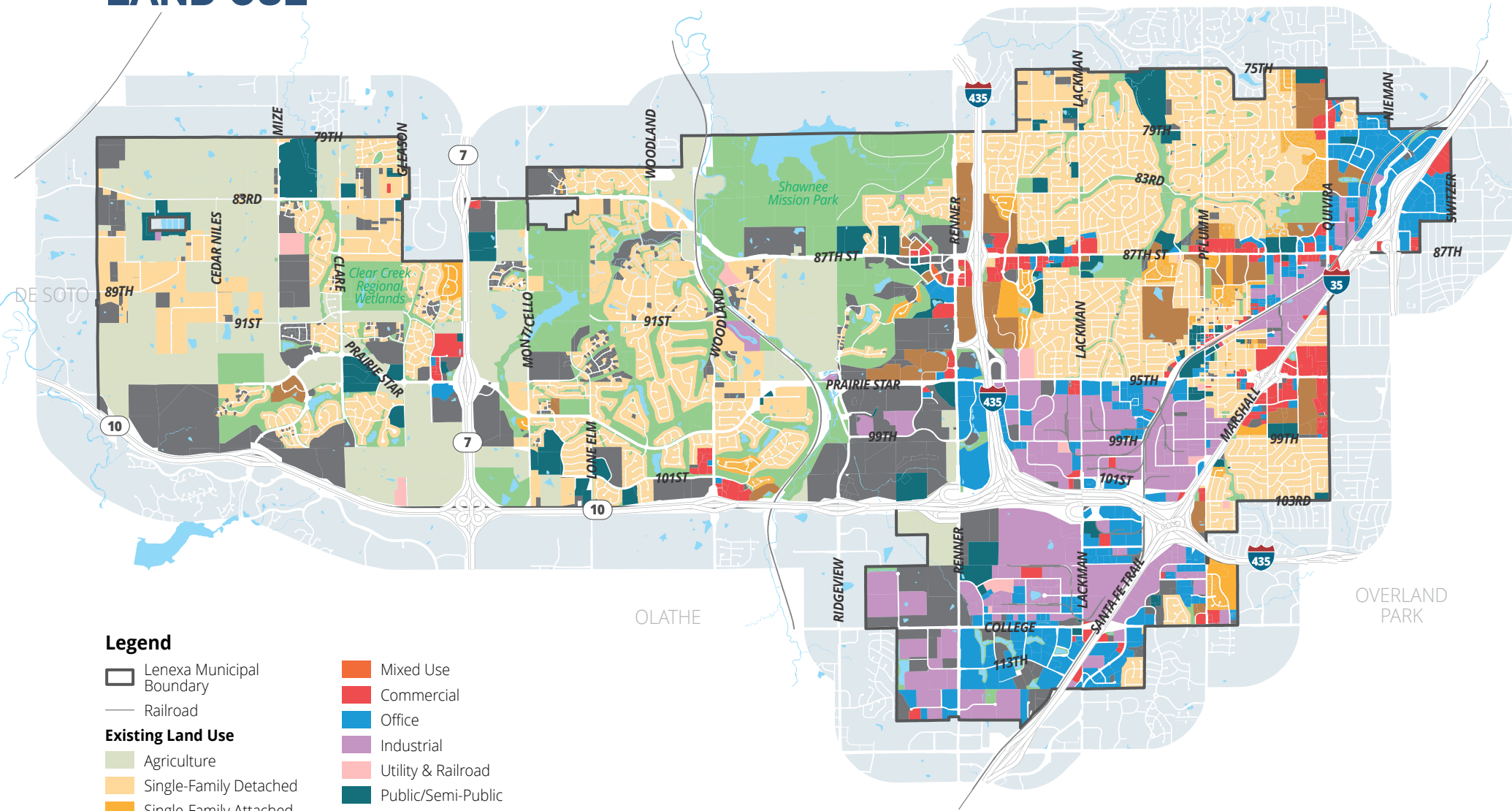
This category includes public parks managed by the City's Parks and Recreation Department, as well as private parks and common recreational facilities located within residential subdivisions. It also includes preserved natural areas, multiuse paths, golf courses, detention and retention ponds, and designated open spaces areas within private developments. Preserved natural areas are not suitable for development and may often serve passive and active recreational purposes. A significant amount of land is dedicated to Parks and Open Space within central Lenexa, particularly due to the large-scale Shawnee Mission Park and Black Hoof Park. Newer residential subdivisions also feature larger areas preserved for open space.

Undeveloped/Vacant

This category includes undeveloped areas that have never been developed for any use and are not designated/restricted open space. It includes land cleared for development or land that is uncleared and features natural vegetation. This land use also includes vacant properties that previously contained a structure that has since been demolished and cleared and is considered available for redevelopment. There is a significant amount of undeveloped/vacant land west of Renner Road, including large-scale properties not being actively used for agriculture, and smaller lots that have yet to be developed within larger developments.

EXISTING LAND USE

SHAWNEE



Legend

- Lenexa Municipal Boundary
- Railroad

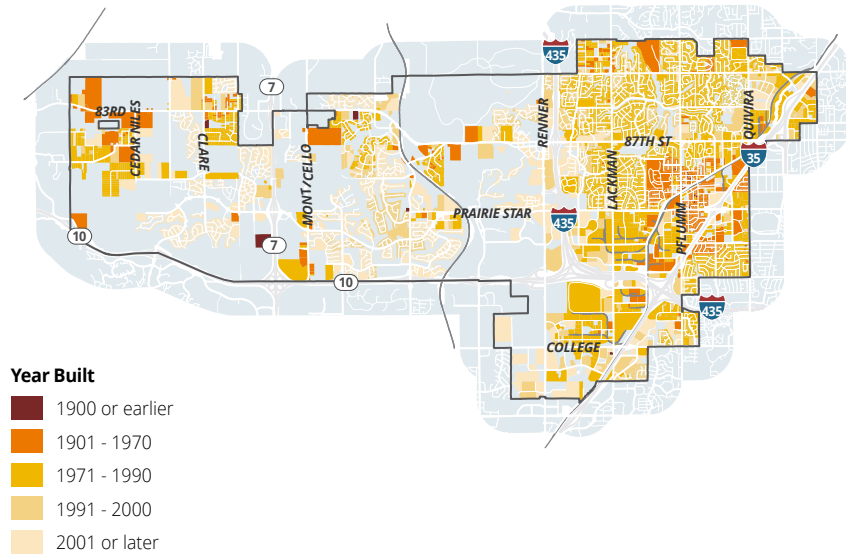
Existing Land Use

- Agriculture
- Single-Family Detached
- Single-Family Attached
- Multifamily
- Mixed Use
- Commercial
- Office
- Industrial
- Utility & Railroad
- Public/Semi-Public
- Parks and Open Space
- Undeveloped/Vacant

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OVERLAND PARK





YEAR BUILT

The Year Built Map above shows the year properties were developed in the community. Lenexa has only a handful of properties that were developed before the 1900s located west of the railroad or in Old Town. Before the 1970s, growth occurred primarily in or near Old Town, with some residential properties and the Lenexa Municipal Services Center built north of 79th Street and scattered rural properties west of I-435. In the late 1900s, development occurred mostly east of I-435, building out this area. Since the start of the century, however, new growth has occurred west of the interstate in a non-contiguous manner.

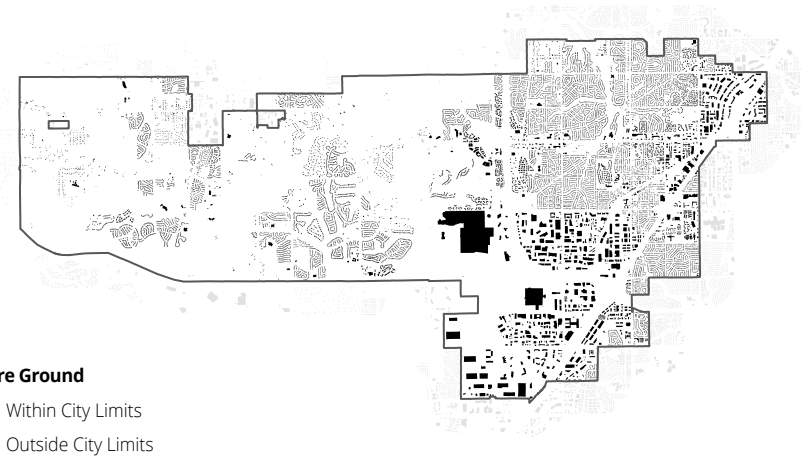


FIGURE GROUND

The Figure Ground Map above shows the existing development pattern within Lenexa and the relationship between buildings and unbuilt space. Development is concentrated in the eastern third of the City, with compact residential development and larger buildings in office and industrial areas. (Note: the largest structure in central Lenexa is the underground Meritex Lenexa Executive Park.) Urban sprawl has occurred towards the west, with newer residential development featuring greater preservation of open space. A significant amount of undeveloped and agricultural land remains in the western two thirds of the City.

CURRENT ZONING

The purpose of zoning districts is to establish standards for future development and promote orderly and compatible development patterns. Zoning controls the type, scale, and configuration of development as well as the activities allowed in them. Chapter 4-1 of the Unified Development Code (UDC) outlines the City's zoning regulations. Each property within the community is designated as one of the following zoning districts:

RESIDENTIAL DISTRICTS

AG - Agricultural District

This district is intended to preserve existing agricultural and very low-density rural residential land-use patterns and to provide a holding zone designation (or temporary hold for more intensive development) for areas annexed into the City. The preservation of very low intensity land-use patterns helps discourage urban development in areas that are not well served by public facilities and services.

RE - Residential Estate District & RP-E - Planned Residential Estate District

These districts are intended to accommodate large-lot "country residential" development and discourage high-intensity urban development in areas of the City that may not be well served by existing urban public facilities and services. The RP-E District has flexible development standards intended to encourage innovative site planning for areas with environmentally sensitive or unique natural features.

R-1 - Residential Single-Family District & RP-1 - Planned Residential (Low-Density) District

These districts are intended to accommodate low-density, single-family residential development in areas where adequate public facilities and services are available. The R-1 District is intended to accommodate traditional, low-density single-family developments, while the RP-1 District is intended to encourage and accommodate more innovative single-family developments through flexible property development standards. These districts are restricted to single-family and manufactured homes.

RP-2, RP-3, RP-4 & RP-5 - Planned Residential Districts

These districts are intended to accommodate master-planned residential development at differing densities where adequate public facilities and services are available. They aim to provide the flexibility necessary to accommodate innovative, high-quality development and imaginative site planning. Of the City's residential zoning districts, only RP-2 and above allow duplex and multifamily homes. The districts include:

- RP-2 - Planned Residential (Intermediate-Density) District
- RP-3 - Planned Residential (Medium High-Density) District
- RP-4 - Planned Residential (High-Density) District
- RP-5 - Planned Residential (High-Rise High-Density) District

NONRESIDENTIAL DISTRICTS

NP-O - Planned Neighborhood Office District

This district is intended to accommodate low-intensity office uses that serve neighborhood and community needs to ensure that residential conversions and new office construction is compatible with existing and future residential development. It is intended for areas designated for office and commercial land use and in transition areas between residential and nonresidential land uses when public facilities and services are adequate.

CP-O - Planned General Office District

This district is intended to accommodate a variety of office and selected service use types in well-designed office park sites.

CP-1 - Planned Neighborhood Commercial District

This district is intended to accommodate low-intensity retail, office, and convenience land uses of pedestrian-oriented design that serve neighborhood and limited community needs. CP-1 regulations are intended to ensure that nonresidential uses located adjacent to residential areas are compatible and well-connected with existing neighborhoods. In limited instances, CP-1 may be used as a transition between residential and higher intensity nonresidential land uses when public facilities and services are adequate.

CP-2 - Planned Community Commercial District

This district is intended to accommodate retail, office, and service uses that serve community needs. It aims to promote attractive, well-designed development on sites that provide excellent multimodal transportation access as community shopping areas.

CP-3 - Planned Regional Commercial District

This district is intended to accommodate retail and commercial land uses that serve community and regional needs. It aims to promote regional shopping areas in areas well-served by major roadways.

CP-4 - Planned Service Commercial District

This district is intended to accommodate high-intensity commercial and limited industrial uses of a service nature that have operating characteristics which are incompatible with residential and low-intensity nonresidential environments.

HBD - Planned Historic Business District

This district is intended to accommodate development and redevelopment within the City's historic commercial core, while preserving the historic significance and unique qualities of the area. The HBD District aims to promote economic vitality, compatible development with design flexibility, and safe vehicular and pedestrian access.

BP-1 - Planned Business Park District

This district is intended for high-quality planned business park environments of low- to moderate-intensity. Uses include office and research facilities and lower intensity or smaller scale wholesaling, manufacturing, and warehouse operations. Ancillary retail uses may also be permitted in the form of accessory retail sales areas and warehouse outlets and planned limited use retail activities.

BP-2 - Planned Manufacturing District

This district is intended for high-quality planned industrial park environments, well-designed business centers, and single-tenant facilities. Businesses in the BP-2 District may be of moderate- to high-intensity and predominately light industrial in nature. This includes wholesaling, manufacturing, warehouse operations, and research and office uses. Ancillary retail sales may also be permitted in the form of small retail sales counters and planned limited use retail activities.

BP-S - Planned Business Park Subsurface District

This district applies only to underground spaces and related mine entrances, ventilation shafts, and surface utility easements. The BP-S District regulates but allows some flexibility for the re-use of subsurface spaces for offices, manufacturing, warehousing, wholesale distribution and other compatible activities while protecting health, safety, and public welfare.

SPECIAL PURPOSE DISTRICTS

CC - Planned City Center District

This district is intended to accommodate mixed use development in an urban environment of detailed, high-quality architecture, community-oriented open spaces, and pedestrian-friendly streets. Due to the unique character of this district and neighborhood, many of the development regulations will be adopted as part of an approved development plan and/or an associated development agreement for the project.

PUD - Planned Unit Development District

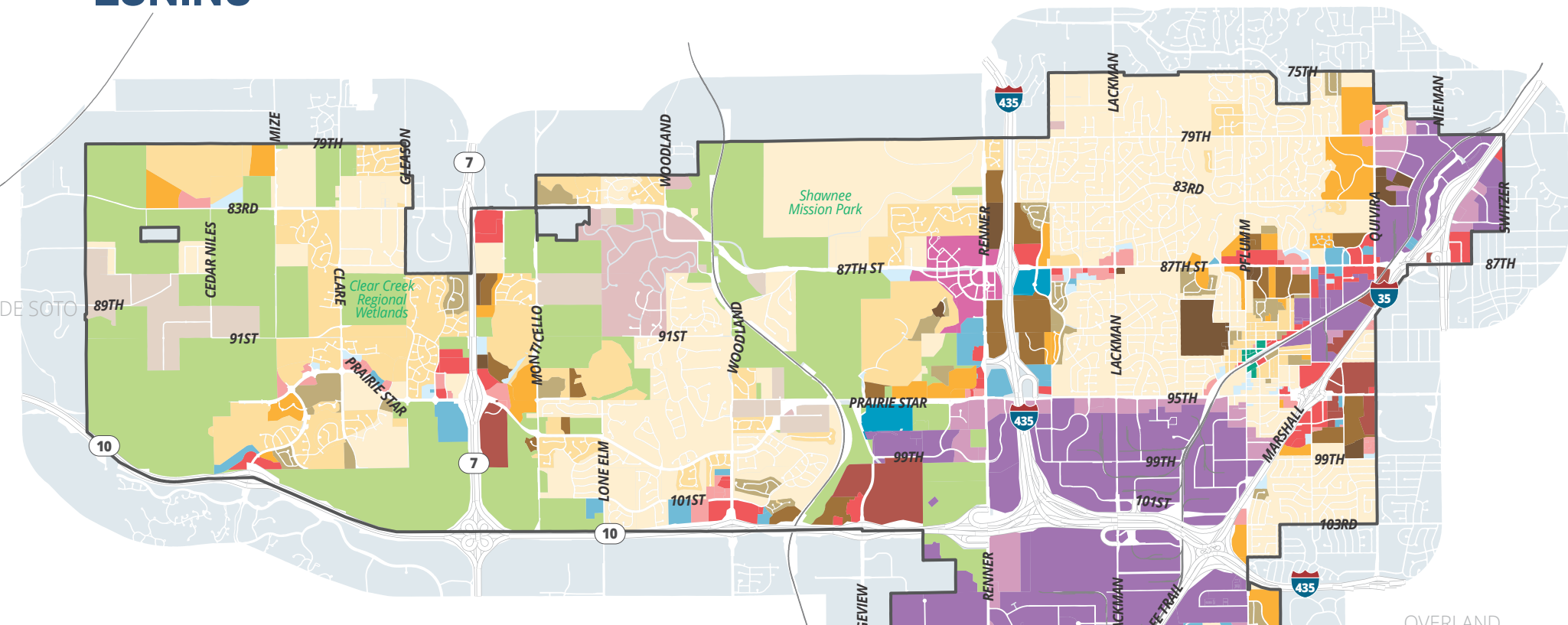
This district is intended to accommodate a wide variety of use types in accordance with the City's Comprehensive Plan. It aims to provide flexibility from use and site development regulations to encourage innovative, well-designed projects that achieve a high level of environmental sensitivity, energy efficiency, safety, aesthetics, and other community goals.

PMU - Planned Mixed Use District

This district is intended to encourage a variety of land uses in a denser, pedestrian-oriented, urban-like environment than would be possible with traditional planned zoning districts. The PMU District promotes building and public open space design that creates a distinctive and memorable sense of place that adds to a greater sense of community. Developments in this district are allowed and expected to have a mixture of residential, office and retail uses, along with public spaces, entertainment uses, and other specialty facilities that are compatible in both character and function.

CURRENT ZONING

SHAWNEE



Legend

- Lenexa Municipal Boundary
- Railroad

Current Zoning

- | | | |
|-------------------------------------|----------------------------------|--|
| AG-Agricultural | CP2-Planned Community Commercial | RE-Residential Estate |
| BP1-Planned Business Park | CP3-Planned Regional Commercial | RP1-Planned Residential Single Family |
| BP2-Planned Manufacturing | CPO-Planned General Office | RP2-Planned Residential Intermediate Density |
| CC-Planned City Center | HBD-Planned Historic Business | RP3-Planned Residential Medium Density |
| CP1-Planned Neighborhood Commercial | NPO-Planned Neighborhood Office | RP4-Planned Residential High Density |
| | PUD-Planned Unit Development | RP5-Planned Residential High Rise |
| | R1-Residential Single Family | RPE-Planned Residential Estate |

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OVERLAND PARK



LAND USE AND DEVELOPMENT ISSUES AND OPPORTUNITIES

Growth Strategy. Significant agricultural and undeveloped land lies in western areas of Lenexa where currently there are primarily instances of isolated new residential development. There is opportunity to establish a growth strategy that discourages leap-frog development and premature development of agricultural land, while complementing the City's efforts in providing infrastructure to support new growth, such as along Monticello Road, Clare Road, and Prairie Star Parkway.

Diversifying Housing Choices. As most existing residential development is single-family detached, ways to continue to diversify housing choices while maintaining Lenexa's high quality of life and standards for development should be explored to create equitable and attainable living options for all and to mitigate sprawl.

Residential Development Guidelines. A variety of residential developments feature front-loaded garages that detract from the character of the neighborhood. Residential development standards/guidelines should be explored to address such issues, strengthening the "neighborhood feel" of residential areas.

Infill and Redevelopment. Opportunities for infill development and redevelopment within established neighborhoods east of Renner Road should be examined to promote reinvestment, better leverage existing infrastructure, and maximize development potential. This should be explored through the lens of context-sensitive development to preserve existing neighborhood character. It should be noted that such developments already exist in certain parts of Lenexa. One example is located on West 93rd Street between Gillette Street and Bradshaw Street, where multiple and new duplexes look similar, in terms of scale and style, with their surrounding single-family detached homes.

Western Commercial Uses. There is a lack of commercial development in western portions of Lenexa. Areas feasible for new commercial development should be examined to provide a balance with future residential uses and ensure sufficient access to goods and services. Examples of areas to consider include, but are not limited to, around the K-10/K-7 interchange and the intersections of K-7/Prairie Star Parkway, K-7/83rd Street, K-10/Woodland Road, and 83rd Street/Cedar Niles Road.

City Center as Lenexa's Core. There is significant potential to further establish City Center as the heart of Lenexa and a central community destination, particularly as western areas further develop. This includes accommodating higher densities and mixed-use development on undeveloped properties to support a vibrant, pedestrian-oriented environment and new housing, shopping, and employment opportunities.

Expanding the Employment Base. There is opportunity to expand the City's office and industrial base, both through reinvesting in existing business parks, as well as identifying future growth areas for new business park development. Opportunities to promote attractive amenities for employees and multimodal connectivity to employment areas should be examined.

Reinvesting in Commercial Corridors. There is opportunity to enhance the function and aesthetic of established commercial corridors when redevelopment occurs, such as 87th Street and Quivira Road. This may include promoting outlot development, enhancing parking lot landscaping, and incorporating pedestrian infrastructure.

Continued Investment in Old Town. There is a need for continued investment and public/private partnerships in Old Town, taking into consideration the recommendations of the 2016 "A New Look at Old Town" plan. This includes improving pedestrian and bike connectivity to surrounding neighborhoods.

Incompatible Uses. The City's existing development pattern separates incompatible uses well through land use planning and screening, such as higher intensity industrial uses from low density residential neighborhoods. A great example is the multiuse path and greenway along 95th Street that acts as a buffer between residential uses to the north from the business park to the south. Future land use designations should continue to ensure new development is compatible within the existing context and with adjacent uses.

Land Use vs. Zoning Alignment. As future land uses will be developed in the planning process, there is a need to review and align the City's zoning districts with the new Comprehensive Plan's land use plan following adoption to ensure successful implementation.



CHAPTER 6

COMMUNITY FACILITIES AND INFRASTRUCTURE

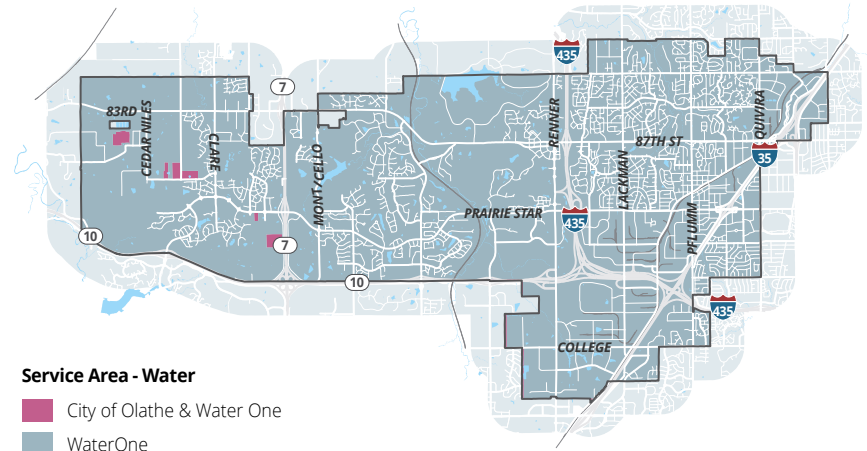
INFRASTRUCTURE

Infrastructure includes the systems that are essential to everyday life, such as stormwater, water, wastewater, electrical, gas, and telecommunications. These systems are managed and distributed by either the City of Lenexa or regional utility providers. Infrastructure will require regular maintenance and upgrades to ensure safe and quality services for residents, as well as expansions into underserved areas to support future growth.

STORMWATER

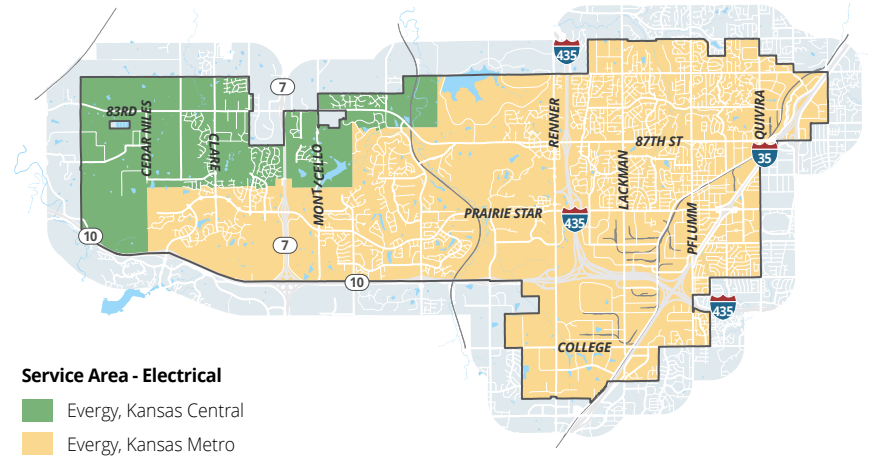
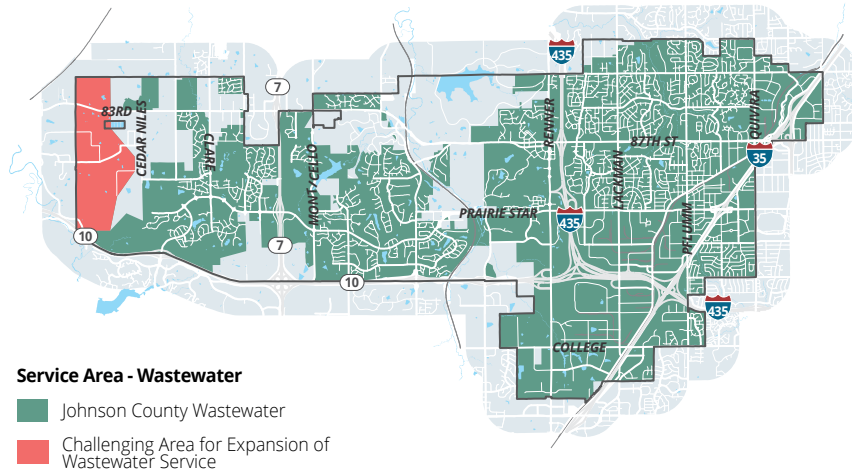
Lenexa has an extensive stormwater network that combines natural channels with storm sewer networks. In an effort to manage stormwater and control flooding while protecting the natural system, the City has developed a stormwater management plan and program to both protect the quality of the water and the quality of life for the citizens. Adopted in 2001 and revised as recently as February 2021, the City's Stormwater Management Plan outlines the Stormwater Management Program (Rain to Recreation), MS4 Permit Requirements, and Additional Programs that the City conducts.

- **Rain to Recreation.** The plan outlines the seven stormwater staff members and the various responsibilities required to meet the City's stormwater goals. The program also identifies the City's funding sources required to complete these activities. This includes an annual report to the Kansas Department of Health and Environment on the effectiveness of the stormwater management program.
- **MS4 Permit Requirements.** The plan outlines the City's requirements for compliance with the National Pollutant Discharge Elimination System (NPDES) Phase II permit. This section includes the City's action plan for compliance with each of the six minimum control measures outlined in the permit.
- **Additional Program Services.** Outside of those services required by the MS4 permit, the City program provides other services that include capital improvement, floodplain management, and system maintenance activities. Some of the additional services are to maintain the City's compliance with the National Flood Insurance Program (NFIP) while others involve regional approaches with other agencies and partnerships with developers to improve the stormwater conditions within the City.



WATER SUPPLY

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

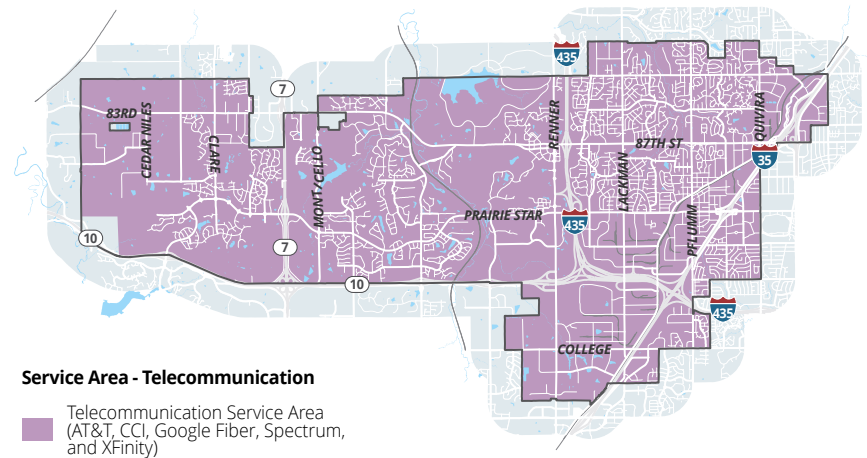
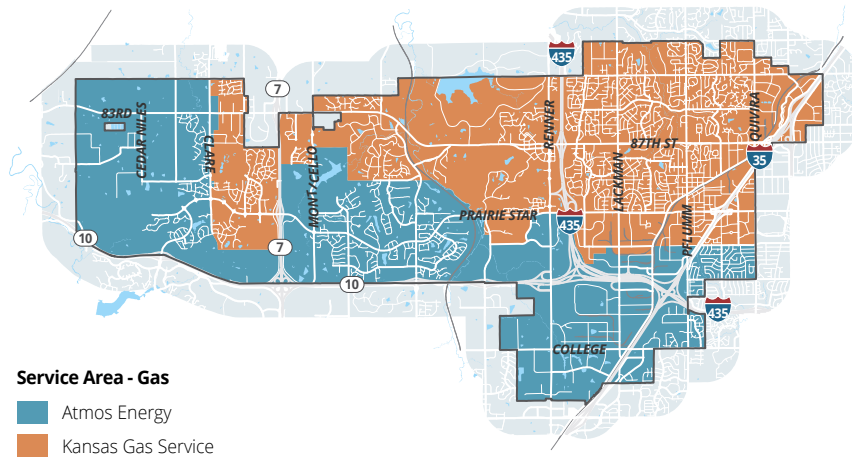


WASTEWATER

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

ELECTRICAL

Evergy is the electrical provider for the entire City and extends distribution to all residential or commercial development properties as the need arises. No system wide renewable energy sources are currently provided in the City.



GAS

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

TELECOMMUNICATIONS

Lenexa has five telecommunications companies that have facilities within City boundaries. These telecommunications companies combined cover over 90 percent of the City with the exception of a small, approximately 45 acre, undeveloped pocket in the southwest corner of the City near K-10 and Cedar Creek Road. The following are the current extents of the existing facilities:

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

COMMUNITY FACILITIES

Community facilities provide the basic services and amenities that contribute to a high quality of life in Lenexa. The City contains fourteen departments and divisions that provide essential services to residents, however, this report will focus only on City Governance, the Fire and Police Departments, Libraries, and Education. To support the Comprehensive Plan, an inventory and assessment of key service providers was completed.

City Governance

Lenexa is governed by the Mayor, City Council members from four wards, City Manager, Deputy City Manager, Chief Financial Officer, department directors, Police Chief, Fire Chief, and City Attorney. The City Council is responsible for making policy decisions and passing City ordinances while the Mayor provides direction on all policies that are considered by City Council.

Fire

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

Police

Headed by the Chief of Police, Lenexa's Police Department provides essential neighborhood safety functions in addition to numerous programs, inspections, and workshops with topics ranging from online safety to vacation house watching. The Police Department has one central location on 87th Street Parkway and is organized into the Patrol and Support Services Divisions. A new facility for the Police Department and Municipal Courts at the intersection of Prairie Star Parkway and Britton Street is currently in initial planning stages.

Health & Medical Facilities

A handful of medical facilities exist within or near Lenexa that provide residents with critical healthcare services. This includes AdventHealth's Urgent Care and Hospital, the University of Kansas MedWest urgent care facility, and the Overland Park Regional Medical Center hospital in Overland Park just outside southeastern City limits. AdventHealth is currently constructing a 25-acre medical campus called the "AdventHealth Life Campus" in City Center, which will include a 100-bed hospital, medical office buildings, hotel, and retail shops. The four-phase project is expected to start by 2023 and be fully completed tentatively in 2032. This new medical campus will play a major role in increasing access to medical facilities in Lenexa and activating City Center as a community destination.

Religious Institutions

Religious institutions are located primarily in residential neighborhoods throughout the City. Religious institutions include places of worship and associated facilities such as fellowship halls and parsonages as well as accessory uses such as the homeless shelter in the Shawnee Mission Unitarian Universalist Church.

Library

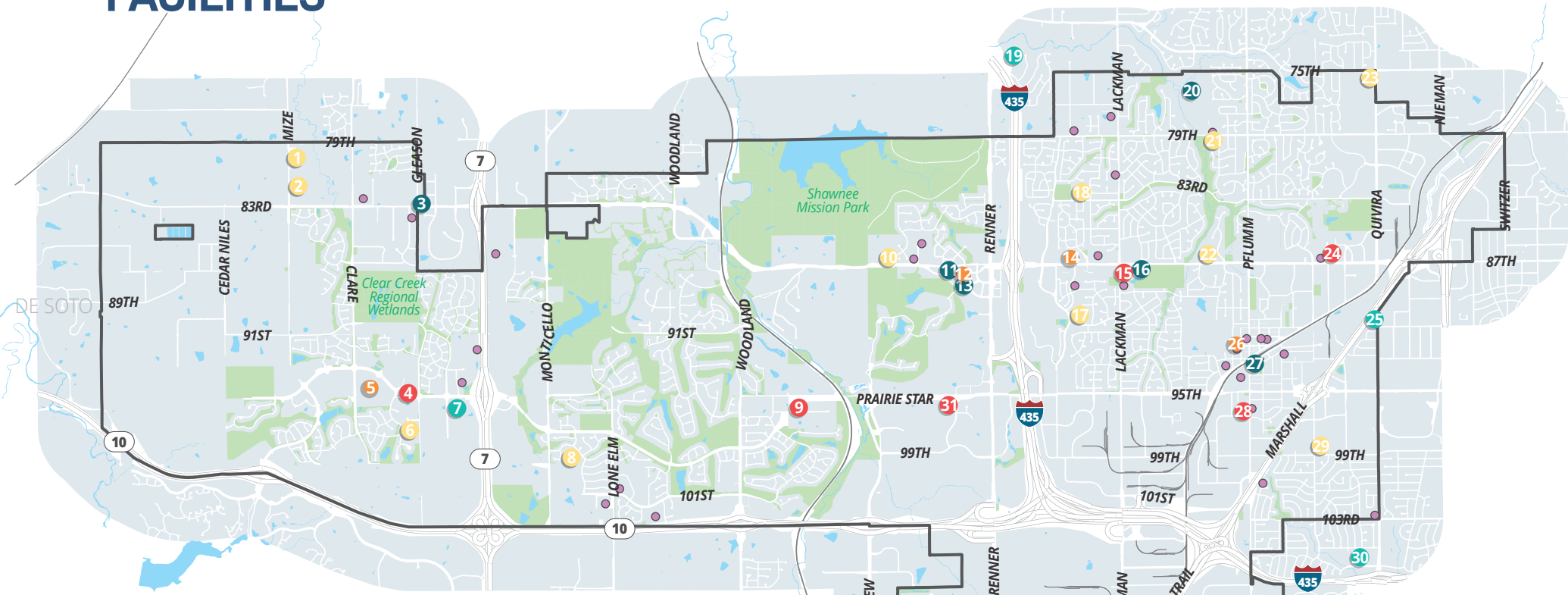
Lenexa is a member of the Johnson County Library system and is home to the Lenexa City Center Library. The Library contains five study rooms, two conference rooms, and a community meeting room. The Library also features a drive-thru service window, computer and printing amenities, and hosts many activities.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

Education

Public education in Lenexa is highly regarded by the community and is provided by the Shawnee Mission 512, Olathe 233, and De Soto 232 Unified School Districts. In terms of enrollment, Shawnee Mission 512 has 27,587 students, Olathe 233 has 30,164, and De Soto 232 has 7,476. There are eight public schools within Lenexa's City limits (seven elementary and one middle school) as well as three private Catholic Schools including Lenexa's only high school, St. James Academy. Two nearby public high schools in Overland Park and Olathe also serve Lenexa students. The City is also home to a branch of Park University where evening classes are offered for undergraduate and graduate students at the Lenexa City Center.

COMMUNITY FACILITIES

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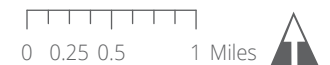


Legend

- Lenexa Municipal Boundary
- Railroad
- Civic
- Safety
- Health
- School
- Private School
- Religious Institutions
- Parks and Open Space

Existing Community Facilities

- | | |
|--|---|
| <ul style="list-style-type: none"> 1 Mill Creek Middle 2 Cedar Trails Exploration Center 3 Monticello Historical Station 4 Fire Station 3 and Police Station 5 St. James Academy 6 Canyon Creek Elementary 7 AdventHealth Lenexa 8 Manchester Park Elementary 9 Fire Station 5 10 Lenexa Hills Elementary 11 Shawnee Mission School District Aquatic Center 12 Park University 13 Lenexa Rec Center, City Hall, and Johnson County Library 14 Christ Preparatory Academy 15 Fire Station 2 16 Legler Barn and Depot Museum 17 Sunflower Elementary 18 Christa McAuliffe Elementary | <ul style="list-style-type: none"> 19 KU Medical Plaza West 20 Municipal Services Service Center 21 Mill Creek Elementary 22 Rising Star Elementary 23 Trailridge Middle 24 Lenexa Public Safety Complex 25 AdventHealth Corporate Care 26 Holy Trinity 27 Parks and Recreation Service Center, Lenexa Community Center, and Lenexa Senior Center 28 Fire Station 1 29 Rosehill Elementary 30 Overland Park Regional 31 Future Justice Center 32 Thompson Barn 33 Fire Station 4 |
|--|---|



COMMUNITY FACILITIES AND INFRASTRUCTURE ISSUES AND OPPORTUNITIES

Regional Stormwater Master Plan.

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

Update the Stormwater Management Program.

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

Utility Infrastructure Expansion.

Infrastructure expansion into western portions of Lenexa will continue to be a topic of discussion until the City is fully built out. Expansion of stormwater facilities and utilities will be necessary as development needs create demand. Generally, most of the main utility infrastructure is in place east of Clare Road except for some areas around the Mill Creek corridor. Since the City does not own any utility systems outside of stormwater infrastructure, coordination with utility providers will be important to ensure services meet future demand.

Compliance of Stormwater

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

West Sanitary Sewer Expansion.

Sanitary sewer connections in the far west and southwest areas of the City (as shown on the Wastewater Map on page 41) are expected to be difficult or costly by Johnson County, De Soto, and Olathe wastewater districts. The current Canyon Creek sanitary sewer system is pumped to the Mill Creek watershed, which is maintained by Johnson County Wastewater. To accept any additional flow, this Mill Creek main would require a capacity expansion. Neither De Soto nor Olathe wastewater districts appear to have much interest in extending a main to this area for expansion. The lack of connection into a sanitary sewer district will limit potential development in this area and zoning may be limited to low density residential.

Renewable Energy Conversion.

Renewable energy will continue to be a hot topic when related to the current climate changes and the rising cost of energy. The continued use of renewable energy sources in new City facility design and conversion of existing facilities will help lead private developers to do the same. Adjustments to development standards to encourage the use of renewable energy sources in design should be explored during the comprehensive planning process to help form a more sustainable community. While Lenexa does not produce its own energy sources, there could be opportunities to partner or provide grant programs parallel to the already existing Evergy programs to encourage private property owners to convert portions of their energy consumption to renewable sources.

Supporting Future Growth. Lenexa's continuous growth will increase demand for services across all community facilities. Levels of service, response times, and facility capacities will need to be routinely measured to support existing and future residents.

Intergovernmental Cooperation. Strong working relationships with the City, neighboring communities, the County, and service providers is essential to coordinate services and amenities in Lenexa.

School Expansions. As Lenexa's student population increases with growth, it will be important to coordinate the need for school expansions or new facilities with local school districts. De Soto School District is in the process of identifying property in western areas of the City for a new school facility.



CHAPTER 7

TRANSPORTATION AND MOBILITY

ROADWAY NETWORK

Well-planned transportation and mobility are essential aspects of every community and determine the ease and comfort with which citizens can access homes, businesses, jobs, schools, recreation, and essential services. Lenexa is long known for being easily accessible by vehicle and for having high quality recreational trails. The City has made great efforts in recent years to better balance all modes of transportation and facilitate getting around by whatever mode one chooses for different trips.

Lenexa benefits from a strategic location along I-435, I-35 and US-69 and has access to K-10 and K-7. In addition to its extensive roadway infrastructure, Lenexa features a network of regionally connected recreational trails, and has begun focusing on ensuring more balanced transportation options for different users including motorists, transit riders, pedestrians, and bicyclists.

ROADWAY NETWORK

Lenexa’s roadway system includes state and interstate highways that fall under the jurisdiction of the Kansas Department of Transportation (KDOT), including I-35, I-435, US-69, K-7, and K-10. All other public roads in Lenexa are owned and maintained by the City. This section of the report summarizes the existing roadway network and near-term updates.

Functional Classification System

Every road in Lenexa is categorized into a functional classification system which the City uses for design and planning purposes. It includes the following functional classes: Freeways/ Expressways, Major Arterials, Minor Arterials, Collectors, Local Collectors, and Local Streets. In general, local streets are lower-volume, lower-speed streets that facilitate direct property access; arterials are wider and move more traffic; and collectors connect arterials to local streets. The following classifications are from Lenexa’s 2016 Comprehensive Plan.

Functional Classification System

Roadway Class	Function	Lenexa Example Roadways
Freeways/ Expressways	Roadways that serve mainly through traffic and connect the City with the surrounding area. The primary function of freeways/expressways is to move traffic. They carry high volumes of motor vehicle traffic at high speeds. Access to adjacent property is not permitted from a freeway/expressway.	I-435, I-35, US-69, KS-7, KS-10
Major Arterials	Roadways that serve as the primary streets within the City and connect areas of activity to one another. Major arterials connect to freeways/expressways that serve regional and interstate traffic. High speeds and high volume (above 20,000 ADT) with limited access are typical characteristics of these facilities.	Prairie Star Pkwy, W. 87th St Pkwy, Renner Blvd, W. 83rd St, College Blvd, Quivira Rd, 95th St, Mize/ Canyon Creek
Minor Arterials	Minor arterials also serve to connect activity centers, but they also serve less intense development areas like small retail centers, office centers, and industrial/business parks. These roads carry moderate levels of traffic (10,000-25,000 ADT) at moderate speeds.	Clare Rd, Woodland Rd, Monticello Rd Lone Elm, Lackman Rd, Pflumm Rd, W 79th St, Strang Line Rd
Collectors	Roadways connecting local streets with the arterial street system and provide traffic service to less intense developments like residential, schools, churches, parks, and low intensity commercial developments. They carry lower levels of auto traffic (typically less than 10,000 ADT) at lower speeds.	Cedar Niles Rd, 99th, Loiret
Local Collectors	Local collectors, like collectors, provide a connection between local streets and the arterial street system.	Hillside Dr, W 91st St, W 87th Ln, W 83rd St
Industrial/ Business Park*	These streets serve industrial and manufacturing land uses. They are typically designed to accommodate significant volumes of large vehicles such as single unit trucks, tractor trailers, and other delivery vehicles.	W 110th St, W 108th St, W 107th St, Bond St, W 80th St, W 81st St., Lackman Rd. south of 95th, Santa Fe Trail Dr
Local Streets	These streets have the lowest speeds and traffic volumes. The primary function of local streets is to provide direct access to property with very limited traffic service and should be designed to discourage through trips.	Most other residential streets in Lenexa

Note: KDOT, Johnson County, and the Mid-America Regional Council (MARC) also maintain maps of functional classification that differ slightly from Lenexa’s designations.

** Industrial/Business Park streets are shown in the Railroad and Truck Routes map (page 57).*

The map in the following page shows the existing functional classification of Lenexa roadways as well as planned roadways that primarily serve western Lenexa. In addition, it should be noted that new configurations have been completed and future plans are in motion for the interchanges of I-35, I-435 and K-10 highways, often referred to as the Johnson County Gateway in Lenexa.

Traffic Volume/Roadway Capacities

Denser areas of Lenexa toward the east tend to have higher traffic counts than the areas to the west. This is due to the east's higher population and employment density. Existing roadways sufficiently support current traffic volumes, however, the new roadways shown in the map above have been planned primarily to support future growth in western portions of the City. Currently, K-10 and K-7 support the largest volumes of traffic in this area.

Roadway Updates

The following are key roadway projects that are recently completed or planned within Lenexa:

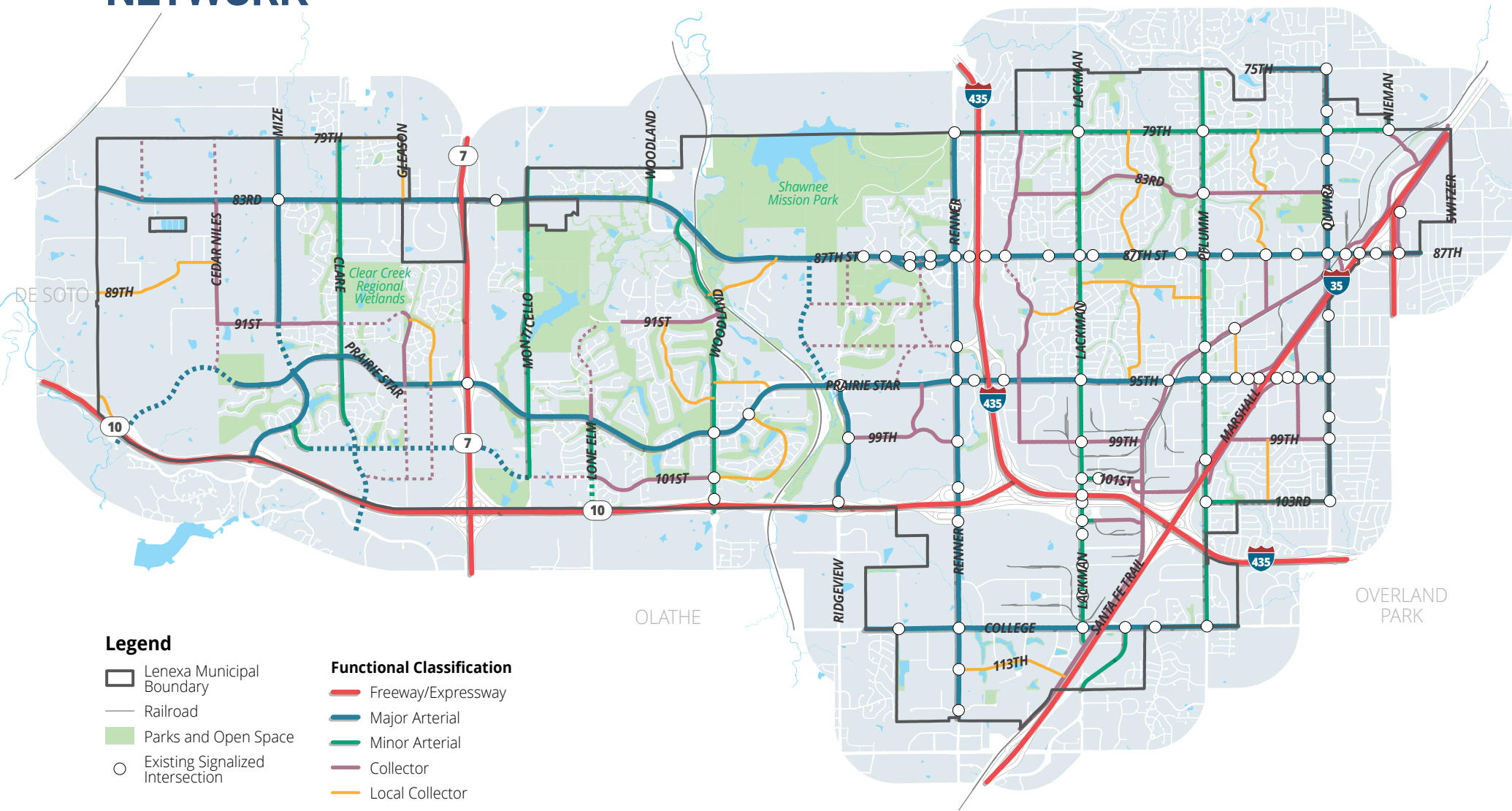
- The **K-10 & Lone Elm Road interchange project** will include widening Lone Elm to a four-lane arterial from 101st St. to just south of K-10, and a realignment of the frontage road in the southeast of the intersection to intersect with Lone Elm in the south of the interchange.
- **Clare Road and 99th Street** provides a link for the active transportation network identified in the 2019 Complete Streets Plan. Bicycle lanes are to be implemented from 99th St. about 450' south of Canyon Creek Blvd. to Clare Rd., and plans for a shared use path on the east side of Clare Road is under development. These improvements also will include an enhanced pedestrian crosswalk treatment with a new traffic signal at 99th and Canyon Creek Blvd.
- **The 87th Street Parkway/I-435 interchange** project includes multiple updates between Renner Boulevard and Maurer Road in its \$8.4 million budget. This includes additional turn lanes and through lanes on 87th Street Parkway and to the northbound and southbound I-435 ramps, 10-foot-wide trails on the north and south sides of 87th Street Parkway, a new storm sewer system, and traffic signals at the 87th Street Parkway northbound and southbound I-435 ramps.
- **Prairie Star Parkway and Kansas Highway 7 (Interim improvement)** will include new traffic signals on Prairie Star Parkway at the ramp terminals, northbound and southbound exit ramp widening and realignment, a new median at Hedge Lane, and replacement of the bridge approaches. These improvements, expected to cost about \$2 million, are underway.
- Lenexa is working with the City of Shawnee on **75th Street and Quivira Road intersection** improvements, including new traffic signals and additional turn lanes. Lenexa will fund about \$438,000 for the area in its City limits at the southeast intersection corner.

COMMUTE CHARACTERISTICS

2019 Census data shows that 24,600 Lenexa residents leave Lenexa City limits for work, while 4,800 Lenexa residents stay within the City for their commute. Over 57,000 commuters come from outside Lenexa to work in the City. Most employment destinations are located in eastern portions of Lenexa between or adjacent to I-435 and I-35, and most commuters report commute destination within 10 miles of their home. Maintaining access to this area by all modes of transportation and mitigating the effects of large delivery trucks will be important moving forward.

ROADWAY NETWORK

SHAWNEE



Legend

- Lenexa Municipal Boundary
- Railroad
- Parks and Open Space
- Existing Signalized Intersection

Functional Classification

- Freeway/Expressway
- Major Arterial
- Minor Arterial
- Collector
- Local Collector
- Future Arterial
- Future Minor Arterial
- Future Collector

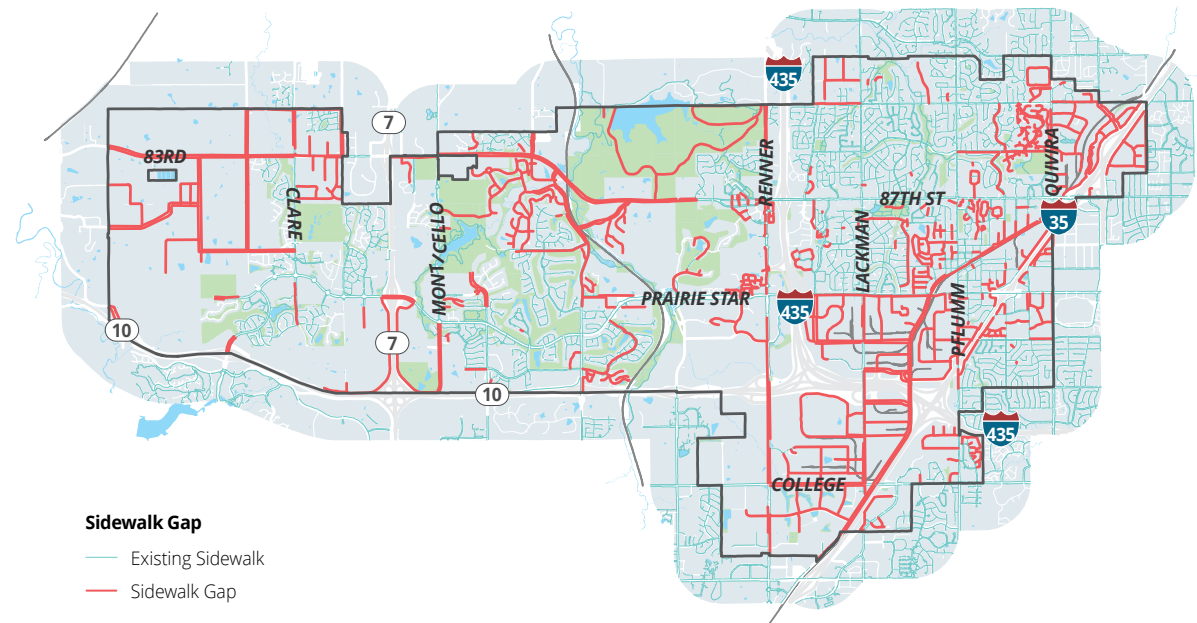


ACTIVE TRANSPORTATION

Active Transportation includes walking, biking, scooting, and other forms of non-motorized transportation. Many Lenexa residents have expressed the desire for more walking and biking options for short trips, such as to a neighbor's house, school, or library. Providing mobility for those who choose not to drive or cannot drive is important to an equitable transportation system and high quality of life in Lenexa. Improving walking and bicycling networks can also increase transit access and usage. The City has recently implemented code changes to update walking and bicycling policies and is making crossing improvements throughout the community.

SIDEWALKS

The City has developed a strong foundation on which to build active transportation infrastructure with extensive trails, sufficient sidewalk connectivity in individual neighborhoods, and a focus on a walkable City Center. The Sidewalks Gap Map shows existing sidewalks and where gaps in the network exist. Notably, most of the City's industrial and office areas in eastern portions of the City lack sidewalks, as well as along some arterials and collectors, and rural areas west of I-435. Many established residential neighborhoods only feature sidewalks on one side of the street which is the current city standard for local streets. It is important for connectivity to have sidewalks or a combination of sidewalks and side paths on all arterials and collectors.



BIKE FACILITIES

With the adoption of the Complete Streets Plan, the City has begun placing greater emphasis on planning, designing, and implementing safe, connected, and accessible bicycle facilities. The Bicycle and Pedestrian Facilities Map includes the existing and planned bike facilities for Lenexa.

As of the end of 2021, the City has:

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

RideKC Bike Program

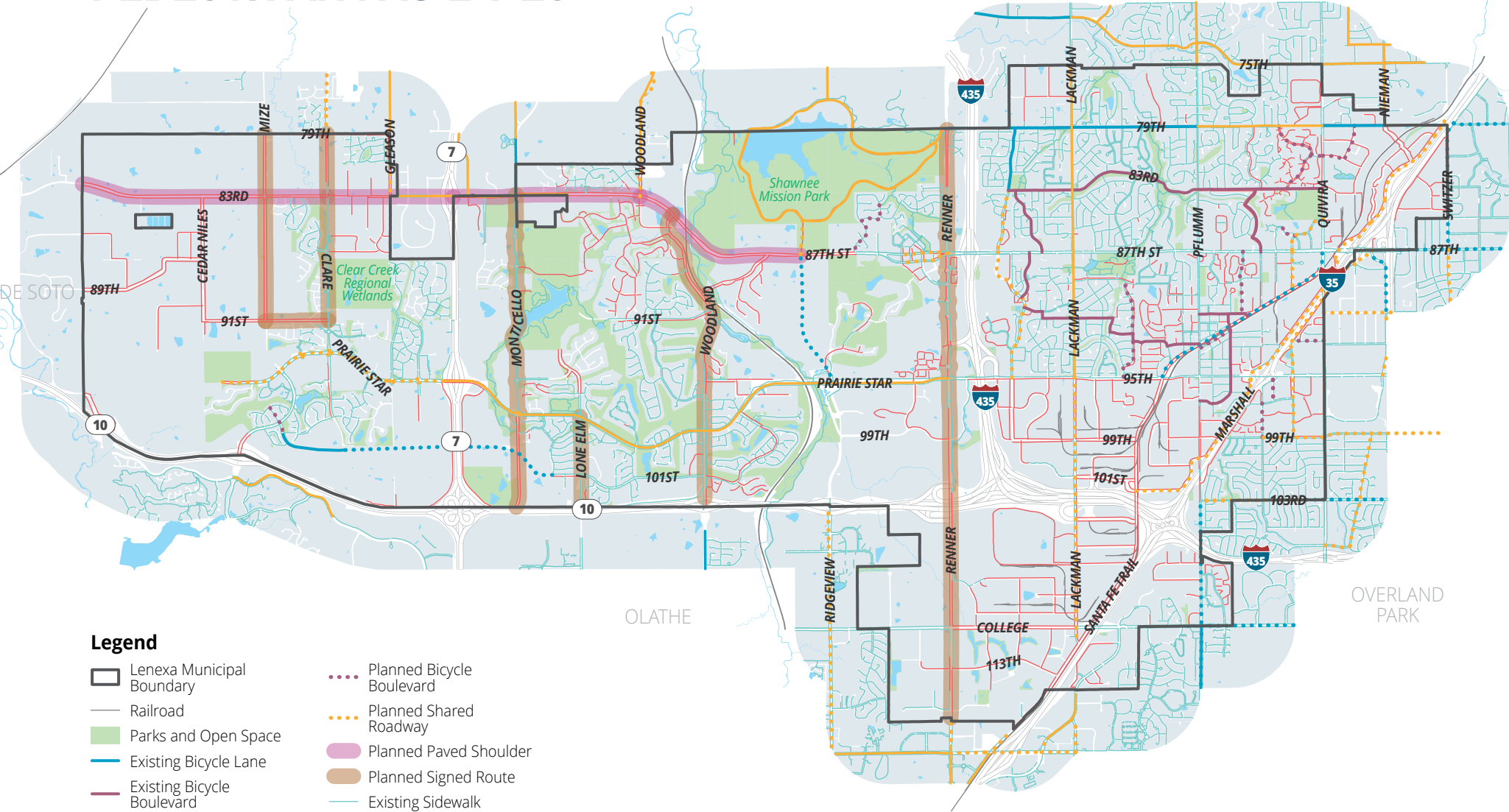
The City has a new bike share program delivered by RideKC. With this program, e-bikes are now available at parks and destinations throughout the City. This new system features a first-of-its-kind electric-assist bike model that operates in a hybrid “dockless” format. Bikes are located at bike rack stations which can be found using the RideKC Bike app.

TRAILS & MULTIUSE PATHS

Lenexa’s robust system of recreational trails and multiuse paths are a regional draw for the City. Lenexa maintains more than 45 miles of trails for biking and walking, the context of which varies from wooded areas, along lakes and streams, and more private trails through residential areas. These facilities serve as both transportation and recreational amenities. Refer to the Parks, Open Space, and Recreation chapter for an overview of the City’s existing and planned trails.

BICYCLE AND PEDESTRIAN FACILITIES

SHAWNEE



Legend

- Lenexa Municipal Boundary
- Railroad
- Parks and Open Space
- Existing Bicycle Lane
- Existing Bicycle Boulevard
- Existing Shared Roadway
- Existing Sidewalk Gap
- Planned Bicycle Lane
- Planned Bicycle Boulevard
- Planned Shared Roadway
- Planned Paved Shoulder
- Planned Signed Route
- Existing Sidewalk



TRANSIT

Transit is important to providing equitable transportation options for Lenexa residents and visitors, particularly those who are transit dependent due to age, income, or disability. While many residents in Lenexa rely on personal vehicles for everyday transportation, limited transit service is available in the City. According to the Complete Streets Plan, the Lakeview Village area, northwest of Old Town, features the highest concentration of zero vehicle households, with 25 percent of households reporting no access to a vehicle as of 2019.

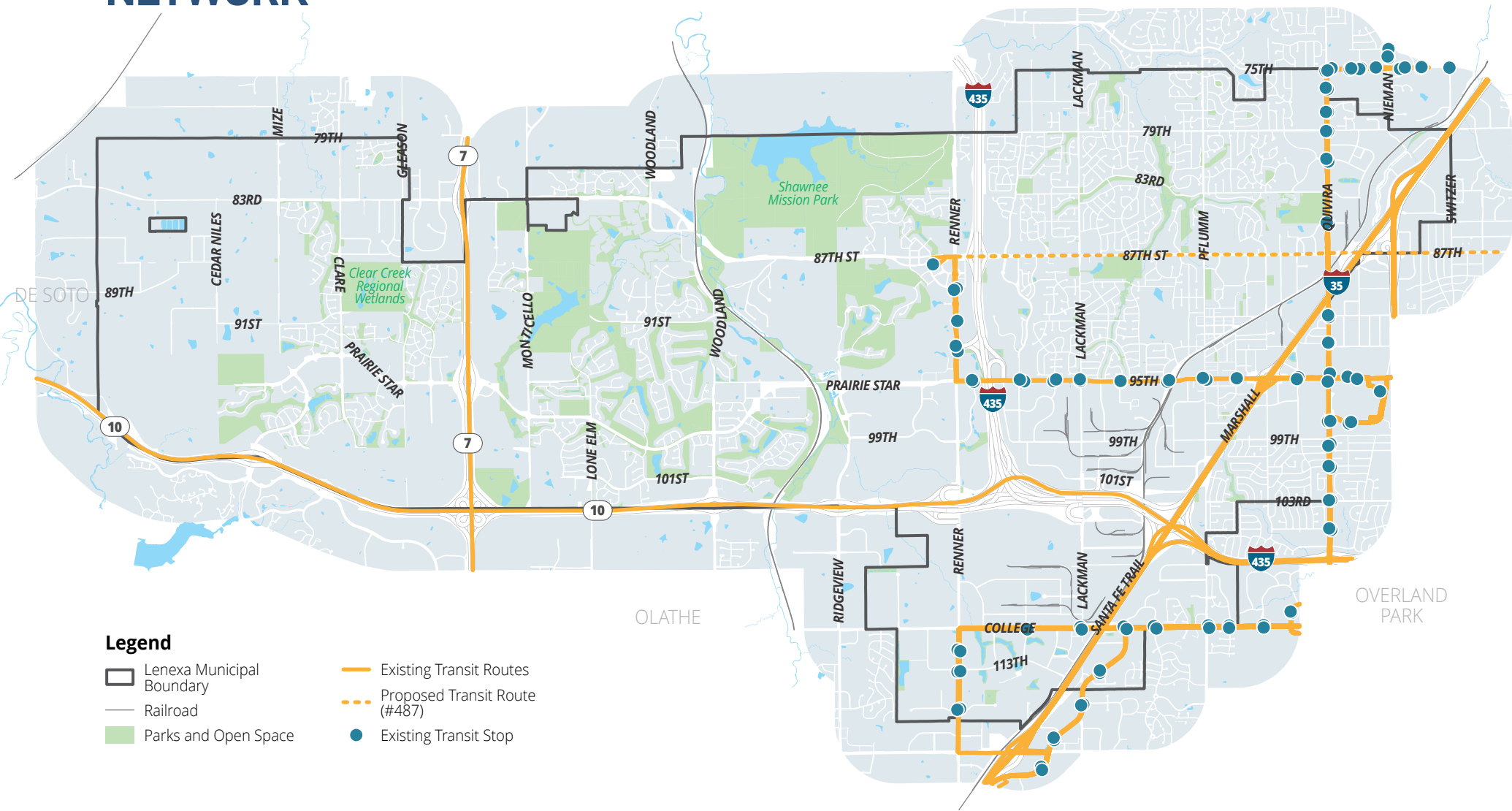
RIDEKC

As shown in the Transit Network Map, the main transit routes in Lenexa include Routes 402, 475 and 495, servicing the City only east of Renner Road and City Center. All three of these routes are provided by the regional transit provider, RideKC, but are funded through Johnson County. While transit routes exist along K-10 and K-7, they are long distance commuter routes that do not make any stops in Lenexa.

Lenexa's transit routes have relatively low ridership. Stops along Route 495 see an average of only five daily riders and park and ride facilities, located just outside of Lenexa at Oak Park Mall, Johnson County Community College, and Strang Line Road, see just 20 riders per day. Though RideKC has limited their services due to the COVID-19 pandemic, Routes 402 and 495 saw no change in their service level. Route 475 service was reduced to 70-minute intervals during service hours. The Kansas City Area Transit Authority is currently considering adding a route on 87th Street from City Center in Lenexa east to Metcalf Avenue in Overland Park.

TRANSIT NETWORK

SHAWNEE



Legend

-  Lenexa Municipal Boundary
-  Railroad
-  Parks and Open Space
-  Existing Transit Routes
-  Proposed Transit Route (#487)
-  Existing Transit Stop



RAILROAD, TRUCK, AND CRASH DATA

RAILROAD

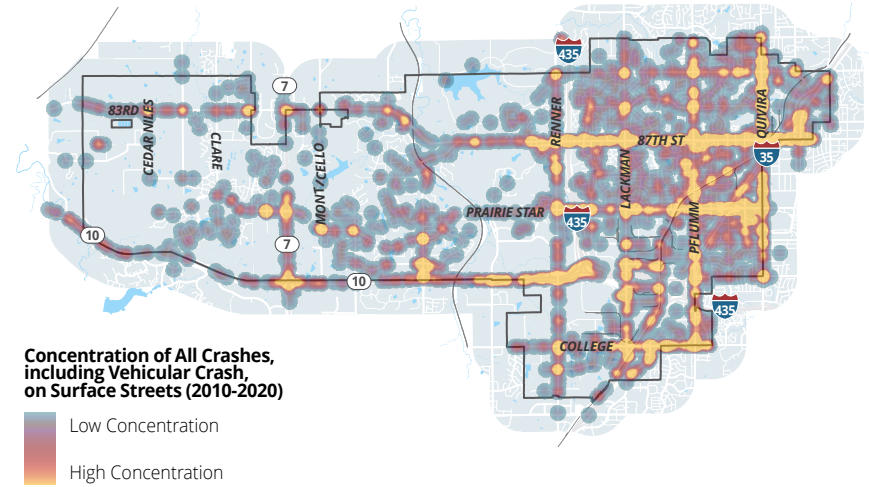
The existing rail network within Lenexa is owned by Burlington Northern and Santa Fe Railway (BNSF). One rail line parallels I-35 in the eastern area of Lenexa. A second line follows Mill Creek through the middle of the City. At grade crossings in the Old Town area create potential conflicts with other modes of transportation.

TRUCK ROUTES

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

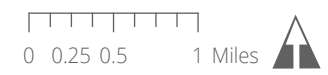
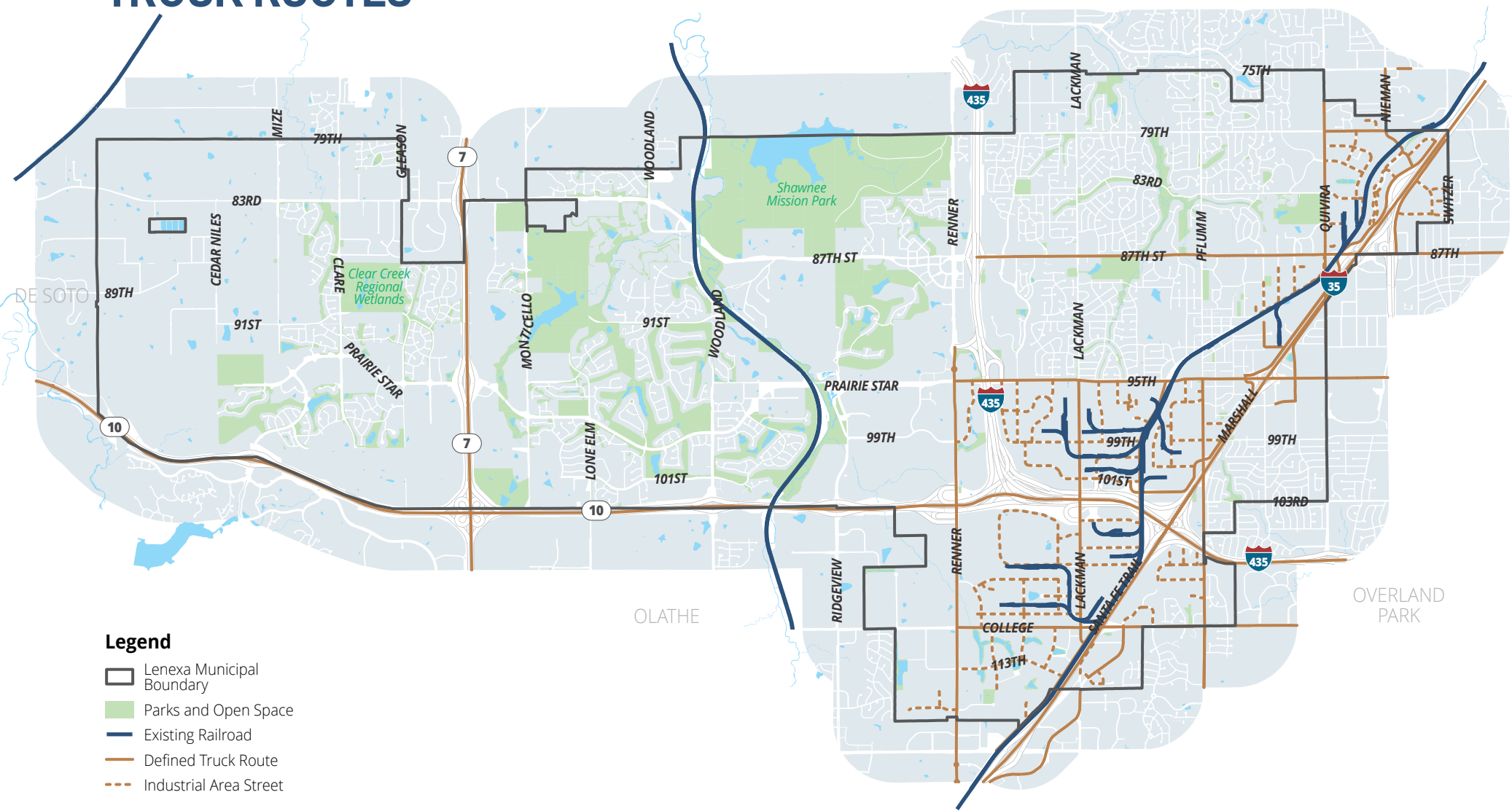
CRASH HISTORY

The Crash History Map shows crashes from 2010 to 2020. Crashes associated with interstates were removed to give a better picture of crash trends along Lenexa's roadways. Most crashes occurred on arterials in the more developed eastern area of Lenexa. Roadways with high levels of crashes over a 10 year period include 87th Street, 95th Street, Quivira Road, and Pflumm Road. Crashes are likely concentrated in this area due to the higher level of activity and traffic volumes typical here.



RAILROADS AND TRUCK ROUTES

SHAWNEE



TRANSPORTATION ISSUES AND OPPORTUNITIES

Strong Track-Record of Transportation Planning. Lenexa has an excellent record of well-thought-out planning for future transportation needs including the recent acceptance of complete streets study recommendations that focus on balancing the needs of a wider range of users of all ages, abilities, and backgrounds.

Westward Growth and Development. As the City continues to develop in the west, it will be important to plan for the needs of all modes of transportation on any new roadways.

Improved Connectivity in West Lenexa. Future population and employment growth in areas west of Renner Road may require more alternative routes for both north-south and east-west travel in western Lenexa. Plans for new local and arterial roads through this area of the City should include pedestrian and bicycle facilities. Given that the City's street and development patterns are different east and west of I-435, this may necessitate different approaches in improving bicycle and pedestrian connectivity for both areas.

Additional Complete Streets Tools. While the Complete Streets policy is a good first step in improving the multimodal network, additional tools, such as checklists and updated design guidelines, may be needed to further institutionalize a complete streets approach. This includes ensuring the needs of all roadway users are balanced and that the transportation system is reflective of land use and placemaking goals across the City.

Barriers of Arterials and Collectors. Some arterials and collectors create crossing barriers for pedestrians and bicyclists and sometimes motor vehicles due to high speeds and lack of safe crossing infrastructure. Strategies to improve crossing safety and connectivity should be examined.

Sidewalk Network Expansion. There is opportunity to expand the sidewalk connectivity within western portions of Lenexa to improve connections between residential neighborhoods, shopping areas, and employment centers. This will be key for improving equity in the transportation network for those who do not have access to a car or are young, elderly, or have a physical disability.

Bicycle Connections. With the Complete Streets Plan, the City developed a plan for future bikeways. It should be updated on a regular basis, particularly as new roadways are considered.

Enhancing Transit Rider Experience. Most of the 60 transit stops located in Lenexa provide sidewalk access, street lighting, and RideKC signage, but most lack benches, trash cans, or shelters. There is opportunity to work with RideKC to improve transit stop facilities to enhance rider experience and increase ridership.

Future Truck Routes. As the land use plan is developed, future truck routes should be considered to serve future commercial, office, and industrial areas to ensure efficient and safe truck traffic.

Anticipating Shifts in Transportation Preferences. Electric vehicles, autonomous vehicles, ride share, and other emerging transportation options should be considered in the comprehensive planning process to ensure Lenexa is well equipped to address shifts in transportation preferences.



CHAPTER 8

PARKS, OPEN SPACE, AND RECREATION

In the Vision 2040 plan, 59 percent of participants voted green space and parks to be the most important factor for maintaining and creating healthy neighborhoods. The City's Parks and Recreation Department is responsible for long term planning and maintenance of over 30 public parks, trails, and recreational facilities. The department also manages local recreation programs, such as sports leagues, dance classes, senior citizens activities, and a variety of festivals and events, like the Great Lenexa BBQ Battle, Spinach Festival, and Community Days Parade. In addition, the Johnson County Parks and Recreation District provides important recreational facilities in Lenexa, including the 1,655 acre Shawnee Mission Park, a regional trail system, and the Shawnee Mission School District Aquatic Center in partnership with the City and the Shawnee Mission School District.

PARKS, RECREATION, AND OPEN SPACE COMPREHENSIVE PLAN

The 2012 Parks, Recreation, and Open Space Comprehensive Plan established a list of needs and priorities based on community outreach and analysis of the Parks and Recreation System. The three phases of implementation and their proposed key initiatives are:

Phase 1: 2012 – 2017

- Central recreation and aquatics center (complete)
- Civic center at CityCenter (complete)
- Improved athletic fields (complete)
- Critical trail connections (progress made)
- Trailheads at existing park sites (no progress)

Phase 2: 2017 – 2022

- Renovation of existing Community Center site (scheduled)
- Construction of Nature Center at Black Hoof Park (no longer considered a key initiative)
- Undeveloped trailheads (no progress)
- On-road trail connectors (progress made)
- Continued field/court improvements (complete/progress made)

Phase 3: 2022 – 2042

- Western recreation and aquatics center (no longer considered a key initiative)
- Lake-side nature learning lab (no longer considered a key initiative)
- Trails within utility easements (no progress)
- Additional sports courts/fields in western portion of the City (progress made)

PARK SUPPLY

The national standard for parkland, as set by the National Recreation and Parks Association (NRPA), is 10 acres of parkland per 1,000 residents. With about 647 acres of parkland, Lenexa's parks system exceeds this standard with approximately 11 acres per 1,000 residents. When incorporating the additional 892 acres of parkland Johnson County provides within City limits, Lenexa far exceeds the national standard with about 27 acres per 1,000 residents. Private parks within residential subdivisions further increases access to parks and recreational facilities for residents.

PARK DISTRIBUTION

In addition to the number of parks in the community, the location of parks is important to understand how well the City is served. Park distribution is measured based on service area which differs based on park type. Smaller, parks that are meant to serve neighborhoods have a half-mile service area while large parks that are meant to serve the region have a 10-mile service area. Service areas utilized in this analysis are based on the service areas utilized in the 2012 Comprehensive Parks and Recreation Plan.

The service area assessment reveals that the majority of Lenexa is located within the three-mile service area of the City's community facilities while the entire community is located within the 10-mile service area of the City's regional facilities. The City is less well served by its neighborhood facilities, with gaps in the southeastern, central, and far west portions of the community.

PROPOSED PARKS

With the intent to better serve residents in western areas of Lenexa, increase access to recreational facilities, and prepare for future growth, the following five parks are proposed west of I-435.

TRAILS & MULTIUSE PATHS

Lenexa's recreational trails and multiuse paths are a regional draw for the City. Lenexa maintains more than 45 miles of trails for biking and walking, the context of which varies from wooded areas, along lakes and streams, and more private trails through residential areas. Key trails and multiuse paths within Lenexa include:

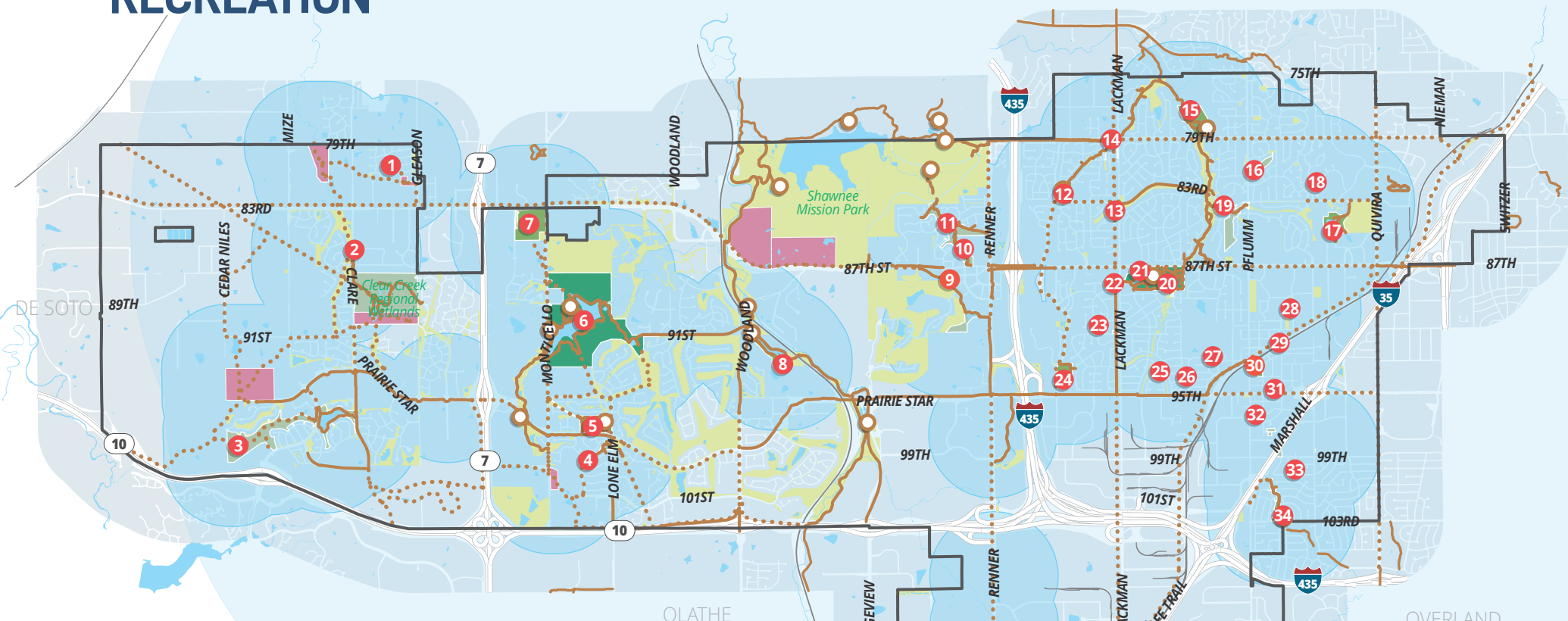
- **Gary L. Haller Trail:** 17-mile north-south network of trails and multiuse paths.
- **Prairie Star Parkway Path:** 4.7-mile multiuse path along Prairie Star Parkway just west of I-435.

Site Name	Acres	Park Type
Lenexa Parks and Recreation Department		
95th and Cedar Niles	60	Community Park
101st and Monticello	6	Community Park
Centennial	30	Community Park
Undeveloped 81st and Gleason	4	Community Park
Johnson County Parks and Recreation District		
Shawnee Mission (Expansion)	155	Regional Park

- **95th Street Path.** nearly two mile multiuse path that runs from Santa Fe Trail Drive to Renner Blvd, where it ties into the Prairie Star Parkway trail. The path then runs north to City Center and Shawnee Mission Park.
- **Little Mill Creek Trail:** 2.2-mile north-south trail running from 87th Street and Sar-Ko-Par Trails Park to Blackfish Parkway.
- **SMP Paved Trail:** 2-mile trail off Renner Road connecting to the Shawnee Mission Park Disc Golf Course.
- **79th Street Path:** 1-mile multiuse path starting from Lackman Park and runs along 79th Street.

PARKS, OPEN SPACE, AND RECREATION

SHAWNEE



Legend

- Lenexa Municipal Boundary
- Railroad
- Trailhead
- Existing Multiuse Path
- Planned Multiuse Path
- Neighborhood Facilities Service Area (0.5-mile)
- Community Facilities Service Area (3-mile)
- Regional Facilities
- Community Facilities
- Neighborhood Facilities
- Other Parks/Open Space/Recreational Facility
- Future/Proposed Park Land

Existing Parks, and Recreation Facilities

- | | |
|---------------------------------|----------------------------------|
| 1 Gleason Park | 18 Heritage Forest Park |
| 2 Wild Bill Hickok Park | 19 Indian Trails Aquatic Center |
| 3 Cedar Station (Mize Lake) | 20 Sar-Ko-Par Trails |
| 4 Manchester Park | 21 Bois D'Arc Park |
| 5 Meadows Park | 22 Tamerisk Park |
| 6 Black Hoof Park (Lake Lenexa) | 23 Electric Park |
| 7 Freedom Fields Park | 24 Kickapoo Park |
| 8 Craig Crossing Park | 25 Mullen Park |
| 9 Lenexa Rec Center | 26 Green Prairie Park |
| 10 Central Green Park | 27 Gillette Park |
| 11 Parkhurst Park | 28 Bradshaw Park |
| 12 Ad Astra Park & Pool | 29 Scouting Park |
| 13 Na Nex Se Park | 30 Lenexa Community Center |
| 14 Lackman Park | 31 Scouting Park |
| 15 Little Mill Creek Park | 32 John McNerney Park |
| 16 Post Oak Park | 33 Trafalgar Park |
| 17 Matt Taylor Park | 34 Flat Rock Creek Park and Pool |

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



PARKS, OPEN SPACE, AND RECREATION ISSUES AND OPPORTUNITIES

Update the Parks Comprehensive Plan. As the Parks, Recreation, and Open Space Comprehensive Plan was last adopted in 2012, there is a need to update the plan to ensure it reflects current needs and accounts for completed projects over the last decade. The Plan should also be updated to include recommendations on proposed multiuse trails and trailheads.

New Parks, Recreation, Trails, and Multiuse Paths with Growth. The Parks Comprehensive Plan predicts the City to have 67,579 residents by 2030. New land will need to be acquired for future parks, trails, and multiuse paths to ensure equitable distribution and access across the City. There is also opportunity to strategically locate parks, trails, and multiuse paths near or in neighborhood nodes to form activity centers and enhance sense of community. Ways to conserve open space with growth and to utilize trails and multiuse paths to respect and protect streamways and natural resources should be examined to ensure residents can continue to enjoy outdoor recreation.

Complete Streets, Trails, and Multiuse Paths. As the City continues to implement the Complete Streets Plan (discussed in detail in the Transportation and Mobility Section) and building on-street bicycle facilities, trail and multiuse path connections should be prioritized to further extend the City's multimodal transportation network.

Trail and Multiuse Path Connectivity. Opportunities to better connect City, county, and private trails and multiuse paths should be identified and considered as a part of the Comprehensive Plan process.

Promoting Parks in City Codes. There is opportunity to examine the City's development regulations to identify strategies to increase the inclusion of parks and recreational facilities with new development. Opportunities for being proactive with developers on the provision of trail alignment and other data for projects should be explored.

Maintain Existing Facilities. As the City continues to grow, it is important that Level of Service (LOS) for existing parks and recreational facilities are maintained/improved. This includes modernizing facilities like pavilions, exercise equipment, playgrounds, and seating to enhance user experience.

Green Spaces in Employment Areas. There is a lack of public parks and green spaces in or near the City's employment areas; however, some developments incorporate recreational trails into their site, such as in the Southlake Technology Park. Also, other industrial developments have their own rest areas and parklets. There is opportunity to promote greater inclusion of parks or programmed open spaces in industrial, commercial, and office areas to increase outdoor amenities and gathering spaces for employees.

Multiuse Paths in Employment Areas. Many industrial and employment areas are currently inaccessible by foot or bike. There is opportunity to improve equitable and multimodal connections to jobs, and better balance ease of access for freight vehicles and the safety of vulnerable road users. The separation between heavy truck traffic and pedestrians and bicyclists provided by off-street multiuse paths should be encouraged to ensure comfort and safety of these more vulnerable travelers.

