



City of Bonner Springs

KANSAS

Tuesday, March 17, 2026

200 East Third Street, Bonner Springs, KS 66012
Bonner Springs City Hall
Council Chambers

PLANNING COMMISSION MEETING - 6:30 p.m.

The meeting is open to the public.

PLANNING COMMISSION MEETING - 6:30 PM

CALL TO ORDER - ROLL CALL

CONSENT AGENDA

1. Approval of the minutes of the February 17th, 2026 meeting.

Action Make a motion to approve, amend or deny the minutes as presented.

Recommendation Staff recommends the minutes be approved as presented.

Documents:

1. 2.17.26 PC minutes Draft

OLD BUSINESS

NEW BUSINESS

1. PUBLIC HEARING: Request for Preliminary Plat – PP-01-25 - Consider a request for a Preliminary Plat for the Bungalows at Bonner Springs (300 S. 130th Street)

Action Make a motion to approve, amend or deny the requested preliminary plat.

Recommendation Staff recommends the Planning Commission APPROVE the proposed preliminary plat as presented.

Documents:

1. CompleteStaff ReportPP0125PrelimPlatBungalowsatBS

2. PUBLIC HEARING – Rezoning - Request for Rezoning and Development Plan Approval – BSRZ-03-25 - Consider a request for approval of a zoning change from RR (Rural Residential) and MR (Mixed-Use Residential) to the zoning category of PD-MR (Planned Mixed-Use Residential District) for 300 S. 130th Street.

Action Make a motion to approve, amend or deny the requested rezoning as presented.

Recommendation Staff recommends the rezoning request be approved with staff stipulations.

Documents:

1. CompleteStaffReportBSRZ0325Rezoning300S.130thSt
2. 3.17.26BungalowsPresentationWTISInfo
3. Bungalow at Bonner Springs TISnoAppendix

3. PUBLIC HEARING – Rezoning - BSRZ-01-26 – 236 Santa Fe Road – Consider a request for approval of a zoning change from RR (Rural Residential) to the zoning category of HI (Heavy Industrial).

Action Make a motion to approve, amend or deny the requested rezoning as presented.

Recommendation Staff recommends the Planning Commission approve the requested rezoning with Staff stipulations.

Documents:

1. BSRZ 01-26. 236 Santa Fe
2. Landbank Consent Letter

4. PUBLIC HEARING – Rezoning - BSRZ-02-26 – Destination KCK - Consider a request for approval of a zoning change from RR (Rural Residential); MR (Mixed-Residential) and LI (Light Industrial) for 12301, 12215 and 11801 State Avenue as well as 720 N. 118th Street to a zoning category of ENT

(Entertainment District).

Action Make a motion to approve, amend or deny the requested rezoning.
Recommendation Staff recommends the Planning Commission approve the requested rezoning with Staff stipulations.

Documents:

1. CompleteStaffReportBSRZ-02-26DestinationKCK
2. GeneralSiteRendering
3. UDO Packet Pages - BSZO-04-24 - ENT Zoning District

5. PUBLIC HEARING - Rezoning: BSRZ-03-26 – 601 E. Front Street – Consider a request for approval of a zoning change from CC; (Central Commercial) to HC (Highway Commercial)

Action Make a motion to approve, amend or deny the requested rezoning.
Recommendation Staff recommends the Planning Commission approve the requested rezoning with Staff's stipulations.

Documents:

1. CompleteBSRZ0326Rezoning601EFrontStreet

OPEN AGENDA

COMMUNITY DEVELOPMENT DIRECTORS REPORT

ADJOURNMENT

Memorandum

Date: March 17, 2026
To: Mayor and City Council
From: Mark Lee

Subject: Approval of the minutes of the February 17th, 2026 meeting.

Recommendation: Staff recommends the minutes be approved as presented.

Action: Make a motion to approve, amend or deny the minutes as presented.

Background: Minutes are attached.

Discussion: NA

Financial Impact: NA



City of Bonner Springs

KANSAS

Planning Commission Minutes - Regular Meeting - February 17, 2026

PLANNING COMMISSION MEETING - 6:30 PM -

CALL TO ORDER - ROLL CALL - Chair Greg Gebauer called the meeting to order at 6:30 p.m. The Community Development Director called roll and a quorum was present. Commissioner Jason Cruse was absent.

CONSENT AGENDA -

Approval of the minutes from the January 20th meeting. - Paul Zeps moved Lloyd Mesmer seconded to approve the minutes from the January 20, 2026, Planning Commission Meeting as presented. The motion passed unanimously 6-0.

OLD BUSINESS -

NEW BUSINESS -

PUBLIC HEARING - Consider a request to amend the Unified Development Ordinance of Bonner Springs by implementing regulations related to Short-Term Rentals.

- The Community Development Director, Mark Lee, presented the Staff Report to amend the Unified Development Ordinance of Bonner Springs by implementing regulations related to Short-Term Rentals.

The City Planner, Kiley Meirerarend, reviewed the request to amend. Summarized the requirements and definitions. Presented the neighborhood information that would be required to be available to Short Term Rental occupants.

Commissioner Paul Zeps asked about anything addressing variances or exceptions. City Planner Kiley Meirerarend stated standard procedure would apply.

Commissioner Paul Zeps moved to open the public hearing at 6:36 p.m.

Chair Greg Gebauer asked for input from members of the public. None responded in favor or opposition.

Chair Greg Gebauer asked about the definition of a bedroom, to include an egress window and a closet.

Commissioner Vincent Bombardier asked about carbon monoxide detectors. The Fire Chief, James Zeeb, responded that there is not a specific regulation as to where the CO1 detector should be located. There is no specific location, it can be hung from the ceiling like a smoke detector combination or plugged into the wall.

Paul Zeps moved to close the public hearing at 6:42 p.m.

Paul Zeps moved Vincent Bombardier seconded to approve the request to amend the Uniform Development Ordinance by implementing regulations related to short-term rentals as presented.

Commissioner Nick Perica asked if a Home Owners Association prohibition overrules a city approval. The City Planner, Kiley Meirerarend replied that HOA prohibition would prohibit city approval of a Special Use Process.

The motion passed 5 to 1 with Nick Perica dissenting.

This will go to the City Council March 9, 2026.

OPEN AGENDA -

COMMUNITY DEVELOPMENT DIRECTOR'S REPORT - Board of Zoning Appeals meeting is upcoming for a setback variance on 236 Santa Fe St.

Rezoning request for Destination KCK next month. Mattel project.

Rezoning request for 601 E Front St.

The City Planner, Kiley Meirerarend will be leaving. She enjoyed working here but will be leaving for personal reasons.

ADJOURNMENT - Chair Greg Gebauer adjourned the meeting at 6:48 p.m.

Memorandum

Date: March 17, 2026
To: Mayor and City Council
From: Mark Lee

Subject: PUBLIC HEARING: Request for Preliminary Plat – PP-01-25 - Consider a request for a Preliminary Plat for the Bungalows at Bonner Springs (300 S. 130th Street)

Recommendation: Staff recommends the Planning Commission APPROVE the proposed preliminary plat as presented.

Action: Make a motion to approve, amend or deny the requested preliminary plat.

Background: The property is currently split via a previous Lot Split and carries two distinct zoning districts; currently zoned MR(Mixed-Residential) and RR (Rural Residential).

The property was rezoned and split in anticipation of a multifamily apartment proposal in 2023. That project did not come to fruition and the property was never developed.

The current area included in the preliminary plat is vacant. The proposed plat will divide the property into two (2) lots, allowing for the construction of 184 single-family for-rent dwelling units and a larger tract for stormwater detention purposes. The proposed plat includes one (1) large tract for residential development with an approximate size of 18.017+/- acres, and a separate tract (Tract A) designated for stormwater detention/retention with a size of 3.418+/- acres.

The proposed development will not change any lots outside the proposed preliminary plat area.

Discussion: Staff's report is attached.

Financial Impact:

City of Bonner Springs

Agenda Item Cover Sheet

Agenda Item No. 4

CASE #: PP-01-25
PRELIMINARY PLAT

Topic: **PUBLIC HEARING - PP-01-25 Preliminary Plat** for the Bungalows at Bonner Springs, the applicant is requesting approval of a preliminary plat of 21.398 +/- acres with an address of 300 S. 130th Street.

Narrative: The property is currently split via a previous Lot Split and carries two distinct zoning districts; currently zoned MR(Mixed-Residential) and RR (Rural Residential).

The property was rezoned and split in anticipation of a multi-family apartment proposal in 2023. That project did not come to fruition and the property was never developed.

The current area included in the preliminary plat is vacant. The proposed plat will divide the property into two (2) lots allowing for the construction of 184 single-family for rent dwelling units and a larger tract for stormwater detention purposes. The proposed plat includes one (1) large tract for residential development with an approximate size of 18.017+/- acres, and a separate tract (Tract A) designated for stormwater detention/retention with a size of 3.418+/- acres.

The proposed development will not change any lots outside of the proposed preliminary plat area.

Presented by: Mark Lee – Community Development Director

Staff Recommendation:

Staff recommends the Planning Commission approve the Preliminary Plat for the Bungalows at Bonner Springs with the stipulations as stated in Staff's report.

Attachments:

Staff Report (4pgs)

Aerial image of property location included in Staff's report (1pg)

Copy of Preliminary Plat (1pg)

Copy of the Traffic Impact Study Executive Summary (27pgs, including in rezoning packet)

PRELIMINARY PLAT - BUNGALOWS AT BONNER SPRINGS – REQUEST FOR APPROVAL OF A PRELIMINARY PLAT – A Preliminary Plat of Lot 1 and Tract A of the Bungalows at Bonner Springs.

MEETING DATE: March 17, 2026 (January 20, 2026 org.)
REPORT WRITTEN: January 7, 2026 (revised March 11, 2026)
CASE #: PP-01-25

STAFF RECOMMENDATION:

Staff recommends the Planning Commission approve the Preliminary Plat for the Bungalows at Bonner Springs with Staff stipulations.

APPLICANT:

- Advanced Acquisitions, LLC
15300 N. 90th Street, Suite 200
Scottsdale, AZ 85260

SURVEYOR/ENGINEER:

- Lamp Rynearson
9001 State Line Road, Suite 200
Kansas City, MO 64114

REQUEST:

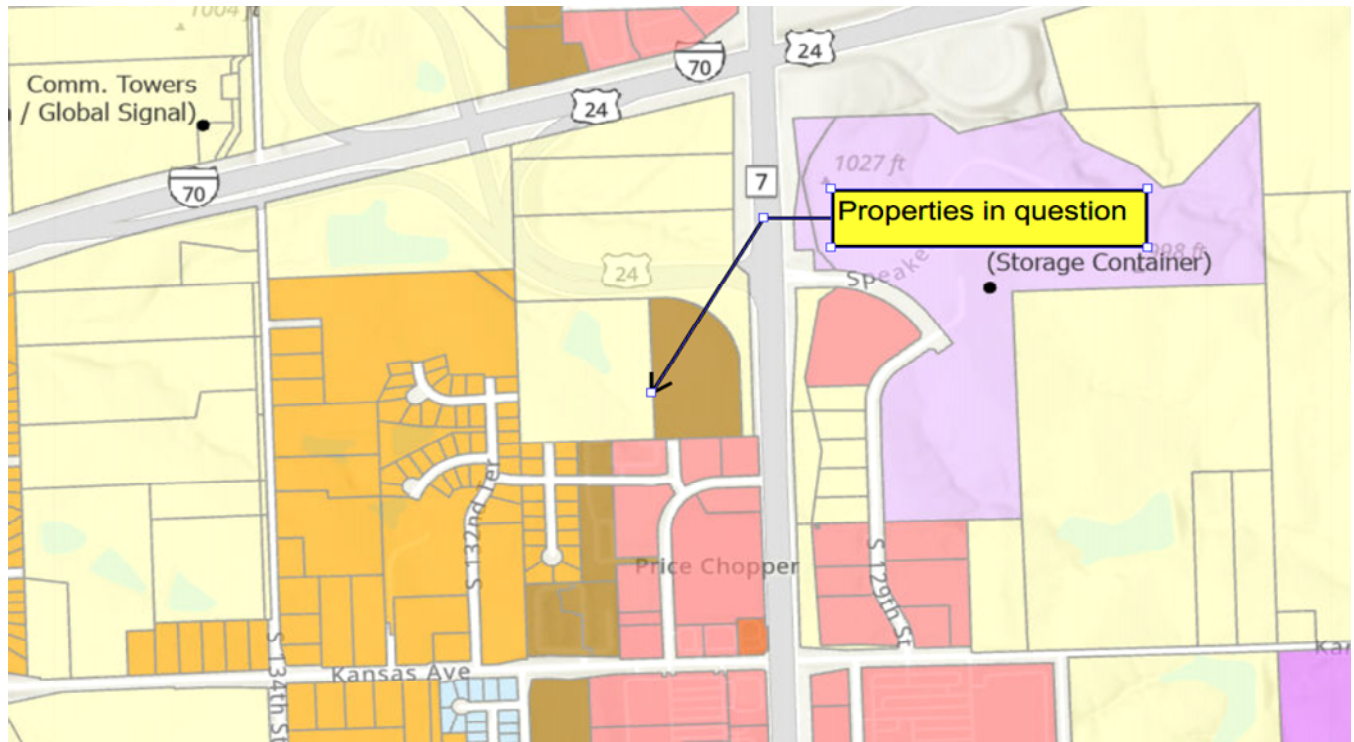
The applicant is requesting approval of a preliminary plat of +/- 21.398 acres with an address of 300 S. 130th Street and a general location of – south of the I-70 and Speake Road interchange, west of Kansas Highway 7 and North of Commercial Drive.

ZONING:

The property is currently zoned “MR” Mixed-Residential and “RR” Rural Residential

SURROUNDING ZONING:

- North Interstate 70/Speake Road Off Ramp and KDOT Right of Way
- South GC (General Commercial); MR (Mixed Residential) and GR (General Residential)
- East Kansas Highway 7 Right of Way
- West GR (General Residential)



Below is an aerial image of the area to be platted, the image below indicates portions of the immediate area.



BACKGROUND:

The property is currently split via a previous Lot Split and carries two distinct zoning districts; currently zoned MR(Mixed-Residential) and RR (Rural Residential).

The property was rezoned and split in anticipation of a multi-family apartment proposal in 2023. That project did not come to fruition and the property was never developed.

The current area included in the preliminary plat is vacant. The proposed plat will divide the property into two (2) lots allowing for the construction of 184 single-family for rent dwelling units and a larger tract for stormwater detention purposes. The proposed plat includes one (1) large tract for residential development with an approximate size of 18.017+/- acres, and a separate tract (Tract A) designated for stormwater detention/retention with a size of 3.418+/- acres.

The proposed development will not change any lots outside of the proposed preliminary plat area.

The typical preliminary and final plat procedures are being utilized for this application. The purpose of a preliminary plat is to provide a means of approving a subdivision of land to ensure compliance with the Unified Development Ordinance of the City of Bonner Springs. It establishes the overall layout and design of the proposed subdivision and authorizes the applicant to prepare a final plat. Any deviation of the final plat from the intent of the approved preliminary plat as determined by the Planning Commission shall cause the re-initiation of the preliminary platting process as described in Section 3.03.

Traffic Impact

Additional traffic will be created by the proposed preliminary plat. The increase in traffic created by development will have the ability to ingress and egress from two different directions, both entrances will be gated. From the south, residents will access the development via Commercial Drive; Commercial Drive also connects to Kansas Highway 7 and provides for a ‘right-in/right-out’ intersection. From the west residents will access the development from Davis Avenue via S. 132nd Terrace. The intersection of S. 132nd Terr and Kansas Avenue is a full access intersection.

A Traffic Impact Study has been completed, reviewed by the City Engineer other responsible parties and given approval. Attached to the previous agenda item, BSRZ-03-25, is the executive summary from the Traffic Impact Study.

Stormwater Management

Stormwater Management facilities will be required for this parcel. A stormwater/drainage report has been submitted for review to the City Engineer. The stormwater management system will consist of internal drainage systems that will empty into a retention/detention pond that exists upon the property currently. It shall be platted as Tract A and consist of 3.4+/- acres. The developer/builder shall be responsible for the installation and maintenance of Best Management Practices regarding erosion control during the construction process.

Park Fee or Dedication:

Per the City’s fee schedule, the park fee for each parcel or dwelling is \$500 and is collected at the time of each building permit issuance.

Park Fee -	\$500.00
Building #'s -	186 buildings incl. Clubhouse
Total Fee -	\$93,000.00

Utilities

New utilities will be proposed with the subject plat. As part of the preliminary plat appropriate utility easements are being put in place to accommodate utility service extensions.

Utility providers have been notified of the preliminary plat and have been given an opportunity to comment.

Unified Development Ordinance Requirements

The items to be submitted with and included on the preliminary plat per the Unified Development Ordinance requirements have been met, the preliminary plat has been reviewed by the City Engineer, Police and Fire Departments along with the Community Development Director and Utility Providers.

Comments were provided back to the applicant for their consideration.

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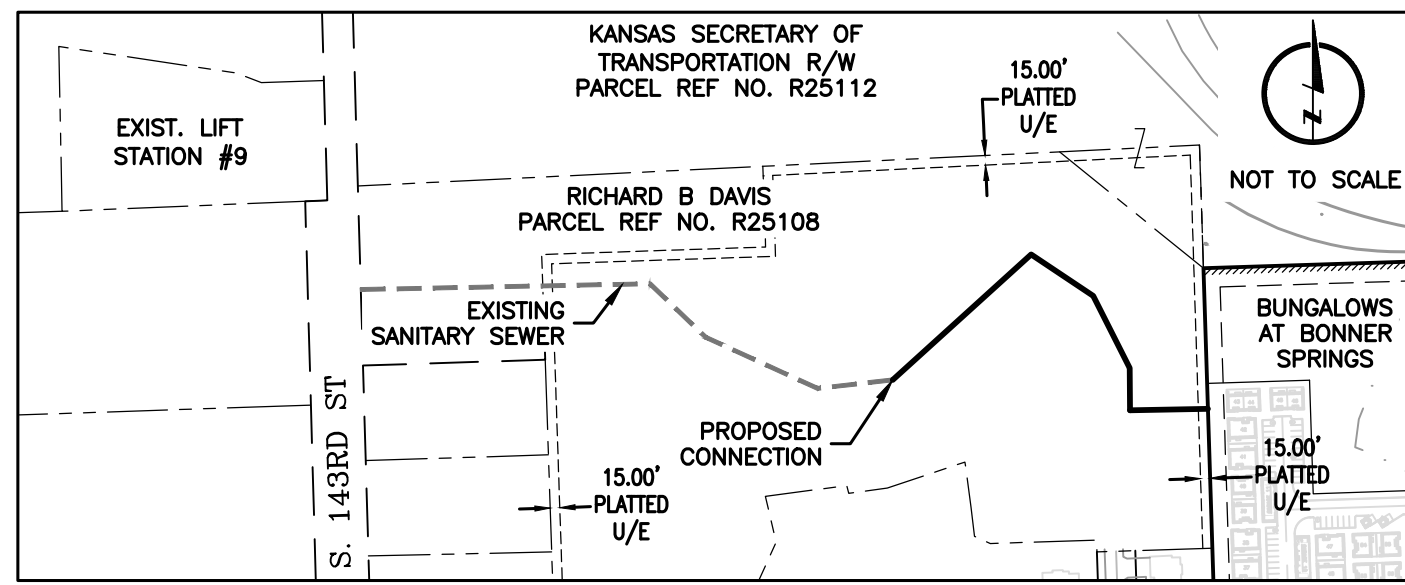
STAFF RECOMMENDATION:

Staff recommends approval of the Preliminary Plat of the Bungalows at Bonner Springs application, with the following stipulations:

1. The Preliminary Plat shall be effective for one (1) year following the date of approval if the Final Plat has not been submitted for approval.
2. The applicant shall adhere to the requirements of submittal for a Final Plat, after approval and contingent upon, any recommendations from the Planning Commission.
3. All comments made by the Design Review Team shall be addressed prior to execution of the Final Plat
4. Final plat shall be filed within one (1) year after approval of preliminary plat and shall be in substantial compliance with approved preliminary plat.
5. The applicant shall be responsible for
 - a. All fees associated with building permits.
 - b. The extension/installation of all sanitary sewer systems necessary to provide services to the development as well as other appropriate utilities and infrastructure.
6. All construction drawings shall be reviewed and approved prior to construction. These shall include Sanitary Sewer Systems, Street and Stormwater, etc.
7. A Privately Financed Public Infrastructure (PFPI) Agreement shall be prepared, reviewed and approved by Staff for all off-site public infrastructure improvements.
8. Once construction of the public infrastructure is completed, a set of drawings shall be submitted; they shall be stamped “As-Built” or “Record” drawings shall be submitted to the City as an official copy.
9. In addition to the stipulations in this report, the developer/property owner agrees to abide by all regulations contained in the Bonner Springs Unified Development Ordinance.

PRELIMINARY PLAT OF BUNGALOWS AT BONNER SPRINGS

A SUBDIVISION IN THE CITY OF BONNER SPRINGS, WYANDOTTE COUNTY, KANSAS



OFFSITE SANITARY SEWER EXTENSION TO EXISTING LIFT STATION #9

LEGEND

- BOUNDARY LINE
- LOT LINE
- SECTION LINE
- - - EASEMENT & SETBACK LINES
- - - RIGHT-OF-WAY
- /// LIMITS OF NO ACCESS
- SS SS SANITARY SEWER
- ST ST STORM SEWER
- OHU OHU OVERHEAD UTILITIES
- G G GAS
- w w WATER
- FO FO FIBER OPTIC
- E E ELECTRIC
- CA CA CABLE
- T T TELEPHONE
- X X FENCE
- ~ EDGE OF WATER
- ~ EXISTING TREE LINE
- ▭ EXISTING BUILDINGS
- ▨ PROPOSED BUILDINGS

PRELIMINARY PLAT NOTES

1. ALL DRIVE AISLES AND PARKING SPACES WITHIN THE PROPOSED DEVELOPMENT ARE PRIVATE. ALL DRIVE AISLE WIDTHS ARE 27' WIDE BACK OF CURB TO BACK OF CURB UNLESS OTHERWISE NOTED.
2. PUBLIC WATER MAINS TO BE EXTENDED TO SUBJECT SITE. WATER SYSTEM WITHIN PROJECT SITE TO BE PRIVATE.
3. GRAVITY PUBLIC SANITARY SEWER MAIN TO BE EXTENDED TO NORTHWEST FROM SITE TO EXISTING PUMP STATION. SANITARY SEWER SYSTEM WITHIN PROJECT SITE TO BE PRIVATE.
4. EXISTING POND TO BE MODIFIED TO PROVIDE STORMWATER MANAGEMENT FOR PROPOSED PROJECT, LIMITING POST DEVELOPMENT PEAK DISCHARGE RATES TO PRE DEVELOPMENT PEAK DISCHARGE RATES.
5. CURRENT ZONING: MIXED RESIDENTIAL (MR) ON EAST SIDE, RURAL RESIDENTIAL (RR) ON WEST SIDE

PROPOSED ZONING: PLANNED DEVELOPMENT - MIXED RESIDENTIAL (PD-MR)

PROPOSED LAND USE: MULTIFAMILY
6. A 30-FT BUILDING SETBACK IS PROPOSED ALONG THE KDOT THOROUGHFARE (K-7 AND I-70), AS THE EXISTING KDOT RIGHT-OF-WAY WIDTHS ARE EXTENSIVE. A 25-FT WIDE LANDSCAPE BUFFER IS PROPOSED ALONG THE KDOT RIGHT-OF-WAY.
7. TRACT A IS TO BE OWNED AND MAINTAINED BY LOT 1 OWNER AND IS TO BE USED FOR STORMWATER MANAGEMENT.

Site Data	Square Feet	Acres
Gross Area of Subdivision	933,702	21.435
Area of Lot 1	784,807	18.017
Area of Tract A	148,895	3.418
Area to be Dedicated for Streets	0	0
Area to be Dedicated for Public Uses	0	0

Total Number of Lots 1

LEGAL DESCRIPTION

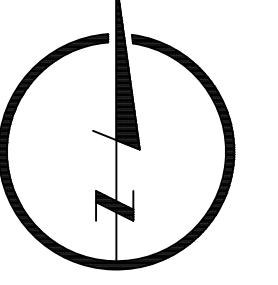
All that part of the Southwest Quarter of Section 17, Township 11 South, Range 23 East of the Sixth Principal Meridian, situate in the City of Bonner Springs, Wyandotte County, Kansas, being described by Kellan M. Gregory, Kansas PLS #1577 on November 19, 2025, as follows:

Commencing at the Northeast corner of the Southwest Quarter of said Section 17; thence South 1°38'10" East (Basis of bearing: Kansas State Plane Coordinate System, North Zone, NAD83 (2011)), along the East line of the Southwest Quarter of said Section 17, a distance of 1,319.70 feet to the intersection with the Easterly prolongation of the North line of the plat of TIBLOW CENTRE, a subdivision of record; thence South 88°05'57" West, along the Easterly prolongation of the North line of said TIBLOW CENTRE and continuing along the North line thereof, a distance of 144.11 feet to the Point of Beginning; thence South 88°05'57" West, continuing along the North line of said TIBLOW CENTRE and also along the North line of the plat of BRENTON ESTATES, a subdivision of record, a distance of 1,179.93 feet to the intersection with the East line of the plat of CEDAR RIDGE, a subdivision of record; thence North 1°49'53" West, along the East line of said CEDAR RIDGE and also along the East line of the plat of DAVIS ESTATES SECOND PLAT, a subdivision of record, a distance of 822.58 feet to the intersection with the South right-of-way line of Interstate 70, as now established; thence along the South right-of-way line of said Interstate 70 the following eight (8) courses: 1) North 88°10'52" East a distance of 755.24; 2) North 89°30'10" East a distance of 52.89 feet; 3) South 79°41'29" East a distance of 112.37 feet; 4) South 60°27'50" East a distance of 112.33 feet; 5) South 49°59'09" East a distance of 91.71 feet; 6) South 36°50'15" East a distance of 86.45 feet; 7) South 27°10'04" East a distance of 88.43 feet; 8) South 12°18'51" East a distance of 66.85 feet to the intersection with the West right-of-way line of K-7 Highway, as now established; thence South 1°35'51" East, along the West right-of-way line of said K-7 Highway, a distance of 460.00 feet to the Point of Beginning.

Containing 933,702 square feet or 21.44 acres, more or less.

LAMP RYNEARSON

LAMP RYNEARSON.COM
OMAHA, NEBRASKA
14710 W. DODGE RD. STE. 100 (402) 498-2498
NE AUTHORIZATION NO. CA2130
FORT COLLINS, COLORADO
4718 INNOVATION DR. STE. 100 (970) 228-0342
KANSAS CITY, MISSOURI
9001 STATE LINE RD. STE. 200 (816) 361-0440
MO AUTH. NO. E-2013011903 (LS-2015043127)



0 80' 160'

PRELIMINARY

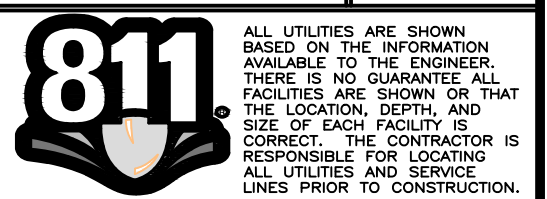
NOT RELEASED FOR CONSTRUCTION

MARK DANIEL MCGHEE JR.

KS PE-20773

PRELIMINARY PLAT - BUNGALOWS AT BONNER SPRINGS

ADVANCED ACQUISITIONS, LLC - BUNGALOWS AT BONNER SPRINGS
BONNER SPRINGS, WYANDOTTE COUNTY, KANSAS



REVISIONS

11/20/2025 - ADDED TRACT A

DESIGNER / DRAFTER

MDM/JEA

DATE

11/20/2025

PROJECT NUMBER

0325106

BOOK AND PAGE

SHEET

1

PREPARED AND SUBMITTED BY:

ENGINEER:
LAMP RYNEARSON
9001 STATE LINE ROAD, SUITE 200
KANSAS CITY, MO 64114
CONTACT: DAN MCGHEE
(816) 361-0440
Dan.McGhee@lamprynearson.com

LAND SURVEYOR:
LAMP RYNEARSON
9001 STATE LINE ROAD, SUITE 200
KANSAS CITY, MO 64114
CONTACT: KELLAN M. GREGORY
(816) 361-0440
Kellan.Gregory@lamprynearson.com

DEVELOPER:
ADVANCED ACQUISITIONS, LLC
15300 N. 90TH STREET, SUITE 200
SCOTTSDALE, AZ 85260

PROPERTY OWNER:
SHIBLER LIVING TRUST
196 118TH RD
SAINT MARYS, KS 66536

FLOOD_ZONE

ZONE X
AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD PLAIN AS ILLUSTRATED BY FLOOD INSURANCE RATE MAP (FIRM), WYANDOTTE COUNTY, KANSAS.
MAP NUMBER: 2020900109E
MAP EFFECTIVE DATE: SEPTEMBER 2, 2015
COMMUNITY NUMBER: 200361 0190 E

Memorandum

Date: March 17, 2026
To: Mayor and City Council
From: Mark Lee

Subject: PUBLIC HEARING – Rezoning - Request for Rezoning and Development Plan Approval – BSRZ-03-25 - Consider a request for approval of a zoning change from RR (Rural Residential) and MR (Mixed-Use Residential) to the zoning category of PD-MR (Planned Mixed-Use Residential District) for 300 S. 130th Street.

Recommendation: Staff recommends the rezoning request be approved with staff stipulations.

Action: Make a motion to approve, amend or deny the requested rezoning as presented.

Background: This agenda item was remanded back to the Planning Commission by the Governing Body at its regularly scheduled meeting on February 23rd, 2026 for consideration of the Traffic Impact Study. The Traffic Impact Study has been completed, reviewed, approved by the City Engineer and provided as an attachment to Staff's report. The remainder of the packet remains the same as was previously submitted to the Commission on January 20, 2026.

A portion of the property was rezoned in 2023 from A-1 (Agricultural) to R-3 (Multi-Family Residential) in preparation of the Cornerstone Apartment project. That project failed to come to fruition after several steps and processes were completed. These steps and processes included, the approved rezoning, an approved lot split, the submittal of a Traffic Impact Study, Stormwater Drainage Study, an approved Site and Landscape plan, etc.

In mid-June of 2025, staff was contacted about the potential of redeveloping/developing the proposed area by another development group. The proposed rezoning would allow for the construction of 186 market rate, single family build-for-rent dwelling units. The development will be comprised of a mix of housing units; consisting of 28 one-bedroom homes – constructed as duplexes, 86 two-bedroom homes and 70 three-bedroom homes. A clubhouse is proposed for the development, along with a mix of covered and uncovered parking, internal sidewalks and other amenities for the residents of the development.

The property consists of approximately 21 acres; 2 gated vehicular ingress/egress areas are indicated upon the provided plan. A large tract will be left undeveloped for stormwater management purposes. A Traffic Impact and Drainage Study have both been submitted for review along with an overall site and landscape plan.

If the proposed rezoning is approved, a preliminary plat has been submitted and follows this agenda item.

Discussion: Staff's report is attached.

Financial Impact:

City of Bonner Springs

Agenda Item Cover Sheet

Agenda Item No. 5

BSRZ-03-25
REZONING

Topic: PUBLIC HEARING - REZONING – BSRZ-03-25 – Bungalows at Bonner Springs – 300 S. 130th Street - Consider a request for rezoning – The requested change is from RR (Rural residential District) and MR (Mixed-Residential) to PD-MR (Planned District Mixed- Residential District).

Narrative:

This agenda item was remanded back to the Planning Commission by the Governing Body at its regularly scheduled meeting on February 23rd, 2026 for consideration of the Traffic Impact Study. The Traffic Impact Study has been completed, reviewed, approved by the City Engineer and provided as an attachment to Staff's report. The remainder of the packet remains the same as was previously submitted to the Commission on January 20, 2026.

A portion of the property was rezoned in 2023 from A-1 (Agricultural) to R-3 (Multi-Family Residential) in preparation of the Cornerstone Apartment project. That project failed to come to fruition after several steps and processes were completed. These steps and processes included, the approved rezoning, an approved lot split, the submittal of a Traffic Impact Study, Stormwater Drainage Study, an approved Site and Landscape plan, etc.

In mid-June of 2025, staff was contacted about the potential of redeveloping/developing the proposed area by another development group. The proposed rezoning would allow for the construction of 186 market rate, single family build-for-rent dwelling units. The development will be comprised of a mix of housing units; consisting of 28 one-bedroom homes – constructed as duplexes, 86 two-bedroom homes and 70 three-bedroom homes. A clubhouse is proposed for the development, along with a mix of covered and uncovered parking, internal sidewalks and other amenities for the residents of the development.

The property consists of approximately 21 acres; 2 gated vehicular ingress/egress areas are indicated upon the provided plan. A large tract will be left undeveloped for stormwater management purposes. A Traffic Impact and Drainage Study have both been submitted for review along with an overall site and landscape plan.

If the proposed rezoning is approved, a preliminary plat has been submitted and follows this agenda item.

Presented by: Mark Lee - Community Development Director

Staff Recommendation:

Staff recommends the Planning Commission approve the requested zoning change for 300 S. 130th Street from RR (Rural Residential) and MR (Mixed-Residential) to the designation of PD-MR (Planned District – Mixed-Residential) with staff stipulations.

Attachments:

Staff Report (6pgs)
Current zoning (included within staff's report)
Site Rendering (1pg)
Landscaping Plan (1pg)
Dwelling Unit Renderings (7pgs)
Presentation from developer (19pgs)
Traffic Impact Study, Executive Summary (27pgs)

REQUEST FOR APPROVAL OF A ZONING CHANGE FROM RR (RURAL RESIDENTIAL) AND MR (MIXED-RESIDENTIAL) TO THE ZONING CATEGORY OF PD-MR (PLANNED DISTRICT MIXED RESIDENTIAL) FOR 300 S. 130TH STREET.

MEETING DATE: March 17, 2026 (January 20, 2026 org.)
REPORT WRITTEN: Revised March 11, 2026 (December 29, 2025 org.)
APPLICATION #: BSRZ-03-25

APPLICANT:
Advanced Acquisitions, LLC
15300 N. 90th Street, Suite 200
Scottsdale AZ 85260

ENGINEER/SURVEYOR
Lamp Rynearson
9001 State Line Rd, Suite 200
Kansas City MO 64114

REQUEST:
The applicant is requesting approval to rezone 300 S. 130th Street from RR and MR; Rural Residential and Mixed-Residential to PD-MR (Planned District Mixed-Residential).

COMPREHENSIVE PLAN/FUTURE LAND USE MAP:
The Future Land Use Map currently designates this property as Mixed-Use

- SURROUNDING FUTURE LAND USE DESIGNATIONS:**
- North Right of Way for Interstate 70
 - South Commercial and High-Density Residential
 - East Right of Way for Kansas Highway 7
 - West Low Density Residential

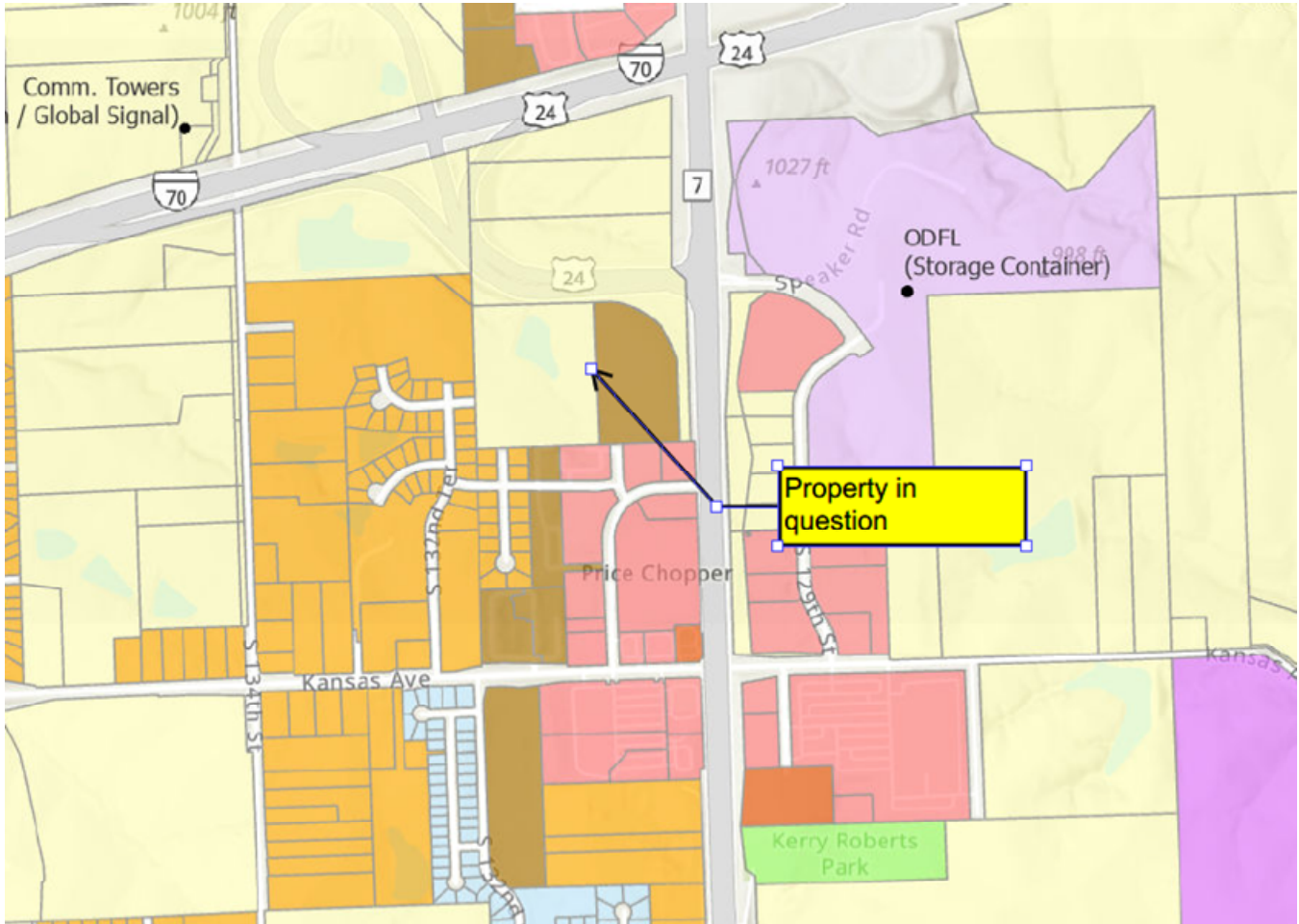
BACKGROUND:
The property was rezoned in 2023 from A-1 (Agricultural) to R-3 (Multi-Family Residential) in preparation of the Cornerstone Apartment project. That project failed to come to fruition after several steps and processes were completed. These steps and processes included, the approved rezoning, an approved lot split, the submittal of a Traffic Impact Study, Stormwater Drainage Study, an approved Site and Landscape plan, etc.

In mid-June of 2025, staff was contacted about the potential of redeveloping/developing the proposed area by another development group. The proposed rezoning would allow for the construction of market rate, single family build-for-rent development. The development will consist of a mix of housing units consisting of 28 one-bedroom homes – constructed as duplexes, 86 two-bedroom homes and 70 three-bedroom homes. A clubhouse is proposed for the development along with a mix of covered and uncovered parking.

The property consists of approximately 21 acres; 2 gated vehicular ingress/egress areas are indicated upon the provided plan. A large tract will be left undeveloped for stormwater management purposes. A Traffic Impact and Drainage Study have both been submitted for review along with an overall site and landscape plan.

If the proposed rezoning is approved, a preliminary plat has been submitted and follows this agenda item.

THE CURRENT ZONING CONFIGURATION:



SURROUNDING ZONING –

- North Right of Way for Interstate 70
- South GC; General Commercial
- East Right of Way for Kansas Highway 7
- West GR; General Residential

REZONING:

Section 2.03.A.2.b of the Bonner Springs Unified Development Ordinance and the *Golden* case, the factors to be used in determining approval or denial of an application for rezoning are as follows:

- The compatibility of the existing and proposed zoning conditions to the Comprehensive Plan;
- The character of the neighborhood or built environment surrounding the affected property;
- The compatibility of the zoning and allowed uses of surrounding properties;
- The suitability of the affected property to its existing and proposed zoning conditions;
- The extent to which removal or Alteration of the existing zoning designation will negatively impact nearby property;
- The impact on the general health, safety, and welfare of the public caused by the existing and proposed zoning conditions;
- The professional recommendations of the City’s staff and Development Review Team;
- The availability and adequacy of required public improvements to serve the existing and proposed zoning conditions.
- The impacts the proposed zoning condition will have on the built and natural environment, including but not limited to storm water runoff, water, air, and noise pollution, lighting, or other adverse impacts; and
- The ability of the affected Parcel to satisfy the subdivision regulations and Development Standards of these regulations under the proposed zoning conditions.

CHARACTER OF THE IMMEDIATE AREA –

The area surrounding the subject property consists of public right of way for both Kansas Highway 7 and Interstate 70, it is bordered on the south by commercial and multi-family residential, and to the west by residential zoning districts. The area north and east of the proposed development is limited in use due to the public right of way, but those uses to the south and west consist of single-family and multi-family residential living along with commercial uses to the south as well.



THE SUITABILITY OF THE SUBJECT PROPERTY FOR THE USES TO WHICH IT HAS BEEN RESTRICTED –

The property is currently vacant and contains no structures. The Future Land Use Map reflects this area as mixed-use. There are two mixed use zoning districts, one being MR; Mixed Residential District, the other being MC; Mixed Commercial District. The latter does not support the inclusion of residential living. The rezoning of this property would adhere to that designation and surrounding zoning districts providing for residential living within close proximity of commercial businesses. Proposed development in 2023, changed a portion of the property’s zoning RR to R-3; Multi-Family Residential at that time. That development did not come to fruition and property has sat vacant since.

THE EXTENT TO WHICH REMOVAL OF THE PRESENT ZONING WILL DETRIMENTALLY AFFECT NEARBY PROPERTY –

A portion of the property is currently zoned as MR; Mixed Residential, the remaining portion would be difficult to develop under the RR; Rural Residential requirements. The zoning classification of which is being requested will remain residential in nature and will mirror those properties in close proximity.

THE LENGTH OF TIME THE PROPERTY HAS REMAINED VACANT AS ZONED –

The property is vacant; several proposals have come forward over the years but development has not occurred upon it to date. The parcel has remained vacant for almost two decades.

THE RELATIVE GAIN TO THE PUBLIC HEALTH, SAFETY, AND WELFARE BY THE DESTRUCTION OF THE VALUE OF THE PETITIONER’S PROPERTY AS COMPARED TO THE HARDSHIP IMPOSED UPON THE INDIVIDUAL

This rezoning would allow for the applicant to develop the ground in a similar fashion to that which it is surrounded by. The proposed development, while being rezoned to PD-MR, is in fact a single-family residential development. The one-bedroom units are proposed as “duplex” units; therefore, it could not be accurately depicted as solely single-family. The “Planned Development” portion allows for deviations from the requirements of the Unified Development Ordinance; those deviations are tied to the plan that drives the development forward through construction.

RECOMMENDATION OF PROFESSIONAL STAFF-

Staff would recommend approval of the requested rezoning from MR and RR, Mixed-Residential and Rural Residential Districts to a PD-MR, Planned Mixed-Residential District.

THE CONFORMANCE OF THE REQUESTED REZONING TO THE DULY ADOPTED COMPREHENSIVE PLAN –

The Comprehensive Plan's Future Land Use Map currently identifies the subject property as Mixed-Use.

The Mixed-Use zoning districts are intended to provide a live-work-play scenario within close proximity or with the inclusion of residential living with a variety of types and styles. This live-work-play lifestyle is intended to provide retail and commercial uses within walking distance of the residents that live within the area.

There are two mixed use zoning districts, one being MR; Mixed Residential District, the other being MC; Mixed Commercial District. The latter does not support the inclusion of residential living. The rezoning of this property would adhere to that designation and surrounding zoning districts providing for residential living within close proximity of commercial businesses. The requested zoning conforms to the Comprehensive Plan by providing residential living within close proximity of commercial uses.

The Comprehensive Plan states:

MIXED-RESIDENTIAL DISTRICT (MR):

The Mixed- Residential District is considered High Density Residential consisting of multi-family dwellings. More than 6 units and up to 18 units per acre. The intent of this district is to provide for a mix of residential development types within a single project, but does not provide for the development of supporting commercial uses. In developed areas of the City, the scale and density of individual structures should be limited as necessary to maintain harmony with the surrounding area. However, retirement homes, rest homes, adult congregate living facilities and similar uses also may be appropriate in this category at higher densities and higher unit counts given that the impact of these types of dwellings units is often far less than a “standard” residential development.

Mixed-Residential Districts should be located close to arterial and collector streets. The neighborhoods should possess direct connections to work, shopping, and leisure activities, but settings where the only access provided consists of local streets passing through lower density neighborhoods should be avoided. To avoid monotonous streetscapes, the incorporation of a variety of housing models and sizes is strongly encouraged. Larger buildings shall be designed with a variety of wall planes and roof forms to create visual interest. Projects should be compatible with the established mass and scale of other buildings along the block.

MIXED-USE COMMERCIAL DISTRICT

The vision for Mixed-Use Commercial entails a traditional feel with a compact, vibrant setting at a pedestrian scale with a mix of uses including businesses, services, shopping, recreational opportunities, and residential. The most prominent mixed-use commercial areas will have an urban residential character that will support mixed use, provided the scale, location and design is compatible with the character and intensity of the neighborhood.

The Comprehensive Plan encourages that walkable, mixed-used neighborhoods be incorporated into Bonner Springs new developments. These developments are intended to consist of a variety of residential uses, civic, cultural, retail, commercial and business uses, and professional offices and financial institutions in a compact, vibrant setting at a pedestrian friendly scale. They shall be designed to include a network of direct and interconnected streets, pedestrian, and bicycle connections. Mixed-use areas should be internally served by a system of collector and local streets, as well as sidewalks and pedestrian and bicycle pathways.

Developments should contain a focal point or activity center which possess the most intense and largest number of uses. From this activity center uses should become less intense transitioning from commercial to higher density residential to low density residential. The transitioning should be gradual, allowing one area to interface well with the other. Mixed use neighborhoods shall be designed in a manner which protects and preserves natural features of the site, including mature stands of trees, wetlands, drainages, or ridgelines, as open space amenities that serve as identifying or character defining features.

Infill and redevelopment shall be designed in a manner that is sensitive to and reflects the character of the surrounding neighborhood. Important design considerations include building scale, mass, roof form, height, and orientation, parking location, lot coverage, architectural character, and landscape elements. As in the existing downtown Bonner Springs area, conversion of upper floors above retail storefronts to office or residential uses is strongly encouraged to reinforce the variety and vitality of the downtown environment. The provision of outdoor dining and seating areas along the sidewalk edge is strongly encouraged, particularly in the city center area, to create activity along the street and increase the overall vitality of the area.

Active, visible uses that encourage pedestrian activity, such as restaurants or retail storefronts, are most appropriate as first floor uses in the core area of the mixed-use area. Offices, residential, or other uses that typically are “closed off” from the street and lend little to the pedestrian atmosphere should be encouraged as upper floor uses in retail areas. Neighborhood streets and access roads should follow the natural contours of topographic features to minimize slope disturbances, maximize scenic views, and conserve natural features and vegetation. Access management shall be provided along arterial streets to limit the number of curb-cuts and maintain traffic carrying capacity and safety

STAFF RECOMMENDATION:

Staff recommends the Planning Commission approve the requested zoning change for 300 S. 130th Street from MR and RR, Mixed-Residential District and Rural Residential to, PD-MR Planned Mixed-Residential District with staff stipulations.

Staff would further recommend the following if the request is approved by the Commission.

1. A Traffic Impact Study/Analysis shall be conducted by the applicant and submitted to the City, for review and approval prior to final approval of the project.
2. A Storm Water Management Study shall be prepared and provided to the City for review and approval prior to commencement of the project.
3. A Site and Landscape Plan shall be provided and reviewed for approval as stated in the Unified Development Ordinance.

4. Developer shall be responsible for the extension of services including but not limited to, sanitary sewer, water and/or other public utilities as required by the City of Bonner Springs.
5. Any and all applicable construction drawings shall be submitted to the City for review and approval prior to site improvements commencing.
6. A Privately Funded Public Improvements construction agreement shall be prepared and approved by all parties prior to commencement of construction on any utility or street infrastructure that the City of Bonner Springs shall ultimately maintain.
7. Building permits shall be applied for and issued for any improvements or construction projects for which they are required.
8. In addition to the recommendations/stipulations listed within this staff report, the property owner agrees to abide by the Unified Development Ordinance of the City of Bonner Springs when applicable.
9. The applicable plat shall be reviewed and approved by City Staff, Unified Government Staff and any other pertinent review parties.
10. A preliminary and final plat adhering to the requirements of the Bonner Springs Unified Development Ordinance shall be submitted and approved by the City prior to building permits being issued.
11. Once reviewed and approved the plat shall be filed with the Wyandotte County Register of Deeds with one copy being returned to City Hall for filing.

If approved, this item will move to the Governing Body.

The request will be presented at the April 13th, 2026 regular meeting for final action.

LEGEND

—	BOUNDARY LINE	— X — X —	FENCE
- - -	LOT LINE	- - -	EDGE OF WATER
- - -	SECTION LINE	- - -	EXISTING TREE LINE
- - -	EASEMENT & SETBACK LINES	□	EXISTING BUILDINGS
	RIGHT-OF-WAY	□	PROPOSED BUILDINGS
	LIMITS OF NO ACCESS	□	PROPOSED FULL DEPTH ASPHALT PAVEMENT / OR CONCRETE PAVEMENT
SS	SANITARY SEWER	□	PROPOSED CONCRETE PAVEMENT
ST	STORM SEWER	□	PROPOSED CONCRETE SIDEWALK
O/U	OVERHEAD UTILITIES	⊙	PARKING STALL COUNT
G	GAS		
W	WATER		
FO	FIBER OPTIC		
E	ELECTRIC		
CA	CABLE		
T	TELEPHONE		

LEGEND - BUILDING TYPE

□	ONE BEDROOM
□	TWO BEDROOM
□	THREE BEDROOM
□	GARAGE

PROJECT TEAM

DISCIPLINE	CONTACT INFORMATION
DEVELOPER	ADVANCED ACQUISITIONS, LLC JEREMY HALL jhall@acvancompanies.com 480.627.7000 8800 E. RAINTREE DRIVE, SUITE 300 SCOTTSDALE, ARIZONA 85260
PLANNER	RVI PLANNING + LANDSCAPE ARCHITECTURE JESSICA MILLER jmill@rviplanning.com 480.994.0994 4900 N. SCOTTSDALE ROAD, SUITE 1200 SCOTTSDALE, ARIZONA 85251
ENGINEER	LAMP REYNOLSON DAN MCGHEE dan.mcgee@lampreynolson.com 816.361.0440 9001 STATE LINE ROAD, SUITE 200 KANSAS CITY, MO 64114



4900 N. Scottsdale Rd. Suite 1200
Scottsdale, Arizona 85251
Tel: 480.994.0994
www.rviplanning.com

NORTH

0 30' 60' 120'

SCALE: 1" = 60'-0"



Know what's below.
Call before you dig.

SITE DATA	Existing	Proposed	Deviation Requested?	Approval
Zoning	MR, FR	PD-MR		
Gross Land Area				
in square feet	933,702.00	933,702.00		
in acres	21.43	21.43		
Right-of-way Dedication				
in square feet	0	0		
in acres	0	0		
Net Land Area				
in square feet	933,702.00	933,702.00		
in acres	21.43	21.43		
Building Area (sq. ft.)	0	248,433.24		
Floor Area Ratio	0	0.27		
Residential Use Info				
Total Dwelling Units	0	186		
Detached House	0	0		
Zero lot line House	0	0		
Cottage House	0	156		
Semi-attached House	0	0		
Townhouse	0	0		
Two-unit House	0	15		
Multi-unit House	0	0		
Colonnade	0	0		
Multiplex	0	0		
Multi-unit Building	0	0		
Total Lots	0	1		
Residential	0	1		
Public/Civic	0	0		
Commercial	0	0		
Industrial	0	0		
Other	0	0		

BUILDING DATA	BUILDING TYPE	BUILDING FOOTPRINT AREA SF	NUMBER OF BUILDINGS	TOTAL BUILDING AREA SF	NUMBER OF DWELLING UNITS
ONE BEDROOM	1,354.00	15	20,310.00	30	
TWO BEDROOM	1,013.00	86	87,118.00	86	
THREE BEDROOM	1,370.00	70	95,900.00	70	
CLUBHOUSE	2,256.00	1	2,256.00		
6 CAR GARAGE	1,530.33	22	33,667.26		
5 CAR GARAGE W ADA	1,530.33	6	9,181.98		
			248,433.24	186	
TOTAL BUILDING FOOTPRINT AREA				248,433	
PROJECT TOTAL DWELLING UNITS				186	

PARKING DATA	VEHICLE SPACES	
	REQUIRED	PROPOSED
TYPICAL PARKING STALLS	372	259
ADA PARKING STALLS INCLUDING GARAGES	9	9
GARAGE PARKING STALLS	0	156
TOTAL	381	424

GENERAL SITE NOTES

- ALL PARKING STALLS ARE 9' WIDE AND 18' LONG. PARKING STALLS IN GARAGE ARE 9' WIDE AND 20' LONG.
- ALL ACCESSIBLE PARKING SHALL MEET AND BE SIGNED PER CITY STANDARDS.
- ALL DRIVE AISLE WIDTHS ARE 27' WIDE BACK OF CURB TO BACK OF CURB UNLESS OTHERWISE NOTED.
- A 30-FT BUILDING SETBACK IS PROPOSED ALONG THE KDOT THOROUGHFARE (K-7 AND I-70), AS THE EXISTING KDOT RIGHT-OF-WAY WIDTHS ARE EXTENSIVE. A 25-FT WIDE LANDSCAPE BUFFER IS PROPOSED ALONG THE KDOT RIGHT-OF-WAY.
- BUILDING SEPARATION IS 10' MINIMUM.
- SIDEWALKS BETWEEN UNITS ARE 5' WIDE.
- SIDEWALK ADJACENT TO PARKING STALLS ARE 6' WIDE.
- TRACT A IS TO BE OWNED AND MAINTAINED BY LOT 1 OWNER AND IS TO BE USED FOR STORMWATER MANAGEMENT.

BUNGALOWS AT BONNER SPRINGS
DEVELOPMENT PLAN SUBMITTAL
BONNER SPRINGS, WYANDOTTE COUNTY, KANSAS

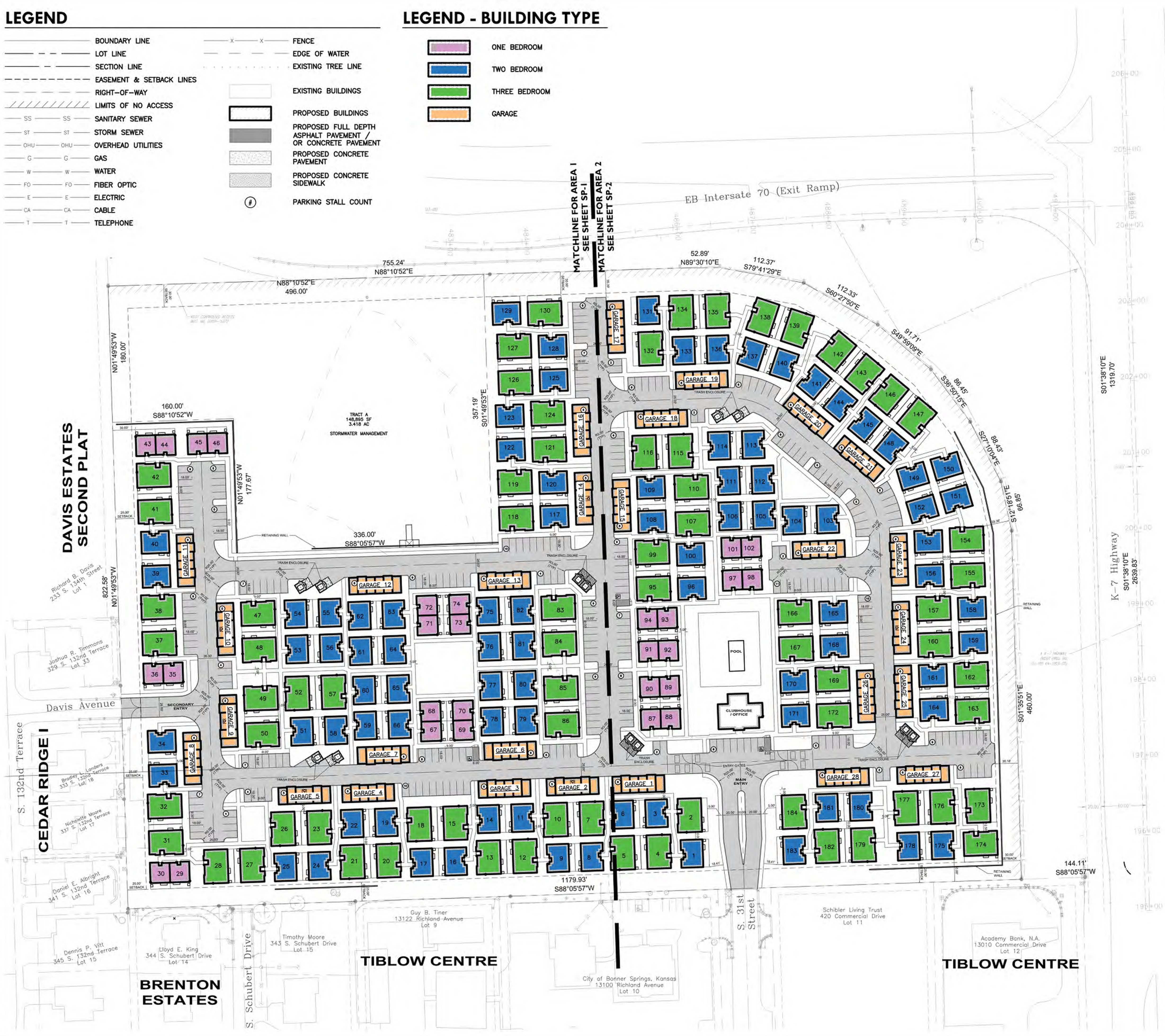
PROJECT NO: 25007109
DATE: DECEMBER 10, 2025
DRW: JM
RWW: JM

REVISIONS

1	
2	
3	
4	
5	

OVERALL SITE PLAN

SP.C



REGISTRATION:
 DESIGNED: TEAM
 DRAWN: TEAM
 APPROVED: JBC
 PROJECT NO.: 25-060

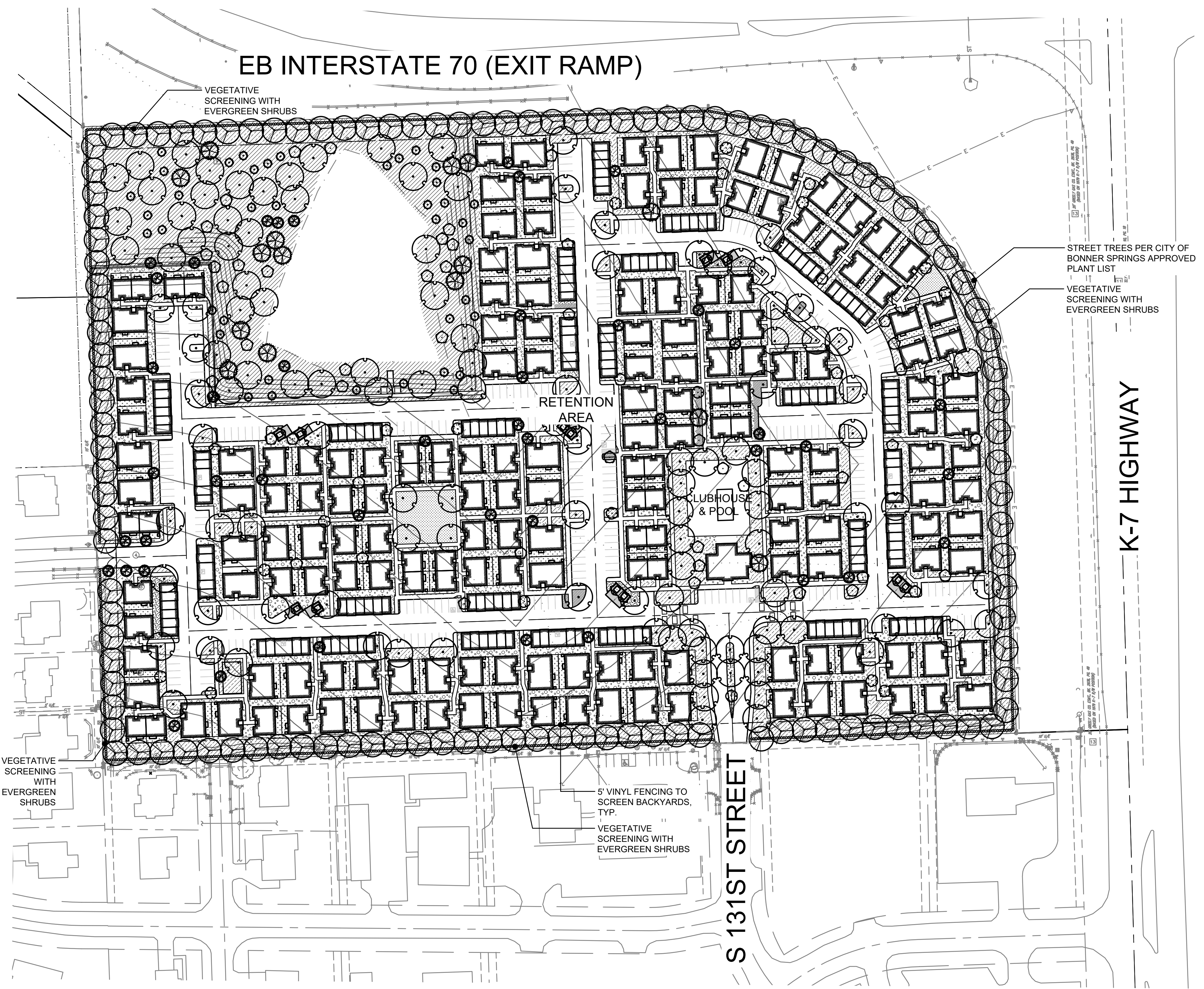
BUNGALOWS AT BONNER SPRINGS
 BONNER SPRINGS, KANSAS

PREPARED FOR:
CAVAN COMPANIES
 15300 N. 90th Street, Suite 200
 Scottsdale, AZ 85260
 CONTACT: Jon Hamel

LANDSCAPE CONSTRUCTION DRAWINGS
 DATE: DECEMBER 5, 2025
 REVISIONS:

NO.	DATE	ITEM

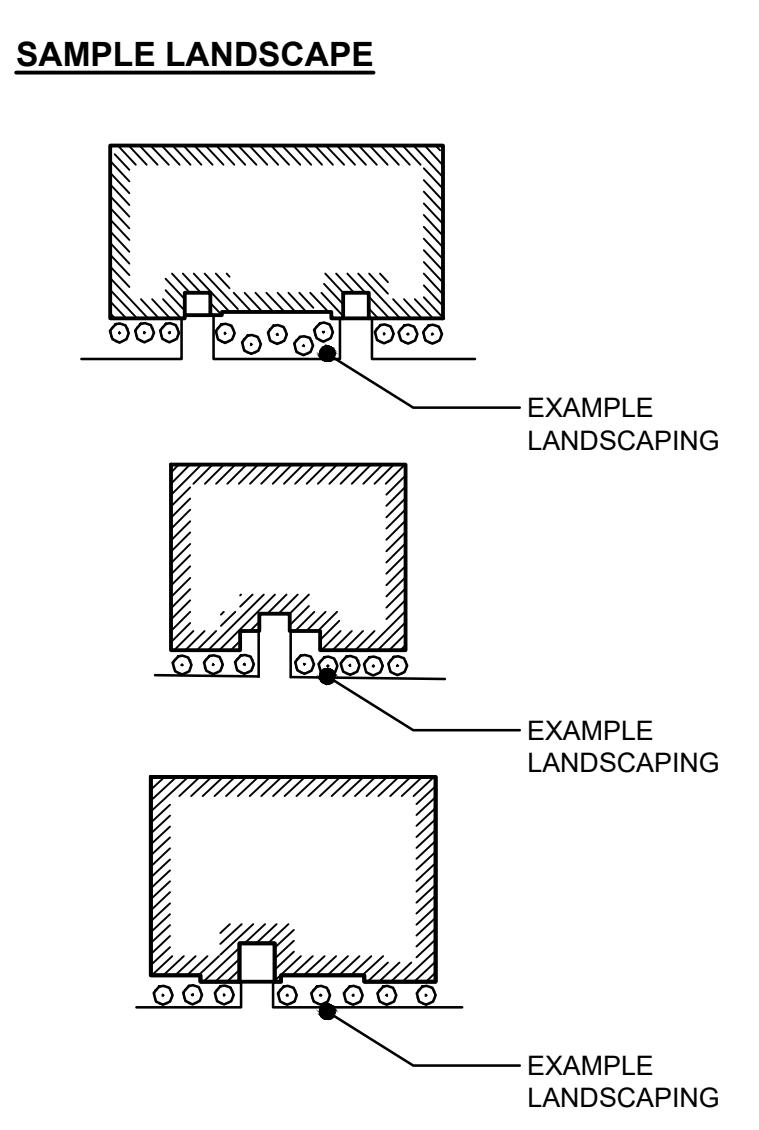
CITY NUMBERS:
 PLANTING PLAN
L-4.00



SITE DATA:
 SITE AREA: 21.4 AC (+/-)
 GROSS DENSITY: 8.6 DU/AC

PRELIMINARY PLANT SCHEDULE

SYMBOL	QUANTITY
	178
	132
	176
	99



Landscape Code Review (Unified Development Ordinance)

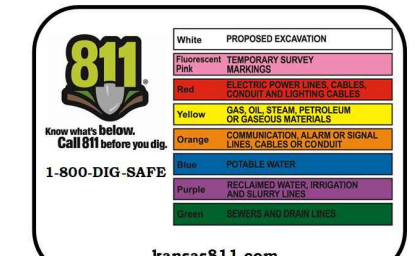
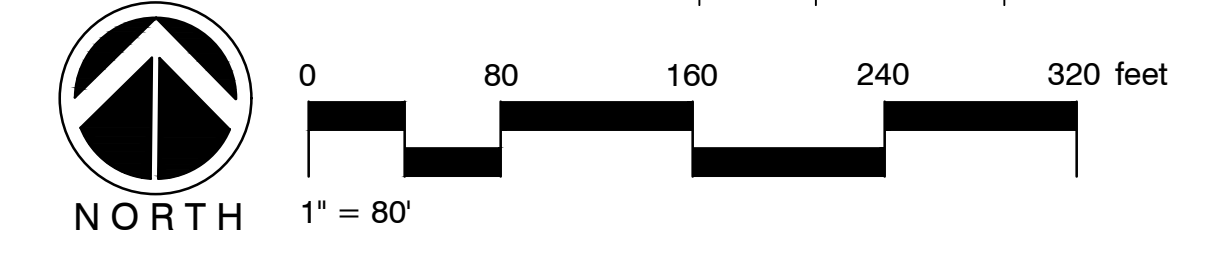
Code	Required	Provided	Notes & Calculations
Chapter 4.03 E2b	1,923 lf (64 trees required, 641 shrubs required.)	64 trees provided, 641 shrubs provided	25' wide min buffer planting. One shade tree per 301.f. and 1 shrub per 31.f.
Chapter 4.03 E2c	18021.f. (45 trees required, 601 shrubs required)	53 trees provided, 601 shrubs provided.	Arterial Street Buffer: 25' wide min., One shade tree per forty feet and one shrub per 31.f.
Chapter 4.03 G2	672,224 landscape area (s.f.). 224 trees required	277 Shade and Evergreen Trees Provided buffer and parking lot)	One shade tree required per 300 sq. ft. of overall landscape area (excluding buffer and parking lot)

GROUND COVERS

	BACK YARD
	LAWN SOD
	LOW GROW GRASS AND NATIVE WILDFLOWER SEED MIX
	NON-IRRIGATED LAWN SEED
	STONE GROUND COVER

PLANT SCHEDULE LEGEND

SYMBOL	BOTANICAL / COMMON NAME	SIZE	CAL	PLANTING HEIGHT	MATURE H/W
CONIFEROUS TREES					
	Abies concolor White Fir	-	-	6'-8'	H 30'-50'. W 20'-40'
	Picea pungens Colorado Spruce	-	-	H 6'-8'	H 40'-70'. W 20'-35'
	Picea pungens 'Densata' Colorado Blue Spruce	-	-	H 6'-8'	H 40'-70'. W 20'-35'
	Pinus strobus Easter White Pine	-	-	H 6'-8'	H 20'-40'. W 10'-15'
	Taxodium distichum 'Shawnee Brave' Shawnee Brave Bald Cypress	-	-	H 6'-8'	H 50'-75'. W 15'-20'
DECIDUOUS TREES					
	Acer ginnala 'Flame' Flame Amur Maple	-	Multi	-	H 20'. W 20'.
	Acer rubrum 'October Glory' October Glory Red Maple	-	Cal 3"	-	H 45', W 45'
	Acer saccharum 'Green Mountain' Green Mountain Sugar Maple	-	Cal 3"	-	H 50'-60'. W 30'-40'
	Cercis canadensis Redbud	-	Multi-Stem	H 6'-8'	H 15'-20'. W 15'-20'
	Gleditsia triacanthos var. inermis 'Shademaster' Shademaster Honey Locust	-	Cal 3"	-	H 40'. W 40'
	Koeleria paniculata Golden Raintree	-	Cal 2.0"	-	H 15'-20'. W 20'-25'
	Malus x 'Prairifire' Prairifire Crabapple	-	Cal 2.0"	-	H 15'-20'. W 15'-20'
	Malus x 'Spring Snow' Spring Snow Crabapple	-	Cal 2.0"	-	H 15'-20'. W 15'-20'
	Platanus x acerifolia London Planetree	-	Cal 2.0"	-	H 60'-80'. W 50'-60'
	Quercus alba White Oak	-	Cal 2.0"	-	H 20'-30'. W 30'-40'
	Quercus rubra Northern Red Oak	-	Cal 2.0"	-	H 20'-30'. W 20'-25'
SYMBOL	BOTANICAL / COMMON NAME	SIZE	REMARKS	MATURE H/W	
SHRUBS					
	Andropogon gerardii 'Pawnee' Pawnee Big Bluestem	1 gal		H 4'-6', W 2'	
	Bouteloua gracilis 'Blonde Ambition' Blonde Ambition Blue Grama	1 gal		H 3', W 3'	
	Buxus x 'Green Velvet' Green Velvet Boxwood	3 gal		H 3'-4', W 3'-4'	
	Calamagrostis x acutiflora 'Karl Foerster' Karl Foerster Feather Reed Grass	1 gal		H 2', W 3'	
	Carex oshimensis 'Carfi01' EverColor® Everest Japanese Sedge	1 gal		H 1.5', W 2'	
	Chasmanthium latifolium Northern Sea Oats	1 gal		H 2'-3', W 2'	
	Hosta x 'Blue Angel' Blue Angel Hosta	1 gal		H 2'-3', W 2'-3'	
	Hosta x 'June' June Hosta	1 gal		H 2', W 2'	
	Hydrangea paniculata 'Jane' Little Lime® Panicle Hydrangea	3 gal		H 3'-5', W 3'-5'	
	Hydrangea paniculata 'SMHPLQF' Little Quick Fire® Panicle Hydrangea	3 gal		H 3'-5', W 3'-5'	
	Juniperus horizontalis 'Monber' Icee Blue® Creeping Juniper	1 gal		H 6", W 6'-8"	
	Juniperus x 'Grey Owl' Grey Owl Juniper	3 gal		H 3', W 6'	
	Liriope muscari 'Big Blue' Big Blue Lilyturf	1 gal		H 1.5', W 1.5'	
	Miscanthus sinensis 'Morning Light' Morning Light Eulalia Grass	1 gal		H 5', W 3'-4'	
	Miscanthus sinensis 'Oktoberfest' Oktoberfest Eulalia Grass	1 gal		H 6'-7', W 3'-4'	
	Penstemon digitalis 'Husker Red' Husker Red Penstemon	1 gal		H 2', W 2'	
	Rudbeckia fulgida 'Little Goldstar' Little Goldstar Black-Eye Susan	1 gal		H 2', W 2'	
	Spiraea betulifolia 'Tor' White Frost™ Birchleaf Spirea	3 gal		H 3', W 3'-4'	
	Sporobolus heterolepis Prairie Dropseed	1 gal		H 3', W 3'	
	Veronica longifolia 'Eveline' Eveline Speedwell	1 gal		H 1.5', W 1.5'	
	Viburnum rhytidophyllum 'Alleghany' Leatherleaf Viburnum	5 gal		H 8'-10', W 8'-10'	
	Vinca minor 'Blue and Gold' Blue and Gold Periwinkle	1 gal		H 6'-8", W 1'-1.5'	





REAR



FRONT

SMALL AMENITY BUILDING

Cottage

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

CAVAN COMPANIES

Scottsdale, Arizona

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.) © 2025 BSB Design, Inc.

A1.1





LEFT



RIGHT

SMALL AMENITY BUILDING

Cottage

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

CAVAN COMPANIES

Scottsdale, Arizona

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A1.2





FRONT



REAR



REAR

PERSPECTIVE VIEWS

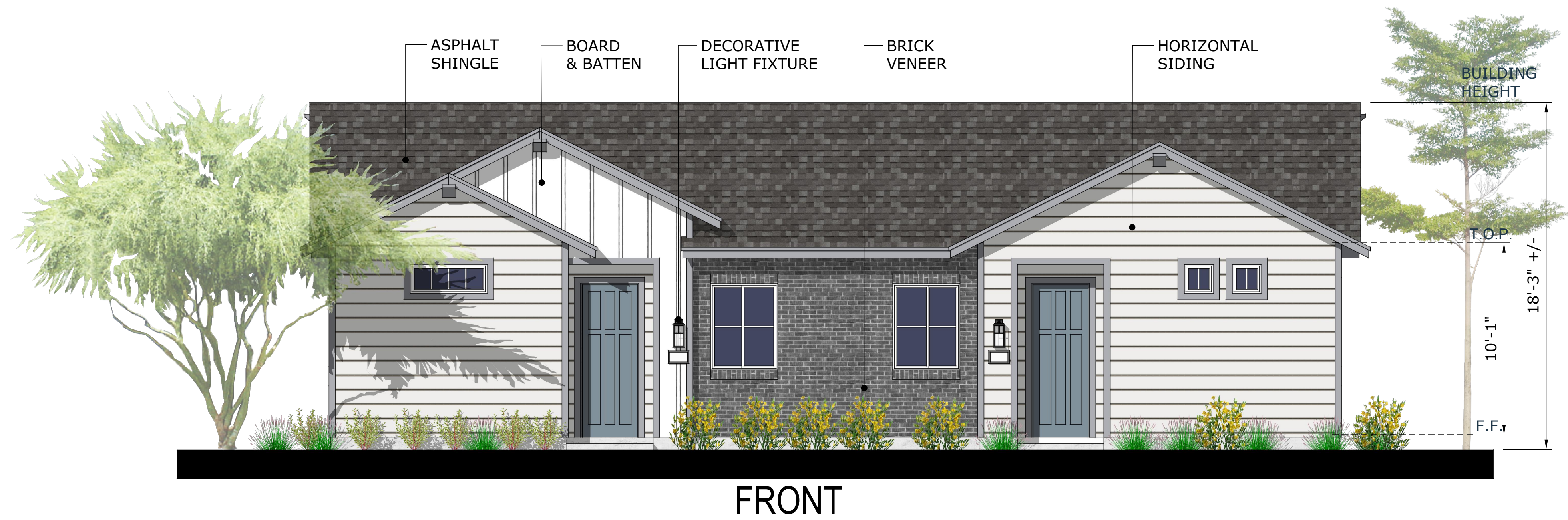
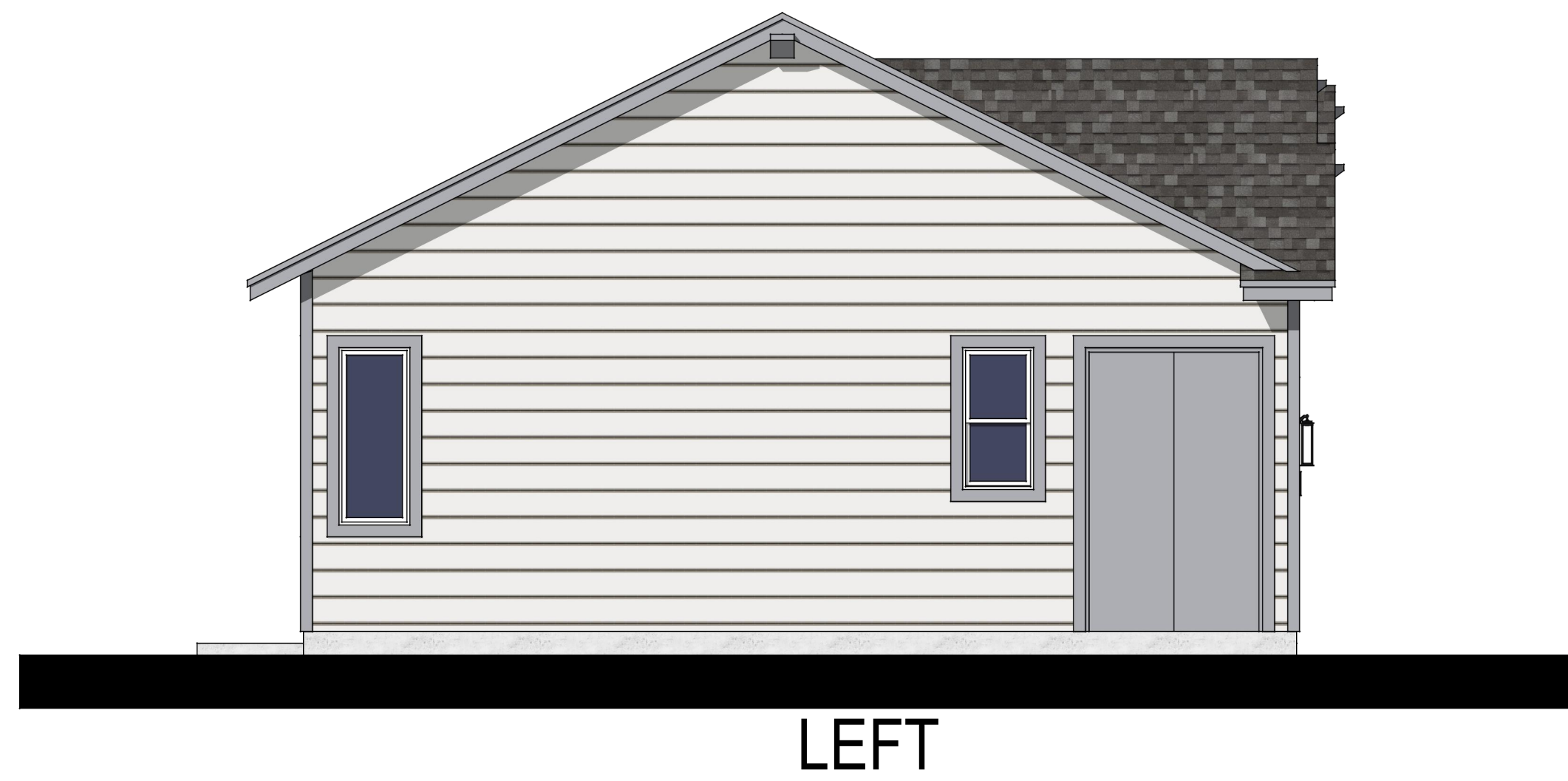
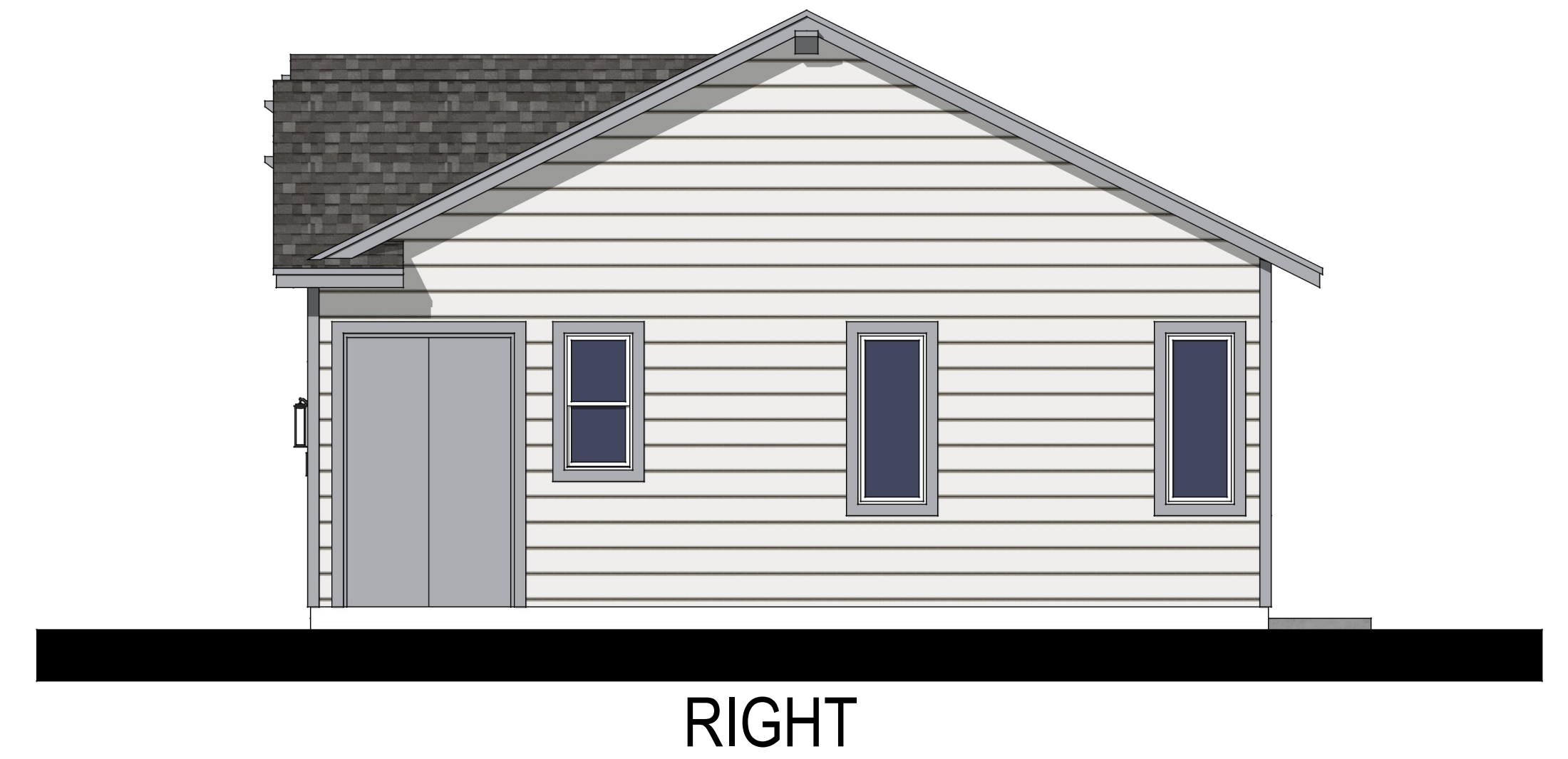
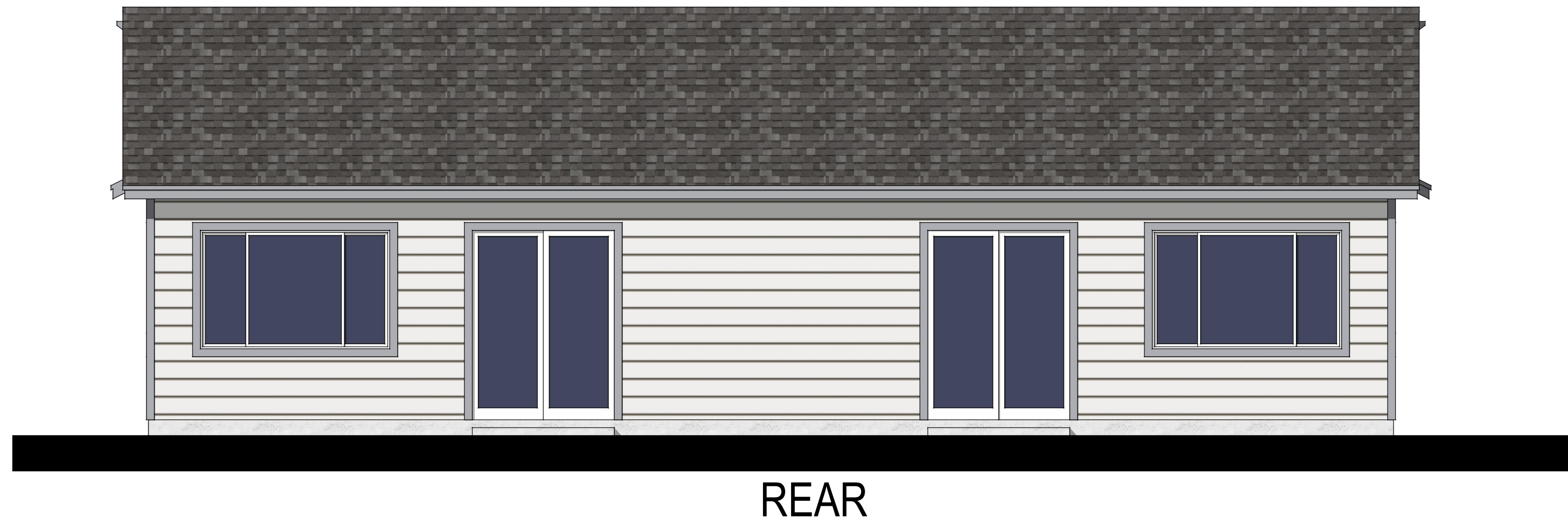
CAVAN COMPANIES

Scottsdale, Arizona

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A1.3

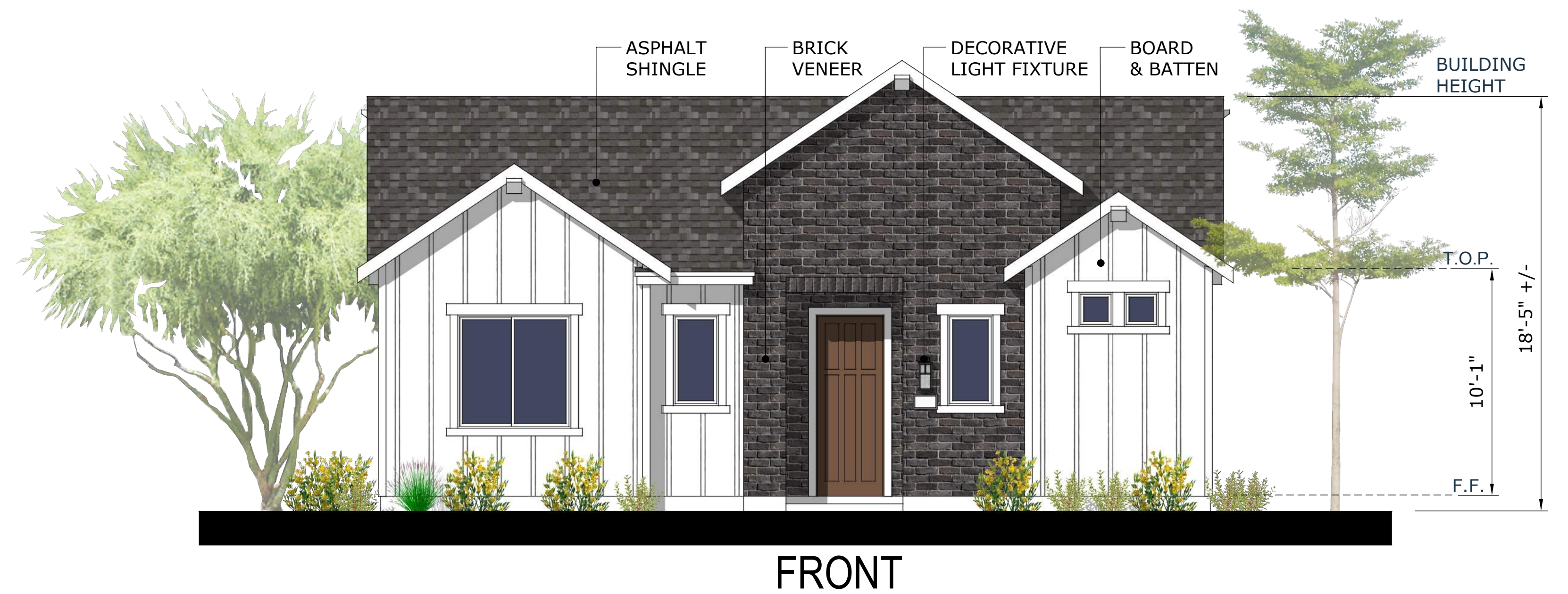
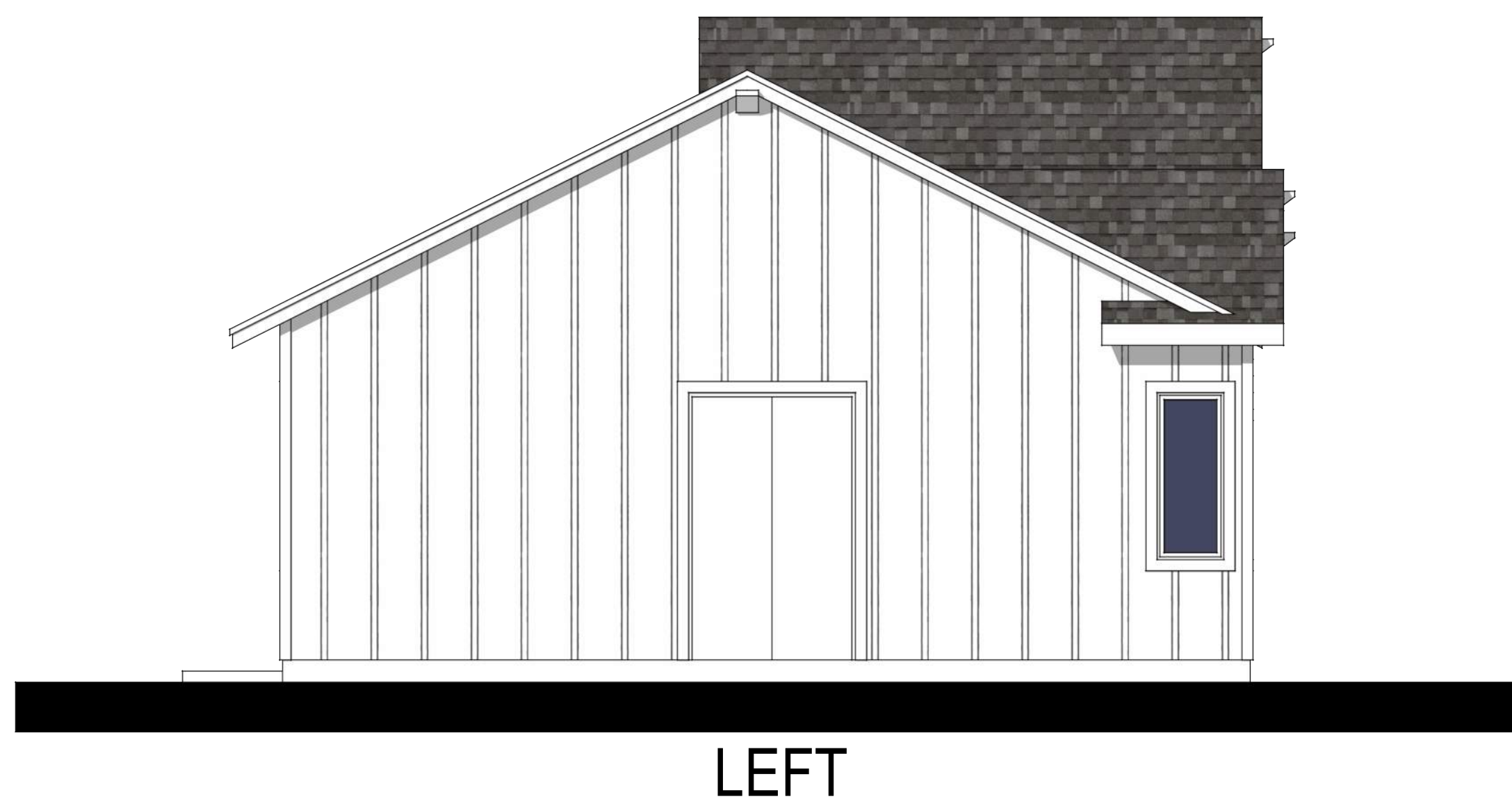
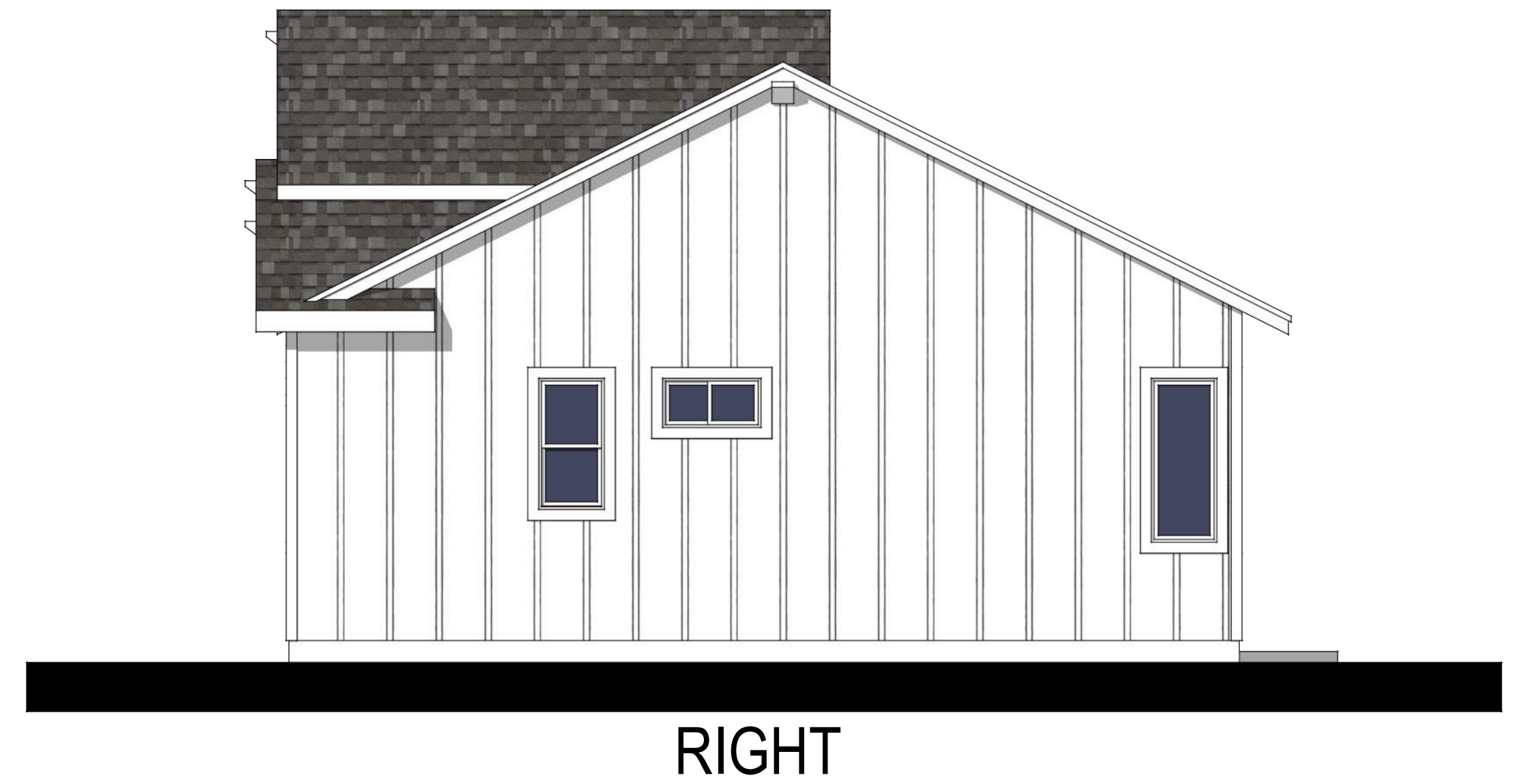
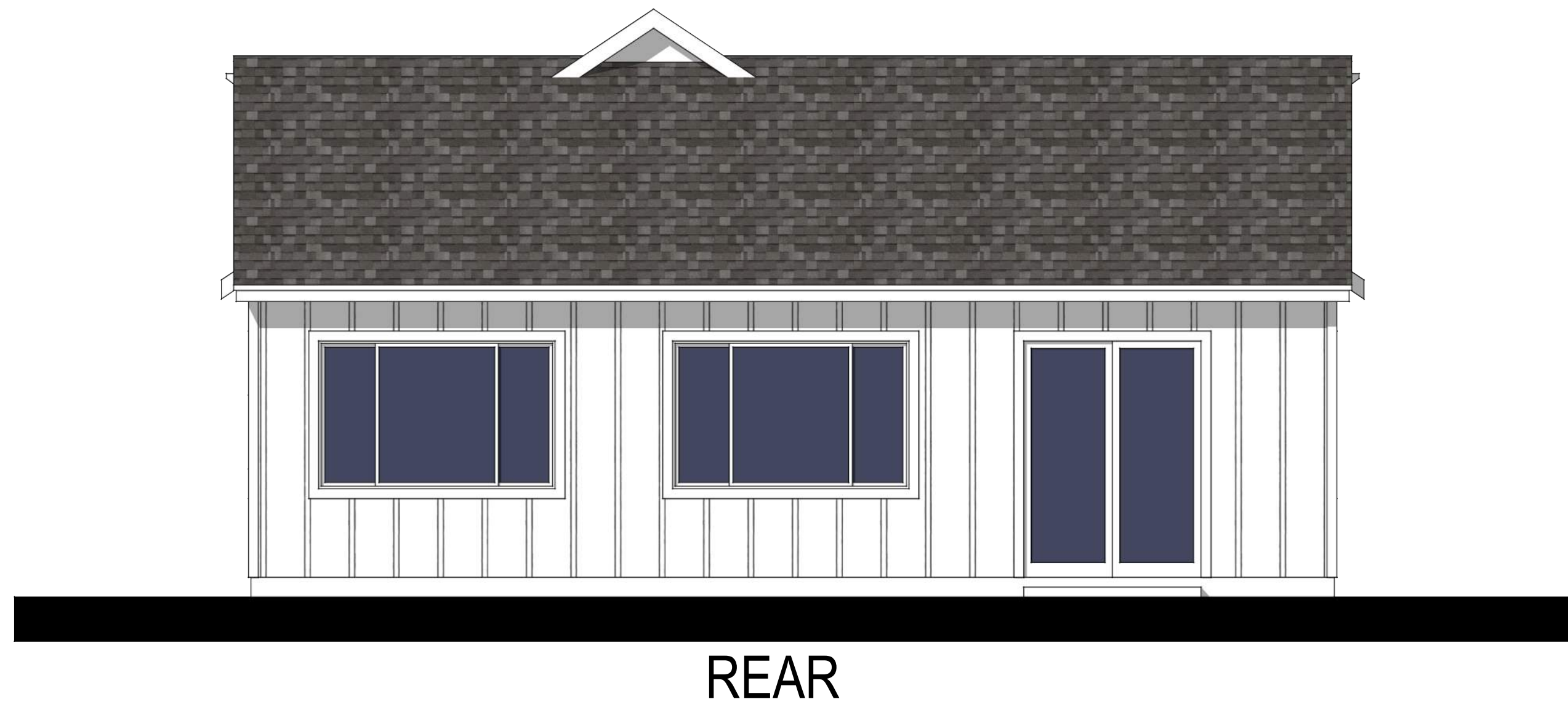




PLAN 1 - DUPLEX
Cottage
Scale: 1/4" = 1'-0"

A1.4

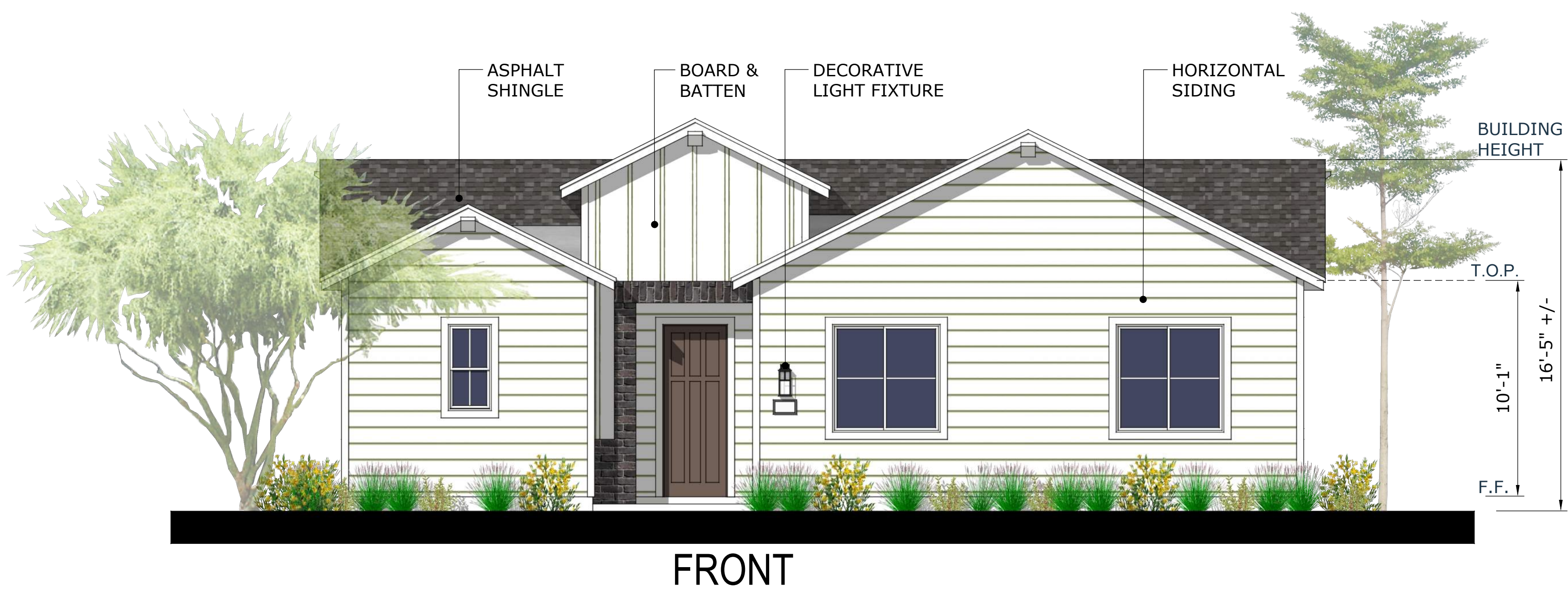
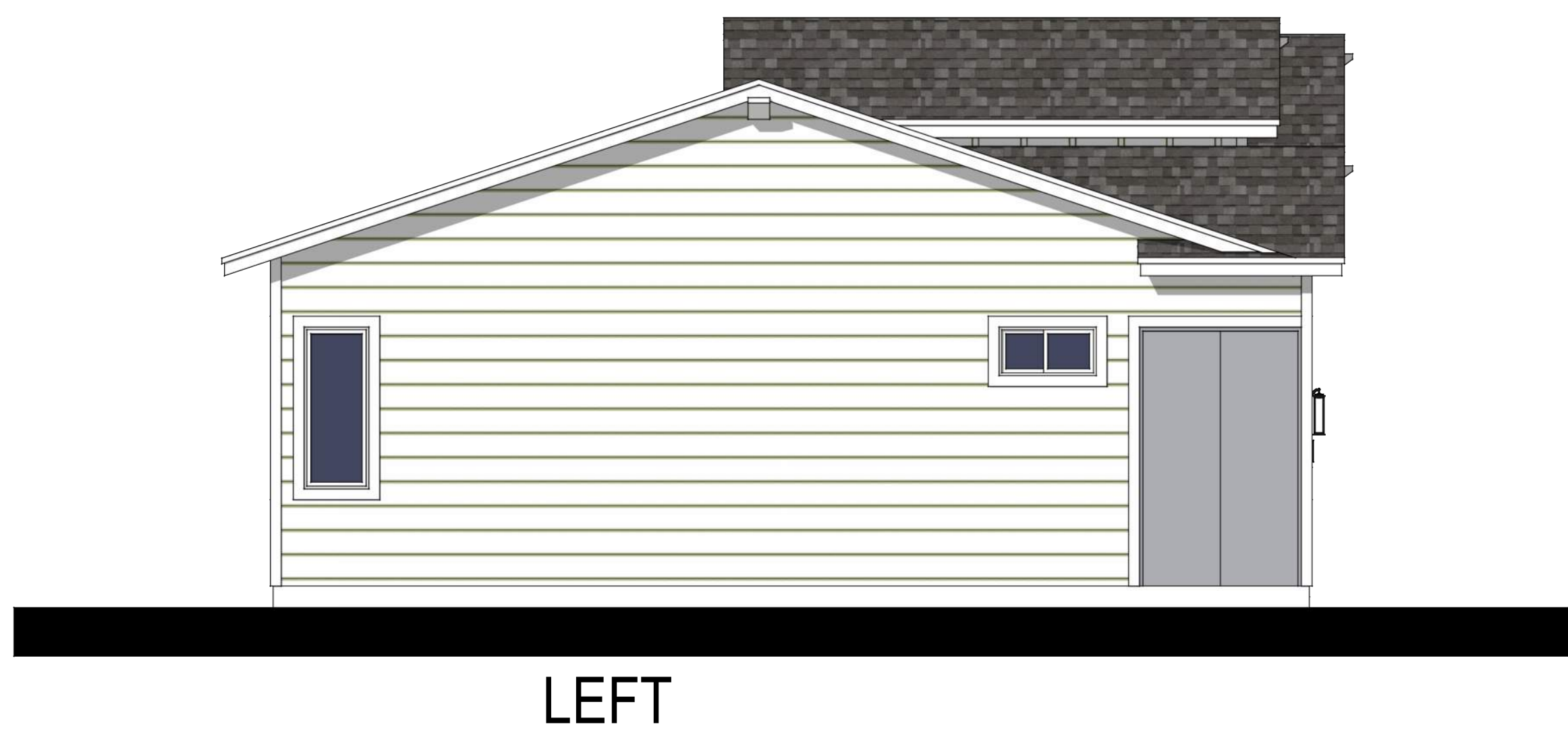
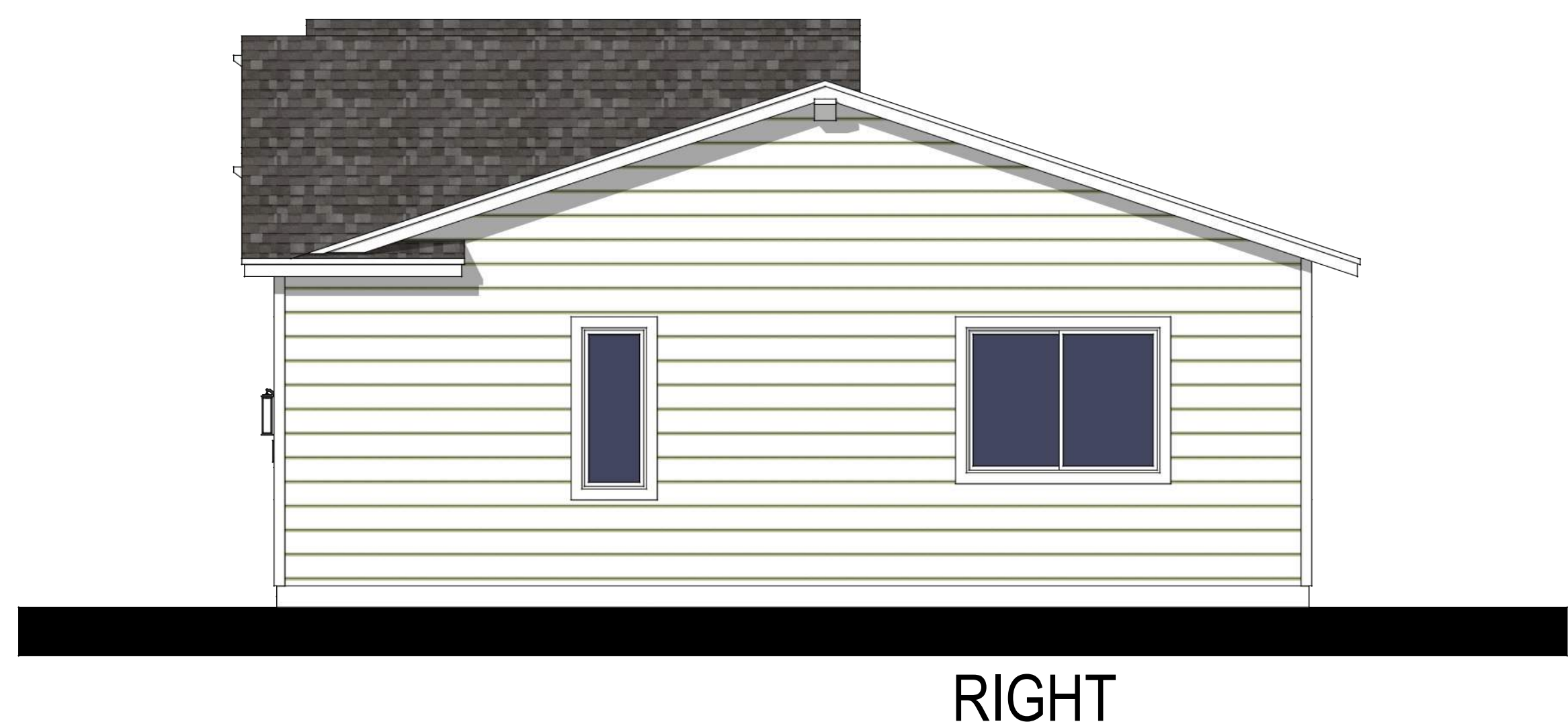




PLAN 2
Craftsman
Scale: 1/4" = 1'-0"

CAVAN COMPANIES
Scottsdale, Arizona

A1.5
BSB
DESIGN

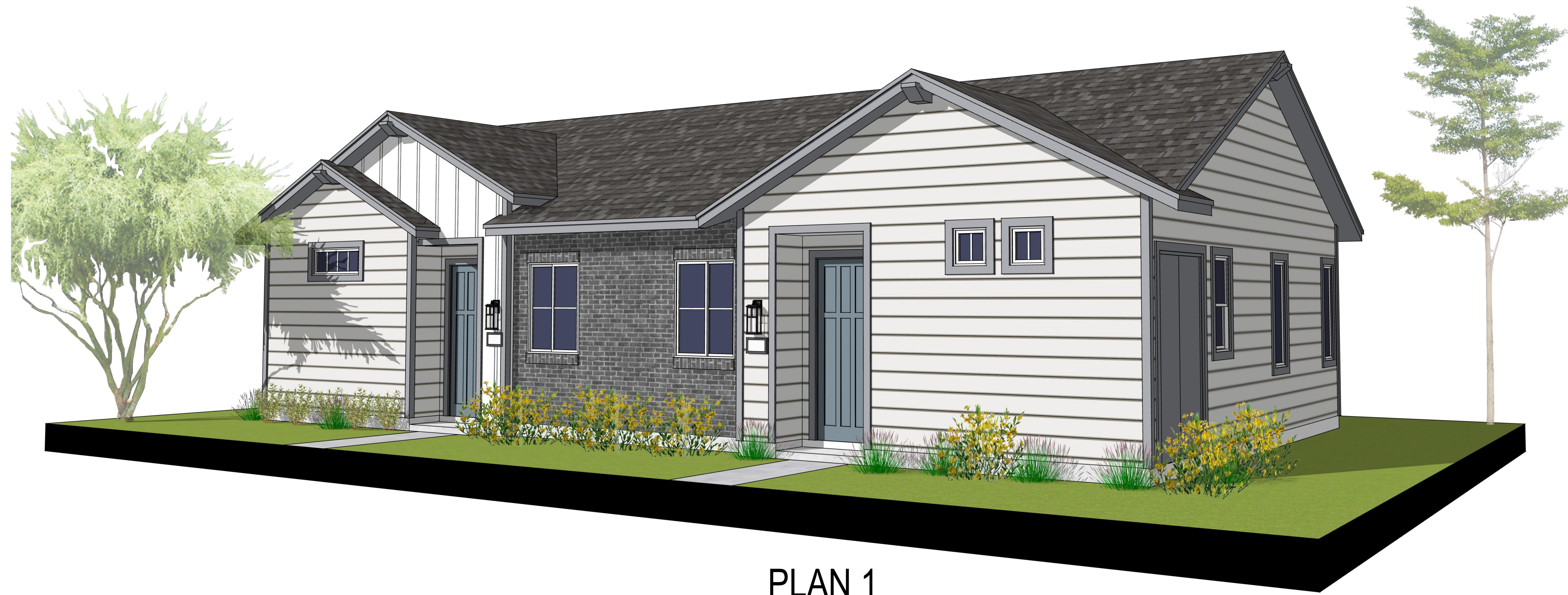


PLAN 3
Craftsman
 Scale: 1/4" = 1'-0"

CAVAN COMPANIES
 Scottsdale, Arizona

A1.6

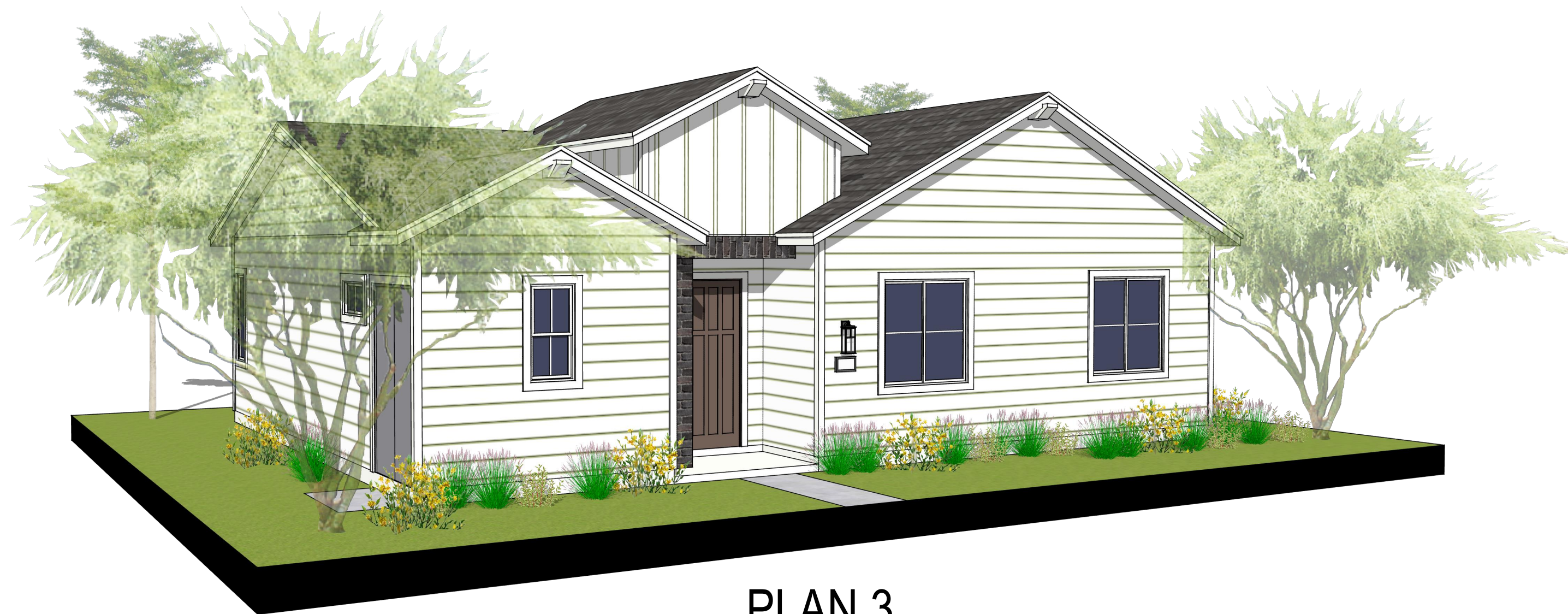
 BSB
 DESIGN



PLAN 1



PLAN 2



PLAN 3

PERSPECTIVE VIEWS

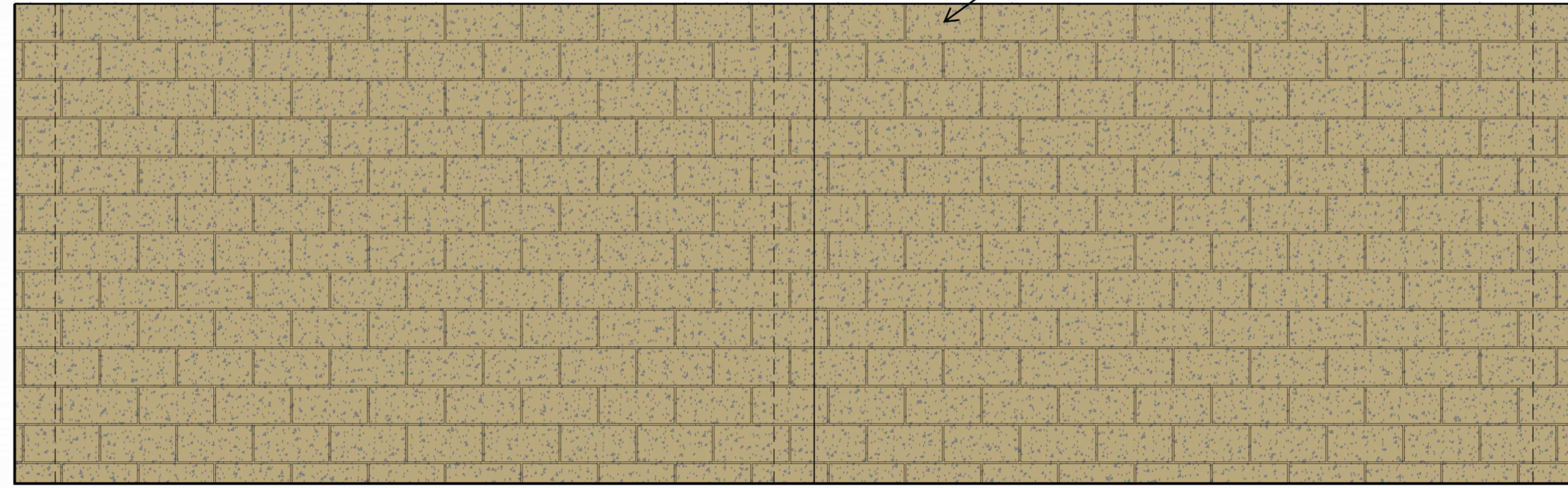
CAVAN COMPANIES

Scottsdale, Arizona

A1.7

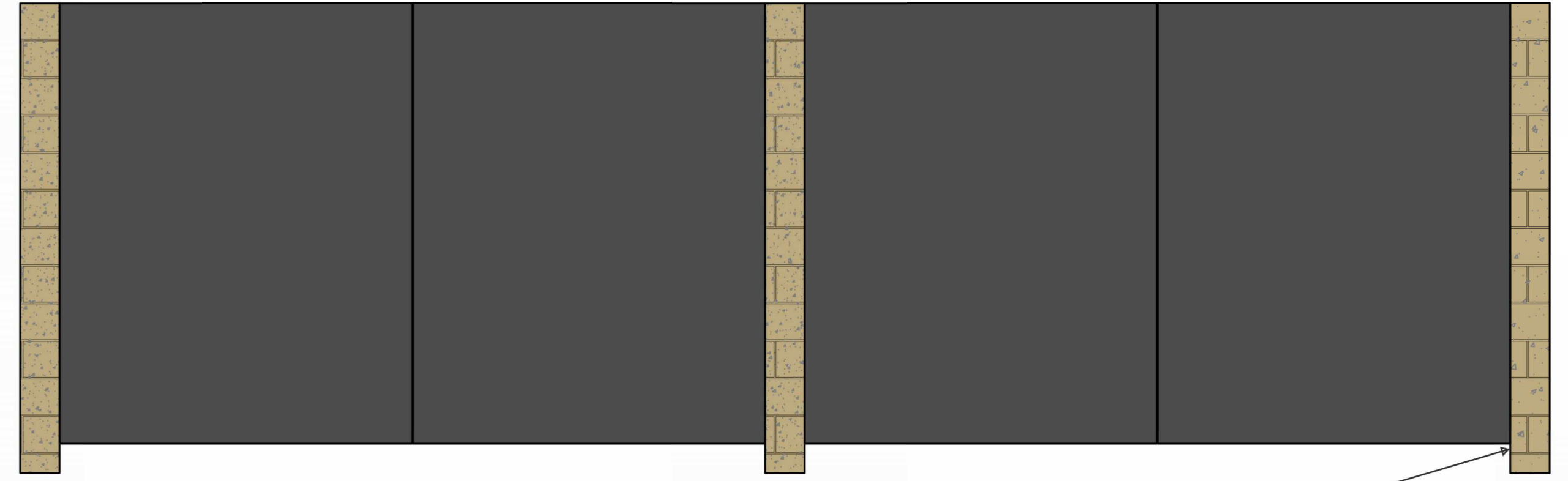


8"x8"x16" SPLIT FACE CMU WALL



REAR ELEVATION

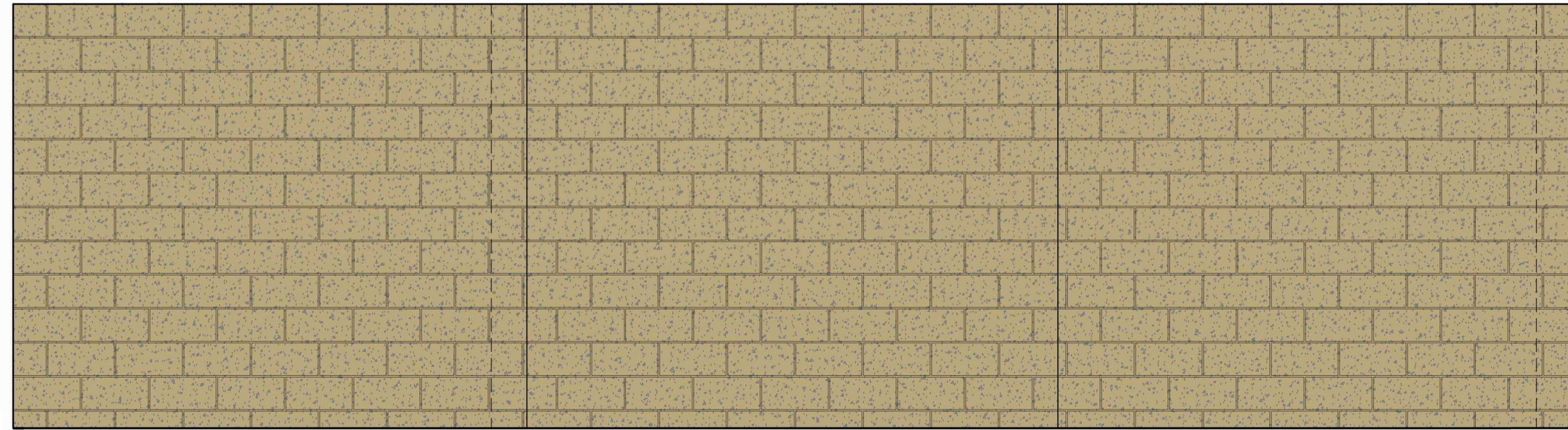
SCALE = 1/2" = 1'-0"



6" CLEARANCE MIN.

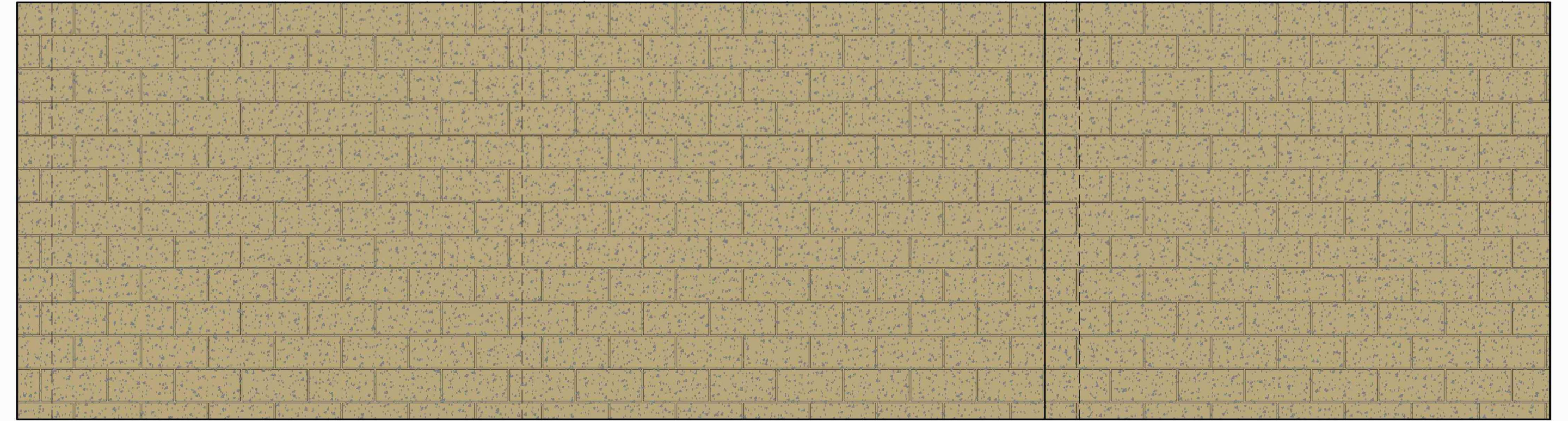
FRONT ELEVATION

SCALE = 1/2" = 1'-0"



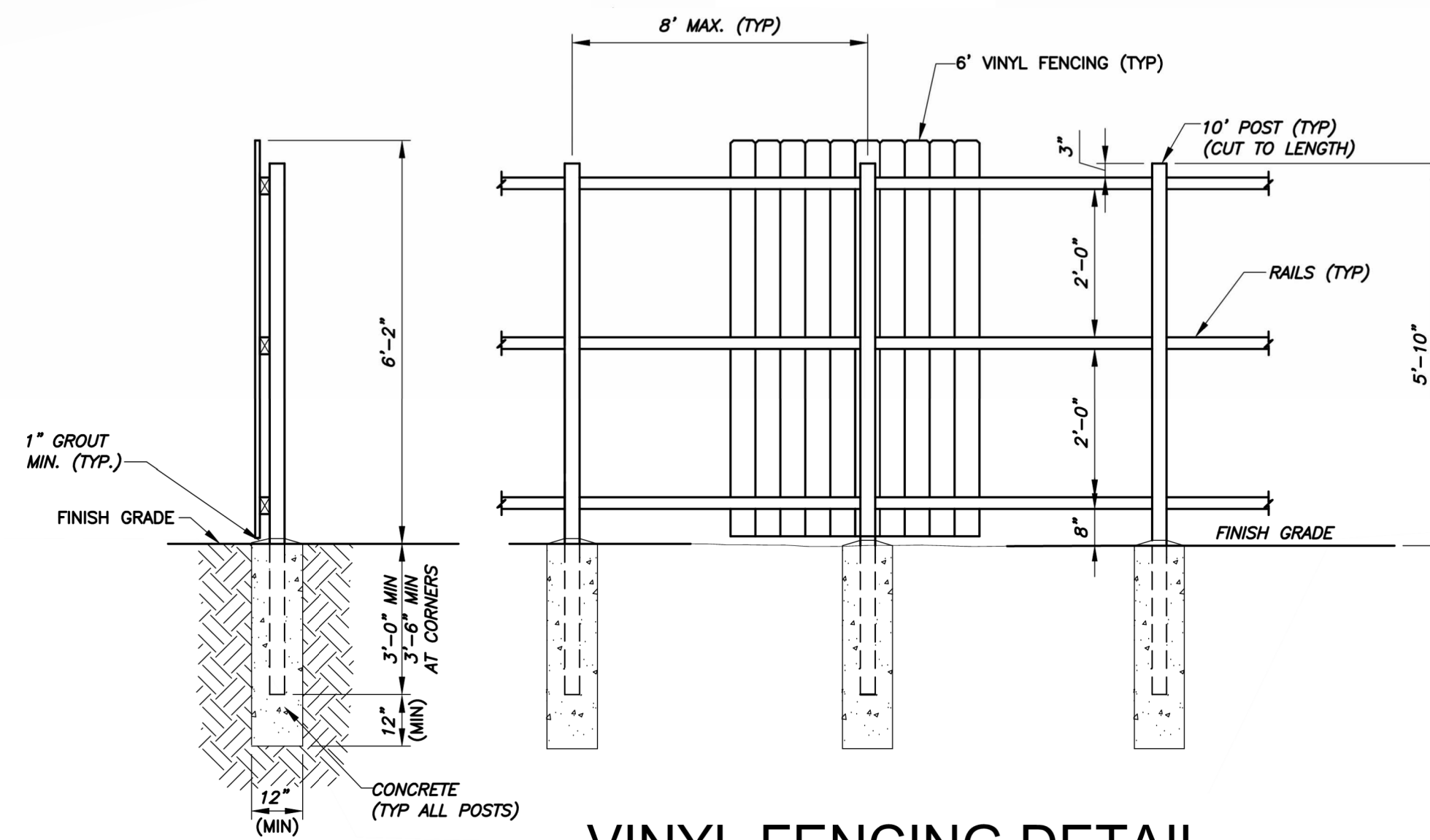
LEFT ELEVATION

SCALE = 1/2" = 1'-0"



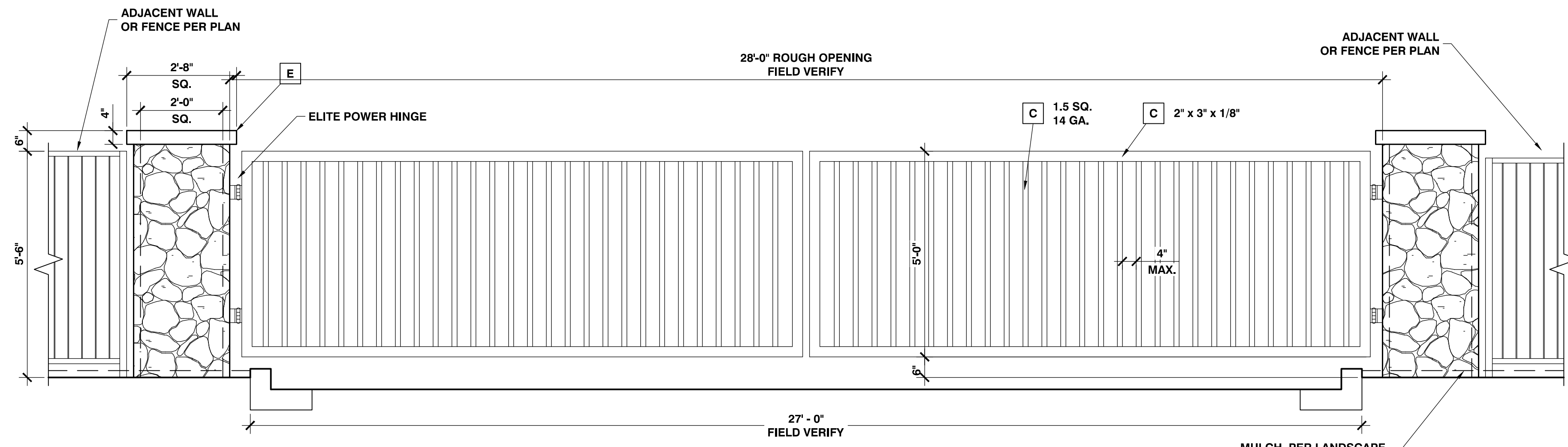
RIGHT ELEVATION

SCALE = 1/2" = 1'-0"



VINYL FENCING DETAIL

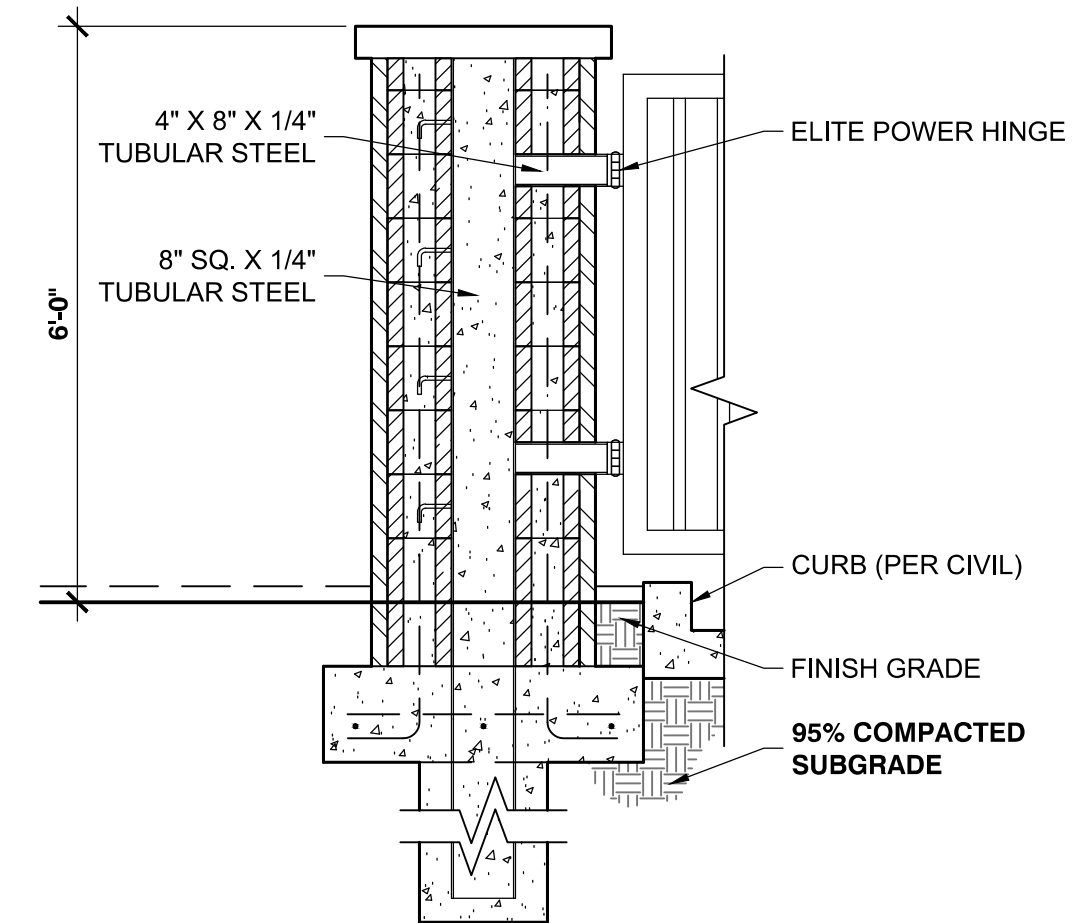
SCALE = N.T.S.



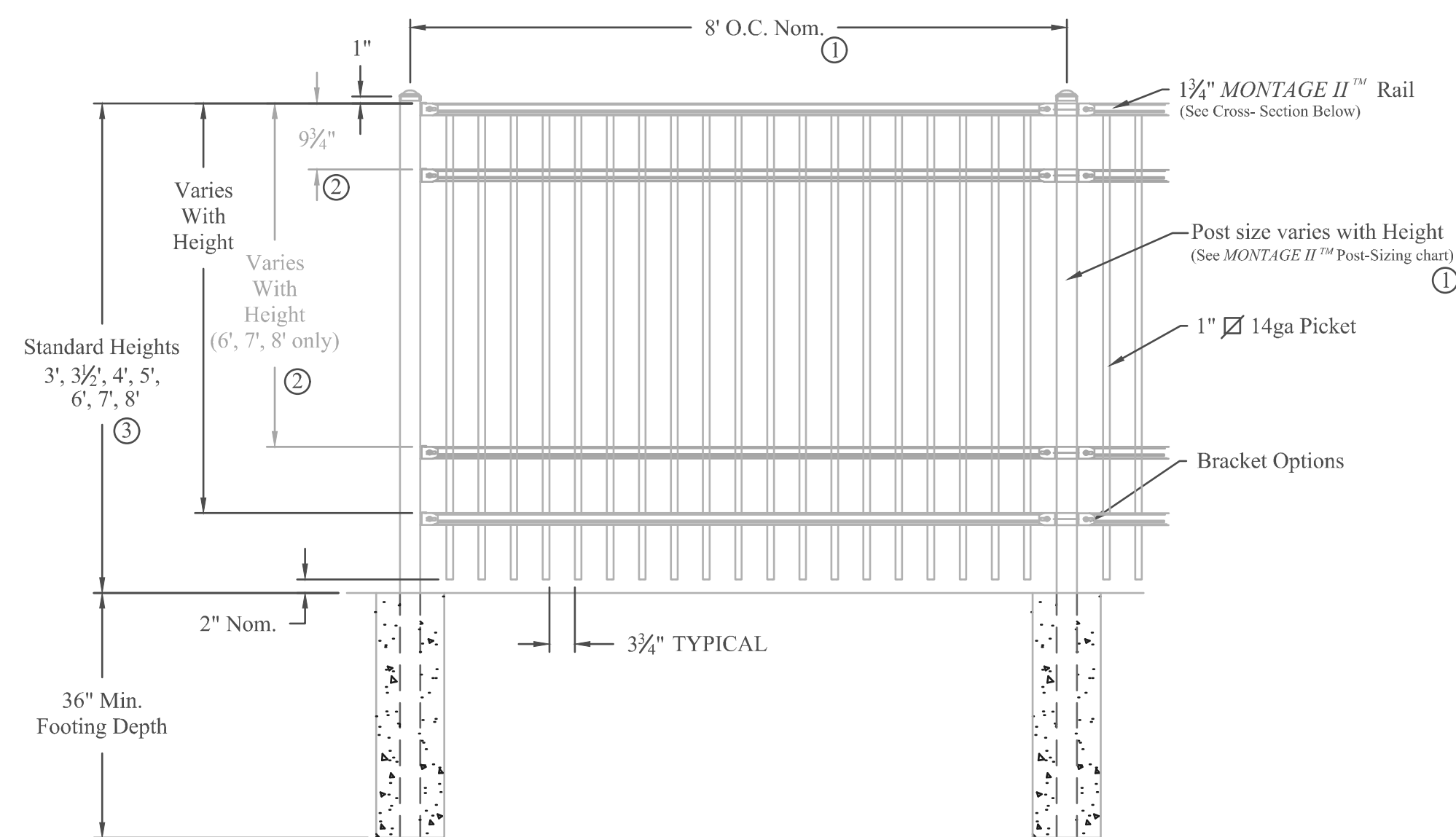
1 TYPICAL ACCESS GATE
SCALE: 1/2" = 1'-0"

NOTE:

- Refer to structural engineer's drawings for size & depth of reinforcement & concrete footings.
- Reference elevation for materials
- Grout solid all cells to receive rebar & below grade

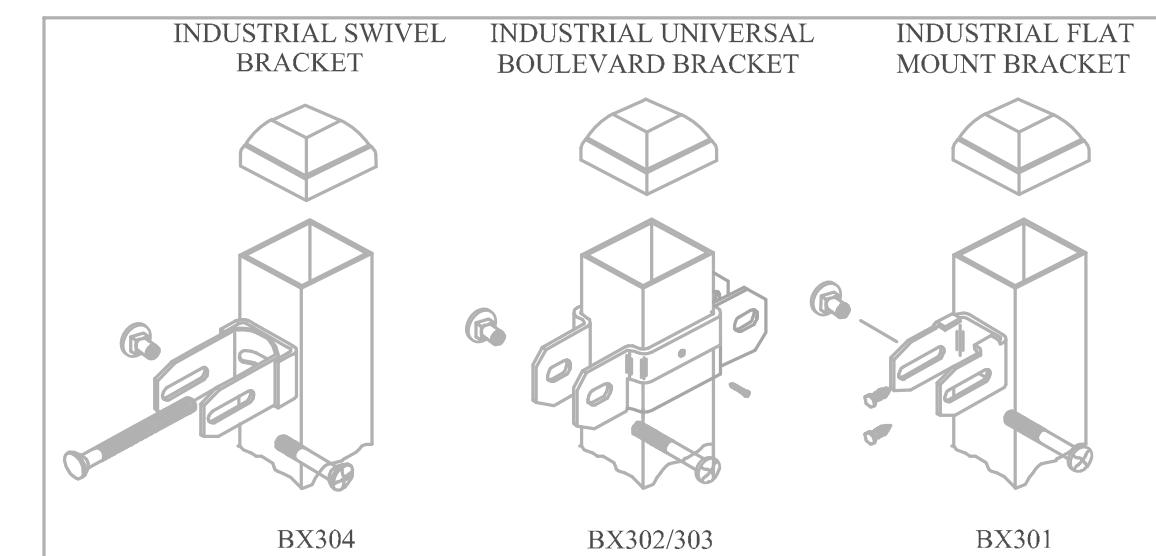
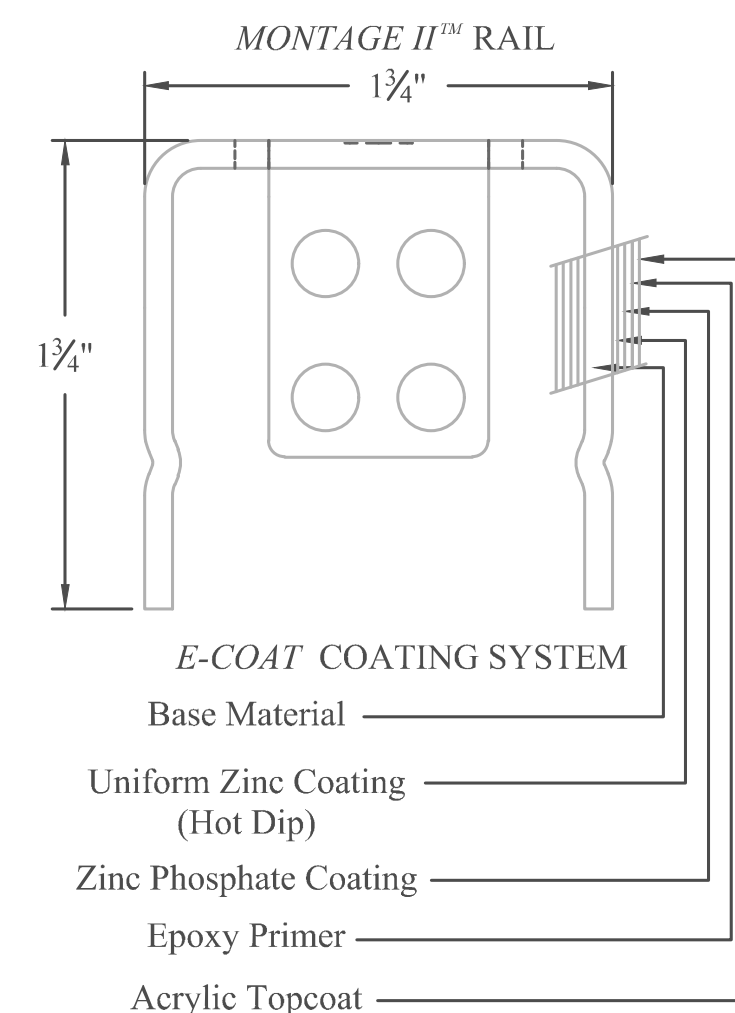
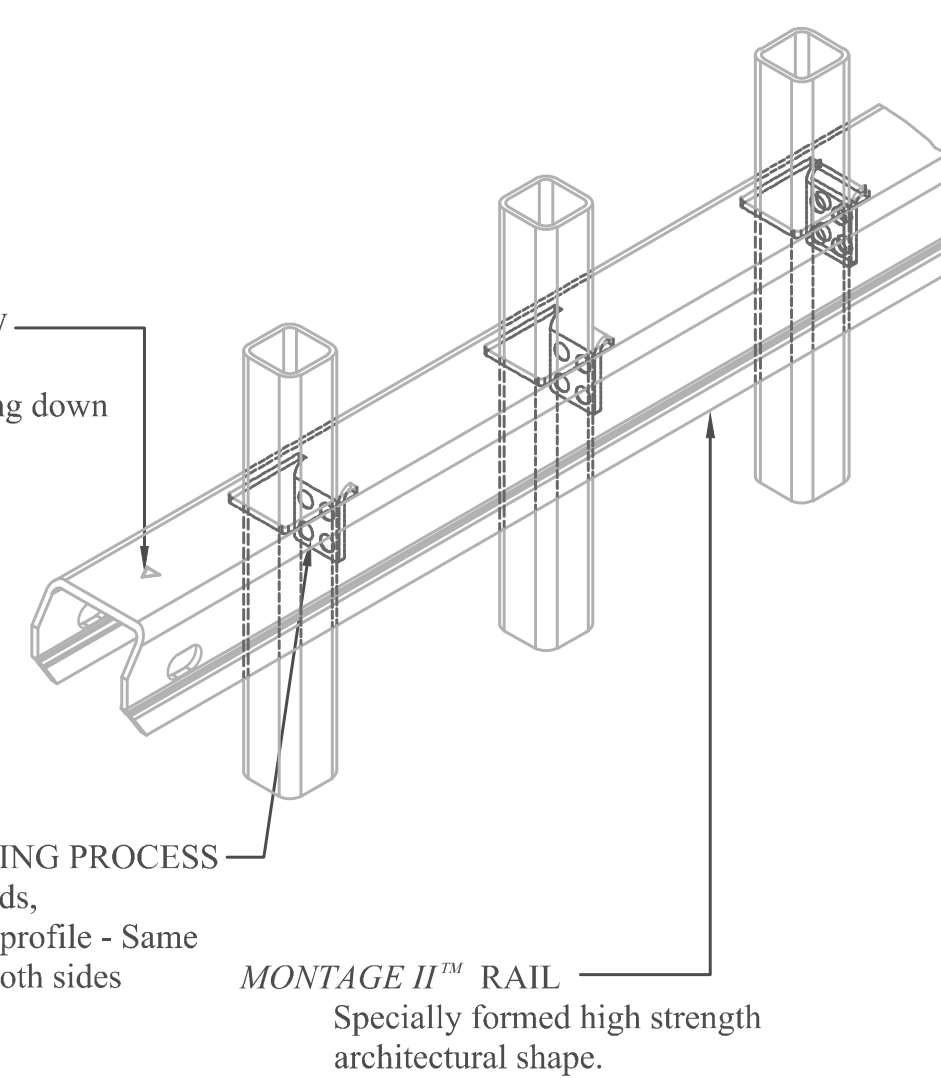


3 VEHICULAR GATE COLUMN SECTION
SCALE: 1/2" = 1'-0"



RAKING DIRECTIONAL ARROW
Welded panel can be raked 30" over 8" with arrow pointing down grade.

PROFUSION™ WELDING PROCESS
No exposed welds, Good Neighbor profile - Same appearance on both sides

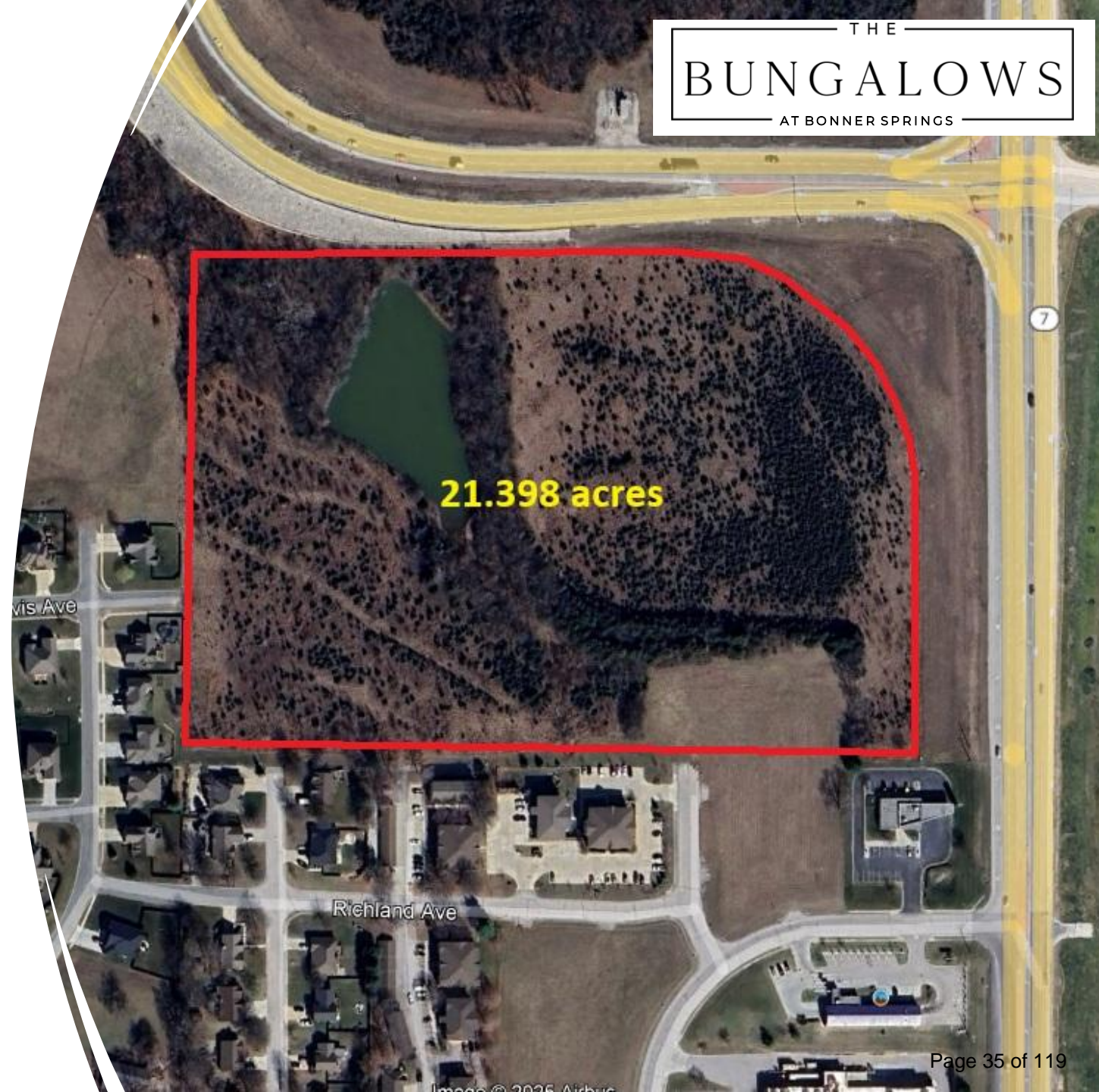


THE
BUNGALOWS
AT BONNER SPRINGS



Location & Context

- SWC I-70 & K-7 Highway
- Mixed use area
Commercial and Residential
- 21.4 acres
- Access from south and west
- Designated “Mixed Use” on the Comprehensive Plan



THE
BUNGALOWS
AT BONNER SPRINGS



SITE DATA

SITE AREA: 21.4 AC (+/-)
GROSS DENSITY: 8.6 DU/AC

UNIT COUNT

1 BEDROOM:	28	(15%)
2 BEDROOM:	86	(47%)
3 BEDROOM:	70	(38%)
TOTAL:	184	

PARKING PROVIDED

GARAGE:	168
UNCOVERED:	247
UNCOVERED ADA:	9
TOTAL:	424



FRONT

Clubhouse - Conceptual Rendering



1 bedroom duplex



2-bedroom home



3-bedroom home

Exceptional Interior Design

- Spacious Open Concept Floorplan
- Oversized Windows
- 10 Ft. Ceilings
- Plank Flooring
- Raised Panel Doors
- Quartz Countertops
- Raised Panel Cabinets
- All Stainless-Steel Appliances
- Full Size Laundry Rooms in Units



Resort-Style Amenities



Recreation



Dog Wash Station



Community Gathering



Fitness Center



Swimming Pool



Outdoor Kitchen

What Sets The Bungalows Apart?

- **Detached Homes:** Quiet, spacious living with an abundance of natural light
- **Private Yards:** Functional outdoor space for pets and entertaining
- **Resort-Style Amenities:** Clubhouses, pools, fitness centers, sport courts, firepits, outdoor kitchens, pet washing stations and dog parks
- **Timeless Design:** Clean lines with muted colors and pleasing, complementary building materials
- **High Standards:** Professional on-site management & maintenance.
- **Price Premium:** Monthly rents higher than apartments

Our residents come to the Bungalows because the homes are viewed as an ideal housing option for their lifestyle for which they can afford the premium.



Resident Concerns

Three Main Themes

1. Plan will generate too much traffic at Kansas Ave & K-7
2. Use incompatible with surrounding land uses
3. Secondary access undesirable

Historical Context

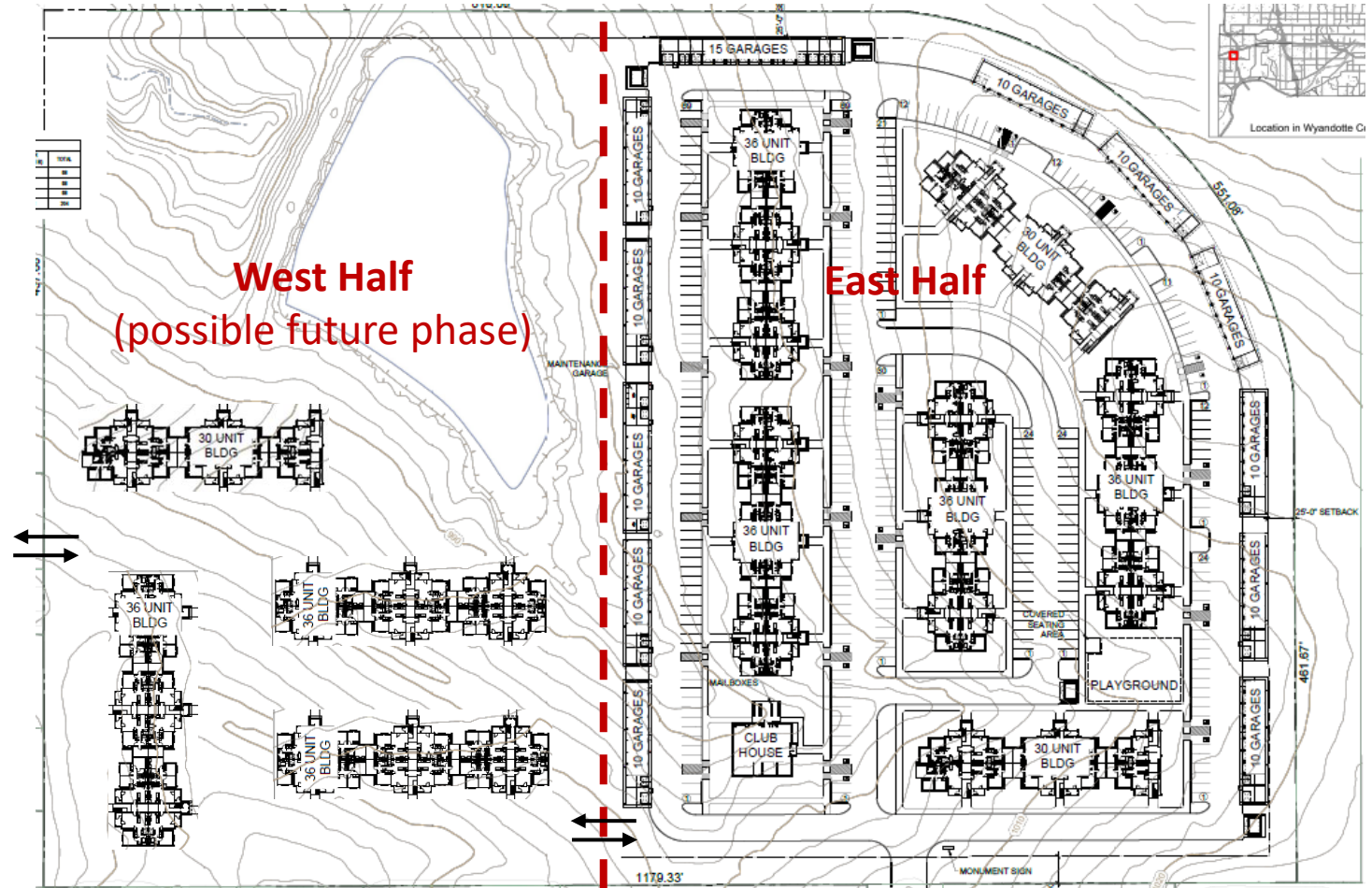
Previously Approved 3-Story Apartments (taxpayer subsidized)

	<u>Units</u>
East Half (approved)*	204
West Half (possible)**	<u>136</u>
Whole Property	<u>340</u>
Total Potential	

* Approved to be built “as of right” today

** Assumes 2/3 of western half developed with similar apartments

Cornerstone Subsidized Apartments



Traffic Generation

	<u>Cornerstone Subsidized Apartments</u>			<u>The Bungalows</u>	
	<i>Approved East Half</i>	<i>Possible West Half</i>	Potential Total Property	Total Property	
Number of Units	204	136	340	184	
Building Height	<i>3 Stories</i>	<i>3 Stories</i>	3 Stories	<i>1 Story</i>	
Building Area (Sq.Ft.)	<i>254,580</i>	<i>170,570</i>	425,150	235,000	
Building Height	<i>40 feet</i>	<i>40 feet</i>	40 feet	22 feet	
Parking Spaces	434	289	723	424	
<u>Traffic Counts</u>					
Peak AM Hour Trips (in & out)	86	58	144	48	67% LESS
Peak PM Hour Trips (in & out)	108	72	180	86	52% LESS

Note: A commercial use of equal size would generate more traffic than a residential use

Level of Service **AM Peak**

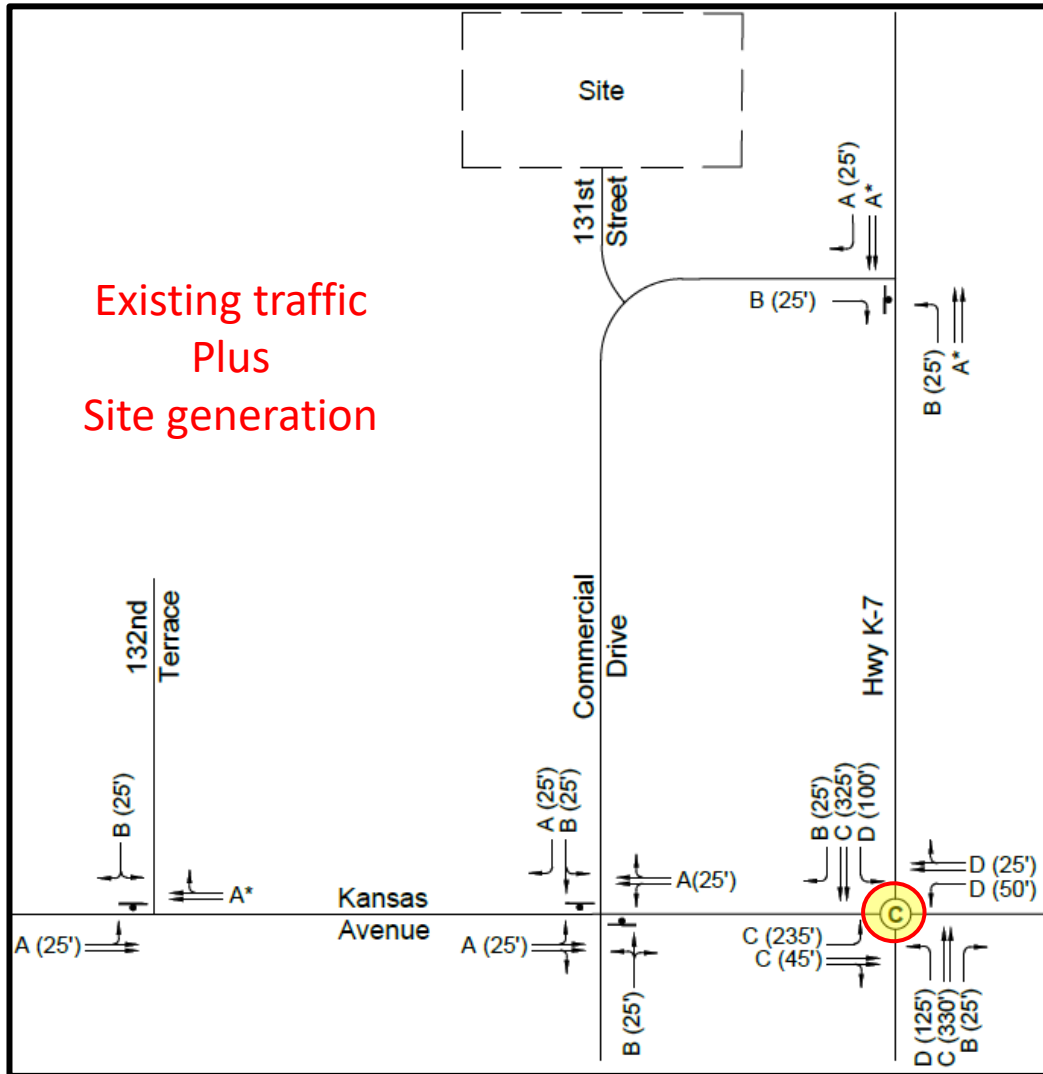


Table 5 – Intersection Level of Service

Level of Service (LOS)	Average Control Delay (sec/veh)	
	Unsignalized	Signalized
A	< 10	< 10
B	< 15	< 20
C	< 25	< 35
D	< 35	< 55
E	< 50	< 80
F	≥ 50	≥ 80

Acceptable LOS threshold is considered Level D or better

Highway K-7 & Kansas Ave (**LOS C**)

“There are no significant changes in the operations expected from the existing conditions.”

“Optimize/adjust signal timings as necessary at the intersection of Highway K-7 and Kansas Avenue.”

McCurdy Engineers

Level of Service **PM Peak**

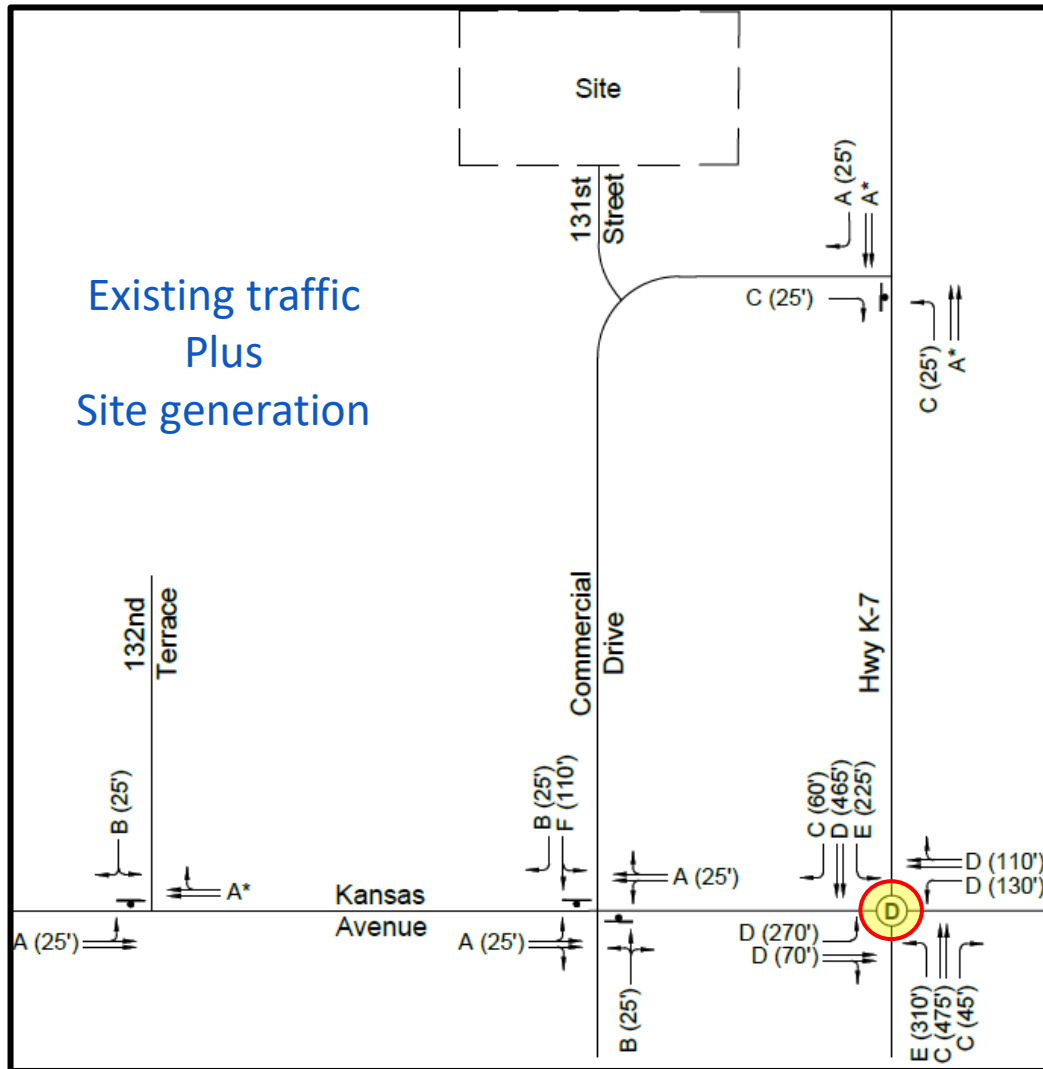


Table 5 – Intersection Level of Service

Level of Service (LOS)	Average Control Delay (sec/veh)	
	Unsignalized	Signalized
A	< 10	< 10
B	< 15	< 20
C	< 25	< 35
D	< 35	< 55
E	< 50	< 80
F	≥ 50	≥ 80

Acceptable LOS threshold is considered Level D or better

Highway K-7 & Kansas Ave (**LOS D**)

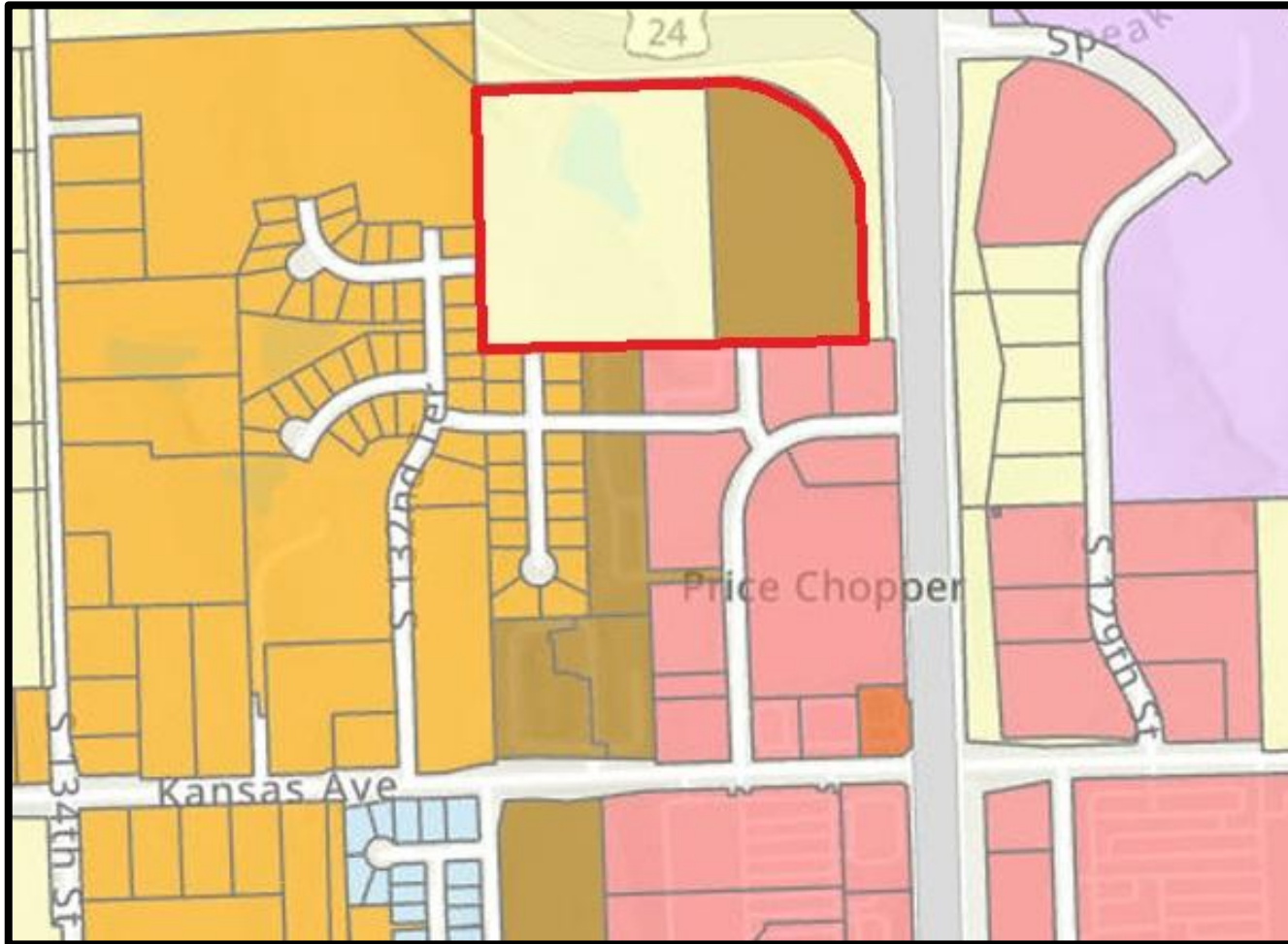
“There are no significant changes in the operations expected from the existing conditions.”

“Optimize/adjust signal timings as necessary at the intersection of Highway K-7 and Kansas Avenue.”

McCurdy Engineers

Compatible Land Use

Bonner Springs Zoning Map

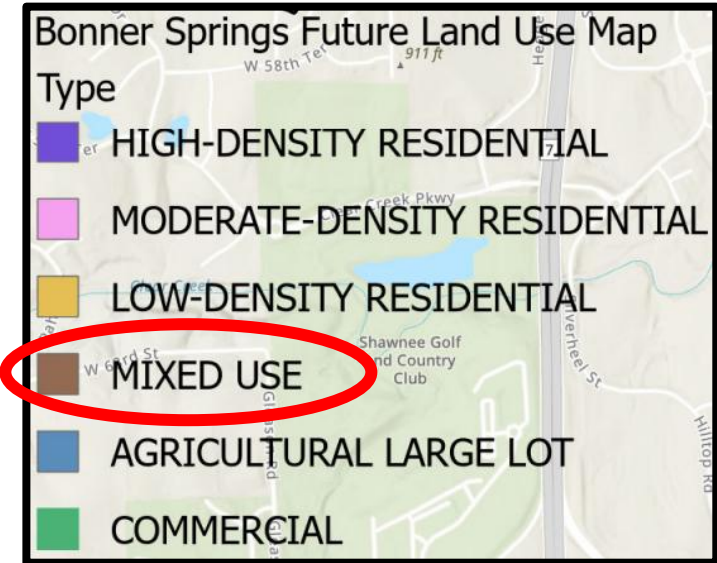
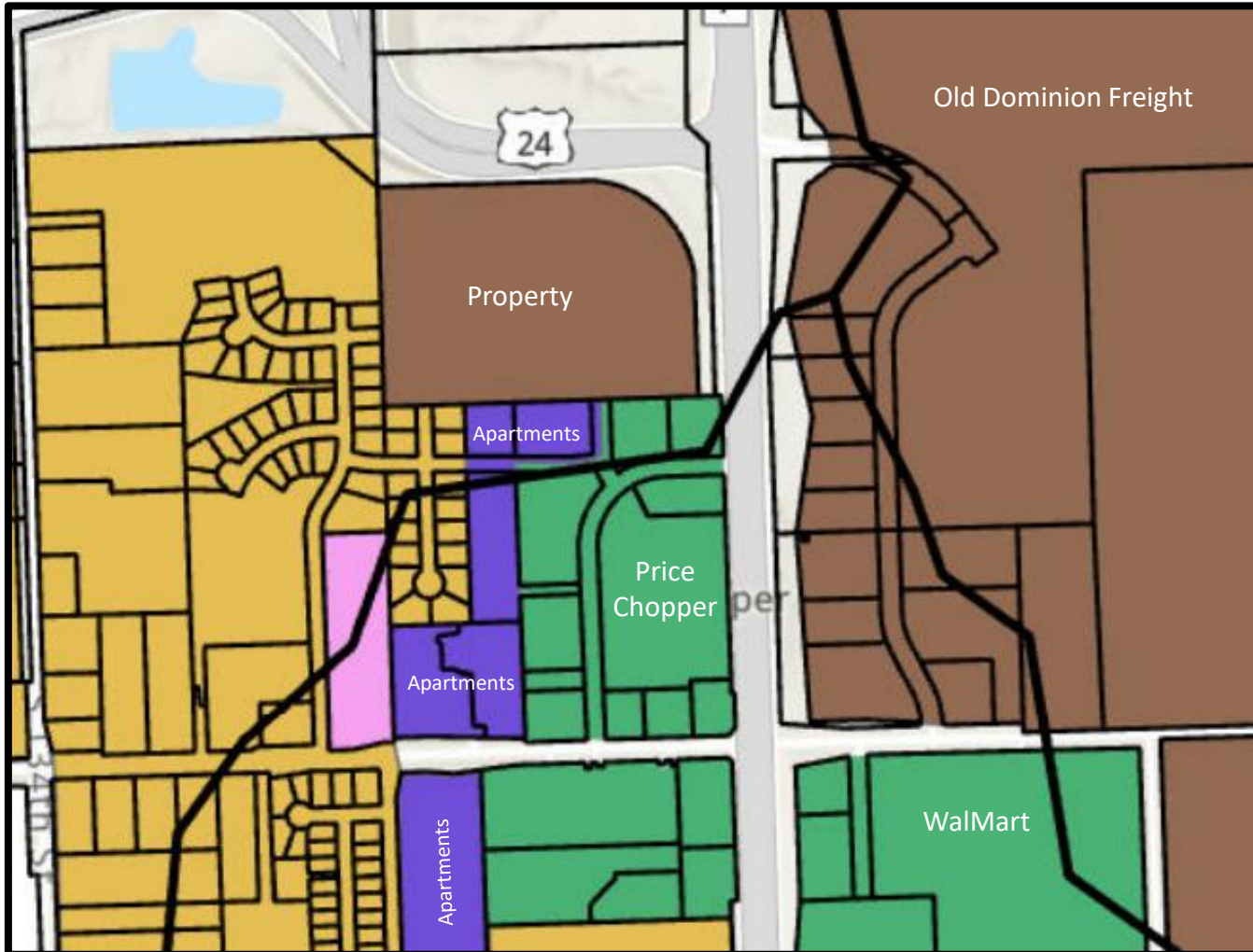


Zoning Districts	
	LA (Loring Agricultural District)
	LR (Loring Residential District)
	RR (Rural Residential District)
	ER (Estate Residential District)
	GR (General Residential District)
	MR (Mixed-Residential District)
	PD (Planned Development District)
	CC (Central Commercial District)
	GC (General Commercial District)
	HC (Highway Commercial District)
	MC (Mixed-Use Commercial District)
	LI (Light Industrial District)
	HI (Heavy Industrial District)

The proposed use is a **DOWN ZONING** of previously approved apartments and **COMPATIBLE** with surrounding uses

Compatible Land Use

Bonner Springs Comprehensive Plan



"This category promotes a variety of high-density residential land uses including a variety of commercial and mixed use residential/commercial land uses..."

(Bonner Springs Comprehensive Plan, p. 66)

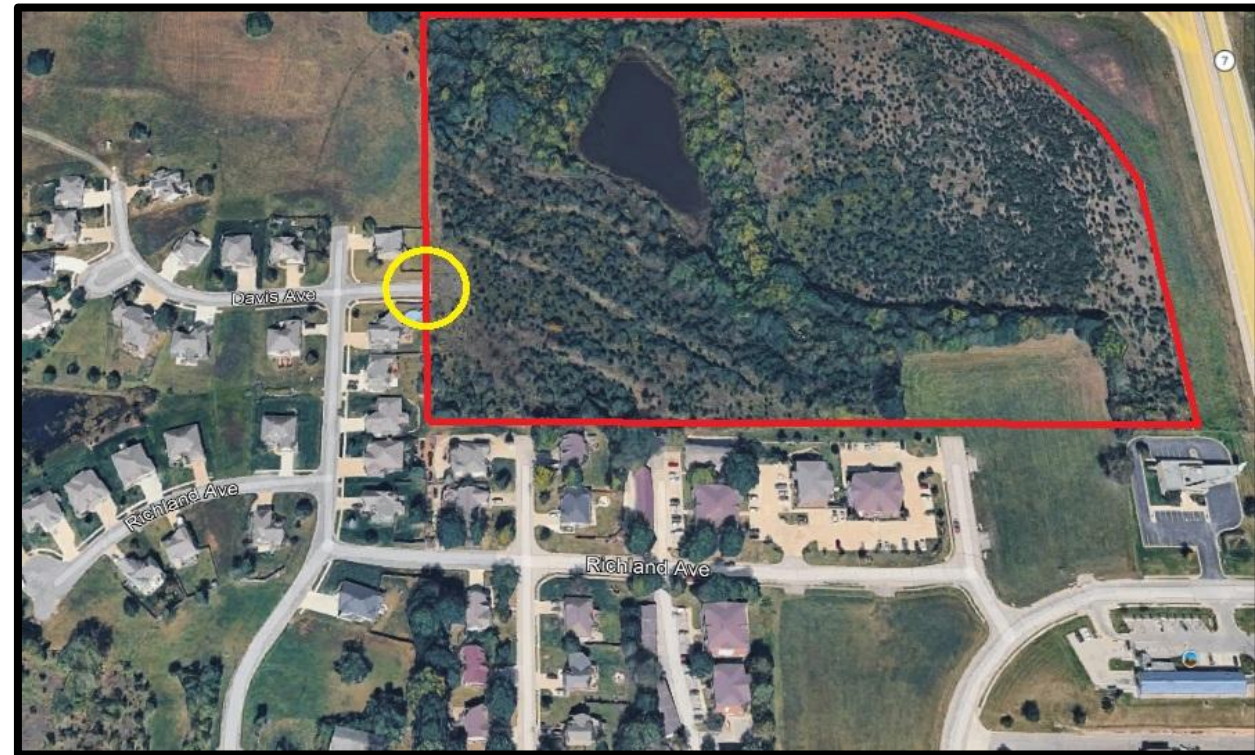
Secondary Property Access

Access onto a public street

Street connection already in city's plan

Complies with Fire / Life Safety code

Minimal use expected



Reasons to Approve The Bungalows

Less traffic than the apartments

Fewer units than the apartments

More affluent residents than the apartments *(not subsidized housing)*

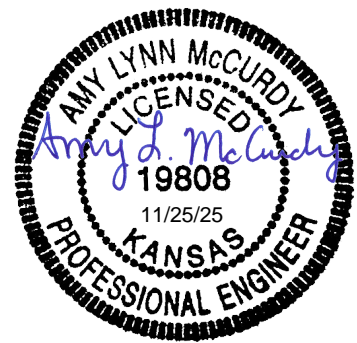
Single-story homes verses 3-story stacked apartments

Compatible with the surrounding uses

Fire/life safety access standards compliance

Bungalows at Bonner Springs
Traffic Impact Study
Bonner Springs, Kansas

November 25th, 2025



Prepared by:



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INTRODUCTION

The purpose of this traffic impact study is to assess the potential impact on traffic for the Bungalows at Bonner Springs development on the southwest corner of the intersection of Highway K-7 and the I-70 eastbound ramps in Bonner Springs, Kansas. The location of the development in relation to the street network is shown in Figure 1. The site plan for the development is shown in Figure 2.

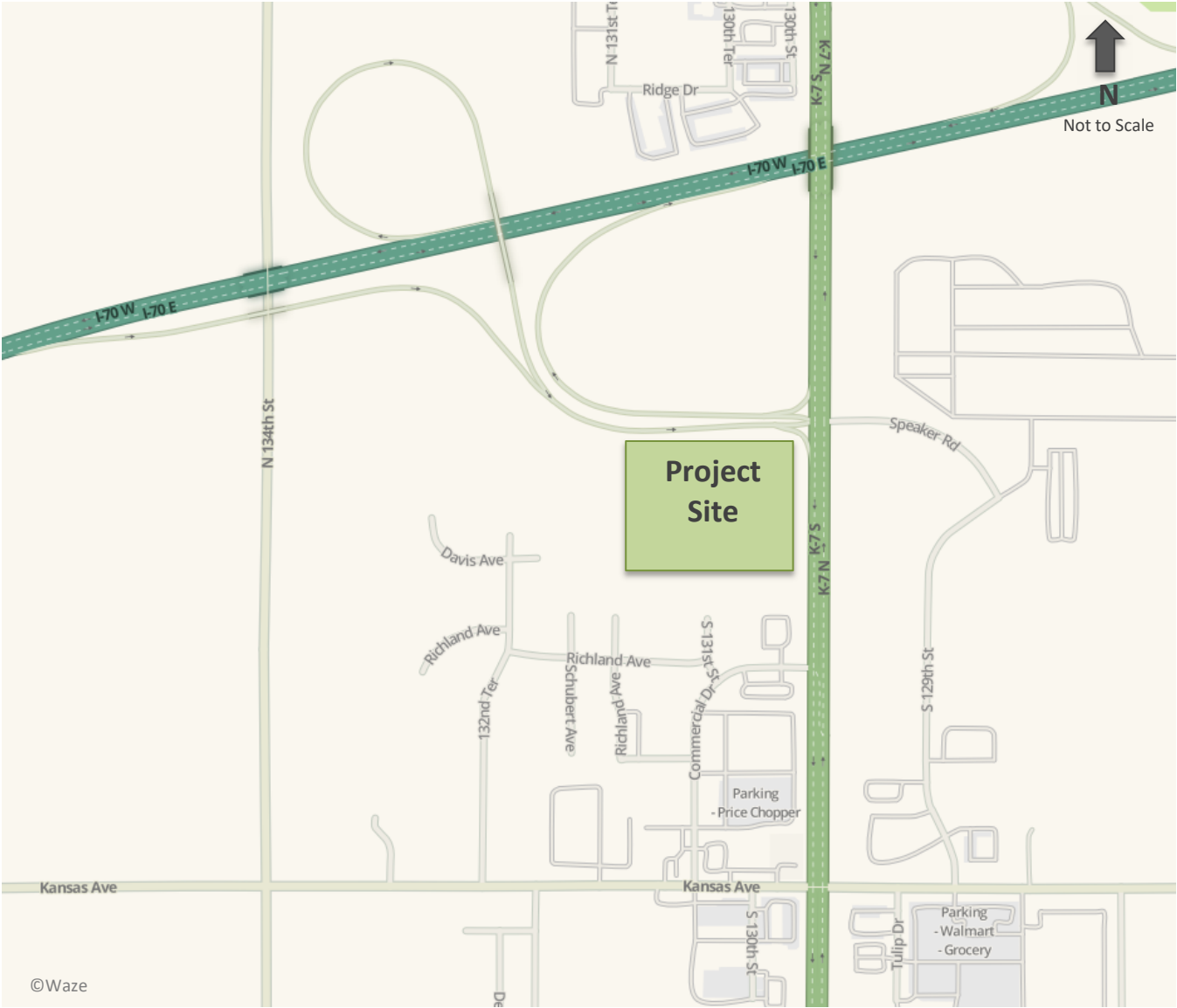


Figure 1 – Development Location



Not to Scale



Figure 2 - Site Plan

EXISTING CONDITIONS

The site is in Bonner Springs, Kansas, in the southwest quadrant of the intersection of Highway K-7 and the I-70 eastbound ramps. The current land use surrounding the planned development site is undeveloped to the west and east, low-density residential/light commercial to the south, and Kansas Department of Transportation property to the north.

Street Network and Traffic Control

The development is bordered on the north by the eastbound I-70 ramps and to the east by Highway K-7. Kansas Avenue is the next major roadway to the south.

Highway K-7 is a four-lane north-south median divided highway/expressway with a posted speed limit of 55 miles per hour (mph).

Kansas Avenue is located approximately 1,300 feet south of the site and is a four-lane east-west major collector roadway with a posted speed limit of 30 mph. The intersection of Highway K-7 and Kansas Avenue is signalized with left-turn lanes on all movements, a southbound right-turn lane, and a northbound right-turn lane. There are north-southbound pedestrian crosswalks and signal equipment but no facilities for pedestrians crossing Highway K-7 east-west. The intersection of Highway K-7 and Kansas Avenue is approximately 3,500 feet south of I-70.

Commercial Drive is located approximately 300 feet south of the site and is a two-lane local roadway with no pavement markings or posted speed limit. The intersection of Commercial Drive and Highway K-7 is a three-quarter access (right-in/right-out/left-in) and is stop-controlled with Commercial Drive stopping. The intersection of Commercial Drive and Kansas Avenue is a full-access and is stop controlled with Commercial Drive stopping.

132nd Terrace is a two-lane north-south local roadway located approximately 900 feet west of the site with no pavement markings and a posted speed limit of 30 mph. The intersection of 132nd Terrace and Kansas Avenue is stop-controlled with 132nd Terrace stopping.

Traffic Volumes

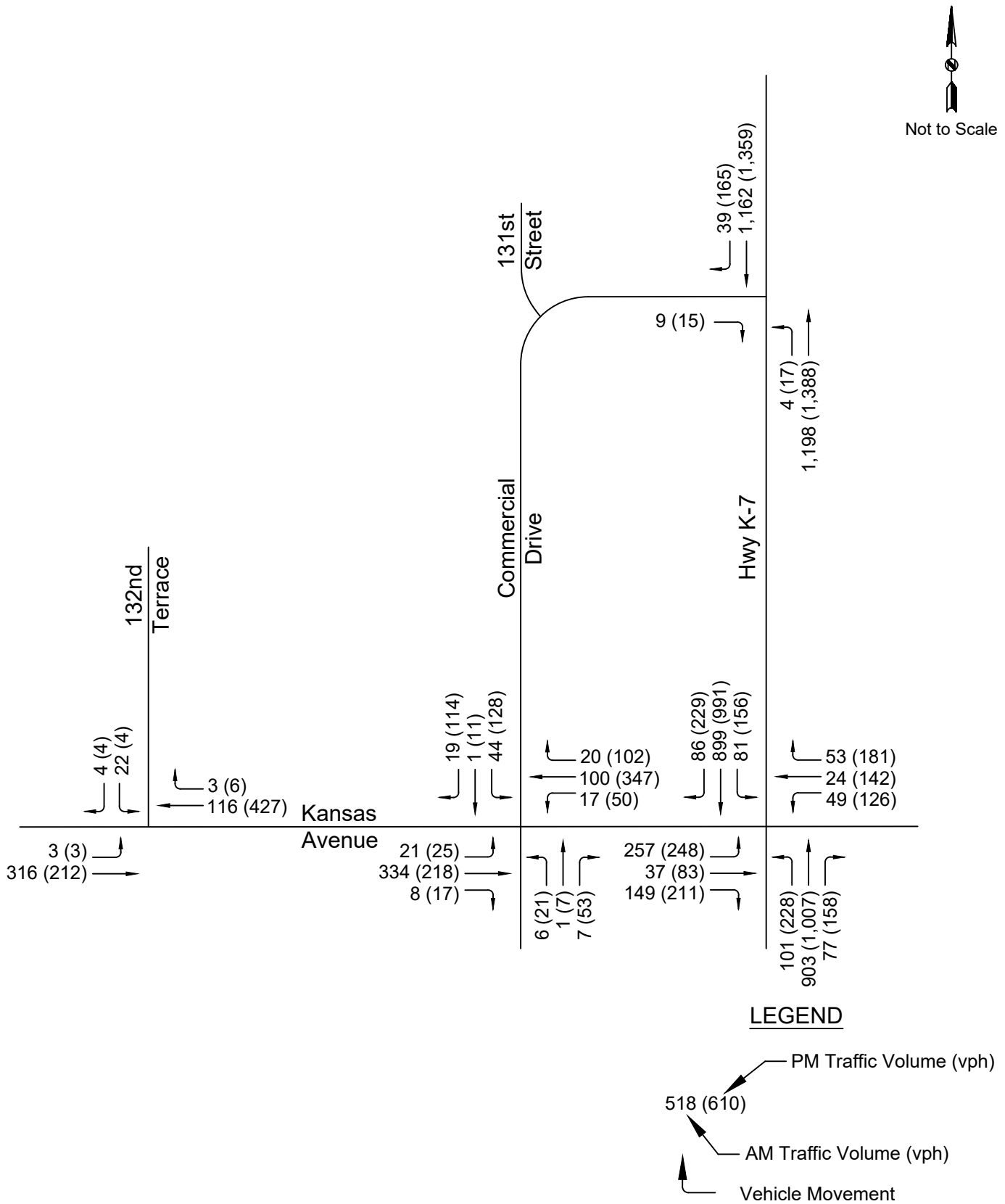
Intersections counted for analysis in this study were:

- Highway K-7 and Kansas Avenue
- Highway K-7 and Commercial Drive
- Kansas Avenue and Commercial Drive
- Kansas Avenue and 132nd Terrace

The turning movement traffic counts were completed on Tuesday, September 12th, 2023, for the peak volume time periods. Morning traffic counts were conducted from 7:00 AM until 9:00 AM and afternoon traffic counts were from 4:00 PM until 6:00 PM. The morning peak period was determined to be from 7:00 AM until 8:00 AM and the afternoon peak period was determined to be from 4:45 PM until 5:45 PM.

Existing 24-hour machine approach counts, speed data, and vehicle classifications were collected on each approach of Highway K-7 and Kansas Avenue intersection.

Existing traffic volumes are shown on Figure 3. Traffic counts and speed data are included in the Appendix.



PROPOSED CONDITIONS

The Bungalows at Bonner Springs development is expected to be constructed in one phase and will consist of 184 new single-family housing units constructed on small lots with communal maintenance.

Access Plan

The site will be accessed via an extension of the existing 131st Street to the south and Davis Avenue to the west.

There will be no access to the site from I-70 or Highway K-7.

Sight Distance

No sight distance was measured at 131st Street as it is an existing roadway.

Trip Generation

The expected trip generation for the development was estimated using the 12th Edition of the Trip Generation Handbook published by the Institute of Transportation Engineers. The trip generation was based on Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 AM along with Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 PM criteria. The current edition of the Trip Generation Handbook includes average rates for Patio Homes under Single-Family Detached Housing and defines them as: *A patio home is a detached housing unit that is located on a small lot with little (or no) front of back yard. In some subdivision, communal maintenance of outside grounds is provided for the patio homes.* As the the patio home description most closely fits the proposed development land use, the provided average rates were used rather than the Single-Family Detached Housing. The detailed land use description from ITE are included in the Appendix.

Estimates for the expected trips generated by the development are provided in Table 2.

Table 2 – Trip Generation					
ITE Land Use Code	Units	A.M.		P.M.	
		Trips In (vph)	Trips Out (vph)	Trips In (vph)	Trips Out (vph)
210-Single-Family Detached Housing (Patio Home Trip Generation Rates)	184 dwelling units	13	35	53	33
Total		13	35	53	33

Trip Generation Comparison from Previous Site Plan

The previous site plan (Cornerstone Apartments, October 2023) was planned as 204 multifamily housing units. The Bungalows at Bonner Springs development would be replacing the proposed multifamily housing shown in the earlier site plans.

A comparison of the trips from the previous Cornerstone Apartments plan and the proposed Bungalows at Bonner Springs is provided in Table 3

Table 3 – Trip Generation Comparison					
ITE Land Use Code	Units	A.M.		P.M.	
		Trips In (vph)	Trips Out (vph)	Trips In (vph)	Trips Out (vph)
210-Single-Family Detached Housing (Patio Home Trip Generation Rates) Current Site Plan	184 dwelling units	13	35	53	33
220- Multifamily Housing (Low-Rise) 2023 Site Plan	204 dwelling units	21	65	68	40
Difference		-8	-30	-15	-7

During the morning and afternoon peak hours the trips for the single-family (patio homes) land use are expected to be lower than the multifamily land use.

Trip Distribution

The trip distribution pattern was determined for the site based on the existing directional traffic pattern of the peak period and based on a general analysis of the surrounding area. The detailed distribution patterns can be found in the appendix. Based on the existing traffic patterns, the type of development, location of nearby schools, and the metropolitan population centers, the new trips were assigned onto the roadway network, as shown below for the morning and afternoon periods.

Trip distribution during the morning peak period:

- 45% to/from the north
- 40% to/from the south
- 5% to/from the east
- 10% to/from the west

Trip distribution during the afternoon peak period:

- 40% to/from the north
- 40% to/from the south
- 10% to/from the east
- 10% to/from the west

Existing Plus Site Traffic Volumes

The expected development site-generated traffic volumes were added to the existing traffic scenario. The volumes are shown on Figures 4 and 5.

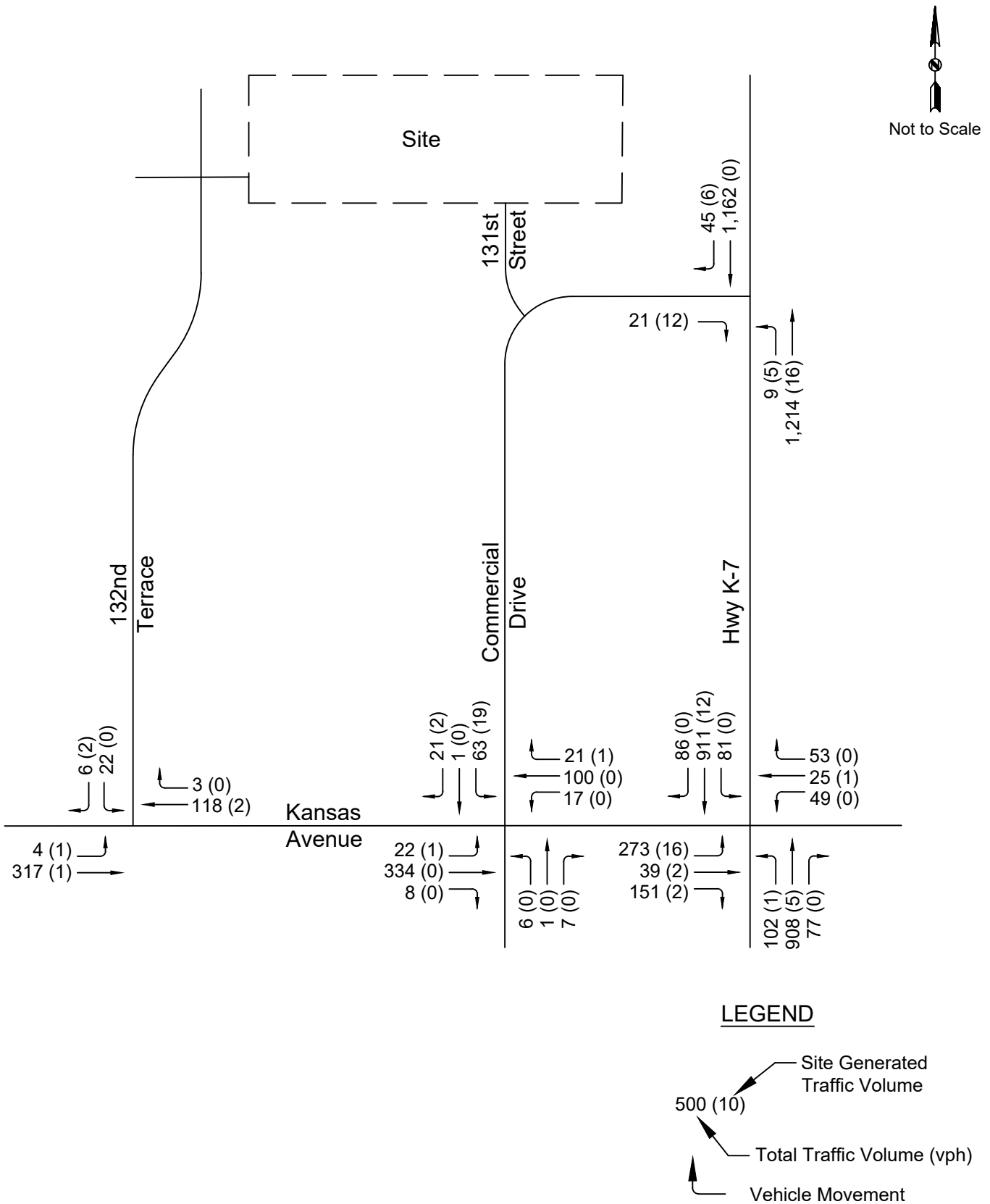
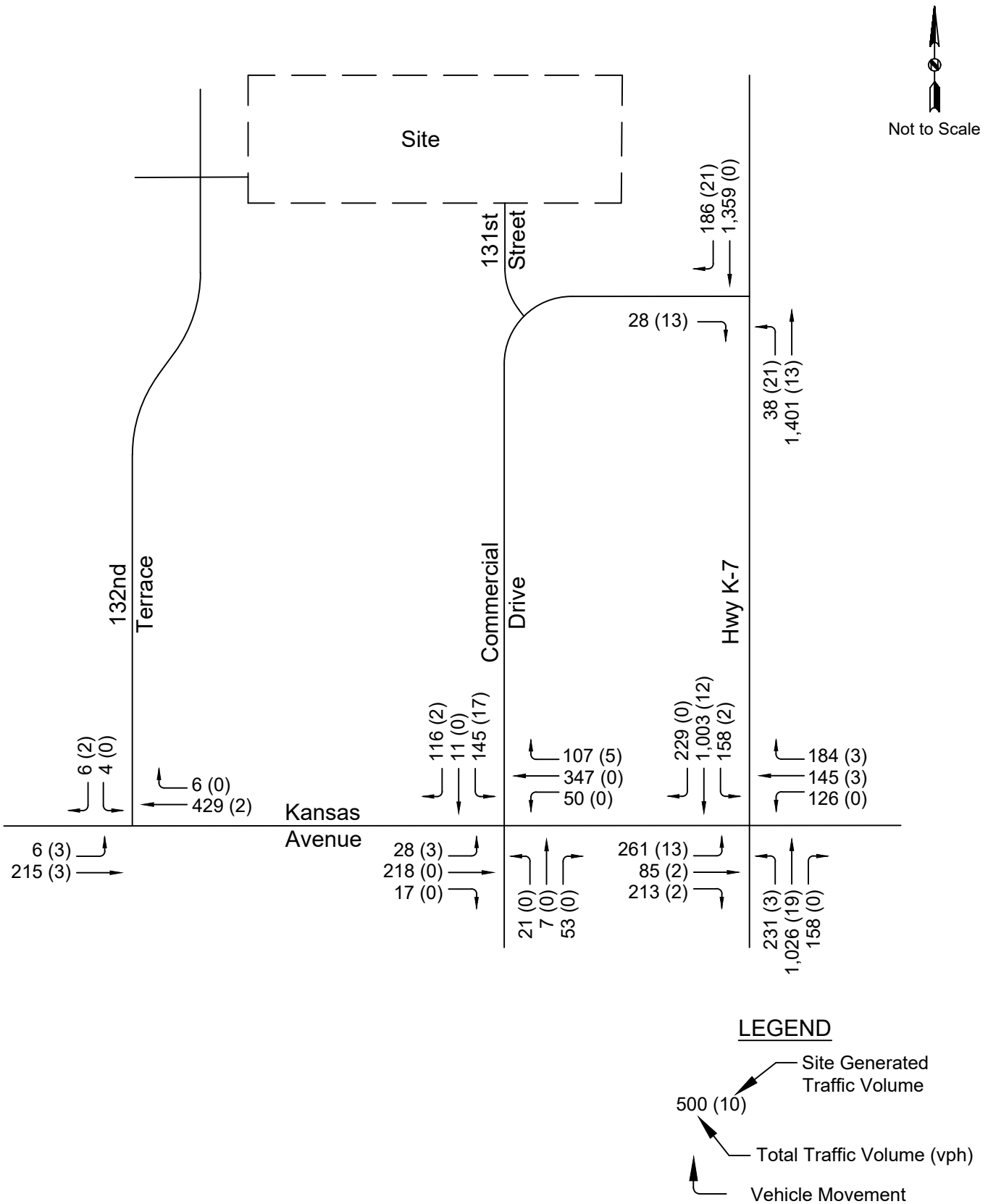


Figure 4 - Existing plus Site AM Volumes



Future Traffic Volumes

An additional single-family development is expected to the west of Bungalows at Bonner Springs in the near future with no specific timeline or site plan currently available. The second development is estimated to be 44 dwelling units. Trips for this development were estimated and are provided in Table 3.

Table 3 – Future Development Trip Generation					
ITE Land Use Code	Units	A.M.		P.M.	
		Trips In (vph)	Trips Out (vph)	Trips In (vph)	Trips Out (vph)
210-Single-Family Detached Housing	44 dwelling units	9	26	28	17
Total		9	26	28	17

These trips were added to the expected site-generated traffic volumes and projected using a rate of 2% annual growth over a twenty-year period. The calculated traffic volumes were added to the existing plus site traffic. The volumes for the future morning and afternoon peak hours are shown on Figure 6.

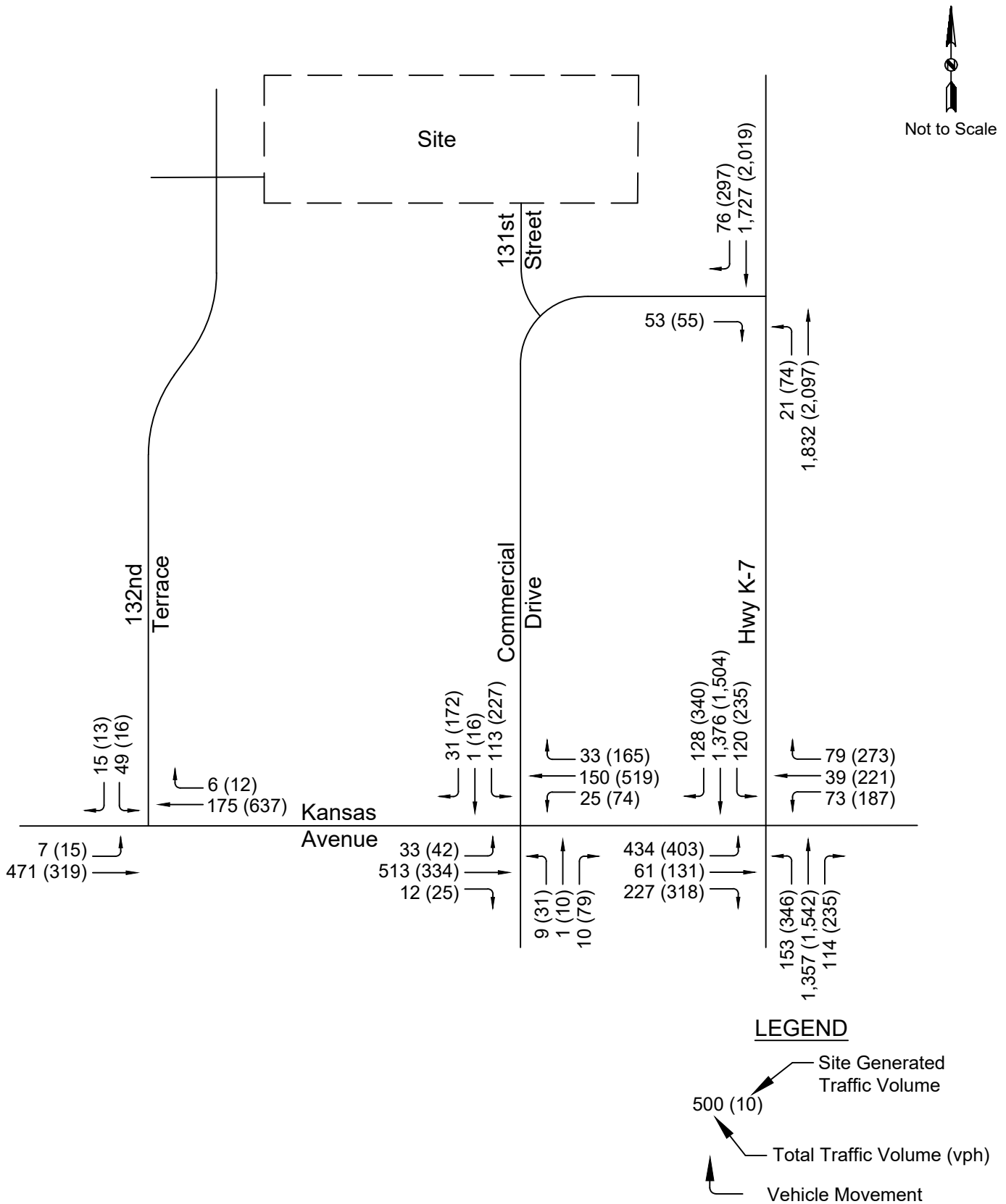


Figure 6 - Future AM and PM Volumes

Signal Warrant Study

It may be considered justified to install a traffic signal at a location if one or more of the traffic signal warrants listed in the 2023 MUTCD is met. The traffic signal warrants are:

- Warrant 1: Eight-Hour Vehicular Volume
- Warrant 2: Four-Hour Vehicular Volume
- Warrant 3: Peak Hour
- Warrant 4: Pedestrian Volume
- Warrant 5: School Crossing
- Warrant 6: Coordinated Signal System
- Warrant 7: Crash Experience
- Warrant 8: Roadway Network
- Warrant 9: Intersection Near at Grade Crossing

Warrants 3, 4, and 7 were evaluated at the analysis intersections as part of this study.

Warrant 3: Peak Hour

The peak hour warrant is satisfied if either of the two following conditions are met:

A: This condition is satisfied if any of the following conditions are met for a period of one hour during an average day:

1. The total stopped time delay experience by the traffic on one minor-street approach (one direction only) controlled by a stop sign equals or exceeds: 4 vehicles-hours for a one-lane approach or five vehicle hours for a two-land approach and
2. The volume on the same minor-street approach (one directions only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes and
3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

(Condition A is not being examined in this study)

B: The peak hour warrant is satisfied if the vehicles per hour on both approaches of the major street and the vehicles on the higher volume approach of the minor street for one hour fall above the 2009 MUTCD Warrant 3 curve.

Warrant 4: Pedestrian Volume

The pedestrian volume warrant is satisfied if either of the two following conditions are met:

A: The pedestrian volume warrant is satisfied if the vehicles per hour for four hours on both approaches of the major street all pedestrians crossing the major street fall above the 2023 MUTCD Warrant 4 curve.

B: The pedestrian volume warrant is satisfied if the vehicles per hour for one hour on both approaches of the major street all pedestrians crossing the major street fall above the 2023 MUTCD Warrant 4 curve.

Warrant 7: Crash Experience

The crash experience warrant is met if all of the three following conditions are met:

A: The crash experience warrant is met if alternatives and enforcement has failed to reduce crash frequency over a satisfactory trial period.

B: The crash experience warrant is met five or more correctable crashes have occurred within a 12- month period.

C: For each of any eight hours of an average day, the vehicles per hour given are 80 percent of Condition A in Table 4C-1 or the vehicles per hour in are 80 percent of Condition B in Table 4C-1 or 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours.

Analysis

Based on traffic signal warrant analysis, a traffic signal is not warranted at either study intersection for the existing, existing plus site, or future traffic volumes. Table 4 summarizes the results of the traffic signal warrant analysis.

Table 4 – Traffic Signal Warrant Analysis		
Warrant	Satisfied	Comments
3: Peak Hour	No	The traffic volumes do not meet the requirements for this warrant for existing or existing plus site conditions. The intersection of Kansas Avenue and Commercial Drive approach the warrant criteria for future conditions.
4: Pedestrian Volume	No	This warrant is not satisfied based on the current number of pedestrians crossing at the intersection.
7: Crash Experience	No	This warrant is not satisfied as there were less than five correctable crashes during the previous 12-month period.

The raw data and graphs from the 2023 MUTCD are included in the Appendix.

Right-Turn and Left-Turn Lane Warrants

The need for right and left-turn lanes at the site entrances were evaluated using KDOT's turning lane guidelines for four-lane roadways at 132nd Street and Kansas Avenue and at Commercial Drive and Kansas Avenue entrance as part of this study for the existing, existing plus site, and future conditions.

Right-Turn Warrant

Right-turn lane guidelines per KDOT's *Access Management Code* are based on the number of right turning vehicles into the site, number of roadway lanes, speed limit, and the directional design hourly volume.

Left-Turn Warrant

Left-turn lane guidelines per KDOT's *Access Management Code* are based on a three-tiered warrant analysis including:

- Safety—a crash rate statistically higher than statewide average
- Special Circumstances—lack of site distance, educational or medical facility in area with a posted speed limit greater than 45 mph, or known special circumstances
- Operations—based on speed, traffic volumes, and number of roadway lanes

The traffic volumes are not expected to warrant a right or left-turn lane at either intersection during the existing or existing plus site conditions. Commercial Drive and Kansas Avenue approach the right and left-turn criteria for the future conditions.

The raw warrant analysis data and curves are included in the Appendix.

CAPACITY

The capacity analysis for the study intersections was completed using the methodology outlined in the [Highway Capacity Manual](#), 6th Edition. The volume and capacity analysis was completed using Trafficware SYNCHRO software (latest version). The criteria for determining Level of Service (LOS) for signalized and unsignalized study intersections and access points are based on the average vehicle delay and is outlined in Table 5 below. Level of Service is defined as the measure of the quality of traffic flow and is graded from “A” to “F”—with “A” being the best situation and “F” being the worst.

Table 5 – Intersection Level of Service		
Level of Service (LOS)	Average Control Delay (sec/veh)	
	Unsignalized	Signalized
A	< 10	< 10
B	< 15	< 20
C	< 25	< 35
D	< 35	< 55
E	< 50	< 80
F	≥ 50	≥ 80

Existing Conditions

[Highway K-7 and Kansas Avenue](#)

All approaches operate at a LOS D or above for the morning peak periods and the intersection has sufficient capacity for queuing vehicles. The overall LOS for the intersection is a LOS C during the morning peak period.

During the afternoon peak period, all approaches at this intersection operate at a LOS D or better with the exception of the north and southbound left-turning movements, which operate at a LOS E. The intersection has sufficient capacity for queuing vehicles and the overall LOS for the intersection is a LOS D.

[Highway K-7 and Commercial Drive](#)

The through movements of Highway K-7 are not stop-controlled and therefore operate in a free-flow condition. The northbound left-turn movement and the eastbound right-turn movement operate at a LOS C or better and have sufficient capacity for queuing vehicles.

Kansas Avenue and Commercial Drive

The through movements of Kansas Avenue are not stop controlled and are therefore operating in a free-flow condition. The northbound movements operate at a LOS B and the southbound right-turn movement operates at a LOS B or better for both the morning and afternoon peak period. During the afternoon peak period, the southbound shared left-turn/through movement operates at a LOS E (43.7 seconds), which is below the accepted LOS threshold. There is sufficient capacity for queuing vehicles at the intersection.

Kansas Avenue and 132nd Terrace

The through movements on Kansas Avenue are not stop-controlled and therefore operate in a free-flow condition. The southbound movements operate at a LOS B and have sufficient capacity for queuing vehicles.

The results of the existing conditions analysis are shown for the morning and afternoon peak hours along with lane configuration and queue lengths on Figures 7 and 8.

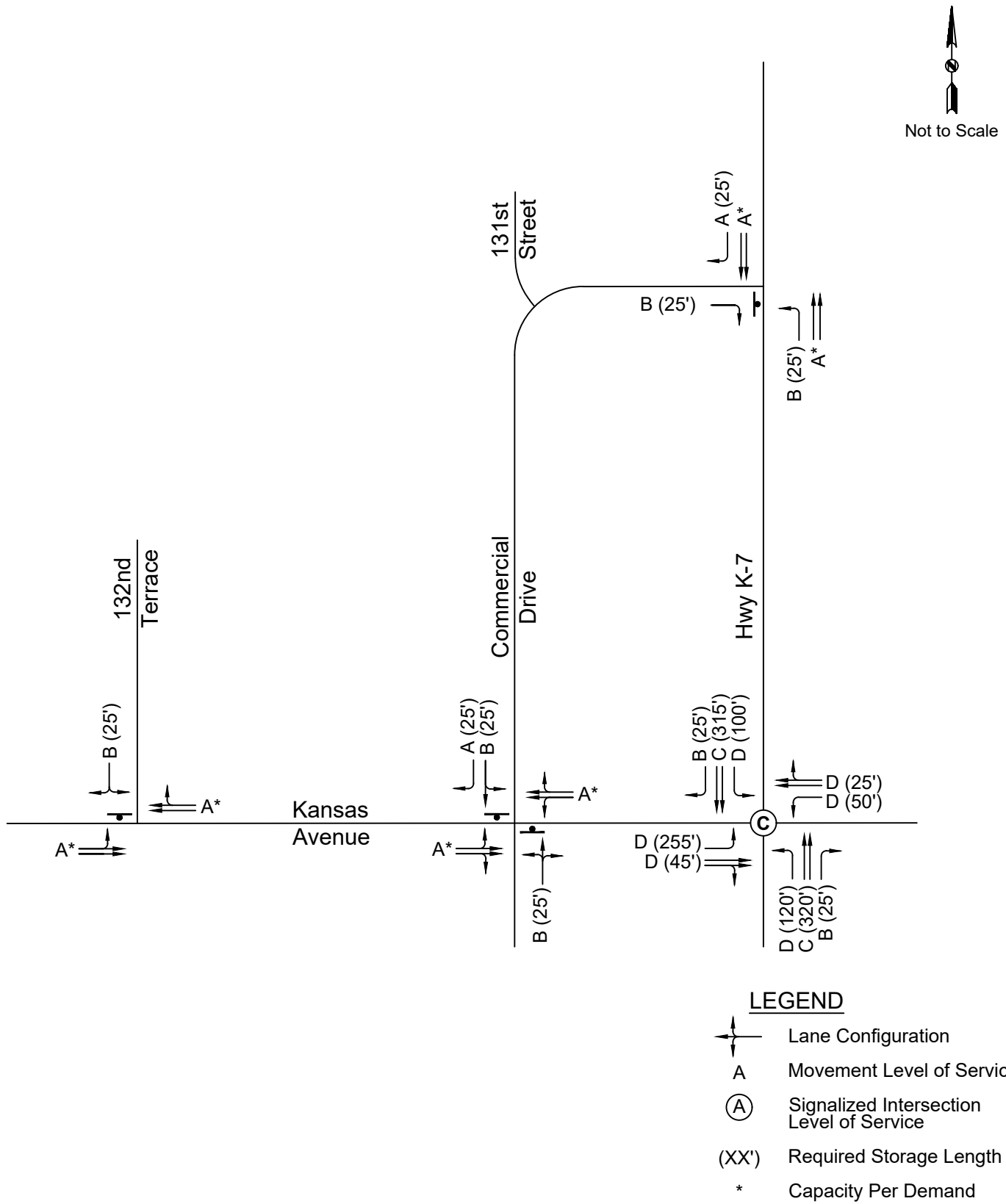


Figure 7 - Existing AM Level of Service

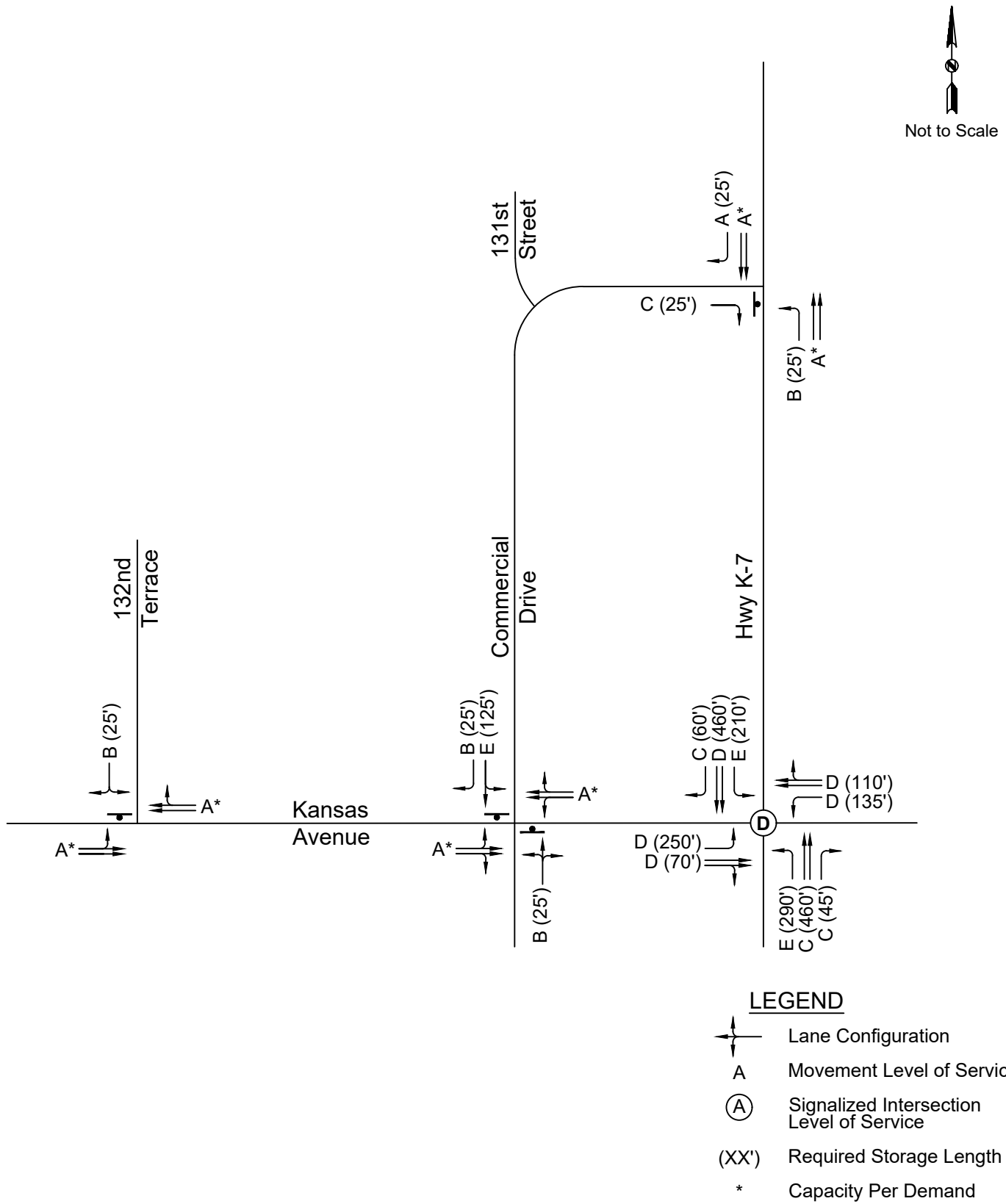


Figure 8 - Existing PM Level of Service

Existing Plus Site Conditions

Signal timings were optimized to account for the additional traffic.

Highway K-7 and Kansas Avenue

There are no significant changes in the operations expected from the existing conditions. All movements except the north and southbound left-turns continue to operate at a LOS D or better and the left-turns operate at a LOS E. The queue lengths for the eastbound left-turns will approach the capacity of the left-turn lane during the morning peak period. All other movements have sufficient capacity.

Highway K-7 and Commercial Drive

There is no significant change in the operations of this intersection from the existing conditions. All approaches continue to operate at a LOS C or better for the morning and afternoon peak periods and the intersection has sufficient capacity for queuing vehicles.

Kansas Avenue and Commercial Drive

The additional traffic volumes will cause the southbound shared through/left-turns level of service to decrease from a LOS E to a LOS F (57.1 second delay) during the afternoon peak period. All other approaches continue to operate at a LOS B or better for the morning and afternoon peak periods. Even with the additional delay experienced by the southbound through and left-turning vehicles, the intersection has sufficient capacity for queuing vehicles. It is expected that during the afternoon peak hour vehicles will utilize other access points and avoid turning left onto Kansas Avenue.

Kansas Avenue and 132nd Terrace

There is no significant change in the operations of this intersection from the existing conditions. All approaches continue to operate at a LOS B or better for the morning and afternoon peak periods and the intersection has sufficient capacity for queuing vehicles.

The results of the existing plus site analysis for the morning and afternoon peak hour conditions along with lane configuration and queue lengths are shown on Figures 9 and 10.

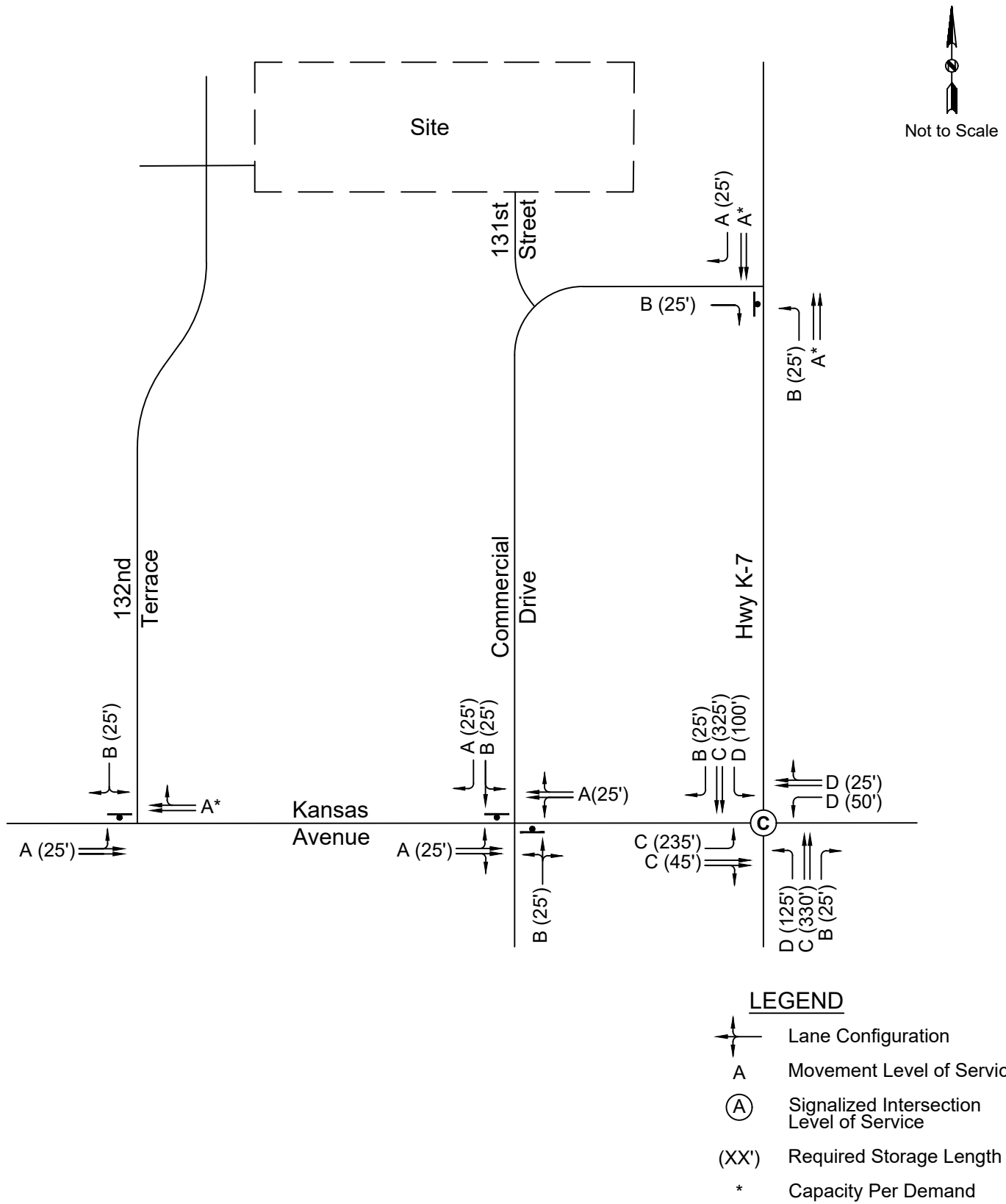


Figure 9 - Existing plus Site AM Level of Service

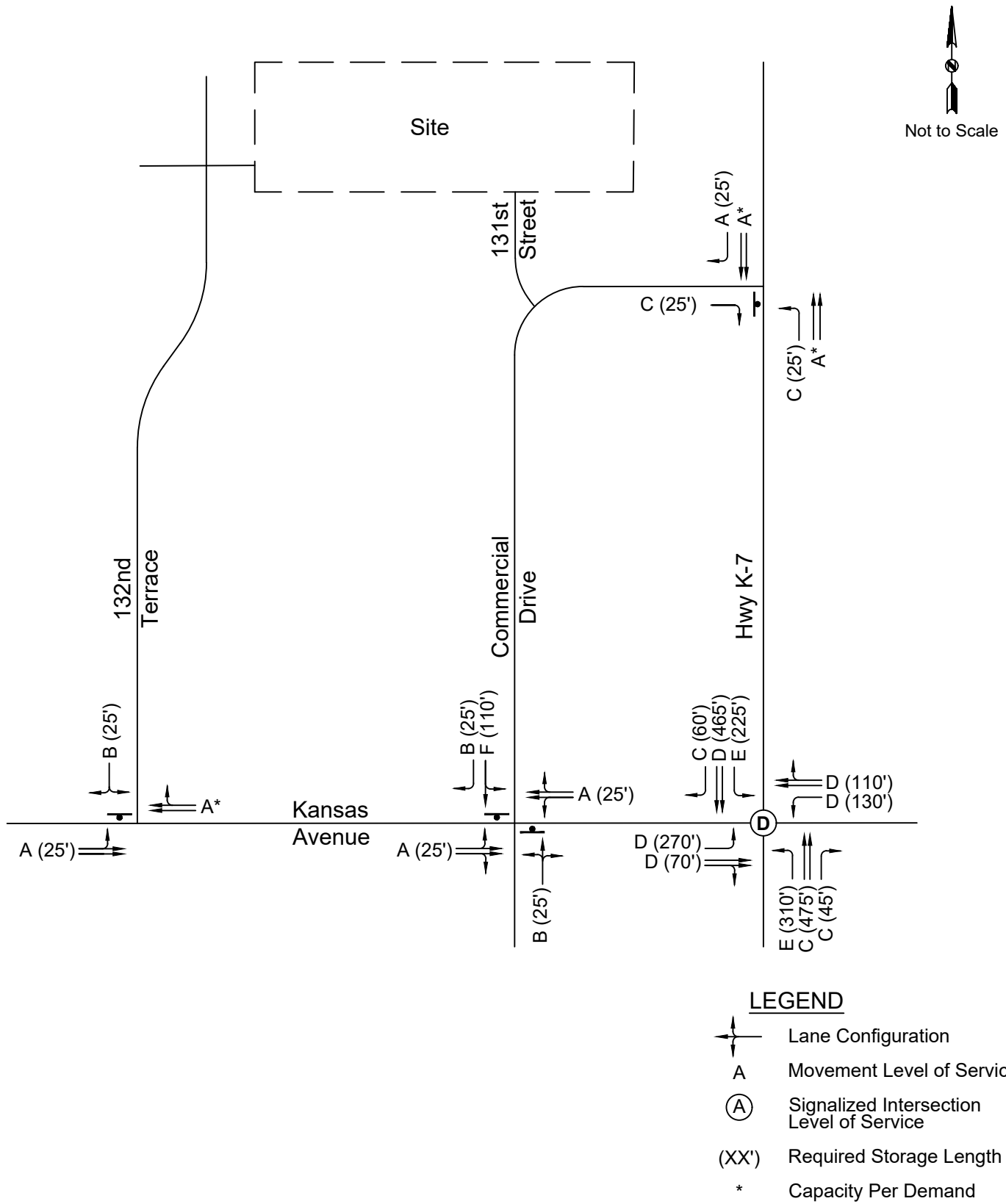


Figure 10 - Existing plus Site PM Level of Service

Future Conditions

Future analysis is intended to provide a high-level overview of increases in trips as other development occurs and provide recommendations for reserving right-of-way for future expansion. Signal timings of intersection movements were optimized to account for the additional traffic.

Using a 2% annual growth rate, the future traffic is expected to cause a noticeable decrease in the overall level of service of the nearby intersections.

Highway K-7 and Kansas Avenue

In a twenty-year scenario with 2% annual growth, the intersection of Highway K-7 and Kansas Avenue will have multiple movements drop to LOS F with queue lengths exceeding available storage.

Highway K-7 and Commercial Drive

The increased southbound traffic volumes decrease the number of gaps in traffic for northbound left-turning and eastbound right-turning vehicles, which causes an increase in delay. While there is sufficient capacity for queuing vehicles, multiple movements drop to a LOS E.

Kansas Avenue and Commercial Drive

Future traffic volumes could cause both north and southbound traffic volumes to drop to a LOS E and LOS F with queues exceeding current storage lengths. The intersection of Kansas Avenue and Commercial Drive could approach the signal warrant threshold, however its proximity (within 600 feet) to the signalized Highway K-7 and Kansas Avenue intersection makes signalization a less favorable choice in improving operations as opposed to a restricting left-turns out with the construction of a three quarters median.

Kansas Avenue and 132nd Terrace

There is no significant change in the operations of this intersection from the existing or existing plus site conditions. All approaches continue to operate at a LOS C or better for the morning and afternoon peak periods and the intersection has sufficient capacity for queuing vehicles.

The results of the future analysis are shown for the morning and afternoon peak hour conditions along with lane configuration and queue lengths on Figures 11 and 12.

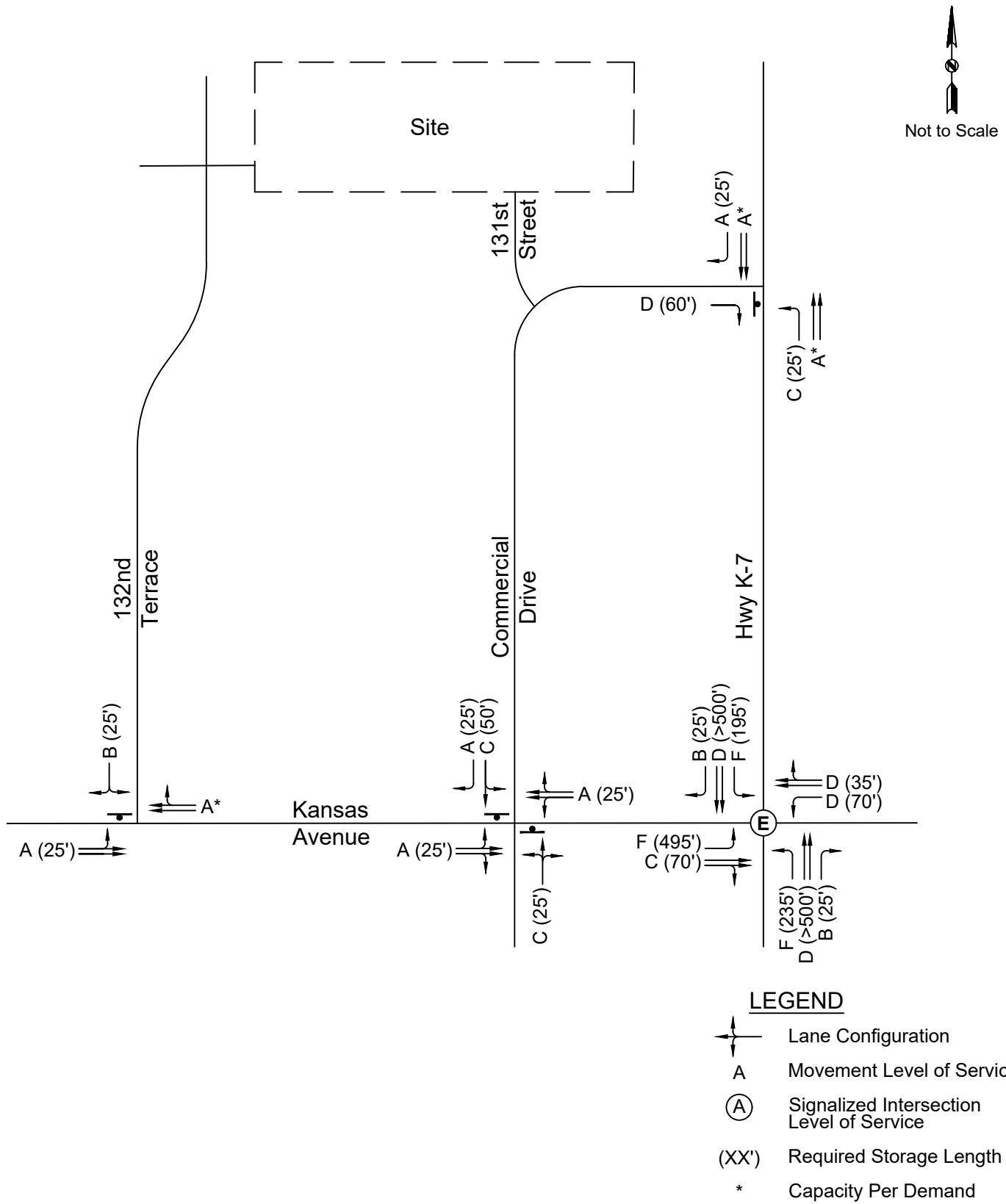


Figure 11 - Future AM Level of Service

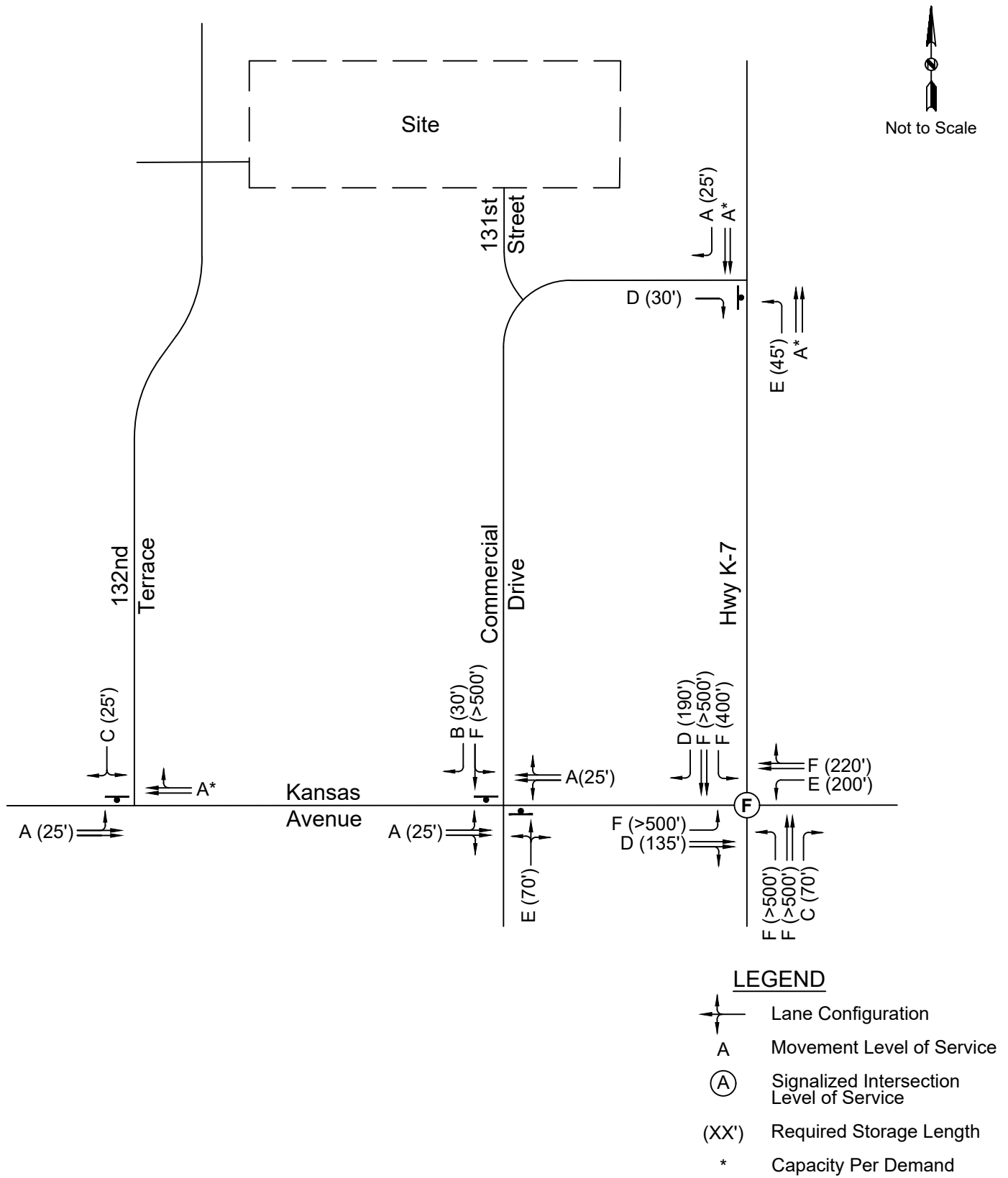


Figure 12 - Future PM Level of Service

RECOMMENDATIONS

This study documents the findings of the traffic analysis of the expected traffic for the Bungalows at Bonner Springs development in Bonner Springs, Kansas. The study includes an analysis of the existing conditions, existing plus site conditions, and future conditions.

Based on the results of the SYNCHRO analysis, observations from the field, and engineering judgment, the following recommendations are made:

- Optimize/adjust signal timings as necessary at the intersection of Highway K-7 and Kansas Avenue.
- The need for future roadway improvements should be reevaluated as traffic patterns change or additional development occurs.

Memorandum

Date: March 17, 2026
To: Mayor and City Council
From: Mark Lee

Subject: PUBLIC HEARING – Rezoning - BSRZ-01-26 – 236 Santa Fe Road – Consider a request for approval of a zoning change from RR (Rural Residential) to the zoning category of HI (Heavy Industrial).

Recommendation: Staff recommends the Planning Commission approve the requested rezoning with Staff stipulations.

Action: Make a motion to approve, amend or deny the requested rezoning as presented.

Background: The current zoning of RR, Rural Residential does not allow for “industrial storage” as a use but does allow for single-family residences. The property at 236 Santa Fe Road is currently vacant and in the Landbank. The request to rezone the property to Heavy Industrial allows for the property to be used for a use other than a single-family residence. This request is for the construction of a small industrial storage building.

The applicant is also requesting alternative compliance to Section 4.08(G)(4), which would allow for an alternative construction material to be used on the front façade of the proposed building. And the applicant is requesting an exemption to Section 4.10(E)(3), which would allow for the construction of a building in a designated Environmentally Sensitive Area.

Discussion: Staff's report is attached.

Financial Impact:

City of Bonner Springs Agenda Item Cover Sheet

Agenda Item No. 6

BSRZ-01-26
REZONING

Topic: **PUBLIC HEARING - Rezoning – BSRZ-01-26 – 236 Santa Fe Road** - Consider a request for rezoning – the applicant is requesting a change in zoning for 236 Santa Fe Road. The requested change is from RR (Rural Residential) to HI (Heavy Industrial). The request is to allow for the construction of a small industrial storage building.

Narrative:

The current zoning of RR, Rural Residential does not allow for “industrial storage” as a use but does allow for single-family residences. The property at 236 Santa Fe Road is currently vacant and in the Landbank. The request to rezone the property to Heavy Industrial allows for the property to be used for a use other than a single-family residence, this request is for the construction of a small industrial storage building.

The applicant is also requesting alternative compliance to Section 4.08(G)(4), which would allow for an alternative construction material to be used on the front façade of the proposed building. And the applicant is requesting an exemption to Section 4.10(E)(3), which would allow for the construction of a building in a designated Environmentally Sensitive Area.

Presented by: Mark Lee – Community Development Director

Prepared by: Kiley Meierarend – City Planner

Staff Recommendation:

Staff recommends the Planning Commission **APPROVE** the requested zoning change for 236 Santa Fe Road from RR, Rural Residential to HI, Heavy Industrial.

Attachments:

Staff Report (5pgs)

Current zoning areas (included within staff’s report)

Letter of Recommendation from the City Engineer (1pg)

Letter of Consent from the Wyandotte County Landbank (1pg)

Example of proposed façade (1pg)

REQUEST FOR APPROVAL OF A ZONING CHANGE FROM RR (RURAL RESIDENTIAL) TO THE ZONING CATEGORY OF HI (HEAVY INDUSTRIAL) FOR 236 SANTA FE ROAD.

MEETING DATE: March 17, 2026
REPORT WRITTEN: February 18, 2026
APPLICATION #: BSRZ-01-26

APPLICANT:

- Jason Bowman
14620 Archer Road
Bonner Springs, Kansas 66012

ENGINEER/SURVEYOR:

- Not Applicable

REQUEST:

The applicant is requesting approval to rezone 236 Santa Fe Road from RR; Rural Residential District to HI; Heavy Industrial District.

The applicant is also requesting alternative compliance for Section 4.08(G)(4). The Unified Development Ordinance states “Metal panels shall not be used on Facades facing a public street”, the applicant is requesting to construct the front façade of the building, which faces Santa Fe Road, with corrugated metal paneling and a two-tone wainscot on the lower third of the building. An example of the proposed façade has been included in the attachments.

All potential development on the subject property will occur within the designated Environmentally Sensitive Area (ESA), as defined in Section 4.10(E)(3). Therefore, the applicant is also requesting an exemption to build within the ESA. A recommendation from the City Engineer has been provided.

BACKGROUND:

The subject property is a vacant parcel that is currently under the ownership of the Wyandotte County landbank. The applicant has submitted a request to develop the property with the construction of a small industrial storage building, primarily for the applicant’s personal use. The request has been approved by the Board of County Commissioners through the landbank application process.

The property previously had a structure on it that was demolished between 1997 and 2001, based on aerial photos of the area. The applicant is proposing a change of zone to Heavy Industrial which would match the zoning for the properties to the east along Santa Fe Road. The proposed use is similar in nature to the other industrial uses on Santa Fe Road as well. There is also a Variance application that is filed in conjunction with this application for deviations from the required setbacks along with deviations from the required landscape buffer and fence height.

COMPREHENSIVE PLAN/FUTURE LAND USE MAP:

The 2025 and Beyond Comprehensive Plan Future Land Use Map currently designates this property as Industrial.

THE ZONING AND USES OF THE PROPERTY NEARBY –

- North GC; General Commercial District – The Fuel House
- South RR; Rural Residential District – Large lot single-family residential
- East HI; Heavy Industrial District – Residential structure with industrial storage
- West RR; Rural Residential District – Single-family residential

THE CURRENT ZONING CONFIGURATION:



REZONING:

Section 2.03.A.2.b of the Bonner Springs Zoning Regulations and the *Golden* case, the factors to be used in determining approval or denial of an application for rezoning are as follows:

- The compatibility of the existing and proposed zoning conditions to the Comprehensive Plan;
- The character of the neighborhood or built environment surrounding the affected property;
- The compatibility of the zoning and allowed uses of surrounding properties;
- The suitability of the affected property to its existing and proposed zoning conditions;
- The extent to which removal or Alteration of the existing zoning designation will negatively impact nearby property;
- The impact on the general health, safety, and welfare of the public caused by the existing and proposed zoning conditions;
- The professional recommendations of the City’s staff and Development Review Team;

- The availability and adequacy of required public improvements to serve the existing and proposed zoning conditions.
- The impacts the proposed zoning condition will have on the built and natural environment, including but not limited to storm water runoff, water, air, and noise pollution, lighting, or other adverse impacts; and
- The ability of the affected Parcel to satisfy the subdivision regulations and Development Standards of these regulations under the proposed zoning conditions.

Character of the Immediate Area –

The subject property is located in the Santa Fe Subdivision as described in the Saratoga Park plat map. This area is one of the older areas of Bonner Springs, with the platted lots dating back to 1889 and some of the existing structures that were constructed prior to 1940. The neighborhood has a variety of uses. There are some single-family residences, a few industrially used properties, a collection of commercial businesses, and a few properties that are mixed-use in nature. This property is located on Santa Fe Road, which is a Collector Street.



The Suitability of the Subject Property for the Uses to which is has been Restricted –

The property is currently undeveloped. Removal of the restrictions will not detrimentally affect nearby property owners as this property is abutting an industrial district that has a similar use as the one proposed in this application. The rezoning of this property would adhere to that designation and surrounding zoning districts as well as current uses.

The Conformance of the Requested Rezoning to the Duly Adopted Comprehensive Plan –

The 2025 and Beyond Comprehensive Plan Future Land Use Map currently identifies the subject property as Industrial. This Future Land Use designation is intended to provide locations for manufacturing, warehousing and distribution, indoor, and screened outdoor storage, and a wide range of other industrial services and operations. Because of their potential environmental impacts, industrial uses should generally be located away from population centers or must be adequately buffered. Traffic generated by industrial uses should not passthrough residential areas. Sites should have access to one or more major arterials or highways capable of handling heavy truck traffic. Railroad access is also beneficial to certain types of industrial uses. Light industrial uses can typically be located in areas that also contain some highway-oriented commercial uses, and might benefit from close proximity and better access to their local customer base. Storage, loading, and work operations should be screened from view along all industrial area boundaries (when adjacent to nonindustrial uses) and along all public streets. Such screening shall incorporate features such as trees, plantings and berms.

The Length of Time the Property has Remained Vacant as Zoned –

The property has been vacant for the past 25 years. Prior to 2001, there was a structure on the property. It was demolished sometime between 1997 and 2001. The property has been maintained by the Wyandotte County Landbank for several years.

The Extent to which Removal of the Present Zoning will Detrimentially Affect Nearby Property –

The zoning classification of which is being requested will be industrial in nature but will mirror those properties in close proximity. The applicant has filed a Variance request in conjunction with this application to request deviations from the front and side yard setbacks, along with a deviation from the required landscape buffer width and the screening fence height. It will more closely resemble those uses allowed in the surrounding district and neighborhood but will be industrial.

The Relative Gain to the Public Health, Safety, and Welfare by the Destruction of the Value of the Petitioner’s Property as Compared to the Hardship Imposed Upon the Individual –

There would be no particular gain to the general public, but it would allow for a vacant property that is currently maintained by Wyandotte County to be developed by a private entity. Therefore, it would alleviate the public cost to maintain the property. This rezoning, if denied, would create a hardship upon the property owner, as it would restrict their ability to develop the property at all. Due to the nature of the lot, a single-family residence that meets all applicable code standards would be difficult to construct.

The Availability and Adequacy of Required Public Services and Utilities to Serve the Existing and Proposed Zoning –

Utility service has not been established for the subject property. After the previous structure was demolished, public services and utilities were disconnected from the property. The current proposal is to connect to the 4-inch water line that runs along the front of the property line to provide an irrigation meter to the property. The property will not be connected to the sanitary sewer system, and it will not have a sanitary sewer system on the property.

The Extent to which the Proposed Use will Impact the Natural and Built Environment –

The back portion of the subject property is in the Regulatory Floodway of Wolf Creek. The property is also within Flood Zone AE and X. Any new development on the subject property has the potential to

increase storm water runoff. The proposed development will occur within an enclosed structure, therefore, there should be minimal noise pollution produced by the property. While the proposed use will not adversely impact the surrounding natural and built environment, if the use were to ever change, there could be a potential for adverse impacts since the Heavy Industrial zoning district allows for the most intense uses of land.

Section 4.10(E) of the Unified Development Ordinance defines an Environmentally Sensitive Area as:

- a. A buffer no less than one hundred (100) feet in width shall be established from the outermost limitations of the following features:
 - 1) Regulatory Floodways within areas having a one percent annual chance of Flooding as identified on the latest Federal Emergency Management Agency (FEMA) FIRMs; and
 - 2) Environmentally sensitive areas identified by City.

The entirety of the subject property falls within the designated ESA buffer area. Therefore, to allow for any development of the parcel to occur, the applicant is requesting an exemption as outlined in Section 4.10(E)(2). The proposed development would occur on approximately 30% of the parcel and would not occur in the area of the parcel designated as Regulatory Floodway. The applicant's submitted materials have been reviewed by the City Engineer and their recommendation can be found in the attached files.

The Ability of the Subject Property to Satisfy the Applicable Ordinance Requirements and Development Standards –

The proposed use is able to meet the applicable ordinance requirements and development standards.

STAFF RECOMMENDATION:

Staff recommends the Planning Commission APPROVE the requested zoning for 236 Santa Fe Road from RR, Rural Residential District to HI, Heavy Industrial District.

Staff would further recommend the following if the request is approved by the Commission:

1. If any remodeling or repairs are necessary, then all construction drawings shall be submitted to the City for review and approval prior to improvements commencing;
2. A Floodplain Development Permit shall be issued prior to development;
3. A building permit shall be issued for any necessary improvements; and
4. In addition to the recommendations/stipulations listed within this staff report, the property owner agrees to abide by the Unified Development Ordinance of the City of Bonner Springs when applicable.

If approved, this item will move to the Governing Body. The request will be presented at the April 13th City Council regular meeting for final action.

ATTACHMENTS:

To Whom It May Concern,

The Land Bank of Wyandotte County is the current legal owner of the property located at **236 Santa Fe Lane, Bonner Springs, Kansas.**

This letter is to formally acknowledge and provide consent for the rezoning and associated variance application for the above-referenced property, which has been submitted for consideration by the City of Bonner Springs. We understand that the application is scheduled to be heard by the Planning Commission and that it is being advanced as part of the property's redevelopment process.

While the Land Bank remains the legal owner of record at this time, we acknowledge that the rezoning and variance request has been submitted in coordination with the prospective transferee, Mr. Jason Bowman, and we consent to the property proceeding through the rezoning and variance review process.

Please note that this letter is intended solely to acknowledge consent for the zoning and variance application and does not constitute final approval of property transfer or development plans beyond the scope of the City's land use review.

If you have any questions or require additional information, please do not hesitate to contact us.

Sincerely,
Michael Sutton
Redevelopment Coordinator
Land Bank of Wyandotte County
913-573-5749
mjsutton@wycokck.org

Proposed Façade Example:



To Whom It May Concern,

The Land Bank of Wyandotte County is the current legal owner of the property located at **236 Santa Fe Lane, Bonner Springs, Kansas.**

This letter is to formally acknowledge and provide consent for the rezoning and associated variance application for the above-referenced property, which has been submitted for consideration by the City of Bonner Springs. We understand that the application is scheduled to be heard by the Planning Commission and that it is being advanced as part of the property's redevelopment process.

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If you have any questions or require additional information, please do not hesitate to contact us.

Sincerely,
Michael Sutton
Redevelopment Coordinator
Land Bank of Wyandotte County
913-573-5749
mjsutton@wycokck.org

Memorandum

Date: March 17, 2026
To: Mayor and City Council
From: Mark Lee

Subject: PUBLIC HEARING – Rezoning - BSRZ-02-26 – Destination KCK - Consider a request for approval of a zoning change from RR (Rural Residential); MR (Mixed-Residential) and LI (Light Industrial) for 12301, 12215 and 11801 State Avenue as well as 720 N. 118th Street to a zoning category of ENT (Entertainment District).

Recommendation: Staff recommends the Planning Commission approve the requested rezoning with Staff stipulations.

Action: Make a motion to approve, amend or deny the requested rezoning.

Background: The current zoning of the properties in question does not allow for uses being requested. The City has been working with a development group, Epic Resort Destinations, in an effort to bring a multi-use entertainment development to the area of 118th and State Avenue. The mixed-use development will consist of a variety of lodging, entertainment experiences, amusement park attractions, restaurants and other family-friendly amenities to the area.

The development has applied for and received a STAR Bond designated area encompassing the development. The development will be responsible for the extension of specific services to the site. These include water, sanitary sewer and internal street network construction. A Development Agreement has been negotiated and completed between the City and the development group, that would require these extensions, among other items and timelines, to be adhered to by the developer.

Staff has worked to create a zoning category that they feel best fits the proposed use. That zoning district was created in early 2025 and incorporates several of our existing zoning districts and uses into one comprehensive zoning district – ENT; Entertainment District. This was an effort to alleviate potential constant conflicts with the UDO and the need for ongoing variance requests that may arise from such a development, as well as introduced new uses into the Table of Uses. Those uses include Aerial Displays and Recreational Vehicle Parks. Furthermore, it allowed for a combination of uses that are allowed in various other “Commercial” districts currently.

Discussion: Staff's report is attached.

Financial Impact:

City of Bonner Springs Agenda Item Cover Sheet

Agenda Item No. 7

BSRZ-02-26
REZONING

Topic: PUBLIC HEARING - Rezoning – BSRZ-02-26 – Destination KCK - Consider a request for approval of a zoning change from RR (Rural Residential); MR (Mixed-Residential) and LI (Light Industrial) for 12301, 12215 and 11801 State Avenue as well as 720 N. 118th Street to a zoning category of ENT (Entertainment District) for the entirety of the property.

Narrative:

The current zoning of the properties in question does not allow for uses being requested. The City has been working with a development group, Epic Resort Destinations, in an effort to bring a multi-use entertainment development to the area of 118th and State Avenue. The mixed-use development will consist of a variety of lodging, entertainment experiences, amusement park attractions, restaurants and other family friendly amenities to the area.

The development has applied for and received a STAR Bond designated area encompassing the development. The development will be responsible for the extension of specific services to the site, these include water, sanitary sewer and internal street network construction. A Development Agreement has been negotiated and completed between the City and the development group, that would require these extensions among other items and timelines to be adhered to by the developer.

Staff has worked to create a zoning category that they feel best fits the proposed use. That zoning district was created in early 2025 and incorporates several of our existing zoning districts and uses into one comprehensive zoning district – ENT; Entertainment District. This was an effort to alleviate potential constant conflicts with the UDO and the need for ongoing variance requests that may arise from such a development as well as introduced new uses into the Table of Uses. Those uses include Aerial Displays and Recreational Vehicle Parks. Furthermore, it allowed for a combination of uses that were allowed in various other “Commercial” districts currently.

Presented by: Mark Lee – Community Development Director

Staff Recommendation:

Staff recommends the Planning Commission **APPROVE** the requested zoning change for 11801, 12215 and 12301 State Avenue and 720 N. 118th Street from RR; Rural Residential, MR; Mixed-Residential and LI; Light Industrial to **Ent; Entertainment** and/or Amusement District

Attachments:

Staff Report (6pgs)

Current zoning areas (included within staff’s report)

Proposed site plan, subject to change (1pg)

District Requirements (2pgs) UDO pg.# 36

ENT, Entertainment and/or Amusement zoning district dimensional standards (1pg) UDO pg.# 58

Zoning Table with applicable uses (5pgs) UDO pg.# 59-63

Parking standards (1pg) UDO pg.# 106

REQUEST FOR APPROVAL OF A ZONING CHANGE FROM RR, MR AND LI; RURAL RESIDENTIAL, MIXED-RESIDENTIAL AND LIGHT INDUSTRIAL TO THE ZONING CATEGORY OF ENT; ENTERTAINMENT DISTRICT FOR 11801, 12215 AND 12301 STATE AVENUE AND 720 N. 118TH STREET.

MEETING DATE: March 17, 2026
REPORT WRITTEN: March 2, 2026
APPLICATION #: BSRZ-02-26

APPLICANT:

- EMAP KC, LLC
5323 N. 99th Avenue
Glendale AZ 85305

ENGINEER/SURVEYOR:

- Renaissance Infrastructure Consulting
102 Abbie Ave
Kansas City, KS 66103

REQUEST:

The applicant is requesting approval to rezone from RR (Rural Residential); MR (Mixed-Residential) and LI (Light Industrial) for 12301, 12215 and 11801 State Avenue as well as 720 N. 118th Street to a zoning category of ENT (Entertainment District) for the entirety of the property.

BACKGROUND:

The current zoning of the properties in question does not allow for uses being requested. The City has been working with a development group, Epic Resort Destinations, in an effort to bring a multi-use entertainment development to the area of 118th and State Avenue. The mixed-use development will consist of a variety of lodging, entertainment experiences, amusement park attractions, restaurants and other family friendly amenities to the area.

The development has applied for and received a STAR Bond designated area encompassing the development. The development will be responsible for the extension of specific services to the site, these include water, sanitary sewer and internal street network construction. A Development Agreement has been negotiated and completed between the City and the development group, that would require these extensions among other items and timelines to be adhered to by the developer.

Staff has worked to create a zoning category that they feel best fits the proposed use. That zoning district was created in early 2025 and incorporates several of our existing zoning districts and uses into one comprehensive zoning district – ENT; Entertainment District. This was an effort to alleviate potential constant conflicts with the UDO and the need for ongoing variance requests that may arise from such a development as well as introduced new uses into the Table of Uses. Those uses include Aerial Displays and Recreational Vehicle Parks. Furthermore, it allowed for a combination of uses that were allowed in various other “Commercial” districts currently.

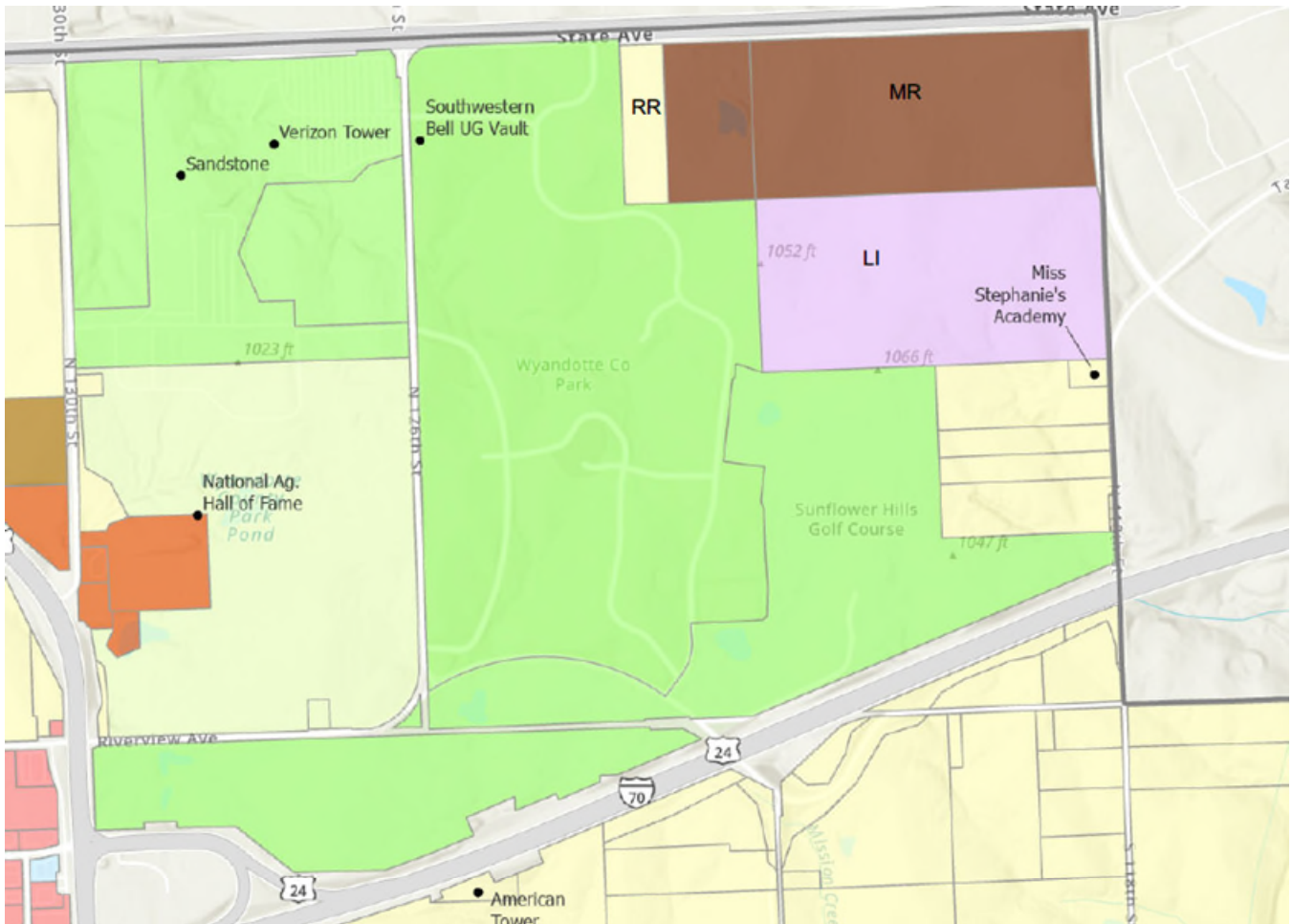
COMPREHENSIVE PLAN/FUTURE LAND USE MAP:

As of the February 23rd City Council meeting, the 2025 and Beyond Comprehensive Plan Future Land Use Map currently designates this property as Mixed-Use.

THE ZONING AND USES OF THE PROPERTY NEARBY –

- North AG and B-P; Agricultural and Planned Business Park (KCK Zoning) – Vacant Land, Proposed Stadium Location
- South RR; Rural Residential – Large Lot Residential, Daycare
- East AG; Agricultural (SUP?) – Kansas Speedway and Urban Outfitters Warehouse
- West No Zoning – Designated as Park Area – Wyandotte County Park

THE CURRENT ZONING CONFIGURATION:



REZONING:

Section 2.03.A.2.b of the Bonner Springs Zoning Regulations and the *Golden* case, the factors to be used in determining approval or denial of an application for rezoning are as follows:

- The compatibility of the existing and proposed zoning conditions to the Comprehensive Plan;
- The character of the neighborhood or built environment surrounding the affected property;
- The compatibility of the zoning and allowed uses of surrounding properties;
- The suitability of the affected property to its existing and proposed zoning conditions;

- The extent to which removal or Alteration of the existing zoning designation will negatively impact nearby property;
- The impact on the general health, safety, and welfare of the public caused by the existing and proposed zoning conditions;
- The professional recommendations of the City’s staff and Development Review Team;
- The availability and adequacy of required public improvements to serve the existing and proposed zoning conditions.
- The impacts the proposed zoning condition will have on the built and natural environment, including but not limited to storm water runoff, water, air, and noise pollution, lighting, or other adverse impacts; and
- The ability of the affected Parcel to satisfy the subdivision regulations and Development Standards of these regulations under the proposed zoning conditions.

Character of the Immediate Area –

The character of the immediate area has undergone significant changes over the past two and half decades, beginning with the development and construction of the Kansas Speedway, followed closely by a variety of projects including, The Hollywood Casino, The American Royal and the Urban Outfitters warehouse. The property is border on the south by a local daycare facility and a group of four (4) large lot single-family homesites extending south to Interstate 70 and to the west by Wyandotte County Park and Sunflower Golf Course. While the area, in the past, was rural in nature, that has quickly changed and will continue to evolve over the next decade.



The Suitability of the Subject Property for the Uses to which is has been Restricted –

The property, is currently vacant undeveloped land. Removal of the restrictions will not detrimentally affect nearby property owners, as this property has been proposed as many potential developments over the years, most recently it was proposed . The rezoning of this property would/would not adhere to that designation and surrounding zoning districts as well as current uses.

The Conformance of the Requested Rezoning to the Duly Adopted Comprehensive Plan –

As of the February 23rd City Council meeting, the 2025 and Beyond Comprehensive Plan Future Land Use Map currently designates this property as Mixed-Use. This Future Land Use designation states the following –

The vision for Mixed-Use Commercial entails a traditional feel with a compact, vibrant setting at a pedestrian scale with a mix of uses including businesses, services, shopping, recreational opportunities, and residential. The most prominent mixed-use commercial areas will have an urban residential character that will support mixed use, provided the scale, location and design is compatible with the character and intensity of the neighborhood.

The Comprehensive Plan encourages that walkable, mixed-used neighborhoods be incorporated into Bonner Springs new developments. These developments are intended to consist of a variety of residential uses, civic, cultural, retail, commercial and business uses, and professional offices and financial institutions in a compact, vibrant setting at a pedestrian friendly scale. They shall be designed to include a network of direct and interconnected streets, pedestrian, and bicycle connections. Mixed-use areas should be internally served by a system of collector and local streets, as well as sidewalks and pedestrian and bicycle pathways.

Developments should contain a focal point or activity center which possess the most intense and largest number of uses. From this activity center uses should become less intense transitioning from commercial to higher density residential to low density residential. The transitioning should be gradual, allowing one area to interface well with the other. Mixed use neighborhoods shall be designed in a manner which protects and preserves natural features of the site, including mature stands of trees, wetlands, drainages, or ridgelines, as open space amenities that serve as identifying or character defining features.

Infill and redevelopment shall be designed in a manner that is sensitive to and reflects the character of the surrounding neighborhood. Important design considerations include building scale, mass, roof form, height, and orientation, parking location, lot coverage, architectural character, and landscape elements. As in the existing downtown Bonner Springs area, conversion of upper floors above retail storefronts to office or residential uses is strongly encouraged to reinforce the variety and vitality of the downtown environment. The provision of outdoor dining and seating areas along the sidewalk edge is strongly encouraged, particularly in the city center area, to create activity along the street and increase the overall vitality of the area.

Active, visible uses that encourage pedestrian activity, such as restaurants or retail storefronts, are most appropriate as first floor uses in the core area of the mixed-use area. Offices, residential, or other uses that typically are “closed off” from the street and lend little to the pedestrian atmosphere should be encouraged as upper floor uses in retail areas. Neighborhood streets and access roads should follow the natural contours of topographic features to minimize slope disturbances, maximize scenic views, and conserve natural features and vegetation. Access management shall be provided along arterial streets to limit the number of curb-cuts and maintain traffic carrying capacity and safety.

The Length of Time the Property has Remained Vacant as Zoned –

Portions of the property have been vacant for the past many, many years, even decades in some instances. One of the properties in question did have a home located on it, that home was in need of repairs and potentially operating a non-conforming use rehabilitation home, this property was sold under the pretense of demolition and inclusion within this development proposal. The vast majority of the property has been vacant for years if not decades.

The Extent to which Removal of the Present Zoning will Detrimentially Affect Nearby Property –

The zoning classification of which is being requested is commercial in nature and will be similar to those properties adjacent to the north and east.

The Relative Gain to the Public Health, Safety, and Welfare by the Destruction of the Value of the Petitioner’s Property as Compared to the Hardship Imposed Upon the Individual –

There would be no particular gain to the general public; the property as it sits today can develop in several different manners, currently one property is zoned as industrial and could develop in this manner. Two other properties are zoned as Mixed-Residential which could allow for a myriad of housing styles and configurations. The developer is being required to invest in public/private infrastructure which include street, utility and infrastructure extensions in the area. The project would be a valued asset for the community as whole.

This rezoning, if denied, would create a hardship upon the property owner, as it would restrict their ability to develop the property as proposed; as an amusement/entertainment district.

The Availability and Adequacy of Required Public Services and Utilities to Serve the Existing and Proposed Zoning –

Utility service has not been established for the subject property. Discussions are ongoing with surrounding utility providers and arrangements are being made to supply the site.

The Ability of the Subject Property to Satisfy the Applicable Ordinance Requirements and Development Standards –

The proposed use is able to meet the applicable ordinance requirements and development standards.

STAFF RECOMMENDATION:

Staff recommends the Planning Commission **APPROVE** the requested zoning for 12301, 12215 and 11801 State Avenue as well as 720 N. 118th Street from RR, MR and LI; Rural Residential, Mixed-Residential and Light Industrial to ENT; Entertainment District with the stipulations listed below.

1. A Traffic Impact Study/Analysis shall be conducted by the applicant and submitted to the City, for review and approval prior to final approval of the project.
2. A Storm Water Management Study shall be prepared and provided to the City for review and approval prior to commencement of the project.
3. A preliminary and final plat adhering to the requirements of the Bonner Springs Unified Development Ordinance shall be submitted and approved by the City prior to building permits being issued.
4. The applicable plat shall be reviewed and approved by City Staff, Unified Government Staff and any other pertinent review parties.

5. A Site and Landscape Plan shall be provided and reviewed for approval as stated in the Unified Development Ordinance.
6. Developer shall be responsible for the extension of services including but not limited to, sanitary sewer, water and/or other public utilities as required by the City of Bonner Springs.
7. Any and all applicable construction drawings shall be submitted to the City for review and approval prior to site improvements commencing.
8. A Privately Funded Public Improvements construction agreement shall be prepared and approved by all parties prior to commencement of construction on any utility or street infrastructure that the City of Bonner Springs shall ultimately maintain.
9. Building permits shall be applied for and issued for any improvements or construction projects for which they are required.
10. In addition to the recommendations/stipulations listed within this staff report, the property owner agrees to abide by the Unified Development Ordinance of the City of Bonner Springs when applicable.
11. Once reviewed and approved the plat shall be filed with the Wyandotte County Register of Deeds with one copy being returned to City Hall for filing.

If approved, this item will move to the Governing Body; the request will be presented at the April 13th, 2026 regular meeting for final action.

E. Entertainment and Amusement Park (ENT) District

1. Generally
 - a. Purpose
 - (1) The purpose of this **Section 2.03.E** is to provide a process for reviewing and approving applications for Entertainment and Amusement Park (ENT) Districts.
 - (2) The purpose of an ENT District is to:
 - (a) Provide for flexibility from these regulations regarding design, placement, arrangement, bulk, and other considerations involved in designing a site;
 - b. Applications for ENT Districts shall comply with the universal application process outlined in **Section 1.03.C** above, and shall be subject to the general zoning regulation application procedures and requirements outlined in **Section 1.04.B** above.
 - (1) Applications for ENT Districts shall be initiated by a property owner or authorized representative.
 - (2) ENT Districts shall not be conveyed or transferred between different properties, and shall remain in effect on the affected Parcel, unless otherwise stated by **Section 2.03.C.4** above, regardless of changes in ownership.
2. District Requirements
 - a. Minimum District Area

Applications for ENT Districts shall require no less than fifteen (15) contiguous acres of property, hereafter referred to as the district boundary.

 - (1) Written consent shall be required for all owners of property within the district boundary.
 - (2) For the purposes of determining continuity of the district boundary, properties separated by existing, dedicated Right-of-Ways shall be deemed contiguous.
 - b. Permitted Uses

Uses permitted in the ENT zoning district per the Table of Allowed Uses established in **Section 2.05** below shall be permitted.

 - (1) The uses permitted may be voluntarily restricted by the Applicant, or restricted as a condition of approval by the authority outlined in **Section 1.02.F** above.
 - (2) Uses that require a Special Use Permit (SUP) per the Table of Allowed Uses shall still require approval of a SUP application in accordance with **Section 2.03.B** above.
 - c. Level of Service
 - (1) The proposed Development shall be designed in such a way that the traffic generated by the Development will not cause an unreasonably hazardous condition nor inconvenience in the area.
 - (2) Structures and traffic shall be arranged so that all principal Buildings are accessible to emergency vehicles.
 - (3) The availability of services and location of public utilities shall have the approval of each agency involved, and shall be included within a ENT District application.
3. Consideration

When considering an application for a ENT District, the approval authority shall consider:

 - a. The compatibility of the existing and proposed zoning conditions to the Comprehensive Plan;
 - b. The character of the neighborhood or built environment surrounding the district boundary;

- c. The compatibility of the zoning and allowed uses of surrounding properties;
 - d. The suitability of the affected property to its existing and proposed zoning conditions;
 - e. The extent to which removal or Alteration of the existing zoning designation will negatively impact nearby property;
 - f. The impact on the general health, safety, and welfare of the public caused by the existing and proposed zoning conditions;
 - g. The professional recommendations of the City's staff and Development Review Team;
 - h. The availability and adequacy of required public improvements to serve the existing and proposed zoning conditions.
 - i. The impacts the proposed zoning condition will have on the built and natural environment, including but not limited to, storm water runoff, water, air, and noise pollution, lighting, or other adverse impacts; and
 - j. The ability of the affected Parcel to satisfy the subdivision regulations and Development Standards of these regulations under the proposed zoning conditions
4. Amendments
- a. If any substantial variation is requested to the approved ENT District, as determined by the Community Development Director, the Applicant shall be required to follow the process of the initial ENT District application as identified in this **Section 2.03.E**
- F. Zoning Relief Procedures
1. Generally
- a. Purpose
 - (1) The purpose of this **Section 2.03.DE** is to provide a process for reviewing and approving zoning relief applications from the requirements of this **Chapter 2 Zoning Regulations**.
 - (2) The purpose of a zoning relief application is to:
 - (a) Provide a process for property owners to seek relief from the minimum Lot Area, setbacks, and other dimensional and Building requirements of this chapter;
 - (b) Offer the City a method of considering alternative compliance metrics for unique or encumbered Lots where strict compliance with this **Chapter 2 Zoning Regulations** would result in undue hardship to a property owner; and
 - (c) Ensure the granting of relief from the zoning standards will not adversely affect surrounding property owners, and will not jeopardize further compliance with the subdivision and Development Standards outlined in these regulations.
 - b. Applications for a zoning relief shall comply with the universal application process outlined in **Section 1.03.C** above, and shall be subject to the general zoning regulation application procedures and requirements outlined in **Section 1.04.B** above.
 - c. Action
 - (1) Action will be taken on zoning relief procedures by the approval authority outlined in **Section 1.02.F** above.
 - (2) The granting of a zoning relief procedure will not establish a precedent for future requests.
 - d. Appeals of BZA Decisions
 - (1) Any person, persons, official, or department of the government, jointly or separately aggrieved by any decision of the BZA may present a petition to the District Court having jurisdiction.

5. ENT, Entertainment and/or Amusement District

a. Description and Purpose

(1) The **ENT, Entertainment District** is intended to enhance the city's existing entertainment areas; as well as a means to create new and exciting major visitors' destinations, key economic drivers and important gateways into the community. The Entertainment District encompasses a wide range of entertainment and lodging uses including restaurants, shopping, hotels, arenas and theaters, museums, rides, amphitheatres and other attractions.

Dimensional Standards			
Building Type	Maximum Lot Coverage	General Lot Standards	Max Height
Commercial	85%	See HC, Highway Commercial	45 feet or 3 stories
Event Venue	85%	See GC, General Commercial	45 feet or 3 stories
Civic	85%	None	45 feet
Theater	85%	See GC, General Commercial	100 feet
Hotels and Lodging	85%	See HC, Highway Commercial	10 stories or 100 feet
Amusement Rides and Attractions	85%	None	120 feet 300 feet if 50% transparent
Aerial Display (excluding fireworks)	N/A	NA	400 feet
RV Spaces and Pad Standards			Accessory Structure(s)
Recreational Vehicle Parks	10 acres = 200 spaces + 4 spaces/additional acre over 10 500 maximum spaces	See RV, Recreational Vehicle for further detail	Not allowed for individual spaces
Minimum Parking Pad Space (small RV pads)	10 feet in width x 24 feet in depth		
Minimum Park Pad Space (large RV pads)	12 feet in width x 36 feet in depth		

b. Development Standards

See **Section 2.03.E** above for process and general requirements for ENT, Entertainment Districts.

(1) General Development Standards

- (1) See **Section 3.04 Subdivision Standards for Lot and Block design criteria.**
- (2) See **Section 4.02 Parking, Circulation, and Loading.**
- (3) See **Section 4.03 Landscaping and Buffering.**
- (4) See **Section 4.04 Tree Preservation.**
- (5) See **Section 4.05 Fences and Screening Walls.**
- (6) See **Section 4.06 Signs.**
- (7) See **Section 4.07 Parks, Trails, and Open Space.**
- (8) See **Section 4.08 Architectural and Site Design.**
- (9) See **Section 4.09 Outdoor Lighting.**
- (10) See **Section 4.10 Stormwater and Floodplain Controls.**

Section 2.05. Table of Allowed Uses

A. Generally

1. The Table of Allowed Uses is contained in **Table 2.2. Table of Allowed Uses**.
2. Land and Buildings in each of the zoning districts may be used for any of the specified uses in Table 2.2. No land shall be used, and no Building or structure shall be erected, altered, or converted for any use other than those specified as a permitted use in the district in which the property is located.

Table 2.2. Table of Allowed Uses

Table Legend		Official Zoning Districts													Parking Space Requirements	
P	Use is permitted in the district indicated	LA, Loring Agricultural District	LR, Loring Residential District	RR, Rural Residential District	ER, Estate Residential District	GR, General Residential District	CC, Central Commercial District	LC, Local Commercial District	GC, General Commercial District	HC, Highway Commercial District	LI, Light Industrial District	HI, Heavy Industrial District	MR, Mixed-Residential District	MC, Mixed-Use Commercial District		ENT, Entertainment / Amusement Park District
	Use is prohibited in the district indicated															
S	Use is permitted in the district indicated following approval of a Special Use Permit															
#	Use is permitted (P-#) or permitted with a Special Use Permit (S-#), and must comply with conditional standards in the indicated end note															
Land Uses		LA, Loring Agricultural District	LR, Loring Residential District	RR, Rural Residential District	ER, Estate Residential District	GR, General Residential District	CC, Central Commercial District	LC, Local Commercial District	GC, General Commercial District	HC, Highway Commercial District	LI, Light Industrial District	HI, Heavy Industrial District	MR, Mixed-Residential District	MC, Mixed-Use Commercial District	ENT, Entertainment / Amusement Park District	Parking Space Requirements
Accessory Land Uses																
Accessory Dwelling Unit (ADU)	P-1	P-1	P-1	P-1	P-1								P-1			1:dwelling (off-street)
Accessory Structure	P-2	P-2	P-2	P-2	P-2								P-2			None
Aerial Display															P	None
Construction Equipment Storage	P-3	P-3	P-3	P-3	P-3	P-3	P-3	P-3	P-3	P-3	P-3	P-3	P-3	P-3	P-3	None
Construction Field Office	P-4	P-4	P-4	P-4	P-4	P-4	P-4	P-4	P-4	P-4	P-4	P-4	P-4	P-4	P-4	None
Drive-Through						P-5	P-5	P-5	P-5					P-5	P-5	None
Electrified Fencing	S	S	S	S	S						S	S				None
Fuel Pumps						S-6	S-6	S-6	S-6	P-6	P-6		P-6	S-6		None
Garage Sale	P-7	P-7	P-7	P-7	P-7								P-7			None
Home Occupation	P-8	P-8	P-8	P-8	P-8								P-8	P-8		None
Outdoor Storage or Display						S-9	S-9	S-9	S-9	S-9	S-9		S-9	S-9		None
Personal Energy Production	P-10	P-10	P-10	P-10	P-10	P-10	P-10	P-10	P-10	P-10	P-10	P-10	P-10	P-10	P-10	None
Sports Court or Field	S-11	S-11	S-11	S-11	S-11	S-11	S-11	S-11	S-11	S-11	S-11	S-11	S-11	S-11	S-11	None
Agricultural Land Uses																
Agricultural Practice	P	P	P	P												None
Plant Nursery	P	P	P	S							S	P				None
Stable, Commercial	P	P	P	S												None
Stable, Private	P	P	P	P-12												None

Table Legend		Official Zoning Districts													Parking Space Requirements	
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	Use is prohibited in the district indicated															
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Land Uses																
Residential Land Uses																
Assisted Living or Nursing Facility				S	S				P				S	S		2 + 1: 500 SF
Bed & Breakfast			S	S	S								S			2 + 1: unit
Boarding or Lodging House			S	S	S								S			1: unit
Dwelling, Manufactured Home	P-13	P-13	P-13													2: dwelling
Dwelling, Mobile Home																2: dwelling
Dwelling, Modular Home	S-14	S-14	S-14	S-14	S-14											2: dwelling
Dwelling, Multi-Family													P	P		1.5: unit
Dwelling, Single-Family Attached					P-15								P-15			2: dwelling
Dwelling, Single-Family Detached	P	P	P	P	P								P			2: dwelling
Dwelling, Single-Family Duplex					P								P			2: dwelling
Group Home			P	P	P			S					P			1.5: bed
Manufactured Home Park	S-16	S-16	S-16	S-16												2: dwelling
Rehabilitation Home			S	S												1: 400 SF
Civic, Institutional, and Special Land Uses																
Airport or Helistop	S	S	S									S				1: 200 SF
Cemetery	S	S	S	S	S								S			1: unit
Club, Private			S	S	S											1: 400 SF
Community Garden	P	P	P	P	P	P	P						P			1: 400 SF accessible area
Community Gathering, Private	S-17	S-17	S-17	S-17	S-17	S-17	S-17	S-17	S-17	S-17	S-17	S-17	S-17	S-17	S-17	1: 3 attendees
Community Gathering, Public	P	P	P	P	P	P	P	P	P	P	P	P	P	P		1: 3 anticipated attendees
Day Care Center			S-18	S-18	S-18			S-18					S-18		S-18	1: 250 SF
Day Care Residence		S-19	S-19	S-19	S-19								S-19			None
Farmer's Market	S-20				S-20	S-20	S-20						S-20	S-20		4: booth
Library						P	P	P	P	S				P		1: 300 SF
Medical Clinic						P	P	P	P					P	P	1: 400 SF
Medical Hospital			S						P	P	P	S		S		3: exam room

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	Use is prohibited in the district indicated															
S	Use is permitted in the district indicated following approval of a Special Use Permit															
#	Use is permitted (P-#) or permitted with a Special Use Permit (S-#), and must comply with conditional standards in the indicated end note															
Land Uses																
Civic, Institutional, and Special Land Uses																
Museum						P	S	P	P				P	P	1: 400 SF	
Parkland	P	P	P	P	P	P	P	P	P	P	P	P	P	P	None	
Police or Fire Station	P	P	P	P	P	P	P	P	P	P	P	P	P	P	1: 400 SF	
Prison or Correctional Facility	S	S	S												None	
Public Use or Building	P	P	P	P	P	P	P	P	P	P	P	P	P	P	1: 400 SF	
Recreational Vehicle Parks (RV Parks)	S	S	S	S	S							S		P	1: per RV space(off-street)	
Religious Institution or Practice	P	P	P	P	P	P	P	P	P	P	P	P	P	P	1: 4 seats in worship area	
School, College or University	S	S	S					S	S			S	S		By parking study	
School, High	P	P	P	P	P	P	P	P	P			P	P		8: classroom	
School, Kindergarten through Intermediate	P	P	P	P	P	P	P	P	P			P	P		2: classroom	
School, Trade	S	S	S					S	S	S	S	S	S		1: 3 seats	
Commercial Land Uses																
Adult Entertainment									S						1: 300 SF	
Alcohol Beverage Production, Brewery						P	P	P	P	P	P				1: 300 SF	
Alcohol Beverage Production, Distillery						S	S	S	S	S	P				1: 300 SF	
Alcohol Beverage Production, Winery	S		S			P	P	P	P	P	P				1: 300 SF	
Alternative Financial Service							S-21	S-21							1: 300 SF	
Bank or Financial Institution						P	P	P	P				P	P	1: 300 SF	
Bar or Tavern						P	S	P	P				P	P	1: 100 SF	
Commercial Amusement, Indoor	S					S	S	P	P	P			P	P	1: 500 SF	
Commercial Amusement, Outdoor	S-22					P-22	S-22	P-22	P-22	S-22			S-22	S-22	1: 250 gfa + 1: 500 SF of site area	
Event Venue	S		S	S	S	S	S	P	P			S	S	P	1: 200 SF + 1: seat	
Food Truck Park						P-23	S-23	S-23	S-23	P-23			P-23	P-23	By parking study	
Golf Course	S	S	S	S	S							S			5: course hole	
Gym or Fitness Center						P	P	P	P				P	P	1: 400 SF	

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	Use is prohibited in the district indicated															
S	Use is permitted in the district indicated following approval of a Special Use Permit															
#	Use is permitted (P-#) or permitted with a Special Use Permit (S-#), and must comply with conditional standards in the indicated end note															
Land Uses		LA, Loring Agricultural District	LR, Loring Residential District	RR, Rural Residential District	ER, Estate Residential District	GR, General Residential District	CC, Central Commercial District	LC, Local Commercial District	GC, General Commercial District	HC, Highway Commercial District	LI, Light Industrial District	HI, Heavy Industrial District	MR, Mixed-Residential District	MC, Mixed-Use Commercial District	ENT, Entertainment / Amusement Park District	Parking Space Requirements
Hotel									S	S				S	P	1: room + 1: 400 SF common interior gfa
Kennel, Indoor		S	S	S				S	P	P				S	P	1: 300 SF
Kennel, Outdoor		S	S	S					S	S						1: 300 SF
Massage Therapy							S	S	P							1: 300 SF
Motel									S	S						1: room + 1: 400 SF of common interior gfa
Movie Theater							P		P	P				P	P	1: 4 seats
Office, Professional							P	P	P	P				P	P	1: 400 SF
Personal Service							P	P	P						P	1: 300 SF
Restaurant, Drive- In							P	P	S	P				P	P	5 + stalls used to order
Retail, Local						S	P	P	P	P				P	P	1: 300 SF
Retail, Neighborhood							P	P	P	P				P	P	1: 300 SF
Retail, Pawn or Resale							S	S	S					S		1: 300 SF
Retail, Regional								S	P	P				P	P	1: 300 SF
Seasonal Sales				P-24			P-24	P-24	P-24					P-24	P-24	1: 400 SF of accessible area
Self-storage, Indoor									S	S	S	P				1: 400 SF of office
Self-storage, Outdoor											S	S				1: 400 SF of office
Shooting Range										S-25	S-25					1: 400 SF
Studio, Artisan							P	S	P						P	1: 400 SF
Studio, Performance							P	P	P					P		1: 300 SF
Vehicle Sales and Rental										S-26	S-26	S-26				1: 400 SF + 1: vehicle for sale/rent
Vehicle Washing Station, Full-Service									S	S	S	P		P		1: 400 SF of office and waiting area
Vehicle Washing Station, Self-Service								P	P	P	P	P		P	P	1: 400 SF of office and waiting area
Veterinarian				S			P	P	P	S				S		1: 400 SF
Wholesale									S	S						1: 400 SF

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	Use is prohibited in the district indicated															
S	Use is permitted in the district indicated following approval of a Special Use Permit															
#	Use is permitted (P-#) or permitted with a Special Use Permit (S-#), and must comply with conditional standards in the indicated end note															
Land Uses																
Industrial Land Uses																
Crematorium												S				1: 500 SF
Energy Production, Commercial	S	S	S													4
Energy Resource Extraction	S	S	S									S				4
General Appliance Repair							S	S	S		P	P		S		1: 400 SF
Hazardous Material Storage or Handling												P				1: 1,000 SF
Heavy Machinery Storage and Sale			S						S	S		P				1: 400 SF
Manufacturing or Industrial Practices, Heavy											S	P				1: 1,000 SF
Manufacturing or Industrial Practices, Light									S		P	P				1: 1,000 SF
Salvage Operation or Junk Yard												S				1: 400 SF
Telecommunications Facility	S-27	S-27	S-27	S-27	S-27	S-27	S-27	S-27	S-27	S-27	S-27	S-27	S-27	S-27	S-27	None
Utility Distribution	S-28	S-28	S-28	S-28	S-28	S-28	S-28	S-28	S-28	S-28	S-28	S-28	S-28	S-28	S-28	None
Vehicle Repair, Major										S	S	P		S		1: bay + 1:400 SF of office and waiting area
Vehicle Repair, Minor										P	P	P		P		1: bay + 1:400 SF of office and waiting area
Vehicle Tow or Storage Lot												S-29				1: 400 SF of office
Warehouse and Distribution											S	S				1: 1,000 SF
Water or Wastewater Treatment Facility	S	S	S	S	S	S	S	S	S	S	S	S	S	S		1: employee at busiest anticipated shift

F. Use Specific Parking Standards

1. Single-Family Residential Parking Standards

- a. No more than thirty-five (35) percent of the front, side, or rear yard may be covered with Driveways or parking surface.
- b. No vehicle with a manufacturer's gross vehicle weight of 12,500 pounds or greater may be parked in residential districts for other than temporary delivery purposes with the exception of Recreational Vehicles.
 - (1) Recreational Vehicles shall be parked in accordance with **Section 4.02.C.4** above, and shall not be visible from a public Right-of-Way or sidewalk.
 - (2) Recreational Vehicle parking within a Right-of-Way in excess of two (2) weeks shall be prohibited.
 - (3) No more than one (1) Recreational Vehicles per Dwelling Unit shall be parked On-Site.
- c. Construction vehicles and trailers are not permitted to be parked or stored in residential districts unless on an active construction site where construction is being carried on under an approved, valid construction permit.

2. Nonresidential, Multi-Family, and Mixed-Use Parking Standards

- a. Parking areas shall be laid out to continue the street or Block pattern of the area so that the Lots can easily be redeveloped with Buildings consistent with the design of the surrounding Development.
- b. No more than two (2) rows of Parking Spaces shall be located between a Building Façade and street Right-of-Way unless otherwise approved by the Community Development Director.
- c. Parking rows shall not exceed twelve (12) consecutive Parking Spaces within a group. ENT (Entertainment and Amusement) zoning shall be allowed twenty-four (24) consecutive spaces.**
 - (1) Parking islands shall be used between and at the terminus of all parking groups to soften the impact of impervious cover.
 - (2) Parking islands shall be surrounded by a six-inch, non-mountable curb, and shall be at least nine (9) feet in width and at least eighteen (18) feet in depth from face-of-curb to face-of-curb.
 - (3) Parking islands shall be landscaped in accordance with **Section 4.03.G.1** below.

G. Vehicle and Pedestrian Circulation for Nonresidential, Multi-Family, and Mixed-Use Developments

1. Vehicular Circulation

- a. Vehicular circulation routes, or Driveways, shall be provided between nonresidential and multi-family properties so as to limit the need for vehicle trips onto external thoroughfares.
 - (1) When developing adjacent to undeveloped property, internal Driveway stub outs shall be provided to the property line to allow for future extension.
 - (2) No dead-end Driveways shall exceed one hundred fifty (150) feet in length without a turnaround approved by the Fire Department.
- b. Driveways shall be shown and dedicated on a Plat within Mutual Access Easements and shall explicitly allow for the unimpeded Access of vehicles to and from the site.
 - (1) The width of Driveways shall be determined by the parking angles set forth in **Table 4.1. Parking Angle Configurations**.

175. *Zoning Map Amendment*

A change or modification to the boundaries of any zoning district within the City's Official Zoning Map.

Section 5.02. Land Use Definitions

This **Section 5.02** defines the land uses set forth in the Table of Allowed Uses outlined in **Section 2.05** above and related terms:

176. *Accessory Dwelling Unit (ADU)*

A Dwelling Unit located within a Building or structure incidental to an On-Site primary Dwelling Unit or Building, which provides independent living facilities from the primary dwelling including a kitchen, bathroom, and bedroom.

177. *Accessory Structure*

A Building or Structure incidental to, or customarily found in connection with, the primary use of a property.

178. *Adult Entertainment*

An establishment that offers services or entertainment characterized by an emphasis on matter depicting, describing, or relating to specified sexual activities or specified anatomical areas. See Chapter VIII, Article 4 of the City's Code of Ordinances.

179. *Aerial Display*

An aerial display refers to a flying display (drones or other), a display of information in mid-air, or a trapeze display. The key feature is that the display appears to be suspended in the air, not on a traditional screen.

180. *Agricultural Practice*

The cultivation or grazing of land for commercial purposes, including the growing of crops, pasturage, nursery, and the raising of poultry or other animals, which may include the necessary structures for carrying out such operations, including homesteads, barns, stables, and other incidental uses and structures. Personal gardens, greenhouses, and similar practices are not considered Agricultural Practices for the purposes of these regulations.

181. *Airport or Heliport*

An establishment engaged in the landing and take-off of aircraft, including but not limited to all associated Buildings, approaches, and maintenance facilities.

182. *Alcohol Beverage Production, Brewery*

An establishment where malt beverage, such as beer, ale, or cider, is produced and packaged for distribution, Wholesale, or Retail, either On-Site or Off-Site, with a Capacity of not more than 60,000 barrels per calendar year, which may include all necessary facilities, Buildings, and offices essential to the operation of such production.

183. *Alcohol Beverage Production, Distillery*

An establishment where spirit, such as liquor from any source, is produced and packaged for distribution, Wholesale, or Retail, either On-Site or Off-Site, with a Capacity of not more than 50,000 gallons per calendar year, which may include all necessary facilities, Buildings, and offices essential to the operation of such production.

184. *Alcohol Beverage Production, Winery*

An establishment where domestic table or fortified wine, derived from grape, honey, rice, or other means, is produced and packaged for distribution, wholesale, or retail, either On-Site or Off-Site, with a Capacity of not more than 100,000 gallons per calendar year, which may include all necessary facilities, Buildings, and offices essential to the operation of such production and cultivation.

Memorandum

Date: March 17, 2026
To: Mayor and City Council
From: Mark Lee

Subject: PUBLIC HEARING - Rezoning: BSRZ-03-26 – 601 E. Front Street – Consider a request for approval of a zoning change from CC; (Central Commercial) to HC (Highway Commercial)

Recommendation: Staff recommends the Planning Commission approve the requested rezoning with Staff's stipulations.

Action: Make a motion to approve, amend or deny the requested rezoning.

Background: The current zoning of CC; Central Commercial District does not allow for uses that would be apparent for the building as it sits today, in the past the facility was utilized as a vehicle service station, offering fuel and minor vehicle maintenance; today those uses are not allowed in the same zoning district. The building at 601 E. Front Street, in its current configuration could allow for a wider variety of uses to occur if the requested zoning change were to be approved. The request to rezone the property to HC; Highway Commercial allows for several other uses to occur that cannot.

Discussion: Staff's report is attached.

Financial Impact:

City of Bonner Springs Agenda Item Cover Sheet

Agenda Item No. 8

BSRZ-03-26
REZONING

Topic: PUBLIC HEARING - Rezoning – BSRZ-03-26 – 601 Front Street - Consider a request for rezoning – the applicant is requesting a change in zoning for the above-mentioned address. The requested change is from CC; Central Commercial District to HC, Highway Commercial District. The request is to allow for align the current structure more with the uses that have been previously allowed and that the building is more suited for.

Narrative:

The current zoning of CC; Central Commercial District does not allow for uses that would be apparent for the building as it sits today, in the past the facility was utilized as a vehicle service station, offering fuel and minor vehicle maintenance; today those uses are not allowed in the same zoning district. The building at 601 E. Front Street, in its current configuration could allow for a wider variety of uses to occur if the requested zoning change were to be approved. The request to rezone the property to HC; Highway Commercial allows for several other uses to occur that cannot.

Presented by: Mark Lee – Community Development Director

Prepared by: Kiley Meierarend – City Planner

Staff Recommendation:

Staff recommends the Planning Commission **APPROVE** the requested zoning change for 601 E. Front Street from CC, Central Commercial District to HC; Highway Commercial District.

Attachments:

Staff Report (8pgs)
Current zoning areas (included within staff's report)

DRAFT

REQUEST FOR APPROVAL OF A ZONING CHANGE FROM CC; CENTRAL COMMERCIAL TO THE ZONING CATEGORY OF HC; HIGHWAY COMMERCIAL FOR 601 E. FRONT STREET.

MEETING DATE: March 17, 2026
REPORT WRITTEN: March 2, 2026
APPLICATION #: BSRZ-03-26

APPLICANT:

- Scott Wood
13828 Lowell Ave
Overland Park, KS 66223

REQUEST:

The applicant is requesting approval to rezone 601 E. Front St from CC; Central Commercial to HC; Highway Commercial.

BACKGROUND:

The current zoning of CC; Central Commercial District does not allow for uses that would be apparent for the building as constructed. In the past the facility was utilized as a vehicle service station, offering fuel and minor vehicle maintenance within the dual vehicle bays, among other vehicular related businesses; today those uses are not allowed in the Central Commercial zoning district. The building at 601 E. Front Street, in its current configuration could allow for a wider variety of uses to occur if the requested zoning change were to be approved.

The request to rezone the property to HC; Highway Commercial allows for several other uses to occur that cannot occur under the current zoning. Some of those uses would be –

Minor Vehicle Repair - An establishment engaged in minor repairs of engines, motor vehicles, or trailers **that does not require** the removal of the engine head or pan, engine, transmission, or differential of a vehicle, including, but not limited to minor repair or maintenance, oil changing, minor interior upholstery work, glass repair and tinting, and any sales of parts to be installed On-Site through these services.

Kennel, Indoor - An establishment where domestic pets are temporarily boarded, bred, or trained completely within the bounds of a structure for compensation by an individual other than the pet's owner, but excluding the breeding of livestock for agricultural use or the occasional raising and sale of a litter of domestic pets.

Vehicle Sales and Rental - An establishment engaged in the sale or rental of new or used vehicles, including but not limited to the service of such vehicles as an accessory use.

Several of the fueling/service stations that lined Front Street have been converted into vehicle sales businesses. This building could potentially be used in a similar manner. Staff has been contacted several times over the past few years regarding the potential use of the building as an oil change operation, possible tire and brake sales or similar.

COMPREHENSIVE PLAN/FUTURE LAND USE MAP:

The 2025 and Beyond Comprehensive Plan Future Land Use Map currently designates this property as Commercial, discusses some of the differences and distinctions of the commercial districts; but does not address Highway Commercial directly –

COMMERCIAL- GENERAL GUIDELINES FOR ALL CATEGORIES

The scale, purpose, location, and intensity of a commercial development will determine whether it is designated as Central Commercial District, General Commercial District, Highway Commercial District or Mixed Use; all new commercial and mixed-use buildings must adhere to the adopted Architectural Design Standards.

Commercial centers should be distributed throughout the community to provide ease of access for all residents and minimize the need for cross-town vehicle trips.

Commercial services should be concentrated and contained within planned activity centers, or nodes, throughout the community. Development of distinct commercial nodes will help preserve the residential character of many of the major street corridors throughout the community and help prevent the negative impacts caused by multiple access points along a corridor. Commercial activities, when grouped in cohesive centers or nodes, result in more viable areas compared to scattered or isolated single use commercial sites. Activity centers, or nodes, provide a variety of services in a concentrated location to promote “one-stop shopping” and minimize the need for multiple vehicle trips. Each center has a limited number of vehicle access points to minimize impacts on surrounding uses and maintain an efficient traffic flow to and from the site. Uses are typically clustered on larger sites near the intersection of two major streets rather than being developed in linear, “strip” configurations along major street corridors. Linear development patterns, particularly when parcels provide a single use and are developed independently, can require multiple access points and lead to disruption of traffic flow on adjacent streets. Although lot sizes and/or configurations in some areas may warrant the use of a more linear development pattern, it is generally discouraged.

CENTRAL COMMERCIAL DISTRICT (CC)

The Central Commercial District is intended to provide for a range of infill commercial development and supporting uses downtown. Development is intended to be walkable and contiguous along all Block faces. The Bonner Springs Central Commercial District is currently limited to the existing downtown. Smaller, limited use centers may be fully integrated into the surrounding neighborhood and be accessed primarily by pedestrian or bicycle; while larger centers, such as downtown, will function more independently, providing ample parking and numerous stores.

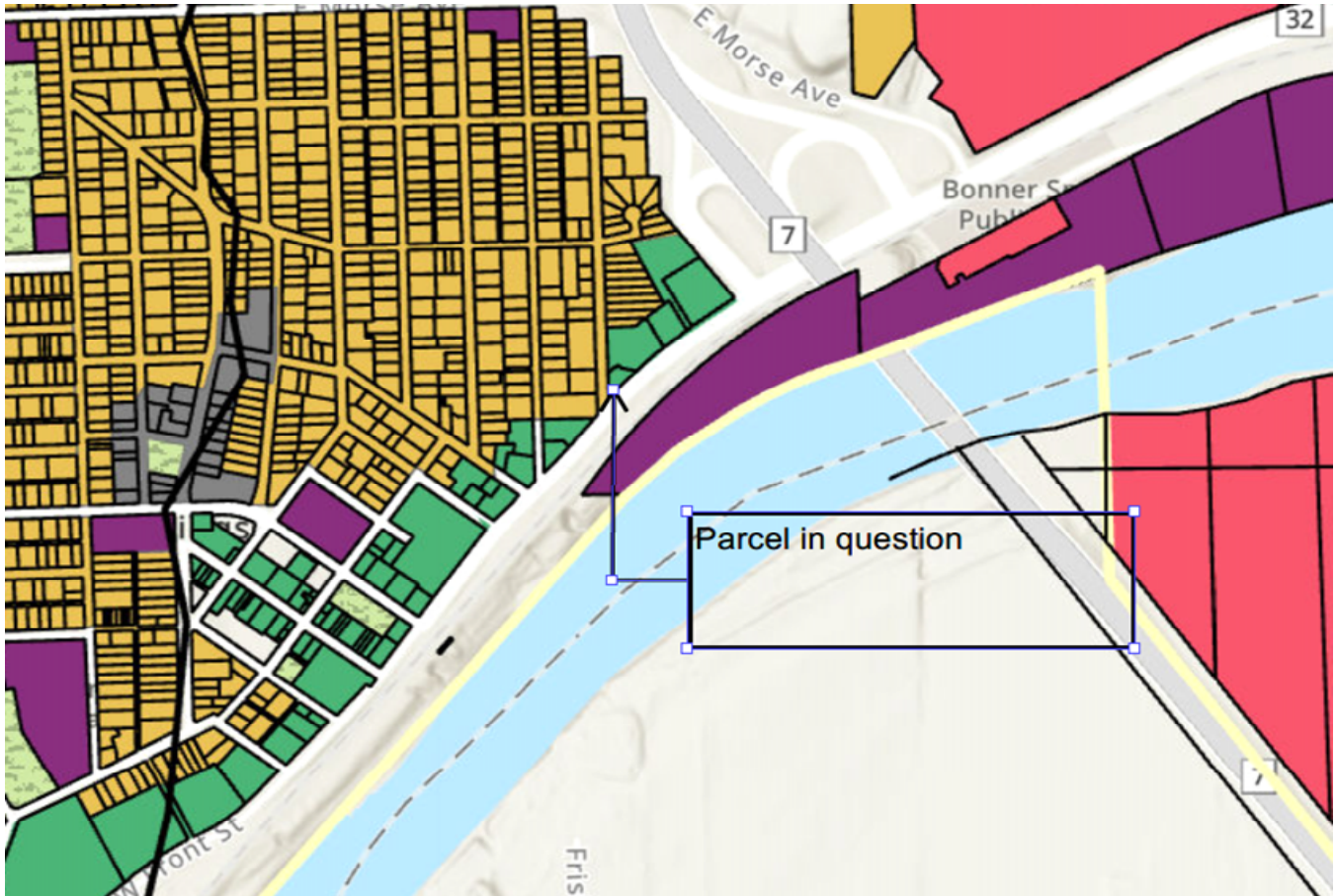
Central Commercial District areas shall be designed to be compatible with and sensitive to surrounding residences. Building materials and architectural detailing should be compatible with and reflect the character of the surrounding neighborhood. Building heights and scale should be similar to surrounding residences.

Main entrances and driveways should be integrated with the surrounding street network to provide clear connections between uses for vehicles, pedestrians, and bicycles. Clear, direct pedestrian connections shall be provided between uses within the center and to the surrounding neighborhood.

Large, uninterrupted expanses of parking should be avoided. Parking areas shall be divided into smaller “blocks” by landscaping and walkways. To the extent possible, parking blocks shall be distributed

between the front and sides of buildings, or the front and rear, rather than placed solely in front of the building.

Attractive transitions should be provided between the area and surrounding residences, while not limiting access between the area and the neighborhood for all modes of travel. Transitions can be accomplished by stepping down the height of taller structures to meet residences, providing landscape buffers or screening. It is vital to use creative design to avoid simply “walling” off residential areas from neighborhood centers.



LOCAL COMMERCIAL DISTRICT (LC)

The Local Commercial District provides for commercial development near or within residential areas to serve local residents with convenient goods and services. These commercial areas should be small in nature and provide quick and convenient service.

GENERAL COMMERCIAL DISTRICT (GC)

General Commercial District Centers provide a mix of retail and commercial services in a concentrated and unified setting that serves the local community and may also provide a limited draw for the surrounding region. These centers are typically anchored by a larger national chain, between 120,000 and 250,000 square feet, which may provide sales of a variety of general merchandise, grocery, apparel, appliances, hardware, lumber, and other household goods. Centers may also be anchored by smaller uses, such as a grocery store, and may include a variety of smaller, complementary uses, such as restaurants, specialty stores (such as books, furniture, computers, audio, office supplies, or clothing stores), professional offices and health services. The concentrated, unified design of a community

commercial center allows it to meet a variety of community needs in a “one-stop shop” setting, minimizing the need for multiple vehicle trips to various commercial areas around the community. General Commercial District Centers should be located at the intersection of one or more major arterial streets, specifically along Kansas Highway 7, 32 and U.S. 24/40. They may be located adjacent to higher density residential neighborhoods and may occur along major highway corridors. Large footprint retail buildings (often known as “big-box” stores) shall only be permitted in areas of the City where adequate access and services can be provided.

Typically, a site of between 3 and 30 acres is required.

General Commercial District Centers shall be required to meet a level of architectural detailing, compatibility of scale with surrounding areas, pedestrian and bicycle access, and mitigation of negative visual impacts such as large building walls, parking areas, and service and loading areas. While these requirements apply to all General Commercial District development, they are particularly important to consider for larger footprint retail buildings, or “big box” stores.

Community commercial services should be concentrated and contained within planned activity centers, or nodes. Within each activity center or node, complementary uses should be clustered within walking distance of each other to facilitate efficient, “one-stop shopping”, and minimize the need to drive between multiple areas of the center. Large footprint retail buildings or “big-box” stores should be incorporated as part of an activity center or node along with complementary uses. Isolated single store developments are discouraged.

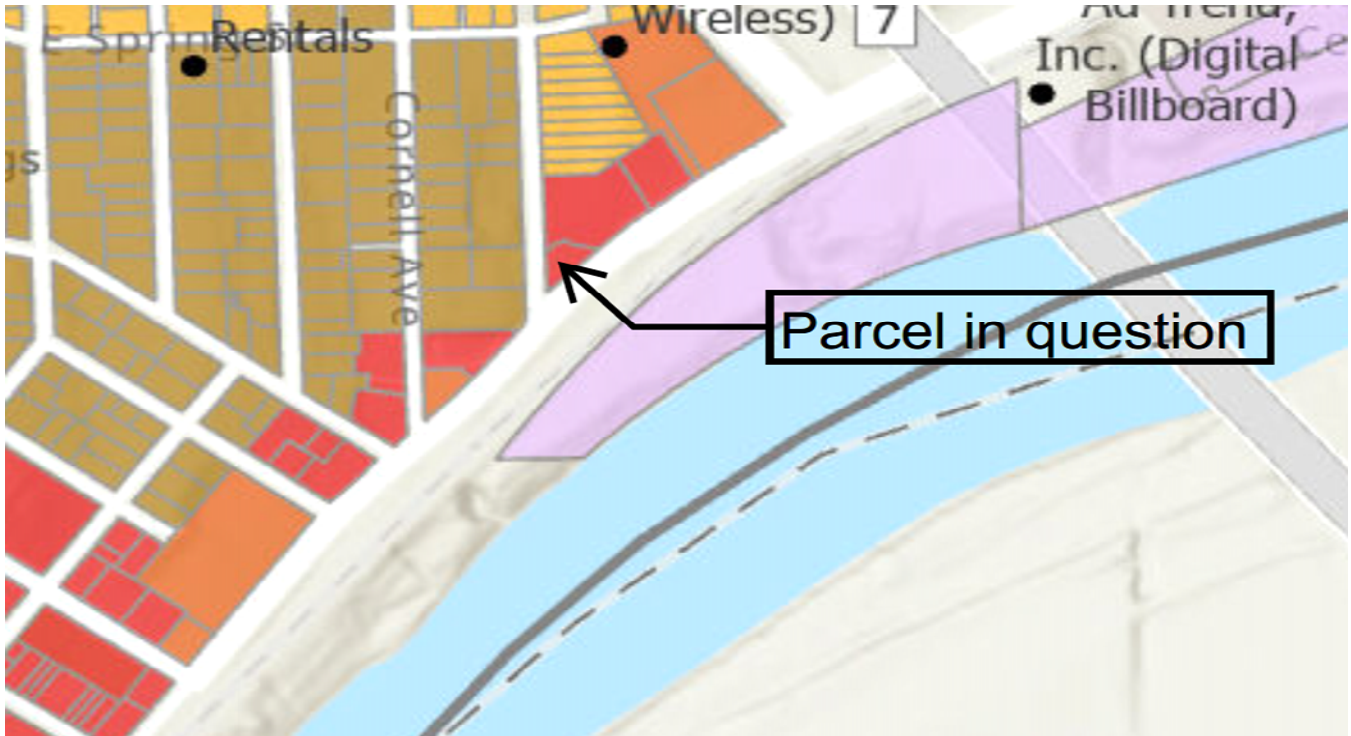
Uninterrupted expanses of parking should be avoided. Parking areas should be broken into smaller blocks divided by landscaping and pedestrian walkways. Parking areas should be distributed between the front and sides of buildings, or front and rear, rather than solely in front of buildings to the extent possible.

Clear, direct pedestrian connections should be provided through parking areas to building entrances and to surrounding neighborhoods or streets. Integrate main entrances or driveways with the surrounding street network to provide clear connections between uses for vehicles, pedestrians, and bicycles.

THE ZONING AND USES OF THE PROPERTY NEARBY

- North CC; Central Commercial – Strip Mall
- South K-32 Right of Way
- East CC; Central Commercial – Strip Mall
- West MR; Mixed Residential – Multi-Family Residential Units

THE CURRENT ZONING CONFIGURATION:



REZONING:

Section 2.03.A.2.b of the Bonner Springs Zoning Regulations and the *Golden* case, the factors to be used in determining approval or denial of an application for rezoning are as follows:

- The compatibility of the existing and proposed zoning conditions to the Comprehensive Plan;
- The character of the neighborhood or built environment surrounding the affected property;
- The compatibility of the zoning and allowed uses of surrounding properties;
- The suitability of the affected property to its existing and proposed zoning conditions;
- The extent to which removal or Alteration of the existing zoning designation will negatively impact nearby property;
- The impact on the general health, safety, and welfare of the public caused by the existing and proposed zoning conditions;
- The professional recommendations of the City’s staff and Development Review Team;
- The availability and adequacy of required public improvements to serve the existing and proposed zoning conditions.
- The impacts the proposed zoning condition will have on the built and natural environment, including but not limited to storm water runoff, water, air, and noise pollution, lighting, or other adverse impacts; and
- The ability of the affected Parcel to satisfy the subdivision regulations and Development Standards of these regulations under the proposed zoning conditions.

Character of the Immediate Area –

The character of the immediate area is a mix of multi-family residential, and several commercial businesses. Included in these uses are three apartment buildings directly adjacent to the facility along with a strip mall containing several businesses, to the west is an auto parts retailer, to the west is a laundry mat and small used vehicle dealership.



The Suitability of the Subject Property for the Uses to which is has been Restricted –

The property, is currently occupied by a vacant commercial structure. Removal of the restrictions will not detrimentally affect nearby property owners as this property, in distant past was utilized as a service station; offering minor vehicle repairs for a number of years. The rezoning of this property would adhere to that designation and zoning districts along Front Street as well as current uses.,

The Conformance of the Requested Rezoning to the Duly Adopted Comprehensive Plan –

The 2025 and Beyond Comprehensive Plan Future Land Use Map currently identifies the subject property as Commercial. This Future Land Use designation allow for a small number of commercial areas provide the residents with goods and services. Commercial developments must be located and designed to balance market opportunities with access and location. In addition, the location and design of commercial areas must be incorporated into surrounding areas, rather than altering the character of surrounding neighborhoods. The intersection of Kansas Avenue and Kansas Highway 7 along with

downtown continue to remain the primary hubs of commercial activity for the City of Bonner Springs. Future commercial activity will increase along Kansas Highway's 7 and 32 and U.S. 24/40. Several major intersections are designated as commercial in order to provide opportunities for neighborhood commercial development. The exact location and size of these commercial areas will be contingent upon development. Commercial proposals shall be evaluated based on several factors including the compatibility with the surrounding neighborhood, the impact on the area, and the following guidelines.

The Length of Time the Property has Remained Vacant as Zoned –

The property has been vacant for the past several years, prior to that it was being used in a manner that did not meet the zoning code, that use has since ceased and is no longer in operation. Staff has been contacted several times in regards to the potential use of the building, these uses typically revolved around minor vehicle repair or vehicle sales as this use is typical along Front Street and the building presents itself in this manner.

The Extent to which Removal of the Present Zoning will Detrimentally Affect Nearby Property –

The zoning classification of which is being requested will remain commercial in nature and will mirror similar uses along Front Street. It will more closely resemble those uses allowed in the surrounding district and neighborhood but will allow for more intense commercial uses as it fronts a major highway.

The Relative Gain to the Public Health, Safety, and Welfare by the Destruction of the Value of the Petitioner's Property as Compared to the Hardship Imposed Upon the Individual –

There would be potential gain to the general public dependent upon what type of business were to locate in the existing building. The operation of a small vehicular repair shop within short a distance of many residents, the potential use of the facility as a dog boarding/kennel facility, could potentially benefit those residents in close proximity. The building would remain in its current form with little change to exterior or interior uses. This rezoning, if denied, would continue to create a hardship upon the property owner, as it would restrict their ability to market the building for uses that it was constructed for.

The Availability and Adequacy of Required Public Services and Utilities to Serve the Existing and Proposed Zoning –

Utility service have been established for the subject property. All utilities are provided to the building, while some may require an inspection to satisfy the utility providers, utilities are present.

The Extent to which the Proposed Use will Impact the Natural and Built Environment –

The building sits vacant today, this has a greater negative impact on the environment than one in operation. Landscaping and screening requirements have been put in place to address differences in use and how those shall be separated. There should be little to no impact.

The Ability of the Subject Property to Satisfy the Applicable Ordinance Requirements and Development Standards –

The proposed use is able to meet the applicable ordinance requirements and development standards.

STAFF RECOMMENDATION:

Staff recommends the Planning Commission APPROVE the requested zoning for 601 E. Front Street from CC; Central Commercial to HC; Highway Commercial with the following stipulations:

1. If remodeling or repairs are necessary then all construction drawings shall be submitted to the City for review and approval prior to improvements commencing;
2. Any improvements to the site shall proceed through the appropriate site plan review processes.
3. Any uses that require a Special Use Permit shall proceed through the appropriate processes.
4. A building permit shall be issued for any necessary improvements; and
5. In addition to the recommendations/stipulations listed within this staff report, the property owner agrees to abide by the Unified Development Ordinance of the City of Bonner Springs when applicable.

If approved, this item will move to the Governing Body. The request will be presented at the April 13th regular meeting for final action.