



City of Bonner Springs

KANSAS

Tuesday, July 21, 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 from the May 19th, 2026 meeting.

Action Make a motion to Approve, Amend or Deny the minutes as written.

Recommendation Staff recommends approval of the minutes as presented.

Documents:

1. 5.19.26 PC minutes draft

OLD BUSINESS

NEW BUSINESS

1. PUBLIC HEARING – Comprehensive Plan Amendment - BSCP-01-2026 – Consider a request to amend the Comprehensive Plan to incorporate the Bonner Springs Connectivity and Walkability Plan.

Action Recommend adoption of the Bonner Springs Connectivity and Walkability Plan as an amendment to the Vision 2025 and Beyond Comprehensive Plan.

Recommendation Staff, the Steering Committie and LJC all recommend approval.

Documents:

1. BSCP-01-26PSPCompPlanAmendment
2. Bonner Springs Connectivity and Walkability Report-March 2026_FINAL

2. Final Plat — FP-02-26; Carter Acres — Consider a Final Plat for Carter Acres consisting of two lots located at 706 S. 122nd Street.

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

Recommendation Staff recommends APPROVAL of the final plat for Carter Acres.

Documents:

1. Carter Acres Staff Report & Final Plat
2. BonnerStaffReview_Carter Acres

3. PUBLIC HEARING: Rezoning — BSRZ-05-26; Tiner Acres — Consider a request for a zoning change from the RR (Rural Residential District) to GR (General Residential District) for 5 acres located at 901 S. 134th Street.

Action Make a motion to Approve or Deny the requested rezoning.

Recommendation Staff recommends APPROVAL of the requested rezoning.

Documents:

1. Tiner Acres Staff Report & Final Plat

4. Final Plat – FP-01-26; Tiner Acres – Consider a Final Plat for Tiner Acres. The requested plat will divide 40 acres into 5 one-acre lots and leave the remaining 35+/- acres as one lot located at 901 S. 134th Street.

Action Make a motion to Approve or Deny the requested final plat.

Recommendation Staff recommends APPROVAL of the plat with the listed conditions.

Documents:

1. Tiner Acres Staff Report & Final Plat

5. PUBLIC HEARING: Rezoning — BSRZ-04-26; Lynn Valley Subdivision — Consider a request for a zoning change from RR (Rural Residential District) to PD-GR (Planned General Residential District), for property generally

located south of I-70 and north of Kansas Avenue between S. 138th Street and 142nd Street, or 13852 Kansas Avenue.

Action Make a motion to Approve or Deny the requested rezoning.

Recommendation Staff recommends APPROVAL of the requested rezoning.

Documents:

1. Lynn Valley Staff Report & Prelim Plat

6. PUBLIC HEARING: Preliminary Plat — PP-01-2026; Lynn Valley Subdivision — Consider a request for approval of a Preliminary Plat for Lynn Valley, a single-family residential subdivision, generally located south of I-70 and north of Kansas Avenue between S. 138th Street and 142nd Street, or 13852 Kansas Avenue.

Action

Recommendation

Documents:

1. Lynn Valley Staff Report & Prelim Plat

7. PUBLIC HEARING – Unified Development Ordinance Amendment – Short-Term Rentals – BSZO-02-26 - Consider a request to amend the Unified Development Ordinance of Bonner Springs by implementing regulations related to Short-Term Rentals.

Action Make a motion to Approve, Amend or Deny the regulations as presented.

Recommendation Staff has done their due diligence to ensure that short-term rentals do not saturate our market and that we can fulfill and provide housing for individuals that look to call Bonner Springs home for years to come.

With that stated, staff has provided four (4) options for the Commission to choose from —

Staff has prepared four (4) recommendations for the Planning Commissions to review and formally recommend one for approval, if the Commission wishes to amend the distance between units that can be done as well.

- 4. A Special Use Permit for a short-term rental will not be issued if the application is for a property that is within 500 feet of an existing short-term rental.

a. The 500 feet will be measured at the closest point between the property line of the newly requested Special Use Permit and the property line of any property with an existing Special Use Permit for a short-term rental.

b. For short-term rentals in the Central Commercial district, no more than one (1) parcel shall be granted a special use permit within a street block.

- 4. A Special Use Permit for a short-term rental will not be issued if the application is for a property that is within 500 feet of an existing short-term rental.

a. The 500 feet will be measured at the closest point

between the property line of the newly requested Special Use Permit and the property line of any property with an existing Special Use Permit for a short-term rental.

b. Short-term rentals in the Central Commercial zoning district are hereby banned and shall not be allowed within any CC; Central Commercial zoning district.

- 4. A Special Use Permit for a short-term rental will not be issued if the application is for a property that is within 1,000 feet of an existing short-term rental.

a. The 1,000 feet will be measured at the closest point between the property line of the newly requested Special Use Permit and the property line of any property with an existing Special Use Permit for a short-term rental.

b. For short-term rentals in the Central Commercial district, no more than one (1) parcel shall be granted a special use permit within a street block face.

- Or propose an outright ban on Short-Term rentals throughout the City.

Documents:

1. 7.21.26STRCoverPage
2. Workshop with CC and PC- 01.15.26

OPEN AGENDA

COMMUNITY DEVELOPMENT DIRECTOR'S REPORT

ADJOURNMENT

Memorandum

Date: July 21, 2026
To: Mayor and City Council
From: Mark Lee, Larissa Phillips

Subject: Approval of the minutes from the May 19th, 2026 meeting.

Recommendation: Staff recommends approval of the minutes as presented.

Action: Make a motion to Approve, Amend or Deny the minutes as written.

Background: Minutes are attached.

Discussion:

Financial Impact:



City of Bonner Springs

KANSAS

Planning Commission Minutes - Regular Meeting - May 19, 2026

PLANNING COMMISSION MEETING - 6:30 PM -

CALL TO ORDER - ROLL CALL - Chair Greg Gabauer called the meeting to order at 6:30 p.m. The Community Development Director, called roll. Sherri Neff was present via teams. Paul Zeps was absent. Jason Cruse arrived at 6:34 p.m., a quorum was present.

CONSENT AGENDA -

Approval of minutes from the April 21, 2026 meeting

- Vincent Bombardier motioned Nick Perica seconded to approve the April 21, 2026 Planning Commission Meeting minutes as published. The motion passed unanimously 5-0.
Jason Cruse arrived after the vote had taken place.

OLD BUSINESS -

NEW BUSINESS -

PUBLIC HEARING - Rezoning – BSRZ-03-26 – 14150 Minnesota Avenue (PTS Consulting) - The Community Development Director, Mark Lee, presented the staff report for BSRZ-03-26 - 14150 Minnesota Ave for rezoning. Chair Lloyd Mesmer motioned and Greg Gebauer opened the public hearing at 6:33 p.m. Vincent Bombardier asked if this was a septic system and not a sewer? Will they be handling chemicals for pharmaceuticals?

Riad Badhdudi, 11661 College Blvd. Overland Park, KS Architect for PTS Consulting, said no, it would be strictly warehouse storage.

Sherri Neff asked if everything was to be contained and is that going to stay that way? Riad Badhdudi said yes, it is.

Chair Lloyd Mesmer motioned and Greg Gabauer closed the public hearing at 6:37 p.m.

Lloyd Mesmer motioned and Nick Perica seconded to approve the rezoning of BSRZ-03-26 - 14150 Minnesota Ave. for PTS Consulting.

The motion unanimously passed 6-0. The item will go to the City Council meeting on June 8th.

OPEN AGENDA -

COMMUNITY DEVELOPMENT DIRECTORS REPORT - Vincent Bombardier asked about the collaborative priorities. Mark Lee stated that the Nettleton extension and sewer extension received \$1 million from the state. The city is talking to Block and the Quarry about the right of way for a new main that would run through their property.

Mark Lee, Community Development Director gave an update on current building projects.

120 apartments are moving along well.

Sandstone Town homes have 4 buildings left to finish.

Senior Villas are hoping to be available by the end of October.

Bungalows may start by the end of the year.

Mattel has job trailers on site and needs temporary water until they can get hooked up to KCK main.

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

Memorandum

Date: July 21, 2026
To: Mayor and City Council
From: Mark Lee

Subject: PUBLIC HEARING – Comprehensive Plan Amendment - BSCP-01-2026 – Consider a request to amend the Comprehensive Plan to incorporate the Bonner Springs Connectivity and Walkability Plan.

Recommendation: Staff, the Steering Committie and LJC all recommend approval.

Action: Recommend adoption of the Bonner Springs Connectivity and Walkability Plan as an amendment to the Vision 2025 and Beyond Comprehensive Plan.

Background:

Staff has been working over the past year with LJC, a steering committee, as well as a stakeholder committee to prepare a Planning Sustainable Places plan that encompasses pedestrian connectivity and walkability throughout Bonner Springs. The Planning Sustainable Places program works to advance integrated local transportation and land use planning and project development actions that support:

- Vibrant places that offer a mix of options for housing, jobs, services and recreation.
- Connected places with a variety of transportation options.
- Green places that support healthy living and a healthy natural environment.

The PSP program promotes concepts consistent with sustainable communities and the advancement of site-specific and project-specific activities within the centers and corridors planning framework.

The Steering Committee consisted of the following members –

Justine Spease – Recreation Director Kent Wilson – ROSA Committee member

Mark Lee – Community Development Director Rick Moulin – USD 204 Superintendent

Jim Miller – Running Club and Rotary Emily Blanks – Chamber of Commerce

Shawn Lillig – Citizen representative/cyclist

Vincent Bombardier – Planning Commission Member

These individuals dedicated their personal time to create a vision for Bonner Springs and how to connect our residents throughout the city. This effort can be seen in the final document before you this evening.

Discussion: Staff's cover sheet and the 2025 Connectivity and Walkability Plan are attached.

Financial Impact:

City of
Bonner Springs
Agenda Item Cover Sheet

Agenda Item No. 4
CASE NO. BSZO-01-24

Topic: Planning Sustainable Places – Bonner Springs Connectivity and Walkability Plan; prepared by the Lamar Johnson Collaborative.

Narrative:

Staff has been working over the past year with LJC, a steering committee, as well as a stakeholder committee to prepare a Planning Sustainable Places plan that encompasses pedestrian connectivity and walkability throughout Bonner Springs. The Planning Sustainable Places program works to advance integrated local transportation and land use planning and project development actions that support:

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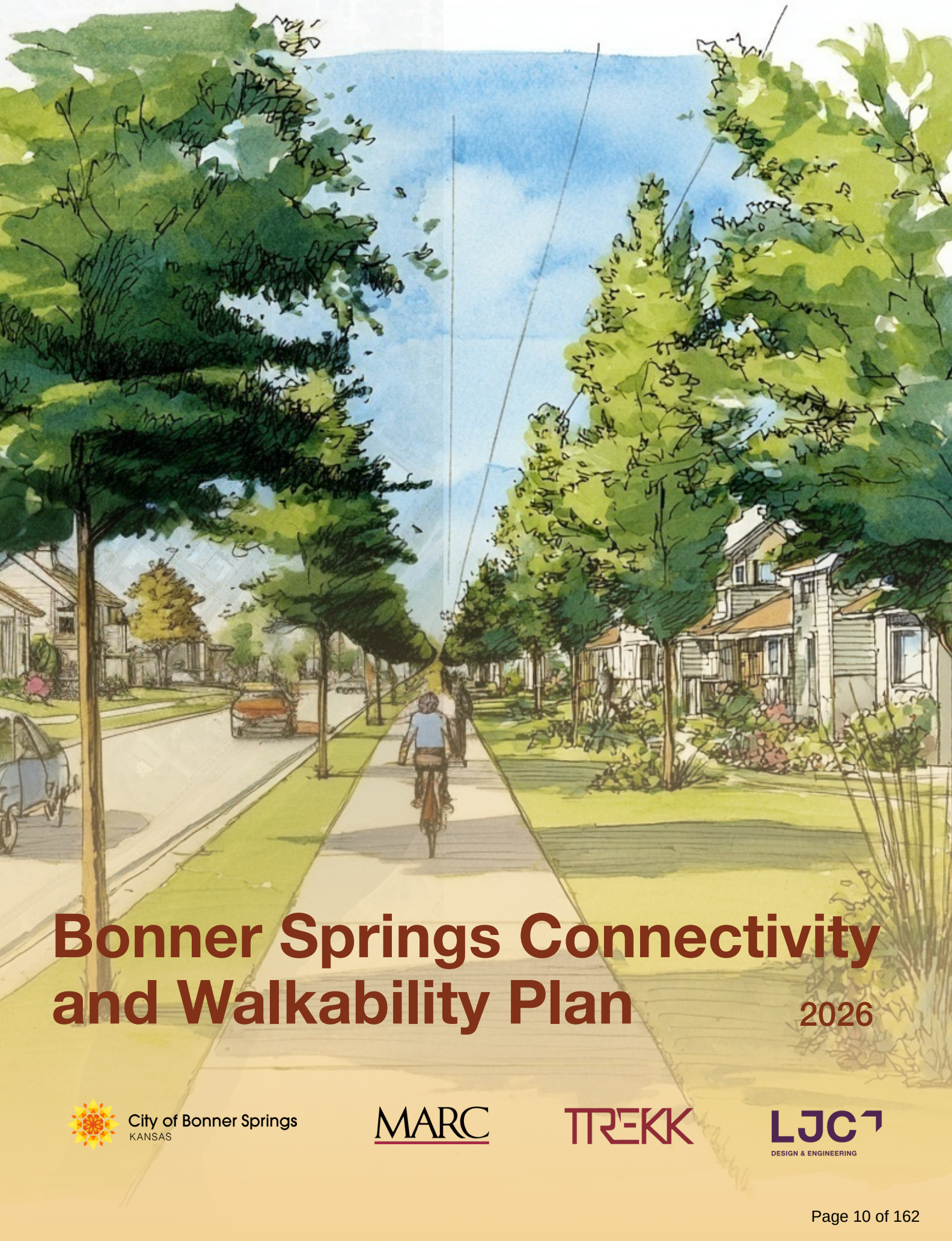
These individuals dedicated their personal time to create a vision for Bonner Springs and how to connect our residents throughout the city, this effort can be seen in the final document before you this evening.

Presented by: Mark Lee – Community Development Director

Staff Recommendation: Recommend adoption of the Bonner Springs Connectivity and Walkability Plan as an amendment to the Vision 2025 and Beyond Comprehensive Plan.

Attachments:

Bonner Springs Connectivity and Walkability Plan (digital form only)



Bonner Springs Connectivity and Walkability Plan

2026



City of Bonner Springs
KANSAS

MARC

TREKK

LJC
DESIGN & ENGINEERING



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01 Introduction

Introduction

ABOUT THE PROJECT

Bonner Springs is committed to enhancing mobility and access for residents, workers, and visitors by creating a safe, inclusive, and well-connected transportation network. As the community continues to evolve, thoughtful planning is needed to ensure people can comfortably and efficiently reach parks, schools, shopping, downtown destinations, and regional employment centers using a variety of travel modes.

The Bonner Springs Connectivity and Walkability Plan is an initiative led by the City of Bonner Springs in collaboration with the Mid-America Regional Council, LJC Design & Engineering, and TREKK Design Group. This plan evaluates bicycle, pedestrian, and transit conditions and provides recommendations to enhance mobility, accessibility, and connectivity in Bonner Springs. It aims to strengthen community connections within the city and to the surrounding region by developing a cohesive, people-centered mobility network that supports the City’s vision of providing safe, meaningful, and accessible connections throughout the community.

Project Goals

The goals of the plan include:

1. Strengthening community connectivity within Bonner Springs and between the city and the surrounding region.
2. Creating safe, accessible connections through an improved network of sidewalks, bicycle facilities, and trails linking key destinations, including:
 - a. Parks and recreation spaces
 - b. Retail and activity centers
 - c. Downtown Bonner Springs
 - d. Employment opportunities located outside city limits
3. Identifying and prioritizing missing connections in the city’s bicycle, pedestrian, and trail networks to improve mobility and access to community destinations.
4. Enhancing transit access and regional connectivity by exploring opportunities to improve transit service within Bonner Springs and connections to the greater Kansas City region.

Planning Approach

The plan establishes a comprehensive mobility framework by analyzing existing transportation networks and land use patterns to better link residential areas with parks, schools, retail and activity centers, downtown destinations, and regional employment hubs. The approach emphasizes multimodal design strategies that expand safe and inclusive travel options—including walking, biking, and public transit—to accommodate users of all ages and abilities.

ACKNOWLEDGEMENTS

Mark Lee CPM, CFM

Community Development Director

Justine Spease AFO, CPM, CPRE

Recreation Director

STEERING COMMITTEE

Jim Miller - *Running Club/Rotary*

Sawn Lillig - *Cyclist*

Kent Wilson - *Recreation and Outdoor Spaces Advisory Committee*

Rick Moulin - *Superintendent USD 204*

Emily Blanks - *Bonner Springs/Edwardsville Chamber of Commerce*

Vincent Bombardier - *Planning Commissioner*

DESIGN & PLANNING TEAM

Neil Eisenberger PLA, ASLA

Principal In Charge, Lamar Johnson Collaborative

Priyasha Shrestha PLA, ASLA

Project Landscape Architect, Lamar Johnson Collaborative

Vera Liu, ASLA

Site Designer, Lamar Johnson Collaborative

Prayag Bagde

GIS & Planning Expert, Lamar Johnson Collaborative

Aiden Brown

Architecture Intern, Lamar Johnson Collaborative

Tawn Nugent PE, DBIA

Transportation / Civil Engineer, TREKK

Spencer Osborn PE, PTOE

Transportation / Civil Engineer, TREKK

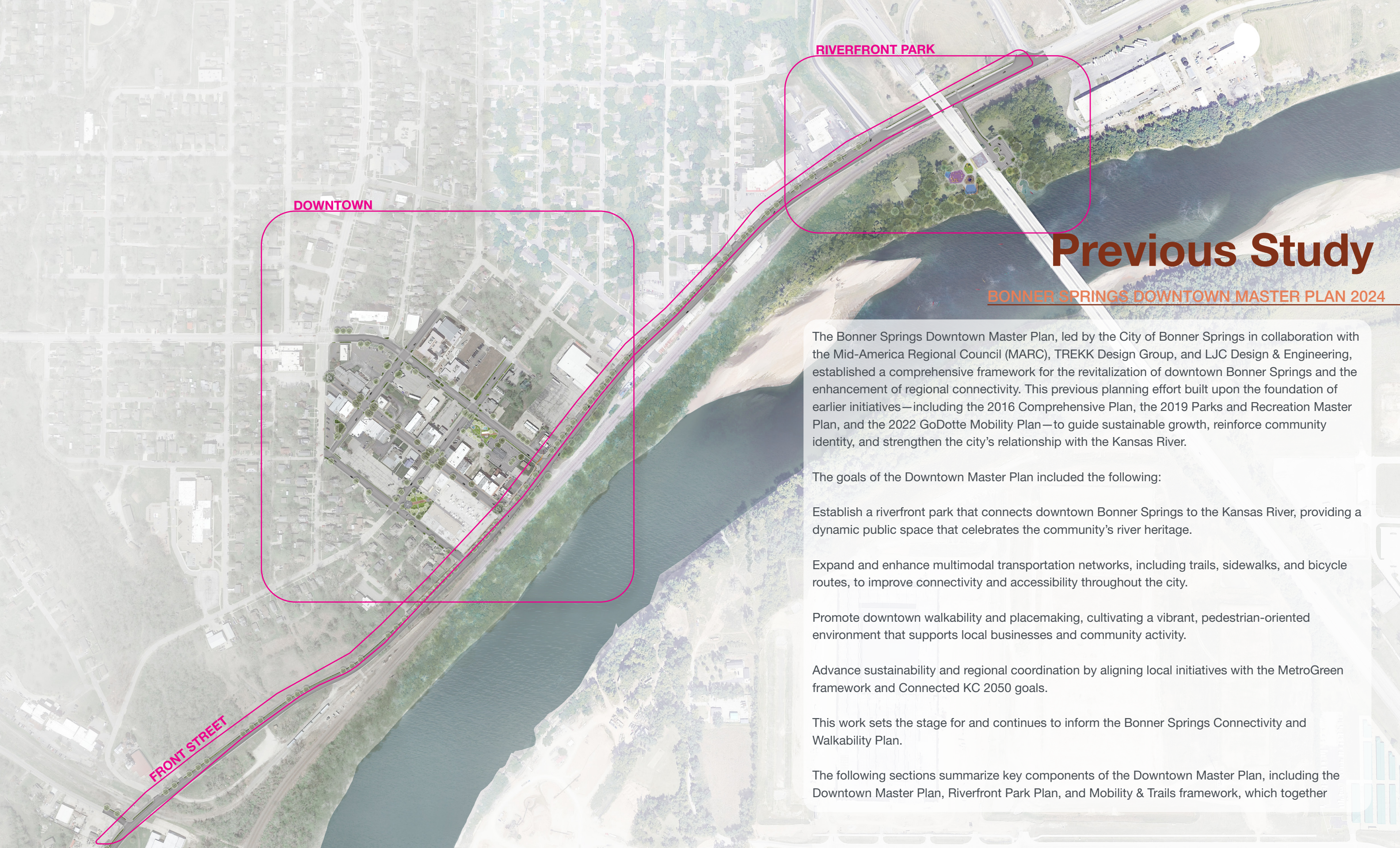
MARC REPRESENTATIVES

Beth Dawson AICP

Principal Planner

Bobby Evans AICP

Principal Planner



Previous Study

BONNER SPRINGS DOWNTOWN MASTER PLAN 2024

The Bonner Springs Downtown Master Plan, led by the City of Bonner Springs in collaboration with the Mid-America Regional Council (MARC), TREKK Design Group, and LJC Design & Engineering, established a comprehensive framework for the revitalization of downtown Bonner Springs and the enhancement of regional connectivity. This previous planning effort built upon the foundation of earlier initiatives—including the 2016 Comprehensive Plan, the 2019 Parks and Recreation Master Plan, and the 2022 GoDotte Mobility Plan—to guide sustainable growth, reinforce community identity, and strengthen the city’s relationship with the Kansas River.

The goals of the Downtown Master Plan included the following:

Establish a riverfront park that connects downtown Bonner Springs to the Kansas River, providing a dynamic public space that celebrates the community’s river heritage.

Expand and enhance multimodal transportation networks, including trails, sidewalks, and bicycle routes, to improve connectivity and accessibility throughout the city.

Promote downtown walkability and placemaking, cultivating a vibrant, pedestrian-oriented environment that supports local businesses and community activity.

Advance sustainability and regional coordination by aligning local initiatives with the MetroGreen framework and Connected KC 2050 goals.

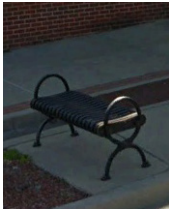
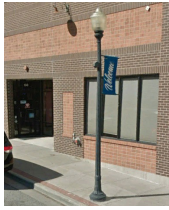
This work sets the stage for and continues to inform the Bonner Springs Connectivity and Walkability Plan.

The following sections summarize key components of the Downtown Master Plan, including the Downtown Master Plan, Riverfront Park Plan, and Mobility & Trails framework, which together

DOWNTOWN MASTER PLAN

The Downtown Master Plan identified opportunities to enhance the walkability and public realm of downtown Bonner Springs. The study noted that the downtown area is organized around a compact, walkable street grid centered on Oak Street, which functions as the primary pedestrian corridor. While the area maintains a strong historic small-town character, the plan recommended establishing consistent streetscape elements—such as furnishings, lighting, and signage—to create a more cohesive identity and improve the visitor experience.

The study also emphasized improving pedestrian safety and connectivity through enhanced crossings, streetscape improvements, and activation of the public realm. Strategies such as sidewalk cafés, small infill development, and a potential gateway feature at Front and Cedar Streets were identified as opportunities to strengthen downtown’s sense of place and support a more vibrant, pedestrian-oriented district.

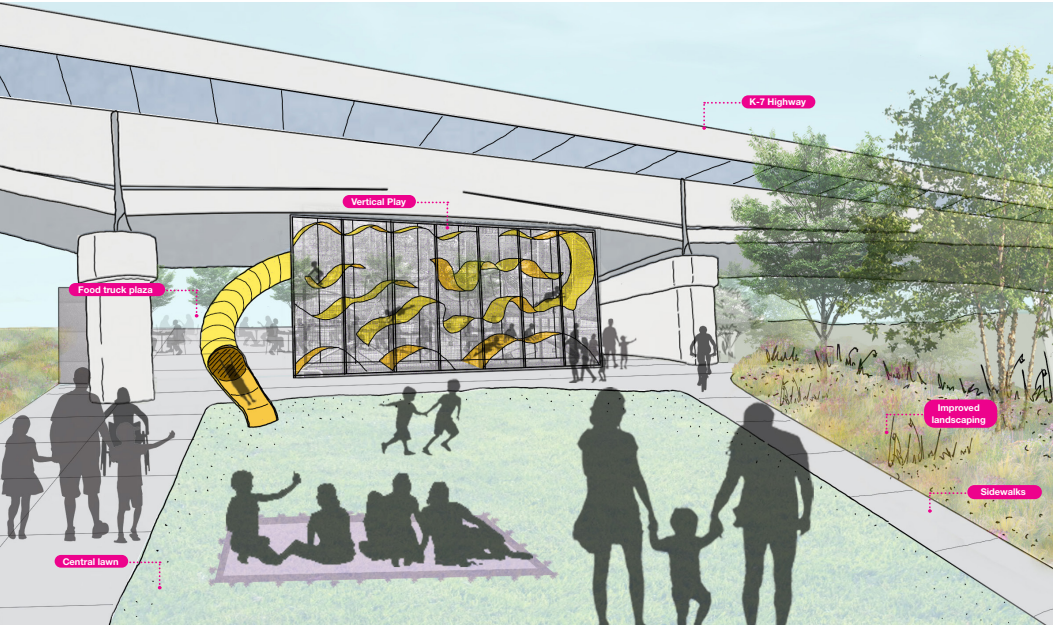
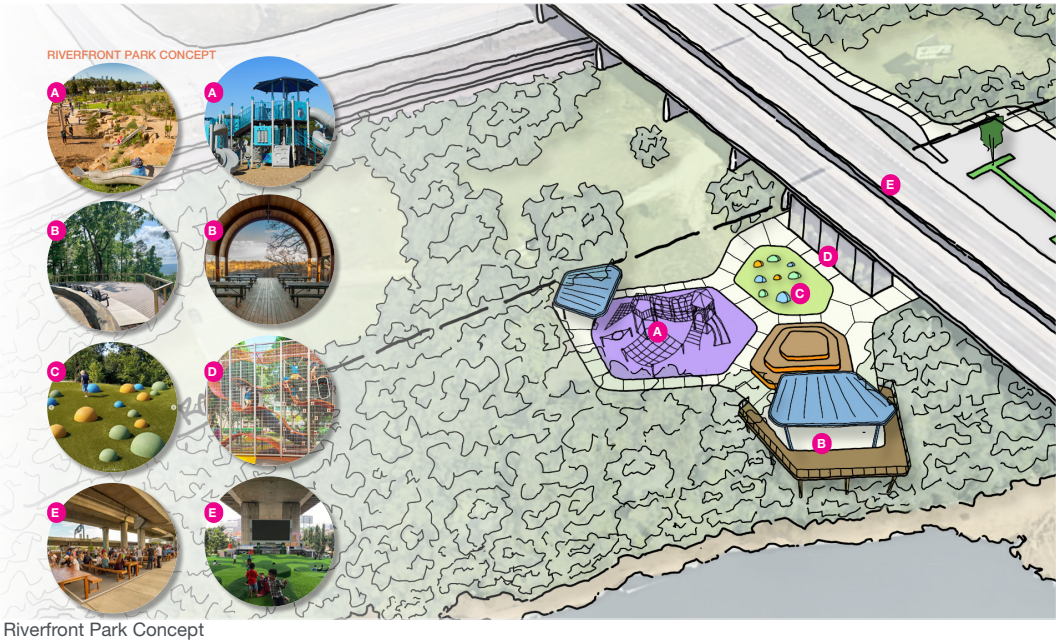
	LIGHTING (Keep existing)		BENCH (Classic)	OUTDOOR DINING (Modern)	GATEWAY (Classic)	
EXISTING					No Existing Cafe Seating	No Existing Gateway
OPTION A	 Poe - Landscape Forms	 Tour - Vestre	 Keep existing - City Hall	 Melville - Forms & Surfaces	 Factor - Forms & Surfaces	 Steel truss columns with signage & lighting
OPTION B	 Meridian - Sitescapes	 SIT - Green Theory	 Keep existing - City Hall	 500 Series - Maglin	 Cross - Forms & Surfaces	 Steel truss with lighting
OPTION C	 Ironsites S42 - Victor Stanley		 Keep existing - Acorn Style	 Cityview - Sitescapes	 Foro - Maglin	 Steel with lighting



RIVERFRONT PARK PLAN

The Downtown Master Plan explored the potential development of a riverfront park west of K-7 Highway, outside the Union Pacific Railroad right-of-way, as an opportunity to reconnect Bonner Springs with the Kansas River. The concept envisioned a multi-generational riverfront park that could serve both local residents and regional visitors, with amenities such as a destination playground, splash pad, event lawn, kayak launch, overlook structure, shelter, and a network of trails and boardwalks along the river corridor.

The study also identified the need for coordination with multiple regulatory agencies—including Union Pacific Railroad (UPRR), the U.S. Army Corps of Engineers (USACE), and the Kansas Department of Transportation (KDOT)—to address right-of-way, floodplain, and environmental considerations associated with the site’s development.



Riverfront Park Concept: View looking southeast
12 Bonner Springs Connectivity and Walkability Plan

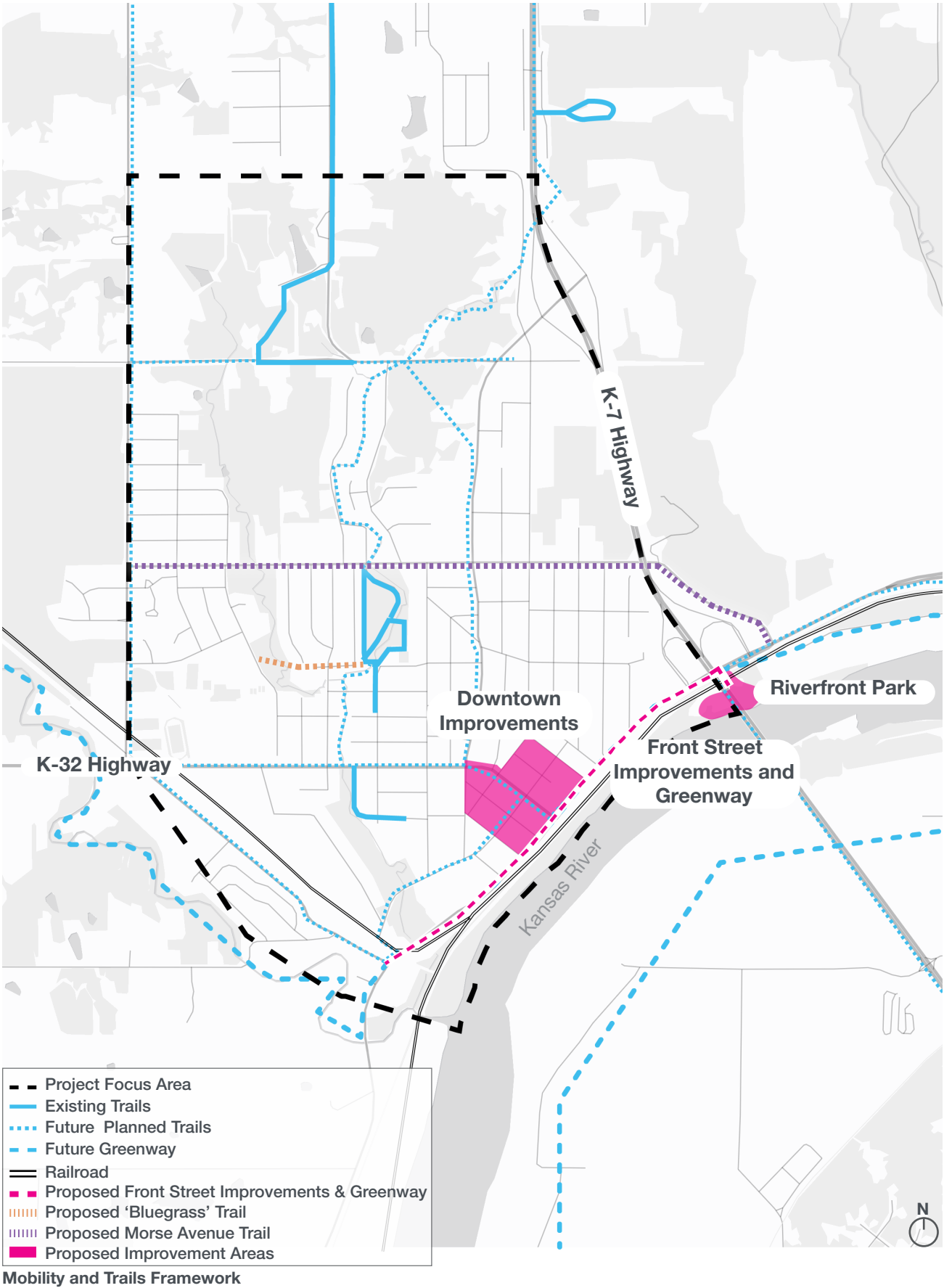


Proposed Riverfront Park Plan

MOBILITY & TRAILS

The Bonner Springs Downtown Master Plan outlined a mobility and trail framework intended to improve connectivity and support multimodal transportation in Bonner Springs. The study recommended improvements to key corridors, including the reconfiguration of Front Street to accommodate a shared-use path and landscape buffer, creating a connection between downtown and the broader trail network. It also identified the Bluegrass Trail as an important pedestrian and bicycle connection between local schools and nearby neighborhoods, with potential extensions along 138th Street, Morse Avenue, and Scheidt Lane to expand access to parks, schools, and retail areas, and to connect to the regional MetroGreen trail system.

The study also noted that improving access to the Kansas River remains a long-term objective due to engineering and regulatory challenges associated with crossing the Union Pacific rail corridor and developing within the river’s floodway. Continued coordination and phased implementation were identified as important considerations for advancing these improvements.





Current Study

BONNER SPRINGS CONNECTIVITY AND WALKABILITY PLAN

Building upon the comprehensive studies and design explorations completed as part of the Downtown Master Plan, the Booner Springs Connectivity and Walkability Plan expands the scope of analysis to encompass the entire city of Bonner Springs. This citywide planning initiative aims to evaluate the existing pedestrian, bicycle, and trail networks to gain a thorough understanding of current conditions and identify opportunities for enhancement.

The study examines the condition, continuity, and accessibility of sidewalks, bikeways, and trails throughout Bonner Springs, highlighting areas of strength as well as gaps and barriers that constrain mobility and connectivity. Special emphasis is placed on how these networks link key community destinations such as schools, parks, neighborhoods, employment centers, and commercial districts.

Beyond technical analysis, the planning process has actively engaged community members and stakeholders to ensure that local perspectives and priorities inform the recommendations. The resulting framework is intended to guide future investments in active transportation infrastructure, supporting a safer, more connected, and more accessible Bonner Springs for all residents and visitors.

The following sections of this report present the analyses and recommendations developed to enhance walkability and connectivity in Bonner Springs. The report is organized into the following chapters:

Inventory: Document existing sidewalks, trails, transportation systems, land use patterns, and key destinations throughout Bonner Springs.

Analysis: Evaluate the existing network to identify connectivity gaps, safety concerns, and opportunities for multimodal improvements.

Planning: Develop preliminary strategies and concepts to strengthen pedestrian, bicycle, and transit connectivity.

Recommendations: Assess, prioritize and recommended improvements based on feasibility, effectiveness, and alignment with community goals.



02 Inventory

- 2.1 Existing Sidewalk Condition Rating
- 2.2 Community Assets
- 2.3 Current Transit Service and Future Opportunities

Inventory

PROJECT INVENTORY

During the initial phase of the Connectivity and Walkability Plan, a comprehensive review of the project area was conducted to understand existing conditions, regional context, and ongoing planning initiatives. This inventory established the foundation for identifying opportunities, constraints, and priorities that inform the plan’s recommendations.

The review examined the physical, social, and transportation characteristics of the study area, as well as past and current planning efforts related to mobility, safety, and community connectivity. Developing a clear understanding of these factors was essential to creating an implementable plan that reflects local needs and builds upon previous investments.

Building on earlier planning initiatives in the region, the project inventory documents existing infrastructure, land use patterns, and community destinations that influence pedestrian and bicycle travel. This analysis helps identify gaps in connectivity, barriers to safe movement, and key locations that generate walking and bicycling activity.

The inventory includes the following components:

Context: An overview of the project area’s geographic setting, land use patterns, development character, and demographic considerations. This context provides insight into how residents and visitors move through and interact with the area by foot, bicycle, and vehicle.

Regional and Local Roads: Major roadways that provide regional and local access throughout the community. These corridors present both opportunities and challenges for walkability and bicycling, particularly in relation to traffic volumes, vehicle speeds, crossing conditions, and roadway design.

Sidewalk Condition Ratings: An evaluation of existing sidewalks throughout the study area, including an assessment of infrastructure condition and accessibility. Sidewalk segments were reviewed to identify deterioration, ADA concerns, and gaps in the network. A rating system was developed to document existing conditions and help prioritize future improvements.

Transit: An overview of existing local and regional transit services that serve Bonner Springs, including Tiblow Transit and connections to the broader regional transit network. The inventory considers transit routes, service areas, and opportunities to strengthen connections between transit services and key community destinations.

Local Businesses: Commercial districts and employment centers that attract regular pedestrian activity. Identifying the location and concentration of businesses helps highlight key walking and bicycling destinations and areas where improved connections may be needed.

Local Schools: Public and private schools within the study area, which serve as major generators of walking and bicycling trips. The inventory considers access routes, surrounding roadway conditions, and opportunities to support safe routes for students and families.

Local Churches: Religious institutions and community gathering spaces that contribute to pedestrian activity, particularly during weekends and community events. These locations may benefit from enhanced sidewalks, crossings, and traffic management measures.

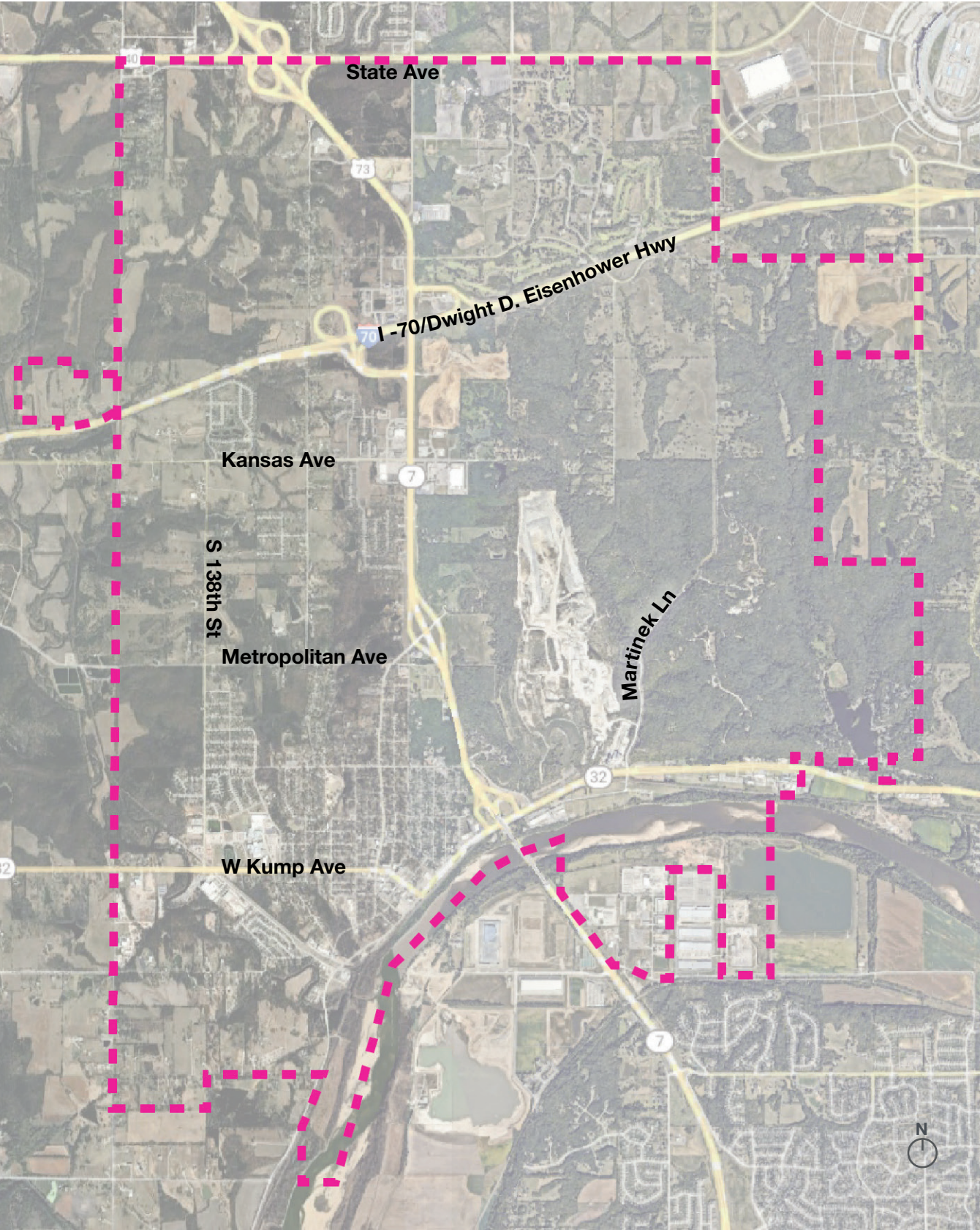
Local Parks and Key Destinations: Parks, recreational facilities, and open spaces that serve as important community destinations. The inventory evaluates access points and connections to surrounding neighborhoods to encourage walking, bicycling, and active recreation.

Findings from this inventory provide a snapshot of existing conditions and establish a baseline for evaluating connectivity gaps, safety concerns, and potential improvements. These findings directly inform the development of recommendations and implementation strategies presented in later sections of the Connectivity and Walkability Plan.

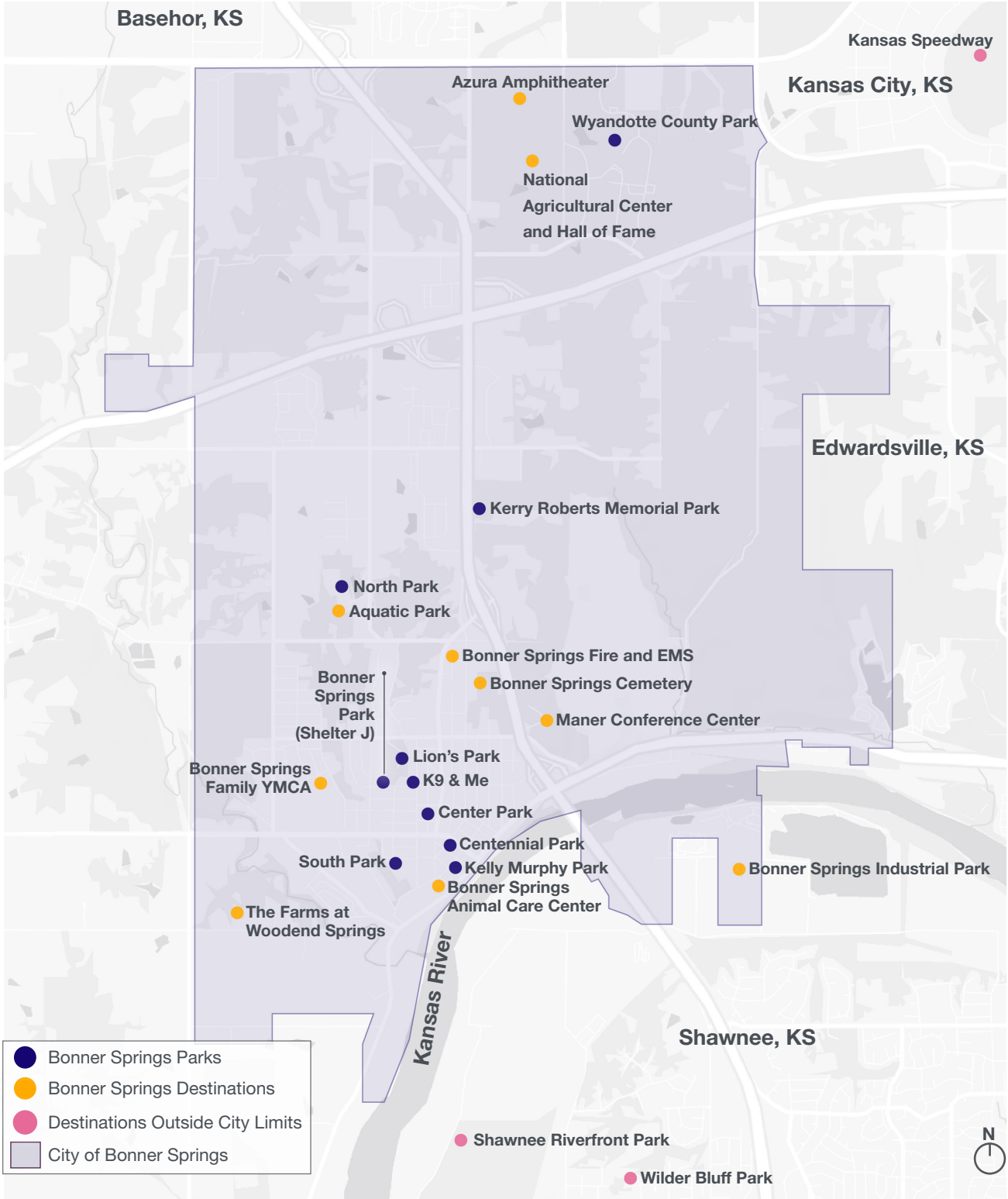


<https://www.homes.com/local-guide/bonner-springs-ks/>

BONNER SPRINGS BOUNDARY MAP



BONNER SPRINGS PARKS & KEY DESTINATIONS



This map shows the key parks and destinations within the City of Bonner Springs, illustrating how recreation, civic uses, and major attractions are distributed across the community. Neighborhood parks such as North Park, South Park, Lion’s Park, Center Park, Kelly Murphy Park, and Kerry Roberts Memorial Park are spread throughout the city to provide accessible daily recreation. Civic and community destinations—including the Aquatic Park, Bonner Springs Family YMCA, the Library—are concentrated near the city core and along main corridors. It also highlights major destination attractions located within Bonner Springs, including the Azura Amphitheater, and Wyandotte County Park. Together, these elements show how Bonner Springs integrates neighborhood parks, civic amenities, riverfront spaces, and large-scale regional destinations within its city limits.

2.1 EXISTING SIDEWALK CONDITION RATING

A comprehensive inventory and assessment of all sidewalks and trails throughout the city was conducted as part of the Inventory phase. Each area was evaluated using a standardized five-point rating system designed to ensure consistent and objective analysis. This scale ranged from “0”, indicating the absence of a sidewalk, to “5”, denoting a newly built, fully ADA-compliant walkway. The data collected through this assessment informed the development of an existing-conditions geodatabase. This database serves as a dynamic, evolving tool that will support the City of Bonner Springs in monitoring, planning, and enhancing its bicycle and pedestrian infrastructure. Detailed descriptions of the condition ratings, as well as maps of sidewalks with incorporated ratings can be found in the following sections.

SIDEWALK RATINGS - DESCRIPTIONS



RATING - ZERO

No Sidewalk:

A rating of “0” signifies locations where no sidewalk or trail currently exists. In some cases, this may indicate a potential need for pedestrian infrastructure; in others, it may simply reflect areas where a walkway is not warranted. The recommendations will differentiate between these situations, identifying whether or not these areas are included in the list of priority improvement projects.



RATING - ONE

Inaccessible walks or trails:

A rating of “1” reflects significant deterioration that renders the sidewalk or trail unusable for safe pedestrian movement. These segments are not accessible and present a serious public safety concern. Common issues include crumbling pavement, extensive cracking, overgrown vegetation, and vertical displacement (heaving). Walks and trails rated “1” should be prioritized for replacement as part of the City’s capital improvement planning efforts to restore safe and functional pedestrian access.



RATING - TWO

Occasional accessibility challenges:

A rating of “2” indicates pedestrian routes that contain both functional and non-functional segments. These walks and trails present intermittent accessibility barriers, posing challenges for users such as children, wheelchair users, and those with strollers. While generally passable, they carry a moderate public safety risk. Sidewalks and trails rated “2” should be considered for prioritized repairs. Typical issues in this category include root-induced pavement heaving, missing accessible curb ramps, and surface cracking.



RATING - THREE

Aging but Functional Infrastructure:

A rating of “3” reflects infrastructure that is nearing the end of its useful life. While the pavement remains serviceable, it has met or surpassed its expected lifecycle and is likely to degrade to a “1” or “2” in the near future. Walks and trails with a “3” rating should be prioritized for replacement if they fall within designated project areas. For those outside priority zones, regular monitoring is recommended, with replacement planned in upcoming maintenance or capital budgets.



RATING - FOUR

Good Condition Infrastructure:

A rating of “4” indicates pavement that remains within its intended lifecycle and is fully accessible. These segments typically include 1–10-year-old concrete sidewalks equipped with compliant curb ramps and free of accessibility barriers. No immediate improvements are necessary for “4”-rated walks and trails. However, as these areas begin to show signs of aging and transition to a “3” rating, they should be flagged for inclusion in future improvement planning.

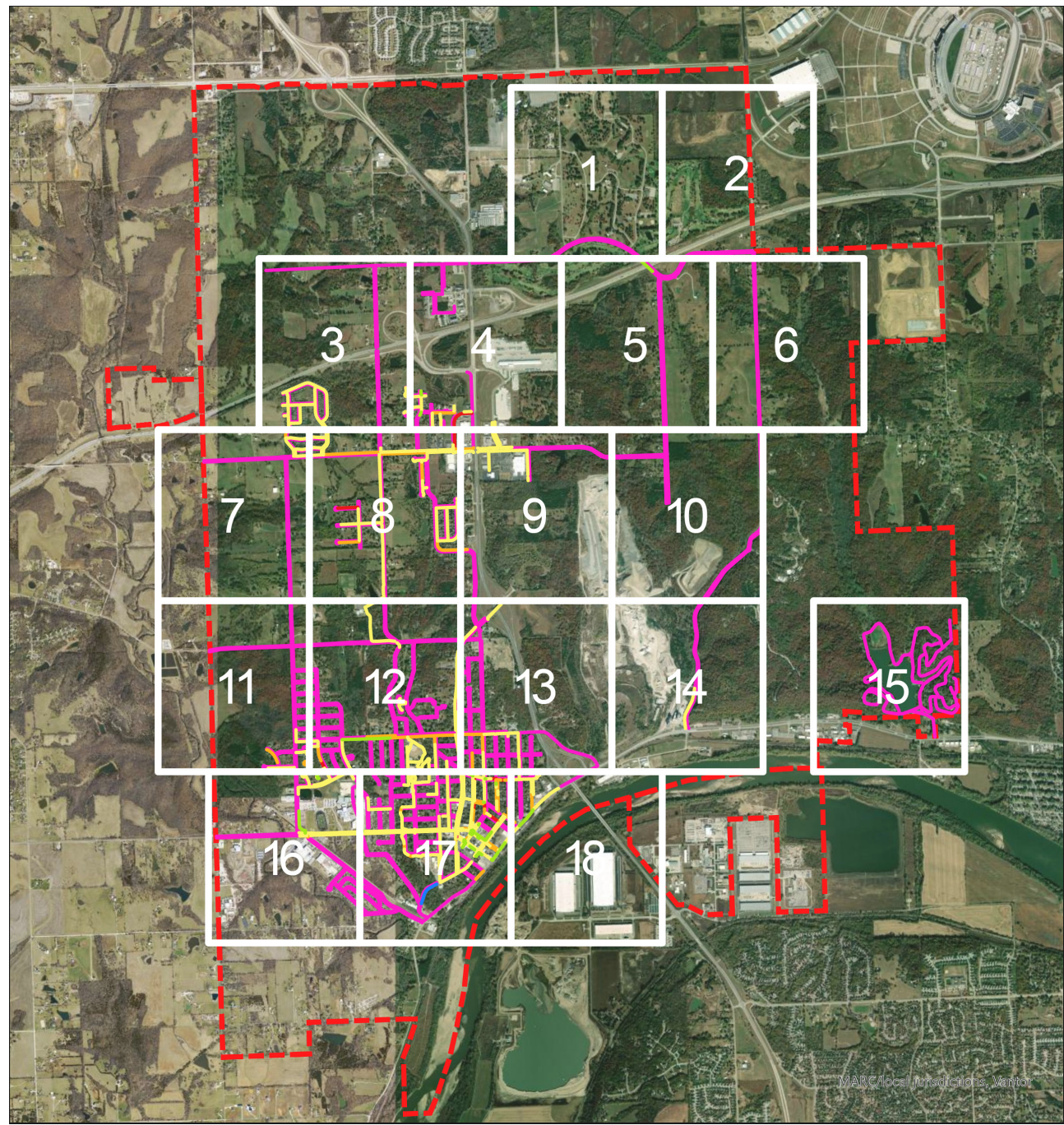


RATING - FIVE

New and Fully Accessible Infrastructure:

A rating of “5” is assigned to newly constructed pavement that fully complies with current accessibility standards and design guidelines.

SIDEWALK CONDITIONS ASSESSMENT



- LEGEND**
- No Sidewalk
 - Inaccessible walks or trails
 - Occasional accessibility challenges
 - City of Bonner Springs
 - Aging but Functional Infrastructure
 - Good Condition Infrastructure
 - New and Fully Accessible Infrastructure

SIDEWALK CONDITIONS ASSESSMENT SUBAREA 1

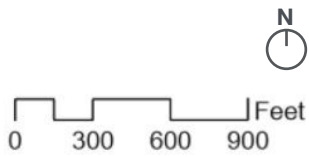


- LEGEND**
- No Sidewalk
 - Inaccessible walks or trails
 - Occasional accessibility challenges
 - City of Bonner Springs
 - Aging but Functional Infrastructure
 - Good Condition Infrastructure
 - New and Fully Accessible Infrastructure

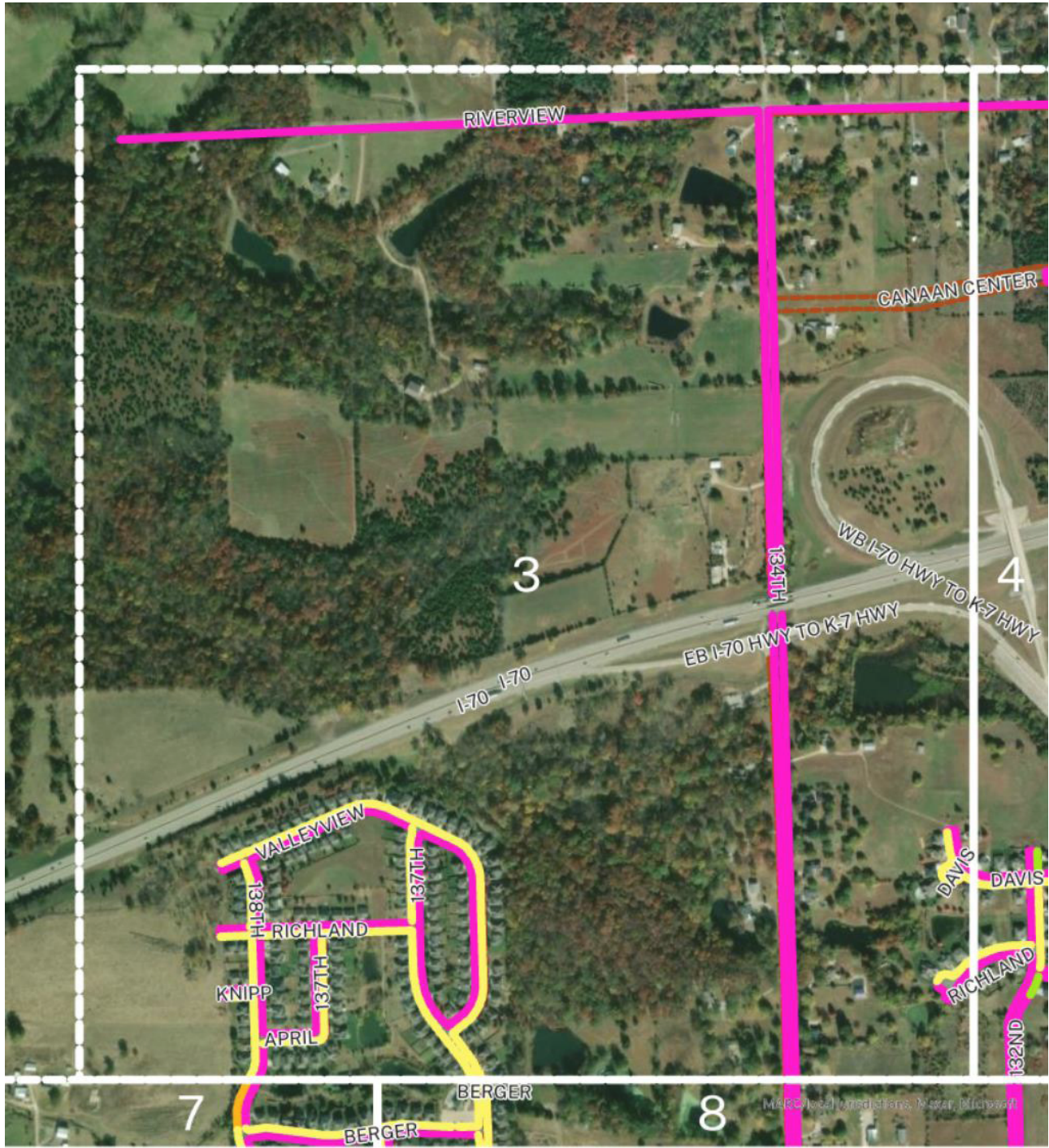
SIDEWALK CONDITIONS ASSESSMENT SUBAREA 2



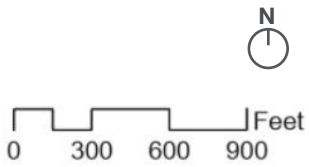
- LEGEND**
- No Sidewalk
 - Inaccessible walks or trails
 - Occasional accessibility challenges
 - City of Bonner Springs
 - Aging but Functional Infrastructure
 - Good Condition Infrastructure
 - New and Fully Accessible Infrastructure



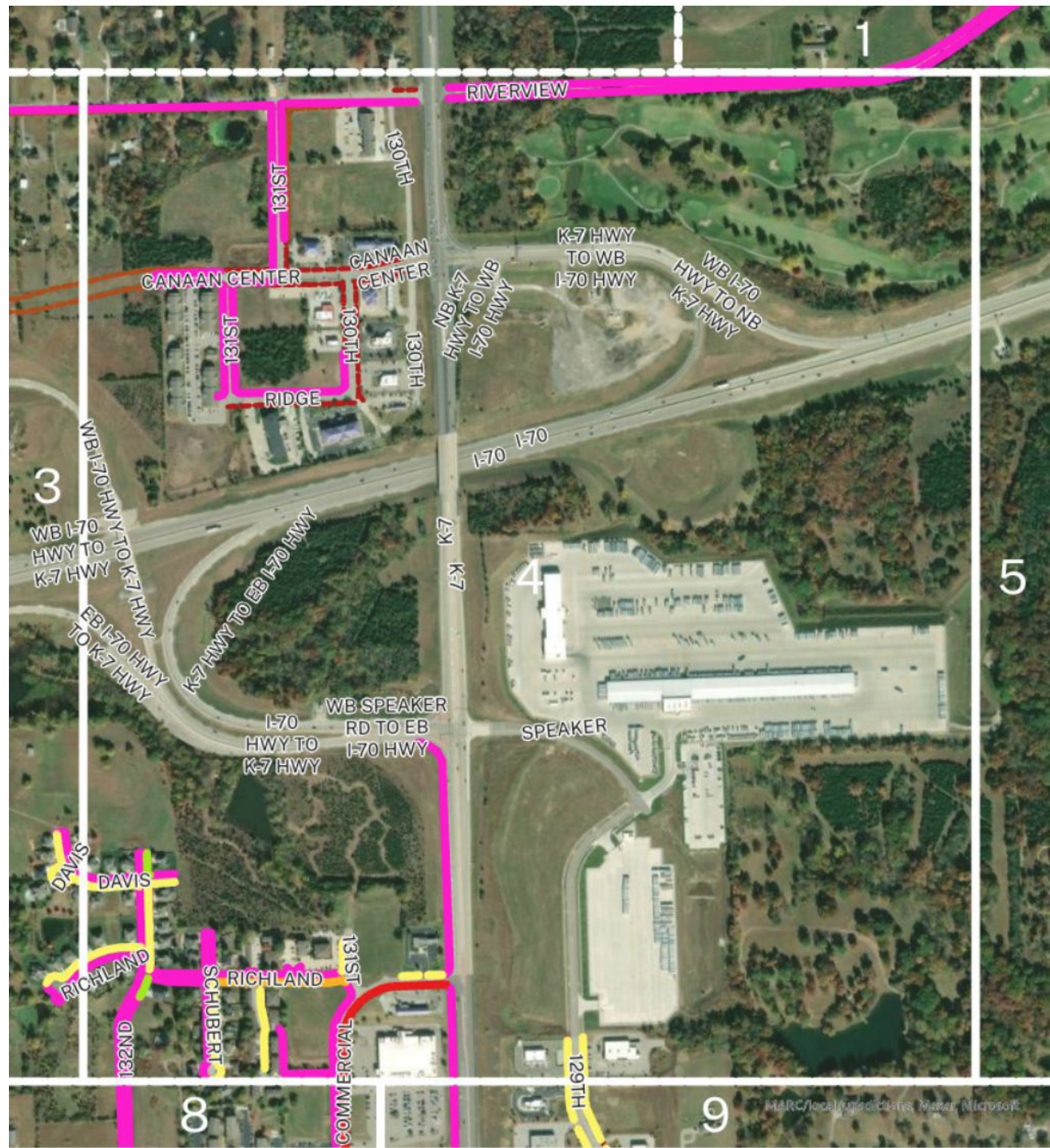
SIDEWALK CONDITIONS ASSESSMENT SUBAREA 3



- LEGEND**
- No Sidewalk
 - Inaccessible walks or trails
 - Occasional accessibility challenges
 - City of Bonner Springs
 - Aging but Functional Infrastructure
 - Good Condition Infrastructure
 - New and Fully Accessible Infrastructure

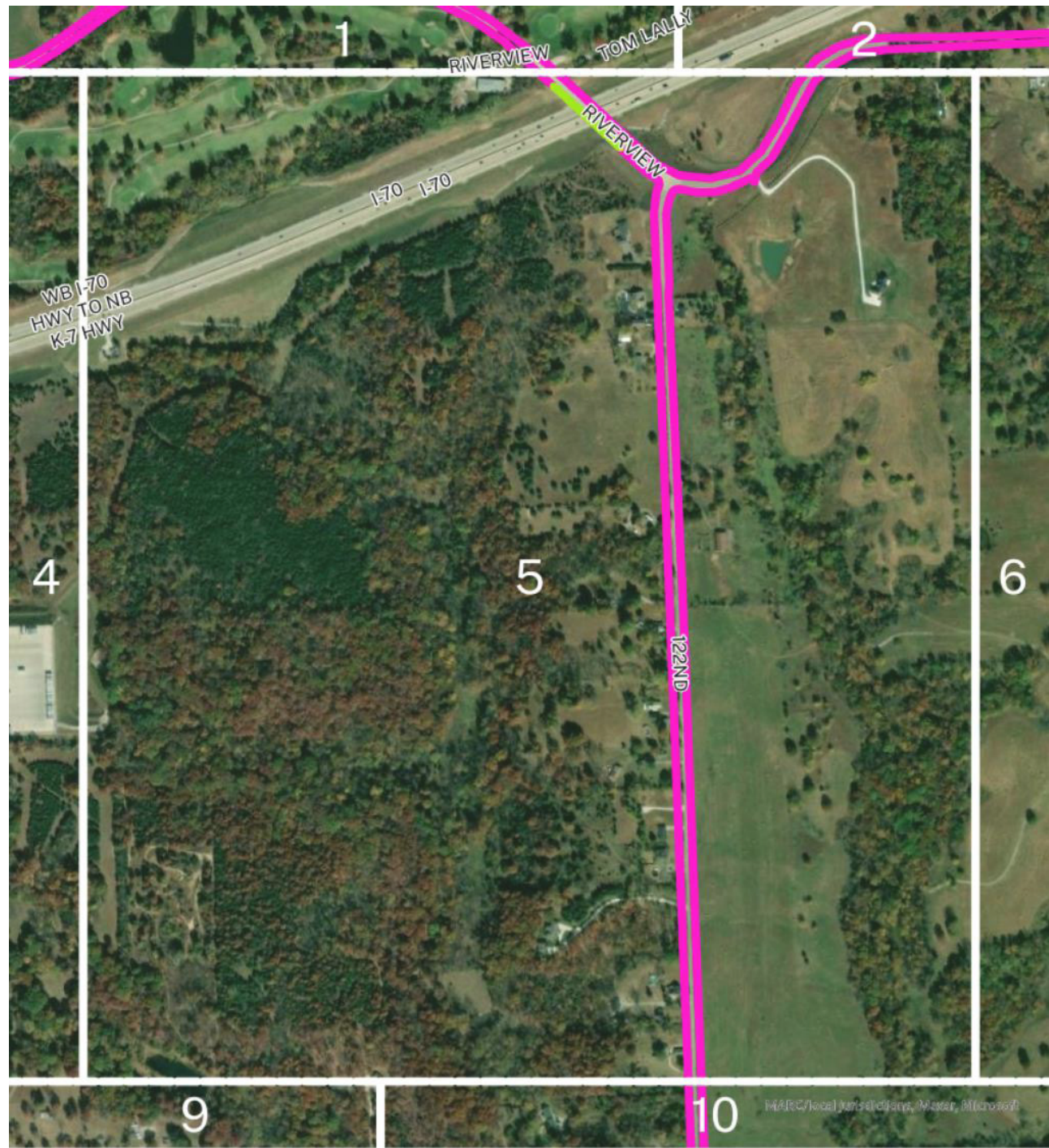


SIDEWALK CONDITIONS ASSESSMENT SUBAREA 4



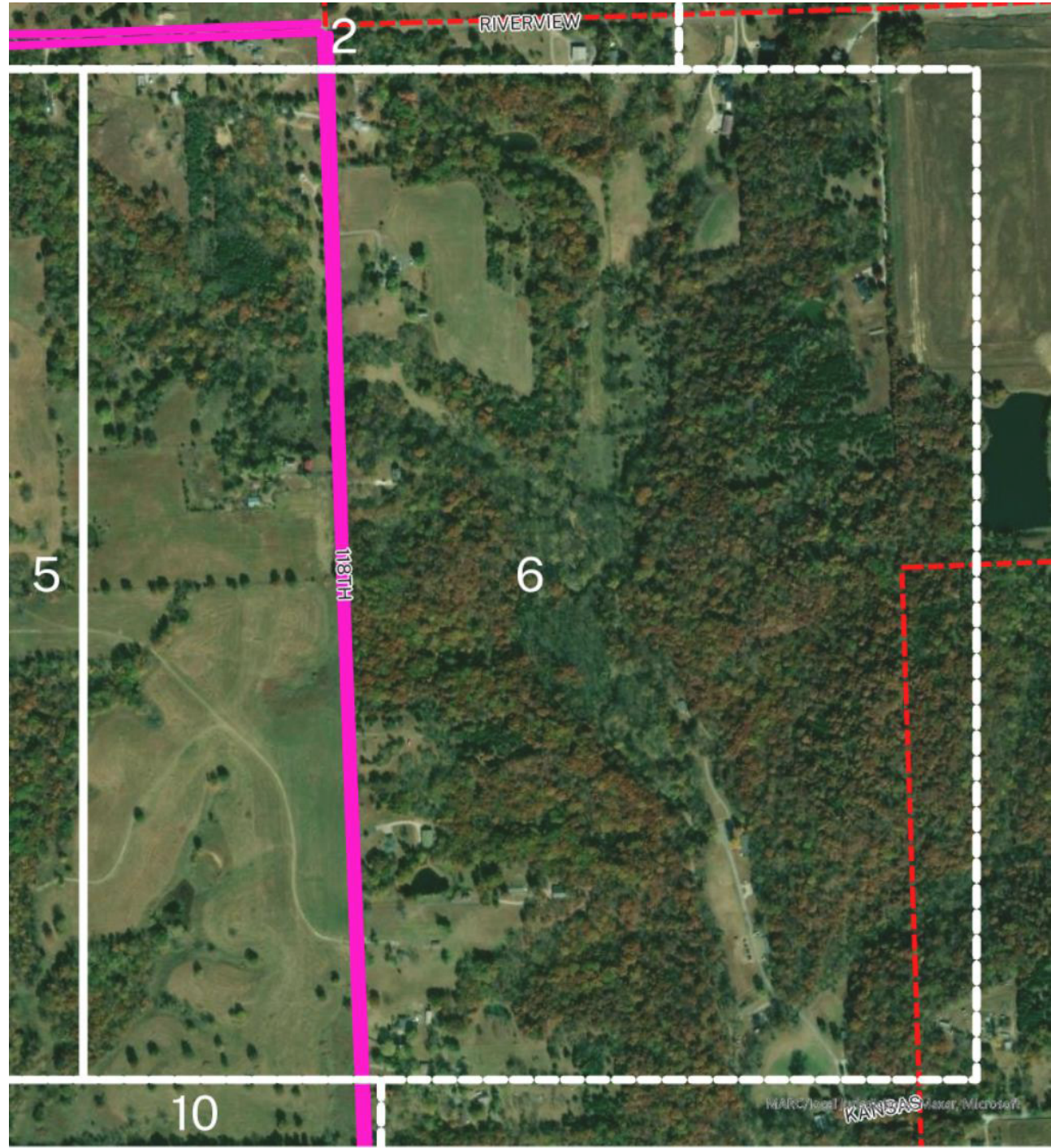
- LEGEND**
- No Sidewalk
 - Aging but Functional Infrastructure
 - Inaccessible walks or trails
 - Good Condition Infrastructure
 - Occasional accessibility challenges
 - New and Fully Accessible Infrastructure
 - City of Bonner Springs

SIDEWALK CONDITIONS ASSESSMENT SUBAREA 5



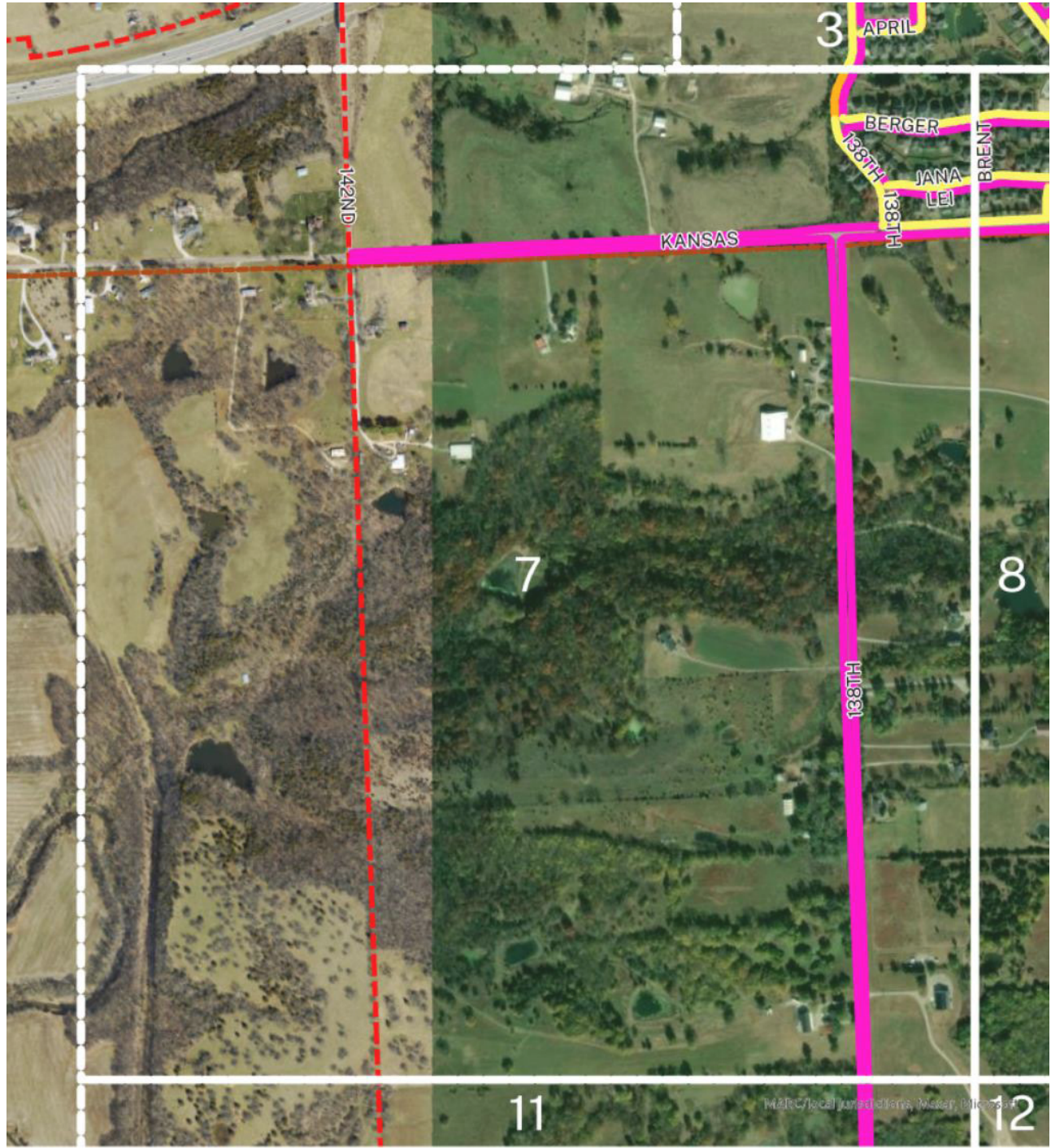
- LEGEND**
- No Sidewalk
 - Aging but Functional Infrastructure
 - Inaccessible walks or trails
 - Good Condition Infrastructure
 - Occasional accessibility challenges
 - New and Fully Accessible Infrastructure
 - City of Bonner Springs

SIDEWALK CONDITIONS ASSESSMENT SUBAREA 6



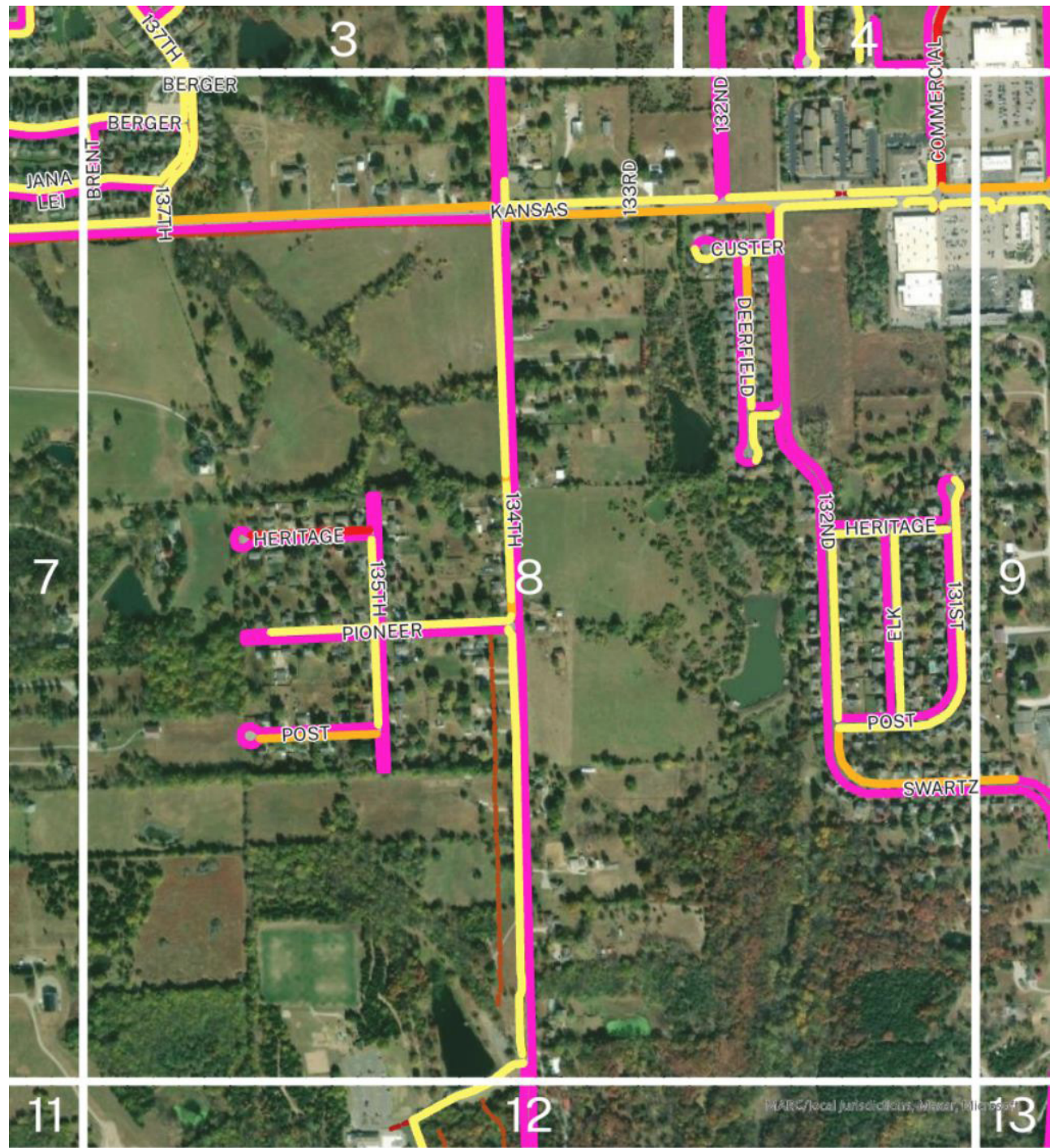
- LEGEND**
- No Sidewalk
 - Inaccessible walks or trails
 - Occasional accessibility challenges
 - City of Bonner Springs
 - Aging but Functional Infrastructure
 - Good Condition Infrastructure
 - New and Fully Accessible Infrastructure

SIDEWALK CONDITIONS ASSESSMENT SUBAREA 7



- LEGEND**
- No Sidewalk
 - Inaccessible walks or trails
 - Occasional accessibility challenges
 - City of Bonner Springs
 - Aging but Functional Infrastructure
 - Good Condition Infrastructure
 - New and Fully Accessible Infrastructure

SIDEWALK CONDITIONS ASSESSMENT SUBAREA 8



- LEGEND**
- No Sidewalk
 - Aging but Functional Infrastructure
 - Inaccessible walks or trails
 - Good Condition Infrastructure
 - Occasional accessibility challenges
 - New and Fully Accessible Infrastructure
 - City of Bonner Springs

SIDEWALK CONDITIONS ASSESSMENT SUBAREA 9



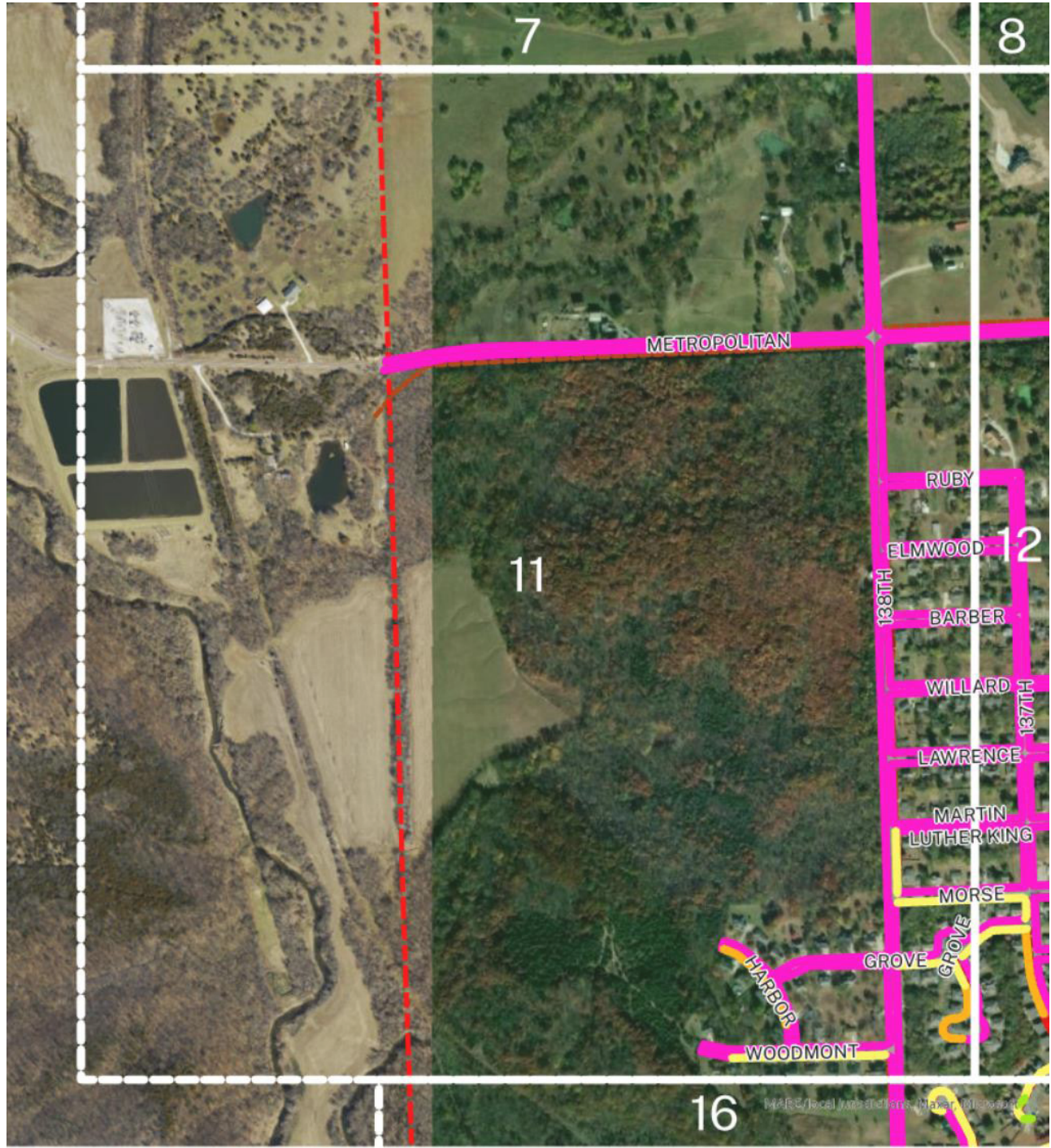
- LEGEND**
- No Sidewalk
 - Aging but Functional Infrastructure
 - Inaccessible walks or trails
 - Good Condition Infrastructure
 - Occasional accessibility challenges
 - New and Fully Accessible Infrastructure
 - City of Bonner Springs

SIDEWALK CONDITIONS ASSESSMENT SUBAREA 10



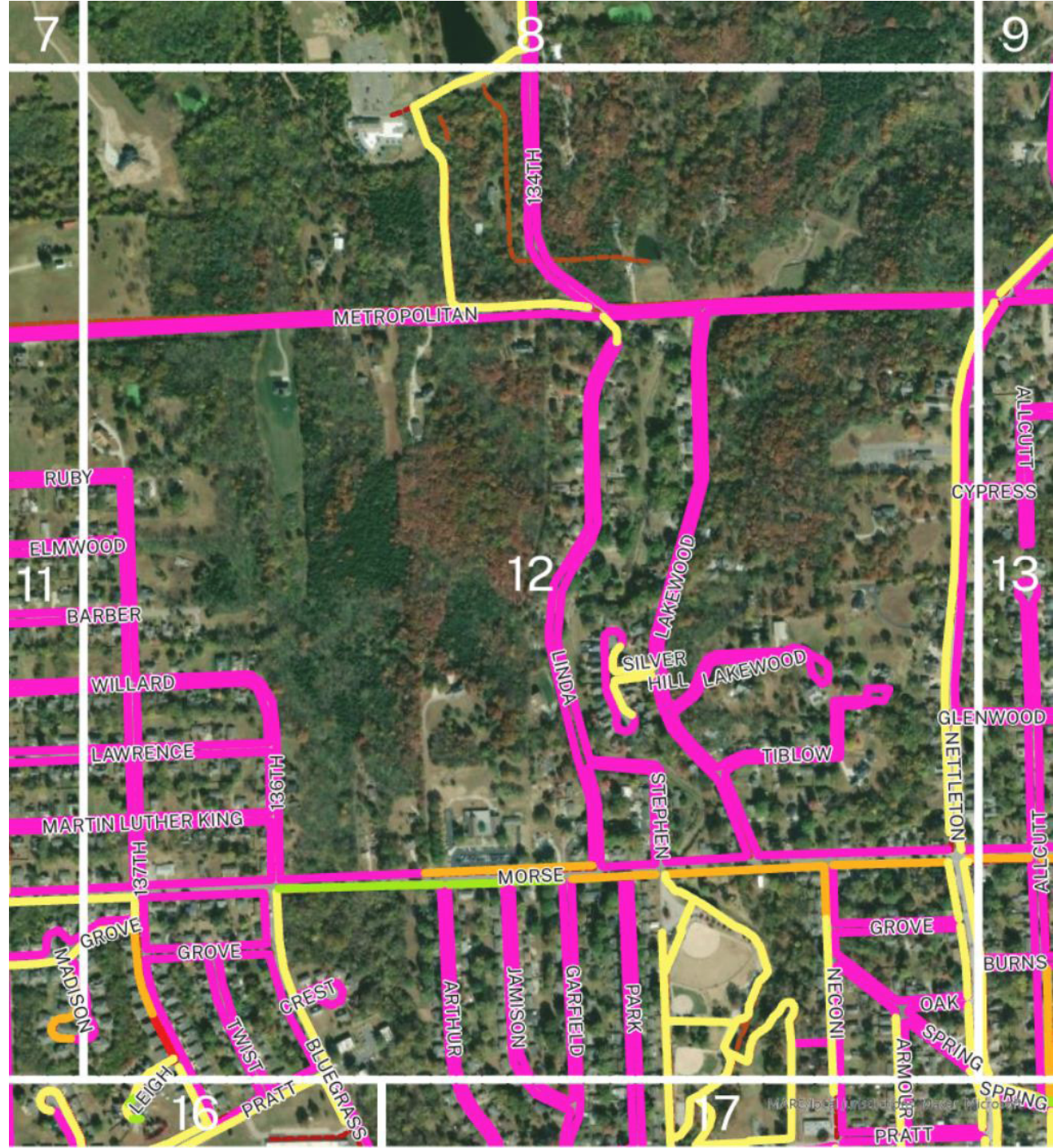
- LEGEND**
- No Sidewalk
 - Aging but Functional Infrastructure
 - Inaccessible walks or trails
 - Good Condition Infrastructure
 - Occasional accessibility challenges
 - New and Fully Accessible Infrastructure
 - City of Bonner Springs

SIDEWALK CONDITIONS ASSESSMENT SUBAREA 11



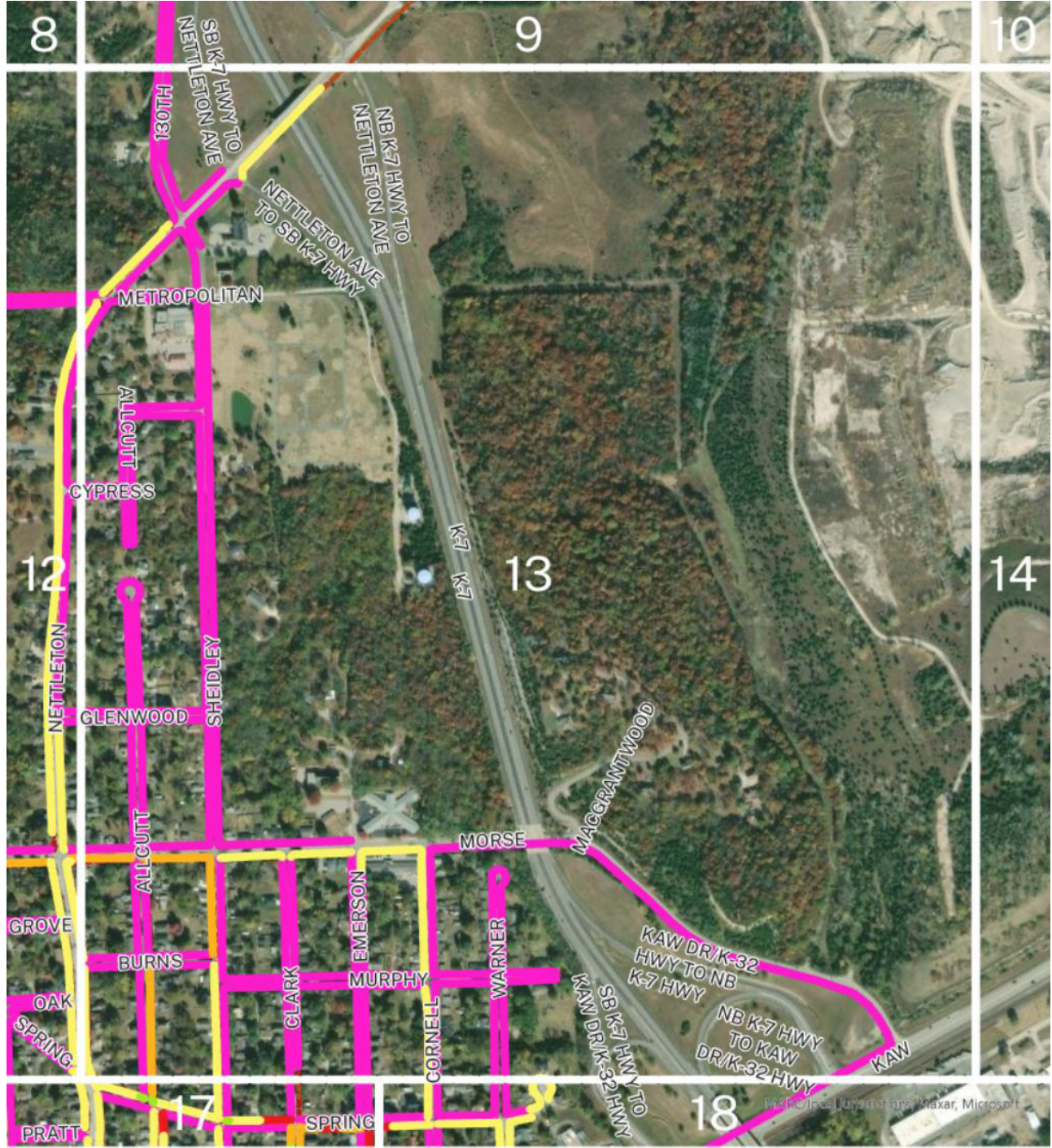
- LEGEND**
- No Sidewalk
 - Aging but Functional Infrastructure
 - Inaccessible walks or trails
 - Good Condition Infrastructure
 - Occasional accessibility challenges
 - New and Fully Accessible Infrastructure
 - City of Bonner Springs

SIDEWALK CONDITIONS ASSESSMENT SUBAREA 12



- LEGEND**
- No Sidewalk
 - Aging but Functional Infrastructure
 - Inaccessible walks or trails
 - Good Condition Infrastructure
 - Occasional accessibility challenges
 - New and Fully Accessible Infrastructure
 - City of Bonner Springs

SIDEWALK CONDITIONS ASSESSMENT SUBAREA 13

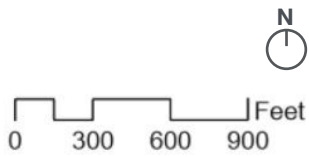


- LEGEND**
- No Sidewalk
 - Aging but Functional Infrastructure
 - Inaccessible walks or trails
 - Good Condition Infrastructure
 - Occasional accessibility challenges
 - New and Fully Accessible Infrastructure
 - City of Bonner Springs

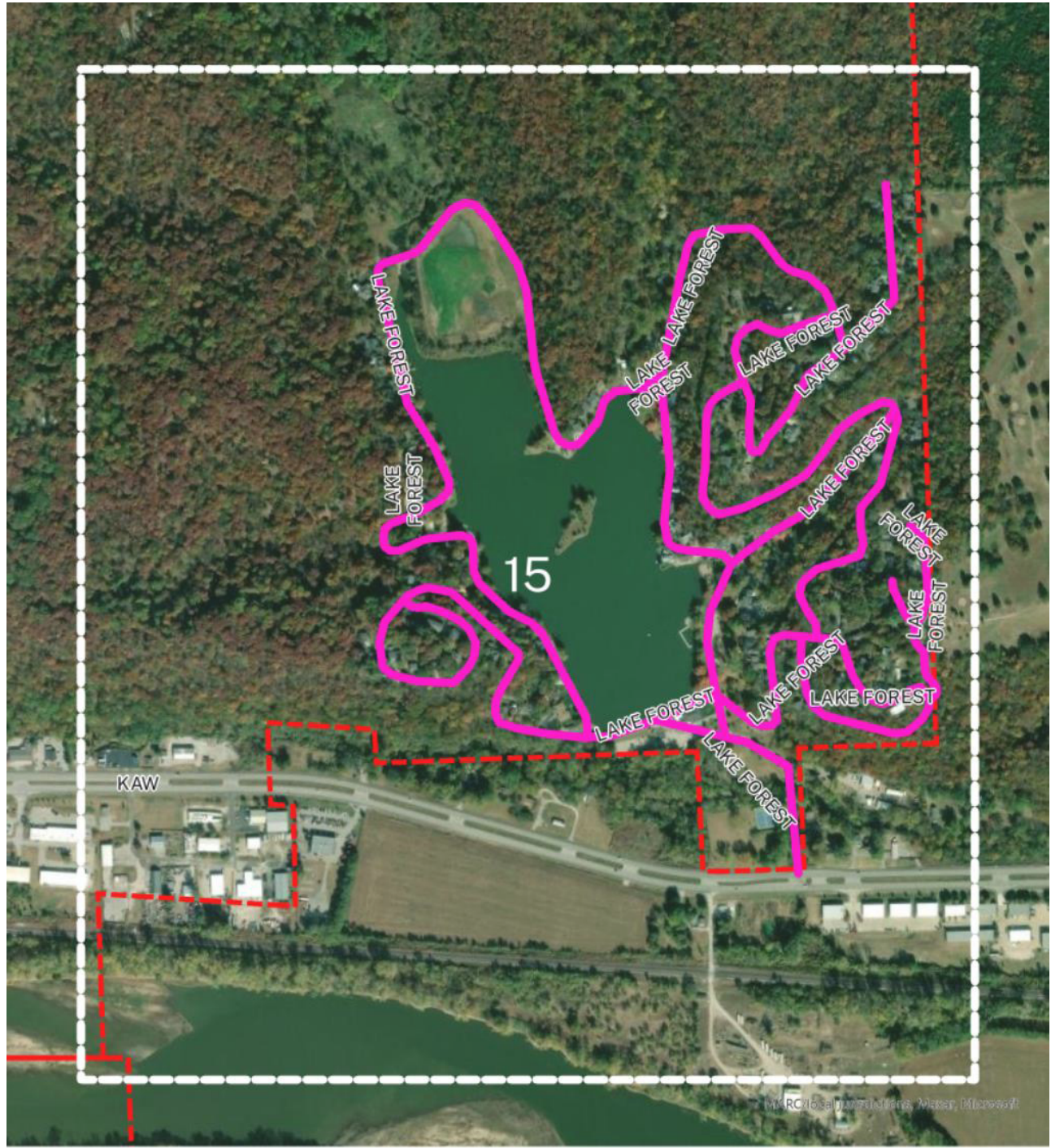
SIDEWALK CONDITIONS ASSESSMENT SUBAREA 14



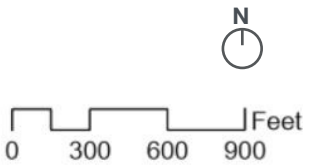
- LEGEND**
- No Sidewalk
 - Inaccessible walks or trails
 - Occasional accessibility challenges
 - City of Bonner Springs
 - Aging but Functional Infrastructure
 - Good Condition Infrastructure
 - New and Fully Accessible Infrastructure



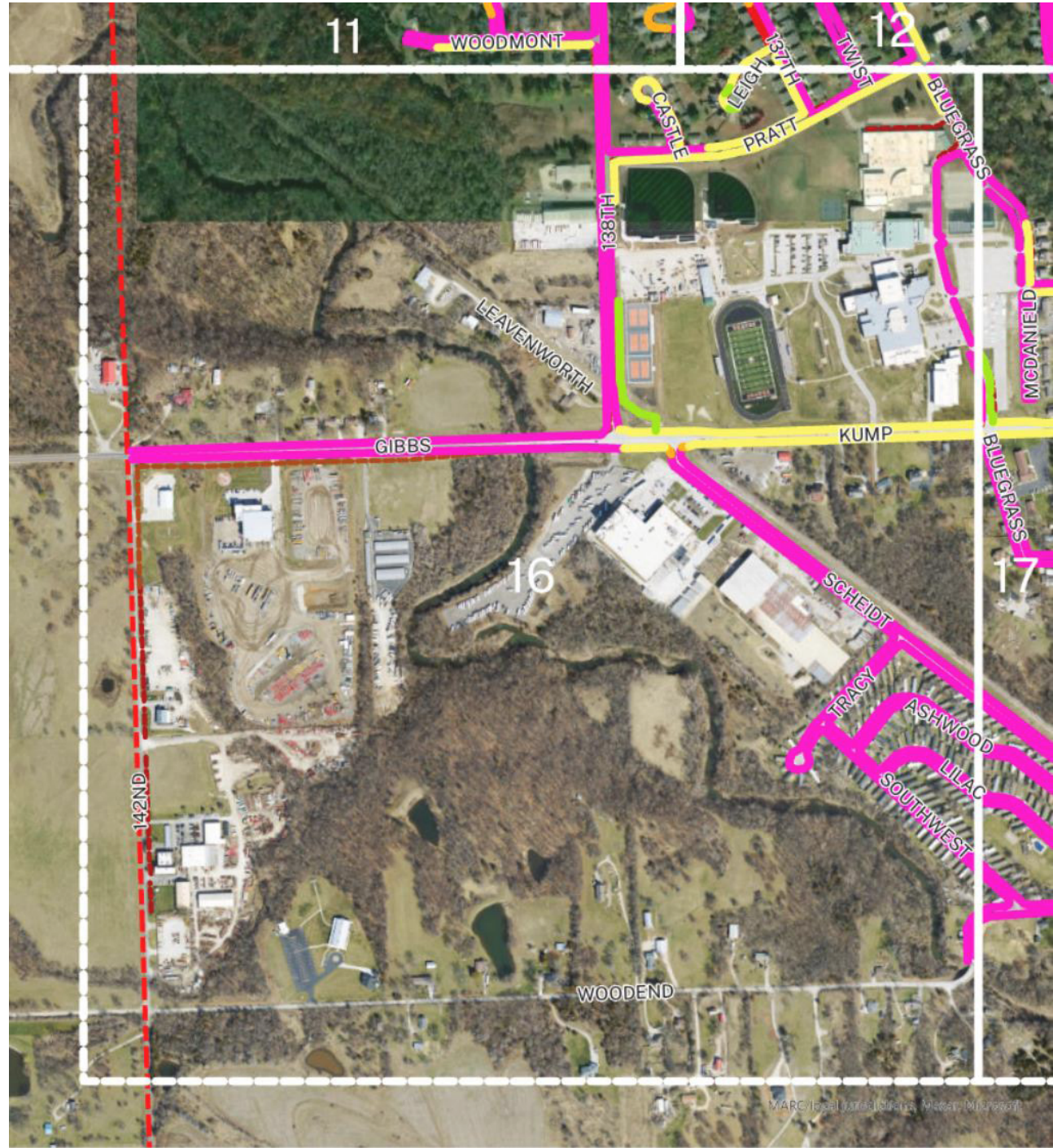
SIDEWALK CONDITIONS ASSESSMENT SUBAREA 15



- LEGEND**
- No Sidewalk
 - Inaccessible walks or trails
 - Occasional accessibility challenges
 - City of Bonner Springs
 - Aging but Functional Infrastructure
 - Good Condition Infrastructure
 - New and Fully Accessible Infrastructure

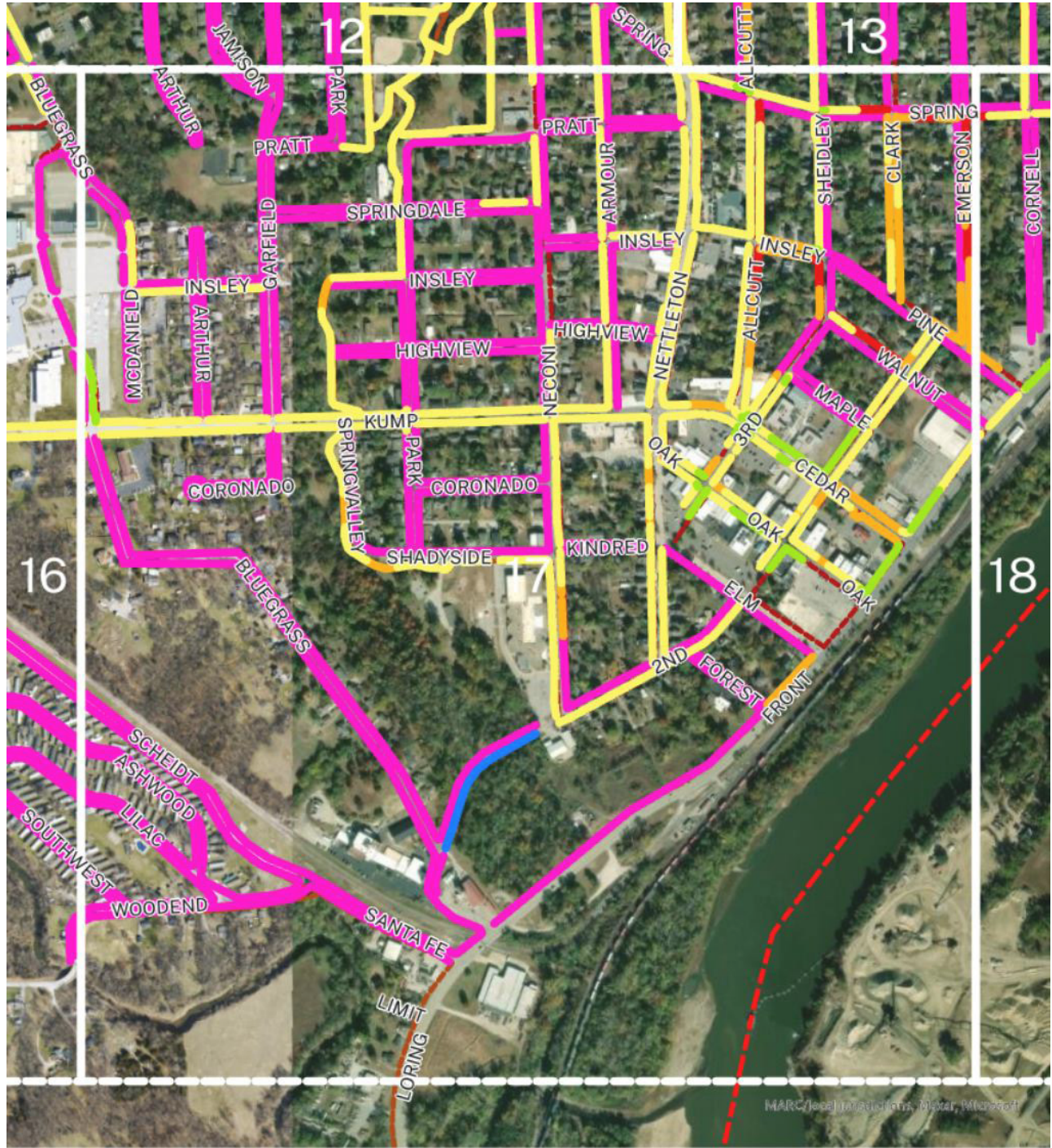


SIDEWALK CONDITIONS ASSESSMENT SUBAREA 16



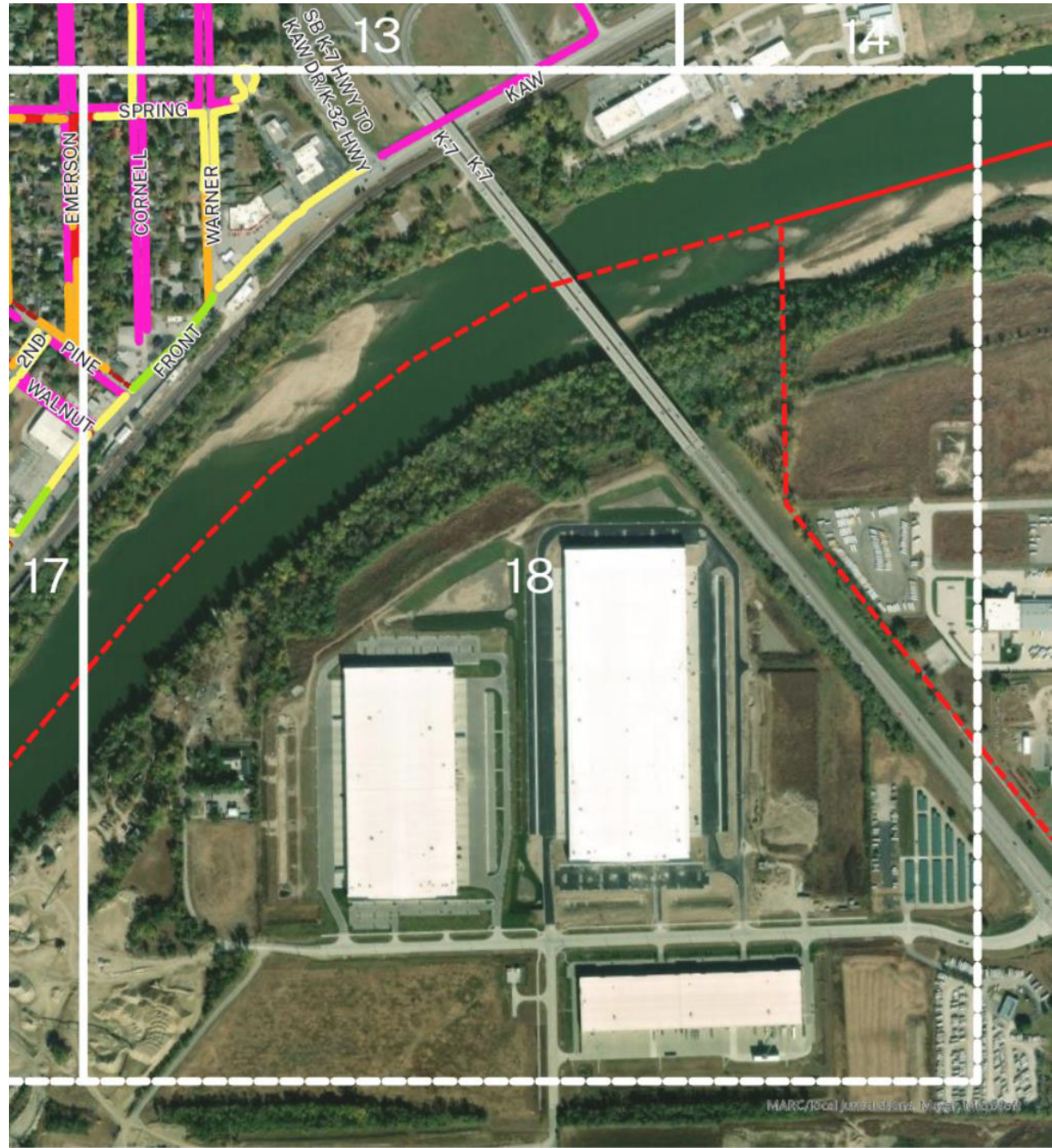
- LEGEND**
- No Sidewalk
 - Inaccessible walks or trails
 - Occasional accessibility challenges
 - City of Bonner Springs
 - Aging but Functional Infrastructure
 - Good Condition Infrastructure
 - New and Fully Accessible Infrastructure

SIDEWALK CONDITIONS ASSESSMENT SUBAREA 17



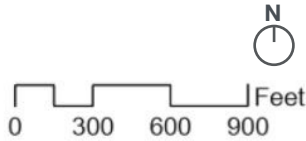
- LEGEND**
- No Sidewalk
 - Inaccessible walks or trails
 - Occasional accessibility challenges
 - City of Bonner Springs
 - Aging but Functional Infrastructure
 - Good Condition Infrastructure
 - New and Fully Accessible Infrastructure

SIDEWALK CONDITIONS ASSESSMENT SUBAREA 18



LEGEND

- No Sidewalk
- Inaccessible walks or trails
- Occasional accessibility challenges
- City of Bonner Springs
- Aging but Functional Infrastructure
- Good Condition Infrastructure
- New and Fully Accessible Infrastructure



The sidewalk condition assessment maps indicate that Bonner Springs currently has a fragmented sidewalk network. While several segments are in good condition or have been recently installed, many existing sidewalks would benefit from maintenance or upgrades, and some areas of the city do not yet have sidewalks. Expanding and improving the sidewalk network presents an opportunity to enhance connectivity throughout the community. By addressing gaps and upgrading existing facilities, Bonner Springs can create a more accessible and welcoming environment for walking and biking, while providing residents with additional travel options beyond driving.



<https://onedelightfullife.com/bonner-springs-kansas/>

2.2 COMMUNITY ASSETS

Bonner Springs offers a rich tapestry of community resources, blending vibrant commercial activity with accessible public open space. The heart of the local economy lies within the downtown business core, strategically situated near the riverfront and rail corridor. Additional commercial hubs extend northward along I-70 and K-7, and southward toward the Fuel House, a growing regional destination. Despite its popularity, the Fuel House area remains loosely connected to the city’s pedestrian and bicycle network, highlighting a clear opportunity for improved multimodal access that can integrate this district with the community at large.

Educational facilities are largely clustered in the city’s southwest, with Kump Avenue acting as the principal corridor linking neighborhoods to local schools. Enhancing bicycle and pedestrian infrastructure in this area will ensure safer and more direct access for students and families alike.

The city’s park system is heavily concentrated in and around downtown, offering strong recreational access for central residents. However, northern neighborhoods are underserved, with few parks extending into those areas. Creating stronger linkages between existing green spaces, particularly toward the north, will improve systemwide cohesion and broaden recreational accessibility.

Churches are thoughtfully interspersed throughout Bonner Springs’ residential areas, fostering a well-integrated spiritual and social network that is readily accessible to residents across the community.

The following maps highlight major community assets in the region and illustrate five-minute walking radii around them, showing the areas with convenient walking access to each asset.



North Park



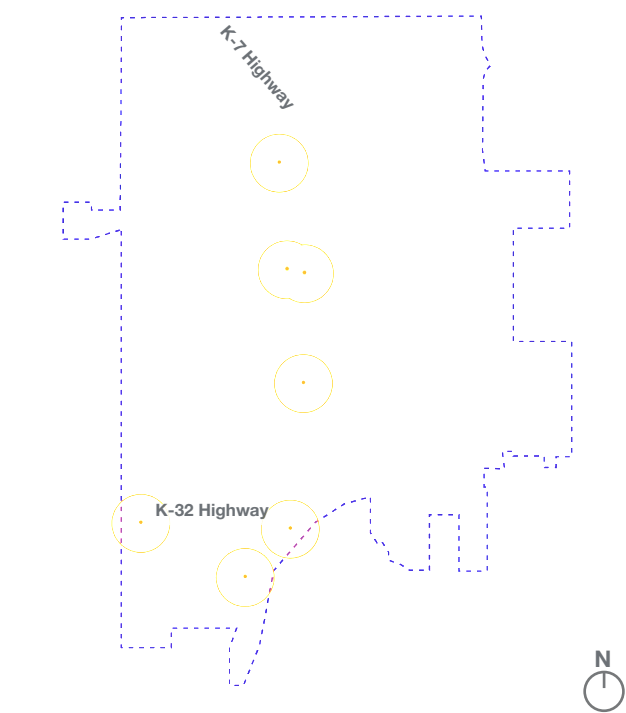
Downtown Businesses



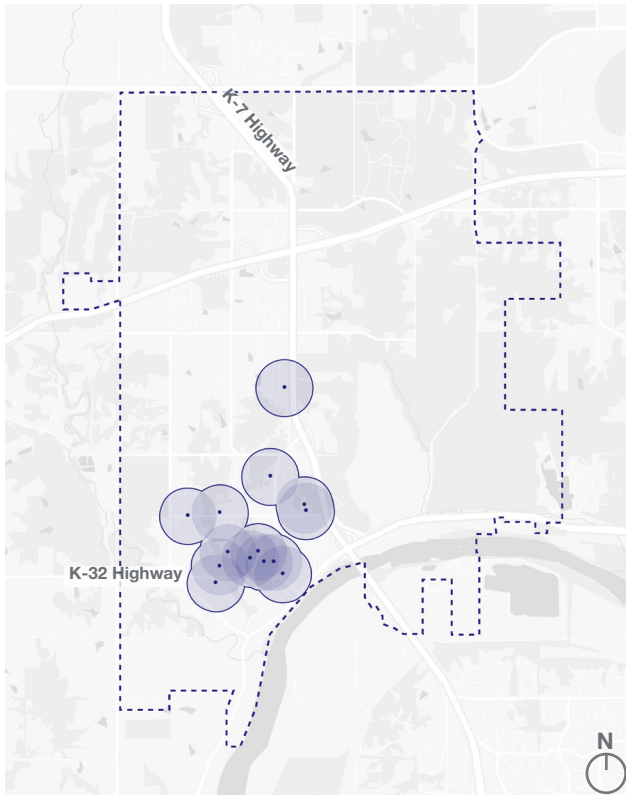
Fitness Court



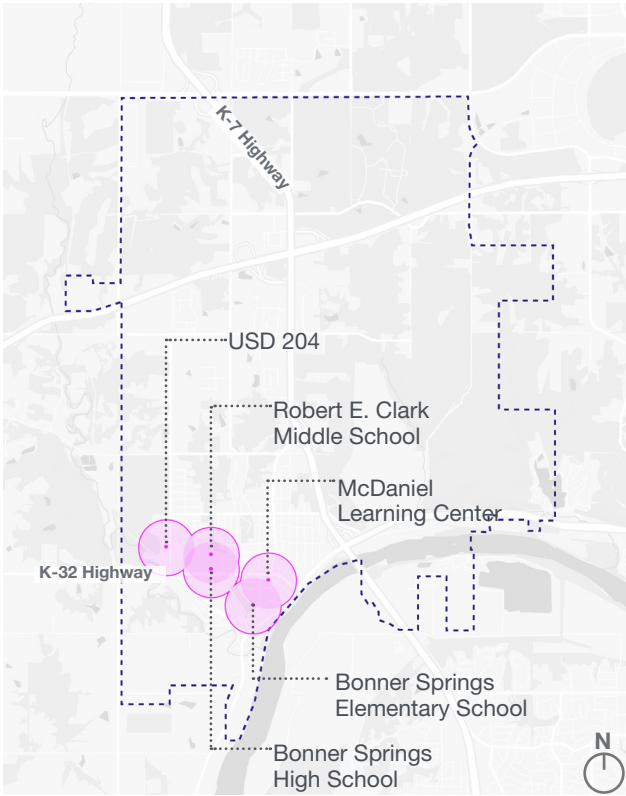
Local Businesses



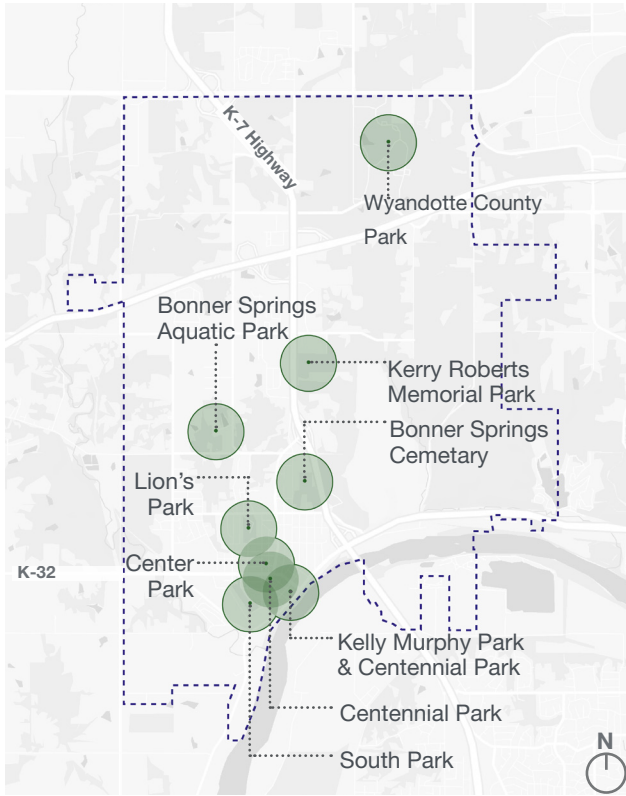
Local Business Centers
* Note: Each bubble is a 5 minute walking radius



Local Churches/ Religious Organizations
* Note: Each bubble is a 5 minute walking radius

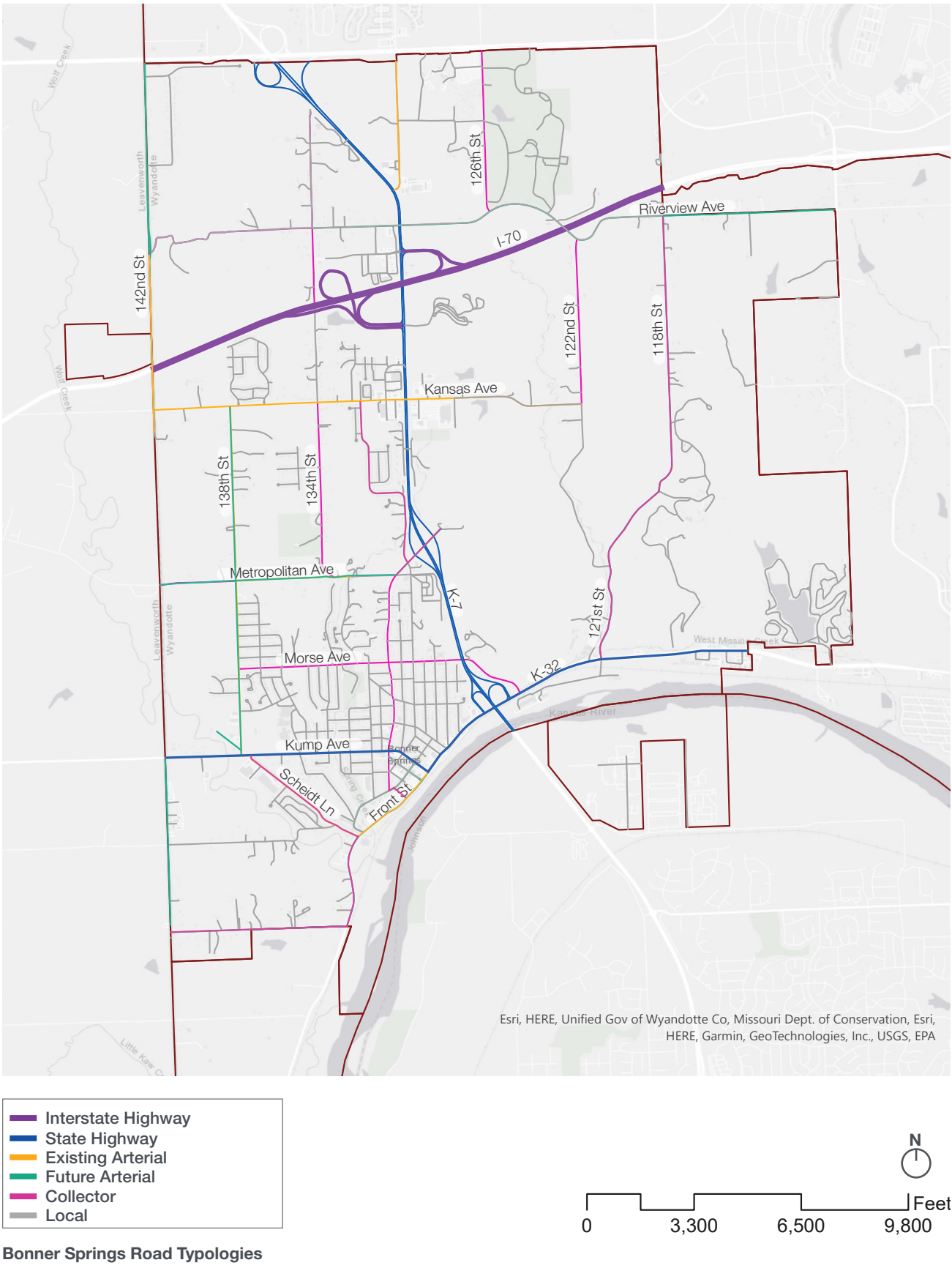


Local Schools
* Note: Each bubble is a 5 minute walking radius



Local Parks
* Note: Each bubble is a 5 minute walking radius

2.3 CURRENT TRANSIT SERVICE & FUTURE OPPORTUNITIES



CURRENT TRANSIT SERVICES

Bonner Springs’ transit system currently focuses on flexible, on-demand services and regional connections rather than fixed-route transit services. These options provide essential mobility for residents while reflecting the city’s size and travel patterns. At the same time, the existing network offers a foundation upon which future transit improvements and expanded connections could be built. By reviewing the services available today, this section highlights opportunities to expand local transit hours, strengthen regional connections, integrate transit into downtown and land use planning, and explore flexible, multi-modal solutions that better serve the community’s needs.

Tiblow Transit is the primary public transportation service in Bonner Springs, and it operates as an on-demand service within Bonner Springs, Kansas, and does not follow fixed routes with designated bus stops. Instead, rides are scheduled in advance, and pick-up/drop-off locations are arranged based on rider needs.

- Service Area: Within city limits and select areas in Kansas City, Kansas.
- Operating Hours: Monday–Friday, 8:30 AM–4:30 PM
- Connections: Links to RideKC bus services, facilitating regional travel



ADDITIONAL TRANSIT SERVICES

RideKC On-Demand Microtransit (IRIS)

Bonner Springs residents can use the RideKC On-Demand Microtransit service—IRIS—by connecting at designated pickup and drop-off locations in nearby Edwardsville. This app-based service operates within specific zones and offers flexible, on-demand transportation.

- Service Area: The Southwest Edwardsville to Legends Microtransit Zone extends from Woodend Road in the south to North 110th Street in the north, and from South 4th Street in the west to South 88th Street in the east. It provides riders with access to major destinations such as The Legends shopping district, along with connections to the wider RideKC transit network.
- Operating Hours: Daily from 7:00 AM to 4:30 PM
- Booking: Rides can be scheduled via the IRIS Mobile App or by calling the dispatch center at 913-573-8351

RideKC Fixed-Route Bus Service

Although Bonner Springs doesn’t have fixed-route bus service, residents can access the broader RideKC network via nearby transit centers:

- 47th Street Transit Center (Indian Springs): Located in Kansas City, Kansas, this hub offers connections to multiple RideKC bus routes
- Merriam Town Center Transit Hub: Situated in Merriam, Kansas, this center provides additional access to the RideKC system



Image Source: <https://ridekc.org/assets/uploads/documents/SystemMap.pdf>

TRANSIT OPPORTUNITIES

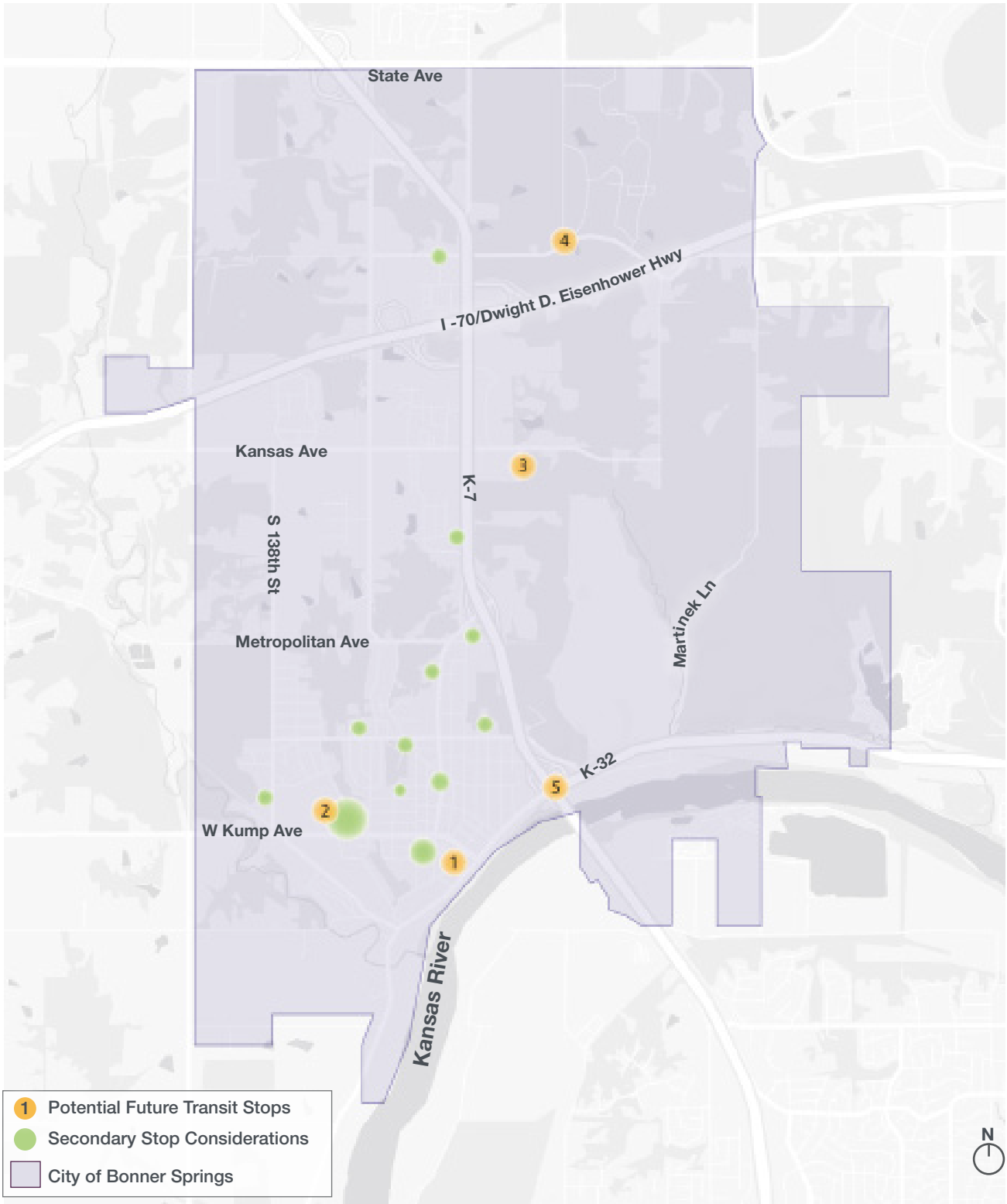
The City of Bonner Springs put together a series of opportunities

- Enhancing Tiblow Transit Services
Tiblow Transit currently offers on-demand transportation within Bonner Springs and select areas in Kansas City, Kansas. However, its limited operating hours (Monday–Friday, 8:30 AM–4:30 PM) and lack of weekend service restrict accessibility for residents with non-traditional work hours or weekend needs. Expanding service hours and days could significantly improve mobility for these populations.
- Developing a Multimodal Transit Hub
Developing a multimodal transit hub in downtown Bonner Springs presents a major opportunity to improve connectivity, accessibility, and economic vitality. Located near Second Street and K-32, the proposed hub would integrate Tiblow Transit with pedestrian, bike, and RideKC networks, linking residents to civic services and regional destinations. It supports walkability, reduces car dependency, and encourages sustainable transportation. As a catalyst for downtown revitalization, the hub could attract businesses and development while improving access for all users.
- Integrating with Regional Transit Networks
While Bonner Springs lacks fixed-route bus services, neighboring areas offer options that could be more accessible to residents. For instance, the RideKC On-Demand Microtransit (IRIS) service operates in nearby Edwardsville, providing connections to destinations like The Legends shopping area and other parts of Kansas City. Establishing designated pickup/drop-off points within Bonner Springs for such services could bridge current transit gaps.
- Incorporating Transit into Urban Planning
The city’s “2025 and Beyond” Comprehensive Plan emphasizes the importance of integrating transportation planning with land use and development strategies. By aligning transit initiatives with urban growth, Bonner Springs can ensure that new developments are accessible and well-connected, promoting sustainable transportation choices.
- Exploring On-Demand Multimodal Transit Systems
On-demand multimodal transit systems can effectively serve areas with low or scattered ridership by replacing some fixed routes with flexible, ride-sharing shuttles. Implementing such a system in Bonner Springs could enhance accessibility, reduce operational costs, and better meet the diverse needs of residents.



Image Source: <https://ridekc.org/rider-guide/iris>

POTENTIAL FUTURE TRANSIT STOPS



The Potential Future Transit Stops map identifies locations in Bonner Springs with the greatest potential to enhance connectivity through transit. It highlights primary stop locations that can most effectively connect residents to key destinations across the city. The map also includes secondary stop locations for future consideration, based on areas with frequent activity and community use.

POTENTIAL FUTURE TRANSIT STOPS

- 1 Downtown Bonner Springs (2nd St & Oak St / K-32 Corridor)**
This area has core civic and community services like City Hall, the Police Station, Library, and Community Center, and is a walkable area well-suited for a central Multimodal Transit Hub. This location offers strong potential to support first- and last-mile connections through biking and micro-mobility, making it an ideal anchor point for improved regional transit access.
- 2 Bonner Springs School & District Office (north of K-32 near 134th St)**
Schools in Bonner Springs are key trip generators, serving students, teachers, and families. Enhancing midday transit service in these areas could support student travel and access to after-school activities, providing greater mobility for youth and staff alike.
- 3 Bonner Springs Walmart & Commercial Zone (Nettleton Ave & State Ave)**
As a major retail hub, this area attracts shoppers, employees, and riders transferring to regional transit services. It serves as a key destination for errands and employment, and offers strong potential as a transfer point for RideKC On-Demand or future regional routes, enhancing overall connectivity for Bonner Springs residents.
- 4 Azura Amphitheater / National Agricultural Center and Hall of Fame**
Major regional attractions in Bonner Springs, particularly during events, present a strong case for seasonal or weekend transit service. This would help alleviate parking congestion, provide convenient access for visitors, and promote more sustainable, environmentally friendly transportation options.

ADDITIONAL SECONDARY STOP CONSIDERATIONS

- Lions Park / Community Pool
- Schools (based on walking radius and safety)
- Healthcare facilities or senior centers
- Faith-based or community centers, especially those offering social services

03 Analysis

- 3.1 Transit Stop Impact
- 3.2 Community Impact
- 3.3 Community Connectivity
- 3.4 Community & Connectivity Impact Rating
- 3.5 Existing Sidewalk Analysis
- 3.6 Sidewalk Priorities

Analysis

PROJECT ANALYSIS

The analysis phase of the Bonner Springs Connectivity and Walkability Plan evaluates the city’s walking, biking, and transit infrastructure to understand how effectively residents can access key destinations. It establishes a structured framework to identify where improvements can enhance connectivity, safety, and access to civic, recreational, educational, commercial, religious, and residential areas across the community.

This analysis is grounded in a spatial, data-driven approach that examines how proposed improvements interact with the existing built environment. A series of maps were developed to assess proximity to key destinations—including transit stops, civic facilities, recreation areas, schools, commercial centers, faith-based organizations, and residential neighborhoods—as well as alignment with the city’s primary walking and biking corridor.

Using consistent distance-based scoring thresholds, the analysis identifies areas with the greatest potential to improve access, strengthen community connections, and maximize the overall impact of proposed projects.

PROCESS

To evaluate the potential benefits of each proposed connection, the analysis measures Community Impact and Community Connectivity using a systematic spatial methodology.

Community Impact evaluates how effectively a connection links residents to key destinations throughout the city.

Community Connectivity measures how well each connection aligns with and supports the city’s primary pedestrian and bicycle corridor.

The following sections describe the methods used to calculate these scores, including the factors considered, buffer distances applied, and the scoring system used. Together, these metrics provide a consistent, data-driven assessment of each connection’s ability to improve access and mobility across the community.

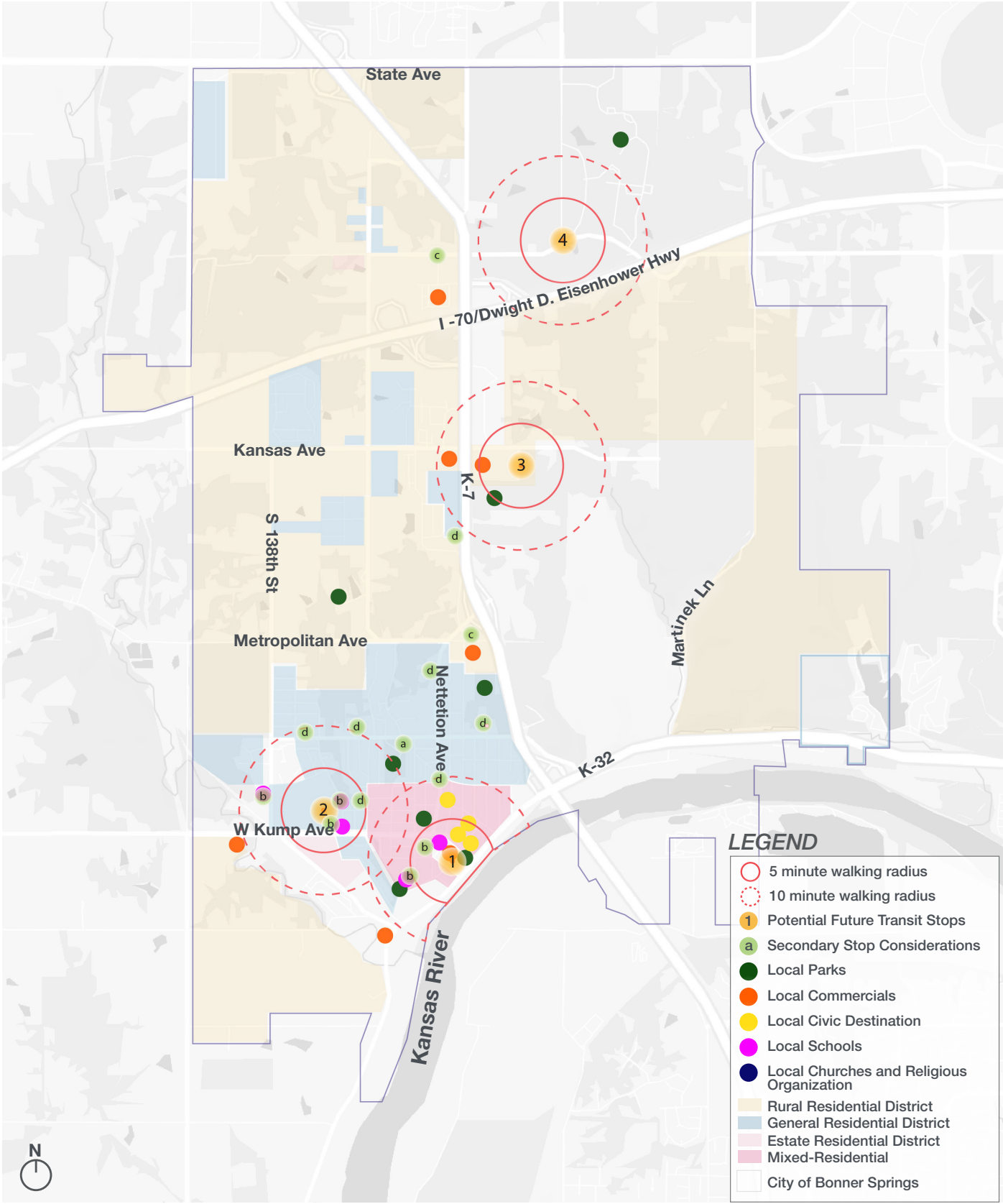


3.1 TRANSIT STOP IMPACT

The design team applied a 5-minute walking radius (¼-mile buffer) and a 10-minute walking radius (½-mile buffer) around each potential primary transit stop to evaluate walkable access. These walking buffers illustrate how each potential stop overlaps with a range of surrounding destinations, including civic facilities, parks and recreation areas, schools and educational uses, commercial centers, churches, and residential neighborhoods. This approach helps demonstrate the extent to which each transit stop could serve daily needs and community activity within a comfortable walking distance, supporting transit accessibility and connectivity across Bonner Springs.



FUTURE TRANSIT STOPS & WALKABILITY ANALYSIS



This map highlights potential future transit stop locations and illustrates their walking radius in relation to nearby destinations. It shows how proposed transit improvements could enhance walkable access to key community assets, services, and activity centers.

3.2 COMMUNITY IMPACT

Community impact, the measure of how effectively a connection links residents to key destinations, was evaluated using six destination categories: civic, recreational, educational, commercial, religious, and residential. For each category besides residential, a map was created showing relevant destinations and their associated walking-distance buffers: a 1/4 mile (approximately 5-minute walk) buffer and a 1/2 mile (approximately 10-minute walk) buffer. For residential areas, existing sidewalk and trail networks were overlaid with residential land use to evaluate pedestrian connectivity.

For civic, recreational, educational, commercial, and religious categories, each proposed sidewalk segment was scored based on its location relative to these buffers. Sidewalk segments located within a 5-minute walking buffer received a score of 3, those within a 10-minute walking buffer received a score of 2, and segments outside all buffers received a score of 1.

For residential areas, sidewalk segments that fall within residential areas were assigned a score of 1, while sidewalk segments located outside of residential areas were assigned a score of 0.

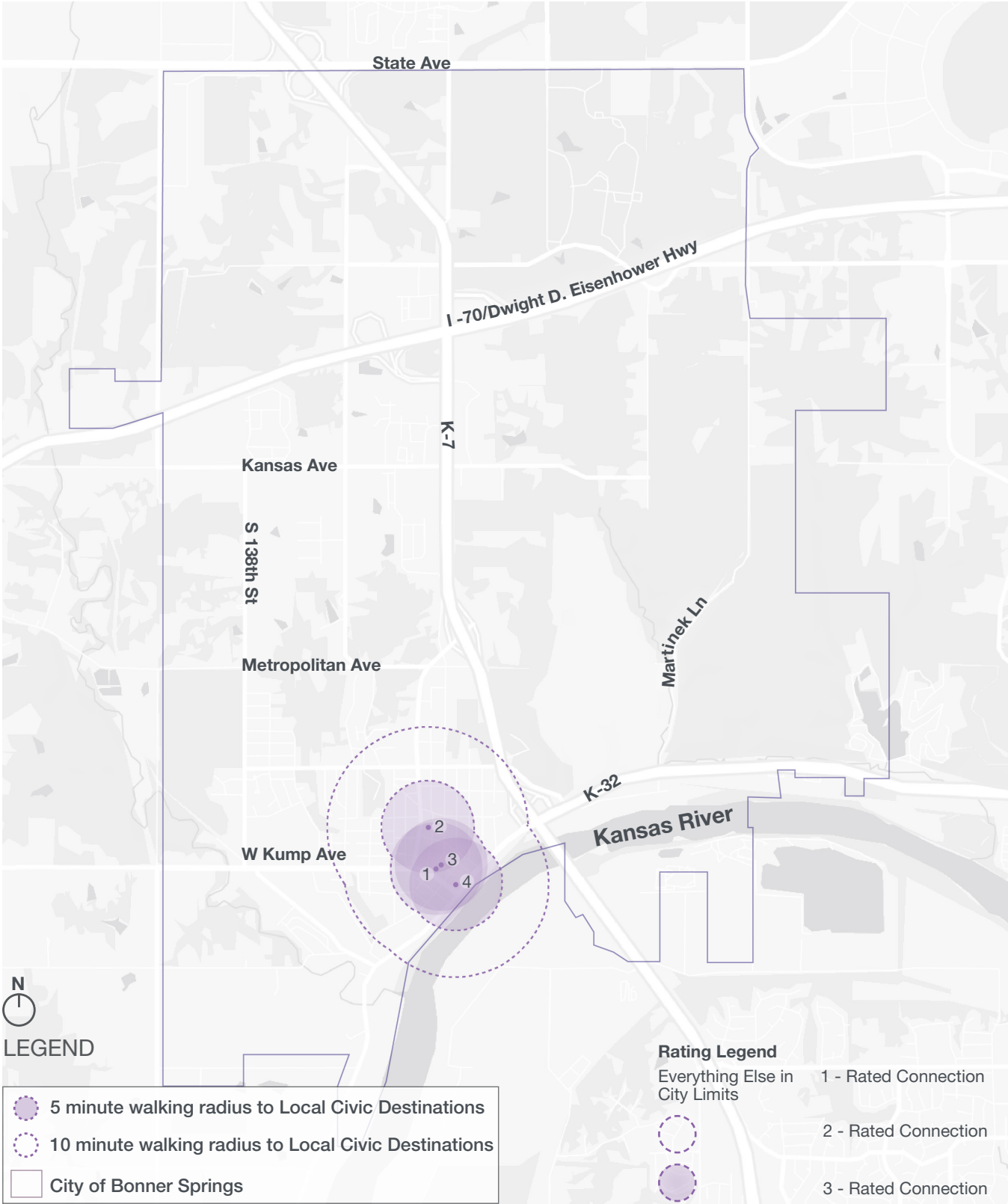
This scoring process was applied across all destination categories. The scores from each category were then averaged to produce a final Community Impact score for each sidewalk segment. Community impact is the only criterion that is averaged due to the large number of potential destination inputs and is reported as a decimal value.

The following series of maps demonstrate the spatial analysis for each destination category, including civic, recreational, educational, commercial, religious, and residential, illustrating how each contributes to the overall Community Impact score.

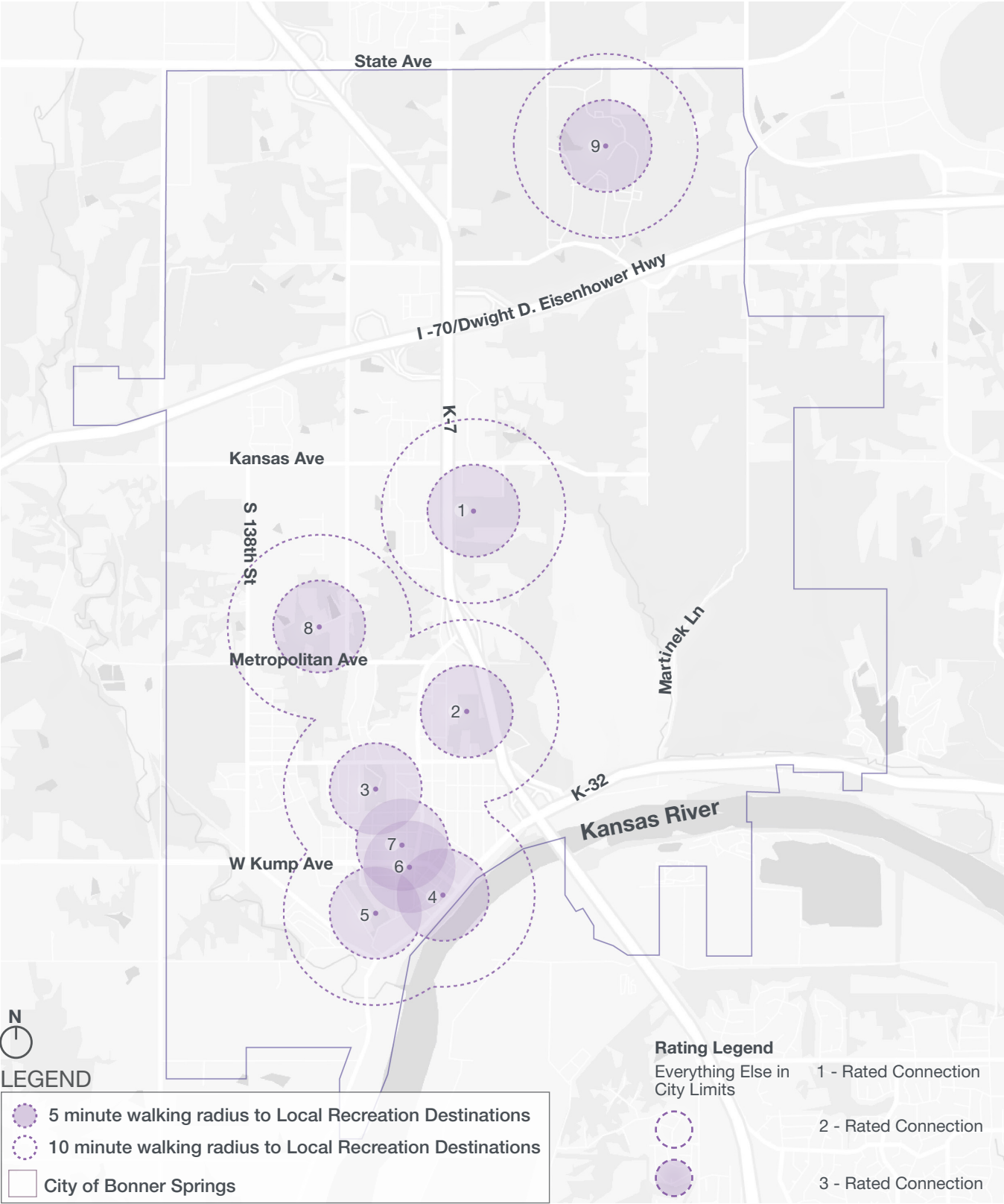


Azura Amphitheater

CIVIC DESTINATIONS WALKING DISTANCES

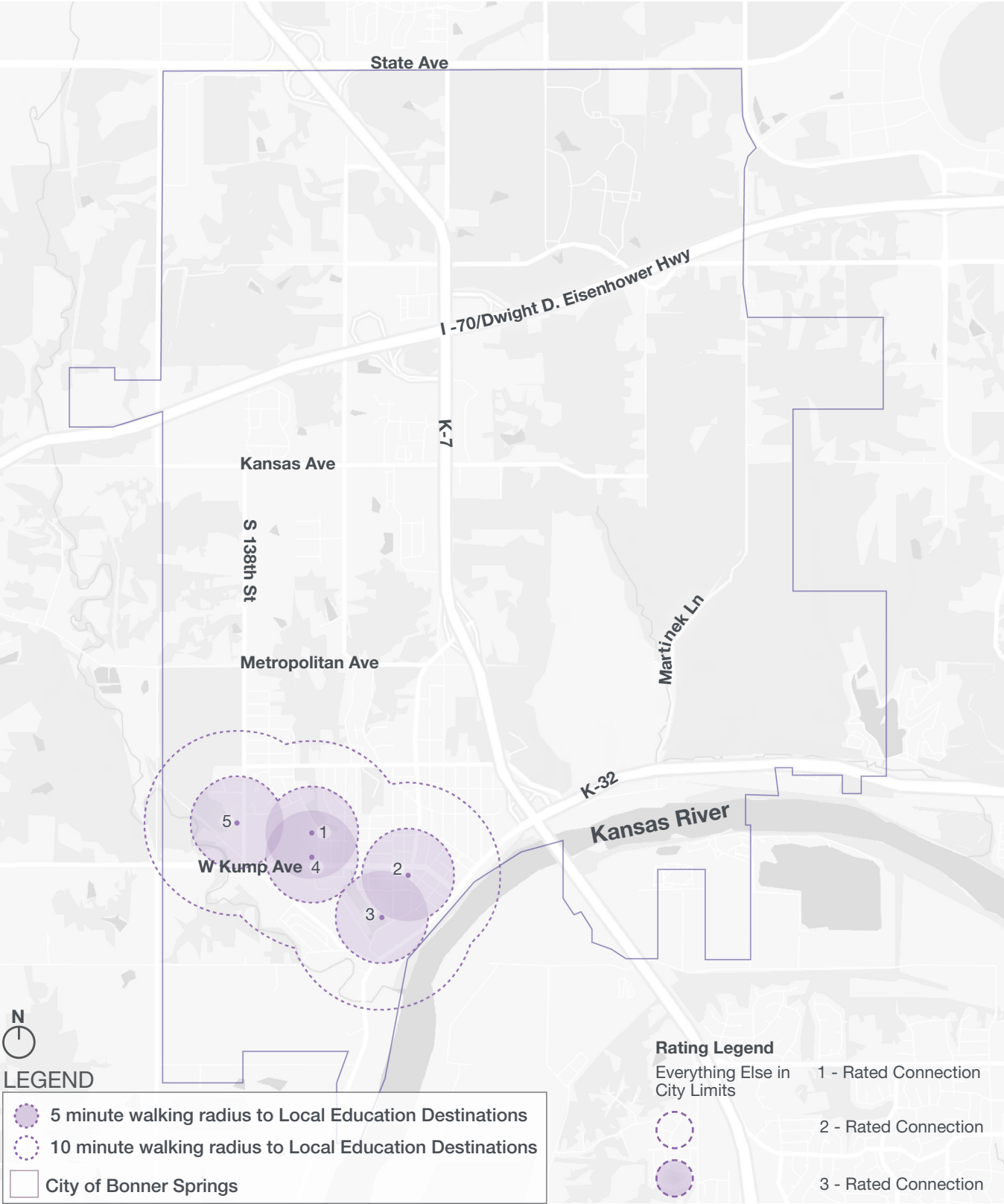


RECREATION DESTINATIONS WALKING DISTANCES



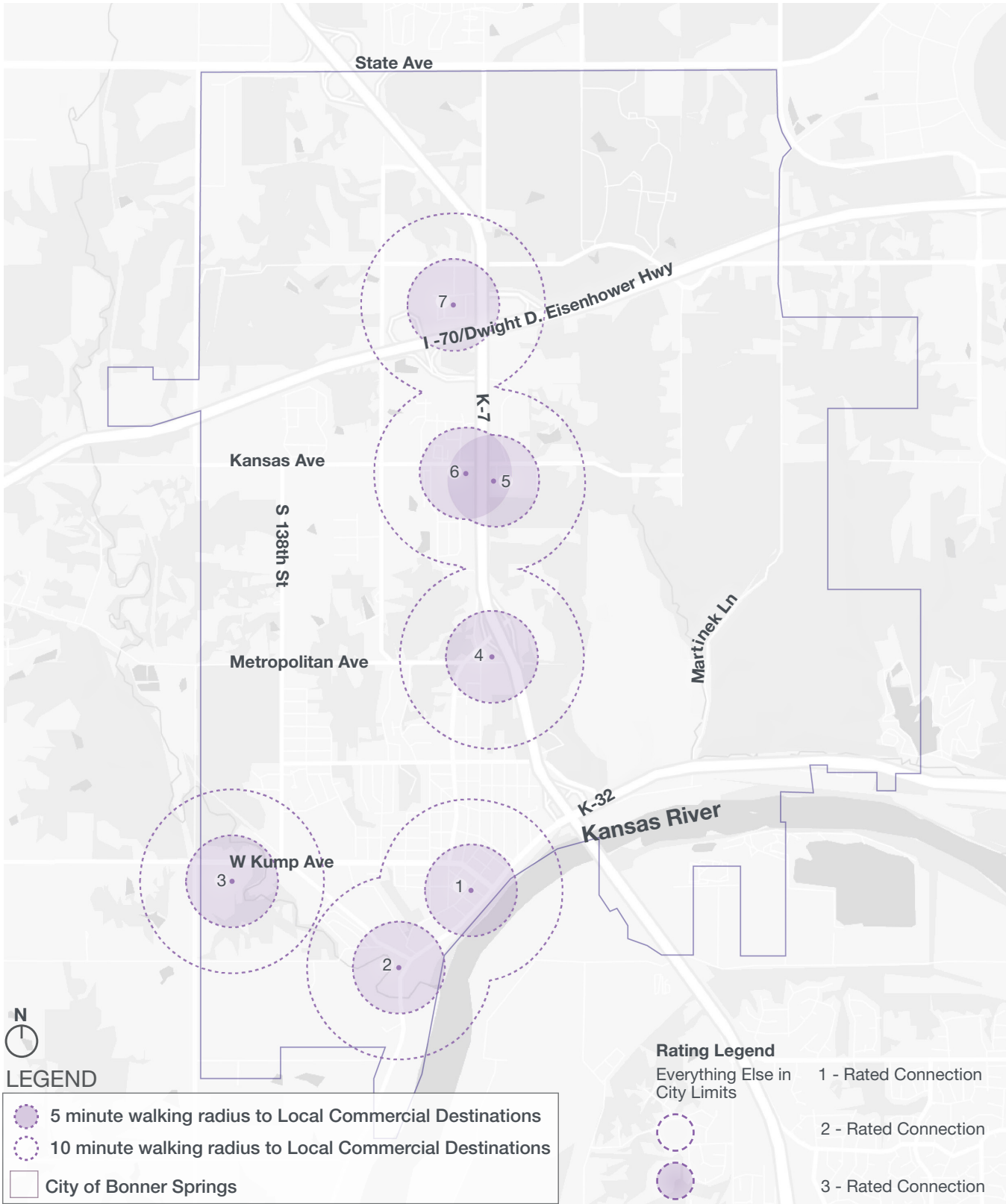
- 1. Kerry Roberts Memorial Park
- 2. Bonner Springs Cemetary
- 3. Lions Park
- 4. Kelly Murphy Park
- 5. South Park
- 6. Centennial Park
- 7. Center Park
- 8. North Park
- 9. Wyandotte County Park

EDUCATION DESTINATIONS WALKING DISTANCES



- 1. Robert E. Clark Middle School
- 2. McDaniel Learning Center
- 3. Bonner Springs Elementary School
- 4. Bonner Springs High School
- 5. USD 204

COMMERCIAL DESTINATIONS WALKING DISTANCES



1. Bonner Springs - Edwardsville Area Chamber of Commerce

2. Retail Destinations - Ten and Two Coffee, The Fuel House Car Dealer, etc.

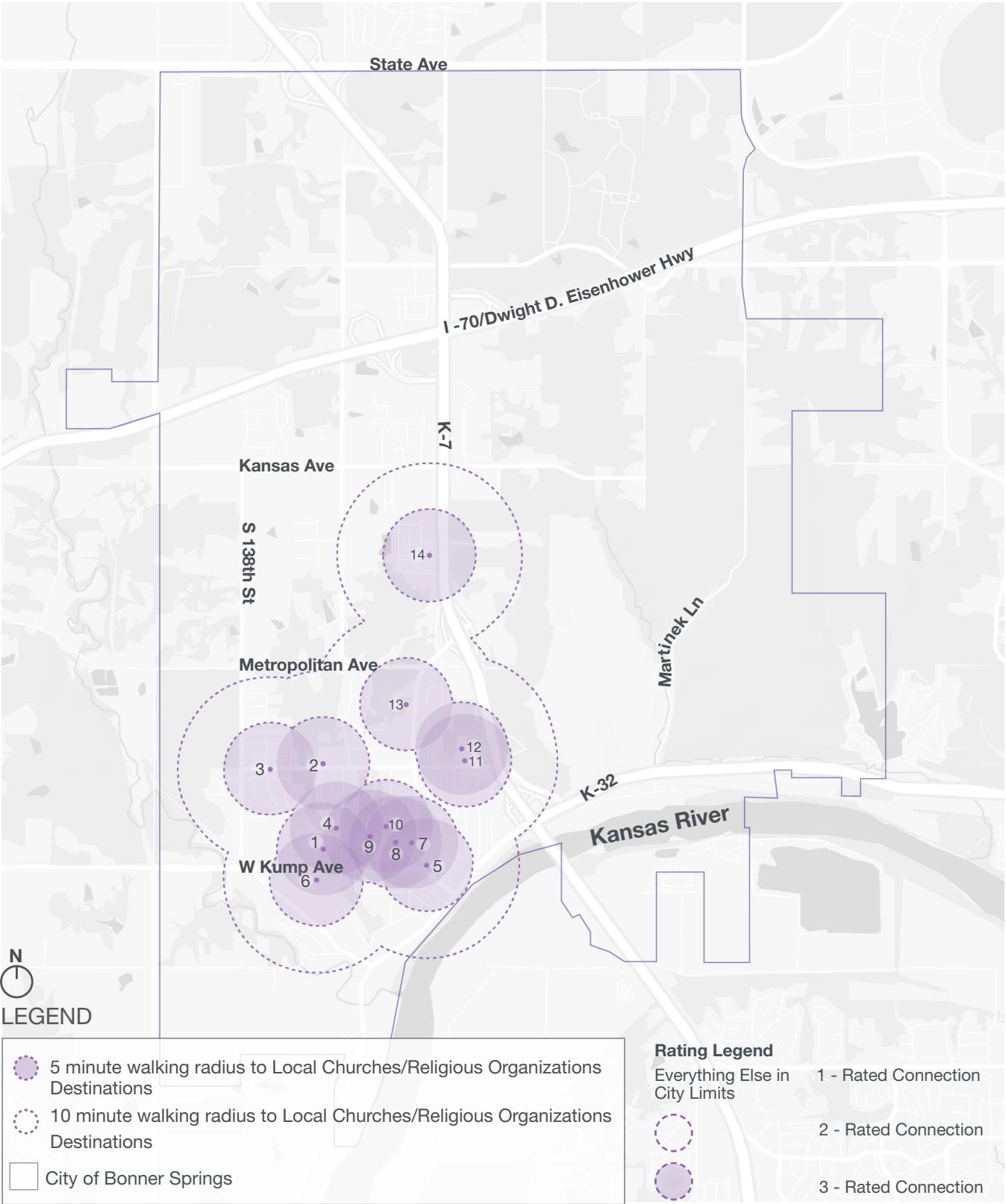
3. Retail Destinations - Rise Baking Company, Best Brands Corporation, etc.

4. Retail Destinations - Sandra Suderman FNP-BC, etc.

5. Walmart Supercenter
6. Retail Destinations - McDonald's, Westlake Ace Hardware, etc.

7. Retail Destinations - State Farm Insurance, KFC, etc.

RELIGIOUS DESTINATIONS WALKING DISTANCES



1. Calvary Bible Church

2. Bonner Springs United Methodist Church

3. Grace Temple Church of God

4. Landmark Baptist Church

5. Proclaim Church

6. Fellowship West

7. First Christian C
8. Christ First Ministries

9. Olivet COGIC

10. New Light Missionary Baptist

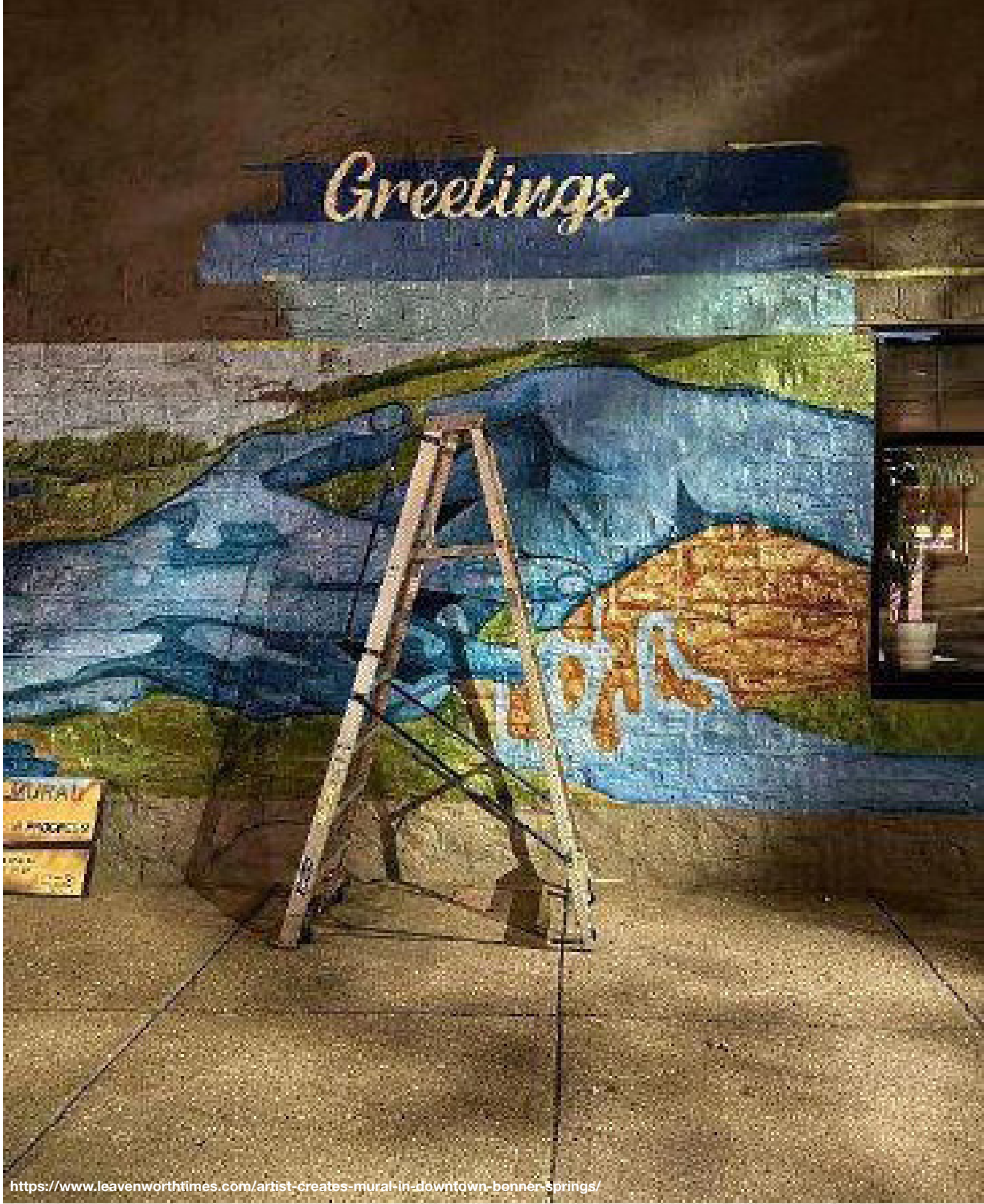
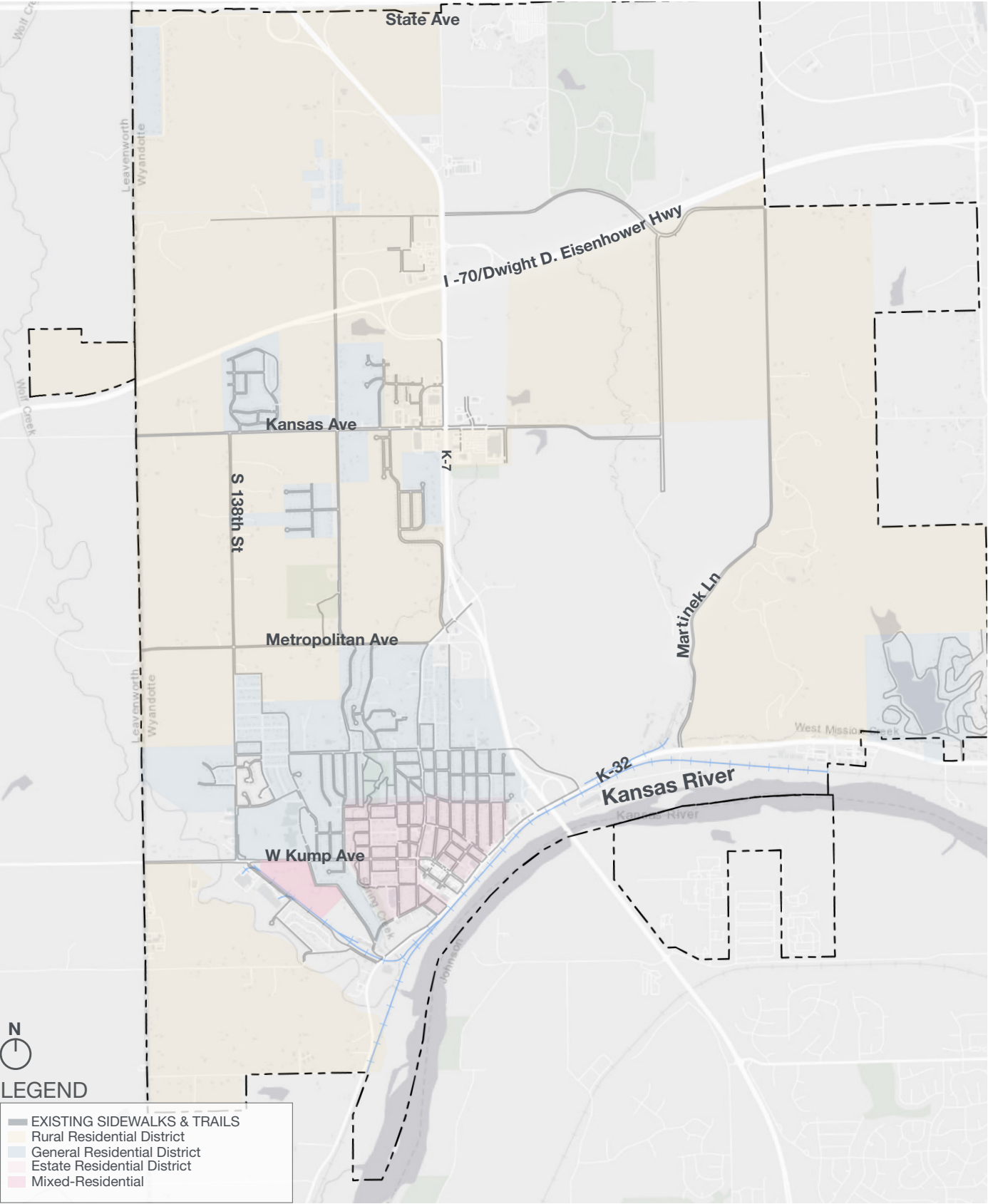
11. Bonner Springs Church-Christ

12. Prairie Meadows Church

13. Bonner Springs Church-Nazarene

14. First Pentecostal Church of Bonner Springs

RESIDENTIAL ZONINGS WITH EXISTING SIDEWALKS



3.3 COMMUNITY CONNECTIVITY

Community Connectivity, which measures how well each connection aligns with and supports the city’s primary pedestrian and bicycle corridor, was evaluated based on each project’s proximity to the central activity area of Bonner Springs. Through public input and field analysis, the project team identified the community’s primary pedestrian and bicycle corridor as a central reference line along K-7, connecting key destinations such as Walmart, Kerry Roberts Memorial Park, the Aquatic Center, and City Hall.

From this central corridor, walking-distance buffers of 1/4 mile (approximately 5 minutes) and 1/2 mile (approximately 10 minutes) were established. Projects located within the 1/4-mile buffer were assigned a connectivity score of 3, representing the greatest potential to strengthen connections to the community core. Projects within the 1/2-mile buffer received a score of 2, while projects located beyond the 1/2-mile buffer were assigned a score of 1.



Walmart Supercenter
Retail Destination



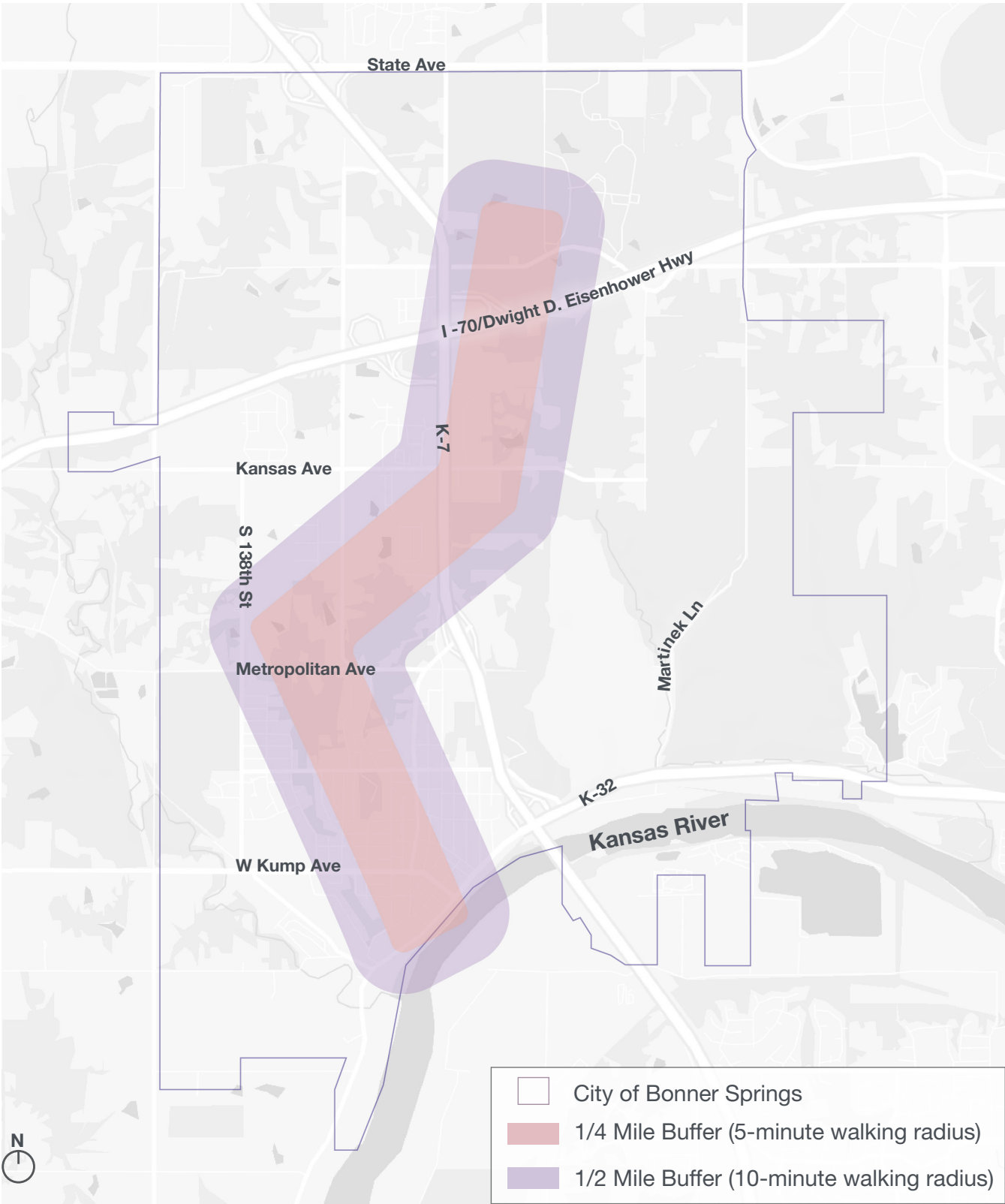
City Hall
Civic Destination



Kerry Roberts Memorial Park
Recreational Destination



Bonner Springs High School
Educational Destination



3.4 COMMUNITY IMPACT AND CONNECTIVITY RATING

The overall rating for each proposed sidewalk segment combines its Community Impact and Connectivity Impact scores into a single, comprehensive metric. Community Impact is calculated as the average of the six destination-based scores, while Connectivity Impact reflects the segment's relationship to the city's primary pedestrian and bicycle corridor. Together, these two components provide a balanced assessment of both access to key destinations and integration within the broader network.

This combined score serves as the basis for prioritizing sidewalk improvements across Bonner Springs. By synthesizing multiple factors into a single value, the rating system helps identify projects that offer the greatest benefit in terms of accessibility, connectivity, and overall community value, supporting informed and strategic investment decisions.

The total rating for each sidewalk segment was calculated by adding the community impact score and the connectivity impact score.

The equation of the rating system:

(Residential Rating + Religious Rating + Commercial Rating + Educational Rating + Civic Rating + Recreational Rating) ÷ 6 = Community Impact Rating

Community Impact Rating + Community Connectivity Rating = Total Rating

[illegible]

Example of Existing Sidewalk Rating Attribute Table



3.5 EXISTING SIDEWALK ANALYSIS

The Sidewalk Analysis applies the Total Rating scores to existing sidewalk segments identified as gaps or in poor condition to establish project priorities. The methodology combines scoring from the existing sidewalk inventory with spatial analysis based on proximity to key pedestrian activity generators. By focusing on areas where pedestrian infrastructure is incomplete or deficient, this approach ensures that improvements are directed where they are most needed, supporting a more strategic and targeted investment in Bonner Springs' sidewalk network. The following steps outline the data sources, criteria, and classification methods used to identify and prioritize sidewalk deficiency corridors.

1. **Data Source:** The analysis uses the existing sidewalk inventory dataset, which includes information on sidewalk presence, condition, and continuity. Segments were assigned a Sidewalk Condition Score ranging from 0 to 5, where lower scores represent missing or poor-quality sidewalks.

2. Identification of Deficiency Corridors: Sidewalk segments that scored between 0 and 2 in the inventory were classified as Sidewalk Deficiency Corridors. These corridors indicate incomplete or poor-quality pedestrian infrastructure and form the foundation for prioritization mapping.

3. **Prioritization Criteria:** Each deficient corridor was further prioritized based on its proximity to key pedestrian destinations, including residential neighborhoods, commercial and retail areas, educational institutions, religious and civic facilities, and parks and recreational spaces. This multi-factor approach allows for the identification of corridors where sidewalk improvements would provide the most community benefit and connectivity.

4. Priority Classification: Using the aggregated scores, corridors were categorized into five priority levels to guide investment sequencing:

- Category 1 (Critical Priority, Score ≥ 5.0): Corridors with the highest pedestrian demand and severe sidewalk deficiencies; require immediate attention.

- Category 2 (High Priority, Score 4.0 – 4.9): Important pedestrian routes with significant connectivity gaps.

- Category 3 (Medium Priority, Score 3.0 – 3.9): Corridors serving moderate activity areas where improvement will enhance network continuity.

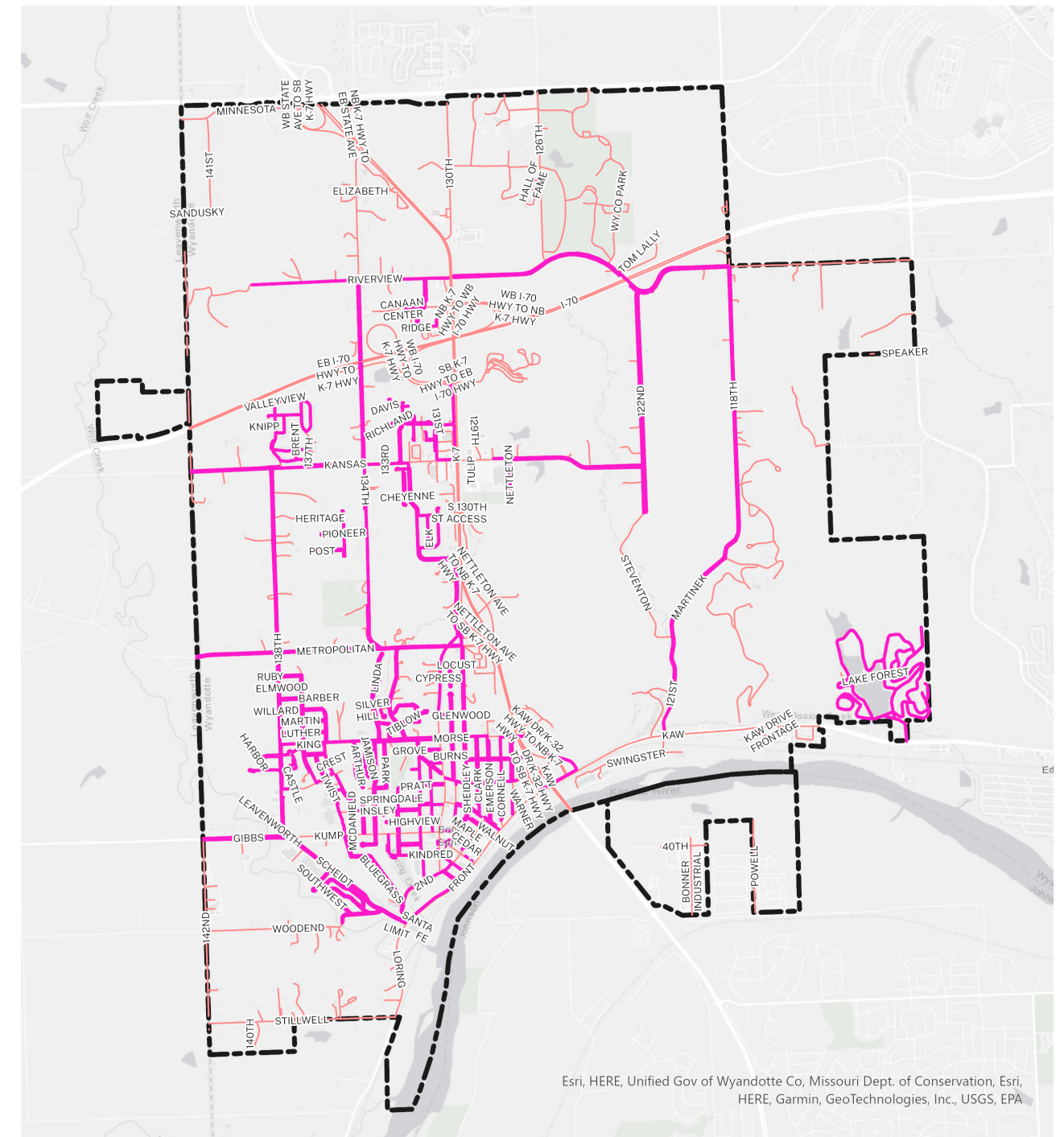
- Category 4 (Low Priority, Score 2.0 – 2.9): Segments with limited immediate impact but beneficial for future upgrades.

- Category 5 (Future Priority, Score 1.0 – 1.9): Areas with minimal current pedestrian activity or low-impact connectivity gaps.

5. Visualization: Each priority level was mapped separately to illustrate citywide distribution and support capital planning decisions. The visual hierarchy (Critical through Future Priority) clearly communicates where sidewalk investments can most effectively close network gaps and improve walkability.

The following series of maps show the sidewalk deficiency corridors, followed by sidewalks prioritized as a result of the sidewalk analysis conducted in this section.

SIDEWALK DEFICIENCY CORRIDORS



LEGEND

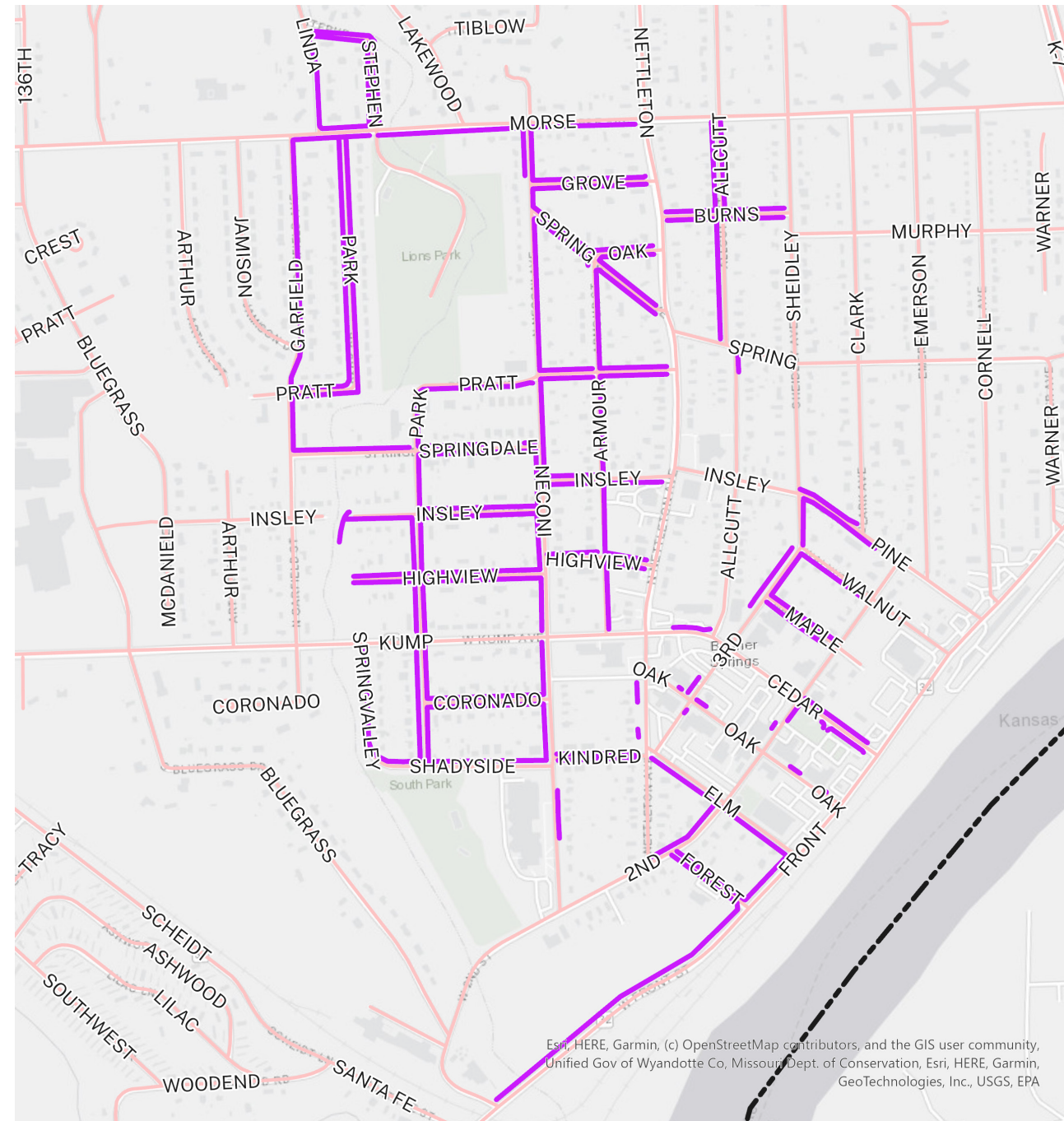
- Existing Sidewalk Condition Score 0-2
 All Streets
 Boundary-Bonner Springs



A step function graph with the x-axis labeled "US Feet". The x-axis has major tick marks at 0, 3,000, 6,000, and 9,000. The function is represented by a horizontal line at a high level from 0 to 3,000, a horizontal line at a medium level from 3,000 to 6,000, a horizontal line at a high level from 6,000 to 9,000, and a horizontal line at a medium level from 9,000 to the end of the graph.

3.6 SIDEWALK PRIORITIES

CRITICAL PRIORITY

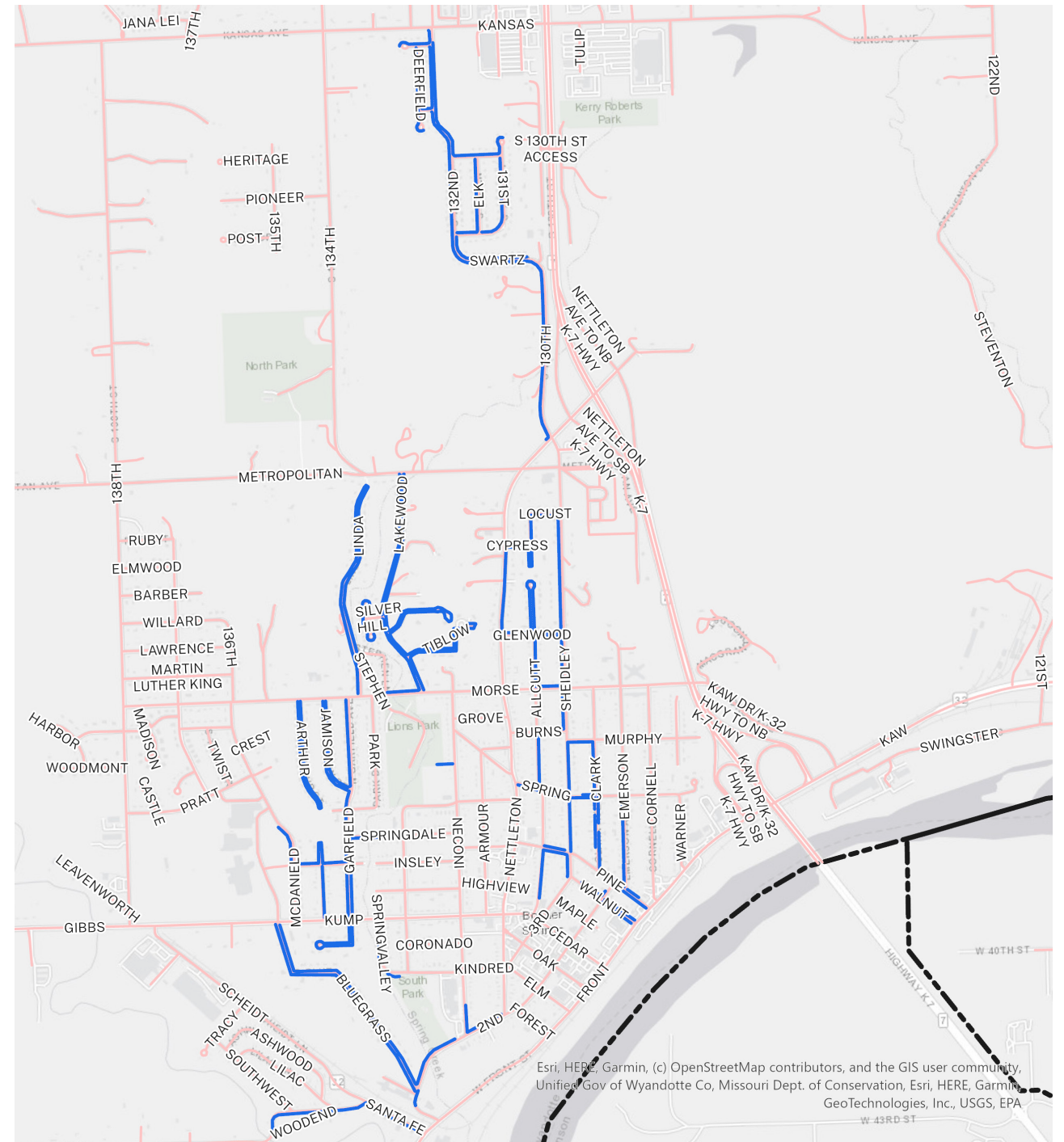


LEGEND

- Priority Sidewalks
 All Streets
 Boundary-Bonner Springs



HIGH PRIORITY



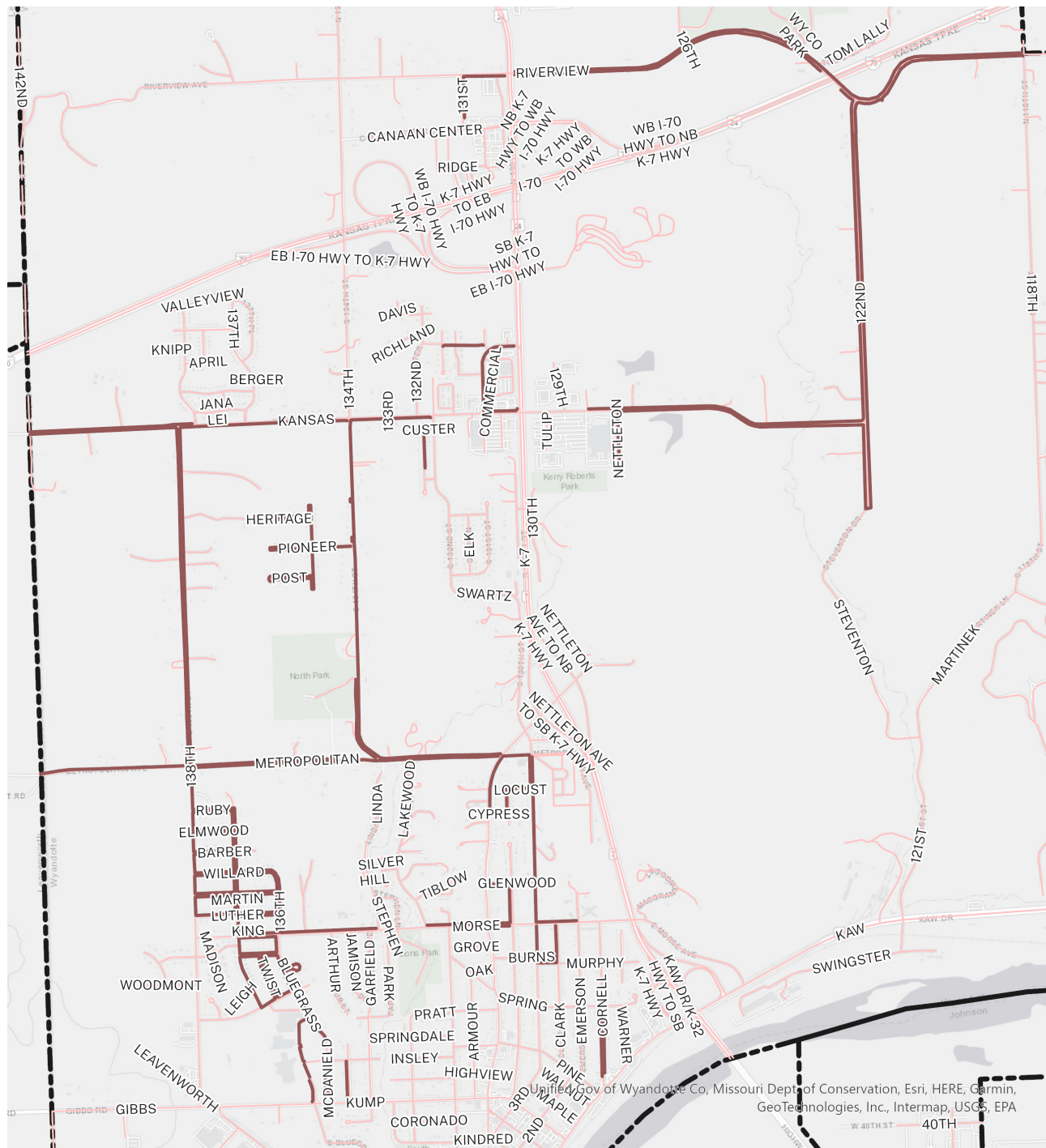
LEGEND

- Priority Sidewalks
 All Streets
 Boundary-Bonner Springs

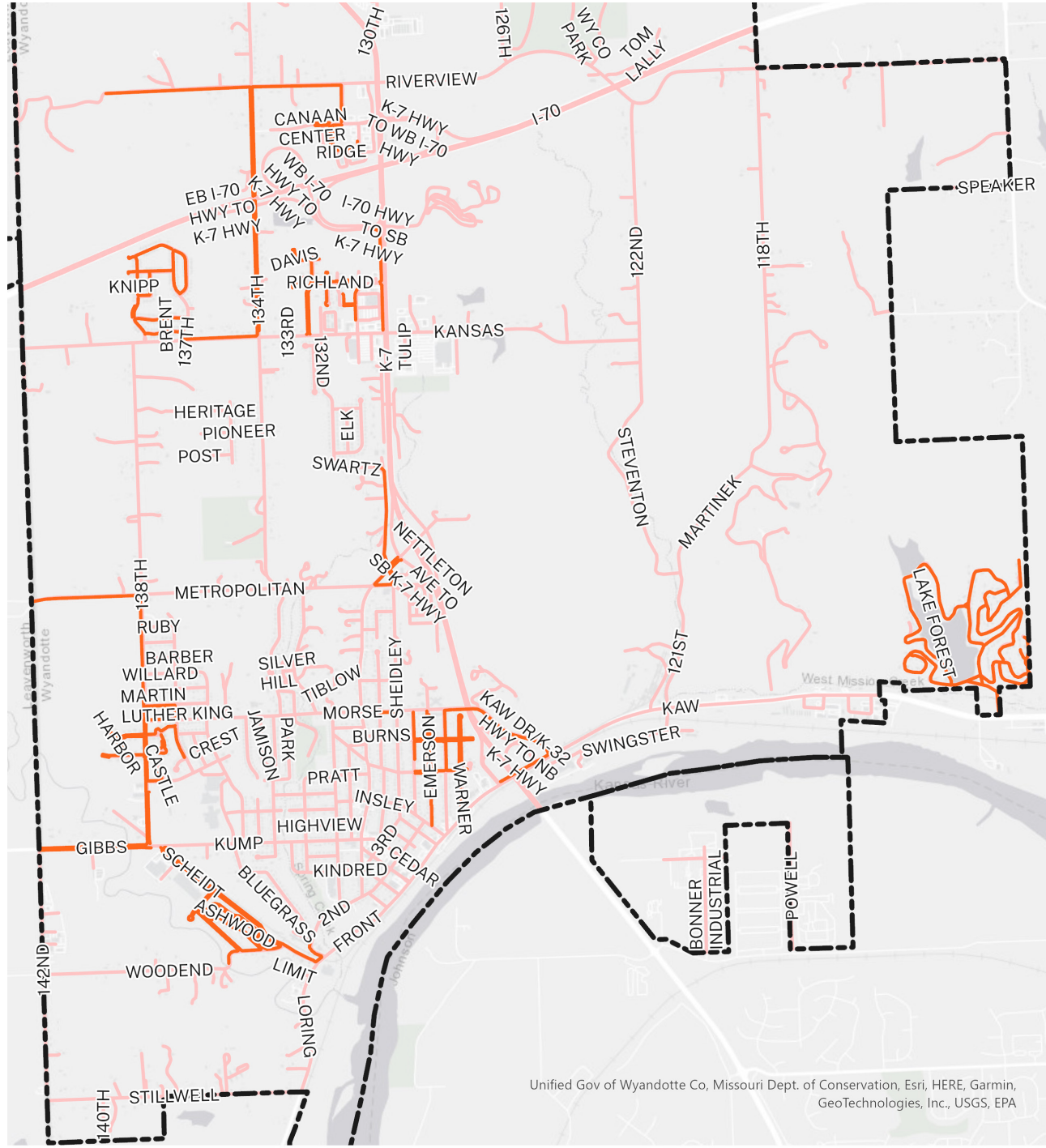


3.6 SIDEWALK PRIORITIES

3 MEDIUM PRIORITY



4 LOW PRIORITY



LEGEND

- Priority Sidewalks
- All Streets
- Boundary-Bonner Springs

US Feet

0 1,000 2,000 4,000

LEGEND

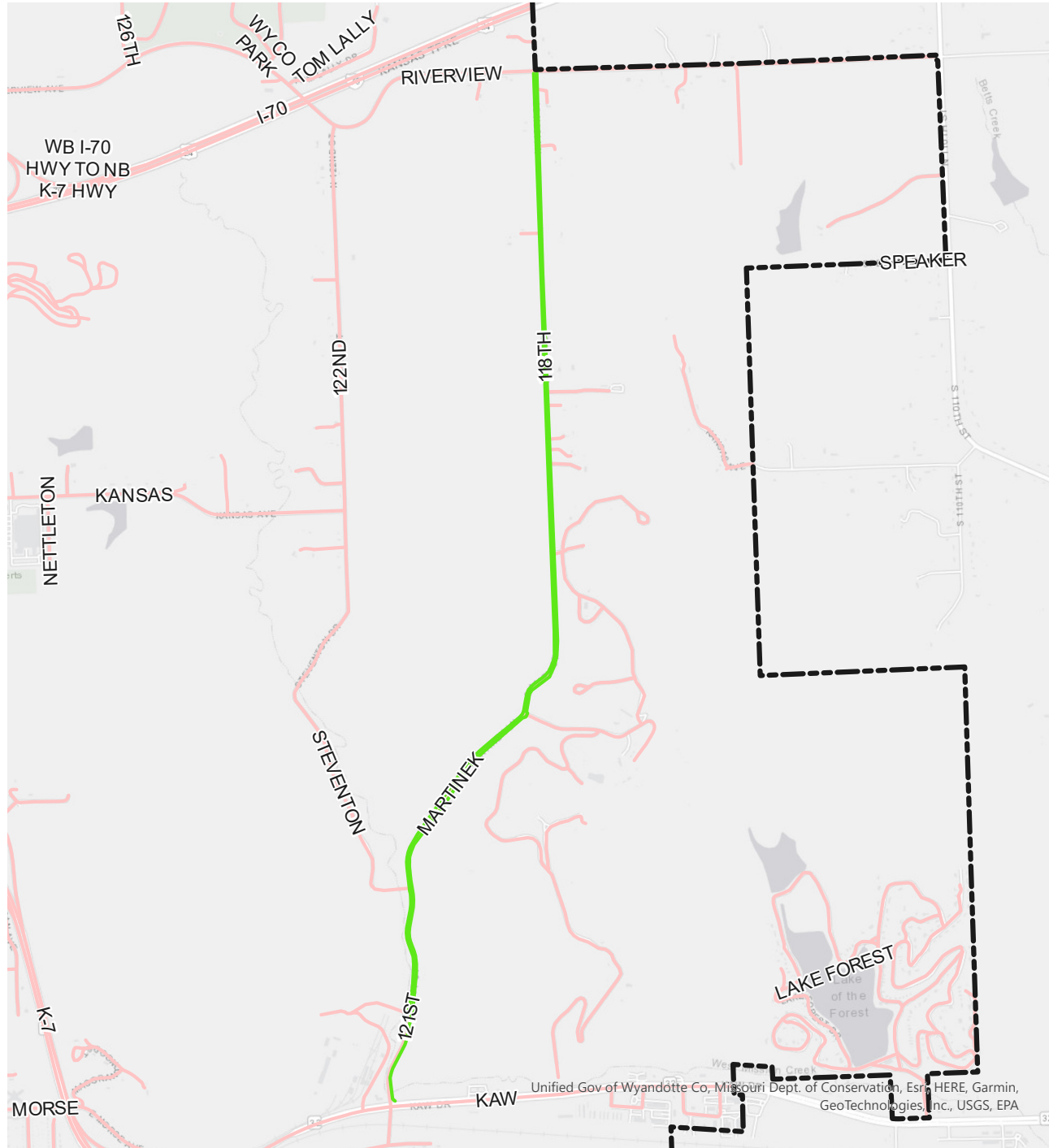
- Priority Sidewalks
- All Streets
- Boundary-Bonner Springs

US Feet

0 1,500 3,000 6,000

3.6 SIDEWALK PRIORITIES

5 FUTURE PRIORITY



LEGEND

- Priority Sidewalks
- All Streets
- Boundary-Bonner Springs

Note: 118th street and 121st street connection should be considered as shared use path

0 1,000 2,000 4,000 US Feet

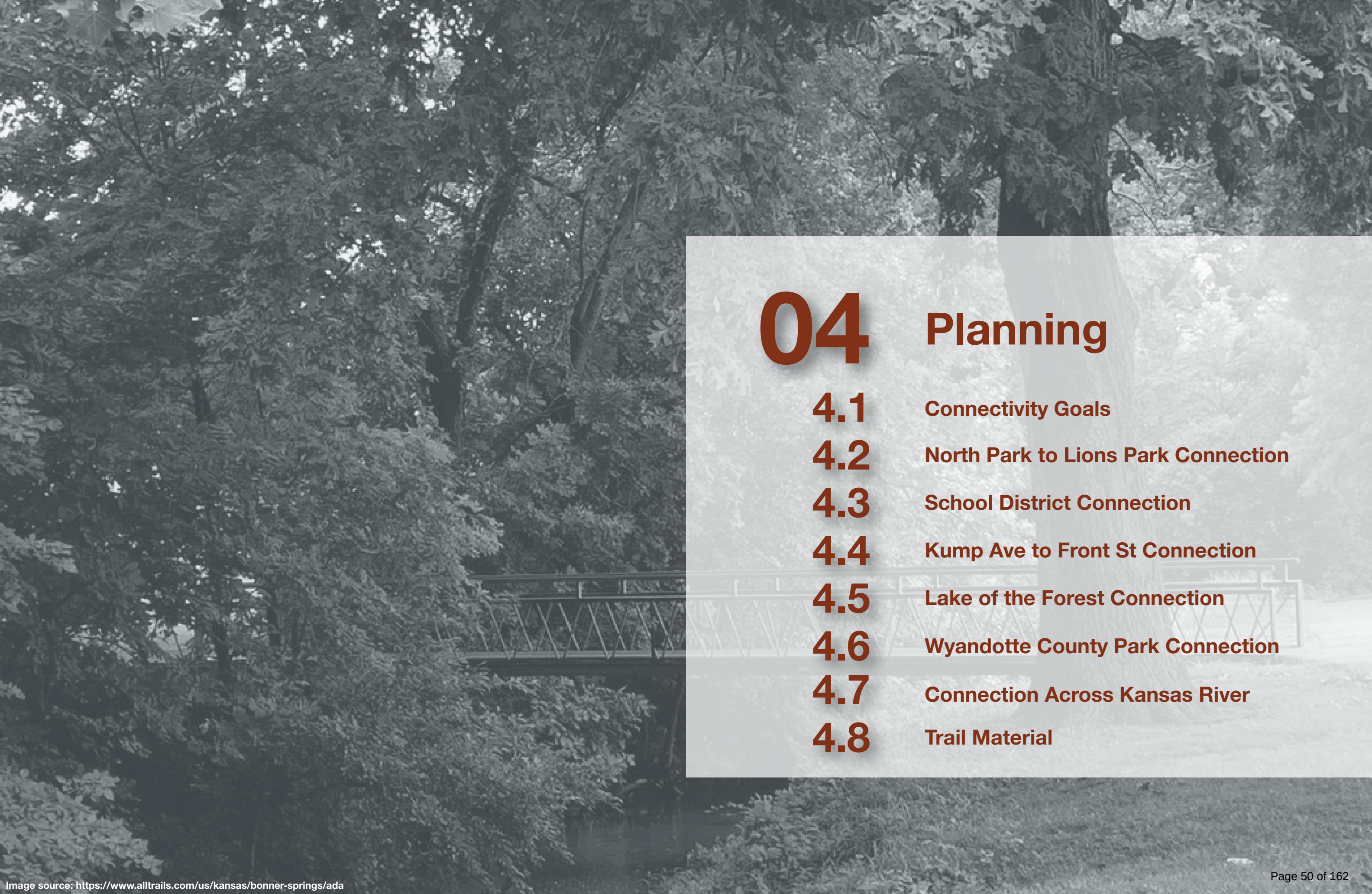
The sidewalk analysis highlights key opportunities to strengthen and expand the existing sidewalk network throughout Bonner Springs. In several areas, enhancing sidewalk continuity and filling existing gaps can improve connections between neighborhoods, schools, parks, commercial areas, and other important destinations. Addressing these opportunities will support more seamless and accessible travel for pedestrians and cyclists.

Targeted infrastructure improvements can help create a more cohesive and well-connected multimodal network. Strategic investments in sidewalk construction, infill segments, trail connections, intersection enhancements, and bicycle accommodations will contribute to a safer, more continuous system that encourages walking and cycling across the city.

The table below outlines a preliminary cost breakdown for five sidewalk categories.

Category	Priority Level	Score Range	Description	Approx. Cost
Category 1	Critical Priority	≥ 5.0	Corridors with the highest pedestrian demand and severe sidewalk deficiencies; require immediate attention.	\$6,524,494 (\$6.5M)
Category 2	High Priority	4.0-4.9	Important pedestrian routes with significant connectivity gaps.	\$10,244,207 (\$10.2M)
Category 3	Medium Priority	3.0-3.9	Corridors serving moderate activity areas where improvement will enhance network continuity.	\$19,165,926 (\$19.1M)
Category 4	Low Priority	2.0-2.9	Segments with limited immediate impact but beneficial for future upgrades.	\$18,686,163 (\$18.6M)
Category 5	Future Priority	1.0-1.9	Areas with minimal current pedestrian activity or low-impact connectivity gaps.	\$4,066,015 (\$4M)





04 Planning

- 4.1 Connectivity Goals
- 4.2 North Park to Lions Park Connection
- 4.3 School District Connection
- 4.4 Kump Ave to Front St Connection
- 4.5 Lake of the Forest Connection
- 4.6 Wyandotte County Park Connection
- 4.7 Connection Across Kansas River
- 4.8 Trail Material

Planning

The planning phase builds upon the opportunities and constraints identified during the Inventory and Analysis phases, synthesizing technical findings with community input, project goals, and professional design expertise. This phase translates data and stakeholder priorities into actionable concepts, establishing a clear direction for future improvements and serving as the foundation for the Recommendations section of the plan.

Through this process, five primary drivers emerged as the most influential factors shaping potential projects and alignments:

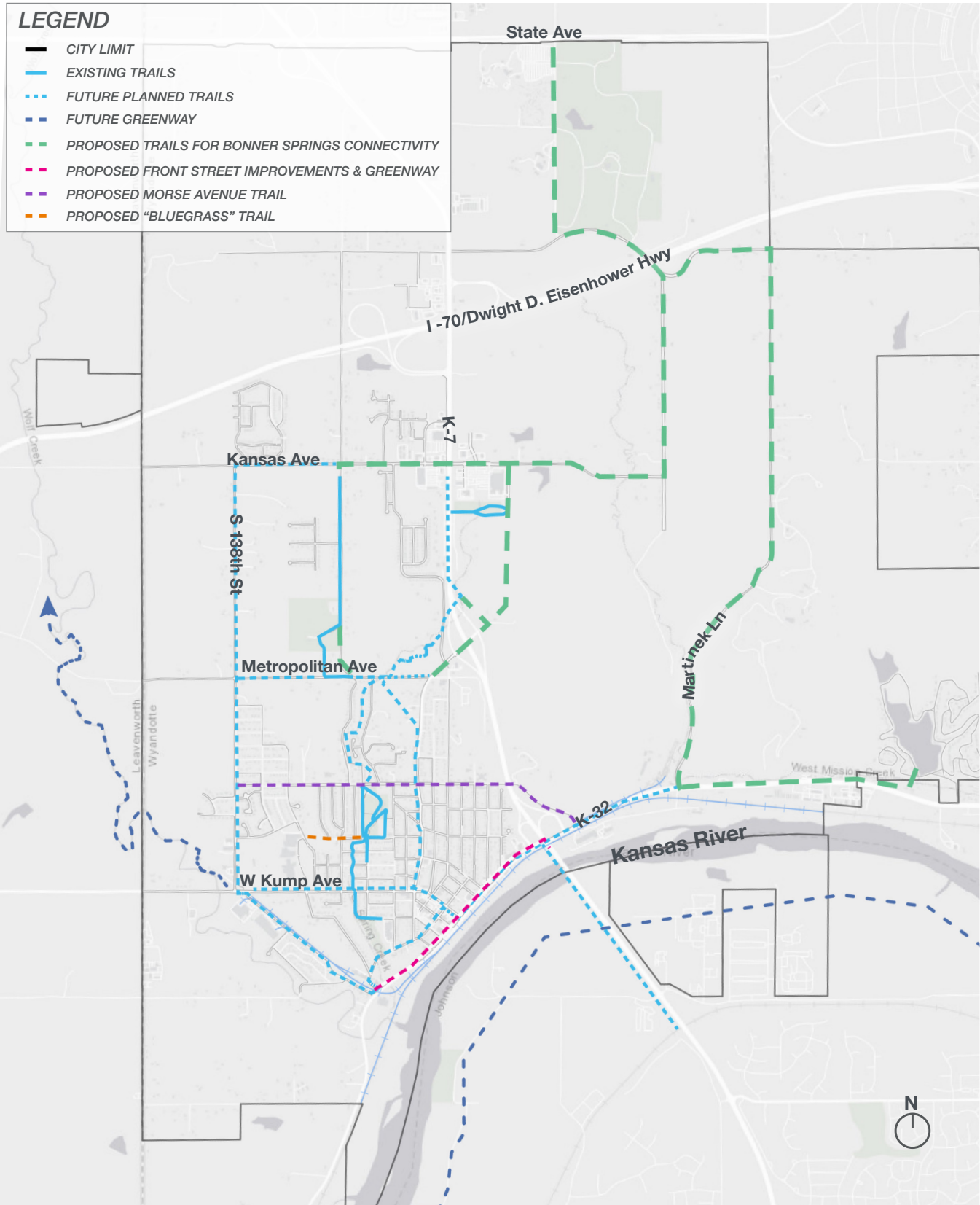
- North Park to Lions Park Connection
- School District Connection
- Kump Ave to Front Street Connection
- Lake of the Forest Connection
- Wyandotte County Park Connection

These drivers represent key gaps and opportunities within Bonner Springs’ existing pedestrian and bicycle network. Strengthening these connections would improve access between parks, schools, residential neighborhoods, and downtown, while supporting connectivity, enhancing safety, and reinforcing community identity. Together, they reflect both existing travel patterns and future growth areas identified through public engagement and technical analysis.

The remainder of this chapter explores each driver in greater detail, incorporating input from traffic and civil engineers, coordination with the railroad, and feedback from the Steering Committee and Stakeholder Committee. This collaborative and multidisciplinary approach ensures that the proposed concepts are feasible, context-sensitive, and responsive to community needs.

The following map illustrates the City of Bonner Springs’ existing trail network alongside its planned and proposed future trail system. It is primarily derived from the Bonner Springs Downtown Master Plan (previous report), which identified key corridors such as the proposed Front Street improvements and greenway, the Morse Avenue Trail, and the “Bluegrass” Trail.

Building upon this foundation, the current Connectivity and Walkability Plan expands the network by incorporating additional proposed trails and shared-use paths. These enhancements reflect updated priorities and a more comprehensive approach to citywide connectivity, ensuring that the map represents both previously established recommendations and newly proposed improvements.



Bonner Springs Planned/Proposed Future Trail System

4.1 CONNECTIVITY GOALS

The goal of the Bonner Springs Connectivity and Walkability Plan is to create a comprehensive trails map that unifies previous reports with new recommendations. Together, these connections aim to improve daily mobility options for Bonner Springs residents. The map to the right illustrates how existing, in-progress, and proposed trails overlap to form a more complete network.

Key connections identified in the plan include:

- a. North Park to Lions Park Connection
Enhances walkability and bikeability between North Park and Lions Park, improving both the user experience and usability of the two parks.
- b. School District Connection
Closes sidewalk and trail gaps around the school district, offering safer daily routes for students and parents.
- c. Kump Avenue to Front Street Connection
Introduces new walking and connectivity options for nearby residents and connects to a commercial hub.
- d. Lake of the Forest Connection
Links Lake of the Forest residents to the broader Bonner Springs community.
- e. Wyandotte County Park Connection
Creates walking and biking access to Wyandotte County Park and Azura Amphitheater, expanding recreational opportunities.

During the site inventory and analysis, conditions at potential trailhead entrances were evaluated, and subsequent sidewalk inventory and field observations by the design team further identified locations where new crossings may be beneficial. As a result, improvements such as new crosswalks and pedestrian signals are recommended to enhance safety and accessibility

Additionally, the plan incorporates a variety of trail typologies designed to accommodate both pedestrians and cyclists, complemented by pedestrian-scale lighting to improve visibility and user comfort. The plan also includes trail amenities such as seating, receptacles, drinking fountains, bike parking, and signage and wayfinding to support a more convenient and user-friendly experience.

TRAIL TYPOLOGIES



10'-12' WIDE TRAIL

- Shared-use
- Major / regional pedestrian and bike routes and connections
- Trails through non-residential districts
- Adequate right of way

3A - NORTH PARK TO WYANDOTTE COUNTY PARK CONNECTION
3B - FRONT ST. TO LAKE OF THE FOREST CONNECTION



8'-10' WIDE TRAIL

- Shared-use
- Local pedestrian and bike routes and connections
- Trails through residential districts
- Limited right of way requiring easement

1A - SCHOOL DISTRICT CONNECTION
1B - NORTH PARK TO LIONS PARK CONNECTION
2A / 2B- FRONT ST. TO KUMP AVE. CONNECTION / FRONT ST.

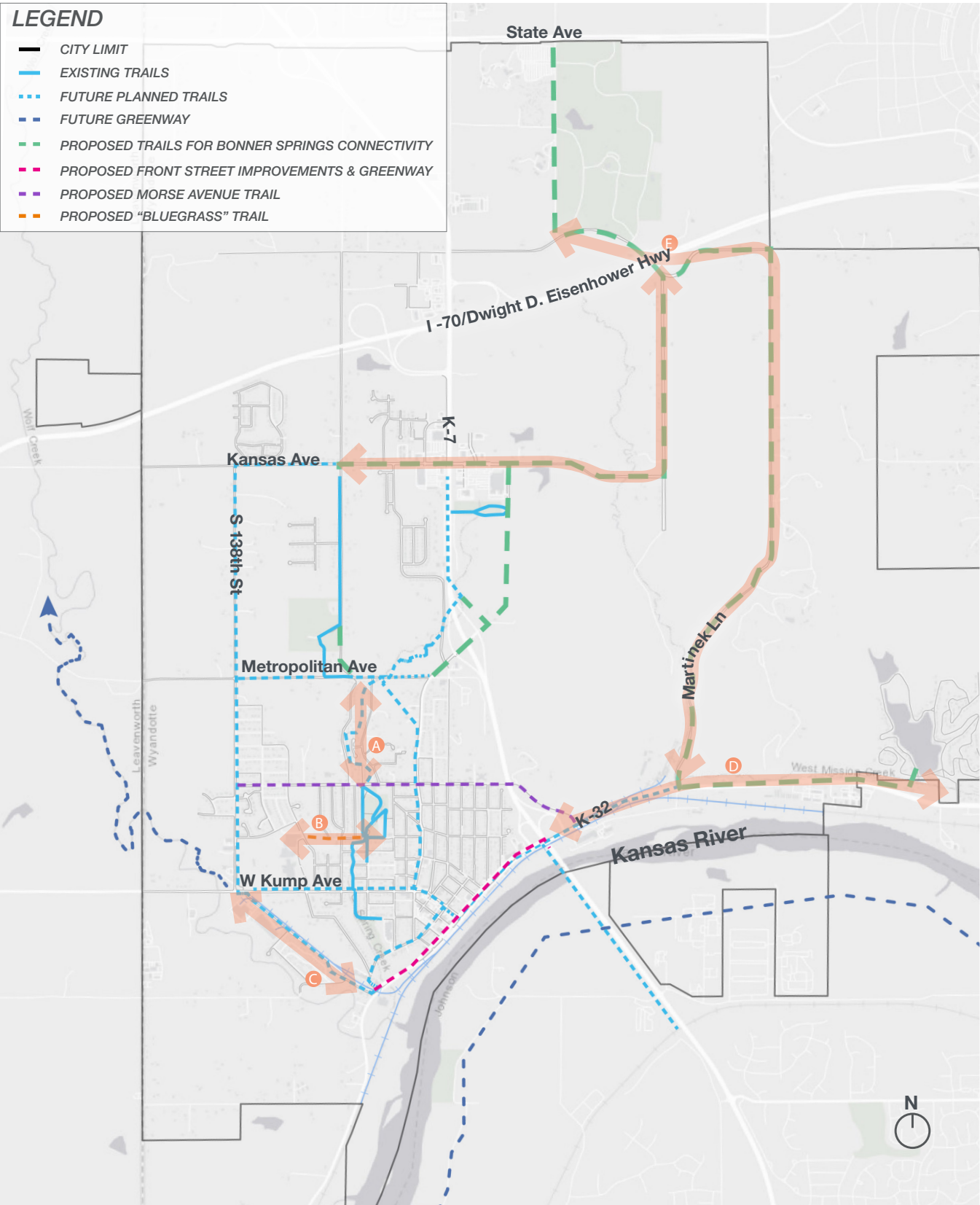


6' WIDE SIDEWALK

- Pedestrian / non-trail connectivity connections

ALL SIDEWALKS

Note: Sections created with Streetmix



- Proposed Trail Connections
- A North Park to Lions Park Connection
 - B School District Connection
 - C Kump Ave to Front St Connection
 - D Lake of the Forest Connection
 - E Wyandotte County Park Connection

4.2 NORTH PARK TO LIONS PARK CONNECTION

Currently, a sidewalk gap separates North Park from Lions Park, limiting travel options for nearby residents. The design team evaluated several alternatives for addressing this gap.

Option 1A & 1B – Creek Corridor Alignment (Spring Creek / Linda Lane Hybrid)

These options route a shared-use trail partially along Linda Lane and partially within the Spring Creek corridor. The alignment prioritizes a natural, off-street experience, allowing users to travel adjacent to the creek while minimizing direct interaction with vehicular traffic. Enhancements such as trail amenities, signage, and safe crossings create a scenic and comfortable connection between North Park and Lions Park.

Option 2 – Linda Lane Conversion

This option repurposes segments of Linda Lane to create a dedicated trail connection. By utilizing the existing roadway corridor, it establishes a direct and easily understood route while maintaining strong neighborhood access. The design primarily leverages existing right-of-way, with potential but limited need for additional easements, and incorporates pedestrian and bike-focused streetscape enhancements and clearly defined space for both vehicles and trail users.

Option 3A & 3B – Lakewood Road Conversion

These options shift the connection to Lakewood Road, converting portions of the roadway into a multimodal corridor. This option also leverages existing right-of-way and requires only limited potential easements. The approach focuses on providing clear separation between travel modes and improvements such as dedicated paths, buffer zones, and enhanced crossings support a structured and legible route for pedestrians and bicyclists.

Option 4 – Undeveloped Property Alignment

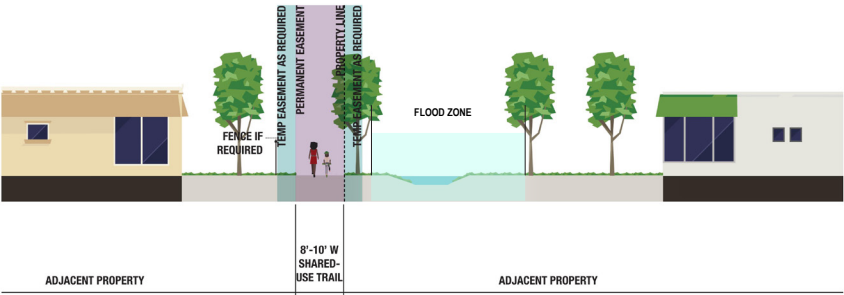
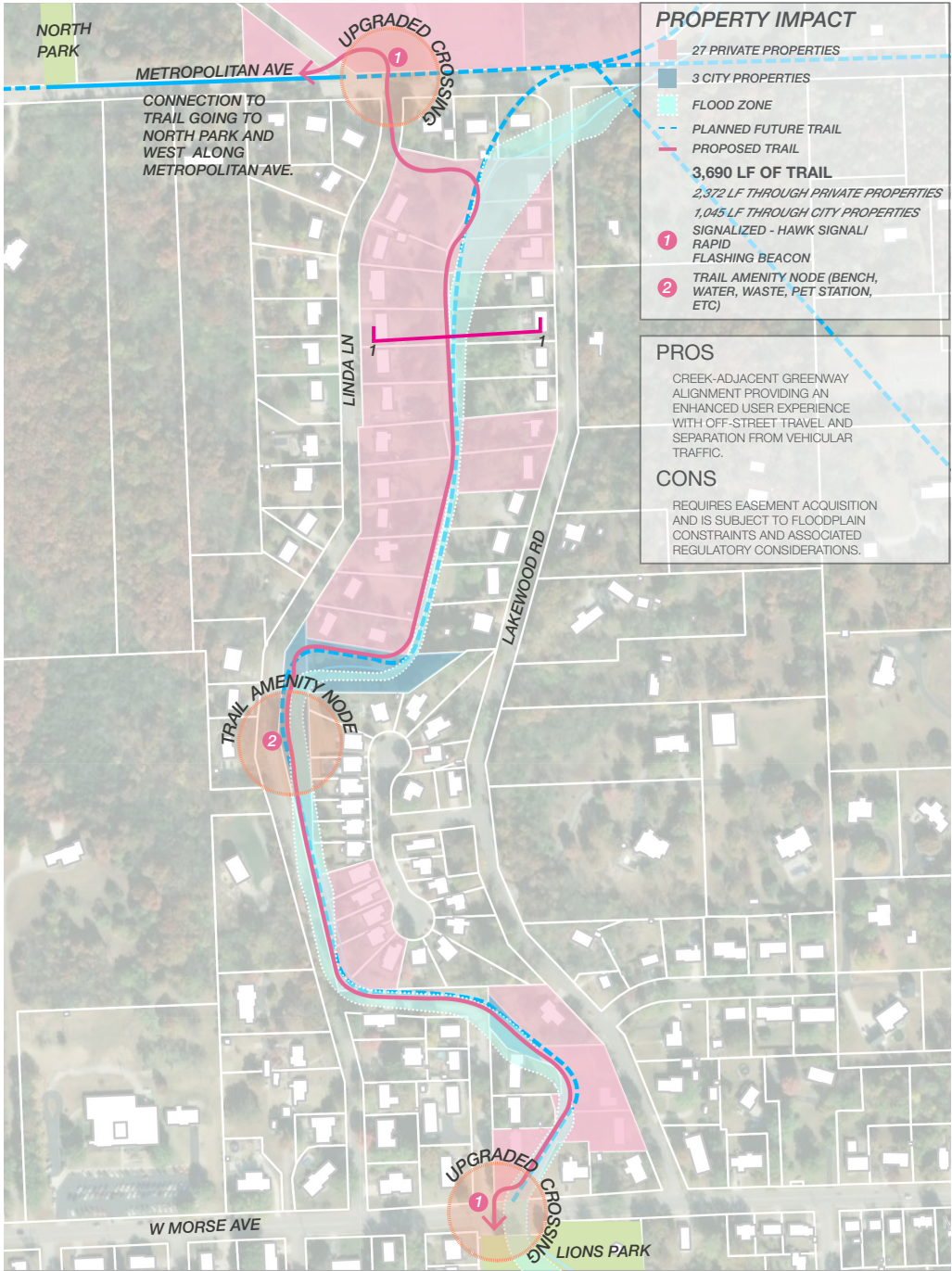
This option establishes a new off-street trail through undeveloped land west of Linda Lane. The alignment offers the greatest separation from vehicular traffic, creating a quiet and park-like experience. However, it requires new easements and infrastructure investment. The resulting corridor would function as a dedicated greenway connection between the two parks.

Overall Vision

Across all options, the proposed improvements emphasize a continuous, pedestrian-friendly connection between North Park and Lions Park. Key elements include an 8’-10’ wide expanded trail infrastructure, street trees and landscaping, enhanced crossings, and amenity features. Together, these strategies aim to improve safety, accessibility, and the overall user experience for residents and visitors.



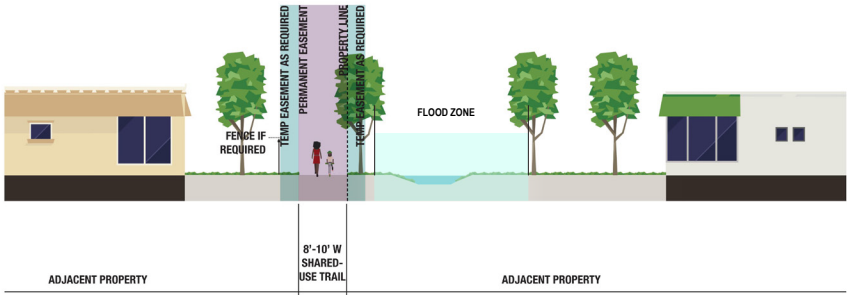
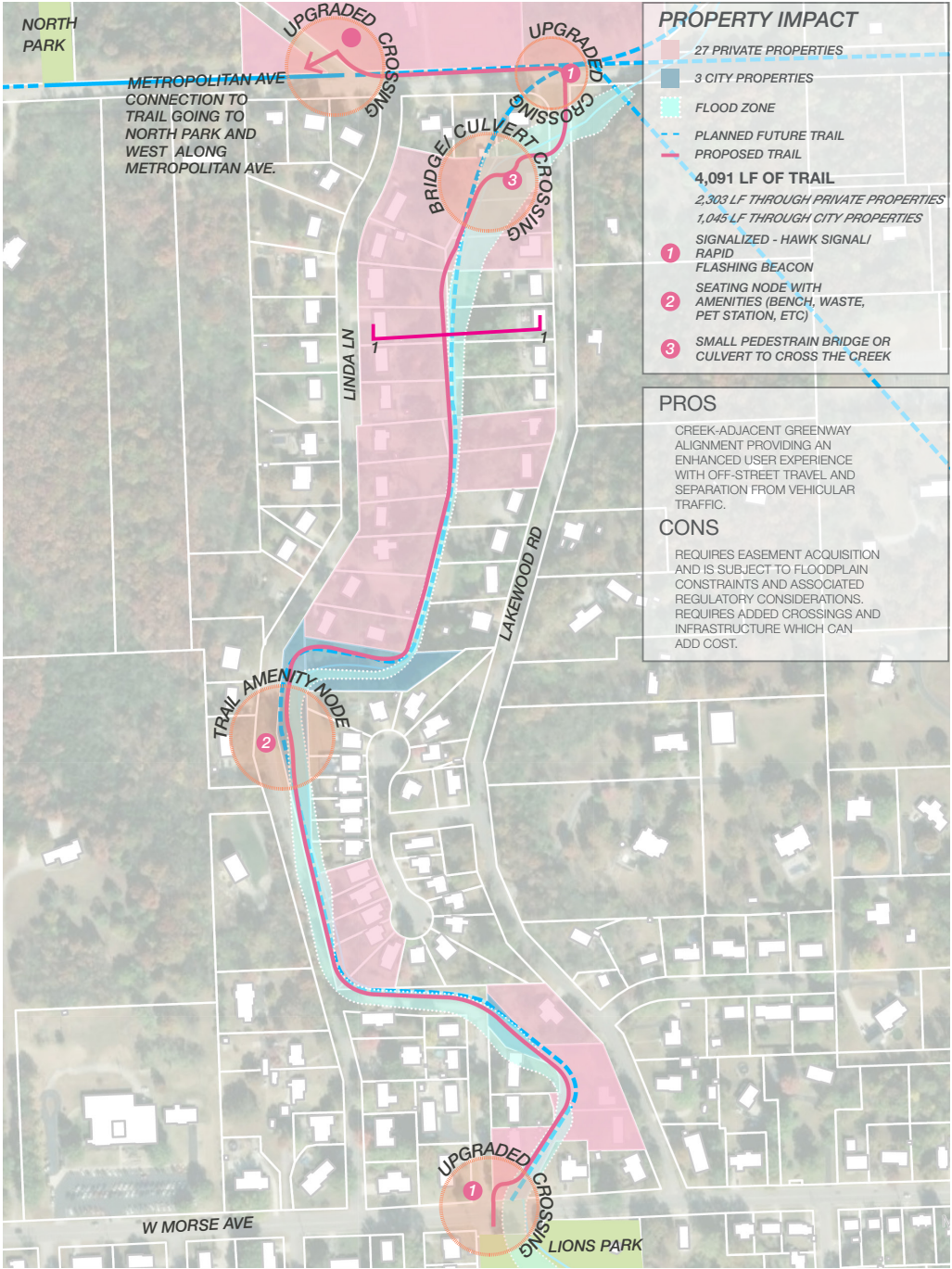
OPTION 1A
ALONG SPRING CREEK



Section 1-1

Note: Sections created with Streetmix

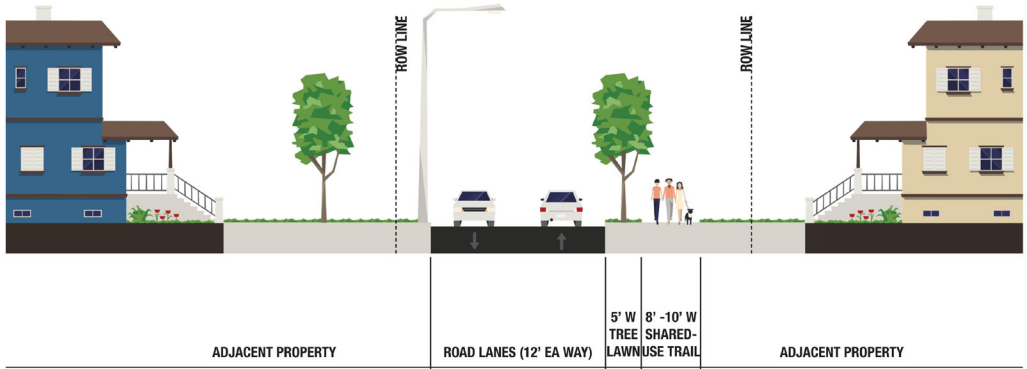
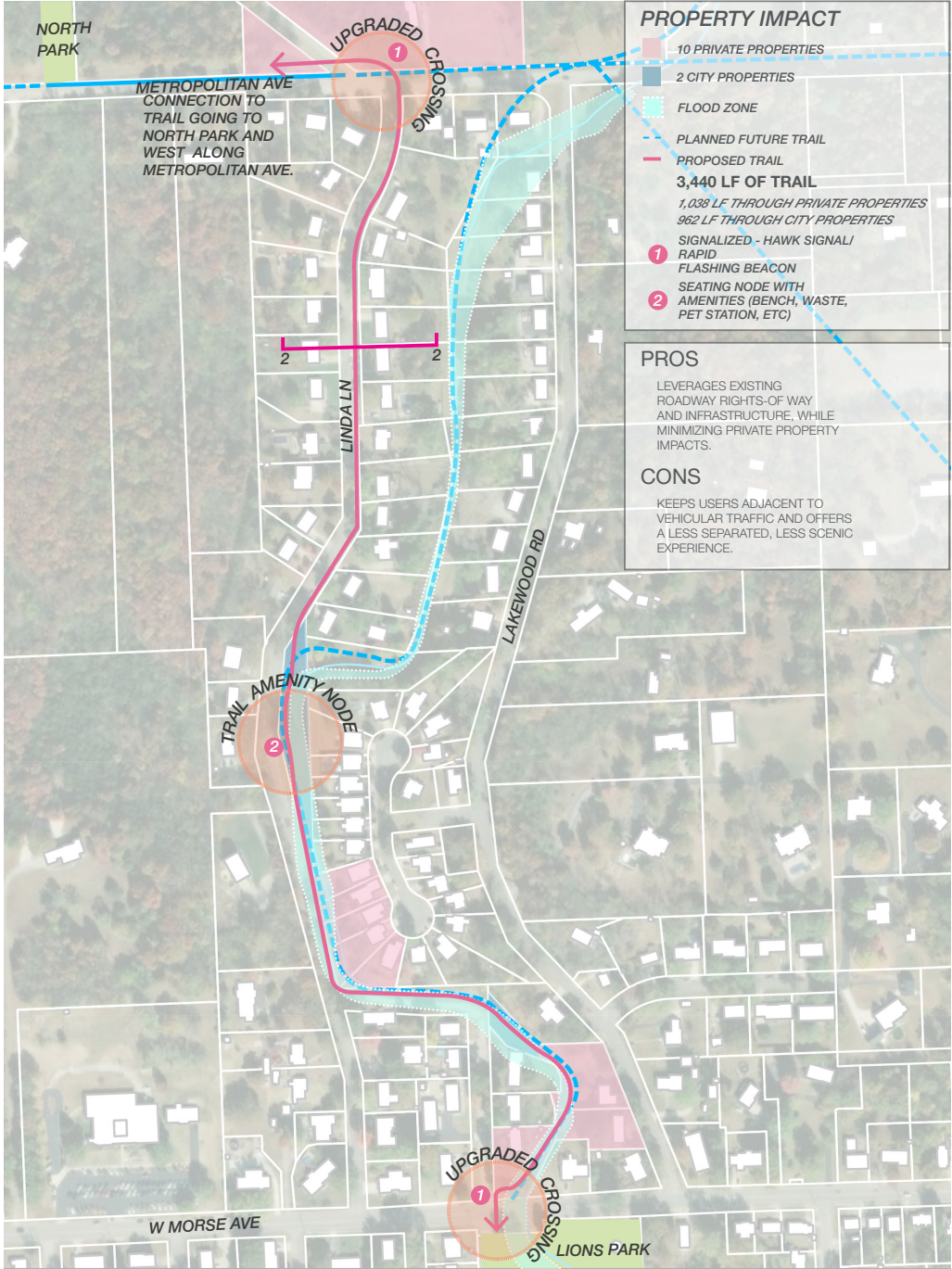
OPTION 1B
ALONG SPRING CREEK



Section 1-1

Note: Sections created with Streetmix

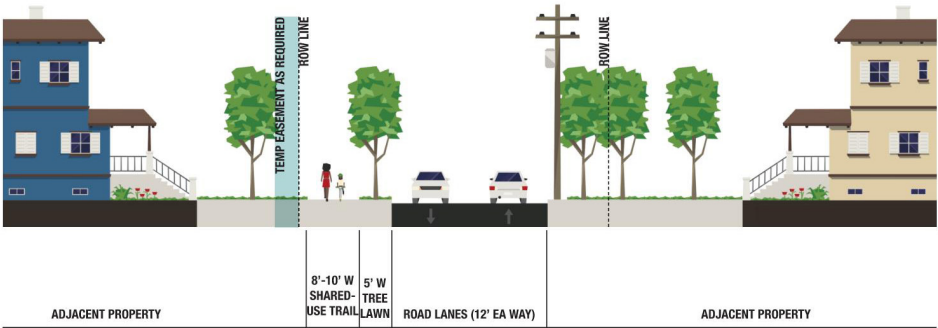
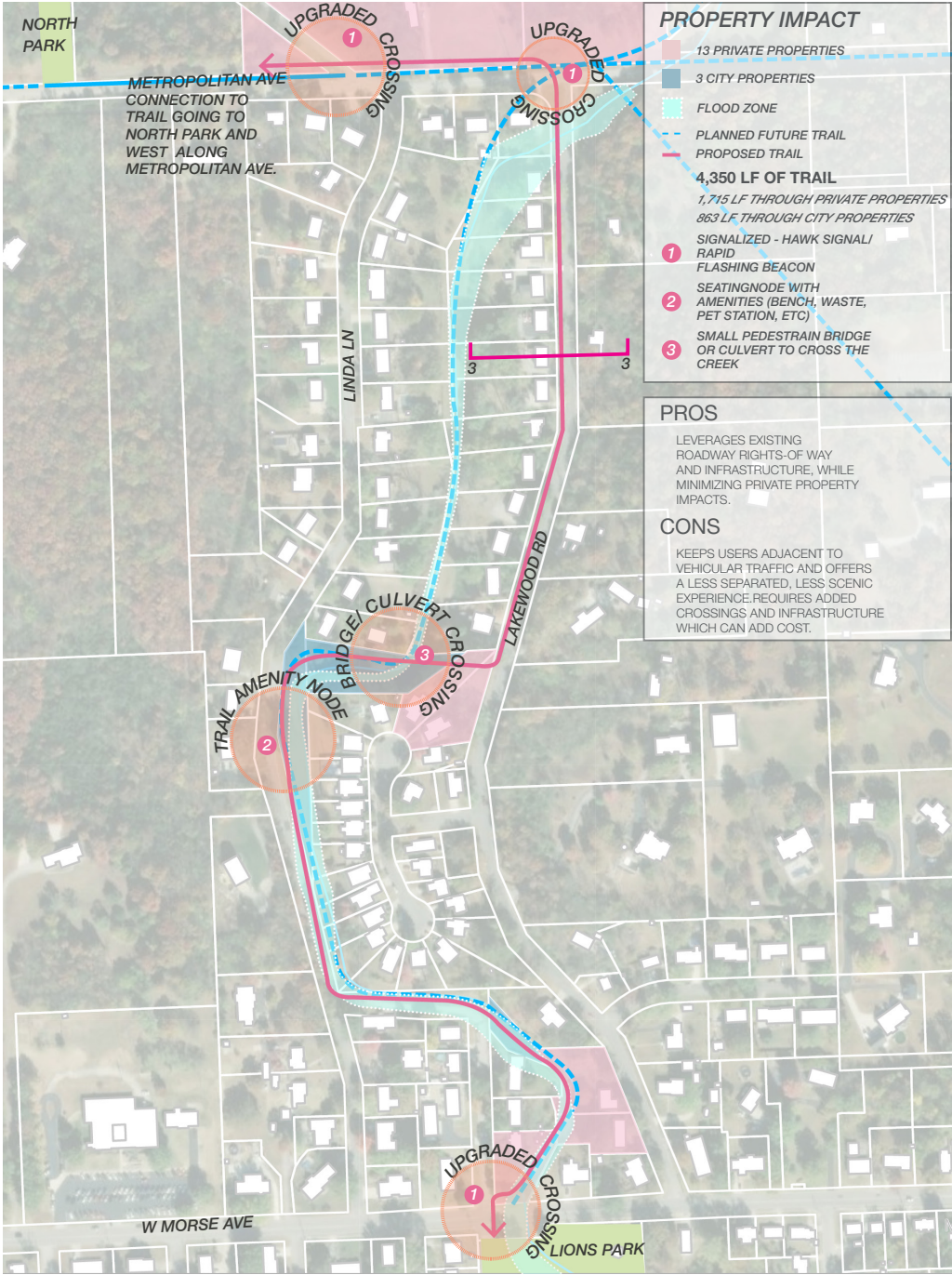
OPTION 2
ALONG LINDA LANE



Section 2-2

Note: Sections created with Streetmix

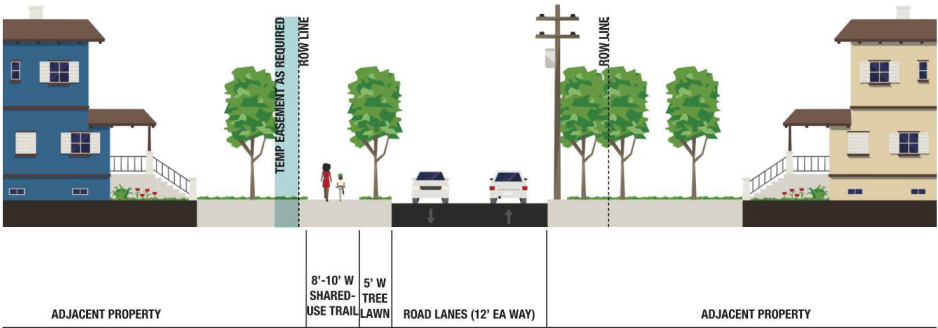
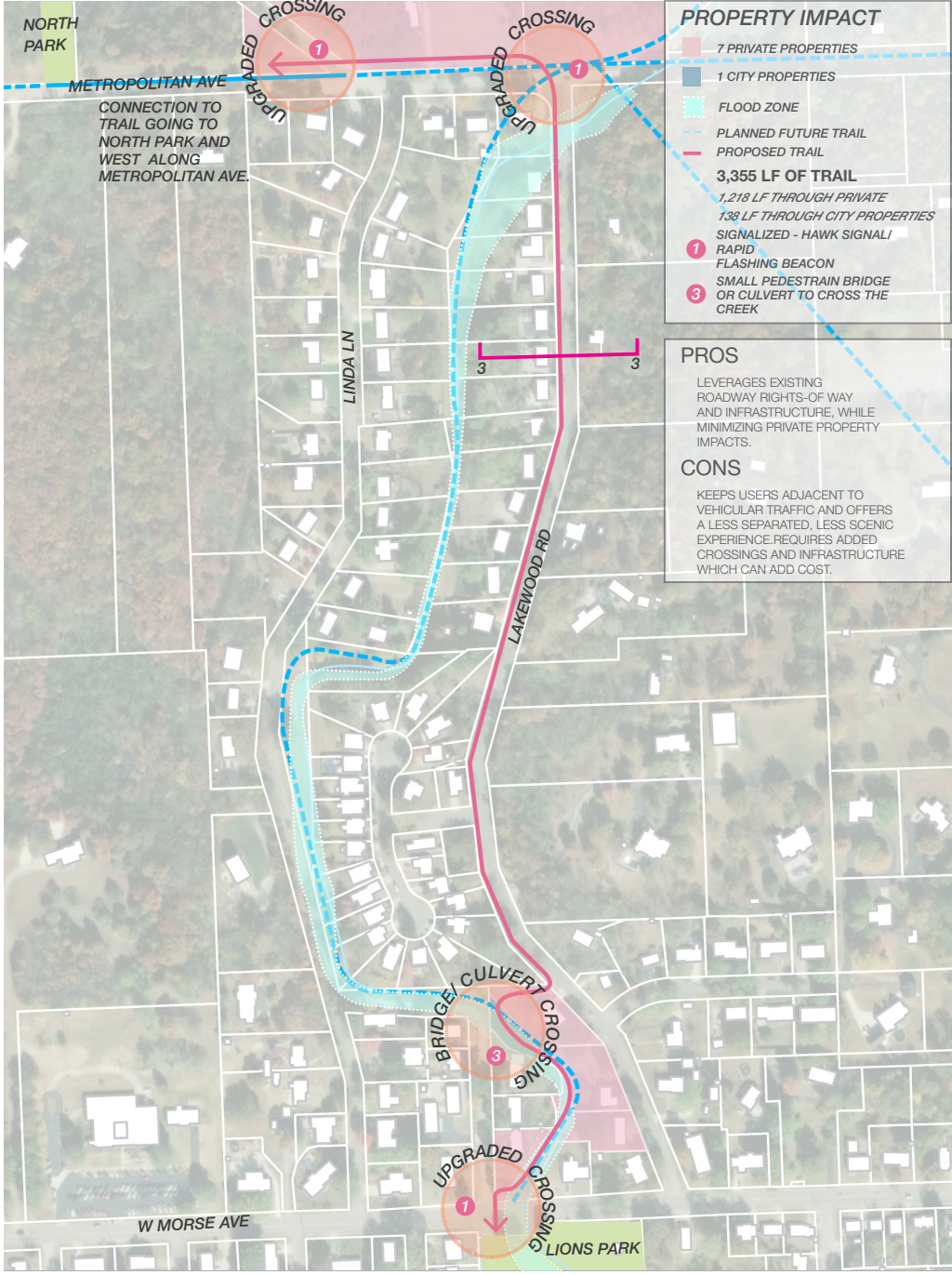
OPTION 3A
ALONG LAKEWOOD ROAD



Section 3-3

Note: Sections created with Streetmix

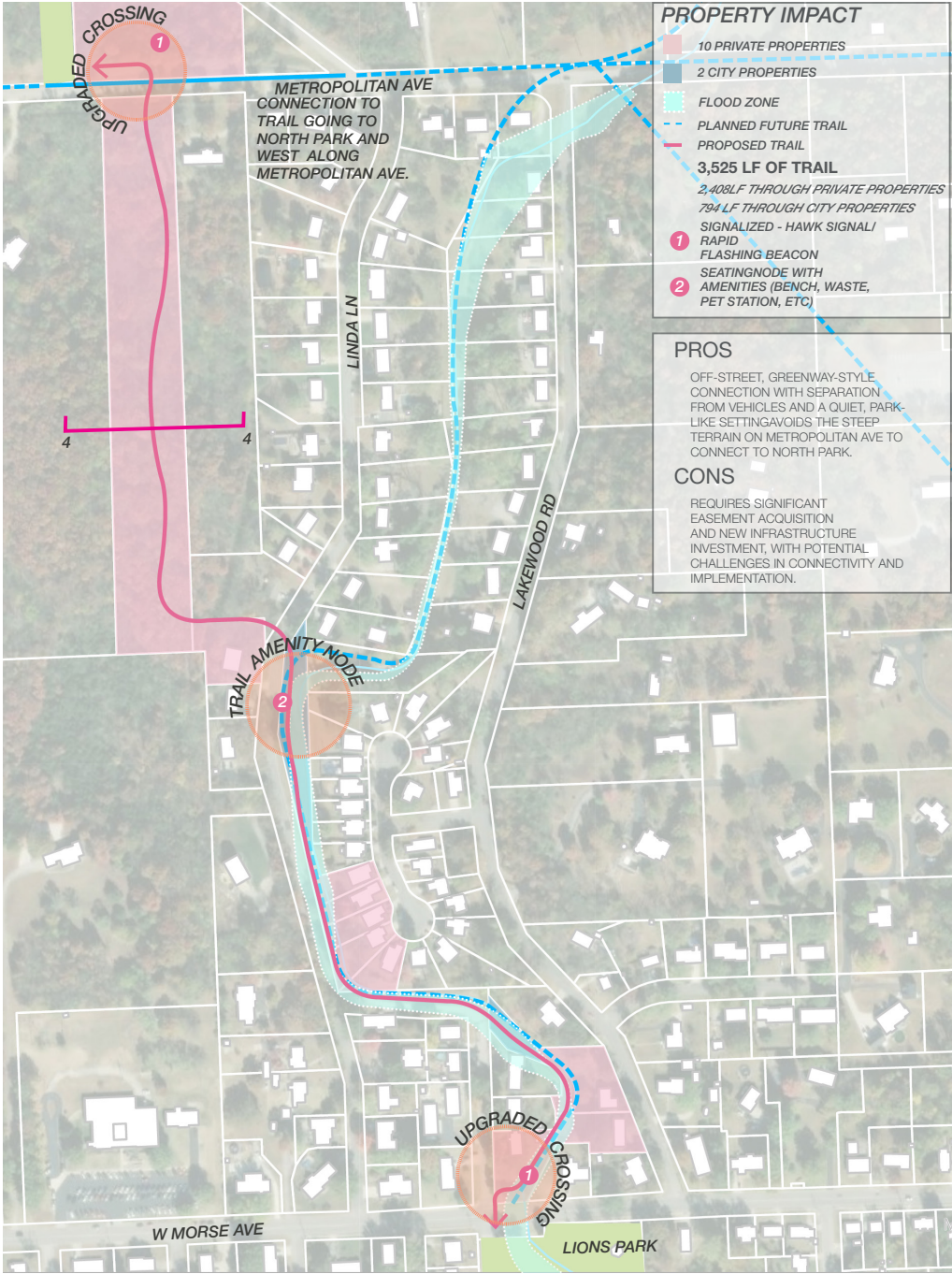
OPTION 3B
ALONG LAKEWOOD ROAD



Section 3-3

Note: Sections created with Streetmix

OPTION 4
ALONG UNDEVELOPED PROPERTY



The following images document existing corridor conditions and highlight key constraints that must be addressed to support successful project implementation.

Existing Conditions



Linda Lane



Lakewood Road

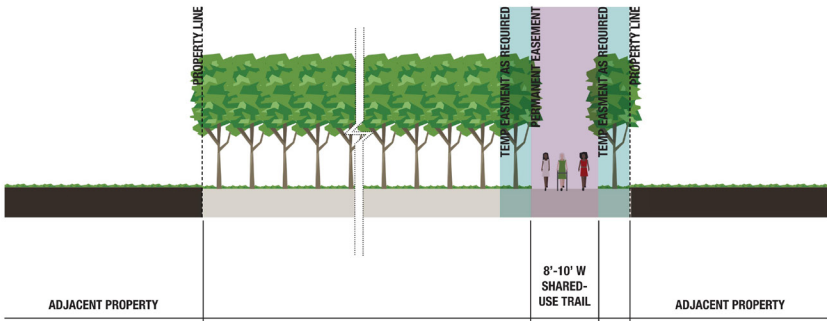


Intersection at Metropolitan Ave to North Park



Intersection at Morse Ave to Lions Park

The proposed alternatives address these challenges by introducing dedicated pedestrian and bicycle infrastructure, improving separation from vehicular traffic, and enhancing safety at key crossings. Streetscape enhancements, including buffers, trail connections, and intersection improvements, create a more accessible and comfortable corridor for users of all ages and abilities.



Section 4-4

Note: Sections created with Streetmix

4.3 SCHOOL DISTRICT CONNECTION ("BLUEGRASS" TRAIL)

Currently, there are limited safe and continuous walking options adjacent to Bonner Springs High School, creating ongoing concerns for students, parents, and school staff traveling to and from campus. Many of the existing routes lack dedicated pedestrian infrastructure, forcing students to walk along road edges or navigate disconnected paths. This not only reduces accessibility but also increases exposure to traffic conflicts, particularly during peak arrival and dismissal times. Addressing these gaps is critical to improving both safety and overall mobility within the school area.

To respond to these challenges, the design team evaluated several strategies focused on enhancing connectivity, safety, and accessibility. Based on this analysis, a series of targeted improvements is being proposed to create a more cohesive and reliable pedestrian network.

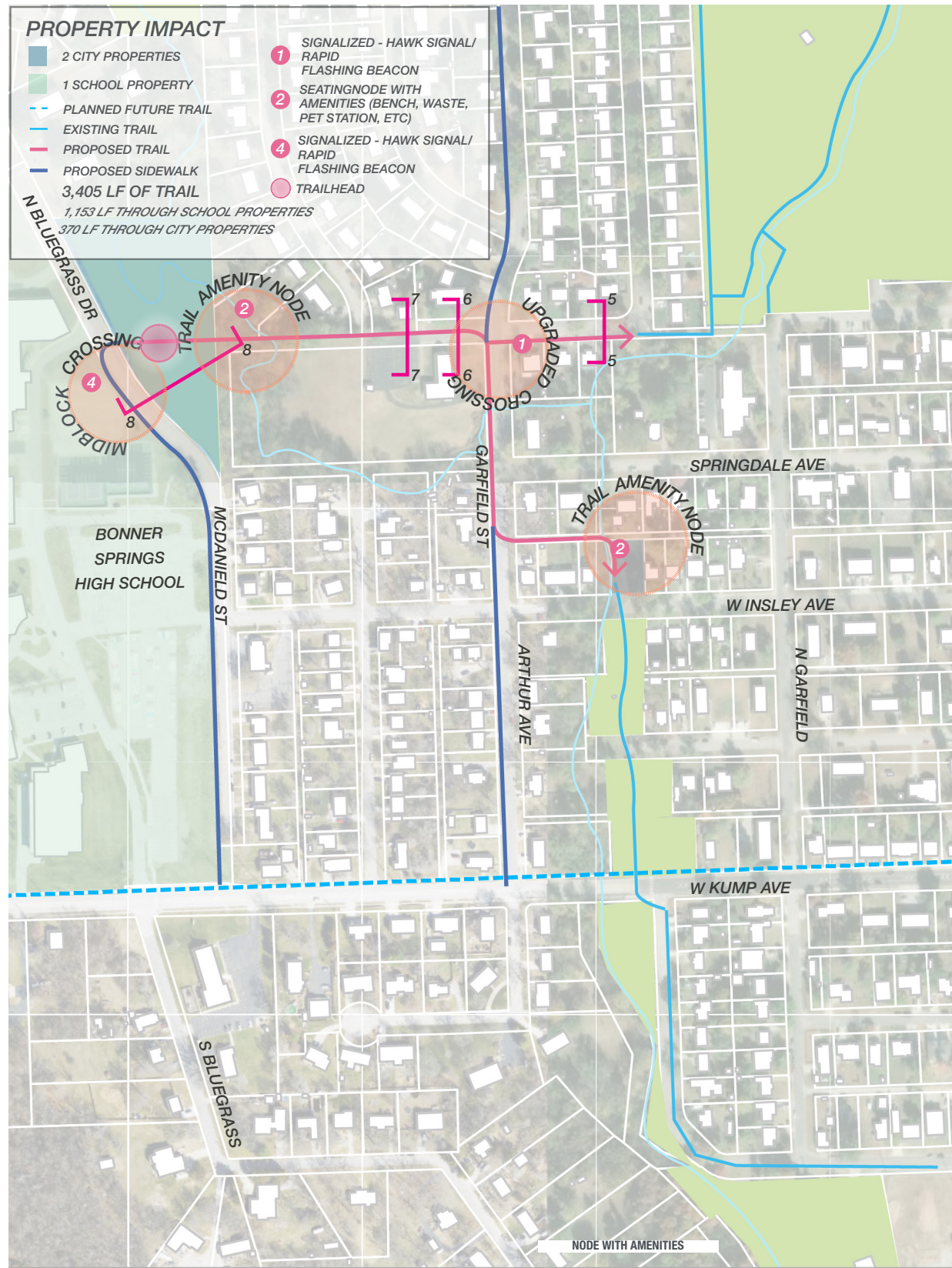
The first key improvement focuses on establishing a shared-use trail connection along Pratt Avenue. This multi-use path would provide a direct, off-street route for students walking or biking to school from North Park and surrounding neighborhoods. By separating pedestrians and cyclists from vehicular traffic, the trail will significantly improve user safety while also encouraging active transportation. In addition, the trail will serve as a recreational amenity for the broader community, extending its value beyond school-related use.

The second improvement includes the addition of new sidewalks along Garfield Street and McDaniel Street. These sidewalks will fill critical gaps in the existing network, creating a continuous and accessible route that strengthens connections between residential areas, school facilities, and nearby destinations. By formalizing these pathways, the design improves circulation patterns and reduces the need for informal or unsafe travel routes. The enhanced network will better support the daily movement of students while also accommodating parents, faculty, and community members.

Together, these proposed improvements envision the creation of a pedestrian-friendly corridor supported by new sidewalk infrastructure, enhanced intersection safety treatments, and a clearly defined network of routes. Elements such as improved crossings, signage, and traffic calming measures will further reinforce safety at key conflict points. The result is a more legible, connected, and user-centered environment.

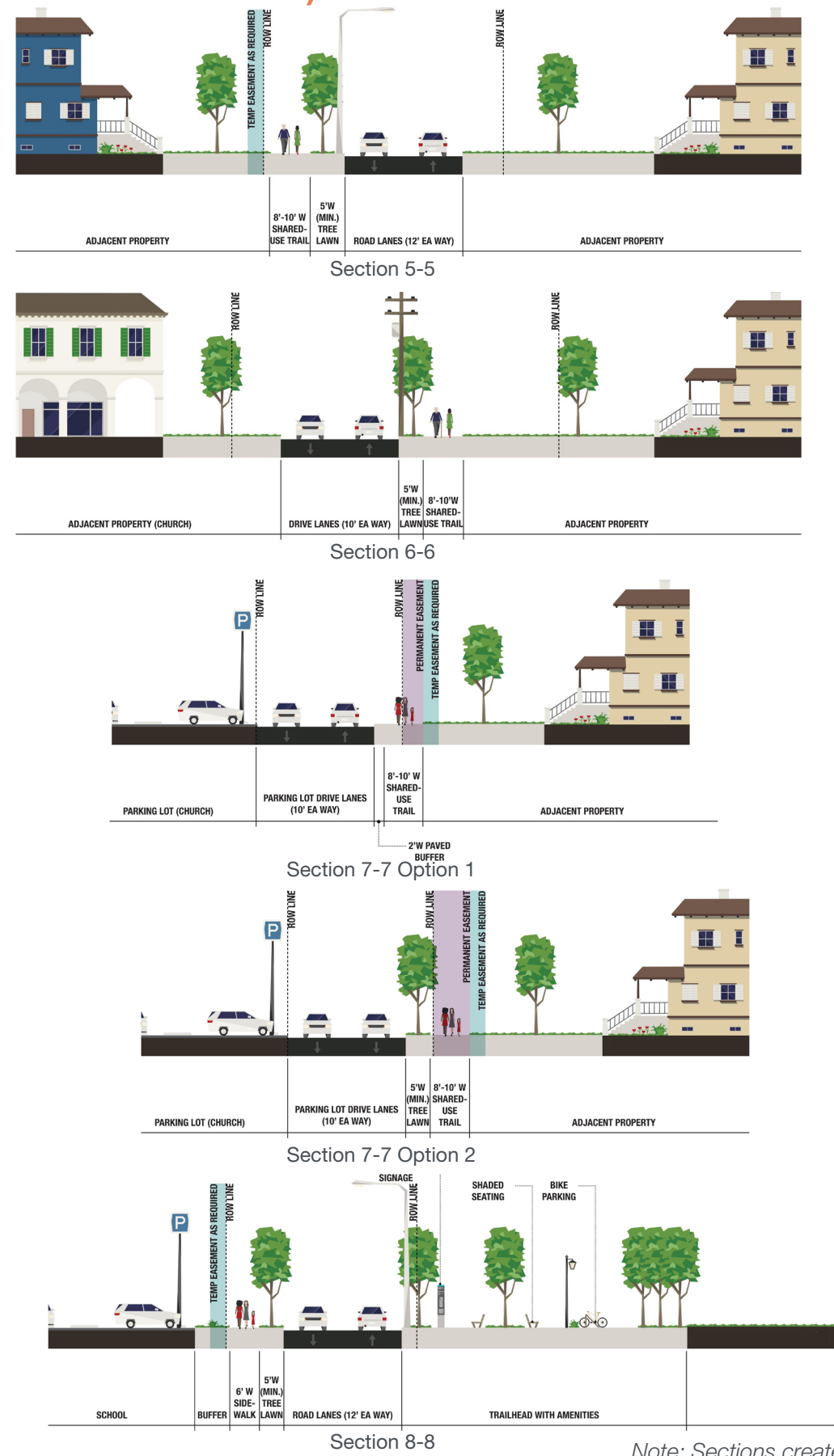
Collectively, these enhancements will create a safer, more welcoming, and better-connected setting for students and parents as they navigate their daily routines.

LIONS PARK TO BLUEGRASS DRIVE



See Sections 5–5, 6–6, 7–7, and 8–8 on the following page.

4.3 SCHOOL DISTRICT CONNECTION ("BLUEGRASS" TRAIL)



Note: Sections created with Streetmix

The following images document existing corridor conditions and highlight key constraints that must be addressed to support successful project implementation.

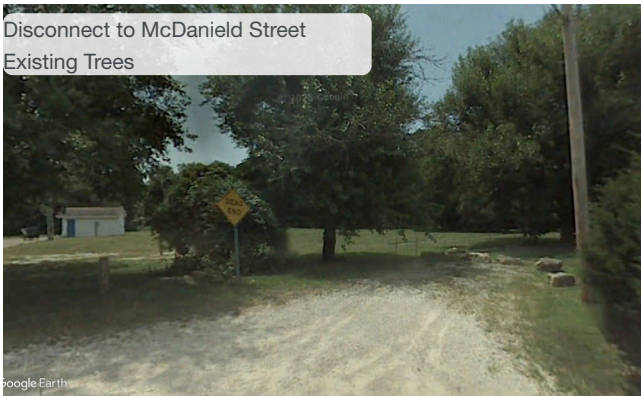
Existing Conditions



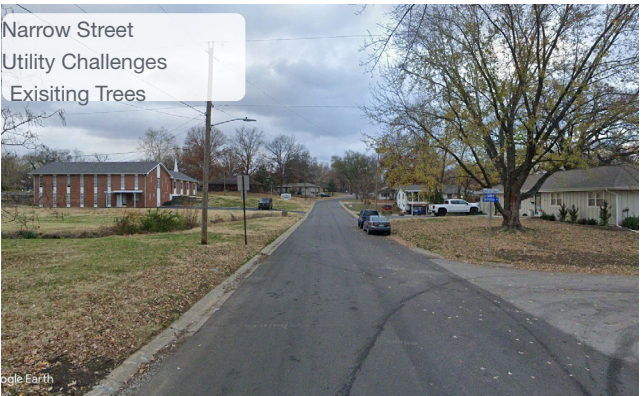
McDaniel Street at Robert E. Clark Middle School



Pratt Avenue



Pratt Avenue



Garfield Street

The proposed alternatives establishing a shared-use trail connection along Pratt Avenue introduces a dedicated, off-street route for students walking and biking to school from North Park and surrounding neighborhoods. This multi-use path improves separation from vehicular traffic and enhances safety and accessibility along the corridor. New sidewalks further strengthen pedestrian connectivity, creating a more continuous and comfortable network for users of all ages and abilities.

4.4 KUMP AVE TO FRONT ST CONNECTION

Currently, safe pedestrian and bicycle routes between Kump Avenue and Front Street are limited, creating a connectivity gap for residents traveling to downtown Bonner Springs.

The evaluated strategy and improvement to bridge this gap focuses on establishing a shared-use trail along Scheidt Lane to connect W. Kump Avenue with Front Street. This connection would continue the shared-use trail along Front Street, and then linking north to South Park, as well as leveraging the connection along 2nd Street to the Fuel House and Bluegrass Drive commercial hub.

Additionally, the improvement proposes a new sidewalk along Woodend Road paired with the development of a community greenspace adjacent to the Manufactured Home Community. This addition will expand access to outdoor recreation opportunities and strengthen the overall connectivity between neighborhoods and downtown Bonner Springs.

The following images document existing corridor conditions and highlight key constraints that must be addressed to support successful project implementation.

Existing Conditions



Scheidt Lane



Intersection at Scheidt Lane and Front Street



Intersection at Scheidt Lane and Kump Avenue

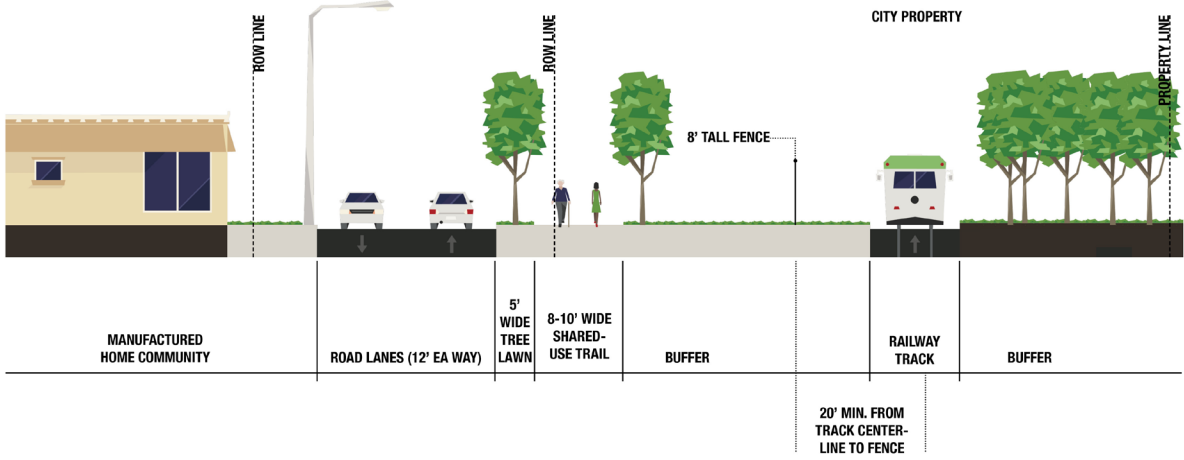
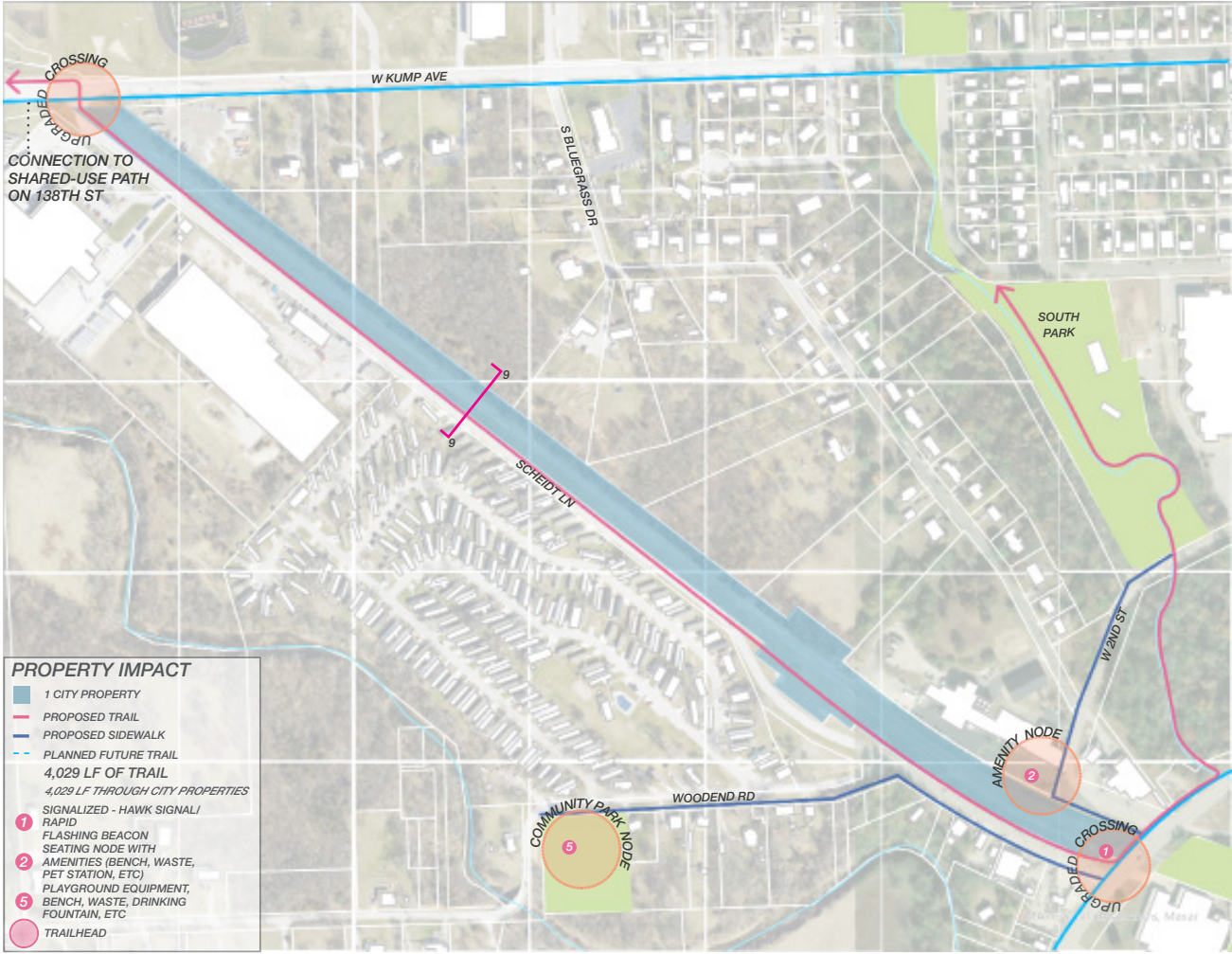


Intersection at Scheidt Lane and Woodend Road

The graphic on the following page illustrates a potential trail typology being considered for the Kump Avenue to Front Street connection. The proposed connection includes an 8'-10' wide shared-use path along Scheidt Lane separated from the street with a 5' wide tree lawn. For safety, an 8' tall fence has been proposed 20' minimum from the centerline of the railway track. The improvements also include enhanced crossings and a potential trail amenity node.

These design options offer flexibility to address existing land use constraints while supporting the goal of creating a safe, attractive, and functional pedestrian and bicycle corridor.

KUMP AVENUE TO FRONT STREET



Section 9-9

Note: Sections created with Streetmix

4.5 LAKE OF THE FOREST CONNECTION

Residents of Lake of the Forest are currently disconnected from much of Bonner Springs, limiting pedestrian and bicycle access to and from the broader city. Several alternatives were evaluated to connect the community to Downtown Bonner Springs along the K/32 corridor.

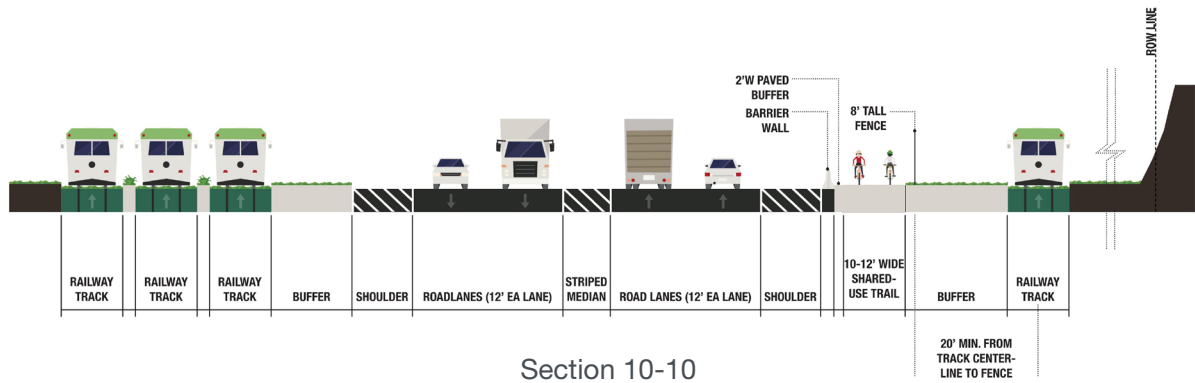
Option 1 evaluates a shared-use trail alignment along the north side of K-32/Kaw Drive, avoiding direct crossing of the busy roadway. To address safety concerns related to roadway proximity, a barrier wall and buffer from traffic were considered. However, the adjacent railway corridor introduces additional constraints, requiring an 8-foot-tall safety fence and setback from the tracks, which significantly limits the available space for the trail.

As an alternative, Option 2 evaluates a crossing of K-32 at K-7, building on the Downtown Master Plan connection and utilizing City property to access the riverfront before returning to the north side of Kaw Drive. While this alignment offers strong scenic potential, it introduces multiple crossings, which add complexity and safety considerations. Additionally, it does not fully resolve the challenge of trail proximity to K-32.

Options 3 and 4 explore maintaining the greenway entirely on the south side of K-32 after crossing at K-7. In Option 3, the alignment follows the river corridor across several City-owned parcels, providing opportunities for direct river access along this segment. The route then turns north to cross the railway at an existing crossing before continuing along the south side of K-32 for the remainder of the connection, ultimately crossing K-32 again at Lake of the Forest. This option includes multiple crossings and, due to its continued proximity to K-32, would require a barrier wall similar to Options 1 and 2. Despite these constraints, it has been well received by stakeholders and offers potential for a future connection to the Edwardsville trail network.

Option 4 remains within the river corridor for the full length of the alignment to Lake of the Forest. While this approach offers the greatest scenic and recreational potential, it presents notable feasibility challenges, including the need to pass through railroad right-of-way. This option also offers a potential connection to the Edwardsville trail network.

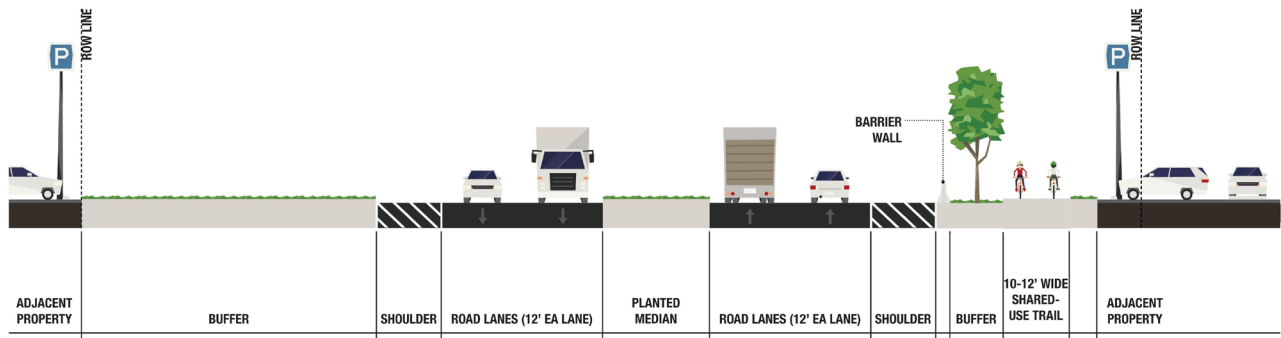
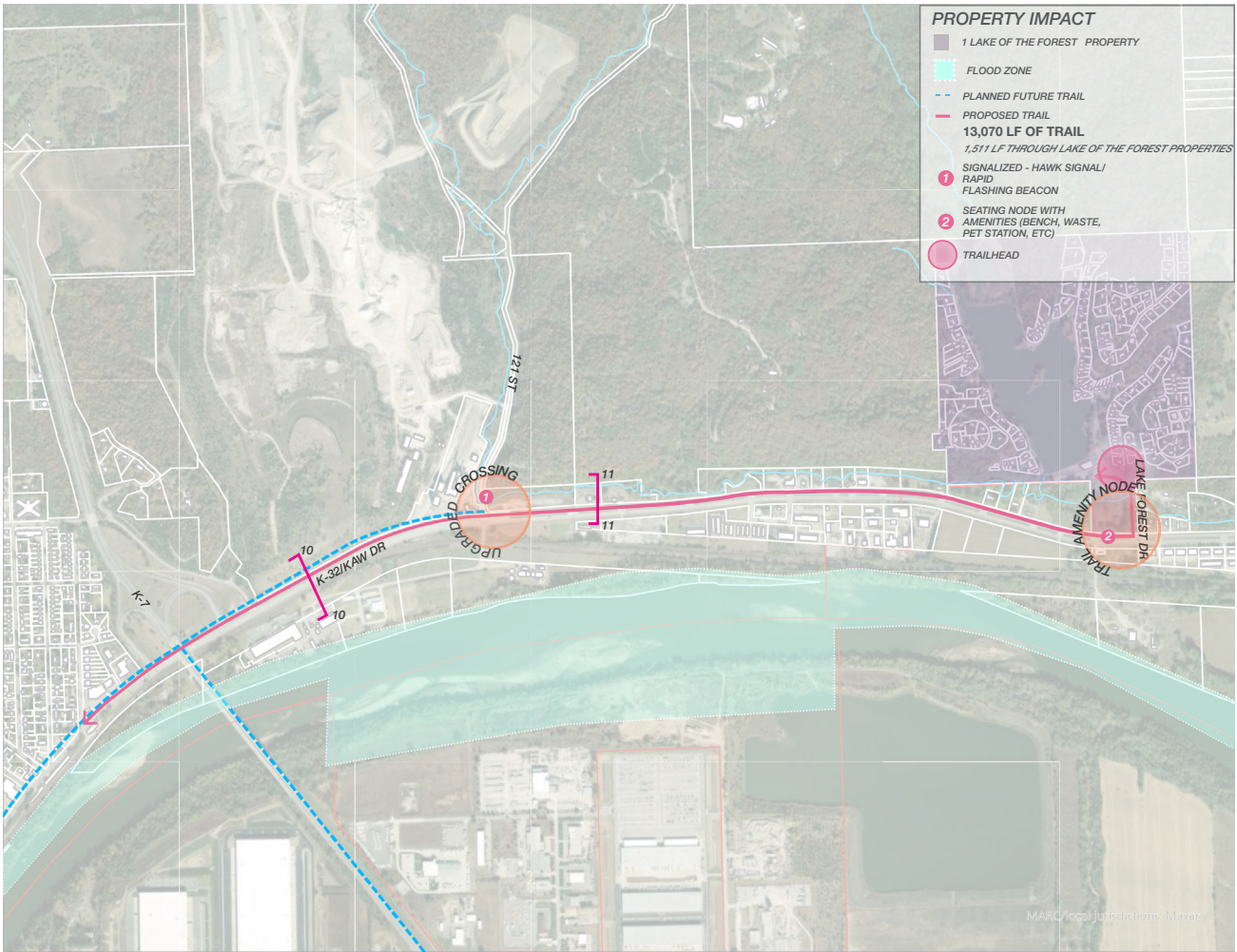
All studied options include a 10–12-foot-wide shared-use path with a planting buffer where feasible, along with upgraded crossings and strategically located amenity features. Safety enhancements may include barrier walls along the roadway and fencing adjacent to the railway where required.



Section 10-10

Note: Sections created with Streetmix

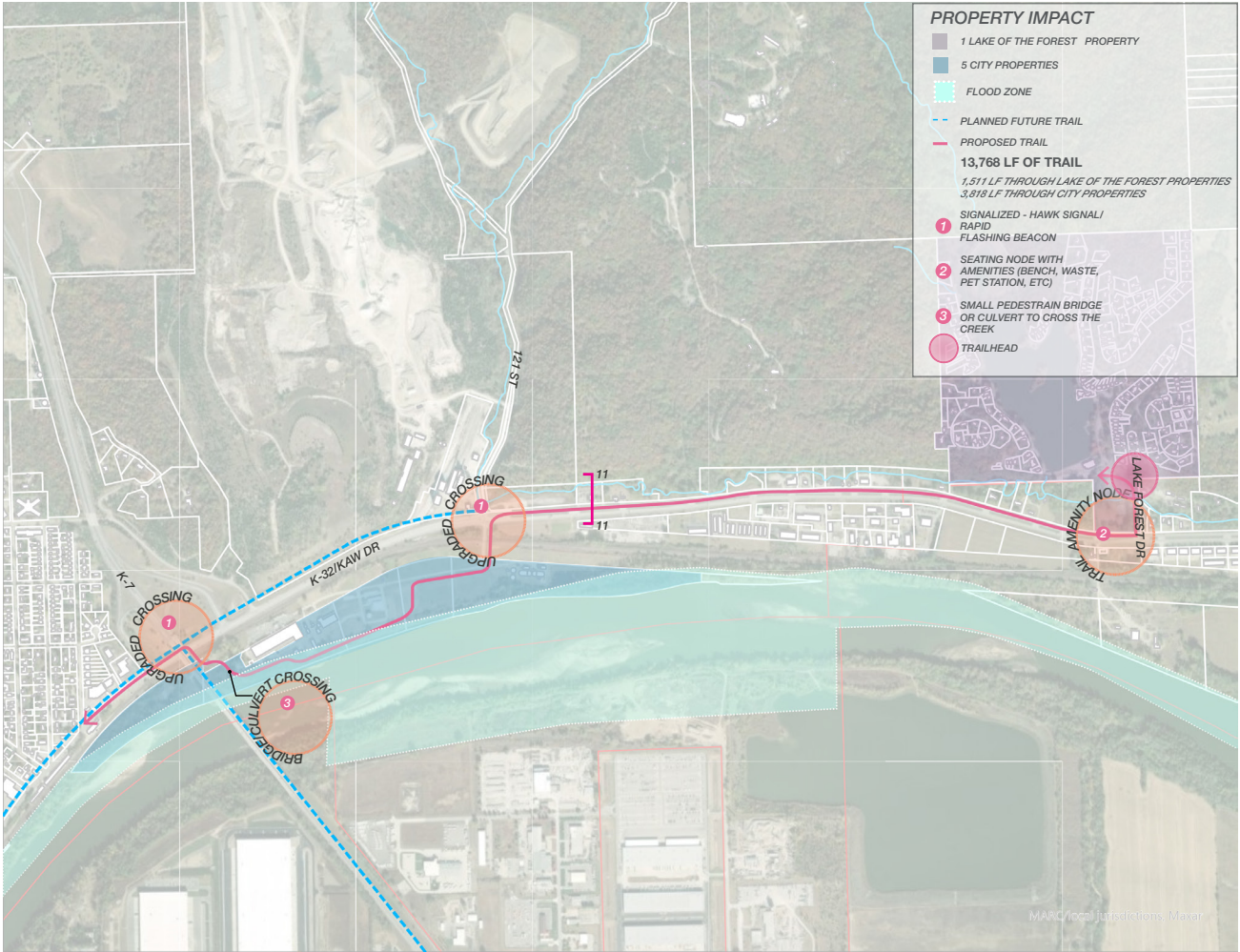
OPTION 1
ALONG NORTH OF K -32



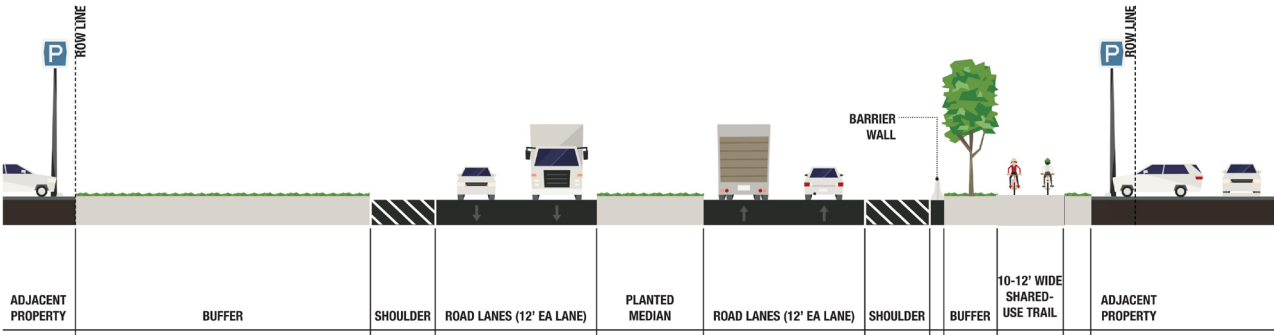
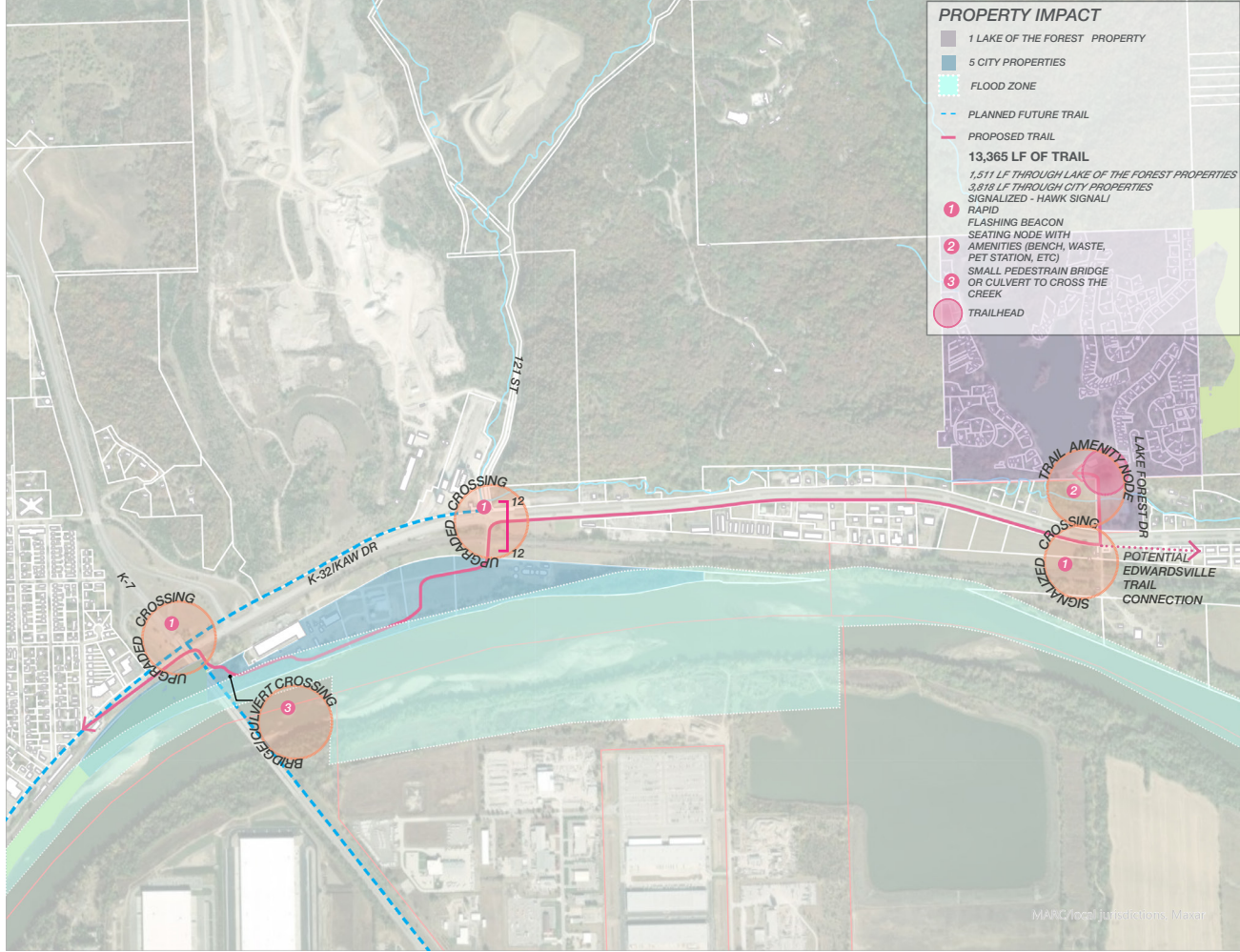
Section 11-11

Note: Sections created with Streetmix

OPTION 2
ALONG KANSAS RIVER & CROSS BACK TO NORTH OF K - 32

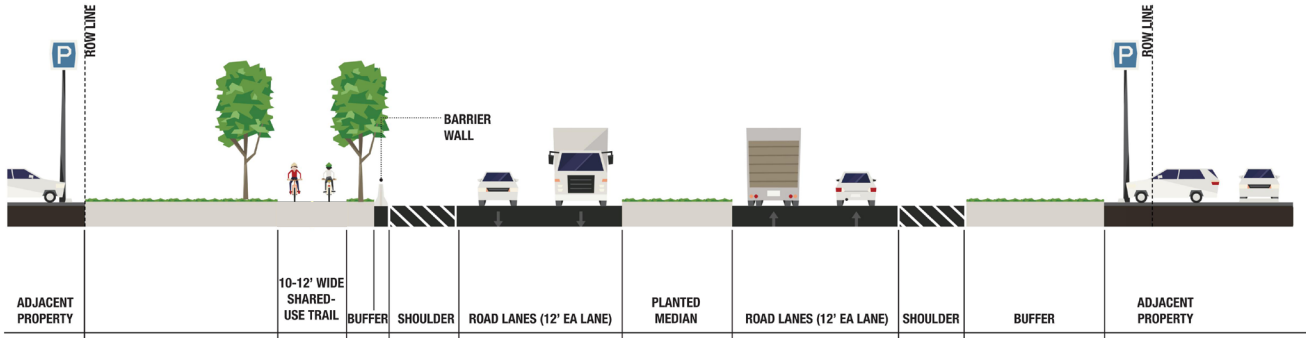


OPTION 3
ALONG KANSAS RIVER & CROSS BACK TO SOUTH OF K - 32



Section 11-11

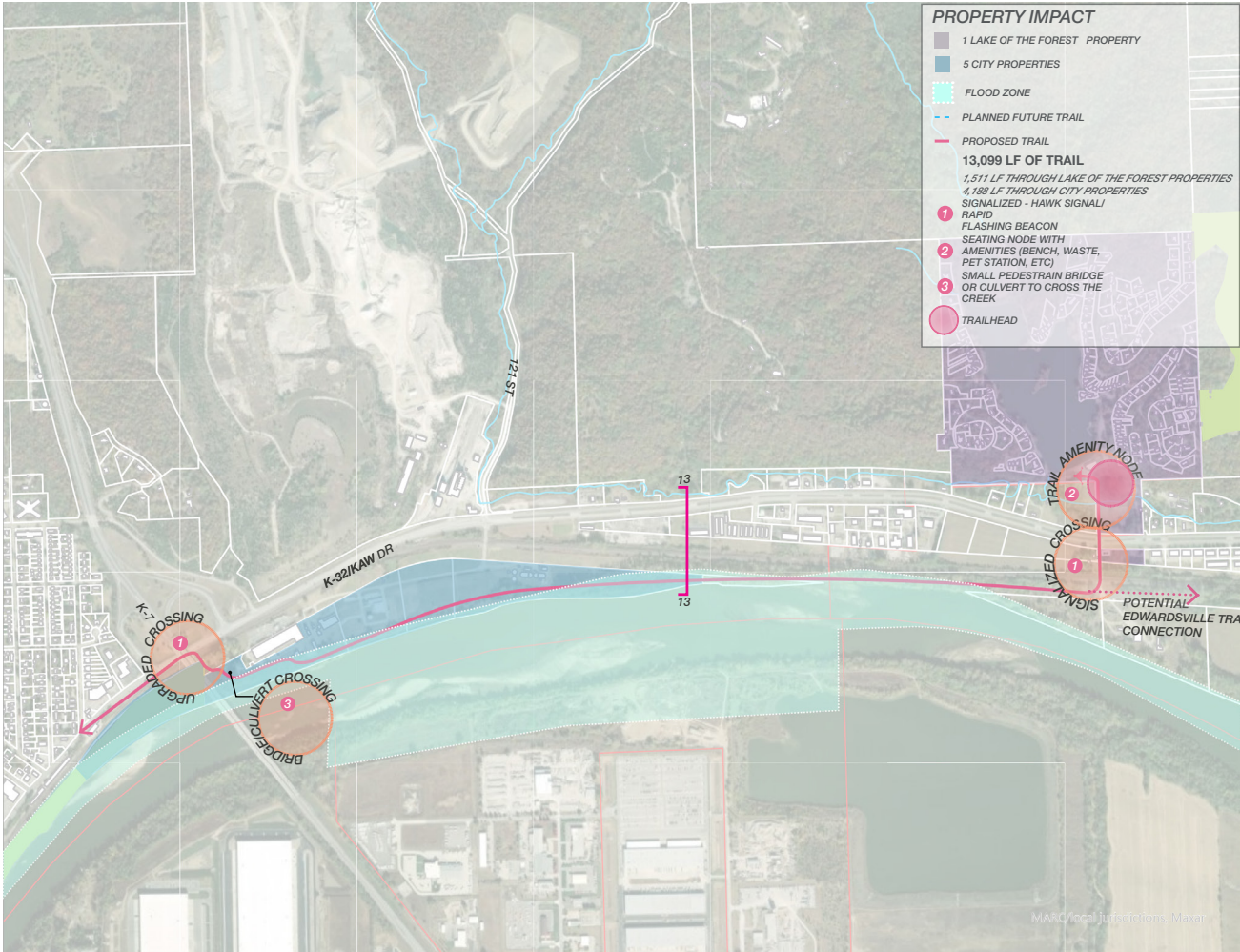
Note: Sections created with Streetmix



Section 12-12

Note: Sections created with Streetmix

OPTION 4
ALONG KANSAS RIVER

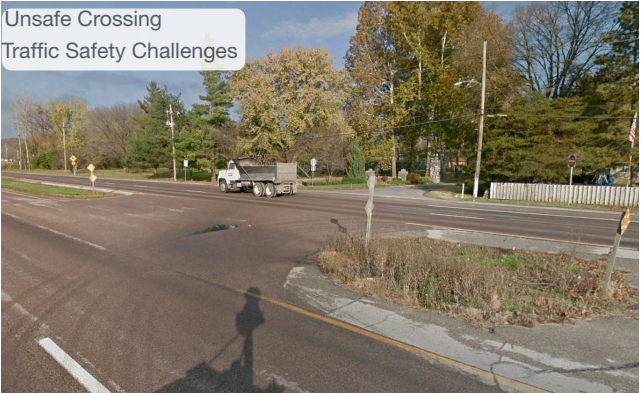


The following images illustrate existing conditions and key constraints, including roadway safety concerns, railroad coordination, and limited space for new infrastructure, all of which must be addressed to support successful project implementation.

Existing Condition



K-32



Intersection at K-32 and Lake of the Forest

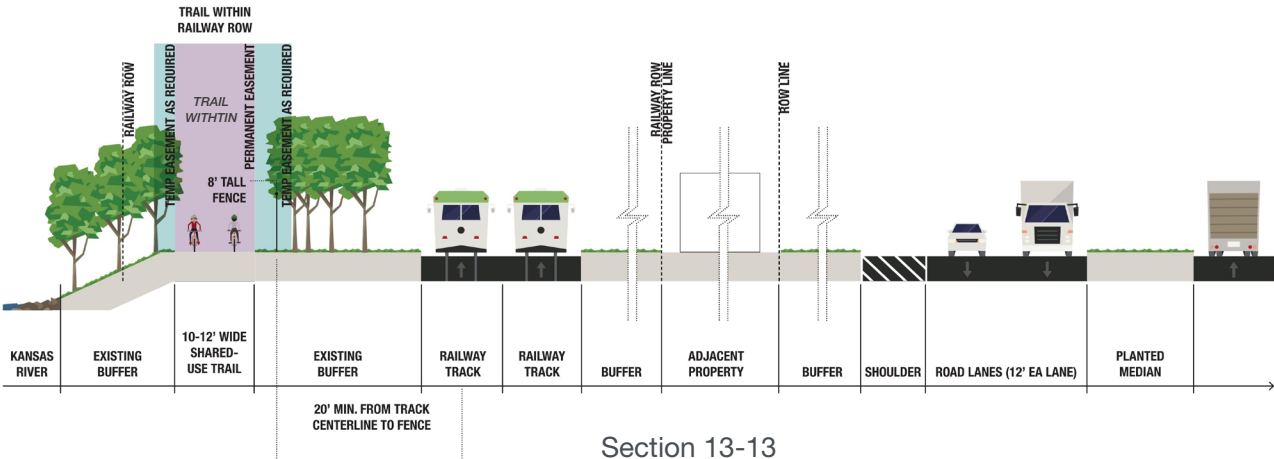


Swingster Road



Intersection at K-32 and K-7

The evaluated options respond to these challenges through a combination of alignment strategies, safety enhancements, and design interventions that improve feasibility and user experience. Collectively, they establish a critical connection between the core of Bonner Springs and the Lake of the Forest community, strengthening access to key destinations and overall network connectivity for pedestrians and cyclists.



Section 13-13

Note: Sections created with Streetmix

4.6 WYANDOTTE COUNTY PARK CONNECTION

Wyandotte County Park is a major destination in Bonner Springs, offering a wide range of amenities and recreational opportunities. However, pedestrian and bicycle access to the park is currently limited, as I-70 creates a significant barrier between the park and surrounding Bonner Springs neighborhoods. To address this gap, several strategies were evaluated to improve connectivity.

Two primary routes were evaluated for the north–south connection to Wyandotte County Park: 122nd Street and 118th Street. Option 1—the 122nd Street alignment—connects north via Riverview Avenue and utilizes an existing bridge crossing over I-70, providing a continuous and feasible route to the park. Kansas Avenue, an east–west commercial corridor, intersects with 122nd Street and supports access to adjacent businesses while strengthening network connectivity.

Options 2A and 2B maintain the 122nd Street route while introducing an additional connection along 118th Street. Option 2A offers a more direct route, crossing I-70 at an existing bridge and providing access toward the golf course at Wyandotte County Park. However, this option would require routing through Sunflower Hills Golf Course to access other areas of the park, making it less feasible. Additionally, a portion of 118th Street north of Riverview Avenue lie along the boundary between Bonner Springs and Edwardsville, introducing potential jurisdictional coordination challenges. Option 2B connects 118th Street to Riverview Avenue and extends west and then north along Riverview to utilize the I-70 crossing at that location. All options ultimately connect to 126th St. and north towards Azura Amphitheater.

The evaluated improvements include a 10–12-foot-wide shared-use path separated from the roadway by a tree lawn buffer where feasible, or delineators where space is constrained, with the potential for the path width to be reduced to 8–10 feet in constrained areas. The proposed network envisions a pedestrian-friendly corridor supported by trail infrastructure, enhanced intersection safety treatments, and a cohesive system of routes, creating a safer, more welcoming, and better-connected environment for residents, students, and families

The following images show existing conditions at 122nd St., 118th St, Kansas Avenue and 126th St. There are no existing sidewalk infrastructure in these corridors.



No Sidewalk on 122st St



Busy Traffic on Kansas Ave



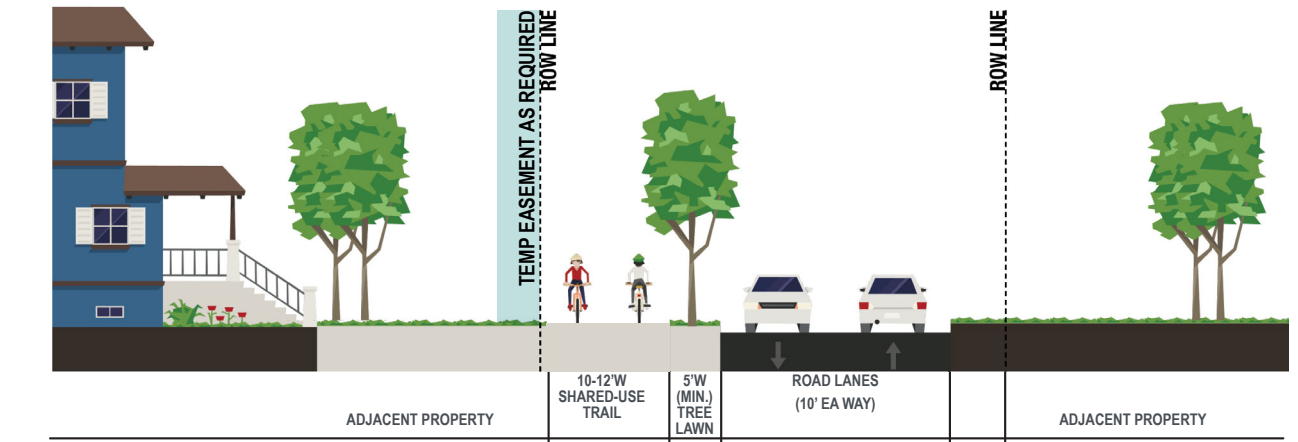
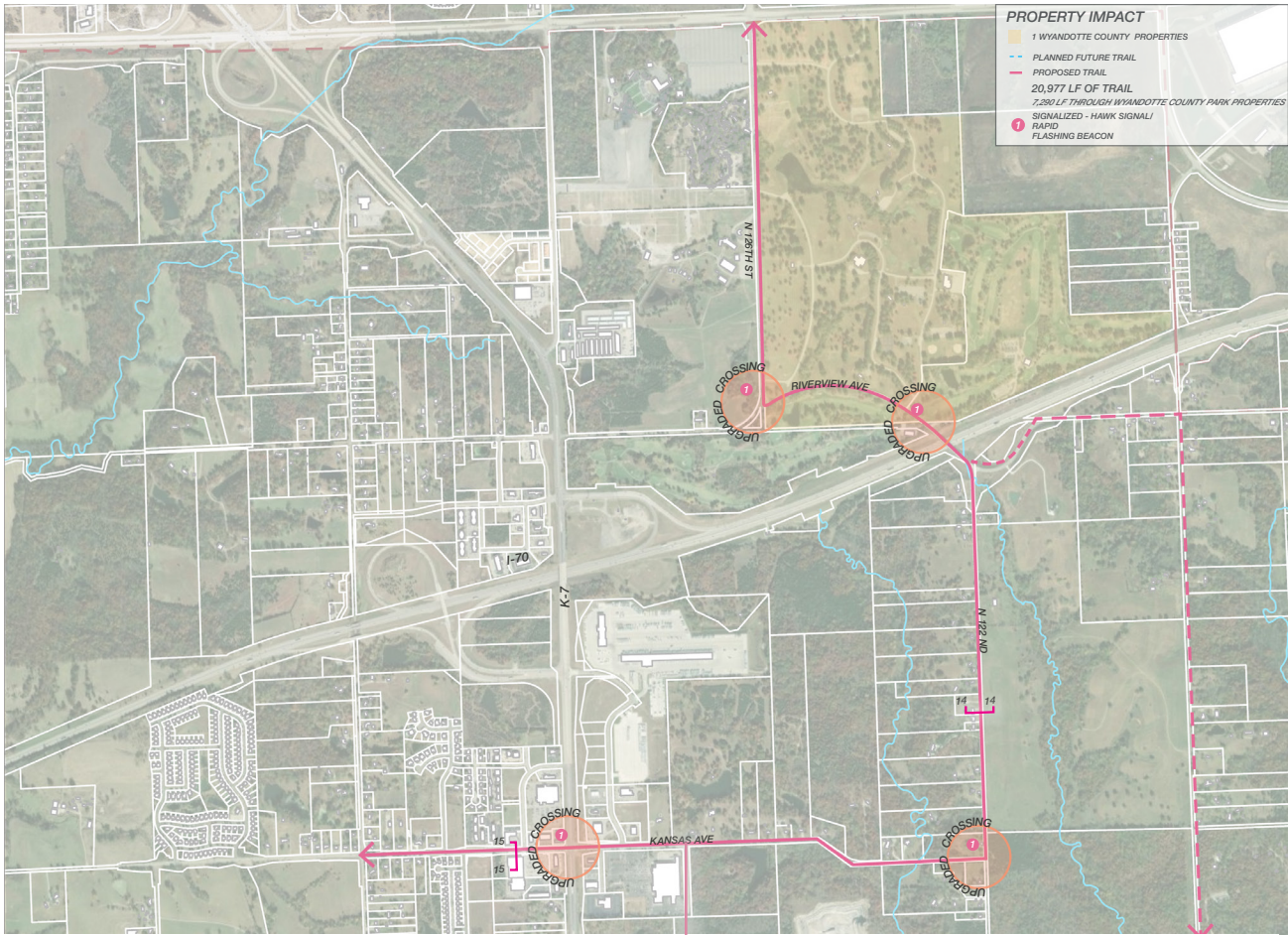
No Sidewalk on 118th St



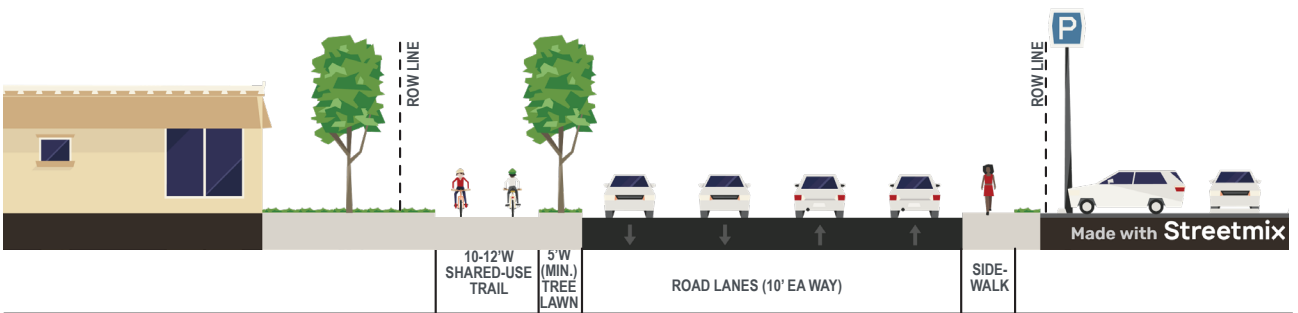
No Sidewalk on 126th St

OPTION 1

KANSAS AVENUE - 122ND ST CONNECTION TO RIVERVIEW AVENUE CROSSING



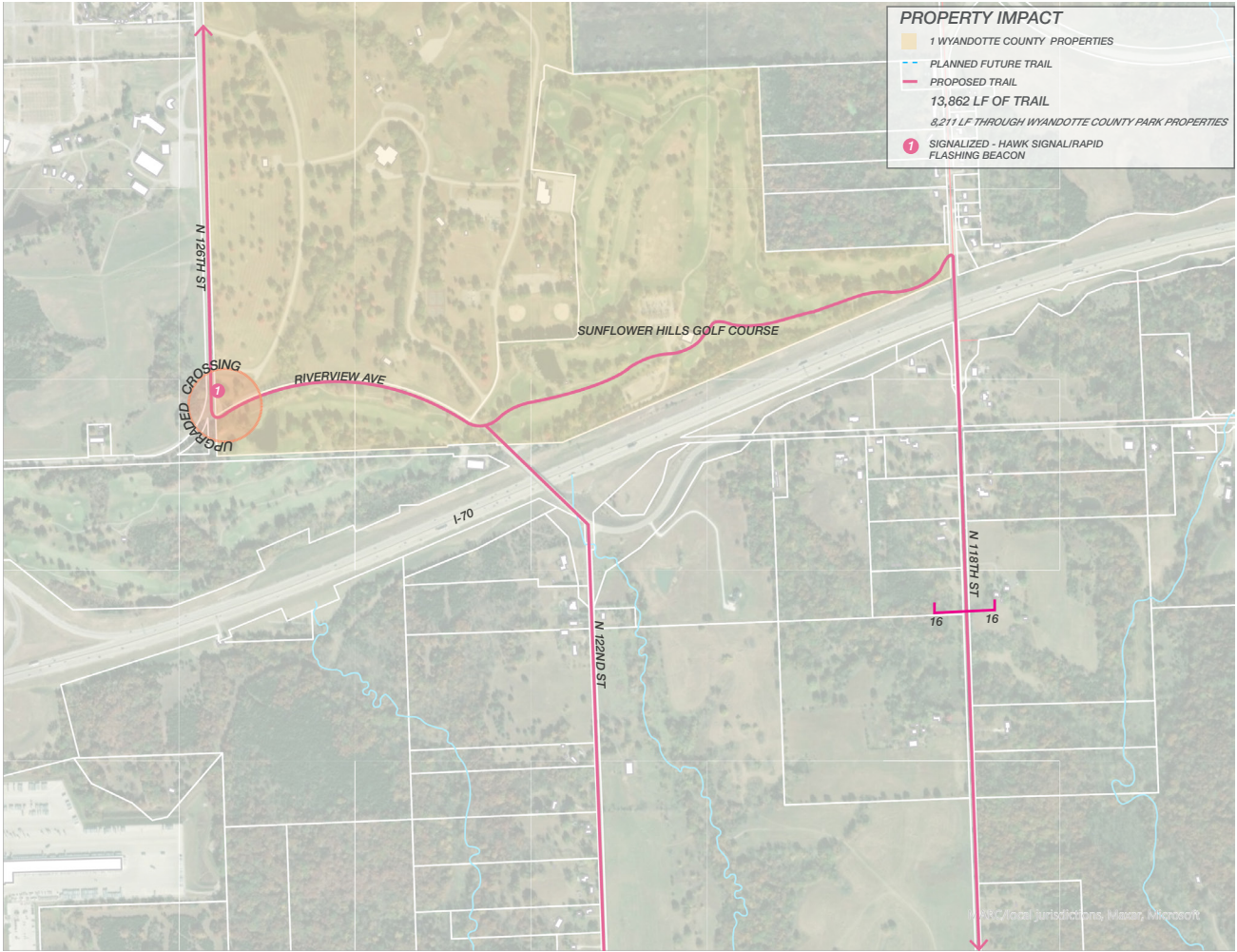
Section 14-14



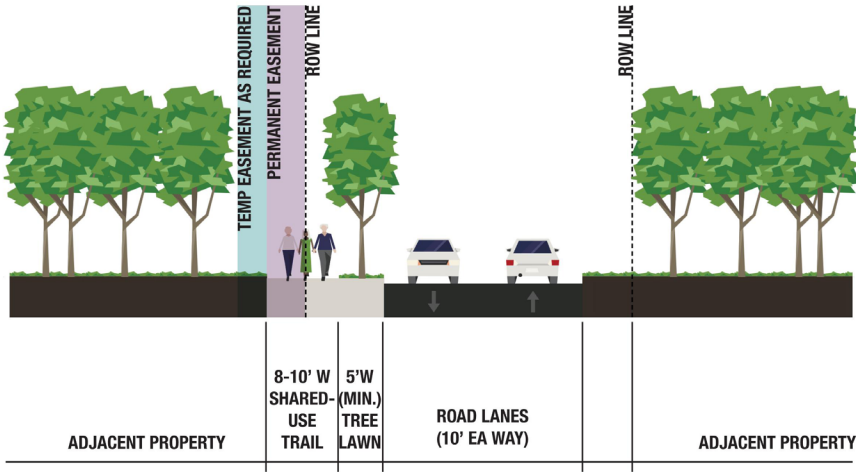
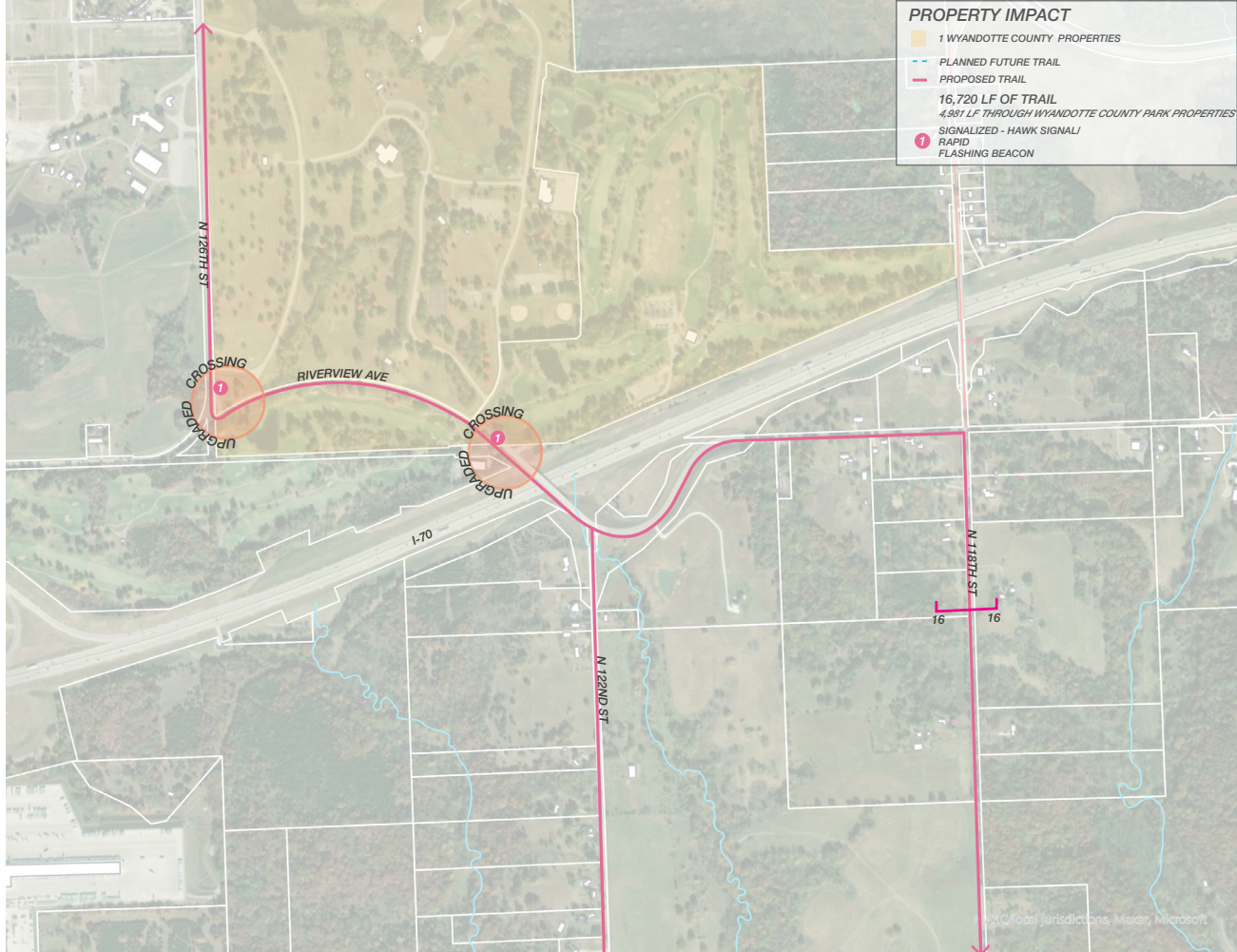
Section 15-15

Note: Sections created with Streetmix

OPTION 2A
118TH ST CONNECTION AND CROSSING

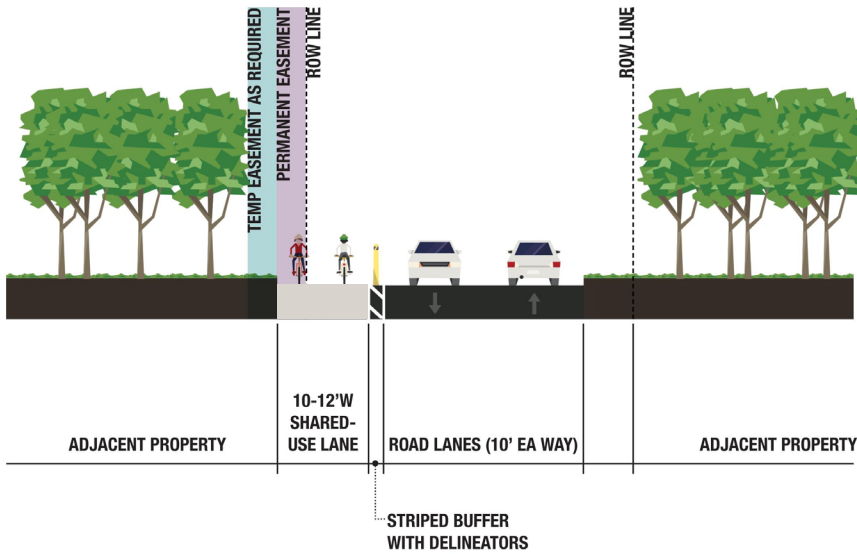


OPTION 2B
118TH ST CONNECTION TO RIVERVIEW AVENUE CROSSING



Section 16-16 Option 1

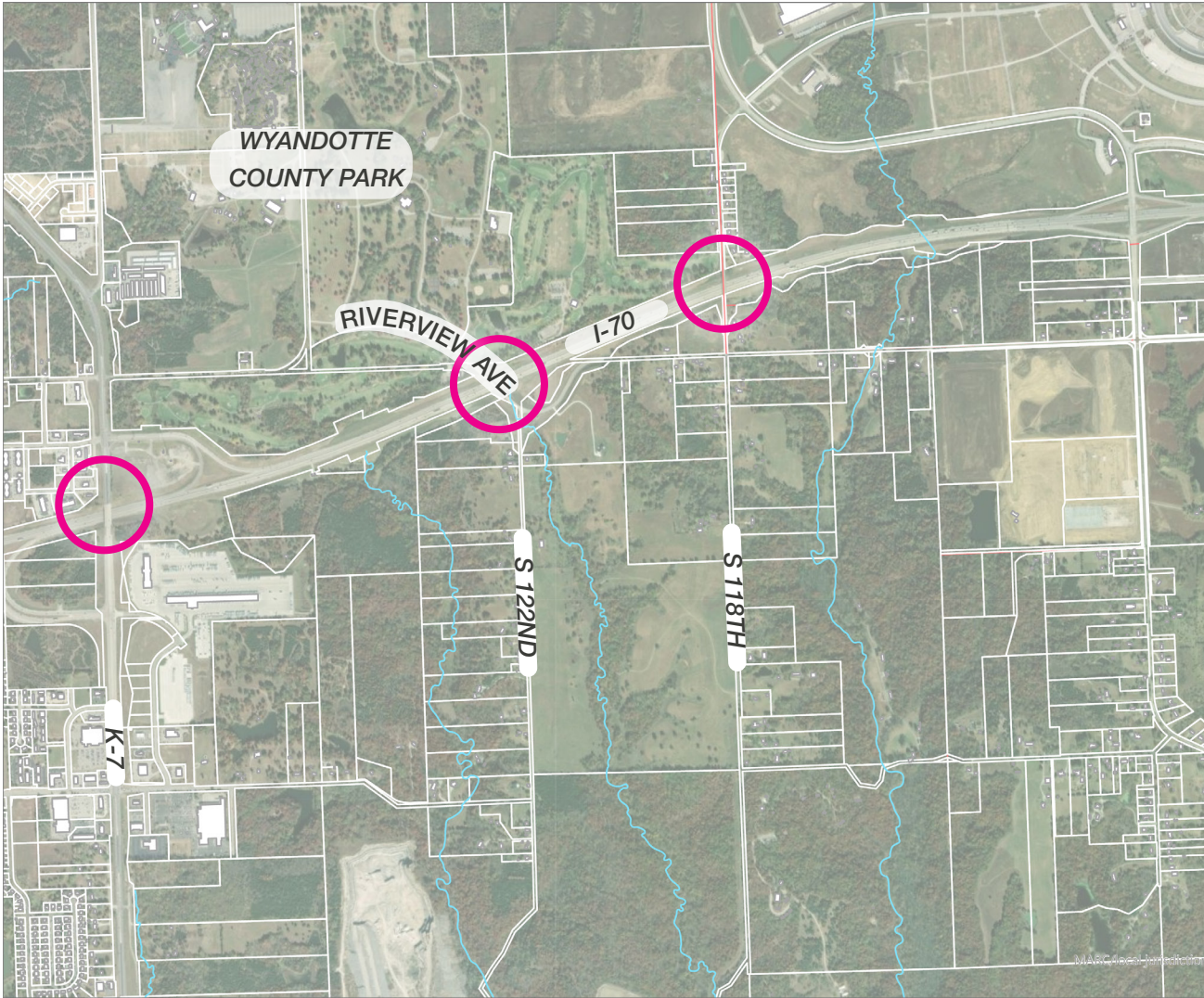
Note: Sections created with Streetmix



Section 16-16 Option 2

Note: Sections created with Streetmix

WYANDOTTE COUNTY PARK CONNECTION- CROSSING I-70



As part of the evaluation of I-70 crossing options in Bonner Springs, the K-7 corridor was considered; however, it currently lacks dedicated pedestrian accommodations and presents notable design, cost, and coordination challenges. Providing a crossing would require either modifying the existing bridge—through redecking and reduced shoulder widths in coordination with KDOT—or constructing a separate pedestrian structure, both of which may limit feasibility.

The images below show the existing conditions at the I-70 crossing locations at K-7, 118th St. and Riverview Avenue. The Riverview Avenue and 118th Street crossings offer more feasible alternatives due to existing infrastructure and more direct connectivity, making them better suited to support pedestrian and bicycle access across I-70.

Existing Conditions

Traffic Safety Challenges
No Pedestrian Crossing



Crossing I - 70 at K-7

Existing Pedestrian Path for Crossing



Crossing I - 70 at 118th Street

Existing Pedestrian Path for Crossing



Crossing I - 70 at Riverview Avenue

4.7 CONNECTION ACROSS KANSAS RIVER



Stakeholders share an interest in strengthening the regional connection between the City of Bonner Springs and Johnson County across the Kansas River at K-7. To achieve this, pedestrian accommodations on the existing bridge must be carefully evaluated.

The existing outside shoulder widths appear to meet the 10-foot preferred width identified in KDOT’s Design Shoulder Width Map. However, the inside shoulders appear to be approximately 6 feet wide. Further reducing shoulder widths—combined with the need to address drainage modifications and coordinate with utilities carried on the structure—makes re-decking the existing bridge to accommodate pedestrians an unlikely option.

The most feasible alternative is construction of an adjacent pedestrian bridge. This option would require hydraulic analysis to assess and mitigate potential impacts to the river, as well as extensive coordination with both KDOT and the railroad.

Existing Condition



K-7 Northbound



K-7 Southbound

Potential Pedestrian Bridge Across the Kansas

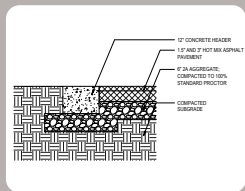


4.8 TRAIL MATERIAL

The selection of trail materials plays a critical role in the durability, maintenance, and overall user experience of the proposed network. Primary trail surfaces include asphalt and concrete, each offering distinct advantages depending on context. Asphalt trails provide a smooth, cost-effective surface with a more natural appearance that blends well within greenway settings, while concrete offers increased longevity, reduced long-term maintenance, and improved performance in areas subject to flooding or heavy use. In select locations, asphalt trails with concrete headers may be utilized to enhance edge stability and extend the lifespan of the pavement.

Trailheads and amenity nodes are designed to complement these materials through the use of durable, low-maintenance finishes and site furnishings. Features such as seating areas, bike racks, drinking fountains, and waste receptacles are integrated within landscaped settings to support comfort and usability. Additional elements—including lighting, signage, safety features, and pedestrian bridges where needed—further enhance accessibility and user safety, creating a cohesive and functional trail environment that serves a wide range of users.

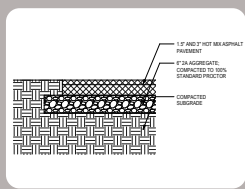
ASPHALT TRAIL WITH CONCRETE HEADERS



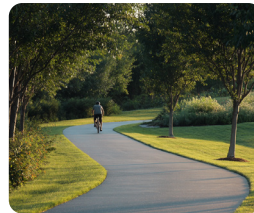
- | PROS: | CONS: |
|---|---|
| <ul style="list-style-type: none"> • Smooth, cost-efficient surface • Defined edges enhance durability • Clear, roadway-style wayfinding • Strong contrast for pavement markings • Concrete headers improve precision and finish | <ul style="list-style-type: none"> • Requires periodic resealing, milling, and overlay • Less durable over time compared to concrete • Concrete headers increase overall cost • Joint between asphalt and concrete prone to separation, leading to weed growth and cracking/settling (mitigated by regular maintenance) |



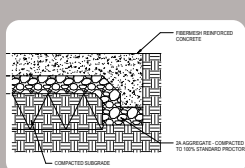
ASPHALT TRAIL



- | PROS: | CONS: |
|--|--|
| <ul style="list-style-type: none"> • Roadway-like appearance enhances recognition • Strong contrast improves striping visibility | <ul style="list-style-type: none"> • Unconfined edges can lead to edge deterioration • Layout accuracy depends on workmanship and is less precise than with concrete |



CONCRETE TRAIL



- | PROS: | CONS: |
|--|--|
| <ul style="list-style-type: none"> • Longer-lasting material • Potentially lower cost than concrete headers • Can be installed later in the season than asphalt | <ul style="list-style-type: none"> • Higher cost compared to asphalt • Expansion and control joints create an uneven, less comfortable surface • Sidewalk-like appearance makes it less identifiable as a multi-use trail • Provides higher layout precision and grading tolerance, but with increased expense |



Reference - Great Rivers Greenway
[https://www.greatriversgreenway.org/files/2016/09/Trail-Design-Surfacing-Primary-Trails.pdf](#)

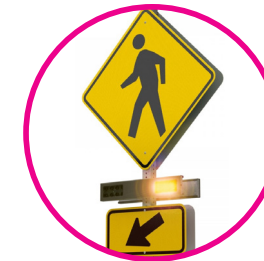
TYPICAL TRAIL AMENITY NODE



TRAIL ELEMENTS



Hawk Signal



Rapid Flashing Beacon



Emergency Call Station



Bike Rack



Bench



Drinking Fountain



Bollard



Crosswalk



Trash Receptacle



Lighting



Pet Waste Station



Small Pedestrian Bridge

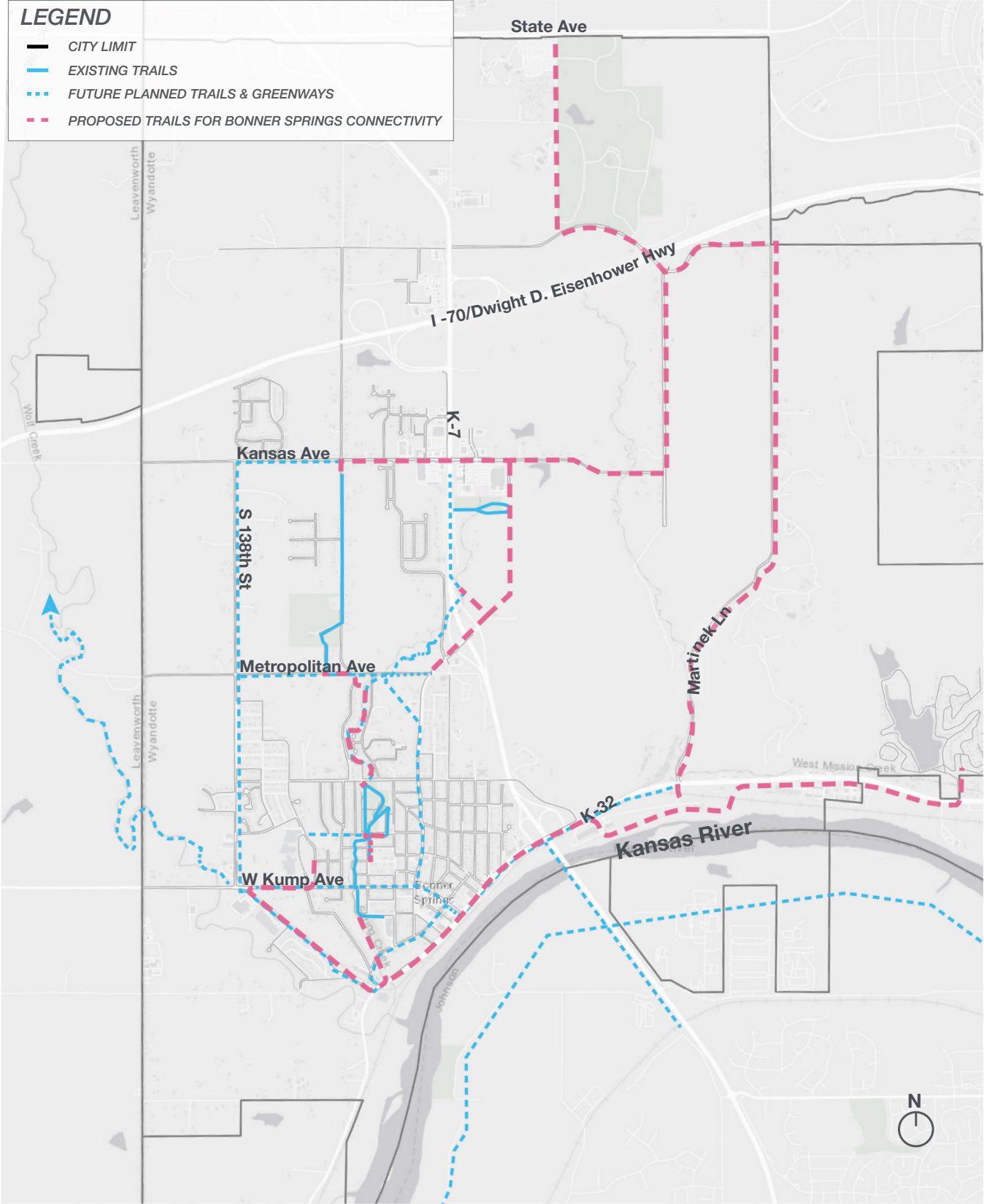
TYPICAL TRAILHEAD





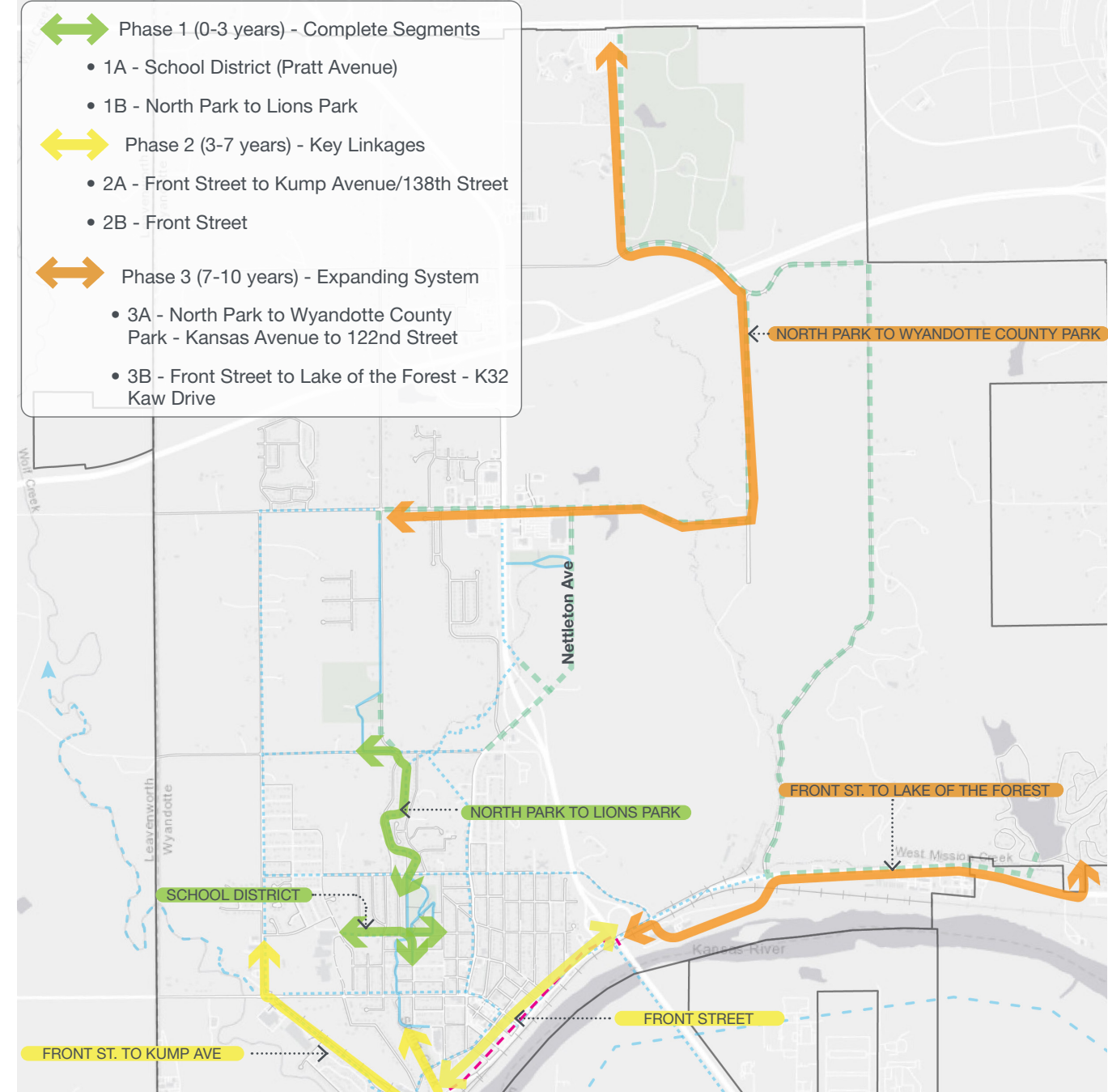
05 Recommendations

EXISTING AND FUTURE PLANNED TRAILS & GREENWAYS



This map illustrates the existing and planned trail and greenway network within Bonner Springs, highlighting current infrastructure alongside proposed connections that expand access throughout the community. Together, these routes create a more connected system linking neighborhoods, parks, and key destinations while supporting future regional trail integration.

PROPOSED KEY CONNECTIONS AND PHASING



This map illustrates the recommended routes for each primary trail connection identified in the Planning section of this report. These connections were selected based on a detailed evaluation of feasibility, along with input from stakeholders and user groups. A phased implementation strategy has been developed to organize these connections into three stages:

Phase 1 - Implementation of priority segments that address major connectivity gaps identified as most beneficial for daily pedestrian and bicycle use.

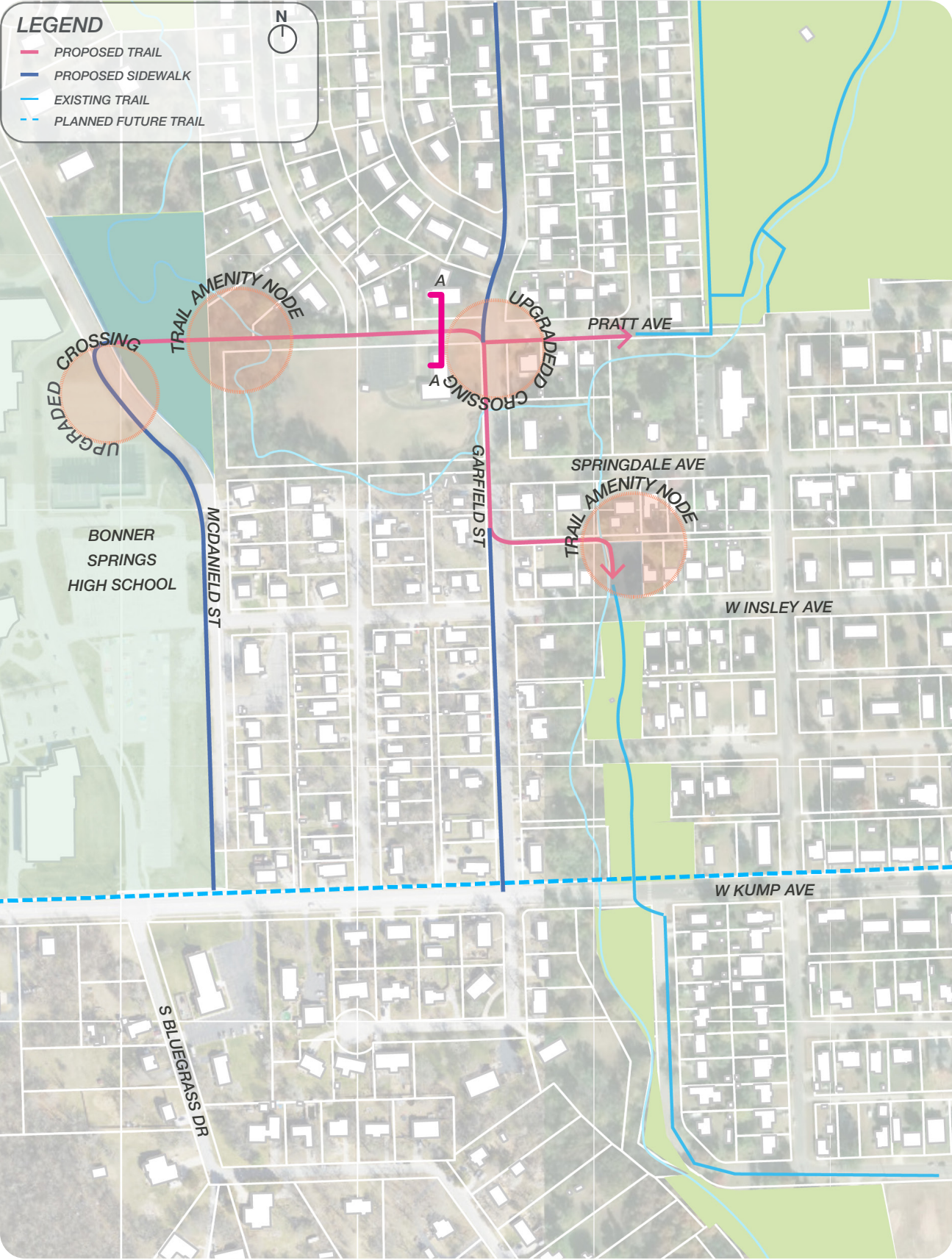
Phase 2 - Development of key linkages tht strengthen the overall network by connecting major vorridors and destinations.

Phase 3 - Expansion of the system into a broader walking and biking network, extending access to outkying communities and parks beyond the downtown core and core city residential areas.

The following sections of this report illustrate each connection outlined in this map in more detail.

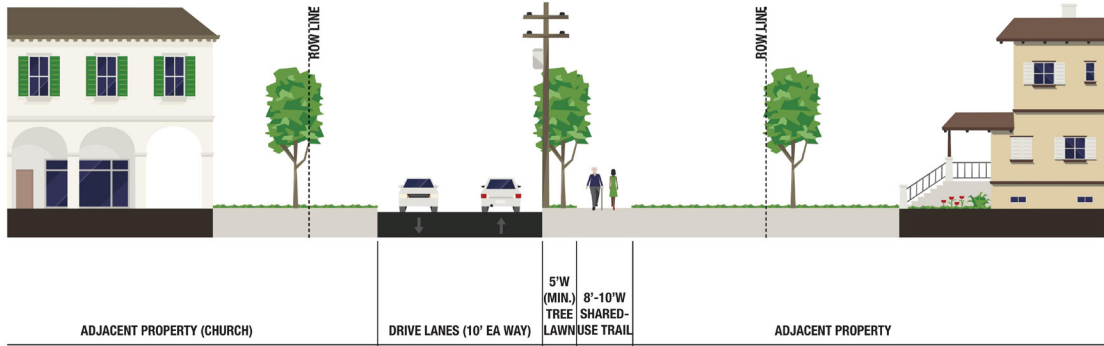
1A - SCHOOL DISTRICT CONNECTION

2,100 LF OF TOTAL TRAIL
3,200 LF OF TOTAL SIDEWALK



The proposed connection from Lions Park to the school district closes a significant gap in the community’s pedestrian and bicycle network and is identified as a recommended Phase 1 improvement due to its immediate impact and strong community benefit. Trail enhancements along Pratt Avenue would create a direct and accessible link from the existing Lions Park trail terminus to the school district campus and YMCA, providing nearby residential neighborhoods with convenient access to key educational and recreational destinations. An additional connection extending south along Garfield Street would link to existing trails leading to South Park, further strengthening overall network connectivity. The recommended connection includes an 8- to 10-foot-wide shared-use trail with a tree lawn buffer to improve separation, comfort, and overall user experience.

Recommended improvements also include enhanced crossings at key intersections to improve visibility and safety for pedestrians and cyclists. Amenity nodes are also proposed at strategic locations, featuring seating, bicycle parking, a drinking water fountain, and wayfinding signage to enhance comfort, convenience, and navigation. Together, these improvements create a safer, more cohesive, and user-friendly trail system serving residents of all ages and abilities.



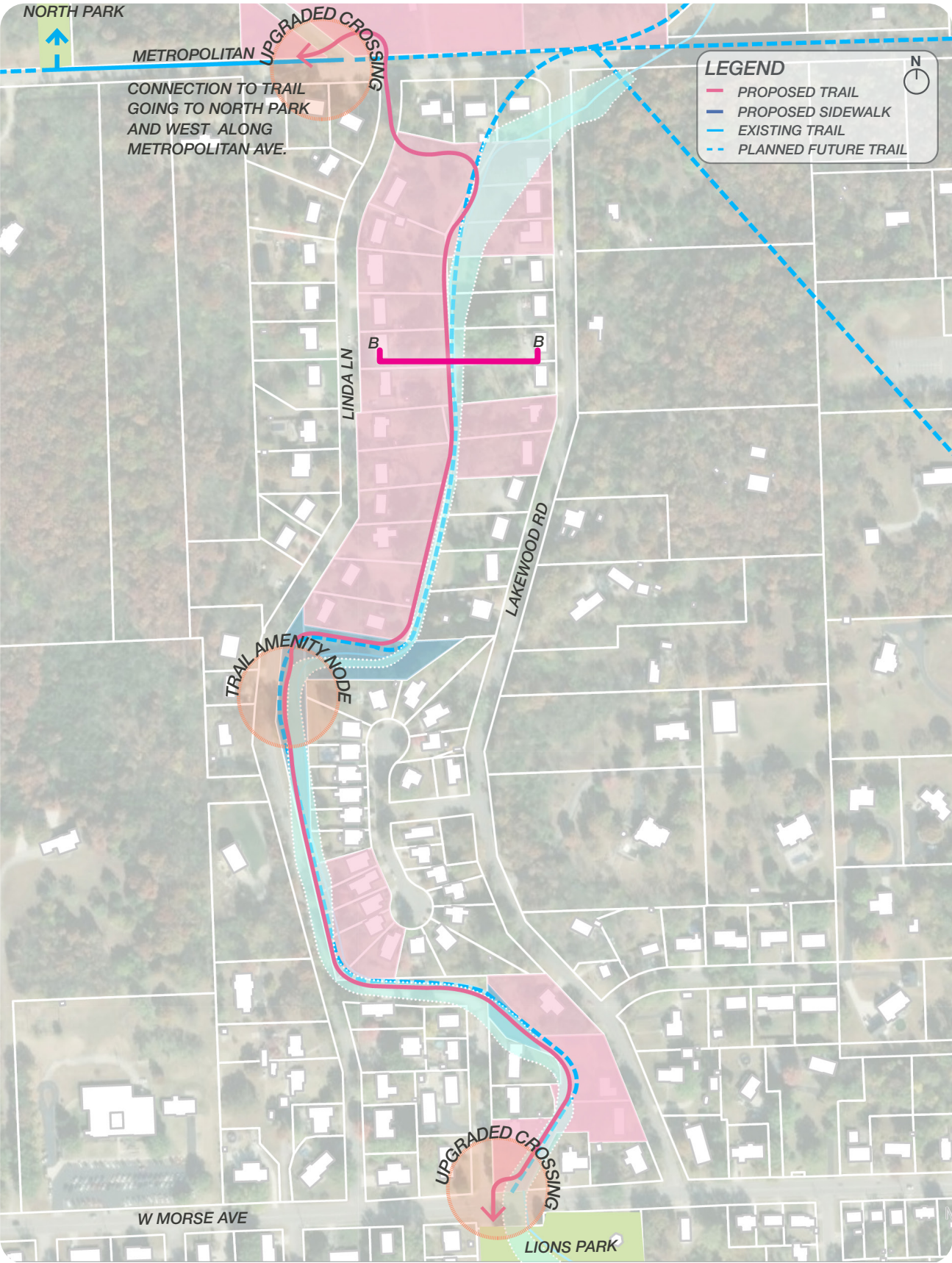
Section A-A Note: Sections created with Streetmix



SCHOOL DISTRICT CONNECTION

1B - NORTH PARK TO LIONS PARK CONNECTION

3,690 LF OF TOTAL TRAIL

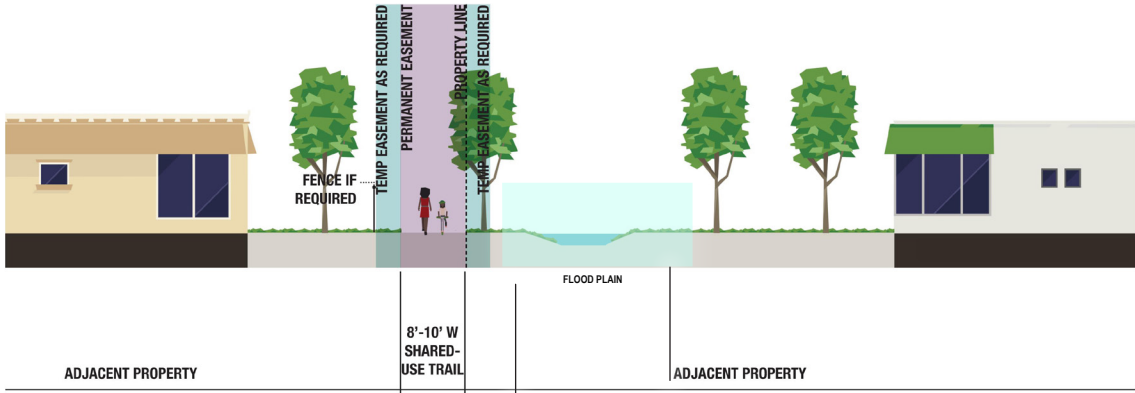


The North Park to Lions Park connection is recommended as a Phase 1 improvement, as it provides a highly anticipated and meaningful link within the community’s trail network. The preferred alignment follows Spring Creek between adjacent properties, offering a unique recreational experience and a more scenic, off-street setting compared to alternatives located within the public right-of-way. By separating users from vehicular traffic, this route enhances both safety and user comfort while creating opportunities for environmental integration and placemaking along the creek corridor.

While this strategy introduces implementation challenges—including floodplain considerations, easement acquisition, and localized grading constraints that may require retaining walls—it avoids more intensive roadway modifications, operational disruptions, and utility conflicts associated with on-street alternatives. These factors, combined with strong stakeholder support, reinforce its viability as the preferred solution.

The alignment also presents opportunities to incorporate community-focused amenities such as seating, a drinking fountain, and a waste station, and wayfinding signage in a trail node on available City-owned property. Targeted crossing improvements along the route will further enhance connectivity and safety for pedestrians and cyclists.

Overall, the Spring Creek corridor alignment represents a high-impact investment that balances feasibility with long-term community benefit, establishing a signature connection within the broader trail network.



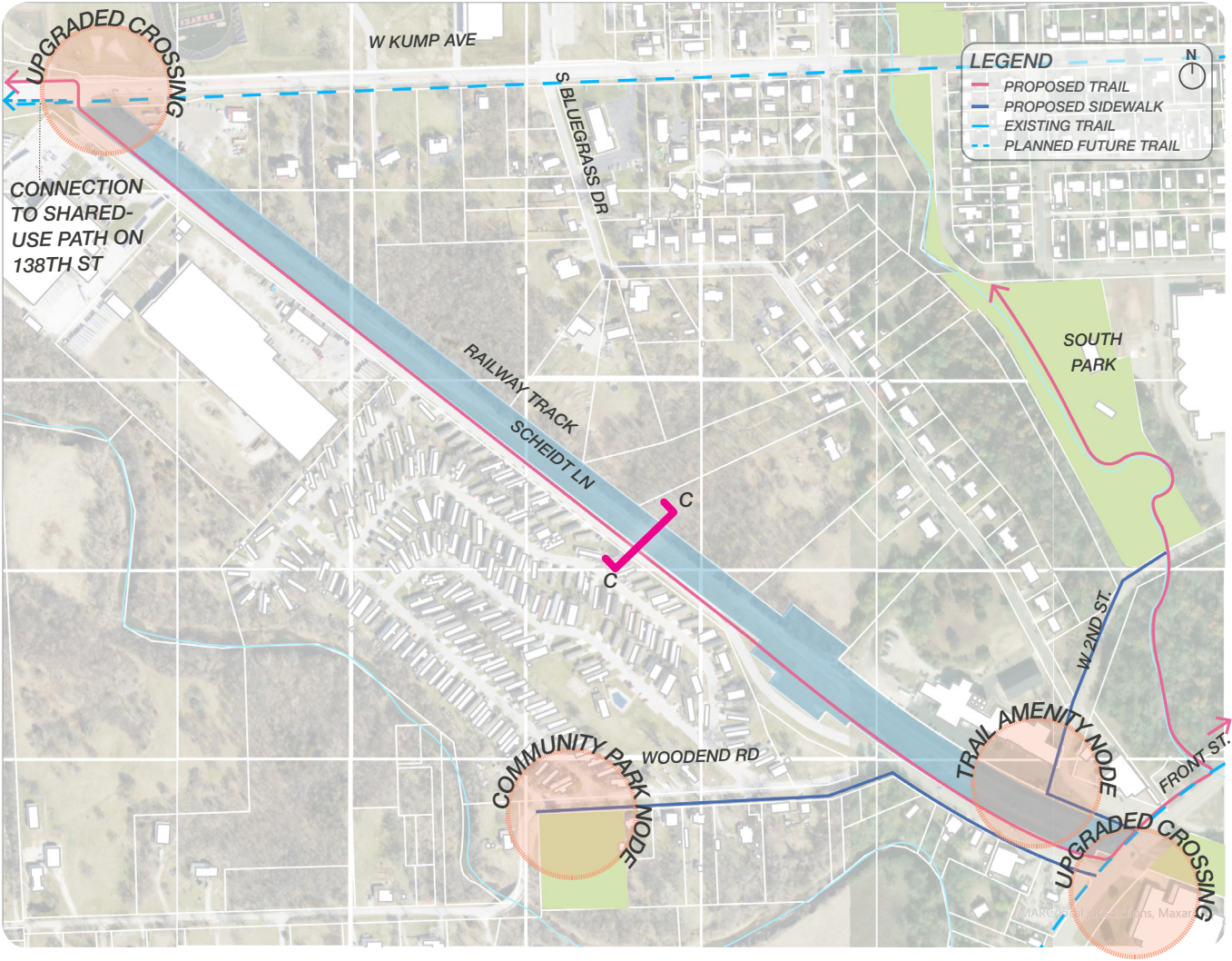
Section B-B Note: Sections created with Streetmix



NORTH PARK TO LIONS PARK CONNECTION

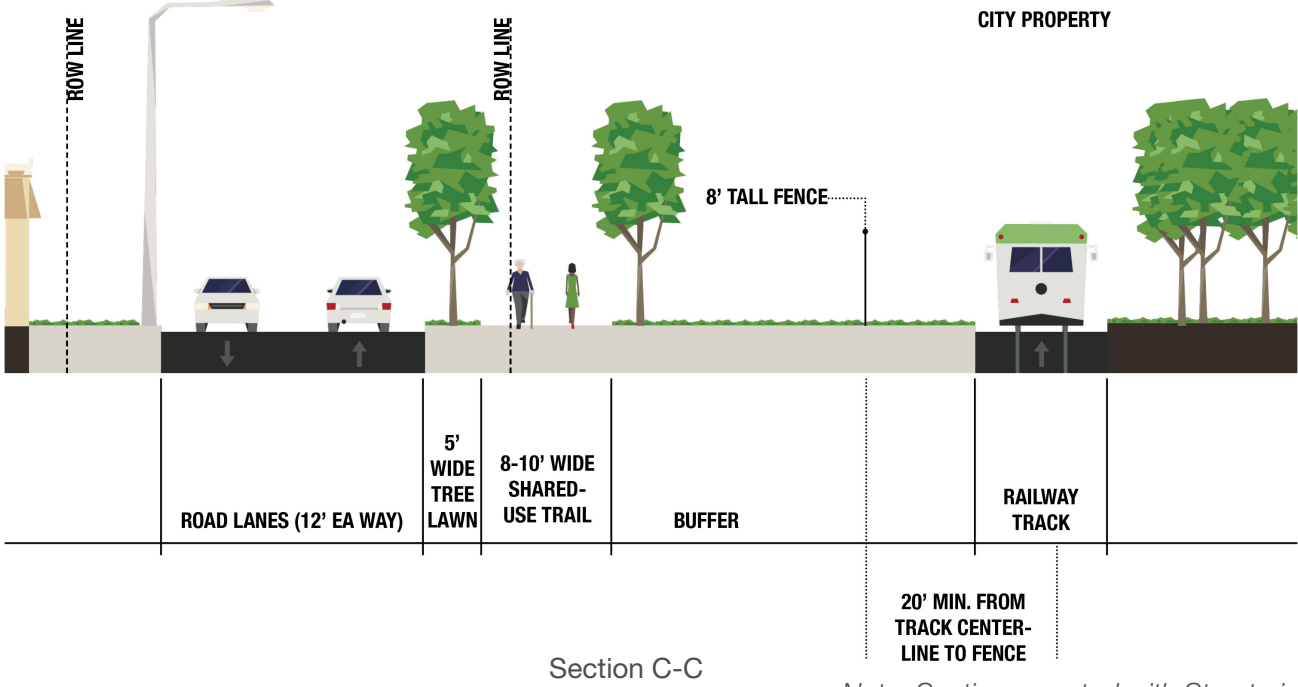
2A - FRONT ST. TO KUMP AVE. CONNECTION - SCHEIDT LANE.

4,165 LF OF TOTAL TRAIL



The recommended connection along Scheidt Lane runs parallel to the railway and establishes a continuous link between Kump Avenue and Front Street. Identified as a Phase 2 improvement, this segment serves as a key linkage that strengthens the overall downtown Bonner Springs trail network. As two of the community’s primary corridors, Kump Avenue and Front Street are vital to local circulation, business access, and connectivity to civic destinations. This project would build upon the Front Street trail enhancements outlined in the Downtown Master Plan, advancing a cohesive and coordinated vision for active transportation in the downtown core, and surrounding areas.

In addition to strengthening downtown connectivity, the project provides much-needed access for the manufactured home community along Scheidt Lane, offering residents safer and more direct connections to parks, downtown amenities, and regional trails. A proposed community park on adjacent City property introduces valuable recreational green space near the neighborhood. Improvements associated with this connection include a shared-use trail separated from the roadway by a landscape buffer, upgraded crossings at key intersections, and strategic physical and visual screening along the rail corridor to enhance safety. The alignment also creates an opportunity to connect to the Bluegrass Drive commercial hub. Collectively, these enhancements expand transportation options, improve safety, and reinforce critical connectivity within the broader trail network.



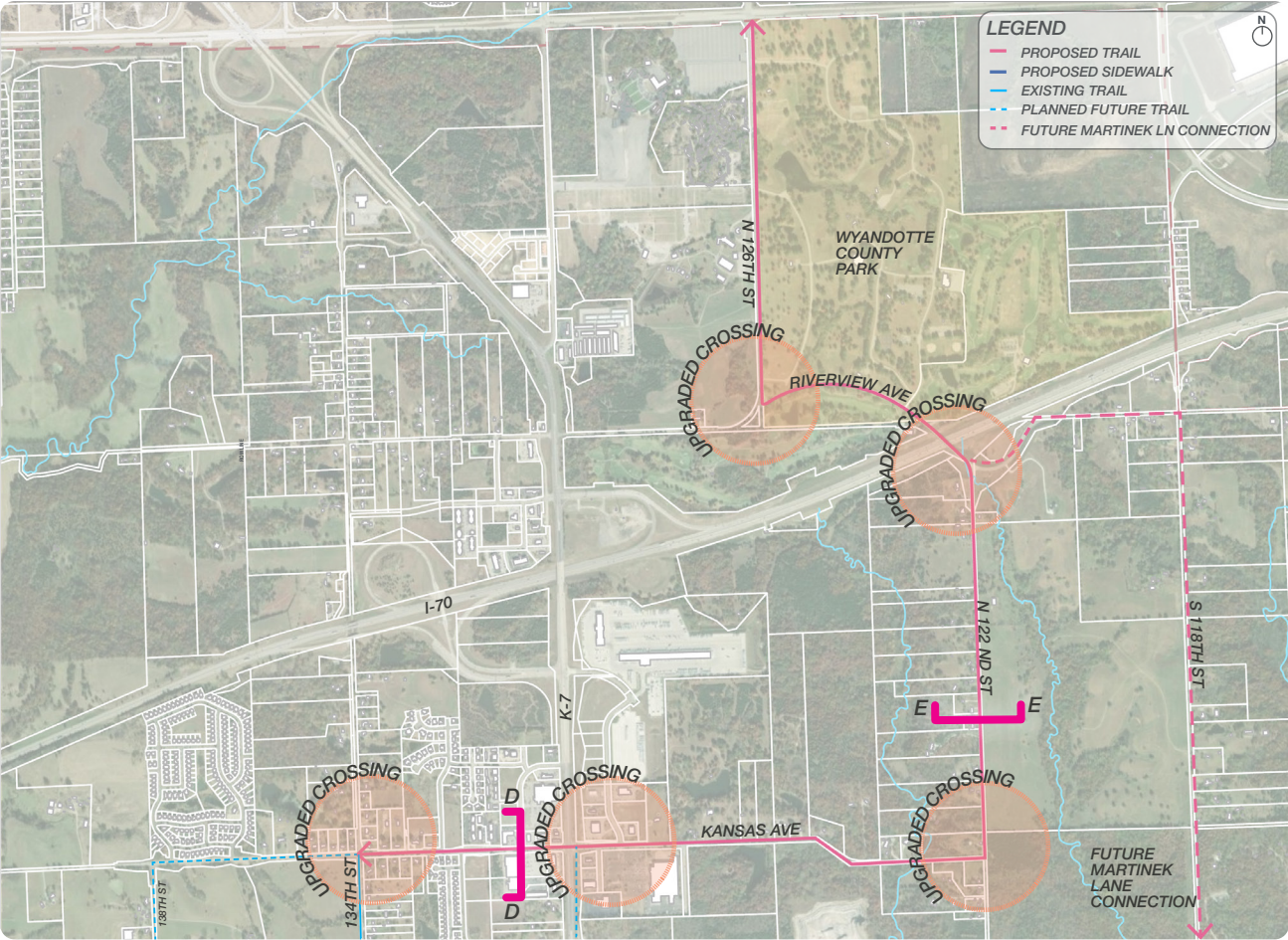
Note: Sections created with Streetmix



FRONT ST. TO KUMP AVE CONNECTION

3A - NORTH PARK TO WYANDOTTE COUNTY PARK CONNECTION

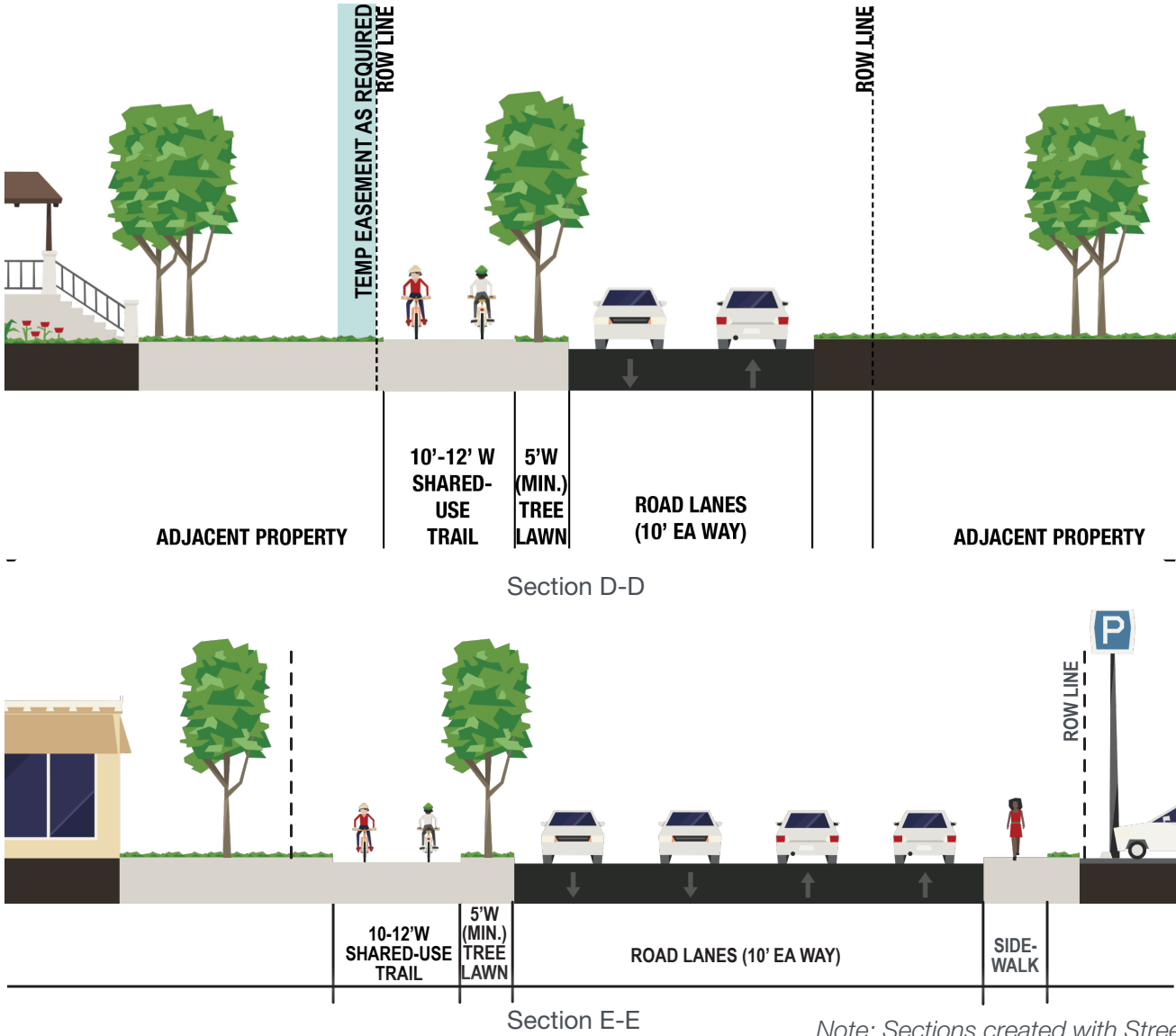
21,034 LF OF TOTAL TRAIL



NORTH PARK TO WYANDOTTE COUNTY PARK CONNECTION

The trail connection to Wyandotte County Park is proposed as a Phase 3 improvement to link residents with a key recreational asset in the northern part of the City. The recommended route follows Kansas Avenue from 134th Street to 122nd Street, then extends north along 122nd Street to Riverview Avenue, where it crosses I-70 to connect to Wyandotte County Park. Kansas Avenue serves as a key commercial corridor, and the proposed trail connection would enhance access to businesses, support local activity, and improve multimodal connectivity along the corridor. 122nd St is also the more direct access to the Nettleton Avenue connection, Kerry Roberts Park, and the Bonner Springs downtown. N 122nd Street was identified as the most feasible north-south connector because it is comparatively less forested than other routes considered, making it more suitable for trail development.

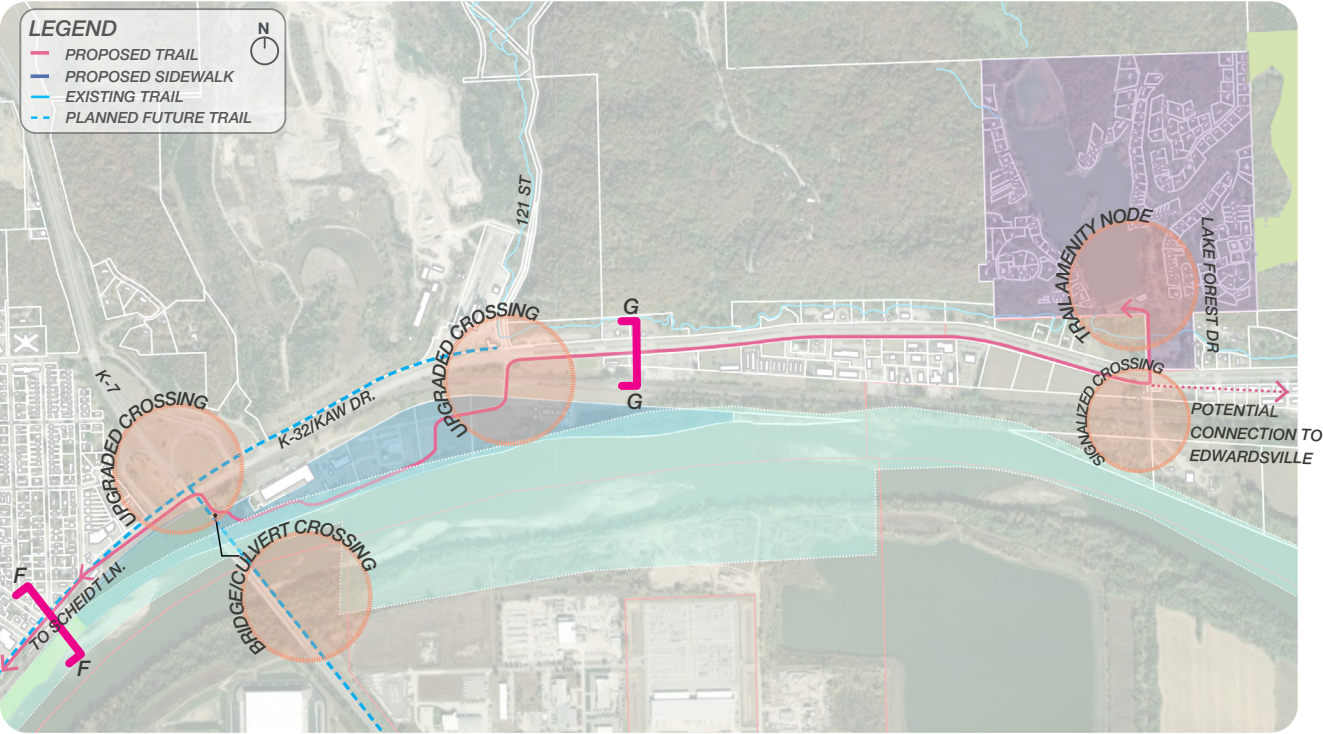
The I-70 crossing at Riverview Avenue was determined to be the most practical option due to the existing available space on the bridge to accommodate pedestrian infrastructure, along with existing safety barriers on the bridge, which enhances safety and potentially reduces the need for additional structural improvements. All proposed connections will require further evaluation to assess grading, earthwork, pavement design, utilities, structure, safety, and drainage requirements prior to implementation. In addition to the shared-use trail, upgraded crossings at key intersections help ensure a safe and continuous connection.



Note: Sections created with Streetmix

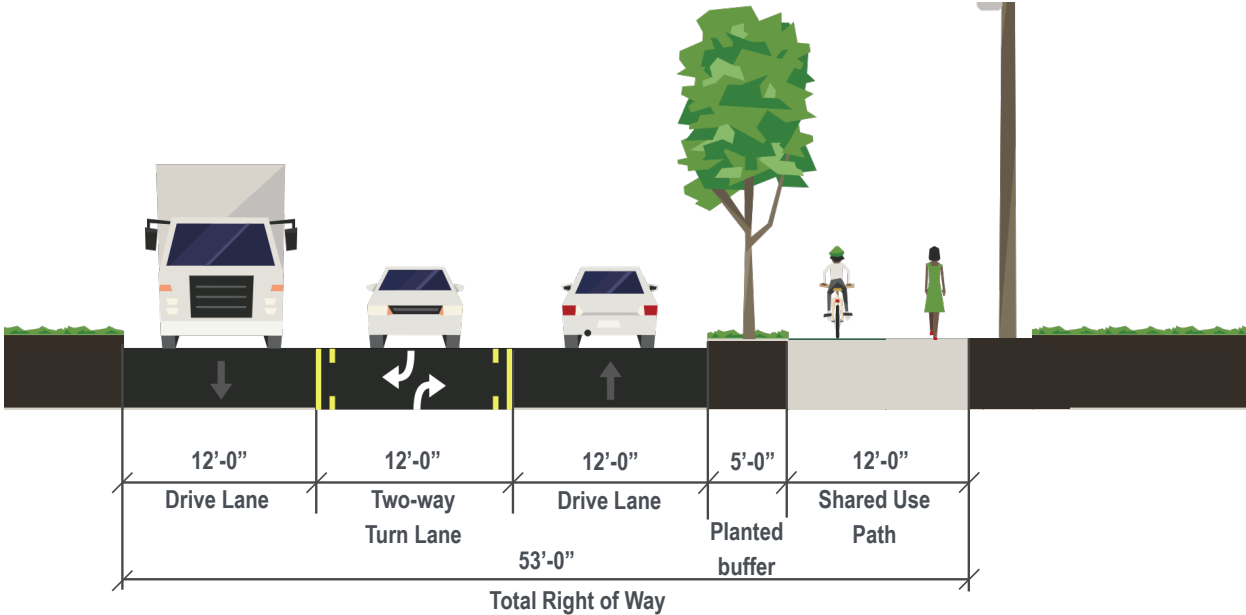
3B - FRONT ST. TO LAKE OF THE FOREST CONNECTION

11,471 LF OF TOTAL TRAIL

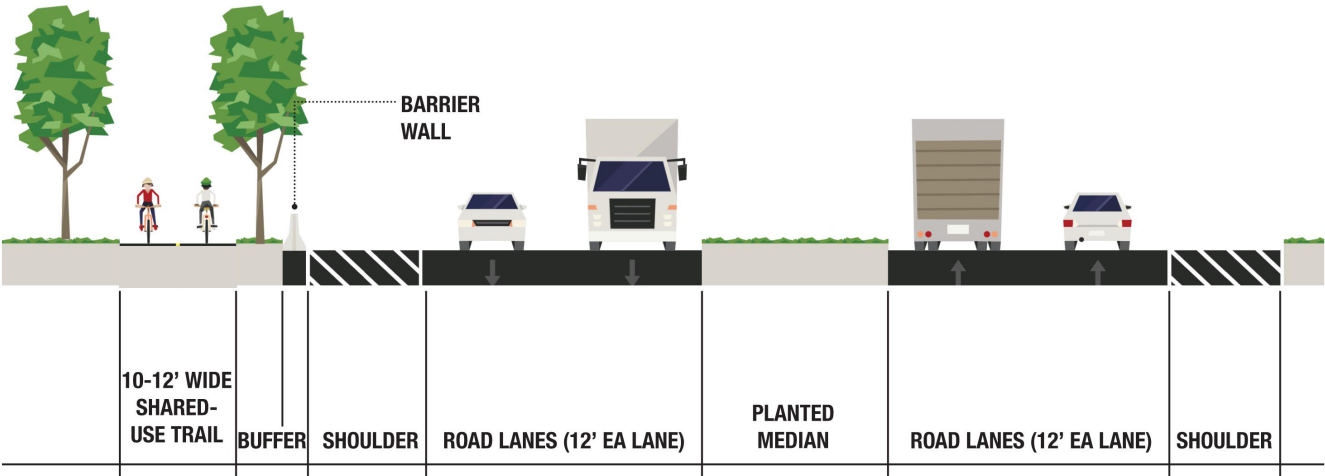


The Front Street to Lake of the Forest connection is proposed as a Phase 3 improvement to provide residents of the Lake of the Forest neighborhood with a dedicated pedestrian and bicycle link to downtown Bonner Springs. This extension expands the overall trail network and better connects a community that is currently disconnected from the city core. The recommended alignment builds on the Downtown Masterplan by utilizing the crossing at K-7 and Kump Avenue, extending south to the river front, and continuing along the south side of Kump Avenue toward Lake of the Forest before crossing back to the north side near Lake of the Forest.

Due to high vehicle speeds and traffic volumes along Kump Avenue, a physical barrier wall separating the trail from the roadway will be necessary to enhance user safety. The alignment also creates an opportunity to connect to the river by leveraging existing City property and supports a future linkage to the Edwardsville trail system at Lake of the Forest. At locations where the trail crosses the railroad, additional improvements will be required to safely accommodate pedestrians and cyclists.



Section F-F



Section G-G

Note: Sections created with Streetmix



NORTH PARK TO WYANDOTTE COUNTY PARK CONNECTION

OPINION OF PROBABLE COSTS

The following opinion of probable construction cost presents a phased framework for implementing the proposed trail and connectivity improvements, organized by corridor segment. These planning-level estimates are based on typical unit costs for comparable infrastructure and account for major project components, including trail construction, crossings, lighting, utilities, and site amenities. Cost ranges reflect anticipated variations in materials, site conditions, and the level of design development. The estimates do not include contingency, soft costs, or right-of-way acquisition, which should be incorporated as the project advances into subsequent phases of design and engineering. Given the scale and multi-phase nature of the proposed improvements, implementation will likely require a coordinated funding strategy drawing from local, state, federal, and private sources.

PHASE	SCOPE	BUDGET RANGE	
1	1A - SCHOOL DISTRICT CONNECTION		
	Trail Improvements - shared use path (8'-10' wide, concrete)	\$ 252,000.00	\$ 378,000.00
	Signage	\$ 10,000.00	\$ 15,000.00
	Planting	\$ 42,000.00	\$ 105,000.00
	Trees	\$ 42,000.00	\$ 63,000.00
	Lighting/Electrical	\$ 230,000.00	\$ 360,000.00
	Upgraded Crossings (RRFB, striped crosswalk, signage)	\$ 70,000.00	\$ 110,000.00
	Trail Amenity Node (enhanced paving, benches, bike racks, bike repair station, trash receptacles, drinking water fountain, pet waste station, planting, trees, wayfinding signage, lighting)	\$ 100,000.00	\$ 200,000.00
	Utilities (stormwater, sanitary, water, gas)	\$ 53,000.00	\$ 147,000.00
	SUBTOTAL *	\$ 799,000.00	\$ 1,378,000.00
1	1B - NORTH PARK TO LIONS PARK CONNECTION		
	Trail Improvements - shared use path (8'-10' wide, concrete)	\$ 442,800.00	\$ 664,200.00
	Signage	\$ 18,000.00	\$ 25,000.00
	Planting	\$ 74,000.00	\$ 185,000.00
	Trees	\$ 74,000.00	\$ 111,000.00
	Lighting	\$ 390,000.00	\$ 620,000.00
	Upgraded Crossings (RRFB, striped crosswalk, signage)	\$ 70,000.00	\$ 110,000.00
	Trail Amenity Node (enhanced paving, benches, bike racks, bike repair station, trash receptacles, drinking water fountain, pet waste station, planting, trees, wayfinding signage, lighting)	\$ 50,000.00	\$ 100,000.00
	Utilities (stormwater, sanitary, water, gas)	\$ 93,000.00	\$ 260,000.00
	SUBTOTAL *	\$ 1,211,800.00	\$ 2,075,200.00
2	2A / 2B - FRONT ST. TO KUMP AVE. CONNECTION - SCHEIDT LN / FRONT ST.		
	Trail Improvements - shared use path (8'-10' wide, concrete)	\$ 499,800.00	\$ 749,700.00
	Signage	\$ 20,000.00	\$ 30,000.00
	Planting	\$ 84,000.00	\$ 208,500.00
	Trees	\$ 84,000.00	\$ 126,000.00
	Lighting	\$ 440,000.00	\$ 700,000.00
	Upgraded Crossings (HAWK signal, striped crosswalk, signage)	\$ 125,000.00	\$ 250,000.00
	Upgraded Crossings (Railroad crossing, striped crosswalk, signage)	\$ 150,000.00	\$ 225,000.00
	Upgraded Crossings (RRFB, striped crosswalk, signage)	\$ 35,000.00	\$ 55,000.00
	Trail Amenity Node (enhanced paving, benches, bike racks, bike repair station, trash receptacles, drinking water fountain, pet waste station, planting, trees, wayfinding signage, lighting)	\$ 50,000.00	\$ 100,000.00
	Utilities (stormwater, sanitary, water, gas)	\$ 105,000.00	\$ 292,000.00
	<i>Note - See Bonner Springs Downtown Masterplan for 2B - Front Street Improvement costs</i>		
	SUBTOTAL *	\$ 1,592,800.00	\$ 2,736,200.00

PHASE	SCOPE	BUDGET RANGE	
3	3A - NORTH PARK TO WYANDOTTE COUNTY PARK CONNECTION		
	Trail Improvements - shared use path (10'-12' wide, concrete)	\$ 3,155,100.00	\$ 4,206,800.00
	Signage	\$ 100,000.00	\$ 150,000.00
	Planting	\$ 421,000.00	\$ 1,052,000.00
	Trees	\$ 421,000.00	\$ 631,500.00
	Lighting	\$ 2,125,000.00	\$ 3,400,000.00
	Upgraded Crossing at K-7 (pedestrian signals, striped crosswalk, signage)	\$ 150,000.00	\$ 300,000.00
	Upgraded Crossings (RRFB, striped crosswalk, signage)	\$ 105,000.00	\$ 165,000.00
	Upgraded Crossing at I-70 bridge (signage, striping, lighting)	\$ 20,000.00	\$ 40,000.00
	Utilities (stormwater, sanitary, water, gas)	\$ 525,000.00	\$ 1,472,500.00
	Allowance for intermediate seating/stopping points	\$ 185,000.00	\$ 260,000.00
	SUBTOTAL *	\$ 7,207,100.00	\$ 11,677,800.00
3	3B - FRONT ST. TO LAKE OF THE FOREST CONNECTION		
	Trail Improvements - shared use path (10'-12' wide, concrete)	\$ 1,720,650.00	\$ 2,294,200.00
	Signage	\$ 55,000.00	\$ 80,000.00
	Planting	\$ 230,000.00	\$ 575,000.00
	Trees	\$ 230,000.00	\$ 345,000.00
	Lighting	\$ 1,170,000.00	\$ 1,870,000.00
	Signalized crossing, striped crosswalk, signage	\$ 500,000.00	\$ 750,000.00
	Upgraded Crossings (Railroad crossing, striped crosswalk, signage)	\$ 150,000.00	\$ 225,000.00
	Upgraded Crossings (Bridge/culvert crossing)	\$ 50,000.00	\$ 150,000.00
	Trail Amenity Node (enhanced paving, benches, bike racks, bike repair station, trash receptacles, drinking water fountain, pet waste station, planting, trees, wayfinding signage, lighting)	\$ 50,000.00	\$ 100,000.00
	Utilities (stormwater, sanitary, water, gas)	\$ 287,000.00	\$ 803,000.00
	Allowance for intermediate seating/stopping points	\$ 100,000.00	\$ 138,000.00
	<i>Note - See Bonner Springs Downtown Masterplan for upgraded street and railroad crossing at K-32 at K-7</i>		
	SUBTOTAL *	\$ 4,542,650.00	\$ 7,330,200.00

- * Price does not include sidewalk improvement costs
- * Price does not include project contingency. 20% contingency is recommended until design documents are developed.
- * Price does not reflect soft costs, design fees, surveys, etc.
- * Price does not include allowances for easements. Recommended typical allowances are as follows:
 - Temporary construction easement (TCE): \$1,000–\$3,000 per parcel
 - Permanent easement (PE): \$3,000–\$10,000 per parcel (light strip takes)
 - Acquisition/admin (appraisal, title, legal, negotiation): ~\$2,500–\$5,000 per parcel

Potential Key Funding Programs:

Phase 1A – School District Connection (Pratt Ave / Garfield / Arthur / McDaniel) - Safe Routes to School Program (SRTS); KDOT ATP; Sunflower Foundation Trails Grant; Blue Cross Blue Shield Pathways (BCBS Pathways)

Phase 1B – North Park to Lions Park (Linda Lane) - Kansas Dept. of Transportation Active Transportation Program (KDOT ATP); Land & Water Conservation Fund (LWCF); Community Development Block Grant (**CDBG**); City Parks Capital

Phase 2A – Scheidt Lane Connection (Front St to Kump Ave) - Mid-America Regional Council Transportation Alternatives Program (MARC TA); KDOT ATP; Kansas Dept. of Commerce Main Street Revitalization (**KDOC MSR**); Downtown Community Improvement District (CID)

Phase 3A – North Park to Wyandotte County Park (134th to 122nd to 126th to State Ave / Riverview)- MARC TA; KDOT ATP; Federal Congestion Mitigation & Air Quality Program (CMAQ); Wyandotte County Parks & Recreation (WCPR)

Phase 3B – Front St Downtown to Lake of the Forest (K-32 Riverfront Corridor) - Federal Recreational Trails Program (RTP) via Kansas Dept. of Wildlife & Parks (KDWP); LWCF; KDOT ATP; Public-Private Partnership with Lake of the Forest HOA



06 Appendix

6.1 Survey Results

6.2 Public Engagement

6.1 SURVEY RESULTS

The Bonner Springs Connectivity and Walkability Plan Community Survey gathered input from 94 participants between August and early September 2025 to guide planning around pedestrian, bicycle, and mobility improvements. The survey explored pedestrian and cyclist behavior, challenges, and priorities related to walking, biking, and public space use within Bonner Springs.

The intent was to identify:

- How and where residents currently walk or bike.
- Barriers limiting active transportation.
- Desired improvements in sidewalks, trails, safety, and connectivity.
- Opportunities for new parks, open spaces, and transit options.

Participation:

- 94 respondents; 84% live in Bonner Springs, representing a wide range of neighborhoods.

Walking & Biking Habits:

- 68% walk or bike daily or weekly.

Main reasons: recreation/exercise (86%), access to parks/trails (27%), and errands or school (14%).

Popular Destinations:

- Parks (Lions, North, Aquatic Center)
- Downtown shops, library, post office
- Schools and YMCA/recreation centers

Key Barriers:

- Lack of sidewalks and bike lanes (mentioned 58 times)
- Traffic safety concerns (37)
- Poor sidewalk conditions and lighting (20+)
- Disconnected trails and unsafe crossings near schools and K-32
- Steep terrain and long distances in parts of the city

Desired Improvements:

- More sidewalks and continuous trails (76%)
- Safer crossings, better lighting, and more shade (25–30%)
- Improved trail connectivity, especially to the riverfront
- Fix uneven sidewalks and expand green, shaded routes

Parks & Open Space Needs:

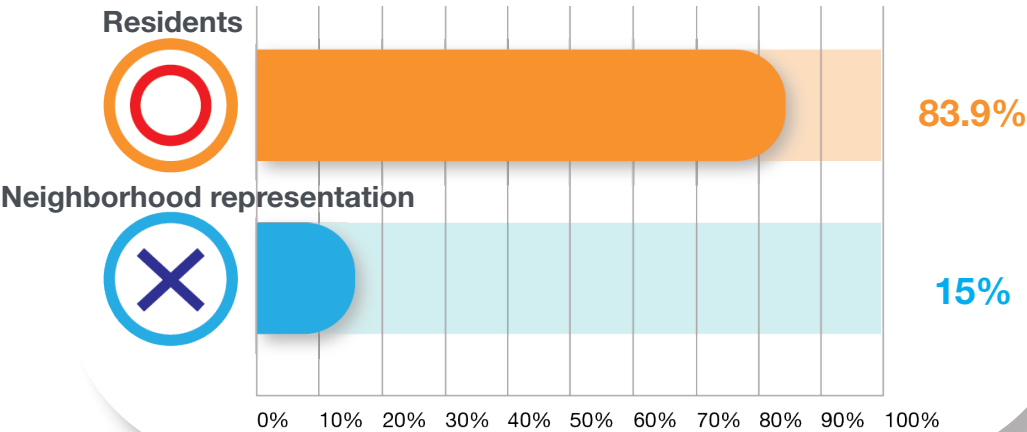
- Strong support for riverfront development (11 mentions)
- Requests for splash parks, neighborhood play spaces, and downtown gathering areas
- Interest in fitness and pickleball facilities

Transit & Mobility:

- 26% would benefit from more public transportation
- Interest in regional bus routes and shuttles to Legends/KC
- Desired stop locations: Downtown, High School, Walmart/K-7, Azura Amphitheater

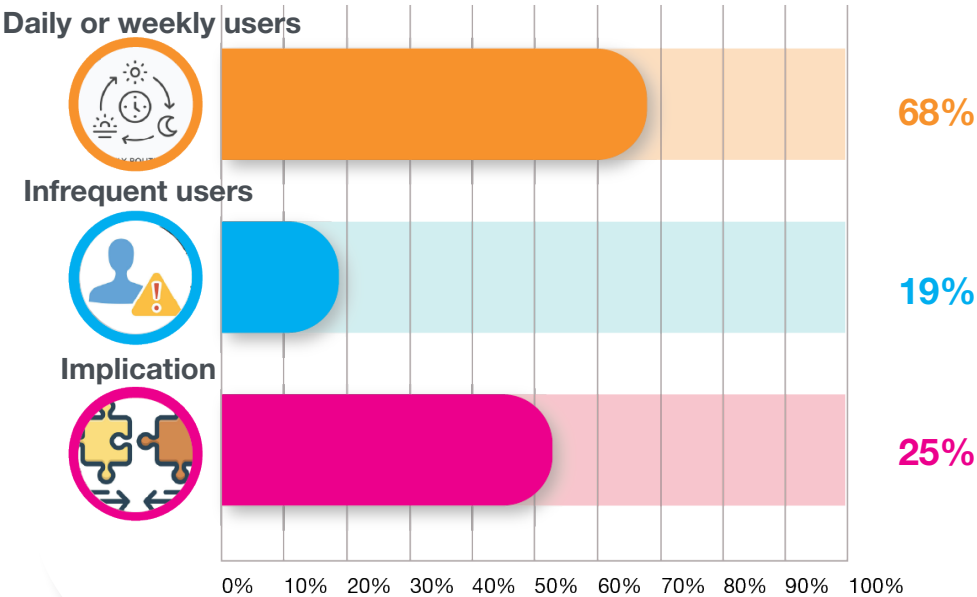
Q1 Are you a **resident** of Bonner Springs?

Answered: 93



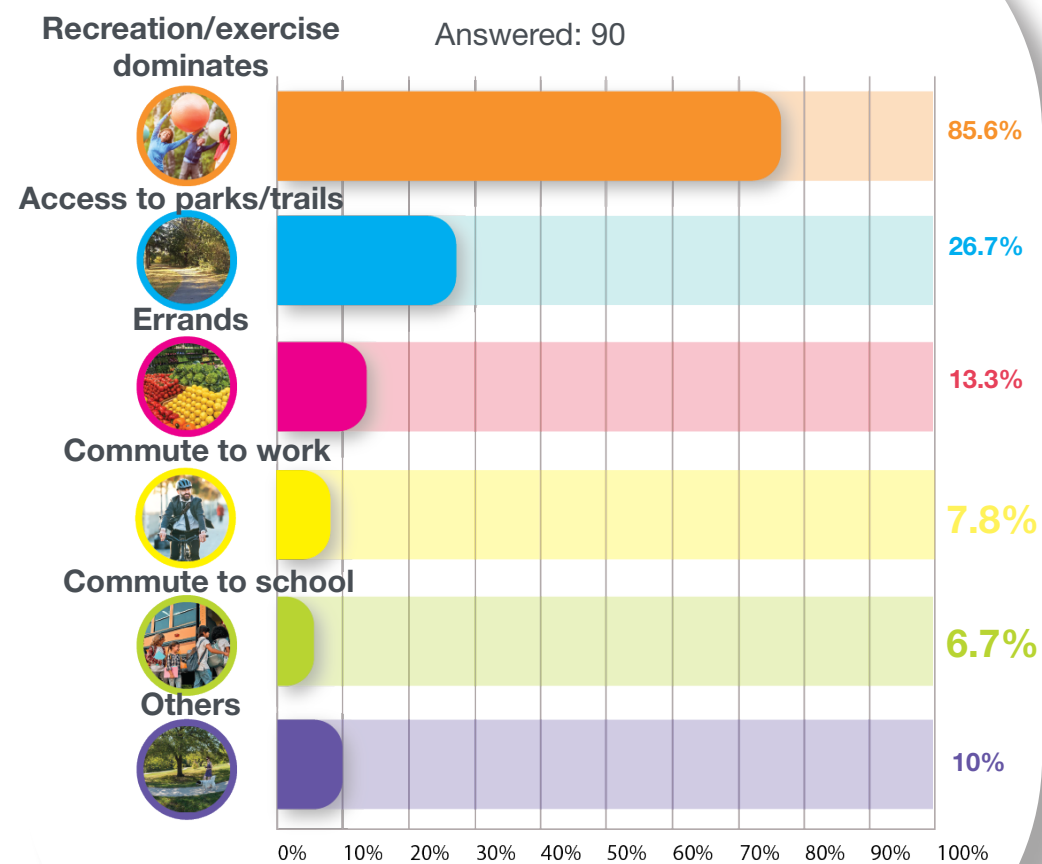
Q2 How often do you walk or bike in Bonner Springs?

Answered: 94



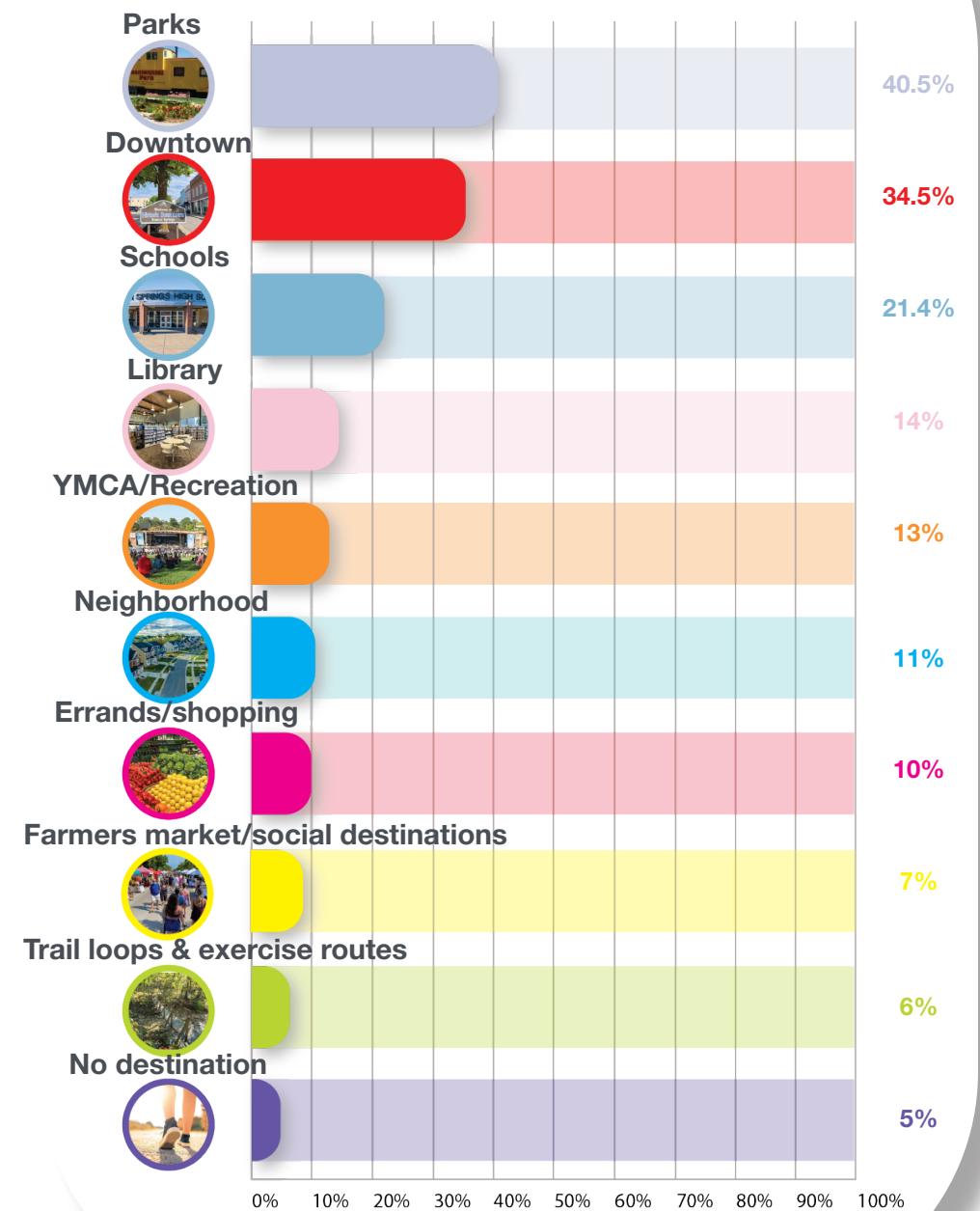
Q3 Primary purposes of walking or biking in Bonner Springs?

Answered: 90



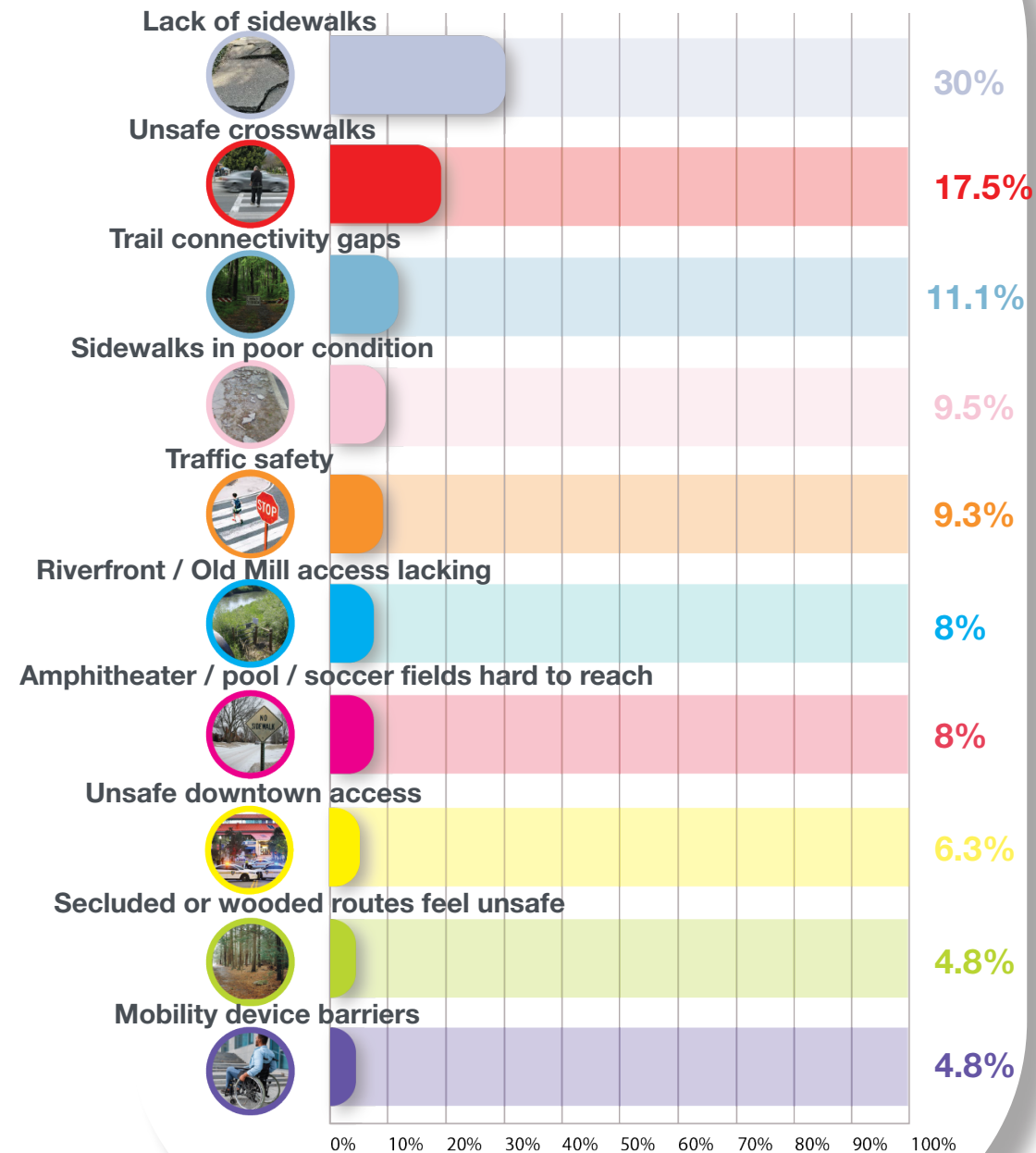
Q4 Destinations people walk or bike in Bonner Springs?

Answered: 84



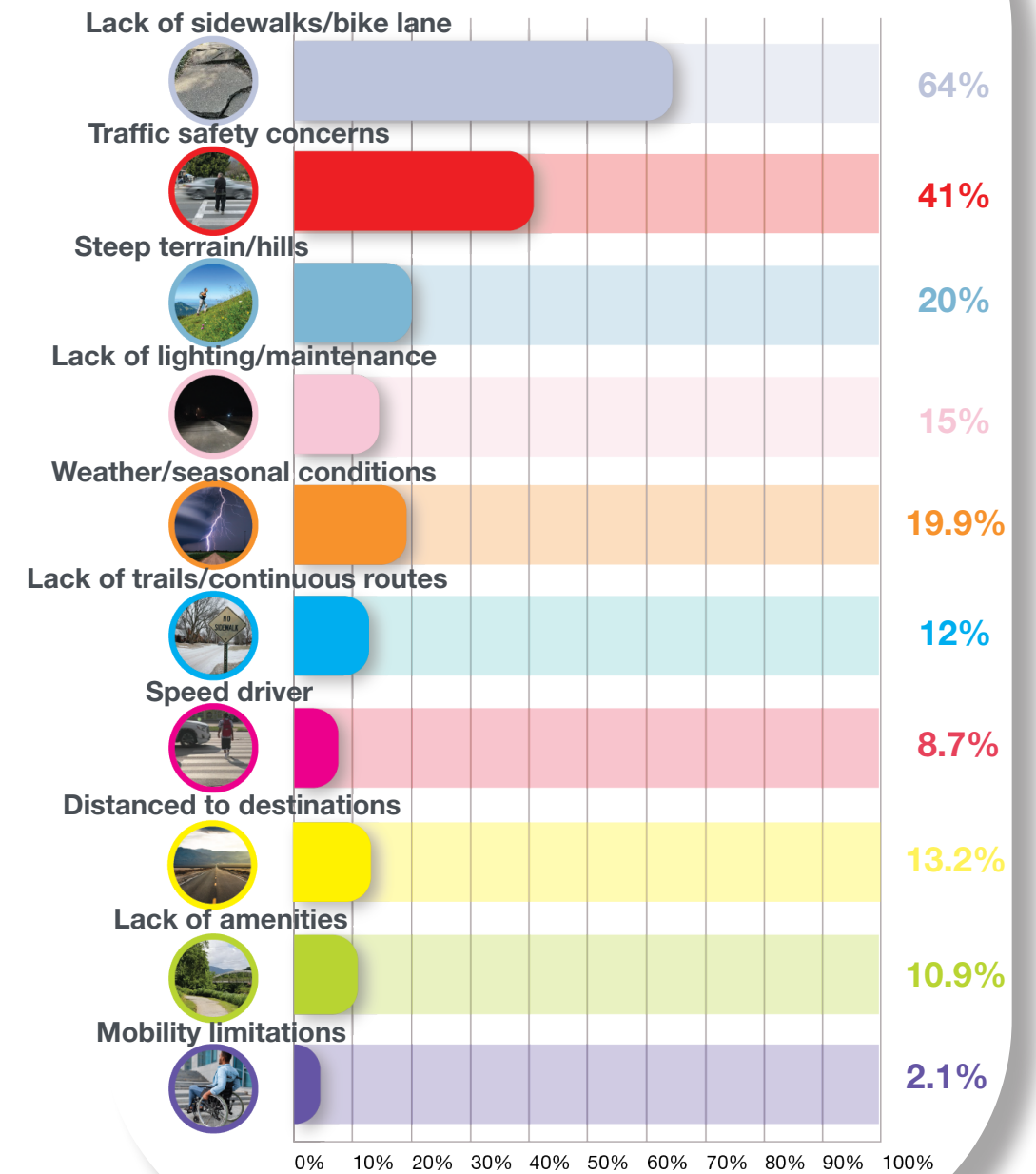
Q5 Reasons people avoid places due to access issues

Answered: 63



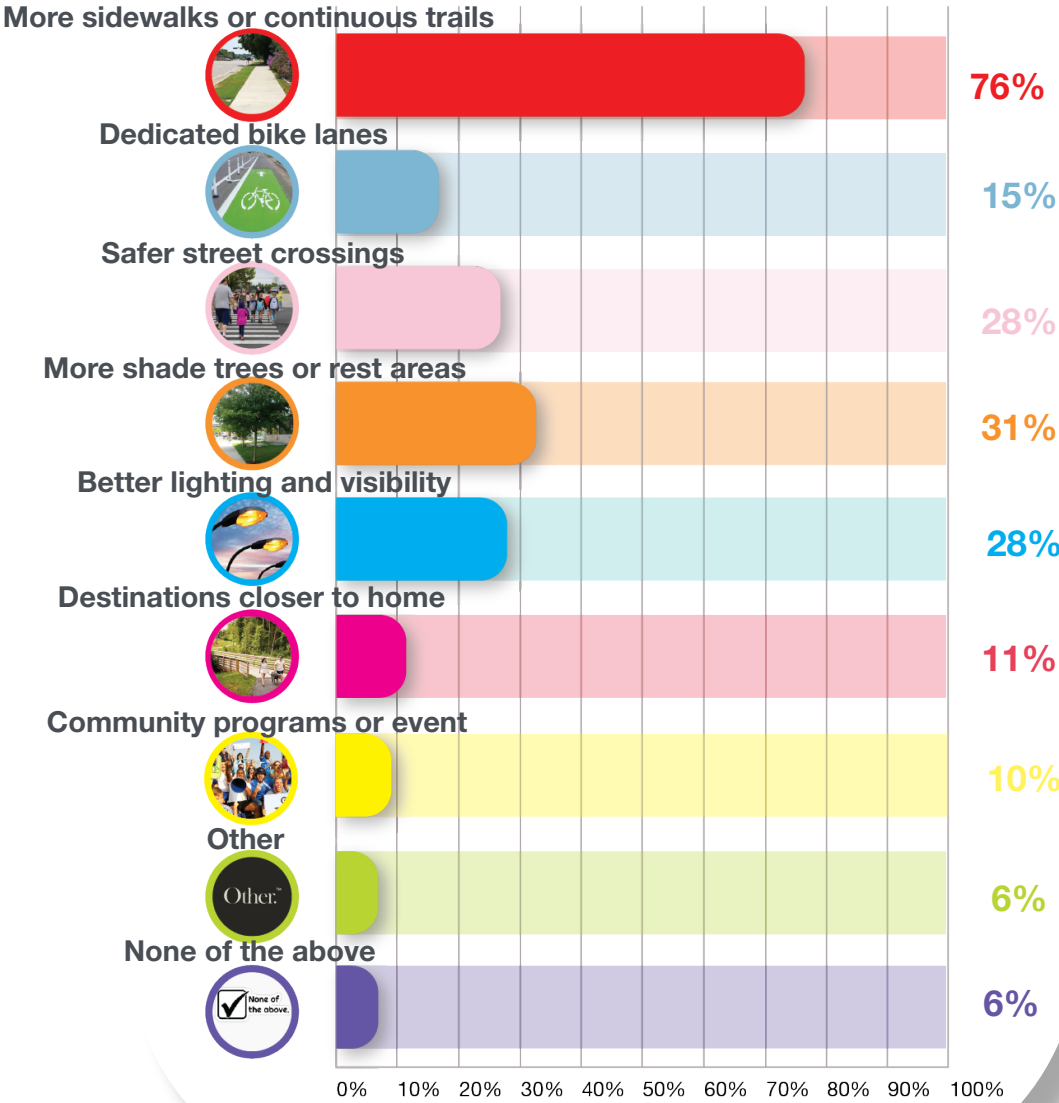
Q6 What makes walking/biking difficult in Bonner Springs?

Answered: 91



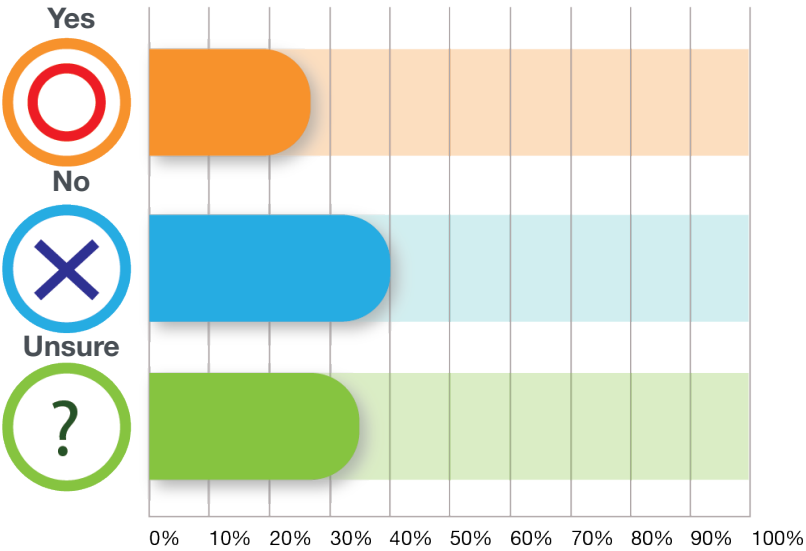
Q7 What would make people more likely to walk/bike in Bonner Springs?

Answered: 93



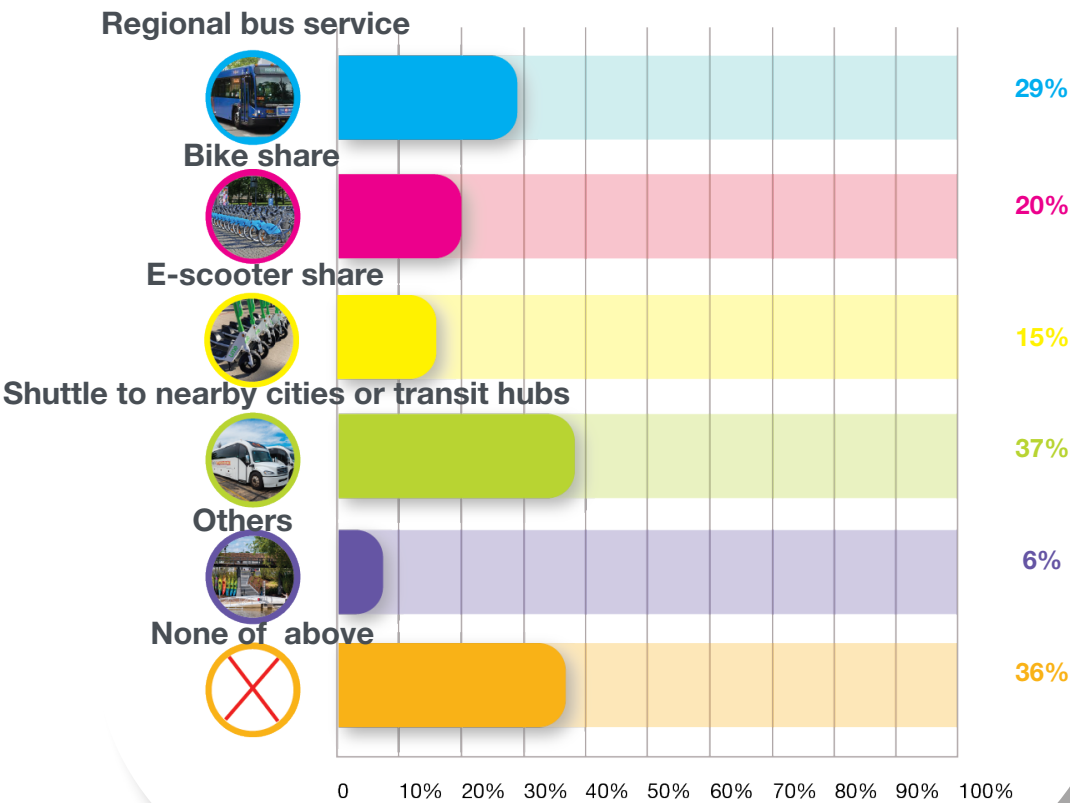
Q8 Would you benefit from having more options fo public transportation in Bonner Springs

Answered: 90



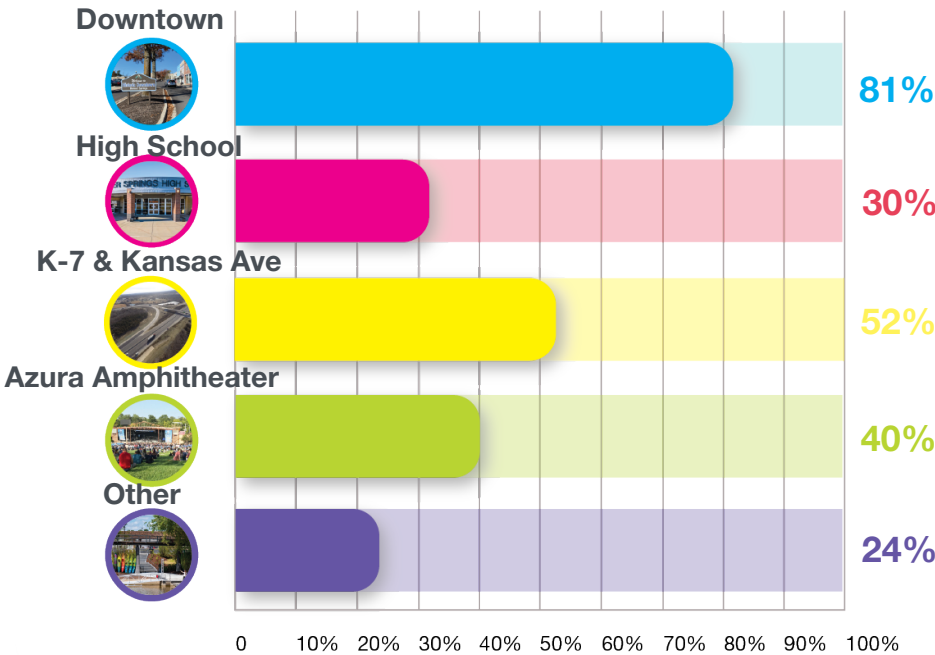
Q9 What types of public transportation or mobility options would you like to see available in Bonner Springs?

Answered: 83



Q10 Where would you like to see transit stops in Bonner Springs?

Answered: 63



6.2 PUBLIC ENGAGEMENT



ENGAGEMENT TIMELINE

After the initial concept development, the project moves into refinement. This phase is guided largely by input from stakeholders and the broader public, using community feedback to shape the concept into a final vision design. It is a detailed process that weaves together a range of perspectives into a unified framework, carefully considering the insights, ideas, and concerns shared by community members. Public engagement plays a key role by fostering collaboration and a sense of ownership, helping ensure the final design reflects the community's goals and priorities. When people are actively involved, they are more likely to support and

take responsibility for the plan's implementation. Community input can also reveal challenges and opportunities that might otherwise be missed, leading to more creative and resilient solutions. Ultimately, proposed connections shaped by the collective input of the community are more likely to achieve long-term success and resilience. To reach a broad cross-section of the Bonner Springs community, an adaptive engagement strategy was used. This included in-person events across a variety of settings, along with an online survey, giving residents and visitors

multiple ways to participate. Engagement opportunities included:

- Tiblow Days
- Mayor's Tree Lighting
- Bonner Springs High School Basketball Game
- Online Survey

ENGAGEMENT STRATEGY

A multi-faceted engagement strategy was implemented for the Bonner Springs Connectivity and Walkability Plan. The process began with a Steering Committee, composed of city-selected representatives, to help guide the project. A broader Stakeholder Committee was then engaged to review early concepts and offer input grounded in local knowledge and experience.

After a refined concept emerged through collaboration with these groups, a series of community engagement events were conducted to gather public input and finalize key elements of the design.

6.2 PUBLIC ENGAGEMENT

STEERING COMMITTEE MEETINGS

The Steering Committee was made up of representatives from the City of Bonner Springs, along with local business owners and residents. This group served as the most actively engaged body throughout the process, providing consistent input at key stages. Three meetings were held with the Steering Committee, during which members offered feedback that helped guide the overall direction of the plan.

STAKEHOLDER MEETINGS

Integrating the stakeholder group as a core component of the master planning process strengthens both its inclusivity and effectiveness, while building a sense of ownership among those directly impacted. By engaging stakeholders from early concept development through implementation, their insights, experiences, and concerns are embedded into the plan itself. This approach not only improves the quality of the outcome but also cultivates strong advocates, increasing the likelihood of successful implementation and long-term sustainability.



6.2 PUBLIC ENGAGEMENT

TIBLOW DAYS, BONNER SPRINGS HIGH SCHOOL BASKETBALL GAME, MAYOR'S TREE LIGHTING

Hosting community engagement activities at Tiblow Days, local high school basketball game, and the Mayor’s Tree Lighting proved to be an effective way to reach a broad and diverse audience in Bonner Springs. Across these events, the team engaged with approximately 80–100 participants.

A consistent theme that emerged was strong support for revitalizing the character of Bonner Springs. Participants expressed a shared interest in creating a more connected and walkable community. Common feedback included the need for additional sidewalks, safer crossings, shaded rest areas, and expanded trail networks to provide alternatives to driving. Improved lighting, greater visibility, and dedicated bike lanes were also frequently mentioned.

There was also notable enthusiasm for proposed trail connections linking Bonner Springs to neighboring communities. Attendees offered a wide range of ideas on how these trail and sidewalk networks could be designed and used to enhance both recreational opportunities and ecological value.



Memorandum

Date: July 21, 2026
To: Mayor and City Council
From: Logan Strasburger, Mark Lee

Subject: Final Plat — FP-02-26; Carter Acres — Consider a Final Plat for Carter Acres consisting of two lots located at 706 S. 122nd Street.

Recommendation: Staff recommends APPROVAL of the final plat for Carter Acres.

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

Background: The subject site is zoned RR (Rural Residential). The applicant proposes a final plat that would split the parcel into two lots, with Lot 2 featuring a detached single-family dwelling constructed in 2005.

The area included in the final plat consists primarily of vacant, unimproved land, with one existing single-family dwelling on Lot 2. The proposed plat will divide the property into two (2) lots, with both lots to remain as residential. Lot 1 is 3.65 acres and Lot 2 is 10.37 acres. West Mission Creek runs through the property and is proposed to be the boundary between the two lots.

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

Typical final plat procedures are being utilized for this application. The purpose of this procedure is to provide a means of approving a subdivision of land insuring compliance with the previously submitted preliminary plat and the subdivision regulations of the City of Bonner Springs. A preliminary plat was not required of this particular project; right of way was granted and utility easements put in place as required, no city services are being extended at this time and no development is proposed.

Discussion: Staff's report is attached.

Financial Impact:

City of Bonner Springs

Agenda Item Cover Sheet

AGENDA ITEM NO. 5

CASE #: FP-02-26
Final Plat

TOPIC: **Final Plat – FP-02-26 – Carter Acres** – Consider a final plat for a 14-acre site featuring two (2) lots located at 706 S. 122nd Street.

NARRATIVE: The subject site is zoned RR (Rural Residential). The applicant proposes a final plat that would split the parcel into two (2) lots, with Lot 2 featuring a detached single-family dwelling.

The area included in the final plat consists primarily of vacant, unimproved land, with one existing single-family dwelling located within proposed Lot 2. Lot 1 is 3.65 acres and Lot 2 is 10.37 acres. West Mission Creek runs through the property and is proposed to be the boundary between the two lots.

STAFF: Logan Strasburger, AICP; City Planner

STAFF RECOMMENDATION: Staff recommends **APPROVAL** of the Final Plat for Carter Acres with the conditions listed below.

ATTACHMENTS:

Staff Report
Copy of Final Plat

FINAL PLAT — CARTER ACRES — REQUEST FOR APPROVAL OF A FINAL
PLAT CONSISTING OF 2 LOTS.

CASE #: FP-02-2026
MEETING DATE: July 21, 2026
REPORT WRITTEN: July 7, 2026

APPLICANT:

Krystal Voth
Atlas Land Consulting
14500 Parallel, Ste. R
Basehor, KS 66007

ENGINEER/SURVEYOR:

Atlas Land Consulting
14500 Parallel, Ste. R
Basehor, KS 66007

REQUEST:

The applicant requests approval of a final plat consisting of two (2) lots.

PROJECT SUMMARY:

The subject site is zoned RR (Rural Residential). The applicant proposes a final plat that would split the parcel into two lots, with Lot 2 featuring a detached single-family dwelling constructed in 2005.

The area included in the final plat consists primarily of vacant, unimproved land, with one existing single-family dwelling on Lot 2. The proposed plat will divide the property into two (2) lots, with both lots to remain as residential. Lot 1 is 3.65 acres and Lot 2 is 10.37 acres. West Mission Creek runs through the property and is proposed to be the boundary between the two lots.

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

Typical final plat procedures are being utilized for this application. The purpose of this procedure is to provide a means of approving a subdivision of land insuring compliance with the previously submitted preliminary plat and the subdivision regulations of the City of Bonner Springs. A preliminary plat was not required of this particular project; right of way was granted and utility easements put in place as required, no city services are being extended at this time and no development is proposed.

SITE INFORMATION

The subject site is located at 706 S. 122nd St. It has never been platted. Surrounding properties have also never been platted. A single-family detached home was constructed in 2005. The quarry is located to the south and west of the site. A creek runs through the site. The site consists of a single parcel with a total of 14 acres.



Exhibit 1: Aerial of subject site outlined in red.

LAND USE REVIEW

The 14 acre site is zoned Rural Residential (RR) and designated Industrial on the Future Land Use Map (FLUM). The applicant proposes to subdivide the site into two lots, with a creek running through the site serving as the proposed lot boundary. Both lots are intended for large-lot single-family residential use, consistent with the existing RR zoning district.

The proposed final plat conforms to the existing RR zoning; however, it does not reflect the site's Industrial FLUM designation. An existing residence is located on proposed Lot 2. Staff finds the continued residential use of the property appropriate, noting that the FLUM serves as a general guide for future development and does not constitute a mandate for immediate zoning or land use change.

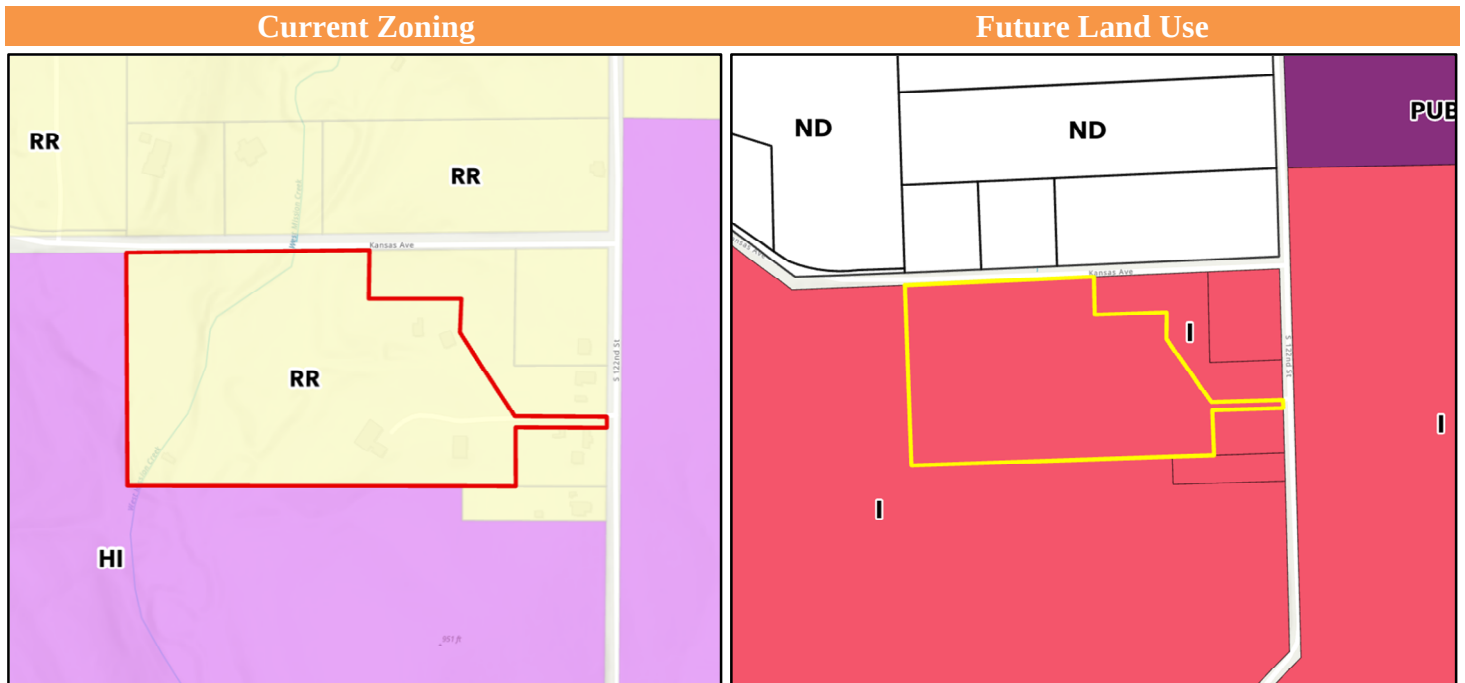


TABLE 1: COMPARISON OF SURROUNDING PROPERTIES

VICINITY	LAND USE DESIGNATION	ZONING	CURRENT USE
SUBJECT SITE	Industrial	RR (Rural Residential)	Dwelling, Single-Family Detached; Open Space; Undeveloped Land
NORTH	Not Designated	RR (Rural Residential)	Dwelling, Single-Family Detached
SOUTH	Industrial	RR (Rural Residential)	Manufacturing or Heavy Industrial Practices
EAST	Industrial	RR (Rural Residential); HI (Heavy Industrial)	Dwelling, Single-Family Detached; Manufacturing or Heavy Industrial Practices
WEST	Industrial	GR (General Residential)	Manufacturing or Heavy Industrial Practices

FINAL PLAT REVIEW

The applicant proposes to split the parcel into two lots. Lot 1 will be 3.65 acres and Lot 2 will be 10.37 acres. The majority of the subject site is undeveloped, except for a single-family dwelling on lot 2. Proposed uses on the site are residential in nature.

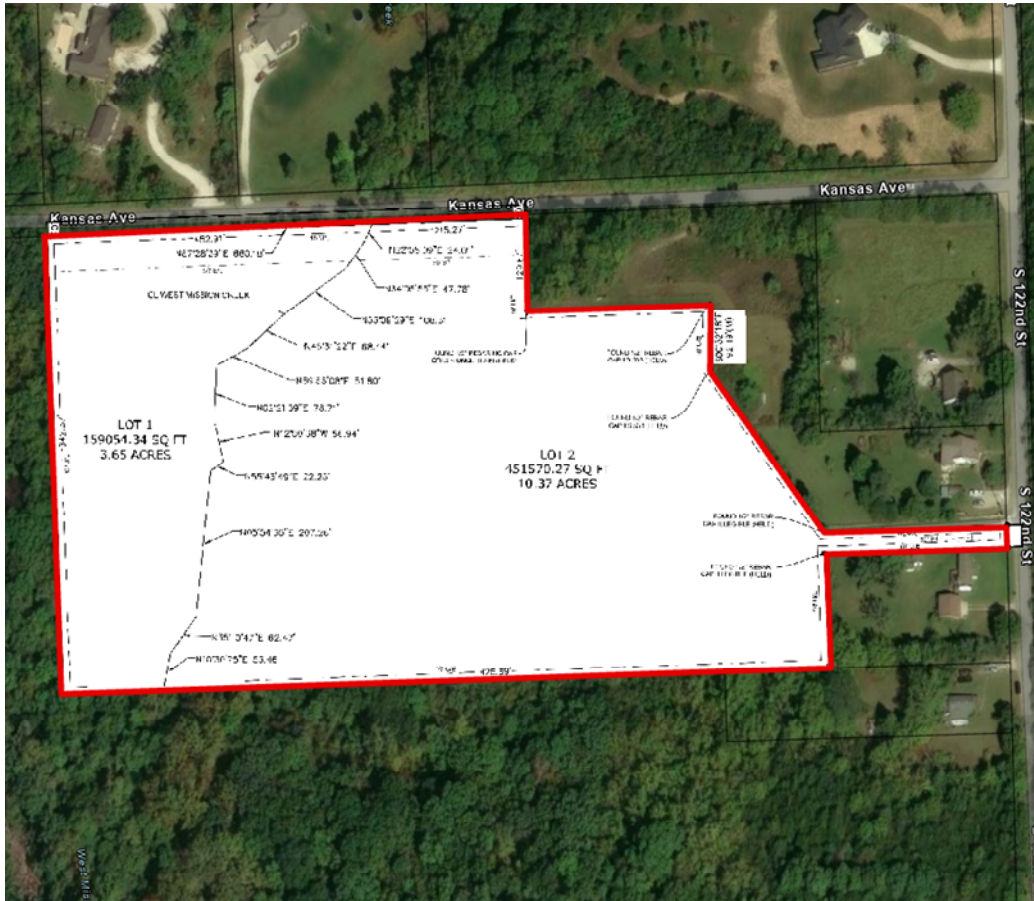


Exhibit 3: Subject site outlined in red with a graphic of the proposed plat superimposed over an aerial view.

TRAFFIC IMPACT/TRANSPORTATION EXCISE TAX

Staff does not anticipate the proposed development to significantly increase or impact traffic along Kansas Avenue or South 122nd street.

PEDESTRIAN INFRASTRUTURE

Sidewalks are not required for this subdivision at this time, given there is limited development in this area. Additionally, there are no nearby trails or trail connections, therefore no trail connection is required.

STORMWATER MANAGEMENT

Stormwater Management facilities will not be required for the proposed development.

UTILITIES

Appropriate utility easements have been incorporated into the final plat to accommodate future extensions and/or expansions. Utility providers were notified of the proposed final plat and provided an opportunity to comment.

SUBDIVISION REGULATIONS & DIMENSIONAL STANDARDS

The items to be submitted with and included on the final plat per the Subdivision Regulations requirements have been met or will be required via review comments. The final plat will not be released prior to execution of all review comments.

STAFF RECOMMENDATION

Staff recommends **APPROVAL** of the Final Plat for Carter Acres.

FINAL PLAT

Staff recommends **APPROVAL** of the final plat for **Carter Acres** located generally at the southwest corner of the intersection of 122nd Street and Kansas Avenue, or 706 S. 122nd Street with the following conditions:

1. **All comments and review items provided by the City Engineer and the Design Review Team shall be addressed prior to execution of the plat.**
2. **All construction documents referencing Streets and Stormwater, Sanitary Sewer, and other necessary utilities shall be submitted and approved by the City prior to construction beginning.**
3. **In addition to the stipulations in this report, the developer/property owner agrees to abide by all regulations contained in the Bonner Springs Zoning Ordinances and Subdivision Regulations.**
4. **The Final Plat shall be filed with the Wyandotte County Register of Deeds and a copy of the recorded plat returned to Staff prior to building permit issuance.**

Memorandum

Date: July 21, 2026
To: Mayor and City Council
From: Logan Strasburger, Mark Lee

Subject: PUBLIC HEARING: Rezoning — BSRZ-05-26; Tiner Acres — Consider a request for a zoning change from the RR (Rural Residential District) to GR (General Residential District) for 5 acres located at 901 S. 134th Street.

Recommendation: Staff recommends APPROVAL of the requested rezoning.

Action: Make a motion to Approve or Deny the requested rezoning.

Background: The subject property is currently zoned RR (Rural Residential). The applicant proposes rezoning five (5) of the six (6) lots within the proposed final plat to GR (General Residential), as the minimum lot size requirements of the RR district do not accommodate the lot sizes proposed.

The area included in the final plat consists primarily of vacant, unimproved land, with one existing single-family dwelling located within proposed Lot 5. The dwelling will remain on Lot 5. The proposed plat will divide the property into six (6) lots, with lots 1 through 5 intended for large-lot single-family detached residential development. Lots 1 through 5 are approximately one (1) acre each, and Lot 6 is approximately 34.58 acres, for a total platted area of approximately 40.21 acres.

Discussion: Staff's report is attached.

Financial Impact:

City of Bonner Springs

Agenda Item Cover Sheet

AGENDA ITEMS NO. 6 & 7

CASE #: FP-01-26 & BSRZ-05-26

Final Plat & Rezoning

TOPIC: **Final Plat – FP-01-26 – Tiner Acres** – Consider a request for a final plat for a 40.21-acre site featuring 6 lots located at 901 S. 134th Street.

Rezoning – BSRZ-05-26 – Tiner Acres – Consider a request for a zoning change from RR (Rural Residential) to GR (General Residential) for 5 of 6 total lots for single-family residential dwelling use located at 901 S. 134th Street. **A public hearing is required.**

NARRATIVE: The subject property is currently zoned RR (Rural Residential). The applicant proposes rezoning five (5) of the six (6) lots within the proposed final plat to GR (General Residential), as the minimum lot size requirements of the RR district do not accommodate the lot sizes proposed.

The area included in the final plat consists primarily of vacant, unimproved land, with one existing single-family dwelling located within proposed Lot 5. The dwelling will remain on Lot 5. The proposed plat will divide the property into six (6) lots, with lots 1 through 5 intended for large-lot single-family detached residential development. Lots 1 through 5 are approximately one (1) acre each, and Lot 6 is approximately 34.58 acres, for a total platted area of approximately 40.21 acres.

STAFF: Logan Strasburger, AICP; City Planner

STAFF RECOMMENDATION: Staff recommends **APPROVAL** of the Rezoning and Final Plat for Tiner Acres with conditions.

ATTACHMENTS:

Staff Report
Copy of Final Plat

FINAL PLAT & REZONING — TINER ACRES — REQUEST FOR APPROVAL OF
A REZONING OF 5 +/- ACRES AND FINAL PLAT OF 6 LOTS.

CASE #: BSRZ-05-2026 & FP-01-2026
MEETING DATE: July 21, 2026
REPORT WRITTEN: July 7, 2026

APPLICANT:

Krystal Voth
Atlas Land Consulting
14500 Parallel, Ste. R
Basehor, KS 66007

ENGINEER/SURVEYOR:

Atlas Land Consulting
14500 Parallel, Ste. R
Basehor, KS 66007

REQUESTS:

1. The applicant requests approval of a change in zoning from RR (Rural Residential) to GR (General Residential) and;
2. The applicant requests approval of a final plat consisting of 6 lots.

PROJECT SUMMARY:

The subject site is currently zoned RR (Rural Residential). The applicant proposes rezoning five (5) of the six (6) lots within the proposed final plat to GR (General Residential), as the minimum lot size requirements of the RR district do not accommodate the lot sizes proposed.

The area included in the final plat consists primarily of vacant, unimproved land, with one existing single-family dwelling and associated agricultural structures located within proposed Lot 5. The dwelling and agricultural structures will remain on Lot 5. The proposed plat will divide the property into six (6) lots, with lots 1 through 5 intended for large-lot single-family detached residential development. Lots 1 through 5 are approximately one (1) acre each, and Lot 6 is approximately 34.58 acres, for a total platted area of approximately 40.21 acres. The proposed development will not change any lots outside the proposed final plat area.

Typical final plat procedures are being utilized for this application. The purpose of this procedure is to provide a means of approving a subdivision of land insuring compliance with the previously submitted preliminary plat and the subdivision regulations of the City of Bonner Springs. A preliminary plat was not required for this project; right of way was granted, and utility easements put in place as required. City service extensions are not required for this project and no large-scale development is proposed.

SITE INFORMATION

The subject site is located at 901 S. 134th Street. The property has never been platted. A single-family residence was constructed in 1930 along with several agricultural-related structures constructed in 1940. There are two ponds with docks on the property. The site consists of a single parcel with a total of 40.21 +/- acres.

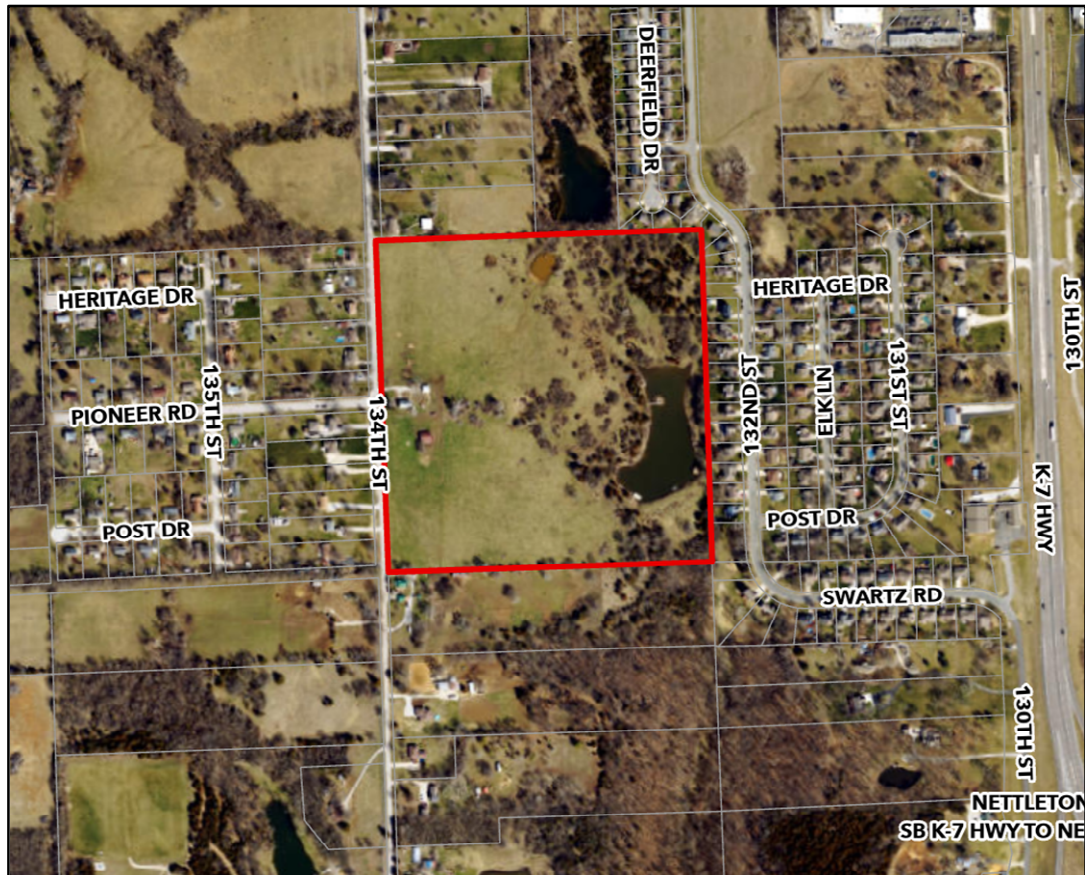


Exhibit 1: Aerial of subject site outlined in red.

LAND USE REVIEW

The subject site is zoned RR and is designated as Low-Density Residential on the FLUM (Future Land Use Map). The applicant requests a rezoning of five (5) of the lots to GR with the sixth lot to remain RR. The proposed lots are intended for larger single-family detached dwellings. The proposed final plat is consistent with the proposed GR designation and FLU (Future Land Use) designation of Low-Density Residential.

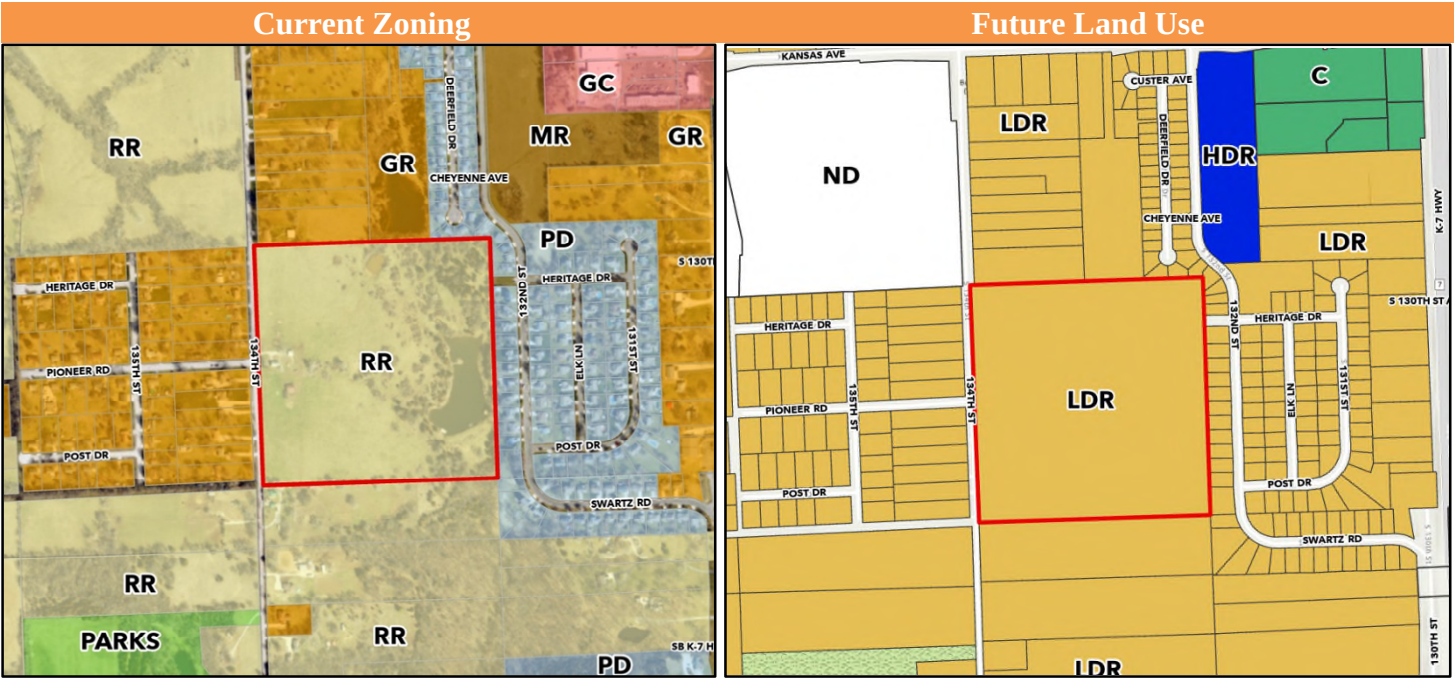


TABLE 1: COMPARISON OF SURROUNDING PROPERTIES

VICINITY	FUTURE LAND USE DESIGNATION	CURRENT ZONING	CURRENT USE
SUBJECT SITE	Low-Density Residential	RR (Rural Residential District)	Dwelling, Single-Family Detached; Agricultural Practices; Undeveloped Land
NORTH	Low-Density Residential	GR (General Residential District); PD-GR (Planned General Residential District)	Dwelling, Single-Family Detached
SOUTH	Low-Density Residential	RR (Rural Residential District)	Dwelling, Single-Family Detached
EAST	Low-Density Residential	PD-GR (Planned General Residential District)	Dwelling, Single-Family Detached
WEST	Low-Density Residential	GR (General Residential District)	Dwelling, Single-Family Detached

REZONING REVIEW

The applicant proposes to rezone approximately five (5) acres of the 40.21-acre site (see [Exhibit 2](#)). Zoning would change from RR to GR. The proposed development includes Lots 1 through 5 are proposed to be GR and the remaining lot 6 will remain RR.

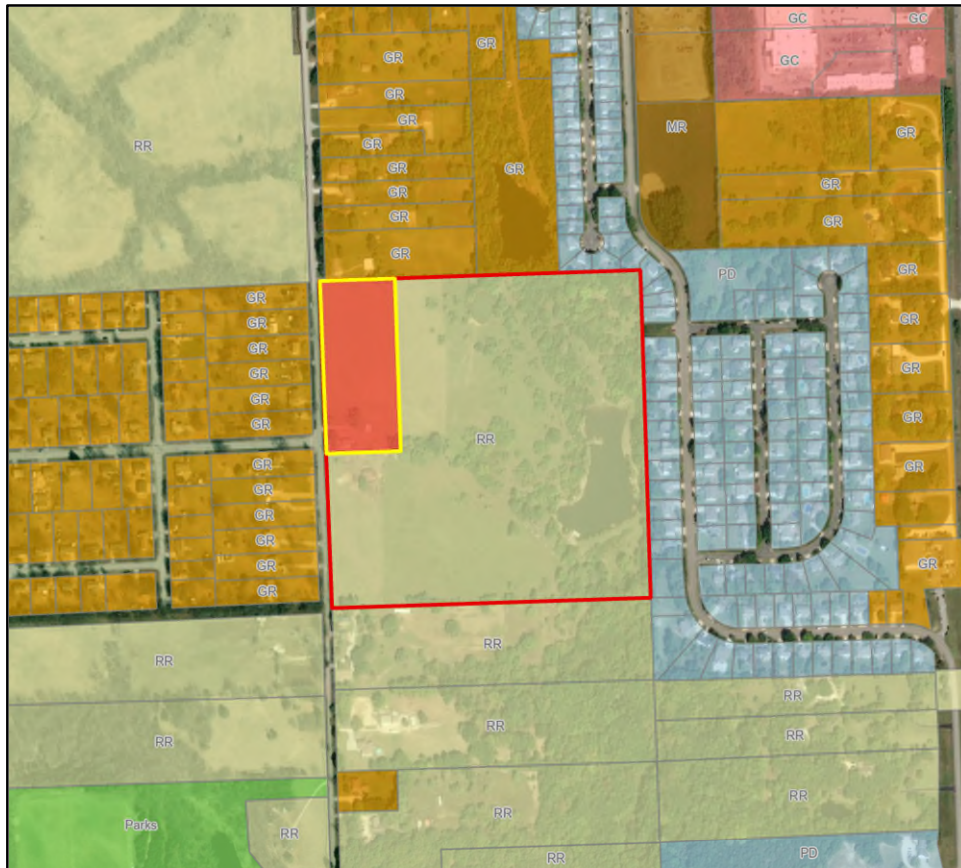


Exhibit 2: Subject area to be rezoned to GR is outlined in yellow and filled with red. The entire site is outlined in red. The remaining area will remain RR.

Per Section 2.03.A.2.b of the UDO (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:

1. THE COMPATIBILITY OF THE EXISTING AND PROPOSED ZONING CONDITIONS TO THE COMPREHENSIVE PLAN;

Existing zoning RR and proposed GR are both compatible with the Comprehensive Plan's FLU designation of this site as Low-Density Residential.

2. THE CHARACTER OF THE NEIGHBORHOOD OR BUILT ENVIRONMENT SURROUNDING THE AFFECTED PROPERTY;

This area represents a developing portion of the City. The immediate vicinity of the proposed subdivision is characterized by low-density single-family residential development, agricultural activities, and open space. Surrounding land uses and zoning are as follows:

- **North:** The Country Hills Subdivision lies to the north, zoned GR and developed with single-family detached dwellings.
- **East:** The Deerfield Village Commons Subdivision lies to the east, zoned PD-GR (Planned General Residential District) and developed with single-family detached dwellings.
- **South:** Properties to the south are unplatted and zoned RR, consisting of large lots developed with single-family detached dwellings.
- **West:** The Pioneer Hills Subdivision lies to the west, zoned GR and developed with single-family detached dwellings.

The proposed zoning of GR is aligned with the residential character of surrounding properties and neighborhoods.

3. THE COMPATIBILITY OF THE ZONING AND ALLOWED USES OF SURROUNDING PROPERTIES;

The zoning and uses of neighboring properties are PD-GR, GR, and RR and are a mix of single-family residential development, agricultural, unimproved land, and open space. Lot sizes of properties surrounding the subject size range from a few acres to less than a quarter-acre. The proposed subdivision will feature similar lot sizes and single-family detached residential dwellings as the surrounding properties.

The proposed zoning of GR is compatible with zoning designations and uses of properties nearby.

4. THE SUITABILITY OF THE AFFECTED PROPERTY TO ITS EXISTING AND PROPOSED ZONING CONDITIONS;

The property is currently restricted to lots with a minimum size of three (3) acres with its current RR zoning designation. Desired lot sizes are less than three (3) acres; therefore, the GR zoning designation is requested. Only Lots 1 through 5 would be zoned GR, with the remaining lot 6 to remain RR.

This site is ripe for development, as it is surrounded to the north, east, and west by residential subdivisions. The proposed rezoning of lots 1 through 5 to GR is consistent with low-density residential use.

5. THE EXTENT TO WHICH REMOVAL OR ALTERATION OF THE EXISTING ZONING DESIGNATION WILL NEGATIVELY IMPACT NEARBY PROPERTY;

The requested rezoning maintains a residential character consistent with that of the surrounding area. The proposed GR District is compatible with the uses permitted in nearby neighborhoods and reflects the low-density, large-lot residential development pattern established in the vicinity. Of the total platted area, approximately 5 acres are proposed for rezoning from RR to GR, while the remainder of the subject site will retain the existing RR designation. The area to be rezoned GR is proposed for single-family detached residential development.

The partial rezoning of the site is not anticipated to adversely affect surrounding property owners, as the proposed development is consistent with the established residential character of the area.

6. THE IMPACT ON THE GENERAL HEALTH, SAFETY, AND WELFARE OF THE PUBLIC CAUSED BY THE EXISTING AND PROPOSED ZONING CONDITIONS;

The denial of the requested rezoning would provide no measurable gain to the public health, safety, or welfare of the general public, as the proposed developments single-family residential uses are compatible with the surrounding development pattern. The denial of this application would impose a hardship upon the property owner, as it would restrict the property to its existing RR designation, which would restrict the property owner to lots that are a minimum of three (3) acres in size, contrary to the proposed 1-acre lots.

7. THE PROFESSIONAL RECOMMENDATIONS OF THE CITY'S STAFF AND DEVELOPMENT REVIEW TEAM;

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

8. THE AVAILABILITY AND ADEQUACY OF REQUIRED PUBLIC IMPROVEMENTS TO SERVE THE EXISTING AND PROPOSED ZONING CONDITIONS.

Some utility services are available to the subject site. Water connections are accessible to the north, and sanitary sewer connections are available in the vicinity; however, the applicant has indicated a preference for individual septic systems in lieu of connection to the municipal sanitary sewer. Sidewalk installation and road improvements along 134th Street are not required for this development.

9. 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 proposed development is not anticipated to produce significant adverse impacts on the natural or built environment. Given that a substantial portion of the subject site will remain as open space, stormwater management facilities are not required for this development. Water, air, and noise impacts are expected to be negligible, consistent with the low-intensity nature of large-lot single-family residential development. Site lighting will be minimal.

Staff does not anticipate significant adverse environmental impacts resulting from the proposed rezoning.

10. THE ABILITY OF THE AFFECTED PARCEL TO SATISFY THE SUBDIVISION REGULATIONS AND DEVELOPMENT STANDARDS OF THESE REGULATIONS UNDER THE PROPOSED ZONING CONDITIONS.

The proposed rezoning to GR will bring the subject property into conformance with applicable ordinance requirements and subdivision development standards. Specifically, the GR District's 7,000 square foot minimum lot size and lot dimensions accommodates the proposed lots where the RR District's three-acre minimum does not. The single-family detached residential uses

permitted under the GR District are capable of meeting all applicable development standards governing the site.

FINAL PLAT REVIEW

The applicant proposes to split the 40.21-acre parcel into six lots. Lots 1 through 5 will be roughly one-acre each, with remaining lot 6 consisting of 34.58 acres. The majority of the subject site is undeveloped, except for a single-family dwelling and agricultural structures on proposed Lot 5.



Exhibit 3: Subject site outlined in red with a graphic of the proposed plat superimposed over an aerial view.

TRAFFIC IMPACT

Staff does not anticipate the proposed development to significantly increase or impact traffic along 134th street. All lots will have access to 134th Street.

PEDESTRIAN INFRASTRUCTURE

Sidewalks are not required for this subdivision at this time, given there is limited development in this area. A trail section currently exists on the west side of S. 134th Street.

STORMWATER MANAGEMENT

Stormwater Management facilities will not be required for the proposed development. The site will sheet flow to the southeast across open grassland. Appropriate drainage easements will be incorporated into the final plat.

UTILITIES

Utility service extensions are proposed in conjunction with the subject plat. Appropriate utility easements have been incorporated into the final plat to accommodate these extensions. Utility providers were notified of the proposed final plat and were provided an opportunity to comment.

SUBDIVISION REGULATIONS / DIMENSIONAL STANDARDS

The items to be submitted with and included on the final plat per the Subdivision Regulations requirements have been met or will be required via review comments. The final plat will not be released prior to execution of all review comments.

STAFF RECOMMENDATION

Staff recommends **APPROVAL** of the Rezoning and Final Plat for Tiner Acres.

REZONING

Staff recommends **APPROVAL** for rezoning property from RR to GR for **Tiner Acres** located generally at the intersection of 134th Street and Pioneer Road, or 901 S. 134th Street with no conditions.

FINAL PLAT

Staff recommends **APPROVAL** of the final plat for **Tiner Acres** located generally at the intersection of 134th Street and Pioneer Road, or 901 S. 134th Street with the following conditions:

1. **All comments and review items provided by the City Engineer and the Design Review Team shall be addressed prior to execution of the plat.**
2. **All construction documents referencing Streets and Stormwater, Sanitary Sewer, and other necessary utilities shall be submitted and approved by the City prior to construction beginning.**
3. **Applicant and City Staff shall work together on extending the underground stormwater infrastructure from the nearby Deerfield neighborhood into the southern pond located on Lot 6.**
4. **In addition to the conditions in this report, the developer/property owner agrees to abide by all regulations contained in the Bonner Springs Unified Development Ordinance.**
5. **The Final Plat shall be filed with the Wyandotte County Register of Deeds and a copy of the recorded plat returned to Staff prior to building permit issuance.**

Memorandum

Date: July 21, 2026
To: Mayor and City Council
From: Logan Strasburger

Subject: Final Plat – FP-01-26; Tiner Acres – Consider a Final Plat for Tiner Acres. The requested plat will divide 40 acres into 5 one-acre lots and leave the remaining 35+/- acres as one lot located at 901 S. 134th Street.

Recommendation: Staff recommends APPROVAL of the plat with the listed conditions.

Action: Make a motion to Approve or Deny the requested final plat.

Background: The subject site is currently zoned RR (Rural Residential). The applicant proposes rezoning five (5) of the six (6) lots within the proposed final plat to GR (General Residential), as the minimum lot size requirements of the RR district do not accommodate the lot sizes proposed.

The area included in the final plat consists primarily of vacant, unimproved land, with one existing single-family dwelling and associated agricultural structures located within proposed Lot 5. The dwelling and agricultural structures will remain on Lot 5. The proposed plat will divide the property into six (6) lots, with lots 1 through 5 intended for large-lot single-family detached residential development. Lots 1 through 5 are approximately one (1) acre each, and Lot 6 is approximately 34.58 acres, for a total platted area of approximately 40.21 acres.

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

Typical final plat procedures are being utilized for this application. The purpose of this procedure is to provide a means of approving a subdivision of land insuring compliance with the previously submitted preliminary plat and the subdivision regulations of the City of Bonner Springs. A preliminary plat was not required for this project; right of way was granted, and utility easements put in place as required. City service extensions are not required for this project and no large-scale development is proposed.

Discussion: Staff's report is attached.

Financial Impact:

City of Bonner Springs

Agenda Item Cover Sheet

AGENDA ITEMS NO. 6 & 7

CASE #: FP-01-26 & BSRZ-05-26

Final Plat & Rezoning

TOPIC: **Final Plat – FP-01-26 – Tiner Acres** – Consider a request for a final plat for a 40.21-acre site featuring 6 lots located at 901 S. 134th Street.

Rezoning – BSRZ-05-26 – Tiner Acres – Consider a request for a zoning change from RR (Rural Residential) to GR (General Residential) for 5 of 6 total lots for single-family residential dwelling use located at 901 S. 134th Street. **A public hearing is required.**

NARRATIVE: The subject property is currently zoned RR (Rural Residential). The applicant proposes rezoning five (5) of the six (6) lots within the proposed final plat to GR (General Residential), as the minimum lot size requirements of the RR district do not accommodate the lot sizes proposed.

The area included in the final plat consists primarily of vacant, unimproved land, with one existing single-family dwelling located within proposed Lot 5. The dwelling will remain on Lot 5. The proposed plat will divide the property into six (6) lots, with lots 1 through 5 intended for large-lot single-family detached residential development. Lots 1 through 5 are approximately one (1) acre each, and Lot 6 is approximately 34.58 acres, for a total platted area of approximately 40.21 acres.

STAFF: Logan Strasburger, AICP; City Planner

STAFF RECOMMENDATION: Staff recommends **APPROVAL** of the Rezoning and Final Plat for Tiner Acres with conditions.

ATTACHMENTS:

Staff Report
Copy of Final Plat

FINAL PLAT & REZONING — TINER ACRES — REQUEST FOR APPROVAL OF
A REZONING OF 5 +/- ACRES AND FINAL PLAT OF 6 LOTS.

CASE #: BSRZ-05-2026 & FP-01-2026
MEETING DATE: July 21, 2026
REPORT WRITTEN: July 7, 2026

APPLICANT:

Krystal Voth
Atlas Land Consulting
14500 Parallel, Ste. R
Basehor, KS 66007

ENGINEER/SURVEYOR:

Atlas Land Consulting
14500 Parallel, Ste. R
Basehor, KS 66007

REQUESTS:

1. The applicant requests approval of a change in zoning from RR (Rural Residential) to GR (General Residential) and;
2. The applicant requests approval of a final plat consisting of 6 lots.

PROJECT SUMMARY:

The subject site is currently zoned RR (Rural Residential). The applicant proposes rezoning five (5) of the six (6) lots within the proposed final plat to GR (General Residential), as the minimum lot size requirements of the RR district do not accommodate the lot sizes proposed.

The area included in the final plat consists primarily of vacant, unimproved land, with one existing single-family dwelling and associated agricultural structures located within proposed Lot 5. The dwelling and agricultural structures will remain on Lot 5. The proposed plat will divide the property into six (6) lots, with lots 1 through 5 intended for large-lot single-family detached residential development. Lots 1 through 5 are approximately one (1) acre each, and Lot 6 is approximately 34.58 acres, for a total platted area of approximately 40.21 acres. The proposed development will not change any lots outside the proposed final plat area.

Typical final plat procedures are being utilized for this application. The purpose of this procedure is to provide a means of approving a subdivision of land insuring compliance with the previously submitted preliminary plat and the subdivision regulations of the City of Bonner Springs. A preliminary plat was not required for this project; right of way was granted, and utility easements put in place as required. City service extensions are not required for this project and no large-scale development is proposed.

SITE INFORMATION

The subject site is located at 901 S. 134th Street. The property has never been platted. A single-family residence was constructed in 1930 along with several agricultural-related structures constructed in 1940. There are two ponds with docks on the property. The site consists of a single parcel with a total of 40.21 +/- acres.

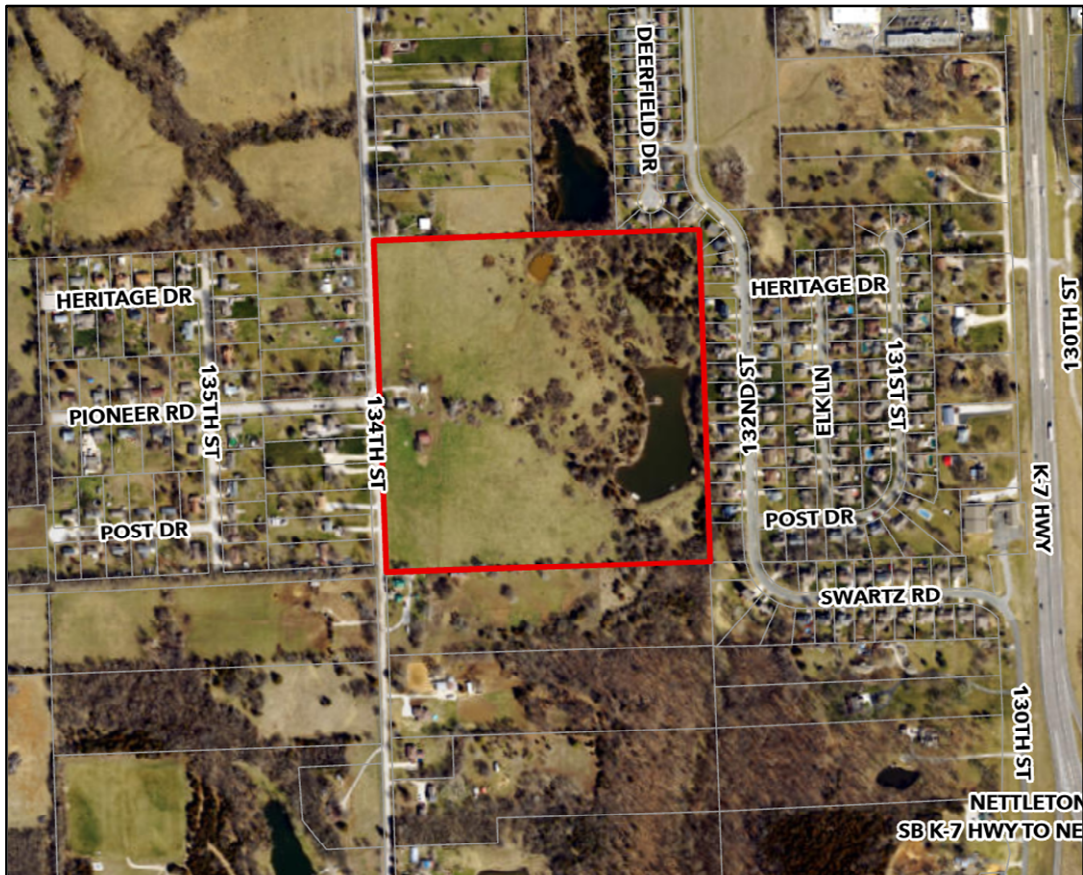


Exhibit 1: Aerial of subject site outlined in red.

LAND USE REVIEW

The subject site is zoned RR and is designated as Low-Density Residential on the FLUM (Future Land Use Map). The applicant requests a rezoning of five (5) of the lots to GR with the sixth lot to remain RR. The proposed lots are intended for larger single-family detached dwellings. The proposed final plat is consistent with the proposed GR designation and FLU (Future Land Use) designation of Low-Density Residential.

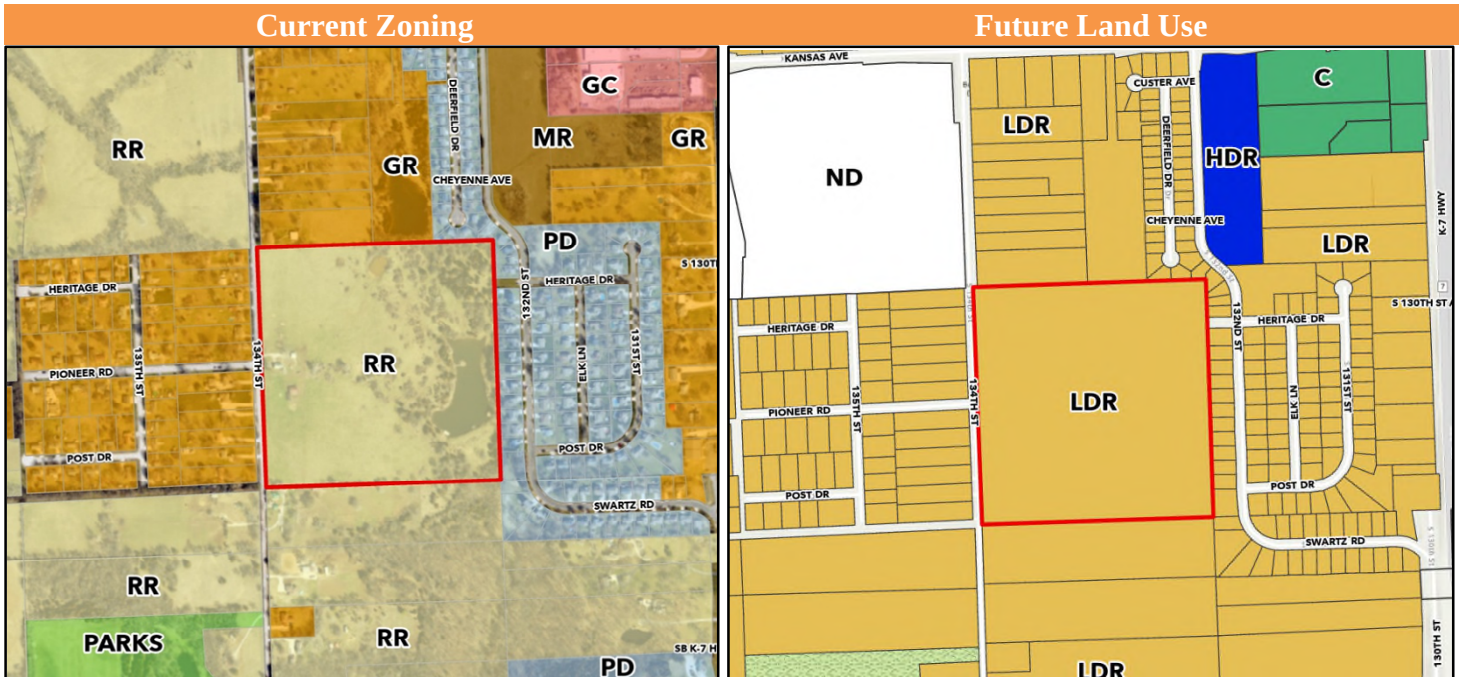


TABLE 1: COMPARISON OF SURROUNDING PROPERTIES

VICINITY	FUTURE LAND USE DESIGNATION	CURRENT ZONING	CURRENT USE
SUBJECT SITE	Low-Density Residential	RR (Rural Residential District)	Dwelling, Single-Family Detached; Agricultural Practices; Undeveloped Land
NORTH	Low-Density Residential	GR (General Residential District); PD-GR (Planned General Residential District)	Dwelling, Single-Family Detached
SOUTH	Low-Density Residential	RR (Rural Residential District)	Dwelling, Single-Family Detached
EAST	Low-Density Residential	PD-GR (Planned General Residential District)	Dwelling, Single-Family Detached
WEST	Low-Density Residential	GR (General Residential District)	Dwelling, Single-Family Detached

REZONING REVIEW

The applicant proposes to rezone approximately five (5) acres of the 40.21-acre site (see [Exhibit 2](#)). Zoning would change from RR to GR. The proposed development includes Lots 1 through 5 are proposed to be GR and the remaining lot 6 will remain RR.

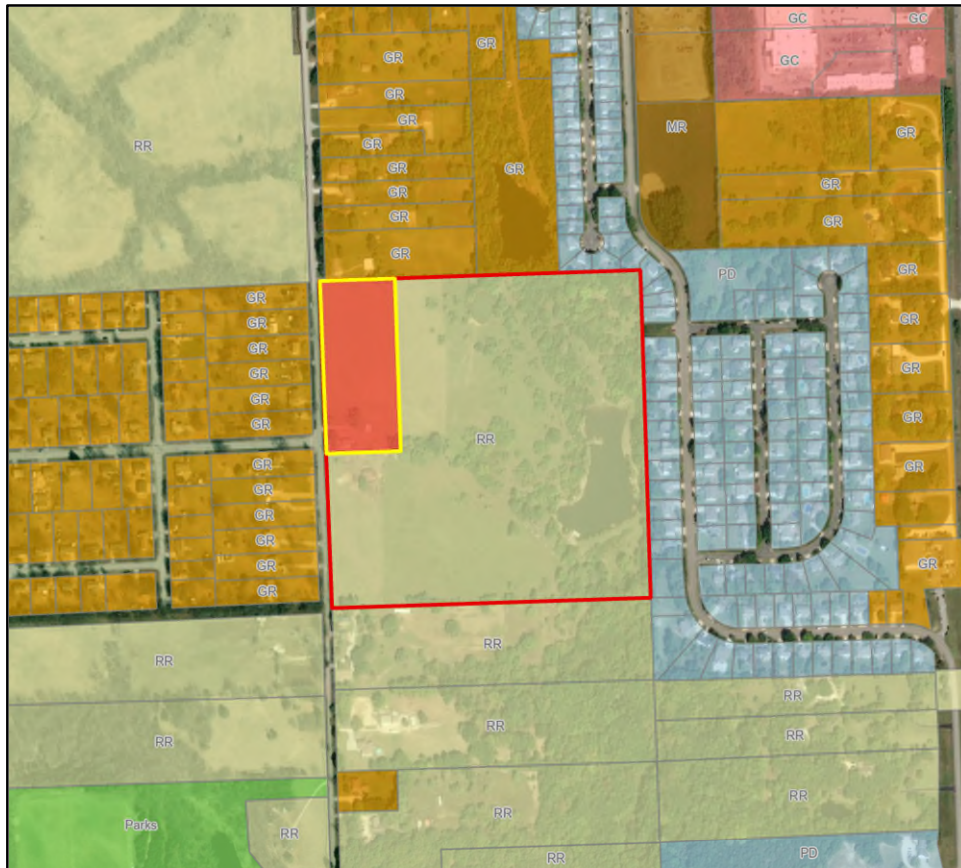


Exhibit 2: Subject area to be rezoned to GR is outlined in yellow and filled with red. The entire site is outlined in red. The remaining area will remain RR.

Per Section 2.03.A.2.b of the UDO (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:

1. THE COMPATIBILITY OF THE EXISTING AND PROPOSED ZONING CONDITIONS TO THE COMPREHENSIVE PLAN;

Existing zoning RR and proposed GR are both compatible with the Comprehensive Plan's FLU designation of this site as Low-Density Residential.

2. THE CHARACTER OF THE NEIGHBORHOOD OR BUILT ENVIRONMENT SURROUNDING THE AFFECTED PROPERTY;

This area represents a developing portion of the City. The immediate vicinity of the proposed subdivision is characterized by low-density single-family residential development, agricultural activities, and open space. Surrounding land uses and zoning are as follows:

- **North:** The Country Hills Subdivision lies to the north, zoned GR and developed with single-family detached dwellings.
- **East:** The Deerfield Village Commons Subdivision lies to the east, zoned PD-GR (Planned General Residential District) and developed with single-family detached dwellings.
- **South:** Properties to the south are unplatted and zoned RR, consisting of large lots developed with single-family detached dwellings.
- **West:** The Pioneer Hills Subdivision lies to the west, zoned GR and developed with single-family detached dwellings.

The proposed zoning of GR is aligned with the residential character of surrounding properties and neighborhoods.

3. *THE COMPATIBILITY OF THE ZONING AND ALLOWED USES OF SURROUNDING PROPERTIES;*

The zoning and uses of neighboring properties are PD-GR, GR, and RR and are a mix of single-family residential development, agricultural, unimproved land, and open space. Lot sizes of properties surrounding the subject size range from a few acres to less than a quarter-acre. The proposed subdivision will feature similar lot sizes and single-family detached residential dwellings as the surrounding properties.

The proposed zoning of GR is compatible with zoning designations and uses of properties nearby.

4. *THE SUITABILITY OF THE AFFECTED PROPERTY TO ITS EXISTING AND PROPOSED ZONING CONDITIONS;*

The property is currently restricted to lots with a minimum size of three (3) acres with its current RR zoning designation. Desired lot sizes are less than three (3) acres; therefore, the GR zoning designation is requested. Only Lots 1 through 5 would be zoned GR, with the remaining lot 6 to remain RR.

This site is ripe for development, as it is surrounded to the north, east, and west by residential subdivisions. The proposed rezoning of lots 1 through 5 to GR is consistent with low-density residential use.

5. *THE EXTENT TO WHICH REMOVAL OR ALTERATION OF THE EXISTING ZONING DESIGNATION WILL NEGATIVELY IMPACT NEARBY PROPERTY;*

The requested rezoning maintains a residential character consistent with that of the surrounding area. The proposed GR District is compatible with the uses permitted in nearby neighborhoods and reflects the low-density, large-lot residential development pattern established in the vicinity. Of the total platted area, approximately 5 acres are proposed for rezoning from RR to GR, while the remainder of the subject site will retain the existing RR designation. The area to be rezoned GR is proposed for single-family detached residential development.

The partial rezoning of the site is not anticipated to adversely affect surrounding property owners, as the proposed development is consistent with the established residential character of the area.

6. *THE IMPACT ON THE GENERAL HEALTH, SAFETY, AND WELFARE OF THE PUBLIC CAUSED BY THE EXISTING AND PROPOSED ZONING CONDITIONS;*

The denial of the requested rezoning would provide no measurable gain to the public health, safety, or welfare of the general public, as the proposed developments single-family residential uses are compatible with the surrounding development pattern. The denial of this application would impose a hardship upon the property owner, as it would restrict the property to its existing RR designation, which would restrict the property owner to lots that are a minimum of three (3) acres in size, contrary to the proposed 1-acre lots.

7. *THE PROFESSIONAL RECOMMENDATIONS OF THE CITY'S STAFF AND DEVELOPMENT REVIEW TEAM;*

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

8. *THE AVAILABILITY AND ADEQUACY OF REQUIRED PUBLIC IMPROVEMENTS TO SERVE THE EXISTING AND PROPOSED ZONING CONDITIONS.*

Some utility services are available to the subject site. Water connections are accessible to the north, and sanitary sewer connections are available in the vicinity; however, the applicant has indicated a preference for individual septic systems in lieu of connection to the municipal sanitary sewer. Sidewalk installation and road improvements along 134th Street are not required for this development.

9. *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 proposed development is not anticipated to produce significant adverse impacts on the natural or built environment. Given that a substantial portion of the subject site will remain as open space, stormwater management facilities are not required for this development. Water, air, and noise impacts are expected to be negligible, consistent with the low-intensity nature of large-lot single-family residential development. Site lighting will be minimal.

Staff does not anticipate significant adverse environmental impacts resulting from the proposed rezoning.

10. *THE ABILITY OF THE AFFECTED PARCEL TO SATISFY THE SUBDIVISION REGULATIONS AND DEVELOPMENT STANDARDS OF THESE REGULATIONS UNDER THE PROPOSED ZONING CONDITIONS.*

The proposed rezoning to GR will bring the subject property into conformance with applicable ordinance requirements and subdivision development standards. Specifically, the GR District's 7,000 square foot minimum lot size and lot dimensions accommodates the proposed lots where the RR District's three-acre minimum does not. The single-family detached residential uses

permitted under the GR District are capable of meeting all applicable development standards governing the site.

FINAL PLAT REVIEW

The applicant proposes to split the 40.21-acre parcel into six lots. Lots 1 through 5 will be roughly one-acre each, with remaining lot 6 consisting of 34.58 acres. The majority of the subject site is undeveloped, except for a single-family dwelling and agricultural structures on proposed Lot 5.



Exhibit 3: Subject site outlined in red with a graphic of the proposed plat superimposed over an aerial view.

TRAFFIC IMPACT

Staff does not anticipate the proposed development to significantly increase or impact traffic along 134th street. All lots will have access to 134th Street.

PEDESTRIAN INFRASTRUCTURE

Sidewalks are not required for this subdivision at this time, given there is limited development in this area. A trail section currently exists on the west side of S. 134th Street.

STORMWATER MANAGEMENT

Stormwater Management facilities will not be required for the proposed development. The site will sheet flow to the southeast across open grassland. Appropriate drainage easements will be incorporated into the final plat.

UTILITIES

Utility service extensions are proposed in conjunction with the subject plat. Appropriate utility easements have been incorporated into the final plat to accommodate these extensions. Utility providers were notified of the proposed final plat and were provided an opportunity to comment.

SUBDIVISION REGULATIONS / DIMENSIONAL STANDARDS

The items to be submitted with and included on the final plat per the Subdivision Regulations requirements have been met or will be required via review comments. The final plat will not be released prior to execution of all review comments.

STAFF RECOMMENDATION

Staff recommends **APPROVAL** of the Rezoning and Final Plat for Tiner Acres.

REZONING

Staff recommends **APPROVAL** for rezoning property from RR to GR for **Tiner Acres** located generally at the intersection of 134th Street and Pioneer Road, or 901 S. 134th Street with no conditions.

FINAL PLAT

Staff recommends **APPROVAL** of the final plat for **Tiner Acres** located generally at the intersection of 134th Street and Pioneer Road, or 901 S. 134th Street with the following conditions:

1. **All comments and review items provided by the City Engineer and the Design Review Team shall be addressed prior to execution of the plat.**
2. **All construction documents referencing Streets and Stormwater, Sanitary Sewer, and other necessary utilities shall be submitted and approved by the City prior to construction beginning.**
3. **Applicant and City Staff shall work together on extending the underground stormwater infrastructure from the nearby Deerfield neighborhood into the southern pond located on Lot 6.**
4. **In addition to the conditions in this report, the developer/property owner agrees to abide by all regulations contained in the Bonner Springs Unified Development Ordinance.**
5. **The Final Plat shall be filed with the Wyandotte County Register of Deeds and a copy of the recorded plat returned to Staff prior to building permit issuance.**

A TRACT OF LAND IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 SECTION 20, TOWNSHIP 11 N SOUTH, RANGE 23 EAST IN THE CITY OF BONNER SPRINGS, WYANDOTTE COUNTY, KANSAS

SUMMARY SUGGESTED DISCUSSION. KANAWHA COUNTY, IN THE SOUTHWEST QUARTER OF SECTION 30, TOWNSHIP 1 SOUTH, RANGE 23 EAST, IN THE CITY OF BONNER SPRINGS, WYANDOTT COUNTY, IOWA, PREPARED BY ROGER B. DILL, FILE NO. 1468, DATED MARCH 12, 1926, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 1 SOUTH, RANGE 23 EAST, IN THE CITY OF BONNER SPRINGS, WYANDOTT COUNTY, IOWA, THENCE NORTH 02°11'14" EAST WITH THE WEST LINE OF SAID NORTHWEST QUARTER A DISTANCE OF 1,325.16 FEET; THENCE NORTH 89°02'12" EAST, AND NO LONGER WITH SAID WEST LINE A DISTANCE OF 1,322.65 FEET; THENCE SOUTH 89°01'17" WEST, WITH THE SOUTH LINE OF SAID NORTHWEST QUARTER A DISTANCE OF 1,322.00 FEET TO A POINT ON THE SOUTH LINE OF SAID NORTHWEST QUARTER; THENCE SOUTH 88°00'17" WEST, WITH THE SOUTH LINE OF SAID NORTHWEST QUARTER A DISTANCE OF 1,322.00 FEET TO A POINT ON THE NORTH LINE OF SAID NORTHWEST QUARTER; THENCE NORTH 88°00'17" WEST, WITH THE NORTH LINE OF SAID NORTHWEST QUARTER A DISTANCE OF 1,322.00 FEET TO THE POINT OF BEGINNING.

1. THE BASIS FOR THE MEASURING SYSTEM FOR THIS SURVEY IS KANSAS NORTH ZONE U.S., STATE PLANE 1983
2. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.
3. NO OTHER PAID CALLER ON THIS SURVEY. TICKET #26033932
4. REFERENCED SURVEYMER HILLS SUBDIVISION FIRST PLAT BK 3 PG 28
- DERBENT VILLAGE COMMONS DCCF 195 3646
5. BOUNDARY SURVEY BY NICHOLAS T. WILSON, LICENSED SURVEYOR, DATE 07/19/90
6. BOUNDARY SURVEY BY NICHOLAS T. WILSON, LICENSED SURVEYOR, DATE 07/19/90
7. ANNUAL CHANCE FLOODPLAIN
8. ADJACENT TO THE WEST OF THE PROPERTY IS A 20' X 10' AREA X 1/2 ACRES DETERMINED TO BE OUTSIDE THE 0.2% FLOODPLAIN
9. ADJACENT TO THE EAST OF THE PROPERTY IS A 20' X 10' AREA X 1/2 ACRES DETERMINED TO BE OUTSIDE THE 0.2% FLOODPLAIN
10. SUTLICK'S SWAMP PRESENT CURRENT CITY ZONING REGULATION COUNCIL ZONING IS R-1

IN TESTIMONY WHEREOF, **TIMOTHY ACRES**, have set our hand this _____ day of _____, 2012.

THIR: 14TH STREET, LLC, MANAGING MEMBER, GUY THIR

APPLIED WITH INJUNCT SOUL THE CAT AND TANK ABOVE THE TAIL

THIS PART UP LINES ALICES HAS BEEN SUBMITTED TO AND APPROVED BY THE BUREAU OF INDIAN AFFAIRS COMMISSION THIS DAY 10th 20th

BY _____
 IN WITNESS WHEREOF I HAVE HEREunto SIGNED AND AFFIRMED

THESE EASEMENTS AND RIGHTS-OF-WAY ACCEPTED BY THE GOVERNING BODY OF BOWMER SPRINGS, KANSAS, THIS _____ DAY OF _____, 202_.

QUALITY SURVEY FOR APPROVAL:
THIS SURVEY HAS BEEN REVIEWED FOR FILING, PURSUANT TO ASA 38-2003, 38-2005, AND 38-2011, FOR COMPLIANCE WITH THOSE PROVISIONS. NO OTHER WARRANTIES ARE EXTENDED OR IMPLIED.

STATE OF KANSAS)
) ss:
COUNTY OF _____)

STAY WITH THE SUN, BUT STAY OUT OF THE SUN

MARGARET A. ORENDAK, DEPUTY

SUTTON CORNER
BENCH MARK AS NOTED
FOR THE CENTER OF SECTION.

VICINITY MAP

NE

NW

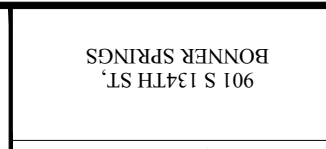
x

y

x(0) - MEASURED DISTANCE

SW 1/4 SE 1/4

1 = 2000 SCALE



ISSUE DATE: 05/26/2026

ERIC D. DALL
F 12591 9405

Page 114 of 162

Memorandum

Date: July 21, 2026
To: Mayor and City Council
From: Logan Strasburger

Subject: PUBLIC HEARING: Rezoning — BSRZ-04-26; Lynn Valley Subdivision — Consider a request for a zoning change from RR (Rural Residential District) to PD-GR (Planned General Residential District), for property generally located south of I-70 and north of Kansas Avenue between S. 138th Street and 142nd Street, or 13852 Kansas Avenue.

Recommendation: Staff recommends APPROVAL of the requested rezoning.

Action: Make a motion to Approve or Deny the requested rezoning.

Background: The applicant proposes a residential development on an unimproved, undeveloped site of approximately 41 acres located south of Interstate 70 and north of Kansas Avenue, west of Lei Valley Subdivision. The subject property is currently zoned RR (Rural Residential), which does not permit lot widths of less than 210 feet.

The proposed development would consist of single-family detached dwellings, incorporating mostly 50-foot and 60-foot-wide lots throughout the development, with smaller lots throughout. The request to rezone the property to PD-GR (Planned General Residential) would allow for varying reduced lot sizes, bringing the property into conformance with the surrounding development pattern and the future land use designations identified in the 2025 and Beyond Comprehensive Plan.

Discussion: Staff report is attached.

Financial Impact:

City of Bonner Springs

Agenda Item Cover Sheet

AGENDA ITEMS NO. 8 & 9

CASE #: BSRZ-04-26 & PP-01-2026
Rezoning & Preliminary Plat

TOPIC: **Rezoning – BSRZ-04-26 – Lynn Valley Subdivision** - Consider a request for a zoning change from RR (Rural Residential District) to PD-GR (Planned General Residential District) for a single-family housing development located at 13852 Kansas Avenue. **A public hearing is required.**

Preliminary Plat – PP-01-26 – Lynn Valley Subdivision - Consider a request of approval of a preliminary plat for a 40.83-acre single-family housing development generally located at the northwest corner of the intersection of 138th Street and Kansas Avenue, or 13852 Kansas Avenue. **A public hearing is required.**

NARRATIVE: Existing zoning on the property does not allow for the development of a single-family subdivision. The proposed development features lots of varying dimensions, which is why the zoning designation of PD-GR (Planned General Residential) is being requested. The current zoning, RR (Rural Residential), requires a minimum lot area of 3 acres, which is significantly greater than any of the lots proposed within this development.

The subject property was previously used for agricultural purposes and is now vacant. This roughly 41-acre development includes a total of 131 single-family lots and two tracts, Tract A and Tract B, to be dedicated and utilized for stormwater detention.

STAFF: Logan Strasburger, AICP; City Planner

STAFF RECOMMENDATION: Staff recommends **APPROVAL** of the Rezoning and Preliminary Plat for Lynn Valley with conditions.

ATTACHMENTS:

Staff Report
Preliminary Plat

REZONING & PRELIMINARY PLAT – LYNN VALLEY SUBDIVISION –
REQUEST FOR APPROVAL OF A ZONING CHANGE FROM RR (RURAL
RESIDENTIAL DISTRICT) TO PD-GR (PLANNED GENERAL RESIDENTIAL)
DISTRICT FOR A SINGLE-FAMILY DEVELOPMENT AT APPROXIMATELY THE
NORTHWEST CORNER OF 138TH AND KANSAS AVENUE, OR 13852 KANSAS
AVENUE.

CASE #: BSRZ-04-26 & PP-01-26
MEETING DATE: JULY 21, 2026
REPORT WRITTEN: JULY 9, 2026

APPLICANT:
Atlas Land Consulting
Krystal Voth
14500 Parallel, Ste. R
Basehor, KS 66007

ENGINEER/SURVEYOR:
Atlas Land Consulting
14500 Parallel, Ste. R
Basehor, KS 66007

- REQUESTS:**
1. The applicant requests approval of a change in zoning from RR (Rural Residential) to PD-GR (Planned General Residential) at approximately the northwest corner of 138th Street and Kansas Avenue, or 13852 Kansas Avenue; and
 2. The applicant requests approval of a preliminary plat for a 40.83-acre single-family subdivision at approximately the northwest corner of 138th Street and Kansas Avenue, or 13852 Kansas Avenue.

PROJECT SUMMARY:
The applicant proposes a residential development on an unimproved, undeveloped site of approximately 41-acres located south of Interstate 70 and north of Kansas Avenue, west of Lei Valley Subdivision. The subject property is currently zoned RR (Rural Residential) which does not permit lot widths of less than 210 feet.

The proposed development would consist of single-family detached dwellings, incorporating mostly 50-foot and 60-foot-wide lots throughout the development. The request to rezone the property to PD-GR (Planned General Residential) would allow for varying reduced lot sizes, bringing the property into conformance with the surrounding development pattern and the future land use designations identified in the 2025 and Beyond Comprehensive Plan.

SITE INFORMATION

The subject site is located just south of I-70, generally at the northwest corner of the intersection of 138th Street and Kansas Avenue, or 13852 Kansas Avenue. The site has never been platted. It is located west of the Lei Valley Subdivision. This area was originally slated to be developed as a phase of the neighboring Lei Valley Subdivision.



Exhibit 1: Aerial of subject site outlined in red.

LAND USE REVIEW

The subject site is zoned RR and a portion of the property is designated as low-density residential and “not designated” on the FLUM (Future Land Use Map). Historically, the site has been utilized for agricultural practices. The proposed development features single-family detached dwellings. The proposed preliminary plat is consistent with the proposed PD-GR zoning and FLUM designation of low-density residential.

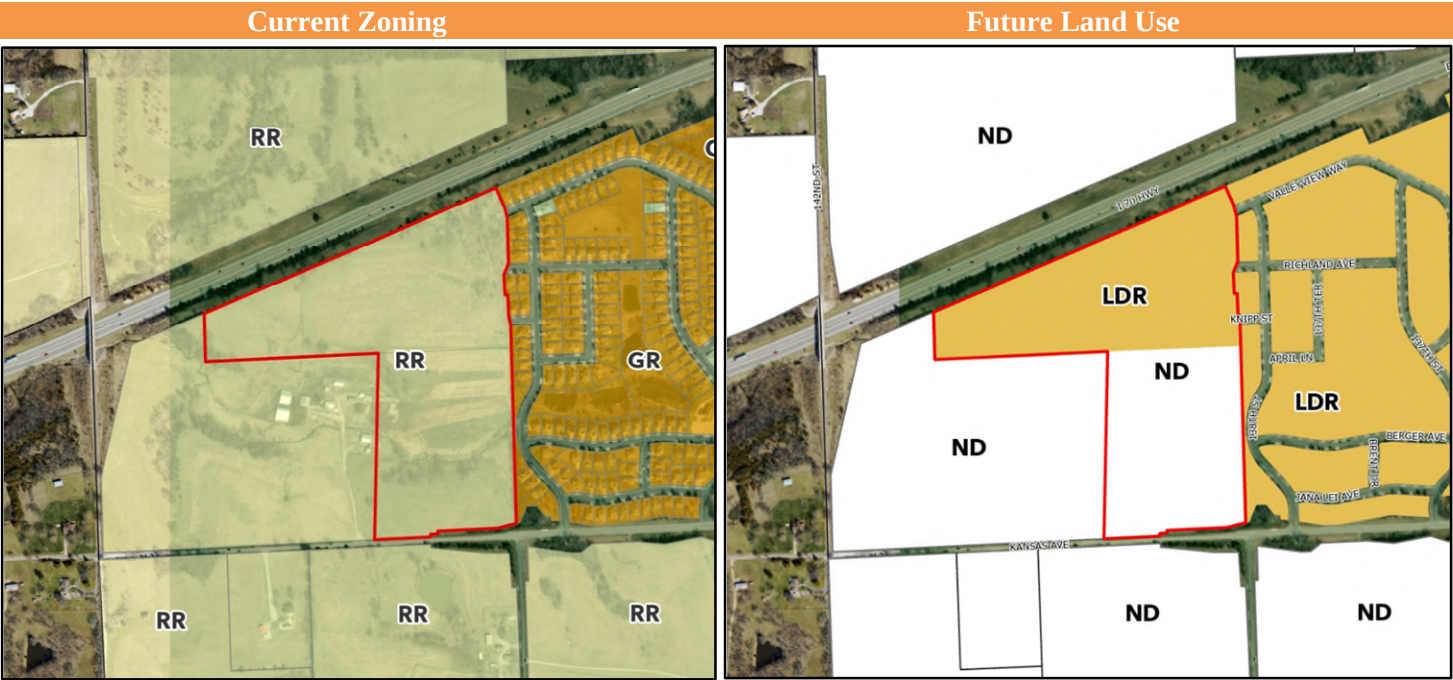


TABLE 1: COMPARISON OF SURROUNDING PROPERTIES

VICINITY	LAND USE DESIGNATION	ZONING	CURRENT USE
SUBJECT SITE	Low-Density Residential; Not Designated	RR (Rural Residential)	Dwelling, Single-Family Detached; Agricultural Practices; Undeveloped Land
NORTH	Interstate; Not Designated	RR (Rural Residential)	Dwelling, Single-Family Detached; Agricultural Practices; Undeveloped Land
SOUTH	Not Designated	RR (Rural Residential)	Dwelling, Single-Family Detached; Agricultural Practices; Undeveloped Land
EAST	Low-Density Residential	GR (General Residential)	Dwelling, Single-Family Detached
WEST	Not Designated	RR (Rural Residential)	Dwelling, Single-Family Detached; Agricultural Practices

REZONING REVIEW

The applicant proposes to rezone the site from RR to PD-GR. The proposed development includes 131 lots with varying dimensions. For the applicant to achieve the varying dimensions of lots, the Planned Development district was requested in addition to the GR to form the PD-GR zoning designation.

Per Section 2.03.A.2.b of the UDO (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:

1. THE COMPATIBILITY OF THE EXISTING AND PROPOSED ZONING CONDITIONS TO THE COMPREHENSIVE PLAN;

Both the existing RR zoning and the proposed PD-GR zoning are compatible with the Comprehensive Plan's Future Land Use (FLU) designation of Low-Density Residential for the subject site. However, the existing RR zoning imposes a minimum lot area of three (3) acres, which would preclude the applicant from meeting the proposed subdivision dimensional standards. The proposed rezoning to PD-GR is therefore necessary to make the development attainable while remaining consistent with the Comprehensive Plan's FLUM.

2. THE CHARACTER OF THE NEIGHBORHOOD OR BUILT ENVIRONMENT SURROUNDING THE AFFECTED PROPERTY;

This area represents a developing portion of the City, characterized by a mix of single-family residential development, agricultural activities, and open space. Surrounding land uses and zoning are as follows:

North: Interstate Highway I-70 borders the subject site to the north, with properties beyond zoned RR and supporting single-family residential and agricultural uses.

East: The Lei Valley Subdivision lies to the east, zoned GR and developed with single-family detached residential dwellings.

South: Kansas Avenue, an arterial roadway, runs along the southern boundary of the subject site. Properties in this direction are zoned RR and support single-family residential and agricultural uses.

West: Properties to the west are zoned RR, featuring single-family residential and agricultural uses.

The proposed PD-GR zoning is consistent with the residential character and density established in the surrounding area.

3. THE COMPATIBILITY OF THE ZONING AND ALLOWED USES OF SURROUNDING PROPERTIES;

The zoning and allowed uses of the surrounding properties are compatible with the proposed PD-GR zoning. The subject site is bordered by RR-zoned properties to the north, south, and west, which support single-family residential and agricultural uses, and by the GR-zoned Lei Valley Subdivision to the east, developed with single-family detached residential dwellings. The proposed PD-GR zoning permits single-family detached residential development at a density consistent with the established residential character of the surrounding area. Interstate Highway I-70 to the north and Kansas Avenue to the south serve as natural boundaries that define and buffer the subject site within its residential context.

The proposed rezoning is compatible with the zoning and allowed uses of the surrounding properties.

4. THE SUITABILITY OF THE AFFECTED PROPERTY TO ITS EXISTING AND PROPOSED ZONING CONDITIONS;

The subject property is suitable for both its existing RR and proposed PD-GR zoning conditions. The site is located within a developing area of the City characterized by single-family residential development, and is bounded by major roadways including Interstate Highway I-70 to the north and Kansas Avenue to the south, providing defined boundaries and accessibility appropriate for residential development. Utility service is accessible to the site, with the proposed development connecting to an existing 8-inch waterline running through the neighboring property to the west and under I-70.

The proposed PD-GR zoning is particularly suited to the subject property, as the Planned Development component provides flexibility in dimensional standards, accommodating varied lot widths and configurations that would not be achievable under the existing RR zoning or standard GR zoning alone. The RR district requires a minimum lot area of three (3) acres, and the GR district's dimensional standards would similarly not accommodate the desired lot configurations.

The PD-GR designation therefore represents the most suitable zoning condition for the subject property, allowing the development to proceed in a manner consistent with the surrounding residential character while meeting the site's specific design and infrastructure needs.

5. THE EXTENT TO WHICH REMOVAL OR ALTERATION OF THE EXISTING ZONING DESIGNATION WILL NEGATIVELY IMPACT NEARBY PROPERTY;

The rezoning of the subject property from RR to PD-GR is not anticipated to negatively impact nearby properties to any greater extent than any other proposed residential development of similar scale and intensity. The proposed PD-GR zoning permits single-family detached residential development consistent with the established residential character of the surrounding area, which is developed predominantly with single-family residential and agricultural uses under RR and GR zoning designations. The density and intensity of the proposed development are compatible with that of the surrounding neighborhood, and the Planned Development component of the PD-GR designation provides additional oversight of site design and dimensional standards, offering a greater degree of development control than a standard rezoning.

The proposed development will result in increased traffic in the area, as is typical of residential development. However, the applicant is required to make improvements to the road network to accommodate the anticipated traffic increase and bring Kansas Avenue up to applicable roadway standards, consistent with its designation as a future arterial per Bonner Springs Transportation Plan. A Traffic Impact Analysis is required for this development, is currently being conducted, and will be a condition of approval. The majority of the development's traffic will be connected through the neighboring subdivision rather than directly onto Kansas Avenue, with one access point off Kansas Avenue serving approximately 20 lots.

6. THE IMPACT ON THE GENERAL HEALTH, SAFETY, AND WELFARE OF THE PUBLIC CAUSED BY THE EXISTING AND PROPOSED ZONING CONDITIONS;

The proposed rezoning from RR to PD-GR is not anticipated to adversely impact the general health, safety, or welfare of the public. The proposed single-family detached residential development is a low-intensity land use consistent with the established character of the surrounding area, and is not expected to generate significant noise, air quality, or other environmental impacts. The extension of water service to the subject site via connection to an existing 8-inch waterline, along with available connections to sanitary sewer and electrical utilities, ensures that the development will be adequately served by necessary infrastructure, supporting the health and safety of future residents and the surrounding community.

Traffic safety is addressed through the requirement that the applicant make improvements to the road network and bring Kansas Avenue up to applicable roadway standards consistent with its future arterial designation. A Traffic Impact Analysis is currently being conducted and will be a condition of approval, ensuring that traffic impacts are formally evaluated and appropriately mitigated prior to development. The routing of the majority of development traffic through the neighboring subdivision, with a single access point off Kansas Avenue serving approximately 20 lots, further limits potential traffic safety concerns along the arterial corridor.

The Planned Development component of the PD-GR designation provides the City with additional oversight of site design, dimensional standards, and development conditions, offering a meaningful mechanism for protecting the health, safety, and welfare of the public throughout the development process.

Staff finds that the proposed rezoning is consistent with the general health, safety, and welfare of the public.

7. THE PROFESSIONAL RECOMMENDATIONS OF THE CITY'S STAFF AND DEVELOPMENT REVIEW TEAM;

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

8. THE AVAILABILITY AND ADEQUACY OF REQUIRED PUBLIC IMPROVEMENTS TO SERVE THE EXISTING AND PROPOSED ZONING CONDITIONS.

Public improvements are available and adequate to serve the proposed PD-GR development. Water service will be extended to the subject site via connection to an existing 8-inch waterline running through the neighboring property to the west and under I-70, and connections to sanitary sewer and electrical utilities are available to the site. All required public infrastructure upgrades, including street improvements, sidewalk construction within the neighborhood, and utility extensions, are conditions of approval.

With respect to transportation infrastructure, Kansas Avenue, designated as a future arterial, runs along the southern boundary of the subject site and provides primary access to the development. The applicant is required to bring Kansas Avenue up to applicable roadway standards, and a Traffic Impact Analysis is currently being conducted to ensure that the adequacy of the transportation network is formally evaluated and that any necessary improvements are identified and implemented prior to development. The routing of the majority of development traffic through the neighboring subdivision, with a single access point off Kansas Avenue serving approximately 20 lots, further distributes traffic demand across the road network.

Staff finds that the required public improvements are available and adequate to serve both the existing RR and proposed PD-GR zoning conditions, and that all necessary infrastructure improvements are conditions of approval.

9. 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 proposed development is not anticipated to produce significant adverse impacts on the built or natural environment. The proposal includes two dedicated tracts, Tract A and Tract B, which will serve as open space and stormwater management facilities, satisfying the subdivision's open space requirements while providing on-site mitigation of stormwater runoff. A drainage study was submitted with the preliminary plat application and is currently under review, ensuring that stormwater impacts are formally evaluated and that the proposed facilities are adequate to serve the development.

Water, air, and noise impacts are expected to be negligible, consistent with the low-intensity nature of single-family detached residential development. Site lighting will be minimal and typical of a residential neighborhood. All required public infrastructure upgrades, including utility extensions and street improvements, are conditions of approval, ensuring that the built environment is adequately equipped to support the proposed development without adverse impact to the surrounding area.

Staff does not anticipate that the proposed PD-GR zoning will produce significant adverse impacts on the built or natural environment more than any typical suburban development.

10. THE ABILITY OF THE AFFECTED PARCEL TO SATISFY THE SUBDIVISION REGULATIONS AND DEVELOPMENT STANDARDS OF THESE REGULATIONS UNDER THE PROPOSED ZONING CONDITIONS.

The subject property is capable of satisfying the subdivision regulations and development standards under the proposed PD-GR zoning conditions. The Planned Development component provides flexibility in dimensional standards, including varied lot widths, configurations, setbacks, and lot coverage, accommodating a site design that would not be achievable under the existing RR or standard GR zoning alone.

The subdivision's open space requirements are satisfied through the dedication of Tract A and Tract B, which will serve as open space and stormwater management facilities. A drainage study was submitted with the preliminary plat application and is currently under review. A landscaping plan will be required with submission of the Final Plat. All required public infrastructure upgrades, including street improvements, sidewalk construction, and utility extensions, are conditions of approval. The applicant is required to bring Kansas Avenue up to applicable roadway standards, and a Traffic Impact Analysis is currently being conducted as a condition of approval.

Staff finds that the subject property satisfies applicable subdivision regulations and development standards under the proposed PD-GR zoning designation.

PRELIMINARY PLAT REVIEW

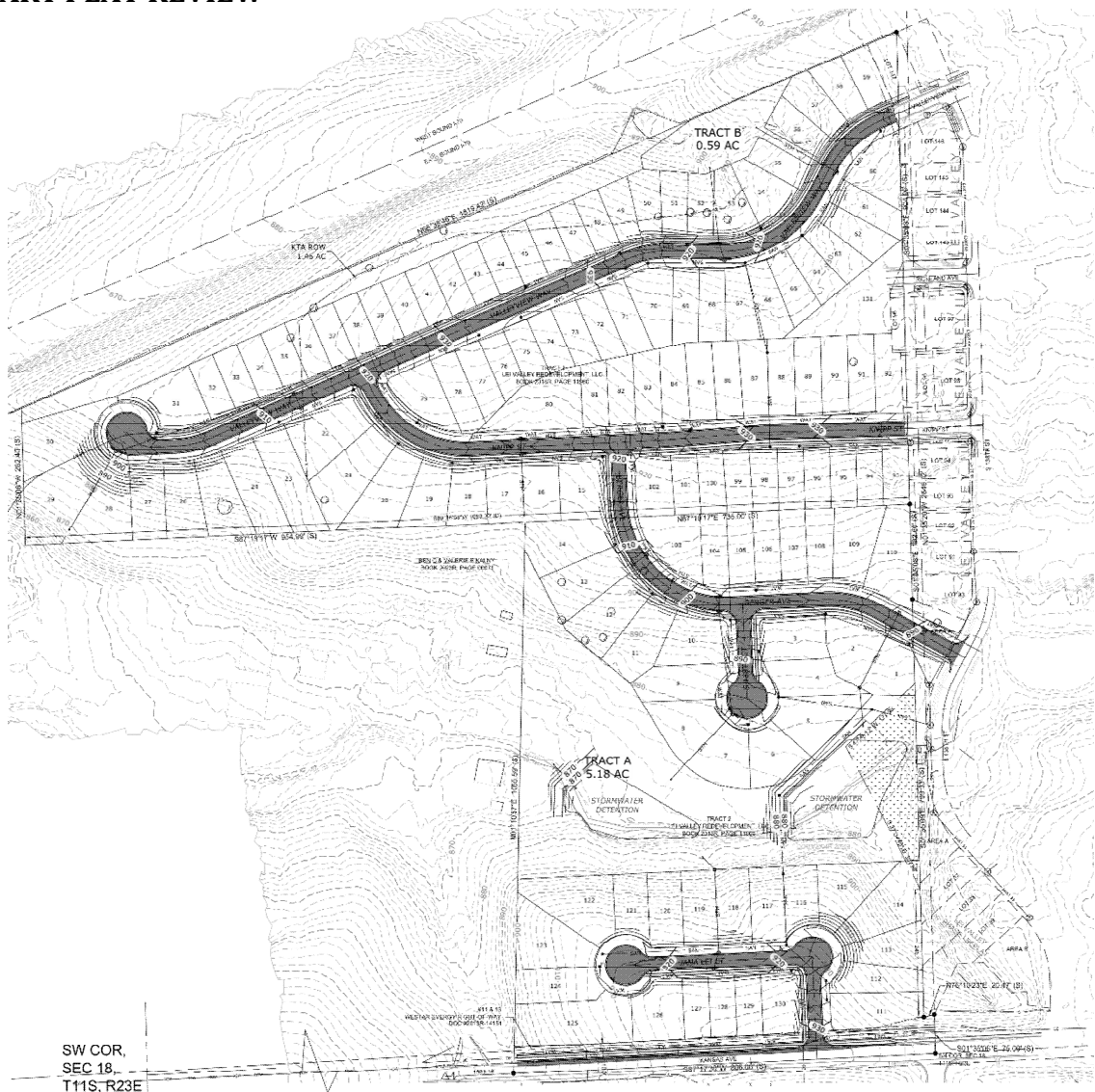


Exhibit 2: Excerpt of the proposed Preliminary Plat for Lynn Valley Subdivision featuring 131 lots.

DIMENSIONAL & SUBDIVISION STANDARDS

The preliminary plat features 131 lots of varying widths and depths. Standards for block length, roadway connectivity, sidewalks, and cul-de-sacs meet requirements. The proposed PD-GR zoning allows for varying lot dimensions. The majority of the lots are between 50-feet and 60-feet wide. The site is of rolling terrain and is difficult to configure into a more unified subdivision.

DEVELOPMENT STANDARDS

LANDSCAPING & BUFFERS

Landscaping and vegetative buffers are required for this development along I-70 and Kansas Avenue. Landscaping plans are submitted and reviewed with the Final Plat application. The applicant will work with Staff to ensure screening wall requirements are met.

FENCES & SCREENING WALLS

Screening walls are required for this development along I-70 and Kansas Avenue. Plans for the screening wall will be submitted with the Final Plat. The applicant will work with Staff to ensure screening wall requirements are met.

PUBLIC IMPROVEMENTS

Utility service extensions are proposed in conjunction with the subject plat. Appropriate utility easements have been incorporated into the preliminary plat to accommodate these extensions. Utility providers were notified of the proposed preliminary plat and provided an opportunity to comment.

ACCESS & TRAFFIC

Access to the southernmost lots will be provided solely from Kansas Avenue. The intersection of Jana Lei Court and Kansas Avenue will be improved to address the future arterial status of Kansas Avenue, as identified in Bonner Springs' Transportation Plan. Additionally, Kansas Avenue will be redesigned at this intersection and along the frontage of the subdivision to ensure it meets minimum standards. The applicant will continue working with Staff to ensure compliance with engineering and traffic standards for Kansas Avenue and the intersection.

As currently shown on the Preliminary Plat, Richland Avenue dead-ends into Lot 131. Staff are in discussion with the applicant regarding this issue and are working toward a solution to continue Richland Avenue, with potential connection to Valleyview Way. This is a condition of approval.

Knipp Street, Berger Avenue, and Valleyview Way will connect into the proposed subdivision and provide access to the remainder of the development.

The Preliminary Plat currently shows sidewalks on only one side of the street. The applicant is aware that sidewalks are required on both sides and is working with Staff to resolve this issue. This is a condition of approval.

TRAFFIC IMPACT

The proposed development is anticipated to generate additional traffic. A traffic impact study is required and has not yet been submitted by the applicant. Submission and approval of the traffic impact study is a condition of approval.

STORMWATER

Stormwater management facilities are required for the proposed development. Proposed Tracts A and B will serve as stormwater management facilities. A preliminary drainage study was submitted with the Preliminary Plat application and is currently under review. This is a condition of approval.

STAFF RECOMMENDATION

Staff recommends **APPROVAL** of the Rezoning and Preliminary Plat for Lynn Valley Subdivision.

REZONING

Staff recommends **APPROVAL** of rezoning property from RR to PD-GR for **Lynn Valley Subdivision** located generally at the northwest corner of the intersection of 138th Street and Kansas Avenue with no conditions.

PRELIMINARY PLAT

Staff recommends **APPROVAL** of the preliminary plat for **Lynn Valley Subdivision** located generally at the northwest corner of the intersection of 138th Street and Kansas Avenue for a single-family residential development with the following conditions:

1. The Preliminary Plat shall be effective for one (1) year following the date of approval. If the Final Plat has not been submitted within this period, the Preliminary Plat approval shall expire.
2. The Final Plat shall be in substantial compliance with the approved Preliminary Plat and shall address any recommendations made by the Planning Commission.
3. All comments made by the Design Review Team shall be addressed prior to execution of the Final Plat.
4. Sidewalks shall be installed on both sides of all streets within the subdivision.
5. The applicant shall work with Staff to resolve the dead-end configuration of Richland Avenue at proposed Lot 131.
6. A Parkland Fee of \$500.00 shall be collected at the time of building permit issuance for each parcel.
7. The applicant shall submit a Traffic Impact Study for review and approval by Staff, and shall work with Staff to ensure compliance with applicable engineering and traffic standards.
8. The applicant shall provide a stormwater drainage study for review and approval.
9. 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.
10. Any and all construction drawings shall be submitted to the City for review and approval prior to site improvements commencing.
11. 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.
12. Once construction of the public infrastructure is completed, a set of drawings stamped 'As-Built' or 'Record' shall be submitted to the City as a record copy.
13. A final walk-through inspection of the development shall be conducted per Section 3.02.D.3.
14. In addition to the recommendations/stipulations listed within this staff report, the developer/property owner agrees to abide by the Unified Development Ordinance of the City of Bonner Springs.

If approved, this item will move to the Governing Body; the request will be presented at the August 10th, 2026 regular meeting for final action.



TIMOTHY A. ELLIOTT, PE

**LYNN VALLEY
PRELIMINARY PLAT**
BONNER SPRINGS, KS

NO.	DATE	REVISION
1	04/20/20	FOR PERMIT
2	05/20/20	NOT FOR CONSTRUCTION

PREPARED FOR:

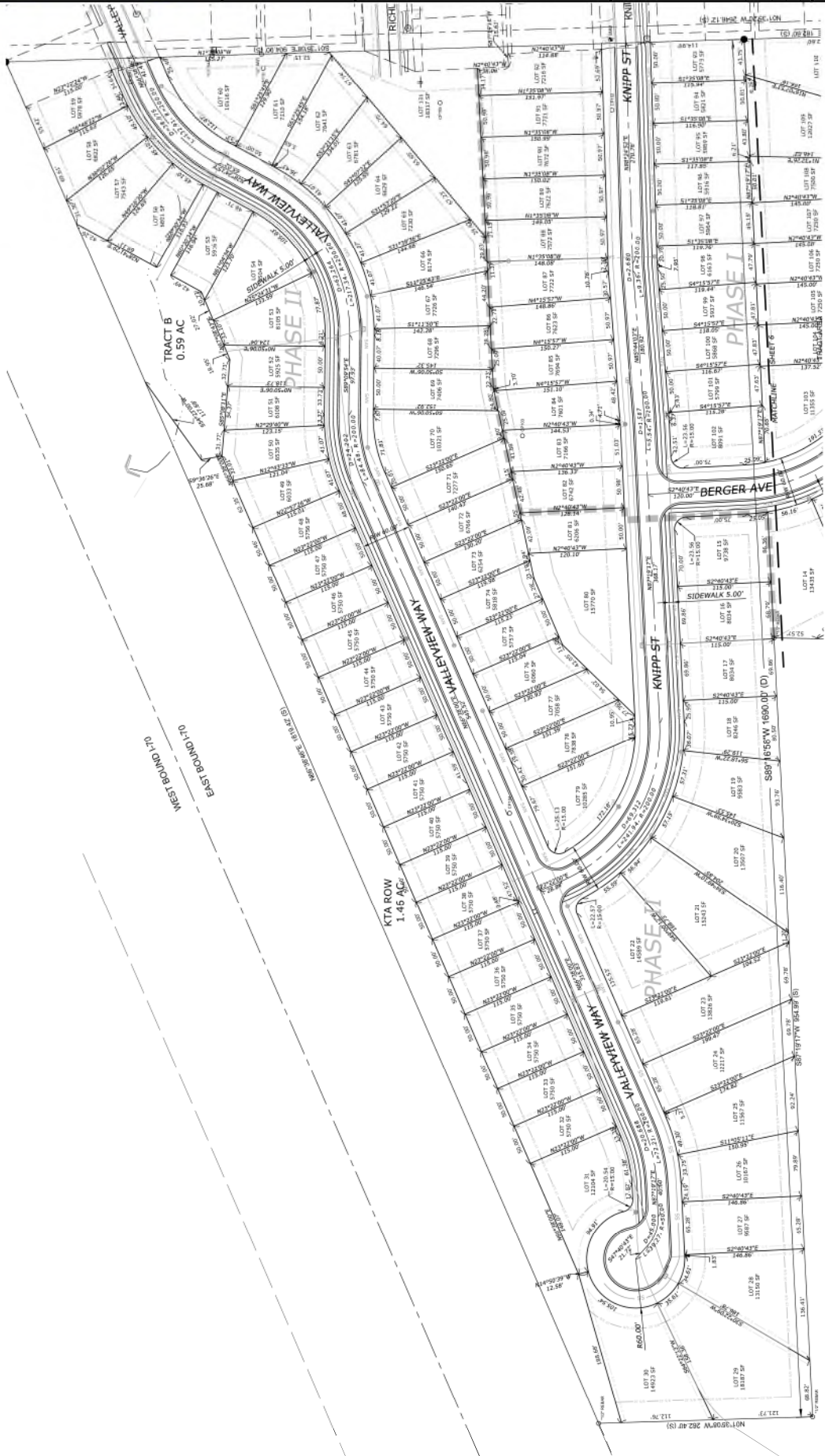
CIRCLE H EET
306 OAK STREET
BONNER SPRINGS
KANSAS 66012

PROJECT # 26-244

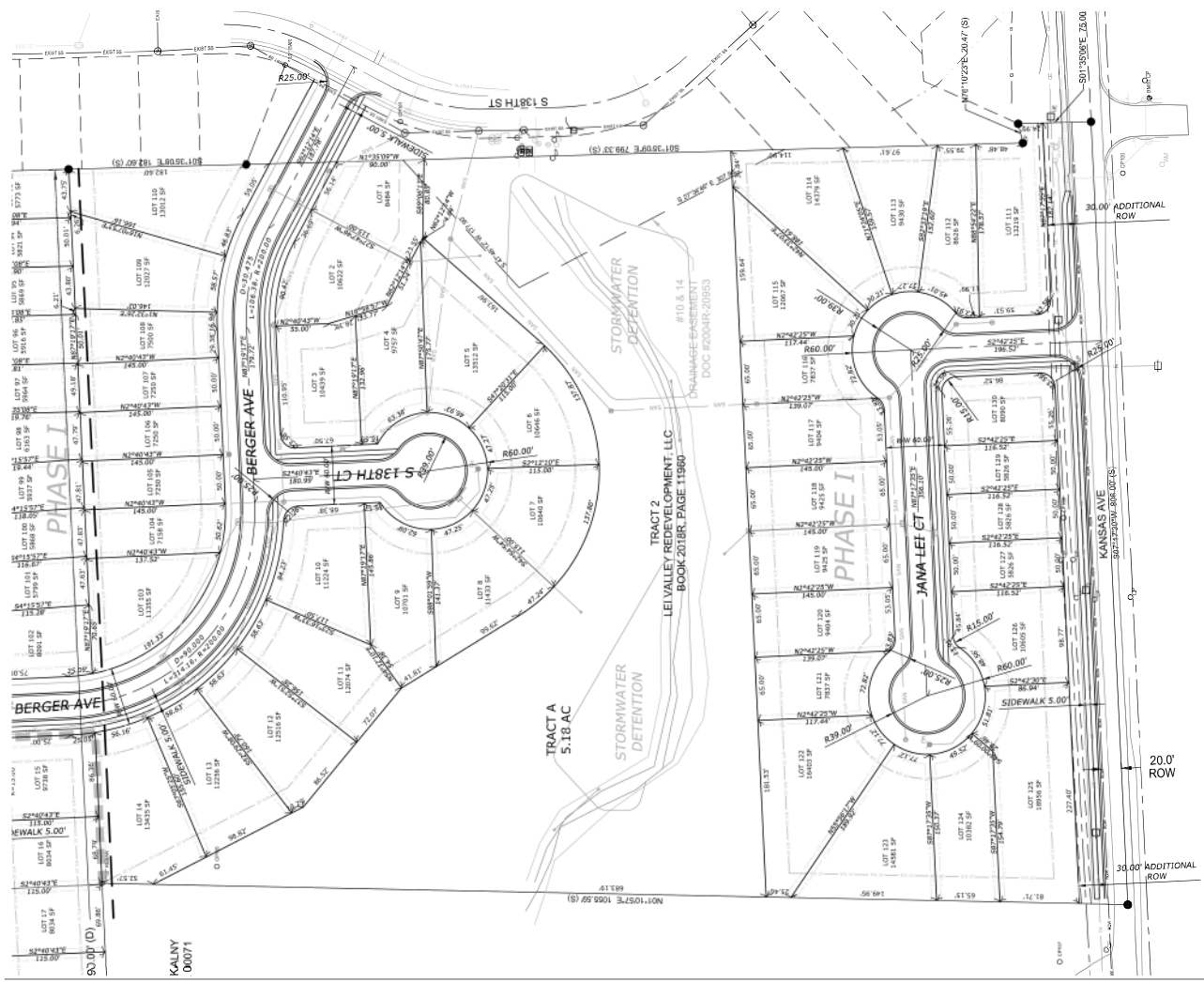
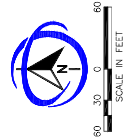
ISSUE DATE: 05.20.20

PRELIMINARY PLAT
NORTH

C-201



SCALE IN FEET
0 50 100



Memorandum

Date: July 21, 2026
To: Mayor and City Council
From: Logan Strasburger, Mark Lee

Subject: PUBLIC HEARING: Preliminary Plat — PP-01-2026; Lynn Valley Subdivision — Consider a request for approval of a Preliminary Plat for Lynn Valley, a single-family residential subdivision, generally located south of I-70 and north of Kansas Avenue between S. 138th Street and 142nd Street, or 13852 Kansas Avenue.

Recommendation:

Action:

Background:

Discussion:

Financial Impact:

City of Bonner Springs

Agenda Item Cover Sheet

AGENDA ITEMS NO. 8 & 9

CASE #: BSRZ-04-26 & PP-01-2026
Rezoning & Preliminary Plat

TOPIC: **Rezoning – BSRZ-04-26 – Lynn Valley Subdivision** - Consider a request for a zoning change from RR (Rural Residential District) to PD-GR (Planned General Residential District) for a single-family housing development located at 13852 Kansas Avenue. **A public hearing is required.**

Preliminary Plat – PP-01-26 – Lynn Valley Subdivision - Consider a request of approval of a preliminary plat for a 40.83-acre single-family housing development generally located at the northwest corner of the intersection of 138th Street and Kansas Avenue, or 13852 Kansas Avenue. **A public hearing is required.**

NARRATIVE: Existing zoning on the property does not allow for the development of a single-family subdivision. The proposed development features lots of varying dimensions, which is why the zoning designation of PD-GR (Planned General Residential) is being requested. The current zoning, RR (Rural Residential), requires a minimum lot area of 3 acres, which is significantly greater than any of the lots proposed within this development.

The subject property was previously used for agricultural purposes and is now vacant. This roughly 41-acre development includes a total of 131 single-family lots and two tracts, Tract A and Tract B, to be dedicated and utilized for stormwater detention.

STAFF: Logan Strasburger, AICP; City Planner

STAFF RECOMMENDATION: Staff recommends **APPROVAL** of the Rezoning and Preliminary Plat for Lynn Valley with conditions.

ATTACHMENTS:

Staff Report
Preliminary Plat

REZONING & PRELIMINARY PLAT – LYNN VALLEY SUBDIVISION –
REQUEST FOR APPROVAL OF A ZONING CHANGE FROM RR (RURAL
RESIDENTIAL DISTRICT) TO PD-GR (PLANNED GENERAL RESIDENTIAL)
DISTRICT FOR A SINGLE-FAMILY DEVELOPMENT AT APPROXIMATELY THE
NORTHWEST CORNER OF 138TH AND KANSAS AVENUE, OR 13852 KANSAS
AVENUE.

CASE #: BSRZ-04-26 & PP-01-26
MEETING DATE: JULY 21, 2026
REPORT WRITTEN: JULY 9, 2026

APPLICANT:
Atlas Land Consulting
Krystal Voth
14500 Parallel, Ste. R
Basehor, KS 66007

ENGINEER/SURVEYOR:
Atlas Land Consulting
14500 Parallel, Ste. R
Basehor, KS 66007

- REQUESTS:**
1. The applicant requests approval of a change in zoning from RR (Rural Residential) to PD-GR (Planned General Residential) at approximately the northwest corner of 138th Street and Kansas Avenue, or 13852 Kansas Avenue; and
 2. The applicant requests approval of a preliminary plat for a 40.83-acre single-family subdivision at approximately the northwest corner of 138th Street and Kansas Avenue, or 13852 Kansas Avenue.

PROJECT SUMMARY:
The applicant proposes a residential development on an unimproved, undeveloped site of approximately 41-acres located south of Interstate 70 and north of Kansas Avenue, west of Lei Valley Subdivision. The subject property is currently zoned RR (Rural Residential) which does not permit lot widths of less than 210 feet.

The proposed development would consist of single-family detached dwellings, incorporating mostly 50-foot and 60-foot-wide lots throughout the development. The request to rezone the property to PD-GR (Planned General Residential) would allow for varying reduced lot sizes, bringing the property into conformance with the surrounding development pattern and the future land use designations identified in the 2025 and Beyond Comprehensive Plan.

SITE INFORMATION

The subject site is located just south of I-70, generally at the northwest corner of the intersection of 138th Street and Kansas Avenue, or 13852 Kansas Avenue. The site has never been platted. It is located west of the Lei Valley Subdivision. This area was originally slated to be developed as a phase of the neighboring Lei Valley Subdivision.



Exhibit 1: Aerial of subject site outlined in red.

LAND USE REVIEW

The subject site is zoned RR and a portion of the property is designated as low-density residential and “not designated” on the FLUM (Future Land Use Map). Historically, the site has been utilized for agricultural practices. The proposed development features single-family detached dwellings. The proposed preliminary plat is consistent with the proposed PD-GR zoning and FLUM designation of low-density residential.

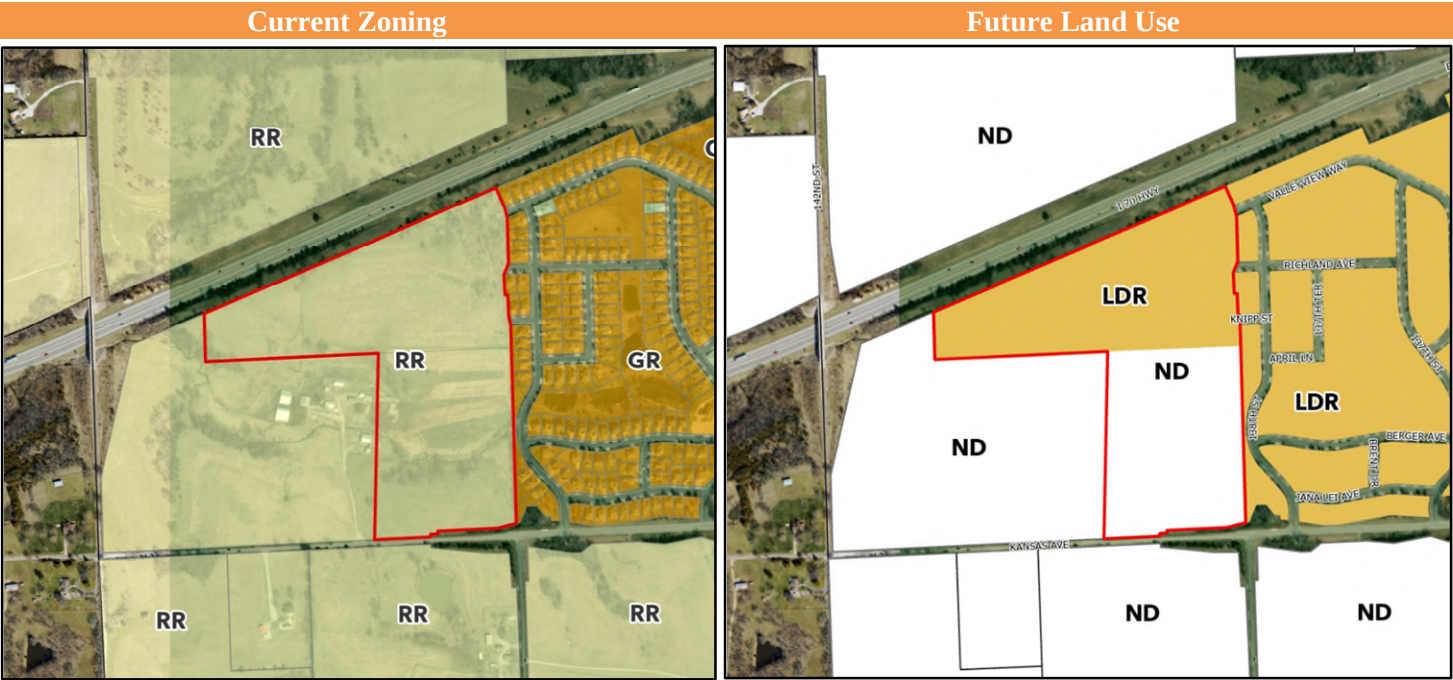


TABLE 1: COMPARISON OF SURROUNDING PROPERTIES

VICINITY	LAND USE DESIGNATION	ZONING	CURRENT USE
SUBJECT SITE	Low-Density Residential; Not Designated	RR (Rural Residential)	Dwelling, Single-Family Detached; Agricultural Practices; Undeveloped Land
NORTH	Interstate; Not Designated	RR (Rural Residential)	Dwelling, Single-Family Detached; Agricultural Practices; Undeveloped Land
SOUTH	Not Designated	RR (Rural Residential)	Dwelling, Single-Family Detached; Agricultural Practices; Undeveloped Land
EAST	Low-Density Residential	GR (General Residential)	Dwelling, Single-Family Detached
WEST	Not Designated	RR (Rural Residential)	Dwelling, Single-Family Detached; Agricultural Practices

REZONING REVIEW

The applicant proposes to rezone the site from RR to PD-GR. The proposed development includes 131 lots with varying dimensions. For the applicant to achieve the varying dimensions of lots, the Planned Development district was requested in addition to the GR to form the PD-GR zoning designation.

Per Section 2.03.A.2.b of the UDO (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:

1. THE COMPATIBILITY OF THE EXISTING AND PROPOSED ZONING CONDITIONS TO THE COMPREHENSIVE PLAN;

Both the existing RR zoning and the proposed PD-GR zoning are compatible with the Comprehensive Plan's Future Land Use (FLU) designation of Low-Density Residential for the subject site. However, the existing RR zoning imposes a minimum lot area of three (3) acres, which would preclude the applicant from meeting the proposed subdivision dimensional standards. The proposed rezoning to PD-GR is therefore necessary to make the development attainable while remaining consistent with the Comprehensive Plan's FLUM.

2. THE CHARACTER OF THE NEIGHBORHOOD OR BUILT ENVIRONMENT SURROUNDING THE AFFECTED PROPERTY;

This area represents a developing portion of the City, characterized by a mix of single-family residential development, agricultural activities, and open space. Surrounding land uses and zoning are as follows:

North: Interstate Highway I-70 borders the subject site to the north, with properties beyond zoned RR and supporting single-family residential and agricultural uses.

East: The Lei Valley Subdivision lies to the east, zoned GR and developed with single-family detached residential dwellings.

South: Kansas Avenue, an arterial roadway, runs along the southern boundary of the subject site. Properties in this direction are zoned RR and support single-family residential and agricultural uses.

West: Properties to the west are zoned RR, featuring single-family residential and agricultural uses.

The proposed PD-GR zoning is consistent with the residential character and density established in the surrounding area.

3. THE COMPATIBILITY OF THE ZONING AND ALLOWED USES OF SURROUNDING PROPERTIES;

The zoning and allowed uses of the surrounding properties are compatible with the proposed PD-GR zoning. The subject site is bordered by RR-zoned properties to the north, south, and west, which support single-family residential and agricultural uses, and by the GR-zoned Lei Valley Subdivision to the east, developed with single-family detached residential dwellings. The proposed PD-GR zoning permits single-family detached residential development at a density consistent with the established residential character of the surrounding area. Interstate Highway I-70 to the north and Kansas Avenue to the south serve as natural boundaries that define and buffer the subject site within its residential context.

The proposed rezoning is compatible with the zoning and allowed uses of the surrounding properties.

4. THE SUITABILITY OF THE AFFECTED PROPERTY TO ITS EXISTING AND PROPOSED ZONING CONDITIONS;

The subject property is suitable for both its existing RR and proposed PD-GR zoning conditions. The site is located within a developing area of the City characterized by single-family residential development, and is bounded by major roadways including Interstate Highway I-70 to the north and Kansas Avenue to the south, providing defined boundaries and accessibility appropriate for residential development. Utility service is accessible to the site, with the proposed development connecting to an existing 8-inch waterline running through the neighboring property to the west and under I-70.

The proposed PD-GR zoning is particularly suited to the subject property, as the Planned Development component provides flexibility in dimensional standards, accommodating varied lot widths and configurations that would not be achievable under the existing RR zoning or standard GR zoning alone. The RR district requires a minimum lot area of three (3) acres, and the GR district's dimensional standards would similarly not accommodate the desired lot configurations.

The PD-GR designation therefore represents the most suitable zoning condition for the subject property, allowing the development to proceed in a manner consistent with the surrounding residential character while meeting the site's specific design and infrastructure needs.

5. THE EXTENT TO WHICH REMOVAL OR ALTERATION OF THE EXISTING ZONING DESIGNATION WILL NEGATIVELY IMPACT NEARBY PROPERTY;

The rezoning of the subject property from RR to PD-GR is not anticipated to negatively impact nearby properties to any greater extent than any other proposed residential development of similar scale and intensity. The proposed PD-GR zoning permits single-family detached residential development consistent with the established residential character of the surrounding area, which is developed predominantly with single-family residential and agricultural uses under RR and GR zoning designations. The density and intensity of the proposed development are compatible with that of the surrounding neighborhood, and the Planned Development component of the PD-GR designation provides additional oversight of site design and dimensional standards, offering a greater degree of development control than a standard rezoning.

The proposed development will result in increased traffic in the area, as is typical of residential development. However, the applicant is required to make improvements to the road network to accommodate the anticipated traffic increase and bring Kansas Avenue up to applicable roadway standards, consistent with its designation as a future arterial per Bonner Springs Transportation Plan. A Traffic Impact Analysis is required for this development, is currently being conducted, and will be a condition of approval. The majority of the development's traffic will be connected through the neighboring subdivision rather than directly onto Kansas Avenue, with one access point off Kansas Avenue serving approximately 20 lots.

6. THE IMPACT ON THE GENERAL HEALTH, SAFETY, AND WELFARE OF THE PUBLIC CAUSED BY THE EXISTING AND PROPOSED ZONING CONDITIONS;

The proposed rezoning from RR to PD-GR is not anticipated to adversely impact the general health, safety, or welfare of the public. The proposed single-family detached residential development is a low-intensity land use consistent with the established character of the surrounding area, and is not expected to generate significant noise, air quality, or other environmental impacts. The extension of water service to the subject site via connection to an existing 8-inch waterline, along with available connections to sanitary sewer and electrical utilities, ensures that the development will be adequately served by necessary infrastructure, supporting the health and safety of future residents and the surrounding community.

Traffic safety is addressed through the requirement that the applicant make improvements to the road network and bring Kansas Avenue up to applicable roadway standards consistent with its future arterial designation. A Traffic Impact Analysis is currently being conducted and will be a condition of approval, ensuring that traffic impacts are formally evaluated and appropriately mitigated prior to development. The routing of the majority of development traffic through the neighboring subdivision, with a single access point off Kansas Avenue serving approximately 20 lots, further limits potential traffic safety concerns along the arterial corridor.

The Planned Development component of the PD-GR designation provides the City with additional oversight of site design, dimensional standards, and development conditions, offering a meaningful mechanism for protecting the health, safety, and welfare of the public throughout the development process.

Staff finds that the proposed rezoning is consistent with the general health, safety, and welfare of the public.

7. THE PROFESSIONAL RECOMMENDATIONS OF THE CITY'S STAFF AND DEVELOPMENT REVIEW TEAM;

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

8. THE AVAILABILITY AND ADEQUACY OF REQUIRED PUBLIC IMPROVEMENTS TO SERVE THE EXISTING AND PROPOSED ZONING CONDITIONS.

Public improvements are available and adequate to serve the proposed PD-GR development. Water service will be extended to the subject site via connection to an existing 8-inch waterline running through the neighboring property to the west and under I-70, and connections to sanitary sewer and electrical utilities are available to the site. All required public infrastructure upgrades, including street improvements, sidewalk construction within the neighborhood, and utility extensions, are conditions of approval.

With respect to transportation infrastructure, Kansas Avenue, designated as a future arterial, runs along the southern boundary of the subject site and provides primary access to the development. The applicant is required to bring Kansas Avenue up to applicable roadway standards, and a Traffic Impact Analysis is currently being conducted to ensure that the adequacy of the transportation network is formally evaluated and that any necessary improvements are identified and implemented prior to development. The routing of the majority of development traffic through the neighboring subdivision, with a single access point off Kansas Avenue serving approximately 20 lots, further distributes traffic demand across the road network.

Staff finds that the required public improvements are available and adequate to serve both the existing RR and proposed PD-GR zoning conditions, and that all necessary infrastructure improvements are conditions of approval.

9. 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 proposed development is not anticipated to produce significant adverse impacts on the built or natural environment. The proposal includes two dedicated tracts, Tract A and Tract B, which will serve as open space and stormwater management facilities, satisfying the subdivision's open space requirements while providing on-site mitigation of stormwater runoff. A drainage study was submitted with the preliminary plat application and is currently under review, ensuring that stormwater impacts are formally evaluated and that the proposed facilities are adequate to serve the development.

Water, air, and noise impacts are expected to be negligible, consistent with the low-intensity nature of single-family detached residential development. Site lighting will be minimal and typical of a residential neighborhood. All required public infrastructure upgrades, including utility extensions and street improvements, are conditions of approval, ensuring that the built environment is adequately equipped to support the proposed development without adverse impact to the surrounding area.

Staff does not anticipate that the proposed PD-GR zoning will produce significant adverse impacts on the built or natural environment more than any typical suburban development.

10. THE ABILITY OF THE AFFECTED PARCEL TO SATISFY THE SUBDIVISION REGULATIONS AND DEVELOPMENT STANDARDS OF THESE REGULATIONS UNDER THE PROPOSED ZONING CONDITIONS.

The subject property is capable of satisfying the subdivision regulations and development standards under the proposed PD-GR zoning conditions. The Planned Development component provides flexibility in dimensional standards, including varied lot widths, configurations, setbacks, and lot coverage, accommodating a site design that would not be achievable under the existing RR or standard GR zoning alone.

The subdivision's open space requirements are satisfied through the dedication of Tract A and Tract B, which will serve as open space and stormwater management facilities. A drainage study was submitted with the preliminary plat application and is currently under review. A landscaping plan will be required with submission of the Final Plat. All required public infrastructure upgrades, including street improvements, sidewalk construction, and utility extensions, are conditions of approval. The applicant is required to bring Kansas Avenue up to applicable roadway standards, and a Traffic Impact Analysis is currently being conducted as a condition of approval.

Staff finds that the subject property satisfies applicable subdivision regulations and development standards under the proposed PD-GR zoning designation.

PRELIMINARY PLAT REVIEW

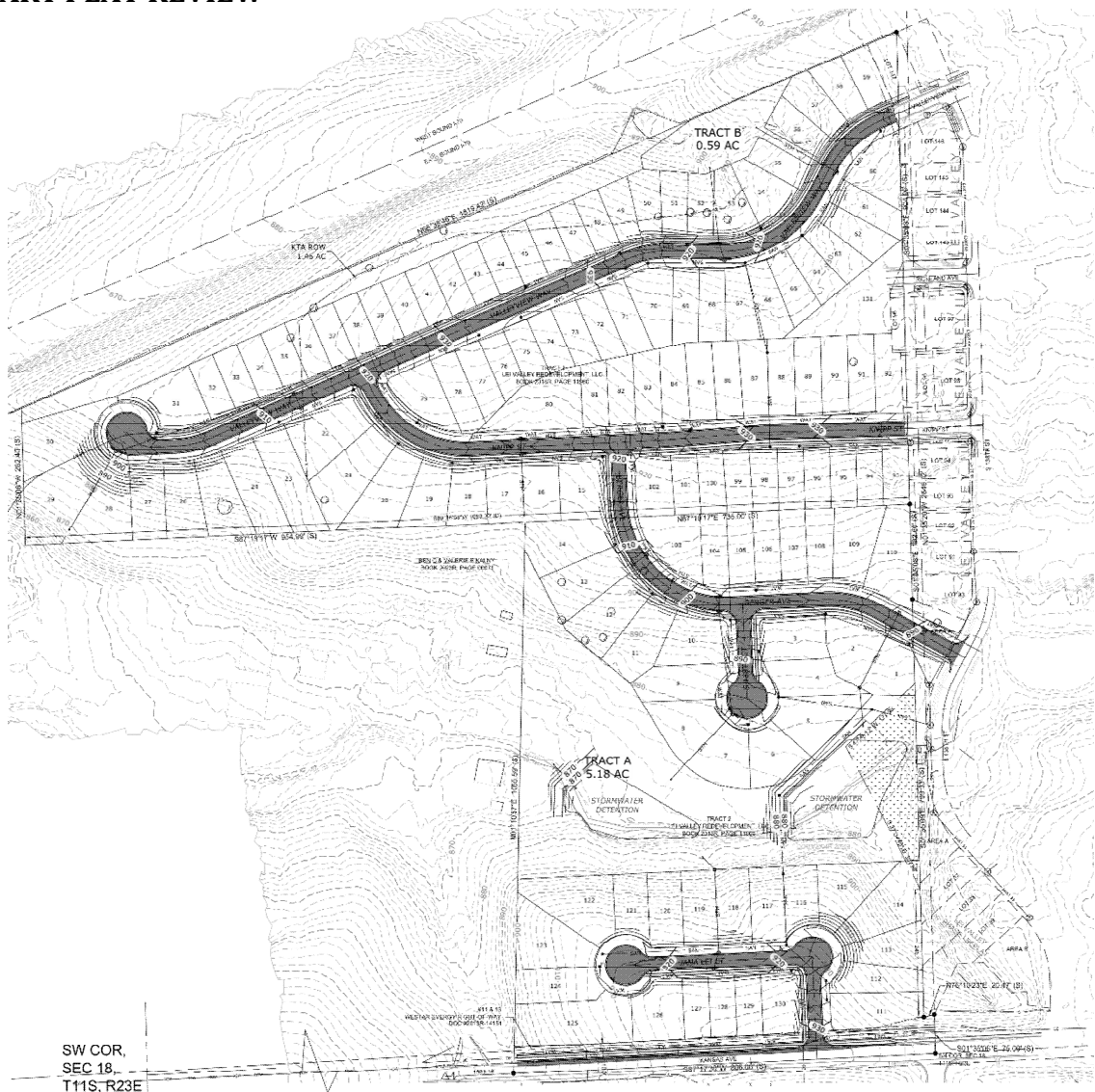


Exhibit 2: Excerpt of the proposed Preliminary Plat for Lynn Valley Subdivision featuring 131 lots.

DIMENSIONAL & SUBDIVISION STANDARDS

The preliminary plat features 131 lots of varying widths and depths. Standards for block length, roadway connectivity, sidewalks, and cul-de-sacs meet requirements. The proposed PD-GR zoning allows for varying lot dimensions. The majority of the lots are between 50-feet and 60-feet wide. The site is of rolling terrain and is difficult to configure into a more unified subdivision.

DEVELOPMENT STANDARDS

LANDSCAPING & BUFFERS

Landscaping and vegetative buffers are required for this development along I-70 and Kansas Avenue. Landscaping plans are submitted and reviewed with the Final Plat application. The applicant will work with Staff to ensure screening wall requirements are met.

FENCES & SCREENING WALLS

Screening walls are required for this development along I-70 and Kansas Avenue. Plans for the screening wall will be submitted with the Final Plat. The applicant will work with Staff to ensure screening wall requirements are met.

PUBLIC IMPROVEMENTS

Utility service extensions are proposed in conjunction with the subject plat. Appropriate utility easements have been incorporated into the preliminary plat to accommodate these extensions. Utility providers were notified of the proposed preliminary plat and provided an opportunity to comment.

ACCESS & TRAFFIC

Access to the southernmost lots will be provided solely from Kansas Avenue. The intersection of Jana Lei Court and Kansas Avenue will be improved to address the future arterial status of Kansas Avenue, as identified in Bonner Springs' Transportation Plan. Additionally, Kansas Avenue will be redesigned at this intersection and along the frontage of the subdivision to ensure it meets minimum standards. The applicant will continue working with Staff to ensure compliance with engineering and traffic standards for Kansas Avenue and the intersection.

As currently shown on the Preliminary Plat, Richland Avenue dead-ends into Lot 131. Staff are in discussion with the applicant regarding this issue and are working toward a solution to continue Richland Avenue, with potential connection to Valleyview Way. This is a condition of approval.

Knipp Street, Berger Avenue, and Valleyview Way will connect into the proposed subdivision and provide access to the remainder of the development.

The Preliminary Plat currently shows sidewalks on only one side of the street. The applicant is aware that sidewalks are required on both sides and is working with Staff to resolve this issue. This is a condition of approval.

TRAFFIC IMPACT

The proposed development is anticipated to generate additional traffic. A traffic impact study is required and has not yet been submitted by the applicant. Submission and approval of the traffic impact study is a condition of approval.

STORMWATER

Stormwater management facilities are required for the proposed development. Proposed Tracts A and B will serve as stormwater management facilities. A preliminary drainage study was submitted with the Preliminary Plat application and is currently under review. This is a condition of approval.

STAFF RECOMMENDATION

Staff recommends **APPROVAL** of the Rezoning and Preliminary Plat for Lynn Valley Subdivision.

REZONING

Staff recommends **APPROVAL** of rezoning property from RR to PD-GR for **Lynn Valley Subdivision** located generally at the northwest corner of the intersection of 138th Street and Kansas Avenue with no conditions.

PRELIMINARY PLAT

Staff recommends **APPROVAL** of the preliminary plat for **Lynn Valley Subdivision** located generally at the northwest corner of the intersection of 138th Street and Kansas Avenue for a single-family residential development with the following conditions:

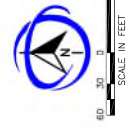
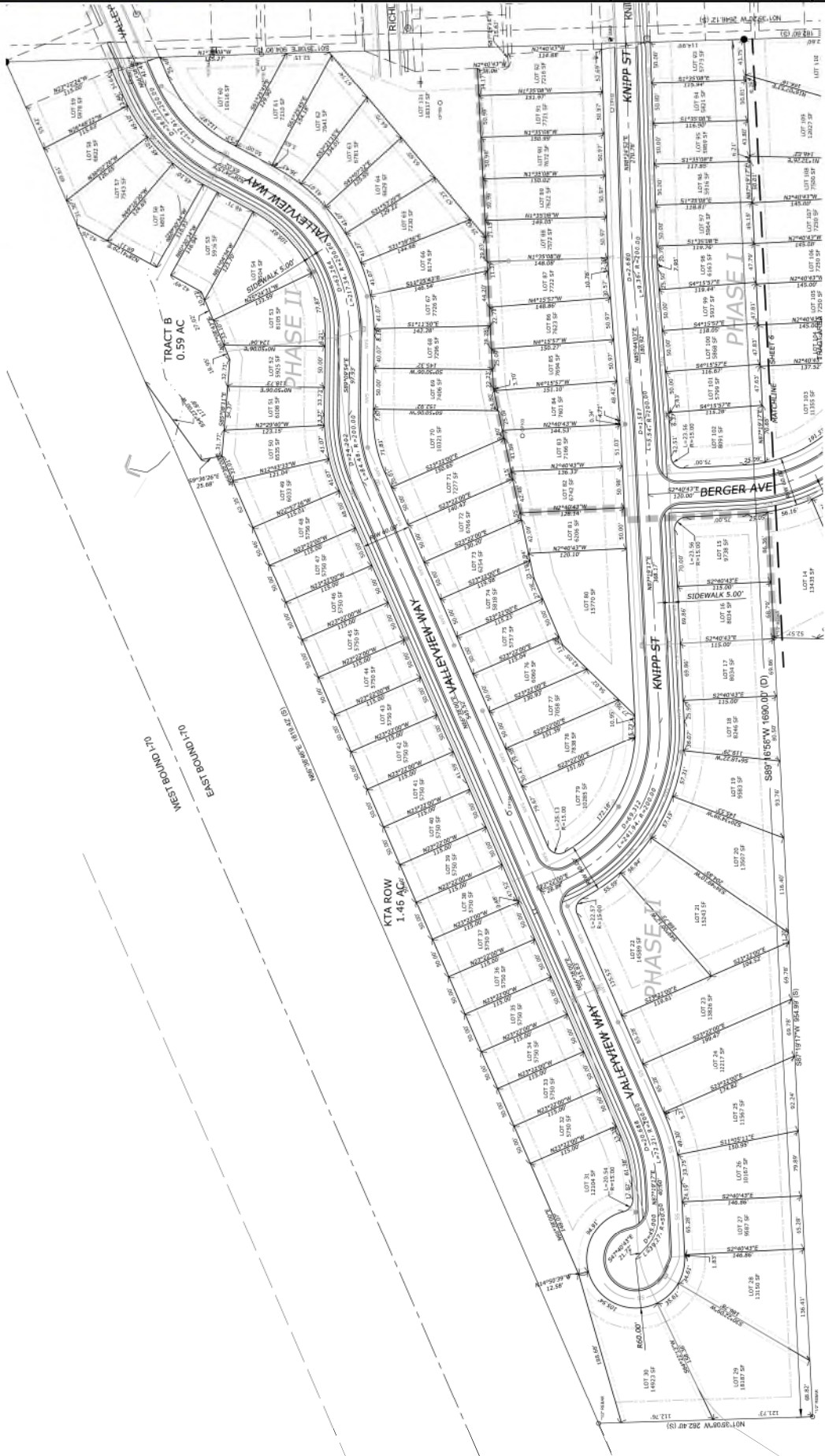
1. The Preliminary Plat shall be effective for one (1) year following the date of approval. If the Final Plat has not been submitted within this period, the Preliminary Plat approval shall expire.
2. The Final Plat shall be in substantial compliance with the approved Preliminary Plat and shall address any recommendations made by the Planning Commission.
3. All comments made by the Design Review Team shall be addressed prior to execution of the Final Plat.
4. Sidewalks shall be installed on both sides of all streets within the subdivision.
5. The applicant shall work with Staff to resolve the dead-end configuration of Richland Avenue at proposed Lot 131.
6. A Parkland Fee of \$500.00 shall be collected at the time of building permit issuance for each parcel.
7. The applicant shall submit a Traffic Impact Study for review and approval by Staff, and shall work with Staff to ensure compliance with applicable engineering and traffic standards.
8. The applicant shall provide a stormwater drainage study for review and approval.
9. 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.
10. Any and all construction drawings shall be submitted to the City for review and approval prior to site improvements commencing.
11. 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.
12. Once construction of the public infrastructure is completed, a set of drawings stamped 'As-Built' or 'Record' shall be submitted to the City as a record copy.
13. A final walk-through inspection of the development shall be conducted per Section 3.02.D.3.
14. In addition to the recommendations/stipulations listed within this staff report, the developer/property owner agrees to abide by the Unified Development Ordinance of the City of Bonner Springs.

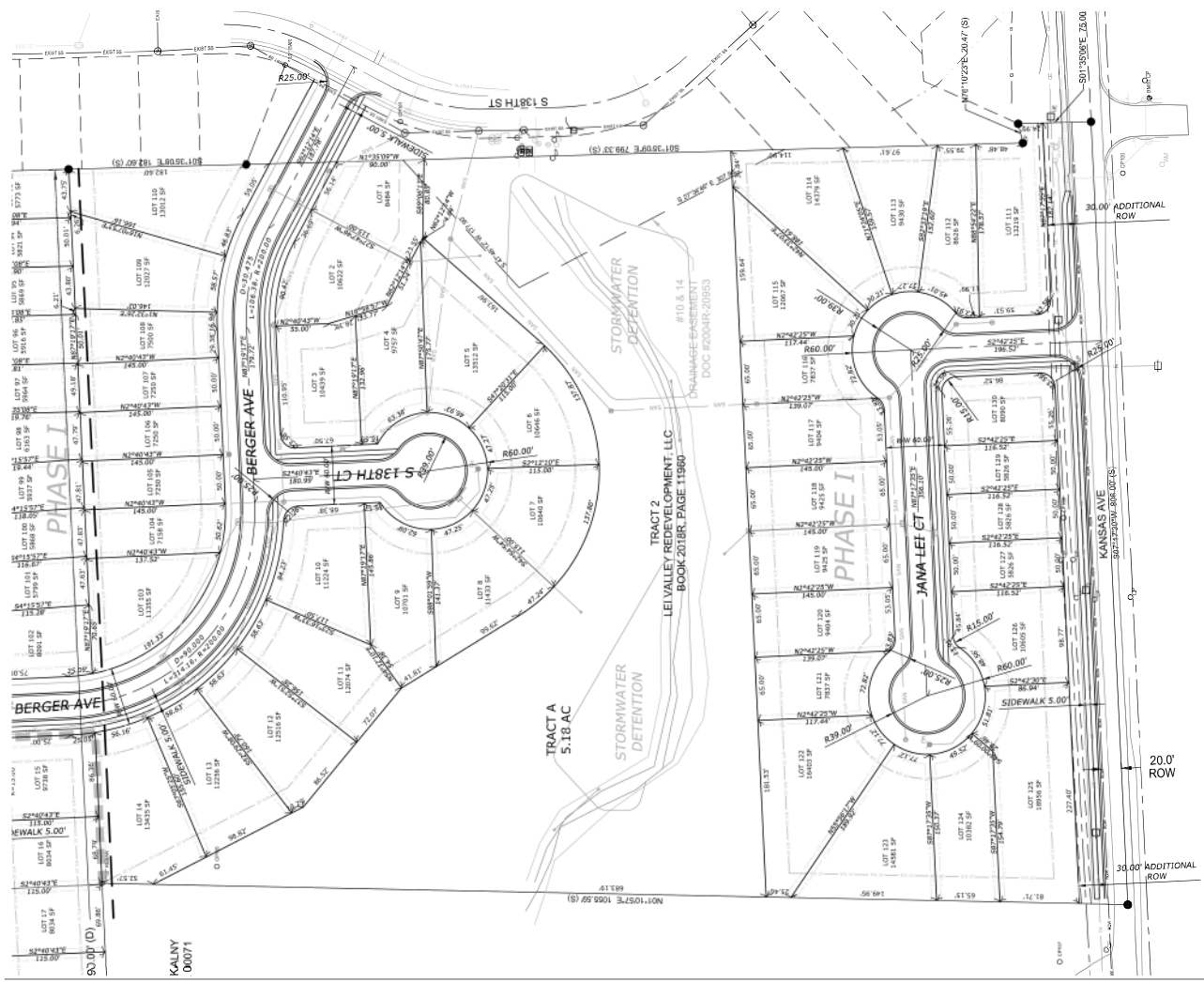
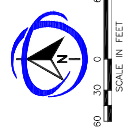
If approved, this item will move to the Governing Body; the request will be presented at the August 10th, 2026 regular meeting for final action.



LYNN VALLEY
PRELIMINARY PLAT
BONNER SPRINGS, KS
TIMOTHY A. ELLIOTT, PE

FOR PERMIT	
NOT FOR CONSTRUCTION	
PREPARED FOR:	CIRCLE H EET 306 OAK STREET BONNER SPRINGS KANSAS 66012
PROJECT #:	26-244
ISSUE DATE:	26.05.20
PRELIMINARY PLAT NORTH	
C-201	





Memorandum

Date: July 21, 2026
To: Mayor and City Council
From: Mark Lee

Subject: PUBLIC HEARING – Unified Development Ordinance Amendment – Short-Term Rentals – BSZO-02-26 - Consider a request to amend the Unified Development Ordinance of Bonner Springs by implementing regulations related to Short-Term Rentals.

Recommendation: Staff has done their due diligence to ensure that short-term rentals do not saturate our market and that we can fulfill and provide housing for individuals that look to call Bonner Springs home for years to come.

With that stated, staff has provided four (4) options for the Commission to choose from —

Staff has prepared four (4) recommendations for the Planning Commissions to review and formally recommend one for approval, if the Commission wishes to amend the distance between units that can be done as well.

- 4. A Special Use Permit for a short-term rental will not be issued if the application is for a property that is within 500 feet of an existing short-term rental.
 - a. The 500 feet will be measured at the closest point between the property line of the newly requested Special Use Permit and the property line of any property with an existing Special Use Permit for a short-term rental.
 - b. For short-term rentals in the Central Commercial district, no more than one (1) parcel shall be granted a special use permit within a street block.
- 4. A Special Use Permit for a short-term rental will not be issued if the application is for a property that is within 500 feet of an existing short-term rental.
 - a. The 500 feet will be measured at the closest point between the property line of the newly requested Special Use Permit and the property line of any property with an existing Special Use Permit for a short-term rental.
 - b. Short-term rentals in the Central Commercial zoning district are hereby banned and shall not be allowed within any CC; Central Commercial zoning district.
- 4. A Special Use Permit for a short-term rental will not be issued if the application is for a property that is within 1,000 feet of an existing short-term rental.
 - a. The 1,000 feet will be measured at the closest point between the property line of the newly requested Special Use Permit and the property line of any property with an existing Special Use Permit for a short-term rental.
 - b. For short-term rentals in the Central Commercial district, no more than one (1) parcel shall be granted a special use permit within a street block face.
- Or propose an outright ban on Short-Term rentals throughout the City.

Action: Make a motion to Approve, Amend or Deny the regulations as presented.

Background:

At the May 11th City Council meeting, the Council chose to adopt Ordinance 2617 establishing the standards and regulations for Short-Term Rentals. This ordinance, though, was set by Council to expire on July 26, 2026. Council realized that having no formal regulations in place was not a viable option and felt that adopting the Commissions recommendation was the best route forward at that time.

Council furthermore requested that staff and the Commission look at the regulations one more time and address the same concerns from when Council remanded it back to the Commission. The major concern from some of the Council are distances required between units outside of downtown and the amount that could be allowed within downtown, potentially forcing long-term renters out. With that stated, we are looking to amend Section 4, line items A and B once again.

Discussion: Staff's original staff report from the April and February meetings is attached. Staff did not include the application and supporting materials as they have not changed and may need altered depending on the Commission's vote.

Financial Impact:

City of
Bonner Springs
Agenda Item Cover Sheet

Agenda Item No. 10

BSZO-02-26

Revised/Additional Staff Report

TOPIC : PUBLIC HEARING – BSZO-01-26 – Unified Development Ordinance Amendment -

Consider the creation of a conditional development standard – Short-term Rental – the regulations being proposed were derived from regulations adopted in several municipalities in the Kansas City Metro Area.

NARRATIVE:

At the May 11th City Council meeting, the Council chose to adopt Ordinance 2617 establishing the standards and regulations for Short-Term Rentals. This ordinance though, was set by Council to expire on July 26, 2026. Council realized that having no formal regulations in place was not a viable option and felt that adopting the Commissions recommendation was the best route forward at that time.

Council furthermore requested that staff and the Commission look at the regulations one more time and address the same concerns from when Council remanded it back to the Commission. The major concern from some of the Council are distances required between units outside of downtown and the amount that could be allowed within downtown; potentially forcing long-term renters out. With that stated we are looking to amend Section 4, line items A and B once again.

At the March 9th City Council meeting, the Council chose to remand this item back to the Commission to discuss the minimum required distance between allowed units – outside of downtown – some on the Council felt that the distance of 1,000 feet was too great. Also in those discussions was the specific request to review “Section 4, line items A and B, to discuss downtown inventory, and reconsider city-wide density restrictions.” That language is as follows –

4. A Special Use Permit for a short-term rental will not be issued if the application is for a property that is within 1,000 feet of an existing short-term rental.
 - a. The 1,000 feet will be measured at the closest point between the property line of the newly requested Special Use Permit and the property line of any property with an existing Special Use Permit for a short-term rental.
 - b. For short-term rentals in the Central Commercial district, no more than one (1) parcel shall be granted a special use permit within a street block face.

A housing study conducted in June of 2022 provides the following information -

Single family housing sales in Bonner Springs have total home sales have declined gradually over the past 6 years, from 15 home sales in 2016 to 4 home sales by 2021. The reason for the decline in new home sales is a lack of available lots as our subdivisions are nearly full.

As of June 2022, a reported 21 homes were listed in Bonner Springs. This is up from the April 2021 when a local realtor expressed concerns to the City Council regarding the rising cost and lack of available for-sale homes in Bonner Springs with only one or two on the market at any given time and the competitiveness of the market leading to multiple offers and very quick sales.

Based on home sales data published by the MLS, it appears Bonner Springs supports a diverse for-sale housing market. Older, smaller homes are very affordable and are suitably priced for first-time buyers and empty nesters seeking to down-size. New housing is comparable to that found in the Kansas City MSA and is suitable for move-up buyers and people relocating from outside the area. This diverse mix of housing and pricing is a major competitive advantage for attracting jobs to Bonner Springs.

Interviews and surveys were conducted with a variety of stakeholders in an effort to gain a deeper understanding of Bonner Springs' for-sale housing market. The bullet points below summarize the comments received.

- Over 73 percent of survey respondents have searched for housing in Bonner Springs. Of those respondents:
 - o 40 percent had difficulty finding suitable housing within the timeframe they were searching
 - o 64 percent encountered housing options with significant upgrade or repair needs.
 - o 23 percent had difficulty finding a home large enough for their family
 - o 21 percent could not find appropriate senior housing
 - o 65 percent had difficulty finding a home they could afford
- Approximately 35 percent of respondents that live in Bonner Springs would like to stay in their home as-is for the near future.
- Over 30 percent of respondents that live in Bonner Springs would like to stay in their home in the near future, but would like to make significant upgrades or additions.
- Nearly 21 percent of respondents would like to buy and move to a different home in Bonner Springs in the near future.
- 16 percent of respondents would like to move to a home in Bonner Springs in the near future that will allow them to age-in-place.
- 76 percent of respondents felt Bonner Springs needs more single-family housing.
- 25 percent of respondents felt Bonner Springs needs age-restricted communities.
- Over 94 percent of respondents feel for-sale housing within the price range of \$120,001 to \$250,000 was most needed in Bonner Springs; 36 percent felt for-sale housing over \$250,000 was most needed; and almost half felt housing under \$120,000 was also needed.
- The housing market has been very competitive over the past two years, and is only improving slightly as interest rates and inflation increase.
- There are very few available buildable lots. More subdivisions are needed to accommodate the demand for new housing.

Table 19: Bonner Springs, Kansas, Traditional Residential Subdivisions

Subdivision	Improved Lots	Homes Built	Homes U/C	Available Lots
Pioneer Hills	58	58	0	0
Deerfield	145	145	0	0
Brenton Estates	16	16	0	0
Whispering Woods	28	28	0	0
Lei Valley Phases 1-3	194	194	0	0
Cedar Springs	111	111	0	0
Tiblow Townhomes	20	20	0	0
Cedar Ridge	33	18	1	6
Cottages at Cedar Springs	13	9	0	3
Totals	618	599		

Source: City of Bonner Springs

There are no more available lots in the Cottages development; with 5 remaining in Cedar Ridge. This housing report did not account for the Sandstone Townhomes development, those 140 units are filling as fast as the developer can obtain occupancy certificates. As of this date, April 2, 2026, no new subdivisions have been platted, none have been expanded into other phases; so therefore, no new lots for home construction have been created.

Findings provided by the Housing Needs Analysis prepared for the City of Bonner Springs, Kansas include:

- There is a shortage of quality housing within the city.
- Despite current incentives, such as the Neighborhood Revitalization Program, this shortage of housing is expected to persist, and additional financial incentives are necessary to encourage the private sector to construct or renovate housing in the city.
- The shortage of quality housing is a substantial deterrent to the future economic growth and development of the city.
- The future economic well-being of the city depends on the Governing Body providing additional incentives for the construction or renovation of quality housing in the city.

Demand for additional housing over the next decade in Bonner Springs, Kansas, will primarily come from household growth, although replacement need may also contribute to the demand for additional residential housing stock. Pent-up demand can also be a source of housing demand and generally occurs when the overall rental vacancy rate is below the 5 to 7 percent stabilized rate. **With the 2020 Census reporting the overall occupancy rate in Bonner Springs at 97 percent, there is a high pent-up demand.** There are no large market-rate or moderate-income apartment properties in Bonner Springs, and our research indicates there is high demand for these products.

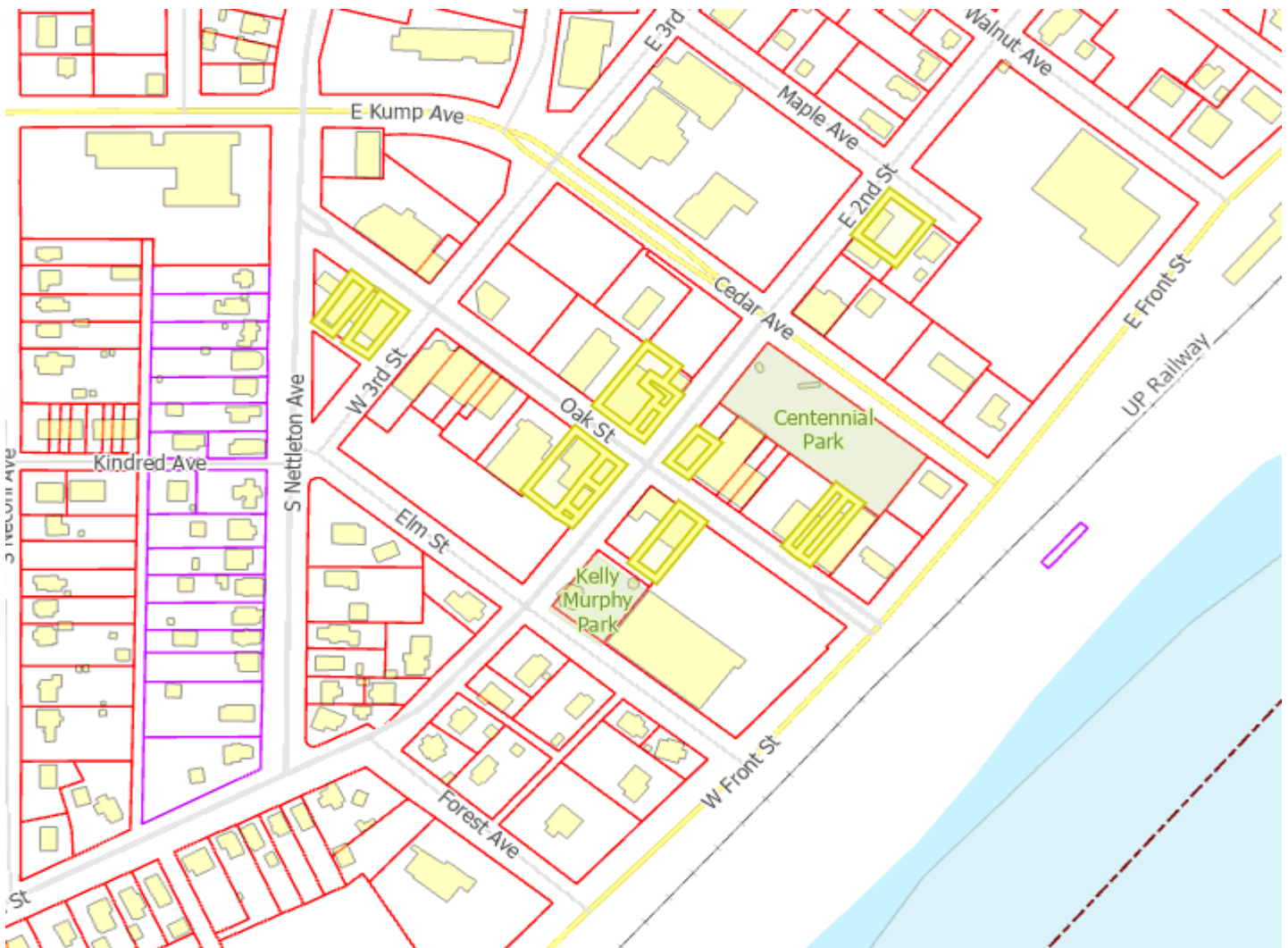
From 2020 to 2030, Bonner Springs' population is forecast to increase by 474 new residents for a total of 8,313 residents. Consistent with national trends the elderly and family/working adult populations are expected to continue to grow at a much faster rate than the City as a whole. The steady population growth over the next decade will generate additional demand for both for-sale and rental housing in Bonner Springs.

In a quick internet search conducted on April 2nd, 2026 the following was indicated –

As of early April 2026, there are approximately 20 residential listings for sale in Bonner Springs, KS, depending on the source, with a median list price generally between \$300,000 and \$400,000.

Regarding downtown proper, the regulations state that one STR is allowed per block face, doing a quick inventory of structures downtown that could potentially be utilized as STR's; staff has concluded that there are potentially 14 buildings that allow for residential living as stated in the Unified Development Ordinance. Those units are listed below.

- 2 in the 300 block of Oak (above 300 or 306 Oak)
- 2 on the south side of the 200 block of Oak (above 200 or 206 Oak)
- 2 on the north side of the 200 block of Oak (above 203 or 205 Oak)
- 1 on the south side of 100 block of Oak (above 128 Oak)
- 3 on the north side of 100 Oak (above 113 or 115 or 135 Oak St)
- 1 in the 100 block of East 2nd (one above 103 E. 2nd)
- 2 in the 100 block of West 2nd (of which one STR exists currently at 111 W. 2nd St)
- 1 in the 200 block of East 2nd (above 216 E. 2nd)



With those units indicated, it must be noted again; that only one unit per block face is allowed. Some of the buildings mentioned above may consist of more than one unit, staff is aware of at least 6 buildings that have multiple units in each; there could be 15 or more individual units in these six buildings alone. STR's are limited to one per addressed building as well as the block face, thus these multi-unit buildings would only be allowed to utilize one unit for said STR purpose.

In total the Central Commercial District would allow for 8 Short-Term Rental units scattered amongst those 14 buildings.

PRESENTED BY: Mark Lee – Community Development Director

STAFF RECOMMENDATIONS: Staff has prepared four (4) recommendations for the Planning Commissions to review and formally recommend one for approval, if the Commission wishes to amend the distance between units that can be done as well.

- 4. A Special Use Permit for a short-term rental will not be issued if the application is for a property that is within 500 feet of an existing short-term rental.
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 - b. For short-term rentals in the Central Commercial district, no more than one (1) parcel shall be granted a special use permit within a street block face.
- Or propose a out-right ban on Short-Term rentals throughout the City.

ATTACHMENTS:

Zoning Table with applicable use

Recommended Short-term Rental Conditional Development Standards(2pgs)

Updated Definitions

Neighborhood Information Document (1pg)



City of Bonner Springs
KANSAS

Short-term Rental Workshop

January 15, 2026

Peer City Comparisons

Kansas City Metro

- Fairway, KS
 - Gardner, KS
 - Lansing, KS
 - Leavenworth, KS
 - Merriam, KS
 - Mission, KS
 - Mission Woods, KS
 - Overland Park, KS
 - Roeland Park, KS
 - Shawnee, KS
 - Kansas City, KS
 - Westwood, KS
 - Kansas City, MO
- Adopted a Short-term Rental policy
 - Similar Population, Housing Stock, Housing Costs, Cost Burden, and Occupancy Rate.

Regulation Types

- Special Use Permit
- Administrative Permit
 - Annual License managed by various departments:
 - City Clerk
 - Neighborhood Services
 - Residential Services
 - Community Development
 - Planning Department

Existing Regulations:

- 5-101
 - No person, firm or corporation, either as principal, officer, agent, servant or employee, shall conduct, pursue, carry on, or operate in the City, any business, trade, occupation or profession or render or furnish any service hereinafter specified, without first making application to the City Clerk for a license therefore, and paying the license tax hereinafter prescribed at the time said license is issued.
- 5-110
 - No license issued under the provisions of this Chapter shall be transferable or assignable.
- 5-112
 - All persons doing business in a permanent location shall have their license conspicuously displayed in their place of business, and all persons to whom licenses are issued not having a permanent place are hereby required to carry their licenses with them, and any licensee shall present the license for inspection when requested to do so by any citizen or officer of the City.

Kansas State Statutes:

- 36-501(b)(6): “Guest house” means every building or other structure that is kept, used, maintained, advertised or held out to the public to be a place where sleeping accommodations are furnished for pay to transient or permanent guests. A guest house shall accommodate **no more than seven guests in no more than three rooms furnished with sleeping accommodations**, regardless of whether common facilities for the serving or preparation of food are maintained.
- 36-502(e): A guest house shall not be required to have a lodging license, but such guest house shall be required to be inspected if the secretary receives a complaint concerning such guest house and shall be subject to the temporary close provisions of K.S.A. 36-515a(b), and amendments thereto.

Current Proposal:

- One (1) year pilot program
 - Theoretically from March 2026 - January 2027.
- Focusing on retaining housing stock and promoting tourism in the Downtown Commercial District.
- Combination of Administrative Review and Special Use Permit

Current Proposal:

- Administrative Review:
 - Allowed by right (as a permissible land use) in the Central Commercial District after obtaining the appropriate licenses.
 - Business Occupation License - City Clerk
 - Short-term Rental Permit - Community Development Department
 - Application requirements to be decided.
- Special Use Permit:
 - Short-term Rentals in all other zoning districts will require a Special Use Permit.
 - Subject to the planning entitlement process.
 - Recommendation by Planning Commission and approval by City Council.

Staff Proposed Regulations:

- No more than two (2) guests per bedroom with a maximum of seven (7) total guests.
- Minimum stay of two (2) consecutive nights.
- In the CC District, only dwelling units on the second (2nd) floor may be rented.
- Required registration with a booking company.
- Short-term Rentals shall be prohibited in multi-family residences.
- One (1) Short-term Rental via SUP per 1,000 feet from each property line.

Planning Commission Directed Items

- Two (2) required off-street parking spaces.
- The applicant must be the owner of the property.
- No more than two (2) short-term rental licenses can be held by the same owner at any given time in the City.
- The applicant shall be provided with a “Neighborhood Guidelines” document.
 - This shall include:
 - Contact information for local emergency services and code enforcement.
 - Applicable sections of the Municipal Code and the Unified Development Ordinance.

Applicant Information

- Proof of Ownership
 - Affidavit of acknowledgement from listed property owner
- Management Company Information (if applicable)
 - Company name/information and State of Kansas Business ID
- 24/7 Contact information to be provided
 - Does this person need to live within Bonner Springs, within 30 minutes, have a property address instead of a P.O. Box, etc.

Application Materials

- Management Plan
- Floor Plan
- Proof of Liability Insurance
- Active Lodging Establishment License if required
- Business License
- Report from interior inspection
- Parking Plan
- Proof of registration with booking company

Safety and Inspection Requirements

- From the Fire Department
 - Fire Extinguisher - minimum classification required
 - Interconnected and functional smoke alarms
 - Interconnected and functional carbon monoxide alarms
- Posted Safety Plan/Escapes Plan
- Exterior Property Maintenance
 - Yearly inspections and inspection upon renewal completed by the Code Enforcement Officer.
- Interior Inspections
 - To be completed by IBTS or through a submitted inspection by the property owner.
 - Inspection report due with initial application.
 - Outstanding items to be repaired before permit issuance.