



City of Bonner Springs

KANSAS

Monday, August 10, 2026

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

WORKSHOP MEETING - 6:45 p.m.
REGULAR CITY COUNCIL MEETING - 7:30 p.m.

The meeting is open to the public.

WORKSHOP - 6:45 P.M.

1. Unified Development Ordinance Amendment – Short-Term Rentals

Documents:

CITY COUNCIL MEETING - 7:30 P.M.

CITIZEN CONCERNS ABOUT ITEMS NOT ON TODAY'S AGENDA. (COPIES OF MATERIAL PRESENTED TO THE CITY COUNCIL MUST ALSO BE PROVIDED TO THE CITY CLERK.)

This item is for comments and questions from the audience about items that are not included on today's agenda.

CONSENT AGENDA

1. Minutes of the July 27, 2026 City Council Meeting

Action Make a motion to approve the July 27, 2026 City Council meeting minutes as presented.

Recommendation

Documents:

1. 07272026 CCM Minutes

2. Claims for City Operations

Action Make a motion to approve the claims for city operation as presented.

Recommendation Staff recommends approval.

Documents:

1. SUPP Check Register
2. SUPP Expense Approval Report
3. Main Check Register
4. Main Expense Approval Report
5. Refund Check Register

3. 2nd Quarter Financial Reports

Action Make a motion to approve the 2nd Quarter 2026 Financial Reports

Recommendation The Finance Director recommends approval.

Documents:

1. 2nd Quarter 2026 City Treasurer's Report
2. 2nd Quarter 2026 Investment Report
3. 2nd Quarter 2026 Budget Report

4. Massage Therapy Business Establishment and Therapist License Renewal - Essential Massage

Action Make a motion to approve the Massage Therapy Business Establishment and Therapist Licenses for Debra Fisher at Essential Massage.

Recommendation Staff recommends approval.

Documents:

OLD BUSINESS

NEW BUSINESS

1. Resolution Authorizing Code Enforcement Abatement

Action Make a motion to adopt a resolution authorizing the abatement of certain ongoing Municipal Code violations.

Recommendation Staff recommends approval.

Documents:

1. Nuisance Abatement Resolution - Agenda
2. Exhibit B

2. Comprehensive Plan Amendment - BSCP-01-2026 – Bonner Springs Connectivity and Walkability Plan.

Action Make a motion to adopt an ordinance to amend the Comprehensive Plan incorporating the Bonner Springs Connectivity and Walkability Plan as an amendment to the Vision 2025 and Beyond Comprehensive Plan.

Recommendation Staff, the Steering Committee, and Lamar Johnson Collaborative recommend approval.

Documents:

1. BonnerSpringsConnectivityPresentation-FINAL
2. BSCP-01-26PSPCompPlanAmendment
3. Ordinance Amending the Comprehensive Plan - Bonner Springs Downtown Masterplan - PSP
4. Bonner Springs Connectivity and Walkability Report-March 2026_FINAL

3. Final Plat — FP-02-26; Carter Acres — 706 S. 122nd Street.

Action Make a motion to accept the dedication of right of way and utility easements as indicated on the plat.

Recommendation Staff recommends approval.

Documents:

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

4. Rezoning — BSRZ-05-26; Tiner Acres — 901 S. 134th Street.

Action Make a motion to adopt an ordinance approving the requested rezoning.

Recommendation Staff recommends approval.

Documents:

1. Tiner Acres Staff Report & Final Plat
2. RezoningOrd_TinerAcres_BSRZ-5-26

5. Final Plat – FP-01-26; Tiner Acres – 901 S. 134th Street.

Action Make a motion to accept the dedication of right of way and utility easements as indicated on the plat.

Recommendation Staff recommends approval.

Documents:

1. Tiner Acres Staff Report & Final Plat

6. Rezoning — BSRZ-04-26; Lynn Valley Subdivision — 13852 Kansas Avenue.

Action Make a motion to adopt an ordinance approving the requested rezoning.

Recommendation Staff recommends approval.

Documents:

1. Lynn Valley Staff Report & Prelim Plat
2. Lynn Valley Rezoning Ordinance

7. Preliminary Plat — PP-01-2026; Lynn Valley Subdivision — 13852 Kansas Avenue.

Action Make a motion to approve the preliminary plat for Lynn Valley with the proposed conditions.

Recommendation Staff recommends approval.

Documents:

1. Lynn Valley Staff Report & Prelim Plat

8. Approve a Notice of Public Hearing and Schedule Public Hearing for Adoption of the 2027 Budget.

Action Make a motion to approve a notice of public hearing and schedule a public hearing for adoption of the 2027 Budget for Monday, September 14, 2026.

Recommendation Staff recommends approval.

Documents:

1. Budget Hearing Notice

9. Approve Notice of Public Hearing and Schedule Public Hearing for Proposed 2026 Budget Amendments

Action Make a motion to approve the public hearing notice and schedule a public hearing for the 2026 Budget Amendments for Monday, September 14, 2026.

Recommendation Staff recommends approval.

Documents:

1. Amended 2026 Budget Hearing Notice

REPORTS

1. City Manager's Report

Documents:

1. City Managers Update 8-7-26
2. 8.10.26PendingPlanningProjects
3. 8.10.26CompletedPlanningProjects
4. InCode Building Permit Report
5. InCode Code Enforcement Report

2. City Council Items

3. Mayor's Report

ADJOURNMENT

1. Adjournment

Action Make a motion to adjourn the city council meeting at _____ p.m.

Memorandum

Date: August 10, 2026
To: Mayor and City Council
From:

Subject: Unified Development Ordinance Amendment – Short-Term Rentals

Recommendation:

Action:

Background:

Discussion: 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.

Staff has prepared four (4) recommendations for the City Council to review and provide staff with guidance on which option (or combination of options) to present at the next meeting. If the Commission wishes to amend the distance between units, that can be done as well.

Option 1. 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.

Option 2. 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.

Option 3. 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.

Option 4 . Propose an outright ban on short-term rentals throughout the City.

Financial Impact:

Memorandum

Date: August 10, 2026
To: Mayor and City Council
From: Christina Brake

Subject: Minutes of the July 27, 2026 City Council Meeting

Recommendation:

Action: Make a motion to approve the July 27, 2026 City Council meeting minutes as presented.

Background:

Discussion:

Financial Impact:



City of Bonner Springs

KANSAS

City Council Meeting Minutes July 27, 2026

WORKSHOP – 6:30 P.M.

Council Present: Mayor Stephens, Councilmembers Shannon, Kipp, Gurley, Wood, Blanks, Long, McMahan and Reeves. Councilmember Kipp was absent.

City Staff Present: Amber Vogan, City Manager; Chris Brake, City Clerk; Carrie Handy, Assistant City Manager; Tillie LaPlante, Finance Director; Mark Lee, Community Development Director; James Zeeb, Fire Chief; Billy Naff, Police Chief; Michael Kelling, Police Captain; Matt Beets, Public Works Director; Tatum Bartels, Interim Recreation Director and Megan Gilliland, Economic Development Manager

Budget Work Session – Special Revenue Funds, Enterprise Funds, Multi-Year Capital and Equipment Plans – The finance director reviewed:

- Special Revenue Funds
- Enterprise Funds - funded with user fees (solid waste, stormwater, wastewater, water)
- CIP and Equipment Planning and Budget

CITY COUNCIL MEETING - 7:30 P.M.

Council Present: Mayor Stephens, Councilmembers Shannon, Kipp, Gurley, Wood, Blanks, Long, McMahan and Reeves. Councilmember Kipp was absent.

City Staff Present Amber Vogan, City Manager; Chris Brake, City Clerk; Carrie Handy, Assistant City Manager; Tillie LaPlante, Finance Director; Mark Lee, Community Development Director; James Zeeb, Fire Chief; Billy Naff, Police Chief; Michael Kelling, Police Captain; Matt Beets, Public Works Director; Tatum Bartels, Interim Recreation Director and Megan Gilliland, Economic Development Manager

Mayor Stephens led the Pledge of allegiance.

PRESENTATIONS -

Swear In New Police Department Personnel - Officer Chris Phillips - The City Clerk administered the oath of office to new Police Officer, Chris Phillips.

CITIZEN CONCERNS ABOUT ITEMS NOT ON TODAY'S AGENDA – Dana Wright, 421 Jamison, expressed concern about children on motorized vehicles. He believes the city should establish rules and regulations regarding motorized vehicles.

CONSENT AGENDA –

1. Minutes of the July 13, 2026 City Council Meeting
2. Claims for City Operations
3. Voting Delegates for the Annual League of Kansas Municipalities Conference Business Meeting

Reeves moved and Shannon seconded to approve the consent agenda as presented. Unanimous approval. Unanimous approval.

OLD BUSINESS – None presented.

NEW BUSINESS -

Award Bid - 2026 Street Resurfacing Program - Shannon moved and Blanks seconded to award the bid for the 2026 Street Resurfacing Project to McAnany Construction in the amount of \$535,829.85. Unanimous approval.

Award Bid - 2026 Concrete Project - Gurley moved and Wood seconded to award the bid for the 2026 Concrete Project to New Beginning, LLC in the amount of \$138,212. Unanimous approval.

Sandstone Townhomes Public Infrastructure Acceptance - Gurley moved and Blanks seconded to accept the remaining public infrastructure improvements within the Sandstone Townhome development. Unanimous approval.

Resolution to Determine a Need for Housing and Proposed Rural Housing Incentive District - Shannon moved and Reeves seconded to adopt a resolution determining a need for housing and a proposed Rural Housing Incentive District. Unanimous approval. Assigned Resolution No. 2026-09.

Lynn Valley Reinvestment Housing Incentive District Funding Agreement - Reeves moved and Shannon seconded to approve a funding agreement with Circle H Land Development, LLC, and authorize the mayor to execute the agreement. Unanimous approval. Roman Haehn, Circle H Land Development, LLC, thanked the Council for consideration and addressed the Council about the benefits of the RHID for infrastructure, if approved.

REPORTS

City Manager's Report - The City Manager reported the council members received Mayor's Banquet invitations and requested to please let the City Clerk know by August 11th if they are able to attend. Advanced voting for the primary is available at the Bonner Springs library. The Placer AI report shows 6,700 attendees at Bonner Blast. This was an increase from 2025 attendance of 6,600.

City Council Items

- Reeves stated the Economic Development Manager made history with 100% occupancy on Oak St.
- Blanks stated she has seen that chambers of commerce and tourism departments are in decline and she is happy Bonner Springs is not following that trend. She believes cities need the support of these groups. Blanks is excited to see a plan for motorized bikes. She is excited to hear the Public Works Director's opinion on flooding complaints and how to remedy them. The early voting drop box at the library is open from 7am-7pm.
- McMahan stated that the downtown is coming along. The City Band meets on Thursday. He also commended the Rotary Club for a successful ice cream social and their presentation of a donation to Vaughn Trent Community Services.
- Gurley reminded everyone that Long celebrated her one-year anniversary of being in business in Bonner Springs.
- Shannon thanked the Lynn Valley developer for his interest in the community.

Mayor's Report- Mayor Stephens stated voting is important and encouraged everyone to vote. The voting drop box at the library is monitored by security cameras, and open until 7pm on election day.

ADJOURNMENT – Blanks moved and Reeves seconded to adjourn the City Council meeting at 8:35 p.m. Unanimous approval.

_____ Christina Brake, City Clerk

Memorandum

Date: August 10, 2026
To: Mayor and City Council
From: Debbi Stanton

Subject: Claims for City Operations

Recommendation: Staff recommends approval.

Action: Make a motion to approve the claims for city operation as presented.

Background: Staff enclosed the supplement claims for City operations in the amount of \$8,672.87 and the regular claims in the amount of \$696,697.91 and utility refunds in the amount of \$3,169.21.

Discussion:

Financial Impact:



By Check Number

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Bank Code: AP BANK-AP BANK						
11999	ALL COPY PRODUCTS INC	07/29/2026	Regular	0.00	758.63	159541
11701	ALL COPY PRODUCTS INC	07/29/2026	Regular	0.00	819.39	159542
12835	LEAF CAPITAL FUNDING LLC	07/29/2026	Regular	0.00	283.07	159543
9879	MAINSTREET CREDIT UNION	07/29/2026	Regular	0.00	885.00	159544
10404	PROFESSIONAL PAVEMENT PRODUC	07/29/2026	Regular	0.00	5,926.78	159545

Bank Code AP BANK Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	7	5	0.00	8,672.87
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	0	0	0.00	0.00
EFT's	0	0	0.00	0.00
	7	5	0.00	8,672.87

Fund Summary

Fund	Name	Period	Amount
999	POOLED CASH	7/2026	8,672.87
			8,672.87



Bonner Springs, KS

Expense Approval Report

By Vendor Name

Vendor Name	Payable Number	Post Date	Description (Item)	Amount
Vendor: 11701 - ALL COPY PRODUCTS INC				
ALL COPY PRODUCTS INC	598074788	07/29/2026	Lease/Fees Period of Performance 7/15/26-8/14/26	819.39
			Vendor 11701 - ALL COPY PRODUCTS INC Total:	819.39
Vendor: 11999 - ALL COPY PRODUCTS INC				
ALL COPY PRODUCTS INC	42043195	07/29/2026	POSTAGE METER RENTAL- Processing Fee	9.95
ALL COPY PRODUCTS INC	42043195	07/29/2026	POSTAGE METER RENTAL- Insurance Proof	23.07
ALL COPY PRODUCTS INC	42043195	07/29/2026	POSTAGE METER RENTAL- Late Fee 4/18	26.00
ALL COPY PRODUCTS INC	42043195	07/29/2026	POSTAGE METER RENTAL-Late Fee 5/18	26.00
ALL COPY PRODUCTS INC	42043195	07/29/2026	POSTAGE METER RENTAL- 5/20/2026	53.00
ALL COPY PRODUCTS INC	42043195	07/29/2026	POSTAGE METER RENTAL-Std Payment	137.35
ALL COPY PRODUCTS INC	42293924	07/29/2026	POSTAGE METER RENTAL- Processing Fee	9.95
ALL COPY PRODUCTS INC	42293924	07/29/2026	POSTAGE METER RENTAL- Insurance Proof	23.07
ALL COPY PRODUCTS INC	42293924	07/29/2026	POSTAGE METER RENTAL-Late Fee 5/18	26.00
ALL COPY PRODUCTS INC	42293924	07/29/2026	POSTAGE METER RENTAL- 6/19/2026	53.00
ALL COPY PRODUCTS INC	42293924	07/29/2026	POSTAGE METER RENTAL-Std Payment	142.61
ALL COPY PRODUCTS INC	42540815	07/29/2026	POSTAGE METER RENTAL- 7/20/2026	53.00
ALL COPY PRODUCTS INC	42540815	07/29/2026	POSTAGE METER RENTAL-STD Payment	142.61
ALL COPY PRODUCTS INC	42540815	07/29/2026	POSTAGE METER RENTAL- Processing fee	9.95
ALL COPY PRODUCTS INC	42540815	07/29/2026	POSTAGE METER RENTAL- Insurance proof	23.07
			Vendor 11999 - ALL COPY PRODUCTS INC Total:	758.63
Vendor: 12835 - LEAF CAPITAL FUNDING LLC				
LEAF CAPITAL FUNDING LLC	20640756	07/29/2026	Kycocera Copiers & Insurance due 8/17	283.07
			Vendor 12835 - LEAF CAPITAL FUNDING LLC Total:	283.07
Vendor: 9879 - MAINSTREET CREDIT UNION				
MAINSTREET CREDIT UNION	07-31-2026	07/29/2026	PAYROLL FOR 07/31/2026	885.00
			Vendor 9879 - MAINSTREET CREDIT UNION Total:	885.00
Vendor: 10404 - PROFESSIONAL PAVEMENT PRODUCTS INC				
PROFESSIONAL PAVEMENT P...	193214	05/12/2026	Street marking supplies	5,926.78
			Vendor 10404 - PROFESSIONAL PAVEMENT PRODUCTS INC Total:	5,926.78
			Grand Total:	8,672.87



Bonner Springs, KS

Check Register

Packet: APPKT01174 - 08-04-2026 Main Check Run

By Check Number

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Bank Code: AP BANK-AP BANK						
6515	911 CUSTOM LLC	08/06/2026	Regular	0.00	595.00	159546
12061	AARON CALDWELL	08/06/2026	Regular	0.00	423.17	159547
7901	ACME HYDRAULICS, INC	08/06/2026	Regular	0.00	411.68	159548
5763	AERO-MOD INC	08/06/2026	Regular	0.00	668.77	159549
10018	AMANDA BURNS	08/06/2026	Regular	0.00	68.55	159550
10078	AMAZON CAPITAL SERVICES INC	08/06/2026	Regular	0.00	1,720.59	159551
5513	AMERICAN FIRE SPRINKLER CORP	08/06/2026	Regular	0.00	365.00	159552
6656	ANCHOR SALES & SERVICE	08/06/2026	Regular	0.00	558.00	159553
7449	APEX ENVIROTECH, INC.	08/06/2026	Regular	0.00	3,016.00	159554
5615	AT&T	08/06/2026	Regular	0.00	308.72	159555
9842	AUTOZONE	08/06/2026	Regular	0.00	97.94	159556
13289	AVA CALDWELL	08/06/2026	Regular	0.00	403.78	159557
13337	BANNER FIRE EQUIPMENT, INC	08/06/2026	Regular	0.00	426.15	159558
13334	BEN WINSLOW	08/06/2026	Regular	0.00	50.75	159559
12165	BLUE CARDINAL CHEMICAL LLC	08/06/2026	Regular	0.00	366.02	159560
12688	BOARD OF PUBLIC UTILITIES	08/06/2026	Regular	0.00	34.10	159561
2798	BONNER SPRINGS AUTO REPAIR LLC	08/06/2026	Regular	0.00	940.62	159562
4172	BOUND TREE MEDICAL LLC	08/06/2026	Regular	0.00	185.19	159563
13178	BRENNTAG SOUTHWEST INC	08/06/2026	Regular	0.00	7,234.00	159564
13039	CENTRAL JACKSON COUNTY FIRE PR	08/06/2026	Regular	0.00	2,000.00	159565
10027	CINTAS	08/06/2026	Regular	0.00	489.04	159566
11655	CINTAS CORPORATION NO 2	08/06/2026	Regular	0.00	839.06	159567
11908	CMRS-FP	08/06/2026	Regular	0.00	800.00	159568
12681	COLEMAN EQUIPMENT INC	08/06/2026	Regular	0.00	419.41	159569
12725	CONRAD FIRE EQUIPMENT INC	08/06/2026	Regular	0.00	2,704.25	159570
12689	CORE & MAIN LP	08/06/2026	Regular	0.00	854.66	159571
6509	CS CAREY INC	08/06/2026	Regular	0.00	240.00	159572
3292	DAMON PURSELL CONSTRUCTION C	08/06/2026	Regular	0.00	986.74	159573
12684	DEFFENBAUGH INDUSTRIES INC	08/06/2026	Regular	0.00	4,345.15	159574
12410	DIAGNOSTIC SERVICES OF KANSAS S	08/06/2026	Regular	0.00	92.50	159575
11417	EQUIPMENTSHARE.COM INC	08/06/2026	Regular	0.00	1,955.36	159576
10964	EVERGY FKA KCP&L	08/06/2026	Regular	0.00	454.22	159577
10942	EVERGY KANSAS CENTRAL INC FKA V	08/06/2026	Regular	0.00	13,434.10	159578
13339	FABIOLA DIAZ DE LEOM	08/06/2026	Regular	0.00	150.00	159579
4342	FELDMANS	08/06/2026	Regular	0.00	614.63	159580
7225	FORTILINE, INC	08/06/2026	Regular	0.00	8,931.16	159581
7858	GALLS LLC	08/06/2026	Regular	0.00	64.30	159582
13333	GRACE DOUGLAS	08/06/2026	Regular	0.00	28.28	159583
12136	GRANDMA'S OFFICE CATERING	08/06/2026	Regular	0.00	800.00	159584
1942	GRASS PAD INC	08/06/2026	Regular	0.00	519.05	159585
7383	GREAT PLAINS SOCIETY FOR PREVEN	08/06/2026	Regular	0.00	1,195.00	159586
12686	HANNA RUBBER CO	08/06/2026	Regular	0.00	112.04	159587
1089	HAWKINS INC	08/06/2026	Regular	0.00	26,022.01	159588
3078	HD SUPPLY INC	08/06/2026	Regular	0.00	883.13	159589
12771	HEATHER LANDON	08/06/2026	Regular	0.00	1,783.33	159590
7242	HELGET GAS PRODUCTS INC	08/06/2026	Regular	0.00	29.94	159591
12690	HOLLIDAY SAND AND GRAVEL CO	08/06/2026	Regular	0.00	224.90	159592
11835	HUMANE SOCIETY OF GREATER KAN	08/06/2026	Regular	0.00	500.00	159593
10304	INSTITUTE FOR BUILDING TECHNOLC	08/06/2026	Regular	0.00	13,706.00	159594
12920	JAIME WITT	08/06/2026	Regular	0.00	100.00	159595
12354	JEFFREY COX	08/06/2026	Regular	0.00	4,083.75	159596
5345	JOHNSON COUNTY WASTEWATER	08/06/2026	Regular	0.00	1,313.22	159597
12949	KCJP	08/06/2026	Regular	0.00	4,545.00	159598
11728	LABAN CONTRACTING LLC	08/06/2026	Regular	0.00	400.00	159599

Check Register

Packet: APPKT01174-08-04-2026 Main Check Run

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
12835	LEAF CAPITAL FUNDING LLC	08/06/2026	Regular	0.00	80.00	159600
8009	LIFE-ASSIST, INC	08/06/2026	Regular	0.00	1,014.40	159601
13340	LIZET ORTIZ	08/06/2026	Regular	0.00	100.00	159602
1836	LOWE'S CREDIT SERVICES	08/06/2026	Regular	0.00	1,043.99	159603
13032	MAPS INC	08/06/2026	Regular	0.00	35.64	159604
13261	MARCIA HOLLENBACK	08/06/2026	Regular	0.00	1,988.17	159605
13135	MCELROY'S INC	08/06/2026	Regular	0.00	811.00	159606
11912	MEGAN GILLILAND	08/06/2026	Regular	0.00	108.75	159607
6137	METRO COURIER INC	08/06/2026	Regular	0.00	65.86	159608
13213	MICROMAN INDUSTRIES INC	08/06/2026	Regular	0.00	982.54	159609
8001	MIDWEST PUBLIC RISK	08/06/2026	Regular	0.00	118,674.00	159610
11389	MISSION COMMUNICATIONS, LLC	08/06/2026	Regular	0.00	2,875.00	159611
3094	NORRIS EQUIPMENT CO LLC	08/06/2026	Regular	0.00	69.16	159612
12682	O'REILLY AUTOMOTIVE INC	08/06/2026	Regular	0.00	78.54	159613
10494	OZARK KENWORTH INC	08/06/2026	Regular	0.00	35,414.26	159614
3393	PACE ANALYTICAL SERVICES LLC	08/06/2026	Regular	0.00	1,687.00	159615
11541	PEREGRINE CORPORATION	08/06/2026	Regular	0.00	1,160.18	159616
3531	PERRY AND TRENT LLC	08/06/2026	Regular	0.00	9,538.00	159617
12700	POMP'S TIRE SERVICE INC	08/06/2026	Regular	0.00	132.05	159618
12674	PUSHWATER ENTERPRISES INC	08/06/2026	Regular	0.00	1,145.00	159619
10030	QUALITY SPEAKS LLC	08/06/2026	Regular	0.00	92.17	159620
8031	REDDI SERVICES INC	08/06/2026	Regular	0.00	410.00	159621
11773	RONALD TILDEN	08/06/2026	Regular	0.00	850.09	159622
12945	SBS SERVICES GROUP LLC	08/06/2026	Regular	0.00	1,120.00	159623
6010	SCHUETZ CONSTRUCTION	08/06/2026	Regular	0.00	15,221.61	159624
7485	SCHULTE SUPPLY INC	08/06/2026	Regular	0.00	1,231.40	159625
13160	STAPLES	08/06/2026	Regular	0.00	13.79	159626
9824	STRYKER SALES LLC	08/06/2026	Regular	0.00	32,263.12	159627
7660	SUPREME GREEN LANDWORKS, LLC	08/06/2026	Regular	0.00	340.00	159628
5375	TG TECHNICAL SERVICES	08/06/2026	Regular	0.00	1,105.42	159629
13187	THIRD GENERATION ELECTRICAL, INC	08/06/2026	Regular	0.00	309,924.20	159630
12744	T-MOBILE	08/06/2026	Regular	0.00	1,255.71	159631
13027	TYBI HOME SERVICES LLC - Pinks Wir	08/06/2026	Regular	0.00	1,420.00	159632
5824	ULINE INC	08/06/2026	Regular	0.00	3,741.24	159633
13275	UNDERGROUND SAFETY & SUPPLY, I	08/06/2026	Regular	0.00	1,600.50	159634
12998	VITAL RECORDS HOLDINGS, LLC	08/06/2026	Regular	0.00	194.43	159635
12683	W W GRAINGER INC	08/06/2026	Regular	0.00	63.60	159636
7375	WATCHMEN SECURITY SERVICES LLC	08/06/2026	Regular	0.00	215.81	159637
13320	WEI H2O KANSAS INC	08/06/2026	Regular	0.00	2,539.50	159638
1321	WESTLAKE HARDWARE	08/06/2026	Regular	0.00	1,091.68	159639
	Void	08/06/2026	Regular	0.00	0.00	159640
11421	WEX INC	08/06/2026	Regular	0.00	18,442.84	159641
10810	WILLIAM F TUCKER	08/06/2026	Regular	0.00	12,688.00	159642
8411	WILSON & COMPANY INC ENGINEER	08/06/2026	Regular	0.00	375.00	159643

Bank Code AP BANK Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	191	97	0.00	696,697.91
Manual Checks	0	0	0.00	0.00
Voided Checks	0	1	0.00	0.00
Bank Drafts	0	0	0.00	0.00
EFT's	0	0	0.00	0.00
	191	98	0.00	696,697.91

Fund Summary

Fund	Name	Period	Amount
999	POOLED CASH	8/2026	696,697.91
			696,697.91



Bonner Springs, KS

Expense Approval Report

By Vendor Name

Vendor Name	Payable Number	Post Date	Description (Item)	Amount
Vendor: 6515 - 911 CUSTOM LLC				
911 CUSTOM LLC	62725 WRECK	08/04/2026	#55 Wreckout Services	595.00
Vendor 6515 - 911 CUSTOM LLC Total:				595.00
Vendor: 12061 - AARON CALDWELL				
AARON CALDWELL	26630	08/04/2026	Repair overhead doors - Streets shop	423.17
Vendor 12061 - AARON CALDWELL Total:				423.17
Vendor: 7901 - ACME HYDRAULICS, INC				
ACME HYDRAULICS, INC	1900309733	08/04/2026	Cylinder repair - VID #577 Case loader	411.68
Vendor 7901 - ACME HYDRAULICS, INC Total:				411.68
Vendor: 5763 - AERO-MOD INC				
AERO-MOD INC	SO50793-1	08/04/2026	Repair part for WWTP old belt press	668.77
Vendor 5763 - AERO-MOD INC Total:				668.77
Vendor: 10018 - AMANDA BURNS				
AMANDA BURNS	19M7-T4TW-TGDN	08/04/2026	Dry Erase Marakers- Snr Ctr	35.18
AMANDA BURNS	19M7-T4TW-TGDN	08/04/2026	Earth Day Seed Paper	17.99
AMANDA BURNS	19M7-T4TW-TGDN	08/04/2026	Earth Day Hand Cream	15.38
Vendor 10018 - AMANDA BURNS Total:				68.55
Vendor: 10078 - AMAZON CAPITAL SERVICES INC				
AMAZON CAPITAL SERVICES I...	13JD-V936-JKRP	08/04/2026	Fabric Softener	15.18
AMAZON CAPITAL SERVICES I...	13LD-7F37-RGNH	08/04/2026	Water Pellet	383.49
AMAZON CAPITAL SERVICES I...	13V1-Y1RR-3D1N	08/04/2026	Walker	119.99
AMAZON CAPITAL SERVICES I...	13V1-Y1RR-3D1N	08/04/2026	Wheel Chair	143.69
AMAZON CAPITAL SERVICES I...	141V-3F1Q-HVDQ	08/04/2026	Car Wash	34.16
AMAZON CAPITAL SERVICES I...	1DTX-QH79-ML7P	08/04/2026	Generator T91	679.00
AMAZON CAPITAL SERVICES I...	1FWW-6R3X-J4J4	08/04/2026	Tide Pods	20.88
AMAZON CAPITAL SERVICES I...	1HL4-TV3H-W4JN	08/04/2026	Spray bottles, trash can liners, bathroom cleaner	80.18
AMAZON CAPITAL SERVICES I...	1MTY-C9V6-RXF7	08/04/2026	Camp Great Adventure Popcorn	65.95
AMAZON CAPITAL SERVICES I...	1PNG-JXF3-G1QX	08/04/2026	Refrigerator filters & misc office supplies	140.96
AMAZON CAPITAL SERVICES I...	1V73-FHRY-C4HT	08/04/2026	Colored Paper & Staples	37.11
Vendor 10078 - AMAZON CAPITAL SERVICES INC Total:				1,720.59
Vendor: 5513 - AMERICAN FIRE SPRINKLER CORP				
AMERICAN FIRE SPRINKLER C...	66656	08/04/2026	Fire Sprinkler Qtrly Inspection-Comm Ctr	365.00
Vendor 5513 - AMERICAN FIRE SPRINKLER CORP Total:				365.00
Vendor: 6656 - ANCHOR SALES & SERVICE				
ANCHOR SALES & SERVICE	135716	08/04/2026	2026 annual inspection of WWTP crane	558.00
Vendor 6656 - ANCHOR SALES & SERVICE Total:				558.00
Vendor: 7449 - APEX ENVIROTECH, INC.				
APEX ENVIROTECH, INC.	CSM03.001 May 2026	08/04/2026	Rise Bakery WW samplings - May 2026	3,016.00
Vendor 7449 - APEX ENVIROTECH, INC. Total:				3,016.00
Vendor: 5615 - AT&T				
AT&T	0790469593-072526	08/04/2026	SPECIAL CIRCUITS AND ALARMS	34.72
AT&T	0790469593-072526	08/04/2026	SPECIAL CIRCUITS AND ALARMS	134.00

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Vendor Name	Payable Number	Post Date	Description (Item)	Amount
AT&T	0790469593-072526	08/04/2026	SPECIAL CIRCUITS AND ALARMS	140.00
Vendor 5615 - AT&T Total:				308.72
Vendor: 9842 - AUTOZONE				
AUTOZONE	3784271823	08/04/2026	Fleet cleaning supplies	77.59
AUTOZONE	3784272159	08/04/2026	Vehicle cleaning supplies - VID #520	20.35
Vendor 9842 - AUTOZONE Total:				97.94
Vendor: 13289 - AVA CALDWELL				
AVA CALDWELL	7-31-2026	08/04/2026	Replace Dir Dep 7/31/2026	438.78
AVA CALDWELL	7-31-2026	08/04/2026	Returned Direct Deposit Fee	-35.00
Vendor 13289 - AVA CALDWELL Total:				403.78
Vendor: 13337 - BANNER FIRE EQUIPMENT, INC				
BANNER FIRE EQUIPMENT, INC	02P22162	08/04/2026	PPE Helmet	426.15
Vendor 13337 - BANNER FIRE EQUIPMENT, INC Total:				426.15
Vendor: 13334 - BEN WINSLOW				
BEN WINSLOW	7-13-2026	08/04/2026	Random Screening	50.75
Vendor 13334 - BEN WINSLOW Total:				50.75
Vendor: 12165 - BLUE CARDINAL CHEMICAL LLC				
BLUE CARDINAL CHEMICAL LLC	23209	08/04/2026	Cut resistant safety gloves - WWTP maint	366.02
Vendor 12165 - BLUE CARDINAL CHEMICAL LLC Total:				366.02
Vendor: 12688 - BOARD OF PUBLIC UTILITIES				
BOARD OF PUBLIC UTILITIES	2357618-July 2026	08/04/2026	Water Bill- PD 6/11/26...	34.10
Vendor 12688 - BOARD OF PUBLIC UTILITIES Total:				34.10
Vendor: 2798 - BONNER SPRINGS AUTO REPAIR LLC				
BONNER SPRINGS AUTO REPA...	33529	08/04/2026	#112 front end alignment-supplies	2.00
BONNER SPRINGS AUTO REPA...	33529	08/04/2026	#112 front end alignment	119.99
BONNER SPRINGS AUTO REPA...	33568	08/04/2026	Oil & filter change - VID #519	76.73
BONNER SPRINGS AUTO REPA...	33643	08/04/2026	#64 2 new tires, oil change, ac repair	741.90
Vendor 2798 - BONNER SPRINGS AUTO REPAIR LLC Total:				940.62
Vendor: 4172 - BOUND TREE MEDICAL LLC				
BOUND TREE MEDICAL LLC	86285024	08/04/2026	Medical Supplies	185.19
Vendor 4172 - BOUND TREE MEDICAL LLC Total:				185.19
Vendor: 13178 - BRENNTAG SOUTHWEST INC				
BRENNTAG SOUTHWEST INC	BSW710355	08/04/2026	Chemicals - WTP	3,617.00
BRENNTAG SOUTHWEST INC	BSW713799	08/04/2026	Chemicals - WTP	3,617.00
Vendor 13178 - BRENNTAG SOUTHWEST INC Total:				7,234.00
Vendor: 13039 - CENTRAL JACKSON COUNTY FIRE PROTECTION DISTRICT				
CENTRAL JACKSON COUNTY FI...	TC26-146	08/04/2026	Paramedic School Tuition- June 2026- Miller	500.00
CENTRAL JACKSON COUNTY FI...	TC26-147	08/04/2026	Paramedic School Tuition- June 2026- Megee	500.00
CENTRAL JACKSON COUNTY FI...	TC26-161	08/04/2026	Paramedic School Tuition July 2026-Miller	500.00
CENTRAL JACKSON COUNTY FI...	TC26-162	08/04/2026	Paramedic School Tuition July 2026-Megee	500.00
Vendor 13039 - CENTRAL JACKSON COUNTY FIRE PROTECTION DISTRICT Total:				2,000.00
Vendor: 11655 - CINTAS CORPORATION NO 2				
CINTAS CORPORATION NO 2	OF58736899	08/04/2026	Annual Alarm Systems Inspection	839.06
Vendor 11655 - CINTAS CORPORATION NO 2 Total:				839.06
Vendor: 10027 - CINTAS				
CINTAS	4276807336	08/04/2026	Floor mats - PW Main Bldg	73.41
CINTAS	4276807338	08/04/2026	Floor mats - WWTP	49.14
CINTAS	4276807376	08/04/2026	Floor mats - WTP	112.09

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Vendor Name	Payable Number	Post Date	Description (Item)	Amount
CINTAS	4277321211	08/04/2026	Traffic Rugs & commode supplies	254.40
Vendor 10027 - CINTAS Total:				489.04
Vendor: 11908 - CMRS-FP				
CMRS-FP	August-2026	08/04/2026	POSTAGE FOR METER	800.00
Vendor 11908 - CMRS-FP Total:				800.00
Vendor: 12681 - COLEMAN EQUIPMENT INC				
COLEMAN EQUIPMENT INC	816979	08/04/2026	Repair part for backpack blower - Parks Maint	12.80
COLEMAN EQUIPMENT INC	817241	08/04/2026	Repair parts for tractor - VID #524	26.60
COLEMAN EQUIPMENT INC	818053	08/04/2026	Gear oil, oil seal & quick binder - VID #557	311.37
COLEMAN EQUIPMENT INC	819189	08/04/2026	Fuel for chainsaws	68.64
Vendor 12681 - COLEMAN EQUIPMENT INC Total:				419.41
Vendor: 12725 - CONRAD FIRE EQUIPMENT INC				
CONRAD FIRE EQUIPMENT INC	596036	08/04/2026	Helmet X 6	2,704.25
Vendor 12725 - CONRAD FIRE EQUIPMENT INC Total:				2,704.25
Vendor: 12689 - CORE & MAIN LP				
CORE & MAIN LP	Z419833	08/04/2026	2 gate valves for hydrant meters	286.12
CORE & MAIN LP	Z425436	08/04/2026	Dist Maint parts	568.54
Vendor 12689 - CORE & MAIN LP Total:				854.66
Vendor: 6509 - CS CAREY INC				
CS CAREY INC	V-11434	08/04/2026	Mulch - City landscape beds	120.00
CS CAREY INC	V-11473	08/04/2026	Mulch for City landscape beds	120.00
Vendor 6509 - CS CAREY INC Total:				240.00
Vendor: 3292 - DAMON PURSELL CONSTRUCTION COMPANY				
DAMON PURSELL CONSTRUCT...	332759	08/04/2026	Rip rap - ROW maintenance	429.00
DAMON PURSELL CONSTRUCT...	332760	08/04/2026	Rip rap - ROW maintenance	557.74
Vendor 3292 - DAMON PURSELL CONSTRUCTION COMPANY Total:				986.74
Vendor: 12684 - DEFFENBAUGH INDUSTRIES INC				
DEFFENBAUGH INDUSTRIES I...	27616-4861-3	08/04/2026	Sludge disposal 7/1/26 - 7/15/26	4,345.15
Vendor 12684 - DEFFENBAUGH INDUSTRIES INC Total:				4,345.15
Vendor: 12410 - DIAGNOSTIC SERVICES OF KANSAS STATE INC				
DIAGNOSTIC SERVICES OF KA...	D2141994	08/04/2026	Rabies Test	92.50
Vendor 12410 - DIAGNOSTIC SERVICES OF KANSAS STATE INC Total:				92.50
Vendor: 11417 - EQUIPMENTSHARE.COM INC				
EQUIPMENTSHARE.COM INC	7293733-000	08/04/2026	Repair bucket coupler valve & roll pin - VID 513	1,955.36
Vendor 11417 - EQUIPMENTSHARE.COM INC Total:				1,955.36
Vendor: 10964 - EVERGY FKA KCP&L				
EVERGY FKA KCP&L	8816867433-Aug	08/04/2026	LED STREET LIGHT ELECTRICAL SERVICE	454.22
Vendor 10964 - EVERGY FKA KCP&L Total:				454.22
Vendor: 10942 - EVERGY KANSAS CENTRAL INC FKA WESTAR ENERGY INC				
EVERGY KANSAS CENTRAL INC...	7472004486-Aug 2026	08/04/2026	STREETLIGHT ELECTRICAL SERVICE	13,167.49
EVERGY KANSAS CENTRAL INC...	9550569119	08/04/2026	Electric Service Dec 2025-July2026	266.61
Vendor 10942 - EVERGY KANSAS CENTRAL INC FKA WESTAR ENERGY INC Total:				13,434.10
Vendor: 13339 - FABIOLA DIAZ DE LEOM				
FABIOLA DIAZ DE LEOM	106137296	08/04/2026	Refund Deposit- South Park Bldg 7-25-26	150.00
Vendor 13339 - FABIOLA DIAZ DE LEOM Total:				150.00

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Vendor Name	Payable Number	Post Date	Description (Item)	Amount
Vendor: 4342 - FELDMANS				
FELDMANS	327114	08/04/2026	Pellet Bedding	27.96
FELDMANS	327383	08/04/2026	Replacement chain for VID #577	53.88
FELDMANS	327386	08/04/2026	Replacement chain for VID #557 attachment	82.35
FELDMANS	327387	08/04/2026	Pellet Bedding	44.94
FELDMANS	327395	08/04/2026	Uniform pants & work boots - C.Zurn	261.20
FELDMANS	327405	08/04/2026	Rope & marker posts - Centennial Park landscape bed	46.93
FELDMANS	327413	08/04/2026	Pellet Bedding	22.47
FELDMANS	327438	08/04/2026	Pellet Bedding	74.90
Vendor 4342 - FELDMANS Total:				614.63
Vendor: 7225 - FORTILINE, INC				
FORTILINE, INC	7468654	08/04/2026	8 valves & 4 gate valves - Booster Station	8,931.16
Vendor 7225 - FORTILINE, INC Total:				8,931.16
Vendor: 7858 - GALLS LLC				
GALLS LLC	35720293	08/04/2026	Red Kap Cargo Shorts	64.30
Vendor 7858 - GALLS LLC Total:				64.30
Vendor: 13333 - GRACE DOUGLAS				
GRACE DOUGLAS	7-13-2026	08/04/2026	Random Screening	28.28
Vendor 13333 - GRACE DOUGLAS Total:				28.28
Vendor: 12136 - GRANDMA'S OFFICE CATERING				
GRANDMA'S OFFICE CATERING	208363	08/04/2026	Catering- Nebr City Overnight Trip Lunch	271.00
GRANDMA'S OFFICE CATERING	208364	08/04/2026	Senior Winter Party Lunch	529.00
Vendor 12136 - GRANDMA'S OFFICE CATERING Total:				800.00
Vendor: 1942 - GRASS PAD INC				
GRASS PAD INC	545699	08/04/2026	Top soil - Centennial & Dog Park	175.60
GRASS PAD INC	545700	08/04/2026	Pruning sheers; grass seed cover for parks	167.85
GRASS PAD INC	545734	08/04/2026	Top soil - Marble ring area @ Centennial Park	175.60
Vendor 1942 - GRASS PAD INC Total:				519.05
Vendor: 7383 - GREAT PLAINS SOCIETY FOR PREVENTION CRUELTY TO ANIMALS				
GREAT PLAINS SOCIETY FOR P...	0626BS	08/04/2026	Animal Services-June	1,195.00
Vendor 7383 - GREAT PLAINS SOCIETY FOR PREVENTION CRUELTY TO ANIMALS Total:				1,195.00
Vendor: 12686 - HANNA RUBBER CO				
HANNA RUBBER CO	30028309	08/04/2026	Misc repair supplies - Booster Station valve replc	112.04
Vendor 12686 - HANNA RUBBER CO Total:				112.04
Vendor: 1089 - HAWKINS INC				
HAWKINS INC	7502495	08/04/2026	Chemicals for WTP	10,693.68
HAWKINS INC	7502521	08/04/2026	Chemicals for WTP	15,328.33
Vendor 1089 - HAWKINS INC Total:				26,022.01
Vendor: 3078 - HD SUPPLY INC				
HD SUPPLY INC	INV01105589	08/04/2026	Pipe support stand - WWTP belt press room	883.13
Vendor 3078 - HD SUPPLY INC Total:				883.13
Vendor: 12771 - HEATHER LANDON				
HEATHER LANDON	August	08/04/2026	MUNICIPAL COURT JUDGE SERVICES	1,783.33
Vendor 12771 - HEATHER LANDON Total:				1,783.33

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Vendor Name	Payable Number	Post Date	Description (Item)	Amount
Vendor: 7242 - HELGET GAS PRODUCTS INC				
HELGET GAS PRODUCTS INC	3178115	08/04/2026	Rental Charges for Oxygen Cylinders	29.94
Vendor 7242 - HELGET GAS PRODUCTS INC Total:				29.94
Vendor: 12690 - HOLLIDAY SAND AND GRAVEL CO				
HOLLIDAY SAND AND GRAVEL...	1500912129	08/04/2026	Rock for ditch/erosion control on 134th St	224.90
Vendor 12690 - HOLLIDAY SAND AND GRAVEL CO Total:				224.90
Vendor: 11835 - HUMANE SOCIETY OF GREATER KANSAS CITY				
HUMANE SOCIETY OF GREATE...	June 2026	08/04/2026	Animal Shelter Transfers	500.00
Vendor 11835 - HUMANE SOCIETY OF GREATER KANSAS CITY Total:				500.00
Vendor: 10304 - INSTITUTE FOR BUILDING TECHNOLOGY AND SAFETY				
INSTITUTE FOR BUILDING TEC...	R730-BK1-0626	08/04/2026	June PLAN REVIEW FEES	2,843.00
INSTITUTE FOR BUILDING TEC...	R730-BK1-0626	08/04/2026	June INSPECTION FEES	10,863.00
Vendor 10304 - INSTITUTE FOR BUILDING TECHNOLOGY AND SAFETY Total:				13,706.00
Vendor: 12920 - JAIME WITT				
JAIME WITT	108732953	08/04/2026	Refund Deposit- Gym 07/26/26	100.00
Vendor 12920 - JAIME WITT Total:				100.00
Vendor: 12354 - JEFFREY COX				
JEFFREY COX	2606	08/04/2026	Training Hours June 2026	4,083.75
Vendor 12354 - JEFFREY COX Total:				4,083.75
Vendor: 5345 - JOHNSON COUNTY WASTEWATER				
JOHNSON COUNTY WASTEWA...	22296877 - June 2026	08/04/2026	WW Charges - 6/1/26 to 6/30/26	1,313.22
Vendor 5345 - JOHNSON COUNTY WASTEWATER Total:				1,313.22
Vendor: 12949 - KCJP				
KCJP	INV364248	08/04/2026	Cleaning Services - August 2026	1,870.00
KCJP	INV364251	08/04/2026	Janitorial Services CC - August	1,480.00
KCJP	INV364255	08/04/2026	Regular Cleaning Services- PD	1,195.00
Vendor 12949 - KCJP Total:				4,545.00
Vendor: 11728 - LABAN CONTRACTING LLC				
LABAN CONTRACTING LLC	INV20261729	08/04/2026	Farmers Market ADA Port-a-let 7/22/26-8/18/26	200.00
LABAN CONTRACTING LLC	INV20261780	08/04/2026	City Band ADA port-a-let 7/29/26-8/25/26	200.00
Vendor 11728 - LABAN CONTRACTING LLC Total:				400.00
Vendor: 12835 - LEAF CAPITAL FUNDING LLC				
LEAF CAPITAL FUNDING LLC	20604239	08/04/2026	Ascent Water Unit	80.00
Vendor 12835 - LEAF CAPITAL FUNDING LLC Total:				80.00
Vendor: 8009 - LIFE-ASSIST, INC				
LIFE-ASSIST, INC	2161572	08/04/2026	NitriDerm Ultra Latex Gloves- PD	507.20
LIFE-ASSIST, INC	22161567	08/04/2026	Exam Gloves	507.20
Vendor 8009 - LIFE-ASSIST, INC Total:				1,014.40
Vendor: 13340 - LIZET ORTIZ				
LIZET ORTIZ	100367714	08/04/2026	Refund Deposit- Sunflower Room 7/25/2026	100.00
LIZET ORTIZ	100367714	08/04/2026	Refund Deposit- Kitchen 7/25/26	100.00
LIZET ORTIZ	100367714	08/04/2026	Cleanup Fee	-100.00
Vendor 13340 - LIZET ORTIZ Total:				100.00
Vendor: 1836 - LOWE'S CREDIT SERVICES				
LOWE'S CREDIT SERVICES	72210	08/04/2026	Shelving for Wastewater parts	966.15
LOWE'S CREDIT SERVICES	75601	08/04/2026	Tools for Parks Maint - VID #523	77.84
Vendor 1836 - LOWE'S CREDIT SERVICES Total:				1,043.99

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Vendor Name	Payable Number	Post Date	Description (Item)	Amount
Vendor: 13032 - MAPS INC				
MAPS INC	595542	08/04/2026	Copier- PD 6/29/26-7/28/26	35.64
Vendor 13032 - MAPS INC Total:				35.64
Vendor: 13261 - MARCIA HOLLENBACK				
MARCIA HOLLENBACK	0007126	08/04/2026	Final pymt Facade Grant 201 Oak-\$4,500 grant compl	1,988.17
Vendor 13261 - MARCIA HOLLENBACK Total:				1,988.17
Vendor: 13135 - MCELROY'S INC				
MCELROY'S INC	SVC152503	08/04/2026	Repair WTP air conditioner	811.00
Vendor 13135 - MCELROY'S INC Total:				811.00
Vendor: 11912 - MEGAN GILLILAND				
MEGAN GILLILAND	0007127	08/04/2026	Reimbursement Mileage- 4/7/26-7/15/26	108.75
Vendor 11912 - MEGAN GILLILAND Total:				108.75
Vendor: 6137 - METRO COURIER INC				
METRO COURIER INC	87849	08/04/2026	Sample deliveries to KDHE 7/7/26 & 7/15/26	65.86
Vendor 6137 - METRO COURIER INC Total:				65.86
Vendor: 13213 - MICROMAN INDUSTRIES INC				
MICROMAN INDUSTRIES INC	202660044	08/04/2026	1st in Products Dog House Organizer Model 1	982.54
Vendor 13213 - MICROMAN INDUSTRIES INC Total:				982.54
Vendor: 8001 - MIDWEST PUBLIC RISK				
MIDWEST PUBLIC RISK	August 2026	08/04/2026	HEALTH, DENTAL, VISION INSURANCE- AUG 2026	2,160.00
MIDWEST PUBLIC RISK	August 2026	08/04/2026	HEALTH, DENTAL, VISION INSURANCE- AUG 2026	14,190.04
MIDWEST PUBLIC RISK	August 2026	08/04/2026	HEALTH, DENTAL, VISION INSURANCE- AUG 2026	302.64
MIDWEST PUBLIC RISK	August 2026	08/04/2026	HEALTH, DENTAL, VISION INSURANCE- AUG 2026	178.40
MIDWEST PUBLIC RISK	August 2026	08/04/2026	HEALTH, DENTAL, VISION INSURANCE- AUG 2026	4,337.58
MIDWEST PUBLIC RISK	August 2026	08/04/2026	HEALTH, DENTAL, VISION INSURANCE- AUG 2026	1,421.20
MIDWEST PUBLIC RISK	August 2026	08/04/2026	HEALTH, DENTAL, VISION INSURANCE- AUG 2026	5,161.90
MIDWEST PUBLIC RISK	August 2026	08/04/2026	HEALTH, DENTAL, VISION INSURANCE- AUG 2026	5,985.68
MIDWEST PUBLIC RISK	August 2026	08/04/2026	HEALTH, DENTAL, VISION INSURANCE- AUG 2026	22,647.98
MIDWEST PUBLIC RISK	August 2026	08/04/2026	HEALTH, DENTAL, VISION INSURANCE- AUG 2026	2,454.20
MIDWEST PUBLIC RISK	August 2026	08/04/2026	HEALTH, DENTAL, VISION INSURANCE- AUG 2026	4,935.08
MIDWEST PUBLIC RISK	August 2026	08/04/2026	HEALTH, DENTAL, VISION INSURANCE- AUG 2026	30,528.87
MIDWEST PUBLIC RISK	August 2026	08/04/2026	HEALTH, DENTAL, VISION INSURANCE- AUG 2026	9,274.87
MIDWEST PUBLIC RISK	August 2026	08/04/2026	HEALTH, DENTAL, VISION INSURANCE- AUG 2026	5,902.75
MIDWEST PUBLIC RISK	August 2026	08/04/2026	HEALTH, DENTAL, VISION INSURANCE- AUG 2026	5,902.75
MIDWEST PUBLIC RISK	August 2026	08/04/2026	HEALTH, DENTAL, VISION INSURANCE- AUG 2026	733.80
MIDWEST PUBLIC RISK	August 2026	08/04/2026	HEALTH, DENTAL, VISION INSURANCE- AUG 2026	828.90
MIDWEST PUBLIC RISK	August 2026	08/04/2026	HEALTH, DENTAL, VISION INSURANCE- AUG 2026	1,727.36
Vendor 8001 - MIDWEST PUBLIC RISK Total:				118,674.00

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Vendor Name	Payable Number	Post Date	Description (Item)	Amount
Vendor: 11389 - MISSION COMMUNICATIONS, LLC				
MISSION COMMUNICATIONS, ...	2025860	08/04/2026	Annual SCADA communication service agreement	2,875.00
Vendor 11389 - MISSION COMMUNICATIONS, LLC Total:				2,875.00
Vendor: 3094 - NORRIS EQUIPMENT CO LLC				
NORRIS EQUIPMENT CO LLC	89050	08/04/2026	Repair parts for Grasshopper mower #543 & #546	69.16
Vendor 3094 - NORRIS EQUIPMENT CO LLC Total:				69.16
Vendor: 12682 - O'REILLY AUTOMOTIVE INC				
O'REILLY AUTOMOTIVE INC	0264-478038	08/04/2026	#111 Micro V-Belt	24.14
O'REILLY AUTOMOTIVE INC	0264-478292	08/04/2026	Micor V-Belt	42.03
O'REILLY AUTOMOTIVE INC	0264-482862	08/04/2026	LP Hardware	3.99
O'REILLY AUTOMOTIVE INC	0264-482862	08/04/2026	Tire Gauges	23.01
O'REILLY AUTOMOTIVE INC	264-478013	08/04/2026	Replace turbo in VID #526	97.24
O'REILLY AUTOMOTIVE INC	264-479978	08/04/2026	Return turbo part for VID #526	-87.73
O'REILLY AUTOMOTIVE INC	CM0000592-0264-478322	08/04/2026	Return Micor V-Belt #111	-24.14
Vendor 12682 - O'REILLY AUTOMOTIVE INC Total:				78.54
Vendor: 10494 - OZARK KENWORTH INC				
OZARK KENWORTH INC	12088	08/04/2026	Engine 91 Additional Repairs	24,011.89
OZARK KENWORTH INC	12088	08/04/2026	Engine 91 Body Repair	2,496.87
OZARK KENWORTH INC	R00204200011963	08/04/2026	Truck 91 Inspection & Repairs- VIN 26358	6,327.78
OZARK KENWORTH INC	R00204200012097	08/04/2026	Medic 92 Inspection & Repairs - VIN-23867	1,577.72
OZARK KENWORTH INC	R00204200012122	08/04/2026	Deductible Due for 2026 Ford F550- VIN-09861 FD	1,000.00
Vendor 10494 - OZARK KENWORTH INC Total:				35,414.26
Vendor: 3393 - PACE ANALYTICAL SERVICES LLC				
PACE ANALYTICAL SERVICES L...	26602459450	08/04/2026	Weekly WWTP sample	340.00
PACE ANALYTICAL SERVICES L...	2660250092	08/04/2026	Weekly WWTP sample	300.00
PACE ANALYTICAL SERVICES L...	2660250112	08/04/2026	Monthly water sample	447.00
PACE ANALYTICAL SERVICES L...	2660250354	08/04/2026	Weekly WWTP sample	300.00
PACE ANALYTICAL SERVICES L...	2660250407	08/04/2026	Monthly water sample	300.00
Vendor 3393 - PACE ANALYTICAL SERVICES LLC Total:				1,687.00
Vendor: 11541 - PEREGRINE CORPORATION				
PEREGRINE CORPORATION	0094911	08/04/2026	Sect 4 July Util Bill (902/876)	685.21
PEREGRINE CORPORATION	0095379	08/04/2026	Sect 5 Util Bills (651/598)	474.97
Vendor 11541 - PEREGRINE CORPORATION Total:				1,160.18
Vendor: 3531 - PERRY AND TRENT LLC				
PERRY AND TRENT LLC	06187	08/04/2026	Fees for 06/01/2026-06/30/2026	1,387.00
PERRY AND TRENT LLC	6188	08/04/2026	Municipal Court Prosecutor Services-6/1/26-6/30/26	8,151.00
Vendor 3531 - PERRY AND TRENT LLC Total:				9,538.00
Vendor: 12700 - POMP'S TIRE SERVICE INC				
POMP'S TIRE SERVICE INC	1250208980	08/04/2026	#2408 Replace flat tire	132.05
Vendor 12700 - POMP'S TIRE SERVICE INC Total:				132.05
Vendor: 12674 - PUSHWATER ENTERPRISES INC				
PUSHWATER ENTERPRISES INC	23639	08/04/2026	#10 Window Envelopes	1,145.00
Vendor 12674 - PUSHWATER ENTERPRISES INC Total:				1,145.00
Vendor: 10030 - QUALITY SPEAKS LLC				
QUALITY SPEAKS LLC	7830365	08/04/2026	PD PHONE SERVICE	92.17
Vendor 10030 - QUALITY SPEAKS LLC Total:				92.17
Vendor: 8031 - REDDI SERVICES INC				
REDDI SERVICES INC	534579914	08/04/2026	Plumbing - Bathroom Services	410.00
Vendor 8031 - REDDI SERVICES INC Total:				410.00

Expense Approval Report

Vendor Name	Payable Number	Post Date	Description (Item)	Amount
Vendor: 11773 - RONALD TILDEN				
RONALD TILDEN	121351	08/04/2026	#112 Oil Change -extra qt	7.00
RONALD TILDEN	121351	08/04/2026	fees	13.75
RONALD TILDEN	121351	08/04/2026	1 master Tire	194.04
RONALD TILDEN	121351	08/04/2026	tire balance	16.95
RONALD TILDEN	121351	08/04/2026	#112 Oil Change	54.95
RONALD TILDEN	121407	08/04/2026	#2507 Oil Change, tire rotation	99.90
RONALD TILDEN	121423	08/04/2026	New tire - VID #480	213.70
RONALD TILDEN	121443	08/04/2026	#61 Oil Change, tire rotation	89.90
RONALD TILDEN	121446	08/04/2026	Repair flat tire - VID #513	40.00
RONALD TILDEN	121459	08/04/2026	#69 Oil Change, tire rotation	89.90
RONALD TILDEN	121467	08/04/2026	#2507 Flat Repair	30.00
Vendor 11773 - RONALD TILDEN Total:				850.09
Vendor: 12945 - SBS SERVICES GROUP LLC				
SBS SERVICES GROUP LLC	8781534	08/04/2026	Janitorial service for Lions Park - Aug 2026	1,120.00
Vendor 12945 - SBS SERVICES GROUP LLC Total:				1,120.00
Vendor: 6010 - SCHUETZ CONSTRUCTION				
SCHUETZ CONSTRUCTION	5073	08/04/2026	Emergency repair- Replace 232' 3" main @123 & KS A	15,221.61
Vendor 6010 - SCHUETZ CONSTRUCTION Total:				15,221.61
Vendor: 7485 - SCHULTE SUPPLY INC				
SCHULTE SUPPLY INC	S1246516.001	08/04/2026	Utilities locate flags	615.70
SCHULTE SUPPLY INC	S1246516.001	08/04/2026	Utilities locate flags	615.70
Vendor 7485 - SCHULTE SUPPLY INC Total:				1,231.40
Vendor: 13160 - STAPLES				
STAPLES	6063373016 a	08/04/2026	Credit - I#6063373016 5/17/26 cleanup account post	5.63
STAPLES	7010778449	08/04/2026	Envelopes	13.79
STAPLES	CM0000593-158839	08/04/2026	Credit - I#6063373016 5/8/26 cleanup account post	-5.63
Vendor 13160 - STAPLES Total:				13.79
Vendor: 9824 - STRYKER SALES LLC				
STRYKER SALES LLC	9212150625	08/04/2026	Stryker Power Stair Chairs	29,968.08
STRYKER SALES LLC	9212154990	08/04/2026	Stryker Power Stair Chairs	80.22
STRYKER SALES LLC	9212232942	08/04/2026	Stryker Power Stair Chairs	2,214.82
Vendor 9824 - STRYKER SALES LLC Total:				32,263.12
Vendor: 7660 - SUPREME GREEN LANDWORKS, LLC				
SUPREME GREEN LANDWORK...	13366	08/04/2026	Weed control & fertilizer for downtown parks	340.00
Vendor 7660 - SUPREME GREEN LANDWORKS, LLC Total:				340.00
Vendor: 5375 - TG TECHNICAL SERVICES				
TG TECHNICAL SERVICES	INV003187	08/04/2026	Gas monitor service & replacement LEL Sensor	680.42
TG TECHNICAL SERVICES	INV-003260	08/04/2026	Calibrate gas monitors for WTP & WWTP	212.50
TG TECHNICAL SERVICES	INV-003260	08/04/2026	Calibrate gas monitors for WTP & WWTP	212.50
Vendor 5375 - TG TECHNICAL SERVICES Total:				1,105.42
Vendor: 13187 - THIRD GENERATION ELECTRICAL, INC				
THIRD GENERATION ELECTRIC...	0007135	08/04/2026	Field 3 Lighting Update	108,253.70
THIRD GENERATION ELECTRIC...	0007135	08/04/2026	Field 1 Lighting Update	120,626.00
THIRD GENERATION ELECTRIC...	3388-1	08/04/2026	Field 1 Lighting Update	9,500.00
THIRD GENERATION ELECTRIC...	3388-2	08/04/2026	Field 2 Lighting	71,544.50
Vendor 13187 - THIRD GENERATION ELECTRICAL, INC Total:				309,924.20
Vendor: 12744 - T-MOBILE				
T-MOBILE	201314314-July	08/04/2026	PD CELL PHONE SERVICE	674.51

Expense Approval Report

Vendor Name	Payable Number	Post Date	Description (Item)	Amount
T-MOBILE	201731959-Aug	08/04/2026	PD MOBILE INTERNET SERVICES	581.20
Vendor 12744 - T-MOBILE Total:				1,255.71
Vendor: 13027 - TYBI HOME SERVICES LLC - Pinks Window's				
TYBI HOME SERVICES LLC - Pin... 1860		08/04/2026	Comm Ctr Interior & Exterior Windo Cleaning	745.00
TYBI HOME SERVICES LLC - Pin... 1868		08/04/2026	Interior/exterior windows	675.00
Vendor 13027 - TYBI HOME SERVICES LLC - Pinks Window's Total:				1,420.00
Vendor: 5824 - ULINE INC				
ULINE INC	210484204	08/04/2026	8 - solid top pallets for parts storage	987.75
ULINE INC	210759442	08/04/2026	8 solid top pallets for parts storage	987.75
ULINE INC	210930111	08/04/2026	10 step rolling stepladder for VSB washbay	1,765.74
Vendor 5824 - ULINE INC Total:				3,741.24
Vendor: 13275 - UNDERGROUND SAFETY & SUPPLY, LLC				
UNDERGROUND SAFETY & SU... 3923		08/04/2026	Repair confined space winch - Dist Maint	1,600.50
Vendor 13275 - UNDERGROUND SAFETY & SUPPLY, LLC Total:				1,600.50
Vendor: 12998 - VITAL RECORDS HOLDINGS, LLC				
VITAL RECORDS HOLDINGS, LLC 6184835		08/04/2026	64 gallon security card- City Hall- 3/5/2026	64.81
VITAL RECORDS HOLDINGS, LLC 6609396-June		08/04/2026	64 gallon securit card- City Hall 06/08/26-06/25/2	129.62
Vendor 12998 - VITAL RECORDS HOLDINGS, LLC Total:				194.43
Vendor: 12683 - W W GRAINGER INC				
W W GRAINGER INC	9979987469	08/04/2026	Reflective tape for all fleet vehicles	63.60
Vendor 12683 - W W GRAINGER INC Total:				63.60
Vendor: 7375 - WATCHMEN SECURITY SERVICES LLC				
WATCHMEN SECURITY SERVIC... 112533		08/04/2026	Monthly Monitoring- Comm Ctr- August	149.57
WATCHMEN SECURITY SERVIC... 112739		08/04/2026	Monthly Monitoring- Aquatic Park- August	66.24
Vendor 7375 - WATCHMEN SECURITY SERVICES LLC Total:				215.81
Vendor: 13320 - WEI H2O KANSAS INC				
WEI H2O KANSAS INC	IN256153	08/04/2026	330gal Sodium Hypo	1,327.50
WEI H2O KANSAS INC	IN256659	08/04/2026	Sodium Hypochlorite 300 gal	1,212.00
Vendor 13320 - WEI H2O KANSAS INC Total:				2,539.50
Vendor: 1321 - WESTLAKE HARDWARE				
WESTLAKE HARDWARE	14009441	08/04/2026	Misc hardware for signs	26.66
WESTLAKE HARDWARE	14009466	08/04/2026	Parts cleaner - Streets shop	24.98
WESTLAKE HARDWARE	14009467	08/04/2026	Shovels, rakes, brooms, sledge hammer - Dist Maint	355.88
WESTLAKE HARDWARE	14009470	08/04/2026	Straps & misc tools - Dist Maint - VID #521	56.94
WESTLAKE HARDWARE	14009483	08/04/2026	Insulation sealant - WWTP	8.59
WESTLAKE HARDWARE	14009486	08/04/2026	Fuses for mowers; silicone for fish feeder	22.58
WESTLAKE HARDWARE	14009488	08/04/2026	Misc supplies for meter maint - VID #528	46.97
WESTLAKE HARDWARE	14009495	08/04/2026	Misc hardware for belt press - WWTP	25.77
WESTLAKE HARDWARE	14009505	08/04/2026	Misc supplies - Parks Maint	25.58
WESTLAKE HARDWARE	14009506	08/04/2026	Misc hardware - Maint on skid steer - #1845c	31.26
WESTLAKE HARDWARE	14009508	08/04/2026	Misc hardware - WTP maint	39.14
WESTLAKE HARDWARE	14009509	08/04/2026	Disposable nitrile gloves - Collections Maint	33.99

Expense Approval Report

Vendor Name	Payable Number	Post Date	Description (Item)	Amount
WESTLAKE HARDWARE	14009510	08/04/2026	Misc plumbing supplies to repair WTP chemical line	32.16
WESTLAKE HARDWARE	14009511	08/04/2026	Knife & fittings - repair discharge line @ WTP	63.56
WESTLAKE HARDWARE	14009513	08/04/2026	Tools for Collections Maint - VID #484	102.94
WESTLAKE HARDWARE	14009516	08/04/2026	lumber to support Booster Pump valves	45.54
WESTLAKE HARDWARE	14009517	08/04/2026	Tools to replace Booster Station valves	90.57
WESTLAKE HARDWARE	14009518	08/04/2026	Misc supplies - Booster Station valve replacement	23.58
WESTLAKE HARDWARE	14009519	08/04/2026	Socket set to looser bolts @ Booster Station	34.99
Vendor 1321 - WESTLAKE HARDWARE Total:				1,091.68
Vendor: 11421 - WEX INC				
WEX INC	114242820	08/04/2026	FUEL-July 2026	100.90
WEX INC	114242820	08/04/2026	FUEL-July 2026	2,805.42
WEX INC	114242820	08/04/2026	FUEL-July 2026	122.89
WEX INC	114242820	08/04/2026	FUEL-July 2026	9,108.24
WEX INC	114242820	08/04/2026	FUEL-July 2026	3,544.40
WEX INC	114242820	08/04/2026	FUEL-July 2026	883.59
WEX INC	114242820	08/04/2026	FUEL-July 2026	924.89
WEX INC	114242820	08/04/2026	FUEL-July 2026	952.51
Vendor 11421 - WEX INC Total:				18,442.84
Vendor: 10810 - WILLIAM F TUCKER				
WILLIAM F TUCKER	77814	08/04/2026	Mowing service for City properties	745.00
WILLIAM F TUCKER	77814	08/04/2026	Mowing service for City properties	185.00
WILLIAM F TUCKER	77814	08/04/2026	Mowing service for City properties	195.00
WILLIAM F TUCKER	77814	08/04/2026	Mowing service for City properties	4,939.00
WILLIAM F TUCKER	77814	08/04/2026	Mowing service for City properties	1,059.00
WILLIAM F TUCKER	77814	08/04/2026	Mowing service for City properties	595.00
WILLIAM F TUCKER	77814	08/04/2026	Mowing service for City properties	4,970.00
Vendor 10810 - WILLIAM F TUCKER Total:				12,688.00
Vendor: 8411 - WILSON & COMPANY INC ENGINEERS & ARCHITECTS				
WILSON & COMPANY INC ENG...153080		08/04/2026	Project Management Services for 138th St. Project	375.00
Vendor 8411 - WILSON & COMPANY INC ENGINEERS & ARCHITECTS Total:				375.00
Grand Total:				696,697.91



Bonner Springs, KS

Refund Check Register

Refund Check Detail

UBPKT03309 - 07-28-2026 HT Security Deposit Refunds July 2026

Account	Name	Date	Check #	Amount	Code	Receipt	Amount	Type
02-15348-06	Candia, Juan A Paredes	8/4/2026	159644	125.69			125.69	Generated From Billing
05-15422-04	R&R Sanitation	8/4/2026	159645	3,043.52			3043.52	Generated From Billing
Total Refunds: 2			Total Refunded Amount:	3,169.21				

Revenue Code Summary

Revenue Code	Amount
996 - UNAPPLIED CREDITS	3169.21
Revenue Total:	3169.21

General Ledger Distribution

Posting Date: 08/04/2026

	Account Number	Account Name	Posting Amount	IFT
Fund:	430	Water Treat & Distribu		
	430-000-000-011999	Claim On Cash	-3,169.21	Yes
	430-000-000-021205	Unapplied Utility Credits	3,169.21	
	430 Total:		0.00	
Fund:	999	POOLED CASH		
	999-000-000-011100	Cash In Bank	-3,169.21	
	999-000-000-021500	Due To Other Funds	3,169.21	Yes
	999 Total:		0.00	
	Distribution Total:		0.00	

Memorandum

Date: August 10, 2026
To: Mayor and City Council
From: Tillie LaPlante

Subject: 2nd Quarter Financial Reports

Recommendation: The Finance Director recommends approval.

Action: Make a motion to approve the 2nd Quarter 2026 Financial Reports

Background:

Discussion:

Financial Impact:

BONNER SPRINGS TREASURER'S QUARTERLY FINANCIAL REPORT
FOR THE PERIOD April 1, 2026 THROUGH June 30, 2026

Fund	Balance 4/1/2026	Revenues	Expenses	Transfers	Balance 6/30/2026
010 - SANDSTONE TOWNHOMES RHID FL	51,101.14	46,528.02	0.00		97,629.16
022 - Bonner Pointe TIF Fund	2,342.71	0.00	0.00		2,342.71
023 - Court/Service Bond	109,779.22	984.95	6,140.72		104,623.45
024 - Alcohol/Drug Safety	19,137.00	0.00	0.00		19,137.00
031 - 138th Street Project	0.00	0.00	65,994.35	65,994.35	0.00
045 - Scannell Properties Funding Agreeemer	2,477.90	0.00	0.00		2,477.90
047 - 120 Oak RHID Funding Agreement	676.83	0.00	0.00		676.83
071 - Payroll Clearing	(9,739.65)	7,661.09	0.00		(2,078.56)
072 - Clearing Fund	4,747.01	11,102.00	17,903.59		(2,054.58)
073 - Law Enforcement Tr	1,745.17	15.40	0.00		1,760.57
074 - Asset Forfeiture Trst Fund	31,179.39	275.10	0.00		31,454.49
075 - Senior Ctr Activities	0.00	0.00	0.00		0.00
076 - PHA Investment	0.00	0.00	0.00		0.00
077 - Senior Ctr Trust Fund	17,588.24	155.18	0.00		17,743.42
078 - Bonner Beautiful Trust Fund	1,249.24	12.05	0.00		1,261.29
080 - Cemetery Trust	1,369.78	21.98	50.00		1,341.76
082 - Police Canine Trust	2,725.12	23.77	96.87		2,652.02
083 - Sr Trust Scholarship	693.97	6.12	0.00		700.09
084 - Fire Trust Fund	1,149.07	10.14	0.00		1,159.21
085 - Kerry Roberts Park Trust Fund	14,506.33	127.99	0.00		14,634.32
086 - Police Trust Fund	653.99	5.76	0.00		659.75
090 - Recreation Scholarship Fund	18,281.17	158.13	1,273.00		17,166.30
091 - Centennial Park Fund	745.00	0.00	0.00		745.00
101 - Nettleton Seven Funding Agreement	11,892.15	0.00	0.00		11,892.15
300 - General Fund	8,865,525.24	3,957,943.90	2,984,160.42	71,789.90	9,911,098.62
410 - Solidwaste	136,459.50	128,064.01	119,865.42	(6,508.50)	138,149.59
420 - Wastewater Coll & Treat	2,949,632.90	759,572.77	899,113.01	(131,888.16)	2,678,204.50
430 - Water Treat & Distribu	4,505,190.66	864,744.78	541,387.66	(151,884.75)	4,676,663.03
480 - Capital Improvement Sales Tax	967,531.19	193,739.29	6,400.00		1,154,870.48
485 - Library Sales Tax	514,370.52	4,508.36	16,493.60		502,385.28
492 - BS Center CID Sales Tax	0.00	28,083.35	0.00	(28,083.35)	0.00
497 - Cemetery Fund	0.00	13,440.00	30,532.31	17,092.31	0.00
505 - Convention & Tourism	434,556.00	42,516.46	46,161.84		430,910.62
510 - Debt Service	1,064,486.70	374,804.16	0.00	232,540.89	1,671,831.75
515 - Drug & Alcohol	506,335.97	12,616.43	42,562.99	(7,250.01)	469,139.40
520 - Economic Development Fund	506,994.02	4,473.22	0.00		511,467.24
522 - Emergency Services Capital	550,000.74	189,695.62	173,609.68		566,086.68
525 - Library	(397.97)	217,910.62	20,391.14		197,121.51
530 - Park Dedication Fund	112,860.46	2,499.82	0.00		115,360.28
532 - Powell Dr-43rd Street	17,795.88	157.01	0.00		17,952.89
533 - JO CO Riverfront Park	378,810.69	3,342.25	0.00		382,152.94
535 - Risk Management	306,746.55	5,003.27	27,349.93		284,399.89
540 - Senior Center	883.89	11,237.75	18,559.53	6,437.89	0.00
543 - Sidewalk Escrow	53,346.05	470.68	0.00		53,816.73
545 - Soccer	44,171.27	2,303.78	11,958.05		34,517.00
550 - Special Parks & Rec	336,557.99	11,036.19	118,380.60		229,213.58
555 - Street Projects	1,097,632.96	104,163.50	0.00		1,201,796.46
560 - Summer Ball	15,527.53	6,240.00	7,143.05		14,624.48
565 - Summer Recreation	205,298.45	44,121.20	20,641.16		228,778.49
570 - Swimming Pool	11.70	87,952.88	96,104.79	8,140.21	0.00
575 - Tiblow Transit	0.00	2,366.26	24,085.35	21,719.09	0.00
580 - Opioid Settlement	38,609.55	2,218.55	0.00		40,828.10
590 - Stormwater Utility	267,746.63	60,027.62	27,287.21	(32,105.52)	268,381.52
610 - Equipment Reserve Fund	2,655,988.11	0.00	170,186.70		2,485,801.41
620 - Capital Improvement Reserve	5,281,234.33	0.00	96,790.68	(65,994.35)	5,118,449.30
630 - ARPA Grant Fund	27,844.79	244.11	0.00		28,088.90
	32,126,053.08	7,202,585.52	5,590,623.65	0.00	33,738,014.95

AVAILABLE CASH: \$33,738,014.95
GENERAL OBLIGATION DEBT \$15,965,000.00
OUTSTANDING WARRANT CHECKS: \$118,132.04

I, TILLIE LAPLANTE, FINANCE DIRECTOR, DO CERTIFY THAT THE ABOVE IS CORRECT.

2nd Quarter 2026 Investment Report

Fund	Total Cash Available 6/30/26	2nd Quarter 2026 Interest Total
010 - SANDSTONE TOWNHOMES RHID FUND	\$97,629.16	\$0.00
022 - Bonner Pointe TIF Fund	\$2,342.71	\$0.00
023 - Court/Service Bond	\$104,623.45	\$984.95
024 - Alcohol/Drug Safety	\$19,137.00	\$0.00
045 - Scannell Properties Funding Agreement	\$2,477.90	\$0.00
047 - 120 Oak RHID Funding Agreement	\$676.83	\$0.00
071 - Payroll Clearing	(\$2,078.56)	\$0.00
072 - Clearing Fund	(\$2,054.58)	\$0.00
073 - Law Enforcement Tr	\$1,760.57	\$15.40
074 - Asset Forfeiture Trst Fund	\$31,454.49	\$275.10
077 - Senior Ctr Trust Fund	\$17,743.42	\$155.18
078 - Bonner Beautiful Trust Fund	\$1,261.29	\$12.05
080 - Cemetery Trust	\$1,341.76	\$11.98
082 - Police Canine Trust	\$2,652.02	\$23.77
083 - Sr Trust Scholarship	\$700.09	\$6.12
084 - Fire Trust Fund	\$1,159.21	\$10.14
085 - Kerry Roberts Park Trust Fund	\$14,634.32	\$127.99
086 - Police Trust Fund	\$659.75	\$5.76
090 - Recreation Scholarship Fund	\$17,166.30	\$158.13
091 - Centennial Park Fund	\$745.00	\$0.00
101 - Nettleton Seven Funding Agreement	\$11,892.15	\$0.00
300 - General Fund	\$9,911,098.62	\$149,583.99
410 - Solidwaste	\$138,149.59	\$1,519.60
420 - Wastewater Coll & Treat	\$2,678,204.50	\$24,161.03
430 - Water Treat & Distribu	\$4,676,663.03	\$39,725.36
480 - Capital Improvement Sales Tax	\$1,154,870.48	\$8,773.07
485 - Library Sales Tax	\$502,385.28	\$4,508.36
505 - Convention & Tourism	\$430,910.62	\$4,050.75
510 - Debt Service	\$1,671,831.75	\$9,615.19
515 - Drug & Alcohol	\$469,139.40	\$4,258.58
520 - Economic Development Fund	\$511,467.24	\$4,473.22
522 - Emergency Services Capital	\$566,086.68	\$4,729.40
525 - Library	\$197,121.51	\$0.00
530 - Park Dedication Fund	\$115,360.28	\$999.82
532 - Powell Dr-43rd Street	\$17,952.89	\$157.01
533 - JO CO Riverfront Park	\$382,152.94	\$3,342.25
535 - Risk Management	\$284,399.89	\$2,760.95
543 - Sidewalk Escrow	\$53,816.73	\$470.68
545 - Soccer	\$34,517.00	\$358.78
550 - Special Parks & Rec	\$229,213.58	\$2,678.33
555 - Street Projects	\$1,201,796.46	\$9,932.62
560 - Summer Ball	\$14,624.48	\$0.00
565 - Summer Recreation	\$228,778.49	\$1,919.22
580 - Opioid Settlement	\$40,828.10	\$353.19
590 - Stormwater Utility	\$268,381.52	\$2,319.18
610 - Equipment Reserve Fund	\$2,485,801.41	\$0.00
620 - Capital Improvement Reserve	\$5,118,449.30	\$0.00
630 - ARPA Grant Fund	\$28,088.90	\$244.11
	\$33,738,014.95	\$282,721.26



Bonner Springs, KS

Budget Report Group Summary

For Fiscal: 2026 Period Ending: 06/30/2026

Account Type	Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Encumbrances	Variance Favorable (Unfavorable)	Percent Used
Fund: 013 - BONNER SPRING TIF INCREMENT							
Revenue	260,000.00	260,000.00	78,649.06	217,412.16	0.00	-42,587.84	83.62 %
Expense	260,000.00	260,000.00	78,649.06	217,412.16	0.00	42,587.84	83.62 %
Fund: 013 - BONNER SPRING TIF INCREMENT Surplus (Deficit):	0.00	0.00	0.00	0.00	0.00	0.00	0.00 %
Fund: 300 - General Fund							
Revenue	13,341,745.00	13,341,745.00	2,446,398.77	9,182,761.52	0.00	-4,158,983.48	68.83 %
Expense	15,573,846.00	15,573,846.00	1,211,840.70	8,101,819.43	28,254.98	7,443,771.59	52.20 %
Fund: 300 - General Fund Surplus (Deficit):	-2,232,101.00	-2,232,101.00	1,234,558.07	1,080,942.09	-28,254.98	3,284,788.11	-47.16 %
Fund: 410 - Solidwaste							
Revenue	538,700.00	538,700.00	43,983.45	253,522.39	0.00	-285,177.61	47.06 %
Expense	570,534.00	570,534.00	41,756.90	250,445.88	0.00	320,088.12	43.90 %
Fund: 410 - Solidwaste Surplus (Deficit):	-31,834.00	-31,834.00	2,226.55	3,076.51	0.00	34,910.51	-9.66 %
Fund: 420 - Wastewater Coll & Treat							
Revenue	2,885,000.00	2,885,000.00	241,055.83	1,468,592.41	0.00	-1,416,407.59	50.90 %
Expense	2,476,816.00	2,476,816.00	241,832.38	1,452,035.52	229,646.52	795,133.96	67.90 %
Fund: 420 - Wastewater Coll & Treat Surplus (Deficit):	408,184.00	408,184.00	-776.55	16,556.89	-229,646.52	-621,273.63	-52.20 %
Fund: 430 - Water Treat & Distribu							
Revenue	3,552,000.00	3,552,000.00	310,938.45	1,647,046.02	0.00	-1,904,953.98	46.37 %
Expense	4,362,525.00	4,362,525.00	248,211.33	2,049,097.74	104,185.00	2,209,242.26	49.36 %
Fund: 430 - Water Treat & Distribu Surplus (Deficit):	-810,525.00	-810,525.00	62,727.12	-402,051.72	-104,185.00	304,288.28	62.46 %
Fund: 480 - Capital Improvement Sales Tax							
Revenue	730,000.00	730,000.00	66,347.70	418,212.26	0.00	-311,787.74	57.29 %
Expense	614,000.00	614,000.00	0.00	6,400.00	45,277.90	562,322.10	8.42 %
Fund: 480 - Capital Improvement Sales Tax Surplus (Deficit):	116,000.00	116,000.00	66,347.70	411,812.26	-45,277.90	250,534.36	315.98 %
Fund: 485 - Library Sales Tax							
Revenue	10,000.00	10,000.00	1,622.49	9,175.13	0.00	-824.87	91.75 %
Expense	73,000.00	73,000.00	0.00	11,693.60	22,250.51	39,055.89	46.50 %
Fund: 485 - Library Sales Tax Surplus (Deficit):	-63,000.00	-63,000.00	1,622.49	-2,518.47	-22,250.51	38,231.02	39.32 %
Fund: 492 - BS Center CID Sales Tax							
Revenue	120,000.00	120,000.00	11,081.76	56,070.08	0.00	-63,929.92	46.73 %
Expense	120,000.00	120,000.00	11,081.76	56,070.08	0.00	63,929.92	46.73 %
Fund: 492 - BS Center CID Sales Tax Surplus (Deficit):	0.00	0.00	0.00	0.00	0.00	0.00	0.00 %

Budget Report

For Fiscal: 2026 Period Ending: 06/30/2026

Account Type	Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Encumbrances	Variance Favorable (Unfavorable)	Percent Used
Fund: 497 - Cemetery Fund							
Revenue	148,057.00	148,057.00	14,739.46	55,404.54	0.00	-92,652.46	37.42 %
Expense	148,057.00	148,057.00	14,739.46	58,975.92	0.00	89,081.08	39.83 %
Fund: 497 - Cemetery Fund Surplus (Deficit):	0.00	0.00	0.00	-3,571.38	0.00	-3,571.38	0.00 %
Fund: 505 - Convention & Tourism							
Revenue	220,350.00	220,350.00	2,517.10	110,555.57	0.00	-109,794.43	50.17 %
Expense	278,097.00	278,097.00	17,318.26	105,021.70	0.00	173,075.30	37.76 %
Fund: 505 - Convention & Tourism Surplus (Deficit):	-57,747.00	-57,747.00	-14,801.16	5,533.87	0.00	63,280.87	-9.58 %
Fund: 510 - Debt Service							
Revenue	1,613,993.00	1,613,993.00	445,595.00	1,393,766.55	0.00	-220,226.45	86.36 %
Expense	2,176,453.00	2,176,453.00	0.00	313,999.75	0.00	1,862,453.25	14.43 %
Fund: 510 - Debt Service Surplus (Deficit):	-562,460.00	-562,460.00	445,595.00	1,079,766.80	0.00	1,642,226.80	-191.97 %
Fund: 515 - Drug & Alcohol							
Revenue	65,000.00	65,000.00	9,825.29	55,860.71	0.00	-9,139.29	85.94 %
Expense	129,000.00	129,000.00	31,979.66	57,063.01	0.00	71,936.99	44.23 %
Fund: 515 - Drug & Alcohol Surplus (Deficit):	-64,000.00	-64,000.00	-22,154.37	-1,202.30	0.00	62,797.70	1.88 %
Fund: 522 - Emergency Services Capital							
Revenue	725,000.00	725,000.00	65,393.86	419,903.96	0.00	-305,096.04	57.92 %
Expense	782,388.00	782,388.00	25,410.35	421,846.13	81,819.84	278,722.03	64.38 %
Fund: 522 - Emergency Services Capital Surplus (Deficit):	-57,388.00	-57,388.00	39,983.51	-1,942.17	-81,819.84	-26,374.01	145.96 %
Fund: 525 - Library							
Revenue	603,162.00	603,162.00	214,483.46	537,329.94	0.00	-65,832.06	89.09 %
Expense	603,162.00	603,162.00	16,963.98	340,230.97	0.00	262,931.03	56.41 %
Fund: 525 - Library Surplus (Deficit):	0.00	0.00	197,519.48	197,098.97	0.00	197,098.97	0.00 %
Fund: 530 - Park Dedication Fund							
Revenue	3,200.00	3,200.00	350.99	4,512.84	0.00	1,312.84	141.03 %
Fund: 530 - Park Dedication Fund Surplus (Deficit):	3,200.00	3,200.00	350.99	4,512.84	0.00	1,312.84	141.03 %
Fund: 535 - Risk Management							
Revenue	2,000.00	2,000.00	3,279.36	8,175.69	0.00	6,175.69	408.78 %
Expense	351,905.00	351,905.00	18,569.43	57,632.21	0.00	294,272.79	16.38 %
Fund: 535 - Risk Management Surplus (Deficit):	-349,905.00	-349,905.00	-15,290.07	-49,456.52	0.00	300,448.48	14.13 %
Fund: 540 - Senior Center							
Revenue	147,409.00	147,409.00	6,244.22	32,689.55	0.00	-114,719.45	22.18 %
Expense	147,409.00	147,409.00	6,244.22	35,538.11	0.00	111,870.89	24.11 %
Fund: 540 - Senior Center Surplus (Deficit):	0.00	0.00	0.00	-2,848.56	0.00	-2,848.56	0.00 %
Fund: 543 - Sidewalk Escrow							
Revenue	1,000.00	1,000.00	166.65	951.62	0.00	-48.38	95.16 %

Budget Report

For Fiscal: 2026 Period Ending: 06/30/2026

Account Type	Original Total Budget	Current Total Budget	Period Activity	Fiscal Activity	Encumbrances	Variance Favorable (Unfavorable)	Percent Used
Expense	52,765.00	52,765.00	0.00	0.00	0.00	52,765.00	0.00 %
Fund: 543 - Sidewalk Escrow Surplus (Deficit):	-51,765.00	-51,765.00	166.65	951.62	0.00	52,716.62	-1.84 %
Fund: 545 - Soccer							
Revenue	23,450.00	23,450.00	2,176.40	17,452.33	0.00	-5,997.67	74.42 %
Expense	30,461.00	30,461.00	5,610.56	14,258.43	0.00	16,202.57	46.81 %
Fund: 545 - Soccer Surplus (Deficit):	-7,011.00	-7,011.00	-3,434.16	3,193.90	0.00	10,204.90	-45.56 %
Fund: 550 - Special Parks & Rec							
Revenue	64,000.00	64,000.00	9,303.81	52,825.87	0.00	-11,174.13	82.54 %
Expense	276,500.00	276,500.00	77,813.83	149,967.83	0.00	126,532.17	54.24 %
Fund: 550 - Special Parks & Rec Surplus (Deficit):	-212,500.00	-212,500.00	-68,510.02	-97,141.96	0.00	115,358.04	45.71 %
Fund: 555 - Street Projects							
Revenue	896,600.00	896,600.00	39,828.74	199,035.64	0.00	-697,564.36	22.20 %
Expense	1,100,000.00	1,100,000.00	0.00	0.00	0.00	1,100,000.00	0.00 %
Fund: 555 - Street Projects Surplus (Deficit):	-203,400.00	-203,400.00	39,828.74	199,035.64	0.00	402,435.64	-97.85 %
Fund: 560 - Summer Ball							
Revenue	17,400.00	17,400.00	0.00	14,910.00	0.00	-2,490.00	85.69 %
Expense	16,820.00	16,820.00	5,272.85	7,543.39	0.00	9,276.61	44.85 %
Fund: 560 - Summer Ball Surplus (Deficit):	580.00	580.00	-5,272.85	7,366.61	0.00	6,786.61	1,270.11 %
Fund: 565 - Summer Recreation							
Revenue	274,753.00	274,753.00	6,841.80	79,948.50	0.00	-194,804.50	29.10 %
Expense	351,844.00	351,844.00	19,603.52	95,763.44	0.00	256,080.56	27.22 %
Fund: 565 - Summer Recreation Surplus (Deficit):	-77,091.00	-77,091.00	-12,761.72	-15,814.94	0.00	61,276.06	20.51 %
Fund: 570 - Swimming Pool							
Revenue	397,072.00	397,072.00	55,164.99	113,448.35	0.00	-283,623.65	28.57 %
Expense	397,072.00	397,072.00	80,542.32	113,451.29	0.00	283,620.71	28.57 %
Fund: 570 - Swimming Pool Surplus (Deficit):	0.00	0.00	-25,377.33	-2.94	0.00	-2.94	0.00 %
Fund: 575 - Tiblow Transit							
Revenue	112,946.00	112,946.00	10,252.56	42,688.27	0.00	-70,257.73	37.80 %
Expense	112,946.00	112,946.00	10,252.56	44,542.45	0.00	68,403.55	39.44 %
Fund: 575 - Tiblow Transit Surplus (Deficit):	0.00	0.00	0.00	-1,854.18	0.00	-1,854.18	0.00 %
Fund: 590 - Stormwater Utility							
Revenue	230,000.00	230,000.00	19,992.89	119,488.77	0.00	-110,511.23	51.95 %
Expense	247,448.00	247,448.00	13,117.43	91,498.25	0.00	155,949.75	36.98 %
Fund: 590 - Stormwater Utility Surplus (Deficit):	-17,448.00	-17,448.00	6,875.46	27,990.52	0.00	45,438.52	-160.42 %
Report Surplus (Deficit):	-4,270,211.00	-4,270,211.00	1,929,423.53	2,459,433.38	-511,434.75	6,218,209.63	-45.62 %

Memorandum

Date: August 10, 2026
To: Mayor and City Council
From: Christina Brake

Subject: Massage Therapy Business Establishment and Therapist License Renewal - Essential Massage

Recommendation: Staff recommends approval.

Action: Make a motion to approve the Massage Therapy Business Establishment and Therapist Licenses for Debra Fisher at Essential Massage.

Background: Debra Fisher of Essential Massage submitted an application and paid the fees to renew her Massage Therapy Business Establishment and Massage Therapist licenses. Staff did not include a copy of the application due to the confidential information it contains.

Discussion:

Financial Impact:

Memorandum

Date: August 10, 2026
To: Mayor and City Council
From: Mark Stites, Mark Lee

Subject: Resolution Authorizing Code Enforcement Abatement

Recommendation: Staff recommends approval.

Action: Make a motion to adopt a resolution authorizing the abatement of certain ongoing Municipal Code violations.

Background: An initial notice was issued in 2022 for outside storage violations. Some of the violations were remedied; some remained. As staff worked through the problem and solution in issuing Notices to Appear through the Municipal Court system utilizing DigiTicket, the violations persisted. During this time period, staff has had the property mowed several times as they have consistently been in violation of our Tall Grass and Weeds Ordinance.

Once staff was able to get the DigiTicket system up and running and integrated into the Municipal Court system, all other processes have been exhausted. A Notice to Appear in Municipal Court was issued. The homeowner has been to court numerous times since, with some extensions to remedy the violations granted by the court.

The City has exhausted all methods of remediation, including issuing violation notices, administrative citations, and Municipal Court, including multiple jail sentences. This is never something anyone wants to happen, but with no action being taken by the property owner, the judge saw no other option. The goal of Code Enforcement is for the owner to bring the property into compliance, not to collect fees or result in jail sentences. We do not wish for this to occur again. Therefore, the last and only remaining step in our process is for the city to abate the violation as allowed for in the Municipal Code and assess all associated costs to the property owner.

Discussion: Staff will provide photos and other pertinent documentation at the Council meeting if the Governing Body wishes to view them. We will not provide this information in your packet, due to its personal nature.

Financial Impact:

RESOLUTION NO. ____

A RESOLUTION OF THE GOVERNING BODY OF THE CITY OF BONNER SPRINGS, KANSAS, ORDERING THE ABATEMENT OF UNLAWFUL CONDITIONS EXISTING AT OAK RIDGE ADDITION, SECTION 29, TOWNSHIP 11, BLOCK 2, SOUTH 120 FEET OF LOT 16, BONNER SPRINGS, KANSAS, IS IN VIOLATION OF THE CODE OF THE CITY OF BONNER SPRINGS, KS., CHAPTER XI, ARTICLE 4: EXTERIOR PROPERTY MAINTENANCE.

WHEREAS, pursuant to the Code of the City of Bonner Springs, Kansas, Ch. XI, Section 11-201, the Code Official of the City of Bonner Springs, Kansas on September 4th, 2022, and February 5th, 2025, sent written notice by mail to the owner, occupant, or agent of the owner (the "Notices"). (Exhibit A). The Notices each: (a) explained that certain conditions existing on the Property were in violation of the City Code of the City of Bonner Springs; (b) provided any occupant or agent of the owner with ten (10) days to bring the Property into compliance; (c) gave information about the appeal process; and (d) described the penalties for failure to abate the violations; and

WHEREAS, the occupant, owner, or agent of the owner of the property has failed, or refused, to correct the conditions described in the notices, all other methods of remediation have been exhausted, including administrative fines and/or jail as written in Municipal Code, Section 11.204. The same conditions currently exist on the Property. (Exhibit B)

NOW, THEREFORE, IT IS RESOLVED BY THE GOVERNING BODY OF THE CITY OF BONNER SPRINGS, KANSAS, THAT:

The residential property at 159 Emerson Avenue, Bonner Springs, Kansas and legally described as: All of Block 2, South 120 feet Lot 16, of the Oak Ridge Subdivision, Bonner Springs, KS, is of a quality and appearance not commensurate with the character of the neighborhood. The governing body directs that the nuisance be abated and made safe and sanitary.

IT IS FURTHER RESOLVED, no less than ten (10) days after the date this resolution is passed, the Code Official and other agents of the City are hereby authorized to take such further action as deemed necessary to abate the nuisance without further notice to the owner or other parties in interest pursuant to Code of the City of Bonner Springs, Kansas, Chapter XI, Section 11-205.

IT IS FURTHER RESOLVED, that the owner has been given notice of the following Appeal process outlined in the Code of the City of Bonner springs, Kansas, Chapter XI, Section 11-206:

Any person directly affected by a decision of the Code Official or a notice or order issued under this Code shall have the right to appeal to the Governing Body. Such request for an appeal shall be made in writing to the City Clerk within ten (10) days from the mailing, delivery, or posting of the notice. Failure to make a timely request for an appeal shall constitute a waiver of the person's right to contest the findings of the Code Official before the Governing Body. If an administrative citation was issued and the citee files a timely request for an appeal, the requirement to pay the penalty shall be suspended and the payment of the penalty, if any, shall be in accordance with the decision of the Governing Body. A hearing on the appeal shall be held by the Governing Body as soon as possible after the filing of the request and the person shall be advised by the City of the time and place of the hearing at least five (5) days in advance thereof. At any such hearing, the person may be represented by counsel, and the person and the City may introduce such witnesses and evidence as is deemed necessary and proper by the Governing Body. The hearing need not be conducted according to the formal rules of evidence. If the citee

requesting the review fails to appear, the Governing Body shall uphold the decision of the Code Official, the notice or order issued, and any fees and/or citations. Upon conclusion of the appeal hearing, the Governing Body shall record its determination of the matter by adoption of a resolution and serving the resolution upon the person in the matter provided in Section 11-205. Any person affected by any determination of the Governing Body under Sections 11-205 or 11-206 may appeal such determination in the manner provided by K.S.A. 60-2101.

IT IS FURTHER RESOLVED, that in the event the City of Bonner Springs abates the nuisance and if the owner shall fail to pay the costs of abatement, all costs incurred by the City related to the notice, preparation of this resolution, and abatement of the conditions causing violations shall be charged against the Property as provided by Section 11-207.

IT IS FURTHER RESOLVED, as authorized by Section 11-205(c), service of this resolution shall be made by registered mail, by posting a copy in a conspicuous location on the Property, and by publishing a copy once each week for two (2) consecutive weeks in the official City newspaper.

Resolved by the Bonner Springs City Council and signed by the Mayor on this 10th day of August, 2026.

Thomas A. Stephens, Mayor

ATTEST:

Christina Brake, CMC, City Clerk

EXHIBIT "B"

EXISTING CONDITIONS

Date Observed	Description	Section Violated
8/4/2022	No person shall allow on or around the exterior of the premises the accumulation, placement or storage of the following, including but not limited to: personal items or objects, appliances, auto parts, bicycles, yard tools, excessive toys, construction or contractor materials and equipment, tires, machinery and inoperable motor vehicles. All items must be stored inside a structure, accessory building or at an approved storage facility	11-410
2/5/2025	Weeds, noxious weeds, and uncontrolled vegetation growing near or within the buildings on the property are aggravating the condition of the buildings.	11-502

I swear or affirm under penalty of perjury of the laws of the state of Kansas that I personally observed these conditions at the property located at 159 Emerson on the date(s) indicated.



Mark Stites
Code Official

Memorandum

Date: August 10, 2026
To: Mayor and City Council
From: Mark Lee

Subject: Comprehensive Plan Amendment - BSCP-01-2026 – Bonner Springs Connectivity and Walkability Plan.

Recommendation: Staff, the Steering Committee, and Lamar Johnson Collaborative recommend approval.

Action: Make a motion to adopt an ordinance to amend the Comprehensive Plan incorporating 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 Lamar Johnson Collaborative, 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.

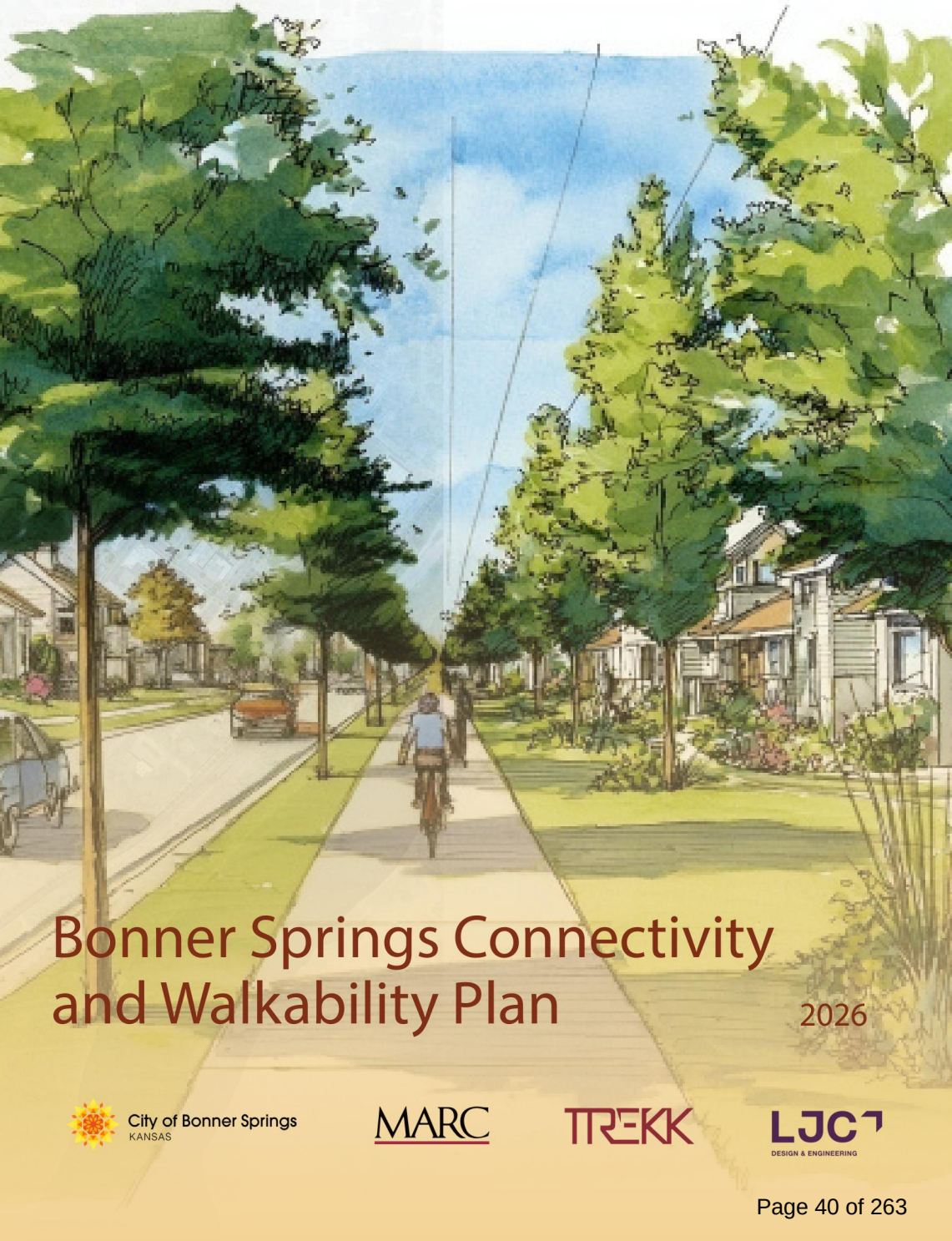
The PSP program promotes concepts consistent with sustainable communities and the advancement of site-specific and project-specific activities within the centers and corridors planning framework.

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 creating a vision for Bonner Springs and how to connect our residents throughout the city. This effort can be seen in the final document.

Discussion: Staff's cover sheet and the 2025 Connectivity and Walkability Plan are attached, along with a brief presentation to be given at the Council meeting..

Financial Impact:



Bonner Springs Connectivity and Walkability Plan

2026

Previous Study



1. Established a long-term vision for revitalizing downtown Bonner Springs and strengthening connections to the Kansas River.
2. Built upon previous City planning efforts to create a coordinated framework for future growth and mobility.
3. Recommended enhancements to walkability, trails, sidewalks, bicycle facilities, and public spaces.
4. Identified catalytic projects, including the Riverfront Park, Front Street improvements, and regional trail connections.
5. Provided the planning foundation for the citywide Connectivity & Walkability Plan.

Connectivity & Walkability Project

1. Develop a citywide multimodal transportation strategy that expands upon the Downtown Master Plan to improve pedestrian, bicycle, trail, and transit connectivity throughout Bonner Springs.
2. Evaluate the existing sidewalk, trail, bicycle, and transit networks to identify gaps, accessibility challenges, and opportunities for safer, more connected travel.
2. Create safe, accessible connections between neighborhoods and key destinations, including downtown, parks, schools, retail and activity centers, employment areas, and regional destinations.
3. Strengthen local and regional connectivity by improving access within Bonner Springs and exploring enhanced transit connections to the greater Kansas City region.
4. Incorporate community and stakeholder input to ensure the plan reflects local priorities, addresses mobility needs, and supports future growth.
5. Prioritize recommended improvements and develop an implementation roadmap to guide future capital investments, grant funding opportunities, and phased project delivery.

Design Process

A collaborative, data-driven approach to identify the highest priority sidewalk and trail improvements.



Community Engagement / Outreach



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:

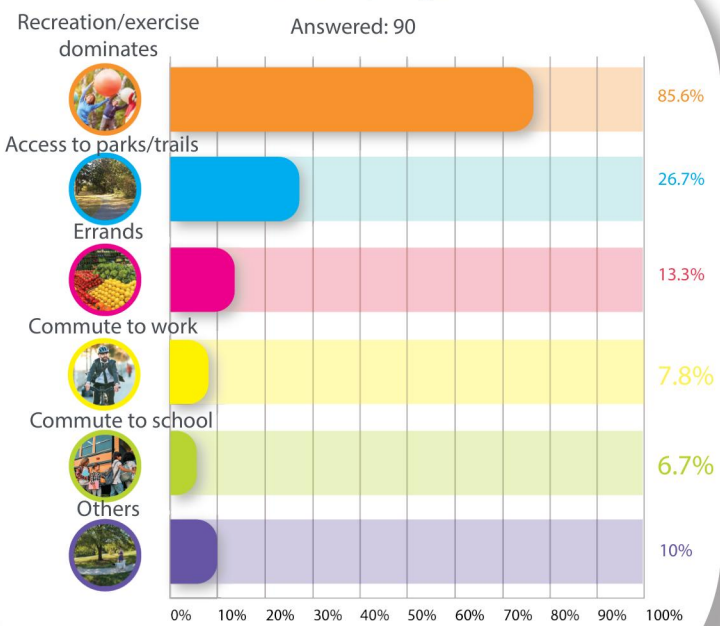
- Tiblow Days
- Mayor's Tree Lighting
- Bonner Springs High School Basketball Game
- Online Survey

ENGAGEMENT STRATEGY

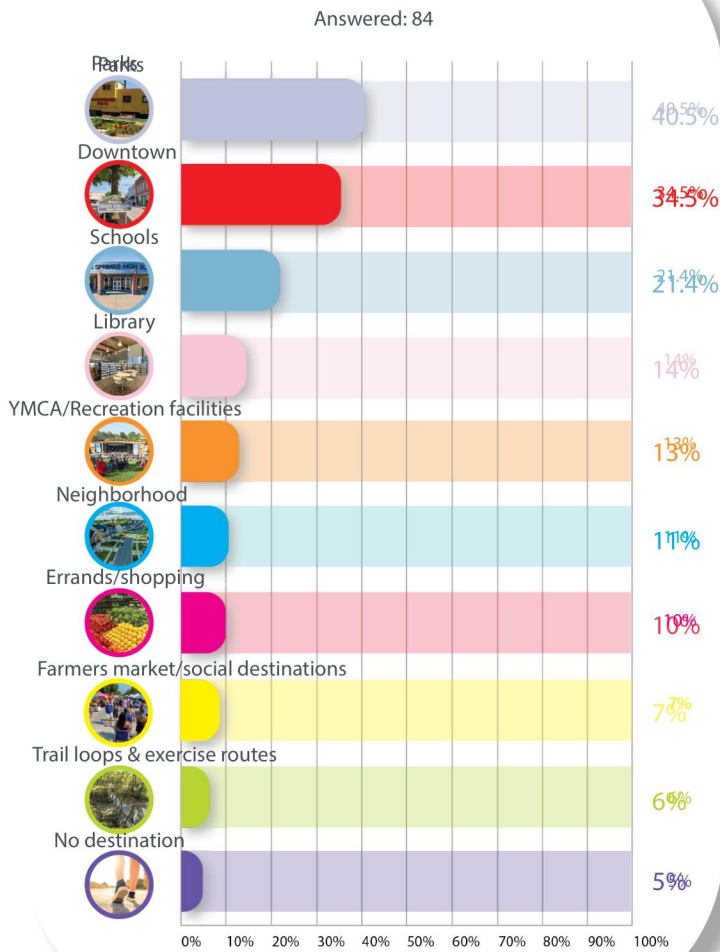
A multi-faceted engagement strategy was implemented for the Bonner Springs Connectivity and Walkability Plan. The process began with a Steering Committee, composed of city-selected representatives, to help guide the project. A broader Stakeholder Committee was then engaged to review early concepts and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

Q3 Primary purposes of walking or biking in Bonner Springs?



Q4 Destinations people walk or bike in Bonner Springs?



What We Heard

1. Complete the network. Residents consistently identified missing sidewalks, disconnected trails, and gaps in bicycle facilities as the community's highest priority for improving connectivity.
2. Improve safety first. Safer street crossings, slower traffic, better lighting, and improved sidewalk conditions are needed to make walking and bicycling comfortable for all ages and abilities.
3. Connect people to destinations. Residents want stronger connections between neighborhoods and parks, downtown, schools, recreation facilities, shopping, and the riverfront.
4. Invest in quality walking experiences. Community members emphasized continuous trails, shade trees, lighting, accessible sidewalks, and attractive green corridors that encourage everyday use—not just recreation.
5. Expand mobility choices. Residents expressed interest in better regional transit connections, shuttle service, and improved access to key destinations, complementing investments in walking and bicycling infrastructure.



1 | Inventory & Existing Conditions

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.

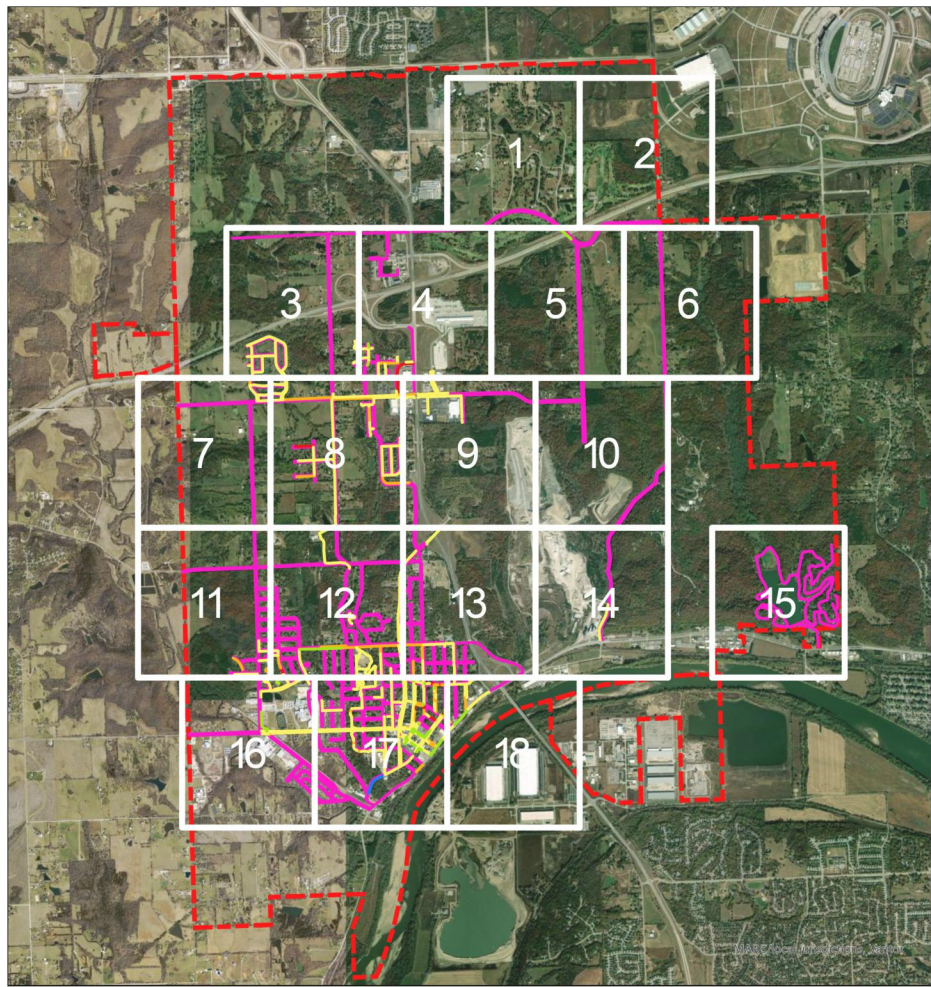


RATING - FIVE

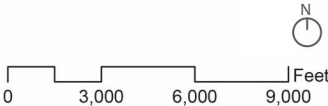
New and Fully Accessible Infrastructure:

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

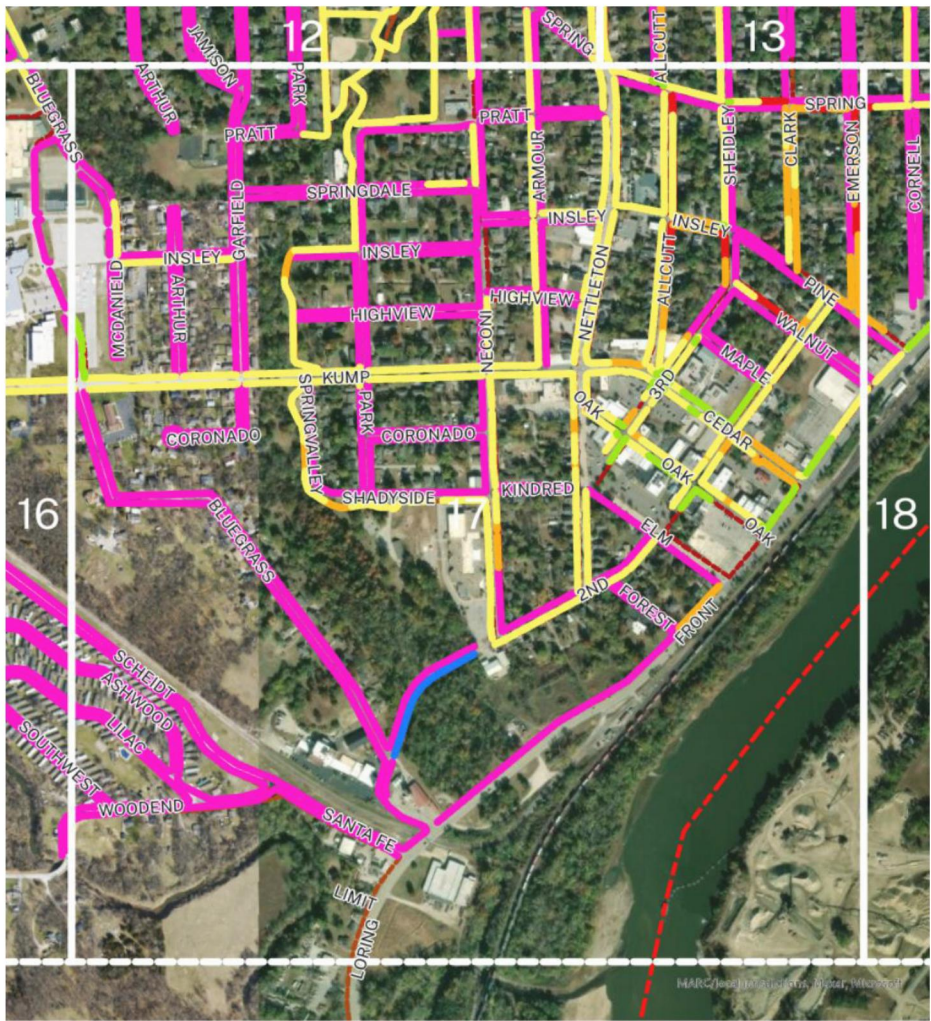
SIDEWALK CONDITIONS ASSESSMENT



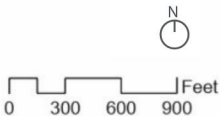
- LEGEND**
- No Sidewalk
 - Inaccessible walks or trails
 - Occasional accessibility challenges
 - City of Bonner Springs
 - Aging but Functional Infrastructure
 - Good Condition Infrastructure
 - New and Fully Accessible Infrastructure



SIDEWALK CONDITIONS ASSESSMENT SUBAREA 17



- 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



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



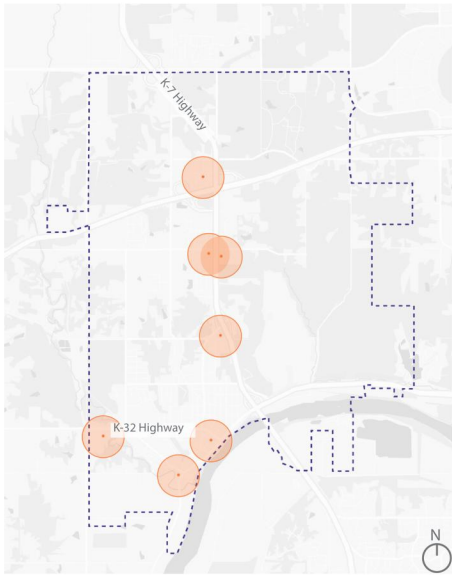
Downtown Businesses



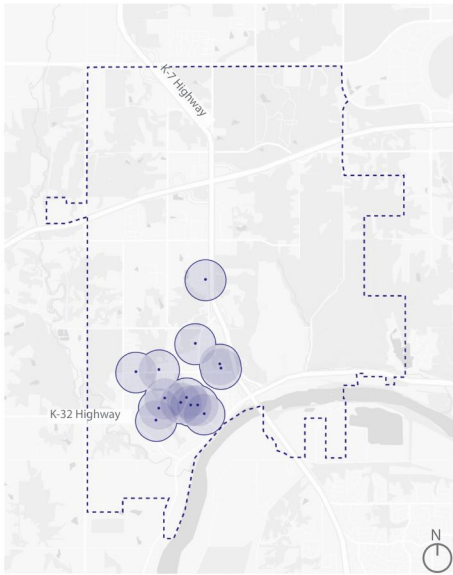
Fitness Court



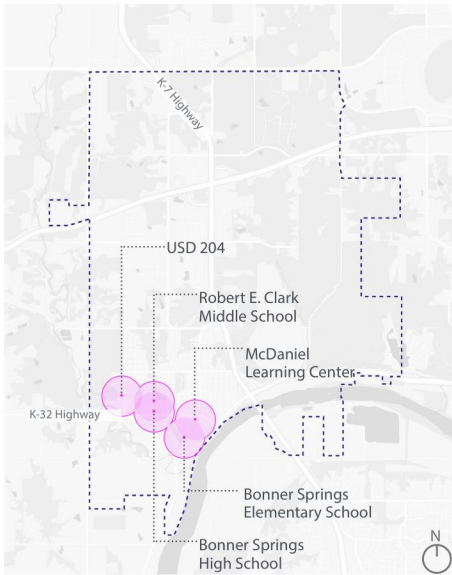
Local Businesses



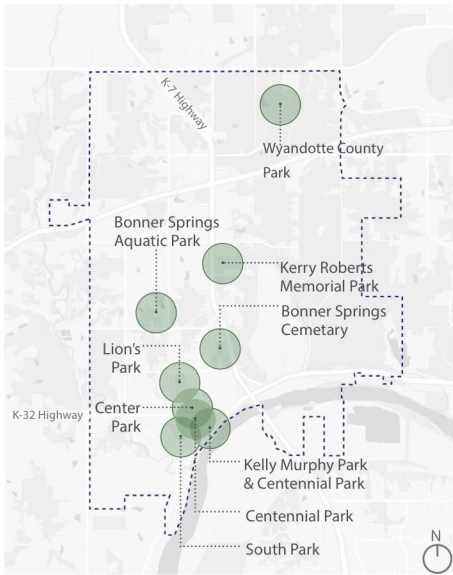
Local Business Centers
* Note: Each bubble is a 5 minute walking radius



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

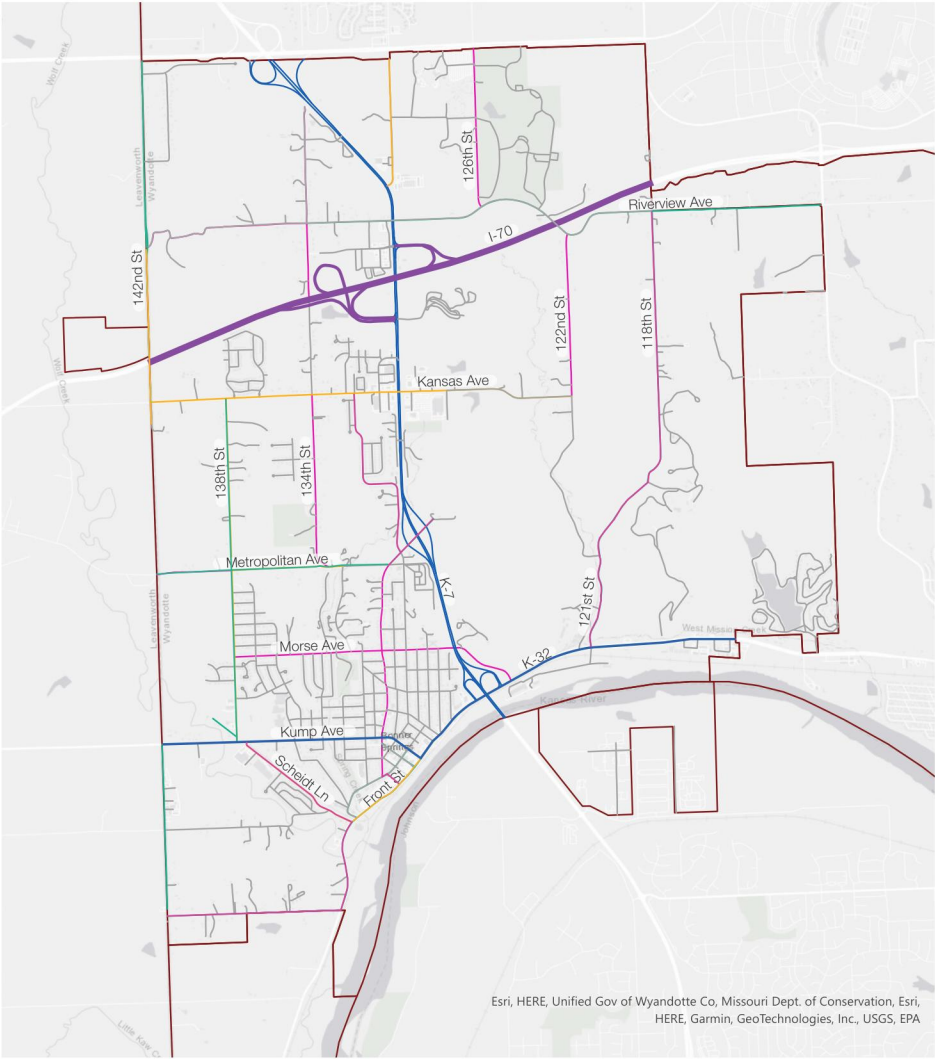


Local Schools
* Note: Each bubble is a 5 minute walking radius

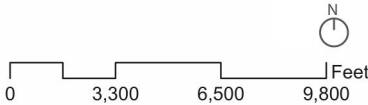


Local Parks
* Note: Each bubble is a 5 minute walking radius

2.3 CURRENT TRANSIT SERVICE & FUTURE OPPORTUNITIES



Bonner Springs Road Typologies



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



Source: <https://ridekc.org/assets/uploads/route-schedules/BonnerSprings.pdf>

Bonner Springs, KS
On-Demand Transit Service Map

Key Inventory Findings

1. Bonner Springs is supported by a diverse network of neighborhoods, parks, schools, downtown, civic facilities, and commercial destinations.
2. The existing sidewalk, trail, bicycle, and transit network provides a strong foundation for expanding multimodal connectivity.
3. Major transportation corridors influence how residents travel between neighborhoods and community destinations.
4. The Community Activity Corridor contains the city's highest concentration of commercial, civic, educational, recreational, and downtown destinations.
5. These existing conditions established the framework for evaluating community impact, network connectivity, and future investment priorities.



I-70

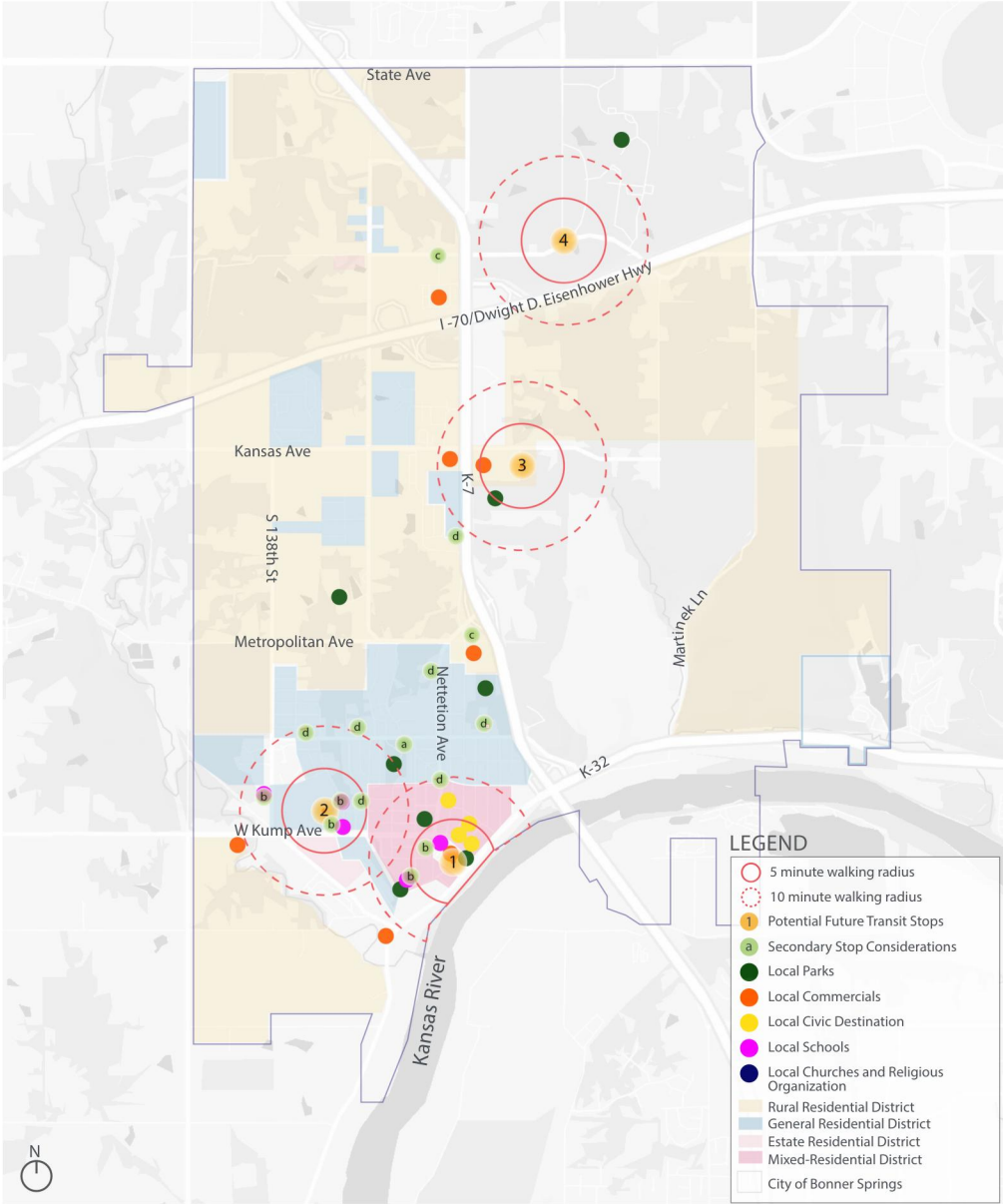
2 | Analysis

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.

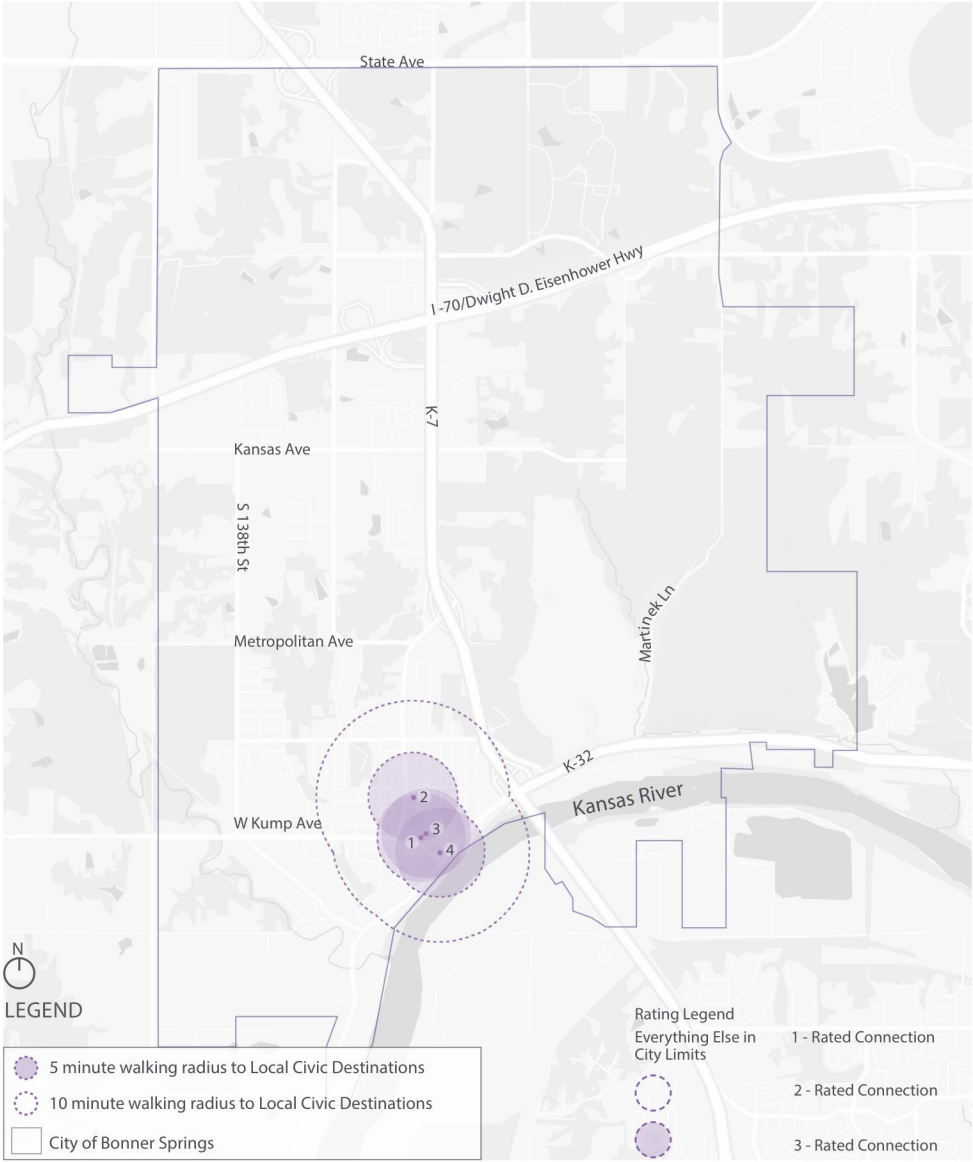
This scoring process was applied across all destination categories. The scores from each category were then averaged to produce a final Community Impact score for each sidewalk segment. Community impact is the only criterion that is averaged due to the large number of potential destination inputs and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



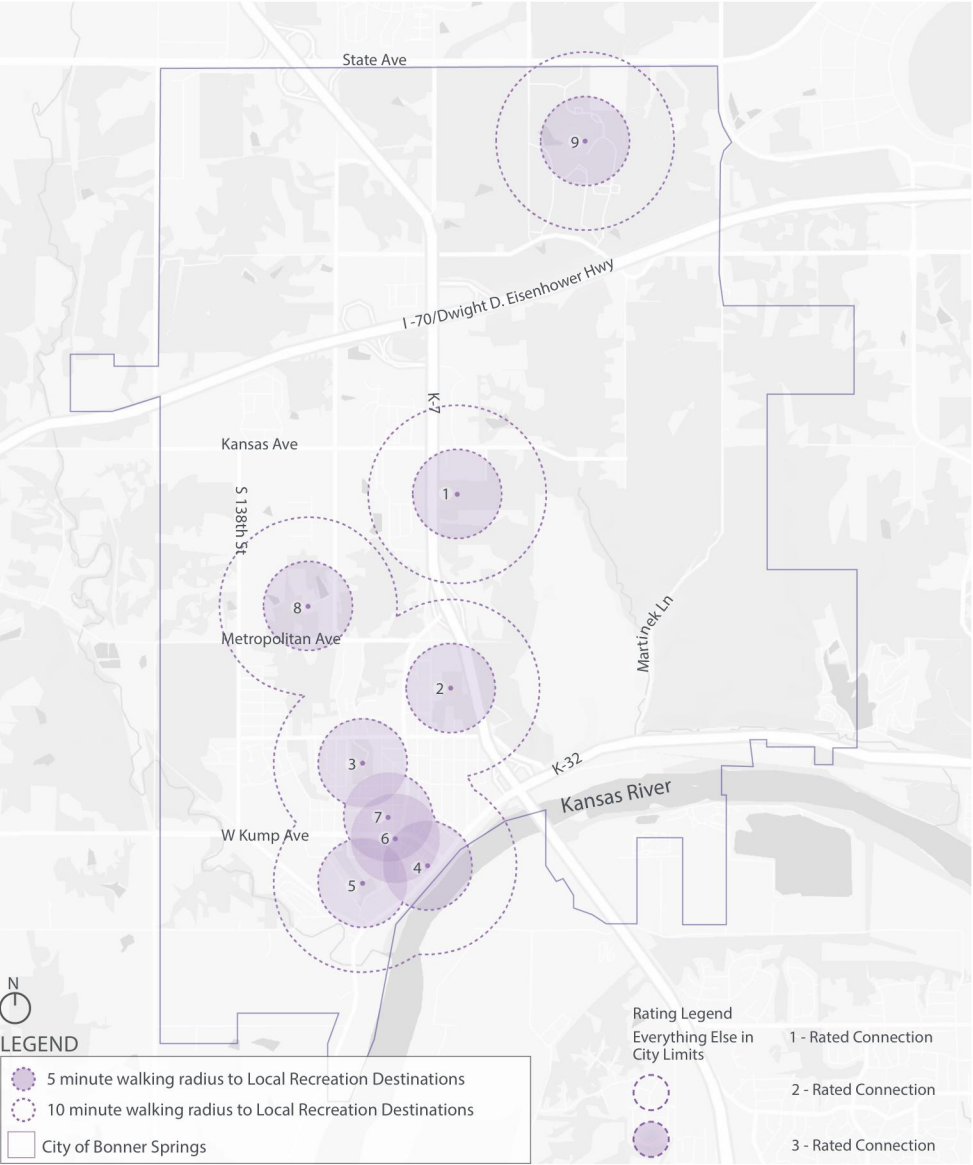
Azura Amphitheater

CIVIC DESTINATIONS WALKING DISTANCES



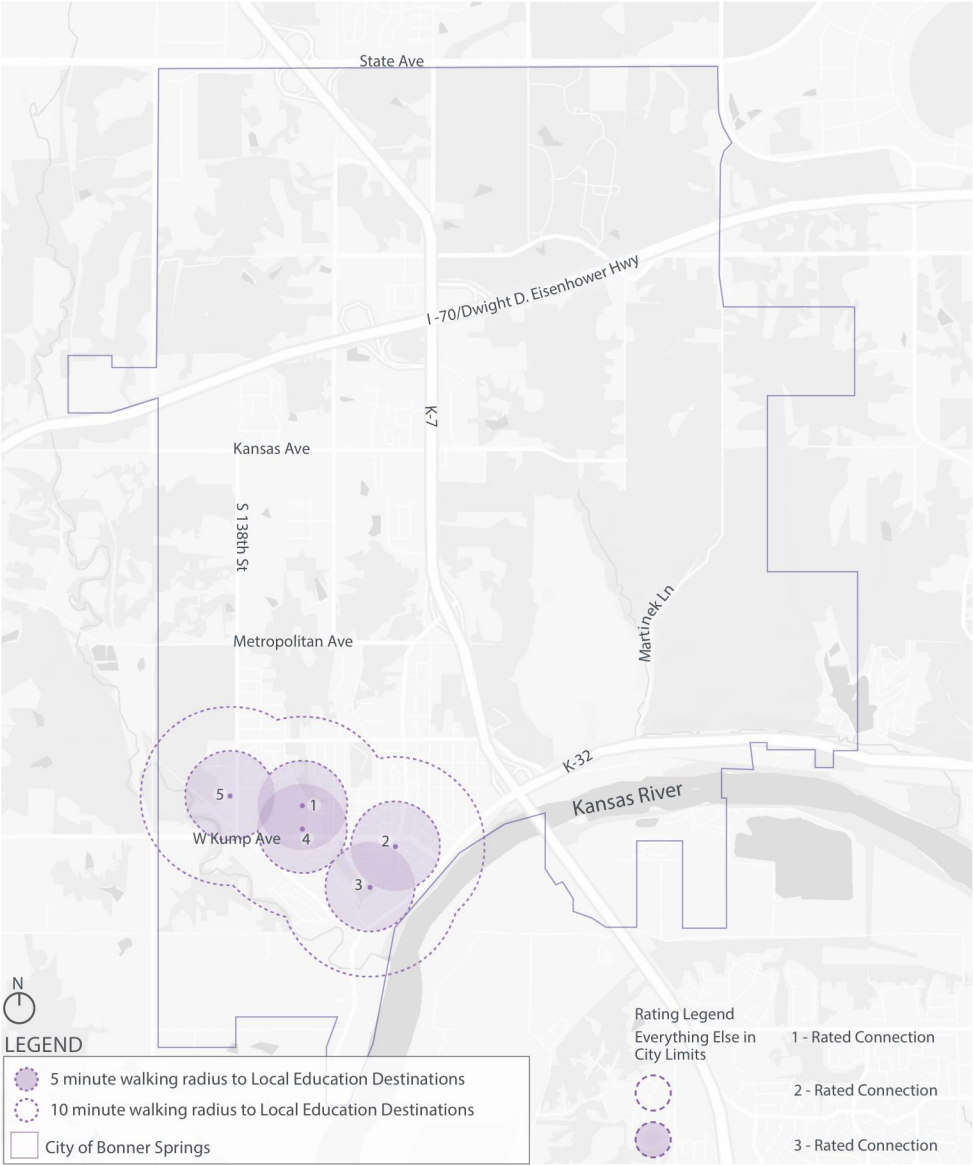
- 1. Bonner Springs City Hall
- 2. Bonner Springs City Library
- 3. Bonner Springs Community Center
- 4. Post Office

RECREATION DESTINATIONS WALKING DISTANCES



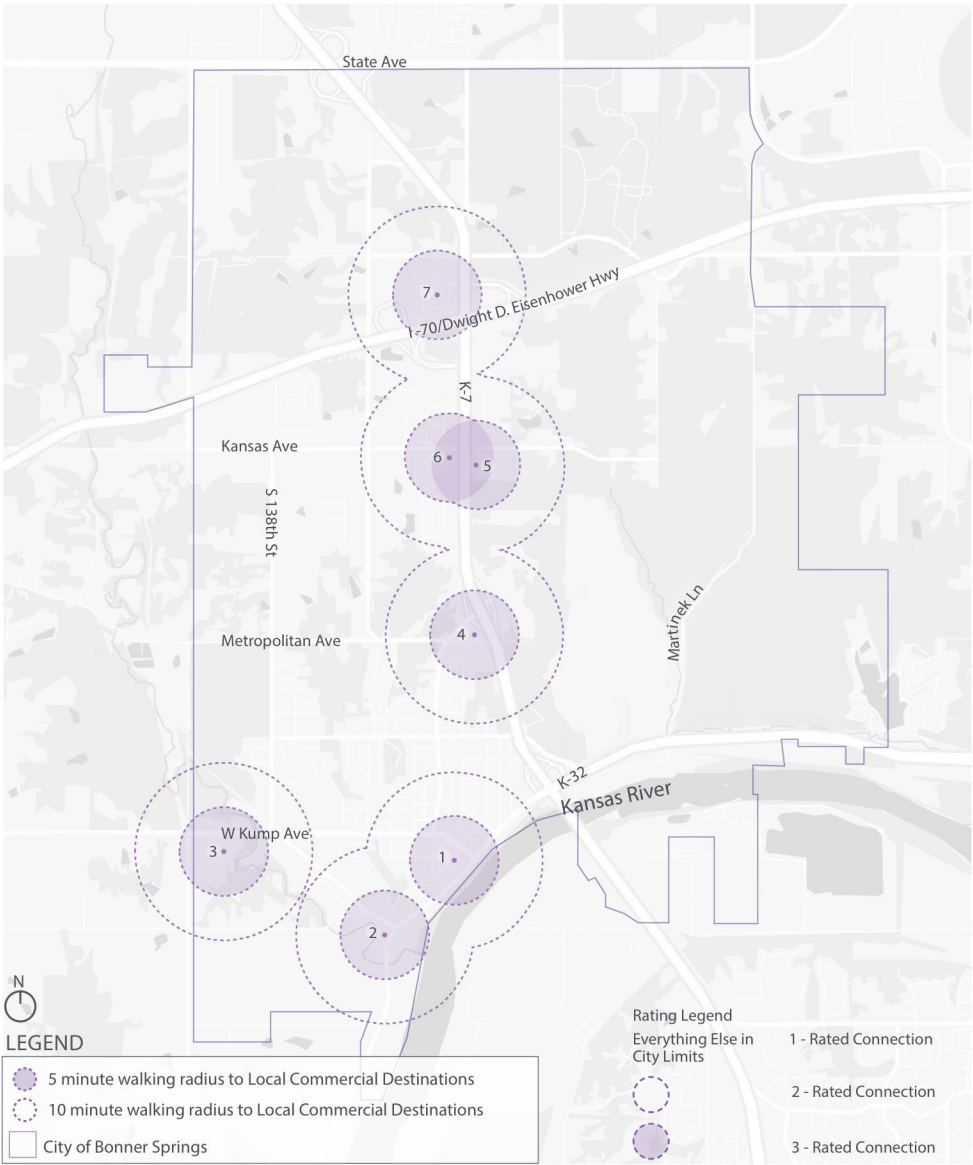
- 1. Kerry Roberts Memorial Park
- 2. Bonner Springs Cemetary
- 3. Lions Park
- 4. Kelly Murphy Park
- 5. South Park
- 6. Centennial Park
- 7. Center Park
- 8. North Park
- 9. Wyandotte County Park

EDUCATION DESTINATIONS WALKING DISTANCES



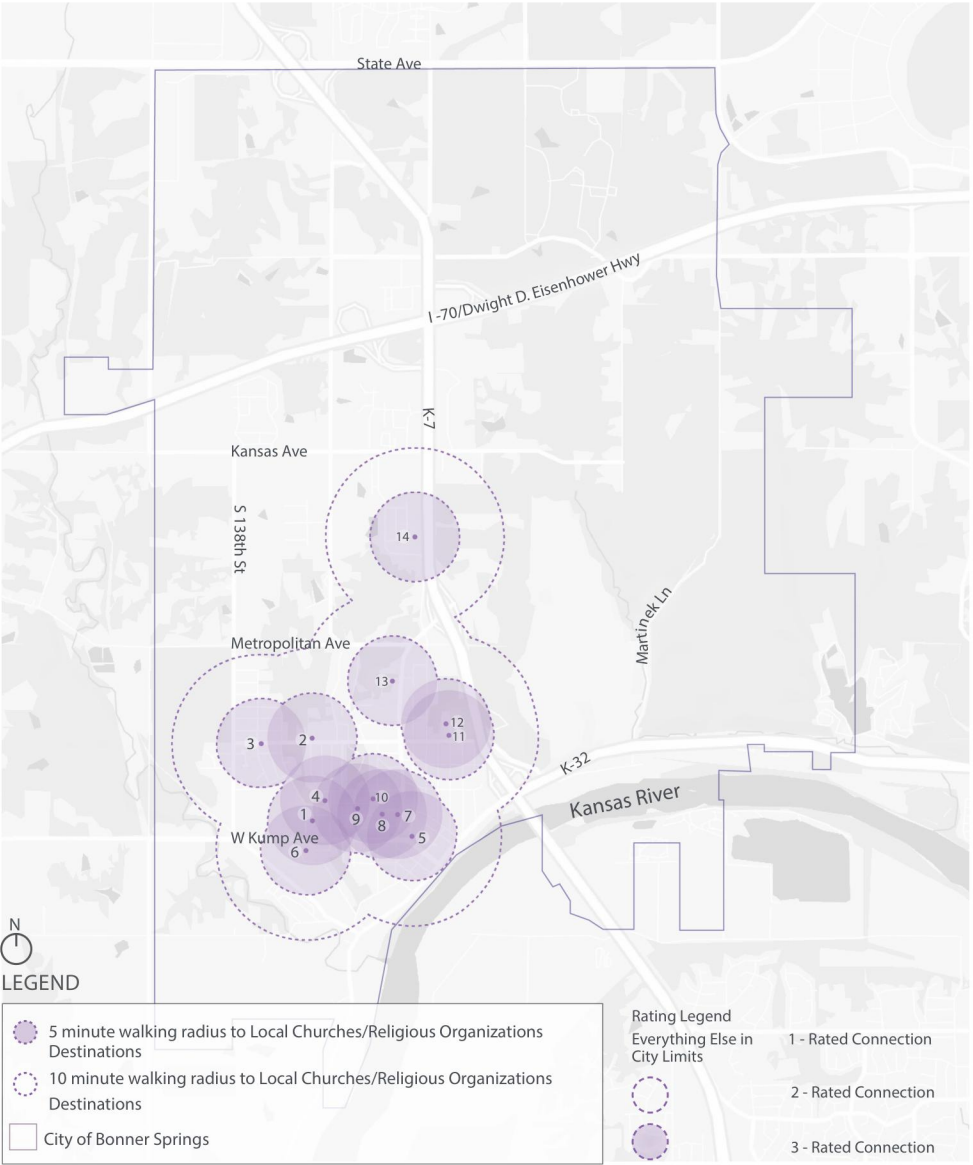
- 1. Robert E. Clark Middle School
- 2. McDaniel Learning Center
- 3. Bonner Springs Elementary School
- 4. Bonner Springs High School
- 5. USD 204

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

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



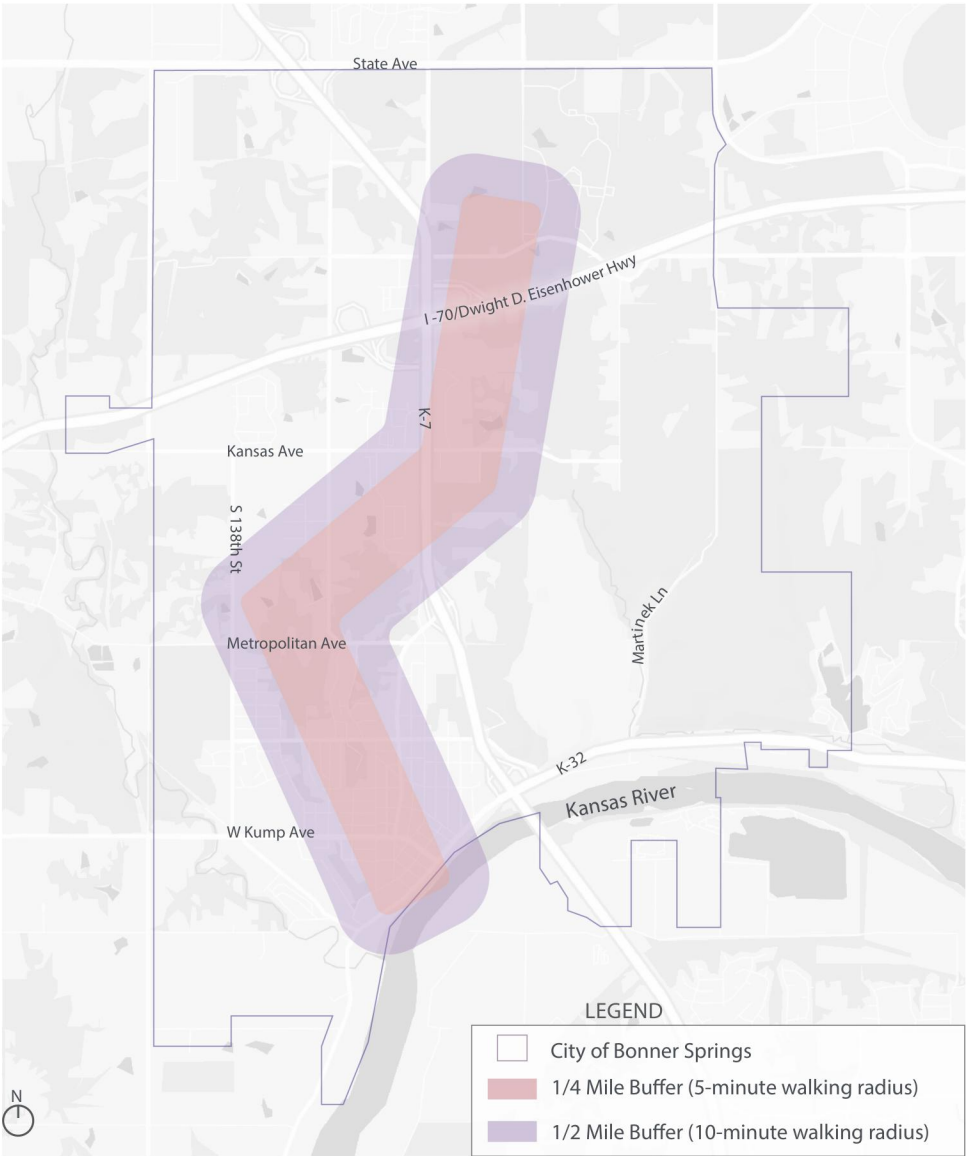
City Hall
Civic Destination



Kerry Roberts Memorial Park
Recreational Destination



Bonner Springs High School
Educational Destination



Community Impact & Connectivity Rating

1. Community Impact evaluates how well a sidewalk segment improves access to neighborhoods, commercial areas, schools, parks, civic facilities, and community destinations.

2 Community Connectivity evaluates how well a sidewalk segment strengthens the overall pedestrian and bicycle network and improves connections throughout the community.

3. The Community Impact Rating was calculated by averaging six destination-based categories into a single accessibility score.

4. The Community Connectivity Rating measures each segment's contribution to the overall multimodal transportation network.

4. Together, these ratings create a Total Rating that balances destination access with network connectivity.

5. The Total Rating provides a consistent, data-driven framework for prioritizing future sidewalk investments based on overall community benefit.

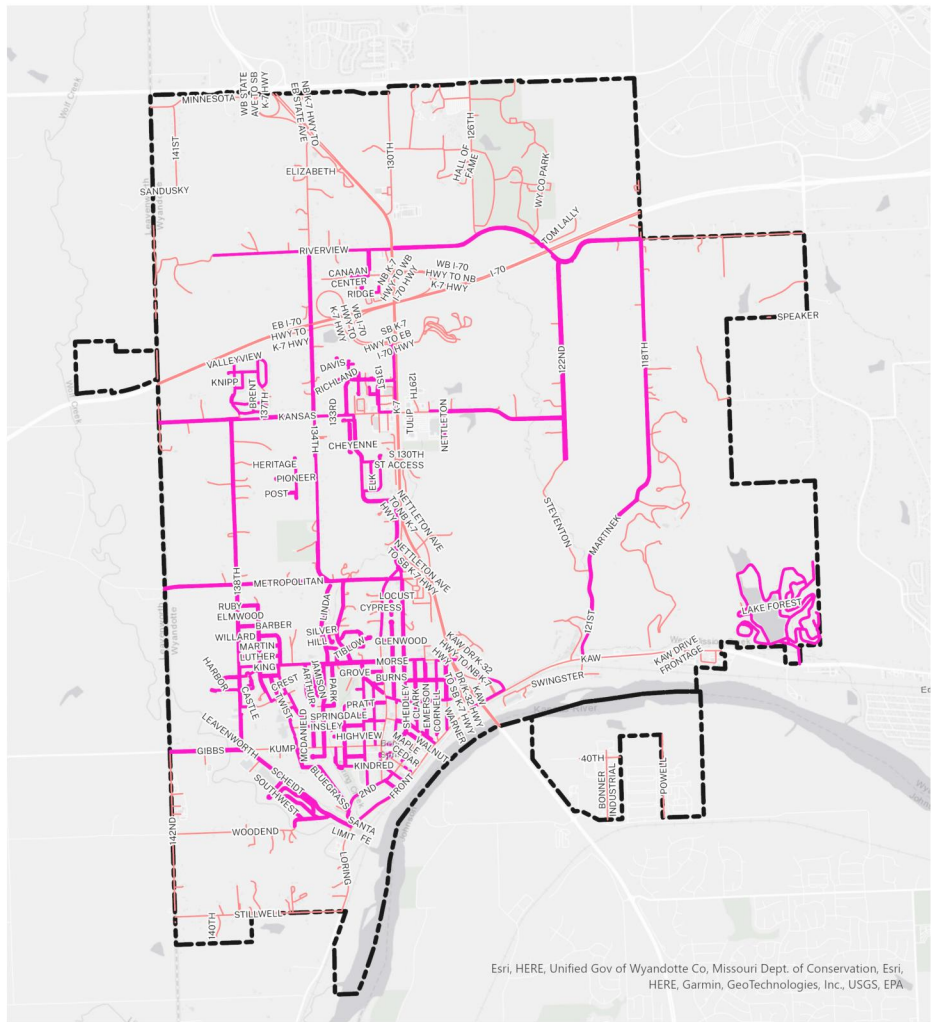
Sidewalk_Score	PRE	NAME_1	TYPE	LEVEL	Residential_Rating	Religious_Rating	Commercial_Rating	Education_Rating	Civic_Rating	Recreational_Rating	Community_Impact_Rating	Community_Connectivity_Rating	Total_Rating
2	E 2ND	ST	MINOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	5.9
2	E 2ND	ST	MINOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	6.0
2	CEDAR	AVE	MAJOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	6.0
2	CEDAR	AVE	MAJOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	5.9
2	CEDAR	AVE	MAJOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	6.0
4	OAK	ST	MINOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	6.0
3	OAK	ST	MINOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	5.9
3	OAK	ST	MINOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	6.0
3	OAK	ST	MINOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	5.9
3	E 2ND	ST	MINOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	5.9
4	E 2ND	ST	MINOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	6.0
3	E 2ND	ST	MINOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	5.9
2	E 2ND	ST	MINOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	6.0
3	E 2ND	ST	MINOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	5.9
3	CEDAR	AVE	MAJOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	6.0
4	CEDAR	AVE	MAJOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	5.9
3	E 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
4	E 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
4	E 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
4	E 3RD	ST	LOCAL	1	3	3	3	3	3	3	2.8	3	6.0
4	E 3RD	ST	LOCAL	1	3	3	3	3	3	3	2.8	3	5.9
4	E 3RD	ST	LOCAL	1	3	3	3	3	3	3	2.8	3	6.0
3	E 3RD	ST	LOCAL	1	3	3	3	3	3	3	2.8	3	5.9
4	E 3RD	ST	LOCAL	1	3	3	3	3	3	3	2.8	3	6.0
4	E 3RD	ST	LOCAL	1	3	3	3	3	3	3	2.8	3	5.9
3	E KUMIP	AVE	MAJOR ARTERIAL	0	3	3	3	3	3	3	2.8	3	6.0
3	KUMIP	AVE	MAJOR ARTERIAL	0	3	3	3	3	3	3	2.8	3	5.9
3	N NETTLETON	AVE	COLLECTOR	1	3	3	3	3	3	3	2.8	3	6.0
3	N NETTLETON	AVE	COLLECTOR	0	3	3	3	3	3	3	2.8	3	5.9
3	N NETTLETON	AVE	COLLECTOR	0	3	3	3	3	3	3	2.8	3	6.0
no crossing	S NETTLETON	AVE	COLLECTOR	0	3	3	3	3	3	3	2.5	3	5.9
3	S NETTLETON	AVE	COLLECTOR	0	3	3	3	3	3	3	2.5	3	6.0
2	OAK	ST	MINOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	5.9
4	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
4	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
3	E 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
4	CEDAR	AVE	MAJOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	5.9
3	E 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
3	OAK	ST	MINOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	5.9
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3	W 2ND	ST	MINOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	5.9
3	OAK	ST	MINOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	6.0
4	OAK	ST	MINOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	5.9
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
4	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
4	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
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3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
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3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
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3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
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3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
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3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
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3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
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3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
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3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
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3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
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3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
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3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
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3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	5.9
3	W 3RD	ST	LOCAL	0	3	3	3	3	3	3	2.5	3	6.0
3	W 3RD	ST	LOCAL	0	3	3							

Example of Existing Sidewalk Rating Attribute Table

Sidewalk Analysis

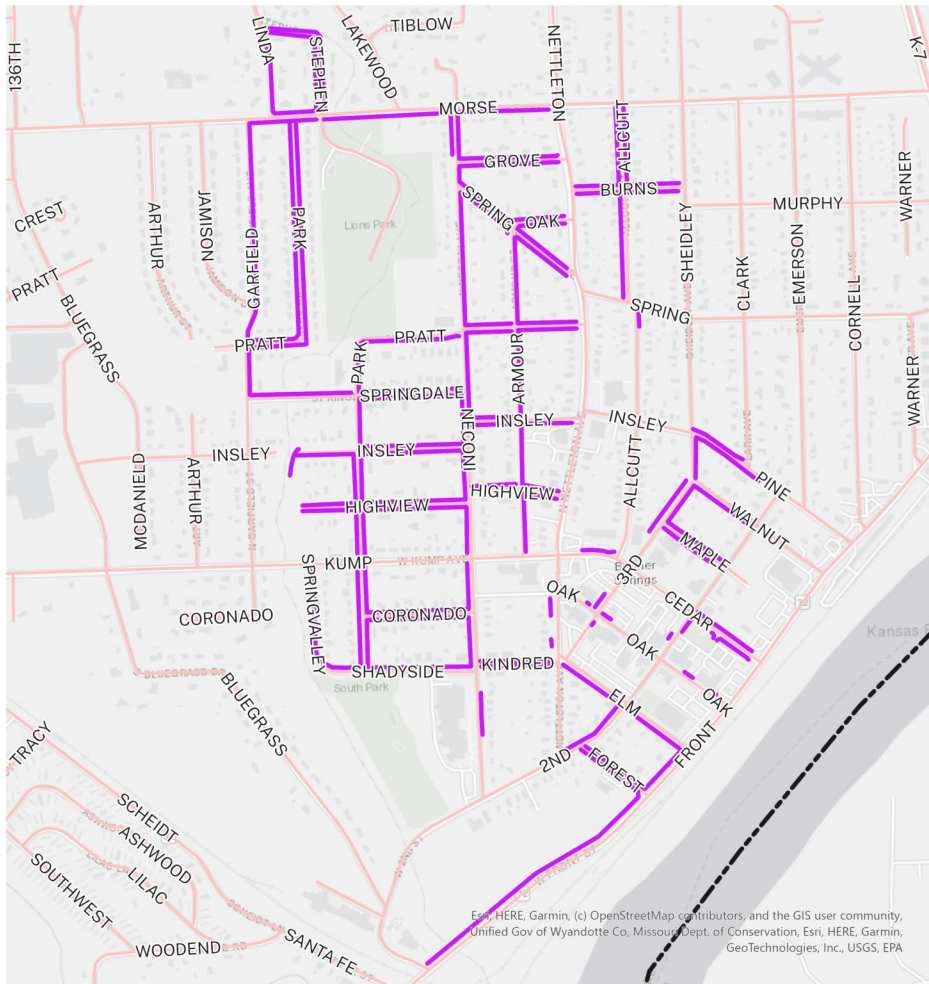
- 1. The Total Rating was applied to the existing sidewalk inventory to identify where improvements would provide the greatest community benefit.
- 2. Existing sidewalk segments were evaluated based on presence, condition, and continuity, with missing and deficient sidewalks identified as priority corridors.
- 3. Each sidewalk deficiency corridor was prioritized using its Total Rating, combining existing infrastructure needs with community impact and network connectivity.
- 4. Projects were organized into five priority categories to guide implementation and future capital investments.
- 5. This analysis ensures investments focus on projects that close critical gaps, improve access to destinations, and strengthen Bonner Springs' multimodal transportation network.

SIDEWALK DEFICIENCY CORRIDORS

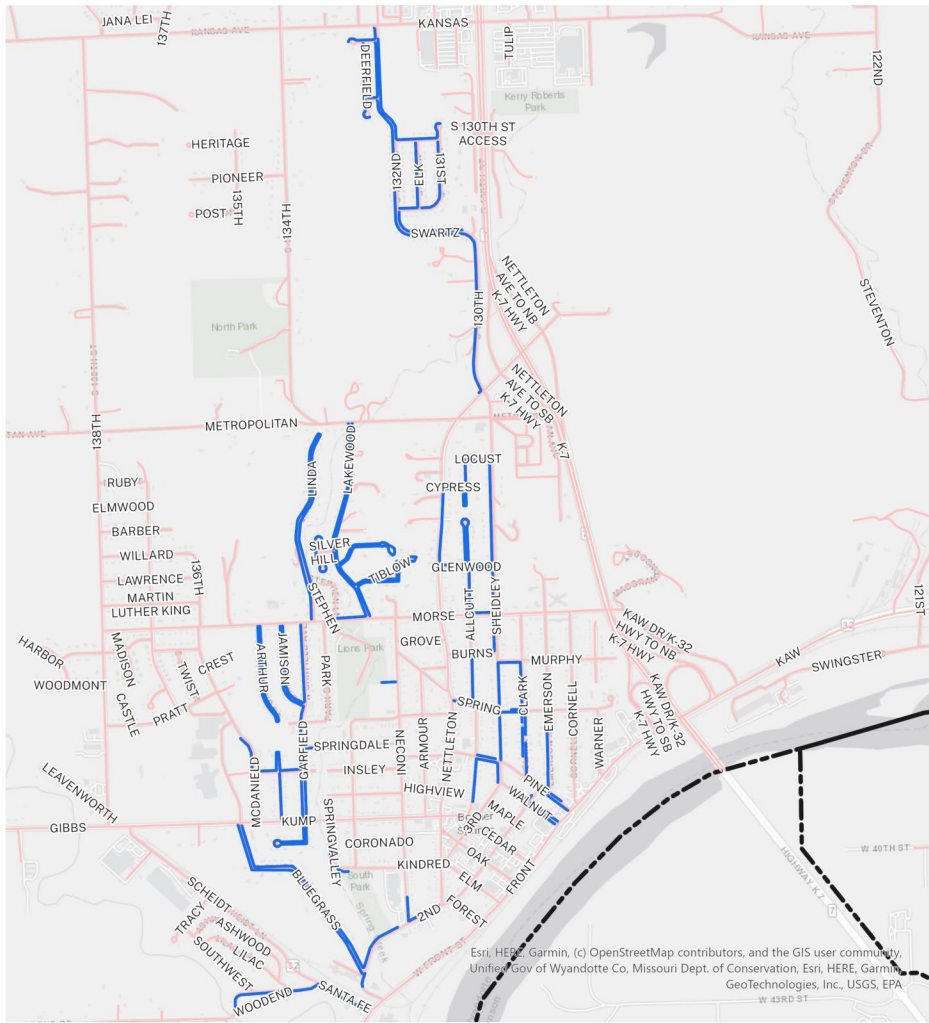


3.6 SIDEWALK PRIORITIES

1 CRITICAL PRIORITY

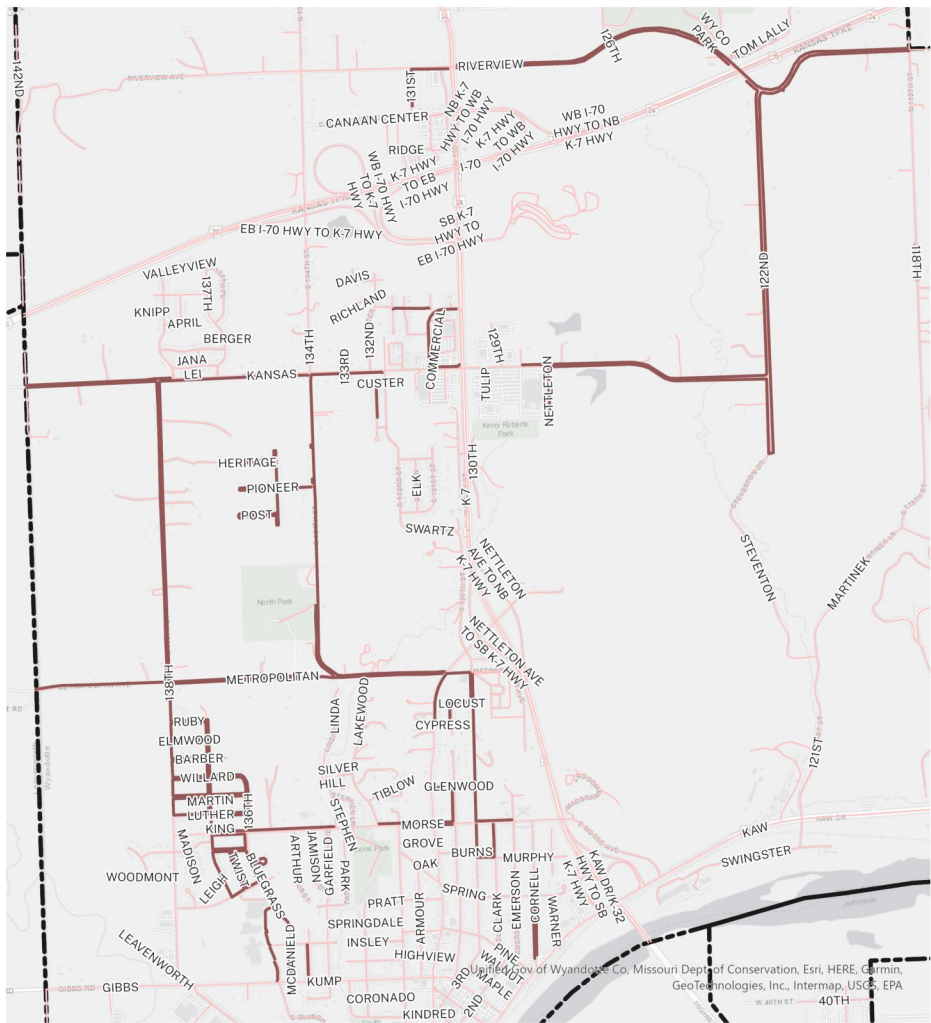


2 HIGH PRIORITY

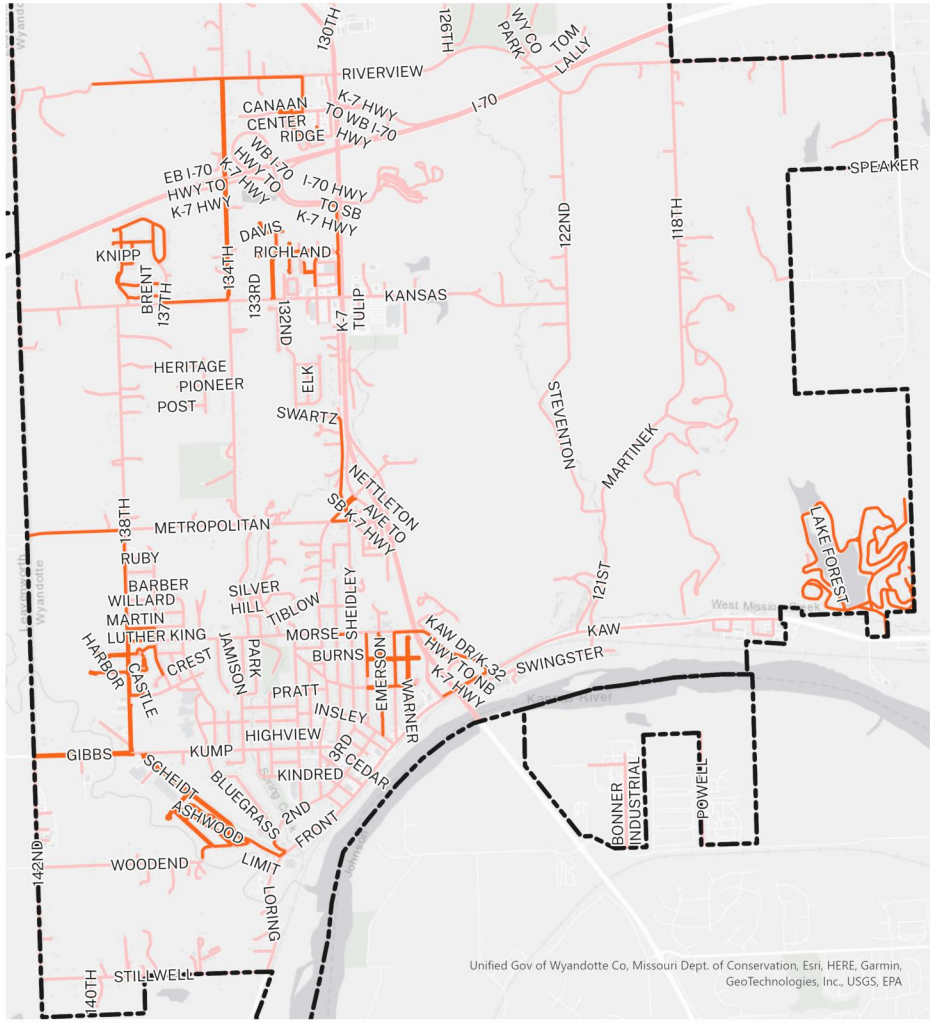


3.6 SIDEWALK PRIORITIES

3 MEDIUM PRIORITY

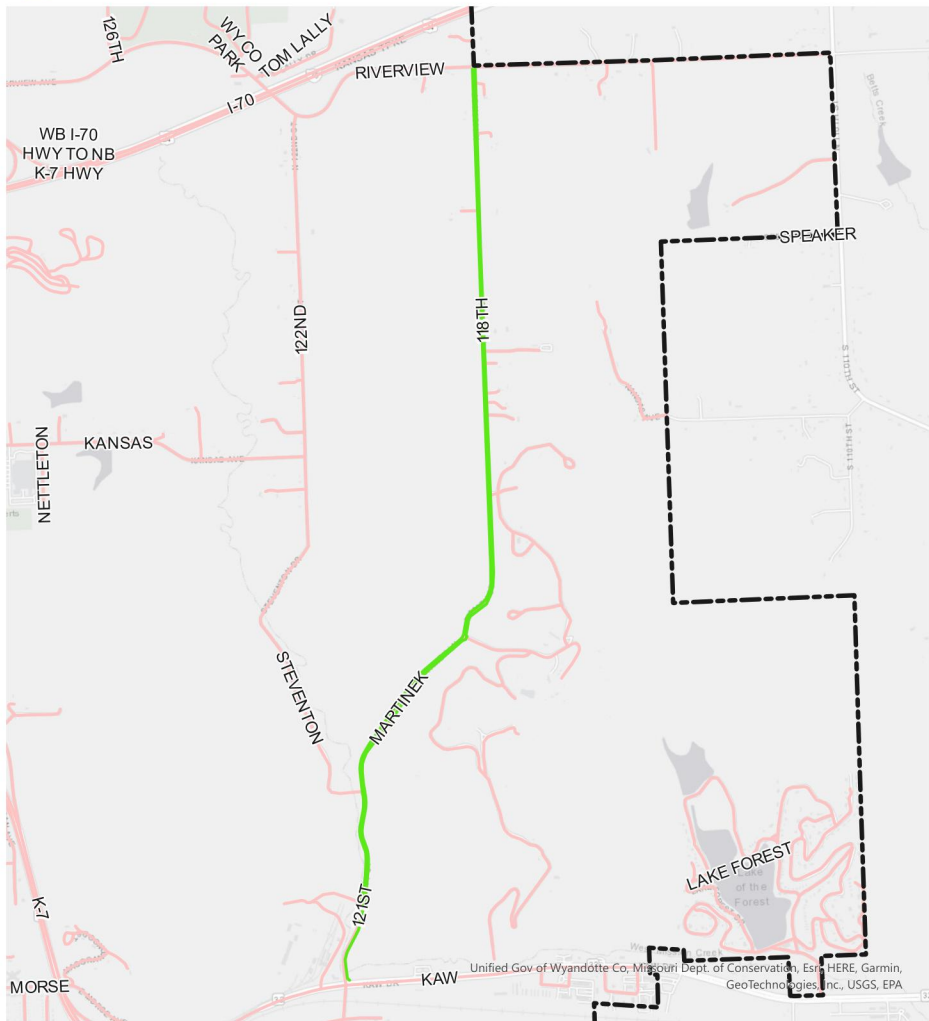


4 LOW PRIORITY



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)



Key Analysis Findings

1. Improving connections to the Community Activity Corridor provides the greatest opportunity to strengthen citywide connectivity.
2. Completing missing sidewalk links and improving network continuity offers the greatest opportunity to expand safe, accessible pedestrian travel.
3. Community Impact analysis identified projects that improve access to the greatest number of neighborhoods and community destinations.
4. Community Connectivity analysis identified projects that close critical network gaps and strengthen the overall pedestrian and bicycle system.
5. Together, the Community Impact and Connectivity ratings established a data-driven framework for prioritizing future sidewalk and trail investments.



3 | Planning

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:

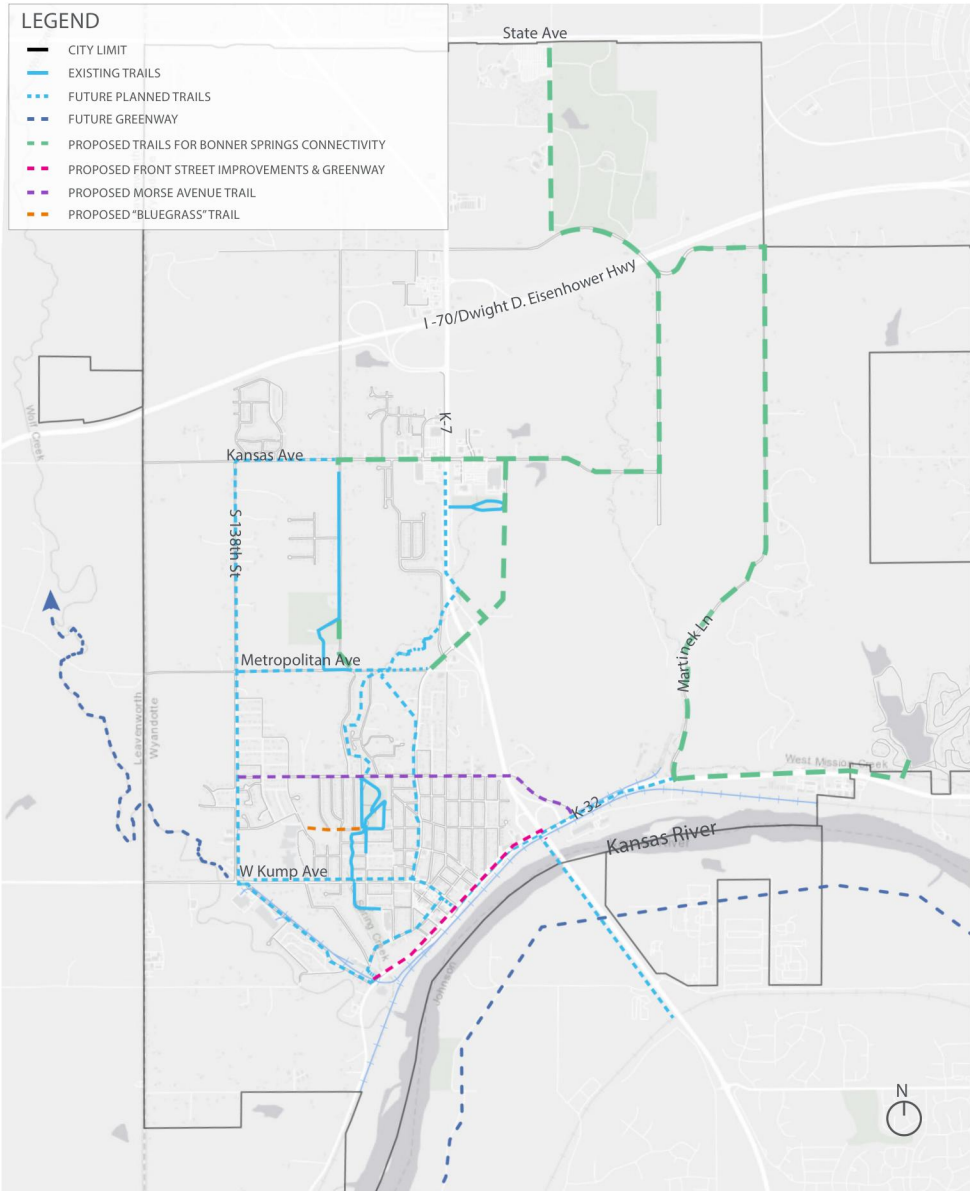
- North Park to Lions Park Connection
- School District Connection
- Kump Ave to Front Street Connection
- Lake of the Forest Connection
- Wyandotte County Park Connection

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

Primary Opportunity Areas

- 1. North Park to Lions Park Connection
- 2. School District Connection(Bluegrass Trail)
- 3. Kump Avenue to Front Street Connection
- 4. Lake of the Forest Connection
- 5. Wyandotte County Park Connection

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.

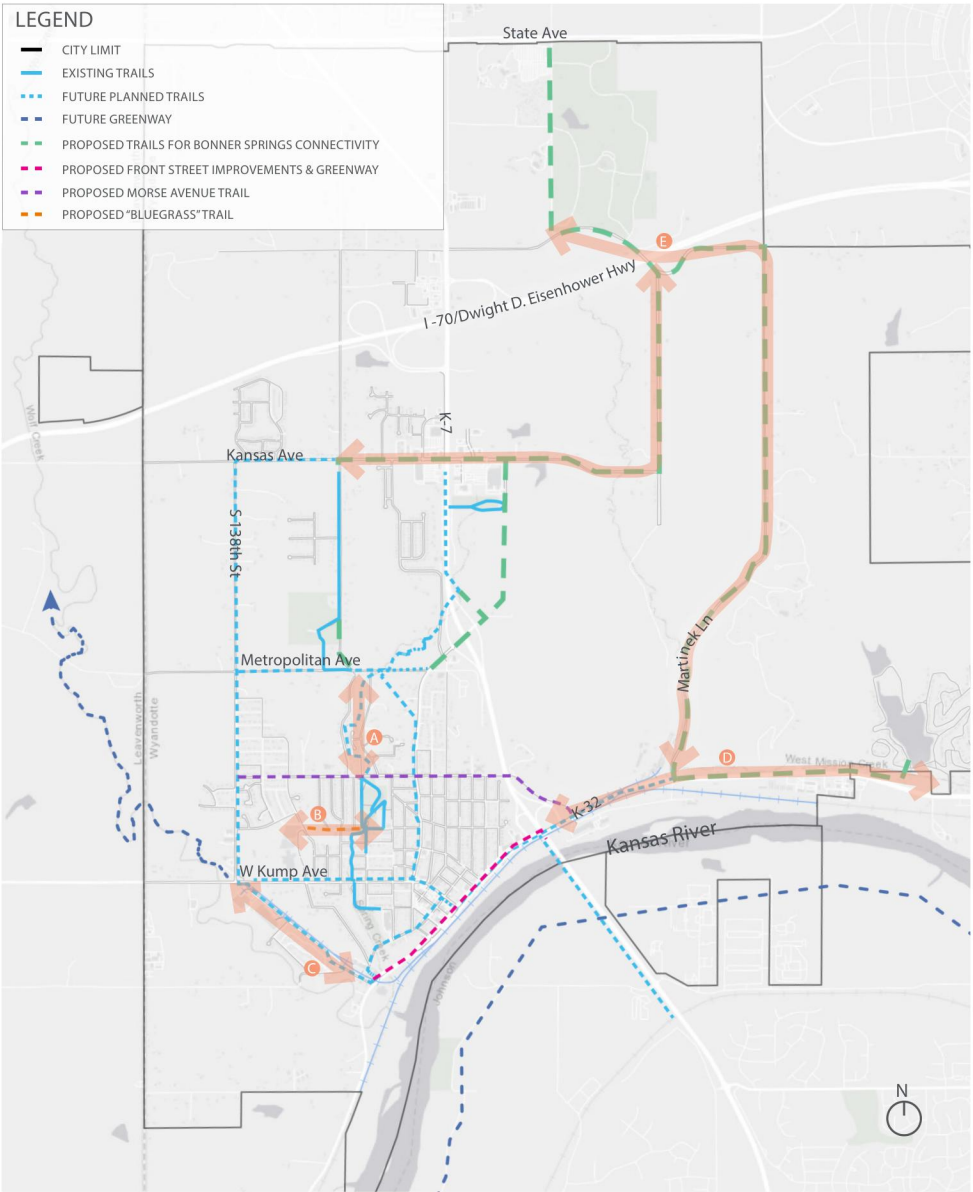


6' WIDE SIDEWALK

- Pedestrian / non-trail connectivity connections

ALL SIDEWALKS

Note: Sections created with Streetmix

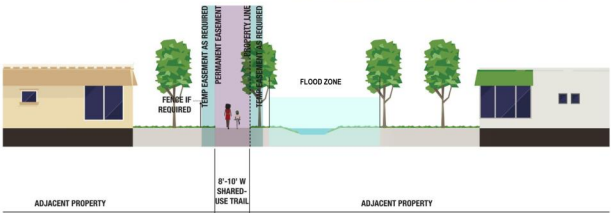
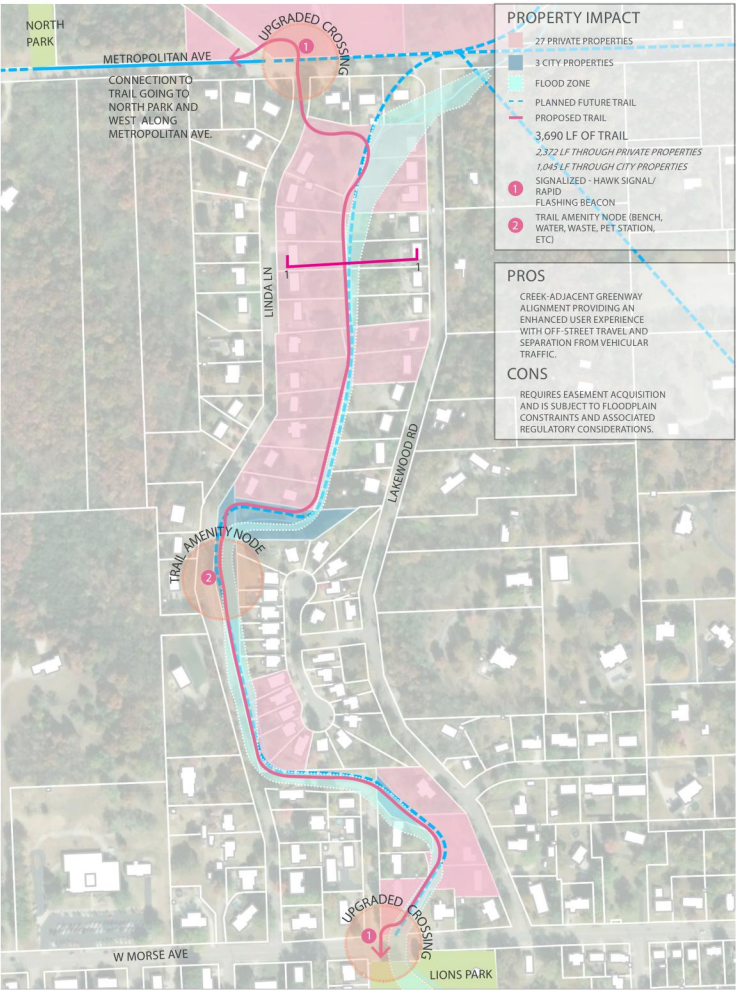


Proposed Trail Connections

- 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

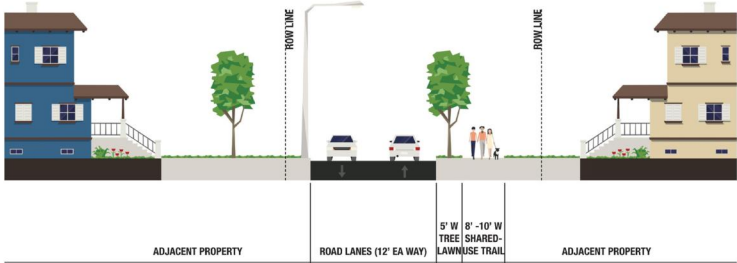
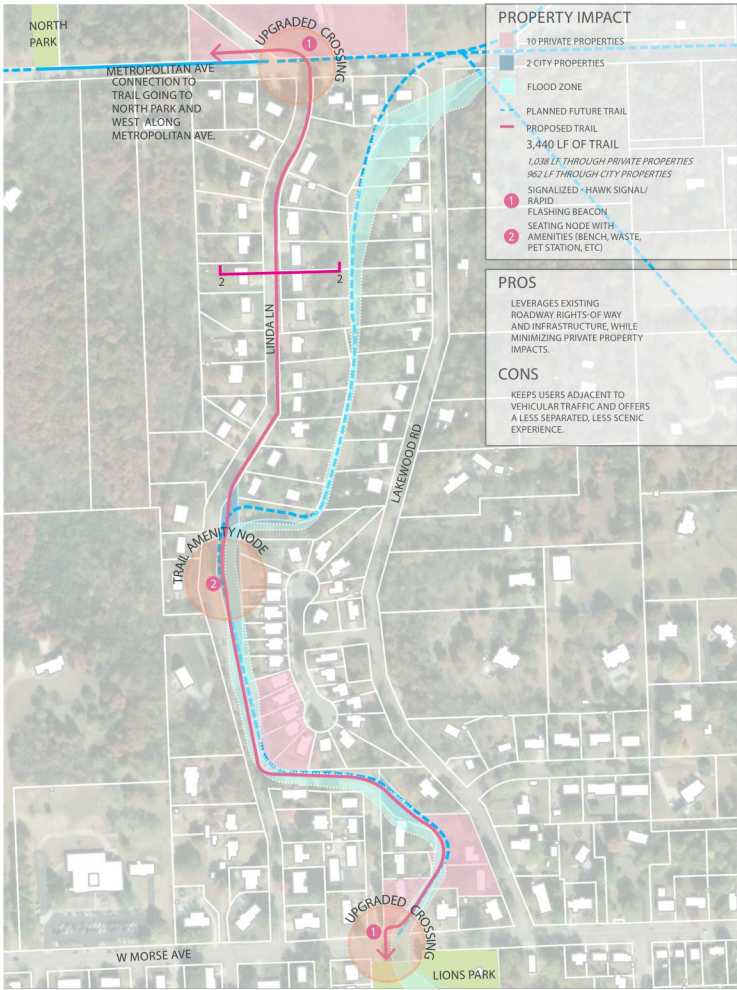
OPTION 1A
ALONG SPRING CREEK



Section 1-1

Note: Sections created with Streetmix

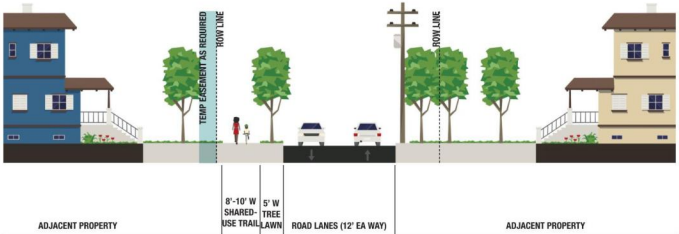
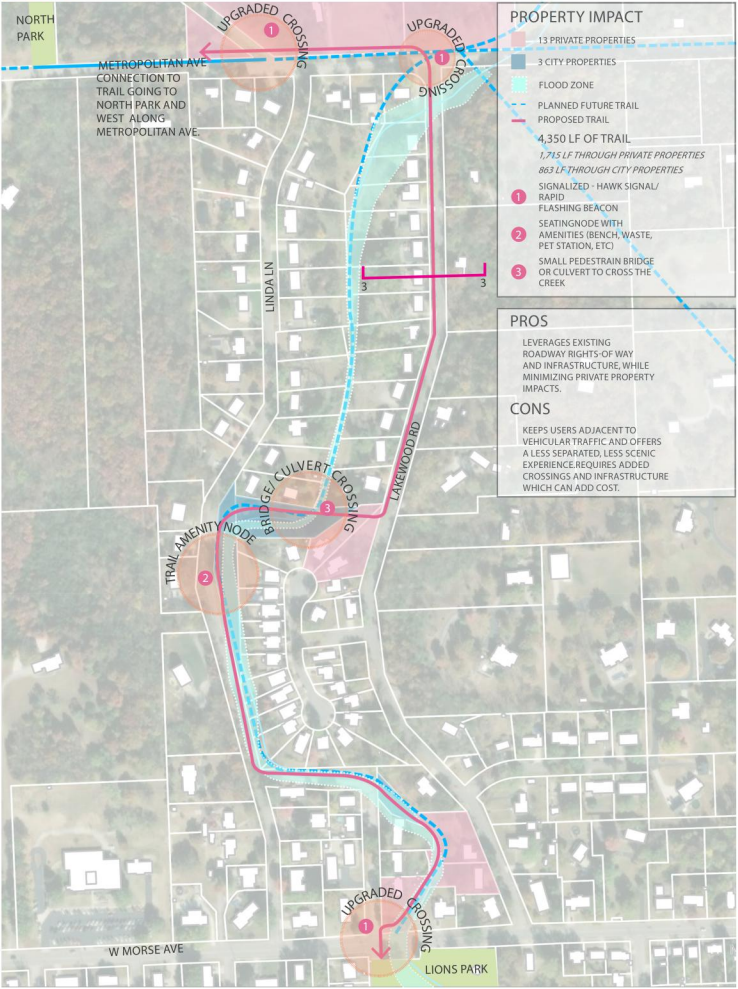
OPTION 2
ALONG LINDA LANE



Section 2-2

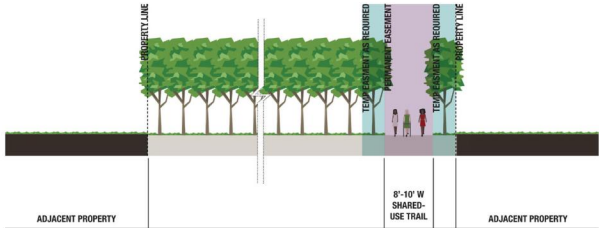
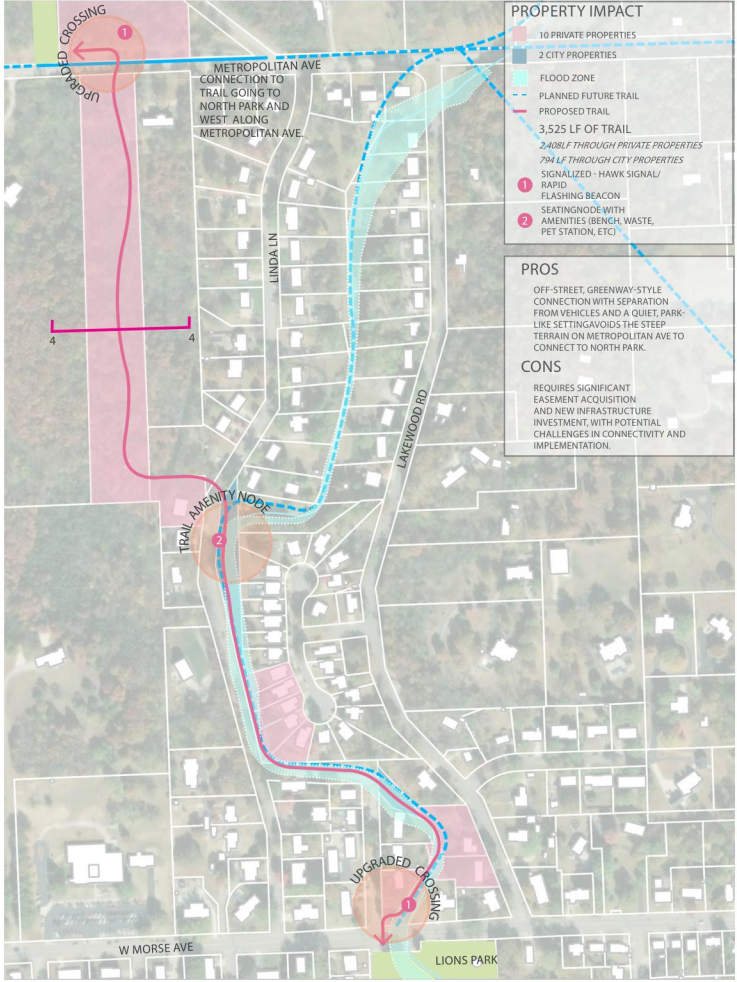
Note: Sections created with Streetmix

OPTION 3A
ALONG LAKEWOOD ROAD



Note: Sections created with Streetmix

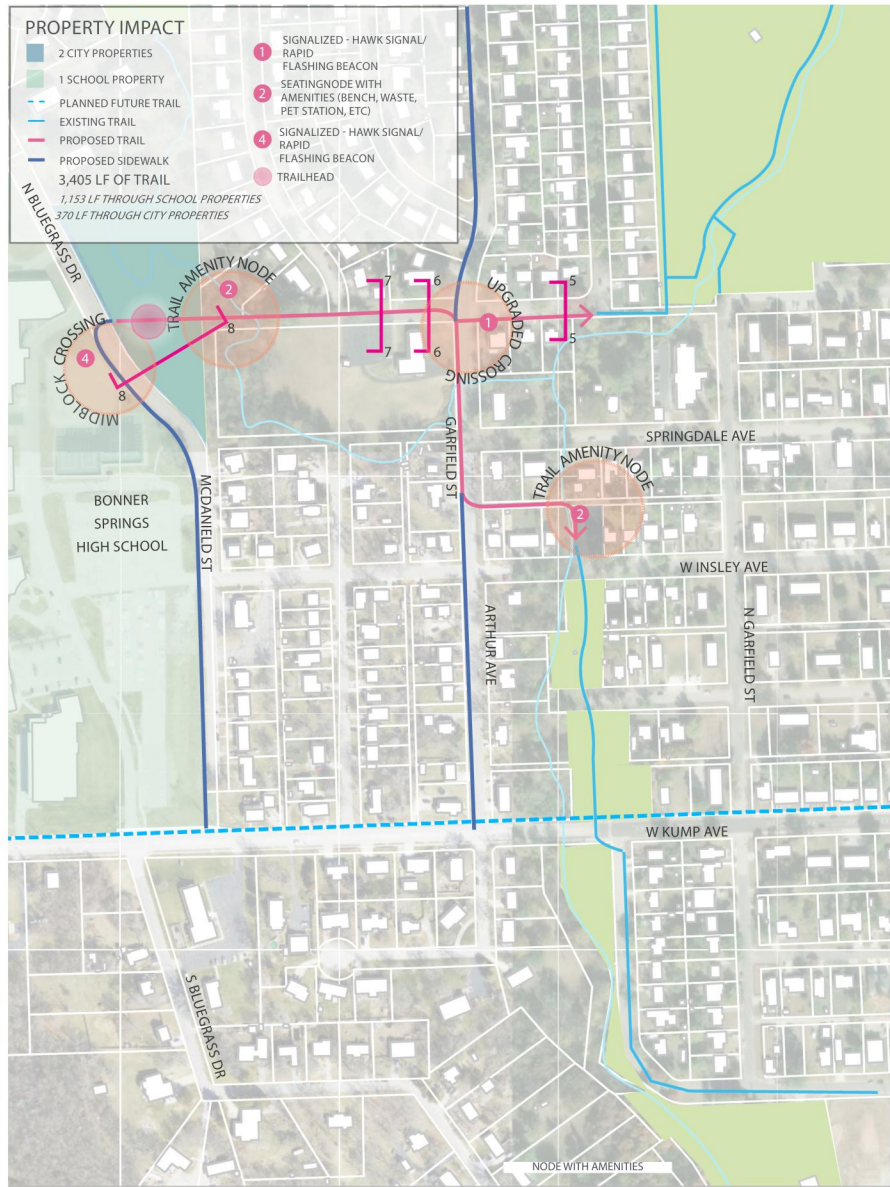
OPTION 4
ALONG UNDEVELOPED PROPERTY



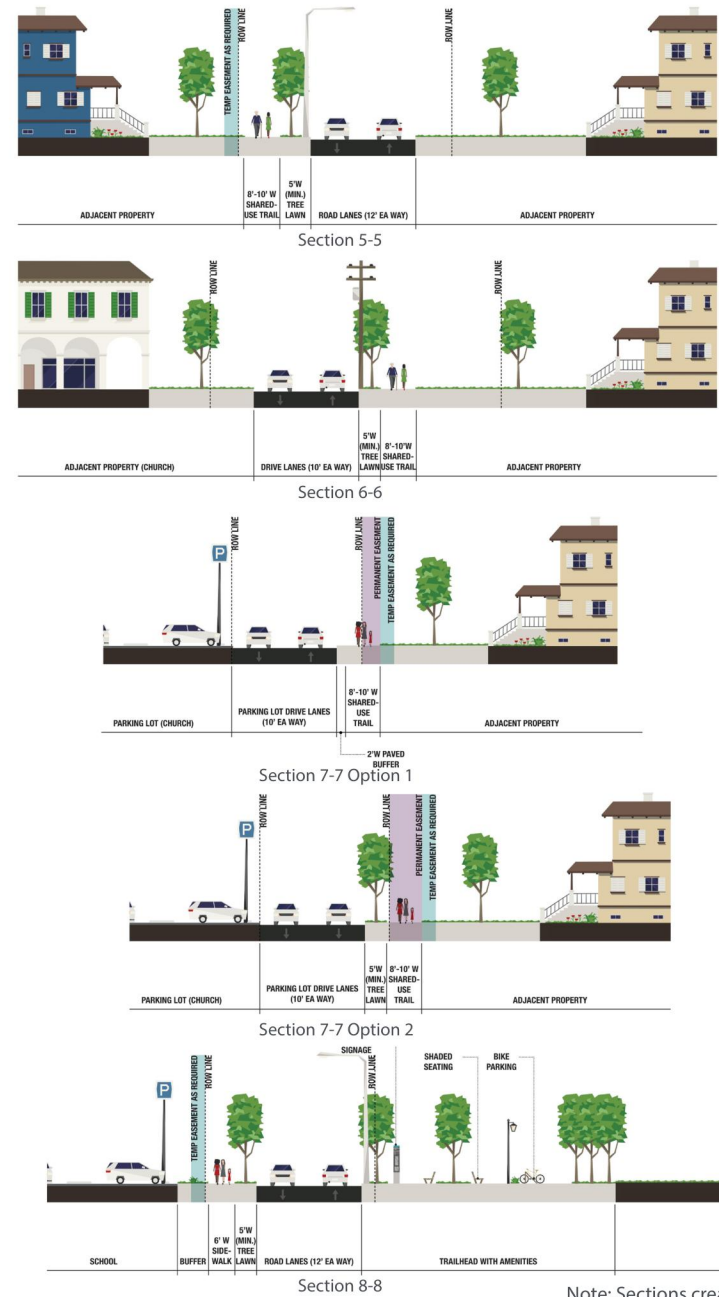
Note: Sections created with Streetmix

4.3 SCHOOL DISTRICT CONNECTION ("BLUEGRASS" TRAIL)

LIONS PARK TO BLUEGRASS DRIVE



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



Note: Sections created with Streetmix

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.

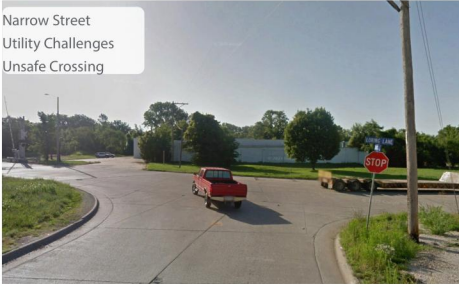
Additionally, the improvement proposes a new sidewalk along Woodend Road paired with the development of a community greenspace adjacent to the Manufactured Home Community. This addition will expand access to outdoor recreation opportunities and strengthen the overall connectivity between neighborhoods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

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

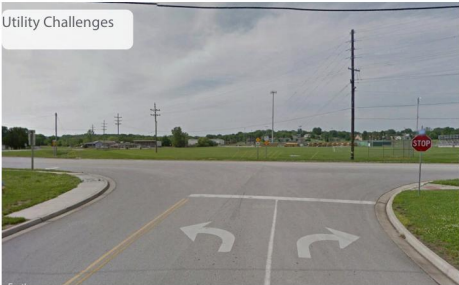
Existing Conditions



Scheidt Lane



Intersection at Scheidt Lane and Front Street



Intersection at Scheidt Lane and Kump Avenue

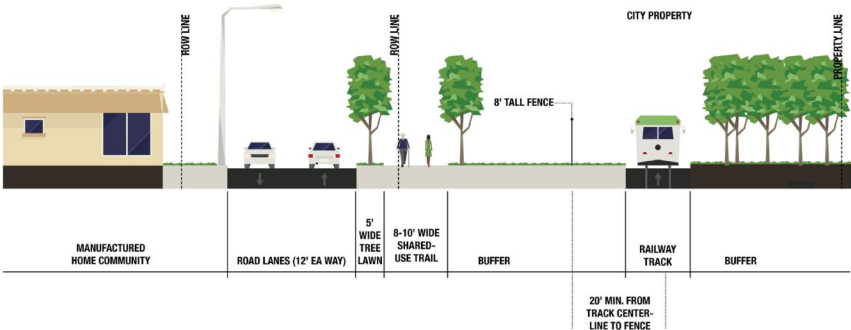
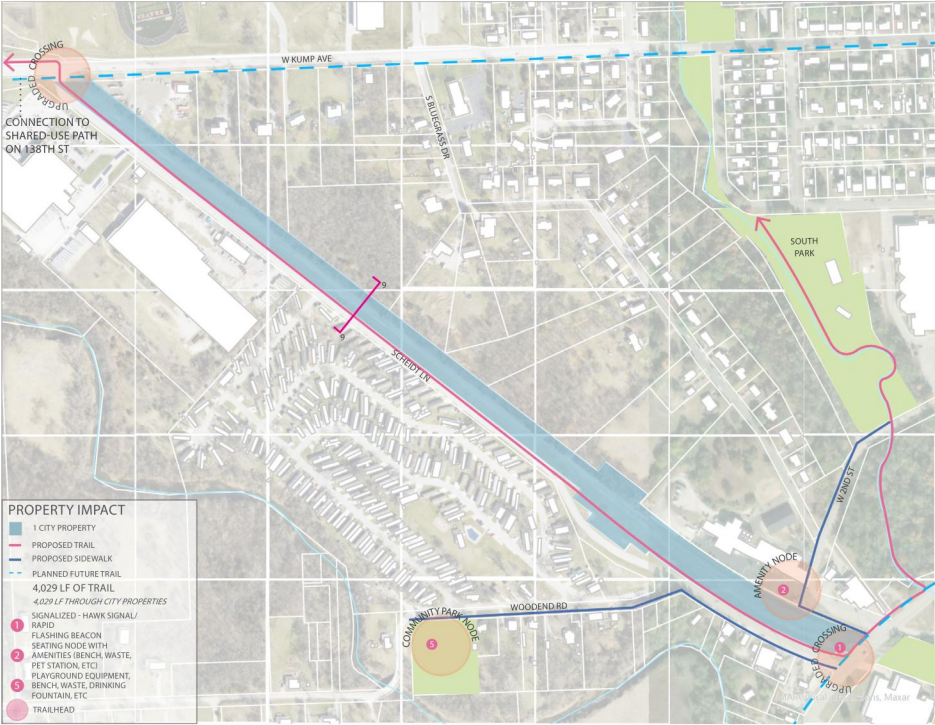


Intersection at Scheidt Lane and Woodend Road

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

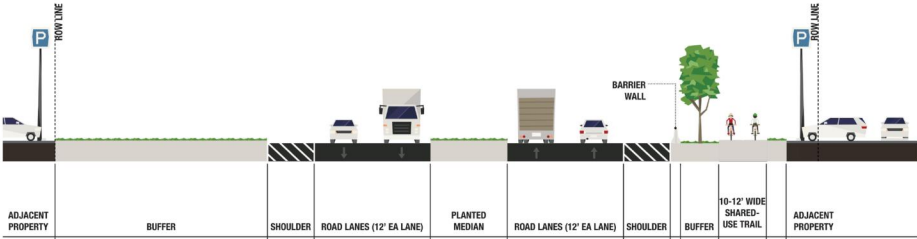
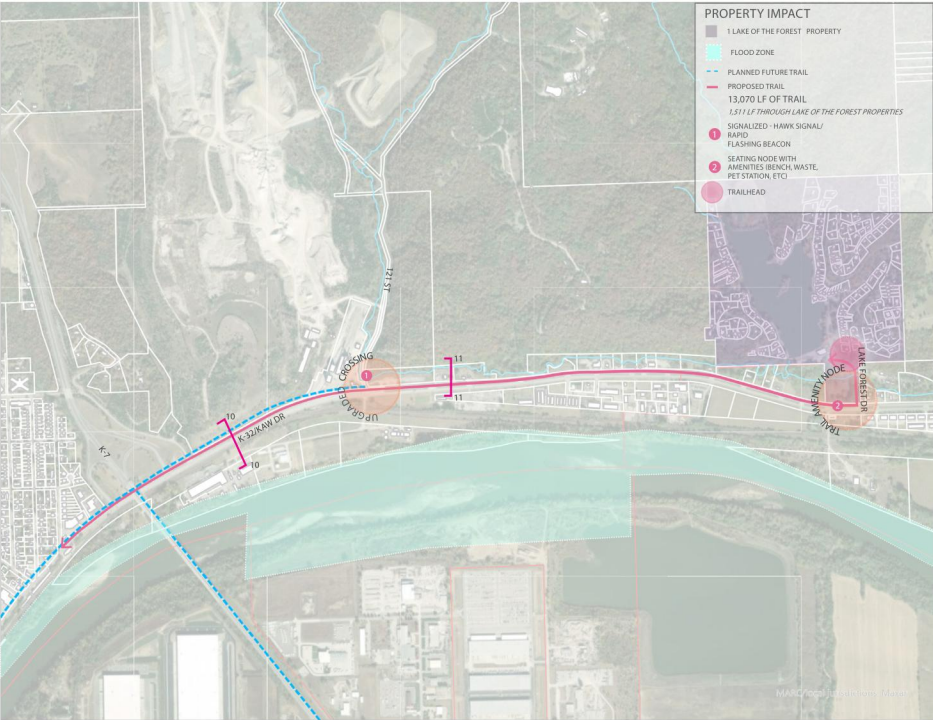


Section 9-9

Note: Sections created with Streetmix

4.5 LAKE OF THE FOREST CONNECTION

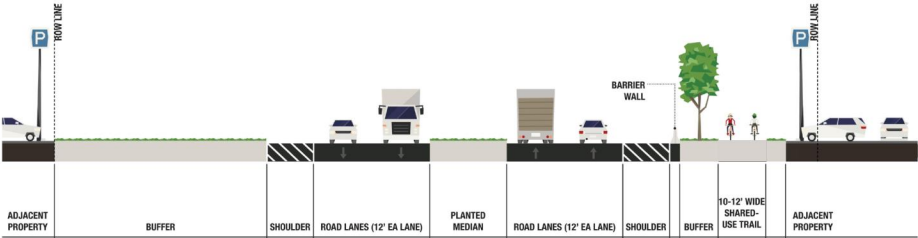
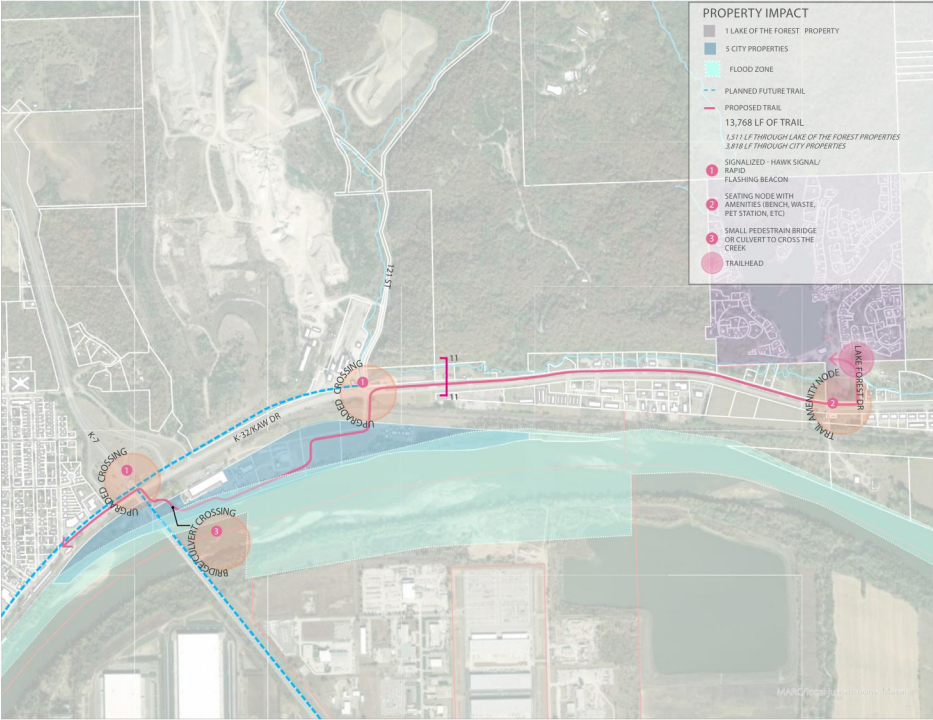
OPTION 1
ALONG NORTH OF K-32



Section 11-11

Note: Sections created with Streetmix

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



Section 11-11

Note: Sections created with Streetmix

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



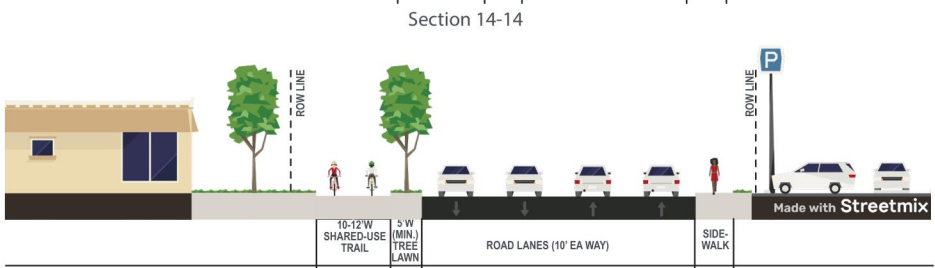
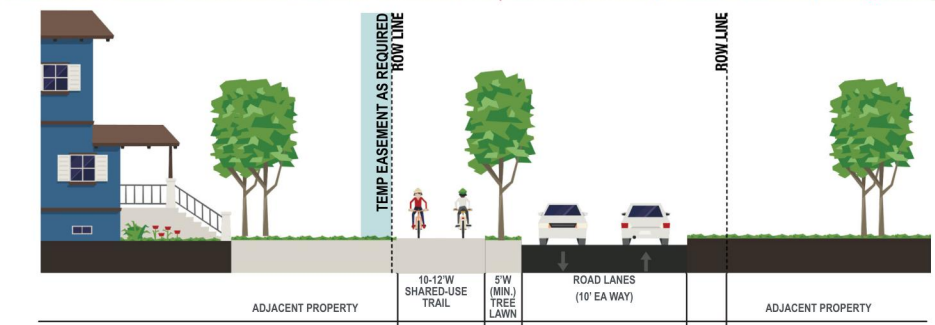
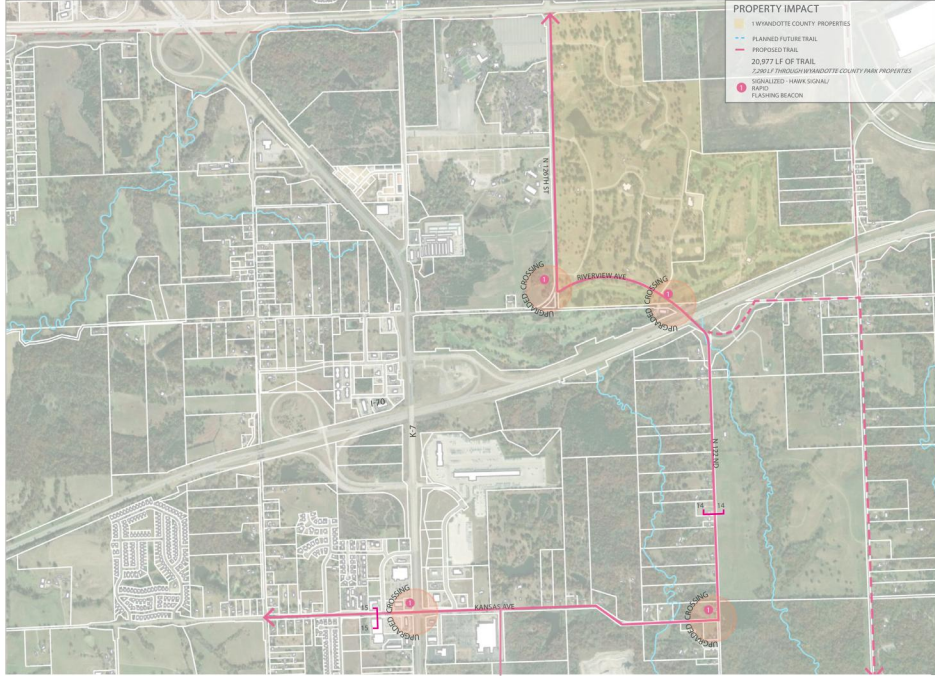
ALONG KANSAS RIVER



Page 73 of 263

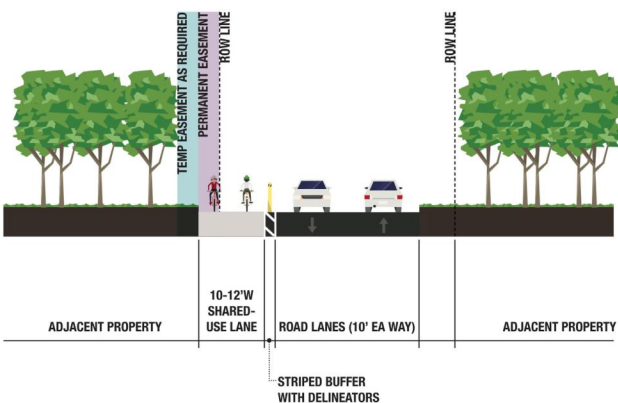
4.6 WYANDOTTE COUNTY PARK CONNECTION

OPTION 1
KANSAS AVENUE - 122ND ST CONNECTION TO RIVERVIEW AVENUE CROSSING



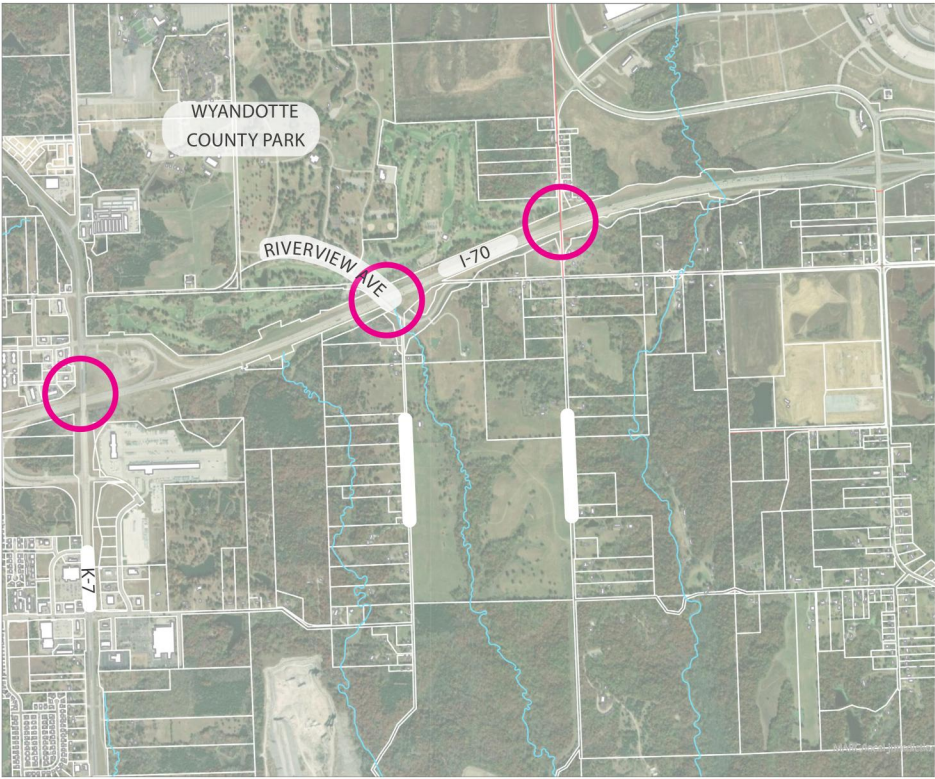
Note: Sections created with Streetmix

OPTION 2B
118TH ST CONNECTION TO RIVERVIEW AVENUE CROSSING



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



Crossing I - 70 at K-7



Crossing I - 70 at 118th Street



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

Traffic Safety Challenges



K-7 Northbound

Traffic Safety Challenges



K-7 Southbound



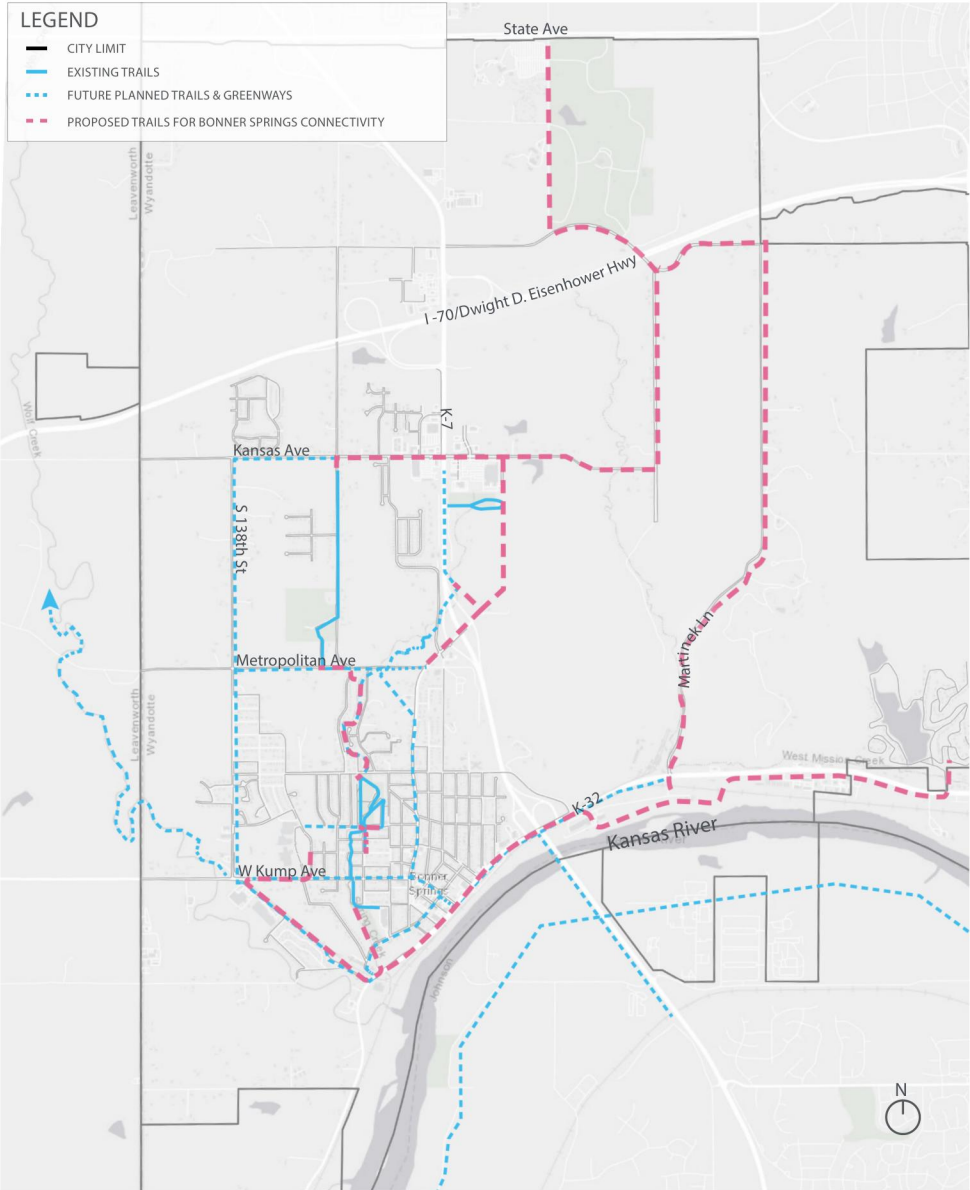
Analysis to Recommendations





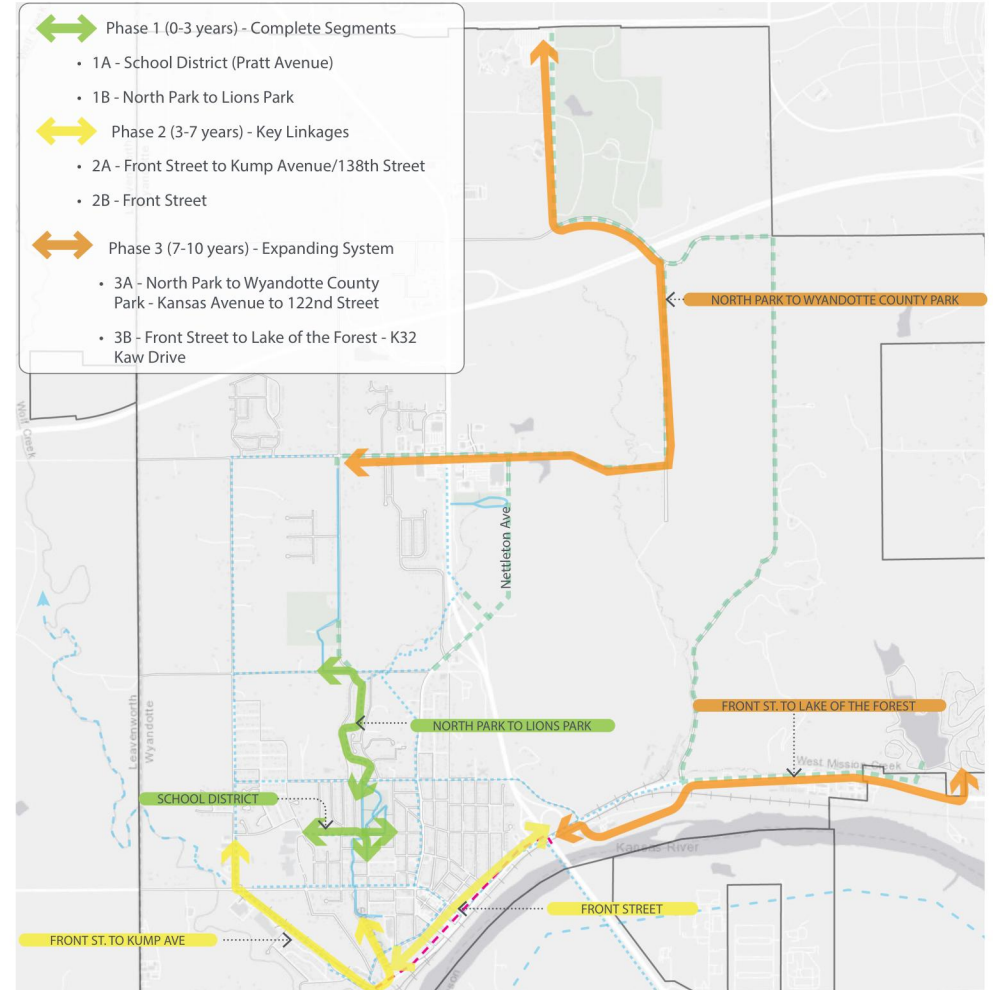
4 | Recommendations

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.

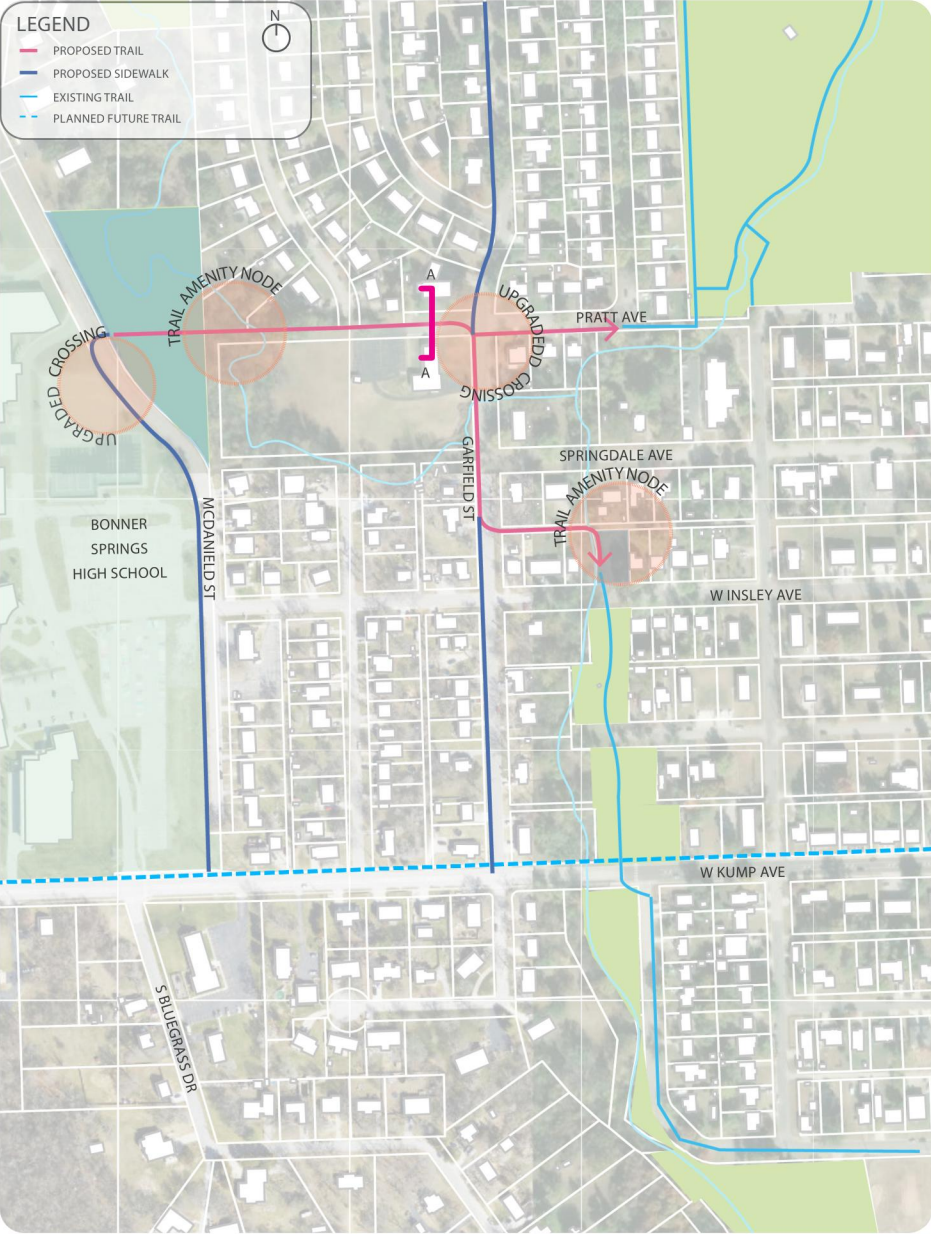
Phase 2 - Development of key linkages tht strengthen the overall network by connecting major vorridors and destinations.

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.

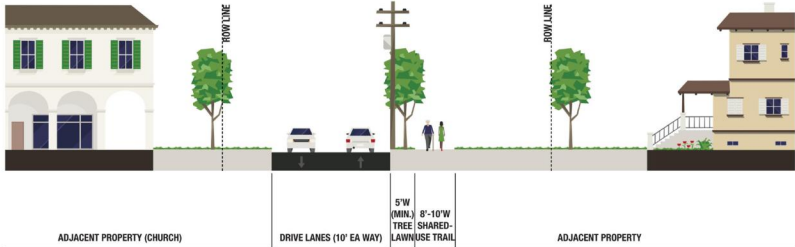
1A - SCHOOL DISTRICT CONNECTION

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.



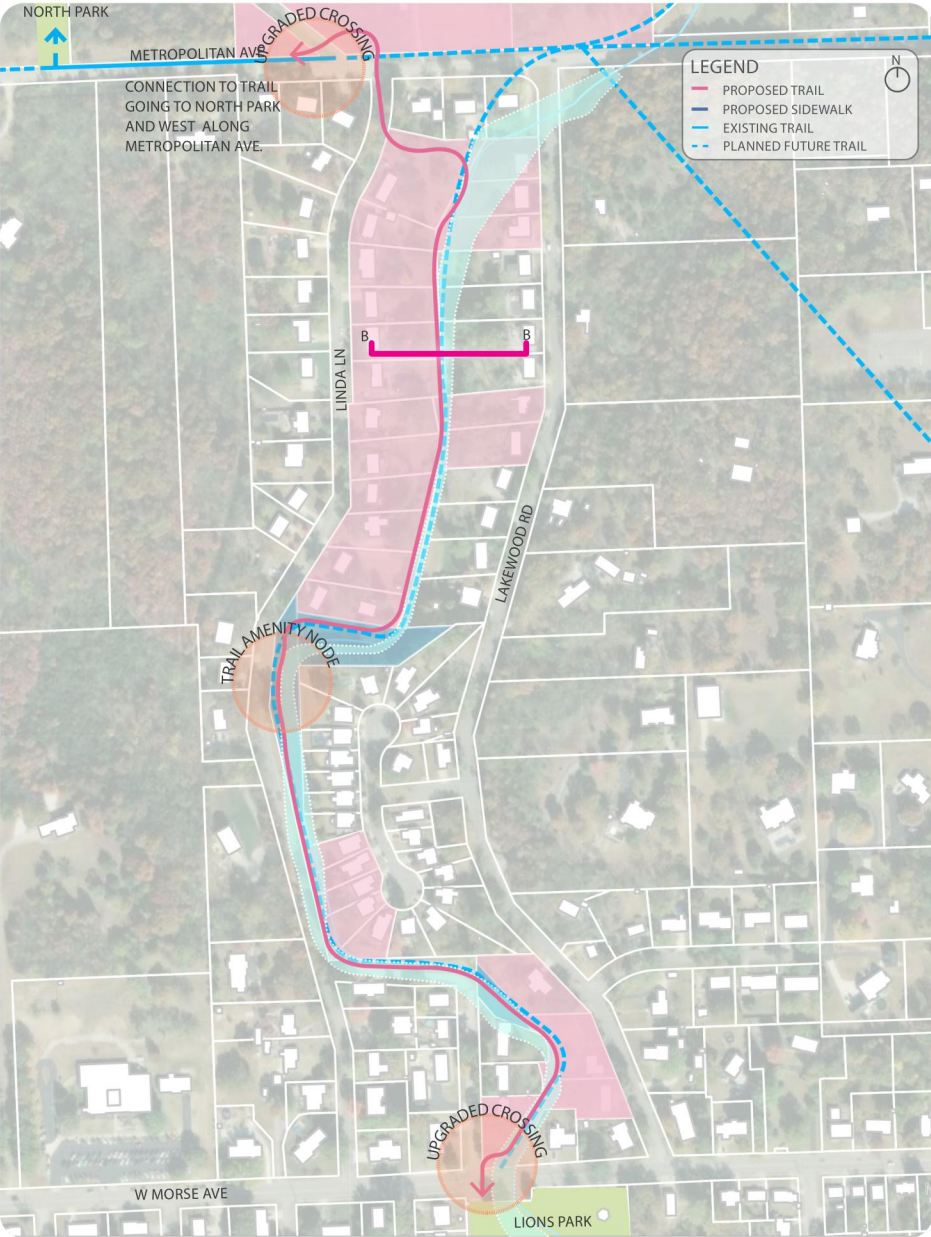
Section A-A Note: Sections created with Streetmix



SCHOOL DISTRICT CONNECTION

1B - NORTH PARK TO LIONS PARK CONNECTION

3,690 LF OF TOTAL TRAIL

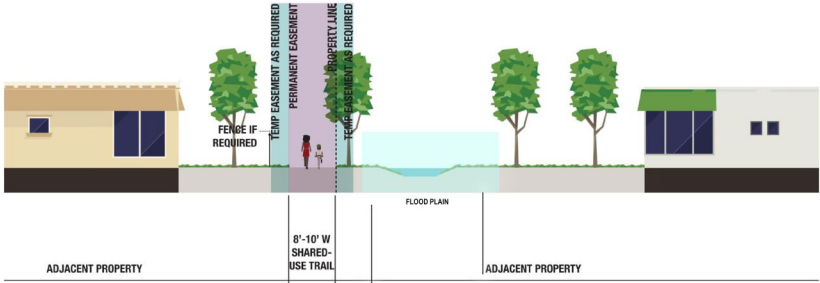


The North Park to Lions Park connection is recommended as a Phase 1 improvement, as it provides a highly anticipated and meaningful link within the community's trail network. The preferred alignment follows Spring Creek between adjacent properties, offering a unique recreational experience and a more 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.



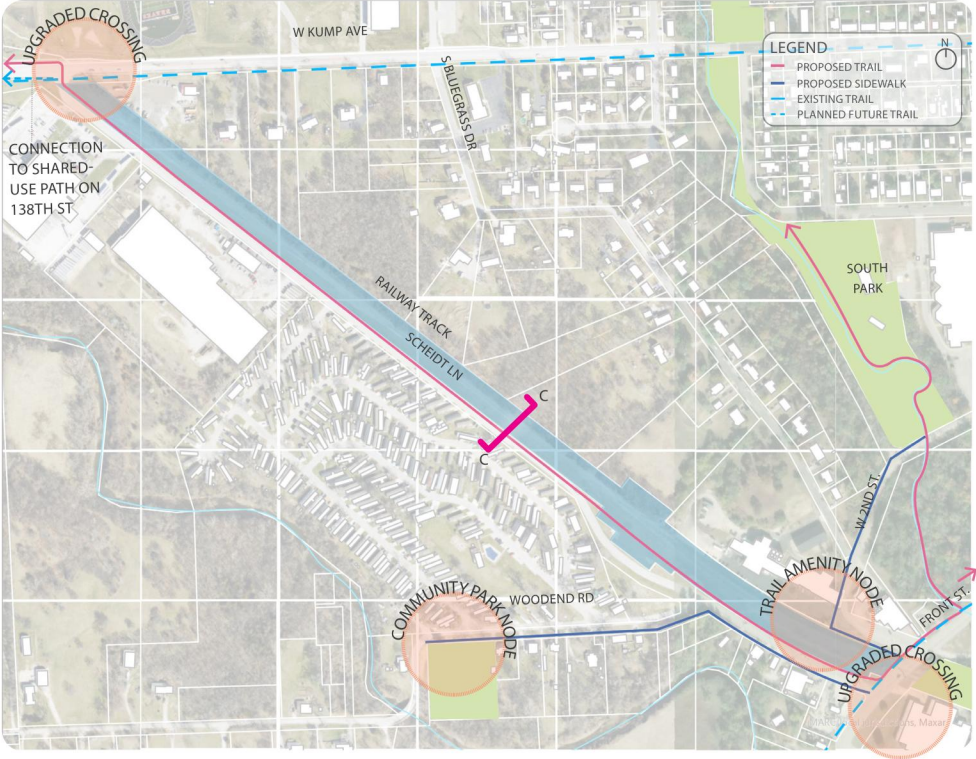
Section B-B Note: Sections created with Streetmix



NORTH PARK TO LIONS PARK CONNECTION

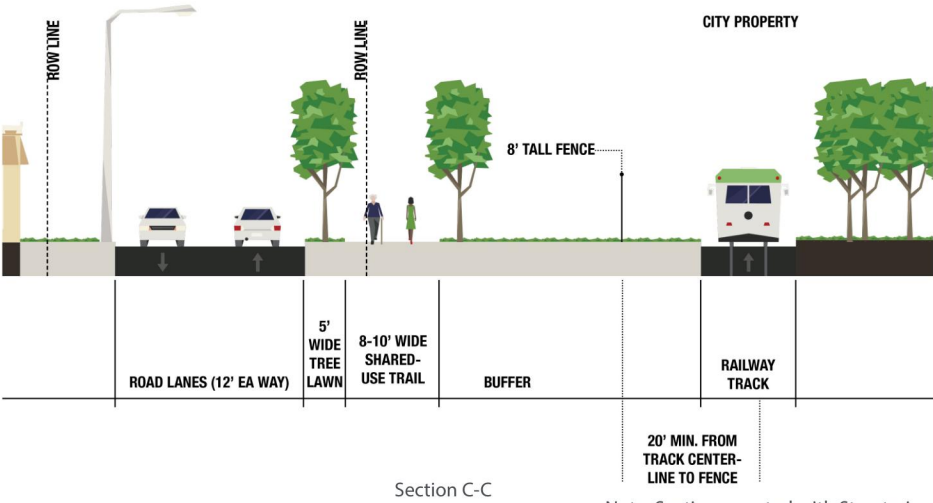
2A - FRONT ST. TO KUMP AVE. CONNECTION - SCHEIDT LANE.

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.



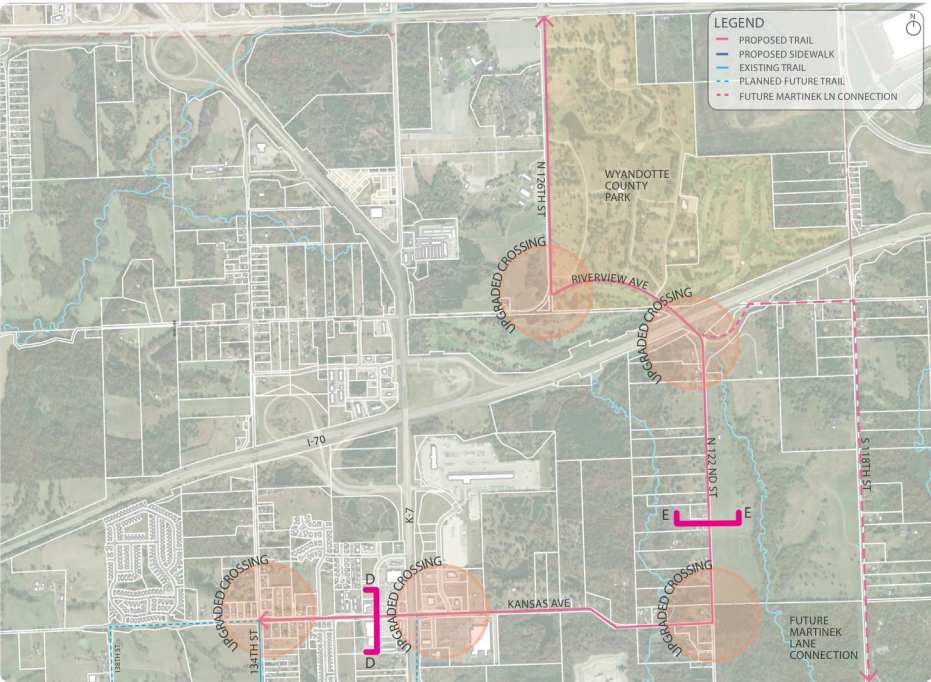
Note: Sections created with Streetmix



FRONT ST. TO KUMP AVE CONNECTION

3A - NORTH PARK TO WYANDOTTE COUNTY PARK CONNECTION

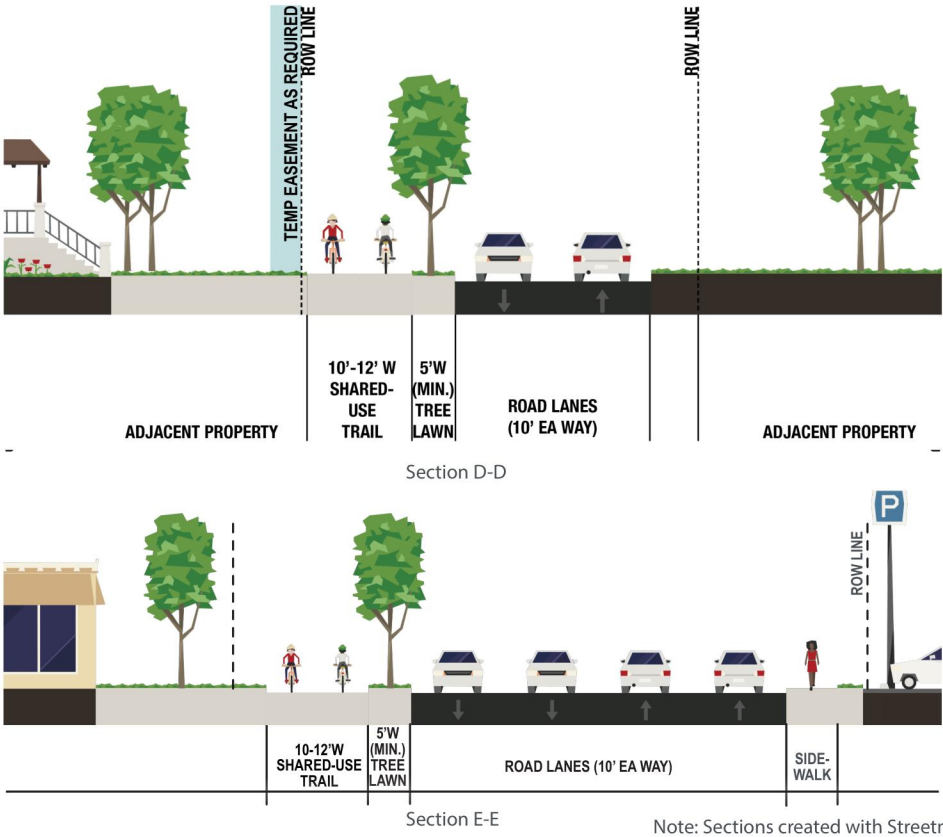
21,034 LF OF TOTAL TRAIL



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.

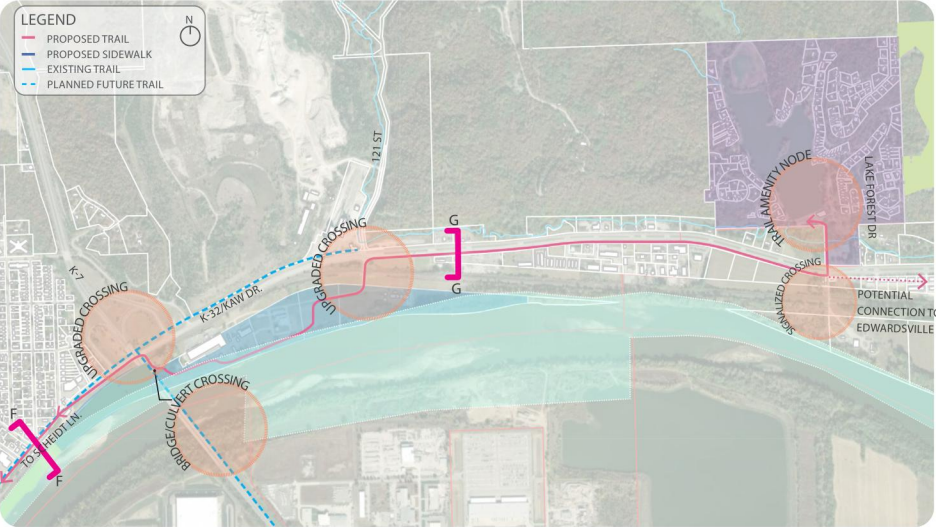
The I-70 crossing at Riverview Avenue was determined to be the most practical option due to the existing available space on the bridge to accommodate pedestrian infrastructure, along with existing safety barriers on the bridge, which enhances safety and potentially reduces the need for additional structural 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

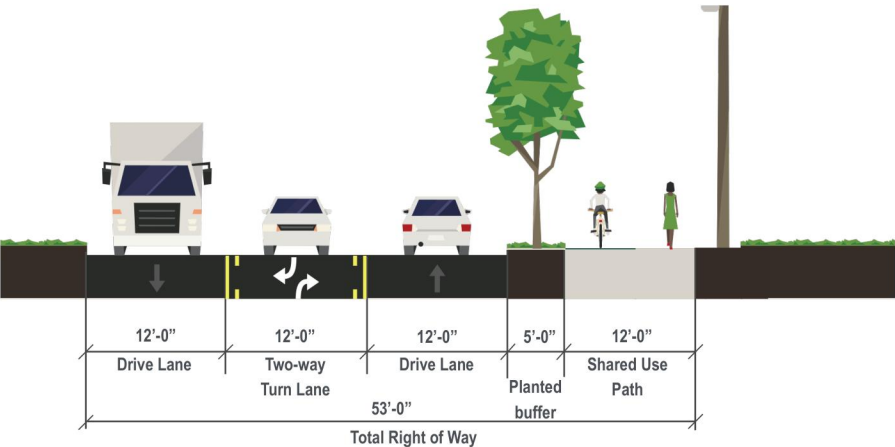
11,471 LF OF TOTAL TRAIL



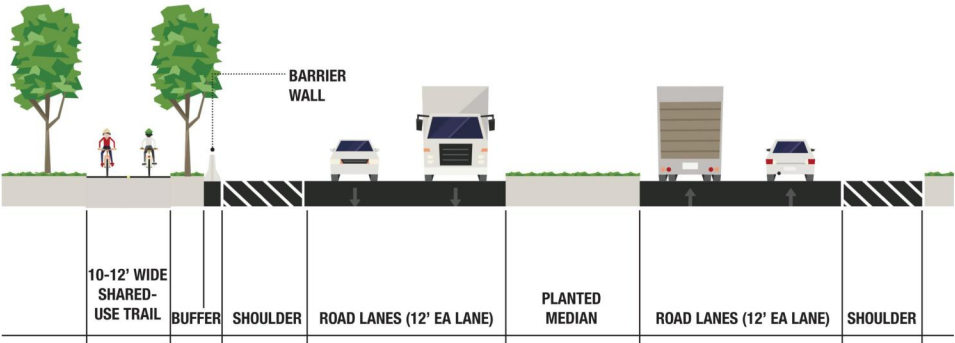
FRONT STREET TO LAKE OF THE FOREST

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

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

Key Takeaways

A connected, walkable Bonner Springs built on community input, data-driven analysis, and strategic action.



This plan provides a clear roadmap to create a **safer**, more **connected**, and more **vibrant** Bonner Springs.



THANK YOU!

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:

- 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

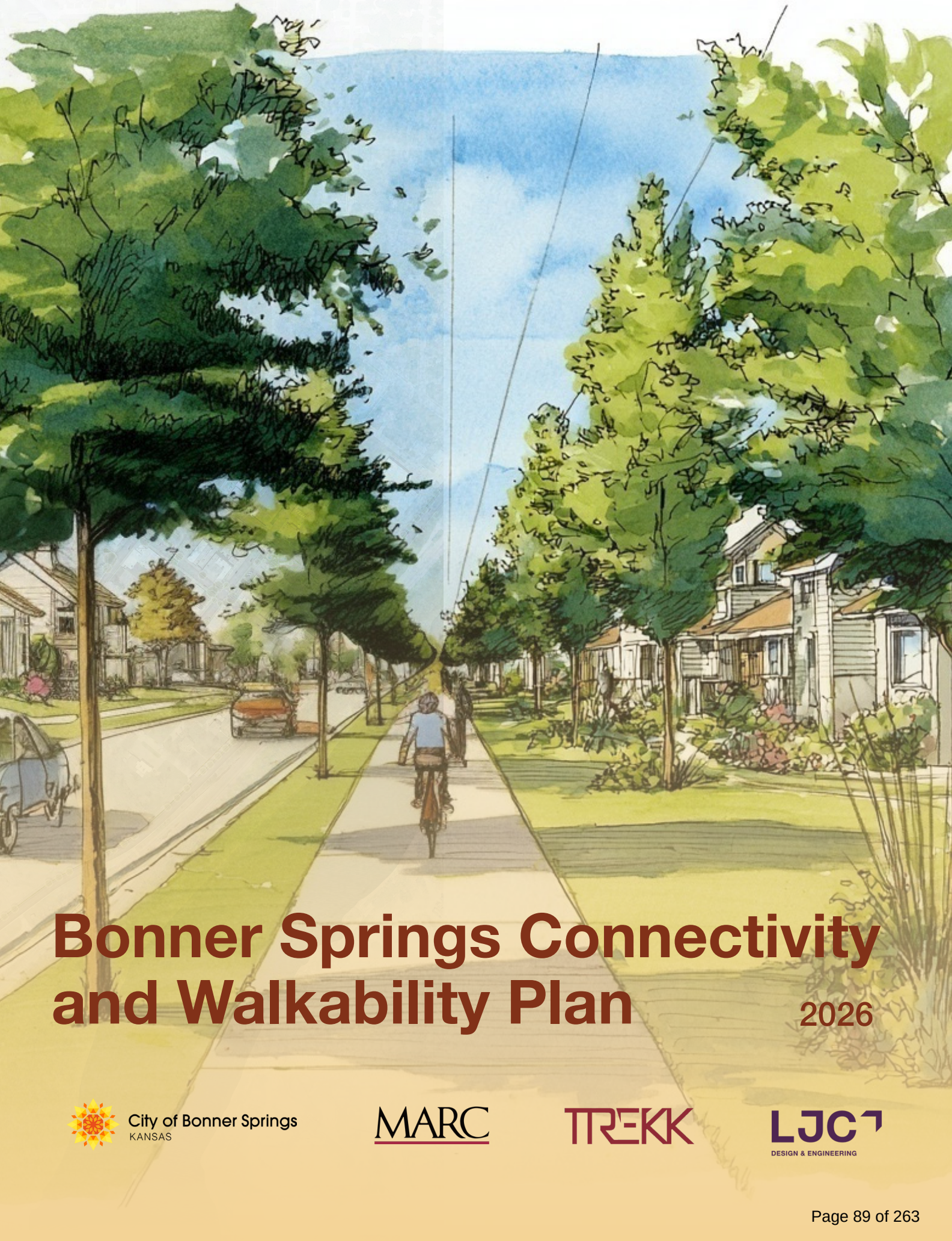
These individuals dedicated their personal time to create a vision for Bonner Springs and how to connect our residents throughout the city, this effort can be seen in the final document before you this evening.

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

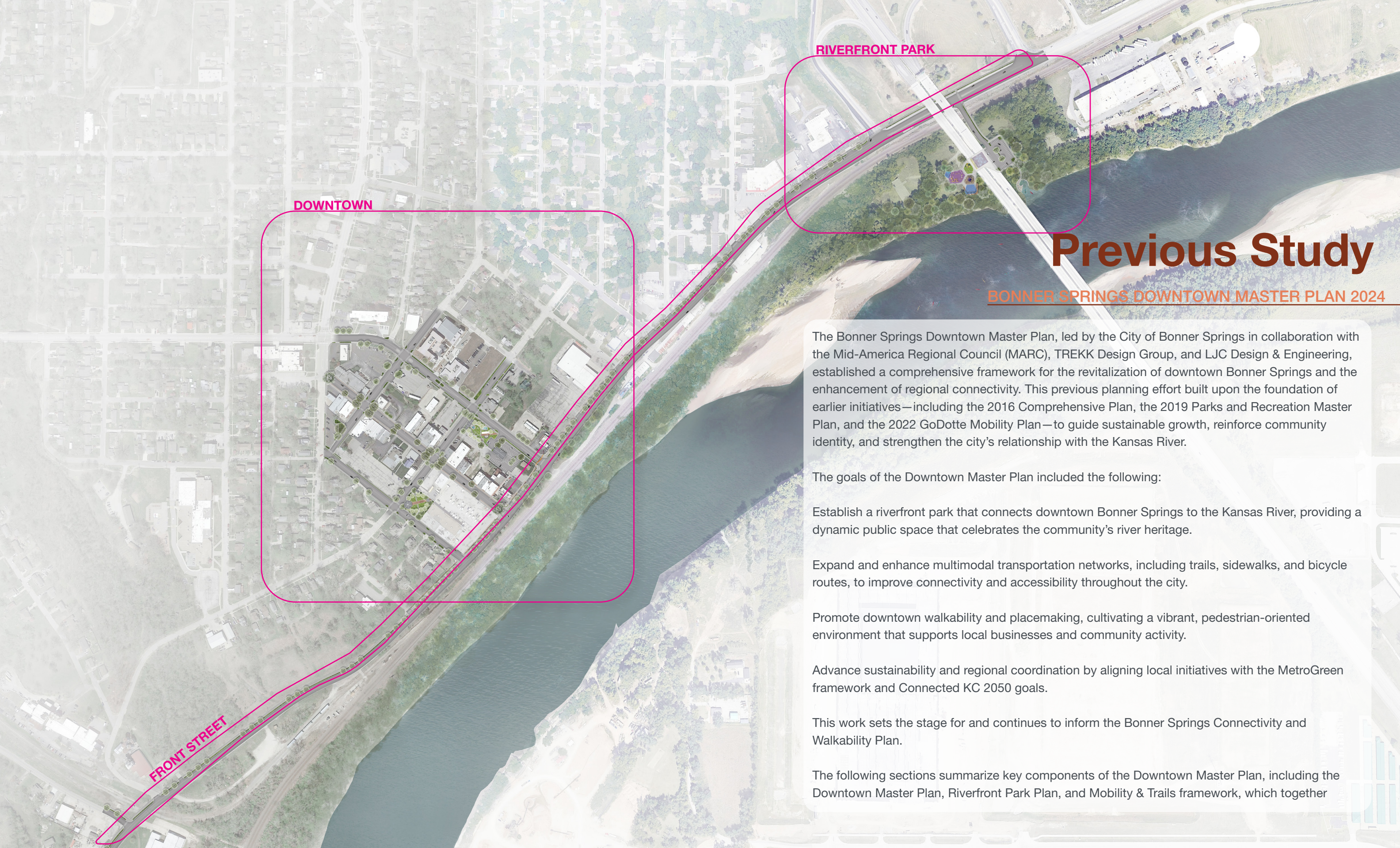
MARC REPRESENTATIVES

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.

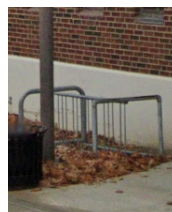
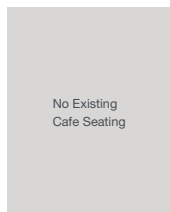
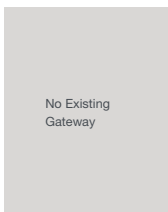
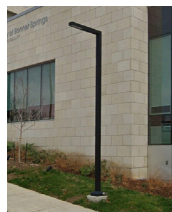
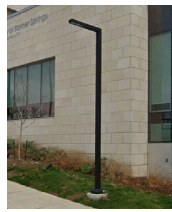
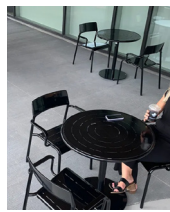
This work sets the stage for and continues to inform the Bonner Springs Connectivity and Walkability Plan.

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.

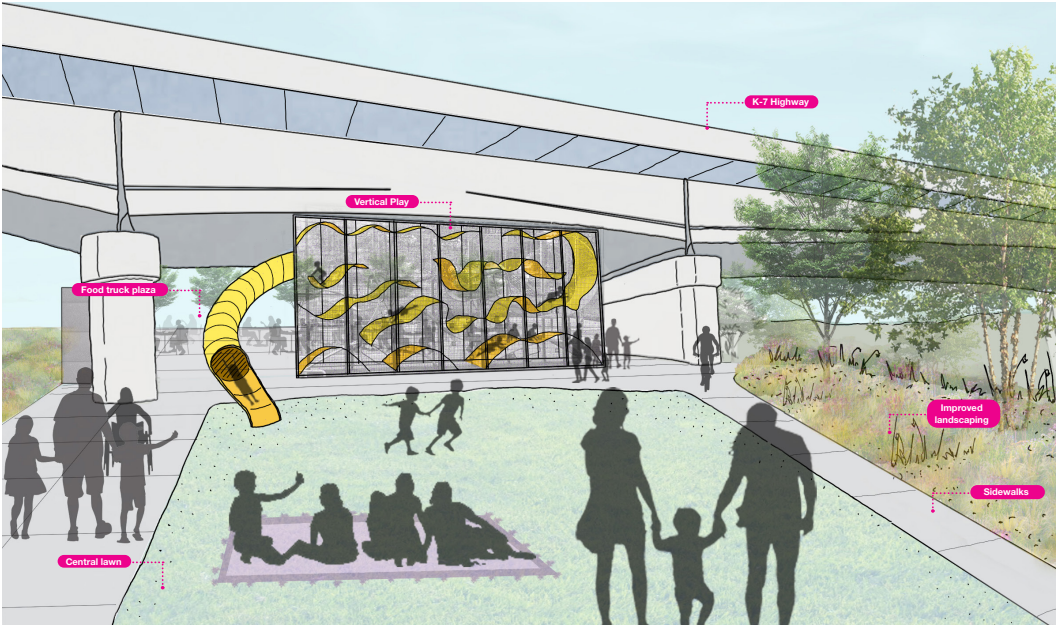
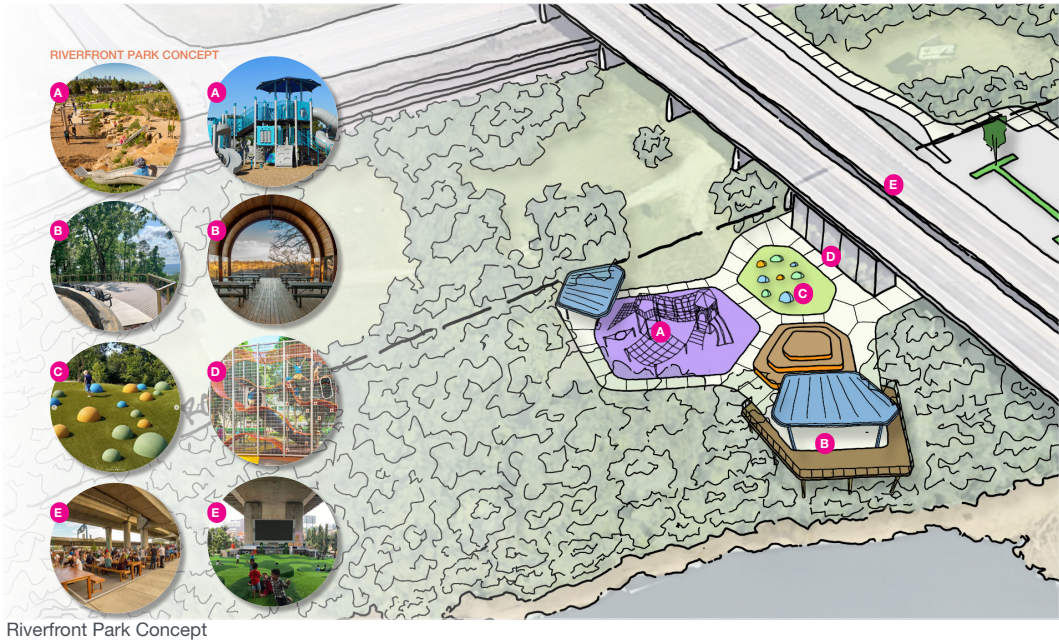
	LIGHTING (Keep existing)		BENCH (Classic)	OUTDOOR DINING (Modern)	GATEWAY (Classic)	
EXISTING						
OPTION A	 Poe - Landscape Forms	 Tour - Vestre	 Keep existing - City Hall	 Melville - Forms & Surfaces	 Factor - Forms & Surfaces	 Steel truss columns with signage & lighting
OPTION B	 Meridian - Sitescapes	 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

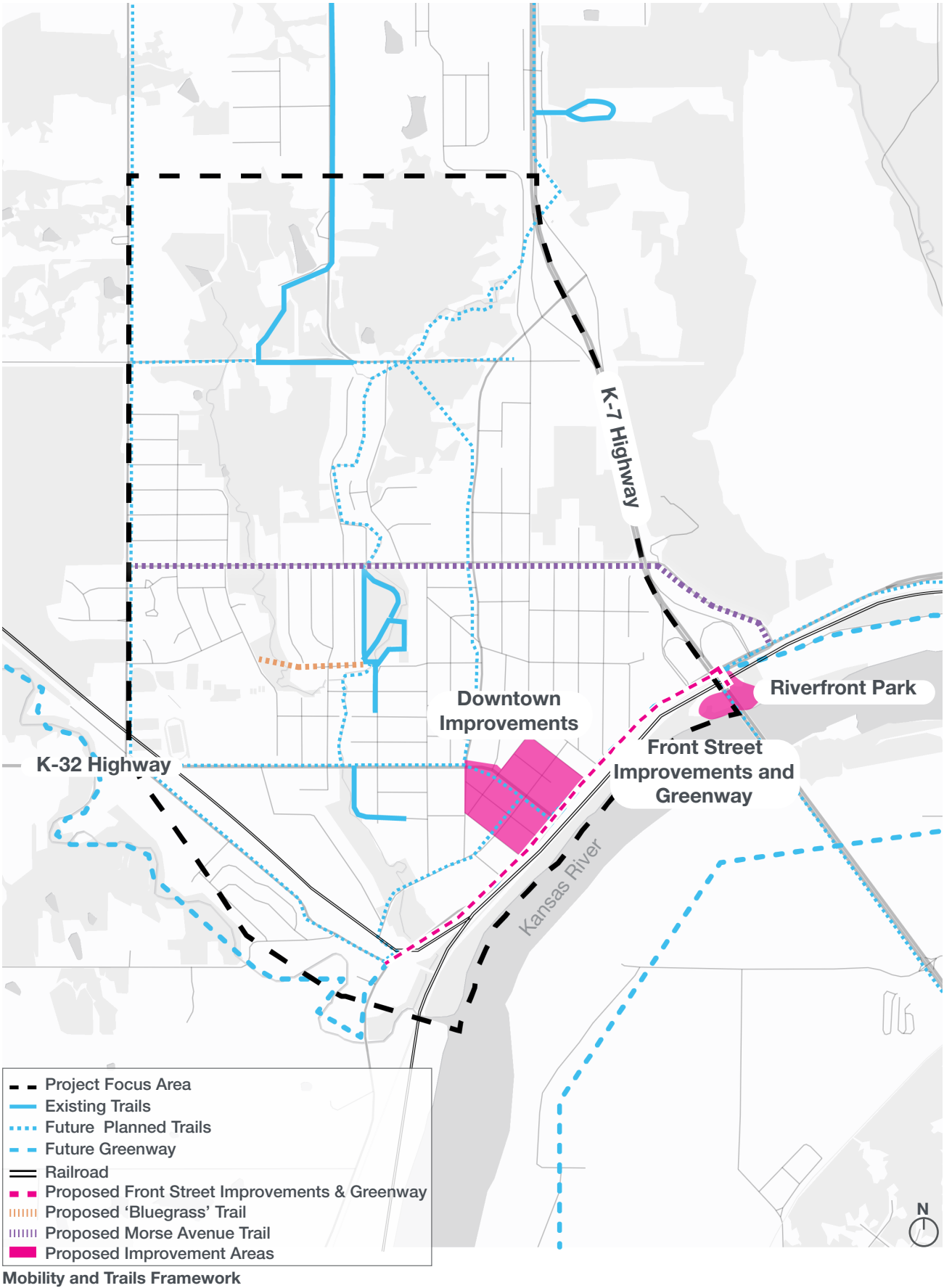


Proposed Riverfront Park Plan

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.

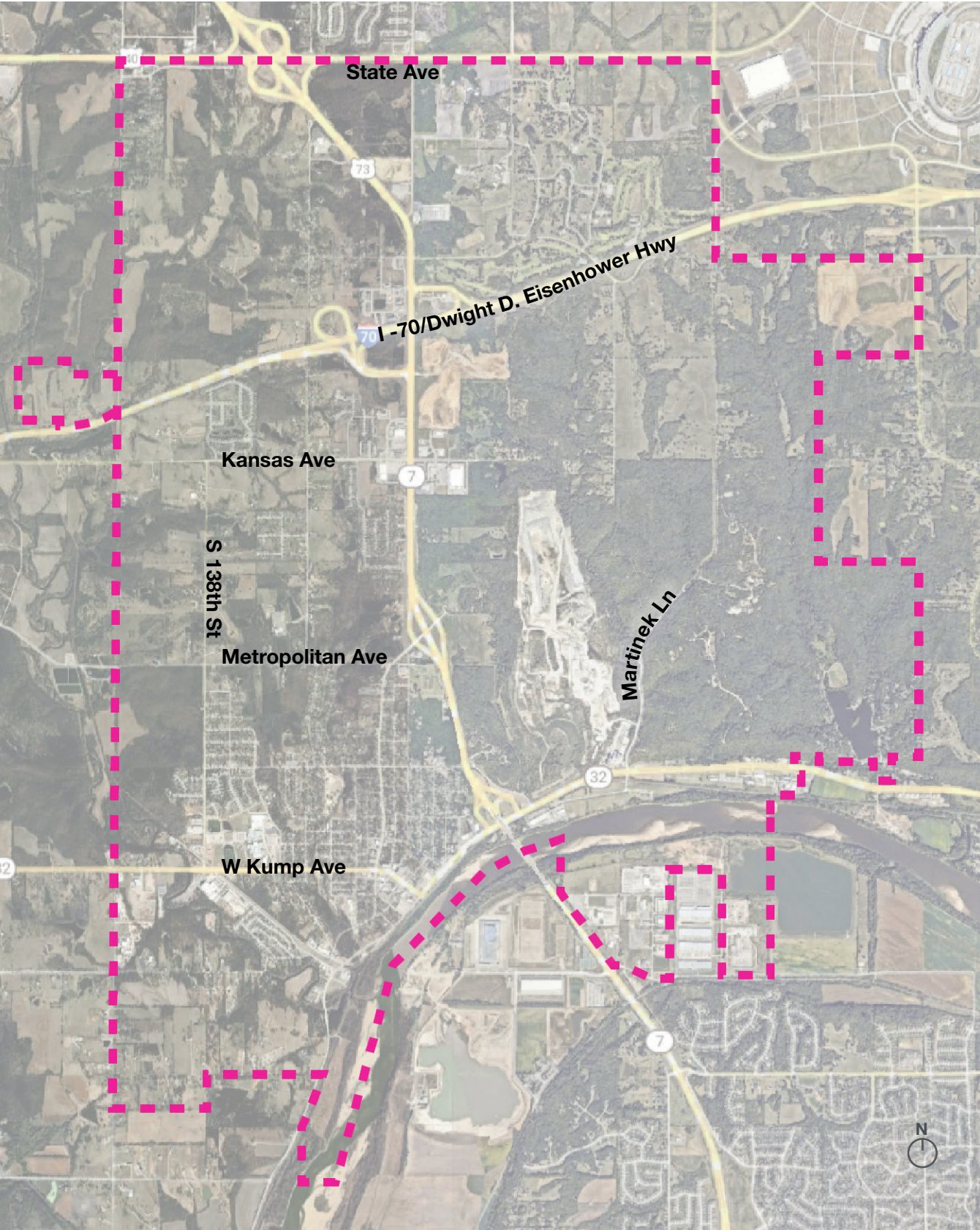
Local Parks and Key Destinations: Parks, recreational facilities, and open spaces that serve as important community destinations. The inventory evaluates access points and connections to surrounding neighborhoods to encourage walking, bicycling, and active recreation.

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.

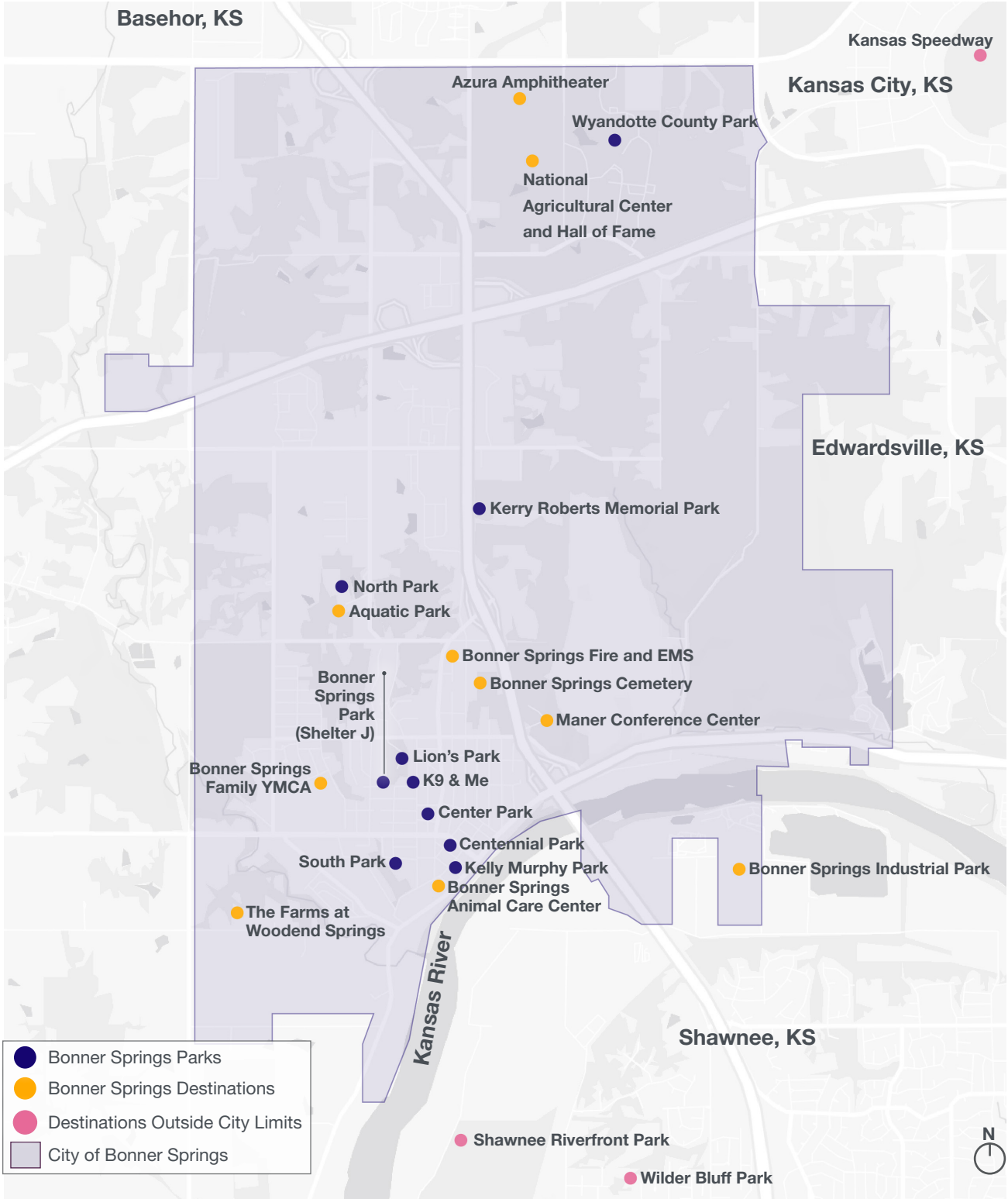


<https://www.homes.com/local-guide/bonner-springs-ks/>

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.

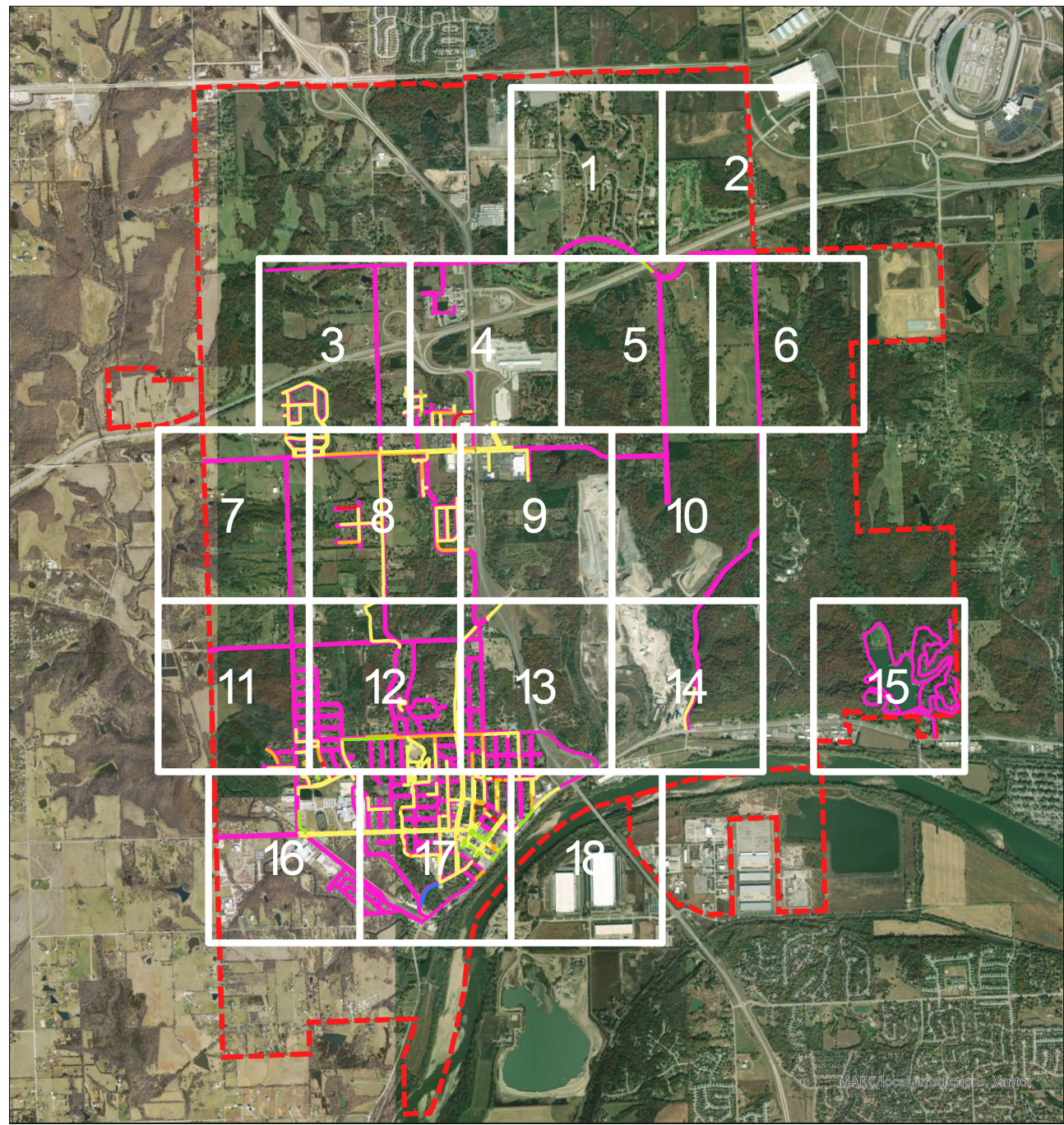


RATING - FIVE

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
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 - New and Fully Accessible Infrastructure

SIDEWALK CONDITIONS ASSESSMENT SUBAREA 2



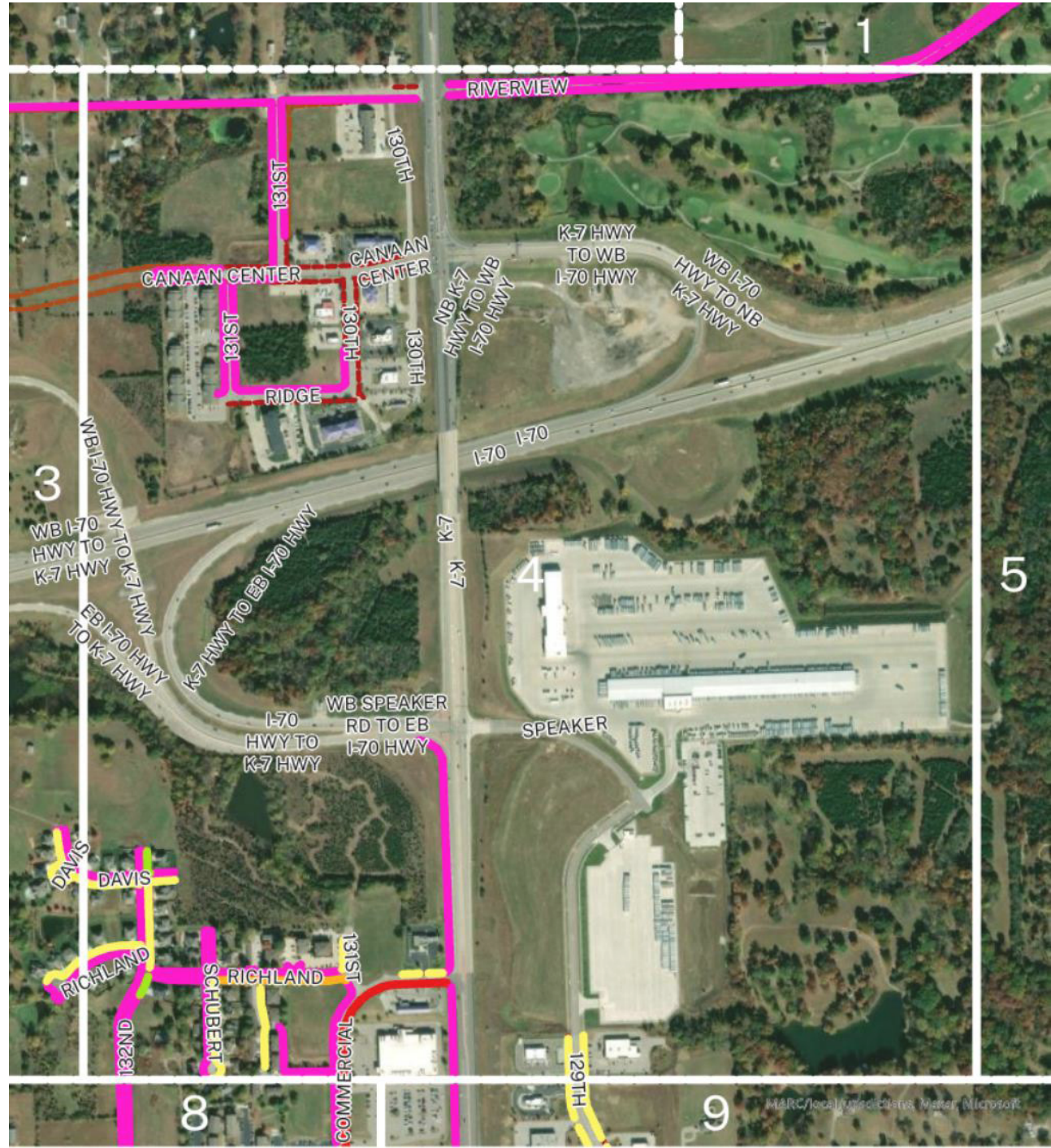
- LEGEND**
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SIDEWALK CONDITIONS ASSESSMENT SUBAREA 3



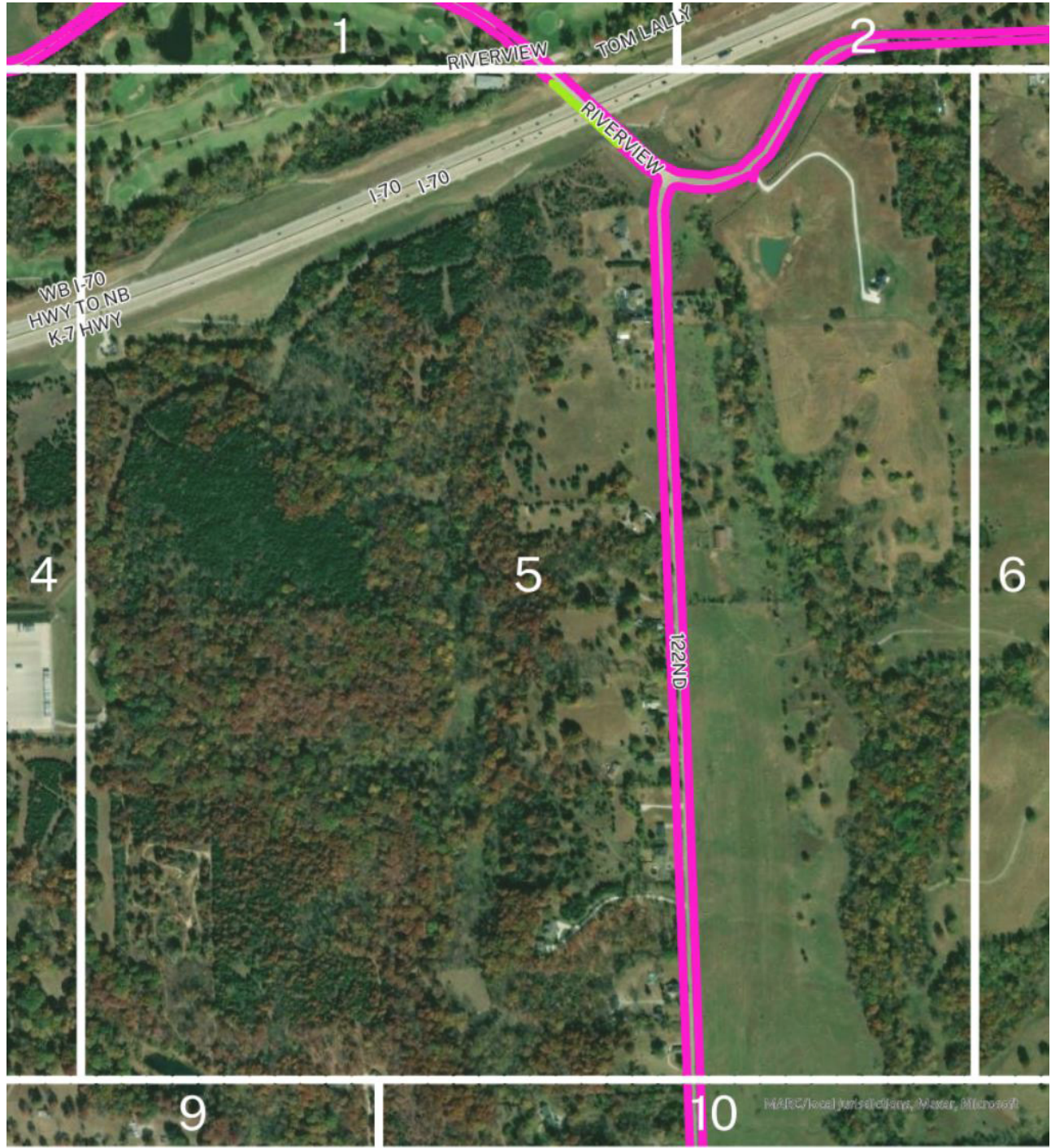
- LEGEND**
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SIDEWALK CONDITIONS ASSESSMENT SUBAREA 4



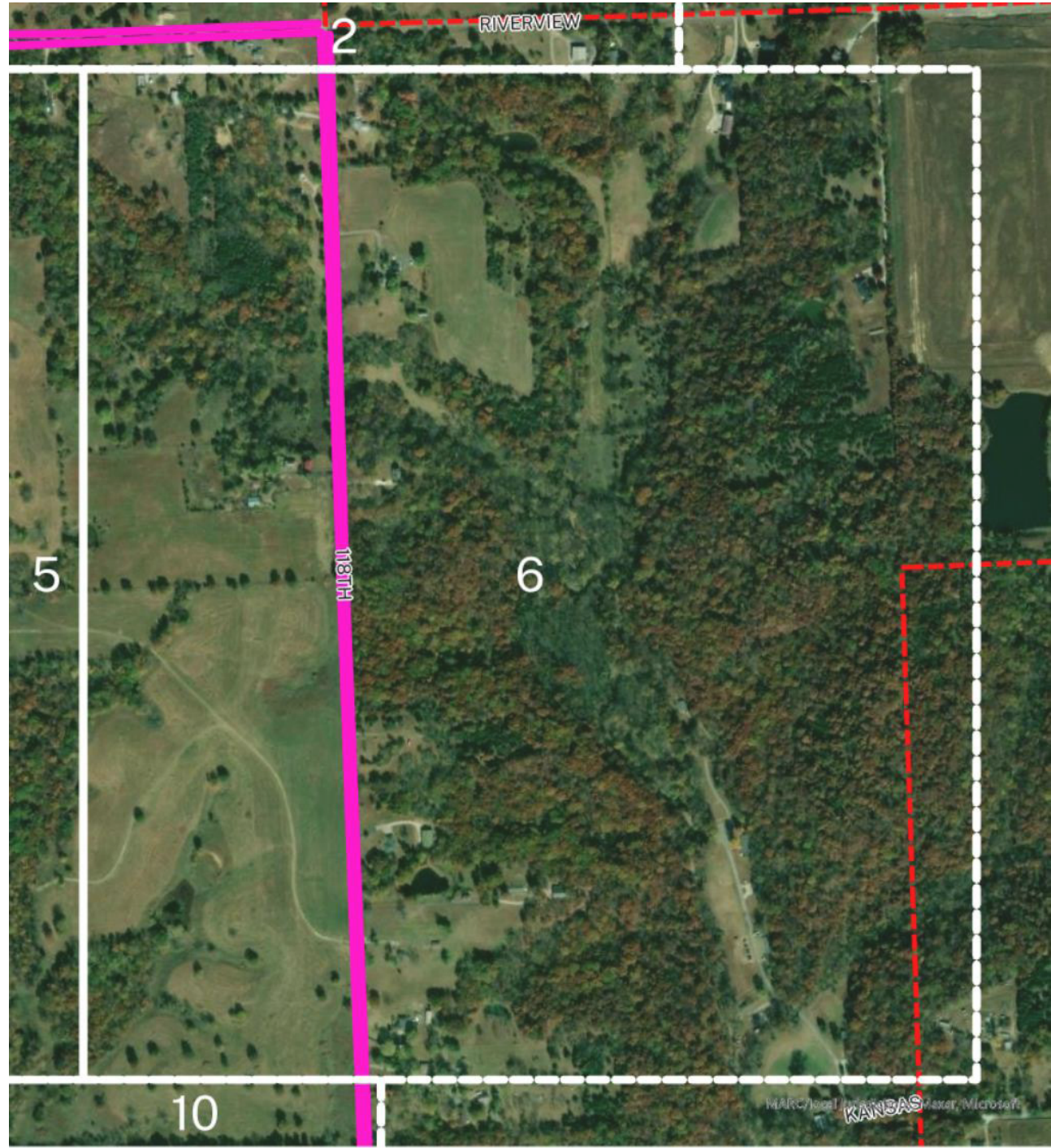
- LEGEND**
- No Sidewalk
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SIDEWALK CONDITIONS ASSESSMENT SUBAREA 5



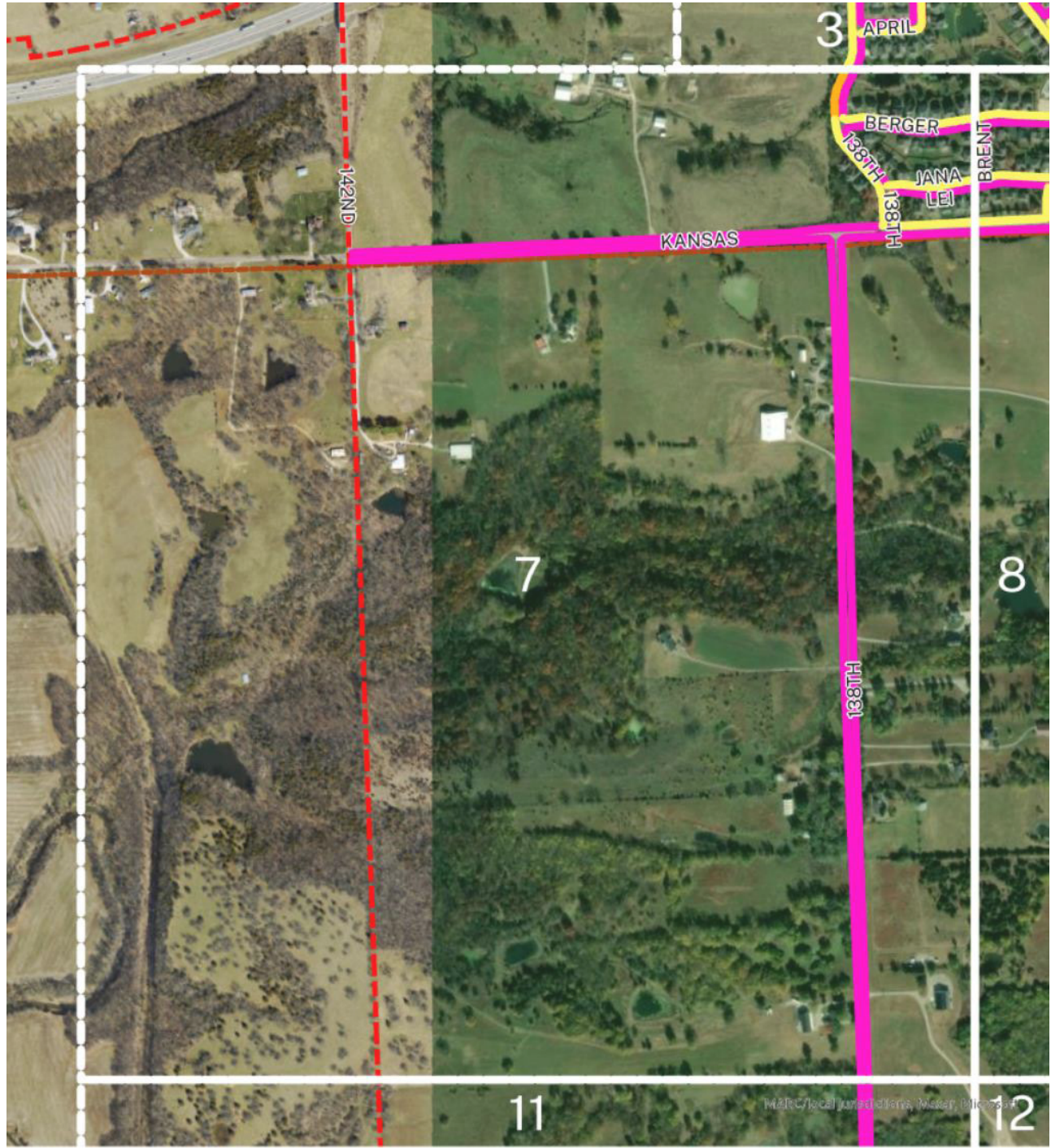
- LEGEND**
- No Sidewalk
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SIDEWALK CONDITIONS ASSESSMENT SUBAREA 6



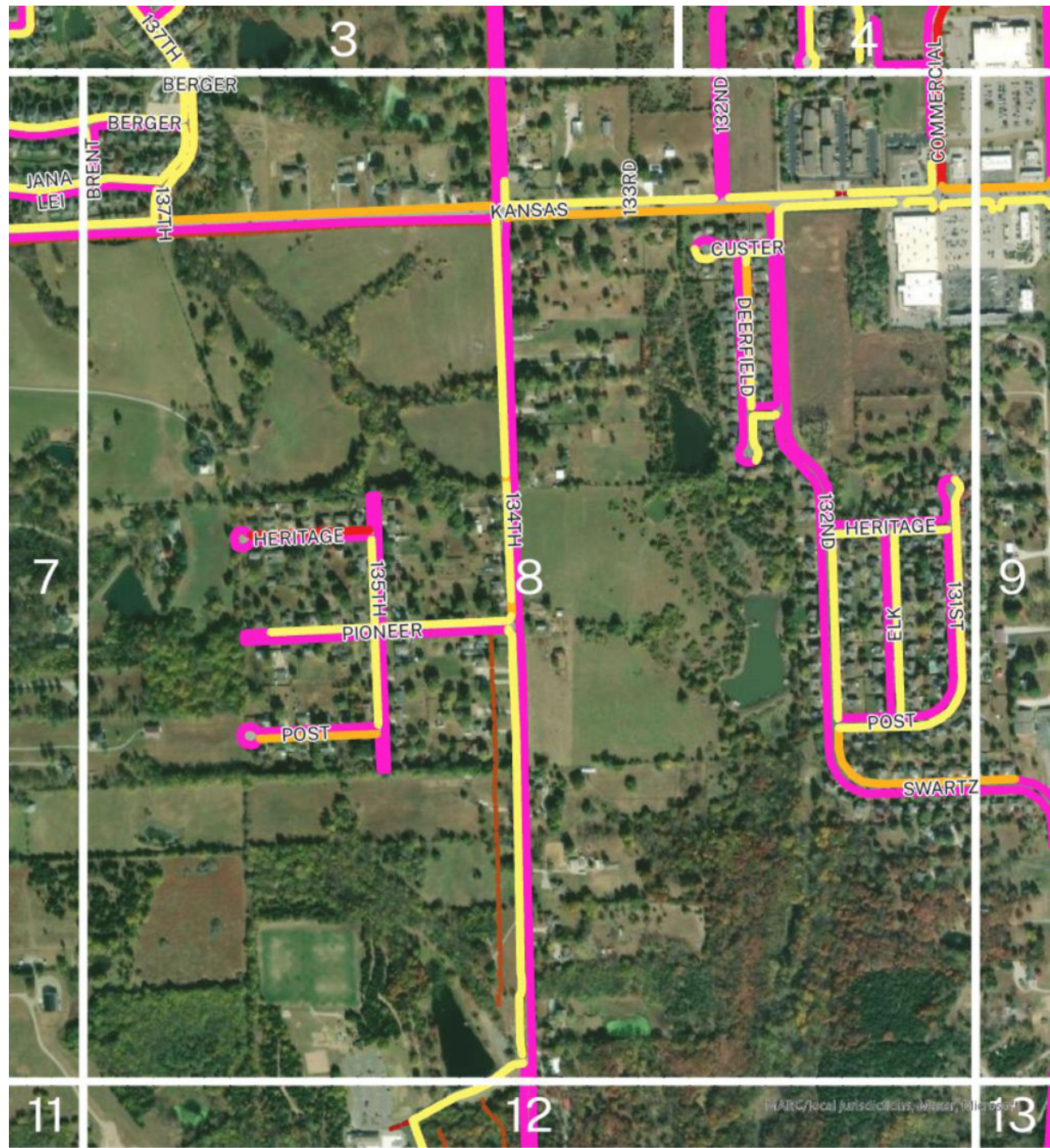
- LEGEND**
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SIDEWALK CONDITIONS ASSESSMENT SUBAREA 7



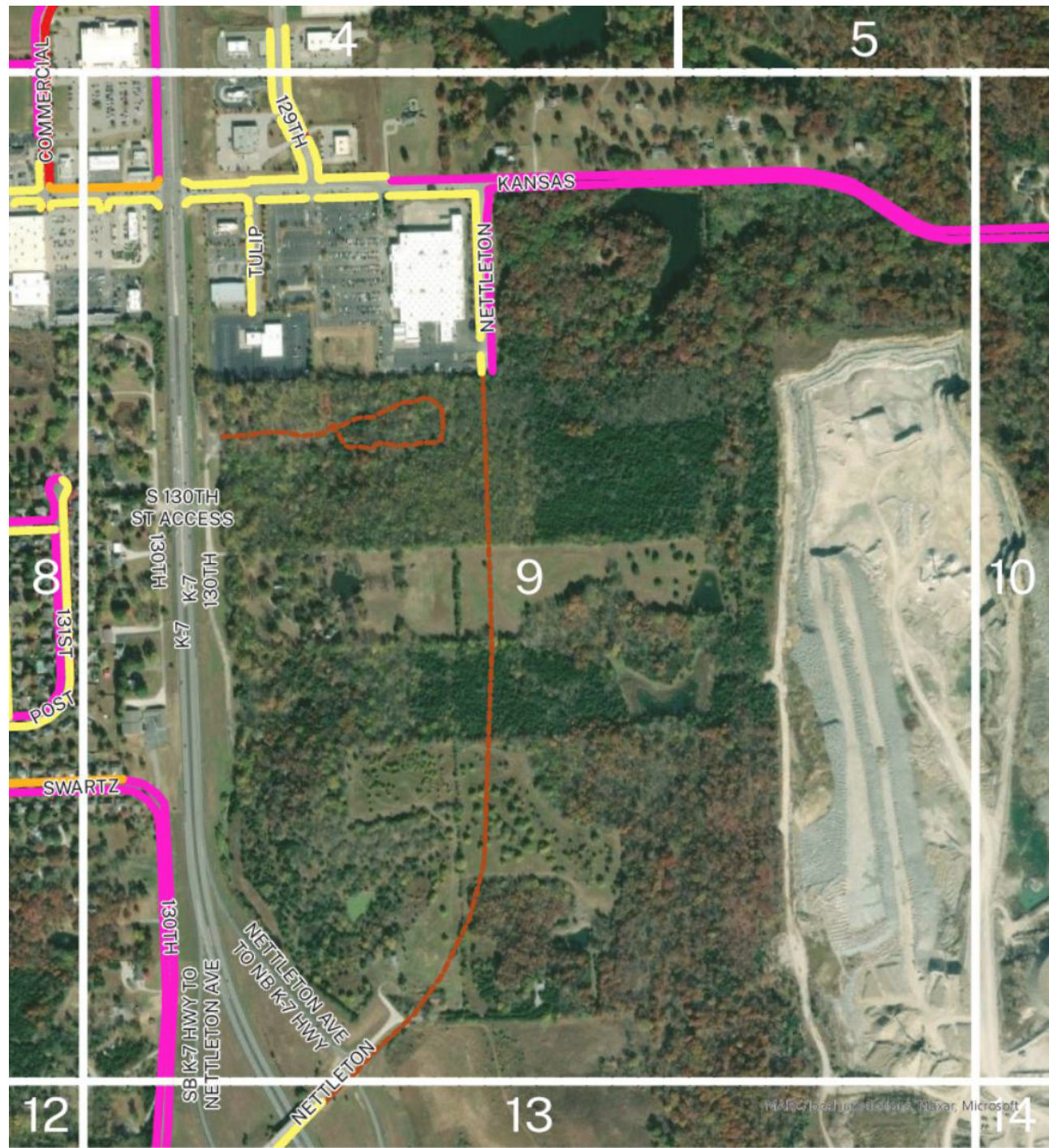
- LEGEND**
- No Sidewalk
 - Inaccessible walks or trails
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 - City of Bonner Springs
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SIDEWALK CONDITIONS ASSESSMENT SUBAREA 8



- 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



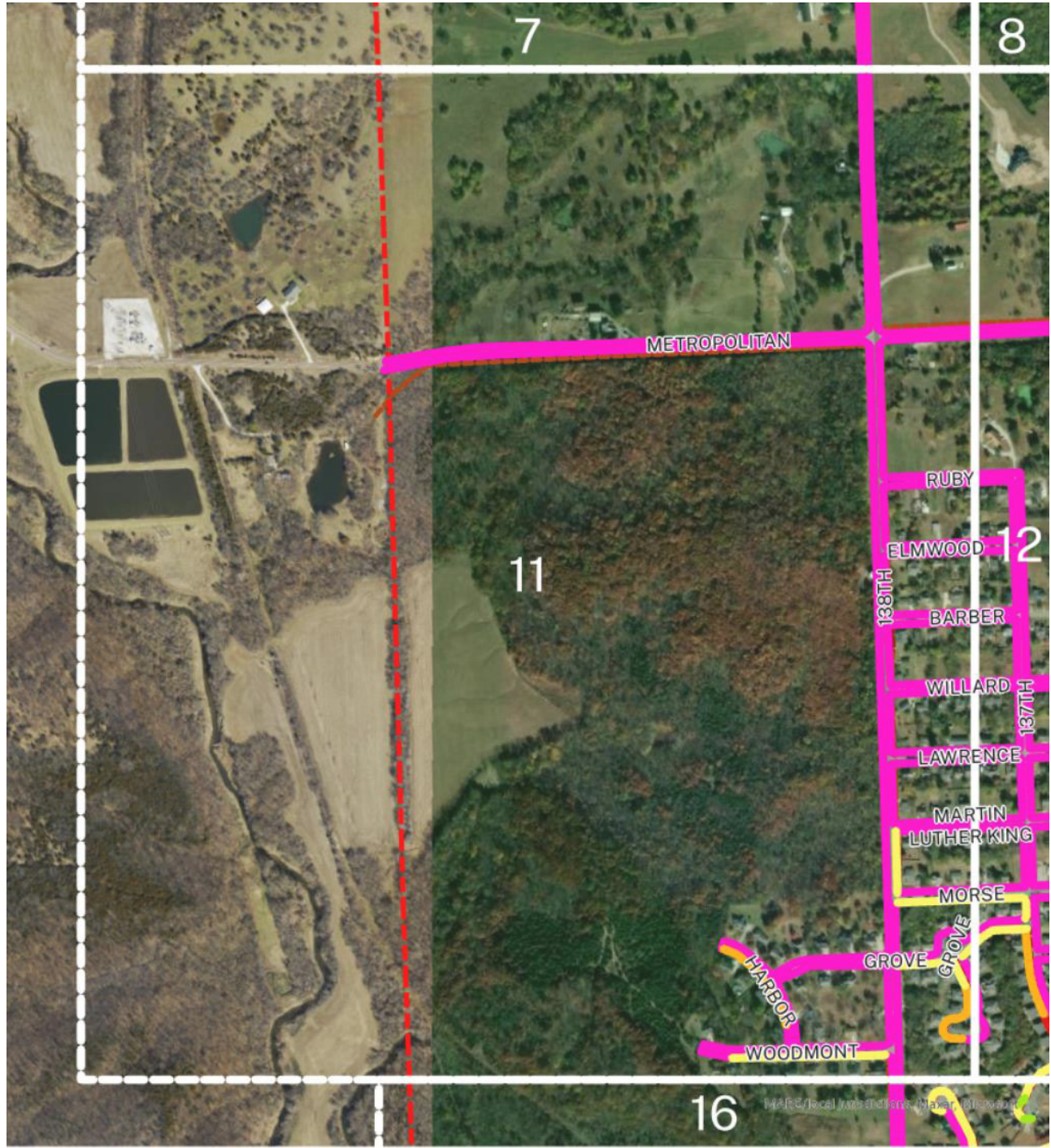
- LEGEND**
- No Sidewalk
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 - New and Fully Accessible Infrastructure
 - City of Bonner Springs

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

7 8 9

RUBY

ELMWOOD

11

BARBER

WILLARD

LAWRENCE

MARTIN LUTHER KING

136TH

137TH

GROVE

MADISON

GROVE

CREST

BLUEGRASS

PRATT

16

LINDA

SILVER HILL

LAKESIDE

TIBLOW

STEPHEN

MORSE

GARFIELD

PARK

JAMISON

ARTHUR

NEECONI

ARMOUR

SPRING

OAK

BURNS

NETTLETON

GLENWOOD

CYPRESS

ALLCUTT

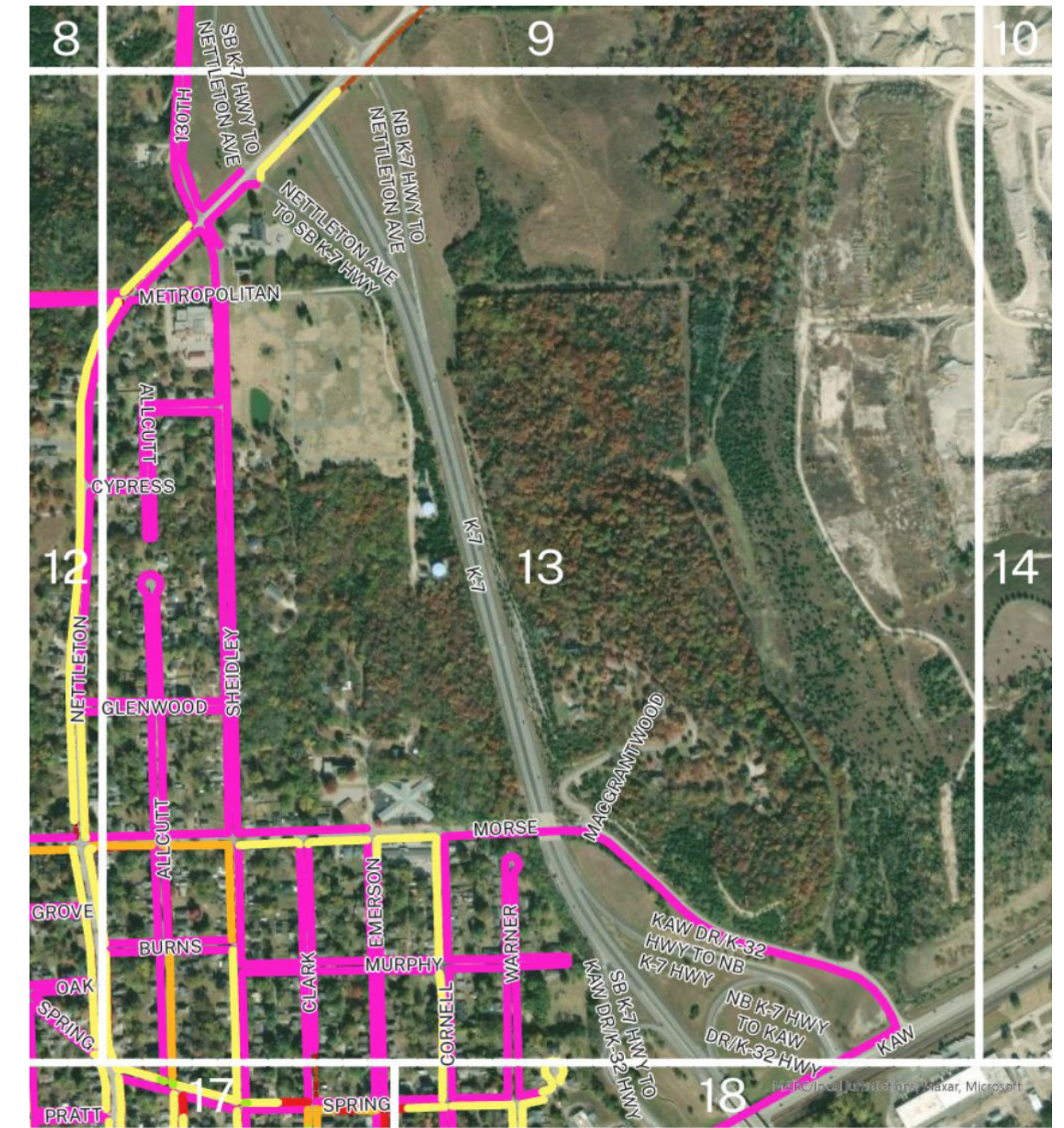
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17

MAREL

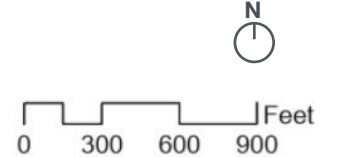
■ No Sidewalk
■ Inaccessible walks or trails
■ Occasional accessibility challenges
■ City of Bonner Springs

■ Aging but Functional Infrastructure
■ Good Condition Infrastructure
■ New and Fully Accessible Infrastructure



■ No Sidewalk
■ Inaccessible walks or trails
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■ City of Bonner Springs

■ Aging but Functional Infrastructure
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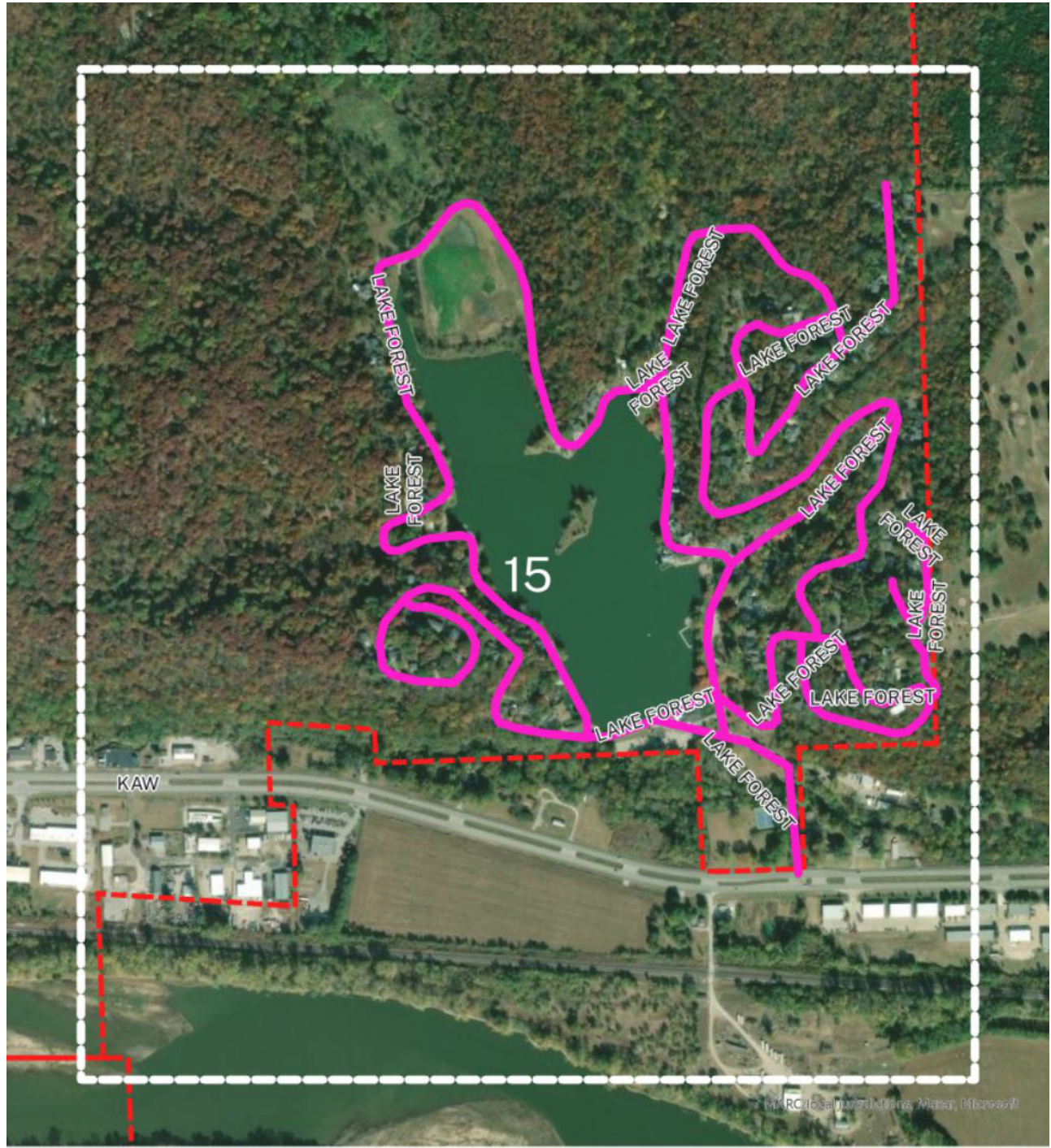


SIDEWALK CONDITIONS ASSESSMENT SUBAREA 14



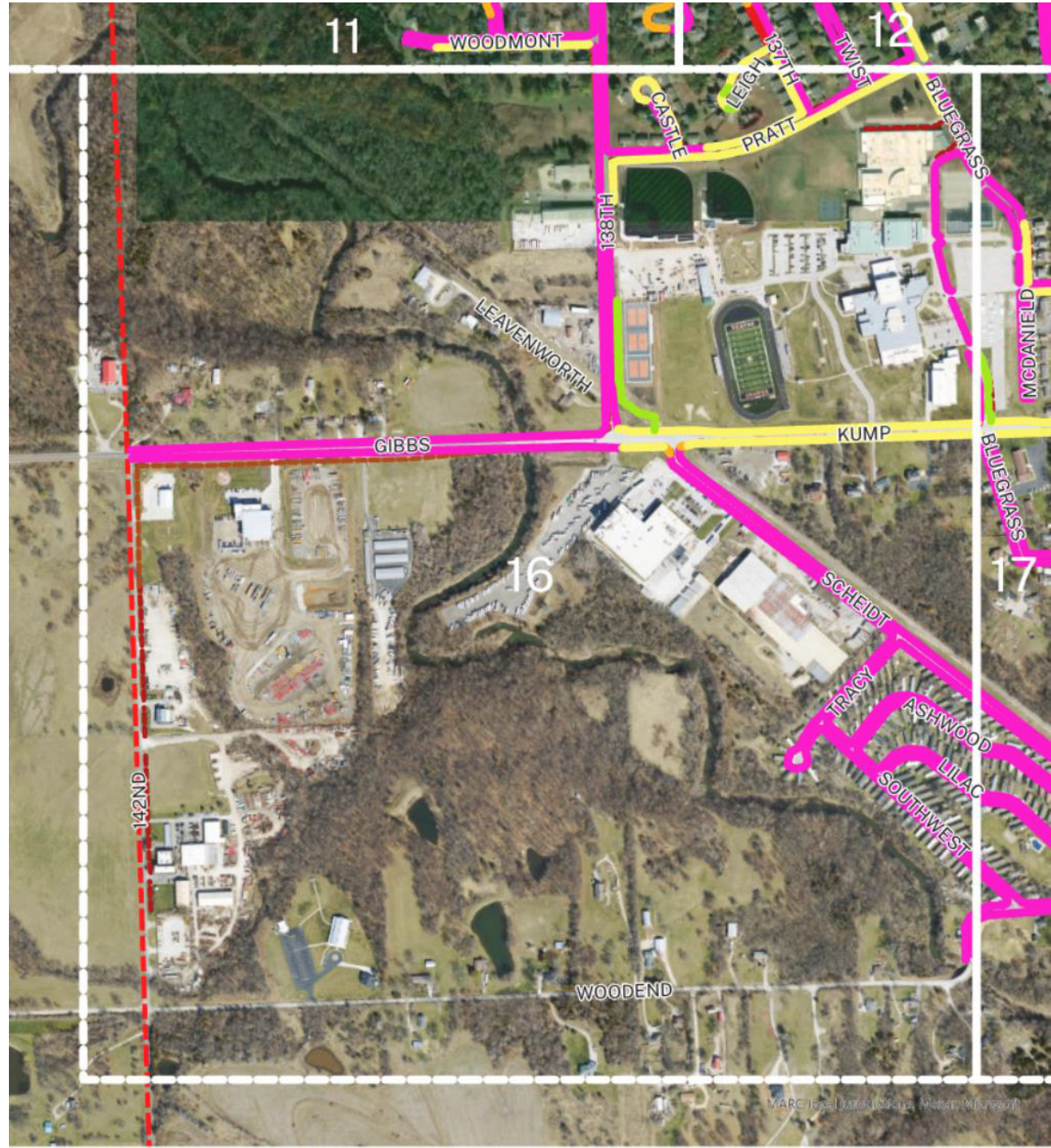
- LEGEND**
- No Sidewalk
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SIDEWALK CONDITIONS ASSESSMENT SUBAREA 15



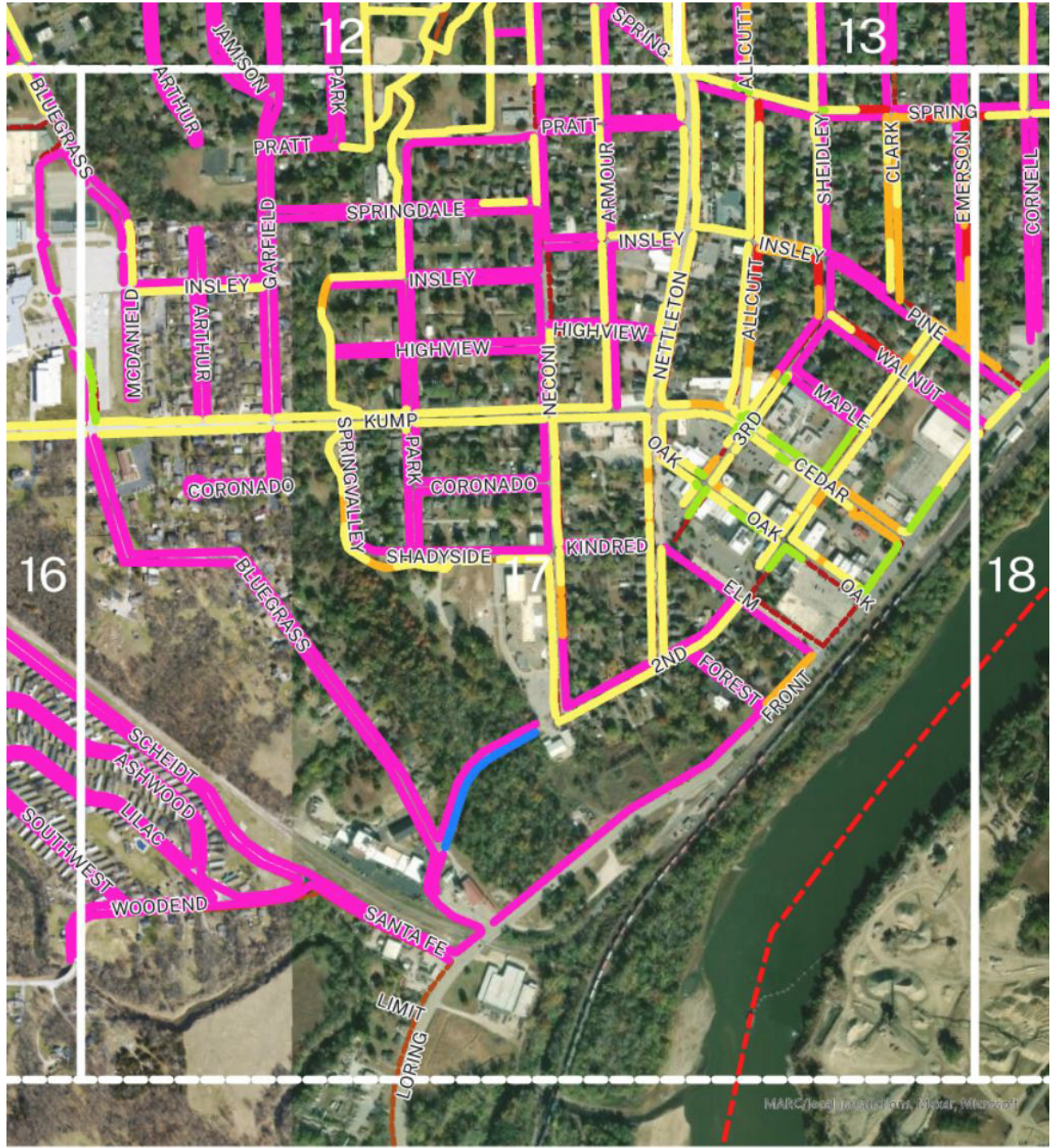
- LEGEND**
- No Sidewalk
 - Inaccessible walks or trails
 - Occasional accessibility challenges
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SIDEWALK CONDITIONS ASSESSMENT SUBAREA 16



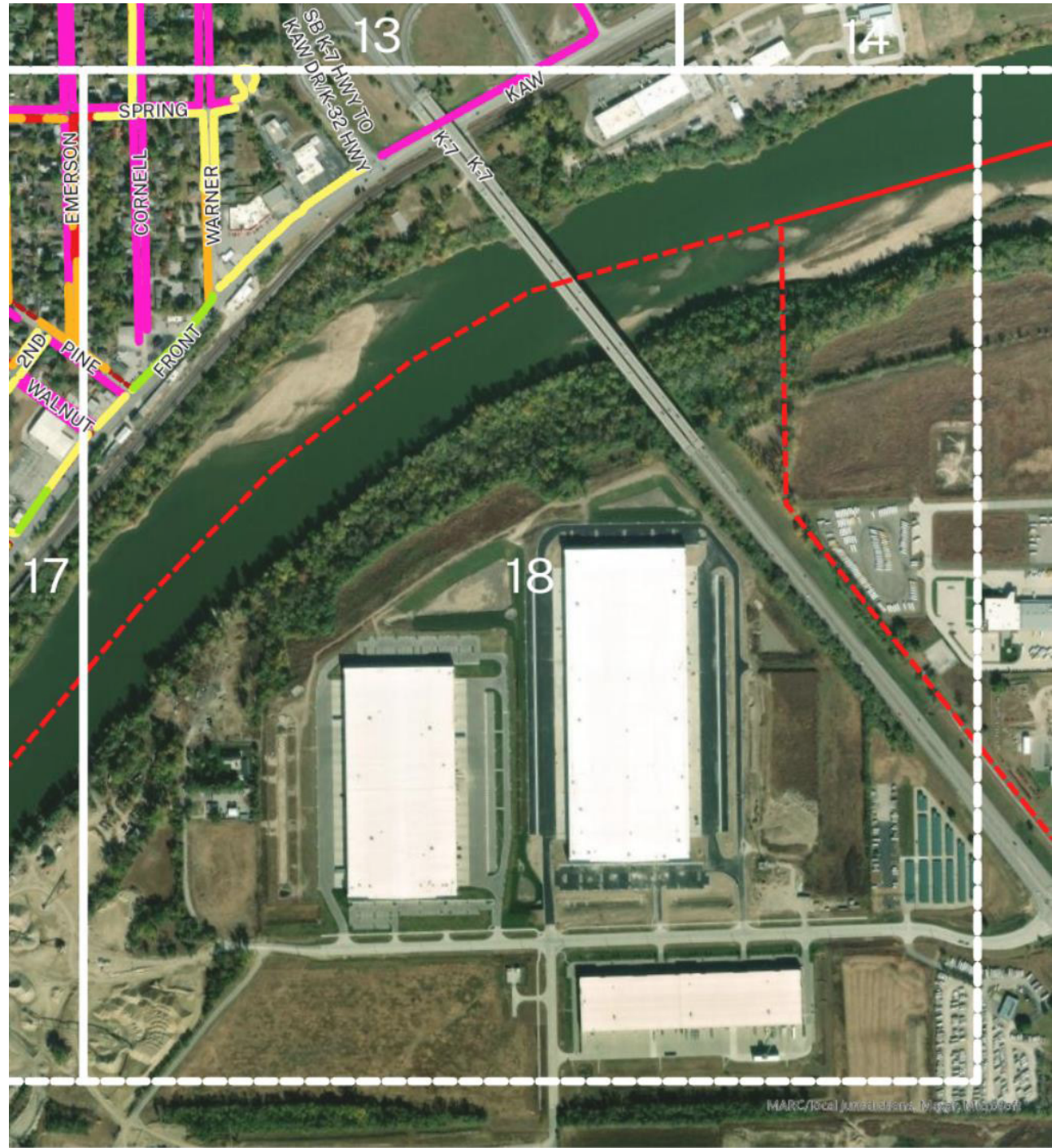
- LEGEND**
- No Sidewalk
 - Inaccessible walks or trails
 - Occasional accessibility challenges
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SIDEWALK CONDITIONS ASSESSMENT SUBAREA 17



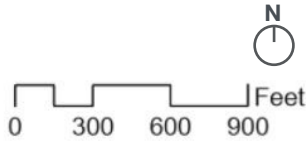
- LEGEND**
- No Sidewalk
 - Inaccessible walks or trails
 - Occasional accessibility challenges
 - City of Bonner Springs
 - Aging but Functional Infrastructure
 - Good Condition Infrastructure
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SIDEWALK CONDITIONS ASSESSMENT SUBAREA 18



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



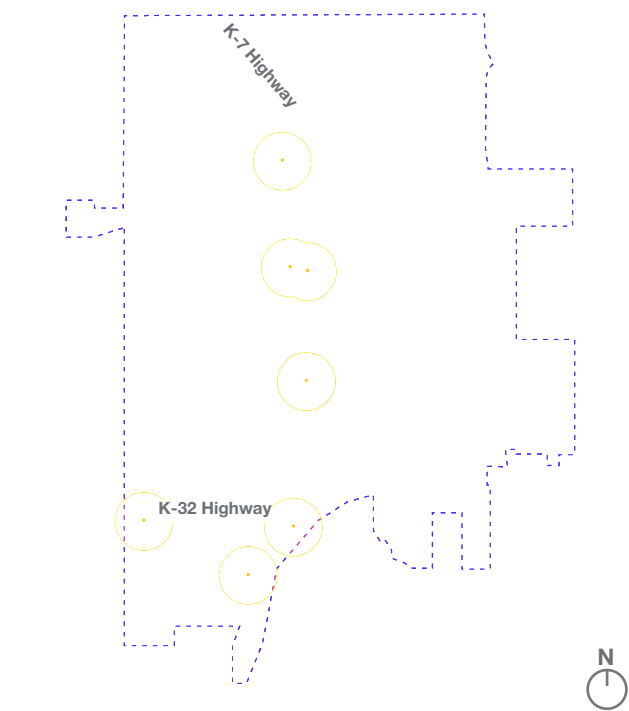
Downtown Businesses



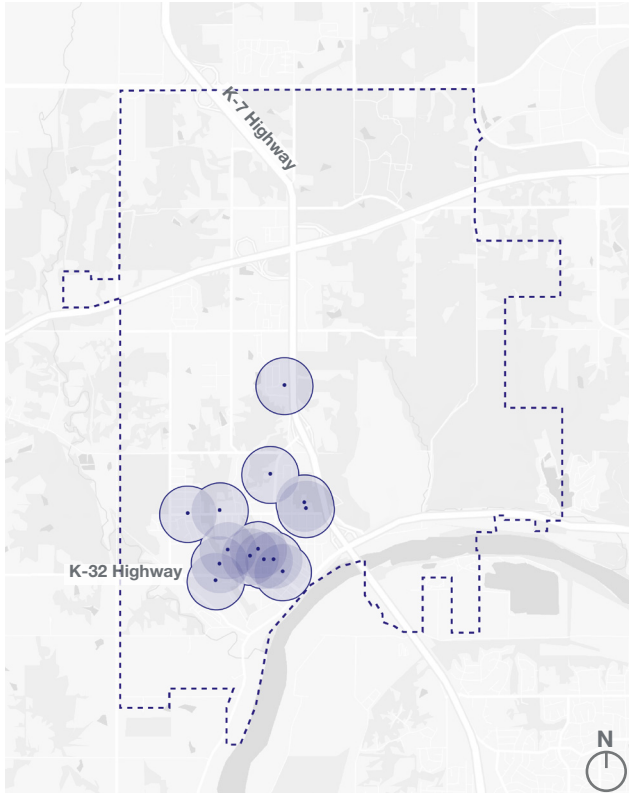
Fitness Court



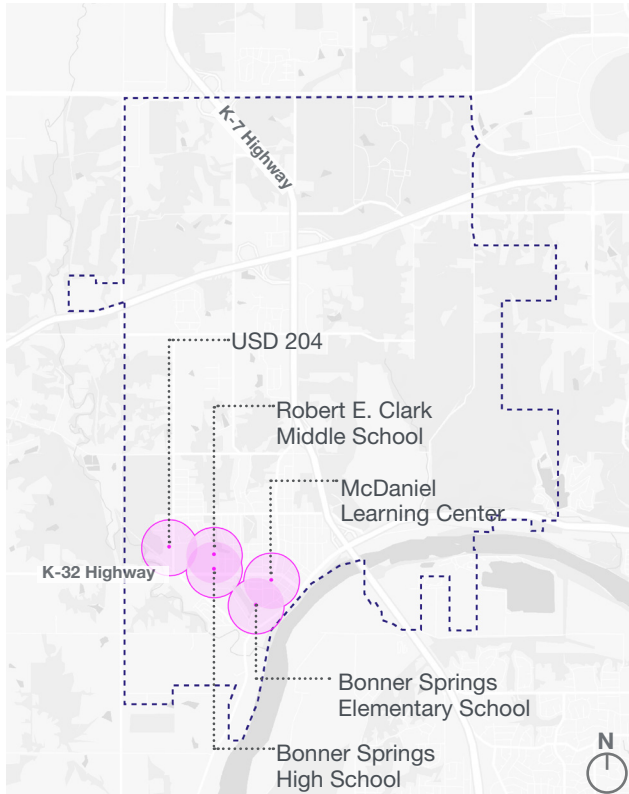
Local Businesses



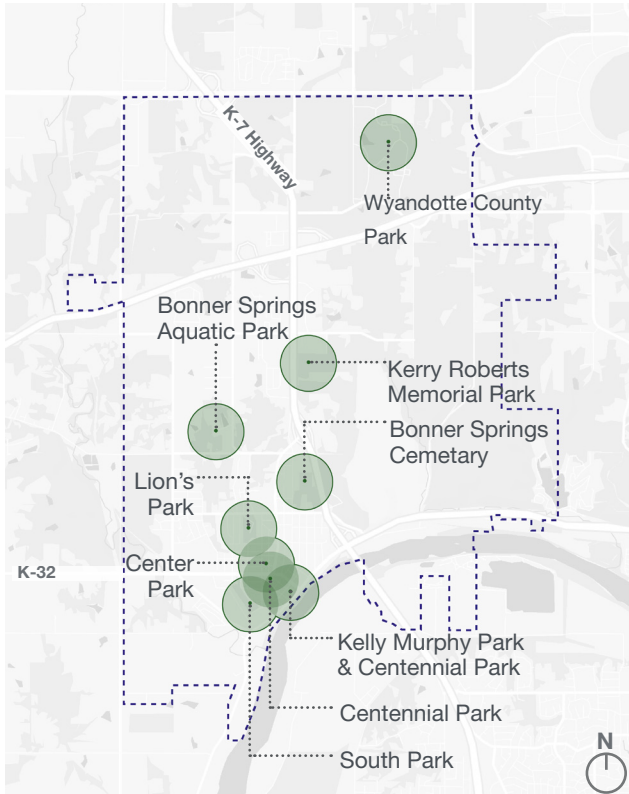
Local Business Centers
* Note: Each bubble is a 5 minute walking radius



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

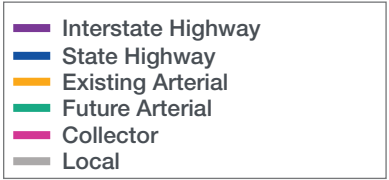
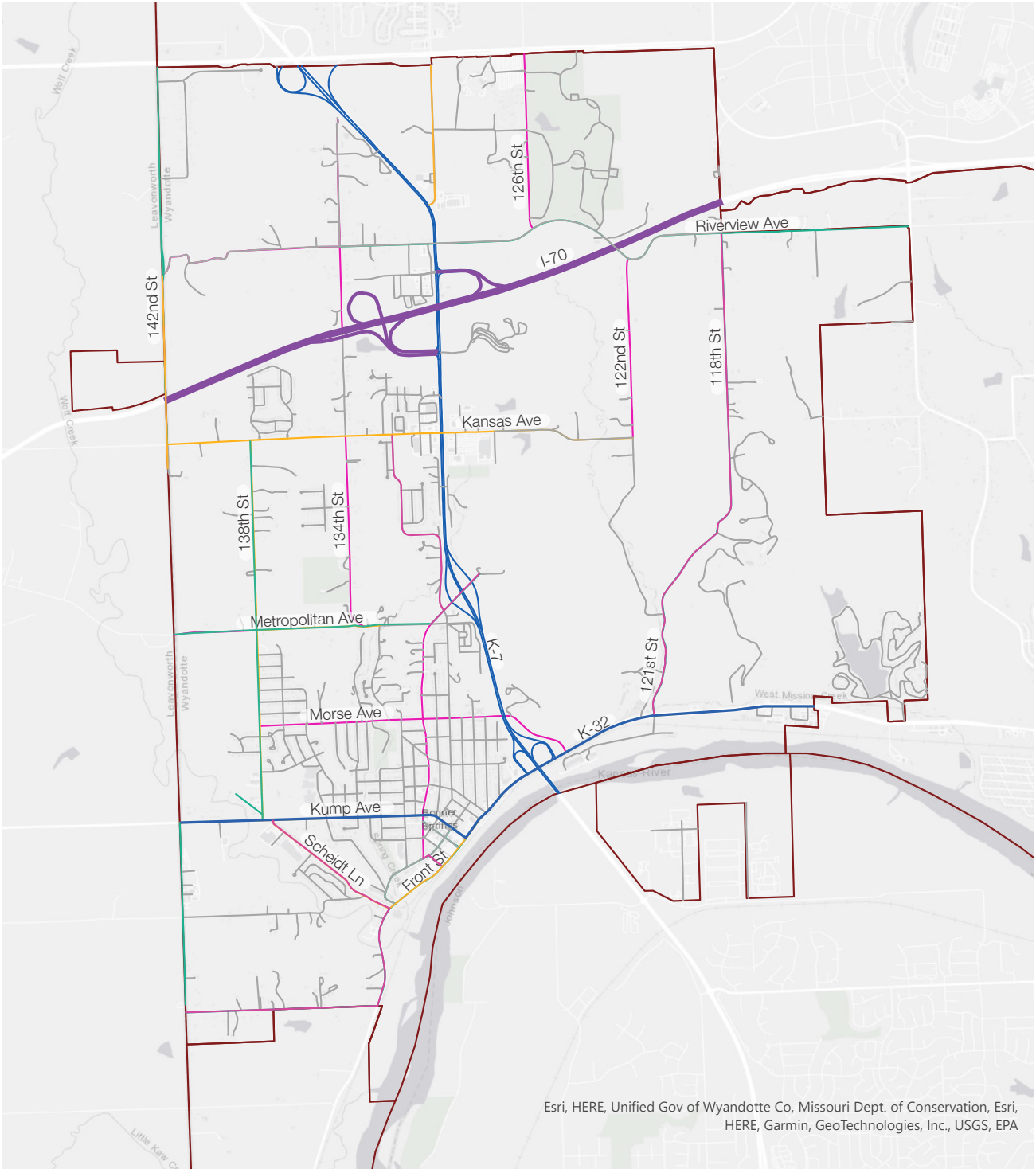


Local Schools
* Note: Each bubble is a 5 minute walking radius

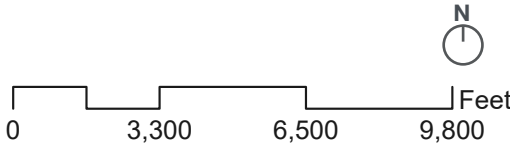


Local Parks
* Note: Each bubble is a 5 minute walking radius

2.3 CURRENT TRANSIT SERVICE & FUTURE OPPORTUNITIES



Bonner Springs Road Typologies

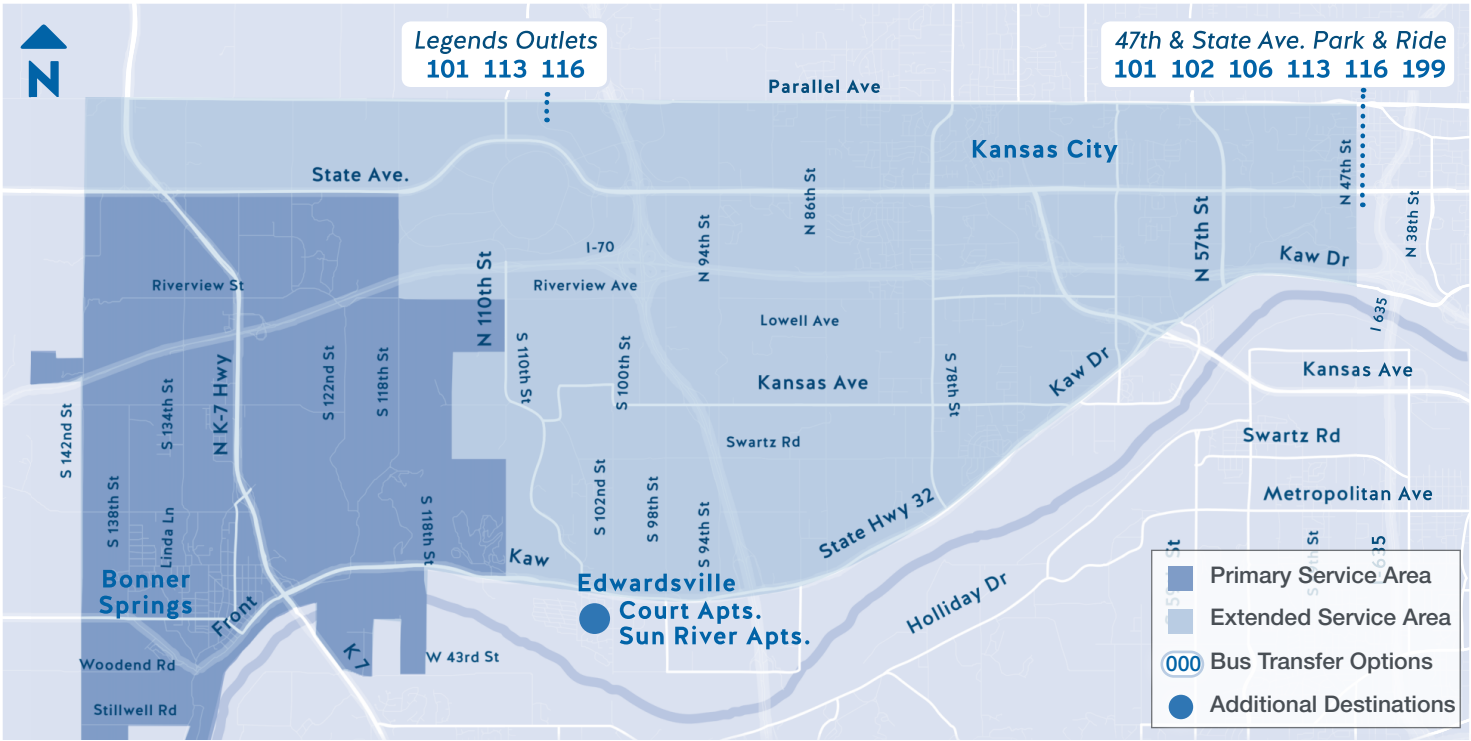


CURRENT TRANSIT SERVICES

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



Source”https://ridekc.org/assets/uploads/route-schedules/BonnerSprings.pdf”

Bonner Springs, KS
On-Demand Transit Service Map

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

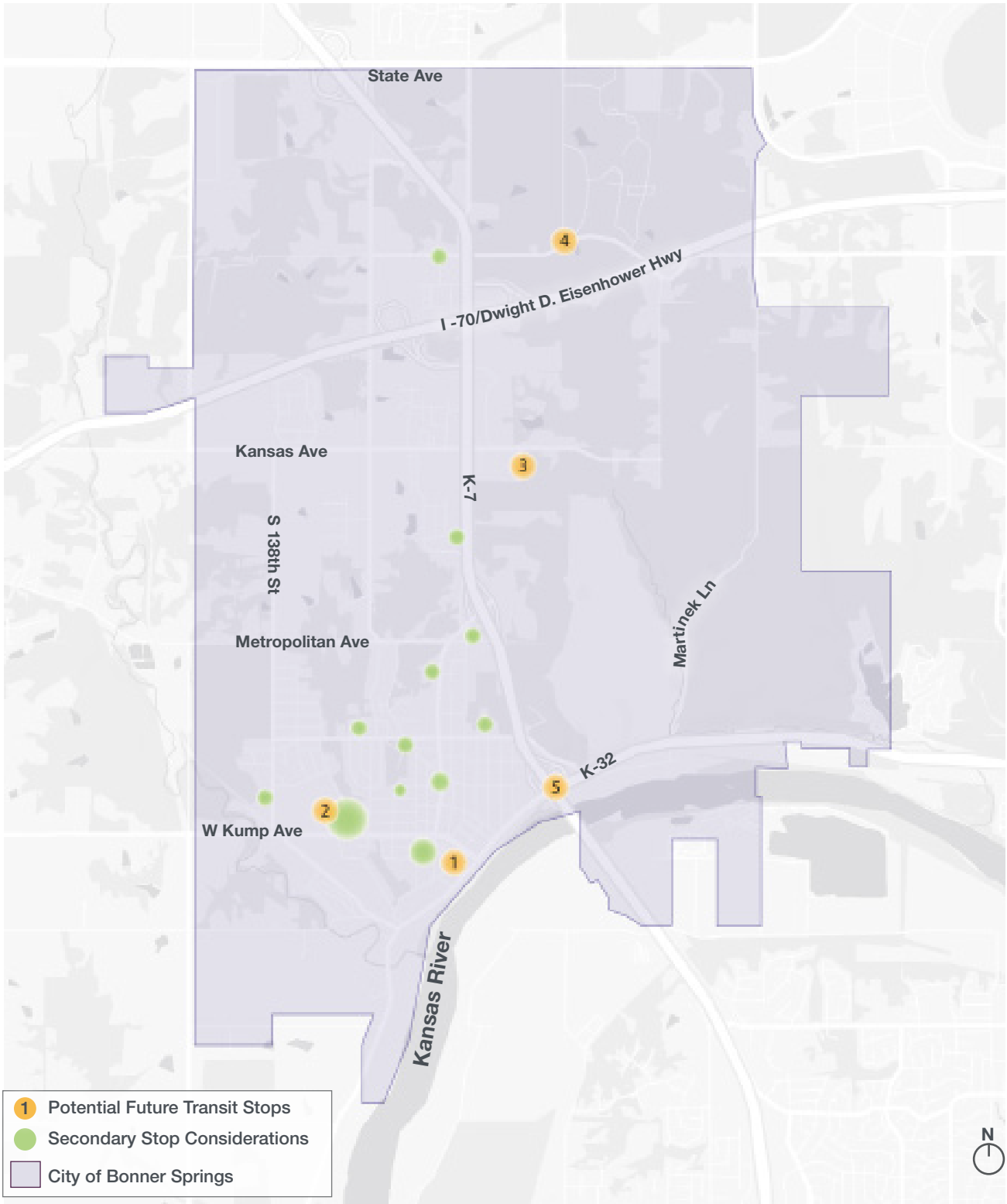
The City of Bonner Springs put together a series of opportunities

- 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.

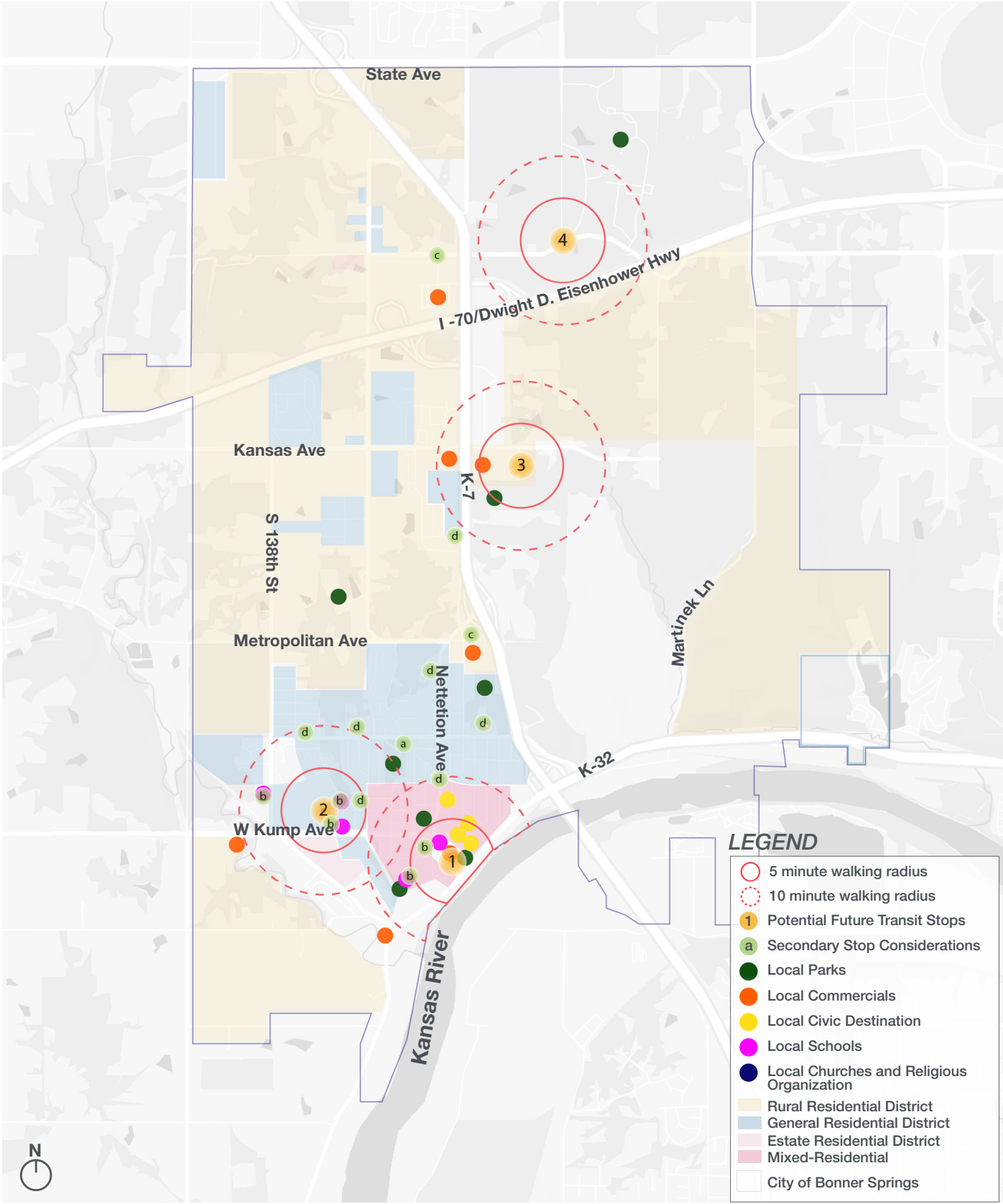


3.1 TRANSIT STOP IMPACT

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.

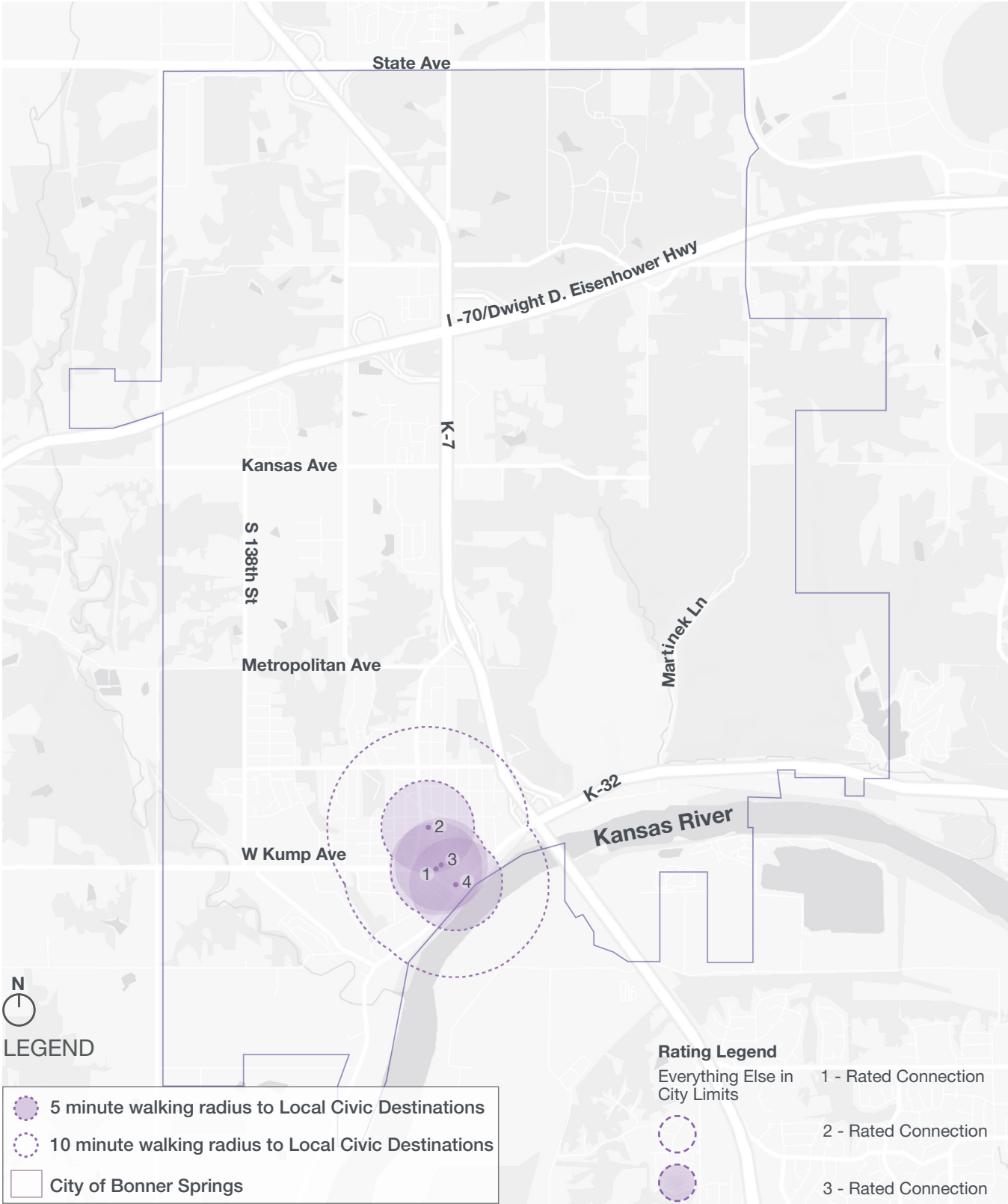
The following series of maps demonstrate the spatial analysis for each destination category, including civic, recreational, educational, commercial, religious, and residential, illustrating how each contributes to the overall Community Impact score.



<https://app.discotech.me/kansas-city/providence-medical-center-amphitheater>

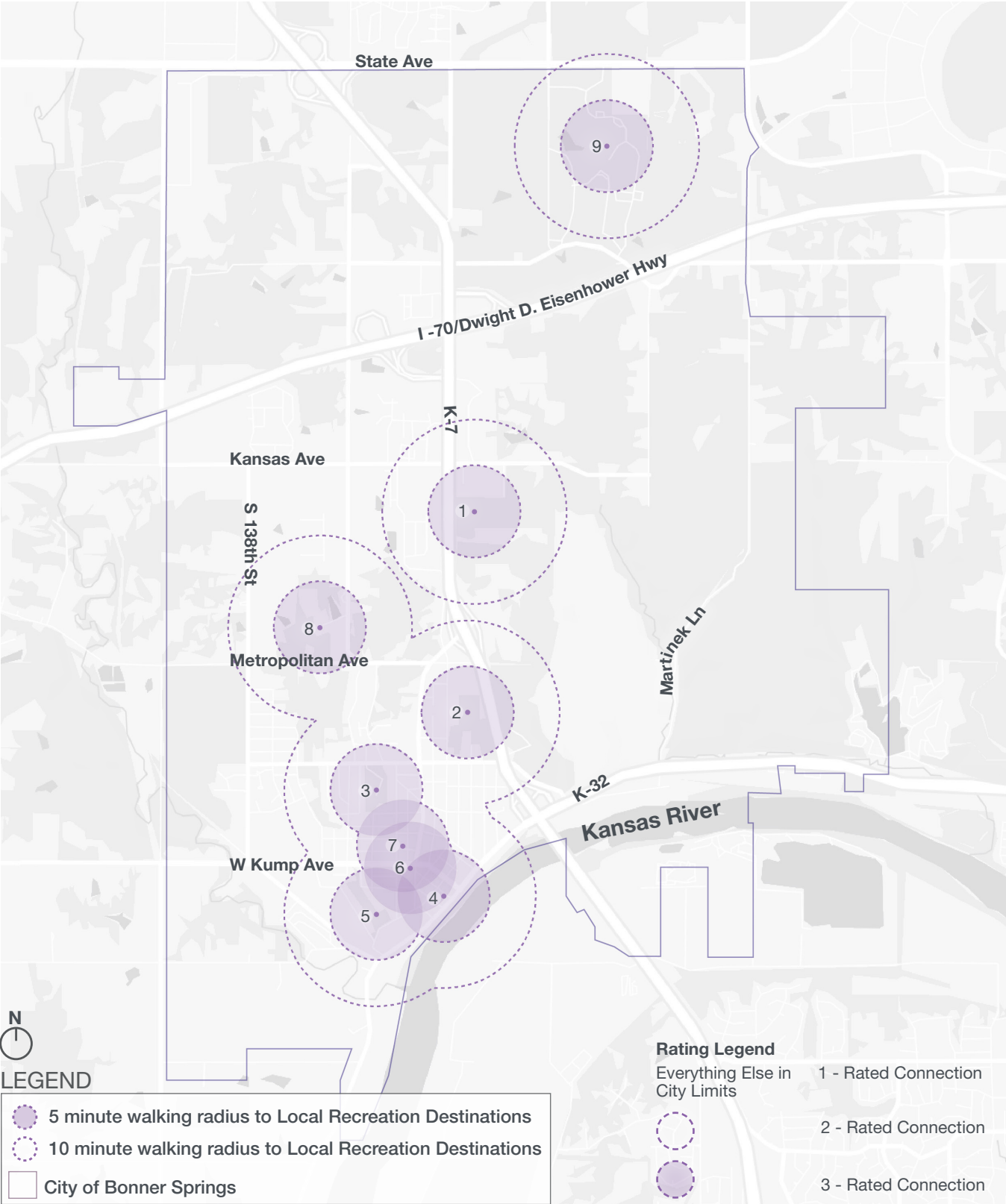
Azura Amphitheater

CIVIC DESTINATIONS WALKING DISTANCES



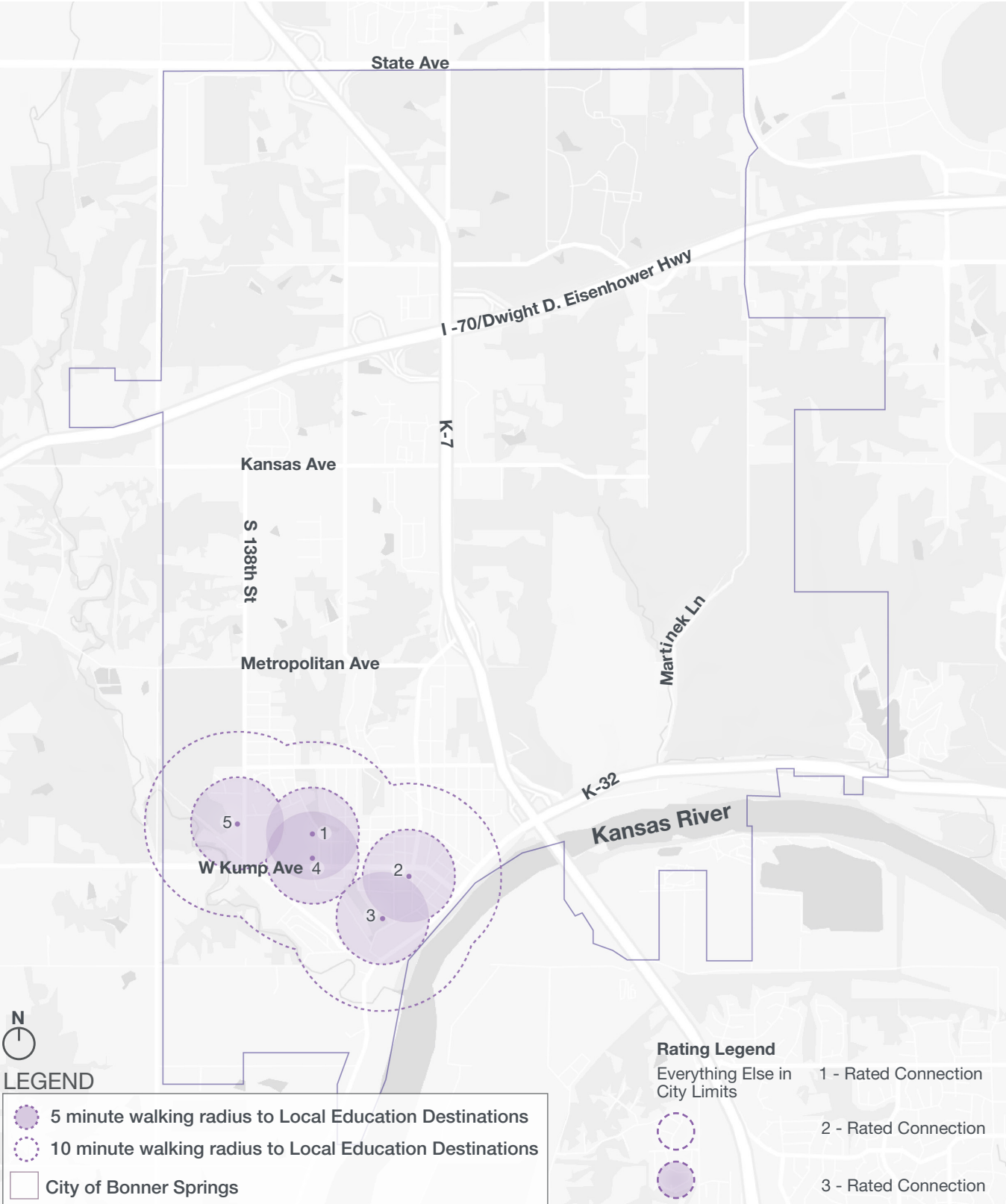
- 1. Bonner Springs City Hall
- 2. Bonner Springs City Library
- 3. Bonner Springs Community Center
- 4. Post Office

RECREATION DESTINATIONS WALKING DISTANCES



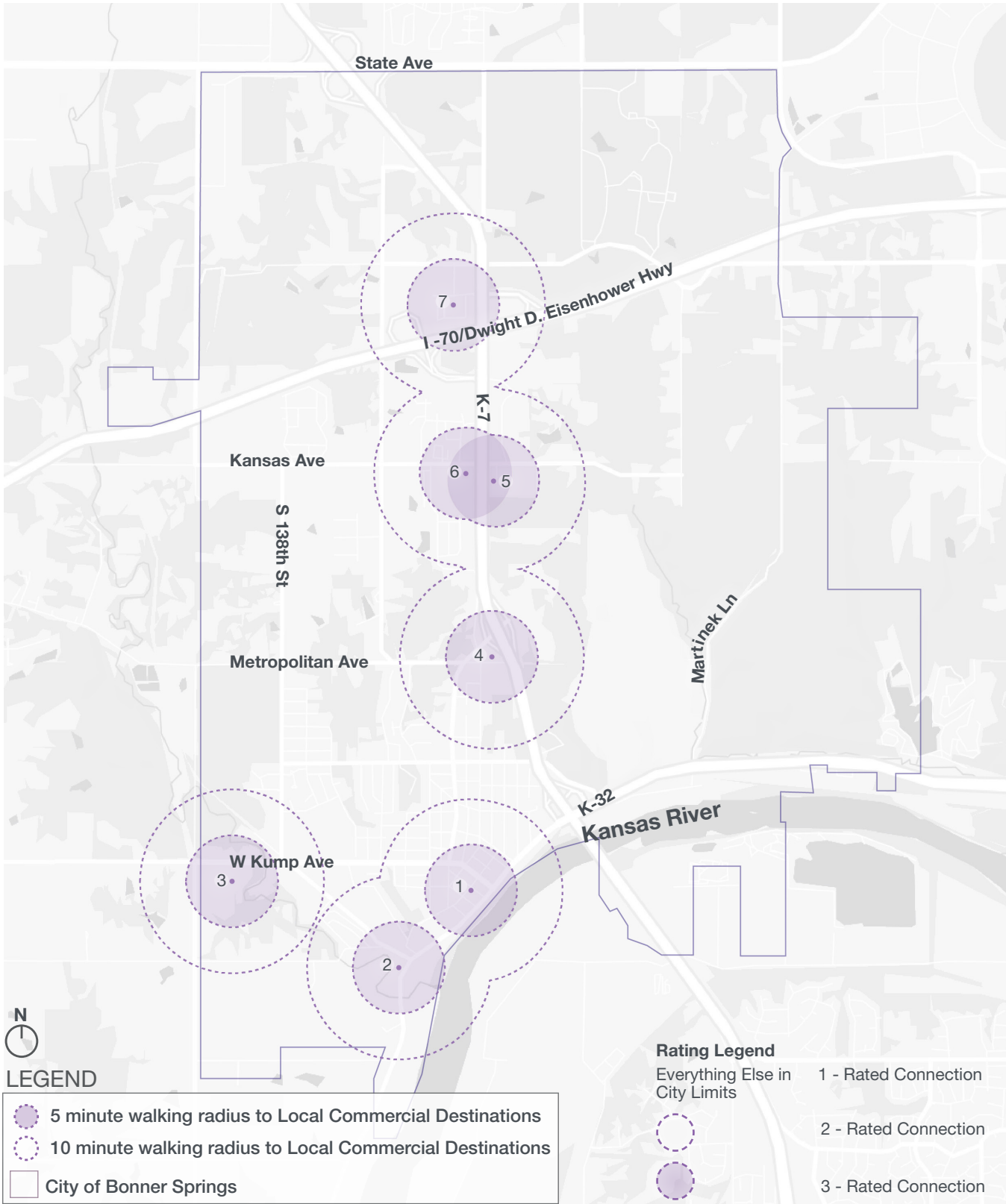
- 1. Kerry Roberts Memorial Park
- 2. Bonner Springs Cemetary
- 3. Lions Park
- 4. Kelly Murphy Park
- 5. South Park
- 6. Centennial Park
- 7. Center Park
- 8. North Park
- 9. Wyandotte County Park

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.

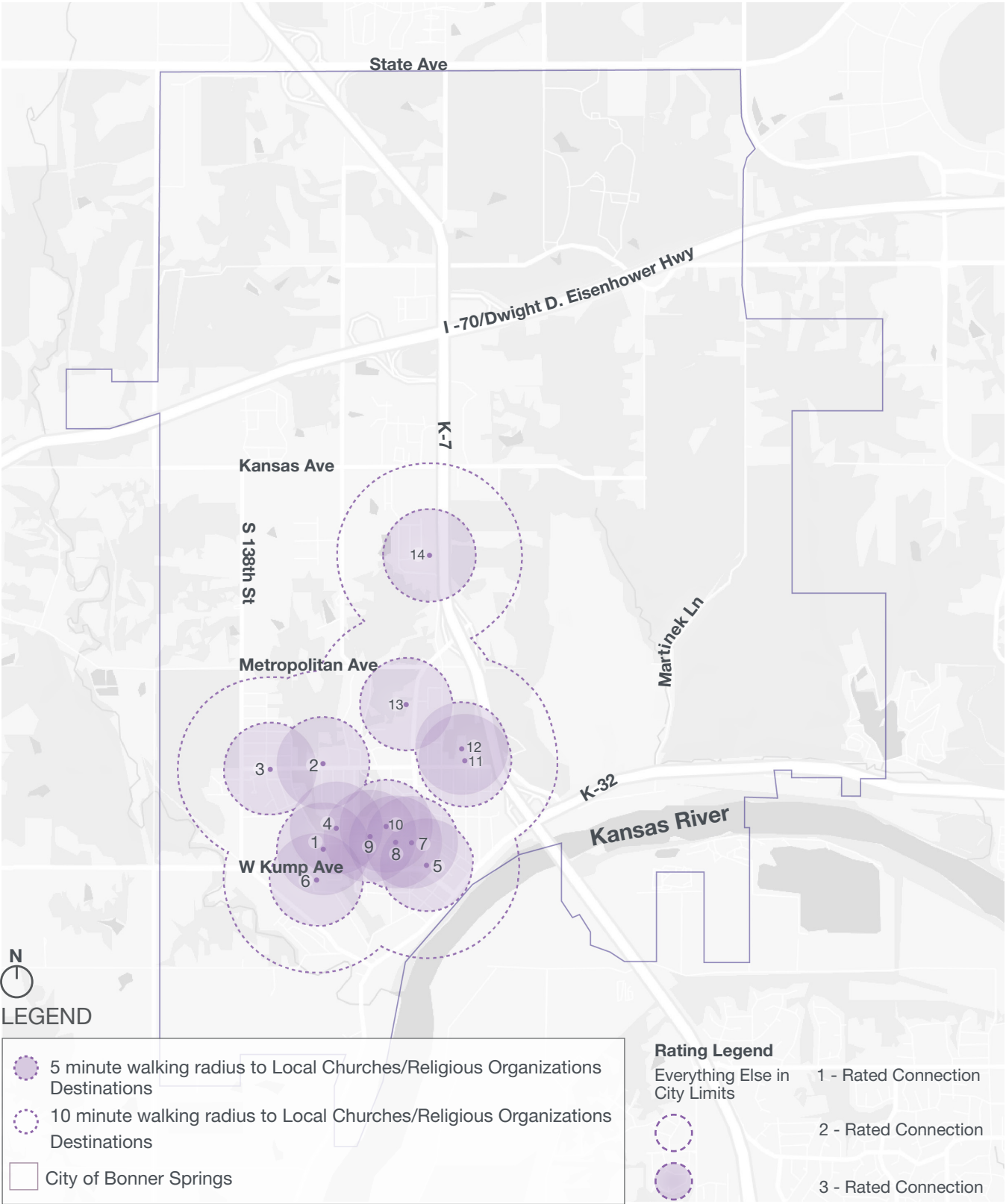
3. Retail Destinations - Rise Baking Company, Best Brands Corporation, etc.

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

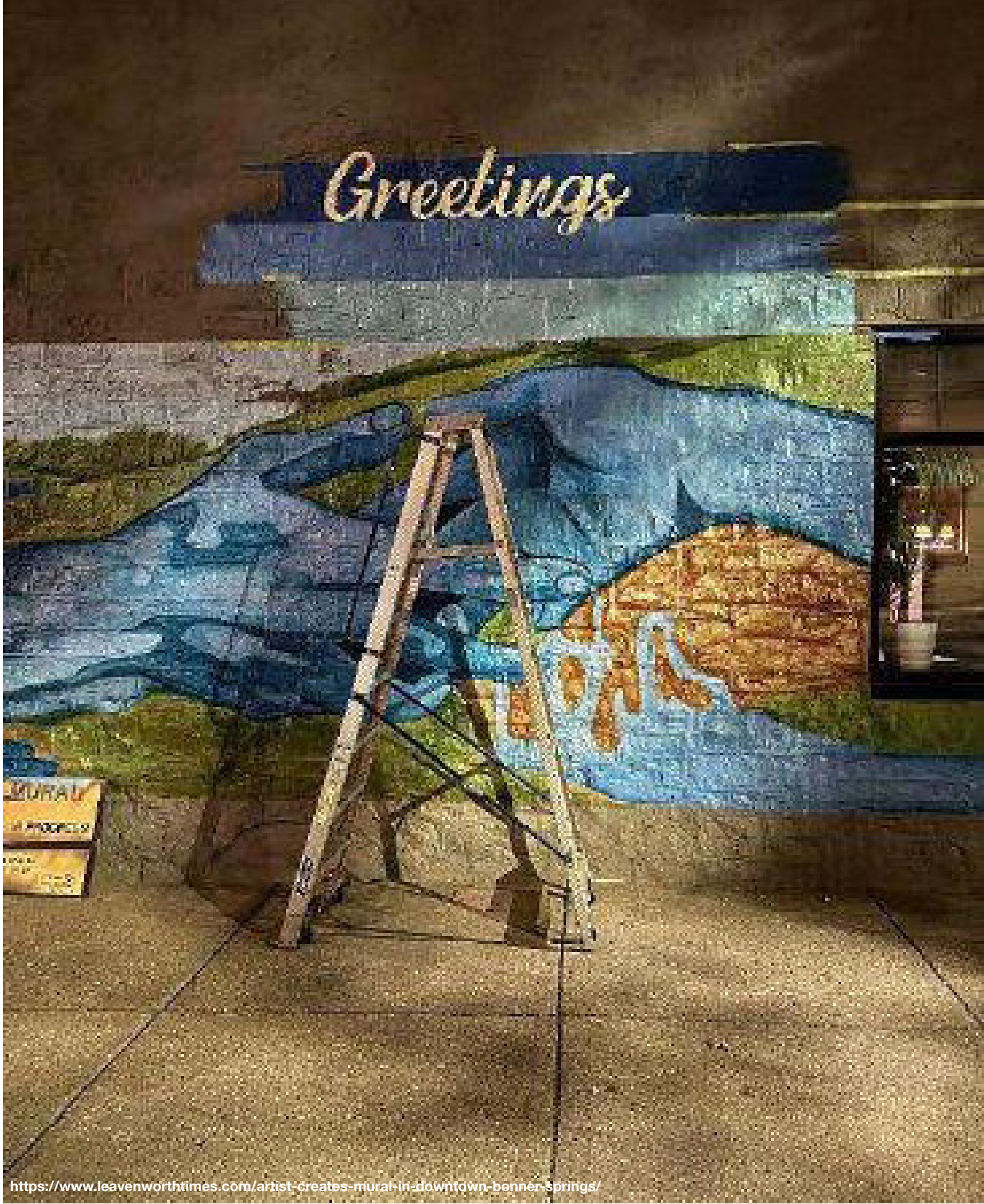
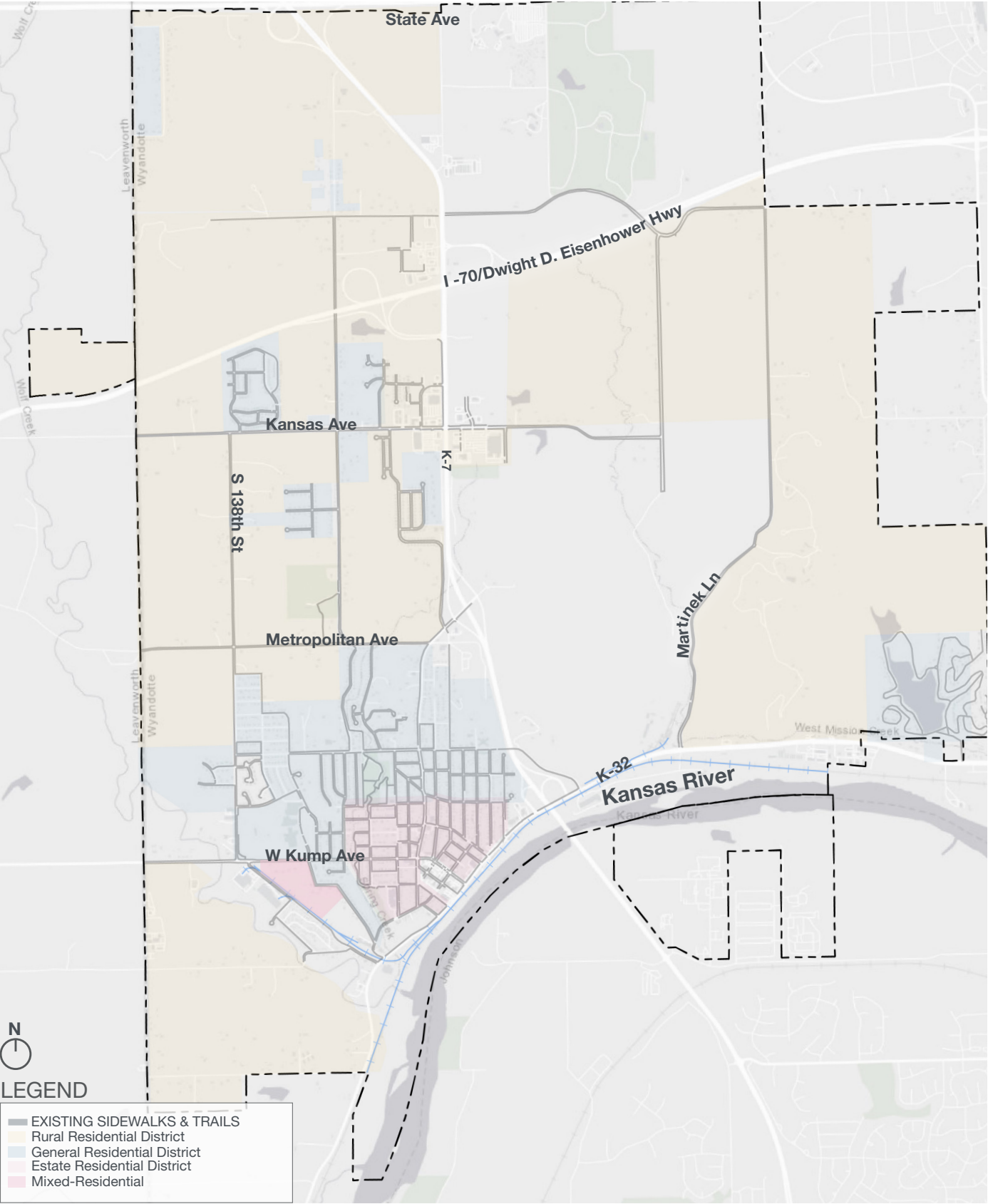
11. Bonner Springs Church-Christ

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



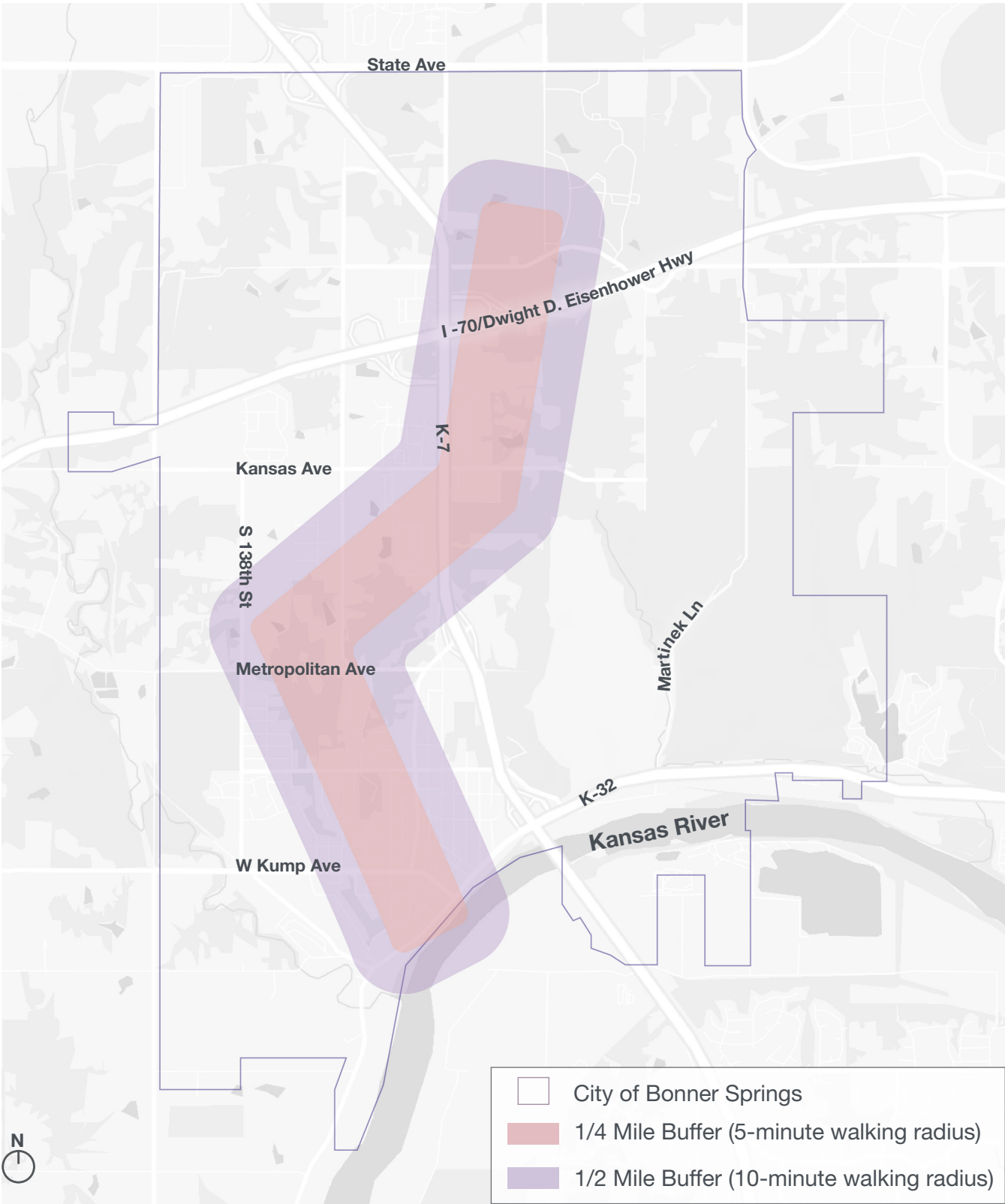
City Hall
Civic Destination



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:

$$(\text{Residential Rating} + \text{Religious Rating} + \text{Commercial Rating} + \text{Educational Rating} + \text{Civic Rating} + \text{Recreational Rating}) \div 6 = \text{Community Impact Rating}$$

Community Impact Rating + Community Connectivity Rating = Total Rating

Sidewalk_Score	PRE	NAME_1	TYPE	LEVEL	Residential_Rating	Religious_Rating	Commercial_Rating	Education_Rating	Civic_Rating	Recreational_Rating	Community_Impact_Rating	Community_Connectivity_Rating	Total_Rating
2	E	2ND	ST	MINOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
2	E	2ND	ST	MINOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
3		CEDAR	AVE	MAJOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
2		CEDAR	AVE	MAJOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
4		CEDAR	AVE	MAJOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
4		QAK	ST	MINOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
3		QAK	ST	MINOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
2		QAK	ST	MINOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
3		QAK	ST	MINOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
2		QAK	ST	MINOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
3	E	2ND	ST	MINOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
4	E	2ND	ST	MINOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
3	E	2ND	ST	MINOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
2	E	2ND	ST	MINOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
3	E	2ND	ST	MINOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
3	E	2ND	ST	MINOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
3	E	2ND	ST	MINOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
3	E	2ND	ST	MINOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
4		CEDAR	AVE	MAJOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
4		CEDAR	AVE	MAJOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
4	E	3RD	ST	LOCAL	0	3	3	3	3	3	2.5	3	5.5
4	E	3RD	ST	LOCAL	0	3	3	3	3	3	2.5	3	5.5
4	E	3RD	ST	LOCAL	0	3	3	3	3	3	2.5	3	5.5
3	E	3RD	ST	LOCAL	0	3	3	3	3	3	2.5	3	5.5
4		CEDAR	AVE	MAJOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
4	E	3RD	ST	LOCAL	1	3	3	3	3	3	2.6	3	5.6
4	E	3RD	ST	LOCAL	1	3	3	3	3	3	2.6	3	5.6
3	E	3RD	ST	LOCAL	1	3	3	3	3	3	2.6	3	5.6
2	E	3RD	ST	LOCAL	1	3	3	3	3	3	2.6	3	5.6
3	E	3RD	ST	LOCAL	1	3	3	3	3	3	2.6	3	5.6
4	E	3RD	ST	LOCAL	1	3	3	3	3	3	2.6	3	5.6
3	E	KUMP	AVE	MAJOR ARTERIAL	1	3	3	3	3	3	2.6	3	5.6
2	E	KUMP	AVE	MAJOR ARTERIAL	1	3	3	3	3	3	2.6	3	5.6
3	N	NETTLETON	AVE	COLLECTOR	1	3	3	3	3	3	2.6	3	5.6
3	N	NETTLETON	AVE	COLLECTOR	0	3	3	3	3	3	2.5	3	5.5
3	N	NETTLETON	AVE	COLLECTOR	0	3	3	3	3	3	2.5	3	5.5
no crossing	S	NETTLETON	AVE	COLLECTOR	0	3	3	3	3	3	2.5	3	5.5
3		NETTLETON	AVE	COLLECTOR	3	3	3	3	3	3	2.5	3	5.5
2		QAK	ST	MINOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
4	W	3RD	ST	LOCAL	0	3	3	3	3	3	2.5	3	5.5
2	W	3RD	ST	LOCAL	0	3	3	3	3	3	2.5	3	5.5
3	E	3RD	ST	LOCAL	0	3	3	3	3	3	2.5	3	5.5
4		CEDAR	AVE	MAJOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
3	E	3RD	ST	LOCAL	0	3	3	3	3	3	2.5	3	5.5
2	W	3RD	ST	LOCAL	0	3	3	3	3	3	2.5	3	5.5
2	W	3RD	ST	LOCAL	0	3	3	3	3	3	2.5	3	5.5
3	QAK	ST	MINOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	5.5
3	W	2ND	ST	MINOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
3	W	2ND	ST	MINOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
3		QAK	ST	MINOR ARTERIAL	0	3	3	3	3	3	2.5	3	5.5
4	QAK	ST	MINOR ARTERIAL	0	3	3	3	3	3	3	2.5	3	5.5
3	W	3RD	ST	LOCAL	0	3	3	3	3	3	2.5	3	5.5

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.

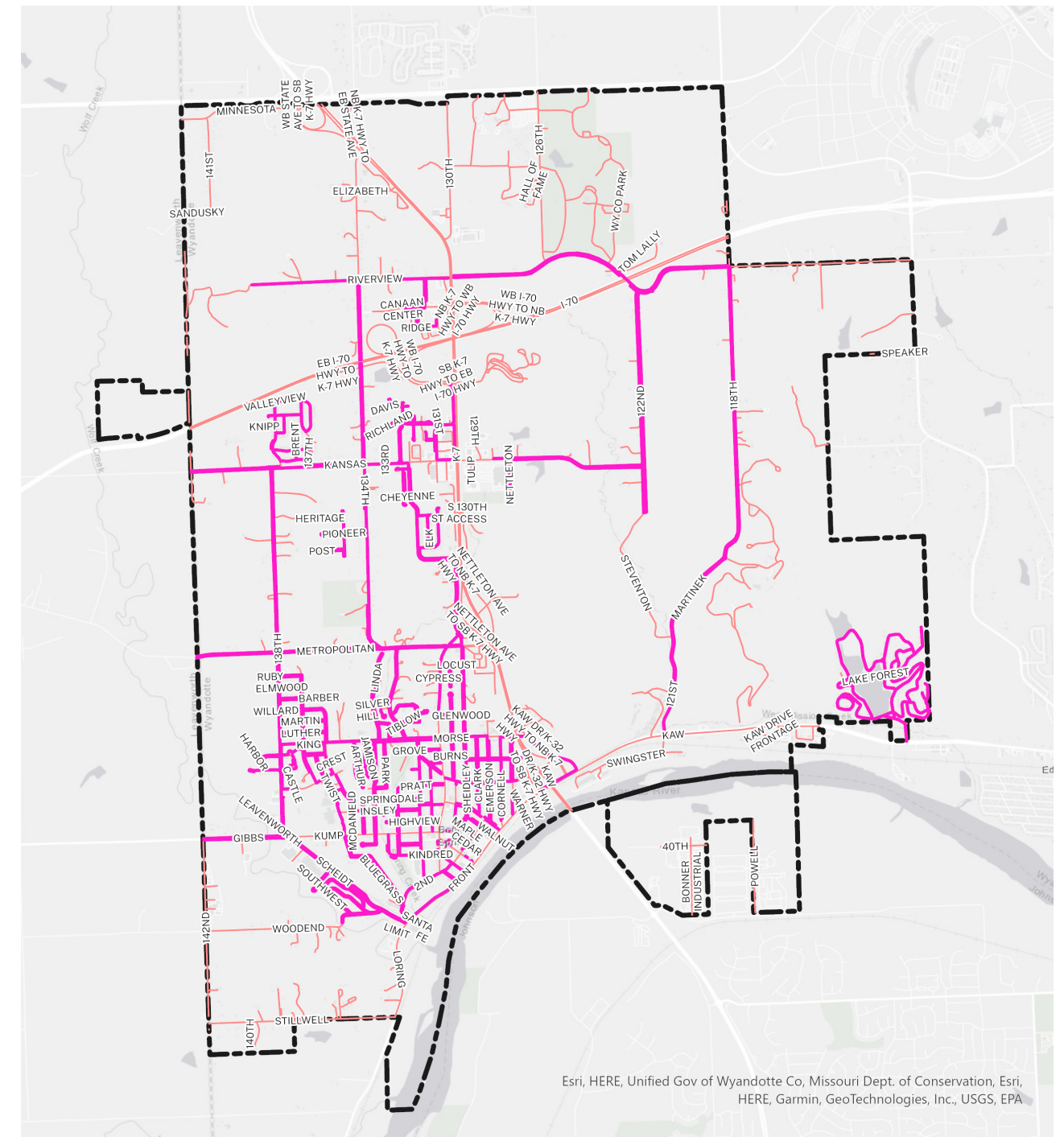
- Category 4 (Low Priority, Score 2.0 – 2.9): Segments with limited immediate impact but beneficial for future upgrades.

- 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



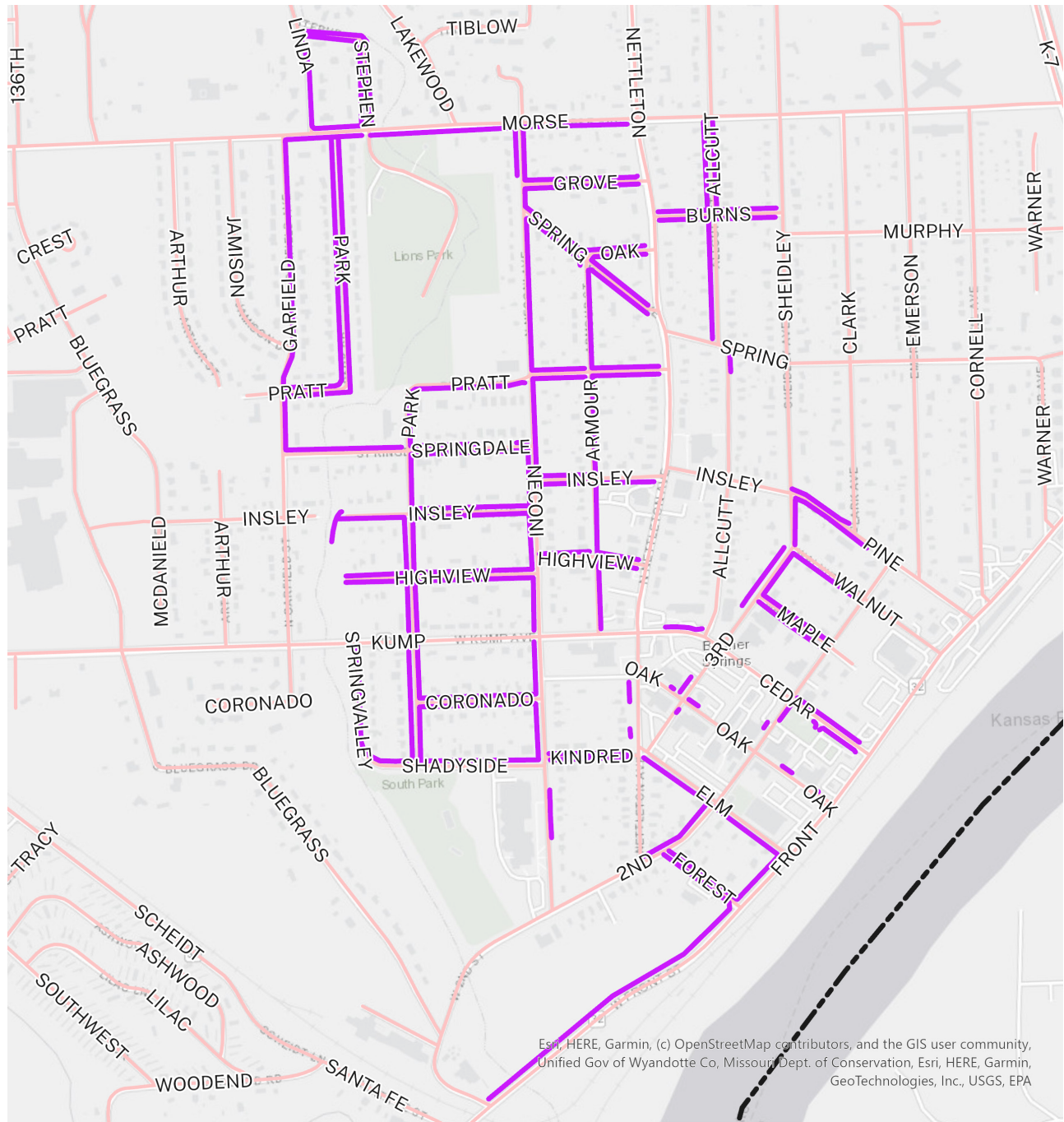
LEGEND

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

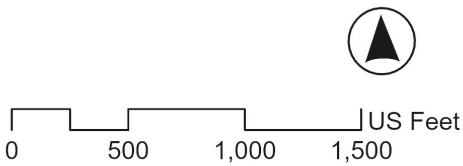


3.6 SIDEWALK PRIORITIES

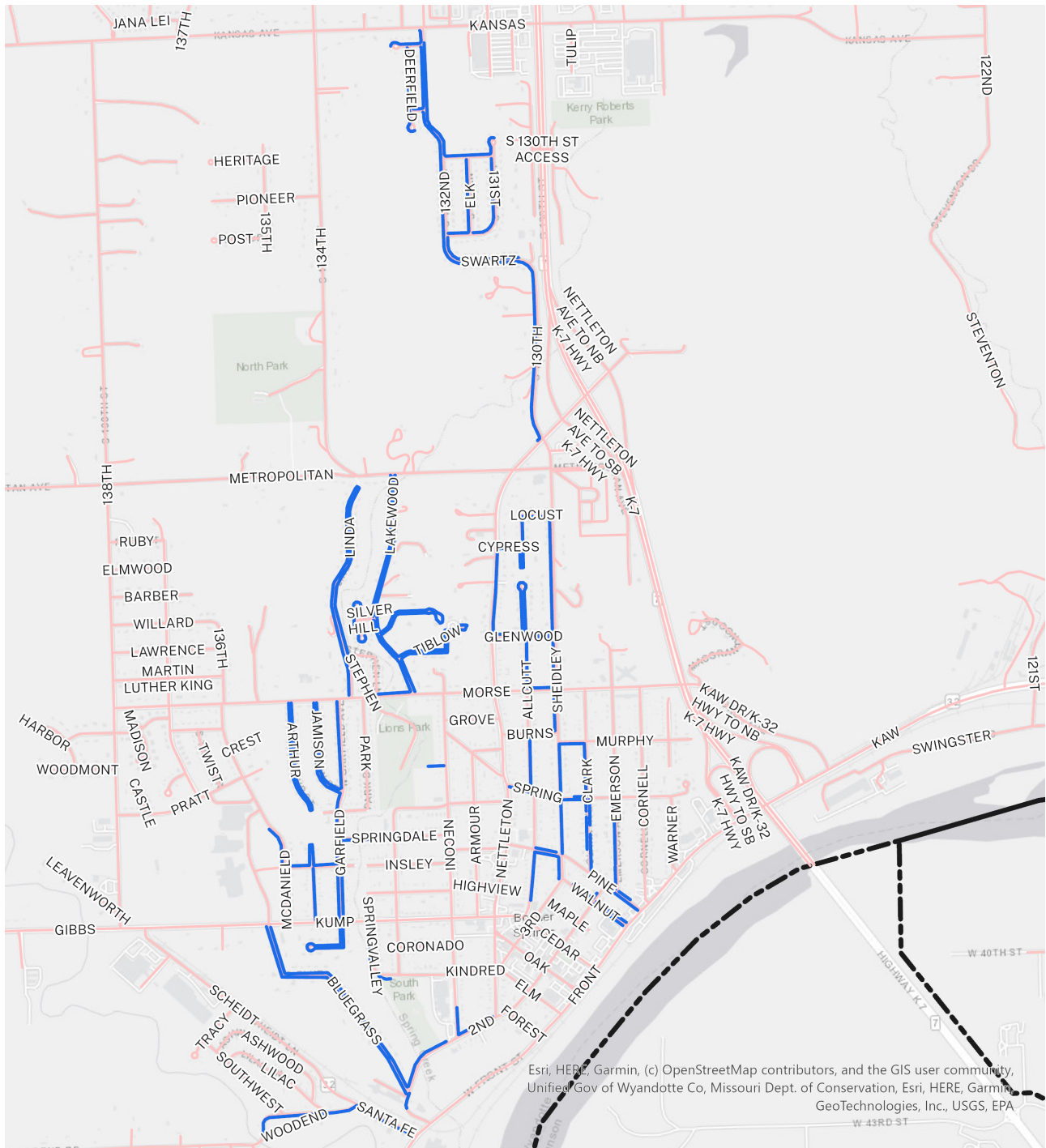
1 CRITICAL PRIORITY



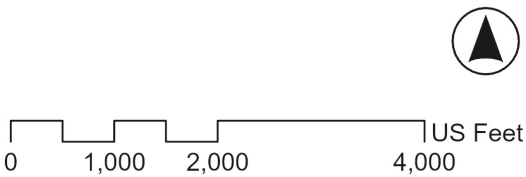
- LEGEND
- Priority Sidewalks
 - All Streets
 - Boundary-Bonner Springs



2 HIGH PRIORITY

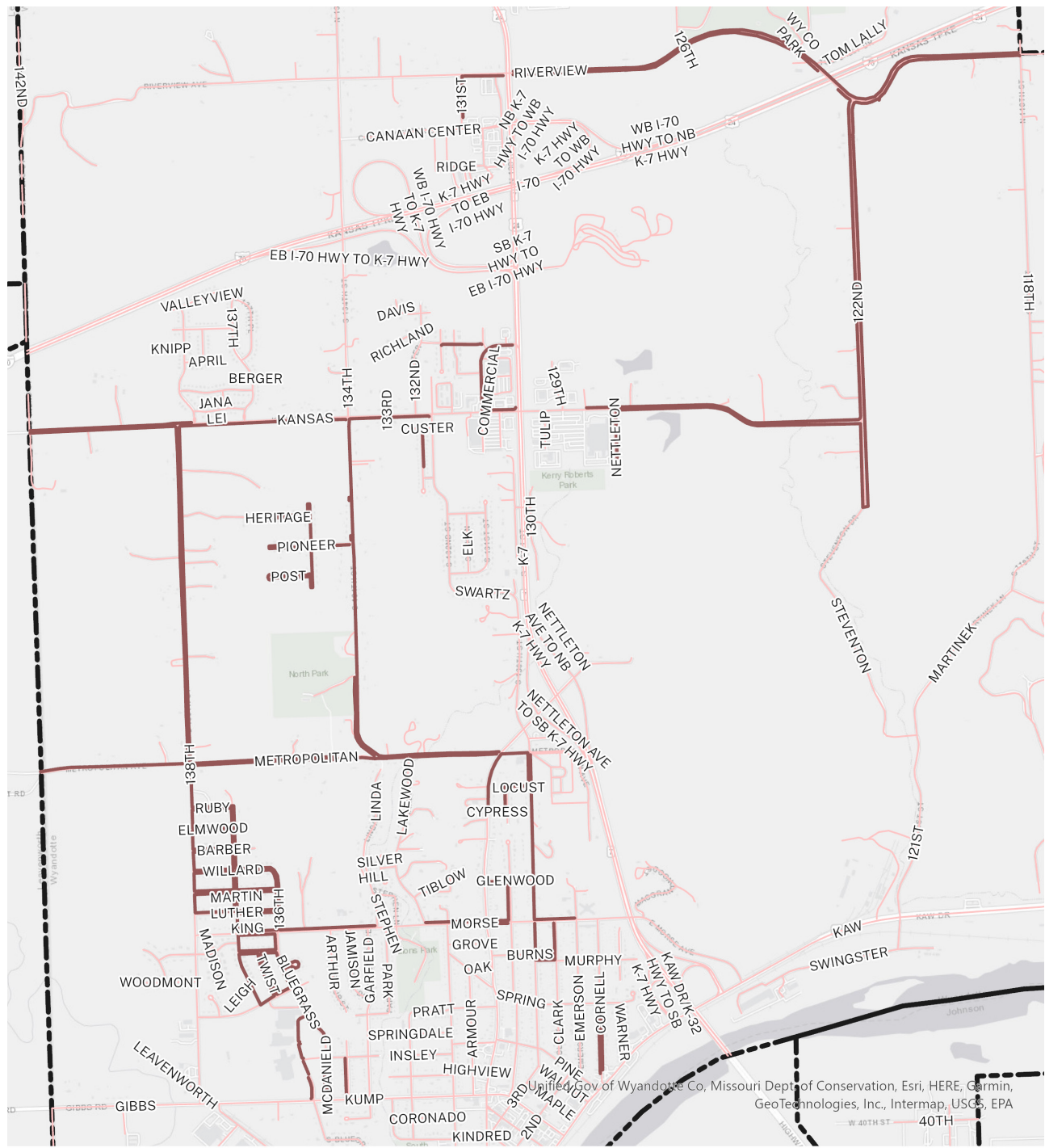


- LEGEND
- Priority Sidewalks
 - All Streets
 - Boundary-Bonner Springs

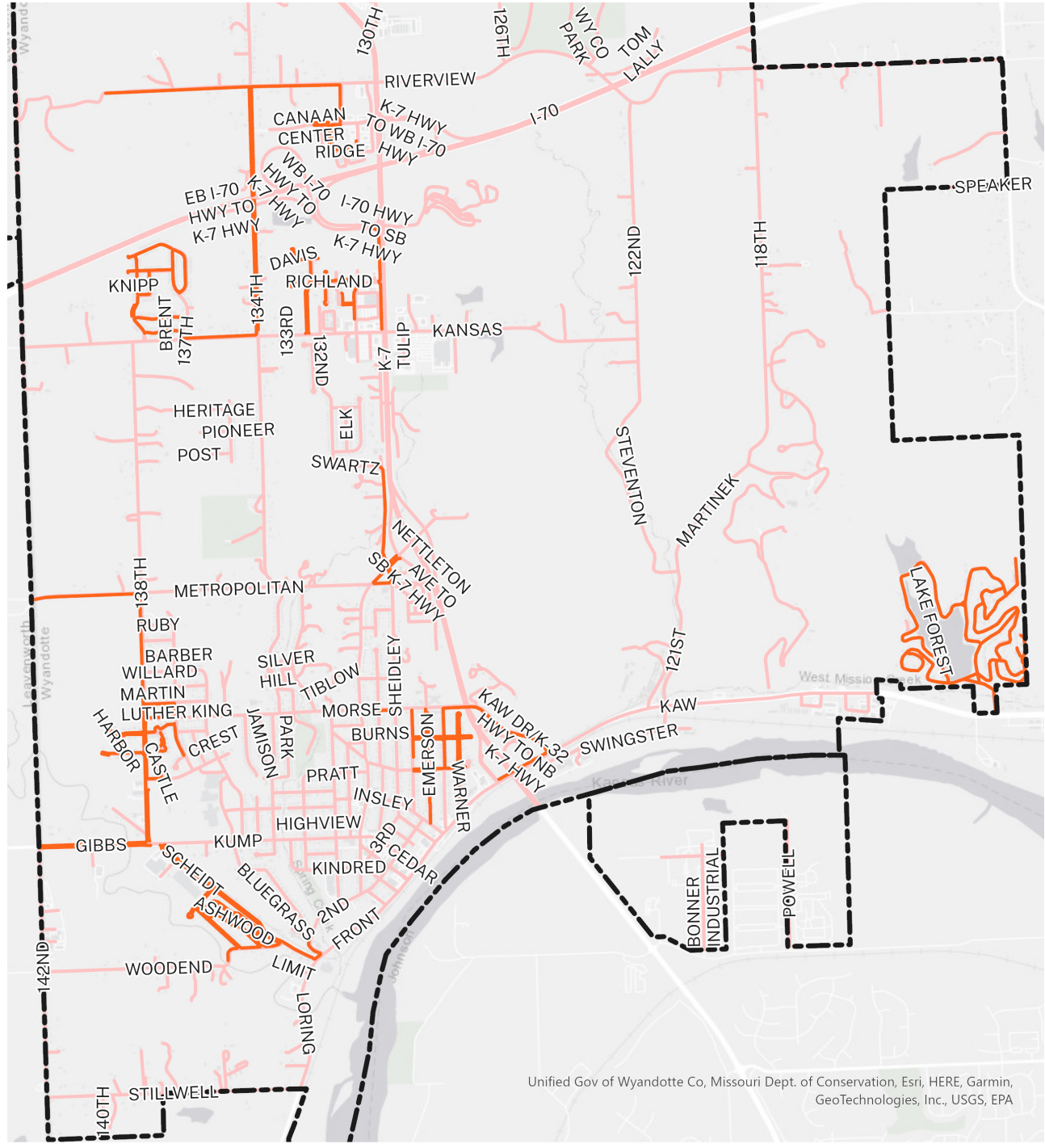


3.6 SIDEWALK PRIORITIES

3 MEDIUM PRIORITY

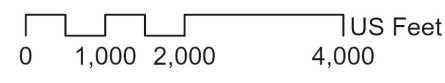


4 LOW PRIORITY



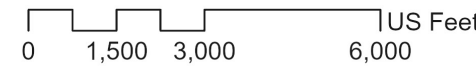
LEGEND

- Priority Sidewalks
- All Streets
- Boundary-Bonner Springs



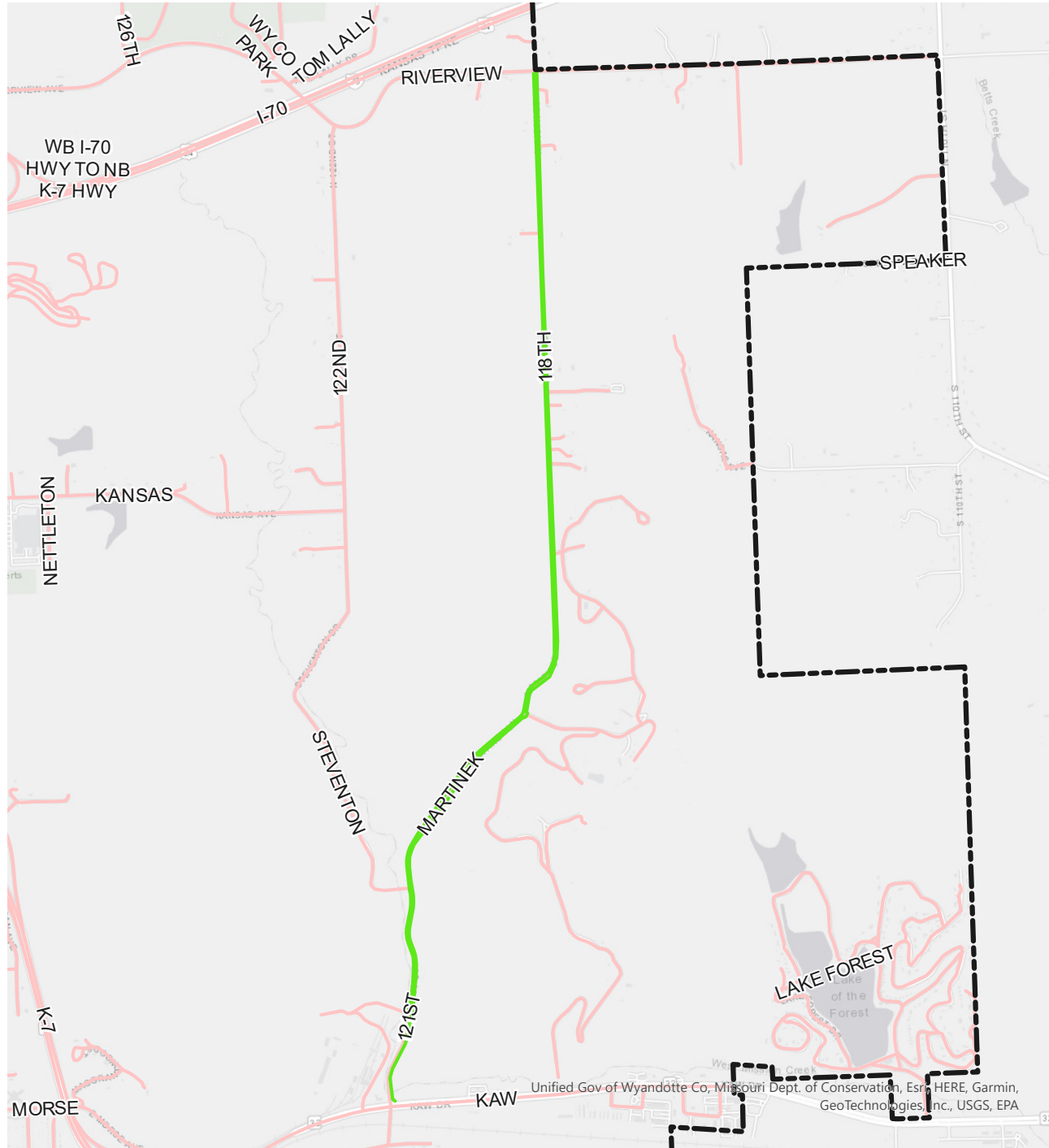
LEGEND

- Priority Sidewalks
- All Streets
- Boundary-Bonner Springs



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

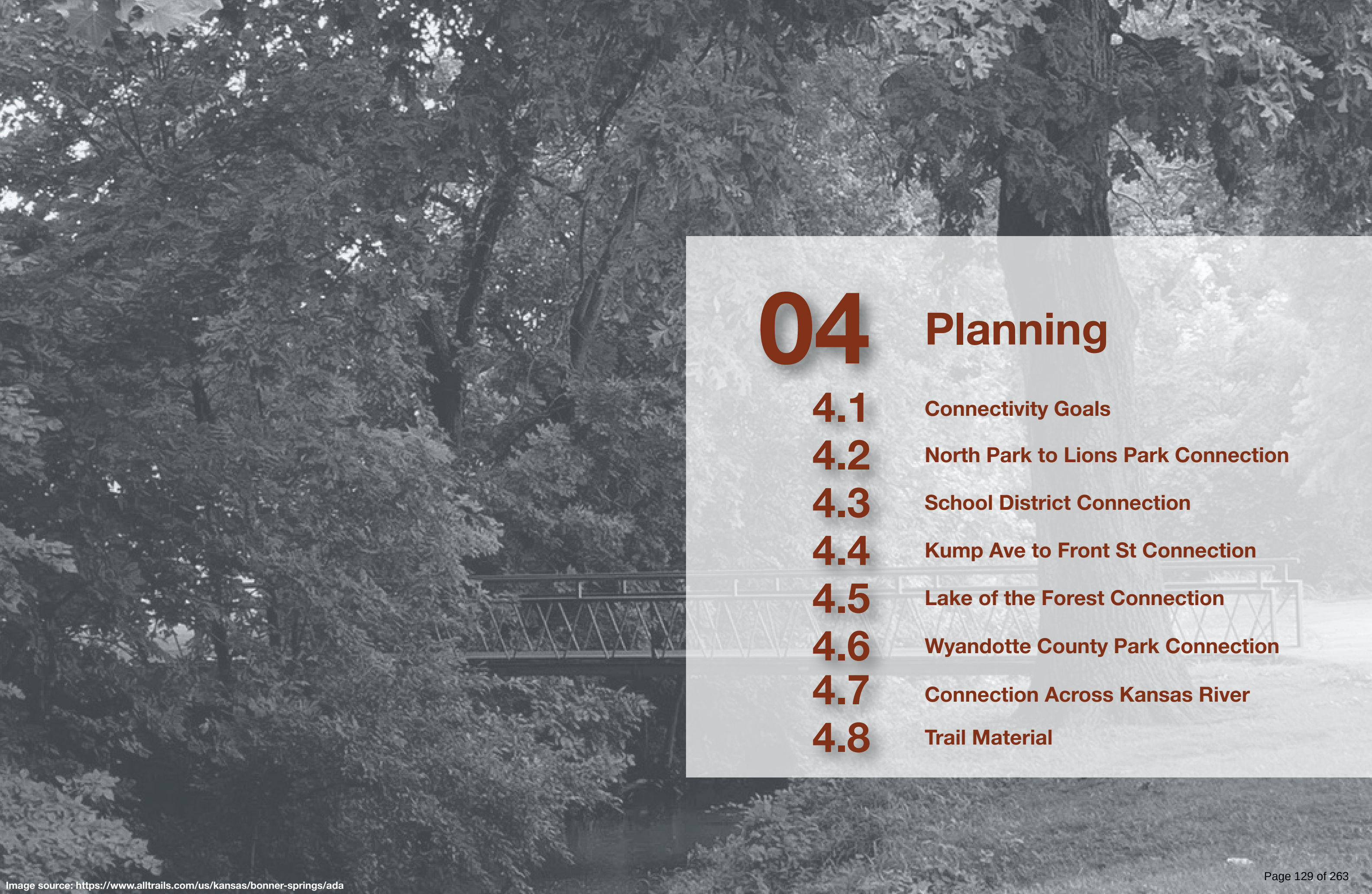
The sidewalk analysis highlights key opportunities to strengthen and expand the existing sidewalk network throughout Bonner Springs. In several areas, enhancing sidewalk continuity and filling existing gaps can improve connections between neighborhoods, schools, parks, commercial areas, and other important 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:

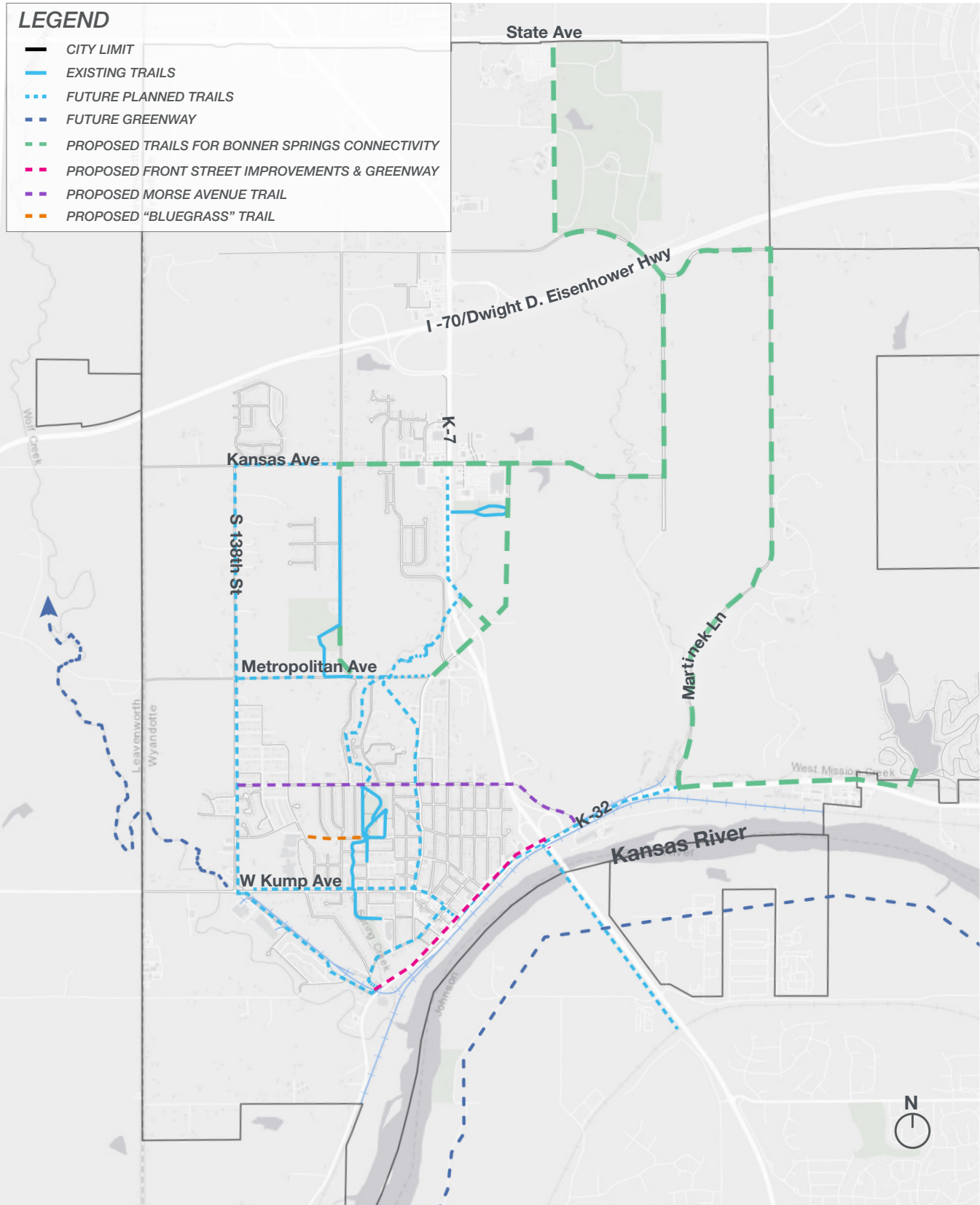
- North Park to Lions Park Connection
- School District Connection
- Kump Ave to Front Street Connection
- Lake of the Forest Connection
- Wyandotte County Park Connection

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.

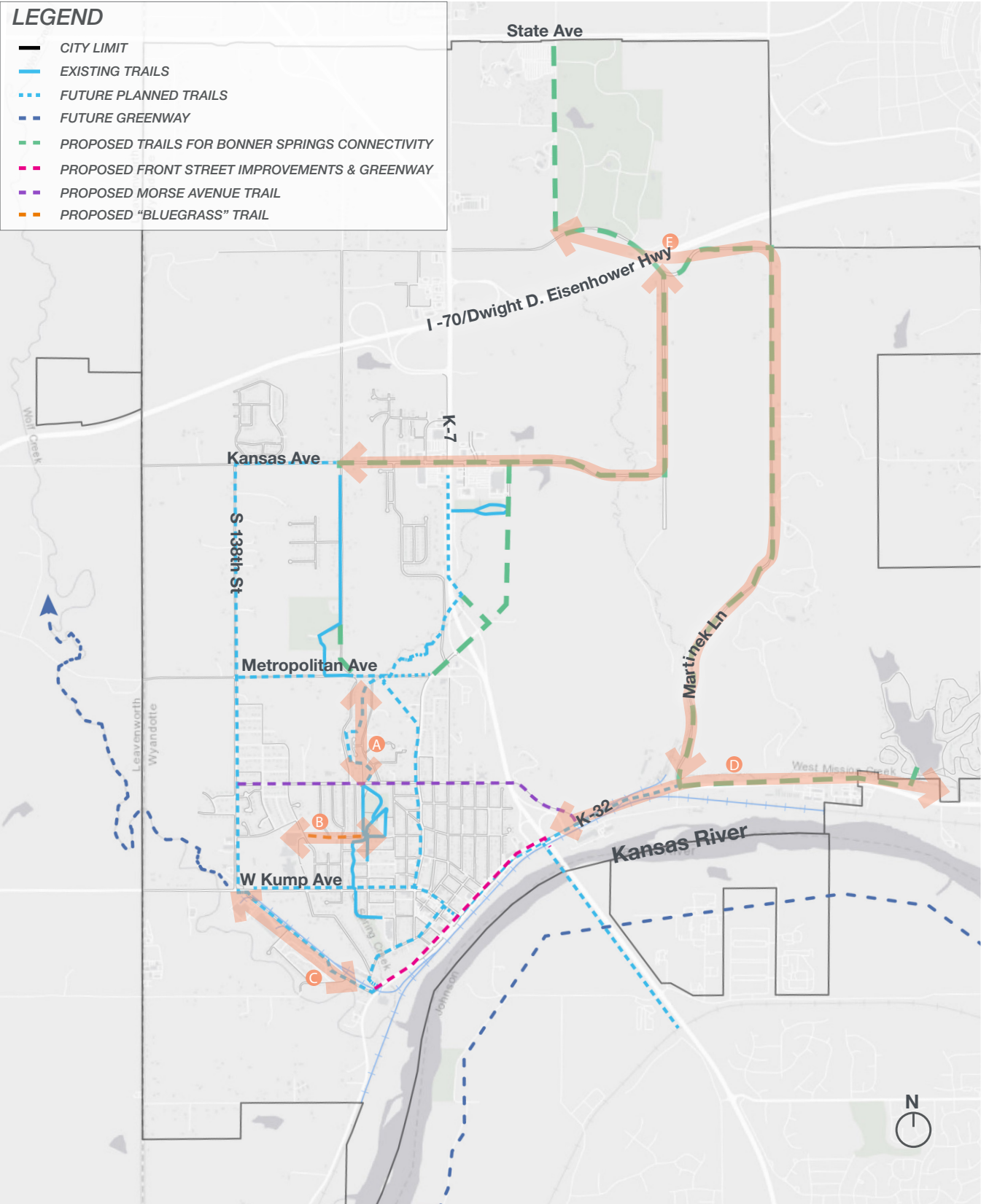


6' WIDE SIDEWALK

- 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

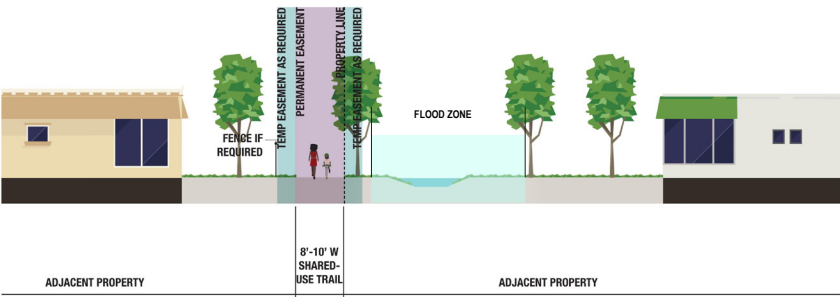
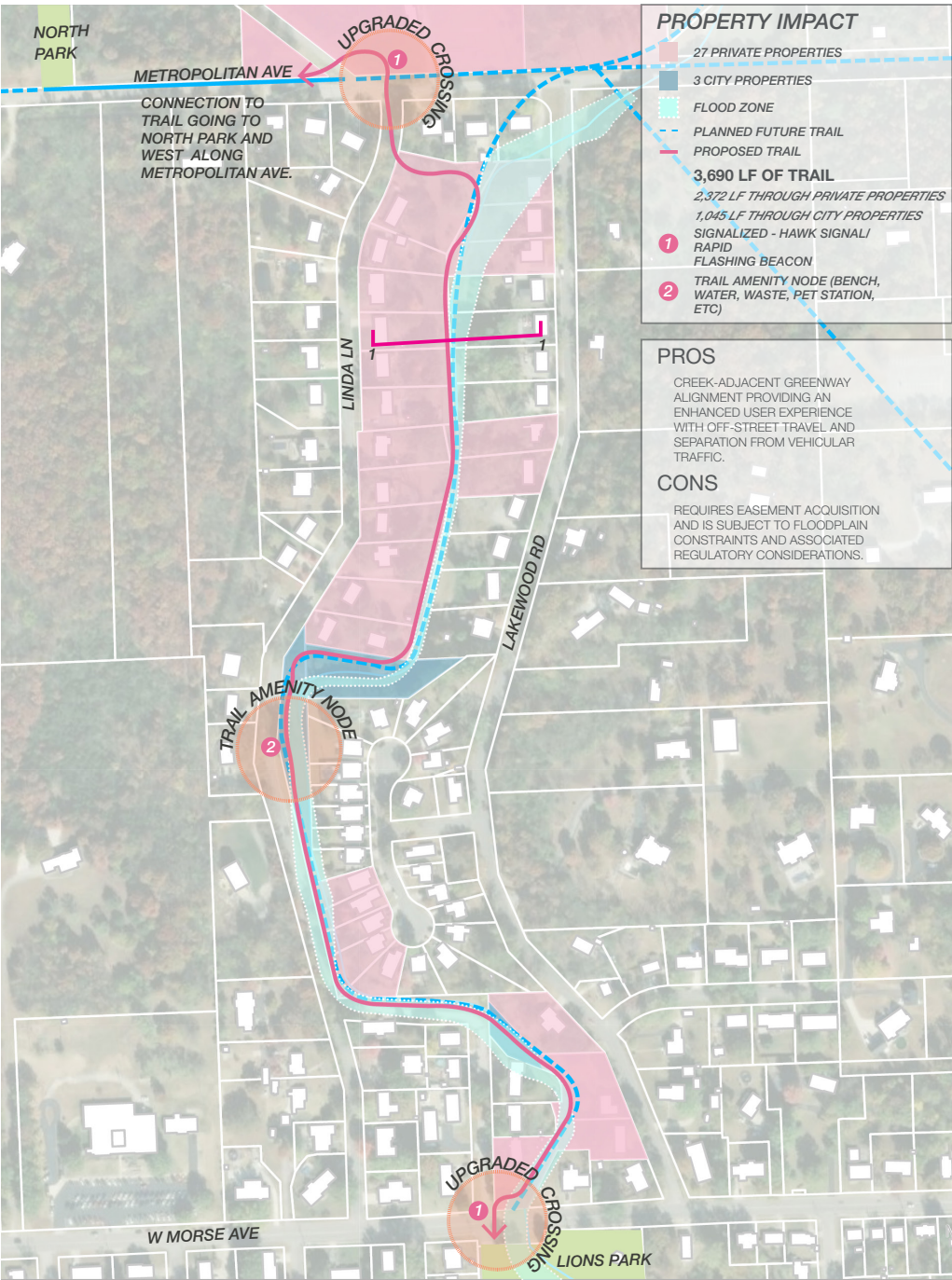
This option establishes a new off-street trail through undeveloped land west of Linda Lane. The alignment offers the greatest separation from vehicular traffic, creating a quiet and park-like experience. However, it requires new easements and infrastructure investment. The resulting corridor would function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



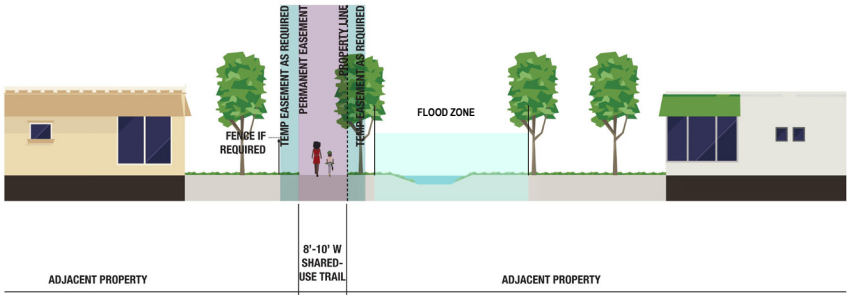
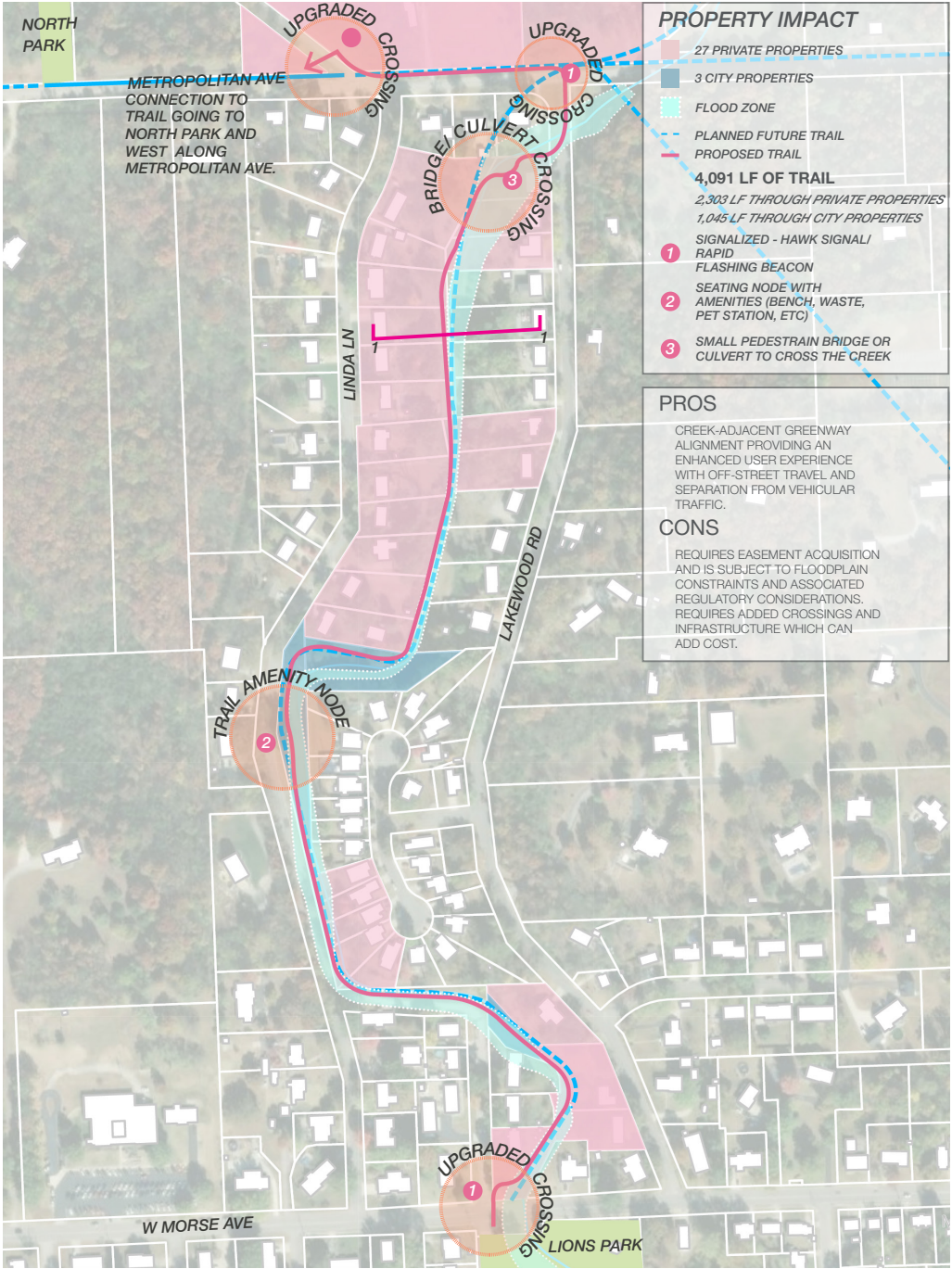
OPTION 1A ALONG SPRING CREEK



Section 1-1

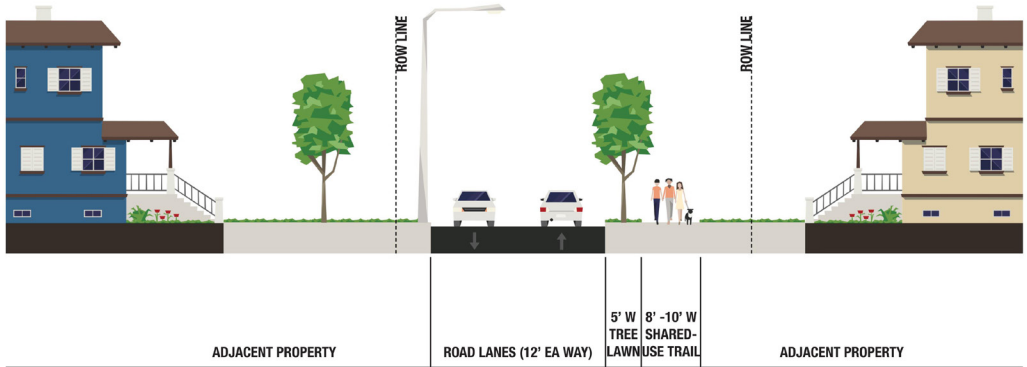
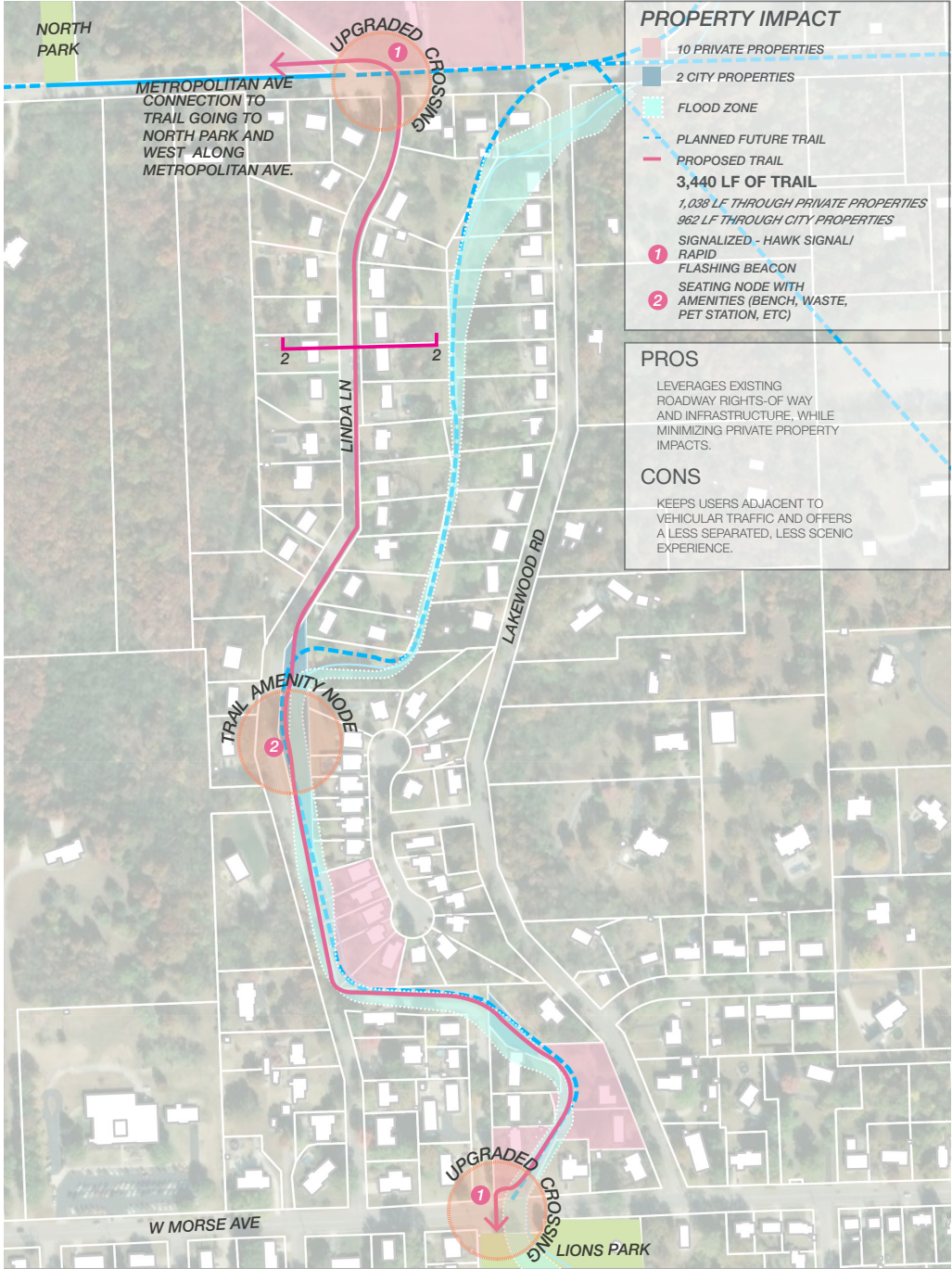
Note: Sections created with Streetmix

OPTION 1B
ALONG SPRING CREEK



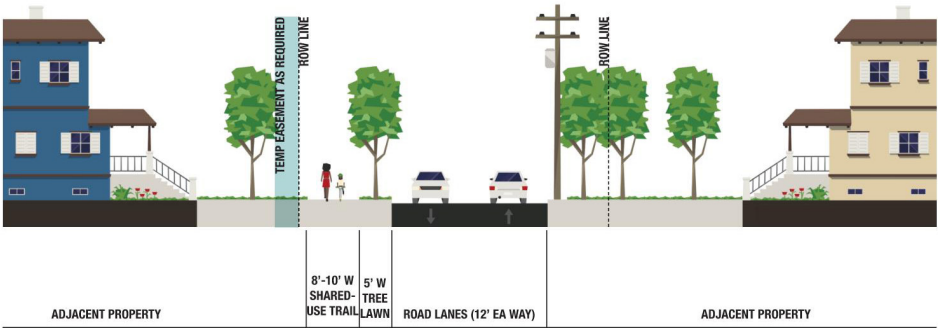
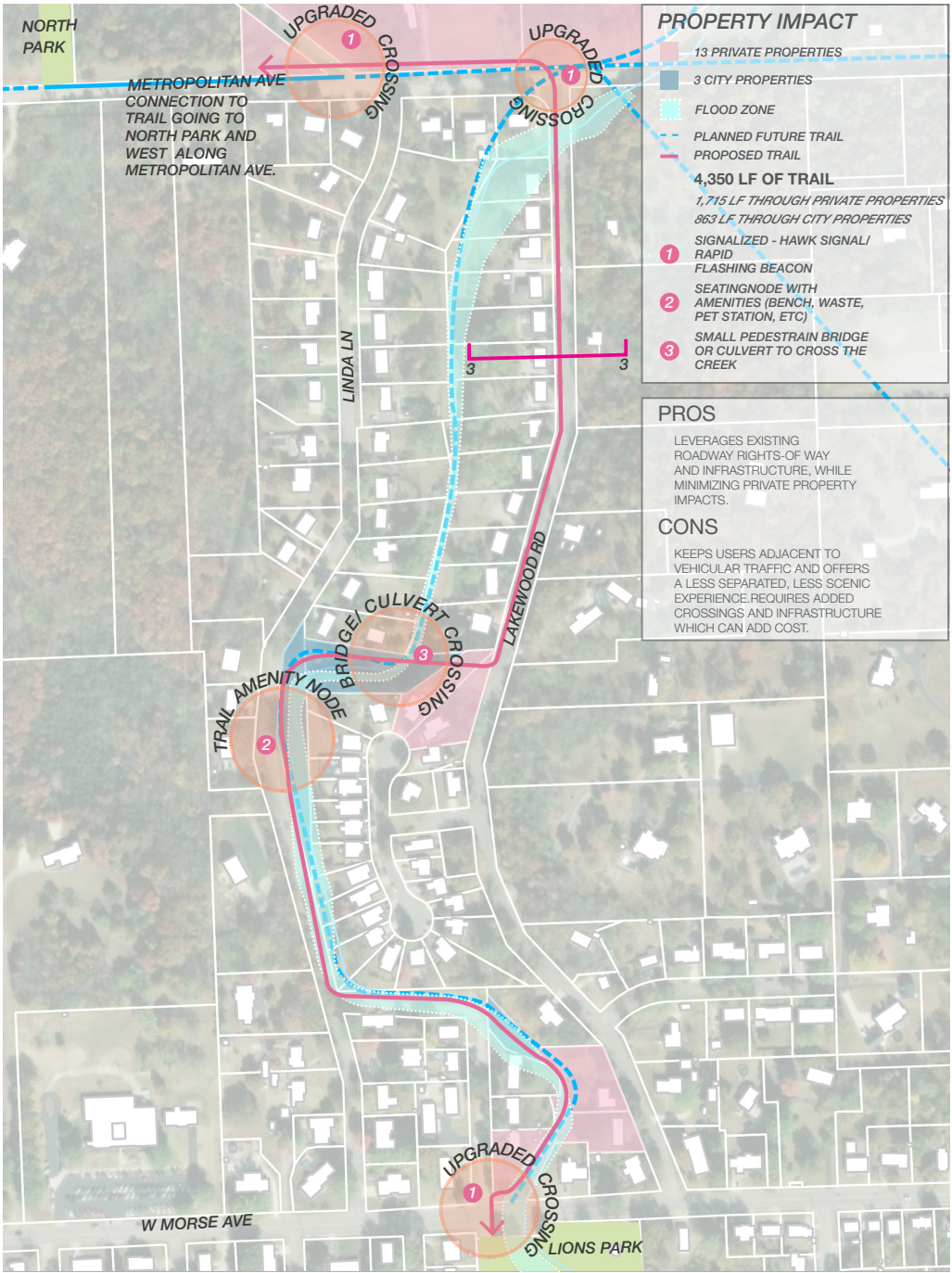
Note: Sections created with Streetmix

OPTION 2
ALONG LINDA LANE



Note: Sections created with Streetmix

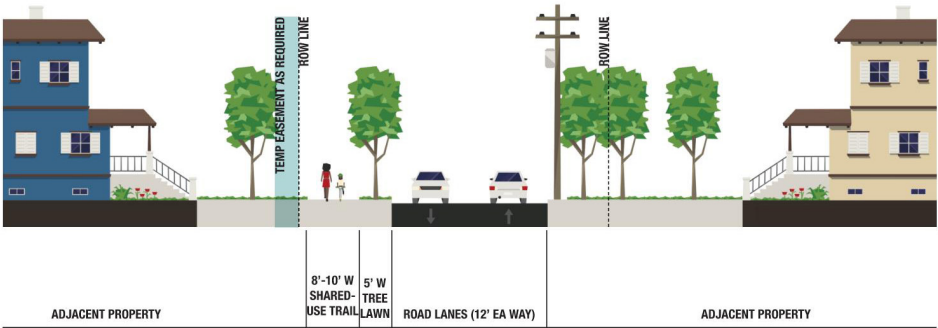
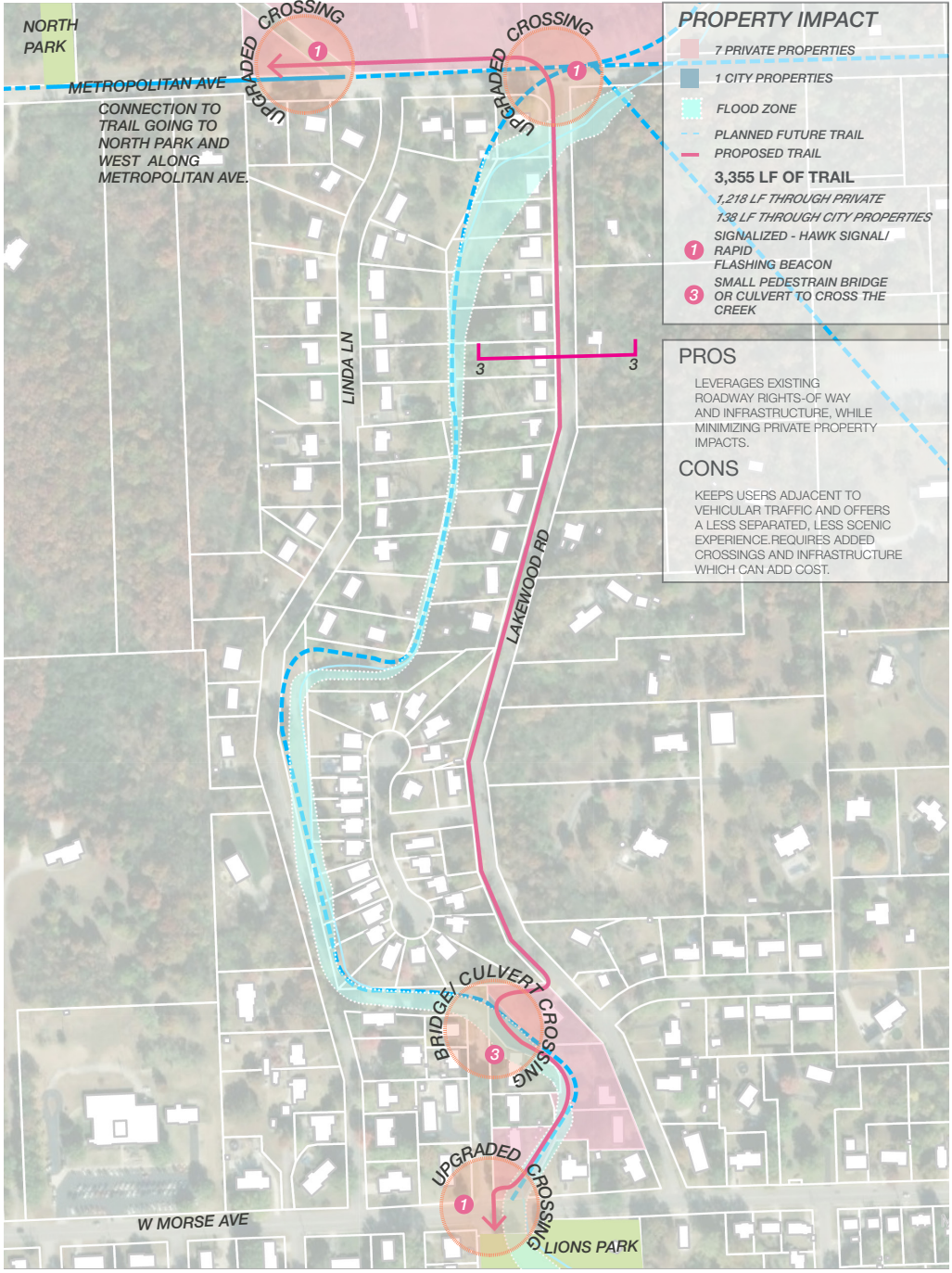
OPTION 3A
ALONG LAKEWOOD ROAD



Section 3-3

Note: Sections created with Streetmix

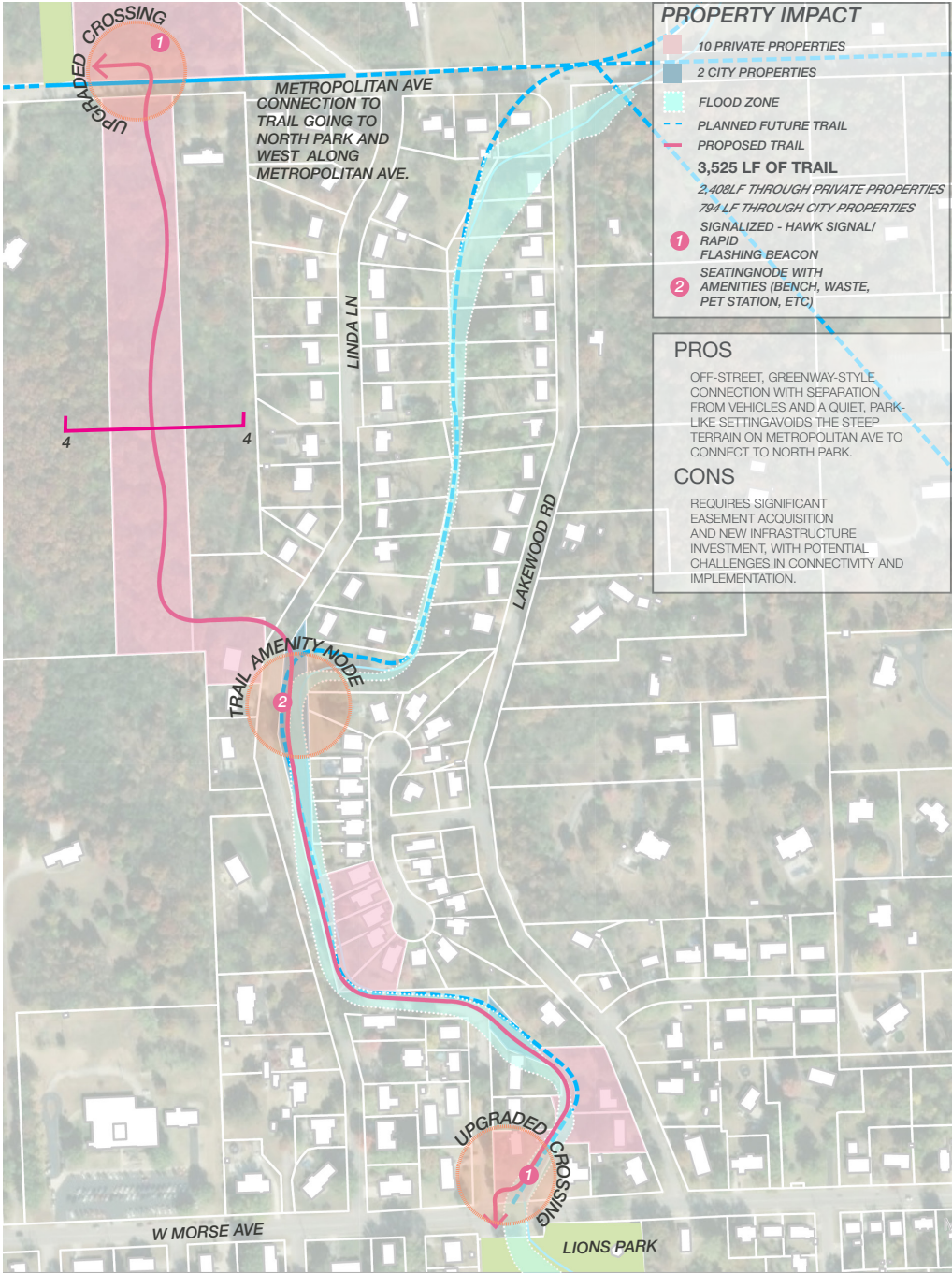
OPTION 3B
ALONG LAKEWOOD ROAD



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



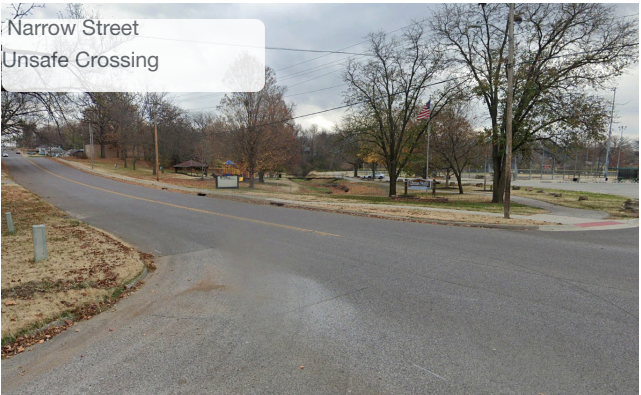
Linda Lane



Lakewood Road

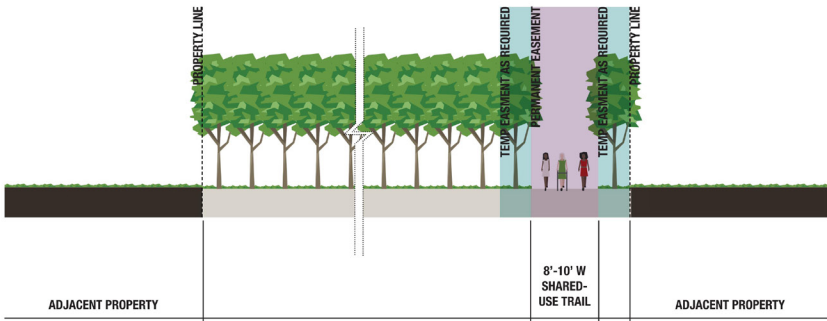


Intersection at Metropolitan Ave to North Park



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.

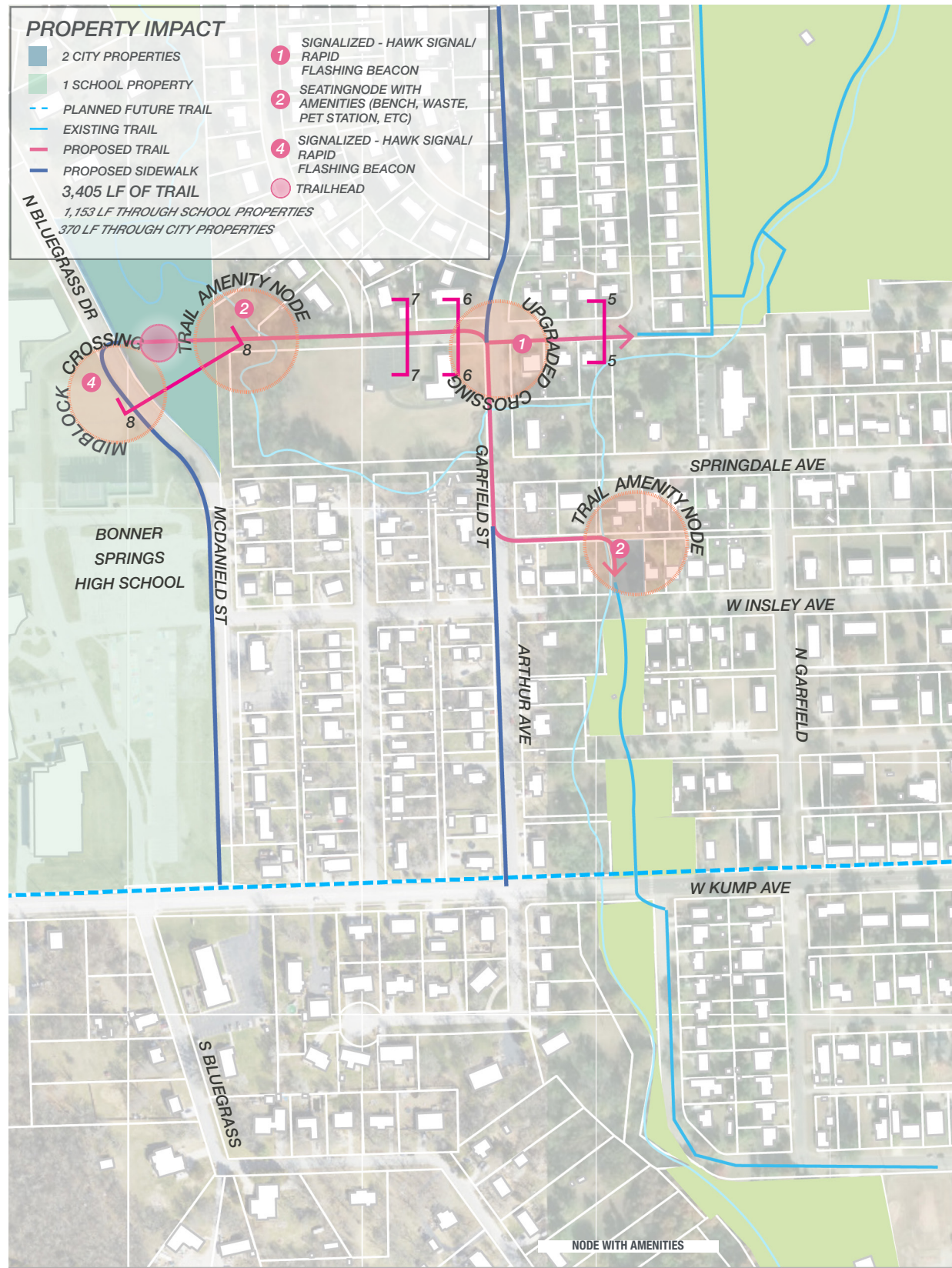
The first key improvement focuses on establishing a shared-use trail connection along Pratt Avenue. This multi-use path would provide a direct, off-street route for students walking or biking to school from North Park and surrounding neighborhoods. By separating pedestrians and cyclists from vehicular 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.

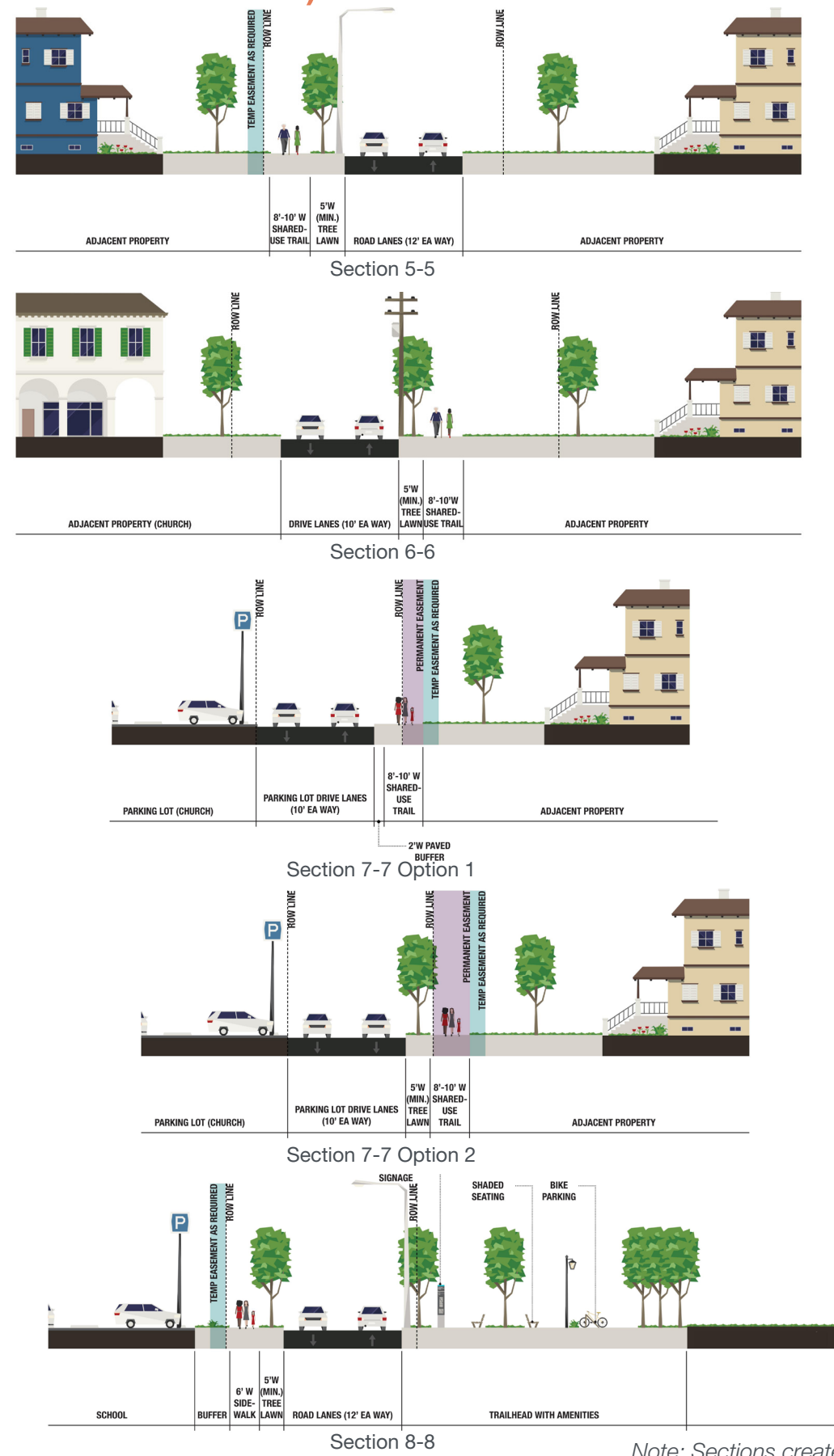
Collectively, these enhancements will create a safer, more welcoming, and better-connected setting for students and parents as they navigate their daily routines.

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



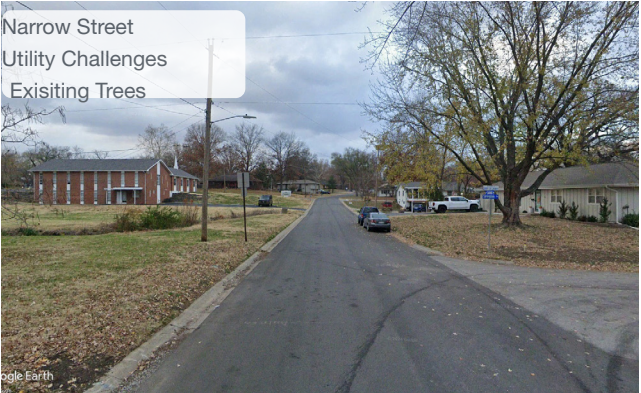
McDaniel Street at Robert E. Clark Middle School



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

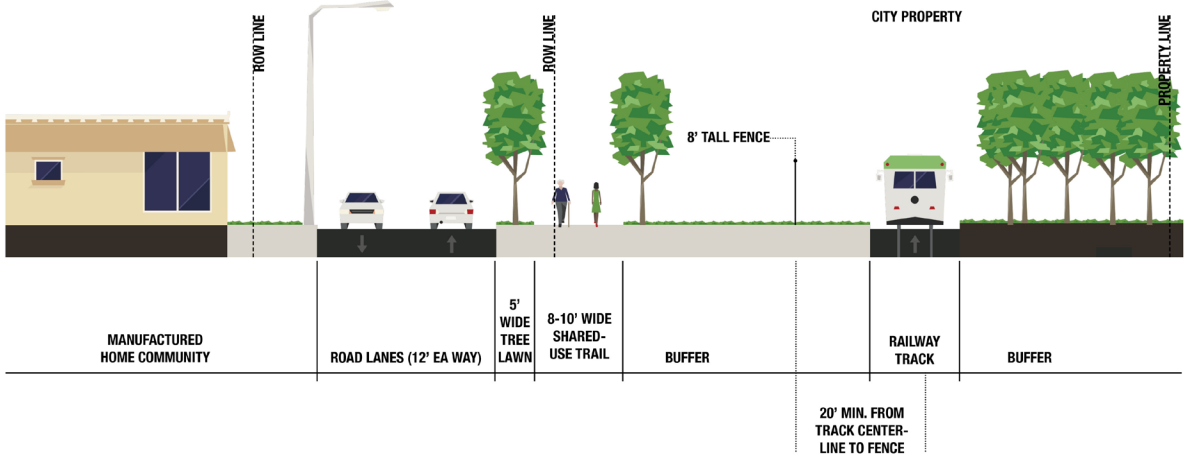
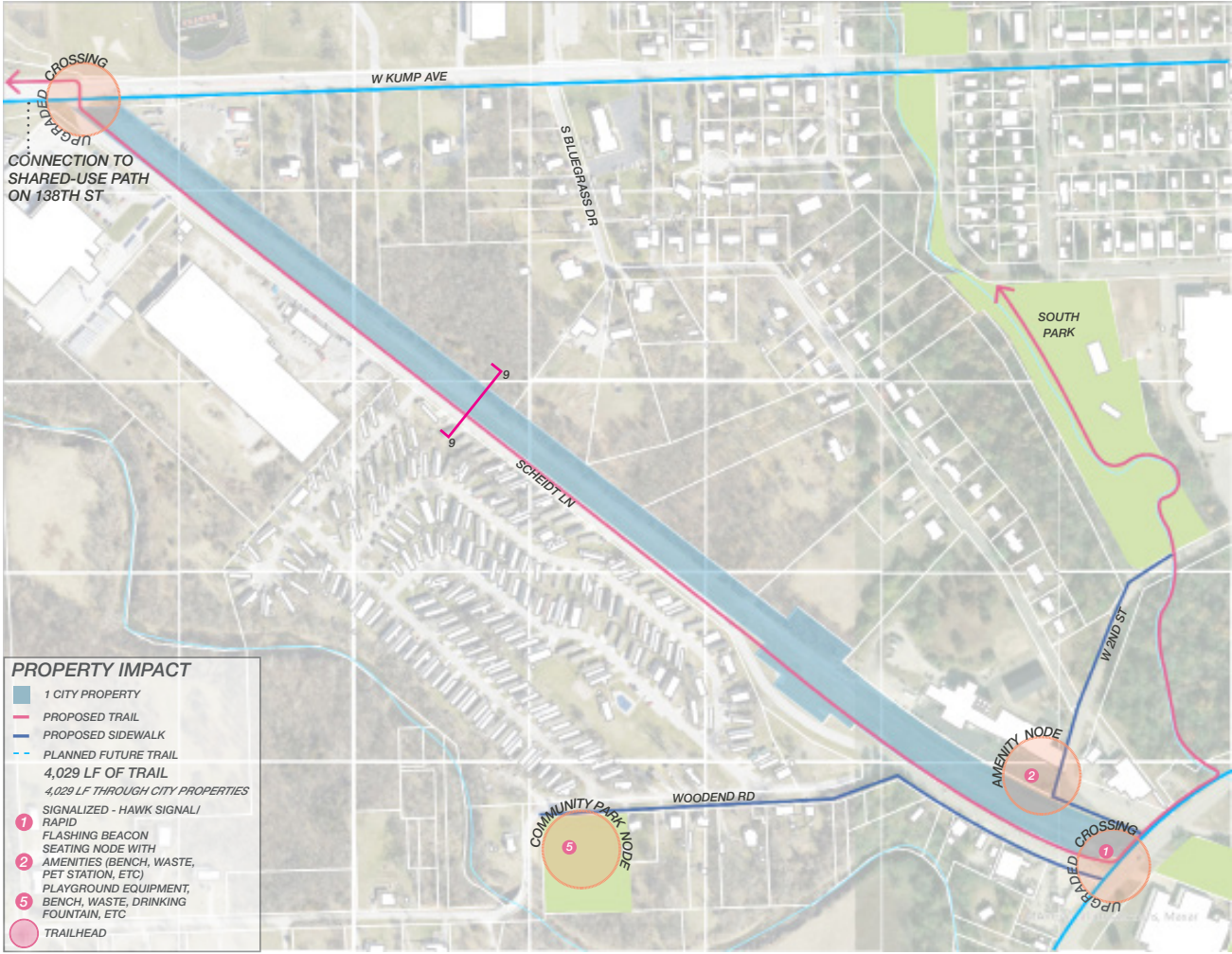


Intersection at Scheidt Lane and Woodend Road

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.

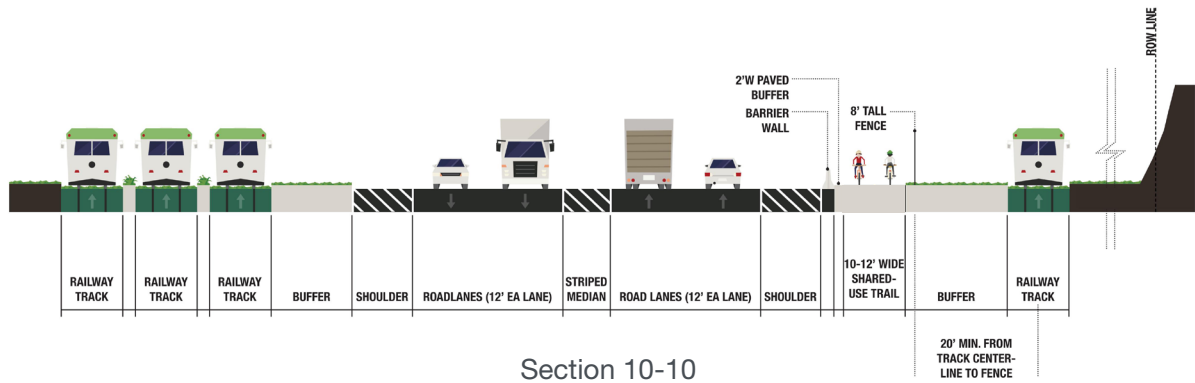
Option 1 evaluates a shared-use trail alignment along the north side of K-32/Kaw Drive, avoiding direct crossing of the busy roadway. To address safety concerns related to roadway proximity, a barrier wall and buffer from traffic were considered. However, the adjacent railway corridor introduces additional 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.

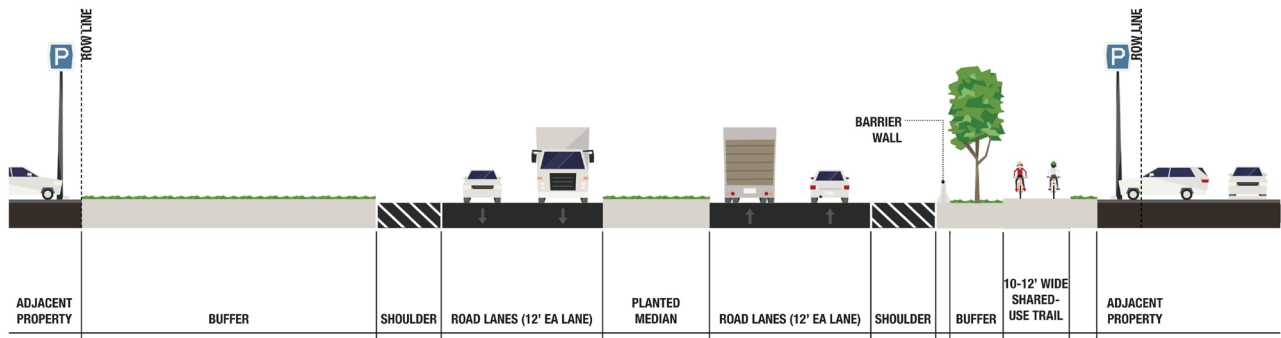
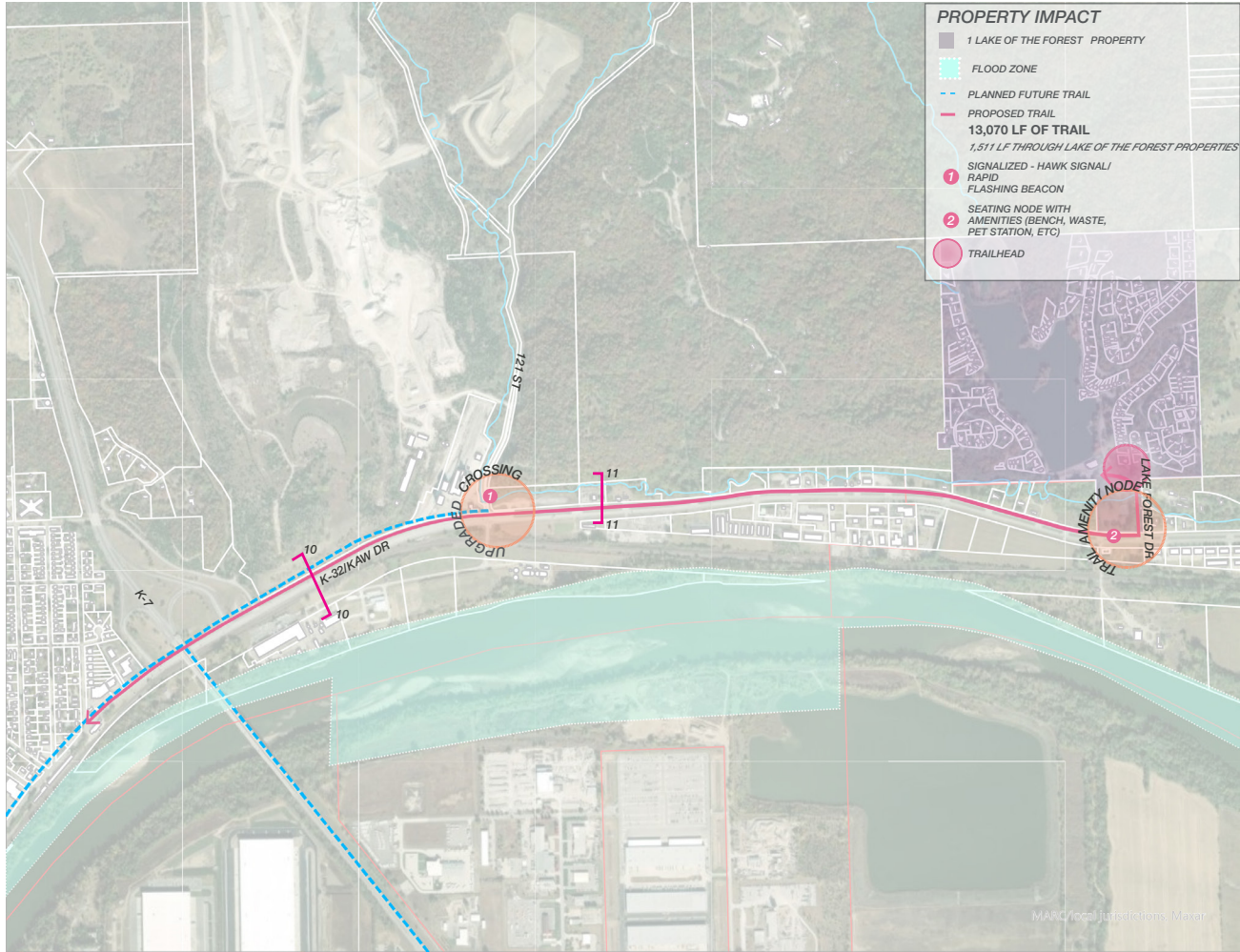
All studied options include a 10–12-foot-wide shared-use path with a planting buffer where feasible, along with upgraded crossings and strategically located amenity features. Safety enhancements may include barrier walls along the roadway and fencing adjacent to the railway where required.



Section 10-10

Note: Sections created with Streetmix

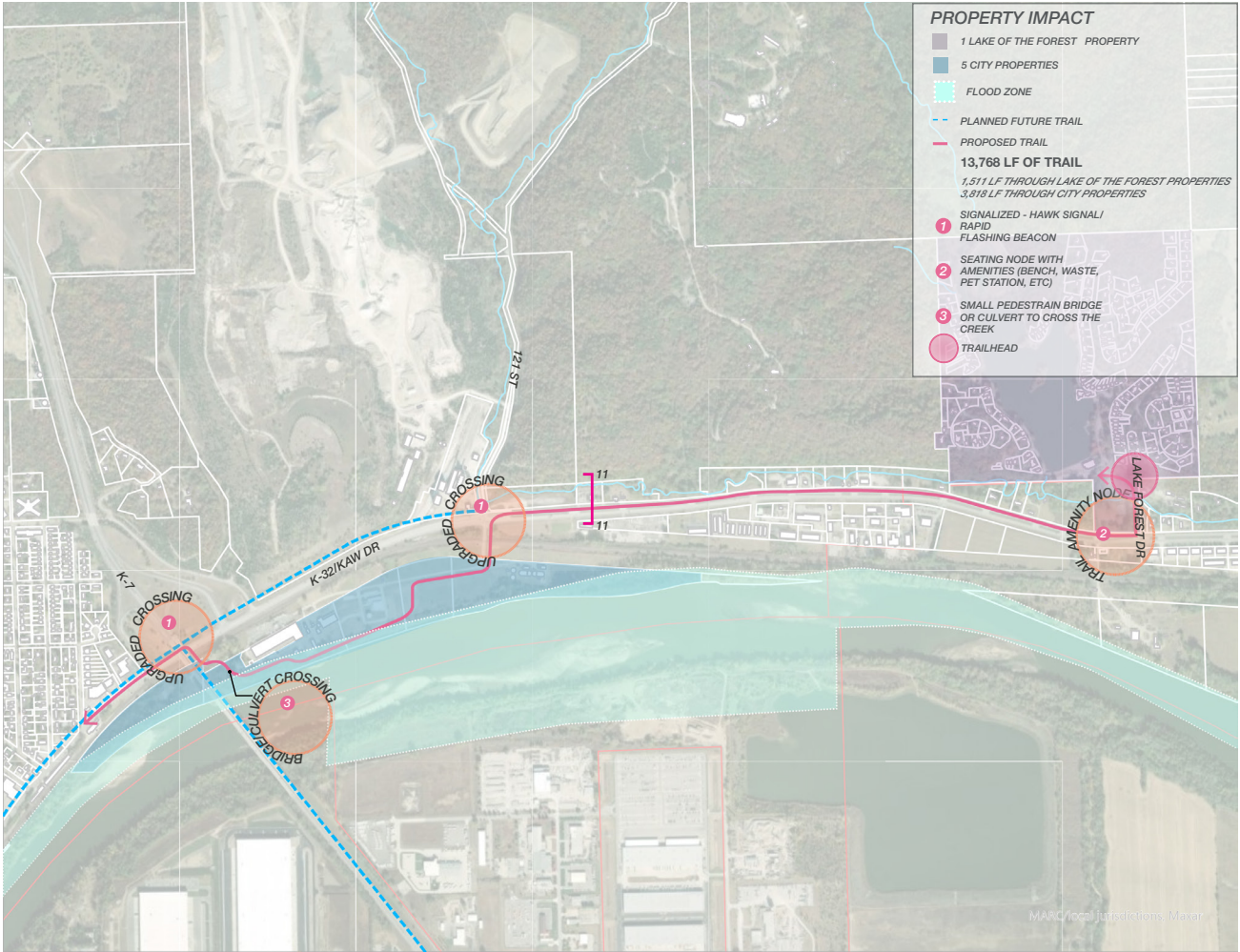
OPTION 1
ALONG NORTH OF K -32



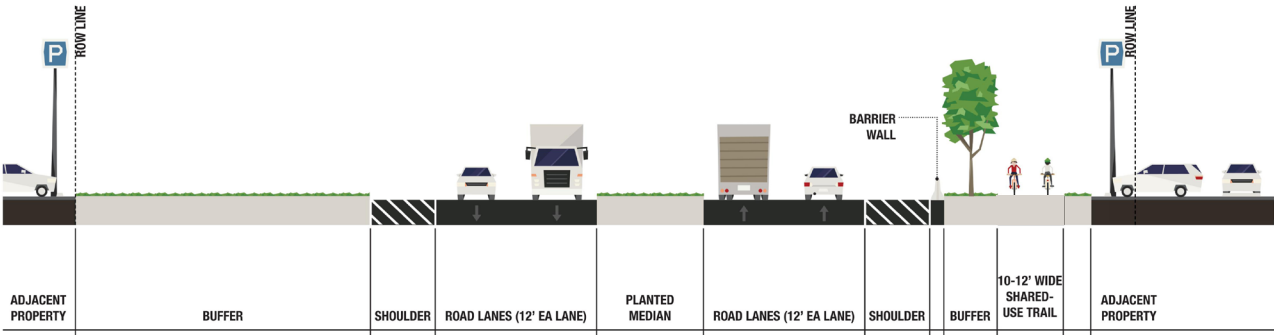
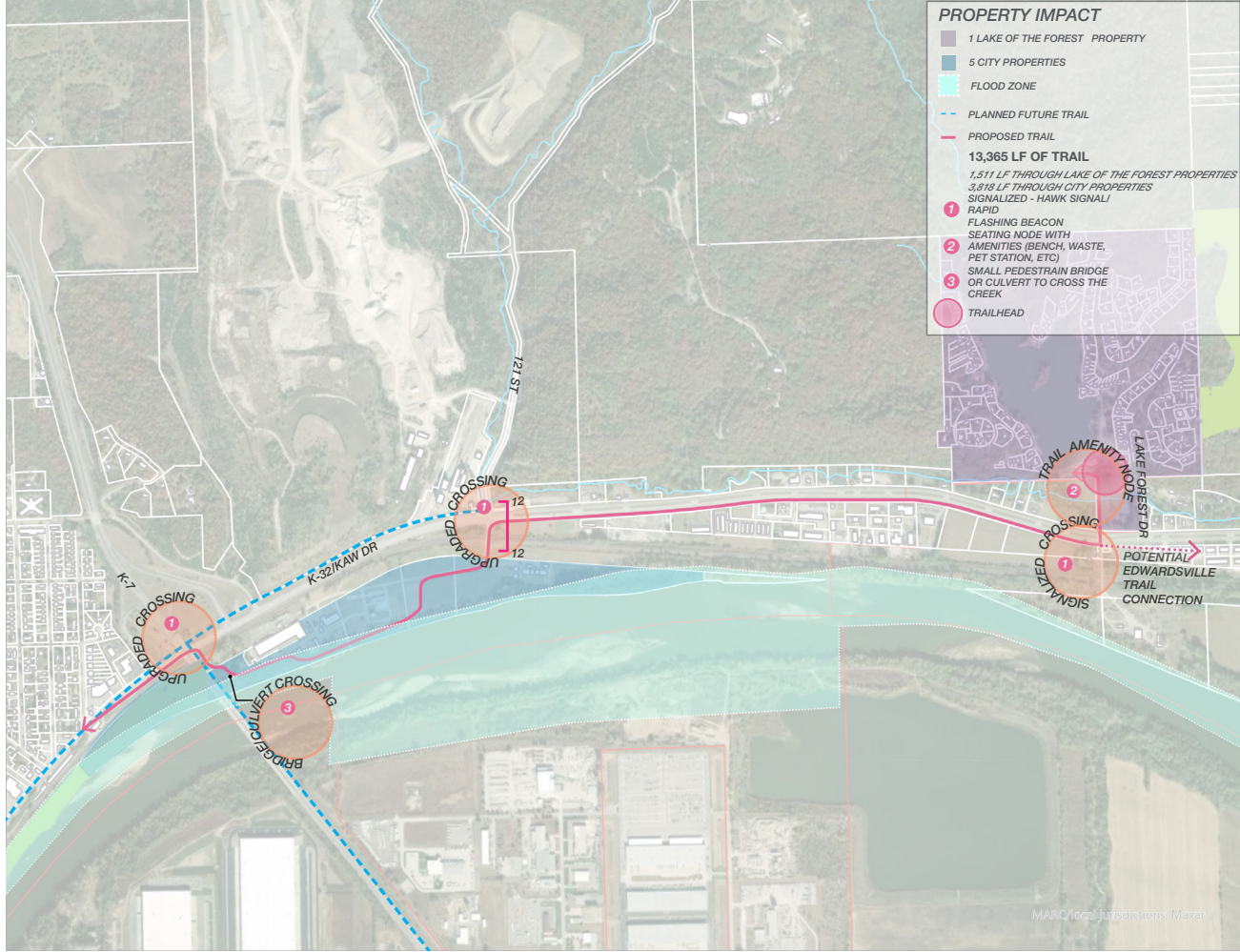
Section 11-11

Note: Sections created with Streetmix

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

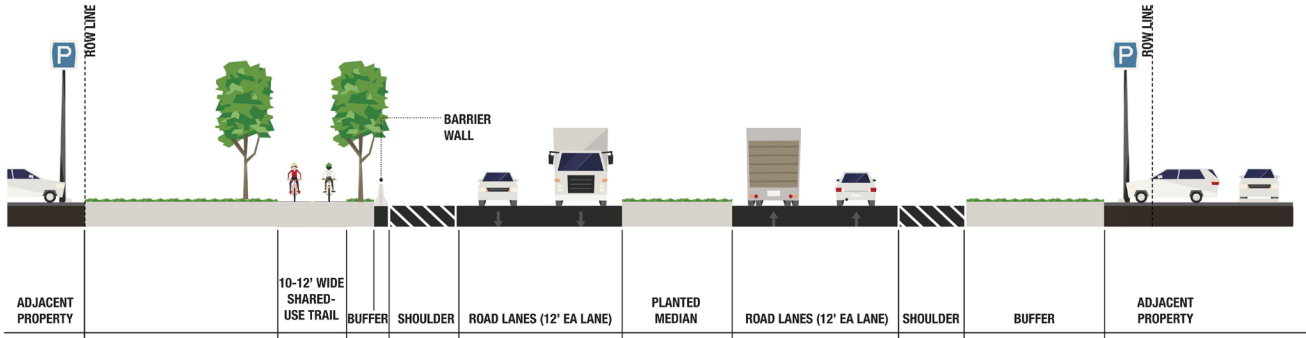


OPTION 3
ALONG KANSAS RIVER & CROSS BACK TO SOUTH OF K - 32



Section 11-11

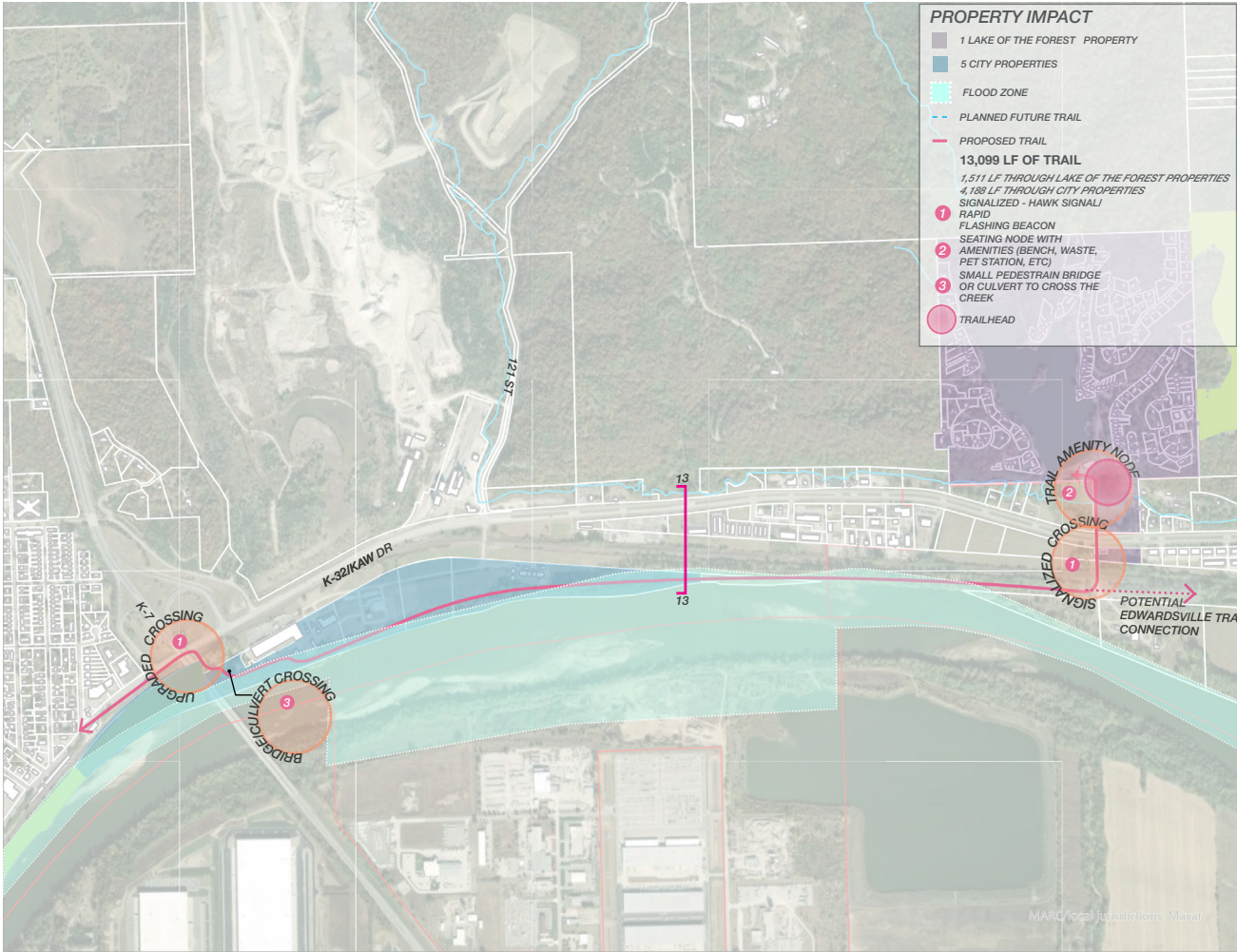
Note: Sections created with Streetmix



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



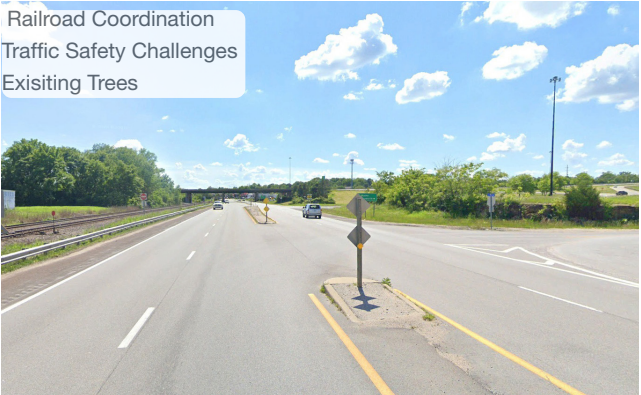
K-32



Intersection at K-32 and Lake of the Forest

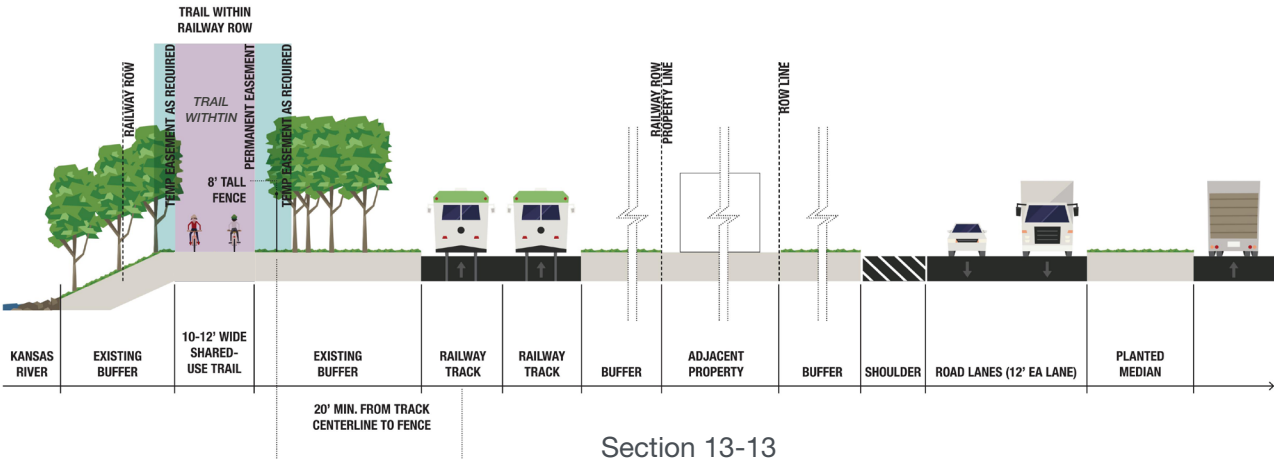


Swingster Road



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



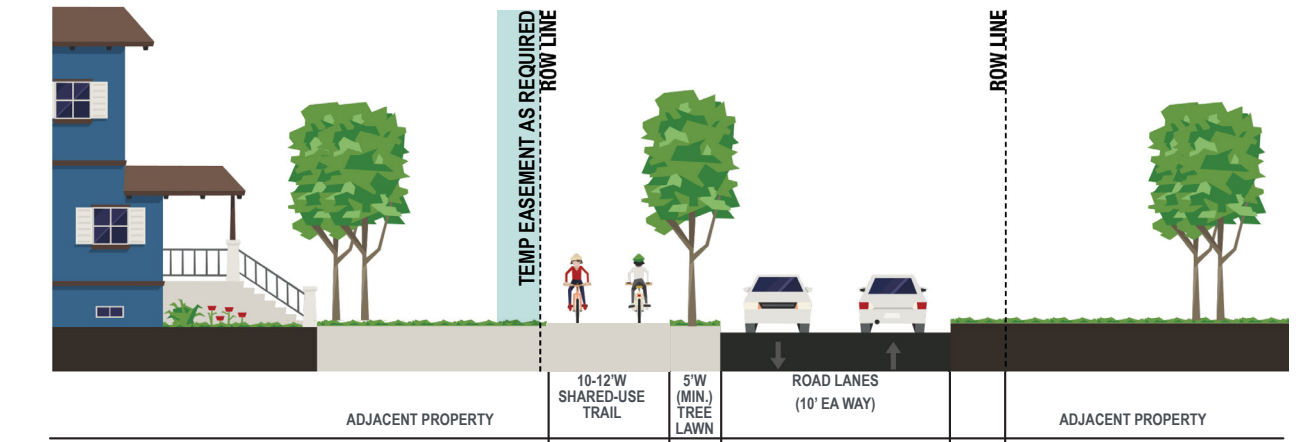
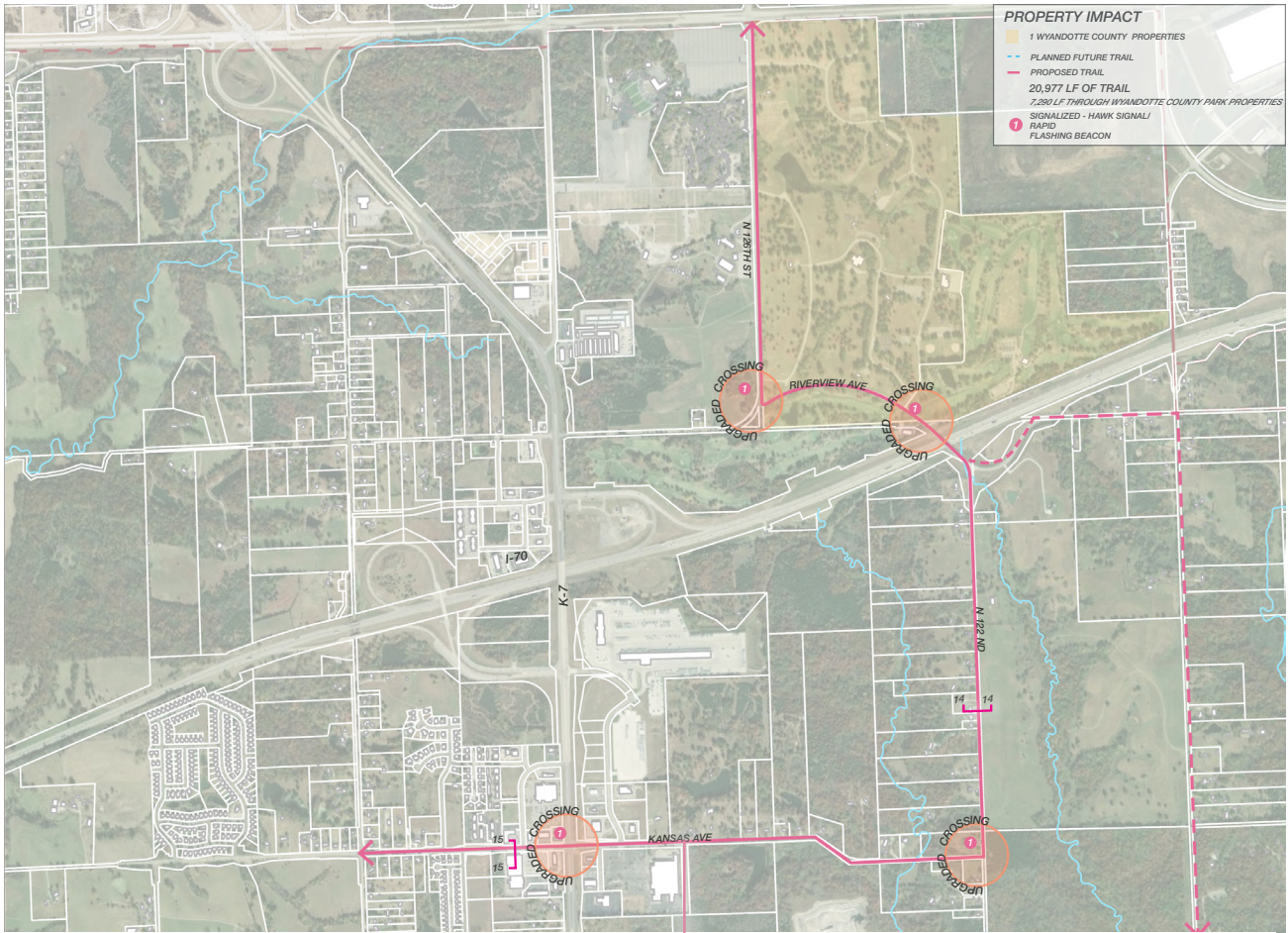
No Sidewalk on 118th St



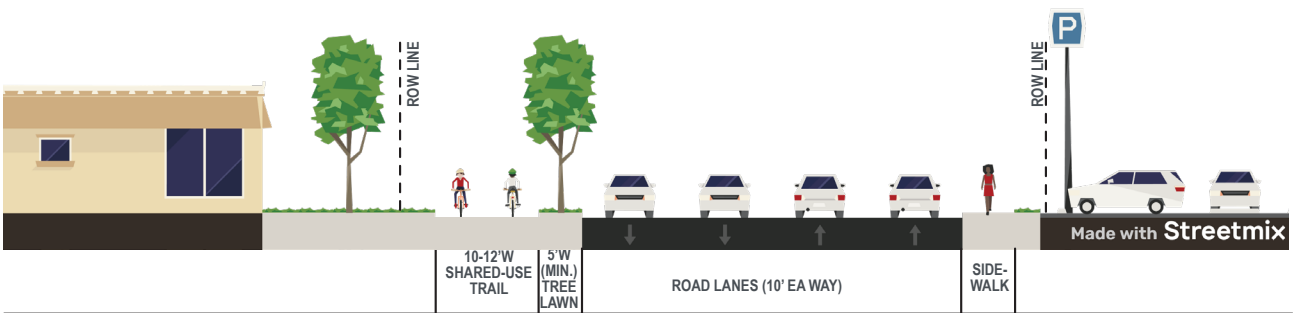
No Sidewalk on 126th St

OPTION 1

KANSAS AVENUE - 122ND ST CONNECTION TO RIVERVIEW AVENUE CROSSING



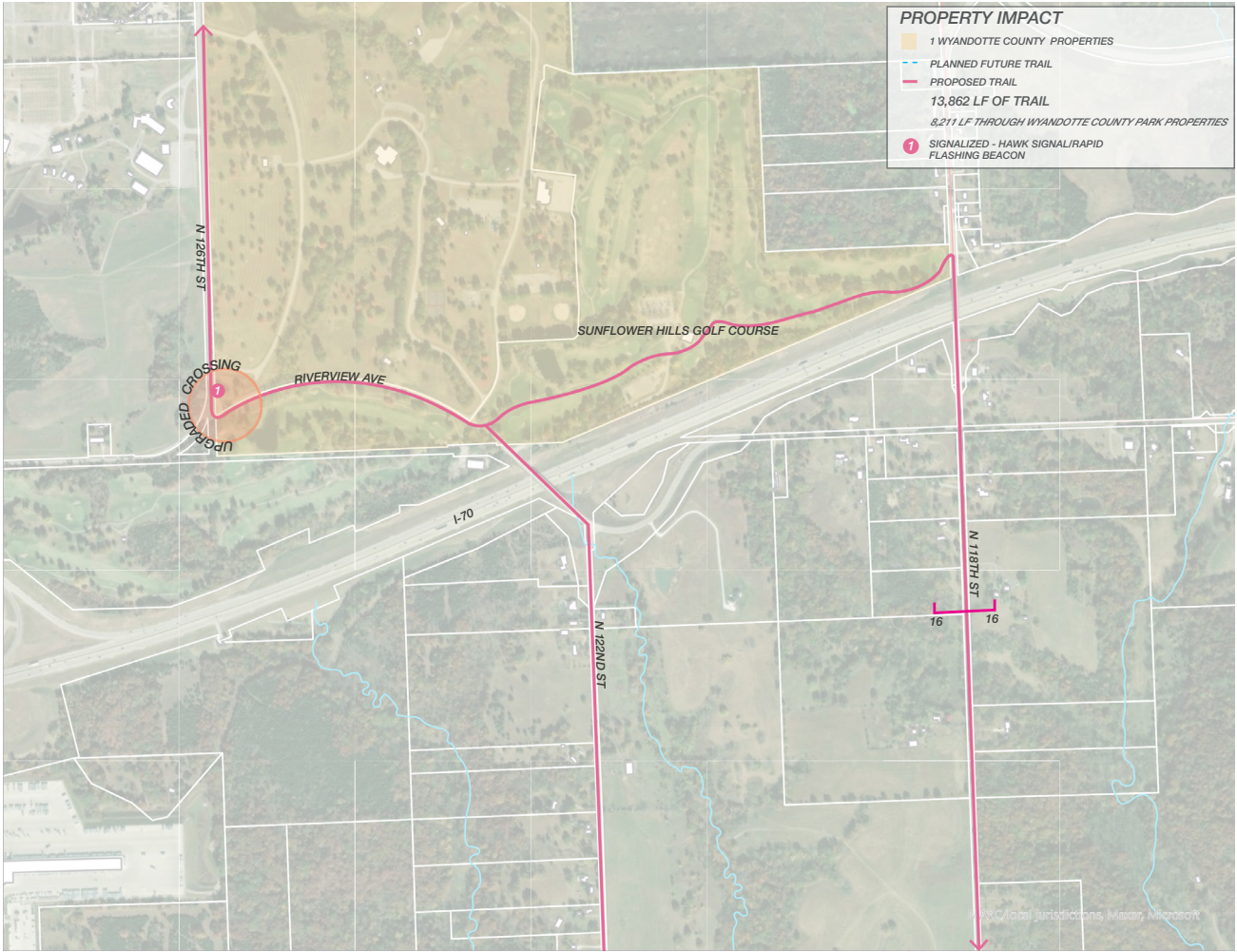
Section 14-14



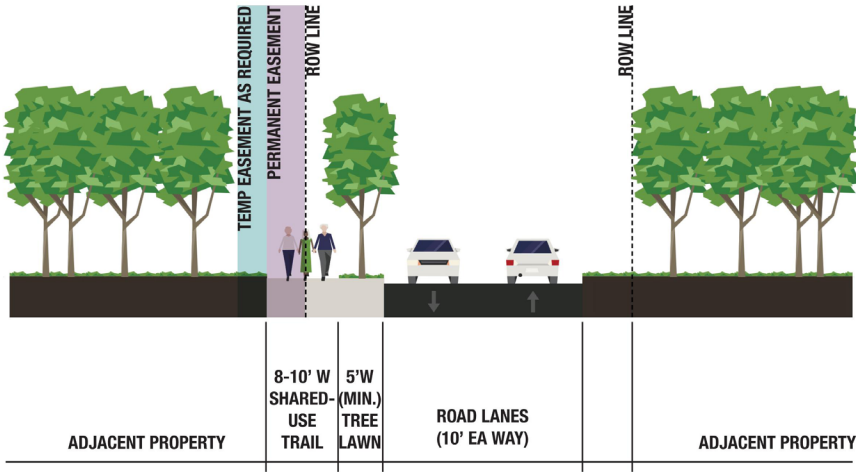
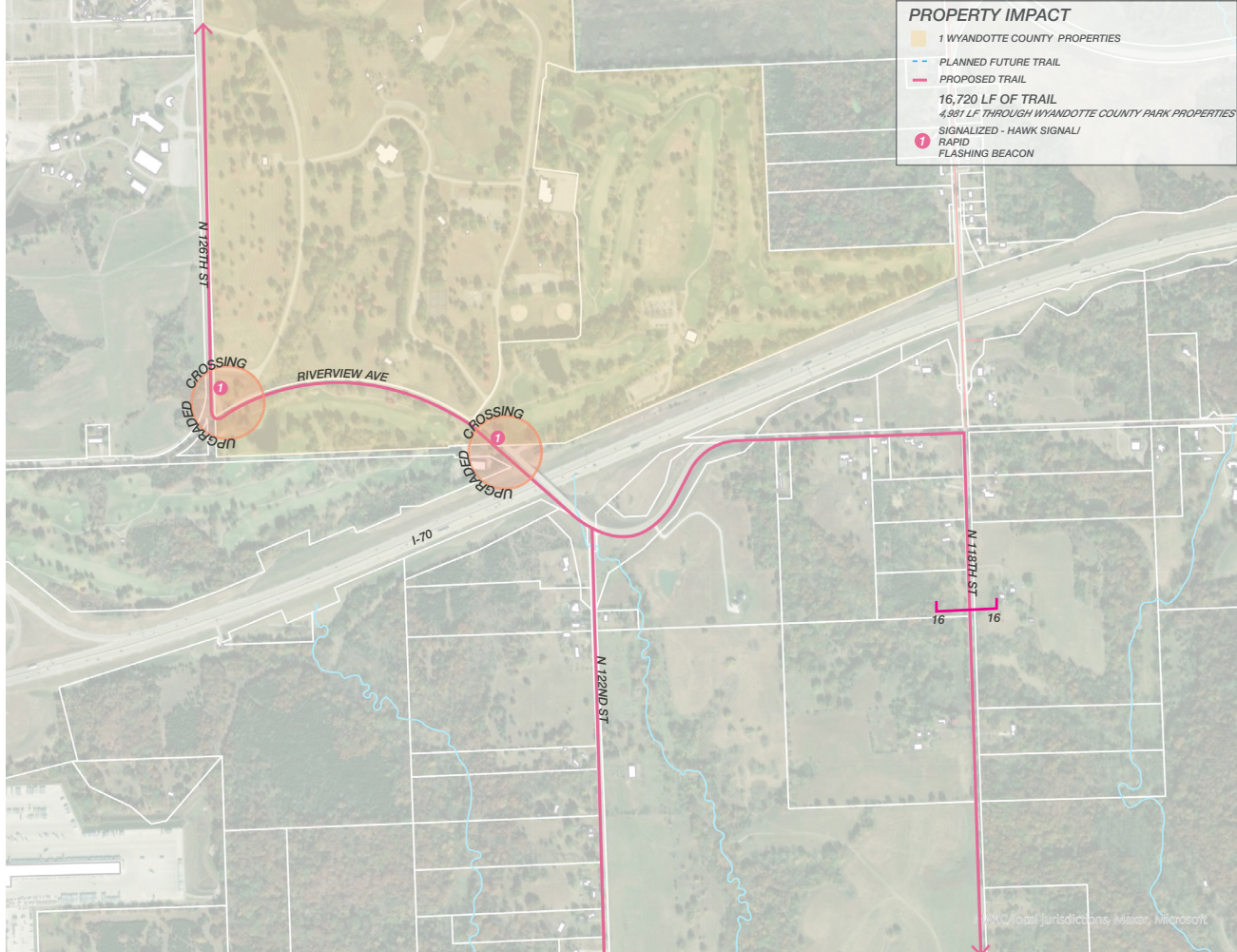
Section 15-15

Note: Sections created with Streetmix

OPTION 2A
118TH ST CONNECTION AND CROSSING

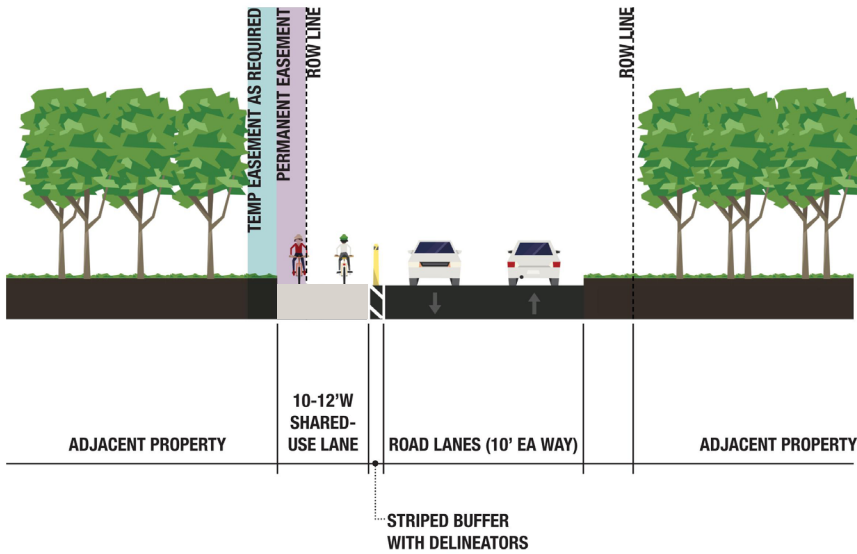


OPTION 2B
118TH ST CONNECTION TO RIVERVIEW AVENUE CROSSING



Section 16-16 Option 1

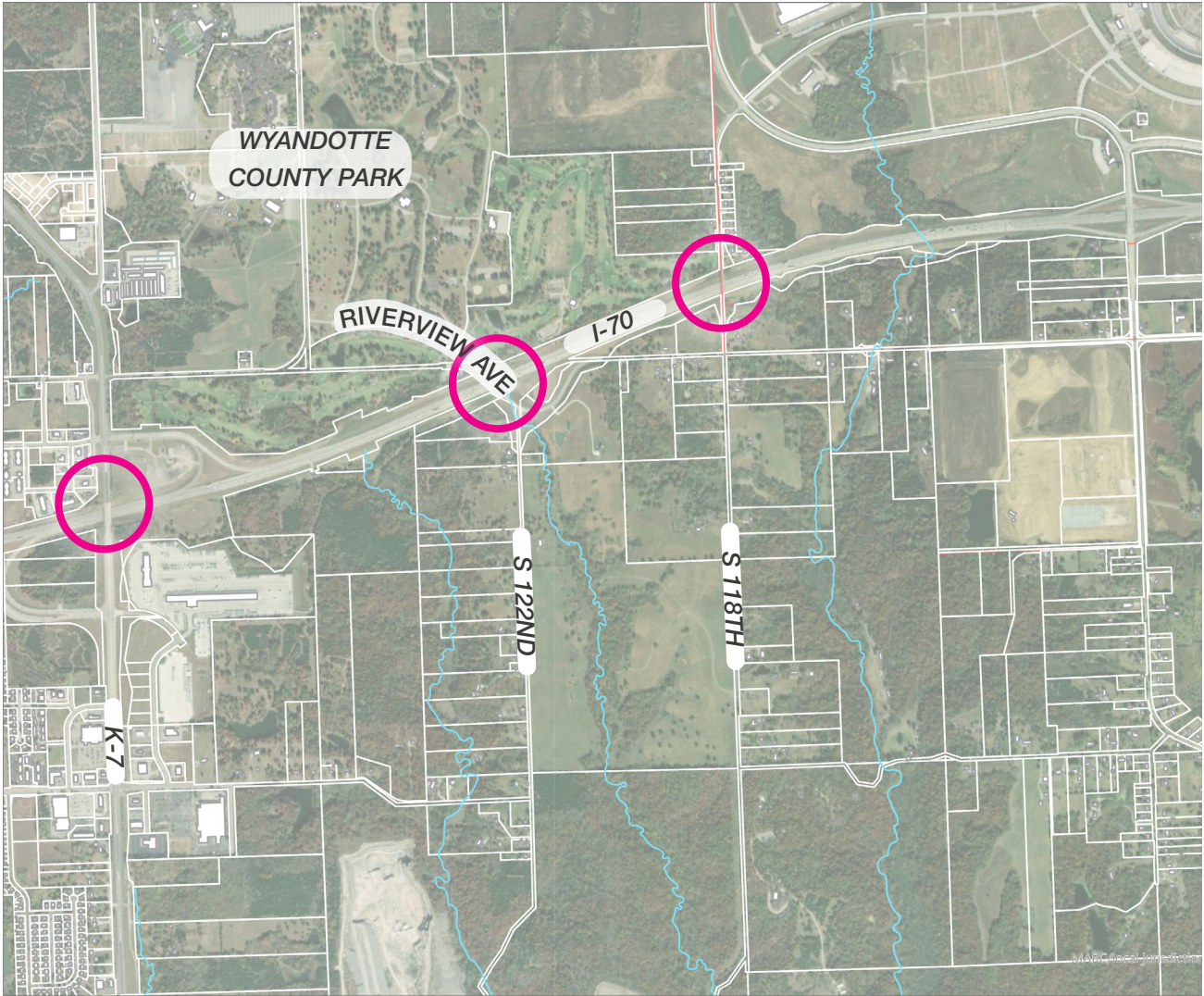
Note: Sections created with Streetmix



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

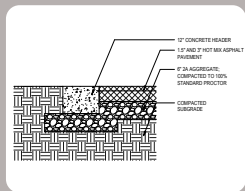


4.8 TRAIL MATERIAL

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.

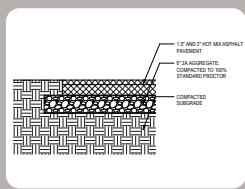
ASPHALT TRAIL WITH CONCRETE HEADERS



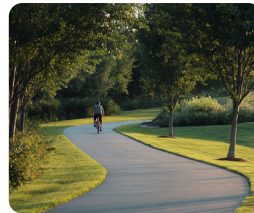
- | PROS: | CONS: |
|---|---|
| <ul style="list-style-type: none"> • Smooth, cost-efficient surface • Defined edges enhance durability • Clear, roadway-style wayfinding • Strong contrast for pavement markings • Concrete headers improve precision and finish | <ul style="list-style-type: none"> • Requires 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) |



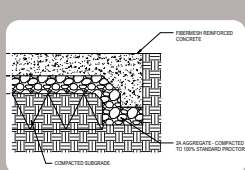
ASPHALT TRAIL



- | 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.grg.org/resources/pdfs/09-06-2017-trail-design-surfacing-primary-trails.pdf](#)

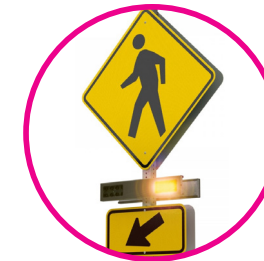
TYPICAL TRAIL AMENITY NODE



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

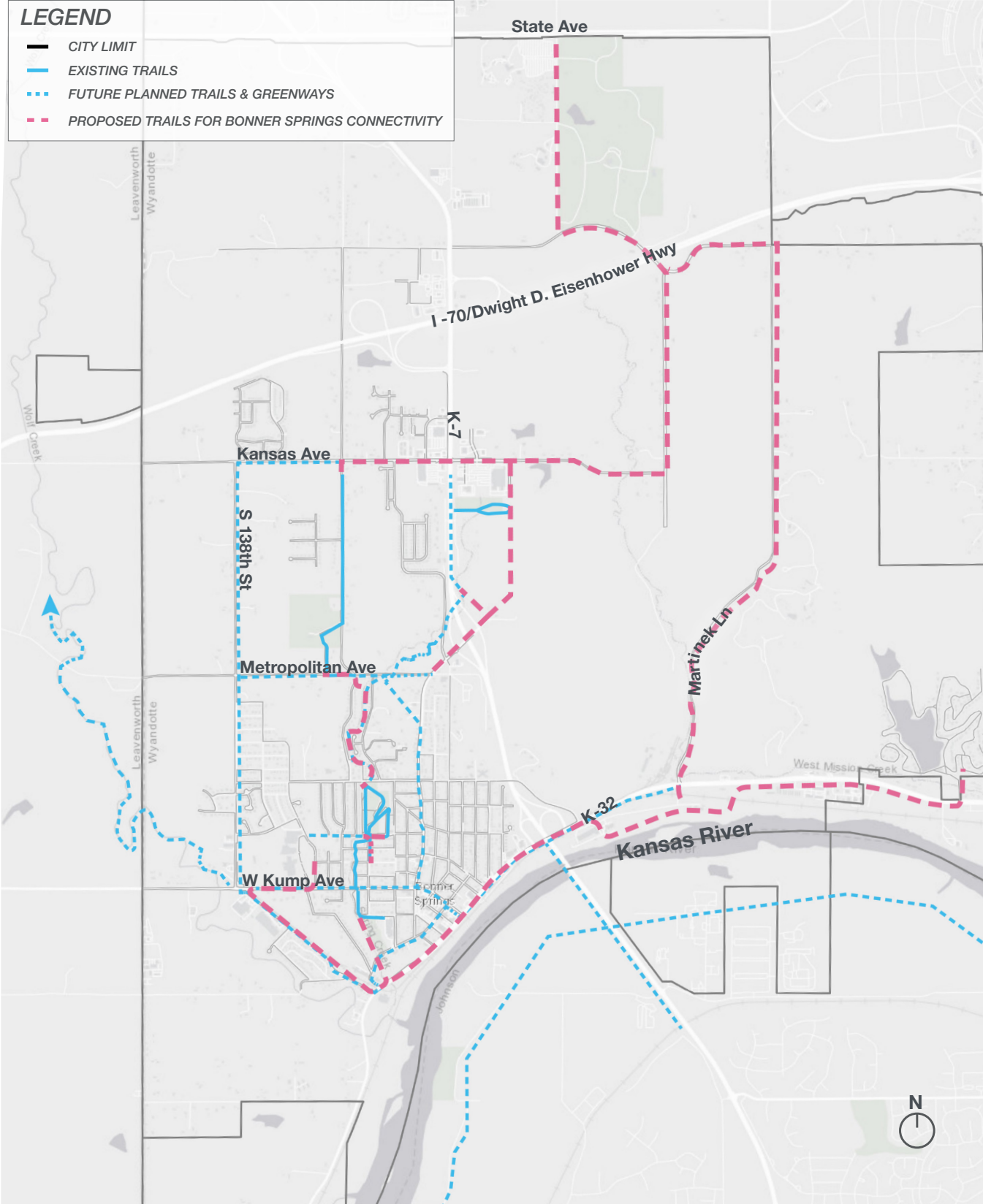
TYPICAL TRAILHEAD





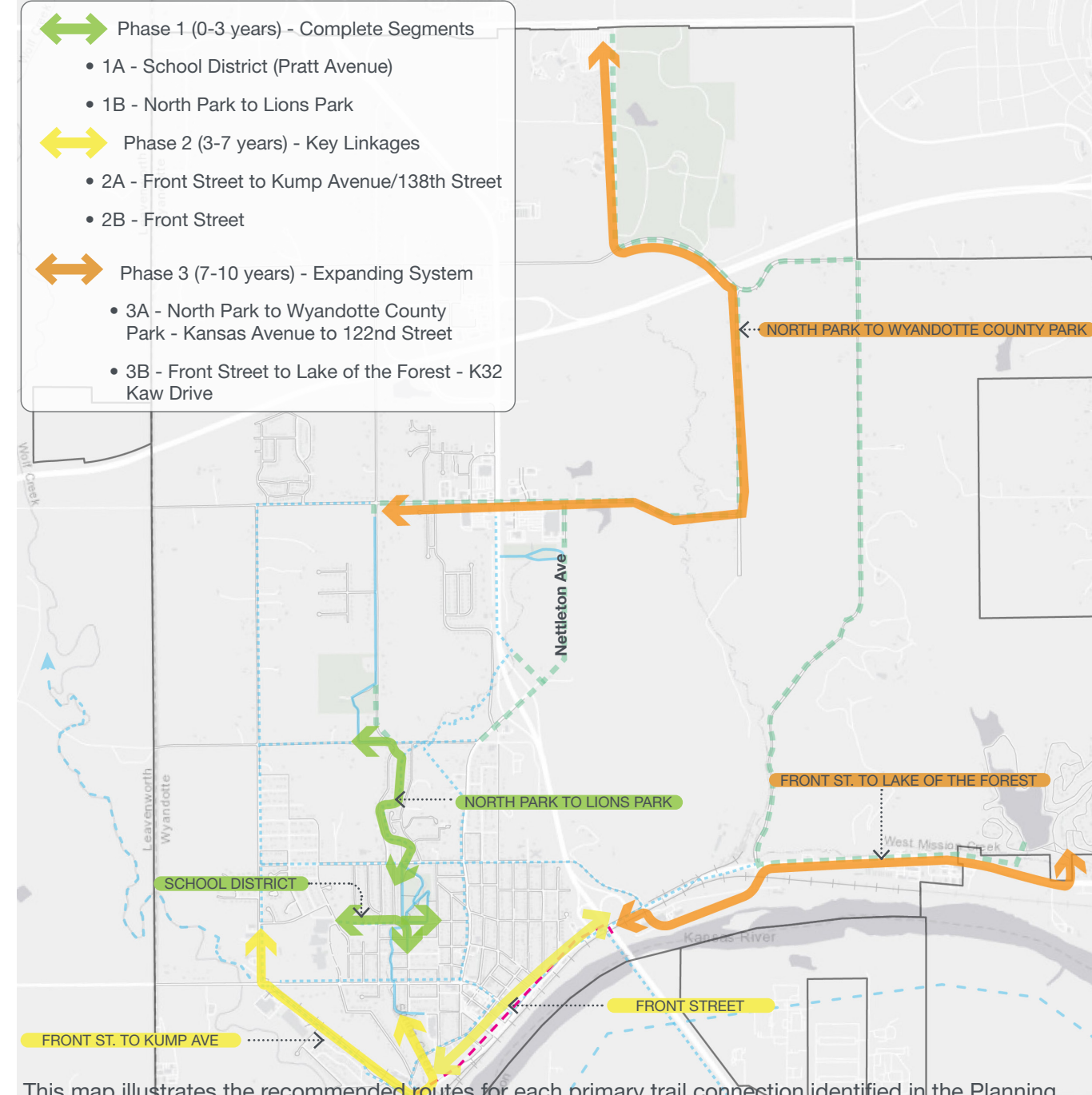
05 Recommendations

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.

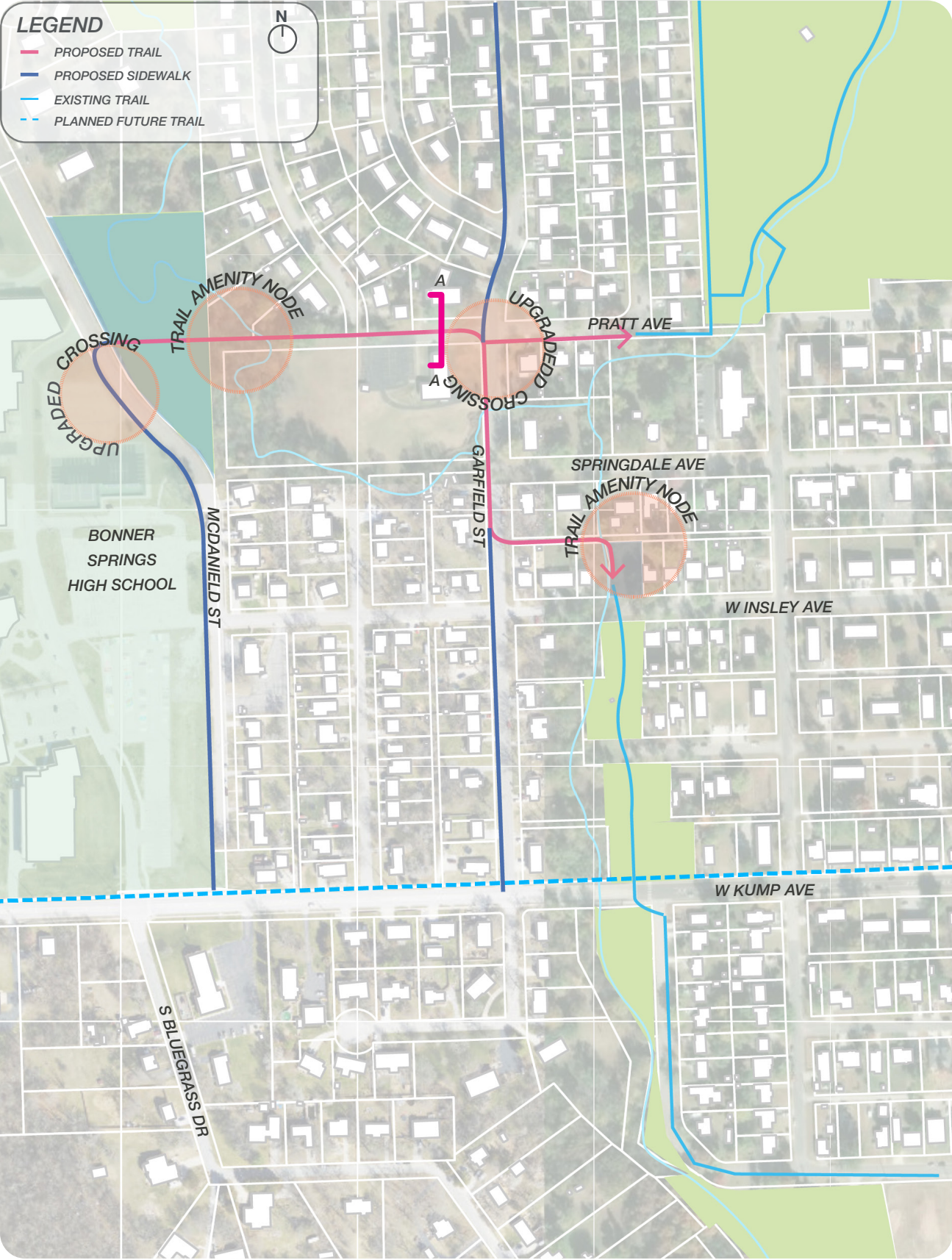
Phase 2 - Development of key linkages tht strengthen the overall network by connecting major vorridors and destinations.

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.

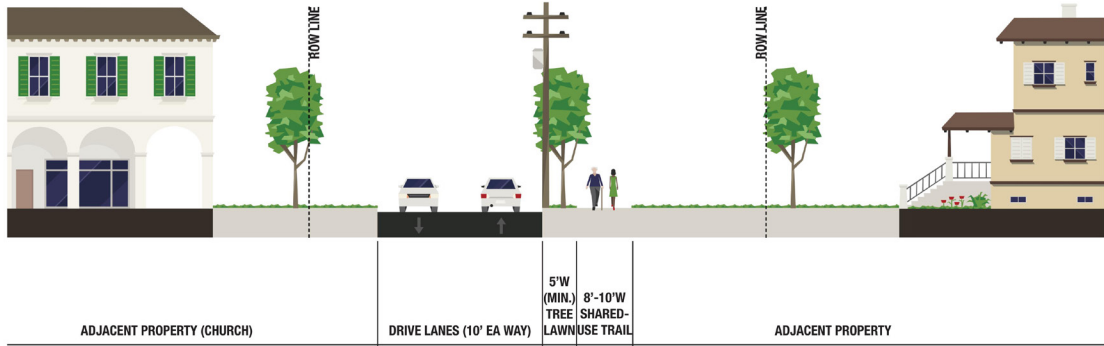
1A - SCHOOL DISTRICT CONNECTION

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.



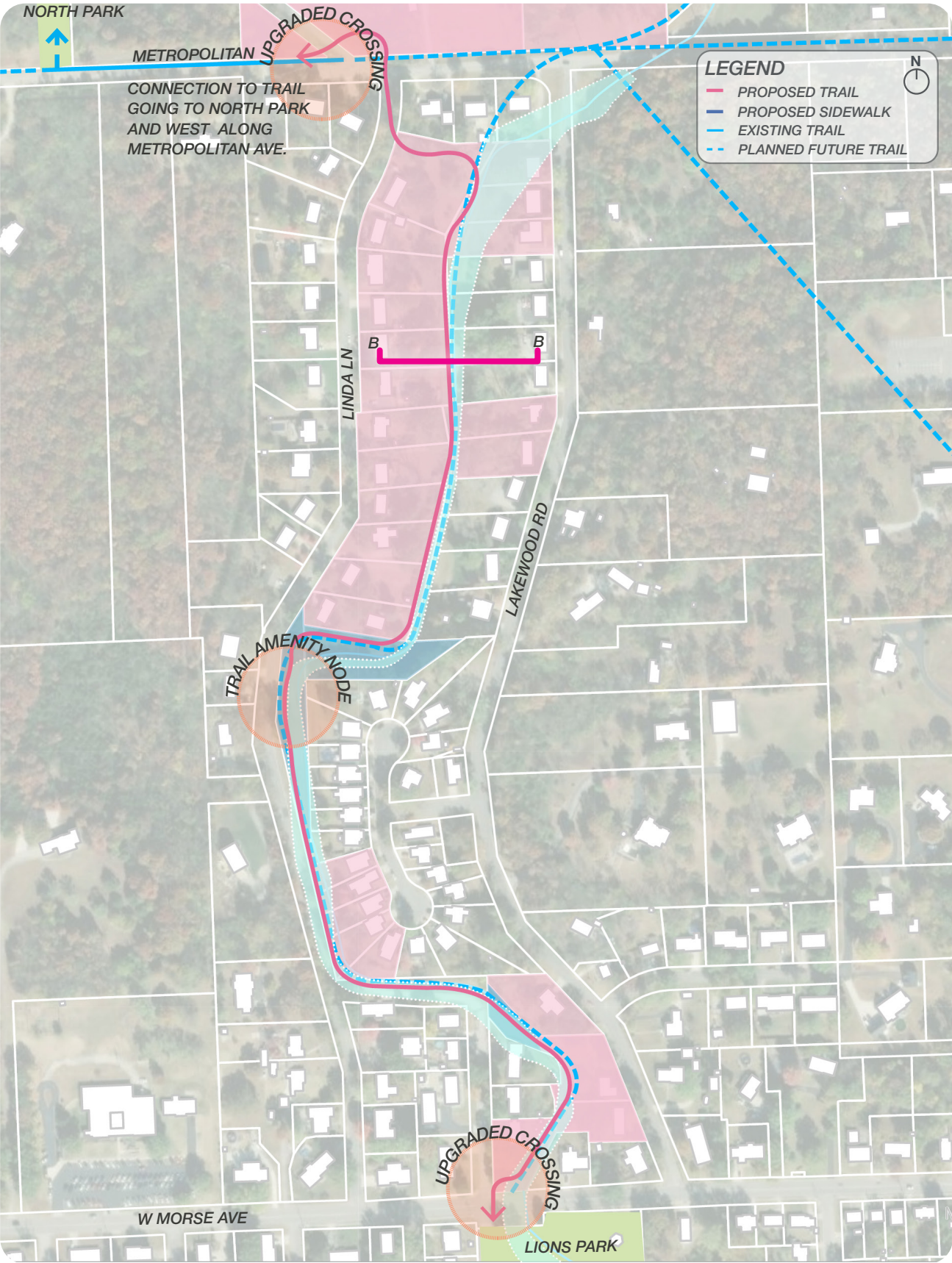
Section A-A Note: Sections created with Streetmix



SCHOOL DISTRICT CONNECTION

1B - NORTH PARK TO LIONS PARK CONNECTION

3,690 LF OF TOTAL TRAIL

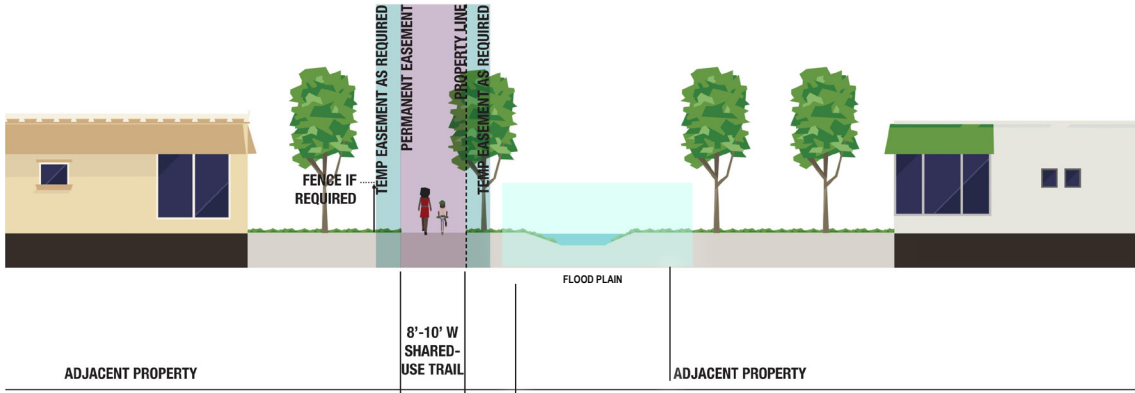


The North Park to Lions Park connection is recommended as a Phase 1 improvement, as it provides a highly anticipated and meaningful link within the community’s trail network. The preferred alignment follows Spring Creek between adjacent properties, offering a unique recreational experience and a more 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.



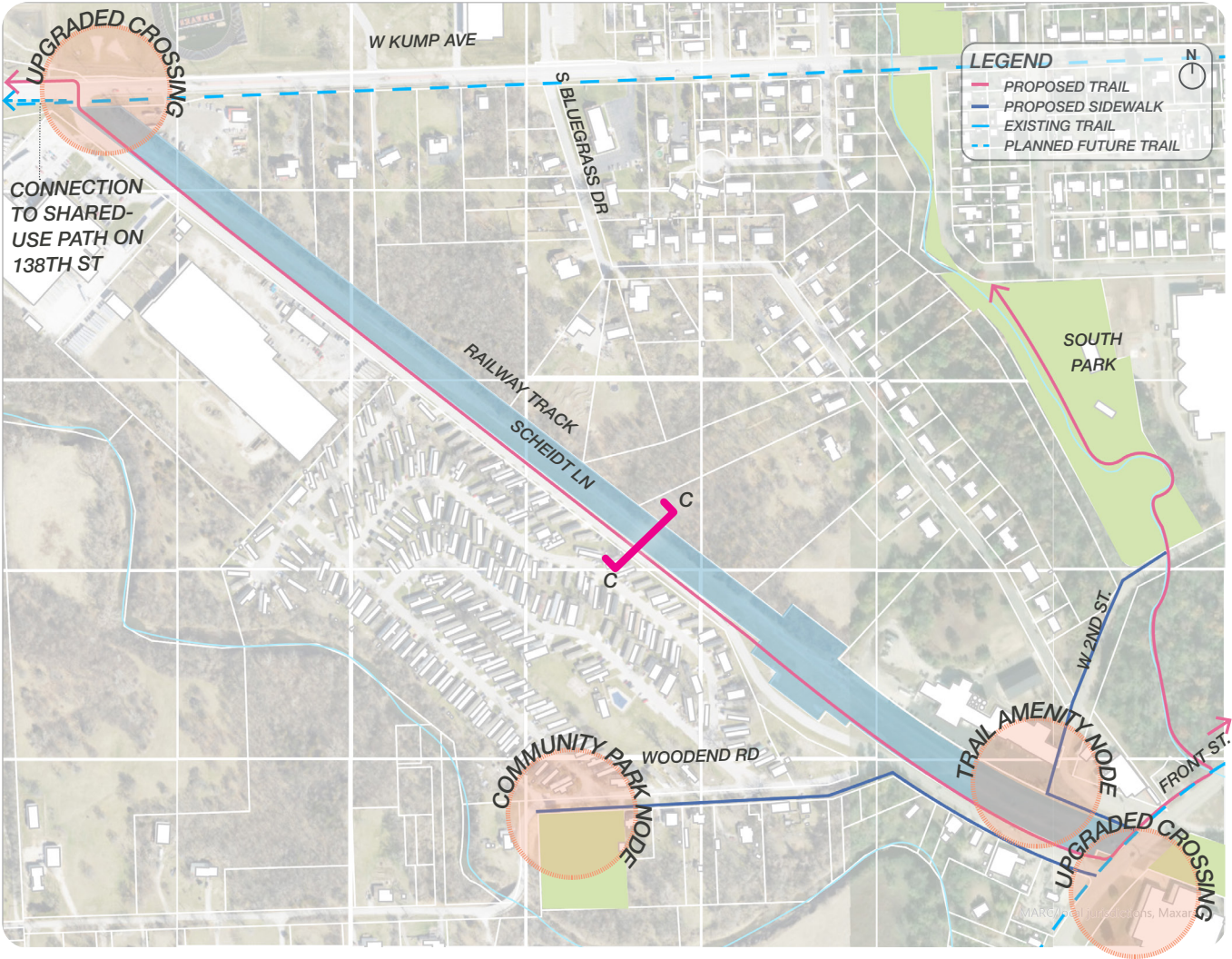
Section B-B Note: Sections created with Streetmix



NORTH PARK TO LIONS PARK CONNECTION

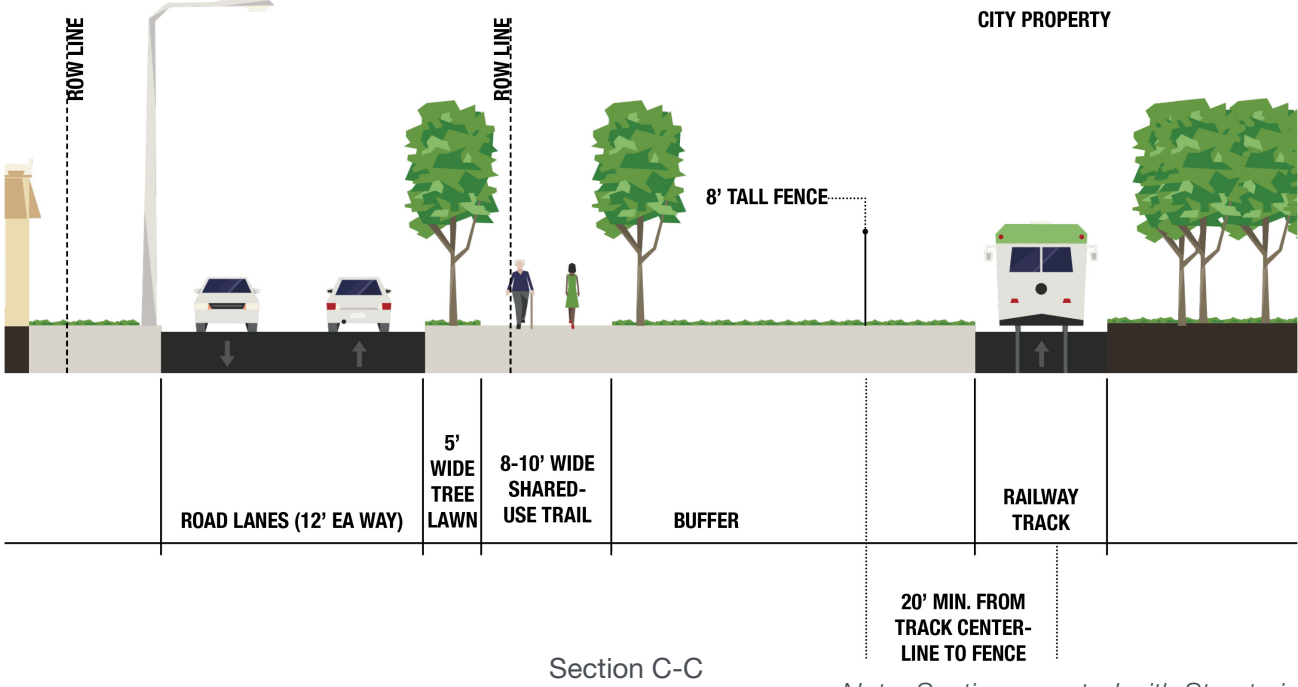
2A - FRONT ST. TO KUMP AVE. CONNECTION - SCHEIDT LANE.

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.



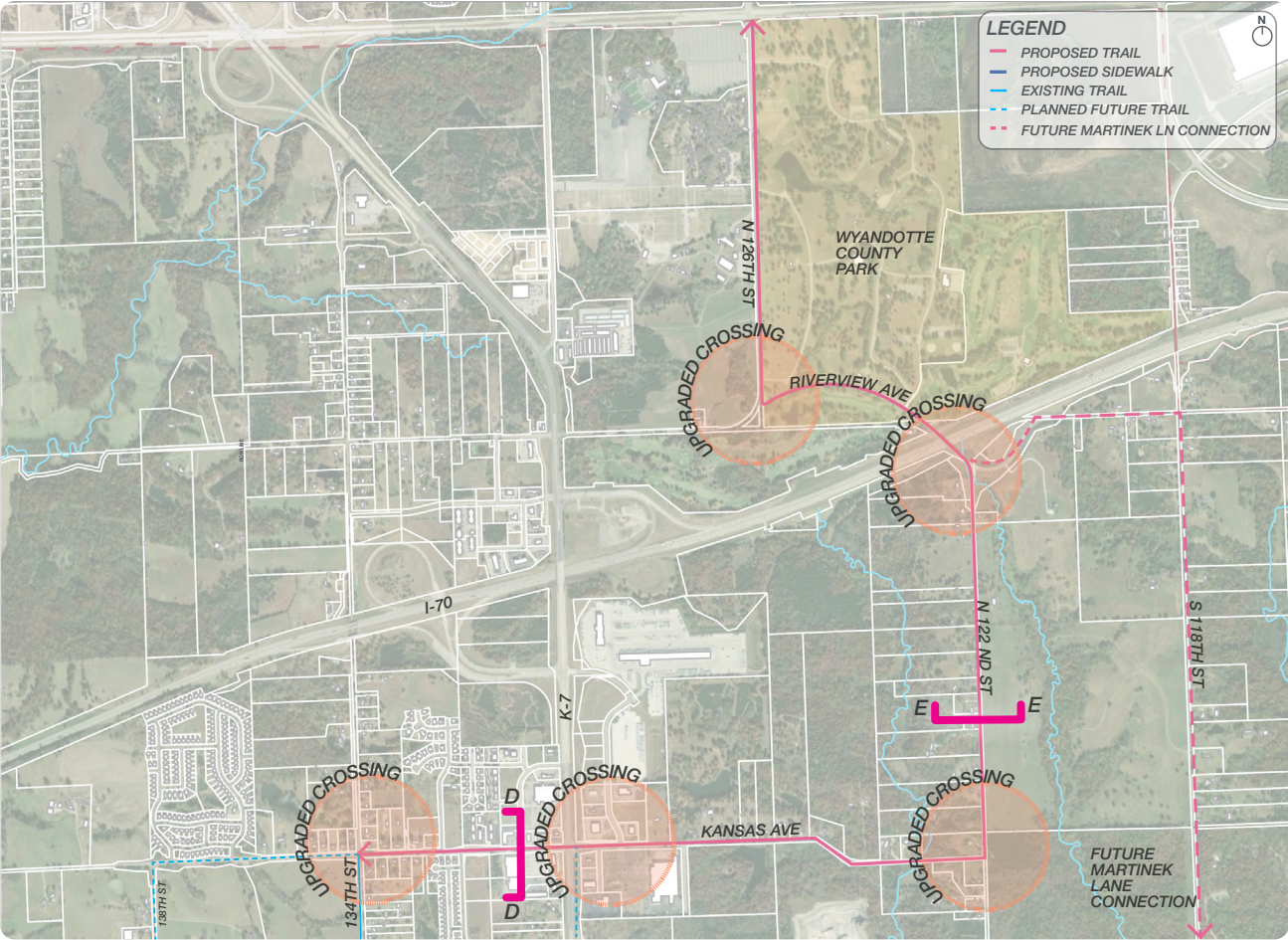
Note: Sections created with Streetmix



FRONT ST. TO KUMP AVE CONNECTION

3A - NORTH PARK TO WYANDOTTE COUNTY PARK CONNECTION

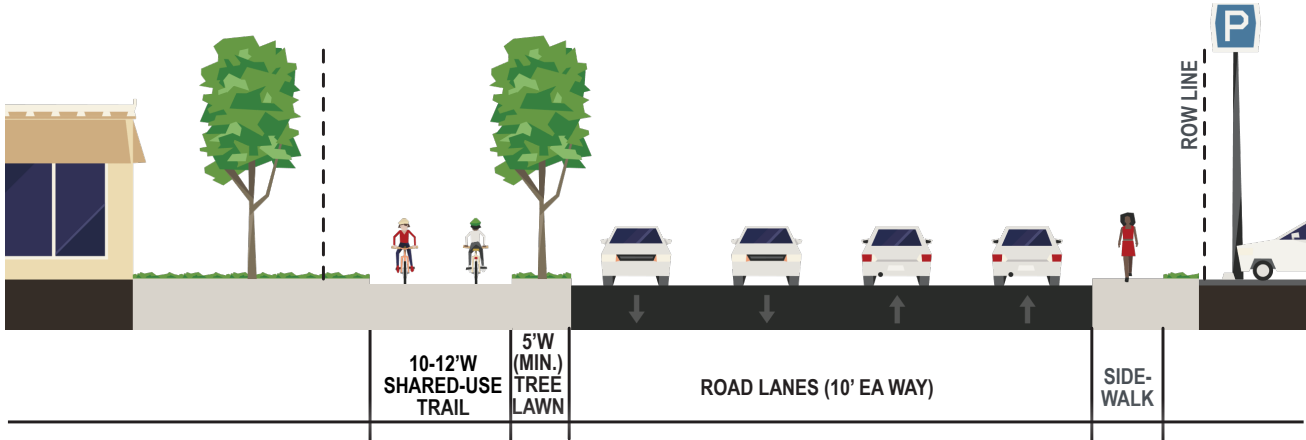
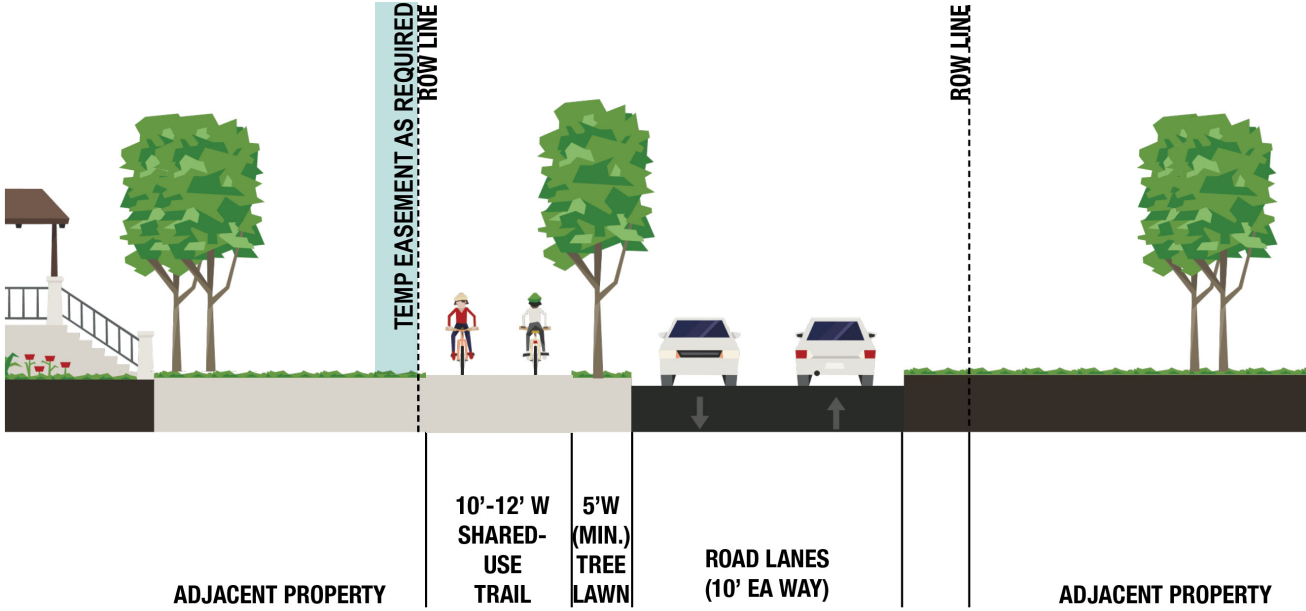
21,034 LF OF TOTAL TRAIL



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.

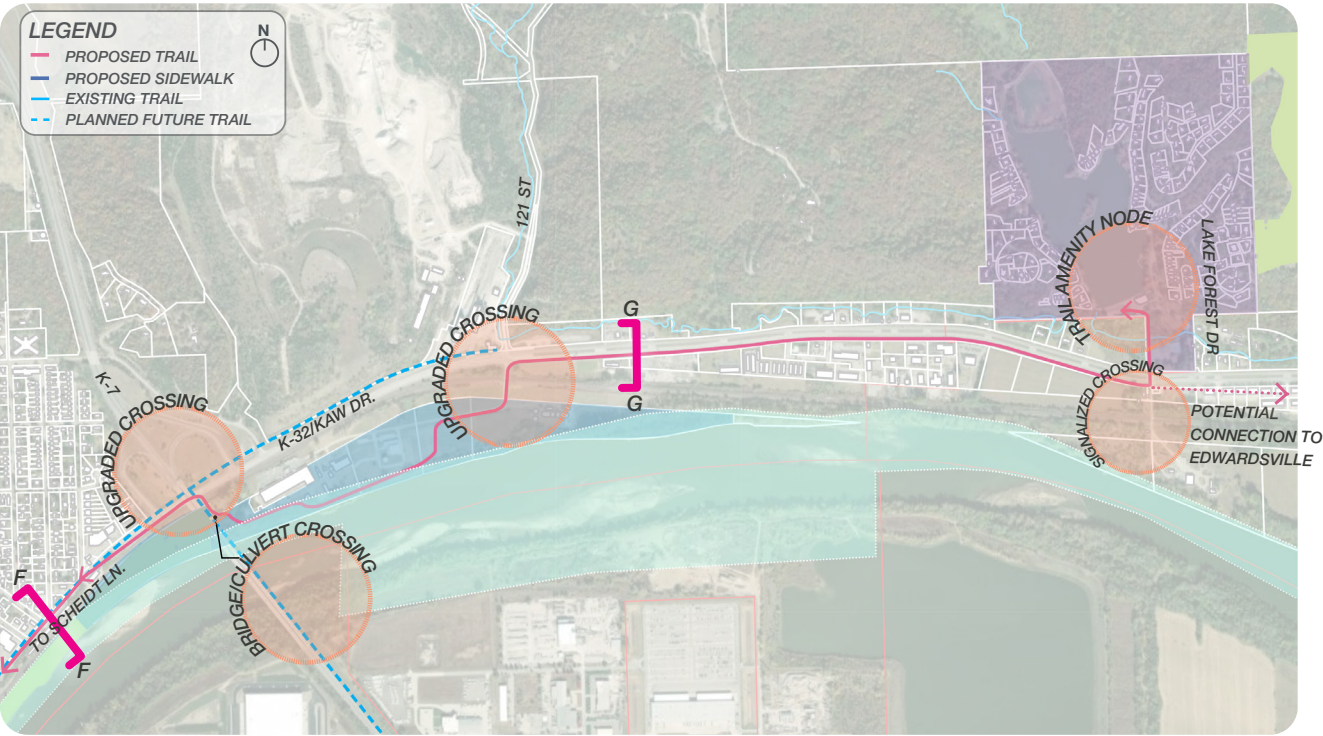
The I-70 crossing at Riverview Avenue was determined to be the most practical option due to the existing available space on the bridge to accommodate pedestrian infrastructure, along with existing safety barriers on the bridge, which enhances safety and potentially reduces the need for additional structural 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

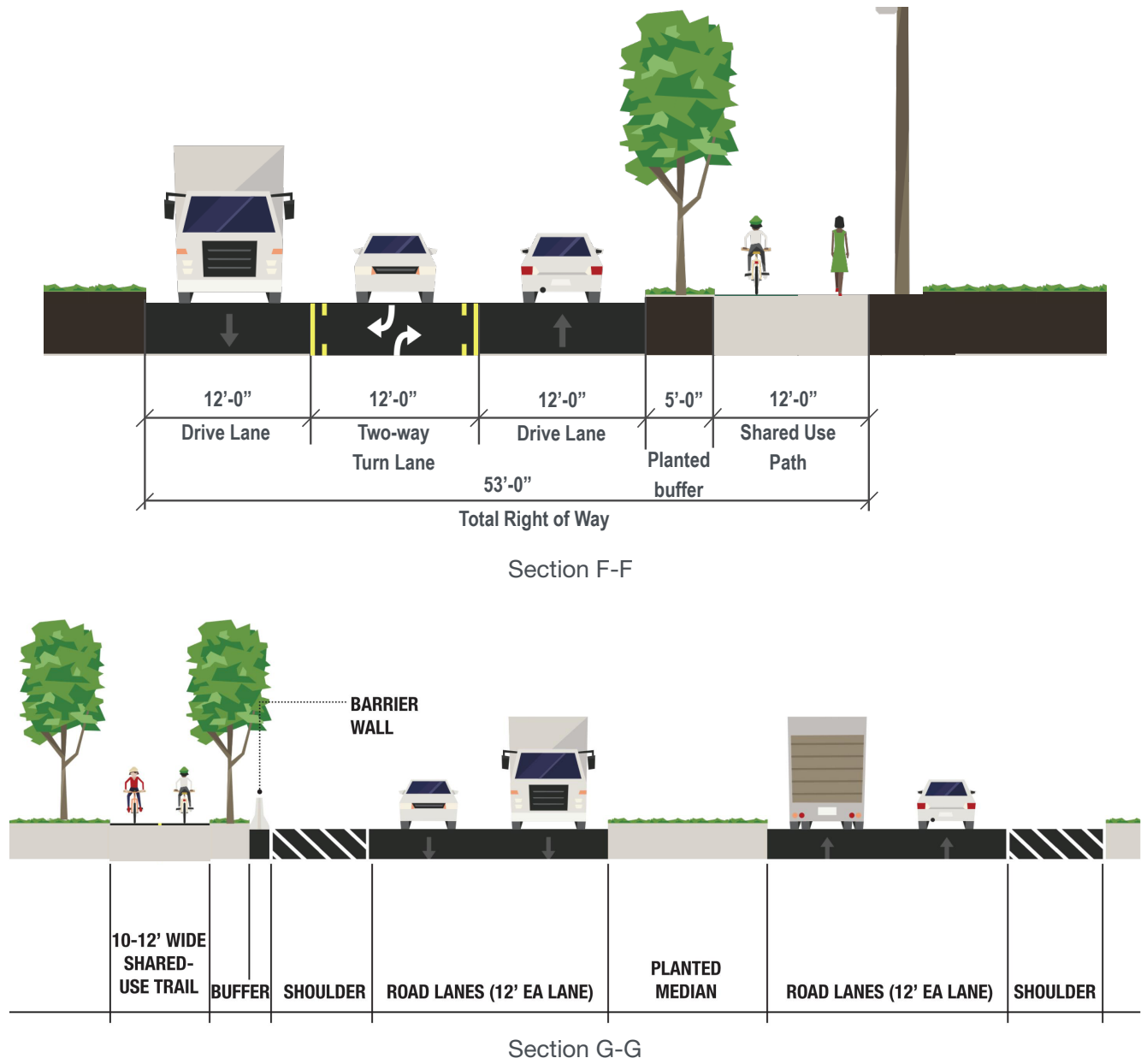


The Front Street to Lake of the Forest connection is proposed as a Phase 3 improvement to provide residents of the Lake of the Forest neighborhood with a dedicated pedestrian and bicycle link to downtown Bonner Springs. This extension expands the overall trail network and better connects a community 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.



NORTH PARK TO WYANDOTTE COUNTY PARK CONNECTION



Note: Sections created with Streetmix

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:

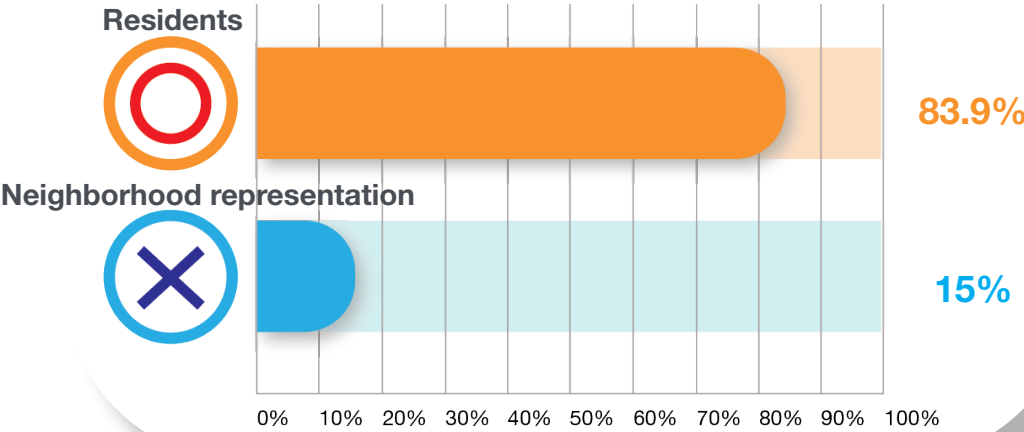
- Strong support for riverfront development (11 mentions)
- Requests for splash parks, neighborhood play spaces, and downtown gathering areas
- Interest in fitness and pickleball facilities

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

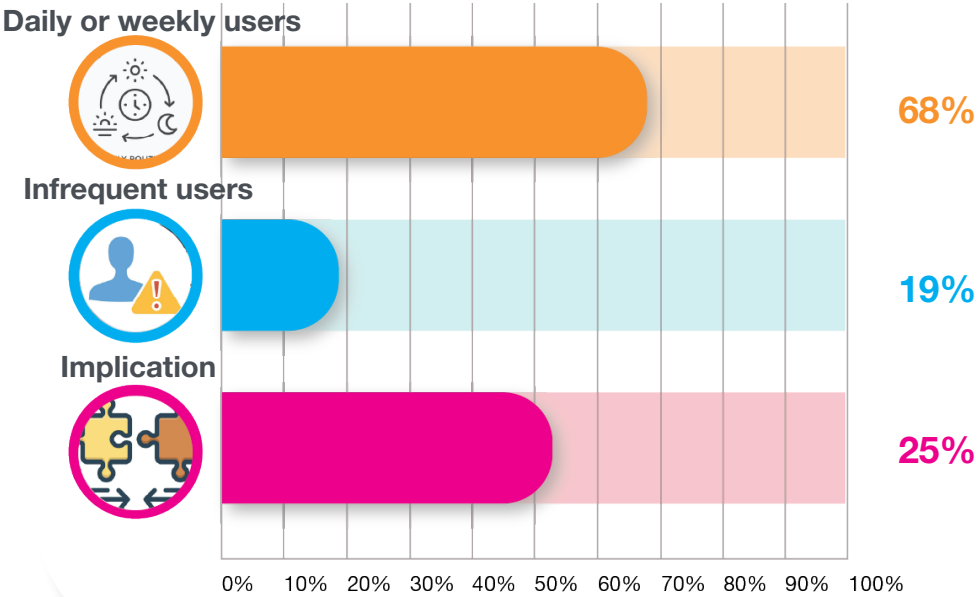
Q1 Are you a **resident** of Bonner Springs?

Answered: 93

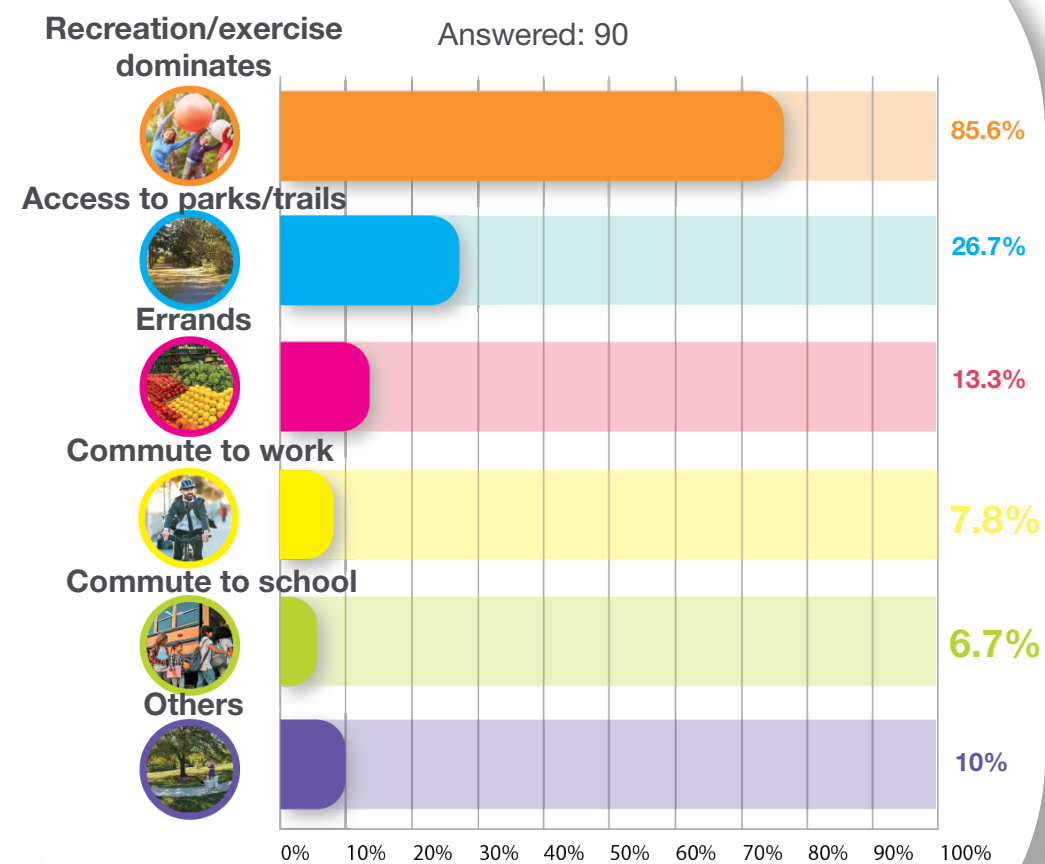


Q2 How often do you walk or bike in Bonner Springs?

Answered: 94

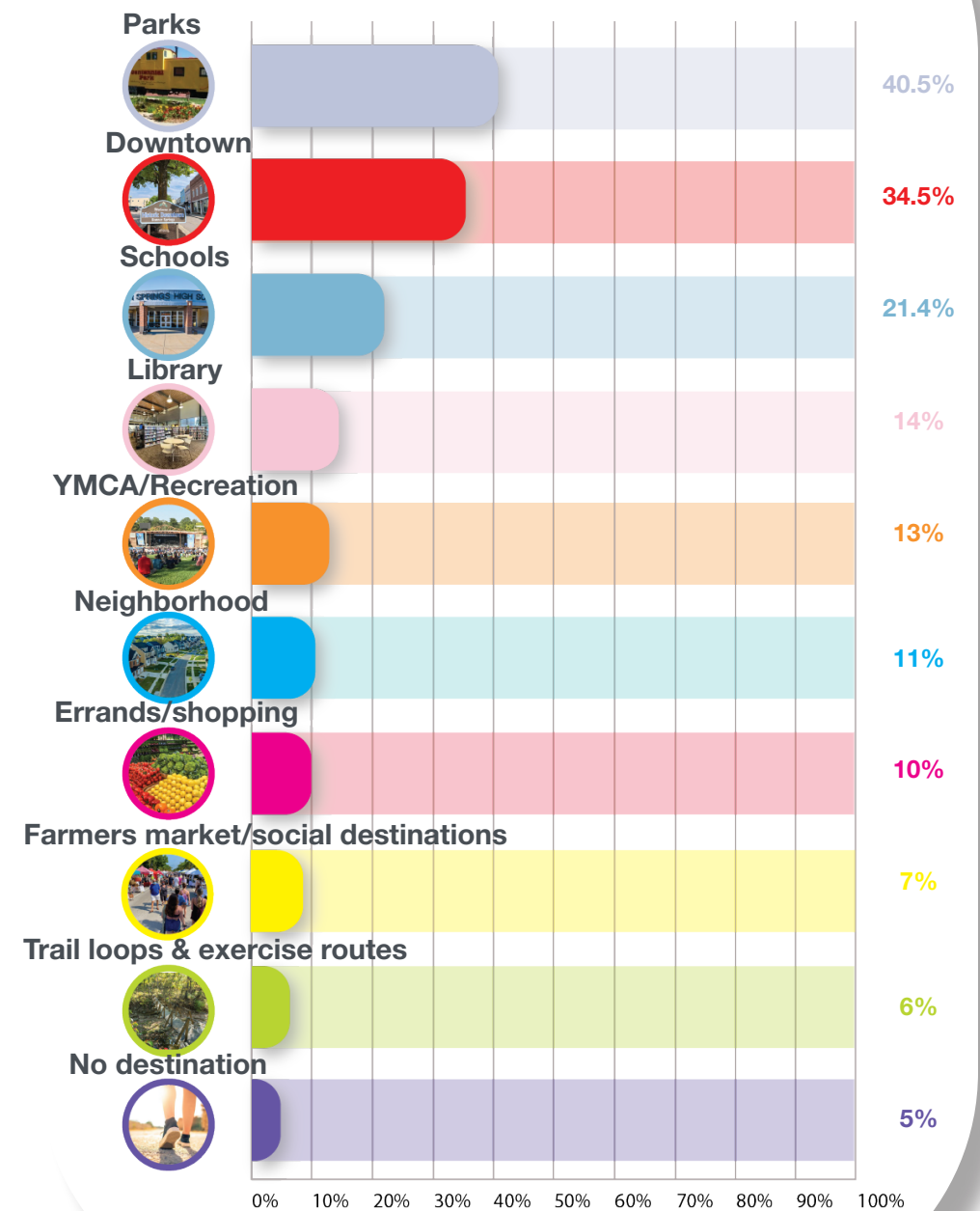


Q3 Primary purposes of walking or biking in Bonner Springs?



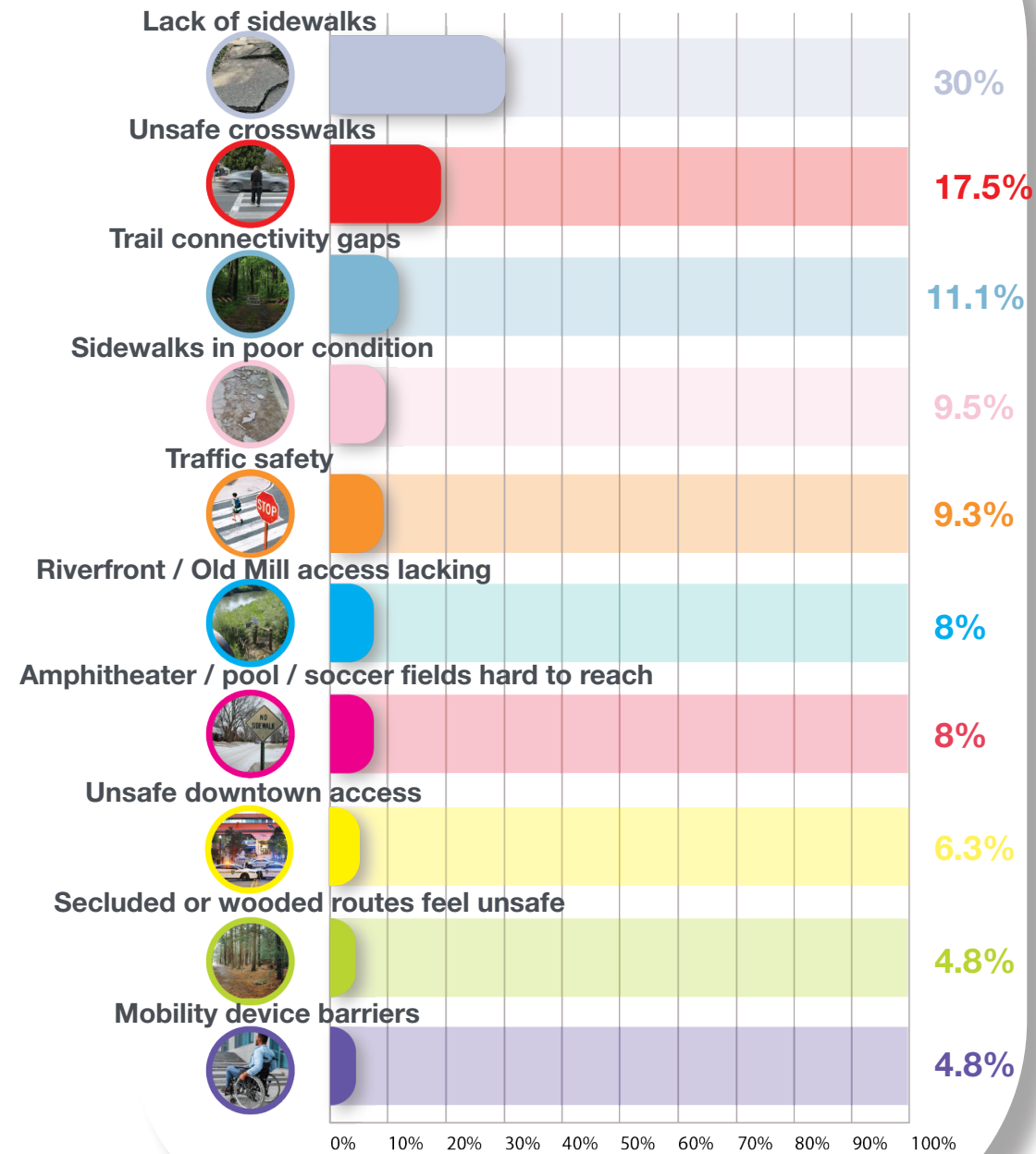
Q4 Destinations people walk or bike in Bonner Springs?

Answered: 84



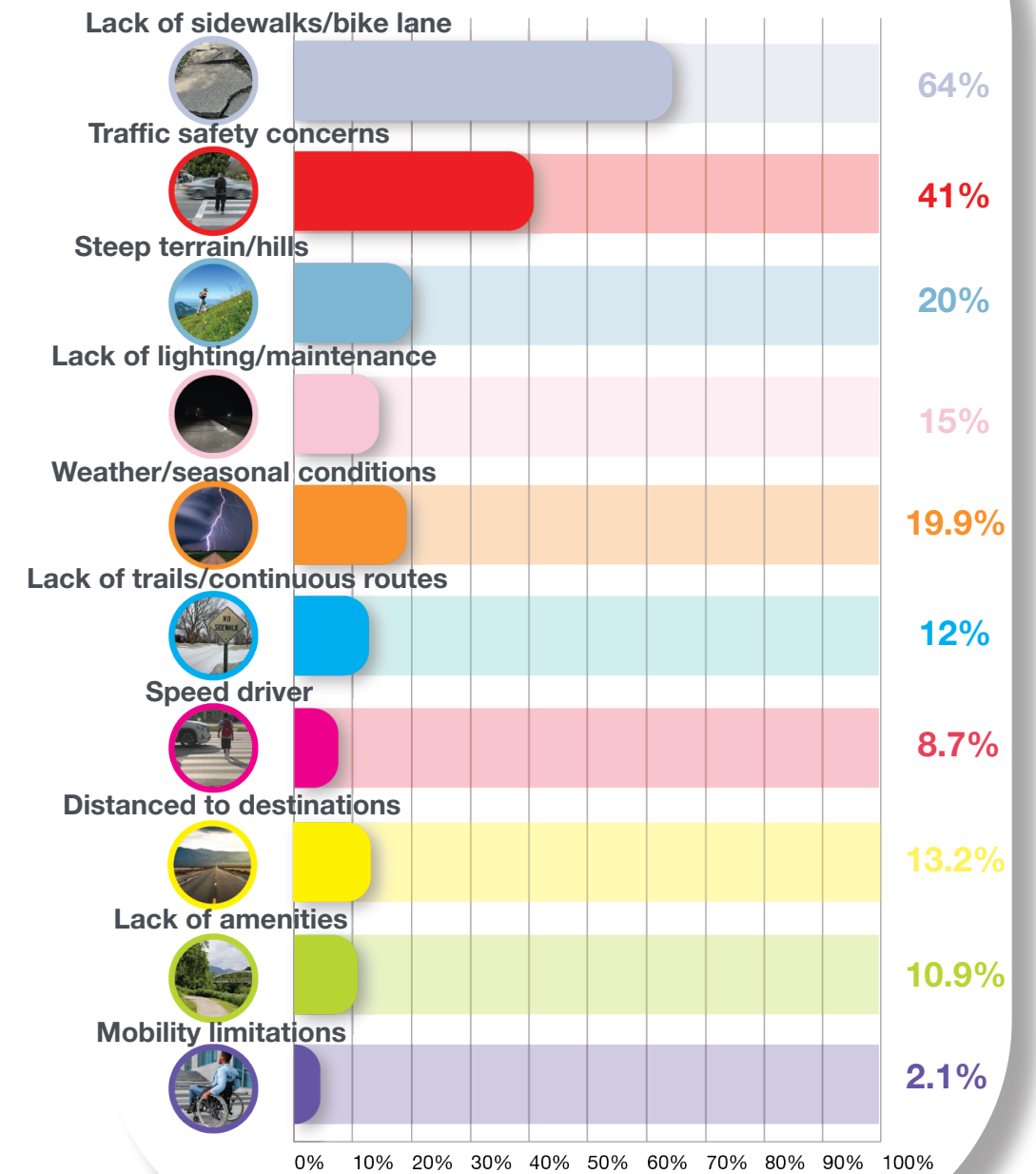
Q5 Reasons people avoid places due to access issues

Answered: 63



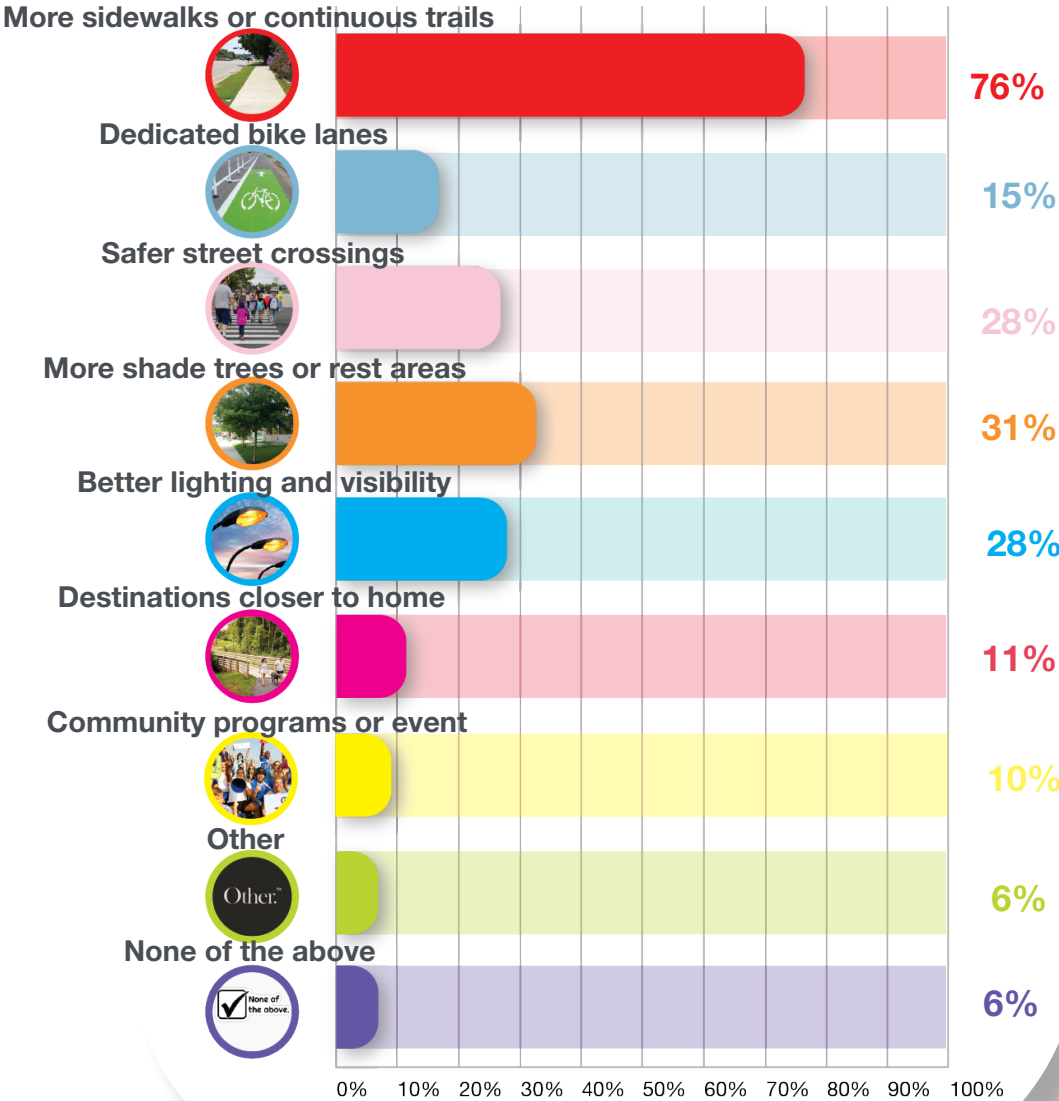
Q6 What makes walking/biking difficult in Bonner Springs?

Answered: 91



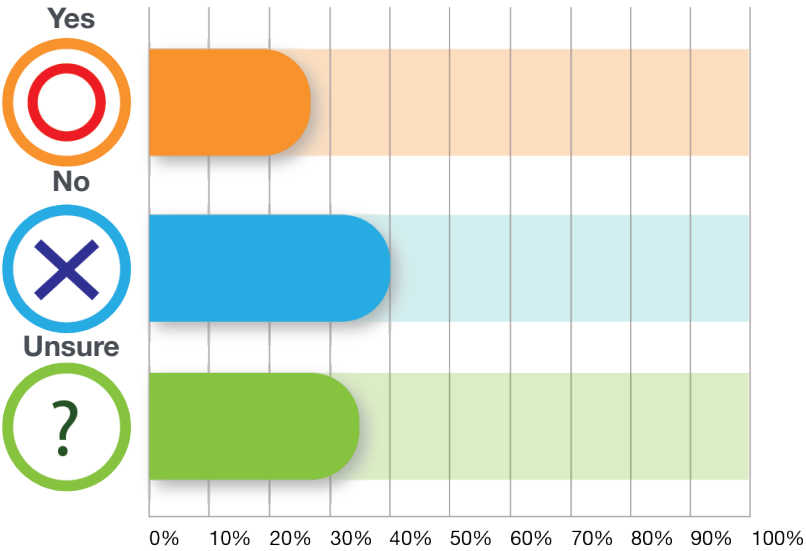
Q7 What would make people more likely to walk/bike in Bonner Springs?

Answered: 93



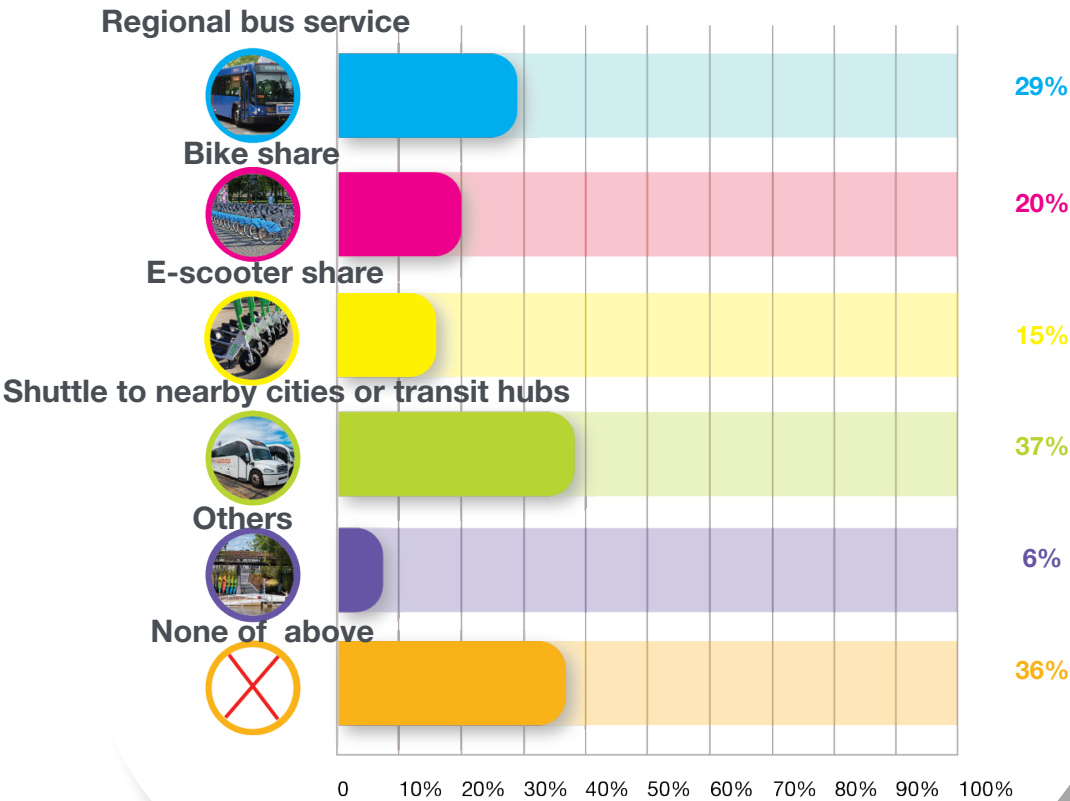
Q8 Would you benefit from having more options fo public transportation in Bonner Springs

Answered: 90



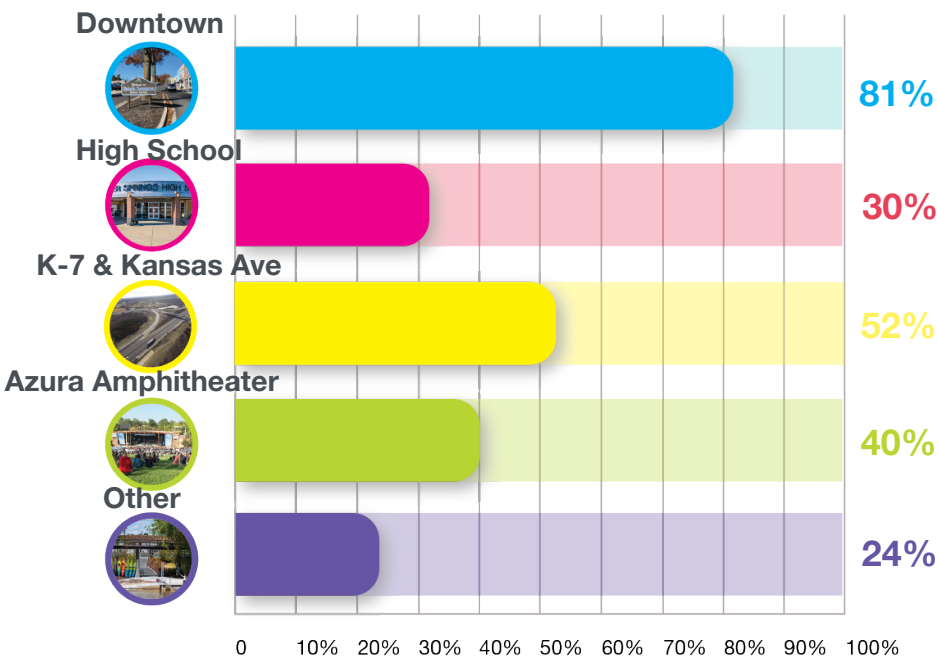
Q9 What types of public transportation or mobility options would you like to see available in Bonner Springs?

Answered: 83



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

Answered: 63



6.2 PUBLIC ENGAGEMENT



| AUGUST 11

SURVEY OPEN

| **AUGUST 21 - 23**

TIBLOW DAYS

| **SEPTEMBER 15**

SURVEY CLOSE

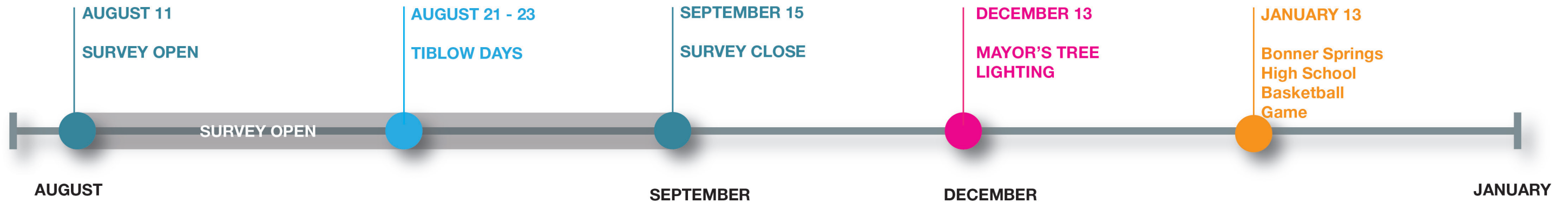
| **DECEMBER 13**

MAYOR'S TREE LIGHTING



| JANUARY 13

Bonner Springs High School Basketball Game



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.



Ordinance No. _____

An Ordinance Amending the Comprehensive Plan “Vision 2025 and Beyond” with the addition of the
Bonner Springs Connectivity and Walkability Plan as an Addendum to the Plan

Be it Ordained by the Governing Body of the City of Bonner Springs, Kansas:

Section I: The Planning Commission of The City of Bonner Springs, Kansas on July 21st, 2026, voted unanimously to recommend the City Council adopt the Planning Sustainable Places “Bonner Springs Connectivity and Walkability Plan”, after a public hearing was duly published and conducted.

Section II: Adoption of the “Bonner Springs Connectivity and Walkability Plan”, as an addendum to the “Vision 2025 and Beyond – Comprehensive Plan”.

Section III: This ordinance shall be in full force and effect after passage and publication in the official city newspaper.

Approved by the Governing Body and signed by the Mayor on this 10th day of August, 2026.

Attest:

Thomas A. Stephens, Mayor

Christina Brake, City Clerk

(Seal)

Memorandum

Date: August 10, 2026
To: Mayor and City Council
From: Logan Strasburger, Mark Lee

Subject: Final Plat — FP-02-26; Carter Acres — 706 S. 122nd Street.

Recommendation: Staff recommends approval.

Action: Make a motion to accept the dedication of right of way and utility easements as indicated on the 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.

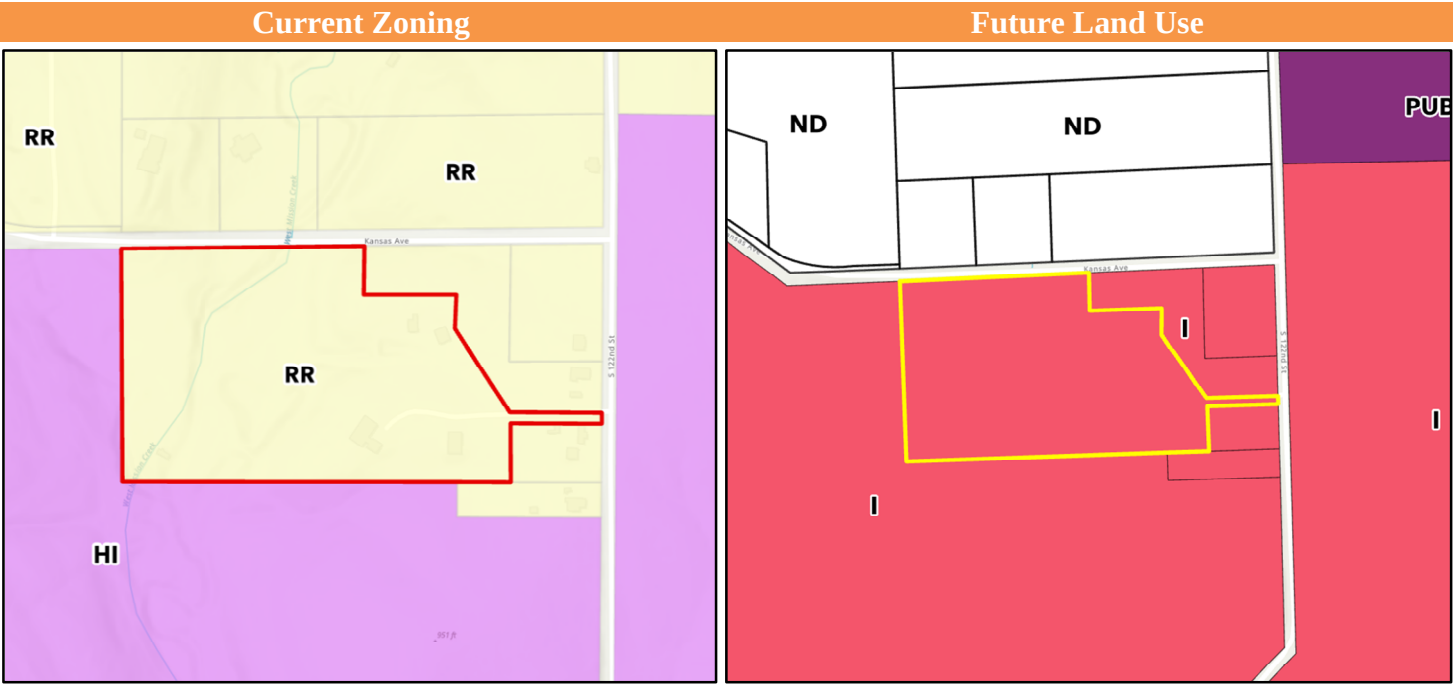


TABLE 1: COMPARISON OF SURROUNDING PROPERTIES

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.

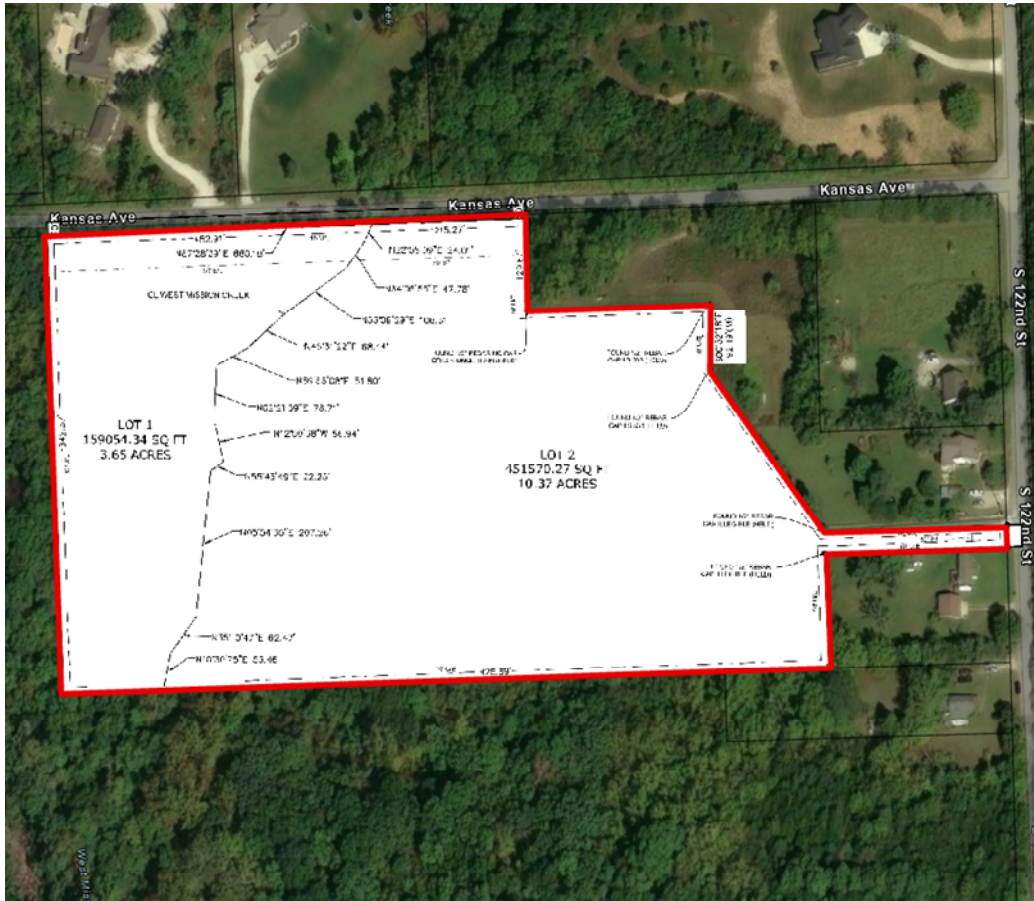


Exhibit 3: Subject site outlined in red with a graphic of the proposed plat superimposed over an aerial view.

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.

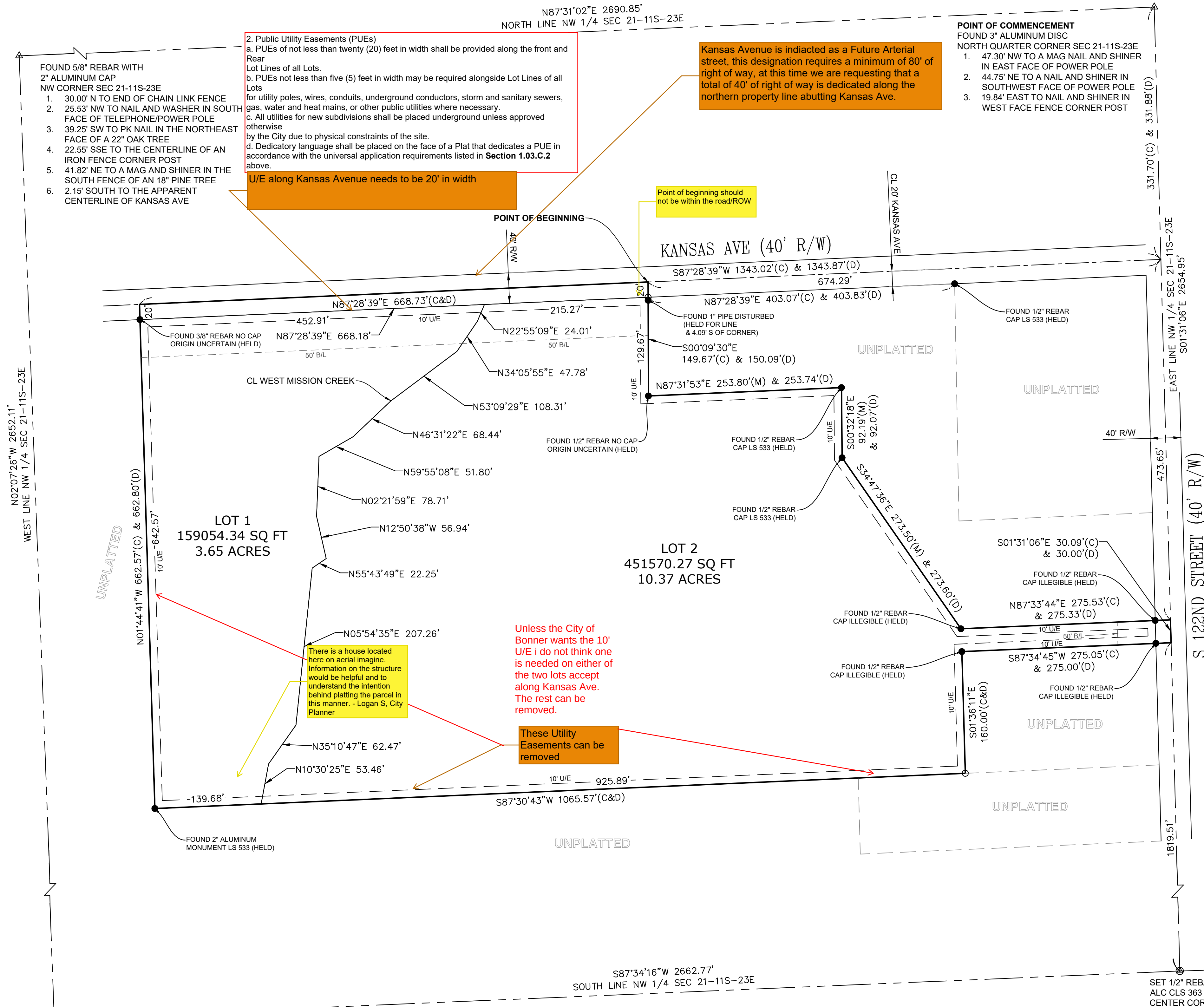
FINAL PLAT

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.**

CARTER ACRES

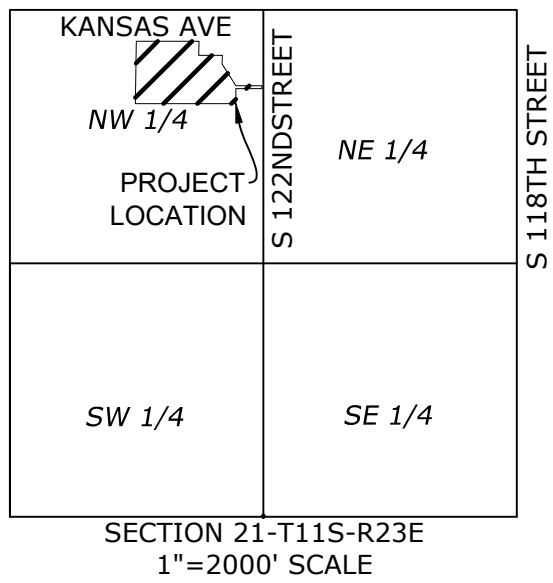
A TRACT OF LAND IN THE NORTHWEST 1/4 OF
SECTION 21, TOWNSHIP 11 SOUTH, RANGE 23 EAST IN THE CITY OF BONNER
SPRINGS, WYANDOTTE COUNTY, KANSAS



GENERAL NOTES

- THE BASIS FOR THE BEARING SYSTEM FOR THIS SURVEY IS KANSAS NORTH ZONE U.S. STATE PLANE 1983
- ALL DISTANCES SHOWN HEREON ARE IN US SURVEY FEET
- KS ONE-CALL WAS CALLED ON THIS SURVEY TICKET #26119876
- REFERENCED SURVEY
-LOT SPLIT COMPLETED BY RHODES SURVEYORS DATED 06/30/2005 DOC 2005R-19468
-ALTA/NSPS LAND TITLE SURVEY COMPLETED BY SHAFER KILNE & WARREN
- FLOODPLAIN NOTE: ACCORDING TO "FIRM" MAP COMMUNITY PANEL NUMBERS 20209C0128DE ON SEPTEMBER 2ND, 2011, AREA ZONE X "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN"
- CLOSURE PRECISION: 1 PART IN 3005152.308
- CURRENT ZONING- RR - RURAL RESIDENTIAL
- TITLE WORK WAS PROVIDED FOR THIS SURVEY BY CONTINENTAL TITLE COMPANY FILE NO. C26018377
- SETBACKS SHOWN PER CURRENT CITY ZONING REGULATIONS. CURRENT ZONING IS RR.
- RURAL WATER DISTRICT NO. 4 BLANKET EASEMENT BK 1929 PG 376

VICINITY MAP



LEGEND

- SECTION CORNER BENCHMARK AS NOTED
- FOUND PROPERTY CORNER AS NOTED
- SET 1/2" X 24" REBAR CAP ALC KLS CLS 363
- (D) - DEEDED DISTANCE
- (M) - MEASURED DISTANCE

THEORY OF LOCATION

*MULTIPLE SECTION CORNERS FOUND AT THE EAST QUARTER CORNER OF SEC 21-11S-25E. THE DECISION TO HOLD THE 3" ALUMINUM CAP WAS MADE BASED ON PREVIOUS EVIDENCE OF USE FOR THAT MONUMENT.
*CENTER CORNER OF SEC 21-11S-25E WAS CALCULATED BASED ON THE SHAFER KILNE & WARREN REFERENCE SURVEY WHO PREVIOUSLY FOUND A MONUMENT AT THAT LOCATION.

DESCRIPTION

DESCRIPTION PER INFORMATINOAL REPORT FILE NO. C26018377:

COMMENCING AT THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 21;
THENCE SOUTH 00°19'21" WEST 331.88 FEET, ALONG THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 21, TO A POINT ON THE NORTH LINE OF THE SOUTH ONE-HALF OF THE NORTH ONE-HALF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 21 AND THE CENTERLINE OF KANSAS AVENUE, AS NOW ESTABLISHED;
THENCE SOUTH 89°21'23" WEST 1343.87 FEET BY SURVEY MEASUREMENT (1344.91 FEET BY DEED), ALONG SAID NORTH LINE AND SAID CENTERLINE, TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED;
THENCE NORTH 89°21'23" EAST 668.73 FEET, ALONG SAID NORTH LINE AND SAID CENTERLINE;
THENCE SOUTH 01°17'11" WEST 150.09 FEET TO A ONE-HALF INCH REINFORCING BAR SET WITH LS-533 SURVEY CAP;
THENCE NORTH 89°21'23" EAST 253.74 FEET TO A ONE-HALF INCH REINFORCING BAR SET WITH LS-533 SURVEY CAP;
THENCE SOUTH 01°17'11" WEST 92.07 FEET TO A ONE-HALF INCH REINFORCING BAR SET WITH LS-533 SURVEY CAP;
THENCE SOUTH 33°57'09" EAST 273.60 FEET TO A ONE-HALF INCH REINFORCING BAR SET WITH LS-533 SURVEY CAP;
THENCE NORTH 89°22'57" EAST 275.33 FEET TO A POINT ON THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 21 AND CENTERLINE OF 122ND STREET, AS NOW ESTABLISHED;
THENCE SOUTH 00°19'21" WEST 331.88 FEET, ALONG SAID EAST LINE AND CENTERLINE;
THENCE SOUTH 89°22'57" WEST 277.27 FEET TO A ONE-HALF INCH REINFORCING BAR SET WITH LS-533 SURVEY CAP;
THENCE SOUTH 00°19'21" WEST 160.00 FEET, TO A ONE-HALF INCH REINFORCING BAR SET WITH LS-533 SURVEY CAP;
THENCE SOUTH 89°22'57" WEST 1065.57 FEET, TO A POINT ON THE WEST LINE OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 21 AND A ONE-HALF INCH REINFORCING BAR SET WITH LS-533 SURVEY CAP;
THENCE NORTH 00°02'17" EAST 662.80 FEET, ALONG SAID WEST LINE, TO A POINT ON THE NORTH LINE OF THE SOUTH ONE-HALF OF THE NORTH ONE-HALF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 21 AND THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED, LESS ANY PART TAKEN OR USED FOR ROAD PURPOSES, IF ANY.

ALSO BEING TRACT A AS SHOWN ON THE LOT SPLIT AND CERTIFICATE OF SURVEY RECORDED JULY 29, 2005 AS DOCUMENT NO. 2005R-19468.

SURVEYOR SUGGESTED DESCRIPTION:

A TRACT OF LAND IN THE NORTHWEST QUARTER OF SECTION 21, TOWNSHIP 11 SOUTH, RANGE 23 EAST OF THE 6TH P.M., IN THE CITY OF BONNER SPRINGS, WYANDOTTE COUNTY, KANSAS, PREPARED BY ROGER B. DILL PLS 1408 DATED APRIL 16, 2026; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 21; THENCE SOUTH 01°31'06" EAST, ALONG THE EAST LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 331.70 FEET TO THE CENTERLINE OF KANSAS AVENUE AS IT NOW EXISTS; THENCE SOUTH 87°28'39" WEST, ALONG SAID CENTERLINE, A DISTANCE OF 674.29 FEET TO THE POINT OF BEGINNING OF HEREIN DESCRIBED TRACT; THENCE SOUTH 00°09'30" EAST, A DISTANCE OF 149.67 FEET; THENCE NORTH 87°31'53" EAST, A DISTANCE OF 253.80 FEET; THENCE SOUTH 00°32'18" EAST, A DISTANCE OF 92.19 FEET; THENCE SOUTH 34°47'36" EAST, A DISTANCE OF 273.50 FEET; THENCE NORTH 87°33'44" EAST, A DISTANCE OF 275.53 FEET TO A POINT ON THE EAST LINE OF SAID NORTHWEST QUARTER; THENCE SOUTH 01°31'06" EAST, ALONG SAID EAST LINE, A DISTANCE OF 30.09 FEET; THENCE SOUTH 87°34'45" WEST, A DISTANCE OF 275.05 FEET; THENCE SOUTH 01°36'11" EAST, A DISTANCE OF 160.00 FEET; THENCE SOUTH 87°30'43" WEST, A DISTANCE OF 1065.57 FEET; THENCE NORTH 01°44'41" WEST, A DISTANCE OF 662.57 FEET TO THE CENTERLINE OF SAID KANSAS AVENUE; THENCE NORTH 87°28'39" EAST, ALONG SAID CENTERLINE, A DISTANCE OF 668.73 FEET TO THE POINT OF BEGINNING. CONTAINING 623,993.73 SQFT OR 14.32 ACRES MORE OR LESS

DEDICATION:

THE UNDERSIGNED PROPRIETOR OF THE ABOVE DESCRIBED TRACT OF LAND HAS CAUSED THE SAME TO BE SUBDIVIDED IN THE MANNER AS SHOWN ON THE ACCOMPANYING PLAT, WHICH SUBDIVISION AND PLAT SHALL HEREFTER BE KNOWN AS "CARTER ACRES"

AN EASEMENT IS HEREBY GRANTED TO THE CITY OF BONNER SPRINGS, KANSAS, TO ENTER UPON, CONSTRUCT, MAINTAIN, USE AND AUTHORIZE THE LOCATION, OF CONDUITS FOR PROVIDING WATER, GAS, CABLE, ELECTRIC, SEWERS, AND OTHER UTILITY SERVICES, INCLUDING RELATED FACILITIES AND APPURTENANCES THERETO, AND DRAINAGE FACILITIES, UPON, UNDER, OVER AND ACROSS THOSE AREAS OUTLINED AND DESIGNATED ON THIS PLAT AS "UTILITY EASEMENT" OR "U/E", AND FURTHER, SUBJECT TO ADMINISTRATION AND REGULATION BY THE CITY, THE SUBORDINATE USE OF SUCH AREAS BY OTHER GOVERNMENTAL ENTITIES AND UTILITIES, FRANCHISED OR AUTHORIZED TO DO BUSINESS IN THE CITY OF BONNER SPRINGS, KANSAS.

IN TESTIMONY WHEREOF,
I, UNDERSIGNED OWNER OF CARTER ACRES HAVE SET OUR HANDS THIS _____ DAY OF _____, 202__.

EDWARD A CARTER, OWNER

KELLY L CARTER, OWNER

ACKNOWLEDGEMENT:

STATE OF KANSAS
COUNTY OF

BE IT REMEMBERED THAT ON THIS _____ DAY OF _____, 202__, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC, IN AND FOR SAID COUNTY AND STATE, CAME EDWARD A & KELLY L CARTER, OWNER, TO ME PERSONALLY KNOWN TO BE THE SAME PERSON WHO EXECUTED THE FOREGOING INSTRUMENT OF WRITING, AND DULY ACKNOWLEDGED THE EXECUTION OF SAME. IN TESTIMONY WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY NOTARY SEAL THE DAY AND YEAR ABOVE WRITTEN.

NOTARY PUBLIC, _____

MY COMMISSION EXPIRES: _____

THIS PLAT OF CARTER ACRES HAS BEEN SUBMITTED TO AND APPROVED BY THE BONNER SPRINGS PLANNING COMMISSION THIS _____ DAY OF _____, 202__.

BY _____
PLANNING COMMISSION CHAIRMAN - GREG GEBAUER

PLANNING COMMISSION SECRETARY - LARISSA PHILLIPS

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

MAYOR - TOM STEPHENS

ATTEST:

CITY CLERK - CHRISTINA BRAKE

N88°06'22"E 2710.87'
SOUTH LINE NE 1/4
SEC 21-11S-23E
FOUND LIMESTONE (SEE THEORY OF LOCATION)

is this an original government stone?

COUNTY SURVEYOR APPROVAL:
THIS SURVEY HAS BEEN REVIEWED FOR FILING, PURSUANT TO KSA 58-2003, 58-2005, AND 58-2011, FOR CONTENT ONLY AND IS IN COMPLIANCE WITH THOSE PROVISIONS. NO OTHER WARRANTIES ARE EXTENDED OR IMPLIED.

REVIEWED BY BRENT E. THOMPSON, KS P.L.S. 1277 DATE: _____

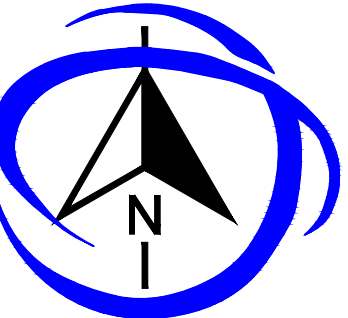
STATE OF KANSAS
COUNTY OF)

THIS IS TO CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD IN THE REGISTER OF DEEDS OFFICE ON THIS _____ DAY OF _____, 20__, AT _____ O'CLOCK AND IS DULY RECORDED.

SUSAN P. NELSON, REGISTER OF DEEDS

MARGARET A. ORENDAC, DEPUTY

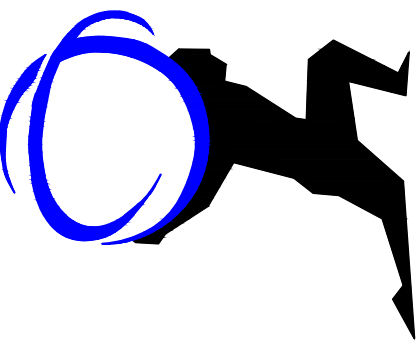
PROJECT #: 26-168
ISSUE DATE: 04/16/2026



SCALE IN FEET

FINAL PLAT

ALC
ATLAS LAND CONSULTING
SURVEYING (CIVIL ENGINEERING LICENSE #2315)
14500 Franklin Road, Unit 10, Bonner Springs, KS 66012
TEL: 913-463-8568
FAX: 913-463-8569
WWW.ATLASLANDCONSULTING.COM



PREPARED FOR:
EDWARD CARTER
706 S 122ND ST,
BONNER SPRINGS, KS 66012

THIS IS TO CERTIFY ON THIS 10TH DAY OF APRIL, 2026 THIS FIELD SURVEY WAS COMPLETED ON THE GROUND BY ME OR UNDER MY DIRECT SUPERVISION AND THAT SAID SURVEY MEETS OR EXCEEDS THE "KANSAS MINIMUM STANDARDS" FOR BOUNDARY SURVEYS.

ROGER B DILL PLS 1408



City of Bonner Springs

KANSAS

Planning Commission Minutes - Regular Meeting - July 21, 2026

PLANNING COMMISSION MEETING - 6:30 PM -

CALL TO ORDER - ROLL CALL - Vice Chair Paul Zeps called the meeting to order at 6:30 p.m. The Community Development Director, called roll. Greg Gebauer and Vincent Bombardier were absent. At 6:35 p.m. Jason Cruse attended via Teams. A quorum was present.

Mark Lee, Community Development Director, introduced Logan Strasburger, the new City Planner. She started in June and will be presenting some of the items this evening.

CONSENT AGENDA -

Approval of the minutes from the May 19th, 2026 meeting. - Nick Perica motioned Sherri Neff seconded to approve the May 19, 2026, Planning Commission Meeting minutes as published. The motion passed unanimously 4-0

Jason Cruse arrived via teams after the vote at 6:35 p.m.

OLD BUSINESS -

NEW BUSINESS -

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.

- The Community Development Director, Mark Lee, gave the staff report for BSCP-01-2026 Comprehensive Plan Amendment.

Neil Eisenberger, LJC consultant, presented the PSP Bonner Springs connectivity and walkability plan. It is to establish a long-term vision to revitalize downtown Bonner Springs and strengthen the connections to the Kansas River. It was built on previous efforts by the city to create a coordinated framework for future growth and mobility. It recommended enhancements to walkable trails, sidewalks, bicycle facilities and public spaces. It identified projects like the riverfront park, front street improvements and regional trail connections. Provided the planning foundation for the citywide connectivity and walkability plan. We are trying to achieve a citywide multi modal transportation strategy that expands the downtown plan, improving pedestrian, bicycle trail and transit connectivity throughout Bonner Springs. This also evaluated existing sidewalks, trails and bicycle and transit networks to identify gaps. Wanting to create safe, accessible connectivity for people to neighborhoods within Bonner and outside of Bonner.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to open the Public Hearing at 6:58 p.m. for BSCP-01-2026.

No one spoke in favor.
No one spoke against.

Questions for the applicant

Sheldon Frain 13721 Berger Ave, What is the projection of traffic from the Wyandotte County Park and Lake Forest?

Neil Eisenberger stated this is for making safe connections for these places in the future. To provide regional connectivity and safety and moving across the city.

Mark Lee stated that it doesn't say that they will come downtown, but that is where they will connect. We have to have a plan to get funding in the future. We will get the core town configured and then move outward.

Sheldon Frain had a second question is, auto traffic and is there a plan for that as well as parking downtown?

Mark Lee stated that this is not part of the plan and this is to provide alternate modes of transportation.

Lloyd Mesmer motioned and Nick Perica seconded to close the public hearing at 7:05 p.m.

Lloyd Mesmer motioned Nick Perica seconded to approve the connectivity and walkability plan into the Comprehensive Plan as written.

The motion passed unanimously 5-0. The item will go to the City Council meeting on August 10th.

Final Plat — FP-02-26; Carter Acres — Consider a Final Plat for Carter Acres consisting of two lots located at 706 S. 122nd Street. - City Planner, Logan Strasburger gave the staff report for Final plat FP-02-26 Carter Acres, 706 S 122nd Street.

Lloyd Mesmer asked If the property would be addressed off Kansas Ave? Mark Lee stated that lot 1 would be addressed off Kansas Ave.

Lloyd Mesmer motioned Sherri Neff seconded to approve the final plat for Carter Acres as written. The motion passed unanimously 5-0. The item will go to the City Council meeting on August 10th.

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.

- City Planner, Logan Strasburger gave the staff report for the request of rezoning for BSRZ-05-26 - 901 S 134th St - Tiner Acres from rural residential to general residential. Rezoning of 5 acres of a 40 acre parcel.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to open the Public Hearing for BSRZ-05-26 at 7:18 p.m.

Call for anyone to speak in favor of this:

Krystal Voith 14500 Parallel, Basehor, KS. Consulting company for Guy Tiner. Restated that they are requesting the five acres be rezoned to general residential for the 5, one acre lots only.

Call for anyone speaking against this item.

Alexander Cole 915 S 134th St - Recommended that it not be approved based on wildlife refuge and needing to preserve the land for local wildlife and box turtles.

Open Discussion — Chair Paul Zeps asked, What is the actual protection status of this property?

Planner Logan Strasburger stated that she is sympathetic to box turtles and wildlife, but this development and rezoning does not require any environmental assessment from the EPA or the Department of Interior or Fish and Wildlife services.

Chair Paul Zeps - So before any construction can happen, is an environmental study done?

Planner Logan Strasburger stated it would happen if it was in a flood plain, a sensitive environmental area, but this is not.

Chair Paul Zeps asked what is the actual protection status of this?

Planner Logan Strasburger stated that usually happens for larger projects or extremely large developments. The scope of this project is not large enough to trigger something like that.

Community Development Director Mark Lee stated that the only dirt that is getting turned is for a house. No infrastructure to be installed. We are dividing 5 acres for 5 houses.

Jackie Dunham 1009 S 134th St — When do we talk about utilities for these properties?

Chair Paul Zeps stated when we talk about the plat that is when we discuss utilities.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to close the Public Hearing at 7:29 p.m.

Lloyd Mesmer motioned Sherri Neff seconded to approve BSRZ-05-26 as presented.

Chair Lloyd Mesmer asked If there was a pressure system on that property?

Community Development Director Mark Lee stated we would get into that when we talk about the plat. Some utilities are already there, those being water, electric, gas and the homes will be on septic.

The motion passed unanimously 5-0. The item will go to the City Council meeting on August 10th.

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.

- City Planner Logan Strasburger gave the staff report for the Final Plat-01-26 - 901 S 134th St - Tiner Acres.

Chair Lloyd Mesmer asked why it says 40.2 acres and then 39 acres?

City Planner Logan Strasburger cleared up the total acres. The 39 acres was on the agenda and was a staff error. It is 40.21 acres.

Lloyd Mesmer motioned Sherri Neff seconded to approve FP-01-26 as presented.

The motion passed unanimously 5-0. The item will go to the City Council meeting on August 10th.

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.

- City Planner Logan Strasburger gave the staff report for the request of rezoning for rezoning BSRZ-04-26 Lynn Valley Subdivision 13852 Kansas Ave.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to open the Public Hearing for BSRZ-04-26 Lynn Valley Subdivision at 7:41 p.m.

Call for anyone to speak in favor of this: None

Call for anyone speaking against this: None

Chair Paul Zeps asked: Is this a different version of general residential?

Chair Lloyd Mesmer asked about the width of the frontage and why it went down to 50'?

Community Development Director Mark Lee stated that some lots will be less than 60' general residential, so they want to change it to planned general residential to allow for different lot sizes.

City Planner Logan Strasburger stated the planned element of the planned general residential allows for the varying dimensions of the lot. So it keeps the uses as single family but allows flexibility in the dimensional standards only of the subdivision.

Lloyd Mesmer motioned Chair Nick Perica seconded to close the Public Hearing at 7:46 p.m.

Jason Cruse motioned Nick Perica seconded to approve the rezoning for BSRZ-04-26 as written.

The motion passed unanimously 4-1. Chair Sherri Neff abstained from the vote. The item will go to the City Council meeting on August 10th.

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. - City Planner Logan Strasburger gave the staff report for the request of the preliminary plat PP-01-26 Preliminary Plat for Lynn Valley Subdivision 13852 Kansas Ave.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to open the Public Hearing at 7:53 p.m.

Call for anyone to speak in favor of this: None

Call for anyone speaking against this:

Sheldon Frain 13731 Berger Ave, - Traffic issues downhill and the site line is bad, speeding on 138th and traffic entering that subdivision. Narrow roads and traffic on 138th street.

Andre Knight 643 S 138th St - Is it forced main sewer and the width of lots?

Jackie Dunham 1009 S 134th St - What size and value of homes will be on this property? Will it be consistent to what is already there?

Jim Miller 13784 Valleyview Way- Traffic issues, narrow roads and they should have their own main entrance off of Kansas Ave.

Roman Haehn Circle H Land Development, 306 Oak Street - We want to create a development that is safe for everyone. A third party traffic study was done and completed from 142nd to K7 on Kansas Ave. We will be widening Kansas Ave and adding curbs, gutters and sidewalks.

Alex Cole 915 S 135th St - He would like there to be environmental impact and wildlife considerations and maybe underpasses for wildlife.

Denise Frain - 13721 Berger Ave - All the residents of this subdivision will use 138th Street. Why isn't there an entrance from phase 1 to phase 2? All of that traffic will be using 138th in and out.

Discussion from the public about traffic, speed, volume, winter travel, lines of site, storm drainage, and a main entrance for this subdivision.

Roman Haehn stated that storm drainage will not allow for a road to go through there. It's a natural storm drainage from LeI Valley as well. This project ties back to the housing study done by Bonner Springs. If we drive the infrastructure costs up too high, we can not build affordable housing.

Chair Paul Zeps stated the results of the traffic study will be available before the final plat.

Mark Lee stated there are 3 stub streets in LeI Valley, and they were put there for future development. Lynn Valley Subdivision will tie into the sewer lift station, and it is sized for future development.

Roman Haehn stated that the lots are 50' and 65' frontage width.

Aaron Young, Summit homes 10450 Holmes KCMO - The homes will start at \$330 - \$350,000 range to fill the need for affordable homes in Bonner Springs.

Lloyd Mesmer motioned Chair Nick Perica seconded to close the Public Hearing at 8:23 p.m.

Lloyd Mesmer motioned Nick Perica seconded to approve the rezoning for PP-01-26 as written.

The motion passed unanimously 4-1. Chair Sherri Neff abstained from the vote. The item will go to the City Council meeting on August 10th.

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.

- Community Development Director Mark Lee went over the recommendations for BSZO-02-26 short-term rentals. He read the 4 options.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to open the Public Hearing at 8:36 p.m.

Open Discussion of short-term rentals:

Jordan Mackey, 120 Emerson, stated there should be no short-term rentals downtown because all they do is cause problems.

Paul Zeps asked what feedback did we get on short-term rentals.

Mark Lee, we had one application through the whole process.

Lloyd Mesmer motioned Chair Nick Perica seconded to close the Public Hearing at 8:41 p.m.

The Commission decided to leave the Short-Term Rentals as they were originally written as follows:

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.

Sherri Neff motioned Jason Cruse seconded to approve the BSZO-02-26 Short-Term Rentals as originally written.

The motion passed 4-1. The item will go to the City Council meeting on August 10th.

OPEN AGENDA -

COMMUNITY DEVELOPMENT DIRECTOR'S REPORT - Application for Commissioner to be appointed to fill Larry Clark's vacancy.

Mission Prairie Farms as a preliminary plat and Board of Zoning item coming to them in August.

ADJOURNMENT - Chair Paul Zeps adjourned the meeting at 8:52 p.m.

Memorandum

Date: August 10, 2026
To: Mayor and City Council
From: Logan Strasburger, Mark Lee

Subject: Rezoning — BSRZ-05-26; Tiner Acres — 901 S. 134th Street.

Recommendation: Staff recommends approval.

Action: Make a motion to adopt an ordinance approving 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.

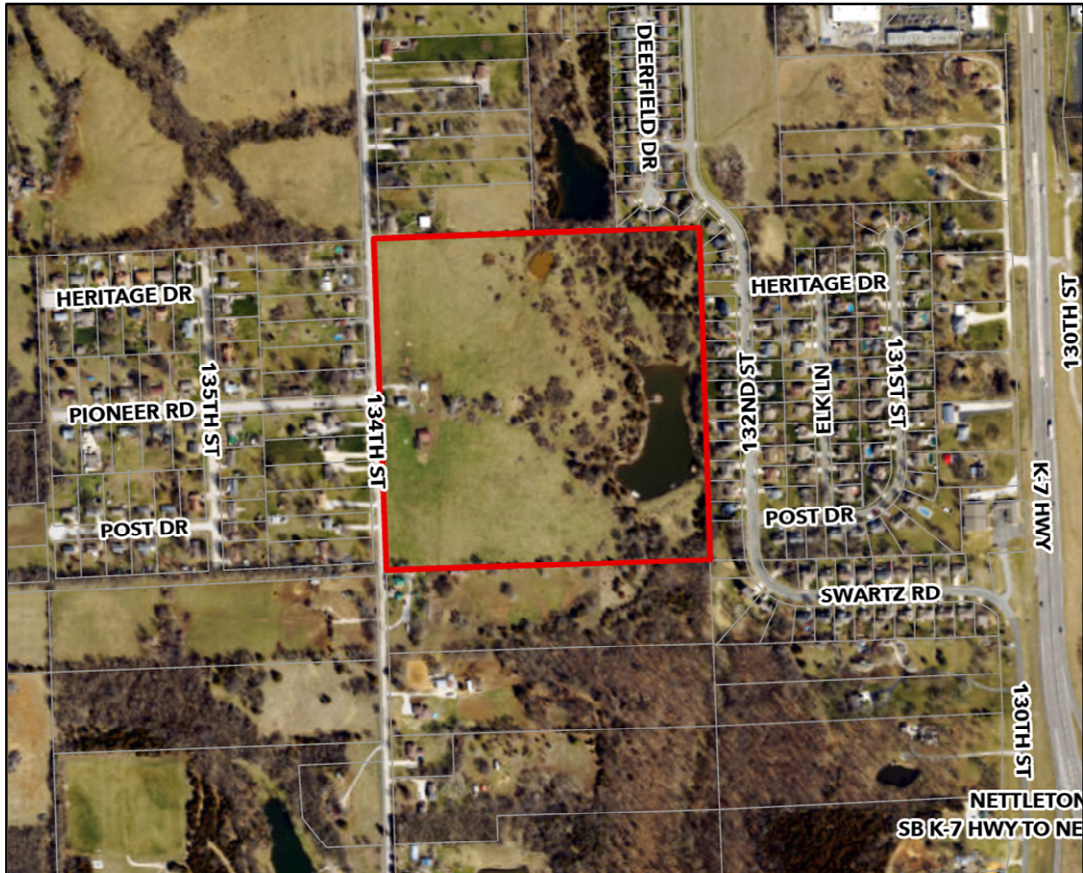


Exhibit 1: Aerial of subject site outlined in red.

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.

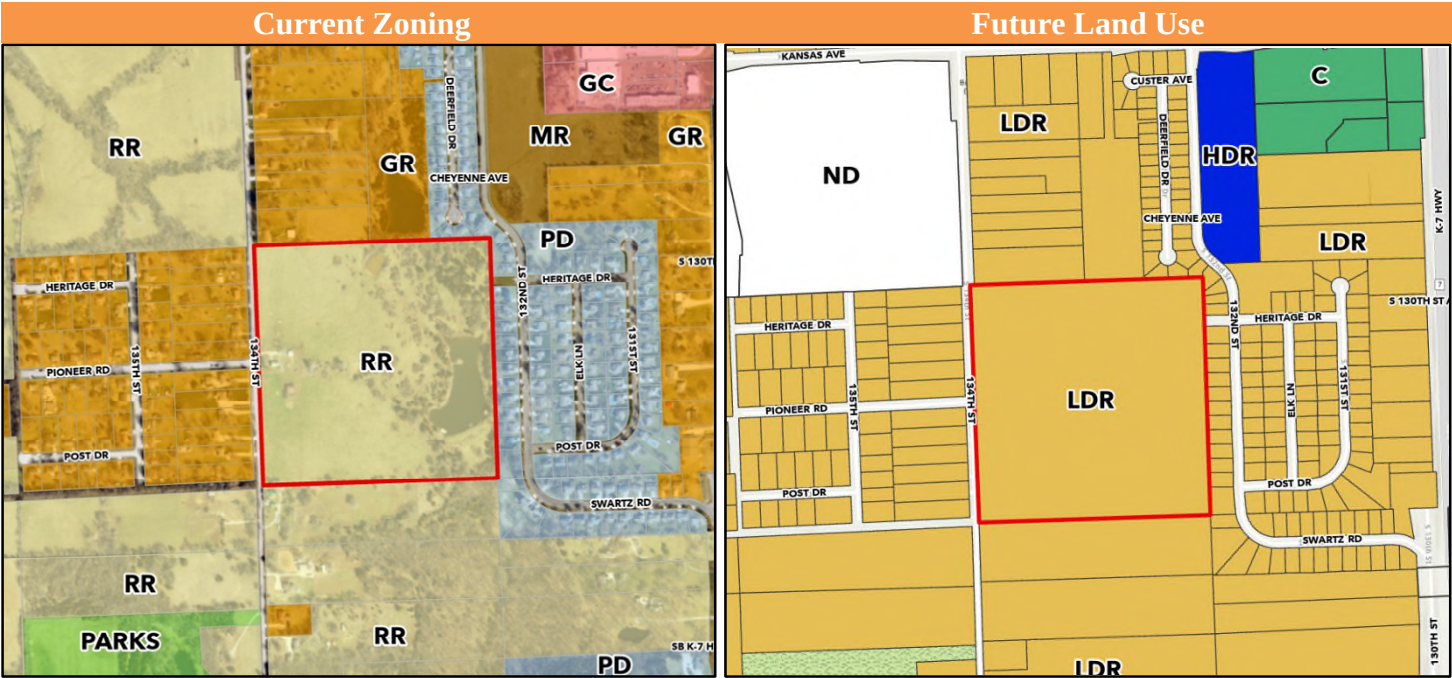


TABLE 1: COMPARISON OF SURROUNDING PROPERTIES

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.

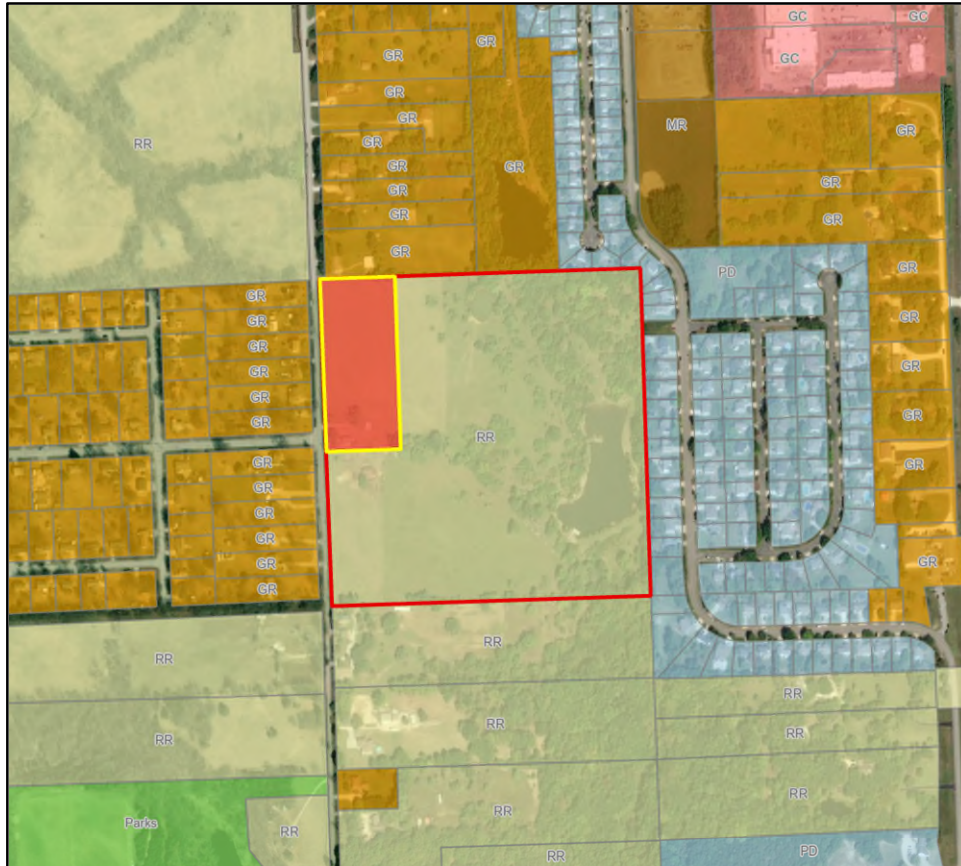


Exhibit 2: Subject area to be rezoned to GR is outlined in yellow and filled with red. The entire site is outlined in red. The remaining area will remain RR.

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.**

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

The Southwest 1/4 of the Northwest 1/4 of Section 20, Township 11, Range 23, in Wyandotte County, Kansas

[illegible][illegible]

GENERAL NOTES

- [illegible]

DEDICATION:

THE UNDERSIGNED PROPRIETOR OF THE ABOVE DESCRIBED TRACT OF LAND HAS CAUSED THE SAME TO BE SUBDIVIDED IN THE MANNER AS SHOWN ON THE ACCOMPANYING PLAT, WHICH SUBDIVISION AND PLAT SHALL HEREAFTER BE KNOWN AS "TINER ACRES"

[illegible]

NOTARY PUBLIC _____ DAY OF _____ 20____

My Commission Expires _____

THIS FILE OF TRAFFIC TICKETS HAS BEEN SUBMITTED TO AND APPROVED BY THE BONHIE SPRINGS PLANNING COMMISSION IN THE _____

BY _____ PLANNING COMMISSION SECRETARY _____ LATESHA PHILLIPS _____

_____ OFFICE CHAIRMAN _____

THIS AGREEMENT AND AGENTS-OF-TRAVEL ACCEPTED BY THE GOVERNING BODY OF BONHIE SPRINGS, KANSAS, THIS _____ DAY OF _____ 20____

 KALOR THOMAS A. SPENNS
 ATTEST:

 (S&A)

COUNTY SUPERVISOR APPROVAL:

RECEIVED FOR FILING, PURSUANT TO RSA 90-207, SS 3:005, AND 9B-2011, FOR CONTENT ONLY AND IS IN COMPLIANCE WITH THOSE PROVISIONS. NO OTHER WARRANTIES ARE
EXTENDED OR IMPLIED.
REVIEWED BY _____ DATE: _____
NANCIE THOMPSON, AS P.A.S., 227

STATE OF KANSAS)
JSS)
COUNTY OF)
THIS IS TO CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD

IN THE REGISTER OF DEEDS OFFICE ON THIS _____ DAY OF _____, 20____ AT _____ O'CLOCK, AM/PM IS DULY RECORDED.

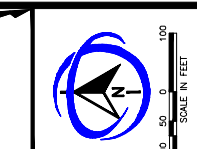
LEGEND

--- SIGMUND P. NELSON, REGISTER OF DEEDS ---
--- JAMES H. NELSON, CLERK OF DEEDS ---
--- JAMES H. NELSON, CLERK OF DEEDS ---

SECTION CORNER
 BENCHMARK AS NOTED
 POINTS REFERENCED AS NOTED
 SURVEY DATA ON FILE IN CADD
 UTILITY ADJUSTMENT
 HULLING SLOTTACK LINE
 NE 1/4
 NW 1/4
 PROJECT LOCATION
 KANSAS
 VICINITY MAP

SE 1/4
SW 1/4
N
METROPOLITAN AVE
SECTION 20-T11S-R23E
1"=2000' SCALE

ALC
ATTY & LAND CONSULTING
14500 Phyllis Road, Unit B, Houston, TX 77040
(713) 663-5050
attylaw@attylaw.com | attylaw.com | CAD



BONNER SPRINGS
901 S 134TH ST,

PREPARED FOR:
GUY TINER

PROJECT #: 26-040
ISSUE DATE: 05/26/2026

--	--

his is to certify on this 13th day of March, 2026 this field survey was completed on the ground by me or under my direct supervision and that said survey meets or exceeds the "Kansas Minimum Standards" for boundary

06/16/2026
KANSAS SURVEYORS
JAMES H. HARRIS

STATE OF KANSAS
JAMES H. HARRIS
06/16/2026

ELIX D. DILL
F.L2501905

ORDINANCE NO. _____

An Ordinance to Approve BSRZ-05-26 – Request to rezone 901 S. 134th Street from RR (Rural Residential) to GR (General Residential) for Tiner Acres.

Be it Ordained by the Governing Body of the City of Bonner Springs, Kansas:

Section I: That the Zoning classification on the Official Zoning Map be amended for the following described as:

A TRACT OF LAND IN THE NORTHWEST QUATTER OF SECTION 20, TOWNSHIP 11 SOUTH, RANGE 23 EAST 6TH P.M., IN THE CITY OF BONNER SPRINGS, WYANDOTTE COUNTY, KANSAS PREPARED BY ROGER B. DILL PLS 1408 DATED JUNE 16, 2026; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHWEST QUARTER; THENCE SOUTH 02°11'41" EAST, ALONG THE WEST LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 1325.36 FEET TO THE POINT OF BEGINNING OF HEREIN DESCRIBED TRACT; THENCE NORTH 88°02'12" EAST, A DISTANCE OF 322.00 FEET; THENCE SOUTH 02°11'41" EAST, A DISTANCE OF 700.00 FEET; THENCE SOUTH 88°02'12" WEST, A DISTANCE OF 322.00 FEET TO A POINT ON THE WEST LINE OF SAID NORTHWEST QUARTER; THENCE NORTH 02°11'41" WEST, ALONG SAID WEST LINE, A DISTANCE OF 700.00 FEET TO THE POINT OF BEGINNING. CONTAINING 4.82 ACRES MORE OR LESS.

Be **rezoned** from RR (**Rural Residential**) to GR (**General Residential**) Zoning classification per BSRZ-05-26 with no conditions.

Section II: This ordinance shall be in full force and effect after passage and publication in the official city newspaper.

Approved by the Governing Body and signed by the Mayor on this ____ day of _____, 2026.

Thomas A. Stephens, Mayor

ATTEST:

Christina Brake, CMC, City Clerk

(SEAL)

Memorandum

Date: August 10, 2026
To: Mayor and City Council
From: Logan Strasburger, Mark Lee

Subject: Final Plat – FP-01-26; Tiner Acres – 901 S. 134th Street.

Recommendation: Staff recommends approval.

Action: Make a motion to accept the dedication of right of way and utility easements as indicated on the 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

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Final Plat & Rezoning

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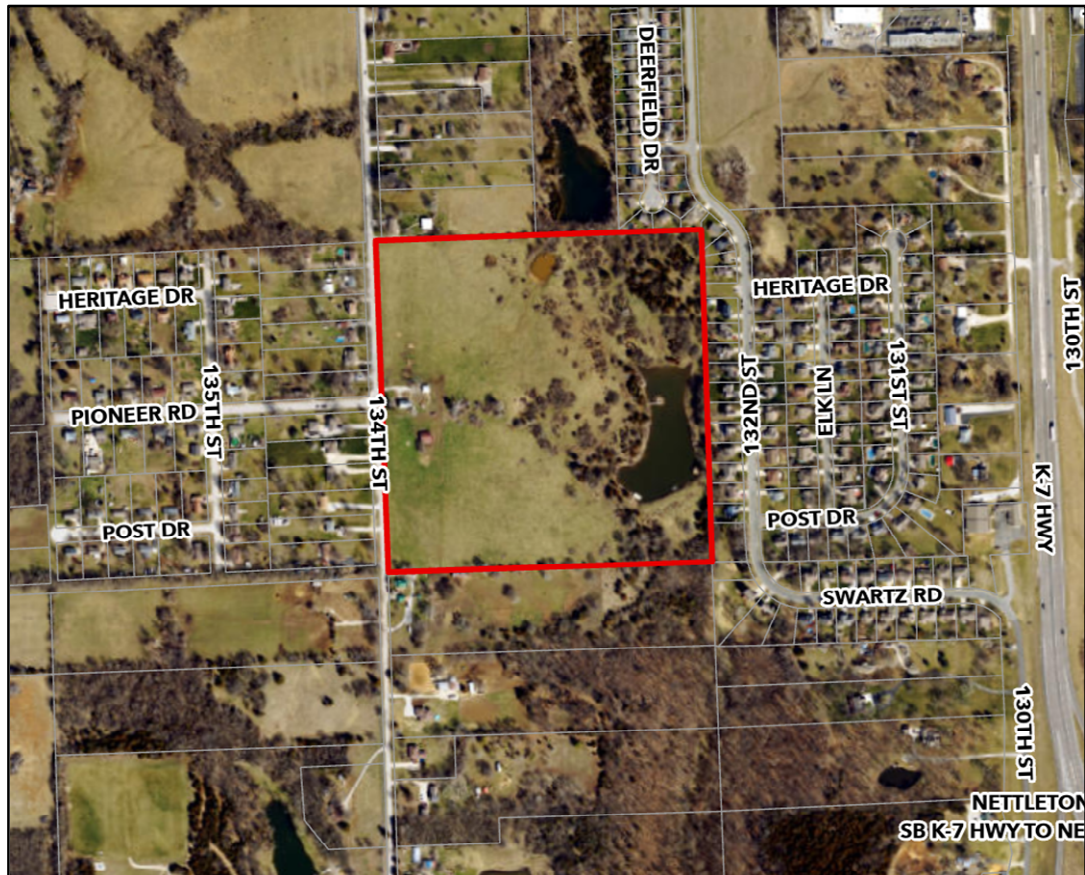


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LAND USE REVIEW

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.

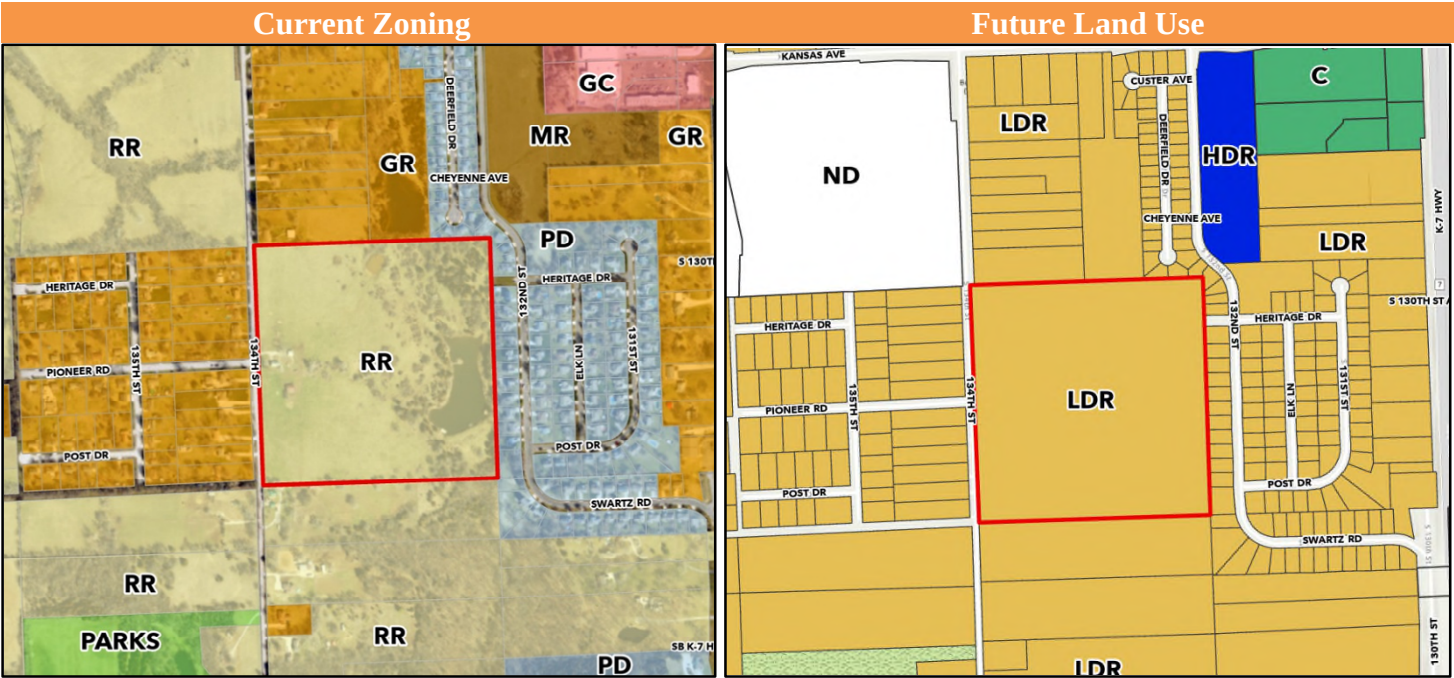


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SUBJECT SITE	Low-Density Residential	RR (Rural Residential District)	Dwelling, Single-Family Detached; Agricultural Practices; Undeveloped Land
NORTH	Low-Density Residential	GR (General Residential District); PD-GR (Planned General Residential District)	Dwelling, Single-Family Detached
SOUTH	Low-Density Residential	RR (Rural Residential District)	Dwelling, Single-Family Detached
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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.

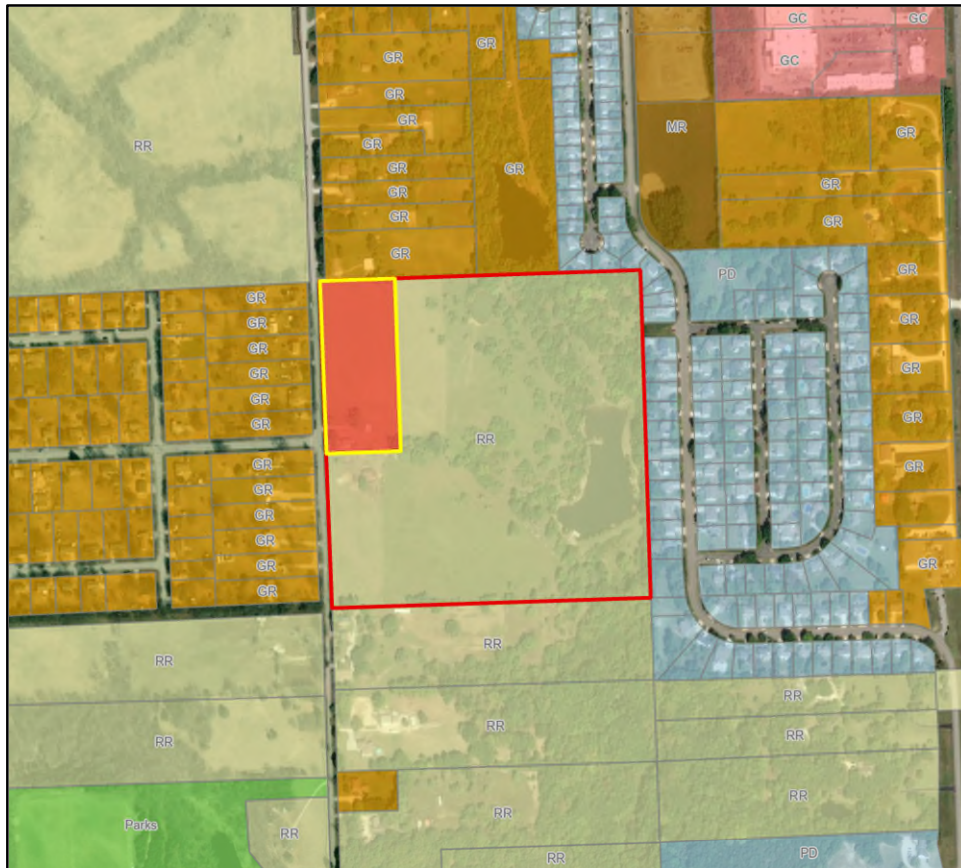


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Per Section 2.03.A.2.b of the UDO (Unified Development Ordinance) and the *Golden* case, the factors to be used in determining approval or denial of an application for rezoning are as follows:

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 SOUTH, RANGE 23 EAST IN THE CITY OF BONNER SPRINGS, WYANDOTTE COUNTY, KANSAS

The Southwest 1/4 of the Northwest 1/4 of Section 20, Township 11, Range 23, in Wyandotte County, Kansas

[illegible][illegible]

THE UNDIGNED PROPRIETORS OF THE ABOVE DESCRIBED TRACT OF LAND HAS CAUSED THE SAME TO BE SUBDIVIDED IN THE MANNER AS SHOWN ON THE ACCOMPANYING MAP, WHICH SUBDIVISION AND MAP SHALL HEREAFTER BE KNOWN AS "TINER ACRES".

[illegible]

NOTARY PUBLIC _____ DAY OF _____, 20____.

My Commission Expires _____.

THIS PAGE OF UNIFORM JUDICIAL FORMS IS TO BE SUBMITTED TO THE BOARD OF PLANNING COMMISSION HERE _____.

By _____ DAY OF _____, 20____.

PLANNING COMMISSION CHAIRMAN - GREG GEMAR

PLANNING COMMISSION SECRETARY - LARSEN PRAHLER

THESE AGREEMENTS AND DEEDS-OF-WAY ACCEPTED BY THE GOVERNING BODY OF BONNER SPRINGS, KANSAS, THIS _____ DAY OF _____, 20____.

MAJOR: THOMAS A. STEPHENS _____
 (S&B)
 ATTEST: _____
 CITY CLERK CHRISTINE BEEBE _____
 COUNTY SUPERVISOR APPROVAL: _____
 RECEIVED FOR FILING PURSUANT TO ACS 30-2003, 30-2005, AND 30-2011, FOR CONSENT ONLY AND IS IN COMPLIANCE WITH THOSE PROVISIONS. NO OTHER WARRANTIES ARE
 EXTENDED OR IMPLIED.
 REVIEWED BY _____
 DATE: _____

STATE OF KANSAS)
COUNTY OF JSS)
THIS IS TO CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD
IN THE REGISTER OF DEEDS OFFICE ON THIS _____ DAY OF _____
AT _____ O'CLOCK AND IS DULY RECORDED.

LEGEND

— SUSAN F. NELSON, REGISTER OF DEEDS

— MARGARET A. CHENEY, DUPLY

— MIKE FIELD, CHENEY

— DON WILM, CHENEY

PROJECT LOCATION	NE 1/4
FOUND PROPERTY CORNERS NOTED UNITED STATES DEPT. OF AGRICULTURE UTILITY LASHMENT BUILDING SILL TRACK LINE PROPERTY LINE ADJ. UNASSAID DISTANCE	

134TH ST
SW 1/4
SE 1/4

☐ METROPOLITAN
 SECTION 20-T115-R23R
 1"=2000' SCALE



FINAL PLAT

PREPARED FOR:
GUY TINER

PROJECT #: 26-040
ISSUE DATE: 05/26/2026

This is to certify on this 13th day of March, 2026 this field survey was completed on the ground by me or under my direct supervision and that said survey meets or exceeds the "Kansas Minimum Standard" for boundary



PLS#1408

8/15/2026 12:12 PM AUSTINTHOMPSON
DAD FILE : S:\Atlas Land Consulting\2026\26-040 Guy Tiner 901 S 134th Street Bonner Springs KS Sd126-040 Plat.dwg



City of Bonner Springs

KANSAS

Planning Commission Minutes - Regular Meeting - July 21, 2026

PLANNING COMMISSION MEETING - 6:30 PM -

CALL TO ORDER - ROLL CALL - Vice Chair Paul Zeps called the meeting to order at 6:30 p.m. The Community Development Director, called roll. Greg Gebauer and Vincent Bombardier were absent. At 6:35 p.m. Jason Cruse attended via Teams. A quorum was present.

Mark Lee, Community Development Director, introduced Logan Strasburger, the new City Planner. She started in June and will be presenting some of the items this evening.

CONSENT AGENDA -

Approval of the minutes from the May 19th, 2026 meeting. - Nick Perica motioned Sherri Neff seconded to approve the May 19, 2026, Planning Commission Meeting minutes as published. The motion passed unanimously 4-0

Jason Cruse arrived via teams after the vote at 6:35 p.m.

OLD BUSINESS -

NEW BUSINESS -

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.

- The Community Development Director, Mark Lee, gave the staff report for BSCP-01-2026 Comprehensive Plan Amendment.

Neil Eisenberger, LJC consultant, presented the PSP Bonner Springs connectivity and walkability plan. It is to establish a long-term vision to revitalize downtown Bonner Springs and strengthen the connections to the Kansas River. It was built on previous efforts by the city to create a coordinated framework for future growth and mobility. It recommended enhancements to walkable trails, sidewalks, bicycle facilities and public spaces. It identified projects like the riverfront park, front street improvements and regional trail connections. Provided the planning foundation for the citywide connectivity and walkability plan. We are trying to achieve a citywide multi modal transportation strategy that expands the downtown plan, improving pedestrian, bicycle trail and transit connectivity throughout Bonner Springs. This also evaluated existing sidewalks, trails and bicycle and transit networks to identify gaps. Wanting to create safe, accessible connectivity for people to neighborhoods within Bonner and outside of Bonner.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to open the Public Hearing at 6:58 p.m. for BSCP-01-2026.

No one spoke in favor.
No one spoke against.

Questions for the applicant

Sheldon Frain 13721 Berger Ave, What is the projection of traffic from the Wyandotte County Park and Lake Forest?

Neil Eisenberger stated this is for making safe connections for these places in the future. To provide regional connectivity and safety and moving across the city.

Mark Lee stated that it doesn't say that they will come downtown, but that is where they will connect. We have to have a plan to get funding in the future. We will get the core town configured and then move outward.

Sheldon Frain had a second question is, auto traffic and is there a plan for that as well as parking downtown?

Mark Lee stated that this is not part of the plan and this is to provide alternate modes of transportation.

Lloyd Mesmer motioned and Nick Perica seconded to close the public hearing at 7:05 p.m.

Lloyd Mesmer motioned Nick Perica seconded to approve the connectivity and walkability plan into the Comprehensive Plan as written.

The motion passed unanimously 5-0. The item will go to the City Council meeting on August 10th.

Final Plat — FP-02-26; Carter Acres — Consider a Final Plat for Carter Acres consisting of two lots located at 706 S. 122nd Street. - City Planner, Logan Strasburger gave the staff report for Final plat FP-02-26 Carter Acres, 706 S 122nd Street.

Lloyd Mesmer asked If the property would be addressed off Kansas Ave? Mark Lee stated that lot 1 would be addressed off Kansas Ave.

Lloyd Mesmer motioned Sherri Neff seconded to approve the final plat for Carter Acres as written. The motion passed unanimously 5-0. The item will go to the City Council meeting on August 10th.

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.

- City Planner, Logan Strasburger gave the staff report for the request of rezoning for BSRZ-05-26 - 901 S 134th St - Tiner Acres from rural residential to general residential. Rezoning of 5 acres of a 40 acre parcel.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to open the Public Hearing for BSRZ-05-26 at 7:18 p.m.

Call for anyone to speak in favor of this:

Krystal Voht 14500 Parallel, Basehor, KS. Consulting company for Guy Tiner. Restated that they are requesting the five acres be rezoned to general residential for the 5, one acre lots only.

Call for anyone speaking against this item.

Alexander Cole 915 S 134th St - Recommended that it not be approved based on wildlife refuge and needing to preserve the land for local wildlife and box turtles.

Open Discussion — Chair Paul Zeps asked, What is the actual protection status of this property?

Planner Logan Strasburger stated that she is sympathetic to box turtles and wildlife, but this development and rezoning does not require any environmental assessment from the EPA or the Department of Interior or Fish and Wildlife services.

Chair Paul Zeps - So before any construction can happen, is an environmental study done?

Planner Logan Strasburger stated it would happen if it was in a flood plain, a sensitive environmental area, but this is not.

Chair Paul Zeps asked what is the actual protection status of this?

Planner Logan Strasburger stated that usually happens for larger projects or extremely large developments. The scope of this project is not large enough to trigger something like that.

Community Development Director Mark Lee stated that the only dirt that is getting turned is for a house. No infrastructure to be installed. We are dividing 5 acres for 5 houses.

Jackie Dunham 1009 S 134th St — When do we talk about utilities for these properties?

Chair Paul Zeps stated when we talk about the plat that is when we discuss utilities.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to close the Public Hearing at 7:29 p.m.

Lloyd Mesmer motioned Sherri Neff seconded to approve BSRZ-05-26 as presented.

Chair Lloyd Mesmer asked if there was a pressure system on that property?

Community Development Director Mark Lee stated we would get into that when we talk about the plat. Some utilities are already there, those being water, electric, gas and the homes will be on septic.

The motion passed unanimously 5-0. The item will go to the City Council meeting on August 10th.

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.

- City Planner Logan Strasburger gave the staff report for the Final Plat-01-26 - 901 S 134th St - Tiner Acres.

Chair Lloyd Mesmer asked why it says 40.2 acres and then 39 acres?

City Planner Logan Strasburger cleared up the total acres. The 39 acres was on the agenda and was a staff error. It is 40.21 acres.

Lloyd Mesmer motioned Sherri Neff seconded to approve FP-01-26 as presented.

The motion passed unanimously 5-0. The item will go to the City Council meeting on August 10th.

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.

- City Planner Logan Strasburger gave the staff report for the request of rezoning for rezoning BSRZ-04-26 Lynn Valley Subdivision 13852 Kansas Ave.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to open the Public Hearing for BSRZ-04-26 Lynn Valley Subdivision at 7:41 p.m.

Call for anyone to speak in favor of this: None

Call for anyone speaking against this: None

Chair Paul Zeps asked: Is this a different version of general residential?

Chair Lloyd Mesmer asked about the width of the frontage and why it went down to 50'?

Community Development Director Mark Lee stated that some lots will be less than 60' general residential, so they want to change it to planned general residential to allow for different lot sizes.

City Planner Logan Strasburger stated the planned element of the planned general residential allows for the varying dimensions of the lot. So it keeps the uses as single family but allows flexibility in the dimensional standards only of the subdivision.

Lloyd Mesmer motioned Chair Nick Perica seconded to close the Public Hearing at 7:46 p.m.

Jason Cruse motioned Nick Perica seconded to approve the rezoning for BSRZ-04-26 as written.

The motion passed unanimously 4-1. Chair Sherri Neff abstained from the vote. The item will go to the City Council meeting on August 10th.

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. - City Planner Logan Strasburger gave the staff report for the request of the preliminary plat PP-01-26 Preliminary Plat for Lynn Valley Subdivision 13852 Kansas Ave.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to open the Public Hearing at 7:53 p.m.

Call for anyone to speak in favor of this: None

Call for anyone speaking against this:

Sheldon Frain 13731 Berger Ave, - Traffic issues downhill and the site line is bad, speeding on 138th and traffic entering that subdivision. Narrow roads and traffic on 138th street.

Andre Knight 643 S 138th St - Is it forced main sewer and the width of lots?

Jackie Dunham 1009 S 134th St - What size and value of homes will be on this property? Will it be consistent to what is already there?

Jim Miller 13784 Valleyview Way- Traffic issues, narrow roads and they should have their own main entrance off of Kansas Ave.

Roman Haehn Circle H Land Development, 306 Oak Street - We want to create a development that is safe for everyone. A third party traffic study was done and completed from 142nd to K7 on Kansas Ave. We will be widening Kansas Ave and adding curbs, gutters and sidewalks.

Alex Cole 915 S 135th St - He would like there to be environmental impact and wildlife considerations and maybe underpasses for wildlife.

Denise Frain - 13721 Berger Ave - All the residents of this subdivision will use 138th Street. Why isn't there an entrance from phase 1 to phase 2? All of that traffic will be using 138th in and out.

Discussion from the public about traffic, speed, volume, winter travel, lines of site, storm drainage, and a main entrance for this subdivision.

Roman Haehn stated that storm drainage will not allow for a road to go through there. It's a natural storm drainage from LeI Valley as well. This project ties back to the housing study done by Bonner Springs. If we drive the infrastructure costs up too high, we can not build affordable housing.

Chair Paul Zeps stated the results of the traffic study will be available before the final plat.

Mark Lee stated there are 3 stub streets in LeI Valley, and they were put there for future development. Lynn Valley Subdivision will tie into the sewer lift station, and it is sized for future development.

Roman Haehn stated that the lots are 50' and 65' frontage width.

Aaron Young, Summit homes 10450 Holmes KCMO - The homes will start at \$330 - \$350,000 range to fill the need for affordable homes in Bonner Springs.

Lloyd Mesmer motioned Chair Nick Perica seconded to close the Public Hearing at 8:23 p.m.

Lloyd Mesmer motioned Nick Perica seconded to approve the rezoning for PP-01-26 as written.

The motion passed unanimously 4-1. Chair Sherri Neff abstained from the vote. The item will go to the City Council meeting on August 10th.

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.

- Community Development Director Mark Lee went over the recommendations for BSZO-02-26 short-term rentals. He read the 4 options.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to open the Public Hearing at 8:36 p.m.

Open Discussion of short-term rentals:

Jordan Mackey, 120 Emerson, stated there should be no short-term rentals downtown because all they do is cause problems.

Paul Zeps asked what feedback did we get on short-term rentals.

Mark Lee, we had one application through the whole process.

Lloyd Mesmer motioned Chair Nick Perica seconded to close the Public Hearing at 8:41 p.m.

The Commission decided to leave the Short-Term Rentals as they were originally written as follows:

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.

Sherri Neff motioned Jason Cruse seconded to approve the BSZO-02-26 Short-Term Rentals as originally written.

The motion passed 4-1. The item will go to the City Council meeting on August 10th.

OPEN AGENDA -

COMMUNITY DEVELOPMENT DIRECTOR'S REPORT - Application for Commissioner to be appointed to fill Larry Clark's vacancy.

Mission Prairie Farms as a preliminary plat and Board of Zoning item coming to them in August.

ADJOURNMENT - Chair Paul Zeps adjourned the meeting at 8:52 p.m.

Memorandum

Date: August 10, 2026
To: Mayor and City Council
From: Logan Strasburger, Mark Lee

Subject: Rezoning — BSRZ-04-26; Lynn Valley Subdivision — 13852 Kansas Avenue.

Recommendation: Staff recommends approval.

Action: Make a motion to adopt an ordinance approving 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.

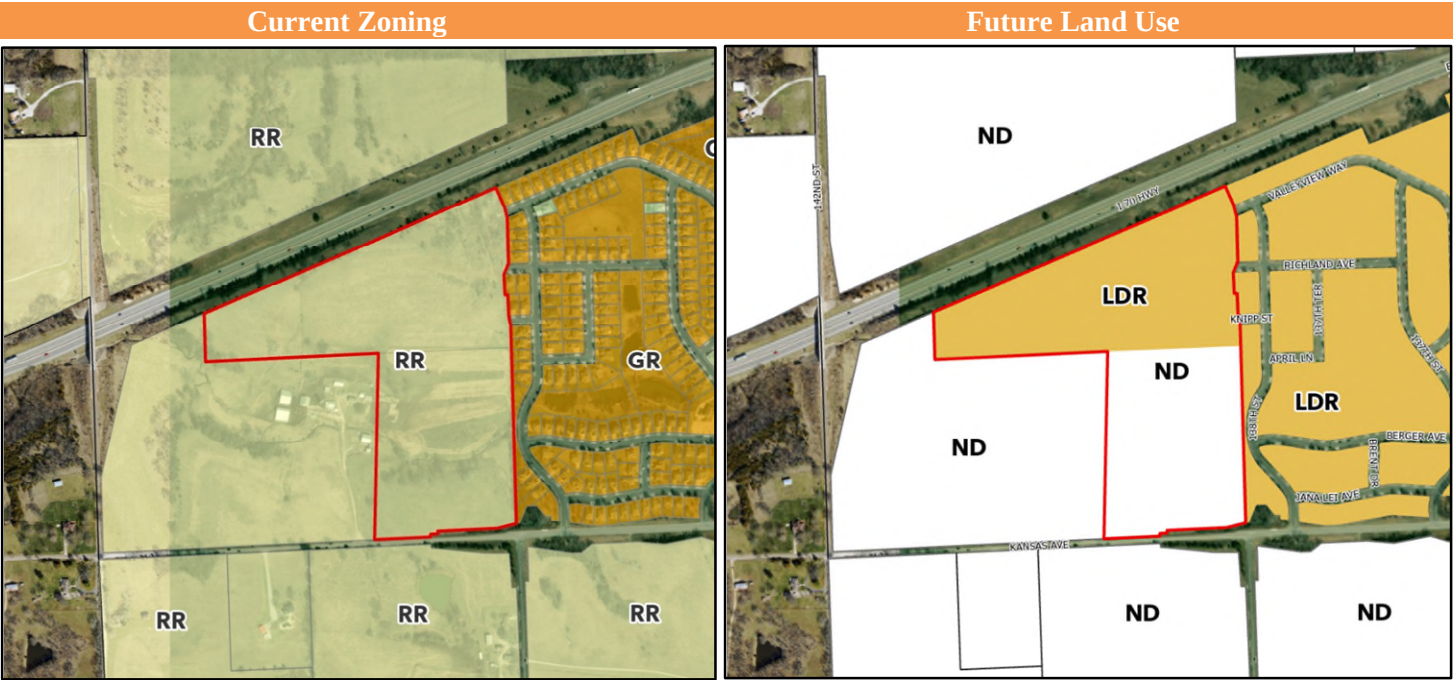


TABLE 1: COMPARISON OF SURROUNDING PROPERTIES

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

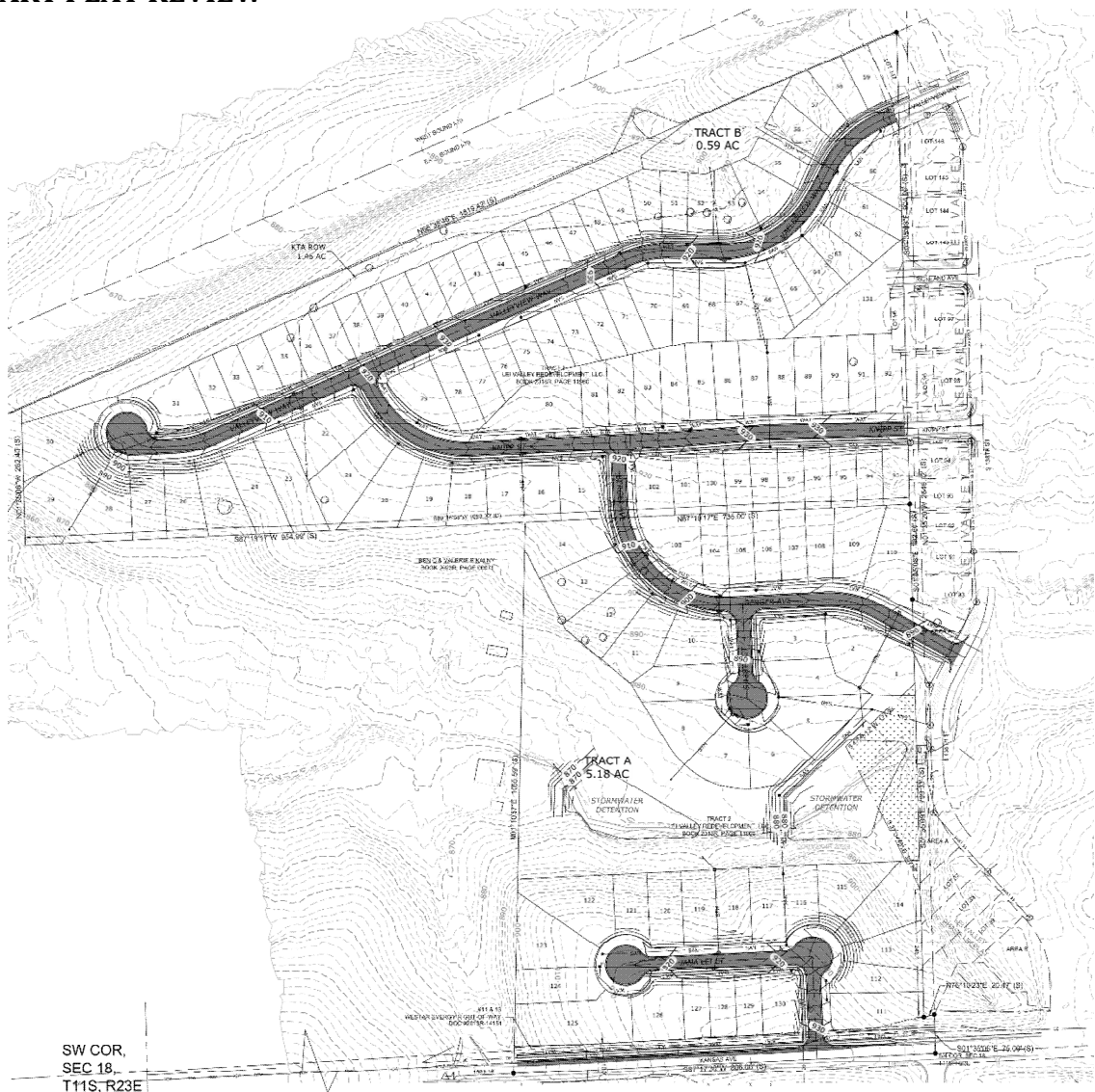


Exhibit 2: Excerpt of the proposed Preliminary Plat for Lynn Valley Subdivision featuring 131 lots.

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.



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

NO.	DATE	REVISION

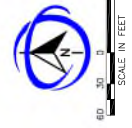
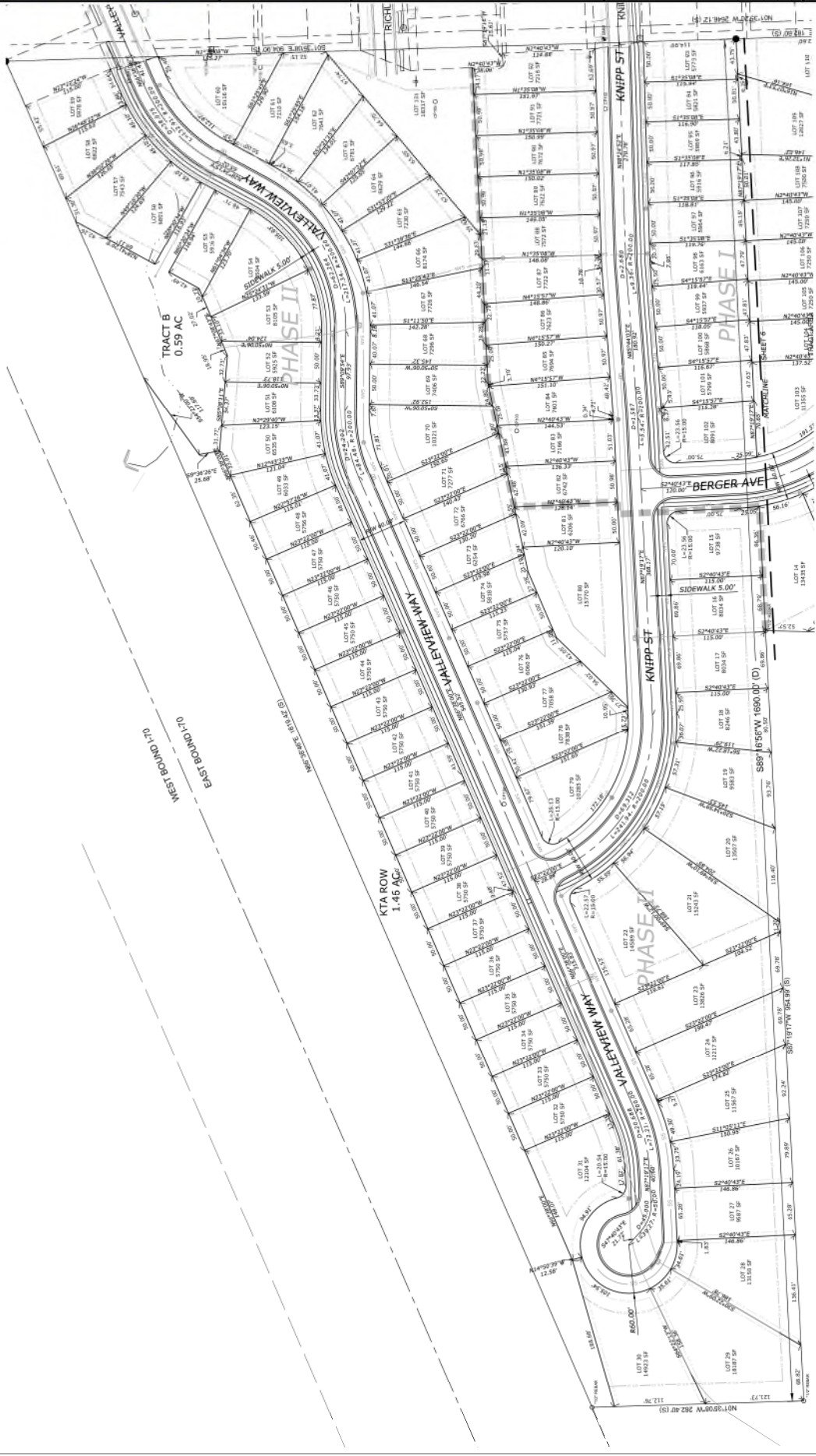
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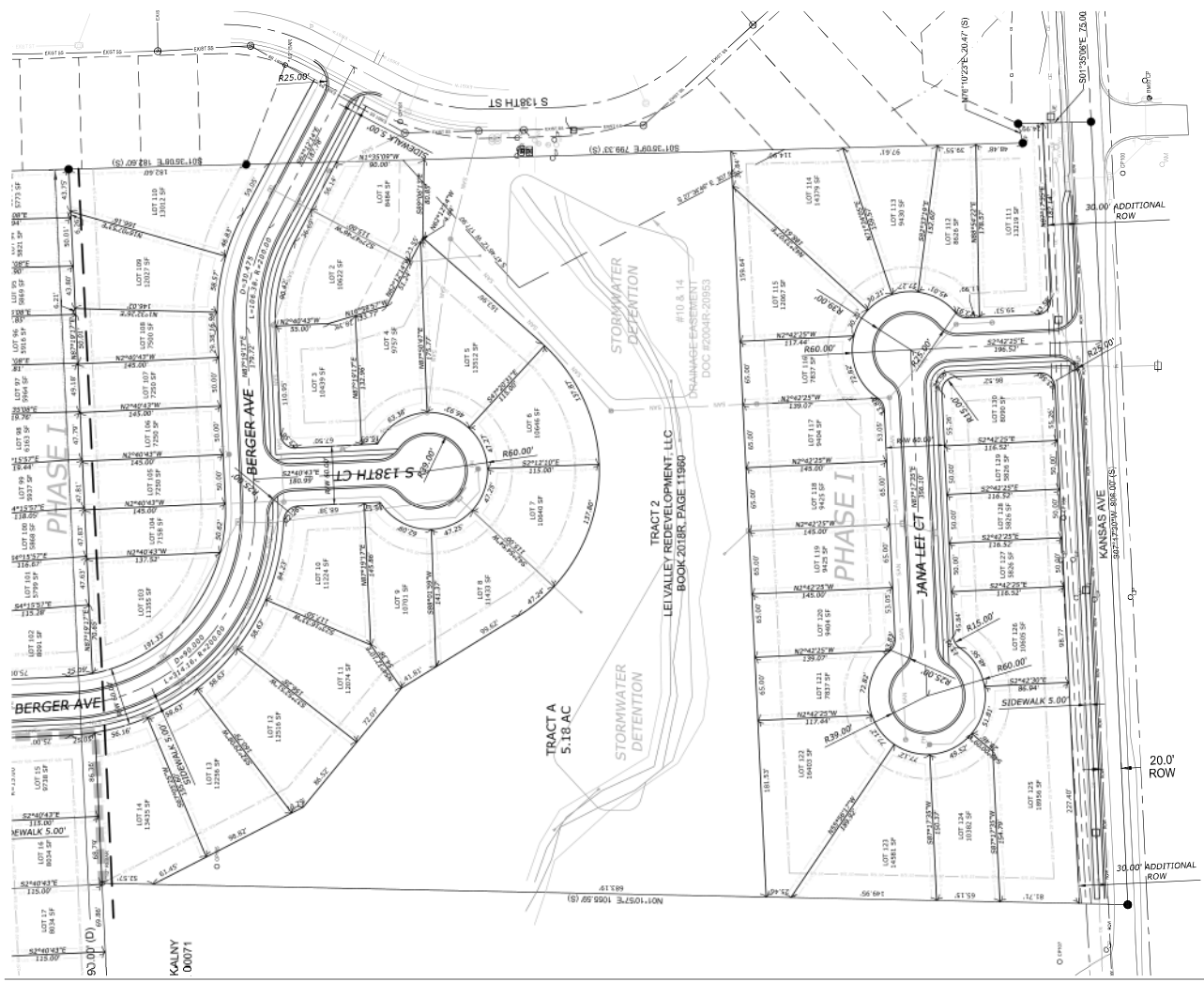
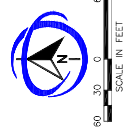
PREPARED FOR:
CIRCLE H ESTATES
306 OAK STREET
BONNER SPRINGS
KANSAS 66012

PROJECT # 26-244
ISSUE DATE 26.05.20

PRELIMINARY PLAT
NORTH

C-201





ORDINANCE NO. _____

An Ordinance to Approve BSRZ-04-24 – Request to rezone 13852 Kansas Avenue from RR (Rural Residential) to PD-GR (Planned General Residential) for Lynn Valley Subdivision.

Be it Ordained by the Governing Body of the City of Bonner Springs, Kansas:

Section I: That the Zoning classification on the Official Zoning Map be amended for the following described as:

TRACT I:

A TRACT OF LAND IN THE SOUTHWEST FRACTIONAL QUARTER OF SECTION 18, TOWNSHIP 11 SOUTH, RANGE 23 EAST OF THE SIXTH PRINCIPAL MERIDIAN IN BONNER SPRINGS, WYANDOTTE COUNTY, KANSAS BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE EAST LINE OF SAID SOUTHWEST QUARTER, SAID POINT BEING 1052.97 FEET NORTH OF THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER, THE EAST LINE OF SAID SOUTHWEST QUARTER HAVING AN ASSUMED BEARING OF NORTH 00 DEGREES 22 MINUTES 33 SECONDS EAST; THENCE SOUTH 89 DEGREES 16 MINUTES 58 SECONDS WEST, 20.00 FEET TO THE TRUE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED; THENCE SOUTH 89 DEGREES 16 MINUTES 58 SECONDS WEST, 1690 FEET; THENCE NORTH 00 DEGREES 22 MINUTES 33 SECONDS EAST PARALLEL TO THE EAST LINE OF SAID SOUTHWEST QUARTER, 262.41 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF THE KANSAS TURNPIKE (I-70); THENCE NORTH 68 DEGREES 36 MINUTES 27 SECONDS EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE OF THE KANSAS TURNPIKE (I-70) 1819.43 FEET; THENCE SOUTH 00 DEGREES 22 MINUTES 33 SECONDS WEST PARALLEL WITH THE EAST LINE OF SAID SOUTHWEST QUARTER 904.92 FEET TO THE TRUE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED.

TRACT II: (TRACT B ON SURVEY RECORDED AS 2018R-11960)

A TRACT OF LAND IN THE SOUTHWEST ONE-QUARTER OF SECTION 18, TOWNSHIP 11 SOUTH, RANGE 23 EAST, IN THE CITY OF BONNER SPRINGS, WYANDOTTE COUNTY, KANSAS BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE SAID SOUTHWEST ONE-QUARTER; THENCE SOUTH 89 DEGREES 15 MINUTES 18 SECONDS WEST, ALONG THE SOUTH LINE OF THE SAID SOUTHWEST ONE-QUARTER, A DISTANCE OF 806.00 FEET; THENCE NORTH 03 DEGREES 08 MINUTES 38 SECONDS EAST A DISTANCE OF 1055.56 FEET; THENCE NORTH 89 DEGREES 16 MINUTES 58 SECONDS EAST A DISTANCE OF 735.00 FEET TO A POINT ON THE WEST LINE OF "LEI VALLEY III"; THENCE SOUTH 00 DEGREES 22 MINUTES 33 SECONDS WEST, ALONG THE SAID WEST LINE, A DISTANCE OF 182.59 FEET TO THE SOUTHWEST CORNER OF SAID "LEI VALLEY III", SAID POINT ALSO BEING THE NORTHWEST CORNER OF "LEI VALLEY I, A REPLAT OF LEI VALLEY PHASE I"; THENCE ALONG THE WEST LINE OF SAID "LEI VALLEY I" FOR THIS AND THE REMAINING TWO (2) COURSES, SOUTH 00 DEGREES 22 MINUTES 33 SECONDS WEST A DISTANCE OF 799.33 FEET; THENCE NORTH 78 DEGREES 08 MINUTES 04 SECONDS EAST A DISTANCE OF 20.47 FEET; THENCE SOUTH 00 DEGREES 22 MINUTES 33 SECONDS WEST A DISTANCE OF 75.00 FEET TO THE POINT OF BEGINNING, EXCEPT ANY PART THEREOF TAKEN OR USED FOR ROAD PURPOSES.

Be rezoned from RR (**Rural Residential**) to PD-GR (**Planned General Residential**) Zoning classification per BSRZ-04-24 with no conditions.

Section II: This ordinance shall be in full force and effect after passage and publication in the official city newspaper.

Approved by the Governing Body and signed by the Mayor on this ____ day of _____, 2026.

Thomas A. Stephens, Mayor

ATTEST:

Christina Brake, CMC, City Clerk

(SEAL)



City of Bonner Springs

KANSAS

Planning Commission Minutes - Regular Meeting - July 21, 2026

PLANNING COMMISSION MEETING - 6:30 PM -

CALL TO ORDER - ROLL CALL - Vice Chair Paul Zeps called the meeting to order at 6:30 p.m. The Community Development Director, called roll. Greg Gebauer and Vincent Bombardier were absent. At 6:35 p.m. Jason Cruse attended via Teams. A quorum was present.

Mark Lee, Community Development Director, introduced Logan Strasburger, the new City Planner. She started in June and will be presenting some of the items this evening.

CONSENT AGENDA -

Approval of the minutes from the May 19th, 2026 meeting. - Nick Perica motioned Sherri Neff seconded to approve the May 19, 2026, Planning Commission Meeting minutes as published. The motion passed unanimously 4-0

Jason Cruse arrived via teams after the vote at 6:35 p.m.

OLD BUSINESS -

NEW BUSINESS -

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.

- The Community Development Director, Mark Lee, gave the staff report for BSCP-01-2026 Comprehensive Plan Amendment.

Neil Eisenberger, LJC consultant, presented the PSP Bonner Springs connectivity and walkability plan. It is to establish a long-term vision to revitalize downtown Bonner Springs and strengthen the connections to the Kansas River. It was built on previous efforts by the city to create a coordinated framework for future growth and mobility. It recommended enhancements to walkable trails, sidewalks, bicycle facilities and public spaces. It identified projects like the riverfront park, front street improvements and regional trail connections. Provided the planning foundation for the citywide connectivity and walkability plan. We are trying to achieve a citywide multi modal transportation strategy that expands the downtown plan, improving pedestrian, bicycle trail and transit connectivity throughout Bonner Springs. This also evaluated existing sidewalks, trails and bicycle and transit networks to identify gaps. Wanting to create safe, accessible connectivity for people to neighborhoods within Bonner and outside of Bonner.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to open the Public Hearing at 6:58 p.m. for BSCP-01-2026.

No one spoke in favor.
No one spoke against.

Questions for the applicant

Sheldon Frain 13721 Berger Ave, What is the projection of traffic from the Wyandotte County Park and Lake Forest?

Neil Eisenberger stated this is for making safe connections for these places in the future. To provide regional connectivity and safety and moving across the city.

Mark Lee stated that it doesn't say that they will come downtown, but that is where they will connect. We have to have a plan to get funding in the future. We will get the core town configured and then move outward.

Sheldon Frain had a second question is, auto traffic and is there a plan for that as well as parking downtown?

Mark Lee stated that this is not part of the plan and this is to provide alternate modes of transportation.

Lloyd Mesmer motioned and Nick Perica seconded to close the public hearing at 7:05 p.m.

Lloyd Mesmer motioned Nick Perica seconded to approve the connectivity and walkability plan into the Comprehensive Plan as written.

The motion passed unanimously 5-0. The item will go to the City Council meeting on August 10th.

Final Plat — FP-02-26; Carter Acres — Consider a Final Plat for Carter Acres consisting of two lots located at 706 S. 122nd Street. - City Planner, Logan Strasburger gave the staff report for Final plat FP-02-26 Carter Acres, 706 S 122nd Street.

Lloyd Mesmer asked If the property would be addressed off Kansas Ave? Mark Lee stated that lot 1 would be addressed off Kansas Ave.

Lloyd Mesmer motioned Sherri Neff seconded to approve the final plat for Carter Acres as written. The motion passed unanimously 5-0. The item will go to the City Council meeting on August 10th.

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.

- City Planner, Logan Strasburger gave the staff report for the request of rezoning for BSRZ-05-26 - 901 S 134th St - Tiner Acres from rural residential to general residential. Rezoning of 5 acres of a 40 acre parcel.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to open the Public Hearing for BSRZ-05-26 at 7:18 p.m.

Call for anyone to speak in favor of this:

Krystal Voith 14500 Parallel, Basehor, KS. Consulting company for Guy Tiner. Restated that they are requesting the five acres be rezoned to general residential for the 5, one acre lots only.

Call for anyone speaking against this item.

Alexander Cole 915 S 134th St - Recommended that it not be approved based on wildlife refuge and needing to preserve the land for local wildlife and box turtles.

Open Discussion — Chair Paul Zeps asked, What is the actual protection status of this property?

Planner Logan Strasburger stated that she is sympathetic to box turtles and wildlife, but this development and rezoning does not require any environmental assessment from the EPA or the Department of Interior or Fish and Wildlife services.

Chair Paul Zeps - So before any construction can happen, is an environmental study done?

Planner Logan Strasburger stated it would happen if it was in a flood plain, a sensitive environmental area, but this is not.

Chair Paul Zeps asked what is the actual protection status of this?

Planner Logan Strasburger stated that usually happens for larger projects or extremely large developments. The scope of this project is not large enough to trigger something like that.

Community Development Director Mark Lee stated that the only dirt that is getting turned is for a house. No infrastructure to be installed. We are dividing 5 acres for 5 houses.

Jackie Dunham 1009 S 134th St — When do we talk about utilities for these properties?

Chair Paul Zeps stated when we talk about the plat that is when we discuss utilities.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to close the Public Hearing at 7:29 p.m.

Lloyd Mesmer motioned Sherri Neff seconded to approve BSRZ-05-26 as presented.

Chair Lloyd Mesmer asked If there was a pressure system on that property?

Community Development Director Mark Lee stated we would get into that when we talk about the plat. Some utilities are already there, those being water, electric, gas and the homes will be on septic.

The motion passed unanimously 5-0. The item will go to the City Council meeting on August 10th.

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.

- City Planner Logan Strasburger gave the staff report for the Final Plat-01-26 - 901 S 134th St - Tiner Acres.

Chair Lloyd Mesmer asked why it says 40.2 acres and then 39 acres?

City Planner Logan Strasburger cleared up the total acres. The 39 acres was on the agenda and was a staff error. It is 40.21 acres.

Lloyd Mesmer motioned Sherri Neff seconded to approve FP-01-26 as presented.

The motion passed unanimously 5-0. The item will go to the City Council meeting on August 10th.

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.

- City Planner Logan Strasburger gave the staff report for the request of rezoning for rezoning BSRZ-04-26 Lynn Valley Subdivision 13852 Kansas Ave.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to open the Public Hearing for BSRZ-04-26 Lynn Valley Subdivision at 7:41 p.m.

Call for anyone to speak in favor of this: None

Call for anyone speaking against this: None

Chair Paul Zeps asked: Is this a different version of general residential?

Chair Lloyd Mesmer asked about the width of the frontage and why it went down to 50'?

Community Development Director Mark Lee stated that some lots will be less than 60' general residential, so they want to change it to planned general residential to allow for different lot sizes.

City Planner Logan Strasburger stated the planned element of the planned general residential allows for the varying dimensions of the lot. So it keeps the uses as single family but allows flexibility in the dimensional standards only of the subdivision.

Lloyd Mesmer motioned Chair Nick Perica seconded to close the Public Hearing at 7:46 p.m.

Jason Cruse motioned Nick Perica seconded to approve the rezoning for BSRZ-04-26 as written.

The motion passed unanimously 4-1. Chair Sherri Neff abstained from the vote. The item will go to the City Council meeting on August 10th.

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. - City Planner Logan Strasburger gave the staff report for the request of the preliminary plat PP-01-26 Preliminary Plat for Lynn Valley Subdivision 13852 Kansas Ave.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to open the Public Hearing at 7:53 p.m.

Call for anyone to speak in favor of this: None

Call for anyone speaking against this:

Sheldon Frain 13731 Berger Ave, - Traffic issues downhill and the site line is bad, speeding on 138th and traffic entering that subdivision. Narrow roads and traffic on 138th street.

Andre Knight 643 S 138th St - Is it forced main sewer and the width of lots?

Jackie Dunham 1009 S 134th St - What size and value of homes will be on this property? Will it be consistent to what is already there?

Jim Miller 13784 Valleyview Way- Traffic issues, narrow roads and they should have their own main entrance off of Kansas Ave.

Roman Haehn Circle H Land Development, 306 Oak Street - We want to create a development that is safe for everyone. A third party traffic study was done and completed from 142nd to K7 on Kansas Ave. We will be widening Kansas Ave and adding curbs, gutters and sidewalks.

Alex Cole 915 S 135th St - He would like there to be environmental impact and wildlife considerations and maybe underpasses for wildlife.

Denise Frain - 13721 Berger Ave - All the residents of this subdivision will use 138th Street. Why isn't there an entrance from phase 1 to phase 2? All of that traffic will be using 138th in and out.

Discussion from the public about traffic, speed, volume, winter travel, lines of site, storm drainage, and a main entrance for this subdivision.

Roman Haehn stated that storm drainage will not allow for a road to go through there. It's a natural storm drainage from LeI Valley as well. This project ties back to the housing study done by Bonner Springs. If we drive the infrastructure costs up too high, we can not build affordable housing.

Chair Paul Zeps stated the results of the traffic study will be available before the final plat.

Mark Lee stated there are 3 stub streets in LeI Valley, and they were put there for future development. Lynn Valley Subdivision will tie into the sewer lift station, and it is sized for future development.

Roman Haehn stated that the lots are 50' and 65' frontage width.

Aaron Young, Summit homes 10450 Holmes KCMO - The homes will start at \$330 - \$350,000 range to fill the need for affordable homes in Bonner Springs.

Lloyd Mesmer motioned Chair Nick Perica seconded to close the Public Hearing at 8:23 p.m.

Lloyd Mesmer motioned Nick Perica seconded to approve the rezoning for PP-01-26 as written.

The motion passed unanimously 4-1. Chair Sherri Neff abstained from the vote. The item will go to the City Council meeting on August 10th.

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.

- Community Development Director Mark Lee went over the recommendations for BSZO-02-26 short-term rentals. He read the 4 options.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to open the Public Hearing at 8:36 p.m.

Open Discussion of short-term rentals:

Jordan Mackey, 120 Emerson, stated there should be no short-term rentals downtown because all they do is cause problems.

Paul Zeps asked what feedback did we get on short-term rentals.

Mark Lee, we had one application through the whole process.

Lloyd Mesmer motioned Chair Nick Perica seconded to close the Public Hearing at 8:41 p.m.

The Commission decided to leave the Short-Term Rentals as they were originally written as follows:

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.

Sherri Neff motioned Jason Cruse seconded to approve the BSZO-02-26 Short-Term Rentals as originally written.

The motion passed 4-1. The item will go to the City Council meeting on August 10th.

OPEN AGENDA -

COMMUNITY DEVELOPMENT DIRECTOR'S REPORT - Application for Commissioner to be appointed to fill Larry Clark's vacancy.

Mission Prairie Farms as a preliminary plat and Board of Zoning item coming to them in August.

ADJOURNMENT - Chair Paul Zeps adjourned the meeting at 8:52 p.m.

Memorandum

Date: August 10, 2026
To: Mayor and City Council
From: Logan Strasburger, Mark Lee

Subject: Preliminary Plat — PP-01-2026; Lynn Valley Subdivision — 13852 Kansas Avenue.

Recommendation: Staff recommends approval.

Action: Make a motion to approve the preliminary plat for Lynn Valley with the proposed conditions.

Background:

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.

Discussion: Staff's 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.

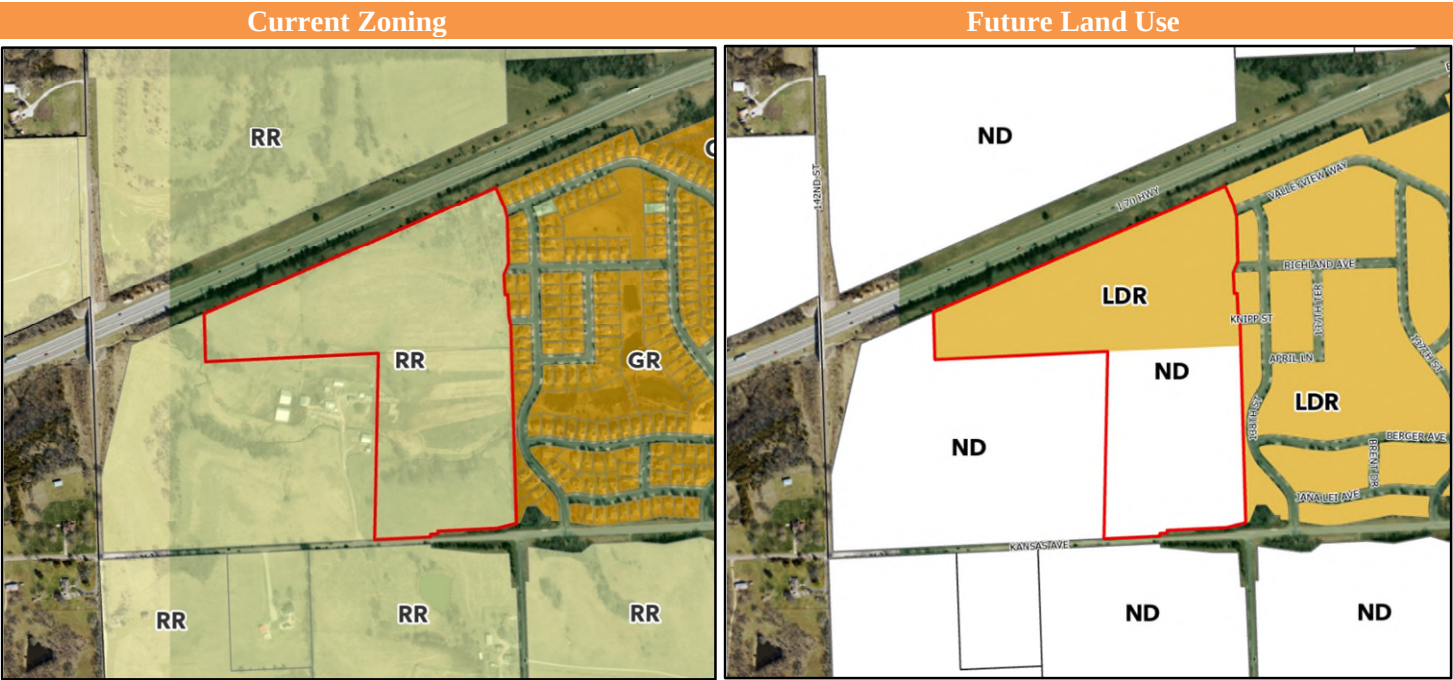


TABLE 1: COMPARISON OF SURROUNDING PROPERTIES

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

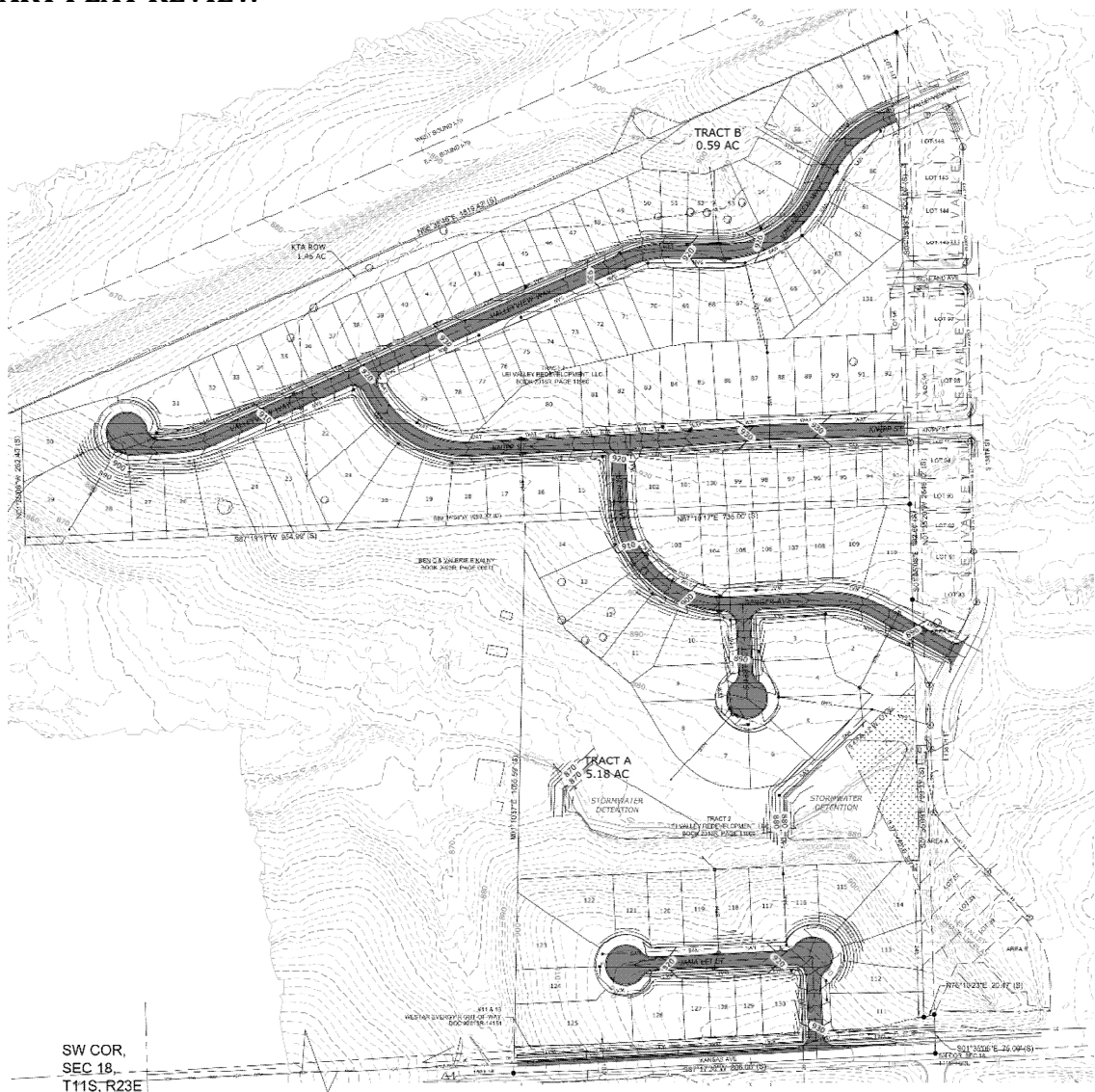


Exhibit 2: Excerpt of the proposed Preliminary Plat for Lynn Valley Subdivision featuring 131 lots.

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

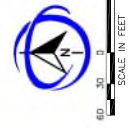
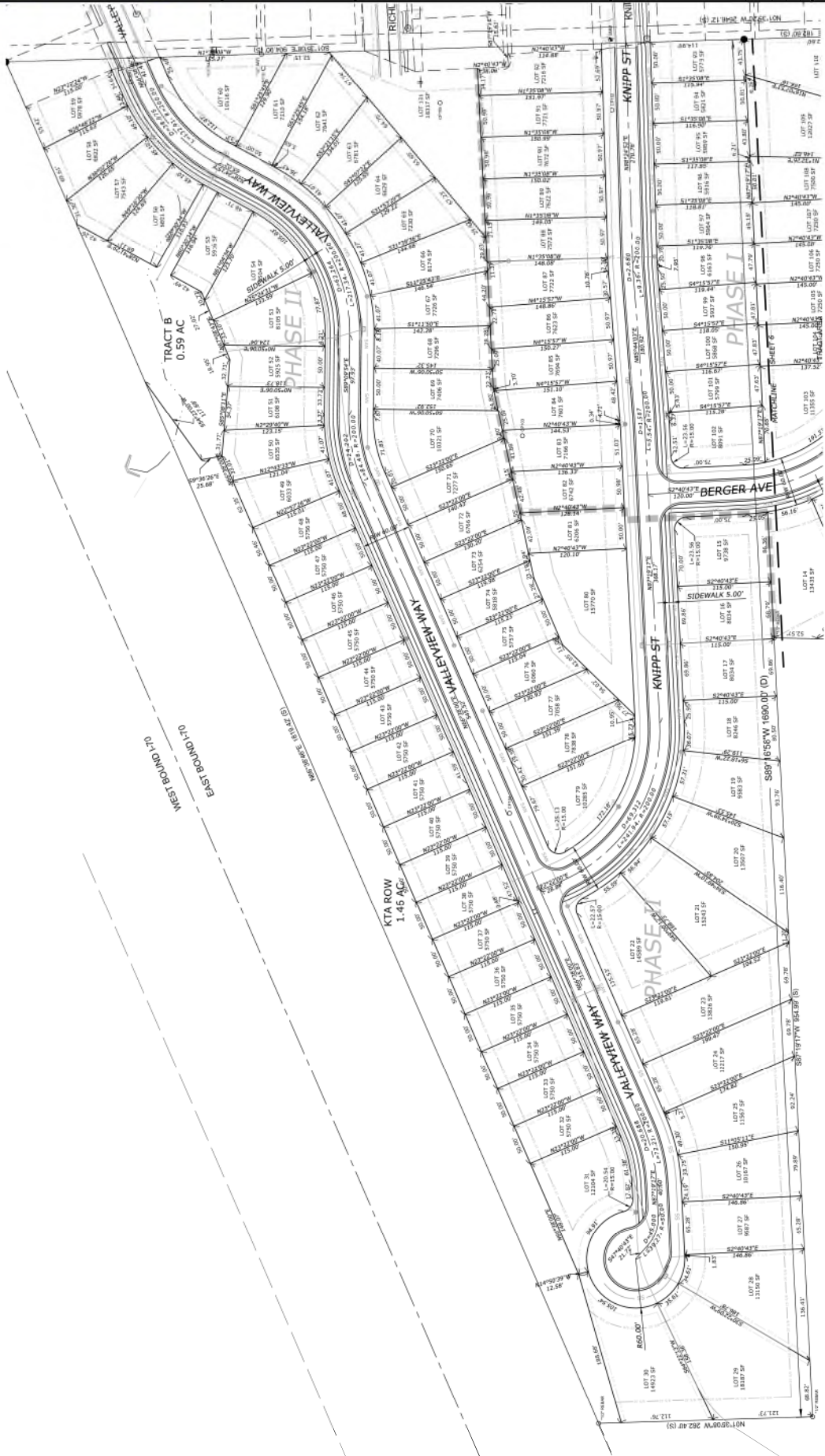
Staff recommends **APPROVAL** of rezoning property from RR to PD-GR for **Lynn Valley Subdivision** located generally at the northwest corner of the intersection of 138th Street and Kansas Avenue with no conditions.

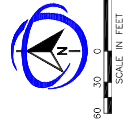
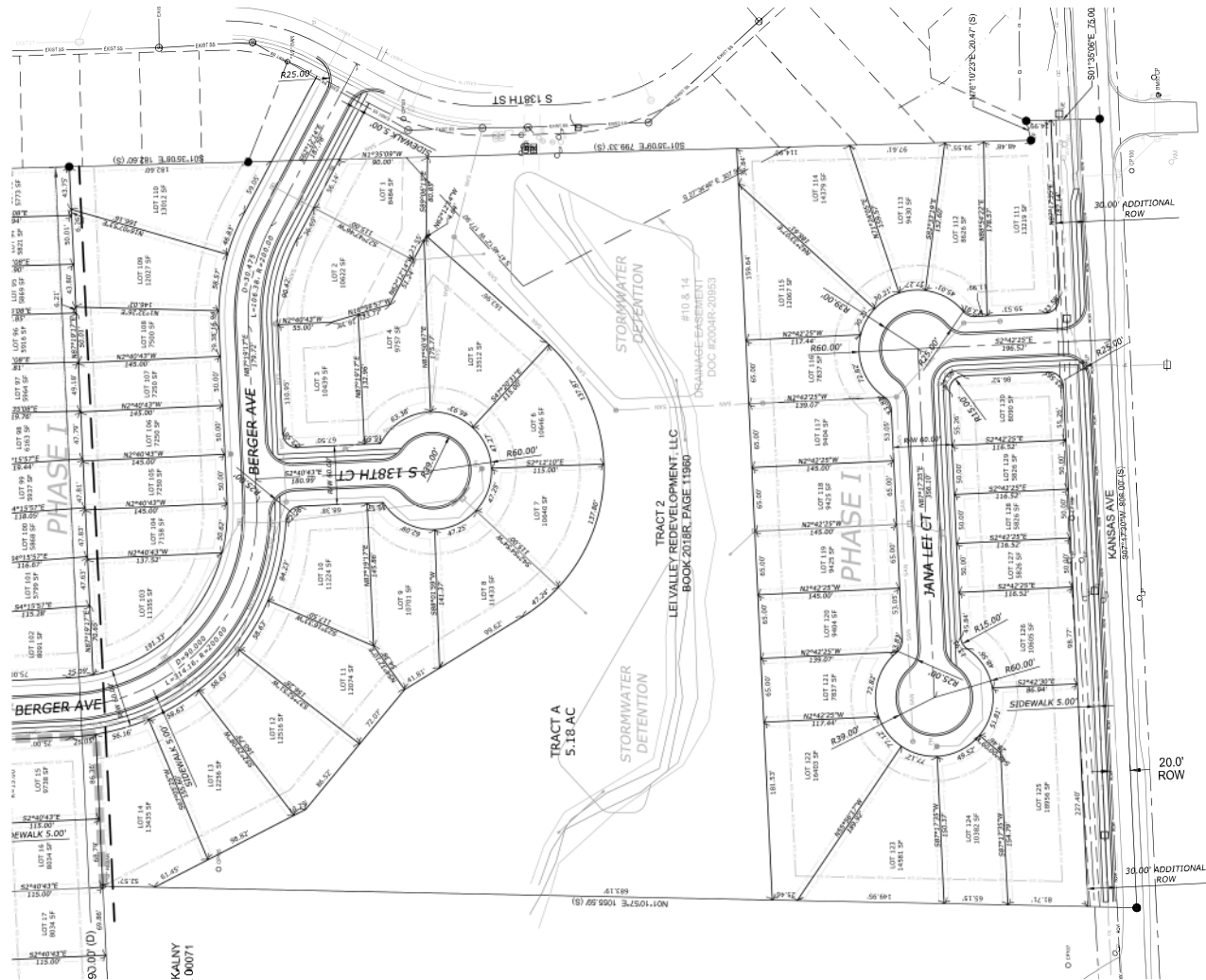
PRELIMINARY PLAT

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.







City of Bonner Springs

KANSAS

Planning Commission Minutes - Regular Meeting - July 21, 2026

PLANNING COMMISSION MEETING - 6:30 PM -

CALL TO ORDER - ROLL CALL - Vice Chair Paul Zeps called the meeting to order at 6:30 p.m. The Community Development Director, called roll. Greg Gebauer and Vincent Bombardier were absent. At 6:35 p.m. Jason Cruse attended via Teams. A quorum was present.

Mark Lee, Community Development Director, introduced Logan Strasburger, the new City Planner. She started in June and will be presenting some of the items this evening.

CONSENT AGENDA -

Approval of the minutes from the May 19th, 2026 meeting. - Nick Perica motioned Sherri Neff seconded to approve the May 19, 2026, Planning Commission Meeting minutes as published. The motion passed unanimously 4-0

Jason Cruse arrived via teams after the vote at 6:35 p.m.

OLD BUSINESS -

NEW BUSINESS -

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.

- The Community Development Director, Mark Lee, gave the staff report for BSCP-01-2026 Comprehensive Plan Amendment.

Neil Eisenberger, LJC consultant, presented the PSP Bonner Springs connectivity and walkability plan. It is to establish a long-term vision to revitalize downtown Bonner Springs and strengthen the connections to the Kansas River. It was built on previous efforts by the city to create a coordinated framework for future growth and mobility. It recommended enhancements to walkable trails, sidewalks, bicycle facilities and public spaces. It identified projects like the riverfront park, front street improvements and regional trail connections. Provided the planning foundation for the citywide connectivity and walkability plan. We are trying to achieve a citywide multi modal transportation strategy that expands the downtown plan, improving pedestrian, bicycle trail and transit connectivity throughout Bonner Springs. This also evaluated existing sidewalks, trails and bicycle and transit networks to identify gaps. Wanting to create safe, accessible connectivity for people to neighborhoods within Bonner and outside of Bonner.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to open the Public Hearing at 6:58 p.m. for BSCP-01-2026.

No one spoke in favor.
No one spoke against.

Questions for the applicant

Sheldon Frain 13721 Berger Ave, What is the projection of traffic from the Wyandotte County Park and Lake Forest?

Neil Eisenberger stated this is for making safe connections for these places in the future. To provide regional connectivity and safety and moving across the city.

Mark Lee stated that it doesn't say that they will come downtown, but that is where they will connect. We have to have a plan to get funding in the future. We will get the core town configured and then move outward.

Sheldon Frain had a second question is, auto traffic and is there a plan for that as well as parking downtown?

Mark Lee stated that this is not part of the plan and this is to provide alternate modes of transportation.

Lloyd Mesmer motioned and Nick Perica seconded to close the public hearing at 7:05 p.m.

Lloyd Mesmer motioned Nick Perica seconded to approve the connectivity and walkability plan into the Comprehensive Plan as written.

The motion passed unanimously 5-0. The item will go to the City Council meeting on August 10th.

Final Plat — FP-02-26; Carter Acres — Consider a Final Plat for Carter Acres consisting of two lots located at 706 S. 122nd Street. - City Planner, Logan Strasburger gave the staff report for Final plat FP-02-26 Carter Acres, 706 S 122nd Street.

Lloyd Mesmer asked If the property would be addressed off Kansas Ave? Mark Lee stated that lot 1 would be addressed off Kansas Ave.

Lloyd Mesmer motioned Sherri Neff seconded to approve the final plat for Carter Acres as written. The motion passed unanimously 5-0. The item will go to the City Council meeting on August 10th.

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.

- City Planner, Logan Strasburger gave the staff report for the request of rezoning for BSRZ-05-26 - 901 S 134th St - Tiner Acres from rural residential to general residential. Rezoning of 5 acres of a 40 acre parcel.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to open the Public Hearing for BSRZ-05-26 at 7:18 p.m.

Call for anyone to speak in favor of this:

Krystal Voith 14500 Parallel, Basehor, KS. Consulting company for Guy Tiner. Restated that they are requesting the five acres be rezoned to general residential for the 5, one acre lots only.

Call for anyone speaking against this item.

Alexander Cole 915 S 134th St - Recommended that it not be approved based on wildlife refuge and needing to preserve the land for local wildlife and box turtles.

Open Discussion — Chair Paul Zeps asked, What is the actual protection status of this property?

Planner Logan Strasburger stated that she is sympathetic to box turtles and wildlife, but this development and rezoning does not require any environmental assessment from the EPA or the Department of Interior or Fish and Wildlife services.

Chair Paul Zeps - So before any construction can happen, is an environmental study done?

Planner Logan Strasburger stated it would happen if it was in a flood plain, a sensitive environmental area, but this is not.

Chair Paul Zeps asked what is the actual protection status of this?

Planner Logan Strasburger stated that usually happens for larger projects or extremely large developments. The scope of this project is not large enough to trigger something like that.

Community Development Director Mark Lee stated that the only dirt that is getting turned is for a house. No infrastructure to be installed. We are dividing 5 acres for 5 houses.

Jackie Dunham 1009 S 134th St — When do we talk about utilities for these properties?

Chair Paul Zeps stated when we talk about the plat that is when we discuss utilities.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to close the Public Hearing at 7:29 p.m.

Lloyd Mesmer motioned Sherri Neff seconded to approve BSRZ-05-26 as presented.

Chair Lloyd Mesmer asked if there was a pressure system on that property?

Community Development Director Mark Lee stated we would get into that when we talk about the plat. Some utilities are already there, those being water, electric, gas and the homes will be on septic.

The motion passed unanimously 5-0. The item will go to the City Council meeting on August 10th.

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.

- City Planner Logan Strasburger gave the staff report for the Final Plat-01-26 - 901 S 134th St - Tiner Acres.

Chair Lloyd Mesmer asked why it says 40.2 acres and then 39 acres?

City Planner Logan Strasburger cleared up the total acres. The 39 acres was on the agenda and was a staff error. It is 40.21 acres.

Lloyd Mesmer motioned Sherri Neff seconded to approve FP-01-26 as presented.

The motion passed unanimously 5-0. The item will go to the City Council meeting on August 10th.

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.

- City Planner Logan Strasburger gave the staff report for the request of rezoning for rezoning BSRZ-04-26 Lynn Valley Subdivision 13852 Kansas Ave.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to open the Public Hearing for BSRZ-04-26 Lynn Valley Subdivision at 7:41 p.m.

Call for anyone to speak in favor of this: None

Call for anyone speaking against this: None

Chair Paul Zeps asked: Is this a different version of general residential?

Chair Lloyd Mesmer asked about the width of the frontage and why it went down to 50'?

Community Development Director Mark Lee stated that some lots will be less than 60' general residential, so they want to change it to planned general residential to allow for different lot sizes.

City Planner Logan Strasburger stated the planned element of the planned general residential allows for the varying dimensions of the lot. So it keeps the uses as single family but allows flexibility in the dimensional standards only of the subdivision.

Lloyd Mesmer motioned Chair Nick Perica seconded to close the Public Hearing at 7:46 p.m.

Jason Cruse motioned Nick Perica seconded to approve the rezoning for BSRZ-04-26 as written.

The motion passed unanimously 4-1. Chair Sherri Neff abstained from the vote. The item will go to the City Council meeting on August 10th.

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. - City Planner Logan Strasburger gave the staff report for the request of the preliminary plat PP-01-26 Preliminary Plat for Lynn Valley Subdivision 13852 Kansas Ave.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to open the Public Hearing at 7:53 p.m.

Call for anyone to speak in favor of this: None

Call for anyone speaking against this:

Sheldon Frain 13731 Berger Ave, - Traffic issues downhill and the site line is bad, speeding on 138th and traffic entering that subdivision. Narrow roads and traffic on 138th street.

Andre Knight 643 S 138th St - Is it forced main sewer and the width of lots?

Jackie Dunham 1009 S 134th St - What size and value of homes will be on this property? Will it be consistent to what is already there?

Jim Miller 13784 Valleyview Way- Traffic issues, narrow roads and they should have their own main entrance off of Kansas Ave.

Roman Haehn Circle H Land Development, 306 Oak Street - We want to create a development that is safe for everyone. A third party traffic study was done and completed from 142nd to K7 on Kansas Ave. We will be widening Kansas Ave and adding curbs, gutters and sidewalks.

Alex Cole 915 S 135th St - He would like there to be environmental impact and wildlife considerations and maybe underpasses for wildlife.

Denise Frain - 13721 Berger Ave - All the residents of this subdivision will use 138th Street. Why isn't there an entrance from phase 1 to phase 2? All of that traffic will be using 138th in and out.

Discussion from the public about traffic, speed, volume, winter travel, lines of site, storm drainage, and a main entrance for this subdivision.

Roman Haehn stated that storm drainage will not allow for a road to go through there. It's a natural storm drainage from LeI Valley as well. This project ties back to the housing study done by Bonner Springs. If we drive the infrastructure costs up too high, we can not build affordable housing.

Chair Paul Zeps stated the results of the traffic study will be available before the final plat.

Mark Lee stated there are 3 stub streets in LeI Valley, and they were put there for future development. Lynn Valley Subdivision will tie into the sewer lift station, and it is sized for future development.

Roman Haehn stated that the lots are 50' and 65' frontage width.

Aaron Young, Summit homes 10450 Holmes KCMO - The homes will start at \$330 - \$350,000 range to fill the need for affordable homes in Bonner Springs.

Lloyd Mesmer motioned Chair Nick Perica seconded to close the Public Hearing at 8:23 p.m.

Lloyd Mesmer motioned Nick Perica seconded to approve the rezoning for PP-01-26 as written.

The motion passed unanimously 4-1. Chair Sherri Neff abstained from the vote. The item will go to the City Council meeting on August 10th.

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.

- Community Development Director Mark Lee went over the recommendations for BSZO-02-26 short-term rentals. He read the 4 options.

Chair Lloyd Mesmer motioned Chair Nick Perica seconded to open the Public Hearing at 8:36 p.m.

Open Discussion of short-term rentals:

Jordan Mackey, 120 Emerson, stated there should be no short-term rentals downtown because all they do is cause problems.

Paul Zeps asked what feedback did we get on short-term rentals.

Mark Lee, we had one application through the whole process.

Lloyd Mesmer motioned Chair Nick Perica seconded to close the Public Hearing at 8:41 p.m.

The Commission decided to leave the Short-Term Rentals as they were originally written as follows:

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.

Sherri Neff motioned Jason Cruse seconded to approve the BSZO-02-26 Short-Term Rentals as originally written.

The motion passed 4-1. The item will go to the City Council meeting on August 10th.

OPEN AGENDA -

COMMUNITY DEVELOPMENT DIRECTOR'S REPORT - Application for Commissioner to be appointed to fill Larry Clark's vacancy.

Mission Prairie Farms as a preliminary plat and Board of Zoning item coming to them in August.

ADJOURNMENT - Chair Paul Zeps adjourned the meeting at 8:52 p.m.

Memorandum

Date: August 10, 2026
To: Mayor and City Council
From: Tillie LaPlante

Subject: Approve a Notice of Public Hearing and Schedule Public Hearing for Adoption of the 2027 Budget.

Recommendation: Staff recommends approval.

Action: Make a motion to approve a notice of public hearing and schedule a public hearing for adoption of the 2027 Budget for Monday, September 14, 2026.

Background: The City is required to publish a Budget Hearing Notice at least 10 days prior to the public hearing. The enclosed Budget Hearing Notice provides the City's maximum budget for each fund along with the maximum taxes which can be levied.

Discussion: A Budget Hearing will be held on September 14, 2026 to hear comments on adoption of the proposed 2027 Budget. Once the Budget Hearing Notice is approved and published, the expenditures and tax levies cannot exceed those published in the Budget Hearing Notice. The budget proposes maintaining the current tax levy of 37.993, based on estimated valuations.

The deadline for the City Clerk to Certify the Budget to the County Clerk is October 1st.

Financial Impact:

NOTICE OF BUDGET HEARING

2027

The governing body of

City of Bonner Springs

will meet on September 14, 2026 at 7:30 p.m. at City Hall, 200 E. 3rd Street for the purpose of hearing and answering objections of taxpayers relating to the proposed use of all funds and the amount of ad valorem tax. Detailed budget information is available at City Hall, 200 E. 3rd Street and will be available at this hearing.

SUPPORTING COUNTIES

Wyandotte County (home county) Johnson County, Leavenworth County

BUDGET SUMMARY

Proposed Budget 2027 Expenditures and Amount of 2026 Ad Valorem Tax establish the maximum limits of the 2027 budget. Estimated Tax Rate is subject to change depending on the final assessed valuation.

FUND	Prior Year Actual for 2025		Current Year Estimate for 2026		Proposed Budget for 2027		
	Expenditures	Actual Tax Rate *	Expenditures	Actual Tax Rate *	Budget Authority for Expenditures	Amount of 2026 Ad Valorem Tax	Proposed Estimated Tax Rate*
General	14,155,341	29.014	15,573,846	28.637	20,928,656	4,239,352	28.210
Debt Service	1,673,698	6.118	1,662,064	5.657	2,444,620	805,242	5.358
Library	533,551	3.702	578,162	3.699	746,163	664,939	4.425
Bonner Pointe TIF Increment	201,121		270,000		270,000		
Bonner Springs Center CID	120,768		120,000		130,000		
Sandstone Townhomes RHID			100,000		350,000		
Economic Development							
JoCo Riverfront Park							
Spec. Rev. Opioid Settlement	25,041		7,500		8,500		
Spec. Rev. CIP Sales Tax	626,194		772,533		692,300		
Spec. Rev. Cemetery	117,585		148,057		146,043		
Spec. Rev. Tourism	212,248		278,097		344,398		
Spec. Rev. Drug & Alcohol	50,190		129,000		130,500		
Spec. Rev. Emerg. Serv. Cap.	683,942		782,388		744,388		
Spec. Rev. Library Sales Tax	98,042		73,000		157,500		
Spec. Rev. Park Dedication					87,500		
Spec. Rev. Recreation Prog.	98,367		351,844		289,176		
Spec. Rev. Risk Mgmt	331,835		55,904		351,852		
Spec. Rev. Senior Center	55,800		147,409		129,244		
Spec. Rev. Sidewalk Escrow					55,865		
Spec. Rev. Soccer	23,609		30,461		22,449		
Spec. Rev. Spec Parks & Rec.	44,342		276,500		83,000		
Spec. Rev. Street Projects	873,736		1,241,729		1,100,000		
Spec. Rev. Summer Ball	13,049		16,820		18,704		
Spec. Rev. Swimming Pool	261,410		397,072		405,095		
Spec. Rev. Tiblow Transit	87,820		112,946		111,146		
Enterprise Fund - Solid Waste	496,781		570,534		599,735		
Enterprise Fund - Storm Wtr	151,557		247,448		256,404		
Enterprise Fund - Wastewater	2,489,621		2,670,925		2,703,046		
Enterprise Fund - Water	3,989,976		4,407,898		4,412,592		
Non-Budgeted Funds-A	5,370,565						
Totals	32,786,189	38.834	31,022,137	37.993	37,718,876	5,709,533	37.993
<i>Revenue Neutral Rate**</i>							<i>34.608</i>
Less: Transfers	5,355,529		2,138,361		2,398,289		
Net Expenditure	27,430,660		28,883,776		35,320,587		
Total Tax Levied	5,198,475		5,574,102		xxxxxx		
Assessed Valuation	135,474,428		146,713,090		150,278,553		
Outstanding Indebtedness, January 1,							
January 1, 2024	18,750,000		17,255,000		16,060,000		
G.O. Bonds	0		0		0		
Revenue Bonds	549,848		507,450		28,184,111		
Other	0		1,299,361		0		
Lease Purchase Principal	19,299,848		19,061,811		44,244,111		
Total							

*Tax rates are expressed in mills

** Revenue Neutral Rate as defined by KSA 79-2988

Tillie LaPlante

City Official Title: Finance Director

Memorandum

Date: August 10, 2026
To: Mayor and City Council
From: Tillie LaPlante

Subject: Approve Notice of Public Hearing and Schedule Public Hearing for Proposed 2026 Budget Amendments

Recommendation: Staff recommends approval.

Action: Make a motion to approve the public hearing notice and schedule a public hearing for the 2026 Budget Amendments for Monday, September 14, 2026.

Background: Due to changes throughout the 2026 budget year, certain amendments to the authorized budget are needed. Those changes are listed below. To amend the budget, a public hearing is required. The public hearing notice schedules a public hearing for the 2026 Budget Amendments for Monday, September 14, 2026.

Discussion:

Fund	2026 Budget	2026 Proposed Amendment	Reason
Bonner Pointe TIF Increment	\$260,000	\$270,000	Possible increased increment collected
Sandstone Townhomes RHID Increment	\$0	\$100,000	Distribution of Increment Collected
Capital Improvement Sales Tax	\$614,000	\$772,533	Complete Equip Storage Facility
Street Projects	\$1,100,000	\$1,241,729	Additional sidewalks with CIFI Funds
Wastewater	\$2,476,816	\$2,670,925	Lift Station #2 & Equip Storage Facility
Water	\$4,362,524	\$4,407,898	Increased KDHE Loan payment

Financial Impact: All 2026 Amendments have been reflected in the 2027 Budget Presentations with the exception of the Sandstone Townhomes RHID Increment. Tax increments have been collected and will need to be distributed in 2026.

2026

**Notice of Budget Hearing for Amending the
2026 Budget**

The governing body of

City of Bonner Springs

will meet on the day of September 14, 2026 at 7:30 p.m. at City Hall, 200 E. 3rd Street for the purpose of hearing and answering objections of taxpayers relating to the proposed amended use of funds.

Detailed budget information is available at City Hall, 200 E. 3rd Street
and will be available at this hearing.

Summary of Amendments

Fund	2026 Adopted Budget			2026 Proposed Amended Expenditures
	Actual Tax Rate	Amount of Tax that was Levied	Expenditures	
Bonner Pointe TIF Increment			260,000	270,000
Sandstone Townhomes RHID			0	100,000
Cap Improv Sales Tax			614,000	772,533
Street Projects			1,100,000	1,241,729
Wastewater			2,476,816	2,670,925
Water			4,362,524	4,407,898

Tillie LaPlante
Official Title: Finance Director

Page No.

City Manager's Update

Date: August 7, 2026

To: Mayor and City Council

GENERAL:

- **Tiblow Days & Mayors Banquet:** Tiblow Days flyers and information are attached to the report. Please RSVP to City Clerk Chris Brake by August 24th to ride as a dignitary in the parade. Tickets for the Mayor's Banquet have been distributed. Please RSVP to City Clerk Chris Brake by August 11th.
- **City Hall Selfie Day:** Every year since 2016, government employees, elected officials, members of the media, and community members participate in the event across the United States and around the world. City Hall Selfie Day is all about local government pride. It doesn't matter if you work for a town, city, county, library, special district — or if you work remotely or from home. City Hall Selfie Day is for everyone! Stop by for a group picture on the City Hall steps at 7:55am on Tuesday, August 11th, or anytime to take your own selfie – just be sure to tag us and use the hashtag #CityHallSelfie.
- **Dumpster Days Proceeds:** We would like to give a huge shoutout to Kaw Valley Companies for donating \$822.60 to the Parks Foundation from the metal dropped off during Dumpster Days.
- **All-Employee Family Pool Party:** The pool party for staff appreciation had a great turnout this year with approximately 50-60 employees and family members attending. Thank you to the Employee Engagement Committee and Human Resources for organizing the event!
- **Employee News:**
 - Recreation Coordinator Tatum Bartels is the Interim Recreation Director during Justine's leave.
 - Public Works welcomed Callen Zurn as the department's new Water Plant Operator. A recent graduate of Fort Hays State University with a Bachelor of Arts in Environmental Geoscience, Callen is beginning his career in water treatment and is training in plant operations, water quality testing, and regulatory compliance as he prepares to earn his KDHE certifications.
 - Four Public Works employees earned KDHE operator certifications, demonstrating the department's commitment to professional development and operational excellence. Mike Campos and Gunnar Istas earned their KDHE Water Operator I certifications, Vince Feden earned his KDHE Wastewater Operator I certification, and Jimmy Althouse earned his KDHE Wastewater Operator II certification. These certifications require significant study and technical knowledge and strengthen the department's operational depth and redundancy.

FIRE:

- **Annual Fire Department Open House:** The annual open house will be on Saturday, September 26th from 11:00 am until 3:00pm. In addition, this year we will have a push-in ceremony for our New Medic 91 and New Engine 91. This will happen at the beginning of the open house at 11:00am.
- **Total number of alarms YTD as of 8-4-2026: 1,034**
 - EMS: 707
 - Fire: 49
 - Other: 278
- **Auto-Aid / Mutual-Aid responses YTD:**
 - KCKFD
 - To KCKFD: 157
 - From KCKFD: 28
 - Edwardsville:
 - To Edwardsville: 55
 - From Edwardsville: 52
 - Fairmount:
 - To Fairmount FD: 16
 - From Fairmount FD: 5
 - To Leavenworth County District 2: 1

LIBRARY:

- **Electronics Recycling:** August 15th from 9am to noon. *More information in the attached flyer.*
- **Farmers' Market** 8:00 to 12:00 every Saturday through October

Visit the library's website [HERE](#) for details on upcoming events.

PUBLIC WORKS:

Streets & Parks

- Completed installation of a concrete sculpture pad and replanted landscape beds at Centennial Park.
- Relocated in-ground electrical outlets at Centennial Park to improve maintenance access.
- Continued seasonal landscape improvements, including mulching and shrub removal at Third and Cedar, and tree trimming on the disc golf course.
- Continued trimming trees within public rights-of-way and removing dead or dying trees throughout City parks and rights-of-way.
- Contractor continues installation of new ballfield lighting at Lions Park, with completion anticipated this week.
- Upcoming work includes stump grinding and additional tree trimming at South Park, North Park, and Lions Park.

Distribution & Collection Services

- Repaired the 3-inch water main along East Kansas Avenue near 121st Street and restored water service with minimal disruption to customers during the repair.
- Utility crews continued routine maintenance and support of the City's water distribution and wastewater collection systems.

Water & Wastewater Plant Operations

- Water Treatment Plant continues to produce finished water with an average hardness of approximately 150 mg/L.
- Lead and Copper Rule sampling has been completed. Required customer notifications have been distributed, documentation submitted to KDHE, and the City is awaiting final confirmation.
- Successfully replaced two booster station valves at the water towers.
- Wastewater Treatment Plant continues to operate without issues.
- Installation of the new belt press is substantially complete. Staff is awaiting the manufacturer's startup and final communication testing with the polymer feed system.

RECREATION:

- **Parks & Recreation Month:** We wrapped up Parks & Rec Month in July and we had a great turnout with a variety of activities for all ages.
- **Camp Great Adventure** wrapped up their last week July 27th - 31st
- **Dog park agility equipment** was installed (7/10) by a Scout working on his Eagle project. We had an event to promote it called "Dog Dayz of Summer"
- **North Park Playground** is mostly done. We have the contractor, Fry, coming back out to work on the grading of the entire area and the surfacing of the toddler playground. Once that is complete, we will work with Chamber to get a ribbon cutting scheduled.
- **Pickleball Courts:** We are working with Multisports to get a timeline for construction on the pickleball courts. They are estimating 210 days once they start but have not scheduled a "start date" yet.
- **City Wide Yard Sale Fall 2026** is on September 19th - registration is open
- **Center Park shelter** install bid closed. Will notify the bid winner next week
- **Safe Sitter Course** is August 11th for ages 11-15 year olds - 5/9 spots filled

- **Pool:**
 - **Last day** of the pool is August 9th & Doggy Poolooza is on August 15th
 - **Junior guard classes** were successful. We had 15 participants ages 8-12 years old
 - **Dive in Movie** showing Lilo and Stitch on July 17th had about 60 attendees
- **Senior Center**
 - **National Senior Center** month is September. We are working on a variety of programs and events for the month
 - **Trips:**
 - **Travel Show** - August 12th - Free to attend, learn about all our upcoming trips!
 - **Make & Take Meal Prep** - August 20th - 9/10 spots filled
 - **Museum Marvels & Serendipity Sips** - August 21st - 12/13 spots filled
 - **Brunch & Bets at Argosy Casino** - August 31st - FULL
 - **Orchard Odyssey: Nebraska City** - September 29-30 - FULL
 - **Kaw Valley Farm Tour** - October 3rd - 5/13 spots filled
- **Sports**
 - **Fall soccer** registration is closed. Coaches meeting will be mid-August & season to begin after Labor Day. Numbers are looking increasingly higher than previous fall seasons.
 - **Fall volleyball** registration is OPEN for 2nd-8th graders. Deadline is August 31st.

Electronics Recycling

AT THE BONNER SPRINGS CITY LIBRARY

SATURDAY,
AUGUST 15TH
FROM 9 AM - 12 PM

The event will be located in the back parking lot of the library building.

Some fees will apply, so be sure to check MRC's website before bringing your old electronics:

<https://mrcrecycling.net/recycling-fees>



MRC RECYCLING NEGATIVE VALUE ITEMS - 2024

CRT TV'S 26" AND SMALLER - \$30 EA.
LED/LCD/PLASMA TV'S - \$20 EA.
CRT TV'S 27" AND LARGER - \$50 EA.
FREON CONTAINING ITEMS - \$10 EA.
CONSOLE/REAR PROJECTION TV'S - \$50 EA.
CRT MONITORS - \$5 EA.
PRINTERS/COPIERS/MFP'S - \$5.00 EA.

MRC RECYCLING LIST OF ACCEPTABLE ITEMS:

COMPUTERS AND LAPTOPS
HARD DRIVES AND SOLID STATE DRIVES
LCD MONITORS
VCR, DVD, AND BLU RAY PLAYERS
SCANNERS, AND FAX MACHINES
CELL PHONES AND TABLETS
KEYBOARDS AND MICE
KITCHEN APPLIANCES
STOVES, MICROWAVES, AND OVENS
WASHERS AND DRYERS
MEDICAL AND LAB EQUIPMENT
LAWN AND GARDEN (OIL AND FUEL REMOVED)
DVR, CABLE, AND SATELLITE BOXES
SERVERS, SWITCHES, AND NETWORKING

MRC LIST OF UNACCEPTABLE ITEMS

ALKALINE AND SINGLE USE LITHIUM BATTERIES
ANY CHEMICAL OR LIQUID
CD'S, DVD'S VHS, AND FLOPPY MEDIA
ANY TANK OR CYLINDER
HAZARDOUS MATERIALS
PCB CONTAINING BALLAST
SMOKE DETECTORS
EXIT SIGNS
LIGHT BULBS
FLUORESCENT TUBES
MATTRESSES
WOODEN FURNITURE

913-441-2664 201 N Nettleton Bonner Springs, KS 66012 www.BonnerLibrary.org



FREE PARKING & SHUTTLE BUS

BONNER SPRINGS-EDWARDSVILLE CHAMBER PRESENTS

2026 TIBLOW DAYS FESTIVAL

27 - 29 AUGUST | DOWNTOWN BONNER SPRINGS

BONNER SPRINGS HIGH SCHOOL - 100 MCDANIELD ST.
FRIDAY, 8/28: 5 PM - 10:30 PM
SATURDAY, 8/29: 11 AM - 11:30 PM
DROP-OFF & RETURN: NETTLETON AVE. & CEDAR ST.
CONTINUOUS LOOP OF 2 BUSES
AIR-CONDITIONED, SHORT RIDE

ADA ACCESSIBLE




FOOD TRUCKS

BONNER SPRINGS-EDWARDSVILLE CHAMBER PRESENTS

2026 TIBLOW DAYS FESTIVAL

27 - 29 AUGUST | DOWNTOWN BONNER SPRINGS

CORN DOGS TACOS BURGERS LOADED FRIES PHILLYS CUBANS BBQ PRETZELS	FUNNEL CAKES ICE CREAM SHAVED ICE COTTON CANDY SANDWICHES WRAPS STREET CORN CRAFTED COCKTAILS	 COME HUNGRY!
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TIBLOW DAYS CARNIVAL

BONNER SPRINGS-EDWARDSVILLE CHAMBER PRESENTS

2026 TIBLOW DAYS FESTIVAL

27 - 29 AUGUST | DOWNTOWN BONNER SPRINGS

THURS. 8/27 & FRI. 8/28: 5:00 PM - 9:00 PM

SAT. 8/29: 11 AM - 8:00 PM

\$30 UNLIMITED-RIDES WRISTBAND

\$1 SINGLE TICKETS OR 32 FOR \$25

AGE 18+ FESTIVAL AFTER CARNIVAL CLOSES



2ND ST. & ELM ST.

LIVE MUSIC ENTERTAINMENT

BONNER SPRINGS-EDWARDSVILLE CHAMBER PRESENTS

2026 TIBLOW DAYS FESTIVAL

27 - 29 AUGUST | DOWNTOWN BONNER SPRINGS

CENTENNIAL PARK - 126 CEDAR ST.

FRIDAY, 8/28 8:00 PM

THE M-80'S

SATURDAY, 8/29 5:00 PM

**BACK 4T, BRANDON JORDAN,
ADARA KAY & WILL MOSELEY**

**ALL-AGES
FREE**

FREE KIDS' ZONE

BONNER SPRINGS-EDWARDSVILLE CHAMBER PRESENTS

2026 TIBLOW DAYS FESTIVAL

27 - 29 AUGUST | DOWNTOWN BONNER SPRINGS

WINKLE BERRY - 221 OAK ST.

SATURDAY, 8/29 12 PM - 5 PM

**ARTS & CRAFTS, GAMES, BUBBLES,
FACE PAINTING, & LOTS OF FUN!**

**AGES
1 - 12**

**KELLY MURPHY PARK
ENTERTAINMENT**

BONNER SPRINGS-EDWARDSVILLE CHAMBER PRESENTS

**2026 TIBLOW
DAYS FESTIVAL**

27 - 29 AUGUST | DOWNTOWN BONNER SPRINGS

KELLY MURPHY PARK GAZEBO

SATURDAY, 8/29

11:00 AM: PARADE AWARDS

11:15 AM BAND, CHEER & DANCE PERFORMANCES

1:30 PM SUBLEVELS

**129
ELM ST.**

**COMMUNITY
PARADE**

BONNER SPRINGS-EDWARDSVILLE CHAMBER PRESENTS

**2026 TIBLOW
DAYS FESTIVAL**

27 - 29 AUGUST | DOWNTOWN BONNER SPRINGS

SATURDAY, 8/29

**PARADE ENTRIES LINE UP
LIONS PARK BY 8:30 AM**

STARTS AT 9:30 AM

VIEW ON NETTLETON AVE.

**NO
SIGNUP
REQUIRED**





THE BONNER SPRINGS-EDWARDSVILLE AREA CHAMBER OF
COMMERCE INVITES YOU TO SAVE THE DATE!

GOLF

TOURNAMENT FUNDRAISER

9/30/26 @ 9 AM

Dub's Dread - 12601 Hollingsworth Rd. KCK, 66109

TEAMS & PARTNERSHIPS AVAILABLE: 913.626.2998

INFORMATION: [BSEDWCHAMBER.ORG/GOLF-TOURNAMENT](https://www.bsedwchamber.org/golf-tournament)

ONGOING/PENDING PLANNING PROJECTS																	
2026 PENDING PLANNING PROJECTS																	
Case No.	Application Date	Project Name	Address	Project Type	Review Process(es)	Project Status	Board of Zoning Appeals	Approved/ Denied	Planning Commission	Approved/ Denied	Governing Body	Approved/ Denied	Applicant	Current Zoning or Future Land Use	Requested Zoning	No. Lots	Total Acres
SITE/LANDSCAPE - EARTH CHANGE PERMITS - STAFF REVIEW PROJECTS																	

JULY PLANNING COMMISSION - AUGUST GOVERNING BODY																	
FP-01-26	April 22, 2026	Tiner Acres	901 S. 134th St	Final Plat	PC/CC	PENDING			July 21, 2026	APPROVED	August 10, 2026	PENDING	Guy Tiner	RR	RR	6	40+/-
BSRZ-05-26		Tiner Acres	901 S. 134th St	Rezoning	PC/CC	PENDING			July 21, 2026	APPROVED	August 10, 2026	PENDING	Guy Tiner	RR	GR	5	5+/-
FP-02-26	April 30, 2026	Carter Acres	706 S. 122nd Street	Final Plat	PC/CC	PENDING			July 21, 2026	APPROVED	August 10, 2026	PENDING	Edward Carter	RR	RR	2	14+/-
BSRZ-04-26	May 20, 2026	Lynn Valley	13852 Kansas Avenue	Rezoning	PC/CC	PENDING			July 21, 2026	APPROVED	August 10, 2026	PENDING	Circle H Land Development, LLC	RR	PD-MR	1	
PP-01-26	May 20, 2026	Lynn Valley	13852 Kansas Avenue	Preliminary Plat	PC/CC	PENDING			July 21, 2026	APPROVED	August 10, 2026	PENDING	Circle H Land Development, LLC	RR	PD-MR		
BSCP-01-26	NA	PSP Walkability Plan - Comp Plan Amendment	City Wide	Comp Plan Amendment	PC/CC	PENDING			July 21, 2026	APPROVED	August 10, 2026	PENDING	Staff	NA	NA	NA	NA
BSZO-02-26	NA	Short-Term Rental Regulations	City Wide	UDO Amendment	PC/CC	PENDING			July 21, 2026	APPROVED	August 10, 2026	PENDING	Staff	NA	NA	NA	NA
AUGUST PLANNING COMMISSION - SEPTEMBER GOVERNING BODY																	
PP-02-26	June 17, 2026	Mission Prairie Farms	400 S. 118th St	Preliminary Plat	PC/CC	PENDING			August 18, 2026	PENDING	September 14, 2026	PENDING	RCR Management LLC	RR	NA	8	203+/-
BZA-04-26	June 29, 2026	Mission Prairie Farms	400 S. 118th St	Special Exception	BZA	PENDING	August 18, 2026	PENDING					RCR Management LLC	RR	NA		
AUGUST PLANNING COMMISSION - SEPTEMBER GOVERNING BODY																	
SUP-01-26	July 15, 2026	Lower level apartment	125 Oak	Special Use Permit	PC/CC	PENDING			September 15, 2026	PENDING	October 12, 2026	PENDING	Pam Poe	CC	NA		
SUP-02-26	July 15, 2026	The Springs RV Park	501 N. 134th St	Special Use Permit	PC/CC	PENDING			September 15, 2026	PENDING	October 12, 2026	PENDING	Kelly McLellan	RR	NA	1	7+/-
FP-03-26	July 17, 2026	Bungalows at Bonner Springs	300 S. 130th Street	Final Plat	PC/CC	PENDING			September 15, 2026	PENDING	October 12, 2026	PENDING	Bungalows at Bonner Springs SPE, LLC	PD-MR	PD-MR	2	21.3984+/-

COMPLETED PLANNING PROJECTS - 2026																	
Case No.	Application Date	Project Name	Address	Project Type	Review Process(es)	Project Status	Board of Zoning Appeals	Approved/ Denied	Planning Commission	Approved/ Denied	Governing Body	Approved/ Denied	Applicant	Current Zoning or Future Land Use	Requested Zoning	No. Lots	Total Acres
SITE/LANDSCAPE - EARTH CHANGE PERMITS - STAFF REVIEW PROJECTS																	
ST-03-25	October 9, 2025	OldCastle APG	4201 Powell Dr	Site/Landscape Review	SR	APPROVED							BHC on behalf of Owner - OldCastle	HI	HI	1	34.2+/-
ST-04-25	October 5, 2025	Overland Cabinet	13933 Leavenworth St	Site/Landscape Review	SR	APPROVED							Tom Silovsky on behalf of Owner - OC Real Estate holdings, LLC	LI	LI	1	6.4+/-
MP-01-26	January 5, 2026	Whippoorwill Substation	122 S. 110th St	Minor Plat	SR	APPROVED							Scannell/Evergy	LI			
ST-05-25	December 23, 2025	Bungalows at Bonner Springs	300 S. 130th Street	Site/Landscape Review	SR	APPROVED							Advance Acquisitions, LLC	RR/MR	PD-MR	1	
ST-01-26	March 3, 2026	Family Eye Care	508 Commercial Drive	Site Plan Review	SR	APPROVED							Family Eyecare Center	GC	NA	1	1.4+/-
ST-02-25	September 12, 2025	Ice Vending Machine	608 S. 130th St	Site/Landscape Review	SR	APPROVED								GC	NA	NA	NA
ECP-02-26	April 15, 2026	Dietz Trailers	313 E. Front Street	Earth Change Permit	SR	APPROVED							Dietz Trailers	MR	NA	1	.6+/-
ST-02-26	May 5, 2026	Centennial Park Expansion	117 Oak St	Site and Landscape Plan Review	SR	APPROVED							NSPJ Architects	NA	NA	1	
ECP-01-26	February 11, 2026	Destination KCK - Epic Resorts	Multiple addresses	Earth Change Permit	SR	APPROVED							EMAP KC, LLC Destination KCK	ENT	NA		
JANUARY PLANNING COMMISSION - FEBRUARY GOVERNING BODY																	
PP-01-25	November 19, 2025	Bungalows at Bonner Springs	300 S. 130th Street	Preliminary Plat	PC/CC				January 20, 2026	DENIED			Advanced Acquisitions, LLC	RR/MR	PD-MR	1	21.3984+/-
BSRZ-03-25	November 19, 2025	Bungalows at Bonner Springs	300 S. 130th Street	Rezoning	PC/CC				January 20, 2026	DENIED	February 23, 2026	SENT BACK TO PC	Advanced Acquisitions, LLC	RR/MR	PD-MR	2	21.3984+/-
BSCP-02-25	October 6, 2025	Bonner Hills Estates	708 S. 130th St and 709 S. 132nd St	Comp Plan Change	PC/CC	APPROVED			January 20, 2026	APPROVED	February 9, 2026	APPROVED	Guy Tiner	Low-Density Res and High-Density Res.	High-Density Res.	2	10.73+/-
RP-04-25	October 6, 2025	Bonner Hills Estates	708 S. 130th St and 709 S. 132nd St	Replat	PC/CC	APPROVED			January 20, 2026	APPROVED	February 9, 2026	APPROVED	Guy Tiner	GR/MR	NA	2	10.73 +/-
BSRZ-02-25	October 6, 2025	Bonner Hills Estates	708 S. 130th St and 709 S. 132nd St	Rezoning	PC/CC	APPROVED			January 20, 2026	APPROVED	February 9, 2026	APPROVED	Guy Tiner	GR/MR	MR	2	10.73+/-
BZA-01-26	January 5, 2026	Overland Cabinet	13933 Leavenworth St	Setback Variance	BZA	APPROVED	February 17, 2026	APPROVED					Overland Cabinet	LI	NA	1	6.4+/-
BSCP-02-24	June 7, 2024	Epic Resorts - Comp Plan Change	720 N. 118th St	Comp Plan Change	PC/CC	APPROVED			July 16, 2024	APPROVED	February 23, 2026	APPROVED	EMAP KC, LLC Destination KCK	INDUSTRIAL	MX - Mixed Use	1	79 +/-
BSZO-02-25		Floodplain Regulations Update	City Wide	Municipal Code	FEMA/KDA/CC	FEMA APPROVED					February 23, 2026	APPROVED	City Staff	NA	NA	NA	NA
FEBRUARY PLANNING COMMISSION - MARCH GOVERNING BODY																	
BSZO-01-26	NA	Short-Term Rental Regulations	City Wide	UDO Amendment	PC/CC				February 17, 2026	APPROVED	March 9, 2026	SENT BACK TO PC	Staff	NA	NA	NA	NA
MARCH PLANNING COMMISSION - APRIL GOVERNING BODY																	
BSRZ-01-26	January 15, 2026	Bowman	236 Santa Fe Rd	Rezoning	PC/CC	APPROVED			March 17, 2026	APPROVED	April 13, 2026	APPROVED	Jason Bowman	RR	HI	1	0.1945
BSRZ-02-26	October 29, 2024	Destination KCK - Epic Resorts	Multiple addresses	Rezoning	PC/CC	APPROVED			March 17, 2026	APPROVED	April 13, 2026	APPROVED	EMAP KC, LLC	LI/MR/RR	ENT	1	180 +/-
BSRZ-03-26	January 15, 2026	Woods Oil	601 E. Front Street	Rezoning	PC/CC	WITHDRAWN			March 17, 2026	WITHDRAWN	April 13, 2026	WITHDRAWN	Scott Wood	CC	HC	1	
PP-01-25	November 19, 2025	Bungalows at Bonner Springs	300 S. 130th Street	Preliminary Plat	PC/CC	APPROVED			March 17, 2026	APPROVED			Advanced Acquisitions, LLC	RR/MR	PD-MR	1	21.3984+/-
BSRZ-03-25	November 19, 2025	Bungalows at Bonner Springs	300 S. 130th Street	Rezoning/Development Plan	PC/CC	APPROVED			March 17, 2026	APPROVED	February 23, 2026	APPROVED	Advanced Acquisitions, LLC	RR/MR	PD-MR	2	21.3984+/-
APRIL PLANNING COMMISSION - MAY GOVERNING BODY																	
BZA-03-26	February 20, 2026	Destination KCK - Epic Resorts	Multiple addresses	Variance	BZA	APPROVED	April 21, 2026	APPROVED					EMAP KS, LLC	ENT	ENT		
BZA-02-26	January 15, 2026	Bowman	236 Santa Fe Rd	Variance	BZA	APPROVED	April 21, 2026	APPROVED					Jason Bowman	HI	HI	1	
EV-01-26	March 4, 2026	East Grandview's New Addition	1781 S. 136th	Easement Vacation	PC/CC	APPROVED			April 21, 2026	APPROVED	May 11, 2026	APPROVED	Ron Domerse	GR	GR	1	
BSZO-01-26	NA	Short-Term Rental Regulations	City Wide	UDO Amendment	PC/CC	APPROVED			April 21, 2026	APPROVED	May 11, 2026	APPROVED	Staff	NA	NA	NA	NA
MAY PLANNING COMMISSION - JUNE GOVERNING BODY																	
BSRZ-03-26	April 8, 2026	PTS Consulting	14150 Minnesota Ave	Rezoning	PC/CC	APPROVED			May 19, 2026	APPROVED	June 8, 2026	APPROVED	PTS Consulting	RR	LI	1	1.3+/-

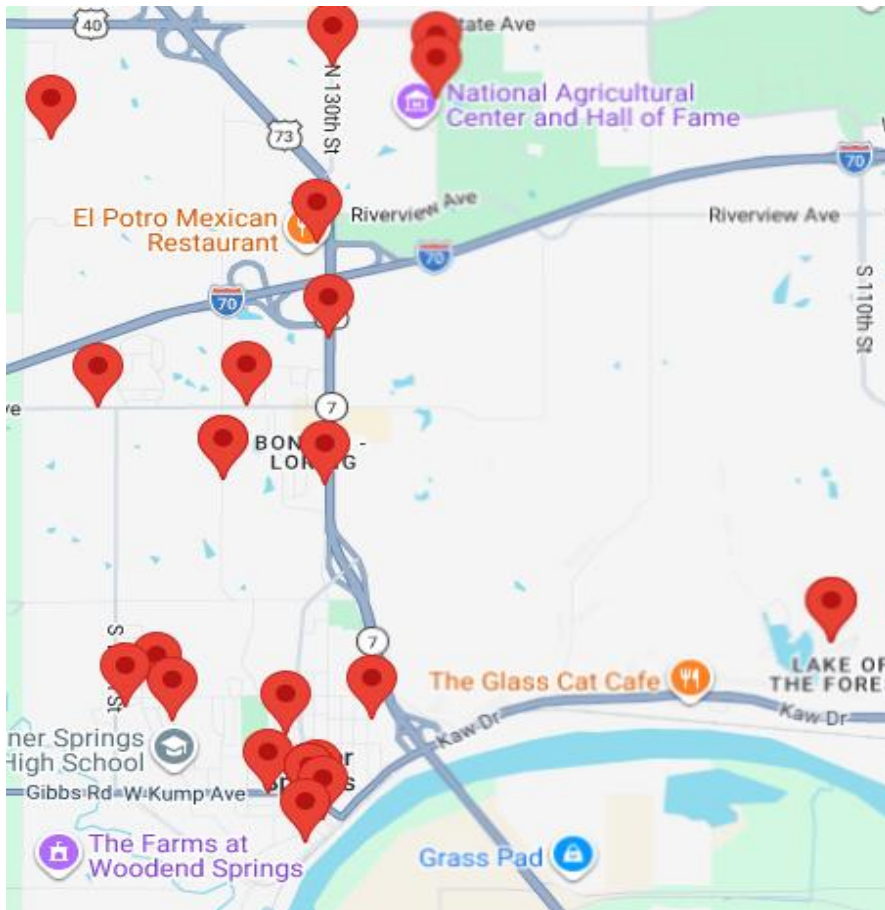
MC-01-26	NA	Storage Containers	City Wide	Municipal Code	PC/CC	APPROVED					June 8, 2026	APPROVED	Staff	NA	NA	NA	NA

REPORT OF BUILDING PERMITS ISSUED

ISSUED DATES: 7/1/2026 THRU 7/31/2026

STATUS: OPENED, COMPLETED

TYPE OF PERMIT	NUMBER OF PERMITS
COMMERCIAL NEW/ADDITION.....	2
COMMERCIAL REMODEL.....	1
COMMERCIAL ROOF.....	0
DECK.....	2
DRIVEWAY.....	1
DEMOLITION.....	1
ELECTRICAL.....	3
FENCE.....	2
FIREWORKS.....	1
GENERAL INSPECTION.....	0
MECHANICAL.....	2
OPEN FLAME.....	0
PLUMBING.....	1
POOL, ABOVE GROUND.....	0
POOL, IN GROUND.....	0
RESIDENTIAL ACCESSORY STRUCTURE.....	1
RESIDENTIAL MANUFACTURED MOVE-IN.....	0
RESIDENTIAL NEW/ADDITION.....	0
RESIDENTIAL REMODEL.....	1
RESIDENTIAL ROOF.....	0
RIGHT OF WAY.....	1
SIGN.....	0
TENT.....	0
UTILITIES OFF.....	3
=====	
TOTAL NEW PERMITS.....	22
TOTAL ACTIVE PERMITS.....	111



CODE ENFORCEMENT INCIDENT ACTIVITY REPORT

INCIDENT CODE: *-All

USER: mstites

DATES: 7/1/2026 THRU 7/31/2026

	NEW INCIDENTS	RESOLVED/ CLOSED	CUMULATIVE ACTIVE CASES
BRUSH.....	0.....	41.....	1
GENERAL.....	5.....	225.....	16
INOPERABLE/UNLICENSED/ON-GRASS.....	5.....	540.....	49
OUTSIDE STORAGE.....	6.....	438.....	47
PERMIT CHECK.....	12.....	6155.....	0
PROPERTY MAINTENANCE.....	4.....	395.....	20
SIGNS.....	18.....	841.....	0
SNOW & ICE.....	0.....	11.....	0
TALL GRASS/WEEDS.....	8.....	505.....	60
COURT	5.....		
=====			
TOTALS.....	63.....	9151.....	210

Report shows number of locations with multiple violations at many locations; does not include site re-inspections.

