



City of Bonner Springs

KANSAS

Tuesday, July 16, 2024

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

PLANNING COMMISSION MEETING - 7:00 p.m.

The meeting is open to the public.

PLANNING COMMISSION MEETING - 7:00 PM

CALL TO ORDER - ROLL CALL

CONSENT AGENDA

1. Approval of the minutes from the June 25, 2024 meeting.

- | | |
|----------------|--|
| Action | Approve, Amend or Deny the minutes as presented. |
| Recommendation | Staff recommends approval of the minutes as presented. |
| Documents: | |
| 1. | PC 6.25.24 minutes |

OLD BUSINESS

NEW BUSINESS

1. PUBLIC HEARING – Comprehensive Plan Amendment – BSCP-01-24 - Consider a request to amend the Vision 2025 and Beyond Comprehensive Plan with the adoption of the Bonner Springs Downtown Masterplan; a Planning Sustainable Places program – as prepared by the Lamar Johnson Collaborative.

- | | |
|----------------|---|
| Action | Make a motion to open the public hearing at ____ pm |
| Recommendation | Staff recommends holding the public hearing |
| Documents: | |
| 1. | BSCP-01-24 PSP Comp Plan Amendment - Complete Agenda Item |

Comprehensive Plan Amendment - BSCP-01-24 - adoption of the Downtown Bonner Springs Masterplan as an amendment to the Vision 2025 and Beyond Comprehensive Plan.

- | | |
|----------------|---|
| Action | Make a motion to approve, amend or deny the adoption of the Bonner Springs Downtown Masterplan. |
| Recommendation | Staff recommends adoption of the Bonner Springs Downtown Masterplan as an amendment to the Vision 2025 and Beyond Comprehensive Plan. |
| Documents: | |

2. PUBLIC HEARING Comprehensive Plan Amendment – BSCP-02-24 – Consider a request to amend the Bonner Springs Future Land Use Map as currently indicated within the Comprehensive Plan for the property address of 720 N. 118th Street.

- | | |
|----------------|---|
| Action | Make a motion to open the public hearing at ____ pm |
| Recommendation | Staff recommends holding the public hearing |
| Documents: | |
| 1. | Complete Agenda Item-720 N. 118th- Comp Plan Change-BSCP-02-24 - Mattel |

Comprehensive Plan Amendment - BSCP-02-24 - amendment to the Future Land Use Map of the Vision 2025 and Beyond Comprehensive Plan.

- | | |
|----------------|--|
| Action | Make a motion to approve, amend or deny the requested Comprehensive Plan Future Land Use Map amendment |
| Recommendation | Staff recommends that the Future Land Use Map be amended to reflect the proposed mixed use for the parcel at 720 N.118 Street. |
| Documents: | |

3. PUBLIC HEARING – BSZO-03-24 – Consider an amendment to the Unified Development Ordinance Amendment creating the new zoning district –

Recreational Vehicle (RV) Parks and providing regulations regarding the district.

Action Make a motion to open the public hearing at _____ pm

Recommendation Staff recommends holding a public hearing.

Documents:

1. Complete Agenda Item BSZO-03-24 - Recreational Vehicle Park - Final Draft Version 7.9

Unified Development Ordinance Amendment - BSZO-03-24 - creation of a Recreational Vehicle Park (RV Park) Zoning District and design guidelines for said district.

Action Make a motion to approve, amend or deny the regulations as written.

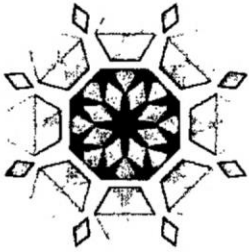
Recommendation Staff recommends the Planning Commissions approve the regulations as written.

Documents:

OPEN AGENDA

COMMUNITY DEVELOPMENT DIRECTORS REPORT

ADJOURNMENT



City of Bonner Springs

KANSAS

Planning Commission Minutes - Regular Meeting - June 25, 2024

PLANNING COMMISSION MEETING- 7:00 PM*

CALL TO ORDER - ROLL CALL - Vincent Bombardier, Larry Clark and Jason Cruse, absent

CONSENT AGENDA-

Approval of minutes from the April 16, 2024, meeting - Lloyd Mesmer moved and Paul Zeps seconded to approve the minutes of the April 16, 2024, Planning Commission Meeting,

OLD BUSINESS - None

NEW BUSINESS -

Planning Sustainable Places presentation - Chris Sanders and Madi Quinke from The Lamar-Johnson Collaborative gave a presentation on the Bonner Springs Downtown Master plan featuring the Riverfront Park, Downtown and Front Street.

PUBLIC HEARING -- Zoning Ordinance Amendment -- BSZO-01-24 - Consider A request for an amendment to the Unified Development Ordinance of Bonner Springs -- An amendment regulating the size of accessory buildings within certain zoning districts. - Paul Zeps moved and Nick Perica seconded the motion to open the Public Hearing for the Zoning Ordinance Amendment- BSZO -01-24 amending the Unified Development Ordinance regulating the size of accessory buildings within certain zoning districts. With noted corrections. Paul Zeps mentioned changes to the less than greater than signs for the 5 acre and 10 acre parcels.

Zoning Ordinance Amendment --BSZO-01-24 - Unified Development Ordinance of Bonner Springs -- An amendment regulating the size of accessory buildings within certain zoning districts. - Paul Zeps moved, and Lloyd Mesmer seconded the motion to approve Zoning Ordinance Amendment • BSZO -01-24 amending the Unified Development Ordinance regulating the size of accessory buildings within certain zoning districts as corrected.

PUBLIC HEARING -- Zoning Ordinance Amendment --BSZO-02-24 -Consider A request for an amendment to the Unified Development Ordinance of Bonner Springs -- An amendment to the approve Table of Uses. - Paul Zeps moved and Nick Perica seconded the motion to open the Public Hearing for the Zoning Ordinance Amendment - BSZO -02-24 amending the Unified Development Ordinance of Bonner Springs - Amendments to the approved Table of Uses.

Zoning Ordinance Amendment BSZO-02-24 - Unified Development Ordinance of Bonner Springs -- An amendment to the approved Table of Uses. - Paul Zeps moved and Sherri Neff seconded the motion to approve the Zoning Ordinance Amendment - BSZO -02-24 amending the Unified Development Ordinance of Bonner Springs - Amendments to the approved Table of Uses.

OPEN AGENDA - None

COMMUNITY DEVELOPMENT DIRECTORS REPORT - Staff talked about:
Comprehensive Plan Future Land Use Map changes for the Mattel project
Compass 70 - Riverview and 110th
Block 80 - Sewer to area and getting funding
Quik Trip - storm water
120 Oak- still in talks
Old Dominion lots
Apartments at K-7 and I-70

ADJOURNMENT -8:15 PM

Memorandum

Date: July 16, 2024
To: Mayor and City Council
From: Mark Lee

Subject: PUBLIC HEARING – Comprehensive Plan Amendment – BSCP-01-24 - Consider a request to amend the Vision 2025 and Beyond Comprehensive Plan with the adoption of the Bonner Springs Downtown Masterplan; a Planning Sustainable Places program – as prepared by the Lamar Johnson Collaborative.

Recommendation: Staff recommends holding the public hearing

Action: Make a motion to open the public hearing at ____ pm

Background: Staff has been working over the past year with LJC, a steering committee, as well as a stakeholder committee to prepare a Planning Sustainable Places plan for our downtown. 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 four staff members, the Planning Commission Vice-Chair and a member of the public. The Stakeholder Committee consisted of former Mayor Jeff Harrington and seven others ranging from business owners, to civic organization leaders to the ROSA Board Chair. These individuals dedicated their personal time to create a vision for downtown Bonner Springs. This effort can be seen in the final document before you this evening.

Discussion: This has been a year-long process with involvement from not only members of the community but committees of stakeholders and shareholders alike.

Financial Impact: NA

City of
Bonner Springs
Agenda Item Cover Sheet

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

Topic: Planning Sustainable Places – Bonner Springs Downtown Masterplan; 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 for our downtown. 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.
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Presented by: Mark Lee – Community Development Director

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

Attachments:

Downtown Bonner Springs Masterplan (digital form only)



Bonner Springs Downtown Master Plan 2024



City of Bonner Springs
KANSAS

MARC

TREKK

Lamar Johnson
Collaborative



Contents

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Project Schedule

The Downtown Master Plan for Bonner Springs is a thirteen month process that includes four project phases. Each phase culminates in a unique deliverable identified in the schedule below.

Discovery

Inventory & Analysis

Ideation

Refinement

Final Delivery

- Tasks

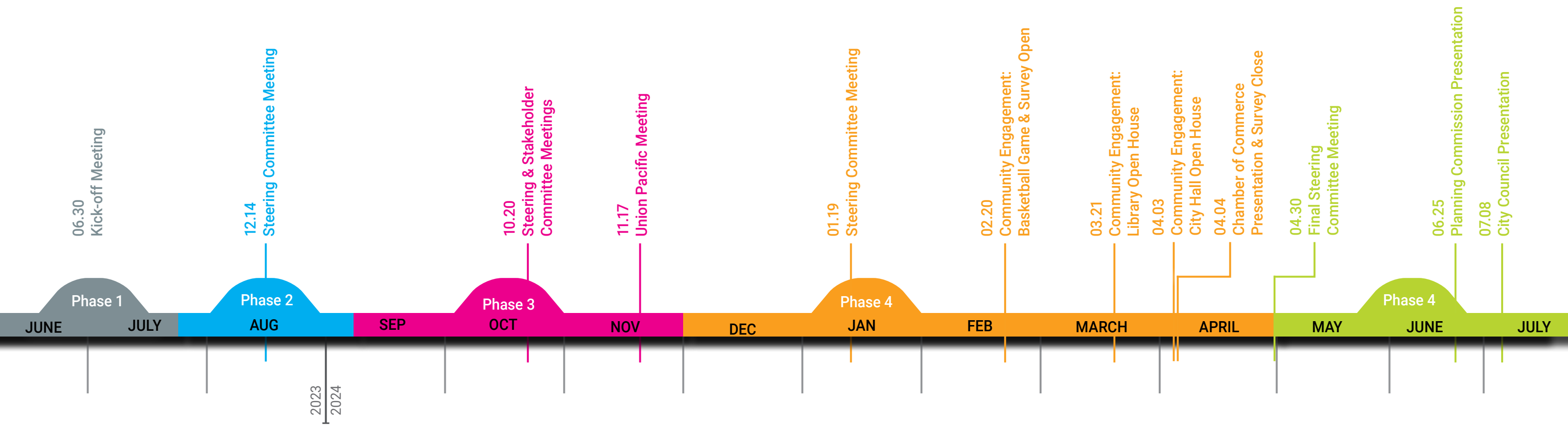
 - Kick-Off mobilization
 - Kick-Off meeting & visioning
 - Data collection & inventory
- Tasks

 - Existing Conditions Analysis
 - Identify opportunities and constraints
 - Client review
- Tasks

 - Concept development
 - Draft plan
 - Client review
 - Begin community engagement
- Tasks

 - Refine & document preferred concept
 - Budget review
 - Client review
 - Community engagement sessions
- Tasks

 - Finalize conceptual plan and document
 - Client Review
 - Planning Commission presentation
 - City Council presentation





01 Introduction

Introduction

ABOUT THE PROJECT

- The program objectives set forth by the City of Bonner and the Mid-America Regional Council for the Bonner Springs Downtown Master Plan are as follows:
- Support the development and implementation of local activity center plans consistent with Creating Sustainable Places principles, identified regional activity centers, and the land use policy direction outlined in Connected KC 2050.
 - Support localized public engagement and community consensus building.
 - Support the identification and conceptualization of land use strategies, transportation projects, and related sustainable development initiatives that help to realize and advance the objectives identified in the Creating Sustainable Places Initiative, Connected KC 2050, and the MARC Board’s adopted policy statement.
 - Support the conceptualization, development and implementation of Creating Sustainable Places Projects.
 - We understand that the focus of this request is to address the following priorities for the City of Bonner Springs:
 - The creation of a river front park along the Kansas River with connections to Downtown, Commercial district, high school, and theMetro-Green Trail system.

- Expansion of the current trail and sidewalk system to accommodate all users and create a multi-modal network that connects 138th street corridor to the downtown.
- Explore the viability of a transportation hub to support regional bus services beyond Bonner Springs city limits.
- Provide transportation connections to a future Farmer’s Market site.

Our Approach

Successful design in public open spaces, connectivity, and planning is found in the nexus of people, place and principles. Public engagement gives voice to the people of the community. In depth inventory and analysis of the existing conditions reveals the place as it is today and has been in the past. And the applications of sound design principles allows us to see the potential for the place in the future. Our approach is rooted in bringing these three things together in a successful and exciting project for the community.

We have organized our efforts into five phases, delivering work products at each step in the process to ensure successful integration of the project’s goals and objectives throughout. These five phases are as follows: Discovery, analysis,

ACKNOWLEDGEMENTS

STEERING COMMITTEE

- Mark Lee** - *Community Development Director*
- Amber Vogan** - *Assistant City Manager*
- Megan Gilliland** - *Economic Development Coordinator*
- Justine Spease** - *Recreation Manager*
- Bryan Lisbona** - *Business Owner*
- Larry Clark** - *Vice-Chair*
- Marry Miller** - *Citizen*

STAKEHOLDERS

- Jeff Harrington** - *Bonner Springs Mayor*
- Angie Thomas** - *Park Board (ROSA) - Board Chair*
- Renee Cordell** - *Union Pacific Railroad - Public Project Representative*
- Rick Moulin** - *Bonner Springs School District - Assistant Superintendant*
- Jack Granath** - *Bonner Springs Library - Director*
- Wylie Salisbury** - *Fuel House Business - Owner*
- Pat Berning** - *Lions Club - Civic Group - President*
- Jim Miller** - *Running Club - President*

DESIGN & PLANNING TEAM

- Cale Doornbos** PLA, ASLA
Principal In Charge, Lamar Johnson Collaborative
- Chris Sanders** PLA, SITES AP, ASLA
Project Manager, Lamar Johnson Collaborative
- Neil Eisenberger** PLA, ASLA
Subject Matter Expert, Lamar Johnson Collaborative
- Madison Quincke** ASLA
Site Designer, Lamar Johnson Collaborative
- Cale Mueller**
Landscape Intern, Lamar Johnson Collaborative
- Tawn Nugent** PE, DBIA
Transportation / Civil Engineer, TREKK
- Spencer Osborn** PTOE
Transportation / Civil Engineer, TREKK
- Anne Schroer** ENV SP
Transportation Market Lead, TREKK

MARC REPRESENTATIVES

- Beth Dawson** - *Principal Planner*
- Taylor Cunningham** - *Transportation Planner III*

Project Background

2016 COMPREHENSIVE PLAN

In 2016, a long range comprehensive plan for the City of Bonner Springs was created and adopted by the City’s Planning Commission for the physical development of the community and it’s overall growth areas. The document has been primarily used as a policy document for how the City and citizens influence and respond to growth in the next ten to twenty years.

This plan incorporated feedback from a range of stakeholder involvement including but not limited to stakeholder groups, the Planning Commission, landowners, community leaders, developers, elected officials, and municipal representatives. Individual stakeholder meetings, a focus session workshop, work sessions, and an interactive charrette workshop were held.

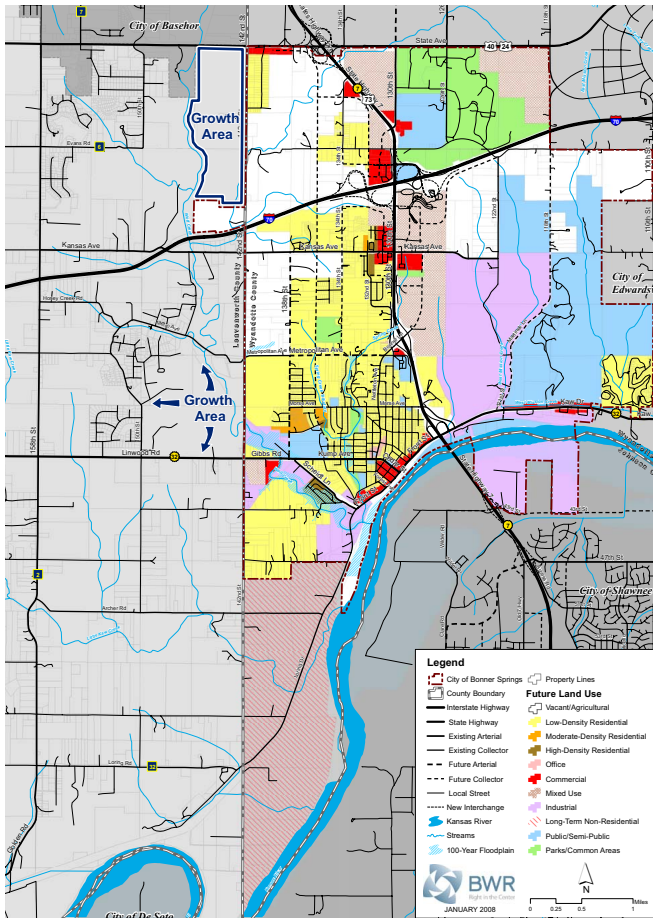
The goals of the comprehensive plan with action steps are as follows:

- **Environmental Management** - protecting existing environmental assets to make sure future development is in harmony with natural features and resources.
 - * Begin with local environmental planning
 - * Update City standards to incorporate more “green strategies”
 - * Preserve and protect natural systems
- **Land Use and Development** - retain growth of developments within the City
 - * Partner with Leavenworth County to establish ‘Urban Service Area’

- * Promote ‘urban infill’ development
- * Promote Bonner Springs industrial / business park and K-7 intersection for future development
- * Require new developments to complete impact studies
- * Create a mixed-use zoning district
- * Adopt design standards for high-density and downtown development
- **Parks, Open Space, and Recreation** - promote and expand growth of parks, open space, and recreational spaces.
 - * Utilize Parks Master Plan
 - * Study how green infrastructure can connect between City and surrounding areas
 - * Pursue land acquisition and easement dedications for new green infrastructure
- **Economic Development** - attract new business and visitors to the City.
 - * Create marketing strategy
 - * Promote new developments in key locations in and around the City.
 - * Establish landscape corridor planting and other branding and wayfinding strategies
 - * Follow through with business park investment
 - * Develop non-residential south on Front Street along Loring Lane

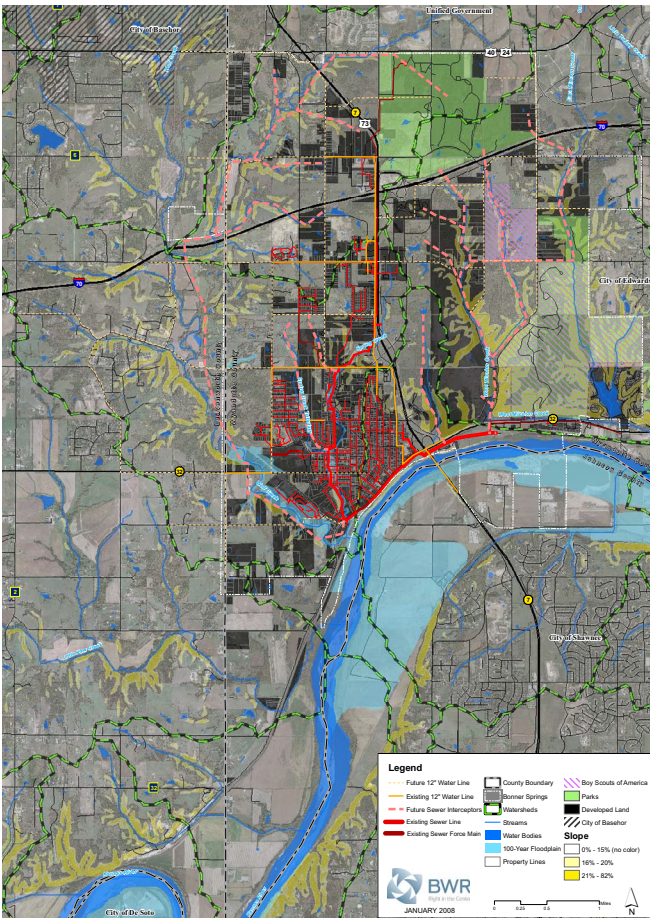
- **Residential** - respond to market demands for housing
 - * Allow flexibility in lot configuration and other requirements.
 - * Require residential developments to dedicate land for linear parks
 - * Encourage housing and subdivisions that offer more affordable housing
- **Infrastructure** - provide funding for capital funding for both new construction and deferred maintenance.
 - * Initiate wastewater and stormwater improvement as growth continues
 - * Create stormwater master plan
 - * Implement dedicated funding mechanisms for infrastructure improvements

- * Co-locate public facilities to maximize accessibility
- * Improve streets and sidewalks to better connect to development growth and surrounding areas
- **Public Involvement** - assure continued outreach and communication with citizens of Bonner Springs.
 - * Provide opportunities for public to give input on community planning projects
 - * Teach preservation through schools and other community related activities
 - * Address certain perceptions about the City of Bonner Springs to attract growth
 - * Improve the City’s image at the 1-70 interchange area
 - * Study and improve local assumption “The community’s unique identity is being lost” through public and private avenues

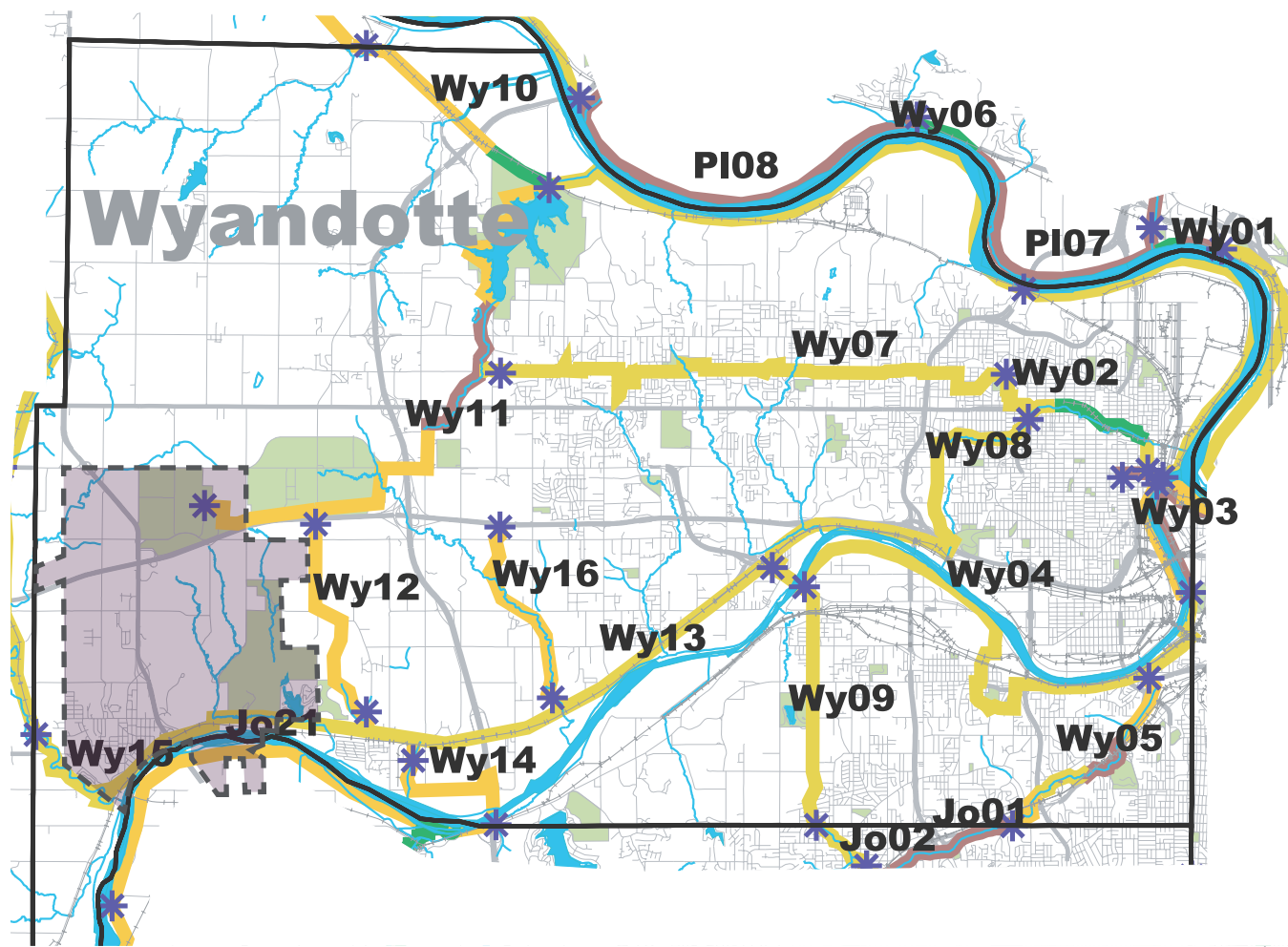


Bonner Springs Future Land Use Map

* Note: Please see Comprehensive Plan document for more information and maps regarding future development.

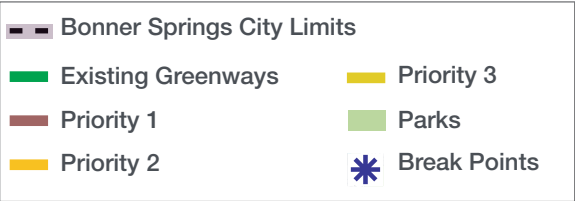


Bonner Springs Development Challenges Map



MetroGreen Corridors Map: Wyandotte County

* Note: Please see Parks and Recreation’s Master Plan document for more information and maps.



2001 METROGREEN PLAN

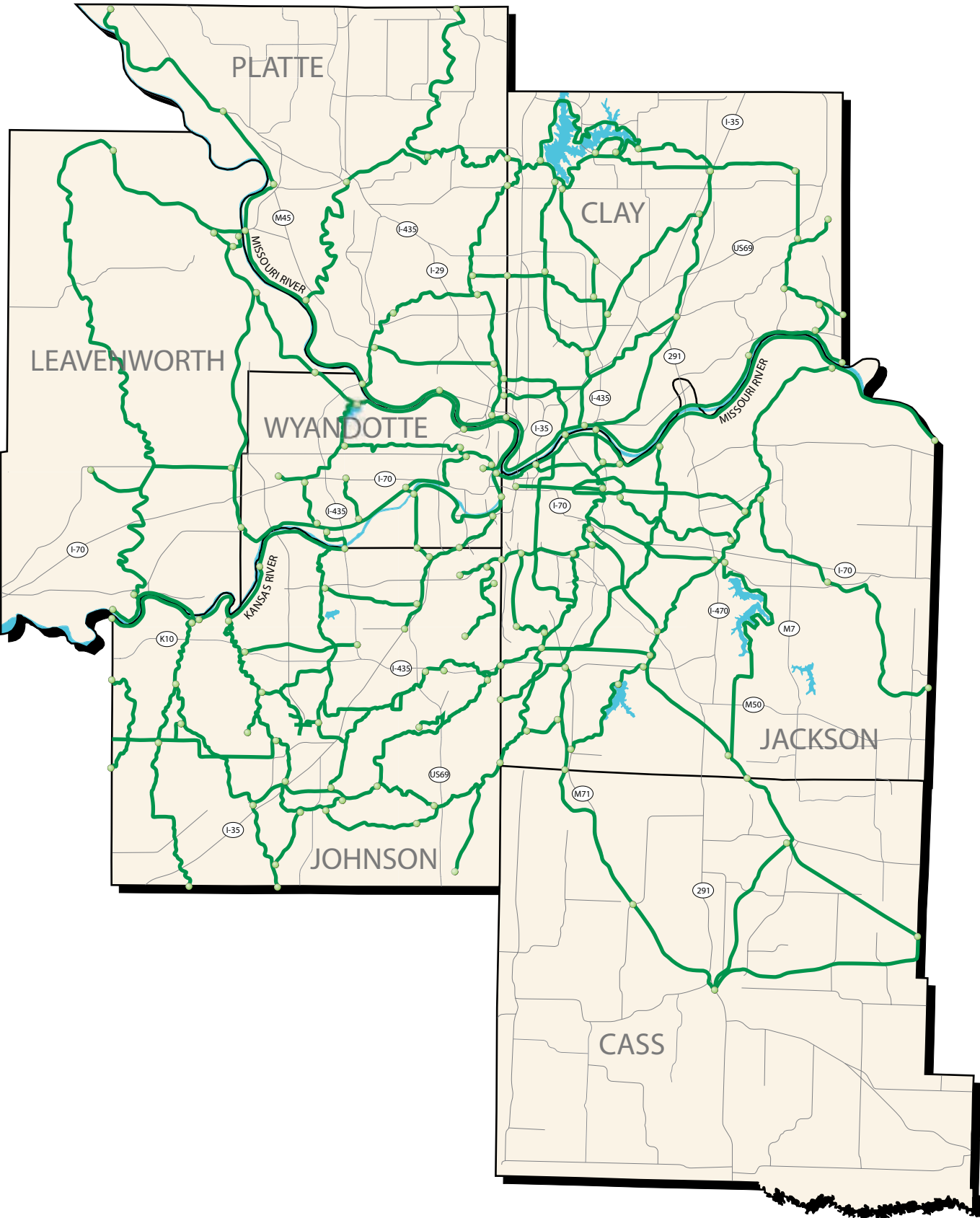
In thinking about future green space development for the City of Bonner Springs and surrounding communities, it is important to bring attention to the 2001 MetroGreen Plan. As an extension of the 1991 ASLA plan, MetroGreen became a comprehensive and extensive system of greenways, trails, and open spaces framework to help unify seven counties in the Kansas City metropolis, including Bonner Springs.

Overall, the MetroGreen is a large scale vision that proposes preservation and restoration to important natural resources such as parks, under utilized green spaces, native plant habitats, and water bodies over the next 100 years. The plan is designed to become a system of green corridors and opens spaces that will enhance the environment, offer alternative modes of transportation, and connect communities.

Despite the MetroGreen initiative being an ambitious plan, there is growing interest in greenways and trails by citizens, political leaders, and public works officials. Many communities have approved dedicated taxes in addition to seeking federal grants and funding to support the initiative. Today thirteen MetroGreen trail segments that cover over 85 miles are in place.

This report for the downtown master plan of Bonner Springs will have strategies and suggestions for incorporating the MetroGreen’s framework into the city.

The Mid-America Regional Council (MARC) serves as the steward of the MetroGreen vision. See MARC’s website for the full report and more information.



MetroGreen Corridors Map: Kansas City Region

* Note: Please see Parks and Recreation’s Master Plan document for more information and maps.

2022 STRATEGIC MOBILITY PLAN

In 2022, goDotte formulated a strategic mobility plan for Wyandotte County. When thinking about the overall green corridor connections (the MetroGreen Plan) as well as connecting communities together, considering the future mobility plan is necessary.

The goDotte strategy is to modernize the County’s approach to transportation through the following ways:

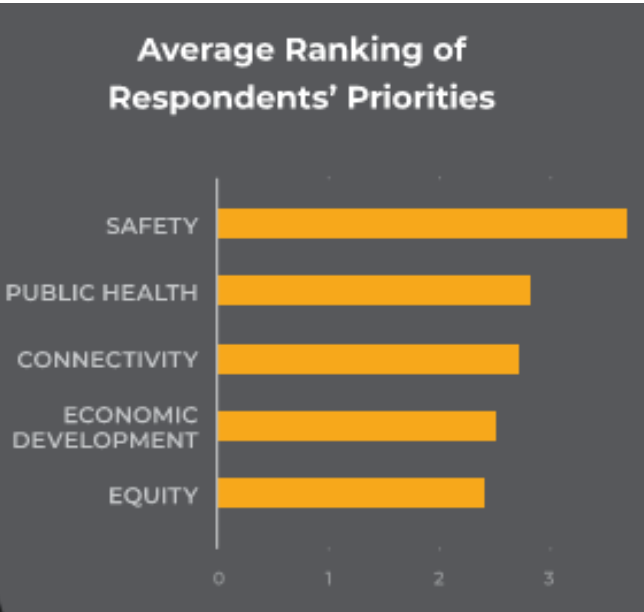
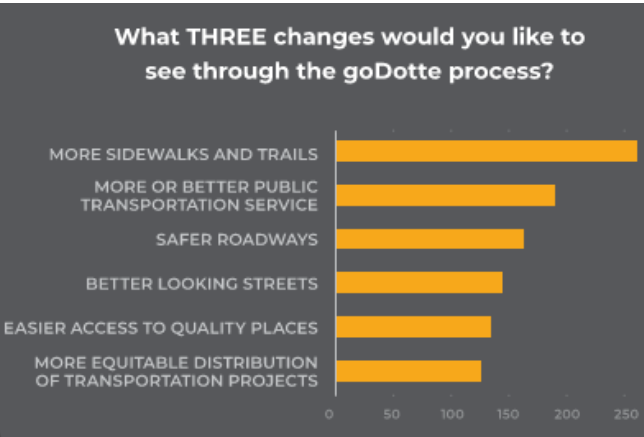
- Health, safety, and affordability
- The movement of people over vehicles
- Connecting communities with opportunities
- Greater mobility options
- Aligning transportation investments with community goals

Today, almost 95% of residents use an automobile for their daily commute while over 5,500 households do not have access to a vehicle. Wyandotte County has historically focused on automobile travel with connections to the freeway which has discouraged the use and infrastructure for other modes of transportation such as walking, biking, and public transportation. For those that do utilize alternative modes of transit, there has been a large number of pedestrian or bicycle-involved crashes within Wyandotte County. Additionally, most local bus routes operate on a 60-minute time frame further decreasing the desire to utilize alternative modes of transit. A great opportunity of Bonner Springs particularly is to take advantage of “right-sizing” the roadways, to create complete streets to better accommodate all modes of transportation.

GoDotte worked closely with the local community in a number of ways to establish primary challenges regarding mobility. The following challenges were found:

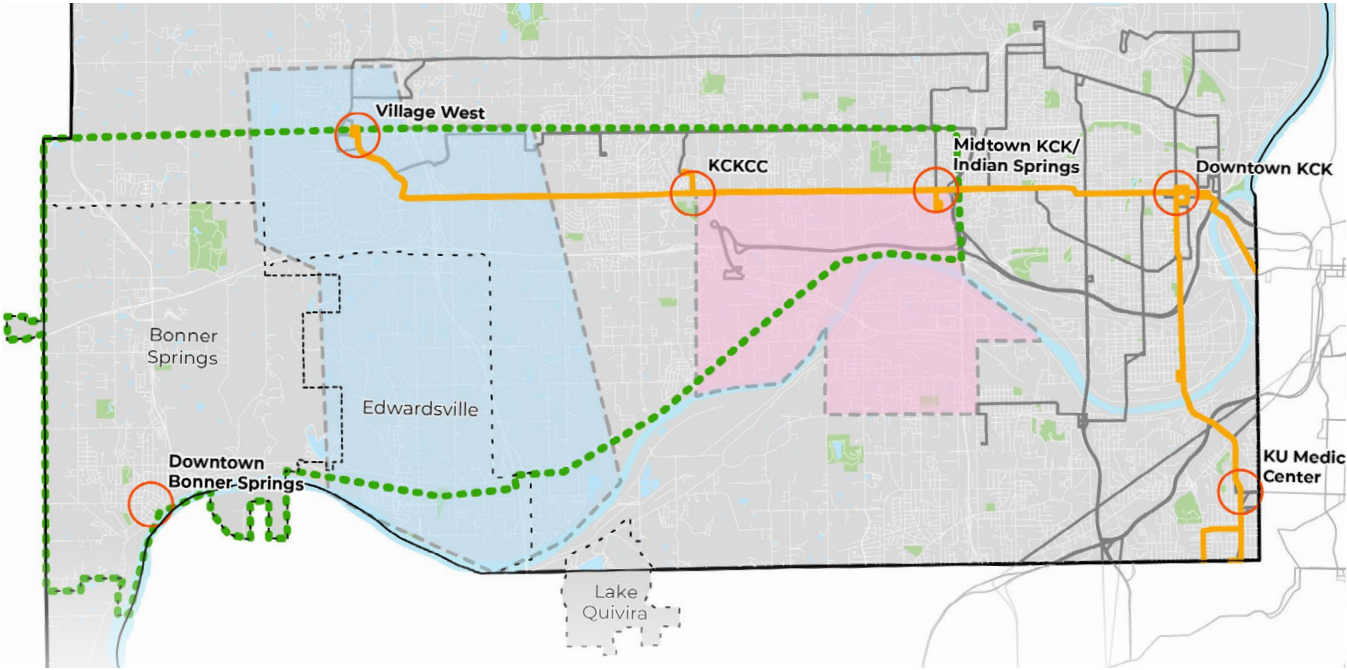
- We need to better integrate mobility infrastructure and land use investments

- Transit frequency and reliability should be prioritized over system coverage
- Our community lacks safe and convenient multi-modal options and amenities
- We have the opportunity to improve access to jobs locally and throughout the region
- Investment in transportation choice makes our community more equitable
- Green infrastructure investments should be leveraged as opportunities to also improve mobility



GoDotte Survey Results

* Note: Please see the Mobility Plan document for more information and maps regarding future development.



GoDotte Recommended Transit & Mobility Plan

* Note: Please see the Mobility Plan document for more information and maps regarding future development.

Micro Transit / Scheduled Ride Service	Fixed Bus Route Service Target Levels
Proposed Mobility Hubs	Fast / Frequent (15 minutes or less)
Existing Route 199 Micro Transit	30 Minute Network
Proposed Edwardsville- Village West Micro Transit	All RideKC Bus Routes
Existing Tiblow Transit Service Area	

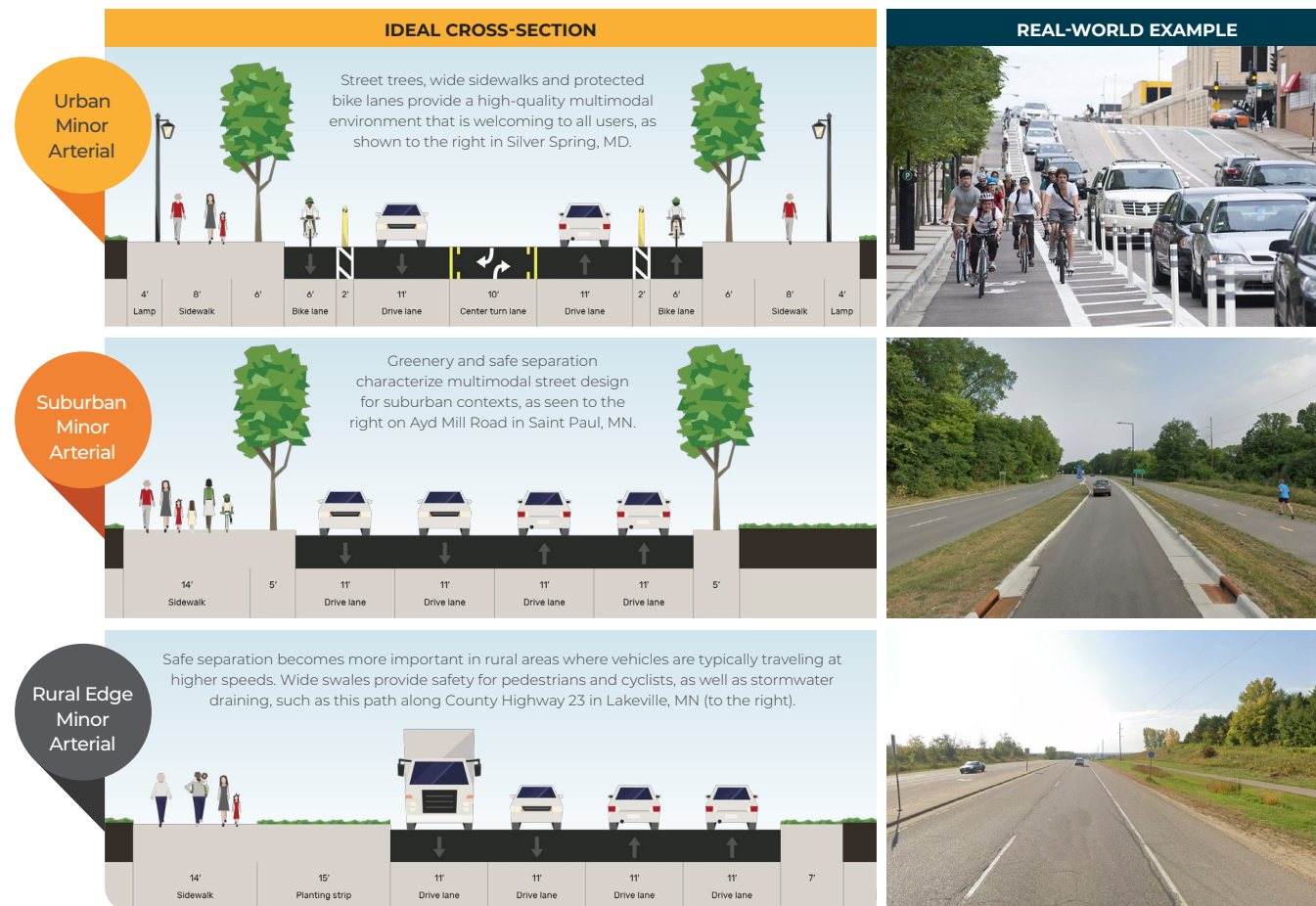
Ultimately, goDotte’s report proposed five big ideas for the mobility plan for Wyandotte County which include:

- Safety first
- Street Design 101
- Next-level transit
- Prioritize connections
- Invest in opportunity corridors

The plan offers recommendations for each of these five big ideas. Some of those recommendations include identifying opportunity corridors, update the existing street functional classification system, implement connected highways, trails, and bikeways, create a

street design priority matrix, and envisioned network of public transit. Please refer to the full report to see more informational about these recommendations.

Overall, one of the primary purposes of the mobility strategic plan is to establish a framework that aligns all transportation policy and investments, the Comprehensive Mater Plan, and MARC’s Climate Action Plan. This report will make sure the Downtown Master Plan incorporates all of the past report’s information.



GoDotte Street Design Framework

* Note: Please see the Mobility Plan document for more information and maps regarding future development.

2019 PARKS & REC MASTER PLAN

Although the 2016 Comprehensive plan was transformative in creating a foundation for Bonner Springs design standards, community growth strategies, and planning for a more sustainable economic, environmental, and physical environment, it did not directly address parks and recreation's mission, so in 2019 a Parks and Recreation Masterplan for the downtown area of Bonner Springs was created. The purpose of the Parks & Recreation Master Plan was to modernize the previous planning document, to serve as a guide to address capital improvement projects, funding strategies, maintenance standards, and a framework for evaluating future land acquisitions and recreational needs in the community for the next 20 years.

The report illustrates an extensive site inventory and analysis on existing parks of Bonner Springs as well as a community profile and benchmarking exercise. It was concluded that Bonner Springs, in comparison to surrounding communities, falls within the middle and has room to improve and grow. A needs assessment was conducted with over 400 participants including both the community of Bonner Springs and the City Staff to determine what how often existing parks are used, which park program is missing, and what the priorities should be for existing and proposed greenspaces. The following list of improvements received the highest votes on the citizen survey:

- Paved walking and biking trails
- Regional bike trail connections

- Fill in the trail gaps between resident and parks and recreation centers
- Natural areas / nature trails
- Restrooms at park facilities
- Public art
- Updated playground areas
- ADA accessibility / inclusive parks
- Small neighborhood parks
- Investing in new park land facilities
- Splash pad
- Park / trails along the riverfront
- Provide more events such as festivals, weekly events, farmers market, etc

The improvements that received the highest votes out of the list was the **expansion of the existing trail network** and **adding a restroom to every park**.

Lastly, the report applied the desired improvements with cost opinions and potential funding opportunities for all six local parks with the addition of a riverfront park scheme. These plans were created through a week long charrette process with the designer and City personnel. Since this process has taken place in 2019, many of the park improvements have been completed:

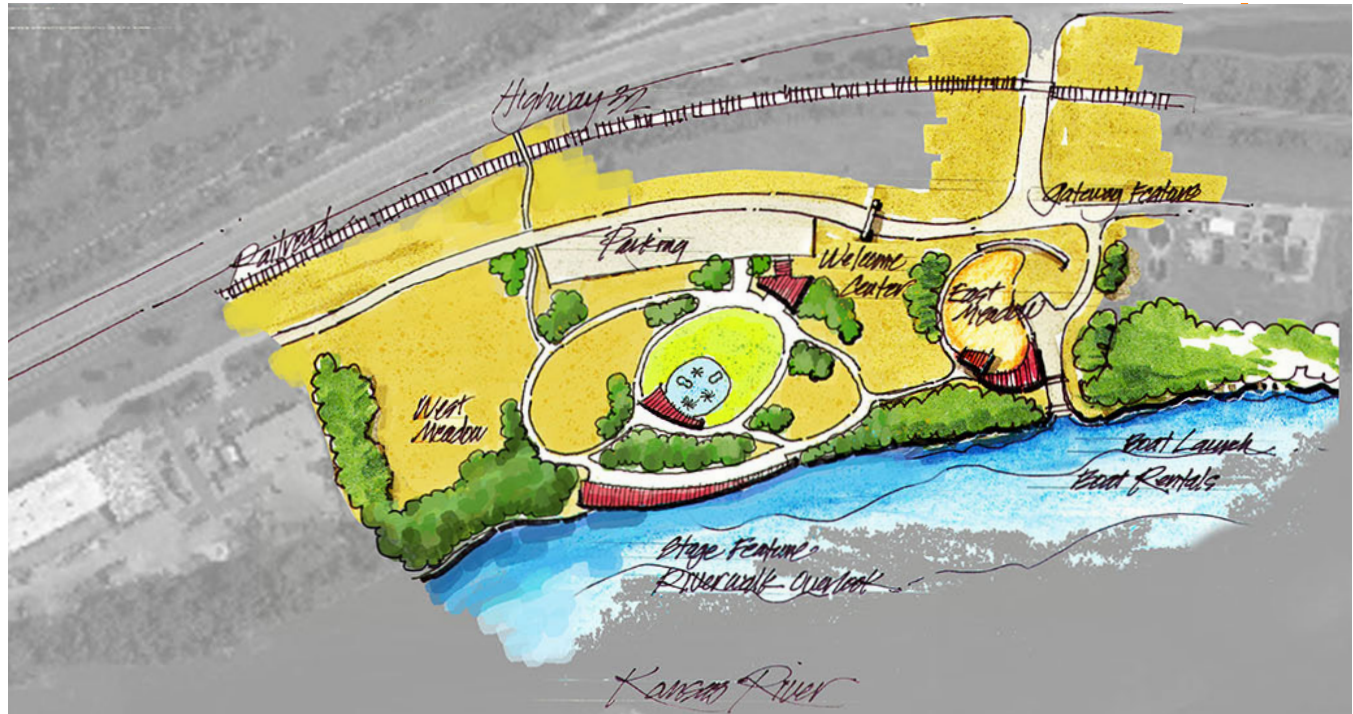
- 18 Hole Disc Golf Course - Spring 2019
- Lions Park Field 2 Renovation - Spring 2019
- Dog Park Parking Lot - Summer 2019
- Gel Coat Aquatic Park Slides - Spring 2020
- Concrete T pads for Disc Golf - Spring 2020
- Aquatic Park Filter System Update - Spring 2022
- Community Center Roof, Gutter, & Fascia replacement - Spring 2022
- Painting of Pool Shell - Fall 2022
- Centennial Park Electrical Upgrade - 2022

- Playground Surface Replacement at Lions Park - 2022
- Updated Gym Lighting - Fall 2022
- Restrooms at North Park - Fall 2022
- Fitness Court - Summer 2023
- Farmers Market Pavilion at Centennial Park - Summer 2024
- Community Center Improvements - Ongoing



Centennial Park Improvements Plan - 2019

* Note: This is only one of seven improvement plans. Please see the 2019 Master Plan document for more information and maps regarding future improvements.



Proposed Riverfront Park - 2019

* Note: This is only one of seven improvement plans. Please see the 2019 Master Plan document for more information and maps regarding future improvements.

One of the main projects that was proposed in the 2019 Master Report was a new riverfront park. Since 2019, it has been determined by the City that placing a public park next to an existing water treatment plant isn't the preferred idea and that it should better connect to the City of Bonner Springs. A priority project from this master plan will be to identify a new location for a riverfront park and trail that connects better to downtown Bonner Springs as well as connects into other proposed projects such as the MetroGreen trails. Despite the proposed riverfront park location no longer being well suited, the proposed programming will be taken into consideration for the new location.

To read the full report please visit the City of Bonner Springs website.



Riverfront Park Preferred Location

This graphic shows the previous location for the riverfront park to the east of K-7 Highway vs the new preferred location to the west of the highway.



Birdseye View of Preferred Riverfront Park Location

This graphic shows the new preferred location of the riverfront park which is to the west of the K-7 Highway.



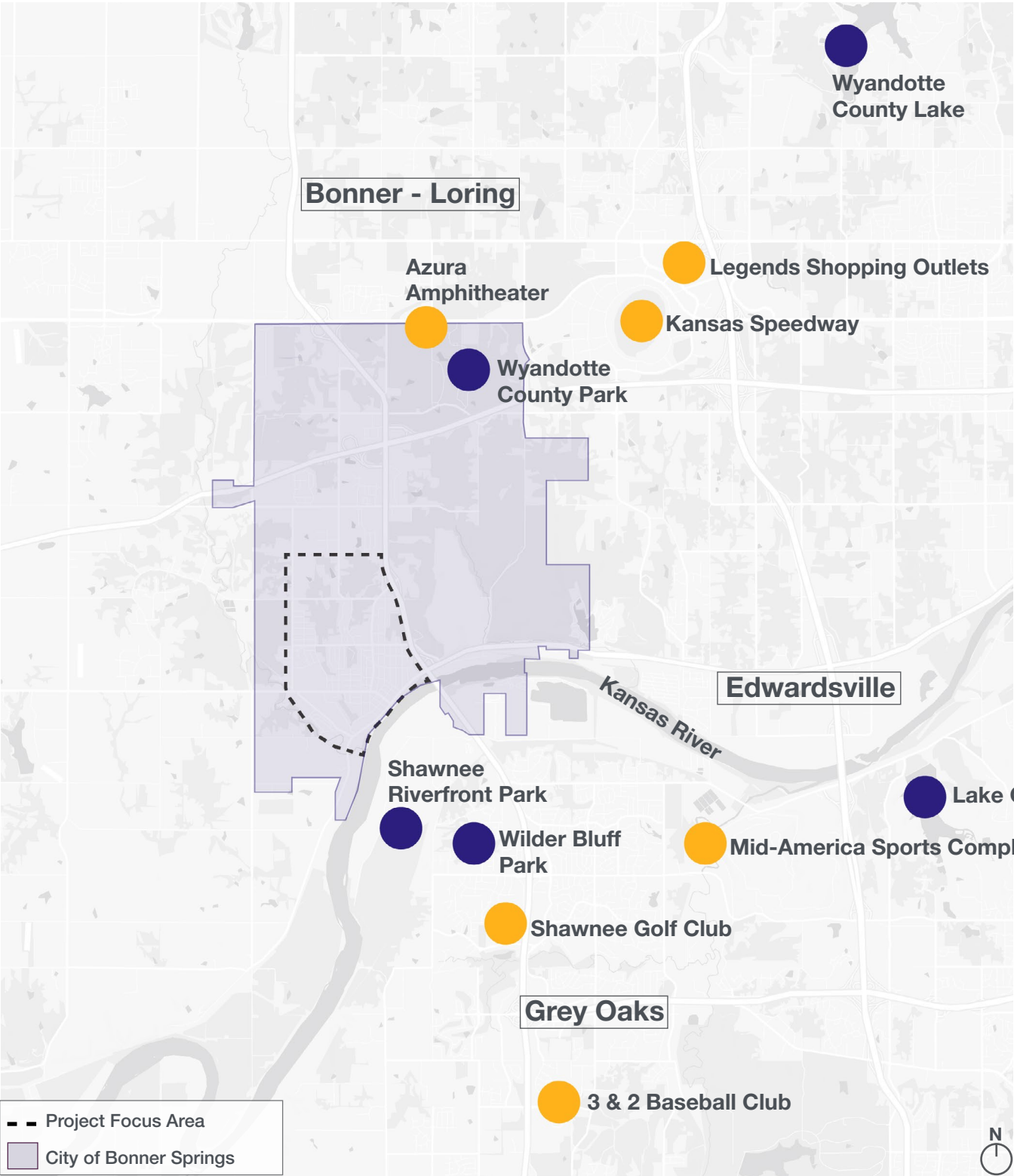
02 Discovery

Discovery

PROJECT INVENTORY

In this phase the design team familiarized themselves with the details of the project area, past and ongoing efforts in the region. The discovery phase is synonymous with the Existing Conditions Inventory, Data Collection and Analysis scope. A foundational understanding of the project area and context is an essential component to creating a successful plan. Building on the previous planning efforts in the region, the design team compiled the following series of Inventory findings.

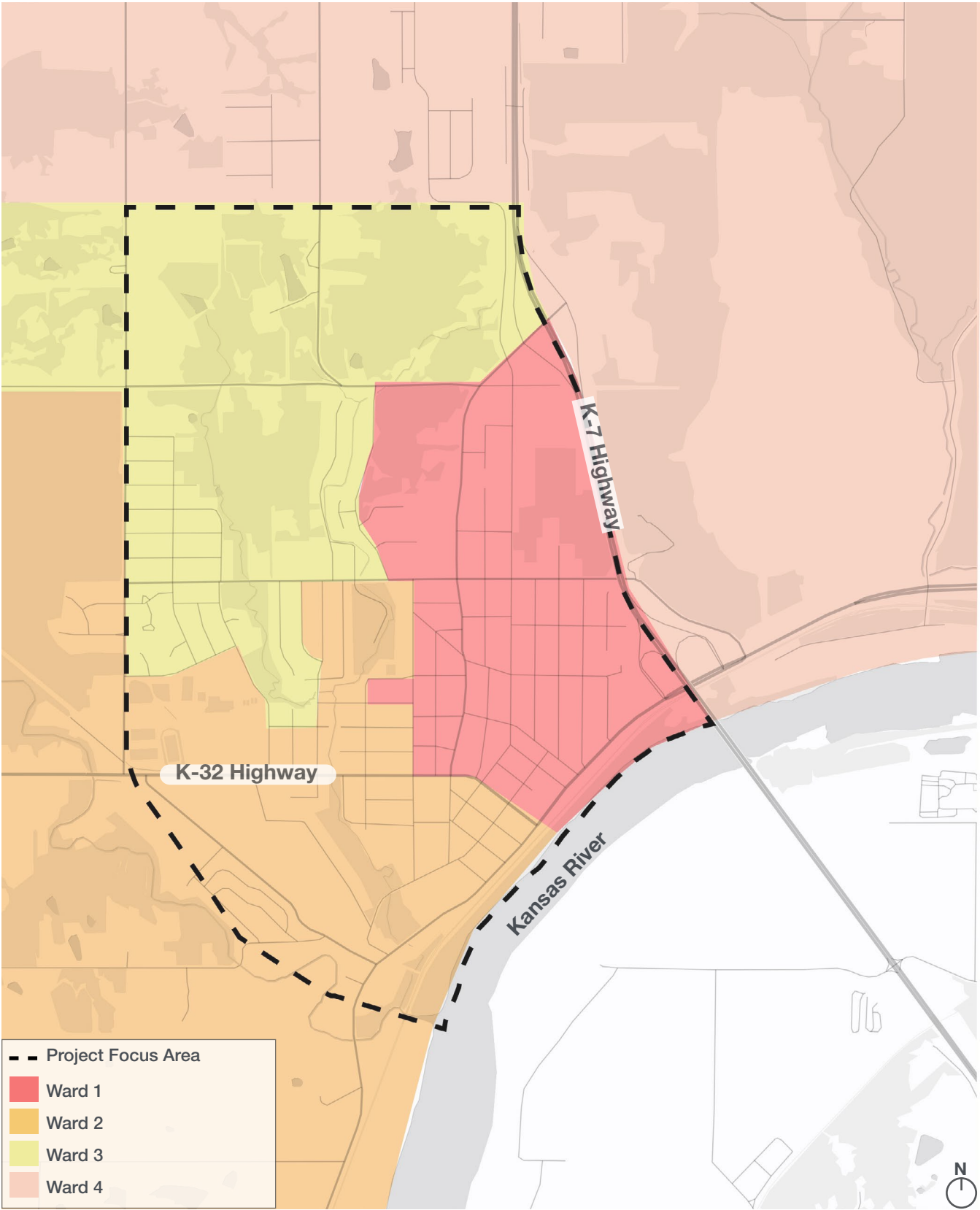
- Context
- Wards
- Zoning
- Median Age
- Median Income
- Population Density
- Projected Population Growth
- Regional Roads
- Local Roads
- Local Businesses
- Local Schools
- Local Churches
- Local Parks
- Water Risk



Bonner Springs Context

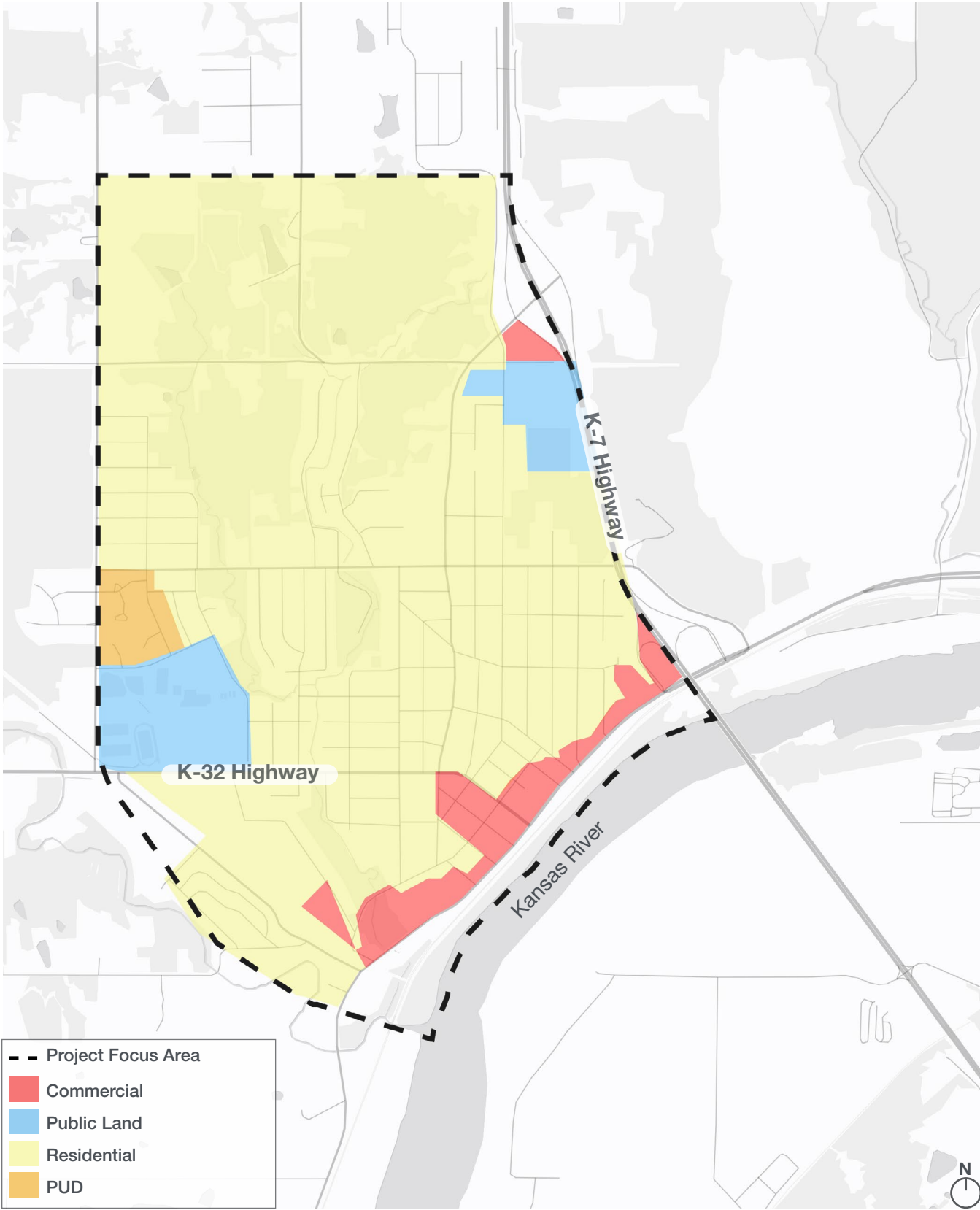
Bonner Springs is positioned on the banks of the Kansas River in southern Wyandotte County. Shawnee Kansas is located across the river to the south and Kansas City Kansas to the north and west.

Several regional attractions position Bonner Springs in close proximity to a variety of recreation and commercial destinations. Bonner Springs is in a position to become a regional hub for activity in the area.



Local Wards

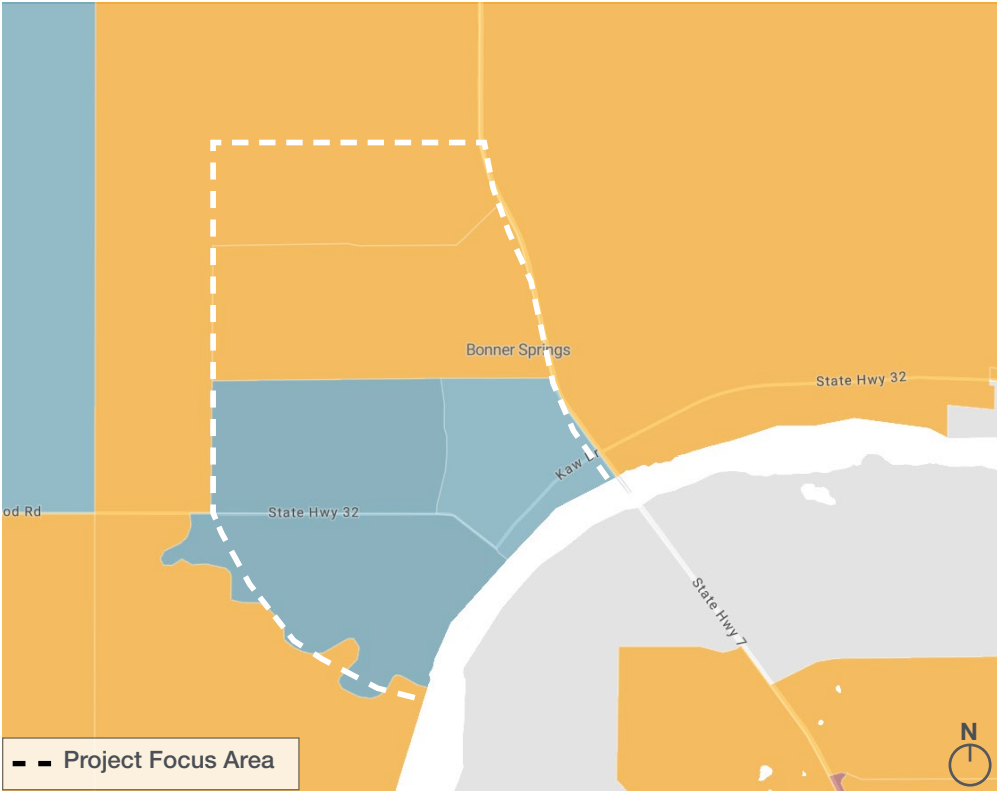
Bonner Springs is organized by Wards, represented on the City Council by two Council Members. Some Data sets have been classified by Ward.



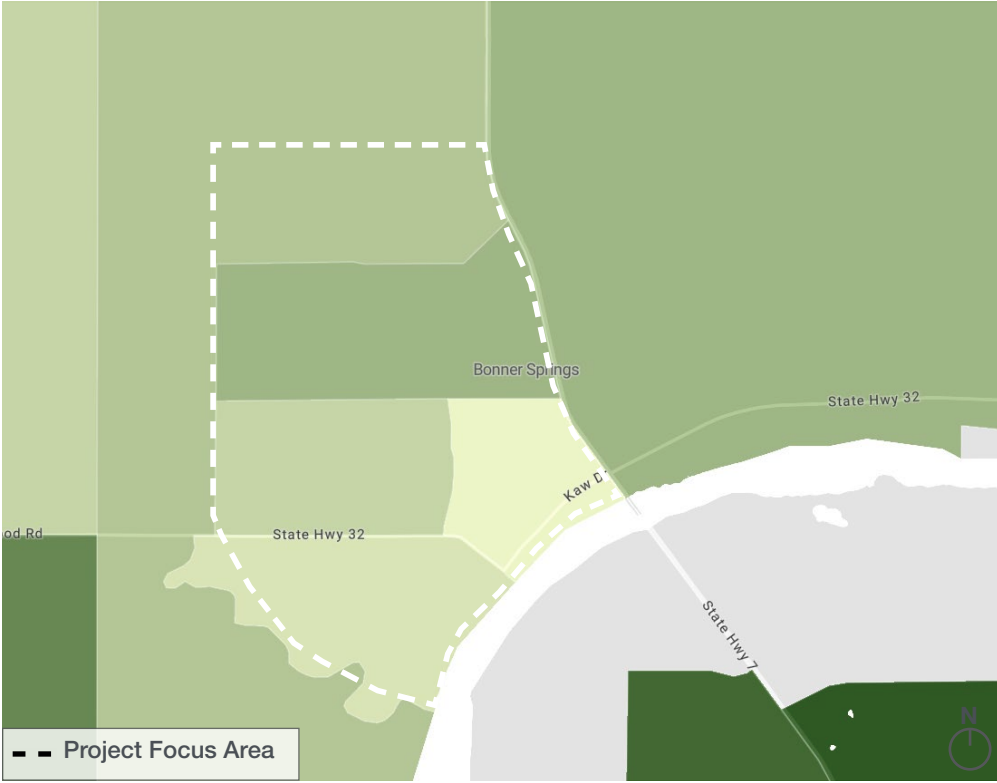
Zoning

Four zoning classifications are present in the project focus area. A core commercial use zone is in place along the Kansas River. Public parks create a number of anchors throughout town and are largely interconnected

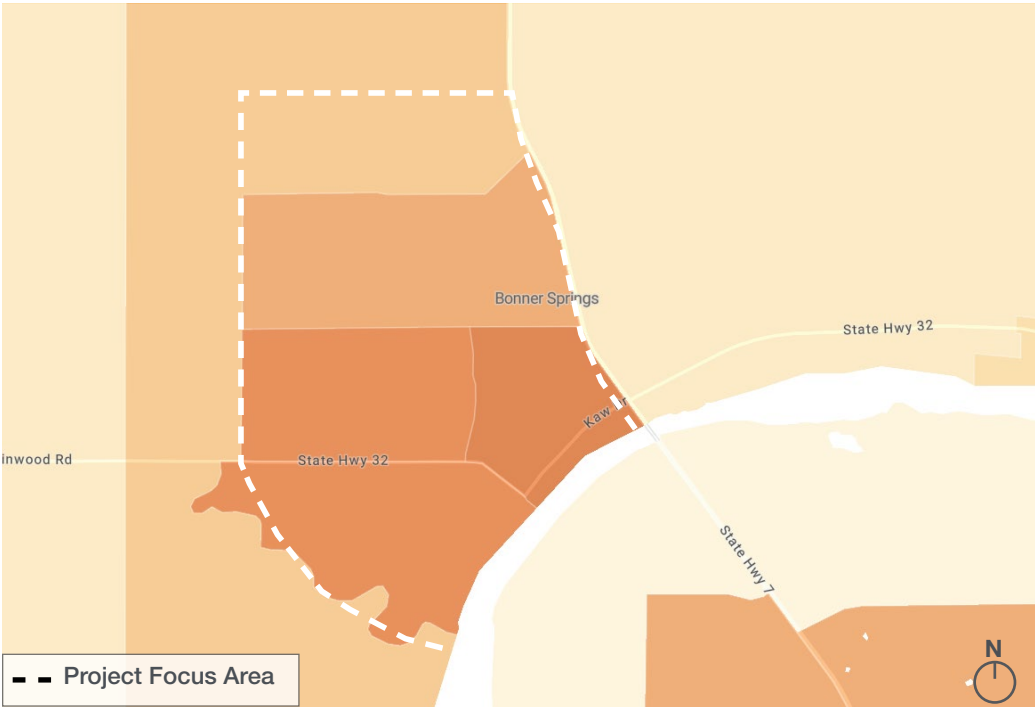
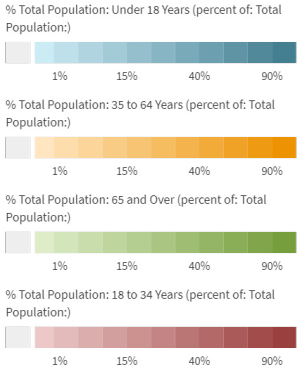
by residential zoning. This provides relatively close proximity between population centers and destinations throughout the project focus area.



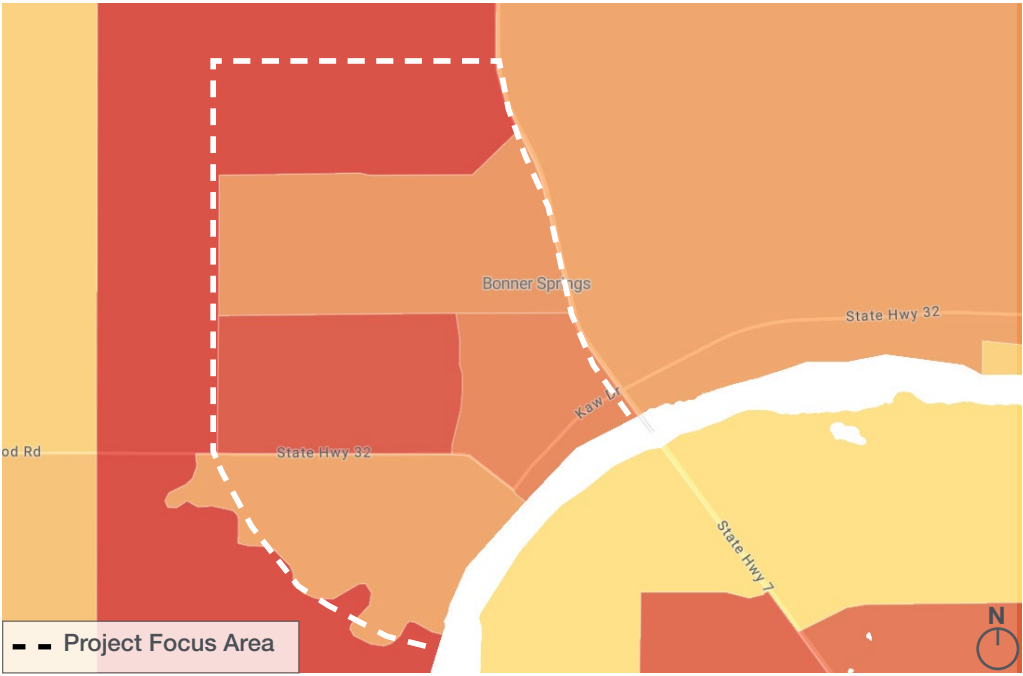
Median Age



Median Household Income



Current Population Density

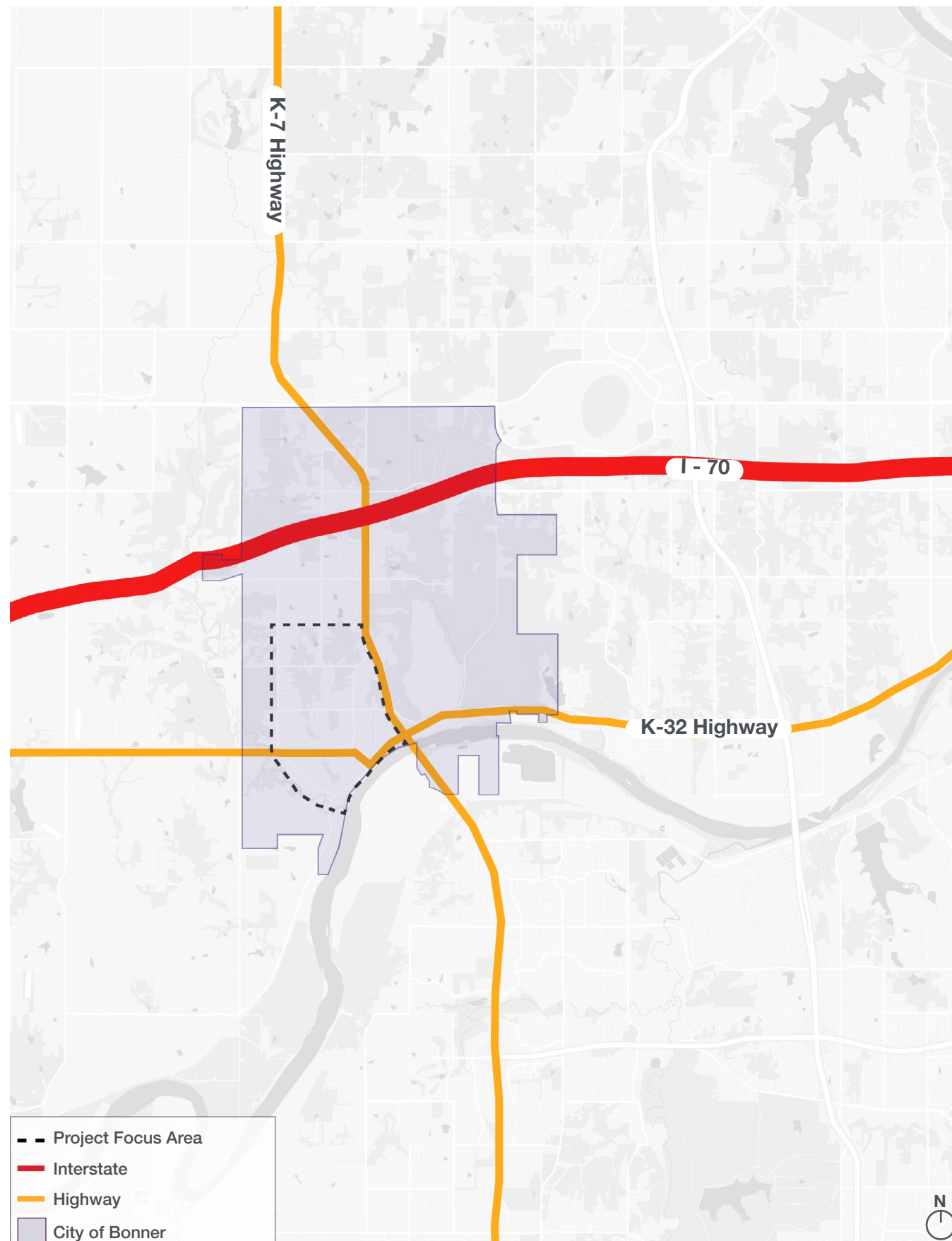


Projected Population Growth (2022- 2027)

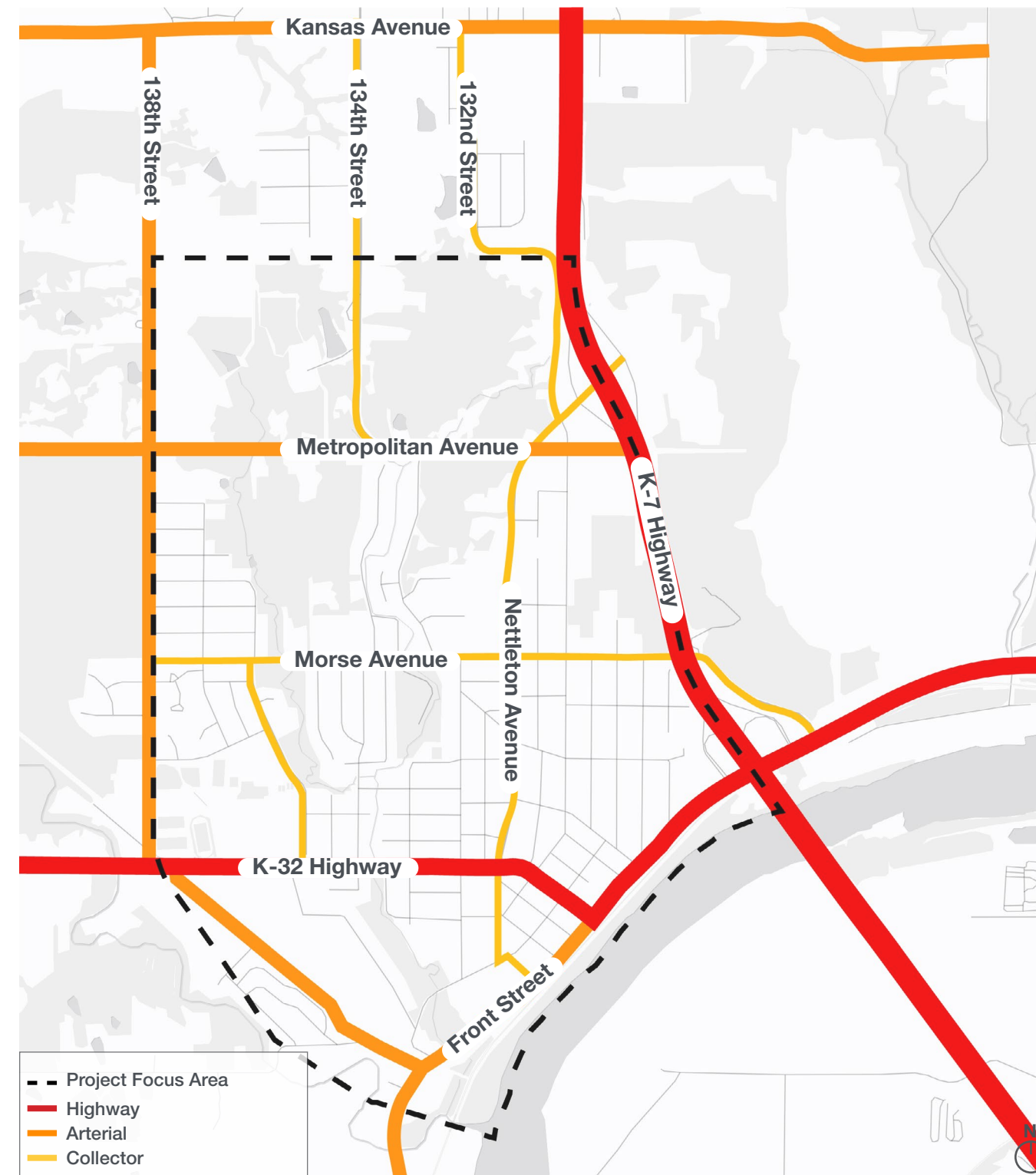
BONNER SPRINGS DEMOGRAPHICS

Demographics give us a snapshot of the community that may help to understand the likely goals and desires as well as needs within project focus area. Bonner Springs has a median age of 30+ with ages trending up as you move north in the community. Similarly the median

household income is \$40-60k and trending higher as you move north in the community. The highest density is concentrated in the project study area and the area is anticipated to have moderate population growth through 2027.



Regional Roads



Local Roads

ROAD SYSTEMS

Bonner Springs sits in close proximity to 3 highways. State highway 32 runs along the south end of town providing east-west connections beyond the community as well as arterial connection to K-7. State Highway 7 is a north-south connection providing critical access to the

region to and from Bonner Springs. A short drive on K-7 takes you to Shawnee and Johnson County to the south and Interstate 70 and greater Wyandotte County to the north. Interstate 70 is a national arterial 8 min north.

COMMUNITY ASSETS

Bonner Springs is home to a diverse set of community assets from business and commercial destinations to public open space.

Local businesses form a core district in the downtown area adjacent to the riverfront and rail line. Secondary business destinations are located both north (1-70 & K-7) and south (Fuel House) of downtown. Future plans envision a multi-modal corridor to the northern business district from downtown. The Fuel House development has become a regional attraction with limited bicycle and pedestrian connections to the core of Bonner Springs. This presents an opportunity to strengthen connections in this area and increase the connectivity of the Bonner Springs Business community.

Local Schools are concentrated on the Southwest end of town with Kump Ave serving as the primary vehicular connection to the residential fabric of the community. Local bicycle and pedestrian connections are important to provide access to the education district from adjacent neighborhood development.

Local Parks are spread fairly evenly across the project focus area. This creates a great sense of connectivity between the parks and local housing. Finding ways to connect the parks to each other will help to bolster the interconnectivity of the park system across the community.

The community church network is well distributed and integrated into the residential fabric. This distribution increases access to these assets by community members.



North Park



Downtown Businesses



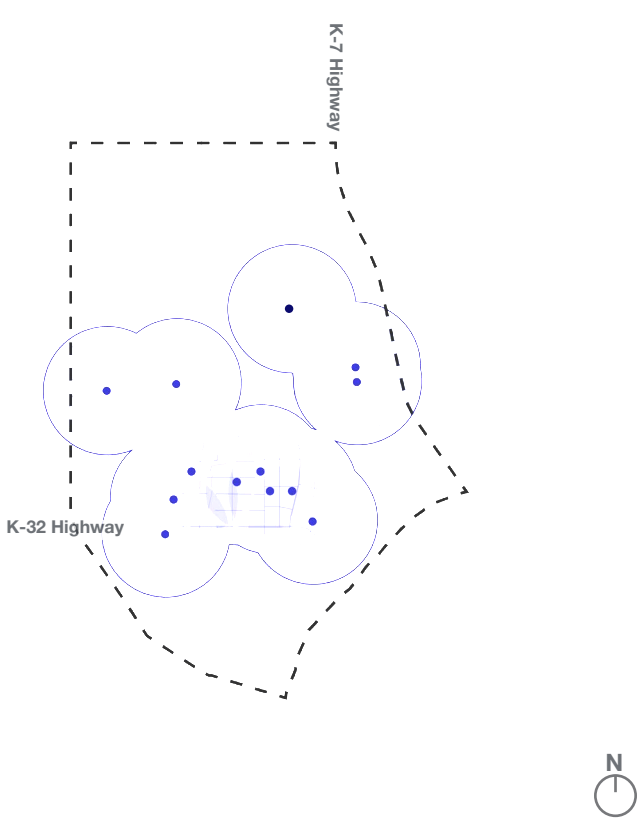
Fitness Court



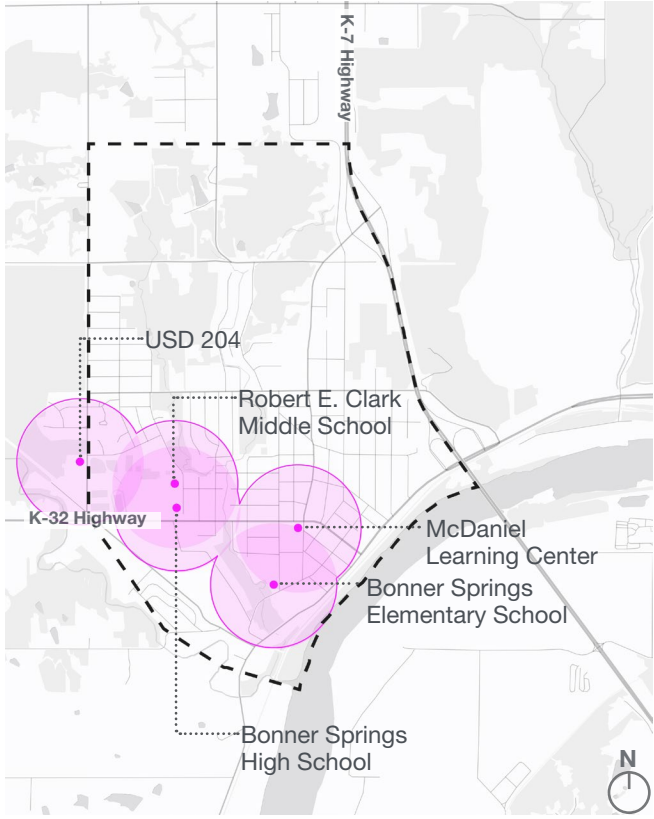
Local Businesses



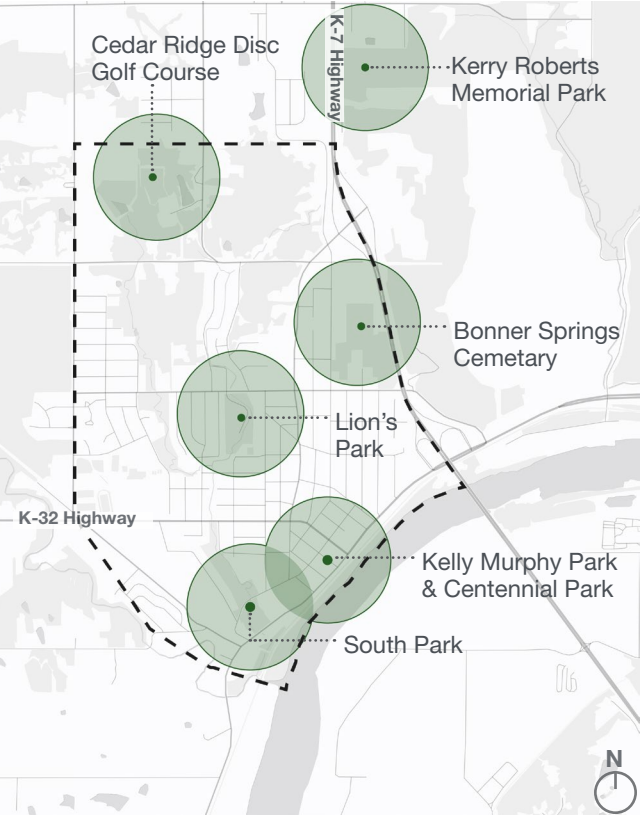
Local Businesses
* Note: Each bubble is a 5 minute walking radius



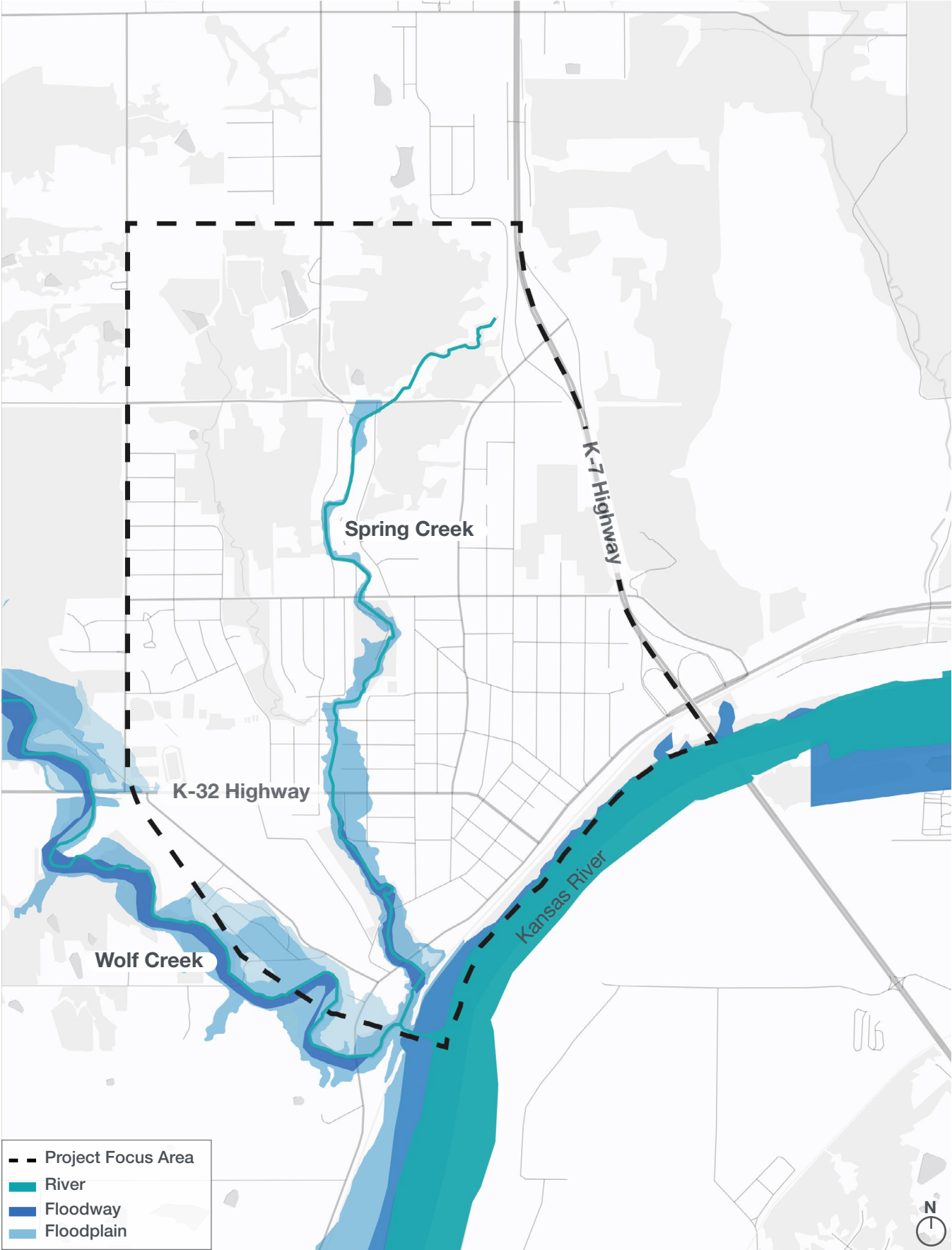
Local Churches
* Note: Each bubble is a 5 minute walking radius



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



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



Existing Floodplains

KANSAS RIVER

The Kansas River is the county line between Wyandotte and Johnson Counties, and serves as the city’s southern city limits, except for the Bonner Springs industrial park area south of the River and east of K-7 Highway. Embracing the river is a foundational goal of this planning effort. Development along the river has largely been non existent due to the presence of the Union Pacific Rail Line. The rail corridor separates the downtown core of the community from the river. Finding creative solutions to embrace the river will be an important part of the process moving forward. Flooding along the Kansas River in this area is of minimal risk to the City itself. However, the site proposed for the riverfront park is partially within the floodway of the river. Floodway’s present unique challenges for development and represent a barrier to development. Factoring the floodway into the opportunities and constraints for development of the riverfront park, we find the narrowest section of riverfront is the remaining zone of opportunity.

DRAINAGE AREAS

Spring Creek and Wolf Creek drainage areas are tributary to the Kansas River in the project focus area. Both creek corridors have areas of flood concern and posses a number of open green spaces within the city because of these flood risks.

Spring Creek bisects the city of Bonner Springs north-south. This corridor is home to Lions Park and South Park. Spring Creek presents an opprotunity for greenway trails in the heart of Bonner Springs. Close proximity to North Park makes this corridor even more valuable as a recreation potential perspective.

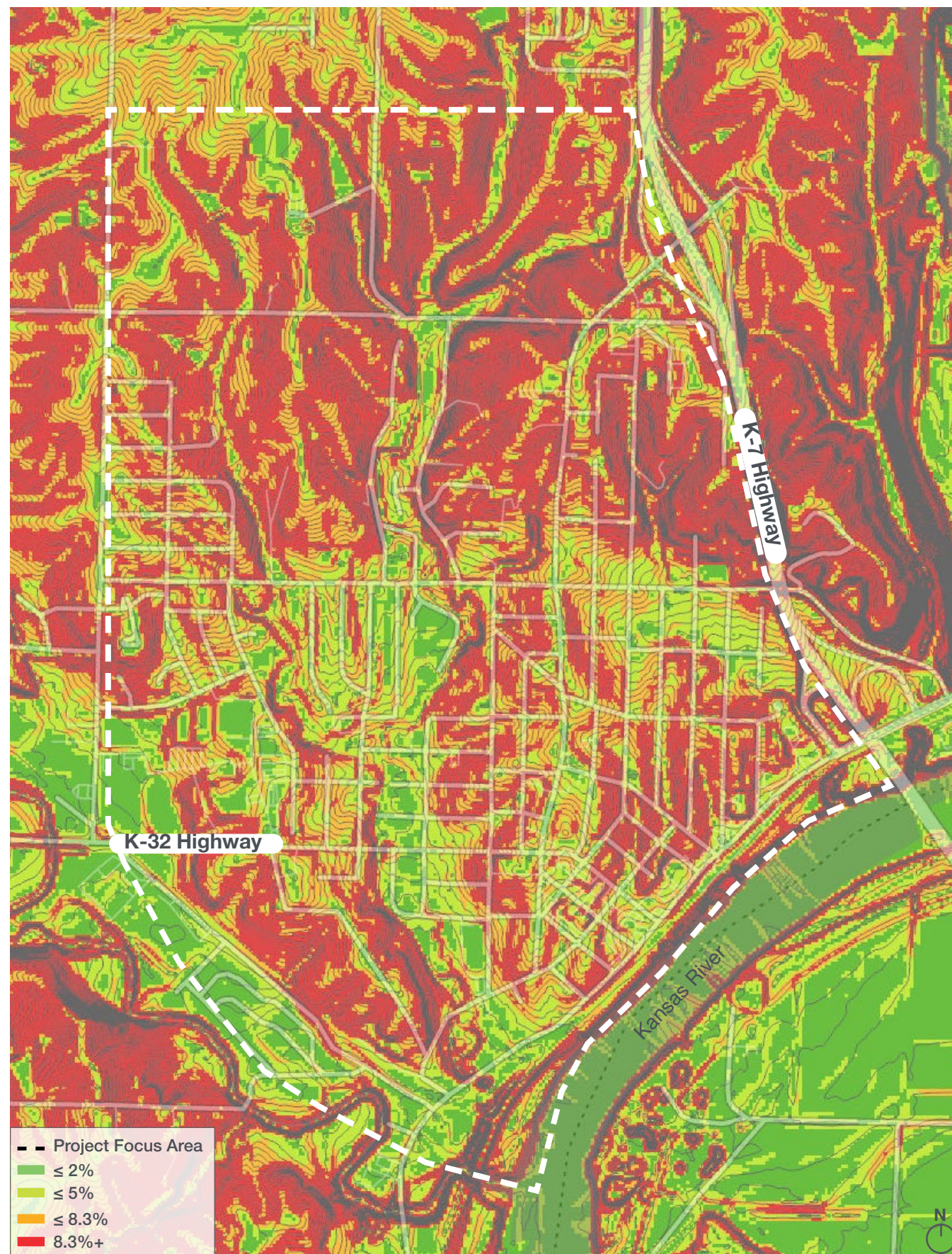
Wolf Creek forms the southwest boundary of the project focus area. This corridor has been identified in the Metrogreen as a potential greenway corridor in the future.



Visual Access to the Kansas River



Visual Access to the Kansas River



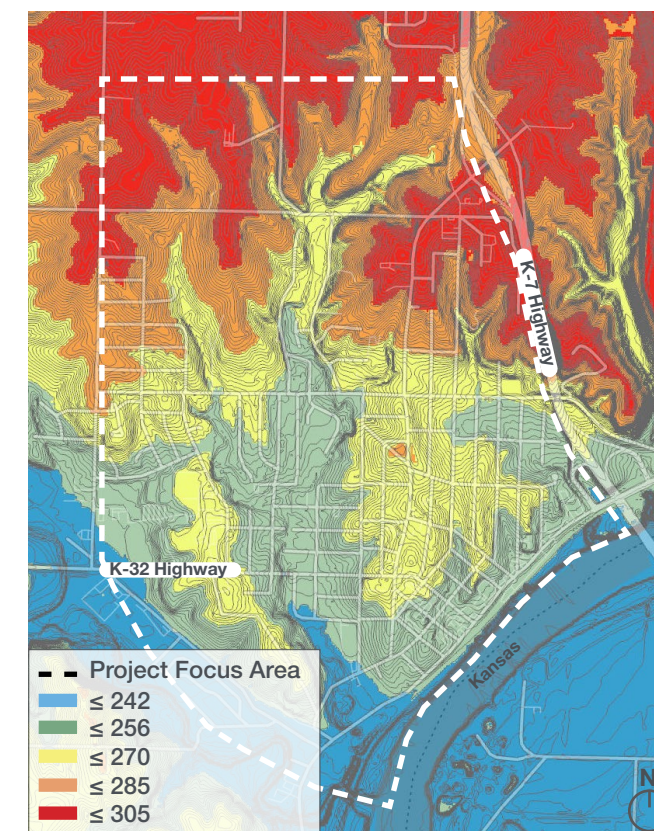
Existing Slopes

TOPOGRAPHY & SLOPE

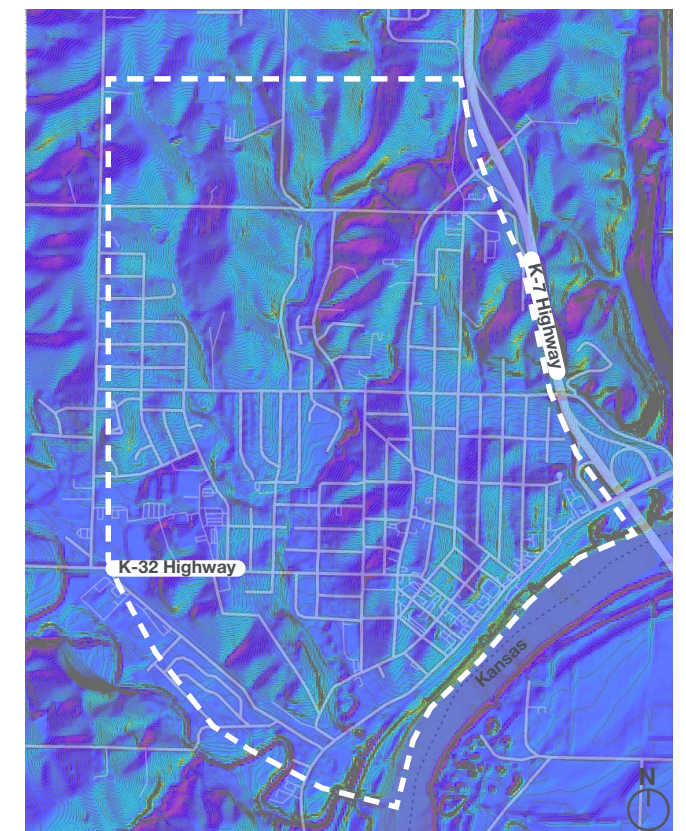
Topography and slope directly influence accessibility and constructibility. Bonner Springs location on the banks of the Kansas River and home to several large drainages, creates a large amount of topographic change in the city. The Existing Slopes graphic on pg 34 illustrates slope within the project area. Naturally accessible slopes between 0-2% are shown in green. Slopes that are still within the acceptable tolerances of ADA (2-5%) are shown in yellow. Challenge slopes between 5-8.3% that will require regrading or ramps in order to achieve accessible routes are shown in orange. And areas of significant slope challenge (8.3% and above) are shown in red. These areas will require significant regrading or the extensive use of ramps in order to achieve accessible pedestrian circulation. Naturally, earthwork and infrastructure adds to the construction cost of a site and reduces the program feasibility of certain activities that require minimal slope.

The graphics below illustrate topography in slightly different ways. Existing elevation bands show us the natural breaks in the landscape. Elevation increases as you move away from the river. There is roughly 65 feet of grade change from the river to the north end of the project focus area. Natural drainage and flow within the project areas occurs from north to south terminating in the Kansas River.

Lastly, we examine the Hillshade analysis of the project areas. This helps us to illuminate peaks valleys and sloped areas more clearly. Areas that area more naturally shaded may be prone to less solar gain, resulting in cooler temperatures and winter ice. Conversely exposed slopes tend to receive greater amounts of sunlight but also suffer from wind exposure. These are all elements to consider for development.



Existing Elevations



Existing Hillshade

GREENSPACE & CONNECTIONS

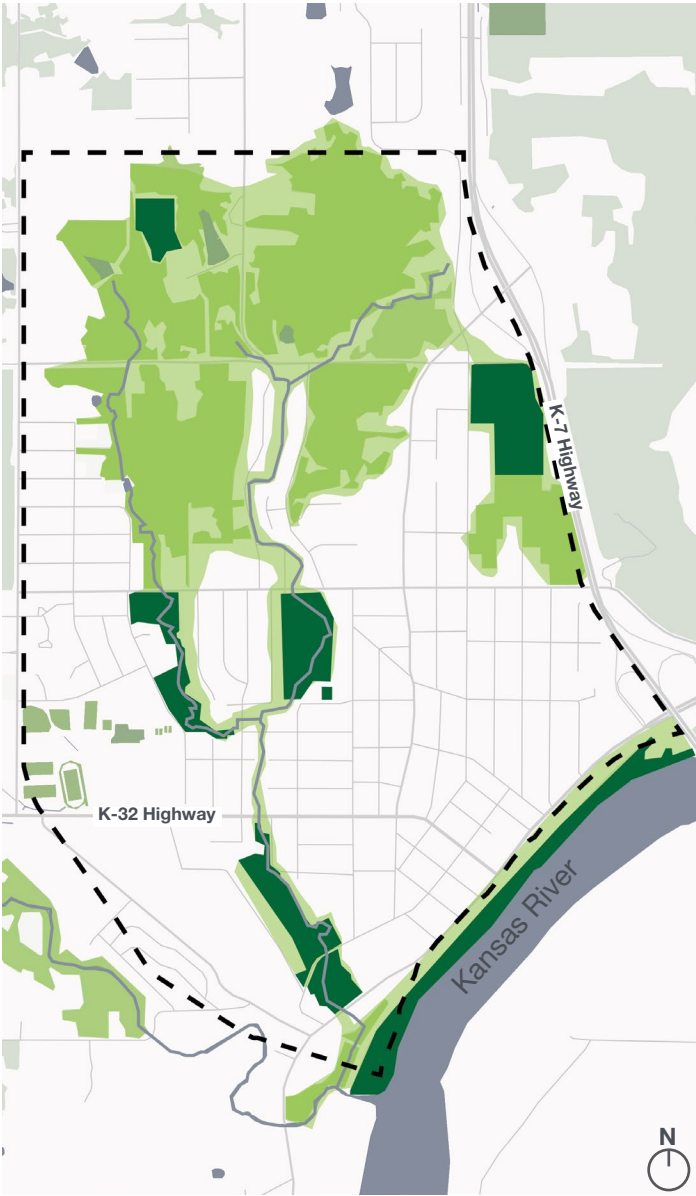
The Spring Creek drainage area creates a ribbon of greenspace through the Bonner Springs community. North Park, Lions Park and South Park create a series of recreational stepping stones along the stream corridor. Additionally the city owns property on the west tributary of Spring Creek adjacent to the Bonner Springs High School. The stage is set for a comprehensive trail network that ties these community assets together. Currently there are three independent sections of trail system in the community. Lions Park is connected to South Park via greenway trail. North Park, while isolated from the other community parks by trail, is connected by trail north to Kansas Ave.

A plan to expand the current trail system exists. Currently Phase V of this trail system is under development. This will connect North Park to Lions Park. The buildout and expansion of the trail system will greatly elevate the recreation opportunity in Bonner Springs.

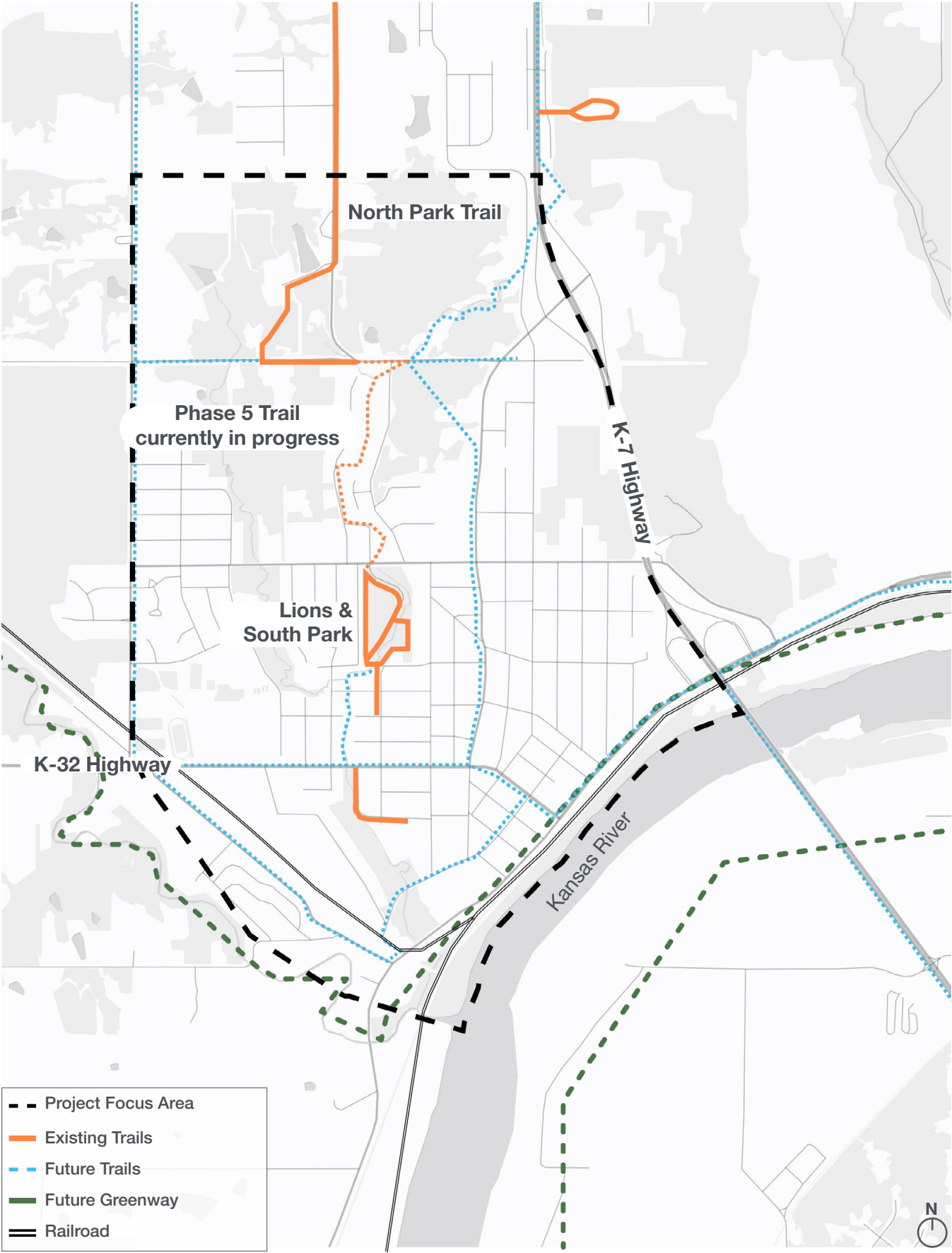
Additionally proximity to the proposed Metro Green Trail network creates an opportunity to connect to the region as a whole. A robust trail system exists to the south in Johnson County, connecting to this system would largely expand the accessible trails available to the Bonner Springs Community. Similarly, Wyandotte County has several parks such as the Wyandotte County Lake Park and Wyandotte County Park that have extensive trail systems. Future expansion of the Metrogreen system to connect these parks across the region will bolster recreation opportunities for the entire metro area.

Constraints to trail expansion in the community exist and will need to be addressed as well. Access to the riverfront park for example creates a robust challenge. Currently, the downtown is seperated from the riverfront by the Union Pacific Rail corridor. There is not a pedestrian crossing in existance in the downtown area. Past efforts

to develop this crossing have been unsucessful. These efforts have lead to the exploration of alternative routing oppotunities. The design team will explore alternative to provide access while overcoming the rail corridor access challenges. Drainage areas to the south of downtown present an opprotunity to leverage elevation to traverse the rail line. Access to this area is a challenge however due to limited right of way width at the existing vehicular bridge on W Front St. near the intersection with S Bluegrass Dr.



Existing Greenspaces



Pedestrian Travel



03 Analysis

Analysis

PROJECT ANALYSIS

Analysis is the second phase of the project workflow, after inventory. Here we will begin to examine the effect the existing conditions explored in the previous chapter have on the project focus area. The Analysis chapter will begin to identify opportunities and constraints that set the stage for future ideation and plan concepts. Primary areas of focus influence the project keys for success. These areas will be examined in more detail in the analysis chapter.

- Site Constraints: What are the primary limiting factors to circulation and development?
- Neighborhood Connections: Where do people live? Where do they want to go?
- Pedestrian Connections: How do people get to the places they want to go?
- Walking Distances: How hard is it for someone to get where they are going?
- Parks & Trailheads: Natural Corridors for circulation and recreation.
- Riverfront Activation: What do we know about the riverfront park location?
- Downtown Core Analysis: Whats happening in the heart of the city?
- Overall Analysis: What do all these diagrams tell us?



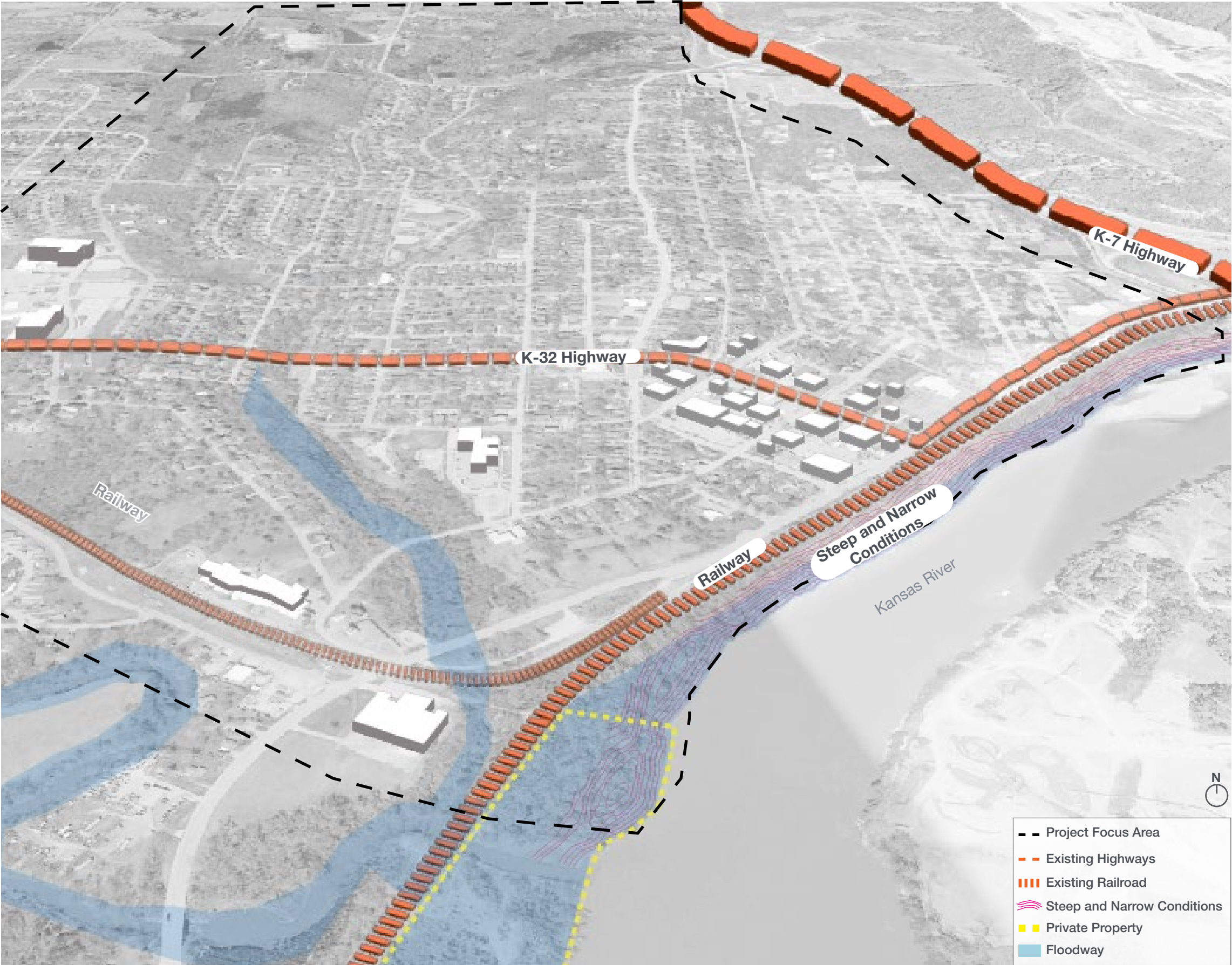
SITE CONSTRAINTS

A number of constraints are present in the Downtown Bonner Springs project area. These constraints create challenges to circulation and connectivity as well as suitability for built elements.

Primary circulation constraints include the Union Pacific rail line and the K-32 corridor. K-32 has largely been equipped with sidewalks, crossing snad pedestrian amenities to facilitate pedestrian circulation. However, K-32 presents a challenge to bicycle circulation as it does not have dedicated bycycle infrastructure. Generally speaking the introduction of KDOT jurisdiction creates an additional layer regulatory requirements thtat must be met in order to implement bycycle and pedestrian infrastructure.

The Union Pacific rail line that borders the south end of the focus area seperating downtown bonner from the river is a significant site constraint. There are no pedestrian crossings currently in place to facilitate access to a river front park development. Efforts to engage the railroad with a crossing have been unsuccessful to date. Creative solutions to this constraint will be a driving factor in the success of the riverfront park development.

Topography and flood risk are additional constraints in the development of the riverfront park. Steep slopes are present along the river. In conjunction with heavy tree cover, this limits the types of development that are feasible in this area. Low impact approaches such as linear trails and boardwalks are better suited to this site than traditional development. Floodway covers a large portion of the site as well. Floodway development requires limited vertical development and resilient design strategies. Additional permitting may be required. Careful consideration should be given to programming to best utilize the site given these constraints.

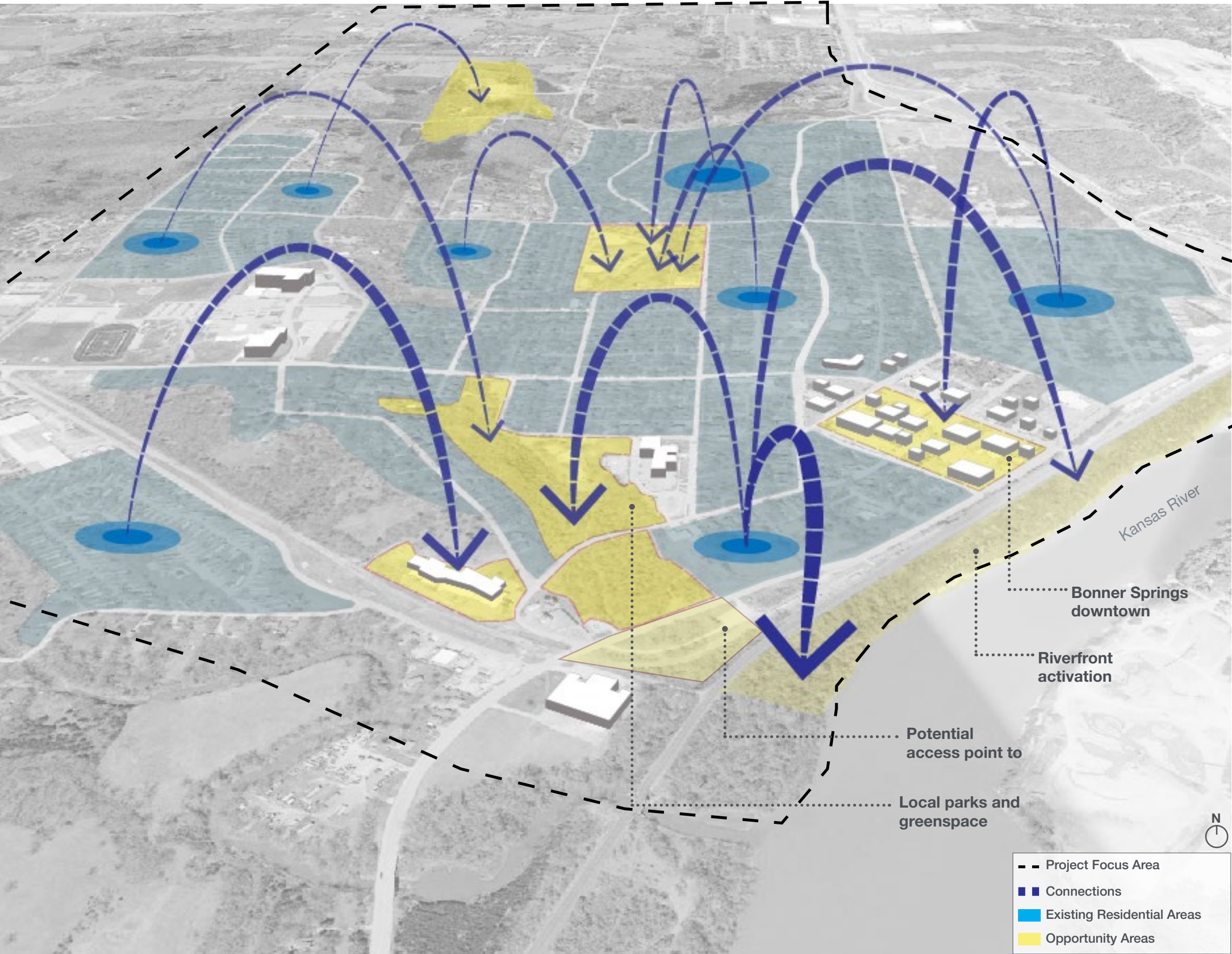


Site Constraints

NEIGHBORHOOD CONNECTIONS

Connecting people to the places they want to be is an essential component of a successful downtown master plan. Bonner Springs has a substantial residential fabric surrounding the downtown core. Ensuring that these neighborhoods are able to access commercial, recreational and institutional destinations via multi-modal connections greatly increases the livability of the city.

Where residential areas are adjacent to destination zones, connections are simple and intuitive. However, where proximity or natural features create separation between where people live and where they want to go, connections can be more difficult. Two major destinations that suffer from lack of connectivity in Bonner Springs are the future riverfront park and the recent commercial development near Front St and S Bluegrass Dr.

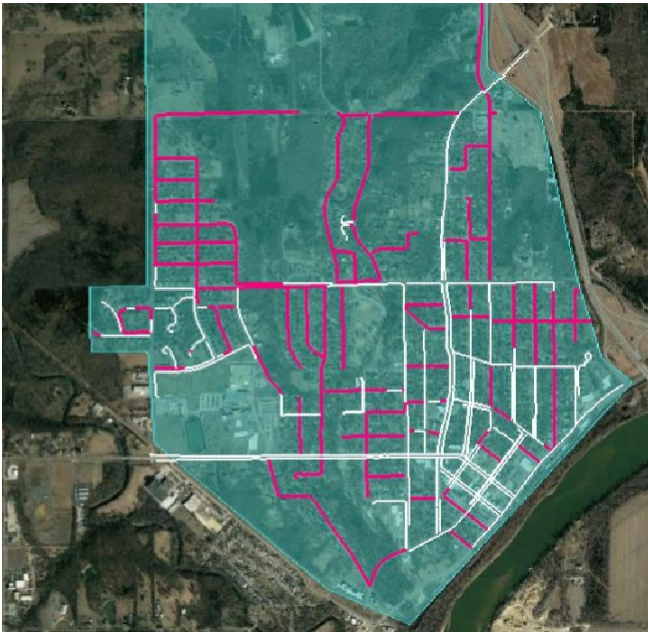


Residential Access

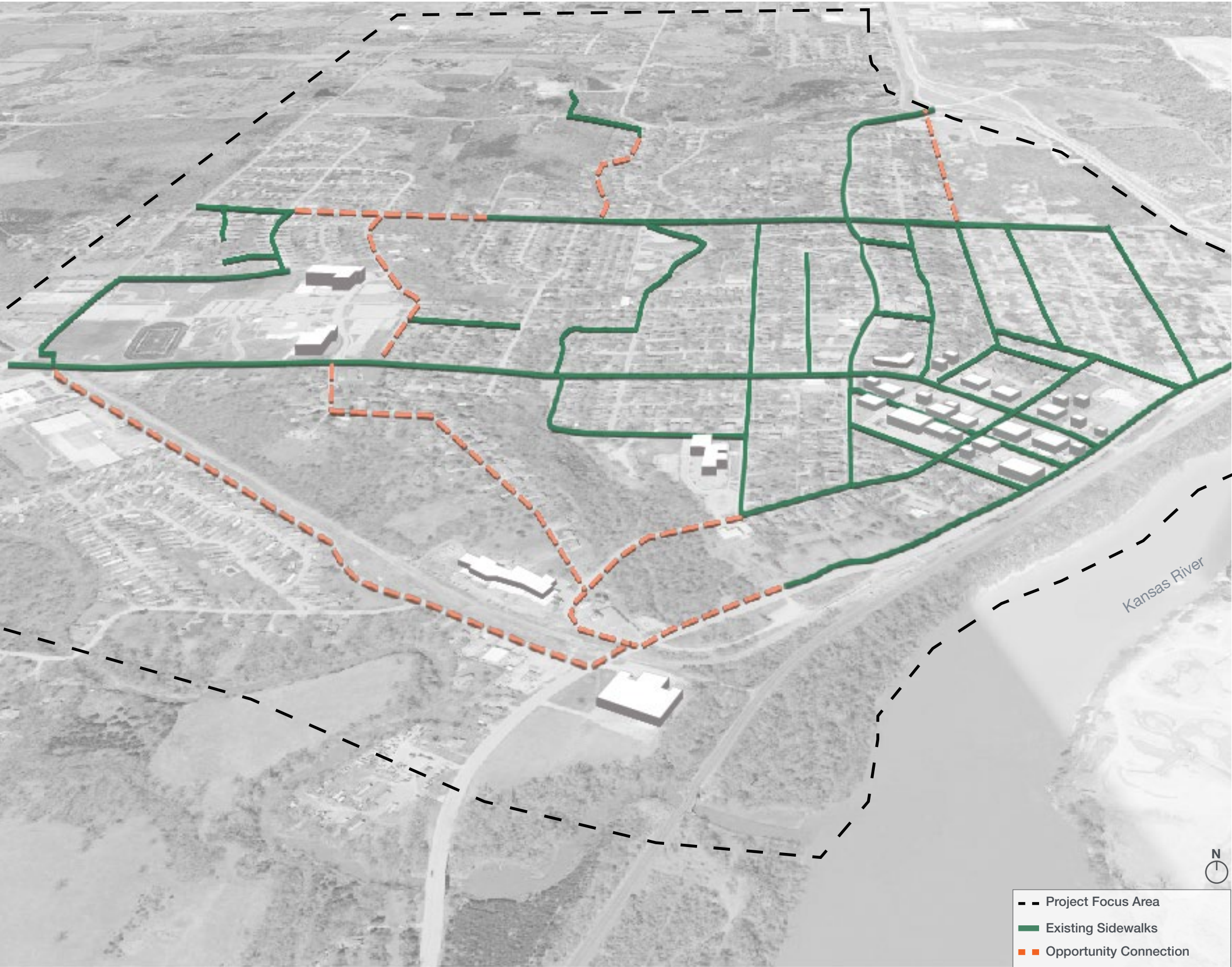
PEDESTRIAN CONNECTIONS

Pedestrian Connections from residential areas to community destinations are essential to a livable community. Bonner Springs has a fairly robust collection of pedestrian arterial streets. Filling in the gaps to complete the network and expand connectivity will be a key strategy to elevate the level of service within the community.

Depending on the age of the neighborhood, the status of sidewalks varies within Bonner Springs. Newer neighborhoods and those built before the 1940’s tend to have fairly complete sidewalk systems. This creates a fairly irregular pattern of pedestrian access within the community. While sidewalks in all neighborhoods would create the best pedestrian access, key connections on the arterial routes within the community should be prioritized. The dashed connections shown on the adjacent plan represent key gaps in the pedestrian network. Infilling these sections of sidewalk will provide vital pedestrian connections between residential areas and community destinations. Beyond these primary gaps, a community wide inventory has been conducted by the city to show existing and proposed walks. The inset plan below illustrates the findings of that study for the project focus area.



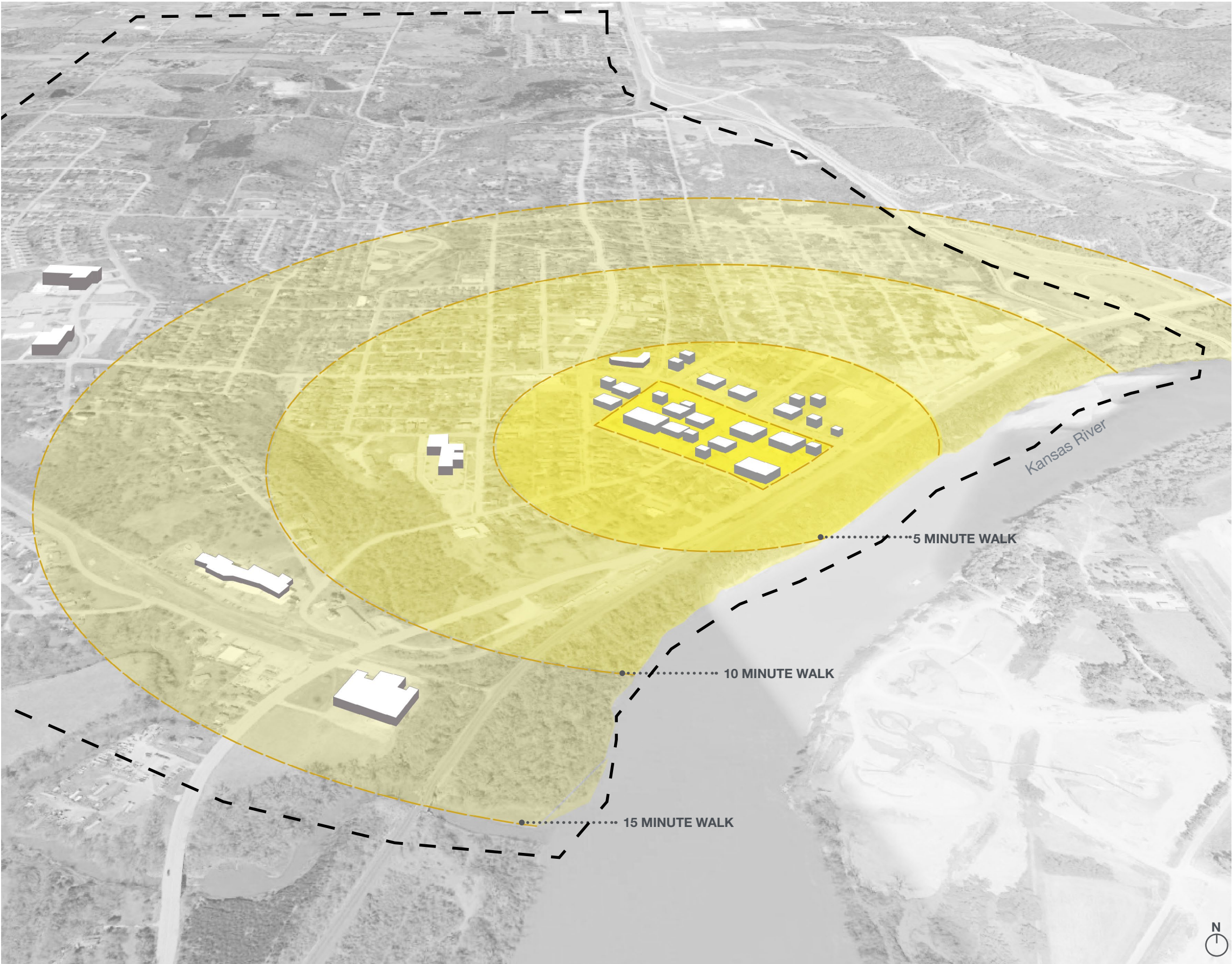
Proposed / Existing Sidewalks



Pedestrian Gap Analysis

WALKING DISTANCES

Walking distances influence the likelihood that residents and visitors will walk or bike to destinations within the community. Focusing on Downtown, we see that a large number of the commercial and civic destinations in Bonner Springs are within a 15 minute walk of downtown. The High school sits just outside of this walking distance. This situates the downtown area as a destination that can serve as a hub of bicycle and pedestrian activity. With proper bicycle and pedestrian infrastructure community members should be more willing to walk or bike within the downtown district and use downtown as a launching off point to visit community destinations such as parks. This high level of walkability also positions downtown Bonner Springs as a future hub for both local and regional trails such as the Metro Green plan.



Walking Distances

PARK TRAILHEADS

Trails connecting community parks and neighborhoods to larger regional trail systems provide recreation opportunities for both residents and visitors. There is s strong network of existing parks in the city of Bonner Springs. Extending the local trail system within the city and connecting it to both the Metro Green trail system and the future river front park are opportunities to increase the level of service for the Bonner Springs community.

Constraints on the riverfront make a direct pedestrian connection to downtown an unlikely outcome. As an alternative a regional trailhead could be developed on the south end of town on existing city property. This location could provide access below the rail corridor without the need for an at grade crossing. This location is contingent of cooperation between the city and local landowners to secure access rights to the river side portion of the rail corridor. This trailhead has the potential to server both local and regional trails creating a destination for cyclists and pedestrians in the KC metro area.

Starting from this new trailhead, a northwestern connection to the Metro Green proposed trail network could be made on city owned land adjacent to the existing rail spur. This land is currently held by the city and has limited rail activity. Close proximity to the commercial development at Front St and S Bluegrass Dr. would provide amenities for trail users on this stretch of the trail system. Connecting to the broader regional trail system this close to downtown Bonner Springs will provide tourism opportunities for through traffic on the trail and those using Bonner as a launching point.



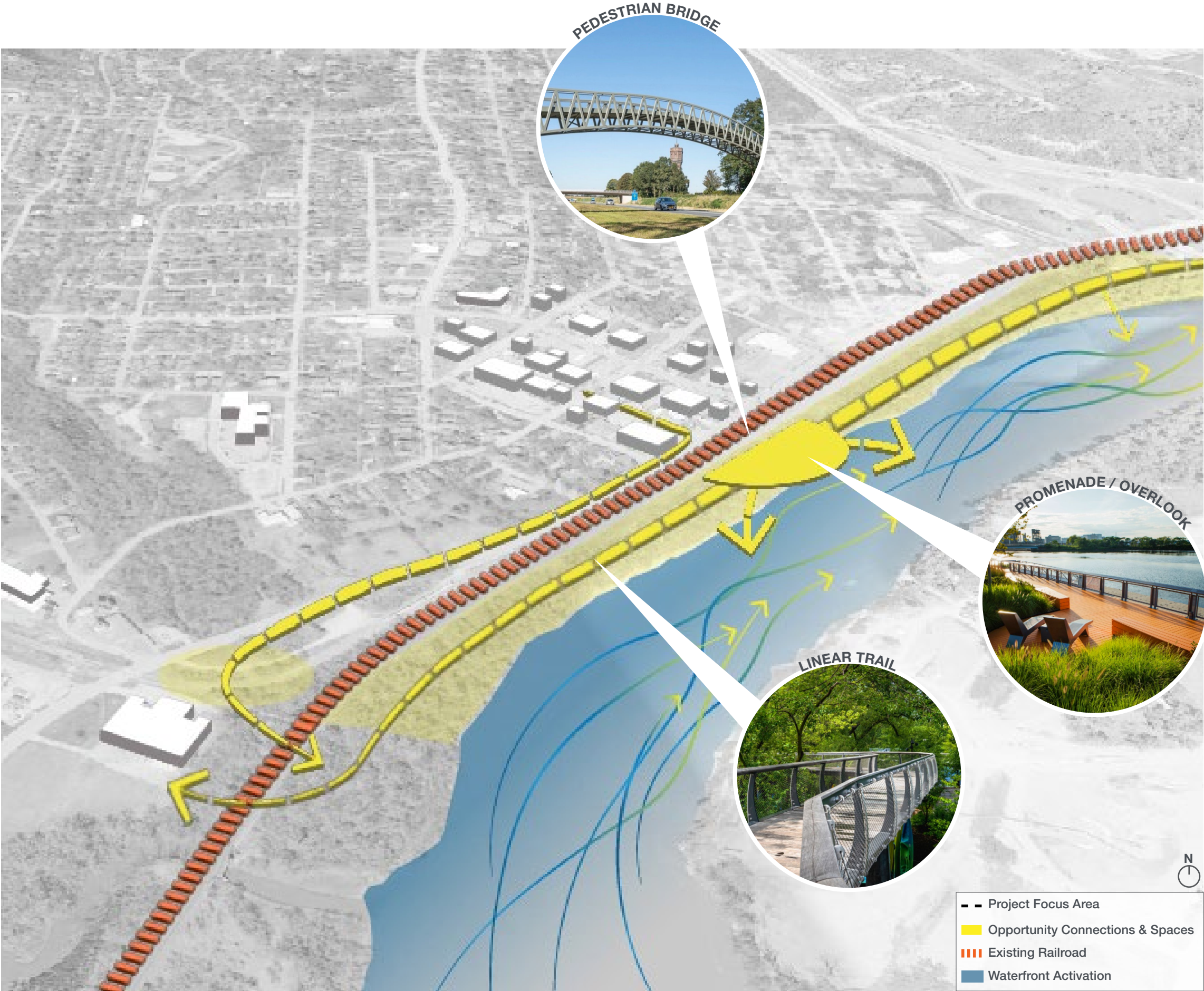
Parks & Trails

RIVERFRONT ACTIVATION

The unique shape and terrain of the Bonner Springs riverfront presents a series of opportunities and constraints in its development potential. The long linear shape and significant grade change present challenges to certain types of development. Linear trails, elevated walks, boardwalks and promenades are well suited to this type of terrain. Adjacent to downtown is the most suitable development area due to the limitations of floodway development found on the south and north ends of the site. Furthermore the central portion of the riverfront has the least amount of slope minimizing the development costs associated with earthwork in this location. Significant tree coverage along the extents of the riverfront lends the site to a low impact development approach. Viewsheds and moments of impact should be embraced while the natural forested condition of the riverfront is largely maintained to minimize environmental impacts on the site.

The location of the riverfront on the outside bend of the Kansas River makes stabilization an important aspect of development. Maintaining tree coverage in this area will help to naturally stabilize the site. Access has been discussed in previous diagrams but is generally limited to the south end of the site due to rail access limitations. This is not without its own unique constraints as the southern portion of the site will need to be accessed through private land requiring easement agreements in order to establish this connection.

Jurisdiction of the riverfront will fall in tow primary camps. The Union Pacific Railroad and the United States Army Corps of Engineers. As permitting agencies, these entities will need to be engaged during the design, permitting and implementation phases of the project.



Riverfront Activation

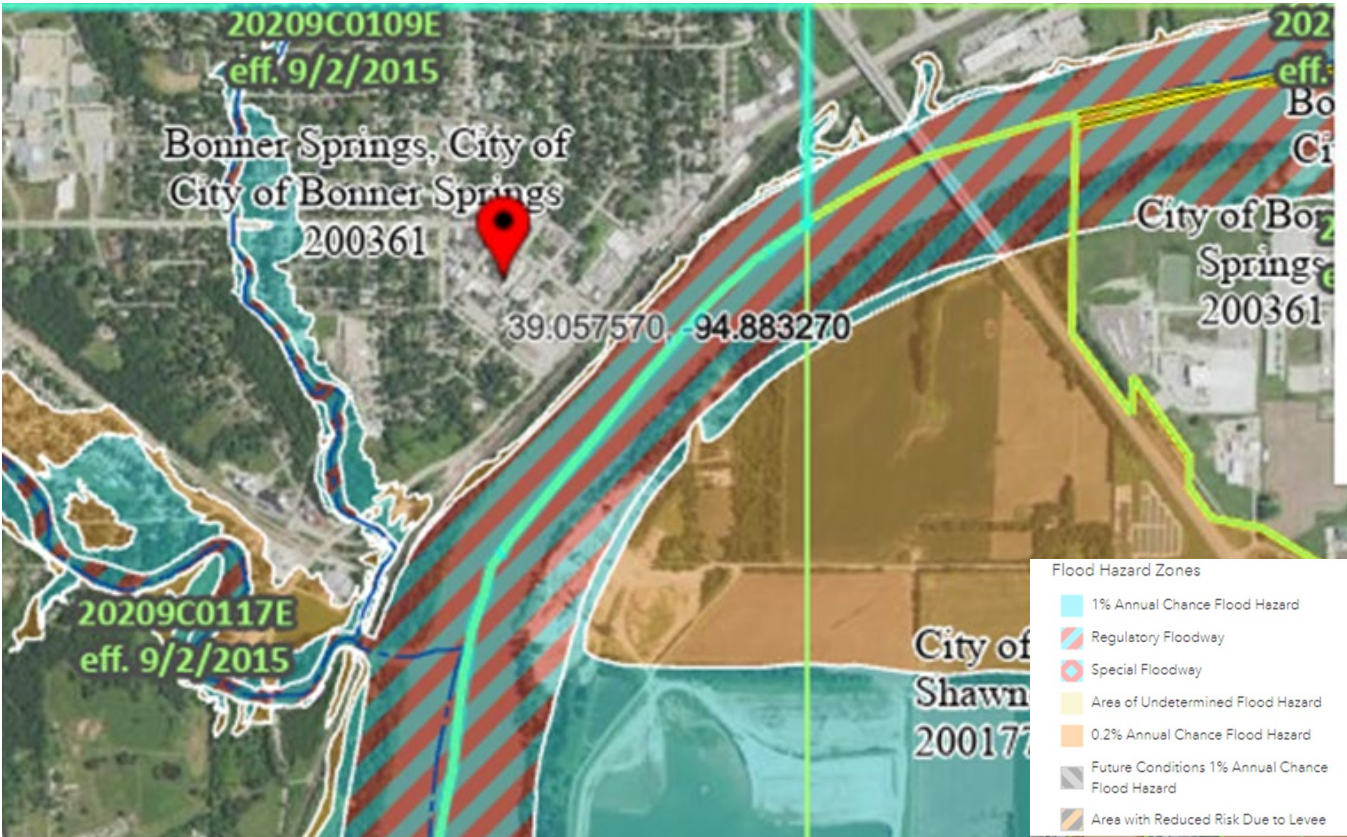
RIVERFRONT CONSIDERATIONS

For the consideration of a riverfront park along the Kansas River, extensive analysis is necessary due to the proximity of the floodway to the proposed trail. Major considerations for the riverfront trail include tree clearing, levees, wetlands, critical wildlife habitat, railroad setbacks and negotiations, and land acquisition. Please see the list of key considerations below:

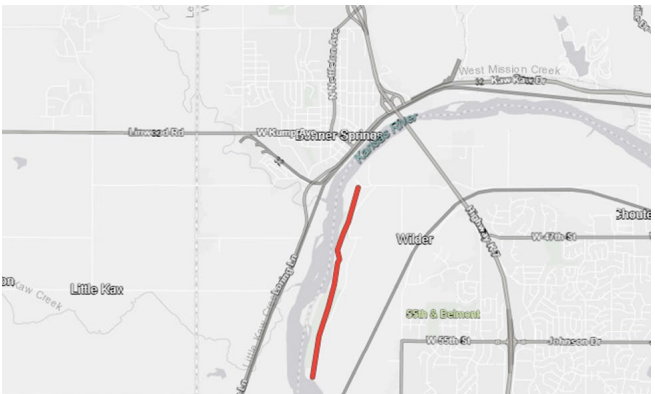
- 1. It should be desired to build the trail at a level above ordinary high water or a large storm event to avoid flooding and damaging the trail infrastructure.
- 2. Foundation elements of the trail will likely need to be deep and oversized to provide protection against river scour and potential river migration. This should be taken into consideration in the project schedule and budget.
- 3. Coordination with hydraulic modeling using the official regulatory model is imperative to ensure adherence to FEMA and KSDA/local stipulations during the design phase.
- 4. Constructing a structure within the floodway below the 100-year water surface would likely cause a rise, requiring a Conditional Letter of Map Revisions (CLMR) or Letter of Map Revisions (LOMR). It's crucial to account for these map revisions in project schedules, given the potential complexity and duration of the process.
- 5. In contrary, designing the structure away from the floodway and elevating it above the 100-year water surface elevation (WSE) would simplify compliance with floodplain and floodway requirements.
- 6. If any tree clearing is needed, which is likely, timing and coordination will be required for compliance with the Migratory Bird Act.
- 7. There doesn't appear to be any federal levees on this side of the river, so USACE 408

permitting shouldn't be required. Verify no other levees or flood control structures are in the area prior/during design.

- 8. There are likely wetlands in the proposed project area. A wetlands biologist would need to do a detailed site review to categorize wetlands in the area in the early stages of the design to minimize potential impacts. Any impacts to over 0.1 acres of wetlands would require a USACE 404 permit which will impact timeline of the project. Large wetlands impacts could trigger an individual permit over a nationwide permit, which would be costly and time consuming.
- 9. There doesn't appear to be any critical habitat in the area for threatened and endangered species. However, the area should be verified by biologist during design/permitting stages.
- 10. Right-of-way discussions/acquisitions can take upwards of years with the railroad. Consider the process when scheduling the project.
- 11. The trail identified under the railroad at the southern end of the park will likely be difficult to keep dry and the railroad may be resistant to interruption in their traffic for construction.
- 12. In general, railroads are hesitant to add at-grade crossings due to safety concerns, therefore it may be challenging to get an at-grade crossing approved at the overlook.
- 13. A pedestrian bridge over the railroad may be a more feasible alternative as long as horizontal and vertical clearance envelopes over the railroad met. Structures will have a larger footprint due to the large setbacks required by the railroad.
- 14. ADA accessibility requirements for a pedestrian bridge would be required. A spiral ramp may be a feasible solution due to the horizontal and vertical constraints.



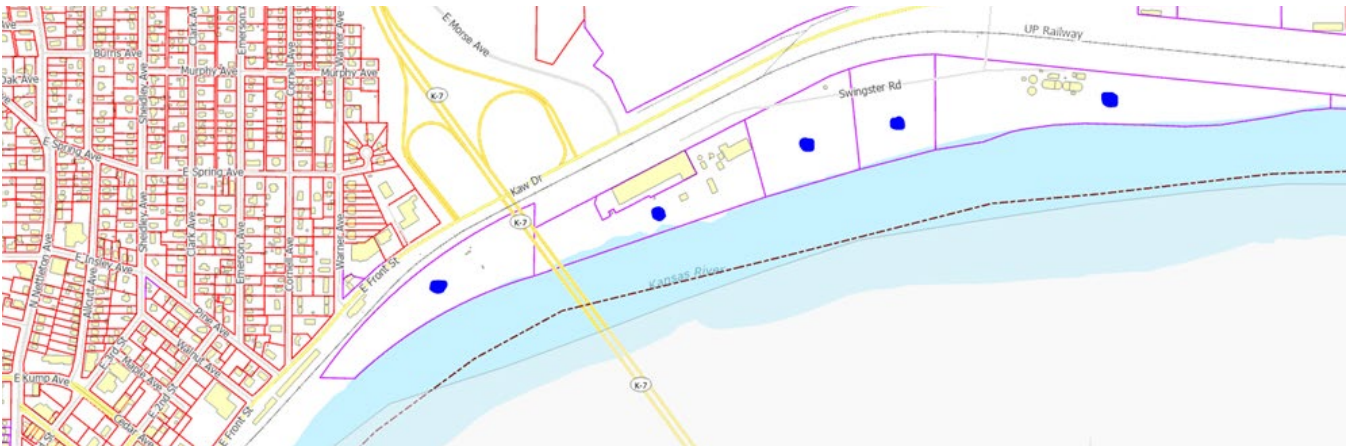
FEMA Map



Levee System



Wetland Areas



Bonner Springs Owned Property at Riverfront

DOWNTOWN ANALYSIS

Downtown Bonner Springs is has a vibrant core. The intersection of 2nd and Oak Streets is an anchor that creates an inviting walkable downtown. Continued development of this identity throughout the downtown district will ensure the vibrancy that comes with walkable and bikable places is maintained.

The development of a new farmers market will bolster the existing public open space in the heart of the city bringing visitors to the space with regularity. It is important to ensure that bicycle and pedestrian access is maintained to these core amenities and the surrounding community. Establishment of brand identity is an important aspect of placemaking in a downtown district. Elements of the identity are currently in place in the downtown district in the form of uniform streetlights, signage and pedestrian amenities. It is recommended that a city standard be established for the streetscape in downtown. These standards should be applied as development is implemented in order to grow the identity of downtown and strengthen the sense of place.

Establishment of connections to the commercial districts to the west and the future riverfront park will strengthen the identity and impact of downtown Bonner Springs and provide a diversity of attractions within the city core.



Bonner Springs Downtown Core

OVERALL ANALYSIS

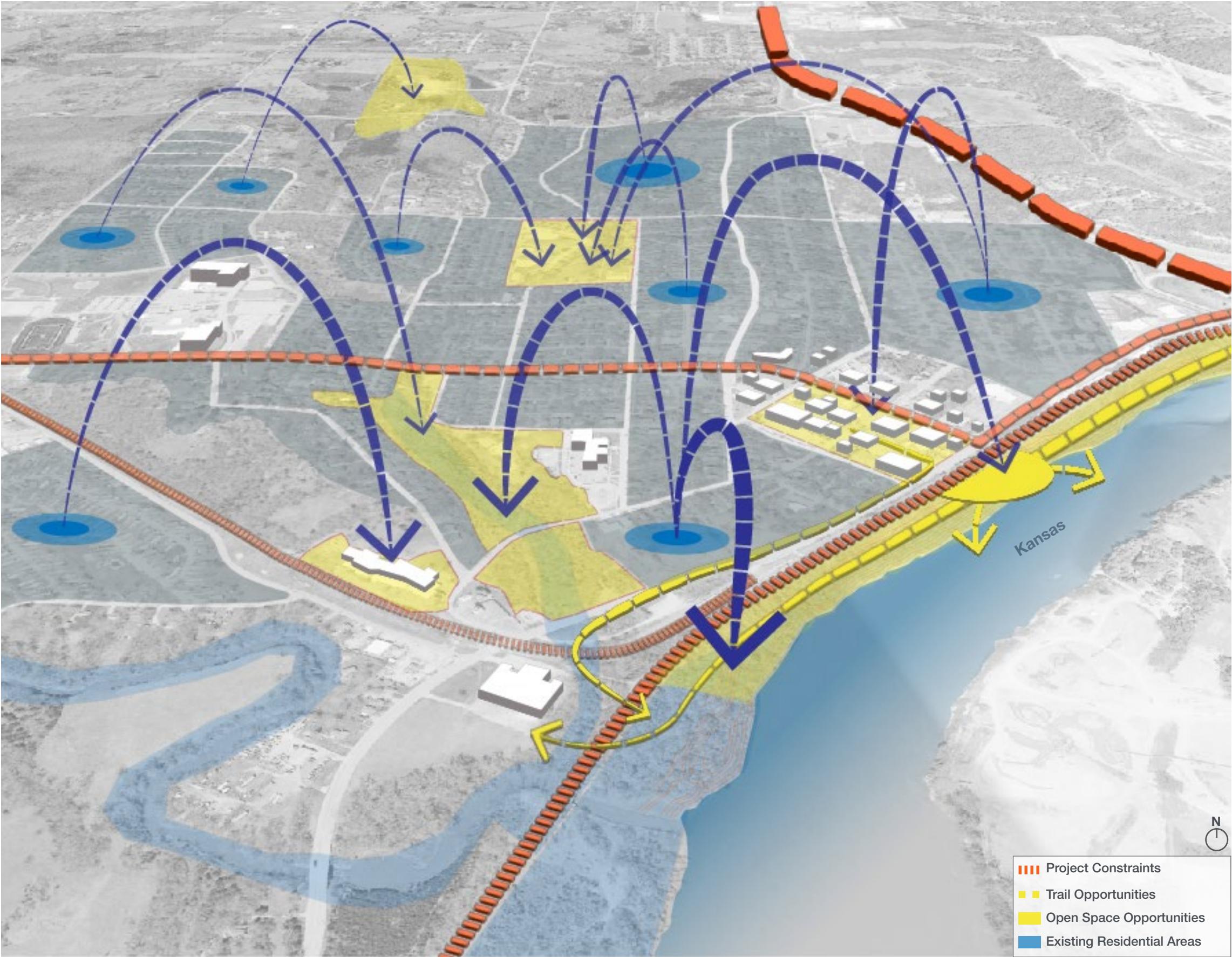
Primary take-aways from the inventory and analysis phase of study are as follows.

Circulation: Pedestrian and bicycle connections should be established on gaps along primary arterial routes in order to facilitate access to the downtown area and riverfront from the surrounding residential districts.

Parks, Greenways and Trails: A unique opportunity exists to provide local recreation value through the extension of the Bonner Springs trail system between the existing parks in the city. Additionally, the city is positioned to connect to the broader regional trail system through the completion of greenway trails leveraging Bonner Springs parks as trailheads. Downtown Bonner Springs is positioned as a regional hub for the future of the Metro Green trail system if strong connections are established to the planned trail routes.

Riverfront Park: The proposed riverfront park location has a number of limiting factors associated with development. However, if the design of the park responds to these elements the opportunity exists to create a unique and vibrant riverfront amenity that can serve as a regional destination in the KC Metro area.

Downtown Bonner Springs: The heart of Bonner Springs is strong and vibrant. The addition of a new farmer market and the continued development of the downtown area will serve to strengthen this core. It is important to facilitate this identity through bikable and walkable design, wayfinding, and branding.



Overall Analysis



04 Ideation

Ideation

KEY DRIVERS OF CHANGE

The Ideation phase is where the opportunities and constraints identified in the first two phases are combined with the project goals and objects, stakeholder input and professional design services in order to develop conceptual solutions for the project area. This is the initial phase of the Recommendations scope identified for the project.

The key drivers that were identified during the inventory and analysis phase were:

- Determine a location and the desirable programming for a Riverfront Park
- Determine a location and logistics for a Riverfront Trail
- Determine how the proposed Riverfront Park and trail tie into other future trails in the area
- Determine how the downtown area can be improved

These key drivers of change are important because they are identifying future key connections, park locations, and downtown improvements for the City of Bonner Springs. The remainder of this chapter will encompass further exploration of these four key drivers, input from traffic and civil engineers, the railroad and feedback from the Steering Committee and Stakeholder Committee.



Trail Connections



Riverfront Trail



Riverfront Park



Downtown

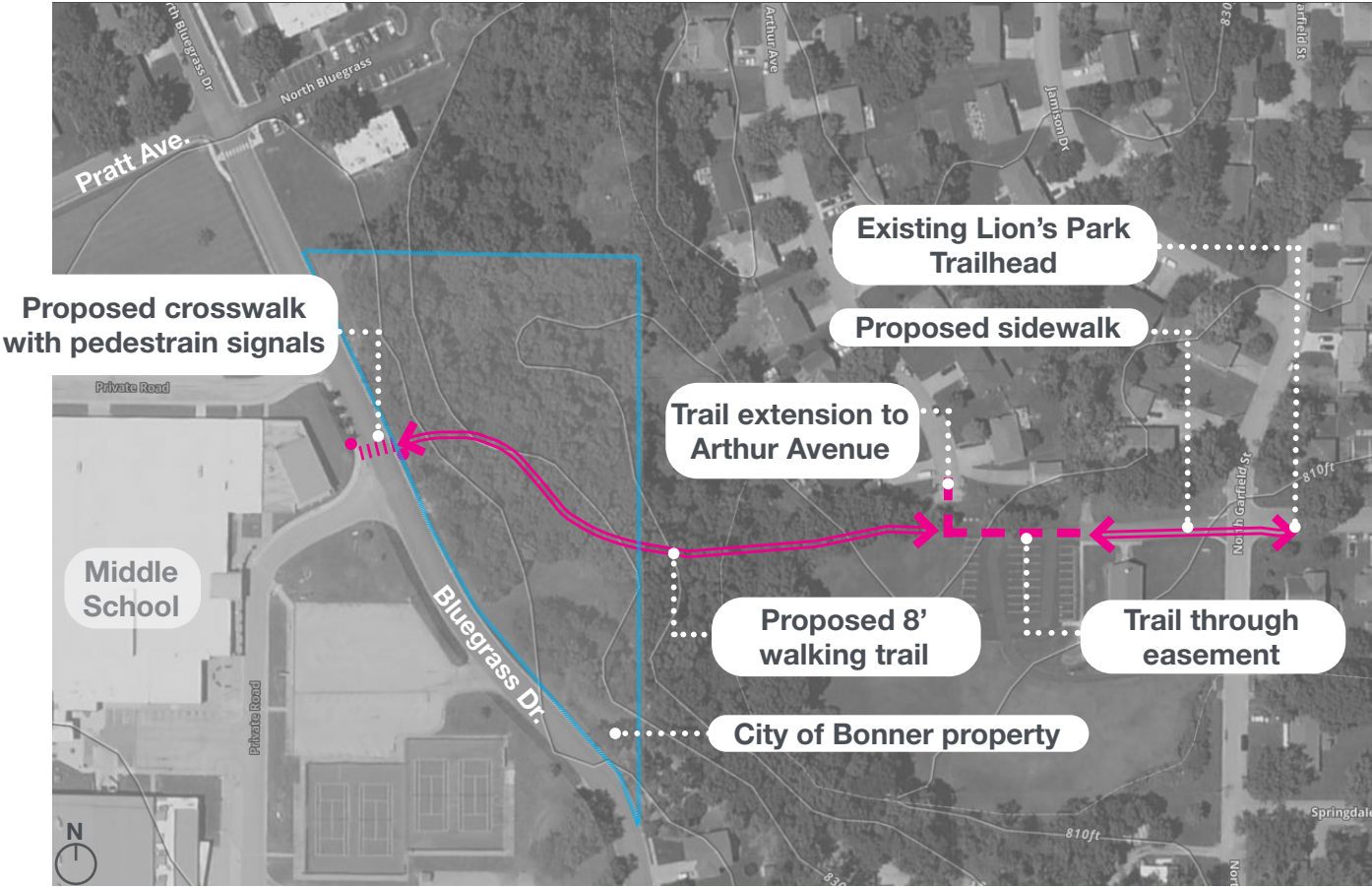
TRAILS IDEATION

One goal of the Downtown Masterplan is to provide a comprehensive trails map connecting all previous report as well as additional recommendations. The map to the right gives an overview of how the existing, in progress, and proposed or future trails overlap. Additionally, this report is proposing two new trails: the ‘Bluegrass Trail’ and the ‘Riverfront Trail.’

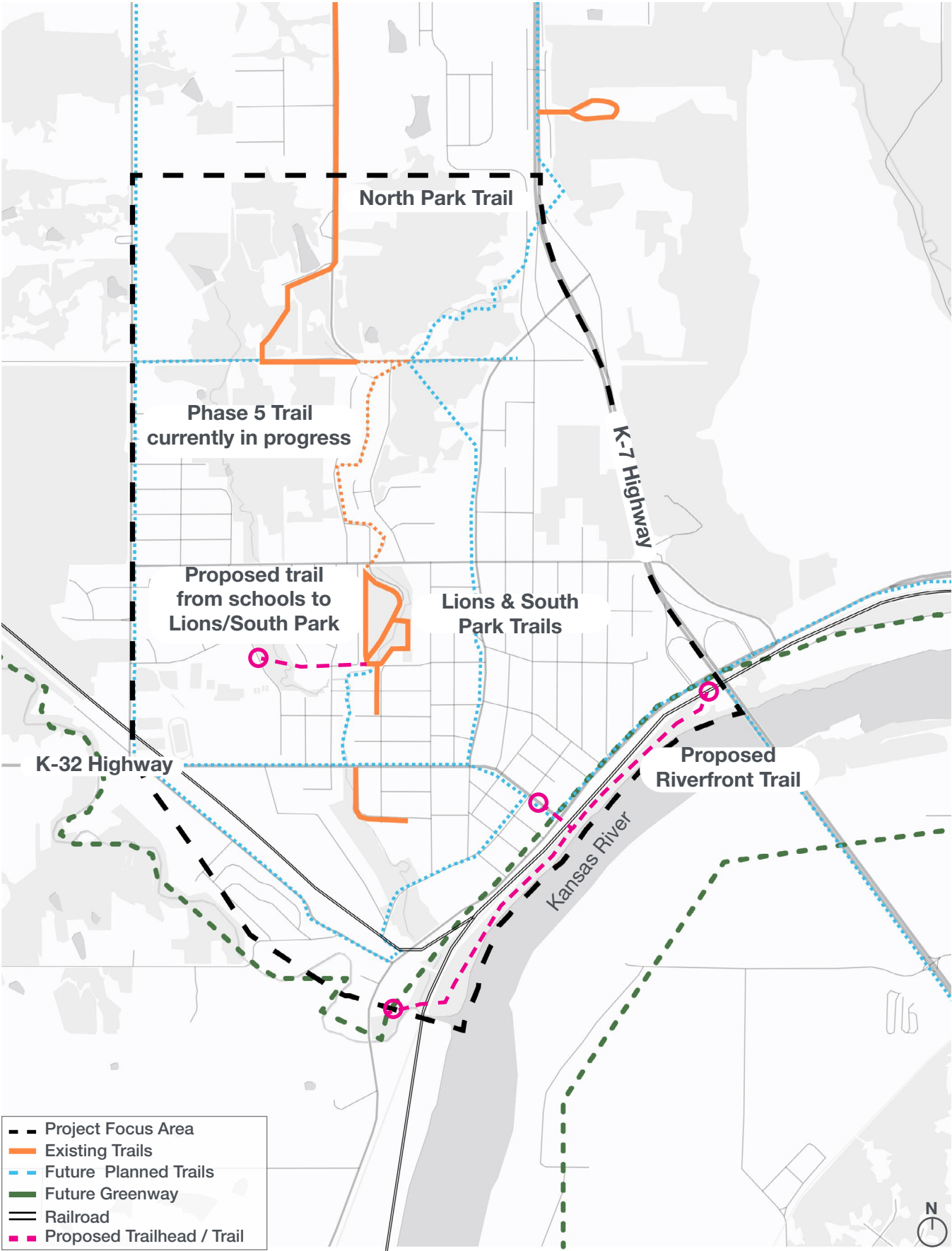
The ‘Bluegrass Trail’ surfaced when the Steering Committee identified a gap in getting students from the Middle School and High School to the adjacent neighborhood to the East. When completing site inventory and analysis within this location it was found that a new crossing at the entrance of the Middle School is best suited for the trailhead. A new crosswalk and pedestrian signal would be required. It was also found that the City of Bonner owns the land adjacent to the Middle School further proving this area

as optimal for the trail. It is recommended that this trail would be an 8’ concrete wide path, to provide room for pedestrians and bikes, with some kind of pedestrian lighting for students or the community walking from the schools to the neighborhood during early mornings or evenings. Other considerations for the trail is that half of the trail would be running through an easement adjacent to the Church of the Living God so there may need to be coordination with that entity. Lastly, it is proposed that the trail is extended north to meet with Arthur Avenue in addition to a new proposed sidewalk along Pratt Avenue to safely connect the ‘Bluegrass Trail’ to the existing Lion’s Park Trail.

The proposed ‘Riverfront Trail’ will be described in depth later in the chapter. Please refer to page 108 - 109 for more information.



Proposed ‘Bluegrass’ Trail from Schools to Neighborhood

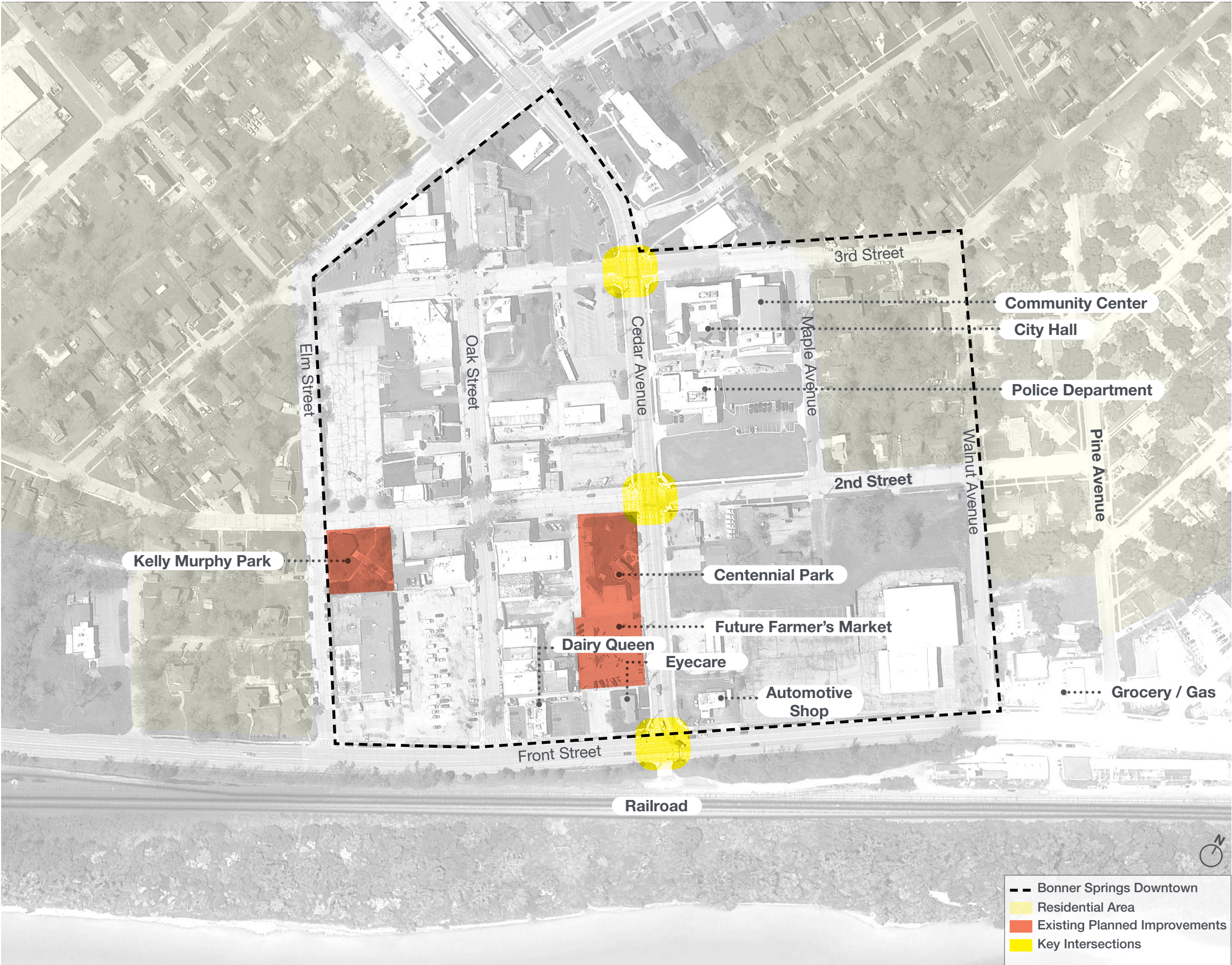


Trails Connections

**DOWNTOWN IDEATION:
EXISTING CONITIONS**

The existing downtown currently has a variety of parks and businesses important to the community. Along Front Street are primarily restaurants, automotive shops, and a grocery store whereas the core contains small businesses such as a hair salon, funeral home, restaurants and cafes, boutiques, home goods stores, banks, and the City’s municipality buildings.

Currently, Oak Street is successful in providing a pedestrian friendly street with street parking, trees, sidewalk infrastructure, safe intersections and even gateway trees at each end of the street. Although strategic infill of pedestrian amenities and further streetscape development should be evaluated in the future, the balance of the architectural facades and pedestrian scale should be extended within the downtown area.



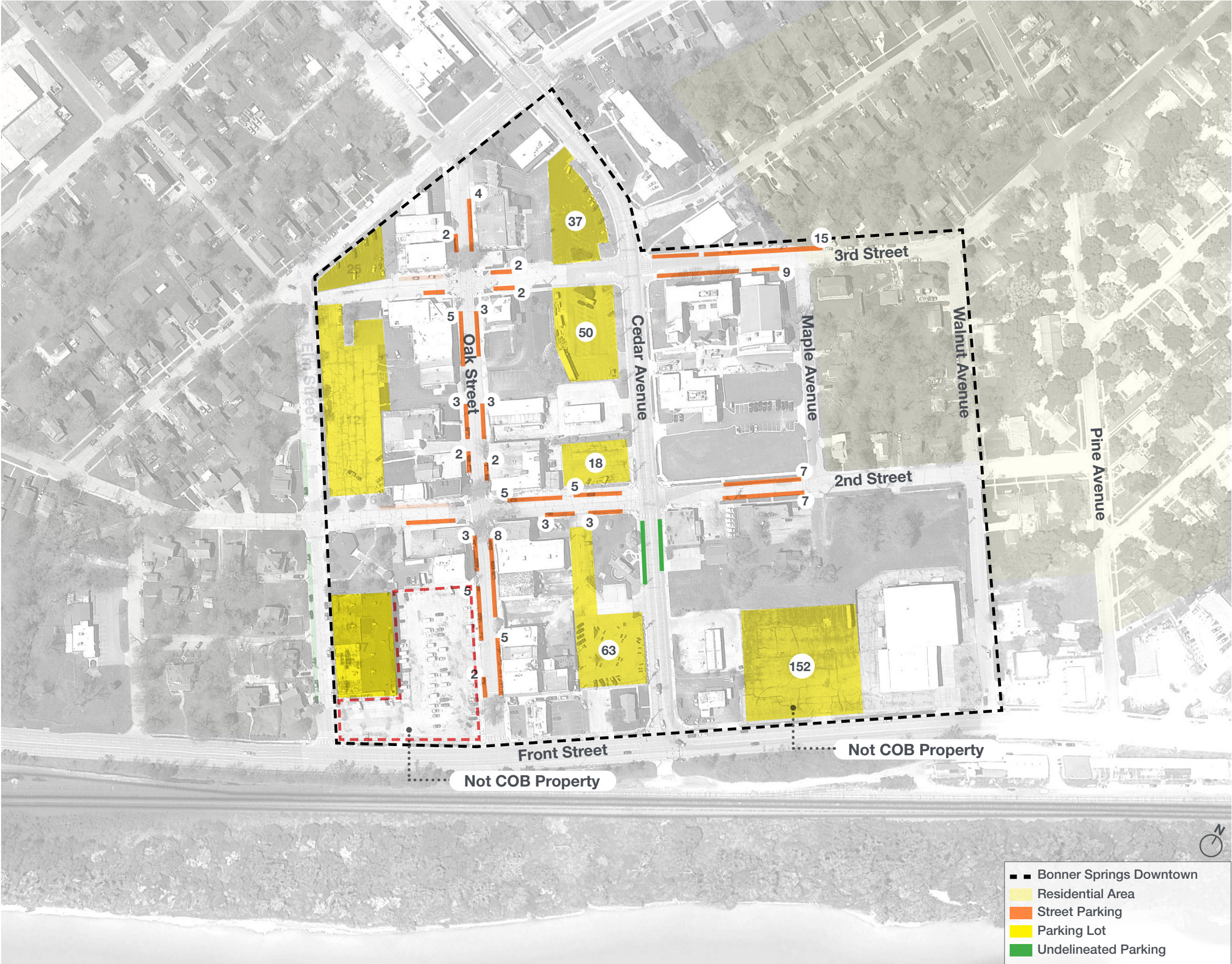
Downtown Existing Plan

**DOWNTOWN IDEATION:
PARKING STUDY**

A brief parking analysis within the downtown area was completed to reveal how much parking is provided currently within the downtown area. Below are the approximate total counts of parking stalls by category:

- **Total Parking Stalls on City owned property** = 305 parking stalls
- **Total Parking Stalls on private property** = 249 parking stalls
- **Total Street Parking in downtown** = 122 parking stalls
- **Total Parking in Downtown** = 676 parking stalls (427 without non-City owned properties)

In conclusion, this study shows that the downtown parking counts are appropriate for current need. However, with future development, the number of surface lot parking stalls would be reduced due to building infill and growth and likely require additional parking. As the downtown develops, an additional parking study will be necessary.



Downtown Parking Study

DOWNTOWN IDEATION:
RECOMMENDATIONS PLAN

Although the downtown is very walkable and has sidewalk infrasture throughout, implementing the success of Oak Street throughout all of downtown is recommended. The list below represents the recommendations for the downtown area:

- **Elm Street:** Provide new crossings and sidewalks at the corner of Elm and 3rd Street as well as provide street parking
- **Oak Street:** Provide consistent lighting, trash receptacles, benches, and wayfinding
- **Cedar Ave:** Provide consistent lighting, trash receptacles, benches, and wayfinding in addition to providing street parking adjacent to Centennial Park and a gateway at the intersection of Cedar and Front Street.
- **Maple Ave:** Provide consistent lighting, trash receptacles, benches, and wayfinding in addition to new sidewalks along both sides of the street.
- **Walnut Ave:** Provide consistent lighting, trash receptacles, benches, and wayfinding in addition to new sidewalks along both sides of the street.
- **2nd Street:** Provide consistent lighting, trash receptacles, benches, and wayfinding
- **3rd Street:** Provide consistent lighting, trash receptacles, benches, and wayfinding in addition to sidewalks at both ends of the road.
- **Front Street:** Incorporate standard furnishings, right-size the street, and make more pedestrian friendly.
- **Sidewalk Cafes:** There are three identified locations where sidewalk cafes could be further implemented.



Downtown Recommendations Plan

FRONT STREET IDEATION

Front Street ties together many activities. Vehicular circulation from the neighborhoods into downtown and to Highway 7 and Highway 32. Front Street is also planned to run parallel to the future Metro Green Trail which will bring more pedestrian users into Bonner Springs Downtown. Because Front Street is and will continue to be an arterial road for both vehicles and pedestrians, the master plan recommends several improvements to make the street more comfortable for all users as well as improve the downtown frontage.

The diagrams to the right show four primary recommendations for Front Street - improved circulation and crossings, tree canopy and site furnishings rhythm, right sizing the streetscape in front of the downtown area, and creating a new gateway feature to the downtown.

Streetscape Right Sized

Today Front Street is classified as a “minor arterial road” with speed limits of 30 MPH and is four lanes. It is proposed that the section of Front Street from the west side of Highway 7 to Santa Fe Road be right sized from four lanes to two to three lanes in order to keep traffic slow and provide the pedestrian with a more comfortable experience. An important consideration regarding project schedule and budget is that a traffic study and coordination with KDOT would be required for this endeavor.

Improved Circulation and Crossings

It is desired to create a more pedestrian friendly complete street model for a section of Front Street as it is a part of the planned Metro Green network and bike trail. It is recommended that the northern lane removed would become a widened 12’ dual purpose sidewalk for people and bikes with a wide landscape buffer. Please see perspective on page 75. In result of the curb line shifting, a creative solution or new crossings at intersections would be necessary. Additionally, at the corner of Front Street and Cedar Avenue,

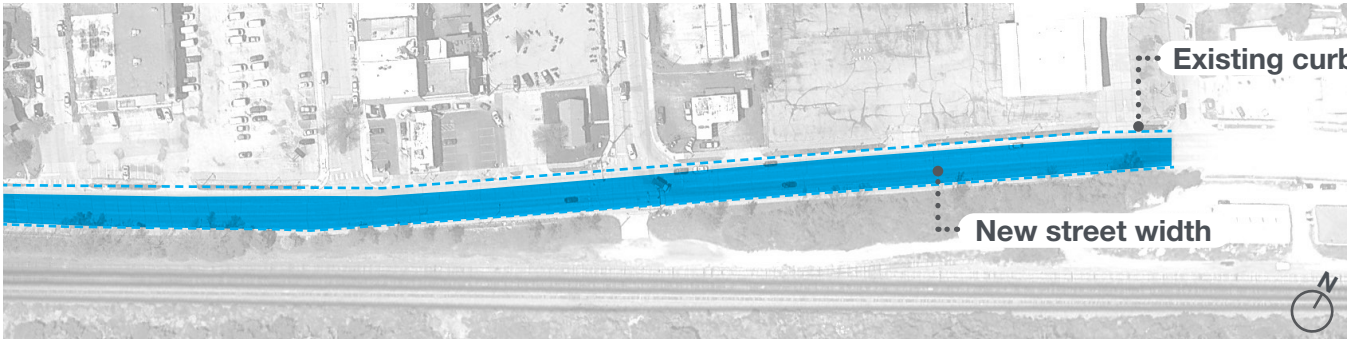
it is proposed to provide a new pedestrian ramp/ elevator to connect people at the street level to the new pedestrian bridge that leads to the Riverfront Trail. It is important to consider how this entity would fit within the streetscape fabric of the intersection with other utilities, pedestrian circulation, and safety.

Tree Canopy + Site Furnishing Rhythm

Layered into the modifications to Front Street as previously mentioned also includes improved landscaping and implementation of consistent site furnishings to unify and create a brand for the City of Bonner Springs. New trees planted every 40’ are proposed along Front Street in the new landscape buffer area to visually provide a sense of place. Trees along the south side of Front Street are planned to be preserved in appropriate locations and new added as necessary. Enhanced landscaping is recommended at key locations such as intersections and seating areas. New site furnishings such as benches, street lights, pedestrian lights, and trash receptacles should also be appropriately spaced along the new street frontage.

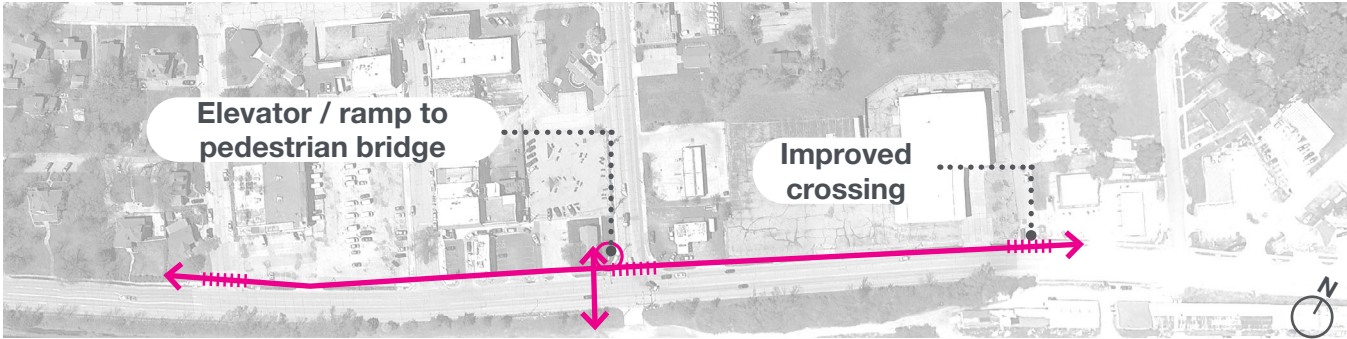
New Trailhead & Gateway

A pedestrian bridge is proposed at the corner of Front Street and Cedar Avenue to connect pedestrians to the proposed Riverfront Trail. Consideration of land acquisitions or sharing agreements may be required depending on the most suitable location for the pedestrian bridge to begin. Another consideration on budget and timeline of the project is working with the Union Pacific Railroad to meet the required height and easement restrictions for the bridge as well as any possible communication needed with KDOT for requirements over Front Street. Additionally, a gateway across Cedar Avenue is proposed to help strengthen the identity of the downtown as well as establish Cedar Avenue as the new primary street of downtown.



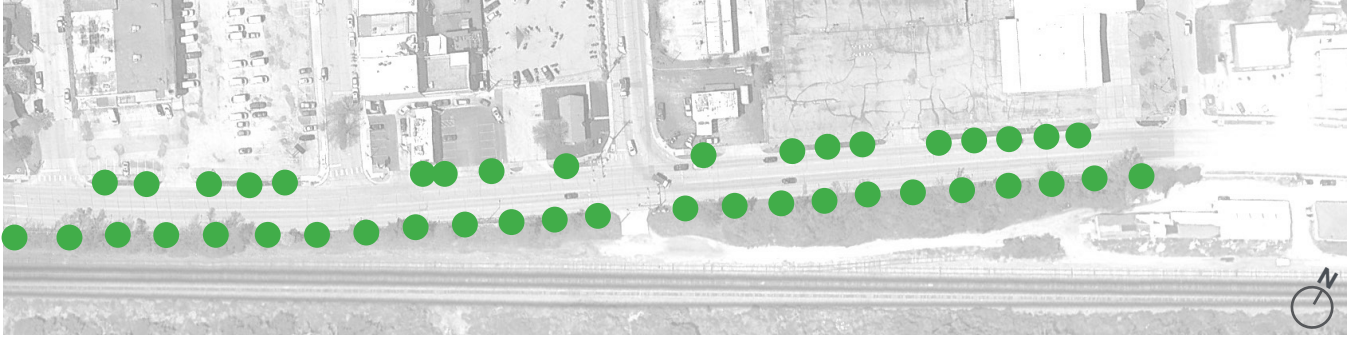
Streetscape Right Sized

Currently, Front Street is only a 30 MPH streets with four lanes. It is proposed that the portion of the street in front of downtown be right sized to slow traffic and provide the pedestrian with a more comfortable experience.



Improved Circulation + Crossings

New sidewalks along Front Street are proposed along with three improved crossings. Additionally, a pedestrian bridge will begin at the corner of Front Street and Cedar Avenue to connect to the Riverfront Trail.



Tree Canopy + Site Furnishing Rhythm

New trees are proposed along Front Street to unify the streetscape. Trees along the south side of Front Street are planned to be preserved in appropriate locations. New site furnishings should also be incorporated along the this area.



New Trailhead & Gateway

A pedestrian bridge is proposed at the corner of Front Street and Cedar Avenue to connect pedestrians to the proposed Riverfront Trail. A gateway feature is proposed across Cedar Avenue to strengthen the downtown identity.

FRONT STREET IDEATION



Front Street - Proposed Street Improvements



Front Street - Proposed Pedestrian Bridge

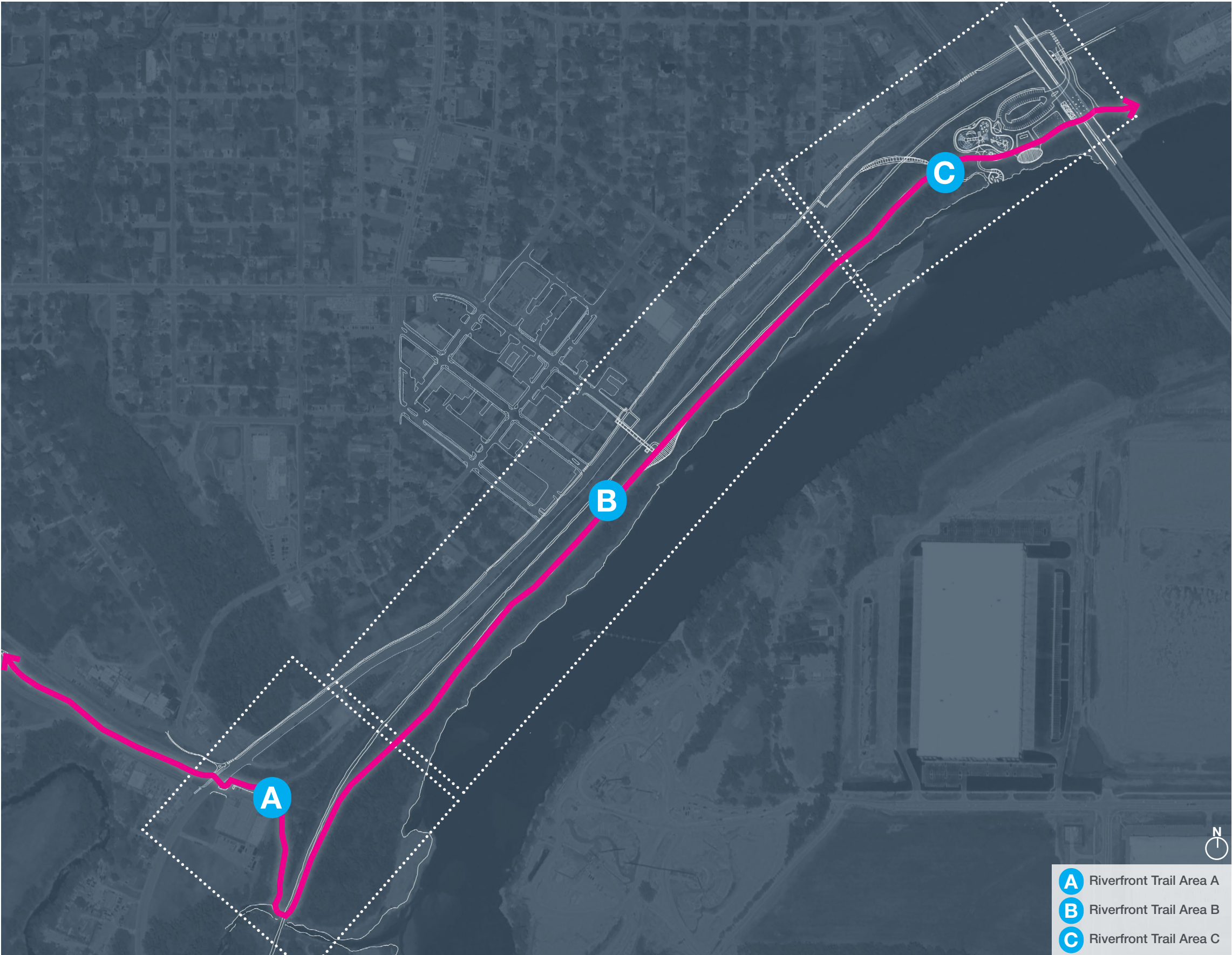


Front Street Recommended Improvements

RIVERFRONT IDEATION:
DRIVING PRINCIPLES OF DESIGN

The logistics, budget, timeline, permitting, and land ownership of the proposed Riverfront Trail were studied and taken into consideration during the design process to help realistically make design moves. The following principles were determined to help reduce potential unexpected setbacks for the proposed design:

- Maximize impact on City owned property
- Light touch on river that embraces natural amenities
- Provide palatable options to railroad in order to facilitate conversations about land use and acquisition
- Flexibility of design to allow components to happen independently of one another



Riverfront Concept Reference Plan

RIVERFRONT IDEATION:
AREA A

In thinking about how the Riverfront Trail can be accessed from the City of Bonner Springs, it is proposed that there would be three points of access: an entry at the west, off the center of downtown, and an entry at the east.

Riverfront Trail Area A will be difficult in controlling the mix of pedestrian and the railway circulation as explained previously, but it is crucial this access comes to fruition as it will not only be used as the west trailhead entry for the proposed Riverfront Trail, it also be a trailhead for the future Metro Green trail that runs parallel to Wolf Creek. Major considerations for Riverfront Area A are as follows:

- Obtaining approval for the under railroad tunnel will require working with multiple entities related to the railroad, Kansas River and Spring Creek. Consider the extended timeline and budget impacts this could have on the project.
- The proposed parking lot will require working with GeoForm International to understand how often and how many people use the the parking lot currently to ensure enough parking stalls remain and are added. It is also important to consider that the parking lot is adjacent to a railroad and setback requirements will need to be followed.
- The 500' of trail from the parking lot to the tunnel will experience water fluctuations as this area is within Spring Creek. It is likely this portion of the trail may need to be raised such as a boardwalk in that area.
- A portion of the trail is on a private land owners property which will require conversations and possible land acquisition which can inflate the timeline and budget of the project.



Riverfront Concept - Area A

RIVERFRONT IDEATION:
AREA A

The design intent for the Riverfront Trail Area A is primarily to create access to the trail with creative, colorful, and fun features that draw users inward.

A - Under Railroad Crossing

Due to the location of the west portion of the Riverfront trail and conflicts with crossing the railroad, it is proposed that the trail tunnel under the railroad. The tunnel itself along with the trail leading into and outward of the tunnel would be designed to continue the colorful and creative feeling of the other parts of the trail.

B - Interactive Sculpture(s)

Along the first 500 feet of trail before passing through the tunnel under the railroad, it is imagined that there could be an interactive sculpture element(s) that appeal to all ages. The feature could be a “larger than life” sculpture created by a local artist, several smaller sculptures that are more integrated into the landscape and are interactive, or even preform an educational function such as showing water level fluctuations of Spring Creek or collects

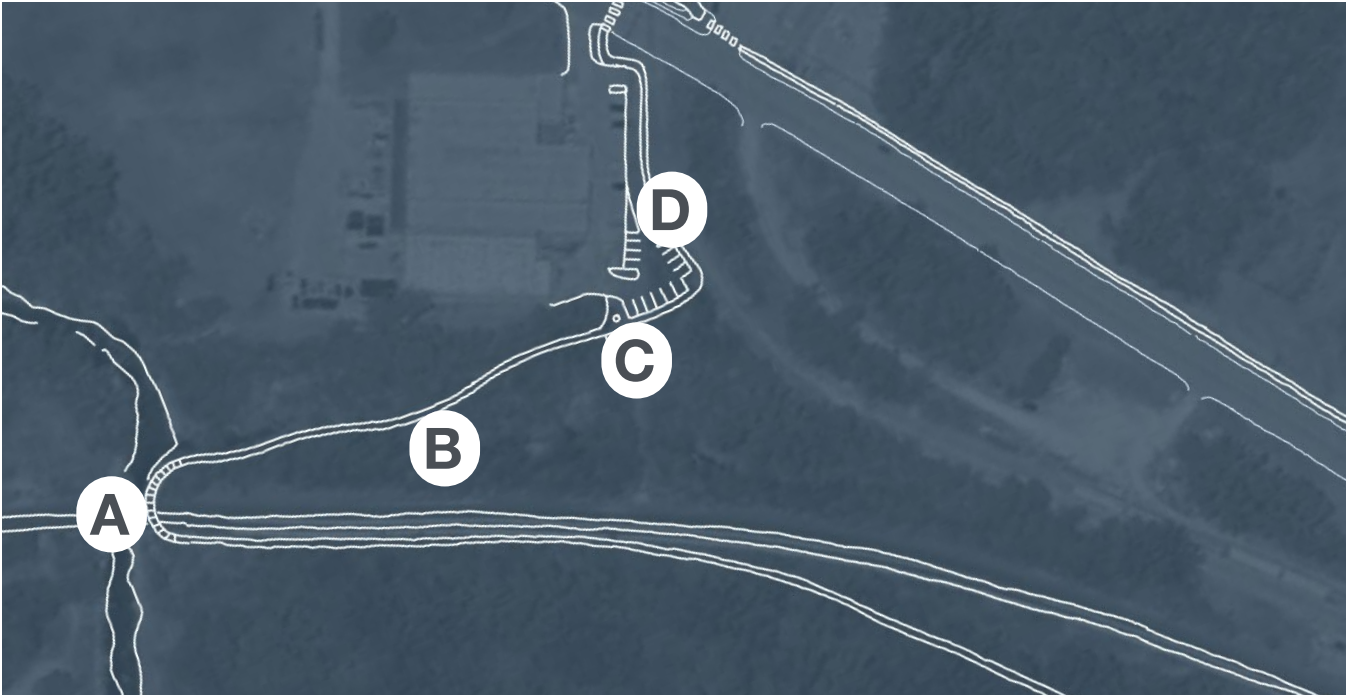
rainwater. The feature could become a local landmark for Bonner Springs.

C - Trailhead Kiosk

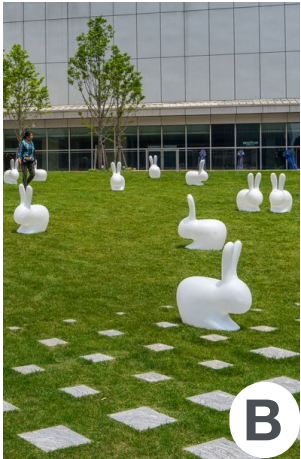
At the trailhead, it is proposed to have a kiosk and gateway with maps, signage, branding, bike racks, and a few seating opportunities. It is recommended the kiosk design be consistent or similar to all three entries of the trail.

D - Trailhead Parking Lot

The access entrance for Area A of the Riverfront Trail utilizes GeoForm International’s parking lot as a thoroughfare with the proposed parking lot being to the south. This trailhead will not only be used as the west trailhead entry for the Riverfront Trail but also be a trailhead for the future Metro Green trail that is planned to run parallel to Wolf Creek so the size of the parking lot should take that into consideration. It is imagined that the parking lot would have a natural look with a gravel base, large boulders and lush native plantings and trees demarcating the lot.



Riverfront Concept - Area A Enlargement



**RIVERFRONT IDEATION:
AREA B**

Area B is proposed to be the central access point to the Riverfront Trail from the downtown core off of Cedar Avenue. Major considerations for Riverfront Area B are as follows:

- It is likely that most patrons utilizing this point of entry to the trail will be walking from within the downtown area so pedestrian safety and comfort should be of high priority in this location.
- Obtaining approval for the spanning pedestrian bridge will require working with multiple entities such as the Union Pacific Railroad and Kansas Department of Transportation (KDOT). Consider the extended timeline and budget impacts this could have on the project.
- The method in which users access the pedestrian bridge, whether it be an elevator, elevator and stairs, or a pedestrian ramp, will need to be studied in terms of projected volume of use currently and for the future as the city grows.
- The maintenance of the pedestrian bridge and elevator / stairs will need to be considered
- It is proposed that the pedestrian bridge be accessed from the corner of Front Street and Cedar Avenue for the shortest span possible but this site is currently not owned by the City of Bonner Springs. Land acquisition or agreement with the current business owner would be required.
- The proposed linear trail is recommended to be elevated for majority of the riverfront in order to reduce the impact on trees, wildlife, ecosystem, and flood zones. Consider budget and time as this type of infrastructure is more expensive.



Riverfront Concept - Area B

RIVERFRONT IDEATION:
AREA B

The design intent for the Riverfront Trail Area B is primarily to bring users from the downtown core and neighborhoods to the riverfront via Cedar Avenue.

A - Pedestrian Bridge Access

Due to conflicts with crossing the railroad, it is proposed that the pedestrian bridge be accessed by either an elevator, elevator and stairs, or a pedestrian ramp. Which method of access will be determined based on size of site the structure would go, maintenance responsibilities, and budget.

B - Pedestrian Bridge

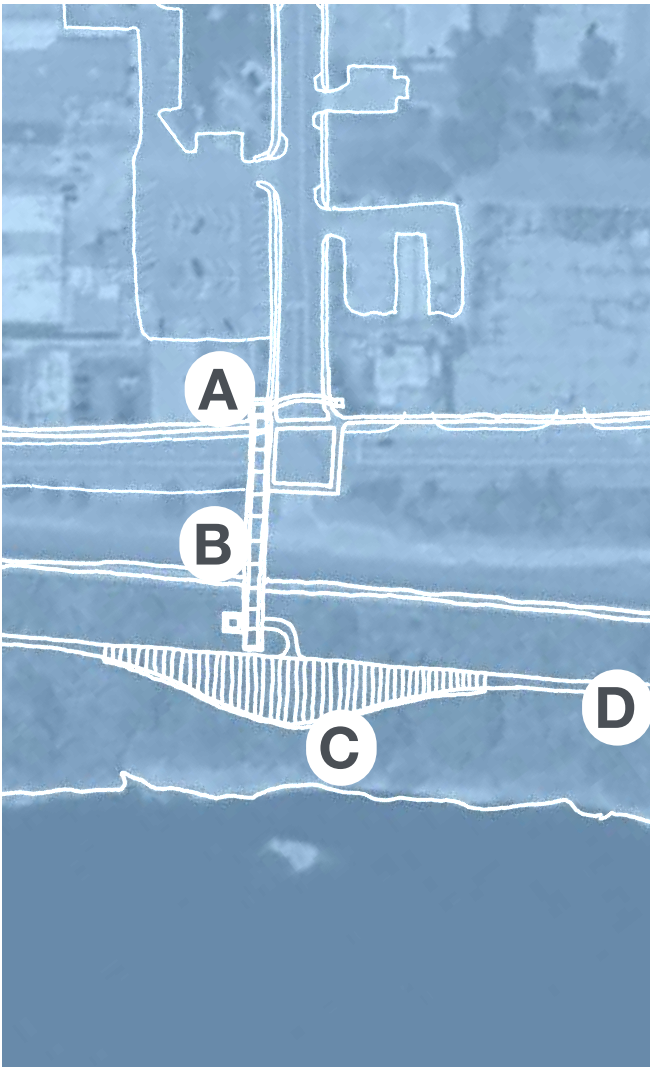
The proposed pedestrian bridge will be required to be highly elevated in order to remain outside of the railroad’s required envelopes. The bridge could be simple and modern or be colorful and artistic. A consideration to keep in mind when thinking about the overall design of the bridge is that it will be over an arterial road with a lot of visibility. The bridge’s overall look and feel should be consistent with other features of the Riverfront Trail and has the opportunity to be a branding element for the City of Bonner Springs.

C - Overlook / Promenade

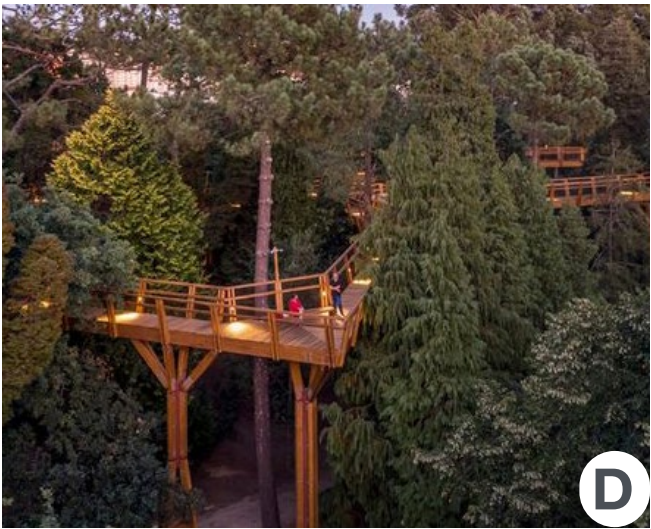
The overlook and promenade is proposed to be at the center of the trail. It is imagine that this space would have the capacity to hold events or larger groups of people and provides a view to the Kansas River. There are many things this space could becomes such as a more standard overlook with a shade element, seating, lighting, and some way to interact with the water, an architectural statement that juts out over the water completely with seating, lighting, and designed ground plane, or even a regionally iconic feature such as a levitating net with a night-life component.

D - Riverfront Trail

As mentioned previously, the majority of the trail will need to be grade separated. This will provide a very fun “tree-top” trail different than any other trails in the area. The trail could be made of several material types such as metal or wood depending on the desire and budget of the project. The trail could also have a more curvilinear or angular form each providing a slightly different experience. It is recommended that along the trail, seating, lighting, and activity “bump outs” are incorporated to draw the user through the trail.



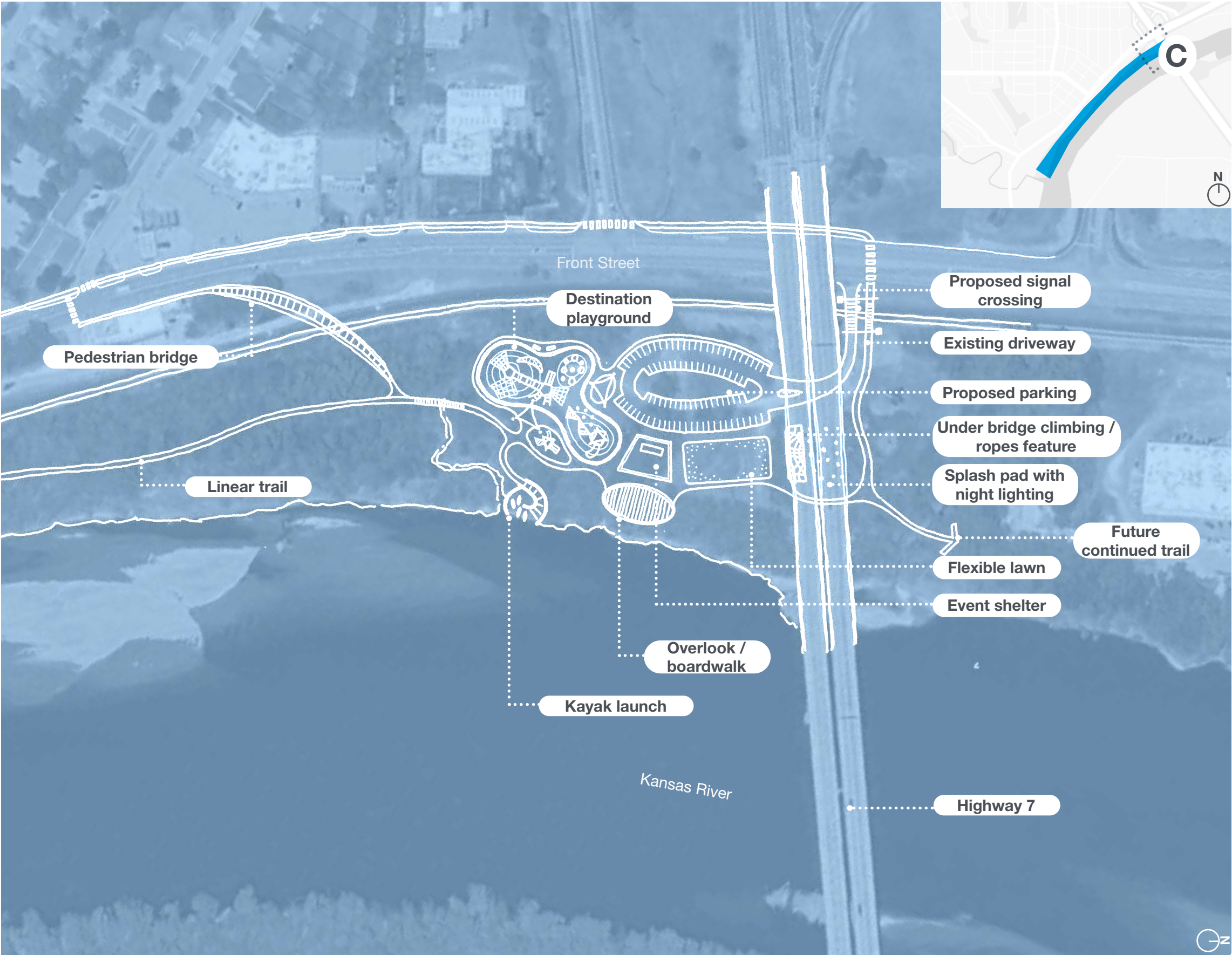
Riverfront Concept - Area B Enlargement



RIVERFRONT IDEATION:
AREA C

Area C is proposed to be the east access point to the Riverfront Trail from the downtown core off of Cedar Avenue. It is also where the proposed Riverfront Park would be located. Major considerations for Riverfront Area C are as follows:

- In order the keep the Riverfront Park component on City owned property along the riverfront, it is proposed that the park replace the existing police shooting range. A secondary site for this use will need to be identified and secured which should be considered for the project’s timeline.
- The Riverfront Park proposed location has will have high visibility from Highway 7. Consider this when thinking about potential programming and design elements to draw users down.
- Obtaining approval for the pedestrian bridge will require working with multiple entities such as the Union Pacific Railroad and Kansas Department of Transportation (KDOT). Consider the extended timeline and budget impacts this could have on the project.
- Today, there is an existing at grade crossing off Front Road and into the parking lot. Obtaining approval from the railroad to create a signalized crossing in this location for the added pedestrian use will need to be considered for the project timeline.
- It is important to consider how this park will be maintained as well as how it it will be secured and monitored.



Riverfront Concept - Area C

RIVERFRONT IDEATION:
AREA C

A - Destination Playground

B - Kayak Launch

C - Overlook Promenade

A multi-use plaza that can be used day to day, for weekend events, or large community events.

D - Shade Structure with Restrooms

A large shade structure is recommended to provide some shade on the site. In addition, restrooms could be integrated on the backside of the structure.

E - Parking Lot

F - Flexible Lawn

This large panel of lawn could serve as a daily picnic or reading spot and in the evenings transform into an active space such as a movie night lawn or community event.

G -Movie Screen / Projections

On the backside of the climbing park, it is proposed that a pop-up screen could transform the space into a movie night, or provide an interactive projection wall.

H - Climbing Park It is proposed that a vertical playground and climbing park be integrated under the Highway 7 bridge. These elements should be colorful and inviting to the community. Maintenance and security of this particular space will need to be considered.

I - Splash park

It is imagined that this splash park could not only provide respite for youth on a hot summer day but also become an active hub on summer evenings! During the winter, the light features still provide a night-life feature.

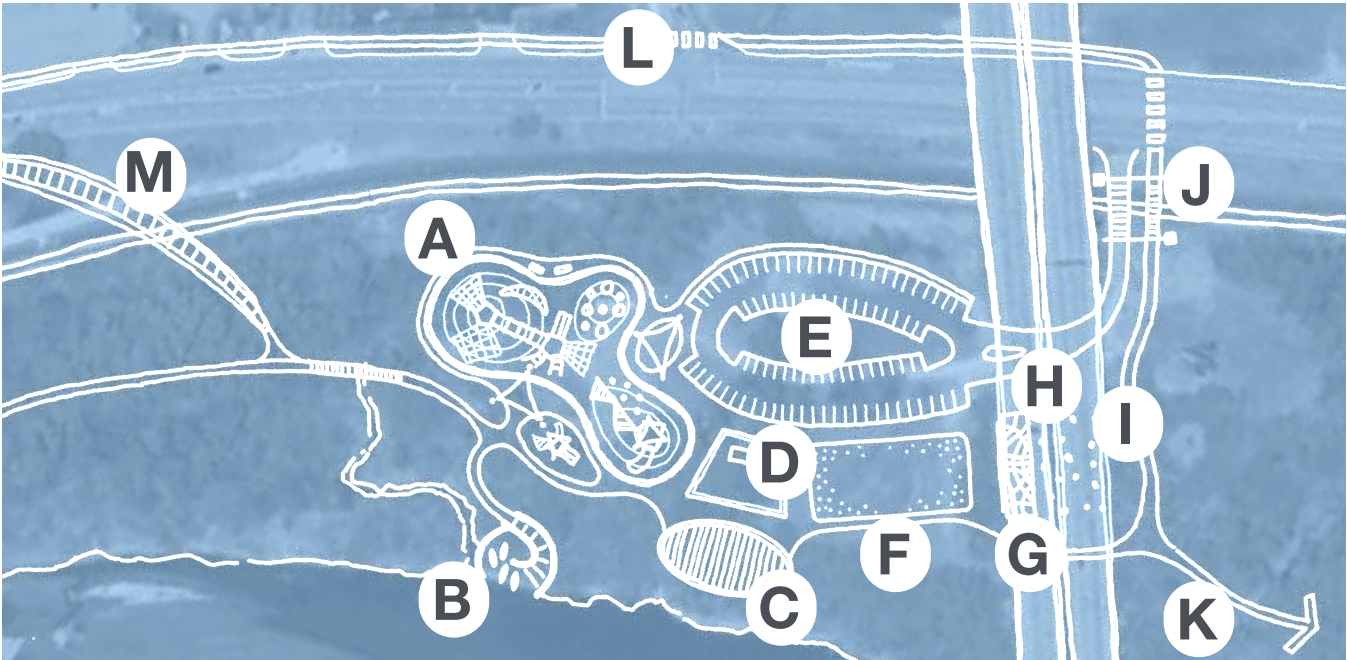
J - Signaled at grade crossing

K - Connection to Future Trail

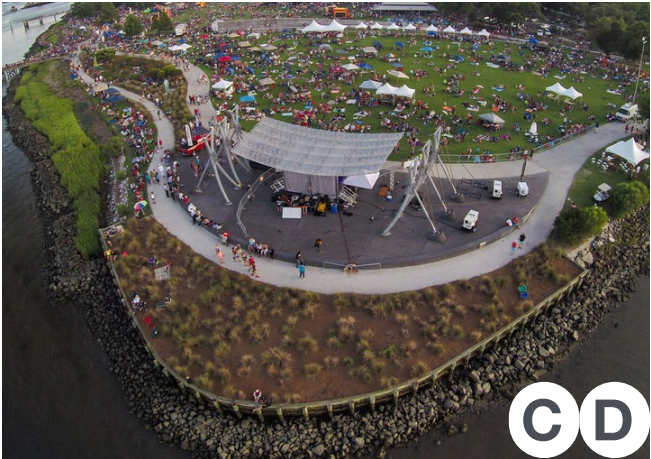
L - Improved Front Street sidewalk

M - Opportunity Pedestrian Bridge

Because there is already an at-grade crossing over the railroad in this location, it is preferred and more budget friendly to direct pedestrian traffic using this route however, an alternative options is to add an additional pedestrian bridge over the railroad to the park.

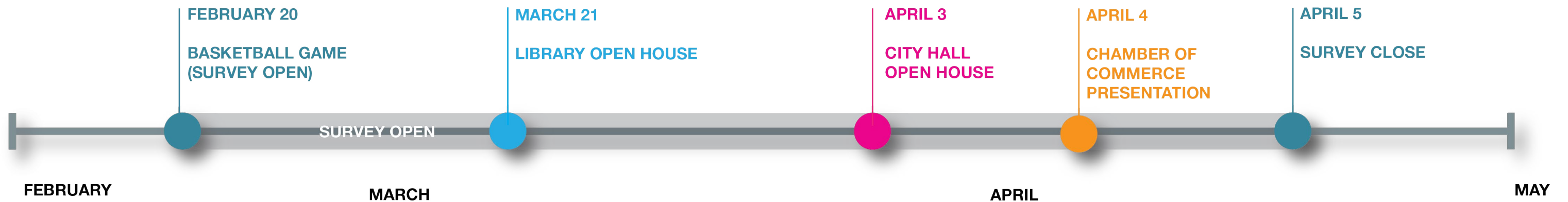


Riverfront Concept - Area C Enlargement





05 Public Engagement



ENGAGEMENT TIMELINE

Following the conceptual ideation, the refinement phase begins. Refinement is heavily influenced by stakeholder and public engagement feedback. Community feedback is used to refine the concept plan for the final vision plan. This process is intricate and combines diverse perspectives into a cohesive framework plan. It involves the examination of insights, suggestions, and concerns expressed by various stakeholders within the community. Community engagement is important because it fosters a sense of ownership and collaboration, ensuring that the final vision plan resonates with the aspirations and needs of the community it serves. Engaged

citizens are more likely to understand and embrace the changes proposed in the master plan, fostering a sense of ownership and responsibility towards their implementation. Moreover, public participation can uncover potential issues and opportunities that professionals might overlook, leading to more innovative and adaptable solutions. Ultimately, a master plan that is shaped by the collective input of the community is more likely to achieve long-term success and resilience.

An adaptive public engagement strategy was leveraged to connect with a large segment of the Bonner Springs Community. In person meetings at a diverse collection of settings in addition to an online digital survey provided numerous opportunities for residents and visitors to engage with the design team. The engagement strategy featured the following events which are outline on the schedule above:

- High school basketball game
- Library
- City Hall
- Chamber of Commerce
- Online survey

ENGAGEMENT STRATEGY

A multi-pronged engagement strategy was leveraged for the Downtown Master Plan. The project was initiated with a Steering Committee of representatives selected by the city to drive the project process. A larger Stakeholder Committee was convened to review initial concepts and provide guidance to the design team based on local perspectives. Once a refined concept was identified through the Steering and Stakeholder Committee process, community engagement events were held to finalize plan elements with community feedback.

PUBLIC ENGAGEMENT

STEERING COMMITTEE MEETINGS

The Steering Committee consisted of representatives from the City of Bonner Springs Government as well as local business owners and residents. The steering committee was the most involved group we gained feedback from throughout the process. We had 5 meetings with the steering committee - one for each phase of the project. Steering Committee members provided feedback to guide the general direction of the plan throughout.

STAKEHOLDER MEETINGS

Incorporating the stakeholder group as an integral part of the master plan enhances its inclusivity and efficacy, fostering a sense of ownership and commitment among those directly affected by its outcomes. By actively involving stakeholders throughout the planning process, from initial ideation to final implementation, their expertise, perspectives, and concerns are integrated into the fabric of the plan and gains advocates who are invested in its success, thereby increasing the likelihood of its seamless execution and long-term sustainability.



DOWNTOWN THEMES

- Leverage consistent furnishings, streetscape and pedestrian amenities to create a sense of place in downtown
- The preference is to retain historical feel of downtown but open to more modern finishes
- Remove overlook feature from downtown for budgetary and logistical reasons
- Think about industrial / historical influence for the gateway feature
- Agreed with proposed street parking, crossings, and sidewalk additions

FRONT STREET THEMES

- A trail connection to businesses near Front Street and Santa Fe Rd from downtown is desirable
- There is a desire to provide bike and pedestrian infrastructure on Front Street
- Front Street pedestrian improvements should be designed to connect to future Metro Green Trails
- Retain 4-lanes on Front Street until after K-32 corridor
- There is a desire for trees however, maintenance, species, utilities, and visibility will need to be considered

RIVERFRONT PARK & TRAILS THEMES

- A destination playground is the most desirable element of the Riverfront Park
- There is a desire to provide riverfront access in some capacity
- Railroad denied the linear trail component due to ROW restrictions
- Riverfront Park may need to be relocated due to brownfield contamination from existing function yet needs to remain on City-owned property
- Relocate kayak launch to opposite creek outlet
- Adjust plan to retain shooting range

PUBLIC ENGAGEMENT

BASKETBALL GAME, CITY HALL, LIBRARY

Hosting community engagement events at the local high school basketball game, city hall and library proved to be a strategic and effective way to connect with a diverse cross-section of the population in Bonner Springs. Between all three events, we were able to interact with approximately 80-100 people. In addition to these 3 events the design team presented the concept at the Chamber of Commerce lunch on April 4th.

Among the ideas that resonated most strongly with attendees was the concept of reinvigorating the character of downtown. Their enthusiasm underscored a shared desire to see Bonner Springs thrive and evolve into a vibrant hub of activity and commerce. We heard many say they felt more restaurants, shopping, and activities are needed in downtown to keep people there for longer periods of time. Many also mentioned that consistent business open times as well as later open times are desired.

Individuals were also excited about the vision for a seamless network of trails linking Bonner Springs to neighboring communities. The idea of Front Street becoming the catalyst for improved connectivity through a greenway was well received and many loved the idea of adding trees for pedestrian comfort.

There was considerable interest and excitement surrounding the proposed Riverfront Park. Attendees shared a myriad of perspectives on how the park could be developed and utilized to maximize its recreational and ecological potential. From family-friendly amenities to nature trails and community events, there was a shared vision for creating a dynamic and inclusive space that celebrates Bonner Springs.



DOWNTOWN THEMES

- Leverage consistent furnishings, streetscape and pedestrian amenities to create a sense of place in downtown
- The preference is to retain historical feel of downtown but open to more modern finishes
- There is a desire for more restaurants, shopping, and activities that provide a night life experience
- A gateway feature is highly desirable
- Improved street parking with bump outs was well recieved
- Excitement for improved and additonal crossing locations

FRONT STREET THEMES

- A trail connection to businesses near Front Street and Santa Fe Rd from downtown is desirable
- There is a desire to provide bike and pedestrian usability on Front Street
- Front Street pedestrian improvements should be designed to connect to future Metro Green Trails
- It is desired for trees to be strategically implemented for pedestrian comfort
- If possible in the future, there is a desire for a riverfront trail

RIVERFRONT PARK & TRAILS THEMES

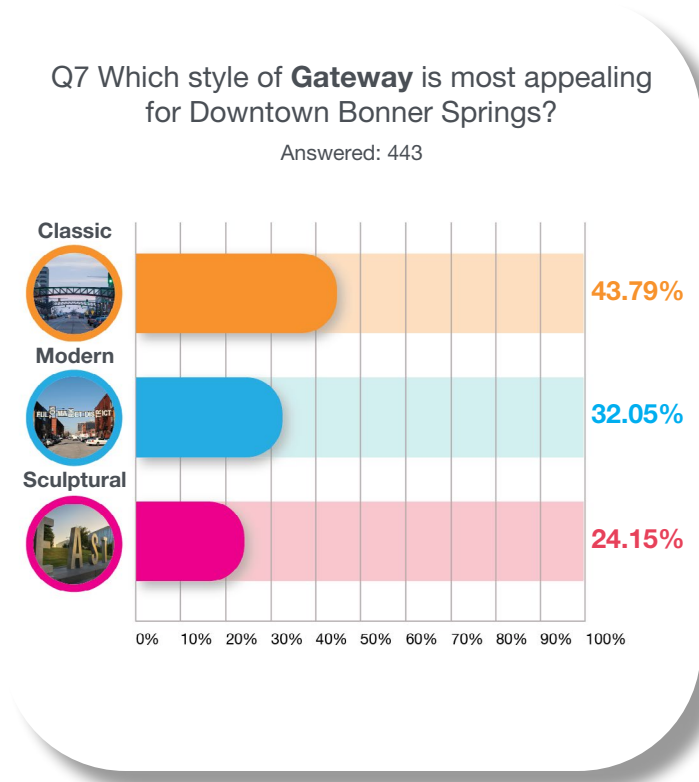
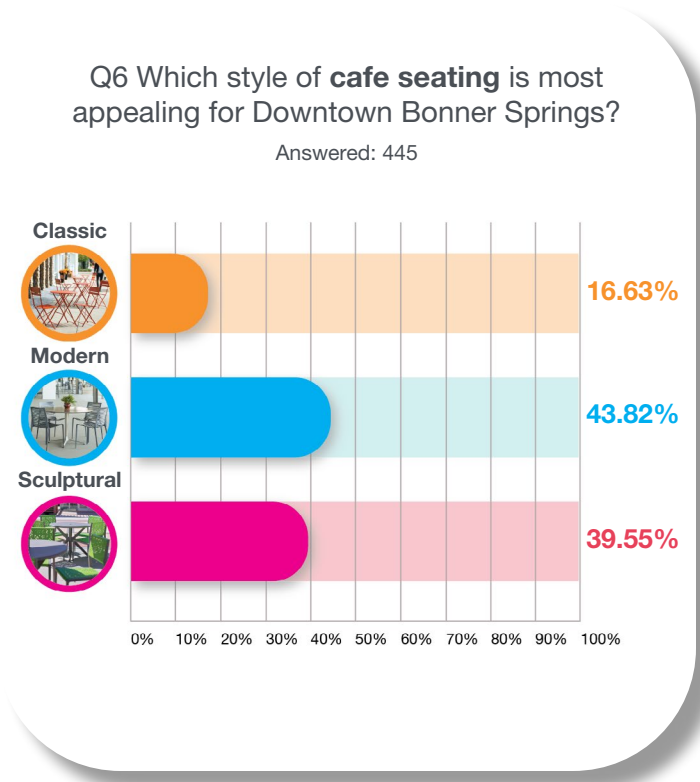
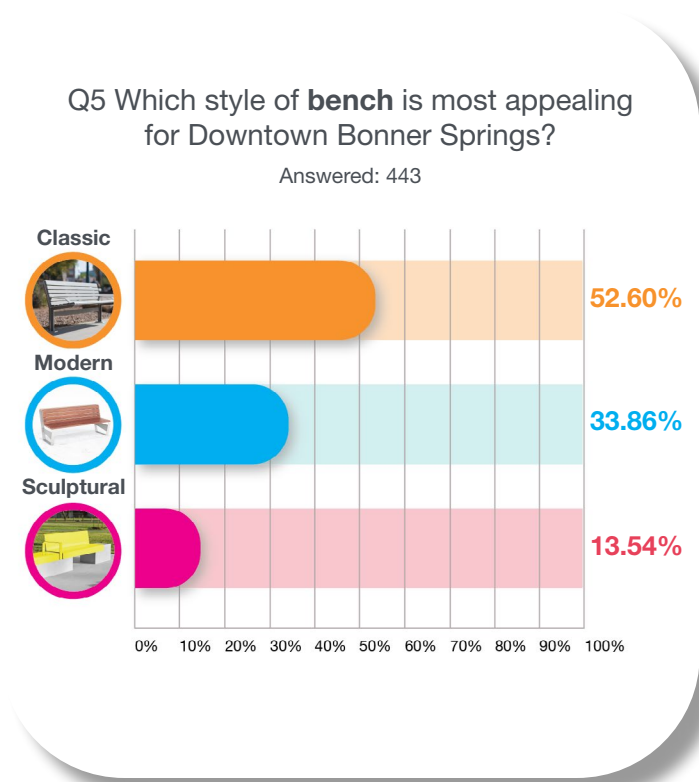
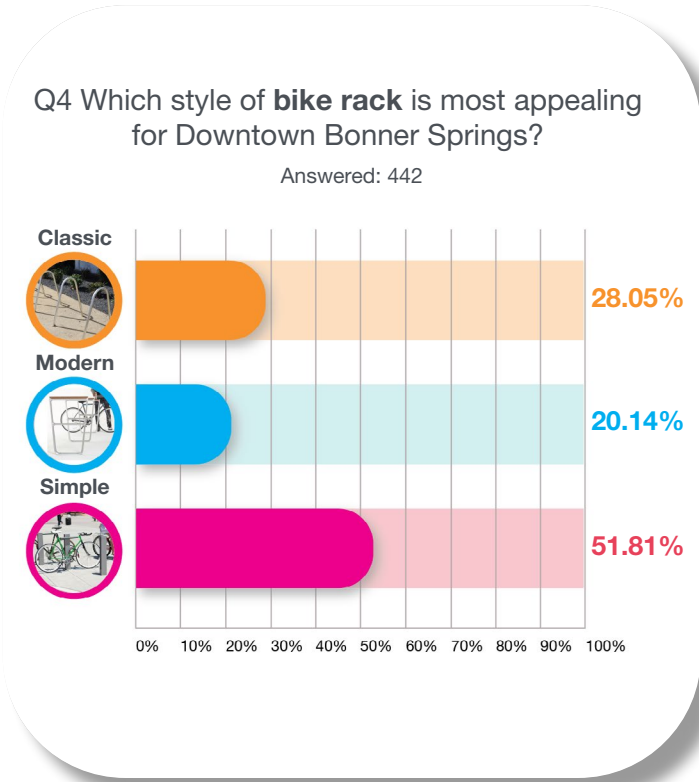
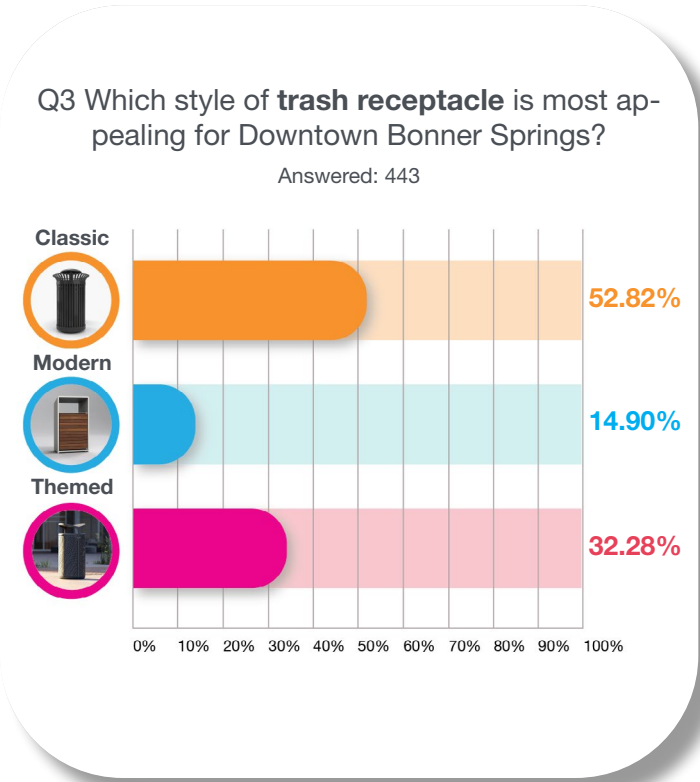
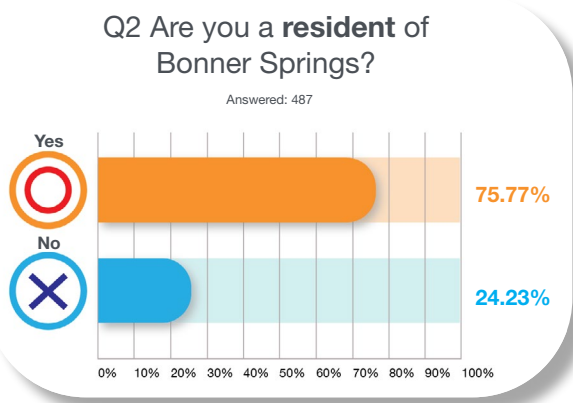
- There is a desire to provide riverfront access in some capacity
- It is desirable to provide adult programming and spaces in addition to kids activities
- Interest in event spaces that are near downtown
- Interest in flexible programable plaza space under bridge
- Some safety concerns regarding crossing K-32, being near the shooting range, and park going under the bridge
- Direct access to the riverfront from downtown was a common sentement. Though UPRR ROW prevents this at present, it should be actively pursued.

PUBLIC ENGAGEMENT

SURVEY RESULTS

In addition to the three community engagement events at the basketball game, city hall, and library, there was a survey that was open from February 20, 2024 to April 5, 2024 or approximately 8 weeks. The survey was very successful in obtaining 487 responses with 75% of those participants living in Bonner Springs. The primary purpose of the survey was to gather feedback on the concepts, establish aesthetic preferences for furnishings in downtown, a gateway feature, and desired programming for the riverfront park. The results of each of those questions are shown on the right and on pages 98 - 109. The full survey results can be found in the appendix.

The general consensus for furnishing styles in downtown are that the community prefers simple and classic styles. This feedback is in sync with the desires of the City wanting to retain a historic downtown. The general consensus for programming at the Riverfront Park is that the community would like to see a river overlook and event shelter followed closely by a playground and flexible lawn.



PUBLIC ENGAGEMENT

SURVEY RESULTS

The written feedback from residents regarding the Bonner Springs Downtown Plan reflects a mix of enthusiasm, concerns, and specific suggestions for improvement. Residents are generally supportive of enhancing the downtown area but express concerns about potential challenges and the need to preserve the town’s unique character.

Key themes include improving existing infrastructure, access to river, parking concerns, connectivity, programming suggestions, and maintaining a unique identity for Bonner springs. The key themes and ideas from the community are shown on page 100-103.

Q8 - Do you have any comments, likes, or concerns about the Downtown Plan?

IMPROVING EXISTING INFRASTRUCTURE

“Will we get new roads, paved parking lots and sidewalks? A lot of the roads and parking lots are in rough shape”

Add play structures to downtown parks – other parks aren’t accessible for all families

Concerns about the impact of an apartment complex at Oak & Front, particularly regarding excessive concrete, obstructed views, and a lack of green space

Worried about higher taxes as a result of the proposed developments

“Please consider investing in current physical infrastructure (sidewalks, parks, etc) before adding items

ACCESS TO RIVER

Developing trails and river access for activities like kayaking, boating, and fishing, as well as connecting the park to other nearby riverfront areas

Riverfront trails

Pedestrian bridge to river

“I like the idea of a riverfront park with trails and river access (kayaks, boats, fishing, etc)”

Desire for riverfront park to be closer to downtown

Utilize existing tunnels

“A trail from Bonner to Edwardsville riverfront park would be amazing”

PARKING

Maintaining ample parking while preserving the appeal of the current downtown area

Challenges related to parking availability during downtown events and the potential exacerbation of the issue with additional businesses and apartments

“Concerned about parking and being able to find a spot to park for food”

“Parking is always a concern when there is any big event happening downtown”

PUBLIC ENGAGEMENT

SURVEY RESULTS

Continuation of Key Themes from community survey (connectivity, programming suggestions, and maintenance of unique identity of Bonner Springs)

Q8 - Do you have any comments, likes, or concerns about the Downtown Plan?

CONNECTIVITY

- Difficulties faced by individuals with disabilities in navigating downtown Bonner Springs due to limited accessibility to buildings
- Desire for Front Street sidewalk to trailer park / west businesses
- Desire for transportation improvements
- In general, community wants more trails / safe spaces to walk
- "I think it would be greate to have marked and named loops in the city"
- "My dog and I walk trails nearly daily but we go to Johnson County often because there aren't enough scenic trails here in Bonner"

PROGRAMMING SUGGESTIONS

- Supporting existing boutiques and shops, and possibly adding cafes with alternative food options
- Add more food attractions that stay open later
- Potential overcrowding of sidewalks if too many elements are added (e.g., benches, chairs, trash receptacles, flower boxes)
- Pickleball
- Grocery store
- Consider dogs
- "I would like to see plantings move toward native plants that benefit our pollinators and butterflies"
- Make sure to include dog pick up stations, water fountains, and trash cans

MAINTAIN UNIQUE IDENTITY OF BONNER SPRINGS

- Requests to ensure that any new elements added to the downtown area complement each other and support a cohesive vision for the community
- Make sure gate-way fits into Bonner Springs identity – limestone, sunflower theme of the City, metal, reference the "industrial" theme
- "I want to keep a small town feel"
- "Don't lose boutiques and shops that exist"
- "It is nice to have a balance of paying tribte to the past while still showing that Bonner is a vibrant place to be with updated things"

PUBLIC ENGAGEMENT

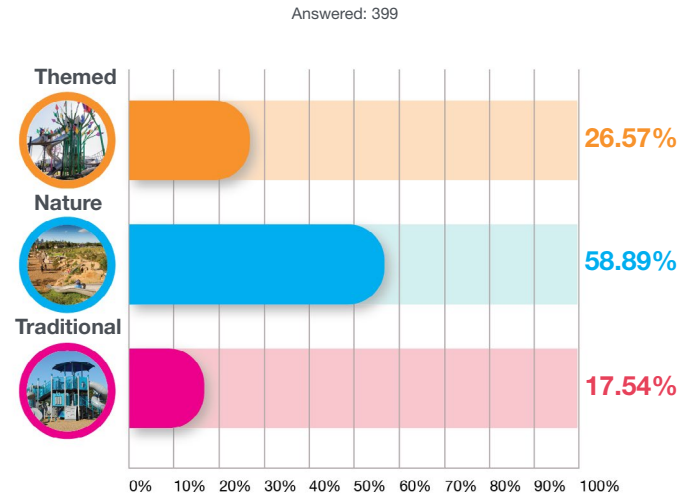
SURVEY RESULTS

Residents of the community have enthusiastically embraced the proposal for a new riverfront park, drawn to its array of enticing features. Chief among these is the inclusion of a kayak launch, offering residents the opportunity to explore the waterways and engage in outdoor activities. The prospect of a destination playground has also garnered favor, ensuring inclusivity for all members of the community.

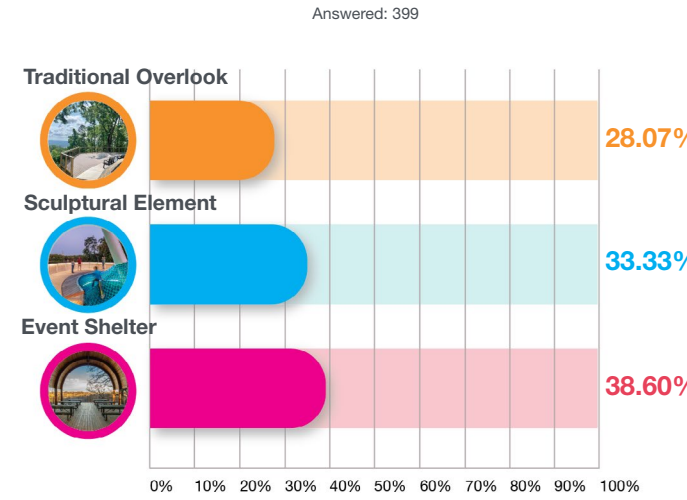
Additionally, the proposed event shelter and lawn promise to be focal points for gatherings and recreational activities, enhancing social cohesion. Notably, residents are eager for the playground to be iconic, potentially becoming a landmark within the city to bring in visitors. However, amidst the excitement, concerns have surfaced regarding potential noise disturbances of K-7 and the shooting range, particularly with events held at the park, and issues of nighttime safety.

Furthermore, residents have expressed apprehension about access to the park and its connectivity to downtown areas. Another significant concern is the park’s proximity to the police shooting range, raising questions about safety and potential disruptions. Despite these reservations, the overwhelmingly positive response underscores the community’s enthusiasm for the park’s potential to enrich their lives and enhance the cityscape.

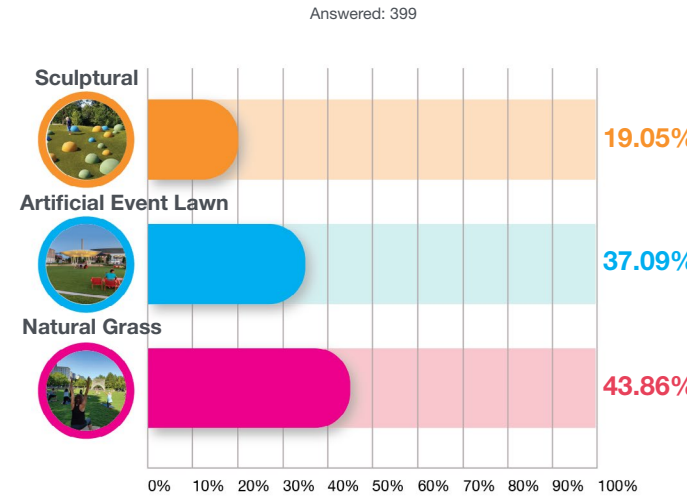
Q11 Choose your preferred style of **playground**



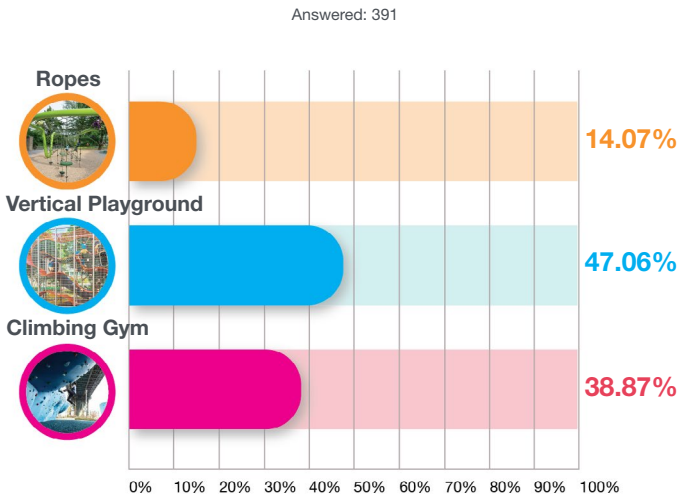
Q12 Choose your preferred style of **overlook/ event shelter**



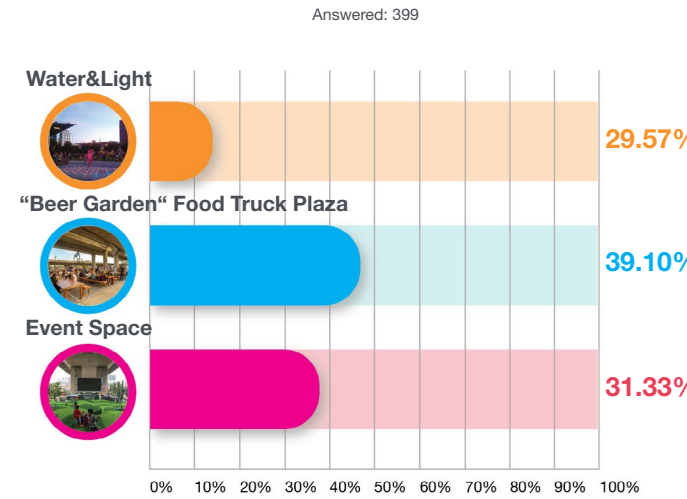
Q13 Choose your preferred style of **flexible lawn**



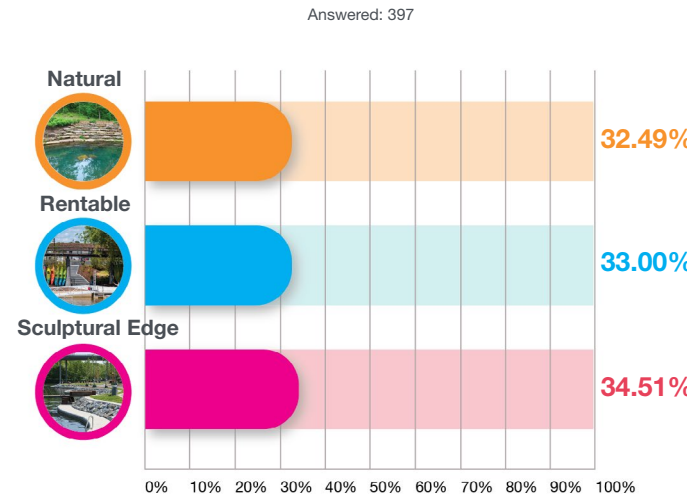
Q14 Choose your preferred style of **vertical play**



Q15 Choose your preferred style of **flexible plaza**



Q16 Choose your preferred style of **kayak launch**



PUBLIC ENGAGEMENT

SURVEY RESULTS

The feedback from residents regarding the Riverfront Park reflects a mix of enthusiasm, concerns, and specific suggestions for improvement. Residents are generally supportive of the riverfront park and the proposed program however there were some concerns regarding safety being in proximity to the shooting range and crossing K-32 and the railroad crossing.

Key themes include noise and safety, suggestions for programming, and connectivity. The key themes and ideas from the community are shown on page 106-107.

Q17 – Do you have any comments, likes, or concerns about the Riverfront Park?

NOISE / SAFETY

- Seems loud under bridge
- “Get rid of gun range noise”
- Need emergency phones like they have on college campuses / first aid station / cameras
- Concerned about crossing that will require horn blast
- Concerned about shooting range proximity
- Concern about vandalism / how the space will be monitored
- Is the new cross-walk able to be a bridge entry? Don’t like the idea of families walking across K-7 there. Rather them have a fun bridge to walk over
- Concerned about the one way in and out access especially for emergency access

PROGRAMMING SUGGESTIONS

- Family centered park
- Accommodate dogs
- Ecology learning area
- Include restroom on plan
- We need a fully inclusive playground for individuals with disabilities to enjoy
- Splash pad
- Pickleball courts
- Disc golf course
- Make the space kids/ family friendly, but flexible for adults only events and spaces
- STEM / STEAM collaboration with local and metro entities
- Make sure the park is completely accessible
- Large even lawn/ plaza would be awesome!
- Places to fish
- Beer garden
- Love kayak idea as well as having a rental station
- Need water fountains and trash cans

CONNECTIVITY

- Park should be nearer to downtown – this location adds another disconnected location rather than unifying
- Waling trail along river or in the area connecting to the park would be amazing!
- Need hiking trails
- Ensuring walking / biking paths from downtown are sufficiently sheltered from traffic (ie barriers, trees, bollards)

PUBLIC ENGAGEMENT

RIVER CONNECTION

Many participants indicated that there is a desire to connect the downtown to the river. Several indicated the best location for this would be directly south from Cedar Avenue across the railroad. Others also suggested connecting a riverfront trail to Edwardsville tying in near Lake of the Forest.

138TH STREET CONNECTION:
HIGHWAY 32 TO KANSAS AVENUE

Many participants indicated that there is a desire to have a trail along 138th street that connects Highway 32 to Kansas Avenue. This trail is already a proposed future trail but it is important to note that this trail should be a priority in the community per the survey feedback. This connection would be a 6-8’ concrete sidewalk installment.

NETTLETON AVENUE CONNECTION:
HIGHWAY 32 TO METROPOLITAN AVENUE

It is desired that the trail system connects from downtown at Highway 32 to the north at Metropolitan Avenue. This connection is partly on the future proposed trail but it should be extended to Metropolitan Avenue as indicated per the survey feedback. This connection would be a 6-8’ concrete sidewalk installment.

SCHEIDT LANE / RAILROAD TRAIL:
FRONT STREET TO HIGHWAY 32

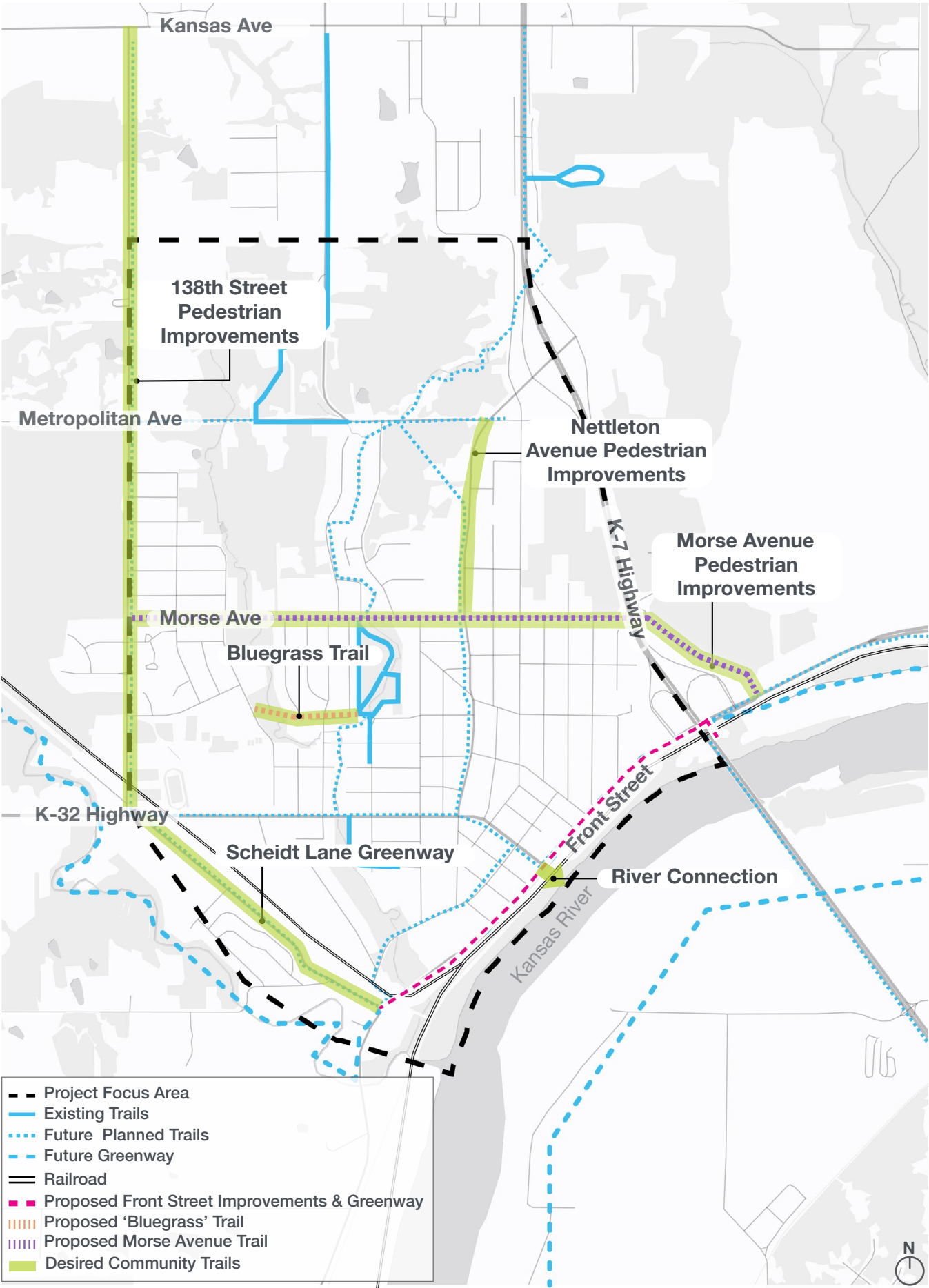
Several participants indicated the desire for a trail that connects downtown to the businesses west of downtown as well as to the Bonner Springs Estates neighborhood. This trail is already a future planned trail along Scheidt Lane and this masterplan further promotes this connection by extending the Front Street greenway along Scheidt Lane or the railroad. This trail would be a 12’ shared use path.

MORSE AVENUE CONNECTION:
138TH STREET TO HIGHWAY 7

A new trail or connection is desired on Morse Avenue from 138th Street to Highway 7. This trail could connect back into the masterplan’s greenway trail along Front Street and provide several loop options for residents to walk or bike. This connection would be a 6-8’ concrete sidewalk installment

BLUEGRASS TRAIL:
LIONS PARK TO BLUEGRASS DRIVE

A new trail is desired on between Lion’s Park trailhead and Bluegrass drive for neighborhood access to the Middle School. It is recommended that this trail would be an 8’ concrete wide path, to provide room for pedestrians and bikes, with some kind of pedestrian lighting for students or the community walking from the schools to the neighborhood during early mornings or evenings.





06 Vision

Final Vision

RAILROAD CHALLENGES

Railroad land rights and rights-of-way (ROW) ownership present significant challenges in the land planning process for a master plan. These challenges stem from the historical acquisition of vast stretches of land by railroad companies. As a result, many railroad corridors traverse urban and riverfront lands complicating development in these areas.

Railroad companies typically own the land beneath their tracks and maintain control over the adjacent rights-of-way, which can extend hundreds of feet on either side in some cases. They have the land rights to these large areas which often entail legal restrictions and regulatory requirements that govern land use and development activities within the ROW. These restrictions may include setbacks, height limitations, noise ordinances, and environmental regulations aimed at protecting railway operations and ensuring public safety. Compliance with these regulations can pose challenges for designers seeking to accommodate the needs of communities.

In summary, navigating railroad land rights and ROW ownership presents multifaceted challenges for land planners crafting a master plan. Overcoming these challenges requires

collaboration among various stakeholders, including railroad companies, local governments, developers, and community groups, to balance competing interests and achieve a sustainable, well-integrated vision for land use and development. Through strategic planning, creative design solutions, and effective negotiation, it is possible to unlock the potential of railroad lands while respecting their unique historical, legal, and operational contexts.

These challenges very much impact the way downtown Bonner Springs can grow, especially in regards to connecting to the riverfront. The Union Pacific railroad was contacted, the ideation plans were presented and after many weeks of waiting, unfortunately, any development along the riverfront within the railroads owned property and ROW, as shown in yellow in the image on the right, was denied. Therefore, the master plan moving forward had to be altered in order to keep desired programming and design components. This primarily affected the idea of the overlook at the riverfront, the riverfront park size, and the riverfront trail components of the design. The final vision plan incorporated these changes for the final master plan.



Railroad ROW Map (provided by BNSF Railroad)

OVERALL MASTER PLAN



DOWNTOWN

RIVERFRONT PARK

FRONT STREET

KEY IMPROVEMENT AREAS

In addition to trail improvement recommendations community wide, the Master Plan focuses on three key improvement areas.

- Downtown: Pedestrian & placemaking improvements in the heart of Bonner Springs
- Front Street: Creating a greenway trail corridor along Front Street to improve connectivity, facilitate recreation opportunities within Bonner Springs and set the stage for future trail connections in the region.
- River Front Park: A community park on the banks of the Kansas River. Providing access to the riverfront and creating a regional recreation asset for the Bonner Springs community.

DOWNTOWN IMPROVEMENTS PLAN

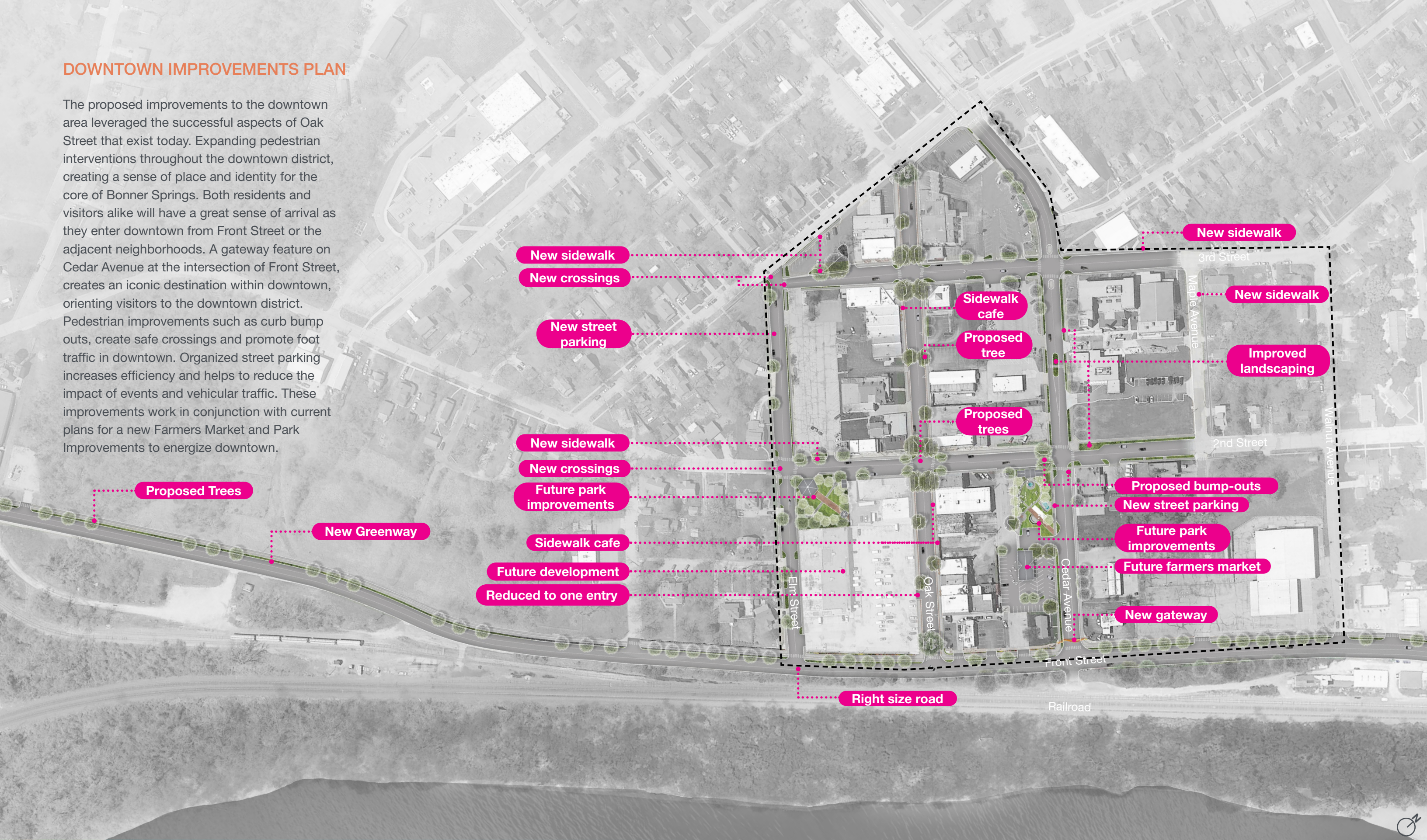
- **Elm Street:** Provide new crossings and sidewalks at the corner of Elm and 3rd Street as well as provide street parking
- **Oak Street:** Provide consistent lighting, trash receptacles, benches, and wayfinding
- **Cedar Ave:** Provide consistent lighting, trash receptacles, benches, and wayfinding in addition to providing street parking adjacent to Centennial Park and a gateway at the intersection of Cedar and Front Street.
- **Maple Ave:** Provide consistent lighting, trash receptacles, benches, and wayfinding in addition to new sidewalks along both sides of the street.
- **Walnut Ave:** Provide consistent lighting, trash receptacles, benches, and wayfinding in addition to new sidewalks along both sides of the street.
- **2nd Street:** Provide consistent lighting, trash receptacles, benches, and wayfinding
- **3rd Street:** Provide consistent lighting, trash receptacles, benches, and wayfinding in addition to sidewalks at both ends of the road.
- **Front Street:** Incorporate standard furnishings, right-size the street, and make more pedestrian friendly.
- **Sidewalk Cafes:** There are three identified locations where sidewalk cafes could be further implemented.



Downtown Improvements Plan

DOWNTOWN IMPROVEMENTS PLAN

The proposed improvements to the downtown area leveraged the successful aspects of Oak Street that exist today. Expanding pedestrian interventions throughout the downtown district, creating a sense of place and identity for the core of Bonner Springs. Both residents and visitors alike will have a great sense of arrival as they enter downtown from Front Street or the adjacent neighborhoods. A gateway feature on Cedar Avenue at the intersection of Front Street, creates an iconic destination within downtown, orienting visitors to the downtown district. Pedestrian improvements such as curb bump outs, create safe crossings and promote foot traffic in downtown. Organized street parking increases efficiency and helps to reduce the impact of events and vehicular traffic. These improvements work in conjunction with current plans for a new Farmers Market and Park Improvements to energize downtown.



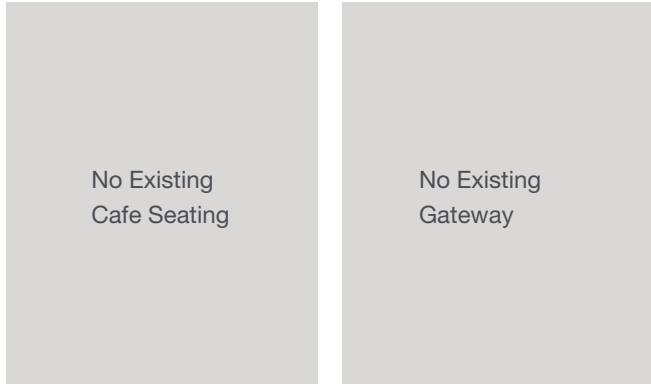
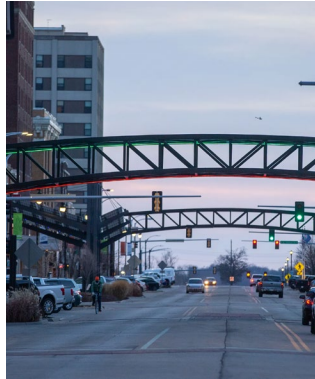
Downtown Key Changes Plan

DOWNTOWN IMPROVEMENTS

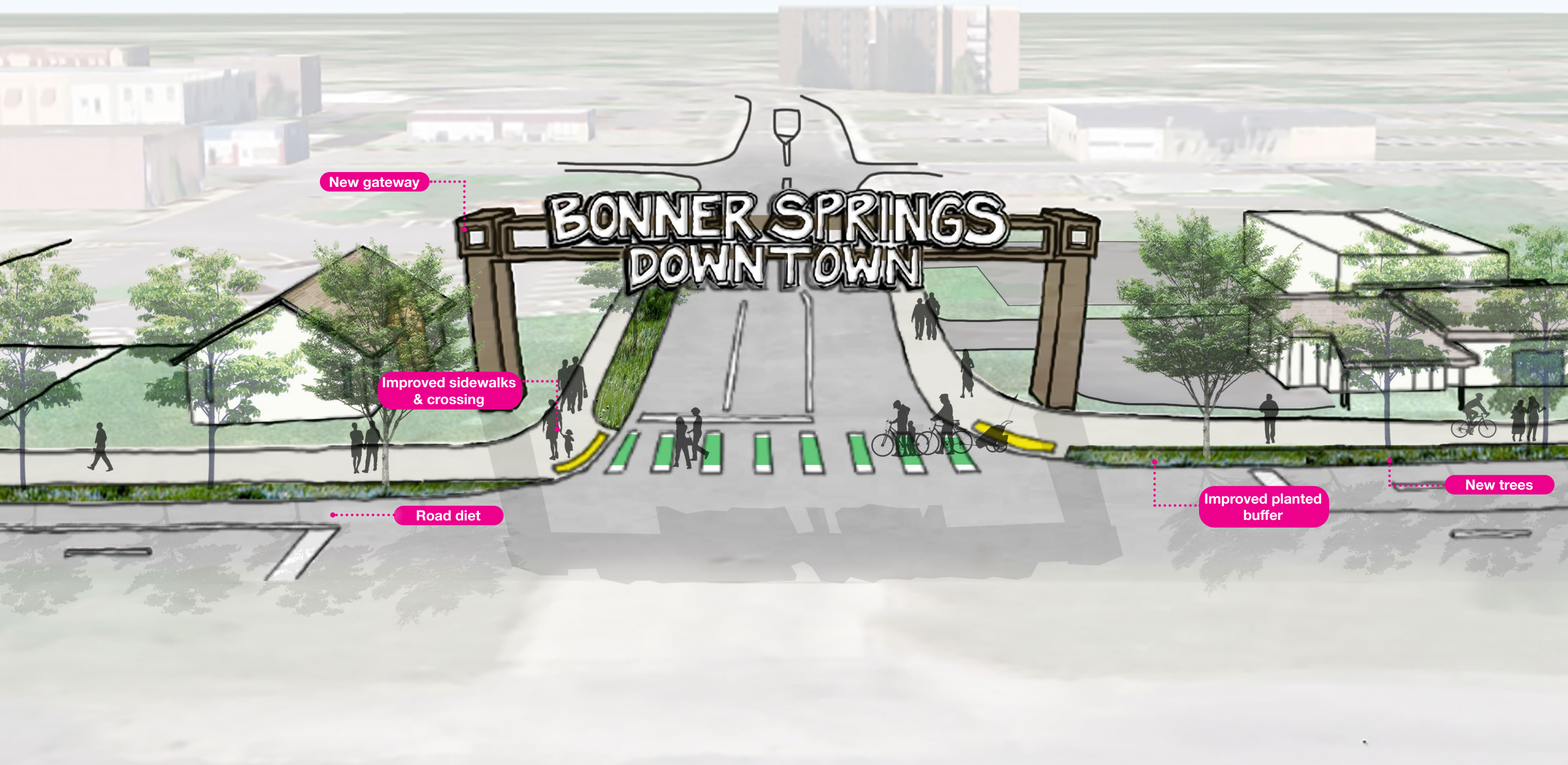
Although the downtown is very walkable and has sidewalk infrastructure throughout, implementing the success of Oak Street’s pedestrian scale and range of site furnishings throughout all of downtown and on Front Street is recommended. The images to the right show existing furnishings that are in downtown Bonner Springs today along with three options of furnishing families the City could look at for the future.

Based on community feedback from the survey and engagement events, we have identified three furnishing typologies that work in conjunction wit the existing infrastructure and capture the vision of the community. Site furnishings come in several price points while achieving similar aesthetic and character. The typologies on the right are indicative of a High, Med and Low price approach. It is recommended that a blend of black and muted colors be leveraged to blend the historic nature of downtown Bonner Springs with the modern functionality of these site amenities.

We recommend the selected furnishings family be leveraged for trail improvements along front street and outlying trail improvements within Bonner Springs. As improvements are implemented a consistent palette will further bolster the sense of place and “brand” of Bonner Springs.

		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	 Madrid - Sitescapes	 Keep existing - Acorn Style	 Cityview - Sitescapes	 Foro - Maglin	 Steel with lighting

DOWNTOWN IMPROVEMENTS



Downtown Gateway Concept: Front Street & Cedar Avenue

TRAILS NETWORK

The Bonner Springs master plan represents a visionary approach to urban development aimed at fostering connectivity and collaboration between downtown Bonner Springs and surrounding communities. One of the key components of this plan is the strategic integration of the town’s infrastructure with proposed Metro Green trail system and other trail networks proposed by previous plans. By creating a seamless network of pathways that traverse through Bonner Springs and extend into neighboring areas, the master plan aims to enhance mobility, promote outdoor recreation, and facilitate social interaction among residents and visitors.

Connecting downtown Bonner Springs to proposed Greenways and trails holds immense potential for stimulating economic development, promoting tourism, and enhancing quality of life for local residents. These interconnected pathways provide opportunities for residents to explore new destinations, discover hidden gems, and engage with the natural beauty of the region. By encouraging active transportation modes such as walking, jogging, and cycling, the trail network promotes health and wellness while reducing reliance on automobiles and mitigating traffic congestion.

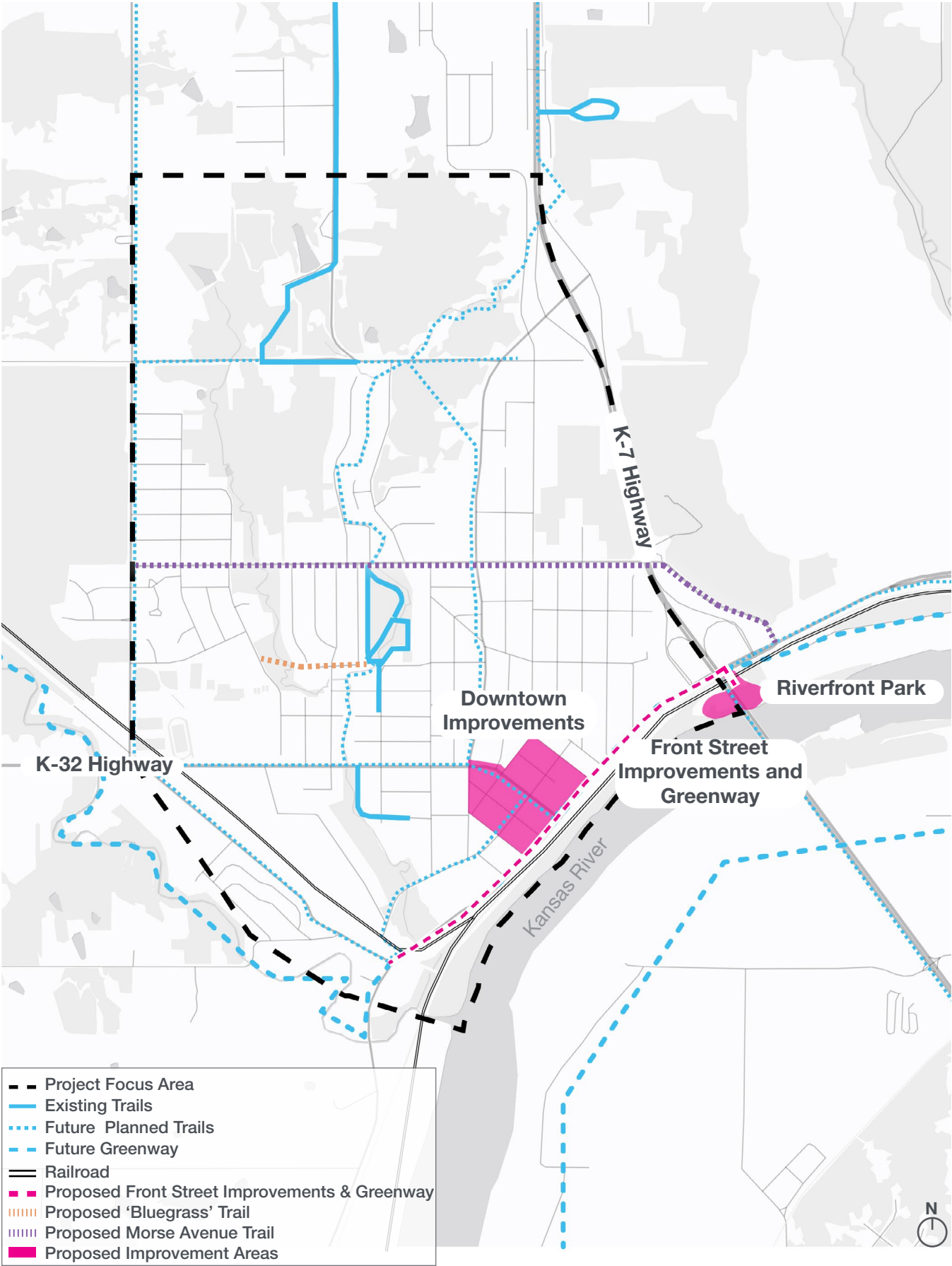
Moreover, the integration of Bonner Springs into regional trail networks strengthens its identity as a vital hub within the broader metropolitan area, fostering a sense of connectivity and belonging among residents of diverse backgrounds and interests. By facilitating easy access to amenities, parks, and recreational facilities, the master plan creates opportunities for social integration, community engagement, and civic pride. Additionally, the trails serve as corridors for environmental conservation, promoting sustainability and stewardship of natural resources while providing habitat for wildlife and preserving green spaces for future generations.

As Bonner Springs continues to evolve and grow, the master plan’s emphasis on connectivity and trail development is rooted in a commitment to creating a vibrant and livable community that embraces its natural surroundings and celebrates its unique identity. By leveraging the power of trails to connect people, places, and experiences, the master plan lays the groundwork for a more resilient, inclusive, and sustainable future for Bonner Springs and its residents.

This master plan proposes three trails that will benefit Bonner Springs. The first is the “Bluegrass Trail” which was identified as a need in the community. Currently, kids from the surrounding neighborhood are cutting through a heavily wooded area to be able to get to Middle School or High School. This proposed trail includes a new pedestrian crossing, a paved trail, and lighting for safety during evenings. It is also utilizing City owned property to ease implementation. Please refer to page 64 and 109 to see the placement of this trail.

The second trail proposed is the Front Street Improvements and Greenway. This greenway, although traversing through an urban environment, connects three future planned trails as well as a future proposed greenway by creating a 12’ shared use path on the north side of Front Street with opportunity for pedestrian amenity space along the greenway. Implementing this trail along Front Street will not only bring visitors through Bonner Springs downtown but also allow the Bonner community to visit adjacent communities. Please refer to pages 109 - 117 to see the proposed improvements.

Lastly, during community engagement activities, the Morse Avenue trail was identified by the community as a crucial pedestrian connection. This connection would be a 6-8’ concrete sidewalk installment with required crossings, signage, and lighting.



Proposed Trails

FRONT STREET IMPROVEMENTS

STREET TYPE A

It is desired that this portion of the road retain four driving lanes and a concrete median. A new 8’ shared used path with a 4’ planting buffer is proposed on the north side of Front Street for bicycles and pedestrians.

STREET TYPE B1

This portion of the road is proposed to retain all four lanes (two lanes in each direction) in addition to a turning lane. The existing ROW area would be converted into a 12’ shared use path for bicycles and pedestrians with a 5’ tree lawn.

STREET TYPE B2

Street area B2 would retain all four lanes (two lanes in each direction) but taper down to three driving lanes (one lane in each direction with a two-way left-turn lane) after the Front Street and Cedar Avenue intersection. The existing ROW area would be converted into a 12’ shared use path for bicycles and pedestrians with a 5’ tree lawn. If a traffic study proves this portion of the road could be reduced, it is recommended that this section of the road follows Street Type C typology.

STREET TYPE C

This portion of the road is proposed to be reduced from four to three driving lanes (one lane in each direction with a turn lane) to allow more space for pedestrians and slow down traffic. Remaining ROW area is converted into a 12’ shared use path for bicycles and pedestrians with a 5’ tree lawn and 7’ for pedestrian amenities such as lighting, planting, benches, etc.

STREET TYPE D

Street area D is proposed to be reduced from four to three driving lanes (one lane in each direction with a turn lane) to allow more space for pedestrians and slow down traffic as well. remaining ROW is to be converted into a 12’ shared use path for bicycles and pedestrians with a 5’ tree lawn. Existing utilities limit the expansion of the pedestrian infrastructure. If funding allows these utilities to be relocated or buried, it is recommended this section of road follows Street Type C typology.

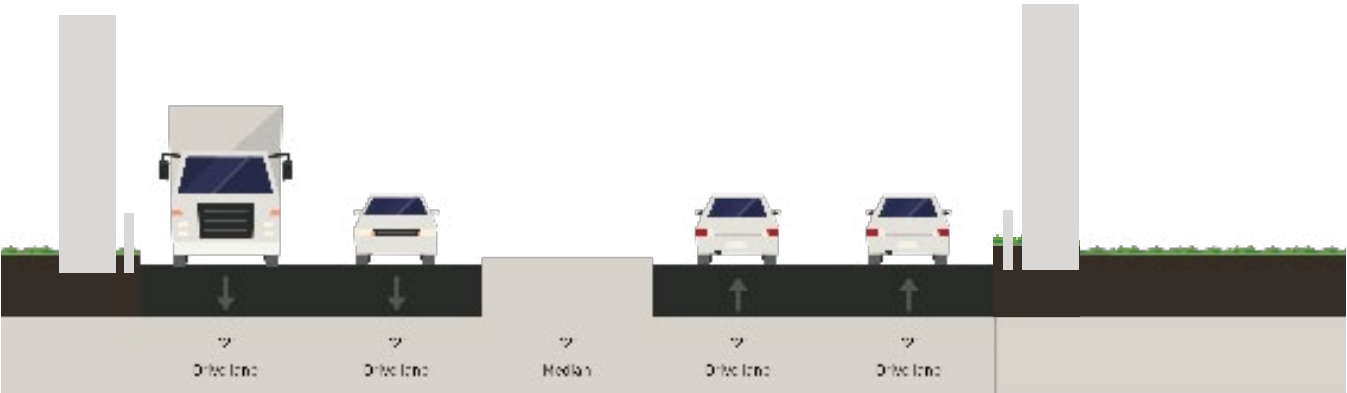


Front Street Improvements Reference Plan

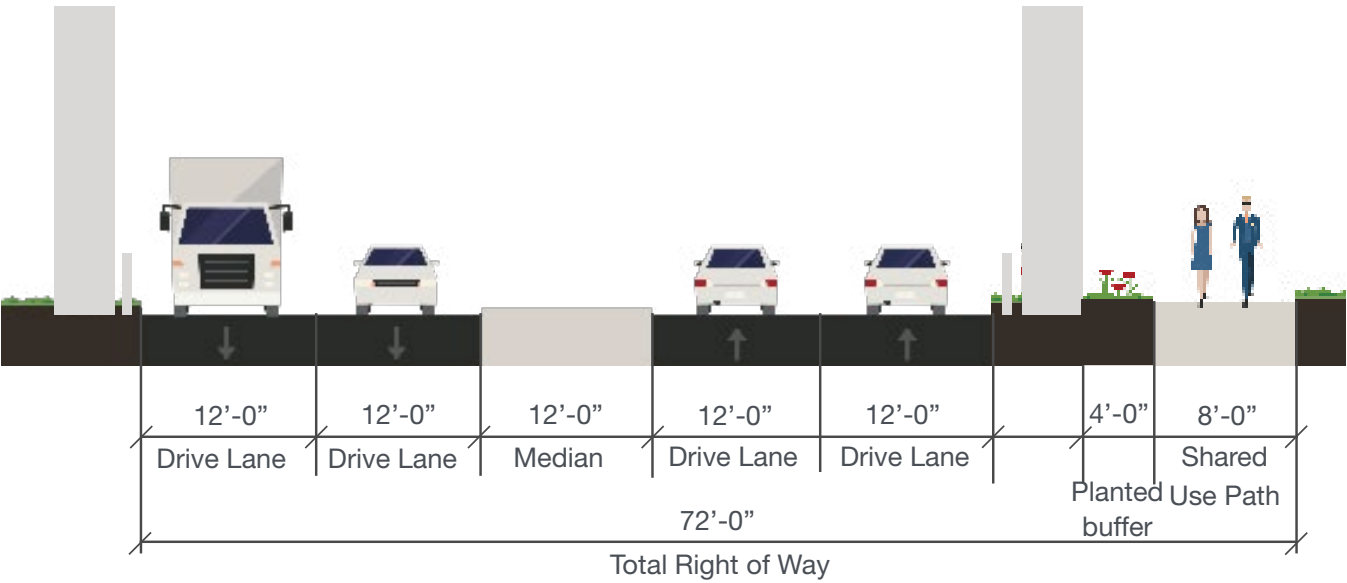
FRONT STREET IMPROVEMENTS - STREET TYPE A



Existing Street A



Existing Section A

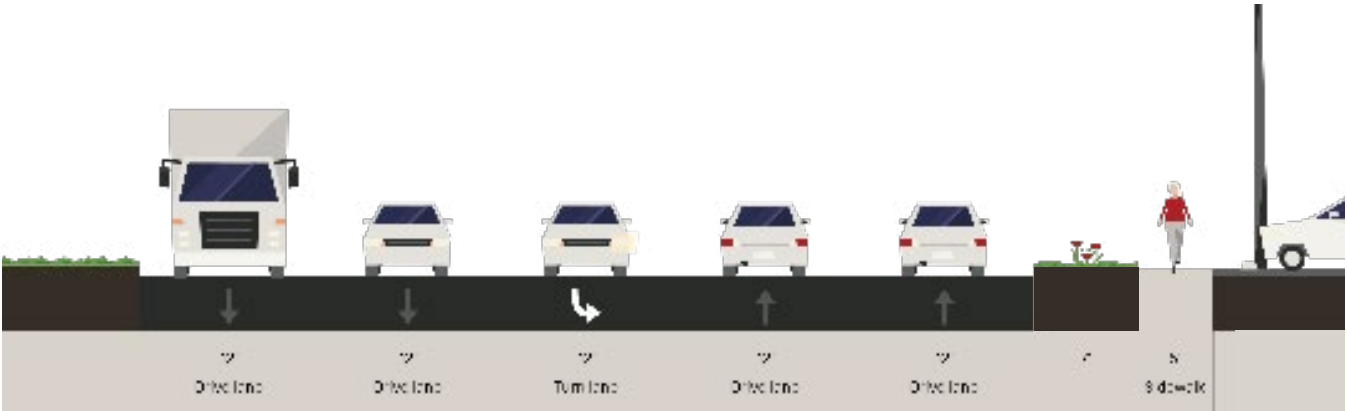


Proposed Section A

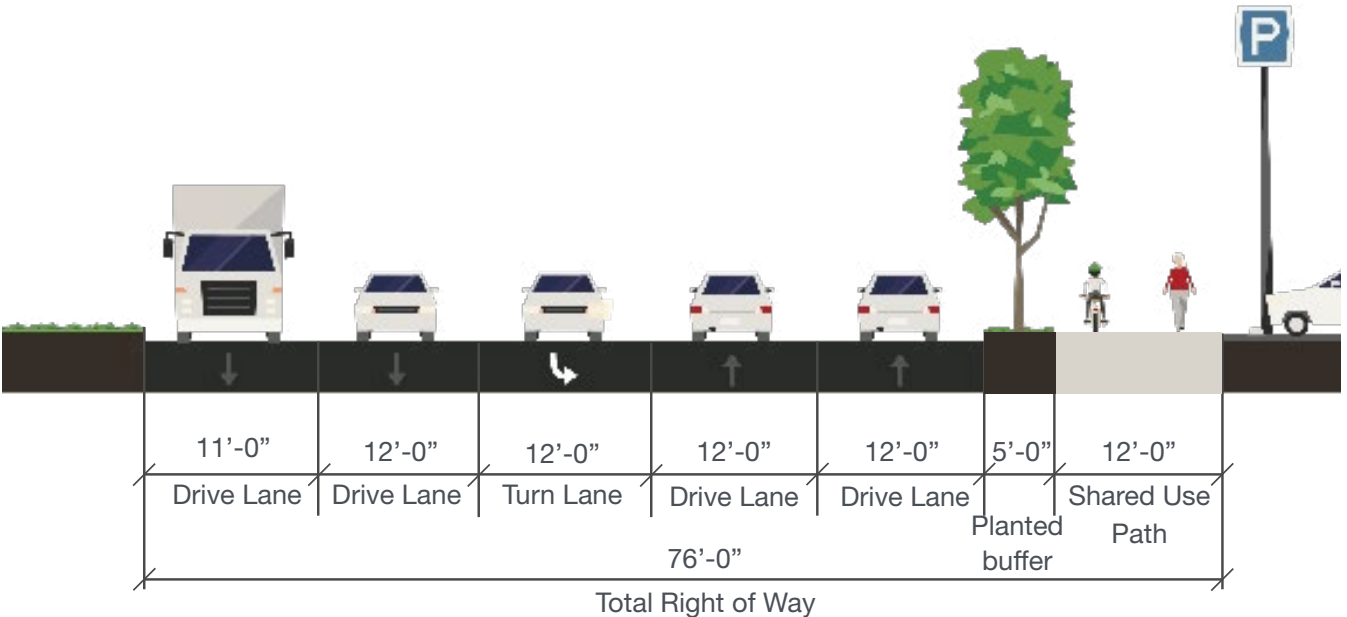
FRONT STREET IMPROVEMENTS - STREET TYPE B1



Existing Street B1

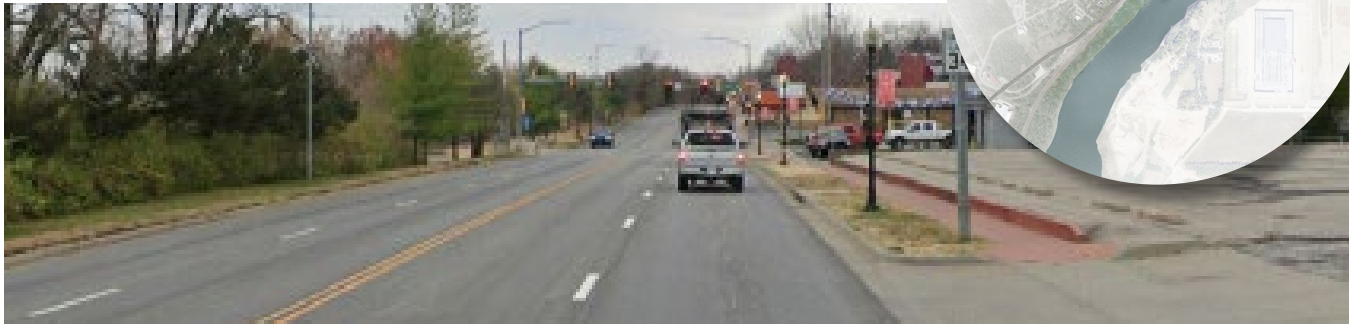


Existing Section B1

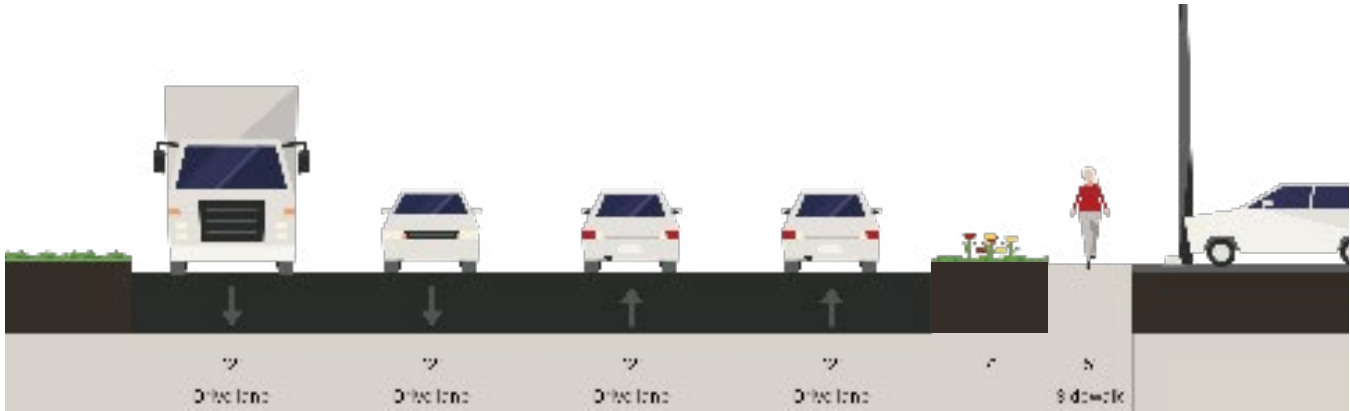


Proposed Section B1

FRONT STREET IMPROVEMENTS - STREET TYPE B2



Existing Image B2

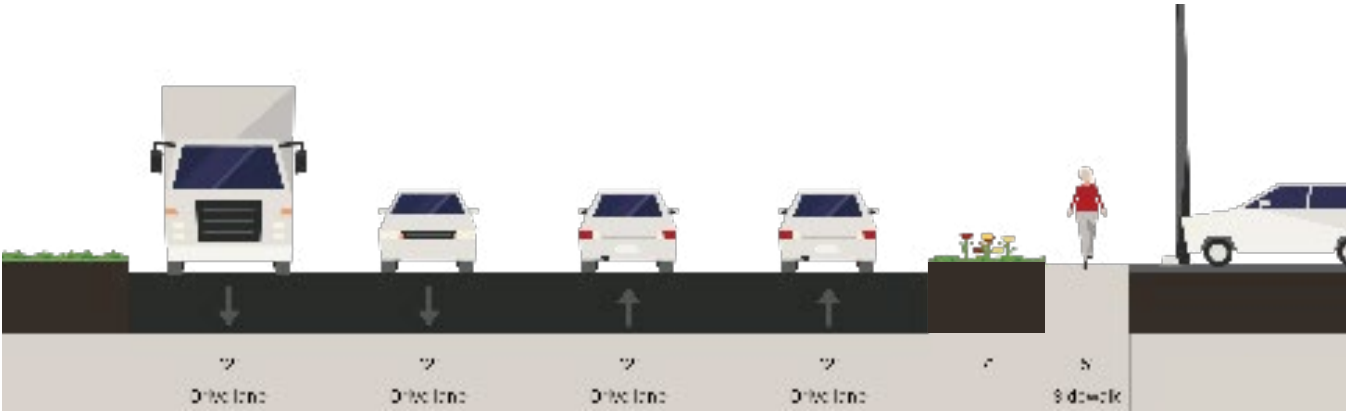


Existing Section B2

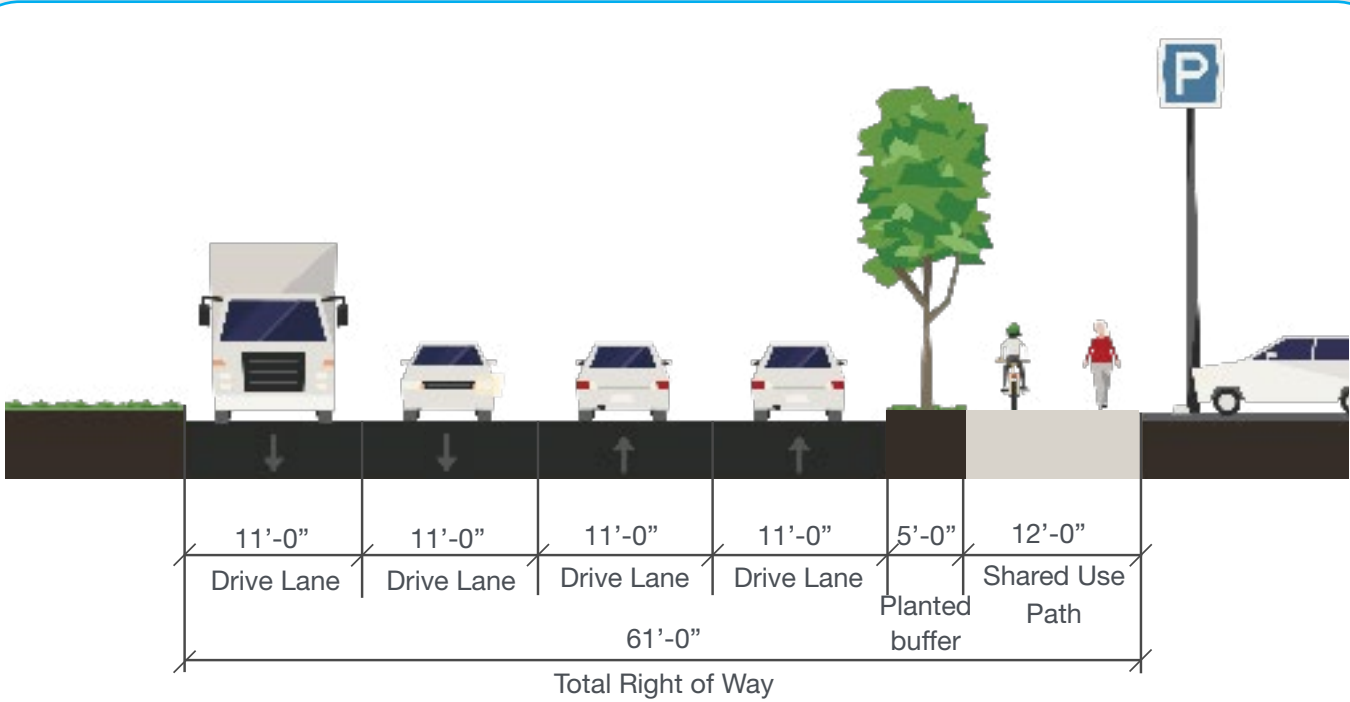
FRONT STREET IMPROVEMENTS - STREET TYPE C



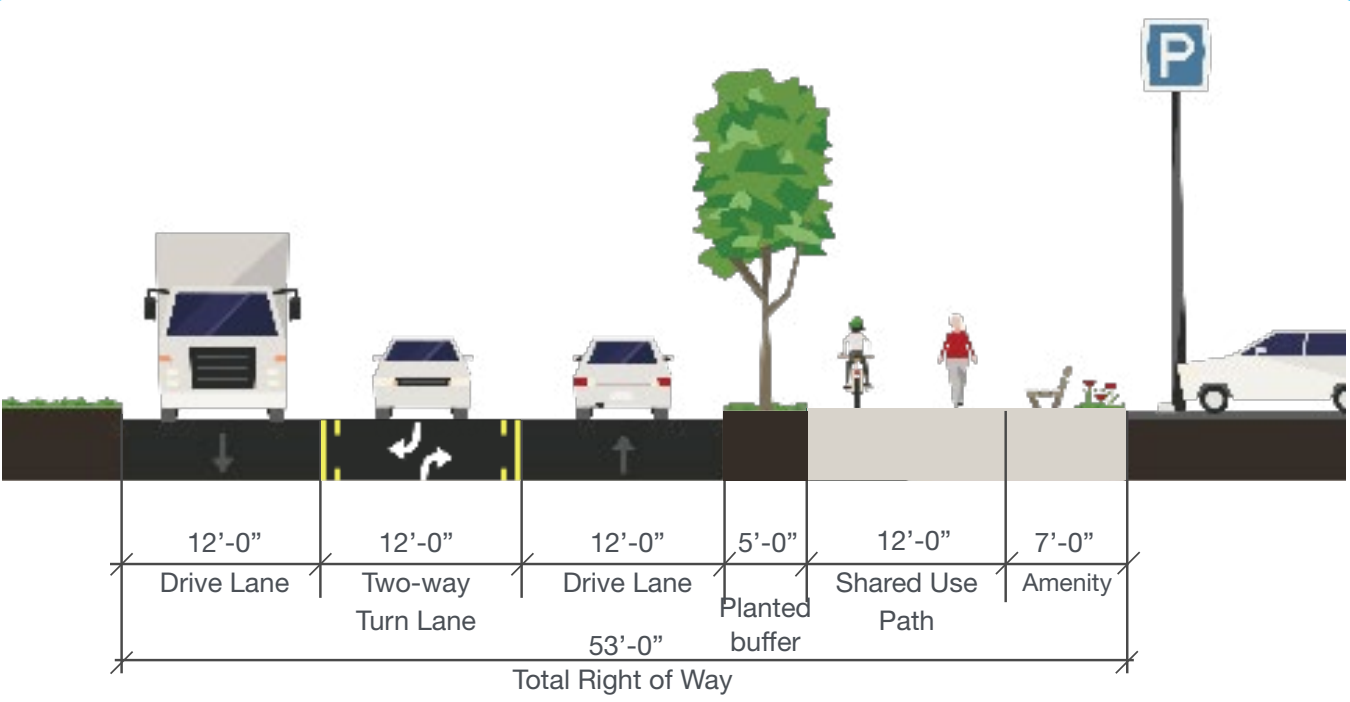
Existing Image C



Existing Section C



Proposed Section B2

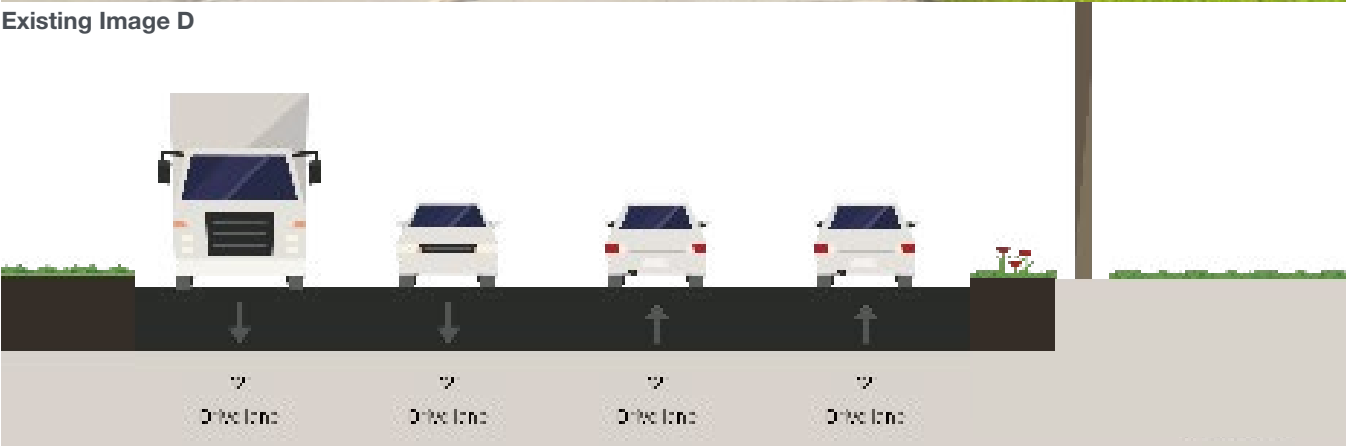


Proposed Section C

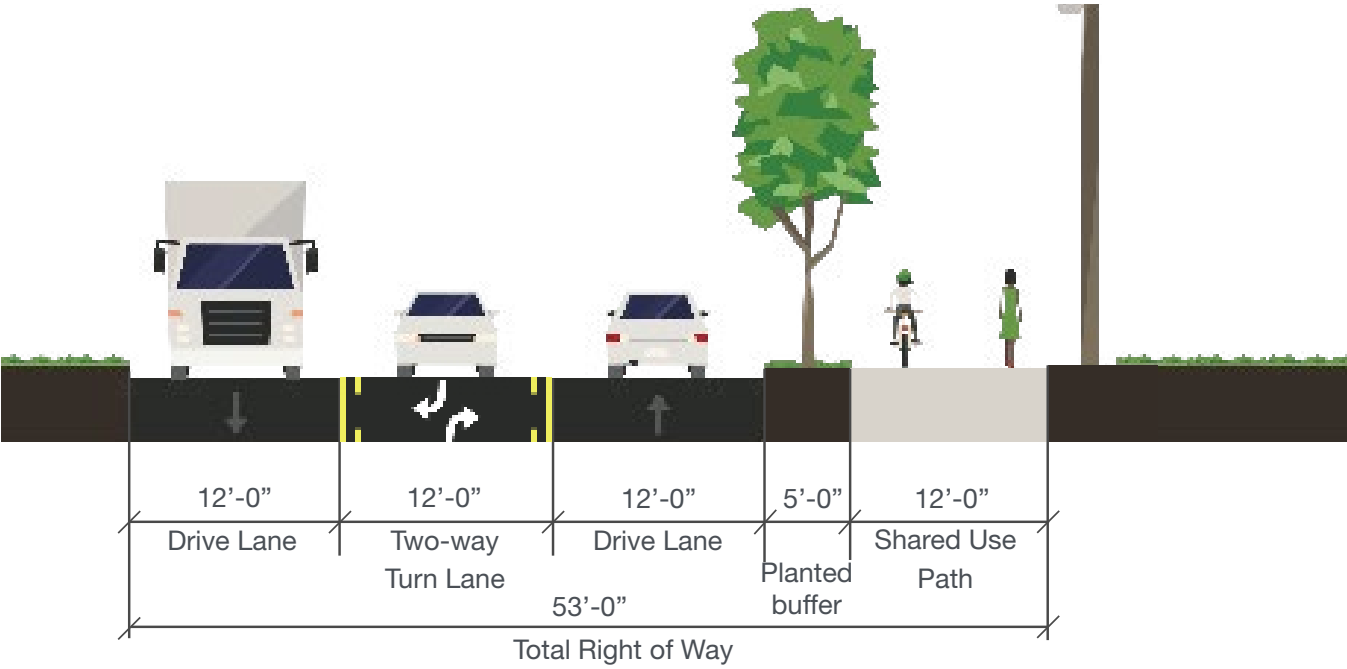
FRONT STREET IMPROVEMENTS - STREET TYPE D



Existing Image D



Existing Section D



Proposed Section D

RIVERFRONT PARK PLAN

Several factors drive the proposed location of the riverfront park shown here. Landownership is a significant hurdle for development of recreation space. This land is currently owned by the City of Bonner Springs, paving the way for implementation. ROW restrictions imposed by Union Pacific Railroad are the second key constrain on riverfront development in Bonner Springs. The proposed location is outside of the UPRR ROW and located adjacent to an existing crossing. Finally, existing land-use plays a role in the proposed location. The adjacent land is currently the home to the Bonner Springs Police Department Shooting Range. This presents a few unique challenges to riverfront development. In order to avoid potential lead contamination on the range property the park is designed to avoid the range location. If the range were to be relocated in the future, an environmental assessment of the property would be required in order to determine the best way to leverage this land for recreation purposes. As designed, the park and shooting range will require a coordinated management plan to accommodate both uses. Range hours and Park hours should be determined by the City and the Police Department to allow clear and separate uses of the space. Fencing and access management will be essential to ensuring community members remain in safe designated park space. It is the recommendation of this plan that an internal study be conducted to determine the best course of action regarding the future of the shooting range to achieve the best outcomes for both community recreation and police training.

If an alternative site were to be acquired by the city to avoid the constraints of this property, the program elements shown in the plan can be applied to that site to achieve the goals and objectives of the community



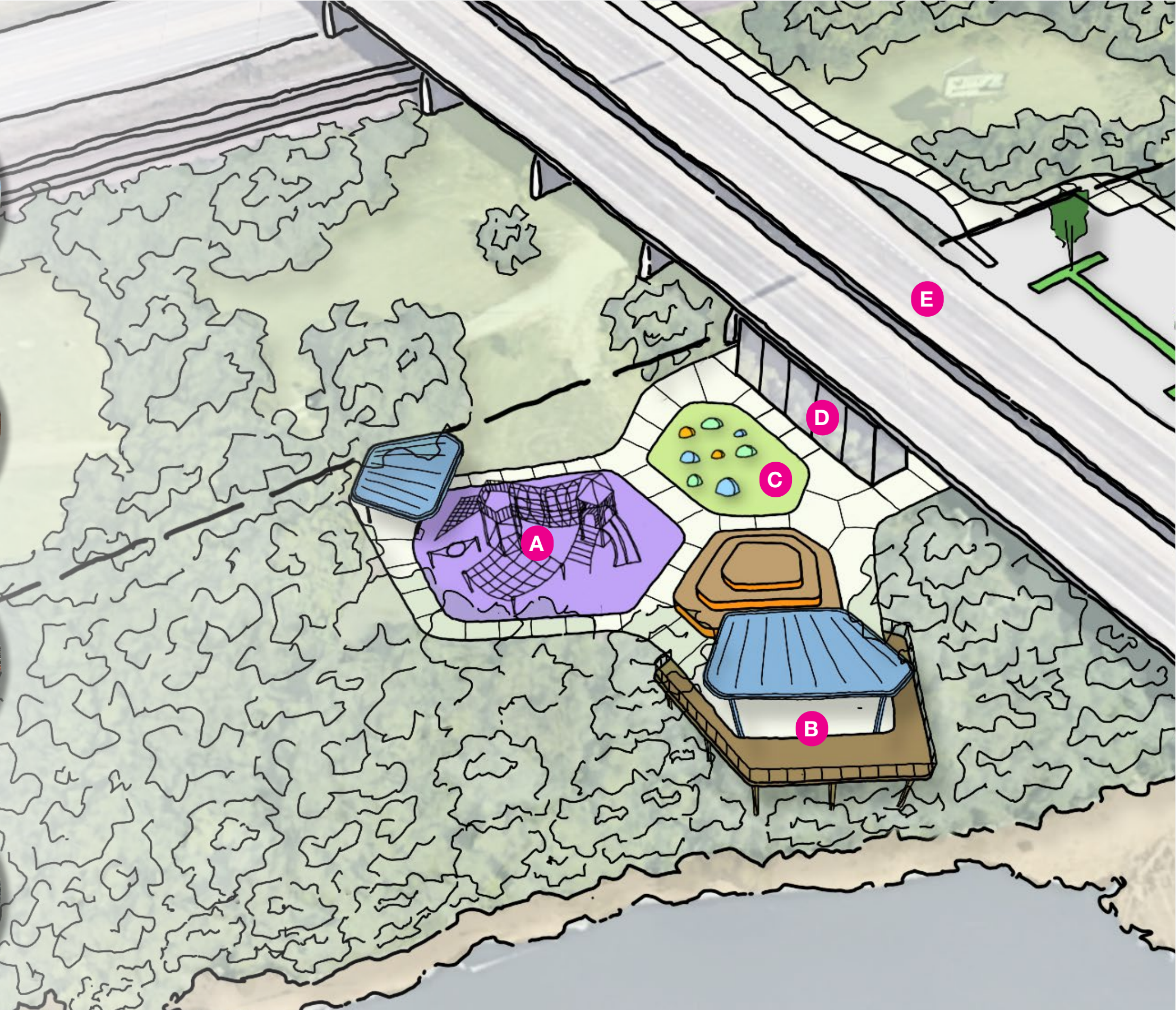
Proposed Riverfront Park Plan

RIVERFRONT PARK PLAN



Proposed Riverfront Park Plan

RIVERFRONT PARK CONCEPT



Riverfront Park Concept



Riverfront Park Concept: View looking southeast



07 Implementation

Implementation

FUNDING OPPORTUNITIES

When embarking on the creation or update of a master plan, securing funding is often one of the primary challenges. Fortunately, there are various funding opportunities available for master plans or specific projects within the master plan, depending on the scope, objectives, and the entity responsible for its development. Government agencies at the local, state, and federal levels often allocate funds for urban planning projects, including master plans. These funds may come from sources like grants, appropriations, or special programs aimed at community development and infrastructure improvement.

In addition to government funding, private organizations, non-profit foundations, and corporate sponsors may also offer financial support for master plans. These entities may have a vested interest in the outcomes of the plan, such as improved economic development, environmental conservation, or community well-being. Building partnerships with such organizations can broaden the pool of available funding and bring additional expertise and resources to the planning process.

Budget considerations play a crucial role in the development of a master plan, as they determine the scope of work, timeline, and quality of outcomes. When formulating a budget,

planners must consider various factors, including personnel costs, consultant fees, research expenses, public engagement initiatives, data collection and analysis, technology and software requirements, and administrative overhead. Additionally, contingencies should be built into the budget to account for unforeseen circumstances or changes in project scope.

Balancing the desired outcomes with the available budget is often a delicate task, requiring careful prioritization and resource allocation. It may be necessary to make trade-offs or adjustments to ensure that essential elements of the master plan are adequately addressed within the constraints of the budget. Effective budget management throughout the planning process is essential to avoid cost overruns, delays, or compromises in the quality of the final product.

In conclusion, securing funding and managing the budget are critical aspects of developing a successful master plan. By exploring various funding opportunities, building partnerships, and carefully planning and monitoring expenses, planners can ensure that the master plan reflects the community’s needs and aspirations while staying within budgetary constraints. Please refer to the appendix for a full list of funding opportunities.



Downtown Revitalization/Streetscaping Grants

- T-Mobile Hometown Grants - \$50,000 annual award to revitalize small communities. Applications for shovel ready projects are due at the end of March.
- <https://www.t-mobile.com/brand/hometown-grants>



RAISE Discretionary Grant

- USDOT direct grant that may be used for trails and streetscapes. A portion of the annual funding is set aside for small/rural communities.
- <https://www.grants.gov/search-results-detail/344667>



Safe Streets for All (SS4A)

- Funding may be applied to the construction of this project if it is identified within a safety action plan.
- <https://www.transportation.gov/grants/SS4A>



Energy Efficiency and Conservation Block Grant Program

- This grant may be used to reduce traffic delays and promote modal shift by constructing road diets, bike lanes, and trails. Additionally, these funds may be used for replacing electric infrastructure with new lines and transformers that are more efficient.
- <https://www.energy.gov/scep/energy-efficiency-and-conservation-block-grant-program>



Transportation Alternative Grants

- KDOT managed program for streetscaping, bike, pedestrian, and trail infrastructure projects.
- <https://www.ksdot.gov/bureaus/burtransplan/TransAlt.asp>



Surface Transportation Block Grants

- May be used for any transportation planning, design, and/or construction project.



Highway Safety Improvement Program (HSIP) –

- Project funds may be used to improve areas of known safety challenges. Funds may also be applied to railroad crossings and enhanced pedestrian crossings.



KDOT Cost Share Program

- <https://www.ksdot.gov/CostShare/CostShareProgram.asp>



Highway/Railroad Crossing Program

- This Section 130 program funds grade separated and at grade rail crossings.
- <https://www.ksdot.gov/bureaus/burRail/rail/railroads/crossingfunds.asp#:~:text=Highway%2FRailroad%20Crossing%20Program%20Safety%20Funds%20for%20Kansas%20Railroads,the%20cost%20of%20these%20projects.>



Union Pacific Foundation Local Grants

- grants prioritize funding for direct services and efforts that build the capacity of organizations focused on the following causes within our local operating communities. Priorities and objectives such as safety, workforce development, community vitality and environmental sustainability.



Kansas Main Street

- Technical assistance program targeting revitalization and preservation of downtown districts

TRAILS & PEDESTRIAN IMPROVEMENTS

Trail and Pedestrian Improvements represent the most wide reaching aspect of the proposed plan. Spanning the full breadth of the community these improvements are organized by corridor with each corridor receiving a unique approach based on location and context.

- Bluegrass Trail:
 - Pedestrian Crossing at High School*
 - 8’ wide concrete walk w/ ADA ramps*
- Scheidt Lane Greenway:
 - 12’ multi-use trail*
 - Pedestrian amenities*
(waste receptacles, bike racks, benches)
 - Planting & Trees*
- 138th Street Pedestrian Improvements:
 - Infill 8’ wide concrete walk w/ ADA ramps*
- Morse Avenue Pedestrian Improvements:
 - Infill 8’ wide concrete walk w/ ADA ramps*
- Nettleton Avenue Pedestrian Improvements:
 - Infill 8’ wide concrete walk w/ ADA ramps*

Overall, these proposed improvements represent a comprehensive approach to revitalizing downtown Bonner Springs and creating a more vibrant and cohesive urban environment. By investing in infrastructure, amenities, and landscaping, the town can strengthen its sense of place and attract residents, businesses, and visitors for years to come.

TRAILS IMPROVEMENTS - OPINION OF PROBABLE COSTS:

	Budget Range	
Bluegrass Trail	\$55,000.00	\$65,000.00
New crossing at high school	\$85,000.00	\$85,000.00
Scheidt Lane Greenway	\$750,000.00	\$1,000,000.00
138th Street Pedestrian Improvements	\$451,000.00	\$500,000.00
Morse Avenue Pedestrian Improvements	\$495,000.00	\$550,000.00
Nettleton Avenue Pedestrian Improvements	\$176,000.00	\$200,000.00
Total	\$2,012,000.00	\$2,400,000.00
* Range of costs account for unknown conditions on corridor		
* Price does not include project contingency. We recommend 20% until design documents are developed.		
* Price does not reflect soft costs, design fees, surveys, etc.		

FUNDING OPPORTUNITES & NEXT STEPS

Now that a vison plan for Bonner Springs has been prepared, the next step towards implementation would be to review potential funding sources outside of the city’s capital funding. Many grant programs exist to assist communities such as Bonner Springs.

Since the proposed trail improvements are a proposed alternative modes of transportation such as pedestrian and bicycle facilities, the Transportation Alternatives Set-Aside program which is s set-aside of the Surface Transportation Block Grant Program is a potential source of funding. Eligible project examples are as following:

- On-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation.
- Infrastructure-related projects and systems that provide safe routes for nondrivers — including children, older adults and individuals with disabilities — to access daily needs.
- Recreational trails program.
- Safe routes to school program.

Additional funding sources include RAISE Discretionary Grants, as well as the USDOT, Safe Street for all Grant Program. As a next step for all funding sources, more detailed planning and study would be necessary to identify specific projects and define phasing.

DOWNTOWN IMPROVEMENTS

The proposed improvements for downtown Bonner Springs represent a significant effort to enhance the town’s aesthetic appeal and create a more cohesive identity. New furnishings such as benches, street lamps, and trash receptacles can not only add functionality but also contribute to a more inviting and comfortable atmosphere for residents and visitors alike. By upgrading the streetscape with these amenities, the downtown area can become a more vibrant and attractive destination for commerce, recreation, and social gatherings.

- Signage plays a crucial role in wayfinding and branding, and the addition of new signage in downtown Bonner Springs can help guide visitors to points of interest while reinforcing the town’s unique identity. A well-designed gateway can serve as a visual landmark, signaling the entrance to the downtown area and setting the tone for the visitor’s experience. This feature can also contribute to a sense of arrival and create a memorable impression for those entering the town.
- New planting infrastructure, including trees, flowers, and green spaces, can further enhance the visual appeal of downtown Bonner Springs while providing environmental benefits such as shade, improved air quality, and stormwater management. Strategic landscaping can also help soften the urban environment and create a more pedestrian-friendly streetscape, encouraging people to explore and linger in the downtown area.
- The addition of street parking is essential for supporting local businesses and accommodating the needs of residents and visitors. Increased parking availability can reduce congestion, improve accessibility, and support economic activity by making it easier

for people to patronize shops, restaurants, and other establishments in downtown Bonner Springs.

- New and improved sidewalks and street crossings can enhance pedestrian safety and connectivity, making it easier for people to navigate the downtown area on foot or by bicycle. Well-marked crosswalks, pedestrian signals, and ADA-compliant walkways and curb ramps can promote walkability and inclusivity, encouraging more people to explore downtown Bonner Springs and engage with the community.

Overall, these proposed improvements represent a comprehensive approach to revitalizing downtown Bonner Springs and creating a more vibrant and cohesive urban environment. By investing in infrastructure, amenities, and landscaping, the town can strengthen its sense of place and attract residents, businesses, and visitors for years to come.

DOWNTOWN IMPROVEMENTS - OPINION OF PROBABLE COSTS:

	Budget Range	
Furnishings (bench, bike rack, trash)	\$60,000.00	\$80,000.00
Outdoor dining	\$25,000.00	\$50,000.00
Gateway element	\$1,000,000.00	\$1,500,000.00
Signage	\$75,000.00	\$150,000.00
Planting	\$50,000.00	\$100,000.00
Trees	\$5,000.00	\$10,000.00
Lighting	\$200,000.00	\$300,000.00
Street parking	\$40,000.00	\$44,000.00
Street crossings	\$50,000.00	\$55,000.00
Sidewalk additions or remodels	\$90,000.00	\$100,000.00
Total	\$1,595,000.00	\$2,389,000.00

* Price does not include project contingency. We recommend 20% until design documents are developed.
* Price does not reflect soft costs, design fees, surveys, etc.

FUNDING OPPORTUNITES & NEXT STEPS

The proposed improvements for downtown Bonner Springs address revitalization, community development and beautification. Potential funding sources beyond the city’s capital funds are as follows:

- Kansas Main Street - A technical assistance program that targets revitalization and preservation of downtown districts through the development of a comprehensive strategy. Not a grant program but a resource for strategies to obtain funding.
- T-Mobile Hometown Grants - The T-Mobile Hometown Grants program funds projects to build, rebuild, or refresh community spaces that help foster local connections in your town. Examples of eligible projects include but are not limited to: adaptive uses of older and historic buildings into community gathering spaces, improvements to outdoor parks or trails, and technology projects for the public library.

As a next step for all funding sources, more detailed planning and study would be necessary to identify specific projects and define phasing.

FRONT STREET IMPROVEMENTS

The proposed Front Street improvements in downtown Bonner Springs signal a commitment to creating a more pedestrian and bike-friendly environment, prioritizing the safety and comfort of those traversing the area on foot or by bicycle.

- Road dieting the street represents a fundamental shift towards accommodating multiple modes of transportation and enhancing the overall urban experience of Bonner Springs. By reducing the number of lanes and reallocating space for pedestrians and cyclists, Front Street can evolve into a more inviting and accessible thoroughfare.
- In addition to road dieting, the inclusion of signage, lighting, and furnishings further enriches the pedestrian and biking experience along Front Street. Clear signage helps guide pedestrians and cyclists while enhancing wayfinding and reinforcing the town’s identity. Thoughtfully designed lighting not only improves visibility and safety but also creates a welcoming ambiance, encouraging people to explore the area after dark. Furnishings such as benches, bike racks, and trash receptacles contribute to the comfort and functionality of the streetscape, providing amenities that support active transportation and social interaction.
- The integration of new planting and trees along Front Street adds a touch of greenery to the urban landscape, softening the built environment and enhancing the aesthetic appeal of the corridor. Trees, flowers, and other vegetation not only beautify the street but also provide environmental benefits such as shade, improved air quality, and stormwater management. By incorporating green elements into the streetscape, Bonner Springs can create a more sustainable and

resilient urban environment that enhances the well-being of residents and visitors alike.

- Moving utility and stormwater infrastructure underground represents a forward-thinking approach to urban design, minimizing visual clutter, possibly improving the overall aesthetics of Front Street, and allows the street to be reduced to three lanes. Although expensive, it is will allow Front Street to be functional for pedestrian and vehicular use.
- Finally, the creation of a shared-use path on the north side of Front Street serves as a vital link in the town’s network of greenways, providing residents and visitors with safe and convenient access to recreational opportunities and natural amenities. By connecting to proposed future greenways, the shared-use path enhances connectivity and expands access to open space, promoting active living and environmental stewardship throughout the community while also attracting visitors to Bonner Springs.

FRONT STREET IMPROVEMENTS - OPINION OF PROBABLE COSTS:

	Budget Range	
Furnishings (bench, bike rack, trash, bike repair, bollards, pet waste)	\$36,000.00	\$56,000.00
Signage	\$50,000.00	\$60,000.00
Planting	\$55,000.00	\$65,000.00
Trees	\$60,000.00	\$75,000.00
Shared use path	\$550,000.00	\$820,800.00
Lighting	\$800,000.00	\$1,200,000.00
Road diet	\$3,000,000.00	\$3,300,000.00
Street crossings	\$105,000.00	\$115,500.00
Stormwater infrastructure	\$60,000.00	\$70,000.00
Total	\$4,716,000.00	\$ 5,762,300.00

* Price does not include project contingency. We recommend 20% until design documents are developed.
* Price does not reflect soft costs, design fees, surveys, etc.

FUNDING OPPORTUNITES & NEXT STEPS

The improvements along Front Street will address mobility and traffic/transportation issues, therefore the Surface Transportation Block Grant Program would be a good start.

The Surface Transportation Block Grant program provides flexible funding from the Federal Highway Administration that may be used by states and localities for projects on any federally aided highway, including the National Highway System, bridge projects on any public road, transit capital projects and intercity bus terminals and facilities.

The Mid-America Regional Council (MARC) distributes these funds using competitive application processes governed by the Kansas and Missouri STP Priorities committees, which are both subcommittees of the Total Transportation Policy Committee. There is significant flexibility in the allocation of STP however priority will be given to projects that advance the following:

- Increase modal choice, such as bicycle and pedestrian
- Better integrate projects into the community - Livable communities
- Better manage roadway capacity

Additional funding sources include RAISE Discretionary Grants, as well as the USDOT, Safe Street for all Grant Program. As a next step for all funding sources, more detailed planning and study would be necessary to identify specific projects and define phasing.

RIVERFRONT PARK

Providing access to the riverfront is of paramount importance for fostering community well-being, promoting environmental stewardship, and enhancing quality of life in Bonner Springs. Rivers have historically served as centers of commerce, culture, and recreation, and opening up the riverfront to residents and visitors allows them to reconnect with nature, explore local ecosystems, and engage in outdoor activities. Access to the riverfront also creates opportunities for educational programming, environmental awareness initiatives, and community events that celebrate the natural beauty and cultural significance of the area. The proposed Riverfront Park has the potential to attract a wide range of demographics by offering a diverse array of amenities and programming that cater to varying interests and preferences.

- The inclusion of a destination playground appeals to families with young children, providing a safe and stimulating environment for play and social interaction.
- The overlook and event shelter offer opportunities for scenic views, relaxation, and gatherings, appealing to individuals seeking tranquility and community connection.
- Flexible lawn space within the park provides a versatile venue for recreational activities, picnics, and special events, accommodating the needs and interests of residents of all ages and backgrounds.
- The sculptural seating element strategically positioned in the park offer opportunities for rest and contemplation while providing panoramic views of the surrounding landscape but also allows caretakers to be able to safely watch their children whether they are on the playground, vertical playground, or splash pad!

- The inclusion of a flexible plaza and splash pad adds another dimension to the park experience, offering opportunities for active play, socializing, and cooling off during hot summer days. The splash pad serves as a refreshing amenity for families and children, while the flexible plaza provides a multi-functional space for community gatherings, performances, and events.
- A new parking lot with a bioswale and kayak launch enhances accessibility to the riverfront, making it easier for people to visit and explore the park while minimizing environmental impact and promoting sustainable infrastructure.

Overall, the proposed amenities and programming at Riverfront Park reflect a commitment to creating a welcoming and inclusive space that celebrates the natural beauty of the Riverfront in Bonner Springs. By providing access to the riverfront and offering a range of recreational opportunities, the park serves as a catalyst for community engagement, environmental stewardship, and economic vitality, enriching the lives of residents and visitors alike.

RIVERFRONT PARK - OPINION OF PROBABLE COSTS:

	Budget Range	
Site prep + demo	\$100,000.00	\$200,000.00
Furnishings	\$50,000.00	\$75,000.00
Signage	\$45,000.00	\$60,000.00
Lighting	\$160,000.00	\$240,000.00
Site hardscape	\$180,000.00	\$375,800.00
Planting	\$45,000.00	\$60,000.00
Trees	\$10,000.00	\$15,000.00
Playground	\$1,000,000.00	\$3,000,000.00
Vertical play structure	\$200,000.00	\$250,000.00
Flex plaza hardscape	\$175,000.00	\$200,000.00
Splash pad component	\$160,000.00	\$320,000.00
Kayak launch	\$120,000.00	\$200,000.00
Overlook with shelter	\$180,000.00	\$250,000.00
Playground shelter	\$60,000.00	\$80,000.00
Flexible lawn	\$12,500.00	\$50,000.00
Tiered seating element	\$30,000.00	\$40,000.00
Bioswale in parking lot	\$55,000.00	\$75,000.00
Restroom	\$150,000.00	\$350,000.00
Drinking fountain	\$16,000.00	\$20,000.00
Fencing	\$65,000.00	\$90,000.00
Parking lot	\$175,000.00	\$200,000.00
Access road improvements	\$50,000.00	\$75,000.00
Pedestrian / vehicular signal crossing at railroad	\$180,000.00	\$190,000.00
New crossing at Front Street	\$150,000.00	\$160,000.00
Utilities for restroom	\$90,000.00	\$100,000.00
Total	\$3,458,500.00	\$ 6,675,000.00

* Price does not include project contingency. We recommend 20% until design documents are developed.
* Price does not reflect soft costs, design fees, surveys, etc.

RIVERFRONT PARK

FUNDING OPPORTUNITES & NEXT STEPS

The Riverfront Park will provide a new open space opportunity which will provide a new destination for community. Potential funding sources beyong city capital funds are as follows;

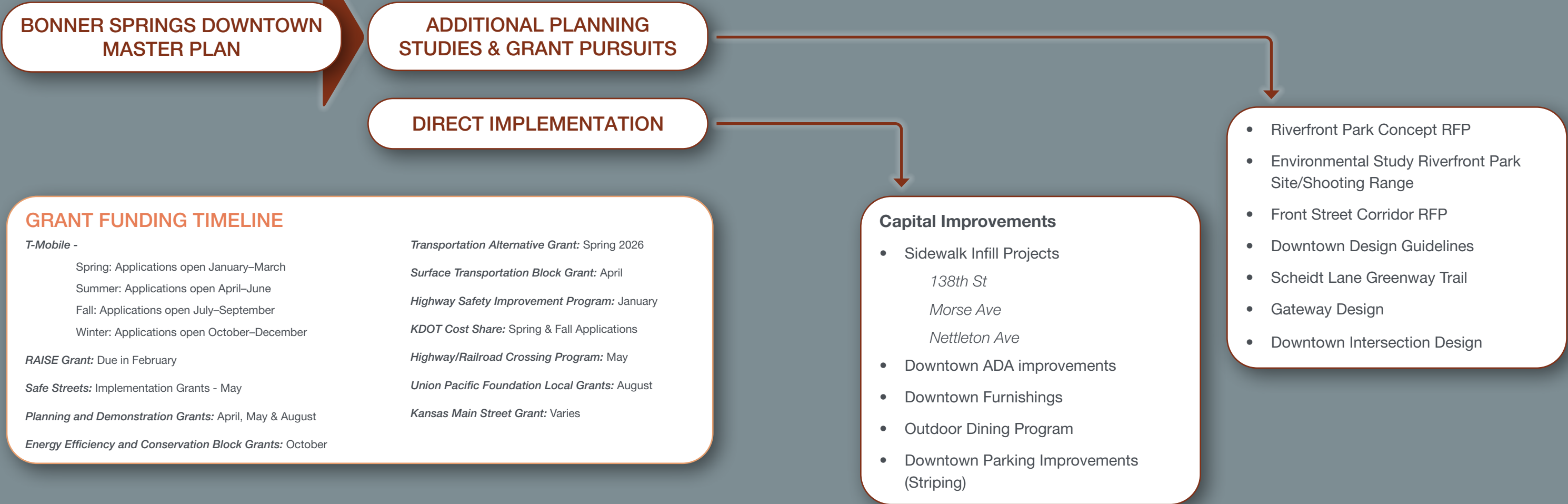
- Kansas Department of Wildlife & Parks - Qualifying projects include development and/or acquisition of outdoor facilities for the purpose of public recreation.
- Community Development Block Grants -This program funds projects to increase community engagement, health, connectedness and vibrancy in communities. Eligible expenses include:
 - Construction or renovation of new or existing community centers, libraries, or parks.
 - Installation of benches, playground equipment, splash pads, restrooms, picnic areas, or renovations to existing swimming pools.
 - Engineering and architectural costs and fees.
 - Administration costs for grant funds.

As a next step for all funding sources, more detailed planning and study would be necessary to identify specific projects and define phasing



IMPLEMENTATION

NEXT STEPS



PHASING + NEXT STEPS

Strategic phasing and implementation is an important step towards bringing a concept plan to life. Phasing recommendations for the Bonner Springs Downtown Master Plan are based on two key factors. Project type will largely dictate the available funding sources for implementation. Community Desire will impact prioritization for projects of the same type. Two timelines are defined. Priority, or short-term projects should be sought out for implementation in the 1-5 year range. Visionary, or long-term projects target the 5+ year implementation range. It is important to note that should funding come available, long-term projects can be implemented earlier.

TRAILS & PEDESTRIAN IMPROVEMENTS

- Priority Projects (1-5yrs):
- Bluegrass Trail
 - 138th St Ped Improvements
 - Morse Ave Ped Improvements
 - Nettleton Ave Ped Improvements
- Visionary Projects (5+yrs):
- Scheidt Lane Greenway

In addition to grant funding, pedestrian improvements should be allocated to capital improvements budgets when possible.

DOWNTOWN IMPROVEMENTS

- Priority Projects (1-5yrs):
- Furnishing Updates
 - Wayfinding Signage
 - Outdoor Dining Program
 - Street Parking
 - Sidewalk ADA updates
- Visionary Projects (5+yrs):
- Gateway
 - Improved intersections (Crossings)

FRONT STREET

- Visionary Projects (5+yrs):
- Section B2
 - Section C
 - Section D
 - Section B1
 - Section A

RIVERFRONT PARK

- Visionary Projects (5+yrs):
- Park Improvements



08 Appendix

COMMUNITY ENGAGEMENT

COMMUNITY ENGAGEMENT BOARDS

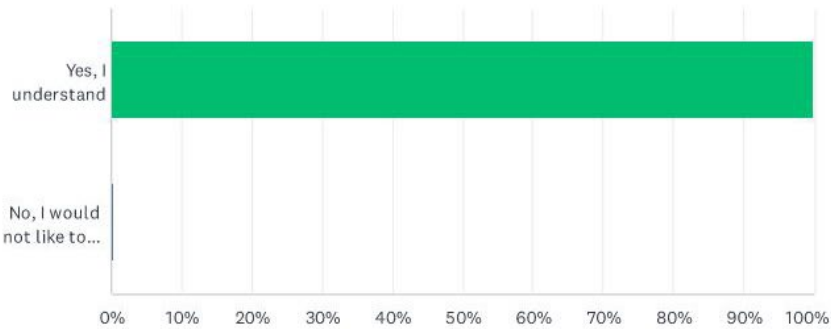
COMMUNITY ENGAGEMENT SURVEY

Bonner Springs Downtown Masterplan

SurveyMonkey

Q1 You are being asked to participate in a survey for the “Bonner Springs Downtown Master Plan” which is being conducted by The City of Bonner Springs, Lamar Johnson Collaborative, Trekk Design Group, and MARC for the purpose of the master plan. This survey is anonymous. No one, including the researcher, will be able to associate your responses with your identity. Your participation is voluntary. You may choose not to take the survey, to stop responding at any time, or to skip any questions that you do not want to answer. Your completion of the survey serves as your voluntary agreement to allow the anonymous data gathered to be used in this master plan document. Questions regarding the purpose or proposals of the master plan should be directed to Chris Sanders (LJC) at sandersc@theljc.com.

Answered: 487 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes, I understand	99.79%	486
No, I would not like to participate	0.21%	1
Total Respondents: 487		

Q2 Are you a resident of Bonner Springs?

Answered: 487 Skipped: 0



COMMUNITY ENGAGEMENT FLYER

COMMUNITY INPUT

OPEN HOUSE

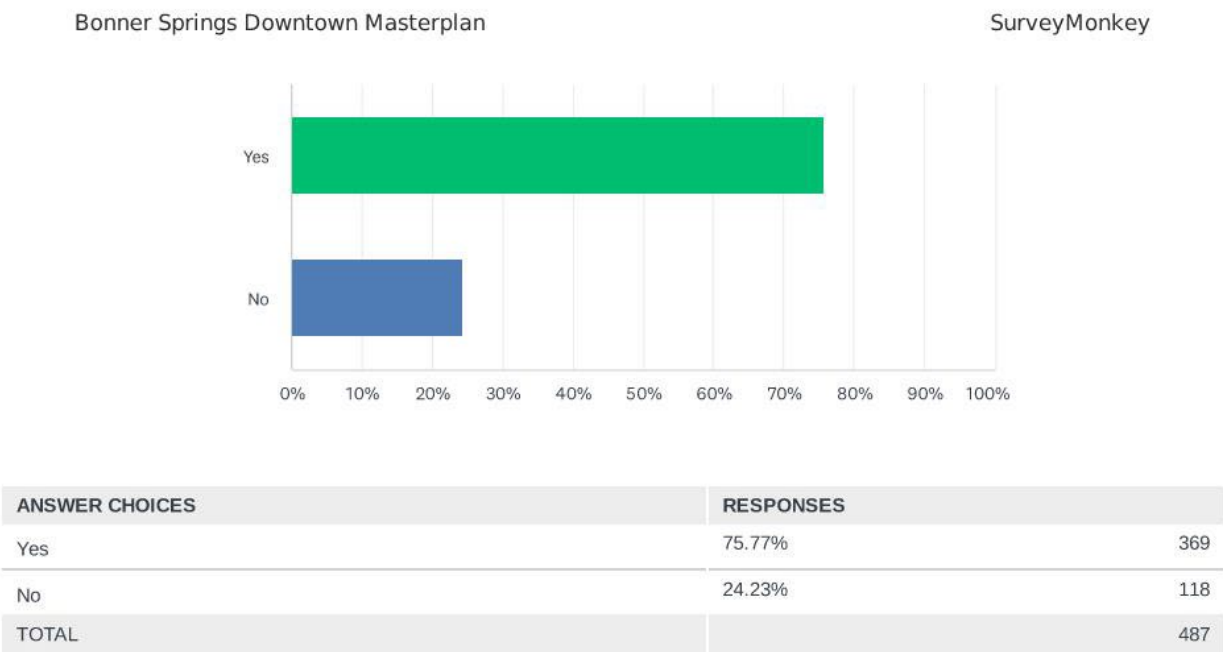
CITY OF BONNER SPRINGS

BONNER SPRINGS DOWNTOWN MASTER PLAN

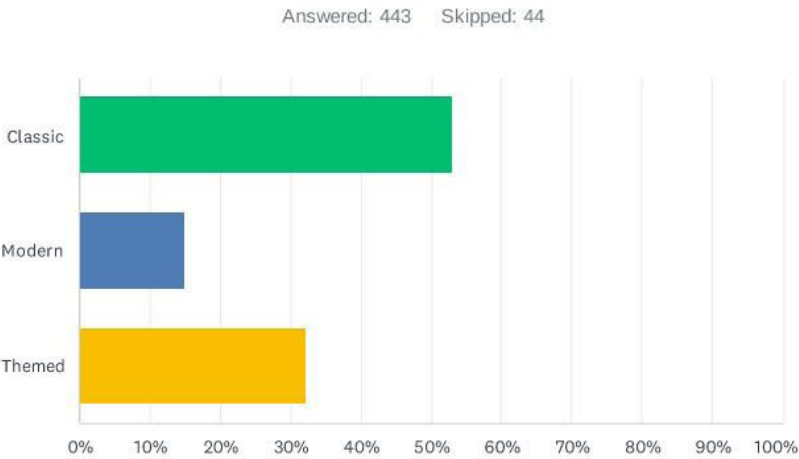
FEBRUARY, 2024



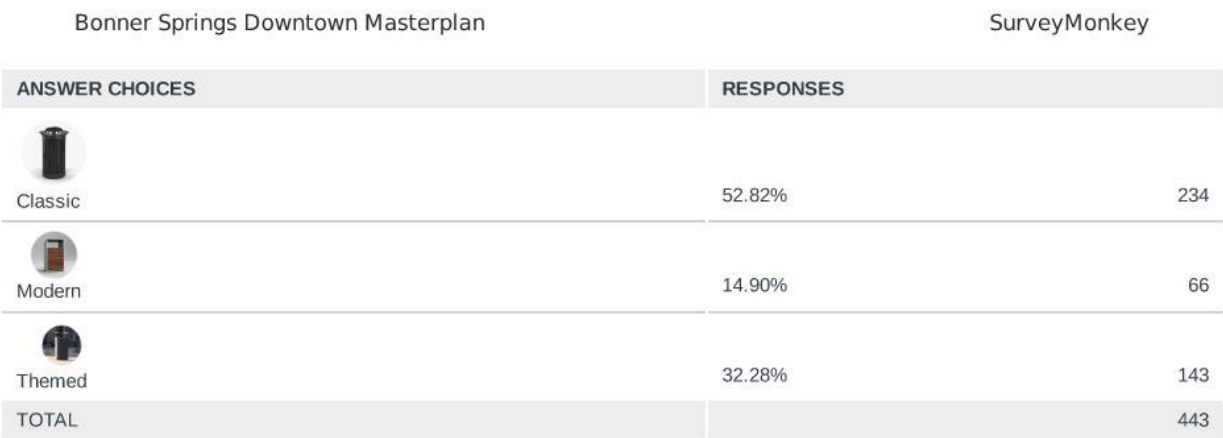
COMMUNITY ENGAGEMENT SURVEY



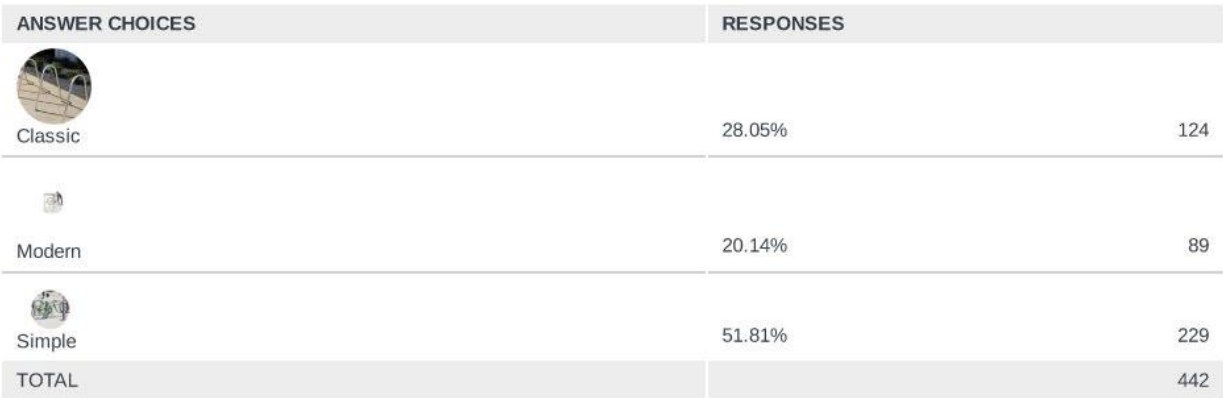
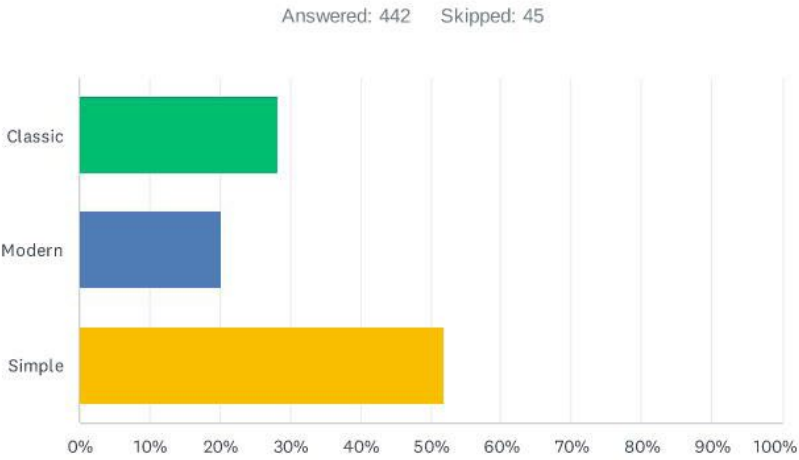
Q3 Which style of waste receptacles is most appealing for Downtown Bonner Springs?



COMMUNITY ENGAGEMENT SURVEY

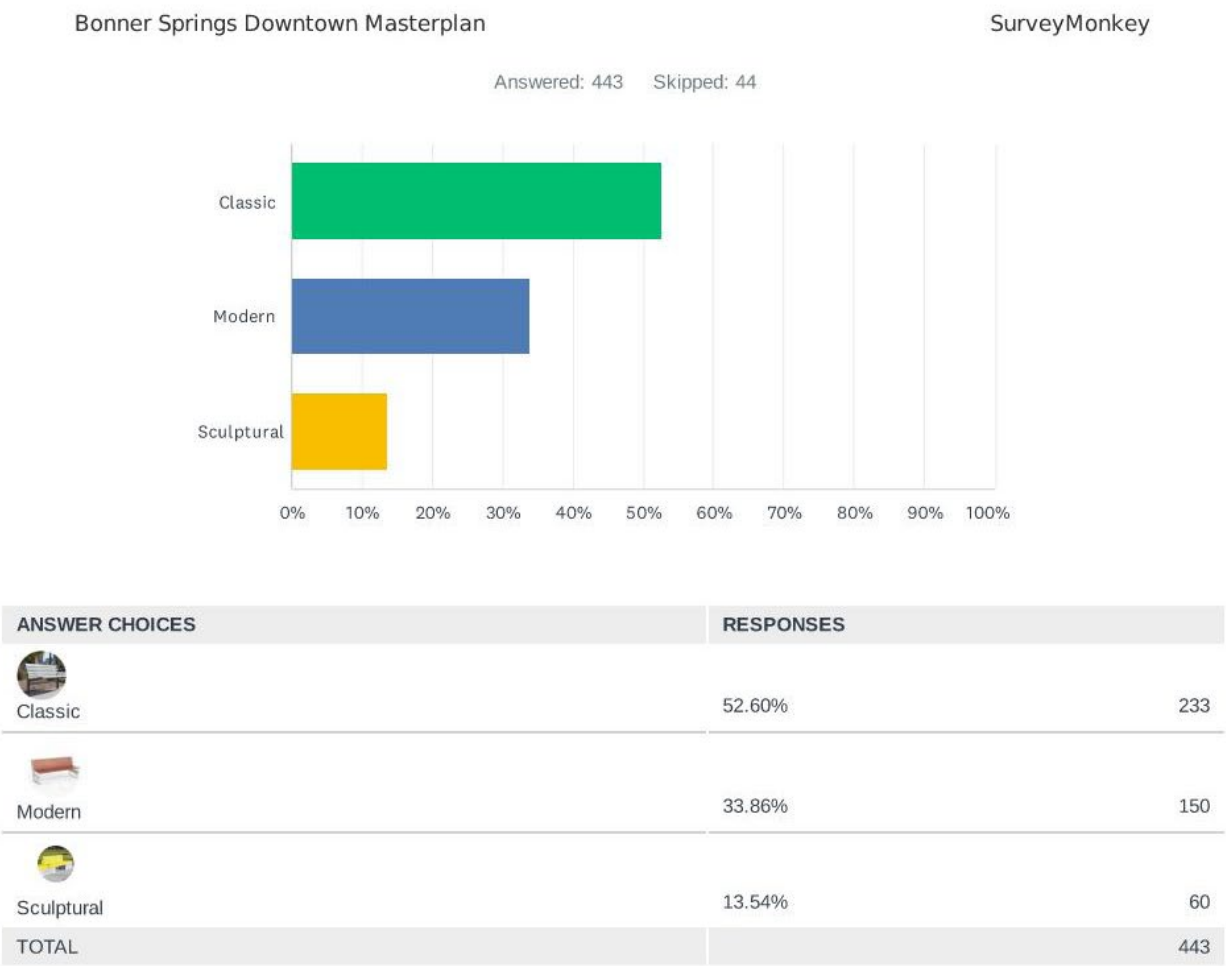


Q4 Which style of bike rack is most appealing for Downtown Bonner Springs?



Q5 Which style of bench is most appealing for Downtown Bonner Springs?

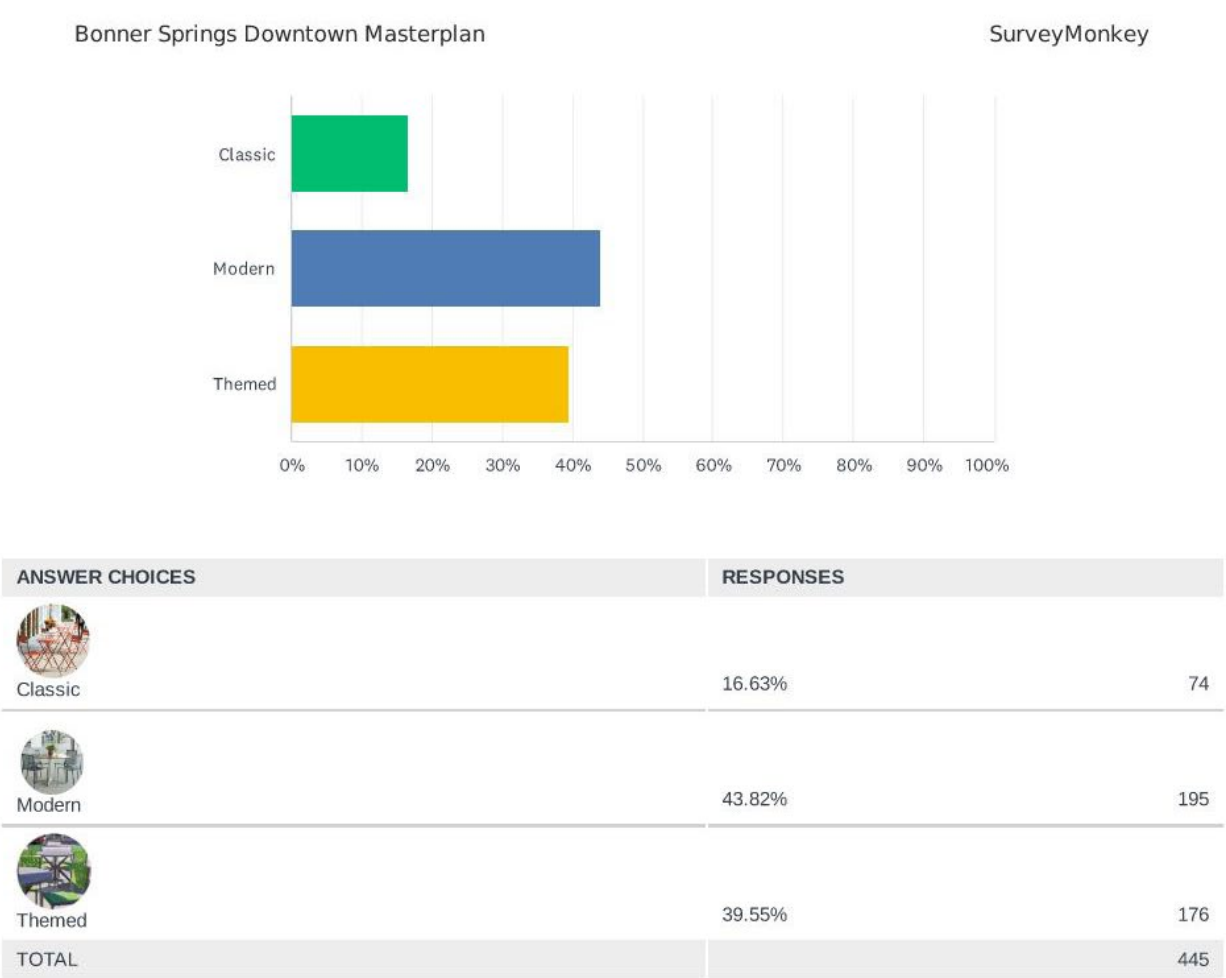
COMMUNITY ENGAGEMENT SURVEY



Q6 Which style of cafe seating is most appealing for Downtown Bonner Springs?

Answered: 445 Skipped: 42

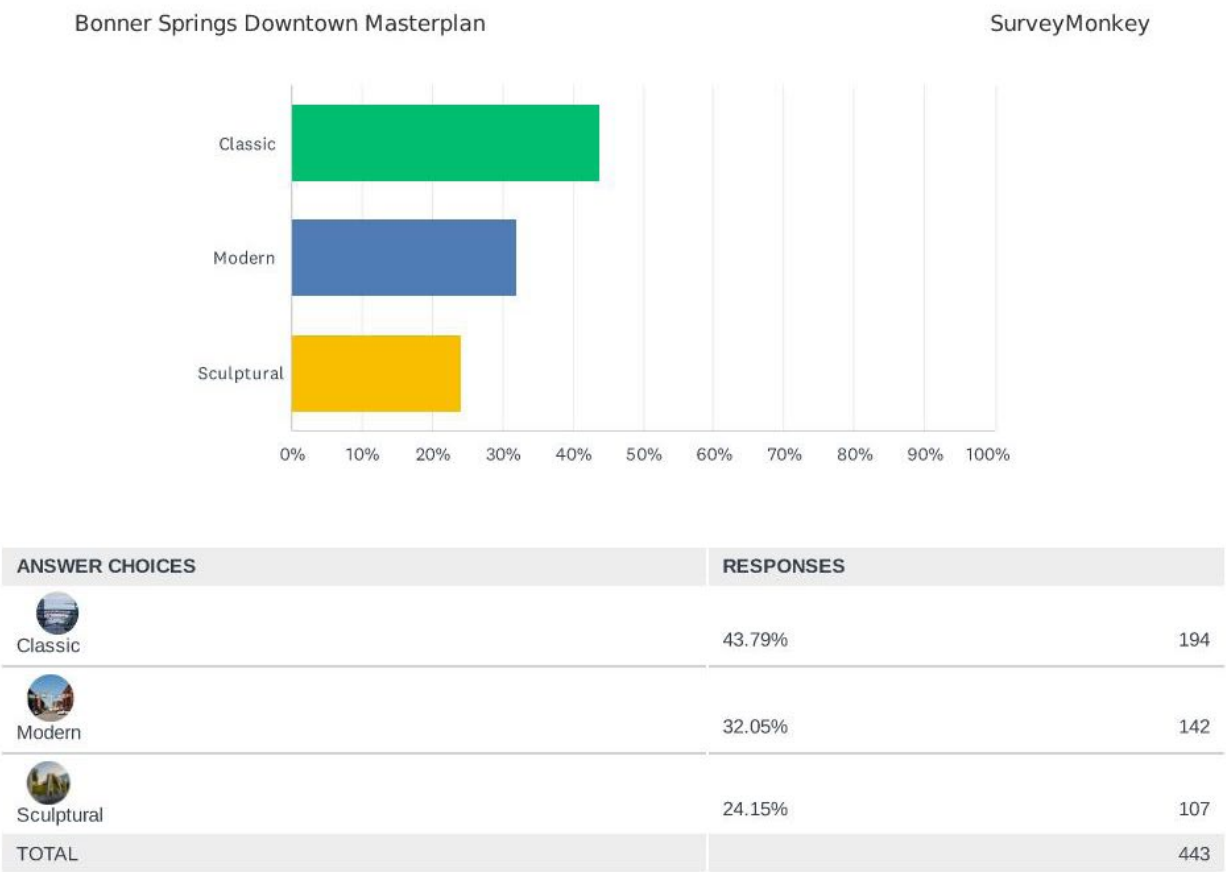
COMMUNITY ENGAGEMENT SURVEY



Q7 Which style of Gateway is most appealing for Downtown Bonner Springs?

Answered: 443 Skipped: 44

COMMUNITY ENGAGEMENT SURVEY



Q8 Do you have any comments, likes, or concerns about the Downtown Plan?

Answered: 166 Skipped: 321

#	RESPONSES	DATE
1	None	4/6/2024 10:21 AM
2	I'm so excited for this growth in Bonner! The plans look great and it will add so much to out little downtown.	4/4/2024 4:28 PM
3	Get rid of gun range noise.	4/4/2024 12:15 PM
4	Concerned about parking & being able to find spot to park for food	4/4/2024 8:37 AM
5	Is would like to see more shops, not residential living. A aldis or small store would be nice for the people who do not like to travel to Almaty or price Chopper for Milk or bread.	4/3/2024 4:29 PM
6	I would like to see plantings move toward native plants that benefit our pollinators and butterflies. For example, there is a huge area next to the new police station that could make an excellent pollinator park with plantings pathways and benches. Native plants are drought resistant after the first year of establishment and a great many if our Kansas natives are beautiful as well. The containers around downtown would also benefit from native plants. Less watering would by required by parks employes and natives come back every year, so new yearly plantings would no longer be needed	4/2/2024 10:32 AM
7	This is a fantastic idea and plan!	4/2/2024 10:08 AM

COMMUNITY ENGAGEMENT SURVEY

Bonner Springs Downtown Masterplan		SurveyMonkey
8	I think a better spot for the farmers market would be at 313 Kaw Dr behind the car wash. The building should be turned into a place like The Porch Swing for all types of vendors.	4/2/2024 2:16 AM
9	Something that draws people in.	4/1/2024 5:36 PM
10	Leave it like it is. Add grocery store where old thirftway was	4/1/2024 4:21 PM
11	Incorporating the River in to the downtown would be very nice (not sure how it would be done with the train traffic.. Dedicated farmers market space.	4/1/2024 3:50 PM
12	No	4/1/2024 3:23 PM
13	Hoping this helps drive more traffic to use downtown!	4/1/2024 1:59 PM
14	I think it would also be great to have marked and named loops in the city too to the surrounding parks and businesses. (Loop name and Distances)	4/1/2024 12:49 PM
15	I want to keep a small town feel. Don't like the big city. Don't want traffic congesting our neighbor hood.	3/30/2024 9:28 AM
16	Farmers Market taking up parking space and the area used for Tiblow concerts is a good thing. Outside cafe??? Take up more parking???	3/28/2024 6:30 PM
17	That seems like an odd place to put the gateway since that road just goes to the post office and city hall, not actual things in Bonner that people would come to visit. Also hard to see it if you're turning at that intersection.	3/27/2024 8:24 PM
18	Ped bridge over the river please	3/26/2024 8:46 PM
19	Definitely want to include a riverfront park area, family friendly, featuring STEM/STEAM. An ecology area showcasing the abundant wildlife in and around the river.	3/26/2024 5:19 PM
20	Access to water	3/26/2024 11:53 AM
21	As a resident of Elm Street with only street parking right now, I'm concerned about our ability to park in front of our house in the future, with the new apartments going in right across the street. Hopefully Elm Street residents can have a parking tag or something in a "resident parking only" zone.	3/25/2024 4:18 PM
22	Where the parking lot is across from kobis. Can we do something there?	3/25/2024 2:03 PM
23	Just don't make it look bad!	3/25/2024 1:08 PM
24	Add a kayak launch at the riverfront park.	3/24/2024 10:29 AM
25	Please connect the sidewalks on Morse Ave from Bluegrass to Lions Park	3/23/2024 8:44 PM
26	New street parking shown on Elm St... What about the residents of the homes that park there now?	3/23/2024 9:09 AM
27	Love this! I remember a meeting about this very thing years ago. Excited it might be coming to fruition.	3/22/2024 10:55 PM
28	I am excited by the prospects of upgrading the downtown area. Thank you for taking this initiative. If you need help, let me know. Bill Kerns, First Christian Church, Bonner Springs	3/22/2024 7:51 PM
29	Keeping the authentic midwestern main street is important. Sticking to classic appearances and home town perspectives. Remembering our past and not trying to copy other metropolitan area ideas. We are Bonner Springs, we like our small town vibe. Let's keep it that way. The river front park is a great idea as long as we keep Bonner Springs in mind as we develop the area.	3/22/2024 10:20 AM
30	I'm not a big proponent of the apartment complex at Oak & Front. Too much concrete and height that obscures a view or feels confining is a concern. I hope there will be green space in that location. I see outdoor cafes (right across from the restaurants) and maybe an alternative venue to Kelly Murphy Park, as a welcoming entry space. (Check out how Lemonade Park in the west bottoms offers a menu from nearby restaurant, Voltaire, to concert goers.	3/22/2024 6:28 AM
31	No	3/22/2024 3:47 AM
32	Parking is always a concern when there is any big event happening downtown	3/21/2024 10:59 PM

COMMUNITY ENGAGEMENT SURVEY

Bonner Springs Downtown Masterplan		SurveyMonkey
33	It is very difficult for those with disabilities to navigate downtown Bonner Springs. The shop owners are rather unfriendly and not respectful of older residents or tourists. I am unable to access but a few buildings.	3/21/2024 10:11 PM
34	I love this!!! 100% for it. Sobexcited	3/21/2024 10:10 PM
35	don't like the outdoor tables on sidewalks. there's already too many things (businesses personal benches chairs, city trash receptacles & flower boxes) i think that would overcrowd the sidewalks	3/21/2024 9:03 PM
36	LOVE the idea of a riverfront park!!! More walking areas are needed!	3/21/2024 6:21 PM
37	A new park near the river and railroad seems dangerous for people	3/21/2024 4:30 PM
38	Need a gateway on oak street.	3/21/2024 3:46 PM
39	Would love a larger permanent roofed farmers market.	3/21/2024 2:26 PM
40	Most of the design is a waste of financial resources (taxpayer money). The only portion of the plan worth considering is the future farmers market. The Gateway idea is ludicrous all things considered. The Oak street sidewalks and parking spots don't work with the proposed cafe seating. Why should taxpayer money be spent on small business amenities? The city doesn't seem able to afford simple basics like street maintenance why should money be spent on this?	3/21/2024 2:24 PM
41	Who gets to sell food for the sidewalk cafes? Hopefully there will be some bidding involved insted of just awarding the contract	3/21/2024 1:02 PM
42	I think it's great to focus on the esthetic of the city.	3/21/2024 12:50 PM
43	Please consider investing in current physical infrastructure (side walks, parks, etc.) before adding items.	3/21/2024 12:39 PM
44	N/A	3/21/2024 11:50 AM
45	What impact will it have on property taxes?	3/21/2024 11:36 AM
46	Bonner needs this. Please expedite the plan. On another note. Clean up the many building code violations such as broken windows, rotting wood etc. the codes are already in place. Please enforce them and clean up the town	3/21/2024 11:16 AM
47	With 100 apartments going in, where is everyone going to park to be able to access the businesses? On Sip and Shop nights, parking fills the lot where the apartments are going and all street parking. I feel the apartments will deter us from visiting downtown.	3/21/2024 11:15 AM
48	The apartment development if cost effective/low income will bring even more crime and drugs into our community. It's gonna be an issue	3/20/2024 7:52 PM
49	none at this time.	3/20/2024 9:55 AM
50	A riverfront park should be included, with access at Oak or Cedar or west of downtown. We are a historic downtown/community and should embrace in design elements. We need pedestrian access to Oak street from parking by centennial park. Include a pocket park and/or landscaping. Encourage building owners to on Oak Street to utilize back entrances along Cedar Street, making them pleasing and inviting. Oak Street at 2nd and 3rd Street intersections could enhance vibrancy using creative crosswalks (street murals).	3/19/2024 5:41 PM
51	Gateway signage: could play off the railroad- so would look almost like a combo of what you are calling "classic" and "modern".	3/19/2024 11:57 AM
52	.	3/18/2024 5:02 PM
53	Trails - from lions park to high school should be a priority- I am a grandparent who visits frequently and our family supports this need !	3/18/2024 12:21 PM
54	This might be a good place for loft apartments.	3/17/2024 6:53 PM
55	Need water fountains, trash cans, dog area, shade, ADA accessible, dog poo drops, well lit	3/17/2024 1:38 PM
56	I highly disapprove of the what you labeled as "Future Development" (euphemism for section 8 housing with inadequate parking), between K-32 and Kelly Murphy Park. A development of that	3/17/2024 12:16 PM

COMMUNITY ENGAGEMENT SURVEY

Bonner Springs Downtown Masterplan		SurveyMonkey
	size, character, and income level, is not compatible with the quaint downtown you are apparently hoping for.	
57	adding a trail/sidewalk on Morse street connecting Lions park to 136th Street would be great for use and safety	3/16/2024 9:47 PM
58	Not enough parking. New apartment buildings will make things worst	3/16/2024 9:05 PM
59	I would like another survey on the options where the old supermarket used to be, noted as future development please? Thank you	3/16/2024 1:21 PM
60	Na	3/16/2024 11:47 AM
61	Classic is the way to go! The best part of Bonner is the small town feel and vibe!	3/16/2024 10:52 AM
62	The old lot where the thriftway was is not suitable for the gigantic apartments that they want. Structure downtown will be at risk and the house around it will disappear behind. If you want the city to still feel connected don't do the apartments, we need more shops and restaurants and buildings like they have there now. Think Johnson drive, those big apartments take away the community feel.	3/16/2024 10:24 AM
63	Yep Bonner has so many broken pieces. Bonner infrastructure is NOT in place to support ANY OF THIS! They are only adding onto ongoing problems. Bonner is quickly turning into KCK and it's so SAD the current council and Mayor can't see this. Instead of fixing any ongoing issues they continue to add to them and try to hide the broken pieces! The code enforcement doesn't even enforce the codes. So let's add all of this and it will be TRASHED. Cause Bonner doesn't care ABOUT anything except lining their pockets!	3/16/2024 9:43 AM
64	New development/construction should fit the "old town" aesthetician vs modern building	3/16/2024 8:45 AM
65	Apartments will destroy the downtown area. A Trader's Joes, pickleball courts or similar would bring in business from surrounding areas and become more of a destination.	3/16/2024 7:12 AM
66	New Street Parking on Elm street seems redundant.	3/15/2024 11:59 PM
67	The style options feel like soulless urban centers. Give us things that make us feel like human beings and not cogs.	3/15/2024 9:16 PM
68	Na	3/15/2024 9:13 PM
69	Hope the stores fill, enjoying visiting your city. I am a past resident	3/15/2024 7:45 PM
70	Dog friendly please!	3/15/2024 7:45 PM
71	We need a market assessment to no what types of development to target for infill and redevelopment when opportunity arises. Is there a way to make a connection to the river from the downtown? We need focus also on k-32 from k-7 to the downtown.	3/15/2024 7:09 PM
72	Please include pet waste bags and water fountains	3/15/2024 7:06 PM
73	Very concerned the downtown apt. complex will degrade the appeal that downtown was starting to generate.	3/15/2024 6:58 PM
74	Would like to see more landscaping.	3/15/2024 6:32 PM
75	It is nice to have a balance of paying tribute to the past while still showing the Bonner is a vibrant place to be with updated new things.	3/15/2024 6:08 PM
76	Would love to have pickleball as an amenity	3/15/2024 4:55 PM
77	Would love to see pickleball courts! I'm the USA pickleball ambassador for Wyandotte county and it is a huge win anywhere! All ages can play and it is great for the community!	3/15/2024 4:42 PM
78	The future home development is poorly placed. Homes that close to the train tracks will be very noisy	3/15/2024 3:33 PM
79	More walking, biking, running paths or dedicated lane space on roadways.	3/15/2024 12:48 PM
80	Looks like a wonderful addition to the community!	3/15/2024 12:36 PM
81	I lived there for 30 years and think this is wonderful.	3/15/2024 12:24 PM

COMMUNITY ENGAGEMENT SURVEY

Bonner Springs Downtown Masterplan		SurveyMonkey
82	Thank you for efforts to make Bonner better	3/15/2024 11:35 AM
83	I certainly hope that there is NO plan to reduce or restrict the number of lanes or two-way traffic. That never benefits the property owners or business owners within the plan.	3/15/2024 11:29 AM
84	I like what I'm seeing so far.	3/15/2024 11:15 AM
85	Love the idea of river access finally being utilized!	3/15/2024 10:37 AM
86	Let's fix what we got.	3/15/2024 10:34 AM
87	Street parking is not ideal in my opinion.	3/15/2024 10:12 AM
88	This is exciting!	3/15/2024 9:29 AM
89	Would love to see a riverfront park added!	3/15/2024 8:46 AM
90	No	3/15/2024 8:44 AM
91	The listed items that this survey polls need to be something that will age/weather nicely or be maintained. I could see some options deteriorating and looking outdated, shabby or eyesores after a few years.	3/15/2024 8:16 AM
92	Will be exited to see it come to fruition	3/15/2024 8:06 AM
93	Excited to see it happen..	3/15/2024 8:04 AM
94	Think it is great!	3/15/2024 7:53 AM
95	I am very excited!	3/15/2024 7:22 AM
96	Make it more attractive for young families	3/15/2024 6:52 AM
97	The more sidewalks, the better!! Maintaining/improvement of downtown cleanliness should be top priority!	3/15/2024 6:41 AM
98	I don't want to pay higher taxes.	3/15/2024 6:37 AM
99	Thanks for the opportunity for all to participate	3/15/2024 6:21 AM
100	Please do connect the riverfront to a park or some kind of access so that we can honor the traditions in the history of Bonner Springs to the waterway. I love Bonner Springs and have been shopping there for over 50 years. It is the heart of Wyandotte county. I say that, because how many people travel from KCK to walk the refreshing sidewalks of Bonner Springs.	3/15/2024 6:00 AM
101	No	3/15/2024 5:22 AM
102	The park would be welcomed and greatly enjoyed if the housing and the businesses were all three on the same level. Nice parks can't be maintained with money from families on low income. Small businesses in downtown can't be supported by families with low income. Make all the elements compliment each other when decision day comes.	3/15/2024 5:01 AM
103	The children that are left unattended that like to wreck the parks and wrecking the benches and new things provided	3/15/2024 2:21 AM
104	Very excited that this is happening	3/15/2024 1:46 AM
105	I thought creating something around the river was the plan.	3/15/2024 1:33 AM
106	A riverfront park and improving downtown sounds wonderful, here's some items that need addressed first. 1. Get rid of the annoying and loud shooting range that makes the entire area close to downtown sound like a war zone!!! It could be moved way out towards the caves, away from people and getting rid of the noise! 2. Pass a noise ordinance! I get so tired of the loud booming music on work nights and even on the weekends! The police can do nothing but ask people to please turn the music down. This just makes people vindictive and they turn it up! No one wants to move to a town and buy a home where loud booming bass music (if you can call it music,) is keeping them and their children up at night. This would include outlawing the loud booming bass "music," coming from cars. 3. Fix the sidewalks!!! 4. Pass an ordinance forbidding people to ride off road vehicles even on their own property! No one wants to buy a house next to an amateur motor cross track where loud mufflers on dirt bikes disturb a beautiful and peaceful day like the one on Bluegrass! 5. Crack down on 4 wheelers and dirt bikes being driven on back roads like on Scheidt Ln! 6. Scrap the downtown low income	3/15/2024 1:16 AM

COMMUNITY ENGAGEMENT SURVEY

Bonner Springs Downtown Masterplan		SurveyMonkey
	apartment plan and put in a grocery store. 7. Ask police to set a good example while driving by following traffic laws like using their turn signals and turning on their headlights when it's raining 8. Make a sidewalk from downtown to the trailer park. Since they have fixed that place up there are tons of kids walking in the street to get to downtown. The sidewalk should run down Scheidt Ln and meetup and cross to get the the track of the high school. This is a small list, but it's a place to start.	
107	While I don't live in Bonner specifically, my kids go To BSHS (we live in Delaware Ridge). We frequent Bonner multiple times per week. I feel I am an invested participant. I really like the idea of a riverfront park with trails and river access (kayaks, boats, fishing, etc). A trail from Bonner to Edwardsville river front park would be amazing. Definitely bike friendly with lots of bike racks. Public toilet and sanitation stations would be nice.	3/15/2024 1:10 AM
108	extend planning to the east on front street. so much ugliness up until the classic cars shop...	3/14/2024 11:56 PM
109	Make Parking for visitors to downtown stores easier and more visible	3/14/2024 11:52 PM
110	Would love to see pickleball courts in the green spaces !	3/14/2024 11:40 PM
111	Love the idea of sidewalk cafes and more sidewalks. Would like to see more riverfront development/park and trails and a boat dock/rental area for kayaks etc on the river.	3/14/2024 11:24 PM
112	Need more activities to participate in, for sure, and more restaurants. Just be sure to listen to everyone and watch out for a the small businesses.	3/14/2024 10:37 PM
113	n/a	3/14/2024 10:15 PM
114	Question 6 regarding the seating the classic option, I feel like my butt would keep sliding thru the back of the seat. This seat also offers NO lower back support and I feel would be very uncomfortable.	3/14/2024 10:04 PM
115	More walking paths throughout downtown	3/14/2024 8:57 PM
116	No	3/14/2024 8:55 PM
117	This is not a good idea	3/14/2024 8:54 PM
118	No	3/14/2024 8:48 PM
119	NO SECTION 8	3/14/2024 8:46 PM
120	New developments along the river and the empty lot where the old city hall used to sit.	3/14/2024 8:16 PM
121	Not currently	3/14/2024 8:12 PM
122	More food attractions or unique place to eat at	3/14/2024 7:52 PM
123	More businesses/restaurants/coffee shops/cafes/etc that stay open later. It's great to add the cafes but the hours of what's currently there aren't great. You gotta go to Starbucks to get a coffee after 3pm. Develop the downtown in a way that encourages later closings.	3/14/2024 7:48 PM
124	New community center like Lenexa, mission or Olathe indoor pool would be great for cold months, a workout facility (the ymca is outdated in my opinion) places where families can have fun birthday parties. Please check into the community centers for the cities listed above . More family focused events. Example: Shawnee town trick or treating, Olathe community centers New Year's Eve party for kids etc.	3/14/2024 7:46 PM
125	A Riverwalk would be a fabulous addition to the city, including bike trails	3/14/2024 7:33 PM
126	N/A	3/14/2024 7:32 PM
127	Statues are gorgeous. More statues especially on a roof. Just like in Italy.	3/14/2024 7:28 PM
128	I'd rather see more trails than sidewalks. But otherwise, not bad.	3/14/2024 7:10 PM
129	We need more housing downtown	3/14/2024 7:01 PM
130	I was raised in Bonner and I work at BSHS. Hope to move back!! A river front walking path would be amazing!!	3/14/2024 6:59 PM
131	Would love for the down town plan extend down to the river front and include walking/bicycle trails along the river.	3/14/2024 6:48 PM

COMMUNITY ENGAGEMENT SURVEY

Bonner Springs Downtown Masterplan		SurveyMonkey
132	No	3/14/2024 6:41 PM
133	Grocery Store with fresh produce. Apartments above the store for built in customers.	3/14/2024 6:39 PM
134	I really hope the ridiculous apartment plans are being scrapped. There isn't enough parking down there already without adding people living there.	3/14/2024 6:37 PM
135	More places/things for families with children can enjoy. We also need more restaurants and food options instead of going to the Legends or Shawnee	3/14/2024 6:36 PM
136	Yes. We need another park and walking trail. Property at kansas Ave and 132nd is for sale and would make an excellent place	3/14/2024 6:33 PM
137	I like the direction you're heading	3/14/2024 6:28 PM
138	No	3/14/2024 6:22 PM
139	No	3/14/2024 6:21 PM
140	No apartments on the old Thriftway site	3/14/2024 6:16 PM
141	A mix of classic, modern and sculptural elements would be visually appealing without over the top "kitschy"	3/14/2024 6:14 PM
142	Bring it on!	3/14/2024 6:11 PM
143	Transportation improvements	3/14/2024 6:10 PM
144	Nah	3/14/2024 6:06 PM
145	Very limited what this survey does. Would be interested in bike lanes added to major roads for safety.	3/14/2024 6:04 PM
146	I love the idea of a riverfront park so much! I grew up here and have always wanted to see our position on the river utilized. I love this spirit for bonner and I think this vision is taking us in the right direction.	3/14/2024 6:04 PM
147	How is this going to make the town better? Will we get new roads and parking lots paved. A lot of the roads and parking lots are in rough shape.	3/14/2024 5:59 PM
148	With the new development in the old Thriftway location, please plan to leave enough parking spaces for the businesses across the street. There is no way street parking can accommodate all those business and the others further up the street. If we want visitors and therefore \$\$\$, we have to maintain adequate parking. Please do t take away parking behind the businesses either (in lot where Tiblow Day carnival is held). If we want to become a cute little downtown area for residents and visitors (like Parkville for example), we must retain these parking spots! Thank you!	3/14/2024 5:56 PM
149	Have some type of place to purchase groceries	3/14/2024 5:54 PM
150	I like the idea of using the empty lot across from Dairy Queen as a full-time farmers' market, similar to KCMO and OPKS. A riverfront park has appeal, as well.	3/14/2024 5:54 PM
151	No	3/14/2024 5:53 PM
152	No	3/14/2024 5:52 PM
153	I was just walking my dog and thought "we need a city market spot like Mission has!" This all looks so great and I can't wait to see it come to life.	3/14/2024 5:52 PM
154	Rail road	3/14/2024 5:49 PM
155	My only concern is that there is enough parking for all that is planned. Also, I would like us to keep the integrity our downtown area. It has a nice, small town feel that is very welcoming	3/14/2024 5:47 PM
156	Parking is my only concern. The planned apartment building will take over all parking! There will be no parking for normal business hours let alone events that are hosted in downtown often throughout the year.	3/14/2024 5:46 PM
157	I would hope that the old structures would be saved and reused as needed.	3/14/2024 5:44 PM
158	None	3/14/2024 5:39 PM

COMMUNITY ENGAGEMENT SURVEY

Bonner Springs Downtown Masterplan		SurveyMonkey
159	I think gateway (not sure where that needs to fit)could also be lasered into large limestone that is native to this area. Or limestone combined with water to signify our springs	3/14/2024 5:36 PM
160	I think going with a classic look that will be in through all times is important. For the gateway sign, sticking with the new sunflower theme would be good. Updating entry signs to match that as well would be even better!	3/14/2024 5:33 PM
161	Get some play equipment in the downtown parks, some families don't have the option of driving to Lions Park or the Elementary School to play!	3/14/2024 5:30 PM
162	None	3/14/2024 5:30 PM
163	More dinning and out door dining and music with food and wine on Friday and Saturday	3/14/2024 5:29 PM
164	With regard to a riverfront park, my greatest concern is safety due to the RR crossing.	3/14/2024 5:23 PM
165	Parking now is getting full when there are downtown events. Adding additional businesses and apartments to downtown will make it worse. What is the plan for parking?	3/14/2024 5:23 PM
166	Plenty of parking while not losing appeal of current downtown. Don't lose boutiques and shops that already exist. Don't raise their rent. Keep trees and add more flowers, etc. Bring in cafes that offer alternatives such as vegan and allergy free.	3/14/2024 5:23 PM

Q9 Please note any trail connections not currently shown that you believe would have a positive impact on pedestrian circulation within the City of Bonner Springs.

Answered: 97 Skipped: 390

#	RESPONSES	DATE
1	None	4/6/2024 10:21 AM
2	South Park to Front St. and River!	4/4/2024 12:16 PM
3	Map does not show where the railroad is.	4/3/2024 4:32 PM
4	I'm very excited to see this. My dog and I walk trails nearly daily, but we go to Johnson county often because there aren't enough scenic trails here in Bonner to hold our interest. Lining the trails with native trees and plants where ever possible like JOCO does would be wonderful!	4/2/2024 10:38 AM
5	People need to be able to walk to The Fuel House. It's such a family place great for kids but we are unable to walk there.	4/2/2024 2:18 AM
6	Sidewalk should extend on Morse from Lions Park to 136th (Bluegrass)	4/1/2024 6:47 PM
7	A Trail from 2nd Street connecting to the existing trail at South Park.	4/1/2024 4:03 PM
8	I believe the tiblow mill where the fuel house is should have a trail. I know the run clubs and several other groups leave from there and think it would be utilized.	4/1/2024 12:52 PM
9	Sidewalk on K32 where it ends at the Vets Office going to 2nd St or 2nd Street finished to the Old Mill. I walk around town and getting to the Old Mill is not safe on foot.	3/28/2024 6:34 PM
10	Ok	3/26/2024 8:47 PM
11	The 134th walking trail is starting to deteriorate	3/26/2024 8:05 PM
12	A connection at Oak Street. A connection to the south where old RR bridge was.	3/26/2024 5:19 PM
13	Down 138th street from Kansas to K-32	3/25/2024 2:05 PM
14	Hiking trails	3/25/2024 1:09 PM
15	Sidewalk along 138th from Kump to Kansas Fixing the elevation of the sidewalk/bridge connection on Kump near Garfield (south side)	3/25/2024 9:39 AM

COMMUNITY ENGAGEMENT SURVEY

Bonner Springs Downtown Masterplan		SurveyMonkey
16	Looks great	3/22/2024 10:56 PM
17	River Crossing - perhaps use K7 bridge?	3/22/2024 2:35 PM
18	I think it's important to connect the businesses on Nettleton and along the tracks (moon marble) with downtown.	3/22/2024 6:35 AM
19	Na	3/21/2024 11:01 PM
20	Very difficult to navigate Downtown. How would one be able to use an outdoor establishment? There needs to be an ordering system and automatic doors.	3/21/2024 10:15 PM
21	Would love to see a master plan for trail system using Kansas River levee system from Lawrence to KCK downtown. It exists at both ends, just nothing in the middle. Need bicycle friendly connection to JoCo trail system. Crazy seeing unprotected bicycles on K7.	3/21/2024 9:20 PM
22	We need more walking areas and trails would be nice and to have them well documented for the public	3/21/2024 4:13 PM
23	Trail from new riverfront park along river to come out near the feed store.	3/21/2024 3:50 PM
24	Hard to see on the image. Connecting 134th st trail to Kansas ave to 138th to k32 would be nice. Also can't tell on small image, but trail from morse end of sidewalk to k32 back to town would be nice if we could work around the k7 traffic. Also can we get some good trails in Kerry Roberts park and maybe to the park? If the city owns the land behind Salvation Army, can that be a park with trails? I just Want trails everywhere.	3/21/2024 2:34 PM
25	Looks good	3/21/2024 2:10 PM
26	A trail on Morse Ave between 138th and K-7 or extended to K-32 to connect with the future trail to connect with KCK/KCMO	3/21/2024 12:41 PM
27	N/A	3/21/2024 11:50 AM
28	Pedestrian and bike trails	3/21/2024 11:17 AM
29	Trail to Edwardsville along the river, with an access point near Lake Forest	3/19/2024 11:58 AM
30	Looks good	3/19/2024 10:28 AM
31	.	3/18/2024 5:03 PM
32	From lions park to high school !!	3/18/2024 12:21 PM
33	I'd love an easier way to get into downtown Bonner from the east. Remember that your city limits extend all the way to Edwardsville - this map doesn't even acknowledge that my house exists in city limits. Add a Trail under K-7, and you need to start enforcing city code regarding sidewalks - EVERY recent development along K-32,. you have granted variances in lieu of sidewalks.	3/17/2024 12:22 PM
34	Connection to River and Lake of the Forest	3/17/2024 11:33 AM
35	a trail/sidewalk on Morse street connecting Lions park to 136th Street.	3/16/2024 9:48 PM
36	Need riverfront park and trails Also no walking park accessibility east of K7	3/16/2024 9:07 PM
37	Na	3/16/2024 11:47 AM
38	The trails need to be wide enough for multiple people and wheelchairs. Also would be nice to be able to "adopt "part of the trails and have post with historical notes of the town	3/16/2024 10:26 AM
39	So when the trails get trashed who's going to maintain those. You can't even walk Bonner now without almost breaking an ankle	3/16/2024 9:43 AM
40	From the new small proposed pink area near/along K7 towards Morse/Nettleton library area without having to downtown (perhaps up the access road East of K7)	3/16/2024 8:50 AM
41	NA	3/16/2024 7:13 AM
42	Heavy concern for the S 134th Street & Metropolitan Ave intersection. Despite it being a 3 way stop I've seen far too many vehicles barrel through that intersection without regard to pedestrians to other vehicles. If the trail system becomes busier this would be a concern.	3/16/2024 12:08 AM

COMMUNITY ENGAGEMENT SURVEY

Bonner Springs Downtown Masterplan		SurveyMonkey
43	There is no trail connection from the k32 trail to lions park. You have to walk to park St and then get to Lions Park	3/15/2024 9:17 PM
44	N/A	3/15/2024 9:17 PM
45	NA	3/15/2024 9:14 PM
46	Connecting sidewalks on Morse Ave to be able to walk continuously to downtown via sidewalk.	3/15/2024 7:47 PM
47	It's hard to tell the roads because no street labels. But I know I see people walk and bike Morse every day. And we need to plan for safe connections to schools given so many kids don't have school bus service.	3/15/2024 7:11 PM
48	A connected sidewalk/trail on Morse connecting 138th street to Lions Park and the rest of the trail systems. So many kids walk on Morse to/from school and there aren't sidewalks. I've seen near misses. We desperately need a sidewalk on Morse.	3/15/2024 7:11 PM
49	Would like to see a bike/walking trail from 138th down to Kaw Drive.	3/15/2024 6:33 PM
50	I would be excited about the purposed future planned trails. Those are areas that need them. It would be nice if the trail that goes over Kump could go underneath the road by the creek instead of kids having to cross the street when it is busy.	3/15/2024 6:12 PM
51	Trail by the River	3/15/2024 3:11 PM
52	Future plans of dedicated bike lane on k32	3/15/2024 12:49 PM
53	I don't see any missing from the proposal, but since I do not frequent the area daily I may not be accurate.	3/15/2024 12:38 PM
54	Second street to existing trail	3/15/2024 11:31 AM
55	Signage is needed to highlight trails already in existence. Also a trail from lions park to the swimming pool exist somewhat but better sidewalk is needed from lions park to metropolitan and signage as well. That would provide a mid trail as well as that proposed trail along 138th.	3/15/2024 11:19 AM
56	Sidewalks on w Morse	3/15/2024 10:34 AM
57	Na	3/15/2024 8:07 AM
58	Looks great	3/15/2024 8:05 AM
59	This looks great	3/15/2024 7:16 AM
60	I personally like the connections if it's able to access the old Mill without having to drive	3/15/2024 6:01 AM
61	None	3/15/2024 5:24 AM
62	Sidewalks are virtually nonexistent the further you get away from downtown. Sidewalks going to and from schools, from schools to parks and from parks to eateries would be very nice.	3/15/2024 5:06 AM
63	A trail along the river	3/15/2024 1:33 AM
64	Sidewalk from downtown to the trailer park running all the way down Scheidt Ln connecting to the sidewalk that leads to the high school track.	3/15/2024 1:17 AM
65	Yes	3/15/2024 1:10 AM
66	not sure if there's a sidewalk or trail from front on Scheidt and 138th up to Morse (Tiblow trot route). Need a sidewalk along Morse from Bluegrass on the south side.	3/15/2024 12:10 AM
67	A pedestrian trail along k32 in Bonner to make it safer to walk would be great	3/14/2024 11:26 PM
68	Trail system continuing west along Loring Drive (along the river)	3/14/2024 10:37 PM
69	n/a	3/14/2024 10:15 PM
70	The school trail is kinda of scary, hopefully it would be safe from keeping creepy pedo's away!	3/14/2024 10:06 PM
71	None	3/14/2024 8:49 PM
72	School trail has been a necessity for years. otherwise this plan looks great, Would be good if the morse neighborhoods by 138th had better direct access to downtown through trails	3/14/2024 8:19 PM

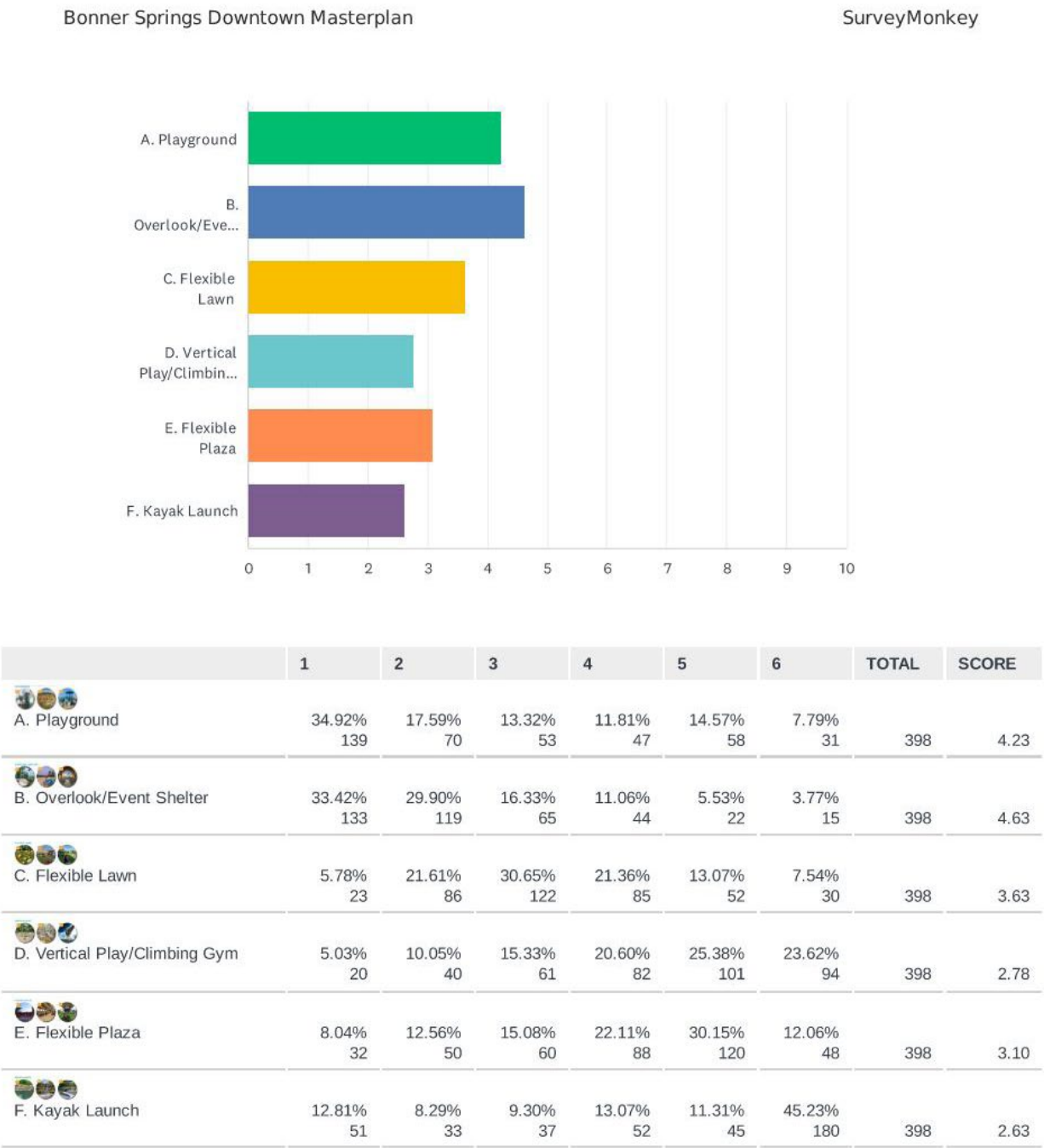
COMMUNITY ENGAGEMENT SURVEY

Bonner Springs Downtown Masterplan		SurveyMonkey
73	N/a	3/14/2024 8:15 PM
74	N/A	3/14/2024 8:07 PM
75	Better sidewalks on Morse especially for the kiddos walking	3/14/2024 8:04 PM
76	A sidewalk along 132nd would be great. People have to walk in the road between Kansas Ave and Heritage Dr and one South 130th st to Nettleton. Both of these are extremely dangerous to walk along with how fast people drive down them and only having the option of walking in the road.	3/14/2024 7:52 PM
77	N/A	3/14/2024 7:32 PM
78	A trail on all of 138th St	3/14/2024 7:29 PM
79	disregard my previous comment.	3/14/2024 7:12 PM
80	Increased connectivity to the Olde Mill and better integration of those corridors with downtown and the YMCA as well	3/14/2024 7:02 PM
81	Na	3/14/2024 7:00 PM
82	Sidewalks in more areas would be nice.	3/14/2024 6:37 PM
83	The property at 132nd and kansas ave	3/14/2024 6:34 PM
84	NA	3/14/2024 6:29 PM
85	N/a	3/14/2024 6:17 PM
86	I like what is shown.	3/14/2024 6:13 PM
87	Perhaps something that connects to activities and parks farther north, i.e. golf course, Sandstone and WyCo park.	3/14/2024 5:58 PM
88	I'd like to see more safe crosswalks on Morse, leading from Lions Park to across the creek for easier and safer walking on trails and kids crossing. Additionally, this would connect to the sidewalks headed to the pool and North Park.	3/14/2024 5:57 PM
89	Lions Park to High/Middle school. County park to downtown area. Need a connection to the Fuel House/trailer park area. Gap between lions and North Park. Connection to JoCo trails. Connection to Kaite Trail? Or connection to flint hills trail?	3/14/2024 5:54 PM
90	Scheidt lane currently has no sidewalks..there are people and children walking there every day. People also ride bikes from Bonner to Edwardsville along the highway, me included...its scary..people intentionally try to run bikes off the road..flat tires from road debris are always an issue.	3/14/2024 5:54 PM
91	None	3/14/2024 5:53 PM
92	Sidewalks on all streets would be great for the students who walk to school.	3/14/2024 5:49 PM
93	This map a little hard for me to get in my head exactly where all trails are located. I don't know what proposed areas are or exactly where they are located	3/14/2024 5:43 PM
94	None	3/14/2024 5:30 PM
95	Complete the sidewalk all the way down Morse from 138th to K-32. A nature or bike trail along the closed Steventon Dr would be really awesome.	3/14/2024 5:28 PM
96	Riverfront access and park areas.	3/14/2024 5:24 PM
97	1.134th & Metropolitan to N Nettleton 2.Deerfield (Swartz Dr & 130th) to N Nettleton 3. Lions Park not connected to 134th & Metropolitan 4. No walking trail along W Morse from Arthur to N Bluegrass 5. No sidewalks within Grandview Subdivision	2/21/2024 9:12 AM

Q10 Rank your preferred riverfront park program elements from highest to lowest

Answered: 398 Skipped: 89

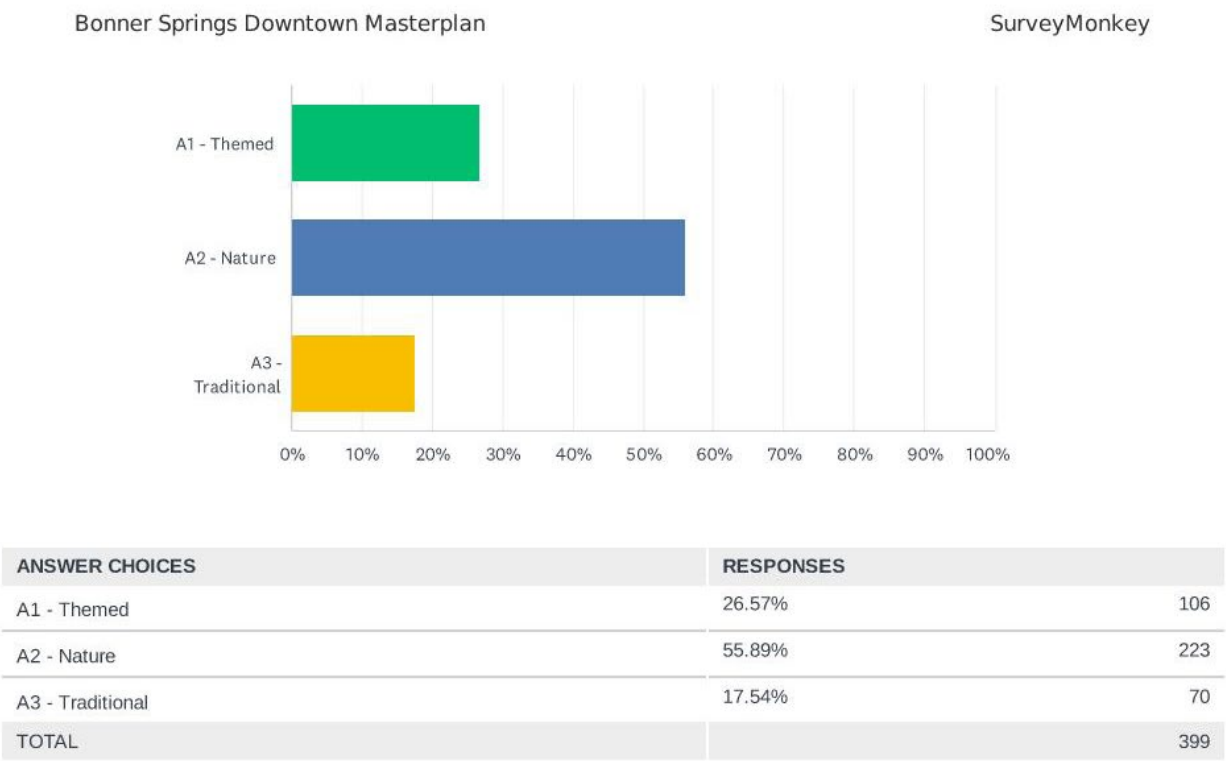
COMMUNITY ENGAGEMENT SURVEY



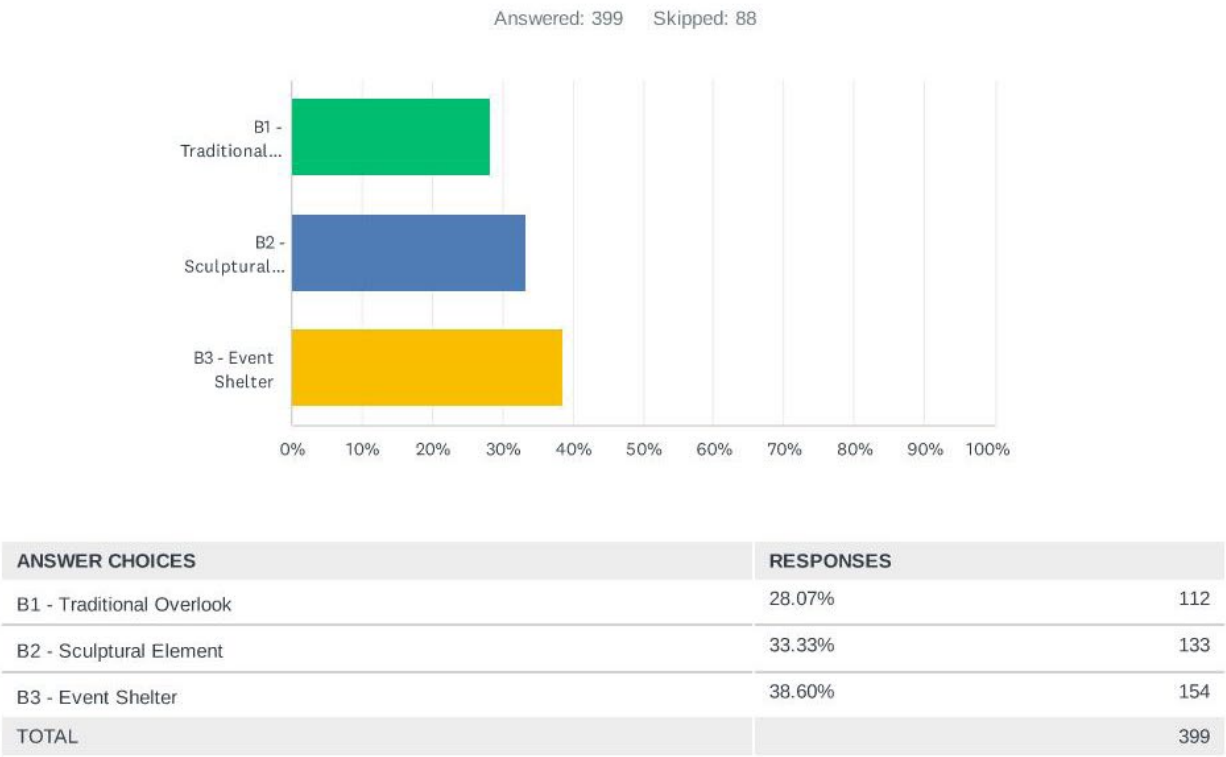
Q11 Choose your preferred style of playground

Answered: 399 Skipped: 88

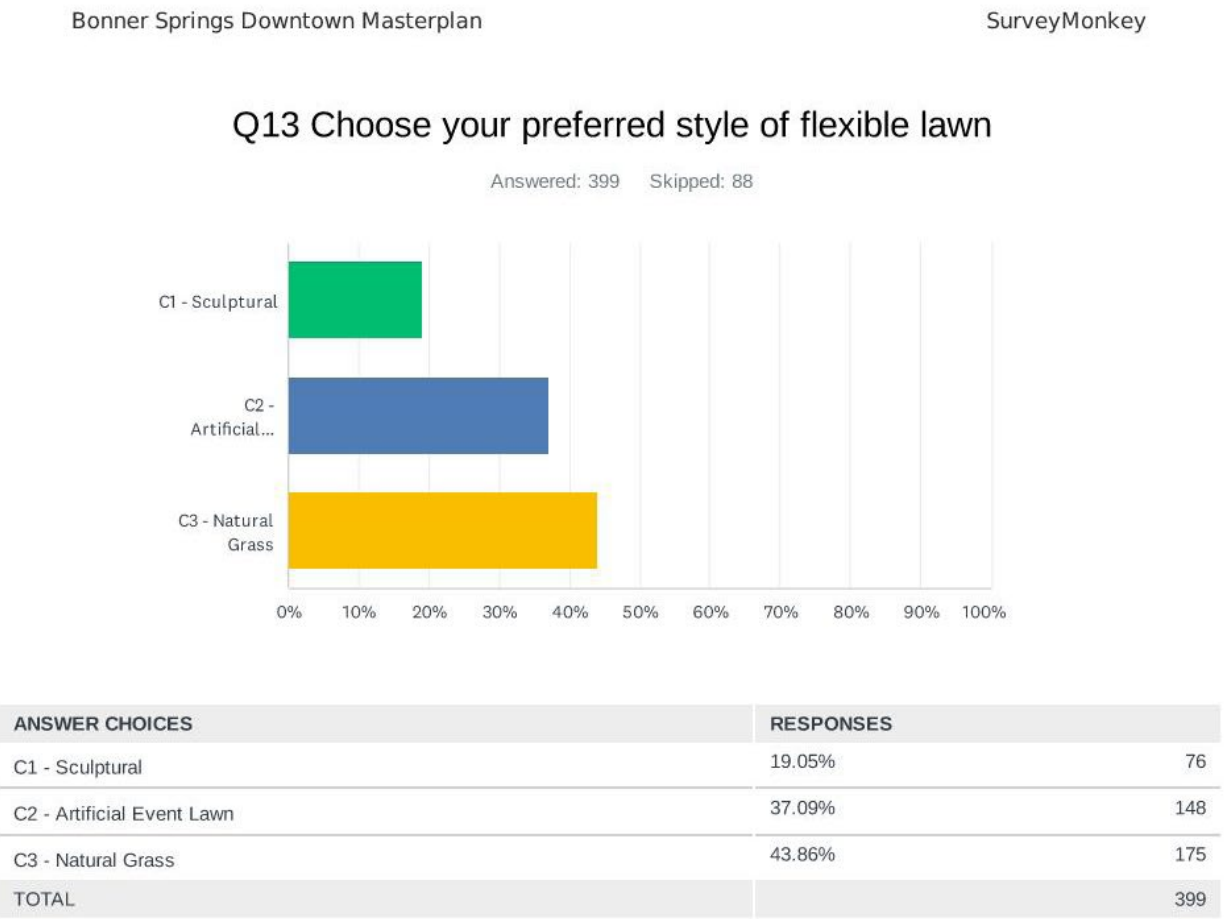
COMMUNITY ENGAGEMENT SURVEY



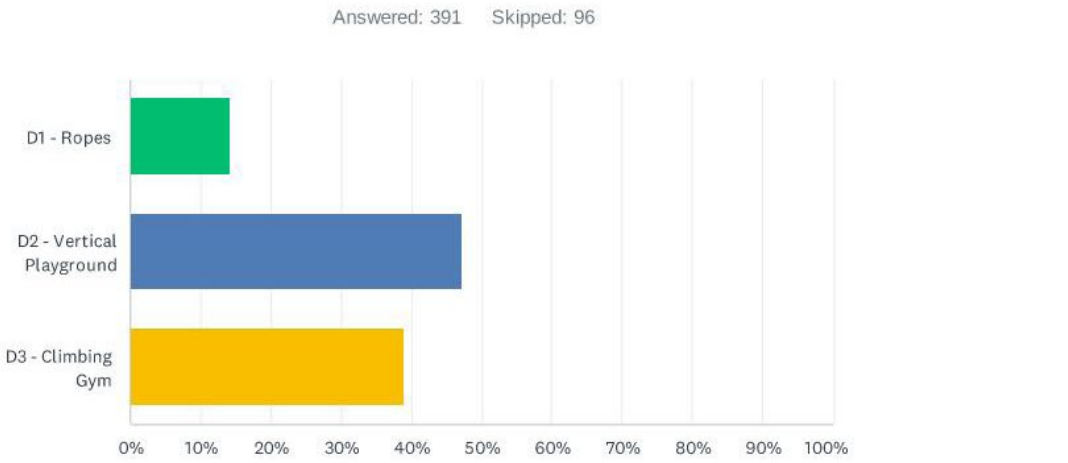
Q12 Choose your preferred style of overlook/event shelter



COMMUNITY ENGAGEMENT SURVEY



Q14 Choose your preferred style of vertical play



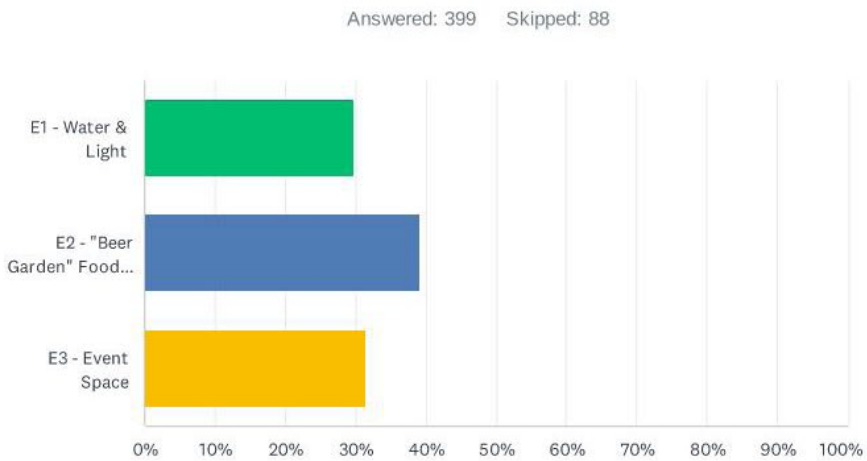
COMMUNITY ENGAGEMENT SURVEY

Bonner Springs Downtown Masterplan

SurveyMonkey

ANSWER CHOICES	RESPONSES	
D1 - Ropes	14.07%	55
D2 - Vertical Playground	47.06%	184
D3 - Climbing Gym	38.87%	152
TOTAL		391

Q15 Choose your preferred style of flexible plaza

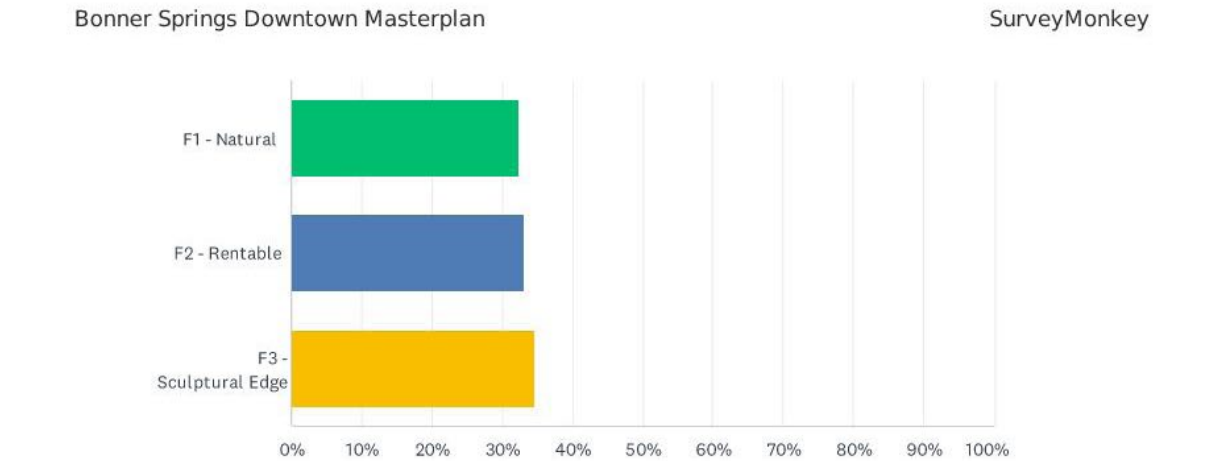


ANSWER CHOICES	RESPONSES	
E1 - Water & Light	29.57%	118
E2 - "Beer Garden" Food Truck Plaza	39.10%	156
E3 - Event Space	31.33%	125
TOTAL		399

Q16 Choose your preferred style of kayak launch

Answered: 397 Skipped: 90

COMMUNITY ENGAGEMENT SURVEY



ANSWER CHOICES	RESPONSES	
F1 - Natural	32.49%	129
F2 - Rentable	33.00%	131
F3 - Sculptural Edge	34.51%	137
TOTAL		397

Q17 Do you have any comments, likes, or concerns about the Riverfront Park?

Answered: 124 Skipped: 363

#	RESPONSES	DATE
1	None	4/6/2024 10:25 AM
2	Get rid of shooting range!	4/4/2024 12:19 PM
3	Love this concept	4/4/2024 5:18 AM
4	Is how will the accessability to these events work with crossing the railroad tracks. Big concern for children who would use these without parental consent and could-wonder on to the tracks, will there be a bridge to cross safely cross over the tracks?	4/3/2024 4:44 PM
5	I and others really do not like it being under the bridge.. NOISY NOISY NOISY! MOVE IT FURTHER WEST DOWN THE BANK.!!!!!!! THE BRIDGE IS UGLY..!!!! UGLY UGLY..	4/3/2024 11:39 AM
6	Can't wait! It'll be awesome!	4/2/2024 10:46 AM
7	Love the idea!!	4/2/2024 2:21 AM
8	Seems an impossible idea.	4/1/2024 5:39 PM
9	I think it would be a wonderful addition to downtown. It would be a way to embrace our History with the River.	4/1/2024 4:07 PM
10	No	4/1/2024 3:25 PM
11	Being a tree city, we should showcase the unique landscape of Bonner and have as many natural elements as possible. Outdoor event spaces and lawn should bring people and nature together.	4/1/2024 1:22 PM

COMMUNITY ENGAGEMENT SURVEY

Bonner Springs Downtown Masterplan		SurveyMonkey
12	I'm concerned about the wild life that will be destroyed and displaced. We keep taking more and more land and leaving the deer and coyote and all other little creatures with no place to call home. And we call that progress.	3/30/2024 9:44 AM
13	Is this going under K-7? Seems like a loud area!	3/27/2024 8:29 PM
14	Dog park	3/26/2024 8:48 PM
15	A Family centered park. STEM/STEAM collaboration with local and metro entities. An ecology learning area.	3/26/2024 5:28 PM
16	Concerned about another railway crossing that will require a horn blast.	3/25/2024 4:21 PM
17	No	3/25/2024 3:02 PM
18	Any of these would such a wonderful addition!	3/25/2024 9:42 AM
19	Assuming there would be a signaled RR crossing into the park, consider quiet zone during construction vs later retrofitting. That's a lot of train traffic and signal noise/horns that would have to happen if the crossing is signaled.	3/23/2024 9:17 AM
20	Though I stated my preferences, I think anything you do will be outstanding. As I mentioned about the downtown, if I can be of any assistance, please contact me. Bill Kerns, First Christian Church, Bonner Springs	3/22/2024 7:57 PM
21	Research and see what has worked in other cities similar to Bonner Springs. Keeping in mind the Kansas River can be dangerous and folks must understand its not to viewed as a place to leave children unattended	3/22/2024 10:25 AM
22	The location is odd. This should be nearer to downtown. Better proximity to businesses, better security. Better access to pedestrians. The location, kayaks, vertical playground pose safety concerns. How will the space be monitored? With downtown, Nettleton businesses, moon marble now disconnected, this location adds another disconnected location, rather than unifying the 3 or enhancing one if the 3. I've always liked the space at oak and front (old Safeway store) as green space. A river front park directly across from oak would enhance downtown, promote restaurant business, and provide residents of the proposed Apts walking proximity to recreational space.	3/22/2024 6:46 AM
23	Concern is, is the shooting range still over there? Is it still being used? How close are these going to be?	3/21/2024 11:08 PM
24	ADA issues Affordable recreational elements	3/21/2024 10:25 PM
25	Sobexcited	3/21/2024 10:16 PM
26	Good ideas	3/21/2024 8:03 PM
27	Places to fish at the river	3/21/2024 6:45 PM
28	Love the beer garden and rentable water crafts!	3/21/2024 6:42 PM
29	Not sure if it's feasible, but a walking trail along the river or in the area connecting to the park would be amazing!	3/21/2024 6:25 PM
30	Making the space kids/family friendly, but flexible for adults only events and spaces	3/21/2024 4:19 PM
31	What is happening to the shooting rage? Is the new crosswalk able to be a bridge entry? Don't like the idea of families walking across k7 there. Rather them have a fun bridge to walk over.	3/21/2024 3:55 PM
32	Need hiking trails around there. Also emergency phones like they have on college campuses.	3/21/2024 2:42 PM
33	I think for #15 you could do all 3 very tastefully, which in my opinion would make the space more usable and enhance that whole area	3/21/2024 2:00 PM
34	Concern about vandalism with many of the ideas.	3/21/2024 1:07 PM
35	Will it be safe based on the history this particular piece of land (i.e. gun range, erosion etc.).	3/21/2024 12:45 PM
36	N/A	3/21/2024 11:53 AM
37	move the shooting range out from the city and move the proposed space out from underneath the overpass	3/21/2024 11:52 AM

COMMUNITY ENGAGEMENT SURVEY

Bonner Springs Downtown Masterplan		SurveyMonkey
38	We need a fully inclusive playground for individuals with disabilities to enjoy the playing space	3/21/2024 6:51 AM
39	Main concern is traffic flow coming off of K-7, particularly from the east side	3/19/2024 12:02 PM
40	.	3/18/2024 5:08 PM
41	Need water fountains, trash cans	3/17/2024 1:45 PM
42	Kayak launch point, emphatic yes! Please ensure adequate site access from the EAST as well - Bonner goes a long ways east but has no parks or city attention at all.	3/17/2024 12:27 PM
43	Put the access closer to downtown or increase amount of parking and trail connections.	3/17/2024 11:36 AM
44	Looks good	3/16/2024 9:51 PM
45	Access	3/16/2024 9:12 PM
46	Na	3/16/2024 11:49 AM
47	The city needs to have cameras down there for safety, and there needs to be first aid stations.	3/16/2024 10:29 AM
48	Stupid idea! Again Bonner can't keep up with what the have now. So what happens when the grant money ends/runs out. When thing need fixed Bonner will just say we don't have the funding for it like they do now! It's always we don't have the funding for that	3/16/2024 9:46 AM
49	Would love a walking trail that connects and goes all around/through the park	3/16/2024 8:54 AM
50	NA	3/16/2024 7:17 AM
51	Did not see restrooms notated in plans. Please include restrooms, restrooms that are kid friendly (toilet(s)/ sink(s) for toddler age and up), and at appropriate height. As well as changing station in men's room.	3/16/2024 4:05 AM
52	Emergency responder access. With the active train tracks there is a always a concern of first responders such as EMS or Police not having quick and easy access to the site due to a passing or parked train. Even if there is no east way to mitigate this issue it's at least something to keep in mind.	3/16/2024 12:18 AM
53	I'd like to see good fishing access along the shore nearby.	3/15/2024 9:21 PM
54	A splash pad would be amazing.	3/15/2024 9:17 PM
55	These all look like great additions to the community. Would love to hear more about how kayak renting/ event space renting would work.	3/15/2024 7:40 PM
56	Love this! Would love to have outdoor movies here. I would love to see kayak rentals however it's very hard to paddle against the current so having a second station in edwardsville that shuttles people back would be amazing. You are putting Bonner on the map!	3/15/2024 7:18 PM
57	That crossing of k32 probably won't get approved at the proposed location. Suggest getting signals and ped crossings at the ramps and Morse and a trail/sidewalk on the south side of the highway connecting to the park.	3/15/2024 7:16 PM
58	I find the ideas to be exciting and would love to see something like that in the community.	3/15/2024 6:17 PM
59	Maybe a boat ramp for smaller fishing boats	3/15/2024 5:23 PM
60	This would be a great place to put in pickleball courts like the ones in Lenexa. Healthy fun for all ages.	3/15/2024 5:01 PM
61	Would love to see pickleball courts! They are a huge add to any community!	3/15/2024 4:44 PM
62	Looks like a lovely addition! Definitely consider including a space for teens and pre-teens to hang out safely. I think an appropriate vertical playground would be a great draw for older kids/teens.	3/15/2024 12:43 PM
63	Access ?	3/15/2024 11:35 AM
64	Sounds like a wonderful addition to our community. Wondering don't the police have a shooting range in this area? I would not want that in close proximity to the Park.	3/15/2024 11:23 AM
65	Lots of great lighting and areas with mosquito netting would be nice!	3/15/2024 10:39 AM

COMMUNITY ENGAGEMENT SURVEY

Bonner Springs Downtown Masterplan		SurveyMonkey
66	Security, maintenance, parking and traffic control on 32 highway	3/15/2024 10:06 AM
67	It's going to have a terrible view of warehouses on the south side of the river. How many people are actually want to hang out under a high traffic highway. I would not use this park.	3/15/2024 9:36 AM
68	Love all of these ideas! Super excited to have something like this in our community. Are stand up paddle boards allowed too? I'm assuming bathrooms will also be available.	3/15/2024 8:53 AM
69	I wonder how much noise there will be with the highway going overhead.	3/15/2024 8:51 AM
70	The lighting of walkways and parking lots should be considered and ensure safety. They should also be visible. Not sure how you would deter vandalism or loitering.	3/15/2024 8:22 AM
71	Can't wait !! Bonner needs this and about time !!	3/15/2024 8:14 AM
72	Can't wait	3/15/2024 8:07 AM
73	No sounds amazing	3/15/2024 7:56 AM
74	Current	3/15/2024 7:48 AM
75	I love this!	3/15/2024 7:18 AM
76	I think it's too isolated from the rest of the city and will have a high crime rate. I don't want to have higher taxes.	3/15/2024 6:48 AM
77	Maintain the quality of these locations needs to be priority. Need a plan for this and can't put stuff like this in without seeing upkeep of the space as a need.	3/15/2024 6:45 AM
78	Parking, lighting and safety	3/15/2024 6:06 AM
79	No	3/15/2024 5:27 AM
80	Would like to see if there are opportunities for fishing	3/15/2024 5:23 AM
81	Access to the park from downtown... I'd like it to be a longer, taller walkway over the tracks and adequately illuminated. Wide enough to get emergency personnel into the park area by means of large golf cart sized or larger vehicles. I'd like for certain areas of the park to be available 24/7. Some vendors with ice cream, smoothies, snacks and drinks utilizing small portable carts would be nice. I'm imagining something similar to the walkways and curbside vendors at World's of Fun.	3/15/2024 5:21 AM
82	Just would want full accessibility for someone that uses a wheelchair	3/15/2024 3:25 AM
83	Love it! This would be awesome for Bonner	3/15/2024 1:51 AM
84	Is there a reason it needs to be located right under K-7 Highway,which is a noisy highway?	3/15/2024 1:37 AM
85	I would love to see this happen. It would be great to bike or kayak over to Gary Hallie trail and back. That would be an amazing trail system and great use of the Kaw.	3/15/2024 1:14 AM
86	a way to keep little kids from getting too close to the dangerous river. choose a site with maximum green space between train tracks and water.	3/15/2024 12:18 AM
87	Love it! This would be such an amazing addition in Bonner!	3/14/2024 11:32 PM
88	May hope for this area to be used for a wide variety of events and more than just a park with a picnic area.	3/14/2024 10:43 PM
89	I like the idea of the rentables, but I'd like the option to bring my own ... also, how do you get your rented kayaks back if they cant kayak upstream to get back.	3/14/2024 10:12 PM
90	Why	3/14/2024 8:57 PM
91	No	3/14/2024 8:52 PM
92	Would love to the see a walking trail and a professional disc golf course along with some pickleball courts. These two items are a big draw for visitors. Cedar Ridge Disc Golf course has already become a favorite to all in the area, adding another course would increase the draw of the sport. De Soto is also in the process of adding an additional course to help establish West KC as the new mecca for the sport.	3/14/2024 8:50 PM
93	The flexible plaza and splash pad under a highway seem super weird, loud and creepy	3/14/2024 8:44 PM

COMMUNITY ENGAGEMENT SURVEY

Bonner Springs Downtown Masterplan		SurveyMonkey
94	Very excited for a new playground in bonner! It is much needed!	3/14/2024 8:26 PM
95	N/a	3/14/2024 8:24 PM
96	Whatever style of kayak launch, still have rentable kayaks.	3/14/2024 7:53 PM
97	Making kayaks, canoes, and paddle boards rentable there would be awesome.	3/14/2024 7:53 PM
98	Omaha Nebraska has a gorgeous one. Look to that city for a good example	3/14/2024 7:36 PM
99	N/A	3/14/2024 7:35 PM
100	this is cool	3/14/2024 7:14 PM
101	Ensuring that walking/ biking paths from downtown are sufficiently sheltered from traffic (i.e barriers, trees, bollards)	3/14/2024 7:07 PM
102	Na	3/14/2024 7:02 PM
103	A large event lawn/plaza would be awesome!	3/14/2024 6:45 PM
104	Kayak launch seems a little silly, but I do like the sidewalk right on the river.	3/14/2024 6:43 PM
105	No	3/14/2024 6:36 PM
106	Though I like the idea of natural grass, something like white clover might work better. Still durable, less watering, less mowing.	3/14/2024 6:34 PM
107	Pickle ball courts	3/14/2024 6:28 PM
108	BEST PART OF THIS PLAN!!!! Love!!	3/14/2024 6:27 PM
109	Love it!	3/14/2024 6:19 PM
110	IM SO FREAKING EXCITED I CAN'T WAIT!!!	3/14/2024 6:18 PM
111	When it comes to play area and kayak launching, liability insurance and injury lawsuit exposure come to mind.	3/14/2024 6:04 PM
112	Worried about vandalism and criminal activity.	3/14/2024 6:02 PM
113	I would hope that the past history could be incorporated, Tiblow Indians, nature. Well lit so kids won't go there to spray paint and destroy it.	3/14/2024 6:00 PM
114	Railroad working with the City.	3/14/2024 5:59 PM
115	No	3/14/2024 5:58 PM
116	I like the rentable kayak but also like the sculpture edge I think each feature should emphasize nature history as much as possible.	3/14/2024 5:58 PM
117	Let's get all of this, make it similar to what parkville has. I love and want the kayak launch!!!	3/14/2024 5:56 PM
118	No	3/14/2024 5:55 PM
119	What will we do for flood control along the river to protect this space?	3/14/2024 5:52 PM
120	I'm concerned about the limited access with only one way in & out.	3/14/2024 5:52 PM
121	I live very close to front street, off of Cornell Ave. I'm making a huge assumption with the development of the riverfront the shooting range will be relocated? Otherwise it's an odd mix so close to one another. I can hear the shooting range from inside my home currently when it's in use.	3/14/2024 5:47 PM
122	I love these ideas!	3/14/2024 5:37 PM
123	Cleanliness-plenty of trash cans and dog stations, need emphasis on adult life and not too much on kids, free events and kayak use	3/14/2024 5:36 PM
124	None	3/14/2024 5:34 PM

Memorandum

Date: July 16, 2024
To: Mayor and City Council
From: Mark Lee

Subject: Comprehensive Plan Amendment - BSCP-01-24 - adoption of the Downtown Bonner Springs Masterplan as an amendment to the Vision 2025 and Beyond Comprehensive Plan.

Recommendation: Staff recommends adoption of the Bonner Springs Downtown Masterplan as an amendment to the Vision 2025 and Beyond Comprehensive Plan.

Action: Make a motion to approve, amend or deny the adoption of the Bonner Springs Downtown Masterplan.

Background: Staff has been working over the past year with LJC, a steering committee, as well as a stakeholder committee to prepare a Planning Sustainable Places plan for our downtown. 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 four staff members, the Planning Commission Vice-Chair and a member of the public. The Stakeholder Committee consisted of former Mayor Jeff Harrington and seven others ranging from business owners, to civic organization leaders to the ROSA Board Chair. These individuals dedicated their personal time to create a vision for downtown Bonner Springs. This effort can be seen in the final document before you this evening.

Discussion: This has been a year-long process with involvement from not only members of the community but committees of stakeholders and shareholders alike.

Financial Impact: NA

Memorandum

Date: July 16, 2024
To: Mayor and City Council
From: Mark Lee

Subject: PUBLIC HEARING Comprehensive Plan Amendment – BSCP-02-24 – Consider a request to amend the Bonner Springs Future Land Use Map as currently indicated within the Comprehensive Plan for the property address of 720 N. 118th Street.

Recommendation: Staff recommends holding the public hearing

Action: Make a motion to open the public hearing at ____ pm

Background: The property at 720 N. 118 Street has gone through several planning processes over the past several years but no development has ever occurred upon the property. The Future Land Use Map indicated this area previously was reserved for Mixed-Use; Residential and Commercial but was changed in 2023 to Industrial and subsequently rezoned as such.

The parcel is currently zoned LI (Light Industrial) and was included within the most recent development proposed by VanTrust Real Estate and previously within the proposed Bonner Crossing development. The current request is to amend the Future Land Use Map of the Comprehensive Plan from Industrial back to Mixed-Use. If the request is approved, a rezoning will be required also. Staff is working with the development team to determine the best zoning or if a new zoning district needs created.

The property lacks utilities and would require the extension of services, including but not limited to sanitary sewer, water, electricity, interior roadways, etc. The necessary agreements will be put in place with the Unified Government regarding any necessary utilities the UG is to provide; similar to the Bonner Crossing and VanTrust projects.

This request is one of many steps in the process for the Mattel Adventure Park and surrounding amenities.

Discussion: Earlier this year, the Governing Body approved the creation of a STAR Bond district for the Mattel Adventure Park. This is one more step in the process towards the creation of the park.

Financial Impact: NA

City of
Bonner Springs
Agenda Item Cover Sheet

Agenda Item No. 5

BSCP-02-24

Topic: **PUBLIC HEARING-** Consider a request to amend the Bonner Springs Future Land Use Map as currently indicated within the Comprehensive Plan for the property address of 720 N. 118th Street.

Narrative:

The property at 720 N. 118th Street has gone through several planning processes over the past several years but no development has ever occurred upon the property. The Future Land Use Map indicated this area previously was reserved for Mixed-Use; Residential and Commercial but was changed in 2023 to Industrial and subsequently rezoned as such.

The parcel is currently zoned LI (Light Industrial) and was included within the most recent development proposed by VanTrust Real Estate and previously within the proposed Bonner Crossing development. The current request is to amend the Future Land Use Map of the Comprehensive Plan from Industrial back to Mixed-Use. If the request is approved, a rezoning will be required also. Staff is working with the development team to determine the best zoning or if a new zoning district needs created.

The property lacks utilities and would require the extension of services, including but not limited to sanitary sewer, water, electricity, interior roadways, etc. The necessary agreements will be put in place with the Unified Government regarding any necessary utilities the UG is to provide; similar to the Bonner Crossing and VanTrust projects.

This request is one of many steps in the process for the Mattel Adventure Park and surrounding amenities.

Presented by: Mark Lee- Community Development Director

Staff Recommendation:

Staff recommends that the Future Land Use Map be amended to reflect the proposed mixed use for the parcel at 720 N. 118th Street.

Attachments:

Staff Report (6pgs)

Legal Description (1pg)

Aerial Image (8.5x11)

REQUEST FOR APPROVAL TO AMEND THE FUTURE LAND USE MAP AS INDICATED IN THE COMPREHENSIVE PLAN OF BONNER SPRINGS; REQUESTED AMENDMENT IS FROM INDUSTRIAL TO MIXED-USE WITH A LOCATION OF 720 N. 118th STREET.

MEETING DATE: July 16, 2024
REPORT WRITTEN: July 2, 2024
APPLICATION #: BSCP-02-24

APPLICANT:

EMAP KC, LLC
Glen Bilbo
5323 N. 99th Avenue, Suite 215
Glendale, AZ 85305

ENGINEER

Renaissance Infrastructure Consulting
8653 Penrose Lane
Lenexa, KS 66219

REQUEST:

The applicant is requesting to amend the Future Land Use Map (FLUM) as indicated in the Comprehensive Plan; the requested amendment will be from Industrial to Mixed-Use. The property in question is located west of the intersection of 118th Street and Speedway Boulevard.

BACKGROUND:

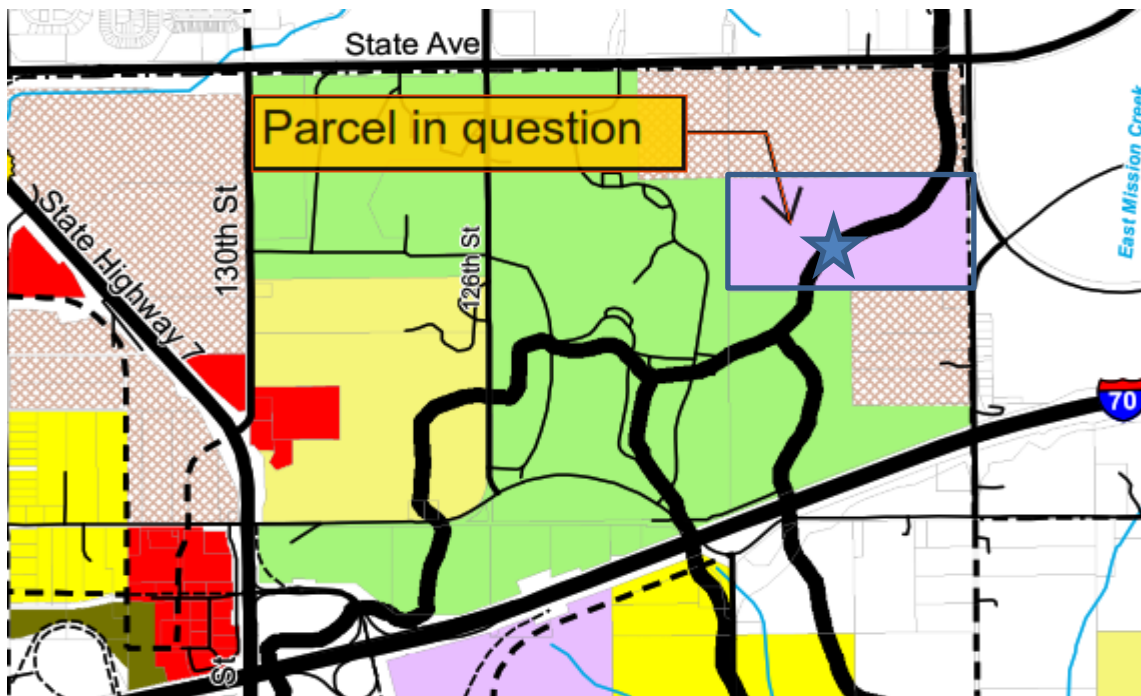
The property at 720 N. 118th Street has gone through several planning processes over the past several years but no development has ever occurred upon the property. The Future Land Use Map indicated this area previously was reserved for Mixed-Use; Residential and Commercial but was changed in 2023 to Industrial and subsequently rezoned as such.

The parcel is currently zoned LI (Light Industrial) and was included within the most recent development proposed by VanTrust Real Estate and previously within the proposed Bonner Crossing development. The current request is to amend the Future Land Use Map of the Comprehensive Plan from Industrial back to Mixed-Use. If the request is approved, a rezoning will be required also. Staff is working with the development team to determine the best zoning or if a new zoning district needs created.

The property lacks utilities and would require the extension of services, including but not limited to sanitary sewer, water, electricity, interior roadways, etc. The necessary agreements will be put in place with the Unified Government regarding any necessary utilities the UG is to provide; similar to the Bonner Crossing and VanTrust projects.

This request is one of many steps in the process for the Mattel Adventure Park and surrounding amenities

THE CURRENT FUTURE LAND USE MAP DESIGNATION:



FACTORS FOR CONSIDERATION:

The Comprehensive Plan which includes the Future Land Use Map has been amended several times over the years. As requests are reviewed and approved by the Planning Commission and Governing Body, the Future Land Use Map is updated. The current Future Land Use Map reflects the 80+/- acres as an Industrial land use designation; the subject property abuts industrial uses to the east, Wyandotte County Park to the west, large tract residential to the south and vacant land directly north. Continued industrial development is expected to continue around the Kansas Speedway and is currently being marketed as such.

This parcel and the surrounding acreage are proposed to become part of the overall development site of the Mattel Adventure Park and surrounding amenities.

The Comprehensive Plan states:

Mixed Use : (Primarily Commercial; and if residential, more than 6 dwelling units per acre): The Mixed-Use category includes a variety of office, small-scale retail, and general business uses that are service-commercial oriented, located in centers that can accommodate related uses. The vision for Mixed Use entails a traditional downtown feel with a compact, vibrant setting at a pedestrian scale with a mix of uses including businesses, services, shopping, recreational opportunities, and residential. The most prominent mixed-use areas will be in and around the downtown, but areas with an urban residential character may also support mixed use, provided the scale, location and design is compatible with the character and intensity of the neighborhood.

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

Mixed use areas should be internally served by a system of collector and local streets, as well as sidewalks and pedestrian and bicycle pathways.

Industrial: The Industrial designation is intended to provide locations for manufacturing, warehousing and distribution, indoor, and screened outdoor storage, and a wide range of other industrial services and operations.

Because of their potential environmental impacts, industrial uses should generally be located away from population centers or must be adequately buffered. Traffic generated by industrial uses should not pass-through residential areas. Sites should have access to one or more major arterials or highways capable of handling heavy truck traffic. Railroad access is also beneficial to certain types of industrial uses. Light industrial uses can typically be located in areas that also contain some highway-oriented commercial uses, and might benefit from close proximity and better access to their local customer base. Storage, loading, and work operations should be screened from view along all industrial area boundaries (when adjacent to non-industrial uses) and along all public streets. Such screening shall incorporate features such as trees, plantings and berms.

Per the Bonner Springs Zoning Regulations there are five (5) factors used when considering amendments to the Future Land Use Map, those factors follow with staff and applicants' responses.

Responses from the applicant are shown in bold italics

1. What has changed since the Comprehensive Plan was adopted to warrant this request?

In 2016 a plan was submitted for development on the parcel to the north for mixed-use and low density residential, that plan did not materialize; nor did it include this parcel in particular but would have been adjacent. Another concept plan that was submitted in 2019 did include this parcel. It was developed using a Mixed-Use concept that included things such as a concert venue and E-sports arena; to a multi-story hotel and residential living. This plan proceeded through several process with the Planning Commission and Governing Body but it also did not materialize. The most recent change to industrial was a result of the surrounding property in KCK being utilized in a similar fashion and thoughts of keeping these areas similar in use.

Property directly to the east in Kansas City, Kansas has since been developed in an industrial manner with the construction of the URBN Distribution Center. A Master Plan of the remaining area "Speedway Commerce Center" indicates up to 2.3 million square feet of industrial building space to be located on 200 acres mainly on the southern side of Speedway Boulevard – between Interstate 70 and Speedway Boulevard.

With the proposed Mattel Adventure Park the applicant wishes to return the use of the property in question back to mixed use in order to fit their proposed plan.

The comprehensive plan recently approved in January 2024 serves as a guide for development throughout the City. Along with the adoption of the plan, the proposed 80 acres was changed from a MXD (2018) use to Industrial to accommodate specific development. With the current proposal, the industrial use is no longer required. Therefore, the proposed change back to MXD is warranted

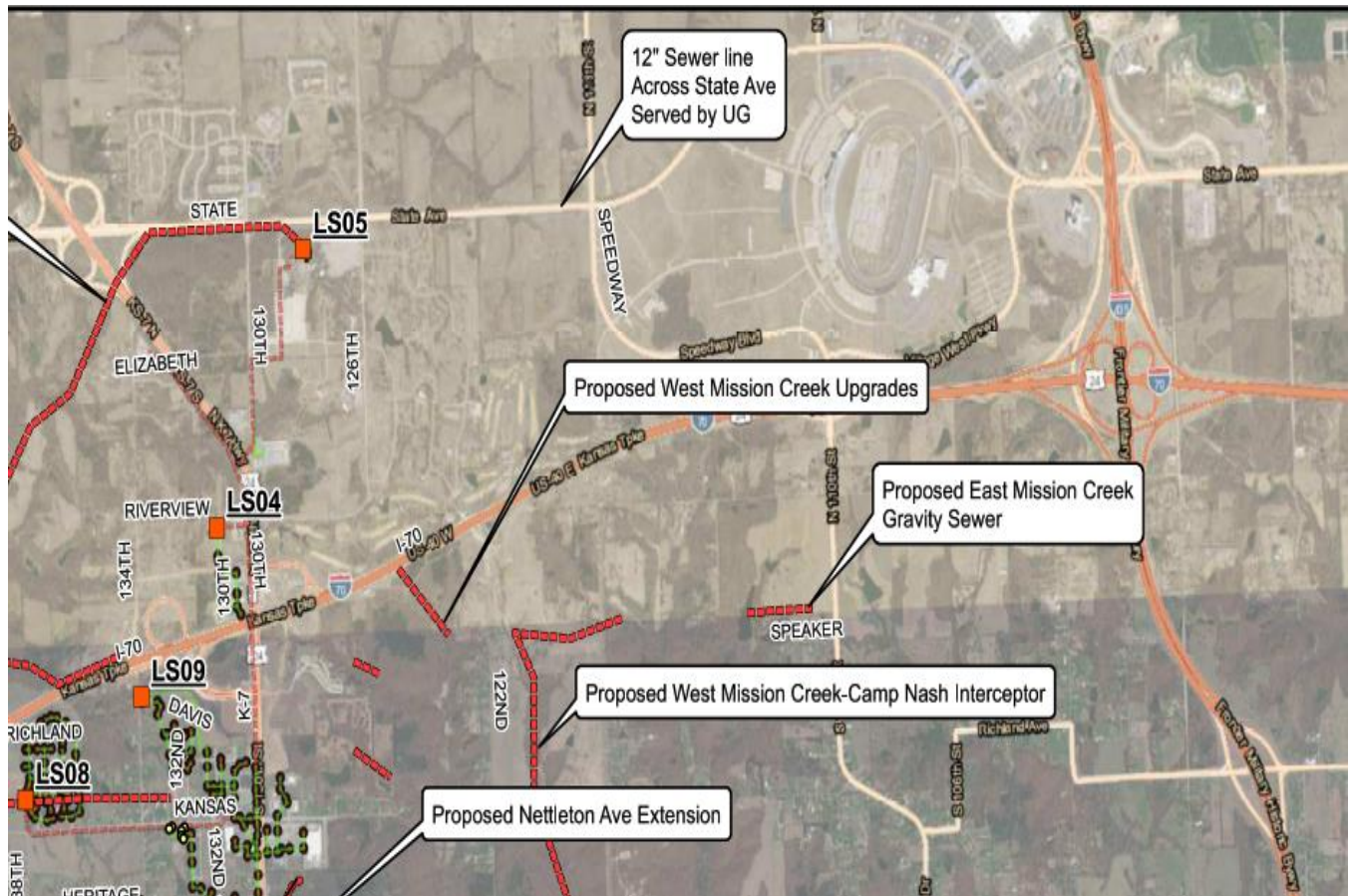
2. Traffic Counts and Pattern Changes?

Traffic counts and patterns have changed drastically over the past decade or two with more and more individuals utilizing State Avenue and Speedway Boulevard to access both the Village West area as well as Interstate 70. With the proximity of this parcel to the Interstate access at North 110th it does lend itself to better mobility of large-scale traffic including large numbers of daily trips. While staff is not so much concerned over the number of individual users, i.e., daily vehicle use, race day traffic or the like; this area does provide for quick and easy access to the Interstate system for such future theme park goers.

The property is surrounded by adjacent arterial streets with State Ave and Speedway Blvd to the north and east respectively. 118th Street connects at the southeast corner of the property and heads to the south of I-70. The closest access to I-70 is the Speedway Blvd/110th Street interchange. A traffic study for the proposed project will be conducted in conjunction with the studies completed for the American Royal development located to the NE of this property.

3. Utility/Infrastructure Changes?

There are currently no utilities owned or operated by the City of Bonner Springs upon the site or surrounding area. Infrastructure improvements would need to be undertaken by the developer in order to make the site usable. Per the 2019 Sanitary Sewer Mater Plan; the site is indicated as receiving its sanitary sewer services through a 12-inch sewer line on the north side of State Avenue that is part of the Unified Government sanitary system. Staff has discussed the possibility of providing water through several different means but have not landed on one yet.



The site has been identified as being served by BPU for sanitary, Evergy for electric, Bonner Springs for water and Kansas Gas for gas services. In addition, the UG has jurisdiction over both State Ave & Speedway Blvd. There will be a need for planned utility and infrastructure changes as the project progresses.

Status of Floodplain/Hydrology?

The site lies on undulating ground that drains southeast with smaller portions draining to the north, there is no floodplain located within the site. Stormwater run-off will need to be addressed with development of the site.

The site is outside of identified FEMA flood zones. Runoff from the proposed development will be captured and released at pre-construction levels by the use of onsite detention ponds

4. Changes in Surrounding Land Use?

Recently, the surrounding property has undergone changes to more industrial uses and more are slated to occur with the proposed development of the Speedway Commerce Center, shown below. The American Royal project is moving full steam ahead in the northeast corner of this intersection as well. With the completion of the Royal, it will provide an additional means of entertainment along with Legends Field, Sporting KC, the Legends, The Kansas Speedway and other nearby attractions; the proposed Mattel Adventure Park will be a great fit. The majority of surrounding ground remains undeveloped.



SPEEDWAY COMMERCE CENTER | MASTER PLAN
SPEEDWAY BLVD | KANSAS CITY, KS 66111

SITE PLAN



The property is located in the NE corner of Bonner Springs with State Avenue and 118th Street acting as the approximate boundary. To the west and southwest of the property is County Parkland (Wyandotte County Park). No changes to these areas have been identified or would be expected. To the Southeast, future land use indicates MXD. The proposed change from industrial to MXD will only enhance and connect the MXD uses throughout this location in Bonner Springs.

STAFF RECOMMENDATION:

Staff recommends that the Future Land Use Map be amended to reflect the proposed mixed use for the parcel, 720 N. 118th Street, for the Mattel Adventure Park with the following stipulations.

1. A Traffic Impact Study shall be conducted by the applicant and submitted to the City for review prior to platting of the property.
2. A rezoning of the property in question will need to occur to meet the developments requirements.
3. Developer shall be responsible for the extension of services including but not limited to, sanitary sewer, water, other public utilities as required to make the site developable.
4. A preliminary and final plat adhering to the requirements of the Bonner Springs Unified Development Ordinance shall be submitted and approved by the City prior to building permits being issued.
5. Any and all construction drawings shall be submitted to the City for review and approval prior to site improvements commencing
6. A Privately Funded Public Improvements construction agreement shall be prepared and approved by all parties prior to commencement of construction on any utility or street infrastructure that the City of Bonner Springs shall ultimately maintain.
7. The final plat shall be recorded with the Wyandotte County Register of Deeds.
8. In addition to the recommendations/stipulations listed within this staff report, the developer/property owner agrees to abide by all Zoning Ordinances and Subdivision Regulations of the City of Bonner Springs.

If **APPROVED** this item will move to the Governing Body; the request will be presented at the August 12, 2024 regular meeting.

Memorandum

Date: July 16, 2024
To: Mayor and City Council
From: Mark Lee

Subject: Comprehensive Plan Amendment - BSCP-02-24 - amendment to the Future Land Use Map of the Vision 2025 and Beyond Comprehensive Plan.

Recommendation: Staff recommends that the Future Land Use Map be amended to reflect the proposed mixed use for the parcel at 720 N.118 Street.

Action: Make a motion to approve, amend or deny the requested Comprehensive Plan Future Land Use Map amendment

Background: The property at 720 N.118 Street has gone through several planning processes over the past several years but no development has ever occurred upon the property. The Future Land Use Map indicated this area previously was reserved for Mixed-Use; Residential and Commercial but was changed in 2023 to Industrial and subsequently rezoned as such.

The parcel is currently zoned LI (Light Industrial) and was included within the most recent development proposed by VanTrust Real Estate and previously within the proposed Bonner Crossing development. The current request is to amend the Future Land Use Map of the Comprehensive Plan from Industrial back to Mixed-Use. If the request is approved, a rezoning will be required also. Staff is working with the development team to determine the best zoning or if a new zoning district needs created.

The property lacks utilities and would require the extension of services, including but not limited to sanitary sewer, water, electricity, interior roadways, etc. The necessary agreements will be put in place with the Unified Government regarding any necessary utilities the UG is to provide; similar to the Bonner Crossing and VanTrust projects.

This request is one of many steps in the process for the Mattel Adventure Park and surrounding amenities.

Discussion: Earlier this year, the Governing Body approved the creation of a STAR Bond district for the Mattel Adventure Park. This is one more step in the process towards the creation of the park.

Financial Impact: NA

Memorandum

Date: July 16, 2024
To: Mayor and City Council
From: Mark Lee

Subject: PUBLIC HEARING – BSZO-03-24 – Consider an amendment to the Unified Development Ordinance Amendment creating the new zoning district – Recreational Vehicle (RV) Parks and providing regulations regarding the district.

Recommendation: Staff recommends holding a public hearing.

Action: Make a motion to open the public hearing at _____ pm

Background: ‘Campgrounds’ were a previously allowed use via Special Use Permit within the A-1 (Agricultural Zoning District) in the latest edition of the Unified Development Ordinance, there were no regulations though regarding the design or construction of said areas.

These proposed regulations provide guidance for the district.

With the adoption of the UDO, the previous use of ‘Campgrounds’ was removed. In ongoing discussion with the developer(s) of the Mattel site, recreational vehicle parking and camping is being proposed as a part of their project. Staff has been contacted by other individuals interested in constructing Recreational Vehicle Parks in Bonner Springs as well. With the use not being in our regulations, this will create issues moving forward.

Staff reviewed the regulations adopted in several municipalities and utilized the regulations adopted by Hays, Kansas and made appropriate changes to mirror our UDO. Staff has also made the appropriate changes that were derived from the work session held on May 21, 2024.

Discussion: This item was discussed at the Planning Commission Work Session held May 21st. Any changes recommended by the Commission were integrated into the revised regulations.

Financial Impact: NA

City of
Bonner Springs
Agenda Item Cover Sheet

Agenda Item No. 6
BSZO-03-24

Topic: PUBLIC HEARING – BSZO-03-24 – Unified Development Ordinance Amendment - Consider the creation of a new zoning district – Recreational Vehicle (RV) Parks.

Narrative:

‘Campgrounds’ were a previously allowed use via Special Use Permit within the A-1 (Agricultural Zoning District) in the latest edition of the Unified Development Ordinance, there were no regulations though regarding the design or construction of said areas.

These proposed regulations provide guidance for the district.

With the adoption of the UDO, the previous use of ‘Campgrounds’ was removed. In ongoing discussion with the developer(s) of the Mattel site, recreational vehicle parking and camping is being proposed as a part of their project. Staff has been contacted by other individuals interested in constructing Recreational Vehicle Parks in Bonner Springs as well. With the use not being in our regulations, this will create issues moving forward.

Staff reviewed the regulations adopted in several municipalities and utilized the regulations adopted by Hays, Kansas and made appropriate changes to mirror our UDO. Staff has also made the appropriate changes that were derived from the work session held on May 21, 2024.

Presented by: Mark Lee – Community Development Director

Staff Recommendation: Staff recommends the Planning Commissions approve the regulations as written.

Attachments:

Recommended Recreational Vehicle Parks zoning district regulations (6pgs)

Sec. 2.04.E.4 Recreational Vehicle (RV) Parks

A. Generally. Recreational Vehicle (RV) Parks shall be designed according to the standards of this Section.

B. Purpose and Intent. The City finds that RV parks can contribute to the long-term economic and social well-being of the City if they are properly located, designed, and maintained to protect the health, safety, and general welfare of the RV park users, abutting properties, and the City as a whole.

C. Minimum and Maximum Site Area.

1. *Minimum Area of Parcel Proposed for Development.* The minimum area of an RV park is two acres.

2. *Maximum Extent of RV Park.* The maximum extent of a RV Park is 10 acres.

D. Site Design. RV parks shall meet the following site design standards:

1. *Location.*

a. The park shall be located on a well-drained site, properly graded for rapid drainage and freedom from stagnant pools of water, so that soil conditions, groundwater level, drainage and topography do not constitute hazards to the residents' health and safety.

b. RV parks shall maintain a 1,320-foot separation from each other.

2. *Maximum Density.* The maximum site density for RV parks shall be 20 spaces per acre, where only one recreational vehicle is permitted per recreational vehicle space.

3. *RV Spaces.* Each recreational vehicle space shall comply with the following:

a. *Minimum Space Area.* A minimum of 1,250 square feet RV space in area and 25 feet in width by 50 feet in depth is required consisting of:

i. *Permanent RV Parking Pad.* No less than 10 feet in width by 24 feet in depth shall be used to construct a permanent parking pad consisting of concrete, asphalt, crushed limestone, or similar material, as approved by the City Engineer and Community Development Director. No gravel or asphalt millings shall be allowed. Each parking pad shall be separated by at least 10 feet from any other parking pad.

a. *Small RV Pads.* Parking pads for small RV's shall be no less than 10 feet in width by 24 feet in depth;

b. *Large RV Parking Pads.* Parking pads for large RV's shall be no less than 12 feet in width by 36 feet in depth; and

ii. *Non-RV Off-Street Parking Space.* Each RV space shall have a minimum of one off-street parking space for a vehicle that is not the recreational vehicle.

b. *Space Marker.* A permanent space marker identifying the space number is required to be visible day and night, which shall be visible from the internal private roadway;

c. *Accessory Structures.* Individual RV spaces are not allowed to have accessory structures (*e.g.*, awnings, cabanas, carports, garages, porches, storage sheds, etc.), with the exception of factory installed recreational vehicle extensions (*e.g.*, expandable spaces or awnings).

4. *RV Park Access and Circulation.*

a. The entrance of the internal private roadway shall have a pavement width of 30 feet with adequate curb radius and shall have at least one direct connection to a public street.

b. The internal private roadway shall have a pavement width of 24 feet in accordance with City specifications, and shall consist of concrete, asphalt, or crushed limestone. The roadway may be 15 feet in width if it is designed for one-way roads as long as there is a minimum of 24 feet of unobstructed clearance, and a minimum of 60 feet in turning area and radii, to permit the free movement of emergency vehicles.

- c. No dead-end streets unless a cul-de-sac is installed in accordance to City specifications for non-residential cul-de- sacs.

5. *Lot Access.* Each recreational vehicle space shall have direct access to the interior private roadway and shall be constructed of concrete, asphalt, or crushed limestone.

6. *Required Facilities.* Each RV Park shall install and maintain the following required facilities:

- a. Office. An office for the manager and a publicly available telephone which shall be accessible for emergency use 24 hours a day, seven days a week.
- b. Laundry and Maintenance Facilities. A laundry and maintenance building shall be included in the site design.
- c. Off-Street Parking. Each RV park shall provide a common guest parking lot consisting of one parking space for every five recreational vehicle spaces.
- d. Sanitary Facilities. The RV Park shall provide the following sanitary facilities in the quantities specified below. Each calculation shall be rounded up to the next nearest whole number, where a minimum of at least one is required. One additional sanitary facility shall be provided for each 10 additional RV spaces. Facilities for males and females shall be separate and located within a permitted building.
 - i. Toilets. One toilet for each sex for every 40 RV spaces;
 - ii. Washbasins. One washbasin shall be provided within the bathroom for every two toilets provided; and
 - iii. Showers. One shower for each sex per every 40 RV spaces.
- e. Design and Maintenance of Sanitary Facilities. Design and maintenance of the sanitary facilities shall be in accordance with the following:
 - i. Buildings shall be well lit at all times, day or night, well-ventilated with screened openings, and constructed of moisture proof material to permit rapid and satisfactory cleaning, scouring and washing;
 - ii. The floors shall be of concrete or other impervious material, elevated not less than four inches above grade, and each room shall be provided with floor drains.
 - iii. Toilet and bathing facilities shall be in separate rooms or each toilet provided in a community toilet house shall be partitioned apart from any other toilet in the same room. The floor surface around the commode shall not drain into the shower floor.
 - iv. Toilet floors and walls shall be of impervious material, painted white or a light color, and be kept clean at all times. Shower stalls shall be made of tile, plaster, cement or some other impervious material and shall be kept clean at all times. Shower stalls shall be partitioned in any manner as to provide privacy and promote cleanliness. If a shower stall is of some impervious material other than tile, cement or plaster, it shall be white or some light color and kept clean at all times.
 - v. The floor of any bathroom, other than the shower stall, shall be of some impervious material, and the walls of the bathroom, other than the shower stall, shall be made of a washable surface, kept clean at all times.
 - vi. Sidewalks shall be required around all sanitary facilities connecting to the internal private roadway.
 - vii. Not located nearer than 25 feet from a RV space or a property line.
 - viii. No RV space shall be located more than 600 feet from the building.

- ix. All lavatories, bathtubs, and showers shall be connected to both hot and cold running water.
 - x. Facilities shall maintain a temperature of 70 degrees Fahrenheit.
7. *Lighting.* All common buildings and access thereto shall be well lit both inside and out during the night hours and the lighting design shall be in conformance with Section 4.09; Outdoor Lighting.
 8. *Required Screening.* All RV parks shall provide screening on all borders, including along all street frontage. Screening located along the borders of existing residential lots shall include an opaque fence or wall that shall not exceed more than eight feet in height Section 4.05.F.2. The requirement of an eight-foot wall or fence when abutting residential lots may be exempted if the distance *between residentially zoned property is five-hundred (500') feet minimum.*
 9. *Solid Waste Collection.* Centralized solid waste collection shall be in accordance with the provisions set out in Sections 11-402 and 11-403 of the Bonner Springs Municipal Code.
 10. *Utilities.* In addition to the following, the installation of utilities shall be in compliance with all building codes and other applicable provisions of this Code.
 - a. *Drainage.* The ground surface in all parts of the RV park shall be graded and designed to drain all stormwater and surface water in a safe, efficient manner. A stormwater management plan is required in conformance with *the stormwater regulations of Bonner Springs.*
 - b. *Water System.* All common buildings and RV spaces shall be provided with a connection to the City water system if it is located within 1,000 feet of the RV park. If the City water system is not available, then the water supply system shall be designed, constructed, and maintained in compliance with the State of Kansas Department of Health and Environment (KDH&E). The City must approve all proposed water facility plans prior to construction. The water distribution system shall be designed as follows:
 - i. A master water meter shall be installed to serve the RV park. Sub-metering or re-metering for private purposes by the owner/operator of the RV park is permitted however sub-metering or re-metering of individual RV spaces for public purposes, as determined by the City, such as meter reading and utility billing of individual RV spaces is not permitted.
 - ii. A reduced pressure principal backflow preventer will be required to be placed at the lot line on the discharge side of the master meter. In addition, one must be placed at each of the connections for each RV spaces and located on the right side of the space.
 - iii. Water riser service branch lines shall extend at least four inches above ground elevation. The branch line shall be at least three-fourths inch.
 - iv. Adequate provisions shall be made to prevent freezing of service lines, valves and riser pipes. Surface drainage shall be diverted from the location of utility connections at each space.
 - v. A shut off valve below the frost line shall be provided on each branch line.
 - vi. The owner/operator shall have complete maintenance responsibility for the water system within the RV park.
 - vii. The City has no maintenance responsibility for service lines within the RV park. The responsibility of the city stops at the lot line.
 - c. *Wastewater System.* All common buildings and RV spaces shall be provided with a connection to the City wastewater system if it is located within 1,000 feet of the RV park. If the City wastewater system is not available, then the system shall be designed, constructed, and maintained in compliance with the State of Kansas Department of Health and Environment (KDH&E). The city must approve all proposed wastewater facility plans prior to construction. The wastewater distribution system shall be installed as follows:

- i. Each RV space shall be provided with a four-inch diameter wastewater riser and shall extend above grade four to six inches. The wastewater riser pipe shall be so located on each stand so that the wastewater connection to the RV drain outlet will approximate a vertical position. Each inlet shall be provided with a gas tight seal when connected to a recreational vehicle or have a gas tight seal plug when not in service.
 - ii. The wastewater connection to each RV space shall consist of a single four-inch service line without any branch lines, fittings, or connections. All joints shall be water tight.
 - iii. Surface drainage shall be diverted away from the riser. The rim of the riser pipe shall extend at least four to six inches above the ground elevation.
 - iv. The owner/operator shall have complete maintenance responsibility for the wastewater system within the RV park.
 - v. The responsibility of the city stops at the lot line.
- d. **Electrical System.** All common buildings and RV spaces shall be provided with a connection to the local electrical provider's electrical system, which shall be installed underground in accordance with the most currently adopted National Electric Code. The electrical system shall be installed as follows:
- i. A master electric meter shall be installed to serve the RV park. Sub-metering or re-metering for private purposes by the owner/operator of the RV park is permitted however sub-metering or re-metering of individual RV spaces for public purposes, as determined by the local electrical provider, such as meter reading and utility billing of individual RV spaces is not permitted.
 - ii. The City has no maintenance responsibility for service lines within the RV park.
 - iii. The location of all underground lines shall be clearly marked by surface signs at approved intervals.
 - iv. Power supply to each space shall be a minimum of one 20-amp and one 50-amp power supply.
 - v. Outlets (receptacles or pressure connectors) shall be housed in an Underwriters' Laboratories, Inc., approved weather-proof outlet box.
 - vi. A water-tight seal shall be provided for underground conduit in floodplain installations and a riser extending a minimum of two feet above the floodplain elevation shall be provided.
11. **Fire Protection.**
- a. Open fires shall be allowed only in accordance with applicable City Codes.
 - b. Each RV space shall be within 300 feet of a fire hydrant.
 - c. In RV parks in which gasoline, fuel, oil, or other flammable liquids are stored and/or dispensed, their handling and storage shall comply with the provisions of the Standard Fire Prevention Code.
 - d. Bottled gas shall not be used at individual RV lots unless the containers are properly connected by copper or other suitable metallic tubing. Bottled gas cylinders shall be securely fastened in place.
 - e. All fire rings, wood burning stoves and other forms of outdoor cooking shall be located, constructed, maintained, and used as to minimize fire hazards and smoke nuisance.
 - f. Approaches to all RV spaces shall be kept clear at all times for access by firefighting equipment.
12. **Maintenance.** In conformance with the rules and regulations of Bonner Springs, all grounds in the RV park shall be:
- a. Paved, covered with crushed limestone, or protected with vegetative cover that is capable of preventing soil erosion and eliminating dust; and

b. Maintained free of accumulation of high grass, weeds, and debris so as to prevent rodent and snake harborage or the breeding of flies, mosquitos, or other pests. This does not apply to the required screening which should be allowed to fill in with natural vegetation over time.

c. Each recreational vehicle space shall be provided a minimum of one-shade tree.

E. Site Plan. A site plan is required showing conformance with each of the site design criteria detailed in this Sec on (including all proposed on-site utilities, rights-of-way/easements and roadway configuration, storm drainage, recreational vehicle space layout, building improvements, fencing, buffering, lighting, and signage), as well as other applicable requirements of this Code which will be used for review and consideration by the applicable administrative body having jurisdiction.

F. License. The owner/operator is required to hold a valid license issued annually from the City to operate an RV park in the City in accordance with Chapter V; Business Regulations of the Municipal Code of Bonner Springs.

G. Operations. The owner/operator shall collect the following information as part of the registration process for each person renting an RV space in the RV park:

1. Name;
2. Full address of permanent residence;
3. Automobile and recreational vehicle license plate number and the state in which each is registered;
4. Photocopy of the driver's license of the primary tenant;
5. The number or letter of the designated space being rented; and
6. The date of arrival and departure.

H. Expansion or Modification of Existing RV Parks.

1. *Re-Review Required.* Any enlargement (e.g., size of property or additional RV spaces, etc.) or modification of site layout of an existing RV park shall require a re-review and approval as if it were a new application.
2. *Existing Facilities Brought into Conformance.* No enlargement or extensions to any RV park shall be permitted unless the existing facility is made to conform with all the requirements for new construction in conformance with this Section.

I. Inspections. The Building Official or authorized agent shall have the power to enter, during normal operating hours, upon any private or public property with the purpose of inspecting and investigating conditions relating to the enforcement of this Section.

J. Suspensions.

1. *Notice.* Whenever, upon inspection of any RV park, the Building Official or authorized agent finds that conditions or practices exist which are in violation of any provision of this Section applicable to such park, the Building Official shall provide notice in writing to the owner/operator, and if such conditions or practices have not been corrected in the timeframe set out in the notice, the Building Official or authorized agent will suspend the RV park license and give notice of such suspension.
2. *Cessation of Operations.* Upon suspension of the RV park license, the owner/operator shall cease operation of the RV park.
3. *Appeal.* The suspension of the license may be appealed to the Board of Zoning Appeals.

K. Abandonment and Restoration.

1. *Plan.* In the event that operations should cease for a period of 24 months, the owner shall be required to provide a written plan and agreement to the Building Official or authorized agent showing evidence of a pending lease/sale agreement or a plan of action setting out how the site's improvements

(e.g., internal roadways, RV parking pads, buildings and structures, utilities, signs, and other non-vegetative improvements) shall be dismantled and the site restored to its previous unoccupied, natural condition. The start of the 24-month timeframe begins upon notification to the City by the owner/operator, or upon the initial inspection by the Building Official or authorized agent, whichever comes first.

2. *Restoration.* If the City deems the abandoned RV park is public health or safety hazard after the 24 months have expired, the City may restore the property to its natural conditions and place a lien on the property to recover both restoration and administrative costs.

DRAFT

Memorandum

Date: July 16, 2024
To: Mayor and City Council
From: Mark Lee

Subject: Unified Development Ordinance Amendment - BSZO-03-24 - creation of a Recreational Vehicle Park (RV Park) Zoning District and design guidelines for said district.

Recommendation: Staff recommends the Planning Commissions approve the regulations as written.

Action: Make a motion to approve, amend or deny the regulations as written.

Background: 'Campgrounds' were a previously allowed use via Special Use Permit within the A-1 (Agricultural Zoning District) in the latest edition of the Unified Development Ordinance, there were no regulations though regarding the design or construction of said areas.

These proposed regulations provide guidance for the district.

With the adoption of the UDO, the previous use of 'Campgrounds' was removed. In ongoing discussion with the developer(s) of the Mattel site, recreational vehicle parking and camping is being proposed as a part of their project. Staff has been contacted by other individuals interested in constructing Recreational Vehicle Parks in Bonner Springs as well. With the use not being in our regulations, this will create issues moving forward.

Staff reviewed the regulations adopted in several municipalities and utilized the regulations adopted by Hays, Kansas and made appropriate changes to mirror our UDO. Staff has also made the appropriate changes that were derived from the work session held on May 21, 2024.

Discussion: This item was discussed at the Planning Commission Work Session held May 21st. Any changes recommended by the Commission were integrated into the revised regulations.

Financial Impact: NA