



City of Bonner Springs

KANSAS

Monday, September 22, 2025

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

NO WORKSHOP MEETING
REGULAR CITY COUNCIL MEETING - 7:30 p.m.

The meeting is open to the public.

CITY COUNCIL MEETING - 7:30 P.M.

1. Proclamation - Fire Prevention Week

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

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

CONSENT AGENDA

1. Minutes of the September 8, 2025 City Council Meeting

Action Make a motion to approve the minutes as presented.

Documents:

1. 09082025 CCM Minutes

2. Claims for City Operations

Action Make a motion to approve the claims for City operations as presented.

Recommendation Staff recommends approval.

Documents:

1. Supplement Check Register
2. Supplement Expense Approval Report
3. Check Register
4. Expense Approval Report

OLD BUSINESS

NEW BUSINESS

1. BSCP-01-25 - Comprehensive Plan Amendments

Action Make a motion to approve an ordinance adopting certain amendments to the "Vision 2025 and Beyond" Comprehensive Plan for the City of Bonner Springs and its planning area

Recommendation The Planning Commission and Staff recommend approval.

Documents:

1. BSCP-01-25 Comp Plan Amendment - 2025 Updates - Cover Page
2. 2025 Comp Plan Update - Synopsis
3. Redline Version - Bonner Springs Comp Plan Amended Pages - Final Draft
4. 11 x 17 Revised - Updated Maps
5. Bonner Springs Comp Plan Final Draft Revised 6.25.25 - Accepted Changes
6. Ordinance Adopting Amendments to the Comprehensive Plan

2. Updated Municipal Agreement for State of Kansas Setoff Program

Action Make a motion to approve an updated Municipal Agreement with the State of Kansas Setoff Program

Recommendation Staff recommends approval.

Documents:

1. Municipality_Agreement - Ks State Setoff Program

3. Bid Award – Vehicle Storage Building Slab and Site Concrete

Action Make a motion to approve the award of the vehicle storage building slab and site concrete project to Harbinger Concrete, Inc. for an amount of \$375,675.

Recommendation Staff recommends approval.

Documents:

1. Harbinger Const - Revised Bid

4. Set a Public Hearing for Neighborhood Revitalization Plan No. 7

Action Make a motion to approve a public hearing date of Monday, October 13, at 7:30 p.m. to review Neighborhood Revitalization Plan No. 7

Recommendation Staff recommends approval.

Documents:

5. Facade Improvement Grant Program

Action Make a motion to adopt the Facade Improvement Grant program.

Recommendation Staff recommends approval.

Documents:

1. Facade Grant Application
2. Façade Improvement Grant Program FINAL

REPORTS

1. City Manager's Report

Action

Recommendation

Documents:

1. City Managers Update 9-19-25
2. Sept. 2025 Pending Community Development Project List
3. Sept 2025 Completed Planning Projects
4. July 2025 - InCode Code Enforcement Report
5. August 2025 - InCode Code Enforcement Report
6. July 2025 - InCode Building Permit Report
7. August 2025 - InCode Building Permit Report

2. City Council Items

3. Mayor's Report

ADJOURNMENT

1. Adjournment

Action Make a motion to adjourn the City Council meeting at ____ p.m.

Recommendation

Documents:

Memorandum

Date: September 22, 2025
To: Mayor and City Council
From: Christina Brake

Subject: Minutes of the September 8, 2025 City Council Meeting

Recommendation:

Action: Make a motion to approve the minutes as presented.

Background:

Discussion:

Financial Impact:



City of Bonner Springs

KANSAS

City Council Meeting Minutes September 8, 2025

WORKSHOP - 6:45 P.M.

Council Present: Mayor Stephens, Councilmembers Reeves, Long (arrived late), Blanks, McMahan, Wood, Gurley, Kipp and Shannon.

City Staff Present: Amber Vogan, City Manager; Chris Brake, City Clerk; Tillie Laplante, Finance Director; Megan Gilliland, Economic Development Manager; Carrie Handy, Assistant City Manager; James Zeeb, Fire Chief; Justine Spease, Recreation Director; Matt Beets, Public works Director; Bill Naff, Police Chief; Michael Kelling, Police Captain and Jack Granath, Library Director

1. **Neighborhood Revitalization Project** - The economic development manager reviewed the proposed NRP # 7 and answered questions from the governing body. Staff intends to bring this item to the council for consideration at the September 22nd Council meeting.
2. **Facade Improvement Grant** - The economic development manager reviewed the proposed Facade Improvement Grant Program and answered questions from the governing body. Staff intends to bring the item to the council for consideration at the September 22nd Council meeting.

CITY COUNCIL MEETING - 7:30 P.M.

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

City Staff Present: Amber Vogan, City Manager; Chris Brake, City Clerk; Tillie Laplante, Finance Director; Megan Gilliland, Economic Development Manager; Carrie Handy, Assistant City Manager; James Zeeb, Fire Chief; Justine Spease, Recreation Director; Matt Beets, Public works Director; Bill Naff, Police Chief; Michael Kelling, Police Captain and Jack Granath, Library Director

The Mayor led the Pledge of allegiance and Jim Jenkins gave an invocation.

PRESENTATIONS

Proclamation - National POW/MIA Recognition Day - The Mayor presented a proclamation to members of VFW6401 and other veterans recognizing National POW/MIA Recognition Day.

Swear In New Police Officer - Thomas - The city clerk administered the oath to Officer Corey Thomas.

CITIZEN CONCERNS ABOUT ITEMS NOT ON TODAY'S AGENDA – Paul Barrett and Randy Reed, BSEDW Chamber of Commerce, thanked City staff for their work on Tiblow Days and presented the City with a guitar signed by the 2025 Tiblow Days artists in appreciation.

CONSENT AGENDA – Reeves moved and Shannon seconded to approve the Consent Agenda as presented. Unanimous approval.

1. Minutes of the August 25, 2025 City Council Meeting
2. Claims for City Operations
3. Massage Therapy Business Establishment and Therapist License Renewal - Essential Massage
4. Appointments to Boards and Commissions - Band Commission

OLD BUSINESS - None presented

NEW BUSINESS -

1. Public Hearing on Levying a Property Tax Exceeding the Revenue Neutral Rate, Amending the 2025 Budget and Adopting the 2026 Budget –

Shannon moved and Blanks seconded to open a Public Hearing to Levy a property tax Exceeding the Revenue Neutral Rate, Amending the 2025 Budget, and Adopting the 2026 Budget beginning at 7:43 p.m.

Blanks moved and Long seconded to approve a resolution to Exceed the Revenue Neutral Rate. The motion carried on a seven to one vote, Kipp dissented. Assigned Resolution No. 2025-07.

Gurley moved and Shannon seconded to close the Public Hearing at 8:31 p.m.

2. **Approve 2025 Budget Amendments and 2026 Budget** - Reeves moved and Blanks seconded to adopt the 2025 Budget Amendments, the 2026 Budgeted Expenditures of \$34,597,590 and the 2025 Ad Valorem Tax for the 2026 Budget in the amount of \$5,574,102 as reflected in the published Budget Hearing Notices. Unanimous approval.
3. **2026-2030 Capital Improvement and Equipment Plans** - Shannon moved and Blanks seconded to approve the 2026-2030 Capital Improvement and Equipment Plans as presented. Unanimous approval.
4. **Memorandum of Understanding - Bonner Springs Recreation Foundation** - Blanks moved and Reeves seconded to approve the Memorandum of Understanding with the Bonner Springs Recreation Foundation. Unanimous approval.

REPORTS

1. **City Manager's Report** – The economic development manager presented an overview of the Placer.ai data from Tiblow Days. The City had approximately 20,500 visitors over the weekend of Tiblow Days. 94% of visitors were from within about 30 miles of Bonner Springs downtown. Shuttle service was added to Tiblow Days this year and staff received positive feedback about it. The Chamber and staff are considering expanding it to serve Friday evening as well.
2. **City Council Items**
 - Blanks thanked everyone who came to Walmart's re grand opening. Chamber's October luncheon will be on the second Thursday at the Edwardsville Community Center.
 - McMahan was amazed by the spike in attendance after the parade.
 - Wood commended Megan for the work it took to host Tiblow Days.
 - Gurley asked if street lights are included as part of the 138th Street project. The city manager stated the City engineer is checking. Gurley reminded everyone that the Renaissance Festival has started and is coming up on its third weekend.
 - Kipp commended everyone on doing a great job on the whole Tiblow Days event.
 - Shannon stated he taught Megan in 5th grade and saw her intelligence and poise back then.
3. **Mayor's Report** – The Mayor stated Tiblow Days brought a lot of people in from across the river.

ADJOURNMENT - Gurley moved and Blanks seconded to adjourn the City Council meeting at 9:17 p.m. Unanimous approval.

Memorandum

Date: September 22, 2025
To: Mayor and City Council
From:

Subject: Claims for City Operations

Recommendation: Staff recommends approval.

Action: Make a motion to approve the claims for City operations as presented.

Background: Staff enclosed the supplement claims for City operations in the amount of \$58,453.42 and the regular claims in the amount of \$253,944.28.

Discussion:

Financial Impact:



By Check Number

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Bank Code: AP BANK-AP BANK						
2470	ATMOS ENERGY	09/11/2025	Regular	0.00	552.45	157124
10942	EVERGY KANSAS CENTRAL INC FKA V	09/11/2025	Regular	0.00	42,332.82	157125
9879	MAINSTREET CREDIT UNION	09/11/2025	Regular	0.00	865.00	157126
10030	QUALITY SPEAKS LLC	09/11/2025	Regular	0.00	172.76	157127
10879	TEUTONIC HOLDINGS LLC	09/11/2025	Regular	0.00	252.81	157128
12744	T-MOBILE	09/11/2025	Regular	0.00	104.56	157129
11421	WEX INC	09/11/2025	Regular	0.00	14,173.02	157130

Bank Code AP BANK Summary				
Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	10	7	0.00	58,453.42
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	0	0	0.00	0.00
EFT's	0	0	0.00	0.00
	10	7	0.00	58,453.42

Fund Summary

Fund	Name	Period	Amount
999	POOLED CASH	9/2025	58,453.42
			58,453.42



Bonner Springs, KS

Expense Approval Report

By Vendor Name

Vendor Name	Payable Number	Post Date	Description (Item)	Amount
Vendor: 2470 - ATMOS ENERGY				
ATMOS ENERGY	0005591-Sept	09/10/2025	GAS SERVICE- 8/6/25-9/4/25	148.35
ATMOS ENERGY	0005591-Sept	09/10/2025	GAS SERVICE- 8/6/25-9/4/25	92.03
ATMOS ENERGY	0005591-Sept	09/10/2025	GAS SERVICE- 8/6/25-9/4/25	88.83
ATMOS ENERGY	0005591-Sept	09/10/2025	GAS SERVICE- 8/6/25-9/4/25	218.30
ATMOS ENERGY	0005591-Sept	09/10/2025	GAS SERVICE- 8/6/25-9/4/25	4.94
Vendor 2470 - ATMOS ENERGY Total:				552.45
Vendor: 10942 - EVERGY KANSAS CENTRAL INC FKA WESTAR ENERGY INC				
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	3,145.95
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	13.00
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	0.71
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	2,071.44
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	8.56
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	11.29
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	2,730.82
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	1.06
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	256.41
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	10.93
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	2,643.83
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	9.50
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	8.28
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	2,297.39
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	2,002.37
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	11,437.26
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	47.28
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	49.67
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	12,016.88
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	269.70
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	1.11
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	0.76
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	183.69
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	10.10
EVERGY KANSAS CENTRAL INC...	0005590-September Group	09/10/2025	ELECTRIC SERVICE	2,443.28
EVERGY KANSAS CENTRAL INC...	1261951143	09/10/2025	Electric Service - Tiblow Days 08/12/25-09/04/25	622.13
EVERGY KANSAS CENTRAL INC...	1756975624	09/10/2025	Electric Service - 129 Elm 8/5/25-9/4/25	39.42
Vendor 10942 - EVERGY KANSAS CENTRAL INC FKA WESTAR ENERGY INC Total:				42,332.82
Vendor: 9879 - MAINSTREET CREDIT UNION				
MAINSTREET CREDIT UNION	09-12-2025-PR	09/10/2025	Payroll for 09/12/2025	865.00
Vendor 9879 - MAINSTREET CREDIT UNION Total:				865.00
Vendor: 10030 - QUALITY SPEAKS LLC				
QUALITY SPEAKS LLC	7691639	09/10/2025	Monthly Office Phone Service 8/27/25-9/27/25	89.51
QUALITY SPEAKS LLC	7696365`	09/10/2025	VOIP Phone Service 9/07/25 - 10/07/25	83.25
Vendor 10030 - QUALITY SPEAKS LLC Total:				172.76
Vendor: 10879 - TEUTONIC HOLDINGS LLC				
TEUTONIC HOLDINGS LLC	1110740	09/10/2025	Phone Service 09/07/25 - 10/06/25	252.81
Vendor 10879 - TEUTONIC HOLDINGS LLC Total:				252.81

Expense Approval Report

Vendor Name	Payable Number	Post Date	Description (Item)	Amount
Vendor: 12744 - T-MOBILE				
T-MOBILE	200411005-Aug	09/10/2025	Mobile Phone Service 7/21/25 - 8/20/25	104.56
Vendor 12744 - T-MOBILE Total:				104.56
Vendor: 11421 - WEX INC				
WEX INC	107025272	09/10/2025	August FUEL	101.30
WEX INC	107025272	09/10/2025	August FUEL	1,768.75
WEX INC	107025272	09/10/2025	August FUEL	151.12
WEX INC	107025272	09/10/2025	August FUEL	6,255.28
WEX INC	107025272	09/10/2025	August FUEL	3,554.24
WEX INC	107025272	09/10/2025	August FUEL	439.75
WEX INC	107025272	09/10/2025	August FUEL	1,168.33
WEX INC	107025272	09/10/2025	August FUEL	63.02
WEX INC	107025272	09/10/2025	August FUEL	671.23
Vendor 11421 - WEX INC Total:				14,173.02
Grand Total:				58,453.42



Bonner Springs, KS

Check Register

Packet: APPKT00998 - 09-16-2025 Main Check Run

By Check Number

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
Bank Code: AP BANK-AP BANK						
12736	ALDEN-HARRINGTON FUNERAL HOM	09/16/2025	Regular	0.00	781.00	157131
13044	ALICIA ALCANTAR	09/16/2025	Regular	0.00	80.00	157132
10078	AMAZON CAPITAL SERVICES INC	09/16/2025	Regular	0.00	1,968.58	157133
6656	ANCHOR SALES & SERVICE	09/16/2025	Regular	0.00	506.75	157134
7449	APEX ENVIROTECH, INC.	09/16/2025	Regular	0.00	8,838.00	157135
10637	AQUAFIX, INC	09/16/2025	Regular	0.00	1,180.29	157136
3303	ASPHALT SALES CO INC	09/16/2025	Regular	0.00	402.35	157137
4413	AT&T	09/16/2025	Regular	0.00	95.00	157138
2470	ATMOS ENERGY	09/16/2025	Regular	0.00	184.06	157139
1461	AUGUSTINE EXTERMINATORS INC	09/16/2025	Regular	0.00	139.00	157140
7514	AXIOM INSTRUMENTATION SERVICE	09/16/2025	Regular	0.00	881.00	157141
10140	BEVERLY S MILLS	09/16/2025	Regular	0.00	10.00	157142
7340	BRENNTAG MID-SOUTH INC	09/16/2025	Regular	0.00	8,564.37	157143
13015	CARRIE HANDY	09/16/2025	Regular	0.00	40.60	157144
2561	CDW LLC	09/16/2025	Regular	0.00	565.34	157145
10027	CINTAS	09/16/2025	Regular	0.00	676.84	157146
11655	CINTAS CORPORATION NO 2	09/16/2025	Regular	0.00	221.67	157147
10136	COMPLIANCEONE	09/16/2025	Regular	0.00	552.64	157148
12689	CORE & MAIN LP	09/16/2025	Regular	0.00	7,257.01	157149
12018	CYNTOX LLC	09/16/2025	Regular	0.00	53.90	157150
12684	DEFFENBAUGH INDUSTRIES INC	09/16/2025	Regular	0.00	42,618.26	157151
13047	DOLLAR GENERAL	09/16/2025	Regular	0.00	25.00	157152
13046	EA TRUMBO	09/16/2025	Regular	0.00	100.00	157153
11899	EASY ICE, LLC	09/16/2025	Regular	0.00	276.00	157154
12996	ERIC LUECK	09/16/2025	Regular	0.00	82,863.00	157155
10964	EVERGY FKA KCP&L	09/16/2025	Regular	0.00	369.18	157156
10942	EVERGY KANSAS CENTRAL INC FKA V	09/16/2025	Regular	0.00	22.40	157157
10220	EVERLASTING SIGN INC	09/16/2025	Regular	0.00	558.41	157158
4342	FELDMANS	09/16/2025	Regular	0.00	92.97	157159
7225	FORTILINE, INC	09/16/2025	Regular	0.00	524.76	157160
7858	GALLS LLC	09/16/2025	Regular	0.00	1,099.67	157161
10924	GO CAR WASH MANAGEMENT CORP	09/16/2025	Regular	0.00	110.00	157162
1532	GT DISTRIBUTORS INC	09/16/2025	Regular	0.00	70.99	157163
12160	GUARDIAN SECURITY SYSTEMS INC	09/16/2025	Regular	0.00	347.90	157164
12686	HANNA RUBBER CO	09/16/2025	Regular	0.00	64.80	157165
11065	HD SUPPLY FORMERLY HOME DEPO	09/16/2025	Regular	0.00	243.76	157166
7242	HELGET GAS PRODUCTS INC	09/16/2025	Regular	0.00	148.43	157167
8165	HY-VEE	09/16/2025	Regular	0.00	125.00	157168
10304	INSTITUTE FOR BUILDING TECHNOL	09/16/2025	Regular	0.00	26,680.00	157169
13040	JESSICA SALAZAR (A THYME FOR LIM	09/16/2025	Regular	0.00	2,700.00	157170
5345	JOHNSON COUNTY WASTEWATER	09/16/2025	Regular	0.00	1,227.21	157171
12758	KANSAS FIBER NETWORK LLC	09/16/2025	Regular	0.00	875.00	157172
5308	KANSAS ONE-CALL SYSTEM, INC	09/16/2025	Regular	0.00	187.53	157173
10555	KBI LAB	09/16/2025	Regular	0.00	400.00	157174
10214	KC AUCTION DIRECT LLC	09/16/2025	Regular	0.00	30.00	157175
12949	KCJP	09/16/2025	Regular	0.00	125.00	157176
12949	KCJP	09/16/2025	Regular	0.00	4,045.58	157177
3517	KEY EQUIPMENT & SUPPLY CO	09/16/2025	Regular	0.00	3,810.02	157178
13043	KIM CISTON (IMAGINE EVENTS)	09/16/2025	Regular	0.00	750.00	157179
4005	KLEMP ELECTRIC MACHINERY CO INC	09/16/2025	Regular	0.00	800.00	157180
13048	LASTPASS US LP	09/16/2025	Regular	0.00	390.03	157181
12835	LEAF CAPITAL FUNDING LLC	09/16/2025	Regular	0.00	68.03	157182
6250	LEXIS NEXIS RISK DATA MANAGEME	09/16/2025	Regular	0.00	389.00	157183
8009	LIFE-ASSIST, INC	09/16/2025	Regular	0.00	695.72	157184

Check Register

Packet: APPKT00998-09-16-2025 Main Check Run

Vendor Number	Vendor Name	Payment Date	Payment Type	Discount Amount	Payment Amount	Number
3373	LUKE HEATING & AIR CONDITIONING	09/16/2025	Regular	0.00	1,232.00	157185
7347	MCGUIRE ELECTRIC LLC	09/16/2025	Regular	0.00	420.00	157186
13042	MEGAN MOORE	09/16/2025	Regular	0.00	55.00	157187
6137	METRO COURIER INC	09/16/2025	Regular	0.00	27.44	157188
3759	MIDWEST BUS SALES INC	09/16/2025	Regular	0.00	566.60	157189
6849	MJV-A LLC	09/16/2025	Regular	0.00	138.00	157190
7935	NANCY L. GOSS	09/16/2025	Regular	0.00	175.00	157191
7206	NATIONAL INSURANCE MARKETING	09/16/2025	Regular	0.00	2,167.82	157192
5820	OLATHE FORD SALES	09/16/2025	Regular	0.00	1,102.61	157193
12682	O'REILLY AUTOMOTIVE INC	09/16/2025	Regular	0.00	152.73	157194
8124	OUTDOOR HOME SERVICES HOLDING	09/16/2025	Regular	0.00	220.00	157195
11541	PEREGRINE CORPORATION	09/16/2025	Regular	0.00	457.36	157196
3531	PERRY AND TRENT LLC	09/16/2025	Regular	0.00	6,720.00	157197
12674	PUSHWATER ENTERPRISES INC	09/16/2025	Regular	0.00	1,090.05	157198
11773	RONALD TILDEN	09/16/2025	Regular	0.00	91.95	157199
13045	SARAH MOORE	09/16/2025	Regular	0.00	100.00	157200
11869	SOUTHWEST ANSWERING SERVICE II	09/16/2025	Regular	0.00	130.72	157201
7670	STAPLES CONTRACT & COMMERCIAL	09/16/2025	Regular	0.00	150.09	157202
12481	STATE TRACTOR TRUCKING INC	09/16/2025	Regular	0.00	9,303.72	157203
12729	SUMNERONE INC	09/16/2025	Regular	0.00	537.48	157204
12978	SUTTON LANDWORKS, LLC	09/16/2025	Regular	0.00	2,600.00	157205
11906	TENNANT SALES & SERVICE COMPANY	09/16/2025	Regular	0.00	423.20	157206
11556	U.S. BANK EQUIPMENT FINANCE	09/16/2025	Regular	0.00	213.91	157207
12998	VITAL RECORDS HOLDINGS, LLC	09/16/2025	Regular	0.00	62.35	157208
2169	WALMART	09/16/2025	Regular	0.00	68.90	157209
7375	WATCHMEN SECURITY SERVICES LLC	09/16/2025	Regular	0.00	206.90	157210
2845	WATTS UP	09/16/2025	Regular	0.00	363.68	157211
12658	WHITE LAWN & LANDSCAPE LLC	09/16/2025	Regular	0.00	95.00	157212
8411	WILSON & COMPANY INC ENGINEER	09/16/2025	Regular	0.00	19,239.72	157213

Bank Code AP BANK Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	159	83	0.00	253,944.28
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	0	0	0.00	0.00
EFT's	0	0	0.00	0.00
	159	83	0.00	253,944.28

Fund Summary

Fund	Name	Period	Amount
999	POOLED CASH	9/2025	253,944.28
			<u>253,944.28</u>



Bonner Springs, KS

Expense Approval Report

By Vendor Name

Vendor Name	Payable Number	Post Date	Description (Item)	Amount
Vendor: 12736 - ALDEN-HARRINGTON FUNERAL HOME INC				
ALDEN-HARRINGTON FUNERA...	0005593	09/16/2025	Mayor's Banquet 20 bud vases @\$27 each	550.00
ALDEN-HARRINGTON FUNERA...	0005593	09/16/2025	Mayor's Banquet 3 fresh arrangement @\$77ea	231.00
Vendor 12736 - ALDEN-HARRINGTON FUNERAL HOME INC Total:				781.00
Vendor: 13044 - ALICIA ALCANTAR				
ALICIA ALCANTAR	1075051	09/16/2025	Partial Bond Refund- Norris, Joshua Jr.	80.00
Vendor 13044 - ALICIA ALCANTAR Total:				80.00
Vendor: 10078 - AMAZON CAPITAL SERVICES INC				
AMAZON CAPITAL SERVICES I...	1315-YR99-9VXG	09/16/2025	Cleaning Supplies	226.30
AMAZON CAPITAL SERVICES I...	14F6-PDM3-5W4X	09/16/2025	Replacement gym clocks	392.00
AMAZON CAPITAL SERVICES I...	161G-CGLL-W9LV	09/16/2025	Magicard refills on cards & ink	88.95
AMAZON CAPITAL SERVICES I...	1D91-KMWV-4VCL	09/16/2025	2 Books - Halloween Story Trail	23.71
AMAZON CAPITAL SERVICES I...	1FQN-K4V4-WVTH	09/16/2025	Rope Rescue Book	89.29
AMAZON CAPITAL SERVICES I...	1GWG-F6H4-W7JW	09/16/2025	Radio Ear Pieces	68.37
AMAZON CAPITAL SERVICES I...	1GYY-4XD6-CCRN	09/16/2025	Hydration supplies-Streets & Parks Maint	75.08
AMAZON CAPITAL SERVICES I...	1GYY-4XD6-CCRN	09/16/2025	Tail light assembly- VID#617	51.29
AMAZON CAPITAL SERVICES I...	1GYY-4XD6-CCRN	09/16/2025	Dorr stoppers, wireless doorbell, misc office supp	346.93
AMAZON CAPITAL SERVICES I...	1GYY-4XD6-CCRN	09/16/2025	Replacement filters for water fountains@WTP	266.34
AMAZON CAPITAL SERVICES I...	1NGH-KH3L-33TG	09/16/2025	Misc Office Supplies	44.65
AMAZON CAPITAL SERVICES I...	1NTD-WPGD-Y41X	09/16/2025	Lock Box	78.07
AMAZON CAPITAL SERVICES I...	1NVQ-WPG7-1THH-NXPP-DV...	09/16/2025	Cell phone accessories, misc office supplies	50.77
AMAZON CAPITAL SERVICES I...	1PPQ-KFJF-1WYT	09/16/2025	Binder Dividers, 8 tab for Bingo-cize)	10.70
AMAZON CAPITAL SERVICES I...	1PPQ-KFJF-1WYT	09/16/2025	Binder Dividers, 20 dividers for Bingo-cize	13.98
AMAZON CAPITAL SERVICES I...	1THH-NXPP-DVPX	09/16/2025	PSI transducer transmitter- Booster Station	32.16
AMAZON CAPITAL SERVICES I...	1YQ7-7PRH-7GD7	09/16/2025	Misc Office Supplies	109.99
Vendor 10078 - AMAZON CAPITAL SERVICES INC Total:				1,968.58
Vendor: 6656 - ANCHOR SALES & SERVICE				
ANCHOR SALES & SERVICE	129581	09/16/2025	Annual overhead crane & broom truck insp-WWTP	506.75
Vendor 6656 - ANCHOR SALES & SERVICE Total:				506.75
Vendor: 7449 - APEX ENVIROTECH, INC.				
APEX ENVIROTECH, INC.	CSM03-001 July 2025	09/16/2025	Rise Bakery Sampling	2,946.00
APEX ENVIROTECH, INC.	CSM03-001- Jun 2025	09/16/2025	Rise Bakery Sampling	2,946.00
APEX ENVIROTECH, INC.	CSM03-001 May 2025	09/16/2025	Rise Bakery Sampling -May 2025	2,946.00
Vendor 7449 - APEX ENVIROTECH, INC. Total:				8,838.00
Vendor: 10637 - AQUAFIX, INC				
AQUAFIX, INC	IN019461	09/16/2025	Bugs for aeration basin	1,180.29
Vendor 10637 - AQUAFIX, INC Total:				1,180.29
Vendor: 3303 - ASPHALT SALES CO INC				
ASPHALT SALES CO INC	160738	09/16/2025	Asphalt- street patching	402.35
Vendor 3303 - ASPHALT SALES CO INC Total:				402.35

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Vendor Name	Payable Number	Post Date	Description (Item)	Amount
Vendor: 4413 - AT&T				
AT&T	584159	09/16/2025	Search Warrant Info	95.00
Vendor 4413 - AT&T Total:				95.00
Vendor: 2470 - ATMOS ENERGY				
ATMOS ENERGY	0005602- Sept B	09/16/2025	Gas Service8/2/25-9/2/25	174.49
ATMOS ENERGY	0005602- Sept B	09/16/2025	Gas Service8/2/25-9/2/25	9.57
Vendor 2470 - ATMOS ENERGY Total:				184.06
Vendor: 1461 - AUGUSTINE EXTERMINATORS INC				
AUGUSTINE EXTERMINATORS ...	2512549	09/16/2025	Quarterly Pest Control	139.00
Vendor 1461 - AUGUSTINE EXTERMINATORS INC Total:				139.00
Vendor: 7514 - AXIOM INSTRUMENTATION SERVICES				
AXIOM INSTRUMENTATION S...	20-2610	09/16/2025	Calibrate Foxboro flowmeter WWTP	695.00
AXIOM INSTRUMENTATION S...	20-2611	09/16/2025	Calibrate 2 portable gas detectors WWTP	186.00
Vendor 7514 - AXIOM INSTRUMENTATION SERVICES Total:				881.00
Vendor: 10140 - BEVERLY S MILLS				
BEVERLY S MILLS	25-243	09/16/2025	Replacement memorial tree plate-	10.00
Vendor 10140 - BEVERLY S MILLS Total:				10.00
Vendor: 7340 - BRENNTAG MID-SOUTH INC				
BRENNTAG MID-SOUTH INC	BMS7584	09/16/2025	Sodium Hydroxide	8,564.37
Vendor 7340 - BRENNTAG MID-SOUTH INC Total:				8,564.37
Vendor: 13015 - CARRIE HANDY				
CARRIE HANDY	0005592 8-20-25	09/16/2025	Mileage Reimbursement 8-20- 2025	40.60
Vendor 13015 - CARRIE HANDY Total:				40.60
Vendor: 2561 - CDW LLC				
CDW LLC	AF58Y4B	09/16/2025	VEEAM ESS ENT LIC	432.09
CDW LLC	AF7BD2J	09/16/2025	LVO 3yr onsite NBD	133.25
Vendor 2561 - CDW LLC Total:				565.34
Vendor: 11655 - CINTAS CORPORATION NO 2				
CINTAS CORPORATION NO 2	5290375405	09/16/2025	Medical Cabinet Checking & Inv	95.72
CINTAS CORPORATION NO 2	5290375405	09/16/2025	Service Charge	25.95
CINTAS CORPORATION NO 2	OF58080272	09/16/2025	Alarm Monitoring	100.00
Vendor 11655 - CINTAS CORPORATION NO 2 Total:				221.67
Vendor: 10027 - CINTAS				
CINTAS	4237234014	09/16/2025	Misc Supplies	215.36
CINTAS	4243012137	09/16/2025	Cleaning Services	246.12
CINTAS	4243170505	09/16/2025	Misc Supplies	215.36
Vendor 10027 - CINTAS Total:				676.84
Vendor: 10136 - COMPLIANCEONE				
COMPLIANCEONE	331866	09/16/2025	August 2025 MONTHLY CHARGES/RANDOM DOT	288.88
COMPLIANCEONE	331866	09/16/2025	August 2025 MONTHLY CHARGES/RANDOM DOT	138.16
COMPLIANCEONE	332283	09/16/2025	August 2025 MONTHLY CHARGES/RANDOM DOT	69.08
COMPLIANCEONE	332283	09/16/2025	August 2025 MONTHLY CHARGES/RANDOM DOT	25.12
COMPLIANCEONE	332283	09/16/2025	OCTOBER MONTHLY CHARGES/RANDOM DOT	25.12
COMPLIANCEONE	332283	09/16/2025	August 2025 MONTHLY CHARGES/RANDOM DOT	6.28
Vendor 10136 - COMPLIANCEONE Total:				552.64

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Vendor Name	Payable Number	Post Date	Description (Item)	Amount
Vendor: 12689 - CORE & MAIN LP				
CORE & MAIN LP	X442348	09/16/2025	Backflow prventor repl for North Park Soccer Field	757.83
CORE & MAIN LP	X603182	09/16/2025	Parts to raise hydrant @ 205 Locust	691.18
CORE & MAIN LP	X619767	09/16/2025	Parts fro hydrant replacement@ 205 Locust	195.84
CORE & MAIN LP	X678232	09/16/2025	Dist Maint supplies for Sandstone Townhomes	2,065.08
CORE & MAIN LP	X678248	09/16/2025	Dist Maint supplies for Sandstone Townhomes	324.27
CORE & MAIN LP	X678311	09/16/2025	Dist Maint supplies for Sandstone Townhomes	2,860.85
CORE & MAIN LP	X701139	09/16/2025	Dist maint supplies for Sandstone Townhomes	361.96
Vendor 12689 - CORE & MAIN LP Total:				7,257.01
Vendor: 12018 - CYNTOX LLC				
CYNTOX LLC	313854	09/16/2025	Hazardous Waste	53.90
Vendor 12018 - CYNTOX LLC Total:				53.90
Vendor: 12684 - DEFFENBAUGH INDUSTRIES INC				
DEFFENBAUGH INDUSTRIES I...	0052327-2754-4	09/16/2025	Dumpster Service - Multiple	625.00
DEFFENBAUGH INDUSTRIES I...	0052327-2754-4	09/16/2025	Dumpster Service - Multiple	117.30
DEFFENBAUGH INDUSTRIES I...	0052327-2754-4	09/16/2025	Dumpster Service - Multiple	141.80
DEFFENBAUGH INDUSTRIES I...	0052327-2754-4	09/16/2025	Dumpster Service - Multiple	135.00
DEFFENBAUGH INDUSTRIES I...	0052327-2754-4	09/16/2025	Dumpster Service - Multiple	144.51
DEFFENBAUGH INDUSTRIES I...	0052327-2754-4	09/16/2025	Dumpster Service - Multiple	224.32
DEFFENBAUGH INDUSTRIES I...	25036-4861-6	09/16/2025	Sludge hauling 8/16/25-8/31/25	1,754.06
DEFFENBAUGH INDUSTRIES I...	8705055-4858-2	09/16/2025	Service 40 yd dumpster - PW 8/19/2025	466.99
DEFFENBAUGH INDUSTRIES I...	87995668.4858-3	09/16/2025	August 2025 Refuse Service	39,009.28
Vendor 12684 - DEFFENBAUGH INDUSTRIES INC Total:				42,618.26
Vendor: 13047 - DOLLAR GENERAL				
DOLLAR GENERAL	116833	09/16/2025	Restitution Haylee Richmond	25.00
Vendor 13047 - DOLLAR GENERAL Total:				25.00
Vendor: 13046 - EA TRUMBO				
EA TRUMBO	93812044	09/16/2025	Refund Deposit- Cottonwood Room 9/6/25	100.00
Vendor 13046 - EA TRUMBO Total:				100.00
Vendor: 11899 - EASY ICE, LLC				
EASY ICE, LLC	01769165	09/16/2025	Ice machine rental (Sept 2025)	140.00
EASY ICE, LLC	01793387	09/16/2025	Ice Maker Lease	136.00
Vendor 11899 - EASY ICE, LLC Total:				276.00
Vendor: 12996 - ERIC LUECK				
ERIC LUECK	12186	09/16/2025	Lions Park Roof Replacement	16,488.00
ERIC LUECK	12186	09/16/2025	South Park Roof Replacement	23,737.00
ERIC LUECK	12186	09/16/2025	Aquatic Park Roo...	32,383.00
ERIC LUECK	12186	09/16/2025	Public Works Roof Replacement	10,255.00
Vendor 12996 - ERIC LUECK Total:				82,863.00
Vendor: 10964 - EVERGY FKA KCP&L				
EVERGY FKA KCP&L	2483172149-Sept	09/16/2025	Electric Service - Sept-	21.28
EVERGY FKA KCP&L	5302265559-Sept	09/16/2025	Electric Service- Sept	33.61
EVERGY FKA KCP&L	6437732313-Sept	09/16/2025	Electric Service- Sept	168.77
EVERGY FKA KCP&L	7104262614-Sept	09/16/2025	Electric Service - Sept	113.49
EVERGY FKA KCP&L	9359442971-Sept	09/16/2025	Electric Service - Sept	32.03
Vendor 10964 - EVERGY FKA KCP&L Total:				369.18

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Vendor Name	Payable Number	Post Date	Description (Item)	Amount
Vendor: 10942 - EVERGY KANSAS CENTRAL INC FKA WESTAR ENERGY INC				
EVERGY KANSAS CENTRAL INC...	1261951143-2025 Final	09/16/2025	Electric Service - Tiblow Days 9/4/25-9/10/25	22.40
Vendor 10942 - EVERGY KANSAS CENTRAL INC FKA WESTAR ENERGY INC Total:				22.40
Vendor: 10220 - EVERLASTING SIGN INC				
EVERLASTING SIGN INC	20974	09/16/2025	#2503 Graphics on new K9 Vehicle	558.41
Vendor 10220 - EVERLASTING SIGN INC Total:				558.41
Vendor: 4342 - FELDMANS				
FELDMANS	326317	09/16/2025	2-portable tool boxes- Dist Maint VID#528	32.98
FELDMANS	326321	09/16/2025	Dog Food	59.99
Vendor 4342 - FELDMANS Total:				92.97
Vendor: 7225 - FORTILINE, INC				
FORTILINE, INC	7045666	09/16/2025	Repair parts for lift stations	524.76
Vendor 7225 - FORTILINE, INC Total:				524.76
Vendor: 7858 - GALLS LLC				
GALLS LLC	32295508	09/16/2025	Uniform Pants	374.00
GALLS LLC	32295510	09/16/2025	Badgest & Collar Brass	436.56
GALLS LLC	32375810	09/16/2025	Shield Hooded Job Shirts	289.11
Vendor 7858 - GALLS LLC Total:				1,099.67
Vendor: 10924 - GO CAR WASH MANAGEMENT CORP				
GO CAR WASH MANAGEMENT..	INV3261	09/16/2025	Car Wash - August	110.00
Vendor 10924 - GO CAR WASH MANAGEMENT CORP Total:				110.00
Vendor: 1532 - GT DISTRIBUTORS INC				
GT DISTRIBUTORS INC	INV1056831	09/16/2025	Name Bar	30.99
GT DISTRIBUTORS INC	INV1057386	09/16/2025	Add Velcro to Patches	40.00
Vendor 1532 - GT DISTRIBUTORS INC Total:				70.99
Vendor: 12160 - GUARDIAN SECURITY SYSTEMS INC				
GUARDIAN SECURITY SYSTEMS..	47753638	09/16/2025	Alarm System - PW Bldg 8/1/25-8/30/25	83.30
GUARDIAN SECURITY SYSTEMS..	47753638	09/16/2025	Alarm System - WWTP 8/1/25- 8/30/25	90.65
GUARDIAN SECURITY SYSTEMS..	48017945	09/16/2025	Alarm system -PW Bldg 9/1/25- 9/30/25	83.30
GUARDIAN SECURITY SYSTEMS..	48017945	09/16/2025	Alarm system - WWTP 9/1/25- 9/30/25	90.65
Vendor 12160 - GUARDIAN SECURITY SYSTEMS INC Total:				347.90
Vendor: 12686 - HANNA RUBBER CO				
HANNA RUBBER CO	30011720	09/16/2025	Gasket for fire hydrant fittings	64.80
Vendor 12686 - HANNA RUBBER CO Total:				64.80
Vendor: 11065 - HD SUPPLY FORMERLY HOME DEPOT PRO				
HD SUPPLY FORMERLY HOME...	867424145	09/16/2025	3ply per towels X8	51.14
HD SUPPLY FORMERLY HOME...	867424145	09/16/2025	Dial Gold Liquid X8	92.76
HD SUPPLY FORMERLY HOME...	867918138	09/16/2025	Renown TWL Control X2	99.86
Vendor 11065 - HD SUPPLY FORMERLY HOME DEPOT PRO Total:				243.76
Vendor: 7242 - HELGET GAS PRODUCTS INC				
HELGET GAS PRODUCTS INC	2399539	09/16/2025	Med O2 D Cylinder	135.36
HELGET GAS PRODUCTS INC	2399539	09/16/2025	K Cylinder	7.12
HELGET GAS PRODUCTS INC	3024901	09/16/2025	Fuel Surcharge	5.95
Vendor 7242 - HELGET GAS PRODUCTS INC Total:				148.43
Vendor: 8165 - HY-VEE				
HY-VEE	2925890-2025	09/16/2025	Hy-Vee Dietician Wellness Presentation Fee	125.00
Vendor 8165 - HY-VEE Total:				125.00
Vendor: 10304 - INSTITUTE FOR BUILDING TECHNOLOGY AND SAFETY				
INSTITUTE FOR BUILDING TEC...	R730-BK1-0725	09/16/2025	Plan review fees for July 2025	1,290.00

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Vendor Name	Payable Number	Post Date	Description (Item)	Amount
INSTITUTE FOR BUILDING TEC...	R730-BK1-0725	09/16/2025	Inspection fees for July 2025	25,390.00
Vendor 10304 - INSTITUTE FOR BUILDING TECHNOLOGY AND SAFETY Total:				26,680.00
Vendor: 13040 - JESSICA SALAZAR (A THYME FOR LIME)				
JESSICA SALAZAR (A THYME F...	1160	09/16/2025	Mayor's Banquet Catering	2,700.00
Vendor 13040 - JESSICA SALAZAR (A THYME FOR LIME) Total:				2,700.00
Vendor: 5345 - JOHNSON COUNTY WASTEWATER				
JOHNSON COUNTY WASTEWA...	002296877-Sept	09/16/2025	WW Charges 08/01/25-08/31/25	1,227.21
Vendor 5345 - JOHNSON COUNTY WASTEWATER Total:				1,227.21
Vendor: 12758 - KANSAS FIBER NETWORK LLC				
KANSAS FIBER NETWORK LLC	093000248	09/16/2025	Monthly Charge dedicated internet 9/1/25-9/30/25	437.50
KANSAS FIBER NETWORK LLC	093000248	09/16/2025	Monthly Charge dedicated internet 9/1/25-9/30/25	437.50
Vendor 12758 - KANSAS FIBER NETWORK LLC Total:				875.00
Vendor: 5308 - KANSAS ONE-CALL SYSTEM, INC				
KANSAS ONE-CALL SYSTEM, I...	5080169	09/16/2025	August Locates (141)	187.53
Vendor 5308 - KANSAS ONE-CALL SYSTEM, INC Total:				187.53
Vendor: 10555 - KBI LAB				
KBI LAB	127214	09/16/2025	Lab Fee- Claire Clemens	400.00
Vendor 10555 - KBI LAB Total:				400.00
Vendor: 10214 - KC AUCTION DIRECT LLC				
KC AUCTION DIRECT LLC	27791	09/16/2025	#2501 check brakes	30.00
Vendor 10214 - KC AUCTION DIRECT LLC Total:				30.00
Vendor: 12949 - KCJP				
KCJP	INV189069	09/16/2025	Extra Cleaning- SP 5/4/25	125.00
KCJP	INV196871	09/16/2025	Extra Cleaning - SP 5/18/25-Daniel	125.00
KCJP	INV196897	09/16/2025	Extra Cleaning- SP 5/1/25-Daniel	125.00
KCJP	INV196899	09/16/2025	Extra Cleaning5/10/25-Daniel	125.00
KCJP	INV202342	09/16/2025	Extra Cleaning- SP6/7/25	125.00
KCJP	INV209197	09/16/2025	Extra Cleaning- SP 7/17/25	125.00
KCJP	INV216711	09/16/2025	Extra Cleaning- SP 7/22/25	125.00
KCJP	INV219708	09/16/2025	Extra Cleaning - SP7/24/25	125.00
KCJP	INV221179	09/16/2025	Janitorial Services - CC 9/1/25-9/30/25	1,480.00
KCJP	SI2118	09/16/2025	Janitorial Supplies - LP delivered 4/9	366.84
KCJP	SI2119	09/16/2025	Janitorial Supplies-NPdelivered 4/9	122.40
KCJP	SI2376	09/16/2025	Janitorial Supplies-NP delivered 6/6	70.81
KCJP	SI2379	09/16/2025	Janitorial Supplis- LP delivered 6/6	366.84
KCJP	SI3539	09/16/2025	Custodial Services	142.34
KCJP	SI3541	09/16/2025	Custodial Services	229.06
KCJP	SI3542	09/16/2025	Janitorial Supplies delivered 8/26/25	392.29
Vendor 12949 - KCJP Total:				4,170.58
Vendor: 3517 - KEY EQUIPMENT & SUPPLY CO				
KEY EQUIPMENT & SUPPLY CO	KC218603	09/16/2025	Replace weldment tube-VID568	3,810.02
Vendor 3517 - KEY EQUIPMENT & SUPPLY CO Total:				3,810.02
Vendor: 13043 - KIM CISTON (IMAGINE EVENTS)				
KIM CISTON (IMAGINE EVENTS)	0005594-	09/16/2025	Mayor's Banquet Flowers-21 Centerpieces @30	630.00

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Vendor Name	Payable Number	Post Date	Description (Item)	Amount
KIM CISTON (IMAGINE EVENTS)	0005594-	09/16/2025	Mayor's Banquet Flowers-3 large centerpieces @\$40	120.00
Vendor 13043 - KIM CISTON (IMAGINE EVENTS) Total:				750.00
Vendor: 4005 - KLEMP ELECTRIC MACHINERY CO INC				
KLEMP ELECTRIC MACHINERY ...	4115307	09/16/2025	Repair 40hp motor-Booster Station	800.00
Vendor 4005 - KLEMP ELECTRIC MACHINERY CO INC Total:				800.00
Vendor: 13048 - LASTPASS US LP				
LASTPASS US LP	INV811-3023331329	09/16/2025	LastPass Business	390.03
Vendor 13048 - LASTPASS US LP Total:				390.03
Vendor: 12835 - LEAF CAPITAL FUNDING LLC				
LEAF CAPITAL FUNDING LLC	18916679	09/16/2025	Kyocera Copiers	47.88
LEAF CAPITAL FUNDING LLC	18916679	09/16/2025	Insurance3	20.15
Vendor 12835 - LEAF CAPITAL FUNDING LLC Total:				68.03
Vendor: 6250 - LEXIS NEXIS RISK DATA MANAGEMENT INC				
LEXIS NEXIS RISK DATA MANA...	1100189302	09/16/2025	August Monthly Subscription	389.00
Vendor 6250 - LEXIS NEXIS RISK DATA MANAGEMENT INC Total:				389.00
Vendor: 8009 - LIFE-ASSIST, INC				
LIFE-ASSIST, INC	1633645	09/16/2025	Medical Supplies	695.72
Vendor 8009 - LIFE-ASSIST, INC Total:				695.72
Vendor: 3373 - LUKE HEATING & AIR CONDITIONING LLC				
LUKE HEATING & AIR CONDIT...	11363	09/16/2025	Replace blower motor & run cap in PW Office	1,054.00
LUKE HEATING & AIR CONDIT...	11432	09/16/2025	Clean AC coils- PW main bldg	178.00
Vendor 3373 - LUKE HEATING & AIR CONDITIONING LLC Total:				1,232.00
Vendor: 7347 - MCGUIRE ELECTRIC LLC				
MCGUIRE ELECTRIC LLC	5887	09/16/2025	Replace SPD Well#2 Elec repair Pump#2 Booster Stat	420.00
Vendor 7347 - MCGUIRE ELECTRIC LLC Total:				420.00
Vendor: 13042 - MEGAN MOORE				
MEGAN MOORE	93169415	09/16/2025	Refund Volleyball-Maylee	55.00
Vendor 13042 - MEGAN MOORE Total:				55.00
Vendor: 6137 - METRO COURIER INC				
METRO COURIER INC	71457	09/16/2025	Sample deliveries 8/20/25	27.44
Vendor 6137 - METRO COURIER INC Total:				27.44
Vendor: 3759 - MIDWEST BUS SALES INC				
MIDWEST BUS SALES INC	R010031381-01	09/16/2025	#109 Repair wheelchair left micro switch-labor	414.00
MIDWEST BUS SALES INC	R010031381-01	09/16/2025	Shop Charge	49.68
MIDWEST BUS SALES INC	R010031381-01	09/16/2025	#109 Repair wheelchair left micro switch-parts	102.92
Vendor 3759 - MIDWEST BUS SALES INC Total:				566.60
Vendor: 6849 - MJV-A LLC				
MJV-A LLC	123400-073125	09/16/2025	Uniform Cleaning Services	60.00
MJV-A LLC	231618-0831-25	09/16/2025	Uniform Cleaning Services	78.00
Vendor 6849 - MJV-A LLC Total:				138.00
Vendor: 7935 - NANCY L. GOSS				
NANCY L. GOSS	90325	09/16/2025	Qtrly Pest Control	175.00
Vendor 7935 - NANCY L. GOSS Total:				175.00
Vendor: 7206 - NATIONAL INSURANCE MARKETING BROKERS, LLC				
NATIONAL INSURANCE MARK...	A033625	09/16/2025	Sept Benefits Direct Insurance	2,071.57
NATIONAL INSURANCE MARK...	A033625	09/16/2025	Sept Benefits Direct Insurance- Vogan STDIsability	96.25
Vendor 7206 - NATIONAL INSURANCE MARKETING BROKERS, LLC Total:				2,167.82

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Vendor Name	Payable Number	Post Date	Description (Item)	Amount
Vendor: 5820 - OLATHE FORD SALES				
OLATHE FORD SALES	272687	09/16/2025	#69 Driveshaft, exhaust	1,102.61
Vendor 5820 - OLATHE FORD SALES Total:				1,102.61
Vendor: 12682 - O'REILLY AUTOMOTIVE INC				
O'REILLY AUTOMOTIVE INC	264-406342	09/16/2025	Tail light for VID#480	8.79
O'REILLY AUTOMOTIVE INC	264411338	09/16/2025	BlueDef	63.96
O'REILLY AUTOMOTIVE INC	264-411891	09/16/2025	Star bit set & ratchet= WWTP	79.98
Vendor 12682 - O'REILLY AUTOMOTIVE INC Total:				152.73
Vendor: 8124 - OUTDOOR HOME SERVICES HOLDINGS, LLC				
OUTDOOR HOME SERVICES H...	214904780	09/16/2025	Flea, tick, & insect control Kelly Murphy Pk	110.00
OUTDOOR HOME SERVICES H...	214925692	09/16/2025	Flea, tick, & insect control Centennial Park	110.00
Vendor 8124 - OUTDOOR HOME SERVICES HOLDINGS, LLC Total:				220.00
Vendor: 11541 - PEREGRINE CORPORATION				
PEREGRINE CORPORATION	0062729	09/16/2025	Sect 5 August Util Bills (659/617)	457.36
Vendor 11541 - PEREGRINE CORPORATION Total:				457.36
Vendor: 3531 - PERRY AND TRENT LLC				
PERRY AND TRENT LLC	5550	09/16/2025	Municipal Court Prosecutor Services 7/1/25-7/31/25	6,328.00
PERRY AND TRENT LLC	5596	09/16/2025	Fees for 08/01/2025-08/31/2025	392.00
Vendor 3531 - PERRY AND TRENT LLC Total:				6,720.00
Vendor: 12674 - PUSHWATER ENTERPRISES INC				
PUSHWATER ENTERPRISES INC	22893	09/16/2025	Map Printing	40.05
PUSHWATER ENTERPRISES INC	22946	09/16/2025	#10 envelopes	1,050.00
Vendor 12674 - PUSHWATER ENTERPRISES INC Total:				1,090.05
Vendor: 11773 - RONALD TILDEN				
RONALD TILDEN	117588	09/16/2025	Flat repair - VID#483	30.00
RONALD TILDEN	117888	09/16/2025	#109 Oil change, lube & filter	54.95
RONALD TILDEN	117888	09/16/2025	Extra quart oil	7.00
Vendor 11773 - RONALD TILDEN Total:				91.95
Vendor: 13045 - SARAH MOORE				
SARAH MOORE	91879975	09/16/2025	Refund Deposit Sunflower Room 9/6/25	100.00
Vendor 13045 - SARAH MOORE Total:				100.00
Vendor: 11869 - SOUTHWEST ANSWERING SERVICE INC				
SOUTHWEST ANSWERING SE...	287109052025	09/16/2025	After hours answering service- 8/8/25-9/4/25	130.72
Vendor 11869 - SOUTHWEST ANSWERING SERVICE INC Total:				130.72
Vendor: 7670 - STAPLES CONTRACT & COMMERCIAL INC				
STAPLES CONTRACT & COMM...	6040320554	09/16/2025	Misc Supplies-Envelp, paper tape, ship tape, pens	76.65
STAPLES CONTRACT & COMM...	604238620	09/16/2025	2026 Calendar- desk	16.99
STAPLES CONTRACT & COMM...	604238620	09/16/2025	2026 Calendar Refills	8.99
STAPLES CONTRACT & COMM...	604238620	09/16/2025	Hanging Folder Tabs	3.50
STAPLES CONTRACT & COMM...	604238620	09/16/2025	2026 Calendar Refills- Flip a week	19.99
STAPLES CONTRACT & COMM...	604238620-a	09/16/2025	Calendar refill	8.99
STAPLES CONTRACT & COMM...	604238620-b	09/16/2025	Calendar desk	5.99
STAPLES CONTRACT & COMM...	604238620-b	09/16/2025	Calendar refills	8.99
Vendor 7670 - STAPLES CONTRACT & COMMERCIAL INC Total:				150.09
Vendor: 12481 - STATE TRACTOR TRUCKING INC				
STATE TRACTOR TRUCKING INC	65795	09/16/2025	Road Salt	9,303.72
Vendor 12481 - STATE TRACTOR TRUCKING INC Total:				9,303.72

Expense Approval Report

Vendor Name	Payable Number	Post Date	Description (Item)	Amount
Vendor: 12729 - SUMNERONE INC				
SUMNERONE INC	4383378	09/16/2025	Copier Rental-PW Main Office 8/9/25	268.74
SUMNERONE INC	4383378	09/16/2025	Copier Rental- WTP 8/9/25- 9/8/25	268.74
Vendor 12729 - SUMNERONE INC Total:				537.48
Vendor: 12978 - SUTTON LANDWORKS, LLC				
SUTTON LANDWORKS, LLC	64	09/16/2025	Mowing-7/30/2025 - 467 Jamison	200.00
SUTTON LANDWORKS, LLC	64	09/16/2025	Mowing-603 E Front	200.00
SUTTON LANDWORKS, LLC	64	09/16/2025	Mowing- 13704 Berger	200.00
SUTTON LANDWORKS, LLC	64	09/16/2025	Mowing-209 W Kump	200.00
SUTTON LANDWORKS, LLC	73	09/16/2025	Mowing-123 Pine	200.00
SUTTON LANDWORKS, LLC	73	09/16/2025	Mowing-14110 Sandusky	200.00
SUTTON LANDWORKS, LLC	73	09/16/2025	Mowing-700 Allcutt	200.00
SUTTON LANDWORKS, LLC	73	09/16/2025	Mowing-120 Emerson	200.00
SUTTON LANDWORKS, LLC	73	09/16/2025	Mowing-603 E Front	200.00
SUTTON LANDWORKS, LLC	73	09/16/2025	Mowing-209 W Kump	200.00
SUTTON LANDWORKS, LLC	73	09/16/2025	Mowing-126 Clark	200.00
SUTTON LANDWORKS, LLC	80	09/16/2025	Mowing-233 Allcutt	200.00
SUTTON LANDWORKS, LLC	87	09/16/2025	Mowing-120 Emerson	200.00
Vendor 12978 - SUTTON LANDWORKS, LLC Total:				2,600.00
Vendor: 11906 - TENNANT SALES & SERVICE COMPANY				
TENNANT SALES & SERVICE C...	921537186	09/16/2025	Repair floor cleaning machine	423.20
Vendor 11906 - TENNANT SALES & SERVICE COMPANY Total:				423.20
Vendor: 11556 - U.S. BANK EQUIPMENT FINANCE				
U.S. BANK EQUIPMENT FINAN...	563084664	09/16/2025	Printing Services	213.91
Vendor 11556 - U.S. BANK EQUIPMENT FINANCE Total:				213.91
Vendor: 12998 - VITAL RECORDS HOLDINGS, LLC				
VITAL RECORDS HOLDINGS, LLC	5411010	09/16/2025	Shred Services	62.35
Vendor 12998 - VITAL RECORDS HOLDINGS, LLC Total:				62.35
Vendor: 2169 - WALMART				
WALMART	122597-b	09/16/2025	Restitution - Digirolamo, C	49.22
WALMART	122605	09/16/2025	Restitution - Arthur Elmer	19.68
Vendor 2169 - WALMART Total:				68.90
Vendor: 7375 - WATCHMEN SECURITY SERVICES LLC				
WATCHMEN SECURITY SERVIC...	103230	09/16/2025	Monthly monitorin-Aquatic Park - Sept	63.08
WATCHMEN SECURITY SERVIC...	103284	09/16/2025	Monthly monitoring- Comm Ctr	143.82
Vendor 7375 - WATCHMEN SECURITY SERVICES LLC Total:				206.90
Vendor: 2845 - WATTS UP				
WATTS UP	INV063975	09/16/2025	Light bulbs, recycle light bulbs- Comm Ctr	43.00
WATTS UP	INV063975	09/16/2025	Light bulbs, recycle light bulbs- Public Wks	18.24
WATTS UP	INV063975	09/16/2025	Light bulbs, recycle bul...	302.44
Vendor 2845 - WATTS UP Total:				363.68
Vendor: 12658 - WHITE LAWN & LANDSCAPE LLC				
WHITE LAWN & LANDSCAPE L...	10427	09/16/2025	Landscape Bed Maint	95.00
Vendor 12658 - WHITE LAWN & LANDSCAPE LLC Total:				95.00
Vendor: 8411 - WILSON & COMPANY INC ENGINEERS & ARCHITECTS				
WILSON & COMPANY INC ENG...	139331	09/16/2025	Engineering - Planning- Plan Reviews	525.00
WILSON & COMPANY INC ENG...	139331	09/16/2025	Engineering- PW- Compass 70; Riverview subp, LS#2	1,743.25
WILSON & COMPANY INC ENG...	139331	09/16/2025	Engineering - Stormwater MS4 reports	1,120.00

Expense Approval Report

Vendor Name	Payable Number	Post Date	Description (Item)	Amount
WILSON & COMPANY INC ENG...	139332	09/16/2025	Construction Management of Sidewalk Projects	7,504.60
WILSON & COMPANY INC ENG...	139334	09/16/2025	Additional Const Svcs for 2nd St Waterline Project	1,470.71
WILSON & COMPANY INC ENG...	139334	09/16/2025	Additional Const Svcs for 2nd St Waterline Project	1,981.96
WILSON & COMPANY INC ENG...	139334	09/16/2025	Additional Const Svcs for 2nd St Waterline Project	683.70
WILSON & COMPANY INC ENG...	140382	09/16/2025	Engineering- Planning- Plan reviews- Sandstone LS	1,185.00
WILSON & COMPANY INC ENG...	140382	09/16/2025	Engineering- PW- Project discussions	210.00
WILSON & COMPANY INC ENG...	140382	09/16/2025	Engineering-Wastewater - LS#2 meeting	210.00
WILSON & COMPANY INC ENG...	140383	09/16/2025	Construction Management of Sidewalk Projects	2,395.50
WILSON & COMPANY INC ENG...	140384	09/16/2025	Additional Const Svcs for 2nd St Waterline Project	74.67
WILSON & COMPANY INC ENG...	140384	09/16/2025	Additional Const Svcs for 2nd St Waterline Project	100.62
WILSON & COMPANY INC ENG...	140384	09/16/2025	Additional Const Svcs for 2nd St Waterline Project	34.71
Vendor 8411 - WILSON & COMPANY INC ENGINEERS & ARCHITECTS Total:				19,239.72
Grand Total:				253,944.28

Memorandum

Date: September 22, 2025
To: Mayor and City Council
From: Mark Lee

Subject: BSCP-01-25 - Comprehensive Plan Amendments

Recommendation: The Planning Commission and Staff recommend approval.

Action: Make a motion to approve an ordinance adopting certain amendments to the “Vision 2025 and Beyond” Comprehensive Plan for the City of Bonner Springs and its planning area

Background: A staff report cover page is attached from the Planning Commission meeting. Additionally, the Planning Commission meeting minutes from the August 19th meeting are attached.

Discussion: Staff provided a synopsis to the Commission at the May 20th meeting, Staff and Commissioners then discussed the amendments at during the regular meeting held in June. Staff brought the item back at the August meeting for official action. The Planning Commission, at their August 19th meeting, recommended approval by a 5-0 unanimous vote with 3 members absent.

Financial Impact:

City of
Bonner Springs
Agenda Item Cover Sheet

Agenda Item No. 4
BSCP-01-25

Topic: **PUBLIC HEARING - Recommend for approval** revision to 2025 and Beyond – The Comprehensive Plan of Bonner Springs - At the May 20th meeting staff provided a list of pages that would have changes and or updates to them. Staff provided those revised pages and maps at the June 17th meeting for review. The item has now come forward for a Public Hearing and recommendation for adoption at this meeting.

Narrative:

Staff has worked over the past year gathering information from other departments, the U.S. Census Bureau to provide updates to several sections of our Comprehensive Plan. Those updates have been added into the document and are presented for review and discussion at this evening's meeting.

Presented by: Mark Lee – Community Development Director

Staff Recommendation: Staff recommends the Planning Commission approve the amendments to the Comprehensive Plan as presented.

Attachments:

Description of pages and or sections of 2025 and Beyond – The Comprehensive Plan of Bonner Springs (1pg)
Referenced pages with updates (42pgs)
Revised and Updated Maps (9pgs)

2025 UPDATES TO THE COMPREHENSIVE PLAN OF BONNER SPRINGS

- Update the Table of Contents to include the Downtown Master Plan
- Update the population count/estimate (1)
- Update the Demographics Table and associated charts (13-15)
- Update and/or revise Economic Development Incentives (16)
- Update sales tax and property tax information (17-19)
- Update all Zoning Districts (20)
- Added to the Transportation section, public transit (21)
- *Should we address trails along Minor Arterial streets and how reconstruction/construction of the streets should contain a 10' path on one side and sidewalk on the other?*
 - o *This was discussed but not moving forward.*
- Updated all sections of the Community Facilities portion (except School District) (28-38) including updates sewer and water infrastructure maps
- Updated Environmental Management section (41)
- Updated Land Use and Development (42)
- Updated Zoning and Physical Image (44)
- Updated the Zoning Districts (45)
- Added new zoning map (46)
- Revised page 49
- Page 51 revisions
- Made appropriate changes to Future Land Uses/Future Land Use Map (55-62)
- Made appropriate changes to Future Land Uses/Future Land Use Map (64)
- Added new Future Land Use map (65)
- Updated all U.S. Census Bureau demographics tables

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Introduction

Located within three separate counties; Wyandotte, Leavenworth and Johnson Counties; Bonner Springs is minutes from regional attractions along with having our own thriving downtown retail district. Bonner Springs is a historic community with a great past, but is also an up-and-coming community with great development potential.

Entertainment options such as the Azura Amphitheater, Children's Mercy Park - home of Sporting KC, the Monarch's baseball stadium, and the Kansas Speedway provide exciting family-friendly options. Along with two museums; Bonner Springs has many outdoor recreational opportunities as well; Sunflower Hills golf course, the Kansas City Renaissance Festival and over 500 acres of parks and recreational areas; entertainment choices are endless when it comes to retail and outdoor activities. Bonner Springs is a destination with something for everyone.

Located within minutes of downtown Kansas City, and within thirty minutes of the Kansas City International Airport, by providing direct access to Kansas Highway 7, Kansas Highway 32, US 24/40 and Interstate 70, Bonner Springs is poised for continued residential, commercial and industrial growth.

History

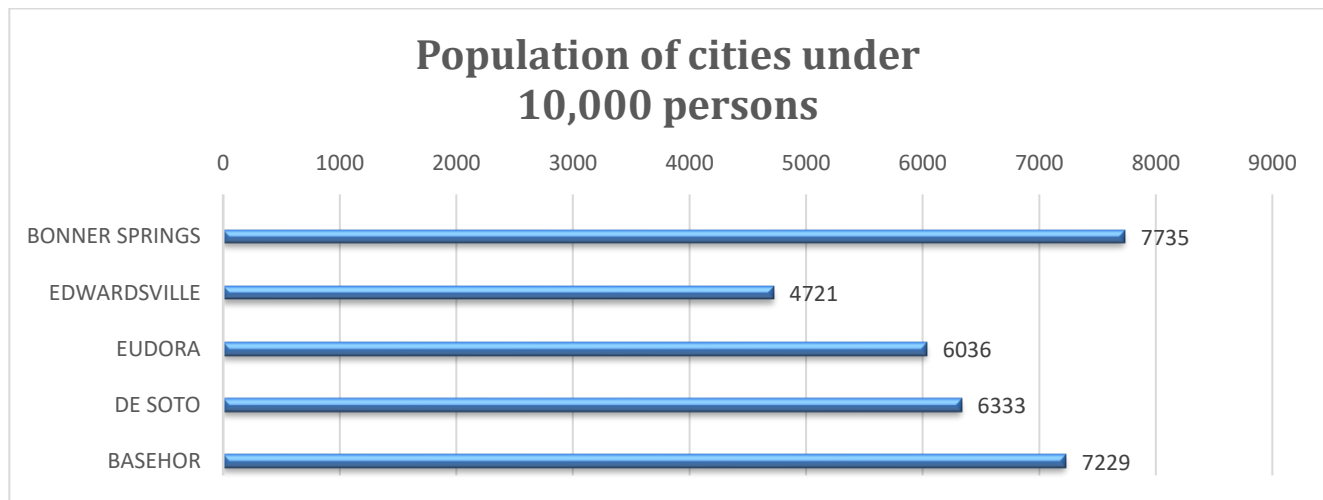
Nestled among the rolling hills on the edge of the Kansas River, Bonner Springs is one of the oldest cities in the state of Kansas. In 1812, the Chouteau family established the first European trading post in the state. This bustling trading post was called Four Houses, now the site of Bonner Springs. Between 1840 and 1865, steamboat traffic and the arrival of the railroads brought new people and commerce to the area.

The name was changed to Tiblow in honor of Henry Tiblow, a Delaware Indian who operated a ferry across the Kansas River. It remained as Tiblow until Philo Clark platted the area in the 1880's and succeeded in renaming the entire town Bonner Springs. "Bonner" was chosen to honor Clark's long-time friend Robert Bonner, editor of the New York City Ledger, "Springs" was chosen because of the many natural springs in the community. Philo Clark became the first Mayor of Bonner Springs when the city incorporated in 1898.

What was once a boomtown of agriculture and trade where fortunes were won and lost has now become a vibrant, family friendly, community of over 7,83700 residents, rich in opportunities for light industry, commercial business and retail. No longer characterized as agricultural, this busy community now boasts a wealth of attractions, entertainment, recreational opportunities and unique retail shopping.

While the town boasts up and coming housing, educational and commercial opportunities, the special touch of the tree lined streets downtown, ice cream socials in the park, city band concerts and friendly merchants offering personal service are still valuable assets of the city along the Kansas River.

DEMOGRAPHICS TABLE														
SUBJECT	BONNER SPRINGS		EDWARDSVILLE		EUDORA		DE SOTO		BASEHOR		LANSING		KANSAS CITY	
2025 ACS Estimates	7735		4721		6036		6333		7229		11229		154,776	
2020 Census Poulation	7837		4506		6408		6118		6896		11239		156,607	
Population Change (2020-2025, Estimated)	(-) 1.31%		(+) 4.77%		(-) 5.80%		(+) 3.51%		(+) 4.83%		(-) .09%		(-) 1.17%	
2010 Census Population	7314		4340		6136		5720		4613		11265		145,786	
2025 American Community Survey vs. 2020 U.S. Census Population Characteristics														
	2025 ACS vs 2020		2025 ACS vs 2020		2025 ACS vs 2020		2025 ACS vs 2020		2025 ACS vs 2020		2025 ACS vs 2020		2025 ACS vs 2020	
Population Denisty (pop/sq.mi.)	(+) 495.8	489.8	(+) 524.5	481.9	(-) 2081.4	2105.3	(+) 565.4	542.3	(+) 1018.2	952.4	(+) 912.9	905.6	(+) 1240.2	1220.6
Average Household Size	(+) 3.3	2.59	(-) 2.96	3.08	(+) 3.10	2.99	(+) 3.22	2.8	(+) 3.21	2.83	(+) 3.12	2.95	(+) 3.21	2.73
Median Age ⁽¹⁾	(+) 37.2	40.5	(+) 36.7	37.5	(-) 40.2	35.1	(-) 38.1	35.9	(-) 38.6	36.9	(-) 39.1	34.4	(-) 35.1	33.5
Homeownership Rate %	73.8%	66.7%	74.2%	81.9%	71.4%	62.9%	73.0%	63.6%	73.6%	74.3%	81.3%	75.8%	59.9%	57.5%
% Vacant Housing Units	5.40%	3.10%	6.18%	6.18%	5.05%	5.90%	7.28%	4.50%	2.57%	1.90%	5.20%	5.50%	11.15%	11.90%
% Strucutres Built Prior to 1999 ⁽²⁾	(+) 76.8%	79.7%	(+) 76.2%	76.8%	(-) 57.4%	53.9%	(+) 73.3%	80.8%	(+) 40.3%	45.8%	70.8%	70.8%	(+) 87.8%	89.4%
Median House Value	\$223,800.00	\$179,000.00	\$165,700.00	\$139,300.00	\$231,500.00	\$177,800.00	\$370,700.00	\$241,000.00	\$314,100.00	\$237,900.00	\$247,500.00	\$177,600.00	\$169,300.00	\$101,300.00
Over 25 w/College Degree	24.8%	21.8%	22.2%	24.6%	31.3%	31.8%	38.0%	33.9%	38.5%	32.6%	41.3%	38.7%	20.2%	17.9%
Median Household Income	(+) \$81,865	\$68,250.00	(+) \$76,847	\$40,086.00	(+) \$106,356	\$87,392.00	(+) \$105,500	\$60,568.00	(+) \$106,325	\$84,906.00	(+) \$100,871	\$87,154.00	(+) \$60,739	\$46,424.00
Per Capita Income (2019-2023) ⁽³⁾	\$36,239.00		\$31,082.00		\$40,537.00		\$48,886.00		\$43,815.00		\$37,593.00		\$28,059.00	
Family Poverty Rate - Past 12 months (% of population) ⁽⁴⁾	(+) 12.6%	8.0%	(+) 11.1%	5.7%	(-) 8.3%	8.7%	(-) 2.6%	3.2%	(-) 5.9%	8.8%	(+) 5.2%	0.5%	(+) 17.4%	15.5%
% Workforce in Manufacturing	12.3%	13.0%	10.6%	8.2%	16.4%	12.2%	15.7%	11.1%	6.8%	5.0%	10.8%	6.9%	11.6%	13.4%
Bold Blue equals positive or increase (+) Bold Red equals negative or decrease (-) 1. An increase in the Median age; while shown as a negative or decrease is not the actual case. It may indicate a long term shift in residency. It may indicate families settling down and staying in one community longer than previous years, it may indicate an increase in affordable housing for the agining population or residences constructed specifically for age related housing, or a community that is 'aging in place', in which specific planning opportunities could and should be utilized. 2. The decrease indicated in the percentage of housing strucutres built prior to 1999 indicates the increase in new housing stock, it indicates new residential development. A negative number in this instance is a good thing. 3. Per Capita Income levels have not been adjusted from the Census numbers of 2020. 4. Increases are indicated in red in this category, an increase is not a positive in this instance as it signifys more residents living at or below the federal poverty line.														

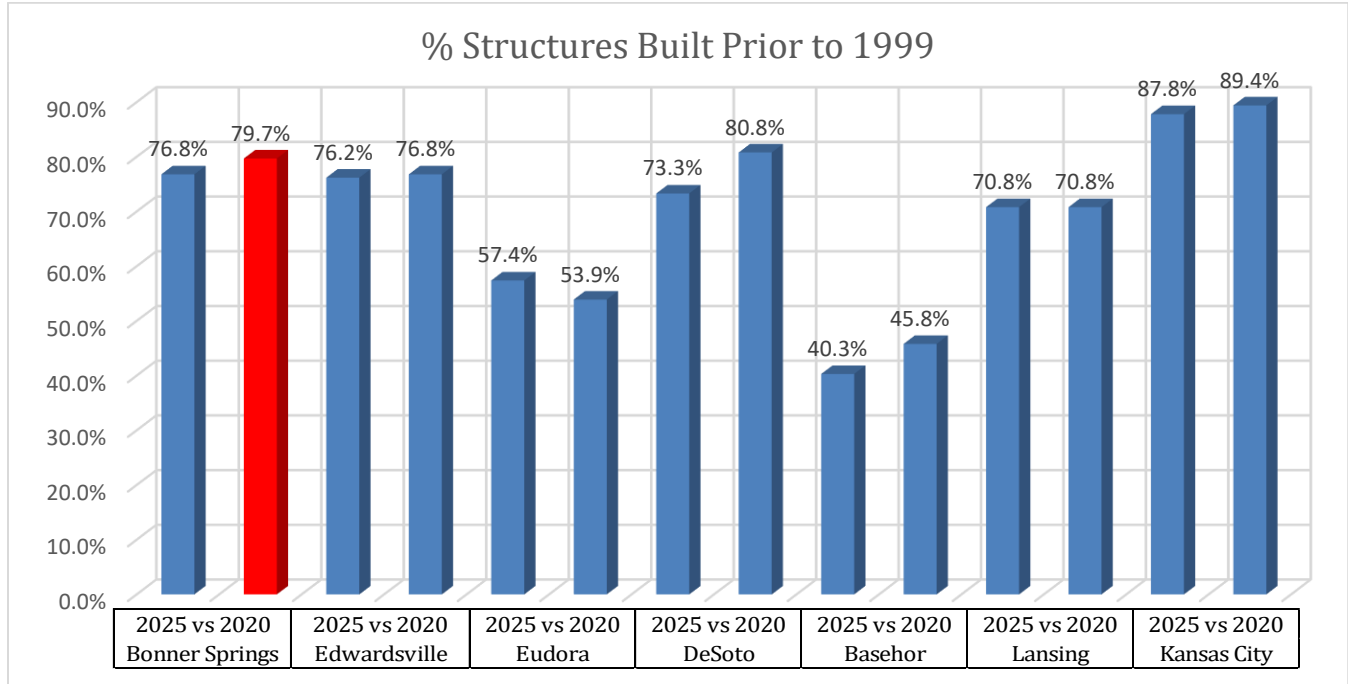


The table above is taken from the demographics table on the previous page and the American Community Survey

Policy Implications Similar to the other smaller communities around the metro region, Bonner Springs is likely to experience continued population growth. An increase in population will place an increased demand on services, infrastructure, and schools, these must be taken into account.

Housing

In general, the seven (7) communities evaluated have similar housing characteristics with above average percentages of owner-occupied homes and low percentages of vacant structures. 74% of Bonner Springs housing stock is owner occupied. Overall, there has been a reduction in housing structures built prior to 1999, this equates to an increase in new housing or a loss in older housing units. In terms of housing value, Bonner Springs has the third highest median house value at nearly \$179,000.



The table above is taken from the demographics table on the previous page and the American Community Survey

Building permits had seen a steady increase annually between 2001 and 2008. Between 2016 and 2020 the valuations of permits fluctuated with large commercial/industrial projects boosting the construction values of permits above \$30 million. Residential home construction had seen a steady decline over the past ten (10) years but began to climb again slowly, with 2020 having an estimated construction value of \$2,535,000, and an additional \$605,450 in remodels, additions and alterations.

BUILDING PERMITS ISSUED

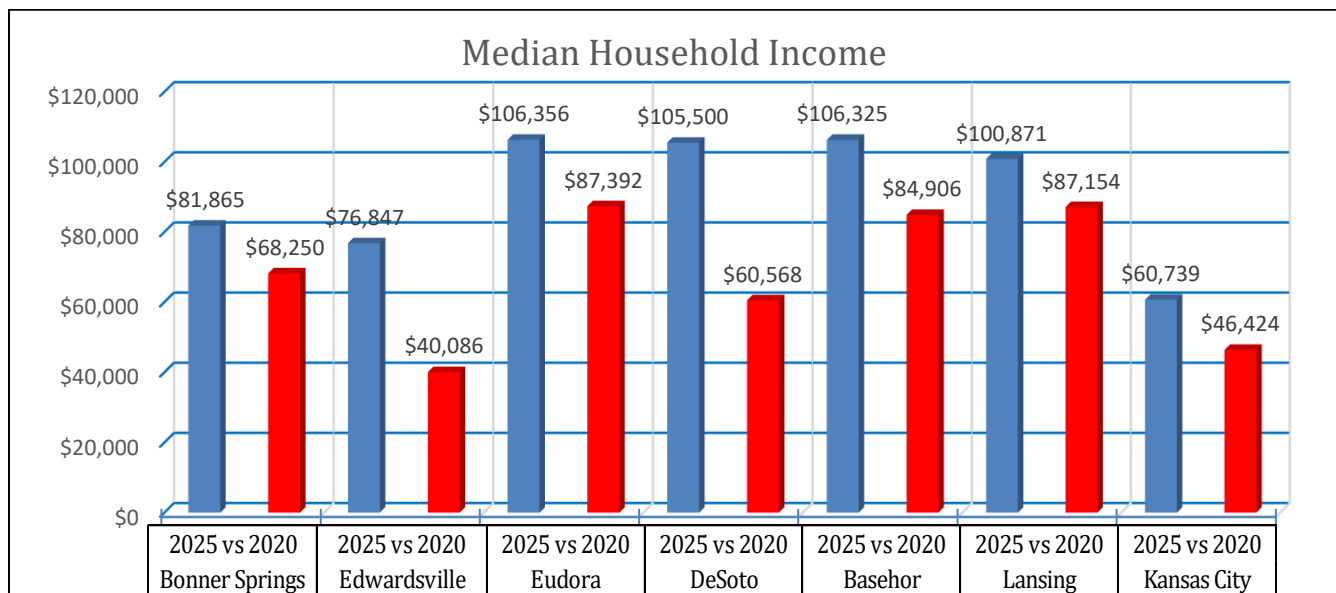
Year	2024	2023	2022	2021	2020-2016
Residential	21	13	11	4	56
Commercial/ Industrial	13	28	17	1	16
Additions, Alterations, Remodels, etc.	17	19	12	25	841
Total Valuation	\$38,708,897	\$47,749,829	\$5,962,306	\$43,054,344	\$83,025,112

Policy Implications

It is anticipated that Bonner Springs will begin to see an uptick in growth in the coming years, which should create a demand for housing once again. With such a small portion of the existing structures being vacant, new housing construction is a necessity and development should be encouraged. Sewer Masterplan improvements should be addressed in relation to housing starts and persistent sewer capacity issues in certain locations.

Economics / Education

Generally, there is a correlation between educational attainment, income and poverty rates. There seems to be a few examples of this among the communities compared. All of the communities compared have a median household income that averages \$91,214, this is above the Kansas median of \$70,333. Bonner Springs sits at a household income level of \$81,865, a nearly 20% increase from the 2020 Census. Bonner Springs has a below average percentage of residents holding post-secondary degrees at 24.8% vs. the average of 30.9%. While this number remains below the average, it is an increase from the 2020 Census data.



The table above is taken directly from the demographics table on the previous page and the American Community Survey

Policy Implications

Bonner Springs is fortunate enough to be in close proximity to a variety of employment opportunities due to the closeness of the Kansas City metro area. There has been a slight decrease in the number of workforce members in manufacturing, this could be attributed to external factors (decrease in overall population, increase in those with college degrees).

Considering the connection between educational attainment and income levels it will be important for the community to continue to support education.

ECONOMIC DEVELOPMENT

Bonner Springs continually markets itself to draw people to the community, with our many festivals and downtown gatherings, the community and surrounding residents are finding out Bonner Springs is a vibrant destination. Downtown has seen recent investments—by both the public and private sectors—but has opportunities for continued investment.

However, the city must continue to promote itself as a unique destination. The city needs to plan for and invest in further land for industrial and business park development.

In order to promote and foster quality community and economic growth, the City has developed an Economic Development Incentive Policy which grants certain financial incentives to new and existing businesses. Included in the Policy are seven (7) specific incentive packages, they are as follows:

Neighborhood Revitalization Property Tax Rebate Plan (NRP) – The Neighborhood Revitalization Plan Property Tax Rebate Programs help promote revitalization of the inner urban area of the city, Lake of the Forest, and northwest area of the city. The programs also promote vitalization of the K-7 commercial corridor, a large area extending north to I-70 from the inner urban area, and the area adjacent to the Kansas Speedway. Set to expire on December 31, 2025

Tax Increment Financing (TIF) – Tax increment financing (TIF) is a real estate redevelopment tool applicable to industrial, commercial, and residential projects. TIF uses the anticipated increases in real estate tax revenues to reimburse the developer for qualified costs or retire bonds sold to finance qualified redevelopment costs. Qualified costs may include: public improvements, site preparation, parking facilities, landscaping and decorative amenities, and land acquisition costs. Buildings or other structures owned or leased by a developer do not qualify.

Industrial Revenue Bonds (IRB) – This is a cost-efficient method that finances up to 100% of the purchase of land and costs to construct and equip new facilities or the costs to acquire, remodel, and expand existing facilities. Industrial Revenue Bonds (IRB) are securities issued by cities, counties, and the Kansas Development Finance Authority. There are tax-exempt and taxable bonds based upon what is financed. Other IRB benefits include eligibility for a property tax exemption for up to 10 years and a sales tax exemption for labor and materials purchased for new facilities.

Transportation Development District (TDD) –

A transportation development district (TDD) may be created to finance certain transportation related projects or infrastructure in connection with a development. Eligible projects may include bridges, streets, interchanges, intersections, signage, traffic signals, parking lots, parking garages, bus stops and stations, airports, docks, lake or river ports, railroad, light rail, mass transit facilities, and land acquisition

Community Improvement District (CID) –

Community Improvement District (CID) financing allows cities / counties to levy special assessments or a sales tax of up to 2% within a CID and to use proceeds of the assessments and/or sales tax to either finance projects within the CID or to pay debt service on Special Obligation (SO) or General Obligation (GO) bonds issued to finance projects within the CID.

Special Benefit District – This type of financing may be used for public streets, sanitary sewers, water mains, storm water, and other public improvements when those improvements confer a special benefit upon property within a defined area. Established special benefit districts levy and collect special assessments upon property in that district and provide for the payment of all or part of the improvement costs from proceeds of such special assessments.

Rural Housing Incentive District (RHID) -

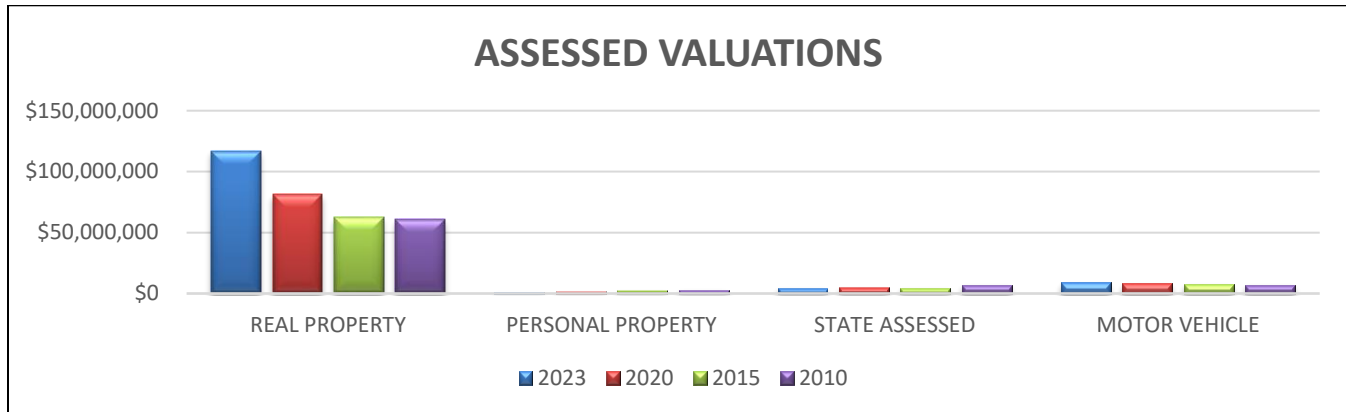
provide reimbursements to developers in building housing in rural communities by financing housing development infrastructure or renovations of buildings or structures built over 25 years ago for residential use in a central business district. There must be an established RHID defined by an adopted City or County resolution. RHID captures the incremental increase in property taxes created by the development project for up to 25 years. RHID is available for any city with a population under 60,000, counties under 80,000, or the City of Topeka.

Small Business Attraction & Incentive Program – For a qualifying business, the city will provide grant funds based upon a certain percentage of their retail sales on goods and/or services of which the Kansas retailer's sales tax is actually paid to the Kansas Department of Revenue. The city will also waive and reimburse certain fees. If a new or existing retail business moves into a vacant tenant space, the business owner may qualify for this incentive program based upon the eligibility requirements and program policies.

Assessed Valuation

The city is located primarily in Wyandotte County, Kansas. However, a small portion of the city (approximately 5 percent of assessed valuation) is located in adjacent Leavenworth and Johnson Counties. The following table gives the total assessed valuation of the city for the years indicated.

YEAR	REAL PROPERTY	PERSONAL PROPERTY	STATE ASSESSED	MOTOR VEHICLE	TOTAL ASSESSED VALUATION
2023	\$117,062,603	\$1,262,419	\$4,586,527	\$8,969,397	\$131,880,946
2020	\$80,899,028	\$1,646,874	\$4,869,437	\$8,390,104	\$95,805,443
2015	\$62,615,821	\$2,234,081	\$4,633,982	\$7,843,876	\$77,327,760
2010	\$60,609,018	\$3,114,864	\$6,900,839	\$6,900,839	\$74,963,447

**Estimated Actual Valuation**

Based on assessment percentages provided by Kansas Statutes and estimated appraised valuations provided by the Wyandotte, Leavenworth, and Johnson County Clerks' Offices, the following table provides an estimated actual value for all taxable property within the City in the years indicated.

YEAR	RESIDENTIAL REAL ESTATE EQUALIZATION RATIO	ESTIMATED ACTUAL VALUE
2023	10.70%	\$904,969,480
2020	10.51%	\$636,777,057
2015	11.2%	\$515,183,894
2010	11.59%	\$485,689,438

Largest Taxpayers

The following table lists the largest taxpayers in the City, and their most recent assessed valuations.

Table 2.1—Assessed Valuations

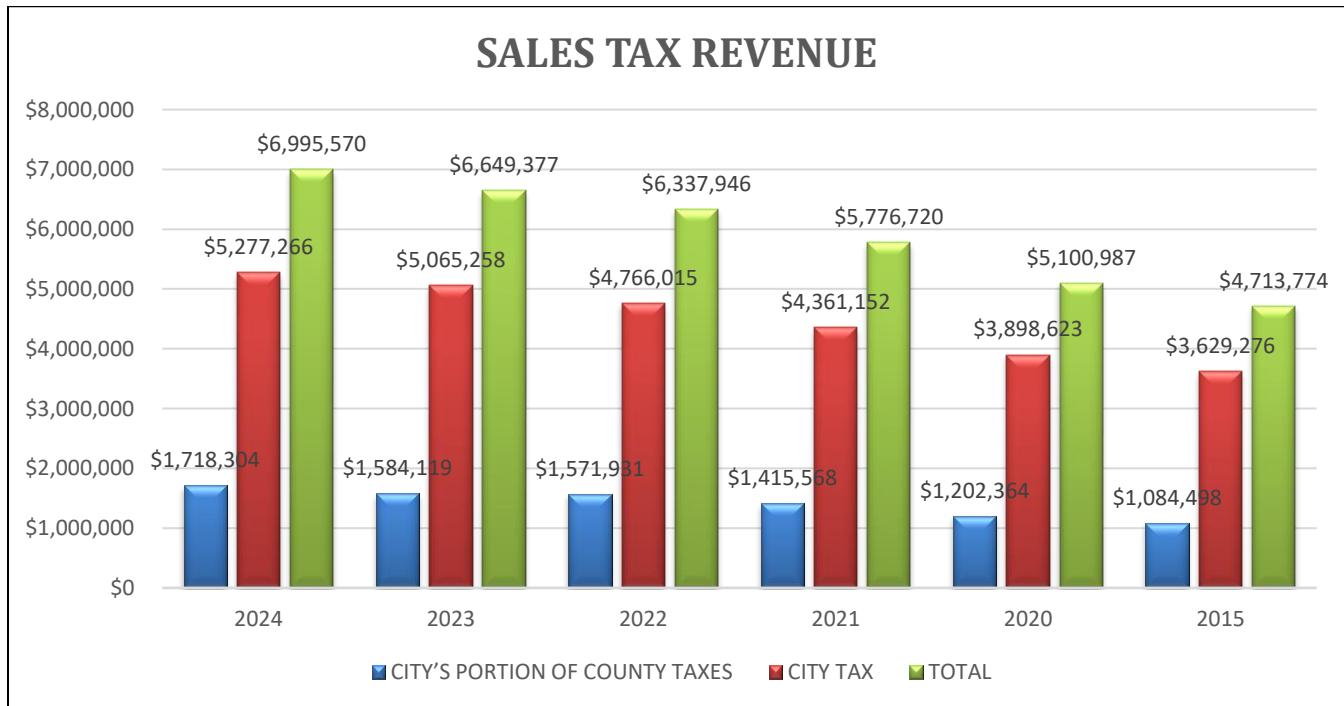
Taxpayer	Assessed
OLD DOMINION FREIGHT LINE	\$6,322,066
WAL MART REAL ESTATE BUSINESS TRUST	\$2,354,566
EVERGY KANSAS CENTRAL, INC	\$1,677,170
ATMOS ENERGY CORP	\$1,273,380
NEW VENTURE I, LLC	\$1,074,452
WALLTIES & FORMS, INC.	\$1,072,112
TRIANGLE SELF STORAGE LLC	\$1,065,306
PIPE PORTFOLIO OWNER LP	\$1,028,425
OLDCASTLE APG MIDWEST, INC.	\$1,002,156
INDIVIDUAL	\$932,905

Sales Tax

The City levies a 1.75% local option sales tax on all applicable goods and services purchased or provided within City limits. The City tax includes a .50% of the City tax was implemented in 1981, another .50% City tax was implemented in 1985, and .25% was implemented in 2017. In October 2003, an additional .25% was added by the City to fund emergency service improvements. This was a 10-year tax which was extended in 2023 for an additional 10 years. In November 2004, an additional .25% was added by the City to fund capital improvements. This is a 10-year tax which was extended in 2014 and again in 2024. Wyandotte County and Leavenworth County currently levy a 1% local option sales tax on all applicable goods and services purchased or provided within the county. These taxes are in addition to the State's 6.5% sales tax. The total sales tax in the Wyandotte County and Leavenworth County portions of the City is 9.25% of cost.

Johnson County currently levies a 1.475% local option sales tax making the total sales tax in the Johnson County portion of the City 9.725%. The State of Kansas is responsible for collection and distribution of all sales taxes. Countywide local option sales taxes are distributed monthly to the County and the cities within the County on a basis of population and relative tax levy. Citywide local option sales taxes are disbursed monthly in full directly to the City. Statewide sales taxes are retained by the State and not distributed to local municipalities. The following table shows the amount of county and city local option sales taxes distributed to the City since 2015.

YEAR	CITY'S PORTION OF COUNTY TAXES	CITY TAX	TOTAL
2024	\$1,718,304	\$5,277,266	\$6,995,570
2023	\$1,584,119	\$5,065,258	\$6,649,377
2022	\$1,571,931	\$4,766,015	\$6,337,946
2021	\$1,415,568	\$4,361,152	\$5,776,720
2020	\$1,202,364	\$3,898,623	\$5,100,987
2015	\$1,084,498	\$3,629,276	\$4,713,774
2010	\$847,747	\$2,919,000	\$3,766,747



Tax Levies

The City may levy taxes in accordance with the requirements of its adopted budget. The County Clerk determines property tax levies based upon the assessed valuations provided by the Appraiser and spreads the levies on the tax rolls. The following data lists the total mill levy of the City for the last five years. One mill equals \$1 of taxes per \$1,000 of assessed valuation.

FUND	2024 levy for 2025 Budget	2023 levy for 2024 Budget	2022 levy for 2023 Budget	2021 levy for 2022 Budget	2020 levy for 2021 Budget
GENERAL	29.014	29.658	30.120	29.398	24.530
LIBRARY	3.702	3.527	3.942	4.477	4.477
BOND & INTEREST	6.118	6.686	7.814	9.017	9.321
TOTAL	38.834	39.871	41.876	42.892	38.328

In 2023 the value of one Mill is currently equal to \$117,062.00

The total Mill Levy rate for Wyandotte County (2024) sits at 150.130

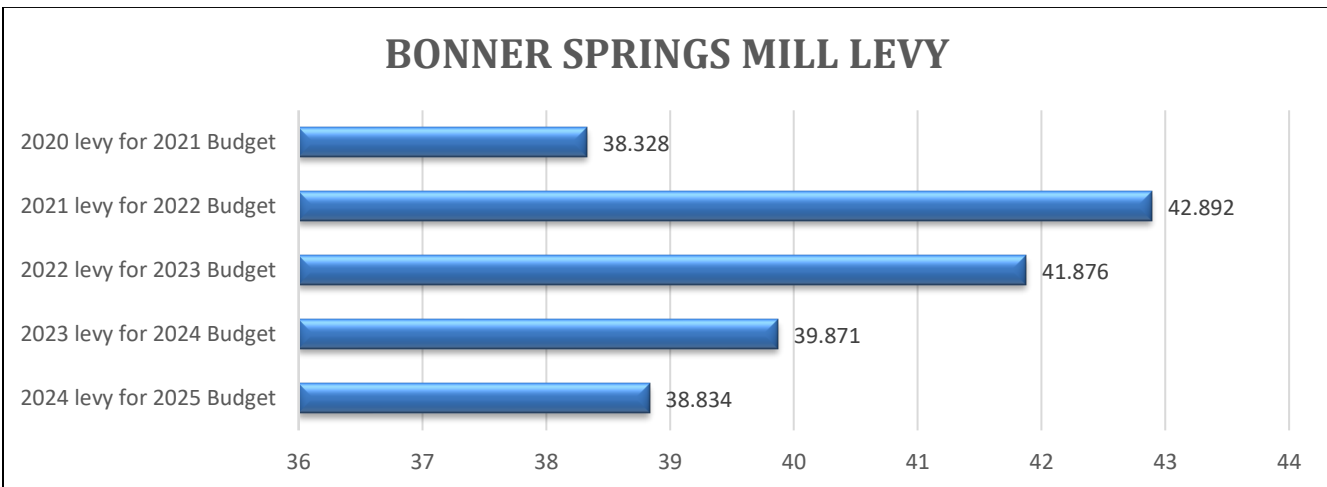
The total Mill Levy rate for the City of Bonner Springs sits at 41.876 (as indicated above)

**Impact of Total Mills on an Individual Home
(2024 Mill Levy Rate)**

Formula:

First Step:	<u>\$250,000</u> (value of the home)	x	<u>0.115</u> (Residential %)	=	<u>\$28,750</u> (assessed value)
Second Step:	<u>\$28,750</u> (assessed value)	x	<u>150.5610</u> (total mill rate)	/ 1000 =	<u>\$4,328.63</u> (total property taxes due)

BONNER SPRINGS MILL LEVY



Existing Land Use

The way in which land use is distributed throughout a city requires thoughtful decision-making and is not simply a random process. Several factors influence how a piece of property is zoned and used. Economic variables such as market demands, the cost of property, and the cost of construction, as well as, environment factors like soil conditions, topography, and locations of floodplains all influence land use patterns. Although these factors are out of the control of the City there are other influencing factors that the City can control. This includes traffic patterns, the capacity and location of public utilities, the delivery of municipal services and the City's physical appearance. However, these factors are not constant and just as they influence land use, each change in land use impacts them.

Bonner Springs currently has sixteen zoning districts, of which ~~seven~~ five are strictly residential land uses; ~~two of those are for mobile home or manufactured home parks/subdivisions, three~~ four are ~~business~~ commercial land uses; ~~one is~~ two are mixed-use, one allowing for a variety of residential (single-family, duplex and apartment) uses to be grouped together in a single development; ~~while the other allows for commercial and residential~~ and uses simultaneously. The remaining two are industrial uses. The "PD - Planned Development District" provides for innovative development standards that achieve three main goals, flexibility, framework and intensity.

Following are the current zoning districts:

Residential

LA Loring Agricultural District
LR Loring Residential District
RR Rural Residential District
ER Estate Residential District
GR General Residential District

Commercial Districts

CC Central Commercial District
LC Local Commercial District
GC General Commercial District
HC Highway Commercial District

Special Overlay Districts

MR Mixed-Residential District
MC Mixed-Use Commercial District
PD Planned Development District
RV Recreational Vehicle Parks
ENT Entertainment and Amusement District

Industrial

LI Light Industrial District
HI Heavy Industrial District

The majority of land within the City is zoned either AGLA (Loring Agricultural District-Loring Service District) or A-1RR- (Agricultural Rural Residential District Bonner Springs city limits). Additionally, there are several large pockets of dense residential located near downtown and north of the city proper. The bulk of the commercial areas are located at major intersections along Kansas Highway 7 or within downtown.

Excluding the rock quarry east of K-7, ~~four~~ multiple large industrial areas exist throughout the City. However, it is important to remember that zoning classification and land use do not always coincide.

In recent years Bonner Springs has experienced significant industrial growth causing an increase in the number of acres used for this land use category. Although there are some vacant and agricultural properties inside the City, much of the growth has, and is occurring, in agriculturally zoned areas throughout the City. Considering growth trends, it is likely this development will persist and additional land will continue to be developed in this manner.

Policy Implications

The City is experiencing growth and several requests for land use changes. These changes will require careful consideration to ensure the proposed land use patterns are most appropriate for the City and the particular area. Bonner Springs ~~should~~must evaluate its anticipated annexation area and the anticipated land use of those areas. ~~To improve clarity and be in-line with current development standards, updates to the zoning code will be necessary.~~

Within the zoning districts are uses listed as permitted and permitted via Special Use Permit, these uses should be reviewed, updated, revised or deleted on an annual basis.

Transportation

The transportation system is a vital component of the community. It affects almost every aspect of activity within the community either directly or indirectly. The transportation system is highly visible and deficiencies and improvements are readily noticed. The City currently maintains 144 lane miles or 72 miles of streets, but this number is expected to steadily increase due to development.

Community planning and transportation systems are greatly interrelated and interdependent. An adequate transportation network is a key component of new growth. For this reason, development almost always entails the construction of new transportation networks or the upgrading of existing ones. The costs associated with constructing and maintaining roads continues to rise. In 202~~24~~ dollars, it costs ~~nearly~~approximately \$800 per linear foot for new collector level streets and \$1000-\$1200 per linear foot for retrofitting. Considering these figures, it is important for the City to plan well. It is cheaper and more efficient to construct and maintain a community that is compact and well connected because it reduces the miles of streets that must be built, repaired, and maintained. Additionally, a compact and well-connected city can reduce the response times of emergency vehicles.

The City maintains a major street plan (**Ref. Bonner Springs Future Transportation Map pg 23**).

To assist in the planning, design and maintenance of a street network, streets are broken down using a functional classification system. This system identifies different types of roads based on their design and intended function. While no classification system can fit all situations, they do serve as an effective guide in helping the community adopt standards appropriate to its needs.

The City has adopted the Complete Streets Policy as instituted by the Mid-America Regional Council (MARC). These design regulations are intended to provide for an integrated transportation network with infrastructure and design that allows for safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, public transit riders and motorists; along with individuals of all ages and abilities, including children, families, older adults and individuals with disabilities.

Public transportation has been a long-standing tradition in Bonner Springs, the city operates the small but mighty Tiblow Transit bus service, providing transportation for residents locally within the city limits, it is being expanded in 2025 to once again include trips into Kansas City, Kansas. Being able to provide transportation out of Bonner Springs proper, to employment opportunities in Wyandotte, Johnson and Leavenworth counties is of vital importance, this will take support and involvement from the existing regional transit services such as the KCATA, -The Jo and RideKC.

The City should furthermore define areas that would be beneficial for the surrounding residents and consider installing bus stop locations. The classification table below should be utilized when determining viable locations.

A typical classification system identifies four basic types of streets: Expressway/ Major Arterial, Minor arterial, collector, and local. Expressways are most often regional facilities, such as I-70 and K-7, constructed and maintained by the State. For the purpose of this plan, expressways will not be included in the functional classification of streets for the City. The following table provides additional information on the functional classification of streets in Bonner Springs.

	Minor Arterial	Collector	Local
Purpose	Move large volumes of traffic efficiently	Move moderate amounts of traffic	Provide direct access to properties
# of Lanes/ Lane Width	3-4 (12')	2 to 4 (12'-11')	2 (10.5'-12')
Minimum ROW Width	80'	60'-80'	50'
Pavement Width	36'-48'	24' to 48'	28'
Sidewalks	Minimum 5' wide sidewalks on both sides	5' wide both Sides	5' wide one side
Parking	Prohibited	Permitted	Permitted
Average Daily	More than 12,000	1,500 – 12,000	Less than 1,500
Speed (MPH)	40 MPH	30 – 35 MPH	25 MPH

Based on the table above and current conditions, existing streets within Bonner Springs can be placed into an appropriate classification that takes function, land use and traffic volumes into account. Currently Bonner Springs has several major arterial streets located within the city limits; Kansas Highway 7, Kansas Highway 32, U.S. Highway 24/40 and Interstate 70. Minor arterials include portions of Kansas Avenue, portions of 142nd Street and 130th Street. Current or future collector street classifications can be found on streets such as Morse Avenue, Nettleton Avenue, 134th Street, Scheidt Lane and others. The majority of other streets throughout Bonner Springs are classified as local.

The utilization of people-powered bicycles, electric scooters and E-bikes as a viable transportation modes have been steadily increasing over the last several years. To accommodate the growing trend, governments at all levels are implementing bicycle programs. The Federal Government has provided funding and guidelines for bike facilities with programs. Cities are becoming more conscious of incorporating trails, multi-use paths and sidewalks into their transportation network as well.

Policy Implications *As development and potential annexation continue; the way existing and new roads interface, as well as, design specifications should be examined. Additionally, the city should begin to plan for the incorporation of bicycle transportation systems, installation of multi-use paths along Minor Arterial streets as well as public transportation amenities in new developments and in older neighborhoods.*

INTRODUCTION – SOILS AND TOPOGRAPHY

This section summarizes natural conditions and man-made improvements that impact Bonner Springs's long-term future. Environmental characteristics and infrastructure in Bonner Springs are the focus of the summary, as they play a significant role in the location and cost of serving development—both existing land uses and “urban systems” ~~and~~ along with future development. Significant barriers to development in some portions of the city include floodplains and high-water tables, shrink swell soils, soils unsuited for on-site septic systems, and severe slopes.

Soils

Bonner Springs is located in the general soil area of Kansas labeled “deep Loess Drift”. The Soil Survey of the region published by the US Department of Agriculture lists 34 soil series in the three counties. Bonner Springs is further defined into eight (8) general soil associations, with the most widespread being the Sharpsburg-Macksburg association, the Knox-Sibley association, and the Armster-Lagonda-Sharpsburg association. A majority of the soil types in Bonner Springs are unsuited for on-site septic systems due to flooding, soil wetness and slow percolation. Also, local roads may require careful treatment due to the poor quality of the soils.

Mineral Resources

The geologic formations in Bonner Springs are the Lansing Group and the Kansas City Group. These two groups are generally described as having the potential for production of quarried limestone materials such as riprap, road surface material, and products for the manufacture of cement. In addition, the Kansas City Group contains irregular or thin beds of high sulfur content coal. Neither fossil nor non-fossil mineral resources are actively being extracted in Bonner Springs.

Bedrock

The presence of bedrock near the surface can significantly increase development costs and may make new development prohibitive due to excavation costs. The shallow bedrock in Bonner Springs that may interfere with excavation is mostly soft and rippable with the aid of commonly used construction equipment such as a backhoe.

Ecological Profile / Physical Limitations

The physical characteristics of a community can reveal a lot about its growth patterns, health and vitality. Additionally, understanding the existing physical condition and limitations of the community will offer a better understanding of what issues need to be addressed. Identifying both positive and negative aspects of the community's physical environment will provide valuable insight in developing specific strategies on improving the overall physical image and condition of the community and understanding growth limitations.

Steep Slopes

Slopes greater than 15 percent are generally considered a severe limitation for residential development; and greater than 20 percent, barriers to surface infrastructure extensions, such as roads. In the eastern portions of the city, steep slopes occur along the edges of the floodplains and north of the Kansas River in the quarry and campground regions; and west of the city in portions of the Wolf Creek sub basins. (Ref Bonner Springs Development Challenges map page 26).

Overall, the land within the City limits has a rolling hill topography with significant topographical features moving farther south towards the Kansas River. Bonner Springs is located in nine (9) different watershed drainage areas; thus, providing sanitary sewer service is a vital concern. A considerable amount of land within the community and the future growth area is located in the Wolf Creek basin while the wastewater treatment plant is located nearest the majority of the basins at the southern end of the watershed. This requires a large portion of the City's sewer and potential future portions to be pumped to the wastewater treatment facility.

COMMUNITY FACILITIES

To be truly comprehensive, this Plan must explore the relationship between growth and the services and facilities which must support this growth. If the necessary support facilities are not made available, growth will cease. In particular, the City must monitor its public works and utility services, public safety, and its public building and recreational facilities to properly accommodate new and current citizens and businesses as the community grows.

The City's Capital Improvement Program is adopted annually with each budget. The city is continually budgeting maintenance and reinvestments to bring older systems in line with current needs. For example, there are still many gaps in the city's sidewalk network that need to be repaired and/or constructed. It is difficult for children to walk to school given the limited sidewalk network in the older core area of the community. New infrastructure systems are needed to assist and promote new development. The City is planning for proactive management of growth compared to past decades. There is a general recognition that regional growth is more and more present, and there is a need for strategic planning when providing infrastructure for growth. Again, with the example of sidewalks, the City has been continually replacing dilapidated sidewalk sections and building where there was none, on a priority basis, such as on routes to public schools.

City Offices

City Hall is located in the newly renovated "1918" building at 200 E. 3rd Street, one block off abutting our vibrant downtown. The building is occupied by the City Clerk, Utility Billing/Finance Department, Municipal Court, City Administration, Planning & Zoning Community Development, Tiblow Transit dispatch, Parks and Recreation Department and the City Council/Municipal Court Chambers. City Hall is adjacent and attached to our Community Center, which houses our Senior Resource Center, several rooms for meetings and a community gymnasium.

Parks and Recreation

The City of Bonner Springs is home to 8 community parks and 2 community buildings. The Community Center is located near the heart of downtown and within walking distance of 3 pocket parks. The Center has 4 rentable rooms for events including a gymnasium, and a separate area for senior activities. The building is programmed with a mixture of activities for persons of all ages

Centennial Park is a small pocket park in the downtown area, is currently used for several different festivals and the farmer's market. It is a landmark for the town as it sports a large yellow caboose, water garden, and large pavilion for the market.

Kelly Murphy Park is another small pocket park that hosts the band stand drawing thousands of people to enjoy in the City Band's music each year. It is a memorial park built in memory of police officer, Kelly Murphy.

Kerry Roberts Memorial Park is a 10-acre memorial park in memory of 11-year-old Kerry Roberts who was fatally injured during a baseball game. The family donated the park to the City to be maintained as a nature park that contains an unpaved trail loop, shelter, and swing set.

Lions Park is a 17.5-acre park located in the heart of the city. It contains 3 fully lit baseball fields with concrete dugouts, 3 playgrounds with varying equipment, a concession stand with restroom, two shelters, a trail system that connects to South Park, and a fenced dog park.

North Park is located in a quiet residential area outside of the downtown area and is home to many diverse recreational opportunities. It contains an 18-hole disc golf course, the largest outdoor water park in the county, fishing dock and lake, memorial site, 2 soccer fields, 2 sand volleyball courts, a shelter and playground and soon, additional public restrooms.

South Park is a neighborhood park that is near the elementary school. It has a skate park, a rentable community building, 12 horseshoe pits, a shelter, and trail connection to Lions Park.

Center Park is a small pocket park located near the downtown area that hosts a fitness court, with the potential for future amenities.

Bonner Springs also plays host to the 250-acre Wyandotte County park along with a public golf course - Sunflower Hills.

As the community's population continues to grow, the existing number of parks and recreational opportunities will not meet the needs of the citizens. As new residential development occurs, the City must work with developers to provide recreational opportunities in the boundaries of these new developments.

Library

~~The Bonner Springs City Library, located at 201 N. Nettleton Avenue, offers a variety of books and programs for children, teens, and adults. Additionally, the library provides audiovisual materials, e-resources, inter-library loans, computers for public use, WIFI, private study rooms, a community room, fax and copy machine services, voter registration, tax forms.~~

~~The Library receives more than 6,000 visitors a month and has over 8,500 active cardholders, who check out, download, or stream over 100,000 items a year. There are over 60,000 physical items in the collection. The Bonner Springs City Library, located at 201 N. Nettleton Avenue, offers a variety of books and programs for children, teens, and adults. Additionally, the library provides DVDs, inter-library loans, public internet access, computers for public use, WIFI, private study rooms, a community room, fax and copy machine services, voter registration, tax forms.~~

~~Prior to the onset of COVID-19 and restrictions put in place at that time, the library received an average of 9,000 visitors a month. Since 2019 the number of visitors has declined, over the current year the library has received on average 4,500 visits per month and offers 60,650 items in the collection.~~

Education

Unified School District 204, Bonner Springs-Edwardsville, serves students and families in a 38 square mile area of Wyandotte County. PreK-12 students attend one of six district attendance centers. The McDaniel Preschool Center located in Bonner Springs, serves the PreK students, while three elementary facilities serve K-5 and are located throughout the district. Students in grades 6, 7, and 8 attend Clark Middle School located in Bonner Springs. Bonner Springs High School, is a 5A school, serving students in grades 9 through 12. In addition, the district offers a Head Start program that promotes the school readiness of infants, toddlers, and preschool-aged children from families with low income. A virtual school option for USD 204 is also offered through Greenbush Virtual Academy.

During the 2022-2023 school year, the total enrollment for all schools was approximately 2,465 pupils. The district also employs 225 professional staff members and 191 support staff.

Electric System

Evergy provides Bonner Springs and surrounding areas with electrical services. The company is adequately prepared to handle increasing demands for the next twenty years as there are currently several substations located near Bonner Springs, which possess expansion capabilities. To ensure Evergy may accommodate growing needs and changing circumstances, the City must engage the provider during the planning stages of development, major road improvements, and right-of-way exchanges.

Gas System

Bonner Springs natural gas is supplied by Atmos Energy. As development occurs, the company has installed the necessary infrastructure and will continue to provide infrastructure on an as needed basis. To ensure Atmos may accommodate growing needs and changing circumstances, the City must engage the provider during the planning stages of development, major road improvements, and right-of-way changes.

Water System

The Bonner Springs Water Division has been in operation for over 100 years. Our water treatment plant produces an average of 1.15 million gallons per day. The source water is pumped from five wells, located on the north bank of the Kansas River and is filtered to remove iron and manganese and disinfected prior to distribution.

The distribution system consists of over 50 miles of water mains, 3,100 meters, 450 fire hydrants, a pump station, and 2 one-million-gallon storage tanks. Peak water demands in the summer can reach 2 million gallons per day. Main upgrades will be necessary to meet the needs of new development and the city has established long term plans which address this issue.

In 2021 the city began the process of updating our water treatment facility, the new facility was completed and began operation in the Fall of 2024. This facility provides clean “soft” water to the citizens of Bonner Springs. After nearly 18 months of construction, the City’s new water treatment plant will begin serving the residents of Bonner

Springs early this fall. At a cost of \$29 million, this important infrastructure project was funded via the Kansas State Revolving Loan Fund. The new plant increases Bonner Springs' water treatment capacity, allowing our community to independently treat and supply our residents with clean drinking water year-round. We will no longer need to purchase water from Kansas City, Kansas BPU during the summer months when our water usage is at its highest. This added capacity also positions our community for future growth and development. Using a new nanofiltration process, residents and rate payers should expect much softer water than they are accustomed to and may opt to discontinue use of water softeners and hard water systems. See below for additional information regarding the transition to the new water treatment plant.

The City will need to address the rural water district issues in Leavenworth County as annexation and development occur in the Wolf Creek basin west of the county line.

Stormwater System

Overall, the City's stormwater system is functioning properly and efficiently with no significant inadequacies in the system. Some areas of town do not possess curb and gutter conveyance systems and still rely on ditch lined roads with culverts being placed at driveway intersections. Although some citizens would like the older portions of town to be retrofitted with curb and gutter, the open ditch drainage system currently in place works properly and improves water quality by providing for natural filtration of the stormwater. All new subdivisions are being constructed with curbs, gutters and underground conveyance systems.

In January 2008, the city adopted new Storm Water Management Program and Utility (**Ref. Appendix C**). In January 2019, a comprehensive storm water master plan was completed for several of the drainage basins throughout the city. Currently only limited areas have been studied (i.e., Spring Creek basin and the "Clark" area). KC American Public Works Association standards have been adopted for storm water run-off to limit post development runoff to predevelopment conditions. The MARC BMP Manual was also adopted to improve water quality throughout the City and require stormwater treatment for all new developments.

The City is studying options for regional storm water detention to augment individual site by site facilities—a stormwater utility fund was established may be an option to consider as a way to fund regional improvements. The City is considering standards for stream protection (i.e., setbacks and stream buffers); and, how stream buffer areas will be maintained and who will maintain them.

Wastewater System

The wastewater system is a critical issue for Bonner Springs, Kansas. The wastewater facility completed an expansion project in 1994, the City's collection system consists of over 36 miles of gravity mains of various sizes, 7 miles of force mains of various sizes, as well as 10 lift stations of various sizes to convey all raw sewage to the facility.

- The wastewater treatment plant has a capacity to treat 1.4 million gpd, and averages about 700,000 gpd. Wet weather peak flows exceed treatment capacity, in which case back up and holding mechanisms are employed.
- Along with the planned Wolf Creek sanitary sewer interceptor the City needs to plan for other major infrastructure needs including water, roads, parks, etc.
- There is only limited capacity remaining in the Spring Creek sewer basin and therefore new developments proposing to pump sanitary sewer from other basins into the Spring Creek basin could consume the remaining capacity to serve future development in the basin.
- The city contains nine (9) distinct watersheds, as new development occurs developers must account for extending services within the watersheds in order for development to occur. The City offers certain incentive packages that can aid in this process.

Law Enforcement

The Police department consists of 26 full time staff members, including 23 sworn officers and three civilian positions. In 2020, the Police Department moved into a state-of-the-art Police facility. While population continues to progress incrementally, development and service demands within the community will need to be considered relative to the current sworn work force. The department needs to continue to assess personnel needs, distribution of resources, needs for touchdown locations within the community to better serve developing areas, and acquisition of advancing law enforcement technologies to remain efficient and effective.

Fire Protection and Emergency Medical Services (EMS)

The City of Bonner Springs Fire Department is a full-service, all-hazards emergency response agency tasked with minimizing our community's loss of life and property. Through our own emergency response capabilities and established automatic aid agreements with regional partners, we provide comprehensive fire protection, technical rescue, wildland firefighting, hazardous materials response, and disaster response services. Additionally, we deliver Paramedic-level Advanced Life Support (ALS) ambulance services to the community.

Beyond emergency response, our department has established a community risk reduction program utilizing fire and life safety inspections, fire investigations, and public education initiatives. On January 15, 2022, the department transitioned to a full-time fire department. Before this, a long legacy of volunteers staffed the fire department since 1903.

Staffing and Operations

Our daily staffing model ensures initial response capabilities to emergencies, while automatic aid partners are simultaneously dispatched to supplement our resources when needed. Each day, six personnel are assigned to staff one fire engine and one ambulance. Operational personnel are cross-trained in fire suppression and emergency medical services to maximize efficiency and adaptability. A part-time employee supplements fire department staffing.

The department is led by a fire chief and a deputy fire chief who also serves as the EMS service director. A part-time fire inspector is in place and conducts fire inspections throughout the community.

Environmental Management

GOAL:

Plan for, utilize and preserve natural resources.

OBJECTIVE: (Environmental Management)

Protect the City's existing environmental assets and ensure future development in harmony with natural features, the Kansas River, the Wolf Creek basin, and other streams and tributaries.

ACTION STEPS: (Environmental Management)

- A. Continue local environmental planning—and subsequent standard updates—with regional cooperation on storm water management, including education of the public about erosion from water coming from outside the City corporate limits.
- B. Continue to revise and update City standards with new and valuable regulations so that development is designed and continues with “green practices”, and environmental degradation is minimized during construction.
- C. ~~Implement~~Continue regulations to protect natural systems as a conveyance for stormwater, and to reduce erosion, sedimentation, and flooding. **(Ref. Appendix C)**
- ~~D. Preserve floodplains as greenway biodiversity conservation corridors for permanent open space, parks, and recreation.~~
- ~~E. Implement buffers in new development to mitigate adverse environmental impacts on the Kansas River, the Wolf Creek basin and related streams, and associated natural resource areas based on the size of the drainage basin.~~
- F. Implement measures such as Conservation Districts to protect natural resources such as: stream corridors, floodplains, woodlands, steep slopes and other environmentally sensitive features.

D and E have been addressed in the Unified Development Ordinance – Section 4.10 Stormwater and Floodplain Controls – 4.10.E –

~~F.~~ *E. Environmentally Sensitive Area (ESA) and Flood Hazard Buffers*

3. ESA or Flood Hazard Buffer Required

a. A buffer no less than one hundred (100) feet in width shall be established from the outermost limitations of the following features:

- (1) Regulatory Floodways within areas having a one percent annual chance of Flooding as identified on the latest Federal Emergency Management Agency (FEMA) FIRMs;*
- and*

(2) Environmentally sensitive areas identified by City.

b. ESA or flood hazard buffers shall be identified on all applicable plan sets and Plat applications within an Easement.

Land Use and Development

GOAL:

Provide the opportunity for future urban growth as urban infill and in the planned growth areas of Bonner Springs.

OBJECTIVE: (Land Use and Development)

Manage growth in an orderly manner that creates compact and contiguous development patterns and not leapfrog beyond areas that can be reasonably served by utilities and services.

ACTION STEPS: (Land Use and Development)

- A. Partner with Leavenworth County to establish an Urban Service Area boundary and land use plan in the unincorporated area outside the city limits.
- B. Promote annexation of unincorporated “infill” areas contiguous to the city limits in response to growth.
- C. Continue promoting the Bonner Springs industrial/business park; designate new commercial and industrial park land areas on the Future Land Use map.
- D. Require developments to analyze their impact on public utilities and to make improvements to accommodate the development’s impact.

Annexation

Growth brings a number of benefits to a community; however, it also brings a number of impacts and costs. This makes annexation a vital part of planning for the future of the City because it provides a mechanism to incorporate those areas outside the city limits anticipated for future growth. It also ensures there is adequate land and space for future growth and development.

Annexation does come with a cost, which must be carefully analyzed. The City must evaluate its ability to provide an adequate level of services to the annexed area. Additionally, the City needs to promote a development pattern that represents the sustainable use of land, energy and other resources by encouraging orderly, contiguous growth and minimizing single-use or low-density, dispersed development. Annexation is an important topic for Bonner Springs as the City grows.

OBJECTIVE: (Development and Natural Resources)

Minimize the loss of natural resources due to urbanization.

ACTION STEPS: (Development and Natural Resources)

- A. Locate new developments in areas which are free of environmental hazards or problems relating to soil, slope, bedrock and water table.
- B. ~~Continue to~~ Limit development in the 100-year floodplain to recreational uses, green space and parks.
- C. Design and construct new development to retain the natural and visual character derived from topography, woodlands, streams, and riparian corridors.
- D. ~~Implement~~ Maintain current practices in new developments that increase storm water infiltration and adequately treat storm water runoff from a site before discharge.

Zoning and Physical Image

Zoning is the legal tool for regulating growth, land use and design and development specifications. Additionally, zoning regulations are a key to implementing the goals of the comprehensive plan and the City's physical image. The physical image of the community entails the perception people have of the physical assets of the City. Improving the physical image has a wide variety of benefits to the community including improved property values, enhanced economic development, increased tourism, and community pride.

GOAL: Maintain City regulations and policies which encourage a strong vibrant growing community.

OBJECTIVE:

Provide zoning regulations which are up-to-date and reflect the goals of the community

ACTION STEPS:

- A. Review the ~~Zoning Ordinance and Subdivision Regulations~~ Unified Development Ordinance annually.
- B. Review the permitted and permitted via special use – uses annually and make additions and adjustments when necessary.
- C. Consider zoning for the long term and beyond the City limits.
- D. Tie zoning to the Future Land Use Map and Comprehensive Plan.

OBJECTIVE:

~~Possess~~ Utilize the Architectural Design Guidelines for commercial and industrial developments to ensure that they have an attractive design.

ACTION STEPS:

- A. Require more traditional type developments that have personality and unique character.
- B. Blend new development to existing development when feasible.
- C. ~~Follow Architectural Design Standards for building design throughout the City.~~

OBJECTIVE:

Encourage a variety of residential developments and styles that incorporate sufficient open space and provide housing for all.

ACTION STEPS:

- A. Utilize different architecture to reduce “cookie cutter” homes and break up monotony and create diversity.
- B. Implement New Urbanist ideas for residential development. New Urbanism promotes the creation of diverse, walkable, compact places with an emphasis on quality of life. These types of development are often referred as traditional developments because they incorporate traditional design elements such as grid pattern streets, alleyway, recessed garages, front porches and amenities (parks, schools, stores) located within walking distance.
- C. Identify areas for multi-family development within the Future Land Use Map
- D. Use the Future Land Use Map and ~~Zoning Regulations~~ Unified Development Ordinance to better blend new development areas with existing developments.

Measures:

Because physical image entails people's perception, it is recommended that community surveys be utilized to determine citizens' attitudes towards the physical image of the City.

Zoning Districts

Bonner Springs currently has seventeen zoning districts, of which eight are strictly residential land uses, two of those are for mobile home or manufactured home parks/subdivisions, two for agricultural uses, which also allow for single family dwellings, three are retail-oriented land uses, one is mixed-use, allowing for residential and commercial simultaneously and two are industrial uses.

The Planned District shall be utilized in conjunction with one or more of the zoning districts, known as the "underlying district(s)". The requirements of the Planned District shall be in addition to the requirements of the underlying district, except that the Planned District may modify some of the regulations of the underlying district in specific situations.

The current zoning districts are as follows:

Residential

LA	Loring Agricultural District
LR	Loring Residential District
RR	Rural Residential District
ER	Estate Residential District
GR	General Residential District

Commercial Districts

CC	Central Commercial District
LC	Local Commercial District
GC	General Commercial District
HC	Highway Commercial District

Special Overlay Districts

MR	Mixed-Residential District
MC	Mixed-Use Commercial District
PD	Planned Development District
RV	Recreational Vehicle Parks
ENT	Entertainment and Amusement District

Industrial

LI	Light Industrial District
HI	Heavy Industrial District

Public Works Specifications

Low maintenance and longevity of developments are also vital to the community's livability. Public works specifications will ensure streets, sewer systems, and water systems are built to a uniform standard. In order to facilitate this process, it is recommended that the City review and update specifications as needed or annually.

Corridor Studies

The Kansas Department of Transportation has created a K-7 Corridor Plan. This plan and study will have an impact on Bonner Springs. The City will need to be actively engaged in the implementation of the K-7 Corridor Plan as it will impact many aspects of the highway such as traffic flow, access management, and physical image. Additionally, the K-32 Highway Corridor study, the Tri-City Multi-modal Redevelopment Plan outlines the long-term transportation and redevelopment vision for the 8-mile corridor, spanning from N. 57th Street on the east to westernmost limits of Bonner Springs. Both of these plans should and will play a role in the decision-making process for development along both roadways.

- <https://www.ksdot.gov/Assets/wwwksdotorg/bureaus/burtransplan/pdf/K7/K-7CorridorMgmtPlan.pdf>
- <https://www.bonnerrsprings.org/DocumentCenter/View/2363/K-32-Tri-City-Multimodal-Redevelopment-Plan-Draft-83116?bidId=>

Citizen Survey

In early 2022 a survey was utilized to collect data on where residents within the city and surrounding growth area would like certain types of land uses placed. Following the inserted current Zoning Map are 2 additional maps indicating the preferred locations of Commercial and Industrial uses as gathered from the survey results. These survey results are also provided in Appendix B.

Infrastructure

A City's infrastructure helps define the community and is important to the planning process. The street network provides for the community's internal movement and connects it to places beyond its boundaries. The location and pattern of roads, sewer lines, water lines and electric lines will influence the pattern of growth within the community. Additionally, infrastructure such as parks, pedestrian amenities, and recreational areas help establish the quality of life in the community. The goals established in this Plan directly affect future infrastructure improvements because it helps create a priority list. By having the community's goals for growth and development outlined, local officials can ensure they are allocating money for infrastructure improvements that the community believes are important.

GOAL: INFRASTRUCTURE

Provide enhanced infrastructure systems throughout the city.

OBJECTIVE: (Infrastructure—Municipal Utilities)

Encourage city/county coordination and cooperation regarding municipal infrastructure extension into growth areas and future development areas to maximize resources, supply, facilities and distribution of utility services.

ACTION STEPS:

- A. Initiate wastewater improvements into Bonner Springs growth areas, not only those listed upon the Future Land Use Map, but areas east of Kansas Highway 7 that lack the necessary infrastructure for future development.
- B. Encourage watershed protection and regional storm water management in rural portions of the designated "Urban Service Areas."

OBJECTIVE: (Infrastructure—Finance)

Provide funding for adequate capital facilities throughout the city, for both new construction and to address deferred maintenance.

ACTION STEPS:

- A. Implement a dedicated funding mechanism for infrastructure improvements (i.e., a new Transportation Impact Fee) as has been adopted for a citywide stormwater management program and utility fee.
- B. Develop development / growth financing systems based on a consistently applied formula.
- C. Consider regional storm water detention options when available; rather than individual site by site facilities—the stormwater utility fund should be considered as an option to fund these regional improvements.

Streets/Transportation

Transportation is a vital component of the community and affects almost every aspect of activity within the community. Community planning and transportation are greatly interrelated and interdependent. Development is often contingent upon an adequate transportation system, which generally requires construction of new roadways or repair of existing ones. To ensure the transportation network is developed in a manner that will adequately handle the City's traffic and be conducive to efficient maintenance, it is important for the community to develop transportation goals and a Major Streets Plan.

OBJECTIVE: (Infrastructure—Major Streets)

Provide a major street system which allows safe and efficient travel citywide.

ACTION STEPS:

- A. Balance investment between both existing and new areas of the community.
- B. Require new development to provide road right-of-way for the ultimate development of the area.
- C. Manage direct access onto major thoroughfares by implementing an access management plan, limiting the number of curb cuts, and by the use of reverse frontage roads for adjacent commercial and residential land uses.
- D. Space curb cuts on major thoroughfare roads in such a manner so not to impede traffic.
- E. Prohibit residential curb cuts (driveways) onto arterial streets.
- F. Evaluate the impact of new development to determine Transportation Impact Fees (**Ref. Appendix C**), including: Woodend, Stilwell, and Riverview west of K7; KDOT plans for 136th Street; and Kansas Avenue east of Hwy 7; Kump Street; Metropolitan; and 138th Street.
- G. Require new developments to fund infrastructure improvements, both on-site and a proportionate share of off-site improvements, that primarily serve property owners of that subdivision (i.e., deceleration lanes, drainage structures, etc.)
- H. Provide pedestrian **and cyclist** accommodations along all roadways, including major roadways. Amenities such as sidewalks, bike lanes and multi-use paths should be considered.

OBJECTIVE: (Infrastructure—Traffic Management)

Minimize traffic congestion throughout the city through transportation system capacity enhancements.

ACTION STEPS:

- A. Develop a capital improvement program (CIP) for major streets, based on future land use trends and traffic counts as the basis for prioritizing future road improvements.
- B. Present the comprehensive plan—and the Transportation Plan plans for future improvements—to KDOT for better communication between the city and state funding agency.
- C. Require more than one street entrance/exit for new residential developments when economically feasible and possible.
- D. The arrangement of streets in new subdivisions should make provisions for the continuation of the principal existing streets in adjoining additions (or their proper projection where adjoining

property is not subdivided) insofar as they may be necessary for convenient movement of traffic, effective fire protection, and efficient provision of utilities.

OBJECTIVE: (Infrastructure—Construction and Extension)

Provide adequate municipal facilities in response to growth.

ACTION STEPS:

- A. Extend new streets from existing system as shown on the Future Transportation Map
- B. Extend sidewalks and walking paths from Spring Creek to Bluegrass Drive to a trail ~~by the river, use of the Kaw Valley Right-of-Way~~ along Front Street and Kansas Highway 32. Loop towards Edwardsville to Kansas Avenue or to Wolf Creek flat land.
- C. Address the rural water district issues in Leavenworth County as annexation and development occurs in the Wolf Creek basin west of the county line.
- D. Ensure quality construction to reduce maintenance costs.

ACTION STEPS:

- A. Review proposed streets in terms of compactness and connectedness to increase maintenance efficiency.
- B. Review design standards and specifications for roadway construction and update as needed.

OBJECTIVE: (Infrastructure – Pedestrian Realm)

Provide appropriate facilities to accommodate pedestrian traffic.

ACTION STEPS:

- A. Review transportation plans in relation to the Parks Plan to ensure pedestrian and bicycle connections.
- B. Utilize the sidewalk gap survey by prioritizing areas of improvements.
- C. Partner with the School District on submitting applications to Safe Routes to School Program and other programs for sidewalk improvements.
- D. Implement the use of Multi-Use Pathways along arterial roadways in which portions of the city trail plan closely follow to allow for pedestrian and cycling traffic.
- E. The City must engage in outside resources to better improve our public transit network, while our local Tiblow transit is a benefit to the community as a whole, we need to invest in getting individuals to exterior workforce locations, other areas of the Metro in general.

Parks and Recreation

GOAL: PARKS, OPEN SPACE, AND RECREATION

Provide parks, open space, and recreation uses to preserve natural resources, and for the use and enjoyment by residents and visitors. While Bonner Springs has done well to preserve and acquire land for parks and recreational spaces; more are needed. Trail connections and extensions should be highly sought.

Per the 2022 Citizen Survey results, citizens support construction investments toward sidewalks, bike lanes and trails.

OBJECTIVE: (Parks, Open Space, and Recreation)

Develop a Trail Master Plan that links parks and residential areas together.

ACTION STEPS:

- A. Require developers to dedicate land for trails where necessary for connections and extensions.
- B. Ensure that street plans include pedestrian connections.
- C. Join with the Mid-America Regional Council (MARC) and Leavenworth County to plan for a regional trail along the abandoned railroad right of way from the potential Kansas River park area to 138th at K-32 Highway, west and north, with a small pocket park at northern end of Whispering Woods near the Wyandotte and Leavenworth County lines.

OBJECTIVE: (Parks, Open Space, and Recreation)

Promote and expand parks and recreation into under-served areas of the city.

ACTION STEPS:

- A. ~~Coordinate with the u~~Updated ~~the~~-Parks Master Plan ~~and to~~ plan for ~~improvement of~~ future park locations for land acquisition; ~~along with improving existing parks.~~
- B. Study how to connect more to the Kansas River, including linear park linkages to Johnson County systems. ~~While we know direct connections with the river will be difficult based on the Union Pacific Railways right of way, other options should be looked at. A connection using the existing K-7 bridge or a supplemental pedestrian bridge could be options.~~
- C. Consideration should be given to multi-service sporting area

OBJECTIVE: (Parks, Open Space Connectivity)

Expand the city and county trails systems.

ACTION STEPS:

- A. Create and implement a Trail Master Plan to coincide with the existing Parks Master Plan
- B. Identify connection points and trail extensions that would provide connectivity between all parks and public open spaces.
- C. Pursue land and easement donation / dedications for trails and bike lanes, and secure land or easements from landowners and new developments.
- D. Incorporate trails into the design and construction of new developments.

The following page is left blank intentionally, it will serve as a placeholder for a future trail and park map.

Future Land Uses/ Future Land Use Map

With continued growth the City must make decisions on expansion, new developments and zoning. A key factor in the decision-making process, especially regarding zoning, is conformance with the Comprehensive Plan and Future Land Use Map. The Future Land Use Map identifies locations where different land uses may occur during the next 10 to 20 years and where the City would support the development of these uses. The Future Land Use Map is not intended to provide specific land use designations for individual parcels. Instead, it establishes broad guidelines for land use patterns and should be applied in combination with the goals, guiding principles, and policies contained in the Comprehensive Plan document. The Future Land Use Map shows general land use categories - residential, mixed use, commercial, industrial, parks and public - while the Comprehensive Plan explains the types of developments that may occur within each land use designation.

A large portion of the current Future Land Use Map is left as 'Not Designated' use, while other areas are shown as 'Agricultural/Large Lot Residential'. Open Space is a valuable asset to communities, but it must be noted that not all areas designated 'Not Designated' should remain that way. The vast majority of future development depends solely on the ability to provide gravity sanitary sewer service through large mains and interceptors.

The Future Land Use Map is a tool in which the City, its citizens, potential developers and others; utilize in visualizing a direction in which the city and surrounding areas should develop. Without a clear direction on future land uses; those looking to develop land within the city begin to piece-meal the land. The Future Land Use Map should make the best effort to designate all parcels within the city limits and the future growth boundary area as having a specific long-term use.

Agricultural – Large Lot Residential

Locations within the city limits; or within the Future Growth Area; that are not easily serviced by current or future gravity sanitary sewer mains, should be viewed as remaining an agricultural land use with limited residential. This category consists of land principally in use for agricultural production and may be used for farming, crops, pasture, agribusiness ventures such as growing and marketing of products, and a limited number of rural residences. This zone may include woodland, agricultural lands, and grasslands. Such areas are intended to remain undeveloped until logical expansion of the urban area occurs. This category serves as a holding zone to preserve land from premature development that would negatively affect the area while preserving the agricultural uses in the immediate area. While single family residential living is allowed within this use categories, they should anticipate using on-site private sewage disposal systems to support those residences located within these use areas.

Agricultural land is a valuable asset to a community, much of the Loring Service Area; that is under the Planning Authority of Bonner Springs, is currently utilized in this manner. While all areas within the city limits are located within specific watersheds, the Loring area's watershed does not border the city limits and in fact, falls away from the City proper, this makes sanitary sewer serviceability difficult and expensive, as all sanitary sewer within that area would need to be pumped to other areas of the City via lift station or multiple lift stations. The zoning category associated with this land use is LA; Loring Agricultural District.

Not Designated

This category serves as a holding zone to preserve land from premature development that would negatively affect the area while preserving the ~~agricultural~~ uses in the immediate area. While single family residential living is allowed within this ~~use~~ use categories, they ~~should anticipate~~ are typically large lot residential utilizing using on-site private sewage disposal systems. More than likely, these area should be designated a use which is similar to those abutting. ~~to support those residences located within these use areas.~~

Residential

While large areas within the core of Bonner Springs are designated as residential, easily serviceable areas of the outlying “vacant/agricultural” area should be looked at to support residential living. Although the Map generally shows this as one classification, there are seven different types of residential development: Loring Residential District, Rural Residential District, Estate Residential District, General Residential District, Mixed-Residential District, and Planned Development Districts; these now include manufactured home park and manufactured home subdivision districts. The type of residential development appropriate for a specific area will depend on several factors including, but not limited to, surrounding land uses, transportation systems and availability of services. The following information describes each type of residential development and will assist in determining the appropriate location for each type and in evaluating development proposals.

LORING RESIDENTIAL DISTRICT (LR) – Loring Service Area:

The purpose of this district is to provide for very low density single-family residential development within the Loring Service Area, including those uses which reinforce residential neighborhoods at a density less than that of the ER District. This zoning district applies to the Loring Service Area only as defined in Section 1.01.D. Lot sizes and layouts for Loring Residential developments are largely dependent upon topographical constraints. In many cases, large portions of the lot remain in an undisturbed state, reinforcing the rural character of this development pattern. Due to their location in the Loring Service Area, individual private sewage treatment systems, and either individual water wells or rural water districts, may serve the homes. Homes typically occur on tracts larger than 5 acres in size, but in some cases, tracts may exceed 10 acres in size. Loring Residential development is typically located at the fringe of urban development and near existing rural/ suburban residential subdivisions. These residential sites are generally located in outlying agricultural areas, areas where the terrain offers rolling hillside sites, and areas with more terrain relief, such as near rivers. In some cases, they serve as a transition between more intense urban neighborhoods and natural features to be protected. Cluster development patterns should be utilized as a means of preserving scenic views and providing open space for the common use and enjoyment of residents. The use of cluster development patterns as a means of preserving cohesive blocks of agricultural land is also encouraged.

Access road and driveway configurations should follow the natural contours of topographic features to minimize slope disturbances, maximize scenic views, and conserve natural features and vegetation. Access management policies should be established along rural highways and highway corridors leading into the community to reduce the number of uncontrolled access points and improve safety.

ESTATE RESIDENTIAL DISTRICTS (ER):

The purpose of this district is to provide for low density single-family residential development within the city limits, including those uses which reinforce residential neighborhoods. This category is also appropriate for planned public and semi-public uses which are generally considered compatible with residential uses. 2 to 4 units per acre. The intent of this districts is to create a transition between large lot single family tracts to traditional smaller lot General Residential (GR) development patterns. Low Density Residential neighborhoods are typically located away from major shopping centers and major thoroughfares, such as Highway 24, 7 and 32; however, they still remain connected to these services with convenient access and interconnected roadway systems.

GENERAL RESIDENTIAL DISTRICT (GR):

The purpose of this district is to provide for single-family residential development at a higher density than the “ER” and “LR” Districts, including those uses which support and encourage residential neighborhoods. General Residential is considered Low Density Residential consisting mainly of single-family detached dwellings. This category is also appropriate for planned public and semi-public uses which are generally considered compatible with residential uses. The intent of this district is to create a transition between Estate Residential (ER) and General Residential (GR) development patterns. Low Density Residential neighborhoods are typically located away from major shopping centers and major thoroughfares, such as

Highway 24, 7 and 32; however, they still remain connected to these services with convenient access and interconnected roadway systems. Low Density Residential neighborhoods are within walking distance to community facilities and services that will be utilized by residents of the neighborhood, including schools, parks, and other community facilities. Where topographically feasible, neighborhoods should be bounded by parks, public areas or collector streets with accessible connection to work, shopping and leisure activities.

To avoid monotonous streetscapes, the incorporation of a variety of housing models and sizes is strongly encouraged in all new development.

MIXED-RESIDENTIAL DISTRICT (MR)

The purpose of this district is to provide for single-family residential development at a higher density than “ER” or “GR” Districts as well as appropriate multiple-family residential development, including those uses which support and encourage residential neighborhoods. The majority of this use category encompasses the original areas of Bonner Springs and is meant to combine different living arrangements within areas previously developed. Multi-family dwellings are allowed by Special Use permit within this use area and dependent on the surrounding block(s).

GENERAL RESIDENTIAL DISTRICT (GR): The General Residential District is considered medium density residential consisting of smaller lot single-family detached and attached dwellings and duplexes. This category is also appropriate for planned public and semi-public uses which are generally considered compatible with residential uses. 4.0 to 6.0 units per acre.

PLANNED DISTRICTS The intent of this district is to provide for flexibility from these regulations regarding design, placement, arrangement, bulk, and other considerations involved in designing a site. It furthermore provides a framework within which buildings and uses may be interrelated with adjacent development and areas. Planned Districts shall maintain the desired overall intensity of land use, desired population densities and desired areas of open space throughout the City.

This category is also appropriate for Manufactured Home Parks and Manufactured Home Park Subdivisions, as well as planned public and semi-public uses which are generally considered compatible with residential uses.

MIXED USES

MIXED-RESIDENTIAL DISTRICT (MR):

The Mixed- Residential District is considered High Density Residential consisting of multi-family dwellings. More than 6 units and up to 18 units per acre. The intent of this district is to provide for a mix of residential development types within a single project, but does not provide for the development of supporting commercial uses. In developed areas of the City, the scale and density of individual structures should be limited as necessary to maintain harmony with the surrounding area. However, retirement homes, rest homes, adult congregate living facilities and similar uses also may be appropriate in this category at higher densities and higher unit counts given that the impact of these types of dwellings units is often far less than a “standard” residential development. Mixed-Residential Districts should be located close to arterial and collector streets. The neighborhoods should possess direct connections to work, shopping, and leisure activities, but settings where the only access provided consists of local streets passing through lower density neighborhoods should be avoided. To avoid monotonous streetscapes, the incorporation of a variety of housing models and sizes is strongly encouraged. Larger buildings shall be designed with a variety of wall planes and roof forms to create visual interest. Projects should be compatible with the established mass and scale of other buildings along the block.

MIXED-USE COMMERCIAL DISTRICT

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

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

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

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

Infill and redevelopment shall be designed in a manner that is sensitive to and reflects the character of the surrounding neighborhood. Important design considerations include building scale, mass, roof form, height, and orientation, parking location, lot coverage, architectural character, and landscape elements.

As in the existing downtown Bonner Springs area, conversion of upper floors above retail storefronts to office or residential uses is strongly encouraged to reinforce the variety and vitality of the downtown environment. The provision of outdoor dining and seating areas along the sidewalk edge is strongly encouraged, particularly in the city center area, to create activity along the street and increase the overall vitality of the area.

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

Commercial

Currently, a small number of commercial areas provide the residents with goods and services. Commercial developments must be located and designed to balance market opportunities with access and location. In addition, the location and design of commercial areas must be incorporated into surrounding areas, rather than altering the character of surrounding neighborhoods. The intersection of Kansas Avenue and Kansas Highway 7 along with downtown continue to remain the primary hubs of commercial activity for the City of Bonner Springs. Future commercial activity will increase along Kansas Highway’s 7 and 32 and U.S. 24/40. Several major intersections are designated as commercial in order to provide opportunities for neighborhood commercial development. The exact location and size of these commercial areas will be contingent upon development. Commercial proposals shall be evaluated based on several factors including the compatibility with the surrounding neighborhood, the impact on the area, and the following guidelines.

COMMERCIAL- GENERAL GUIDELINES FOR ALL CATEGORIES

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

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

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

New development and redevelopment should include a mix of uses of different types and sizes of commercial uses, creating a diversity of activity and avoiding large, single-use buildings and dominating parking areas.

The physical design of commercial development areas shall promote a high-quality environment, as expressed by site layout, building materials and design, landscaping, parking area design, and pedestrian-oriented facilities.

CENTRAL COMMERCIAL DISTRICT (CC)

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

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

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

Large, uninterrupted expanses of parking should be avoided. Parking areas shall be divided into smaller “blocks” by landscaping and walkways. To the extent possible, parking blocks shall be distributed between the front and sides of buildings, or the front and rear, rather than placed solely in front of the building.

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

LOCAL COMMERCIAL DISTRICT (LC)

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

GENERAL COMMERCIAL DISTRICT (GC)

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

General Commercial District Centers should be located at the intersection of one or more major arterial streets, specifically along Kansas Highway 7, 32 and U.S. 24/40. They may be located adjacent to higher density residential neighborhoods and may occur along major highway corridors. Large footprint retail buildings (often known as “big-box” stores) shall only be permitted in areas of the City where adequate access and services can be provided.

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

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

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

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

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

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.

Public/ Institutional and Open Space

Public/ Institutional and open space uses may exist in any of the other land use categories provided they are compatible with and have a minimal impact on the surrounding neighborhood. Public or institutional uses involve an array of public facilities such as schools, government offices, community centers, fire stations, libraries, hospitals, cemeteries, and places of worship. It also entails facilities needed for essential public services such as electrical substations, water, and wastewater facilities.

Open space uses include numerous kinds of recreational and conservation uses, ranging from ball fields and tot lots to preserved natural areas along stream corridors. Both public and open space uses play an important role in the community and should be incorporated into neighborhoods as development occurs.

Future Land Use Map Introduction

The Future Land Use Map depicts several different categories, of them are residential, city, civic, or privately owned, the majority of privately owned properties are owned by religious organizations. Other classifications include commercial and planned/mixed use, the planned and mixed-use designations are to be developed with commercial properties fronting major roadways and descending in density from commercial to single family residential. The intent of Planned and/or Mixed-Use Developments is to provide for a city within a city, with small to medium retailers provided for quick pedestrian travel and to provide residents with a variety of retail options.

The following map will indicate 10 distinct land uses, below are those uses and their descriptions:

Agricultural – typical residential density of 1 unit per 20 acres

This category consists of land principally in use for agricultural production and may be used for farming, livestock, crops, pasture, agribusiness ventures such as growing and marketing of products, and a limited number of rural residences. This zone may include woodland, agricultural lands, and grasslands. Such areas are intended to remain undeveloped until logical expansion of the urban area occurs. This category serves as a holding zone to preserve land from premature development that would negatively affect the area while preserving the agricultural uses in the immediate area.

Low-Density Residential – typical residential density of 2 to 4 dwelling units per acre

This category is appropriate for single-family detached dwellings. It may also include planned public and semi-public uses considered compatible with residential uses, such as schools, religious institutions, and civic uses. ~~This district may be modified as a ‘Planned’ district through the City Zoning Ordinance.~~

Medium-Moderate-Density Residential – typical residential density of 4 to 6 dwellings per acre

This category includes attached residential dwellings such as two-family, three-family, townhomes, areas. Such uses may serve as a transition to areas of higher intensity development and should provide additional open space, amenities, and quality design in accordance with common planning principles and the duly adopted Architectural Design Guidelines for Multi-Family, Commercial and Industrial Zoning Districts. ~~This district may be modified as a ‘Planned’ district through the City Zoning Ordinance.~~

High-Density Residential – typical residential density of 6 to 18 dwelling units per acre

This category includes townhomes, apartments and condominium areas. Such uses should provide additional open space, amenities, and quality design in accordance with common planning principles and the duly adopted Architectural Design Guidelines for Multi-Family, Commercial and Industrial Zoning Districts. ~~This district may be modified as a ‘Planned’ district through the City Zoning Ordinance.~~

Commercial

This category includes a broad variety of office, retail, and general business service uses whether located in centers or in stand-alone buildings. Uses are generally larger in scale and are more automotive-oriented in nature. **Downtown** is indicated as “Commercial” on the map and is subject to overlay district policies that promote a mixture of office, retail-commercial, institutional, civic, and medium to higher density residential uses intermixed through compatible site planning and building design consistent with the historic fabric of this area. A variety of these land uses should be comingled at specific locations to promote diversity and a successful pedestrian environment. Given close proximity to residential neighborhoods ringing the downtown, all development projects should be well-planned and designed to ensure a high level of compatibility with surrounding development. Non-residential uses should be limited to compact, main-street / pedestrian-oriented services, rather than large-scale or free-standing automotive-oriented uses.

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. Such nonresidential uses are intended to provide services primarily to residents of the surrounding area and placed in locations with a design character that blends into the district and the neighborhood. If a Mixed Use-Residential component is proposed, it must be designed in a manner to promote pedestrian activity through a system of interconnected streets and varied streetscapes that also provide safe and efficient movement of vehicular traffic. This category promotes a variety of high-density residential land uses including a variety of commercial and mixed use-residential/commercial land uses if approved by the City; and would be limited to townhouse, condominium, and multifamily apartment dwellings. They would be designated MX districts. They should be reviewed for land use compatibility against the City's common planning principals and duly adopted Architectural Design Guidelines for Multi-family, Commercial and Industrial Zoning Districts. Additional uses including live-work, and limited retail- commercial stores are permitted in this category under strict architectural and land use controls.

Industrial -

This category accommodates land uses associated with industrial activities such as assembly, manufacturing, warehousing, and limited office/commercial activities as defined in the city's zoning regulations. This district corresponds to the 'I-1'LI', and 'I-2'HI' districts of the city zoning regulations.

Parks/Common Areas -

Areas of predominately active and passive parks, open space, recreation, environmentally sensitive areas, or any other lands reserved for permanent open space purposes. Land identified as preferred or acceptable areas for public parks tend to be more formal in nature.

Public/Semi-Public -

This category consists of public or semi-public uses such as schools, religious institutions, post offices, hospitals, fire stations, libraries, cemeteries, governmental uses, and other civic uses.

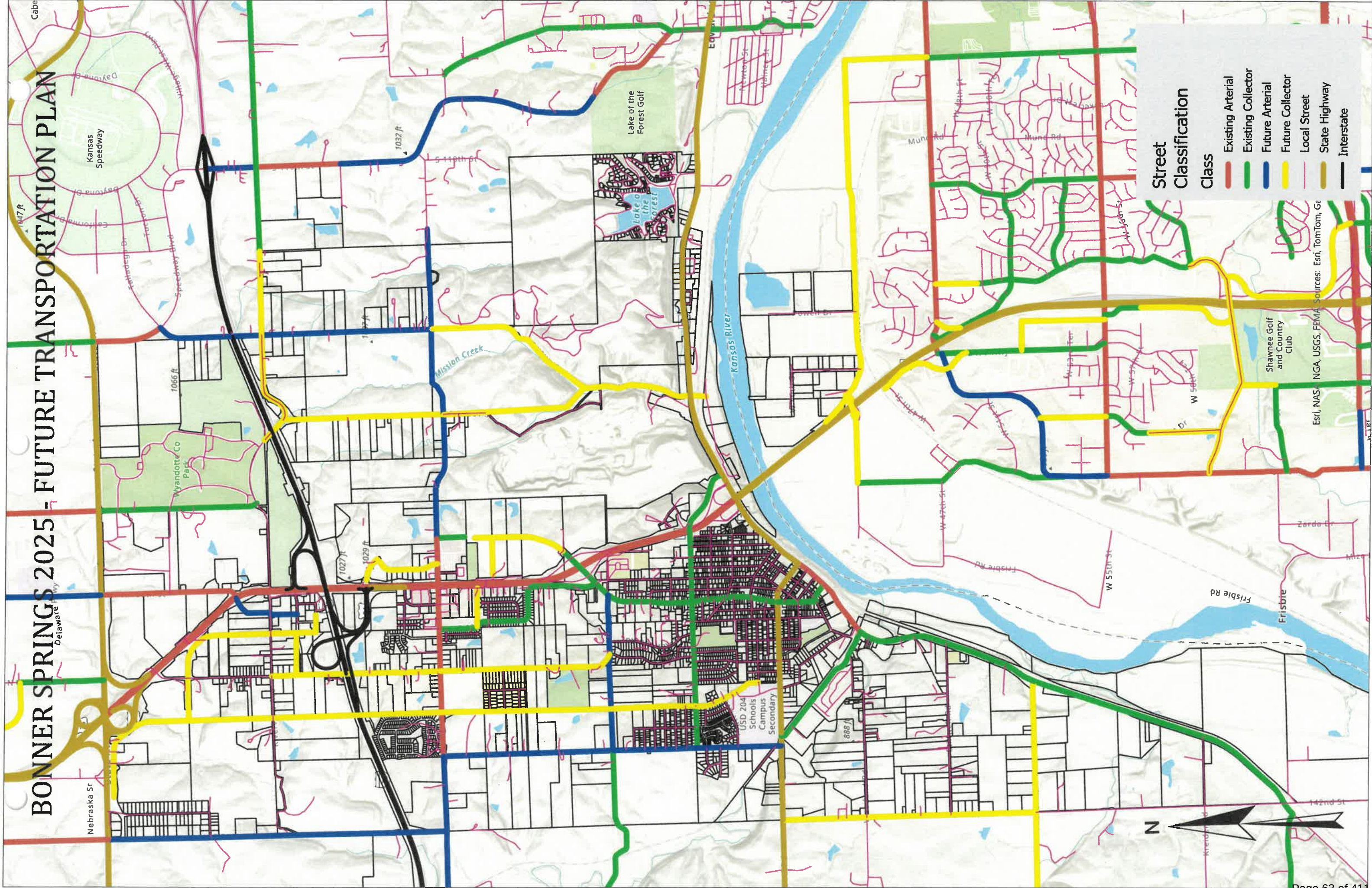
Future Growth Area –

This category indicates the surrounding land areas that due to watersheds and flow directions could be provided sanitary sewer service via gravity flow, from Bonner Springs and eventually be incorporated in to the City. This is generally an area located northwest of the current city limits and lying within Leavenworth and Wyandotte counties. This area though is located within one large watershed – the Wolf Creek Watershed, this is one of the largest watersheds in the area. This watershed extends from Parallel Road in Wyandotte County, south through eastern Basehor continuing south through Bonner Springs and ending at the Kansas River. As indicated on the Future Land Use Map, Bonner Springs would anticipate extending services and its city limits in the future, the map defines this anticipated area of growth.

The following map depicts the City of Bonner Springs anticipated Future Growth Area, along with the associated future land uses within the incorporated city limits. This map will be adopted as the Future Land Use Map (FLUM) of Bonner Springs. It will be utilized to guide development to areas that will best be served by existing and future infrastructure, along with addressing the needs and wants of the citizens, while keeping the guiding principles of the Comprehensive Plan in mind;

DEMOGRAPHICS TABLE														
SUBJECT	BONNER SPRINGS		EDWARDSVILLE		EUDORA		DE SOTO		BASEHOR		LANSING		KANSAS CITY	
2025 ACS Estimates	7735		4721		6036		6333		7229		11229		154,776	
2020 Census Poulation	7837		4506		6408		6118		6896		11239		156,607	
Population Change (2020-2025, Estimated)	(-) 1.31%		(+) 4.77%		(-) 5.80%		(+) 3.51%		(+) 4.83%		(-) .09%		(-) 1.17%	
2010 Census Population	7314		4340		6136		5720		4613		11265		145,786	
2025 American Community Survey vs. 2020 U.S. Census Population Characteristics														
	2025 ACS vs 2020		2025 ACS vs 2020		2025 ACS vs 2020		2025 ACS vs 2020		2025 ACS vs 2020		2025 ACS vs 2020		2025 ACS vs 2020	
Population Denisty (pop/sq.mi.)	(+) 495.8	489.8	(+) 524.5	481.9	(-) 2081.4	2105.3	(+) 565.4	542.3	(+) 1018.2	952.4	(+) 912.9	905.6	(+) 1240.2	1220.6
Average Household Size	(+) 3.3	2.59	(-) 2.96	3.08	(+) 3.10	2.99	(+) 3.22	2.8	(+) 3.21	2.83	(+) 3.12	2.95	(+) 3.21	2.73
Median Age ⁽¹⁾	(+) 37.2	40.5	(+) 36.7	37.5	(-) 40.2	35.1	(-) 38.1	35.9	(-) 38.6	36.9	(-) 39.1	34.4	(-) 35.1	33.5
Homeownership Rate %	73.8%	66.7%	74.2%	81.9%	71.4%	62.9%	73.0%	63.6%	73.6%	74.3%	81.3%	75.8%	59.9%	57.5%
% Vacant Housing Units	5.40%	3.10%	6.18%	6.18%	5.05%	5.90%	7.28%	4.50%	2.57%	1.90%	5.20%	5.50%	11.15%	11.90%
% Strucutres Built Prior to 1999 ⁽²⁾	(+) 76.8%	79.7%	(+) 76.2%	76.8%	(-) 57.4%	53.9%	(+) 73.3%	80.8%	(+) 40.3%	45.8%	70.8%	70.8%	(+) 87.8%	89.4%
Median House Value	\$223,800.00	\$179,000.00	\$165,700.00	\$139,300.00	\$231,500.00	\$177,800.00	\$370,700.00	\$241,000.00	\$314,100.00	\$237,900.00	\$247,500.00	\$177,600.00	\$169,300.00	\$101,300.00
Over 25 w/College Degree	24.8%	21.8%	22.2%	24.6%	31.3%	31.8%	38.0%	33.9%	38.5%	32.6%	41.3%	38.7%	20.2%	17.9%
Median Household Income	(+) \$81,865	\$68,250.00	(+) \$76,847	\$40,086.00	(+) \$106,356	\$87,392.00	(+) \$105,500	\$60,568.00	(+) \$106,325	\$84,906.00	(+) \$100,871	\$87,154.00	(+) \$60,739	\$46,424.00
Per Capita Income (2019-2023) ⁽³⁾	\$36,239.00		\$31,082.00		\$40,537.00		\$48,886.00		\$43,815.00		\$37,593.00		\$28,059.00	
Family Poverty Rate - Past 12 months (% of population) ⁽⁴⁾	(+) 12.6%	8.0%	(+) 11.1%	5.7%	(-) 8.3%	8.7%	(-) 2.6%	3.2%	(-) 5.9%	8.8%	(+) 5.2%	0.5%	(+) 17.4%	15.5%
% Workforce in Manufacturing	12.3%	13.0%	10.6%	8.2%	16.4%	12.2%	15.7%	11.1%	6.8%	5.0%	10.8%	6.9%	11.6%	13.4%
Bold Blue equals positive or increase (+) Bold Red equals negative or decrease (-) 1. An increase in the Median age; while shown as a negative or decrease is not the actual case. It may indicate a long term shift in residency. It may indicate families settling down and staying in one community longer than previous years, it may indicate an increase in affordable housing for the agining population or residences constructed specifically for age related housing, or a community that is 'aging in place', in which specific planning opportunities could and should be utilized. 2. The decrease indicated in the percentage of housing strucutres built prior to 1999 indicates the increase in new housing stock, it indicates new residential development. A negative number in this instance is a good thing. 3. Per Capita Income levels have not been adjusted from the Census numbers of 2020. 4. Increases are indicated in red in this category, an increase is not a positive in this instance as it signifys more residents living at or below the federal poverty line.														

BONNER SPRINGS 2025 - FUTURE TRANSPORTATION PLAN



BONNER SPRINGS 2025 - EXISTING TRAILS, SIDEWALKS AND PARKS MAP

Existing Sidewalks, Trails and Parks Map

Status

Existing Sidewalks

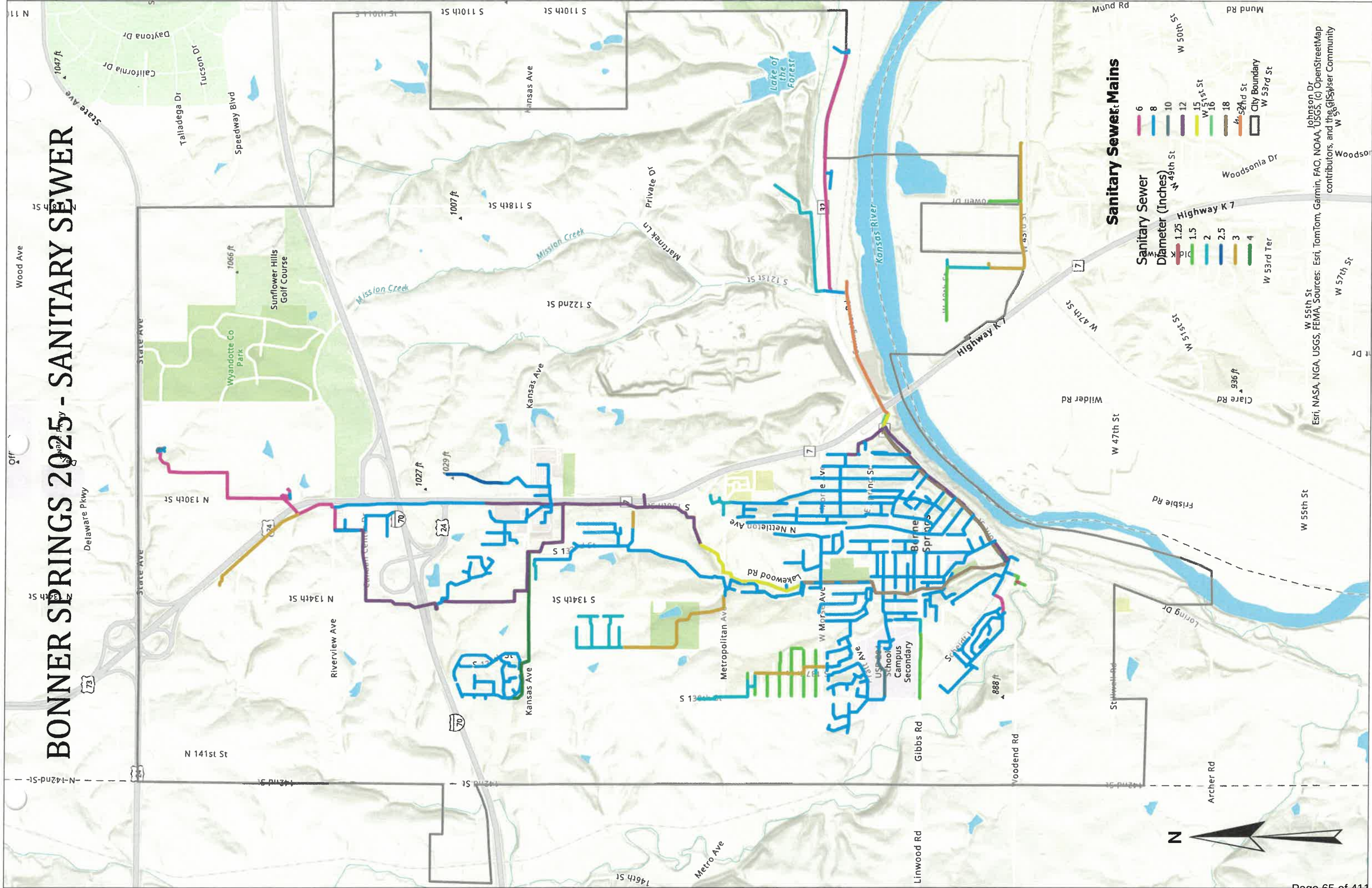
Existing Multi-Use Path

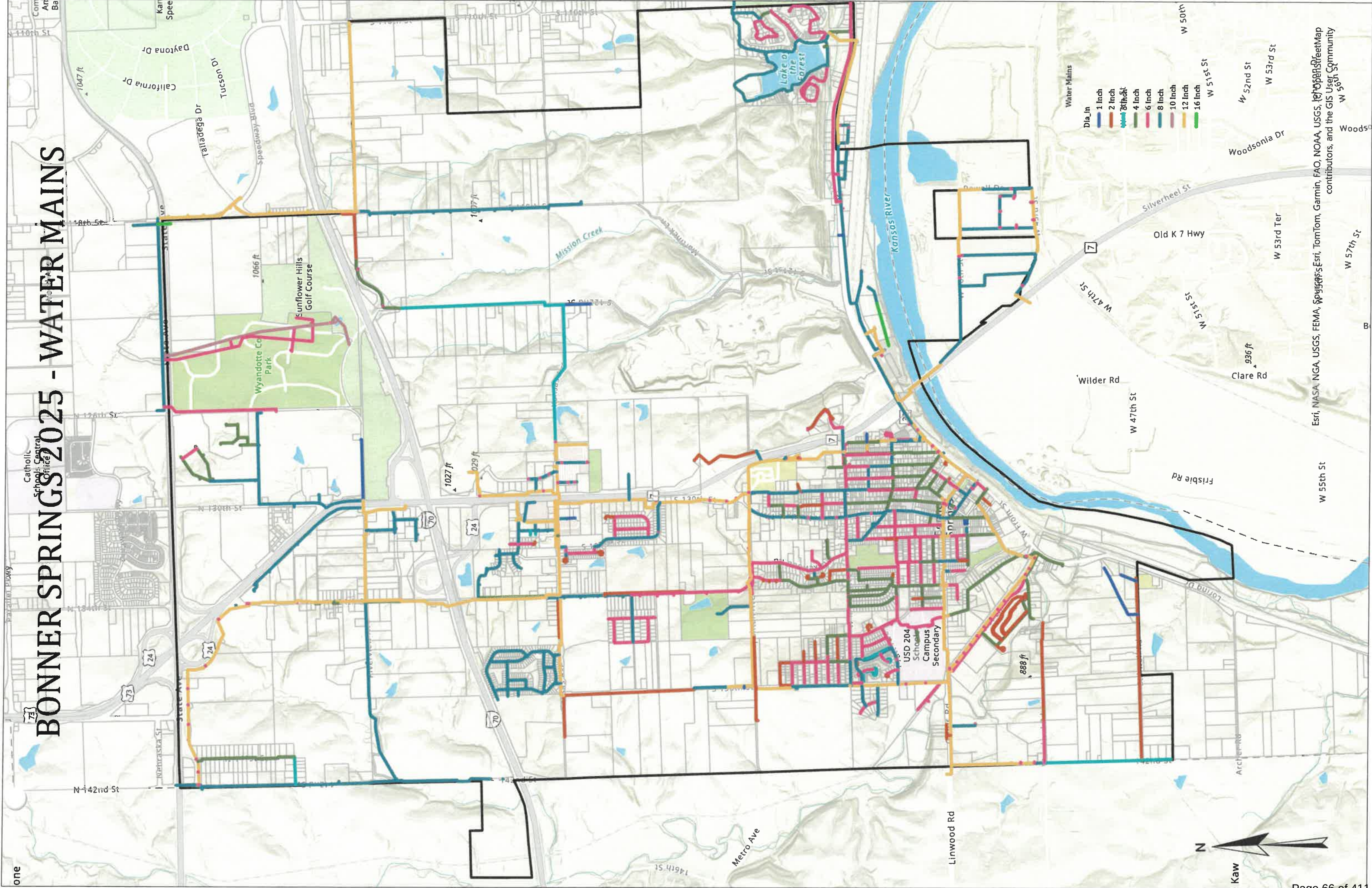
City Boundary

Bonner Springs Parcels



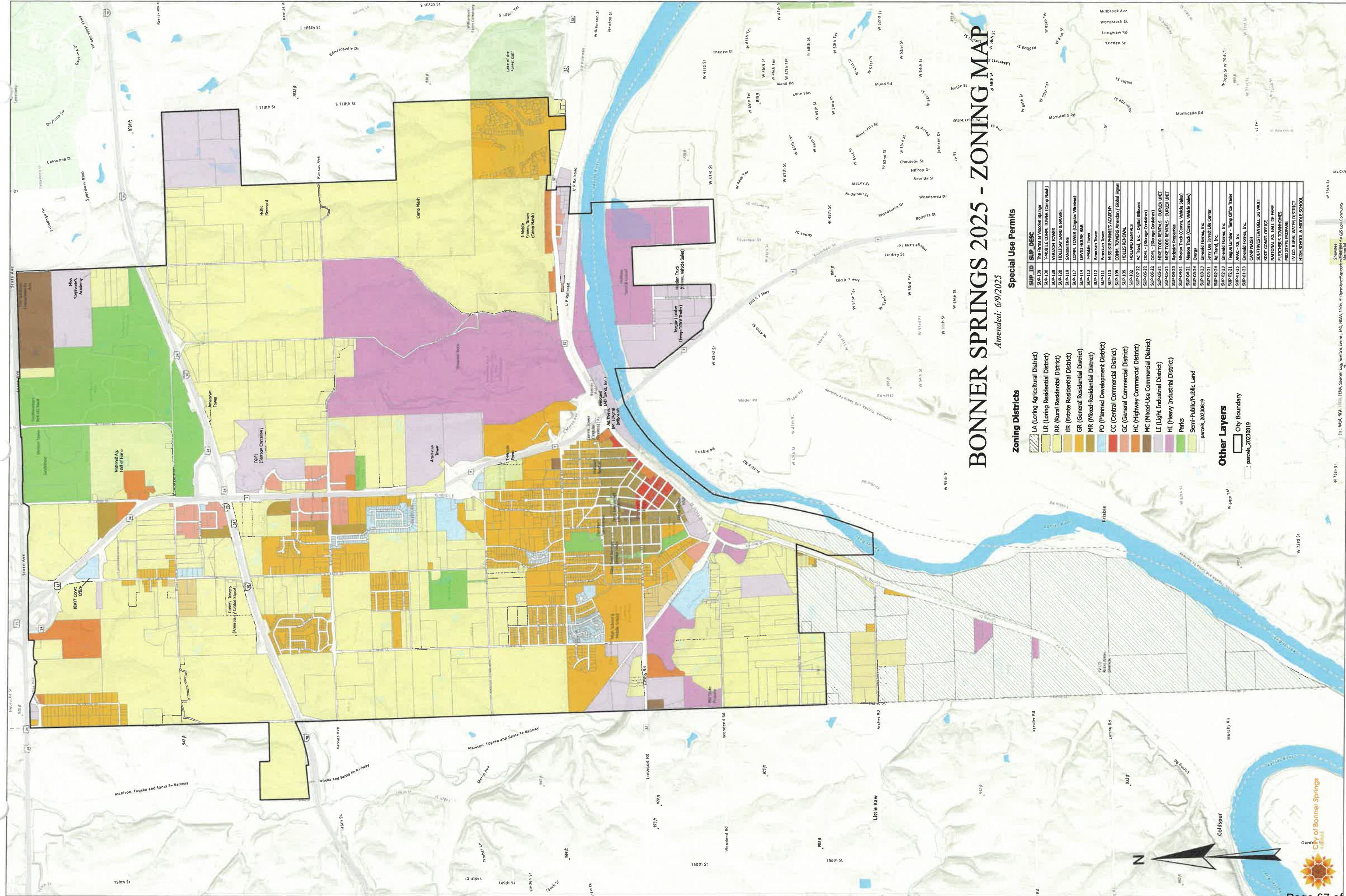
BONNER SPRINGS 2025 - SANITARY SEWER



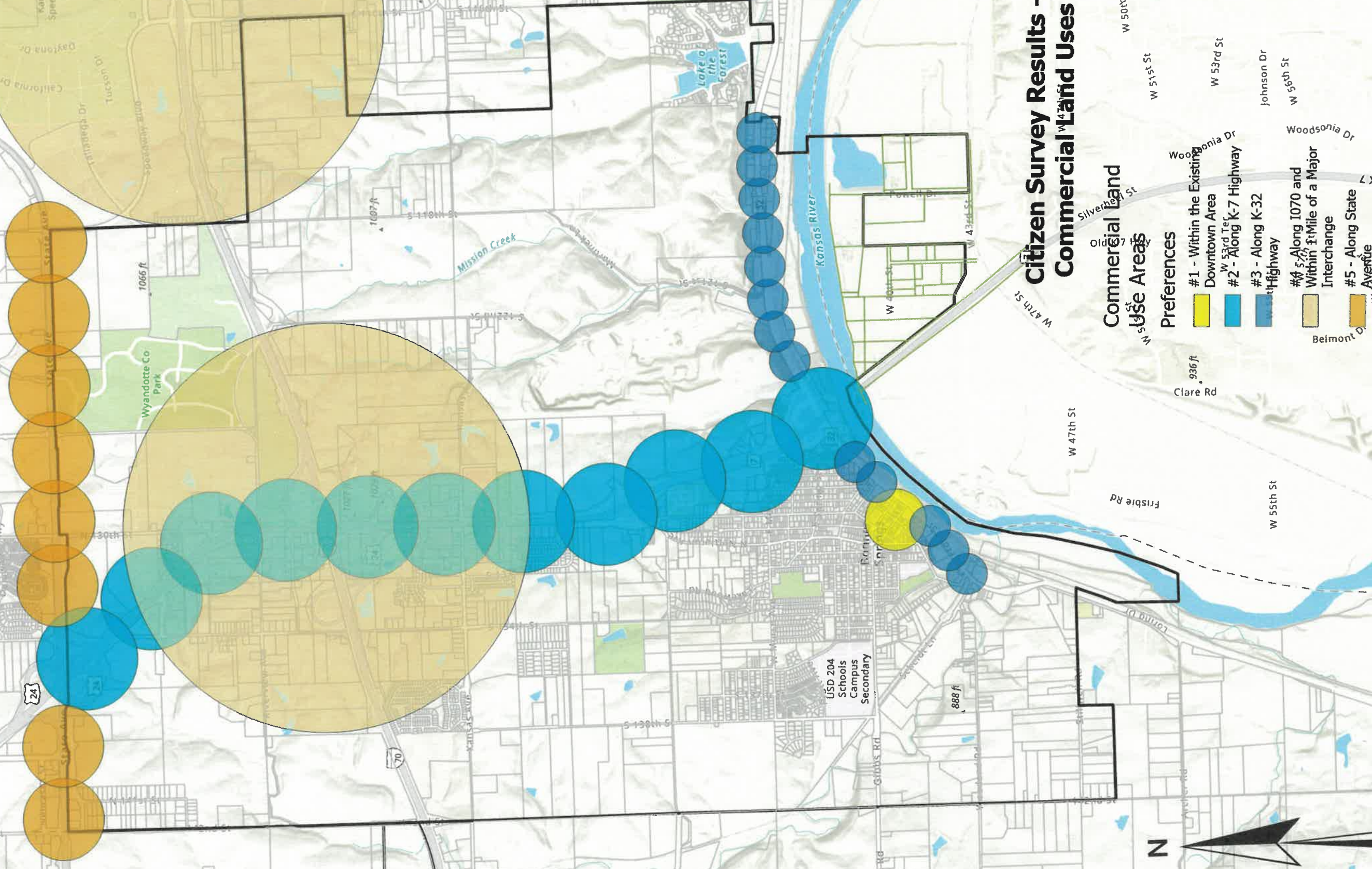


BONNER SPRINGS 2025 - WATER MAINS

- Water Mains
- | Dia_In | Color |
|---------|------------|
| 1 Inch | Blue |
| 2 Inch | Orange |
| 3 Inch | Teal |
| 4 Inch | Green |
| 6 Inch | Pink |
| 8 Inch | Purple |
| 10 Inch | Brown |
| 12 Inch | Yellow |
| 16 Inch | Dark Green |

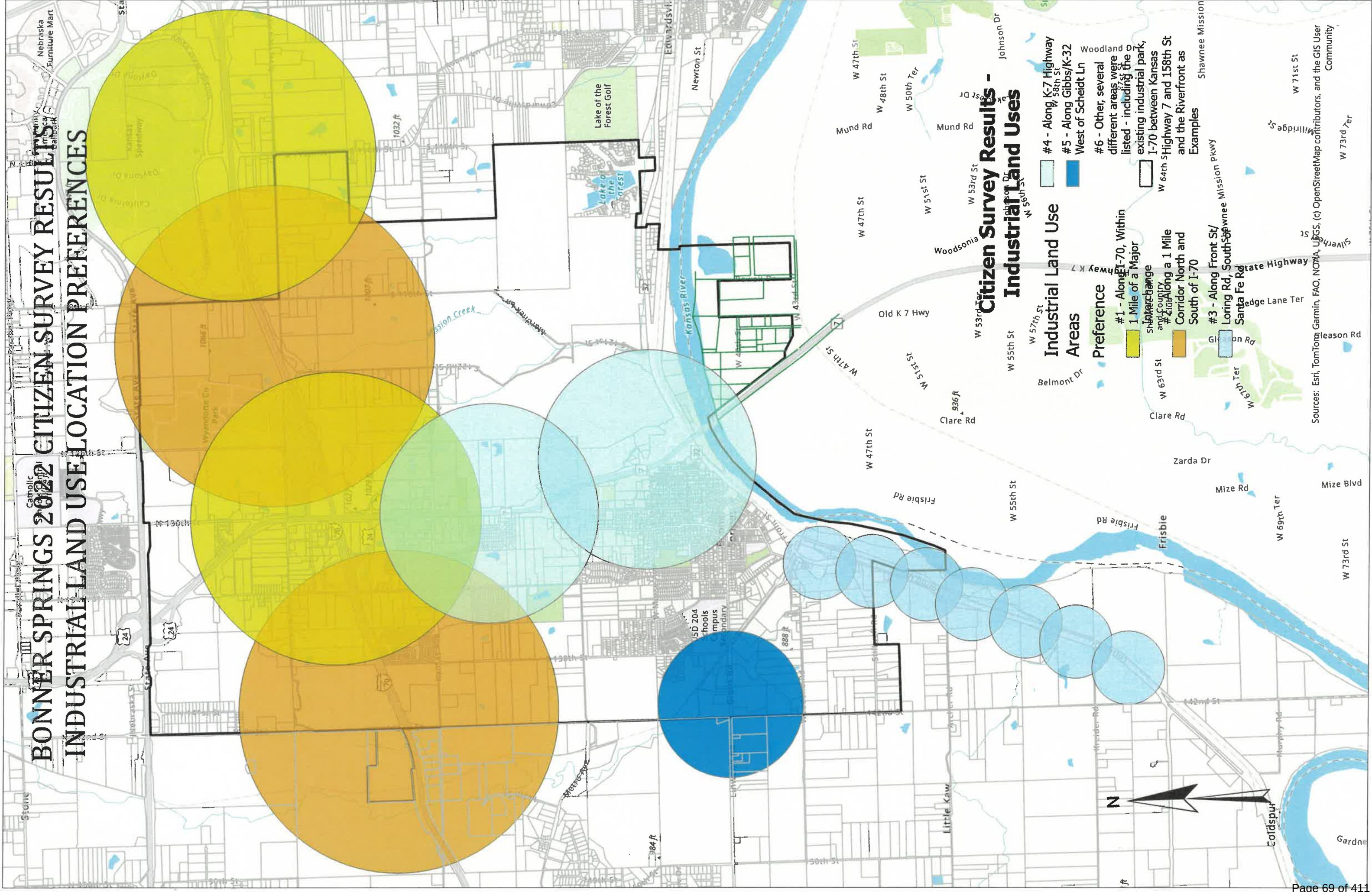


BONNER SPRINGS 2022 CITIZEN SURVEY RESULTS COMMERCIAL LAND USE LOCATION PREFERENCES

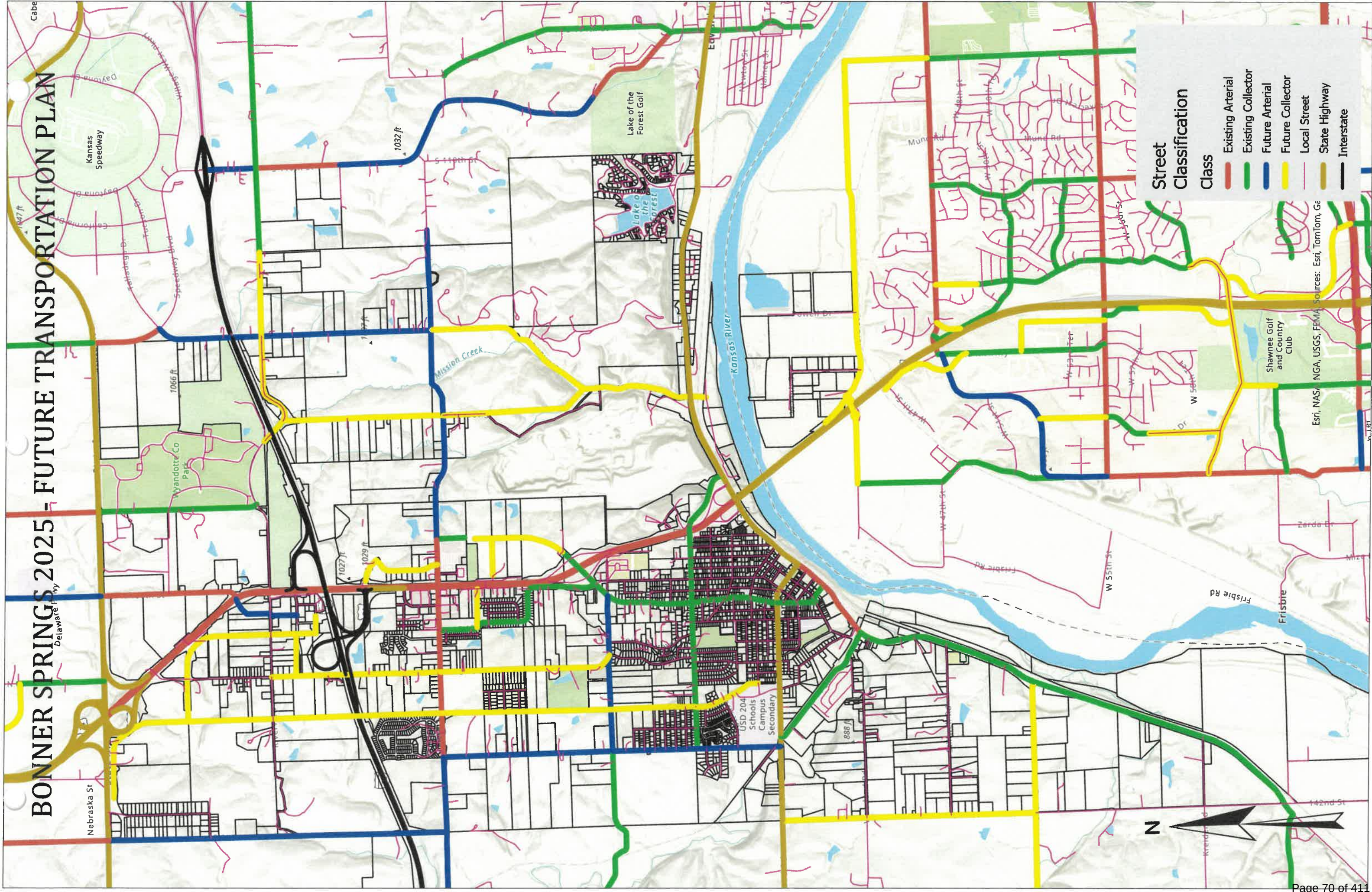


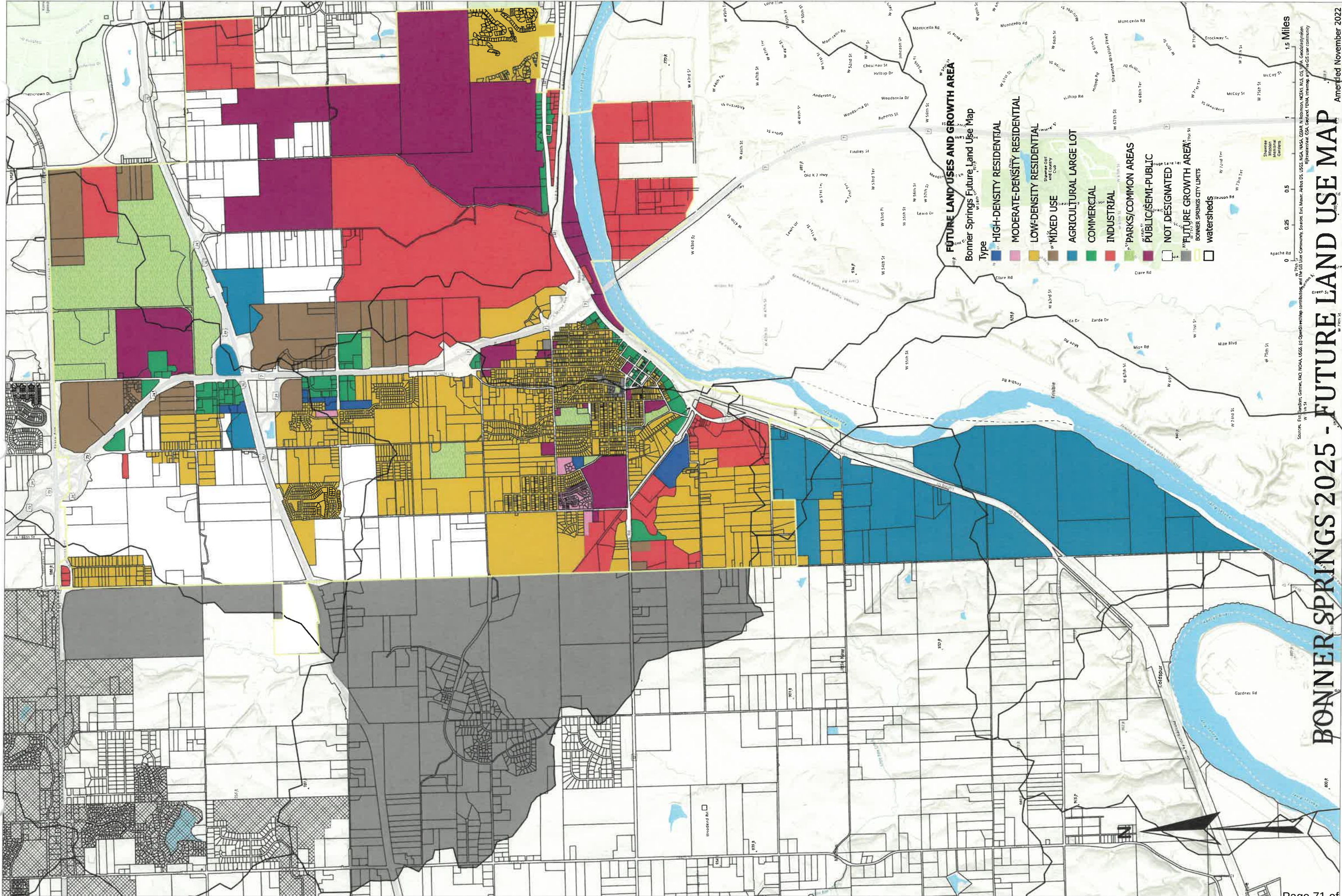
BONNER SPRINGS 2022 CITIZEN SURVEY RESULTS

INDUSTRIAL LAND USE LOCATION PREFERENCES



BONNER SPRINGS 2025 - FUTURE TRANSPORTATION PLAN



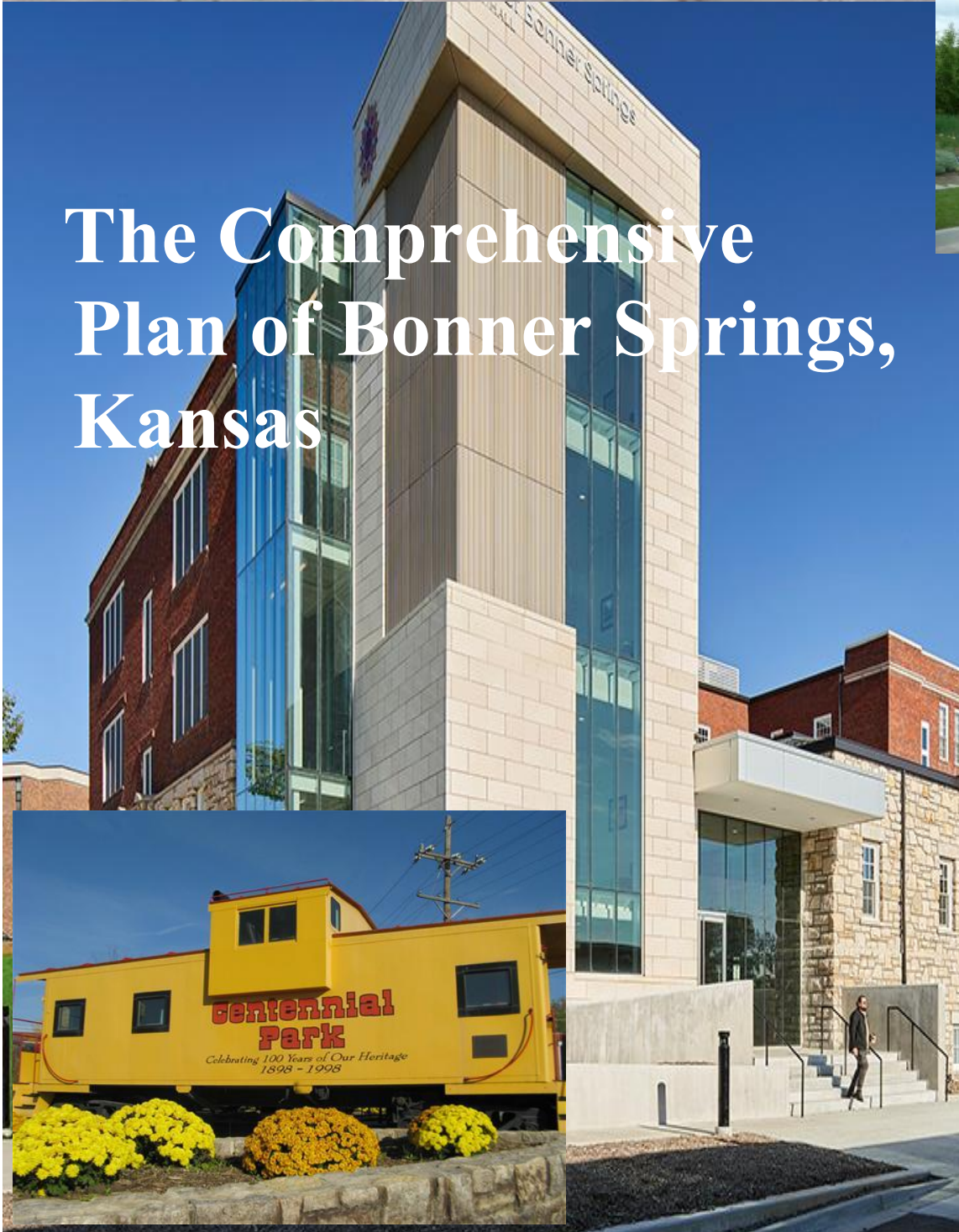


BONNER SPRINGS 2025 - FUTURE LAND USE MAP

Approved November 2022



The Comprehensive Plan of Bonner Springs, Kansas



Comprehensive Plan for the City of Bonner Springs, Kansas

Vision 2025 and Beyond



January, 2024

Revised July 2025

Prepared by the
Community Development Department
and the
Planning Commission
of
Bonner Springs, Kansas

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City of Bonner Springs, Kansas Comprehensive Plan

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Introduction

Located within three separate counties; Wyandotte, Leavenworth and Johnson Counties; Bonner Springs is minutes from regional attractions along with having our own thriving downtown retail district. Bonner Springs is a historic community with a great past, but is also an up-and-coming community with great development potential.

Entertainment options such as the Azura Amphitheater, Children's Mercy Park - home of Sporting KC, the Monarch's baseball stadium, and the Kansas Speedway provide exciting family-friendly options. Along with two museums; Bonner Springs has many outdoor recreational opportunities as well; Sunflower Hills golf course, the Kansas City Renaissance Festival and over 500 acres of parks and recreational areas; entertainment choices are endless when it comes to retail and outdoor activities. Bonner Springs is a destination with something for everyone.

Located within minutes of downtown Kansas City, and within thirty minutes of the Kansas City International Airport, by providing direct access to Kansas Highway 7, Kansas Highway 32, US 24/40 and Interstate 70, Bonner Springs is poised for continued residential, commercial and industrial growth.

History

Nestled among the rolling hills on the edge of the Kansas River, Bonner Springs is one of the oldest cities in the state of Kansas. In 1812, the Chouteau family established the first European trading post in the state. This bustling trading post was called Four Houses, now the site of Bonner Springs. Between 1840 and 1865, steamboat traffic and the arrival of the railroads brought new people and commerce to the area.

The name was changed to Tiblow in honor of Henry Tiblow, a Delaware Indian who operated a ferry across the Kansas River. It remained as Tiblow until Philo Clark platted the area in the 1880's and succeeded in renaming the entire town Bonner Springs. "Bonner" was chosen to honor Clark's long-time friend Robert Bonner, editor of the New York City Ledger, "Springs" was chosen because of the many natural springs in the community. Philo Clark became the first Mayor of Bonner Springs when the city incorporated in 1898.

What was once a boomtown of agriculture and trade where fortunes were won and lost has now become a vibrant, family friendly, community of over 7,800 residents, rich in opportunities for light industry, commercial business and retail. No longer characterized as agricultural, this busy community now boasts a wealth of attractions, entertainment, recreational opportunities and unique retail shopping.

While the town boasts up and coming housing, educational and commercial opportunities, the special touch of the tree lined streets downtown, ice cream socials in the park, city band concerts and friendly merchants offering personal service are still valuable assets of the city along the Kansas River.

Executive Summary

Purpose of a Comprehensive Plan

The purpose of a Comprehensive Plan is to establish a vision for the community and proactively prepare for the future. The Comprehensive Plan (also referred to as “the Plan”) is many things, but primarily it is a policy document for how the City and the citizens of Bonner Springs want to influence—and respond to—growth in the next 10-20 years. The Plan is a rational and comprehensive guide for physical development that fosters quality growth, conservation and preservation of natural resources, and development throughout the city and its unincorporated planning area. The Plan provides a clear vision for the future of the community, which will direct the decisions and actions of elected and appointed officials, city staff, developers, and citizens. The Plan helps establish growth patterns of Bonner Springs and emphasizes building a community and not just a city. The Plan’s underlying purpose is to preserve and enhance investment by all citizens while providing the foundation for quality economic growth and stability. Such actions will result in a safe and healthy environment for future generations.

Preparation of a Comprehensive Plan

The manner in which a Comprehensive Plan is developed is vital to its success because it must reflect the desires of the community at large. For this reason, citizen involvement is essential throughout the process. Preparation of a Comprehensive Plan begins with information gathering and community input that identifies priorities for the future of the community. Developing goals, strategies, and action steps is a primary step in the long- range planning process addressing those priorities.

Planning Authority

Since the landmark case of Village of Euclid vs. Amber Realty Company, decided in 1926, the United States Supreme Court has consistently recognized the legitimate right of government to legislate land use for the protection of the public welfare. In exercising this right, the City cannot deprive a property owner of all reasonable economic use of his property, nor can it act arbitrarily, using the law to accomplish against an individual property owner what it is otherwise unable or unwilling to do through direct compensation. However, the City has a broad ability to mitigate the public impact of private development. This is an authority that has been used to uphold laws mandating historic preservation, natural resource protection, zoning, signage restriction, aesthetic regulation, impact fees, excise taxes and required dedications. Euclid is still the law today. The government cannot single out individual property owners, nor can it act in an arbitrary manner. The ends must justify the means.

Kansas State Statutes provide cities with the authority to prepare and adopt a Comprehensive Plan, Zoning Regulations and Subdivision Regulations. The authority to prepare a Comprehensive Plan is stated in KSA 12-746 (a).

A city planning commission is hereby authorized to make or cause to be made a comprehensive plan for the development of such city and any unincorporated territory lying outside of the city but within the same county in which such city is located, which in the opinion of the planning commission, forms the total community of which the city is a part.

Under current planning and zoning statutes, however, the City is under no obligation to prepare a Comprehensive Plan unless it wants to adopt subdivision regulations (KSA 12-748). Similarly, the City is not required by statute to follow the recommendations of the Plan unless so specified by City ordinance. In spite of this, case law within Kansas and throughout the nation has effectively established that the Comprehensive Plan forms the basis for enforcing zoning regulations. Without a Comprehensive Plan, determining and justifying specific zoning districts within a city is arbitrary at best.

To this extent, the Comprehensive Plan is often primarily used by the Planning Commission as a guide when presented with rezoning requests. In considering a rezoning request, state statutes (KSA-756) require the City to review the application in relation to “matters to be considered” as adopted in the Zoning Regulations. These considerations should include review of the application’s consistency with the Comprehensive Plan. Although the City is not required to follow the Plan’s recommendations regarding future land use, state statutes specifically provide that rezoning requests that are consistent with the Plan are presumed to be reasonable (KSA 12-756).

Any such (proposal for zoning) amendment, if in accordance with the land use plan or the land use element of a comprehensive plan, shall be presumed to be reasonable.

It must be clear that the Plan is not a set of regulations or a zoning ordinance. The Plan is a guide for development within the City, providing direction regarding the community’s preferred future, goals, objectives, priorities and policies. For this reason, the Plan must be kept up to date. KSA 12-746 requires the Planning Commission to review or reconsider the Plan at least once each year in order to ensure that the Plan is still valid and relevant. During this review the Planning Commission is authorized to propose amendments, extensions or additions to the Plan following the same procedure for adoption of the original Plan. Future “corridor plans”, “neighborhood plans” and “sub-area plans” should serve as the basis for updates to the Comprehensive Plan.

How to Use the Comprehensive Plan

The Comprehensive Plan is intended to guide policy and provide recommendations for future actions involving land development and land preservation, and it serves as the legal basis for sound land use decisions. As the official policy guide for growth and development, the Comprehensive Plan includes goals, objectives, and policies reflecting the City’s overall direction when planning for growth. The Plan also presents recommendations for how to implement the policies.

The Comprehensive Plan is the legal framework on which the City’s zoning and subdivision regulations are enacted and amended by the City Council upon recommendations from the Planning Commission. These two land-use regulatory ordinances shape the locations, type, quality, and comprehensiveness of the physical development of Bonner Springs.

More specifically, the Plan:

- serves as a “database” for the City’s long-term planning activities. This database includes information regarding population, economic development, housing, utilities, land use, the natural environment, public facilities, and transportation;
- delineates the City’s major planning principles and strategies;
- analyzes the factors that affect development and assesses planning implications;
- recommends the future development of Bonner Springs in policy and map formats. The policies serve as a guide and legal basis for planning decisions. The Future Land Use Plan map is a graphic representation of those general policies;
- presents recommended changes to the City’s land use and development control regulations as a means to implement the Plan’s recommendations; and
- provides a basis for consideration and evaluation of future development, subdivision, and annexation requests.

The Plan provides a comprehensive long-term focus and general policy framework to direct the future growth of the City. It is long range because it represents the long-term vision of the future physical condition of the community and its socio-economic well-being. It is general in order to accommodate the very dynamic nature of community planning. The Plan strives to ensure orderly, healthy and harmonious growth that maximizes public benefit while minimizing public cost.

While the Plan provides direction, it should not be viewed as a zoning document or ordinance. In contrast to regulatory documents, the Comprehensive Plan should be recognized and utilized as a flexible evolving document to be interpreted within the broad spectrum of land development possibilities and changing conditions. The Plan should be amended after review if sound justification is presented for logical revisions to the Plan.

The development of the Plan itself serves another important function or purpose which is to obtain public input through a public participation process in the identification of long-term community development policies. The policies represent the community's common understanding of what growth can be expected.

Public Benefits of the Plan

Local governments have a broad ability to mitigate the public impact of private development and promote the public welfare. The legitimate right of government to legislate land use for the protection and promotion of the public welfare must be balanced with a property owner's rights to promote the reasonable economic use of his property. The Plan balances the interests of all parties: considering the needs of individual property owners while promoting the good of the community-at-large.

Extraterritorial Jurisdictional Responsibility

The City of Bonner Springs Planning Commission and City Council are responsible for managing the growth and development of the "Loring Service Area" in unincorporated Wyandotte County, located southwest of the city, due to agreements with the Unified Government of Wyandotte County. However, the unincorporated portion of the planning area located in Leavenworth County falls under the jurisdiction of the Leavenworth County Planning Commission and County Commission.

The location of the City of Bonner Springs in three counties and its surrounding unincorporated planning area, which includes portions of Wyandotte and Leavenworth Counties, requires a multi-jurisdictional coordination effort. Future growth and development in Bonner Springs must be responsive to the plans of adjacent municipalities. Growth management must allow the jurisdictions now providing or ultimately providing water, sanitary sewer, public safety, and education services the ability to do so in a cost-effective manner. Development must occur in a manner that results in a logical urban pattern with long-term value rather than short-term gains. Without the long-term vision and coordination between municipalities, development decisions will result in haphazard suburbanization of the city, and impacts on environmentally sensitive areas, and increases traffic congestion.

Overview of the Comprehensive Plan and its Development

Plan Specifics

The City of Bonner Springs is located primarily in western Wyandotte County, with small land areas extending into northern Johnson County and eastern Leavenworth County, Kansas. The City's geographic location is in the vicinity of several regional freeways and highways: I-70 and I-435 Interstates; K-7 and K-32 highways, along with U.S. 24/40.

Figure 1.1, Vicinity Map



US 24/40 Hwy (State Avenue) serves as the northern boundary for the city limits and the planning area, while the city limits and planning area boundary meander on the east, extending as far east as 110th Street. The Wolf Creek drainage basin in Leavenworth County is the western boundary of the planning area, which is based on the city's ability to provide cost effective municipal services in the sub-drainage basin.

Small watersheds are more suitable for long-range planning than other units such as a major river basin or county line. Most land problems are linked with water problems. More than half of the flood damage in the United States occurs in small watersheds. Most of the drainage needs are confined to small watersheds. Many of the problems of erosion, as along watercourses, can be solved only by public action at the watershed level of planning.

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 south of the River and east of K-7 Highway. The Bonner Springs Industrial Park and Industrial Park East have limited area for development, and expansion is being considered. An 800-acre pie shaped triangle referred to as the "Loring Service Area" lies in unincorporated Wyandotte County, and is under City of Bonner Springs land use regulatory authority. The area—between the Kansas River and the southern city limits on the north (generally south of Stillwell Road), and the Leavenworth County Line (142nd Street) on the west—is subject to an interlocal agreement between the City and the Unified Government of Wyandotte County for planning, zoning, and subdivision jurisdiction.

The Planning Commission complemented with a community survey set forth the topics of importance, future land uses and how the residents wish the City to grow. The goals, strategies, and action steps developed will require both public and private resources and cooperation in order to achieve them. The following section is intended to provide additional information on common concerns raised regarding a comprehensive plan and specific topics and recommendations discussed in the Plan.

The adoption of the Comprehensive Plan does not affect my property's current zoning or use

The Comprehensive Plan does not suddenly change zoning classifications nor correct potential zoning classification errors, land use or development issue within the City; rather it is designed to guide the community as it makes decisions about the future so that the goals established in the Plan can be reached. The Plan is another tool the City possesses in which to evaluate development and redevelopment opportunities.

The adoption of the Comprehensive Plan does not cause changes to the current zoning ordinance and subdivision regulations

Adoption of the Comprehensive Plan will not change the current zoning and subdivision regulations. However, the Plan does recommend the regulations be changed and updated because planning and development policies and practices have changed.

Recommendations outlined in the Comprehensive Plan be implemented in several ways.

Implementation is the key to a successful comprehensive plan and community participation is the key to successful implementation. To initiate implementation of the Plan the City Council and Planning Commission will meet in joint work sessions to prioritize and delegate tasks. Although the City will utilize the Plan the most and be the primary contributor on many of the tasks, it cannot accomplish the goals alone. Several organizations and agencies such as the school district, homeowner's associations, Mid-America Regional Council and the State of Kansas, along with individual citizens are key components to implementing the plan.

The Plan and its Role

Possessing a future goal and vision is important because the decisions made now will impact the community for decades to come. The intent of the Comprehensive Plan is to establish a vision for the future of Bonner Springs and guide decision making, policies, programs, and projects so that the vision may be realized. It provides a comprehensive, long-term and general policy framework, which will direct the future growth of the City. The Plan strives to ensure Bonner Springs will experience orderly, healthy and harmonious growth that maximizes public benefit while minimizing public cost.

Role of the Planning Commission

The City Planning Commission is composed of not more than nine (9) members appointed by the Mayor and confirmed by the Council Members. Since the city's Zoning Ordinance applies to land which is located outside the corporate limits of the City, two (2) of the members of the Commission must reside outside of the corporate limits of the City and within the unincorporated area subject to the zoning regulations. No other member(s) of the Planning Commission may be a non-resident of the City.

The following are the roles of the Planning Commission in the community building process.

- Adopt a Comprehensive Plan for the physical development of land within the City of Bonner Springs and the surrounding unincorporated planning area, which together are considered to form the Bonner Springs community.
- Serve as an advisory body to the City Council.
- Hold public hearings to obtain public opinion regarding each rezoning, special use permit application and proposed text amendments
- Adopt a recommendation to the City Council on each rezoning and special use permit application and proposed text amendments.
- Approve or disapprove both preliminary plats and final plats.
- Approve or disapprove site plans for new development or redevelopment projects.

Planning Commission should consider Kansas case law, specifically the seven golden criteria, in determining whether the request has merit. These criteria are:

1. Whether the zoning/ use would be consistent with the zoning and uses of nearby properties.
2. Whether the zoning/ use is compatible with the character of the neighborhood.
3. Suitability of the property for uses to which it has been restricted.
4. Extent of detrimental effects to nearby parcels should the rezoning/ permit be approved.
5. Length of time the property has remained vacant as zoned.
6. Relative gain to the public health, safety and welfare as opposed to the hardship imposed upon the landowner by denying the request.
7. Whether the zoning/ use is in keeping with the Comprehensive Plan.

Role of the City Council

The City Council is responsible for enacting and amending the City's Zoning Ordinance and Subdivision Regulations after consideration of the recommendations by the Planning Commission. This responsibility includes amendments to the Zoning Map for the city and the unincorporated area of Wyandotte County in the Loring Service Area. The role of the City Council in the subdivision process is to accept or reject dedications of easements, rights-of-way and the public lands, and approve financial guarantees or financing mechanisms to ensure construction of all public improvements.

The City Council does not have a direct role in regard to the Comprehensive Plan. By statute, The Planning Commission is responsible for the preparation, adoption, and implementation of the Comprehensive Plan. However, Article IV of the City Zoning Ordinance states *"no comprehensive plan shall be effective unless approved by the Governing Body."*

When recommending action on rezoning of land, special use permits, subdivisions, and text changes to the Zoning Ordinance and Subdivision Regulations, the Planning Commission must consider compatibility and compliance with the Comprehensive Plan. The following are the roles of the City Council in the community planning process.

- Adopt and amend the Comprehensive Plan and all associated plan maps after considering the Planning Commission's recommendation.
- Enact and amend the Zoning Regulations and zoning district map after considering the Planning Commission's recommendation.
- Enact and amend the Subdivision Regulations after considering the Planning Commission's recommendation.
- Approve annexations following the appropriate considerations.
- Approve Special Use Permits after considering the Planning Commission's recommendation.
- Grant waivers to required public improvements and/or public improvement specifications of the Subdivision Regulations as deemed necessary.
- Accept or reject dedications of easements, rights-of-way and public lands on subdivision final plats after the final plat has been approved by the Planning Commission. This responsibility does not include approving subdivision plats.
- Approve engineering plans for construction of publicly funded public improvements.
- Approve financial guarantees or financing mechanisms to ensure construction of all public improvements within subdivision plats.
- Accept public improvements after they have been constructed and are found to have been constructed in accordance with the approved engineering plans.
- Appoint members of the Planning Commission and the Board of Zoning Appeals.

Role of the Board of Zoning Appeals

The City of Bonner Springs Board of Zoning Appeals (BZA) consists of five (5) but not more than seven (7) members appointed by the Mayor with the approval of the City Council. The Board membership includes one member of the Planning Commission and at least one member who is a resident of the area outside the City's limits since zoning regulations have been enacted which affect land outside the corporate limits of the City.

The role of the BZA is primarily a quasi-judicial body rather than an advisory or legislative one. In the case of an appeal, the responsibility of the Board of Zoning Appeals is to rule on the interpretation of the *Zoning Ordinance* whenever there is an ambiguous provision or an alleged error. The Board has the power to hear and decide appeals where it is alleged that there is error in any order, requirement, decision or determination made by the Planning Department in the enforcement of the zoning ordinance regulations.

Role of the Community Development Department

The Community Development Department is charged with implementing the policy decisions of the City Council and the Planning Commission. In addition, the Community Development Department is responsible for performing building inspections, investigating code violations and economic development. This plan recommends that the Community Development Department continue to oversee the different activities, however, they should be separated and additional staff should be provided to focus on each of the critical areas: planning and zoning, building codes and permits, and code enforcement and economic development. This would allow for a more thorough evaluation of issues as they arise.

The costs associated with the Community Development Department are partly offset by the fees collected for applications, permits, and violations. The existing fee structure should be reviewed and compared with other similar communities so that appropriate changes can be made, while keeping the fees competitive with other communities.

The Role of the City Zoning Ordinance

The Zoning Ordinance of the City of Bonner Springs is a legislative tool used to implement the Comprehensive Plan. K.S.A. 12-753 permits the Governing Body to adopt Zoning regulations dividing land into districts of such number, shape, area and of such different classes, according to the use of land and buildings and the intensity of such uses, as deemed necessary to carry out the purposes of the adopted Comprehensive Plan.

The purpose of a zoning ordinance is to:

1. encourage appropriate uses of land;
2. maintain and stabilize the value of property;
3. reduce fire hazards and improve public safety and safeguard the public health;
4. decrease traffic congestion and its accompanying hazards;
5. prevent undue concentration of population;
6. create a comprehensive and stable pattern of land uses on which to plan for transportation, water supply, sewerage, schools, parks, public utilities, and other facilities; and
7. protect and promote the public health, safety, convenience, comfort and general welfare.

The Basis of Decision Making

In administering the plan and zoning and subdivision regulations, the Bonner Springs Planning Commission follows rules and procedures, as set forth in their commission bylaws. It is crucial that the decisions of the commission are made fairly and that they have the appearance of fairness. The credibility of the Planning Commission will erode if there is an appearance of unfairness or impropriety in members of these public bodies. For this reason, it is important that its code of conduct be followed as closely as possible.

1. **Serve the Public Interest.** The primary obligation of Planning Commission members and planning staff is to serve the public interest.
2. **Support Citizen Participation in Planning.** Because the definition of the public interest is modified continuously; Planning Commission members and planning staff must recognize the right of citizens to seek to influence planning decisions that affect their well-being.
3. **Recognize the Comprehensive and Long-Range Nature of Planning Decisions.** Planning Commission members and planning staff should recognize and give special consideration to the comprehensive and long-range nature of planning decisions: seek to balance and integrate physical (including historical, cultural, and natural), economic, and social characteristics of the community or area affected by those decisions.
4. **Expand Choice and Opportunity for All Persons.** Planning Commission members and planning staff should strive to make decisions which increase choice and opportunity for all persons; recognize a special responsibility to plan for the needs of the disadvantaged population; and urge that policies, institutions, and decisions which restrict choices and opportunities be changed.
4. **Facilities Coordination through the Planning Process.** Planning Commission members and planning staff must encourage coordination of the planning process.
5. **Maintain Public Confidence.** A Planning Commission must conduct itself publicly so as to maintain public confidence in the public planning body, and the official's performance of the public trust.

Community Input

A Comprehensive Plan must be based on the collective desires the community has for its future. If the plan does not reflect these desires, it is irrelevant. To ensure the Plan is representative of the community's vision, a survey was sent to random residents, both within the city limits and within our projected growth area. It was also sent out via our Social Media networks, flyers were posted in over twenty (20) businesses within the city that included a QR scan code that would take citizens to the survey page, website links were provided in our monthly newsletter along with several other means in order to gain residents and non-residents opinions.

The survey gave an opportunity for the citizens to prioritize; among other things, the preferred locations of future commercial and industrial growth, the necessity of parks and trails, the types of developments individuals would like to see occur and investment opportunities. Referencing the recent citizen survey, the existing Comprehensive Plan, a study of the surrounding areas as well as research by the Planning Commission, the Planning Commission developed the updated Comprehensive Plan.

However, the participation of the community cannot end once the Comprehensive Plan is written and adopted. In order to achieve the goals established in the Plan, the community must participate in the implementation stage of the process. Successful development and revitalization is feasible provided community leaders and caring and concerned citizens take action, use the Plan as a guide, adhere to sound judgment, and use thoughtful, intelligent and reasonable observation and decision making.

Overview of the City / Existing Conditions

Background Information

Bonner Springs is one a few cities located within three different counties; we are a rapidly growing suburban community located on the west side of the Kansas City Metropolitan Area with great residential, commercial and industrial development potential.

Bonner Springs has been a working community since its incorporation and prior; as early as 1812 it was reputed to be the first commercial center and permanent settlement in Kansas. The area was explored by Francisco Vazquez de Coronado and used as a camp during the winter of 1541-1542. In 1812 the Chouteau brothers established a temporary settlement and started a trading post named “Four Houses”. In 1830 a local Delaware Indian named Henry Tiblow took charge of a ferry that had previously been established for crossing the Kansas River for trade purposes. “Red John” or John McDaniel owned much of the land that abutted the river and is known as the “founder” of modern-day Bonner Springs; this name though was not original, the town was originally named after Henry Tiblow, whom was McDaniel’s friend.

Bonner Spring’s close proximity to the Kansas City Metro area and easy access to major thoroughfares like I-70, I-435 And Kansas State Highways 7 and 32 have contributed to the area’s steady growth.

Demographics

Demographics are the characteristics of human populations and are one form of measurable social information. They provide a variety of data, including the number of people in the community, the community’s education levels, income levels, and housing stock. By examining local demographic data, it is possible to recognize certain trends and anomalies. This data and trends can help evaluate the existing and future needs of the community.

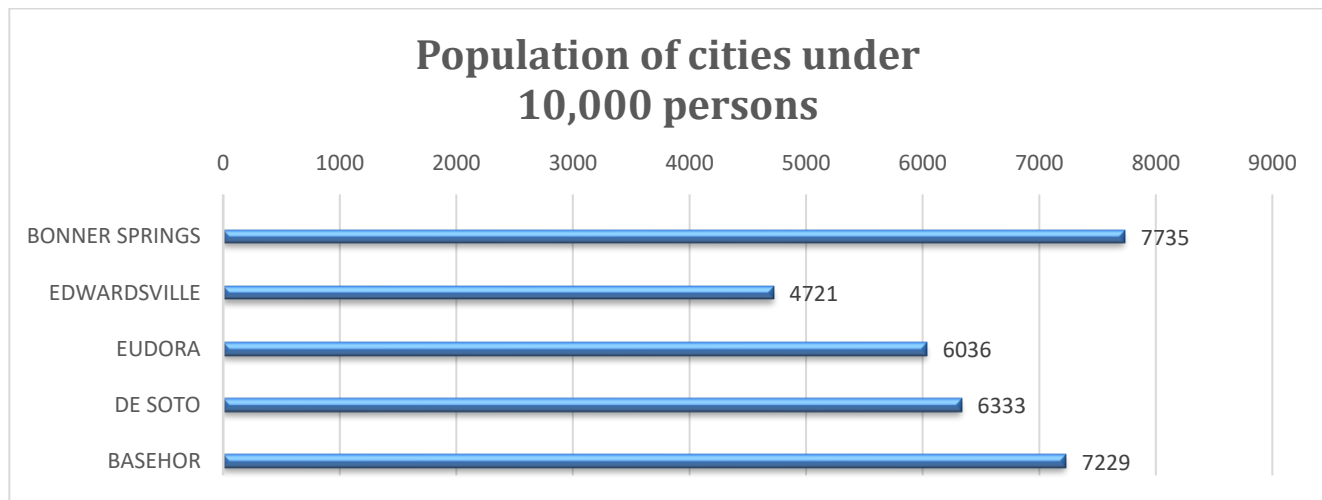
There is a large amount of information available from the United States Census Bureau and many pages could be dedicated to displaying and analyzing demographic data. However, for the City of Bonner Springs, much of this information will have little advantage in developing specific proposals that will prove beneficial to the community. Therefore, this Plan will highlight a limited amount of statistical data concerning population, housing, and economics that may be of interest to the community and may lead to the creation of specific implementation proposals.

The following table provides a comparison of selected demographic data from Bonner Springs with other cities located in or near the Kansas City Metropolitan Area.

Population

Over the 5-year span (2020-2025) since the 2020 Census counts, Bonner Springs has unfortunately seen a decrease in population, resulting in an estimated reduction of 102 residents. Bonner Springs does retain the largest population for the five cities under 10,000 persons used in the Demographics Table comparison. It is though, one of two cities that has seen an estimated population decrease since the 2020 Census. The City has great highway and Interstate access, a thriving downtown business district and is in close proximity to other commercial areas such as Village West and Kansas City proper. These factors have, and continue to, contribute to Bonner Springs growth.

DEMOGRAPHICS TABLE														
SUBJECT	BONNER SPRINGS		EDWARDSVILLE		EUDORA		DE SOTO		BASEHOR		LANSING		KANSAS CITY	
2025 ACS Estimates	7735		4721		6036		6333		7229		11229		154,776	
2020 Census Poulation	7837		4506		6408		6118		6896		11239		156,607	
Population Change (2020-2025, Estimated)	(-) 1.31%		(+) 4.77%		(-) 5.80%		(+) 3.51%		(+) 4.83%		(-) .09%		(-) 1.17%	
2010 Census Population	7314		4340		6136		5720		4613		11265		145,786	
2025 American Community Survey vs. 2020 U.S. Census Population Characteristics														
	2025 ACS vs 2020		2025 ACS vs 2020		2025 ACS vs 2020		2025 ACS vs 2020		2025 ACS vs 2020		2025 ACS vs 2020		2025 ACS vs 2020	
Population Denisty (pop/sq.mi.)	(+) 495.8	489.8	(+) 524.5	481.9	(-) 2081.4	2105.3	(+) 565.4	542.3	(+) 1018.2	952.4	(+) 912.9	905.6	(+) 1240.2	1220.6
Average Household Size	(+) 3.3	2.59	(-) 2.96	3.08	(+) 3.10	2.99	(+) 3.22	2.8	(+) 3.21	2.83	(+) 3.12	2.95	(+) 3.21	2.73
Median Age ⁽¹⁾	(+) 37.2	40.5	(+) 36.7	37.5	(-) 40.2	35.1	(-) 38.1	35.9	(-) 38.6	36.9	(-) 39.1	34.4	(-) 35.1	33.5
Homeownership Rate %	73.8%	66.7%	74.2%	81.9%	71.4%	62.9%	73.0%	63.6%	73.6%	74.3%	81.3%	75.8%	59.9%	57.5%
% Vacant Housing Units	5.40%	3.10%	6.18%	6.18%	5.05%	5.90%	7.28%	4.50%	2.57%	1.90%	5.20%	5.50%	11.15%	11.90%
% Strucutres Built Prior to 1999 ⁽²⁾	(+) 76.8%	79.7%	(+) 76.2%	76.8%	(-) 57.4%	53.9%	(+) 73.3%	80.8%	(+) 40.3%	45.8%	70.8%	70.8%	(+) 87.8%	89.4%
Median House Value	\$223,800.00	\$179,000.00	\$165,700.00	\$139,300.00	\$231,500.00	\$177,800.00	\$370,700.00	\$241,000.00	\$314,100.00	\$237,900.00	\$247,500.00	\$177,600.00	\$169,300.00	\$101,300.00
Over 25 w/College Degree	24.8%	21.8%	22.2%	24.6%	31.3%	31.8%	38.0%	33.9%	38.5%	32.6%	41.3%	38.7%	20.2%	17.9%
Median Household Income	(+) \$81,865	\$68,250.00	(+) \$76,847	\$40,086.00	(+) \$106,356	\$87,392.00	(+) \$105,500	\$60,568.00	(+) \$106,325	\$84,906.00	(+) \$100,871	\$87,154.00	(+) \$60,739	\$46,424.00
Per Capita Income (2019-2023) ⁽³⁾	\$36,239.00		\$31,082.00		\$40,537.00		\$48,886.00		\$43,815.00		\$37,593.00		\$28,059.00	
Family Poverty Rate - Past 12 months (% of population) ⁽⁴⁾	(+) 12.6%	8.0%	(+) 11.1%	5.7%	(-) 8.3%	8.7%	(-) 2.6%	3.2%	(-) 5.9%	8.8%	(+) 5.2%	0.5%	(+) 17.4%	15.5%
% Workforce in Manufacturing	12.3%	13.0%	10.6%	8.2%	16.4%	12.2%	15.7%	11.1%	6.8%	5.0%	10.8%	6.9%	11.6%	13.4%
Bold Blue equals positive or increase (+) Bold Red equals negative or decrease (-) 1. An increase in the Median age; while shown as a negative or decrease is not the actual case. It may indicate a long term shift in residency. It may indicate families settling down and staying in one community longer than previous years, it may indicate an increase in affordable housing for the agining population or residences constructed specifically for age related housing, or a community that is 'aging in place', in which specific planning opportunities could and should be utilized. 2. The decrease indicated in the percentage of housing strucutres built prior to 1999 indicates the increase in new housing stock, it indicates new residential development. A negative number in this instance is a good thing. 3. Per Capita Income levels have not been adjusted from the Census numbers of 2020. 4. Increases are indicated in red in this category, an increase is not a positive in this instance as it signifys more residents living at or below the federal poverty line.														

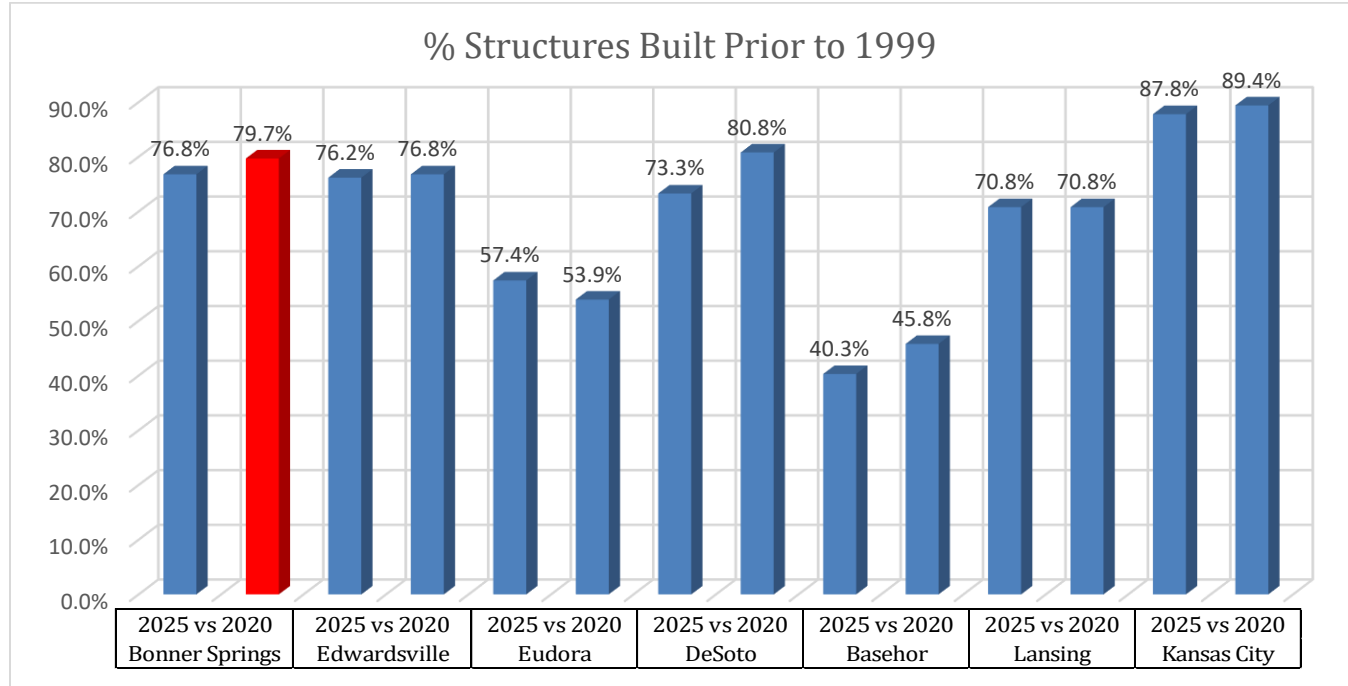


The table above is taken from the demographics table on the previous page and the American Community Survey

Policy Implications Similar to the other smaller communities around the metro region, Bonner Springs is likely to experience continued population growth. An increase in population will place an increased demand on services, infrastructure, and schools, these must be taken into account.

Housing

In general, the seven (7) communities evaluated have similar housing characteristics with above average percentages of owner-occupied homes and low percentages of vacant structures. 74% of Bonner Springs housing stock is owner occupied. Overall, there has been a reduction in housing structures built prior to 1999, this equates to an increase in new housing or a loss in older housing units. In terms of housing value, Bonner Springs has the third highest median house value at nearly \$179,000.



The table above is taken from the demographics table on the previous page and the American Community Survey

Building permits had seen a steady increase annually between 2001 and 2008. Between 2016 and 2020 the valuations of permits fluctuated with large commercial/industrial projects boosting the construction values of permits above \$30 million. Residential home construction had seen a steady decline over the past ten (10) years but began to climb again slowly, with 2020 having an estimated construction value of \$2,535,000, and an additional \$605,450 in remodels, additions and alterations.

BUILDING PERMITS ISSUED

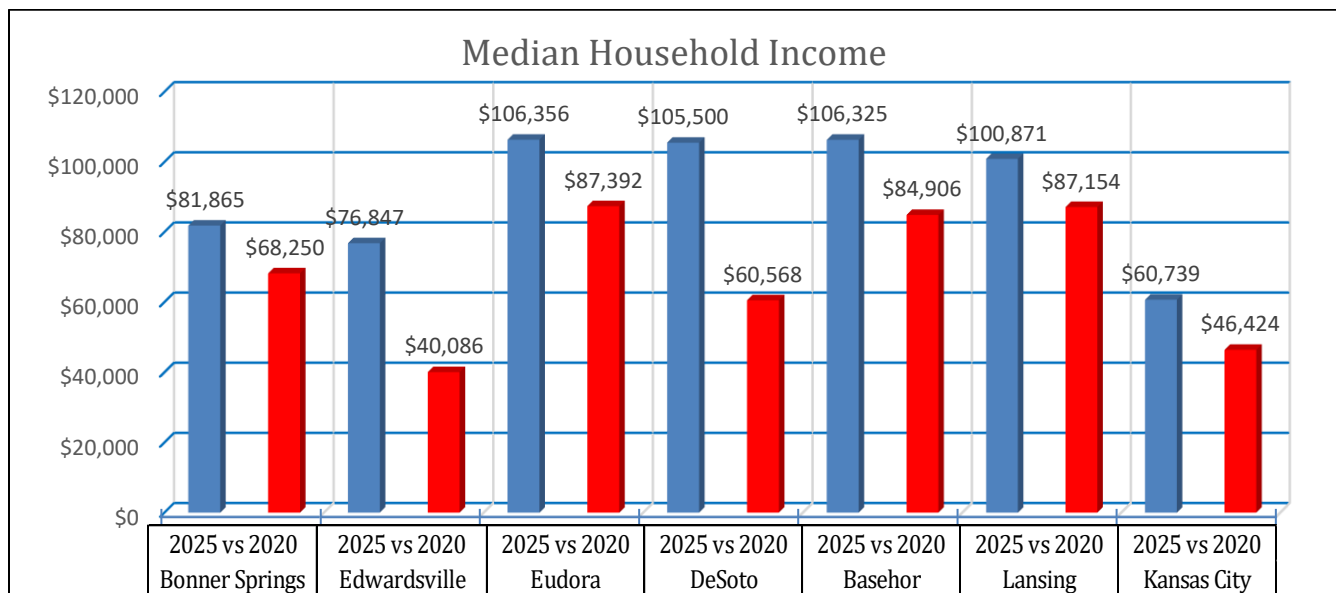
Year	2024	2023	2022	2021	2020-2016
Residential	21	13	11	4	56
Commercial/ Industrial	13	28	17	1	16
Additions, Alterations, Remodels, etc.	17	19	12	25	841
Total Valuation	\$38,708,897	\$47,749,829	\$5,962,306	\$43,054,344	\$83,025,112

Policy Implications

It is anticipated that Bonner Springs will begin to see an uptick in growth in the coming years, which should create a demand for housing once again. With such a small portion of the existing structures being vacant, new housing construction is a necessity and development should be encouraged. Sewer Masterplan improvements should be addressed in relation to housing starts and persistent sewer capacity issues in certain locations.

Economics / Education

Generally, there is a correlation between educational attainment, income and poverty rates. There seems to be a few examples of this among the communities compared. All of the communities compared have a median household income that averages \$91,214, this is above the Kansas median of \$70,333. Bonner Springs sits at a household income level of \$81,865, a nearly 20% increase from the 2020 Census. Bonner Springs has a below average percentage of residents holding post-secondary degrees at 24.8% vs. the average of 30.9%. While this number remains below the average, it is an increase from the 2020 Census data.



The table above is taken directly from the demographics table on the previous page and the American Community Survey

Policy Implications

Bonner Springs is fortunate enough to be in close proximity to a variety of employment opportunities due to the closeness of the Kansas City metro area. There has been a slight decrease in the number of workforce members in manufacturing, this could be attributed to external factors (decrease in overall population, increase in those with college degrees).

Considering the connection between educational attainment and income levels it will be important for the community to continue to support education.

ECONOMIC DEVELOPMENT

Bonner Springs continually markets itself to draw people to the community, with our many festivals and downtown gatherings, the community and surrounding residents are finding out Bonner Springs is a vibrant destination. Downtown has seen recent investments—by both the public and private sectors—but has opportunities for continued investment.

However, the city must continue to promote itself as a unique destination. The city needs to plan for and invest in further land for industrial and business park development.

In order to promote and foster quality community and economic growth, the City has developed an Economic Development Incentive Policy which grants certain financial incentives to new and existing businesses. Included in the Policy are seven (7) specific incentive packages, they are as follows:

Neighborhood Revitalization Property Tax Rebate Plan (NRP) – The Neighborhood Revitalization Plan Property Tax Rebate Programs help promote revitalization of the inner urban area of the city, Lake of the Forest, and northwest area of the city. The programs also promote vitalization of the K-7 commercial corridor, a large area extending north to I-70 from the inner urban area, and the area adjacent to the Kansas Speedway. Set to expire on December 31, 2025

Tax Increment Financing (TIF) – Tax increment financing (TIF) is a real estate redevelopment tool applicable to industrial, commercial, and residential projects. TIF uses the anticipated increases in real estate tax revenues to reimburse the developer for qualified costs or retire bonds sold to finance qualified redevelopment costs. Qualified costs may include: public improvements, site preparation, parking facilities, landscaping and decorative amenities, and land acquisition costs. Buildings or other structures owned or leased by a developer do not qualify.

Industrial Revenue Bonds (IRB) – This is a cost-efficient method that finances up to 100% of the purchase of land and costs to construct and equip new facilities or the costs to acquire, remodel, and expand existing facilities. Industrial Revenue Bonds (IRB) are securities issued by cities, counties, and the Kansas Development Finance Authority. There are tax-exempt and taxable bonds based upon what is financed. Other IRB benefits include eligibility for a property tax exemption for up to 10 years and a sales tax exemption for labor and materials purchased for new facilities.

Transportation Development District (TDD) –

A transportation development district (TDD) may be created to finance certain transportation related projects or infrastructure in connection with a development. Eligible projects may include bridges, streets, interchanges, intersections, signage, traffic signals, parking lots, parking garages, bus stops and stations, airports, docks, lake or river ports, railroad, light rail, mass transit facilities, and land acquisition

Community Improvement District (CID) –

Community Improvement District (CID) financing allows cities / counties to levy special assessments or a sales tax of up to 2% within a CID and to use proceeds of the assessments and/or sales tax to either finance projects within the CID or to pay debt service on Special Obligation (SO) or General Obligation (GO) bonds issued to finance projects within the CID.

Special Benefit District – This type of financing may be used for public streets, sanitary sewers, water mains, storm water, and other public improvements when those improvements confer a special benefit upon property within a defined area. Established special benefit districts levy and collect special assessments upon property in that district and provide for the payment of all or part of the improvement costs from proceeds of such special assessments.

Rural Housing Incentive District (RHID) -

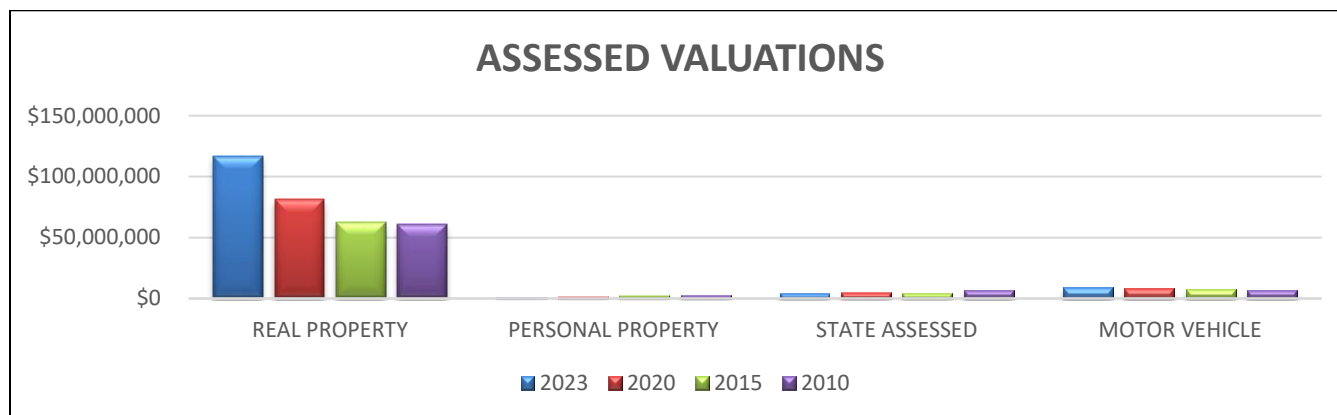
provide reimbursements to developers in building housing in rural communities by financing housing development infrastructure or renovations of buildings or structures built over 25 years ago for residential use in a central business district. There must be an established RHID defined by an adopted City or County resolution. RHID captures the incremental increase in property taxes created by the development project for up to 25 years. RHID is available for any city with a population under 60,000, counties under 80,000, or the City of Topeka.

Small Business Attraction & Incentive Program – For a qualifying business, the city will provide grant funds based upon a certain percentage of their retail sales on goods and/or services of which the Kansas retailer's sales tax is actually paid to the Kansas Department of Revenue. The city will also waive and reimburse certain fees. If a new or existing retail business moves into a vacant tenant space, the business owner may qualify for this incentive program based upon the eligibility requirements and program policies.

Assessed Valuation

The city is located primarily in Wyandotte County, Kansas. However, a small portion of the city (approximately 5 percent of assessed valuation) is located in adjacent Leavenworth and Johnson Counties. The following table gives the total assessed valuation of the city for the years indicated.

YEAR	REAL PROPERTY	PERSONAL PROPERTY	STATE ASSESSED	MOTOR VEHICLE	TOTAL ASSESSED VALUATION
2023	\$117,062,603	\$1,262,419	\$4,586,527	\$8,969,397	\$131,880,946
2020	\$80,899,028	\$1,646,874	\$4,869,437	\$8,390,104	\$95,805,443
2015	\$62,615,821	\$2,234,081	\$4,633,982	\$7,843,876	\$77,327,760
2010	\$60,609,018	\$3,114,864	\$6,900,839	\$6,900,839	\$74,963,447



Estimated Actual Valuation

Based on assessment percentages provided by Kansas Statutes and estimated appraised valuations provided by the Wyandotte, Leavenworth, and Johnson County Clerks' Offices, the following table provides an estimated actual value for all taxable property within the City in the years indicated.

YEAR	RESIDENTIAL REAL ESTATE EQUALIZATION RATIO	ESTIMATED ACTUAL VALUE
2023	10.70%	\$904,969,480
2020	10.51%	\$636,777,057
2015	11.2%	\$515,183,894
2010	11.59%	\$485,689,438

Largest Taxpayers

The following table lists the largest taxpayers in the City, and their most recent assessed valuations.

Table 2.1—Assessed Valuations

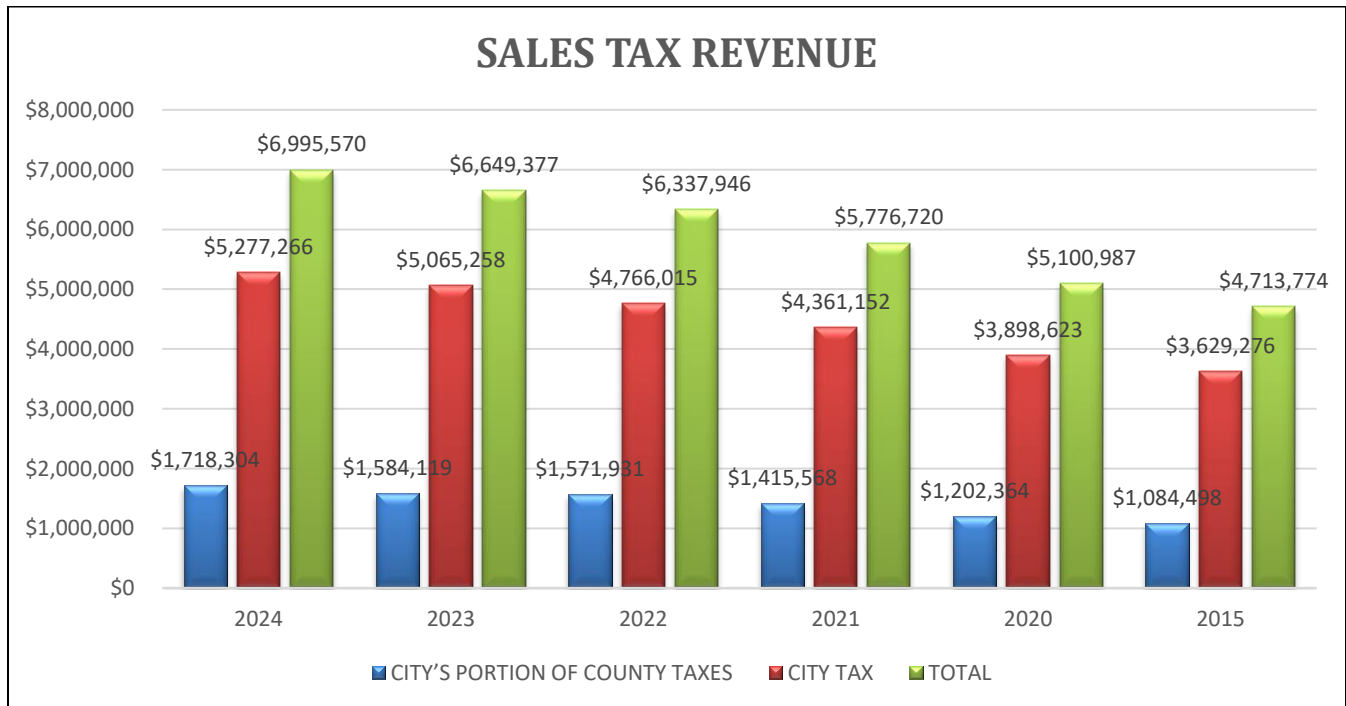
Taxpayer	Assessed
OLD DOMINION FREIGHT LINE	\$6,322,066
WAL MART REAL ESTATE BUSINESS TRUST	\$2,354,566
EVERGY KANSAS CENTRAL, INC	\$1,677,170
ATMOS ENERGY CORP	\$1,273,380
NEW VENTURE I, LLC	\$1,074,452
WALLTIES & FORMS, INC.	\$1,072,112
TRIANGLE SELF STORAGE LLC	\$1,065,306
PIPE PORTFOLIO OWNER LP	\$1,028,425
OLDCASTLE APG MIDWEST, INC.	\$1,002,156
INDIVIDUAL	\$932,905

Sales Tax

The City levies a 1.75% local option sales tax on all applicable goods and services purchased or provided within City limits. The City tax includes a .50% of the City tax was implemented in 1981, another .50% City tax was implemented in 1985, and .25% was implemented in 2017. In October 2003, an additional .25% was added by the City to fund emergency service improvements. This was a 10-year tax which was extended in 2023 for an additional 10 years. In November 2004, an additional .25% was added by the City to fund capital improvements. This is a 10-year tax which was extended in 2014 and again in 2024. Wyandotte County and Leavenworth County currently levy a 1% local option sales tax on all applicable goods and services purchased or provided within the county. These taxes are in addition to the State's 6.5% sales tax. The total sales tax in the Wyandotte County and Leavenworth County portions of the City is 9.25% of cost.

Johnson County currently levies a 1.475% local option sales tax making the total sales tax in the Johnson County portion of the City 9.725%. The State of Kansas is responsible for collection and distribution of all sales taxes. Countywide local option sales taxes are distributed monthly to the County and the cities within the County on a basis of population and relative tax levy. The following table shows the amount of county and city local option sales taxes distributed to the City since 2015.

YEAR	CITY'S PORTION OF COUNTY TAXES	CITY TAX	TOTAL
2024	\$1,718,304	\$5,277,266	\$6,995,570
2023	\$1,584,119	\$5,065,258	\$6,649,377
2022	\$1,571,931	\$4,766,015	\$6,337,946
2021	\$1,415,568	\$4,361,152	\$5,776,720
2020	\$1,202,364	\$3,898,623	\$5,100,987
2015	\$1,084,498	\$3,629,276	\$4,713,774



Tax Levies

The City may levy taxes in accordance with the requirements of its adopted budget. The County Clerk determines property tax levies based upon the assessed valuations provided by the Appraiser and spreads the levies on the tax rolls. The following data lists the total mill levy of the City for the last five years. One mill equals \$1 of taxes per \$1,000 of assessed valuation.

FUND	2024 levy for 2025 Budget	2023 levy for 2024 Budget	2022 levy for 2023 Budget	2021 levy for 2022 Budget	2020 levy for 2021 Budget
GENERAL	29.014	29.658	30.120	29.398	24.530
LIBRARY	3.702	3.527	3.942	4.477	4.477
BOND & INTEREST	6.118	6.686	7.814	9.017	9.321
TOTAL	38.834	39.871	41.876	42.892	38.328

In 2023 the value of one Mill is currently equal to \$117,062.00

The total Mill Levy rate for Wyandotte County (2024) sits at 150.130

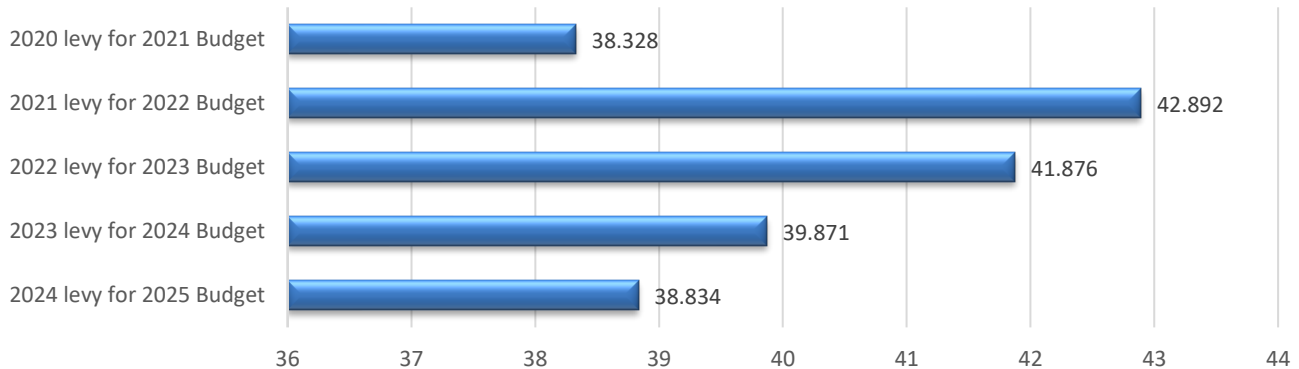
The total Mill Levy rate for the City of Bonner Springs sits at 41.876 (as indicated above)

Impact of Total Mills on an Individual Home (2024 Mill Levy Rate)

Formula:

First Step:	<u>\$250,000</u> (value of the home)	x	<u>0.115</u> (Residential %)	=	<u>\$28,750</u> (assessed value)
Second Step:	<u>\$28,750</u> (assessed value)	x	<u>150.5610</u> (total mill rate)	/ 1000 =	<u>\$4,328.63</u> (total property taxes due)

BONNER SPRINGS MILL LEVY



Existing Land Use

The way in which land use is distributed throughout a city requires thoughtful decision-making and is not simply a random process. Several factors influence how a piece of property is zoned and used. Economic variables such as market demands, the cost of property, and the cost of construction, as well as, environment factors like soil conditions, topography, and locations of floodplains all influence land use patterns. Although these factors are out of the control of the City there are other influencing factors that the City can control. This includes traffic patterns, the capacity and location of public utilities, the delivery of municipal services and the City's physical appearance. However, these factors are not constant and just as they influence land use, each change in land use impacts them.

Bonner Springs currently has sixteen zoning districts, of which five are strictly residential land uses; four are commercial land uses; two are mixed-use, one allowing for a variety of residential (single-family, duplex and apartment) uses to be grouped together in a single development; while the other allows for commercial and residential uses simultaneously. The remaining two are industrial uses. The "PD - Planned Development District" provides for innovative development standards that achieve three main goals, flexibility, framework and intensity.

Following are the current zoning districts:

Residential

LA Loring Agricultural District
LR Loring Residential District
RR Rural Residential District
ER Estate Residential District
GR General Residential District

Commercial Districts

CC Central Commercial District
LC Local Commercial District
GC General Commercial District
HC Highway Commercial District

Special Overlay Districts

MR Mixed-Residential District
MC Mixed-Use Commercial District
PD Planned Development District
RV Recreational Vehicle Parks
ENT Entertainment and Amusement District

Industrial

LI Light Industrial District
HI Heavy Industrial District

The majority of land within the City is zoned either LA (Loring Agricultural District) or RR (Rural Residential). Additionally, there are several large pockets of dense residential located near downtown and north of the city proper. The bulk of the commercial areas are located at major intersections along Kansas Highway 7 or within downtown.

Excluding the rock quarry east of K-7, multiple large industrial areas exist throughout the City. However, it is important to remember that zoning classification and land use do not always coincide.

In recent years Bonner Springs has experienced significant industrial growth causing an increase in the number of acres used for this land use category. Although there are some vacant and agricultural properties inside the City, much of the growth has, and is occurring, in agriculturally zoned areas throughout the City. Considering growth trends, it is likely this development will persist and additional land will continue to be developed in this manner.

Policy Implications

The City is experiencing growth and several requests for land use changes. These changes will require careful consideration to ensure the proposed land use patterns are most appropriate for the City and the particular area. Bonner Springs must evaluate its anticipated annexation area and the anticipated land use of those areas.

Within the zoning districts are uses listed as permitted and permitted via Special Use Permit, these uses should be reviewed, updated, revised or deleted on an annual basis.

Transportation

The transportation system is a vital component of the community. It affects almost every aspect of activity within the community either directly or indirectly. The transportation system is highly visible and deficiencies and improvements are readily noticed. The City currently maintains 144 lane miles or 72 miles of streets, but this number is expected to steadily increase due to development.

Community planning and transportation systems are greatly interrelated and interdependent. An adequate transportation network is a key component of new growth. For this reason, development almost always entails the construction of new transportation networks or the upgrading of existing ones. The costs associated with constructing and maintaining roads continues to rise. In 2024 dollars, it costs approximately \$800 per linear foot for new collector level streets and \$1000-\$1200 per linear foot for retrofitting. Considering these figures, it is important for the City to plan well. It is cheaper and more efficient to construct and maintain a community that is compact and well connected because it reduces the miles of streets that must be built, repaired, and maintained. Additionally, a compact and well-connected city can reduce the response times of emergency vehicles.

The City maintains a major street plan (**Ref. Bonner Springs Future Transportation Map pg 23**).

To assist in the planning, design and maintenance of a street network, streets are broken down using a functional classification system. This system identifies different types of roads based on their design and intended function. While no classification system can fit all situations, they do serve as an effective guide in helping the community adopt standards appropriate to its needs.

The City has adopted the Complete Streets Policy as instituted by the Mid-America Regional Council (MARC). These design regulations are intended to provide for an integrated transportation network with infrastructure and design that allows for safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, public transit riders and motorists; along with individuals of all ages and abilities, including children, families, older adults and individuals with disabilities.

Public transportation has been a long-standing tradition in Bonner Springs, the city operates the small but mighty Tiblow Transit bus service, providing transportation for residents locally within the city limits, it is being expanded in 2025 to once again include trips into Kansas City, Kansas. Being able to provide transportation out of Bonner Springs proper, to employment opportunities in Wyandotte, Johnson and Leavenworth counties is of vital importance, this will take support and involvement from the existing regional transit services such as the KCATA, The Jo and RideKC.

The City should furthermore define areas that would be beneficial for the surrounding residents and consider installing bus stop locations. The classification table below should be utilized when determining viable locations.

A typical classification system identifies four basic types of streets: Expressway/ Major Arterial, Minor arterial, collector, and local. Expressways are most often regional facilities, such as I-70 and K-7, constructed and maintained by the State. For the purpose of this plan, expressways will not be included in the functional classification of streets for the City. The following table provides additional information on the functional classification of streets in Bonner Springs.

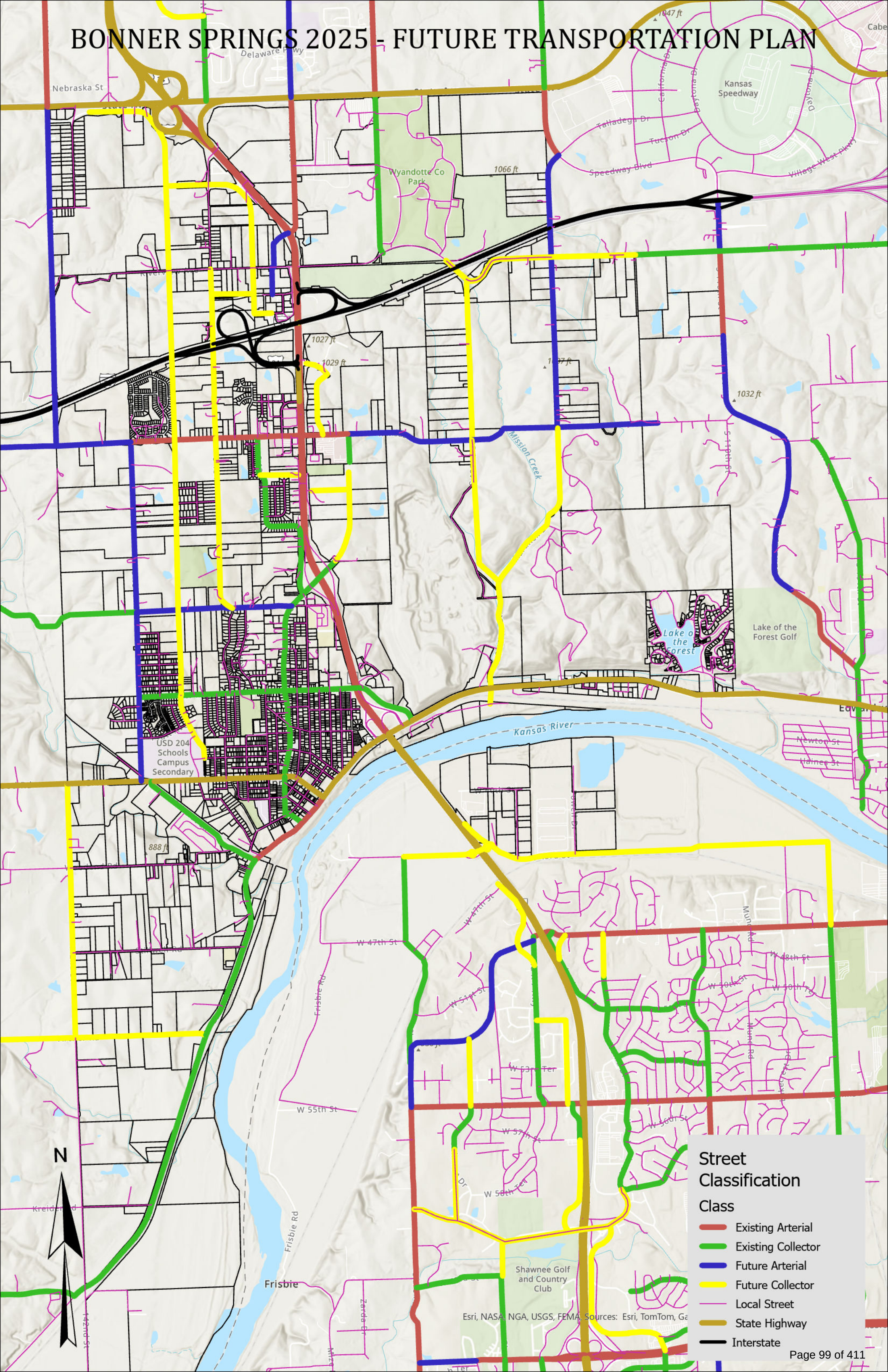
	Minor Arterial	Collector	Local
Purpose	Move large volumes of traffic efficiently	Move moderate amounts of traffic	Provide direct access to properties
# of Lanes/ Lane Width	3-4 (12')	2 to 4 (12'-11')	2 (10.5'-12')
Minimum ROW Width	80'	60'-80'	50'
Pavement Width	36'-48'	24' to 48'	28'
Sidewalks	Minimum 5' wide sidewalks on both sides	5' wide both Sides	5' wide one side
Parking	Prohibited	Permitted	Permitted
Average Daily	More than 12,000	1,500 – 12,000	Less than 1,500
Speed (MPH)	40 MPH	30 – 35 MPH	25 MPH

Based on the table above and current conditions, existing streets within Bonner Springs can be placed into an appropriate classification that takes function, land use and traffic volumes into account. Bonner Springs has several major arterial streets located within the city limits; Kansas Highway 7, Kansas Highway 32, U.S. Highway 24/40 and Interstate 70. Minor arterials include portions of Kansas Avenue, portions of 142nd Street and 130th Street. Current or future collector street classifications can be found on streets such as Morse Avenue, Nettleton Avenue, 134th Street, Scheidt Lane and others. The majority of other streets throughout Bonner Springs are classified as local.

The utilization of people-powered bicycles, electric scooters and E-bikes as a viable transportation mode have been steadily increasing over the last several years. To accommodate the growing trend, governments at all levels are implementing bicycle programs. The Federal Government has provided funding and guidelines for bike facilities with programs. Cities are becoming more conscious of incorporating trails, multi-use paths and sidewalks into their transportation network as well.

Policy Implications As development and potential annexation continue; the way existing and new roads interface, as well as, design specifications should be examined. Additionally, the city should begin to plan for the incorporation of bicycle transportation systems, installation of multi-use paths along Minor Arterial streets as well as public transportation amenities in new developments and in older neighborhoods.

BONNER SPRINGS 2025 - FUTURE TRANSPORTATION PLAN



Street Classification

Class

- Existing Arterial
- Existing Collector
- Future Arterial
- Future Collector
- Local Street
- State Highway
- Interstate

Esri, NASA, NGA, USGS, FEMA, Sources: Esri, TomTom, Google

INTRODUCTION – SOILS AND TOPOGRAPHY

This section summarizes natural conditions and man-made improvements that impact Bonner Springs's long-term future. Environmental characteristics and infrastructure in Bonner Springs are the focus of the summary, as they play a significant role in the location and cost of serving development—both existing land uses and “urban systems” along with future development. Significant barriers to development in some portions of the city include floodplains and high-water tables, shrink swell soils, soils unsuited for on-site septic systems, and severe slopes.

Soils

Bonner Springs is located in the general soil area of Kansas labeled “deep Loess Drift”. The Soil Survey of the region published by the US Department of Agriculture lists 34 soil series in the three counties. Bonner Springs is further defined into eight (8) general soil associations, with the most widespread being the Sharpsburg-Macksburg association, the Knox-Sibley association, and the Armster-Lagonda-Sharpsburg association. A majority of the soil types in Bonner Springs are unsuited for on-site septic systems due to flooding, soil wetness and slow percolation. Also, local roads may require careful treatment due to the poor quality of the soils.

Mineral Resources

The geologic formations in Bonner Springs are the Lansing Group and the Kansas City Group. These two groups are generally described as having the potential for production of quarried limestone materials such as riprap, road surface material, and products for the manufacture of cement. In addition, the Kansas City Group contains irregular or thin beds of high sulfur content coal. Neither fossil nor non-fossil mineral resources are actively being extracted in Bonner Springs.

Bedrock

The presence of bedrock near the surface can significantly increase development costs and may make new development prohibitive due to excavation costs. The shallow bedrock in Bonner Springs that may interfere with excavation is mostly soft and rippable with the aid of commonly used construction equipment such as a backhoe.

Ecological Profile / Physical Limitations

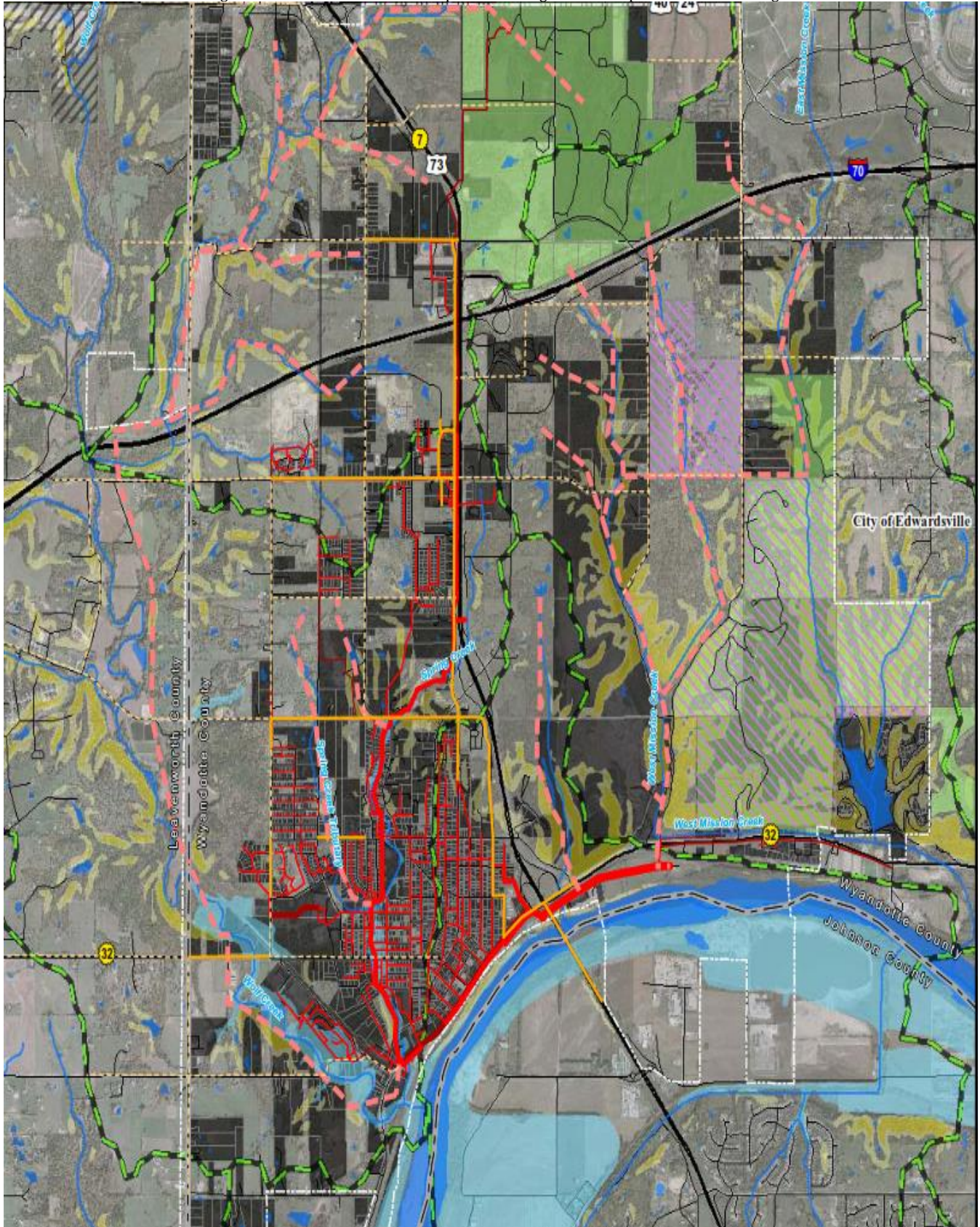
The physical characteristics of a community can reveal a lot about its growth patterns, health and vitality. Additionally, understanding the existing physical condition and limitations of the community will offer a better understanding of what issues need to be addressed. Identifying both positive and negative aspects of the community's physical environment will provide valuable insight in developing specific strategies on improving the overall physical image and condition of the community and understanding growth limitations.

Steep Slopes

Slopes greater than 15 percent are generally considered a severe limitation for residential development; and greater than 20 percent, barriers to surface infrastructure extensions, such as roads. In the eastern portions of the city, steep slopes occur along the edges of the floodplains and north of the Kansas River in the quarry and campground regions; and west of the city in portions of the Wolf Creek sub basins. (Ref Bonner Springs Development Challenges map page 26).

Overall, the land within the City limits has a rolling hill topography with significant topographical features moving farther south towards the Kansas River. Bonner Springs is located in nine (9) different watershed drainage areas; thus, providing sanitary sewer service is a vital concern. A considerable amount of land within the community and the future growth area is located in the Wolf Creek basin while the wastewater treatment plant is located nearest the majority of the basins at the southern end of the watershed. This requires a large portion of the City's sewer and potential future portions to be pumped to the wastewater treatment facility.

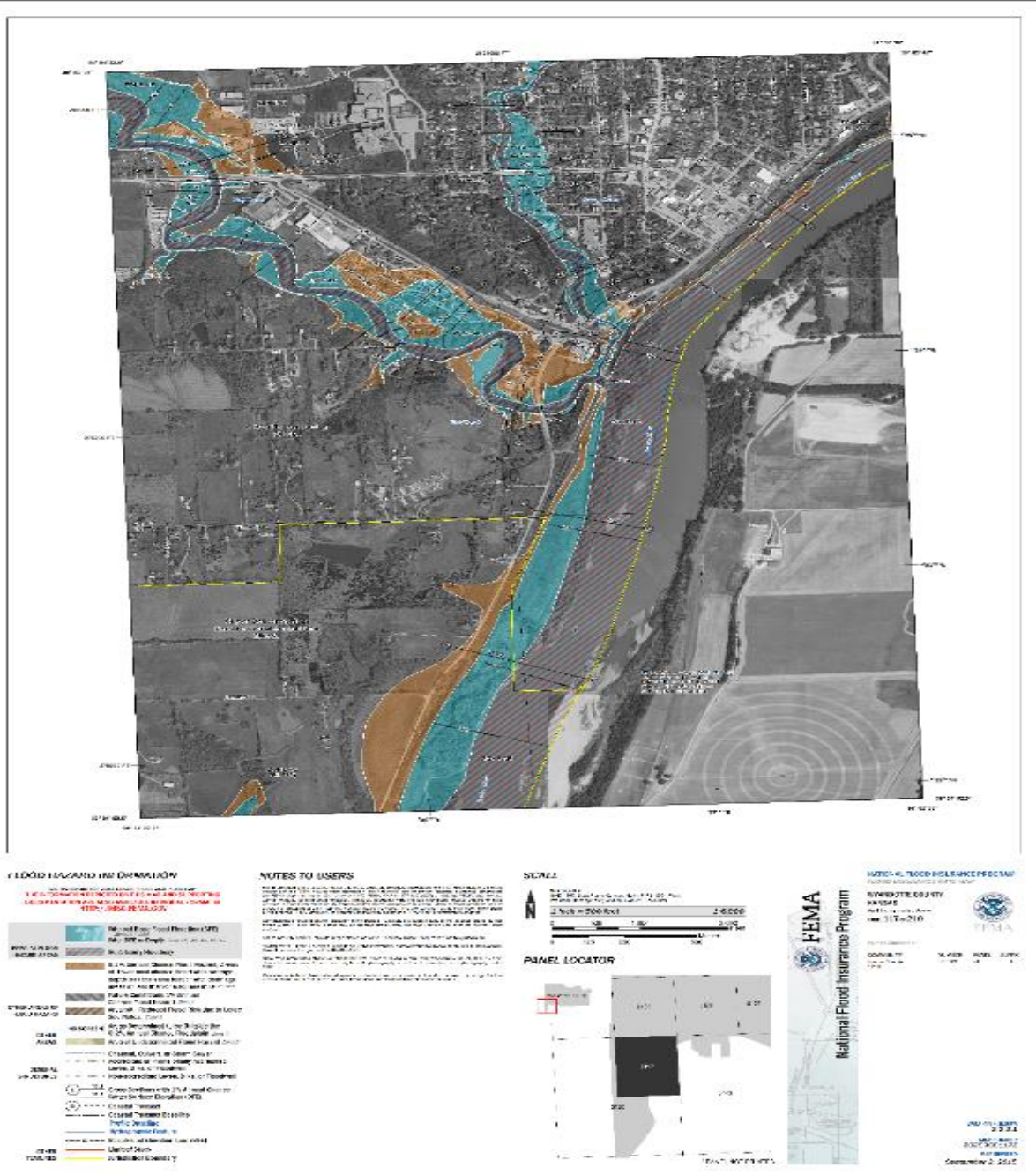
The image below indicates areas of development challenges due to slopes of the surrounding land.



Floodplains

Significant flood prone areas in the City and in unincorporated areas outside Bonner Springs exist in the creeks that flow south to the Kansas Rivers and their tributaries. In the planning area the floodplain boundaries run along the main sub-basins of Wolf Creek, Spring Creek, East Mission Creek and West Mission Creek, and related branches that flow south to the Kansas River. Small watersheds are more suitable for long-range planning than other units such as a major river basin or county line. Most land problems are linked with water problems. More than half of the flood damage in the United States occurs in small watersheds. Most of the drainage needs are confined to small watersheds. Many of the problems of erosion, as along watercourses, can be solved only by public action at the watershed level of planning.

Updated FIRM map of the Wolf Creek basin as it flows into the Kansas River



Surrounding Growth Factors

Much of the land within Bonner Springs is currently used for large tract agricultural and/ or residential purposes or has been left vacant, with large areas of commercial located in downtown and along K-7 Highway. These types of land uses are conducive to growth and will allow Bonner Springs to expand. Industrial development is begging to occur in the northeast corner of Bonner Springs; this area provides direct access to the Interstate Transportation system. Additional industrial development areas should pin-pointed for future use, one example would be land that is currently utilized by APAC – KS, Inc. for the Bonner Springs quarry site.

However, there are factors that will limit the City's expansion. Growth to the east will be restricted by the proximity of incorporated Kansas City, KS, growth to the west will need to occur within Leavenworth County and involve mutual agreements, assistance and an overall combined effort.

Other cities may also impact the extent to which the City limits may be extended, however, it will require many years of continuous growth and annexation before Bonner Springs encounters this situation.

Policy Implications Because development within Bonner Springs's city limits is not contiguous the ability to supply all areas of the City with water and sewer services is less efficient. As development continues the way existing and new infrastructure interfaces, as well as, infrastructure design specifications should be examined.

Additionally, the City should begin to plan gravity flow sewers throughout the many watersheds located throughout the city

COMMUNITY FACILITIES

To be truly comprehensive, this Plan must explore the relationship between growth and the services and facilities which must support this growth. If the necessary support facilities are not made available, growth will cease. In particular, the City must monitor its public works and utility services, public safety, and its public building and recreational facilities to properly accommodate new and current citizens and businesses as the community grows.

The City's Capital Improvement Program is adopted annually with each budget. The city is continually budgeting maintenance and reinvestments to bring older systems in line with current needs. For example, there are still many gaps in the city's sidewalk network that need to be repaired and/or constructed. It is difficult for children to walk to school given the limited sidewalk network in the older core area of the community. New infrastructure systems are needed to assist and promote new development. The City is planning for proactive management of growth compared to past decades. There is a general recognition that regional growth is more and more present, and there is a need for strategic planning when providing infrastructure for growth. Again, with the example of sidewalks, the City has been continually replacing dilapidated sidewalk sections and building where there was none, on a priority basis, such as on routes to public schools.

City Offices

City Hall is located in the renovated "1918" building at 200 E. 3rd Street, abutting our vibrant downtown. The building is occupied by the City Clerk, Utility Billing/Finance Department, Municipal Court, City Administration, Community Development, Tiblow Transit dispatch, Parks and Recreation Department and the City Council/Municipal Court Chambers. City Hall is adjacent and attached to our Community Center, which houses our Senior Resource Center, several rooms for meetings and a community gymnasium.

Parks and Recreation

The City of Bonner Springs is home to 8 community parks and 2 community buildings. The Community Center is located near the heart of downtown and within walking distance of 3 pocket parks. The Center has 4 rentable rooms for events including a gymnasium, and a separate area for senior activities. The building is programmed with a mixture of activities for persons of all ages.

Centennial Park is a small pocket park in the downtown area, is currently used for several different festivals and the farmer's market. It is a landmark for the town as it sports a large yellow caboose, water garden, and large pavilion for the market.

Kelly Murphy Park is another small pocket park that hosts the band stand drawing thousands of people to enjoy in the City Band's music each year. It is a memorial park built in memory of police officer, Kelly Murphy.

Kerry Roberts Memorial Park is a 10-acre memorial park in memory of 11-year-old Kerry Roberts who was fatally injured during a baseball game. The family donated the park to the City to be maintained as a nature park that contains an unpaved trail loop, shelter, and swing set.

Lions Park is a 17.5-acre park located in the heart of the city. It contains 3 fully lit baseball fields with concrete dugouts, 3 playgrounds with varying equipment, a concession stand with restroom, two shelters, a trail system that connects to South Park, and a fenced dog park.

North Park is located in a quiet residential area outside of the downtown area and is home to many diverse recreational opportunities. It contains an 18-hole disc golf course, the largest outdoor water park in the county, fishing dock and lake, memorial site, 2 soccer fields, 2 sand volleyball courts, a shelter and playground and soon, additional public restrooms.

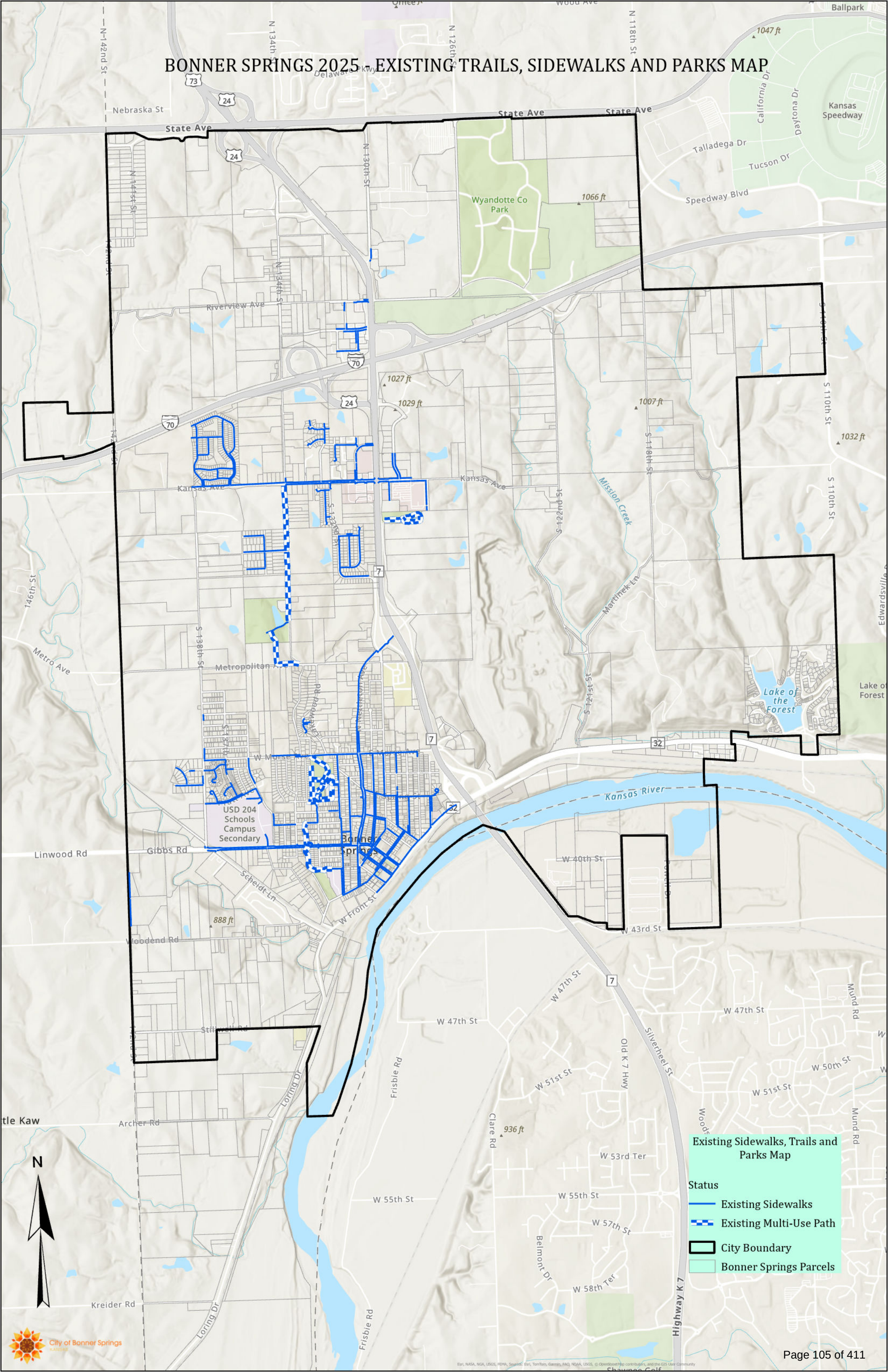
South Park is a neighborhood park that is near the elementary school. It has a skate park, a rentable community building, 12 horseshoe pits, a shelter, and trail connection to Lions Park.

Center Park is a small pocket park located near the downtown area that hosts a fitness court, with the potential for future amenities.

Bonner Springs also plays host to the 250-acre **Wyandotte County park** along with a public golf course - Sunflower Hills.

As the community's population continues to grow, the existing number of parks and recreational opportunities will not meet the needs of the citizens. As new residential development occurs, the City must work with developers to provide recreational opportunities in the boundaries of these new developments.

BONNER SPRINGS 2025 - EXISTING TRAILS, SIDEWALKS AND PARKS MAP



Existing Sidewalks, Trails and Parks Map

- Status
- Existing Sidewalks
 - Existing Multi-Use Path
 - City Boundary
 - Bonner Springs Parcels

Library

The Bonner Springs City Library, located at 201 N. Nettleton Avenue, offers a variety of books and programs for children, teens, and adults. Additionally, the library provides audiovisual materials, e-resources, inter-library loans, computers for public use, WIFI, private study rooms, a community room, fax and copy machine services, voter registration, tax forms.

The Library receives more than 6,000 visitors a month and has over 8,500 active cardholders, who check out, download, or stream over 100,000 items a year. There are over 60,000 physical items in the collection.

Education

Unified School District 204, Bonner Springs-Edwardsville, serves students and families in a 38 square mile area of Wyandotte County. PreK-12 students attend one of six district attendance centers. The McDaniel Preschool Center located in Bonner Springs, serves the PreK students, while three elementary facilities serve K-5 and are located throughout the district. Students in grades 6, 7, and 8 attend Clark Middle School located in Bonner Springs. Bonner Springs High School, is a 5A school, serving students in grades 9 through 12. In addition, the district offers a Head Start program that promotes the school readiness of infants, toddlers, and preschool-aged children from families with low income. A virtual school option for USD 204 is also offered through Greenbush Virtual Academy.

During the 2022-2023 school year, the total enrollment for all schools was approximately 2,465 pupils. The district also employs 225 professional staff members and 191 support staff.

Electric System

Evergy provides Bonner Springs and surrounding areas with electrical services. The company is adequately prepared to handle increasing demands for the next twenty years as there are currently several substations located near Bonner Springs, which possess expansion capabilities. To ensure Evergy may accommodate growing needs and changing circumstances, the City must engage the provider during the planning stages of development, major road improvements, and right-of-way exchanges.

Gas System

Bonner Springs natural gas is supplied by Atmos Energy. As development occurs, the company has installed the necessary infrastructure and will continue to provide infrastructure on an as needed basis. To ensure Atmos may accommodate growing needs and changing circumstances, the City must engage the provider during the planning stages of development, major road improvements, and right-of-way changes.

Water System

The Bonner Springs Water Division has been in operation for over 100 years. Our water treatment plant produces an average of 1.15 million gallons per day. The source water is pumped from five wells, located on the north bank of the Kansas River and is filtered to remove iron and manganese and disinfected prior to distribution.

The distribution system consists of over 50 miles of water mains, 3,100 meters, 450 fire hydrants, a pump station, and 2 one-million-gallon storage tanks. Peak water demands in the summer can reach 2 million gallons per day. Main upgrades will be necessary to meet the needs of new development and the city has established long term plans which address this issue.

In 2021 the city began the process of updating our water treatment facility, the new facility was completed and began operation in the Fall of 2024. This facility provides clean “soft” water to the citizens of Bonner Springs. After nearly 18 months of construction, the City’s new water treatment plant will begin serving the residents of Bonner Springs early this fall. At a cost of \$29 million, this important infrastructure project was funded via the Kansas State Revolving Loan Fund. The new plant increases Bonner Spring’s water treatment capacity, allowing our community to independently treat and supply our residents with clean drinking water year-round. We will no longer need to purchase water from Kansas City, Kansas BPU during the summer months when our water usage is at its highest. This added capacity also positions our community for future growth and development. Using a new nanofiltration process, residents and rate payers should expect much softer water than they are accustomed to

and may opt to discontinue use of water softeners and hard water systems. See below for additional information regarding the transition to the new water treatment plant.

The City will need to address the rural water district issues in Leavenworth County as annexation and development occur in the Wolf Creek basin west of the county line.

Stormwater System

Overall, the City's stormwater system is functioning properly and efficiently with no significant inadequacies in the system. Some areas of town do not possess curb and gutter conveyance systems and still rely on ditch lined roads with culverts being placed at driveway intersections. Although some citizens would like the older portions of town to be retrofitted with curb and gutter, the open ditch drainage system currently in place works properly and improves water quality by providing for natural filtration of the stormwater. All new subdivisions are being constructed with curbs, gutters and underground conveyance systems.

In January 2008, the city adopted new Storm Water Management Program and Utility (**Ref. Appendix C**). In January 2019, a comprehensive storm water master plan was completed for several of the drainage basins throughout the city. Currently only limited areas have been studied (i.e., Spring Creek basin and the "Clark" area). KC American Public Works Association standards have been adopted for storm water run-off to limit post development runoff to predevelopment conditions. The MARC BMP Manual was also adopted to improve water quality throughout the City and require stormwater treatment for all new developments.

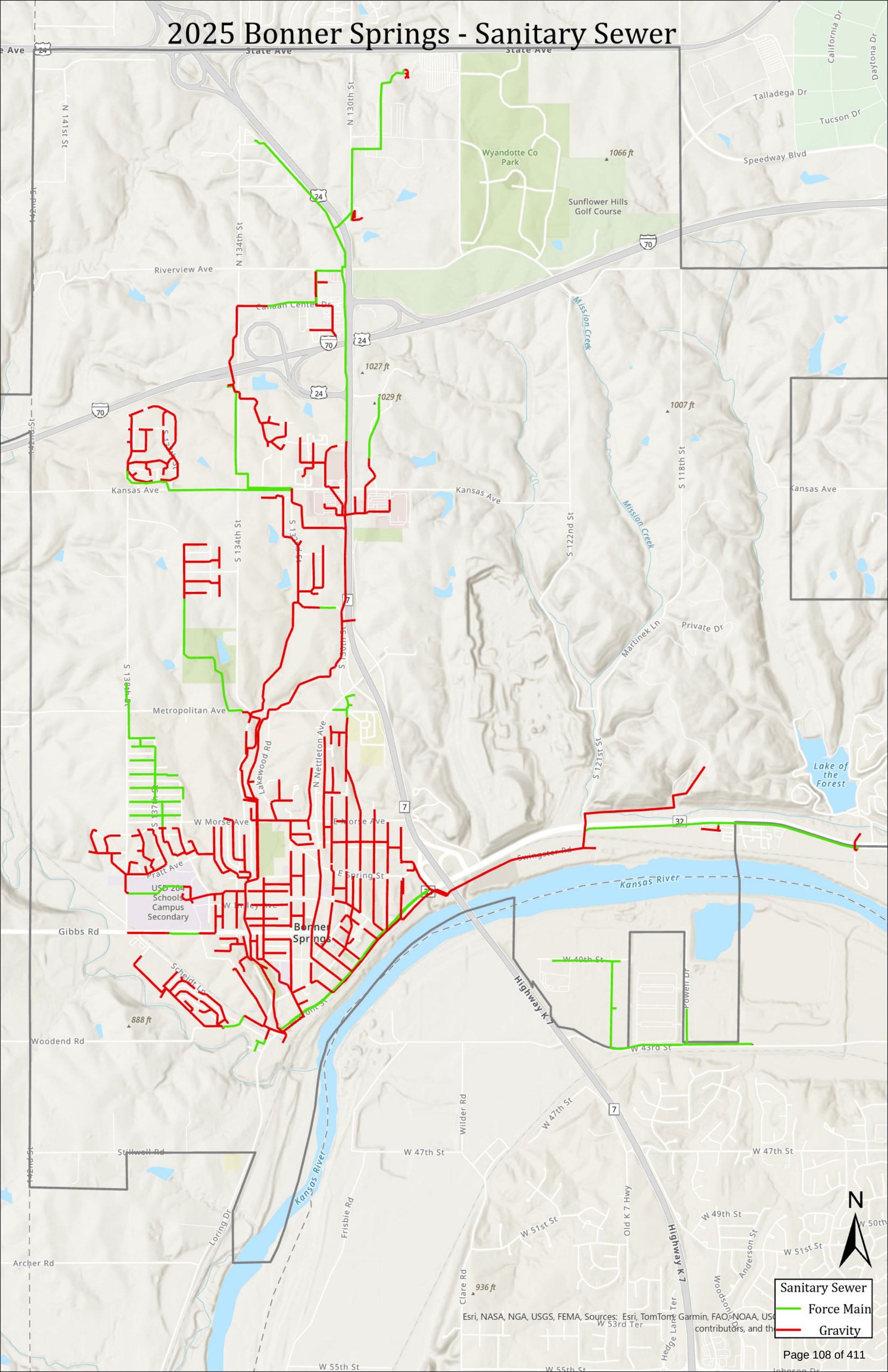
The City is studying options for regional storm water detention to augment individual site by site facilities—a stormwater utility fund was established may be an option to consider as a way to fund regional improvements. The City is considering standards for stream protection (i.e., setbacks and stream buffers); and, how stream buffer areas will be maintained and who will maintain them.

Wastewater System

The wastewater system is a critical issue for Bonner Springs, Kansas. The wastewater facility completed an expansion project in 1994, the City's collection system consists of over 36 miles of gravity mains of various sizes, 7 miles of force mains of various sizes, as well as 10 lift stations of various sizes to convey all raw sewage to the facility.

- The wastewater treatment plant has a capacity to treat 1.4 million gpd, and averages about 700,000 gpd. Wet weather peak flows exceed treatment capacity, in which case back up and holding mechanisms are employed.
- Along with the planned Wolf Creek sanitary sewer interceptor the City needs to plan for other major infrastructure needs including water, roads, parks, etc.
- There is only limited capacity remaining in the Spring Creek sewer basin and therefore new developments proposing to pump sanitary sewer from other basins into the Spring Creek basin could consume the remaining capacity to serve future development in the basin.
- The city contains nine (9) distinct watersheds, as new development occurs developers must account for extending services within the watersheds in order for development to occur. The City offers certain incentive packages that can aid in this process.

2025 Bonner Springs - Sanitary Sewer

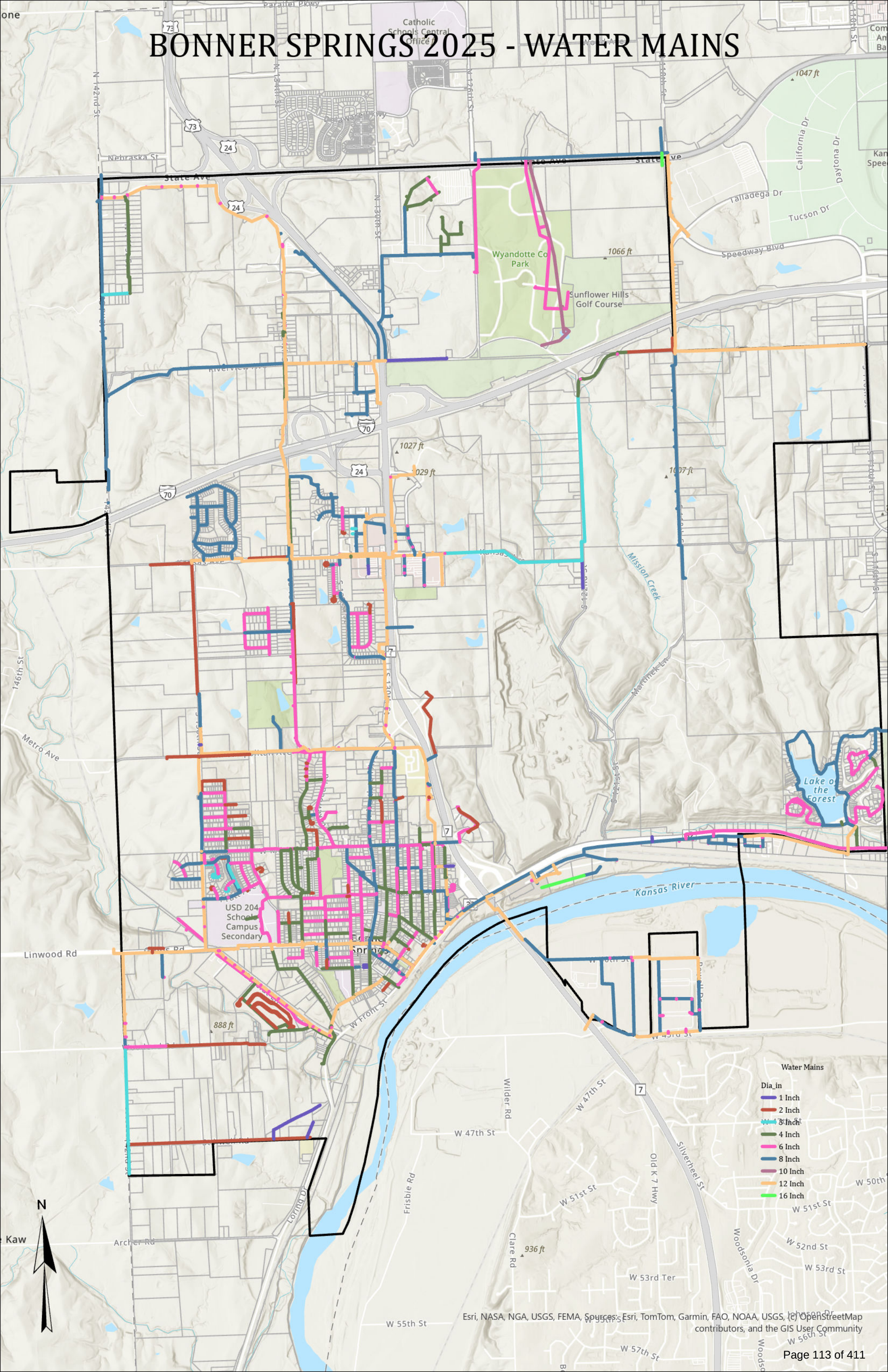


Sanitary Sewer

Force Main

Gravity

BONNER SPRINGS 2025 - WATER MAINS



Law Enforcement

The Police department consists of 26 full time staff members, including 23 sworn officers and three civilian positions. In 2020, the Police Department moved into a state-of-the-art Police facility. While population continues to progress incrementally, development and service demands within the community will need to be considered relative to the current sworn work force. The department needs to continue to assess personnel needs, distribution of resources, needs for touchdown locations within the community to better serve developing areas, and acquisition of advancing law enforcement technologies to remain efficient and effective.

Fire Protection and Emergency Medical Services (EMS)

The City of Bonner Springs Fire Department is a full-service, all-hazards emergency response agency tasked with minimizing our community's loss of life and property. Through our own emergency response capabilities and established automatic aid agreements with regional partners, we provide comprehensive fire protection, technical rescue, wildland firefighting, hazardous materials response, and disaster response services. Additionally, we deliver Paramedic-level Advanced Life Support (ALS) ambulance services to the community.

Beyond emergency response, our department has established a community risk reduction program utilizing fire and life safety inspections, fire investigations, and public education initiatives. On January 15, 2022, the department transitioned to a full-time fire department. Before this, a long legacy of volunteers staffed the fire department since 1903.

Staffing and Operations

Our daily staffing model ensures initial response capabilities to emergencies, while automatic aid partners are simultaneously dispatched to supplement our resources when needed. Each day, six personnel are assigned to staff one fire engine and one ambulance. Operational personnel are cross-trained in fire suppression and emergency medical services to maximize efficiency and adaptability. A part-time employee supplements fire department staffing.

The department is led by a fire chief and a deputy fire chief who also serves as the EMS service director. A part-time fire inspector is in place and conducts fire inspections throughout the community.

Community Vision and Planning Goals

As the community establishes its vision and goals for the future, the items that need improvement or present challenges to the community are often the focus, while the positive aspects of the community are neglected. However, it is important that the Plan identify the community's assets and incorporate their maintenance and enhancement into the goals and action plans. The following items make Bonner Springs a great place in which to live, work and play.

- Clean/ pollution free
- Family values
- Parks
- Recreational Opportunities
- Learning – education/ great schools
- Neighborhoods
- Community activities
- Vibrant Downtown
- Quality businesses
- Recreation/ youth activities
- Progressive
- Location/ proximity to KC metro area
- Active civic organization and volunteerism
- Police department
- Quality of life
- Fire department
- Sense of community
- Chamber of Commerce
- Religious diversity/ churches
- Excellent opportunity for economic growth

Topics of Importance

Using the valuable public input gained throughout the planning process—this chapter outlines “Goals”, “Objectives”, and “Action Steps” for implementing the Comprehensive Plan’s recommendations. These Goals, Objectives, and Action Steps express how the City Planning Commission and the City Council intend to work with the citizens at large, local and regional stakeholders, and the development community in shaping the city’s growth over the next 20 years—and beyond.

The Goals and Objectives should be used in the decision-making process future land use and development process. The goals are organized by the key topics of interest to the greater Bonner Springs community, as expressed in the public workshops:

- Environmental Management
- Land Use and Development
- Zoning and Physical Image
- Infrastructure
- Streets and Transportation Network
- Parks, Open Space, and Recreation
- Economic Development
- Future Land Uses

The Planning Commission, over the years have analyzed each topic of importance. The Planning Commission developed goals, strategies, and action steps related to each topic. Goals are the vision the community has for that specific topic while the strategies are objectives designed to accomplish the overall goal. Action steps are specific acts intended to achieve the desired objectives. Action steps may have targets for completion in the form of population growth, development, and time.

To determine if the community is working towards and achieving the desired goals, the Comprehensive Plan shall be reviewed in January annually.

Environmental Management

GOAL:

Plan for, utilize and preserve natural resources.

OBJECTIVE: (Environmental Management)

Protect the City's existing environmental assets and ensure future development in harmony with natural features, the Kansas River, the Wolf Creek basin, and other streams and tributaries.

ACTION STEPS: (Environmental Management)

- A. Continue local environmental planning—and subsequent standard updates—with regional cooperation on storm water management, including education of the public about erosion from water coming from outside the City corporate limits.
- B. Continue to revise and update City standards with new and valuable regulations so that development is designed and continues with “green practices”, and environmental degradation is minimized during construction.
- C. Continue regulations to protect natural systems as a conveyance for stormwater, and to reduce erosion, sedimentation, and flooding. **(Ref. Appendix C)**
- D. Implement measures such as Conservation Districts to protect natural resources such as: stream corridors, floodplains, woodlands, steep slopes and other environmentally sensitive features.

Land Use and Development

GOAL:

Provide the opportunity for future urban growth as urban infill and in the planned growth areas of Bonner Springs.

OBJECTIVE: (Land Use and Development)

Manage growth in an orderly manner that creates compact and contiguous development patterns and not leapfrog beyond areas that can be reasonably served by utilities and services.

ACTION STEPS: (Land Use and Development)

- A. Partner with Leavenworth County to establish an Urban Service Area boundary and land use plan in the unincorporated area outside the city limits.
- B. Promote annexation of unincorporated “infill” areas contiguous to the city limits in response to growth.
- C. Continue promoting the Bonner Springs industrial/business park; designate new commercial and industrial park land areas on the Future Land Use map.
- D. Require developments to analyze their impact on public utilities and to make improvements to accommodate the development’s impact.

Annexation

Growth brings a number of benefits to a community; however, it also brings a number of impacts and costs. This makes annexation a vital part of planning for the future of the City because it provides a mechanism to incorporate those areas outside the city limits anticipated for future growth. It also ensures there is adequate land and space for future growth and development.

Annexation does come with a cost, which must be carefully analyzed. The City must evaluate its ability to provide an adequate level of services to the annexed area. Additionally, the City needs to promote a development pattern that represents the sustainable use of land, energy and other resources by encouraging orderly, contiguous growth and minimizing single-use or low-density, dispersed development. Annexation is an important topic for Bonner Springs as the City grows.

OBJECTIVE: (Development and Natural Resources)

Minimize the loss of natural resources due to urbanization.

ACTION STEPS: (Development and Natural Resources)

- A. Locate new developments in areas which are free of environmental hazards or problems relating to soil, slope, bedrock and water table.
- B. Continue to limit development in the 100-year floodplain to recreational uses, green space and parks.
- C. Design and construct new development to retain the natural and visual character derived from topography, woodlands, streams, and riparian corridors.
- D. Maintain current practices in new developments that increase storm water infiltration and adequately treat storm water runoff from a site before discharge.

GOAL:

Provide the opportunity for future urban growth as urban infill and in the planned growth areas of Bonner Springs.

OBJECTIVE:

Manage growth in an orderly manner that creates compact and contiguous development patterns and not leapfrog beyond areas that can be reasonably served by utilities and services.

ACTION STEPS:

- A. Promote annexation of unincorporated “infill” areas contiguous to the city limits in response to growth.
- B. Continue promoting vacant land within the City limits.
- B. Require developments to analyze their impact on public infrastructure and to make improvements to accommodate the development’s impact.
- D. Provide a variety of high-quality locations for industrial and business development.
- E. Have proactive communication with property owners.
- F. Incorporate annexation costs with the Capital Improvement Program.

Zoning and Physical Image

Zoning is the legal tool for regulating growth, land use and design and development specifications. Additionally, zoning regulations are a key to implementing the goals of the comprehensive plan and the City's physical image. The physical image of the community entails the perception people have of the physical assets of the City. Improving the physical image has a wide variety of benefits to the community including improved property values, enhanced economic development, increased tourism, and community pride.

GOAL: Maintain City regulations and policies which encourage a strong vibrant growing community.

OBJECTIVE:

Provide zoning regulations which are up-to-date and reflect the goals of the community

ACTION STEPS:

- A. Review the Unified Development Ordinance annually.
- B. Review the permitted and permitted via special use – uses annually and make additions and adjustments when necessary.
- C. Consider zoning for the long term and beyond the City limits.
- D. Tie zoning to the Future Land Use Map and Comprehensive Plan.

OBJECTIVE:

Utilize the Architectural Design Guidelines for commercial and industrial developments to ensure that they have an attractive design.

ACTION STEPS:

- A. Require more traditional type developments that have personality and unique character.
- B. Blend new development to existing development when feasible.

OBJECTIVE:

Encourage a variety of residential developments and styles that incorporate sufficient open space and provide housing for all.

ACTION STEPS:

- A. Utilize different architecture to reduce “cookie cutter” homes and break up monotony and create diversity.
- B. Implement New Urbanist ideas for residential development. New Urbanism promotes the creation of diverse, walkable, compact places with an emphasis on quality of life. These types of development are often referred as traditional developments because they incorporate traditional design elements such as grid pattern streets, alleyway, recessed garages, front porches and amenities (parks, schools, stores) located within walking distance.
- C. Identify areas for multi-family development within the Future Land Use Map
- D. Use the Future Land Use Map and Unified Development Ordinance to better blend new development areas with existing developments.

Measures:

Because physical image entails people's perception, it is recommended that community surveys be utilized to determine citizens' attitudes towards the physical image of the City.

Zoning Districts

Bonner Springs currently has seventeen zoning districts, of which eight are strictly residential land uses, two of those are for mobile home or manufactured home parks/subdivisions, two for agricultural uses, which also allow for single family dwellings, three are retail-oriented land uses, one is mixed-use, allowing for residential and commercial simultaneously and two are industrial uses.

The Planned District shall be utilized in conjunction with one or more of the zoning districts, known as the "underlying district(s)". The requirements of the Planned District shall be in addition to the requirements of the underlying district, except that the Planned District may modify some of the regulations of the underlying district in specific situations.

The current zoning districts are as follows:

Residential

LA	Loring Agricultural District
LR	Loring Residential District
RR	Rural Residential District
ER	Estate Residential District
GR	General Residential District

Commercial Districts

CC	Central Commercial District
LC	Local Commercial District
GC	General Commercial District
HC	Highway Commercial District

Special Overlay Districts

MR	Mixed-Residential District
MC	Mixed-Use Commercial District
PD	Planned Development District
RV	Recreational Vehicle Parks
ENT	Entertainment and Amusement District

Industrial

LI	Light Industrial District
HI	Heavy Industrial District

Public Works Specifications

Low maintenance and longevity of developments are also vital to the community's livability. Public works specifications will ensure streets, sewer systems, and water systems are built to a uniform standard. In order to facilitate this process, it is recommended that the City review and update specifications as needed or annually.

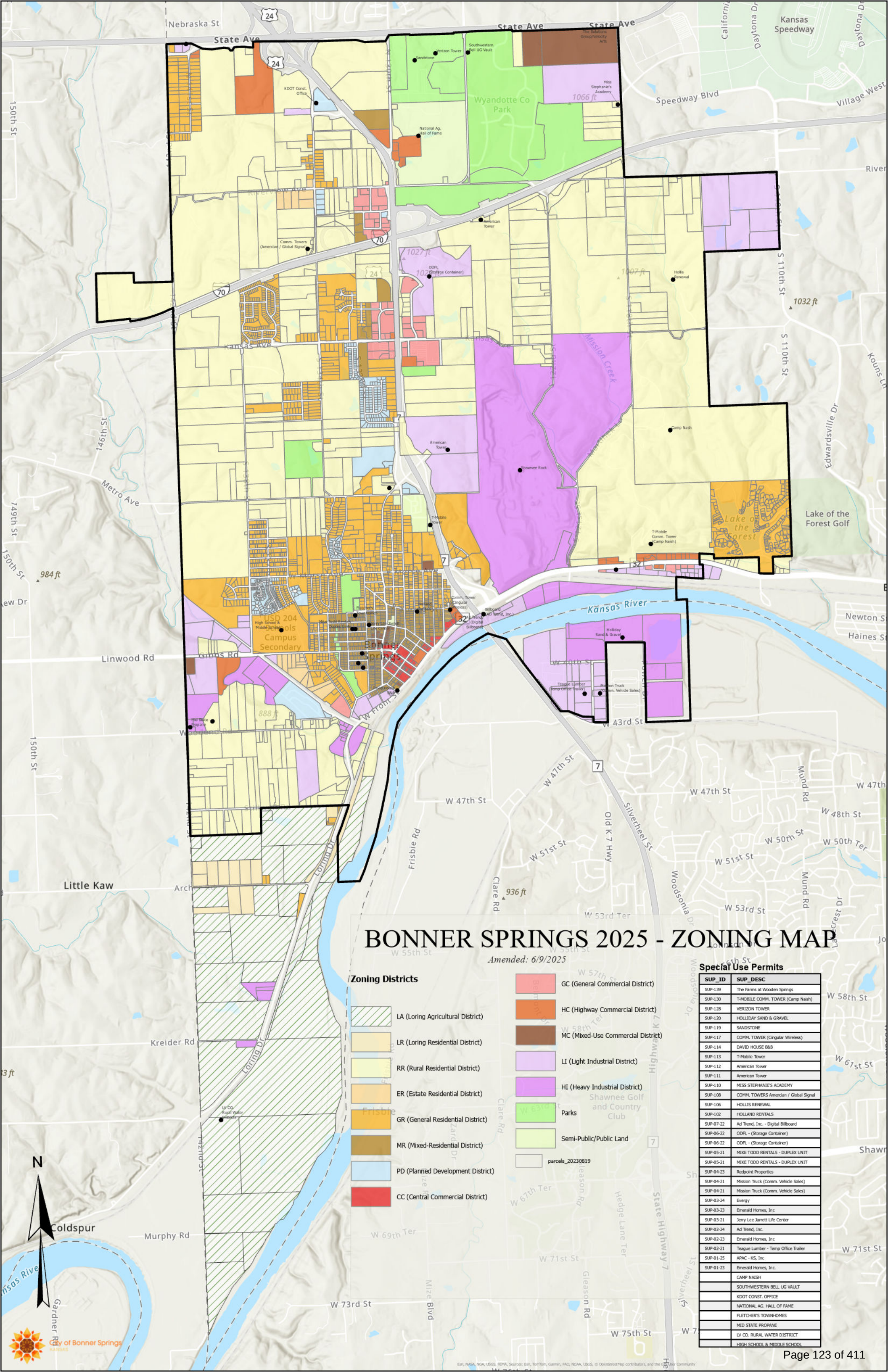
Corridor Studies

The Kansas Department of Transportation has created a K-7 Corridor Plan. This plan and study will have an impact on Bonner Springs. The City will need to be actively engaged in the implementation of the K-7 Corridor Plan as it will impact many aspects of the highway such as traffic flow, access management, and physical image. Additionally, the K-32 Highway Corridor study, the Tri-City Multi-modal Redevelopment Plan outlines the long-term transportation and redevelopment vision for the 8-mile corridor, spanning from N. 57th Street on the east to westernmost limits of Bonner Springs. Both of these plans should and will play a role in the decision-making process for development along both roadways.

- <https://www.ksdot.gov/home/showpublisheddocument/11894/638772001569530000>
- <https://www.bonnerrsprings.org/DocumentCenter/View/2363/K-32-Tri-City-Multimodal-Redevelopment-Plan-Draft-83116?bidId=>

Citizen Survey

In early 2022 a survey was utilized to collect data on where residents within the city and surrounding growth area would like certain types of land uses placed. Following the inserted current Zoning Map are 2 additional maps indicating the preferred locations of Commercial and Industrial uses as gathered from the survey results. These survey results are also provided in Appendix B.



BONNER SPRINGS 2025 - ZONING MAP

Amended: 6/9/2025

Zoning Districts

- LA (Loring Agricultural District)
- LR (Loring Residential District)
- RR (Rural Residential District)
- ER (Estate Residential District)
- GR (General Residential District)
- MR (Mixed-Residential District)
- PD (Planned Development District)
- CC (Central Commercial District)
- GC (General Commercial District)
- HC (Highway Commercial District)
- MC (Mixed-Use Commercial District)
- LI (Light Industrial District)
- HI (Heavy Industrial District)
- Parks
- Semi-Public/Public Land
- parcels_20230819

Special Use Permits

SUP_ID	SUP_DESC
SUP-139	The Farms at Wooden Springs
SUP-130	T-MOBILE COMM. TOWER (Camp Nash)
SUP-128	VERIZON TOWER
SUP-120	HOLIDAY SAND & GRAVEL
SUP-119	SANDSTONE
SUP-117	COMM. TOWER (Circular Wireless)
SUP-114	DAVID HOUSE BBB
SUP-113	T-Mobile Tower
SUP-112	American Tower
SUP-111	American Tower
SUP-110	MISS STEPHANIE'S ACADEMY
SUP-108	COMM. TOWERS American / Global Signal
SUP-106	HOLLIS RENEWAL
SUP-102	HOLLAND RENTALS
SUP-07-22	Ad Thend, Inc. - Digital Billboard
SUP-06-22	ODFL - (Storage Container)
SUP-06-22	ODFL - (Storage Container)
SUP-05-21	MIKE TODD RENTALS - DUPLEX UNIT
SUP-05-21	MIKE TODD RENTALS - DUPLEX UNIT
SUP-04-23	Redpoint Properties
SUP-04-21	Mission Truck (Comm. Vehicle Sales)
SUP-04-21	Mission Truck (Comm. Vehicle Sales)
SUP-03-24	Evergy
SUP-03-23	Emerald Homes, Inc.
SUP-03-21	Jerry Lee Jarrett Life Center
SUP-02-24	Ad Thend, Inc.
SUP-02-23	Emerald Homes, Inc.
SUP-02-21	Teague Lumber - Temp Office Trailer
SUP-01-25	APAC - KS, Inc.
SUP-01-23	Emerald Homes, Inc.
	CAMP NAISH
	SOUTHWESTERN BELL UG VAULT
	KDOT CONST. OFFICE
	NATIONAL AG. HALL OF FAME
	FLETCHER'S TOWNHOMES
	MID STATE PROPANE
	LV CO. RURAL WATER DISTRICT
	HIGH SCHOOL & MIDDLE SCHOOL

Infrastructure

A City's infrastructure helps define the community and is important to the planning process. The street network provides for the community's internal movement and connects it to places beyond its boundaries. The location and pattern of roads, sewer lines, water lines and electric lines will influence the pattern of growth within the community. Additionally, infrastructure such as parks, pedestrian amenities, and recreational areas help establish the quality of life in the community. The goals established in this Plan directly affect future infrastructure improvements because it helps create a priority list. By having the community's goals for growth and development outlined, local officials can ensure they are allocating money for infrastructure improvements that the community believes are important.

GOAL: INFRASTRUCTURE

Provide enhanced infrastructure systems throughout the city.

OBJECTIVE: (Infrastructure—Municipal Utilities)

Encourage city/county coordination and cooperation regarding municipal infrastructure extension into growth areas and future development areas to maximize resources, supply, facilities and distribution of utility services.

ACTION STEPS:

- A. Initiate wastewater improvements into Bonner Springs growth areas, not only those listed upon the Future Land Use Map, but areas east of Kansas Highway 7 that lack the necessary infrastructure for future development.
- B. Encourage watershed protection and regional storm water management in rural portions of the designated "Urban Service Areas."

OBJECTIVE: (Infrastructure—Finance)

Provide funding for adequate capital facilities throughout the city, for both new construction and to address deferred maintenance.

ACTION STEPS:

- A. Implement a dedicated funding mechanism for infrastructure improvements (i.e., a new Transportation Impact Fee) as has been adopted for a citywide stormwater management program and utility fee.
- B. Develop development / growth financing systems based on a consistently applied formula.
- C. Consider regional storm water detention options when available; rather than individual site by site facilities—the stormwater utility fund should be considered as an option to fund these regional improvements.

Streets/Transportation

Transportation is a vital component of the community and affects almost every aspect of activity within the community. Community planning and transportation are greatly interrelated and interdependent. Development is often contingent upon an adequate transportation system, which generally requires construction of new roadways or repair of existing ones. To ensure the transportation network is developed in a manner that will adequately handle the City's traffic and be conducive to efficient maintenance, it is important for the community to develop transportation goals and a Major Streets Plan.

OBJECTIVE: (Infrastructure—Major Streets)

Provide a major street system which allows safe and efficient travel citywide.

ACTION STEPS:

- A. Balance investment between both existing and new areas of the community.
- B. Require new development to provide road right-of-way for the ultimate development of the area.
- C. Manage direct access onto major thoroughfares by implementing an access management plan, limiting the number of curb cuts, and by the use of reverse frontage roads for adjacent commercial and residential land uses.
- D. Space curb cuts on major thoroughfare roads in such a manner so not to impede traffic.
- E. Prohibit residential curb cuts (driveways) onto arterial streets.
- F. Evaluate the impact of new development to determine Transportation Impact Fees (**Ref. Appendix C**), including: Woodend, Stilwell, and Riverview west of K7; KDOT plans for 136th Street; and Kansas Avenue east of Hwy 7; Kump Street; Metropolitan; and 138th Street.
- G. Require new developments to fund infrastructure improvements, both on-site and a proportionate share of off-site improvements, that primarily serve property owners of that subdivision (i.e., deceleration lanes, drainage structures, etc.)
- H. Provide pedestrian and cyclist accommodations along all roadways, including major roadways. Amenities such as sidewalks, bike lanes and multi-use paths should be considered.

OBJECTIVE: (Infrastructure—Traffic Management)

Minimize traffic congestion throughout the city through transportation system capacity enhancements.

ACTION STEPS:

- A. Develop a capital improvement program (CIP) for major streets, based on future land use trends and traffic counts as the basis for prioritizing future road improvements.
- B. Present the comprehensive plan—and the Transportation Plan plans for future improvements—to KDOT for better communication between the city and state funding agency.
- C. Require more than one street entrance/exit for new residential developments when economically feasible and possible.
- D. The arrangement of streets in new subdivisions should make provisions for the continuation of the principal existing streets in adjoining additions (or their proper projection where adjoining property is not subdivided) insofar as they may be necessary for convenient movement of traffic, effective fire protection, and efficient provision of utilities.

OBJECTIVE: (Infrastructure—Construction and Extension)

Provide adequate municipal facilities in response to growth.

ACTION STEPS:

- A. Extend new streets from existing system as shown on the Future Transportation Map
- B. Extend sidewalks and walking paths from Spring Creek to Bluegrass Drive to a trail along Front Street and Kansas Highway 32. Loop towards Edwardsville to Kansas Avenue or to Wolf Creek flat land.
- C. Address the rural water district issues in Leavenworth County as annexation and development occurs in the Wolf Creek basin west of the county line.
- D. Ensure quality construction to reduce maintenance costs.

ACTION STEPS:

- A. Review proposed streets in terms of compactness and connectedness to increase maintenance efficiency.
- B. Review design standards and specifications for roadway construction and update as needed.

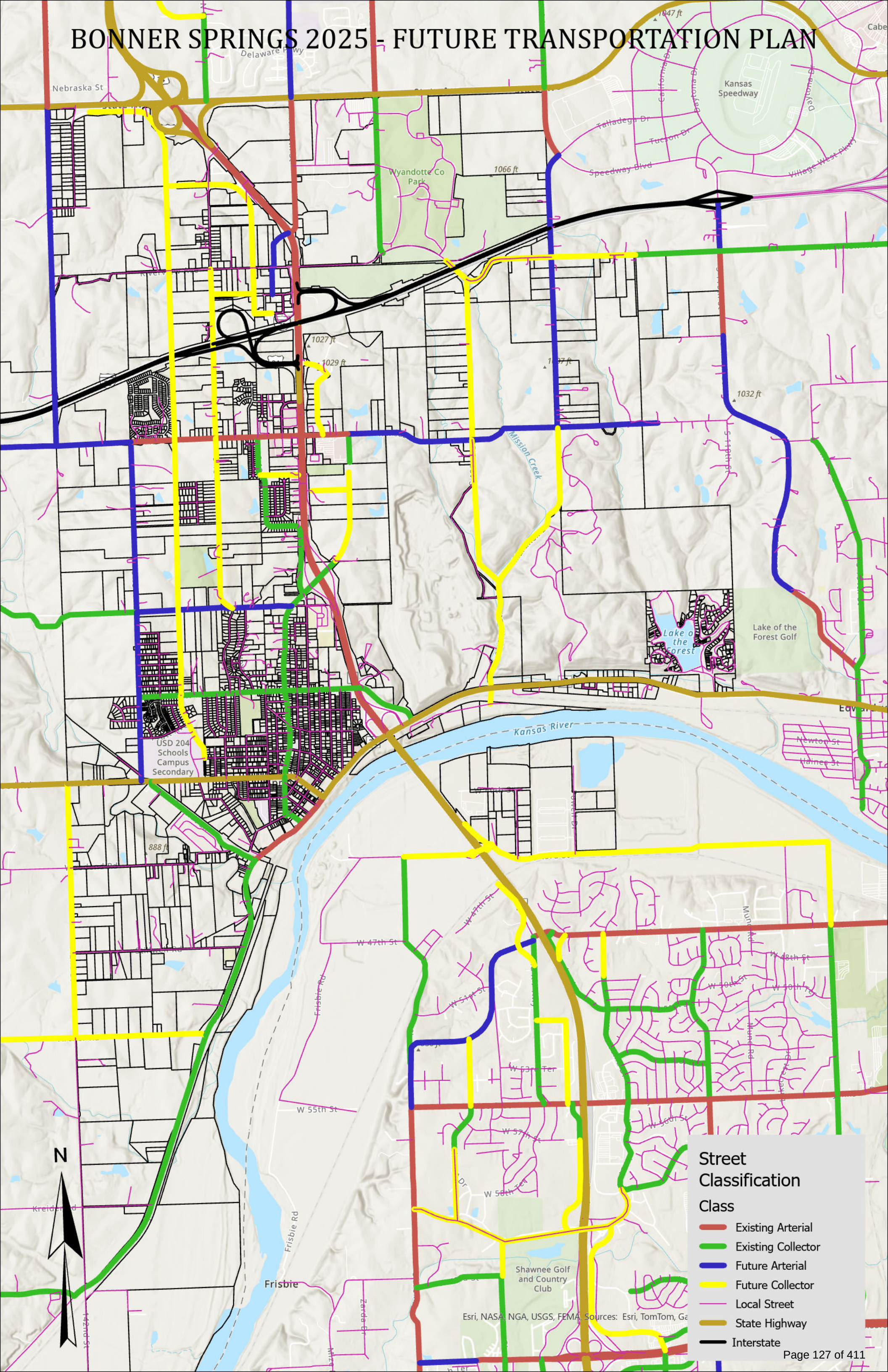
OBJECTIVE: (Infrastructure – Pedestrian Realm)

Provide appropriate facilities to accommodate pedestrian traffic.

ACTION STEPS:

- A. Review transportation plans in relation to the Parks Plan to ensure pedestrian and bicycle connections.
- B. Utilize the sidewalk gap survey by prioritizing areas of improvements.
- C. Partner with the School District on submitting applications to Safe Routes to School Program and other programs for sidewalk improvements.
- D. Implement the use of Multi-Use Pathways along arterial roadways in which portions of the city trail plan closely follow to allow for pedestrian and cycling traffic.
- E. The City must engage in outside resources to better improve our public transit network, while our local Tiblow transit is a benefit to the community as a whole, we need to invest in getting individuals to exterior workforce locations, other areas of the Metro in general.

BONNER SPRINGS 2025 - FUTURE TRANSPORTATION PLAN



Street Classification

Class

- Existing Arterial
- Existing Collector
- Future Arterial
- Future Collector
- Local Street
- State Highway
- Interstate

Esri, NASA, NGA, USGS, FEMA, Sources: Esri, TomTom, Google

Parks and Recreation

GOAL: PARKS, OPEN SPACE, AND RECREATION

Provide parks, open space, and recreation uses to preserve natural resources, and for the use and enjoyment by residents and visitors. While Bonner Springs has done well to preserve and acquire land for parks and recreational spaces; more are needed. Trail connections and extensions should be highly sought.

Per the 2022 Citizen Survey results, citizens support construction investments toward sidewalks, bike lanes and trails.

OBJECTIVE: (Parks, Open Space, and Recreation)

Develop a Trail Master Plan that links parks and residential areas together.

ACTION STEPS:

- A. Require developers to dedicate land for trails where necessary for connections and extensions.
- B. Ensure that street plans include pedestrian connections.
- C. Join with the Mid-America Regional Council (MARC) and Leavenworth County to plan for a regional trail along the abandoned railroad right of way from the potential Kansas River park area to 138th at K-32 Highway, west and north, with a small pocket park at northern end of Whispering Woods near the Wyandotte and Leavenworth County lines.

OBJECTIVE: (Parks, Open Space, and Recreation)

Promote and expand parks and recreation into under-served areas of the city.

ACTION STEPS:

- A. Update the Parks Master Plan to plan for future park locations for land acquisition; along with improving existing parks.
- B. Study how to connect more to the Kansas River, including linear park linkages to Johnson County systems. While we know direct connections with the river will be difficult based on the Union Pacific Railways right of way, other options should be looked at.

A connection using the existing K-7 bridge or a supplemental pedestrian bridge could be options.
- C. Consideration should be given to multi-service sporting area

OBJECTIVE: (Parks, Open Space Connectivity)

Expand the city and county trails systems.

ACTION STEPS:

- A. Create and implement a Trail Master Plan to coincide with the existing Parks Master Plan
- B. Identify connection points and trail extensions that would provide connectivity between all parks and public open spaces.
- C. Pursue land and easement donation / dedications for trails and bike lanes, and secure land or easements from landowners and new developments.
- D. Incorporate trails into the design and construction of new developments.

The following page is left blank intentionally, it will serve as a placeholder for a future trail and park map.

Future Trail and Park Map

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Economic Development

GOAL: (Economic Development)

Encourage development in the City of Bonner Springs in an orderly and efficient pattern, providing services for growth in a fiscally responsible manner.

OBJECTIVE: (Economic Development) Insure adequate developable land and sound capital improvement planning through controlled growth and annexation.

ACTION STEPS:

- A. Annually review growth patterns and make necessary revisions to the Comprehensive Plan and Capital Improvement Program as necessary.
- B. Promote office-commercial to the north, specialties downtown, locate industry near key Interstate and Highway intersections.
- C. Plan for expansion of municipal services to target growth areas and extend municipal services only upon annexation.
- D. Encourage new urban development to locate in areas where municipal services and public facilities are already present or where service can easily be extended.

OBJECTIVE: (Economic Development)

Attract commerce to the City.

ACTION STEPS:

- A. Continue the marketing strategy to attract visitors to Bonner Springs business districts and the downtown; coordinate with regional events to bring people to town.
- B. Continue to promote existing businesses – especially within the downtown district.
- C. Create a search committee to actively search for new businesses.
- D. Promote retail-commercial along K-7 Highway and at new KTA interchange at I-70.
- E. Promote new developments: hotel and hospital development.
- F. Incorporate aesthetic enhancements similar to those in the downtown to other community spaces, such as similar decorative lighting, banners, directional signage, benches, trash receptacles, street trees, and landscaping.

OBJECTIVE: (Business Park and Industrial Development)

Promote continued development of business areas for long term office and employment growth

ACTION STEPS:

- A. Create a marketing strategy to attract new businesses, including a unique niche for the west metropolitan region.
- B. Identify, plan for, and extend utilities to an area for a large, new business park that would accommodate light industrial, office users and manufacturing companies.
 - i. Recruit employers to fill the park that provide 'living wages' (pay wages that are above federal or state minimum wage levels)
 - ii. Encourage tax incentive programs.

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Future Land Uses/ Future Land Use Map

With continued growth the City must make decisions on expansion, new developments and zoning. A key factor in the decision-making process, especially regarding zoning, is conformance with the Comprehensive Plan and Future Land Use Map. The Future Land Use Map identifies locations where different land uses may occur during the next 10 to 20 years and where the City would support the development of these uses. The Future Land Use Map is not intended to provide specific land use designations for individual parcels. Instead, it establishes broad guidelines for land use patterns and should be applied in combination with the goals, guiding principles, and policies contained in the Comprehensive Plan document. The Future Land Use Map shows general land use categories - residential, mixed use, commercial, industrial, parks and public - while the Comprehensive Plan explains the types of developments that may occur within each land use designation.

A large portion of the current Future Land Use Map is left as 'Not Designated' use, while other areas are shown as 'Agricultural/Large Lot Residential'. Open Space is a valuable asset to communities, but it must be noted that not all areas designated 'Not Designated' should remain that way. The vast majority of future development depends solely on the ability to provide gravity sanitary sewer service through large mains and interceptors.

The Future Land Use Map is a tool in which the City, its citizens, potential developers and others; utilize in visualizing a direction in which the city and surrounding areas should develop. Without a clear direction on future land uses; those looking to develop land within the city begin to piece-meal the land. The Future Land Use Map should make the best effort to designate all parcels within the city limits and the future growth boundary area as having a specific long-term use.

Agricultural – Large Lot Residential

Locations within the city limits; or within the Future Growth Area; that are not easily serviced by current or future gravity sanitary sewer mains, should be viewed as remaining an agricultural land use with limited residential. This category consists of land principally in use for agricultural production and may be used for farming, crops, pasture, agribusiness ventures such as growing and marketing of products, and a limited number of rural residences. This zone may include woodland, agricultural lands, and grasslands. Such areas are intended to remain undeveloped until logical expansion of the urban area occurs. This category serves as a holding zone to preserve land from premature development that would negatively affect the area while preserving the agricultural uses in the immediate area. While single family residential living is allowed within this use categories, they should anticipate using on-site private sewage disposal systems to support those residences located within these use areas.

Agricultural land is a valuable asset to a community, much of the Loring Service Area; that is under the Planning Authority of Bonner Springs, is currently utilized in this manner. While all areas within the city limits are located within specific watersheds, the Loring area's watershed does not border the city limits and in fact, falls away from the City proper, this makes sanitary sewer serviceability difficult and expensive, as all sanitary sewer within that area would need to be pumped to other areas of the City via lift station or multiple lift stations. The zoning category associated with this land use is LA; Loring Agricultural District.

Not Designated

This category serves as a holding zone to preserve land from premature development that would negatively affect the area while preserving the uses in the immediate area. While single family residential living is allowed within this use categories, they are typically large lot residential utilizing on-site private sewage disposal systems. More than likely, this area should be designated a use which is similar to those abutting.

Residential

While large areas within the core of Bonner Springs are designated as residential, easily serviceable areas of the outlying “vacant/agricultural” area should be looked at to support residential living. Although the Map generally shows this as one classification, there are seven different types of residential development: Loring Residential District, Rural Residential District, Estate Residential District, General Residential District, Mixed-Residential District, and Planned Development Districts; these now include manufactured home park and manufactured home subdivision districts. The type of residential development appropriate for a specific area will depend on several factors including, but not limited to, surrounding land uses, transportation systems and availability of services. The following information describes each type of residential development and will assist in determining the appropriate location for each type and in evaluating development proposals.

LORING RESIDENTIAL DISTRICT (LR) – Loring Service Area:

The purpose of this district is to provide for very low density single-family residential development within the Loring Service Area, including those uses which reinforce residential neighborhoods at a density less than that of the ER District. This zoning district applies to the Loring Service Area only as defined in Section 1.01.D. Lot sizes and layouts for Loring Residential developments are largely dependent upon topographical constraints. In many cases, large portions of the lot remain in an undisturbed state, reinforcing the rural character of this development pattern. Due to their location in the Loring Service Area, individual private sewage treatment systems, and either individual water wells or rural water districts, may serve the homes. Homes typically occur on tracts larger than 5 acres in size, but in some cases, tracts may exceed 10 acres in size. Loring Residential development is typically located at the fringe of urban development and near existing rural/ suburban residential subdivisions. These residential sites are generally located in outlying agricultural areas, areas where the terrain offers rolling hillside sites, and areas with more terrain relief, such as near rivers. In some cases, they serve as a transition between more intense urban neighborhoods and natural features to be protected. Cluster development patterns should be utilized as a means of preserving scenic views and providing open space for the common use and enjoyment of residents. The use of cluster development patterns as a means of preserving cohesive blocks of agricultural land is also encouraged.

Access road and driveway configurations should follow the natural contours of topographic features to minimize slope disturbances, maximize scenic views, and conserve natural features and vegetation. Access management policies should be established along rural highways and highway corridors leading into the community to reduce the number of uncontrolled access points and improve safety.

ESTATE RESIDENTIAL DISTRICTS (ER):

The purpose of this district is to provide for low density single-family residential development within the city limits, including those uses which reinforce residential neighborhoods. This category is also appropriate for planned public and semi-public uses which are generally considered compatible with residential uses. 2 to 4 units per acre. The intent of this districts is to create a transition between large lot single family tracts to traditional smaller lot General Residential (GR) development patterns. Low Density Residential neighborhoods are typically located away from major shopping centers and major thoroughfares, such as Highway 24, 7 and 32; however, they still remain connected to these services with convenient access and interconnected roadway systems.

GENERAL RESIDENTIAL DISTRICT (GR):

The purpose of this district is to provide for single-family residential development at a higher density than the “ER” and “LR” Districts, including those uses which support and encourage residential neighborhoods. General Residential is considered Low Density Residential consisting mainly of single-family detached dwellings. This category is also appropriate for planned public and semi-public uses which are generally considered compatible with residential uses. The intent of this district is to create a transition between

Estate Residential (ER) and General Residential (GR) development patterns. Low Density Residential neighborhoods are typically located away from major shopping centers and major thoroughfares, such as Highway 24, 7 and 32; however, they still remain connected to these services with convenient access and interconnected roadway systems. Low Density Residential neighborhoods are within walking distance to community facilities and services that will be utilized by residents of the neighborhood, including schools, parks, and other community facilities. Where topographically feasible, neighborhoods should be bounded by parks, public areas or collector streets with accessible connection to work, shopping and leisure activities.

To avoid monotonous streetscapes, the incorporation of a variety of housing models and sizes is strongly encouraged in all new development.

MIXED-RESIDENTIAL DISTRICT (MR)

The purpose of this district is to provide for single-family residential development at a higher density than “ER” or “GR” Districts as well as appropriate multiple-family residential development, including those uses which support and encourage residential neighborhoods. The majority of this use category encompasses the original areas of Bonner Springs and is meant to combine different living arrangements within areas previously developed. Multi-family dwellings are allowed by Special Use permit within this use area and dependent on the surrounding block(s).

GENERAL RESIDENTIAL DISTRICT (GR): The General Residential District is considered medium density residential consisting of smaller lot single-family detached and attached dwellings and duplexes. This category is also appropriate for planned public and semi-public uses which are generally considered compatible with residential uses. 4.0 to 6.0 units per acre.

PLANNED DISTRICTS

The intent of this district is to provide for flexibility from these regulations regarding design, placement, arrangement, bulk, and other considerations involved in designing a site. It furthermore provides a framework within which buildings and uses may be interrelated with adjacent development and areas. Planned Districts shall maintain the desired overall intensity of land use, desired population densities and desired areas of open space throughout the City.

This category is also appropriate for Manufactured Home Parks and Manufactured Home Park Subdivisions, as well as planned public and semi-public uses which are generally considered compatible with residential uses.

MIXED USES

MIXED-RESIDENTIAL DISTRICT (MR):

The Mixed- Residential District is considered High Density Residential consisting of multi-family dwellings. More than 6 units and up to 18 units per acre. The intent of this district is to provide for a mix of residential development types within a single project, but does not provide for the development of supporting commercial uses. In developed areas of the City, the scale and density of individual structures should be limited as necessary to maintain harmony with the surrounding area. However, retirement homes, rest homes, adult congregate living facilities and similar uses also may be appropriate in this category at higher densities and higher unit counts given that the impact of these types of dwellings units is often far less than a “standard” residential development. Mixed-Residential Districts should be located close to arterial and collector streets. The neighborhoods should possess direct connections to work, shopping, and leisure activities, but settings where the only access provided consists of local streets passing through lower density neighborhoods should be avoided. To avoid monotonous streetscapes, the incorporation of a variety of housing models and sizes is strongly encouraged. Larger buildings shall be designed with a variety of wall planes and roof forms to create visual interest. Projects should be compatible with the established mass and scale of other buildings along the block.

MIXED-USE COMMERCIAL DISTRICT

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

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

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

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

Infill and redevelopment shall be designed in a manner that is sensitive to and reflects the character of the surrounding neighborhood. Important design considerations include building scale, mass, roof form, height, and orientation, parking location, lot coverage, architectural character, and landscape elements.

As in the existing downtown Bonner Springs area, conversion of upper floors above retail storefronts to office or residential uses is strongly encouraged to reinforce the variety and vitality of the downtown environment. The provision of outdoor dining and seating areas along the sidewalk edge is strongly encouraged, particularly in the city center area, to create activity along the street and increase the overall vitality of the area.

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

Commercial

Currently, a small number of commercial areas provide the residents with goods and services. Commercial developments must be located and designed to balance market opportunities with access and location. In addition, the location and design of commercial areas must be incorporated into surrounding areas, rather than altering the character of surrounding neighborhoods. The intersection of Kansas Avenue and Kansas Highway 7 along with downtown continue to remain the primary hubs of commercial activity for the City of Bonner Springs. Future commercial activity will increase along Kansas Highway’s 7 and 32 and U.S. 24/40. Several major intersections are designated as commercial in order to provide opportunities for neighborhood commercial development. The exact location and size of these commercial areas will be contingent upon development. Commercial proposals shall be evaluated based on several factors including the compatibility with the surrounding neighborhood, the impact on the area, and the following guidelines.

COMMERCIAL- GENERAL GUIDELINES FOR ALL CATEGORIES

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

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

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

New development and redevelopment should include a mix of uses of different types and sizes of commercial uses, creating a diversity of activity and avoiding large, single-use buildings and dominating parking areas.

The physical design of commercial development areas shall promote a high-quality environment, as expressed by site layout, building materials and design, landscaping, parking area design, and pedestrian-oriented facilities.

CENTRAL COMMERCIAL DISTRICT (CC)

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

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

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

Large, uninterrupted expanses of parking should be avoided. Parking areas shall be divided into smaller “blocks” by landscaping and walkways. To the extent possible, parking blocks shall be distributed between the front and sides of buildings, or the front and rear, rather than placed solely in front of the building.

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

LOCAL COMMERCIAL DISTRICT (LC)

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

GENERAL COMMERCIAL DISTRICT (GC)

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

General Commercial District Centers should be located at the intersection of one or more major arterial streets, specifically along Kansas Highway 7, 32 and U.S. 24/40. They may be located adjacent to higher density residential neighborhoods and may occur along major highway corridors. Large footprint retail buildings (often known as “big-box” stores) shall only be permitted in areas of the City where adequate access and services can be provided.

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

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

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

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

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

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.

Public/ Institutional and Open Space

Public/ Institutional and open space uses may exist in any of the other land use categories provided they are compatible with and have a minimal impact on the surrounding neighborhood. Public or institutional uses involve an array of public facilities such as schools, government offices, community centers, fire stations, libraries, hospitals, cemeteries, and places of worship. It also entails facilities needed for essential public services such as electrical substations, water, and wastewater facilities.

Open space uses include numerous kinds of recreational and conservation uses, ranging from ball fields and tot lots to preserved natural areas along stream corridors. Both public and open space uses play an important role in the community and should be incorporated into neighborhoods as development occurs.

Public/Institutional Land Uses and Open Space Summary Table			
Land Use Category	Range of Density/Size	Uses	Characteristics/Notes
Public	N/A	Primary: Schools, government offices, community centers, fire stations, libraries, hospitals, cemeteries, places of worship and facilities needed for essential public services such as electrical substations, and water and wastewater facilities. Secondary: N/A	➤ Provided by the City, County, special districts, or by a quasi-public organization. ➤ Public uses are appropriate in every district provided they are compatible with the surrounding neighborhood.
Parks and Recreation	Varies, from as small as 1 acre to as large as 20 acres.	Primary: Neighborhood, scenic, and community parks, trails, and recreational facilities. Secondary: N/A	➤ Provides active and passive recreational opportunities. ➤ Generally provided by public agencies, but private facilities, such as privately operated golf courses, are also included.
Flood Hazard and Ecologically Sensitive Areas	N/A	Primary: Agricultural uses or passive or active recreational uses with minimal infrastructure requirements, such as trails, parks, or open space. Protection of key wildlife habitat, wetlands, floodways, riparian areas, and native woodlands. (May or may not have public access, depending on environmental sensitivity of the area). Also includes areas of steep slope located on private or public lands. Secondary: N/A	➤ Development within these areas will not be permitted. ➤ A higher level of scrutiny will be placed upon development proposals adjacent to these areas to minimize impacts upon them. ➤ Areas may or may not be publicly owned. ➤ Areas identified by the Federal Emergency Management Agency as floodplain or floodway.

Future Land Use Map Introduction

The Future Land Use Map depicts several different categories, of them are residential, city, civic, or privately owned, the majority of privately owned properties are owned by religious organizations. Other classifications include commercial and planned/mixed use, the planned and mixed-use designations are to be developed with commercial properties fronting major roadways and descending in density from commercial to single family residential. The intent of Planned and/or Mixed-Use Developments is to provide for a city within a city, with small to medium retailers provided for quick pedestrian travel and to provide residents with a variety of retail options.

The following map will indicate 10 distinct land uses, below are those uses and their descriptions:

Agricultural – typical residential density of 1 unit per 20 acres

This category consists of land principally in use for agricultural production and may be used for farming, livestock, crops, pasture, agribusiness ventures such as growing and marketing of products, and a limited number of rural residences. This zone may include woodland, agricultural lands, and grasslands. Such areas are intended to remain undeveloped until logical expansion of the urban area occurs. This category serves as a holding zone to preserve land from premature development that would negatively affect the area while preserving the agricultural uses in the immediate area.

Low-Density Residential – typical residential density of 2 to 4 dwelling units per acre

This category is appropriate for single-family detached dwellings. It may also include planned public and semi-public uses considered compatible with residential uses, such as schools, religious institutions, and civic uses.

Moderate-Density Residential – typical residential density of 4 to 6 dwellings per acre

This category includes attached residential dwellings such as two-family, three-family, townhomes, areas. Such uses may serve as a transition to areas of higher intensity development and should provide additional open space, amenities, and quality design in accordance with common planning principles and the duly adopted Architectural Design Guidelines for Multi-Family, Commercial and Industrial Zoning Districts.

High-Density Residential – typical residential density of 6 to 18 dwelling units per acre

This category includes townhomes, apartments and condominium areas. Such uses should provide additional open space, amenities, and quality design in accordance with common planning principles and the duly adopted Architectural Design Guidelines for Multi-Family, Commercial and Industrial Zoning Districts.

Commercial

This category includes a broad variety of office, retail, and general business service uses whether located in centers or in stand-alone buildings. Uses are generally larger in scale and are more automotive-oriented in nature. **Downtown** is indicated as “Commercial” on the map and is subject to overlay district policies that promote a mixture of office, retail-commercial, institutional, civic, and medium to higher density residential uses intermixed through compatible site planning and building design consistent with the historic fabric of this area. A variety of these land uses should be comingled at specific locations to promote diversity and a successful pedestrian environment. Given close proximity to residential neighborhoods ringing the downtown, all development projects should be well-planned and designed to ensure a high level of compatibility with surrounding development. Non-residential uses should be limited to compact, main-street / pedestrian-oriented services, rather than large-scale or free-standing automotive-oriented uses.

Mixed Use - 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. Such nonresidential uses are intended to provide services primarily to residents of the surrounding area and placed in locations with a design character that blends into the district and the neighborhood. If a Mixed Use-Residential component is proposed, it must be designed in a manner to promote pedestrian activity through a system of interconnected streets and varied streetscapes that also provide safe and efficient movement of vehicular traffic. This category promotes a variety of high-density residential land uses including a variety of commercial and mixed use-residential/commercial land uses if approved by the City; and would be limited to townhouse, condominium, and multifamily apartment dwellings. They would be designated

MX districts. They should be reviewed for land use compatibility against the City's common planning principals and duly adopted Architectural Design Guidelines for Multi-family, Commercial and Industrial Zoning Districts. Additional uses including live-work, and limited retail- commercial stores are permitted in this category under strict architectural and land use controls.

Industrial -

This category accommodates land uses associated with industrial activities such as assembly, manufacturing, warehousing, and limited office/commercial activities as defined in the city's zoning regulations. This district corresponds to the 'LI', and 'HI' districts of the city zoning regulations.

Parks/Common Areas -

Areas of predominately active and passive parks, open space, recreation, environmentally sensitive areas, or any other lands reserved for permanent open space purposes. Land identified as preferred or acceptable areas for public parks tend to be more formal in nature.

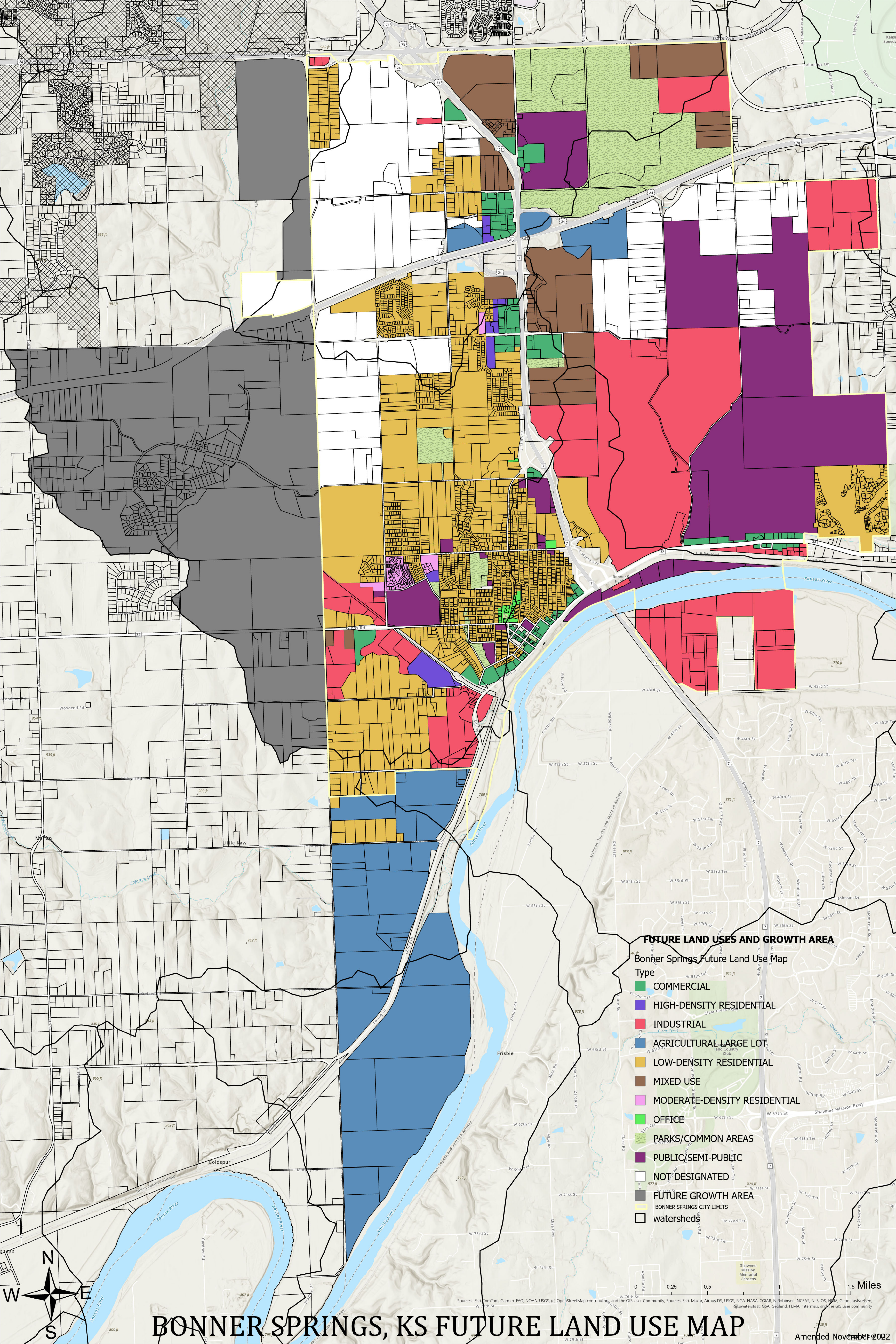
Public/Semi-Public -

This category consists of public or semi-public uses such as schools, religious institutions, post offices, hospitals, fire stations, libraries, cemeteries, governmental uses, and other civic uses.

Future Growth Area –

This category indicates the surrounding land areas that due to watersheds and flow directions could be provided sanitary sewer service via gravity flow, from Bonner Springs and eventually be incorporated in to the City. This is generally an area located northwest of the current city limits and lying within Leavenworth and Wyandotte counties. This area though is located within one large watershed – the Wolf Creek Watershed, this is one of the largest watersheds in the area. This watershed extends from Parallel Road in Wyandotte County, south through eastern Basehor continuing south through Bonner Springs and ending at the Kansas River. As indicated on the Future Land Use Map, Bonner Springs would anticipate extending services and its city limits in the future, the map defines this anticipated area of growth.

The following map depicts the City of Bonner Springs anticipated Future Growth Area, along with the associated future land uses within the incorporated city limits. This map will be adopted as the Future Land Use Map (FLUM) of Bonner Springs. It will be utilized to guide development to areas that will best be served by existing and future infrastructure, along with addressing the needs and wants of the citizens, while keeping the guiding principles of the Comprehensive Plan in mind;



FUTURE LAND USES AND GROWTH AREA

Bonner Springs Future Land Use Map

Type

- COMMERCIAL
- HIGH-DENSITY RESIDENTIAL
- INDUSTRIAL
- AGRICULTURAL LARGE LOT
- LOW-DENSITY RESIDENTIAL
- MIXED USE
- MODERATE-DENSITY RESIDENTIAL
- OFFICE
- PARKS/Common Areas
- PUBLIC/SEMI-PUBLIC
- NOT DESIGNATED
- FUTURE GROWTH AREA
- BONNER SPRINGS CITY LIMITS
- watersheds

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community; Sources: Esri, Maxar, Airbus DS, USGS, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NIMA, Geodataspyre, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap, and the GIS user community

BONNER SPRINGS, KS FUTURE LAND USE MAP

Amended November 2022

APPENDIX A

Demographics Tables

The following information was gathered from a combination of the 2020 United States Census as well as the 2023 American Community Survey (ACS 5-year estimates).

As of April 25, 2025 the American Fact Finder, Community Facts (2019-2023), has estimated the population of the City of Bonner Springs at 7837 residents.

Table Number and Information Included

	Profile of General Population and Housing Characteristics
DP02	Selected Social Characteristics in the United States
DP03	Selected Economic Characteristics
DP04	Selected Housing Characteristics
DP05	ACS Demographic and Housing Estimates

4/25/2025

Profile of General Demographic Characteristics: 2025

Bonner Springs city, Kansas				
Label	Estimate	Margin of Error	Percent	Percent Margin of Error
Total population	7,735	±24	51.50%	±3.2
SEX AND AGE				
Male	3,984	±252	48.50%	±3.2
Female	3,751	±251	(X)	(X)
Sex ratio (males per 100 females)	106.2	±13.7	7.90%	±2.5
Under 5 years	610	±189	9.30%	±2.3
5 to 9 years	723	±180	8.40%	±2.2
10 to 14 years	647	±172	5.50%	±1.8
15 to 19 years	422	±141	3.80%	±1.2
20 to 24 years	293	±96	12.50%	±2.4
25 to 34 years	967	±184	11.70%	±1.7
35 to 44 years	904	±132	9.30%	±2.3
45 to 54 years	722	±175	9.60%	±2.6
55 to 59 years	745	±198	8.20%	±3.0
60 to 64 years	638	±230	9.10%	±2.8
65 to 74 years	703	±214	3.10%	±1.0
75 to 84 years	241	±78	1.60%	±0.7
85 years and over	120	±58	(X)	(X)
Median age (years)	37.2	±5.4	29.60%	±4.6
Under 18 years	2,291	±352	72.90%	±4.5
16 years and over	5,637	±349	70.40%	±4.6
18 years and over	5,444	±352	68.30%	±4.6
21 years and over	5,285	±357	17.20%	±3.4
62 years and over	1,331	±262	13.80%	±2.7
65 years and over	1,064	±211	5.444	(X)
18 years and over	5,444	±352	47.30%	±2.5
Male	2,575	±218	52.70%	±2.5
Female	2,869	±230	(X)	(X)
Sex ratio (males per 100 females)	89.8	±9.2	1,064	(X)
65 years and over	1,064	±211	49.20%	±6.1
Male	524	±138	50.80%	±6.1
Female	540	±106	(X)	(X)
Total housing units	3,159	±199	(X)	(X)
RELATIONSHIP				
Total population	7,735	±24	51.50%	±3.2
Population in households	7,686	±198	35.20%	±2.6
Householder	2,707	±236	23.00%	±3.1
Spouse	1,771	±67	1.60%	±0.9
Unmarried partner	123	±334	32.80%	±4.4
Child	2,520	±188	4.20%	±2.4
Other relatives	322	±106	3.20%	±1.4
Other nonrelatives	243			

HOUSEHOLDS BY TYPE		±198	2,707	(X)
Total households	2,707	±171	60.70%	±6.4
Married-couple household	1,642	±104	22.70%	±4.6
With children of the householder under 18 years	614	±63	4.30%	±2.3
Cohabiting couple household	116	±16	0.00%	±1.1
With children of the householder under 18 years	0	±123	11.30%	±4.2
Male householder, no spouse/partner present	306	±15	0.30%	±0.5
With children of the householder under 18 years	7	±111	7.20%	±3.9
Householder living alone	194	±62	2.20%	±2.2
65 years and over	60	±151	23.80%	±5.0
Female householder, no spouse/partner present	643	±101	6.90%	±3.6
With children of the householder under 18 years	187	±106	11.50%	±3.6
Householder living alone	310	±90	7.40%	±3.1
65 years and over	200	±91	32.80%	±4.6
Households with one or more people under 18 years	887	±128	25.70%	±3.8
Households with one or more people 65 years and over	697	±0.21	(X)	(X)
Average household size	2.84	±0.23	(X)	(X)
Average family size	3.3			
HOUSING TENURE				
Occupied housing units	3,060		2,707	
Owner-occupied	2,202	72.00%	1,997	73.80%
Renter-occupied	858	28.00%	710	26.20%
Average household size of owner-occupied unit	2.57	(X)	2.83	(X)
Average household size of renter-occupied unit	2.5	(X)	2.86	(X)
This table is derived from many other ACS Tables. Tables utilized in this general demographics table are:				
ACSDP5Y2023.DP02-2025				
ACSDP5Y2023.DP04-2025				
ACSDP5Y2023.DP05-2025				

SELECTED SOCIAL CHARACTERISTICS IN THE UNITED STATES				
	Bonner Springs city, Kansas			United States® Census Bureau
Label	Estimate	Margin of Error	Percent	Percent Margin of Error
HOUSEHOLDS BY TYPE		±198	2,707	(X)
Total households	2,707	±171	60.70%	±6.4
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Households with one or more people under 18 years	887	±128	25.70%	±3.8
Households with one or more people 65 years and over	697	±0.21	(X)	(X)
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Average family size	3.3			
RELATIONSHIP		±23	7,686	(X)
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Householder	2,707	±236	23.00%	±3.1
Spouse	1,771	±67	1.60%	±0.9
Unmarried partner	123	±334	32.80%	±4.4
Child	2,520	±188	4.20%	±2.4
Other relatives	322	±106	3.20%	±1.4
Other nonrelatives	243			
MARITAL STATUS		±216	2,777	(X)
Males 15 years and over	2,777	±168	25.80%	±5.3
Never married	716	±201	64.20%	±6.4
Now married, except separated	1,783	±16	0.00%	±1.1
Separated	0	±44	2.40%	±1.6
Widowed	67	±109	7.60%	±3.8
Divorced	211	±231	2,978	(X)
Females 15 years and over	2,978	±167	20.30%	±5.2
Never married	605	±216	59.60%	±6.3
Now married, except separated	1,775	±103	3.10%	±3.4
Separated	93	±72	5.90%	±2.4
Widowed	177	±124	11.00%	±4.2
Divorced	328			
GRANDPARENTS		±58	75	(X)
Number of grandparents living with own grandchildren under 18 years	75	±34	46.70%	±40.0
Grandparents responsible for grandchildren	35			
Years responsible for grandchildren		±7	6.70%	±11.1
Less than 1 year	5	±16	0.00%	±31.7
1 or 2 years	0	±10	8.00%	±16.0
3 or 4 years	6	±33	32.00%	±36.4
5 or more years	24	±34	35	(X)
Number of grandparents responsible for own grandchildren under 18 years	35	±21	57.10%	±26.2
Who are female	20	±32	71.40%	±35.0
Who are married	25			

SCHOOL ENROLLMENT		±268	2,018	(X)
Population 3 years and over enrolled in school	2,018	±117	10.40%	±5.8
Nursery school, preschool	209	±114	8.80%	±5.5
Kindergarten	178	±234	49.60%	±10.0
Elementary school (grades 1-8)	1,000	±138	19.90%	±6.2
High school (grades 9-12)	401	±104	11.40%	±5.1
College or graduate school	230			
EDUCATIONAL ATTAINMENT		±336	5,040	(X)
Population 25 years and over	5,040	±130	4.00%	±2.7
Less than 9th grade	201	±149	6.10%	±2.9
9th to 12th grade, no diploma	306	±302	36.60%	±5.4
High school graduate (includes equivalency)	1,847	±212	18.60%	±4.1
Some college, no degree	938	±149	9.90%	±2.8
Associate's degree	497	±177	16.00%	±3.3
Bachelor's degree	807	±116	8.80%	±2.1
Graduate or professional degree	444	±399	89.90%	±3.9
High school graduate or higher	4,533	±231	24.80%	±4.1
Bachelor's degree or higher	1,251			
VETERAN STATUS		±353	5,432	(X)
Civilian population 18 years and over	5,432	±129	6.90%	±2.3
Civilian veterans	375			
DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION		±29	7,679	(X)
Total Civilian Noninstitutionalized Population	7,679	±185	13.00%	±2.4
With a disability	1,000	±352	2,291	(X)
Under 18 years	2,291	±63	1.80%	±2.7
With a disability	42	±306	4,358	(X)
18 to 64 years	4,358	±150	14.90%	±3.6
With a disability	650	±210	1,030	(X)
65 years and over	1,030	±85	29.90%	±9.3
With a disability	308			
RESIDENCE 1 YEAR AGO		±44	7,686	(X)
Population 1 year and over	7,686	±407	86.70%	±5.3
Same house	6,665	±406	13.30%	±5.3
Different house (in the U.S. or abroad)	1,021	±350	11.70%	±4.6
Different house in the U.S.	897	±77	2.00%	±1.0
Same county	153	±344	9.70%	±4.5
Different county	744	±340	8.90%	±4.4
Same state	684	±49	0.80%	±0.6
Different state	60	±181	1.60%	±2.4
Abroad	124			
PLACE OF BIRTH		±24	7,735	(X)
Total population	7,735	±514	91.30%	±6.7
Native	7,060	±498	90.00%	±6.4
Born in United States	6,962	±450	59.10%	±5.8
State of residence	4,571	±381	30.90%	±4.9
Different state	2,391	±65	1.30%	±0.8
Born in Puerto Rico, U.S. Island areas, or born	98	±515	8.70%	±6.7
Foreign-born	675			
U.S. CITIZENSHIP STATUS		±515	675	(X)
Foreign-born population	675	±94	19.60%	±23.8
Naturalized U.S. citizen	132	±523	80.40%	±23.8
Not a U.S. citizen	543			

LANGUAGE SPOKEN AT HOME		±191	7,125	(X)
Population 5 years and over	7,125	±494	87.60%	±5.9
English only	6,238	±413	12.40%	±5.9
Language other than English	887	±376	7.10%	±5.3
Speak English less than "very well"	509	±194	6.70%	±2.7
Spanish	475	±113	3.00%	±1.6
Speak English less than "very well"	216	±364	5.70%	±5.2
Other Indo-European languages	407	±368	4.00%	±5.2
Speak English less than "very well"	288	±10	0.10%	±0.1
Asian and Pacific Islander languages	5	±10	0.10%	±0.1
Speak English less than "very well"	5	±16	0.00%	±0.4
Other languages	0	±16	0.00%	±0.4
Speak English less than "very well"	0			
ANCESTRY		±24	7,735	(X)
Total population	7,735	±173	4.90%	±2.2
American	380	±16	0.00%	±0.4
Arab	0	±100	1.20%	±1.3
Czech	94	±71	0.60%	±0.9
Danish	50	±41	0.50%	±0.5
Dutch	38	±279	12.40%	±3.6
English	958	±23	0.40%	±0.3
French (except Basque)	30	±34	0.30%	±0.4
French Canadian	23	±338	21.80%	±4.4
German	1,684	±22	0.20%	±0.3
Greek	13	±22	0.20%	±0.3
Hungarian	13	±354	11.40%	±4.6
Irish	880	±99	2.20%	±1.3
Italian	167	±16	0.00%	±0.4
Lithuanian	0	±67	1.00%	±0.9
Norwegian	77	±36	0.60%	±0.5
Polish	50	±36	0.30%	±0.5
Portuguese	26	±16	0.00%	±0.4
Russian	0	±23	0.40%	±0.3
Scotch-Irish	28	±147	4.10%	±1.9
Scottish	315	±16	0.00%	±0.4
Slovak	0	±94	1.00%	±1.2
Subsaharan African	74	±150	3.00%	±1.9
Swedish	230	±11	0.10%	±0.1
Swiss	6	±13	0.10%	±0.2
Ukrainian	8	±46	0.70%	±0.6
Welsh	58	±16	0.00%	±0.4
West Indian (excluding Hispanic origin groups)	0			
COMPUTERS AND INTERNET USE		±198	2,707	(X)
Total households	2,707	±195	95.40%	±2.2
With a computer	2,583	±176	91.80%	±2.6
With a broadband Internet subscription	2,485			

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of each decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units and the group quarters population for states and counties.

Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, and a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website.

Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

ACS data generally reflect the geographic boundaries of legal and statistical areas as of January 1 of the estimate year. For more information, see Geography Boundaries by Year.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented.

Users must consider potential differences in geographic boundaries, questionnaire content or coding, or other methodological issues when comparing ACS data from different years. Statistically significant differences shown in ACS Comparison Profiles, or in data users' own analysis, may be the result of these differences and thus might not necessarily reflect changes to the social, economic, housing, or demographic characteristics being compared. For more information, see Comparing ACS Data.

Ancestry listed in this table refers to the total number of people who responded with a particular ancestry; for example, the estimate given for German represents the number of people who listed German as either their first or second ancestry. This table lists only the largest ancestry groups; see the Detailed Tables for more categories. Race and Hispanic origin groups are not included in this table because data for those groups come from the Race and Hispanic origin questions rather than the ancestry question (see Demographic Table).
Data for year of entry of the native population reflect the year of entry into the U.S. by people who were born in Puerto Rico or U.S. Island Areas or born outside the U.S. to a U.S. citizen parent and who subsequently moved to the U.S.
The category "with a broadband Internet subscription" refers to those who said "Yes" to at least one of the following types of Internet subscriptions: Broadband such as cable, fiber optic, or DSL; a cellular data plan; satellite; a fixed wireless subscription; or other non-dial up subscription types.
An Internet "subscription" refers to a type of service that someone pays for to access the Internet such as a cellular data plan, broadband such as cable, fiber optic or DSL, or other type of service. This will normally refer to a service that someone is billed for directly for Internet alone or sometimes as part of a bundle.
"With a computer" includes those who said "Yes" to at least one of the following types of computers: Desktop or laptop; smartphone; tablet or other portable wireless computer; or some other type of computer.
Caution should be used when comparing data for computer and Internet use before and after 2016. Changes in 2016 to the questions involving the wording as well as the response options resulted in changed response patterns in the data. Most noticeable are increases in overall computer ownership or use, the total of Internet subscriptions, satellite subscriptions, and cellular data plans for a smartphone or other mobile device. For more detailed information about these changes, see the 2016 American Community Survey Content Test Report for Computer and Internet Use located at https://www.census.gov/library/working-papers/2017/acs/2017_Lewis_01.html or the user note regarding changes in the 2016 questions located at https://www.census.gov/programs-surveys/acs/technical-documentation/user-notes/2017-03.html .
Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.
Explanation of Symbols:- The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.N The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area. (X) The estimate or margin of error is not applicable or not available.median- The median falls in the lowest interval of an open-ended distribution (for example "2,500-")median+ The median falls in the highest interval of an open-ended distribution (for example "250,000+").** The margin of error could not be computed because there were an insufficient number of sample observations.*** The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.***** A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated

SELECTED ECONOMIC CHARACTERISTICS				United States[®] Census Bureau
	Bonner Springs city, Kansas			
Label	Estimate	Margin of Error	Percent	Percent Margin of Error
EMPLOYMENT STATUS				
Population 16 years and over	5,637	±349	5,637	(X)
In labor force	3,802	±346	67.40%	±4.3
Civilian labor force	3,790	±346	67.20%	±4.3
Employed	3,688	±349	65.40%	±4.5
Unemployed	102	±57	1.80%	±1.0
Armed Forces	12	±18	0.20%	±0.3
Not in labor force	1,835	±265	32.60%	±4.3
Civilian labor force	3,790	±346	3,790	(X)
Unemployment Rate	(X)	(X)	2.70%	±1.5
Females 16 years and over	2,954	±235	2,954	(X)
In labor force	1,891	±235	64.00%	±6.0
Civilian labor force	1,891	±235	64.00%	±6.0
Employed	1,891	±235	64.00%	±6.0
Own children of the householder under 6 years	818	±255	818	(X)
All parents in family in labor force	408	±216	49.90%	±20.8
Own children of the householder 6 to 17 years	1,406	±247	1,406	(X)
All parents in family in labor force	916	±210	65.10%	±16.6
COMMUTING TO WORK				
Workers 16 years and over	3,635	±355	3,635	(X)
Car, truck, or van -- drove alone	2,800	±306	77.00%	±4.6
Car, truck, or van -- carpooled	289	±126	8.00%	±3.2
Public transportation (excluding taxicab)	0	±16	0.00%	±0.8
Walked	38	±35	1.00%	±0.9
Other means	14	±17	0.40%	±0.5
Worked from home	494	±146	13.60%	±3.9
Mean travel time to work (minutes)	23.7	±2.7	(X)	(X)
OCCUPATION				
Civilian employed population 16 years and over	3,688	±349	3,688	(X)
Management, business, science, and arts occupations	1,370	±222	37.10%	±5.4
Service occupations	721	±191	19.50%	±4.6
Sales and office occupations	713	±175	19.30%	±4.3
Natural resources, construction, and maintenance occupations	270	±102	7.30%	±3.1
Production, transportation, and material moving occupations	614	±193	16.60%	±4.4

Table: ACSDP5Y2023.DP03

INDUSTRY				
Civilian employed population 16 years and over	3,688	±349	3,688	(X)
Agriculture, forestry, fishing and hunting, and mining	87	±76	2.40%	±2.2
Construction	272	±134	7.40%	±3.7
Manufacturing	452	±155	12.30%	±3.8
Wholesale trade	84	±69	2.30%	±1.9
Retail trade	415	±120	11.30%	±3.1
Transportation and warehousing, and utilities	209	±99	5.70%	±2.7
Information	59	±47	1.60%	±1.3
Finance and insurance, and real estate and rental and leasing	351	±173	9.50%	±4.6
Professional, scientific, and management, and administrative and waste management services	386	±142	10.50%	±3.4
Educational services, and health care and social assistance	788	±178	21.40%	±4.0
Arts, entertainment, and recreation, and accommodation and food services	173	±85	4.70%	±2.3
Other services, except public administration	123	±87	3.30%	±2.4
Public administration	289	±117	7.80%	±3.1
CLASS OF WORKER				
Civilian employed population 16 years and over	3,688	±349	3,688	(X)
Private wage and salary workers	2,871	±327	77.80%	±5.1
Government workers	752	±200	20.40%	±5.0
Self-employed in own not incorporated business workers	65	±47	1.80%	±1.3
Unpaid family workers	0	±16	0.00%	±0.8
INCOME AND BENEFITS (IN 2023 INFLATION-ADJUSTED DOLLARS)				
Total households	2,707	±198	2,707	(X)
Less than \$10,000	101	±53	3.70%	±2.0
\$10,000 to \$14,999	31	±31	1.10%	±1.1
\$15,000 to \$24,999	153	±80	5.70%	±2.9
\$25,000 to \$34,999	153	±92	5.70%	±3.4
\$35,000 to \$49,999	331	±109	12.20%	±4.1
\$50,000 to \$74,999	364	±103	13.40%	±3.6
\$75,000 to \$99,999	452	±147	16.70%	±5.3
\$100,000 to \$149,999	541	±116	20.00%	±4.0
\$150,000 to \$199,999	314	±106	11.60%	±3.9
\$200,000 or more	267	±105	9.90%	±3.6

Table: ACSDP5Y2023.DP03

Median household income (dollars)	81,865	±10,689	(X)	(X)
Mean household income (dollars)	99,925	±9,023	(X)	(X)
With earnings	2,174	±160	80.30%	±3.9
Mean earnings (dollars)	102,571	±8,792	(X)	(X)
With Social Security	720	±138	26.60%	±4.3
Mean Social Security income (dollars)	23,379	±2,709	(X)	(X)
With retirement income	708	±121	26.20%	±3.9
Mean retirement income (dollars)	24,053	±5,377	(X)	(X)
With Supplemental Security Income	156	±79	5.80%	±2.9
Mean Supplemental Security Income (dollars)	11,456	±2,645	(X)	(X)
With cash public assistance income	53	±41	2.00%	±1.5
Mean cash public assistance income (dollars)	2,728	±1,949	(X)	(X)
With Food Stamp/SNAP benefits in the past 12 months	198	±92	7.30%	±3.7
Families	2,003	±151	2,003	(X)
Less than \$10,000	16	±20	0.80%	±1.0
\$10,000 to \$14,999	20	±23	1.00%	±1.2
\$15,000 to \$24,999	42	±37	2.10%	±1.8
\$25,000 to \$34,999	38	±39	1.90%	±2.0
\$35,000 to \$49,999	248	±101	12.40%	±5.2
\$50,000 to \$74,999	240	±86	12.00%	±4.3
\$75,000 to \$99,999	365	±141	18.20%	±6.6
\$100,000 to \$149,999	494	±117	24.70%	±5.3
\$150,000 to \$199,999	293	±108	14.60%	±5.3
\$200,000 or more	247	±103	12.30%	±4.9
Median family income (dollars)	100,767	±8,511	(X)	(X)
Mean family income (dollars)	115,884	±11,233	(X)	(X)
Per capita income (dollars)	36,239	±4,415	(X)	(X)
Nonfamily households	704	±174	704	(X)
Median nonfamily income (dollars)	38,986	±9,283	(X)	(X)
Mean nonfamily income (dollars)	52,454	±10,745	(X)	(X)
Median earnings for workers (dollars)	53,436	±4,355	(X)	(X)
Median earnings for male full-time, year-round workers (dollars)	71,201	±8,455	(X)	(X)
Median earnings for female full-time, year-round workers (dollars)	57,603	±8,856	(X)	(X)

Table: ACSDP5Y2023.DP03

HEALTH INSURANCE COVERAGE				
Civilian noninstitutionalized population	7,679	±29	7,679	(X)
With health insurance coverage	7,179	±249	93.50%	±3.3
With private health insurance	5,608	±563	73.00%	±7.4
With public coverage	2,406	±512	31.30%	±6.7
No health insurance coverage	500	±254	6.50%	±3.3
Civilian noninstitutionalized population under 19 years	2,386	±357	2,386	(X)
No health insurance coverage	102	±137	4.30%	±5.7
Civilian noninstitutionalized population 19 to 64 years	4,263	±307	4,263	(X)
In labor force:	3,371	±316	3,371	(X)
Employed:	3,300	±327	3,300	(X)
With health insurance coverage	3,067	±356	92.90%	±4.4
With private health insurance	2,874	±395	87.10%	±5.8
With public coverage	318	±129	9.60%	±4.1
No health insurance coverage	233	±143	7.10%	±4.4
Unemployed:	71	±39	71	(X)
With health insurance coverage	40	±33	56.30%	±31.0
With private health insurance	33	±28	46.50%	±28.7
With public coverage	22	±22	31.00%	±25.8
No health insurance coverage	31	±26	43.70%	±31.0
Not in labor force:	892	±197	892	(X)
With health insurance coverage	777	±176	87.10%	±6.6
With private health insurance	514	±181	57.60%	±14.9
With public coverage	318	±124	35.70%	±13.1
No health insurance coverage	115	±67	12.90%	±6.6
Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of each decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units and the group quarters population for states and counties.				
Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, and a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website.				
Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates				
ACS data generally reflect the geographic boundaries of legal and statistical areas as of January 1 of the estimate year. For more information, see Geography Boundaries by Year.				

Table: ACSDP5Y2023.DP03

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.
Users must consider potential differences in geographic boundaries, questionnaire content or coding, or other methodological issues when comparing ACS data from different years. Statistically significant differences shown in ACS Comparison Profiles, or in data users' own analysis, may be the result of these differences and thus might not necessarily reflect changes to the social, economic, housing, or demographic characteristics being compared. For more information, see Comparing ACS Data.
Employment and unemployment estimates may vary from the official labor force data released by the Bureau of Labor Statistics because of differences in survey design and data collection. For guidance on differences in employment and unemployment estimates from different sources go to Labor Force Guidance.
Workers include members of the Armed Forces and civilians who were at work last week.
Occupation titles and their 4-digit codes are based on the 2018 Standard Occupational Classification.
The health insurance coverage category names were modified in 2010. See https://www.census.gov/topics/health/health-insurance/about/glossary.html#par_textimage_18 for a list of the insurance type definitions.
Beginning in 2017, selected variable categories were updated, including age-categories, income-to-poverty ratio (IPR) categories, and the age universe for certain employment and education variables. See user note entitled "Health Insurance Table Updates" for further details.
Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.
Explanation of Symbols:- The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.N The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area. (X) The estimate or margin of error is not applicable or not available.median- The median falls in the lowest interval of an open-ended distribution (for example "2,500-")median+ The median falls in the highest interval of an open-ended distribution (for example "250,000+").** The margin of error could not be computed because there were an insufficient number of sample observations.*** The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.***** A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.

Table: ACSDP5Y2020.DP04

SELECTED HOUSING CHARACTERISTICS				United States® Census Bureau
Bonner Springs city, Kansas				
Label	2020 Estimate	2020 Percent	2025 Estimate	2025 Percent
HOUSING OCCUPANCY				
Total housing units	3,159		2,755	
Occupied housing units	3,060	96.90%	2,707	98.30%
Vacant housing units	99	3.10%	48	1.70%
Homeowner vacancy rate	0	(X)	0	(X)
Rental vacancy rate	0	(X)	0	(X)
UNITS IN STRUCTURE				
Total housing units	3,159		2,755	
1-unit, detached	2,566	81.20%	2,151	78.10%
1-unit, attached	105	3.30%	170	6.20%
2 units	32	1.00%	55	2.00%
3 or 4 units	112	3.50%	50	1.80%
5 to 9 units	82	2.60%	111	4.00%
10 to 19 units	16	0.50%	41	1.50%
20 or more units	130	4.10%	106	3.80%
Mobile home	116	3.70%	71	2.60%
Boat, RV, van, etc.	0	0.00%	0	0.00%
YEAR STRUCTURE BUILT				
Total housing units	3,159		2,755	
Built 2014 or later	148	4.70%	121	4.40%
Built 2010 to 2013	95	3.00%	209	7.60%
Built 2000 to 2009	401	12.70%	298	10.80%
Built 1990 to 1999	202	6.40%	292	10.60%
Built 1980 to 1989	288	9.10%	307	11.10%
Built 1970 to 1979	615	19.50%	392	14.20%
Built 1960 to 1969	302	9.60%	208	7.50%
Built 1950 to 1959	490	15.50%	426	15.50%
Built 1940 to 1949	109	3.50%	124	4.50%
Built 1939 or earlier	509	16.10%	378	13.70%
ROOMS				
Total housing units	3,159		2,755	
1 room	27	0.90%	10	0.40%
2 rooms	70	2.20%	78	2.80%
3 rooms	80	2.50%	21	0.80%
4 rooms	369	11.70%	405	14.70%
5 rooms	766	24.20%	727	26.40%
6 rooms	731	23.10%	531	19.30%
7 rooms	521	16.50%	277	10.10%
8 rooms	226	7.20%	343	12.50%
9 rooms or more	369	11.70%	363	13.20%
Median rooms	5.9	(X)	5.8	(X)
BEDROOMS				
Total housing units	3,159		2,755	
No bedroom	36	1.10%	27	1.00%
1 bedroom	161	5.10%	127	4.60%
2 bedrooms	640	20.30%	597	21.70%
3 bedrooms	1,846	58.40%	1,424	51.70%
4 bedrooms	423	13.40%	458	16.60%
5 or more bedrooms	53	1.70%	122	4.40%

Table: ACSDP5Y2020.DP04

HOUSING TENURE				
Occupied housing units	3,060		2,707	
Owner-occupied	2,202	72.00%	1,997	73.80%
Renter-occupied	858	28.00%	710	26.20%
Average household size of owner-occupied unit	2.57	(X)	2.83	(X)
Average household size of renter-occupied unit	2.5	(X)	2.86	(X)
YEAR HOUSEHOLDER MOVED INTO UNIT				
Occupied housing units	3,060		2,707	
Moved in 2019 or later	125	4.10%	386	14.30%
Moved in 2015 to 2018	754	24.60%	467	17.30%
Moved in 2010 to 2014	518	16.90%	679	25.10%
Moved in 2000 to 2009	715	23.40%	348	12.90%
Moved in 1990 to 1999	243	7.90%	341	12.60%
Moved in 1989 and earlier	705	23.00%	486	18.00%
VEHICLES AVAILABLE				
Occupied housing units	3,060		2,707	
No vehicles available	144	4.70%	108	4.00%
1 vehicle available	773	25.30%	580	21.40%
2 vehicles available	1,349	44.10%	1,219	45.00%
3 or more vehicles available	794	25.90%	800	29.60%
HOUSE HEATING FUEL				
Occupied housing units	3,060		2,707	
Utility gas	2,587	84.50%	2,094	77.40%
Bottled, tank, or LP gas	16	0.50%	40	1.50%
Electricity	411	13.40%	542	20.00%
Fuel oil, kerosene, etc.	0	0.00%	0	0.00%
Coal or coke	0	0.00%	0	0.00%
Wood	19	0.60%	7	0.30%
Solar energy	0	0.00%	10	0.40%
Other fuel	0	0.00%	0	0.00%
No fuel used	27	0.90%	14	0.50%
SELECTED CHARACTERISTICS				
Occupied housing units	3,060		2,707	
Lacking complete plumbing facilities	23	0.80%	12	0.40%
Lacking complete kitchen facilities	10	0.30%	9	0.30%
No telephone service available	30	1.00%	12	0.40%
OCCUPANTS PER ROOM				
Occupied housing units	3,060		2,707	
1.00 or less	3,060	100.00%	2,608	96.30%
1.01 to 1.50	0	0.00%	89	3.30%
1.51 or more	0	0.00%	10	0.40%
VALUE				
Owner-occupied units	2,202		1,997	
Less than \$50,000	85	3.90%	83	4.20%
\$50,000 to \$99,999	254	11.50%	118	5.90%
\$100,000 to \$149,999	461	20.90%	172	8.60%
\$150,000 to \$199,999	530	24.10%	401	20.10%
\$200,000 to \$299,999	733	33.30%	720	36.10%
\$300,000 to \$499,999	109	5.00%	349	17.50%
\$500,000 to \$999,999	19	0.90%	129	6.50%
\$1,000,000 or more	11	0.50%	25	1.30%
Median (dollars)	179,000	(X)	223,800	(X)

Table: ACSDP5Y2020.DP04

MORTGAGE STATUS				
Owner-occupied units	2,202		1,997	
Housing units with a mortgage	1,381	62.70%	1,261	63.10%
Housing units without a mortgage	821	37.30%	736	36.90%
SELECTED MONTHLY OWNER COSTS (SMOC)				
Housing units with a mortgage	1,381		1,261	
Less than \$500	0	0.00%	0	0.00%
\$500 to \$999	194	14.00%	28	2.20%
\$1,000 to \$1,499	501	36.30%	314	24.90%
\$1,500 to \$1,999	527	38.20%	421	33.40%
\$2,000 to \$2,499	114	8.30%	306	24.30%
\$2,500 to \$2,999	13	0.90%	140	11.10%
\$3,000 or more	32	2.30%	52	4.10%
Median (dollars)	1,497	(X)	1,883	(X)
Housing units without a mortgage	821		736	
Less than \$250	51	6.20%	29	3.90%
\$250 to \$399	151	18.40%	95	12.90%
\$400 to \$599	199	24.20%	111	15.10%
\$600 to \$799	322	39.20%	285	38.70%
\$800 to \$999	69	8.40%	124	16.80%
\$1,000 or more	29	3.50%	92	12.50%
Median (dollars)	604	(X)	727	(X)
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)				
Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)	1,381	1,381	±249	(X)
Less than 20.0 percent	735	53.20%	±152	±11.3
20.0 to 24.9 percent	356	25.80%	±224	±13.3
25.0 to 29.9 percent	115	8.30%	±68	±5.0
30.0 to 34.9 percent	28	2.00%	±26	±1.9
35.0 percent or more	147	10.60%	±65	±5.1
Not computed	0	(X)	±15	(X)
Housing unit without a mortgage (excluding units where SMOCAPI cannot be computed)	810	810	±154	(X)
Less than 10.0 percent	232	28.60%	±84	±10.5
10.0 to 14.9 percent	305	37.70%	±112	±10.3
15.0 to 19.9 percent	68	8.40%	±40	±4.7
20.0 to 24.9 percent	85	10.50%	±64	±7.4
25.0 to 29.9 percent	29	3.60%	±27	±3.4
30.0 to 34.9 percent	21	2.60%	±25	±3.0
35.0 percent or more	70	8.60%	±47	±5.9
Not computed	11	(X)	±18	(X)

Table: ACSDP5Y2020.DP04

GROSS RENT				
Occupied units paying rent	803	803	±165	(X)
Less than \$500	133	16.60%	±74	±8.8
\$500 to \$999	355	44.20%	±119	±13.4
\$1,000 to \$1,499	286	35.60%	±118	±12.1
\$1,500 to \$1,999	29	3.60%	±40	±4.9
\$2,000 to \$2,499	0	0.00%	±15	±3.4
\$2,500 to \$2,999	0	0.00%	±15	±3.4
\$3,000 or more	0	0.00%	±15	±3.4
Median (dollars)	954	(X)	±43	(X)
No rent paid	55	(X)	±56	(X)
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)				
Occupied units paying rent (excluding units where GRAPI cannot be computed)	803	803	±165	(X)
Less than 15.0 percent	96	12.00%	±71	±8.5
15.0 to 19.9 percent	189	23.50%	±100	±11.3
20.0 to 24.9 percent	42	5.20%	±45	±5.7
25.0 to 29.9 percent	185	23.00%	±108	±12.3
30.0 to 34.9 percent	95	11.80%	±74	±9.0
35.0 percent or more	196	24.40%	±85	±9.7
Not computed	55	(X)	±56	(X)
Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, for 2020, the 2020 Census provides the official counts of the population and housing units for the nation, states, counties, cities, and towns. For 2016 to 2019, the Population Estimates Program provides estimates of the population for the nation, states, counties, cities, and towns and intercensal housing unit estimates for the nation, states, and counties.				
Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.				
Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.				
Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.				
Households not paying cash rent are excluded from the calculation of median gross rent.				
Telephone service data are not available for certain geographic areas due to problems with data collection of this question that occurred in 2016 and 2019. Both ACS 1-year and ACS 5-year files were affected. It may take several years in the ACS 5-year files until the estimates are available for the geographic areas affected.				
The 2016-2020 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.				
Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.				
Explanation of Symbols:- The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution.N The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area. (X) The estimate or margin of error is not applicable or not available.median- The median falls in the lowest interval of an open-ended distribution (for example "2,500-")median+ The median falls in the highest interval of an open-ended distribution (for example "250,000+").** The margin of error could not be computed because there were an insufficient number of sample observations.*** The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.***** A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.				

Table: ACSDP5Y2023.DP05

ACS Demographic and Housing Estimates				United States[®] Census Bureau
Bonner Springs, Kansas				
Label	Estimate	Margin of Error	Percent	Percent Margin of Error
SEX AND AGE			7,735	(X)
Total population	7,735	±24	51.50%	±3.2
Male	3,984	±252	48.50%	±3.2
Female	3,751	±251	(X)	(X)
Sex ratio (males per 100 females)	106.2	±13.7	7.90%	±2.5
Under 5 years	610	±189	9.30%	±2.3
5 to 9 years	723	±180	8.40%	±2.2
10 to 14 years	647	±172	5.50%	±1.8
15 to 19 years	422	±141	3.80%	±1.2
20 to 24 years	293	±96	12.50%	±2.4
25 to 34 years	967	±184	11.70%	±1.7
35 to 44 years	904	±132	9.30%	±2.3
45 to 54 years	722	±175	9.60%	±2.6
55 to 59 years	745	±198	8.20%	±3.0
60 to 64 years	638	±230	9.10%	±2.8
65 to 74 years	703	±214	3.10%	±1.0
75 to 84 years	241	±78	1.60%	±0.7
85 years and over	120	±58	(X)	(X)
Median age (years)	37.2	±5.4	29.60%	±4.6
Under 18 years	2,291	±352	72.90%	±4.5
16 years and over	5,637	±349	70.40%	±4.6
18 years and over	5,444	±352	68.30%	±4.6
21 years and over	5,285	±357	17.20%	±3.4
62 years and over	1,331	±262	13.80%	±2.7
65 years and over	1,064	±211	5,444	(X)
18 years and over	5,444	±352	47.30%	±2.5
Male	2,575	±218	52.70%	±2.5
Female	2,869	±230	(X)	(X)
Sex ratio (males per 100 females)	89.8	±9.2	1,064	(X)
65 years and over	1,064	±211	49.20%	±6.1
Male	524	±138	50.80%	±6.1
Female	540	±106	(X)	(X)
Sex ratio (males per 100 females)	97	±23.4		
RACE			7,735	(X)
Total population	7,735	±24	92.90%	±4.2
One race	7,187	±324	7.10%	±4.2
Two or More Races	548	±322	92.90%	±4.2
One race	7,187	±324	76.90%	±7.1
White	5,947	±553	5.40%	±3.3
Black or African American	414	±255	0.40%	±0.5
American Indian and Alaska Native	33	±35	0.00%	±0.4
Aztec	0	±16	0.00%	±0.4
Blackfeet Tribe of the Blackfeet Indian Reservation of Montana	0	±16	0.00%	±0.4
Maya	0	±16	0.00%	±0.4

Table: ACSDP5Y2023.DP05

Native Village of Barrow Inupiat Traditional Government	0	±16	0.00%	±0.4
Navajo Nation	0	±16	0.00%	±0.4
Nome Eskimo Community	0	±16	0.40%	±0.5
Other American Indian and Alaska Native	33	±35	5.80%	±6.3
Asian	452	±489	1.20%	±1.6
Asian Indian	94	±127	0.00%	±0.4
Chinese	0	±16	0.00%	±0.4
Filipino	0	±16	0.00%	±0.4
Japanese	0	±16	0.00%	±0.4
Korean	0	±16	0.10%	±0.2
Vietnamese	8	±17	4.50%	±6.4
Other Asian	350	±497	0.00%	±0.4
Native Hawaiian and Other Pacific Islander	0	±16	0.00%	±0.4
Chamorro	0	±16	0.00%	±0.4
Native Hawaiian	0	±16	0.00%	±0.4
Samoan	0	±16	0.00%	±0.4
Other Native Hawaiian and Other Pacific Islander	0	±16	4.40%	±3.0
Some Other Race	341	±230	7.10%	±4.2
Two or More Races	548	±322	3.90%	±3.9
White and Black or African American	301	±301	0.50%	±0.5
White and American Indian and Alaska Native	40	±35	0.30%	±0.6
White and Asian	24	±48	2.40%	±1.1
White and Some Other Race	183	±86	0.00%	±0.4
Black or African American and American Indian and Alaska Native	0	±16	0.00%	±0.4
Black or African American and Some Other Race	0	±16		
Race alone or in combination with one or more other races			7,735	(X)
Total population	7,735	±24	84.00%	±6.3
White	6,495	±488	9.20%	±5.2
Black or African American	715	±400	0.90%	±0.7
American Indian and Alaska Native	73	±52	6.20%	±6.2
Asian	476	±480	0.00%	±0.4
Native Hawaiian and Other Pacific Islander	0	±16	6.80%	±3.0
Some Other Race	524	±235		
HISPANIC OR LATINO AND RACE			7,735	(X)
Total population	7,735	±24	8.90%	±2.9
Hispanic or Latino (of any race)	689	±227	7.00%	±2.8
Mexican	545	±219	1.40%	±1.5
Puerto Rican	107	±116	0.00%	±0.4
Cuban	0	±16	0.50%	±0.6
Other Hispanic or Latino	37	±45	91.10%	±2.9
Not Hispanic or Latino	7,046	±225	75.00%	±6.9

Table: ACSDP5Y2023.DP05

White alone	5,798	±535	4.20%	±2.9
Black or African American alone	324	±225	0.40%	±0.5
American Indian and Alaska Native alone	33	±35	5.80%	±6.3
Asian alone	452	±489	0.00%	±0.4
Native Hawaiian and Other Pacific Islander alone	0	±16	0.30%	±0.5
Some Other Race alone	22	±36	5.40%	±4.0
Two or More Races	417	±310	0.90%	±1.0
Two races including Some Other Race	68	±76	4.50%	±4.0
Two races excluding Some Other Race, and three or more races	349	±308	(X)	(X)
Total housing units	2,755	±202		
CITIZEN, VOTING AGE POPULATION			5,270	(X)
Citizen, 18 and over population	5,270	±435	46.80%	±2.7
Male	2,465	±259	53.20%	±2.7
Female	2,805	±258		
Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of each decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units and the group quarters population for states and counties.				
Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, and a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website.				
Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates				
ACS data generally reflect the geographic boundaries of legal and statistical areas as of January 1 of the estimate year. For more information, see Geography Boundaries by Year .				
Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.				
Users must consider potential differences in geographic boundaries, questionnaire content or coding, or other methodological issues when comparing ACS data from different years. Statistically significant differences shown in ACS Comparison Profiles, or in data users' own analysis, may be the result of these differences and thus might not necessarily reflect changes to the social, economic, housing, or demographic characteristics being compared. For more information, see Comparing ACS Data .				
For more information on understanding Hispanic origin and race data, please see the America Counts: Stories Behind the Numbers article entitled, 2020 Census Illuminates Racial and Ethnic Composition of the Country , issued August 2021.				
The Hispanic origin and race codes were updated in 2020. For more information on the Hispanic origin and race code changes, please visit the American Community Survey Technical Documentation website .				
Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.				

Explanation of Symbols:- The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself. N The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area. (X) The estimate or margin of error is not applicable or not available. median- The median falls in the lowest interval of an open-ended distribution (for example "2,500-") median+ The median falls in the highest interval of an open-ended distribution (for example "250,000+"). ** The margin of error could not be computed because there were an insufficient number of sample observations. *** The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution. ***** A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.

APPENDIX B

2022 Citizen Survey

Constant Contact Survey Results

Campaign Name: Citizen Survey - Land Use

Survey Starts: 304

Survey Submits: 77

Export Date: 09/14/2022 05:51 PM

MULTIPLE CHOICE

Do you live within the City limits of Bonner Springs?

Answer Choice	0%	100%	Number of Responses	Responses Ratio
Yes			66	85%
No			11	14%
Total Responses			77	100%

MULTIPLE CHOICE

Do you own or rent your residence?

Answer Choice	0%	100%	Number of Responses	Responses Ratio
Rent			15	19%
Own			62	80%
Total Responses			77	100%

MULTIPLE CHOICE

How long have you lived in the city of Bonner Springs or the surrounding area?

Answer Choice	0%	100%	Number of Responses	Responses Ratio
Less than one year			3	3%
1-5 years			12	15%
6-10 years			10	12%
11-20 years			20	25%
More than 20 years			32	41%
Total Responses			77	100%

MULTIPLE CHOICE

Please choose the age range that you are within:

Answer Choice	0%	100%	Number of Responses	Responses Ratio
Under 18			0	0%
18-24			1	1%
25-34			11	14%
35-44			23	29%
45-54			9	11%
55-64			13	16%
Over 65			18	23%
Total Responses			77	100%

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CHECKBOXES

What are the most important reasons you and your family choose to live in the City of Bonner Springs or the surrounding area? (check all that apply)

Answer Choice	0%	100%	Number of Responses	Responses Ratio
Recreational opportunities			7	9%
Cost of housing			32	41%
Close to work			31	40%
Family and friends			36	46%
Quality of neighborhoods			23	29%
Proximity to necessities (i.e. stores, medical services, etc.)			28	36%
Community activities			9	11%
Small town/historic community			34	44%
Total Responses			77	100%

CHECKBOXES

What would you change in order to improve the quality of life in Bonner Springs and the surrounding area? (check all that apply)

Answer Choice	0%	100%	Number of Responses	Responses Ratio
Diversity of housing options			14	18%
Affordability of housing			20	25%
More pedestrian facilities (i.e. sidewalks and trails)			45	58%
Expand retail options			40	51%
Improved roads			35	45%
Increase employment opportunities			16	20%
Improved educational opportunities			18	23%
Total Responses			77	100%

CHECKBOXES

What types of development would you most like to see in Bonner Springs? (check all that apply)

Answer Choice	0%	100%	Number of Responses	Responses Ratio
Small businesses that serve the needs of the community			46	59%
Health care providers			21	27%
Multifamily residential development (apartments, row homes, senior housing)			17	22%
Mixed use development (residential and commercial/light industrial uses within the same area)			17	22%
Entertainment (i.e. restaurants, theaters, nightlife)			48	62%
Industrial – Warehousing			3	3%
Industrial - Manufacturing			3	3%
Recreational opportunities			40	51%
Commercial – Retail/Service			23	29%
Single family residential development			32	41%
Redevelopment/continued development of downtown			42	54%
Total Responses			77	100%

NUMERIC SCALE

Single family residential development large lot (1+ acres)

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			3	3%
2			8	10%
3			25	32%
4			10	12%
5 (Strongly Encourage)			31	40%
Mean	3.75			
Median	4.00			
Total Responses			77	100%

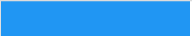
NUMERIC SCALE

Single family residential development (clustered/traditional subdivision)

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			9	11%
2			6	7%
3			25	32%
4			24	31%
5 (Strongly Encourage)			13	16%
Mean	3.34			
Median	3.00			
Total Responses			77	100%

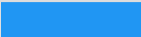
NUMERIC SCALE

Multifamily Residential development (multiple units attached-apartments-rowhomes)

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			21	27%
2			18	23%
3			21	27%
4			11	14%
5 (Strongly Encourage)			6	7%
Mean	2.52			
Median	2.00			
Total Responses			77	100%

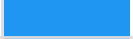
NUMERIC SCALE

Multifamily Townhouses/ Condominiums (multiple units - owned)

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			16	20%
2			16	20%
3			21	27%
4			17	22%
5 (Strongly Encourage)			7	9%
Mean	2.78			
Median	3.00			
Total Responses			77	100%

NUMERIC SCALE

Multifamily duplex development (2 unit attached)

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			18	23%
2			14	18%
3			26	33%
4			12	15%
5 (Strongly Encourage)			7	9%
Mean	2.69			
Median	3.00			
Total Responses			77	100%

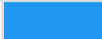
NUMERIC SCALE

Senior/Assisted

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			3	3%
2			9	11%
3			25	32%
4			24	31%
5 (Strongly Encourage)			16	20%
Mean	3.53			
Median	4.00			
Total Responses			77	100%

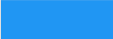
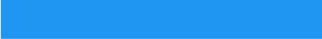
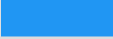
NUMERIC SCALE

Affordable housing

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			11	14%
2			11	14%
3			18	23%
4			17	22%
5 (Strongly Encourage)			20	25%
Mean	3.31			
Median	3.00			
Total Responses			77	100%

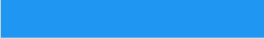
NUMERIC SCALE

Office/Business parks

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			11	14%
2			13	16%
3			36	46%
4			13	16%
5 (Strongly Encourage)			4	5%
Mean	2.82			
Median	3.00			
Total Responses			77	100%

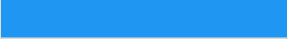
NUMERIC SCALE

Organic agriculture

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			6	7%
2			10	12%
3			30	38%
4			17	22%
5 (Strongly Encourage)			14	18%
Mean	3.30			
Median	3.00			
Total Responses			77	100%

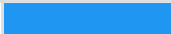
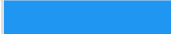
NUMERIC SCALE

Conventional agriculture

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			7	9%
2			15	19%
3			32	41%
4			16	20%
5 (Strongly Encourage)			7	9%
Mean	3.01			
Median	3.00			
Total Responses			77	100%

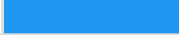
NUMERIC SCALE

Public Green Space/Parks

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			1	1%
2			0	0%
3			19	24%
4			19	24%
5 (Strongly Encourage)			38	49%
Mean	4.21			
Median	4.00			
Total Responses			77	100%

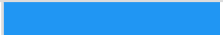
NUMERIC SCALE

Commercial development

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			8	10%
2			8	10%
3			31	40%
4			20	25%
5 (Strongly Encourage)			10	12%
Mean	3.21			
Median	3.00			
Total Responses			77	100%

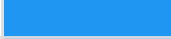
NUMERIC SCALE

Light Industrial development (warehousing-shipping/receiving)

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			24	31%
2			29	37%
3			19	24%
4			3	3%
5 (Strongly Encourage)			2	2%
Mean	2.09			
Median	2.00			
Total Responses			77	100%

NUMERIC SCALE

Heavy Industrial development (manufacturing)

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			42	54%
2			19	24%
3			12	15%
4			3	3%
5 (Strongly Encourage)			1	1%
Mean	1.73			
Median	1.00			
Total Responses			77	100%

NUMERIC SCALE

Sidewalks

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			2	2%
2			4	5%
3			15	19%
4			13	16%
5 (Strongly Encourage)			43	55%
Mean	4.18			
Median	5.00			
Total Responses			77	100%

NUMERIC SCALE

Bike paths/lanes

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			4	5%
2			5	6%
3			20	25%
4			14	18%
5 (Strongly Encourage)			34	44%
Mean	3.90			
Median	4.00			
Total Responses			77	100%

NUMERIC SCALE

Protection of natural areas/open space

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			0	0%
2			5	6%
3			15	19%
4			15	19%
5 (Strongly Encourage)			42	54%
Mean	4.22			
Median	5.00			
Total Responses			77	100%

NUMERIC SCALE

Floodplain/environmental preservation

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			0	0%
2			2	2%
3			17	22%
4			28	36%
5 (Strongly Encourage)			30	38%
Mean	4.12			
Median	4.00			
Total Responses			77	100%

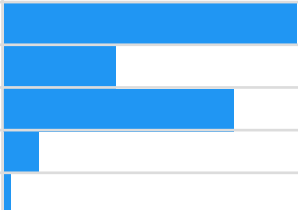
NUMERIC SCALE

Agricultural land preservation

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			2	2%
2			6	7%
3			23	29%
4			28	36%
5 (Strongly Encourage)			18	23%
Mean	3.70			
Median	4.00			
Total Responses			77	100%

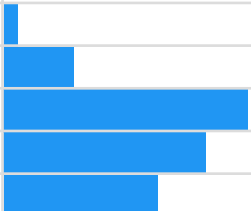
NUMERIC SCALE

Industrial development

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			33	42%
2			13	16%
3			26	33%
4			4	5%
5 (Strongly Encourage)			1	1%
Mean	2.05			
Median	2.00			
Total Responses			77	100%

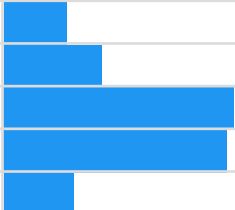
NUMERIC SCALE

Residential development

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			2	2%
2			8	10%
3			27	35%
4			23	29%
5 (Strongly Encourage)			17	22%
Mean	3.58			
Median	4.00			
Total Responses			77	100%

NUMERIC SCALE

Commercial development

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			7	9%
2			11	14%
3			26	33%
4			25	32%
5 (Strongly Encourage)			8	10%
Mean	3.21			
Median	3.00			
Total Responses			77	100%

NUMERIC SCALE

Recreational opportunities/facilities

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			0	0%
2			3	3%
3			21	27%
4			23	29%
5 (Strongly Encourage)			30	38%
Mean	4.04			
Median	4.00			
Total Responses			77	100%

NUMERIC SCALE

Connectivity through public transportation

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			2	2%
2			10	12%
3			17	22%
4			28	36%
5 (Strongly Encourage)			20	25%
Mean	3.70			
Median	4.00			
Total Responses			77	100%

NUMERIC SCALE

Connectivity through pedestrian/bicycle access

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Discourage)			1	1%
2			8	10%
3			22	28%
4			23	29%
5 (Strongly Encourage)			23	29%
Mean	3.77			
Median	4.00			
Total Responses			77	100%

RANK ORDER

In thinking of recent industrial development within Bonner Springs, where do you feel is the appropriate location for such development? (Please rank 1-6 with 1 being the preferred location)

Answer Choice	Average Rank	Ranked 1	Ranked 2	Ranked 3	Ranked 4	Ranked 5	Ranked 6
Along Interstate 70 and within one mile of major intersections with direct on/off access	2.18	39 (50%)	15 (19%)	8 (10%)	5 (6%)	5 (6%)	5 (6%)
Along a one mile corridor north and/or south of Interstate 70	2.91	8 (10%)	31 (40%)	15 (19%)	8 (10%)	13 (16%)	2 (2%)
Along Kansas Highway 7	3.79	3 (3%)	6 (7%)	23 (29%)	22 (28%)	18 (23%)	5 (6%)
Along Kansas Highway 32/Gibbs Road (west of Scheidt Lane, Bonner Springs High School)	3.86	7 (9%)	10 (12%)	13 (16%)	18 (23%)	15 (19%)	14 (18%)
Along Front/Loring Road south of Santa Fe Road	3.60	9 (11%)	13 (16%)	10 (12%)	18 (23%)	22 (28%)	5 (6%)
Other	4.66	11 (14%)	2 (2%)	8 (10%)	6 (7%)	4 (5%)	46 (59%)
Total Responses	77						

OPEN QUESTION

Please state your preferred "Other" location:

Unknown, but anywhere not on Loring Rd.

NA

NA

I70 between k7 and 158th

N/A

n/a
Don't really want more industrial in town because of the noise pollution.

Riverfront

Any open space along a major road, AWAY from schools, housing and family areas.

Industrial park south of Kaw river

Not sure

N/A

...

77 Response(s)

RANK ORDER

In thinking of recent commercial development within Bonner Springs, where do you feel is the appropriate location for such development? (Please rank 1-6 with 1 being the preferred location)

Answer Choice	Average Rank	Ranked 1	Ranked 2	Ranked 3	Ranked 4	Ranked 5	Ranked 6
Along Interstate 70 and within one mile of major intersections with direct on/off access	3.34	14 (18%)	14 (18%)	11 (14%)	14 (18%)	18 (23%)	6 (7%)
Within the existing downtown retail area	2.26	28 (36%)	23 (29%)	15 (19%)	3 (3%)	5 (6%)	3 (3%)
Along Kansas Highway 7	2.91	18 (23%)	11 (14%)	24 (31%)	12 (15%)	8 (10%)	4 (5%)
Along Kansas Highway 32 (east and west of Kansas Highway 7/Front Street)	3.22	8 (10%)	16 (20%)	17 (22%)	24 (31%)	11 (14%)	1 (1%)
Along State Avenue	3.75	7 (9%)	9 (11%)	9 (11%)	23 (29%)	29 (37%)	0 (0%)
Other	5.52	2 (2%)	4 (5%)	1 (1%)	1 (1%)	6 (7%)	63 (81%)
Total Responses	77						

OPEN QUESTION

Please state your preferred "Other" location:

N/A
NA
NA
--
N/A
n/a
Riverfront
open spaces near homes for easy accesses to services and shopping.
None
Not sure
N/A
...
77 Response(s)

MULTIPLE CHOICE

In regards to future development and expansion of services (sanitary sewer, water, streets, public services i.e. police, fire and EMS), what are your general views?

Answer Choice	0%	100%	Number of Responses	Responses Ratio
Development within the city is bound to occur			14	18%
Development within the city should not occur			0	0%
Development within the city is good, I'd like more options for retail, employment, recreation and residential living			51	66%
Development within the city is bad, I'd like to maintain a more rural nature in Bonner Springs and am fine with the amenities provided currently			12	15%
Total Responses			77	100%

MULTIPLE CHOICE

Kansas State Statutes allow for cities to anticipate and plan for growth within three (3) miles of their city limits, this does not constitute annexation; forced or otherwise, what it does, is provide cities the opportunity to plan for this anticipated growth and provide a mechanism and orderly pattern in which growth should follow, in general what are your views towards this practice?

Answer Choice	0%	100%	Number of Responses	Responses Ratio
Growth should be kept within the confines of the City Limits			7	9%
Growth of cities is bound to happen, planning for this orderly growth is a good thing			65	84%
Cities should stop growing, development is a bad thing			1	1%
Growth should occur naturally and take its own course with no planning			4	5%
Total Responses			77	100%

CHECKBOXES

In regards to parks and outdoor recreational opportunities (check all that apply):

Answer Choice	0%	100%	Number of Responses	Responses Ratio
I would like to see more trails within Bonner Springs to provide for outdoor healthy activities			48	62%
I would like to see a regional trail system that would connect Bonner Springs, Edwardsville, Kansas City and parts of Rural Leavenworth County			36	46%
I would like to see a riverfront park within Bonner Springs			61	79%
I would like to have additional parks and trail connections to those parks			42	54%
Bonner Springs currently has enough parks and trails, no more need constructed			5	6%
Other			7	9%
Total Responses			77	100%

OPEN QUESTION

If you responded "Other" above please specify:

cool park with river front park. Our amazing friendly police dept on bicycles as ambassadors along w/deterring. But also friendly for all ages, calisthenics like Venice beach, or throughout trails more advanced than lions park. Concessions at soccer!

New water system should be done. Bonner water is the worse aspect of Bonner Springs.

The riverfront is our biggest missed opportunity and could transform k-32 and downtown.

A riverfront park should be a high priority for Bonner Springs Parks and Rec. I'd also like to see a permanent place for the farmers' market downtown such as a pavilion or other structure with restrooms.

A ball park complex to allow for outside tournaments to generate tax revenue would be great (along the flatpart of K-32?). Also a notable investment in our parks to bring them up the standard set by the new City Hall and Police Station.

Definitely a River front park.

Develop the riverfront!

With the railroad and cliffs a safe riverfront park north of the river would be an overly expensive tax burden. Partner with Shawnee for an awesome park on that side of the river. It would allow for a better park if the cities jointly funded it

Would love to see some pocket parks in neighborhoods that have amenities the other City parks do not have such as a garden, splash pad, nature learning, etc.

Below has the option for bike to work listed twice, second should be bike for exercise.

10 Response(s)

MULTIPLE CHOICE

Do you own a vehicle?

Answer Choice	0%	100%	Number of Responses	Responses Ratio
Yes			75	97%
No			2	2%
Total Responses			77	100%

CHECKBOXES

Do you bike or walk to and from work or for exercise?

Answer Choice	0%	100%	Number of Responses	Responses Ratio
Walk for exercise			46	73%
Walk to work			8	12%
Bike for exercise			22	34%
Bike to work			5	7%
Total Responses			63	100%

MULTIPLE CHOICE

Do you utilize public transit options offered within the region – Tiblow Transit, RideKC or others?

Answer Choice	0%	100%	Number of Responses	Responses Ratio
Yes			5	6%
No			72	93%
Total Responses			77	100%

MULTIPLE CHOICE

Have you ever utilized a ride-share service such as Uber, Lyft or Ztrip?

Answer Choice	0%	100%	Number of Responses	Responses Ratio
Yes			40	51%
No			37	48%
Total Responses			77	100%

MULTIPLE CHOICE

Would you consider carpooling if a centrally located area to park and ride was available?

Answer Choice	0%	100%	Number of Responses	Responses Ratio
Yes			27	35%
No			50	64%
Total Responses			77	100%

OPEN QUESTION

Thank you for your valued input

We need a new, larger Post Office for the future

I lived in the city for many years but no longer do

Please clean the ditch on N. 134th Street, water runs down the road not the ditch

More retail options near Walmart would bring people to Bonner Springs. Target, Michaels, Party City, Home Depot are a few I have to travel to another city for. Those west & north of us would come here instead of having to go to Kck,Lansing or Lawrenc

You're welcome

K7 needs to have overpasses built at all intersections in the city. I avoid K7 and Kansas Ave because it is a traffic nightmare and instead go to Shawnee (K7 and Johnson Dr) because it is quick & easy to get on/off K7 and to the businesses I need to

Develop the riverfront, then develop the riverfront, all while working towards developing the riverfront!!

Would love to see more investment into our parks and sidewalks. Trails between the surrounding areas would be wonderful to have as well.

The question about walking/biking to work requires an answer but none apply.

23 Response(s)

APPENDIX C

Public Finance Options and Recommendations

APPENDIX C: Public Finance Options and Recommendations

Guiding Policies

The Bonner Springs Comprehensive Plan advocates the use of new public financing options for public improvements for creating high quality environments to live, work, shop, and play. Future land use and development decisions, including subdivision plans and plats, site planning, infill development, and capital improvement programming should be planned with these new financing options in mind. The following Guiding Policies and Recommendations are submitted, reinforced by the goals and objectives of the Plan and the action steps for implementation.

Community Finance Policies to Date

In order to promote and foster quality community and economic growth, the City of Bonner Springs has developed over time an Economic Development Incentive Policy which grants certain financial incentives to new and existing businesses. Included in the Policy are property tax rebates such as the Neighborhood Revitalization Property Tax Rebate Plan, property tax increment allocated to designated projects with tax increment financing (TIF), and property tax exemption with industrial revenue bonds (IRBs). In January 2007 the City adopted a Transportation Development District Policy (TDD). A TDD serves to fund, promote, plan, design, construct, improve maintain or operate one or more “projects” relative to the transportation needs of the area.

New Citywide Policies

The City adopted a new Storm Water Management Program and Utility in January of 2008. The City maintains a system of storm and surface water management facilities including inlets, conduits, manholes, channels, ditches, drainage easements, retention and detention basins, infiltration facilities, and other components as well as natural waterways. The Storm Water system in the City listed its purpose as follows:

- The City needs regular maintenance and improvements.
- All developed property in the City either uses or benefits from the maintenance of the Storm Water system.
- The costs of improving, maintaining, operating, and monitoring the Storm Water system should be allocated, to the extent practicable, to all developed properties proportionate to their impacts.
- Management of the Storm Water system to protect the public health, safety, and welfare requires adequate revenues and it is in the interest of the public to finance stormwater management adequately with a user fee system that is reasonable and equitable.
- The Storm Water Management Program will also initiate innovative and proactive approaches to Storm Water management within the City.
- The Storm Water Utility Fee imposed by this ordinance is neither a tax nor a special assessment, but a charge (in the nature of tolls, fees or rents) for services rendered or available.

The city established both a Storm Water Management Program and a Storm Water Utility with the power to undertake the following activities to administer the Storm Water Management Program:

- (A) To advise the Governing Body on matters relating to the Storm Water Management Program and to make recommendations to the Governing Body concerning the adoption of ordinances, resolutions, policies and regulations in furtherance of the objectives of the Storm Water Management Program.

(B) The acquisition by gift, purchase or eminent domain of real and personal property, easements thereon and/or interests therein, necessary to construct, operate, and maintain Storm Water control facilities.

(C) To undertake the engineering and design, debt service and related financing expenses, construction costs for new facilities, and enlargement or improvement of existing facilities, operation and maintenance of the Storm Water system.

(D) Regulate, establish standards, review and inspect land use or property owner activities when such activities have the potential to affect the quantity, timing, velocity, erosive forces, quality, environmental value or other characteristics of Storm Water which would flow into the Storm Water Management System or in any way effect the implementation of the Storm Water Management Program.

(E) Monitoring, surveillance, and inspection of Storm Water control devices.

(F) Water quality monitoring and water quality programs.

(G) Retrofitting developed areas for pollution control.

(H) Inspection and enforcement activities.

(I) Analyze the cost of services and benefits provided by the Storm Water Utility and the structure of fees, service charges, credits, and other revenues on a regular basis and make recommendations to the Governing Body regarding the same.

(J) To undertake expenditures as required to implement these activities, including costs of Capital Improvements, Operations and Maintenance and other costs as may be required.

(K) Other activities which are reasonably required.

Major Street Improvements Impact Fee

The City of Bonner Springs has demonstrated its capacity to move forward with innovative financing mechanisms as incentives for public improvements, in cooperation with the private sector. The new a Storm Water Management Program and a Storm Water Utility is just the most recent example. In 2008 the comprehensive plan engagement determined that the primary infrastructure improvement for which financing will be needed in the immediate future is a major street improvements program. Success in forming a stormwater utility, and the lag in the City's major street program makes the Major Street Improvements Impact Fee critical at this time. Therefore, the comprehensive plan suggest implementation focus on major street financing strategies immediately.

The major street financing strategy defines the best approach for Bonner Springs in financing arterial and collector street improvements. The strategy identifies the primary funding mechanisms to be adopted, the responsible parties of those funding mechanisms, and the primary areas of the City that are targeted for major street improvements. The intention of the strategy is to provide financing of major street improvements while promoting growth and development of specific areas of the City and allowing flexibility in adapting those financing mechanisms.

Major Street Financing Strategy

Existing major street funding mechanisms will remain, including sales tax. Upon review of the available financing opportunities, the City may still be supporting financing of major street improvements with developer contributions in certain cases. Adoption of a road impact fee will be the primary source of financing major street improvements in Bonner Springs, however.

The road impact fee will be based on traffic impact studies and the impact the proposed development will have on the major street system within designated "Transportation Impact Zones" (TIZ). The City will develop specific criteria that will trigger the assessment of a road impact fee. A working definition of impact fees is: an exaction (or tax, or dedication of money or other goods) to the public for an off-site public improvement necessitated in part by the developer who pays the fee. The amount of payment is based on the impact of each development on the need for the improvement. Each developer pays his/her fair share. However, impact fees can be controversial. The method for establishing the fair amount of the impact fee can vary depending on the method used for determining the impact, or need for the improvement, of the applicable development(s). Recent court rulings have established three key issues that must be addressed in order for a municipality to impose an impact fee system.

1. The city must establish a legal mechanism for imposing the fee as a condition of development approval.
2. A rational nexus must exist which demonstrates that there is a relationship between the fee or dedication that is being required of the proposed development and the applicable public improvement. To establish a rational nexus, three factors should exist:
 - the development creates a need for new capital facilities;
 - the developer pays a proportional share; and
 - the fee collected from the developer benefits the developer.
3. If imposition of the impact fee is legitimate, the City must be able to demonstrate that the amount of the fee is in rough proportionality to the need and the use the development is creating for the applicable improvement.

The term "major road improvements" is defined for purposes of this study as construction, reconstruction or major maintenance (milling and overlay) of arterial streets, including parkways (divided arterials), and a limited number of existing collector streets.

Jurisdiction of Funding Mechanisms

The City will be responsible for collecting and distributing the funding mechanisms identified above. The funding mechanisms will apply to all areas of the City. The City will target funding mechanisms for use in the Transportation Impact Zones (TIZ), as designated in the Comprehensive Plan. Priority for upgrading major streets will be based on traffic counts, development timing and the City's CIP; however, financing of major street improvements will be evenly distributed throughout the City to the extent practicable.

Major Street Impact fee Implementation

The City of Bonner Springs should implement a major street impact fee program. A comprehensive legal analysis of major street impact fees would be required before proceeding with imposition of a major street impact fee. However, the general steps for implementing a major street impact fee are as follows:

1. Develop a transportation plan. The Bonner Springs Vision 2025 Comprehensive Plan accomplished this task by creating the Future Transportation Map. Therefore, the first step is already completed.
2. Create major street impact fee service areas. The fee charged on new development must be reasonably related to the needs created by the development (its impact) on the City's major street system and the benefits conferred upon that development through the use of the fee that is collected. Therefore, major street impact fee service areas should be designated to ensure that developers pay their fair share and that fees are being distributed to the appropriate area of impact. The service area would identify the principal area from which the proposed

development would attract traffic that would impact major streets within the identified planning area. Using the Future Transportation Map provided in this Plan, officials should designate these major street impact fee service areas. They should be created with boundaries that are equidistant from major streets requiring improvements. Note that as development occurs, the Future Transportation Map will need to be updated. Therefore, the major street impact fee service area must also be adjusted to meet development activity.

3. Adopt traffic demand variable rates. Each particular development will generate only a small percentage of the total existing or future traffic impacting particular major street segments or intersections. As a result, each particular development would be required to pay only its proportionate share of the costs associated with traffic improvements in the service area. Moreover, all existing traffic as well as pass-through traffic and future traffic must be factored in to the essential nexus/rough proportionality equation.

Traffic demand variables can be obtained from the Institute of Transportation Engineers' (ITE's) Trip Generation Manual. The Trip Generation Manual is designed to estimate the number of trips that could be generated by a specific land use. Traffic count data for various types of land uses are provided for both daily traffic volumes and peak hour traffic volumes. An average between the peak hour and daily traffic volumes should be used to determine the proportion of total traffic impacted by a single use. A listing of the land uses for which the ITE Manual has traffic counts is listed in Appendix A. This list should be used to amend the zoning ordinance and identify which land use code used in the ITE manual applies to specific land uses listed in the zoning ordinance.

4. Establish major street improvement cost estimates. Once the districts have been established, cost estimates for major street improvements in that district should be determined.
5. Establish accounting procedures. The funds collected from major street impact fees must be kept in a separate account for the area or district in which those funds are to be spent. Also, these funds must be used to pay for eligible expenses only, primarily improvements necessary due to the impact of the new development. The revenues derived from an impact fee can be used for both land acquisitions and construction of public facilities to support new development.

These fees cannot be used to cure "existing deficiencies" in the City's major street system. These existing deficiencies must be funded from other sources, generally by the public at large.

6. Write major street impact fee ordinance. The major street impact fee ordinance should include the following sections and information:
 - Purpose: Identify the reasons and scope of the ordinance and for requiring major street impact fees.
 - Definitions: Define any term used in the ordinance that requires detailed explanation.
 - Authority to Impose Major Street Impact fees: Describe the roles and responsibilities of those enforcing the major street impact fee.
 - Requirements or Major Street Impact fees: List and describe specific requirements or standards for applying major street impact fees.
 - Fee to be Generated on Impact-generating Land Development Activity: Identify district and areas where major street impact fees are to be enforced.
 - Individual Assessment of Fiscal Impact: Identify the method for calculating major street impact fee requirements for specific land or property owners.
 - Use of Funds: Describe the activities for which the use of major street impact fee funds are applicable.
7. Implement. Once the major street impact fee ordinance is in place, the process for implementing the program should be as follows or as the adopted ordinance suggests:

- When a developer submits a plat or site plan, the City Planner or City Engineer will determine the land use, referring to the zoning ordinance use table to determine the appropriate code for which the major street impact fee will be applied.
- The City Planner or City Engineer will look up that land use code in the ITE trip generation manual and calculate both the average daily traffic and the peak hour traffic, then average the results.
- This number will be divided by the total anticipated daily traffic for the major street TIZ in which the development is located.
- This proportion will be multiplied by the total estimated major street improvement costs to determine the major street impact fee the developer is required to pay.

ADDENDUM

Tri-City Multi-Modal Redevelopment Plan adopted in 2016



K-32 Tri-City Multi-modal Redevelopment Plan

Wyandotte County, Kansas | December 2016



ORDINANCE NO. 2433

An Ordinance to Adopt the K-32 Tri-City Multimodal Redevelopment Plan as an Addendum to the Comprehensive Plan "Vision 2025" for the City of Bonner Springs, Kansas.

BE IT ORDAINED BY the Governing Body of the City of Bonner Springs, Kansas:

Section I: Code of Ordinances of the City of Bonner Springs, Chapter XVII – Zoning and Planning, Article 1, Comprehensive Plan is hereby amended.

Section II: There is hereby incorporated by reference the "K-32 Tri-City Multimodal Redevelopment Plan prepared by Vireo with assistance from Olsson Associates and Gould Evans, such incorporation authorized by K.S.A. 12-3009, 12-3010 and 12-3301, as amended.

Section III: That the City Clerk is hereby directed to maintain one (1) copy of said K-32 Tri-City Multimodal Redevelopment Plan stamped, "Official Copy as incorporated by Ordinance No. 2433" with all sections or portions thereof intended to be omitted clearly marked to show such omissions, or showing the sections, articles, chapters, parts, or portions that are incorporated as the case may be and to which shall be attached a copy of the incorporating ordinance. Such copies shall be open to inspection and available to the public at all reasonable business hours.

Section IV: Code of Ordinances of the City of Bonner Springs, Chapter XVII – Zoning and Planning, Article 1, Comprehensive Plan is hereby amended.

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

Approved by the Governing Body and signed by the Mayor on September 26, 2016.


Jeff Harrington, Mayor

ATTEST:


Amber McCullough, City Clerk

(SEAL)



(Published 12-8-16)

ORDINANCE NO. 0-71-16

AN ORDINANCE affirming the approval of the 2016 K-32 Tri-City Multimodal Redevelopment Plan.

WHEREAS, on October 10, 2016, the Planning Commission for the Unified Government of Wyandotte County/Kansas City, Kansas ("Unified Government") recommended approval of the 2016 K-32 Tri-City Multimodal Redevelopment Plan ("K-32 Redevelopment Plan"), a copy of which is on file with the Unified Government Clerk.

WHEREAS, public hearings on the K-32 Redevelopment Plan were held on October 10, 2016 and October 27, 2016.

WHEREAS, the Unified Government Board of Commissioners voted to approve the Planning Commission's recommendation and voted to approve the K-32 Redevelopment Plan on October 27, 2016.

WHEREAS, pursuant to K.S.A. 12-747(b) an ordinance affirming the approval of any master plan shall be adopted by the governing body.

**BE IT ORDAINED BY THE BOARD OF COMMISSIONERS OF
THE UNIFIED GOVERNMENT OF WYANDOTTE/COUNTY/
KANSAS CITY, KANSAS:**

Section 1. The Board of Commissioners hereby approves the recommendation of the Planning Commission and approves the K-32 Redevelopment Plan as previously adopted and approved on October 27, 2016.

Section 2. This Ordinance shall take effect and be in full force after its passage, approval, and publication.

PASSED BY THE BOARD OF COMMISSIONERS OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS, THIS 1st DAY OF DECEMBER, 2016.



Mark Holland, Mayor/CEO

Attest:

Carol Dodson
Deputy Unified Government Clerk

Approved as to form:

Legal Department

K-32 Tri-City Multi-modal Redevelopment Plan

Wyandotte County, Kansas | Final Draft

Creating a Regional Destination

Acknowledgements

Stakeholder Advisory Committee

Lindsey Douglas.....	Union Pacific Railroad
Tom Stephens.....	Bonner Springs City Council
Craig Stephan	Bonner Springs Planning Commission
Ralph Easton.....	Edwardsville Planning Commission
Dave Streit.....	Edwardsville Resident
Garrett Mellott.....	Edwardsville Resident
Chuck Stiles.....	Edwardsville City Council
Jim Walters.....	Unified Government of Wyandotte County-Kansas City, Kansas Commissioner
Zach Owen.....	Metal Panels, Inc.
David Staker	Plastic Packaging
Chris Herre.....	Rose Design Build
Greg Kindle	Wyandotte County Economic Development Council

Technical Advisory Committee

Leroy Koehn.....	Area Engineer, Kansas Department of Transportation
Darryl Fields.....	Sr. Transportation Planner, Mid-America Regional Council
Sean Pederson.....	City Manager, City of Bonner Springs
Don Slone.....	Planning Director, City of Bonner Springs
Marcia Harrington	Economic Development Director, City of Bonner Springs
Michael Webb.....	City Manager, City of Edwardsville
Zach Daniel.....	Asst. to the City Manager, City of Edwardsville
Dave Knopick.....	City Planner, City of Edwardsville
Rob Richardson	Planning Department Director Unified Government of Wyandotte County-Kansas City, Kansas
Byron Toy.....	Principal Planner, Unified Government of Wyandotte County-Kansas City, Kansas
Jamie Farris.....	Planner, Unified Government of Wyandotte County-Kansas City, Kansas
Brent Thompson.....	Public Works Engineer, Unified Government of Wyandotte County-Kansas City, Kansas

Prepared for:

Mid-America Regional Council
Kansas Department of Transportation
Unified Government of Wyandotte County - KCK
City of Edwardsville
City of Bonner Springs

Prepared by:

Vireo

With assistance from:

Olsson Associates and Gould Evans



gouldevans



Elected Officials

City of Bonner Springs

Jeff Harrington.....Mayor
George Cooper.....Ward 1 City Council Representative
Mike Thompson.....Ward 1 City Council Representative
Dani Gurley.....Ward 2 City Council Representative
Tom Stephens.....Ward 2 City Council Representative and Council President
Bob Reeves.....Ward 3 City Council Representative
Rodger Shannon.....Ward 3 City Council Representative
Mark Kipp.....Ward 4 City Council Representative
Joe Peterson.....Ward 4 City Council Representative

City of Edwardsville

John "Tiny" McTaggart.....Mayor
Chuck Adams.....City Council President
Garrett Mellot.....City Council Representative
Jason Gillam.....City Council Representative
Margaret Shriver.....City Council Representative
Chuck Stites.....City Council Representative

Unified Government of Wyandotte County-Kansas City, Kansas

Mark Holland.....Mayor/CEO
Melissa Bynum.....At-Large District 1 Commissioner
Hal T. Walker.....At-Large District 2 Commissioner
Gayle Townsend.....District 1 Commissioner
Brian McKiernan.....District 2 Commissioner
Ann Brandau-Murguia.....District 3 Commissioner
Harold L. Johnson, Jr.....District 4 Commissioner
Mike Kane.....District 5 Commissioner
Angela Markley.....District 6 Commissioner
Jim F. Walters.....District 7 Commissioner
Jane Winkler Philbrook.....District 8 Commissioner

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Executive Summary

Vision

The vision for the K-32 corridor is:

“To create a regional destination characterized by green industries and business parks, attractive development, strong downtowns, and recreational areas set within a scenic and friendly environment that is accessible to residents and visitors by walking, biking, riding transit, and driving.”

Community Engagement

Twenty-five stakeholder and community meetings were coordinated during the planning process. The meetings and a series of opinion polls helped community members identify key corridor challenges, opportunities, and potential focus areas. They also discussed converting K-32 into a parkway. In community members' opinions:

- Park and recreational amenities are top opportunities.
- Transportation options for transit riders, cyclists, and/or pedestrians are the biggest challenge.
- Downtowns should be the highest priority focus areas for redevelopment activities.
- Landscaping and lighting are the most important features to include if K-32 were to become a parkway.
- K-32 could be renamed “Kaw Valley Parkway” or something similar.



Recommendations

Community ideas plus additional research and analysis framed the types of recommendations that are included in the **K-32 Tri-City Multimodal Redevelopment Plan**, including those for:

- Redevelopment
- Parks and greenways
- Transportation
- Infrastructure
- Place-making
- Environmental considerations
- Financing improvements

Top priority recommendations involve:

- Encouraging the continued development of the K-32 corridor as an employment center that draws workers from beyond the planning area to train for and obtain jobs at K-32's green industries and business parks.
- Targeting redevelopment activities to top priority activity centers, including K-32 in Historic Downtown Bonner Springs, near K-7, 4th Street, 78th Street, and the 65th Street/Turner Diagonal areas.
- Conducting a traffic study to forecast future traffic demand (vehicle, bicycle, pedestrian, and transit) and the corresponding number of travel lanes, bike/pedestrian facility types, ideal widths, and speed limits needed to safely accommodate all travelers along K-32; and then coordinate study results with the State's access management policies.
- Preserving and increasing parks/open spaces to expand the idea of “green” in the K-32 corridor; so it not only means jobs, but also recreation, and thereby draws new people to the area.
- Allowing the roadway width and amenities along K-32 to respond to the character of the land use and development adjacent to the route.
- Improving K-32 by giving it the feel of a “parkway”, including curbs and gutters, landscaped medians, turn lanes, tree-lined street edges, lighting throughout, and a new name.
- Partnering as “Tri-Cities” to pursue state and federal transportation funding for corridor-wide improvement projects.

Anticipated Outcomes

The *K-32 Tri-City Multimodal Redevelopment Plan* recommends the implementation of a series of land use, development, and transportation action steps over the next decade or more. If the recommendations are implemented:

- Industry would be the predominant development type in the corridor and help the area reach the transit densities needed to support on-demand bus service by 2025 or thereafter.
- Industrial jobs, including those from green industry, would make up over half of the employment opportunities in the K-32 corridor by 2025 or after.
- Recommended future land uses would increase tax revenue in the K-32 corridor; assuming full build out and an assessed valuation equal to the current rate, non-residential development would be a large contributor to the revenue generated.
- Most of the housing in the K-32 corridor would be low density or large-lot residential after 2026 if the recommended housing density is developed. As a result, most of the density needed to support bus service would come from industry, not housing.
- Conservation development (residential and non-residential) parcels would have greater access to alternative modes of transportation than standard residential and employment parcels after 2026.
- More conservation parcels (residential and non-residential) would have access to parks, open space, and trails in the future than typical residential and employment parcels after 2026.
- Fewer residential and employment parcels would be within the floodplain or stream buffer; conservation developments (residential and non-residential) would help protect natural features after 2026.



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INTRODUCTION

The Unified Government of Wyandotte County – Kansas City, Kansas (UG) and the Cities of Bonner Springs and Edwardsville, Kansas, hereafter referred to as the “Tri-Cities”, in coordination with the Kansas Department of Transportation (KDOT) and Mid-America Regional Council (MARC), initiated the **K-32 Tri-City Multimodal Redevelopment Plan** in Wyandotte County during the fall of 2015. The Plan outlines the long-term transportation and redevelopment vision for the 8-mile K-32 corridor, spanning K-32 from N. 57th Street on the east to the westernmost limits of Bonner Springs on the west. The project is one of 13 across the region chosen for funding through MARC’s Planning Sustainable Places Program (PSP). The PSP Program provides local governments with financial support to advance detailed local planning and project development activities in support of Creating Sustainable Places, Transportation Outlook 2040’s Activity Centers and Corridors framework, and MARC’s adopted policy statement on regional land use direction.



Introduction

K-32 is an important vehicular route, connecting Wyandotte County to Greater Kansas City. However, its potential as an economic generator, a multimodal corridor, and an environmental asset is yet unrealized. How K-32's opportunities and challenges are leveraged for overall corridor redevelopment began to be uncovered as the Tri-Cities' Technical Advisory Committee worked with community members, the Stakeholder Advisory Committee, and others through a community-based planning process that concluded during the summer of 2016.

The *K-32 Tri-City Multimodal Redevelopment Plan* provides the framework for the corridor vision. It recommends the action steps that the Tri-Cities should reference as they implement the vision, engaging and coordinating with residents, business and economic development representatives, property owners, transit providers, technical staff, elected and appointed officials, advocates, and many others throughout implementation efforts. Well over a decade is necessary to implement the vision outlined in this Plan. This planning document represents the first step in the process to improve K-32 in Wyandotte County.

Background

Today the K-32 corridor is Wyandotte County's southern employment center. Over 40% of the planning area from Bonner Springs to Kansas City consists of industrial development and there is countywide interest in pursuing additional industrial development, including green industries, as the corridor redevelops. However, during the 19th century, the corridor was home to traders and farmers, including Delaware Native American Henry Tiblow, Junius G. Groves, and Moses and Annie Grinter (of the Delaware Native American tribe).

Henry Tiblow operated the ferry used to cross the Kansas River for the Chouteau brothers' Four Horses Trading Post. The post was located in the area that would become Bonner Springs. The Bonner Springs Improvement Club promoted the high mineral content of the five springs in the area, along with its trees, parks, and proximity to Kansas City to draw investors to the community via train. The Grinter family operated a trading post a few miles east in Kansas City that sold an estimated 160 different types of goods to the relocated Delaware tribe. Since 1971, the Grinters' Kansas City home and land has been part of the Grinter Place Historic Site located at 78th Street and K-32. It is the oldest home in the county.

By the 1900s, Edwardsville was an agricultural and trading hub made famous by agricultural entrepreneur Junius G. Groves, who was one of the most successful African Americans in the early twentieth century. Groves was born into slavery, but as a freed man in 1902, he was producing more bushels of potatoes than any other farmer and become known as the “Potato King of the World”. He shipped potatoes, other vegetables, and fruit across the United States, Canada, and Mexico.

A railroad spur served the Groves family mansion and rail continues to play a definitive role in the character of the corridor. In fact, some of K-32 was built on the railroad bed for the former Kansas City, Kaw Valley, and Western Railway Interurban Line. The line ran from Lawrence, Kansas to Kansas City, Missouri and through the planning area until the 1960s. It provided both passenger and freight transportation. Union Pacific currently operates a rail line adjacent to the north side of the Kansas River; Burlington Northern Santa Fe (BNSF) runs a line on the south side of the river. A combined total of 58 freight trains and two AMTRAK passenger trains (Southwest Chief) travel through the corridor, including the town of Muncie (located on the south side of K-32 in Kansas City) on a daily basis.

The rail movements support the corridor’s industrial character and likely contribute to the 1,000 trucks that the Kansas Department of Transportation estimates travel through the corridor daily. Trucks enter from the major north-south routes, including I-435 and K-7, and travel to shipping and distribution destinations along K-32. As a result, Bonner Springs has created a truck route that prevents trucks from traveling through the heart of the city’s Historic Downtown. An initial Quiet Zone Study was conducted for the corridor as part of the Tri-Cities’ planning process to identify potential improvement projects and costs. Such could reduce train noise and make it easier for adults and children to cross K-32 at key locations, such as 4th Street in Edwardsville. The Quiet Zone Study is available in the appendix of this planning document.

Planning Process

The *K-32 Tri-City Multimodal Redevelopment Plan* utilized a phased planning process that engaged community members and stakeholders in conversations about the corridor’s existing needs and future improvements. The process began during the fall of 2015 and concluded during the summer of 2016.

Schedule for the Planning Process



Goals

The following goals defined the planning process:

- Creating a vision for the K-32 corridor that attracts new “green” industries and business parks with enhanced amenities, including trails, transit stops, and farmers markets.
- Increasing community access to healthy foods and a multimodal transportation network.
- Creating a realistic and sustainable land use plan that is tailored to each community as well as the designated Employment Revitalization areas south of I-70 in Wyandotte County.
- Creating walkable, transit-oriented development that includes affordable housing, green infrastructure and energy-efficient buildings.
- Identifying underutilized sites that could be linked to greenways and converted to recreational amenities.

Vision

In order to develop a community-inspired vision for the K-32 corridor, the planning team asked community members what single word or phrase they would most prefer to use to describe the K-32 corridor in Wyandotte County. The top three words that they selected were friendly, scenic, and industrial. The top three selected for what they wanted the plan to accomplish included development, look, and corridor. As a result, the vision for the corridor is:

“To create a regional destination characterized by green industries and business parks, attractive development, strong downtowns, and recreational areas set within a scenic and friendly environment that is accessible to residents and visitors by walking, biking, riding transit, and driving.”

The K-32 Vision in One Word or Phrase



Ideal K-32 Outcomes





EXISTING CONDITIONS

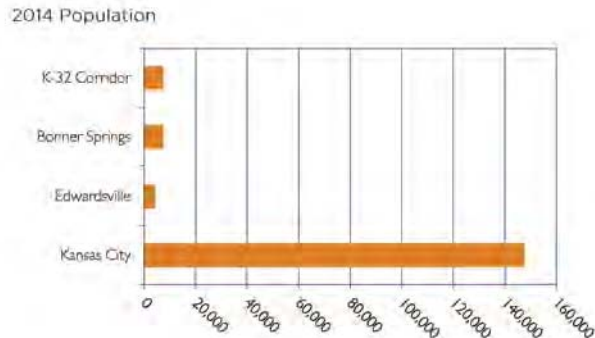
The following is a summary of existing conditions in the K-32 corridor. They involve: demographics, land use and zoning patterns, transit (bus and rail), and a review of existing adopted plans.

Existing Conditions

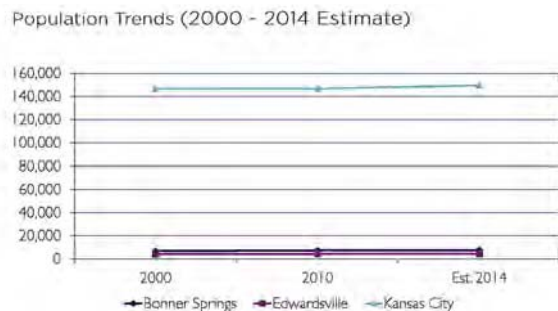
People

According to estimates from the 2010-2014 U.S. Census American Community Survey 5-Year Estimate:

Population: An estimated 7,455 people live within the corridor:



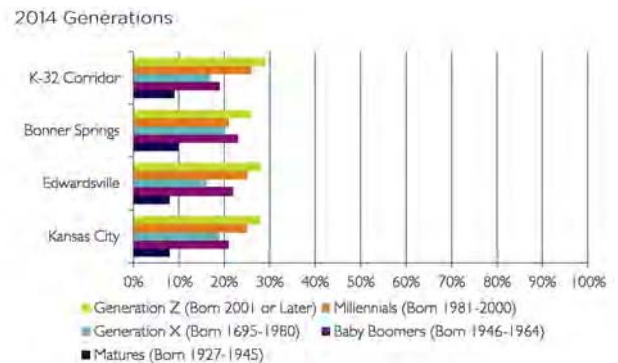
Trends: The Tri-Cities have maintained consistent populations over the last 14 years. Kansas City experienced a loss of less than 1% between 2000 and 2010 but gained an estimated 2.6% more residents in the four years that followed.



Family Status: Married families make up most of the households in the K-32 corridor and the Tri-Cities.



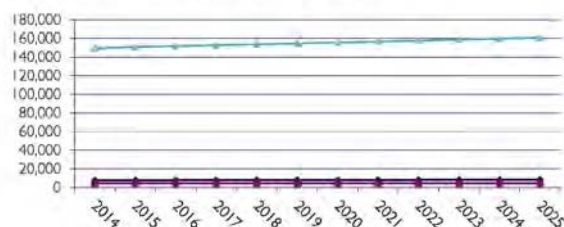
Generations: Younger generations (Generation Z and Millennials) make up over half of the population in the K-32 corridor. According to Dr. Jill Novak (University of Phoenix and Texas A&M University), each generation offers several characteristics:



- **Matures:** They are the richest, most free-spending retirees in history; and to them, "retirement" means sitting in a rocking chair and living your final days in peace.
- **Baby Boomers:** For them "retirement" means enjoying life after the children have left home and they are the first generation to have this belief. Their lives are longer because they have developed hobbies and exercise.
- **Generation X:** They change careers frequently, often seven changes in a lifespan, and are focused on their neighborhood rather than the world. Xers are survivors as individuals, want to be available for their children, and develop their marriages.
- **Millennials:** Also known as Generation Y, Millennials are unfamiliar with a world that lacks computers as they have never known such. They view the world as accessible 24 hours a day and seven days a week. They desire quick and instant access to information and processing. Millennials typically have strong views and prefer to work in teams.
- **Generation Z:** They are knowledgeable, savvy consumers who are inundated with brands and know how to get exactly what they want. They also have eco-fatigue, so they are tired of messaging that focuses on saving the environment.

Growth: Population estimates in the Tri-Cities were mostly flat from 2000 to 2014. A straight-line projection based on the less than 1% annual population growth that each city experienced in the last four years indicates similar flat growth. However, as the number of industrial jobs in the corridor grows, the daytime population is likely to increase. Greater housing and transportation options would encourage workers to live within the corridor and near their jobs. Major redevelopment initiatives, incentives, and marketing may also trigger population growth.

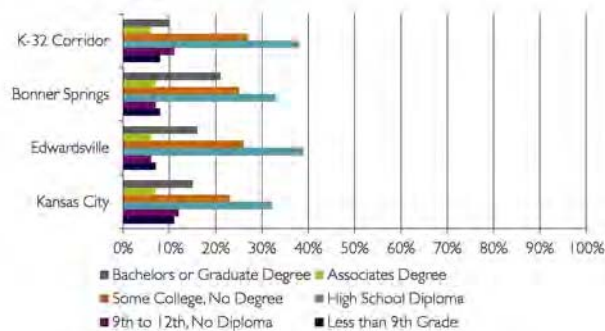
Population Growth
(Straight-line projection, 2014 - 2025)



Education

Attainment: The two most common levels of educational attainment in the K-32 corridor and Tri-Cities are a high school diploma and some college (no degree). According to the National Governor's Association's America Works: Education and Training for Tomorrow's Jobs report, "[a] postsecondary degree or relevant workforce certification is the 'new minimum' for the future workforce to meet the demands of the emerging job market and access a middle-class life or beyond... The emerging economy will provide few well-paying jobs for workers who merely have a high school education or less... researchers estimate that approximately half of all job openings over the next decade will require more than a high school diploma, although not necessarily a four-year degree". If green industry and other industrial sectors are emphasized within the K-32 corridor, job-training programs could help residents secure these new jobs.

2014 Educational Attainment

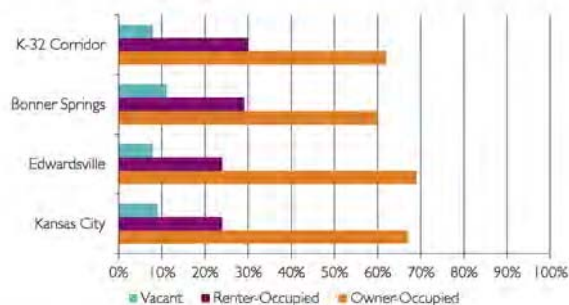


Housing

Estimates from the 2010-2014 U.S. Census American Community Survey 5-Year Estimate indicate:

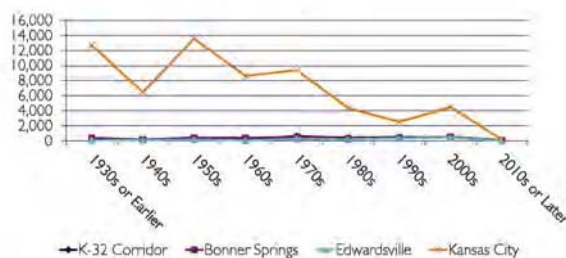
Occupancy: The proportions of housing occupancy in the K-32 corridor are comparable to those in the Tri-Cities. There are more owner- than renter-occupied or vacant housing units.

2014 Housing Occupancy



Construction: Housing units were built in greater numbers in Kansas City than within the K-32 corridor, Edwardsville, and Bonner Springs. Housing construction in the Tri-Cities and K-32 corridor has been decreasing since 2010. If the corridor hopes to retain Millennials, Baby Boomers, and Matures, the construction of additional housing that varies in type and/or design may be necessary.

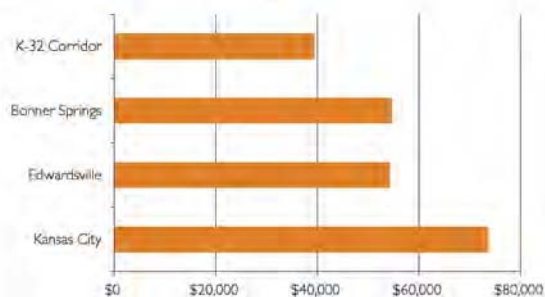
Housing Construction



Income

Median Income: The median household income in the K-32 corridor is \$39,404 which is similar to that in Wyandotte County overall (\$39,326). It is approximately 28% lower than the median incomes of Bonner Springs and Edwardsville and 54% lower than the Kansas City median. The Gini Index indicates that income inequality is greater in Kansas City than in either Edwardsville or Bonner Springs at .434, .362, and .355, respectively. Equality is achieved when the index is zero. New jobs in the K-32 corridor should help improve income equality outcomes of residents.

2014 Median Household Income

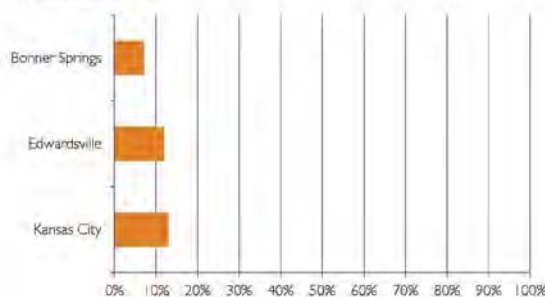


Employment

The 2010-2014 U.S. Census American Community Survey 5-Year Estimate indicates:

Concentrations: During 2014, approximately 61,700 people worked in Wyandotte County but lived outside of it while an estimated 22,200 both lived and worked within the county. Most large employment concentrations in the K-32 planning area are located in Edwardsville and Kansas City. Tiblow Transit currently services the Bonner Springs portion of the planning area. If transit were provided throughout the corridor, stops could correspond with employment areas and other activity centers, such as downtowns.

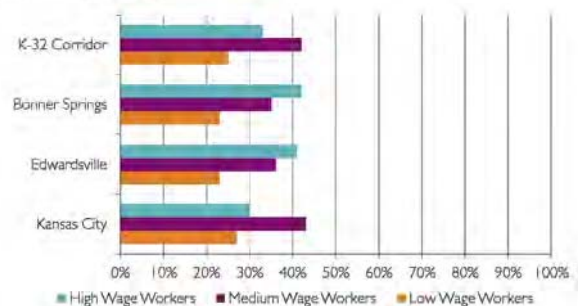
2014 Unemployment



Unemployment: The proportion of unemployed residents is higher in the Tri-Cities than the current national average (5%). It is 13% in Kansas City, 12% in Edwardsville, and 7.2% in Bonner Springs. Providing job training programs and on-the-job training for new employees may help decrease proportions of unemployment in the K-32 corridor.

Wages: The U.S. Census provides data on the wages workers earn. Those with low wages earn \$1,250/month, medium wage earners receive \$1,250-\$3,333/month, and high wage earners make over \$3,333 a month. Over 40% of workers in the K-32 corridor are medium wage earners, which is comparable to earners in Kansas City, Kansas (43%). Ideally, when additional jobs, including those in green industries, are added to the K-32 corridor, they will enable workers to earn higher wages.

2014 Worker Wages



Job Sectors: Education and Healthcare, Manufacturing, Scientific and Professional, and Retail Trade are among the top industries in the UG. The University of Kansas Hospital and Medical Center, General Motors, Kansas City, Kansas Public Schools (USD #500), and the UG are the largest employers. Fast Companies' 2015 article, "The Top Jobs in 10 Years Might Not Be What You Expect", predicts the following:

- 25% of today's full-time workers will be working on-demand as free lancers for short contracts – jobs that can done digitally from anywhere are top candidates
- Free-lance professional managers or directors who specialize in very specific projects
- Free-lance teachers responding to the increasing demand for on-line courses
- Urban/artisian famers
- End-of life planners (by 2025, the World Health Organization predicts that 63% of the global population will live over the age of 65—some well past their centenary)
- Senior care-givers for the aging population
- Remote health care specialists who can manage some of the work of local or regional healthcare specialists who need to work on more critical patients and needs
- Neurological implant technicians
- Smart-home handy/repair people
- Virtual reality experience designers
- 3-D print design specialists

Further, the 2012 U.S. News: Money article, "Where Will the Jobs be in 2020", states:

“urban areas with high demand for educated workers are the best bets for finding work... The U.S. Bureau of Labor Statistics (BLS) projects that positions in healthcare and social assistance, professional and business services, and construction will represent more than half of the 20.5 million new jobs it expects to be created by 2020. More than 34 million additional job openings will be available to replace workers leaving the labor force. And of the five occupations expected to have the largest number of openings, only one of them, nursing, requires an associate's degree or higher. More to the point, those five occupations don't create economic growth but reflect growth that's being driven in other, higher-skilled sectors of a local economy. These “driver” careers increasingly demand college and advanced degrees. Educational attainment is thus a powerful predictor of where you should look for work.”

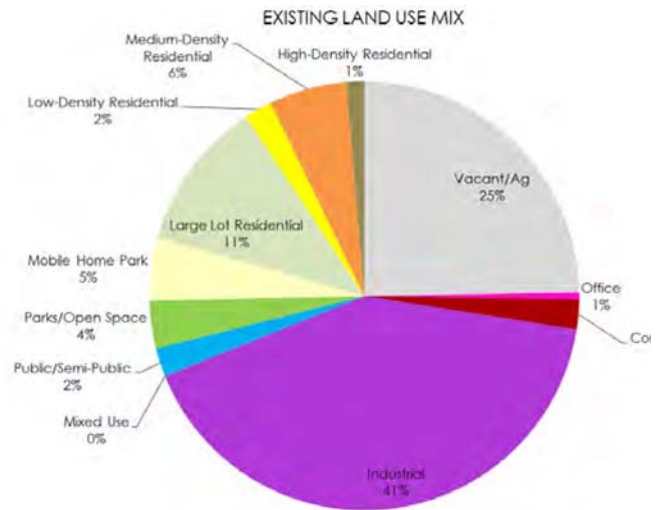
If the K-32 planning area is to continue developing as an employment center that focuses on the development of green industries that pollute less and help solve complicated environmental issues, job training locations should also be identified and created to help workers obtain higher-paying green jobs and those in other industries, from the entry-level position and beyond.



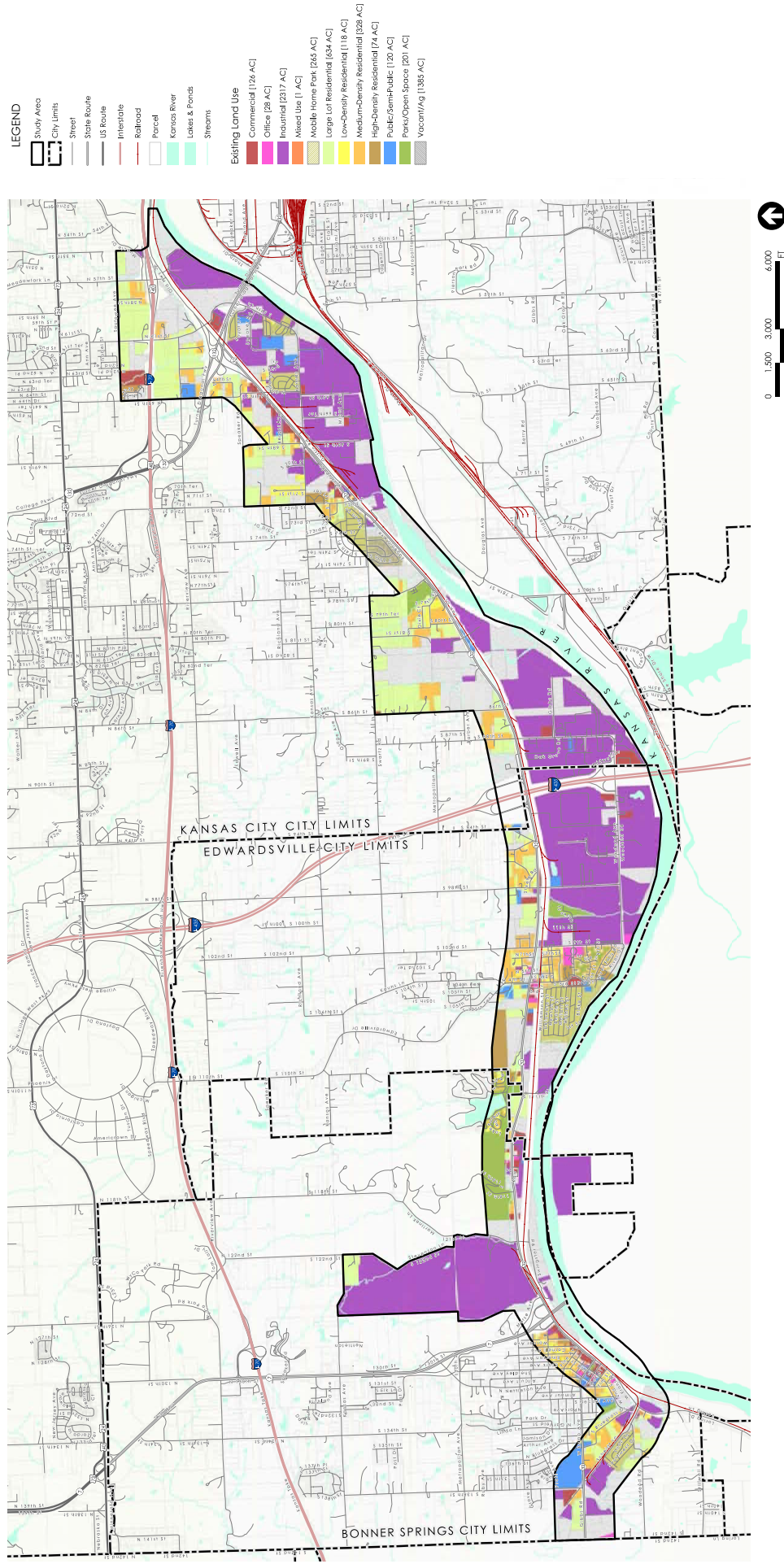


Existing Land Use

The K-32 corridor consists of 7,092 acres. Industrial, vacant/agricultural, and large lot residential land uses make up over 75% of the existing land uses in the area.

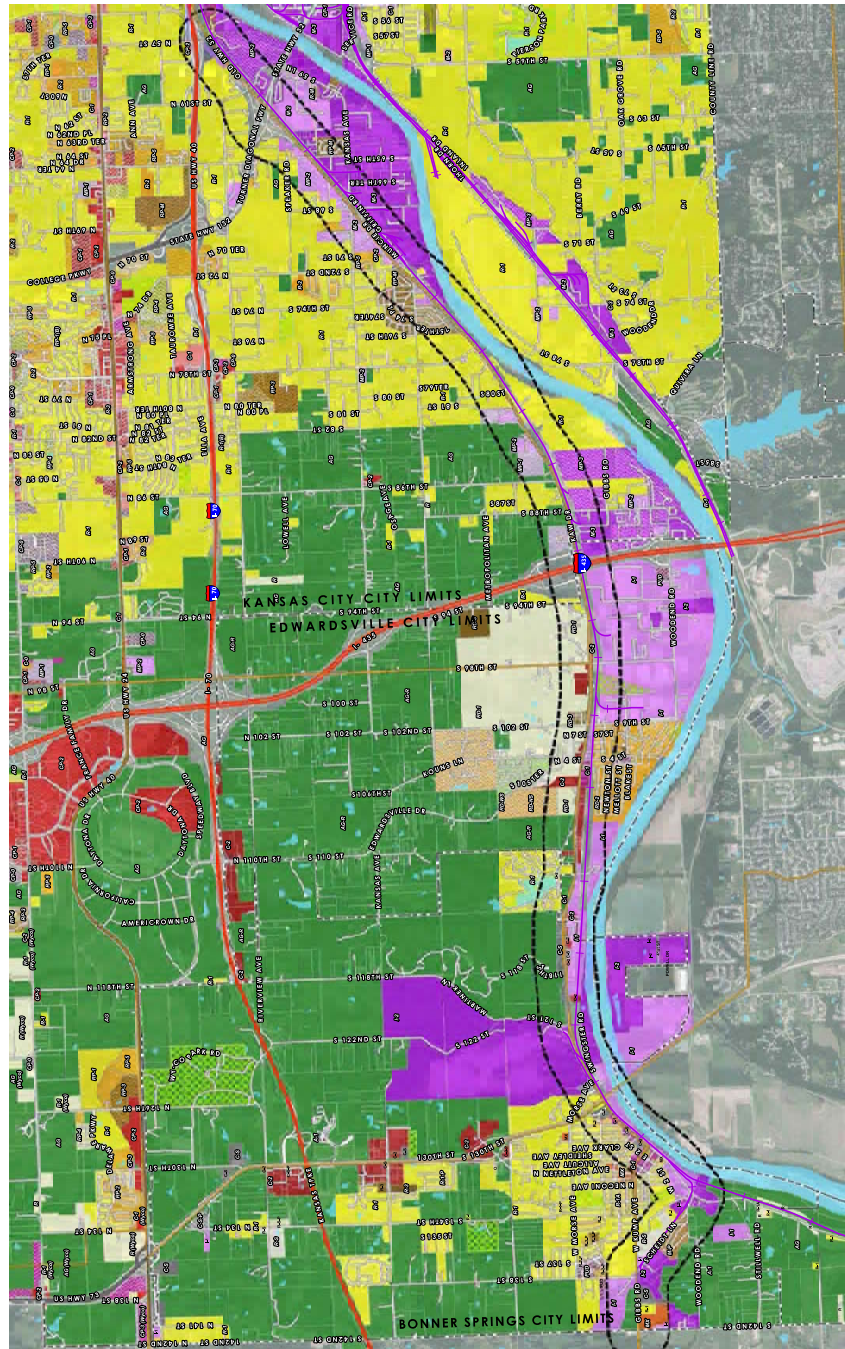


K-32 Tri-City Multimodal Redevelopment Plan
EXISTING LAND USE



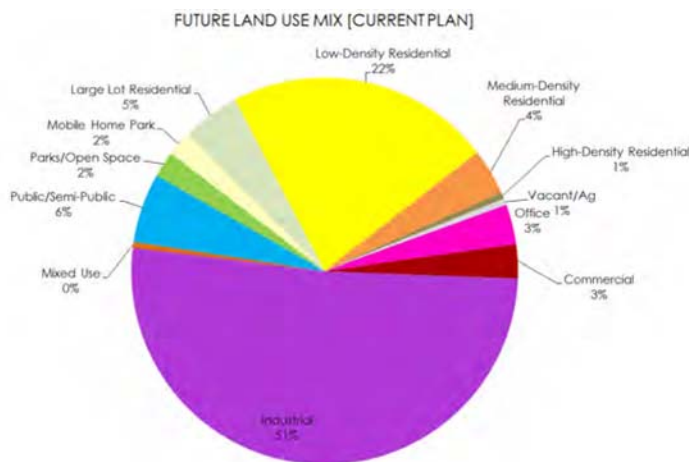
K-32 Tri-City Multimodal Redevelopment Plan

Existing zoning is consistent with the land use and supports various types of industrial and residential development.



Adopted Future Land Use

Together the City of Bonner Springs' Vision 2025 Comprehensive Plan (adopted in 2008), The Edwardsville Plan (adopted in 2012), and the UG's City-wide Master Plan (adopted in 2008) recommend that about half (51%) of the K-32 planning area develop industrially. Low-density residential uses would make up the second most prominent type of development, consisting of 22% of the overall corridor:



In addition, the Vision 2025 Comprehensive Plan recommends the following in relation to K-32 in Bonner Springs:

Parks, Open Space, and Connectivity:

- Plan for a trail along abandoned railroad from 138th at K-32, west and north, with a small park at the head of the trail south of Whispering Woods.
- Pursue land and easement donation/dedications for trails and bike lanes, and secure land or easements from landowners and new developments.
- Incorporate trails into the design and construction of new developments.
- Provide connectivity between all trails and public open spaces.

Economic Development:

- Promote community aesthetic improvements to create a "Bonner Springs character" in community gateways, such as the K-32 entrance to the city.
- Establish landscape planting themes for K-7/K-32.

Future Commercial Needs:

- Plan for good urban design and implementation of its major transportation plan at key interchanges, including those at and intersections with K-32 through the city.
- Extend the "atmosphere" of the central business district boundary to include adjacent residential and commercial areas down side streets, and consider a roundabout at the K-32 intersection.
- Provide "way-finding" directional signage from K-32 and incorporate a special design theme consistent with the historic character of downtown that links the downtown with its perimeter districts, both residential and commercial.

The Edwardsville Plan recommends that growth and expansion of the community be enhanced south of and along K-32. It recommends continued concentration of development along K-32 at 4th Street and west of 4th due to the steep terrain on the north and floodplain designation on the south. The Plan also notes the following stormwater and sewer concerns for Edwardsville in relations to the K-32 planning area:

Stormwater: Many of the City's streets use a combination of drainage ditches and culverts to divert stormwater. Newer subdivisions and some recently improved roads include curb and gutter. Stormwater drainage can be a challenging issue due to the City's proximity to flat areas near the Kansas River and the hilly terrain north of K-32.

Sewer: Sewer lines are currently limited to the southern portion of K-32 and extend slightly north of the highway. Hundreds of septic systems serve residential and other properties throughout Edwardsville. This limits the types of development that can currently occur within the City, and the densities at which they can develop. The following facilities are located within Edwardsville to serve the City's residents:

- Woodend Pump Station (9th and Woodend)
- Lift Station at 106th and Kaw Drive is served by 6" lines
- Lift Station at 111th and Black is served by 8" lines

Betts Creek Sub-Drainage Area: About 2,880 acres in size north of K-32 Highway, the entire Betts Creek sub-drainage area makes up almost half of the total land area for the city of Edwardsville, or 4.5 square miles of the approximately 9.5 square miles of land area within the corporate limits of Edwardsville. There are three branches to the Betts Creek sub-drainage basin. The western leg drains near the intersection of Edwardsville Road and K-32 Highway and encompasses the drainage area between 104th Street and Edwardsville Road. The main branch of Betts Creek extends essentially from 110th Street and Interstate 70 at the northern extent of the City, south to near the intersection of 98th Street and K-32 Highway. The eastern branch of Betts Creek generally drains only the land area between 98th Street and 94th Street, south of Kansas Avenue.

Kaw Valley: Characterized mostly by the lowland surrounding the Kansas River, the Kaw Valley land area in the City is located mostly south of K-32. This relatively flat land area was formed over many centuries by the Kansas River meandering from its river banks and flooding. The downstream portions of the other sub-drainage basins technically encompass the Kaw Valley area of Edwardsville as each creek drains into the Kansas River. However, the lack of slope, the unique soils of the valley floor area, and the potential of flash flooding define the unique development characteristics of this southern portion of the City.

UG's City-wide Master Plan includes the following recommendations for the K-32 area:

Urban Design: Use urban design and streetscape improvements to change 78th Street (from K-32 to Parallel Parkway) and Kansas Avenue (from the Kansas/Missouri state line to the Turner Diagonal) into a Primary Image Streets where they serve as one of the first and final impressions of the City for visitors, residents, and workers near the K-32 corridor. Detailed direction for Primary Image Streets includes:

- Incorporating (a minimum 10-foot wide with a minimum 5-foot landscaping zone between the walk and back of the curb) on both sides of the street to accommodate comfortable pedestrian and bicycle connections as well as retail businesses and outdoor cafes.
- Gateways and/or public art incorporated into major intersections and districts.
- Street trees, planters, site furnishings (benches, movable planters, way-finding, interpretive signage bike racks, trash receptacles), decorative banners, and pedestrian lighting are also recommended.

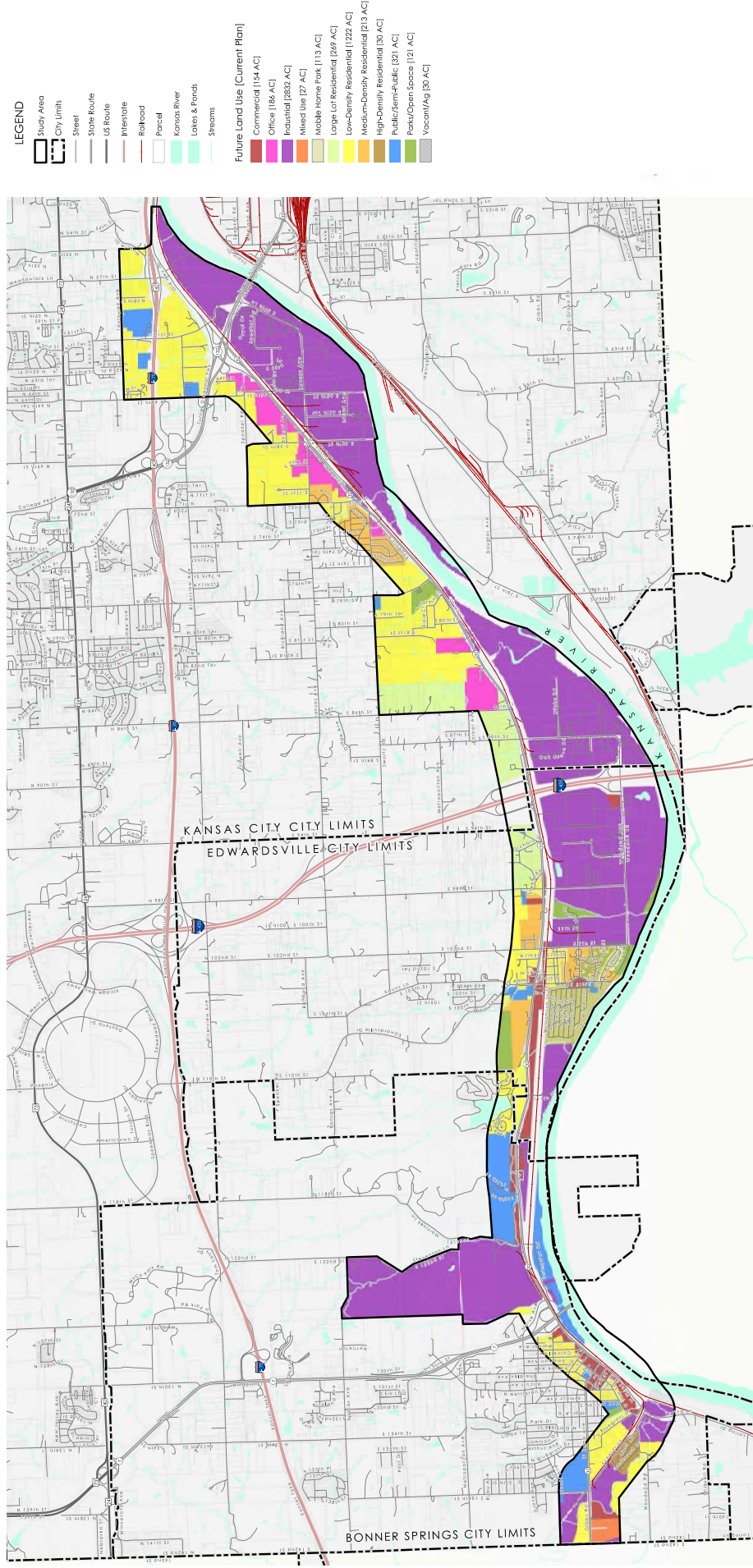
Image Streets: Reinforce the perceptions of individual neighborhoods by creating Secondary Image Streets, e.g. at Kansas Avenue (Turn Diagonal to I-435). Specific guidance for Secondary Image Streets includes:

- Sidewalks on both sides of the street (a minimum of 8-feet wide with a 5-foot minimum landscaping zone between the walk and the back of curb) to accommodate pedestrian connections.
- Minor "neighborhood" gateways at major intersections.
- Decorative banners on street lights that highlight neighborhood identity.
- Basic site furnishings (benches, bike racks, trash receptacles) at major intersections and transit stops.
- Pedestrian lighting to illuminate neighborhood-retail areas, trails, parks frontages, and activity areas; lighting fixture styles should reflect neighborhood character.

Revitalization and Green Design:

- Provide a jobs/housing balance and utilize existing incentives, such as Empowerment Zones, to encourage local businesses to hire residents who live within the City.
- Work with the State of Kansas to upgrade local incentive packages and tools for attracting and retaining businesses and industries thereby making the city more competitive with other cities within the metropolitan area and across the country. Such incentive packages should be targeted to businesses and industries that create local jobs.
- Upgrading aging and deteriorating infrastructure to attract new industries and businesses.
- Attracting "green" industries that employ a large percentage of local residents and provide job training programs.
- Working with MARC, the Environmental Protection Agency (EPA), American Institute of Architects (AIA), American Planning Association (APA), Kansas City Home Builders Association (KCHBA), and others to provide training and education to building professionals, homebuyers, homeowners, realtors, lenders and general public about best practices for green and energy efficient construction (Leadership in Energy and Environmental Design - LEED standards).
- Proactively acquire, clean up and reuse brownfields sites.
- Construct bicycle and pedestrian trail connections to complete the portion of the MetroGreen trail system along the Kansas River and construct associated amenities, such as ample landscape buffers from adjacent industrial uses, streetscape and pedestrian-scale lighting.

K-32 Tri-City Multimodal Redevelopment Plan
FUTURE LAND USE (current plan)



Transportation

Roadways: K-32 is an east-west state highway with paved shoulders, medians (striped, concrete, and raised), and turn lanes at key intersections. It consists of 13.5-foot asphalt lanes and ranges from two to five lanes in width. Because it functions as both a state highway and city street, K-32 is also referred to as a City Connecting Link whereby KDOT and the Tri-Cities coordinate responsibilities.

Bike Routes, Sidewalks, and Trails: Although cyclists, walkers, and joggers use the route, there are no specific accommodations for them on K-32 with the exception of sidewalks on the north side of K-32 in downtown Bonner Springs. Sidewalks are also present on some of the local, north-south streets that connect to K-32, specifically those west of the K-7/I-70 interchange (on the north side of K-32) and at 4th Street (south of K-32).

MARC's MetroGreen plan recommends the development of a multiuse trail along K-32 and K-7. During the K-32 planning process, the City of Bonner Springs and KDOT began initial discussions for installing a portion of the trail on K-7 over K-32 that could connect to the City's parks. The City of Edwardsville is constructing trails near its south industrial area and near the Kansas River. UG's adopted policies also support trail development in Wyandotte County's K-32 corridor.

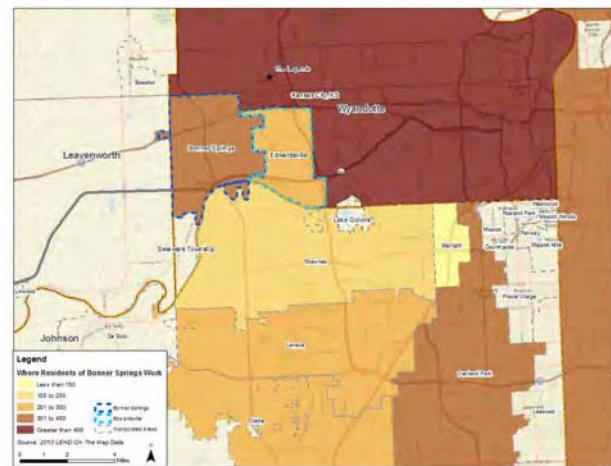
Future sidewalk and/or multiuse trail construction will be necessary if K-32 is to become a multimodal corridor that enables pedestrians to travel from all directions and reach key destinations, such as downtown redevelopment areas, employment centers, and entertainment options.

Transit Service: Bus service is available in some parts of the K-32 corridor. Tiblow Transit operates within Bonner Springs Monday through Friday, 8:30 a.m. to 4:30 p.m. The service connects to parts of Kansas City, Kansas three days a week; provides pickups in Edwardsville two days-a-week, serves parts of Kansas City, Kansas three days a week, and serves the Johnson County Medical facility two days a week. UGTransit (UGT) operates Route 115 Kansas Avenue, which operates at the very eastern edge of the K-32 corridor at Kansas Avenue and 78th. The routes operate Monday through Friday from 5:30 a.m. to 7:30 p.m. at a 60-minute frequency.

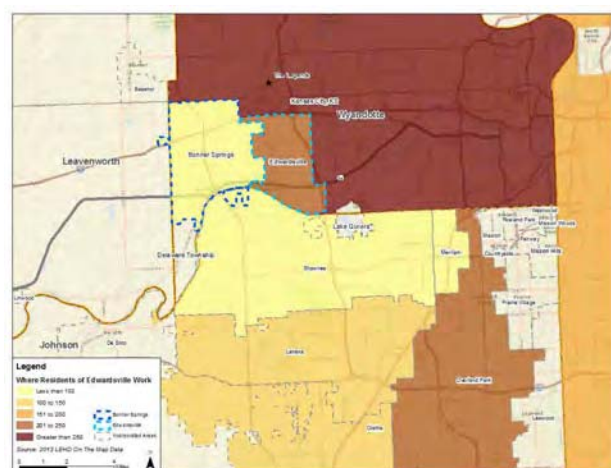
Transportation to Work: Based on the 2010-2014 U.S. Census American Community Survey, most (81%) of Wyandotte County residents drive alone to work. An estimated 14% carpool and the balance walk, use public transit or transit, and work from home. The average commute time is approximately 21 minutes. No transit service currently serves the entirety of the K-32 corridor. A large number of workers and residents travel between Edwardsville, Bonner Springs, and surrounding communities.

Adding regularly scheduled transit options would increase the ability of employees to access employment sites within the corridor and in other parts of the metropolitan area. Transit options could also provide corridor residents with improved access to medical, social, retail, and transportation

Where Bonner Springs Residents Work (see Transit Memo in appendix)



Historic Edwardsville Residents Work (see Transit Memo in appendix)



services outside the corridor. What's more, increasing corridor transportation options could increase the appeal of living in or visiting the corridor for Millennials who increasingly prefer less dependence on personal vehicles.

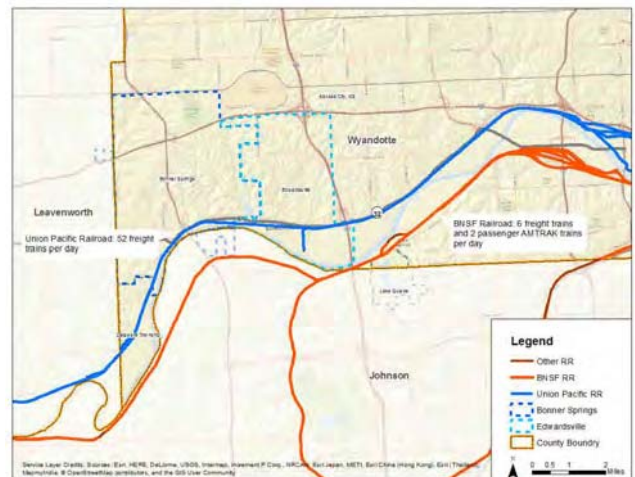
Freight: K-32 parallels two railroad lines. The Union Pacific line operates directly adjacent to the K-32 corridor on the north side of the Kaw River and runs 52 freight trains per day. The BNSF operates on the south side of the river with six freight trains and two AMTRAK passenger trains (Southwest Chief) per day. KDOT estimates 1,000 trucks travel K-32 each day. Community members have commented that the traffic creates congestion on K-32. They have also commented about issues with train noise and crossing the tracks.

Interurban Passenger Rail: A 2002 study examined the feasibility of operating commuter rail between Lawrence and Kansas City. The BNSF line was evaluated as an alternative due to the rail line accessing much higher population portions between Lawrence and Kansas City than the Union Pacific line. The study recommended that capacity improvements would be necessary at several points along the line to avoid conflicts with freight or existing Amtrak service.

- Capacity improvements would be required at De Soto to allow the RoadRailer (AMTRAK mail and express) switching operations during commuter periods; at Argentine Yards to mitigate the very heavy freight traffic; and at Union Station to provide rail connections to the station itself. Additionally, the railroad may require a "capacity contribution" from commuter rail as a cost of entry to the line.

- Because the capital costs necessary to make the line suitable for commuter passenger rail service would be \$117 million, with a \$5.2 million annual operating cost for three trips in the morning and three in the evening, with a projected 2,238 daily rail trips, this was determined to be insufficient ridership for the cost. The study estimated that the subsidy required for a daily round-trip between Lawrence and Kansas City would be \$12.98 per rider, which would result in a \$3.7 million annual operating subsidy.
- Since the time of the interurban study, the annual population growth rate of 0.6% in Wyandotte County, 2.85% in Bonner Springs, and 1.4% in Edwardsville, or elsewhere along the BNSF line, has not been sufficient to increase ridership potential. The figure below displays the existing rail service.

Railroad Service (see Transit Memo in appendix)





COMMUNITY ENGAGEMENT

Over the course of nearly a year, the planning team engaged Bonner Springs, Edwardsville, and Kansas City community members in person and thousands in the Tri-cities and nearby communities via online tools during the community engagement process for the K-32 Tri-City Multimodal Redevelopment Plan. Four periods of community engagement took place in coordination with the four phases of the planning process. Each began with a Stakeholder Advisory Committee meeting followed by two public meetings (alternating Tri-City locations), an online opinion poll/comment form, social media posts (Facebook.com), and a Planning Commission update.

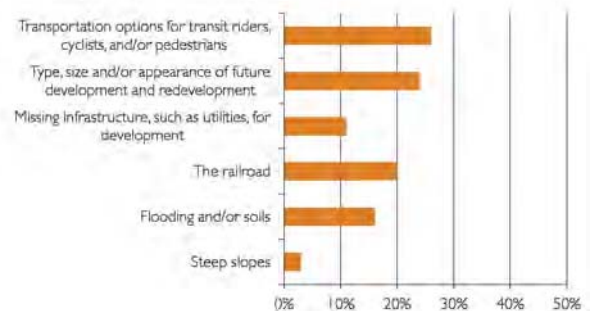
Community Engagement



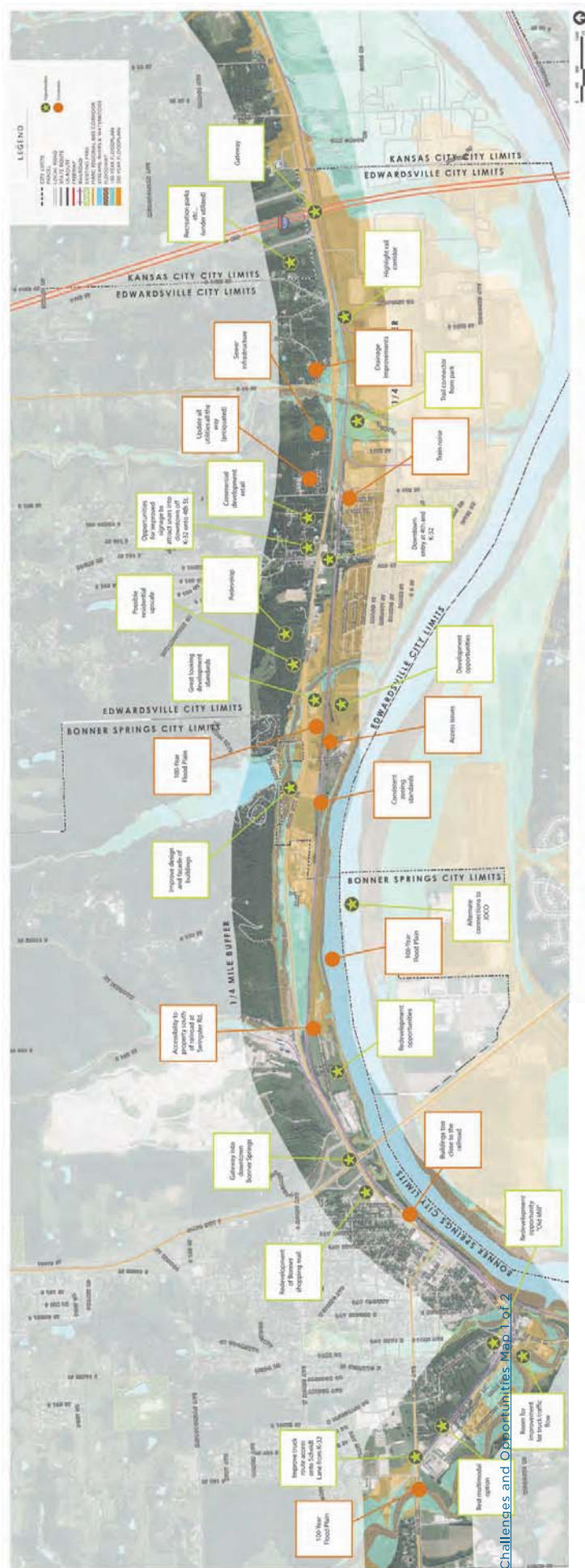
Round One

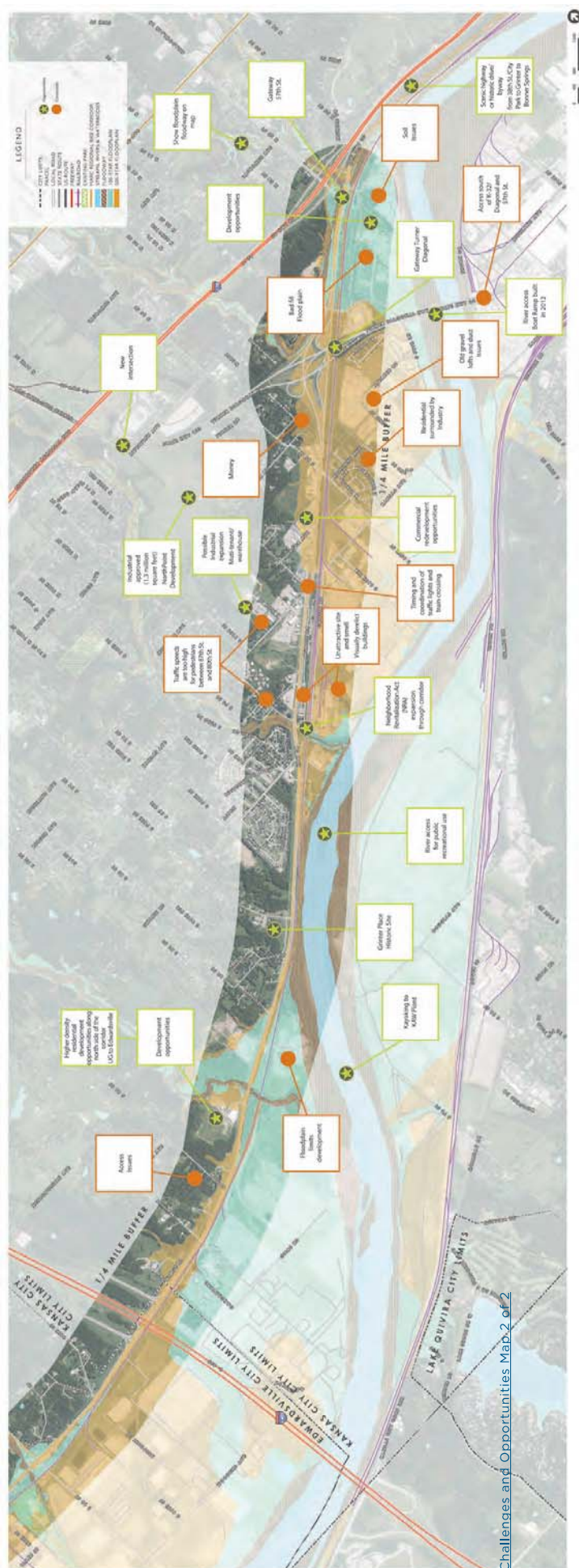
The first period focused on identifying the vision for the corridor; top challenges and opportunities, and ideal accomplishments. Participants mapped their comments on large-scale, corridor maps and provided additional feedback about the types of challenges and opportunities that were identified and why.

Top Challenges



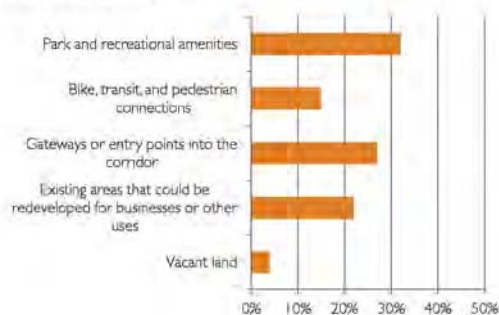
The top three challenges related to the railroad, multimodal transportation options, and the type, size, and scale of future development. Meeting participants commented about the lack of sidewalks for walking along K-32 to shopping destinations and restaurants and pedestrian accommodations for crossing K-32 to reach Edwardsville Elementary School and other locations. They also discussed emergency response and access issues tied to trains blocking entry into Edwardsville. Additional comments about the railroad focused on train noise and associated traffic. Other comments concerned the appearance of the overall corridor. Community members expressed a desire to place utility lines underground, improve and maintain building facades, and a need to be sensitive about the way in which future development relates and transitions over time in relation to existing uses throughout the corridor.





The top two opportunities to leverage for K-32's future included park and recreational amenities and existing areas that could redevelop for businesses or other uses. Community members commented about the importance of redeveloping existing and/or vacant land along the highway and updating downtown areas in a way that could attract new investment, add jobs, and increase the tax base. They also commented about incentivizing existing businesses to update and/or clean up their buildings. Building updates would happen in coordination with infrastructure improvements, such as the installation of curbs, gutters, utility burial, highway paving/restriping, and more. Feedback about recreational opportunities involved connecting to the Kansas River by providing access for kayaking, canoeing, and fishing. Adding a trail between the river and the railroad was also important to community members.

Top Opportunities



Round Two

The second period of engagement centered on identifying redevelopment areas, investing in transit and bicycle/pedestrian improvements, and converting K-32 to a parkway.

Meeting attendees discussed the possibility of redeveloping the areas generally defined as Sheidt Lane, downtowns, K-7 Interchange, large parcels of land, 65th Street and Turner Diagonal. They commented that targeted activities made sense and stressed the importance of focusing on Downtown Bonner Springs and Edwardsville, creating unique personalities for them, adding retail, restaurants, and other items. They commented that redevelopment should consider existing businesses and residents, as redevelopment activities in one area could have negative stormwater (silt and erosion control) impacts on nearby properties, such as Lake of the Forest.

Transportation-related comments focused on the need for ingress/egress improvements at various corridor intersections. The need for safe pedestrian access across K-32 was also a topic of conversation. Community members commented about including a robust trails network that would attract Millennials who are moving back to the area because of its safe and affordable feel and amenities. They also commented that K-32 is a popular route for both bicyclists and motorcycle riders.

Community members were in favor of exploring the idea of converting K-32 to a landscaped parkway similar to the way in which Highway 210 (Armour Road) travels through North Kansas City in Missouri, transforming from a 7- and 6-lane divided roadway to a 3-lane road (see photo below). Downtown Highway 210 is tree lined, includes two through lanes, a central turn lane, traffic signals, diagonal parking, sidewalks, and buildings that are close to the sidewalk edge.



Round Three

A third period of meetings and polling concerned the phased improvement scenario for the corridor. The scenario consisted of a realistic, 10-year vision (2015-2025) and a year 11+ (2026 and Beyond) aspiration for land use, development, and multimodal transportation. Those who attended the meetings shared their thoughts about changing the character of roadway to correspond to the types of activity centers located along it, such as downtowns, historic sites, employment concentrations, and other areas.

They commented that a proactive approach to redeveloping downtown Bonner Springs and Edwardsville was important and discussed place-making strategies, the importance of balancing natural with industrial uses, and eliminating the perception that the Kansas River is a barrier. They also commented that transit connections and vanpooling locations would help visitors and job seekers outside the corridor reach it from places close to I-70, such as the Legends at Village West shopping center and the proposed Turner Diagonal Business Park in Kansas City, Kansas.

Additional conversations with stakeholders indicated that some community members were against narrowing K-32 through downtown areas. They commented that doing so would result in negative impacts, such as traffic bypassing their community and becoming too congested. They also commented that cyclists travel K-32 but expressed concern about adding bicycle accommodations to a route that semi-trucks also use.

Round Four

The fourth and final period of meetings and polling concerned the initial draft of the **K-32 Tri-City Multimodal Redevelopment Plan** and its implementation steps. Participants commented on the most important implementation priorities for the corridor. Key priorities related to redevelopment, transportation, parks and open space, place-making, and financing improvements. When asked about the degree of importance that should be assigned to top priority recommendations, community members responded that the following were very important:

- Conducting a traffic study to 1) determine the roadway improvements needed to accommodate all travelers along K-32 safely and 2) improve access management policies.
- Targeting redevelopment activities to top priority activity centers, including downtowns and other areas.

Community members review the phased improvement scenarios for the K-32 corridor



Community members review top priority recommendations for improving K-32 in Wyandotte County





PRELIMINARY IMPROVEMENT CONCEPTS

The project team and community members explored focus areas for potential improvement efforts rather than pursuing block-by-block redevelopment of the 8-mile K-32 corridor.

Preliminary Improvement Concepts

Potential Improvements

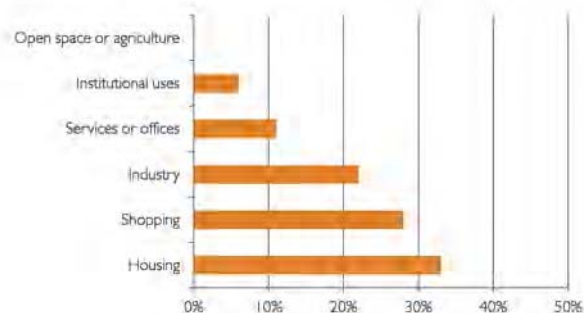
Key improvement concepts involved:

- Scheidt Lane
- Downtown Bonner Springs and Edwardsville
- K-7 Interchange
- Large parcels of land
- 5th Street and Turner Diagonal
- 78th Street
- Converting K-32 into a parkway
- Transit routes

Scheidt Lane Area

The Scheidt Lane area was largely identified because it consists of older residential development that is in need of repair and/or upgrade. The area is also adjacent to industrial development, opposite a railroad spur, and within the floodplain. If it were redeveloped, it could become open space, additional industry, or other types of development. Community members commented that the area should remain residential, specifically high density residential, to continue to accommodate the Bonner Springs Estates mobile home park.

Scheidt Lane Development Options

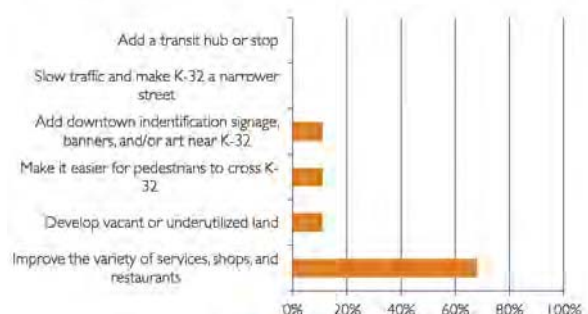


Downtowns

Downtown Bonner Springs and Downtown Edwardsville were targets because early in the planning process, community members identified this improvement as an important opportunity for the corridor that could benefit residents and visitors alike. Improving the downtown areas might also slow the traffic that community members have commented (throughout the planning process) travels too fast through both cities. If purposeful redevelopment and investment efforts were pursued, both downtowns could be transformed into active, multimodal, mixed use (residential/office retail or retail/service/public-semi-public) centers with unique community identities that reflect their historic pasts.

The City of Bonner Springs has invested in banners, pedestrian-level lighting, and sidewalks in its downtown, including along K-32. It is also interested in redeveloping its Historic Downtown. Underutilized sites could be

Important Strategies for Strengthening Downtown Areas



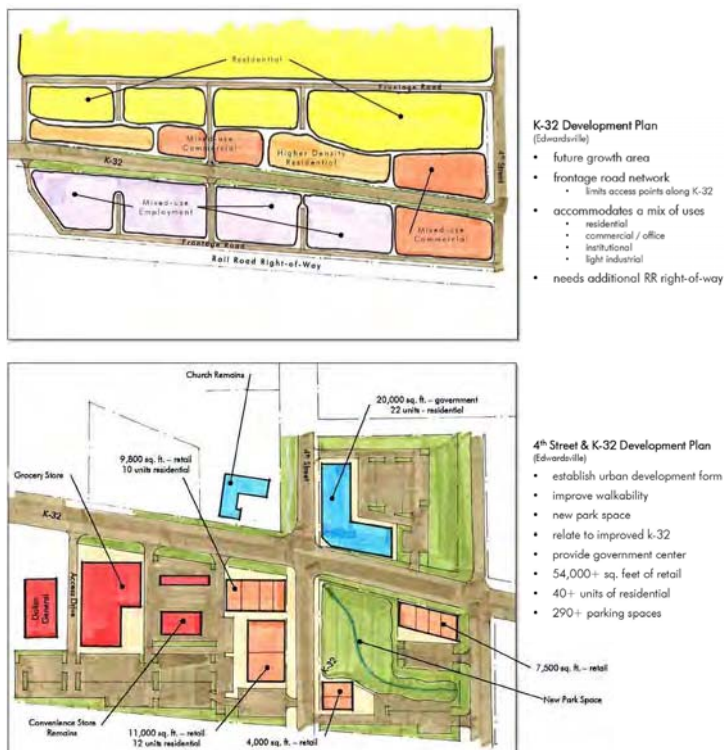
Sample Downtown Bonner Springs Improvement Concept



redeveloped with retail services, such as a neighborhood market on the ground floor and residential above. If Tiblow Transit relocates closer to K-32, it could become a multimodal transit hub and include a transit route that travels along K-32, into Historic Downtown Bonner Springs, and through the redevelopment site.

The City of Edwardsville conducted a building efficiency and safety analysis during 2015/2016, and as a result, has expressed interest in relocating its municipal offices to a vacant parcel of land located on the northeast corner of K-32 at 4th Street. The move could provide the opportunity to combine government services with the community's retail needs, including providing medical or pharmaceutical services for the City's older residents, in the same building. Moving north would also create an opportunity to redevelop the existing government complex as a second mixed use node that serves the needs of Edwardsville residents. Fourth Street would then connect both potential mixed-use centers and provide not only a vehicular connection, but also a multiuse path for those walking or biking between the nodes, Edwardsville Elementary School, Edwardsville Christian Church, the local U.S. Post Office, housing, as well as the Edwardsville Community Center.

Sample 4th Street Improvement Concepts

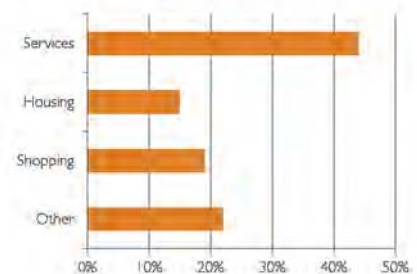


Community members indicated the most important revitalization strategy for Downtown Bonner Springs and Edwardsville was improving the variety of services, shops, and restaurants. The strategy of slowing traffic along K-32 and narrowing it, e.g. from four lanes to three lanes and including an on-street bike path, sidewalks that are buffered by on-street parking, and landscape amenities was not selected, although doing so would enhance downtown revitalization and redevelopment activities and improve traffic safety.

K-7 Interchange Area

The K-7 Interchange area is the gateway into Bonner Springs for all travelers coming from Edwardsville on the west, both Bonner Springs and Kansas City on the north, and Shawnee on the south. Land on the north side of K-32, just west of the interchange and near Werner Street, is developed with auto-oriented uses, including a small commercial shopping center that is approximately 50% vacant and a gas station. If redeveloped, the new center could offer retail/services and/or entertainment. If the center's buildings were positioned near the street edge, parking could be located to the side and/or rear of the buildings or even on the street. The shift in building and parking location would support a more walkable, downtown shopping experience. In addition, there is an opportunity to improve the connection to Moon Marble Company, which is directly across the street on the south side of K-32. Community members have frequently commented that Moon Marble is a major tourist and shopping destination.

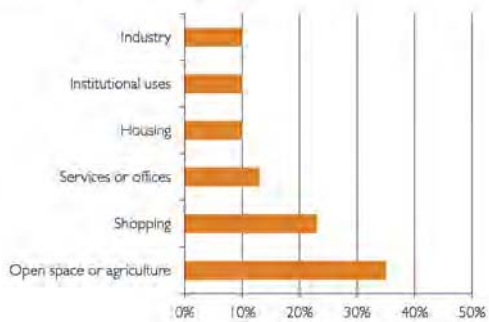
K-7 Interchange Development Options



Large Parcels

Development parcels in single ownership offer broad opportunities for development and redevelopment, as they could become new neighborhoods, recreation and entertainment destinations, or other features. However, community members commented that those that are east of the K-7 and I-70 interchange in Bonner Springs should remain undeveloped or unchanged. Doing so is consistent with recent development initiatives, such as Holliday Sand and Gravel Company's plans to develop its site into an industrial park.

Development Options for Large Parcels



78th Street Area

The State of Kansas owns the Grinter Historic site, including the Grinter Barn, home, and surrounding land. Undeveloped land exists near the northeast corner of K-32 at 78th Street. A large area of open space surrounded by woodlands characterizes the site. If the trees on the site were preserved, there is potential to develop a restaurant and entertainment venue on the remaining land and link it to the Grinter Museum via a pedestrian path. Community members have expressed a desire for more entertainment options within the K-32 corridor; such as a restaurant to help draw people to the Grinter Museum and thereby make the site an even more appealing destination. Some community members also commented that a turn lane should be added to K-32 to permit safer turning movements onto 78th Street. Others have reached out to elected officials, asking for the installation of a traffic signal at this location.

Grinter Place Development Plan

- maintain natural/rural character
- maintain historic site and structures
- create new retail, restaurant, recreation & entertainment venue
 - provide parking for new venue
- connect historic site and new venue by road and by trail
- use existing clearing and treed area for recreation and trail system

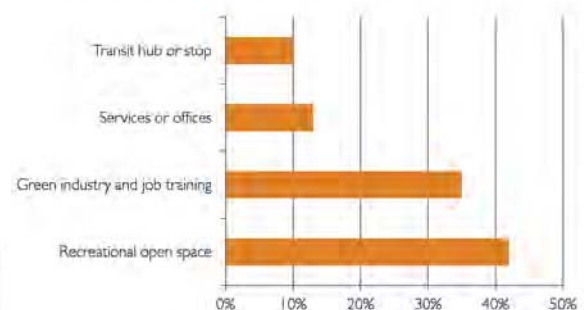


65th Street and Turner Diagonal Area

The area east and west of 65th Street and the Turner Diagonal is home to approximately 1/3 of the industrial development within the K-32 corridor. The portion south of K-32 is mostly within the floodplain. Its redevelopment potential beyond industry is limited. If a significant redevelopment opportunity were to become available, it would be possible to streamline interior roadway circulation, manage access, and more efficiently serve business and industrial park development and the truck traffic it generates. Land on the north side of K-32 could provide industrial uses or job training services that complement the one million square feet of industrial development proposed for the 130-acre Turner Commerce Center just north of the Turner Diagonal.

Because of flooding concerns, community members commented that future development of land in the 65th and Turner Diagonal area should be redeveloped as a combination of green industry, job training, and recreational/open space. Community members also commented that providing access to the river would benefit the entire K-32 corridor, as the nearest access point beyond the corridor is in DeSoto, Kansas. Providing river access to this area may be possible via Mill Creek. Other river access points would be located farther west, for example at K-7 in Bonner Springs and 4th and 98th Streets in Edwardsville. Further, incorporating stormwater best management practices into the area could help address future flooding issues, as some of the streets in this target area have concrete drainage ditches. In the future, the ditches could become vegetated swales in small drainage areas that have low water runoff.

65th Street & Turner Diagonal Dev. Options



Converting K-32 to a Parkway

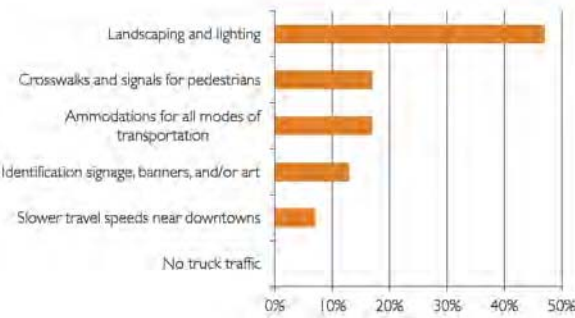
Today K-32 is a generally a 4- to 5-lane, divided state highway that motorists use to quickly connect to employment destinations, highways (K-7 and US-69) and interstates (I-435 and I-70), shopping, and other destinations. Its speed limit ranges from 30-35 mph near the downtown areas to 55 mph outside of them. It includes signals at key intersections, such as Kansas Avenue, 4th Street, Cedar Street, and other locations.

To help slow traffic and incorporate bicycle/pedestrian accommodations, it may be possible to modify K-32 to look and feel like a parkway. Typical parkways are wide, median-divided roadways lined with trees and lighting. They may also include turn lanes and bicycle/pedestrian paths. Community members were in favor of the idea of converting the feel of K-32 into a parkway rather than maintaining it as a state highway. Lighting was the feature noted most important to include with the concept. There was also support for the idea of renaming K-32 to “Kaw Valley Parkway”, “Kaw River Parkway”, or “Kaw River Scenic Byway”, which opens opportunities to create marketing and branding materials (signage, banners, art, and much more) for the corridor that describe it as a destination of the same name while reflecting the uniqueness of each of the Tri-Cities.

Sample Parkway Concept



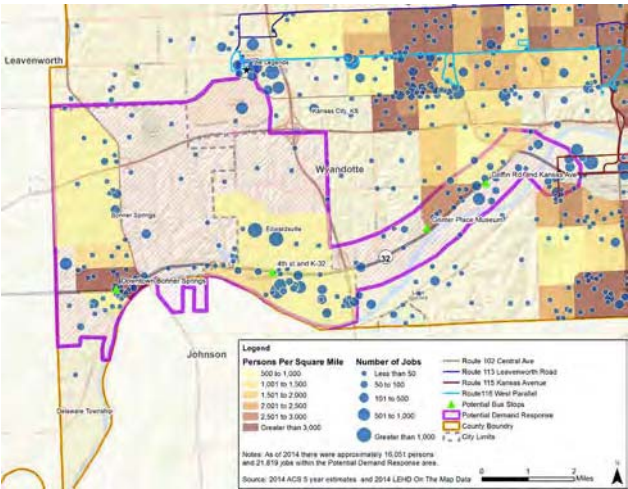
Converting K-32 to a Parkway



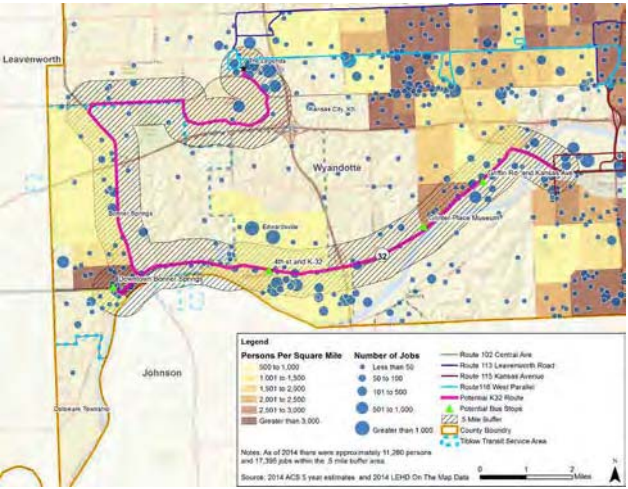
Transit Routes

Because of the costs and densities associated with providing rail transit in the corridor, the planning team explored on-demand and fixed route bus services. See the table on page 33.

Option for On-demand Bus Service



Option for Fixed Route Bus Service

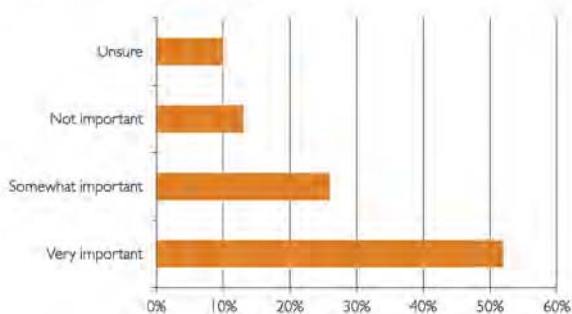


Estimated Transit Costs

Type	Description	Service Span	Frequency	Annual Operating Costs
MetroFlex	- Improves the existing demand-response service and could be implemented with less capital and operations investment than other alternatives - Increases the service areas to all of Bonner Springs and Edwardsville - Connects into Kansas City at Village West and along Kansas Avenue	Monday-Friday from 8 AM to 5:30PM	On-demand	\$241,000
Fixed Route (Baseline)	- Introduces regularly scheduled fixed route service throughout the corridor - Includes bus stops at (a minimum) of downtown Bonner Springs, Edwardsville at 4th Street, Grinter Museum, industrial employment opportunities on Kansas Avenue, and the Legends at Village West	Monday-Friday from 8 AM to 7:30PM	60 minutes	\$708,000
Fixed Route (Higher frequency)	Includes added frequency, flexibility, and convenience for riders	Monday-Friday from 8 AM to 7:30PM	30 minutes	\$1,290,000

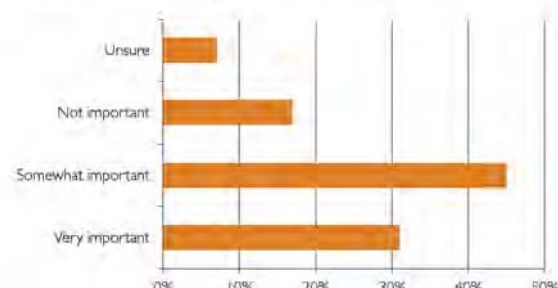
Additionally, community members commented that investing in transportation projects that improve bicycle/pedestrian accommodations and transit were important. This suggests the potential for the creation of a multimodal transportation network in the corridor. The Tri-Cities could jointly pursue funding and incorporate the network into targeted redevelopment and/or development locations.

Investment in Transportation that improves transit, and bicycle/pedestrian options



When asked about the importance of increasing housing densities to support better transit (bus and/or rail), community members indicated that doing so was somewhat or very important. The City of Bonner Springs currently operates Tiblow Transit within its city limits. Community response indicated that there was interest in exploring the expansion of the service to areas beyond the City, recognizing that future transit service would likely be limited to on-demand bus service until greater population and employment densities reach the thresholds that could support an investment in fixed route bus service and/or rail.

Increasing Housing Densities to Support Better Transit (bus and/or rail)





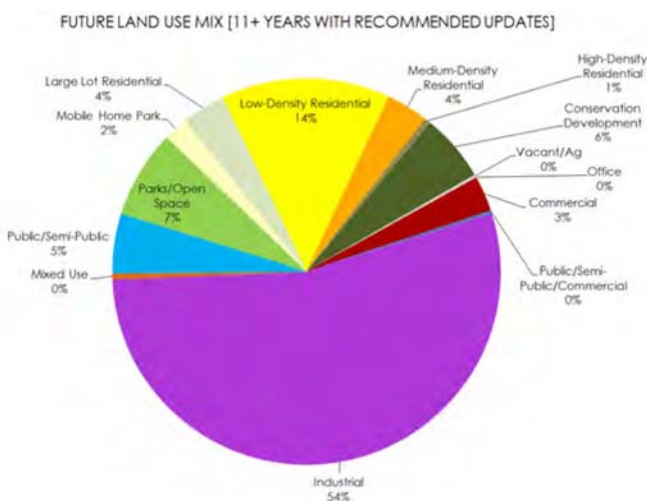
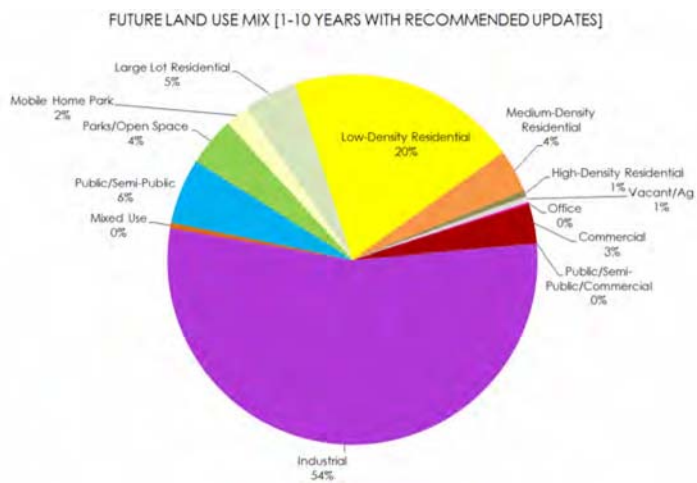
RECOMMENDATIONS

The review of existing conditions, analysis of challenges and opportunities, and input from community members on the preliminary improvement concepts helped frame the recommended action steps for the K-32 corridor.

Recommendations

The resulting recommendations support the vision and assume a combination of realistic and aspirational efforts will be coordinated to achieve it. Recommended actions steps relate to redevelopment, parks and greenways, transportation, infrastructure, place-making, environmental considerations, and financing improvements. They are organized into the following categories:

- Corridor-wide
- Bonner Springs
- Edwardsville
- Kansas City



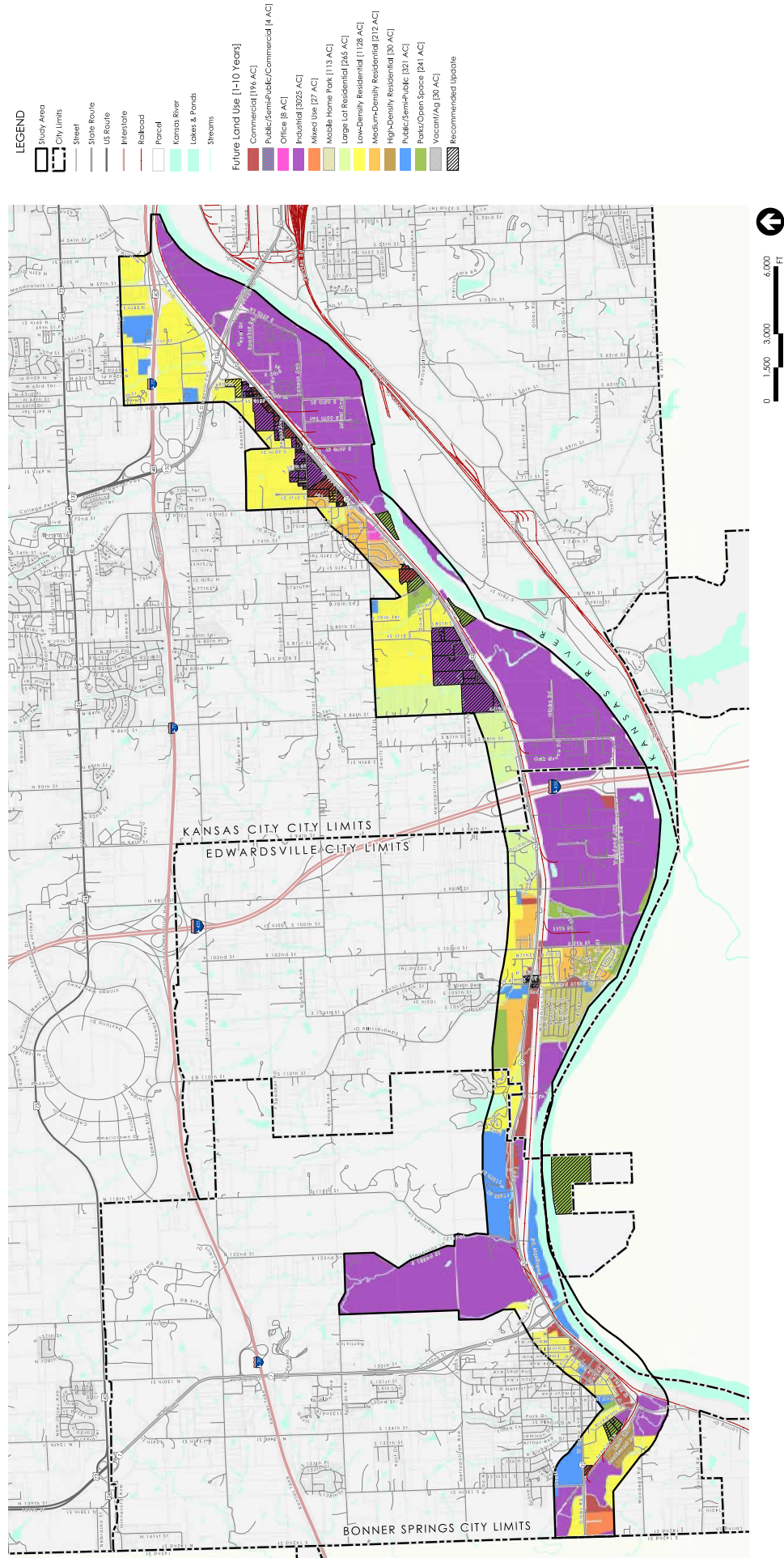
“Creating a regional destination characterized by green industries and business parks, attractive development, strong downtowns, and recreational areas set within a scenic and friendly environment that is accessible to residents and visitors by walking, biking, riding transit, and ‘driving’”

Corridor - Wide

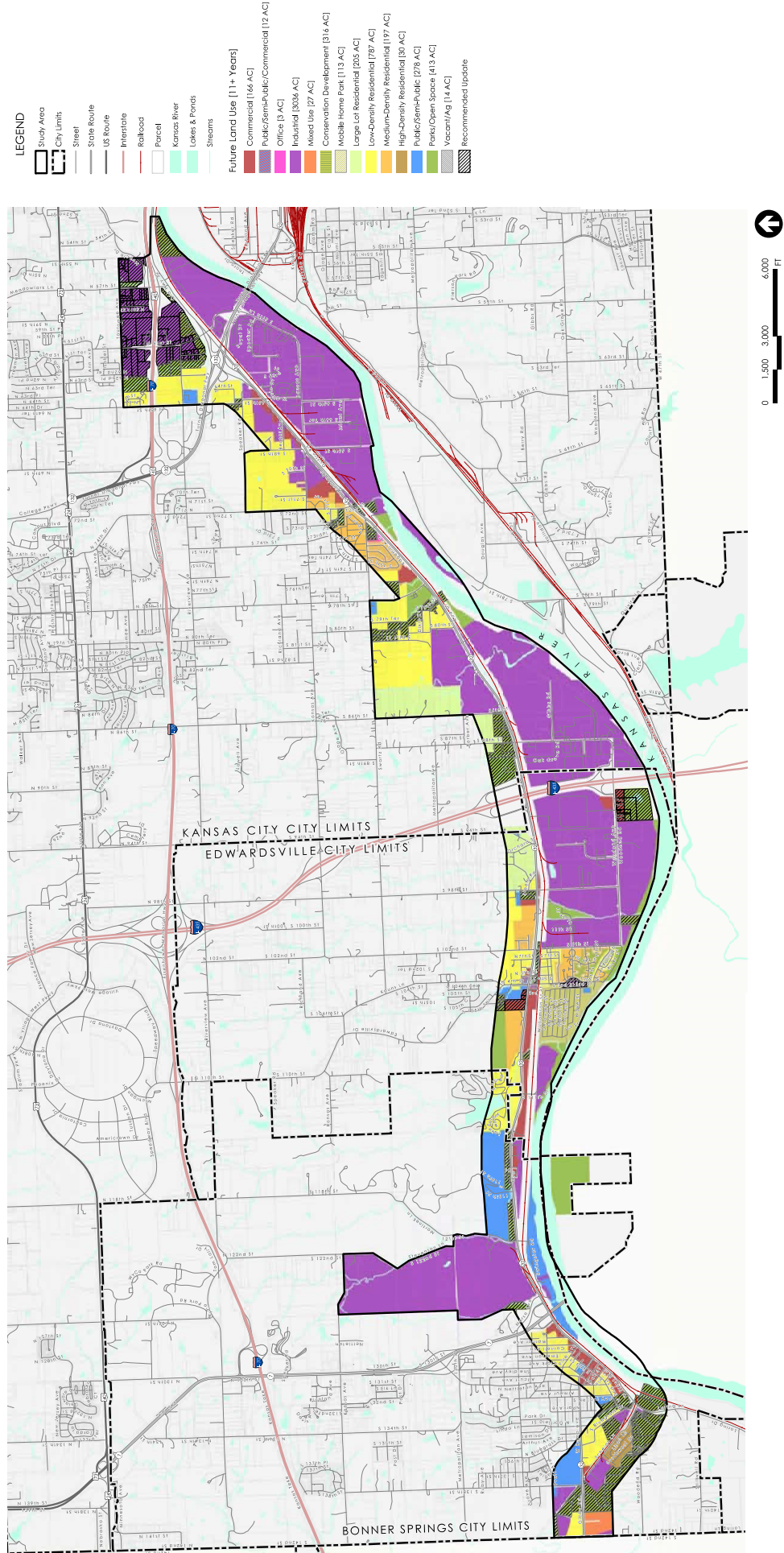
Action Steps for Redevelopment

- Target redevelopment activities to top priority activity centers, including K-32 in Historic Downtown Bonner Springs, near K-7, 4th Street, 78th Street, and the 65th Street/Turner Diagonal areas.
- Establish public-private partnerships to achieve desired land use and development outcomes.
- Support industrial expansion in south Wyandotte County by allowing industry to continue occupying more parcels in the K-32 corridor than any other type of land use and development.
- Encourage the continued development of the K-32 corridor as an employment center that draws workers from beyond the planning area to train for and obtain jobs at K-32's green industries and business parks.
- Incentivize the development of green industries within the K-32 corridor that provide job training, employ a large percentage of local workers, and pay higher wages.
- Combine industrial investment with compatible investments in human capital, providing workers with a combination of job training and on-the-job training for the wide range of jobs that are available in the K-32 corridor.
- Explore connections between green industry and health and wellness and leverage them to promote the development of K-32 as a “green” corridor that benefits residents, workers, and visitors.
- Encourage redevelopment efforts, such as business and industrial park development, that will help the K-32 corridor reach population and employment densities necessary to support on-demand transit service.
- Conduct a market study to define the capacity and potential for retail/service and entertainment development in the corridor.
- Increase housing diversity (type, location, and cost) to attract young families and professionals to the corridor and encourage older residents to age in place.

K-32 Tri-City Multimodal Redevelopment Plan
FUTURE LAND USE (1-10 Years with Recommended Updates)



K-32 Tri-City Multimodal Redevelopment Plan
FUTURE LAND USE (11+ Years with Recommended Updates)



Action Steps for Parks and Greenways

- Preserve and increase parks/open space to expand the idea of “green” in the K-32 corridor; so it not only means jobs, but also recreation, and thereby draws new people to the area.
- Encourage developers to pursue conservation development (residential and non-residential) options rather than conventional development techniques so additional parks/open space is provided within the corridor.
- Market the economic benefits of conservation development, such as lower infrastructure and maintenance costs, greater residential appreciation values, and greater access to trails and greenways, versus conventional development approaches to prospective developers and future residents.
- Enhance multiuse trails by buffering them with green space, so eventually the “Kaw Valley Greenway” (or similarly named) system could be created.
- Increase the number of Kansas River access points by exploring connections via K-7, 4th Street, 98th Street, and Mill Creek.

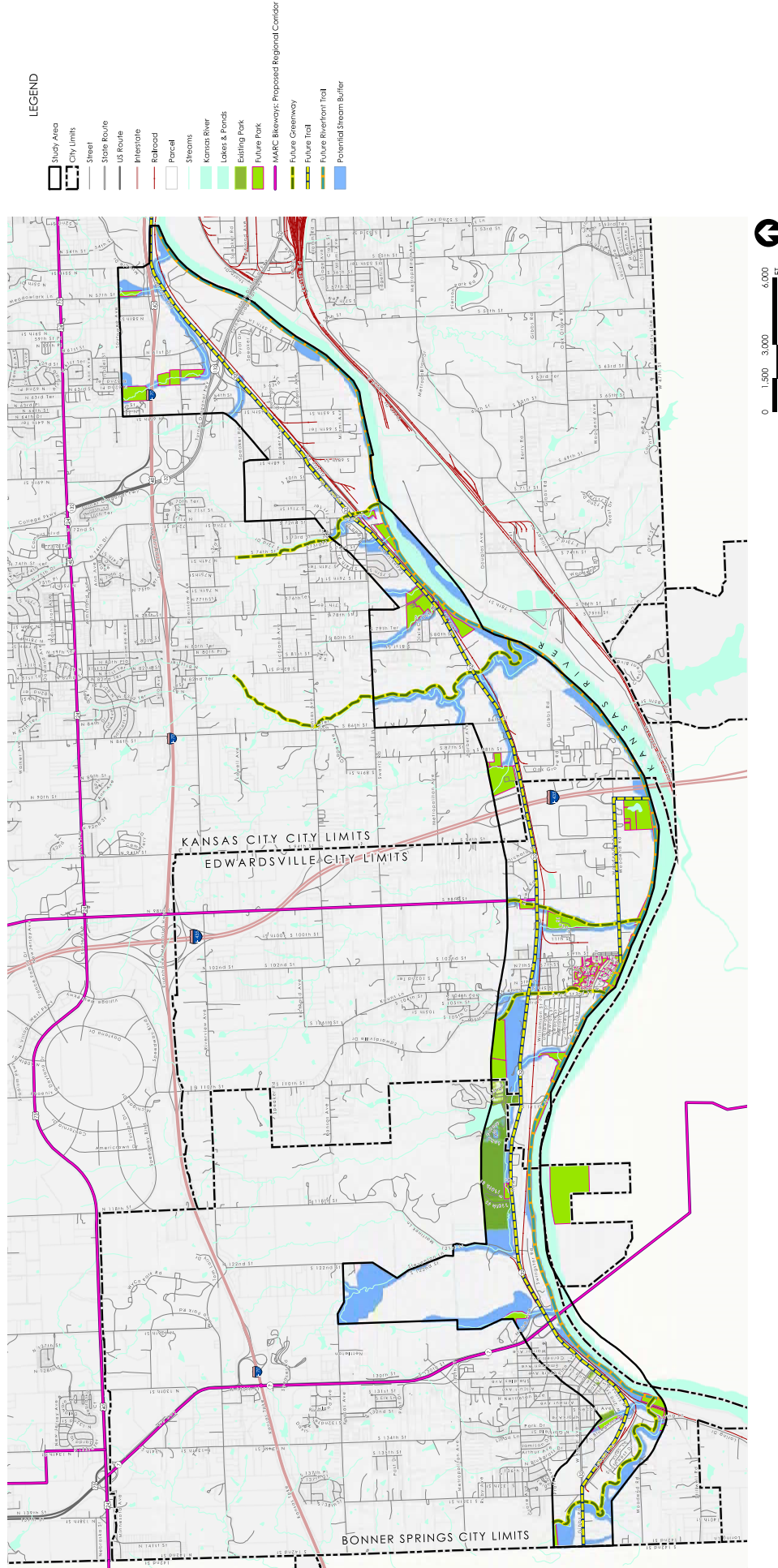
Action Steps for Infrastructure

- Minimize the impact of overhead utility lines within or adjacent to redevelopment projects.
- Determine important locations for consolidating, burying, or relocating utility lines and poles, ensuring the locations consider targeted redevelopment areas.
- Develop a plan for utility line consolidation.
- Install curbs and gutters along K-32 where they do not currently exist to improve the appearance of the corridor.

Action Steps for Transportation

- Conduct a traffic study to forecast future traffic demand (vehicle, bicycle, pedestrian, and bus) and the corresponding number of travel lanes, ideal widths, and speed limits needed to safely accommodate all travelers along K-32; and then coordinate the study’s results with the State’s access management policies.
- Strive to build transportation improvements within existing right-of-way limits and thereby reduce or eliminate property acquisition needs.
- Repave K-32, install access control measures, and re-stripe it based on the warranted typical sections.
- Ensure key activity centers, such as Downtown Bonner Springs and Edwardsville, Grinter Museum, and employment areas, are accessible via a network of multiuse trails, greenways, on-street cycling provisions and/or transit.
- Expand transit service to the K-32 potential on-demand bus service area, providing connections to the Legends at Village West, the proposed Tiblow Multimodal Transit Hub, State Avenue transit route, the future Turner Commerce Center, and other employment areas.
- Develop transit alternatives, such as carpooling, vanpooling, on-demand bus or shuttle service, Uber arrangements, and/or other options, to provide workers (who are within the K-32 potential demand response bus service area) with transportation to and from jobs within the corridor and to the proposed Turner Commerce Center.
- Pair expanded transit service and transit alternatives with the timeframes assigned to first, second, and third shifts at major employment areas.
- Explore a range of National Association of City Transportation Officials (NACTO) recommended bikeway facilities, including but not limited to two-way cycle tracks (two-way, one-side), for K-32 and apply the type most appropriate to the varied segments of the highway.
- Consider the recommendations of the K-32 Railroad Quiet Zone Study.

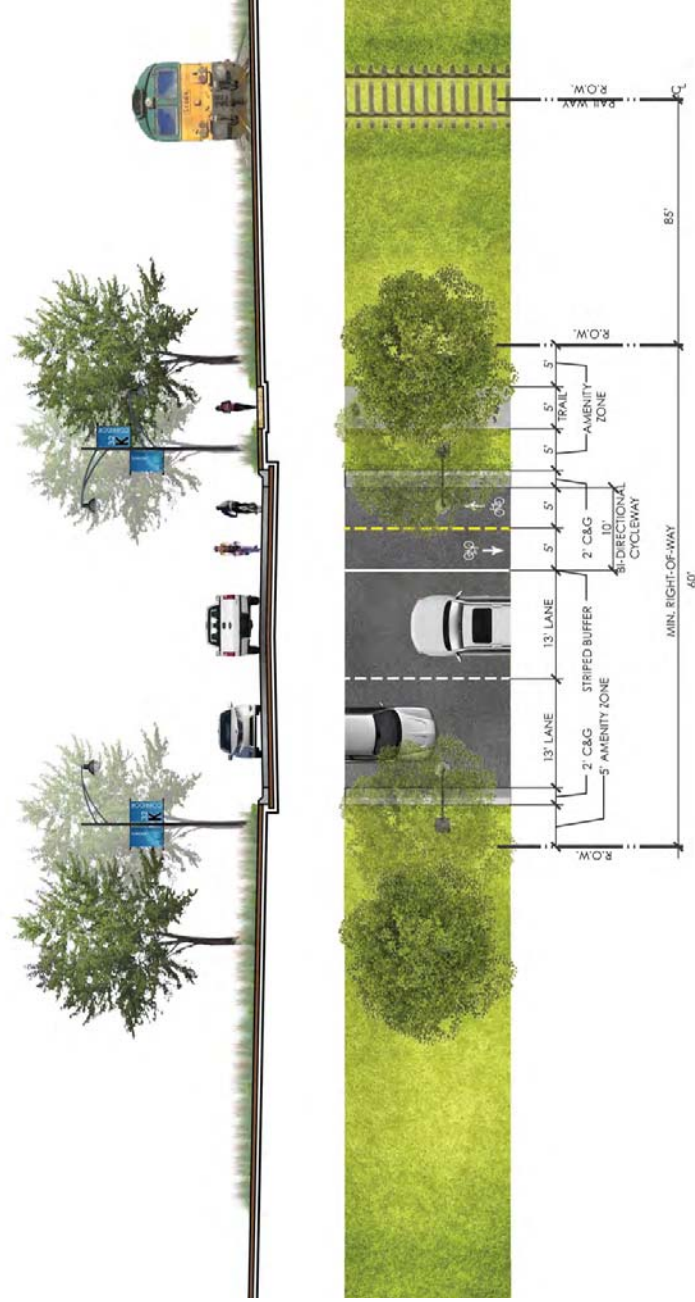
K-32 Tri-City Multimodal Redevelopment Plan
PARKS AND GREENWAYS



FLEXIBLE ROADWAY WIDTH BASED ON ADJACENT DEVELOPMENT CHARACTER



- 1 URBAN/ PRAIRIE**
- EXISTING ROW: 60'
 - MIN. ROW NEEDED: 60'
 - VIEW: LOOKING TO WEST

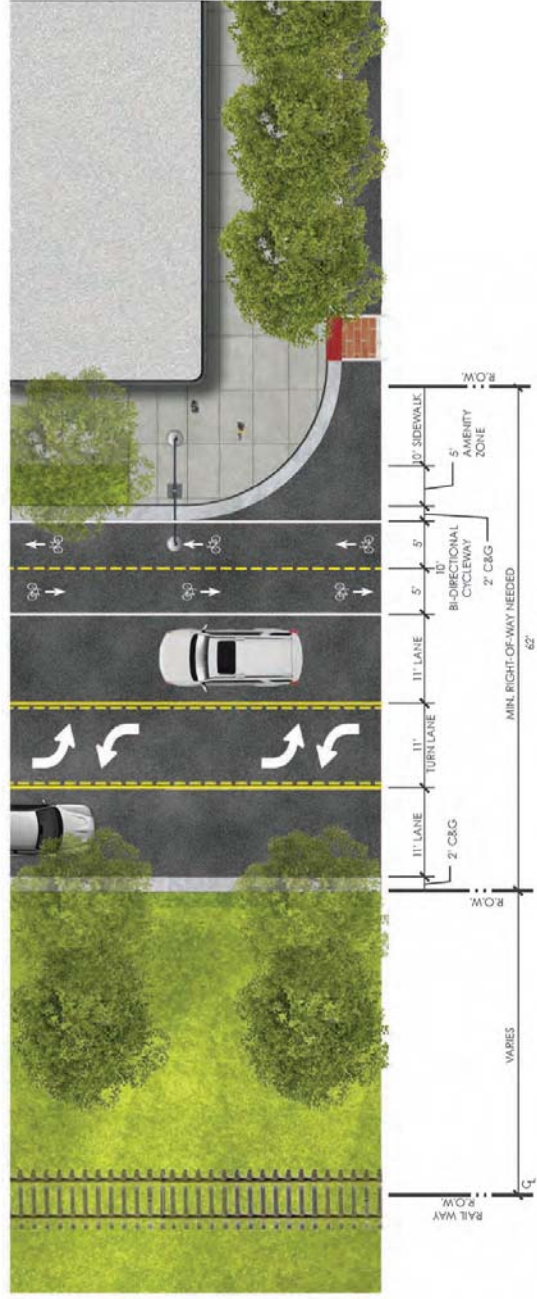


FLEXIBLE ROADWAY WIDTH BASED ON ADJACENT DEVELOPMENT CHARACTER

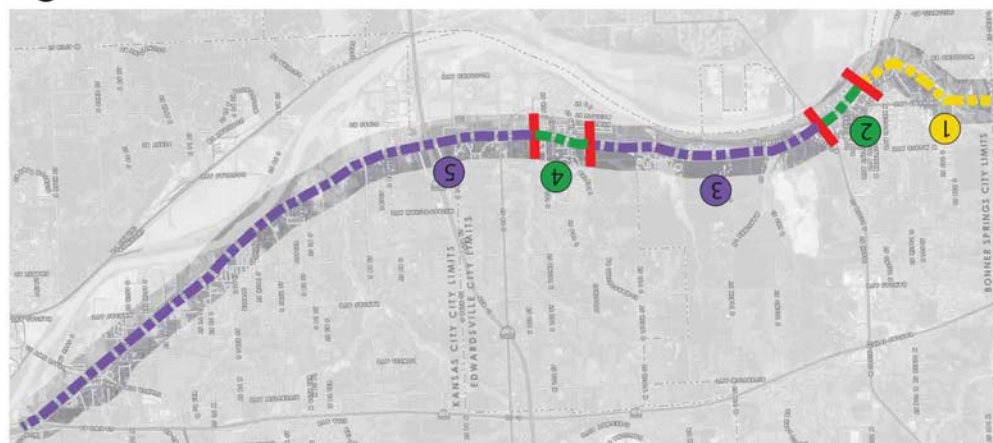


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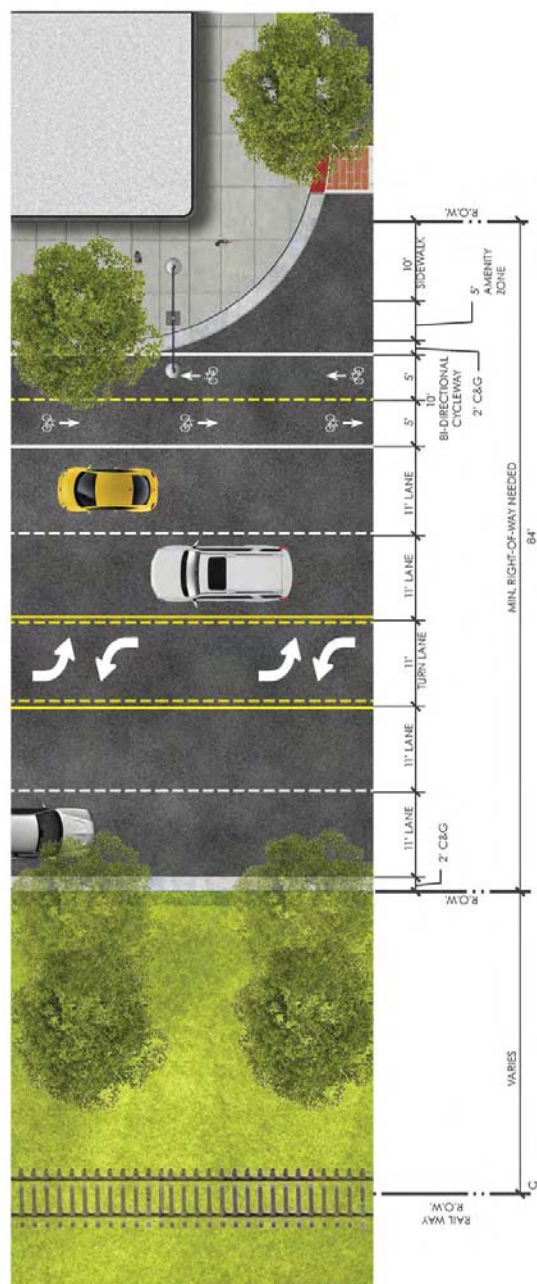
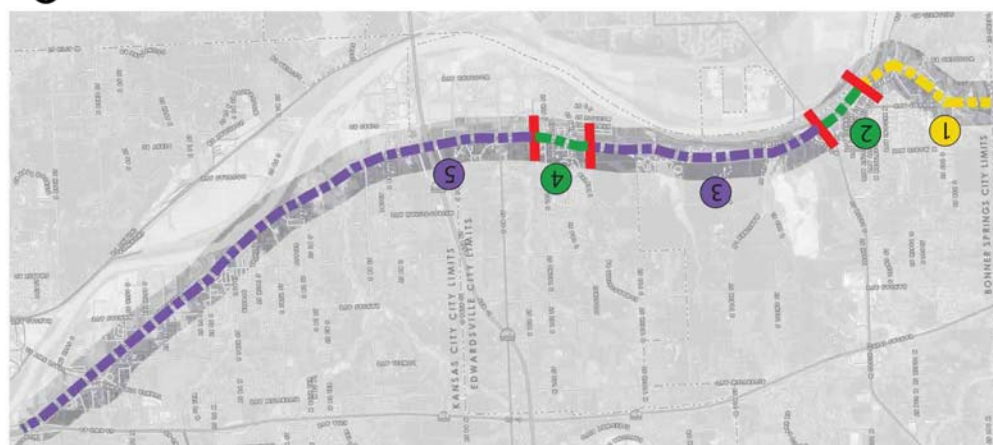
- MAIN STREET/ PRAIRIE
- EXISTING ROW: 62'
- MIN. ROW NEEDED: 62'
- VIEW: LOOKING TO WEST



FLEXIBLE ROADWAY WIDTH BASED ON ADJACENT DEVELOPMENT CHARACTER



FLEXIBLE ROADWAY WIDTH BASED ON ADJACENT DEVELOPMENT CHARACTER

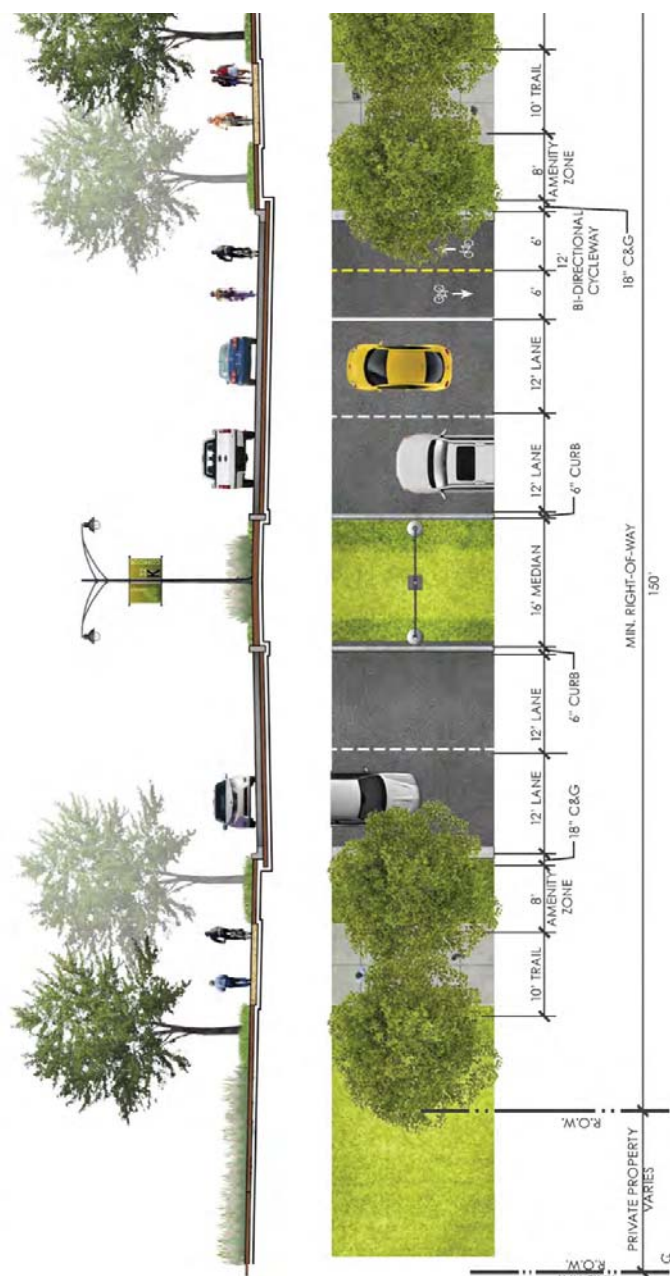


FLEXIBLE ROADWAY WIDTH BASED ON ADJACENT DEVELOPMENT CHARACTER



INDUSTRIAL/ PRAIRIE

- EXISTING ROW: 150'
- MIN. ROW NEEDED: 150'
- VIEW: LOOKING TO WEST



FLEXIBLE ROADWAY WIDTH BASED ON ADJACENT DEVELOPMENT CHARACTER



4

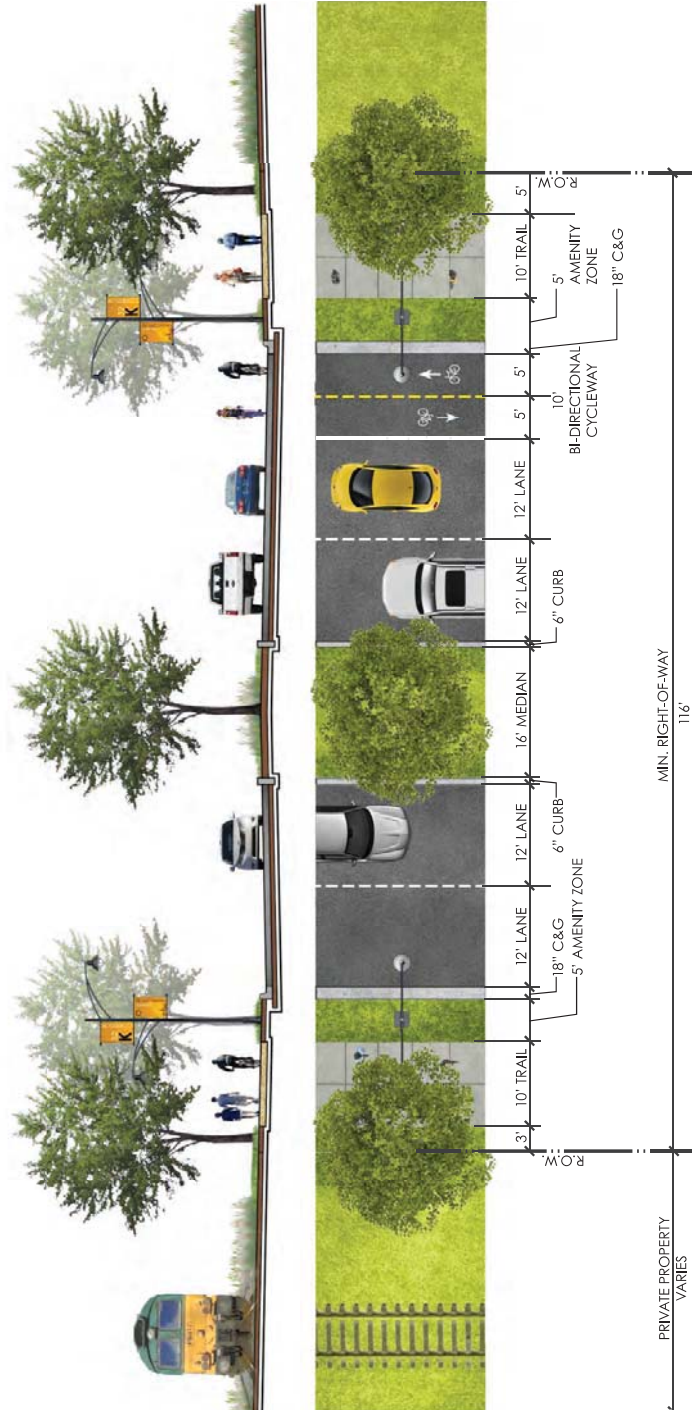
- MAIN STREET/ PRAIRIE
- EXISTING ROW: 86'
- MIN. ROW NEEDED: 86'
- VIEW: LOOKING TO WEST



FLEXIBLE ROADWAY WIDTH BASED ON ADJACENT DEVELOPMENT CHARACTER



- 5 INDUSTRIAL/ PRAIRIE**
- EXISTING ROW: 150'
 - MIN. ROW NEEDED: 150'
 - VIEW: LOOKING TO WEST



Action Steps for Place-making

- Allow the roadway width and amenities along K-32 to respond to the character of the land use and development adjacent to the route.
- Improve K-32 by giving it the feel of a prairie-like “parkway” and include curbs and gutters, landscaped medians, tree-lined street edges, turn lanes, and lighting throughout.
- Utilize an urbanized streetscape treatment inside the downtown areas that includes art, manicured trees and shrubs, pocket parks, benches, trash receptacles, and other items.
- Provide a prairie-like landscape treatment outside of downtown areas that consists of taller, native trees, shrubs, and grasses.
- Rename K-32 to “Kaw Valley Parkway” or something similar to begin to change the perception that the corridor is a higher speed corridor with few places to stop.
- Develop a branding and way-finding system of identification signage, banners, colors, and more for the renamed K-32 that reflects its new name and the unique character of each of the Tri-Cities.

Sample Banner and Lighting (Not to Scale)



Sample Signage Options (Not to Scale)



Top Reasons to Be in the Corridor



SHOP



EAT



LEARN



RELAX



EXERCISE



NATURE



CANOE



FESTIVALS

Corridor Destinations

DOWNTOWNS

TIBLOW DAYS

MOON MARBLE

CAMP NAISH

PAPA BOB'S BARBEQUE

EDWARDSVILLE DAYS

SMOKIN' IN THE VILLE BBQ
COMPETITION

GRINTER MUSEUM

KOBI'S BAR AND GRILL

PARKS AND OPEN SPACES

"KAW VALLEY TRAILS AND
GREENWAYS"

"KAW VALLEY GREEN INDUSTRIAL
PARK"

RACES

FESTIVALS

- **Action Steps for Environmental Conservation**
- Conduct a Stream Asset Inventory to determine the quality of streams in the corridor and prioritize them.
- Protect priority streams and adjacent wooded areas and steep slopes (15% or more) with vegetated stream buffers.
- Incorporate stormwater best management practices, such as vegetated swales, in small drainage areas that have low water runoff and concrete drainage ditches to help address areas with flooding issues.



Action Steps for Financing Improvements

- Partner as “Tri-Cities” to pursue state and federal transportation funding for corridor-wide improvement projects
- Partner with adjacent municipalities, such as the City of Shawnee, to fund improvements that provide recreational amenities or connections that benefit both communities.
- Focus capital improvement efforts on priority activity centers, specifically K-32 in Historic Bonner Springs, near K-7, 4th Street, 78th Street, and the 65th Street/ Turner Diagonal areas.
- Develop programs that provide grants to small businesses that may fit within recommended mixed use centers; grants would assist with start-up inventory, marketing, and other operating costs.
- Explore opportunities to create small business incubator spaces and/or pop-up stores within recommended mixed use centers; either could become long-term tenants.
- Make façade rebate programs available to local business owners who want to invest in façade, landscape, and/or lighting improvements for their properties.
- Provide financial incentives, such as Tax Increment Financing (TIF), which can be used to fund land acquisition and relocation, public improvements (curbs, sidewalks, and streets), site preparation (demolition), and transit development, to spur redevelopment of priority K-32 activity centers.
- Include K-32 utility and stormwater projects within the capital improvement programs of each of the Tri-Cities.
- Include projects for recommended K-32 off-street trails and on-street cycle routes within the capital improvement programs for the Tri-Cities as well as those for regional and state agencies.
- Pursue state Transportation Alternatives (TA) Program dollars to fund K-32 facilities for pedestrians and bicycles, landscaping and scenic beautification, archaeological planning and research related to transportation, and the Safe Routes to School program.
- Pursue Surface Transportation Program (STP) funding for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking within the K-32 corridor.
- Pursue Congestion Mitigation and Air Quality (CMAQ) Program funding for detailed planning, design, and construction of the “Kaw Valley Greenway system within the K-32 corridor.
- Pursue Highway Safety Improvement Program (HSIP) funding for general transportation and bicycle/pedestrian safety projects, such as bike lanes, roadway shoulders, crosswalks, and other intersection improvements and signage.
- Pursue State and Highway Safety Grant funding for bicycle and pedestrian safety programs as well as education, enforcement, and research programs intended to reduce traffic crashes, deaths, injuries, and property damage.
- Partner with transit providers, such as Tiblow Transit and Kansas City Area Transportation Authority (KCATA), and major employers to create a Transportation Management Association (TMA) that can be leveraged to provide workers with transportation to job concentration areas.
- Explore the possibility of expanding Ride KC: Bridj (on-demand shuttle service through KCATA) to the recommended K-32, a potential on-demand transit service area.
- Consider creating a Transportation Development District (TDD) to finance the costs of expanding transit service to the K-32 potential on-demand bus service area.
- Consider a sales tax increase and/or a municipal utility fee to help fund the costs of providing transit service within the K-32 potential on-demand bus service area and thereby connect workers to key destinations, especially employment areas and downtowns.
- Explore funding options, such as capital improvement program allocations, for the projects recommended in the K-32 Railroad Quiet Zone Study.

Community-Specific

Recommendations for specific areas of Bonner Springs, Edwardsville, and Kansas City are described within the pages that follow.

BONNER SPRINGS

Tiblow Multimodal Transit Hub

Developing a “historic” feeling multimodal transportation hub in close proximity to downtown would reflect the area’s historic context, complement the City’s efforts to improve the look and feel of the area, and enhance strategies for drawing economic development downtown. Creating the Tiblow Multimodal Transit Hub would require a series of land use, transportation, and place-making steps.

Historic Downtown Bonner Springs “Before”



Historic Downtown Bonner Springs “After”



Action Steps for Land Use

- Maintain Kelly Murphy Park as an amenity that is accessible from the transit hub.
- Replace existing strip commercial development with a series of mixed use buildings that combine ground floor retail with second and/or third floor residential units.
- Attract a small grocery store or market that could locate within one of the new mixed use buildings.
- Relocate the Tiblow Transit Headquarters to the site and include office and residential uses within the building.
- Allow unoccupied surface parking to serve as farmers market locations that provide community members with additional access to fresh food choices.
- Coordinate with developers to 1) donate right-of-way for planned amenity zones and wider sidewalks that support both pedestrian traffic and outdoor eating opportunities; or 2) incorporate the aforementioned features into the development plan.

Action Steps for Transportation

- Ensure a range of parking options, including surface parking behind buildings, bike racks in front of buildings, and/or other parking options is provided.
- Provide pedestrian access through the site, including between buildings.
- Include a transit stop and route bus service so it travels along K-32 and through the newly created transit hub.
- Explore multimodal, roadway cross-sections via traffic and access management studies that consider future redevelopment plans for the area between Oak Street and the K-7 Interchange.
- Explore opportunities to provide more than one type of roadway cross-section between Oak Street and the K-7 Interchange.
- Provide a combination of on-street cycling and off-street pedestrian paths.
- Construct intersection crosswalks with patterned concrete so motorists recognize them as important pedestrian areas.

The City of Bonner Springs envisions providing multimodal transportation options in its downtown area. However, right-of-way is limited, especially between Oak Street and Warner Street. Typical sections that involve additional turning opportunities, planted amenities, and wider sidewalks will require the purchase of right-of-way from adjacent property owners or the donation of the same to the City. The City should conduct traffic and access management studies to determine the safest multimodal roadway configuration(s) for the area considering future redevelopment plans.

Road dieting the area between Oak and Warner Streets would reduce the impacts of wider options while providing space for on-street bicycle accommodations or even parking. According to KDOT, the K-7 Interchange has traffic volumes of 10,000 vehicles per day and 1,000 trucks travel the corridor daily. Since the 1970s, the Federal Highway Administration (FHWA) has recommended road diets for 4-lane roads with traffic volumes of less than 20,000 vehicles per day due to the number of conflict points and other safety issues associated with turning movements on four-lane, undivided roadways. Three-lane options have fewer conflict points.

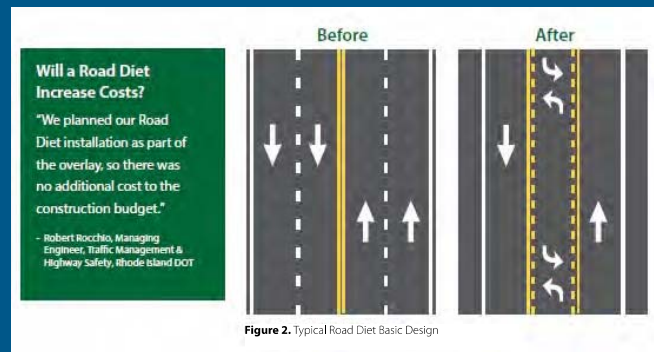


Figure 2. Typical Road Diet Basic Design

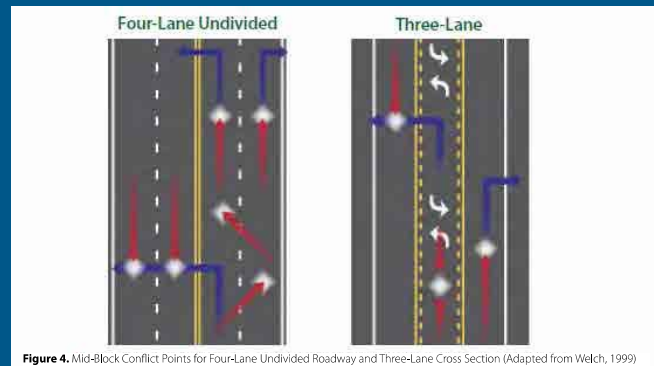


Figure 4. Mid-Block Conflict Points for Four-Lane Undivided Roadway and Three-Lane Cross Section (Adapted from Welch, 1999)

Images taken from FHWA Road Diet Informational Guide: FHWA Safety Program retrieved from http://safety.fhwa.dot.gov/road_diets/info_guide/rdig.pdf

Action Steps for Place-making

- Place mixed use buildings of up to three floors in height close to the street edge of K-32 to further define Historic Downtown Bonner Springs' urban form and make them more accessible to pedestrian and bicycle traffic.
- Locate the new transit facility close to the street edge to make it more accessible to pedestrians and bicyclists.
- Use masonry building materials and colors that complement those elsewhere downtown.
- Utilize building designs that include ample glass to maximize the visibility of people.
- Include a wide sidewalk on the north side of K-32 that abuts new mixed-use buildings, so sidewalk café options could be created.
- Include street art, trees, flower beds, and pocket parks.

K-7 INTERCHANGE - Shopping Area

Revitalizing the strip shopping area on the north side of K-32 (west of the K-7 Interchange) would expand the shopping and restaurant options available for Bonner Springs residents and visitors. Implementing the change would involve several land use, transportation, and place-making action steps.

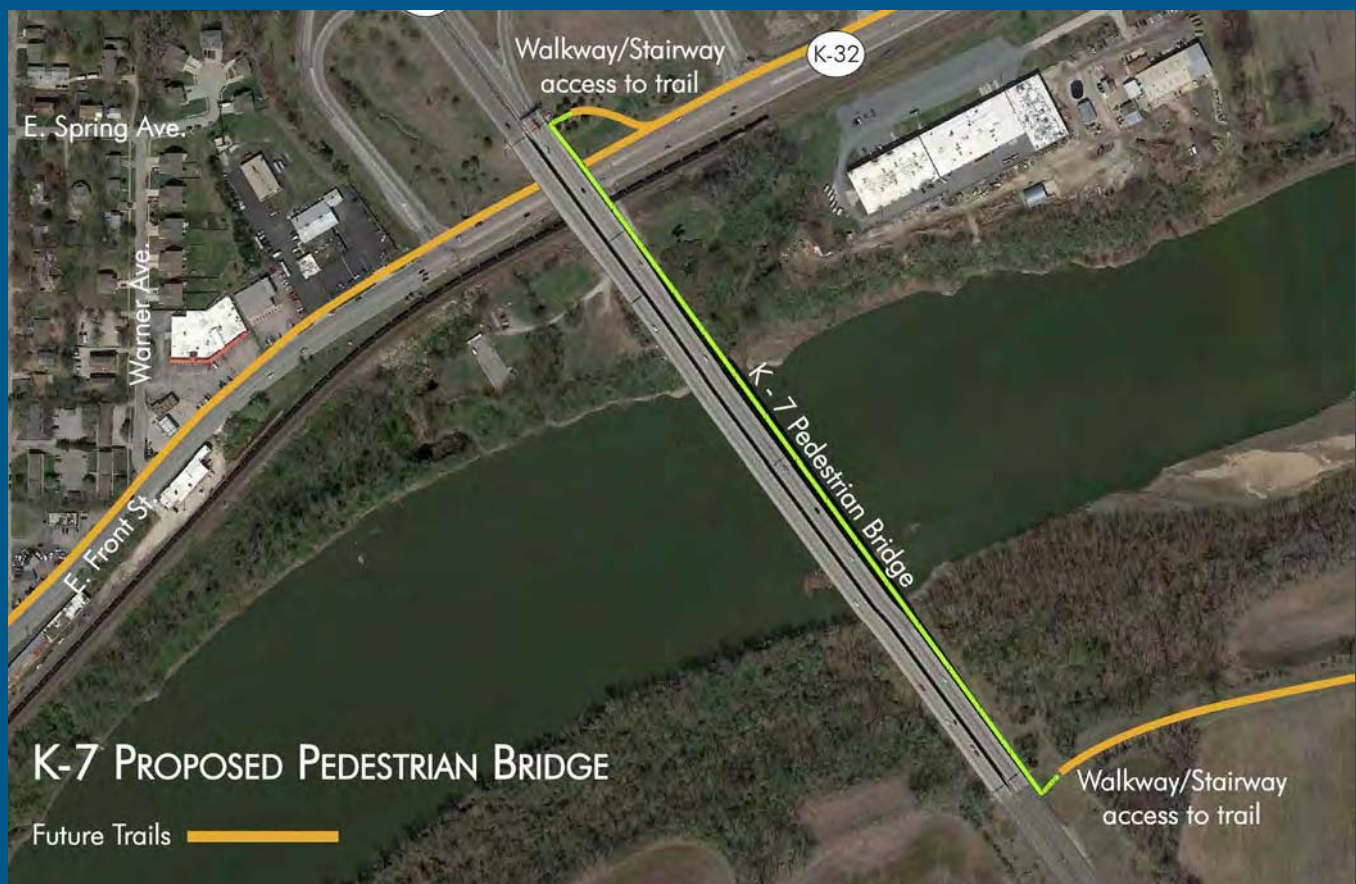
Action Steps for Land Use

- Redevelop the existing strip commercial center on the north side of K-32 with mixed uses (residential and retail) that are organized in buildings that include two to three floors.
- Redevelop the east side of Warner Street with additional mixed use (residential and retail) development in buildings of two to three floors.
- Encourage the development of a small or quick-service restaurant at the northeast corner of K-32 and Warner Street.

Action Steps for Transportation

- Provide a range of parking options, including surface parking behind buildings, bike racks in front of buildings, and/or other parking options.
- Provide pedestrian access through the recommended redevelopment sites, including between buildings.
- Continue exploring roadway typical cross-sections that consider future redevelopment plans for the area between Oak Street and the K-7 Interchange.
- Incorporate a transit stop into the development plan for the K-7 shopping area to serve mixed use centers and nearby housing.
- Provide a pedestrian bridge over the Kansas River via K-7 that connects the proposed trails on K-32 and the south side of the river.

K-7 Proposed Pedestrian Bridge





K-7 Interchange Shopping Area “Before”

Action Steps for Place-making

- Place mixed use buildings of up to three floors in height close to the street edges of K-32 to further define Downtown Bonner Springs' urban form and make them more accessible to pedestrian and bicycle traffic.
- Use masonry building materials and colors that complement those elsewhere downtown.
- Support building designs that use ample glass to maximize the visibility of people.
- Include a wide sidewalk on the north side of K-32 that abuts new mixed buildings, so sidewalk café options could be created.
- Include street art, trees, flower beds, and pocket parks
- Connect nearby retail/residential developments with one another via civic plaza space.

K-7 Interchange Shopping Area “After”



EDWARDSVILLE - 4th Street Development Plan - Phase I of 2

Moving some of the services currently available at 4th Street and Blake north to K-32 affords the opportunity to develop a mixed-use center that offers both government and retail services in a prominent location along the corridor. The shift would be part of a dual-phase development plan involving several land use, transportation, and place-making steps.

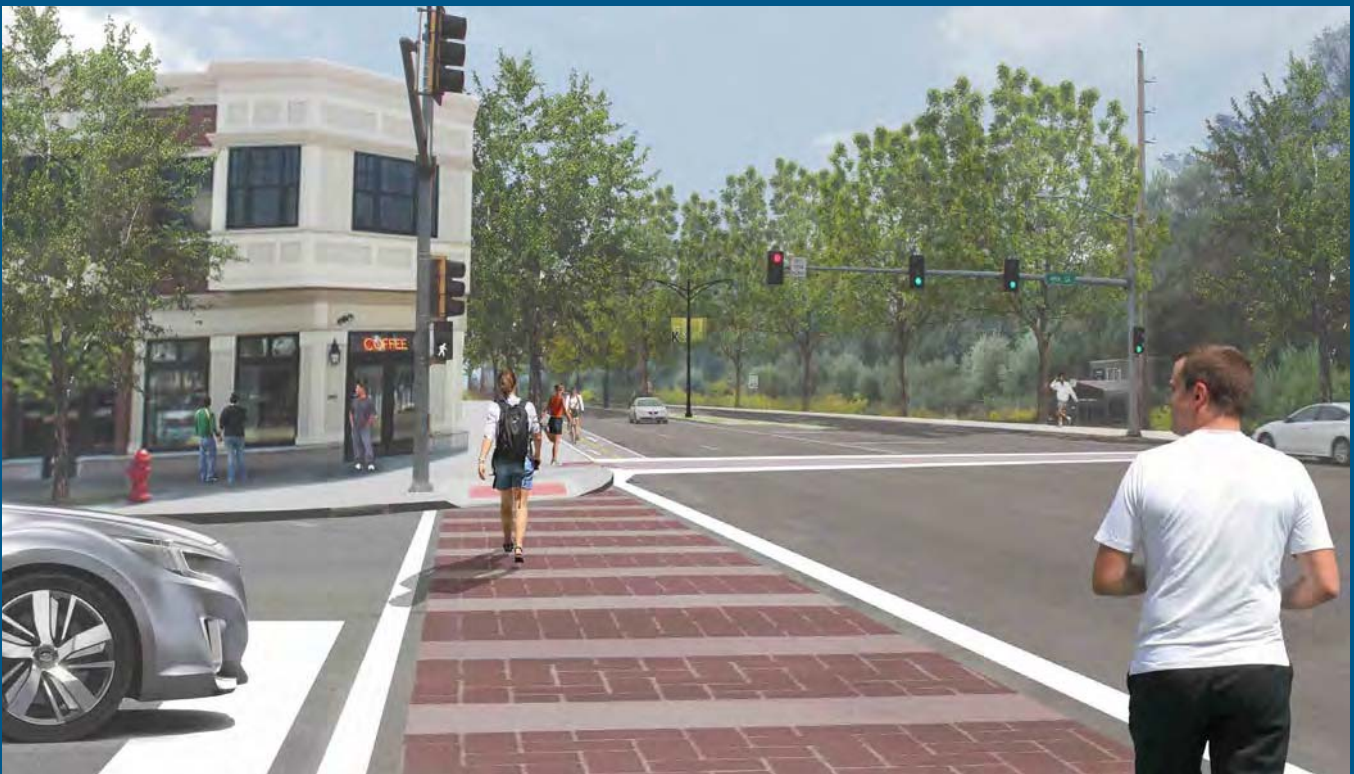
Action Steps for Land Use

- Develop the vacant corner of K-32 at 4th Street with a mixed use building that offers government/retail services, such as post office needs, city hall functions, and small retail services, on the first floor and residential units on the second floor.
- Replace the existing post office at the southwest corner of K-32 and 4th Street with mixed use buildings that provide ground floor retail with residential above.
- Develop a small (20,000 to 24,000 square foot) grocery store that offers an expanded range of items at a compatible price point to those currently available at the nearby Dollar General store.
- Create parks/open space at the southeast corner of K-32 at 4th Street.
- Encourage the development of additional retail at the southeast corner of K-32 at 4th Street.

Action Steps for Transportation

- Strive to maintain a multimodal, five-lane roadway section in the vicinity of 4th Street.
- Provide an on-street cycling path on the north side of K-32.
- Provide sidewalks on both the north and south sides of K-32 to connect pedestrians to nearby destinations.
- Provide sidewalks on 4th Street to safely connect residents to Edwardsville Elementary School and destinations south of K-32.
- Construct intersection crosswalks with patterned concrete so motorists recognize them as important pedestrian areas.
- Reduce the speed limit to 35 mph in consideration of development and corresponding bicycle/pedestrian movements in all directions of the improved K-32 and 4th Street intersection.

K-32 at 4th Street “After” (looking east on K-32)





K-32 at 4th Street “Before”

Action Steps for Place-making

- Place mixed use buildings close to the street edges of 4th Street and K-32 to further define Downtown Edwardsville's urban form and make them more accessible to pedestrian and bicycle traffic.
- Place parking to the side or rear of buildings rather than in the front and opposite K-32.
- Utilize building designs that include ample glass to maximize the visibility of people.
- Install trees and other landscaping within the proposed median and on the north and south sides of K-32 to create a tunnel effect for drivers that contributes to their driving more slowly through the 4th Street portion of the corridor.

K-32 at 4th Street “After”



EDWARDSVILLE - 4th Street Development Plan - Phase 2 of 2

Leveraging the proposed new 4th Street mixed use node as a catalyst, development could continue happening west of 4th Street and along both sides of K-32 as part of a dual-phase development plan involving several land use, transportation, and place-making steps.

Action Steps for Land Use

- Encourage the north side of K-32 to develop with small retail nodes.
- Support retail with higher density residential development (town homes, apartments) that front K-32 while low density residential uses (single-family homes) occupy the remaining area.
- Develop mixed use and additional retail on the south side of K-32.

Action Steps for Transportation

- Construct a reverse frontage road on the north side of K-32 between 2nd and 4th Streets.
- Construct a reverse frontage road on the south side of K-32 between 2nd and 4th Streets.
- Construct a north-south collector street between 2nd and 4th Streets that connects frontage roads to K-32.

- Incorporate bicycle/pedestrian facilities into frontage roads and collector streets.
- Construct intersection crosswalks with patterned concrete so motorists recognize them as important pedestrian areas.
- Limit direct vehicular access for new development to frontage roads.
- Incorporate a transit stop into the 4th Street development plan to serve mixed use centers and housing areas.

Action Steps for Place-making

- Continue the place-making action steps described with Phase I of the 4th Street Development Plan.
- Allow unoccupied parking areas to serve as alternate locations for farmers markets to increase community access to fresh food.

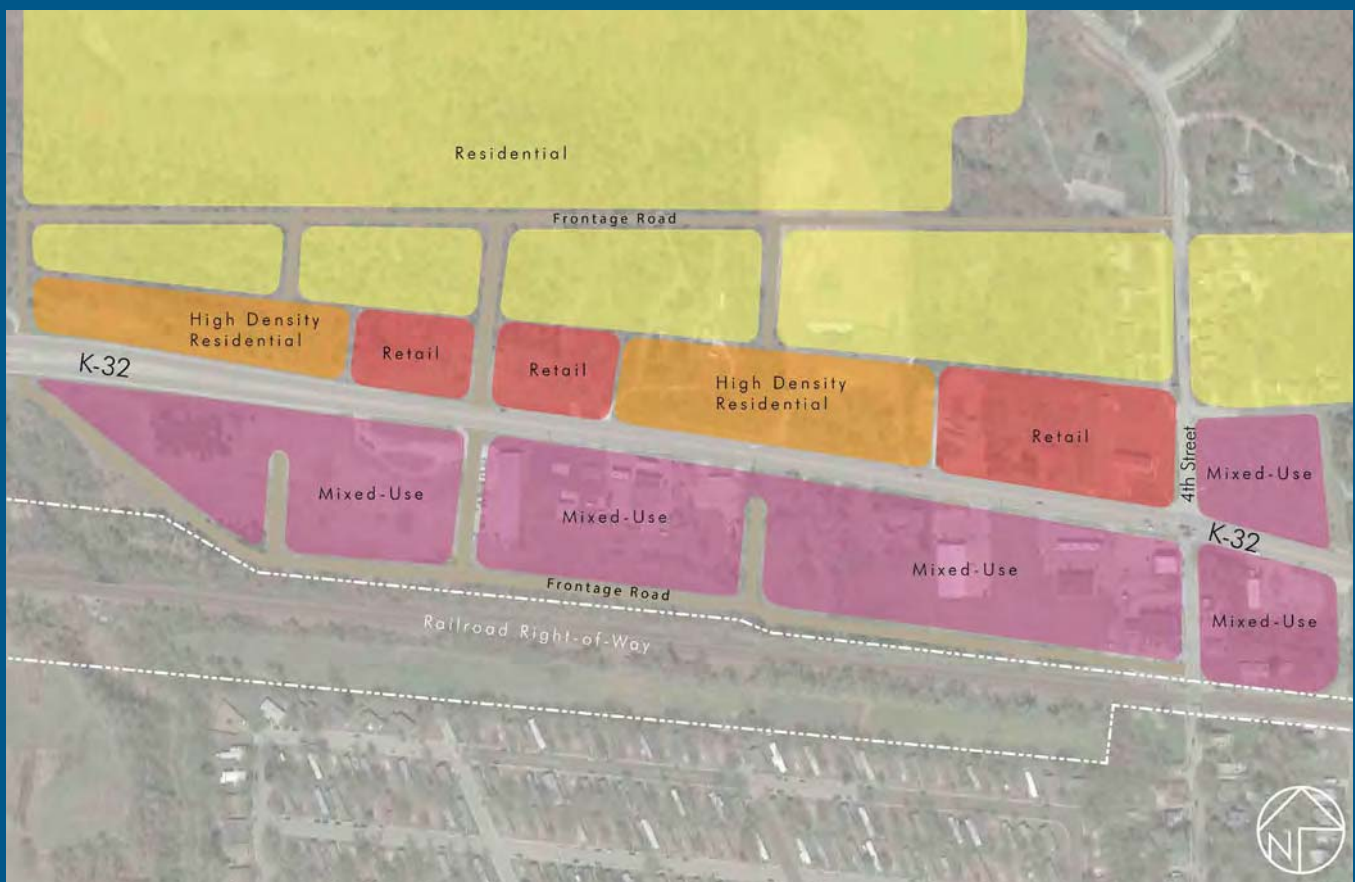
K-32 at 4th Street “After”





K-32 at 4th Street “Before”

K-32 at 4th Street “After”



KANSAS CITY - Grinter Place Restaurant/Entertainment

Developing a restaurant/entertainment venue on the undeveloped property located on the north side of K-32 just east of 78th Street would complement the Grinter Museum and historic site and increase its ability to draw visitors. The effort would involve a series of land use, transportation, and place-making actions steps.

Action Steps for Land Use

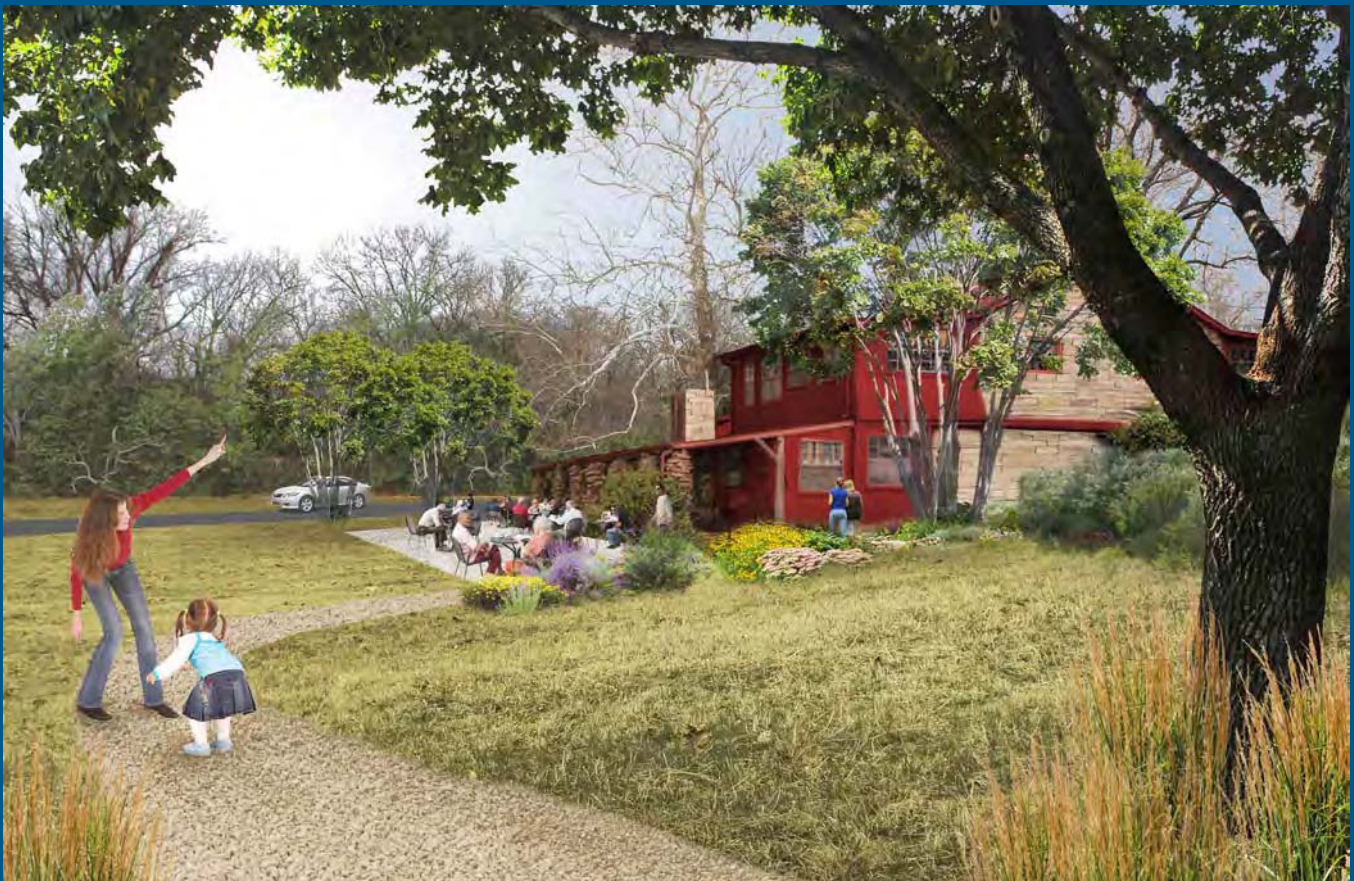
- Develop the site with a combination retail, restaurant (farm-to-table or alternative variation), and entertainment venue.
- Preserve portions of the site as open space to serve recreational purposes.

Action Steps for Transportation

- Link the newly created retail/restaurant/entertainment venue to Grinter Museum via multiuse path
- Provide a meandering pedestrian path to enhance on-site recreational opportunities and connect it to the large multiuse path that links to the museum.

- Provide direct vehicular access from K-32.
- Include a transit stop near 78th and K-32 to improve visitor access the site.
- Review and/or apply the recommendations of the DRAFT KDOT Traffic Investigation Report for K-32 at 78th Street (see the appendix) and thereby address the crash history at the intersection by 1) including an eastbound left turn lane and a westbound right turn lane, and 2) considering partially closing the 78th Street access and relocating the left turning movements to the 79th Street intersection.
- Conduct a traffic study to determine if a traffic signal is warranted on K-32 at 78th Street due to the additional traffic the new venue may generate.

K-32 at Grinter “After”





K-32 at Grinter “Before”

Action Steps for Place-making

- Allow for the development of a two-story building that includes plaza space that can accommodate outdoor dining, entertainment /performance, or gathering space.
- Utilize masonry building materials and colors that complement those in use on the Grinter property.
- Position parking to the rear of the building.

K-32 at Grinter “After”



KANSAS CITY - 65th Street/Turner Diagonal Development Plan

Reimagining the industrial area south of K-32 generally from 72nd Street to 57th Street as a industrial park that focuses on green industry, green building design, and green infrastructure would further the aspiration of attracting employers to the corridor who would employ local residents and provide job training programs. The project would involve a range of land use, transportation, and place-making actions steps

Action Steps for Land Use

- Consolidate industrial uses into target areas.
- Consider relocating higher density residential uses to alternative locations within the K-32 study area.

Action Steps for Transportation

- Streamline interior roadway circulation and manage access to more efficiently serve business and industrial park development along with the truck traffic it generates.
- Provide transit stops and/or vanpooling locations to help job seekers outside the corridor reach it from places near I-70, such as the Legends at Village West and the proposed Turner Diagonal Business Park.

Action Steps for Place-making

- Explore LEED principles of building design, construction, operations and maintenance, and/or interior design with developers.
- Encourage developer pursuit of LEED certification and reference the LEED New Construction and Major Renovation checklist for projects seeking LEED credits for location and transportation, sustainable sites, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality, innovation, and regional priority (usgbc.org).
- Use stormwater water best management practices, such as native vegetation swales, to address silt and erosion control issues.

65th Street/Turner “After”





65th Street/Turner “Before”

65th Street/Turner “After”



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IMPLEMENTATION

Recommended action steps for implementing the K-32 Tri-City Multimodal Redevelopment Plan are summarized within the implementation matrix in this section. The matrix describes both corridor-wide and community-specific actions. It also suggests implementation responsibility and timing as follows:

Responsibility

City: City of Bonner Springs, Edwardsville, and/or the Unified Government of Wyandotte County-Kansas City, Kansas

Agency: KDOT, MARC, KCATA, economic development groups, and others

Private Sector: Private individuals or groups, including developers

Area Businesses: Tri-City businesses

Timing

Short-term: Years 1 - 5

Medium-term: Years 6 - 10

Long-term: Years 11+

On-going

CORRIDOR WIDE

Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area businesses	Short	Medium	Long	On-going
REDEVELOPMENT									
a	Target redevelopment activities to top priority activity centers	X	X						X
b	Establish public-private partnerships to achieve desired land use and development outcomes	X	X	X					X
c	Support industrial expansion in south Wyandotte County	X		X					X
d	Encourage continued development of the K-32 corridor as an employment center that draws workers from beyond the planning area to train for and obtain jobs at K-32's green industries and business parks	X	X						X
e	Incentivize the development of green industries within the K-32 corridor that provide job training, employ a large percentage of local workers, and pay higher wages	X	X						X
f	Combine industrial investment with compatible investments in human capital, providing workers with a combination of job training and on-the-job training	X	X	X	X	X			
g	Explore connections between green industry and health and wellness, leveraging them to promote the development of K-32 as a "green" corridor	X	X	X		X			
h	Encourage redevelopment efforts that will help the K-32 corridor reach population and employment densities necessary to support on-demand transit service	X	X						X
i	Conduct a market study to define the capacity and potential for retail/service and entertainment development in the corridor	X				X			
j	Increase housing diversity (type, location, and cost) to attract young families and professionals to the corridor and encourage older residents to age in place	X							X

CORRIDOR WIDE

Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area businesses	Short	Medium	Long	On-going
PARKS AND GREENWAYS									
a	Preserve and increase parks/open space to expand the idea of “green” in the K-32 corridor, so it not only means jobs, but also recreation	X							X
b	Encourage developers to pursue conservation development (residential and non-residential) options rather than conventional development techniques, so additional parks/open space is provided	X	X						X
c	Market the economic benefits of conservation development versus conventional development approaches to perspective developers and future residents	X	X						X
d	Enhance multiuse trails by buffering them with green space, so eventually the “Kaw Valley Greenway” system could be created	X	X					X	
e	Increase the number of Kansas River access points	X	X						X
TRANSPORTATION									
a	Conduct a traffic study to forecast future traffic demand (vehicle, bicycle, pedestrian, and transit) and the corresponding number of travel lanes, bike/pedestrian facility types, ideal widths, and speed limits needed to safely accommodate all travelers along K-32; and then coordinate the study’s results with the State’s access management policies	X	X			X			
b	Strive to build transportation improvements within existing right-of-way limits	X	X	X					X
c	Repave K-32, install access control measures, and re-stripe it based on the warranted typical sections	X	X				X		

CORRIDOR WIDE

Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area businesses	Short	Medium	Long	On-going
TRANSPORTATION (CONT.)									
d	Ensure that key activity centers are accessible via a network of multiuse trails, greenways, on-street cycling provisions and/or transit	X	X						X
e	Increase the number of Kansas River access points	X	X						X
f	Expand transit service to the K-32 potential bus service area	X	X	X	X				X
g	Develop transit alternatives to provide workers with transportation to and from jobs within the corridor and to the proposed Turner Commerce Center	X	X	X	X				X
h	Pair expanded transit service and transit alternatives to the timeframes assigned to first, second, and third shifts at major employment areas	X	X	X	X				X
i	Explore a range of National Association of City Transportation Officials (NACTO) recommended bikeway facilities for K-32 and apply the type most appropriate to the varied segments of the highway	X	X						X
j	Consider the recommendations of the K-32 Railroad Quiet Zone Study	X	X			X			
INFRASTRUCTURE									
a	Minimize the impact of overhead utility lines within or adjacent to redevelopment projects	X	X				X		
b	Determine important locations for consolidating, burying, or relocating utility lines and poles, ensuring the locations consider targeted redevelopment areas	X	X	X			X		
c	Develop a plan for utility line consolidation	X	X	X	X		X		
d	Install curb and gutter along K-32 where they do not currently exist to improve the appearance of the corridor	X	X				X		

CORRIDOR WIDE

Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area businesses	Short	Medium	Long	On-going
PLACE-MAKING									
a	Allow roadway width and amenities along K-32 to respond to the character of the land use and development adjacent to the route	X	X						X
b	Improve K-32 by giving it the feel of a prairie-like "parkway" and include curb and gutter, landscaped medians, tree-lined street edges, turn lanes, and lighting throughout	X	X				X		
c	Utilize an urbanized streetscape treatment inside the downtown areas that includes art, manicured trees and shrubs, pocket parks, benches, trash receptacles, and other items	X		X	X		X		
d	Provide a prairie-like landscape treatment outside of downtown areas that consists of taller, native trees, shrubs, and grasses	X	X				X		
e	Rename K-32 to "Kaw Valley Parkway" or something similar	X	X				X		
f	Develop a branding and way-finding system for K-32 that reflects its new name and the unique character of each of the Tri-Cities	X	X	X	X			X	
g	Develop a marketing strategy for the corridor	X	X	X	X			X	
ENVIRONMENTAL CONSERVATION									
a	Conduct a Stream Asset Inventory to determine the quality of streams in the corridor and prioritize them	X				X			
b	Protect priority streams and adjacent wooded areas and steep slopes (15% or more) with stream buffers	X							X
c	Incorporate stormwater best management practices in small drainage areas that have low water runoff and concrete drainage ditches	X	X	X	X				X

CORRIDOR WIDE

Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area businesses	Short	Medium	Long	On-going
FINANCING IMPROVEMENTS									
a	Partner as “Tri-Cities” to pursue state and federal transportation funding for corridor-wide improvement projects	X	X	X	X				X
b	Partner with adjacent municipalities to fund improvements that provide recreational amenities or connections that concern both communities	X							X
c	Focus capital improvement efforts on priority activity centers	X	X						X
d	Develop programs that provide grants to small businesses that may fit within recommended mixed use centers	X							X
e	Explore opportunities to create small business incubator spaces and/or pop-up stores within recommended mixed use centers	X	X						X
f	Make façade rebate programs available to local business owners	X	X						X
g	Provide financial incentives to spur redevelopment of priority K-32 activity centers	X	X						X
l	Pursue Congestion Mitigation and Air Quality (CMAQ) Program funding for detailed planning, design, and construction of the “Kaw Valley Greenway system within the K-32 corridor	X		X	X				X
m	Pursue Highway Safety Improvement Program (HSIP) funding for general transportation and bicycle/pedestrian safety projects, other intersection improvements, and signage	X		X	X				X
n	Pursue State and Highway Safety Grant funding for bicycle and pedestrian safety, education, enforcement, and research programs intended to reduce traffic crashes, deaths, injuries, and property damage	X		X	X				X

CORRIDOR WIDE

Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area businesses	Short	Medium	Long	On-going
FINANCING IMPROVEMENTS (CONT.)									
o	Partner with transit providers and major employers to create a Transportation Management Association (TMA) that can be leveraged to provide workers with transportation to job concentration areas	X	X	X	X				X
p	Explore the possibility of expanding Ride KC: Bridj to the recommended K-32 potential on-demand transit service area	X	X	X					X
q	Consider creating a Transportation Development District (TDD) to finance the costs of expanding transit service to the K-32 potential on-demand bus service area	X	X						X
r	Consider a sales tax increase and/or a municipal utility fee to help fund the costs of providing transit service within the K-32 potential on-demand bus service area	X	X						X
s	Explore funding options for projects recommended in the K-32 Railroad Quiet Zone Study	X	X						X

BONNER SPRINGS

TIBLOW MULTIMODAL TRANSIT HUB

Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area businesses	Short	Medium	Long	On-going
LAND USE									
a	Maintain Kelly Murphy Park as an amenity that is accessible from the transit hub	X					X		
b	Replace existing strip commercial development with a series of mixed use buildings that combine ground floor retail with second and/or third floor residential units	X	X	X			X		
c	Attract a small grocery store or market that could locate within one of the new mixed use buildings	X		X			X		
d	Relocate the Tiblow Transit Headquarters to the site and include office and residential uses within the building	X		X			X		
e	Allow unoccupied surface parking to serve as farmers market locations that provide community members with additional access to fresh food choices	X			X		X		
f	Coordinate with developers to 1) donate right-of-way for planned amenity zones and wider sidewalks that support both pedestrian traffic and outdoor eating opportunities; or 2) incorporate the aforementioned features into the development plan	X	X	X			X		
TRANSPORTATION									
a	Ensure a range of parking options, including surface parking behind buildings, bike racks in front of buildings, and/or other parking options, is provided	X					X		
b	Provide pedestrian access through the site, including between buildings	X		X			X		
c	Include a transit stop and route bus service so it travels along K-32 and through the newly created transit hub	X		X			X		
d	Explore multimodal, roadway cross-sections via traffic and access management studies that consider future redevelopment plans for the area between Oak Street and the K-7 Interchange	X	X				X		

BONNER SPRINGS

TIBLOW MULTIMODAL TRANSIT HUB

Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area businesses	Short	Medium	Long	On-going
TRANSPORTATION (CONT.)									
e	Explore opportunities to provide more than one type of roadway cross-section between Oak Street and the K-7 Interchange	X	X				X		
f	Provide a combination of on-street cycling and off-street pedestrian paths	X	X				X		
g	Construct intersection crosswalks with patterned concrete so motorists recognize them as important pedestrian areas	X	X				X		
PLACE-MAKING									
a	Place mixed use buildings of up to three floors in height close to the street edges of K-32 to further define Historic Downtown Bonner Springs' urban form and make them more accessible to pedestrian and bicycle traffic	X		X			X		
b	Locate the new transit facility close to the street edge to make it more accessible to pedestrians and bicyclists	X					X		
c	Use masonry building materials and colors that complement those elsewhere downtown	X		X			X		
d	Utilize building designs that include ample glass to maximize the visibility of people	X		X			X		
e	Include a wide sidewalk on the north side of K-32 that abuts new mixed buildings, so sidewalk café options could be created	X		X			X		
f	Include street art, trees, flower beds, and pocket parks	X		X	X		X		

BONNER SPRINGS

K-7 INTERCHANGE SHOPPING AREA

Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area businesses	Short	Medium	Long	On-going
LAND USE									
a	Redevelop the existing strip commercial center on the north side of K-32 with mixed uses	X		X	X			X	
b	Redevelop the east side of Warner Street with additional mixed use development	X		X	X			X	
c	Encourage the development of a small or quick-service restaurant at the northeast corner of K-32 and Warner Street	X		X	X			X	
TRANSPORTATION									
a	Provide a range of parking options, including surface parking behind buildings, bike racks in front of buildings, and/or other parking options	X		X	X			X	
b	Provide pedestrian access through the recommended redevelopment sites, including between buildings	X		X	X			X	
c	Continue exploring roadway typical cross-sections that consider future redevelopment plans for the area	X	X					X	
d	Incorporate a transit stop into the development plan for the K-7 shopping area to serve mixed use centers and nearby housing	X	X	X	X			X	
e	Provide access over the Kansas River via a multiuse trail across the K-7 Bridge	X	X					X	

BONNER SPRINGS

K-7 INTERCHANGE SHOPPING AREA

Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area businesses	Short	Medium	Long	On-going
PLACE-MAKING									
a	Place mixed use buildings of up to three floors in height close to the street edges of K-32 to further define Downtown Bonner Springs' urban form and make them more accessible to pedestrian and bicycle traffic	X		X	X			X	
b	Use masonry building materials and colors that complement those elsewhere downtown	X		X	X			X	
c	Support building designs that use ample glass to maximize the visibility of people	X		X	X			X	
d	Include a wide sidewalk on the north side of K-32 that abuts new mixed-use buildings, so sidewalk café options could be created	X		X	X			X	
e	Include street art, trees, flower beds, and pocket parks	X		X	X			X	
f	Connect nearby retail/residential developments with one another via civic plaza space	X		X	X			X	

EDWARDSVILLE

4TH STREET DEVELOPMENT PLAN - PHASE I OF 2

Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area businesses	Short	Medium	Long	On-going
LAND USE									
a	Develop the vacant corner of K-32 at 4th Street with a mixed use building that offers government/retail services, such as post office needs, city hall functions, and small retail services, on the first floor and residential units on the second floor	X	X	X			X		
b	Replace the existing post office at the southwest corner of K-32 and 4th Street with mixed use buildings that provide ground floor retail with residential above	X	X	X			X		
c	Develop a small (20,000 to 24,000 square foot) grocery store that offers an expanded range of items at a compatible price point to those currently available at the nearby Dollar General store	X	X	X			X		
d	Create parks/open space at the southeast corner of K-32 at 4th Street	X					X		
e	Encourage the development additional retail at the southeast corner of K-32 at 4th Street	X					X		
TRANSPORTATION									
a	Strive to maintain a multimodal, five-lane roadway section in the vicinity of 4th Street	X	X				X		
b	Provide an on-street cycling path on the north side of K-32	X	X				X		
c	Provide sidewalks on both the north and south sides of K-32 to connect pedestrians to nearby destinations	X	X				X		
d	Provide sidewalks on 4th Street to safely connect residents to Edwardsville Elementary School and destinations south of K-32	X	X				X		
e	Construct intersection crosswalks with patterned concrete so motorists recognize them as important pedestrian areas	X	X				X		
f	Reduce the speed limit to 35 mph in consideration of development and corresponding bicycle/pedestrian movements in all directions of the improved K-32 and 4th Street intersection	X	X				X		

EDWARDSVILLE

4TH STREET DEVELOPMENT PLAN - PHASE I OF 2

Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area businesses	Short	Medium	Long	On-going
PLACE-MAKING									
a	Place mixed use buildings close to the street edges of 4th Street and K-32 to further define Downtown Edwardsville's urban form and make them more accessible to pedestrian and bicycle traffic	X		X			X		
b	Place parking to the side or rear of buildings rather than in the front and opposite K-32	X		X			X		
c	Utilize building designs that include ample glass to maximize the visibility of people	X		X			X		
d	Install trees and other landscaping within the proposed median and on the north and south sides of K-32 to create a tunnel effect for drivers that contributes to their driving more slowly through the 4th Street portion of the corridor	X	X	X			X		

EDWARDSVILLE

4TH STREET DEVELOPMENT PLAN – PHASE 2 OF 2

Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area businesses	Short	Medium	Long	On-going
LAND USE									
a	Encourage the north side of K-32 to develop with small retail nodes	X		X				X	
b	Support retail with higher density residential development (town homes, apartments) that front K-32 while low density residential use occupy the remaining area	X		X				X	
c	Develop mixed use and additional retail on the south side of K-32	X		X				X	
TRANSPORTATION									
a	Construct a reverse frontage road on the north side of K-32 between 2nd and 4th Streets	X	X					X	
b	Construct a reverse frontage road on the south side of K-32 between 2nd and 4th Streets	X	X					X	
c	Construct a north-south collector street between 2nd and 4th Streets that connects frontage roads to K-32	X	X					X	
d	Incorporate bicycle/pedestrian facilities into frontage roads and collector streets	X	X					X	
e	Construct intersection crosswalks with patterned concrete so motorists recognize them as important pedestrian areas	X	X					X	
f	Limit direct vehicular access for new development to frontage roads	X	X					X	
g	Incorporate a transit stop into the 4th Street development plan to serve mixed use centers and housing areas	X	X					X	
PLACE-MAKING									
a	Continue the place-making action steps described in Phase 1 of the 4th Street Development Plan	X	X	X				X	
b	Allow unoccupied parking areas to serve as alternate locations for farmers markets to increase community access to fresh foods	X		X				X	

KANSAS CITY

GRINTER PLACE ENHANCEMENT

Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area businesses	Short	Medium	Long	On-going
LAND USE									
a	Develop the site with a combination retail, restaurant, and entertainment venue	X	X	X			X		
b	Preserve portions of the site as open space to serve recreational purposes	X	X	X			X		
TRANSPORTATION									
a	Link the newly created retail/restaurant/entertainment venue to Grinter Museum via multiuse path		X	X			X		
b	Provide a meandering pedestrian path on site to enhance on-site recreational opportunities and connect it to the large multiuse path that links to the museum			X			X		
c	Provide direct vehicular access from K-32	X	X	X			X		
d	Include a transit stop near 78th and K-32 to improve visitor access the site	X	X	X			X		
e	Review and/or apply the recommendations of the DRAFT KDOT Traffic Investigation Report for K-32 at 78th Street (see appendix)								
f	Conduct traffic and access management studies to determine if turn lanes and a traffic signal are warranted for K-32 at 78th Street due to the additional traffic the new venue may generate	X	X	X			X		
PLACE-MAKING									
a	Allow for the development of a two-story building that includes plaza space that can accommodate outdoor dining, entertainment /performance, or gathering space	X		X			X		
b	Utilize masonry building materials and colors that complement those in use on the Grinter property			X			X		
c	Position parking to the rear of the building			X			X		

KANSAS CITY

65TH AND TURNER DIAGONAL DEVELOPMENT PLAN

Action Steps		Responsibility				Timing			
		City	Agency	Private Sector	Area businesses	Short	Medium	Long	On-going
LAND USE									
a	Consolidate industrial uses to target sites							X	
b	Consider relocating higher density residential uses to other locations within the K-32 study area							X	
TRANSPORTATION									
a	Streamline interior roadway circulation and manage access to more efficiently serve business and industrial park development along with the truck traffic it generates	X		X				X	
b	Provide transit stops and/or vanpooling locations to help job seekers outside corridor reach it from places near I-70, such as the Legends at Village West and the proposed Turner Diagonal Business Park in Kansas City, Kansas	X	X	X				X	
PLACE-MAKING									
a	Explore Leadership in Energy and Environmental Design (LEED) principles of building design, construction, operations and maintenance, and/or interior design with developers	X		X	X			X	
b	Encourage developer pursuit of LEED certification and reference the LEED New Construction and Major Renovation checklist for projects seeking LEED credits	X						X	
e	Use stormwater water best management practices, such as native vegetation swales, to address silt and erosion control issues	X	X	X	X			X	



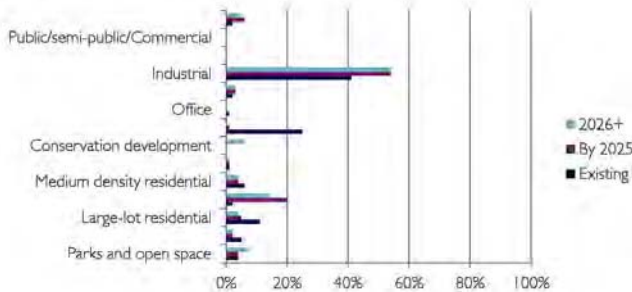
ANTICIPATED OUTCOMES

The planning team combined Geographic Information Systems analysis and MARC's Envision Tomorrow data to develop a range of anticipated outcomes for the land use, development, and transportation strategies recommend for the K-32 corridor. All assume that the vision is realized fully.

Land Use Mix

Industry would continue to occupy more parcels in the K-32 corridor than any other type of land use and development.

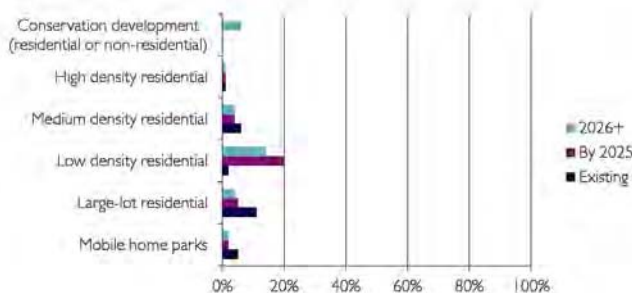
Land Use Mix



Housing Mix

Most of the housing in the K-32 corridor would be low density or large-lot residential. Most of the density needed to support bus service would come from industry, not housing.

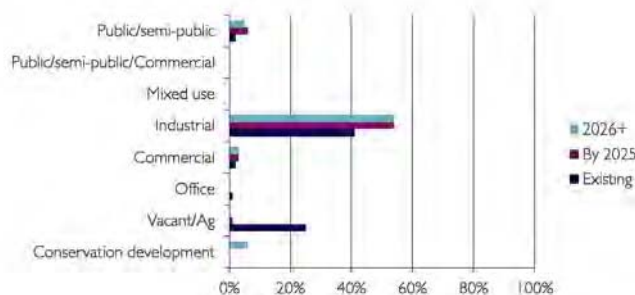
Housing Mix



Employment Mix

Industrial jobs, including those from green industry would make up over half of the employment opportunities in the K-32 corridor. Less than 1% would come from mixed-use development (public/semi-public/commercial and/or other combination).

Employment Mix



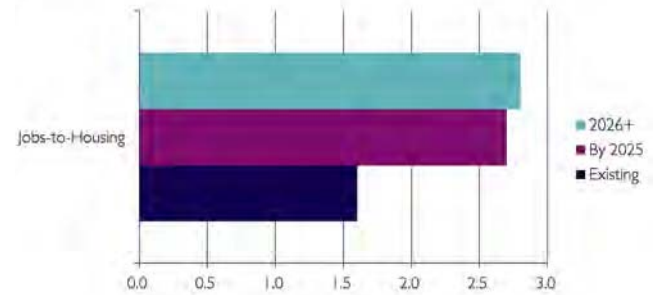
Jobs-to-Housing Balance

The K-32 corridor would continue developing as an employment center that draws workers from beyond the planning area.

Jobs-to-Housing Balance

(Assumption: 1 job per every 4 households, ideal is 0.75 - 1.5)

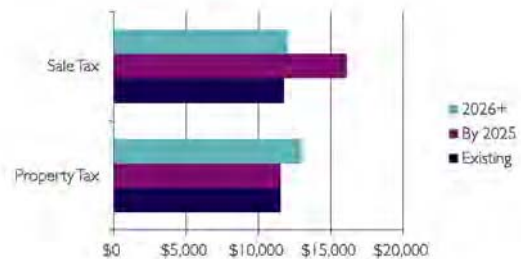
Source: www.plainsustainabletravel.org



Tax Revenue Per Acre

Recommended future land use would increase tax revenue in the K-32 corridor. Assuming full build out and an assessed valuation equal to the current rate, non-residential development would be a large contributor to the revenue generated.

Tax Revenue Per Acre

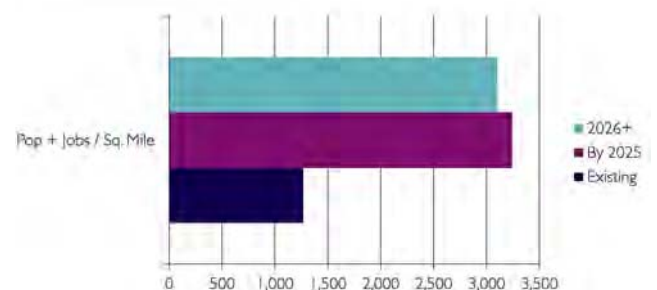


Transit Densities

Full built out could enable the corridor to reach the transit density needed to support on-demand bus service by 2025 or thereafter. Reaching density thresholds would be largely due to the job generation connected to industrial land uses.

Corridor Transit Densities

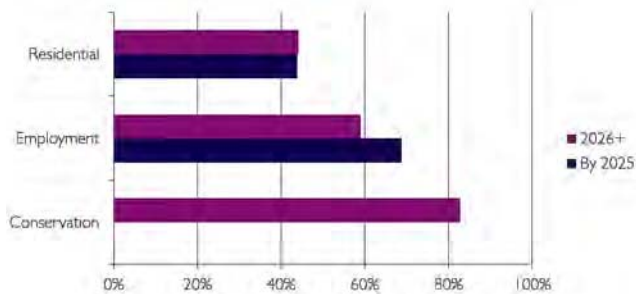
(7,500 needed for on-demand transit service)



Access to Transportation

Conservation development (residential and non-residential) parcels would have greater access to alternative modes of transportation than standard residential and employment parcels.

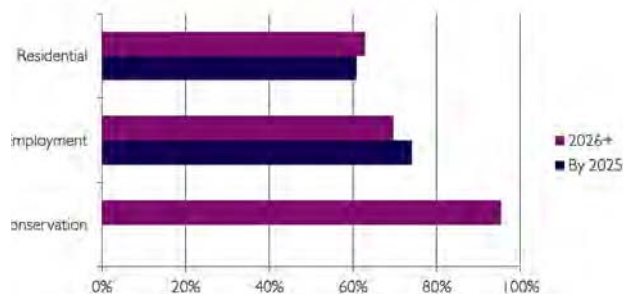
Corridor Access to Alternative Modes of Transportation
(Parcels within 1/8 mile of a transit stop, bike route, or trail)



Access to Nature

More conservation parcel (residential and non-residential) would have access to parks, open space, and trails in the future than typical residential and employment parcels.

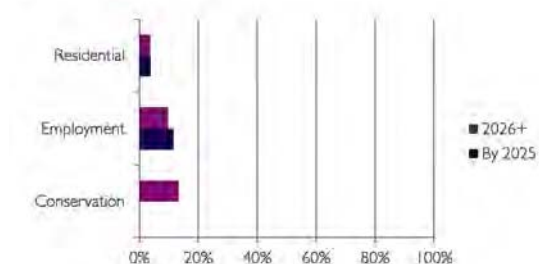
Corridor Access to Nature
(Parcels within 1/8 mile of parks, open space, and trails)



Flood Protection

In the coming years, fewer residential and employment parcels will be within the floodplain or stream buffer. Conservation developments will help protect natural features. All parcels shall comply with local, State and Federal regulations.

Corridor Flood Protection
(Parcels within 100-year floodplain or 150-foot stream buffer)



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APPENDIX

The planning team developed detailed summaries of community engagement for each of the four phases of the K-32 planning process. Findings memoranda related to area transit service and a traffic investigation of K-32 at 78th Street were also developed. All such summaries and findings reports are included in this appendix. The final draft of the Railroad Quiet Zone Study is also included.

ADDENDUM

2024 Planning Sustainable Places Downtown Masterplan



Bonner Springs Downtown Master Plan 2024



City of Bonner Springs
KANSAS

MARC

TREKK

Lamar Johnson
Collaborative



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06	VISION
07	IMPLEMENTATION
08	APPENDIX

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

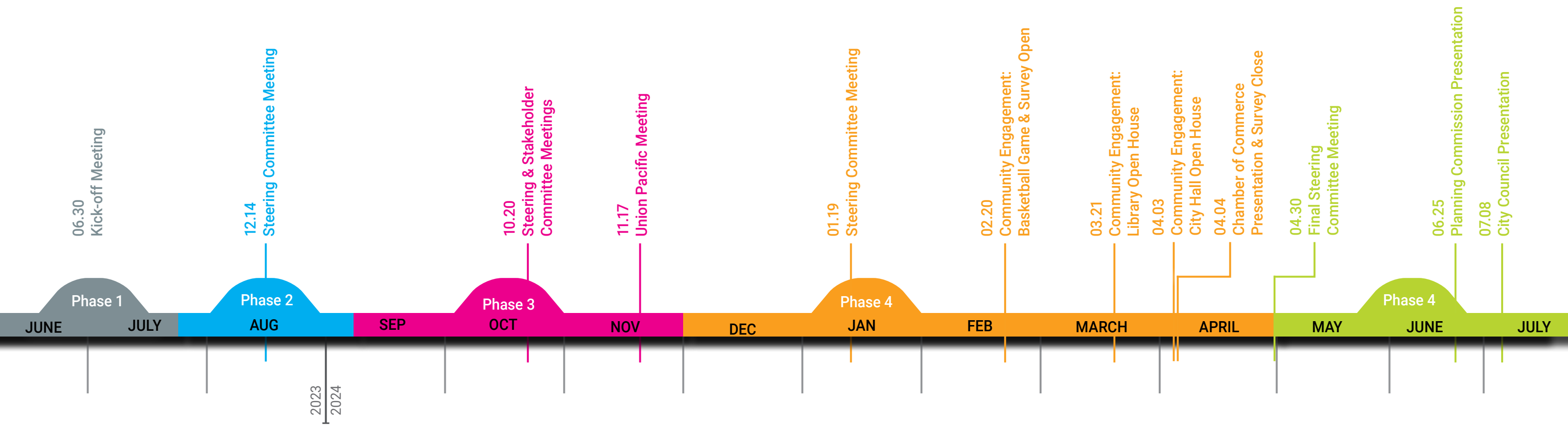
Inventory & Analysis

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.

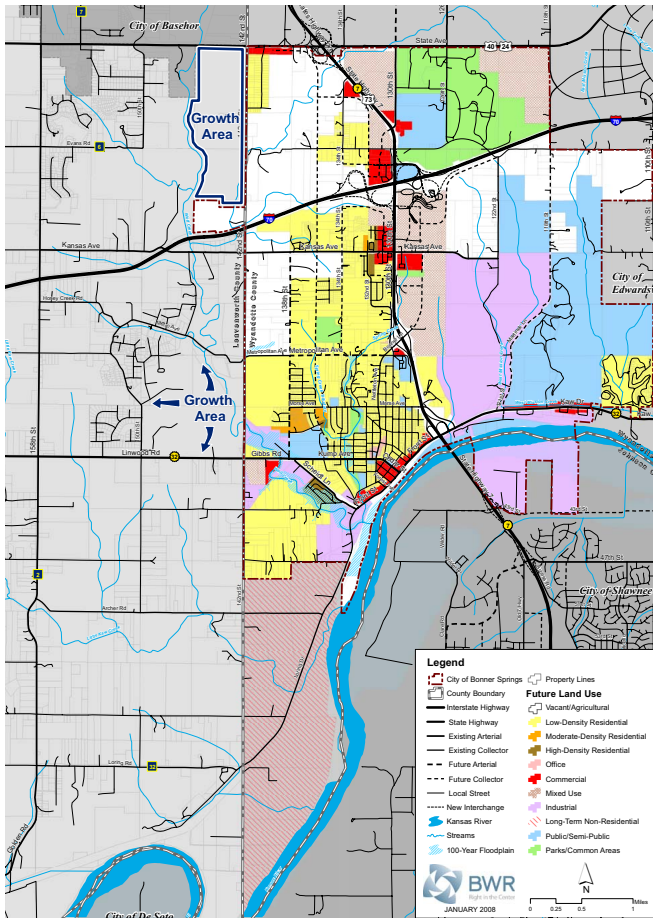
The goals of the comprehensive plan with action steps are as follows:

- **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

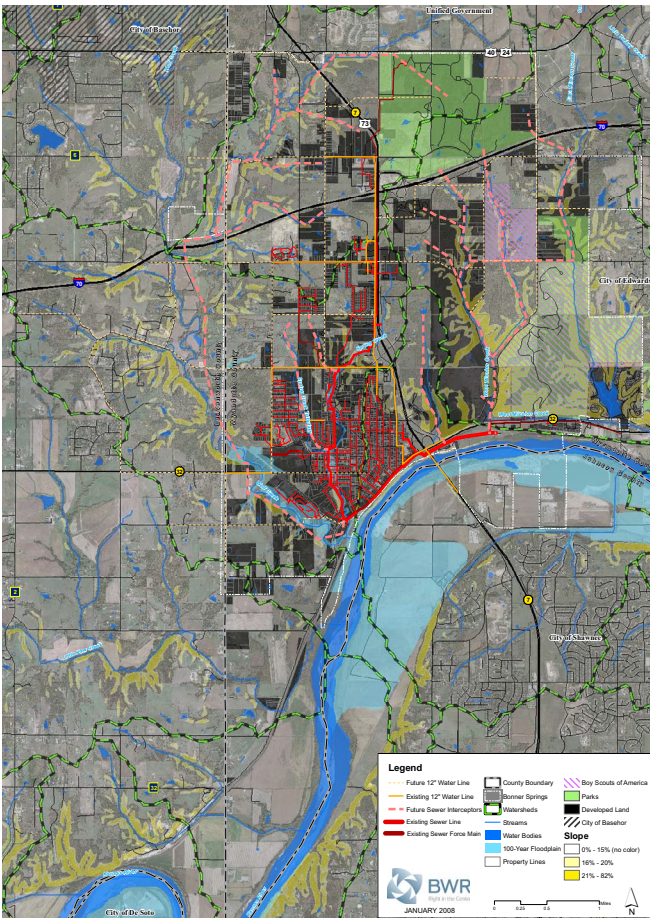
- **Residential** - respond to market demands for housing
 - * Allow flexibility in lot configuration and other requirements.
 - * Require residential developments to dedicate land for linear parks
 - * Encourage housing and subdivisions that offer more affordable housing
- **Infrastructure** - provide 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

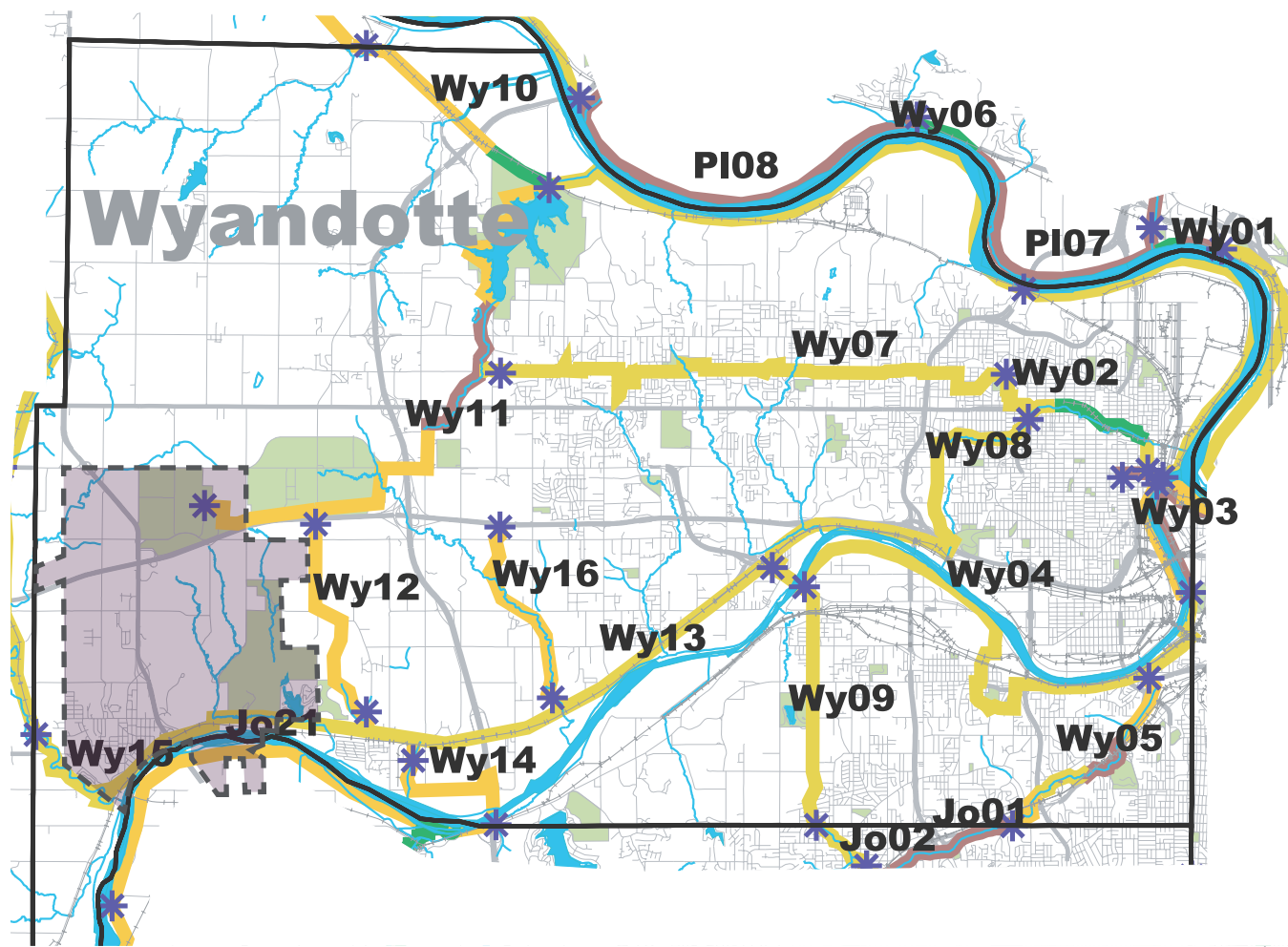


Bonner Springs Future Land Use Map

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

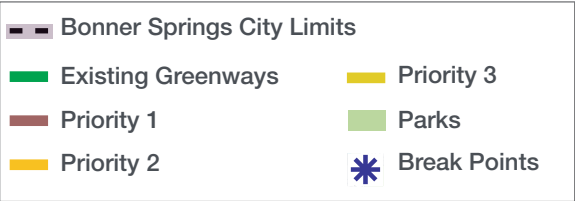


Bonner Springs Development Challenges Map



MetroGreen Corridors Map: Wyandotte County

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



2001 METROGREEN PLAN

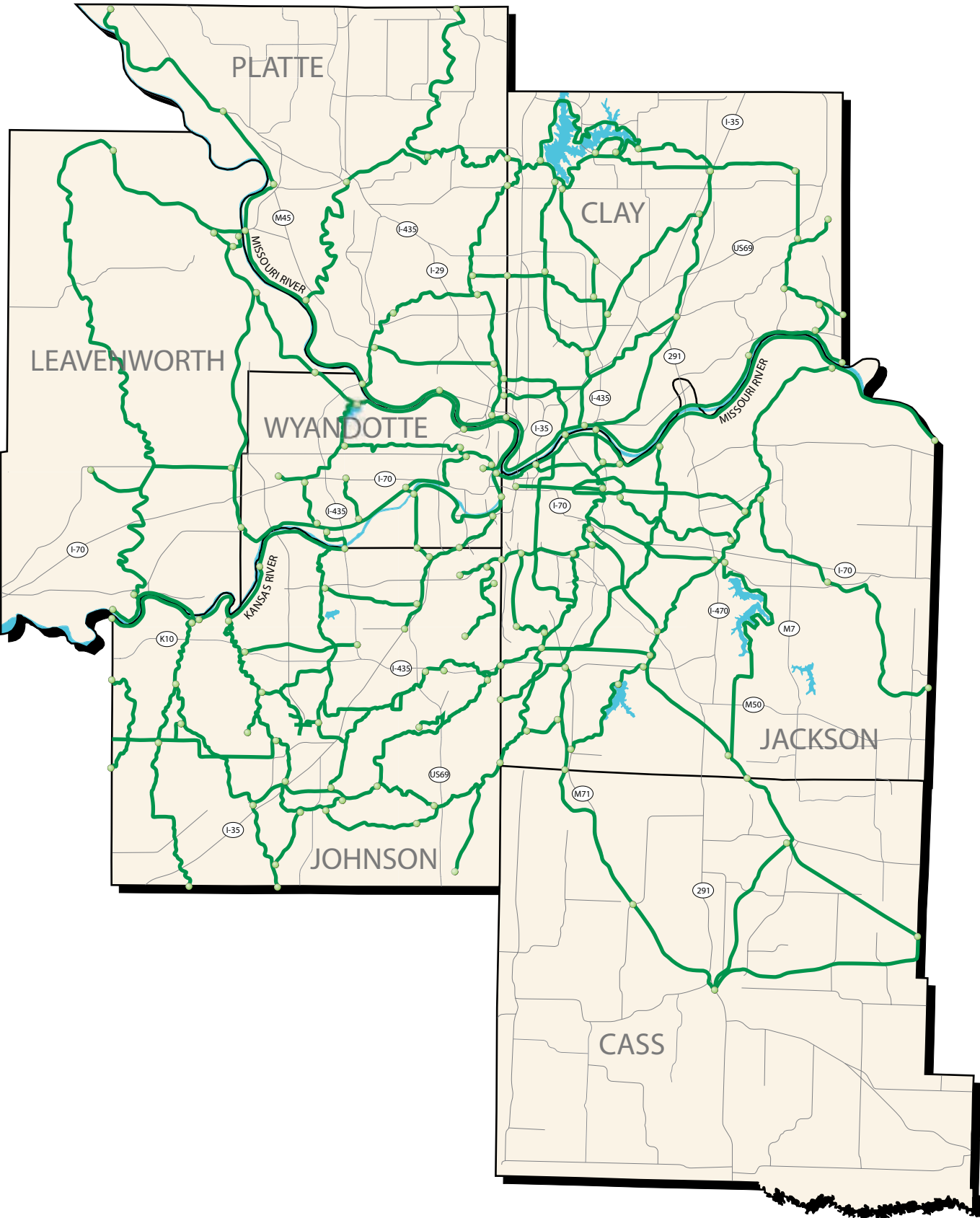
In thinking about future green space development for the City of Bonner Springs and surrounding communities, it is important to bring attention to the 2001 MetroGreen Plan. As an extension of the 1991 ASLA plan, MetroGreen became a comprehensive and extensive system of greenways, trails, and open spaces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

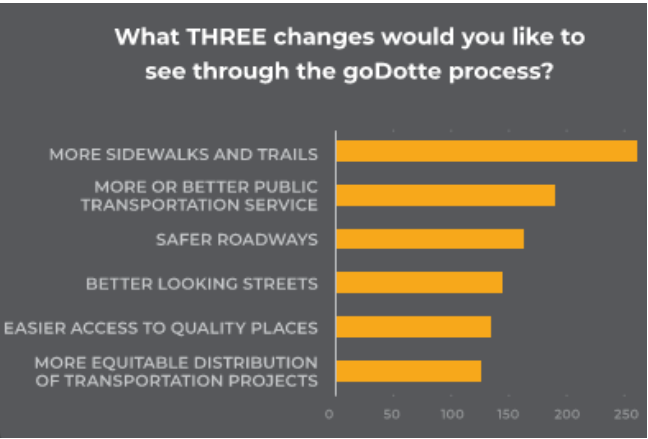
- Health, safety, and affordability
- The movement of people over vehicles
- Connecting communities with opportunities
- Greater mobility options
- Aligning transportation investments with community goals

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:

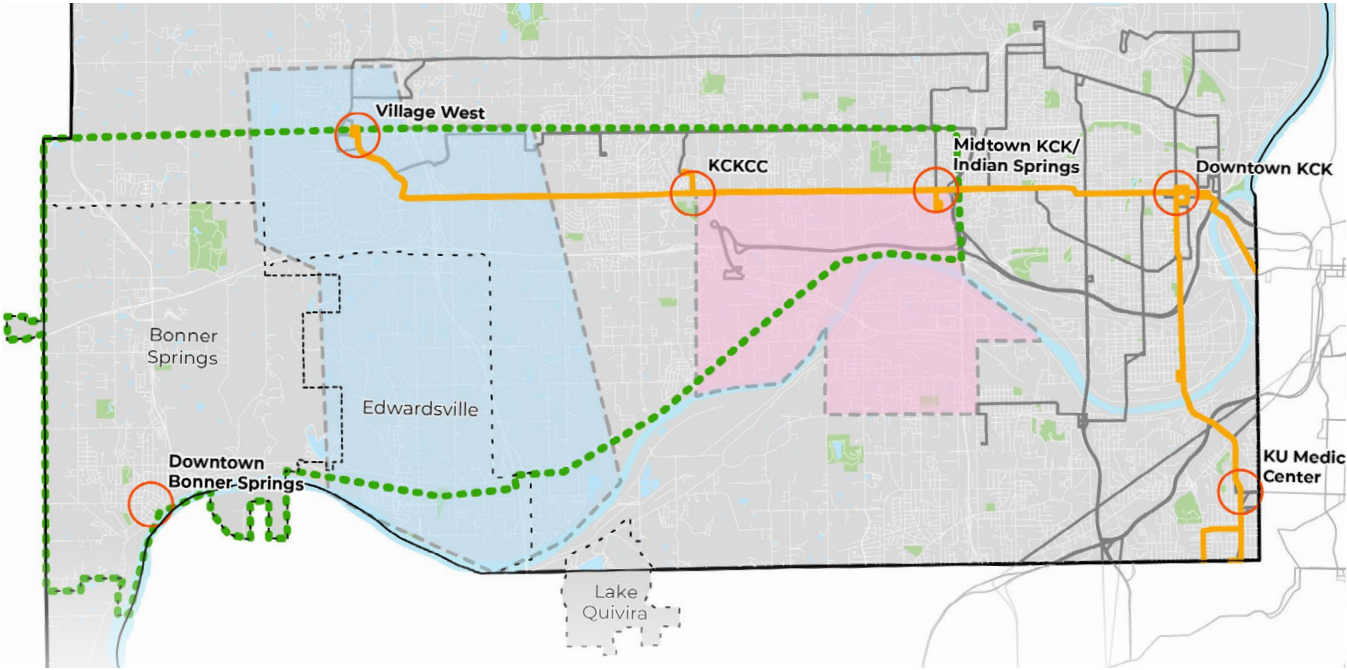
- We need to better integrate mobility infrastructure and land use investments

- 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	

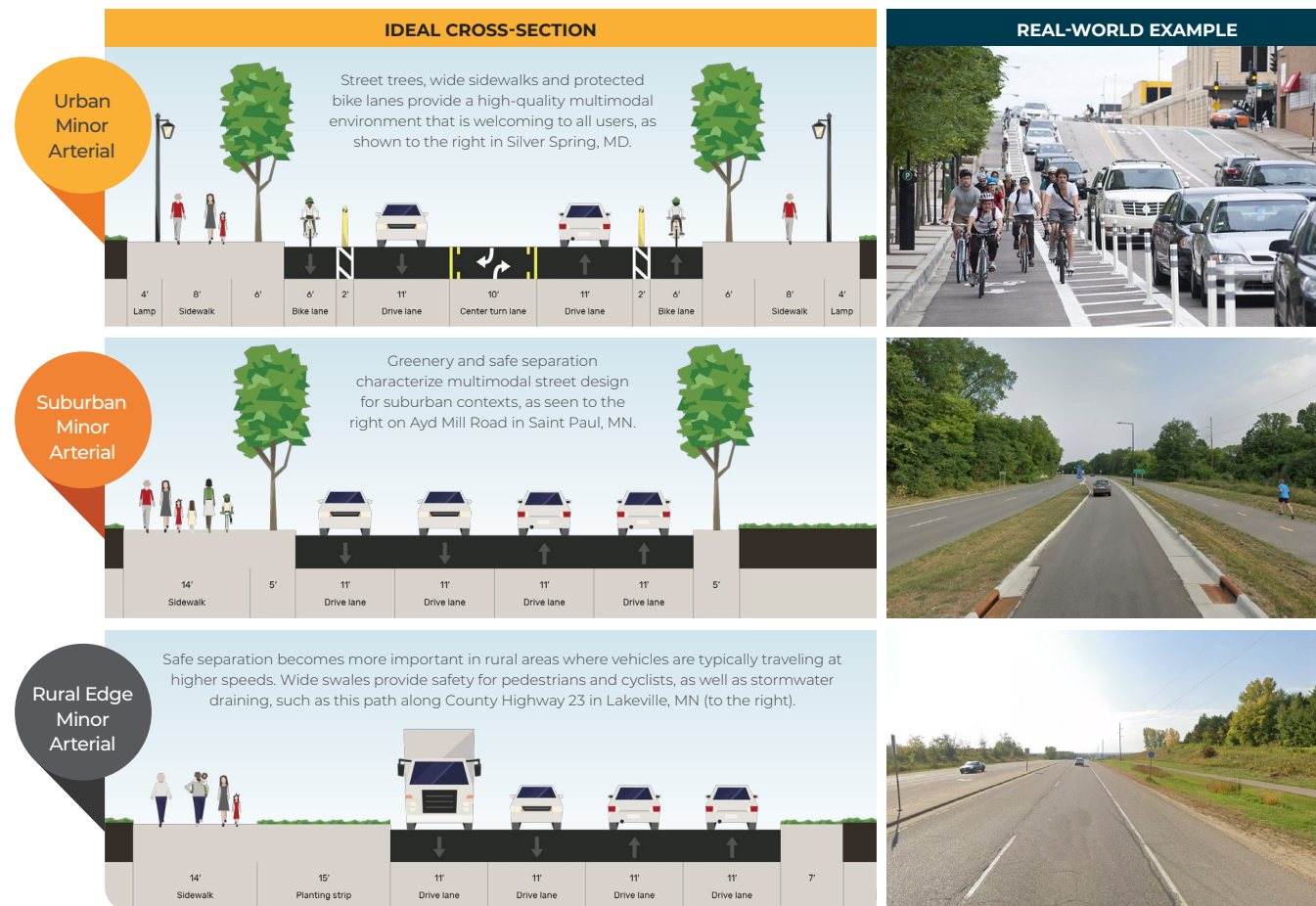
Ultimately, goDotte’s report proposed five big ideas for the mobility plan for Wyandotte County which include:

- 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:

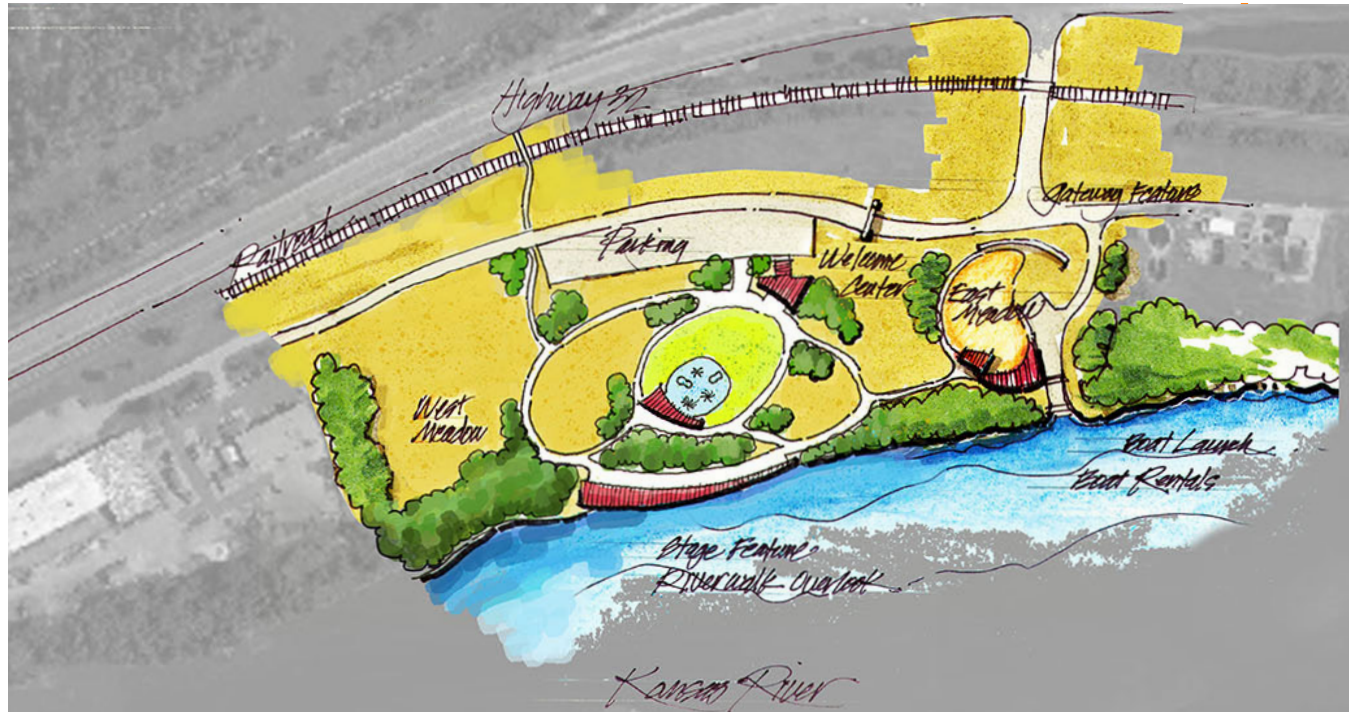
- 18 Hole Disc Golf Course - Spring 2019
- Lions Park Field 2 Renovation - Spring 2019
- Dog Park Parking Lot - Summer 2019
- Gel Coat Aquatic Park Slides - Spring 2020
- Concrete T pads for Disc Golf - Spring 2020
- Aquatic Park Filter System Update - Spring 2022
- Community Center Roof, Gutter, & Fascia 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.



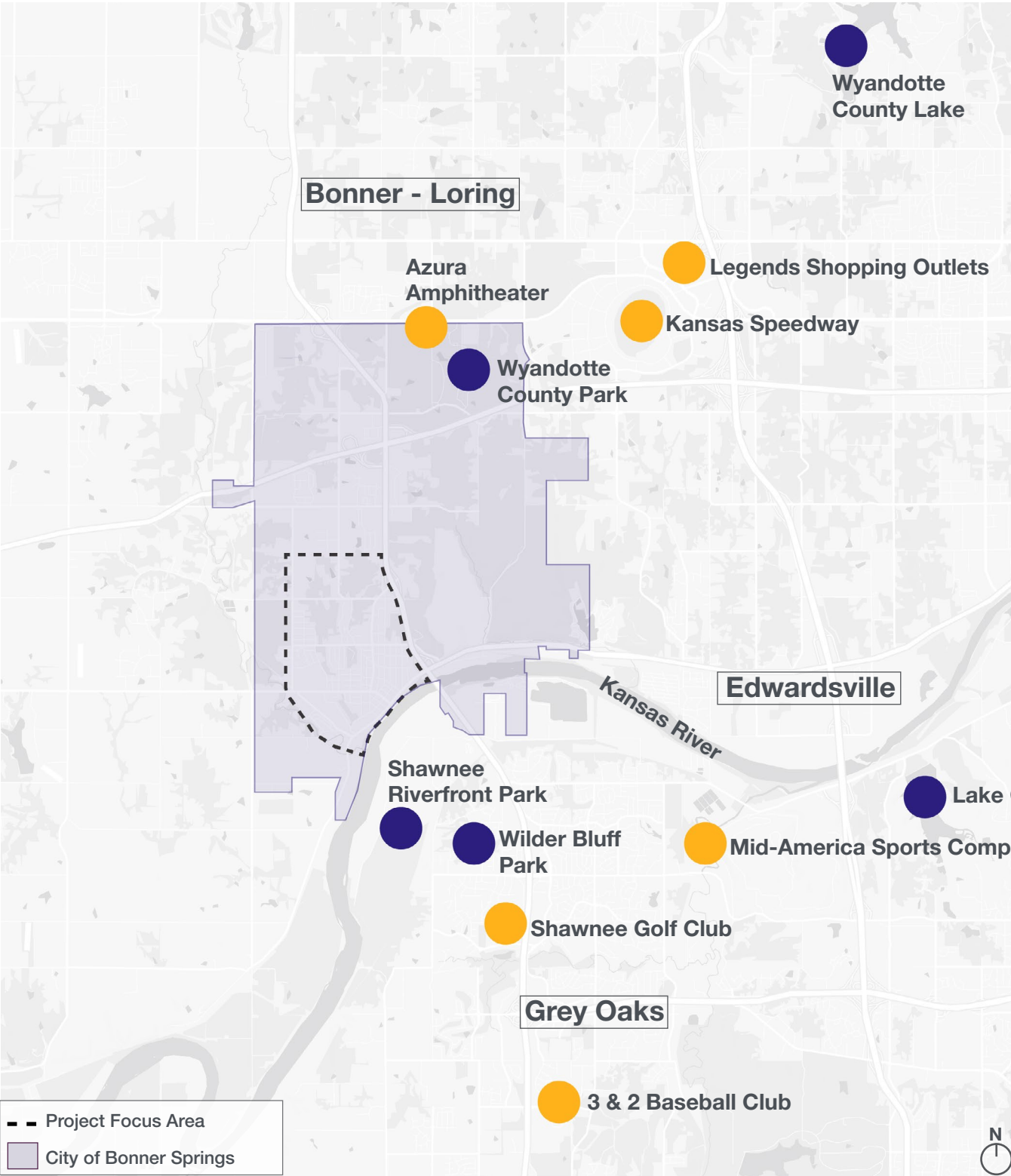
02 Discovery

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.

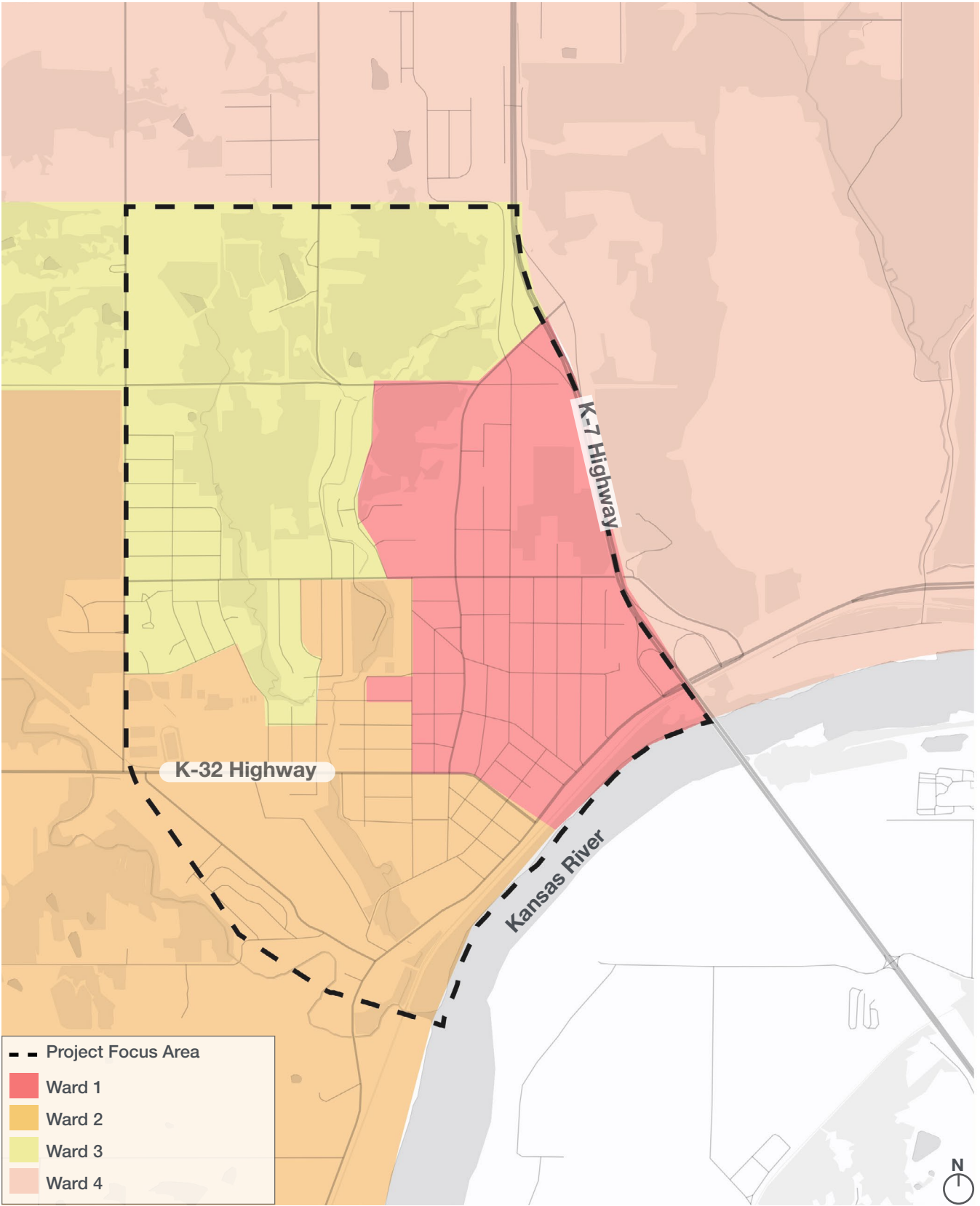
- Context
- Wards
- Zoning
- Median Age
- Median Income
- Population Density
- Projected Population Growth
- Regional Roads
- Local Roads
- Local Businesses
- Local Schools
- Local Churches
- Local Parks
- Water Risk



Bonner Springs Context

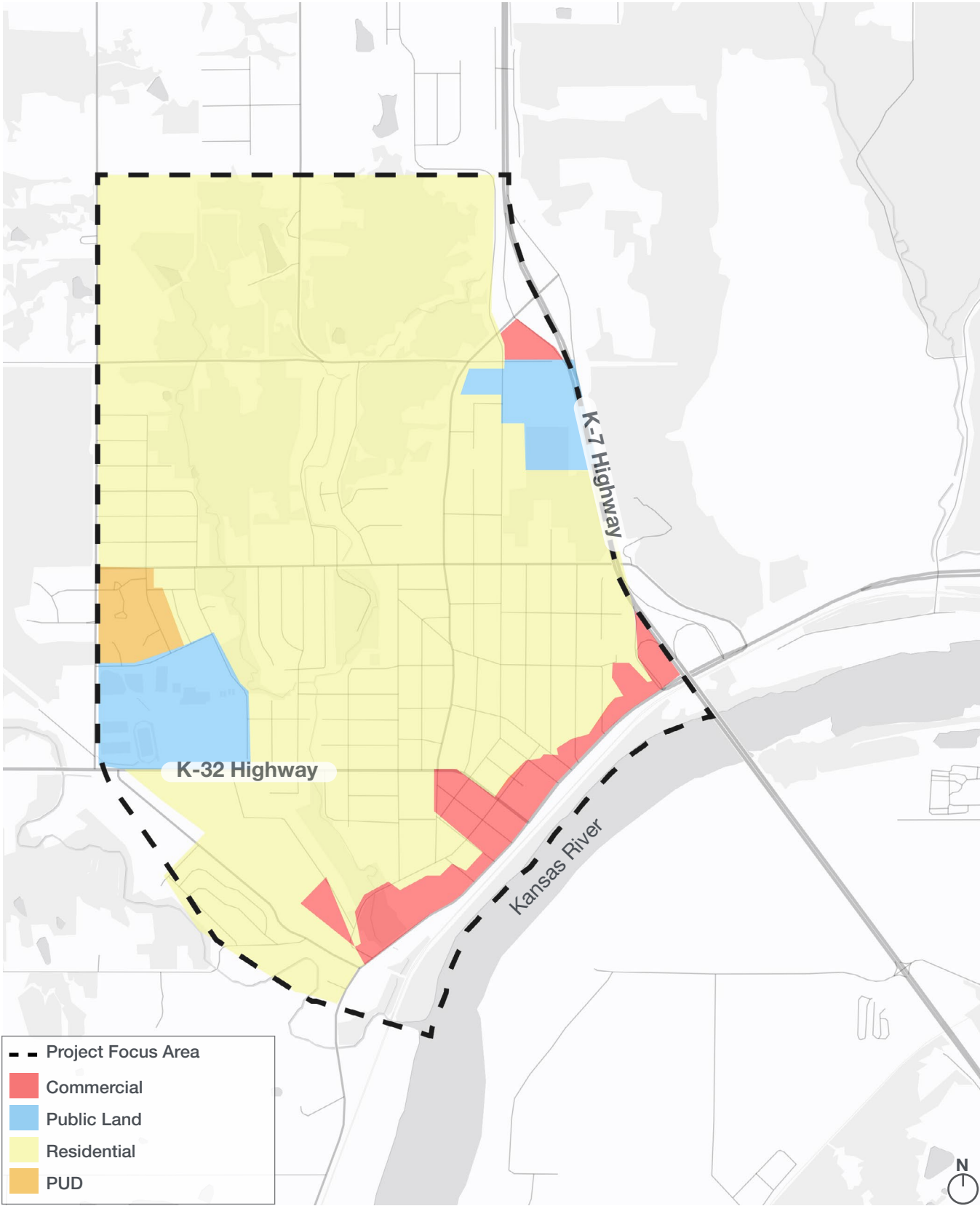
Bonner Springs is positioned on the banks of the Kansas River in southern Wyandotte County. Shawnee Kansas is located across the river to the south and Kansas City Kansas to the north and west.

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

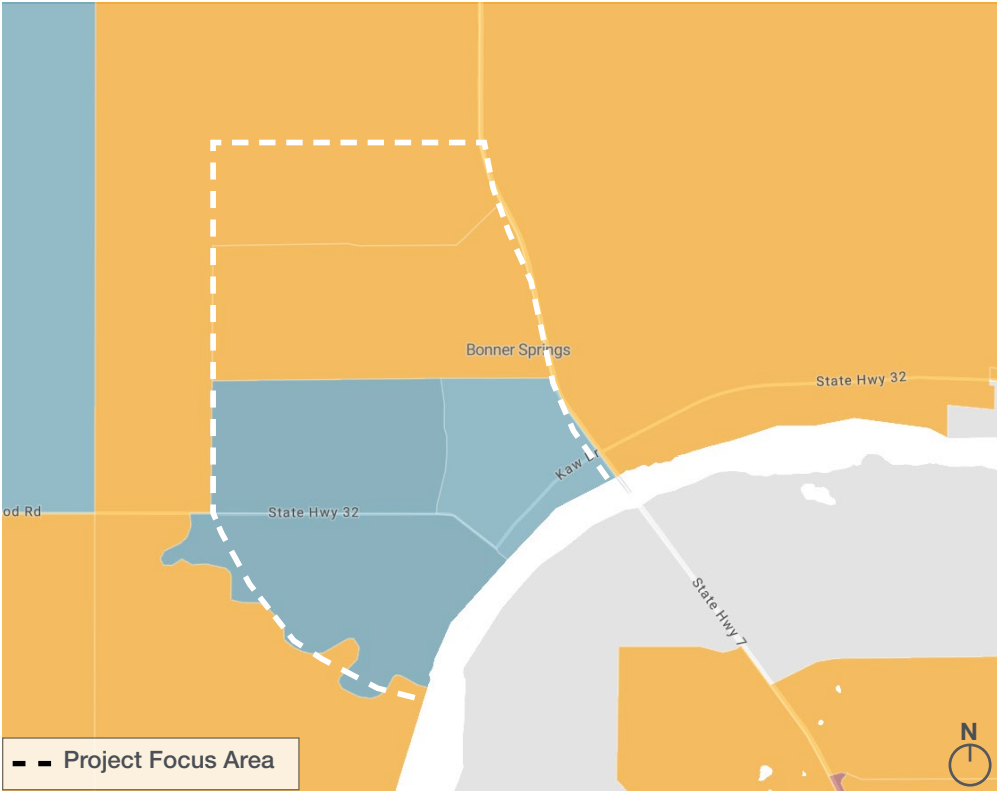
Bonner Springs is organized by Wards, represented on the City Council by two Council Members. Some Data sets have been classified by Ward.



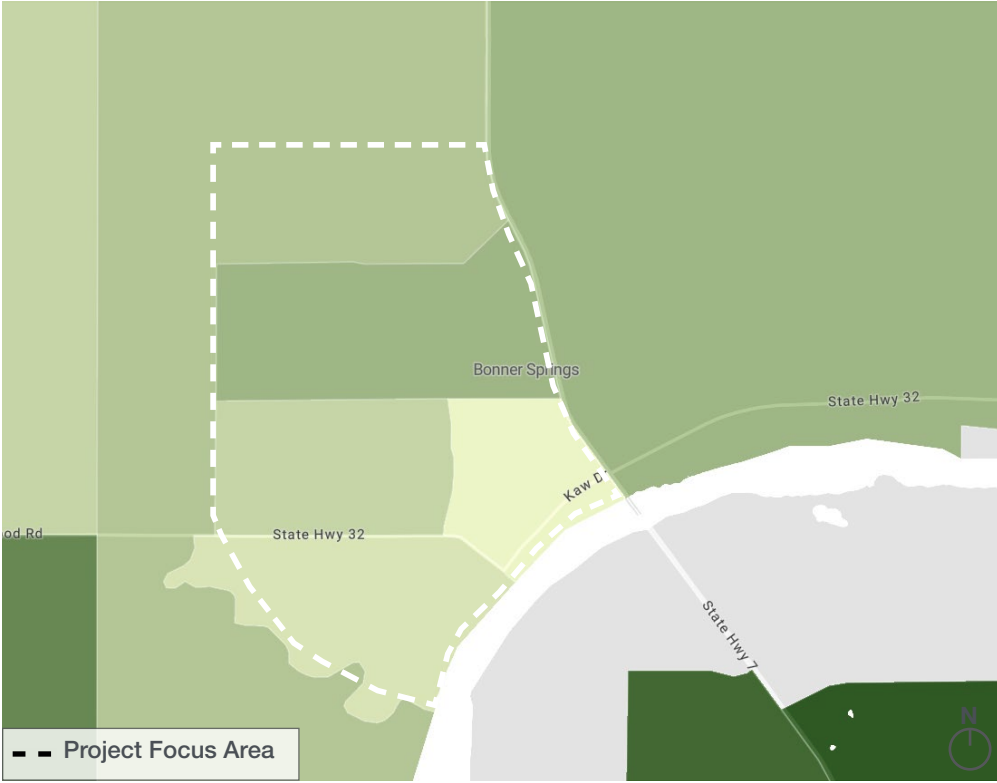
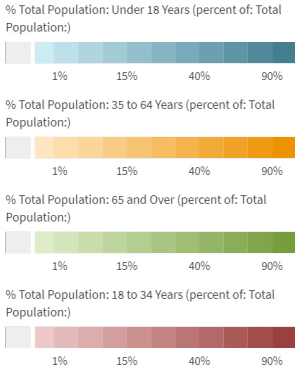
Zoning

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

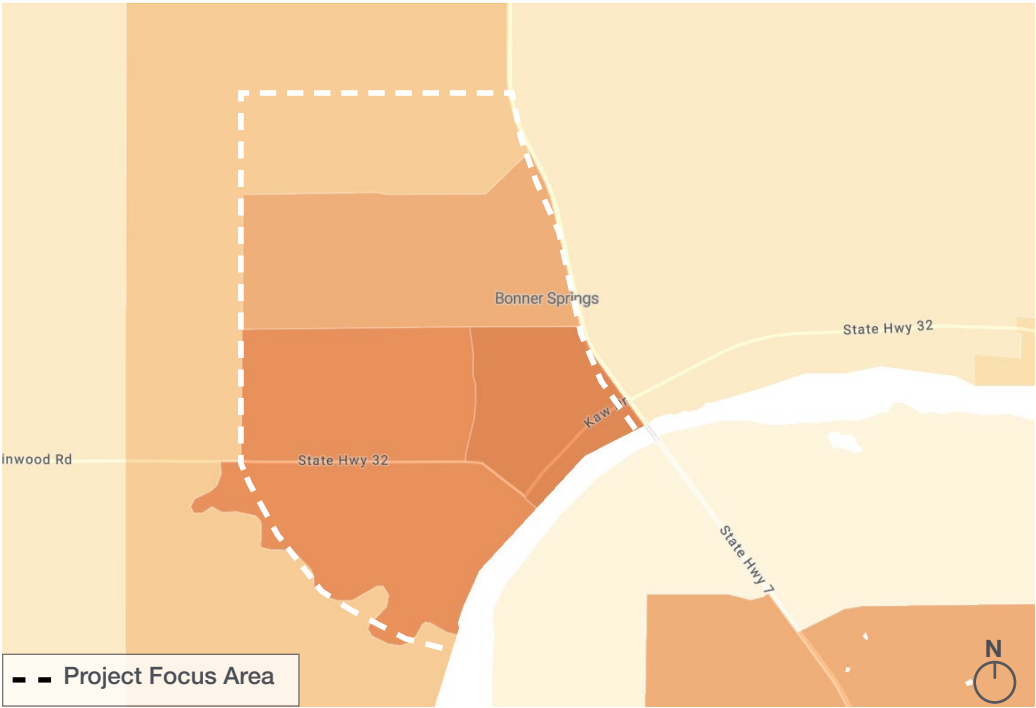
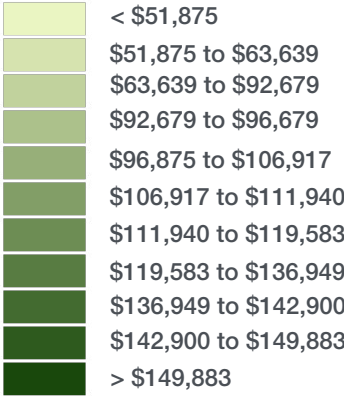
by residential zoning. This provides relatively close proximity between population centers and destinations throughout the project focus area.



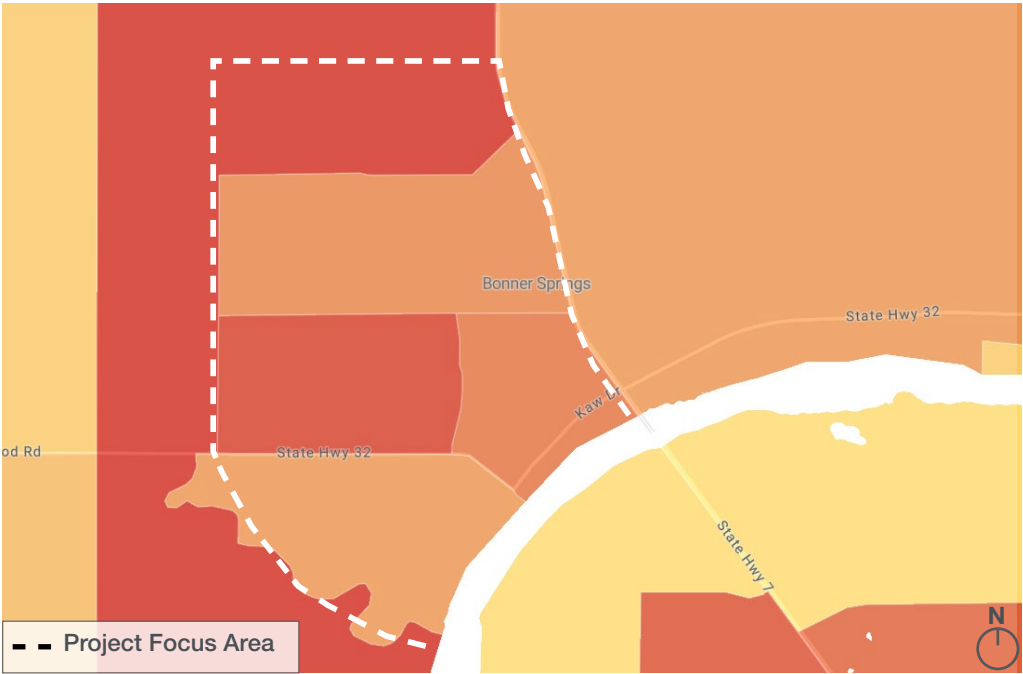
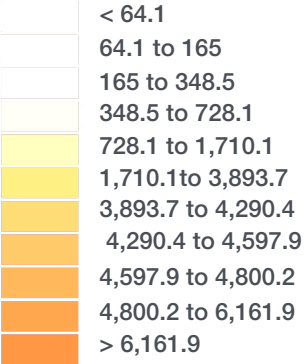
Median Age



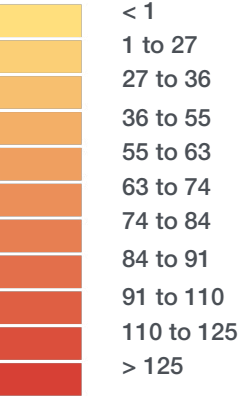
Median Household Income



Current Population Density



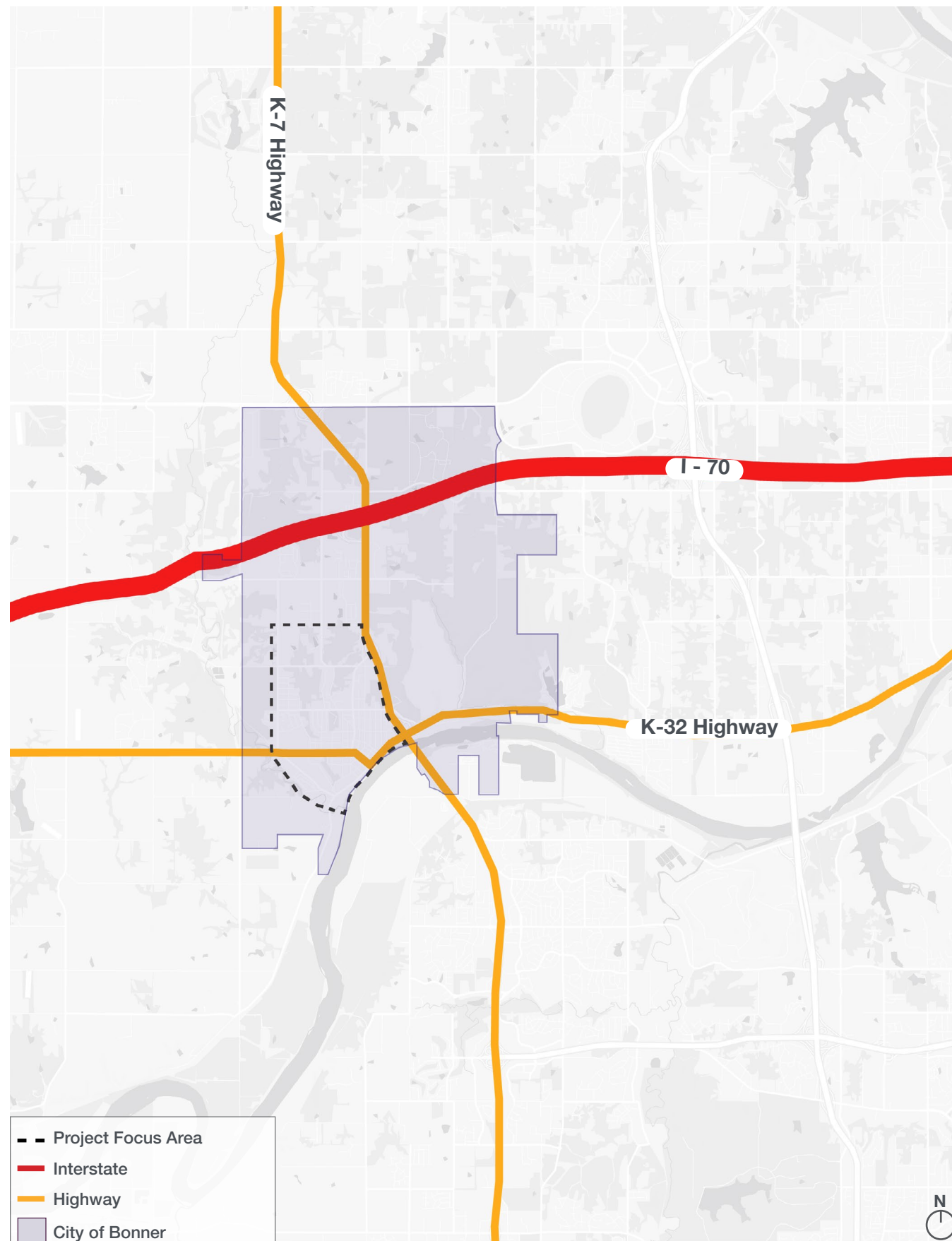
Projected Population Growth (2022- 2027)



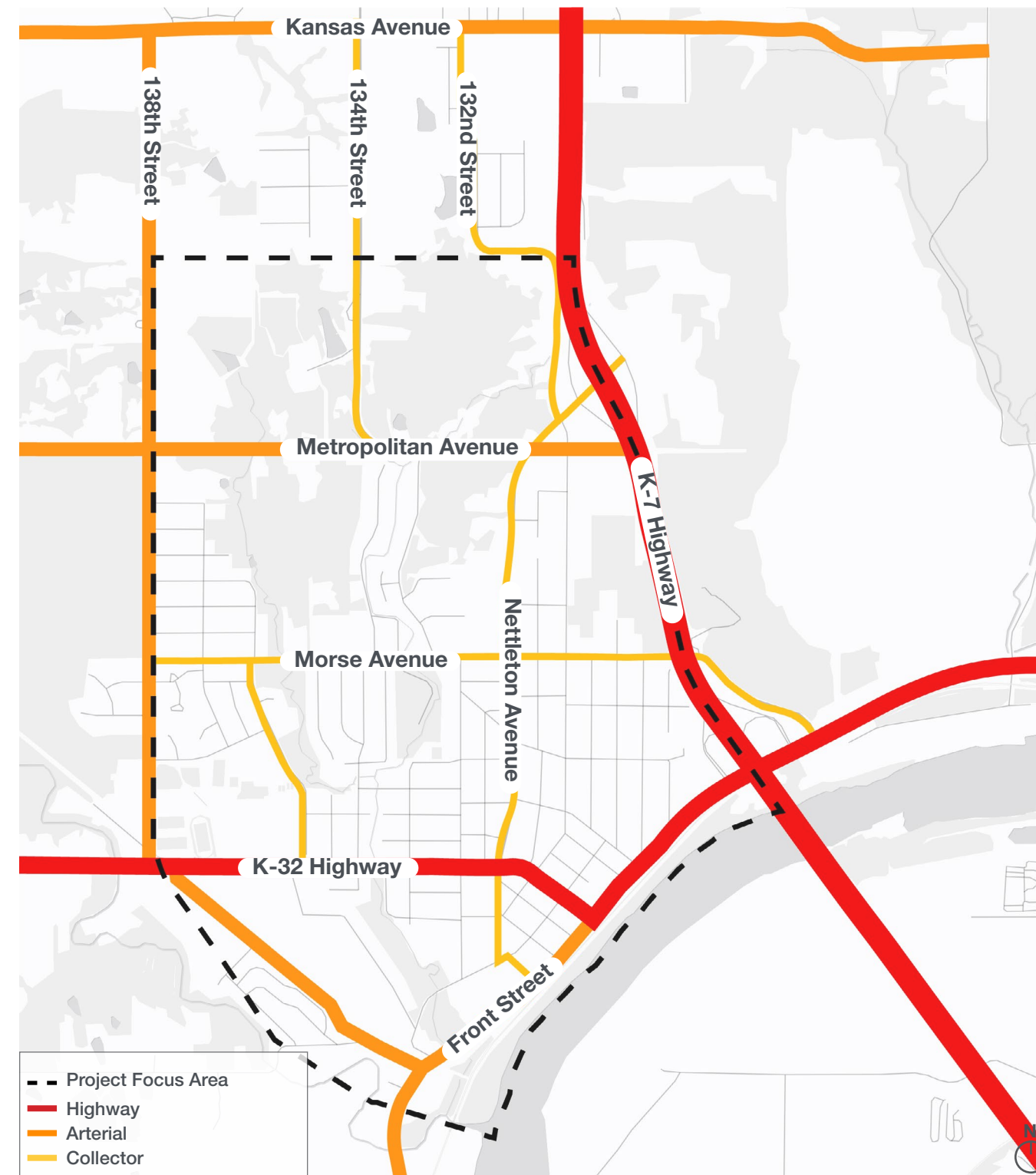
BONNER SPRINGS DEMOGRAPHICS

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



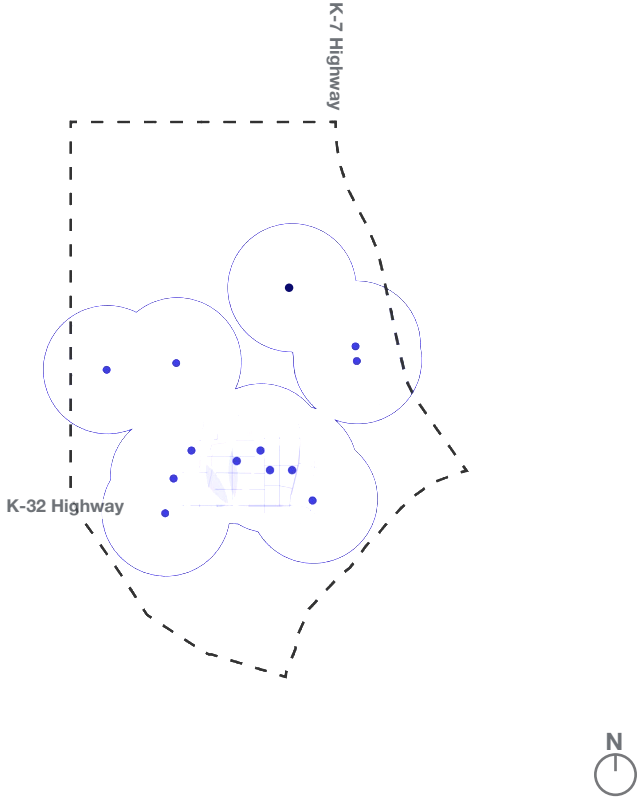
Fitness Court



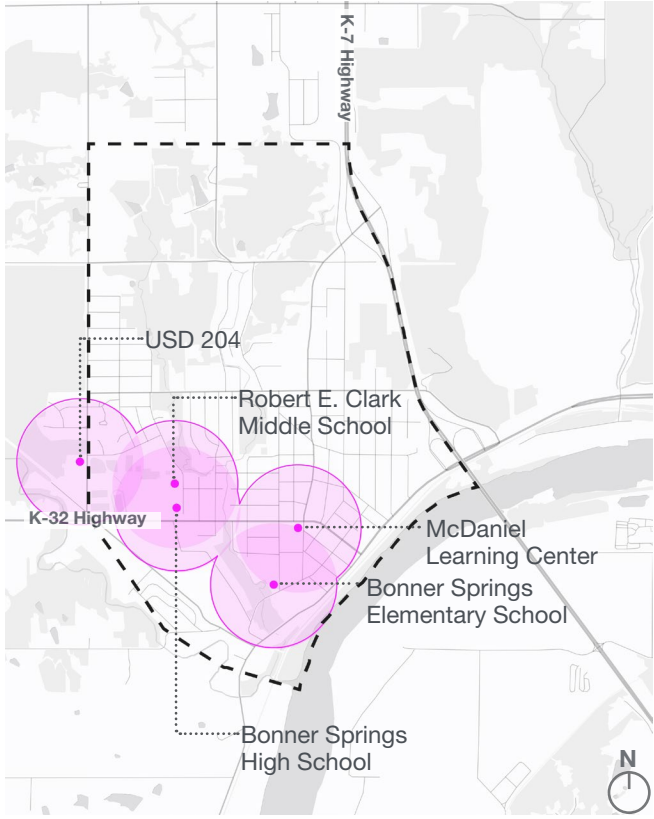
Local Businesses



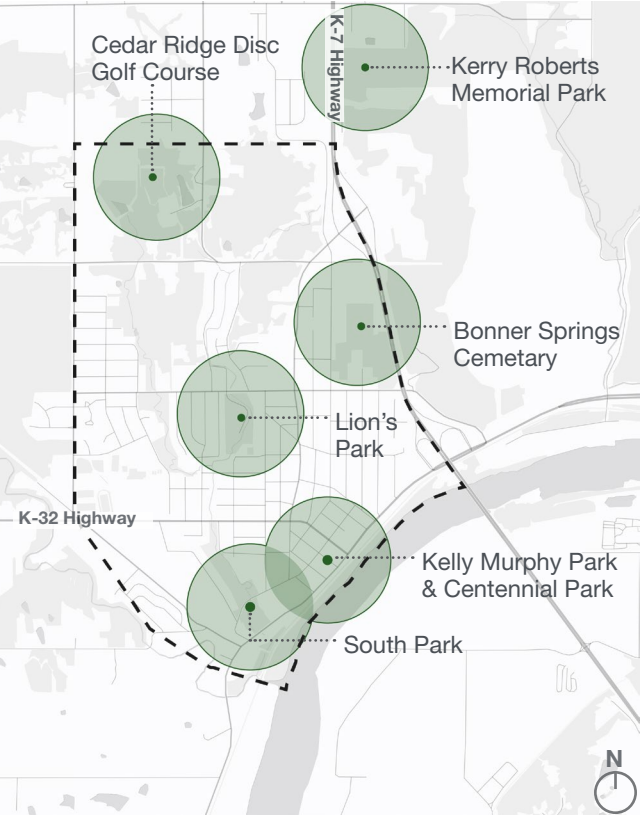
Local Businesses
* Note: Each bubble is a 5 minute walking radius



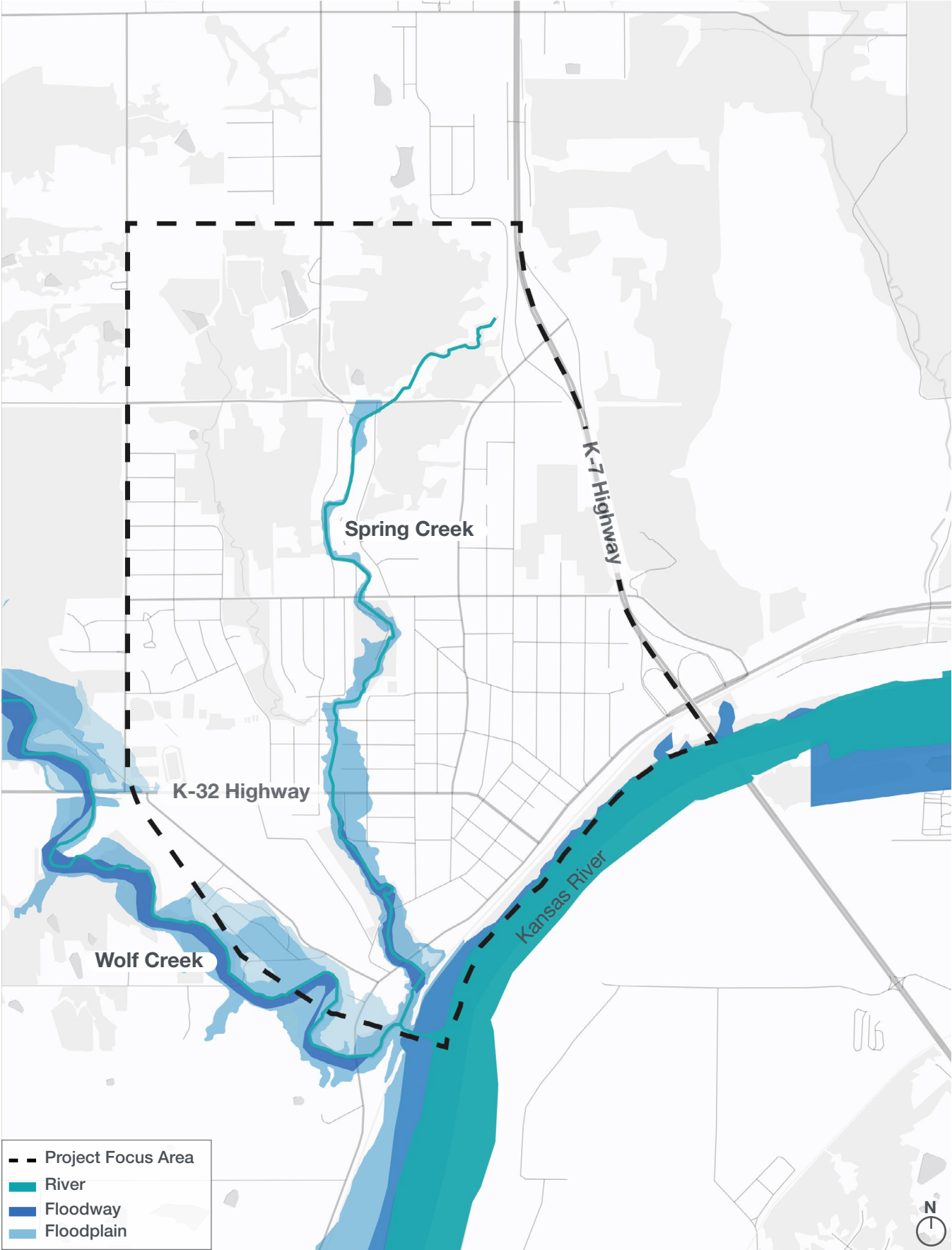
Local Churches
* Note: Each bubble is a 5 minute walking radius



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



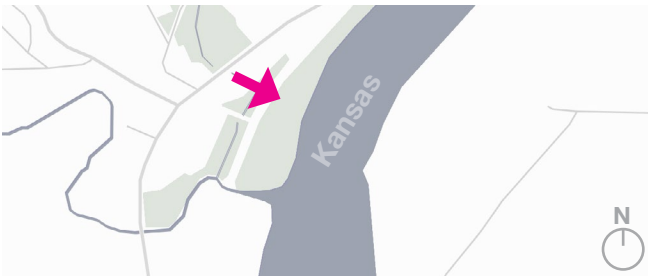
Local Parks
* Note: Each bubble is a 5 minute walking radius



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.



Visual Access to the Kansas River

DRAINAGE AREAS

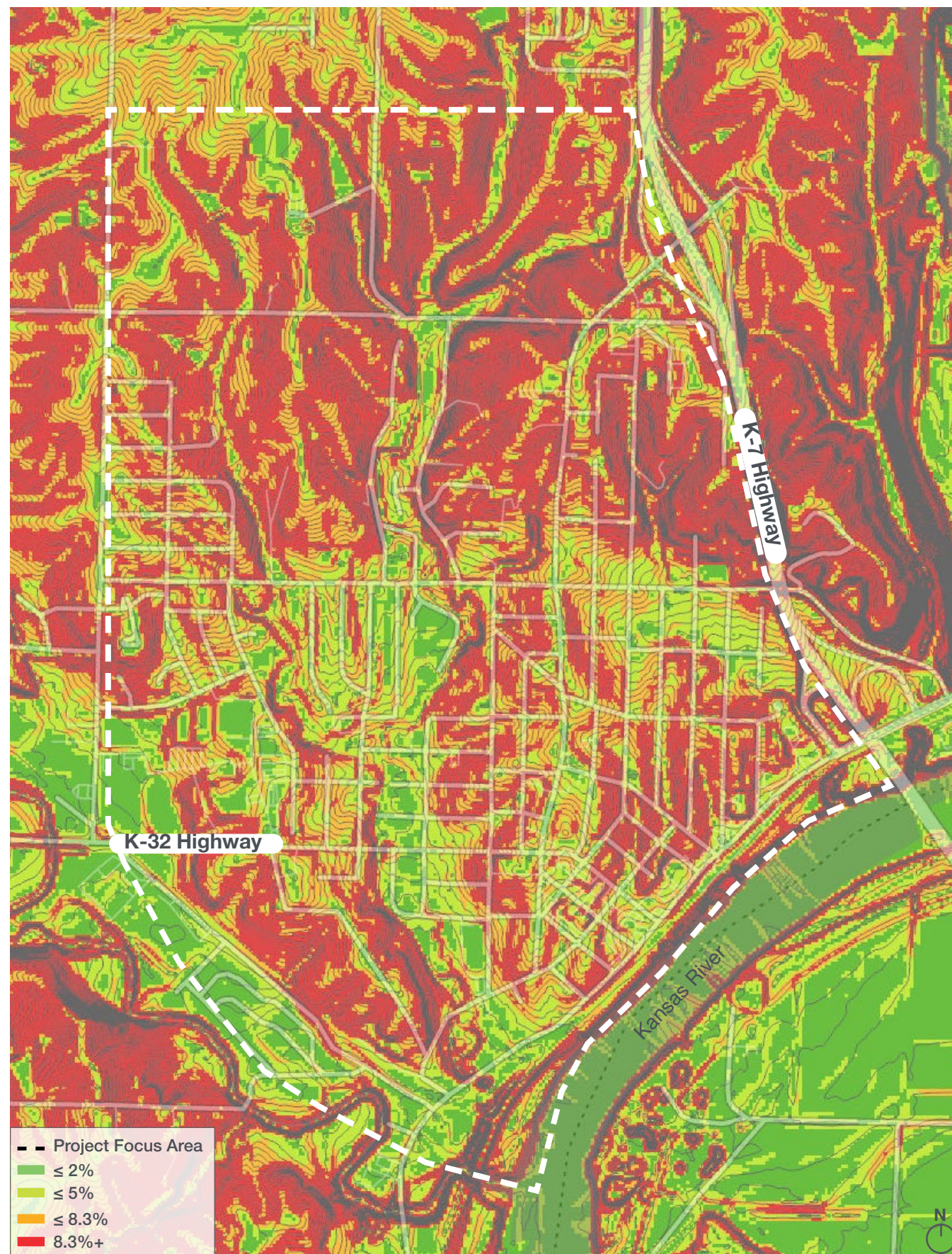
Spring Creek and Wolf Creek drainage areas are tributary to the Kansas River in the project focus area. Both creek corridors have areas of flood concern and posses a number of open green spaces within the city because of these flood risks.

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



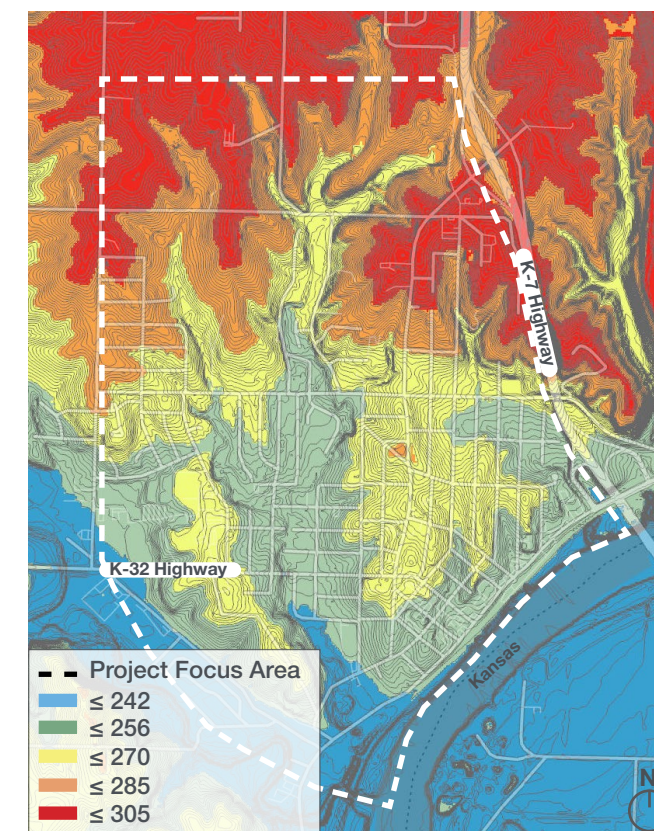
Existing Slopes

TOPOGRAPHY & SLOPE

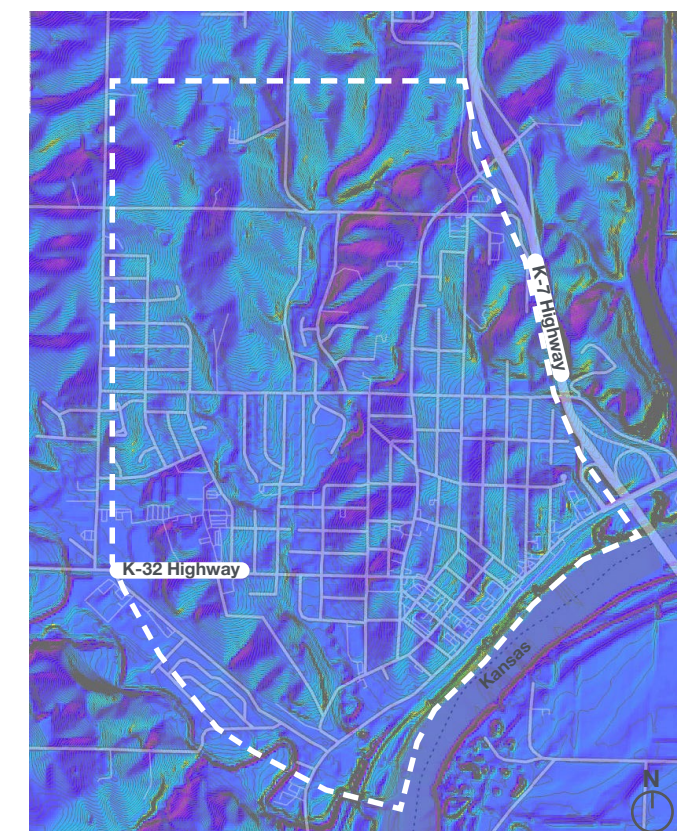
Topography and slope directly influence accessibility and constructibility. Bonner Springs location on the banks of the Kansas River and home to several large drainages, creates a large amount of topographic change in the city. The Existing Slopes graphic on pg 34 illustrates slope within the project 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

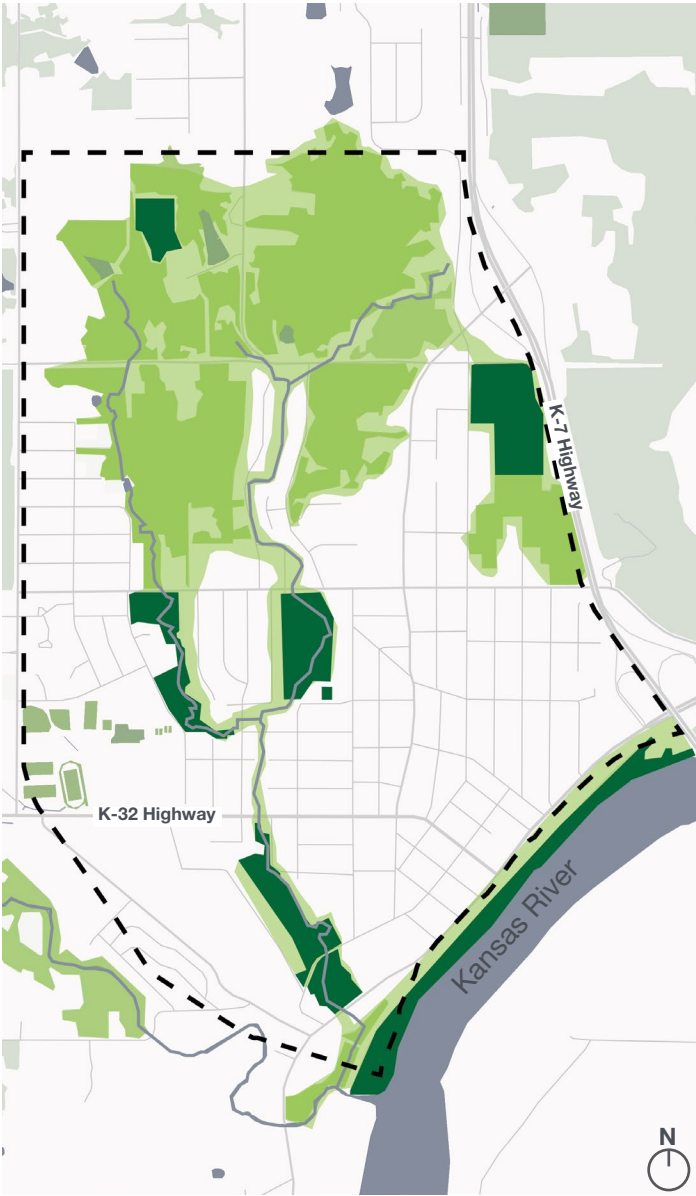
The Spring Creek drainage area creates a ribbon of greenspace through the Bonner Springs community. North Park, Lions Park and South Park create a series of recreational stepping stones along the stream corridor. Additionally the city owns property on the west tributary of Spring Creek adjacent to the 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.

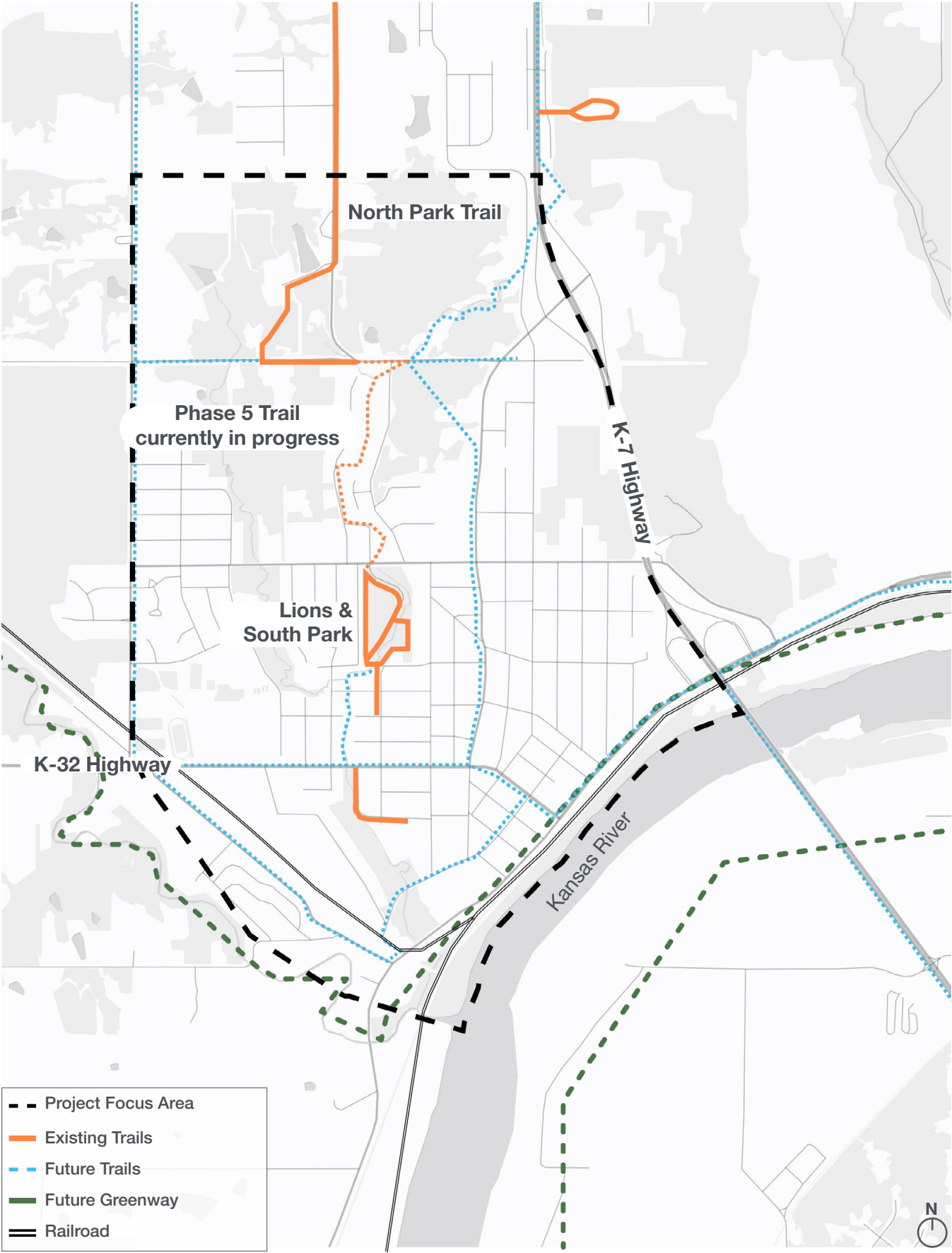
Additionally proximity to the proposed Metro Green Trail network creates an opportunity to connect to the region as a whole. A robust trail system exists to the south in Johnson County, connecting to this system would largely expand the accessible trails available to the Bonner Springs Community. Similarly, 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?



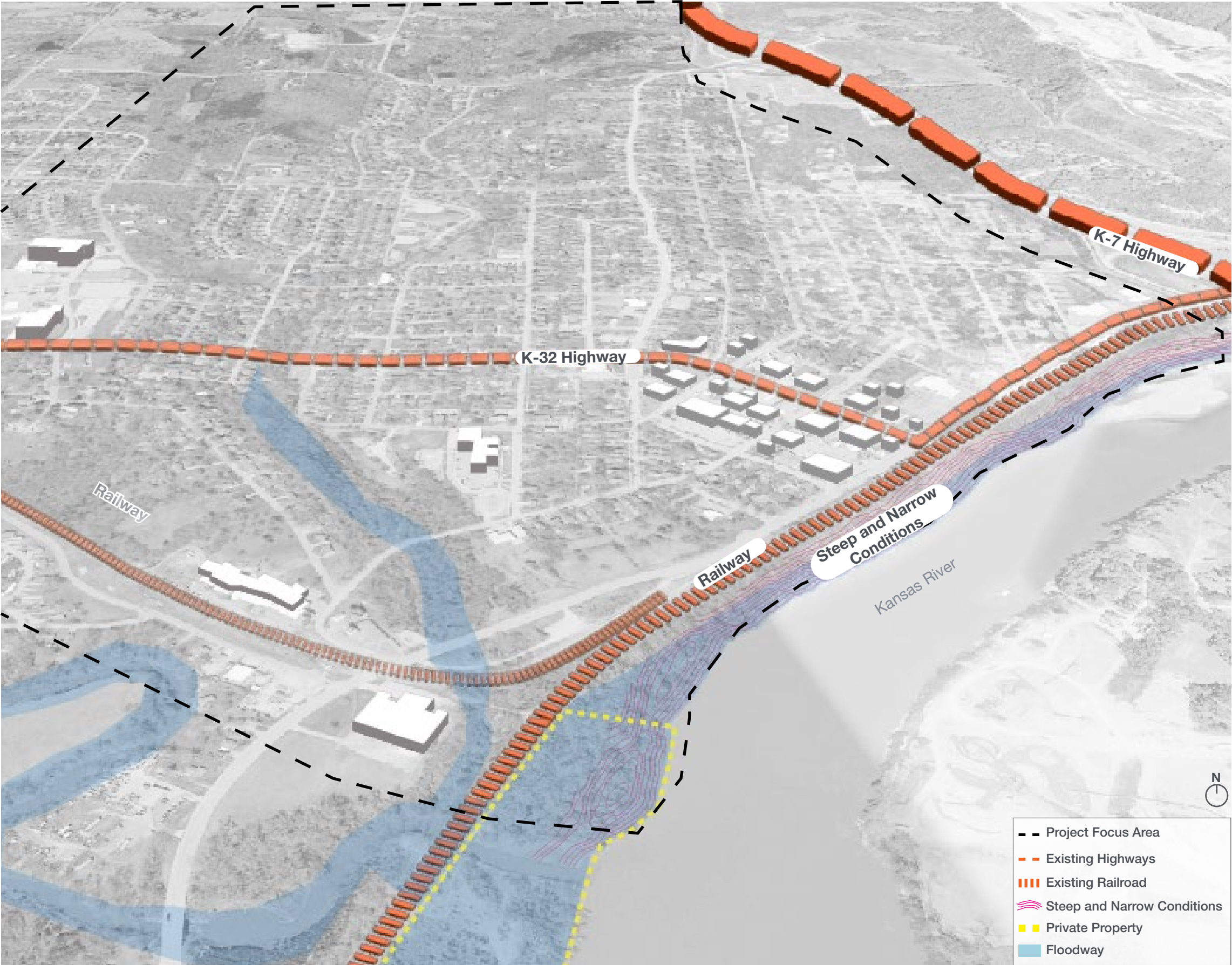
SITE CONSTRAINTS

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.

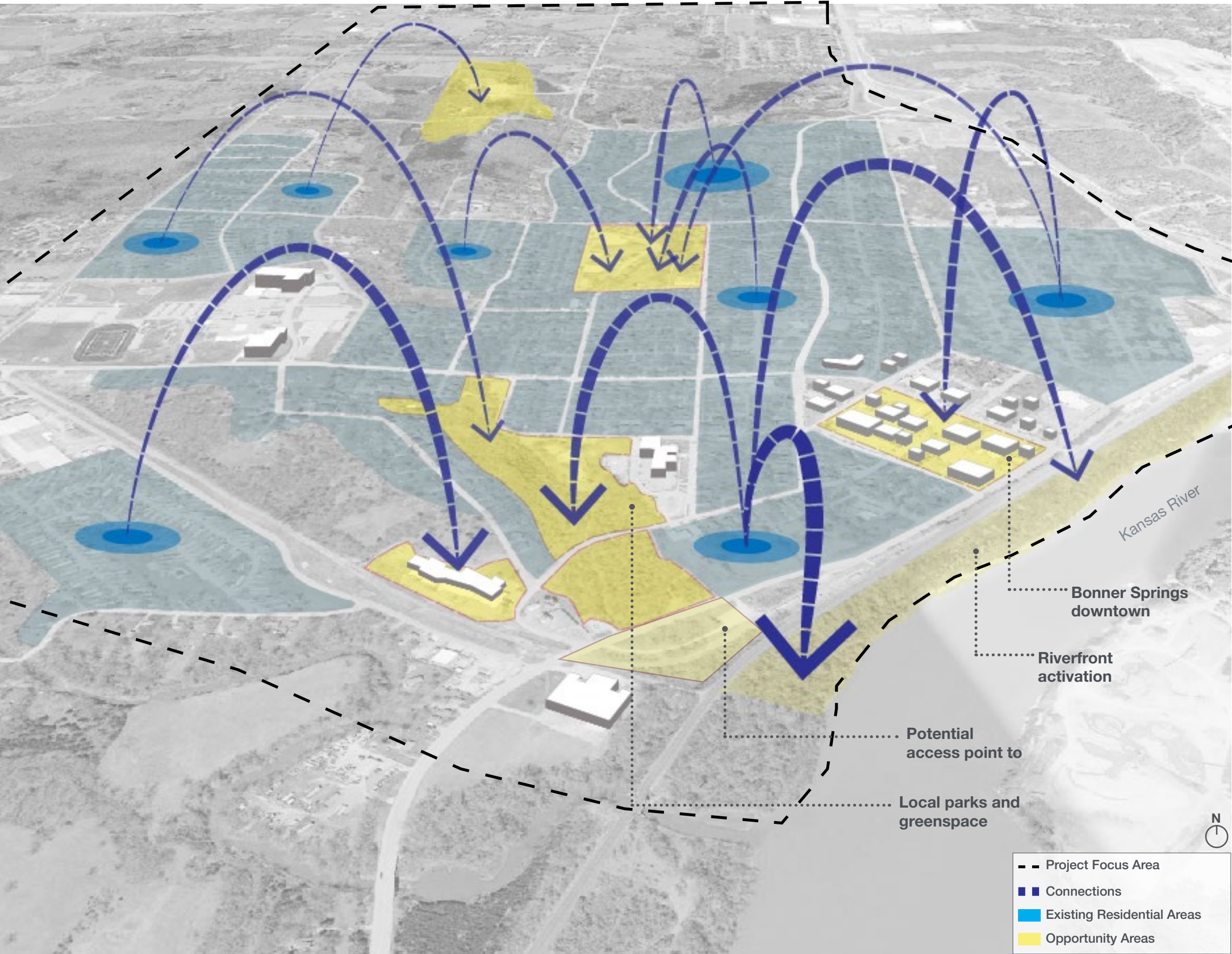


Site Constraints

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.

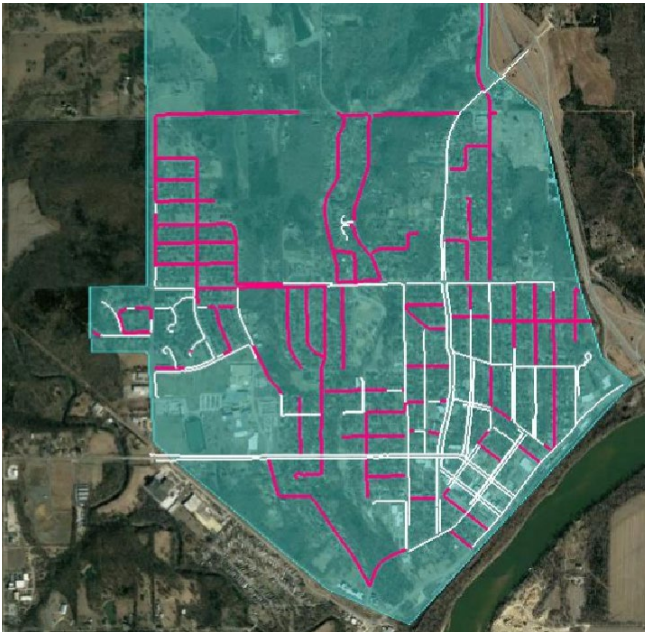


Residential Access

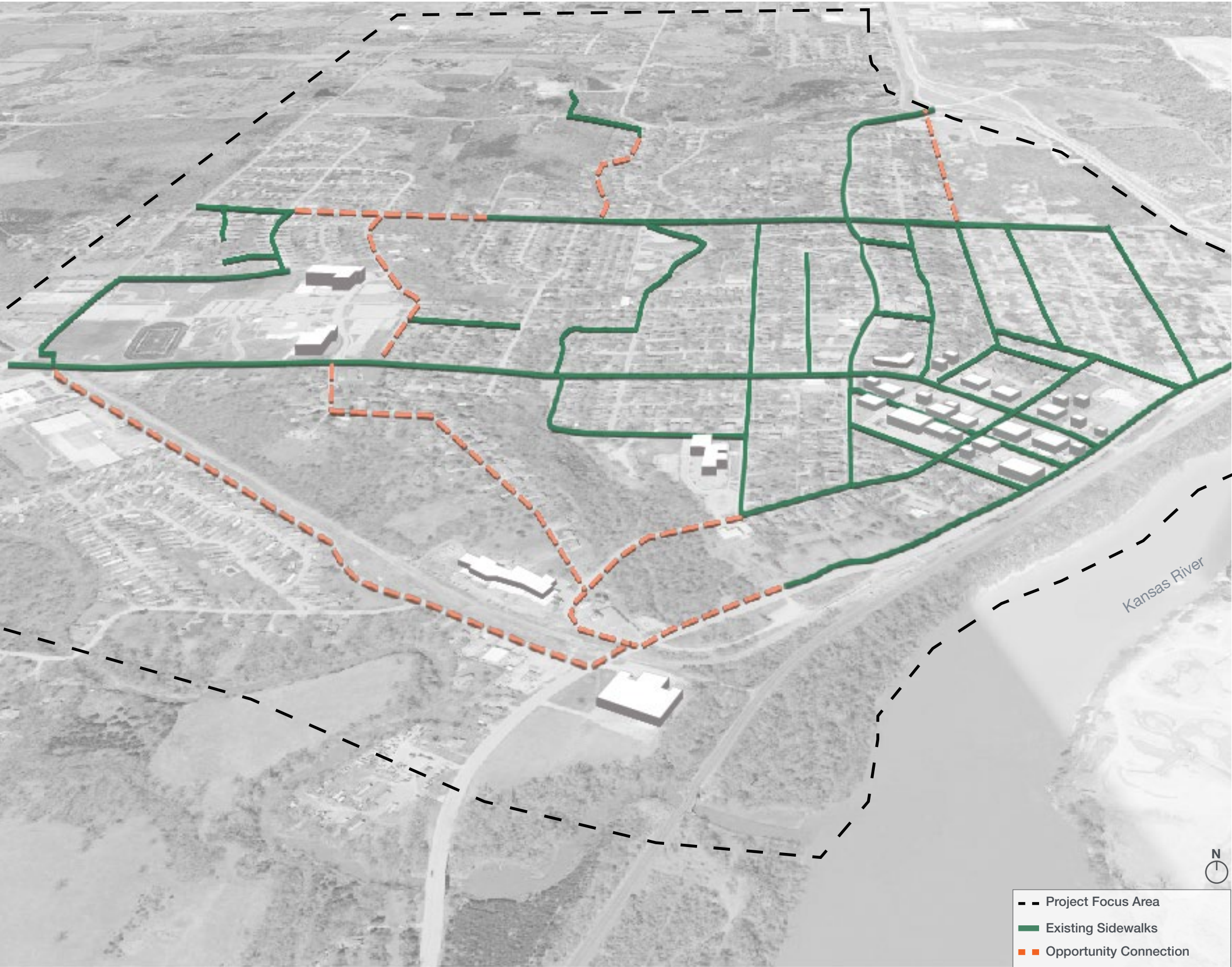
PEDESTRIAN CONNECTIONS

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.



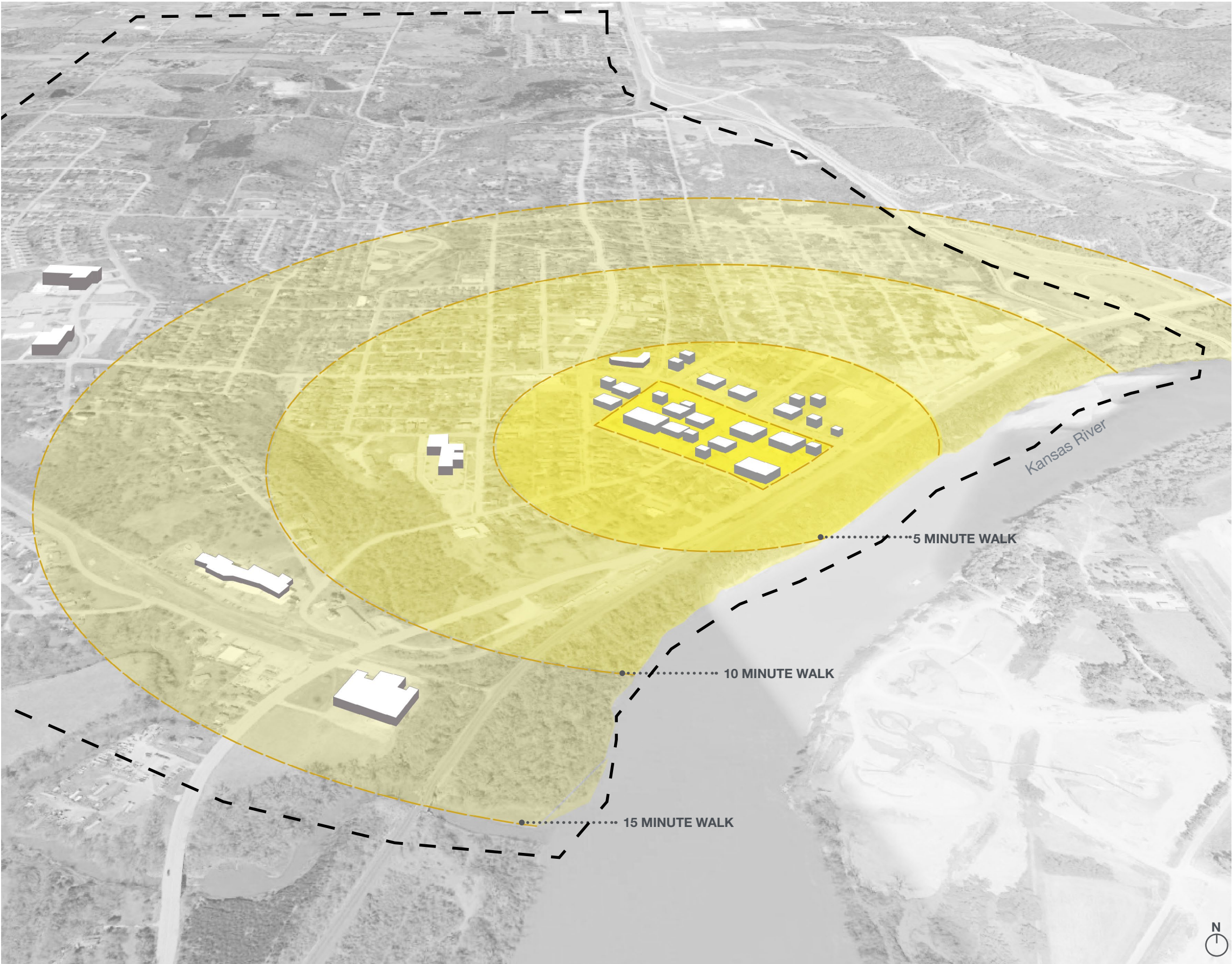
Proposed / Existing Sidewalks



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.



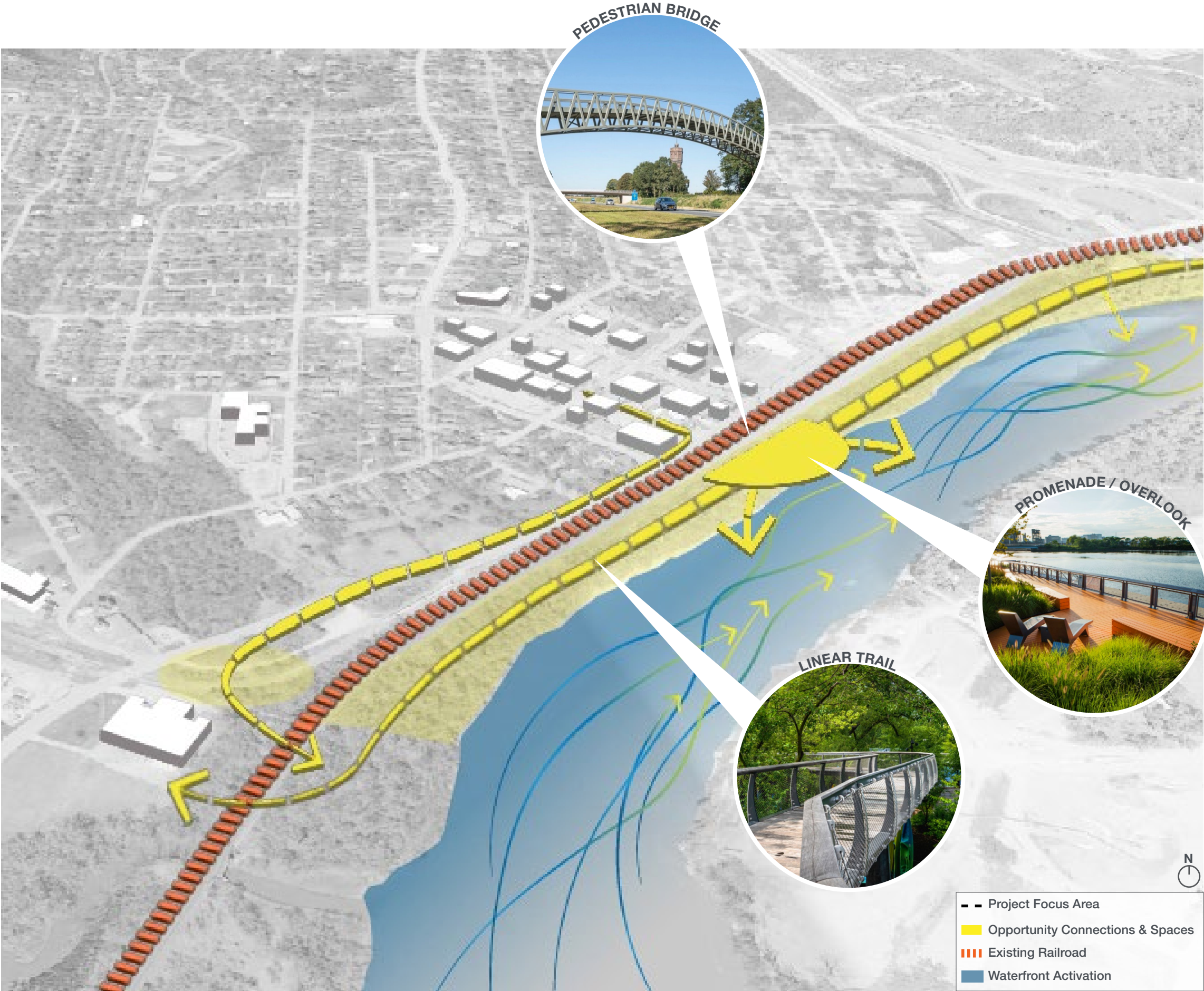
Parks & Trails

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

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:

- 54 Bonner Springs Downtown Master Plan



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

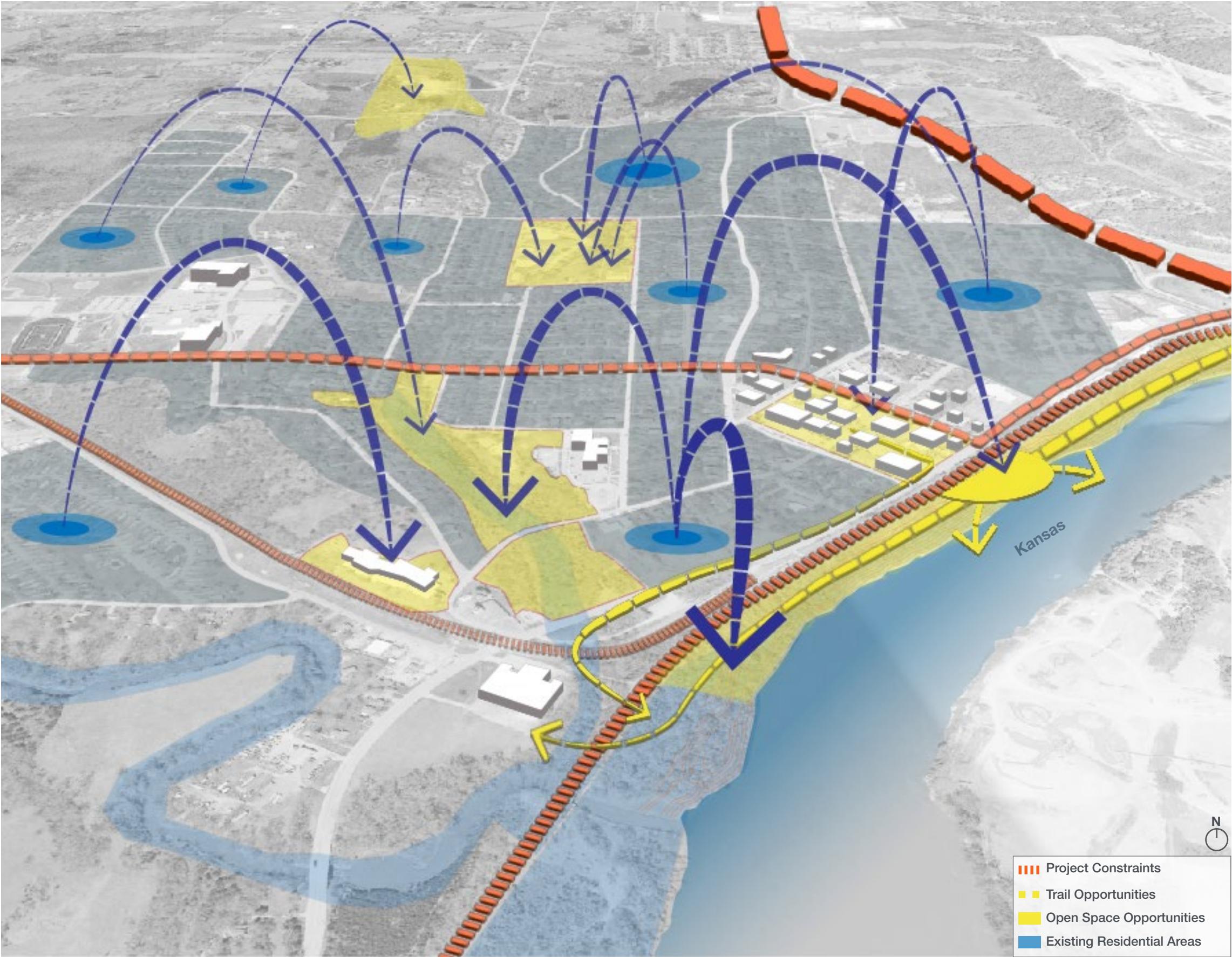
Primary take-aways from the inventory and analysis phase of study are as follows.

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.



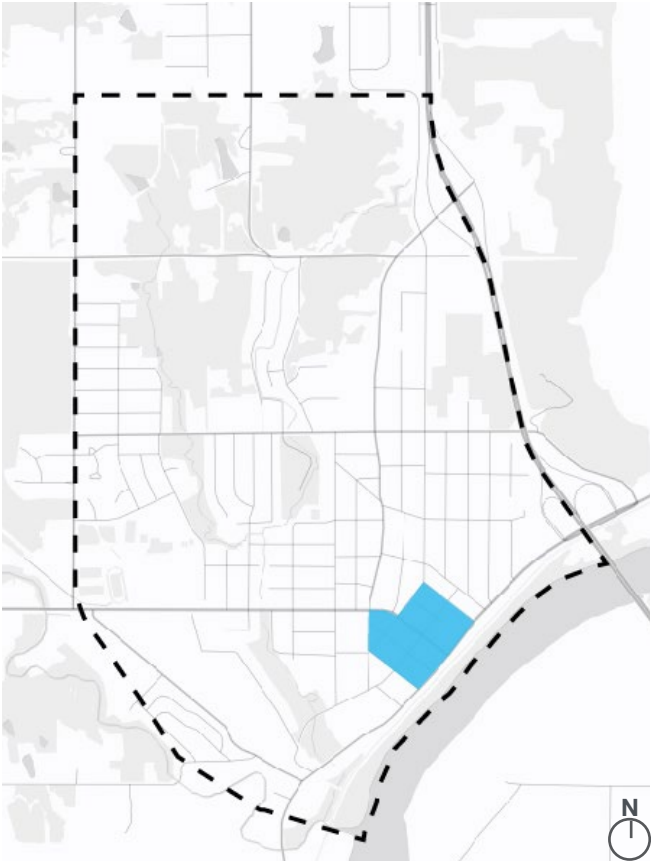
Trail Connections



Riverfront Trail



Riverfront Park



Downtown

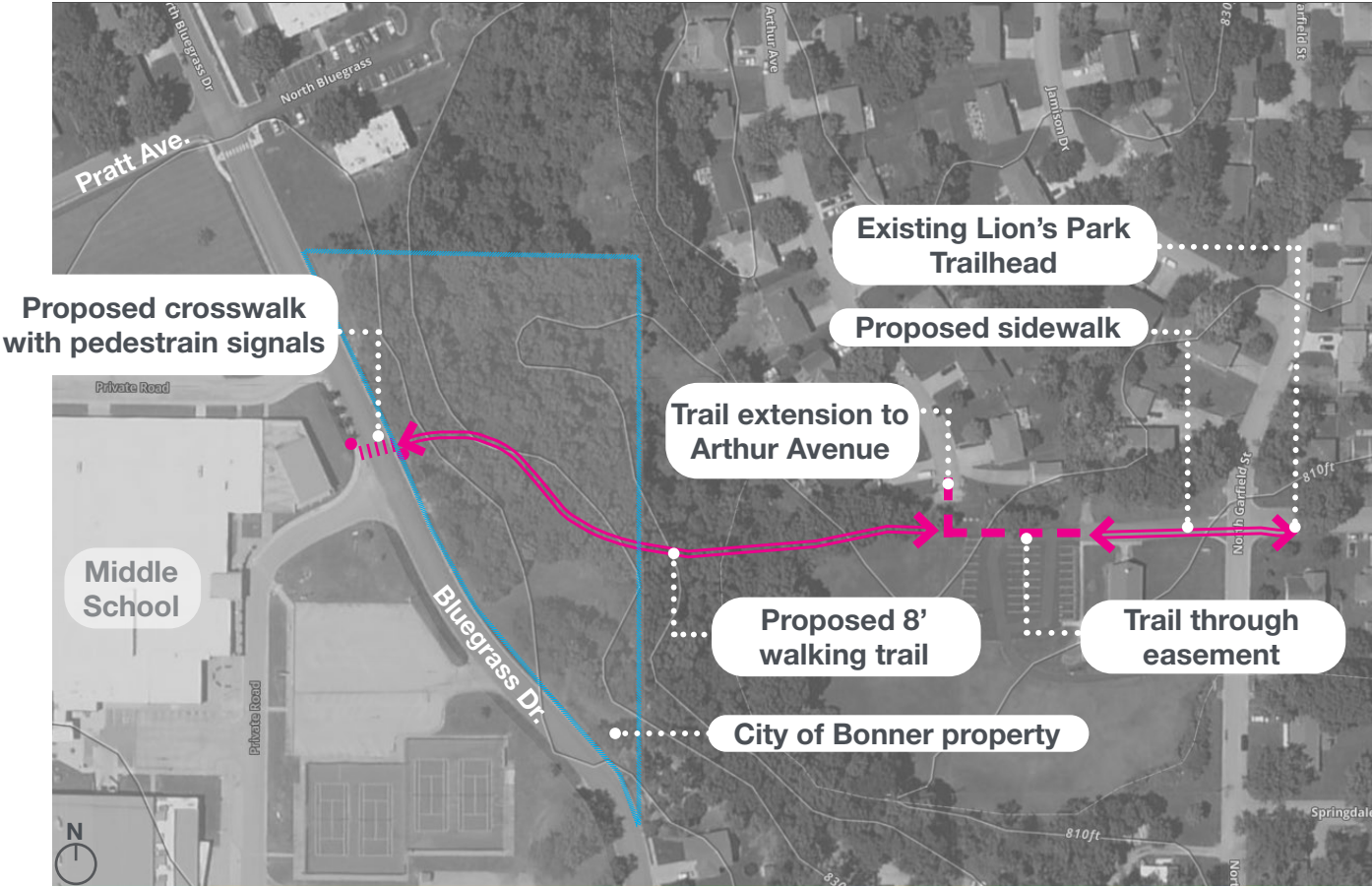
TRAILS IDEATION

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.’

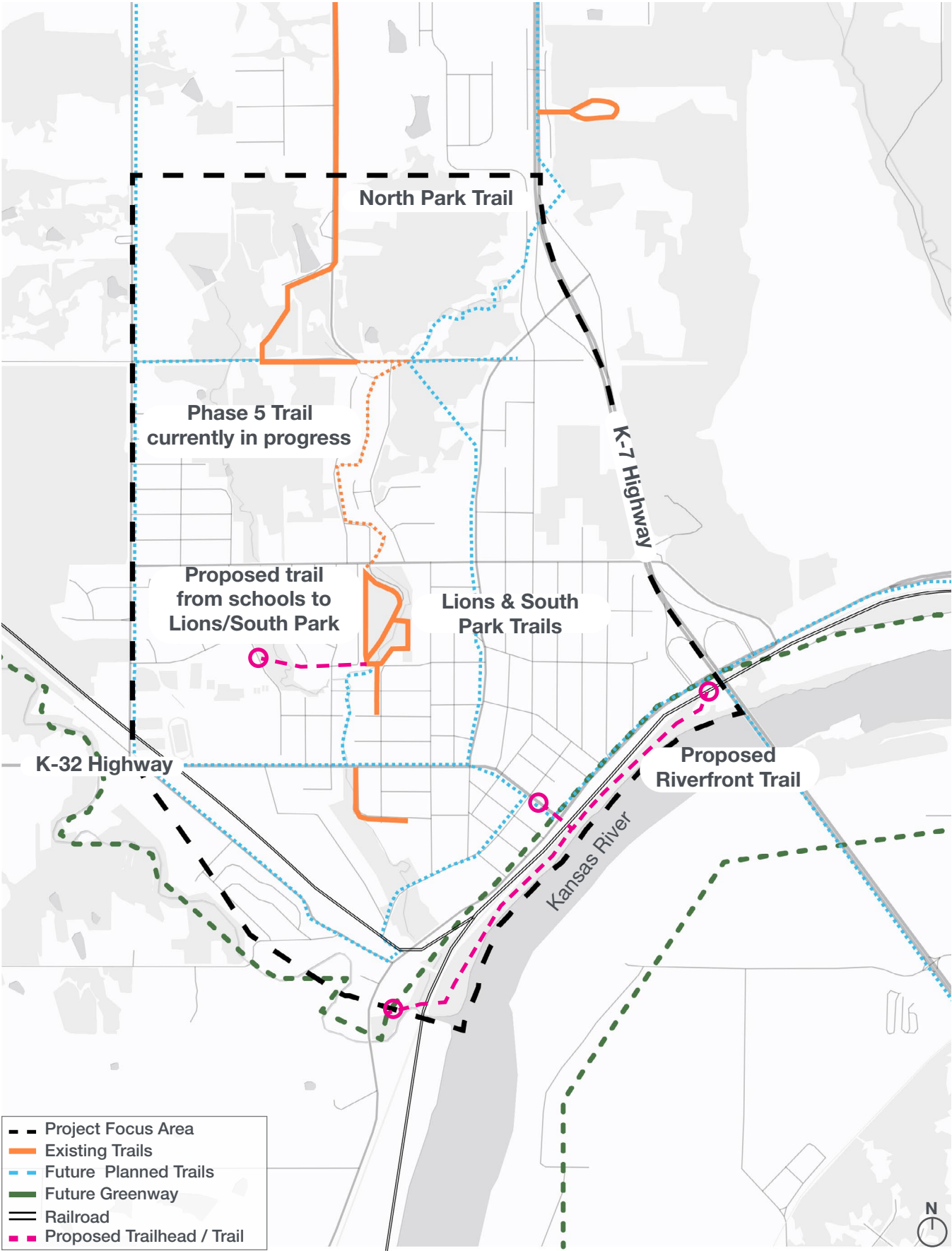
The ‘Bluegrass Trail’ surfaced when the Steering Committee identified a gap in getting students from the Middle School and High School to the adjacent neighborhood to the East. When completing site inventory and analysis within this location it was found that a new crossing at the entrance of the Middle 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

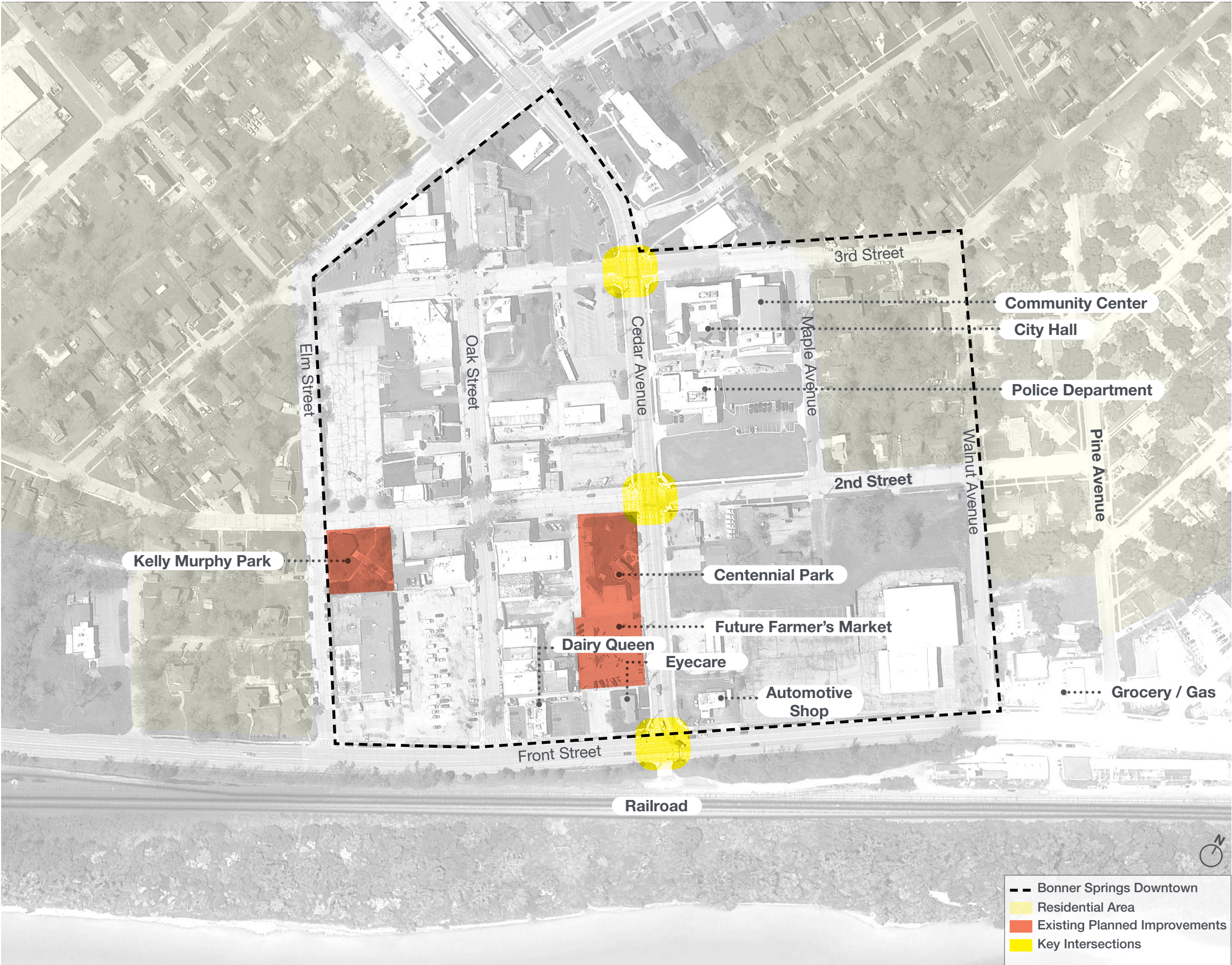


Trails Connections

**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,

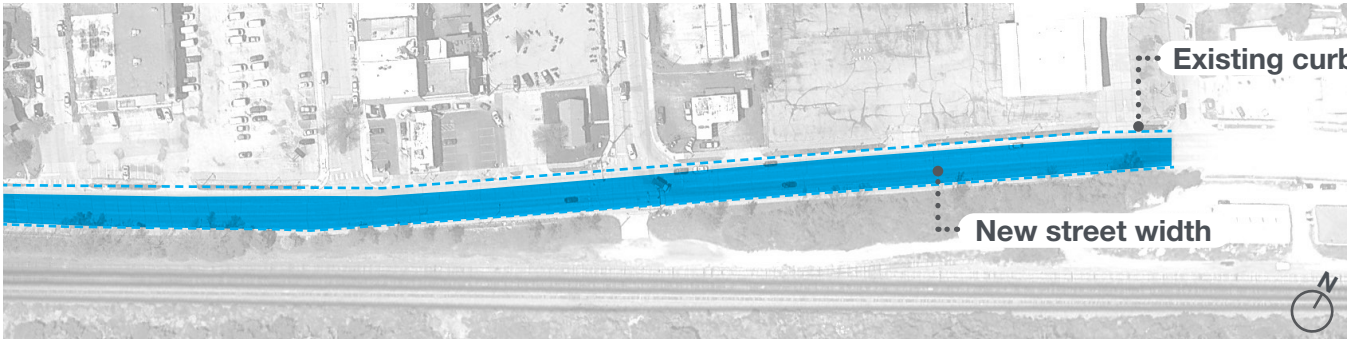
it is proposed to provide a new pedestrian ramp/ elevator to connect people at the street level to the new pedestrian bridge that leads to the Riverfront Trail. It is important to consider how this entity would fit within the streetscape fabric of the intersection with other utilities, pedestrian circulation,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

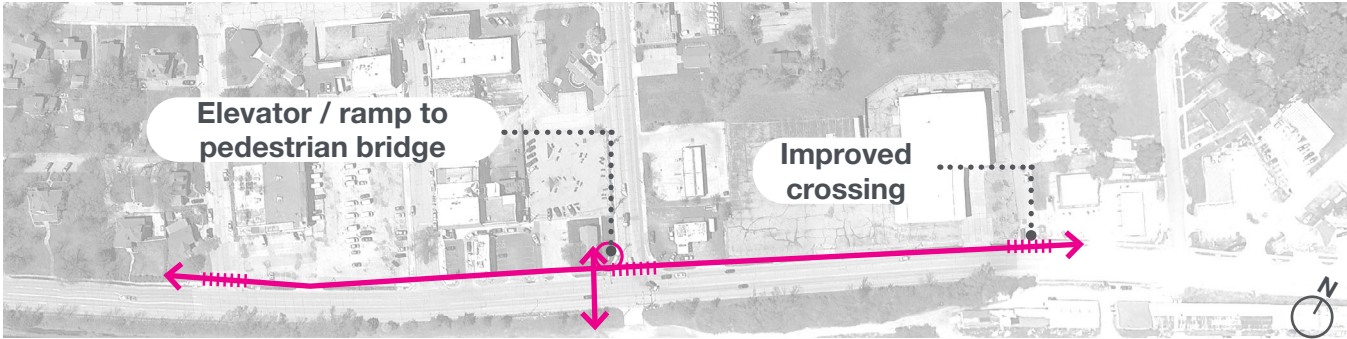
New Trailhead & Gateway

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.



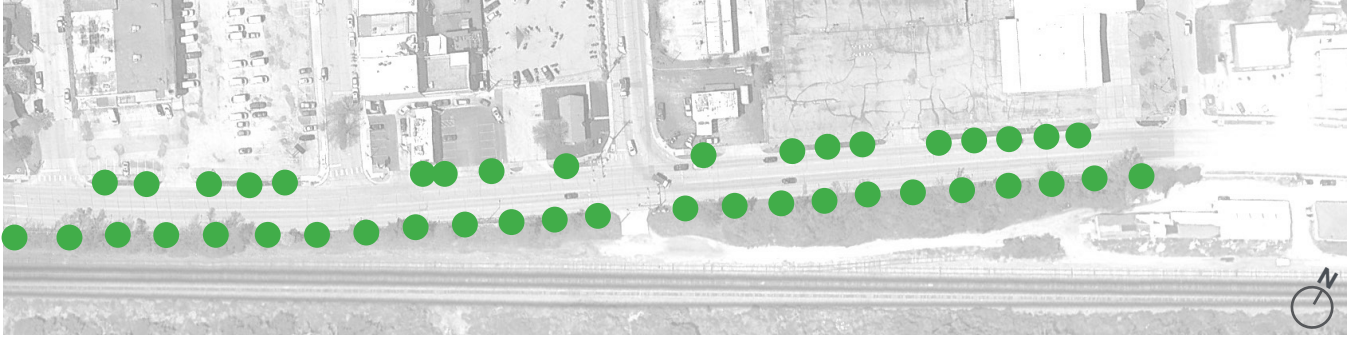
Streetscape Right Sized

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 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

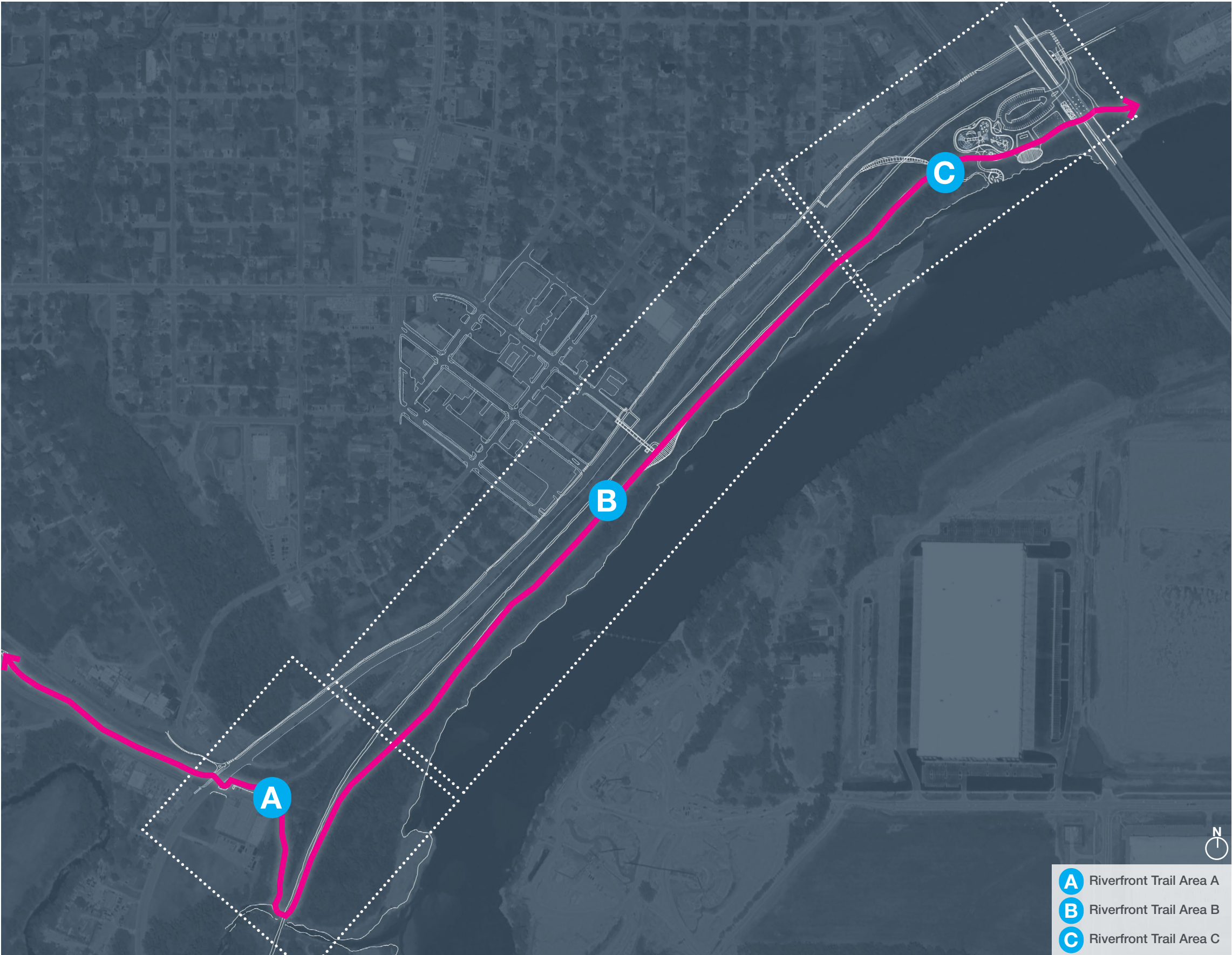


Front Street Recommended Improvements

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

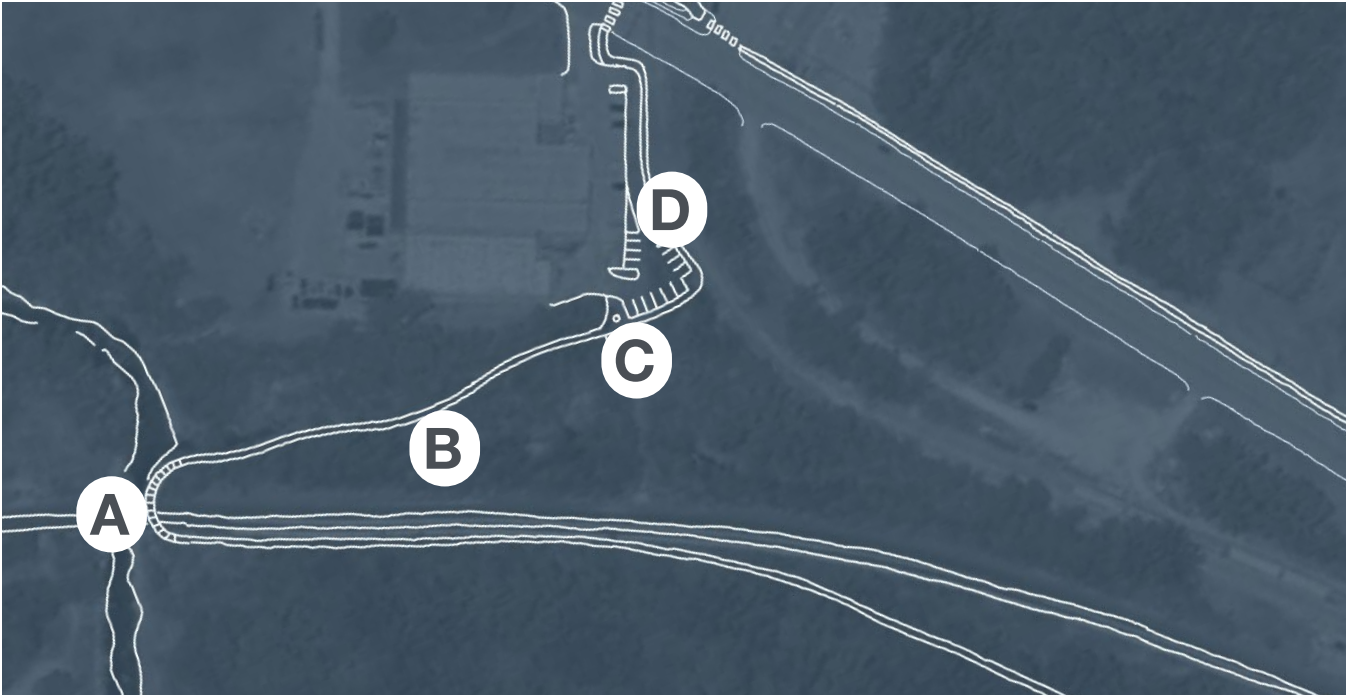
rainwater. The feature could become a local landmark for Bonner Springs.

C - Trailhead Kiosk

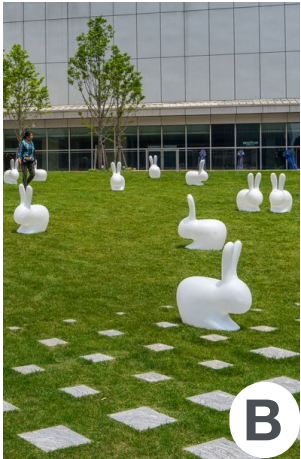
At the trailhead, it is proposed to have a kiosk and gateway with maps, signage, branding, bike racks, and a few seating opportunities. It is recommended the kiosk design be consistent or similar to all three entries of the trail.

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

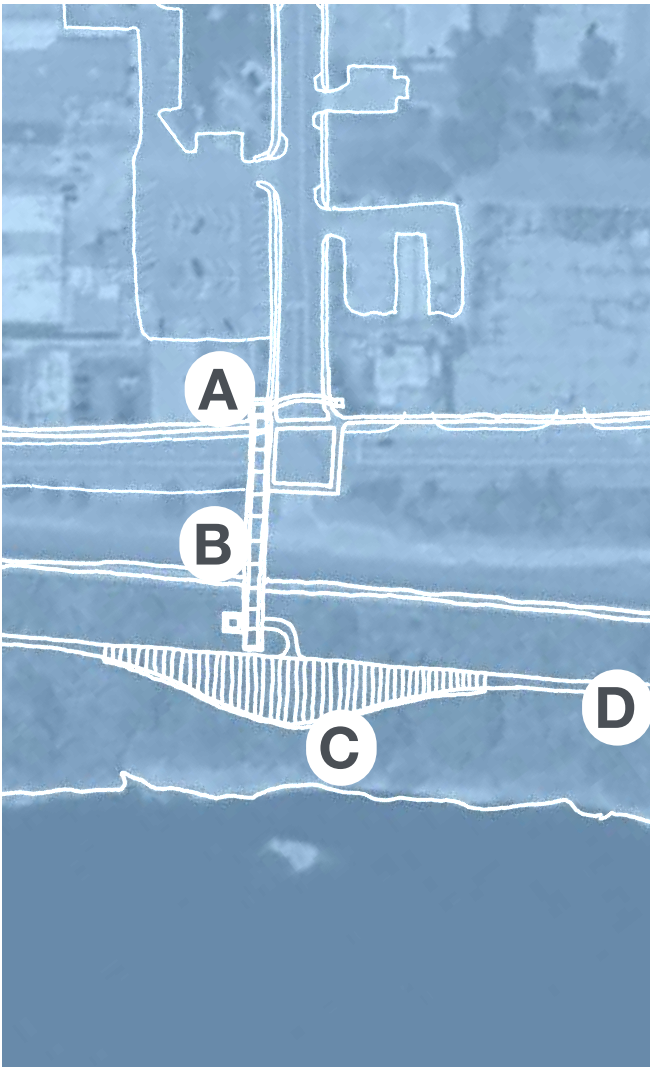
The proposed pedestrian bridge will be required to be highly elevated in order to remain outside of the railroad’s required envelopes. The bridge could be simple and modern or be colorful and artistic. A consideration to keep in mind when thinking about the overall design of the bridge is that it will 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

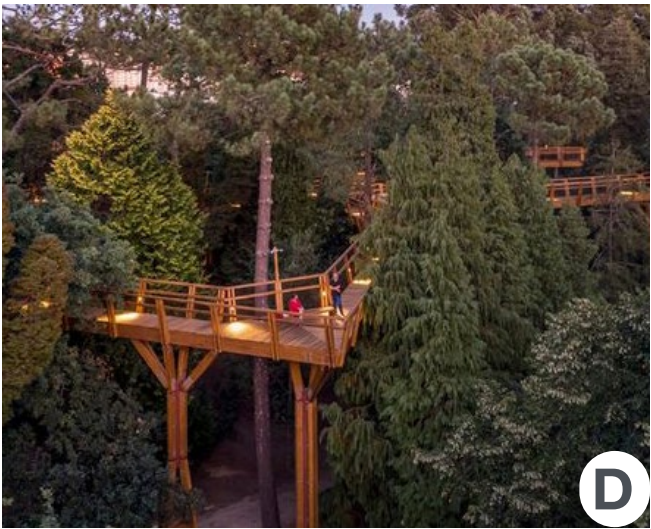
The overlook and promenade is proposed to be at the center of the trail. It is imagine that this space would have the capacity to hold events or larger groups of people and provides a view to the Kansas River. There are many things this space could becomes such as a more standard overlook with a shade 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.



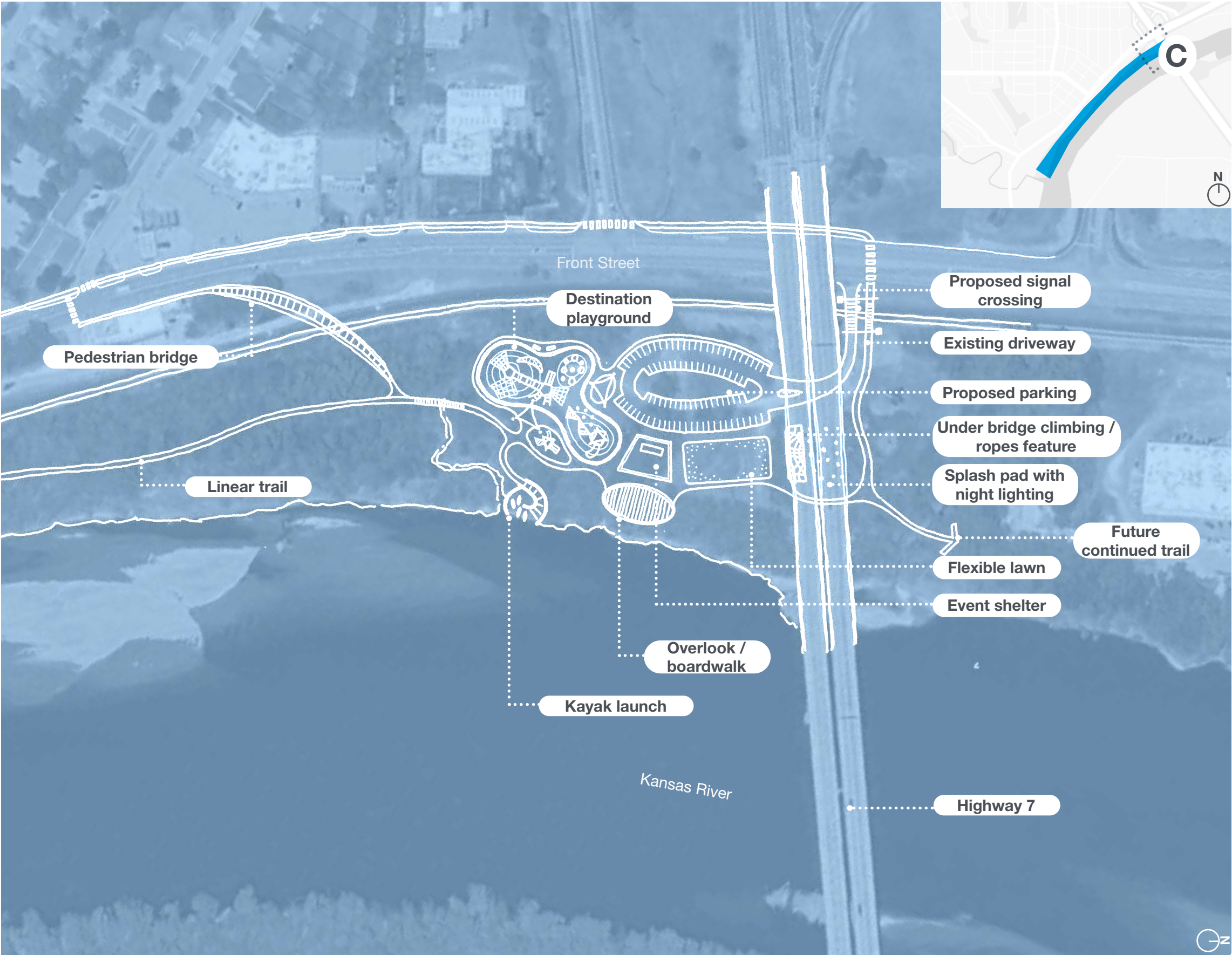
Riverfront Concept - Area B Enlargement



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.

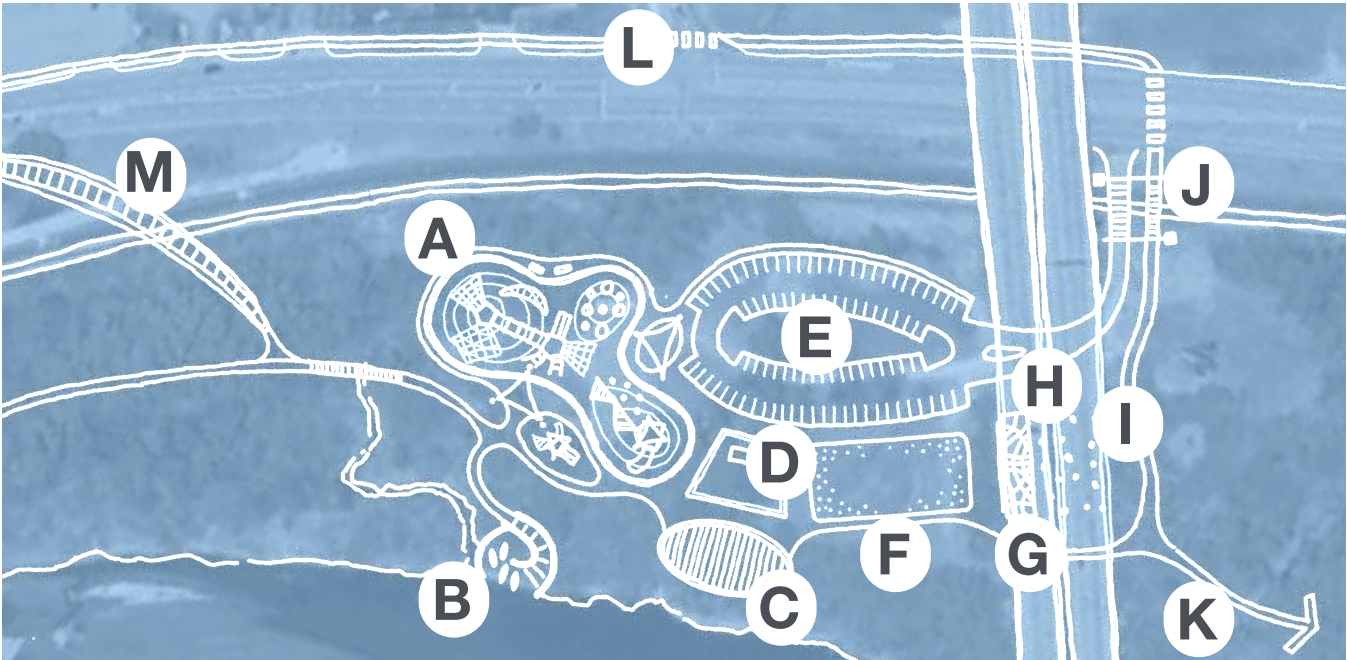
J - Signaled at grade crossing

K - Connection to Future Trail

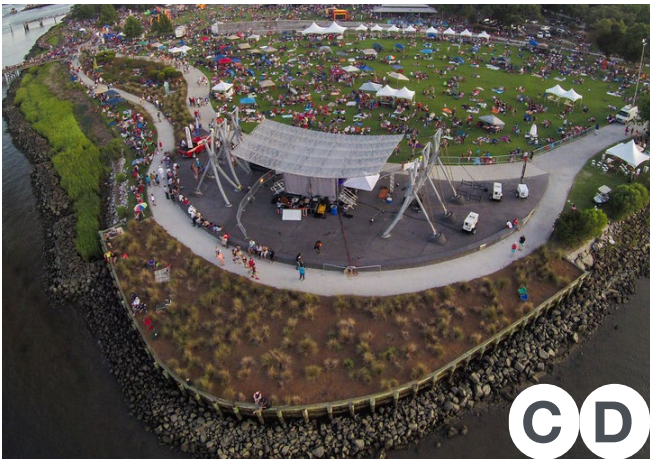
L - Improved Front Street sidewalk

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.

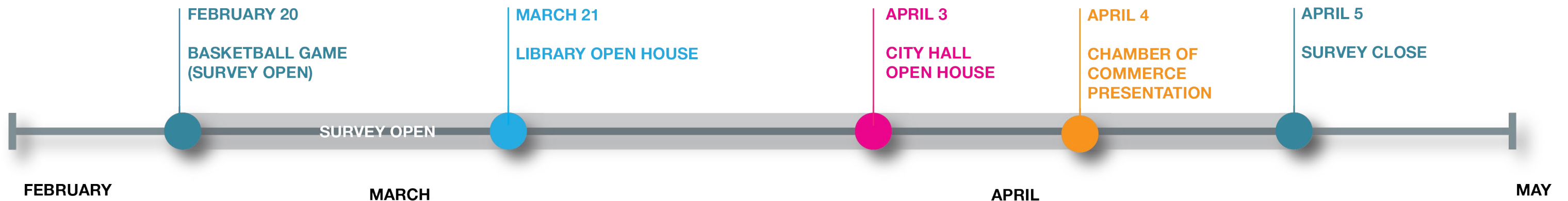


Riverfront Concept - Area C Enlargement





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

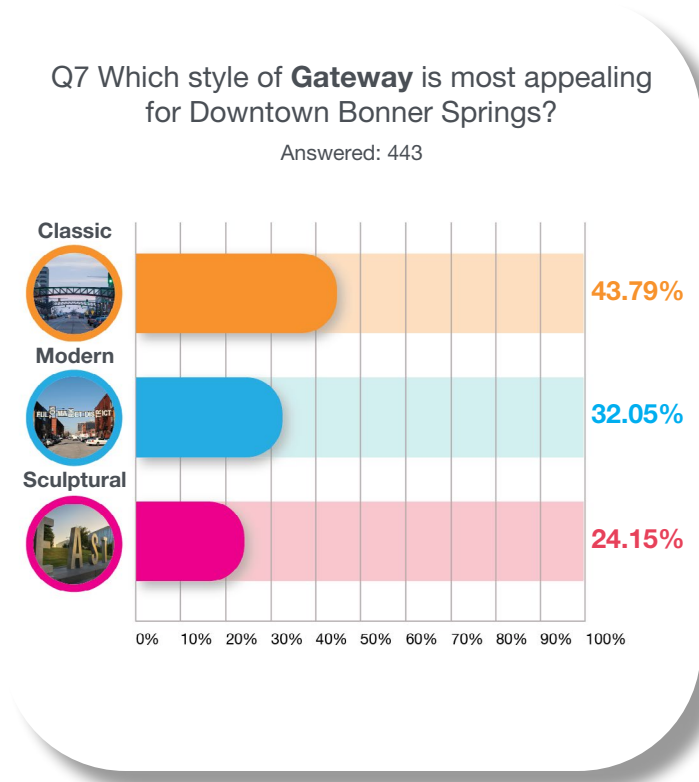
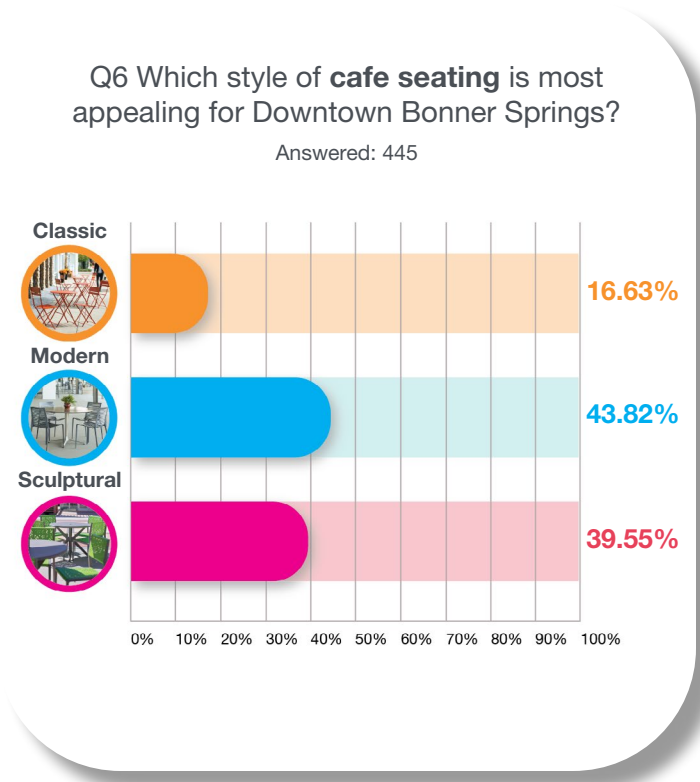
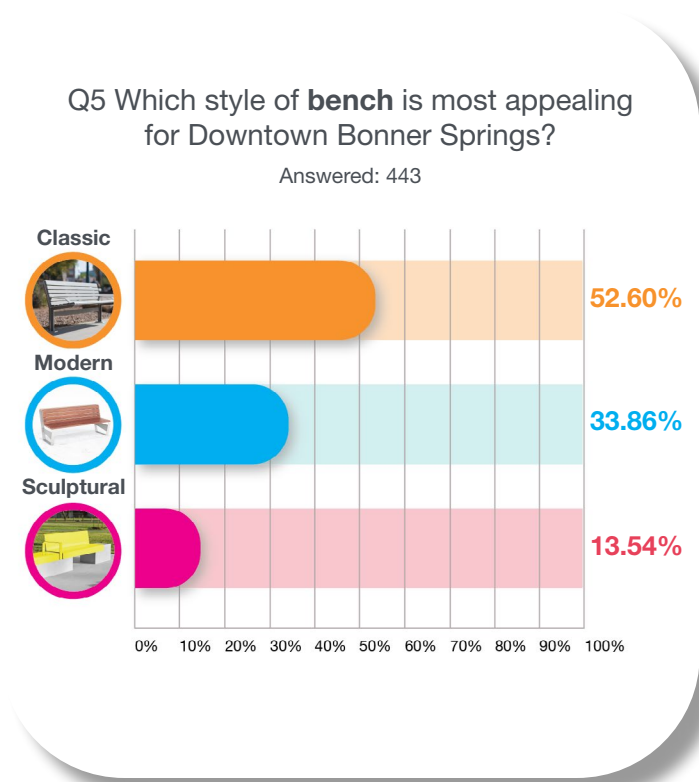
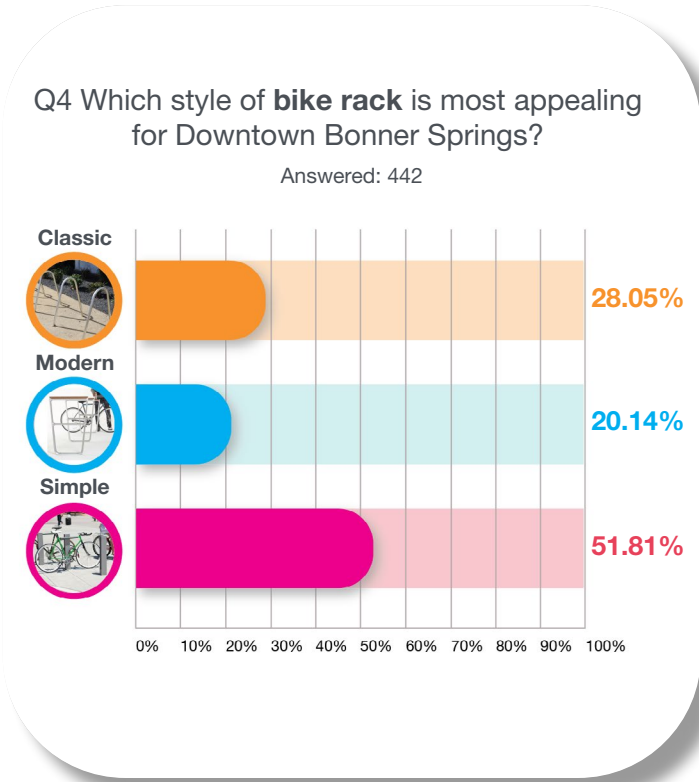
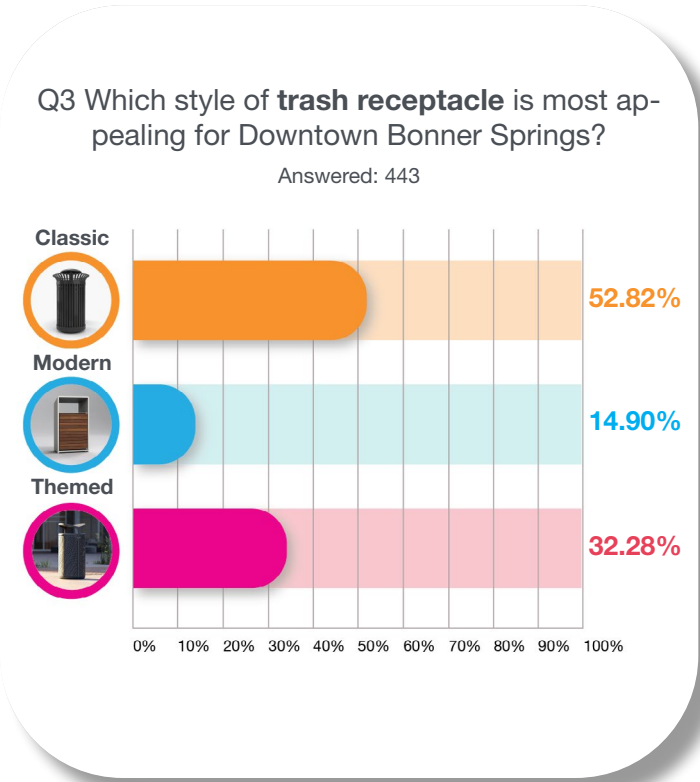
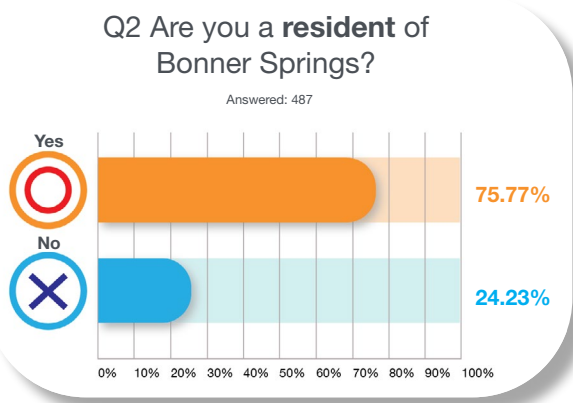
- There is a desire to provide riverfront access in some capacity
- It is desirable to provide adult programming and spaces in addition to kids activities
- Interest in event spaces that are near downtown
- Interest in flexible programable plaza space under bridge
- Some safety concerns regarding crossing 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

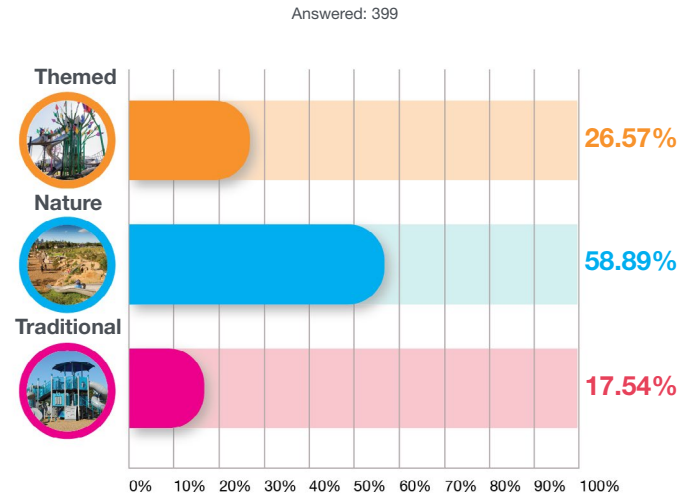
SURVEY RESULTS

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.

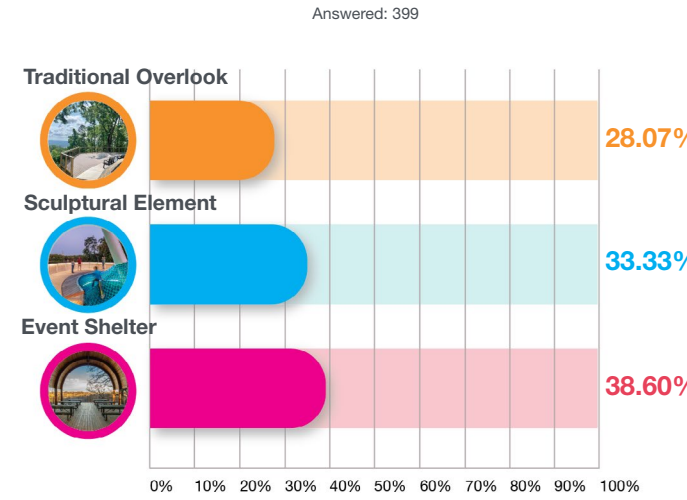
Additionally, the proposed event shelter and lawn promise to be focal points for gatherings and recreational activities, enhancing social cohesion. Notably, residents are eager for the playground to be iconic, potentially becoming a landmark within the city to bring in visitors. However, amidst the excitement, 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.

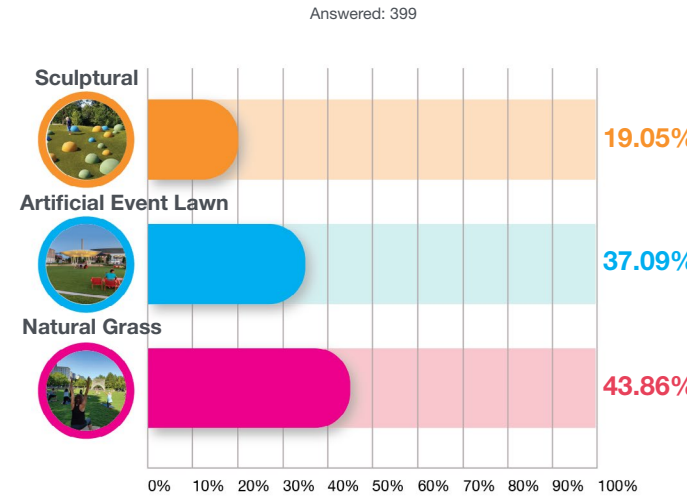
Q11 Choose your preferred style of **playground**



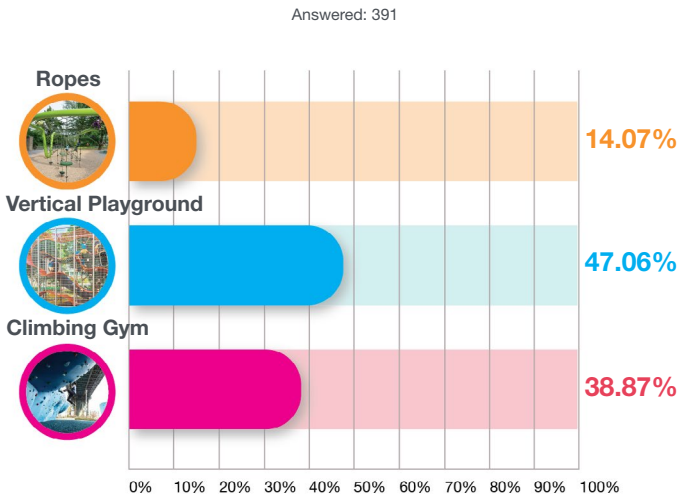
Q12 Choose your preferred style of **overlook/ event shelter**



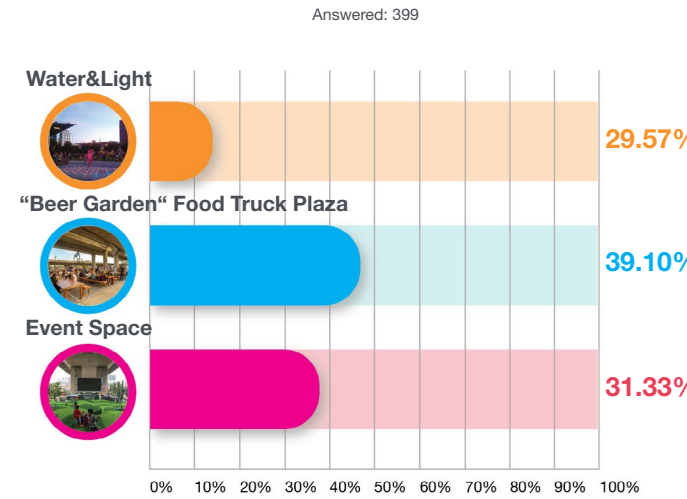
Q13 Choose your preferred style of **flexible lawn**



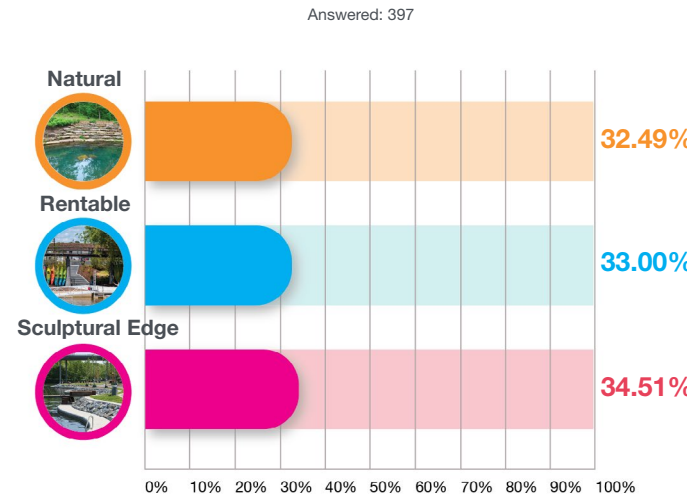
Q14 Choose your preferred style of **vertical play**



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

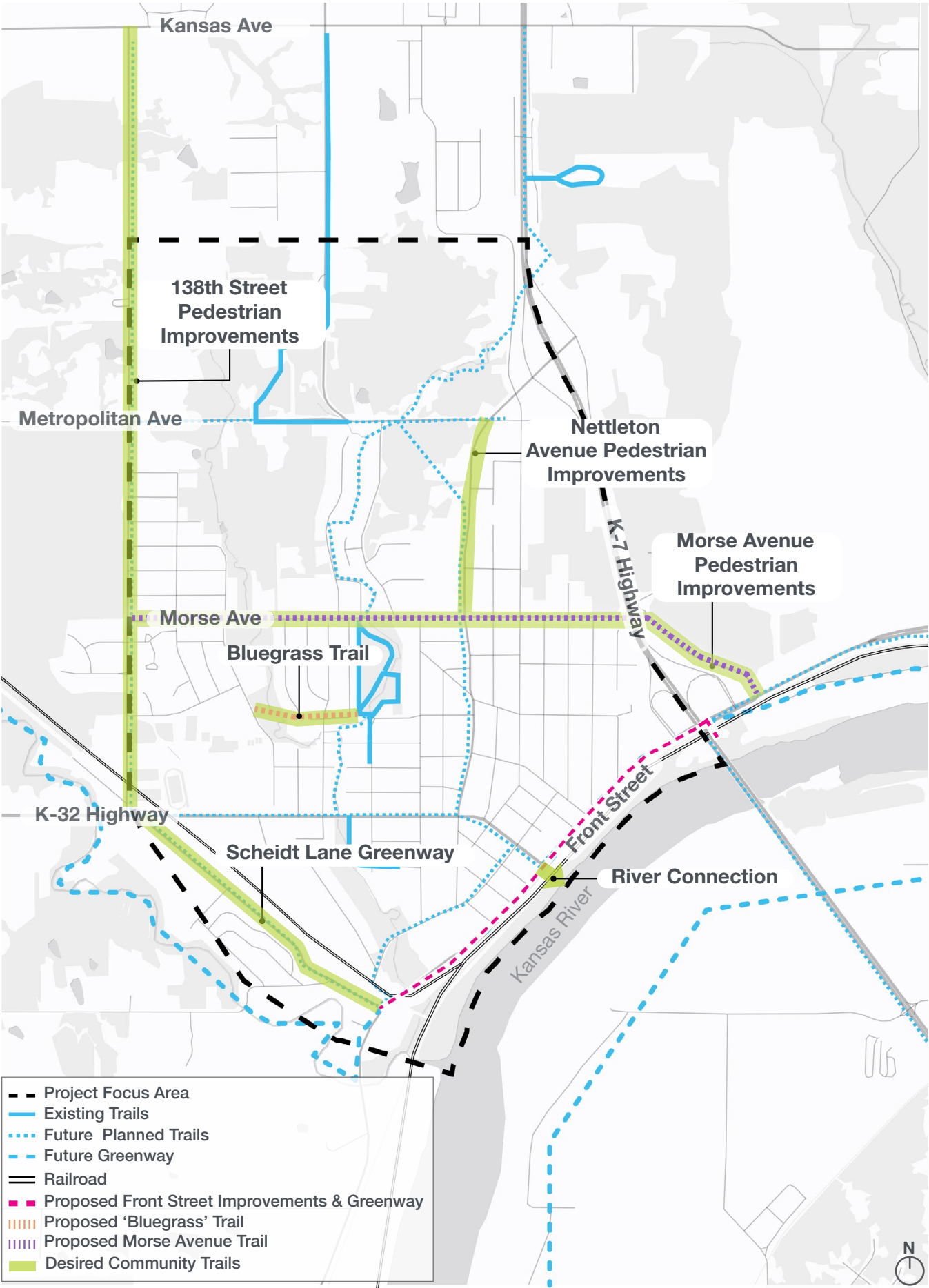
Several participants indicated the desire for a trail that connects downtown to the businesses west of downtown as well as to the Bonner Springs Estates neighborhood. This trail is already a future planned trail along Scheidt Lane and this masterplan further promotes this connection by extending the 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



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

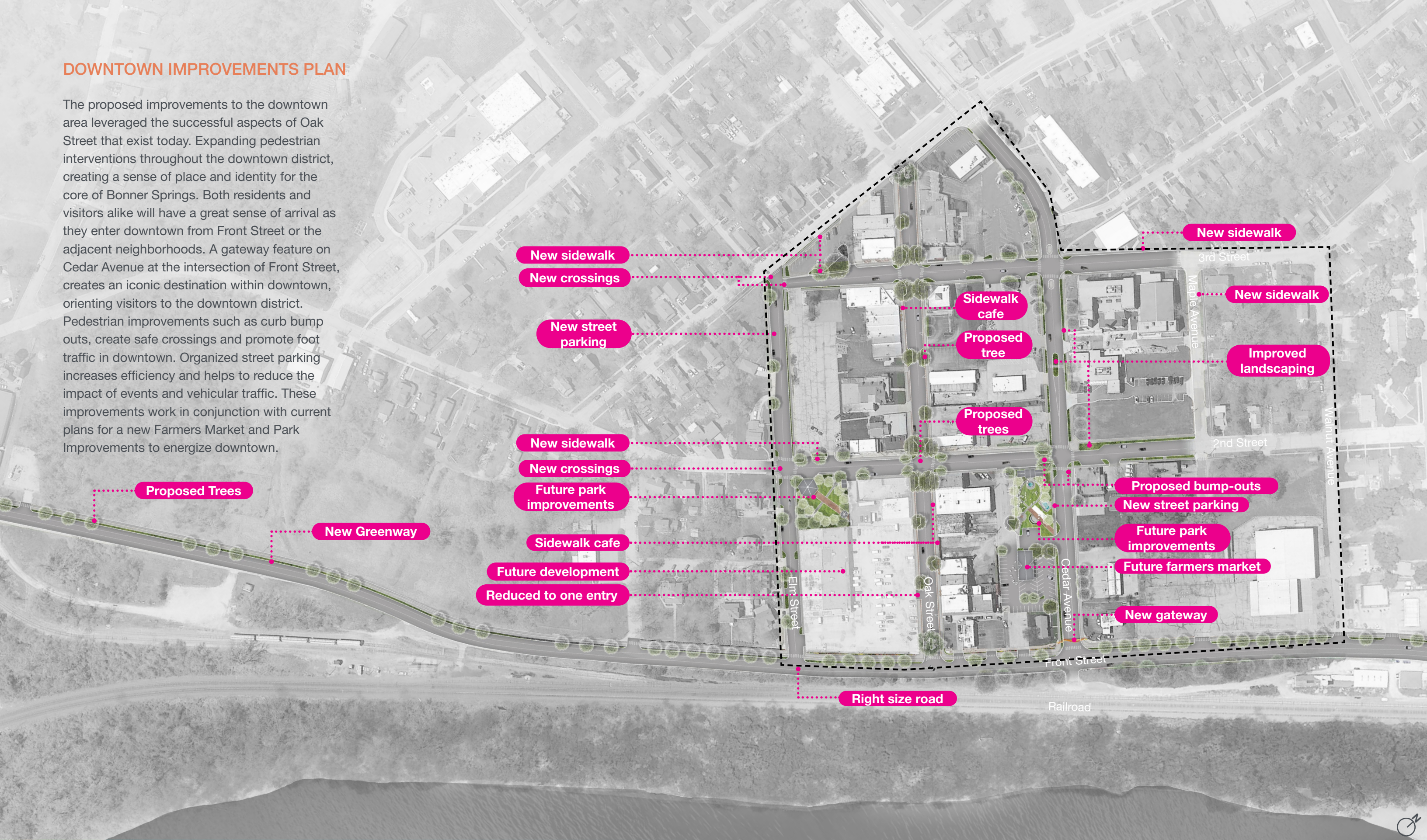
- **Elm Street:** Provide new crossings and sidewalks at the corner of Elm and 3rd Street as well as provide street parking
- **Oak Street:** Provide consistent lighting, trash receptacles, benches, and wayfinding
- **Cedar Ave:** Provide consistent lighting, trash receptacles, benches, and wayfinding 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.



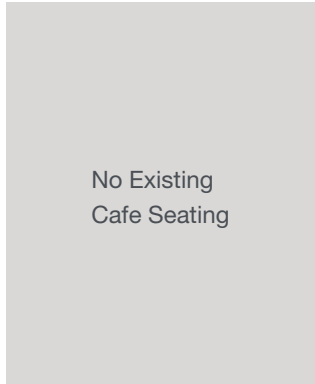
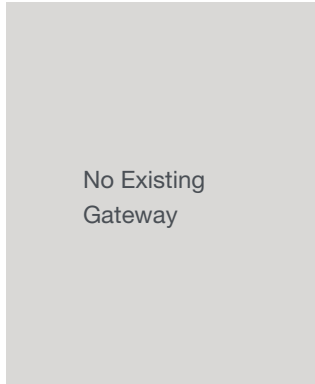
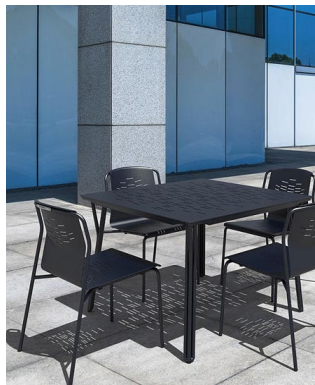
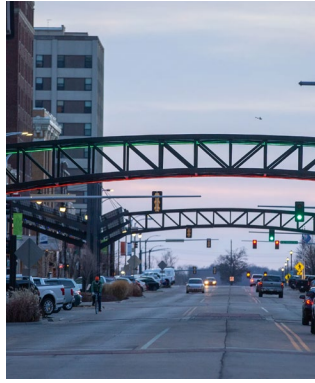
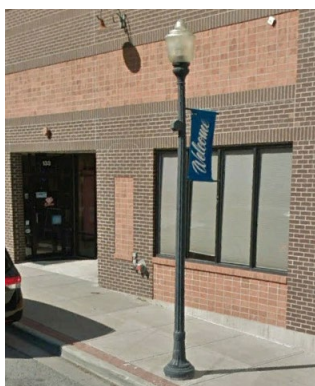
Downtown Key Changes Plan

DOWNTOWN IMPROVEMENTS

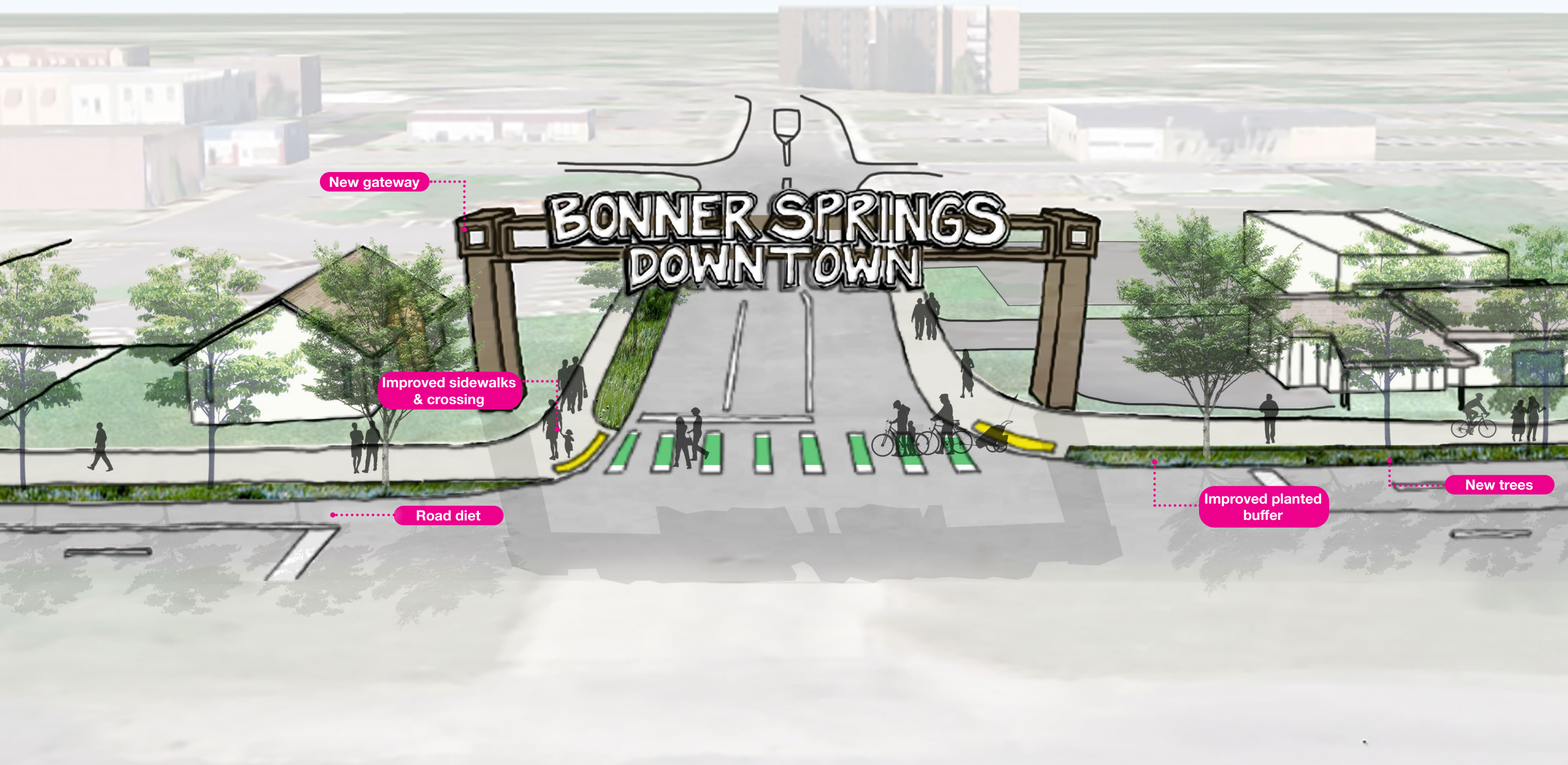
Although the downtown is very walkable and has sidewalk infrastructure throughout, implementing the success of Oak Street’s pedestrian scale and range of site furnishings throughout all of downtown and on Front Street is recommended. The images to the right show existing furnishings that are in downtown 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.

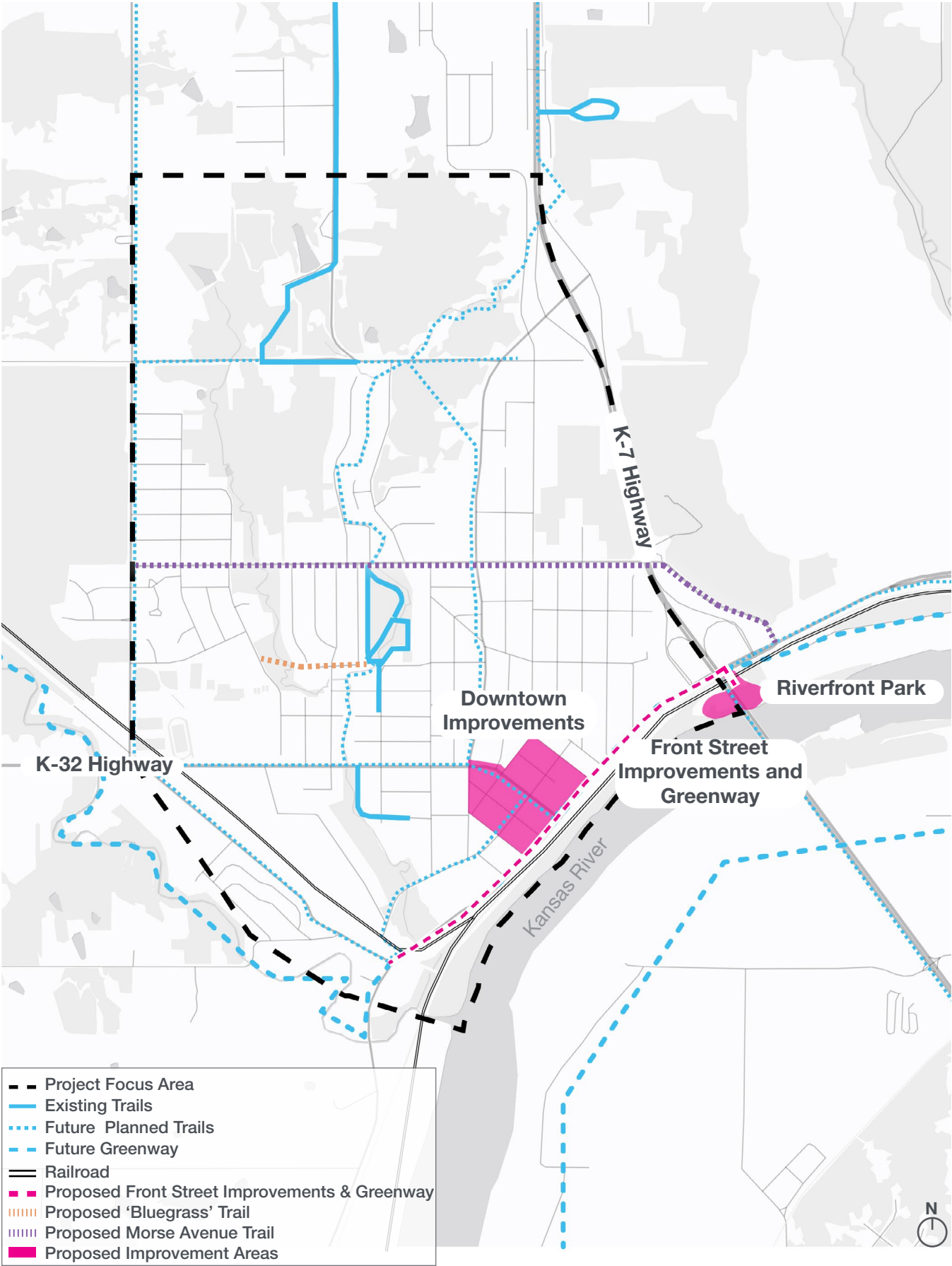
Moreover, the integration of Bonner Springs into regional trail networks strengthens its identity as a vital hub within the broader metropolitan area, fostering a sense of connectivity and belonging among residents of diverse backgrounds and interests. By facilitating easy access to amenities, parks, 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.

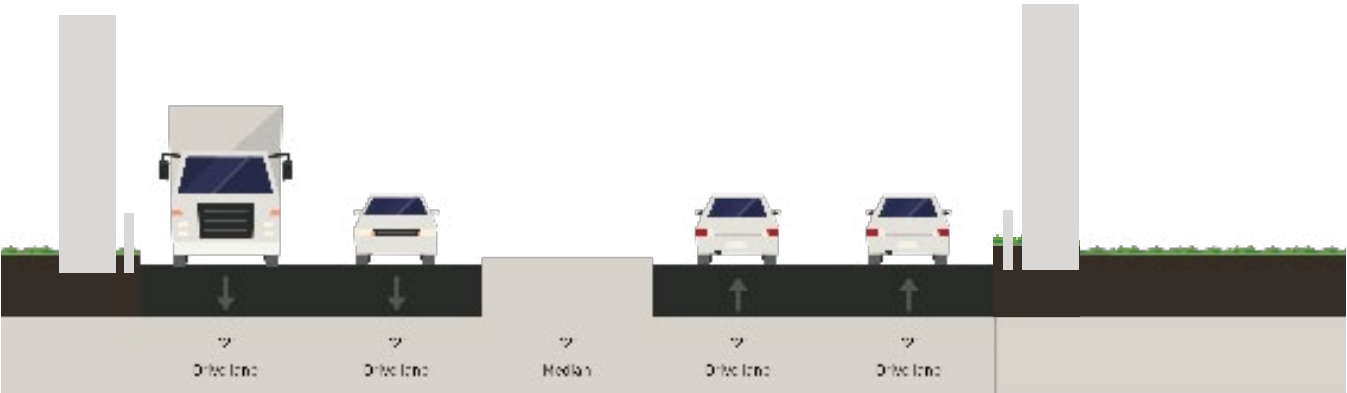


Front Street Improvements Reference Plan

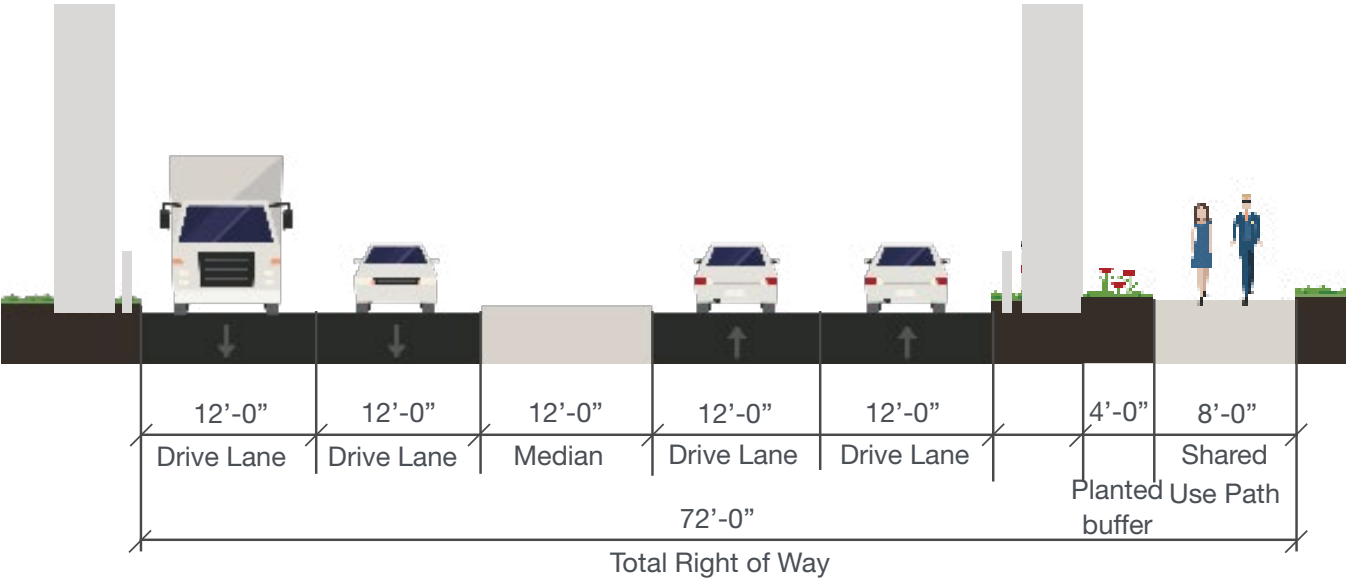
FRONT STREET IMPROVEMENTS - STREET TYPE A



Existing Street A



Existing Section A

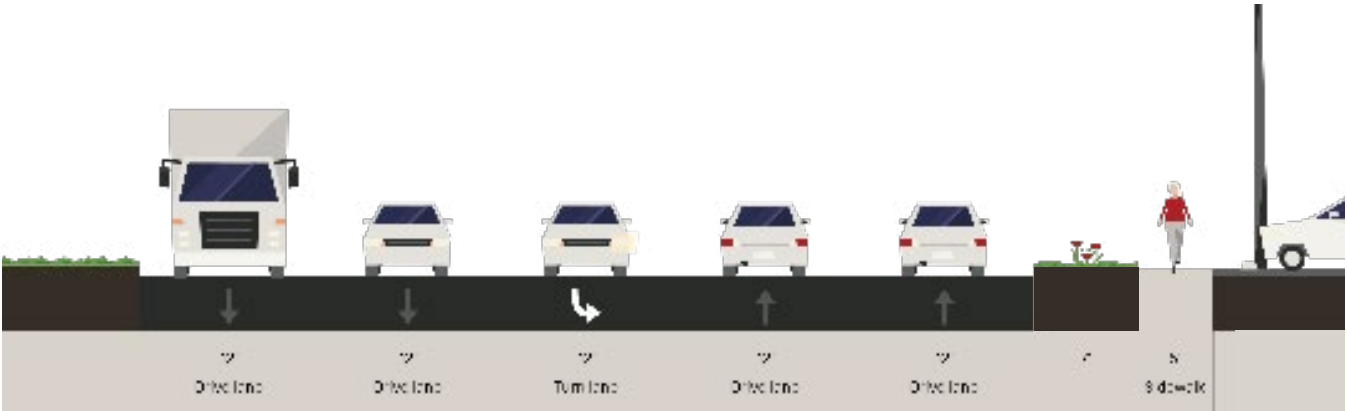


Proposed Section A

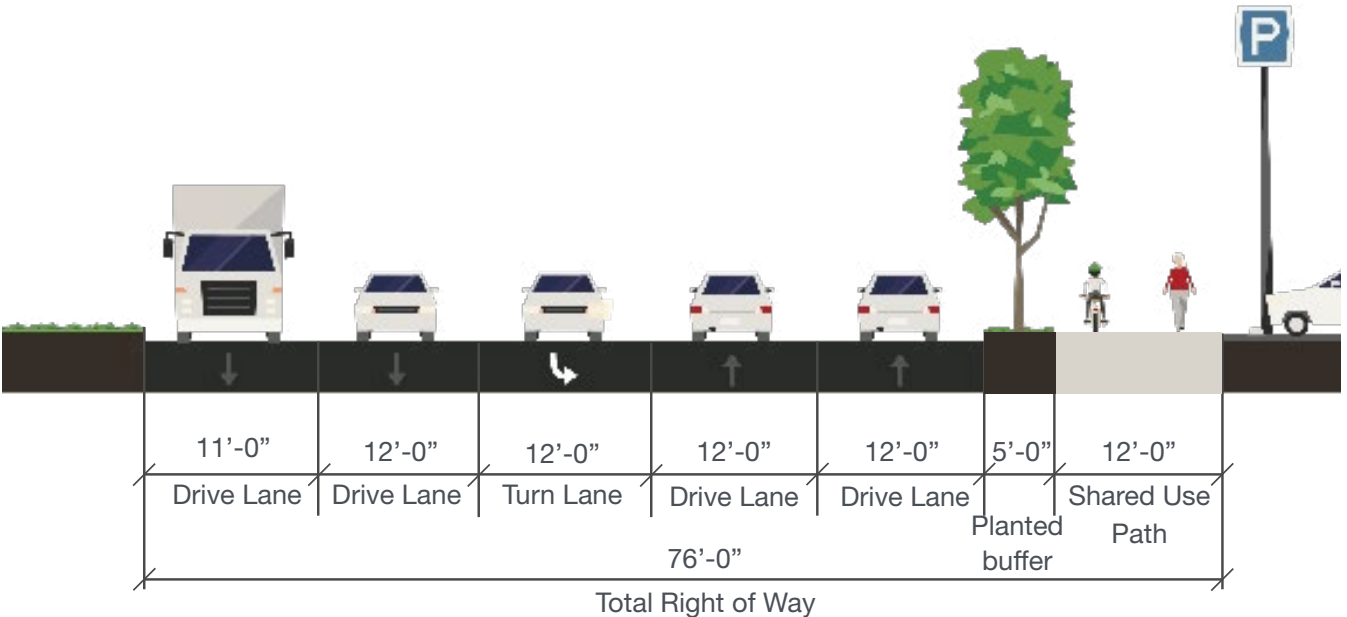
FRONT STREET IMPROVEMENTS - STREET TYPE B1



Existing Street B1

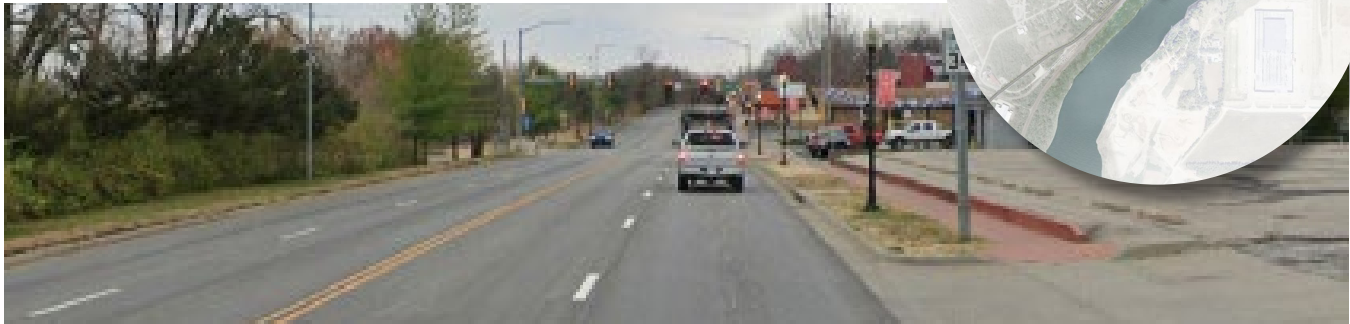


Existing Section B1

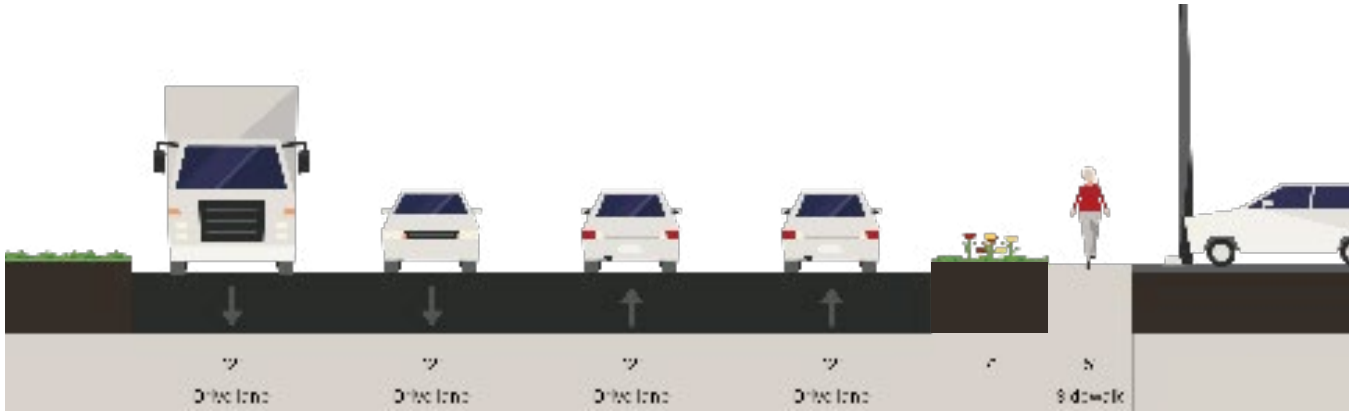


Proposed Section B1

FRONT STREET IMPROVEMENTS - STREET TYPE B2



Existing Image B2

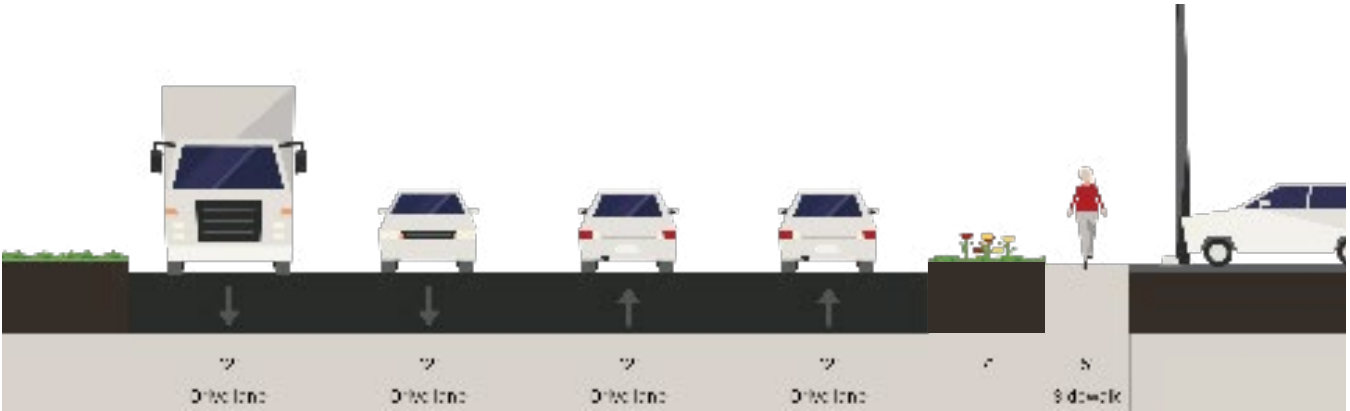


Existing Section B2

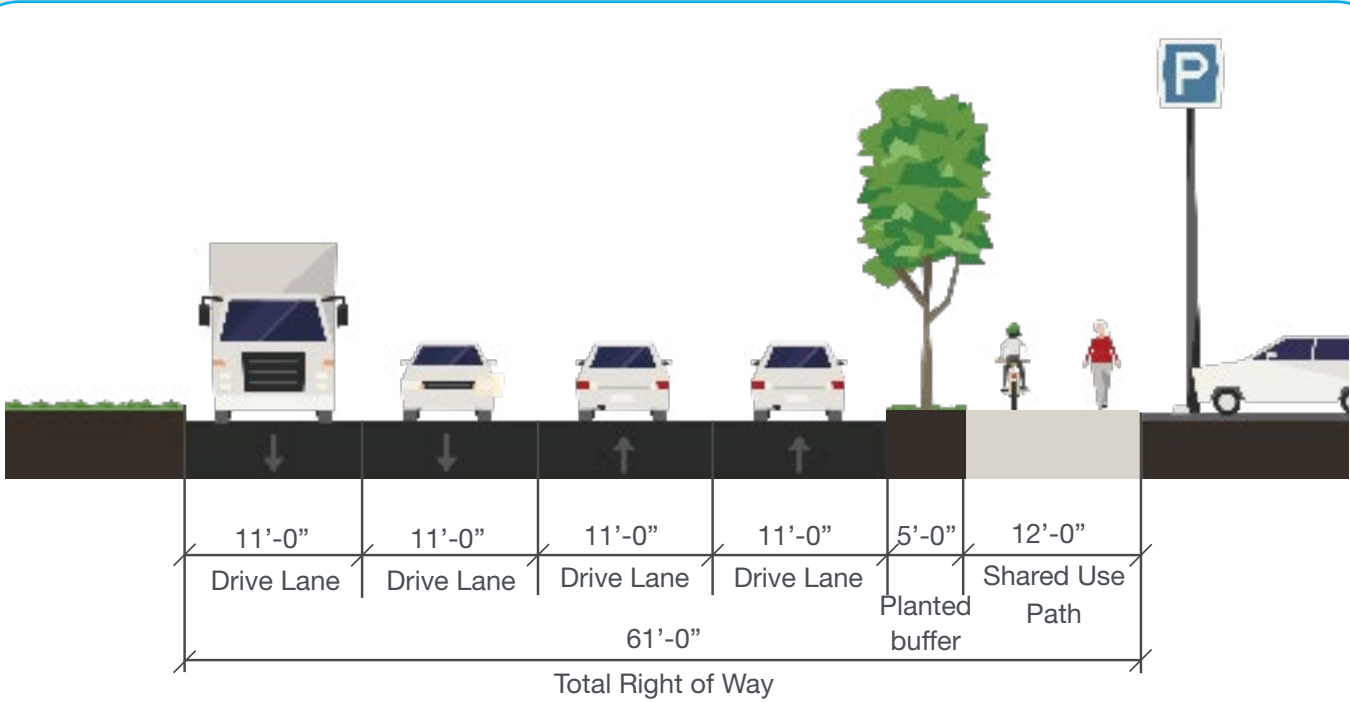
FRONT STREET IMPROVEMENTS - STREET TYPE C



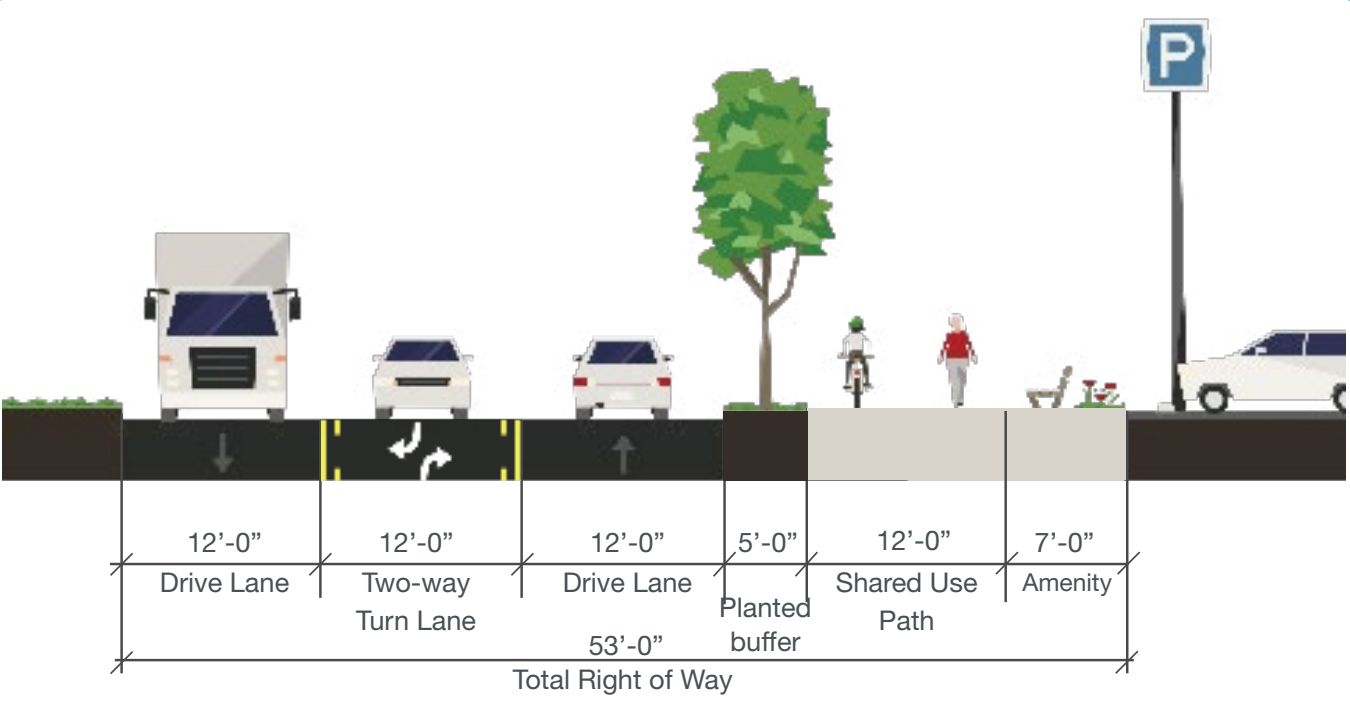
Existing Image C



Existing Section C



Proposed Section B2

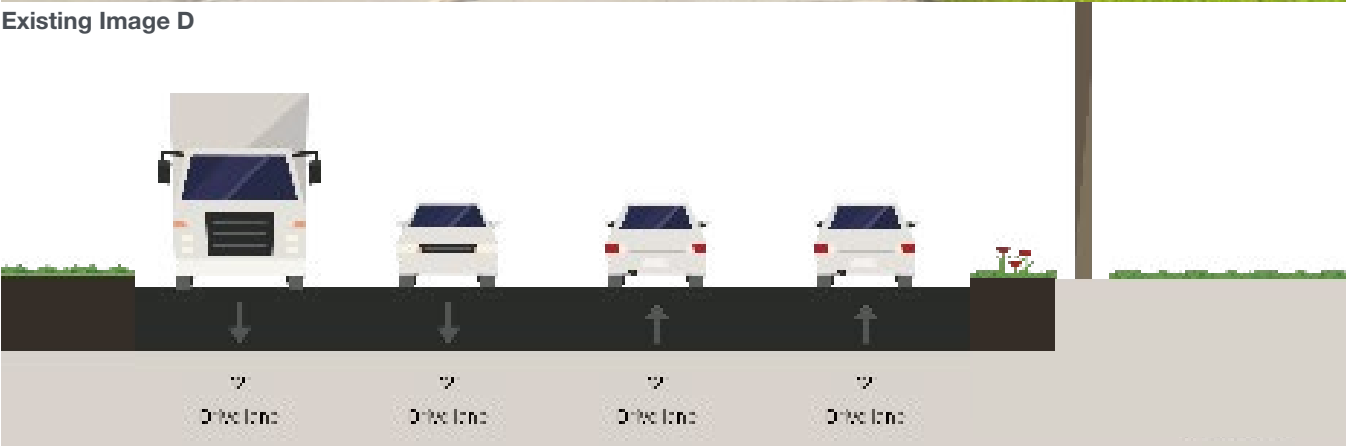


Proposed Section C

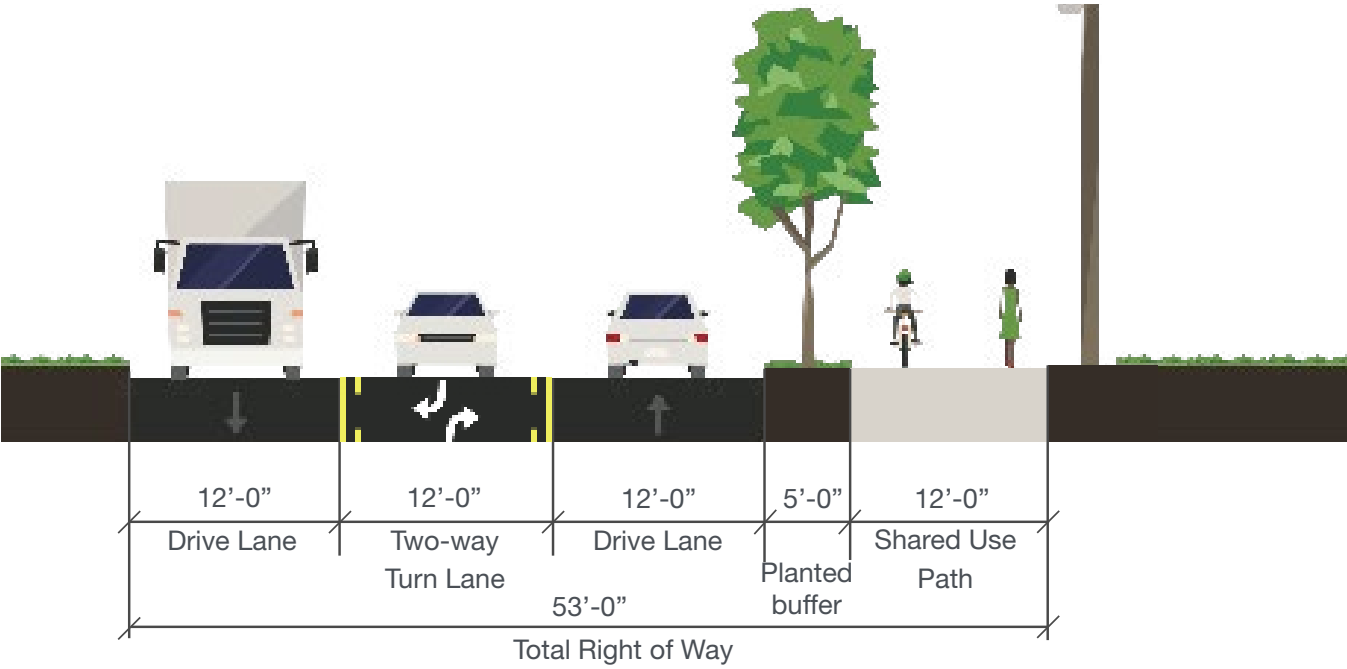
FRONT STREET IMPROVEMENTS - STREET TYPE D



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



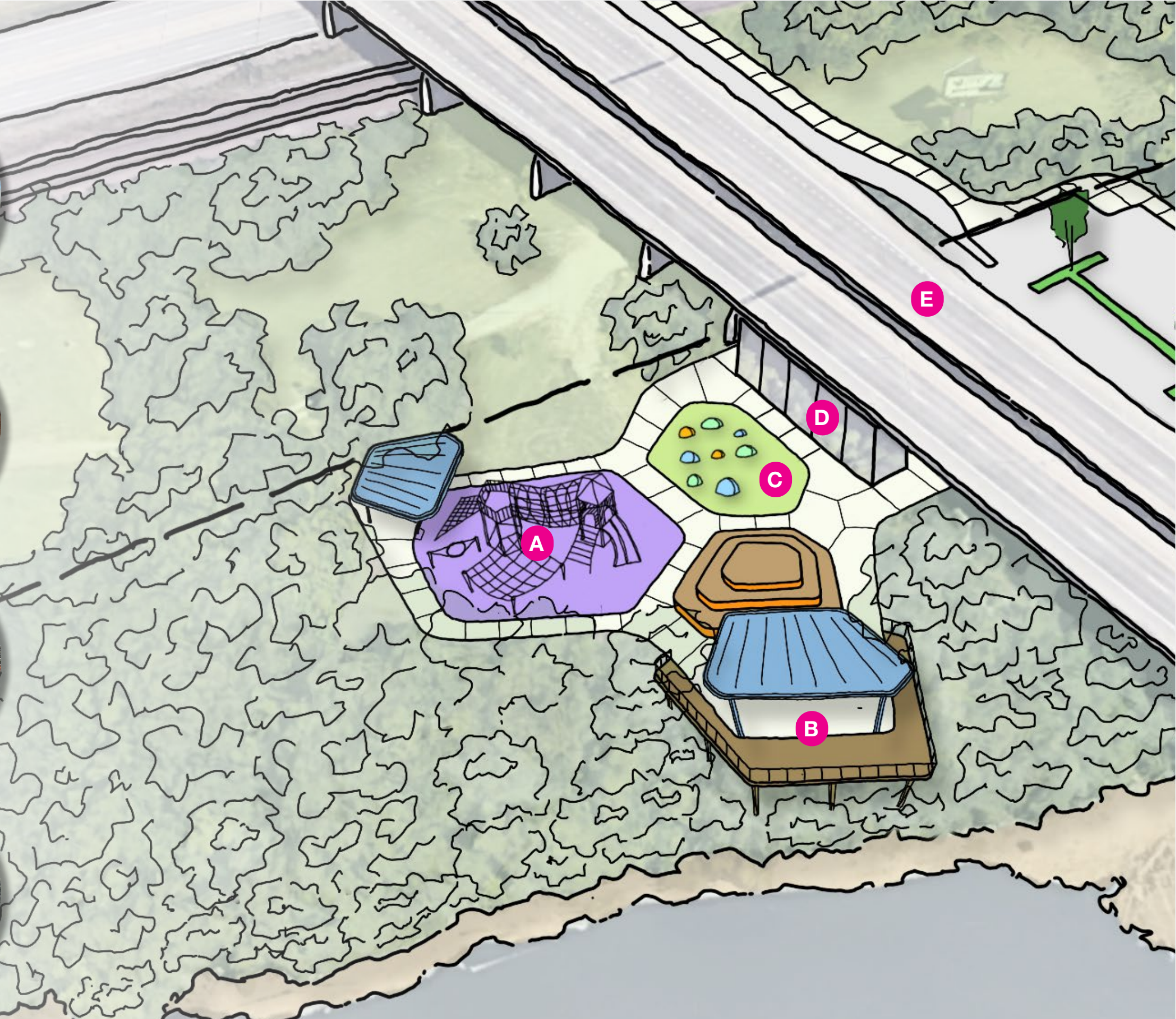
Proposed Riverfront Park Plan

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;

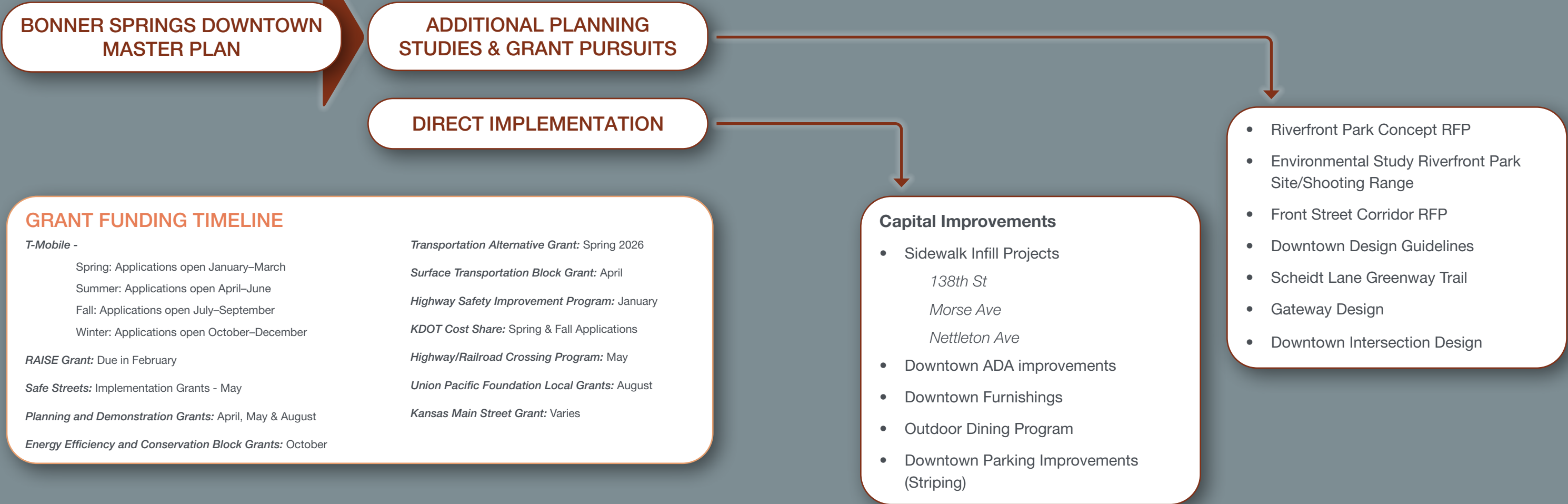
- Kansas Department of Wildlife & Parks - Qualifying projects include development and/or acquisition of outdoor facilities for the purpose of public recreation.
- Community Development Block Grants -This program funds projects to increase community engagement, health, connectedness and vibrancy in communities. 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

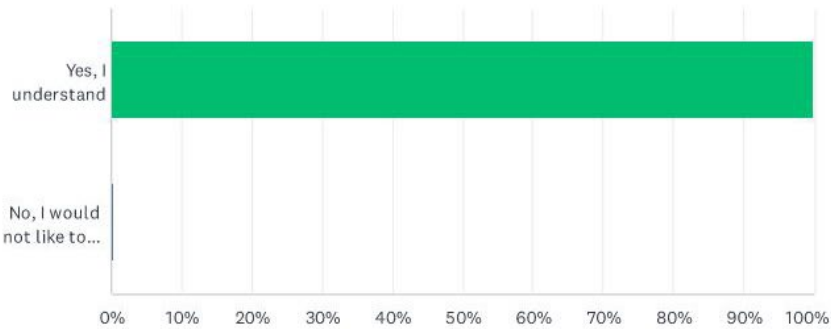
COMMUNITY ENGAGEMENT SURVEY

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

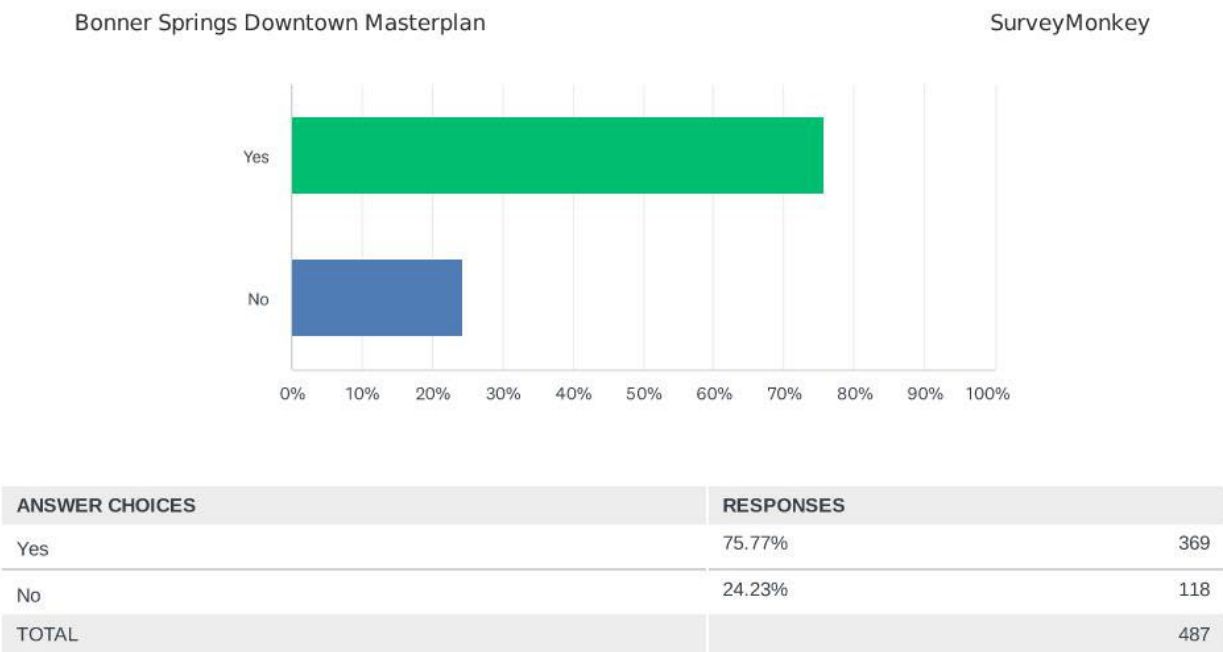
CITY OF BONNER SPRINGS

BONNER SPRINGS DOWNTOWN MASTER PLAN

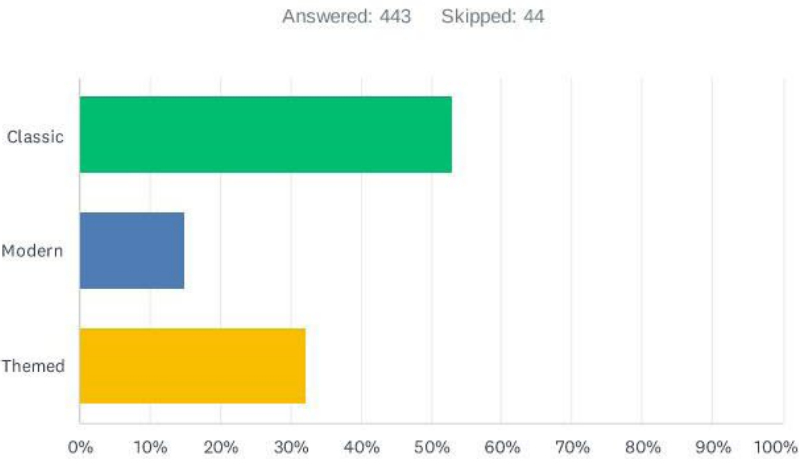
FEBRUARY, 2024



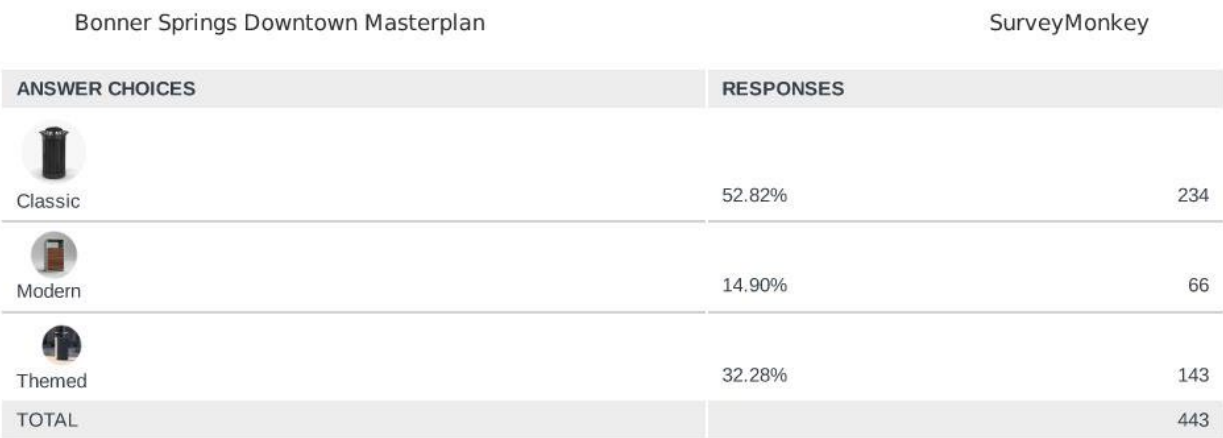
COMMUNITY ENGAGEMENT SURVEY



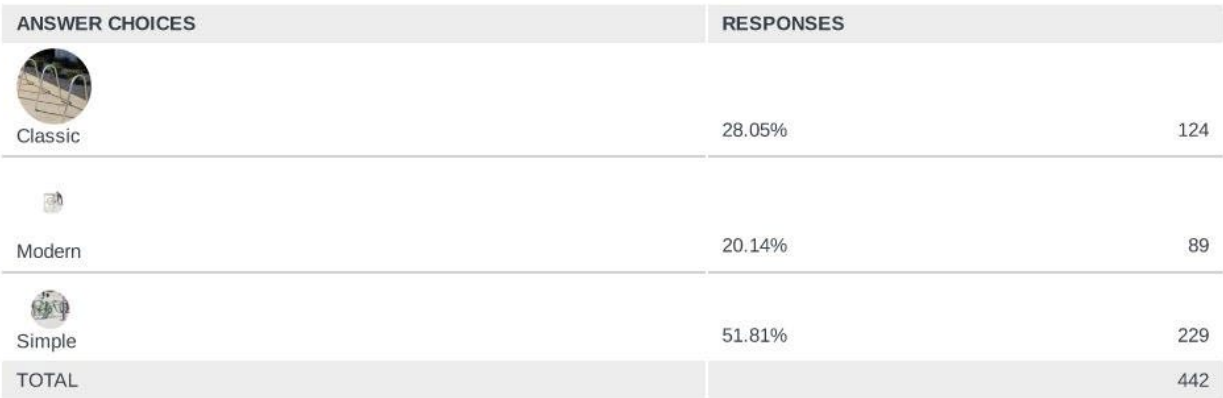
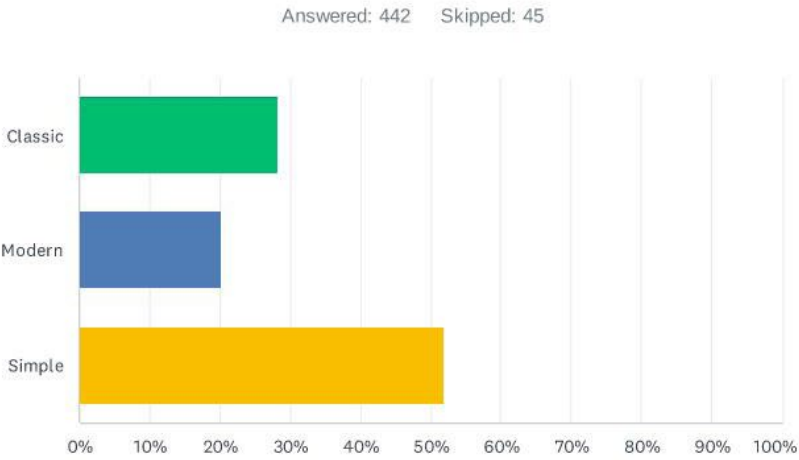
Q3 Which style of waste receptacles is most appealing for Downtown Bonner Springs?



COMMUNITY ENGAGEMENT SURVEY

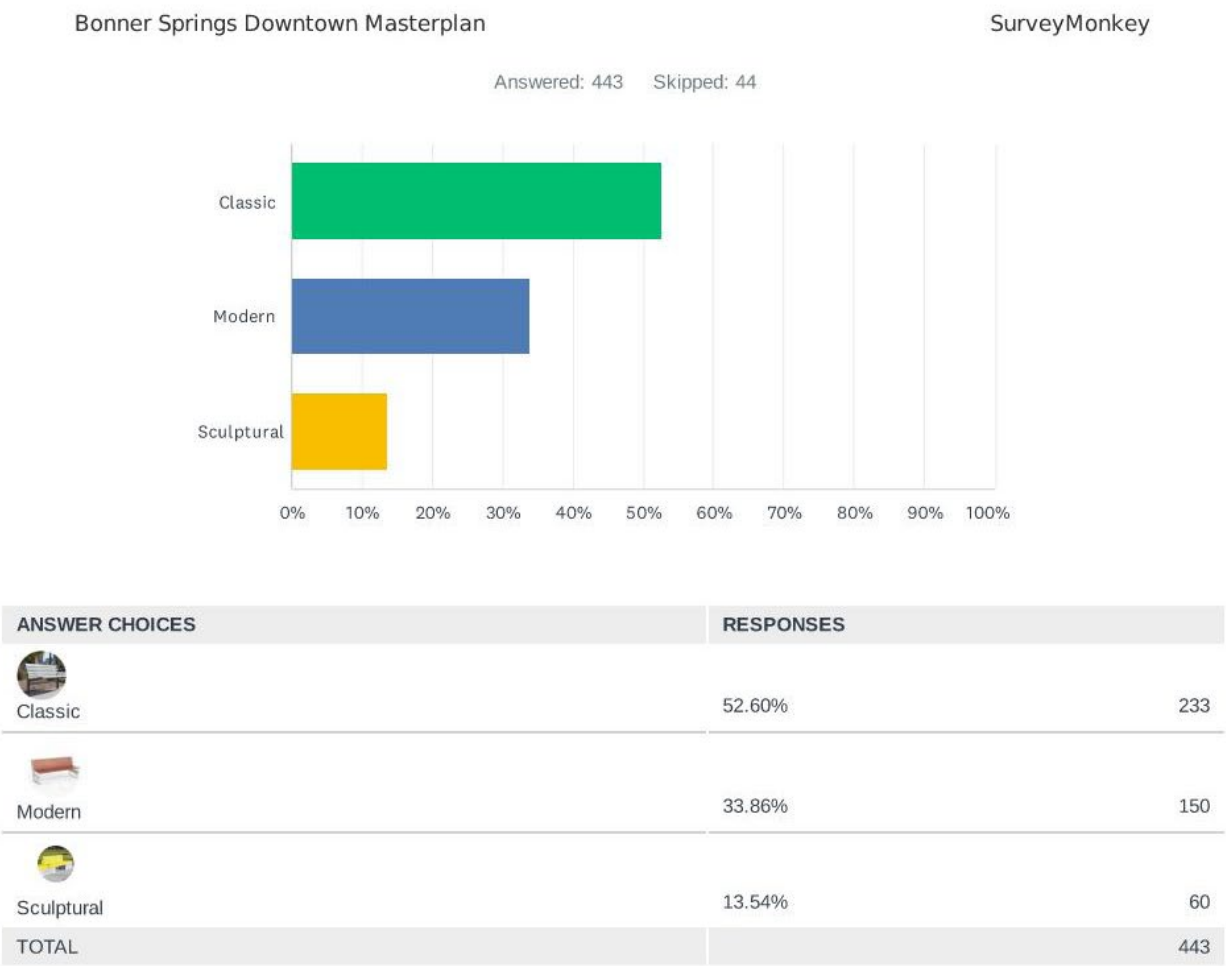


Q4 Which style of bike rack is most appealing for Downtown Bonner Springs?



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

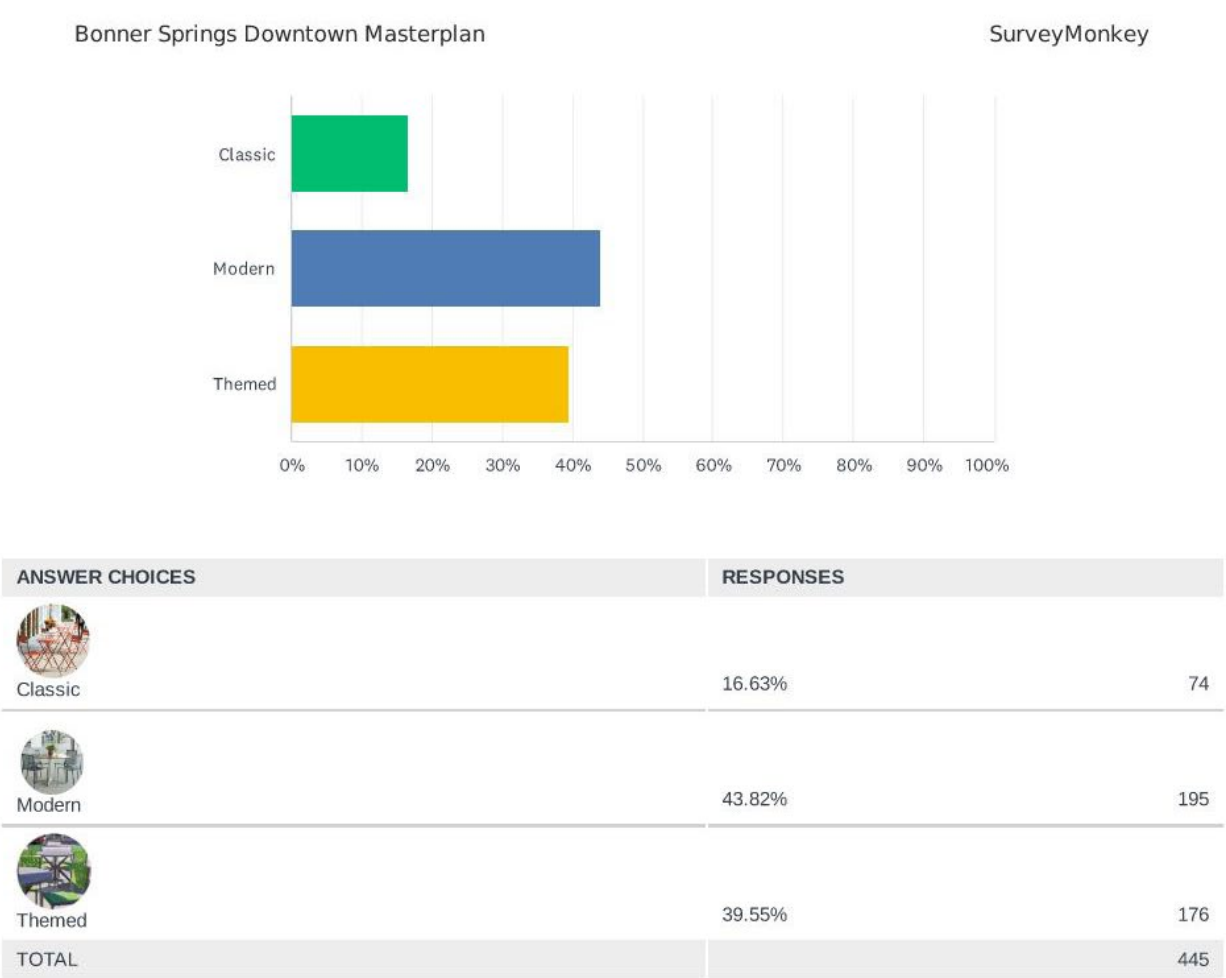
COMMUNITY ENGAGEMENT SURVEY



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

Answered: 445 Skipped: 42

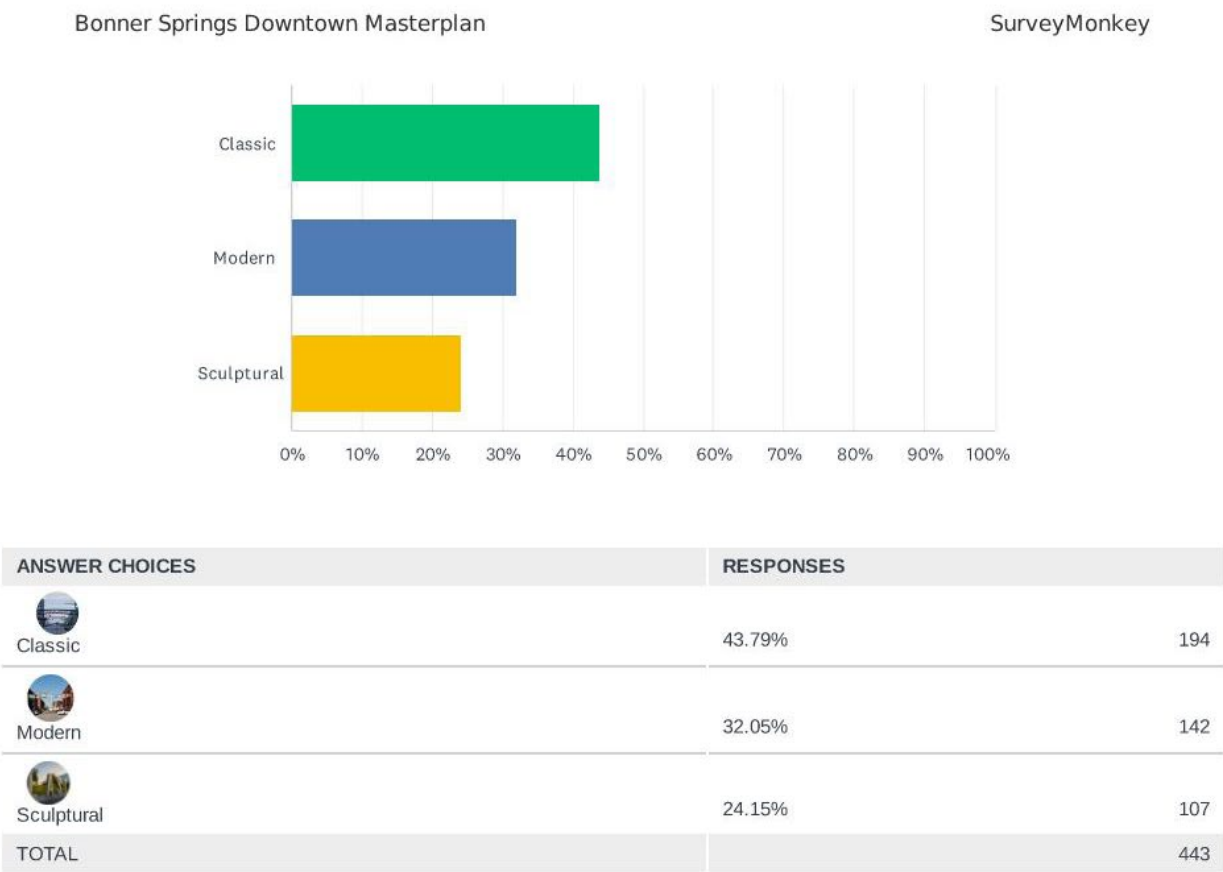
COMMUNITY ENGAGEMENT SURVEY



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

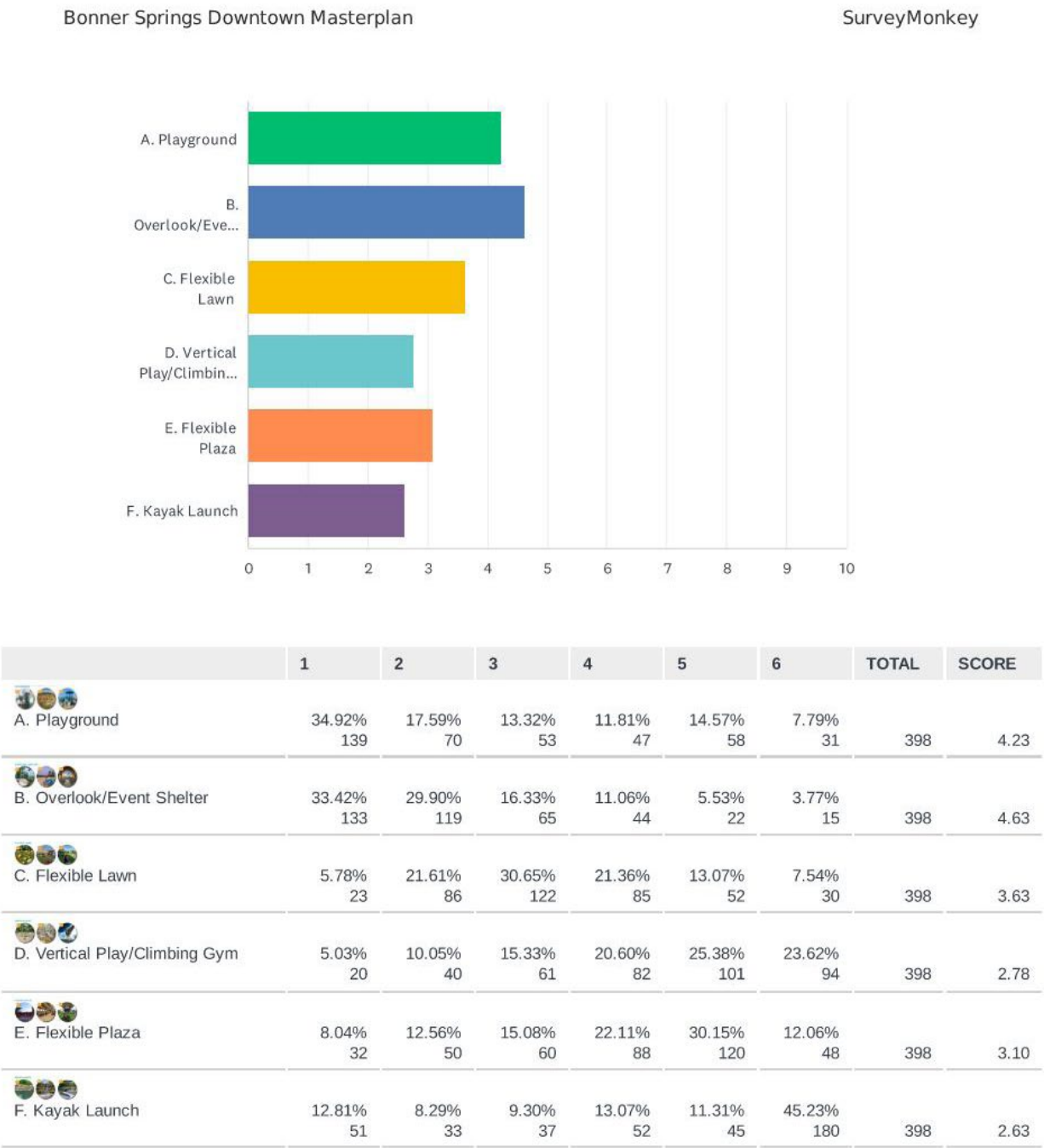
COMMUNITY ENGAGEMENT SURVEY

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

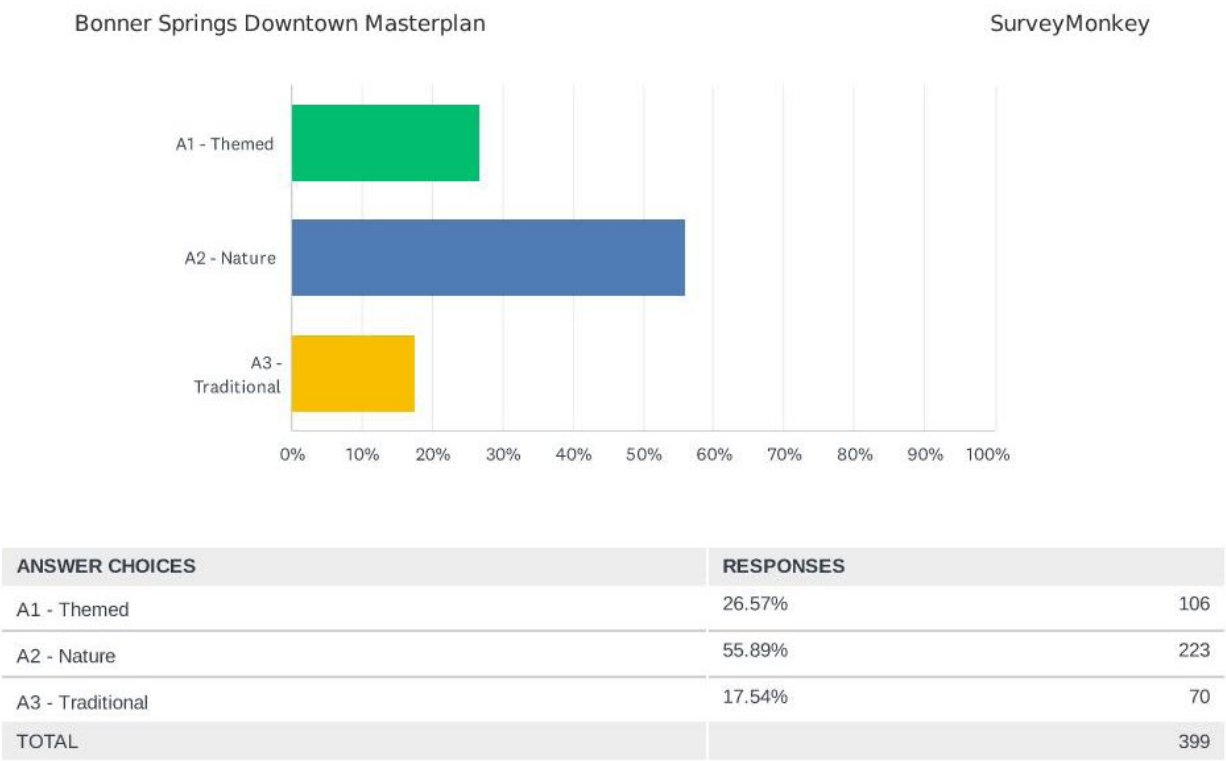
COMMUNITY ENGAGEMENT SURVEY



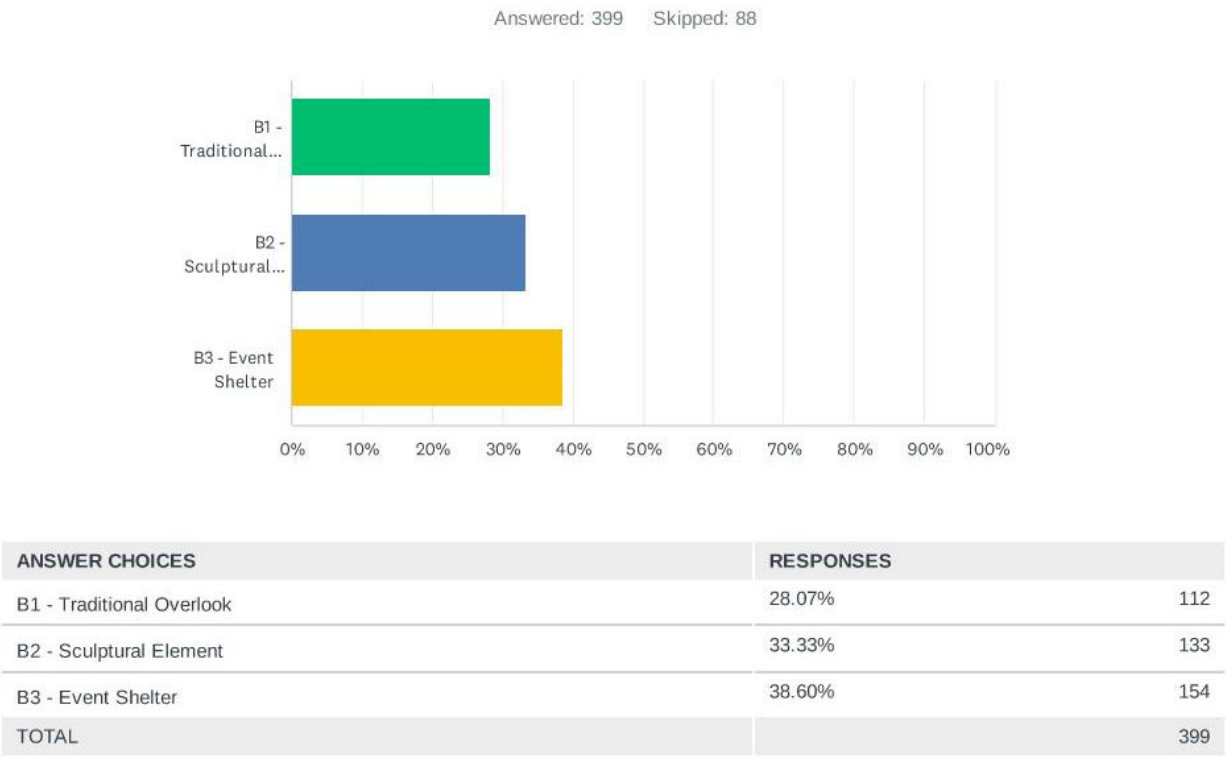
Q11 Choose your preferred style of playground

Answered: 399 Skipped: 88

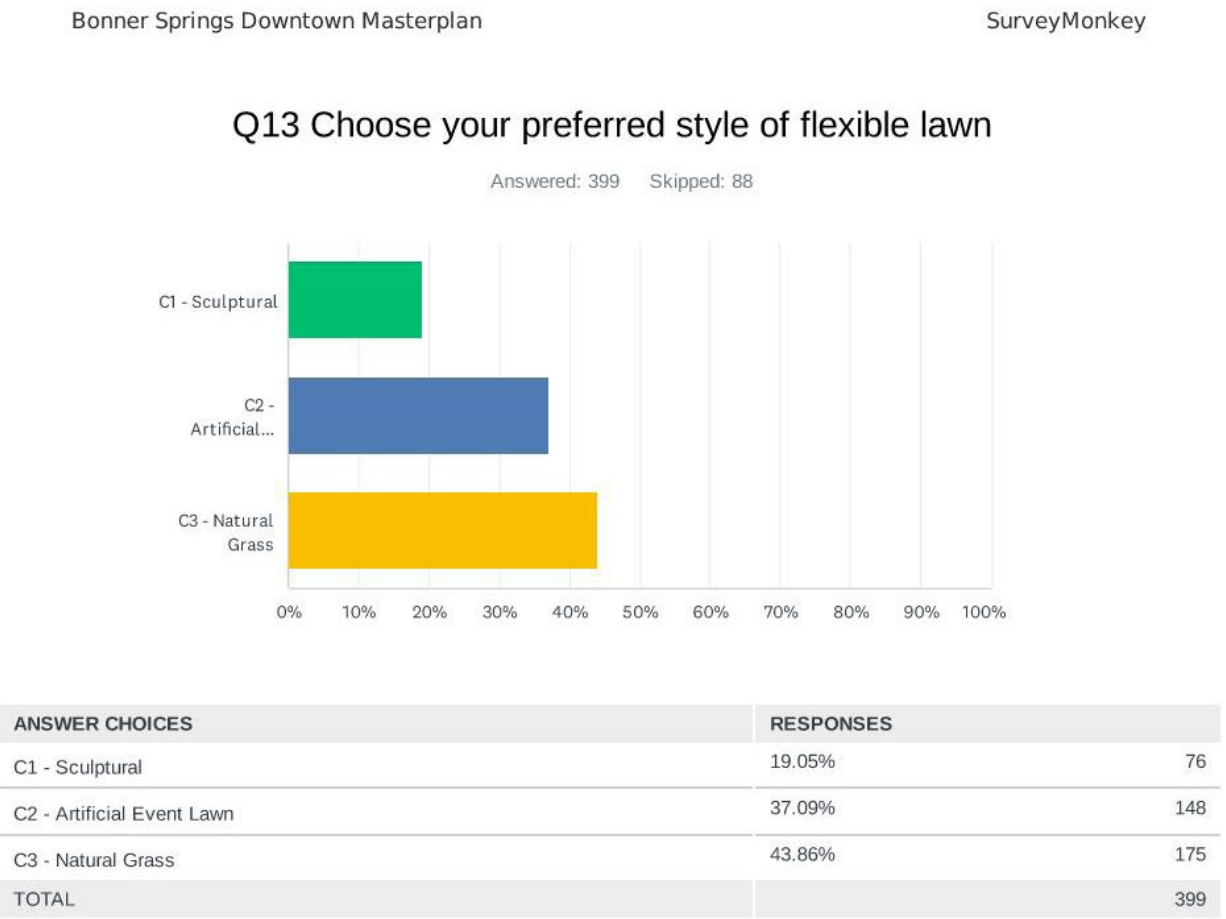
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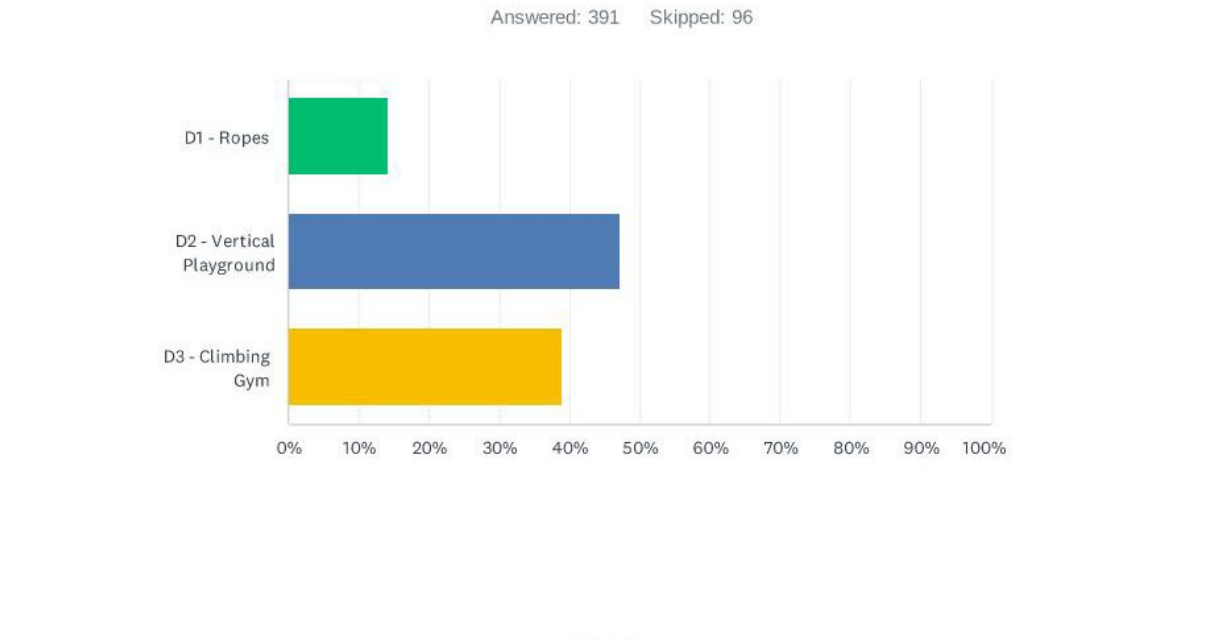
Q12 Choose your preferred style of overlook/event shelter



COMMUNITY ENGAGEMENT SURVEY



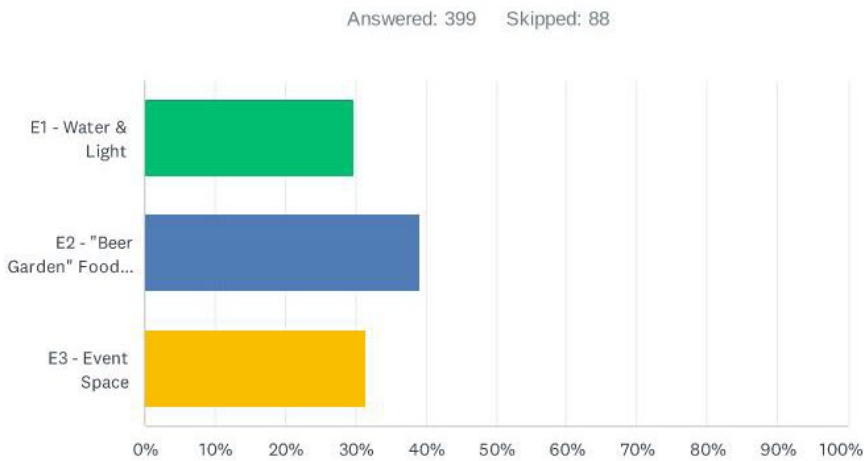
Q14 Choose your preferred style of vertical play



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

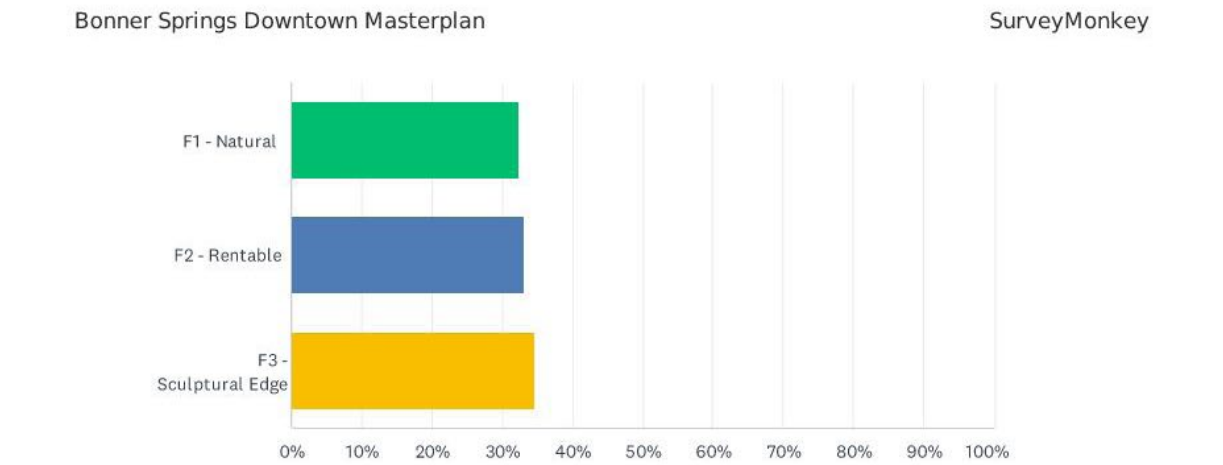


ANSWER CHOICES	RESPONSES	
E1 - Water & Light	29.57%	118
E2 - "Beer Garden" Food Truck Plaza	39.10%	156
E3 - Event Space	31.33%	125
TOTAL		399

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

An Ordinance Adopting Certain Amendments to the “Vision 2025 and Beyond” Comprehensive Plan for the City of Bonner Springs and its Planning Area.

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

Section I: The Planning Commission of The City of Bonner Springs, Kansas on August 19, 2025, voted unanimously to recommend the City Council adopt certain amendments to the Comprehensive Plan “Vision 2025 and Beyond” after a public hearing was duly published and conducted. Those amendments are as follows:

Table of Contents update to include the newly adopted Planning Sustainable Places “Bonner Springs Downtown Masterplan”.

Page 1 - updated the population count/estimate

Pages 13-15 - updated the Demographics Table and associated charts

Page 16 - updated and/or revise Economic Development Incentives

Pages 17-19 - updated sales tax and property tax information

Page 20 - updated all Zoning Districts to new nomenclature

Page 21 - Added to the Transportation section “public transportation”

Pages 28-38 - updated all sections of the Community Facilities portion (except School District) including updated sewer and water infrastructure maps (new design – updated version)

Page 41 - updated Environmental Management section to remove wording that is now included in the Unified Development Ordinance

Page 42 - updated the Land Use and Development section calling out ongoing activities

Page 44 - updated the Zoning and Physical Image section to reference the Unified Development Ordinance instead of the “Zoning Ordinance and Subdivision Regulations” and language referencing the Architectural Design Guidelines.

Page 45 - updated the Zoning Districts to new nomenclature

Page 46 - updated zoning map (new design – updated version)

Page 47 – updated the Infrastructure section to reference extension of sanitary sewer into future development areas.

Page 48 – updated section “H” to included “cyclist”

Page 49 - revised to remove “by the river; use of Kaw Valley Right of Way”

Page 51 – revised to discuss further connections to the Johnson County trail system

Pages 55-61, 63-64 - Made appropriate changes to Future Land Uses/Future Land Use Map the Future Land uses described did not coincide with the adopted Unified Development Ordinance language and nomenclature

Page 65 – updated the Future Land Uses/Future Land Use Map (new design – updated version)

Appendix A - updated all U.S. Census Bureau Demographic Data from the most recent American Community Survey results

An Ordinance Adopting Certain Amendments to the “Vision 2025 and Beyond” Comprehensive Plan for the City of Bonner Springs and its Planning Area.

Section II: Adoption of the amendments to the Comprehensive Plan “Vision 2025 and Beyond”

There is hereby incorporated by reference for the purpose of regulating the future development of land within the City of Bonner Springs and its planning area, such incorporation being authorized by K.S.A. 12-3009 through 12-3012, inclusive as amended. Not less than one (1) copy of said Comprehensive Plan “Vision 2025 and Beyond” shall be marked or stamped “Official copy as Incorporated by Ordinance No. ____ of the City of Bonner Springs, Kansas”, and to which shall be attached a copy of this ordinance, and filed with the City Clerk to be open to inspection and available to the public at all reasonable business hours. All persons duly charged with enforcing and administering said Comprehensive Plan “Vision 2025 and Beyond” shall be provided copies thereof.

Section III: The Bonner Springs, Kansas, Comprehensive Plan as adopted under Ordinance No. 2554 hereby amended.

Section IV: All other ordinances or parts of ordinances in conflict with the provisions of this ordinance shall and are hereby repealed.

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

Approved by the Governing Body and signed by the Mayor on this ____ day of _____ 2025.

Attest:

Thomas A. Stephens, Mayor

Christina Brake, City Clerk

(Seal)

Memorandum

Date: September 22, 2025
To: Mayor and City Council
From: Tillie LaPlante

Subject: Updated Municipal Agreement for State of Kansas Setoff Program

Recommendation: Staff recommends approval.

Action: Make a motion to approve an updated Municipal Agreement with the State of Kansas Setoff Program

Background: The City has used the State of Kansas Setoff Program to collect past-due utility bills, court fees, and ambulance bills since 2003. Payments due to the debtor by the State of Kansas are first off-set by the debt owed to the City. The debt is then paid to the City less a collection fee of 19–24%.

Discussion: With the updated agreement, the 19–24% collection fees will be paid by the debtor.

Financial Impact: The City paid \$10,606 in collections fees in 2023, \$7,531 in 2024, and \$8,046 year-to-date in 2025. Passing the collection fees on to the debtor will reduce city expenses by the amount of the fees.

MUNICIPAL QUALIFICATION CERTIFICATION

I certify that my organization qualifies as a Municipality under the definition provided for in K.S.A. 75-6202(h), and amendments thereto:

“‘Municipality’ means any municipality as defined by K.S.A. 75-1117, and amendments thereto, or any community mental health center organized pursuant to the provisions of K.S.A. 19-4001 et seq., and amendments thereto, and licensed pursuant to K.S.A. 39-2001 et seq., and amendments thereto, or any mental health clinic organized pursuant to the provisions of K.S.A. 65-211 et seq., and amendments thereto, and licensed pursuant to K.S.A. 39-2001 et seq., and amendments thereto.”

Signature

Date

Name (Printed)

Title

MUNICIPAL AGREEMENT **STATE OF KANSAS SETOFF PROGRAM**

NOW on this _____ day of _____, 20____, this agreement (“Agreement”) is entered into by the Accounts Receivable Setoff Program, Department of Administration, State of Kansas (“State”) and _____ (“Municipality”).

The Municipality desires to enter into this Agreement for the purpose of utilizing the debt setoff procedures provided for in K.S.A. 75-6201, *et. seq.* Upon execution of this Agreement by both parties, and upon compliance with the terms stated in this Agreement, the State agrees to allow the Municipality to begin utilizing the State of Kansas Debt Recovery System database (“KDRS”).

TERM OF AGREEMENT

This Agreement shall be in effect beginning _____, 20____ until termination.

TERMINATION

Either party may terminate this Agreement, without cause, upon 30 days written notice to the other party. Upon termination pursuant to this paragraph, the State shall pay the Municipality any monies held by the State for the Municipality pursuant to the terms of this Agreement. Upon termination of this Agreement pursuant to this paragraph, the Municipality agrees to pay the State any fees owed to the State as of the date of termination.

COLLECTION FEES

The State shall be entitled to a 19% collection fee for all monies collected on Municipality debts submitted by interface or other electronic medium acceptable to the State, with accompanying social security numbers (“SSNs”) or employer identification numbers (“EINs”). The State shall be entitled to a 24% collection fee for all monies collected on Municipality debts without accompanying SSNs or EINs, regardless of any subsequent re-entries of the same debt into the KDRS database. The State shall place the collection fee on top of the uploaded debt balance and net out its collection fee from collections made through the Setoff Program.

The State will transfer funds collected on debts to the Municipality on the 1st and 15th of each month net the collection fee retained by the State.

DEBT SUBMISSION REQUIREMENTS

When submitting a debt to the State, the Municipality shall submit to the State such data as the State may prescribe, in a form acceptable to the State. The Municipality shall provide, at a minimum, first and last name of the debtor or full name of the business, agency account number, a 25 character description of debt (e.g., parking fine, library book fine, property tax debt), and the current dollar amount of the debt (including late fees, interest, etc, but **excluding Setoff collection fees which will be added automatically once the debt is uploaded to KDRS**). Municipalities are strongly encouraged to also include the SSN or the EIN of the debtor. In the event a municipality submits a debt without an SSN or an EIN, the municipality must include additional information such as last known address, date of birth, driver’s license number and/or spouse’s name to enable the State to research and identify the SSN or EIN for the debtor. In addition, the Municipality shall certify that the debt is past due, in an amount equal to or greater than \$25, and at least three documented attempts have been made to collect the debt prior to its submission to KDRS.

ACCOUNT ADJUSTMENTS

The Municipality agrees to update the debt balance in KDRS immediately when a debt has been settled through payment in full or compromise, or when there has been a change to the debt balance (including, but not limited to, when a payment has been made directly to the Municipality or debt interest accumulations). The Municipality agrees to review all debt balances each calendar year. Upon notification via Creditor Agency Notice of Intent (“CANOI”) email that a match has been made against a debt owed to a Municipality, the Municipality has until 1 pm the same business day to verify the validity and accuracy of the debt in KDRS so that the notice mailed to the debtor is accurately reflecting the current debt balance. If the debt is valid and accurate, no action needs to be taken by the Municipality in KDRS. If the debt is invalid or inaccurate, debt balance adjustments shall be made in KDRS. In the event the 1 pm deadline on the first business day is missed, the Municipality has until 1pm the following business day to make necessary debt balance adjustments in KDRS. In this event, while KDRS will collect the correct amount, the notice mailed to the debtor will be inaccurate. For a detailed guide on how to complete these actions, see user manual in KDRS.

DECERTIFICATION OF DEBT

The Municipality may, at any time, decertify any debt previously submitted to the State. The Municipality shall decertify immediately any debt which has been compromised or paid in full. When debts are decertified subsequent to a match being made by the State against a payment in process, the Municipality shall provide a brief explanation as to the reason for the decertification in the ‘request adjustment notes’ box on the debt balance adjustment request page. The Municipality is not required to explain the reason for decertifying a

debt which is unmatched. If the municipality is unable to decertify a debt before the NOI is sent to the debtor, the Municipality has until 1 pm the following day to decertify the debt balance before the setoff order is complete which will prevent the final setoff from occurring.

BANKRUPTCY PROCEEDINGS

The Municipality agrees to immediately update the KDRS system upon receiving notice of any bankruptcy proceedings related to any of its debts that are in the KDRS system. If the State is made aware of any pending setoff collection that is subject to an automatic stay under bankruptcy procedures, the State will reverse the pending setoff collection and update KDRS to note the bankruptcy.

COLLECTION AGENCIES

If the Municipality chooses to utilize a third-party to manage debt collections through the KDRS system, the Municipality must supply the State with written consent and contact information for the third-party entity.

SUBMISSION AND RETURN OF ACCOUNTS

For accounts which are submitted by the Municipality without a SSN or EIN, the State will use its resources to determine the debtor's SSN or EIN. In cases where such an identifying number is not found, the account will be returned to the Municipality by deletion from KDRS. The State reserves the right to refuse or return accounts at any time, without cause. The State will not accept from the Municipality debts of the State or any State agencies or of other municipalities, except as may be specifically allowed by law.

SETOFF APPEAL PROCESS

The Municipality acknowledges that the debtor may request a hearing to determine whether the debt claim is valid as provided for in K.S.A. 75-6207. The State utilizes the Office of Administrative Hearings to conduct the hearings. If the Municipality fails to appear at an OAH hearing, the Municipality will be charged the formal hearing fees.

CONTACT INFORMATION

The Municipality agrees to keep all contacts and user profiles current with the State. This includes the addition of users for new hires or new setoff responsibilities and deletions when users are terminated or no longer have setoff responsibilities.

For purposes of communication between the State and the Municipality in regard to debts submitted by the Municipality, the respective contact people are as follows:

Municipality Contact Information:

General Contact (Internal State use only for escalations): _____

Mailing Address: _____

City: _____ State _____ Zip _____

Telephone Number: _____ Fax Number: _____

Email Address: _____

Notification Contact (Given to public for debt questions): _____

Mailing Address: _____

City: _____ State _____ Zip _____

Telephone Number: _____ Fax Number: _____

Email Address: _____

Fund Transfer Contact (Internal State use only for questions about fund transfers):

Mailing Address: _____

City: _____ State _____ Zip _____

Telephone Number: _____ Fax Number: _____

Email Address: _____

State Contact Information:

Setoff Program Contact (For all inquiries related to the Setoff Program):

Telephone Number: (785) 296-4628

Email Address: KSSetoff@ks.gov

Fax Number: (785) 296-1477

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first above written.

Accounts Receivable Setoff Program, Kansas Department of Administration,
State of Kansas

By: _____

Title: _____

Municipality: _____

By: _____

Employer's Identification Number (FEIN): _____

Memorandum

Date: September 22, 2025
To: Mayor and City Council
From: Matt Beets

Subject: Bid Award – Vehicle Storage Building Slab and Site Concrete

Recommendation: Staff recommends approval.

Action: Make a motion to approve the award of the vehicle storage building slab and site concrete project to Harbinger Concrete, Inc. for an amount of \$375,675.

Background:

As part of the City's \$1.3 million vehicle storage building project, budgeted improvements include the building shell, footings, floor slab, site concrete, driveways, and sidewalks. The facility will be constructed between the new water treatment plant and the public works center to provide additional vehicle and equipment storage capacity.

On September 3, 2025, the city received five bids from concrete contractors for the slab and site concrete portion of the project.

Discussion:

The apparent low bid was submitted by Harbinger Concrete of Bonner Springs, Kansas. While their original bid exceeded the City's preliminary estimate, Public Works staff met with Harbinger to review project details. Following this review, Harbinger provided a revised bid of \$370,125. An additional 1.5% was added for the required performance bond for a total amount of \$375,675.

This scope of work includes the footings, floor slab, driveways, and sidewalks for the new vehicle storage building. Completion of this work is critical this fall to maintain the construction schedule for the building itself.

Staff are confident in Harbinger's ability to perform the work, and as a local contractor, they are well-positioned to deliver the project on time.

Financial Impact: The City's initial estimate for the slab and site concrete was approximately \$300,000. While the awarded cost is higher, the project remains within the \$1.3 million overall budget for the Vehicle Storage Building. No additional funding is required.



**HARBINGER
CONCRETE**

13900 State Ave 1520 E. Douglas Avenue #210
Bonner Springs, KS 66012 Wichita, KS 67214
316.721.8800

PROJECT NAME: Shop Slab & Site Concrete Project
PROJECT ADDRESS: 12301 Kaw Drive
Bonner Springs, KS 66012

DATE: 9/16/2025
VERSION: 002

CUSTOMER NAME: City of Bonner Springs
CUSTOMER ADDRESS: 200 E 3rd Street
Bonner Springs, KS 66012

ATTENTION: City Clerk
CUSTOMER EMAIL:

ADDENDUMS REC'D: N/A **ARCHITECT** Naeem Akhter, P.E.

DATE OF PLANS: 6/19/2025

Harbinger Concrete proposes to provide Labor, Material, Equipment and Supervision to perform the following Scope of Work, Inclusions, Exclusions and Standard Terms and Conditions:

TOTAL BASE BID: \$370,125

03 10 00.00 8" Thick Reinforced Concrete Slab Incl. Footings:	\$237,625
03 15 00.00 8" Thick Reinforced Concrete Lean-to Slab Incl. Footings :	\$15,250
03 16 00.00 4" Thick Reinforced Concrete Porch Slab:	\$13,375
03 20 00.00 8" Thick Reinforced Concrete Driveways:	\$103,875

SCOPES OF WORK

8" THICK REINFORCED CONCRETE SLAB INCL. FOOTINGS:

Strip & grade site	12,000	SF
Continuous footing 2'-0" W x 8" H	360	LF
F3 mat footing 3'-0" SQ x 1'-0" H	12	EA
F5.5 mat footing 5'-6" SQ x 1'-0" H	10	EA
Set & grout anchor bolts	22	EA
6" slab on grade/ #4 at 18" O.C./ 6 mil vapor barrier/ 4" of ¾ clean base	12,000	SF
Frost wall 8" W x 3'-8" H	455	LF
P1 pedestal 2'-6" W x 1'-0" W x 3'-4" H	10	EA
P2 pedestal 2'-0" W x 1'-0" W x 3'-4" H	12	EA

8" THICK REINFORCED CONCRETE LEAN-TO SLAB INCL. FOOTINGS:

Continuous footing 2'-0" W x 8" H	65	LF
F3 mat footings 3'-0" SQ x 1'-0" H	3	EA
Set & grout anchor bolts	3	EA
Frost wall 8" W x 3'-8" H	80	LF
P3 pedestal 1'-0" SQ x 3'-4" H	3	EA

4" THICK REINFORCED CONCRETE PORCH SLAB:

Drilled pier 2'-6" D x 3'-0" H	6	EA
4" slab on grade/ #5 at 12" O.C./ 4" of ¾ clean base	450	SF

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8" THICK REINFORCED CONCRETE DRIVEWAYS:

Strip & grade site	5,550	SF
8" concrete approach pavement	5,550	SF
4" reinforced concrete sidewalk	400	SF

Pricing does NOT include expected escalation related to recently imposed steel tariffs and may require material price adjustment based on award date

Alternates / Voluntary Alternates / Unit Costs:

Foundation/Walls Winter Ready Mix Rates – ADD	\$10.50 / CUYD
Flatwork Winter Ready Mix Rates – ADD (No NCA included)	\$17.25 / CUYD
NCA Per 1% / CUYD – ADD	\$9.65 / 1% / CUYD
Winter Blanketing as needed (per SF of Blanket Used) – ADD	\$0.55 / SF

PROJECT SPECIFIC INCLUSIONS:

Excavations for Foundations	Stockpile Spoils on Site (Removal by Others)
Steel Reinforcement / WWR	Formwork / Accessories as Required
10 MIL Vapor Barrier (Where Shown)	Layout as For Structural Elements, Control Points by others
Site Grading	Site Clearing
Furnish & Install Anchor Bolts	Maintenance & Statutory Bond
	Sales Tax (0.00%)

PROJECT SPECIFIC EXCLUSIONS:

Joint Sealing & Caulking	Sub-Drainage Systems / Waterproofing
Site Grading / Cut & Fill / LVC	Deep Foundation Systems / Piers / Piles
Mass Excavation	GeoTech / Concrete Testing
Over-Excavation / Engineered Fill / Flowable Fill	Asphalt Paving
Concrete Wash Out	Mock-Ups
Rock Excavation / Removal / Hauling	Integral Color / Stain / Painting / Coatings
Reglets / Flashings	Mock-Ups
MVRA Admixture (Vaporlock 20/20)	Material Escalators
Winter Ready Mix Charges	Performance & Payment Bond (1.5%)
Sales Tax	Prevailing Wages / Davis Bacon / E-Verify
Removal of Existing Fence	Relocation of Utilities
Soils Testing/Proctors	Soil Stabilization

MOBILIZATIONS:

We've assumed the following mobilizations, either based on a provided bid schedule or based on our assumed phasing of construction, all additional Mobilizations will require an additional charge of \$2,200.00 per Mobilization:

- 1 For Foundations / Walls Scopes of Work
- 1 For Slabs on Grade Scope of Work
- 0 For Elevated Slabs Scope of Work
- 1 For Site Concrete Scope of Work

CLARIFICATIONS:

- This proposal is based on delays due to weather not to be included in the contract allotted time for substantial completion or all work being completed.
- This proposal is based on the City of Bonner Springs purchasing, hauling, & dumping 1,100 tons of AB-3 on-site to be used on fill for the building pad
- This proposal is based on the City of Bonner Springs hiring their own testing agency if soils testing or proctors are desired.
- This proposal is based on spoils being left on site, and disposed of by the City of Bonner Springs.

STANDARD TERMS AND CONDITIONS:

Proposal valid for 30, and shall be attached to any subcontract as an exhibit

Any changes or modification to bid documents after bid day will result in additional charges to reflect changes
Performance and Payment Bond is not included in bid price but can be provided at 1.5%
Items not listed specifically in scope or inclusions are not included in our bid
Concrete design is by others, no guarantee against cracking and shrinkage, not responsible for freeze thaw cycles
No winter charges are included unless noted otherwise.
No temporary enclosures, heat, ground thawing, ground heat or cold weather protection is included U.N.O
Bid assumes that final grade will be within +/- 0.10' prior to Harbinger's acceptance of dirtwork
Floor flatness testing not included, no guarantee of floor flatness and level after 24 hours
We have assumed that earth formed footings are acceptable to design unless noted otherwise
Surveying to be provided by others, GC/CM to provide building corners and all data points necessary for layout U.N.O
Sales tax on materials have been included at unless noted otherwise
No permits or fees related to permits are included in bid unless noted otherwise
Spoils to be removed by others, Harbinger Concrete will consolidate in one specific area to be designated by GC/CM
All temporary signage / traffic control devices and related permits or fees by others.
Engineering and Structural design provided by others.
Bid is based on a 40 hr. work week during normal business hours, no overtime, weekends, 2nd or 3rd shift is included
No Davis Bacon wages or prevailing wages are included unless noted otherwise

Thank you for the opportunity to bid your project, we look forward to your feedback.

GRANT KINZER | Estimator
13900 State Ave | Bonner Springs, KS 66012
1520 E. Douglas Ave. | Suite 210 | Wichita KS, 67214
Office: (316) 721-8800 | Cell: (940) 902-0765

Memorandum

Date: September 22, 2025
To: Mayor and City Council
From: Megan Gilliland

Subject: Set a Public Hearing for Neighborhood Revitalization Plan No. 7

Recommendation: Staff recommends approval.

Action: Make a motion to approve a public hearing date of Monday, October 13, at 7:30 p.m. to review Neighborhood Revitalization Plan No. 7

Background: The City's current NRP No. 6 will expire in December 2025.

Discussion: The City needs to review and approve the next plan, Plan No. 7, during a public hearing and provide two consecutive weeks of notice to the public for the hearing. The City Council will consider the adoption of Neighborhood Revitalization Plan No. 7, pursuant to K.S.A. 12-17,114 et seq. at a public hearing at 7:30 p.m. on Monday, October 13, 2025, in the City Council Chambers, 200 East Third Street, Bonner Springs, Kansas.

At the conclusion of the hearing, the City Council of the City of Bonner Springs will consider findings necessary for the adoption of the proposed Neighborhood Revitalization Plan No. 7 and the establishment of the proposed Neighborhood Revitalization Areas, all as provided for in K.S.A.12-17,114 et seq.

Financial Impact: The City has offered a Neighborhood Revitalization Program since 1997. The NRP is a short-term property tax rebate incentive with the intent to provide a long-term increase to the property tax base by encouraging rehabilitation or new construction in eligible areas. Over the length of the program, there is a net positive financial benefit in additional property tax revenue to the city, and other taxing jurisdictions.

Memorandum

Date: September 22, 2025
To: Mayor and City Council
From: Megan Gilliland

Subject: Facade Improvement Grant Program

Recommendation: Staff recommends approval.

Action: Make a motion to adopt the Facade Improvement Grant program.

Background: On September 8, 2025, the City Council reviewed the proposal for a new Facade Improvement Program for the Central Commercial District. Programs such as this encourage private investment in commercial buildings in the downtown area through grants which offer financial incentives to businesses to improve the appearance, safety, structural integrity, and quality of their storefronts and buildings as a whole.

Discussion: City staff presented a proposal to begin a grant program and provided requirements for private businesses to apply for funding. An application has been added for review to this agenda item. Once approved, staff will work to provide information for business owners in the eligible area for consideration.

Financial Impact: The funding for this program is budgeted in the 2025 and 2026 Transient Guest Tax Fund.



City of Bonner Springs

COMMUNITY DEVELOPMENT

<i>Staff Use Only</i>	
Date Rec'd	_____
By (initials)	_____
Review	_____
Approved?	YES NO
Points Awarded:	_____
TOTAL GRANT AWARD:	_____
Permits Acquired:	YES NO
Completion required by:	_____

FAÇADE IMPROVEMENT GRANT APPLICATION (2025)

Business Name: _____ Address: _____

Applicant: _____

E-mail: _____ Phone: _____

Property Owner Name: _____ Phone: _____

Describe the improvements to be made through the Façade Improvement Grant program: _____

For FY2025 funds, consideration will be given to projects already completed within 60 days of the application.

Is the property in compliance with existing zoning, municipal codes? YES NO

Are property taxes current and paid in full on this property? YES NO

Is there additional funding provided for the improvements beyond the grant? YES NO

If yes, what is the estimate for additional funding? _____

When will the projects be completed? _____

Submittal Requirements

- _____ Completed and Signed Application
- _____ Written Approval for Application from Property Owner (if necessary)
- _____ Description and cost estimates or paid receipts for façade improvement costs
- _____ Declaration to Abide by Terms of the Grant Program

The applicant and owner herein certify that the information contained in this application is true and correct and further agree to comply with the regulations for the City of Bonner Springs, Kansas as amended, and all other pertinent ordinances or resolutions of the city and statutes of the State of Kansas. It is also agreed that all city fees shall be assumed and paid by the applicant/owner.

Applicant Signature: _____ Date: _____

Questions? Contact: Megan Gilliland, Economic Development Manager, mgilliland@bonnersprings.org

Business Owner Authorization to Apply for Façade Improvement Grant

I HEREBY APPLY for a grant under this program.

I HEREBY AGREE to abide by the terms and conditions of the grant program.

I HEREBY AGREE to enter into a grant agreement with the City that specifies the terms and conditions of the grant.

I HEREBY CERTIFY that the information contained in this application is true, correct and complete in every respect and may be verified by the City by such inquiry as it deems appropriate, including inspection of the property for which this application is being made.

I HEREBY AGREE that if any statements or information in this application or submitted support of this application are untrue, misleading or there is a material omission, the application may be rejected or not approved, or the grant may be delayed, reduced or cancelled.

I HEREBY GRANT permission to the City, or its agents, to inspect my/our property that is subject of this application.

I HEREBY AGREE that the grant may be delayed, reduced or cancelled if the work is not completed, not completed as approved, or if the contractors are not paid.

I HEREBY AGREE that the program for which application has been made herein is subject to cancellation and/or change at any time by the City in its sole discretion, subject to the terms and conditions specified in the program. Participants in the program whose application has been approved and who have entered into a grant agreement with the City will continue to receive their grant, subject to their grant agreement.

I HEREBY AGREE that all grants will be calculated and awarded in the sole discretion of the City. Notwithstanding any representation by or on behalf of the City, or any statement contained in the program, no right to any grant arises until it has been duly authorized, subject to the applicant meeting the terms and conditions of the program and the grant agreement.

Dated this _____ of _____, _____.

Name of Owner

Signature

Property Owner Authorization

I, _____, am the owner of _____ (address) in Bonner Springs, KS that is subject to this application, and I hereby authorize the applicant/agent _____ to make this application and act on my behalf in regard to this application.

Dated: _____

Name of Owner

Signature



Façade Improvement Grant Program

The City of Bonner Springs is committed to continued revitalization of the downtown central commercial district. The City hopes to encourage private investment in commercial buildings in the downtown area through a program which offers financial incentives to businesses to improve the appearance, safety, structural integrity, and quality of their storefronts and buildings as a whole. These improvements are designed to boost community pride and attract more foot traffic and commercial business to our downtown.

Through this Façade Grant Improvement Program, the City of Bonner Springs will award funds ranging from \$2,500 to \$5,000 for new and existing commercial or retail businesses for the costs for façade improvements at their building, located within the central commercial district of Bonner Springs. This is a grant program, not a loan. No repayment of funds is required.

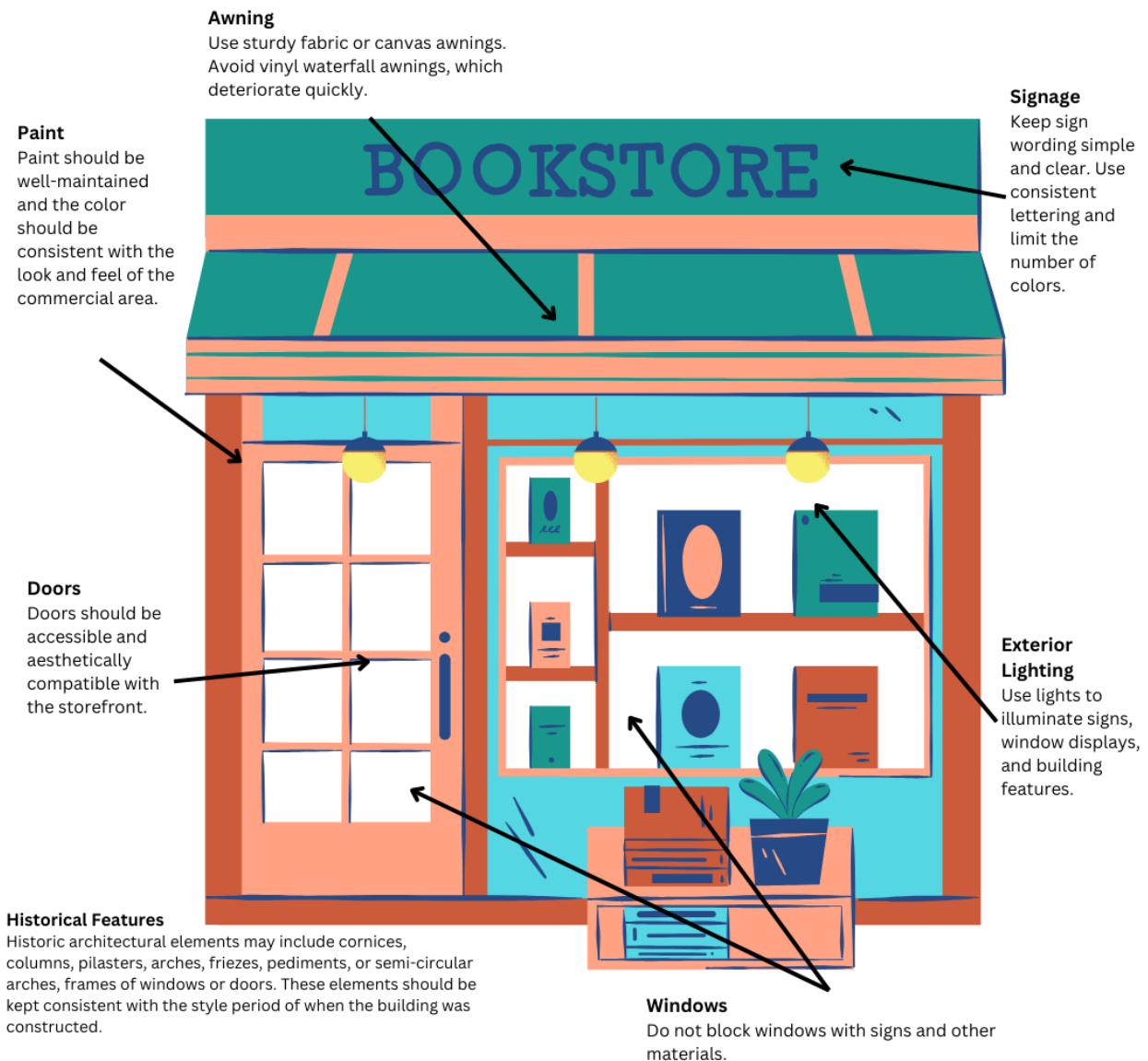
The amount of available funds for the grants are limited. The grant program is not available for projects outside the central commercial district or to not-for-profit entities. Businesses may only be eligible for grants once every 24 months. All property taxes must be current, fees paid, and codes met on properties or projects being considered for a grant. It is the applicant's direct responsibility to secure all necessary permits prior to construction and make arrangements for City inspections during the construction phrase, if needed. All projects must be approved by the Community Development Director to meet downtown guidelines and be reviewed for eligibility for the Façade Grant Program. Applicants have six months from the approval date to complete the proposed projects.

Eligible applicants may be the owner of the building or a business in the central commercial district. Business owners who are tenants of the building must provide written consent from the building owner for all proposed improvements.

The staff liaison for this program is the Economic Development Manager.

What is Eligible for a Façade Improvement Grant?

Elements of a Façade



These funds are not available for routine repairs and maintenance. The improvements must be exterior in nature to improve the outside façade of the building. Examples of improvements considered for the grant include:

- Architectural façade renovation (i.e. exterior paint, masonry repairs or tuckpointing, cornice repair, exterior aesthetic detailing and/or preservation of exterior façade)
- Storefront reconstruction back to original basis

- Awnings and canopies
- Replacement or installation of windows and doors
- Installation of exterior lighting
- ADA improvements including concrete approaches to façade
- Repair or reconstruction of historically significant architectural details
- Permanent exterior signage integrated into the storefront design (must be affixed to the building and not temporary in nature). Electrical work to add illuminated signage is eligible. All signs must be reviewed and approved per City Sign Code. Design fees for signage are also allowable.

Ineligible Projects:

- Interior renovation, remodeling or new construction
- Concrete paving in parking lots
- Property acquisition
- Façades not visible from public right-of-way

How are Projects Approved?

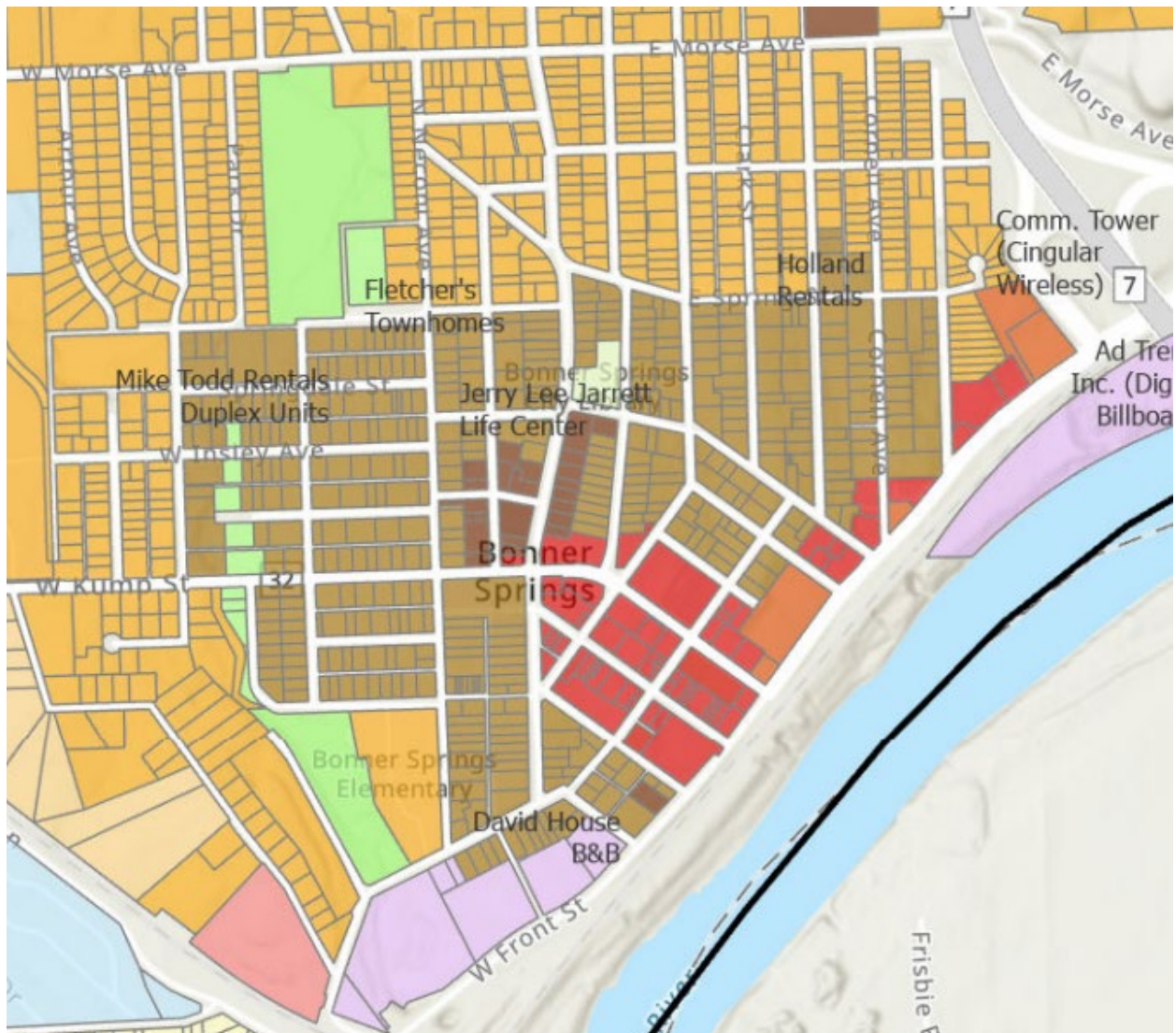
Grants will be approved during a calendar year budget cycle and will be open for a specified period and closed when funds are depleted for the fiscal year. Grants are provided as a reimbursement for actual costs after completing the project.

Applicants that show a match with private investment will be given stronger consideration.

Criteria	Points
Is the building located in the Central Commercial District? {Required}	10
Is the improvement proposed exterior in nature? {Required}	10
Is written consent provided by the building owner? {Required}	10
Does the proposed project meet the downtown guidelines and improve the visual appearance of the building and surrounding areas?	Zero or 10
Does the project have evidence of additional private investment on behalf of the building owner or business?	Zero or 10

Maximum points allowed is 50.

Map of Central Commercial District (properties in red)



Downtown Standards for the Central Commercial District

The City of Bonner Springs has a Unified Development Code. This document can be found at our website (<https://www.bonnerrsprings.org/1194/Unified-Development-Ordinance>). The standards are within Section 4.08.F starting on page 164.

The intent of this Section 4.08.F is to maintain the visual appearance and quality of Downtown Bonner Springs and foster a pedestrian experience as an alternative to driving by creating a balance between the needs of the vehicle and the pedestrian. Buildings shall incorporate building materials and accents that are deemed

compatible with the materials used throughout the surrounding Block, as determined by the Community Development Director.

- (1) For Alterations or expansions, the materials shall be consistent with the existing building materials.
- (2) Alterations and expansions shall not cover, destroy, or otherwise minimize existing architectural elements.

City Manager's Update

Date: September 19, 2025

To: Mayor and City Council

GENERAL:

- **New Business Updates:**
 - **DMV Satellite Office** – Pending office set up completion, the UG is targeting the week of September 29th as their “go live” week with a grand opening ceremony the week of October 6th. Once dates are confirmed, the UG will send out a press release which we will share.
 - **CST Sweets** – Save the Date! CST Sweets plans to do their Ribbon Cutting for their new location at 202 Oak Street on Friday, Oct 3 (time to be announced) and have a Grand Opening on Saturday, Oct 4.
 - **QuikTrip** – plans to open their second location at 300 S. 129th Street (corner of Speaker Road & K-7) in November with the exact date to be announced later.
 - **Range 23** – Continues to remodel the interior of their new space at 127 Oak Street, and will continue to operate their Taproom in the meantime. Their brewery space will open in 2026 with a date to be determined.
- **2025 Chamber Golf Tournament Fundraiser:** The Chamber Golf Tournament raises funds for our Bonner Springs High School 26' Scholarships! Last year, we awarded (4) \$1,000 scholarships. With your help, we want to beat those numbers this year. Direct Website: <https://www.bsedwchamber.org/golf-tournament>.



LIBRARY:

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

FIRE DEPARTMENT:

- **Bonner Springs Fire Department Open House:** Saturday, October 4th, 11am to 3pm (flyer attached)
- Concrete work began on the front ramp/apron on Friday, September 5th. The first 3 of 5 sections are done and the contractor will finish up the last 2 sections this week. Thank you to Matt Beets from PW for adding this project to other projects he has slated to help lower cost and ensure a quality job.
- The Deputy Fire Chiefs job is posted. The department is looking forward to getting this position filled to help with fire department administrative responsibilities. This position will be focused on supporting and oversight of the Emergency Medical Services provided to the community.
- Crews finished training with the Bonner Springs High School Athletic Trainer this past week. Crews worked the first Bonner Springs High School home football game stand by last week with no incidents.
- Members of the FD attended the Tiblow Days After Action Report/ Recap meeting last week. It was good to have so many community partners in one place to highlight the good work and dedication it took to host such a large event.
- Captain Brendon Crain participated in the 9/11 Stair Climb in KCMO on 9-7-2025 and Firefighter Zach Meerdink participated in the 9/11 Stair Climb at GEHA Chiefs Stadium on 9-11-2025. We are proud of the commitment these two individuals made to remember those 343 FDNY Firefighters that lost their lives that day, and for representing the Bonner Springs Fire Department in those events. (Photos below)





POLICE:

- Police Department is undergoing physical security audit 09/18/2025 by the state
- Roof line repair at the AC facility completed (photo below).
- Department attended the County HEIRT (Hostile Event Inter-Agency Training) Manual update meeting ahead of World Cup. The department is not committing any assets to KCK and WYCO for the World Cup, due to commitments within the city at this time (Country Stampede).



PUBLIC WORKS:

Public Works continues to maintain strong operational momentum across all divisions, with a focus on utility system improvements, late-season capital projects, and seasonal field operations. The Second Street Waterline Project has reached full completion, while major progress continues on the 138th Street Reconstruction and 2025 Concrete

Replacement projects. Crews are also coordinating with an outside contractor on critical stormwater infrastructure near Kansas Avenue and 132nd Street.

Streets, Parks & Fleet Maintenance

•Parks

- Mowed all city parks
- Aerified and overseeded turf areas for long-term health
- Poured concrete pad at Center Park for upcoming sculpture installation

•Streets

- Completed 11'x6' full-depth patch on Oak Street after utility work
- Continued patching on 134th Street
- Replaced ADA ramp at 134th & Metro
- Removed 5–6 loads of scrap metal from Public Works yard
- Mowed various properties and tractor-mowed ROW in Zones 1 & 2

•Fleet & Training

- Performed routine vehicle and equipment maintenance
- Participated in Chainsaw Safety training (MPR campus)

Utility Maintenance

- Disconnected fire line and two services at 120 Oak Street
- Raised and replaced hydrant on Locust Street
- Continued utility locates, chlorine sampling, and routine maintenance

Water Plant Operations

- **Booster Station repairs:**
 - 500 GPM pump replaced
 - Two 40 HP motors rebuilt and reinstalled
 - VFD cooling fan replaced
 - PLC reset for SCADA functionality
- **Water Quality:**
 - Hardness: 153 mg/L
 - Manganese: 0.023 mg/L
 - No water quality complaints

Wastewater Plant Operations

- New UV system operational
- Awaiting KDHE approval to test RE-76 phosphorus-reduction chemical
- Submitted EPA Compliance Plan
- Sludge sampling completed for Waste Management permit renewal (due Oct. 9)

Lift Station Operations

- **Lift Station #9 (134th Street):** Second pump installed after rebuild
- All other lift stations fully operational

Capital Improvement Projects

- **Second Street Waterline Replacement**
 - **Status: 100% Complete**
 - All customers connected to new main
 - All restoration completed
 - Contractor is finishing cleanup of staging lot on Front Street

138th Street Reconstruction (as of Sept. 16, 2025)

- Water System: 95%
- North & South Retaining Walls: 100%
- Overburden Excavation (Phase I): 90%

- ATMOS Gas Line: 95%
- Storm Sewer Installation: 40%
- **Updated Timeline:** Completion has shifted to early Spring 2026 due to utility delays. Remaining work after winter includes:
 - Surface asphalt paving
 - Final pavement markings
 - Seeding and restoration

2025 Concrete Replacement Project

- **Completed:**
 - New drive apron at the Fire Station
 - Sidewalk replacement around the Library
- **Current Work:**
 - Concrete replacement at Centennial Park and Farmers Market parking lot
 - Added scope: Sidewalk replacement on Kump Avenue near Spring Creek Bridge
 - Purpose: Eliminate severe tripping hazards due to settling near a storm box and bridge approach

Storm Pipe Replacement – Kansas Avenue & 132nd Street

- Contractor is replacing a failing storm pipe
- Project monitored by Public Works staff
- Located near the intersection of Kansas Avenue and 132nd Street

**BONNER SPRINGS
FIRE DEPARTMENT**

presents:

**OPEN HOUSE
EVENT**



**Saturday
October
4th
2025
11am-3pm**

- Activities for kids
- Meet local hospital staff
- Refreshments provided
- Safety talks



City of Bonner Springs

We can't wait to see you there!

ONGOING/PENDING PLANNING PROJECTS																	
Case No.	Application Date	Project Name	Address	Project Type	Review Process(es)	Project Status	Board of Zoning Appeals	Approved/ Denied	Planning Commission	Approved/ Denied	Governing Body	Approved/ Denied	Applicant	Current Zoning or Future Land Use	Requested Zoning	No. Lots	Total Acres
Pending Planning Projects List - 2023-2024																	
FDP-02-22	November 15, 2022	APAC	1800 S. 122nd Street	Floodplain Development Permit		PENDING FEMA APPROVAL							Dan Jones, APAC-Kansas, Inc	I-2	NA	1	745+/-
BSCP-02-24	June 7, 2024	Epic Resorts - Comp Plan Change	720 N. 118th St	Comp Plan Change	PC/CC	PENDING			July 16, 2024	APPROVED	September 9, 2024	PENDING	EMAP KC, LLC Destination KCK	INDUSTRIAL	MX - Mixed Use	1	79 +/-
BSRZ-04-24	October 29, 2024	Epic Resorts - Destination KCK	720 N. 118th St	Rezoning	PC/CC	PENDING			January 21, 2025	PENDING	January 13, 2025	PENDING	EMAP KC, LLC	LI	ENT	1	79.8 +/-
LS-01-24	February 14, 2024	Loun Property	13230 Riverview Ave	Minor Plat	SR	PENDING							Phillip Loun	RR	NA	1	9.86+/-
2025 PENDING PLANNING PROJECTS																	
AUGUST PLANNING COMMISSION - SEPTEMBER GOVERNING BODY																	
BSCP-01-25	May 14, 2025	Comp Plan Updates	City Wide	Comp Plan Change	PC/CC	PENDING			August 19, 2025	APPROVED	September 22, 2025	PENDING					
OCTOBER PLANNING COMMISSION - NOVEMBER GOVERNING BODY																	
SUP-02-25	August 18, 2025	Whippoorwill Substation	Compass 70 Logistic Center	Special Use Permit	PC/CC	PENDING			October 21, 2025	PENDING	November 10, 2025	PENDING	Evergy	LI	NA	1	
BSZO-01-25	August 20, 2025	UDO Amendments	City Wide	UDO Amendments	PC/CC	PENDING			October 21, 2025	PENDING	November 10, 2025	PENDING	City Staff	NA	NA	NA	NA
BSZO-02-25	PENDING	Floodplain Regulations Update	City Wide	Municipal Code	FEMA/KDA/CC	PENDING FEMA APPROVAL					PENDING	PENDING	City Staff	NA	NA	NA	NA
FP-02-25	September 11, 2025	Spencer's Way	13901 Archer Rd	Final Plat	PC/CC	PENDING			October 21, 2025	PENDING	November 10, 2025	PENDING	Sharon Spencer	LR	NA	2	76.06 +/-
ST-02-25	September 12, 2025	Ice Vending Machine	608 S. 130th St	Site/Landscape Review	SR	PENDING							PENDING	GC	NA	NA	NA

COMPLETED PLANNING PROJECTS - 2025																	
Case No.	Application Date	Project Name	Address	Project Type	Review Process(es)	Project Status	Board of Zoning Appeals	Approved/ Denied	Planning Commission	Approved/ Denied	Governing Body	Approved/ Denied	Applicant	Current Zoning or Future Land Use	Requested Zoning	No. Lots	Total Acres
JANUARY PLANNING COMMISSION - FEBRUARY GOVERNING BODY																	
ECP-01-25	January 3, 2025	The 120 on Oak	120 Oak St	Earth Change Permit	SR	APPROVED							Cohorst Enterprises Inc.	CC	NA	1	
BZA-08-24	November 20, 2024	Matt Riddell	705 W. Morse	Variance - setback	BZA	APPROVED	January 21, 2025	APPROVED					Matt Riddell	GR		1	0.1504 +/-
BSZO-04-24	October 16, 2024	Entertainment District Zoning	City Wide	UDO Amendment	PC/CC	APPROVED			January 21, 2025	APPROVED	January 13, 2025	APPROVED	Staff	NA	NA	NA	NA
SUP-04-24	November 19, 2024	Daniel Earhart	23920 W. 43rd St	Special Use Permit	PC/CC	APPROVED			January 21, 2025	APPROVED	February 10, 2025	APPROVED	Daniel Earhart	LI	NA	1	6.03 +/-
BSRZ-05-24	November 19, 2024	Vance Tran	13040 Cannan Drive	Rezoning	PC/CC	Withdrawn by applicant			January 21, 2025	APPROVED	February 10, 2025	PENDING	Vance Tran	GC	HC	1	.8669 +/-
FEBRUARY PLANNING COMMISSION - MARCH GOVERNING BODY																	
FDP-01-25	February 13, 2025	Eldon Hix	11939 Kaw Drive	Floodplain Development Permit	SR	APPROVED							Eldon Hix	HI	NA	1	5 +/-
FEBRUARY PLANNING COMMISSION - MARCH GOVERNING BODY																	
RP-01-25	January 10, 2025	Replat - Willard's Way	1715-1725 S. 138th Street	Replat	PC/CC	APPROVED			February 25, 2025	APPROVED	March 10, 2025	APPROVED	Wensheng Wang	GR	NA	3	.563 +/-
BZA-01-25	January 14, 2025	Variance Request	526 Lake Forest Drive	Setback Variance	BZA	Withdrawn by applicant	February 18, 2025	PENDING					Bill Giles on behalf of Owners	GR	NA	1	.306 +/-
SUP-01-25	January 15, 2025	APAC Bonner Quarry	1800 S. 122nd Street	SUP Renewal	PC/CC	APPROVED -1yr			February 25, 2025	APPROVED	March 10, 2025	APPROVED	APAC	HI	NA	1	750 +/-
MARCH PLANNING COMMISSION - APRIL GOVERNING BODY																	
NO MEETING HELD IN MARCH - LACK OF AGENDA ITEMS																	
APRIL PLANNING COMMISSION - MAY GOVERNING BODY																	
SUP-02-25	February 26, 2025	Country Stampede - Matt Tholen	633 N. 130th St	Special Use Permit	PC/CC	APPROVED			April 15, 2025	APPROVED	May 12, 2025	APPROVED	Country Stampede	RR	NA		
SUP-01-25	January 15, 2025	APAC Bonner Quarry	1800 S. 122nd Street	SUP Renewal	PC/CC	APPROVED			April 15, 2025	APPROVED	May 12, 2025	APPROVED	APAC	HI	NA	1	750 +/-
MAY PLANNING COMMISSION - JUNE GOVERNING BODY																	
BSRZ-01-25	April 1, 2025	Archer Meadows	13905 Archer Road	Rezoning	PC/CC	APPROVED			May 20, 2025	APPROVED	June 9, 2025	APPROVED	Greg Woolard	LA	LR	1	20 +/-
FP-01-25	April 1, 2025	Archer Meadows	13905 Archer Road	Final Plat	PC/CC	APPROVED			May 20, 2025	APPROVED	June 9, 2025	APPROVED	Greg Woolard	LR	LR	2	10 +/- ea.
MP-01-25	May 1, 2025	Minor Plat	400 N. 134th Street	Minor Plat	SR	APPROVED							Atlas land Consulting on behalf of Property Owners	RR	NA	2	22 +/-
ST-01-25	April 9, 2025	Riverbend Garage - Contractor Garages	23920 W. 43rd St	Site/Landscape Plan Review	SR	APPROVED							Daniel Earhart	LI	NA	1	4.8 +/-
JUNE PLANNING COMMISSION - JULY GOVERNING BODY																	
BZA-01-25	February 28, 2025	Ron Domerse	1755 S. 136th St	Special Exception	BZA	APPROVED	June 17, 2025	APPROVED					Ron Domerse	GR	NA	2	.88 +/-
RP-02-25	February 28, 2025	Ron Domerse	1755 S. 136th St	Replat	PC/CC	APPROVED			May 20, 2025	APPROVED	June 9, 2025	APPROVED	Ron Domerse	GR	NA	7	5.76 +/-
JULY PLANNING COMMISSION - AUGUST GOVERNING BODY																	
EV-01-25		Sandstone Townhomes	Multiple	Easement Vacation	CC	PENDING					August 11, 2025	APPROVED	Sandstone Townhomes	MR	N/A		

CODE ENFORCEMENT INCIDENT ACTIVITY REPORT

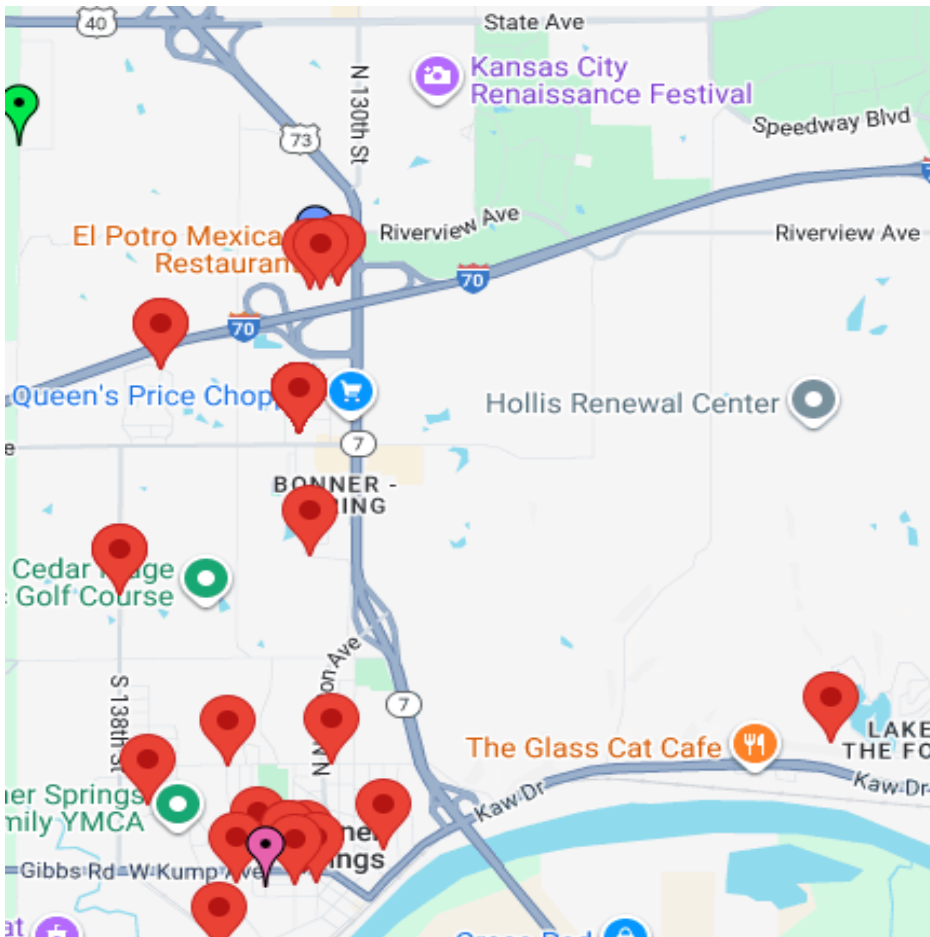
INCIDENT CODE: *-All

USER: mstites

DATES: 7/1/2025 THRU 7/31/2025

	NEW INCIDENTS	RESOLVED/ CLOSED	CUMULATIVE ACTIVE CASES
BRUSH.....	0.....	32.....	11
GENERAL.....	2.....	190.....	29
INOPERABLE/UNLICENSED/ON-GRASS.....	1.....	413.....	120
OUTSIDE STORAGE.....	0.....	327.....	106
PERMIT CHECK.....	16.....	578.....	0
PROPERTY MAINTENANCE.....	12.....	210.....	118
SIGNS.....	7.....	681.....	0
SNOW & ICE.....	0.....	11.....	0
TALL GRASS/WEEDS.....	3.....	456.....	67
COURT	3.....		
=====			
TOTALS.....	44.....	2898.....	480

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



CODE ENFORCEMENT INCIDENT ACTIVITY REPORT

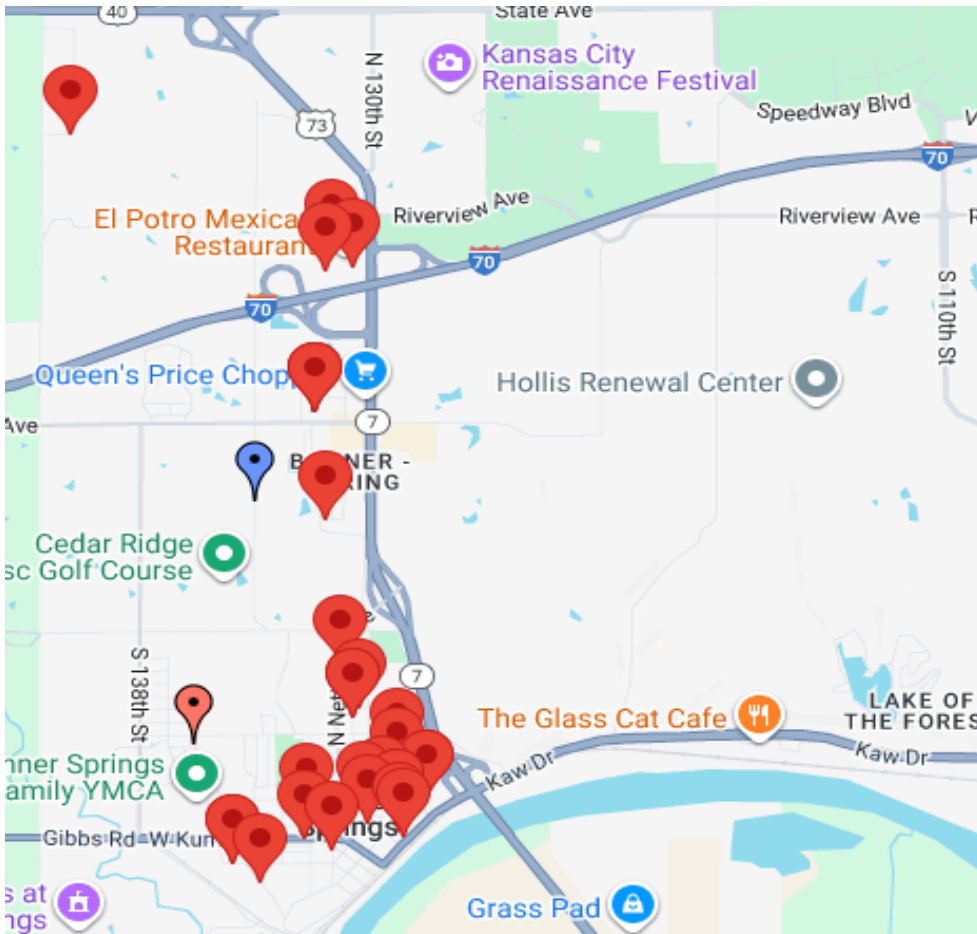
INCIDENT CODE: *-All

USER: mstites

DATES: 8/1/2025 THRU 8/31/2025

	NEW INCIDENTS	RESOLVED/ CLOSED	CUMULATIVE ACTIVE CASES
BRUSH.....	2.....	32.....	11
GENERAL.....	3.....	190.....	31
INOPERABLE/UNLICENSED/ON-GRASS.....	2.....	413.....	122
OUTSIDE STORAGE.....	6.....	327.....	112
PERMIT CHECK.....	3.....	581.....	0
PROPERTY MAINTENANCE.....	13.....	210.....	121
SIGNS.....	5.....	686.....	0
SNOW & ICE.....	0.....	11.....	0
TALL GRASS/WEEDS.....	7.....	465.....	74
COURT	5.....		
=====			
TOTALS.....	46.....	2915.....	452

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

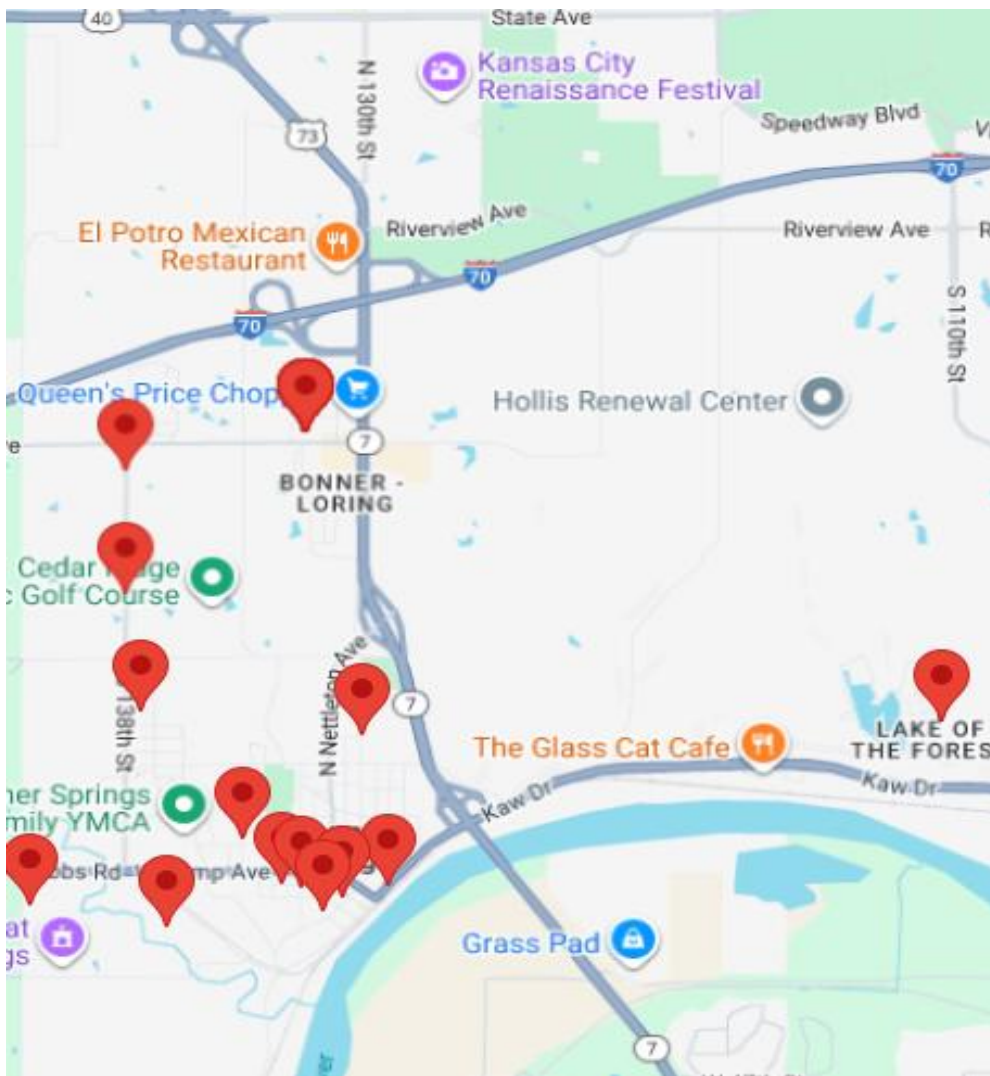


REPORT OF BUILDING PERMITS ISSUED

ISSUED DATES: 7/1/2025 THRU 7/31/2025

STATUS: OPENED, COMPLETED

TYPE OF PERMIT	NUMBER OF PERMITS
COMMERCIAL NEW/ADDITION.....	0
COMMERCIAL REMODEL.....	0
COMMERCIAL ROOF.....	1
DECK.....	1
DRIVEWAY.....	1
DEMOLITION.....	0
ELECTRICAL.....	2
FENCE.....	2
FIREWORKS.....	0
GENERAL INSPECTION.....	0
MECHANICAL.....	0
OPEN FLAME.....	0
PLUMBING.....	10
POOL, ABOVE GROUND.....	1
POOL, IN GROUND.....	0
RESIDENTIAL ACCESSORY STRUCTURE.....	1
RESIDENTIAL MANUFACTURED MOVE-IN.....	0
RESIDENTIAL NEW/ADDITION.....	8
RESIDENTIAL REMODEL.....	2
RESIDENTIAL ROOF.....	12
RIGHT OF WAY.....	2
SIGN.....	0
TENT.....	0
UTILITIES OFF.....	0
=====	
TOTAL NEW PERMITS.....	43
TOTAL ACTIVE PERMITS.....	166

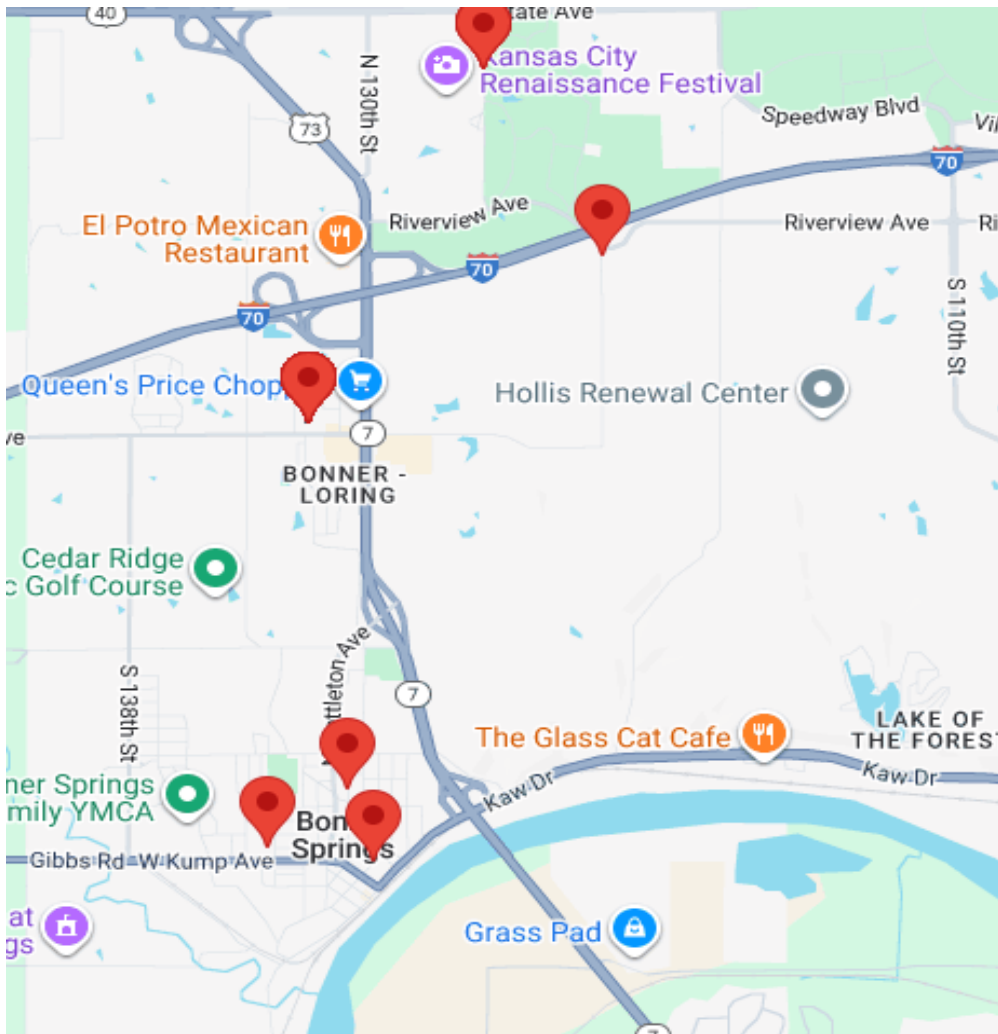


REPORT OF BUILDING PERMITS ISSUED

ISSUED DATES: 8/1/2025 THRU 8/31/2025

STATUS: OPENED, COMPLETED

TYPE OF PERMIT	NUMBER OF PERMITS
COMMERCIAL NEW/ADDITION.....	1
COMMERCIAL REMODEL.....	1
COMMERCIAL ROOF.....	0
DECK.....	1
DRIVEWAY.....	0
DEMOLITION.....	0
ELECTRICAL.....	2
FENCE.....	2
FIREWORKS.....	1
GENERAL INSPECTION.....	0
MECHANICAL.....	2
OPEN FLAME.....	3
PLUMBING.....	7
POOL, ABOVE GROUND.....	0
POOL, IN GROUND.....	0
RESIDENTIAL ACCESSORY STRUCTURE.....	0
RESIDENTIAL MANUFACTURED MOVE-IN.....	0
RESIDENTIAL NEW/ADDITION.....	4
RESIDENTIAL REMODEL.....	1
RESIDENTIAL ROOF.....	6
RIGHT OF WAY.....	0
SIGN.....	0
TENT.....	2
UTILITIES OFF.....	2
=====	
TOTAL NEW PERMITS.....	35
TOTAL ACTIVE PERMITS.....	155



Bonner Springs Mayor's Report

Date: September 22, 2025

To: City Council

General

- Was honored to be asked to be present for the Employee Recognition of Fire Fighter Alli Campbell as the Employee of the Month on 9/12.
- Had a breakfast meeting with Greg Kindle of WYEDC on 9/17

Boards

- Attended the WYEDC Board Meeting on 9/10.
- Attended the WYEDC Board Meeting on 9/10.
- Attended the Library Board meeting on 9/11.

Events

-