

Planning & Zoning Commission
January 28, 2025
12:00 PM

1. Pledge of Allegiance

2. Call to Order

3. Consider Minutes of November 25, 2024, Planning Commission Meeting

Motion _____ Second _____ Action _____
Bryan Parrish, Rhonda Rice, Karen Soliz, Joshua Lawrenz, Janet Wade, Marcus Hawkes

4. Public Forum.

5. Additional Agenda Items

6. Approval of Agenda

Motion _____ Second _____ Action _____
Bryan Parrish, Rhonda Rice, Karen Soliz, Joshua Lawrenz, Janet Wade, Marcus Hawkes

7. Nomination and Vote of Commission Chair

Motion _____ Second _____ Action _____
Bryan Parrish, Rhonda Rice, Karen Soliz, Joshua Lawrenz, Janet Wade, Marcus Hawkes

8. Nomination and Vote of Commission Vice-Chair

Motion _____ Second _____ Action _____
Bryan Parrish, Rhonda Rice, Karen Soliz, Joshua Lawrenz, Janet Wade, Marcus Hawkes

9. Discussion on Recommendation for Updates to Minimum Setbacks in Residential Areas

Motion _____ Second _____ Action _____
Bryan Parrish, Rhonda Rice, Karen Soliz, Joshua Lawrenz, Janet Wade, Marcus Hawkes

10. Discussion on Preemptive Rezoning of Certain Areas in Town Based on Land Use Map in 2024
Comprehensive Plan

Motion _____ Second _____ Action _____
Bryan Parrish, Rhonda Rice, Karen Soliz, Joshua Lawrenz, Janet Wade, Marcus Hawkes

11. Discussion on Final Comp Plan and Identifying Planning Commission Goals for 2025

Motion _____ Second _____ Action _____
Bryan Parrish, Rhonda Rice, Karen Soliz, Joshua Lawrenz, Janet Wade, Marcus Hawkes

12. Adjourn

Motion _____ Second _____ Action _____

Bryan Parrish, Rhonda Rice, Karen Soliz, Richard Idelman, Joshua Lawrenz, Janet Wade, Marcus Hawkes

Public Forum Comments can be dropped in the deposit box or emailed to cityoffice@cityofherington.com . Must be received before 8:00AM the day of the meeting. Please keep statements to a maximum of 3 minutes.

Planning & Zoning Commission

November 26, 2024

12:00 PM

The planning commission members met on the above date and time in the commission chambers of Herington City Hall. In attendance were Rhonda Rice, Karen Soliz, Joshua Lawrenz, and Marcus Hawkes. The commissioners were joined by Thatcher Moddie, and Chanda Bayes.

The meeting opened with the pledge of allegiance.

Chair Marcus Hawkes called the meeting to order.

Karen Soliz made a motion to accept the minutes of Oct 22, 2024. Joshua Lawrenz seconded. Motion passed 4-0.

Public Forum: None

Additional Agenda Items: None

Josh Lawrenz made a motion to approve the agenda, Rhonda Rice seconded, and the motion passed 4-0.

The Commissioners discussed the RV Ordinance, went through and decided on some edits. Thatcher will complete the document as discussed and will present it to the City Commission on December 17th.

Commissioner Comments: None

Some agenda items for January: Comp plan goal mapping, setback ordinance and the election of officers.

Karen Soliz made a motion to adjourn, Rhonda Rice seconded, and the motion passed 4-0

Chanda Bayes
Deputy City Clerk/Treasurer



HERINGTON TOMORROW

COMPREHENSIVE PLAN

ACKNOWLEDGMENTS

The City of Herington would like to thank all those that make Herington possible. This Comprehensive Plan entitled “Herington Tomorrow” is dedicated to all those dedicated to Herington.

A special thanks goes to the citizens who came to workshops and completed surveys. Your input shaped this plan.

City Commission

Eric Gares - Mayor
Cynthia Naylor
Dalton Scarff

Robbin Bell- Vice Mayor
Kenneth Staatz

Planning Commission

Marcus Hawkes, Chair
Janet Wade
Josh Lawrenz
Cynthia Naylor (Former)
Gwen Owens-Wilson (Former)
Vance Donahue I (Former)

Rhonda Rice, Vice Chair
Karen Soliz
Bryan Parrish
Richard Idelman (Former)
DJ Neuberger (Former)

City Staff

Thatcher Moddie - City Manager
Brandon Dross - City Manager (Former)
Brynn Sullivan - Intern (Former)
Eryn Ebach - Professional Engineering Consultants

Students from the University of Kansas Urban Planning Program created a 1st draft of the plan in the Spring semester of 2022. A special thanks to: Professor Bonnie Johnson, PhD, FAICP and the students in the Urban Planning Program for their hard work. The City of Herington engaged Professional Engineering Consultants to finish the planning process and complete the plan in 2024.

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SECTION 1

INTRODUCTION

INTRODUCTION

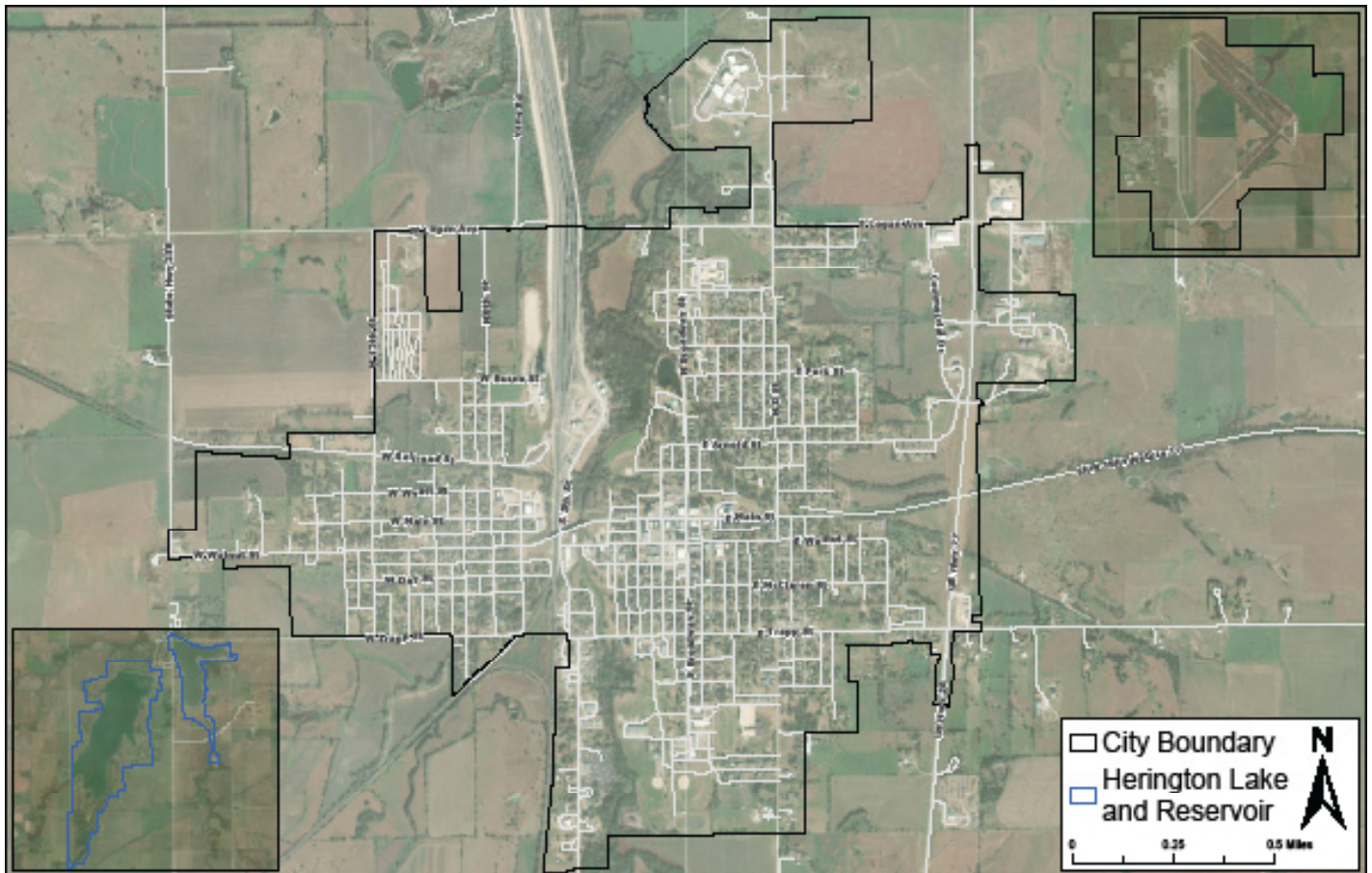
In 2022, the City of Herington began the process of developing a new comprehensive plan - a guide for implementing the community's shared vision and a framework for future development over the next twenty years.

Herington Tomorrow is a community-driven document that establishes a clear vision for the City and outlines the strategies for getting there. It describes how resources should be allocated and where and how development should occur. The plan is informed by a study and analysis of community conditions today, as well as input from those who live, work, and play in Herington. Herington is the hub of the tri-county area for Dickinson, Morris, and Marion Counties in central Kansas. The majority of the City is located in the southeast corner of Dickinson County.

CONTEXT

Herington is located in the southeast corner of Dickinson County and is the hub of the Tri-County area for Dickinson, Morris, and Marion Counties in central Kansas. The City lies at the intersection of US-56 and US-77 and is approximately an hour and a half drive from Topeka, Kansas' state capital, and fourth largest city. From its early history, Herington has been a hub for a number of rail lines and currently serves as a system hub for the Union Pacific Railroad.

Herington is approximately 3,143 acres in size and is home to 2,074 residents. The City owns and operates Herington Lake and Reservoir which cover a combined 922 acres of land. The planning limit for the Herington Tomorrow Comprehensive Plan include the incorporated City limits shown in the map below.



PURPOSE

Herington Tomorrow will be the City's framework for adopting policies and initiatives to realize the community's ideal future. The comprehensive plan will serve as a decision-making tool for City leaders as they evaluate land use and development proposals and prioritize capital improvements. From a practical standpoint, the plan will guide local officials as to the appropriate development types and land uses within the City, impacting the design, built form, economic well-being, and quality of life of the community.

Likewise, the plan is a communications tool for sharing the community's values and priorities with local and regional partners. Funding organizations, private developers, and other stakeholders can look to the plan to understand Herington's long-term goals and the community's forethought and commitment to its shared future. The plan also provides a basis for funding decision. When applying for grants or Federal funding, it shows the community's forethought and commitment, and the Capital Improvement Plan or other financial plans can use Herington Tomorrow for guidance and coordination.

It is important to note that a comprehensive plan does not replace zoning regulations, development codes, capital improvement programs, or other regulatory documents. Rather, Herington Tomorrow will be the foundation for updates to those policy documents and implementation tools. Comprehensive plans require ongoing monitoring throughout the twenty year planning period. Periodic revisions and updates allow plans to adapt to changes at the local level and ensure current community goals and priorities are represented. At least once per year, the Planning Commission should review the comprehensive plan to ensure accuracy and alignment with community goals and comply with state statute.



SECTION DESCRIPTIONS

Herington Tomorrow is divided into six sections and an appendix

SECTION ONE

Includes an introduction explaining the purpose and legal role of the plan, how it should be integrated into daily operations and decisions, and its contents and production process.

SECTION TWO

Describes the vision and values that set the tone and theme for the goals, policies, and implementation strategies contained in the Plan.

SECTION THREE

Provides detailed background information about the community and existing conditions that are the baseline for the plan. These include demographics and population data, existing infrastructure and transportation systems, neighborhoods, and parks, recreation, and green space.

SECTION FOUR

Provides recommendations related to future land use, the built environment and development. This section also includes the existing land use map and a framework for land use in the future.

SECTION FIVE

Outlines an action plan for realizing the community's vision for Herington. The action plan includes 15 goals, each with multiple strategies for execution. It describes applicable tasks, the parties involved, and a time frame for successful completion.

The appendix includes: A.1. Our Legacy, a history of Herington and A.2. Project List, a collection of projects identified throughout the planning process that may be considered for inclusion in a future Capital Improvements Plan.

FUTURE VISION

This plan outlines Herington's vision for the long-term future. It is the fundamental guiding planning document for the City Commission, Planning Commission & Board of Zoning Appeals, City departments, and other partner agencies and organizations. Future planning efforts like sub-area, neighborhood or corridor plans and other initiatives can build on the comprehensive plan.

LAND USE AND GROWTH

The land use and growth strategy focuses on the sustainable and thoughtful development of the city, promoting the highest and best use of land, while maintaining compatibility of land uses. It aims to maximize the benefits land can provide in terms of residential and employment opportunities, transportation options, and recreation and open space so that current and future generations can thrive.

INVESTMENT GUIDE

Herington leaders can use this plan to guide decision-making regarding capital improvements and investments in community facilities and infrastructure. Grant opportunities and other funding sources at the regional, state, and federal levels should be looked at as potential funding for implementing the plans strategies and meeting the community's goals.

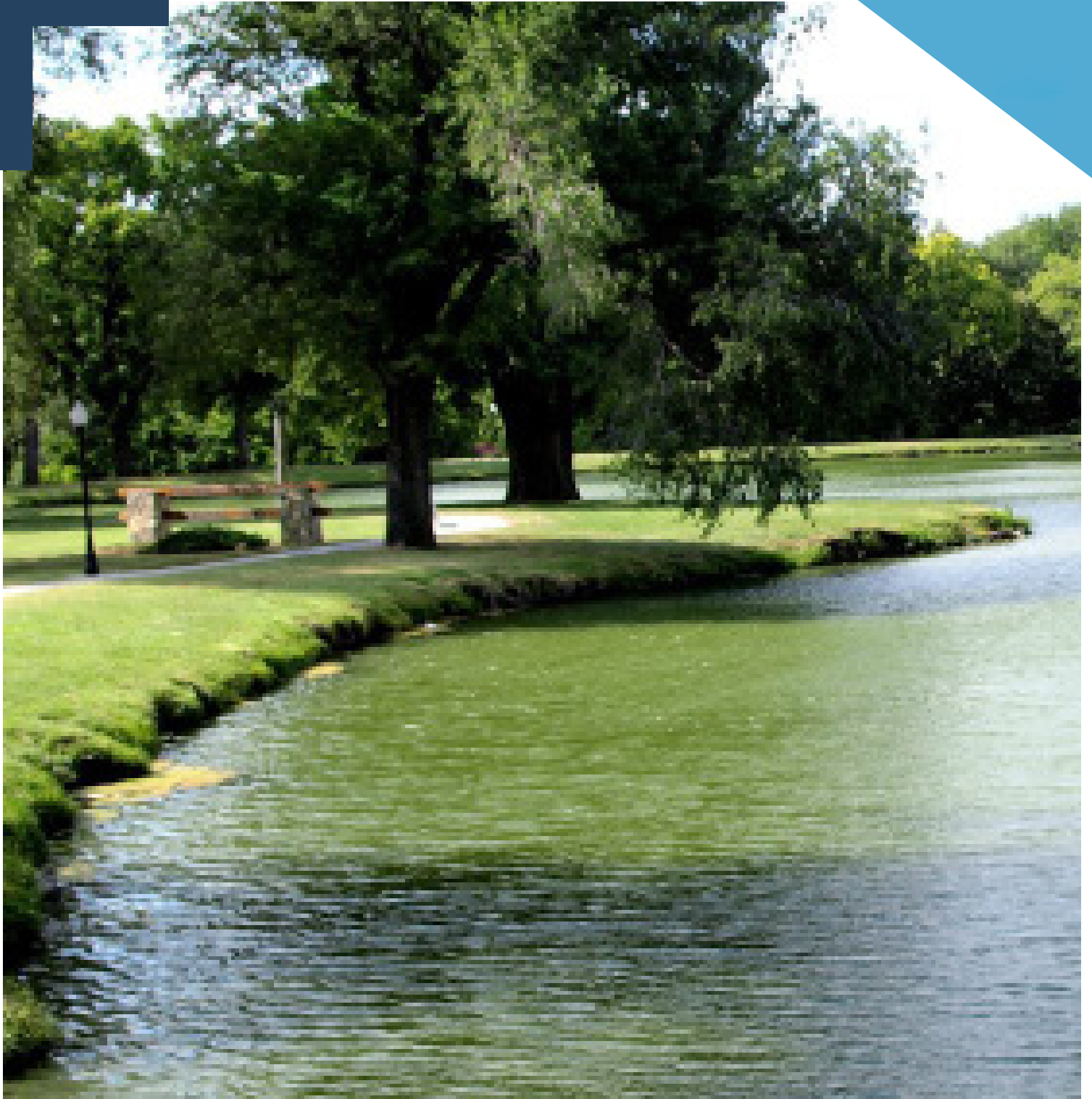
ACTION PLAN

The Herington Tomorrow Comprehensive Plan prioritizes specific planning actions for meeting the community's goals. The action plan outlines goals for each plan section with implementation strategies. The roles and responsibilities of staff elected or appointed officials, and other stakeholders are included for each strategy.

PLANNING PROCESS

In Spring of 2022, students from the University of Kansas Urban Planning Program compiled data on community conditions and engaged the Herington community to determine a long-term vision for the City. A final draft of the plan was completed by students in December of 2022.





SECTION 2

VISION AND VALUES

GUIDING PRINCIPLES

Herington Tomorrow is guided by the Community Mission and the City Vision Statement. All goals and strategies of this plan are designed to realize this shared vision.

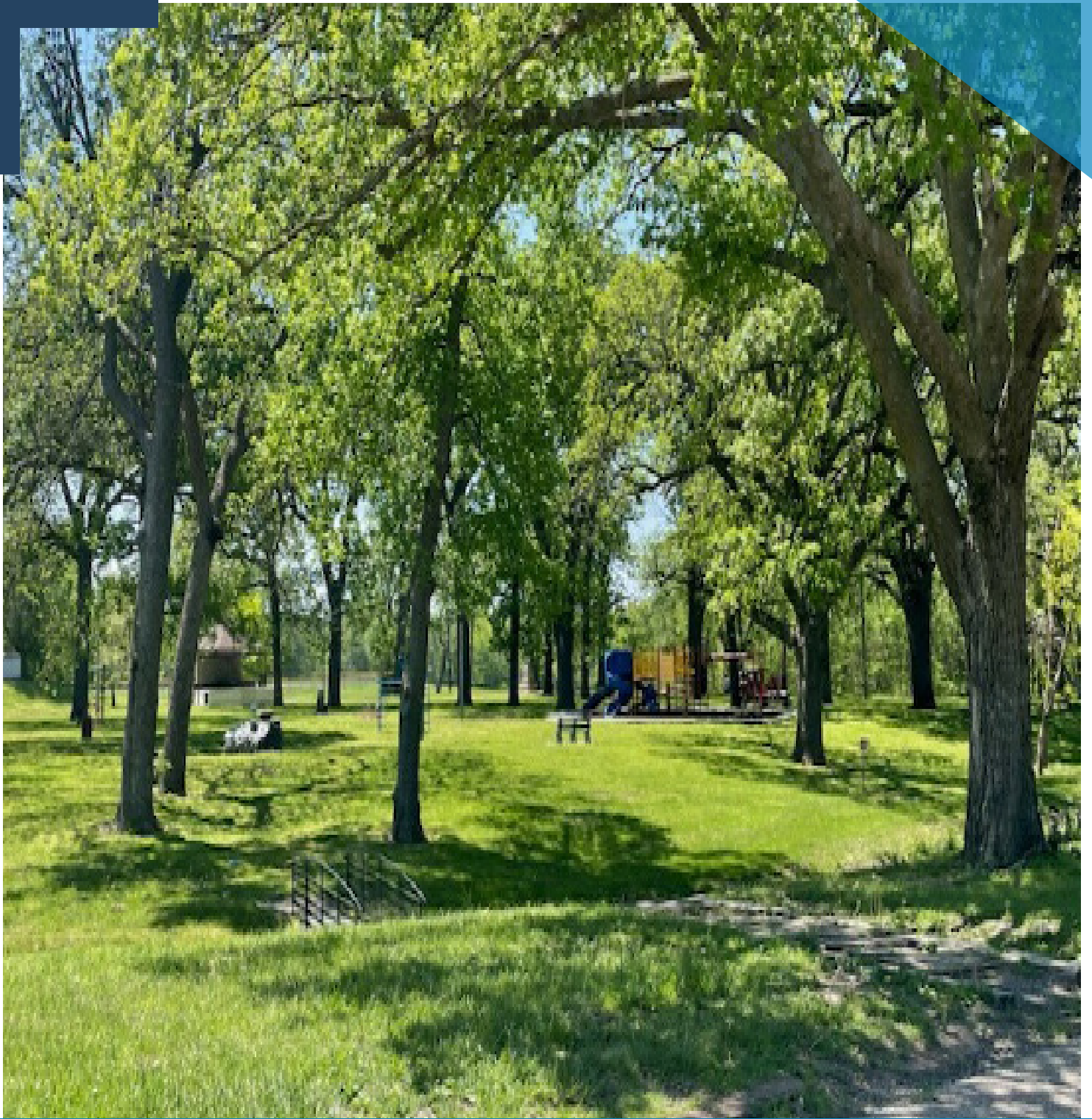
COMMUNITY MISSION

Herington strives to create a place to call home through safe reliable services and amenities for a better quality of life in our community.

THE CITY OF HERINGTON VISION STATEMENT

Herington is a welcoming community focused on providing its citizens a safe and reliable place to live, work and be active in pursuing opportunities to better our community with transparency. We will continue embracing our past while pursuing future commitments to support its citizens with quality community services, public amenities, business opportunities and future growth.





SECTION 3

COMMUNITY PROFILE

COMMUNITY CHARACTER AND IMAGE

Herrington is a community rooted in its unique character and robust history. The City's legacy and deep sense of community are essential to creating community pride and a sense of belonging for residents and visitors. Efforts to maintain this character and market the City's events, activities, and attractive public places will attract residents and visitors to the community.

DOWNTOWN

Herrington's downtown is the cultural and activity center of the community and is the primary location where the community's character and identity is expressed. Though the community culture is threaded throughout the entire area within and around city limits, Downtown is the epicenter and in many ways is the place from which character radiates out to the community at large.

Community Character is expressed in a variety of ways. The built environment, development pattern, and emblematic structures are some of the primary expressions of character as well as establishing the 'platform' on which other elements may be found.

The composition of the built environment does not just impact visual character and image, it also contributes to other factors such as activities, energy, interest, and sense of community. Utilizing existing building stock and, where possible, providing for a mixture of uses (vertically and/or horizontally) gets more people into the area. More people mean more activity. More activity means more opportunities to grow and/or reinforce character. Downtowns are key drivers of character in many ways, driven by the sense of place that comes from providing a range of opportunities for people to live, work, and play within a certain area.

DESIGN AND ARCHITECTURE

Prominent, often historically significant structures are important in defining the character and image of any city. Herrington features a traditional downtown with most of the structures being built right up next to the street/sidewalk as well as each other. Some key structures in Herrington's downtown include: the historic Herrington library, Hilltop Community Center, and the First National Bank building, among others.

These structures aren't just visually appealing, they also serve as a flexible and adaptable structures that can be repurposed over time to meet changing needs of the community as well as providing for some degree of traditional mixed-use activity (for example, a residential unit over a commercial space).

Mixed use or adaptable structures are most commonly found in downtowns. When a single structure or property contains a mixture of uses (or the potential for them) it is an example of vertical mixed use. Outside of downtown, in predominantly residential areas it is more typical to find examples of horizontal mixed use. Most of the structures in these areas have their form and function oriented towards residential dwelling units. The majority of Herrington's land area is devoted to these types of uses. There is a diversity in architectural detail, size, and scale throughout the community. In some areas higher density or specific purpose residential development is also present, such as the area north of Ash St where Golden Age Homes and the Legacy at Herrington are located.

LANDSCAPING / STREETSCAPING

Many residential streets in Herington are lined with mature trees and have a well-developed tree canopy. However, additional street trees and landscaping downtown and along key corridors will improve streetscapes and encourage active transportation. Similarly, street lighting is provided in some areas, but the installation of new lighting is needed along Broadway and other primary streets.

Other landscaping features like bushes, shrubs, and flowers are present in City's parks and in some residential neighborhoods. The planting of native plants like Kansas wildflowers can be an attractive addition to landscaping while also providing environmental benefits.

PUBLIC ART

Public art instills a greater sense of community identity and understanding of where one lives, works, and visits. It can include murals, sculptures, memorials, integrated architectural or landscape work, community art, and even performances and festivals. These features create memorable experiences and humanize the built environment.

The murals painted in downtown Herington provide a look into the City's past, while providing a unique sense of place and identity for the future. Additional public area can positively impact communities by supporting economic growth and sustainability, attachment and cultural identity, artists as contributors and social cohesion.



WAYFINDING

Wayfinding helps users reach their desired destinations and assures people they are on the correct route. A distinct wayfinding system for pedestrians and bicyclists further enhances the efficiency in which people can travel around the City. Modern and distinctive wayfinding can distinguish walking or bicycling routes and highlight specific destinations. Wayfinding elements can also be incorporated into public art.

Herington does not currently have a robust wayfinding system, but the addition of cohesive and welcoming signage could project a consistent image for the entire city, reduce visual clutter, and promote walking and bicycling.

TOURISM

Tourists desire authentic experiences, often found in communities with unique history and culture. Like Herington, these communities are can attract visitors from the surrounding region, promoting its close proximity and shorter travel distances.

The City's centralized location puts it within relatively close driving distance to most major metropolitan areas within the state. Herington has an opportunity to market its proximity to these larger cities.

- 25 minutes to Junction City
- 50 minutes to Salina (SLN Airport)
- 40 minutes to Manhattan (MHK Airport)
- 79 Minutes to Topeka
- 66 Minutes to Wichita Metro (ICT Airport)
- 118 minutes to KC Metro (MCI Airport)

Additionally, the City could attract new residents who work remotely. Flexibility allows these workers to choose where they live. Herington's can attract remote workers looking for small town charm and affordable housing within a short drive time of large metropolitan areas.

KEY FINDINGS

Many communities implement design standards to ensure that community appearance reflects resident needs and community identity. Even improving the ability to walk and bike along major corridors has proven successful in communities looking to enhance corridors to better achieve greater positive perception of the community, especially by passersby. Simple beautification through signage and gateways also goes a long way in improving community appearance and inviting people to stay and explore the community. These small changes could go a long way in preserving and enhancing Herington's built environment and creating a welcome for visitors at community gateways.

Herington could enhance its streetscapes by planting additional street trees, lighting, and native flowers and plants near activity centers and primary corridors.

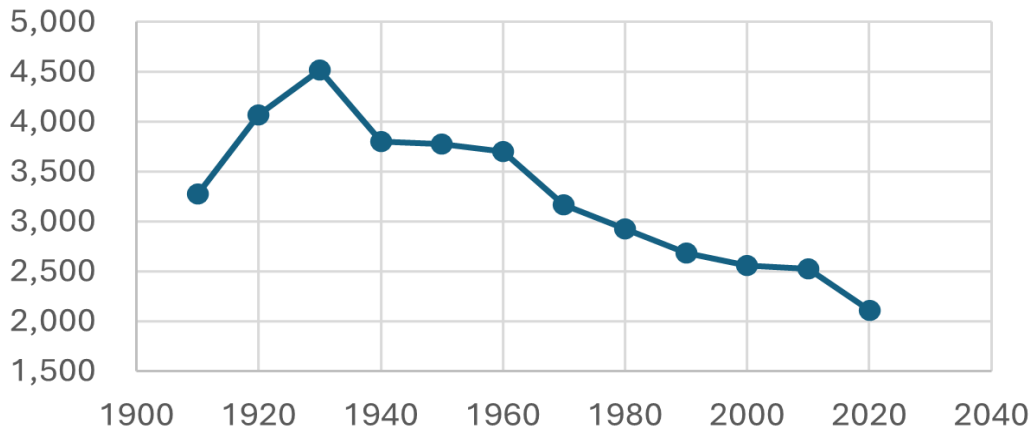
Promoting the conversion of downtown buildings to mixed use structures can improve vibrancy by increasing downtown activity and allowing varied spaces to support living, working, and playing. This would also provide additional housing and new housing types for Herington residents.

Existing historic and cultural assets in Herington's downtown provide excellent value to the community, impacting both the quality of life of residents and tourism. Preservation of these assets helps to attract and retain a growing population that desires authentic experiences, affordable housing, and a strong sense of community identity.

DEMOGRAPHICS

As of 2022, the population of Herington is 2,074. According to census data records the population peaked in 1930 at 4,519. Herington's rate of population change is shown below:

Herington Population - 1910-2020



Decennial Census vs American Community Survey:

The Decennial Census is the official count of the U.S. population conducted every ten years. The results from the Census are the official population of the United States.

The American Community Survey (ACS) is a monthly survey sent to a sample of addresses resulting in a model projection reflecting the population as a whole. The ACS includes additional demographic information not collected by the Census, including respondent's occupation, education, language, and housing status.

The United States Census Bureau has a standard of a 90% confidence interval for both the Decennial Census and American Community Survey.

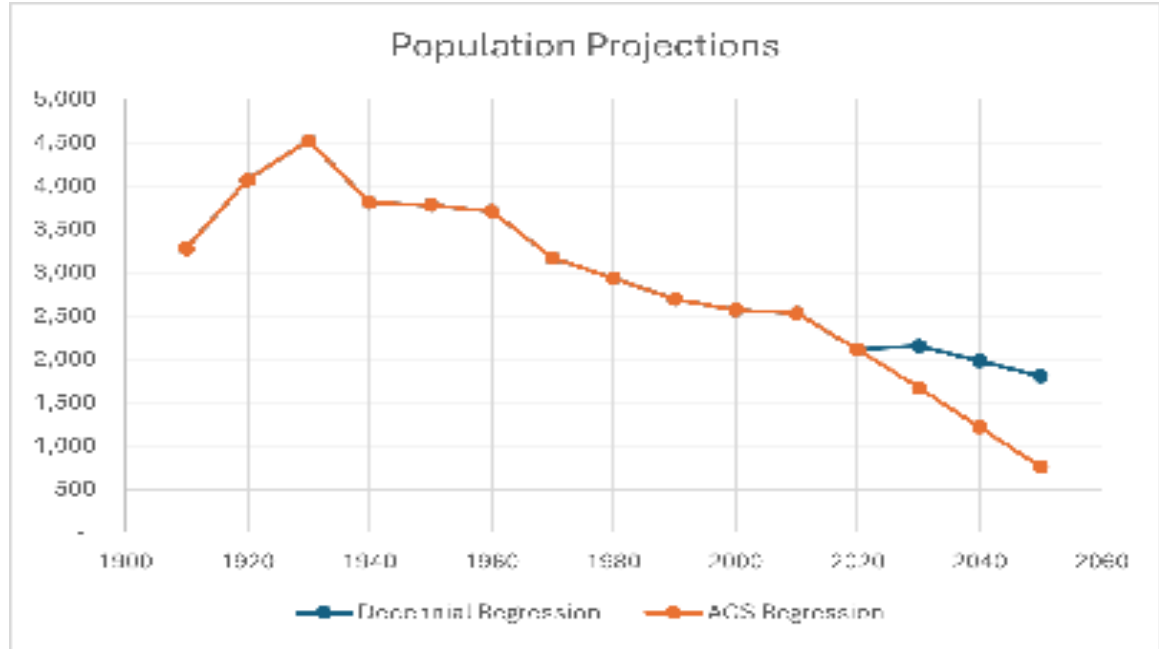
A comparison between Herington and Dickinson and Morris Counties and surrounding peer communities is included in the table below:

	Herington	Abilene	Chapman	Dickinson County	Council Grove	Morris County
1910	3,273	4,118	781	24,361	2,545	12,397
1920	4,065	4,895	853	25,777	2,857	12,005
1930	4,519	5,658	819	25,870	2,898	11,859
1940	3,804	5,671	782	22,929	2,875	10,363
1950	3,775	5,775	990	21,190	2,722	8,485
1960	3,702	6,746	1,095	21,572	2,664	7,392
1970	3,165	6,661	1,132	19,993	2,403	6,432
1980	2,930	6,572	1,255	20,175	2,381	6,419
1990	2,685	6,242	1,264	18,958	2,228	6,198
2000	2,563	6,543	1,241	19,344	2,321	6,104
2010	2,526	6,844	1,393	19,754	2,182	5,923

POPULATION PROJECTIONS

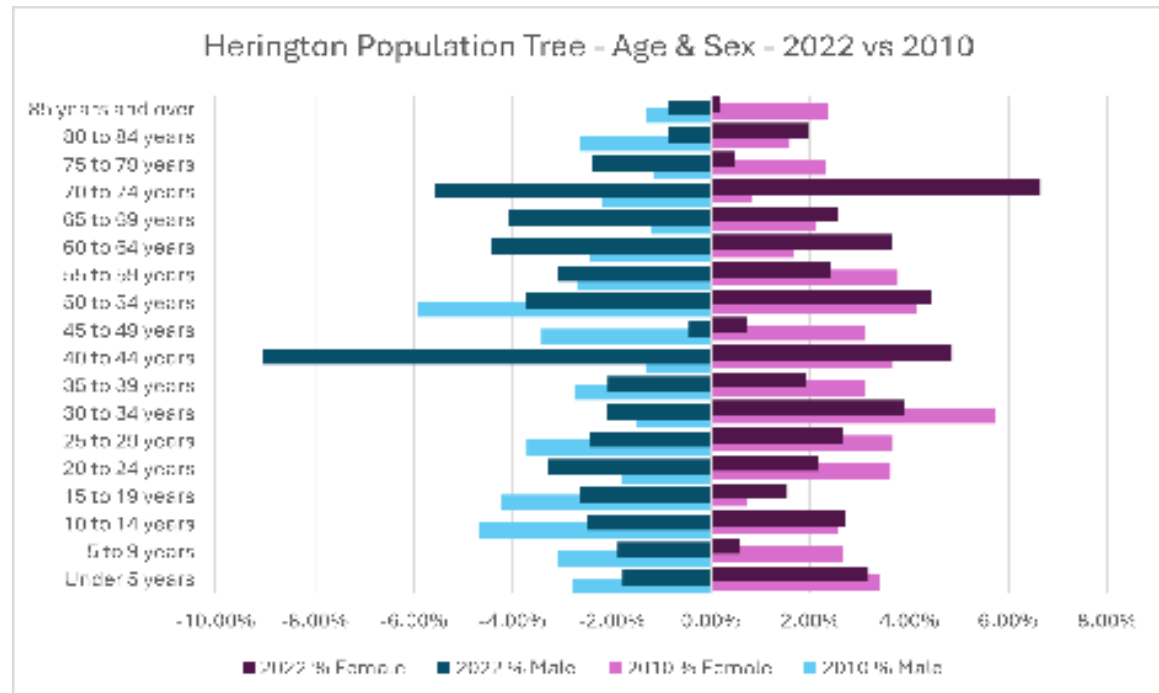
Two projection models were used to determine the possible future population of Herington. These models utilize historic population trends to plot out future population figures. In short, the existing population data is analyzed to create a possible future scenario for the city. Note that these models only factor in historic population numbers, but a wide range of factors impact a community's growth over time.

The Decennial Regression model uses population numbers from 1910 - 2020 in ten-year increments. The ACS Regression model uses population numbers from 2010 - 2022 in one-year increments. Based on these models, the projected population of Herington in 2050 is between 756 and 1,803.



POPULATION PYRAMID

The population pyramid to the right visualizes the percentage of the total population based on both age and sex. The bars to the left show male population, the bars on the right show the female population. The same data was added from Herington's 2010 census data to compare changes over time.



RACE & ETHNICITY

According to 2022 census information, the majority of Herington’s population is of one race (88%), with white residents comprising 79% of the total population.

The racial and ethnic composition of Herington is generally similar to those found in comparison cities.

Herington is somewhat more diverse, especially in terms of the amount of the population that identifies as two or more races.

Herington is 11.7%, while the majority of the comparison counties and cities are about half that amount.

Race	% of Population
Population of one race:	88.3%
White alone	79.0%
Black or African American alone	3.0%
American Indian and Alaska Native alone	0.4%
Asian alone	3.4%
Native Hawaiian and Other Pacific Island alone	0.0%
Some Other Race alone	2.6%
Population of two or more races:	11.7%
Ethnicity	
Hispanic or Latino	5.9%
Not Hispanic or Latino	94.1%

EDUCATIONAL ATTAINMENT

The educational attainment level of Herington is comparable or roughly equivalent to the comparison counties and cities.

Level of Educational Attainment – 2022 ACS	Herington	Abilene	Chapman	Dickinson County	Council Grove	Morris County
Less than 9th Grade	1.8%	3.2%	1.4%	2%	3.3%	2.1%
9th to 12th grade, no diploma	3.7%	4.1%	5.3%	4.4%	7.2%	5.4%
High school graduate (includes equivalency)	31.9%	31%	26.3%	31.7%	33.6%	35.2%
Some college, no degree	31.3%	26.1%	27.7%	37.4%	17.6%	20.7%
Associate degree	8.1%	11.7%	12.6%	11%	10%	8.7%
Bachelor’s degree	15.3%	18.4%	18.4%	16.8%	20.1%	19.5%
Graduate or professional degree	7.9%	5.5%	8.3%	6.7%	8.1%	8.4%
High school graduate or higher	94.5%	92.6%	93.3%	93.6%	89.5%	92.5%
Bachelor’s degree or higher	23.1%	24%	26.8%	23.5%	28.2%	27.9%

INCOME

Herington figures are generally similar to or competitive with those of the comparison counties and cities. Median Family Income appears to have nearly doubled since 2010.

	2022	Herington	Abilene	Chapman	Dickinson County	Council Grove	Morris County
Median							
Household Income		\$63,591	\$54,948	\$66,965	\$62,971	\$52,326	\$52,866
Family Income		\$72,227	\$71,394	\$78,125	\$78,323	\$71,898	\$71,776
Married-Couple Family Income		\$77,906	\$79,328	\$81,563	\$85,424	\$80,938	\$79,800
Nonfamily Households		\$35,156	\$37,563	\$43,558	\$67,136	\$34,306	\$29,848
	2010	Herington	Abilene	Chapman	Dickinson County	Council Grove	Morris County
Median							
Household Income		\$36,467	\$48,115	\$48,594	\$46,457	\$32,384	\$42,083
Family Income		\$44,904	\$61,146	\$62,105	\$56,779	\$45,227	\$54,167
Married-Couple Family Income		\$49,871	\$74,345	\$73,571	\$56,047	\$51,897	\$57,024
Nonfamily Households		\$24,808	\$22,381	\$35,446	\$24,951	\$16,797	\$20,585

KEY FINDINGS

The City of Herington has been experiencing population decline since its peak in 1930. The total population has decreased by 16.5 percent since 2010, with the greatest decline occurring in the population of residents under the age of 40. This trend indicates that the population of Herington is aging, and demographic changes should be monitored to ensure current and future service and housing needs are met.

Population projections generated through regression models indicate that population decline will likely continue in Herington. However, the models only provide two scenarios for the future, and a wide variety of factors impact community growth. A major employer or industry moving to the community, quality of life and recreation improvements, improvements to key transportation corridors, cost of living, and changes in regional economic factors could all attract new residents to Herington.

Herington residents are predominately white, though the City is more racially diverse than other communities in the area. Educational attainment levels in Herington are comparable with those observed in peer communities and in Dickinson and Morris Counties. Current household incomes in Herington are relatively consistent with peer communities. However, incomes have risen by a substantially greater percentage in Herington since 2010 than in comparison communities.

HOUSING AND NEIGHBORHOODS

Neighborhoods in Herington are pleasant with plenty of shade provided by mature trees, and visual interest created by varying architectural character. Many neighborhoods are well-connected by sidewalks, allowing residents to walk to daily needs. Residences are primarily single-family homes, with some duplexes and multi-family dwellings. Herington’s residences represent various architectural styles, including a mix of bungalow, Colonial, Tudor, Victorian, and ranch homes. Herington’s housing goals reflect the community’s desire to keep its neighborhoods inclusive, beautiful, and well-connected.

OCCUPANCY AND HOUSING STOCK

Herington has 1374 housing units, 79 percent of which are occupied. The remaining 21 percent is the City’s housing vacancy rate, which is notably higher than each comparison community except for Morris County.

Slightly over half of Herington’s housing units (52.6%) are owner-occupied. The City has fewer owner-occupied units than all other communities in the region, possibly due to Herington’s high number of vacant units. Current housing occupancy rates are roughly equivalent to those observed in 2010.

2022

	Herington		Abilene		Chapman		Dickinson County		Council Grove		Morris County	
	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total
Total Housing Units	1,374		3,227		532		8,785		1,036		3,003	
Occupied Housing Units	1,086	79.0%	2,944	31.2%	483	90.8%	7,903	90.0%	915	88.3%	2,288	76.2%
Owner Occupied Housing Units	723	52.6%	2,038	63.2%	349	65.6%	5,941	67.6%	645	62.3%	1,876	62.5%
Renter Occupied Housing Units	363	26.4%	906	28.1%	134	25.2%	1,962	22.3%	270	26.1%	412	13.7%

2010

	Herington		Abilene		Chapman		Dickinson County		Council Grove		Morris County	
	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total
Total Housing Units	1,314		3,003		618		8,920		1,122		3,207	
Occupied Housing Units	1,059	80.6%	2,506	83.4%	545	88.2%	7,559	84.7%	1,086	96.8%	2,604	81.2%
Owner Occupied Housing Units	732	55.7%	1,730	57.6%	338	54.7%	5,585	62.6%	722	64.3%	2,020	63.0%
Renter Occupied Housing Units	327	24.9%	776	25.8%	207	33.5%	1,974	22.1%	364	32.4%	584	18.2%
Vacant Housing Units	255	19.4%	497	16.6%	73	11.8%	1,361	15.3%	36	3.2%	603	18.8%

HOUSING FINANCES

Housing costs relative to income for homeowners have improved slightly since 2010. Herington homeowners spend around 18 percent of their income on housing costs, which is competitive with other comparison communities.

2022	Herington	Abilene	Chapman	Dickinson County	Council Grove	Morris County
Owner Occupied with Mortgage						
Count	300	944	183	3,157	372	790
Median Housing Value	100,000	142,800	177,700	158,700	132,100	146,500
Housing Cost % of Income	18.06%	19.24%	23.65%	17.66%	16.56%	15.91%

2010	Herington	Abilene	Chapman	Dickinson County	Council Grove	Morris County
Owner Occupied with Mortgage						
Count	343	1,019	205	3,114	385	1,052
Median Housing Value	80,300	113,100	110,600	108,900	75,700	89,200
Housing Cost % of Income	19.95%	18.35%	16.12%	21.96%	19.31%	19.63%

Across the state and nation, monthly rents are increasing, surpassing inflation and income growth. Compared to the state, Herington has a substantially lower median rent than the rest of Kansas.

However, since 2010, rental costs appear to have increased slightly more in Herington than in other places in central Kansas. Additionally, the percentage of rent-burdened tenants in Herington (those that pay more than 30% of their income on rent) is higher than the rest of the state.

	Herington	Abilene	Chapman	Dickinson County	Council Grove	Morris County
Median Contract Rent - 2022	836	735	713	755	677	706
Median Contract Rent - 2010	354	395	425	377	376	368

PERCENTAGE OF RENT-BURDENED HOUSEHOLDS

52%

HERINGTON



46%

STATE OF KANSAS



No new housing units were built in Herington after 2020, and about 80% of residential structures in the City were built before 1959, with 55% being built in 1939 or earlier. In comparison, only 15% of all structures across the state were constructed before 1939. While older homes create unique community character, they may require additional maintenance, energy improvements, or rehabilitation, which can burden owners and residents financially.

HOUSING TYPES

Residences in Herington are primarily single-family homes, though there are many two- and three-family dwellings and several small-to-midsized multi-family structures throughout the City. These include the Homestead Village Apartments at 1100 North Broadway, owned and operated by the City of Herington. Herington Heights, Herington Heights II, and Golden Age homes are all properties operated by the Herington Housing Authority.

In 2019, Dickinson County completed a Housing Assessment that included a review of Herington’s housing stock. The assessment noted a shortage of larger homes with three or more bedrooms and other units priced between \$100,000 and \$200,000. Strategic objectives of the Assessment included meeting demands for market-rate rentals and moderate-priced housing, using strategic rehabilitation and conservation to produce additional units, pursuing incentive programs that fill financing gaps, and developing partnerships for a coordinated county-wide approach for housing.

KEY FINDINGS

Due to the high number of vacant units and the City’s aging housing stock, Herington should prioritize preserving and rehabilitating existing residential structures and encourage infill development to meet the community’s future housing needs. Rehabilitation will enhance the quality, safety, and livability of existing housing, ensuring it meets the needs of current and future residents. Preservation will protect existing housing from deterioration, maintain quality, and keep more affordable units in stock. This strategy can also extend to the preservation of other historic structures that can be converted into residential units through adaptive reuse. Additionally, infill development will make more efficient use of existing infrastructure than new construction.

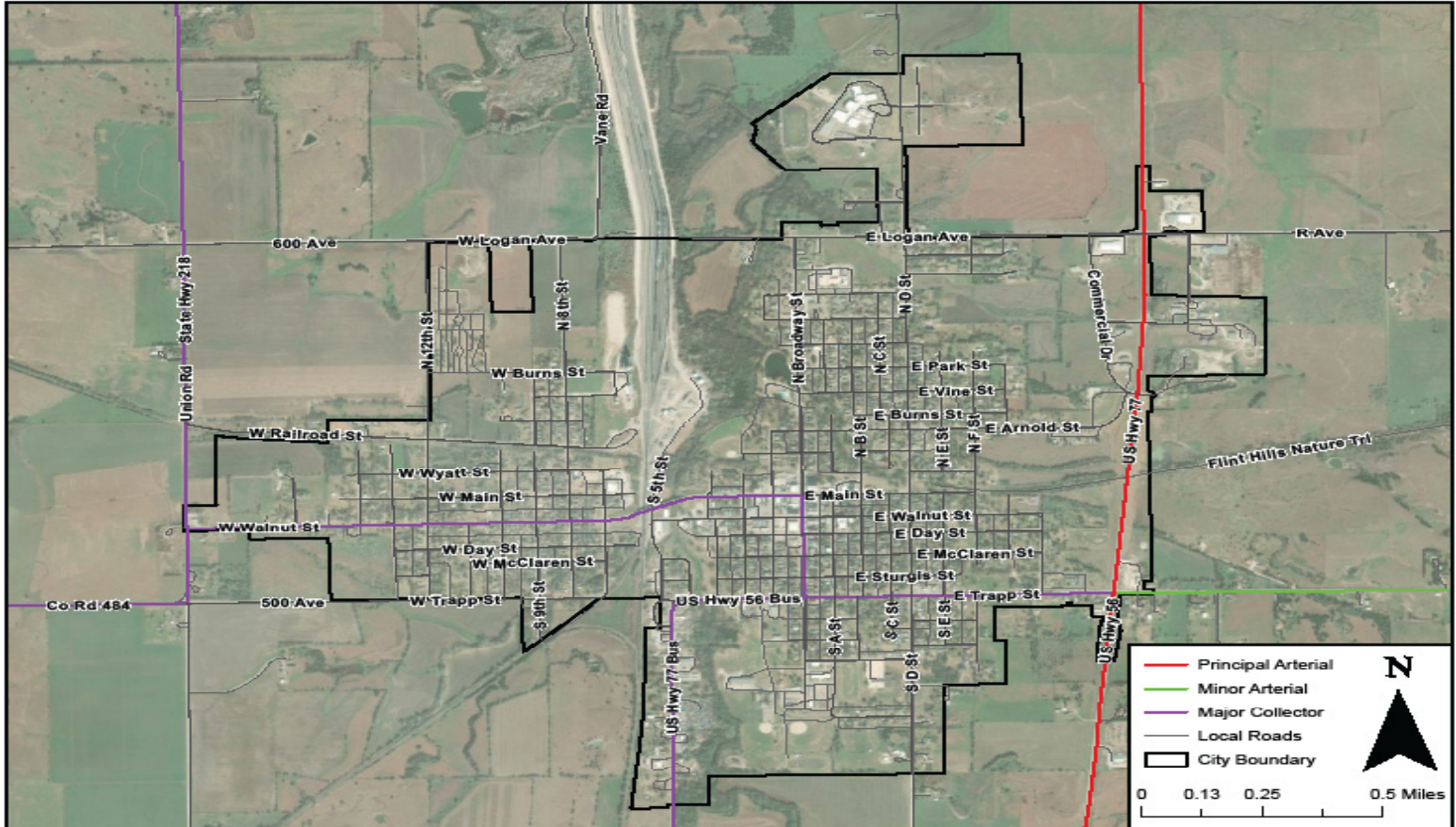
Addressing housing challenges one lot at a time may seem tedious, but the collective impact of incremental improvements can lead to transformative shifts.



STAYING CONNECTED - TRANSPORTATION AND MOBILITY

ROADWAYS

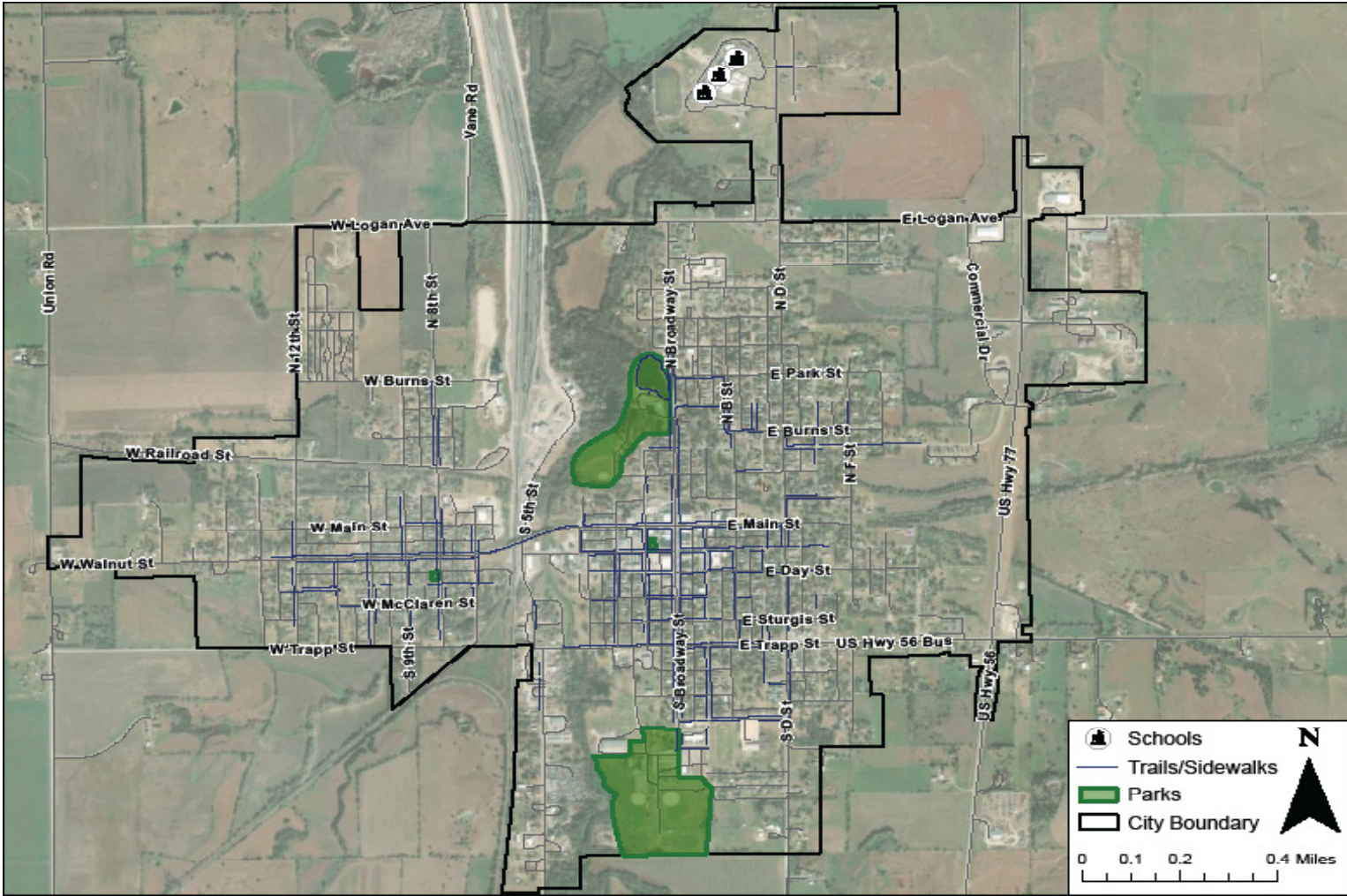
Herington is situated at the nexus of three highways. K-4, which is located just to the north of the city limits is the longest designated highway in Kansas. US-77 largely represents the eastern edge of the city limits and runs from Sioux City, Iowa in the north to Brownsville, Texas (at the border with Mexico) to the south. US-56 generally frames the southeastern edge of the city and runs from Kansas City, Missouri to the east to Springer, New Mexico to the west. These routes of travel form the bulk of Herington's connection outside of town and provide access to important regional destinations. Within the city limits.



Herington's roadway network consists primarily of local streets in a conventional grid network, as shown in the above map. Herington benefits from conventional grid pattern streets. Compared with curvilinear or hierarchical street networks, grid pattern streets facilitate a higher level of connectivity due to the number of through streets provided, and positively impacts the function of the City's arterial and collector streets. Grid pattern streets create accessible and easily navigable paths to destinations as well as providing for flexible and adaptable land use patterns. Curvilinear/hierarchical street networks over time tend to produce longer trip distances and can create development patterns that make walking or biking difficult or impractical. The primary east-west roadways in Herington are East Trapp Street/US Highway 56 and East Main Street/West Walnut Street. The primary north-south roadways are US Highways 77 and 56, State Highway 218, and Broadway Street. Improvements and further study of the function and condition of the transportation system downtown may be necessary to address existing challenges near key locations.

BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Herington's pedestrian system is shown below.



The Downtown area features wide, largely unobstructed sidewalks and a development pattern that is conducive to efficient and effective pedestrian access. However, amenities in the form of landscaping, shade trees, bulb outs, and other features are uncommon. Crosswalk markings are present at several key intersections, but there is little to no signage for pedestrians and the intersections are not signalized which may pose a safety concern for pedestrians.

In residential areas, sidewalk connectivity is an issue. These areas generally contain sidewalks in need of repair/ replacement, expansion, or do not exist at all. A disconnected sidewalk network inhibits the usage of the areas where they are present in the same way that a road that doesn't connect with the larger network impedes vehicle usage.

There is little to no bicycle infrastructure. At present, bicycle use would necessitate utilizing the existing street network.

The western end of the Flint Hills Trail is located directly adjacent to Downtown. This presents a unique opportunity to tie into the larger trail system through integrating bicycle and pedestrian improvements, particularly in the Downtown area.

TRAILS

The Flint Hills Trail State Park, named for the Flint Hills it crosses, is planned to extend 118 miles from Osawatomie to Herington. The first section of the trail from Osawatomie to Council Grove was completed in 2020 and is open to all non-motorized travel - hiking, biking and horseback riding - and is wheelchair accessible at many locations. The remaining trail segment that will connect Council Grove to Herington is currently under development and is anticipated to be completed summer 2026.

The Flint Hills represent one of the last remaining tallgrass prairie ecosystems in the world and attracts tourists interested in recreation, history, and the natural environment. Once completed, it will be the eight-longest rail-trail in the country and the longest in the state. The Trail was designated as a National Recreation Trail by the U.S. Department of Interior in 2020 and it is a major asset for Herington as it looks to attract residents and visitors.



TRANSIT

Intra-city transit is available through an on-demand service provided by the City of Herington. One way and round-trip services are available during working hours Monday through Friday but not on weekends. In 2020, over 4,000 trips were made using the City's on-demand transit service. Currently, only local transit services are provided and no inter-city transit is available.

RAIL

Rail lines bisect Herington. At one time, the City was a hub for a number of lines, including the Rock Island, Cotton Belt Route, and Southern Pacific Railroads. The City is currently used as a system hub for the Union Pacific Railroad.

KEY FINDINGS

Grid pattern streets comprise the vast majority of Herington's road network. This pattern should be utilized if/when any expansions or annexations are proposed. Maintaining and improving this pattern should be a top priority. Augmenting the existing pattern with targeted corridors for dedicated bicycle travel has strong potential for relatively low-cost and high return results. This would increase mobility around the City, increase safety for bike and vehicle travel, and serve as a passive amenity for residents. The western terminus of the Flint Hills Trail State Park should be utilized to the greatest extent possible. Bike and pedestrian improvements designed to improve downtown should be prioritized with a particular focus on tying into the existing trail system. Bike and pedestrian improvements are typically lower cost investments relative to vehicle infrastructure. These types of improvements are low risk high reward opportunities, and when combined with the fact that the Flint Hills Trail is located directly adjacent to downtown also represents a destination creation opportunity. The existing transit system should be expanded to include weekend options, if at all possible. Investment in the transit system should be a lower priority than bike and pedestrian improvements, but increasing residents' ability to get around town will benefit businesses within Herington as well as improving the overall quality of life for residents.

THE GRID - COMMUNITY INFRASTRUCTURE AND FACILITIES

Herington provides several services that ensure the health, safety, and welfare of its citizens. These services are the fundamental building blocks that support everyday life in the City, and associated infrastructure must be maintained in good repair to meet the needs of current and future generations of residents.

Essential services comprise both “hard” and “soft” infrastructure. Hard infrastructure includes the physical systems needed for operation, such as utility lines, treatment facilities, and broadband. In contrast, soft infrastructure consists of the institutions necessary to support everyday life, including law enforcement and emergency services, government, education, and health services. Both of these infrastructure types are essential for the City system to function correctly.

UTILITIES

Herington proudly provides the community with several City-operated utilities, including:

WATER

Water mains throughout Herington are owned by the City and maintained by the Water Department. In 2018, Herington received a \$3.191 million loan to build a new water treatment facility collocated with the electrical building. The new facilities are located at 437 S. 5th Street.

ELECTRICITY

Electrical service in Herington is provided by the City. The City purchases electricity from Evergy and distributes it to customers. The substation, located at 437 S. 5th Street, and all distribution lines are owned by the City and maintained by the Electric Department.

WASTE WATER

Sanitary Sewer mains throughout Herington are owned by the City and maintained by the Water Department.

Herington government officials have estimated that the City’s current infrastructure could sustain a population of 5,000 residents, though substantial expansion is not anticipated as the community seeks to maintain its self-sufficient small-town charm. Natural Gas is provided to Herington by Atmos Energy via underground transmission lines. Refuse and Recycling is provided to residential and commercial refuse system by M&K Trash Service and local recycling service is not currently offered.

KEY FINDINGS

While a detailed analysis of the City’s utility systems transcends the scope of this plan, the comprehensive planning process can help identify capital improvements necessary for meeting the community’s future vision. The City should prioritize the continuous assessment of its sanitary sewer, wastewater treatment, potable water production and distribution, and stormwater/drainage management facilities, especially as they relate to future land use and development. Funding for infrastructure projects may come in the form of ad valorem and sales tax, revenue and general obligation bonds, capital outlay, improvement funds, and state and national grants. Developing a program to provide matching funds for outside grants may make more funding opportunities available to the City.

COMMUNITY SERVICES AND FACILITIES

The City and other community partners provide a variety of community services and facilities available to Herington residents.

SCHOOLS

USD 487 Herington School District serves the City of Herington. The district operates one elementary school, a middle school, and a high school. All USD 487 schools are located at a campus in the northernmost part of the City. According to the Kansas State Department of Education, USD 487 has a total student enrollment of 408 students and employs an equivalent of 73.5 full-time employees.

Several post-secondary institutions are within an hour's drive of Herington. Butler Community College has a satellite campus in Marion, approximately 26 miles from the City. Salina Area Technical College is approximately 46 miles from Herington, and Kansas State University is approximately 47 miles away.



PUBLIC FACILITIES

Herington City Hall is conveniently located at 17 N. Broadway in the city's historic downtown. It houses several City Departments, ensuring efficient and accessible services for residents.

The City also operates a municipal swimming pool at 501 N. Broadway and five public parks throughout Herington, offering green spaces for leisure and outdoor activities. The Sunset Hill Cemetery, located at the northwestern edge of the City Limits, is also operated and maintained by the City.

The City's public safety services are headquartered at 700 S. Broadway. The Herington Fire Department is predominately operated by volunteer staff, with a primary coverage area of 96 square miles in both Dickinson and Morris Counties.

The Herington Public Library is located in the 1916 Carnegie Library building, a prized local landmark listed on the National Register of Historic Places. The Herington Library Board owns and operates the library, which provides library resources and services as well as recreational and educational programming.

KEY FINDINGS

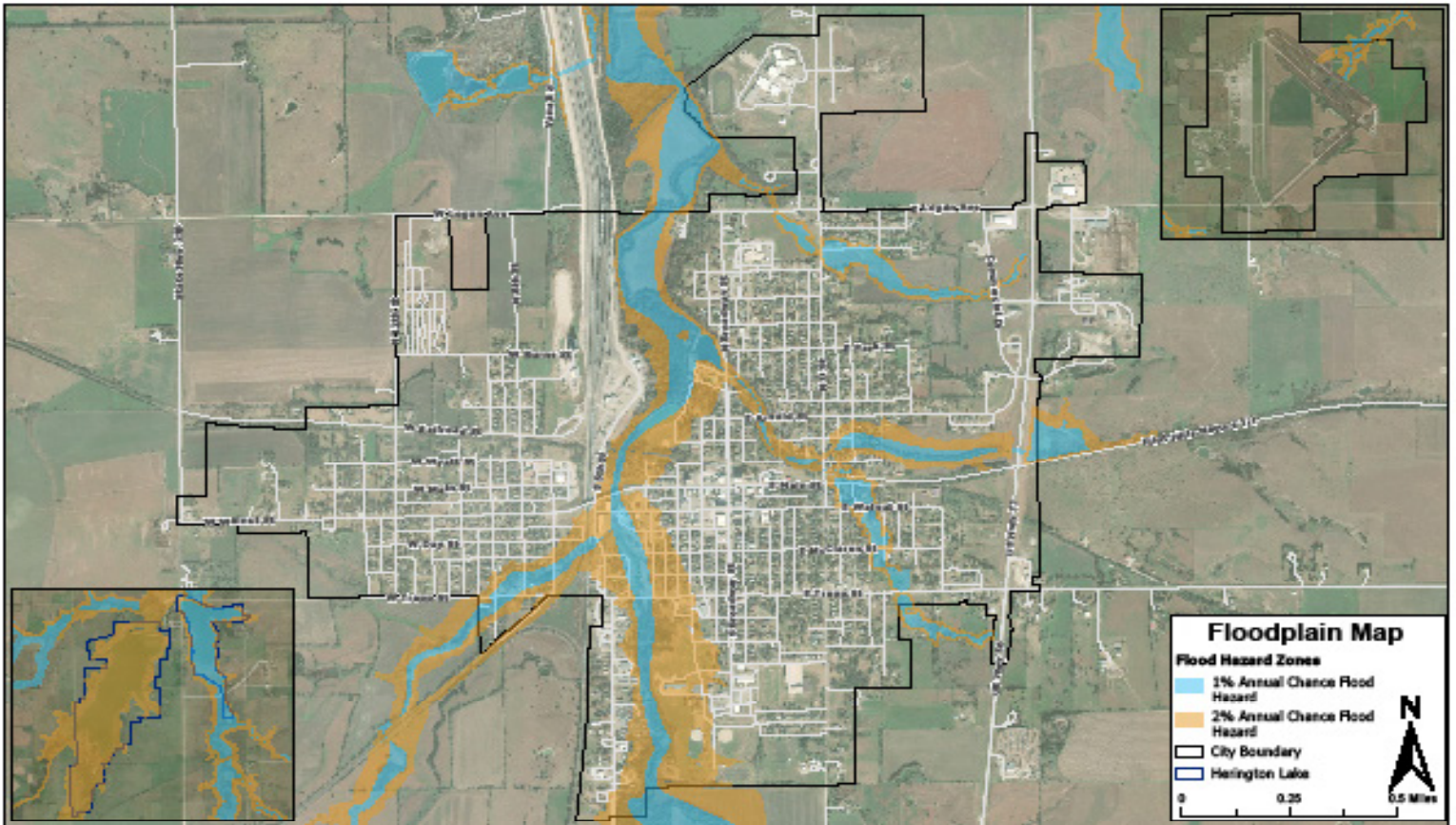
Although a detailed analysis of the level of service provided by each of these community facilities transcends the scope of this plan, generally, leaders at the city, county, and school district levels should remain diligent in continuously assessing their ability to maintain service levels as the population, geography, and demographics of the community change.

ENVIRONMENTAL FEATURES

The natural environment will have a substantial impact on Herington's future and is a critical consideration of planning efforts. The environmental features of the City and the existing risks and opportunities associated with the natural landscape of the area are explored in detail throughout this section.

FLOODWAYS & FLOODPAINS

Flood risk has been mapped throughout the City through the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program. FEMA typically identifies flood-prone areas through detailed hydrologic and hydraulic modeling and occasionally through approximate methods to assist with planning, management, and risk assessment within watersheds.



Based on FEMA's assessments, portions of the City reside within flood hazard zones. These are visible in aerial images of the City where dense tree cover can be seen winding. The bulk of the flood hazard area runs along and adjacent to Lime Creek, which bisects Herington down the middle on the north-south axis. Other areas include on the east side just north of the Flint Hills Nature Trail/Downtown, the northeastern portion of the city generally south of Logan Ave between N D St and Commercial Dr., and the undeveloped corridor in the southeast between Main St and Trapp St. On the west side of town, the area adjacent to the west/north of the rail line is also encumbered.

The majority of these areas are encumbered by both 1% annual flood hazard areas (100-year event, sometimes referred to as floodway areas) as well as 2% annual flood hazard areas (500 year event, sometimes referred to as floodplain areas). The areas in the northeast and southeast portions of town are only encumbered by 2%.

LAKE AND RESERVOIR

Located nearby just to the west of the city limits is Herington Lake & Reservoir.

Amenities include camping, swimming, fishing, and boating opportunities.

These features provide recreation opportunities to residents and can function as an attractor to visitors as well.

In 2021, the City adopted a Lakes Master Plan to establish a vision for future facilities and recreational programming for the lake and reservoir.

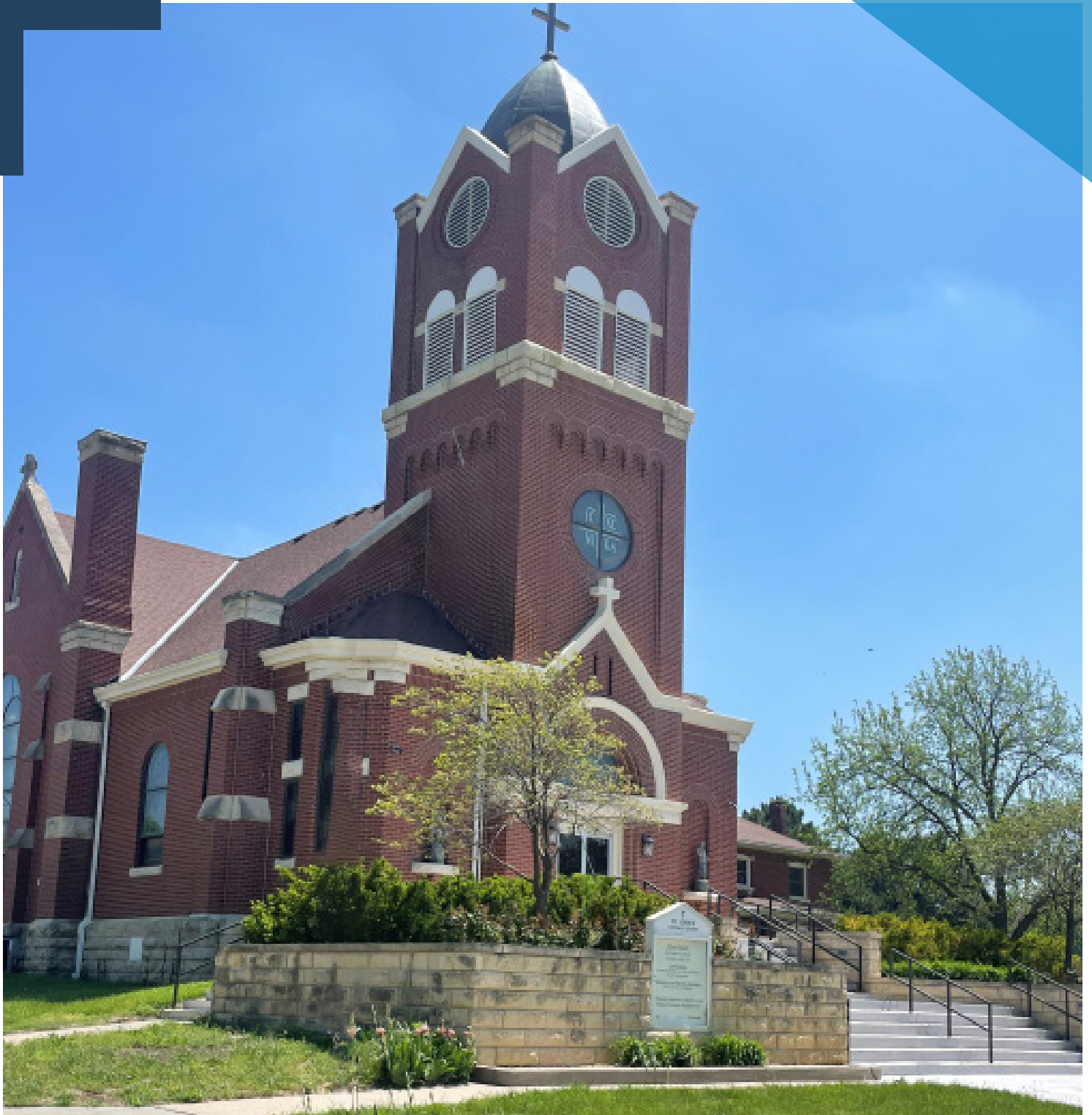
KEY FINDINGS

Areas encumbered by regulatory floodplain impact development opportunities and can detrimentally impact existing development if not properly managed.

Though there are drawbacks to these areas, some development potential may be possible if all necessary factors are accounted for in the development process.

Even if development is impossible or impractical, these areas are also potential opportunities for recreation and can have positive benefits in the form of bringing some areas of undisturbed nature into the city.





SECTION 4

LAND USE AND GROWTH FRAMEWORK

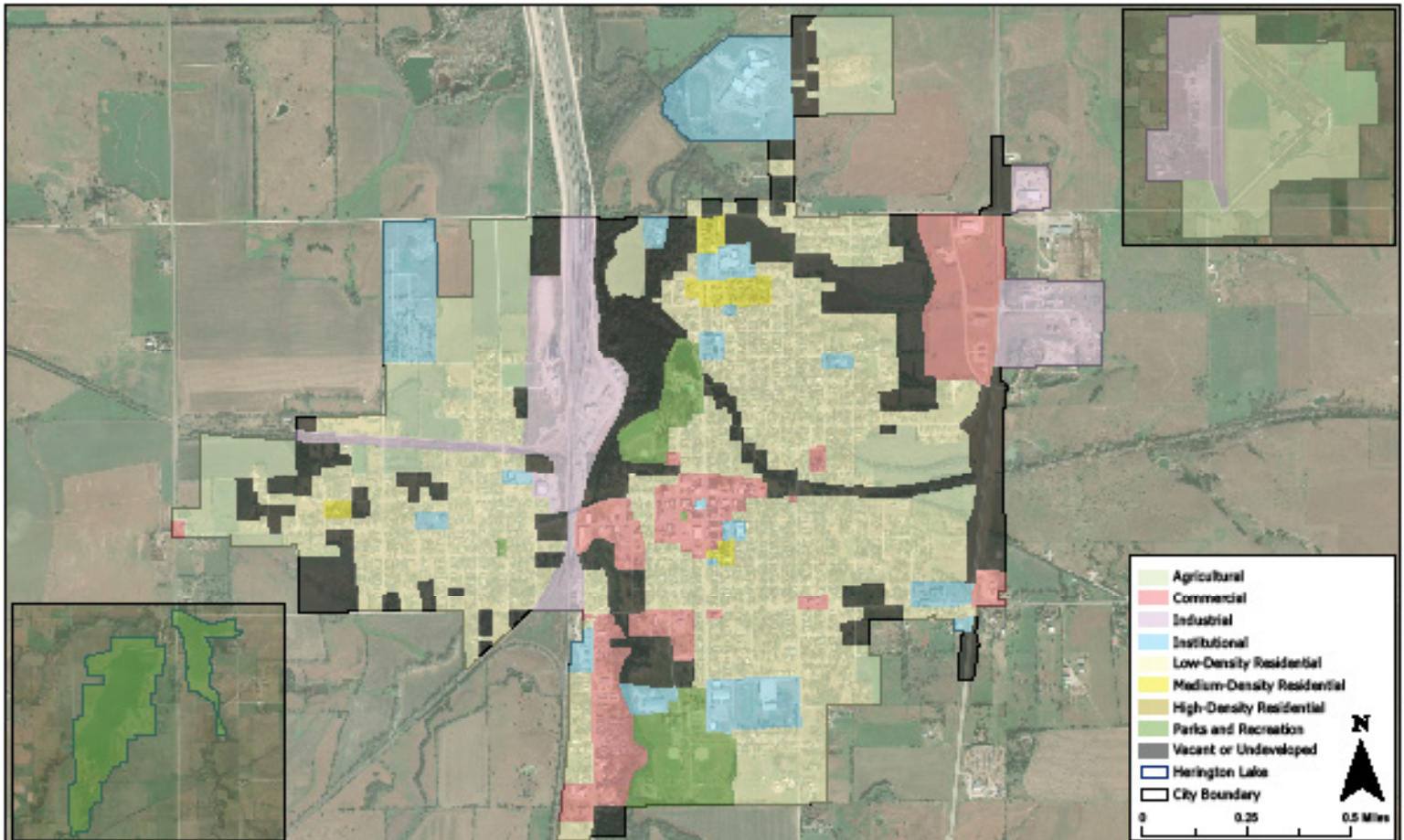
LAND USE AND GROWTH FRAMEWORK

A primary component of a comprehensive planning process is to establish policies and long-range initiatives that guide the future growth and development of the community. The Future Land Use Map demonstrates the desired future development pattern for the City and is the primary implementation tool for the community's growth strategy.

To reach the City's preferred future development pattern, the comprehensive planning process included a growth scenario planning exercise. This process examined how the community should grow, where growth should occur, and what shape growth should take. Special attention was paid to land suitability and compatibility, development constraints, and the natural environment. Additionally, existing land uses, current zoning, and existing transportation networks were key considerations.

The existing development pattern is shown on the Existing Land Use Map.

EXISTING LAND USE MAP



PLACE-BASED APPROACH

Communities are a unique collection of qualities and characteristics – visual, cultural, natural, and social – that provide meaning, purpose, and identity. This sense of “place” is what makes our physical environment valuable.

It can be difficult to pin down what, exactly, gives a place its feel. Despite this, places with a strong identity and character are felt by visitors and residents of a community. Focusing on place creation is an effective tool for shaping the future of the community. This is done by examining the look and feel of the built environment, what components make up the character of a particular place and bringing all of it together to create a complete community.

The Herington Community Action Plan utilizes a ‘place-based approach’ for land use and development planning. The emphasis for this approach is that future physical development will be based on the character of the built environment and site design rather than exclusively relying on the specific use of land.

The basis for this approach are Place Types, a classification system that represents the form, function, and feel of future development, as envisioned by the residents of Herington. This approach provides specific guidance on the components that make places what they are and can be, while retaining flexibility to adapt as local trends shift and new patterns emerge and evolve over time. Utilizing the place-based approach allows development to occur in conformance with the community’s vision over time as opposed to a particular moment in time.

CHARACTER CONTEXT

The broadest and most foundational principle behind the Place Type framework is that development should differ depending on the surrounding context.

For example:

Rural Setting

- there is more natural open space.


Suburban Setting

- there is a balance of open space, built space, and transportation infrastructure.

Urban Setting

- built space is the predominant experience.



 Natural open space, yards, landscaping, etc.

 Transportation Infrastructure (e.g. streets, driveways, parking lots, etc.)

 Built Space

ELEMENTS OF PLACE

Whether our focus is rural, suburban, or urban, our goal is the creation of places.

For places to be created, certain elements must exist.

We utilize four major elements of place:

- Green Spaces
- Corridors
- Complete Neighborhoods
- Centers

With a few exceptions, each element will be represented in each Place Type, though the specifics of each will differ depending on its Character Context.



GREEN SPACE

Undeveloped land preserved for environmental benefit. Green spaces may have conditions making them unsuitable for development or they may be undeveloped due to intentional preservations.

These may include areas of:

- Elevated flood risk
- Those containing natural monuments
- Areas of ecological significance

Depending on context, green spaces can be completely undeveloped (preserved) or can be developed as park and recreation assets.

CORRIDORS

Corridors provide for the movement of the people and goods within and outside of the city, including:

- Streets
- Roads
- Highways
- Rail Lines
- Trails

Factors that influence corridor considerations include (but are not limited to):

- Travel by vehicle
- Bicycle
- Foot
- Travel within relatively close proximity vs around the city as a whole
- Travel to and from the city

PLACE TYPES

Place types illustrate the desired character for an area to guide future growth and development toward the community's vision for the built environment. The Place Type framework builds on the idea of establishing unique and desirable places that are essential to a complete community that is harmonious, inviting, and resilient. Place Types organize future patterns for the community, set a desired community fabric, promote a competitive environment, and encourage greater housing diversity. Place types are not necessarily concerned with the specific use of each parcel in a community, but rather focus on collective uses for areas with the overall ambition to establish places. This method differs from a 'typical' future land use designation that delineates which areas of a community are suitable or appropriate for a particular land use. A use based future land use designation is less flexible than a place-based approach and does not provide an effective method for building places with an identifiable character.

Our approach identifies and describes 13 place types within Herington that, together, accommodate a full range of land use types. The table below summarizes the defining attributes that comprise each place type.

ATTRIBUTES	DEFINITIONS
DESCRIPTION	Briefly describes the preferred character of development within the place type.
TYPICAL LAND USES	Gives an abbreviated list of land uses appropriate within the place type. This list is representative only, and the community may determine additional land uses, similar in nature, may be compatible with the place type designation.
ASSOCIATED ZONING DISTRICTS	Identifies the existing zoning districts found within the Zoning Regulations that would most commonly be found within and emblematic of this place type and may support some of the identified land uses. This list is representative only, and the community may determine zoning districts that may be compatible with the place type designation.
DEVELOPMENT POLICY CONSIDERATIONS	The policies are intended to guide development in a manner that is consistent with the character of the place type. These policies can act as general guidelines for private property owners/developers or can be utilized officially by the community in the development review process.
PRECEDENT IMAGERY	Images that communicate the general character of each place type presented as examples only.

NATURAL CONSERVATION

Includes open spaces, forest, creeks, streams, floodplains/floodways, wetlands, critical habitats, resource conservation, buffering, and other natural resources. Some Natural Conservation areas may be used for passive recreation, while others remain largely off-limits to human use due to sensitive natural resources. Development and land disturbance should be minimized. Activities should be limited to natural ecological services, rewilding, habitat conservation, and passive recreation. Such unimproved areas provide unique opportunities for communities to enjoy the natural landscape and offer a visual reprieve from the urban context.

Typical Land Uses Include:

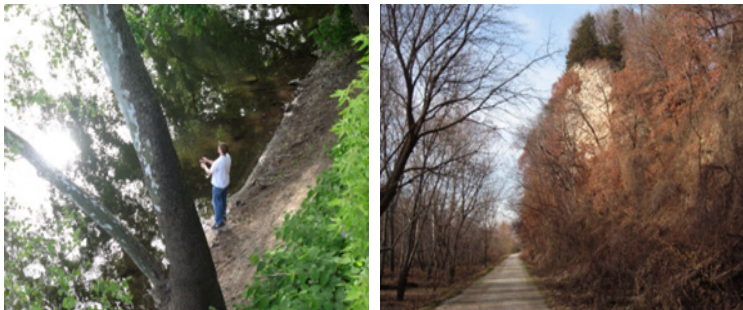
- Open Space/Conservation
- Rewilding
- Camping, Hiking, and Other Passive Recreation

Compatible Zoning Districts:

- A - Agricultural
- Floodplain Overlay District

Development Policy Considerations

This place type is intended for preservation, so development within Natural Conservation areas should be rare. If informal walking or biking trails are located within this place type, limited trailheads and parking may be provided.



PARKS & RECREATION ASSET

Represent land dedicated to parkland, including neighborhood, community, and regional facilities, as well as cemeteries, and land utilized for sports, active play, and recreational uses. Supportive uses, such as small-scale commercial, may be compatible depending on context.

Typical Land Uses Include:

- Open Space/Conservation
- Community Recreation Centers
- Civic Facilities

Compatible Zoning Districts:

- A - Agricultural
- Residential Districts
- Floodplain Overlay District

Development Policy Considerations

Parks and Recreation Assets are easily accessible and streets leading to these places will encourage safe access for all users, especially those walking and biking. It is important that adjacent residential developments and educational facilities have deliberate connections to Parks and Recreation Assets.

Depending on the scale and intensity of the Park and Recreation Asset, access needs may vary between arterial, collector, or local street access. Parking needs will also vary depending on the scale of use and the site's traffic levels. Typical buildings in this place type includes recreation facilities, shelters, restroom and locker room facilities, maintenance buildings, and small-scale accessory commercial such as concession stands.



TRAIL CORRIDOR

Trail Corridors are generally found along active transportation trails and provide for a range of trail-oriented activities and land uses.

These amenities should be emphasized to accommodate trail users:

- Benches
- Lighting
- Wayfinding
- Landscaping

The Corridor can represent land dedicated to parkland as well as land utilized for sports, active play, and recreational uses associated with trail usage.

Generally, any development activity should be oriented specifically towards increasing the quality of experience for trail users.

Some examples might include bike racks, information kiosks, drinking fountains, bike repair stations, benches, and other quality of life features similar to a park but more specifically with trail users in mind.



Typical Land Uses Include:

- Open Space/Conservation
- Trail Oriented Amenities

Compatible Zoning Districts:

- A - Agricultural
- Residential Districts
- Minimal Commercial Districts

Development Policy Considerations

Trail Corridors benefit from easy access and multiple potential entry points.

Simultaneously, access points should be designed to reduce impediments to travel along the trail (road or railroad crossings). Where entry points are located, accessibility should be prioritized.

As with parks, development intensity should be kept as minimal as possible.

Any development requiring impervious surface should be carefully considered so as not to negatively impact the intended character of the trail.

Landscaping buffers along the trail should be balanced with visibility areas to properly integrate the trail into the broader fabric of the community. Trees and shrubs along the trail should be maintained and trimmed as necessary and adequate lighting should be provided to create a safe and comfortable environment for all users.

Structures and impervious surfaces should be limited, to the greatest extent possible, to trailhead areas.

As the western end of the Flint Hills Trail, Herington would benefit from low intensity experiential development projects.

Mobile food vending, kiosk/pop up style food sales, outdoor event spaces, and other similar development opportunities should be emphasized.

RURAL NEIGHBORHOOD

Provide agricultural land uses and limited low-density residential development.

Typical Land Uses Include:

- Farming/Agricultural
- Natural Open Space
- Low-Density Residential Development

Compatible Zoning Districts:

- A - Agricultural
- RS - Residential Suburban District

Development Policy Considerations

Development is not typically significant within the Rural Neighborhood place type and open space is substantial.

It is not anticipated that infrastructure such as potable water and sanitary sewer are currently available or will be extended in the future, so uses are generally served by on-site water and sewer.

These areas are likely served by rural roadway cross sections with open ditches and limited pedestrian infrastructure.



TRADITIONAL NEIGHBORHOOD

This place type is generally where most people live, and provides local access to goods and services, reducing lengthy commute times, and promoting walkability. It consists predominantly of single-family dwellings. Other types of dwelling units exist, including: the occasional townhouse, two-family dwelling, accessory dwelling unit, and small multi-family structures. Neighborhood parks, schools, and churches are dispersed throughout to serve nearby residents. These neighborhoods can follow a gridded block pattern or curvilinear streets and are well connected internally with sidewalks and trails.

Typical Land Uses Include:

- Single-Family Dwellings
- Some Two-Family or Three-Family Dwellings
- Neighborhood Parks and Recreation Centers (Small-Scale)
- Schools
- Religious Assemblies

Compatible Zoning Districts:

- R-1 Single-Family Residential District
- R-2 Two-Family Residential District
- R-3 General Residential District (to a limited extent)
- B-1 Office Transition District (along the periphery)

Development Policy Considerations

Community character and the compatibility of adjacent land uses are important considerations in the Traditional Neighborhood Place Type. Many of the individual neighborhoods in this Place Type have unifying characteristics.

Higher intensity commercial or industrial uses should be buffered from Traditional Neighborhoods whenever possible.

In this place type, detached single-family dwellings have relatively uniform setbacks. Front yards and tree-lined sidewalks are found between residences and the street, and individual back yards are commonly found for each residence. As such, private yards are typical open spaces in this place type, but small parks and recreation facilities are also important features. Tree lined streets are a hallmark of Traditional Neighborhoods.

The limited number of other dwelling types in Traditional Neighborhoods are architecturally consistent with the surrounding neighborhood and are generally located along busier streets. The typical building height for all structures is two stories or less. Traditional Neighborhoods have a well-connected local street network that provides safe access for all users. Routes to parks, schools, and other community amenities are prioritized.



CITY NEIGHBORHOOD

Typically characterized by a diverse range of residential housing types and supportive neighborhood commercial. The place type includes single-family, multi-family, and mixed-use dwelling types (i.e. buildings with ground floor non-residential uses and residential uses on subsequent floors). Neighborhood retail and office uses are integrated into the neighborhood fabric. Most of these neighborhoods will follow a gridded block pattern with alleys, tree-lined streets, and a well-connected sidewalk network that allows residents to walk to neighborhood amenities.

Typical Land Uses Include:

- Single-Family Dwellings
- Two-Family and Three-Family Dwellings
- Multi-Family Residential (Low to Mid-Rise)
- Mixed-Use (Small-Scale)
- Neighborhood Serving Commercial
- Offices (Small-Scale)
- Parks and Recreation Centers
- Civic and Cultural Facilities
- Schools
- Religious Assemblies

Compatible Zoning Districts:

- R-1 Single-Family Residential District
- R-2 Two-Family Residential District
- R-3 General Residential District
- B-1 Office Transition District
- B-2 Neighborhood Commercial District
- B-4 General Commercial District

Development Policy Considerations

City Neighborhoods typically serve as a transition between lower density development and higher intensity commercial or mixed-use centers. The street network is well-connected and designed to support multiple modes of travel. Shade trees and wider sidewalks make walking in City Neighborhoods attractive and enjoyable. Buildings typically have smaller setbacks than in the Traditional Neighborhood, and are typically less than two stories, though some three-story buildings may exist. Taller multi-family buildings are located along busier streets, with shorter residential buildings on local streets.

Private front and back yards are provided for detached single-family or two-family dwellings. Multi-family dwellings are served by common open space provided for individual developments. Public open spaces such as parks and recreation facilities and natural open space are important features in City Neighborhoods.

On-street parking can be appropriate along some streets, but larger parking areas should be located toward the rear of buildings.



NEIGHBORHOOD CORRIDOR

Generally characterized by a linear configuration as they are located along moderate-traffic streets or adjacent to higher-traffic areas. The mixture of uses includes local-serving small-scale commercial, small-scale mixed-use, single-family residential, and low-rise multi-family residential. Neighborhood Corridors should aim to be walkable in nature by providing safe and comfortable pedestrian and bicycle connectivity. Amenities such as sidewalks, benches, pedestrian-scale lighting, and landscaping should be emphasized to accommodate non-vehicular traffic within the corridor. Restaurants, small shops, and local services are commonplace in this place type. Office uses are compatible within this place type as well.

Neighborhood Corridors are typically smaller in overall size, and scale compared with City Corridors and oftentimes extend short distances from street intersections. Neighborhood Corridors often serve as buffers between land uses of varying intensities.

Typical Land Uses Include:

- Single-Family Dwellings
- Some Two-Family and Three-Family Dwellings
- Some Multi-Family Residential (Low to Mid-Rise)
- Mixed-Use (Small-Scale)
- Neighborhood Serving Commercial
- Offices (Small-Scale)
- Parks and Recreation Centers
- Civic and Cultural Facilities
- Schools
- Religious Assemblies

Compatible Zoning Districts:

- R-2 Two-Family Residential District
- R-3 General Residential District
- B-1 Office Transition District
- B-2 Neighborhood Commercial District

Development Policy Considerations

Often serving as a transition to other place types, an important element of this Place Type is a walkable, landscaped right-of-way that balances vehicular, bicycle, and pedestrian design elements. While uses and sites are generally automobile-oriented, streets are designed to accommodate safe and comfortable travel by all modes of transportation.

Typical sidewalks on both sides of the street with landscape buffers are common, as well as mid-block crossings.

Neighborhood Corridors typically include low-rise structures oriented to the street, arranged in short two- to four-block spans amongst single-family residential (detached and attached) and low-rise multi-family residential. The typical building height is two or fewer stories. Some sites include accessory drive through facilities and gas pumps. Landscaping along Neighborhood Corridors provides an attractive public realm by softening street edges.



CITY CORRIDOR

City Corridors are generally found along a community's busiest streets and roads and provide for a range of activities. City Corridors look to leverage the economic potential of traffic (all modes) and help to minimize land use incompatibilities by containing a variety of uses in manageable areas. Amenities such as sidewalks, benches, pedestrian-scale lighting, and landscaping should be emphasized to accommodate non-vehicular traffic within the corridor.

City Corridors accommodate a wide range of commercial and mixed-uses, such as retail, restaurants, mixed-use, service, employment, and multi-family residential uses. Commercial uses of varying types and intensities, including uses that serve and draw users from a larger region are appropriate. Smaller commercial businesses can also be located within a City Corridor. Mixed-use development, both vertical and horizontal, and institutional uses can be suitable in this place type as well.

Typical Land Uses Include:

- Multi-Family Residential
- Mixed-Use
- Regional/Destination Commercial
- Hotels and Lodging
- Entertainment
- Offices and Employment Users
- Community Recreation Centers
- Civic and Cultural Facilities
- Community and Regional Parks
- Schools
- Religious Assemblies

Compatible Zoning Districts:

- R-2 Two-Family Residential District
- R-3 General Residential District
- B-1 Office Transition District
- B-2 Neighborhood Commercial District
- B-3 Highway Business District



Development Policy Considerations

City Corridors should focus on infill development and redevelopment that promotes Herington as a destination as they often shape the first impression of the City. Special attention should be given to consistent streetscaping, signage, and development standards. Commercial buildings are located toward the front of properties along City Corridors, when possible, to show case community character and business vitality, instead of parking lots.

Structures and lot sizes are typically larger than those in a Neighborhood Corridor. Buildings may be up to five stories but are largely dependent on compatibility with adjacent land uses and step down when near single-family residential uses.

Where possible, ground floor, street-facing facades have storefront doors and windows that provide interest for pedestrians and parking lots are screened from the street with trees and landscaping buffers. Drive-through facilities (e.g., fast food, banks, etc.) are often located along City Corridors, but special attention should be given to design that mitigates nuisances to surrounding property owners, including vehicle stacking/idling, speakers/noise, headlights, on-site circulation, and ingress and egress. Open space within a City Corridor is typically provided by common public areas or institutional uses.

Existing curb cuts along the primary street are consolidated to alleviate traffic congestion and reduce conflicts with pedestrians. Whenever possible, cross-access easements, and shared parking should be utilized to make it easy to travel from business to business along a City Corridor without needing to use the actual street network.

While City Corridors are auto oriented in nature, such major arterial streets should also provide opportunities for safe walking and cycling to jobs and nearby destinations. Sidewalks are wide, to promote pedestrian activity, and leave adequate space for lighting and street trees. Crosswalks are located at all major intersections.

Uses within the City Corridors can generate noise, light, and traffic. Special consideration should be given to the compatibility of a uses along a City Corridor when adjacent to residential uses. In this case, buffering and landscaping should be utilized to minimize land use conflicts.

CITY CENTER

City Centers are designated along key corridors, seeking to leverage transportation systems and economic development potential. They oftentimes draw users from multiple neighborhoods and surrounding areas – becoming a regional draw. This place type provides a concentration of primarily commercial activity in a well-connected, walkable environment to provide access to goods, services, dining, entertainment, and residential variety. Some multi-family and office may be appropriate in this place type. Most commonly, City Centers include larger-scale tenants, restaurants, commercial retailers, mixed-use developments, and office uses. Adjacent uses could include various scales of mixed-use buildings and denser residential uses with appropriate pedestrian connectivity.

This place type is often centered around a community anchor, such as a large employer and/or community or regional shopping center. This is a diverse place type where a higher intensity mixture of uses exists. Housing may be found in this place type, likely as a complementary use for area employers.

Typical Land Uses Include:

- Multi-Family Residential
- Mixed-Use
- Regional/Destination Commercial
- Hotels and Lodging
- Offices
- Education
- Religious Assemblies
- Entertainment
- Community Recreation
- Community/Regional Parks
- Civic/Cultural Facilities

Compatible Zoning Districts:

- R-5 - Central Business District

Development Policy Considerations

City Centers are busy areas, hosting an intense mixture of land uses. Where City Centers abut more traditional residential uses, buffering should be implemented to help protect Herington's neighborhoods. City Centers are typically located at or near key intersections or on major arterials with easy access and direct connections to nearby residential neighborhoods. With a well-connected street network with small blocks and walkable connections between destinations, this Place Type fosters a "park once" environment. This reduces vehicle trip lengths and keeps some cars off of the arterials.

The typical structure in a City Center is less than five stories, and buildings are designed with an active ground floor to support a vibrant pedestrian environment. Ground floors have a high degree of transparency provided by large windows and glass doors on storefronts. Public open space is a key feature of City Centers, and plazas, patios, centrally located parks, and natural open spaces are common. Private open space is minimal in City Centers. Regular street trees and pedestrian improvements such as benches and patio seating are commonplace.



INSTITUTIONAL & EMPLOYMENT CENTER

Institutional and Employment Centers contribute to a community's economic vitality by providing mixed-use places that oftentimes include offices, business parks, educational facilities, and complementary retail and dining uses. Offices, studios, medical facilities, research facilities, and restaurants are examples of appropriate uses. Given the variety of uses in the place type, buildings and uses must be carefully integrated.

These centers can attract a significant number of employees and visitors from outside of the community. They oftentimes have direct connection to regional transportation assets making it easier to draw employees and visitors from throughout the greater region. While access to main transportation assets is needed by large employers, portions of roadway frontage along these areas may be utilized by smaller retailers or service providers. Green space may be limited within this center but should be incorporated as a softening effect to enhance the overall attractiveness and vitality of an area.

Typical Land Uses Include:

- Medical Campus/Hospital
- Education Campus
- Regional/Destination Commercial
- Hotels/Lodging
- Office Park/Business Park
- Community Recreation
- Community/Regional Parks

Compatible Zoning Districts:

- A - Agricultural
- Residential Districts (for parks and recreation)
- B-2 Neighborhood Commercial District
- B-3 Highway Business District



Development Policy Considerations

Institutional and Employment Centers can host an intense mixture of land use. Therefore, consideration should be given to the land use compatibility with adjacent areas. Where Institutional and Employment Centers abut residential uses, buffering should be implemented to help protect Herington's neighborhoods.

Buildings range widely in size and scale depending on their context and use. The typical building is not more than two stories, though some taller buildings may be present.

Parking lot screening and on-site landscaping are important in establishing the high-quality and attractive character of the area. Special attention should be given to design that promotes the unique character of the center.

The street network within this Place Type is well-connected to serve all travel modes, while accommodating large trucks on busier streets and direct access to commercial sites. Commercial traffic traveling through Institutional and Employment Centers should utilize routes that do not impact adjacent neighborhoods.

Open space within this Place Type is typically provided by common public areas or institutional uses. Improved open spaces are typically recreational facilities, picnic areas, walking trails, patios, and courtyards provided on individual sites and designed to be used by employees, students, or other patrons. Natural buffers are often used to separate large sites and buffer less desirable uses.

INDUSTRY & LOGISTICS CENTER

The centers contribute to the local and regional economy by accommodating places of employment for a range of uses related to logistics, production, research, distribution, and manufacturing. They oftentimes have direct connection to regional transportation assets making it easier to draw employees and distribute products. This place type is usually characterized by large-scale, single-story buildings. Parcels are generally large with buildings located on the interior of the site, surrounded by service areas, parking, and buffers to provide transitions to adjacent uses.

Typical Land Uses Include:

- Light Industrial
- Heavy Industrial or Manufacturing
- Commercial Distribution or Trucking
- Industrial Serving Commercial Uses

Compatible Zoning Districts:

- A - Agricultural
- B-3 Highway Business District
- I-1 Light Industrial District
- I-2 Heavy Industrial District
- I-3 Municipal Airport District

Development Policy Considerations

Industry and Logistics Centers can host an intense mixture of land uses. Therefore, consideration should be given to the land use compatibility with adjacent areas. Where Industry and Logistics Centers abut residential uses, maximize separation and buffering should be utilized to help protect Herington's neighborhoods.

Buildings range widely in size and scale depending on their context or uses, but the typical building is a high-bay, single-story building. Long, continuous buildings with limited transparency are found in this Place Type more than others. The street network within this Place Type is well-connected while accommodating large trucks on busier streets with direct access to industrial sites.

Commercial traffic traveling through Institutional and Employment Centers should utilize routes that do not impact adjacent neighborhoods.

Open space within this Place Type is typically provided by private yards for industrial or commercial uses. Improved open spaces may be provided on individual sites and designed to be used by employees. Natural buffers are often used to separate large sites and buffer less desirable uses



INDUSTRY & LOGISTICS CORRIDOR

Similar in many ways to the Industry and Logistics Center, Industry and Logistics Corridors denote areas focused on a range of development types such as logistics, production, research, distribution, and manufacturing facilities. Areas designated as this place type are located along rail corridors and are located within the city center. Development in these areas will naturally favor direct access to rail infrastructure and careful consideration should be given to potential noxious uses where the Corridor abuts residential areas.

Typical Land Uses Include:

- Light Industrial
- Intermodal Facilities
- Heavy Industrial or Manufacturing - depending on potential external noxious impacts
- Distribution or Fulfillment Facilities
- Industrial Serving Commercial Uses

Compatible Zoning Districts:

- B-4 General Commercial District
- I-1 Light Industrial District
- I-2 Heavy Industrial District (to a limited extent)



Development Policy Considerations

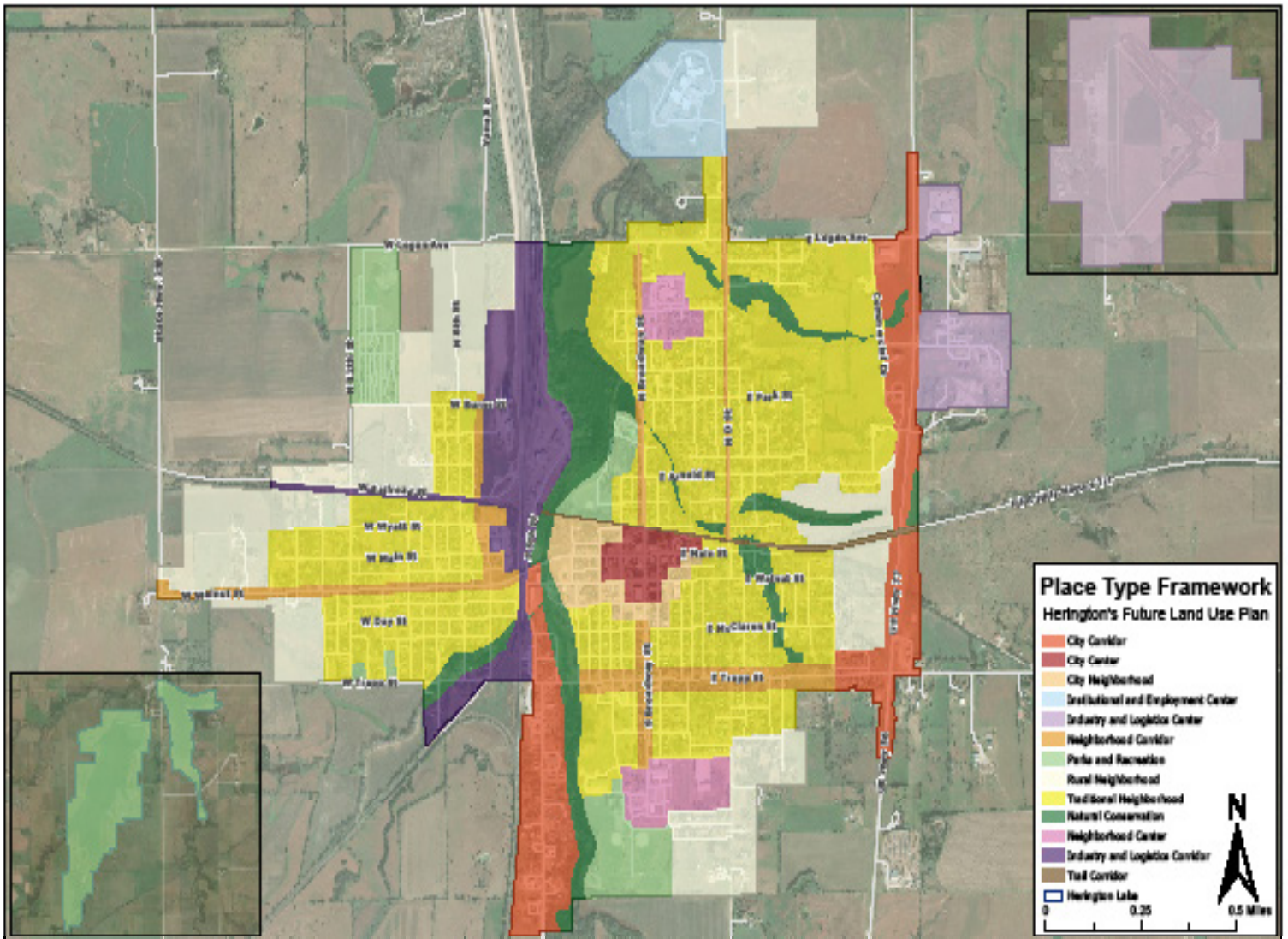
A wide range of potential land uses are appropriate in Industry and Logistics Corridors. Some degree of commercial or wholesale operations may be appropriate in these areas. Industrial developments should generally be of a lower intensity than those found in other 'traditional' industrial areas due to the proximity to residential areas. Special attention should be paid to ensuring sufficient landscaping, screening, and buffering is provided to mitigate potential impacts on abutting residential or commercial areas.

Building forms vary widely. Typical buildings found in these areas will be large, with minimal architectural detailing. Function over form will dominate the look and feel of the Industrial and Logistics Corridor. Some amount of smaller scale or multi-tenant structures may be appropriate in these areas to take advantage of the relatively lighter industrial character and closer proximity to residential areas. Transportation in these areas will favor trucks over personal vehicles or bike/pedestrian facilities. Outdoor storage spaces are typical but should be screened or buffered from residential uses where possible.

Open or green spaces will be at a minimum in these areas, with the majority of such spaces likely utilized as stormwater retention basins or landscaping, screening, and buffering areas along the periphery. Impervious surfaces will dominate areas not used for structures, with rail infrastructure taking up a large amount of the remaining space.



FUTURE LAND USE MAP





SECTION 5

IMPLEMENTATION PLAN



MOVING FORWARD - IMPLEMENTATION FRAMEWORK

Achieving the vision of Herington Tomorrow requires the City of Herington's commitment to the ongoing implementation of the Comprehensive Plan.

Continued collaboration with implementation partners, including City departments, local businesses and industries, civic organizations, schools, and other stakeholders, will be a key factor in successful implementation.

Many specific implementation actions, not all of which can be accomplished concurrently given budgetary and staffing constraints, were identified through this planning process.

A suggested list of the projects proposed during this process is included in the Appendix.

This list can be a guide for budgeting and planning for future capital expenditures.

Each of these specific projects are connected to and reflected in the goals outlined in this implementation plan.

The City of Herington and its implementation partners should monitor progress on an ongoing basis.



At a minimum, the Planning Commission should meet at least once a year to monitor and guide the Plan's implementation.

The Commission should assess whether actions and initiatives still reflect the planning goals and aspirations of the community.

An Implementation Matrix is included at the end of this section, summarizing all Plan implementation actions that the City can use to prioritize implementation efforts.

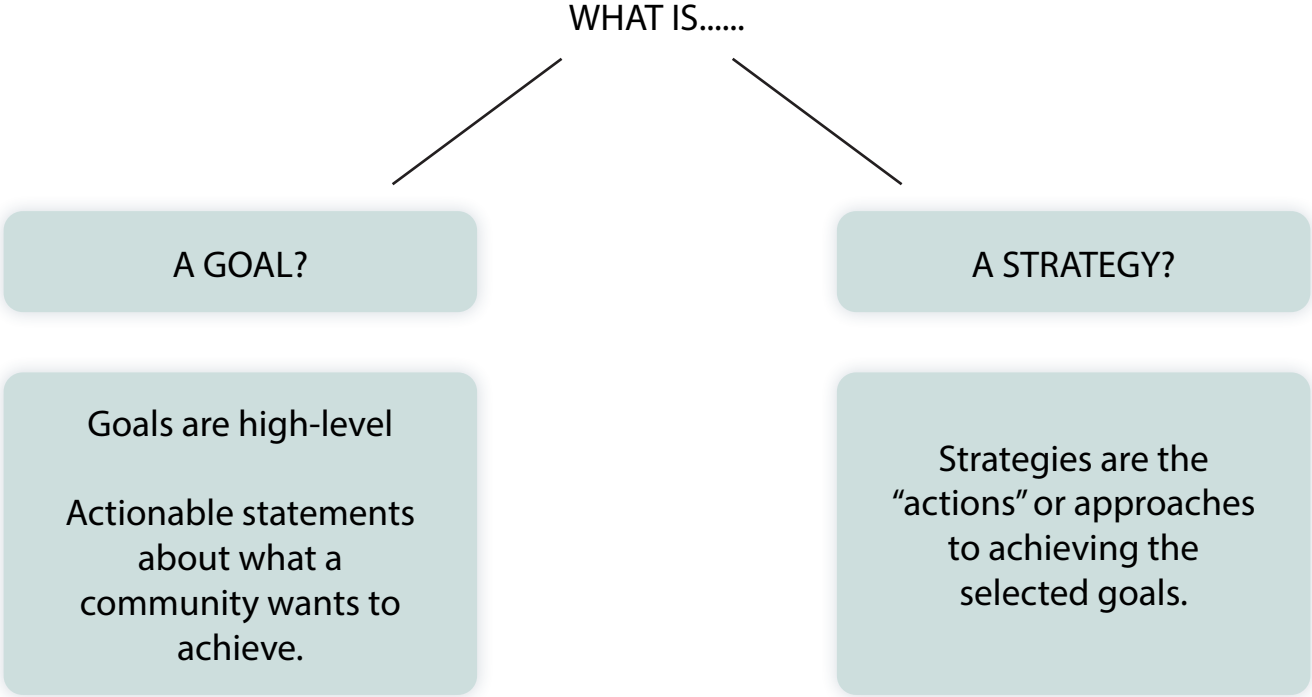
The Implementation Matrix should be updated annually to reflect completed actions and implementation priorities for the coming year.

It is recommended that a thorough review of the entire Comprehensive Plan is conducted every five years to ensure its relevancy.



GOALS AND STRATEGIES

At the comprehensive plan level, goals and strategies cover a range of topics that influence the built and natural environment and quality of life. They outline the steps needed to support the preferred vision for the community in response to opportunities, challenges, priorities, and initiatives. Each goal and strategy are actionable but can also serve as a guide as questions arise about the City's position on a particular topic. They are comprehensive in nature and consider both current and long-range planning initiatives. Public input informed the goals and strategies. Therefore, goal setting should be ongoing. As progress is made or local conditions change goals and strategies may be revised.



COMMUNITY INFRASTRUCTURE AND FACILITIES

		Type of Strategy	Timing	Implementing Party	Community Partners
Goal 1. Plan for strategic investments in Herington's future.	1.1	Develop a Capital Improvements Plan (CIP) to identify current and future capital projects needs, options for financing, and a planning schedule for implementation. Ensure the CIP is reviewed throughout the planning period and updated as necessary to reflect changing community needs and funding opportunities.	Short-Term	City Administration	
	1.2	Explore the establishment of a revolving fund to provide local match funding required for grant applications.	Mid-Term	City Administration	
Goal 2. Ensure public infrastructure is provided and maintained in a proactive and financially sustainable manner.	2.1	Invest in improvements to the water distribution system. Invest in the replacement of the City's raw water lines and complete the Walnut Street Water line project.	Mid-Term / Ongoing	City Administration and Water Department	
	2.2	Invest in improvements to the electrical distribution system. Purchase an additional 3-megawatt generator for emergency outage use.	Mid-Term	City Administration and Electric Department	
	2.3	Complete AMI meter deployment for water and electric distribution systems.	Short-term	Electric Department, Water Department, and City Administration	
	2.4	Complete facilities improvements to the wastewater treatment plant.	Mid-term	Water Department and City Administration	
	2.5	Strategy 2.5. Encourage renewable energy sources. Expand City solar and wind footprint and support additional generation for residential and commercial users.	Ongoing	City Administration	
Goal 3. Provide efficient public safety services to maintain the health, safety, and welfare of all residents.	3.1	Establish public safety facilities concurrent with community growth and accepted service standards. Plan for strategic investments in the development, improvement, maintenance, and operation of police and fire stations.	Ongoing	Fire Department, Police Department, and City Administration	Fire District (Dickinson and Morris Counties)
	3.2	Collaborate with County Public Safety Offices to maintain and improve emergency communication systems.	Ongoing	City Administration	Dickinson and Morris Counties
Goal 4. Maintain community facilities in a state of good repair. Integrate new technologies and invest in improvements that meet the service expectations of residents.	4.1	Plan for facility improvements and technology investments at City Hall that improve information access, enhance the customer experience, and allow staff to operate efficiently and transparently.	Mid-term	City Administration	
	4.2	Plan for strategic investments and future operations of the cemetery. Continue to monitor plot capacity, structure condition, and water use.	Ongoing	City Administration and Parks and Cemetary Department	

STAYING CONNECTED

		Type of Strategy	Timing	Implementing Party	Community Partners
Goal 5. Maintain, expand, and improve Herington's transportation system to ensure community connectivity, safety, and access for all modes of transportation.	5.1	Plan for strategic investments in the transportation system. Continue to pursue funding and planning opportunities to support the continuous and long-term maintenance of transportation assets.	Ongoing	City Administration and Street Department	
	5.2	Establish complete streets with a network of sidewalks and bicycle routes to encourage active transportation. Address gaps and barriers in the bike and pedestrian network, prioritizing routes to schools, parks and recreation, and job centers, and the historic downtown.	Long-term	City Administration and Street Department	
	5.3	Improve bicycle and pedestrian access to the Flint Hills Trail. Connect the Father Padilla Walk-trail to the Flint Hills Trail trailhead. Continue trailhead property acquisition and collaborate with Railroad to acquire ROW for future use.	Mid-term/ Ongoing	City Administration and Street Department	Union Pacific and State of Kansas
Goal 6. Promote Herington as a center for commerce with the airport and rail lines as major industry assets.	6.1	Plan for strategic investments in the Herington Municipal Airport. Continue to pursue public and private funding opportunities for improvements, maintenance, and operation of the Airport.	Ongoing	City Administration and Airport Department	
	6.2	Encourage the development of supportive industries near transportation assets and ensure that the Future Lane Use Map and Zoning Regulations provide opportunities for such development.	Ongoing	City Administration	Convention and Visitors Bureau

HOUSING AND NEIGHBORHOODS


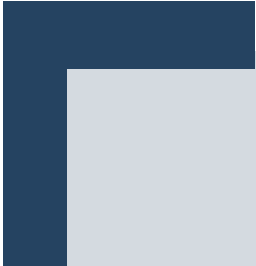
		Type of Strategy	Timing	Implementing Party	Community Partners
Goal 7. Encourage the availability of housing for all ages and income groups.	7.1	Promote a mixture of housing types. Ensure that the Future Land Use Map and Zoning Regulations provide opportunities for attached, detached, and multi-family residences of varying densities, types, and price points.	Short-term/ Ongoing	City Administration	
	7.2	Promote residential development alternatives. Encourage infill development through adaptive reuse of existing structures, brownfield redevelopment, and repurposing of existing residential units. Encourage the development of second-story residential lofts downtown.	Long-term	City Administration	
	7.3	Update the Zoning Regulations to allow smaller lot sizes in residential zoning districts consistent with the Future Land Use Map and recommendations in this plan.	Mid-term	City Administration	
Goal 8. Create vibrant neighborhoods with accessible amenities for residents' daily needs.	8.1	Update the Zoning Regulations to allow neighborhood serving commercial uses and home-based businesses in residential zoning districts.	Mid-term	City Administration	
	8.2	Update the Zoning Regulations to allow parks and community amenities in residential zoning districts.	Mid-term	City Administration	

ENVIRONMENTAL FEATURES

		Type of Strategy	Timing	Implementing Party
Goal 9. Encourage policy, programs, and projects that promote a high quality of life, community connection, and healthy lifestyles for all.	9.1	Plan for strategic investments in parks and aquatics facilities. Continue to pursue public and private funding opportunities for park and aquatic facility development, improvements, maintenance, and operations	Ongoing	City Administration and Parks and Cemetary Department
Goal 10. Conserve and enhance Herington's environment and natural resources.	10.1	Conserve open space and natural areas. Respect the value of undeveloped open space and ensure that open space opportunities are preserved for the enjoyment of future generations.	Ongoing	City Administration
	10.2	Continue to support Herington Lake and Reservoir. Invest in strategies outlined in the Lake and Reservoir Master Plan. Explore funding opportunities for dam rehabilitation.	Ongoing	City Administration and Parks and CemetaryDepartment
Goal 11. Expand the use of sustainable and resilient development practices.	11.1	Increase use of green infrastructure and pervious surfaces. Explore options to incentivize the use of sustainable infrastructure in development.	Ongoing	City Administration and Neighborhood Enforcement
	11.2	Preserve and enhance the urban tree canopy. Plant additional street trees along right-of-way and in public spaces. Encourage the preservation, maintenance, and planting of trees on private property.	Ongoing	City Administration and Street Department


COMMUNITY CHARACTER

		Type of Strategy	Timing	Implementing Party	Community Partners
Goal 12. Support placemaking efforts that enhance the community character of Herington	12.1	Develop a community wayfinding program. Identify Herington and invite visitors with gateway signage and improvements at entryways into the community. Direct visitors to key destinations with distances and estimated travel time by walking, biking, or driving.	Long-term	City Administration and Street Department	
	12.2	Promote the inclusion of public art in community spaces. Continue the revitalization of existing murals and public art assets and promote new installations downtown and in key destinations.	Mid-term/ Ongoing	City Administration	
Goal 13. Establish building and site design standards that improve the appearance of the City.	13.1	Incorporate updates to building form requirements based on the intended character of the place as described in the Placetype Framework.	Mid-term	City Administration	
	13.2	Incentivize the revitalization of legacy buildings. Continue to assess the impacts and benefits of the Neighborhood Revitalization Plan (NRP) and update the plan as necessary.	Ongoing	City Administration	Dickinson and Morris Counties, USD 487
Goal 14. Continue to promote Downtown as the community and cultural center of Herington. Support projects and revitalization efforts to further activate downtown.	14.1	Complete Broadway Street Concrete Rehabilitation and Island Lighting.	Long-term	Street Department	
	14.2	Collaborate with community partners to activate public spaces with programming and community events for all ages.	Ongoing	City Administration	Convention and Visitors Bureau, USD 487
	14.3	Assess downtown livability and the economic viability of revitalization and adaptive reuse projects. Collaborate with community partners to pursue public and private funding opportunities for downtown development.	Long-term/ Ongoing	City Administration	Dickinson County and Convention and Visitors Bureau
	14.4	Market Herington as a destination. Highlight the community's history, natural amenities, and regional connections. Support the development of retail, lodging, and restaurants downtown and accessible from trail locations.	Long-term/ Ongoing	City Administration	Convention and Visitors Bureau
Goal 15. Protect neighborhoods from decay, decline, and disinvestment and encourage the revitalization and preservation of legacy buildings and historic areas.	15.1	Protect neighborhoods from decay, decline, and disinvestment. Maintain strong feelings of community identification through programs to promote pride of place, to keep Herington clean and well-maintained. Increase code enforcement activity and continue to work with property owners to bring problem properties into compliance.	Ongoing	Neighborhood Enforcement	
	15.2	Encourage neighborhood stabilization and revitalization strategies. Explore programs aimed at home repairs and revitalization for property owners in neighborhoods showing signs of distress.	Mid-term/ Ongoing	City Administration and Neighborhood Enforcement	
	15.3	Establish a Land Bank to bring vacant or condemned properties back into productive use.	Mid-term	City Administration	



SECTION 6

APPENDIX



A1: OUR LEGACY - AN IN-DEPTH HISTORY OF HERINGTON

Herington is the hub of the Tri-County area for Dickinson, Morris and Marion Counties. Lyon's Creek runs south to north splitting the town. In 1541 French priest Juan de Padilla traveled to the Herington area. Today, a monument stands in Herington's Father Padilla Park honoring his memory.

At the end of the French and Indian War (1762), France secretly ceded land to Spain. In 1802, Spain returned most of the acquired land to France and in 1803, modern day Kansas was acquired by the United States as part of the Louisiana Purchase.

Herington is named after Monroe David Herrington. Born on April 23, 1844, in Michigan, Mr. Herrington moved around the country for most of his life. While living in Illinois in 1869, he saw an advertisement for 1440 acres for sale. Mr. Herrington decided to take the advice of Horace Greenley to "go west and grow with the country." Around this time, Mr. Herrington chose to omit the second 'r' from his last name. Before moving to his newly acquired land, Mr. Herrington sold his four butcher businesses and was married. In 1881, the Herington family moved to their new land.

Mr. Herrington's land was initially solely a ranch. In 1884 he platted 40 acres of his ranch, layout out a town named Herington. Eventually, a bank was built. Mr. Herrington helped finance many buildings in the new town, including a hotel and opera house. The town of Herington was incorporated on April 11th, 1887, and Mr. Herrington himself was elected the first Mayor 16 days later.

In 1887, Mr. Herrington convinced the Chicago, Rock Island and Pacific Railway to build their railroad through the town. By giving Rock Island a 4 mile right of way and money to build a depot, the railroad was built. Later that year, the Chicago, Kansas and Nebraska Railway built 2 main lines, one connecting Topeka and Herington and another connecting Herington and Pratt. That next year, the Herington and Pratt main line was expanded to Liberal. The proximity to a railroad boosted the town population.

At its peak, Herington's population was nearly 6000 residents. Eventually, the railroad expanded to connect Herington to New Mexico, Texas, and other small Kansas towns. The commerce associated with the railroads made Herington a tourist destination. With new money flowing into the town, the Women's Mutual Benefit Club pushed for a library. The Carnegie Corporation was contracted to build the library. In 1916, the Carnegie Public Library opened. Today, this building is on the National Register of Historic Places. Seven years later, Lake Herington was constructed.

During World War II, the United States Army built a training airfield east of Herington. This field was used to train bomber crews that flew missions in Europe and Asia. At the end of World War II, the Army left but the airfield remained. Today, the land is the Herington Regional Airport and serves industrial and commercial uses.

By the 1960s, passenger services ended. This resulted in the closure of hotels, businesses, and railroad companies. Jobs were lost and workers relocated. Though not at the same capacity, some of the railway is still active today. The inactive railway became a "Rails to Trails" trail. Herington is the end for the Flint Hills trail, a 117-mile biking and hiking trail that runs east to west through the Kansas Flint Hills. In 2020, the United States Department of Interior announced the trail as a designated National Recreation Trail. The National Recreation Trail designated promotes the country's highest-caliber trails with the intention of providing recreation access and economic development to rural and urban communities.

Located along Kansas Highway 77, Herington has become a bedroom community for Fort Riley, Abilene and other nearby towns. Herington has all the key amenities: K-12 schools, a hospital and pharmacy, a grocery store, lumber yard, gas station, and natural resources with dozens of springs. From railway to trails to highways crossroads Herington is "in the middle of everything" but is the quintessential small town having the "Kansas Spirit" of hospitality and sympathetic understanding. A hub of opportunities awaits this community.

A2: PROJECT LIST

Become a Member of Mainstreet America

Explore Opportunities for Housing Improvements

- Grants (Local, State, National)
- Rental Inspection Program
- Address vacant lots and rundown properties
- Explore residential grants for property rehabilitation
- Conduct housing needs assessment

Market Proximity to Bigger Cities

Invest in

- Historical Markers
- Light Fixtures
- Placemaking & Wayfinding Signage

Small to Medium-Sized Business Recruitment

Consider creation of land bank

Set aside yearly grant funding to be used as matching funds

Explore potential development updates, including:

Tax credit for improving buildings

Continually updating zoning and subdivision guidelines

Potential investments into the Water Treatment Plant

- Install new softener system
- Replace raw water line
- Install new clear well

Park and Recreation updates:

- Funding for new pool and pool house
- Connect Father Padilla Walk-trail to the Flint Hills Trail trailhead through North Park
- Rehabilitate Westside Park to meet community needs
- Expand public parks
- Improve bike infrastructure
- Upkeep current parks system

Rehabilitate concrete on Broadway Street

Safe Routes to School

Fund reservoir dam rehabilitation

Expand the city's solar policy for resident and city use

New fire station headquarters

Evaluate the current police headquarters for remodel or relocation

Incorporate modern technology into City Hall facilities and department

Explore road annexation around Herington Lake

Asses potential future traffic increase association with highway 77

Increase pedestrian safety in Herington

Consider a parking study for major hubs in Herington

Explore light commercial uses in residential areas

Rehabilitate main street through businesses, murals, pedestrian traffic and a farmers market

Add native landscaping

Develop local workforce

Are large zoned lot sizes hindering development?

Consider developing/updating plans for:

- Cultural Arts
- Traffic management
- Airport
- Street and bridges
- Parks and recreation
- HWY 77 business corridor
- Cemetery improvement plan
- Downtown livability and economic opportunity



REFERENCES

Demographic and housing information in this plan was compiled from the U.S. Census Bureau. Data included Decennial Census and American Community Survey results.

Photographs were courtesy of Professional Engineering Consultants, The University of Kansas Urban Planning Program, and the Center for Applied Transect Studies.



