

Final Draft
December 21, 2022

HERINGTON TOMORROW

ACKNOWLEDGEMENTS

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.

Special Thanks goes to the citizens who came to workshops and completed surveys. Your input shaped this plan.

Thank you's go to City Commission Members: Vance Donahue II, Debra Urbanek, Ben Castleberry, Robbin Bell, and Eric Gares and Planning Commission members: Janet Wade, Cynthia Naylor, Marcus Hawkes, Karen Soliz, Richard Idleman, Gwen Owens-Wilson, Josh Lawrenz, D.J. Neuberger, And Vance Donahue.

This plan would not have happened but for the guidance of City Staff, City Manager Branden Dross, and Intern Brynn Sullivan.

Part of the "Comprehensive Plan: City of Herington" from 2001 was used as foundational information for this plan.



Students from the University of Kansas Urban Planning Program created a 1st draft of the plan in the Spring semester of 2022.

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HOW TO USE HERINGTON TOMORROW



"Herington Tomorrow" is a Comprehensive Plan. A comprehensive plan is a general guide that helps a community make decisions about its future and pursue progress. It establishes a clear vision for how to allocate resources and where to develop or not develop, It describes policies and actions that will enable the community's vision to be realized, one step at a time. Comprehensive plans help local officials coordinate their decisions so they can anticipate how one decision may impact another. Comprehensive plans are held in high regard because of the public involvement and thought that goes into their creation.

Most common uses of Comprehensive Plans -

- ♦ to review proposals for changes in the community brought before the Planning Commission and City Commission.
- ♦ reviews of applications for zonings, subdivisions, and other permits which are more likely to be consistent, fair, legally binding, and further the community's vision, if the Comprehensive Plan is consulted and used. The Future Land Use Map guides zoning decisions in particular.
- ♦ if a review by the Planning Commission and the City Commission contradicts the Comprehensive Plan because of changed circumstances unanticipated by the Plan, the Comprehensive Plan must be amended first before proceeding in contradiction to the Plan.
- ♦ all boards and commissions can benefit from regularly consulting the Plan when making decisions.
- ♦ the Comprehensive Plan is useful when applying for grants or Federal funding as it shows the community's forethought and commitment.
- ♦ the Capital Improvement Plan or other infrastructure projects can use the Comprehensive Plan for guidance and coordination.
- ♦ for communities to have zoning, they must have and use the Comprehensive Plan to be legal and avoid court cases.
- ♦ in the State of Kansas, comprehensive plans must be revisited each year to check on progress and remedy anything out of date.

OUR LEGACY

is the hub of the Tri-County area for Dickinson, Morris, and Marion Counties (2). Lyon's Creek runs south to north splitting the town. People have been living in this area for thousands of years. (5) First there was just a vast amount of prairie grass, buffalo, and nomadic Native American tribes. (14) In 1541 a French priest, Juan de Padilla travelled with Spanish Conquistadors to the Kansas area. He was killed in 1542 and a monument stands in Herington's North City Park, which was later renamed Father Padilla Park. (5)



In 1762, after the French and Indian War, France secretly ceded New France to Spain, per the Treaty of Fontainebleau. In 1802, Spain returned most of the land to France. In 1803, most of the land for modern day Kansas was acquired by the United States from France as part of the 828,000 square mile Louisiana Purchase for 2.83 cents per acre (6). In 1859 six families of Germanic immigrants arrived here from Watertown, Wisconsin and settled around the creek, the present site of new Herington Lake. (13)

Herington is named after Mr. Monroe Davis Herrington who was born on April 23, 1844, in Lenawee, Michigan. At age 10 he moved to Iowa, then to Missouri till the end of the American Civil War then he moved to Bloomington, Illinois. (10) He eventually omitted the second 'r' from the end of his last name (10). While living in Illinois in 1869 he saw an advertisement for 1440 acres by Mr. Alioth, taking the advice of Horace Greenley to "go west and grow with the country" (11).

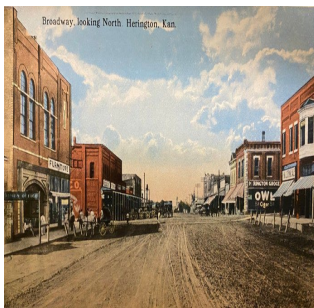


The Herington ranch was first owned by two men, Mr. Brown and Mr. E.A. Alioth a Swiss nobleman which had the title of Count. (14) Herrington sold his four meat markets business. He married Jane Parker in 1880. (10) After visiting Mr. Alioth in 1880, Herington moved his wife

OUR LEGACY

and children in the middle of a blizzard to their new Herington home in 1881. (11)

Mr. Herington embarked on stock-raising buying 400 head of cattle on this ranch. In 1884 he filed a plat on 40 acres of his ranch, laying out and naming the town Herington (9). He built and started a bank. He helped finance many buildings in the city such as the hotel in and an opera house which had seating for 1000 (13). Herington was incorporated on April 11, 1887, as a city of the third class and Mr. Herington was elected to be the 1st city Mayor on April 26, 1887. (15) Due to the growth from the railroad Herington was established as a city of second class on February 5, 1903. (11) At its peak, Herington had a population of nearly 6000 residents. (14) Kansas land had been issued to railroad companies throughout the 1880s, but no railroad had been built in this part of the county at the time. In 1887 Mr. Herington convinced the Chicago, Rock Island, & Pacific Railway to come this way by giving them a 4-mile right of way and \$1721 to build a depot (deeds). (11) Rock Island Road was built by Mr. Herington's investments of approximately 1200 lots (8). In 1887, the Chicago, Kansas and Nebraska Railway built a main line from Topeka to Herington. This main line connected Topeka, Valencia, Willard, Maple Hill, Vera, Paxico, McFarland, Alma, Volland, Alta Vista, Dwight, White City, Latimer, Herington. In 1887, the Chicago, Kansas and Nebraska Railway extended its main line from Herington to Pratt. This main line connected Herington, Ramona, Tampa, Durham, Waldeck, Canton, Galva, McPherson, Groveland, Inman, Medora, Hutchinson, Whiteside, Partridge, Arlington, Langdon, Turon, Preston, Natrona, Pratt. In 1888, this main line was extended to Liberal.



Later, this line was extended to Tucumcari, New Mexico and El Paso, Texas. This line is called the "Golden State Limited". In 1887 the Chicago, Kansas and Nebraska Railway built a branch line north-south from Herington to Caldwell. This branch line connected Herington, Lost Springs, Lincolnville, Antelope, Marion, Aulne, Peabody, Elbing, Whitewater, Furley, Kechi, Wichita, Peck, Corbin, Wellington, Caldwell. By 1893, this branch line was incrementally built to Fort Worth, Texas. This line is called the "OKT". (6) The commerce associated with being on the rail lines, passenger train travel made Herington an ideal

OUR LEGACY

location for state-wide organizations to hold meeting and conferences. (12) Herington had the distinction of being one of the first small cities to have electric streetlights in the United States. (15)

In the year 1897, 10 years after Herington, Kansas was founded, the Women's Mutual Benefit Club was organized. Their first project was to make a library. When the Women's Mutual Benefit Club was organized, they had little or no money, so to build a library they had to raise money by doing various things. In the year 1904, the women finally raised enough money so that they could start dealing with real estate aspects of the project. (3) In 1904, a Library Association was formed. In 1910 a reading room was opened. The mayor contacted the Carnegie Corporation to build a library, based upon the city raising 10% of the cost in taxes. The offer was rejected because the projected cost was too low. Finally in 1913, the city passed a resolution to raise \$1,000 toward the cost, and this time the Carnegie Corporation agreed. Work was begun, and the Carnegie Public Library opened on New Year's Day, 1916. It is still serving the public today and is on the National Register of Historic Places. (7)

Lake Herington was constructed in 1923. It impounded 570,000,000 gallons of water. Herington Reservoir was dedicated on September 3, 1982

In 1942 the US Army built a training airfield approximately 10 miles to the east of Herington. This was used throughout WWII to train bomber crews. The crew and equipment would go on to fly combat missions in Europe and Asia. The Army left but the airfield remains. The city of Herington took over the land it is now called the Herington Regional Airport. (5) Herington Regional Airport is a welcoming site for industrial and commercial purposes: Beech plant, US Stone, Hogdgon, Tiffany Cattle, and agriculture leases. (12) Water, electricity, gas, sewer hook-ups & acreage are all available. (4)

The discontinuation of passenger train service in the 1960s ultimate led to the closer of two major downtown hotels, although the railroads continued to be major employers. (12) The Chicago, Rock Island and Pacific Railway shut down in 1980 many of the local jobs were lost and workers re-located elsewhere. This along with changing times in general led to the loss of many local businesses and the emptying of downtown buildings. (12) The railroad the Union Pacific Railroad. However, most locals still refer to this railroad as the "Rock Island". (6) Today Herington still has an active railway.

OUR LEGACY

The abandoned Missouri Pacific rail line now brings a major recreational and economic opportunity to Herington in the form of the Flint Hills State Park 'Rails-to-Trails' trail. (12) Herington is now the terminus for the Flint Hills Trail, a bike and hiking trail that runs east to west through the Kansas Flint Hills (5). This crown jewel of Kansas trails extends 117 miles from Osawatomie to Herington. It is the seventh-longest rail-trail in the U.S. and the longest trail in Kansas. It follows the general route of the Santa Fe National Historic Trail and is a component of the coast-to-coast American Discovery Trail. In October 2020, the U.S. Department of the Interior announced the trail has been designated a National Recreation Trail. NRT designation promotes some of our country's highest-caliber trails with the intention of providing recreation access to rural and urban communities, economic development through tourism, and healthy recreation opportunities. As of fall 2020, of the 89 miles that are open and traversable between Osawatomie and Council Grove, about 59 miles have been developed with new surfacing, infrastructure, and safety improvements. (1)

Herington has become a bedroom community with many people commuting from Fort Riley, Abilene, and other nearby towns for jobs, and the retirement spot for an aging population. (12) Located along KS highway 77, 28.6 miles south of Junction City, Kansas, 24.8 mile west on highway 56 of Council Grove, 47.1 miles (Southwest) drive from Manhattan, KS, 48.7 mile drive (South East) from Salina, KS, and only 84.5 miles north of Wichita, KS. 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. (11) Herington has all the key business and services: K-12 schools, hospital, pharmacy, grocery store, lumber yard, gas station, (12) and natural resources with dozens of springs. (12) A hub of opportunities awaits this community which honors their history.



OUR LEGACY

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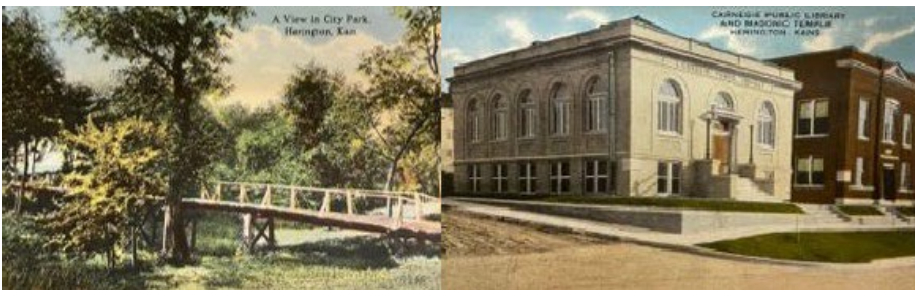
OUR LEGACY

AT THE CROSSROADS



The City of Herington Mission Statement

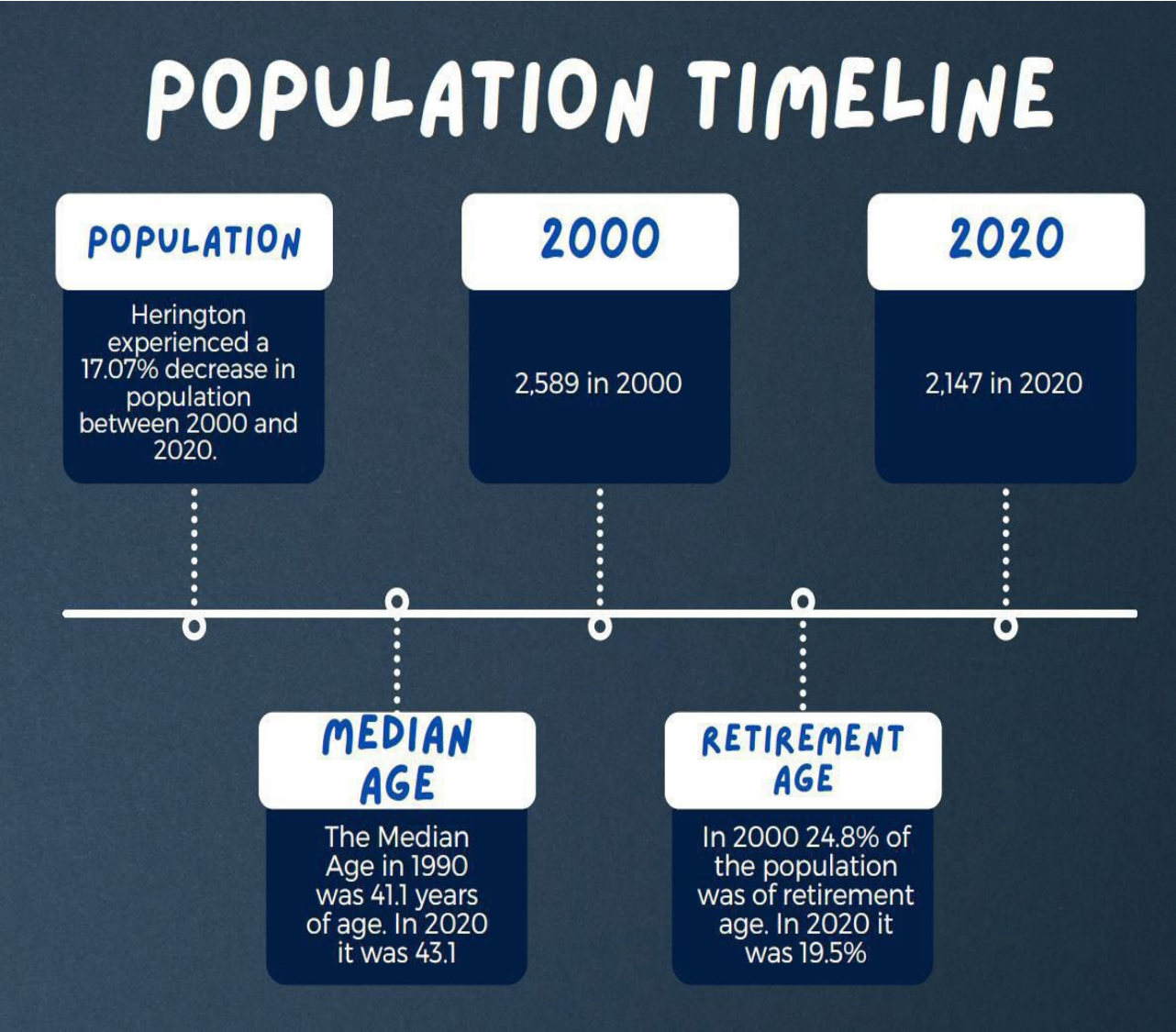
Herington strives to create a place to call home through safe reliable services and amenities for a better quality of life in our community.



The City of Herington Vision Statement

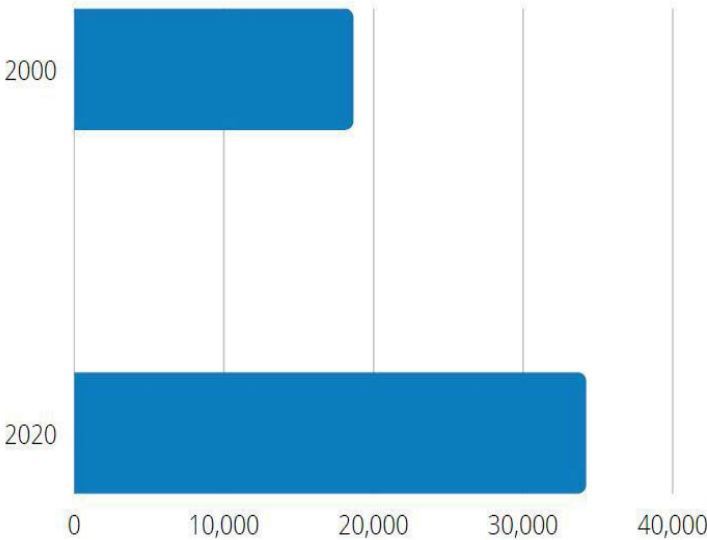
Herington is a welcoming community focused on providing its citizens a safe and reliable place to live, work and be active in pursuing opportunities to better our community with transparency. We will continue embracing our past while pursuing future commitments to support its citizens with quality community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

DATA



DATA

CITY OF HERINGTON MEDIAN HOUSEHOLD INCOME



The median household income was \$18,623 in 2000 and \$34,181 in 2020. Over 13 percent of Herington's residents live below the poverty level defined by the Department of Housing and Urban Development (Development 2001). In 2020, this percentage was 20.3% (Census n.d.)

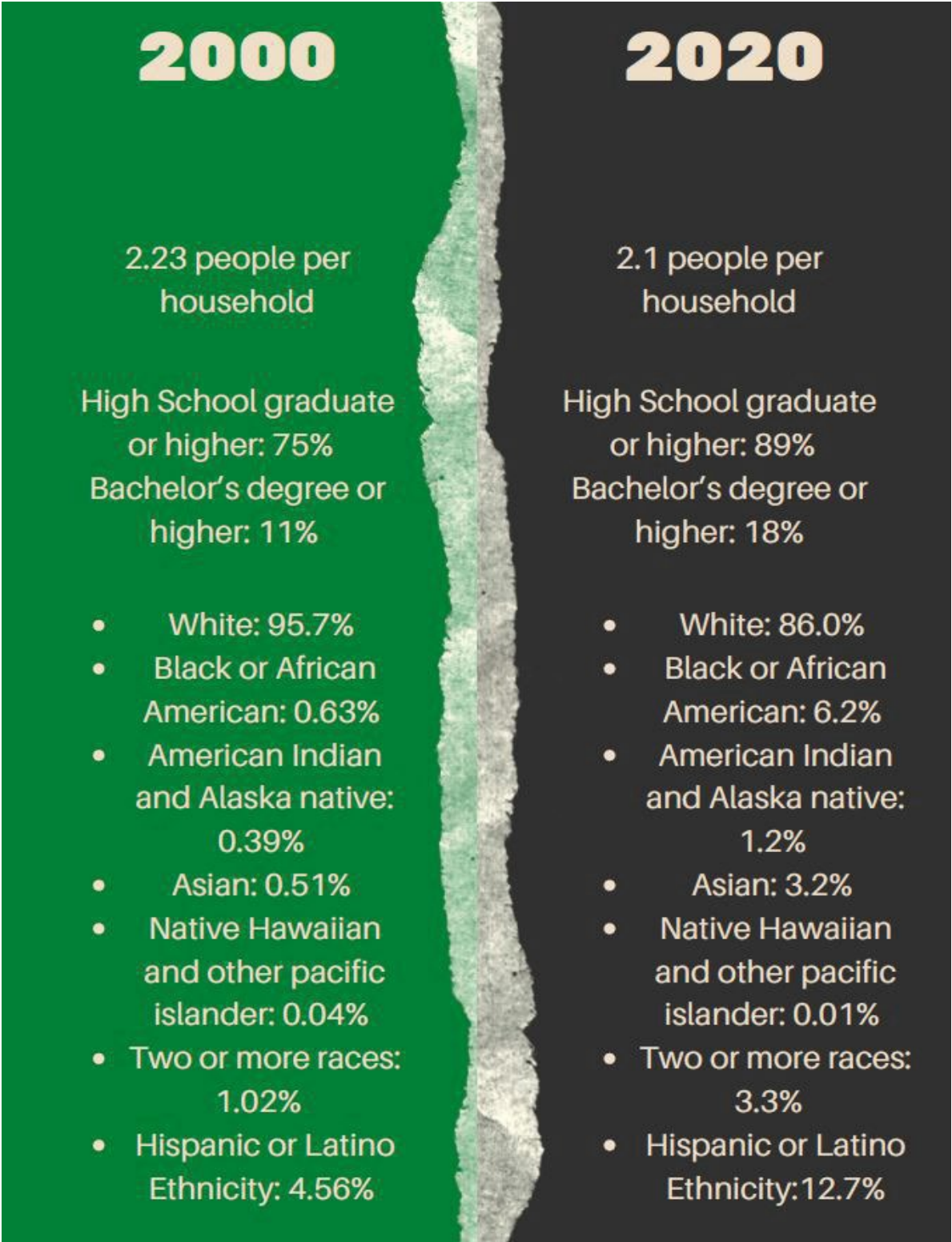


Below Poverty line
2000



Below Poverty Line
2020

DATA



GOAL 1:

MAINTAIN LEGACY AND SENSE OF COMMUNITY

GOAL 2:

FUNCTION AND APPEARANCE

- Monday through Friday Community with Reliable Services
- A Place to Call “Home”
 - Explore Opportunities for Housing Improvements
 - Grants (Local, State, National)
 - Rental Inspection Program
- Market Proximity to Bigger 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)

GOAL 3:

BECOME A MEMBER OF MAIN STREET AMERICA

GOAL 4:

BRAND HERINGTON “THIS PLACE MATTERS”

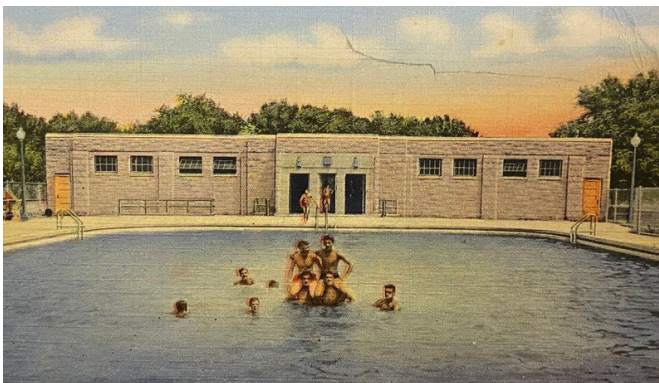
- Historical Markers
- Light Fixtures
- Placemaking Signage
- New Ruralism Concepts
 - Working for Home
 - Small to Medium-Sized Business Recruitment

THE GRID

“The Grid” encompasses the City of Herington’s current infrastructure systems. Infrastructure includes facilities and services that can support and act as the fundamental building blocks of a city and its economy. The facilities and services play an important role in the quality of life a city or area can provide its residents. There are usually two classifications of infrastructure types: hard infrastructure, and soft infrastructure.



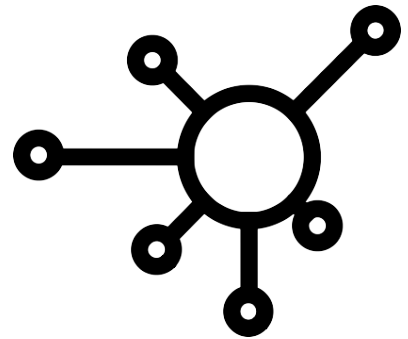
Hard infrastructure makes up the physical structures and grids that are essential for a modern city, this could include railways, roads, highways, bridges, telephone lines, and broadband systems. Whereas soft infrastructure would entail the services a city provides to support the economic, environmental, social, and cultural aspects of a community and improve the overall quality of life. Examples of soft infrastructure are law enforcement agencies, emergency management services, education systems, government systems, health systems, parks and recreational opportunities, and financial systems. Both of these infrastructure system types are essential for the city to function properly.



THE GRID

The City of Herington proudly services their residents with several City run utility services like electric, water, sewer, trash services. In 2018, the city received a \$3.191 million loan to build a new water treatment facility and electrical building. The previous facilities were constructed in the 1920s and could no longer operate safely. The City of Herington also supplies various services for the interest of the public like their law enforcement services, fire services, Hilltop Community Center, various public parks, Herington Hospital (an individual nonprofit), Herington USD 487, and the Herington Municipal Swimming Pool. Herington government officials have estimated that the current infrastructure could potentially sustain a population of 5,000 residents, however there is not a concern to expand its capacity as Herington wants to keep their self-sufficient small-town charm.

The comprehensive plan helps to focus on and outline future capital improvement projects that will be necessary in the future. As climate change affects our future, we must plan to mitigate and adapt to the issues we will face in the future.



GOAL 1:

City Infrastructure

Some items have been addressed since the previous comprehensive plan such as:

- A New Water Treatment Plan
- The Main Street Bridge
- Dedicated sales tax allocations for streets
- Expanded USD487
- Upgrades to the Wastewater Treatment plant
- Downtown ADA Compliant Sidewalks
- North and South Park Updates

Many items still need to be updated or replaced during this comprehensive plan. By addressing these in the 2022 Herington Tomorrow Plan, City leadership can work to plan for improvements over the next generation.

Planning for this project should come in the form of ad valorem and sales tax, revenue and general obligation bonds, capital outlay and improvement funds, and state and national grants with the ability to match funds. City leadership should be able to establish a revolving grant fund to have matching funds readily available.



Photos by: Branden Dross

Major City Infrastructure Projects and Timelines

City-Wide

- Establish a yearly revolving grant fund for City leadership to use for required matching funds that prevent high-dollar grant applications from being approved
 - Yearly Budget Commitment of \$20,000 into a dedicated line item **(2024)**
- Continue the Special Projects Fund with 5% of Electric Revenue Funding
 - Supports short-term city commission priorities that align with the strategic plan. **(2024)**
 - Supports the City of Herington Capital Improvement Plan (CIP)
- Create a Land Use Plan/Policy for all Public Parks and Land **(2024)**
 - Determine the best use for vacant lots and dilapidated properties
 - Recreation of a Land Bank
 - Resident Grants for Rehabilitation
- Continue to allocate \$20,000 yearly for property abatement and demolitions **(2024)**
 - Clean up three properties a year for ten years **(2032)**
 - Include properties in Kansas Housing Tax Credit allowance **(2026)**

Fire Department



- Build a new central fire station headquarters that will **(2026)**:
 - Create a regional training facility
 - Expand the number of bays to allow more centralized vehicle and equipment locations
 - Have overnight facilities for emergencies and possible full-time paid firefighting staff.
 - Be FEMA shelter certified. Having a second in town, on the south part of town will fill a need that is created during emergencies
- Follow the capital improvement plan with the vehicle rotation schedule **(2032)**

Police Department



- Establish a future home base for police headquarters **(2026)**
 - Establish a committee to determine future needs
 - Remodel the current facility or;
 - Use vacant parcel to build a new facility
- Work with the county public safety offices to upgrade the 800Mhz communication systems **(2024)**
- Follow the capital improvement plan on vehicle rotations **(2032)**

Major City Infrastructure Projects and Timelines

Water Treatment Plant

- Install New Softener System **(2042)**
- Replace Raw Water Line **(2044)**
- Install New Clear Well **(2047)**

Wastewater Treatment Plant

- Complete Phase Two Construction **(2025)**
- Complete Upgrades with the Phase 3 project **(2035)**

Airport

- Complete new Airport Master Plan **(2027)**
- Hire Fixed Base Operator and Flight Trainer **(2025)**
- Recruit and Retain Ten Fixed-Based Aircrafts **(2024)**

Water Distribution

- Fund and complete AMI meter deployment **(2028)**
- Complete W Walnut Street Water line project **(2026)**

Parks and Pool

- Fund and Complete a New pool and Rehabilitation of the Pool House **(2027)**
- Complete trailhead property acquisition **(2023)**
- Work with Union Pacific to acquire ROW for future use **(2033)**
- Connect Father Padilla Walk-trail to the Flint Hills Trail trailhead through North Park **(2027)**
- Create a Public Parks Land Plan **(2025)**
- Rehabilitate Westside Park to community standards **(2028)**

Streets, Cemetery, and Lake

- Continue utilizing street assessment tool and incorporating the 2006 Sales Tax fund **(2040)**
- Complete Broadway Street Concrete Rehabilitation and Island Lighting **(2025)**
- Continue to fund Lake and Reservoir Master Plan deliverables with an annual \$50,000 budget **(2040)**
- Determine Alternative For Safe Routes to Schools **(2023)**
 - Work with DKCO and USD487 on N C Street Alternative
- Fund and complete reservoir dam rehabilitation **(2032)**
- Complete street bridge capital improvement plan **(2024)**
- Create a Cemetery Improvement Plan **(2023)** that addresses:
 - Future Plot Use
 - Cemetery Building
 - Water Use
 - Flags and Flag Poles (Funding for 2023-2025 for new poles)
- Create a Streets Plans **(2024)** to include assessment and actions on:
 - Box Culverts
 - Bridges
 - Dams
 - Drainage Systems
 - Flood Plain Management
 - Operational Equipment

Electric Department

- Acquire additional 3-megawatt generation for emergency outage use **(2026)**
- Expand city solar policy to add additional generation for residential and commercial use **(2028)**
- Expand city solar and wind power footprint **(2033)**
- Complete AMI meter deployment **(2025)**

Major City Infrastructure Projects and Timelines

City Hall

- Deploy contract management software **(2023)**
- Fund and acquire all-inclusive case management software for all departments **(2025)**
- Be prepared for if USD487 were to move to a new facility **(2040)**
- Modernize City Hall facilities **(2030)**
 - Upgraded video software for virtual meetings and presentations
 - Upgrade technology for city meetings to include
 - Monitors/tablets for all seats on the dais
 - Reducing paper use for city meetings
 - Better Speakers for In-person and Online Streaming

GOAL 2:

DESIGN GUIDELINES FOR COMMERCIAL DISTRICTS

- Tax Credit for Improving Buildings **(2027)**
 - Assess the 2022 NRP Plan to see if changes are needed
- Continue Updating Zoning and Subdivision Guidelines **(2026)**
 - Incorporate Mixed-Use Density Development in CBD
- Create an HWY 77 Business Corridor Plan



SOURCE:
[HTTPS://WWW.REDDIT.COM/R/LIMINALSPACE/COMMENTS/OW5RE9/ANYWHERE_USA/](https://www.reddit.com/r/LiminalSpace/comments/ow5re9/anywhere_usa/)



SOURCE: [HTTPS://WWW.ALAMY.COM/SMALL-TOWN-IN-NEW-ZEALAND-WITH-COMMERCIAL-BUILDINGS-PARKS-ROADS-AND-VEHICLES-IMAGE384059720.HTML](https://www.alamy.com/small-town-in-new-zealand-with-commercial-buildings-parks-roads-and-vehicles-image384059720.html)



STAYING CONNECTED

BAC K G R O U N D

Herington is a city full of connections. Herington lies on the intersection of US-56 and US-77 which connects Herington to important regional destinations. Herington can become a destination along these two corridors. Travelers can stop and spend their money in Herington shops and enjoy Herington's food. These external connections are essential to Herington's economy. Internal connections are even more essential. These connections bring the community together. This plan will outline strategies to ensure that the transportation system in Herington fits the community's needs.

This chapter will outline transportation strategies to further expand Herington's connections. These connections include road connections, sidewalk connections, and bicycle connections. Herington deserves a transportation system that is safe and accessible for all. Connections have both economic and quality of life benefits. Herington's economy is dependent on being able to access the local trade network to sell their goods. Industry in Herington is dependent on outside connections.

Currently, Herington has a functioning transportation system, but there are room for improvements. Road conditions are poor throughout the city, including on Broadway Street. There is not adequate parking outside of the Hilltop Community Center, and surrounding roads are too narrow to support traffic and parking on both sides of the street. Since 2015, there has been 94 crashes, 15 resulted in injury, and 2 resulted in fatalities.

The City of Herington currently operates an on-demand transit service. Residents can book a ride within the service area for \$1.50 one way or \$3.00 round trip. Service is provided Monday to Friday from 8:00 a.m. to 4:00 p.m. In 2020, there were 4,137 trips, 6,718 annual vehicle revenue miles, and 1,650 annual vehicle revenue hours. Transit is an important factor to an accessible transportation system.

GOAL S:

STAYING CONNECTED

Herington has a fair pedestrian network in the downtown district but little to no bicycle infrastructure. Sidewalks downtown were wide and without major obstructions. Sidewalks in residential areas are either too narrow, in poor condition, or do not exist. There are crosswalks in the downtown area, but there are little to no signage or signals to drivers that these crosswalks exist which poses a safety concern for pedestrians. The Flint Hills Trail runs parallel to the city which gives Herington the opportunity to capitalize on this trail and improve pedestrian and bicycle infrastructure to bring in potential new customers from the nearby trail.

GOAL 1:

Work with KDOT to Improve the Access on Highways 77 & 56

- Partner with the Kansas Department of Transportation (KDOT) to explore funding opportunities (2026)
- Complete a Traffic Management Plan (TMP) to Assess Future Planned Traffic Increase with HWY 77 Business Corridor Plan



Source: <http://safety.fhwa.dot.gov/provencount ermeasures/roundabout s.cfm>

GOAL 5:

STAYING CONNECTED

GOAL 2: HERINGTON LAKE

- Improve Drainage and Roadways (2040)
- Work with DKCO to Annex Roads Around Lake (2024)

GOAL 3: DEVELOP AND DISTRIBUTE WALKABILITY SIGNS IN HERINGTON

Walkability signs are signs that denote how far away sites are and how long it will take to walk there. These signs should be distributed throughout the city to guide pedestrians to major hubs like parks and downtown.

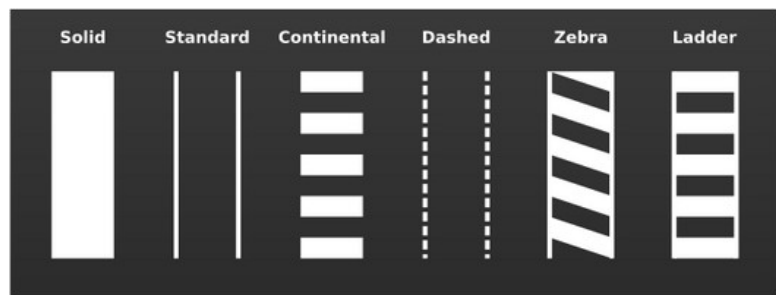


- Create and distribute signs (2026)

Source: <https://www.choosingheights.org/walking-signs.php>

GOAL 4: CROSSWALKS AND SIDEWALKS

- Put up Yield for Pedestrian signs on crosswalks on Broadway Street (2024)
- All Downtown streets to have a crosswalk (2035)
- Construct half a mile of sidewalks per year (2040)



(LEFT) Source: <https://smartgrowthamerica.org/implementing-complete-streets-small-towns-rural-communities/>

(RIGHT) Source: <https://www.sfbetterstreets.org/find-project-types/pedestrian-safety-and-traffic-calming/crosswalks/>

GOAL 5: IMPROVE PARKING AROUND HILLTOP COMMUNITY CENTER

A Parking Study is used to determine the location, use, and effectiveness of current parking facilities in an area. This tool will provide additional information on parking in the downtown area to help guide future decisions.

- Complete a Downtown Parking Study **(2029)**

GOAL 6: IMPROVE BICYCLE INFRASTRUCTURE

- Make Downtown & Trail Tie-In Bicycle Friendly **(2032)**
- Place one permanent bike pump and bike rack at the Trail Head **(2024)**
- Recruit a bike shop to Herington as part of the Flint Hills Trail completion **(2025)**

OUR NEIGHBORHOODS

Neighborhoods in Herington are pleasant, have plenty of tree shade, and many have sidewalks. Residents live in a variety of homes, from apartments and duplexes to single-family homes. The architectural styles of housing include ranch, Victorian, and bungalow homes. The goals of this section reflect the desire to keep Herington's neighborhoods inclusive, beautiful, and connected. The subsequent methods to achieve these goals reflect the framework of New Ruralism, means that rural communities use economic creativity, community connections, and environmental resiliency to create a thriving quality of life.



Background

MEANINGS OF DESIGNATIONS AND USE LIMITATIONS FROM 2022 ZONING ORDINANCES:

R-1 SINGLE FAMILY DISTRICT:

The purpose of this district is to provide for platted single-family residential development of a more urban character where sanitary sewers, adequate water and other necessary public utilities are present to support the development. The district is also designed to protect and preserve existing development of a similar character

- All principle residential structures in this district shall have a roof overhang and roof pitch of not less than three vertical inches for each 12 horizontal inches.
- All principle residential structures in this district shall have a garage if 50 percent or more of the existing residences on the same and/or opposite block face have garages.
- Detached accessory structures shall not be located in any required front side yard setback area but may be located in the rear yard setback area provided that no such structure may be closer than 15 feet to any property line. The lot coverage of all detached accessory structures shall not exceed 50% of the total land area in the rear yard setback. No more than two detached structures shall be permitted

R-2 TWO FAMILY RESIDENTIAL DISTRICT:

- The purpose of this district is to provide for the development of conventional attached dwellings, commonly known as duplexes. Due to the potential for reduced development costs, zoning of property as R-2 also promotes affordable housing in a low-density environment. Residential design manufactured housing is permitted subject to compliance with applicable state law.
- Detached accessory structures shall not be located in any required front or side yard setback area but may be located in the rear yard setback area provided that no such structure may be closer than 15 feet to any property line.

OUR NEIGHBORHOODS

- The ground area of all detached accessory structures in the rear yard shall not exceed 50% of the total land area in the rear yard setback. No more than two detached accessory structures shall be permitted for each residence.
- Two-family dwellings which otherwise comply with these regulations may be divided at the party wall as to ownership and owned as separate dwelling units by separate owners and such ownership shall not constitute a violation of the lot and yard requirements of these regulations.

R-3 GENERAL RESIDENTIAL DISTRICT:

- Residential design manufactured housing is permitted subject to compliance with applicable state law. Section 8-2. Permitted Uses
- Detached accessory structures shall not be located in any required front or side yard setback area but may be located in the rear yard setback area provided that no such structure may be closer than 15 feet to any property line.
- The lot coverage of all detached accessory structures shall not exceed 50% of the total land area in the rear yard setback. No more than two detached structures shall be permitted.

APPENDIX B: INTENSITY OF USE

Zoning District	Minimum Lot Dimensions (feet)			Minimum Yard Size (feet)			Maximum(%)	Maximum (feet)
	Size	Width	Depth	Front	Side	Rear	lot Coverage	Structure Height
A	2 acres	300	500	75	10	20	20	45
RS	2.5 acres	250	300	75	25	25	20	45
R1	7,500 sq. ft.	75	100	25/35 ¹	10	25	40	35
R2	7,500	75	100	25/35 ¹	10	25	40	35
R3	s. 000 ²	50	100	25/35 ¹	53	25	50	85
B1	7,500	75	100	25/35 ¹	10	25	40	35
B2	7,500	75	100	25/35 ¹	10	25	40	35
B3	10,000	100	100	0	s*	15	60	65
B4	7,500	75	100	25/35 ¹	10	25	80	75
BS	2,500	25	100	0	0	0	100	85
11	10,000	100	100	25/35 ¹	15	15 ⁵	60	65
12	10,000	100	100	25/35 ¹	15	15 ⁵	60	65
13	12,500	0	0	50	50	50	60	one story ⁷
MHP	(see Section 9)							

OUR NEIGHBORHOODS

STATISTICS:

SE:A10001. Housing Units				
Housing Units	1,273,297		1,405	
SE:A10060. Tenure				
Occupied Housing Units:	1,129,227		991	
Owner Occupied	748,123	66.3%	628	63.4%
Renter Occupied	381,104	33.8%	363	36.6%
SE:A10044. Occupancy Status				
Housing Units:	1,273,297		1,405	
Occupied	1,129,227	88.7%	991	70.5%
Vacant	144,070	11.3%	414	29.5%
SE:A10047. Vacancy Status by Type of Vacancy				
Vacant Housing Units:	144,070		414	
For Rent	32,888	22.8%	121	29.2%
For Sale Only	13,767	9.6%	52	12.6%
Other Vacant	97,415	67.6%	241	58.2%

Statistics	Kansas		Herington city, Kansas	
SE:A10008. Households by Household Type				
Households:	1,129,227		991	
Family Households:	731,014	64.7%	531	53.6%
Married-Couple Family	571,781	50.6%	448	45.2%
Other Family:	159,233	14.1%	83	8.4%
Male Householder, No Wife Present	49,507	4.4%	19	1.9%
Female Householder, No Husband Present	109,726	9.7%	64	6.5%
Nonfamily Households:	398,213	35.3%	460	46.4%
Male Householder	190,484	16.9%	240	24.2%
Female Householder	207,729	18.4%	220	22.2%
SE:A10055. Occupied Housing Units by Year Structure Built				
Occupied Housing Units:	1,129,227		991	
Built 2014 or Later	22,964	2.0%	0	0.0%
Built 2010 to 2013	29,124	2.6%	0	0.0%
Built 2000 to 2009	130,935	11.6%	22	2.2%
Built 1990 to 1999	153,603	13.6%	28	2.8%
Built 1980 to 1989	133,376	11.8%	61	6.2%
Built 1970 to 1979	169,602	15.0%	57	5.8%
Built 1960 to 1969	115,600	10.2%	20	2.0%
Built 1950 to 1959	143,857	12.7%	111	11.2%
Built 1940 to 1949	60,422	5.4%	138	13.9%
Built 1939 or Earlier	169,744	15.0%	554	55.9%

FROM 2015-2019 ACS 5-YR DATA FROM SOCIAL EXPLORER

OUR NEIGHBORHOODS

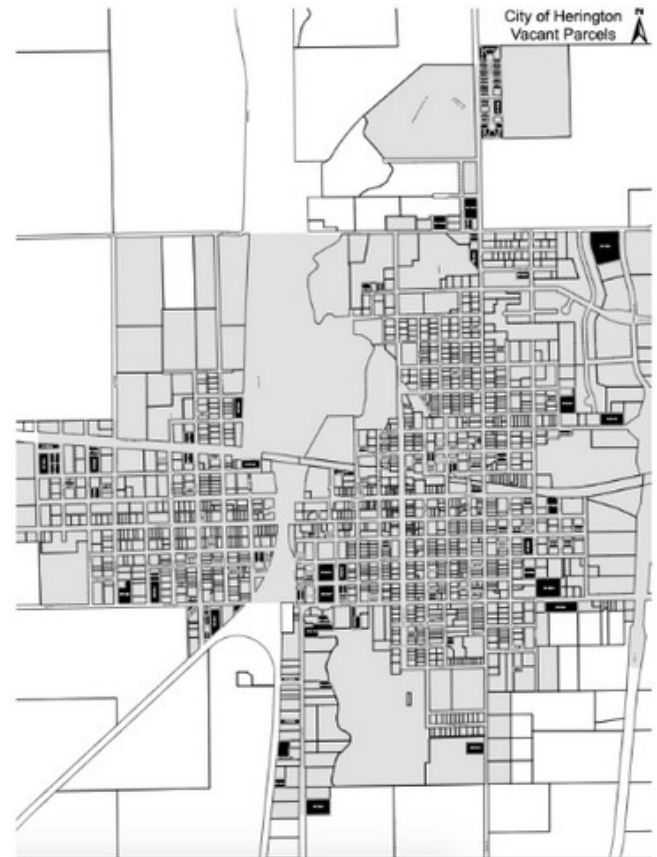
STATISTICS CONTINUED:

Statistics	Kansas		Herington city, Kansas	
SE:A10035. House Value for All Owner-Occupied Housing Units				
Owner-Occupied Housing Units:	748,123		628	
Less than \$20,000	28,864	3.9%	79	12.6%
\$20,000 to \$49,999	55,251	7.4%	180	28.7%
\$50,000 to \$99,999	151,235	20.2%	231	36.8%
\$100,000 to \$149,999	133,066	17.8%	83	13.2%
\$150,000 to \$299,999	263,439	35.2%	55	8.8%
\$300,000 to \$499,999	84,843	11.3%	0	0.0%
\$500,000 to \$749,999	20,417	2.7%	0	0.0%
\$750,000 to \$999,999	6,028	0.8%	0	0.0%
\$1,000,000 or More	4,980	0.7%	0	0.0%
SE:A10036. Median House Value for All Owner-Occupied Housing Units				
Median Value	\$151,900		\$59,800	
SE:A18001. Gross Rent (Housing Units with Cash Rent)				
Renter-Occupied Housing Units with Cash Rent:	360,500		309	
Less than \$300	13,653	3.8%	33	10.7%
\$300 to \$599	61,133	17.0%	85	27.5%
\$600 to \$799	83,385	23.1%	106	34.3%
\$800 to \$999	81,665	22.7%	79	25.6%
\$1,000 to \$1,249	62,522	17.3%	6	1.9%
\$1,250 to \$1,499	28,929	8.0%	0	0.0%
\$1,500 to \$1,999	20,673	5.7%	0	0.0%
\$2,000 or More	8,540	2.4%	0	0.0%
SE:B18002. Residents Paying More Than 30% or at least 50% of Income on Rent				
Renter-Occupied Housing Units:	381,104		363	
30 to 49 Percent	82,123	21.6%	99	27.3%
50 percent or More	71,444	18.8%	95	26.2%
SE:A18009. Median Gross Rent				
Median Gross Rent	\$850		\$643	
SE:B10040. Residents Paying More Than 30% or at least 50% of Income on Selected Home Ownership Expenses				
Owner-Occupied Housing Units:	748,123		628	
Homeowners Who are Paying at Least 30% of Income for Ownership Costs	125,945	16.8%	154	24.5%
Homeowners Who are Paying at Least 50% of Income for Ownership Costs	44,864	6.0%	46	7.3%

OUR NEIGHBORHOODS

HIGHLIGHTED STATISTICS:

- The vacancy rate in Herington is considerably higher than the state of Kansas.
- The median home value is lower than Junction City and Hillsboro, and considerably lower than the home value of Kansas as a whole.
- The rent in Herington is substantially lower than the state of Kansas.
- Despite having much lower rents, the number of rent-burdened tenants in Herington (those that pay more than 30% of their income on rent) is higher than in Kansas. 53.5% of renters in Herington are rent-burdened compared to 40.4% of Kansas renters.
- No new houses or structures have been built in Herington since 2010. This is lower than Kansas as a whole, where 4.6% of units were built after 2010.
- In Herington, about 80% of structures were built before 1959, with 55% being built in 1939 or earlier. In comparison, only 15% of all structures were built before 1939 in the state of Kansas. While older homes create unique community character, many older homes have structural issues or toxic materials which puts financial stress on homeowners.
- This might be one of the reasons why 31.8% of Herington homeowners spend more than 30% of their income on housing expenses compared to 22% of Kansas homeowners.



HERINGTON VACANT PARCELS MAP (2022), CREATED BY THE CITY OF HERINGTON

TRENDS:

- There is a need for new units according to the 2019 Dickinson County Housing Assessment
- There is a current need for owner-occupied homes priced between 100,00 and 200,000. (Table 2)
- There is a projected need for 14 affordable rental units between 2019 and 2030 (Table 2)
- Housing vacancy has dramatically increased from 2010 to 2017 (Table 3)
- There is a major need for 3 plus bedrooms and 2 plus bathrooms. Big families find themselves looking elsewhere for housing due to the median age of a Herington home being 65 years old. .

Table 1: Income Distributions and Housing Affordability Ranges

Income Range	# HHs in Each Range	Affordable Range for Owner Units	# of Owner Units	Affordable Range for Renter Units	# of Renter Units	Total Affordable Units	Balance
\$0-25,000	371	\$0-50,000	284	\$0-400	237	521	150
\$25,000-49,999	285	\$50,000-99,999	232	\$400-800	107	339	54
\$50,000-74,999	189	\$100,000-149,999	61	\$800-1250	0	61	-128
\$75-99,999	81	\$150,000-199,999	18	\$1,250-1,500	0	18	-63
\$100-150,000	40	\$200,000-\$300,000	41	\$1,500-2,000	0	41	1
\$150,000+	14	\$300,000+	0	\$2,000+	0	0	-14

* HH = Households

Source: U.S. Census, 2017; RDG Planning & Design

Table 2: Projected Need of Units

	2019-2030
Total Need	24
Total Owner Occupied	9
Affordable Low: 60-100,000	2
Affordable Moderate: 100-130,000	3
Moderate Market: 130-200,000	3
High Market: Over \$200,000	2
Total Renter Occupied	14
Low: Less than 450	7
Affordable: 450-700	3
Market: Over \$700	3

Source: RDG Planning & Design

OUR NEIGHBORHOODS

Table 3: Occupancy Trends

	2010		2017		Change 2010-2017
	Number	% of Occupied Units	Number	% of Occupied Units	
Owner-Occupied	718	66.4%	636	64.9%	-82
Renter-Occupied	364	33.6%	344	35.1%	-20
Total Vacant	218		422		204
Vacancy rate	16.8%		30.1%		13%
Total Units	1,300		1,402		102

CURRENT INITIATIVES:

NEIGHBORHOOD REVITALIZATION PLAN:

If someone spends \$50,000 to improve any property in Herington, they will not have to pay property taxes for 5 years on the increased valuation

HOMESTEAD VILLAGE:

These apartments, owned by the city, have a diverse range of residents including elderly people, city employees, traveling nurses and doctors who are doing residencies at the hospital. The apartments are right next to the hospital, and they were originally built by the hospital to house older residents.

HERINGTON HOUSING AUTHORITY:

The Herington Housing Authority is governed by the federal Department of Housing and Urban Development (HUD). The housing authority is vital in providing units to low-income families in Herington. They currently govern Herington Heights, Herington Heights II, and Golden Age Homes. Herington Heights and Herington Heights II mostly house families while Golden Age Homes house seniors.

GOAL 1:

MIXED USE IN HERINGTON'S DOWNTOWN

Mixed-use zoning allows multiple uses of the land to co-exist in one area. An example of mixed-use is an apartment over a downtown shop. The separation of land uses means people are often disconnected from their everyday destinations, encouraging more driving. Mixed uses of land can mitigate this issue by allowing people to live close to and walk to their destinations.

- Seek to add Airbnb and Bed and Breakfasts to the CBD to coincide with Trail development **(2026)**
- Partner with developers to create at least 3 residential lofts above downtown commercial spaces **(2026)**
- Asses the downtown livability and economic viability via the Sunflower Foundation Grant for the Economic Development Impact Study **(2025)**

GOAL 2:

ENCOURAGE CREATIVE ECONOMIC OPPORTUNITIES IN OUR NEIGHBORHOODS

Rural and small towns thrive on creative ways to foster economic independence. Allowing small operations in residential areas can help people grow their side or small business while encouraging walkability and community connections. This initiative gives entrepreneurs more options on where to open their businesses, especially if they cannot find a space in a commercial area. Small operations, known as “light commercial”, include a neighbor’s local produce stand, a veterinarian, or an antique store. Heavy commercial operations, such as convenience stores, fast food chain restaurants, and noisy businesses are not permitted.

GOAL 2 OBJECTIVES :

- Specify restrictions on the types of commercial uses allowed in Neighborhoods **(2025)**
- Amend the zoning code to permit light commercial uses on lots in all residential areas by **(2025)**

GOAL 3:

ALLOW TRADITIONALLY SMALLER RESIDENTIAL LOTS BY DOWNTOWN

Just northeast of downtown, land is zoned R-1 which means lots must be at minimum 7,500 sq. ft. (or 75 ft by 100 ft). These lot sizes are large in comparison with the nearby Central Business District (zoned B-5) where minimum lot sizes are 2,500 ft. sq. (25 ft. by 100 ft.). Many cities historically built houses on much smaller lot sizes. To create greater walkability, density, and unity with nearby surroundings, zoning should be amended to allow smaller lot sizes. Newer buildings on smaller lots would fit Herington's theme of tradition with modern.

GOAL 3 OBJECTIVES :

- Examine the traditional lot sizes of the original city layout and determine the accurate right of ways **(2023)**
- Land parcels between E Arnold ST / E Main ST /N D ST and / N Broadway to be looked at to see how modern zoning can fit the fabric of development **(2023)**

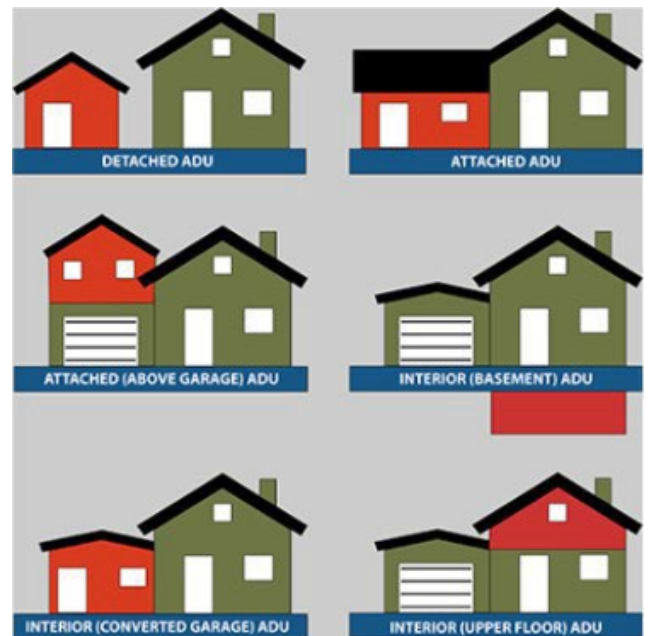
GOAL 4:

EXPAND HOUSING CHOICES

The standard single-family home is not for everyone. Expanding people's housing choices is one way to create strong neighborhoods where everyone is included.

- **ACCESSORY DWELLING UNITS (ADU)**

ADUs allow smaller dwelling units on lots with a primary residence. ADUs can fill a gap in housing shortages by letting homeowners lease or rent extra space on their in their house, garage, or accessory building. Permitting ADUs provides flexibility for senior living arrangements, multi-generational families, and provides supplemental income for homeowners. Although the zoning code permits accessory structures in all residential areas, it does not specify if families or individuals may live in them.



EXAMPLES OF ADUS [HTTPS://WWW.TUCSONAZ.GOV/PDSD/ACCESSORY-DWELLING-UNITS-CODE-AMENDMENT](https://www.tucsonaz.gov/pdsd/accessory-dwelling-units-code-amendment)

- **BUILD YOUR OWN HOUSE KITS**

(Also known as mil-cut houses, pre-cut houses, ready-cut houses, mail-order homes, or catalog homes)

Kit homes are essentially homes you can purchase in parts. All the parts of the structure have been pre-cut at a factory and they've been delivered in packages (usually flat packs to save on transport costs). You can order these kits online from numerous different manufacturers and the kit will be delivered and stick-built on your property either by you or by someone you hire. House kits are a fun and affordable alternative to the standard hiring of contractors to source all the materials themselves (which in general is more expensive).



TWO KIT HOMES FROM THE COMPANY PAAL KIT HOMES THAT WOULD FIT IN HERINGTON'S NEIGHBORHOODS.

INVESTING LOCALLY



GOAL S:

INVESTING LOCALLY

GOAL 1:

TAX CREDIT FOR IMPROVING BUILDINGS



In order to improve and renovate dilapidated buildings in Herington, the City of Herington may consider establishing a tax credit for homeowners or remodeling contractors who do so. Our goal is to improve the building condition and offer more opportunities for Herington.

GOAL 1 OBJECTIVES :

01. Determine if a Community Improvement District (CID) or a Tax Incremental Financing Zone (TIFZ) benefits the community **(2025)**
02. Look for funding to entice new businesses or expand UPTICC Grant past 2023 **(2023)**

GOAL 1 STRATEGIES :

- ◆ Allowing tax dollars to be used for site assessment or cleanup. This can help redevelopers finance contaminated sites. A tax break's extra cash flow can also help a project's appeal to lenders.
- ◆ Allow developers to attract tax credit investors to help offset a portion of the high costs associated with a conversion, ultimately expanding affordable housing opportunities and revitalizing city centers.

GOAL 5:

INVESTING LOCALLY

GOAL 2:

QUALITY DESIGN OF COMMERCIAL AREAS ON COMMERCIAL DRIVE & HWY 77



City of Herington will create a design guide criterion for future commercial development at Commercial Drive lots. These principles would shape and guide what development in this area would look like and how the community would interact or benefit from commercial development.

GOAL 2 STRATEGIES:

Making a plan that takes the following points as the considerations:

- ♦ Respect and celebrate the unique character of our traditional commercial strips.
- ♦ Improve public spaces and urban greenery. Tree and Grass installation shall be considered.
- ♦ Encourage sustainable growth.
- ♦ Offer clear strategic planning direction where big development is acceptable and how it should be done.



GOAL 2 STRATEGIES CONTINUED:

- Preserving street activity, safety, and convenience for people.
- Using durable, natural, and recognizable materials in new construction to match Herington's emphasis on quality craftsmanship.
- Providing diversified and flexible accommodation for trade and commerce.
- Providing sufficient public places that meet the demands of current and future residents and visitors. Make the public space unique and fit the Herington bespoke culture. Make the planned development pedestrian friendly with sidewalks and direct store-front access.
- Reducing the environmental impact of new development.
- Minimizing the environmental impact of new construction.
- Avoid Commercial Drive Strip Development Looking Like "Anywhere U.S.A".

GOAL 5:

INVESTING LOCALLY

GOAL 3:

CONTINUED MURAL REHABILITATION AND EXPANSION



Murals on the side of buildings give a unique identity to a town. An art committee develops relationships with artists and chooses which mural designs are most fitting for Herington's downtown.

GOAL 3 STRATEGIES:

Propose a plan that ensures that the mural designs can effectively attract people's eyes and related to the Herington Characteristics.

GOAL 3:

COMMUNITY IMPROVEMENT DISTRICT (CID) BROADWAY CORRIDOR

Funded by additional tax collection derived from retail sales, or special assessment on property tax for a particular area. The taxes are leveraged to improve the “District”. Improving the community through infrastructure investment and public service improvement.

GOAL 3 OBJECTIVE:

01. Propose a detailed 5-year plan with CID purpose, services, proposed improvements, and costs. **(2025)**

Focus on the Broadway corridor from Logan Ave to Franklynn St. Improve the median of Broadway with art through Art Foundation and landscaping. Sandwich boards at major intersections advertising community events and wayfinding signs for visitors. Improve this corridor then move outward.

GOAL 3 STRATEGIES:

- Hold a pre-qualification meeting to establish if a project is eligible for funding.
- Before the City can approve the creation of a Community Improvement District, it must ensure that certain conditions are met.
- Levy special assessments to cover the costs of renovations and services.
- Fund capital improvement projects by issuing tax-exempt revenue bonds.
- Considering clean up, façade maintenance, the addition of trash containers, trash clean up, security, marketing for the Herington CID. **(2026)**



GOAL 5:

INVESTING LOCALLY

GOAL 4:

FARMERS' MARKET



Farmers' Markets help address the raising demand for local food production as well as attracting more people to the town.

GOAL 4 OBJECTIVE:

Propose a 3-month plan to schedule farmers' market events every weekend. If working well, the plan can be extended. **(2023)**



GOAL 5:

INVESTING LOCALLY

GOAL 5 :

TRADE PROGRAMS: CONNECTING HIGH SCHOOL STUDENTS TO TRADE PROFESSIONALS



The City of Herington is home to many different trade specialists and unique opportunities. The city can create a program that matches high school students with trade specialists. A trades program would provide professional training to students while also serving the community.

GOAL 5 OBJECTIVE:

Create the plan with a detailed schedule and a variety of trade programs with local schools to serve the local community.

(2025)

GOAL 6:

SPECIAL SIGNS FOR SPECIAL PLACES

Welcoming signs for Herington are critical. They offer opportunities for economic growth and invite visitors into town.

GOAL 6 OBJECTIVE:

Start to create the subject on designing and placing the special signs. (2026)



GOAL 7:

FIX THE MINI TRAIN

The mini train at South Park was a special place for people. However, the little train is broken. We see the little train as having the potential to draw visitors.

GOAL 7 OBJECTIVE (2023):

- Bring the mini train back for Railroad Days
- Look at railroad partnerships to achieve in-kind help and funding

GOAL 8:

FIX THE MINI TRAIN (2023)

The mini train at South Park was a special place for people. However, the little train is broken. We see the little train as having the potential to draw visitors.

GOAL 8 OBJECTIVE:

01. Bring mini- train back to have a part of Railroad Day

GREEN & GO

Green & Go is the chapter associated with parks, outdoor recreation, and greenery around the city of Herington. The purpose is to get Herington residents more active and enjoy the natural beauty Herington has to offer through New Ruralism strategies. This includes things like embracing Herington's niche culture and identity from its trails, existing parks, and greenery, protecting Herington's natural resources, and ensuring residents have beautiful places to be active and go!



GOAL 1:

CREATE A PARK LAND USE PLAN (2025)

GOAL 1 OBJECTIVES:

- Hire a consultant to work with city staff and the community on what is needed to maintain, enhance, and re-develop park spaces
- The plan should determine how funding can be achieved, what City funds will be needed, and what cities the size of Herington are doing to bring people to their parks.

GOAL 2:

PLANT MORE STREET TREES THROUGHOUT THE PUBLIC PARTS OF THE CITY AND INCREASE HERINGTON'S TREE CANOPY.

Tree City is an international program that provides cities with funding to plant and maintain trees, help plan celebrations, and puts cities on a global map, grouped with other Tree Cities around the world.

GOAL 2 OBJECTIVES:

Increase Herington's tree canopy to 30% (2030)

GOAL 2:**PLANT MORE STREET TREES THROUGHOUT THE PUBLIC PARTS OF THE CITY AND INCREASE HERINGTON'S TREE CANOPY.**

Tree City is an international program that provides cities with funding to plant and maintain trees, help plan celebrations, and puts cities on a global map, grouped with other Tree Cities around the world.

GOAL 2 OBJECTIVES:

Increase Herington's tree canopy to 30% (2030)

GOAL 3:**ADD BEAUTY TO HERINGTON BY PLANTING
NATIVE KANSAS WILD FLOWERS.**

Kansas wildflowers are not only a beautiful addition to landscaping, but can also protect water quality and against floods due to their deep roots.

GOAL 3 OBJECTIVES:

- Plant native seeds in every public lawn space in downtown Herington (2025)
- Get 10% more native flowers and grasses in residential yards



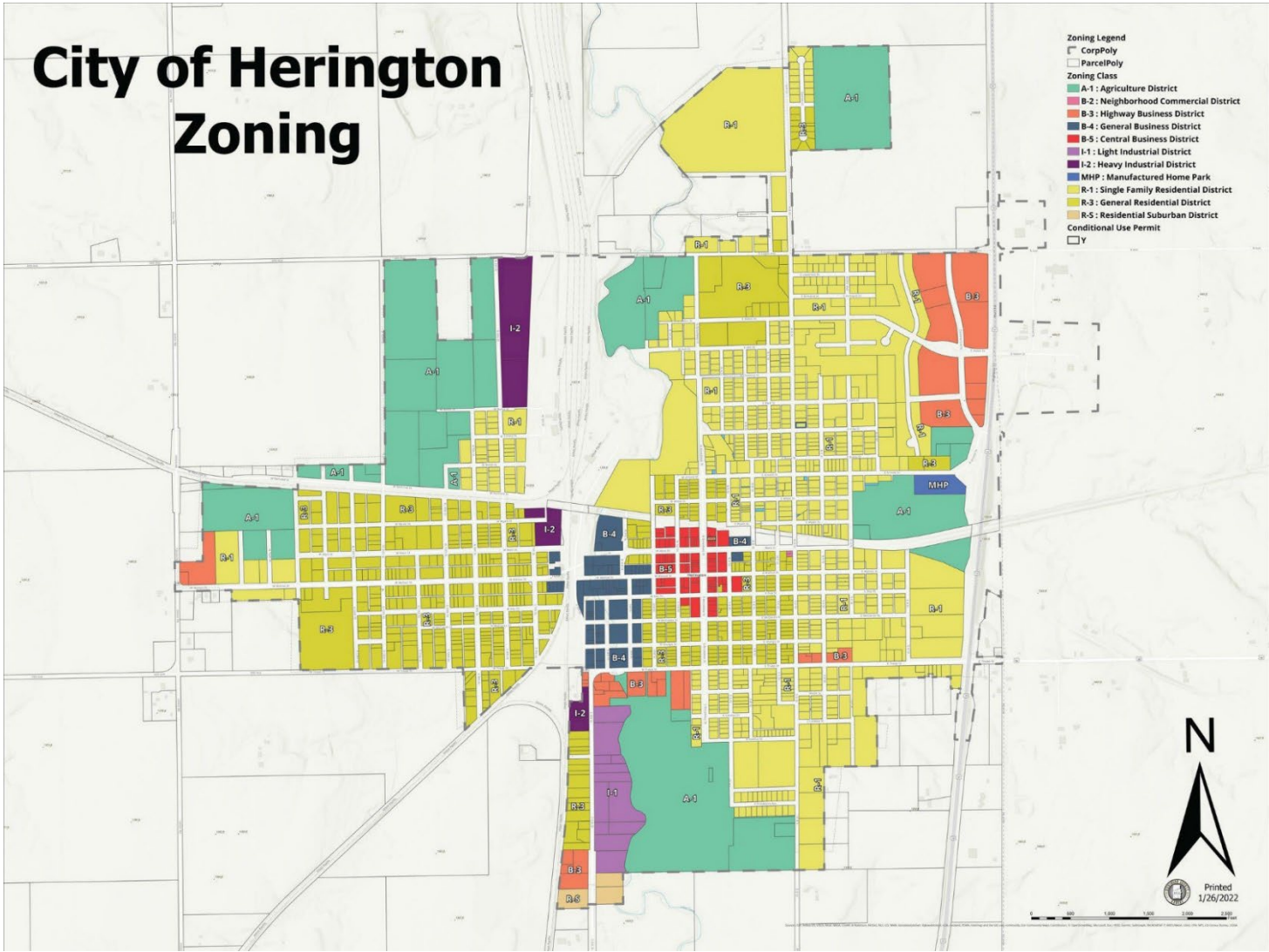
MAPS

**NEED
TO ADD
FUTURE
LAND
USE
MAP**

ZONING MAP 2022

ZONING MAP WITH ESTABLISHED MAP COLORS

City of Herington Zoning





FEED B A C K
