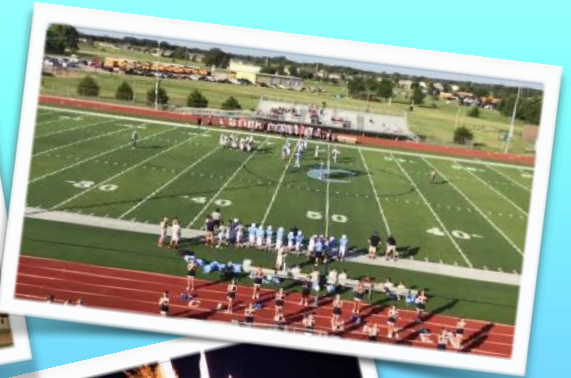


Clearwater

Comprehensive Development Plan 2022-2042



Clearwater Comprehensive Development Plan 2022-2042

adopted by the
Clearwater City Planning Commission
on July 5, 2022

approved by the
Clearwater Governing Body
on July 12, 2022

technical assistance by



and

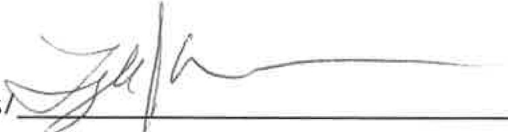
Clearwater City Staff

OFFICIAL COMPREHENSIVE DEVELOPMENT PLAN APPROVAL

This document, entitled
Clearwater Comprehensive Development Plan 2022-2042
is an official Plan of the City of Clearwater, Kansas, for the Planning Period 2022-2042.
The Planning Area comprises the City of Clearwater plus a certain surrounding area
in Sedgwick County, Kansas, which is all within 3 miles of the City.

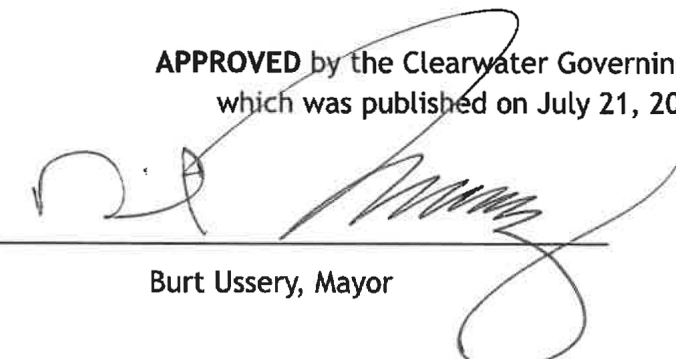
In accordance with K.S.A. 12-747, an officially advertised public hearing was held on June 7, 2022,
and this document was adopted by Resolution 001 of the Clearwater City Planning Commission
on July 5, 2022.

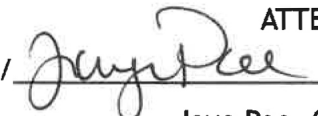
A certified copy of the *Comprehensive Development Plan*,
together with a copy of the adoption Resolution and a summary of the hearing,
were then submitted to the Clearwater Governing Body.

/s/ 
Lyle Berntsen
Chair, Clearwater City Planning Commission

ATTEST
/s/ 
Carol Reitberger
Secretary, Clearwater City Planning Commission

APPROVED by the Clearwater Governing Body on July 12, 2022 by Ordinance 1082,
which was published on July 21, 2022, in the *Times-Sentinel Newspapers*.

/s/ 
Burt Ussery, Mayor

ATTEST
/s/ 
Jaye Poe, City Clerk

Acknowledgments

This Comprehensive Plan was prepared under the supervision and with the aid of the Clearwater City Planning Commission and City staff, with technical assistance by planning consultants Foster Design Associates LLC of Wichita, and with the invaluable help of community volunteers on the Steering Committee.

This plan was produced in late 2021 and early 2022, during the COVID-19 pandemic. At the time this Plan was written, the long-term economic impacts of the pandemic could not be reliably predicted. Nevertheless, the goals expressed in this Plan are valid, and should be pursued – when they reasonably can be, with whatever resources are then available.

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Justin Shore, Council President
Chad Pike
Timothy Robben
William "Tex" Tittertington
Crystal Walter

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CHAPTER 1. Planning— Process, Parameters, & Principles

There are many good reasons to have a comprehensive plan. If a city wants to have subdivision regulations, State statutes require that a Comprehensive Plan be adopted first. The land use component of a Plan ensures efficient, balanced, and compatible land development, and provides a legal foundation for the judicial review of zoning cases. A Plan is often a prerequisite for grant applications, to win outside funding for City projects.

But the most important purpose of a comprehensive plan is this: **it is a leadership tool, intended to guide public policy decisions in directions that will accomplish long-term community planning goals.**

This document provides a foundation of background data, including an overview of City facilities and systems. It offers a review of regulatory tools and other resources available to support the Plan's implementation. But the core of this Plan is the **community goals**, which incorporate fundamental planning principles, express Clearwater's community values, and provide both current and future City leaders with a vision of Clearwater's future that should inform and help shape their policy-making decisions.

Planning Process

By State statute, the City Planning Commission is responsible for preparing, adopting and maintaining a city's Comprehensive Plan. When a Plan is completed to the satisfaction of the Planning Commission members, the Planning Commission must hold a **public hearing**, and formally **adopt** the Plan by resolution. They then send the Plan to the Governing Body, with a recommendation that the City Council **approve** the Plan by ordinance.

When this Plan is adopted and approved, it will become the official comprehensive development plan for Clearwater, Kansas, and its Planning Area, for the Planning Period from 2022 through 2042. It will replace any previous Comprehensive Plans prepared for the City of Clearwater.

After the Plan is approved, Planning Commission members, the Mayor and City Council members, and City staff are responsible for understanding the approved Plan in detail, and for determining the best methods to implement policies and procedures to achieve the community goals expressed in this Comprehensive Plan.

PUBLIC INPUT

As part of this planning process, **public meetings** were held, which provided a forum for members of the community to express their ideas and comment on the proposed plan. A **Steering Committee** of community stakeholders provided input throughout the planning process, and the City Council and the Planning Commission held discussions of planning goals.

In addition, a **Community Survey** was conducted in late 2021 and early 2022. Distributed both inside and outside the city limits, it was available in both paper and digital versions. A total of **222 responses** were received from Clearwater community members.

A digital **Youth Survey** was also distributed in early 2022, to students and staff in the Clearwater schools. The questions asked were different than those on the more generalized Community Survey. A total of **193 responses** were received—13 from elementary school students, 12 from Middle School students, 154 from High School students, and 14 from teachers and staff.

The combination of 222 responses to the Community Survey and 193 responses to the Youth Survey adds up to **415 people who provided input to this Comprehensive Plan – a number equivalent to 15.6% of Clearwater's 2020 population of 2,653.** That is a remarkable achievement, and a testimony to the level of citizen involvement in this community!

The following table shows some of the characteristics of the people who completed the surveys. Note, every person did not necessarily answer every single question, so sometimes the total answers to a particular question don't add up to the total number of surveys returned.

Community Survey Respondents		
Inside City	150	67%
Outside City	73	33%
Under 19 years old	3	1%
19 to 29 years old	15	7%
30 to 45 years old	93	43%
46 to 65 years old	70	32%
66 to 75 years old	27	12%
76 years old or older	10	5%

Most respondents have lived in Clearwater for more than a decade, often for their entire lives. They have made a positive choice to live in a small town, and few have any intention of leaving.

Periodically in this document, references will be made to the results of the Community and Youth Surveys. The tabulated results of the both Surveys are available to the public on the City website, and from the office of the City Clerk at Clearwater City Hall.

Plan Parameters

This Comprehensive Plan addresses planning issues within a specific span of time (the *Planning Period*), and within a specific geographic area (the *Planning Area*).

Planning Period The Planning Period for this Plan is the twenty-year time span from its adoption in 2022 through 2042. For this type of plan, twenty years is typically the practical limit for useful forecasting of local needs and resources.

PLANNING AREA

The designation of a Planning Area recognizes that the City's activities both affect and are affected by the surrounding region. Delineating a Planning Area **does not create a regulatory boundary** as such, but instead identifies an area which has an influence on the planning and development of the City, and which therefore should be studied as part of what State statutes refer to as the "total community of which the City is a part".

By statute, any **extraterritorial jurisdiction** for Subdivision Regulations or Zoning Regulations around a city cannot exceed its delineated Planning Area—nor extend more than three miles from the city limits, nor extend more than one half the distance to another city, nor extend into another county.

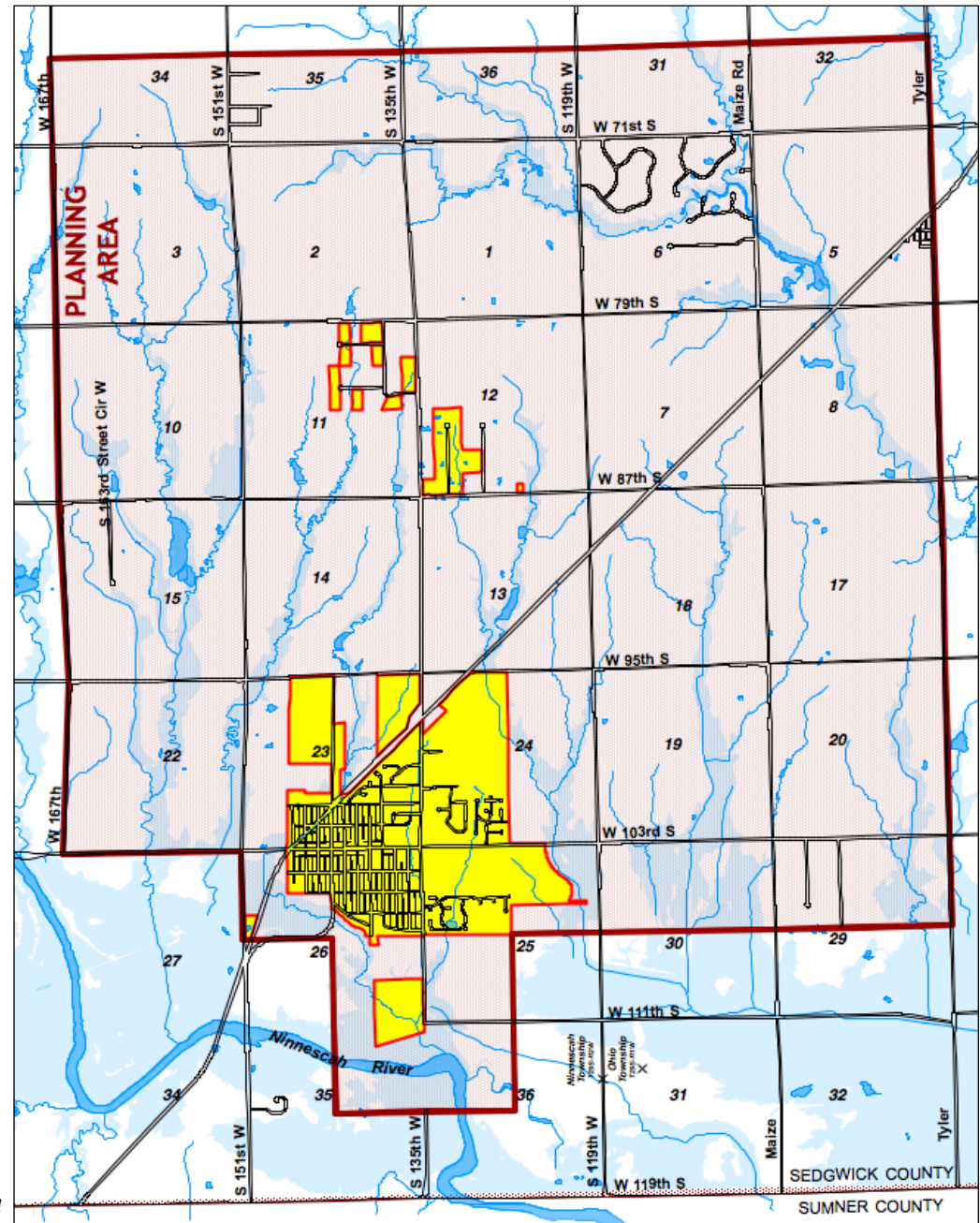
Clearwater Comprehensive Development Plan 2022-2042

As defined for this Plan, the Clearwater Planning Area is composed of the following land in Sedgwick County, Kansas:

- In Ninnescah Township (T29S, R2W)
 - South halves of Sections 34 through 36
 - Sections 1 through 3
 - Sections 10 through 15
 - Sections 22 through 24
 - North half and southwest quarter of Section 25
 - North half and southeast quarter of Section 26
 - Northeast quarter of Section 35
 - Northwest quarter of Section 36
- In Ohio Township (T29S, R1W)
 - South halves of Sections 31 and 32
 - Sections 5 through 8
 - Sections 17 through 20
 - North halves of Sections 29 and 30

Shown on the adjacent diagram, Clearwater's Planning Area covers about 25.5 square miles, extending a maximum of six miles north-to-south and five miles east-to-west. It encompasses areas of existing and likely future development near Clearwater, and avoids broad areas of floodplain near the Ninnescah River (shown on the diagram in light blue).

Clearwater Planning Area



URBAN GROWTH AREA

The adjacent diagram shows Clearwater's designated **Urban Growth Area (UGA)**, in blue diagonal lines. The City's current UGA was defined in 2015, as part of the [Community Investments Plan](#)—the Wichita/Sedgwick County Comprehensive Plan for 2015-2035. A city's Urban Growth Area serves as a reasonable indication as to where the future efficient extension of **public municipal services** and **city limits** could occur by the year **2035**.

The City is specifically notified by the Wichita/Sedgwick County Planning Department of any zoning changes that are proposed within its UGA, which defines its **Urban Area of Influence**. The zoning implications of an Urban Area of Influence are discussed in more detail in Chapter 7 of this Plan, under the section entitled "[Zoning Regulations](#)".

During this planning process, City leaders have realized that Clearwater's existing UGA is not sufficient to meet the City's expected development through 2040. The area for a potential expanded UGA was identified, which is shown in pink on the adjacent diagram.

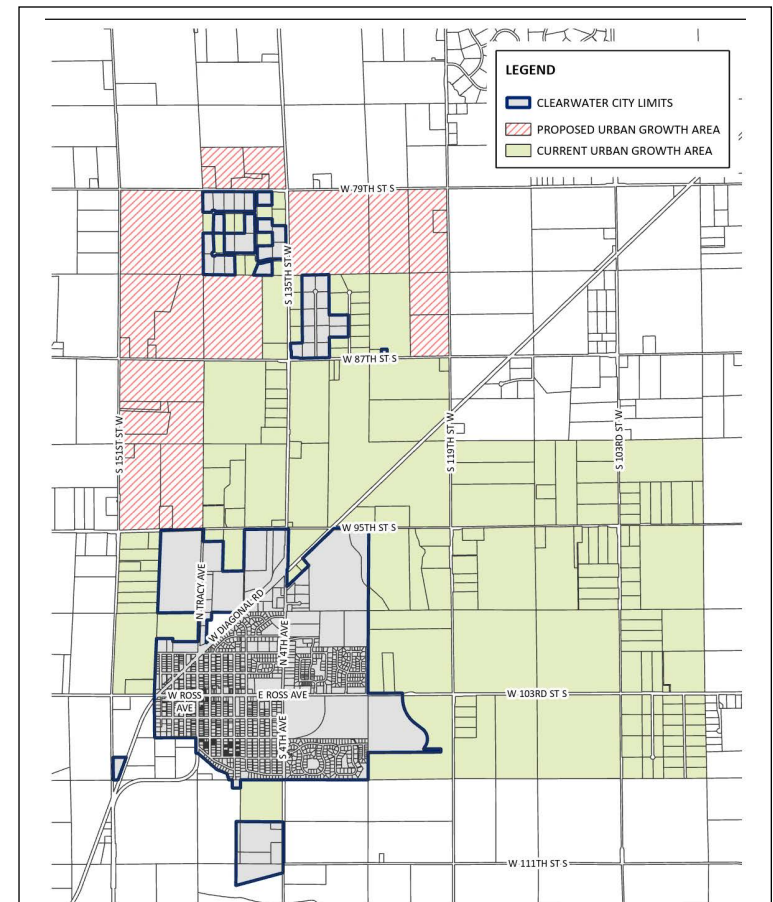
Factors Influencing Future Growth Among many factors that may influence the rate and extent of Clearwater's growth over the next 20 years, a state transportation project known as ARC95 is likely to have an appreciable impact.

The ARC95 project is a KDOT plan that includes construction of a bridge over the Arkansas River at 95th Street, as well as a grade-separated interchange over K-15 and the adjacent railroad tracks. Additional related projects may eventually create an improved highway connection west along 95th Street to 119th Street, and then north on 119th to Kellogg.

These projects may take 20 to 30 years to complete, but even in their early phases they are likely to stimulate development on Clearwater's east side. The potential impact of ARC95 is one of the major reasons justifying an expansion to Clearwater's UGA.

Potential Expansion of Urban Growth Area To ensure that proposed development which will directly affect the City can first be reviewed by the Planning Commission to assess its potential impact, Clearwater will request an expansion to its UGA.

Any city in Sedgwick County may seek to enlarge its UGA by making a request to the Metropolitan Area Planning Department. To be enacted, such a request must be reviewed by the Metropolitan Area Planning Commission and then approved by the Board of County Commissioners.



Clearwater's existing UGA and potential expansion

Planning Principles

Good planning is a way to correct the mistakes of the past, preserve the best of the present, and deal with the challenges of the future. Effective planning should be farsighted, realistic in terms of existing resources and potential capabilities, and adaptable to changing community needs and opportunities.

Three fundamental guiding principles provide a framework to support and guide all such planning decisions—**quality of life**, **community health**, and **sustainability**. In addition, planners must always be aware of fundamental **demographic trends**.

Quality of Life

Every city competing for economic advantage understands that good public infrastructure, a trained labor force, reasonable taxes, and available land are all necessary to attract economic activity—so most viable competitors already have those assets in place. According to the American Economic Development Commission, **it is quality of life that makes a community a successful economic competitor.**

In this highly mobile era, an excellent quality of life is essential both for retaining current residents, and for attracting new residents and new businesses to a community. But what does "quality of life" actually mean? And how do planning decisions affect this nebulous but essential community characteristic?

Definitions of the term "quality of life" vary by perspective and incorporate a wide variety of factors, including housing, neighborhood, schools, physical and mental health, family life, safety and security, the built environment, education, leisure time, recreational options, culture, values, social belonging, spirituality, employment, job satisfaction, and financial security—among others. In short, "quality of life" is a highly subjective way of describing the overall happiness and well-being of a person or a community.

The fact that quality of life is subjective and difficult to measure makes it no less important. Even without a precise definition, most people readily recognize the importance of the idea, and have a strong opinion about whether their personal quality of life is good or not.

Planning decisions affect housing, the local economy, transportation, safety, parks, health, and many other factors, which in turn profoundly affect the community's long-term quality of life. Maintaining and enhancing Clearwater's quality of life should be a primary focus of the community's planning goals. Investments in quality of life should be regarded as investments in Clearwater's future.



Community Survey When asked which things contributed to their quality of life in Clearwater, participants in the Community Survey placed the greatest emphasis on **school activities and events**, followed by **community celebrations**, **park and recreational opportunities**, and **walkable neighborhoods**.

Community Health

One of the most important factors in quality of life is health. Public planning policies and decisions impact both personal and community health.

In the last few generations, unintended consequences of planning decisions have had a dire effect on American health. Starting in the 1950s, the availability of cars and the development of interstate highways seemed to offer people the benefits of cheap land out in the country, privacy from close neighbors, wide open spaces, and personally controlled transportation. However, unintended side effects include suburban sprawl, social isolation, long commutes and their associated air pollution, and car-dependence—which are now considered major contributing factors to the current obesity epidemic in America.

In 1950, approximately 10% of American adults were obese, with a body mass index (BMI) equal to or greater than 30. By 2015, that number was four times higher. According to a 2011 report from KDHE, nearly two thirds (64.4%) of Kansas adults were either overweight or obese, with a BMI of 25 or above.

Obesity is not simply a harmless expression of human diversity. It is a significant public and personal health problem, related to a number of serious chronic diseases—including diabetes, arthritis, hypertension, heart disease, and a variety of cancers.

Building physical activity back into people's daily routines is one of the best ways to combat obesity, and all its associated health risks. Levels of activity are strongly influenced by the design of the neighborhoods in which people live, work, learn, and play.

Planning policies and decisions shape our neighborhoods and our community, and should always be made with an eye toward crafting **places that encourage physical activity, nurture social connections, and promote good health**—not just for children, but for all ages.

Aim to increase opportunities for residents to engage in healthy lifestyle options. Possibilities include:

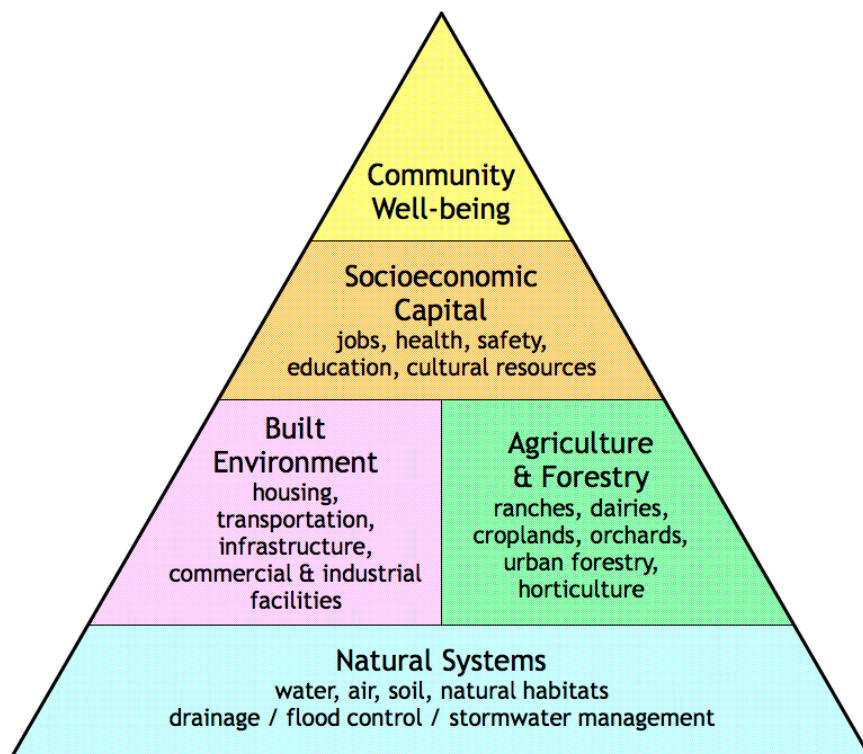
- Provide options for **walking and biking**, by supporting a community-wide network of well-maintained sidewalks, and bicycle paths, lanes, and routes. Connect residential neighborhoods with workplaces, schools, retail, parks, and other destinations.
- Design new developments to **maximize connectivity and walkability**, and pursue options to connect existing platted but undeveloped neighborhoods. In general, encourage traditional gridiron street networks, and discourage disconnected and car-dependent cul-de-sac development. Any cul-de-sacs that are developed should retain a pedestrian right-of-way or easement.
- **Continue to activate downtown as a walkable destination**, with shared on-street public parking, good lighting, bike racks, public art, street trees, and creative signage. Strive for a balance of workplaces, restaurants, services and retail.
- **Develop public gathering spaces** flexible enough to support community events and celebrations, which strengthen community ties.
- Develop park facilities that offer **opportunities for on-demand exercise**, such as dog parks or outdoor exercise zones, which encourage frequent use and enhance social connections.

Resources

- Urban Land Institute — [*Building Healthy Places Toolkit*](#)
- [*Healthy Places By Design*](#)
- National Association of County and City Health Officials — [*Healthy Community Design*](#)
- American Public Health Association — [*Healthy Community Design*](#)

Sustainability

Sustainable development is defined as development that meets a community's present needs—environmental, social and economic—without compromising the ability of future generations to meet their own needs. Development that is *not* sustainable forecloses a community's future.



This diagram shows some of the key elements of sustainable planning, with each layer providing a foundation for the layers above.

Environmental sustainability for a community starts with leadership decisions that preserve clean air and water, protect the soil that supports agriculture, safeguard natural habitats and wildlife to maintain ecological diversity, and manage stormwater runoff to control flooding.

Social sustainability requires leadership decisions that recognize the relationship between planning and quality of life. Everyday choices made by Planning Commission and City Council members accumulate over time to have a profound affect on how the people of Clearwater can live their lives.

A community that is socially sustainable has high-quality **housing** options at a range of price points, a variety of types of **neighborhoods** (including ones that are **walkable**), and a **transportation** system that serves everyone (including people who don't drive). It has an **education** system that prepares the community's young people for a responsible and successful future, and access to a **health care system** that meets the needs of residents of all ages. It provides opportunities for people to **celebrate and enjoy life** in Clearwater.

Economic sustainability is also essential, supporting social and environmental resources which in turn support the local economy. Cooperative **economic development** efforts, both public and private, contribute to economic success.

- Continued cooperation between the City and County in the pursuit of local **economic development** will be instrumental in sustaining the area's economic success.

Over the twenty-year span of this Plan, a sustainable supply of reasonably low-cost **energy** and high-speed, high-capacity **communications infrastructure** will become more and more important for economic success.

Demographic Trends

Certain nationwide demographic trends have significant impacts on a host of planning decisions. Over the course of this Plan's twenty-year Planning Period, expect the population to become **older**, to live in **smaller households** or **multi-generation households**, and to have continually rising expectations for **community amenities**.

American family and **household sizes have been trending smaller** for decades. A growing majority of U.S. households have only one or two people. Young adults often postpone marriage and child-bearing. More and more people choose to remain single their whole lives. Many find themselves single after divorce.

The exception to the shift toward smaller households is the increasing number of **multi-generation family households**, often supported by an **accessory dwelling unit** on the same lot as a single-family home. Common historically, the percentage of multi-generation households in the U.S. started to decline in the 1950s, bottomed out in the 1980s, and has since—driven by both social trends and economic pressure—continued to rise.

People are living longer. Healthy seniors are likely to live **long active lives after traditional retirement age**, and want access to flexible employment opportunities, and to services that will help them age in place close to family and friends.

More and more people, of all age groups, want to live in **walkable neighborhoods**, close to restaurants, shops and entertainment amenities.

Together, these trends signal a need for **down-sized and accessible housing options**, **housing options designed for multiple independent adults in one household**, **walkable neighborhoods** near a vibrant downtown core, opportunities for part-time and flex-time employment, excellent internet service, access to good local health care services, and transportation options that don't require driving.

CHAPTER 2. History & Environment

Planning decisions are built on a foundation of both local history and environmental context. In this chapter, a general picture of Clearwater's historical development is presented, as well as information on its geography, climate, soils, topography and drainage, floodplains, and community woodlands.

History

Much of the information in this section is derived from the book *In the Valley of the Ninnescah – Clearwater, Kansas 1885-1885*, which was written as part of the "Alive in '85 Clearwater Centennial Celebration".

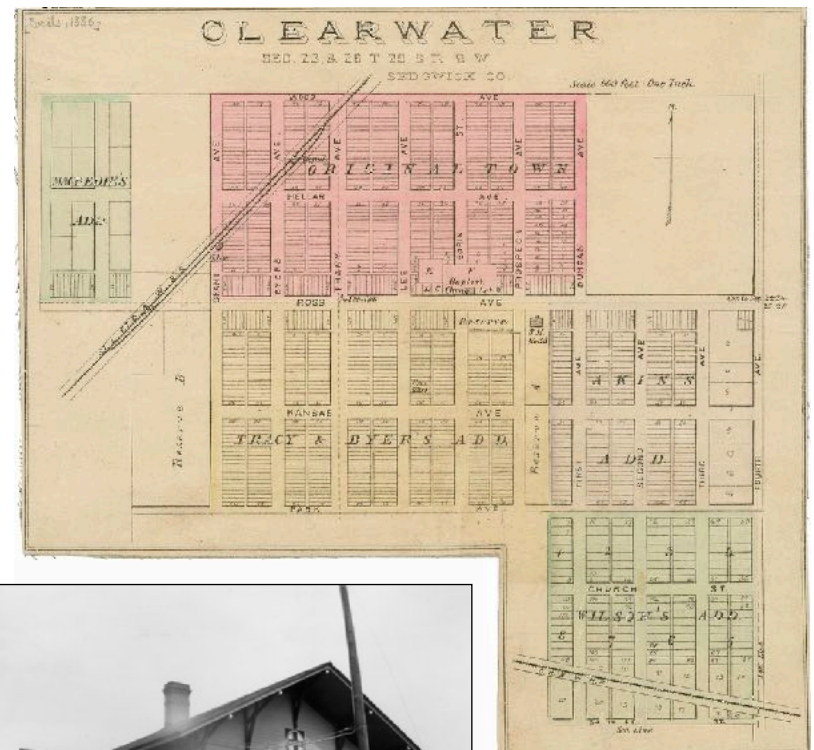
In 1803, the United States bought most of what is now Kansas from France, through the Louisiana Purchase. Kansas became a U.S. Territory in 1854, and a state in 1861. After the Civil War, the Army drove Native Americans out of the Great Plains, and railroads were extended rapidly into the American west.

The original town of Clear Water was just southwest of the City's current location, in what is now Section 25 of Ninnescah Township. Settled starting in 1869, it was a trading post on the Chisholm Trail, serving the drovers herding cattle from Texas to the rail yards in Abilene—an era which lasted only eight years, from 1867 to 1874.

When the Missouri-Pacific Railroad was built through the area in 1884, the town relocated to a site west of 4th Avenue and just north of the tracks, and Clear Water changed its name to Clearwater. The Missouri-Pacific rail line went through Clearwater itself in 1885. In 1887, Santa Fe railroad tracks also reached the city; those tracks served the community for fifty years, but were abandoned in 1937.

With rail's arrival in 1885, the town's population boomed from less than 700 to more than 2,000 in a matter of a few months, and Clearwater was incorporated as a City of the Third Class. The boom was short-lived, however, and by 1900 the City's population had declined to just 304 people.

The original town of Clearwater was platted in 1884, with some additions platted between then and 1887. Between 1887 and 1951, no plats were filed.



Plat Map of
Clearwater – 1886



Clearwater ATSF Depot – 1887

Nevertheless, City leaders encouraged early development of public facilities, including schools, paved streets, electric lighting, water and sewer systems, and parks. This allowed the city to serve as a center of trade, providing business services to people in the surrounding agricultural area. With the exception of the Great Depression of the 1930s, this strategy has supported a steadily growing population in Clearwater ever since 1900.

After World War II, better roads and Wichita's expanding economy made it feasible for people in Clearwater to easily commute to work at Wichita's aircraft and chemical plants. Clearwater began its transition to being primarily a residential community. In 1951, for the first time since 1887, new plats were filed in Clearwater. More plats were filed in 1956, 1966, 1975, and 1982.

- Corn locusts devastated crops in the fall of 1874, and wheat farming started in 1875.
- Oil was discovered southwest of Clearwater in the early 1920s, but oil wells in the vicinity are now plugged and abandoned. Active wells in the area now are not oil wells, but instead are pumping saline for chemical uses.
- Clearwater survived a major flood in 1923.
- In 1959, the Co-op elevators by the Missouri-Pacific tracks started operations, and Vulcan Chemicals established a brine extraction field northwest of the City.
- The Aquatic Center pool opened in 1967.
- A 50-bed nursing home, Ninnescah Manor, was incorporated in 1968 and opened in 1969. Funded by a combination of City Industrial Revenue Bonds and private money, it had 98% occupancy within 5 months of opening.

GOVERNMENT

Clearwater had a Mayor-Council form of government from 1885 until 1977. Administrative duties at that point had become a full-time job, and the City began employing a professional City Administrator. Clearwater is governed by a Mayor and five Council members, who serve staggered 4-year terms. They supervise city government, make general policies, pass laws, and appropriate funds as necessary to meet municipal needs.

Clearwater has four City Boards, with members appointed by the Mayor and approved by Council: the Planning Commission, the Board of Zoning Appeals, the Historical Society Board, and the Library Board.

Police In 1885 Clearwater had a City Marshall, who was basically a night watchman. By 1984, the City had four full-time officers plus volunteers who served as reserves.

Fire Department Clearwater's Volunteer Fire Department was first organized in 1927, and it became an official City Department in 1939.

The City purchased equipment starting in 1903, when 14 fire extinguishers were distributed to businesses. The first fire siren was installed in 1926, which routed the alarm to the phone operator, who in turn called the volunteer firefighters.

The local mortuary provided ambulance service until 1969, when they gave their ambulance to the Fire Department. The Clearwater Lions Club helped pay for the next two ambulances purchased.

Starting in 1976, ambulance attendants were trained to be Emergency Medical Technicians. In 1978, the Fire Department became part of Emergency Volunteer Services, incorporating fire protection, emergency medical services, and civil emergency preparedness.

SCHOOLS & LIBRARY

A bond was issued and Clearwater's first one-room schoolhouse was built in 1872. The first class had 12 students—six girls and six boys. Located just west of the Missouri-Pacific railroad tracks on the south side of Ross, the school building was destroyed by arson in 1884.

The building was promptly replaced in 1885, with a two-story brick building with four classrooms. The first eighth-grade class graduated in 1895, and the first four-year high school class in 1909.

In 1910, a \$12,000 bond was approved, a newer school building was constructed, and the 1885 school was demolished. In 1916, a gymnasium was added to the new school, for indoor basketball, theater and graduation ceremonies. In 1922 and 1923, six new classrooms and electric lighting were added. More additions were built with WPA labor in 1936. The school was expanded yet again in 1966.

The School District continued to grow. Four buses were purchased in 1946. In 1952, the city's first modern elementary school was built, on east Ross.

In 1954, a building was constructed at 155 South Prospect, to house Vocational Agriculture classes. It was remodeled in 1984, to allow Clearwater School District administrative staff to relocate there from the High School.

A major school bond issue passed in 1959, by a close vote of 384 to 351. It allowed the Clearwater School District to acquire 32 acres for a new campus at the southeast corner of 4th and Ross. The site now hosts Clearwater's High School, Middle School, Industrial Arts Building, and Stadium.

The 1959 bond also funded a new High School, which began construction in 1960. Classes at the new building started in 1961.

The High School was remodeled in 1978, and a bigger Library was added in 1984.

In 1966, the old High School building was remodeled to provide additional classroom space for Elementary School students.

Another bond issue passed in 1973, to fund an update to the High School and construction of the new Middle School. The Industrial Education building was constructed in 1978.

The first Clearwater school computer was purchased in 1980.

Library Clearwater's first Library was started by the local Women's Study Club in 1928, and was staffed by volunteers. The Library Board was established and tax support for the Library began in 1962. The Clearwater Library affiliated with the South Central Kansas Library System in 1968. In 1976, the City purchased and remodeled a former bank building at Ross and Lee, to serve as the new Clearwater Library.

UTILITIES

One of the very first ordinances passed by the City, in 1885, required that street trees be planted. In 1925, wooden boardwalks were added downtown, and Ross Avenue was surfaced with gravel.

Water In 1912, the City Council authorized \$23,000 in municipal bonds to fund construction of Clearwater's first water system. By 1913, two 16-inch wells were in operation and a new water tower had been erected at Ross and Prospect.

In 1974, new wells and pumps were installed east of town in the Equus Beds aquifer, and a new water tower was built in the City Park at Ross and 4th. The old water tower was demolished.

By 1985, Clearwater was operating 6 wells to provide the community with fresh water.

Sewer The first Sewer Purification Plant was installed in 1947. The lagoons were constructed in 1968.

Electricity Two Clearwater residents began operating the community's first electric power plant in 1910, at 402 East Ross. Power for lighting was available each evening until 9 pm, and until 11 pm on Saturdays. Lights were blinked several times prior to the power being turned off, to give customers fair warning to light a lantern or candle.

When the City water system was installed in 1912, the pumps required more power, so the City bought the local power plant, and shortly built a new plant to expand the capacity of the system. KG&E bought the municipal power plant in 1932, replaced the City's oil-burning street lamps with mercury vapor electric lights, and began providing electric service to Clearwater.

Gas Franchised gas service first became available in Clearwater in 1927.

COMMUNICATIONS

Established in 1903, Clearwater's first phone system was locally owned. All calls went through a central operator. Each customer had their own code of long-and-short rings, to let them know if a particular call was for them, or for a neighbor—although anybody could listen in on any call if they wanted to.

The first dedicated phone office was built in the 1920s, and served until a new one was built in 1964.

Telegraph service was offered starting in 1933, allowing fast long-distance communication for the first time.

Ownership of the local phone company changed hands several times, until in the early 1950s it became part of the Southern Kansas Telephone Company.

Underground lines were installed in 1964, and one-party service became available—allowing phone call privacy for the first time.

Cell phone service first became available in 1984, through an agreement with Southwestern Bell.

Cable television service was first available in Clearwater in December of 1980. A local company built two satellite dishes to receive network signals, and the signals were then rebroadcast through a local cable network.

As early as 1885, Clearwater had two **newspapers**, and over the years, numerous papers came and went. The Clearwater Times was established in 1963.

HISTORIC STRUCTURES

No buildings in Clearwater are currently listed on the national Register of Historic Places, but one building, the Richmond Hill School, was listed on the State Register of Historic Places in 2010.

Built in 1875 at the northwest corner of 95th Street and Tyler Road, the Richmond Hill School is reputed to be the oldest surviving one-room schoolhouse in Sedgwick County.



In 2008 it was relocated three miles west and one mile south, to the site of the Clearwater Historical Museum at 149 North 4th Avenue. It now serves as one of the Museum's primary exhibits, helping visitors learn about the history of education in Kansas.

Clearwater continues to be a resource for local agriculture businesses in the Ninnescah valley, but it has become primarily a rural residential community, centered around its excellent schools.

While Clearwater is itself an employment center, many residents commute to work elsewhere, primarily in Wichita, which is less than a half hour's drive away. More than twice as many residents commute to jobs outside the city, as compared to the number of people working within Clearwater.

Geography

Land use patterns within a community are influenced by its location, and the natural resources, physical features, and regional destinations in its vicinity. Both natural and man-made features may positively support particular land uses, or they may restrict development possibilities and limit the directions available for urban growth.

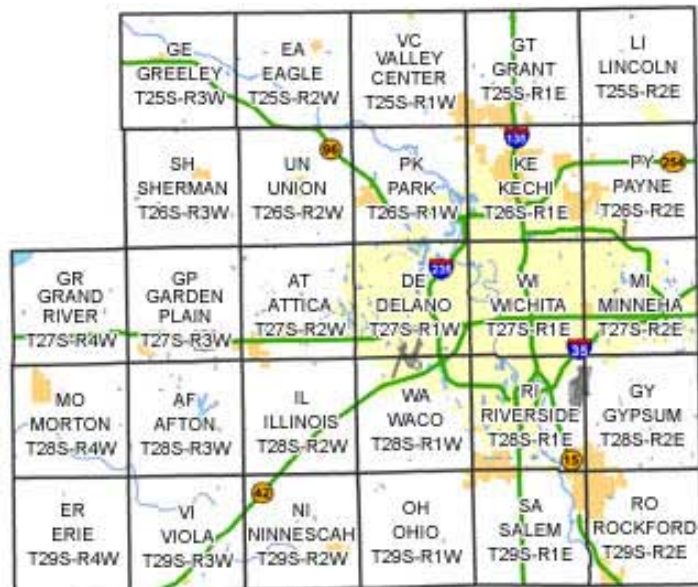
Strive to establish development policies which maximize the advantages and minimize the disadvantages of a planning area's location and physical characteristics, guiding development that is both economically efficient and esthetically pleasing.

Sedgwick County is in south-central Kansas, and is the home of Wichita, the largest city in the state. The **City of Clearwater** is in Sedgwick County's Ninnescah Township, just north of the Sumner County border. The **Clearwater Planning Area** is contained within Ninnescah and Ohio Townships.

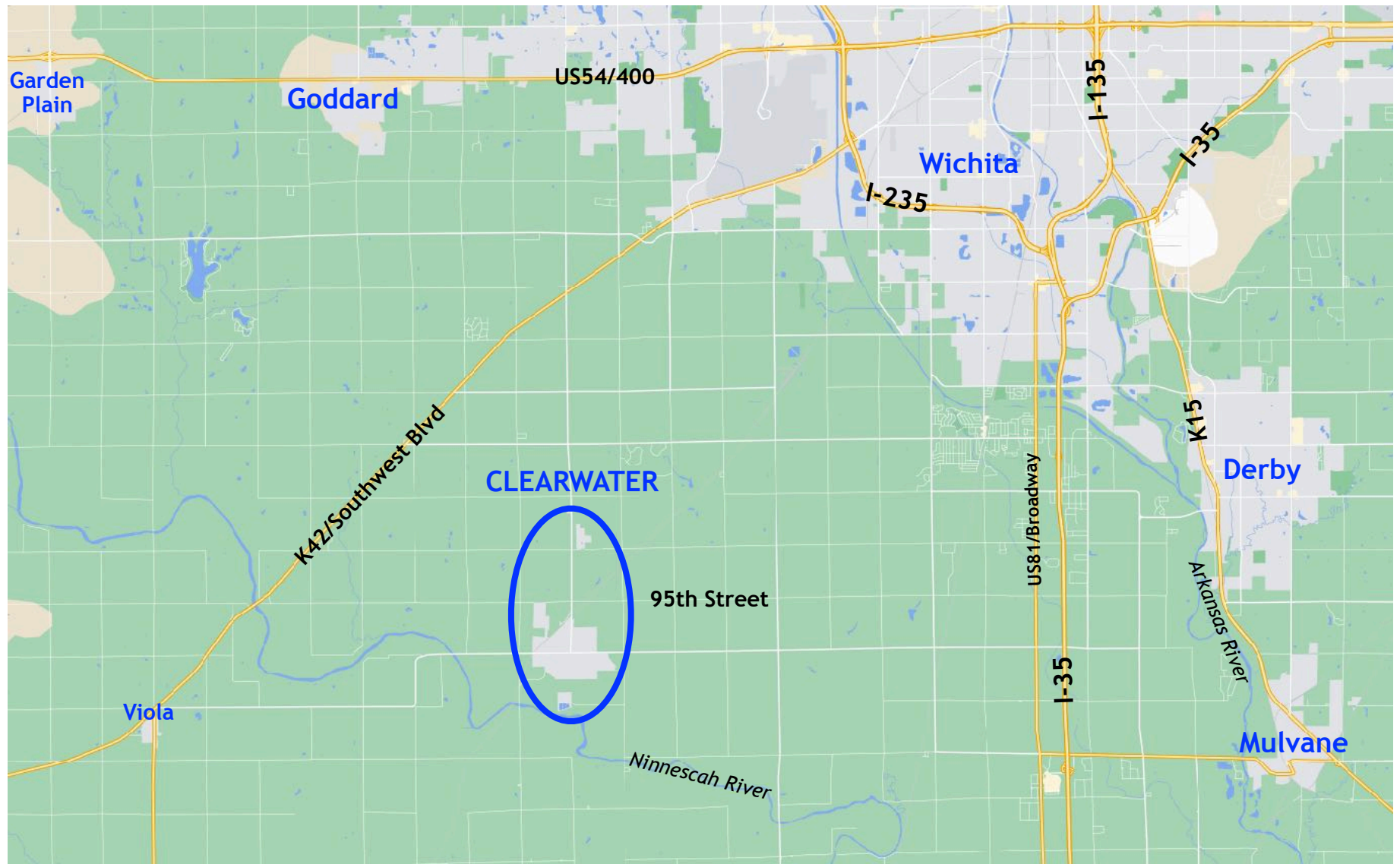
Clearwater is not directly bordered by any other cities, but it is within a half-hour's drive of a variety of other communities, including Wichita. This increases options for both employers and employees in the Clearwater area, as well as making services and amenities available that otherwise could not be supported by Clearwater's population alone.

K-42 Highway can be accessed from Clearwater 7 miles directly north of town, or about 8 miles west of town. Access to the interstate highway system via I-35 is available a fifteen minute drive to the east, or via I-235 a 20 minute drive to the northeast.

The Ninnescah River passes by Clearwater just southwest of the city limits, flowing roughly northwest to southeast.



Townships in Sedgwick County



Geographic Location of Clearwater, Kansas

Climate

Climate significantly affects agricultural, economic, and construction activities. Clearwater's Planning Area has a continental climate, characterized by frequent and abrupt weather changes, with wide daily and annual temperature variations, a great deal of sunshine, occasional high winds, and abundant spring rainfall.

While Clearwater's climate is notably variable, it is generally beneficial. Its long growing season offers temperatures and sunshine conducive to agricultural production. Total precipitation is adequate for principal crops, though in some years its timing and distribution can cause problems. High winds or hail may occasionally damage crops or structures, sometimes catastrophically.

The typically mild winters mean that various outdoor recreational activities can be sustained almost all year round. Only during the coldest weeks of the year is construction restricted, or construction methods constrained. However, recurring abrupt temperature swings, and frequent, often daily, freeze-thaw cycles in winter profoundly affect the durability of road surfaces and some other building materials.

Clearwater's summers are typically hot, humid, and sunny, while winters are cold, dry, windy, and sometimes overcast. Fahrenheit temperatures over the course of a year typically range between 24 and 94 degrees, rarely falling below 10 or rising above 103.

With the exception of *WeatherSpark.com*, specific climate data for Clearwater is not readily available online, but a number of internet sources offer climate information for nearby Wichita.

• WeatherSpark.com • USClimateData.com • WeatherBase.com

Soils

Soil is a valuable resource, which should be protected. Some soil types are suitable for certain land uses, but not for others; when an inappropriate land use is imposed on an unsuitable soil type, both the land use and the soil are compromised.

Official soil survey information, which is fundamental to many planning decisions, is provided by the USDA Natural Resources Conservation Service (NRCS) on their website *Web Soil Survey*. Maps of soil types in any selected area are provided, as well as information on the characteristics of the soils themselves, including their suitability for various uses.

Using the *Web Soil Survey* (WSS)

The *Web Soil Survey* is available at
<http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>
Click on the green "Start WSS" button to begin.

Area of Interest (AOI) Simply zoom in on the aerial map until you find the property you are looking for, and draw your "Area of Interest" with the AOI tool. After you have drawn your AOI, you can save the web page as a link in your web browser, so you can easily return to it.

Map & Data After your AOI is defined, click on the "Soil Map" tab to see a soils map and a table showing the percentages of all the soil types in your area of interest.

Click on the "Soil Data Explorer" tab to find information related to your soils, in hundreds of categories—from soil chemistry, erosion factors, or depth of the water table, to its suitability for building basements or a septic field, to its probable yield of corn silage when irrigated.

Soils in the Clearwater Planning Area are typically silty loams, clay loams, or sandy loams. In general, Clearwater's soils are well suited to both agriculture and urban development.

Topography & Drainage

The topography of local landforms, and the drainage patterns which result, have a significant impact on potential land uses. The location and design of some facilities—such as cell towers, water towers, sewage treatment plants, stormwater management structures, and wind turbines—are strongly influenced by relative land elevations.

Though overall very flat, the Clearwater Planning Area drains generally to the south, toward the Ninescah River.

Topographic maps from the U.S. Geological Survey are available for viewing or download from the TopoQuest website at www.topoquest.com/places.php.

Floodplains

Historically, people were attracted to relatively flat land near waterways as a place to settle and build. While such land typically has rich soils and easy access to water, it is also prone to high-water flooding, making it potentially dangerous for both people and structures.

In the United States, the Federal Emergency Management Agency is responsible for mapping floodplains. The **Flood Insurance Rate Maps** produced and updated by FEMA classify floodplains into various Special Flood Hazard Areas, based on degree of risk.

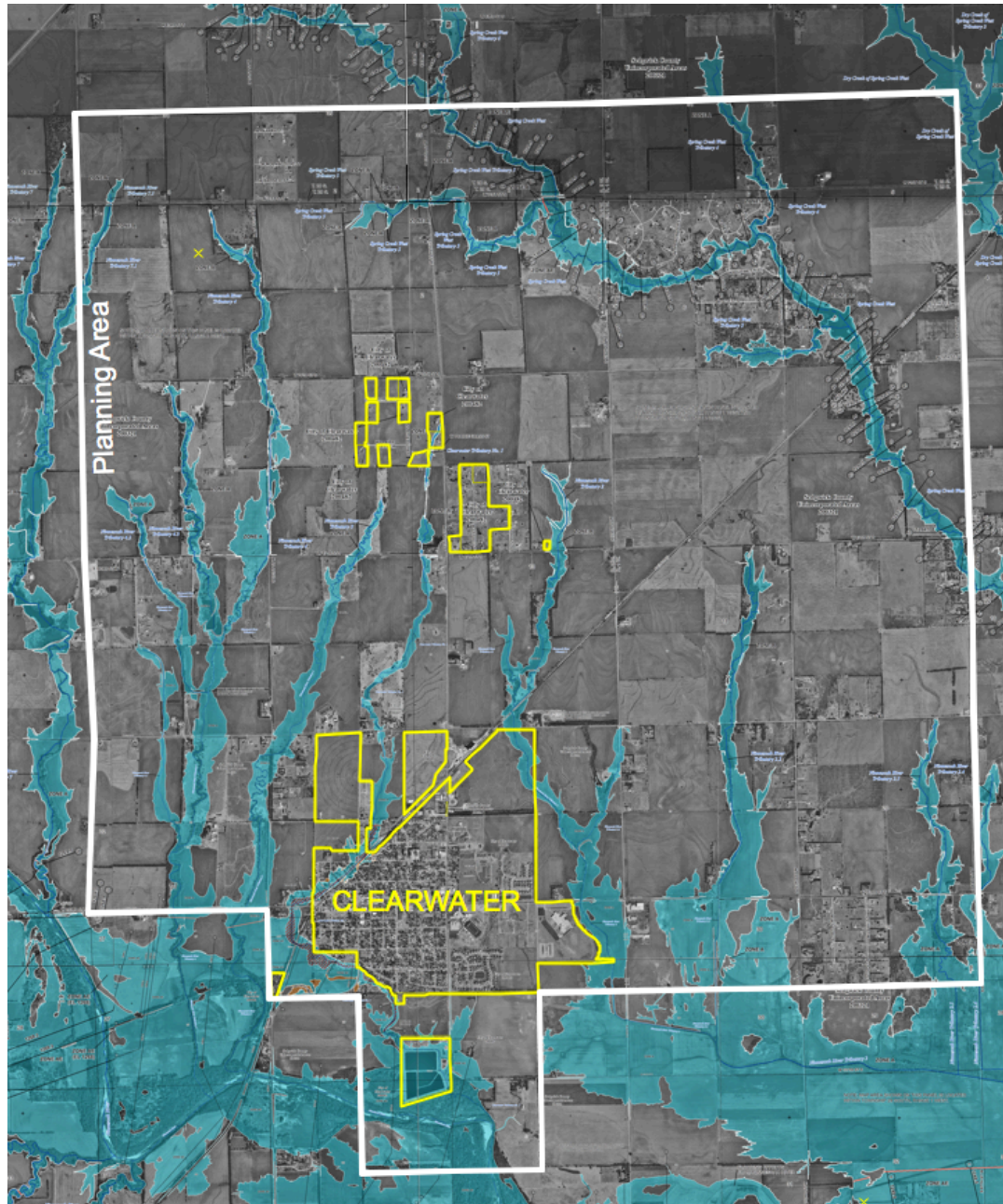
The three broadest categories of floodplain designation are floodway, 1% annual chance floodplain, and moderate flood hazard areas.

- **Floodway:** The channel of a river or stream.
- **1% Annual Chance Floodplain:** Areas that will be inundated by a flood event having a 1-percent chance of being equaled or exceeded in any given year. Also referred to as the base flood area or 100-year floodplain.
- **Moderate Flood Hazard Area:** Areas between the limits of the 1% annual chance floodplain and the area that will be inundated by a flood event having a 0.2-percent chance of being equaled or exceeded in any given year. Also referred to as the 500-year floodplain.

The map on the next page shows flood hazard areas for the Clearwater Planning Area. Floodplain information is from the following Flood Insurance Rate Maps (FIRM) from the Federal Emergency Management Agency (FEMA), all of them most recently revised on December 22, 2016:

- | | |
|---------------|---------------|
| • 20173C0460G | • 20173C0490G |
| • 20173C0469G | • 20173C0607G |
| • 20173C0470G | • 20173C0610G |
| • 20173C0480G | • 20173C0626G |
| • 20173C0488G | • 20173C0630G |

More information is available from the [FEMA Flood Map Service Center](#).



Areas shown in blue on the adjacent map indicate **1% Annual Chance Floodplains** (100-year floodplain).

With the exception of its Wastewater Treatment Plant, most of the City of Clearwater is located outside of any floodplain. However, much of the land near the City to the east, west and especially to the south is in the 1% annual chance floodplain, constraining the option for economical development in those directions.

*Clearwater area floodplains
from FEMA 2016 Flood Insurance Rate Maps*

FLOOD INSURANCE

Historically, private insurers were generally unwilling to provide insurance for structures in floodplains, so in 1968 Congress created the **National Flood Insurance Program (NFIP)**, to help floodplain property owners protect themselves financially against property losses due to flooding. Communities participating in the NFIP agreed to adopt and enforce ordinances which meet or exceed FEMA requirements, to reduce the risks of flooding. In return, the NFIP subsidized flood insurance to local landowners, with rates based on degree of risk, as determined by the Flood Hazard Area in which their property is located.

One of the inadvertent side-effects of this law was to facilitate construction in floodplains, increasing the number and value of structures at risk. Over the ensuing decades, numerous major floods across the nation resulted in extraordinarily high costs to federal taxpayers. Various revisions of the NFIP resulted, in attempts to bring insurance rates into alignment with actual risk, and to more strongly discourage people from building in floodplains.

Properties in flood zones are eligible for mortgages backed by federal guarantees, such as VA and FHA loans, only if their community participates in the NFIP.

Development in floodplains is almost always undesirable. Nevertheless, for communities where such development has already occurred, NFIP participation may be necessary.

For communities like Clearwater, where residents have mostly avoided building in floodplains, participation is probably not necessary, and may even be actively undesirable, if it has the unintended and unwelcome consequence of encouraging people to build in floodplains.

Clearwater does not participate in the NFIP.

Woodlands

When individual trees in yards, in parks, and along streets are considered collectively, they form an **urban forest**. The benefits of urban trees are well documented, and include providing shade, reducing noise levels, decreasing air and water pollution, sequestering carbon, diminishing summertime energy use, furnishing wildlife habitat, screening undesirable views, serving as buffers between land uses, and raising property values. A well-maintained and well-planned urban forest enhances the community's livability, its character, and its quality of life.

Under Kansas statute K.S.A. 12-3201 et seq., cities are authorized to regulate the planting, maintenance, treatment, and removal of trees and shrubbery on all street and alley rights-of-way. Abutting property owners hold "title to and property in" any trees and shrubbery in the planting strip between the property line (which is typically along the back edge of the sidewalk) and the back-of-curb line. Property owners can recover damages to such trees, and initiate actions to prevent their destruction. Cities can designate allowable street trees in the planting strip. Some cities conduct periodic stump removal programs.

Through their Zoning and Subdivision Regulations, cities can require new developments to include trees.

The majority of Clearwater's street trees are mature, but still in good condition, and likely to remain so during the 20-year span of this Plan. Nevertheless, the City should plant some new street trees each year, to maintain a healthy age spread in Clearwater's urban forest. The goal is to make sure that in future, there will never be a neighborhood where *all* the street trees reach senescence at the same time. Public trees in Clearwater are addressed in [Sections 30-52 through 30-62](#) of the City Code.

Shelter belts are an essential safeguard for farming on the prairie, yet throughout Kansas they are showing a decline in vigor due to the advanced average age of the trees.

Although woodlands in Clearwater's Planning Area cover a relatively small acreage, they are very important to the long-term health of the soil and water on which much of the Clearwater area economy depends. Every effort should be made to sustain and enhance these woodlands, and to **reinvigorate shelter belts**.

Information on government conservation programs that can help landowners both plan and pay for shelter belt renovation is available on the Kansas Forest Service website at www.kansasforests.org/rural_forestry/financialincentiveprograms.html

Trees in Kansas come under extraordinary stress, from ice storms, drought, severe hot and cold spells, and insect and disease outbreaks—in recent years, diseases particularly affecting pines and ash trees. Also, many of the wonderful mature trees that were planted along streets and in parks during the early years of development in Kansas cities are now nearing the ends of their lives.

Maintaining a healthy community forest over the long-term requires expertise and ongoing efforts by City staff, a commitment by City officials to dedicate necessary resources to the task, and broad public support and understanding of the value of trees to the community's quality of life.

For information on helpful organizations, and on funding programs that can help improve your community forest, see the **Kansas Forest Service** website at www.kansasforests.org.

Information on the Arbor Day Foundation's **Tree City USA** program is available at www.arborday.org/programs/treecityusa/. Becoming a "Tree City USA" provides communities with a four-step framework to maintain and celebrate their urban forest.

TREE GOALS

- Revise the City Zoning and/or Subdivision Regulations to require trees in new developments.
- Develop a plan to **plant trees along the walking path at the Sports Complex**.
- Develop a **municipal tree policy**, including a section that addresses memorial trees. Require trees that are planted on public property to be selected from those listed in the most recent edition of [*Preferred Trees for South Central Kansas*](#).

CHAPTER 3. Background Data

Data in this chapter is from the *2020 Census* and the *2015-2019 American Community Survey 5-Year Estimates* (ACS).

The ACS has replaced the Census long form. Also administered by the Census Bureau, it provides more detailed and more current information than the decennial census. However, since the ACS is based on a smaller sample size, if at any point there is a discrepancy between the two sources, information from the Census is regarded as the official data.

Demographic, social, housing and economic information is available in more detail from the [U.S. Census Bureau Explore Census Data](#) website, where typing in the name of a place brings up an overview of available data for that location. Click on the table code number to link to the complete data table.

More detailed Kansas information, including historical demographic data, is available from the [University of Kansas Institute for Policy & Social Research](#).

Census Definitions Certain terms used in this chapter are defined precisely by the Census Bureau, with differences from standard usage which have significant implications for correctly understanding the data.

Housing Unit: A house, apartment, mobile home, a group of rooms, a single room occupied as a separate living quarter, or vacant units intended for occupancy.

Family: A family consists of two or more people who are related by blood or marriage residing in the same housing unit.

Household: A household consists of all people who occupy a housing unit regardless of relationship, and may refer to a person living alone.

Median / Mean: A *median* is the middle number in a distribution of numbers, such that there is an equal probability of being above it or below it. A *mean* is generally understood as the "average" of a set of numbers, calculated by adding all the numbers in a set and then dividing by the total number of numbers. While a mean may be skewed by a single out-of-the-norm number in the set, a median typically gives a fairly accurate picture of "normal".

Demographics

This section includes information on national demographic trends, as well as on Clearwater's demographic and social characteristics. Data is from the *2015-2019 American Community Survey 5-Year Estimates*.

Understanding the characteristics of people in Clearwater helps community leaders develop policies to effectively meet residents' current and future needs.

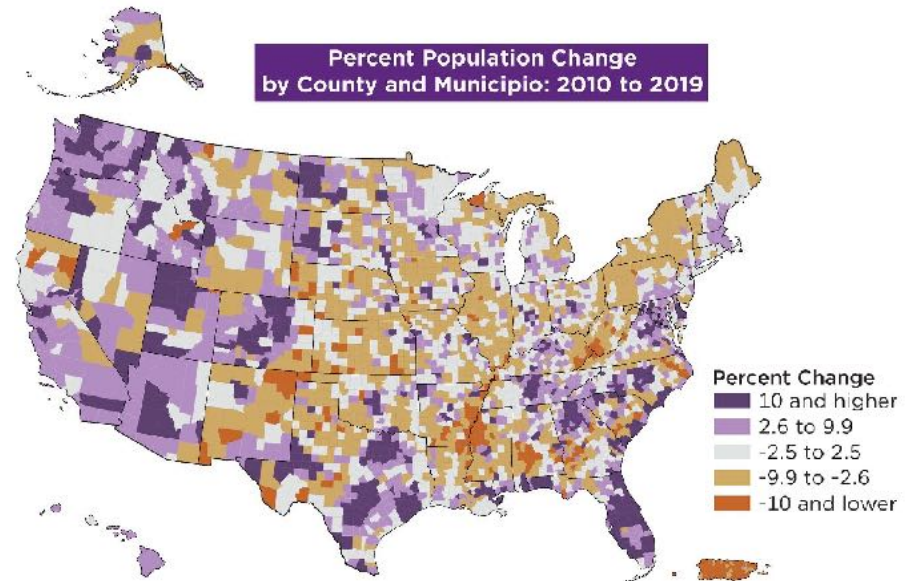
Population Trends

As detailed in the following table, the population of the United States grew during the fifty years period leading up to 2020 by an average of about 8.8% per decade, while Kansas grew by only about 4.9% per decade—a little over half the national rate. During that same time frame, Sedgwick County's population increased by an average of 8.4% per decade—much better than the state as a whole, and very close to the national average.

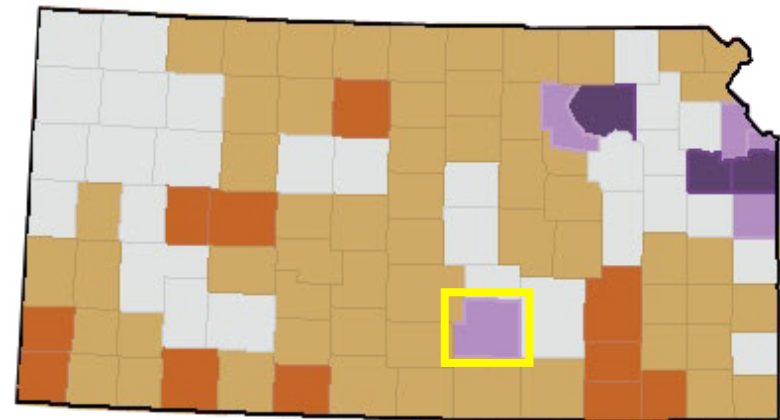
	U.S.		Kansas		Sedgwick Co.	
	Population	% Change	Population	% Change	Population	% Change
1970	203,211,926	—	2,246,578	—	350,694	—
1980	226,545,805	11.5%	2,363,679	5.2%	366,531	4.5%
1990	248,709,873	9.8%	2,477,574	4.8%	403,662	10.1%
2000	281,421,906	13.2%	2,688,418	8.5%	452,869	12.2%
2010	308,745,538	9.7%	2,853,118	6.1%	498,365	10.0%
2020	331,449,281	7.4%	2,937,880	3.0%	523,824	5.1%
AVG	—	8.8%	—	4.9%	—	8.4%

National Population Trends Recent national population trends show people moving from rural areas to cities, and from the northeastern and central parts of the nation to the south and west. The Great Plains region in particular is losing population to other parts of the country.

The following map shows the percentage of population change between 2010 and 2020, for each county in the country. Purple shades indicate growth, grey indicates stability, and tan shades indicate population loss. The darker the color, the more intense the change. Dark orange indicates counties which lost at least 10% of their population in one decade.



Kansas Population Trends A similar map for the state of Kansas shows that most population growth in the last decade has taken place around Wichita, and in the northeastern part of the state—in the Kansas City suburbs, and around the university town of Manhattan.

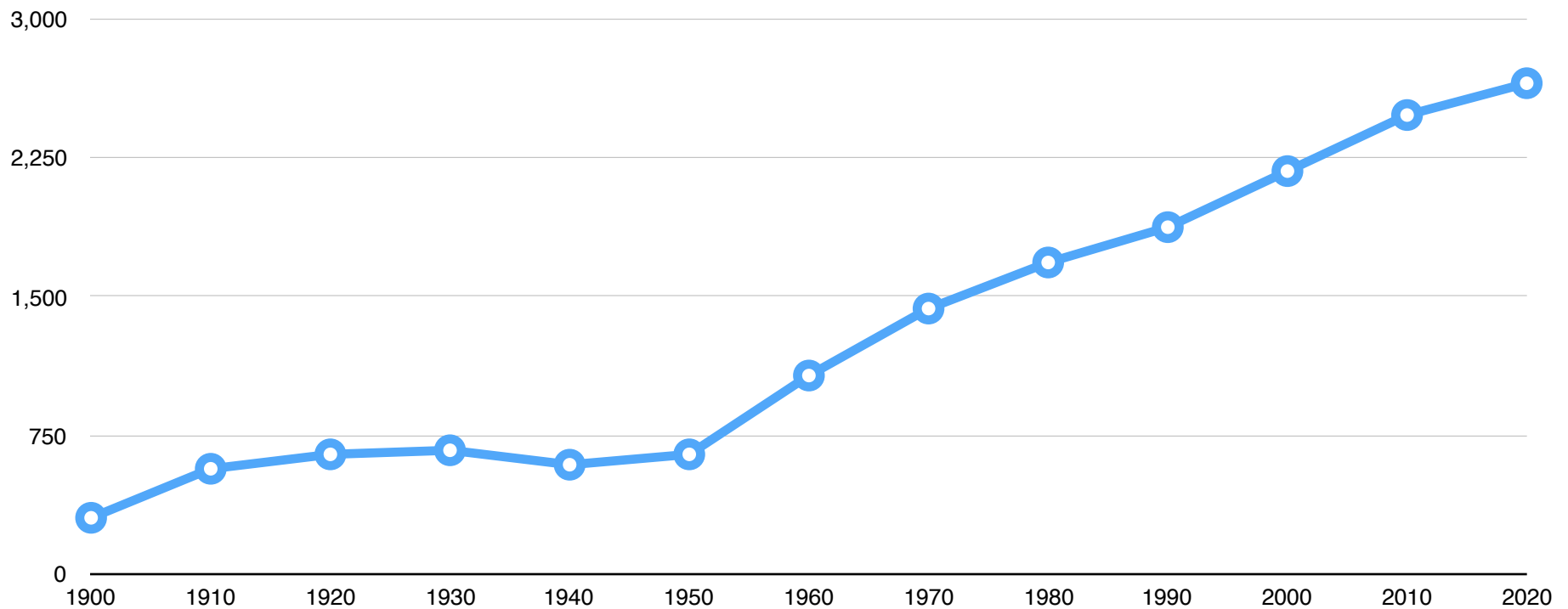


Clearwater's Population History

Clearwater				
Census	Population	Census	Population	% Change
1900	304	1970	1,435	—
1910	569	1980	1,684	17.4%
1920	647	1990	1,875	11.3%
1930	669	2000	2,178	16.2%
1940	591	2010	2,481	13.9%
1950	647	2020	2,653	6.9%
1960	1,073	Average per decade		13.1%

During the fifty years period leading up to 2020, Clearwater's population has grown by an average of 13.1% per decade—a rate of growth about one and a half times the national average.

In the 2015-2019 American Community Survey 5-Year Estimates, Clearwater's population was estimated to be 2,520 people. The 2020 Census found the population to be 2,653 people.



Future Population

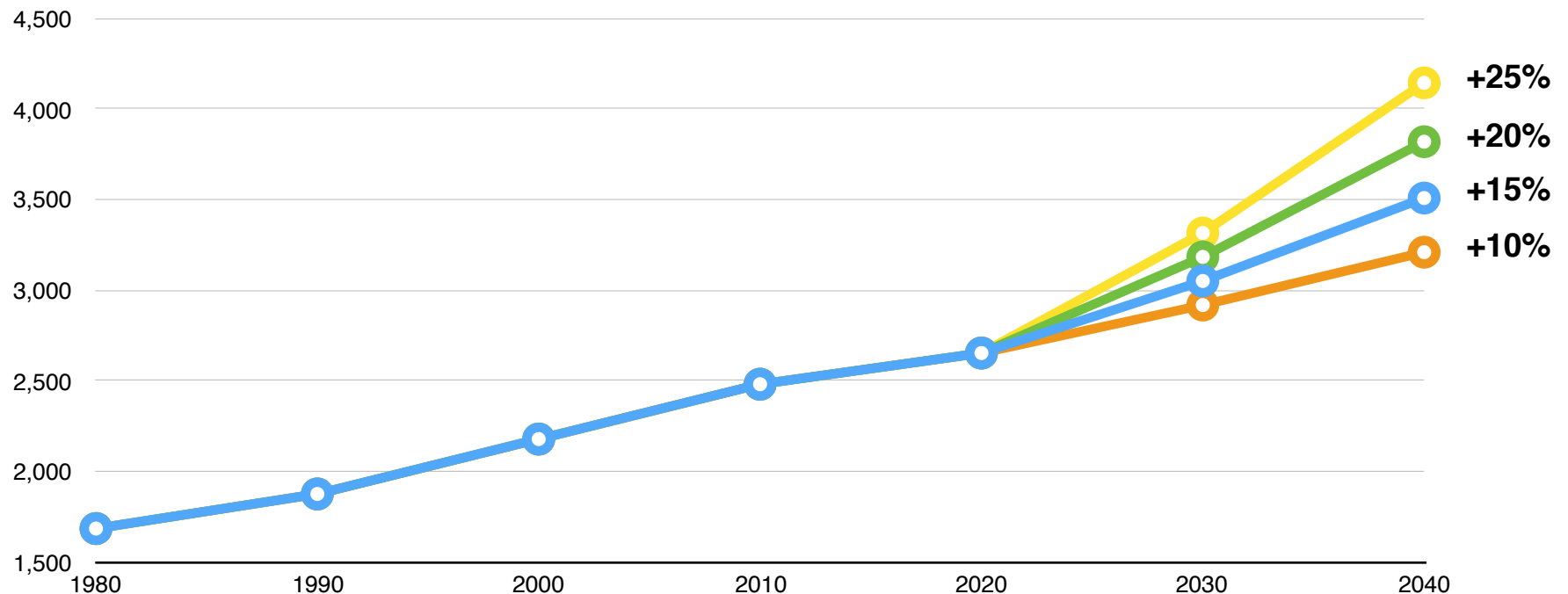
Many social and economic variables can affect the patterns of change over time in a community's population. Nevertheless, a reasonably accurate idea of a community's future population is an essential foundation for making planning decisions, because changes in population affect requirements for everything from police services to housing construction to sewage treatment capacity.

Making an accurate estimate for the future population of a small city is especially difficult, since a small change in absolute numbers can represent a substantial percentage of population change.

Over this Plan's 20-year period, City leaders will work toward a **goal of increasing the City's population at a rate that is consistent with Clearwater's historic average rate of growth**—a challenging but reasonable goal. To achieve it, community leaders will need to understand **the changing dynamics that result from regional population shifts as southwest Sedgwick County continues to grow, particularly the impact of ARC95.**

The following table and graph show what Clearwater's 2040 population would be under various potential rates of population change—gains of 10%, 15%, 20%, or 25% per decade.

Future Population at Various Rates of Change				
Year	+10%	+15%	+20%	+25%
2020	2,653	2,653	2,653	2,653
2030	2,918	3,051	3,184	3,316
2040	3,210	3,509	3,820	4,145



A city has three basic strategic options for maintaining and increasing its population, all of which should be pursued as appropriate: **retain existing residents, attract new residents, and annex additional residents** as the city grows geographically.

Important factors that allow a community to attract and retain residents include good-quality housing at a variety of price points and in a variety of types, reliable utilities services, good schools, and community amenities that enhance quality of life—especially good parks, sufficient child-care options, business creation opportunities, and employment opportunities.

Demographic Characteristics

The following table contains information which is useful primarily when viewed in comparison to the same data from other geographic areas. For instance, Clearwater has an unusually high percentage of households with children, and unusually low racial and ethnic diversity.

- **Disability** Of the total civilian non-institutionalized population in Clearwater (2,442 individuals), 304 people have a disability. Of those 304 disabled people, 35 (11.5%) are under 18 years of age, 141 (46.4%) are between 18 and 64 years in age, and 128 (42.1%) are 65 years of age or older.

	Clearwater	Kansas	U.S.
Median Age (in years)	36.5	37.2	38.5
Average Household Size	2.79	2.49	2.61
Average Family Size	3.48	3.09	3.23
Households with 1 or more people under 18 years	36.8%	30.7%	29.9%
Households with 1 or more people 65 years and over	32.6%	29.4%	30.9%
% White	95.0%	86.3%	76.3%
% Hispanic or Latino	2.1%	12.2%	18.5%
% Disabled (civilian, non-institutionalized)	12.4%	13.0%	12.6%

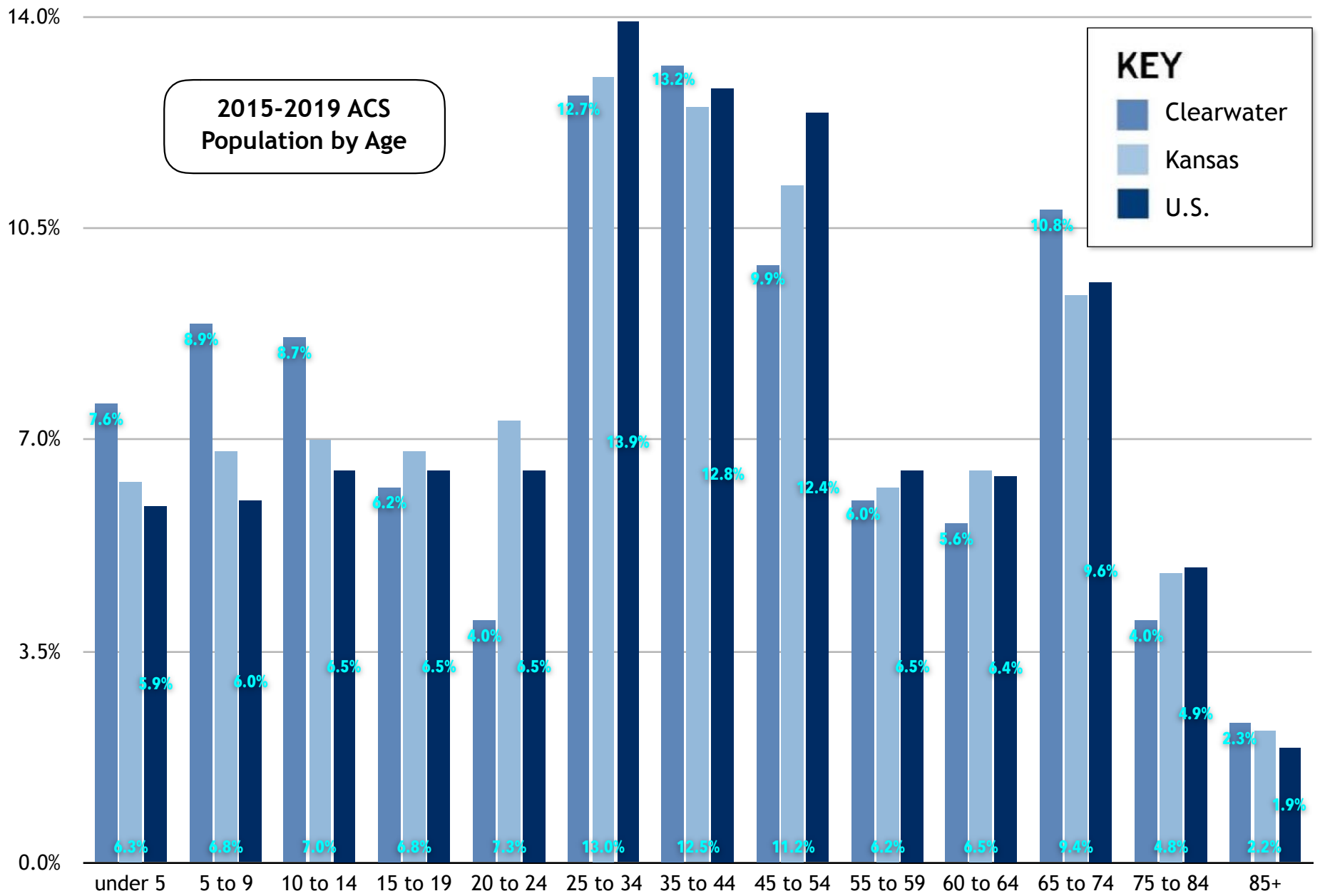
Population by Age / Age Distribution The chart on the following page shows the percentage of each age category for Clearwater residents, compared to figures for Kansas and the United States.

Clearwater's population is heavily skewed toward children. It has unusually high percentages of children under 15 years of age; the percentage of 15 to 19 year olds appears fairly typical; and the percentage of 20 to 24 year olds is remarkably low.

This pattern is typical for communities whose young people go away to college or to find a first career-track job, but the differences in Clearwater are extreme.

Another large drop occurs among 45 to 54 year olds, perhaps because parents are leaving once their children graduate from high school. Clearwater also has an unusually large percentage of 65 to 74-year-olds, perhaps because young retirees are moving closer to grandchildren.

Clearwater Comprehensive Development Plan 2022-2042



Clearwater Comprehensive Development Plan 2022-2042

Households & Families in Clearwater		
Family Households	596	68.1%
<i>Married couple</i>	488	55.8%
<i>Male householder with no spouse present, with family</i>	28	3.2%
<i>Female householder with no spouse present, with family</i>	80	9.1%
Non-Family Households	279	31.9%
<i>Householder living alone (under 65 years)</i>	94	10.7%
<i>Householder living alone (65 years and over)</i>	154	17.6%
<i>Other non-family households</i>	31	3.5%
TOTAL HOUSEHOLDS	875	100.0%

- **Children / Seniors** Out of 875 households in Clearwater, 322 (36.8%) had at least one child under 18 years of age in the household; 285 (32.6%) had at least one person 65 years of age or older in the household; and 268 (30.6%) had neither.
- **Parents** Out of 298 family households where adults are living with their own children under 18 years of age, 208 households (69.8%) are married couples, 10 (3.4%) are cohabiting couples, 62 (20.8%) are female single parents and 18 (6.0 %) are male single parents.

More than a quarter
of Clearwater's households with children
are headed by single parents.

- **Single-person Households** Out of 875 households in Clearwater, 248 (28.3%) are single-person households—94 (10.7%) with a householder under 65 years of age, and 154 (17.6%) with a householder 65 years of age or older.
- **Two-person Households** Out of 875 households in Clearwater, 276 (31.5%) are two-person households.

60% of the households in Clearwater
have just one or two persons.

These figures have significant planning implications for both housing needs and social services.

Clearwater Educational Attainment (25 years old and over)		
Less than 9th grade	23	1.4%
9th to 12th grade, no diploma	68	4.2%
High school graduate (including equivalency)	444	27.3%
Some college, no degree	500	30.7%
Associate's degree	183	11.2%
Bachelor's degree	314	19.3%
Graduate or professional degree	96	5.9%
Total	1,628	100.0%

- Of people in Clearwater 25 years old or older, 94.4% had a high school degree or higher, compared to 91.0% in Kansas, and 88.0% nationally.
- Of people in Clearwater 25 years old or older, 25.2% had a bachelor's degree or higher, compared to 33.4% in Kansas, and 32.1% nationally.

Demographic Data from the Community Survey

On the Community Survey, several questions were asked to help community leaders understand why people choose to move to Clearwater, and why they choose to stay.

- **How long have you lived in or near Clearwater?**

- Less than 5 years: 12%

- 5 to 10 years: 17%

- 11 or more years: 71%

- **Where did you live before moving here?**

- N/A—I have lived here all my life: 22%

- Within 50 miles of Clearwater: 43%

- Elsewhere in Kansas: 21%

- Outside Kansas: 13%

- **If you moved to Clearwater within the last 10 years, what were the major reasons you moved here?**

- N/A—I have lived here longer than 10 years: 44%

- To live in a smaller town: 19%

- To be close to relatives and friends: 12%

- For the good schools: 10%

- To be close to work: 7%

- **If you are planning to leave the Clearwater area, what are your reasons for leaving?**

- N/A—I am not planning to leave: 74%

- Better youth sports programs: 6%

- Retirement: 6%

- Personal reasons: 5%

- Need for lower-cost housing, job change: 2% each

- Need better-quality or different kind of housing, I am graduating, my children are graduating, and health reasons all came in at 1% each.

- **Do you plan to stay in the Clearwater area only until your child or children graduate from high school?**

- Yes: 22% No: 16% Undecided: 23%

- N/A—No kids in school: 39%

- **Do you plan to stay in the Clearwater area after you retire?**

- Yes: 27% No: 10% Undecided: 48%

- N/A— Already retired, and staying: 16%

Housing

The variety and quality of housing options available in Clearwater impact both the community's quality of life, and whether or not homeowners choose to move to or remain in the city. Residential properties are a major source for the City's tax revenues, and a healthy housing market benefits many businesses as well. A sufficient, diverse, and high-quality housing supply also increases the opportunity to attract new businesses and their employees.

A house is usually the largest single investment for a family or individual, and a home and its neighborhood are a source of great influence on household satisfaction. While a nice house does not guarantee a happy home life, a house which is unsuitable or which does not function properly for its residents can certainly increase chronic stress levels. Houses that are difficult to maintain can generate financial concerns and physical discomfort.

Young adults, families with children, singles, couples, empty nesters and retirees all need housing suited to their particular requirements—and if it is not available locally, they will often consider moving to another community to find it.

This section gives an overall picture of the housing situation in the City of Clearwater, based primarily on Information from the *2015-2019 American Community Survey 5-Year Estimates*. Housing information from the 2020 Census is also included; though very limited, it is the official data on the few points of information which were counted.

Housing Units: The Census count of housing units includes both occupied and vacant residential buildings. Recreational vehicles and the like are included only if they are occupied as someone's usual place of residence. Vacant mobile homes are included provided they are intended for occupancy on the site where they stand, but if they are on sales lots or in storage yards they are not counted as housing units.

Persons per Household	Owner-occupied Housing Units	Renter-occupied Housing Units	All Occupied Housing Units
1-person	141	107	248
2-person	207	69	276
3-person	76	9	85
4 or more-person	222	44	266
TOTAL	646	229	875

- **Household Size** The average household size of owner-occupied units was 2.99 persons. The average household size of renter-occupied units was 2.24 persons.
- **Occupancy** Out of 917 housing units in Clearwater, 875 (95.4%) were occupied and 42 (4.6%) were vacant. Of the 875 occupied units, 646 (73.8%) were owner-occupied, and 229 (26.2%) were renter-occupied.

Planning for Smaller Households Nearly 60% of Clearwater's occupied housing units contain one- or two-person households. **Plan to provide a wide array of housing options for these smaller households.**

Housing Types	Number	Percentage
Single, detached	757	82.6%
Single, attached	20	2.2%
2 Units	14	1.5%
3 or 4 Units	22	2.4%
5 to 9 Units	72	7.9%
10 to 19 Units	13	1.4%
20 or more Units	14	1.5%
Mobile Home	5	0.5%
TOTAL HOUSING UNITS	917	100.0%

Housing Types The majority (82.6%) of Clearwater's housing stock is single-family detached homes, yet the community also has a wide array of other housing type options.

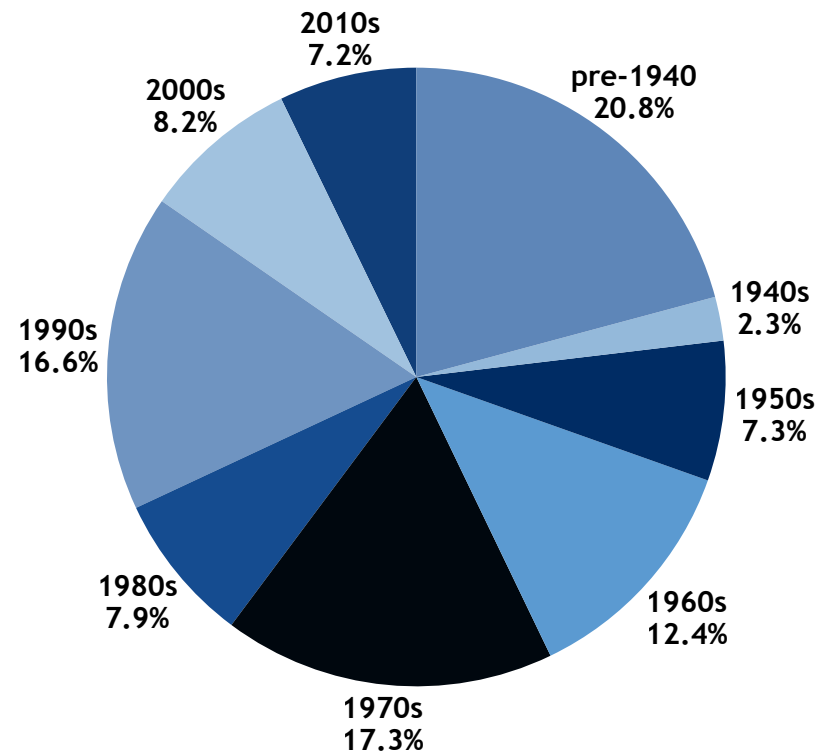
Bedrooms per Housing Unit	number	percent
0	14	1.5%
1	29	3.2%
2	218	23.8%
3	375	40.9%
4	172	18.8%
5 or more	109	11.9%
TOTALS	917	100%

Bedrooms For many years, the real estate industry has used the number of bedrooms per house as a key factor in marketing homes. A 3-bedroom house has been considered the standard starter home for a typical family; over 40% of Clearwater's housing stock falls into this category.

However, as household sizes continue to fall, and one- or two-person households become the norm, smaller houses are becoming more and more marketable, especially in walkable neighborhoods.

Age of Housing Units Clearwater has had fairly steady residential development over its history, resulting in a good balance of older and newer homes.

When they are well maintained, older homes can help give a community continuity and character, but if they are allowed to fall into disrepair, they can become a source of blight.



Age of Housing Units in Clearwater

Clearwater Comprehensive Development Plan 2022-2042

Value of Owner-occupied Housing Units	Number	Percentage
Less than \$50,000	33	5.1%
\$50,000 to \$99,999	76	11.8%
\$100,000 to \$149,999	238	36.8%
\$150,000 to \$199,999	218	33.7%
\$200,000 to \$299,999	56	8.7%
\$300,000 to \$499,999	20	3.1%
\$500,000 to \$999,999	0	0.0%
\$1,000,000 or more	5	0.8%
TOTAL OWNER-OCCUPIED HOUSING UNITS	646	100.0%

Value Over 70% of Clearwater's owner-occupied housing units are between \$100,000 and \$200,000 in value.

- **Median Value** The median value of owner-occupied housing units in Clearwater was \$143,900.

Note, this data on housing values and costs was collected before the notable rise in housing costs that occurred as a result of the Covid pandemic.

Selected Monthly Owner Costs – Housing Units WITH a Mortgage		
	number	percent
Less than \$500	5	1.2%
\$500 to \$999	94	21.7%
\$1000 to \$1499	185	42.6%
\$1500 to \$1999	113	26.0%
\$2000 to \$2499	18	4.1%
\$2500 to \$2999	5	1.2%
\$3000 or more	14	3.2%
TOTALS	434	100%

Selected Monthly Owner Costs – Housing Units WITHOUT a Mortgage		
	number	percent
Less than \$250	0	0.0%
\$250 to \$399	47	22.2%
\$400 to \$599	68	32.1%
\$600 to \$799	89	42.0%
\$800 to \$999	4	1.9%
\$1000 or more	4	1.9%
TOTALS	212	100%

Housing Costs The cost of owning a house varies significantly between those paying a mortgage, and those who do not have a mortgage to pay.

- **Mortgages** Out of the 646 owner-occupied housing units in Clearwater, 434 (67.2%) had a mortgage, and 212 (32.8%) did not.
- **Monthly Cost** The median monthly owner cost for housing units with a mortgage was \$1,363, and for housing units without a mortgage was \$583.

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Housing Costs as a Percent of Income People paying a very high percentage of their income in housing costs are often people with a very low household income, such as students, or elderly people on a fixed income.

Selected Monthly Owner Costs as a Percentage of Household Income				
Percentage of Income	Housing Units WITH a Mortgage		Housing Units WITHOUT a Mortgage	
	number	percent	number	percent
less than 10%	—	—	72	34.6%
10 to 14.9%	—	—	48	23.1%
15 to 19.9%	—	—	51	24.5%
less than 20%	252	58.7%	—	—
20% to 24.9%	54	12.6%	5	2.4%
25% to 29.9%	16	3.7%	0	0.0%
30% to 34.9%	51	11.9%	14	6.7%
35% or more	56	13.1%	18	8.7%
Not computed	5	—	4	—
TOTALS	429	100%	208	100%

The following tables show information on rent in occupied rental units in which rent was paid; the tables do not include five rental units in which no rent was paid.

Gross Rent in Occupied Units	Number	Percentage
Less than \$500	54	24.1%
\$500 to \$999	113	50.4%
\$1000 to \$1499	33	14.7%
\$1500 to \$1999	24	10.7%
TOTAL OCCUPIED RENTAL UNITS	224	100.0%

- **Median Rent** The median rental rate of Clearwater's occupied rental units was \$711 per month.

Gross Rent as a Percentage of Household Income		
Percentage of Income	Households	
	number	percent
less than 15%	45	20.1%
15% to 19.9%	10	4.5%
20% to 24.9%	45	20.1%
25% to 29.9%	30	13.4%
30% to 34.9%	43	19.2%
35% or more	51	22.8%
TOTALS	224	100%

Rental Costs as a Percent of Income About 45% of renters in Clearwater paid less than 25% of their household income per month in housing costs. The 23% of Clearwater tenants that are paying more than 35% of their income on rent are likely people with a very low household income, such as students, or elderly people on a fixed income.

Housing Data from the Community Survey

On the Community Survey, several questions were asked that revolve around maintenance of quality neighborhoods.

- Should the City increase efforts to encourage homeowners, including landlords, to maintain their property, in order to maintain the quality of residential neighborhoods?
Yes: 84% No: 10% I Don't Know: 6%
- Should the City increase efforts to encourage preservation of older houses in Clearwater, in order to maintain the character of older residential neighborhoods?
Yes: 66% No: 18% I Don't Know: 16%
- Should the City invest more resources to demolish abandoned or dilapidated properties?
Yes: 56% No: 35% I Don't Know: 10%

Survey participants were asked if they think the City should **encourage housing development by subsidizing infrastructure** (streets, water lines, sewer lines, electric lines) to new subdivisions.

Yes: 51% No: 9% I Don't Know: 40%

Survey participants were also asked their opinion about the types of housing that they think Clearwater needs to develop.

- In addition to single-family homes, Clearwater needs some lower-cost and-lower-maintenance housing options in order to retain more of its young adults, empty-nesters, and retirees. Assuming that all new residential development will meet high standards of quality, what *types* of housing do you think Clearwater should focus on developing over the next 20 years?

In order of preference, respondents preferred patio homes, apartments, duplex homes, town homes, accessory dwelling units (granny flats), and triplex or quadplex homes.

- In order to allow our elders to retain their independence and stay in the community near family, Clearwater will need to develop a greater variety of accessible senior housing options. Assuming that all new residential development will meet high standards of quality, what *types* of senior housing do you think Clearwater will need most over the next 20 years?

In order of preference, respondents preferred accessible single-family homes, accessible apartments, assisted -living apartments, independent living apartments with maintenance provided, and full care nursing homes.

In the **Youth Survey**, participants were asked what kind of local housing options they would find most appealing after graduation.

- Multi-bedroom shared apartment with friends/classmates: 38%
- Single bedroom apartment: 21%
- New duplex/triplex/quadplex: 14%
- Affordable older home in the heart of Clearwater: 18%
- Small Detached accessory home: 9%

Economy

Census information in this section applies only to people living *inside* the city limits of Clearwater, and does not include data on those living in the Clearwater Planning Area. Therefore, the extensive agricultural component of the local economy may not appear proportionately in the data shown for the City, but may be inferred from the data for Sedgwick County.

Annual Per Capita Income

"Income" includes not just earnings, but also income from other sources, such as investments, Social Security or Supplemental Security, retirement accounts, or public assistance.

The per capita income figure is a mean, derived by dividing the total income of every person 16 years old and over in a geographic area by the total population in that area. This figure is most useful when compared to the same datum for other places, and should not be construed as an accurate representation of actual income for a typical Clearwater wage or salary earner.

Annual Per Capita Income	
United States	\$34,103
Kansas	\$31,814
Sedgwick County	\$29,530
Clearwater	\$28,354

The annual per capita income for the City of Clearwater is lower than comparable figures for the county, state and nation. Since **earnings** in Clearwater are quite high—about 115% of the national average (see following table)—this figure may indicate a relatively high percentage of people in Clearwater earning little or no income—likely a combination of teenage students and full-time caregivers for young children.

Median Earnings

	Median Earnings					
	(full-time, year-round workers)				(also part-time)	
	Male Workers		Female Workers		All Workers	
	amount	% of US	amount	% of US	amount	% of US
USA	\$53,275	—	\$43,022	—	\$35,117	—
Kansas	\$51,266	96.2%	\$39,879	92.7%	\$32,919	93.7%
Sedgwick County	\$51,313	96.3%	\$38,758	90.1%	\$32,248	91.8%
Clearwater	\$53,447	100.3%	\$41,509	96.5%	\$40,426	115.1%

Gender Wage Gap This country, along with most of the world, has long had a significant gap between what males earn versus what females earn. Some of the wage gap is accounted for by factors such as differences in educational attainment, work experience, and family caregiver responsibilities. However, gender discrimination is also still a major factor, including segregation of women into lower-paying jobs, and outright wage discrimination.

The 2015-2019 ACS data in the table above shows that nationally, the wage gap between men and women was **21%**—that is, full-time working women earned 79% of what full-time working men earned. In Kansas, the gap was slightly worse at **22%**, worse still in Sedgwick County at **24%**, and in Clearwater it was also **22%**. **A typical full-time working woman in Clearwater earns about 78% of what a typical full-time working man earns.**

Retaining young talent is one of the most important ways a community can secure its economic future, and aggressively attacking the wage gap is one of the best ways to hang on to young educated workers. Young college-educated women in particular are inclined to leave places where the wage gap is notably high.

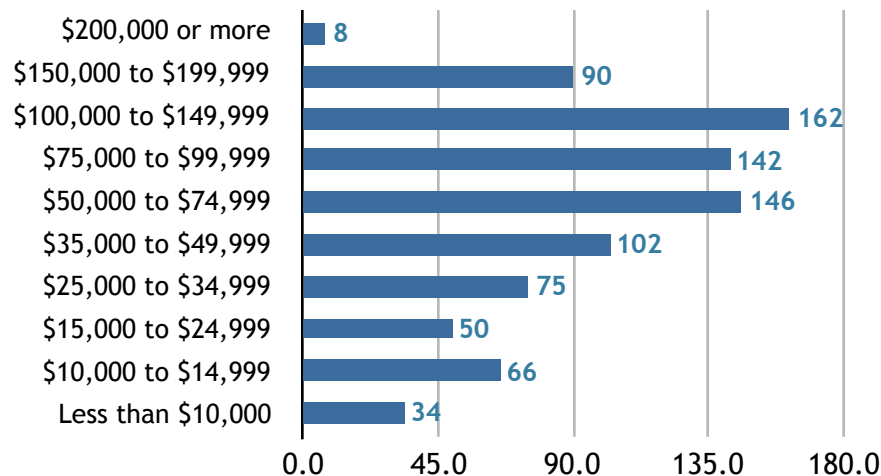
Median Household Income

Non-family households include persons living alone, while family households often have more than one income earner.

	Median Household Income		
	Family	Non-family	All Households
United States	\$77,263	\$37,561	\$62,843
Kansas	\$75,976	\$33,850	\$59,597
Sedgwick County	\$72,753	\$32,946	\$56,524
Clearwater	\$81,500	\$30,852	\$71,875

Annual Household Income & Benefits

Out of 875 households in Clearwater, annual household income and benefits were distributed as shown in the graph below. The bars indicate the number of households in each income range, with incomes shown in 2019 inflation-adjusted dollars.



Types of Employment

Out of an estimated 2019 population of 2,520 persons in the City of Clearwater, there were 1,839 people who were 16 years of age and older. Of those 16 and up, 1,202 were in the labor force (65.4%), including 1,161 (63.1%) employed civilians, and 41 (2.2%) who were unemployed. No members of the armed forces live in Clearwater.

The following three tables show data from the 2015-2019 ACS for Clearwater's 1,161 employed civilians 16 years of age and older –by occupational category, by the class of worker, and by the industry in which they were employed.

Occupational Category	Persons	%
Management, business, science, and arts	428	36.9%
Sales and office	246	21.2%
Production, transportation, & material moving	212	18.3%
Natural resources, construction, & maintenance	146	12.6%
Service	129	11.1%

Class of Worker	Persons	%
Private wage, salary, and commission	897	77.3%
Government workers (working for federal, foreign, international, tribal, state or local government)	218	18.8%
Self-employed (in own not-incorporated business)	46	4.0%

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Industry in which Employed	Persons	%
Manufacturing	272	23.4%
Educational services, and health care and social assistance	260	22.4%
Retail trade	110	9.5%
Finance and insurance, and real estate and rental and leasing	95	8.2%
Construction	91	7.8%
Professional, scientific, and management, and administrative and waste management services	59	5.1%
Public administration	58	5.0%
Arts, entertainment, and recreation, and accommodation and food services	56	4.8%
Transportation and warehousing, and utilities	56	4.8%
Other services, except public administration	40	3.4%
Agriculture, forestry, fishing and hunting, and mining	28	2.4%
Wholesale trade	25	2.2%
Information	11	0.9%

Major local employers in the Clearwater area are USD 264, Orion Education & Training, Shackleford Machine Shop, Mize's Thriftway, Anderson & Forrester, and the City of Clearwater.

Many **other employment opportunities** are provided by a wide variety of small businesses and organizations, including Plains Cotton Cooperative Association/Warehouse Division, Emprise Bank, Home Bank & Trust, Charles Engineering, GraceMed and other medical offices and facilities, Pizza Hut, Armando's Mexican Restaurant, Walt's, Casey's, and multiple faith organizations.

Unemployment

The Census defines the **labor force** as those civilians, 16 years old or older, who are employed or seeking employment. The **unemployment rate** is the percent of people *in the labor force* who are unemployed—a ratio which only includes those working or *actively looking* for work; it excludes retirees, full-time homemakers, and full-time students, among others.

Unemployment Rate (2015-2019 ACS)			
United States	5.3%	Sedgwick County	5.1%
Kansas	4.1%	Clearwater	3.4%

The *2015-2019 American Community Survey 5-Year Estimates* Clearwater's unemployment rate is extraordinarily low—much better than that of the County, state, or nation.

The percentages of "unemployed civilians" shown in the table below include people who are *not* actively looking for work, such as students, homemakers and retirees.

Employment	Clearwater		Sedgwick County		Kansas	
	Persons	%	Persons	%	Persons	%
Population 16 years of age and over	1,839	100.0%	394,766	100.0%	2,278,846	100.0%
• Civilian labor force	1,202	65.4%	263,005	66.6%	1,501,455	65.9%
<i>Employed / civilian</i>	1,161	63.1%	249,591	63.2%	1,440,453	63.2%
<i>Unemployed civilians</i>	41	2.2%	13,414	3.4%	61,002	2.7%
• Military labor force	0	0.00%	2,139	0.54%	18,335	0.80%
• Not in labor force	637	34.6%	129,622	32.8%	759,056	33.3%

Out of the 1,839 people in the City of Clearwater who were 16 years old or older, **34.6% were not in the labor force**, compared to **33.3% in Kansas**. People in this category are typically retired, disabled, full-time students, or full-time homemakers.

Poverty

The Census uses federal poverty guidelines to determine poverty levels. Other indicators often used to estimate the degree of poverty in a community include rates of health insurance coverage, and the percentage of students eligible for free or reduced-cost lunches at school. As with many such indicators, the numbers are most useful when compared to similar data for other geographic areas.

The following table shows percentages of people whose income in the previous 12 months was below the federal poverty level, as well as rates of health insurance coverage for the civilian non-institutionalized population. Information is from the *2015-2019 American Community Survey 5-Year Estimates*.

	Poverty Rates		Health Insurance Coverage (% of civilian non-institutionalized population)	
	All Families	All People	With	Without
United States	9.5%	13.4%	91.2%	8.8%
Kansas	7.8%	12.0%	91.2%	8.8%
Sedgwick County	9.6%	13.7%	89.3%	10.7%
Clearwater	10.2%	11.3%	97.0%	3.0%

Clearwater's poverty rates for all people are lower than those for the nation, state, or county. People living outside a family support structure typically endure higher rates of poverty than people living within a family, but in Clearwater that is not the case. Clearwater's poverty rate for families is higher than the national average, and considerably higher than the rate for Kansas.

The percentage of Clearwater's population that has **health insurance coverage** is higher than the national average.

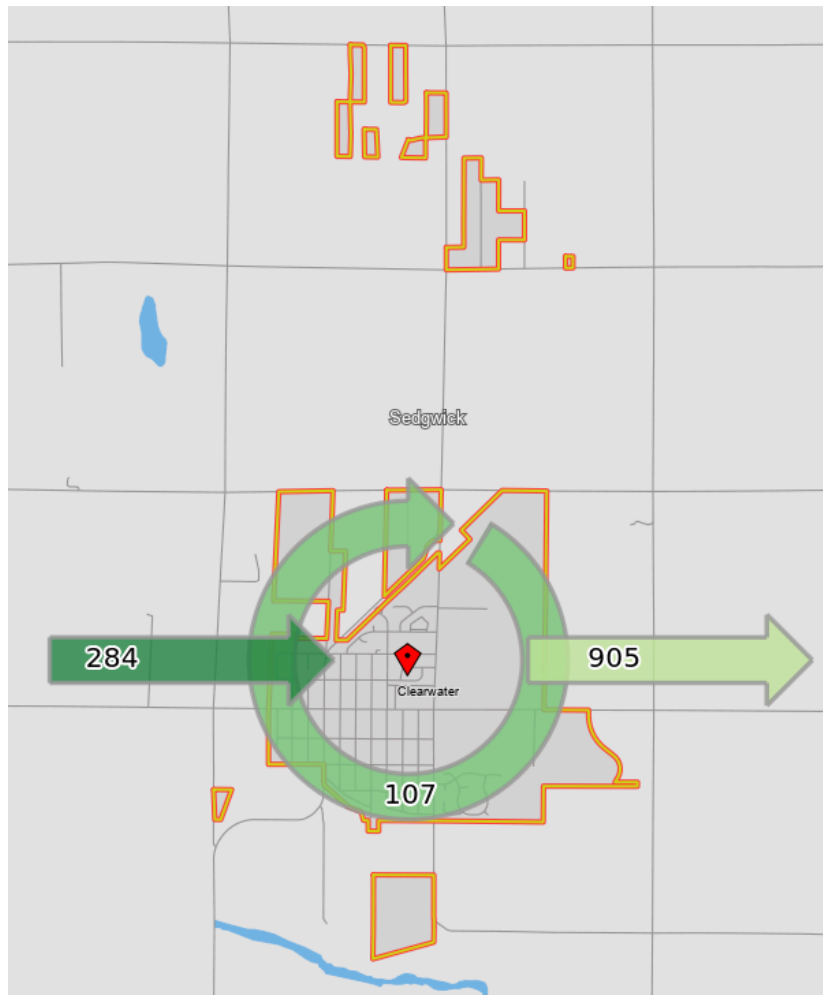
Commuting

The 1,156 workers living in Clearwater, 16 years old or older, commuted to work as shown in the following table. The **mean travel time to work** for them was **24.1 minutes**.

Commuting	Persons	%
Drove in car, truck or van—alone	992	85.8%
Drove in car, truck or van—carpooled	113	9.8%
Worked from home	27	2.3%
Walked	14	1.2%
Other means	10	0.9%
Public transportation (excluding taxicab)	0	0.0%

As is typical for rural Kansas communities, most people commute by vehicle, alone. Note, this information was collected before the 2020 pandemic resulted in far more people working from home.

Inflow / Outflow Job Counts Based on 2018 ACS data on primary jobs, 391 people are employed within the city limits of Clearwater. Of those, 107 people both live and work in the City, and 284 commute into the City from elsewhere. Out of the 1,012 employed people living in Clearwater, 905 (89.4%) commute out of the City to work elsewhere.



This pattern reflects Clearwater's status as a rural city which functions both as a local employment center, and as a bedroom community for the larger economy in the nearby Wichita metropolitan area. There are nearly 400 jobs available within the city limits, but over twice that number of Clearwater residents commute elsewhere to work.

Economic Data from the Community Survey

Location of Employment Responses received from the Community Survey indicated that 33% of respondents worked in Wichita, 29% worked in Clearwater, and 9% worked remotely from home. Others worked in a variety of nearby cities, and 22% of respondents were retired or not working outside the home.

Stores & Services Needed Over 90% of Survey respondents felt there was a need for more stores and services in Clearwater. The following tables shows which stores and services were felt to be needed the most.

Stores & Services most needed in Clearwater					
Hardware	26	23.2%	Dentist	5	4.5%
Sit-down Restaurant	23	20.5%	Shoes	4	3.6%
Fast Casual Restaurant	21	18.8%	Motel	3	2.7%
Fast Food Restaurant	20	17.9%	Appliances	2	1.8%
Laundromat	19	17.0%	Electronics	2	1.8%
Doctor	16	14.3%	Furniture	2	1.8%
Cleaners	9	8.0%	Pharmacy	2	1.8%
Auto Repair	7	6.3%	Gas Station	2	1.8%
Optician	6	5.4%	Grocery	1	0.9%
Clothing	6	5.4%	Hair Salon	0	0.0%

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Location of Employment The table below shows the responses received when Community Survey respondents were asked where their households shopped for a variety of goods and services.

Where does your household do most of its shopping for the following goods & services:										
Shopping Location	CLEARWATER		WICHITA		DERBY		ELSEWHERE		INTERNET	
Households	#	%	#	%	#	%	#	%	#	%
Groceries	84	36%	121	52%	11	5%	12	5%	5	2%
Pharmacy	96	43%	106	48%	7	3%	9	4%	5	2%
Medical Care	32	14%	162	73%	10	5%	17	8%	1	0%
Fuel	139	62%	75	33%	2	1%	9	4%	0	0%
Auto Repair	53	24%	123	56%	10	5%	31	14%	2	1%
Electronics	1	0%	158	73%	3	1%	16	7%	39	18%
Hardware	2	1%	187	86%	3	1%	17	8%	9	4%
Clothing	0	0%	172	78%	5	2%	14	6%	30	14%
Furniture	0	0%	193	88%	1	0%	17	8%	8	4%
Appliances	1	0%	191	86%	3	1%	13	6%	13	6%
Total Responses	408	18%	1,488	67%	55	2%	155	7%	112	5%

The table is sorted in order of the percentages of Clearwater responses, shown in blue.

Local Debt

As of December 2020, the City had \$2,900,000 in outstanding debt. Of this amount, \$1,430,000 was used for water, sewer, storm sewer, and electrical improvements, which are exempt under the state debt limitation statutes governed by [K.S.A. 10-308](#).

City of Clearwater Bond Indebtedness		
Bond	Amount of Bond as of 12/30/20	Retirement Year
Refunding Bond Series 2012	\$635,000	2023
Bond Series 2013	\$255,000	2028
Bond Series 2015	\$615,000	2034
Bond Series 2015-A	\$605,000	2026
Refunding Bond Series 2015-B	\$230,000	2023
Bond Series 2017	\$560,000	2033
TOTAL BOND DEBT	\$2,900,000	

Local Tax Levies

Property tax rates are expressed in mills, or tax dollars due per one thousand dollars of the assessed valuation of property. Assessed value is substantially lower than market value.

In Sedgwick County, half of the taxes levied on an assessment made in one year is due in December of that year, and half is due the following May.

The amount of taxes paid should always be judged against the value received.

- The property tax levy to the **State** pays for educational and institutional building funds.
- **Sedgwick County** taxes pay for county government and facilities, elections, courts, road and bridge maintenance, health services, Fire District/EMS services, senior citizen services, youth services, mental health services, economic development, noxious weed control, Wichita State University program development, and the Extension Service, among other purposes.
- Property tax levies also support township government, public schools, library services, and cemeteries.
- **City of Clearwater** property taxes pay for city government and facilities, municipal utilities (water, sewer, trash and recycling), police, the park, building inspections and code enforcement.

The following table shows the official 2020 ad valorem tax levies for property owners in the City of Clearwater. Tax levy information is available on the [Sedgwick County](#) website.

2020 Levy	in mills
State of Kansas	1.500
Sedgwick County	29.376
Ninnescah Township	1.035
Clearwater USD 264	64.278
Clearwater Cemetery District	2.716
<i>Subtotal</i>	<i>98.905</i>
City of Clearwater	—
General	51.071
Library	5.970
Bond & Interest	6.981
<i>Subtotal</i>	<i>64.022</i>
<i>Total 2020 Levy</i>	<i>162.927</i>

The 2020 City of Clearwater total tax levy of 162.927 is slightly higher than the 2019 rate of 162.580.

The 2020 assessed valuation of property in Clearwater was \$17,361,551. Applying the 2020 total mill levy of 162.927 would produce total property taxes of \$2,828,665, to be paid from Clearwater property owners in 2020 and 2021, to the State of Kansas, Sedgwick County and the County Fire District, Ninnescah Township, USD 264, the Cemetery District, and the City of Clearwater.

Tax Rate Compared to Other Cities

In Kansas, cities with a population of less than 2,000 are Cities of the Third Class, and cities with a population of at least 2,000 but less than 15,000 are Cities of the Second Class. There are twelve Cities of the Second and Third Class in Sedgwick County.

In the chart below, cities are listed in order of the size of their population, from largest to smallest (*shown in blue*).

Cities of the Second and Third Class in Sedgwick County	2015-2019 ACS Estimated Population	2020 Total Assessed Valuation	2020 City Levy in mills
Maize	4,579	\$60,109,100	153.830
Kechi	2,745	\$22,197,951	139.512
Clearwater	2,520	\$17,361,551	162.927
Cheney	2,014	\$15,133,258	152.791
Sedgwick	1,467	\$1,754,603	153.355
Colwich	1,270	\$13,965,893	143.872
Andale	934	\$7,798,264	154.029
Garden Plain	807	\$7,266,390	159.652
Mount Hope	749	\$4,534,045	139.077
Eastborough	743	\$14,698,101	151.852
Bentley	487	\$2,710,560	160.684
Viola	96	\$728,662	124.227

Compared to other Cities of the Second and Third Class in Sedgwick County, Clearwater in 2020 had the third highest population, and the third highest Total Assessed Valuation. The two cities which have bigger populations and higher Total Assessed Valuations, Maize and Kechi, are both essentially edge suburbs of Wichita, with the economic advantages of being part of a large metropolitan area.

Clearwater is a rural city, which must depend entirely on local resources to provide needed local services. Clearwater had the highest mill levy of the comparable cities, but it also provides far more municipal services than many of the smaller cities in this comparison.

Public Perception of Tax Rates

When asked on the Community Survey what they thought of their City tax rate and their school district tax rate, respondents answered as follows:

	High		Reasonable		Low		Don't know	
City Tax Rate	58	26%	100	45%	4	2%	61	27%
School District Tax Rate	59	27%	105	48%	5	2%	52	24%

Compared to typical responses to this question, a remarkably large percentage of Clearwater residents think their taxes are reasonable—perhaps indicating local recognition of good value received.

CHAPTER 4. Transportation & Utilities

This chapter provides an overview of transportation options and utility services in Clearwater.

Transportation

A good transportation system impacts other community goals, including economic vitality and overall quality of life.

A transportation system should serve community facilities, respond to both existing and future land use patterns, and support desired development.

STREETS—FEDERAL FUNCTIONAL CLASSIFICATIONS

The roads in the Clearwater Planning Area are part of a nationwide system of federal street classifications, which are reviewed periodically, and revised as necessary to reflect changing conditions. Changes in federal classification must be approved by the local County Commission.

Federal street classifications affect funding for road improvements. A street must be in the approved federally classified roadway system before projects on that roadway can receive federal transportation funding.

Streets are classified into a function-based hierarchy depending on how they balance traffic volume and speed against access to adjacent land uses. **Freeways and Expressways** are dedicated to high-speed traffic, typically providing no access at all to adjacent properties. **Arterials** maximize traffic flow and speed, but provide limited access to adjacent properties. **Collectors** balance traffic with access, and **Local Roads** reduce speed and traffic volume in order to maximize access.

More information on the federal functional street classifications can be found in the 2013 Federal Highway Administration report [Highway Functional Classification Concepts, Criteria and Procedures](#).

Maps showing federal functional street classifications for each county in Kansas are maintained by the state Department of Transportation (KDOT), available on the web at KDOT's [County Roadway Functional Classification Maps](#).

The map below shows the Federal Highway Administration's 5- to 10-year future functional classifications for the Clearwater area, as of December 23, 2015.



On the KDOT map, purple lines indicate a road classified as a **Major Collector**, while yellow lines indicate roads classified as **Minor Collectors**. Any street which is not classified in one of the functional street categories is considered a **local street**.

In the Clearwater Planning Area, streets with federal classifications as **Major Collectors** include:

- West 71st Street South (RS 601)
- 4th Avenue (South 135th Street West) / north from Ross Avenue to West 71st Street South
- Ross Avenue / east from Tracy Avenue; Tracy Avenue / south from Ross Avenue to South 151st Street West; and South 151st Street West / south from Tracy Avenue (RS 602)

In the Clearwater Planning Area, streets with federal classifications as **Minor Collectors** include:

- South 135th Street West / north from West 71st Street South (MCS 8757)
- Ross Avenue (West 103rd Street South / west from Tracy Avenue (MCS 8752)
- Maize Road / north from Ross Avenue (West 103rd Street South) (MCS 8755)

Community Survey Responses on Street Question

- Would you support a special tax paid by property owners to the City, in order to pay for paving dirt roads in Clearwater?

Yes: 26% No: 74% I Don't Know: 30%

*"The role of streets
is to build communities,
not the other way around."*

Gary Toth – Project for Public Spaces

COMPLETE STREETS

Clearwater's rural location means its people will always be primarily dependent on vehicular transportation. Nevertheless, the city itself should still offer residents at least some neighborhoods that also support other means of transport.

Such neighborhoods have streets based on the principles of **complete streets** – a design philosophy which calls for utilizing the public rights-of-way to support safe and comfortable travel by *all* users, of all ages and abilities, including pedestrians, bicyclists, and motorists.

Complete streets include sidewalks with curb ramps, and good crosswalks. In downtown areas, streets may also have curb extensions, crosswalk medians for pedestrian refuge, and shared on-street parking. Amenities might include shade and benches for pedestrians, and bike racks. Where appropriate, streets may include bike lanes or bike routes.

For more information on complete streets, see:

- [National Complete Streets Coalition](#).
- USDOT's [Pedestrian and Bicycle Information Center](#), for links to more resources on complete streets, pedestrian and bicycle facilities, e-scooters, e-bikes, and bike share programs.

Whenever the design or renovation of a right-of-way is part of a planning project, Planning Commission and City Council members have the opportunity to incorporate complete streets principles. Each small project may allow only an incremental change in the City's overall transportation network—but over time, such incremental changes can accumulate, and have a profound effect on Clearwater's quality of life.

WALKABILITY

Walkability is an important asset for enhancing quality of life and improving community health. Clearwater has the size, compactness, and grid-type street layout that give it great potential as a very walkable community.

Pedestrian pathway systems are most successful as a viable transportation option when they **connect residential neighborhoods to community destinations**, including schools, parks, churches, and downtown businesses.

Urban residential streets can be categorized as either gridiron or subdivision types. The type of street impacts the character of the neighborhood, the efficiency of traffic patterns, the provision of utilities, and how people live.

Gridiron streets form a grid of 90-degree intersections, creating rectilinear blocks, with **alleys** for utility and garage access.

Subdivision streets usually occur in neighborhoods platted in the 1950s or later. They typically incorporate a maze of curvilinear streets, T-intersections, and cul-de-sacs. Rather than public alleys, they use a system of **easements** across private property to allow utility access. This street pattern creates neighborhoods that are extremely car-dependent, and are now becoming less desirable as more and more Americans recognize the value of walkable neighborhoods.

Clearwater's older neighborhoods have gridiron pattern streets. Newer developments east of 4th Avenue, northeast of 1st & Ross, and north of Wood Avenue, are designed with subdivision-style streets.

To improve future walkability in Clearwater, consider requiring **cul-de-sac streets to be platted in such a way that they allow for direct pedestrian and bicycle connections** linking cul-de-sacs to each other, and to the street grid.

PARKING

A vehicular circulation system must accommodate vehicles not only when they are traveling, but also when they are parked. Census data from the *American Community Survey* indicates that, for a population of 2,520 people, there are **currently at least 1,751 vehicles based in Clearwater**—an average of more than two vehicles for every three people.

- **Vehicles** Of the 875 occupied housing units in Clearwater, 69 (7.9%) had no vehicles available; 198 (22.6%) had one vehicle available; 271 (31.0%) had two; and 337 (38.5%) had three or more.

In older neighborhoods, streets were expected to support both traffic flow and shared on-street parking. Modern suburban developments often require off-street parking, and so devote less land to paved streets but more to driveways and garages.

Commercial Parking It is important to have adequate parking to support local businesses, but it is also important not to *overbuild* parking facilities. Parking spaces and their associated aisles are surprisingly expensive to construct, and they generate runoff which adds significant load to stormwater management systems. Requiring every business to have its own dedicated parking spaces can exacerbate these costs, while shared public parking reduces them.

American small town main streets were traditionally designed to support shared on-street public parking. Though out of fashion in recent decades, this parking solution is now being recognized again as a valuable and cost-effective parking strategy.

Clearwater's downtown has a new streetscape, on Ross Avenue, between Tracy and Lee. Installed in 2017, it includes diagonal on-street parking with mid-block ADA spaces, attractive street and pedestrian lighting, new sidewalks with decorative paving, and bike racks.

The rest of the community is served by off-street parking.

SIDEWALKS

Clearwater has sidewalks downtown, and in some locations in the older neighborhoods near downtown—primarily along Ross, Lee and Gorin Avenues. There are sidewalks in other locations here and there in the city, but such isolated fragments have limited utility, since they don't connect to a larger sidewalk network. Clearwater's newer neighborhoods have no sidewalks at all.

Vehicle traffic in Clearwater is usually light enough that most people are comfortable walking in the roadways, at least in residential neighborhoods. However, as the City's population continues to grow, this condition is likely to change.

Cultural changes are making walkable neighborhoods more and more desirable, increasing the potential value of both residential and commercial properties in such areas. Investment in sidewalks should be regarded as an investment in Clearwater's quality of life, and its future.

Sidewalk Policies Although Clearwater recently had a **Sidewalk Study** done, the City currently has no sidewalk financing or installation program. It is not too soon for City leaders to begin considering adoption of a municipal sidewalk policy that will help Clearwater to develop and maintain a functional sidewalk system.

Sidewalk policies should stipulate an ongoing program to properly maintain existing sidewalks, provide a means to retrofit new sidewalks into existing neighborhoods where they were never built, and address sidewalk construction in new development and remodeling projects. They should also define funding methods that can sustain ongoing construction and maintenance needs.

Sidewalk Funding There is no national standard for how sidewalk installation and repair projects are paid for. While public streets and parking areas are regularly funded with tax dollars, sidewalk funding is a patchwork of solutions that varies from city to city. Often, cities use either full municipal funding or a cost split program between the City and adjacent landowners.

For more information, see the Federal Highway Administration's *Guide for Maintaining Pedestrian Facilities for Enhanced Safety Research Report*, which includes an overview of funding options.

Community Survey Responses on Sidewalk Questions

- Does anyone in your household walk to work or school?
Regularly (4 times per week or more): **11%**
Occasionally: **28%** **Never:** **61%**
- Would you support additional funding to improve and expand Clearwater's sidewalk system?
Yes: **43%** **No:** **31%** **I Don't Know:** **26%**
- Should each sidewalk project be paid for by the City, by the adjacent landowner, or by a share-the-cost split?
Entirely by the City at large: **56%**
Entirely by the adjacent landowner: **3%**
Share the cost: **40%**
- Should new residential or commercial development in Clearwater be required to include sidewalks?
Yes: **67%** **No:** **11%** **I Don't Know:** **23%**
- Should the City allocate a regular annual budget to fund sidewalk improvement and expansion projects?
Yes: **66%** **No:** **14%** **I Don't Know:** **20%**

BICYCLING FACILITIES

Clearwater currently has no dedicated bicycle paths, lanes, or routes. Bicyclists generally share the roads with motor vehicles.

A **bike path**, typically used by both pedestrians and bicyclists, is usually 8 or 10 feet wide, paved, and separated from the street but built within a right-of-way or along a drainage route.

A **bike lane** is typically 5 feet wide, and located on a street or its shoulder, between a motor vehicle traffic lane and the gutter or road edge.

A **bike route** is designated with signs and pavement markings, on a street specifically intended for simultaneous use by both motor vehicles and bicycles.



Bike Path



Dual Bicycle/Pedestrian Path



Bike Lane



Bike Route Signs

Select a **bike rack design** that meets functional requirements for proper two-point bicycle support, is lockable, and is constructed of low maintenance materials. Avoid ribbon racks, spiral racks and schoolyard racks, which do not provide effective support. Racks located along a sidewalk usually need a crossbar in order to be compliant with ADA vertical-element requirements.

The simplest rack design which meets these functional criteria is the inverted "U" type, with or without a crossbar. There are endless variations on the theme, and they can easily be customized to be unique to Clearwater.



Visit the [Association of Pedestrian and Bicycle Professionals](https://www.apbpa.org/) website to find more information about bicycle rack design and installation.

Bicycle racks should be available at local destinations, particularly at schools, parks, and downtown. The City of Clearwater has installed bike racks at City Park, the Aquatic Center, the Sports Complex, at both Fishing Ponds, and in the downtown streetscape.

While every single street does not need to provide for every type of user, a community's street *system* should serve the needs of all its citizens.

Even if the City chooses to make no immediate plans to implement sidewalks or a bicycle network, **make sure that planning decisions made now do not foreclose the possibility of their future development.**

RAILROAD, AIR TRAVEL & PUBLIC TRANSIT

Train Service Kansas & Oklahoma railroad tracks run from Wichita through Clearwater to Kingman and points west, providing freight service to the Clearwater Cooperative elevators.

The nearest access to **passenger rail service** for Clearwater is available at the AMTRAK station in Newton, about a 50 minute drive north.

Airline Travel Clearwater residents have good access to national and international air travel. The Wichita Dwight D. Eisenhower National Airport is less than a twenty minute drive away, on the southwest side of Wichita. It hosts seven airlines.

General Aviation There are a number of general aviation airports within an hour's drive of Clearwater, including Wellington Municipal Airport, Colonel James Jabara Airport in Wichita, Newton City-County Airport, Lloyd Stearman Field in Benton, Hutchinson Regional Airport, Moundridge Municipal Airport, and Augusta Municipal Airport.

Public Transit There is no regularly scheduled City bus service or other public transit system in Clearwater. However, the Sedgwick County Department on Aging operates a low-cost door-to-door transportation service, available on a first come-first served basis. Rides are provided via taxi cabs, minibuses and vans, some of which are wheelchair accessible. Trips must be within Sedgwick County. and must be scheduled in advance. Intended primarily for the elderly or disabled, an application to determine eligibility and needs must be submitted before scheduling a trip. Information on the program is available from the Sedgwick County Transportation Policies & Procedures brochure.

There is no **taxi service** located in Clearwater, although **rideshare** services such as Uber or Lyft may be available.

The nearest access to **intercity bus service** is in Wichita, through Greyhound Lines, Inc.

TRANSPORTATION SYSTEM GOALS

Streets & Parking

- Implement the **Road Maintenance Plan** completed in November of 2020, which rated the condition of each street in Clearwater, with a program to begin systematic maintenance and upgrades of Clearwater's city streets.
- Periodically reevaluate the safety of the **intersection at 4th and Ross**. Traffic congestion there is a problem primarily during short intervals just before school starts and just after classes are over, creating concerns over emergency vehicle access past the intersection. A future connection between Janet Street and Yvonne Street will provide an alternate route, which may help to alleviate the problem.

If stop signs prove to be insufficient, the most cost-effective next step from a traffic engineering perspective would be development of either dedicated left-turn lanes or a roundabout. Either option would be much less expensive and much less disruptive to underground utilities than a set of four traffic signals.

- Require all new developments to have **street lighting**.
- Improve **street lighting** where needed to improve community safety.
- Over time, implement **complete streets** principles to make Clearwater more walkable and bikeable.
- Identify **unpaved streets** in the City, and develop a plan to eventually pave them.

Sidewalks & Bicycling Facilities

- Pursue funding from KDOT's School Zone Program to install new and better **crosswalks** around the schools.
- Implement the recommendations of the **Clearwater Pedestrian Transportation Plan**, which identifies existing sidewalks in need of repair or replacement, and prioritizes locations for development of new sidewalks. Consider sidewalks on both sides of 4th north of Ross, and on the future extension of Yvonne.
- Create a plan to install sidewalks with **curb ramps and crosswalks**, starting with neighborhoods in the vicinity of the schools, senior housing, the 4th & Ross intersection, and the Grocery Store and Post Office.
- Require all new development to include sidewalks and ADA curb ramps.
- Select a **bike rack design** for Clearwater that provides two-point support, is lockable, is constructed of low maintenance materials, and meets ADA requirements.
- Continue to install secure **bicycle racks** at local destinations where they are needed.
- **Create a plan to develop a network of bike paths, lanes and routes** in Clearwater. Consider the possibility of a bike path around the city, and of bicycle lanes or routes along Ross, 4th, Nancy, Park, Kansas, Wood, and the future extension of Yvonne.
Explore federal grants and other **funding** sources to help finance development of the bicycle network.
- Develop a plan to **plant trees along the walking path at the Sports Complex**.

Utilities

A community's long-term success depends very much on the caliber of its infrastructure and utilities. Dependable and cost-effective utility services are essential, both to maintain a high quality of life for current residents, and to support future growth.

The City of Clearwater provides **water treatment and distribution, wastewater collection and treatment, and trash collection and recycling** services as municipal utilities. Electricity, natural gas, and communications services are available from corporate providers.

Clearwater's utilities operations are and should remain self-supported, and funded by user fees. City staff administers billing services for municipal utilities.

POLICIES

Standards and procedures for installation and maintenance of utilities should be regularly reviewed, and updated as necessary—to reflect both changes in technology, and changes in public expectations for environmental responsiveness.

Policies on the placement of structures, fences and vegetation in **utility and drainage easements** should be reviewed and amended, and rigorously enforced.

Overhead Lines There is growing public awareness of the visual impact and sometimes noise made by utility equipment, and an increasing public expectation that electric, telephone and TV cable lines should be installed underground. Though underground utilities are more costly to install, they are far less prone to service outages during inclement weather, and can reduce long-term maintenance costs.

The City requires new development in Clearwater to have utility lines underground. There are no plans to bury any existing overhead lines, nor is there any City incentive program to encourage property owners to have their supply lines buried.

Clearwater's **water and sewer lines are mapped by GIS.**

Good maps of municipal utility systems are an essential tool for efficient coordination of maintenance activities, and an indispensable asset in long-term planning.

Agreement to Not Protest Annexation Cities often have a policy which requires that any landowner who wants to have property outside the city limits served by municipal utilities must first agree in writing that they will not protest if the City chooses to annex the property. This is generally described as an *Agreement to Not Protest Annexation*.

With one exception, the City of Clearwater currently does not require such agreements. If requested, the City will typically provide municipal water and sewer services to properties outside the city limits, even though the landowners do not pay City taxes.

The exception to this policy is based on an agreement that was signed when the City extended a water main to serve the **Prairie Meadows** development north of town. Under that agreement, any landowner in Prairie Meadows who wants their property to be connected to the City water system must first petition to have their property annexed.

WATER SUPPLY & DISTRIBUTION

The City of Clearwater supplies, treats and distributes water as a municipal service. Water is pumped from City-owned wells, treated, and then pumped to the City's water tower. The height of the tower provides the water pressure to distribute water via gravity flow through mains and supply lines throughout the City.

The City's **water wells** are located seven miles east of town, near 103rd Street. The City now has five wells available, each with associated water rights to a certain number of gallons per year. Wells 2 and 3 provide the bulk of Clearwater's water rights, though the City is currently drawing water only from Wells 6, 7, and 8.

As of early 2022, Well 2 is out of service due to plumbing problems that will be resolved fairly easily. With its current water quality, depth, and pump, Well 2 is likely capable of supplying up to 44 million gallons a year. In the future, if necessary, it can be modified to pump up to its maximum water rights of over 77 million gallons annually.

As of early 2022, Well 3 is out of service due to high nitrate levels in the water, and a meter which does not currently meet regulatory requirements. There are multiple solutions to remedy these issues, all of which will require investment in a new well house or other infrastructure changes.

Three wells are in regular service, and two are available as emergency backup. The three wells that are currently in use can, by themselves, serve a population of more than 3,000 people. Pumping up to the maximum of Clearwater's current water rights could serve a population of about 8,500 people—far more than the City's proposed growth over the 20-year Planning Period.

Clearwater Comprehensive Development Plan 2022-2042

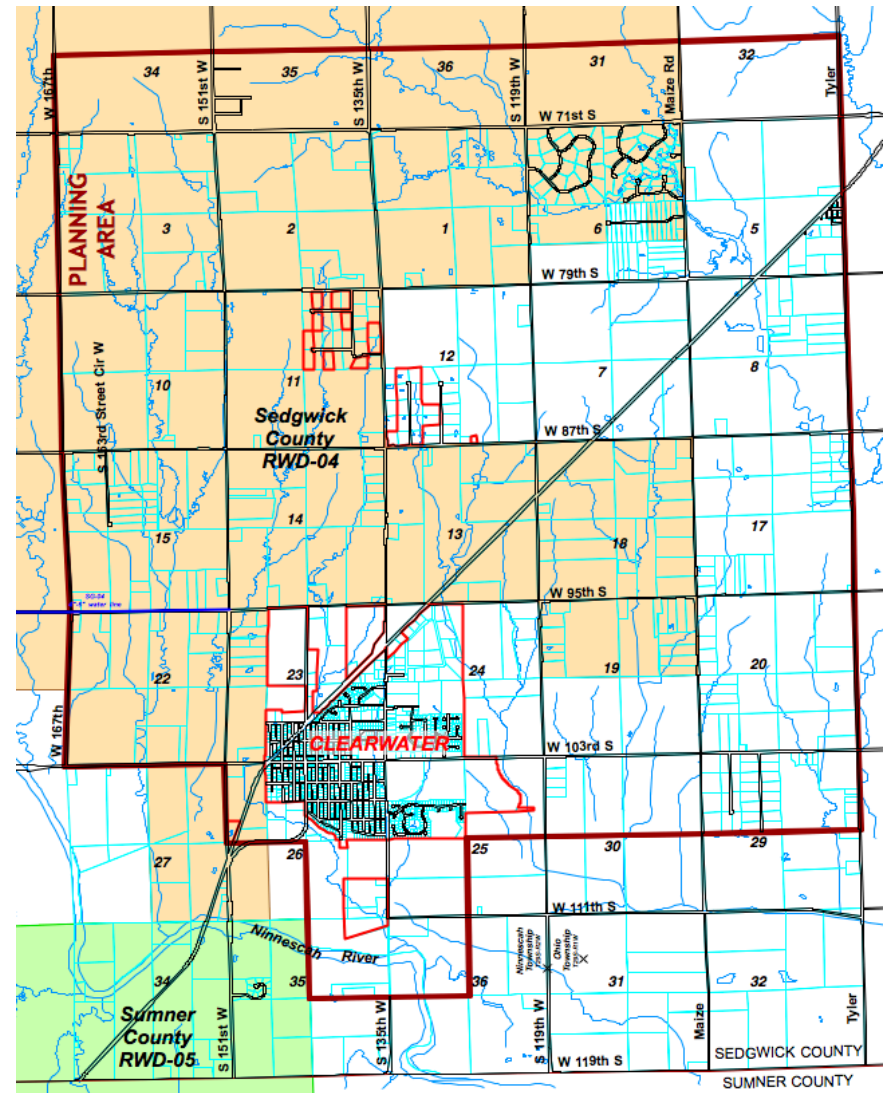
The City **water tower** is located at 145 North 4th Avenue, at the northwest corner of 4th and Ross, just south of the Aquatic Center. Built in 1974, it has a capacity of 150,000 gallons.

A City-owned and maintained network of **distribution pipes**— 4, 6, 8, or 12 inches in diameter— carries water from the tower to individual homes and businesses.

Some of the community's water distribution pipes are fairly new, but others are many decades old. As pipes age, they may experience cracking and intrusion by tree roots. Dedicate an annual budget for ongoing maintenance of the water distribution system, and plan to replace a portion of the oldest pipes in the system each year.

The water distribution system also supports all the City's **fire hydrants**, which are flushed and tested annually. The City requires new development to have fire hydrants at 400-foot intervals along streets. In existing neighborhoods, hydrants are replaced as necessary.

In the **Clearwater Planning Area**, some rural residents may get water from Sedgwick County Rural Water District #4. Alternatively, they may maintain private water wells, which are regulated by the Sedgwick County Metropolitan Area Building and Construction Department.



Map of Rural Water Districts in the Clearwater area

WASTEWATER COLLECTION & TREATMENT

The City of Clearwater provides wastewater collection and treatment as a municipal service.

A gravity flow sewer system conveys wastewater by gravity, through pipes installed with sufficient slope to keep the suspended solids moving through the system. Where local topography limits the option of gravity flow, **lift stations** must be employed to pump the sewage from the low point in the system up to another gravity line. Lift stations are expensive to construct and maintain, so when possible, development within the system's existing gravity flow limits is preferable to development which requires a new lift station.

Clearwater has one lift station, serving the Park Glen Subdivision.

As sewer lines wear out, cracks allow tree roots to grow into the pipes, causing blockages. Waste may leak out and contaminate groundwater. Stormwater infiltration into the system also occurs, which increases the volume of influent the Wastewater Treatment facility must treat, and therefore its operational costs.

Clearwater's network of **sewage collection** pipes vary in age. During the 20-year span of this Plan, it is likely that the City will need to fund and develop an ongoing program to begin replacement of the oldest parts of the system, as segments reach the point where it is more cost-effective to replace them than to maintain them.

Once, replacing a sewer line involved digging a trench along the entire length of the existing pipe, then replacing the deficient pipe piece by piece, or building a new sewer pipe parallel to the old one in order to maintain service. Modern **trenchless sewer rehabilitation** techniques use the existing pipe as a host for a new pipe or liner, and can correct deficiencies with much less disturbance and environmental disruption.

Clearwater's **Sewage Treatment Facility** is a four-cell lagoon system on 57.6 acres of City owned property in an island annexation on the south end of 135th Street. (A 1.9 acre parcel in the northeast corner of this annexation is owned by Ninnescah Township.) No adjacent City-owned property is available for any necessary future expansion.

Currently, effluent from the lagoons discharges to the Ninnescah River. Consider doing a **Wastewater Treatment Study**, to begin exploring options for a better long-term wastewater treatment solution.

Sewage must be treated to the point that effluent meets or exceeds strict permit requirements prescribed by the Kansas Department of Health and Environment and the federal Environmental Protection Agency. Clearwater's wastewater treatment system is regularly monitored for compliance.

Population Equivalent (PE)

The term "population equivalent" refers to the amount of wastewater treatment capacity needed to handle the waste typically produced by one person. This does not equate directly to a community's actual population, however.

For instance, if a large number of workers or students spend part of each day in a city, they must be included as part of the city's population equivalent (PE).

If a local industry generates a great deal of wastewater as part of its manufacturing process, that must also be accounted for in the calculation of wastewater load, and included as part of the PE.

Clearwater has a wastewater treatment lagoon system with four cells, covering 26.35 acres. As currently configured and operated, the lagoons can handle a PE of about 2,780.

However, changes can be made to allow the system to handle wastewater from a larger population. For instance, an increase in the surface area of the system's primary cell could be achieved by splitting the inflow to multiple cells. Raising the levels in the lagoons could allow for longer detention time of the wastewater in the lagoons, also raising the PE.

Such fairly simple solutions could increase the PE of Clearwater's existing system to about 4,800.

Clearwater's 2020 population was 2,653 people. By the end of the 20-year Planning Period, the City's population is likely to be around 3,500 people, and quite certainly no more than 4,200. However, students and teachers in the schools need to be accounted for, as well as use by local businesses and industries.

It is likely that the existing lagoon system will be able to handle Clearwater's wastewater treatment needs for the next twenty years. However, it may not be able to do so for much longer than that. During this Planning Period, the City should begin making plans and preparations to transition to a different system by 2040.

As the Clearwater population continues to grow, the City will need to either purchase additional land to allow construction of another lagoon, or seek a less space-intensive method of treating the community's wastewater, such as an **oxidation ditch**.

Whatever solution is selected, it will have to meet the minimum design standards established by KDHE in the 2008 edition of *Policies, General Considerations, and Design Requirements for Public Water Supply Systems in Kansas*.



*aerial of
Clearwater's
Sewage
Treatment
Plant &
Lagoons*

Rural Sewage Disposal Many properties in the Planning Area are beyond the reach of the municipal sanitary sewer system, and must deal with sewage disposal on their own sites, utilizing septic tanks, leach fields, and/or sewage lagoons. Private residential sewage disposal systems in the Planning Area outside the City are regulated by the Sedgwick County Metropolitan Area Building and Construction Department.

Currently, landowners outside the city limits are permitted to connect to the City's sewer system without signing an *Agreement to Not Protest Annexation*.

SOLID WASTE DISPOSAL

Solid waste disposal and recycling services in the City itself are a municipal service. Trash disposal services in the Planning Area are currently available from private companies Waste Management Inc., Lies Trash Service, and Waste Connections.

The City of Clearwater also operates a **Brush Dump**, which allows city residents who have a permit to drop off yard debris. Located just north of the intersection of South 151st Street West and Tracy Avenue, it is open for limited hours on three days each week. Grass clippings and leaves are composted, while brush and wood are ground into mulch by a contractor hired by the City.

The City has a "no burning" ordinance (Section 14-78 of the municipal code).

ELECTRICITY & NATURAL GAS

Currently, in the City and in the Planning Area, **electrical power** is provided and the distribution system is maintained by the public utility company Evergy.

In the City and in the Planning Area, **natural gas** is provided and the distribution system is maintained by the public utility companies Kansas Gas Service or Black Hills Energy. Gas lines are currently in good condition.

All public utility companies are regulated by the Kansas Corporation Commission.

COMMUNICATIONS SERVICES

Publicly regulated private companies provide communications services in Clearwater, including both hardwired and wireless phone service, cable TV service, and internet service. Such companies normally maintain continuing short and long-range facility planning programs.

In Clearwater, customers most often obtain **landline phone** and **internet services** from Southern Kansas Telephone, Inc. (SKT). With offices in Clearwater, SKT has constructed a network of landline phone and high-speed fiber-optic internet infrastructure that serves more than 10,000 households in south central and southeast Kansas.

The fact that Clearwater has true **optical fiber-to-the-home (FTTH) internet service**, which is fast and highly reliable, is especially important now that so many people work or attend school from home.

Cell phone service in the Clearwater area is available from a variety of carriers, with most residents selecting either AT&T or Verizon.

Cable television in the Clearwater area is currently provided only by Dish TV, or via internet streaming. Dish also offers internet service.

Stormwater Management

When precipitation occurs too rapidly to be absorbed by plants and soil, water runs off the surface of the land and flows down to streams, rivers, or lakes. While this is a natural process, development creates large expanses of impervious surfaces (roofs, streets, parking lots, etc.) which may generate far more runoff than natural systems can handle.

Excess runoff can cause localized flooding. It can collect trash and other pollutants and transport them into natural waterways. It can erode river banks and scour stream beds, depositing so much sediment in ponds and lakes that they have to be dredged.

Stormwater management systems prevent excess runoff from accumulating in low areas to the point where it causes localized flooding, and potential water damage to homes, roads, and other structures. Areas prone to such flooding are constrained in their development potential, create traffic safety problems, and may contribute to blighted conditions.

In urban areas, runoff is typically guided by streetside curbs and gutters into underground storm sewers, while in rural areas runoff is usually transported by open roadside drainage ditches.

Changing Strategies Traditional stormwater management strategies simply moved the problem downstream, diverting stormwater away from developed areas, and channeling it as quickly as possible into a natural drainage system such as a stream or river.

Stormwater management strategies have evolved to recognize the advantages of reducing runoff in the first place by reducing impervious surfaces, and increasing opportunities for precipitation to be absorbed as close to the point where it falls as possible.

Utilizing **green infrastructure** techniques—from residential raingardens to urban bioswales to permeable parking lots—can often help **manage stormwater more effectively and less expensively than traditional methods**.

More information on green infrastructure is available from the [Environmental Protection Agency](#).

Stormwater Management in Clearwater

A few of Clearwater's downtown neighborhoods have curbs, gutters and storm sewers, but most of the community is drained via shallow roadside ditches, with culverts that allow driveway access across them. Currently, the city stormwater management system is sufficient to handle most rains, though a really massive storm can create localized flooding in some areas.

All new developments in Clearwater should have curbs and gutters, unless waived by the Planning Commission for valid reasons.

UTILITIES GOALS

Policies

- Pursue opportunities to transition City facilities to use of sustainable **energy**.
- Regularly review and update standards and procedures for installation and maintenance of utilities, to reflect changes in technology and in environmental expectations.
- Regularly review and rigorously enforce policies on the placement of structures, fences and vegetation in **utility and drainage easements**.
- Establish a policy requiring landowners of properties outside the city limits to sign an *Agreement to Not Protest Annexation* in order to connect to Clearwater's municipal utilities.
- Adopt a policy that requires new development in Clearwater to have **utility lines buried underground**. Develop a plan to put existing overhead utility lines in Clearwater underground.

Water

- Establish a budget line item to **replace a percentage of outworn water distribution lines each year**.
- Develop a plan to provide **increased water pressure to fire hydrants** in Clearwater. As a first step, consider replacing 4-inch water mains with larger pipes.

Wastewater

- Continue planning and budgeting for replacement and upgrading of sewer pipes and manholes on an annual basis.
- Do a **Wastewater Treatment Study**, to examine alternatives to expand and improve Clearwater's wastewater treatment capacity. Determine whether Clearwater should purchase additional land for more lagoons, or transition to an alternative wastewater treatment system.

Communications

- Find strategies to **improve cell phone service** in the Clearwater area.
- Find strategies to **improve internet service** in the Clearwater area.

STORMWATER MANAGEMENT GOALS

- Add stormwater management information to Clearwater's GPS mapping program to show directions of flow, and any areas with recurring drainage problems.
- Review maintenance policies, and prioritize potential improvements to drainage infrastructure.
- Whenever substantial construction work is done on a Clearwater street, consider incorporating **green infrastructure** stormwater management strategies into the street design.

CHAPTER 5. Facilities & Services

A community's quality of life depends very much on the caliber of its public services and facilities. Today, public expectations for municipal services extend beyond basic fire and police protection, and include a high demand for community facilities related to education, health, and leisure time activities.

Clearwater's existing public facilities are generally in good condition. Most essential public services in the community are supported by public funds, and maintained under public control.

It is vitally important to provide adequate staff and budgetary support for *maintenance* of public facilities. **A good maintenance plan is the most cost-effective investment a City can make in preserving the quality of its community facilities.**

When planning for any future community facilities, it is important to determine their optimum location, to maximize efficiency and economy in serving the public. **Identify and acquire suitable sites for community facilities in advance of need.** Otherwise, ideal sites may be preempted for other purposes. The need for land acquisitions for public facilities should be a consideration in the review of subdivision plats and rezoning applications.

City Facilities & Services

This section describes public facilities and services which are owned and directly operated by the City of Clearwater:

- City Hall
- Police Station
- Emergency Services
- Public Works Buildings
- Senior Center
- Clearwater Park System
 - City Park
 - Clearwater Aquatic Center
 - Chisholm Trail Sports Complex
 - Chisholm Ridge Fishing Ponds

Municipal facilities are evaluated on **their ability to continue to serve through the Planning Period to 2042.**

City Hall

Clearwater City Hall is located at 129 Ross Avenue, on the southwest corner of Ross and Lee Avenue. The western part of the building (2,028 square feet in area) was constructed in 1939, and the eastern portion (1,524 square feet in area) was built in 1940. The single-story brick structure has five offices for City staff, one conference room, Council Chambers which are also used for Municipal Court sessions, a kitchenette and two restrooms.

The 0.124-acre site has a small utility yard in the southwest corner, but no on-site parking. Adjacent paved on-street parking spaces for staff and visitors are available on both Ross and Lee Avenues, including two ADA spaces at mid-block on Ross.

City Hall has been well maintained and is in good condition. Recent improvements have modernized the Council Chamber, added updated offices, and created a more secure public entrance. The building's historic nature is appreciated, but as staff continues to expand, additional space may be needed.



Clearwater
City Hall

CITY HALL GOALS

- Over the 20-year Planning Period, City Hall may need another office, and improved lighting.
- City Hall should remain at its downtown location.

Police Station

The Clearwater Police Station is located at 109 South Lee Avenue, just south of and connected to the eastern portion of City Hall. Built in 1996, it is a 1,824 square foot, single-story brick structure, covering a 0.034 acre site. The Police Station has a lobby, offices for the Chief and Lieutenant, a reception area, a bull pen, an interview room, an evidence room, and two storage rooms.

Adjacent paved on-street parking spaces for staff and visitors are available on Lee Avenue. The nearest ADA spaces are around the corner, at mid-block on Ross.

The City does not have its own detention facility, so prisoners are held in either the Sedgwick County Jail or the Sumner County Jail, as space allows.

Staff In Clearwater, police protection services are provided 24 hours a day, seven days a week, utilizing Sedgwick County's E-911 emergency call system. Currently, staff for the City Police Department consists of 14 full-time and part-time officers.

Vehicles The City currently has five police vehicles. Every other year, typically, the oldest vehicle in service is replaced.

Police Department Patrol Vehicles <i>(as of Sept. 2021)</i>			
Year	Description	Year	Description
2013	Chevrolet Tahoe	2020	Ford Ford Explorer
2016	Ford Explorer	2020	(2) Dodge Durangos

POLICE STATION GOALS

- As the police department grows, it will require more space.
- Improvements to the City's law enforcement system over the 20-year Planning Period will be primarily operational, including enhanced training opportunities, regular equipment updates (particularly body cameras for officers and better evidence data systems), and an improved jail transport system.



Clearwater Police Department

Emergency Services

The **Clearwater Volunteer Fire Department** provides fire protection coverage both inside the city of Clearwater, and to Ninnescah Township in Sedgwick County and Illinois Township in Sumner County – an 81-square mile area.

Clearwater's Fire Department has 22 volunteers, including twelve firefighters, five medically certified volunteers, and five who are cross certified as both firefighters and medical responders. If members of this volunteer service are unable to respond to an emergency, staff from Sedgwick County Fire District #1 responds instead, typically from County Fire Station 34 in Haysville or from County Fire Station 35 in Goddard.

Clearwater's **Wes Tackett Emergency Services Building** is located at 319 West Ross Avenue. The 120x60 foot metal building was constructed in 1999. It has six bays for fire fighting vehicles, offices, a training/meeting room, a kitchen, bedrooms, showers, and storage areas. It also includes Clearwater's only public tornado shelter. The site is nearly an acre in size, and has ample paved and unpaved off-street parking available.



Wes Tackett Emergency Services Building

For communications, the Clearwater Fire Department uses a Fire Bar (conference call) System, and Active 911 App, local UHF radios, and the Sedgwick County 800 system.

Clearwater Fire Department Apparatus			
Year	Description	Tank Capacity (in gallons)	Pumping Capacity (in GPM)
1984	Pumper	750	750
1984	Tender	2000	500
1999	Brush	300	150
1999	Command	—	—
1999	Pumper	1000	1250
2003	Brush	700	150
2006	Tender	2500	750
2017	Medical	—	—

Typically, fire apparatus should be replaced after about 20 years of service. Many of Clearwater's vehicles are that old or older. The Department's 1984 Pumper Truck will soon be replaced with a new, custom made Pumper. The Department is also currently working to have a fleet evaluation performed on all their vehicles, to help plan a schedule for apparatus replacement.

Currently, water pressure in Clearwater is sufficient for firefighting needs, though there are certain fire hydrants that do not have adequate flow. The city has several areas where hydrants are supplied from 4-inch mains, allowing flows of just 450 gallons per minute (gpm) or less; hydrants in many areas are supplied from 6-inch mains with flow rates of 750 gpm or less. The Fire Department would prefer that the majority of hydrants were capable of supplying water at a rate of at least 800 gpm.

ISO Ratings Fire department services nationwide are rated by the **National Insurance Services Office (ISO)**. Ratings, which cover a wide variety of factors, are made on a scale of 1 to 10, with 1 being the highest rating. The most recent ISO inspection for Clearwater, early in 2019, rated fire protection services **inside the city at 4**, while in rural areas near Clearwater the rating was 6. The ISO rating may impact fire insurance rates for local residents.

Until 2019, first responder **Emergency Medical Services** were provided by the Clearwater Volunteer Fire Department. However, the City eventually found that it could not provide qualified staff in sufficient numbers to meet State requirements.

Emergency medical services in the Clearwater area are now provided by Sedgwick County EMS. The service is funded by Sedgwick County through property taxes paid by all county residents.

When needed in Clearwater, ambulances are usually dispatched from Haysville or Goddard, but may come from other stations if necessary.

Sedgwick County currently provides Clearwater with a Critical Response Vehicle (CRV) unit, assigned to the city 12 hours a day, 7 days a week. The City also maintain a CRV of its own, staffed with volunteers, which covers the other 12 hours each day.

Each 911 call is dispatched to Sedgwick County EMS and to the Clearwater Fire Department. If the CRV unit that responds determines that no ambulance is needed, it will be called off; otherwise the ambulance responds.

Clearwater continues to fund its own First Responder capability, which is based on volunteers. But finding and maintaining a fully trained volunteer service is not a sustainable path forward, so Clearwater must rely on Sedgwick County to provide emergency medical services in the future. If the County does not do so, it may be necessary to create a paid response team in Clearwater, to provide full or partial coverage as needed, to ensure public safety in Clearwater.

EMERGENCY SERVICES GOALS

- Establish a **schedule and budget for apparatus replacement**, based on the fleet evaluation done on all CFD vehicles in 2021 and a firm plan for funding and personnel availability.
- Advocate for Sedgwick County EMS to provide full-time medical response to Clearwater and its surrounding areas with a **24/7 on-site Critical Response Vehicle**.

Public Works Buildings

The Clearwater Public Works Department maintains the City's water, sanitary sewer, and stormwater management systems, city streets, and Clearwater's parks.

The 6,000 square-foot municipal Public Works Building is located at 400 West Ross, on the north side of the street and just west of the railroad tracks. It is heated and air conditioned. The single-story metal building provides office space for Public Works staff, as well as storage space for vehicles, equipment, tools and supplies.



Clearwater Public Works Building

The 3,312 square-foot Parks Maintenance Building is located at 401 West Ross, just east of the tracks, at the southwest corner of Ross and Grain Avenue. It is heated, but not air conditioned.



Clearwater Parks Maintenance Building

Vehicles Public Works vehicles are replaced as needed, and as budget allows.

City Maintenance Vehicles <i>(as of January 2022)</i>	
Year	Description
2018	Ford F-150 Pickup Truck
2016	Ford F-250 Pickup Truck
2013	Chevy Silverado Pickup Truck
2008	Ford F-150 Pickup Truck
2004	Dodge 1500 Pickup Truck
2003	Ford F-550 Two-ton Chassis Cab Truck
2001	Ford F-350 Dump Truck
2000	Ford Ranger Pickup Truck
1998	GMC 3500 Pump Truck
1996	Ford F-150 Pickup Truck
1993	International Dump Truck
1980	International Dump Truck
unknown	New Holland B115 Backhoe

PUBLIC WORKS BUILDINGS GOALS

- Add additional **office facilities** for the growing staff, including office space, a restroom, kitchen, showers, and lockers.
- Construct an additional building for **materials storage**.
- Construct a **covered outdoor equipment storage** area to help protect large equipment that is parked outdoors.

Senior Center

Located at 921 East Janet, the Clearwater Senior Center was built in 2007. It is a 3,282 square foot single-story brick and wood building with a large activities room, an office, storage area, a kitchen and restrooms. The 0.94 acre lot has 54 paved parking spaces, including four ADA spaces.

Intended primarily to serve people 55 years old and older, the Senior Center's programs include social activities, educational presentations, trips and tours, multi-generational activities, medical management, community education, arts and crafts, and games. Hot lunches are provided to seniors, and the Center also supports the local Meals on Wheels program. The Senior Center can be rented for private functions.



Clearwater Senior Center

SENIOR CENTER GOALS

- Over the 20-year Planning Period, the Senior Center should continue to expand, adding an **additional activities room** to accommodate expected growth.
- Consider acquiring a **van** to safely transport seniors for off-campus social & educational activities, which are critical to the future of the Senior Center. If a van is acquired, consider including a **garage** in any new addition, in order to have secure storage for the van.
- Plan to remodel the Senior Center and its site as necessary, in order to ensure that it remains safe and functional, and continues to support Clearwater's expanding senior population.

Clearwater Park System

Clearwater's park system consists of City Park, the Clearwater Aquatic Center, the Chisholm Trail Sports Complex, and the Chisholm Ridge Fishing Ponds.

CITY PARK

The 9.3-acre **City Park** is located on the northwest corner of Ross and 4th Avenue, and is Clearwater's original public park.

City Park facilities include a playground, picnic shelter, basketball court, baseball/sports field with restrooms/concession building, walking paths, and two parking lots. There is additional diagonal parking available along Ross Avenue. The Park site also hosts the Clearwater Aquatic Center, the city water tower and the Clearwater Historical Museum.



CLEARWATER AQUATIC CENTER

Built in 2001, the Clearwater Aquatic Center is located at 145 North Fourth Avenue, in the northeast quadrant of City Park, between the water tower to the south and the Historical Museum to the north.

Aquatic Center facilities include a swimming pool with six lap lanes, a diving area with one diving board, and a generous shallow waterplay area that incorporates a zero entry ramp for ADA access. The pool has a mushroom fountain, two large slides, and two small slides. There is a separate fenced toddler pool.

The **Pool House** includes the pool entry area, restrooms and a concession stand, as well as staff office and locker space. The pool deck incorporates fabric shade structures for comfortable seating, with lounge chairs provided!



CHISHOLM TRAIL SPORTS COMPLEX

The 46.3-acre **Chisholm Trail Sports Complex** is located at 908 East Ross Avenue, in between the High School and the Intermediate-Middle School. Its facilities include a baseball diamond, two softball diamonds, a concessions building with restrooms, three soccer fields, a disc golf course, a skate park, two tennis courts, two pickleball courts, two picnic shelters, walking trails, a marker and monument commemorating the Chisholm Trail, and several parking lots.

CHISHOLM RIDGE FISHING PONDS

Clearwater's two fishing ponds are located on the north side of Ross Avenue, on either side of the entrance to the Chisholm Ridge Subdivision. They are across the street from the Sports Complex, and connected to it with a walking path and crosswalk.

They have walking trails, a fishing platform, and a shaded picnic table.

The Chisholm Trail Fishing Ponds are part of the state's [Community Fisheries Assistance Program](#), and are stocked with largemouth bass and channel catfish. Fishing is permitted with a valid state fishing license; no City permit is required.



Chisholm Trail Sports Complex & Clearwater Fishing Ponds –aerial view

Clearwater Comprehensive Development Plan 2022-2042

During the last few years, improvements have been made to City Park, the Sports Complex, the skatepark, the Fishing Ponds, the disc golf course, the tennis and pickleball courts, and the walking paths. The Park Shelter family area was constructed in 2021, and improvements to the basketball court and playgrounds are scheduled for 2022.

The City will continue to add to and improve Clearwater's park and recreation facilities and programs, to achieve a parks and recreation **system** that successfully serves the entire community into the future.

Park System Data from the Community Survey

Aquatic Center

- Have you ever visited? Yes: 83%
- If so, approximately how often in the last 2 years?
 - 0 times: 29%
 - 1 to 3 times: 27%
 - 4 to 10 times: 22%
 - About once per week during the summer: 11%
 - Twice per week or more during the summer: 11%

How would you rate the facilities & programs in the Aquatic Center?								
	Excellent		Adequate		Inadequate		Don't know	
POOL – slides/mushroom waterfall	72	33%	101	46%	4	2%	44	20%
POOL – main pool/diving board	64	29%	109	50%	3	1%	44	20%
POOL – wading pool/water toys	58	26%	99	45%	12	5%	51	23%
Vehicle access & parking	57	26%	121	55%	17	8%	27	12%
PROGRAMS – night swims (option not shown on hardcopy Survey)	43	25%	68	39%	21	12%	41	24%
POOL – pool shade structures	50	23%	97	44%	32	14%	43	19%
PROGRAMS – pool parties	49	22%	97	44%	5	2%	70	32%
Pedestrian & handicapped access	47	21%	105	48%	8	4%	60	27%
PROGRAMS – swim lessons	42	19%	95	43%	19	9%	65	29%
POOL HOUSE – concessions	33	15%	125	57%	11	5%	51	23%
POOL HOUSE – restrooms	26	12%	131	59%	19	9%	45	20%
POOL HOUSE – showers/locker rooms	25	11%	123	56%	22	10%	50	23%
Totals	49	22%	97	44%	5	2%	70	32%

This table, and others that follow, are sorted in order of the percentages of "Excellent" responses received, shown in blue.

Clearwater Comprehensive Development Plan 2022-2042

City Park, excluding the Aquatic Center

- Have you ever visited? Yes: 97%
- If so, approximately how often in the last 2 years?
 - 0 times: 5%
 - 1 to 3 times: 24%
 - 4 to 10 times: 42%
 - About once per week during the summer: 19%
 - Twice per week or more during the summer: 11%

How would you rate the facilities & programs in Clearwater City Park?								
	Excellent		Adequate		Inadequate		Don't know	
Vehicle access & parking	79	36%	128	58%	6	3%	8	4%
Pedestrian & handicapped access	70	32%	118	54%	5	2%	27	12%
Walking trails	66	30%	113	51%	21	9%	23	10%
Playground equipment	54	24%	123	55%	32	14%	14	6%
Main picnic shelter	35	16%	109	50%	50	23%	25	11%
Restroom / concessions	35	16%	101	45%	69	31%	17	8%
Little picnic shelter (north end)	34	15%	134	61%	19	9%	33	15%
Baseball/softball/soccer fields	32	14%	106	48%	66	30%	17	8%
PROGRAMS – Shelter reservations	31	14%	91	41%	16	7%	82	37%
Horseshoe pits	30	14%	101	46%	16	7%	74	33%
Totals	31	14%	91	41%	16	7%	82	37%

Chisholm Trail Sports Complex

- Have you ever visited? Yes: 87%
- If so, approximately how often in the last 2 years?
 0 times: 17%
 1 to 3 times: 18%
 4 to 10 times: 11%
 More than 10 times: 22%
 About once per week during the summer: 7%
 Twice per week or more during the summer: 24%

How would you rate the facilities & programs at the Chisholm Trail Sports Complex?								
	Excellent		Adequate		Inadequate		Don't know	
Walking trails	69	31%	96	43%	13	6%	45	20%
Chisholm Trail monument & marker	62	28%	102	46%	8	4%	49	22%
3 Soccer fields	47	21%	102	46%	15	7%	57	26%
Baseball field	47	21%	89	40%	48	22%	37	17%
Disc golf course	36	16%	99	45%	7	3%	80	36%
Skate park	35	16%	97	44%	13	6%	76	34%
Vehicle access & parking	33	15%	117	53%	45	20%	26	12%
2 Tennis courts / Pickleball courts	30	14%	80	36%	30	14%	80	36%
2 Softball fields	28	13%	94	43%	57	26%	42	19%
Pedestrian & handicapped access	26	12%	105	48%	39	18%	51	23%
2 Picnic shelters	18	8%	103	47%	46	21%	53	24%
Concession stand	12	5%	95	43%	69	31%	45	20%
Restrooms	12	5%	79	36%	90	41%	39	18%
Shade (option not shown on digital Survey)	1	2%	12	25%	20	42%	15	31%
Totals	1	2%	12	25%	20	42%	15	31%

Clearwater Comprehensive Development Plan 2022-2042

Chisholm Ridge Fishing Ponds

How would you rate the facilities & programs in Chisholm Ridge Fishing Ponds?								
	Excellent		Adequate		Inadequate		Don't know	
Vehicle access & parking	6	3%	36	16%	117	53%	61	28%
Shade	3	1%	32	15%	116	53%	69	31%
Pedestrian & handicapped access	11	5%	68	31%	57	26%	84	38%
Walking trails	17	8%	72	33%	58	26%	74	33%
Fishing ponds	12	5%	97	44%	48	22%	65	29%
Fish stocking program	11	5%	63	29%	43	20%	102	47%
Totals	11	5%	63	29%	43	20%	102	47%

The most powerful response to this question came in the "Inadequate" responses, so that is how this list is ranked. **Vehicle access, parking, and shade** are the improvements most needed at this park.

Park System

What additional facilities would you most like to see in the Clearwater Park System?		
Shaded seating at the Sports Complex	139	15.0%
Farmers Market	116	12.5%
A playground at the Sports Complex	114	12.3%
Waterspray Park (splash pad)	112	12.1%
A splashpad at the Sports Complex	70	7.6%
Lighted practice fields	61	6.6%
Dog Park	60	6.5%
Gazebo / amphitheater / wedding venue	53	5.7%
Bike Paths	50	5.4%
More practice fields	42	4.5%
Outdoor fitness equipment area	38	4.1%
Birdwatching / nature trail	34	3.7%
Dedicated Pickleball Courts	31	3.3%
More soccer fields	6	0.6%
Total Responses	926	100.0%

PARK SYSTEM GOALS

- Provide for a safe, positive, and friendly atmosphere for residents and guests who visit our parks.
- Work to maintain a continuous, positive and **cooperative working relationship** among the City, the School District, the Recreation Commission, and other groups and individuals wishing to utilize, improve, and maintain our community's park and recreation system.
- Continue to engage the Park Advisory Board, the City and the community, to plan for improvements.
- **Improve ADA access to all park facilities**, especially to the new picnic shelters, playground, basketball court and swimming pool at City Park. Where necessary, add **accessible routes linking facilities to ADA parking**. Provide **accessible furnishings**, such as ADA-compliant picnic tables and play equipment.
- Add an **ADA parking space and an accessible sidewalk** connecting it to the fishing platform at the east **Fishing Pond**.
- Consider adding **ADA parking and accessible Pickleball Courts** at the Sports Complex, possibly near the current tennis courts.

- Maintain a **proactive staffing program** for the Park Department, in order to continue providing high standards of maintenance for the park system grounds and facilities.
- Consider doing a complete **Parks and Recreation master plan** for Clearwater, ideally within the next five years.
- Maintain **turf at City sports fields** in a safe, clean and playable condition. Upgrade irrigation systems or replace turf materials as necessary to meet community standards.
- Renovate or construct a new **Sports Complex concession stand**. Consider the feasibility of remodeling the 3-plex to a 4-plex, with a new concessions area in the center.
- Add a small **playground at the Sports Complex**, with nearby **shaded seating and tables**.
- **Improve walking paths**, to encourage exercise and outdoor activities.

City Partnerships

This section describes public facilities and services which are owned by the City of Clearwater and managed by others:

- Clearwater Library
- Clearwater Historical Museum

Clearwater Library

The Clearwater Library building is owned and maintained by the City of Clearwater, while the Library itself is managed by the **Clearwater Library Board**.

The Library Board has seven members, who are appointed by the Mayor and approved by the City Council. The Library is financed with a combination of an annual City mill levy (in 2020, it was 5.970 mills), and funds from the State Library and the South Central Kansas Library System.

Located downtown at 109 East Ross, the Clearwater Public Library building is a 4,143 square foot, single story brick structure, built in 1996. It has a large room for book display, a staff room, and offices for the Library Director and, at this time, the Recreation Commission Director.

Sited on a 0.32 acre lot, the Library has a paved parking lot with 12 parking spaces behind the building, accessible from the alley to the south. There is also ample on-street parking in front of the building along Ross, including two ADA spaces quite near the Library's entrance.

The Library's collection has 2,868 books, 28 periodicals, 137 audio books, 509 DVDs, and 81 other items. In addition, the Library offers access to 35,467 e-books and interlibrary loans. There are six computers available for public use inside the building, and four wifi hot spots for patrons.

The Library is open 36 hours each week. It has 1,929 registered borrowers, providing services to patrons from the entire County and beyond. Programs offered include Story Time, Lego Club, Teen Club, Adult Make & Take, and various other activities and presentations.



Clearwater Public Library

The Clearwater Public Library is a member of the **South Central Kansas Library System (SCKLS)**, which is a regional system of cooperating libraries from twelve counties, based in Hutchinson. An elected Executive Committee, composed of one member from each county, establishes policy and provides financial oversight of the SCKLS. Membership is voluntary, and each member library retains its local self-government and independence. Among other services, SCKLS provides a bookmobile service, workshops, and technology and grantsmanship training for Library staff. More information on the SCKLS is available at www.sckls.info.

CITY GOALS FOR LIBRARY

- Continue to budget for upkeep and maintenance of the library building as needed. As the Community's population grows, the Library may need to be expanded.
- Encourage Library staff to maintain programming and materials that meet the changing needs of the community, in order to ensure that the Library continues to be current and relevant.

Clearwater Historical Museum

The Clearwater Historical Museum buildings and land are owned by the City of Clearwater, while the Museum itself is operated by the nonprofit Clearwater Historical Society. The Museum is financed by both the Historical Society and the City.

The main Museum building was constructed in 1990, on the northeast corner of the City Park site at 149 North 4th Avenue. In addition to the original building, the Museum has a historic 1875 one-room schoolhouse, which was relocated to the site in 2008.

Along with the Schoolhouse, Museum exhibits include a "house" with a parlor, dining room, kitchen, bathroom, and two bedrooms, all furnished with items from early Clearwater. Other displays include a Doctor/Dentist Office, General Store, Laundry Room, Military Room, and Summer Kitchen. The Chisholm Trail mural on the front facade of the Museum was done by Yancy Lough in 2004.

The Museum is equipped with handicapped-accessible restrooms. It has a paved parking lot with eight spaces, including one ADA space.

Staffed by volunteers, the Museum is open on Sunday afternoons and by appointment.



Clearwater Historical Museum

Information from the Community Survey

- Have you *ever* visited the Clearwater Historical Museum?
Yes: 52% No: 48%
- If so, approximately how often in the last 2 years?
0 times: 67%
1 to 3 times: 28%
4 to 10 times: 5%

HISTORICAL MUSEUM GOALS

- Improve the lighting, both inside and outside.
- Provide the necessary budget to consistently maintain the Museum building.

Community Partners

A variety of community facilities which provide important public services to the residents of Clearwater are supported by governmental entities other than the City of Clearwater, or by private organizations. This section provides an overview of some of them.

One important service is provided by a nonprofit organization.

- The downtown **Clearwater Wellness Center** is both owned and operated by the Clearwater Area Community Foundation.

Some public services are provided by governmental entities other than the City of Clearwater, though they are supported by local property taxes.

- Clearwater's **schools**, a vitally important part of the community's public services, are owned and operated by the Clearwater Unified School District, USD 264.
- The **Chisholm Trail Recreation Commission** is supported by property owners in the School District, and managed by its own Board.
- The **Clearwater Cemetery** is owned and managed by the Clearwater Cemetery District.
- The **Ninnescah Township Maintenance Facility** helps support road maintenance in the rural area around Clearwater.

Other needed services are provided by private businesses which are regulated by government.

- **Healthcare Facilities**
- **Clearwater Nursing & Rehabilitation Center**
- **Clearwater Village & Harbor Homes**
- **Clearwater Senior Residences**

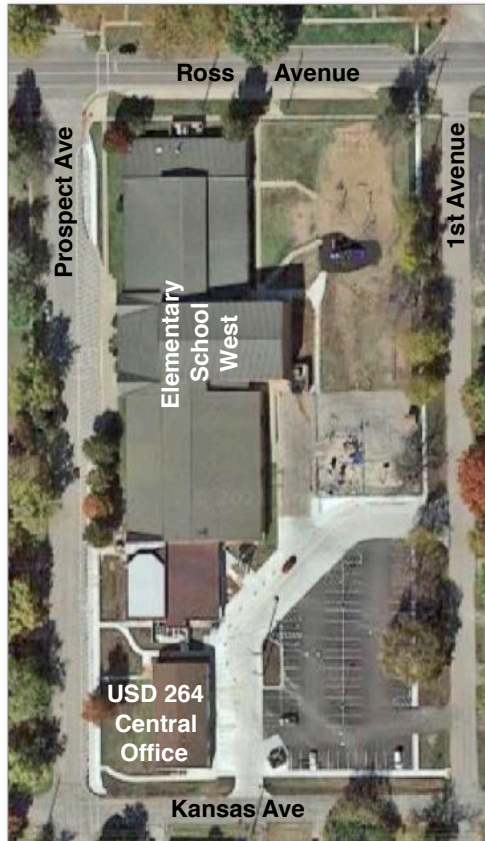
Clearwater Wellness Center

This downtown fitness center is owned and managed by the Clearwater Area Community Foundation Inc. It provides members access to workout equipment and a variety of programs for fitness and positive health, offering the residents of Clearwater opportunities for both physical fitness and social connections.

The Clearwater Area Community Foundation will determine the long term future of the Wellness Center.



Clearwater Wellness Center



Clearwater Elementary School West is located at 101 South 1st Avenue, on the 1.9 acre block south of Ross, between 1st and Prospect. It enrolls about 350 students annually, in pre-kindergarten through 3rd grade. It is designated as "West" because there was previously also an "East" elementary school, which is currently closed, though still owned by USD 264.

The school building is a single-story brick structure built in 1989. It has a gymnasium, an attached fenced playground, and a large paved parking lot.

Clearwater Intermediate and Middle School (CIMS) is located at 140 South 4th Avenue, on a 34.8-acre campus on the southeast corner of 4th and Ross, adjacent to and just west of the Chisholm Trail Sports Complex. The campus has two interconnected classroom buildings, three large paved parking lots, a football stadium with track and field facilities, and a soccer field.

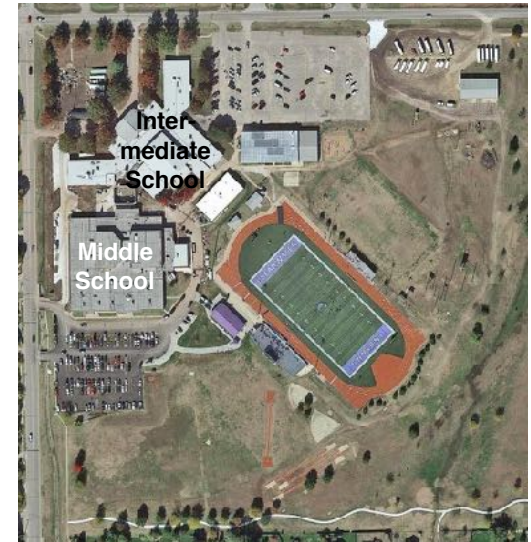
Built in 1960, the CIMS is a single-story brick structure with classrooms, offices and a gymnasium. It enrolls students in 4th through 8th grade.

Clearwater Senior High School is located at 1201 East Ross Avenue, just east of the Chisholm Trail Sports Complex. It enrolls students in 9th through 12th grade.

Built in 2004, the High School building is a 199,234 square foot two-story brick and concrete structure with offices, classrooms, and a gymnasium. The 60-acre site has two large paved parking lots, and ample room for future expansion.

According to the [Kansas Institute for Policy & Social Research](#), as of the 2020-2021 school year, USD 264 had an enrollment of 1,089 full-time-equivalent pupils.

Information on the School District and its individual schools is available on the [USD 264 website](#).



CIC/Middle School campus



High School campus

Clearwater Kansas Recreation Commission

Kansas state law allows communities to choose to support recreational programs through a mill levy based on School District boundaries, rather than municipal boundaries, by establishing a Recreation Commission. This system makes particular sense for small cities with large school systems, where many recreational activities take place at school facilities. A Recreation Commission allows the population of an entire School District to support recreational facilities and programs – which, after all, benefit the citizens of the entire School District.

Mill levies for Recreation Commission activities are subject to voter approval by residents of the School District. The tax dedicated to the Recreation Commission is typically collected by the County Clerk, distributed to the School District, and then passed on to the Recreation Commission. State statutes require that funds dedicated to Recreation Commissions may not in any way reduce the dollars provided to the School District for educational purposes.

Recreation Commissions can and often do generate additional funding through user fees, rentals, investments, gifts, or grants.

The Board governing the Clearwater Kansas Recreation Commission has two members appointed by the City of Clearwater, and three members appointed by the School District.

A mill levy passed in USD 264 in 1983, allowing creation of the Clearwater Kansas Recreation Commission.



Clearwater
Cemetery

Clearwater Cemetery

The 14.2-acre Clearwater Cemetery is located at 534 North Tracy Avenue, at the northwest edge of the city.

Clearwater Cemetery is owned and managed by the **Clearwater Cemetery District**, which was established by the Board of County Commissioners in 1943. Although the office for the Cemetery District is located at Clearwater City Hall, the District is a separate entity from the City of Clearwater. The District has its own Board of Directors, composed of Clearwater's Mayor and the Trustees of Ninnescah and Ohio Townships. The Cemetery District is funded by proceeds from sales and fees, and by a separate annual mill levy supported by property owners within the District. In 2020, the Cemetery District levy was 2.716 mills.

The Clearwater Cemetery District is also responsible for managing three other cemeteries besides the main one in Clearwater:

- Harrington Cemetery (1 acre, on the northeast corner of 111th South & 215th West)
- Noel Cemetery, (0.75 acre, a quarter-mile south of the intersection of Ridge Road & 111th Street South)
- Ruby Cemetery (1-acre, on the southwest corner of 151st Street & 71st Street South)

While the Cemetery District Sexton cares for the cemeteries, administrative responsibilities are managed by the City of Clearwater under an Interlocal Agreement executed between the Clearwater Cemetery District Board and the City of Clearwater on August 24, 2021. This agreement allows for Clearwater City staff to handle administrative duties associated with the cemeteries, while the Cemetery Board retains direct responsibility for oversight of the cemeteries, including all budget and management decisions.

The existing Clearwater Cemetery did not have enough space to meet the needs of the community for the Planning Period and beyond. However, a recent cooperative effort between the City and the Clearwater Cemetery District has solved the problem.

In 2015, the Cemetery District Board had purchased 42 acres of property to be used for a new cemetery, located just north of the Chisholm Ridge residential development. In 2021, the City of Clearwater acquired 48-acres of property, located northwest of the intersection of Diagonal Avenue and 135th Street, which is much closer to the existing Cemetery, and therefore more suitable as a future Cemetery.



Clearwater Nursing & Rehabilitation Center is located at 620 East Wood Street. This nursing home facility offers both long-term and short-term care, including physical and occupational therapy, and orthopedic and stroke rehabilitation.

Located at 440 North 4th Avenue, **Clearwater Village** is an assisted living facility providing home health services, on-site therapy and transportation. **Clearwater Harbor Homes** provides specialized care for early and mid-stage Alzheimer's and dementia patients, including social activities, transportation, and on-site therapy.

Clearwater Senior Residences are located at 911 East Janet Avenue, just south of the Senior Center, these accessible, low-maintenance apartments are designed for senior living. Three buildings have six two bedroom apartments each.

Chisholm Trail Recreation Commission

- Arrange at least one meeting of representatives from the School District, Recreation Commission and the City, to discuss the future of the community's sports fields, including coordination of management and operations. Decide then whether to continue meeting on a regularly recurring basis.
- Encourage expansion of **active** programs to serve all age groups, that take full advantage of Clearwater's park and recreations facilities.
- Encourage renovation of an existing building, preferably downtown, or construction of a new building, to create a dedicated Recreation Center.

CITY GOALS FOR COORDINATION WITH COMMUNITY PARTNERS

Wellness Center

- Encourage the *Clearwater Area Community Foundation* to make sure that the Wellness Center remains downtown.

School District

- On the City website, provide a link to the USD 264 website to view their long term plans.
- Discuss the possibility of establishing a college-credit **trade school** in Clearwater, to help attract and retain young adults who are not pursuing college. Consider training people in plumbing/HVAC or welding, for instance, possibly utilizing USD 264 facilities.

Public Perceptions of Community Facilities

The adjacent table shows results from the Community Survey, when people were asked how they would rate the listed community facilities, programs, and services in the Clearwater area. The results are arranged in order of the percentage of responses that were marked "Excellent", followed by the percentage marked "Adequate".

The highest scores went to the schools, and to community amenities, including the Aquatic Center and Library.

Five different options addressed housing issues, from various perspective. Shown in red text, all five are clustered near the bottom of the ratings.

FACILITY / SERVICE	Excellent		Adequate		Inadequate		Don't know	
School Facilities	104	48%	92	42%	3	1%	19	9%
Aquatic Center	91	41%	106	48%	10	5%	13	6%
Library	80	36%	116	53%	12	5%	12	5%
School Programs	69	31%	104	47%	22	10%	26	12%
Senior Center	60	27%	110	50%	9	4%	40	18%
Police Protection	59	27%	126	58%	22	10%	11	5%
Wellness Center	58	26%	120	55%	17	8%	24	11%
Electrical Service	54	25%	125	57%	8	4%	33	15%
City Park	53	24%	140	63%	22	10%	6	3%
Trash Disposal	48	22%	146	66%	4	2%	23	10%
Water Supply System	46	21%	130	59%	14	6%	31	14%
Sports Complex	46	21%	99	45%	61	28%	14	6%
Sewage Disposal System	43	19%	126	57%	16	7%	36	16%
City Hall	42	19%	150	68%	7	3%	21	10%
Fire Protection	40	18%	128	58%	28	13%	23	11%
Traffic Signs & Signals	38	17%	148	67%	30	14%	4	2%
Stormwater Drainage System	33	15%	129	59%	28	13%	30	14%
Fishing Ponds	29	13%	136	62%	33	15%	23	10%
Recreation Programs	28	13%	111	50%	55	25%	29	13%
Street Lighting	26	12%	139	63%	48	22%	7	3%
Street Maintenance & Cleaning	25	11%	104	47%	84	38%	9	4%
Emergency Medical Service	25	11%	87	40%	89	41%	18	8%
Sidewalks	22	10%	105	48%	86	39%	8	4%
Street Paving	20	9%	125	56%	64	29%	13	6%
Industrial Development Sites	20	9%	122	55%	26	12%	54	24%
Housing Quality	18	8%	128	58%	48	22%	27	12%
Economic Development Promotion	18	8%	98	44%	56	25%	49	22%
Health Services	18	8%	98	44%	75	34%	30	14%
Sufficient Variety of Housing Types	16	7%	89	41%	93	42%	21	10%
Housing Availability	14	6%	76	35%	109	50%	20	9%
Housing for Elderly & Handicapped	13	6%	69	31%	100	45%	40	18%
Job Opportunities	11	5%	64	29%	111	51%	33	15%
Sufficient Quality Rental Housing	11	5%	63	29%	111	50%	36	16%
Totals	1,278	18%	3,709	51%	1,501	21%	783	11%

CHAPTER 6. Land Use Plan

Analysis of existing land use patterns is a basic component of comprehensive planning, affecting planning decisions regarding everything from new community facilities to transportation system improvements. It is the essential first step in order to determine desired *future* land use patterns, a determination which in turn impacts municipal policies and programs.

The use of any given parcel of land may change over time, but it is typically a slow process. Therefore, existing land use patterns are generally accepted as the basis for a realistic projection of future land use patterns.

A Land Use Plan describes existing patterns and future goals for various categories of land use—such as residential, commercial, and industrial. Types and amounts of future land use categories should be designed to accommodate the estimated future population of the City by the end of the Planning Period.

A Land Use Plan must coordinate *future* land uses with the patterns of *existing* land use, **minimize incompatible adjacent land uses**, strive for **harmony** between land uses and existing physical conditions such as floodplains, and maintain an appropriate **balance** among the various types of land uses within a community.

This Land Use Plan addresses the distribution and interrelationships of existing land uses in the City of Clearwater and its surrounding Planning Area. It also evaluates the potential for future development in the area, and will help to guide that development as it occurs.

MAPS

Included within this chapter are diagrammatic maps showing existing land use patterns for both the City and the Planning Area, as well as maps showing proposed future land use patterns and growth areas for the City.

Although zoning and land use are interrelated, an Existing Land Use Map is **not** a Zoning Map. An **Existing Land Use Map** is a snapshot of what types of use a parcel or part of a parcel of land was being used for, at the time the map was created—irrespective of that parcel's zoning.

An analysis of how actual land uses intersect with existing zoning districts can help to inform any potential adjustments that may be needed to zoning district boundaries on the City's Official Zoning Map.

A **Future Land Use Map** is a projection of proposed future land use patterns. A Future Land Use Map in a legally adopted and valid Comprehensive Plan provides a **legal foundation** for both the judicial review of zoning cases, and for the adoption of Subdivision Regulations.

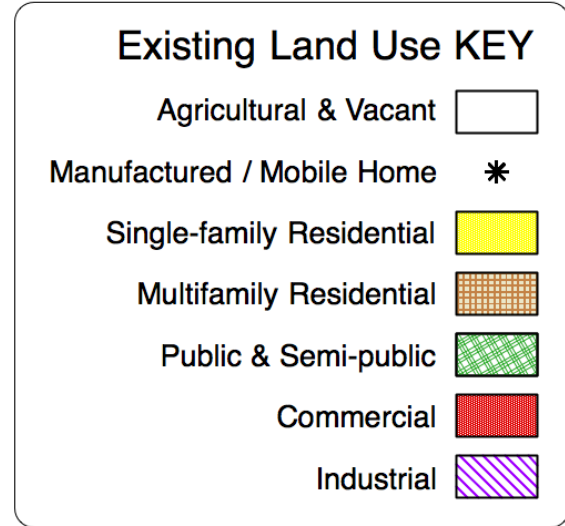
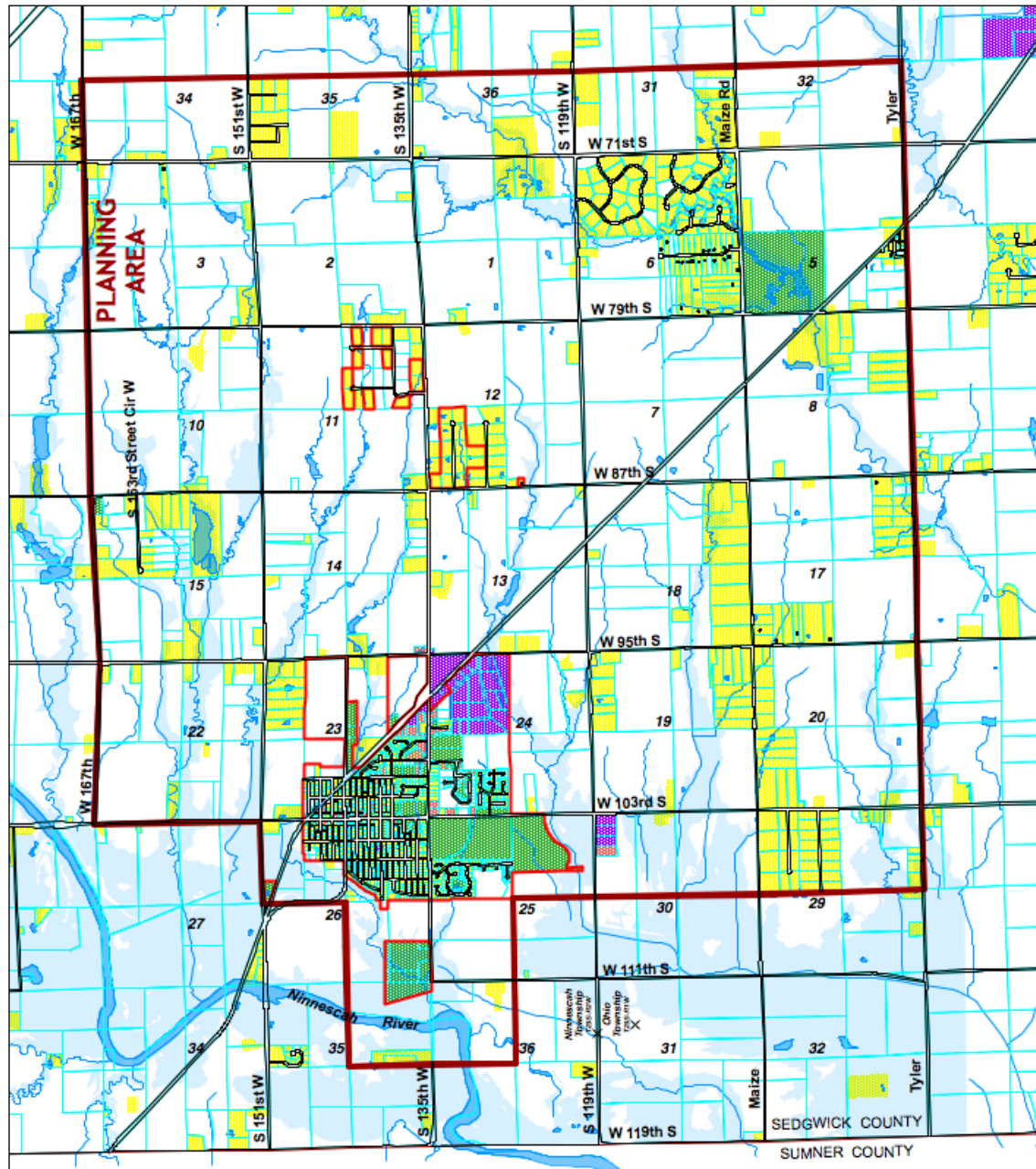
Existing Land Use

Existing land use in the Clearwater Planning Area was evaluated in early 2022. Land uses were determined using an examination of aerial photos and street views, coordinated with a review of the use designations available from Appraiser's information on the [Sedgwick County Mobile Land Records](#) website. City leaders and municipal staff then reviewed the map for accuracy.

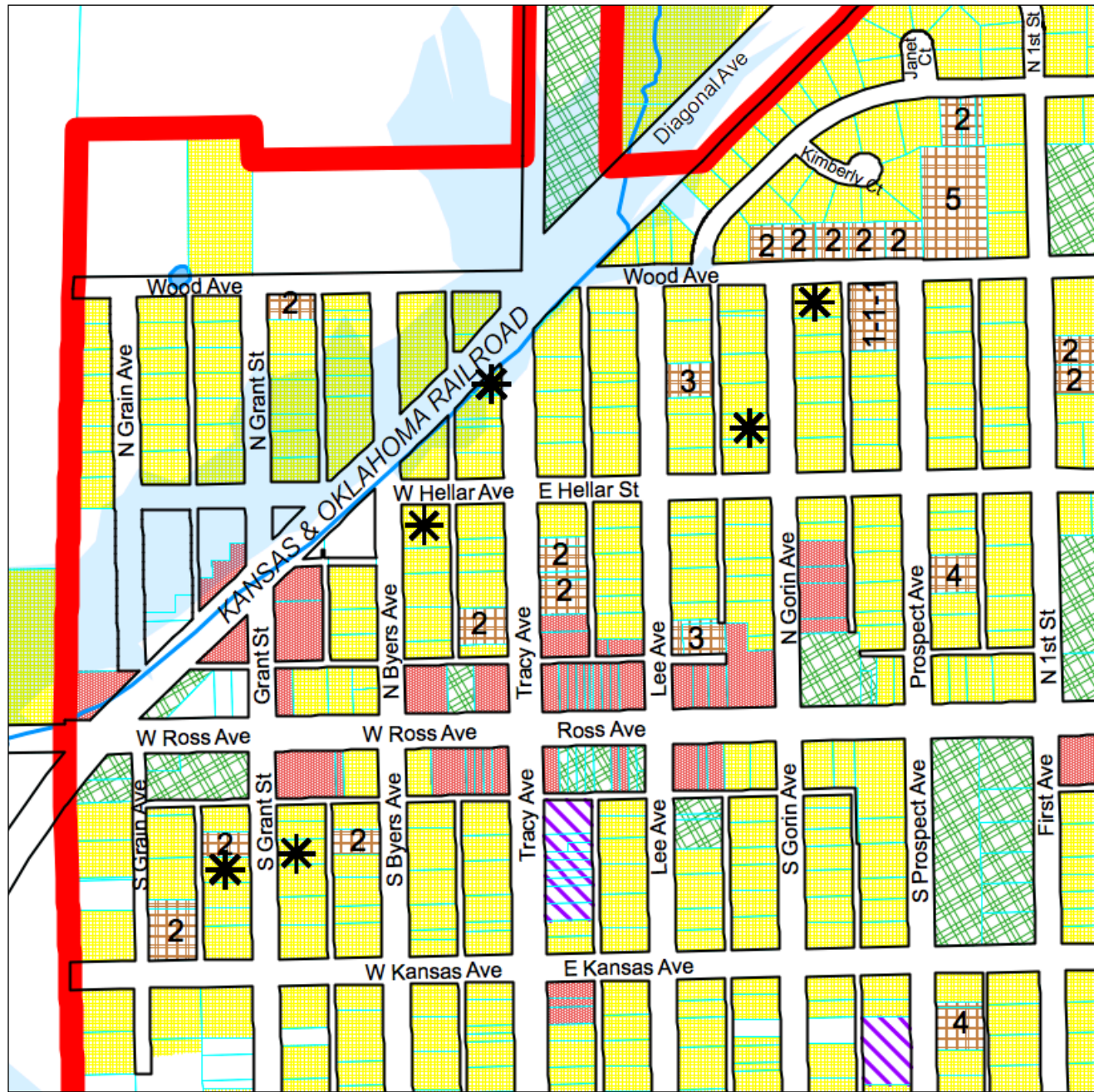
Each parcel of land was classified by its current type of use, according to the following land use definitions:

- **Agricultural & Vacant** – Land outside the city limits which is used for agricultural purposes, such as growing crops or raising livestock, or retained as natural open space. Also, land within the City limits which is not built upon, such as vacant lots, natural open space, and urban land used for agricultural purposes.
- **Single-family Residential** – Land devoted to residences occupied by one household. Individual manufactured/mobile homes, outside of mobile home parks, were identified separately from site-built housing.
- **Multi-family Residential** – Land devoted to multiple occupancy dwellings containing two or more individual residential units, such as duplexes or apartment buildings. Also includes single parcels that have more than one dwelling unit.
- **Public and Semi-public** – Land devoted to city, county, or state-owned buildings, parks, schools and other governmental activities, including special uses regulated by government, such as utilities, cemeteries and nursing homes. Also includes institutional uses of land for public purposes, such as churches, social or service clubs, lodge halls, and nonprofit organizations, including land owned by homeowners associations.
- **Commercial** – Land and buildings where merchandising, service oriented, or professional activities are conducted.
- **Industrial** – Land and buildings used for manufacturing or heavy construction purposes, or their associated storage. Includes grain elevators and salvage yards.
- **Transportation** – Public land used for transportation right-of-way or other transportation related purposes. Includes streets, alleys, highways and railroads; does not include driveways, garages, or parking lots.

Maps on the following pages show patterns of existing land use for the Clearwater Planning Area, the main developed area of Clearwater, and for the downtown area.



Map: Existing Land Use – Clearwater Planning Area



The numbers shown on multifamily parcels indicate the number of dwelling units per parcel.

Map: Existing Land Use – Clearwater Downtown Area

GENERAL CITY PATTERN – EXISTING

The City of Clearwater incorporates 1,236.6 acres, or 1.9 square miles. Land use patterns within the city limits are generally cohesive. The following table shows the percentages of various land use categories in the city.

Existing Land Use in the City of Clearwater			
Land Use	Total acres	% of developed area	% of total area
Residential (total)	385.2	39.3%	31.2%
<i>Single-family</i>	362.6	37.0%	29.3%
<i>Multifamily</i>	22.7	2.3%	1.8%
Public & Semi-public	288.6	29.4%	23.3%
Commercial	31.8	3.2%	2.6%
Industrial	110.8	11.3%	9.0%
Transportation ROW	163.5	16.7%	13.2%
Total Developed Area	980.0	100.0%	79.2%
+ Agricultural & Vacant	256.6		20.8%
= Total Area	1,236.6	—	100.0%

Developed land represents 79% of all the land in the city, and totals about 980 acres. The remaining 21% of the land is categorized as **undeveloped**, and is vacant or in use for agricultural purposes. Some of the undeveloped land is in residential-scale platted lots, but most is in large parcels near the city's perimeter, particularly in the northern portion of the city.

Clearwater original core developed around the intersection of Ross Avenue and Tracy Avenue, where downtown is today. The majority of the city's developed land is still in sections 23 through 26 of Ninnescah Township, forming a compact and contiguous urban area.

Parts of a city that are geographically separated from the majority of the city by unincorporated land are termed "island annexations". As a general rule, such dispersed development is problematic, but there are sometimes good reasons for such non-adjacent annexations.

Clearwater has one 50.7 acre island annexation on the north edge of the city, separated from the main part of town only by the railroad tracks and Diagonal Avenue. Clearwater also has a number of outlying island annexations, much farther separated from the bulk of the city:

- South of town, at the intersection of South 135th Street West and West 111th Street South, is a 60.7 acre annexed area that contains the City Wastewater Treatment plant and lagoons, as well as a small Ninnescah Township maintenance and storage area.
- Southwest of town, just north of the intersection of South 151st Street West and Tracy Avenue, a single 4.5 acre annexed parcel hosts a cell tower and the City Brush Dump.
- Ranging from one to two miles north of town, there are two large-lot residential developments along either side of South 135th Street West, between West 87th Street South and West 79th Street South. A cluster of ten island annexations incorporates some of the individual parcels.

There are good and obvious reasons for the sewage lagoons and the cell tower to be well separated from the community's neighborhoods. The residential lots in the island annexations north of Clearwater were annexed because many properties in the Prairie Meadows development could not depend on their wells for safe drinking water. The City agreed to extend a water main north to provide them with reliable water service, and in return the landowners agreed to first petition for annexation in order to be connected to the municipal water system.

RESIDENTIAL — EXISTING

Residential land use covers 385 acres within the city limits, accounting for 39% of developed land. It is the single largest category of land use in Clearwater. Of the land in residential use, about 363 acres are used for single-family homes, and about 23 acres are used for multifamily homes.

Single-family Housing Clearwater has a range of housing types, from 19th and early 20th Century bungalows, to post-WWII cottages, to contemporary subdivision homes.



Typical single-family homes in Clearwater



Multifamily Housing Scattered about in the original part of the city, south of Wood Avenue and west of Fourth Avenue, there are twelve duplexes, three triplexes and two fourplexes. There is also one property on the southwest corner of Wood and Prospect which has three individual small houses on one parcel.



Typical duplexes and fourplex in original part of Clearwater



North of Wood Avenue and east of Fourth Avenue, in more recently developed areas, multifamily housing is clustered together, rather than scattered within single-family neighborhoods. Multifamily housing in this part of the city was often built with federal subsidies, and is intended for use by seniors, the handicapped, and low-income residents.



Mimosa Arms — 30-unit low income apartment complex

East of Fourth Avenue, in the Indian Lakes Addition near the Senior Center, there are 11 duplexes and 4 triplexes. West of Fourth and north of Wood, in the Rolling Hills neighborhood, there are nine duplexes, one triplex and one fourplex, as well as three garden apartment complexes— one with five units in one building, one with eleven units in four buildings, and one with 30 units in five buildings.



More recent duplexes in Clearwater

Manufactured Homes There are no manufactured home parks in Clearwater, but there are about half a dozen individual manufactured homes, generally double-wide residential-design units that blend in well in single-family neighborhoods.



Typical manufactured home in Clearwater

PUBLIC AND SEMI-PUBLIC — EXISTING

The 289 acres of public and semi-public land use in Clearwater represent 30% of the developed area within the city limits. It is the City's second-largest category of land use, after residential.

Clearwater's schools, including the old Elementary School, are the largest single public land use in the city, using 101.6 acres. The City Wastewater Treatment plant and a small Ninnescah Township maintenance and storage area use 60.7 acres. Municipal parkland utilizes 60.2 acres, including Clearwater City Park, the Chisholm Trail Sports Complex, and two fishing ponds.

Smaller public land uses include City Hall, the City Public Works Buildings, Emergency Services, the Post Office, Cemetery, Library, and City Brush Dump. Semi-public land uses include numerous churches, the SKT communications company offices, nursing homes, a lodge, and land owned by Homeowners Associations.

COMMERCIAL— EXISTING

Clearwater has 32 acres of land in commercial use within the city limits, comprising just 3% of the developed area. This is the smallest category of land use inside the city.

Commercial land uses in Clearwater are clustered primarily in three general areas.

- Smaller retail and service businesses are typically located in or near downtown.
- Several restaurants and a Dollar General store are in the area northeast of the 4th and Ross intersection.
- A number of larger-lot commercial businesses are located on the north end of 4th Avenue, in the vicinity of the Post Office, including two banks, a liquor store, and a self-service storage facility.

INDUSTRIAL— EXISTING

There are 111 acres of industrial land inside Clearwater, comprising 11% of the developed area.

By far the largest industrial use is the 103 acres owned by the Plains Cotton Cooperative Association, on the northeast edge of town. The Duraform office and warehouse facility, at 4th Avenue and the railroad, uses 4.1 acres of land. Shackelford Machine, a machinery manufacturing company, utilizes 1.1 acres on Tracy, between Ross and Kansas Avenues. A 0.6-acre warehouse and storage facility is on Prospect, between Kansas and Park Avenues.

TRANSPORTATION RIGHTS-OF-WAY — EXISTING

Within the the city limits, 164 acres are incorporated in platted rights-of-way for streets, alleys and the railroad. This land use comprises about 17% of the developed area, and 13% of the City's total area. Transportation is Clearwater's third-largest category of land use, after residential and public/semi-public.

LAND USE OUTSIDE THE CITY LIMITS — EXISTING

The Planning Area, excluding land within the city limits, encompasses 16,480 acres, or 25.75 square miles. About 79% of that land is in **agricultural** use, though residential, public, commercial and industrial uses also occur.

Of land inside the Planning Area but outside the city limits:

- About 2,468 acres are in **single-family residential** use.
- An electrical substation and the Starwoods Outdoor Center Girl Scout camp comprise the 159 acres of **public and semi-public** land use.
- There are 8.2 acres in use for **Commercial** purposes.
- There are 39.3 acres in use for **industrial** purposes, including the Co-op Elevators and Duraform Inc.
- About 541 acres are in use as transportation right-of-way, for roads and the railroad.

Future Land Use

A future land use plan is intended to encourage efficient, balanced, and compatible land use patterns in the City and its immediate area. The **Future Land Use Map shown at the end of this chapter** exhibits a desired pattern of land use, and is intended to guide land use planning decisions during the Planning Period.

However, flexibility is also essential in the implementation of a future land use plan, and it is expected that the Planning Commission may occasionally need to make minor adjustments. In the event of a natural disaster such as a tornado or flood, the Commission made have to quickly make major adjustments.

When a specific area in the city is about to be developed, policy decisions on its development should remain in keeping with the overall land use concepts expressed in the Future Land Use Map, but must also respond to current data.

When an area is designated for a particular future land use, that designation should be considered as an indication of preferred land use character and predominant type, rather than an absolute requirement that the area be developed exclusively for the noted land use. For example, a church or school could be considered a compatible use in an area designated for future residential development.

A number of factors must be considered when projecting future land use—including community attitudes and goals, existing physical features, existing land use patterns, potential utility service areas, future population goals and housing needs, and proposed development projects.

In general, it is considered desirable for **residential** land use patterns within a city to be separated from commercial or industrial uses. The exception to this guideline is in **mixed-use neighborhoods, where the proximity of residences to commercial and public areas promotes walkability.**

Some **public** land uses are compatible with residential areas (such as neighborhood parks or small churches), and some are appropriate to commercial areas (City Hall or the Post Office, for example). Modern schools tend to be larger and generate more traffic and noise than schools in earlier times, but ideally should still be located close enough to residential neighborhoods to allow at least some children the option to walk or bike to school.

Commercial land uses are typically located near transportation nodes, and clustered together to create economic synergy. By preference, both retail destinations and workplaces should be within walking distance of some residential neighborhoods.

Industrial land uses, particularly for heavy industry, often require heavy-duty utility services, generate considerable truck traffic, and may produce dust and other air pollutants, as well as considerable noise. Therefore they are often consolidated in a few areas with appropriate utility services, typically near highways and railroads, and away from and downwind of residential neighborhoods.

GENERAL CITY PATTERN — FUTURE

Since the development of the interstate highway system began in the 1950s, the United States has been on a 70-year building spree of sprawl. Only recently have we begun to face the fact that we cannot possibly afford to *maintain* the sprawling infrastructure that we have built.

- For more information on the costs of America's deferred infrastructure maintenance needs, see the American Society of Civil Engineers' [2021 Report Card for America's Infrastructure](#).
- For more information on alternative strategies for making your city fiscally strong and resilient in the long term, see [Strong Towns](#).

It is crucial for cities to maintain a compact development pattern, because it maximizes the efficiency and minimizes the cost of providing public services, from utilities to police patrols—not only in short-term operating costs, but in long-term maintenance costs.

Compact and contiguous development is not only an economical strategy, it is also a pragmatic one. Kansas statutes [K.S.A. 12-520 et. seq.](#) make new island annexations very difficult for Kansas cities to implement, while it is relatively easy for cities to annex land that is adjacent to existing corporate limits.

- An overview of the detailed requirements for various types of annexation processes is available in the [2015 Kansas Legislator Briefing Book on Annexation](#).

Clearwater is basically compact, and should continue its pattern of contiguous development. Consider encouraging development of a higher percentage of more dense, urban-style neighborhoods in proportion to larger-lot suburban developments.

DIRECTION OF GROWTH

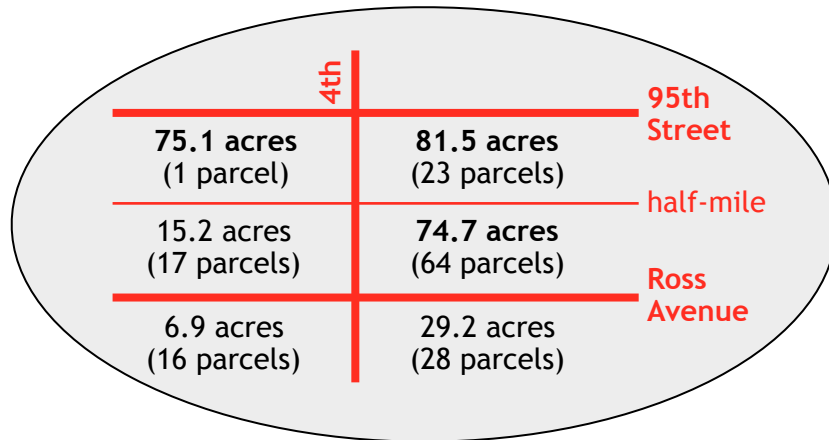
Clearwater's founders located the original City just outside of the Ninnescah River floodplains. Access to fresh water and rich floodplain soils have given Clearwater many advantages over the years, but there are undeniable disadvantages to the City's site, as well.

Floodplains will prevent most development to Clearwater's southwest, south, and southeast. However, there is ample land to the city's northwest, north, and northeast which is not in floodplains, and which is potentially suitable for development.

With the Wichita metropolitan area to the City's **north and east**, development in those directions is likely to be more marketable.

- Given that City water lines have already been extended for two miles north to serve the Prairie Meadows subdivision there, **growth to the north along 135th Street** will be particularly cost-effective, at least for the 20-year duration of this Plan.
- Existing water lines extend east from Clearwater along 103rd Street, connecting to the City water wells. However, development to the east along 103rd would have to be hopscotched over a number of floodplains associated with streams that drain north to south into the Ninnescah River. This may make annexation a bit more challenging, but the cost benefits of utilizing existing water infrastructure make **development to the east along 103rd** a reasonable option as well.
- If the Arc95 project is implemented, and a bridge across the Arkansas River at 95th Street becomes a reality, development in the Clearwater area will undoubtedly be galvanized to the **east along the 95th Street corridor** as well.

As shown in the diagram below, the bulk of Clearwater's **already annexed and as yet undeveloped land** is along the north and northeastern edges of the City—available for development in exactly the directions in which the City should focus on growing.



RESIDENTIAL – FUTURE

Before the 1950s, it was common for American neighborhoods to have a mix of single family and multifamily homes, including garage or upstairs apartments, duplexes, and even small 3- or 4-unit apartment buildings. These neighborhoods worked well, supporting diverse multi-generational communities with housing at a range of price points.

In the last half of the 20th Century, however, it became standard practice to isolate single-family housing in large and homogeneous developments of similar houses. On the occasions when multifamily housing was built, it tended to be in the form of big apartment complexes or multiple city blocks of duplexes, completely separated from single-family neighborhoods.

Now, in the 21st Century, the social and economic advantages of traditional mixed neighborhoods are appreciated again. Such neighborhoods offer the option for multiple generations of a family to find appropriate housing without having to move far away. Higher density allows more people to be supported with less infrastructure, and improves options for walkability and the social connections that walkability encourages.

Many small rural cities have insufficient low-cost and rental housing to meet local demand, and therefore lose young residents who cannot yet afford to own a home, as well as older residents who may be looking for a lower-maintenance lifestyle.

There is often a tendency to think that all single-family homes are owner-occupied, and all multifamily homes are rentals, but this is not the case. Twin homes and condominiums of various configurations allow individual ownership of homes within a multifamily structure, and single-family detached houses may be rented.

About 17% of Clearwater's housing units are in multifamily configurations, and 26% of its occupied housing units are rentals.

While there is clearly an ongoing demand for **large, single-family suburban homes** in Clearwater, there is also a national trend toward **smaller homes in walkable, urban-style neighborhoods**. Ideally, such neighborhoods should supply both owner-occupied and rental options.

Encourage development in Clearwater that offers **a mix of both single-family and appropriately-scaled multifamily housing**. Such housing might include townhomes, patio homes, duplexes, triplexes, small apartment buildings, or accessory apartments.

Smaller types of multifamily housing can often be accommodated in single-family neighborhoods, so long as they are designed to fit in with the character of the neighborhood, and parking requirements are handled sensitively. Only apartment complexes large enough to generate significant amounts of traffic are incompatible with single-family neighborhoods.

Zoning regulations sometimes need to be changed in order to allow development of neighborhoods with a mix of compatibly designed multifamily housing scattered among single-family homes.

Maintaining an array of **diverse housing options at a range of price points** should be a primary goal of future development in Clearwater, including economical units for young adults and accessible units for seniors. Continue to encourage development of single-family homes, as well as high-quality, accessible, and low-maintenance multifamily housing.

20-year Housing Needs The following rough calculations show the scale of Clearwater's 20-year housing needs. These estimates do *not* account for the replacement housing units that would be needed in order to compensate for existing houses which may be lost to causes such as fire or demolition.

- If the City's 2020 Census population of 2,653 continued to grow by its historic rate of about **13.1% per decade**, Clearwater would have 3,394 people by 2040, for a net gain of about 741 individuals.

Taking the additional population, and dividing that number by the *2015-2019 American Community Survey* average household size of 2.79 people per household, Clearwater might expect to have **about 266 additional households by 2040**, which would require an average increase of **about 13 housing units per year**, each and every year for the next two decades.

- A similar calculation for a **20% per decade** rate of population growth would result in **about 405 additional households by 2040**, requiring an average increase of **about 21 housing units per year** each year for the next twenty years.

Of course, housing is rarely built at smooth and predictable rates. In fact, it tends to be developed in spurts. Nevertheless these estimates should help provide an idea of the scope of long-term housing demand in the community.

As of early 2022, Clearwater had enough platted lots available to support **225 additional housing units**, but will still need to plat additional neighborhoods to accommodate its likely growth over the 20-year Planning Period.

- Park Glen Estates – 63 lots
- Chisholm Ridge – 26 lots
- Chisholm Ridge North – 50 lots
- Indian Lakes – 13 duplex lots / 26 housing units
- Indian Ridge – 50 lots
- Indian Lakes Assisted Living – 10 lots

PUBLIC & SEMI-PUBLIC — FUTURE

The City may need to acquire additional land during the 20-year Planning Period, to allow for necessary expansion or relocation of municipal support facilities. As new residential development occurs, additional **park land** may be needed, particularly for sports fields.

COMMERCIAL — FUTURE

Continue to enhance Clearwater's three primary commercial areas. Ideally, businesses in each area should serve different commercial needs, complementing each other, rather than unduly competing.

The two commercial nodes on 4th Avenue—one east of Ross, and one south of the railroad tracks—should continue to be focussed on larger-lot commercial development that depends on vehicle traffic and ample parking lots for success. Downtown's commercial development will be addressed in more detail in its section at the end of this chapter.

INDUSTRIAL — FUTURE

The Plains Cotton Cooperative Association intends to continue expanding the facilities on its existing campus. This industrial growth will substantially impact Clearwater's future economy, its transportation network, and its future housing needs as well.

To attract additional light industry to Clearwater, consider developing an industrial park near the community's existing industrial area along north 135th Street. Ideally, provide pad-ready sites—graded, with utilities stubbed, and road access already developed; in short, ready to be built on.

TRANSPORTATION RIGHTS-OF-WAY — FUTURE

From a land use perspective, Clearwater has an adequate right-of-way network to sustain expected growth. If new subdivisions are developed on currently vacant land, their streets should be platted with enough width to accommodate paved roadways suitable for expected traffic loads, as well as adequate drainage facilities, utilities, sidewalks, and street trees.

Street patterns should be designed to coordinate with both existing streets, and with potential future expansion of both the street network and the sidewalk and bike path network. They should also account for a future bike path network pedestrian connections.

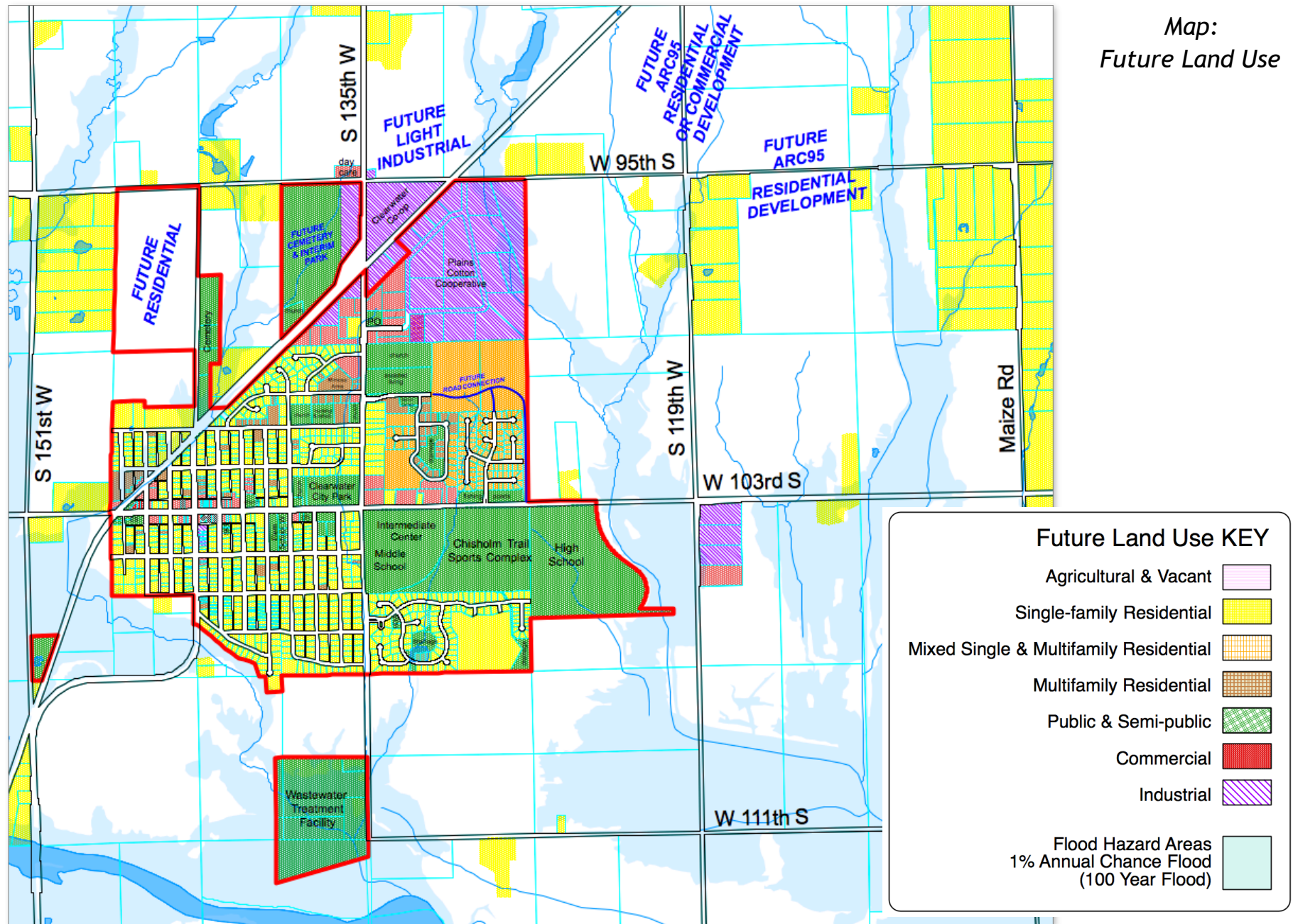
LAND USE OUTSIDE THE CITY — FUTURE

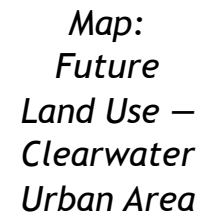
Portions of the Planning Area near Clearwater have already been developed for residential use.

If demand for **large-lot residential housing** occurs in the Planning Area, **discourage scattered lots** and instead **establish platted rural subdivisions**. Such subdivisions should have good road access, and be located to avoid floodplains.

In general, however, the Planning Area outside the City should continue to be used mainly for **agriculture**, which should be regarded as the highest and best use for such productive soils.

Consider implementing a policy of annexation, or at least requiring an *Agreement to Not Protest Annexation*, for any property outside the city limits that wishes to connect to City utilities.





Downtown

A city's downtown is a concentration of commercial, cultural, and civic activities. No matter how large or small the city, having a vibrant downtown is critical to both its quality of life and its economic success.

Its downtown is not only a small town's major economic driver, it is "everybody's neighborhood", a cultural center where people from the entire area congregate. When people think of a particular small city, its downtown is usually the first image that comes to mind, so the character and attractiveness of a community is often judged by the character and attractiveness of its downtown.

Community Survey participants were asked to think about Clearwater's downtown business district, and check factors of the physical environment which need improvement. Factors are listed in order of the percentage of respondents that expressed concern.

- Areas behind businesses: 21%
- General appearance of building facades: 13%
- Storefronts used as storage: 13%
- Restrooms: 11%
- Parking lots: 8%
- Business signs: 6%
- Lack of street trees : 6%
- Handicap access to businesses: 5%
- Condition of sidewalks: 5%
- General attractiveness of streets & sidewalks : 5%
- Ease of vehicle access: 4%
- Condition of streets: 4%

DOWNTOWN – EXISTING

Clearwater's recent downtown streetscape renovation included new sidewalks, street trees, decorative lighting and street furniture, as well as improved ADA accessible parking. The improved streetscape is a major step toward keeping the heart of the community vital.

Having City Hall, the Library and the Wellness Center downtown creates a focus of pedestrian activity that contributes considerably to the success of downtown businesses. Every effort should be made to keep all three destinations downtown permanently.



DOWNTOWN – FUTURE

The streetscape and building facades in downtown Clearwater are already in excellent condition. To take full advantage of the public space they create, work to attract more businesses and more people downtown.

Focus on businesses which thrive in the synergy of a walkable neighborhood, such as restaurants, small retail shops, service businesses, or professional offices.

Institute community events that attract people downtown. Anything from coordinated sales events by downtown businesses, to car shows, to holiday celebrations can work to bring people together.

Coordinate with the local Chamber of Commerce or some similar organization to promote special events, implement holiday lighting and displays, and coordinate group advertising. Kansas state statutes allow for the creation of a **Business Improvement District** by the City, with taxing authority to fund such efforts. ([K.S.A. 12-1781](#) *et seq.*)

Ideas for Renovating Small Town Downtowns

Consider the following resources to inspire ideas for continuing to improve Clearwater's downtown:

- From 1985 to 2012, [Main Street Kansas](#) programs operated successfully in 25 Kansas communities, helping to revitalize and preserve downtown districts. The Kansas program was reestablished in 2020, and once again offers resources and tools to breathe new life into historic commercial districts.
- USDA's [Downtown Revitalization](#) webpage includes case studies and a list of [funding resources](#).
- [What businesses would work in a small town? Filling empty buildings](#), an article on the webpage of *Small Biz Survival: The Small Town and Rural Business Resource*.
- [Creative Uses for Downtown Buildings in Small Towns](#), a 2017 study from Wisconsin that offers 23 examples of creative uses that brought activity back to small town downtowns.
- 50 Best Small Town Downtowns in America is a 2015 article in *Best Choice Reviews*.
- HGTV's [Home Town Takeover](#), available for viewing online, is an 8-episode television series featuring 12 renovations designed to revitalize the small town of Wetumpka, Alabama. Episode 8 is a retrospective highlighting the logic behind selecting renovation projects that will have the biggest impact on the whole community.

FUTURE LAND USE GOALS

Land Acquisition

- The City should **plan ahead to acquire land that might be needed for any future municipal facilities, especially parks.**
- Consider acquiring land or an easement to allow a monumental **wayfinding sign** to be installed **near the intersection of K-42 and 135th Street**, preferably on the north side of K-42, to help guide visitors from the Wichita area to Clearwater.

Housing

- Support both renovation of existing homes and development of new housing, to create a range of **housing options** that will respond to changing population trends in Clearwater.
- In addition to development of single-family homes, support development of **down-sized and accessible housing options**, as well as housing options designed for **multiple independent adults in one household**.
- Encourage **updating of Clearwater's smaller homes** for use by one- or two-person households, especially young adults and down-sizing empty-nesters.
- Encourage development of **various types of housing**, including low-maintenance and accessible patio homes and small apartments, and duplexes, triplexes and fourplexes.
- Encourage **platted rural subdivisions, as opposed to** scattered large-lot residential development.

DOWNTOWN GOALS

- Pursue strategies to find commercial or public **uses for vacant downtown buildings**. Focus on attracting businesses which thrive in a walkable neighborhood, such as restaurants, small retail shops, service businesses, or professional offices.
- Coordinate with the local Chamber of Commerce or some similar organization to institute and promote special events, implement holiday lighting and displays, and coordinate group advertising. Consider the option of creating a Business Improvement District, with taxing authority to fund such efforts.
- Adopt an ordinance that prohibits the use of downtown commercial properties for ground floor storage.
- Put a time limit on inappropriate **nonconforming (grandfathered-in) land uses occurring downtown**, either by utilizing the abandonment provisions of the City's Zoning Regulations (see Article 8-5), or by revising Clearwater's Zoning Regulations to establish a time limit on nonconforming uses (as allowed by [K.S.A. 12-771](#)).

CHAPTER 7. Regulatory Tools

A community's planning goals are implemented in a variety of ways, including the use of regulatory tools. This chapter provides an overview of such tools—Zoning Regulations, Subdivision Regulations, Construction and Environmental Codes, Annexation, Extraterritorial Jurisdiction, and Site Plan Review.

While Clearwater does not currently utilize the last two options, Planning Commissioners and other City leaders should nevertheless be familiar with all of their potential regulatory resources.

By statute, a city's Planning Commission is directly involved with the development and administration of Zoning and Subdivision Regulations, can recommend other local codes, and makes recommendations to the City Council on annexation decisions.

Zoning Regulations

The goal of zoning should be to ensure high standards for development, without unduly restricting private initiative or causing excessive development costs.

Zoning Regulations protect property values by ensuring that residential, commercial and industrial land uses are located in compatible arrangements which prevent conflicts. **Zoning seeks to *prevent* conflicts between adjacent land uses, and is the major tool for resolving conflicts which do occur.**

Zoning can help maintain the rate of development at a pace which can be sustained by the community's infrastructure of public and private facilities and utilities.

Zoning regulations establish residential densities, by specifying standards for building setbacks from property boundaries, as well as requirements for maximum building height and maximum lot coverage. They establish standards for required parking spaces, and for the size and location of signs. They regulate accessory structures and uses, and home occupations.

Zoning regulations in Kansas are **not retroactive** and, therefore, they are not effective in cleaning up past mistakes—except over very long periods of time, by the gradual demise of lawful nonconforming uses (grandfathered-in land uses). This is why it is **important to adopt and enforce appropriate zoning before problems occur.**

Legislative Capacity and Quasi-judicial Actions: When a city adopts new zoning regulations or makes revisions to existing regulations, it is acting in a **legislative** capacity. Since a 1978 court case, cities in Kansas have been required to act in a **quasi-judicial** manner when holding a hearing and deliberating on an application for rezoning of a specific parcel of land.

To act in a **quasi-judicial** manner, the **Planning Commission is required to make its recommendations based on findings of evidence and an issue oriented analysis, in order to prevent arbitrary and capricious zoning decisions. The Governing Body is held to the same standards.**

If the Governing Body chooses to differ with or amend the recommendation of the Planning Commission, it may not do so arbitrarily. It **must support its decision by determining its own findings and analysis**, and either override the Planning Commission's recommendation by a two-thirds majority vote, or by a simple majority vote return the recommendation to the Planning Commission to be reconsidered.

Reasonableness: The Governing Body must establish specific **factors** on which zoning decisions and special use cases are to be determined. According to [K.S.A. 12-757\(a\)](#), the governing body *"...shall establish in its zoning regulations the matters to be considered when approving or disapproving a zoning request..."*.

Court tests of zoning cases are based upon the "reasonableness" of the City's decision. Any zoning amendment (for instance, to change a zoning district classification or boundary), is legally **presumed to be reasonable if it is in accordance with a land use plan or the land use element of a comprehensive plan.** Having a good land use plan within this Comprehensive Plan is a key component of the City's defense, should one of its zoning decisions ever be challenged in court.

BOARD OF ZONING APPEALS (BZA)

Any city which enacts zoning regulations must create a Board of Zoning Appeals. Under [K.S.A. 12-759](#), cities may establish boards of three to seven members who serve staggered three-year or four-year terms. When a city exercises zoning only inside the city limits, as Clearwater does, all members must reside inside the city limits. For a city with extraterritorial zoning, at least one member of the BZA must reside outside the city.

According to City Code, the Clearwater BZA must have at least three members, but no more than seven, and all of them must reside within the city limits. Should the City ever decide to administer Zoning Regulations outside of the City, then one BZA member would have to reside in that extraterritorial jurisdiction.

Kansas statutes permit the members of a Planning Commission to be concurrently designated as the Board of Zoning Appeals.

BZA Members are appointed by the Mayor, with the consent of the City Council. They serve three-year staggered terms.

An appeal from a decision of the BZA can be made only to the County District Court, and must be made within 30 days.

Any appeal of a determination by the Zoning Administrator is decided by the BZA. The BZA also has the authority to grant variances, or conditional uses as exceptions to the zoning regulations.

- **Variances** can permit modifications in such standards as the maximum height of a structure, in building setbacks, or in minimum lot sizes.
- Each type of Zoning District permits some land uses by right, and other uses which may only be allowed after individual review by the BZA. Such uses must be **specifically listed** in the Zoning Regulations as a potential **exception** in each specific Zoning District. Exceptions are typically referred to as **conditional uses**, because conditions are usually attached to their being granted.

Ordinance No. 835, the *Zoning Ordinance for the City of Clearwater, Kansas*, took effect in 2005. The City's Zoning Regulations are urgently in need of updating, not least because their sign regulations were rendered unenforceable by the U.S. Supreme Court's 2015 *Reed v. Town of Gilbert* decision.

URBAN AREA OF INFLUENCE

County Zoning Regulations provide for cities to have some ability to affect zoning outside their municipal boundaries, on land that is within a city's Urban Growth Area. **Each city's Urban Area of Influence is the area shown as its Urban Growth Area** in the Comprehensive Plan most recently adopted by the Wichita-Sedgwick County Metropolitan Area Planning Commission (MAPC), and approved by the Board of County Commissioners.

A city can apply to the MAPC for an enlargement of its Urban Area of Influence. An MAPC recommendation for an increase must be approved by the Board of County Commissioners.

Clearwater's Planning Commission will be notified by the Wichita/Sedgwick County Planning Director of any zoning applications affecting property within its Urban Area of Influence. The City Planning Commission can then hold a public hearing and make a recommendation to the MAPC on the application.

If the Clearwater Planning Commission recommends against approval of a proposed rezoning or conditional use case involving property within the City's Urban Area of Influence, the County Commission would require a super-majority vote in order to approve it.

While the City has some ability to influence zoning decisions in its Urban Area of Influence, Clearwater does not currently have an extraterritorial jurisdiction. Without one, Clearwater's Zoning Regulations now apply only inside the city limits.

Subdivision Regulations

Subdivision regulations are another important method of controlling the development of land. As required by K.S.A. 12-749(a), **a city must have adopted a comprehensive plan *before* it can adopt subdivision regulations.**

Subdivision Regulations specify the standards and conditions under which a tract of land can be subdivided. They set standards for the arrangement and design of streets, utility easements, lots, block sizes, open space, installation of public improvements, and proper drainage.

Subdivision Regulations may stipulate requirements for street lighting, sidewalks, and water supply and sewage disposal systems, among other things. They may encourage the dedication or acquisition of land for schools, parks, open space, or other community facilities within the new subdivision.

Subdivision Regulations also provide a framework to establish a working arrangement between the City and developers—to accept **dedications** of land within a development for future public facilities, to guarantee to the City the installation of necessary **public improvements** such as streets or sidewalks, and to allow for the use of **impact fees** to mitigate the City's costs of providing public utilities and services for the new development and other nearby areas which are benefited.

According to K.S.A. 12-749(a), a city may extend its **Subdivision Regulations extraterritorially**. This arrangement recognizes that cities are the main providers of urban utilities in most counties, and logically should be able to administer the initial design and construction of utility services, even outside current city limits. Extraterritorial enforcement of Subdivision Regulations also increases a city's ability to ensure that new streets tie properly into the existing urban street system.

When a standard in the Subdivision Regulations is less restrictive than a standard in other applicable regulations or codes, the most restrictive requirement applies. However, in rural areas, **interim standards** on water supply, sewage disposal, and future easements may be applied temporarily, until urbanization is a reality.

Clearwater's current Subdivision Regulations apply only within the city limits. The City has no Extraterritorial Jurisdiction.

The *Subdivision Regulations for Clearwater, Kansas* were adopted in 2005 under Ordinance No. 844. After 16 years, they may also be in need of updating. They are available on the web at www.clearwaterks.org/152/Subdivision-Regulations.

When Clearwater's Subdivision Regulations are next updated, consider adding requirements for developers of new subdivisions to provide appropriate improvements, especially paved roads with curb and gutter drainage, and sidewalks. At the very least, have developers provide sufficient right-of-way to allow for future sidewalks.

Also consider revising the Subdivision Regulations to support and encourage development of accessory dwelling units (ADUs), such as garage apartments or granny flats. ADUs allow both a primary and a secondary but independent home on one residential parcel, and are becoming increasingly popular as more and more families become multi-generational.

Construction & Environmental Codes

Various construction and environmental codes are the tools used to maintain minimum construction standards, to remedy substandard housing, and to deal with sanitary and nuisance conditions. Codes also establish the process for permit approval for construction projects, determine standards for licensing contractors, and create enforcement procedures for inspections and appeals.

Codes are generally administered and enforced by trained municipal staff specifically assigned those duties, typically a Code Enforcement Officer.

City Extraterritorial Codes If a city has extraterritorial jurisdiction for their subdivision or zoning regulations, they have authority to enforce city building codes outside the city limits (see K.S.A. 12-751(b)). A petition procedure permits 20% of the electorate to require an election to be held to decide whether the adopted extraterritorial building codes should be retained. If building codes are removed by such a vote, they cannot be reestablished for at least four years.

County Codes A county can adopt construction and environmental codes for all its unincorporated area, or for a defined area around a city. Counties may also adopt a city's codes by reference for an area around the city, or a city may adopt its county's codes by reference. Either the city or county may perform the administrative functions needed, as may be jointly agreed.

The City of Clearwater typically adopts Sedgwick County Codes by reference, and the Wichita Metropolitan Area Building and Construction Department performs the administrative functions necessary for building code enforcement in Clearwater.

TYPES OF CODES

A variety of building, construction, and environmental codes play a role in protecting the health, safety and welfare of the public and their property. **Codes establish minimum standards** which, over time, help to upgrade and maintain the quality of the community's building inventory, in turn improving the quality of life and the city's tax revenue base.

Model Codes Typically, national or international model codes are adopted by reference, sometimes with specific amendments to address unusual local conditions. Model codes are developed by independent standards organizations, which regularly update their codes to deal with the latest in building materials and techniques.

It is generally far more cost-effective to adopt a model code, than to invest municipal resources in writing and regularly updating a local code. Also, contractors are already familiar with most model codes, but may be reluctant to work in a community with its own idiosyncratic requirements.

Building Codes govern the construction requirements for all types of buildings, by regulating their design, methods of construction, quality of materials, types of use, degree of occupancy, site location factors, and certain equipment required for their construction and operation. **Energy-efficiency** requirements and **historic preservation standards** may also be incorporated in building codes.



example: Building Code violation



*example:
Plumbing Code
violation*



*example:
Electrical Code
violation*



*example:
Sanitation
Code violation*

Plumbing Codes are responsible for regulating both potable water carrying systems and sanitary sewers.

Electrical Codes safeguard persons, buildings, and their contents from hazards arising from the use of electricity in new and remodeled structures.

Mechanical Codes serve to protect individuals and property by controlling the design, construction, installation, quality of materials, location, operation and maintenance of heating, ventilating, cooling, and refrigeration systems, as well as incinerators and other heat-producing equipment.

Fire Prevention Codes prescribe regulations for safeguarding life and property from the hazards of fire and explosion. They set safety standards and attempt to prevent fires from starting and spreading. They are a factor in fire insurance ratings.

Sanitation Codes regulate a wide range of health concerns including sewage disposal, water supply, abandoned and inoperable vehicles, pest and animal control, and environmental features in and around buildings, such as outside storage, that often lead to health hazards and blighting conditions.

Dangerous Structures Ordinances require the repair or removal of dangerous and unsafe structures by the owner or the City.

Housing Codes prevent overcrowding, and maintain minimum health and safety features in dwellings. They are concerned with the quality of the residential environment, and affect the upkeep and maintenance of existing dwellings. They can be enforced as a response to regular house-to-house inspections, or complaints, or be triggered by a change in ownership or renter.

Weed Mowing Ordinances establish a maximum standard for the height of vegetation outside of planting beds. Typically, if the owner does not keep vegetation within required limits, the City will mow, and then assess the cost to the owner.

City Beautiful Ordinances are a method of removing or causing the repair of unsightly and blighted structures in order to promote beautification. They can apply to both principal and accessory structures. Such ordinances are often combined with housing code minimum standards.

Manufactured Home Park Codes cover such items as water supply, sewage disposal, drainage, and street and parking facilities in manufactured home parks, density, open spaces and recreational areas, refuse disposal methods, and utility connections. Manufactured Home Park Codes may also be written to include **recreational vehicle campgrounds**.

Manufactured Home Park Codes cannot control the actual location of manufactured home parks, or the locations of individual manufactured homes scattered in a community, since this can only be accomplished by zoning regulations. However, since Manufactured Home Park Codes are adopted as health and safety codes, they are not limited by the grandfather clause inherent in the administration of zoning regulations, and so can be used to upgrade existing parks.



*example:
Dangerous
Structure
violation*

MANUFACTURED, MODULAR, & PREFAB HOUSING

Manufactured, modular, and prefab homes are all forms of housing constructed in factories. A manufactured home may cost about half the per square foot cost of a site-built dwelling. Provided they meet local construction codes, modular and prefabricated units are usually permitted by zoning regulations anywhere that site-built housing can be constructed.

HUD Code In 1974, the U.S. Congress changed the name "mobile home" to "manufactured housing". A **nationwide certification process was initiated in 1976** by the U.S. Department of Housing and Urban Development, which set standards for all such housing under the federal Manufactured Housing Construction and Safety Standards Act, otherwise known as the **HUD Code**.

Homes which do not meet the HUD national standards, almost all of which were built prior to June 15, 1976, are still referred to as "mobile homes".

Manufactured homes which are certified under the HUD Code override any local construction codes, except for the manner in which they are installed—that is, hooked up to utilities, skirted, placed on a permanent foundation, or anchored.

Kansas Standards The Kansas Legislature passed the extensive Kansas Manufactured Housing Act in 1991 as K.S.A. 58-4201, et seq. Kansas also has statutes requiring the state architect to establish tie-down design standards under K.S.A. 75-1226, et seq. The state does not enforce tie-down standards locally, but instead regulates their design at the manufacturer.

Residential-design Manufactured Homes In K.S.A. 12-742 and 763, effective January 1, 1992, the Kansas Legislature adopted mandatory provisions for a "residential-design manufactured home". Such homes must meet the minimum standards of the HUD Code, be at least 22 feet in width, have a pitched roof, have siding and roofing materials customarily used on site-built houses, and be placed on a permanent foundation. These statutes do not preempt or supersede valid **restrictive covenants** running with the land.

Additional architectural and esthetic standards may be adopted in local zoning regulations to ensure the compatibility of residential-design manufactured homes with site-built housing. However, **zoning regulations which exclude residential-design manufactured homes from single-family residential districts solely because they are manufactured homes cannot be adopted or enforced in Kansas.**

Because of the similarity of lot sizes needed, **multiple-wide manufactured homes** are sometime accommodated in neighborhoods of site-built homes. Their shorter length permits them to be oriented parallel to the street.

However, the longer 70' to 90' **single-wide manufactured homes** pose a problem in neighborhoods of site-built homes. If placed parallel to the street, they create a wide frontage which significantly increases the cost of utilities and streets. If placed perpendicular to the street and intermixed with site-built houses, the extension of the manufactured home into the rear yard tends to reduce the open space and privacy of adjacent neighbors. In practice, single-wide homes are usually angled on the lot in order to permit more windows on one side to have some view of the street. The effect is to further cause some disorientation in the relationship of two dissimilar types of structures. In general, the intermixing of single-wide manufactured homes with site-built houses tends to depreciate the value of the site-built houses.

EXISTING CODES FOR CLEARWATER

The City of Clearwater adopts the same major codes as Sedgwick County, such as the International Building Code, Uniform Plumbing Code, National Electrical Code, and International Mechanical Code. Codes are typically updated every two years. Sedgwick County's current adopted codes also apply to all unincorporated areas within Sedgwick County, including all of the Clearwater Planning Area outside of the City's boundaries.

Clearwater's adopted codes are reviewed and updated as necessary.

On the Community Survey, participants were asked to what degree they felt the following issues are problems in Clearwater.

	Serious		Minor		No problem	
Unsightly Outdoor Storage	72	33%	111	51%	34	16%
Loose / Stray / Feral Dogs	68	32%	85	40%	60	28%
Inoperable Vehicles	64	29%	120	55%	33	15%
Poorly Maintained Housing	63	29%	126	58%	27	13%
Dilapidated Outbuildings	58	26%	141	64%	20	9%
Loose / Stray / Feral Cats	53	25%	91	43%	70	33%
Unkempt Vacant Lots	45	21%	131	61%	40	19%
Barking Dogs	39	18%	97	45%	78	36%

Annexation

Annexation is the process by which a city expands its boundaries, in order to manage its physical growth in a sensible, predictable, and fiscally responsible manner.

Annexation brings property which has been under the jurisdiction of a county into the jurisdiction of a city. It is generally applied to land that is developed or about to be developed, and which uses or will use the city's utilities or other services.

Annexation allows a city government to exercise the regulatory authority necessary to protect public health and safety in peripheral urbanizing areas. It also ensures that residents and businesses who benefit from access to a city's facilities and services share fairly in the tax burden associated with constructing and maintaining those facilities and services.

Ideally, annexation occurs with the consent of the property owners involved. Unilateral annexation by a city is also an option, though it is more time consuming and complex than a consent annexation.

ANNEXATION IN KANSAS

State statutes governing annexation in Kansas were revised in 2005, making the process more complex and very detailed. **K.S.A. 12-520 through 12-520(c) stipulate a variety of conditions that must be met before a city can annex land,** mostly having to do with public ownership, agricultural use, fire districts, and with how contiguous the proposed annexation is to existing city boundaries.

Platted areas of any size which adjoin a city are the most eligible for annexation. Limitations exist on unplatted land over 21 acres in size. Unplatted agricultural land of 21 acres or more must have the consent of the landowner.

When property which does not adjoin city limits is annexed, it is termed an **island annexation**. In Kansas, such property may be annexed without a formal hearing by the county, but only if the property is *city owned*. For such property that is *not* owned by the city, even if the landowner consents, annexation must be approved by the Board of County Commissioners.

Whether a proposed annexation does or does not meet any of K.S.A. 12-520's conditions for annexation, **a city has the right to petition** their Board of County Commissioners to consider an annexation. Under **K.S.A. 12-521**, the Board of County Commissioners must consider the matter at a **quasi-judicial hearing**, where the Board is required to make its findings based on a preponderance of evidence.

PETITION OR CONSENT ANNEXATION

A property owner may petition a city to have their property annexed, or may consent to annexation when approached by the city. Annexation is generally a straightforward process under either of these circumstances.

Cooperation often occurs as a result of an **Agreement to Not Protest Annexation**, also known as a *No Protest Agreement* or *Waiver of Annexation*. Most cities require a landowner to sign such an agreement before allowing municipal utilities to be extended to serve property outside the city limits. In an *Agreement to Not Protest Annexation*, the property owner agrees not to oppose current or future annexation, as a condition of receiving municipal utilities or other city services. Without such agreements, annexing land after development takes place can be very difficult and costly for a city.

In general, the City of Clearwater does not require an *Agreement to Not Protest Annexation* before providing utilities to properties outside the city limits. There is one exception to this rule: as the result of a specific agreement, the City of Clearwater requires annexation before providing water service to properties in the Prairie Meadows development north of town.

UNILATERAL ANNEXATION

A city can unilaterally annex land, without the cooperation of all affected property owners, but the process is long and difficult.

For a unilateral annexation in Kansas, K.S.A. 12-520a requires extensive notification to public agencies in the area, including any city, county or regional planning commissions with jurisdiction. In the case of Clearwater, this would involve both the City and the County Planning Commissions, which would each be required to review the proposed annexation and make a finding of its compatibility or incompatibility with any adopted comprehensive plans or other land use plans.

K.S.A. 12-520b requires the City to have a **plan for providing appropriate public facilities and services** to annexed properties. The plan must describe the extent of public improvements, their financing, and provide a time-table to ensure that facilities and services will be available when needed. The plan must be in "*sufficient detail to provide a reasonable person with a full and complete understanding of the intentions of the city for each major municipal service*".

K.S.A. 12-531 and 532 establish a procedure for **deannexation** of unilaterally annexed land. Three years after a unilateral annexation, county commissioners are required to hold a hearing to determine if city services have been provided as required. If services have not been provided within two and one-half years following the hearing, the county may order the city to deannex the land.

Resource: *Annexation in Kansas: A Manual Concerning the Annexation Powers and Duties of Cities* (2015 Edition) is published by the League of Kansas Municipalities (LKM). Among other things, it provides samples of plans for extensions of municipal services, and various procedural forms. It is available through the LKM website at LKM.org. It is due to be updated in late 2022.

Extraterritorial Jurisdiction

Clearwater currently has no extraterritorial jurisdiction, for either its Zoning or its Subdivision Regulations.

Nevertheless, City leaders should be aware of the option.

Kansas statutes (*K.S.A. 12-715b et seq.*) allow a city to extend regulatory control beyond its boundaries, through zoning regulations, subdivision regulations, building codes, and floodplain regulations, within three miles of its city limits—but only if the county does not choose to assume the responsibility,

A city's extraterritorial jurisdiction is the area of land beyond the city limits, in which the city's zoning or subdivision authority is exercised. Sedgwick County allows cities in the county to have extraterritorial jurisdiction if they so desire.

There is an **exemption for agricultural uses and related agricultural structures**. Cities are not authorized to adopt regulations outside the city which apply to or affect *"...any land in excess of three acres under one ownership which is used only for agricultural purposes"*. This exception, however, does *not* apply to floodplain regulations in areas designated by FEMA as floodplain.

If a City administers Zoning or Subdivision Regulations in an extraterritorial jurisdiction, **at least two members of the City Planning Commission must reside outside of the city but within three miles of the city limits.** (See *K.S.A. 12-744.*)

In general, a city's extraterritorial jurisdiction may extend for a maximum of three miles outside the city limits, but not more than one-half the distance to another city, nor into another county, nor beyond the City's Planning Area as designated in its approved Comprehensive Plan.

EXTRATERRITORIAL ZONING REQUIREMENTS

Before a City can implement extraterritorial zoning, its Zoning Regulations must authorize it, and incorporate provisions to apply it.

A city must notify the board of county commissioners of its intention to adopt extraterritorial zoning regulations, in writing, 60 days before initiating such regulations by ordinance.

Joint Planning Option A rarely used alternative to accomplish extraterritorial zoning is to establish a joint, metropolitan or regional planning commission that includes both the city and the county. In such a case, the land proposed for extraterritorial zoning has to have been included in a comprehensive plan which was recommended by one of those two planning commissions, and which was then approved by either the city governing body or the board of county commissioners.

EXTRATERRITORIAL SUBDIVISION REQUIREMENTS

According to *K.S.A. 12-749*, a city planning commission may apply subdivision regulations to land outside of but within three miles of the city limits, provided such land is in the same county, and does not extend more than half the distance toward another city which has adopted subdivision regulations. A county may establish subdivision regulations for all or for parts of the unincorporated areas of the county.

If both a city and county want simultaneous subdivision jurisdiction in the same area, a joint city-county subdivision committee may be formed. According to *K.S.A. 12-750(a)*, such a committee must be composed of at least three planning commission members from both entities, who then adopt and administer mutually agreed upon regulations. This is generally considered to be an extremely cumbersome method of subdivision regulation, and is rarely used in Kansas.

Site Plan Review & Approval

Currently, Clearwater has not adopted any Site Plan Review standards, and has no Site Plan Approval process in place. City leaders should nevertheless be aware of the option.

A Site Plan is a detailed drawing that shows how a parcel of land will be developed. Site Plan Review is the process of reviewing site plans to ensure that the proposed land use meets the community's specified design standards. Site Plan Approval is typically required for all new development, except for single-family dwellings and certain duplexes.

Authority State statute K.S.A. 12-755(a)(4) allows for Site Plan Approval to be authorized in a community's Zoning Regulations, in order to "*control the aesthetics of redevelopment or new development*".

Site Plan Review (SPR) is intended to maintain and enhance the quality of a city's built environment. SPR can help improve the livability of neighborhoods, express community identity, preserve a sense of place, and contribute to a positive community image. Properly applied SPR standards can enhance the appearance of commercial areas, screen undesirable views, and improve relationships among non-compatible land uses. Over time, the Site Plan Approval process can increase property values and improve quality of life for the entire community.

Applicability SPR typically applies to all new development except single-family dwellings or duplexes which are not contained in a courtyard setting. SPR also applies to extensive alterations of existing sites and structures. SPR Criteria generally apply only to those parts of a development project which can be seen from public rights-of-way, such as building exteriors, accessory structures, parking areas, outdoor lighting, and landscaping.

Design Criteria: Written and illustrated Design Criteria may be adopted, to establish the esthetic standards utilized during the Site Plan Review process. Design Criteria can include both streetscape criteria which address improvements in the public rights-of-way, and other criteria which address design elements that may be used on private property.

Design Criteria are **not** intended to impose inflexible rules of style, size, material, or color on private and public spaces. Rather, design choices must be based on sound fundamental principles of successful planning, and then adapted to the specific needs of Clearwater.

Site Plan Review Committee: The Planning Commission is responsible for reviewing and making final decisions on all site plans submitted for approval. However, the review process can be facilitated by use of a Site Plan Review Committee, tasked with making recommendations to the Planning Commission. The Committee usually includes members of the Planning Commission, as well as a selection of local residents with backgrounds in design or construction.

Plans for a proposed project, whether new construction or significant renovation, are reviewed from the perspective of how the exterior of the building and the design of its site visually impact the community, as well as how it accommodates vehicle and pedestrian traffic, parking, utilities, drainage, trash services, emergency vehicle access, and other features.

Site Plan Approval often **helps makes development possible**. By clearly specifying the required conditions for a project, it ensures that new development is compatible with the character of the community, and will contribute to the Clearwater's future quality of life.

CHAPTER 8. Resources

In order to implement the goals of this Comprehensive Plan over the next twenty years, Clearwater's Planning Commission members and Governing Body will need to be aware of available resources of information and funding.

Though resources change over time—existing programs may be ended or defunded, and new programs may begin—this chapter will provide an overview of some of the state, regional, and national programs that are often useful in helping Kansas communities achieve their planning goals. This is not intended to be an exhaustive list, but rather to demonstrate the range of available possibilities.

Background on existing programs, information resources, and potential funding options are organized within this chapter under the following general headings:

- Seeking Grants
- Regional Cooperation
- Housing
- Economic Development
- Pedestrian/Bicycle Transportation Programs

Seeking Grants

Grants are available from both public and private sources. Public funding may include local capital improvement funds, bond referendums, or state and federal grant programs. Federal and state grants are often matching grant programs, and require partial local funding of each project. Private funding sources may include grants from foundations, land acquisition with the help of land trusts, or corporate sponsorships of specific projects or special events.

Some grants are available only to governmental entities, and some only to private nonprofits—so having a strong and active partnership between the City and local nonprofit organizations offers access to the greatest range of funding opportunities.

Competition for grant funding is fierce. The advantages of procuring outside funding should always be weighed against the sometimes substantial costs of grant research, selection, preparation, submittal, and administration.

To successfully compete for grant funding, carefully select projects that are well matched to the specific criteria of each grant. Be prepared to budget funds for either staff time for grant proposal preparation, or to employ a professional grant writer.

Ideally, funds for the City's portion of matching grants should be pre-approved by the Governing Body, so they are readily available when needed. If a City is willing to raise their percentage of matching funds even a little beyond a grant's required minimum, the likelihood of winning the grant may increase substantially.

To help grant seekers navigate the hundreds of thousands of potential grants available in the U.S. in any given year, there are any number of online grants search websites available, most of them basing their data on Form 990s filed with the Internal Revenue Service. Some are free, but most require a monthly fee.

Two websites that offer more than Form 990 data are Candid and GrantStation. FoundationSearch offers grant information through a map interface. Other options include Grants.gov, Kansas GrantWatch, the Rural Health Information Hub, and GrantFinder. Training in grant writing is available from organizations such as The Grantsmanship Center.

Clearwater is a member of the National League of Cities, which also provides grant information to members.

Regional Cooperation

Some factors impacting a community's economic development extend beyond planning area boundaries into a regional context. In particular, communication systems and transportation systems must be considered from a larger perspective. Environmental issues are also usually regional in nature—including air quality, water quantity and quality, and drainage and flooding.

Rather than having communities undercut each other as they compete for economic opportunities, **economic development** is most successfully achieved through cooperation on a regional level—with other governmental entities, with regional agencies, and with private organizations. Such **joint undertakings** can reduce the cost of providing a facility or service individually, improve its quality, and often make a project or program possible which would not be economically feasible if supported only by a single city. Regional cooperation is also sometimes an eligibility requirement of various state and federal grant programs, or may qualify grant recipients for added financial incentives.

The City of Clearwater is indirectly represented in many regional organizations by the Sedgwick County Board of Commissioners, whose members often serve on the boards of such organizations.

In order to effectively manage regional issues, many state and federal agencies operate by regional divisions. In addition, cities and counties often cooperate across political boundaries by utilizing **intergovernmental agreements**.

The **Interlocal Cooperation Act**, *K.S.A. 12-2901 et seq.*, is the principal statute which authorizes cooperation between public agencies and private groups for specific public improvements and services. Such interlocal agreements require the approval of the State Attorney General, and must be filed with the Secretary of State and recorded with the County Register of Deeds.

REGIONAL ORGANIZATIONS

Community Foundations are 501(c)3 philanthropic nonprofit corporations that provide a legal vehicle for local residents to make charitable gifts back to their communities. They offer a variety of grant opportunities.

The **Clearwater Area Community Foundation** was founded in 2000, and is operated by volunteers. With over \$500,000 in assets, the Foundation's primary activities include operating the Clearwater Wellness Center, and offering scholarships to local youths.

Other Community Foundations active in Clearwater's geographic area include:

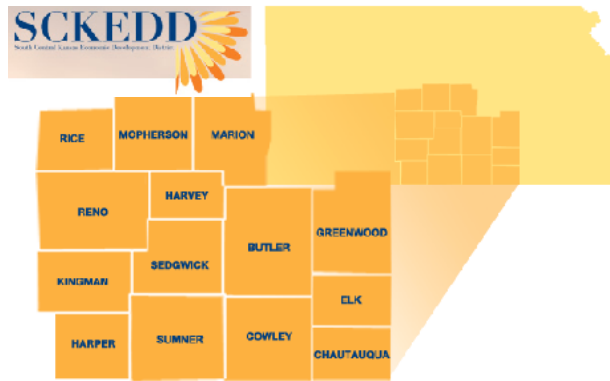
- Kansas Rural Communities Foundation
- Wichita Community Foundation
- Central Kansas Community Foundation

Sedgwick County Cooperative Extension Service The extension service is a partnership between Kansas State University and federal, state, and county governments, with offices in every Kansas county. The Extension Service does not write applications or provide grants, but does provide many **training programs for officials and civic leaders** on the "how to" of community development. They offer classes and technical information that can enhance economic viability and quality of life.

KSU Extension also administers the **First Impressions** program, which helps communities learn about their strengths and weaknesses through the eyes of a first-time visitor. Trained volunteers from a comparable community visit unannounced, and evaluate appearances, access to services; friendliness, and other community attributes. They follow standardized review procedures to document their visit and report on their findings.

South Central Kansas Economic Development District (SCKEDD)

Established in 1972, with headquarters in Bel Aire, SCKEDD is a nonprofit membership organization. It partners with communities in 14 south central Kansas counties, including Sedgwick County, to support efforts to improve economic vitality, community infrastructure, and housing quality.



SCKEDD services include **loan programs** that provide access to various Small Business or Rural Business Development Loans, as well as direct loans, to help provide startup capital to new innovative companies, and expansion capital for established companies.

SCKEDD has **grant specialists** available to help communities find and apply for grants to attract new businesses, accelerate job growth, and encourage new private development. SCKEDD **community grants** and **rural development grants** help fund improvements to community facilities, water and sewer systems, and housing rehabilitation.

SCKEDD has **housing specialists** that work with communities to renovate existing housing—to attract new residents, a skilled workforce, private investment and economic growth. It also conducts a **weatherization program** that helps eligible low-income households improve their home's energy efficiency.

Housing

Over the course of the next twenty years, Clearwater must both begin to improve its older housing and develop substantial amounts of new high-quality housing of various types.

There are a number of resources available that could aid the City in pursuit of these goals.

- The federal HOME Investment Partnerships Program provides federal grants to state and local governments to create affordable housing. The program can assist with rehabilitation, rental housing, new construction, and home ownership targeted to low and moderate income families.

In Kansas, HOME funds are distributed through the Kansas Housing Resources Corporation. Their First Time Home Buyer Program provides forgivable loans to Income-eligible households that have not owned a home in the past three years.

Programs to help provide affordable mortgages for low and moderate income people are typically administered by the Federal Housing Administration (FHA) of the **U.S. Department of Housing and Urban Development (HUD)**, or the **Rural Development (RD)** office of the U.S. Department of Agriculture. RD also helps rural residents make health and safety repairs to their homes.

- Information on various types of **HUD loans** is available at www.hud.gov/program_offices/housing/sfh/ins.
- Information on **RD Single Family Housing programs** is available at www.rd.usda.gov/programs-services/all-programs/single-family-housing-programs
- Information on **RD Multifamily Housing programs** is available at www.rd.usda.gov/programs-services/all-programs/multifamily-housing-programs

Economic Development

Cities have a vital interest in promoting economic development. Although economic development is not typically a responsibility of the Planning Commission, many planning decisions have a profound impact on the local economy. From housing options, to infrastructure upgrades, to downtown streetscaping—planning decisions affect quality of life, which is fundamental to successful economic development.

GOVERNMENTAL TOOLS FOR ECONOMIC DEVELOPMENT

Industrial Revenue Bonds (IRBs) These bonds are a potentially useful tool to encourage economic development and job creation. IRBs are issued by a government, but at the request of and on behalf of a private business, in order to support a specific project, such as the construction or expansion of a new manufacturing plant.

Since the bonds are issued by a government entity, they are tax exempt, and therefore the private business receives a lower interest rate on funds for startup. The business is responsible for repaying the IRB. The sponsoring government holds title to the collateral until the bonds are paid in full.

There are federal limits on the amount of IRBs that can be issued, and the uses to which the funds can be put.

- **Small Issue IRBs** are restricted to the construction, expansion, or renovation of manufacturing facilities. They are generally limited to \$1 million, but under certain circumstances that amount can go up to \$10 million.
- **Exempt Facility IRBs** have no size limits, but they can be used only for specific types of projects, such as water and sewer facilities, electricity and natural gas facilities, and certain types of rental housing.

Property Tax Exemptions Under various federal, state, and local programs, property taxes for certain property owners may be either eliminated or reduced. For instance, religious organizations and governments do not pay property taxes at all.

Other property owners may not be completely exempt, but may have their property taxes reduced by a specific percentage. For instance, veterans of the U.S. Armed Forces qualify for a partial exemption on taxes for their homes. Exemptions are often made for people over 65 years of age, for people with disabilities, and for agricultural properties.

Property Tax Funding for Recruiting Industry & Manufacturing Under K.S.A. 12-1617(h), cities are authorized to annually levy a property tax "...for the purpose of creating a fund to be used in securing industries or manufacturing institutions for such city or near its environs..."

The proposed levy must be initially approved by the voters at a referendum, may not exceed one mill, and is not subject to the property tax lid. Monies may also be expended from the general fund; however, they would be subject to the tax lid.

Such funding should be used judiciously and strategically, but occasionally may be necessary for a successful business recruitment effort.

FEDERAL & STATE ECONOMIC DEVELOPMENT PROGRAMS

Some federal economic development programs are administered by state agencies. State economic development initiatives may create state programs, or simply enable local programs. In the 2010s, many state programs in Kansas were discontinued, or had their budgets severely cut or entirely defunded.

Community Development Block Grant (CDBG) Program:

This program distributes federal funds to Kansas cities and counties via the Kansas Department of Commerce. To receive funds, a project must meet at least one of three federally mandated criteria:

- Benefit low- and moderate-income individuals
- Remove or prevent slum or blight conditions
- Eliminate an urgent need created by a disaster, when local funds are unavailable

The State of Kansas receives an annual allocation for CDBG grants, which are distributed in four categories—Annual Competitive Grants, Economic Development Grants, Commercial Rehabilitation Grants, and Urgent Need Grants.

- **Annual Competitive Grants** Awarded annually, these grants apply to projects such as improvements to water, sewer, natural gas or electrical systems, fire protection, housing rehabilitation, demolition, bridges, community and senior centers, streets, architectural barrier removal, and public service activities.
- **Economic Development Grants** Business finance grants awarded to cities or counties are loaned in turn to private businesses that create or retain permanent jobs. Funding is also available for infrastructure improvements that directly create or retain permanent jobs. At least 51% of the jobs created or retained must meet HUD's low- and moderate-income standard.

- **Commercial Rehabilitation Grants** This is a relatively new CDBG program, designed to assist private business owners in rehabilitating downtown commercial buildings to stem the tide of decay. The buildings must house viable businesses that will carry on for-profit business activity.
- **Urgent Need Grants** Provided on an as-needed basis, these grants assist a local government to meet community needs created by a severe natural or other disaster that poses an immediate threat to community health or welfare, when no other financial resources are available.

Workforce Development Programs Federal funding under the Workforce Innovation and Opportunity Act supports state workforce development programs, which are available to employers at no cost. Workforce Center services may include job listings, applicant pre-screening, assessment testing, interview scheduling, veteran services, and current labor market data.

Rural Development Kansas Programs The United States Department of Agriculture (USDA) offers a number of programs through its Rural Development offices in each state, offering loans, grants and loan guarantees to support essential services such as housing, economic development, health care, first responder services and equipment, and water, electric and communications infrastructure. They also promote economic development by supporting loans to businesses through banks, credit unions, and community-managed lending pools.

- A summary of all major RD programs is available at www.rd.usda.gov/files/RD_ProgramMatrix.pdf

BONDS

Kansas Development Finance Authority (KDFA): KDFA is authorized to issue tax-exempt or taxable bonds for public and private educational facilities, healthcare facilities, and to finance affordable multifamily housing. It operates the **Beginning Farmer program** to provide start-up funding for agricultural businesses.

KDFA can also issue obligations for qualifying private activities, including energy and electric generation and transmission projects and facilities; education facilities; energy conservation improvements; manufacturing, warehousing, and distribution facilities; communication facilities; research facilities; transportation; corporate and management offices; and computer services.

KDFA works in partnership with other state departments to implement various low-interest tax exempt bond programs for municipalities, through five state revolving loan funds.

- *Kansas Clean Water Supply Revolving Loan Fund Program* for municipal and rural waste water systems (with KDHE)
- *Public Water Supply Revolving Loan Fund Program* which targets public drinking water systems (with KDHE)
- *Transportation Revolving Loan Fund* to provide financing for local road and bridge infrastructure improvements (with KDOT)
- *Communications Revolving Loan Fund Program* to upgrade communications equipment (with KDOT)
- *Investments in Major Projects and Comprehensive Training Program (IMPACT)* to issue bonds which provides funds for job training, and for major project investments for companies which are locating or expanding their business in Kansas (with Kansas Department of Commerce)

TAX INCENTIVES

The State of Kansas provides a variety of tax incentives for business development, through income tax credits or deductions, property tax exemptions or abatements, and sales tax exemptions.

RESOURCES

- Information on state economic development programs is available on the Kansas Department of Commerce Programs & Services web page.
- Information on economic development tools for Kansas communities is available from the *League of Kansas Municipalities*, in a 2013 publication called Economic Development Tools for Kansas Municipalities. An updated version will be published in late 2022.

Pedestrian/Bicycle Transportation Programs

Surface Transportation Block Grants (STBG) Previous federal funding programs that supported development of the bulk of the nation's bike paths and pedestrian trails have now all been replaced with a **Transportation Alternatives (TA)** set-aside of STBG program funding.

In Kansas, federal STBG/TA set-aside funds are administered by the Kansas Department of Transportation. TA projects are selected through a statewide competitive process. For each fiscal year, KDOT allocates about half of its TA funds to projects in smaller Kansas communities.

Only entities with taxing authority, such as local governments or school districts, are eligible to apply for TA funds, although nonprofits can and often do partner with cities on TA projects. The TA program provides no money upfront but rather is a **cost reimbursement program**. TA funds may pay for up to 80% of eligible expenses, but local matching funds are required to pay for at least 20% of project costs.

Transportation Alternatives program projects can include on-road and off-road pedestrian and bicycle facilities, the conversion of abandoned rail corridors to railtrails, construction of scenic overlooks, and the preservation and rehabilitation of historic transportation facilities.

Certain **environmental projects** are also eligible for TA funding, including erosion control and stormwater mitigation activities, invasive species prevention, the construction of wildlife corridors, and billboard inventories and removal of illegal and non-conforming billboards.

For more information, see the [KDOT Transportation Alternatives Program Guide 2020](#).

Safe Routes to School (SRTS) This is a federal program intended to make it safer for more children to walk and bike to school, thereby reducing childhood obesity, as well as the traffic accidents, wasted fuel, and air pollution that result from traffic congestion near schools. More information on Safe Routes to School is available at www.saferoutesinfo.org, and on the KDOT website at www.ksdot.org/burTrafficEng/sztoolbox/default.asp.

A city or a school district can apply for 100% SRTS funding to plan, design, and build projects that improve the ability of students to walk and bike to school, for projects within about two miles of a school.

Eligible projects include sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bike parking, and traffic diversion improvements

SRTS also funds activities that encourage walking and bicycling to school, including public awareness and outreach campaigns, traffic education and enforcement near schools, and student training programs on bicycle and pedestrian safety.

School Zone Program The Kansas Department of Transportation (KDOT) funds a School Zone Program that can help towns with a population of fewer than 20,000 people improve their school zones with pavement striping, school zone signs, and reduced speed assemblies. For more information, see www.ksdot.org/burTrafficEng/sztoolbox/School_Zone_Program.asp.

Walking School Bus Consider implementing a Walking School Bus program, which arranges for children to walk in groups, with adults along to supervise. The program can be as informal as a couple of families taking turns walking their kids to school—or as structured as a defined route with meeting points, a timetable, and a schedule of trained volunteers. For more information, see the website at www.walkingschoolbus.org.

CHAPTER 9. Plan Implementation

This chapter reviews methods for implementing this Comprehensive Development Plan, and provides an **overview of Planning Commissioners' statutory responsibilities**.

City planning can be defined as a decision-making process which is expressed in the form of a plan. A plan typically **defines community goals** (physical, social and economic), and includes project proposals and policy statements, all aimed at the **broad objective of improving a community's quality of life**.

Policies are established principles and guidelines, intended to ensure that every important decision is made with long-term goals in mind.

- **Policy Resource:** The League of Kansas Municipalities provides sample policy statements on a variety of subjects, available to members on their website.

Leadership and organization are the keys to successful implementation of this Comprehensive Development Plan.

It takes a coordinated effort to successfully achieve community goals, so a good working relationship among governmental agencies, private organizations, potential developers and citizens is essential. Assigning specific responsibility for specific proposals is also crucially important—because in community-wide endeavors, "everybody's business" can easily become "nobody's business", and proposals can be forgotten.

FUNCTIONS OF A COMPREHENSIVE PLAN

This Comprehensive Plan provides direction on both short-term and long range planning objectives, so it is specific in some matters and general in others. As individual planning situations are addressed over the course of the 20-year Planning Period, each will need to be considered based on conditions current at the time. Nevertheless, every decision should be rooted in the overall planning goals expressed in this Plan.

A basic purpose of planning is to **help guide land use** in an orderly manner, minimizing conflicts between various users of land. Planning also allows **community services** to be provided efficiently and economically. Compromise in the location of a community service facility affects its efficiency, and therefore its long-term costs to local taxpayers. To prevent such compromises, the process of planning is a means of **making better short-range decisions by relating them to long-range goals**.

Among other functions, this Comprehensive Plan:

- Compiles information helpful to City officials when they establish policies and make planning decisions.
- Assists potential developers to understand long-range community intentions.
- Serves as a planning rationale for administering City Zoning and Subdivision Regulations, providing a basis for making decisions that are "reasonable" under the law and therefore defensible in court, and for reviewing plats in terms of their fit with City growth policies and the capacity of existing community facilities and infrastructure.
- Is often a prerequisite for applications to state and federal grant programs which could benefit the City and the Planning Area.
- Helps to coordinate planning efforts among the City of Clearwater, USD 264, Sedgwick County, the State of Kansas, and the federal government.

LEGAL BASIS

According to State statute K.S.A. 12-747, a planning commission is authorized to make a comprehensive plan for the development of a city, as well as any unincorporated territory outside the city which the planning commission believes is a constituent of the "total community of which the city is a part".

By statute, a comprehensive plan in Kansas must include information on existing conditions and trends related to land use, population, public facilities, transportation, economic conditions and natural resources, and must also include the commission's recommendations for development within the planning area. Statutes also allow for the inclusion of "any other element deemed necessary to the comprehensive plan".

Adoption & Approval Process

Adoption by the Planning Commission For a completed comprehensive plan to become effective, it must be formally adopted as a whole or in parts by a **resolution** of the Planning Commission, after a **Public Hearing** which has been properly advertised beforehand. Adoption must be based on a **majority vote of the total membership** of the Planning Commission. A certified copy of the adopted plan or part, together with a written summary of the Hearing, must then be submitted to the City's Governing Body with a recommendation for approval.

Approval by the Governing Body After receiving the certified copy of the plan or part of the plan, and a written summary of the Hearing (which can be unapproved Minutes of the Hearing), the Governing Body may choose one of three actions.

- The Governing Body may choose to **approve** the comprehensive plan as recommended by the Planning Commission, by publishing an **ordinance** of approval.
- By at least a 2/3 majority vote, the Governing Body may **override** the Planning Commission's recommendations.
- The Governing Body may **return** the Plan to the Planning Commission for further consideration, along with a statement specifying the basis for the Governing Body's failure to approve or disapprove.

After considering the returned Plan, the Planning Commission may provide its reasons and resubmit its original recommendations, or submit an amended recommendation. The Planning Commission must deliver its recommendations to the Governing Body following the Commission's next regular meeting after receipt of the Governing Body's report, or else the Governing Body must consider the Commission's inaction as a resubmission of the original recommendations and proceed accordingly.

When the Governing Body receives a resubmitted Plan, it may, by a simple majority, either adopt the Plan, or revise and adopt the Plan, or it may choose to take no action.

Copies of the Plan An attested copy of an adopted and approved Comprehensive Plan, and any amendments to it, must be sent to all other taxing subdivisions in the Planning Area which request a copy of the Plan.

Annual Review & Amendments

In order to maintain the viability of the Plan under State statutes, **at least once each year the Planning Commission must review** or reconsider the Plan or any of its parts, and may propose amendments, extensions or additions to it. Amendments to the plan are made by the same procedures as required for the original adoption process, including a public hearing.

By statute, an approved plan or part of the plan "... *shall constitute the basis or guide for public action to insure a coordinated and harmonious development or redevelopment which will best promote the health, safety, morals, order, convenience, prosperity and general welfare as well as a wise and efficient expenditure of public funds.*"

Although the Kansas Supreme Court views the adoption and annual review of a comprehensive plan as a "legislative function", note that a **plan is still a "guide", and actual implementation must take place within the democratic processes of local government and other agencies.**

On a nationwide scale, comprehensive plans are assuming **an increasingly important role in land use litigation.**

A comprehensive plan must be consistent with the regulatory tools for its implementation, especially zoning and subdivision regulations. That consistence, or its lack, is often the crux of land use lawsuit decisions.

Planning Commission Responsibilities

The Clearwater City Planning Commission was originally created in 1954, under Ordinance No. 274. According to City Code, the Commission must have at least seven members, but no more than fifteen. Of those members, two must reside outside of but within three miles of the city limits, and the rest must be residents of the City of Clearwater. Commissioners are appointed by the Mayor, with the consent of the City Council.

Planning Commission members serve three-year staggered terms. The Commission operates under its adopted Bylaws, which have been approved by the Governing Body.

As the authorized agency under State statutes, the Planning Commission's major responsibility is to **prepare, adopt and maintain the Comprehensive Plan**. The Commission should also undertake various responsibilities in implementing the Plan, including:

- **Review the Comprehensive Plan annually, as required by State statute**, and report its status to the Governing Body. Such annual reviews often result in only minor changes to the Plan, but it is recommended that a major review should be conducted at least once every five years, to update and revise goals and priorities. [\[K.S.A. 12-747\(d\)\]](#)
- As required by [K.S.A. 12-748](#), review public improvement, facility and utility projects to determine their **conformance to the Comprehensive Plan**.
- Prepare, adopt and maintain **Zoning Regulations** and **Subdivision Regulations** for the City, by holding public hearings and making recommendations to the Governing Body.

- Hold hearings on proposed **vacations** of rights-of-way and easements, and make recommendations to the Governing Body.
- Review proposed **annexations**, and make recommendations to the Governing Body.
- Undertake development of **neighborhood or project plans**, to provide more detailed plans to develop new neighborhoods or rehabilitate older neighborhoods, or for special projects in the Planning Area.
- Assist the Governing Body on **special planning projects**, including economic development efforts, capital improvement planning, and grant applications.

COMMUNITY INVOLVEMENT

Public engagement in the planning process—not only by officials, but by individuals and groups of citizens, civic organizations and potential developers—is essential for a successful outcome.

Public participation should go beyond simply informing the public of planning activities. **Encourage feedback** from the public, so people can readily communicate their ideas about the kind of community they want to live in, and actively participate in the development and review of planning proposals.

Since plans and their implementation affect people and their property, it is extremely important that the planning process be conducted within an open democratic framework. To successfully implement Comprehensive Plan goals, pursue a variety of strategies to encourage public engagement, including:

- Conduct business and hearings in **open meetings**. Give adequate notice, and provide agendas. Encourage the public to voice their opinions and contribute their ideas. Take minutes, and make them available to the public.

- When preparing plans and considering regulatory decisions, specifically **involve affected individuals**, including residents and business owners.
- Make planning proposals, plans, reports, maps and regulations available on the City website. For people without internet access, printed planning documents should be available for review at City Hall.

NEIGHBORHOOD & PROJECT PLANS

Due to their large scale and long-range perspective, comprehensive plans are necessarily generalized. As specific areas approach the point of active development, the Planning Commission may require individualized neighborhood and project plans based on more current and specific information.

Neighborhood and project plans may serve simply as policy guidelines for future decisions, or they may be formally adopted and approved as an element of the Comprehensive Plan.

A **neighborhood plan** typically analyzes in detail the land use, transportation, and public facility needs of a part of the Planning Area which poses unusual, difficult or new conditions. A neighborhood plan might deal with an area as small as a block or as large as a major segment of the Planning Area. They are often the first step taken in efforts to rehabilitate older neighborhoods.

Neighborhood plans can aid in making decisions on current and future land use proposals, capital improvement projects, and applications for zoning, subdivision plats, and annexations. They can also help facilitate a good working relationship between developers and area residents.

Clearwater Comprehensive Development Plan 2022-2042

A **project plan** is a detailed description of the proposed development of a specific site for a particular purpose, such as a park, recreation area, public building, or industrial tract. They are often prepared as part of a grant application or bond issue, or as a result of funding becoming available from such sources.

Neighborhood and project plans often focus on a community's historic downtown, on specific business districts or residential neighborhoods, or on areas being considered for annexation. In their simplest form, they may consist of simply a drawing and a short explanatory report. More complex issues or areas, however, may require a more complex plan.

Property owners and potential developers who may be affected by such plans should always be invited to participate in their preparation.

CAPITAL IMPROVEMENTS PLAN (CIP)

Financing and constructing public improvement projects is a complex process. A Capital Improvement Plan is a long-range fiscal management tool which is used to establish the priority, timing, cost estimates and funding sources for public physical improvements, typically covering a period of four to six years.

A CIP does not deal with annually recurring **operating expenses**, except to note the effect which a new facility or improvement may have on future operating budgets. The current year of a CIP is the most detailed, and is often adopted as the City's capital improvements budget along with the City's annual operating budget.

A CIP is an essential tool for coordinating the sequence of financing and construction for any project involving joint funding, including public-private partnerships. Projects which incorporate funding from county, state or federal sources may require **scheduling at least several years in advance**.

A CIP is also an effective way to guide the direction and timing of **subdivision development**. This is particularly important in areas that have been unilaterally annexed by the City, where there are **stringent legal requirements for the timing of the installation of public improvements**.

Clearwater has a **Capital Improvements Plan**. While Planning Commission members would not be directly involved with its preparation, they should understand how a CIP can support the implementation of a Comprehensive Plan and the community goals expressed in it.

PROJECT REVIEW

Once a Comprehensive Plan has been approved by the Governing Body, and its effectuating ordinance is published, K.S.A. 12-748 establishes a procedure for Planning Commission review of any public projects proposed in the Plan.

Any public improvement, public facility or public utility project recommended in the Plan **must be submitted to the Planning Commission for review**. Before the Governing Body may proceed with construction of the project, the Planning Commission must determine that the proposed project **conforms with the Comprehensive Plan**. The Commission must make a determination **within 60 days**, or the project is automatically deemed to have been approved.

In the event the Planning Commission finds that the proposed project **does not conform** to the Plan, the Planning Commission is required to submit their findings in writing to the Governing Body. The Governing Body may, by a majority vote, choose to override the findings of the Planning Commission and proceed with the project. In this event, the statute states that the Comprehensive Plan *"...for the area concerned shall be deemed to have been amended"*. The Planning Commission should then proceed to revise and **formally amend the Comprehensive Plan**, so that the Plan conforms with the approved project.

Zoning cases and plats should be reviewed by the Planning Commission to determine their conformance to the goals of the Comprehensive Plan, as should **projects in a city's capital improvement plan**. K.S.A. 12-748(b) provides that if a project in a capital improvement plan is reviewed by the Planning Commission and found to be in conformance to the Comprehensive Plan, then no further Planning Commission review is necessary, except as may be required by zoning and subdivision regulations.

The Planning Commission's recommendations on zoning cases, plats and public projects are intended to enable the Governing Body to make **decisions that support long-range planning goals**, while retaining their final decision-making authority.

STATUTORY DEBT LIMITATION

Typically, under Kansas law, the bonded debt limitation for a city may be calculated by taking 30% of the total of a city's tangible assessed valuation, including its motor vehicle valuations. The combination of a city's general obligation and its special assessment debt may not exceed this number. Bonds issued for general sewer and water work, and revenue bonds, are not included in the debt limitation.

Good municipal management maintains a continuing effort to keep public facilities up-to-date, while not allowing the mill levy for indebtedness to fluctuate too greatly. Prudent financial planning will enhance Clearwater's ability to reach the goals established in this Comprehensive Plan.

Taking Action

A number of planning goals for Clearwater were established during the process of developing this Comprehensive Plan. Community leaders should **regularly review goals and priorities, and revise them as necessary**, based on their urgency and the availability of resources. This process is often incorporated into the Planning Commission's required annual review of the Comprehensive Plan, and the Governing Body's annual budgeting process.

As each goal is addressed, an action program will need to be developed for its implementation. An **action program** is a way to make sure that goals turn into reality, by describing specific tasks that must be achieved in order to reach each goal. To be effective, an action program must include clear-cut implementation information for each goal:

- **Define the tasks** necessary to achieve the goal
- Determine **who is responsible** for making sure each task is achieved
- Set a **schedule** and a **deadline**
- Assign **resources** (funding, staff, etc.) sufficient to achieve each task
- Establish **communication** hierarchies (Who needs to know what, how soon?)

For significant public projects, be willing to **spend time and effort on the early stages of the planning process**—it will pay off later in community satisfaction with the overall success of the final project. Making good decisions at each step in a logical process of design helps prevent costly revisions later, during construction. Engaging the services of design professionals to help throughout the planning process, as opposed to waiting until you are ready for construction drawings, is recommended.

CHAPTER 10. Clearwater's Planning Goals

This chapter provides an overview of Clearwater's **comprehensive planning goals**. It is a compilation of the detailed planning goals incorporated throughout this Plan, as well as general policy and quality-of-life goals.

This chapter is intended as an aid to the City leaders and municipal staff who will be primarily responsible for seeing that these goals are implemented.

Planning goals must take into account the physical, social, economic and governmental needs of a community. Goals which are reasonable and well grounded, yet also purposeful and ambitious, can help **frame policies and focus decision-making**.

Meaningful goals will help Clearwater hone its unique identity, which in turn will distinguish it from other communities, and enhance its ability to compete for residents, resources, and economic development.

Clearwater is a bedroom community.

It attracts young families seeking good schools and small town ambience for raising their kids, closely followed by retirees who want to be closer to their grandchildren.

In order to be the best bedroom community we can be, **housing** must be our primary business.

2017 STRATEGIC PLAN

In 2016 and 2017, Wichita State University's Public Policy and Management Center worked with the Clearwater community to develop a Strategic Plan which defined a set of five major strategic goals for the city.

- 1) **Expand affordable housing** — Increase the total number of homes available, and develop a wider diversity of housing types and pricing.
- 2) **Sustain and grow local business** — Support succession planning to help retain existing businesses, and develop a recruitment plan to attract new businesses.
- 3) **Engage younger people in civic & community leadership** — Connect youth to civic and business leaders and provide opportunities for community and civic participation; expand entrepreneurial and career development opportunities; expand and diversify youth activities provided outside of the school system.
- 4) **Promote Clearwater's quality of place & quality of life to ensure stable and sustainable growth** — Increase community-wide activities and improve participation; market Clearwater; improve downtown's appearance; foster engagement between City government and Clearwater schools.
- 5) **Provide, maintain and improve infrastructure** — Focus on improvements to sidewalks, the intersection at 4th and Ross, and the Park.

Major progress has been achieved on some of these community goals in the four years since the Strategic Plan was completed—in spite of a major pandemic in 2020 and 2021. A Sidewalk Study was completed, Clearwater's new downtown streetscape was installed, and first steps were taken in 2021 to develop a park master plan.

These goals are still valid, and are considered part of this Comprehensive Plan. However, input on additional and more current community goals was sought as part of this planning process.

POLICY & GOVERNANCE GOALS

Zoning Regulations

- Update Clearwater's Zoning Regulations, especially regarding signs. Consider incorporating standards for building development and improvements in the downtown area.

Subdivision Regulations

- In all new developments, consider requiring either basements, individual residential tornado shelters, or community **tornado shelters** which meet [FEMA standards](#).

Annexation

- Consider annexing the City's water wells, in order to have greater control to protect the municipal water supply.
- Establish a policy requiring landowners of properties outside the city limits to sign an *Agreement to Not Protest Annexation* in order to connect to Clearwater's municipal utilities.
- Consider annexation of any rural property making use of municipal utilities.

Housing

- Develop a policy to deal with **dilapidated houses** in Clearwater, to make sure that they are either renovated or removed in a timely fashion.

Urban Area of Influence

- Review Clearwater's existing **Urban Growth Area (UGA)**, determine an area of proposed expansion, and approach the Wichita/Sedgwick County Metropolitan Area Planning Department Director with a request to begin the process for establishing an **expanded UGA**.

Economy

- Support opportunities for **part-time and flex-time employment** in Clearwater.
- Partner with [SCKEDD](#) to seek out grants for municipal projects in a systematic manner.

Utilities

- Pursue opportunities to transition City facilities to use of sustainable **energy**.
- Regularly review and update standards and procedures for installation and maintenance of utilities, to reflect changes in technology and in environmental expectations.
- Regularly review and rigorously enforce policies on the placement of structures, fences and vegetation in **utility and drainage easements**.
- Adopt a policy that requires new development in Clearwater to have **utility lines buried underground**. Develop a plan to put existing overhead utility lines in Clearwater underground.

Sidewalks

- Adopt a **municipal sidewalk policy** that stipulates an ongoing maintenance program for existing sidewalks, provides a means to retrofit new sidewalks into existing neighborhoods, addresses sidewalk construction in new development and remodeling projects, and defines funding methods.

Trees

- Revise the City Zoning and/or Subdivision Regulations to require trees in new developments.
- Develop a **municipal tree policy**, including a section that addresses memorial trees. Require trees that are planted on public property to be selected from those listed in the most recent edition of [Preferred Trees for South Central Kansas](#).

QUALITY OF LIFE GOALS

- Support existing **community celebrations**, and explore options to create additional opportunities for more local events.
- **Develop public gathering spaces** flexible enough to support community events and celebrations, which strengthen community ties.
- Work to sustain and improve **walkable neighborhoods**, with a well-maintained sidewalk network linking residential neighborhoods to workplaces, schools, retail, parks, and other destinations.
- **Continue to activate downtown as a walkable destination**, with shared on-street public parking, good lighting, bike racks, public art, street trees, and creative signage. Strive for a balance of workplaces, restaurants, services and retail.
- Design new developments to **maximize connectivity and walkability**, and pursue options to connect existing platted but undeveloped neighborhoods. In general, encourage traditional gridiron street networks, and discourage disconnected and car-dependent cul-de-sac development. Any cul-de-sacs that are developed should retain a pedestrian right-of-way or easement.
- **Environmental sustainability**: Make leadership decisions that preserve clean air and water, protect the soil that supports agriculture, safeguard natural habitats and wildlife to maintain ecological diversity, and manage stormwater runoff to control flooding.
- Install **Community Tornado Shelters** in neighborhoods where homes do not typically have basements, and community shelters are not reliably available.

DOWNTOWN GOALS

- Pursue strategies to find commercial or public **uses for vacant downtown buildings**. Focus on attracting businesses which thrive in a walkable neighborhood, such as restaurants, small retail shops, service businesses, or professional offices.
- Coordinate with the local Chamber of Commerce or some similar organization to institute and promote special events, implement holiday lighting and displays, and coordinate group advertising. Consider the option of creating a Business Improvement District, with taxing authority to fund such efforts.
- Adopt an ordinance that prohibits the use of downtown commercial properties for ground floor storage.
- Put a time limit on inappropriate **nonconforming (grandfathered-in) land uses occurring downtown**, either by utilizing the abandonment provisions of the City's Zoning Regulations (see Article 8-5), or by revising Clearwater's Zoning Regulations to establish a time limit on nonconforming uses (as allowed by [K.S.A. 12-771](#)).

FUTURE LAND USE GOALS

- The City should **plan ahead to acquire land that might be needed for any future municipal facilities**, especially parks.
- Consider acquiring land or an easement to allow a monumental **wayfinding sign** to be installed **near the intersection of K-42 and 135th Street**, preferably on the north side of K-42, to help guide visitors from the Wichita area to Clearwater.

UTILITIES GOALS

Water

- Establish a budget line item to **replace a percentage of outworn water distribution lines each year.**
- Consider **replacing 4-inch water mains with larger pipes,** which would provide increased water pressure to fire hydrants in Clearwater.

Wastewater

- Continue planning and budgeting for replacement and upgrading of sewer pipes and manholes on an annual basis.
- Do a **Wastewater Treatment Study,** to examine alternatives to expand and improve Clearwater's wastewater treatment capacity. Determine whether Clearwater should purchase additional land for more lagoons, or transition to an alternative wastewater treatment system.

Communications

- Find strategies to **improve cell phone service** in the Clearwater area.
- Find strategies to **improve internet service** in the Clearwater area.

STORMWATER MANAGEMENT GOALS

- Add stormwater management information to Clearwater's GPS mapping program to show directions of flow, and any areas with recurring drainage problems.
- Review maintenance policies, and prioritize potential improvements to drainage infrastructure.
- Whenever substantial construction work is done on a Clearwater street, consider incorporating **green infrastructure** stormwater management strategies into the street design.

HOUSING GOALS

- Support both renovation of existing homes and development of new housing, to create a range of **housing options** that will respond to changing population trends in Clearwater.
- In addition to development of single-family homes, support development of **down-sized and accessible housing** options, as well as housing options designed for **multiple independent adults in one household.**
- Encourage **updating of Clearwater's smaller homes** for use by one- or two-person households, especially young adults and down-sizing empty-nesters.
- Encourage development of **various types of housing,** including low-maintenance and accessible patio homes and small apartments, and duplexes, triplexes and fourplexes.
- Encourage **platted rural subdivisions, as opposed to** scattered large-lot residential development.

PARK SYSTEM GOALS

- Provide for a safe, positive, and friendly atmosphere for residents and guests who visit our parks.
- Work to maintain a continuous, positive and **cooperative working relationship** among the City, the School District, the Recreation Commission, and other groups and individuals wishing to utilize, improve, and maintain our community's park and recreation system.
- Continue to engage the Park Advisory Board, the City and the community, to plan for improvements.
- **Improve ADA access to all park facilities**, especially to the new picnic shelters, playground, basketball court and swimming pool at City Park. Where necessary, add **accessible routes linking facilities to ADA parking**. Provide **accessible furnishings**, such as ADA-compliant picnic tables and play equipment.
- Add an **ADA parking space and an accessible sidewalk** connecting it to the fishing platform at the east **Fishing Pond**.
- Consider adding **ADA parking and accessible Pickleball Courts** at the Sports Complex, possibly near the current tennis courts.
- Maintain **turf at City sports fields** in a safe, clean and playable condition. Upgrade irrigation systems or replace turf materials as necessary to meet community standards.
- Renovate or construct a new **Sports Complex concession stand**. Consider the feasibility of remodeling the 3-plex to a 4-plex, with a new concessions area in the center.
- Add a small **playground at the Sports Complex**, with nearby **shaded seating and tables**.
- **Improve walking paths**, to encourage exercise and outdoor activities.

- Maintain a **proactive staffing program** for the Park Department, in order to continue providing high standards of maintenance for the park system grounds and facilities.
- Consider doing a complete **Parks and Recreation master plan** for Clearwater, ideally within the next five years.

STREETS & PARKING GOALS

- Implement the **Road Maintenance Plan** completed in November of 2020, which rated the condition of each street in Clearwater, with a program to begin systematic maintenance and upgrades of Clearwater's city streets.
- Periodically reevaluate the safety of the **intersection at 4th and Ross**. Traffic congestion there is a problem primarily during short intervals just before school starts and just after classes are over, creating concerns over emergency vehicle access past the intersection. A future connection between Janet Street and Yvonne Street will provide an alternate route, which may help to alleviate the problem.

If stop signs prove to be insufficient, the most cost-effective next step from a traffic engineering perspective would be development of either dedicated left-turn lanes or a roundabout. Either option would be much less expensive and much less disruptive to underground utilities than a set of four traffic signals.

- Require all new developments to have **street lighting**.
- Improve **street lighting** where needed to improve community safety.
- Over time, implement **complete streets** principles to make Clearwater more walkable and bikeable.
- Identify **unpaved streets** in the City, and develop a plan to eventually pave them.

SIDEWALKS & BICYCLING FACILITIES GOALS

- Pursue funding from KDOT's School Zone Program to install new and better **crosswalks** around the schools.
- Implement the recommendations of the **Clearwater Pedestrian Transportation Plan**, which identifies existing sidewalks in need of repair or replacement, and prioritizes locations for development of new sidewalks. Consider sidewalks on both sides of 4th north of Ross, and on the future extension of Yvonne.
- Create a plan to install sidewalks with **curb ramps and crosswalks**, starting with neighborhoods in the vicinity of the schools, senior housing, the 4th & Ross intersection, and the Grocery Store and Post Office.
- Require all new development to include sidewalks and ADA curb ramps.
- Select a **bike rack design** for Clearwater that provides two-point support, is lockable, is constructed of low maintenance materials, and meets ADA requirements.
- Continue to install secure **bicycle racks** at local destinations where they are needed.
- **Create a plan to develop a network of bike paths, lanes and routes** in Clearwater. Consider the possibility of a bike path around the city, and of bicycle lanes or routes along Ross, 4th, Nancy, Park, Kansas, Wood, and the future extension of Yvonne.
Explore federal grants and other **funding** sources to help finance development of the bicycle network.
- Develop a plan to **plant trees along the walking path at the Sports Complex**.

CITY HALL GOALS

- Over the 20-year Planning Period, City Hall may need another office, and improved lighting.
- City Hall should remain at its downtown location.

POLICE STATION GOALS

- As the police department grows, it will require more space.
- Improvements to the City's law enforcement system over the 20-year Planning Period will be primarily operational, including enhanced training opportunities, regular equipment updates (particularly body cameras for officers and better evidence data systems), and an improved jail transport system.

EMERGENCY SERVICES GOALS

- Establish a **schedule and budget for apparatus replacement**, based on the fleet evaluation done on all CFD vehicles in 2021 and a firm plan for funding and personnel availability.
- Develop a plan to provide **increased water pressure** to fire hydrants in Clearwater. As a first step, consider replacing 4-inch water mains with larger pipes.
- Advocate for Sedgwick County EMS to provide full-time medical response to Clearwater and its surrounding areas with a **24/7 on-site Critical Response Vehicle**.

PUBLIC WORKS BUILDINGS GOALS

- Add additional **office facilities** for the growing staff, including office space, a restroom, kitchen, showers, and lockers.
- Construct an additional building for **materials storage**.
- Construct a **covered outdoor equipment storage** area to help protect large equipment that is parked outdoors.

CITY GOALS FOR LIBRARY

- Continue to budget for upkeep and maintenance of the library building as needed. As the Community's population grows, the Library may need to be expanded.
- Encourage Library staff to maintain programming and materials that meet the changing needs of the community, in order to ensure that the Library continues to be current and relevant.

SENIOR CENTER GOALS

- Over the 20-year Planning Period, the Senior Center should continue to expand, adding an **additional activities room** to accommodate expected growth.
- Consider acquiring a **van** to safely transport seniors for off-campus social & educational activities, which are critical to the future of the Senior Center. If a van is acquired, consider including a **garage** in any new addition, in order to have secure storage for the van.
- Plan to remodel the Senior Center and its site as necessary, in order to ensure that it remains safe and functional, and continues to support Clearwater's expanding senior population.

HISTORICAL MUSEUM GOALS

- Improve the lighting, both inside and outside.
- Provide the necessary budget to consistently maintain the Museum building.

CITY GOALS FOR COORDINATION WITH COMMUNITY PARTNERS

Wellness Center

- Encourage the *Clearwater Area Community Foundation* to make sure that the Wellness Center remains downtown.

School District

- On the City website, provide a link to the USD 264 website to view their long term plans.
- Discuss the possibility of establishing a college-credit **trade school** in Clearwater, to help attract and retain young adults who are not pursuing college. Consider training people in plumbing/HVAC or welding, for instance, possibly utilizing USD 264 facilities.

Chisholm Trail Recreation Commission

- Arrange at least one meeting of representatives from the School District, Recreation Commission and the City, to discuss the future of the community's sports fields, including coordination of management and operations. Decide then whether to continue meeting on a regularly recurring basis.
- Encourage expansion of **active** programs to serve all age groups, that take full advantage of Clearwater's park and recreations facilities.
- Encourage renovation of an existing building, preferably downtown, or construction of a new building, to create a dedicated Recreation Center.