



CHERRYVALE

COMPREHENSIVE PLAN

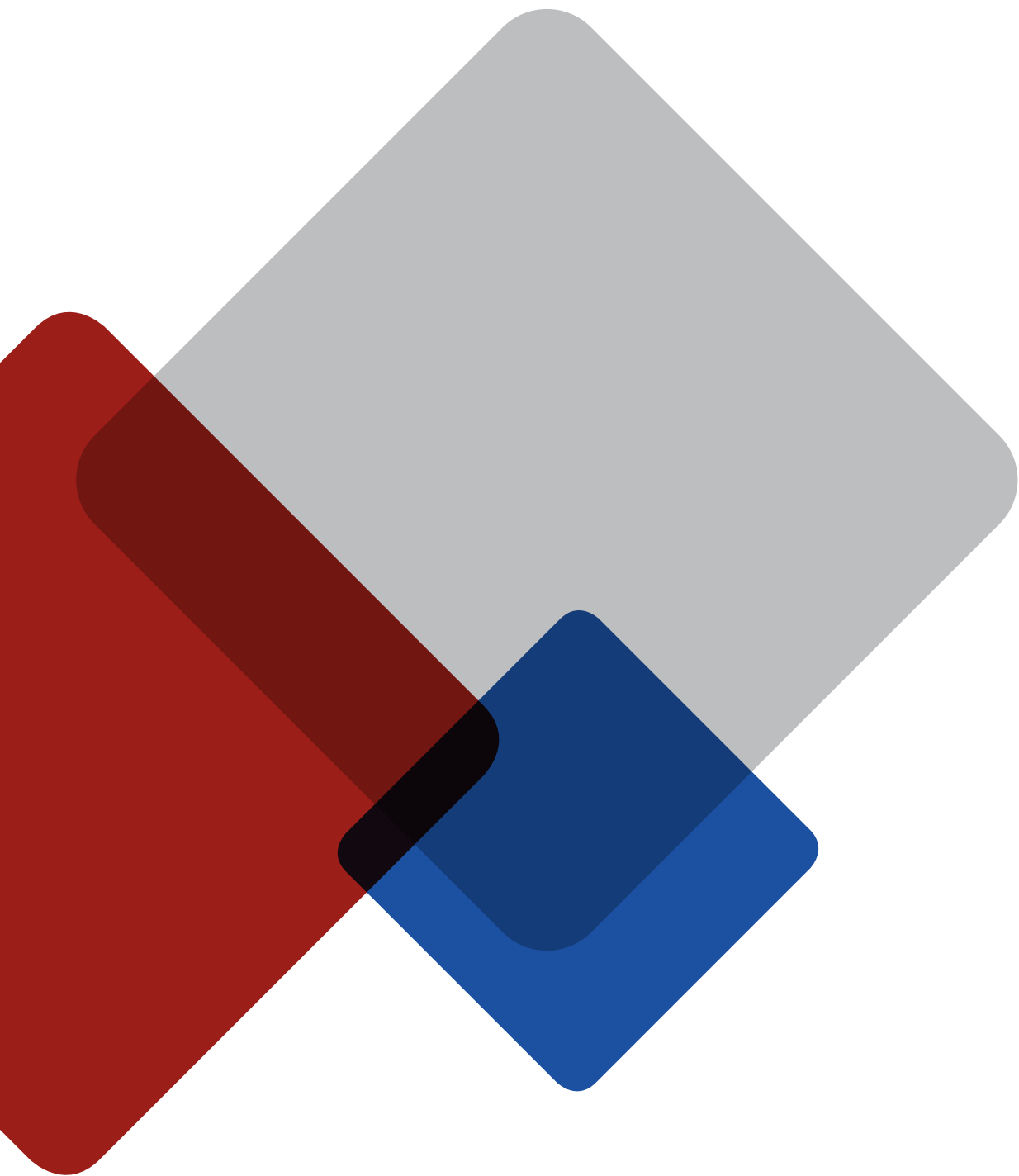
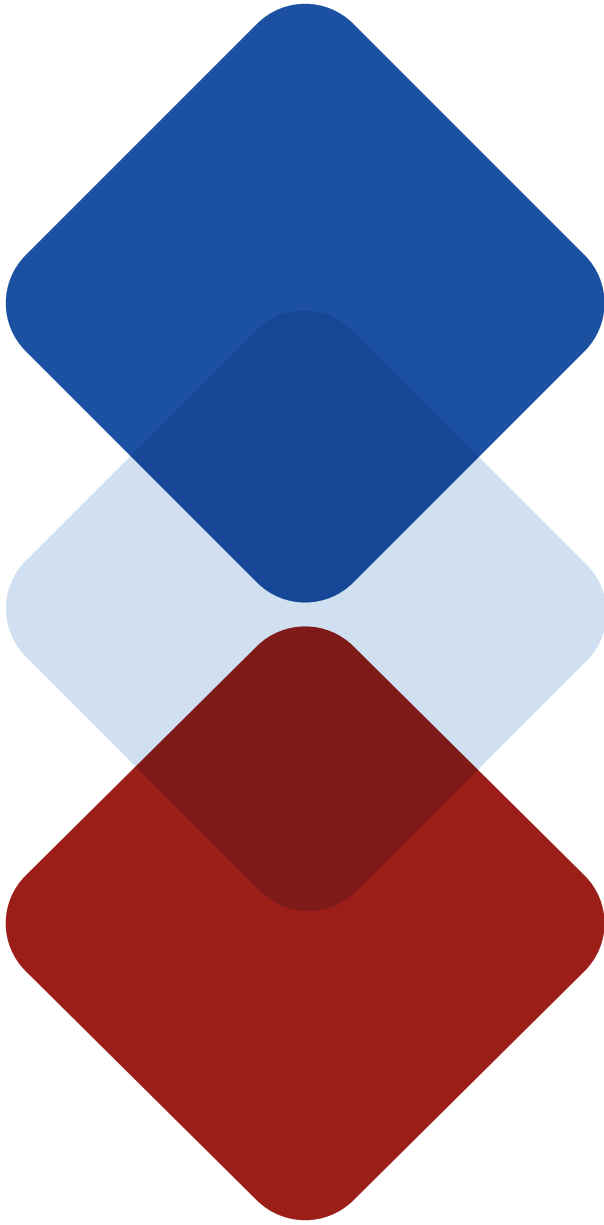


TABLE OF CONTENTS

INTRODUCTION	1	CHAPTER 3: HOUSING	48
STATE OF KANSAS REGULATORY REQUIREMENTS	3	CHAPTER 3: HOUSING	49
ACKNOWLEDGEMENTS	4	CHAPTER 4: ECONOMIC DEVELOPMENT	59
PART ONE: ESTABLISHING A BASELINE	5	ECONOMIC DEVELOPMENT	60
CHERRYVALE COMPREHENSIVE PLAN OVERVIEW	6	CHAPTER 5: STORMWATER AND NATURAL RESOURCE MANAGEMENT	69
GUIDING PRINCIPLES	7	STORMWATER AND NATURAL RESOURCE MANAGEMENT	70
DEFINITION OF PLANNING TERMS	8	NATURAL RESOURCE MANAGEMENT	72
CROSS REFERENCE TABLE	9	CHAPTER 6: PARKS, RECREATION AND HISTORICAL RESOURCES	78
PART TWO: DEMOGRAPHICS AND SOCIOGRAPHICS	11	PARKS, RECREATION AND HISTORICAL RESOURCES	79
DEMOGRAPHICS AND SOCIOGRAPHICS	12	CHAPTER 7: TRANSPORTATION AND CONNECTIVITY	86
EXECUTIVE SUMMARY	17	TRANSPORTATION AND CONNECTIVITY	87
COMMUNITY IDENTITY AND HISTORY	18	CHAPTER 8: EMERGENCY PREPAREDNESS	95
INFRASTRUCTURE	19	EMERGENCY PREPAREDNESS	96
HOUSING	20	CHAPTER 9: ZONING, LAND USE & BUILDING CODES	100
ECONOMIC DEVELOPMENT	21	ZONING, LAND USE & BUILDING CODES	101
NATURAL RESOURCES AND STORMWATER MANAGEMENT	22	CHAPTER 10: FUTURE LAND USE PLANNING	109
PARKS, RECREATION AND HISTORICAL RESOURCES	23	APPENDICES	130
TRANSPORTATION AND CONNECTIVITY	24	MAPS	131
EMERGENCY PREPAREDNESS	25	TYPICAL STREET SECTIONS	139
ZONING & BUILDING CODES	26	PARTS OF CHERRY AND DRUM CREEK TOWNSHIPS	140
FUTURE LAND USE PLANNING	27	ESRI SITE MAPS	141
PART THREE: COMPREHENSIVE PLAN	28	EMERGENCY OPERATIONS PLAN SUMMARY	145
CHAPTER 1: COMMUNITY IDENTITY AND HISTORY	29	EMERGENCY WATER PLAN SUMMARY	149
CHAPTER 1: COMMUNITY IDENTITY AND HISTORY	30	SAFE ROUTES TO SCHOOL GRANT	150
CHAPTER 2: INFRASTRUCTURE	36	CDBG SIDEWALK PROJECT	158
CHAPTER 2: INFRASTRUCTURE	37		



INTRODUCTION



City of Cherryvale

123 W. Main St., Cherryvale, KS 67335



Gary Minnich, Mayor

Welcome to the Future of Cherryvale

Dear Citizens, Businesses, and Community Partners,

It is with great pride and optimism that I welcome you to Cherryvale's new Comprehensive Plan-our community's vision for a stronger, more prosperous future focusing on industry, economic development, community rehabilitation, and infrastructure independence. This plan reflects our commitment to growth, innovation, and the enduring values that have defined Cherryvale for generations.

Cherryvale has long been a city built on industry, resilience, and a deep-rooted sense of community. From our historical contributions to manufacturing and transportation to our steadfast support of local businesses and agriculture, we have always been a city that thrives on hard work, determination, and grit. But more than that, Cherryvale is a place where neighbors rally for one another, where we take care of our youth, and where we invest in the next generation to ensure they have the opportunities to succeed right here at home.

As Cherryvale embarks on this journey together, this plan lays the groundwork for sustainable development, economic vitality, and enhanced public services. It is designed to honor our rich past while positioning us for a dynamic future, one that welcomes new businesses, strengthens community ties, and ensures the Cherryvale foundation for the future is a place where families, entrepreneurs, and innovators can flourish.

This vision is only possible through your support and involvement. I encourage each of you to take an active role in shaping our future, whether through volunteering, participating in local initiatives, or sharing your ideas for how we can continue to improve our great city.

Thank you for being part of Cherryvale's journey. Together, we will build a future that reflects the values, strength, and determination that make our community truly special.

With gratitude and anticipation,

Gary Minnich
Mayor, City of Cherryvale

(620)336-2776

(620)336-2104 Fax

www.cherryvaleusa.com

Working for a Better Tomorrow...Today!

STATE OF KANSAS REGULATORY REQUIREMENTS

LEGAL BASIS FOR COMPREHENSIVE PLANS

The Cherryvale Comprehensive Plan was prepared in compliance with the authority granted by the State of Kansas under Kansas Statutes Annotated, specifically Chapter 12-Cities and Municipalities, Article 7 – Planning and Zoning (KSA 12-471 through 12-775).

These statutes enable cities to adopt a comprehensive and future land use plan to guide a community's decision making. The plan also functions as a support mechanism.

In 2025, the Cherryvale community began a 12-month process to create a new comprehensive plan. The Plan is the City's official policy and decision-making guide concerning land use, and all zoning requests within the planning boundary. All requests for changes in zoning must be reviewed for conformity to the adopted comprehensive and future land use plan.

City staff, in coordination with the planning commission and city council, should annually review the plan and make determinations that it is still supporting the community's vision or take action to modify it accordingly.

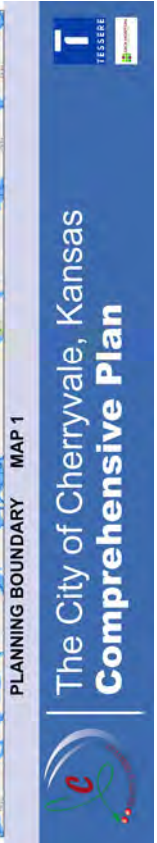
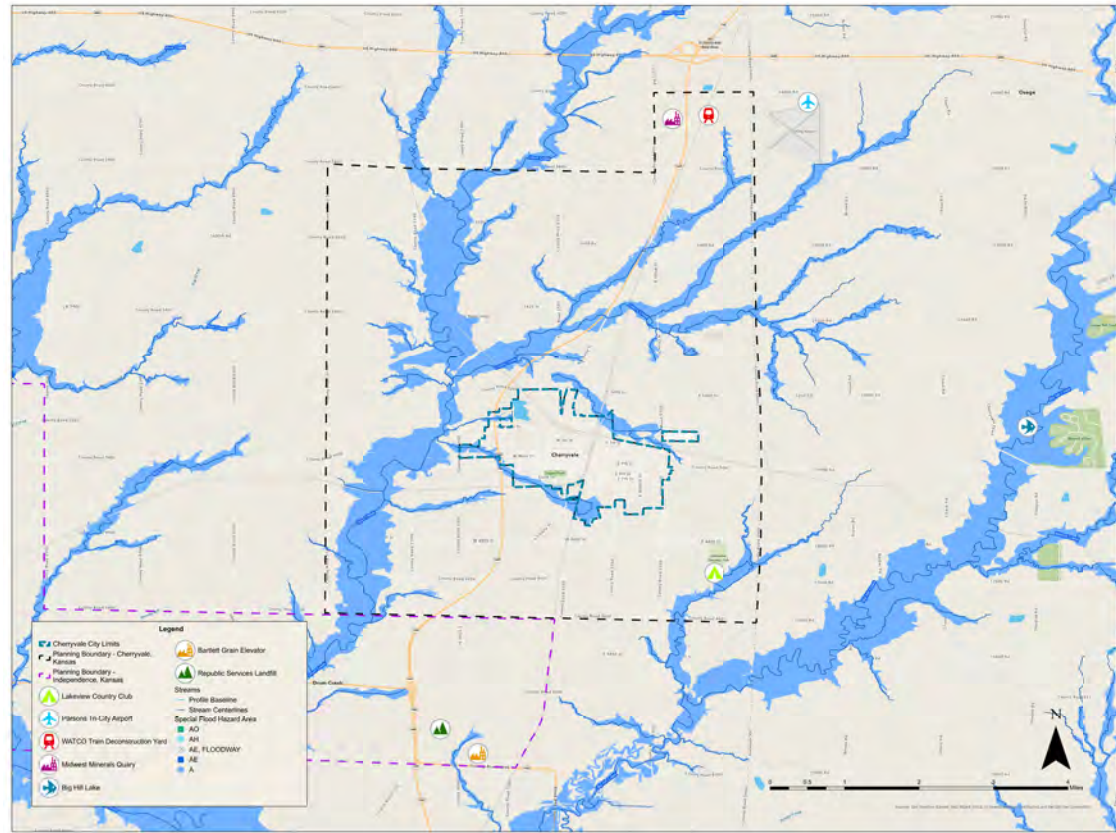
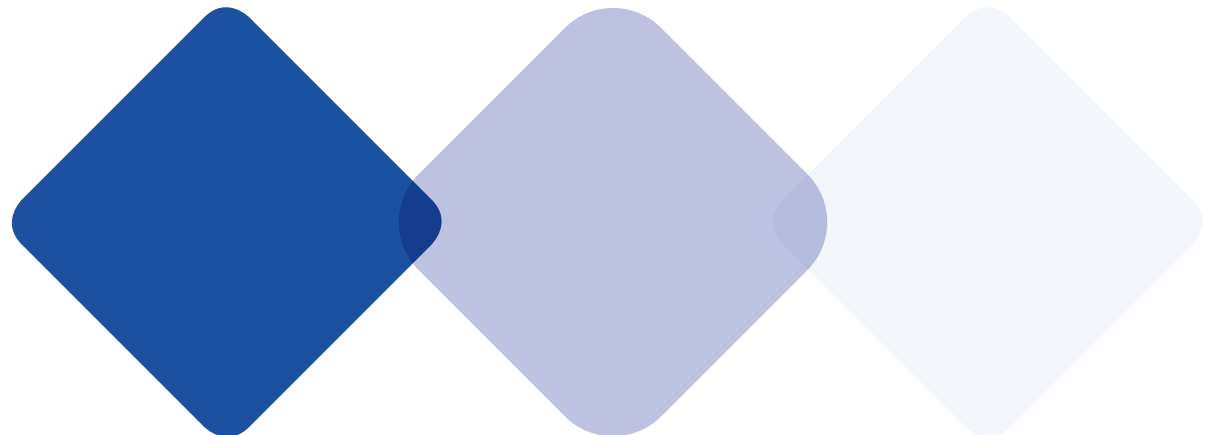


Figure 1

PLANNING BOUNDARY

The Planning Boundary Map depicts the planning boundary, and is intentionally shown extending past the current city limits. This is done to allow the future land use plan to address required infrastructure improvements, future annexations, and continuity of the city's municipal boundaries. The city adopted comprehensive plans in 1975 and 1983. Subsequent information as to the relevance and importance of the planning boundary is contained in Chapter 10 of this document.



ACKNOWLEDGEMENTS

MAYOR AND COUNCIL MEMBERS

- Gary Minnich, Mayor
- Steven Strickland, Ward 1
- Devin Conner, Ward 1
- Curtis Whittley, Ward 2
- Norman Johnson, Ward 2

CITY ADMINISTRATION

- Michael Hall, City Administrator
- Karen Davis, City Clerk
- Jimmy Holt, Police Chief
- Joe Rexwinkle, Fire Chief
- Mike Passauer, Public Works Director

CITIZEN COMMITTEE MEMBERS

ECONOMIC DEVELOPMENT

- Megan Menzer
- Chey Wade
- Joe Marchant
- Savana Debo
- Jeff Ecret

EMERGENCY PREPAREDNESS

- Ashley Clerk
- Jerry Waun
- Joe Rexwinkle
- Mike Passauer

FUTURE LAND USE PLANNING

- Jasmin Forman
- John Thorton
- Allison Sack
- Davia Knight
- Dale Ogle

HOUSING

- Greg Cameron
- Gabby Ecret
- Shelly Ward
- David Austin
- Jimmy Lickeig

INFRASTRUCTURE

- Joe Long
- Don Wade
- Sharon Wadman
- Chad Knight
- Fred Clerk

NATURAL RESOURCES AND STORMWATER MANAGEMENT

- Dan Ward
- Casey Addis
- Brent Vanroyen
- Jo Neuburger

PARKS AND RECREATION

- City Staff

TRANSPORTATION

- City Staff

ZONING AND BUILDING CODES

- Joe Rexwinkle
- Nikki Ecret

CONSULTANT TEAM

- Dick Horton Consulting
- TESSERE



PART ONE: ESTABLISHING A BASELINE

CHERRYVALE COMPREHENSIVE PLAN OVERVIEW

VISION

A community that believes it is home and can be a home for anyone

MISSION STATEMENT

At Cherryvale, Our Vision Is to Cultivate an Independent and Prosperous Community That Enhances the Quality of Life for All Residents

GUIDING PRINCIPLES

- ◇ Community Pride: Celebrating local identity and accomplishments
- ◇ Special Events: Creating opportunities for connection and celebration
- ◇ Taking Care of What We Have: Preserving resources and maintaining infrastructure
- ◇ Realistic Expectations: Setting attainable goals for growth and acknowledging limitations
- ◇ Connectivity: Fostering communication and physical connections such as sidewalks and trails
- ◇ Collaboration Amongst Local and Area Agencies: Working together for greater impact with other like-minded agencies
- ◇ Local Fundraising Activities: Encouraging community support and involvement
- ◇ Original Town Area: Create a redevelopment plan
- ◇ Identify Opportunity Areas: Designate areas for gathering places and entertainment

GOALS

- ◇ Improved Community Identity
- ◇ Reliable Infrastructure
- ◇ Affordable/Attainable Housing Options at All Price Points
- ◇ Targeted and Realistic Economic Development Strategies
- ◇ Natural Resource and Stormwater Management Education and Protection
- ◇ Parks, Recreation, and Historic Resource Programs and Amenities
- ◇ Transportation and Connectivity Options
- ◇ Emergency Preparedness Always
- ◇ Zoning & Building Codes Policies and Enforcement
- ◇ Future Land Use Planning Readiness

INDIVIDUAL CHAPTER PERFORMANCE MEASURES

- Chapter 1: Identity – Annual Identity Audit Score
- Chapter 2: Infrastructure – Dollars invested and System Failures
- Chapter 3: Housing – Housing Unit Upgrades and New Development
- Chapter 4: Economic Development – Economic Growth Reports
- Chapter 5: Natural Resources and Stormwater Management -
- Chapter 6: Parks, Recreation, and Historic Resources – Citizen Satisfaction Surveys for Needs Being Met
- Chapter 7: Transportation and Connectivity – Annual Audit Scores
- Chapter 8: Emergency Preparedness - Dollars and Training Investments
- Chapter 9: Zoning & Building Codes – Status of Current Regulation Standards and Enforcement Citations
- Chapter 10: Future Land Use Planning – Frequency of Current Land Use Map Review and Update (s)

GUIDING PRINCIPLES

INTRODUCTION

Guiding principles are fundamental beliefs and standards that shape the behavior, decisions, and culture of an individual, organization, or community. They act as a compass, providing clarity and direction amidst complexity or uncertainty. Unlike specific rules or policies, guiding principles are broad concepts that encourage consistent actions aligned with core values.

WHAT ARE GUIDING PRINCIPLES?

Guiding principles are statements or ideas that express what matters most to Cherryvale. They reflect the city's core values and ideals, setting the tone for how people interact, solve problems, and pursue goals. These principles serve as a foundation for making choices that are ethical and purposeful, even when faced with new or challenging situations.

IMPORTANCE OF GUIDING PRINCIPLES

Guiding principles help ensure that actions are consistent with the values and vision of the group. They strengthen trust, encourage participation, and lay the groundwork for long-term success. By revisiting and honoring these principles, Cherryvale will remain resilient and focused, even as circumstances change.

Guiding principles are not just abstract ideas, they are the living foundation of a thriving group, helping to turn vision into reality and fostering a spirit of cooperation and integrity.

PURPOSE OF CHERRYVALE'S GUIDING PRINCIPLES

- To establish a shared understanding of what is important
- To inspire and motivate community leaders and citizens
- To guide decision-making and actions
- To maintain consistency and integrity over time
- To foster a positive and productive culture

CHERRYVALE GUIDING PRINCIPLES

- Community Pride: Celebrating local identity and accomplishments
- Special Events: Creating opportunities for connection and celebration
- Taking Care of What We Have: Preserving resources and maintaining infrastructure
- Realistic Expectations: Setting attainable goals for growth and acknowledging limitations
- Connectivity: Fostering communication and physical connections such as sidewalks and trails
- Collaboration Amongst Local and Area Agencies: Working together for greater impact with Montgomery County, Montgomery County Action Council (MCAC), Office of Rural Prosperity, Kansas Department of Commerce, and the Kansas Department of Transportation
- Local Fundraising Activities: Encouraging community support and involvement
- Original Town Area: Create a redevelopment plan
- Identify Opportunity Areas: Designate areas for gathering places and entertainment



DEFINITION OF PLANNING TERMS

The Cherryvale Comprehensive Plan will reference commonly used planning terms. Below are simple definitions of each and a graphic to show how they align with one another.

PLANNING TERM	DEFINITION
Vision	Vision is what you want to accomplish
Mission	A general statement of how you will achieve your vision
Guiding Principles	Fundamental beliefs that guide an organization's actions and decisions
Goals	An achievable outcome that is generally broad and longer term than an objective
Objectives	An achievable outcome that is generally short term and defines measurable actions to achieve a goal
Policy	A statement that adopted by the City Council to guide and determine present and future decisions
Action Strategies	A series of steps used to achieve goals
Performance Measures	A way to use data to quantify how well we will achieve our goals, i.e. projects completed, policies revised or new
Sustainability	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs



CROSS REFERENCE TABLE

CHAPTER NUMBER	CHAPTER TOPIC	CROSS REFERENCE TO COMPREHENSIVE PLAN GOALS
1	Community History and Identity	1.4, 1.5, 3.2, 3.4, 4.8, 4.12, 6.1, 6.4, 6.5, 6.6, 6.7, 7.4, 7.6, 7.7, 9.4, 9.7, 9.9, 9.10, 10.1, 10.9, 10.10
2	Infrastructure	2.1, 2.6, 4.8, 5.1, 6.5, 7.1, 7.2, 7.4, 7.5, 7.8, 8.1, 8.4, 10.1, 10.4, 10.5
3	Housing	9.8, 9.11, 10.1, 10.2, 10.3
4	Economic Development	3.2, 3.3, 3.4, 3.8, 9.2, 9.3, 9.12, 10.1, 10.3, 10.6, 10.7, 10.8
5	Natural Resources and Stormwater Management	2.0, 2.1, 2.3, 2.6, 2.7, 9.4
6	Parks, Recreation and Historical Resources	1.4, 1.5, 4.8, 4.10, 7.1, 7.2, 7.4, 10.5
7	Transportation	1.2, 1.3, 4.12, 6.4, 6.6, 9.13, 10.4, 10.5, 10.9
8	Emergency Preparedness	2.1, 2.2
9	Zoning and Building Codes	3.1, 3.3, 3.4, 3.8, 4.9, 4.11, 9.2, 10.3, 10.8, 10.9, 10.10
10	Future Land Use Planning	3.1, 3.3, 3.8, 4.9, 9.2, 9.3, 10.6

RESOLUTION 25-9

A RESOLUTION OF THE GOVERNING BODY OF THE CITY OF CHERRYVALE ADOPTING A CITYWIDE MISSION STATEMENT

WHEREAS, a mission statement defines what an organization stands for and what it will do; and,

WHEREAS, a mission statement gives rationale for programs that are carried out by the organization and guides the prioritization of opportunities and resources; and,

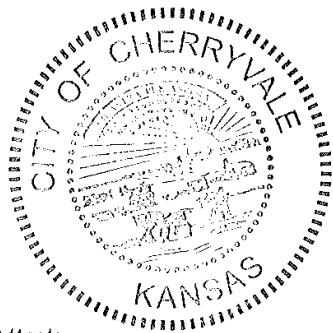
WHEREAS, during Council workshops held on February 25th, 2025 the City Council discussed the City's goals and mission from their shared vision and values representing the community.

NOW, THEREFORE, BE IT RESOLVED that the Governing Body of the City of Cherryvale does hereby adopt the following citywide mission statement:

At Cherryvale our vision is to cultivate an independent and prosperous community that enhances the quality of life for all residents.

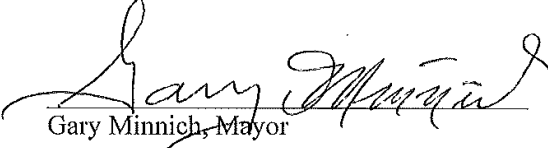
BE IT FURTHER RESOLVED that the Governing Body intends for this mission statement to define the City of Cherryvale, guide the organization and its priorities, and direct staff to use this mission statement as its rationale for programs and carried out by the City now and in the future.

Passed by the City Council of the City of Cherryvale, the 7th day of April, 2025.




Attest:


Karen Davis, City Clerk


Gary Minnich, Mayor



The background image shows a park setting with several flagpoles flying various flags, including the American flag and a blue flag with a white emblem. A large blue cannon is visible in the foreground, and a green bench is partially seen. The scene is surrounded by lush green trees. A large blue diamond shape is overlaid on the top left, and a red diamond shape is overlaid on the bottom right.

PART TWO: DEMOGRAPHICS AND SOCIOGRAPHICS

DEMOGRAPHICS AND SOCIOGRAPHICS

INTRODUCTION

The combination of demographic and sociographic data in this chapter provides an in-depth awareness of the community's profile and specific citizen preferences that should be used during the annual development of the city's budget and its priorities for resource allocation.

- Demographics - The most straightforward definition of demographics is that it is statistical data relating to the population of Cherryvale and the specific groups within it. Specific characteristics of Cherryvale and all communities include age, income level, education, gender, ethnicity, race, and occupation.
- Sociographics - The most straightforward definition of sociographics is the analysis of Cherryvale citizens' lifestyles, interests, and cultural values.

DEMOGRAPHIC/SOCIOGRAPHIC COMMUNITY DEVELOPMENT THEMES

Successful development of Cherryvale will need to rely on the alignment of demographic/sociographic data and the 2026 Comprehensive Plan Themes which are detailed in the Ten Chapters of the Report. Those Themes are described below:

LAND USE & DEVELOPMENT

There are insufficient amenities for desired quality of life. There is a lack of restaurants, hotels, destination stores, public spaces, and a central downtown. Additional issues are incompatible developments, unclear development regulations, and overly complex requirements in the development process.

HOUSING & ECONOMIC DEVELOPMENT

The City is not appealing to potential new businesses and is dependent on Independence. There are concerns about how the city might expand its revenue and tax base to maintain services for current residents, there is a shortage of jobs, and housing challenges that include too few affordable and accessible options, limited senior housing, and housing variety.

PARKS & OPEN SPACE

There is a shortage of parks, trails, and links to Big Hill Lake. The city should focus on developing Lake Tanko and protecting open space.

COMMUNITY CHARACTER & SERVICES

There is a need to strengthen the community's identity and address the declining feeling of togetherness. Opportunities include improvements to the community center and library, city service quality, and appropriateness of water and wastewater costs.

TRANSPORTATION & MOBILITY

Access and development along US 169. Infrastructure quality, public transit, walkability, and connectivity are priority opportunities.

DEMOGRAPHIC SNAPSHOT OF CHERRYVALE

Demographic analysis of Cherryvale is used to inform local planning and policy. Data is provided by the American Community Survey, ESRI, and Montgomery County Action Council (MCAC) with citations. While projections indicate population decreasing through 2024, these estimates may be conservative, and the 2030 Census could show higher numbers.

POPULATION

Cherryvale's population will continue experiencing loss due to the out-migration of young residents of employment age. Cherryvale's population has trended slightly downward over the past 25 years, from 2,464 in 1990 to 2,162 in 2024, a loss of 302 residents (12%). This is due to the lack of employment opportunities, especially for young residents, and the general outward migration trend of individuals and families to larger urban centers. Like many rural Kansas towns, Cherryvale is losing residents to places with better opportunities.

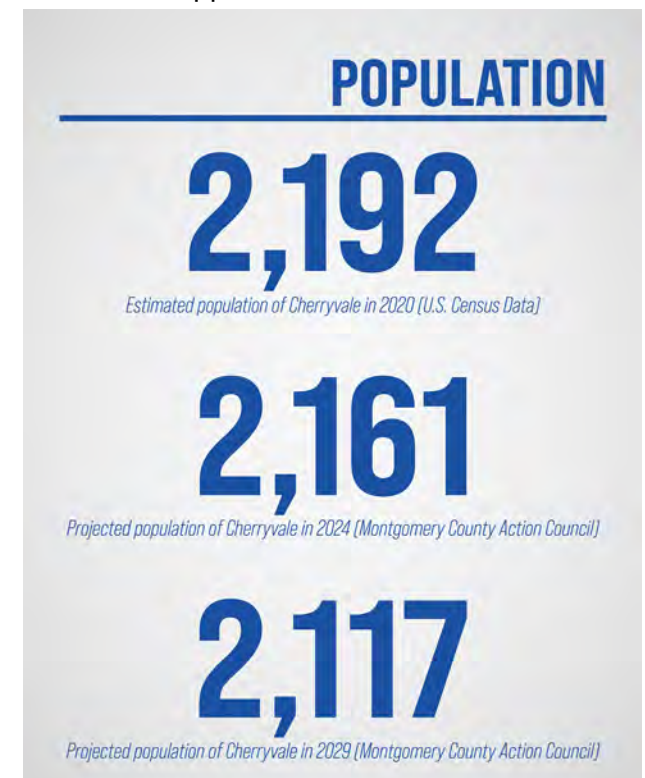


Figure 2

TABLE A.1: CHERRYVALE POPULATION GROWTH PROJECTIONS AND RACE PERCENTAGES PROVIDED BY ESRI AND THE AMERICAN COMMUNITY SURVEY (ACS)

CATEGORY	CITY LIMITS	1-MILE RADIUS	3-MILE RADIUS	32-MILE RADIUS
Population Summary				
2010 Population	2,367	2,422	2,816	88,793
2020 Population	2,192	2,227	2,596	81,340
2024 Population	2,161	2,224	2,596	78,949
2029 Population Projection	2,117	2,201	2,566	76,739

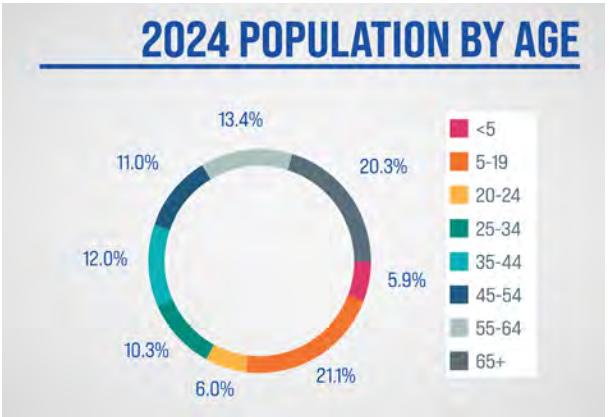


Figure 3

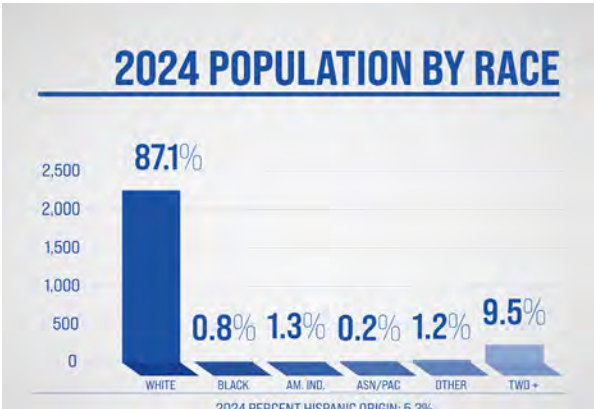


Figure 4

INCOME

The Montgomery County Action Council has determined that Cherryvale’s current average household income of \$56,367 will increase to \$61,251 by 2030. Based on U.S. Census Bureau data from the 2018-2022 American Community Survey, the median household income in Cherryvale, Kansas, was \$45,208. The median household income in Cherryvale is lower than the state of Kansas’s average, which was recently \$87,030 in 2023 according to the Federal Reserve Bank of St. Louis. Cherryvale’s household income should match state and southeast Kansas trends. Statewide economic improvement is likely to benefit Cherryvale as well.

TABLE A.2: PER CAPITA AND HOUSEHOLD INCOME

2024 HOUSEHOLDS BY INCOME BY HIGHEST PERCENTAGE			
Income Category	1-mile radius	3-mile radius	32-mile radius
Median Household Income	\$44,294	\$45,029	\$54,859
Per Capita Income	\$24,480	\$24,901	\$31,176



Figure 5

MEDIAN AGE TREND

Cherryvale’s increasing median age indicates fewer families and younger children living in the community. Recent data from ESRI, the Montgomery County Action Council, and the U.S. Census, show Cherryvale’s median age is rising, reflecting an aging population. The 0–19 age group will grow the slowest over the next 50 years, further increasing the median age. As baby boomers age and younger families move away, the 65+ demographic is expanding. Kansas’ population growth is modest overall, with declines in rural towns like Cherryvale but increases in suburban areas near cities. The lack of growth and ongoing aging means Cherryvale’s median age will continue to climb.

TABLE A.3: CHERRYVALE MEDIAN AGE DATA

DATA SOURCES	YEAR	MEDIAN AGE CITY LIMITS	MEDIAN AGE ONE MILE RADIUS
U.S. Census	2000	37	
U.S. Census	2010	36.9	
ESRI	2010		38.1
U.S. Census	2020	39.3	
ESRI	2020		40.3
U.S. Census	2023	33.8	40.2
ESRI	2024		40.2
World Population Review	2025	33.8	
Montgomery County Action Council	2025	41	
ESRI	2029		41.5

EDUCATION

TABLE A.4: EDUCATIONAL ATTAINMENT BY PERCENTAGE OF POPULATION

EDUCATIONAL ATTAINMENT			
Educational Attainment	1-Mile Radius	3-Mile Radius	32-Mile Radius
High School Graduate	27.2%	26.9%	26.9%
Some College, No Degree	31.1%	30.8%	22.4%
Bachelor's Degree	10.6%	11.0%	14.4%
Graduate/Professional Degree	1.9%	2.1%	7.3%

SOCIOGRAPHIC SNAPSHOT

An analysis of the Cherryvale's demographic conditions, when blended with lifestyle, attitudes, and cultural values provides a more complete understanding of a community's social fabric. Demographic data provides quantitative facts; sociographic data provides qualitative insights into what motivates citizens. Understanding a community's demographics and sociographics is crucial for a variety of purposes:

- Data informs infrastructure, resource allocation, and public service decisions
- Sociographic data helps pinpoint and tackle specific challenges

LIFESTYLE AND VALUES

Cherryvale is a small city with a suburban-rural character, notable for its historic background, peaceful neighborhoods, and welcoming community. The city is characterized by traditional values and a pronounced community spirit. Residents often know one another and are willing to help their neighbors.

Cherryvale is described by ESRI's Sociographic Data as a Heartland Community. Below is their description of a Heartland Community Neighborhood of which Cherryvale is a part:

OUR NEIGHBORHOOD

- Rural communities or small towns are concentrated in the Midwest, from older Rustbelt cities to the Great Plains.
- Distribution of household types is comparable to the US, primarily (but not the majority) married couples, more with no children, and a slightly higher proportion of singles (Index 112) that reflects the aging of the population.
- Residents own modest, single-family homes built before 1970.
- They own one or two vehicles; commutes are short (Index 82).

CULTURE AND COMMUNITY

The city is recognized for its strong schools (Cherryvale and Thayer), with USD 447 providing K-12 education. The Cherryvale Public Library also serves the community, where 88.6% of adults hold a high school diploma. Residents and visitors enjoy outdoor activities like hiking, fishing, and boating at Big Hill Lake. Labette Health runs a local clinic, and the city also has a pharmacy and nursing home.

Cherryvale is described by ESRI's Sociographic Data as a Heartland Community. Below is their description of a Heartland Community Profile of which Cherryvale is a part:

WHO ARE WE?

Well settled and close-knit, *Heartland Communities* residents are semi rural and semiretired. These older householders are primarily homeowners, and many have paid off their mortgages. Their children have moved away, but they have no plans to leave their homes. Their hearts are with the country; they embrace the slower pace of life here but actively participate in outdoor activities and community events. Traditional and patriotic, these residents support their local businesses, always buy American, and favor domestic driving vacations over foreign plane trips.

POLITICS AND BELIEFS

The State of Kansas and the Cherryvale community are largely conservative in their politics and their beliefs that are rooted in community, faith, and values.

HEALTH AND WELL-BEING

Cherryvale features a high school that provides apprenticeship opportunities. Residents can access technical training at community colleges located in nearby Independence and Coffeyville. The town is recognized for its friendly atmosphere, seasonal festivals, farmers' markets, and cultural activities. Cherryvale's crime rate is slightly below the national average, and locals generally view it as a safe community.

Cherryvale is described by ESRI's Sociographic Data as a Heartland Community. Below is their description of Heartland Community Socioeconomic Traits of which Cherryvale is a part:

SOCIOECONOMIC TRAITS

- Retirees in this market depress the average labor force participation rate to less than 60% (Index 94). More workers are white collar than blue collar; more skilled than unskilled.
- The rural economy of this market provides employment in the manufacturing, construction, utilities, health-care, and agriculture industries.
- These are budget-savvy consumers; they stick to brands they grew up with and know the price of goods they purchase. Buying American is important.
- Daily life is busy but routine. Working on the weekends is not uncommon.
- Residents trust TV and newspapers more than any other media.
- Skeptical about their financial future, they stick to community banks and low-risk investments.

PUBLIC SERVICES

Cherryvale residents value public services for safety, quality of life, and economic health. City reports from 2019 to 2023 show strong community support for police, public works, and education, including backing grant initiatives to enhance these services.

MARKET SNAPSHOT

The Comprehensive Plan did not include an in-depth market assessment; however, reliable market profile data is taken from ESRI as detailed below in the graphic. Additional data cited in this section of the report is taken from the U.S. Census Center for Economic Studies and Montgomery County Action Council (MCAC). This understanding of market conditions and trends is essential to ensure the viability of planning recommendations and policies.

MARKET PROFILE

(Consumer preferences are estimated from data by MRI-Simmons.)

- Traditional in their ways, residents of *Heartland Communities* choose to bank and pay their bills in person and purchase insurance from an agent.
- Most have high-speed internet access at home or on their cell phone but aren't ready to go paperless.
- Many residents have paid off their home mortgages but still hold auto loans and student loans. Interest checking accounts are common.
- To support their local community, residents participate in public activities.
- Home remodeling is not a priority, but homeowners do tackle necessary maintenance work on their cherished homes. They have invested in riding lawn mowers to maintain their larger yards.
- They enjoy country music and watch CMT.
- Motorcycling, hunting, and fishing are popular; walking is the main form of exercise.
- To get around these semi-rural communities, residents prefer domestic trucks or SUVs.

EMPLOYMENT

Cherryvale has a consistently high employment rate, though most locals work outside the city. Retail, education, hospitality, and healthcare make up over 33.5% of resident employment. Restaurants and retail make up a significant part of Cherryvale's economic base.

Most residents commute outside Cherryvale for work due to having few local jobs. It is unlikely that significant additional employment opportunities will develop in Cherryvale soon without action. Despite some individuals working outside the region, Cherryvale consistently maintains robust employment figures according to the Kansas Department of Labor. The Department calculates that the 2025 unemployment rate for Montgomery County was 3.4%, which is lower than the state's unemployment rate of 3.8 % and the region's rate of 4%.

CHERRYVALE EMPLOYMENT OPPORTUNITIES AND ASSETS:

- Opportunities for industrial development in Cherryvale include its strategic location with highway and rail access, and attractive incentive programs such as Industrial Revenue Bonds and state and local tax rebates.
- The agricultural and processing sectors are significant drivers for both the regional and local economies. The growing and processing of soybeans are significant economic contributors by providing jobs, tax revenues, and a market for locally grown soybeans.
- The city has a manufacturing base focused on plastic product manufacturing specializing in custom molding, injection molding, and extrusion.
- Cherryvale has targeted industries in injection molding and fiberglass manufacturing.
- The city has a strong partnership with Watco Railroad, one of the largest short line rail companies in the U.S.

TABLE A.5: LABOR FORCE BY AGE AND PERCENTAGE

LABOR FORCE			
Age Cohort	1-Mile Radius	3-Mile Radius	32-Mile Radius
Age 16-24 Employed	16.6%	16.4%	13.9%
Age 25-54 Employed	54.6%	54.8%	57.0%
Age 55-64 Employed	21.8%	21.7%	18.4%
Age 65+ Employed	7.0%	7.0%	10.7%

TABLE A.6: LABOR FORCE BY PERCENTAGE OF INDUSTRY SECTOR EMPLOYMENT

EMPLOYED BY INDUSTRY BY PERCENTAGE			
Industry Sector	1-Mile Radius	3-Mile Radius	32-Mile Radius
Services	44.1%	43.9%	44.6%
Manufacturing	21.4%	21.8%	20.7%
Retail	16.3%	16.1%	10.2%



Figure 6

HOUSING

While Cherryvale's total households decreased from 946 to 886 in 2020, it is projected to increase to 924 in 2029 which represents an upward trend of 38 households since 2020 which represents a 4.3% increase.

TABLE A.7: OCCUPIED HOUSING UNITS BY YEAR AND PERCENTAGE OF THE STRUCTURES BUILT

YEAR BUILT	PERCENTAGE OF STRUCTURES	NUMBER OF STRUCTURES
1939 or earlier	42.3%	411
1970-1979	11.3%	110
1980-1989	10.8%	105

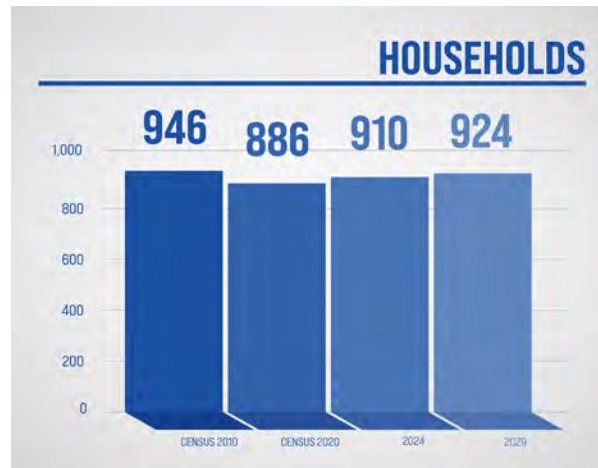


Figure 7

MOBILITY

Access to transportation alternatives is important to Cherryvale. As shown in the table below, there are many households, especially for those who rent, who do not have adequate transportation.

TABLE A.8: OWNER AND RENTER OCCUPIED HOUSING - NUMBER AND PERCENTAGE OF VEHICLES

TYPE OF HOME	NUMBER OF VEHICLES	PERCENTAGE OF HOMES WITH VEHICLES
Owner Occupied	2	21.5%
	3	18.8%
	4	10.7%
Renter Occupied	0	2.9%
	1	20.4%
	2	5.3%

SUMMARY

The data in this chapter shows Cherryvale faces significant challenges. While current facts don't suggest a prosperous future, leaders need to act decisively and use available resources to create growth and secure the town's future for coming generations. The demographic and sociographic facts in this chapter that support this statement are:

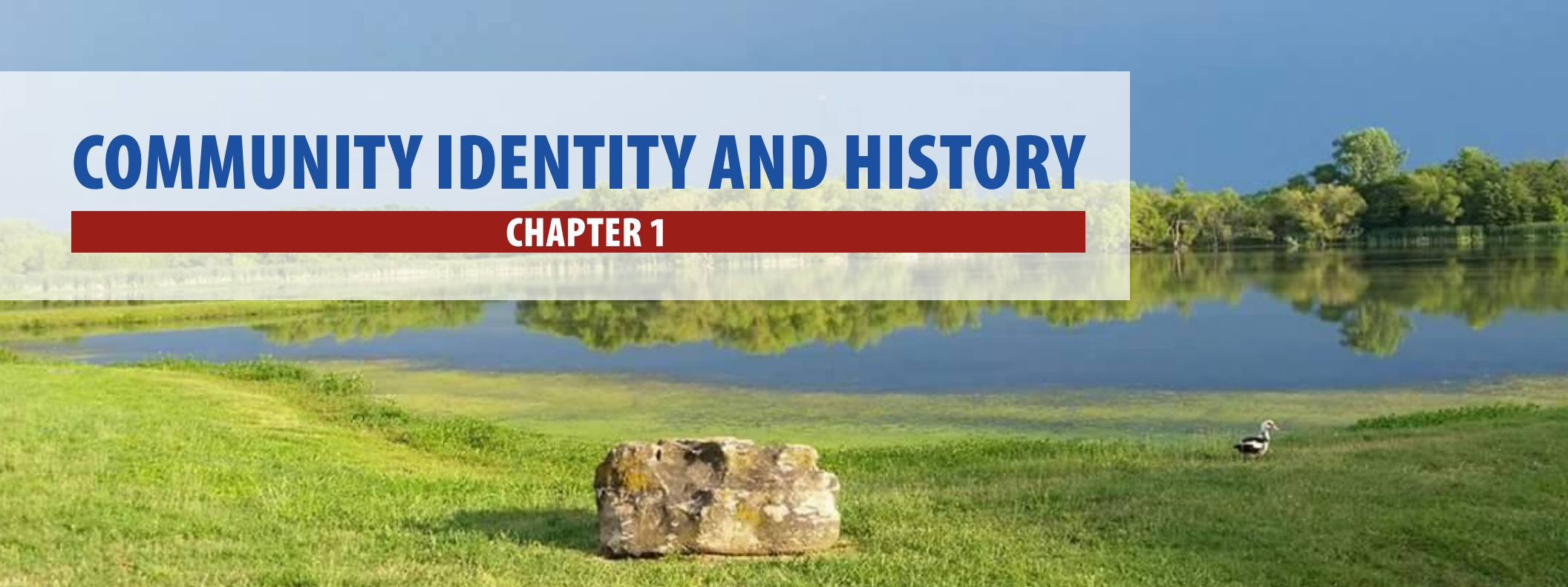
1. The projected number of new households is declining
2. The highest percentage of existing housing, 42.3%, was constructed prior to 1939
3. The median age is increasing which results in an older community and a decreasing population over time
4. Services, Manufacturing, and Retail are the principal employment sectors
5. Citizens like the country and embrace the slower pace of life
6. Citizens are largely conservative in their politics, and their beliefs are rooted in community, faith, and values
7. Educational attainment in Cherryvale compares favorably with the State of Kansas with 92% achieving a high school diploma or equivalent
8. Growth opportunities include:
 - a. Development of the Highway 169 Corridor
 - b. Expansion of existing businesses and industries with emphasis on the Original Old Town District
 - c. Promotion of the city's proximity to Big Hill Lake
 - d. Marketing of the city's capabilities to support businesses and industries needing rail access and industrial park acres



EXECUTIVE SUMMARY

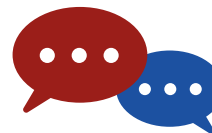
COMMUNITY IDENTITY AND HISTORY

CHAPTER 1



INTRODUCTION

Cherryvale residents are proud of their community. When asked, they often mention the small-town atmosphere and the sense of place that it offers. Their realistic desire is to create a community vision that embraces its character and hope for a revival of the downtown business area while always searching for opportunities to upgrade neighborhood cleanliness, infrastructure capabilities, and activity options that add quality to life.



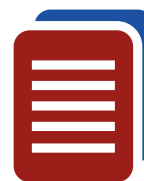
WHAT WE HEARD

There is concern about several things that detract from the image of the community, i.e. dilapidated structures, unkept lawns, abandoned vehicles, and public infrastructure.

WHAT WE FOUND

The city budget is not sufficient to maintain its infrastructure at a level that addresses citizen concerns about its community identity. Stabilization, growth, and outside sources of funding will be needed to address the concerns that have been observed.

GOALS AND COMMUNITY ACTIONS Refer to Chapter 1



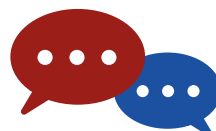
INFRASTRUCTURE

CHAPTER 2



INTRODUCTION

Cherryvale citizens are optimistic about their community's future. They remain realistic about the level of service provided by their basic needs for water availability, sanitary sewer capacity, transportation, parks, and recreation facilities and are supportive of initiatives to upgrade all systems as resources become available.



WHAT WE HEARD

The sewer treatment plant is operating at 45% of its daily capacity of 300,000 GPD; the city is working with KDHE and a consultant to evaluate expansion options; the cost of a new water treatment facility is approximately \$15.0 Million; housing development will require adequate and appropriate infrastructure; the west side of the community has the oldest and most needed infrastructure upgrades; city wastewater and evaporation ponds are land locked, thus land acquisition is needed for expansion; some of the city's water lines are lead; the city sold water rights to the Public Wholesale Water Supply District #4 out of Big Hill.



WHAT WE FOUND

New infrastructure maintenance equipment is being purchased. KDHE is assisting in evaluating the wastewater treatment system and expansion plans. The city intends to use GIS information and software to create maps of their infrastructure.

GOALS AND COMMUNITY ACTIONS Refer to Chapter 2

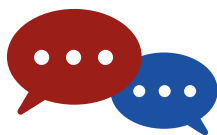
HOUSING

CHAPTER 3



INTRODUCTION

Cherryvale citizens desire their community to provide affordable housing options at all levels and to encourage individual property owners to maintain their property.



WHAT WE HEARD

There are noticeable issues with individual maintenance of homes and property, requests for more enforcement of city codes to clean up neighborhoods, maintenance issues with owners of rental properties, non-support for subsidized and multi-family housing, support for duplexes, support for conversion of the old McKinley School building to apartments, and support for an area bound by Hickory and Olive Street and 8th and 9th Streets for housing.

WHAT WE FOUND

Housing self-assessment would be helpful by utilizing the Housing Assessment Tool (HAT) provided by the State Department of Commerce

City Codes that relate to housing and property maintenance should be clarified and adjusted as needed to enforce housing issues

International Property Maintenance Codes have been adopted to support the initiative to upgrade the maintenance of existing structures

International Existing Building Codes should be adopted to support the initiative to upgrade the repairs alterations, and additions of existing structures

GOALS AND COMMUNITY ACTIONS Refer to Chapter 3

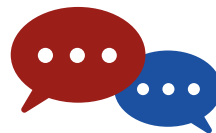
ECONOMIC DEVELOPMENT

CHAPTER 4



INTRODUCTION

Cherryvale reached its highest population in the 1920's at a total of 4,698. Historical accounts indicate that expanding beyond the current population of 2,128 is achievable with a clear community vision, unified leadership goals and strategies, and effective utilization of like-minded partners.



WHAT WE HEARD

Several assets include the development potential along the Highway 169 Corridor, proximity to Big Hall Lake, relationship with the State of Kansas, area congressmen, and the Montgomery County Action Council, synergy from the Bartlett Plant with potential new industries, and an active Chamber of Commerce. A few issues such as access the condition of quality-of-life amenities, the municipal pool, dilapidated structures in the downtown area, and too few housing options.

WHAT WE FOUND

Partnership opportunities with the State of Kansas to improve the city's water distribution system; Creation of a citizen committee within the Chamber of Commerce to assist with economic development activities; Beautification projects with the private sector for the re-forestation (cherry trees); Development along the Highway 169 Corridor; and in-fill housing.

GOALS AND COMMUNITY ACTIONS Refer to Chapter 4

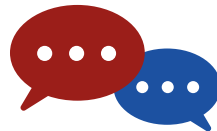
NATURAL RESOURCES AND STORMWATER MANAGEMENT

CHAPTER 5



INTRODUCTION

Cherryvale citizens will benefit personally from the value provided by accessible natural resources such as Lake Tanko and as a community from the value that natural and man-made remedies contribute to mitigating the disruption and occasional damages caused by stormwater overflow on West Main and West 6th Streets.



WHAT WE HEARD

There are specific **stormwater problem locations** on West Main and West 6th Streets, there are several areas in town where debris collects in the drainage ditches.

Natural Resource issues surrounding Lake Tanko that make it difficult to use and there is a need for re-forestation.

WHAT WE FOUND

Maintenance of drainage ditches are viewed as a collaboration between property owners and the city; there are city-wide cleanup days to facilitate both tree limbs and leaf pickup; there are protection and/or development and stormwater management opportunities available at the Lake Tanko area, to include USD 445 who owns property adjacent to the Lake; there are opportunities to use volunteer groups, especially young people, to maintain ditches and plant cherry trees; and there is an opportunity to acquire land adjacent to the city sewer lagoons for future expansion.

GOALS AND COMMUNITY ACTIONS Refer to Chapter 5

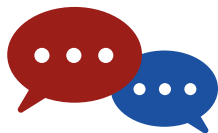
PARKS, RECREATION AND HISTORICAL RESOURCES

CHAPTER 6



INTRODUCTION

Cherryvale residents desire a community that celebrates its history and provides equal access to parks, trails, special events, and indoor/outdoor recreation programs for all ages.



WHAT WE HEARD

Recreation facilities are aging, programs are limited to youth only, there are opportunities and demand to provide more trails, there is support for the number and type of special events that are offered, the park system could be improved by upgrading Logan Park and developing the area around Tanko Lake.

WHAT WE FOUND

Health and wellness opportunities are lacking for adults and older adults. The Community Center and possible partnerships with the USD 447 and Faith Community, coupled with volunteer program leaders or contracted employees to be paid from program fees, may provide the access that is needed to meet the program demand.

Trail opportunities should be considered at the Tanko Lake area, perimeter of selected school playgrounds, and within the community as sidewalk improvements are made

The Historical Museum provides an attraction to the community for its 600 annual visitors from eighteen different states and three foreign countries. It also provides a community benefit by offering four to six annual events.

GOALS AND COMMUNITY ACTIONS Refer to Chapter 6

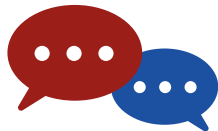
TRANSPORTATION AND CONNECTIVITY

CHAPTER 7



INTRODUCTION

Cherryvale citizens desire access to safe and functional multi-modal transportation such as driving, biking, or walking.



WHAT WE HEARD

Many sidewalks are not walkable and other potential connectivity options need to be explored; the city's street program budget is lacking resources; there are several crosswalk problem areas on Liberty, Neosho and Carson Streets; demand-based transportation services are not locally based; many railroad crossings are in need of repair.

WHAT WE FOUND

There are trail options that would connect existing walking routes to Lake Tanko and around the perimeter of the high school; there are trail partnerships available that would include the city, USD 447, and the Recreation Commission; it is possible that WATCO will repair the railroad crossings at no cost to the city; and potential funding sources for streets and trails may be available.

GOALS AND COMMUNITY ACTIONS Refer to Chapter 7

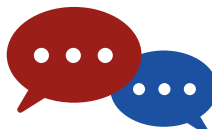
EMERGENCY PREPAREDNESS

CHAPTER 8



INTRODUCTION

Cherryvale citizens expect their leaders to provide them with a realistic layer of protection when emergencies occur. Currently, the community benefits from a multi-agency emergency response team.



WHAT WE HEARD

The 2008 Emergency Operation Plan is outdated. There are no fuel reserves for city operations during disasters, and no backup generators for critical power needs.

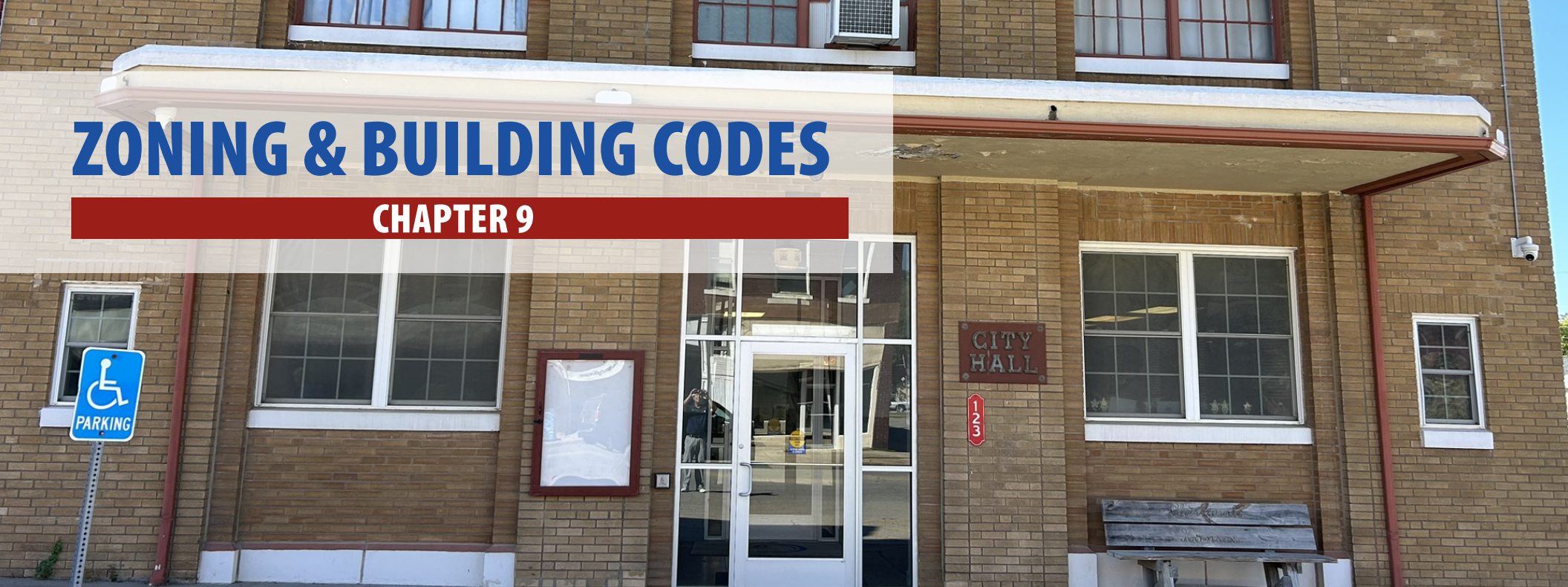
WHAT WE FOUND

The Fire Department is working on a grant to address emergency electrical generators; Montgomery County has hired a grant writer that will provide assistance with new communication radios; the multi-agency task force works well together; the city is using the iWorQ software program to locate infrastructure and utility assets; the city has access to Montgomery County's GIS data.

GOALS AND COMMUNITY ACTIONS Refer to Chapter 8

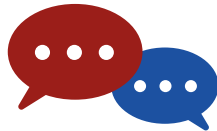
ZONING & BUILDING CODES

CHAPTER 9



INTRODUCTION

Cherryvale residents expect enforced zoning and building codes to protect their health, safety, welfare and assets.



WHAT WE HEARD

Staff believes the community is mostly unaware of zoning and building codes. The city processes 1 to 6 zoning applications per year.

WHAT WE FOUND

The Fire Chief is the zoning and building codes manager and inspector; there is a need to implement an ongoing community education process about adopted zoning, building, and subdivision regulations. All properties within the city have access to sanitary sewer.

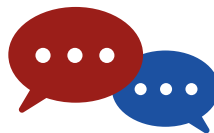
GOALS AND COMMUNITY ACTIONS Refer to Chapter 9

FUTURE LAND USE PLANNING

CHAPTER 10

INTRODUCTION

Cherryvale citizens want an orderly process for future land use development to ensure that residential, commercial, industrial, and green spaces are appropriately placed in the community to capitalize on access to infrastructure, police, fire and EMS protection, and organized traffic flow.



WHAT WE HEARD

The Lake Tanko area and Logan Park need to be upgraded and cleaned up; the old McKinley School has potential for development as a park or other community use; there are vacant lots in the community that would be good for infill development.

WHAT WE FOUND

The Highway 169 Corridor within the city limits should be designated as a transportation corridor and defined as a planning; a planning boundary should be defined and depicted on the Future Land Use Map; the potential solar and/or wind farm site should be identified in the future land use map; uses associated with the zoning allowing the WATCO Switching Yard and Bartlet site are seen as opportunities that should be expanded upon; need to define the central business district area on the Land Use Map.

GOALS AND COMMUNITY ACTIONS Refer to Chapter 10



PART THREE: COMPREHENSIVE PLAN

A vintage, sepia-toned photograph of a train car, likely a passenger car, with a man standing on the steps. The train car has a sign that reads "PILLSBURY" on its side. The image is overlaid with a large, stylized graphic consisting of overlapping red and black shapes. The text "CHAPTER 1: COMMUNITY IDENTITY AND HISTORY" is written in large, bold, white capital letters across the lower portion of the image.

CHAPTER 1: COMMUNITY IDENTITY AND HISTORY

CHAPTER 1: COMMUNITY IDENTITY AND HISTORY

INTRODUCTION

Community identity priorities aim to build a sense of belonging and shared values through cultural representation, common interests, and empowerment. They also address functional design, sustainability, and secure access for all members.

WHAT WE HEARD

Cherryvale has a community identity defined by its rich history, strong family values, and quiet, neighborhood-oriented lifestyle.

There is concern about several things that detract from the image of the community, i.e. dilapidated structures, unkempt lawns, abandoned vehicles, and public infrastructure.

WHAT WE FOUND

The community's history dates to the 1870's, with industries like zinc and brick manufacturing, glass factories, smelting, and shovel and barrel production.

The school district is a central institution and contact information for the administration is readily available.

Positioned as the "gateway to Big Hill Lake," the community's identity is tied to its rural surroundings and outdoor recreation. This provides residents and visitors with opportunities for leisure activities. The city budget is not sufficient to maintain its infrastructure at a level that addresses citizen concerns about its community identity. Only growth and outside sources of funding will provide the resources that are needed to address the concerns that have been observed.

EXISTING CONDITIONS

Besides Big Hill Lake, the community hosts local events such as the Cherryvale Blossom Festival and the Makers Market which highlights local artisans and produce during the summer.

The Cherryvale Chamber of Commerce actively works to support and attract new businesses, leveraging assets like highway and rail access.

COMMUNITY IDENTITY

Cherryvale residents are proud of their community. When asked, they often mention the rural atmosphere and the sense of place that it offers. Their realistic desire is to create a community vision that embraces its character and hope for a revival of the downtown business area while always searching for opportunities to upgrade neighborhood cleanliness, infrastructure capabilities, and activity options that add quality to life.

COMMUNITY HISTORY

Cherryvale, named after Cherry Creek Valley, is geographically located in a region that eventually became southeast Kansas, and specifically northeastern Montgomery County. Aside from squatters, prior to 1854 and being officially opened to Euro-American settlement by the Kansas-Nebraska Act, the region was inhabited by several Native American tribes including the Osage, Kansa (also known as the Kaw), and Pawnee.

1534

Starting in 1534, and for the next 269 years, the Kingdoms of France, Great Britain and Spain ceded ownership of the region back and forth among themselves until 1803 when France sold it to the United States as part of the Louisiana Purchase.

1854

The Kansas Territory was created in 1854, officially opening up more land for settlement. However, Euro-American settlers were encroaching onto Osage Diminished Reserve lands and causing significant tensions in the area. When Statehood was achieved in 1861, the country was soon embroiled in the Civil War, further impacting the viability of the Osage Diminished Reserve to adequately provide for the Osage people. The Osage understood their reserve would eventually become overrun by Euro-American settlers, so in 1870 the tribe utilized funds from their land trust to purchase land in Indian Territory, present day Oklahoma. The Diminished Reserve lands were eventually offered for sale, and the proceeds were placed into their trust agreement. The eastern part of this area contained land that would eventually become Montgomery County and the City of Cherryvale.

1864

By 1864, continued pressure brought on by a Euro-American settlement and from successive treaties with the United States the Osage Indian population had become concentrated into the Osage Diminished Reserve, a long rectangular strip of land, along the Kansas-Oklahoma line comprised of 4.8 million acres, and included land that would become Montgomery County and the City of Cherryvale.

The land and area in which Cherryvale is established is generally defined by broad rolling hills, streams and tall grass prairie and was originally taken as a claim, by Joseph Wise sometime after passage of the Homestead Act of 1862. It is thought the first Euro-American settlers in Cherryvale were Mr. Ab Eaton and Thomas Whelan, sometime in the late 1860s with missionaries and traders often visiting the area.

1871

The town of Cherryvale was established when, in 1871, the Kansas City, Lawrence & Southern Kansas Railway Company (K.C.L. & S.K.R.) had their chief engineer, Octave Chanute, create and file the plat. Initially, development of the community was extremely slow and what progress had been made was hindered when a fire destroyed the business district in 1873. The population in 1874 was 200 and had grown to 250 by 1879. The fire required business owners who were also residents to adapt and overcome their disastrous circumstances. Businessmen and residents O. F. Carson and C. C. Kincaid began rebuilding structures in the business district with brick and stone structures which was followed with the construction of solid stone and brick houses.

1879

In 1879, the railroad industry transformed Cherryvale and the surrounding region as the St. Louis, Wichita, and Western Railroad was constructed. It crossed the Kansas City, Lawrence & Southern Kansas Railway Company (K.C., L. & S.K.) tracks in Cherryvale; the Kansas City, Fort Scott and Gulf, a narrow-gauge railroad, was constructed and ran from Cherryvale, east to the coal fields in Cherokee County, Kansas. During this same year, the K.C., L. & S.K. line was extended westward to the Arkansas River.

1880'S

The discovery of Coal, Oil and Natural Gas in southeast Kansas in the 1880s, coupled with the transportation afforded by the railroad, meant Cherryvale had significance, and construction of the community became rapid. The community was one of the first in Kansas to light their streets and homes with natural gas. Additionally, this resource, coupled with the others, provided fuel for the economic and commercial growth of the community, allowing for the emergence of several industries associated with abundant raw materials and natural gas, oil, and coal.

Because of significant demand for the region's mineral products such as zinc, glass, clay, and cement, their proximity to relatively inexpensive sources of fuel; adequate transportation system; significant sources of laborers; and the presence of investment capital all combined to provide opportunities for the southeast region of Kansas, and Cherryvale.

1891

By 1891, the region in which Cherryvale was located had become the zinc smelting capital of the world. The Tri-State District is an historic lead-zinc mining district located in present-day southwest Missouri, southeast Kansas and northeast Oklahoma. Cherryvale had several companies with numerous furnaces melting and extracting zinc for use in manufacturing and America's emerging industrial capacity.

In a relatively short time, Cherryvale experienced significant factors and underwent a transformation from a small, rural and undeveloped community to one with major industrial manufacturing and the production of materials used in the construction of cities throughout the region and beyond.

Cherryvale's population went from 690 in 1880 to 2,100 in 1890, and to 3,742 in 1900 and an all-time high of 4,698 residents in 1920. In the 1930's the city lost approximately 1,000 residents and lost population since then until stabilizing around 2,100 residents, where it has been over the last three decades.



COMMUNITY IDENTITY AND HISTORY GOALS AND COMMUNITY ACTIONS

Building a strong and positive community identity can boost Cherryvale's sense of place, character, and economic development. Here are some goals and actions Cherryvale can take to celebrate its history and unique qualities.

GOAL 1.1:

To Evaluate the Cherryvale Brand for Appropriateness

Community Action: 1.1.1

Perform audit of the City's communication, marketing materials, and website

Community Action: 1.1.2

Update and Expand Cherryvale branding standards on official city communication documents

Community Action: 1.1.3

Evaluate city logo

GOAL 1.2:

To Improve Community Gateway & Signage

Community Action: 1.2.1

Evaluate existing community gateways for landscaping, signage, and overall curb appeal

Community Action: 1.2.2

Compare existing conditions with desired conditions

Community Action: 1.2.3

Establish and install preferred landscape and signage package

GOAL 1.3:

To Assess the Need for New or Improved Wayfinding Signage Throughout the Community

Community Action: 1.3.1

Identify community assets and locations for installation of wayfinding signage

Community Action: 1.3.2

Install wayfinding signage at identified locations

GOAL 1.4:

To Celebrate Community & Cultural Events by Focusing on Preserving and Promoting a Sense of Belonging and Community/Cultural Pride

Community Action: 1.4.1

Form a community heritage committee

Community Action: 1.4.2

Identify and engage with local history groups

Community Action: 1.4.3

Identify historic sites or buildings for preservation/recognition

Community Action: 1.4.4

Provide or assist with economic incentives for preservation or restoration of historically significant buildings

GOAL 1.5:

To Promote Community & Cultural Events

Community Action: 1.5.1

Itemize, organize and evaluate current efforts, organize and promote cultural events that promote the community's history

Community Action: 1.5.2

Evaluate, organize, and coordinate the promotion of cultural events, festivals and other assets across social media platforms, and appropriate city and county websites

Community Action: 1.5.3

Create a new, or improve an existing central gathering space for year-round, multi-seasonal events

Community Action: 1.5.4

Work to establish a new, or identify an existing signature event in Cherryvale to promote tourism and increase the quality of life for residents





CHERRY VALE

Montgomery County

KANSAS

in the SW 1/4 Sec 9 & NW 1/4 Sec 18

Top 32 Range 17.

Scale 150 To the inch

[illegible]

Octave Lehanu
Chief Engineer

State of Texas,
Wichita County. This Pet was filed for Record on
the 26th day of July 11th 1882 duly recorded according to law
on the 25th day of June 1882

Submitted and sworn to before me at Holary, Ariz.
 this 2nd day of August 1874.


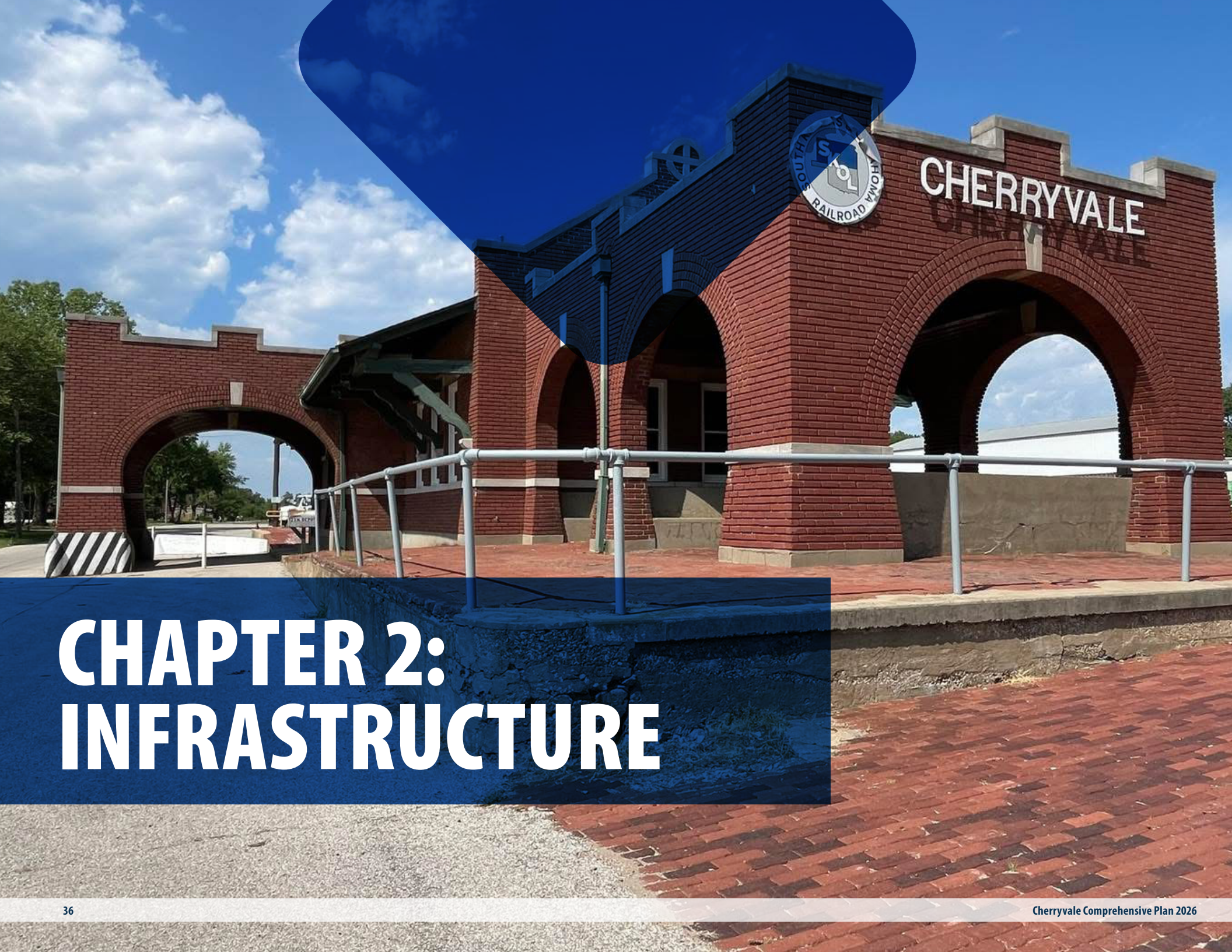
 L. D. Hammond
 Holary, Ariz.

TABLE 1.B – CONSOLIDATED VIEW OF GOALS AND COMMUNITY ACTIONS

GOAL	COMMUNITY ACTION
<p>GOAL 1.1: To Evaluate the Cherryvale Brand for Appropriateness</p>	<p><u>Community Action 1.1.1:</u> Perform audit of the City’s communication, marketing materials, and website</p> <p><u>Community Action 1.1.2:</u> Update and Expand Cherryvale branding standards on official city communication documents</p> <p><u>Community Action 1.1.3:</u> Evaluate city logo</p>
<p>GOAL 1.2: To Improve Community Gateway & Signage</p>	<p><u>Community Action 1.2.1:</u> Evaluate existing community gateways for landscaping, signage, and overall curb appeal</p> <p><u>Community Action 1.2.2:</u> Compare existing conditions with desired conditions</p> <p><u>Community Action 1.2.3:</u> Establish and install preferred landscape and signage package</p>
<p>GOAL 1.3: To Assess the Need for New or Improved Wayfinding Signage Throughout the Community</p>	<p><u>Community Action 1.3.1:</u> Identify community assets and locations for installation of wayfinding signage</p> <p><u>Community Action 1.3.2:</u> Install wayfinding signage at identified locations</p>
<p>GOAL 1.4: To Celebrate Community & Cultural Events by Focusing on Preserving and Promoting a Sense of Belonging and Community/Cultural Pride</p>	<p><u>Community Action 1.4.1:</u> Form a community heritage committee</p> <p><u>Community Action 1.4.2:</u> Identify and engage with local history groups</p> <p><u>Community Action 1.4.3:</u> Identify historic sites or buildings for preservation/recognition</p> <p><u>Community Action 1.4.4:</u> Provide or assist with economic incentives for preservation or restoration of historically significant buildings</p>
<p>GOAL 1.5: To Promote Community & Cultural Events</p>	<p><u>Community Action 1.5.1:</u> Itemize, organize and evaluate current efforts, organize and promote cultural events that promote the community’s history</p> <p><u>Community Action 1.5.2:</u> Evaluate, organize, and coordinate the promotion of cultural events, festivals and other assets across social media platforms, and appropriate city and county websites</p> <p><u>Community Action 1.5.3:</u> Create a new, or improve an existing central gathering space for year-round, multi-seasonal events</p> <p><u>Community Action 1.5.4:</u> Work to establish a new, or identify an existing signature event in Cherryvale to promote tourism and increase the quality of life for residents</p>



CHERRYVALE

CHAPTER 2: INFRASTRUCTURE

CHAPTER 2: INFRASTRUCTURE

INTRODUCTION

Residents of Cherryvale are optimistic about the future of their community. They possess a clear understanding of the current service levels regarding essential needs such as water supply, sanitary sewer systems, transportation, parks, and recreation facilities. Citizens support efforts to enhance and update these systems as resources allow.

Within a comprehensive plan, community systems refer to the infrastructure, social services, and networks that form the backbone of daily life and ensure a high quality of life. The community's stability and growth potential are directly linked to reliable utilities, as well as robust public and social infrastructure.

The City of Cherryvale owns and is responsible for operating and maintaining the water distribution, sanitary sewer, storm sewer, and refuse collection systems. The city can modify these systems as needed. Utility infrastructure systems need constant monitoring and assessment to be properly maintained, and when necessary, rebuilt, or replaced. Utility infrastructure constantly needs to be rebuilt or replaced as it ages. It is best if the capital improvements are performed under a thought-out program.

WHAT WE HEARD

From the project's engagement process, we heard:

- The sewer treatment plant is operating at 45% of its daily capacity of 300,000 GPD
- The city is working with KDHE and a consultant to evaluate expansion options

- The cost of a new water treatment facility is approximately \$150 Million
- Housing development will require adequate and appropriate infrastructure
- The west side of the community has the oldest and most needed infrastructure upgrades
- City wastewater and evaporation ponds are land locked; thus, land acquisition is needed for expansion
- The city has worked to replace most of its lead water lines, completing projects in 1999, 2007, and 2017, but some lines are still lead
- The city relinquished its water rights back to the Kansas Water Office and Kansas Water Authority in July 2017.
- The city purchases water from Public Wholesale Water Supply District #4 whose source is Big Hill Lake
- The Four County Mental Health Service should locate an auxiliary office in Cherryvale at the old dental building

WHAT WE FOUND

The city is:

- Purchasing new infrastructure maintenance equipment
- Working with The Kansas Department of Health and Environment (KDHE) to analyze the existing sewage treatment system's capacity and its anticipated life cycle
- Addressing its sewage treatment system's efficiency by analyzing and mitigating the Infiltration and inflow of water
- The city intends to utilize GIS information and software to create maps of its infrastructure assets to assist with management and maintenance

- There are multiple senior service providers for skilled nursing and rehabilitation services in Cherryvale
- The community center is home to senior programs
- There is an active food bank operating out of a local church



Figure 2.1

TRANSFORMING CONNECTIVITY – CHERRYVALE BECOMES A GIGABIT CITY

On November 20, 2024, Cherryvale entered into an agreement with KWIKKOM Communications to become a GIGABIT City. By doing so, the community will now enjoy internet speeds of up to 10 Gbps which will provide residents and businesses with faster, more reliable internet for streaming, gaming, video conferencing, remote work, and more.

Benefits to the community will be numerous:

- An improved quality of life
- It will help attract new businesses and promote economic growth
- It will benefit public services, providing faster and more efficient communication for emergency response and city operations
- Local institutions such as schools and healthcare providers will be able to offer more advanced digital services, enhancing the community's education and health infrastructure
- Additionally, the presence of high-speed fiber optic internet is expected to boost property values and attract more residents to the area



EXISTING CONDITIONS

The Public Works Department is responsible for maintaining all city streets, storm water conveyance system, water distribution system, wastewater collection system, animal control, brush and snow removal.

CITY STREET SYSTEM

The city's street system consist of 47 lineal miles of local, collector, and arterial roads, which is like most Midwestern communities that utilize a grid-based street system to organize itself, laying out streets in a rectilinear pattern, typically intersecting at or near right angles. This includes seven miles of alleys mostly located withing the residential neighborhoods and "original" town. Most of the streets do not have curb and gutter and rely on 60 catch basins and street inlets to direct water flow into the roadside drainage ditch stormwater conveyance system.

STORMWATER CONVEYANCE SYSTEM

Cherryvale's stormwater conveyance system primarily consists of overland swales and roadside drainage ditches located within the road rights-of-way. The stormwater is conveyed by the streets to 60 catch basins, and street inlets, and then directed to the roadside drainage ditch and conveyance system. The system, excluding Lake Tanko, does not utilize stormwater detention or retention basins. There is more than 100 lineal miles of roadside drainage ditches being maintained by the public works staff. There is a small, one-block area, served by underground stormwater infrastructure; Liberty Street at 5th and 6th streets, conveying stormwater runoff west toward Coyle Street. Stormwater is carried by these ditches to small unnamed tributary streams that flow and connect to Cherry and Drum Creeks which discharge into the Verdigris River. The system does not utilize stormwater detention or retention basins; however, Lake Tanko does function as a default detention basin

WATER DISTRIBUTION SYSTEM

The city provides water to residents by purchasing potable water from Public Wholesale Water Supply #4 (PWWS#4). The city purchases approximately 60 million gallons of water a year from PWWS#4 and distributes it to residents and businesses. The distribution system consists of an elevated steel water tower, constructed in 1970, with a storage capacity of 500,000 gallons. There are approximately of 30 lineal miles of waterlines that convey water throughout the city which includes appurtenances like valves and fire hydrants. The system ensures water is transported at sufficient pressure and flow rates to meet both everyday household needs and fire suppression demands. There remains approximately five miles of cast iron transmission waterline yet to be replaced.

WASTEWATER COLLECTION SYSTEM

While the entire city is adequately served by sanitary sewers to convey wastewater, the major system improvements started in 2001 and completed in 2003 are nearing the end of their expected service life. The Public Works Department is responsible for operating and maintaining approximately 20 lineal miles of sewer lines, 312 manholes, four lift stations, approximately two miles of force main, and a three-cell lagoon system. Annually, the city processes over 112 million gallons of wastewater. In 2019, the Public Works Department flushed over 653,602 gallons of water to maintain cleanliness and flow within the lines.

SUPPORTING BACKGROUND INFORMATION

INFRASTRUCTURE ASSETS

This chapter describes infrastructure systems such as water, stormwater, sanitary sewer, private utilities, and social infrastructure (healthcare, social services, education, and public transportation). Not discussed in this chapter are other infrastructure systems such as parks and recreation and transportation, as they are discussed in dedicated chapters in this document. Goals for municipal infrastructure systems typically focus on maintaining and improving the built environment and public services to enhance quality of life, safety, welfare, and health. These goals and community actions address various aspects, including water and sanitation, transportation, energy, and social infrastructure, and aim to be equitable and sustainable. Appropriate utility services enhance accessibility, reduce traffic congestion, promote active transportation, and support economic development.

The City of Cherryvale owns and maintains the water distribution and wastewater and stormwater collection and treatment systems. City ownership affords citizens multiple benefits such as working toward fulfilling long-term community goals, promoting local control, local regulation, local presence, reliability, community interests, retaining dollars in the community, community values, and integrated utility systems.

ROLE OF INFRASTRUCTURE AND UTILITIES

The growth and development of a community's quality of life depends on reliable utilities and public services. The provision and distribution of clean water and sanitation infrastructure establish the foundation on which a community is built to provide essential services that allow citizens and businesses to prosper and grow. It is central to have well established infrastructure such as water and sanitation main lines to provide service to the existing neighborhoods but also out to areas identified as appropriate for growth. Fundamental public services such as public schools, health care, and emergency services depend upon infrastructure and utilities to provide adequate services to the community and the capacity to accommodate growth.

COMPONENTS OF INFRASTRUCTURE

Drinking water, sanitary sewer, storm sewer, and private utilities constitute the primary components of infrastructure. This chapter will review the existing conditions of Cherryvale's infrastructure and provide recommendations to ensure the current system can continue meeting existing demand for services and what, if any, upgrades are needed to accommodate potential demand in the future.



WATER

Although Cherryvale purchases potable water from Public Wholesale Water Supply District Number 4, it does maintain the distribution and storage system throughout the community for all connected households and businesses. Water mains, a water tower, and appurtenances comprise the Cherryvale Water Distribution System.

SANITARY SEWER:

Sanitary sewers collect and transport wastewater from homes and businesses to treatment facilities. Once the treatment (cleaning) process is completed the treated domestic wastewater (clean water) is returned to the Verdigris River via Drum Creek for reuse. This facility is a three-cell wastewater stabilization lagoon system.

STORM SEWER:

Stormwater infrastructure conveys excess water flow from the built environment, including roads, to permit the continued, safe use of the space. Stormwater detention facilities can serve as both infrastructure and recreational facilities for communities.

PRIVATE UTILITIES:

Private utilities are those not operated by Cherryvale, or other public entities such as the Public Wholesale Water Supply District Number 4. Utility services such as electrical, natural gas, internet, fiber optic, and solid waste services are in this category.

WATER OPERATIONS AND MAINTENANCE

The Public Works Department is responsible for coordinating operations and maintenance of the water storage and distribution system for the City of Cherryvale. All the community's potable water is purchased from Public Wholesale Water Supply District Number 4 (PWWSD#4) who sources water for treatment production from the Big Hill Lake operated by the United States Army Corps of Engineers (USACE) located approximately 5 miles east of Cherryvale. In addition to supplying raw water, the lake also serves as flood control, recreation, and fish and wildlife conservation. The city is a member of the Kansas Municipal Utilities Association and of the Kansas Rural Water Association. The Public Works Department maintains and operates the distribution system consisting of approximately 30 miles of water lines, a 500,000-gallon elevated water storage tank, and associated appurtenances such as valves, fire hydrants, and meters.

INFRASTRUCTURE GOALS AND COMMUNITY ACTION

WATER

GOAL 2.1:

To Implement and Maintain Safe and Reliable Water Distribution to Ensure Access to Clean Drinking Water for All Residents, Address Aging Infrastructure, And Invest in Water Conservation Measures

Community Action: 2.1.1

Perform regular maintenance and upgrades of the city's water infrastructure, including distribution lines

Community Action: 2.1.2

Monitor Kansas Department of Commerce Grant Programs for sources of funding

GOAL 2.2:

To Explore Alternative Water Sources for Needed Long-term Sustainability

Community Action: 2.2.1

- Explore all future options to regain water rights

Community Action: 2.2.2

- Implement a water conservation program to reduce use

WASTEWATER

GOAL 2.3:

To Maintain and Monitor the Wastewater Treatment System to Ensure an Effective and Regulatory Compliant Wastewater System That Protects Water Quality and the Environment

Community Action: 2.3.1

- Audit the existing wastewater treatment system to determine its status

Community Action: 2.3.2

- Identify and evaluate system upgrades needed to improve wastewater treatment

Community Action: 2.3.3

Establish an annual wastewater system maintenance and improvement plan

Community Action: 2.3.4

Identify opportunities to reduce infiltration and inflow into the sewer system

GOAL 2.4:

To Identify Kansas Department of Health and Environment (KDHE) Funding Opportunities to Assist with Costs Associated with Health or Regulatory Compliance Issues

Community Action: 2.4.1

Establish Relationship with KDHE

GOAL 2.5:

To Evaluate Cost and Benefits of Utility Association Memberships

Community Action: 2.5.1

Identify and assess community needs and the memberships that align with those needs

STORMWATER MANAGEMENT

Stormwater management seeks to protect both the natural and built environment and public health through management of the increased run-off caused by development and urbanization. Important goals are reducing flooding, improving water quality, and supporting healthy ecosystems, and receiving waters such as creeks, rivers, and lakes.

Cherryvale's stormwater conveyance system consists primarily of roadside drainage ditches and swales utilizing pipes and culverts to transport and direct stormwater under roads and connecting ditches. The system makes almost no use of road curbs and gutters to convey and transport stormwater.



Significant rain events and Cherryvale's flat terrain can result in localized high water and ponding. These events are usually short in duration, do not exceed inches in depth, and occur at or near the point where the rain fell. Typically, flooding is defined as the overflow of water onto normally dry land, caused by rising water in an existing waterway such as stream or creek and is much longer in duration, lasting days or weeks. Historically, the city has worked and addressed known areas where localized ponding occurred including the traditional "original town", and certain neighborhoods - especially near Drum Creek and its tributaries. Ponding was observed as a significant issue in the "original town" where storm drains are lacking; ponding often occurs within the streets and crosswalk areas, making it challenging for pedestrians to cross from one side of an intersection to another. The localized ponding problem may also be partially related to the numerous open swales found in the city. These open swales can present long-term issues resulting in clogging and ponding over time. Water ponding should be avoided as it can accelerate the deterioration of street surfaces.

GOAL 2.6:

To Create A Stormwater Master Plan That Emphasizes Stormwater Management Measures That Will Reduce the Risk of Flooding, Although Minimal in Cherryvale, And Protection of Water Quality

Community Action: 2.6.1

Identify and map assets such as roads, culverts, bridges, or other public infrastructure assets

Community Action: 2.6.2

Identify and map areas prone to flooding or slow drainage

Community Action: 2.6.3

Improve stormwater drainage conveyance system by maintaining ditches, culverts, and stormwater sewers

Community Action: 2.6.4

Establish a public education and outreach program about reducing stormwater runoff

Community Action: 2.6.5

Protect utility infrastructure (stormwater conveyance system, water distribution system, and sanitary sewer system) from damage and disasters through mitigation efforts such as routine systems maintenance, identification of system weaknesses

Community Action 2.6.6

Identify appropriate and specific actions that will mitigate potential impacts of potential hazards as noted in the city's adopted Emergency Operations Plan.

The Municipal Emergency Operations Plan's purpose is to provide a consistent template for municipal government to effectively work together with other agencies and jurisdictions in preparation, response, and recovery from various types of emergencies or disasters that threaten the community.

GOAL 2.7:

To Implement a Stormwater Management Plan That Outlines Strategies and Practices to Manage Stormwater Runoff and Improve Water Quality

Community Action: 2.7.1:

Establish strategies to reduce the amount of stormwater runoff entering waterways

Community Action: 2.7.2:

Improve water quality by filtering and treating stormwater runoff

Community Action: 2.7.3:

Reduce the risk of flooding by managing stormwater runoff and controlling peak flows

Community Action: 2.7.4:

Prevent erosion by implementing practices that stabilize soil and reduce the amount of sediment entering waterways

Community Action: 2.7.5:

Implement on-site detention systems, which temporarily store stormwater runoff and release it slowly, preventing flooding

PRIVATE UTILITY SERVICES (ELECTRICITY, NATURAL GAS & COMMUNICATIONS)

Utility services not provided by the city include electricity by Westar Energy, natural gas by Kansas Gas, and communication services through multiple providers. Like municipal service providers, private service providers strive to deliver safe and reliable services. Some operate as monopolies but are regulated by federal, state, and industry standards. The city and private service providers benefit from working together in managing growth, developing infrastructure, and coordinating operational practices. Cherryvale is a GIGABIT community with fiber-optic internet speeds of at least 1,000 megabits per second (1 gigabit). The benefits of this designation are detailed in subsequent chapters of this Plan.

GOAL 2.8:

To Ensure Attainable, Accessible, Reliable, And Efficient Private Utility Services for All Residents

Community Action: 2.8.1:

Evaluate the use of public rights-of-way and easements to ensure efficient use and to determine if the city needs to require permitting for use of right-of-way and easements

Community Action: 2.8.2:

Partner with private service providers to coordinate their maintenance and upgrade efforts with city plans

Community Action: 2.8.3:

Evaluate opportunities for the city to become more energy-efficient, i.e. LED street lighting and sanitary infiltration and inflow mitigation

SOCIAL INFRASTRUCTURE

Social Infrastructure can be different for each community but is typically comprised of the facilities, services, and programs that support a community's well-being and development. It acts as the framework for the community, supporting its social and economic functions and enabling citizens to engage in productive activities and maintain an acceptable standard of living and quality of life.

Social Infrastructure Institutions that are typically included are:

- Healthcare: hospitals, clinics, doctors, dentists and access to healthcare services
- Social Services: community centers, social service agencies, and support systems to assist citizens and families in meeting their needs
- Education: school districts, community colleges, universities, and libraries
- Public Transportation or Public Safety (any first responder?):

GOAL: 2.9:

To Create a Community in Which All Citizens Have Equitable Access to Essential Social Infrastructure Facilities and Services

Community Action: 2.9.1:

Identify and assess available facilities and services

Community Action: 2.9.2:

Identify needs and gaps in facilities and services

Community Action: 2.9.3:

Identify social infrastructure service providers and their capability of addressing Cherryvale's needs

Community Action: 2.9.4:

Develop an Awareness Plan to detail available facilities and services by using the city's website, social media, and public service announcements

GOAL: 2.10:

To Formalize a Partnership with USD #447 To Educate the Community About Its Available Social Infrastructure Service Options

Community Action: 2.10.1:

Meet with the School District Administrator and School Board to determine their interest in a partnership

Community Action: 2.10.2:

If there is interest in a partnership, create a Partnership Agreement to outline the goals and responsibilities of each partner



CASE STUDY: CHERRYVALE SOCIAL INFRASTRUCTURE

Identified in the SEK-CAP 2025 Needs Assessment Report, the most significant needs in Cherryvale, Montgomery County, and throughout Southeast Kansas are housing, early childhood education, and transportation. These priority areas reflect barriers to economic stability, educational access, and family well-being. Specific Needs Pointed out in the Report:

- Specific housing needs centered around the need for affordable units, emergency rental assistance, and stable living conditions.
- Recreation was also emphasized in the Report underscoring the demand for safe, accessible programs and facilities for youth and families.
- Health and Nutrition also ranked high in the Report pointing to the need for improved access to medical, dental, and mental health services, as well as healthy food options and nutrition assistance.
- Benefit access is also a major need highlighting the difficulty in accessing programs like SNAP, Medicaid, and housing subsidies.
- Daily living concerns included limited digital literacy, internet affordability, and civic engagement.
- Educational needs and work/job training gaps focused on childcare access and vocational training.
- Transportation issues pointed to limited public and shared transit options.



CASE STUDY: CHERRYVALE SOCIAL INFRASTRUCTURE

MONTGOMERY COUNTY HEALTH RANKINGS

Of 105 Kansas Counties, Montgomery County ranks #96 in Health Outcomes and #99 in Health Factors. Of the three measured categories of Health, Social and Economic, and Physical Environment, Montgomery County is one of three counties that ranked the lowest in all three categories.

- Health Factors – health behaviors such as adult obesity, access to exercise opportunities, and teen births.
- Social and Economic Factors – graduation rates, poverty, crime, and income inequality.
- Physical Environment Factors – severe housing problems, air pollution, and driving to work.

CHERRYVALE ACCESS TO SERVICES

- Access to Health Services - Cherryvale Family Medicine
- Access to Housing Services – Cherryvale Housing Authority
- HUD Multifamily/Low Income Housing Tax Credit – Cherryvale
- Recreation – Cherryvale Recreation Commission
- Education – U.S.D. 447



TABLE 2.A – CONSOLIDATED VIEW OF GOALS AND COMMUNITY ACTIONS

GOAL	COMMUNITY ACTION
GOAL 2.1: To Implement and Maintain Safe and Reliable Water Distribution to Ensure Access to Clean Drinking Water for All Residents, Address Aging Infrastructure, And Invest in Water Conservation Measures	Community Action: 2.1.1 Perform regular maintenance and upgrades of the city's water infrastructure, including distribution lines Community Action: 2.1.2 Monitor Kansas Department of Commerce Grant Programs for sources of funding
GOAL 2.2: To Explore Alternative Water Sources for Needed Long-term Sustainability	Community Action: 2.2.1 Explore all future options to regain water rights Community Action: 2.2.3: Implement a water conservation program to reduce use
GOAL 2.3: To Maintain and Monitor the Wastewater Treatment System to Ensure an Effective and Regulatory Compliant Wastewater System That Protects Water Quality and the Environment	Community Action: 2.3.1 Audit the existing wastewater treatment system to determine its status Community Action: 2.3.2 Identify and evaluate system upgrades needed to improve wastewater treatment Community Action: 2.3.3 Establish an annual wastewater system maintenance and improvement plan Community Action: 2.3.4 Identify opportunities to reduce infiltration and inflow into the sewer system
GOAL 2.4: To Identify Kansas Department of Health and Environment (KDHE) Funding Opportunities to Assist with Costs Associated with Health or Regulatory Compliance Issues	Community Action: 2.4.1 Establish Relationship with KDHE
GOAL 2.5: To Evaluate Cost and Benefits of Utility Association Memberships	Community Action: 2.5.1 Identify and assess community needs and the memberships that align with those needs
GOAL 2.6: To Create A Stormwater Master Plan That Emphasizes Stormwater Management Measures That Will Reduce the Risk of Flooding, Although Minimal in Cherryvale, And Protection of Water Quality	Community Action: 2.6.1 Identify and map assets such as roads, culverts, bridges, or other public infrastructure assets Community Action: 2.6.2 Identify and map areas prone to flooding or slow drainage Community Action: 2.6.3 Improve stormwater drainage conveyance system by maintaining ditches, culverts, and stormwater sewers Community Action: 2.6.4 Establish a public education and outreach program about reducing stormwater runoff Community Action: 2.6.5 Protect utility infrastructure (stormwater conveyance system, water distribution system, and sanitary sewer system) from damage and disasters through mitigation efforts such as routine systems maintenance, identification of system weaknesses Community Action 2.6.6 Identify appropriate and specific actions that will mitigate potential impacts of potential hazards as noted in the city's adopted Emergency Operations Plan The Municipal Emergency Operations Plan's purpose is to provide a consistent template for municipal government to effectively work together with other agencies and jurisdictions in preparation, response, and recovery from various types of emergencies or disasters that threaten the community

GOAL	COMMUNITY ACTION
<p>GOAL 2.7: To Implement a Stormwater Management Plan That Outlines Strategies and Practices to Manage Stormwater Runoff and Improve Water Quality</p>	<p><u>Community Action: 2.7.1:</u> Establish strategies to reduce the amount of stormwater runoff entering waterways</p> <p><u>Community Action: 2.7.2:</u> Improve water quality by filtering and treating stormwater runoff</p> <p><u>Community Action: 2.7.3:</u> Reduce the risk of flooding by managing stormwater runoff and controlling peak flows</p> <p><u>Community Action: 2.7.4:</u> Prevent erosion by implementing practices that stabilize soil and reduce the amount of sediment entering waterways</p> <p><u>Community Action: 2.7.5:</u> Implement on-site detention systems, which temporarily store stormwater runoff and release it slowly, preventing flooding</p>
<p>GOAL 2.8: To Ensure Attainable, Accessible, Reliable, And Efficient Private Utility Services for All Residents</p>	<p><u>Community Action: 2.8.1:</u> Evaluate the use of public rights-of-way and easements to ensure efficient use and to determine if the city needs to require permitting for use of right-of-way and easements</p> <p><u>Community Action: 2.8.2:</u> Partner with private service providers to coordinate their maintenance and upgrade efforts with city plans</p> <p><u>Community Action: 2.8.3:</u> Evaluate opportunities for the city to become more energy-efficient, i.e. LED street lighting and sanitary infiltration and inflow mitigation</p>
<p>GOAL: 2.9: To Create a Community in Which All Citizens Have Equitable Access to Essential Social Infrastructure Facilities and Services</p>	<p><u>Community Action: 2.9.1:</u> Identify and assess available facilities and services</p> <p><u>Community Action: 2.9.2:</u> Identify needs and gaps in facilities and services</p> <p><u>Community Action: 2.9.3:</u> Identify social infrastructure service providers and their capability of addressing Cherryvale's needs</p> <p><u>Community Action: 2.9.4:</u> Develop an Awareness Plan to detail available facilities and services by using the city's website, social media, and public service announcements</p>
<p>GOAL: 2.10: To Formalize a Partnership with USD#447 To Educate the Community About Its Available Social Infrastructure Service Options</p>	<p><u>Community Action: 2.10.1:</u> Meet with the School District Administrator and School Board to determine their interest in a partnership</p> <p><u>Community Action: 2.10.2:</u> If there is interest in a partnership, create a Partnership Agreement to outline the goals and responsibilities of each partner</p>





CHAPTER 3: HOUSING

CHAPTER 3: HOUSING

INTRODUCTION

Housing is a critical component of a community's long-term success. Cherryvale citizens desire their community to provide housing options at all levels. Cherryvale's housing aspirations and priorities focus on ensuring safe, accessible, and attainable housing for all, while also addressing issues like attainability, sustainability, and community engagement. These policies often involve infrastructure improvements, zoning regulations, and financial incentives to encourage maintenance of existing housing, possible re-development, new housing starts, and preservation of neighborhoods.

WHAT WE HEARD

There are noticeable issues with individual maintenance of homes and property, requests for more enforcement of city codes to clean up neighborhoods, maintenance issues with owners of rental properties, non-support for subsidized and multi-family housing, support for duplexes, support for conversion of the old McKinley School building to apartments, and support for an area bound by Hickory and Olive Street and 8th and 9th Streets for housing.

WHAT WE FOUND

- Housing self-assessment would be helpful by utilizing the Housing Assessment Tool (HAT) provided by the State Department of Commerce
- City Codes that relate to housing and property maintenance should be clarified and adjusted as needed to enforce housing issues

- International Property Maintenance Codes have been adopted to support the initiative to upgrade the maintenance of existing structures
- International Existing Building Codes were adopted in 2021 to support the initiative to upgrade the repairs alterations, and additions of existing structures
- The Cherryvale Housing Authority (CHA) operates independent of the city and owns and manages the housing and the program that provides housing for individuals 62 years or older or disabled or handicapped persons. The CHA provides attainable housing for up to 24 low-and-moderate income households through Section 8 Housing Choice Voucher programs. Rent is based on income, and tenants are responsible for costs associated with all utilities, such as water, sewer, electricity, gas, trash, and communication.

EXISTING CONDITIONS

Cherryvale is a small community located in a predominantly rural region and continues to experience shifts in its housing market. The municipal boundary encompasses an area of just over two square miles at 1,298 acres, of which 1,063 acres, or approximately 82 percent of the community's total land area is zoned for residential uses. The single-family neighborhoods of Cherryvale are primarily composed of the traditional, grid-patterned blocks sited adjacent to the traditional, or the original, downtown. The city was founded in 1869 and was officially platted by the Leavenworth, Lawrence & Galveston Railroad in 1871, thereby creating 537 lots with street and alley rights-of-way to accommodate growth of future development.

This initial area was bounded on the north by Leavenworth, Lawrence & Galveston Railroad right-of-way and tracks which generally ran east and west and ran north-south through the town's center, 7th Street on the south end, Montgomery Street on the east, and Labette Street on the west. By 1881 five additional plats were recorded creating additional lots of various sizes, they extended existing street rights-of-way and created a few more. Although recordings of the plats created over 500 lots most of the community's early development only occurred on those lots centrally located in what is essentially the town's center, growing outward over time to form residential neighborhoods.

The housing stock in these traditional neighborhoods is architecturally diverse, encompassing homes built from the 1880s to the 1960s. This includes early smaller worker cottages on compact lots, alongside later styles such as Gable-Front, Queen Anne, Bungalow, Split-Level, and Ranch homes. Despite the consistent setbacks in traditional neighborhoods, the arrangement of houses on each block appears informal, as homes are individually situated at different distances from the front, side, and rear of their lots.

Homes are generally in good to excellent condition, however some single-family homes and multifamily buildings exhibit a lack of maintenance and some exterior deterioration.

Infrastructure conditions vary with ample trees and tree canopies located within the street rights-of-way that overhang the pavement and provide cover. Alleys are typically greenways and un-paved, most utilized as an easement for utilities. Sidewalks are not contiguous and buried or missing on most block faces, sidewalks that do exist are in deteriorating condition. Stormwater is conveyed and managed with open-swaes and ditches typically located within the street rights-of-way. The housing stock within Cherryvale's Traditional Neighborhood Center possesses a unique, character-defining quality that reflects the community's rich history, offering a tangible link to its early settlement and development. These distinctive properties can be a significant draw for potential buyers seeking housing in close proximity to a traditional, walkable downtown area.

TABLE 3.A: CHERRYVALE HOME CONSTRUCTION BY DECADE

DATA	TOTAL	% OF TOTAL
2025 Housing Units	964	
Median Year Built	1950	
Built in 1939 or Earlier	382	40%
Built between 1940 and 1949	97	10%
Built between 1950 and 1959	78	8.15%
Built between 1960 and 1969	54	5.64%
Built between 1970 and 1979	154	23.43%
Built between 1980 and 1989	90	9.4%
Built between 1990 and 1999	74	7.73%
Built between 2000 and 2009	20	2.1%
Built between 2010 and 2019	8	.84%
Built in 2020 or later	7	.73%

Source: 2023 American Community Survey 5-Year Estimates

HOUSING UNITS AND OCCUPANCY

- According to the most recent 2020 census data, there are 1,021 housing units with 407 constructed on or prior to 1939
- There are 874 households

- In 2023, 62% of the 1,021 housing units, or 633 were owner occupied, which is lower than the national average of 65%
- In 2024 there were 184 vacant units

HOUSING CHARACTERISTICS

- 89%, or 909 of the 1,021 housing units, are single-unit structures with almost 40% (407) being constructed prior to 1939
- In 2024, the average home value was \$111,136
- Driving this value higher are the 19 homes constructed since 2010
- In 2023, the median property value of owner-occupied housing units was \$53,300.00

HOUSING ATTAINABILITY (AFFORDABILITY) AND TRENDS

- In June of 2025, the median home value was \$95,013 and represents a 3% increase from the previous year
- The median listing home price during the same period increased 2.1% to \$120,000. The mean (average) rent in Cherryvale is \$550.00

Source: 2020 US Census, American Community Surveys

HOUSING STOCK PLANNING FUNDAMENTALS AND ROLE

A community's housing stock defines or indicates a city's overall readiness for economic activity. It is fundamental to study whether the existing housing stock is adequately meeting the needs of the community. The collection, evaluation, and analysis of data regarding housing tenure, median value/rent, and price relative to income provides important information about a community's current economic status and indicates future trends. Key indicators of a healthy housing market:

INVENTORY AND SUPPLY

The housing market must have an adequate supply of housing to meet demand, without significant over- or under-supply.

- Inventory balance: A healthy market generally has about six months of housing supply, where the number of homes for sale can meet the average monthly sales for that period
- New construction: Consistent new construction is a sign of market health, indicating that the supply of new single-family and multi-family housing is keeping pace with demand

ATTAINABILITY

A market is considered healthy when housing costs are manageable for residents with diverse incomes. Indicators include:

- 30% rule: Households should pay no more than 30% of their monthly gross income for housing costs, including utilities
- Income tiers: A healthy market provides a variety of housing types that are attainable for people at different income levels, including those considered low-, very low-, and extremely low-low income (below 80%, 50%, and 30% of the area's median income, respectively)

ECONOMIC STABILITY

A strong local economy with job growth is essential for a healthy housing market.

- Employment rates: Low unemployment and consistent job growth across different sectors are signs of a strong economy that supports a healthy housing market
- Demographics: Population and household growth indicate a thriving community that attracts new residents and generates housing demand

SAFETY AND QUALITY

Housing stock must be safe and of good quality for all residents

- Hazard reduction: Homes should be free from health and safety hazards, such as lead-based paint, radon, mold, and asbestos

- Quality standards: All housing must meet established safety, health, and sanitary standards (building codes)
- Resilience: Housing should be strong and safe against natural disasters and extreme weather events.

MARKET-SPECIFIC DYNAMICS

Consideration of local market conditions, including rental and ownership:

- Rental vs. ownership: A healthy market balances opportunities for both home ownership and renting. Indicators like rent growth and vacancy rates are reviewed to ensure stability in the rental market.
- Market opportunities: Perform focused assessments such as the State of Kansas Housing Assessment Tool to identify opportunities for development and revitalization, especially in areas like Cherryvale's Original Downtown

SUMMARY

Generally, a healthy housing market for a community has been defined as having a balance between supply and demand, with a vacancy rate between five and eight percent. This provides sufficient homes for rent or sale without an excessive surplus. A vacancy rate below five percent can indicate a housing shortage possibly making it more difficult for people to attain a home, inflating prices, and impacting affordability.

FEDERAL AGENCY HOUSING SUPPORT

The United States Federal Government plays a significant role in the functioning of the housing market through its policies by providing significant tax subsidies for homeownership and through the guaranteeing of mortgage loans.

The Federal Housing Administration (FHA), part of the larger US Department of Housing and Urban Development (HUD), primarily serves to expand homeownership by insuring mortgages made by FHA approved lenders. By providing mortgage insurance, the FHA reduces risk for lenders, enabling them to offer mortgages to a broader range of borrowers who might not qualify for conventional loans.

Government Sponsored-Enterprises (GSE) such as Fannie Mae, and Freddie Mac provide liquidity, stability, and affordability to the U.S. housing market by purchasing residential mortgage loans from lenders and securitizing them into mortgage-backed securities (MBS) for sale to investors. Fannie Mae focuses on loans for large commercial banks while Freddie Mac serves smaller lenders.

TABLE 3.B: CHANGES IN HOUSING OCCUPANCY 2010 TO 2024

METRIC	US CENSUS 2010	MCAC & ESRI 2024	CHANGE 2010 - 2020	PERCENT CHANGE 2010 - 2020
Total Housing Units	1087	1,082	-5	-.045% decrease
Owner-Occupied Units	649	660	+11	1.69% increase
Percent of Owner-Occupied Units	59.7%	61%	+1.3	2.17% increase
Renter Occupied Units	281	238	-43	-15.3% decrease
Percent of Renter Occupied Units	25.8%	22%	-3.8	-14.72% decrease
Vacant Housing Units	157	184	+27	17.19% increase
Vacancy Rate	14.4%	17%	+2.6%	18.5% increase
Median Housing Cost monthly without a mortgage	\$373	\$505	+\$132	35.38% increase

Source: U.S. Census and Montgomery County Action Council (MCAC) and ESRI

DEFINING WHAT COMPRISES MONTHLY MEDIAN HOUSING COSTS

The US Census, through the American Community Survey, calculates median monthly housing costs by surveying households and collecting data on various expenses including mortgage payments, rent, property taxes, insurance, utilities, and fuels. The median is then determined by ordering all these costs and identifying the middle value.

The median is the middle value when all the reported housing costs are arranged from lowest to highest. For example, if there are 101 households reporting costs, the median cost would be the 51st value.

The median is used because it is less sensitive to extreme values (very high or very low costs) than the average, providing a more representative measure of typical housing costs.

HOME VALUE TO INCOME RATIO

The home value-to-income ratio, also known as the house price to income ratio (HPI), is a measure of housing attainability calculated by dividing a given area's median home price by the median household income.

A lower ratio indicates better attainability, with a widely cited "good" guideline for homebuyers being a ratio of 3 to 5 times of home value (price) to income or less, though this varies by the individual and location. Lenders also use debt-to-income (DTI) ratios, which compare monthly housing costs to monthly income, as a key factor in mortgage approval.

KEY DRIVERS BEHIND RISING HOME PRICES

Several interconnected components are contributing to the widening gap between home prices and income:

1. **Faster rising home values:** real estate values have increased at a rate that far exceeds the growth rate of household incomes. This divergence is the primary driver of the affordability gap.
2. **Limited housing supply:** A consistent shortage of available housing inventory has intensified competition among buyers, putting upward pressure on home prices.
3. **Attainability decline:** The combination of these factors means that homeownership is becoming increasingly out of reach for many, particularly first-time homebuyers and lower- and middle-income households.

IMPACT ON ATTAINABILITY

The increasing home price-to-income ratio makes it more challenging for individuals and families to purchase homes, especially first-time buyers especially for first-time buyers for the following reasons:

- **Increased Challenge for Homeownership:** As home prices outpace income growth, the ability for individuals and families to save for a down payment, qualify for mortgages, and comfortably meet monthly housing expenses becomes significantly more challenging.
- **Disproportionate Impact on First-Time Buyers:** First-time homebuyers are particularly affected as they often have less disposable income to save for down payments and may struggle to compete buyers with substantial equity.

- **Reduced Economic Mobility:** The inability to purchase a home can hinder long-term wealth building, as homeownership is traditionally a significant source of equity and financial stability for many families. This can also limit geographic mobility for workers seeking job opportunities in high-cost areas.
- **Economic Implications:** A struggling housing market, where affordability is a major concern, can have ripple effects on local economies, potentially impacting consumer spending, construction, and other related industries.

HOME-VALUE-TO-INCOME RATIOS: STATE, COUNTY & CHERRYVALE

STATE OF KANSAS

The American Community Survey (ACS) five-year estimates for 2011-2015 have the median value of an owner-occupied housing unit in **Kansas** as \$129,900 and the ACS one-year estimate for median house-hold income as \$53,889. The home-value-to-income ratio is calculated as 2.41.

The American Community Survey (ACS) five-year estimates for 2016-2020 lists the median value of an owner-occupied housing unit in **Kansas** as \$137,800 and the ACS one-year estimate for median house-hold income as \$61,650. The home-value-to-income ratio calculates as 2.34.

While the US Census Bureau has not yet released the final or actual median home value and median household income for the entire year of 2025 for **Kansas**. Consulting other reliable sources, place the median home value of an owner-occupied home in a range from \$240,000 to 260,00 and estimate the median household income at approximately \$71,000. Averaging the median home value at \$250,000 and calculating the ratio, yields 3.52.

It is important to note that these numbers represent a five-year average from 2019 through 2023, overlap with the values from 2016-2020, and do not reflect any economic changes from years 2024 or 2025.

MONTGOMERY COUNTY

The American Community Survey (ACS) five-year estimates for 2011- 2015 lists the median value of an owner-occupied housing unit in **Montgomery County** as \$67,800 and the ACS one-year estimate for median house-hold income as \$37,842. The home-value-to-income ratio is calculated as 1.79.

The American Community Survey (ACS) five-year estimates for 2016-2020 has the median value of an owner-occupied housing unit in **Montgomery County** as \$73,100 and the ACS one-year estimate for median house-hold income as \$41,402. The home-value-to-income ratio is calculated as 1.77.

While official figures for the 2024 or the 2025 median home value or the median household income for Montgomery County, Kansas are not yet available from the US Census Bureau, five-year estimates are available for the period 2019-2023. These estimates place the median home value of an owner-occupied housing unit at \$90,200 and the median household income at \$51,513. Using these numbers to calculate the home-value-to-income ratio yields a ratio of 1.75.

Again, note that these numbers represent a five-year average from 2019 through 2023, overlap with the values from 2016-2020, and do not reflect any economic changes from years 2024 or 2025.

CHERRYVALE

The American Community Survey (ACS) five-year estimates for 2011- 2015 lists the median value of an owner-occupied housing unit in **Cherryvale** as \$50,300 and the ACS one-year estimate for median house-hold income as \$32,693. The home-value-to-income ratio is calculated as 1.54.

The American Community Survey (ACS) five-year estimates for 2016-for 2020 has the median value of an owner-occupied housing unit in **Cherryvale** as \$67,700 and the ACS one-year estimate for median house-hold income as \$36,250. The home-value-to-income ratio is calculated as 1.87.

While official figures for the 2025 median home value and median household income for **Cherryvale** are not yet available from the US Census Bureau, the Montgomery County Action Council has the average home value at \$111,136 has not yet released the final or actual median home value and median household income for the entire year. Consulting other reliable sources, place the median home value in a range from \$240,000 to 260,00 and estimate the median household income at approximately \$71,000. Averaging the median home value at \$250,000 and calculating the ratio, yields 3.52.

Remembering that these numbers represent a five-year average from 2019 through 2023, overlap with the numbers from 2016-2020, and do not reflect any economic changes occurring in 2024 or 2025.

CHERRYVALE HOUSING DATA

Information contained in Tables 3C and 3D below considers the total number of housing units in Cherryvale including relevant information about residential vacancy, whether occupants are renting or owning their house, and median expense or value.

Table 3C compares estimated values from 2020 and 2024 to assess change over time in these values. In the defined period of 14 years, the total number of housing units decreased by less than one half of one percent (.045%), while vacant units increased by 17%.

TABLE 3.C: COMPARATIVE HOUSING OCCUPANCY AND COST – 2020-2024

COMMUNITY	PERCENT OWNER-OCCUPIED	MEDIAN HOUSING COSTS PER MONTH
Cherryvale	62%	\$552
Thayer	71%	\$671
Parsons	65%	\$712
Coffeyville	66%	\$635
Independence	70%	\$750
Neodesha	71%	\$795

Source: US Census

Table 3D compares the percentage of owner-occupied homes and median monthly housing cost to surrounding communities, indicating that Cherryvale has the lowest percentage of owner occupancy and monthly median housing costs. An owner occupancy rate of 62% and a median monthly housing cost of \$552 indicate Cherryvale is a community approaching a balance between owners and renters with very attainable housing. This could be due to a combination of different factors such as very low property values or occupancy rates, a lower cost of living, a significant proportion of homeowners who have paid off their mortgage, or very low property values.

TABLE 3.D: HOME VALUE TO INCOME

COMMUNITY	2020-24 MEDIAN HOUSEHOLD INCOME	2020-24 MEDIAN HOME VALUE WITHOUT MORTGAGE	HOME VALUE TO INCOME RATIO	2020-24 MEDIAN HOME VALUE WITH MORTGAGE	HOME VALUE TO INCOME RATIO
Cherryvale	\$47,411	\$50,100	1.056	\$71,200	1.501
Thayer	\$50,729	\$57,000	1.123	\$80,000	1.577
Parsons	\$50,838	\$51,900	1.020	\$104,200	2.049
Coffeyville	\$41,901	\$44,500	1.062	\$75,600	1.804
Independence	\$49,164	\$73,900	1.503	\$83,600	1.700
Neodesha	\$48,532	\$73,800	1.520	\$91,400	1.883

Source: US Census

It is important to remember there is no identified or preferred owner-occupancy rate for residential home ownership. Rather, preferred rates depend on the type of property and community context. Generally, a higher rate of owner occupancy is associated with greater community stability, pride in ownership, and increased property values.

Housing occupancy and vacancy rates are an important indicator of the health of a community’s housing market, and by default, it’s stock. They reveal the balance between housing supply and demand, when vacancy rates very are low, it indicates there is a shortage of available housing units, when they are high, an oversupply of properties.

A high vacancy rate, one exceeding the range of 5% to 8%, indicates a weaker housing market where supply exceeds demand and can lead to potential price decreases for both sales and rentals. This condition can signal and oversupply of properties, weaker renter or buyer demand, or underlying issues with specific properties such as condition, location, or poor management.

A community’s housing stock has both a condition and life-span expectancy which interacts with the rate at which renovation and/or new construction occurs to replenish or replace the supply.

Table 3D compares the same communities detailed in Table 3C based on home value to income ratio, a commonly used measure of the affordability of a community’s housing market. The home-value-to-income (or house price-to-income ratio) is a metric measuring housing affordability by comparing a community’s median home price to its median household income. The home-value-to-income ratio is determined by dividing the median home price by the median household income. A lower ratio indicates affordability, accessibility and greater attainability.

Historically the desired ratio of home value to income has been 3 to 1 or less, however this ratio has increased significantly resulting in a new, national guideline ratio of no more than 3 to 5 times an annual income.

This ratio will vary due to individual and locational differences. Typically, home prices and incomes are higher in large cities or metropolitan areas due to local market conditions with higher demand.

For the United States, as of mid-2025, the median home value is approximately 5 times the median household income, for the State of Kansas it calculates to 3.35 times.

A home value-to-income ratio between 3.0 and 5.0 indicates a self-sustaining housing market with adequate values and revenues to support new market rate construction. Owner-occupied housing costs between 3.0 to 3.5 times a household’s yearly income is considered affordable (attainable). Homes priced above this range can mean that housing costs are greater than what many in the market can afford.

Cherryvale has a home value-to-income ratio of 1.056 without a mortgage, and 1.501 with a mortgage, suggesting that the housing stock is affordable and the supply adequate.

Table 3D presents information about home values to income for Cherryvale. When compared to the national and state values of 5.0 and 3.52, the home-value-to-income ratio in Cherryvale, Kansas can be viewed as relatively affordable and therefore attainable.

TABLE 3.E: HOME VALUE TO INCOME RATIO CHERRYVALE KS

YEARS	MEDIAN HOME VALUE	MEDIAN HOUSEHOLD INCOME	RATIO
2011-2015	\$50,300	\$32,693	1.54
2016-2020	\$67,700	\$36,250	1.87
2019-2023	\$69,800	\$43,750	1.60
2024 est.	\$99,000	\$53,197	1.86

US Census

CONCLUSION

While the ratios of 1.54 and 1.60 suggested a relatively affordable market, the overall trend indicates that homes have become significantly more expensive relative to household income.

While the State of Kansas overall has one of the best income-to-house-price ratios nationally, recent increases align with broader trends in Kansas where lower-end housing prices have risen faster than lower-end wages which is reflective of national patterns.

Cherryvale data indicates a noteworthy increase, pushing the ratio closer to the higher end of the traditional affordability range. The rise makes home ownership more challenging for residents, particularly first-time home buyers, as it requires a much larger portion of annual earnings to purchase a median-priced home. This upward shift suggests a tightening housing market in Cherryvale, moving it closer to the affordability challenges faced in larger urban centers.

HOUSING GOALS AND COMMUNITY ACTIONS

GOAL 3.1:

To Be a Full Lifecycle Community by Providing Housing Options and Residential Facilities for People to Live Their Entire Life Span Within Cherryvale

Community Action: 3.1.1:

Utilize the Kansas Department of Commerce Housing Assessment Tool (HAT) to perform a self-assessment for the Cherryvale community and gather and analyze data on their housing inventory, partner with relevant stakeholders, and develop priorities for local housing investment

Community Action: 3.1.2:

Create a Community Housing Plan to establish baseline need and action strategies

- Protect and improve existing housing units as identified in the Community Housing Plan
- Encourage and support a variety of housing types that will meet the needs of all ages, special needs, physical abilities, household sizes, and economic groups
- Encourage and support home ownership and long-term residency
- Define what constitutes a successful neighborhood and determine where or how the definition of a successful neighborhood is applicable. i.e. connection between neighborhoods, pedestrian links to parks, schools, and other community assets
- Encourage innovative and attainable housing opportunities and options

GOAL 3.2:

To Develop a Neighborhood Enhancement/ Integrity Program That Bolsters Civic Pride and Encourages Reinvestment Within Established Residential Areas

Community Action: 3.2.1:

Create home and property improvement initiatives to assist residents with their upkeep; i.e., better turf establishment and maintenance on residential lots, removal of visible household clutter and inoperative vehicles

GOAL 3.3:

To Preserve and Stabilize Existing Neighborhoods by Protecting and Retaining the Community's Existing Housing Stock for Future Housing Needs

Community Action: 3.3.1:

Incentivize re-development by examining tax breaks, zoning changes, or expedited permitting processes to encourage developers to rehabilitate existing houses and build new housing where appropriate

Community Action: 3.3.2:

Incentivize infill development by utilizing vacant or under utilized land to create new housing options which can be particularly effective in existing neighborhoods

Community Action: 3.3.3:

Consider Accessory Dwelling Units (ADUs) by permitting the construction of smaller, independent housing units (like granny flats or garden apartments) on properties with existing homes to increase housing density and attainability

Community Action: 3.3.4:

Identify and initiate Kansas Department of Commerce programs that can assist with preservation and stabilization of existing neighborhoods

Community Action: 3.3.5:

Develop a city program to encourage infill development on vacant residential lots

GOAL 3.4:

To Ensure the Orderly, Attractive, And Economically Stable Development or Redevelopment of Residential Neighborhoods

Community Action: 3.4.1:

Develop a plan to attract high quality, new single-family, attached, and detached residential development

Community Action: 3.4.2:

Review and modify appropriate zoning ordinances for the density and location criteria for new multi-family and single-family residential uses within the community to account for the potential effect on land use compatibility, generation of traffic, noise levels, and aesthetics

Community Action: 3.4.3:

Identify appropriate areas in the Future Land Use Map for consideration of future residential developments that can meet the diverse housing and social needs of the community

GOAL 3.5:

To Support the Preservation of Attainable Housing

Community Action: 3.5.1:

Continue the city's participation in county-wide planning efforts to establish a pilot housing advisory group

Community Action: 3.5.2:

Support home repair and rehabilitation programs by assisting homeowners in maintaining and improving their properties, preventing them from falling into disrepair and becoming vacant or abandoned

GOAL 3.6:

To Promote Fair Housing Practices

Community Action: 3.6.1:

Partner with Community Organizations by working with non-profit organizations and community groups to raise awareness about fair housing issues and advocate for policies that promote equal access to housing

Community Action: 3.6.2:

Conduct Fair Housing Assessments by regularly evaluating housing practices to ensure compliance with federal fair housing laws and identify any areas where discrimination may occur

Community Action: 3.6.3:

Provide Resources and Support by offering resources and assistance to residents who may be facing housing discrimination, such as legal aid or mediation services

GOAL 3.7:

To Identify and Establish Appropriate Housing Partnerships

Community Action: 3.7.1:

Collaborate with the Kansas Department of Commerce to identify applicable programs

Community Action: 3.7.2:

Collaborate with Kansas Housing Resources Corporation to identify applicable programs

Community Action: 3.7.3:

Collaborate with other State and Federal Agencies to identify applicable programs

Community Action: 3.7.4:

Continued participation with Montgomery County and the housing group to advance housing advocacy

ZONING AND LAND USE AND COMMUNITY ACTIONS

GOAL 3.8:

To Identify and Encourage Residential Development in Priority Areas

Community Action: 3.8.1:

Develop criteria to identify and designate priority areas

Community Action: 3.8.2:

Identify and designate appropriate priority areas

Community Action: 3.8.3:

Create a marketing program to promote the availability and incentives aligned with the development of priority areas

Community Action: 3.8.4:

Create a zoning overlay district to encourage development of priority areas to include reduction of potential development barriers such as minimum parking requirements.

GOAL 3.9:

To Provide Safe, Sanitary, and Decent Housing for All Residents

Community Action: 3.9.1:

Encourage and provide incentives for the construction of various housing types in appropriate locations, particularly apartments

Community Action: 3.9.2:

Continue to utilize the enforcement of construction codes as a method of preserving and maintaining the safety and livability of the city's housing stock

Community Action: 3.9.3:

Recognize that manufactured homes are a solution to the housing needs of many people but seek to locate them in mobile home parks or other appropriate locations, (city is creating a Manufactured Housing Zoning District)

TABLE 3.F – CONSOLIDATED VIEW OF GOALS AND COMMUNITY ACTIONS

GOAL	COMMUNITY ACTION
<p>GOAL 3.1: To Be a Full Lifecycle Community by Providing Housing Options and Residential Facilities for People to Live Their Entire Life Span Within Cherryvale</p>	<p><u>Community Action: 3.1.1:</u> Utilize the Kansas Department of Commerce Housing Assessment Tool (HAT) to perform a self-assessment for the Cherryvale community and gather and analyze data on their housing inventory, partner with relevant stakeholders, and develop priorities for local housing investment</p> <p><u>Community Action: 3.1.2:</u> Create a Community Housing Plan to establish baseline need and action strategies Protect and improve existing housing units as identified in the Community Housing Plan Encourage and support a variety of housing types that will meet the needs of all ages, special needs, physical abilities, household sizes, and economic groups Encourage and support home ownership and long-term residency Define what constitutes a successful neighborhood and determine where or how the definition of a successful neighborhood is applicable, i.e. connection between neighborhoods, pedestrian links to parks, schools, and other community assets Encourage innovative and attainable housing opportunities and options</p>
<p>GOAL 3.2: To Develop a Neighborhood Enhancement/Integrity Program That Bolsters Civic Pride and Encourages Reinvestment Within Established Residential Areas</p>	<p><u>Community Action: 3.2.1:</u> Create home and property improvement initiatives to assist residents with their upkeep, i.e., better turf establishment and maintenance on residential lots, removal of visible household clutter and inoperative vehicles</p>
<p>GOAL 3.3: To Preserve and Stabilize Existing Neighborhoods by Protecting and Retaining the Community's Existing Housing Stock for Future Housing Needs</p>	<p><u>Community Action: 3.3.1:</u> Incentivize re-development by examining tax breaks, zoning changes, or expedited permitting processes to encourage developers to rehabilitate existing houses and build new housing where appropriate</p> <p><u>Community Action: 3.3.2:</u> Incentivize infill development by utilizing vacant or under utilized land to create new housing options which can be particularly effective in existing neighborhoods</p> <p><u>Community Action: 3.3.3:</u> Consider Accessory Dwelling Units (ADUs) by permitting the construction of smaller, independent housing units (like granny flats or garden apartments) on properties with existing homes to increase housing density and attainability</p> <p><u>Community Action: 3.3.4:</u> Identify and initiate Kansas Department of Commerce programs that can assist with preservation and stabilization of existing neighborhoods</p> <p><u>Community Action: 3.3.5:</u> Develop a city program to encourage infill development on vacant residential lots</p>
<p>GOAL 3.4: To Ensure the Orderly, Attractive, And Economically Stable Development or Redevelopment of Residential Neighborhoods</p>	<p><u>Community Action: 3.4.1:</u> Develop a plan to attract high quality, new single-family, attached, and detached residential development</p> <p><u>Community Action: 3.4.2:</u> Review and modify appropriate zoning ordinances for the density and location criteria for new multi-family and single-family residential uses within the community to account for the potential effect on land use compatibility, generation of traffic, noise levels, and aesthetics</p> <p><u>Community Action: 3.4.3:</u> Identify appropriate areas in the Future Land Use Map for consideration of future residential developments that can meet the diverse housing and social needs of the community</p>

GOAL	COMMUNITY ACTION
GOAL 3.5: To Support the Preservation of Attainable Housing	<u>Community Action: 3.5.1:</u> Continue the city's participation in county-wide planning efforts to establish a pilot housing advisory group <u>Community Action: 3.5.2:</u> Support home repair and rehabilitation programs by assisting homeowners in maintaining and improving their properties, preventing them from falling into disrepair and becoming vacant or abandoned
GOAL 3.6: To Promote Fair Housing Practices	<u>Community Action: 3.6.1:</u> Partner with Community Organizations by working with non-profit organizations and community groups to raise awareness about fair housing issues and advocate for policies that promote equal access to housing <u>Community Action: 3.6.2:</u> Conduct Fair Housing Assessments by regularly evaluating housing practices to ensure compliance with federal fair housing laws and identify any areas where discrimination may occur <u>Community Action: 3.6.3:</u> Provide Resources and Support by offering resources and assistance to residents who may be facing housing discrimination, such as legal aid or mediation services
GOAL 3.7: To Identify and Establish Appropriate Housing Partnerships	<u>Community Action: 3.7.1:</u> Collaborate with the Kansas Department of Commerce to identify applicable programs <u>Community Action: 3.7.2:</u> Collaborate with Kansas Housing Resources Corporation to identify applicable programs <u>Community Action 3.7.3:</u> Collaborate with other State and Federal Agencies to identify applicable programs <u>Community Action: 3.7.4:</u> Continued participation with Montgomery County and the housing group to advance housing advocacy
GOAL 3.8: To Identify and Encourage Residential Development in Priority Areas	<u>Community Action: 3.8.1:</u> Develop criteria to identify and designate priority areas <u>Community Action: 3.8.2:</u> Identify and designate appropriate priority areas <u>Community Action: 3.8.3:</u> Create a marketing program to promote the availability and incentives aligned with the development of priority areas <u>Community Action: 3.8.4:</u> Create a zoning overlay district to encourage development of priority areas to include reduction of potential development barriers such as minimum parking requirements
GOAL 3.9: To Provide Safe, Sanitary, and Decent Housing for All Residents	<u>Community Action: 3.9.1:</u> Encourage and provide incentives for the construction of various housing types in appropriate locations, particularly apartments <u>Community Action: 3.9.2:</u> Continue to utilize the enforcement of construction codes as a method of preserving and maintaining the safety and livability of the city's housing stock <u>Community Action: 3.9.3:</u> Recognize that manufactured homes are a solution to the housing needs of many people but seek to locate them in mobile home parks or other appropriate locations, (city is creating a Manufactured Housing Zoning District)



CHAPTER 4: ECONOMIC DEVELOPMENT

ECONOMIC DEVELOPMENT

INTRODUCTION

During the 1920s, Cherryvale's economy experienced substantial growth, reaching its highest population of 4,698 residents. Historical records suggest that a return to such growth beyond the current 2,128 is possible, provided the community adopts a clear vision, fosters unified leadership, and implements well-defined strategies. Additionally, effective collaboration with like-minded partners will be essential in supporting population and economic expansion beyond its current population.

WHAT WE HEARD

From the project engagement process, we heard:

- Pursue development potential along the Highway 169 Corridor
- Exploit proximity to Big Hall Lake
- Maintain a strong relationship with the State of Kansas through respective agencies, i.e. KDHE, KDOC, Wildlife and Parks
- Value of coordinating Cherryvale needs with area congressmen
- Continue to work closely with The Montgomery County Action Council
- Build on the synergy from the Bartlett Plant with potential new industries
- Cherryvale has an active Chamber of Commerce
- Improve the condition of quality-of-life amenities such as the municipal pool
- Address dilapidated structures in the downtown area
- Too few available and attainable housing options
- Gateway to Big Hill is an opportunity

- Need to upgrade or replace the city pool
- The city needs to create a citizen committee within the Chamber of Commerce to assist with economic development activities
- Completed beautification projects with the private sector for the re-forestation (cherry trees)
- Work toward development along the Highway 169 Corridor
- Need to encourage in-fill housing

WHAT WE FOUND

The city is:

- Continuing through its administrative staff and city councilors to remain active in the business community by promoting economic activity and development
- Partnering with the Kansas Department of Health and Environment (KDHE) to improve the city's water distribution system
- Working with KDHE to evaluate the city's sanitary sewer system

EXISTING CONDITIONS

Economic conditions in Cherryvale, Kansas, are shaped by its rural, small-town character, with a local economy that relies on a mix of established industries and local businesses. Its attainability and community amenities also make it an attractive location for retirees.

Data taken from the Montgomery County Action Council and the Cherryvale Chamber of Commerce indicate that there are 87 Chamber Members employing 961 workers which pulls from a labor force of 929 who are 16 years and older. 254 of these workers commute into the city from outside of the county or state.

TABLE 4.A: ANNUAL SALES TAX COLLECTIONS

YEAR	SALES TAX COLLECTED
2022	\$700,381.52
2023	\$598,107.75
2024	\$545,140.58

The agricultural and processing sectors are significant drivers for both the regional and local economies. The growing and processing of soybeans are significant economic contributors by providing jobs, tax revenues, and a market for locally grown soybeans.

The town has a manufacturing base focused on plastic product manufacturing specializing in custom molding, injection molding, and extrusion. The city has an industrial park with rail access and the ability to offer incentives such as industrial revenue bonds to support its manufacturing base. Several small, local businesses support the Cherryvale community.

Key Cherryvale Businesses and Industries:

- Manufacturing: 4
- Retail: 7
- Services: 44

KEY ECONOMIC STRENGTHS AND CHALLENGES

STRENGTHS

- **Established industries:** A presence of established agricultural and manufacturing businesses provides a foundation for the local economy
- **Agricultural ties:** Strong connections to the state's agriculture sector ensure continued economic activity related to farming and processing
- **Affordability:** Low cost of living is an attractive feature for residents, particularly retirees

CHALLENGES

- **Limited economic diversity:** The local economy is largely dependent on a few key industries. A downturn in agriculture or manufacturing could have a significant impact on the community
- **Workforce demographics:** The stable and aging population could strain the local labor force
- **Regional export and prices fluctuations:** Global and regional economic shifts for agricultural exports can affect demand and price for local products
- **Big Hill Lake:** Take advantage of opportunities available at the Lake
- **US 169 Corridor:** Take advantage of the economic opportunities afforded by the proximity to the corridor

SUPPORTING BACKGROUND INFORMATION

GENERAL OVERVIEW OF ECONOMIC DEVELOPMENT FOR CHERRYVALE

Cherryvale, by partnering with the Chamber of Commerce and Montgomery County Action Council focuses economic development efforts by providing business incentives, leveraging the industrial park, and highlighting the accessible highway and rail infrastructure to supporting existing businesses and in attracting new ones.

The ultimate challenge for Cherryvale will be to create a stable macroeconomic (local economy) environment, foster private sector investment, promote education and training, and support small businesses and entrepreneurs. Other key challenges include infrastructure development, promoting sustainable tourism, and expanding access to financial services.

Cherryvale will develop goals and community action priorities that focus on fostering and supporting a vibrant local economy that supports citizens, encourages reinvestment and attracts new investment. The key area includes diversification of the economy, supporting local businesses and entrepreneurs, promoting tourism, outdoor recreational opportunities, and activities. This includes investment in infrastructure and engaging the community in planning and decision making.

Economic Development efforts shall be coordinated with Cherryvale's overall comprehensive plan and establish priorities for economic stability and growth including determining what investments occur in specified key sectors, workforce development, and infrastructure. Working together, Cherryvale businesses and residents can work together to create a stable and prosperous future for the community and region.

Montgomery County Action Council (MCAC) Economic Development Strategies That Affect Cherryvale

INTRODUCTION AND STRATEGIES

The 2019 MCAC Economic Development Strategic Plan provides insights that Cherryvale should be aware of and pursue as resources and opportunities present themselves. Development of the Strategic Plan included an on-site analysis that required primary research with area employers, stakeholders, and other key community leaders. It also involved an evidenced-based approach to economic development that recruited a variety of data sources that resulted in market focused research, an economic base analysis, target industry analysis, and an analysis of primary data. The Plan was supported by a goals and visioning session that provided stakeholders the opportunity to develop unique strategies related to economic development.

REGIONAL POSITIONING

Montgomery County is within 500 miles of major metro areas that equal 15% of the total U.S. Population (49.0 million People). Those metro areas are:

- Wichita, KS
- Kansas City, MO
- St. Louis, MO
- Oklahoma City, OK
- Dallas, TX
- Austin, TX
- Memphis, TN
- Omaha, NE
- Des Moines, IA

ASSETS SUMMARY

- Programs and Assets at the ICC Fab Lab as a source of opportunity that can be leveraged to cultivate entrepreneurship and start-ups in the region
- Between Coffeyville Community College and Independence Community College, there is a strong pipeline for trade skills and skilled labor in the region
- Workforce availability, training, and entrepreneurship growth

TARGETED INDUSTRIES

- Agribusiness
- Heavy/Light Industrial Manufacturing
- Supply Chain Support

FUTURE MCAC GOALS

The over arching vision for Montgomery County is to drive growth throughout the county that leverages the unique assets of the communities within the county. The goals detailed below are in no particular order. All are considered equally high in importance.

The goals for the future were determined and thoroughly discussed during a facilitated Goals and Visioning Work Session in 2019. During the work session, discussions were focused on alignment/regionalism, readiness, and marketing/differentiation and where the gaps are in the County in those three categories. As a result of the Goals and Visioning Work Session, the following Goals were identified as realistic and should be the basis for resource allocation in the future:

- Encourage regional collaboration amongst the communities, as well as amongst stakeholders and partners, to achieve greater alignment
- Support efforts to enhance quality of place to foster greater potential for talent retention and talent attraction
- Develop a regional talent strategy approach that strengthens the talent development pipeline and increases awareness of opportunities within Montgomery County
- Ensure that Montgomery County is optimally business development ready
- Promote Montgomery County as a place of choice for both business and talent to locate

STATE OF KANSAS RESOURCES AVAILABLE TO CHERRYVALE

The Kansas Department of Commerce offers a diverse portfolio of financial incentives for rural communities and businesses that are looking to locate or expand in the State. Below is the list of available resources:

- Property Tax Abatement Assistance
- High Performance Incentive Program (HIPPI)
- Promoting Employment Across Kansas Program
- Machinery & Equipment Deduction
- Rural Opportunity Zones (ROZ)
- Kansas Industrial Training and Retraining
- State Small Business Credit Initiative
- Work Opportunity Tax Credit
- Energy Incentives
- Kansas Angels Tax Credit
- Kansas Certified Development Companies
- Community Development Block Grant Program
- Community Service Tax Credit Program
- Employer Partner Incentive

TEN ECONOMIC DEVELOPMENT GOAL PRIORITIES AND RESOURCE ALLOCATION CATEGORIES

The ten economic development goals displayed below were developed after the consultant interacted with city staff, elected and appointed officials, community leaders, citizen groups, State of Kansas Department of Commerce, and the Montgomery County Action Council (MCAC). Community leaders and citizens-at-large should collaborate to prioritize goals by using the Evaluation Filters and Resource Allocation Categories detailed below:

CASE STUDY: ZINC PLANT REMEDIATION

The former Zinc Plant operated in Cherryvale from 1898 to 1976. During its 78 years of operations, it generated large volumes of solid waste consisting of furnace cinders, broken clay cylinder retorts, building materials removed during facility repairs, and metallic slag created during the smelting process. The heavy metals were contaminated with heavy metals like lead, cadmium, arsenic, and/or zinc. As smelter waste material breaks down into smaller particles over time, the contaminants can become mobile. In addition, smelter waste was historically used as fill material throughout the community.

In 1976, the Kansas Department of Health and Environment (KDHE) identified sludge and liquid waste contaminated with heavy metals in large settling ponds used to contain runoff from slag and roasted ore. Some remediation by KDHE occurred for this issue between the late 1970's and early 1980's.

KDHE revisited the site in 1995 and found that previous remediation efforts had failed. They learned from a series of additional studies from 1999 through 2002 that at the site and adjacent properties there was contamination with high levels of lead, cadmium, arsenic, and/or zinc.

Based on these findings, additional zinc plant site and contaminated residential properties have been remedied to meet the Environmental Protection Agency (EPA) and KDHE specifications.

As of the last sampling event (March 2025), the catchment basin in Drum Creek, SW of Cherryville, is still showing high concentrations of arsenic and zinc (See: Catchment System Sampling – March 2025 for table and figures). The Removal Action Design (RAD) Plan involved the removal of lead contaminated soil from selected non/residential properties, and that work was completed in early 2023. Residential areas that had contaminated soil removed included plots that had gardens, play areas for children, drainage areas, and entire yards. Non-residential plots included parks, and alleys and ditches within city limits (See: RAD Plan Completion Parts 1, 2, 3). The inspections conducted at the former smelter site are to make sure the fence around the property is sound and that nothing else at the locations has changed (ex. Soil disturbances, water run-off, vandalism, etc.), and with KDHE's approval of the 2023 RAD report on November 30, 2023, KDHE considers the heavy metals contamination within the city to have been addressed and should not require further action.

Source: Kansas Department of Health and Environment, August 2014 and Julie E. Manders, Bureau of Environmental Remediation, Kansas Department of Health and Environment November 2025



BALANCED ECONOMIC GROWTH
DIVERSIFY THE LOCAL ECONOMY
PROMOTE INNOVATION AND TECHNOLOGICAL ADVANCEMENT
ESTABLISH AND PROMOTE A BUSINESS/ ENTREPRENEUR-FRIENDLY ENVIRONMENT
WORKFORCE DEVELOPMENT
ENHANCE QUALITY OF LIFE
IDENTIFY AND TARGET SPECIFIC SECTORS OR AREAS WITHIN THE COMMUNITY THAT MAY BE STRUGGLING
SUPPORTING LOCAL CULTURES AND CREATING JOBS THROUGH SUSTAINABLE TOURISM
DOWNTOWN “ORIGINAL TOWN” REVITALIZATION
PROMOTE DEVELOPMENT OF HIGHWAY 169 CORRIDOR

EVALUATION FILTERS FOR PRIORITY RANKING PROCESS

1. Does the goal have city council, administration, and community support?
2. Are there funding partners such as the State of Kansas to support the goal?
3. Have private sector investors expressed an interest in the goal?
4. Does the city’s infrastructure support the goal?
5. Is the goal mentioned in the MCAC Business Development Plan?
6. Does the goal support existing Cherryvale businesses and industries?

7. Does the community have the workforce, skills, and technology capabilities to support the goal?

RESOURCE ALLOCATION CATEGORIES

- Does the goal take care of what we have?
- Does the goal enhance what we have?
- Does the goal invest in a new Vision or Trend?

HOW TO USE EVALUATION FILTERS AND RESOURCE ALLOCATION CATEGORIES

INTRODUCTION

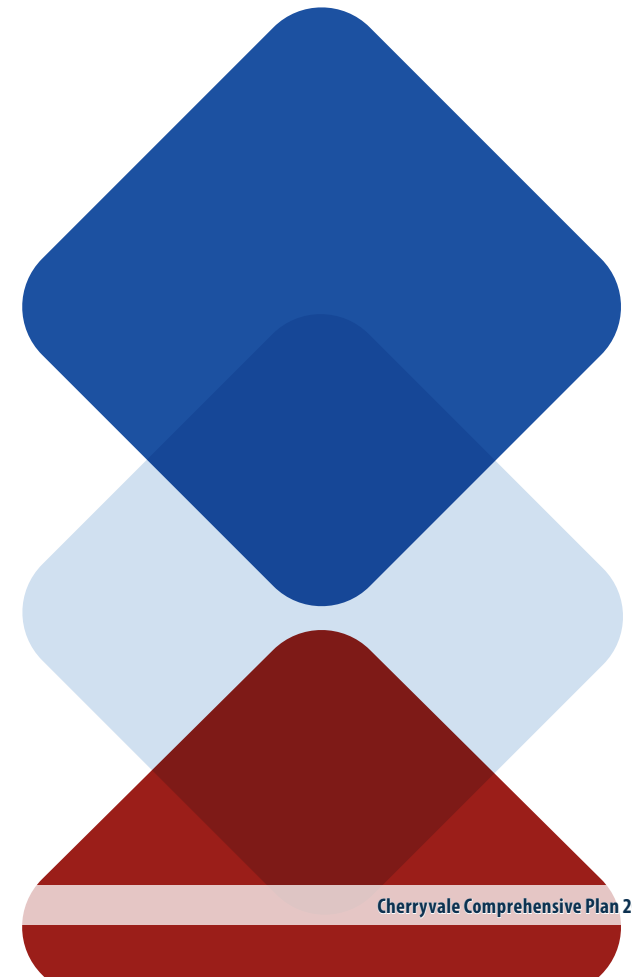
The most effective and recommended use of the Evaluation Filters and Resource Allocation Categories, should follow the steps detailed below:

EVALUATION FILTER PROCESS

- **Step One** – Select one of the Ten Economic Development Categories from the list that has been provided
- **Step Two** – Of the Economic Development Category that has been selected, review the list of Evaluation Filters, of which there are seven, and determine which of the seven are applicable. The total possible rating is seven.
- **Step Three** – Follow the same process as in Step Two with each of the Economic Development Categories
- **Step Four** – Prioritize the entire list of Economic Development Categories after they have been ranked by using the Evaluation Filter Assessment Process (Step Two). If this Step Four Process results in a tie (s), follow the democratic process to break the tie (s).

RESOURCE ALLOCATION CATEGORIES

- **Step Five** – Evaluate the prioritized list of Economic Development Categories from Step Four and determine which of the list fits into the Resource Allocation Categories: To Take Care of What we Have, to Enhance What we Have, or to Invest in a New Vision or Trend
- **Step Six** – To determine the final economic development resource allocation of money and effort, continue the process through the public engagement process by engaging Elected Leaders, Administrative Staff, Key Stakeholders, and Citizens-at-Large determine to reach consensus on the preferred path to allocate economic development resources



ECONOMIC DEVELOPMENT GOALS AND COMMUNITY ACTION

GOAL 4.1:

To Strive for Balanced Economic Growth by Working Toward the Achievement of a Stable and Resilient Economy

Community Action: 4.1.1:

Implement policies that promote diversification, encourage investment, and support existing businesses.

GOAL 4.2:

To Diversify the Local Economy by Creating a Stable Economic Climate with Low Inflation and by Utilizing Economic Incentives

Community Action: 4.2.1:

Reduce reliance on a single industry by attracting new industries, supporting remote work, and developing local tourism

Community Action: 4.2.2:

Identify and support emerging industries, attract new businesses from diverse sectors, and foster entrepreneurship

GOAL 4.3:

To Promote Innovation and Technological Advancement by Encouraging the Development of New Technologies and Innovative Business Models

Community Action: 4.3.1:

Invest in research and development by supporting college and community college-industry partnerships and creating an environment that fosters creativity and experimentation

GOAL 4.4:

To Establish and Promote a Business/ Entrepreneur-friendly Environment by Making It EASY For Businesses to Start, Grow, And Thrive Within the Community

Community Action: 4.4.1

Offer incentives for business development by streamlining permitting processes, reducing fees, and providing access to resources and support services

GOAL 4.5:

To Support Small Businesses and Entrepreneurship Through Access to Financing, Technical Assistance, And Business Incubators Can Drive Innovation and Job Creation

Community Action: 4.5.1:

Coordinate with the Kansas Department of Commerce Resources

Community Action: 4.5.2:

Interact with Pittsburg State University Small Business Development Center

Community Action: 4.5.3:

Interact with the Independence Community College Fab Lab IIC with business and industry partners

Community Action: 4.5.4:

Interact with the Montgomery County Action Council (MCAC)

Community Action: 4.5.5:

Interact with the U.S. Small Business Administration (SBA) and the Kansas Small Business Development Center (SBDC) to determine if their programs benefit the city

GOAL 4.6:

To Offer Incentives, Grants, and Streamlined Permitting Processes to Encourage the Growth of Local Businesses and Startups

Community Action: 4.6.1:

Determine if the Kansas Department of Commerce Resources information and the Montgomery County Action Council have available resources

GOAL 4.7:

To Ensure That the Local Workforce Is Equipped with the Skills and Knowledge Needed to Compete in the Global Economy

Community Action: 4.7.1:

Invest in education and training programs, support apprenticeships, and partner with educational institutions to address workforce gaps

Community Action: 4.7.2:

Establish a workforce development program by partnering with Pittsburg State University, Independence Community College and local businesses to identify relevant gaps in the workforce skill sets needed by local employers

GOAL 4.8:

To Enhance the Quality of Life by Creating a Community That Is Attractive to Residents, Businesses and Tourists by Improving Infrastructure, Investment in Public Amenities, And Support of Cultural and Outdoor Recreational Activities

Community Action: 4.8.1

Create a Quality of Life Task Force charged with assisting city staff and leadership with prioritizing goals for implementation of all quality of life goals referenced in the Comprehensive Plan

GOAL 4.9:

To Identify and Target Specific Sectors or Areas Within the Community That May Be Struggling by Developing Targeted Initiatives Such as Job Training Programs for Specific Industries

Community Action: 4.9.1:

Continuously evaluate relationships with the existing business community to strengthen them

Community Action: 4.9.2:

Work with city staff and consultants to create an original town (downtown) area plan.

Community Action: 4.9.3:

Collaborate with small businesses and community leaders to identify target areas for support and establish the Original Town District

GOAL 4.10:

To Support Local Cultures by Creating Jobs Through Sustainable Tourism by Developing Recreational Facilities and Cultural Attractions That Attract Visitors and Boost the Local Economy

Community Action: 4.10.1:

Promote local agricultural products and develop farm-to-table initiatives to support local businesses and reduce food miles

Community Action: 4.10.2:

Utilizing community input to develop a park master plan for Logan Park and Lake Tanko

Community Action: 4.10.3:

Create marketing committee to develop plan to promote and capture economic activity associated with USACE Big Hill Lake

GOAL 4.11:

To Revitalize the Original Downtown by Improving Its Visual Appeal, Functionality, And Viability

Community Action: 4.11.1:

Develop a strategy and plan to identify, define, and designate Cherryvale's original downtown district

Community Action: 4.11.2:

Create a new Original Town (downtown) Zoning District to promulgate redevelopment

Community Action: 4.11.3:

Explore various alternatives and programs for redevelopment of the identified "original downtown" district

Community Action: 4.11.4:

Utilize city staff, Cherryvale Chamber leadership, Montgomery County Action Council members and state agencies to establish a Downtown "Original Team" to organize, develop, adopt and execute an area plan

GOAL 4.12:

To Promote the Development of Highway 169 Corridor to Generate Community Benefits

Community Action: 4.12.1:

Develop a strategy and plan to identify, define, and designate the Highway 169 Corridor to facilitate commercial and industrial development

Community Action: 4.12.2:

Create and adopt a new Highway 169 Zoning District

Community Action: 4.12.3:

Establish a partnership with KDOT in anticipation of needed transportation improvements to the newly created Highway 169 Corridor

GOAL 4.13:

To Encourage the Redevelopment of the National Zinc Company Brownfield Site

Community Action: 4.13.1:

Identify redevelopment partners to explore site development options



TABLE 4.B – CONSOLIDATED VIEW OF GOALS AND COMMUNITY ACTIONS

GOAL	COMMUNITY ACTION
GOAL 4.1: To Strive for Balanced Economic Growth by Working Toward the Achievement of a Stable and Resilient Economy	<u>Community Action: 4.1.1:</u> Implement policies that promote diversification, encourage investment, and support existing businesses
GOAL 4.2: To Diversify the Local Economy by Creating a Stable Economic Climate with Low Inflation and by Utilizing Economic Incentives	<u>Community Action: 4.2.1:</u> Reduce reliance on a single industry by attracting new industries, supporting remote work, and developing local tourism <u>Community Action: 4.2.2:</u> Identify and support emerging industries, attract new businesses from diverse sectors, and foster entrepreneurship
GOAL 4.3: To Promote Innovation and Technological Advancement by Encouraging the Development of New Technologies and Innovative Business Models	<u>Community Action: 4.3.1:</u> Invest in research and development by supporting college and community college-industry partnerships and creating an environment that fosters creativity and experimentation
GOAL 4.4: To Establish and Promote a Business/Entrepreneur-friendly Environment by Making It EASY For Businesses to Start, Grow, And Thrive Within the Community	<u>Community Action: 4.4.1:</u> Offer incentives for business development by streamlining permitting processes, reducing fees, and providing access to resources and support services
GOAL 4.5: To Support Small Businesses and Entrepreneurship Through Access to Financing, Technical Assistance, And Business Incubators Can Drive Innovation and Job Creation	<u>Community Action: 4.5.1:</u> Coordinate with the Kansas Department of Commerce Resources <u>Community Action: 4.5.2:</u> Interact with Pittsburg State University Small Business Development Center <u>Community Action: 4.5.3:</u> Interact with the Independence Community College Fab Lab IIC with business and industry partners <u>Community Action: 4.5.4:</u> Interact with the Montgomery County Action Council (MCAC) <u>Community Action: 4.5.5:</u> Interact with the U.S. Small Business Administration (SBA) and the Kansas Small Business Development Center (SBDC) to determine if their programs benefit the city
GOAL 4.6: To Offer Incentives, Grants, and Streamlined Permitting Processes to Encourage the Growth of Local Businesses and Startups	<u>Community Action: 4.6.1:</u> Determine if the Kansas Department of Commerce Resources information and the Montgomery County Action Council have available resources
GOAL 4.7: To Ensure That the Local Workforce Is Equipped with the Skills and Knowledge Needed to Compete in the Global Economy	<u>Community Action: 4.7.1:</u> Invest in education and training programs, support apprenticeships, and partner with educational institutions to address workforce gaps <u>Community Action: 4.7.2:</u> Establish a workforce development program by partnering with Pittsburg State University, Independence Community College and local businesses to identify relevant gaps in the workforce skill sets needed by local employers
GOAL 4.8: To Enhance the Quality of Life by Creating a Community That Is Attractive to Residents, Businesses and Tourists by Improving Infrastructure, Investment in Public Amenities, And Support of Cultural and Outdoor Recreational Activities	<u>Community Action: 4.8.1:</u> Create a Quality of Life Task Force charged with assisting city staff and leadership with prioritizing goals for implementation of all quality of life goals referenced in the Comprehensive Plan

GOAL	COMMUNITY ACTION
<p>GOAL 4.9: To Identify and Target Specific Sectors or Areas Within the Community That May Be Struggling by Developing Targeted Initiatives Such as Job Training Programs for Specific Industries</p>	<p><u>Community Action: 4.9.1:</u> Continuously evaluate relationships with the existing business community to strengthen them</p> <p><u>Community Action: 4.9.2:</u> Work with city staff and consultants to create an original town (downtown) area plan.</p> <p><u>Community Action: 4.9.3:</u> Collaborate with small businesses and community leaders to identify target areas for support and establish the Original Town District</p>
<p>GOAL 4.10: To Support Local Cultures by Creating Jobs Through Sustainable Tourism by Developing Recreational Facilities and Cultural Attractions That Attract Visitors and Boost the Local Economy</p>	<p><u>Community Action: 4.10.1:</u> Promote local agricultural products and develop farm-to-table initiatives to support local businesses and reduce food miles</p> <p><u>Community Action: 4.10.2:</u> Utilizing community input to develop a park master plan for Logan Park and Lake Tanko</p> <p><u>Community Action: 4.10.3:</u> Create marketing committee to develop plan to promote and capture economic activity associated with USACE Big Hill Lake</p>
<p>GOAL 4.11: To Revitalize the Original Downtown by Improving Its Visual Appeal, Functionality, And Viability</p>	<p><u>Community Action: 4.11.1:</u> Develop a strategy and plan to identify, define, and designate Cherryvale’s original downtown district</p> <p><u>Community Action: 4.11.2:</u> Create a new Original Town (downtown) Zoning District to promulgate redevelopment</p> <p><u>Community Action: 4.11.3:</u> Explore various alternatives and programs for redevelopment of the identified “original downtown” district</p> <p><u>Community Action: 4.11.4:</u> Utilize city staff, Cherryvale Chamber leadership, Montgomery County Action Council members and state agencies to establish a Downtown “Original Team” to organize, develop, adopt and execute an area plan</p>
<p>GOAL 4.12: To Promote the Development of Highway 169 Corridor to Generate Community Benefits</p>	<p><u>Community Action: 4.12.1:</u> Develop a strategy and plan to identify, define, and designate the Highway 169 Corridor to facilitate commercial and industrial development</p> <p><u>Community Action: 4.12.2:</u> Create and adopt a new Highway 169 Zoning District</p> <p><u>Community Action: 4.12.3:</u> Establish a partnership with KDOT in anticipation of needed transportation improvements to the newly created Highway 169 Corridor</p>
<p>GOAL 4.13: To Encourage the Redevelopment of the National Zinc Company Brownfield Site</p>	<p><u>Community Action: 4.13.1:</u> Identify redevelopment partners to explore site development options</p>



CHAPTER 5: STORMWATER AND NATURAL RESOURCE MANAGEMENT

STORMWATER AND NATURAL RESOURCE MANAGEMENT

INTRODUCTION

Cherryvale citizens and visitors will benefit personally from the value that natural and man-made remedies contribute to mitigating the disruption and potential damages caused by stormwater overflow and flooding. This benefit includes management of the community's natural resources to afford access to those utilizing them.

Like most small rural Kansas communities, Cherryvale's stormwater conveyance system is a network of roadside drainage ditches located within the public rights-of-ways. This system is a network comprised of natural and utilitarian features rather than a large, engineered infrastructure system. Cherryvale's system is built around drainage ditches, catch basins, street inlets, culverts, and creek beds, designed to manage sudden, heavy rainfall across large, relatively undeveloped areas. This contrasts with the extensive curbs, gutters, and underground pipes found in larger communities.

WHAT WE HEARD

We heard residents believe; maintenance of drainage ditches should be a collaboration between property owners and the city; there are city-wide cleanup days to facilitate both tree limbs and leaf pickup; there are protection and/or development and stormwater management opportunities available at the Lake Tanko area, to include USD 447 who owns property adjacent to the Lake; there are opportunities to use volunteer groups, especially young people, to maintain ditches and plant cherry trees; and there is an opportunity to acquire land adjacent to the city sewer lagoons for future expansion; there are several areas in town where debris collects in the drainage ditches; natural resource issues surrounding Lake Tanko make it difficult to use and there is a need for re-forestation.

WHAT WE FOUND

Public Works staff currently maintain the drainage ditches located within the public rights-of-way. In some cases, maintenance includes mowing and removal of yard and tree debris to facilitate proper draining of stormwater. Recent activities included removal of trees, debris, and vegetation from around Lake Tanko. The city addressed drainage issues on West Main and West 6th Streets by removing debris and regrading to ensure proper slope.

EXISTING CONDITIONS

Cherryvale's stormwater conveyance system primarily consists of overland swales and roadside drainage ditches located within the road rights-of-way. The stormwater is conveyed by the streets to 60 catch basins, and street inlets, and then directed to the roadside drainage ditch and conveyance system. The system, excluding Lake Tanko, does not utilize stormwater detention or retention basins. There is more than 100 lineal miles of roadside drainage ditches being maintained by the public works staff. There is a small, one-block area, served by underground stormwater infrastructure; Liberty Street, 5th and 6th streets, conveying stormwater runoff west toward Coyle Street. Stormwater is carried by these ditches to small unnamed tributary streams that flow and connect to Cherry and Drum Creeks which discharge into the Verdigris River. The system does not utilize stormwater detention or retention basins; however, Lake Tanko does function as a default detention basin.

ELEMENTS OF THE SYSTEM

- Roadside drainage ditches: The most visible part of the system is the network of ditches lining the streets. They are graded earth, sometimes reinforced with grass or rock, that collect rain from the street and surrounding properties. These ditches rely on natural grades to move water slowly and disperse it.
- Culverts and creek beds: The ditches eventually feed into larger culverts that pass under roads or into natural drainage channels and creeks. These natural waterways are the backbone of the system, carrying runoff away from town and into the Cherry and Drum Creeks and eventually to the Verdigris River.
- Pervious surfaces: With fewer roofs, roads, and parking lots, much of the landscape in Cherryvale consists of pervious surfaces like lawns, fields, and gravel or dirt roads. This allows a great deal of rainwater to soak directly into the ground, a natural absorption process that larger cities lose. In effect, the land itself is a key component of the stormwater management system in rural, less intensely developed communities.

CHALLENGES AND MAINTENANCE

- Blockages from debris: The un-piped nature of the system makes it vulnerable to blockages. Leaves, grass clippings, and trash can accumulate in ditches and culverts, causing backups during storms.

- Sedimentation and erosion: Heavy rains can wash topsoil and sediment into drainage ditches and creeks, causing erosion and filling up waterways over time. This sedimentation can affect the functionality and capacity of conveyance system.
 - Pollution from runoff: Although runoff is not from dense urban sources it can still carry pollutants. Pollutants such as oil, fuel, antifreeze, fertilizers, pesticides, and animal waste can all be picked up, conveyed and deposited into local waterways.
- Aging infrastructure: Like many aspects of rural infrastructure, parts of the stormwater system have aged. Over time, culverts can rust or collapse, and ditches can become overgrown or filled with sediment. With limited city budgets, major repair projects are often prioritized by need rather than preventative measures, and some minor issues are simply tolerated.

THE COMMUNITY'S ROLE

In small, rural communities, the responsibility for the stormwater system is often a shared effort between city staff and residents.

- Public Works maintenance crews may periodically clean out culverts and grade ditches.
- Homeowners and farmers may be responsible for maintaining the ditches bordering their property, keeping them mowed and free of debris so they may function appropriately.
- Citizens can be stewards of their local waterways, taking care not to dump pollutants and keeping drains clear.

Ultimately, the stormwater system in Cherryvale reflects the landscape – simple, interconnected, and reliant on both natural processes and the community's collective care.



NATURAL RESOURCE MANAGEMENT

INTRODUCTION

In rural communities, natural resource management is less about large-scale government projects and programs, and more about the local, interconnected, everyday decisions of residents, business owners, and community leaders. These individuals and groups work closely with county-level conservation districts, and occasionally state agencies. These groups work together to balance agricultural productivity with the long-term health of natural resources such as land and water.

WHAT WE HEARD

Effective management of the community's natural resources can afford access to residents and visitors who utilize them. This includes identification and development of potential natural resources that provide multiple functions such as mitigating natural disasters, providing economic development opportunities, and addressing quality of life issues. We heard residents identify a desire for recreational opportunities at the Lake Tanko area, to include USD 447 who owns property adjacent to the Lake; use of volunteer groups, especially young people, to identify beautification projects such as maintenance of ditches and planting cherry trees.

WHAT WE FOUND

The community has a limited history of civic projects specifically designed to address natural resource management. However, some civic projects completed by the Public Works Department include the cleaning of ditches and removal of debris from Lake Tanko to protect water quality.

EXISTING CONDITIONS

SOIL MANAGEMENT

In rural Kansas communities, soil is the foundational resource upon agricultural production is built. The Dust Bowl provided critical knowledge regarding natural processes and interconnectedness to the land. These historical lessons and subsequent knowledge form a deep-seated commitment to soil conservation.

- Preventing erosion: Practices like no-till farming, which leaves crop residue on the surface, to protect the topsoil from being blown or washed away.
- Cover crops: Some farmers plant cover crops like winter wheat or clover during off-seasons to hold the soil in place, improve its health, and add nutrients.
- Local expertise: The Montgomery County Conservation District provides crucial technical expertise, offering on-site assessments and helping landowners develop conservation plans.

WATER MANAGEMENT

Water in southeast Kansas comes from both surface and groundwater sources. Cherryvale is not located over one of the major aquifer systems in the state making access to water and its use important topics for the community.

- Groundwater use: Southeast Kansas receives sufficient annual precipitation to support dryland farming methods. Although limited in scale, suitable water for domestic and stock uses can be obtained from sandstone at depths of 200 to 400 feet. To supply a larger population, the city purchases water for domestic uses from Public Wholesale Water Supply District #4 out of Big Hill Lake.
- Protecting water quality: Water resource management also includes efforts to reduce non-point source pollution from agricultural runoff, which can carry fertilizers and pesticides into streams and public water supplies. Conservation districts can help landowners implement practices that filter runoff before it enters waterways.
- Drought response: Cherryvale is keenly aware of the cyclical nature of drought in the region. They rely on state and local data to monitor conditions and can implement voluntary or mandatory water conservation plans in place during dry periods.

PRESERVATION OF HABITATS AND WILDLIFE

Amidst the working farms and ranches, rural Kansas communities work to protect and enhance habitats for native wildlife.

- **Cross Timbers Region:** This region is the transition zone between the eastern forests and the tallgrass prairie to the west. Prairies in this region are interspersed with rolling hills and forested floodplains creating a mosaic of prairie, oak-hickory forests, and oak savannas,
- **Community Collaboration:** Wildlife management often involves a mix of private landowner action and partnerships with organizations like the Kansas Department of Wildlife and Parks, and the Montgomery County Conservation District. Community members work together to address issues, from protecting endangered species to managing nuisance wildlife.

COOPERATION AND EDUCATION

The success of natural resource management in rural communities hinges on a collaborative, voluntary approach rather than top-down regulation.

- **Shared Knowledge:** The Kansas Conservation Districts, (Montgomery County Conservation District) with support from the Natural Resources Conservation Service (NRCS), serve as hubs of information, providing educational resources and workshops for landowners and even school children.
- **Cost-share Programs:** Many conservation efforts are financially supported through federal programs like the Environmental Quality Incentives Program (EQIP), which helps farmers and ranchers pay for the implementation of conservation practices.
- **Local Leadership:** The guiding philosophy is that local people know their land best. The boards of county conservation districts are made up of local residents who are invested in finding practical, effective solutions to their community's unique environmental challenges.

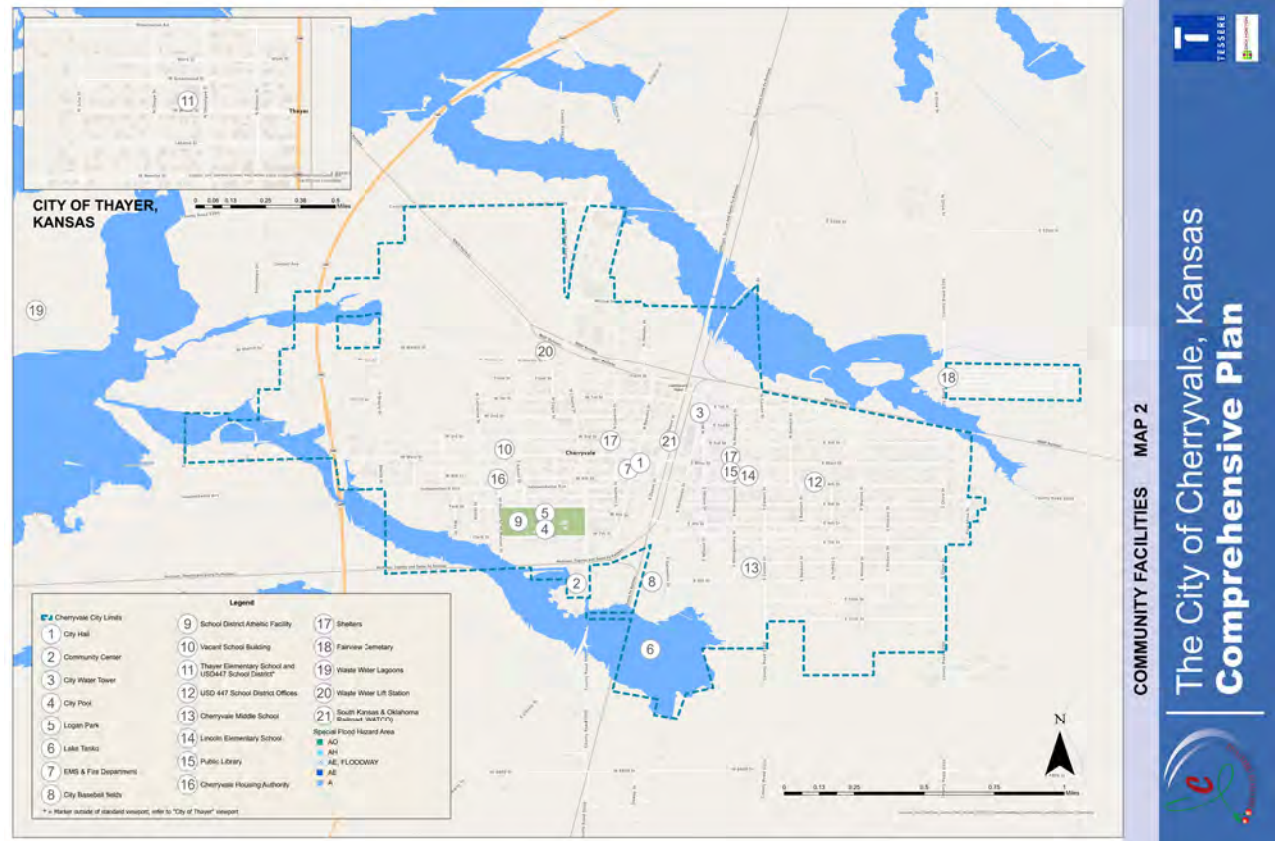
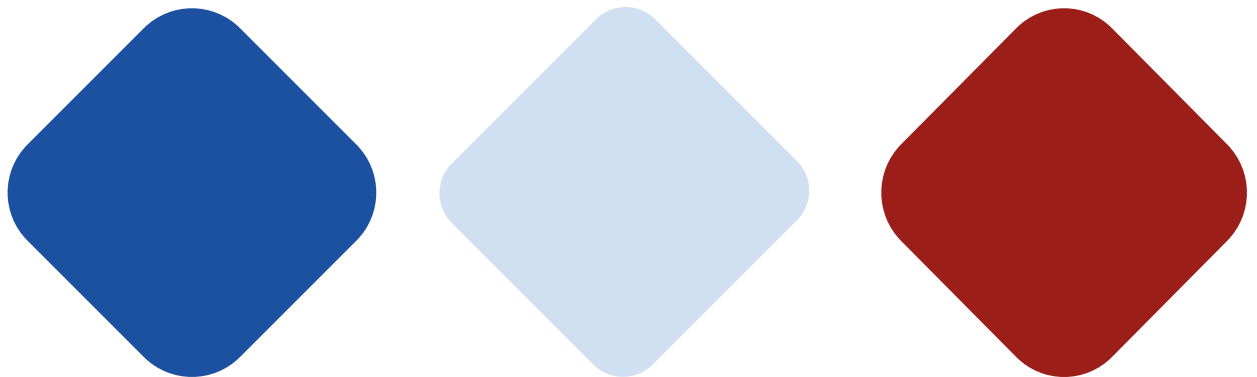


Figure 5.1



CASE STUDY: CHERRYVALE STORMWATER MANAGEMENT

In May 2025, the Kansas Rural Water Association (KRWA) provided assistance to the city to determine the cause of a very high rate of Inflow and Infiltration into its wastewater collection system (sewer pipes). Inflow is typically stormwater entering the collection system through sources like manhole covers, illegally connected sump pumps, and roof downspouts. Infiltration is typically groundwater that seeps into the collection system through sources like cracked sewer pipes or deteriorating joints.

During the on-site visit in May, the KRWA specialist performed a smoke test of the system in the one block target area, he had discussions with property owners and made personal observations to conclude that nearly every house has a sump pump that is discharging water into the city sewer.

The issue caused by the discharge is that just 10 sump pumps in one small area of town could pump an additional 40,000 gallons of water into the collection pipes in one hour when the system is designed for 100 gallons of water from each person each day.

The problem with this existing issue in Cherryvale becomes the wear and tear on pumps and strain on the city's treatment system.

The fix to the existing issue is to:

- Enforce City, State, and Federal Laws and Codes that sump pumps are illegal connections to the city wastewater collection system
- Enforce a plumbing fix to have sump pump water pumped outside the house on the ground



COMMUNITY PURPOSE

GENERAL STORMWATER AND NATURAL RESOURCE MANAGEMENT

Effective stormwater and natural resource management are important components for sustainable development and citizens' quality of life.

STORMWATER MANAGEMENT

Stormwater management seeks to reduce flooding, protect water quality from stormwater run-off, decrease the burden on Cherryvale's public drainage system, and contribute to a sustainable community. Stormwater systems are designed to convey water and filter pollutants, mitigate stormwater flow to reduce the effect of erosion, and absorb and filter rainwater to reduce stormwater volume.

NATURAL RESOURCE MANAGEMENT

Current and future sustainable resource management practices help to maintain environmental health, economic stability, and resource conservation while minimizing negative impacts on citizens' quality of life.

STORMWATER AND NATURAL RESOURCE MANAGEMENT GOALS AND COMMUNITY ACTIONS

The overall goal is to implement a general and basic stormwater and natural resources management plan that outlines strategies and practices to manage stormwater runoff and natural resources thereby improving water quality. Ultimately, natural resources and the storm-water system in Cherryvale is a reflection of the landscape: simple, interconnected, and reliant on both natural processes and the community's collective care.

STORMWATER MANAGEMENT (Goal 5.1 & 5.2 taken from the infrastructure chapter) (Goal 5.3 is new for this chapter)

GOAL 5.1:

To Create a Stormwater Master Plan That Emphasizes Stormwater Management Measures That Will Reduce the Risk of Flooding, Although Minimal in Cherryvale, and Protection of Water Quality

Community Action: 5.1.1:

Identify and map assets such as roads, culverts, bridges, or other public infrastructure assets

Community Action: 5.1.2:

Identify and map areas prone to flooding or slow drainage

Community Action: 5.1.3:

Improve stormwater drainage conveyance system by maintaining ditches, culverts, and stormwater sewers

Community Action: 5.1.4:

Establish a public education and outreach program about reducing stormwater runoff

Community Action: 5.1.5:

Protect utility infrastructure (stormwater conveyance system, water distribution system, and sanitary sewer system) from damage and disasters through mitigation efforts such as routine systems maintenance, identification of system weaknesses

Community Action 5.1.6:

Identify appropriate mitigation actions, if any, from the adopted Emergency Management Plan that need incorporation into Stormwater Master Plan.

GOAL 5.2:

To Implement a Stormwater Management Plan That Outlines Strategies and Practices to Manage Stormwater Runoff and Improve Water Quality

Community Action: 5.2.1:

Establish strategies to reduce the amount of stormwater runoff entering waterways

Community Action: 5.2.2:

Improve water quality by filtering and treating stormwater runoff

Community Action: 5.2.3:

Reduce the risk of flooding by managing stormwater runoff and controlling peak flows

Community Action: 5.2.4:

Prevent erosion by implementing practices that stabilize soil and reduce the amount of sediment entering waterways

Community Action: 5.2.5:

Implement on-site detention systems, which temporarily store stormwater runoff and release it slowly, preventing flooding

NATURAL RESOURCE MANAGEMENT

(protect and enhance natural systems)

GOAL 5.3:

To Protect and Enhance Natural Resources, Including Water, Soil, And Vegetation



GOAL 5.4:

To Preserve and Improve the Health and Integrity of Natural Areas, Like Forests, Wetlands and Rivers

Community Actions for Goals 5.3 and 5.4:

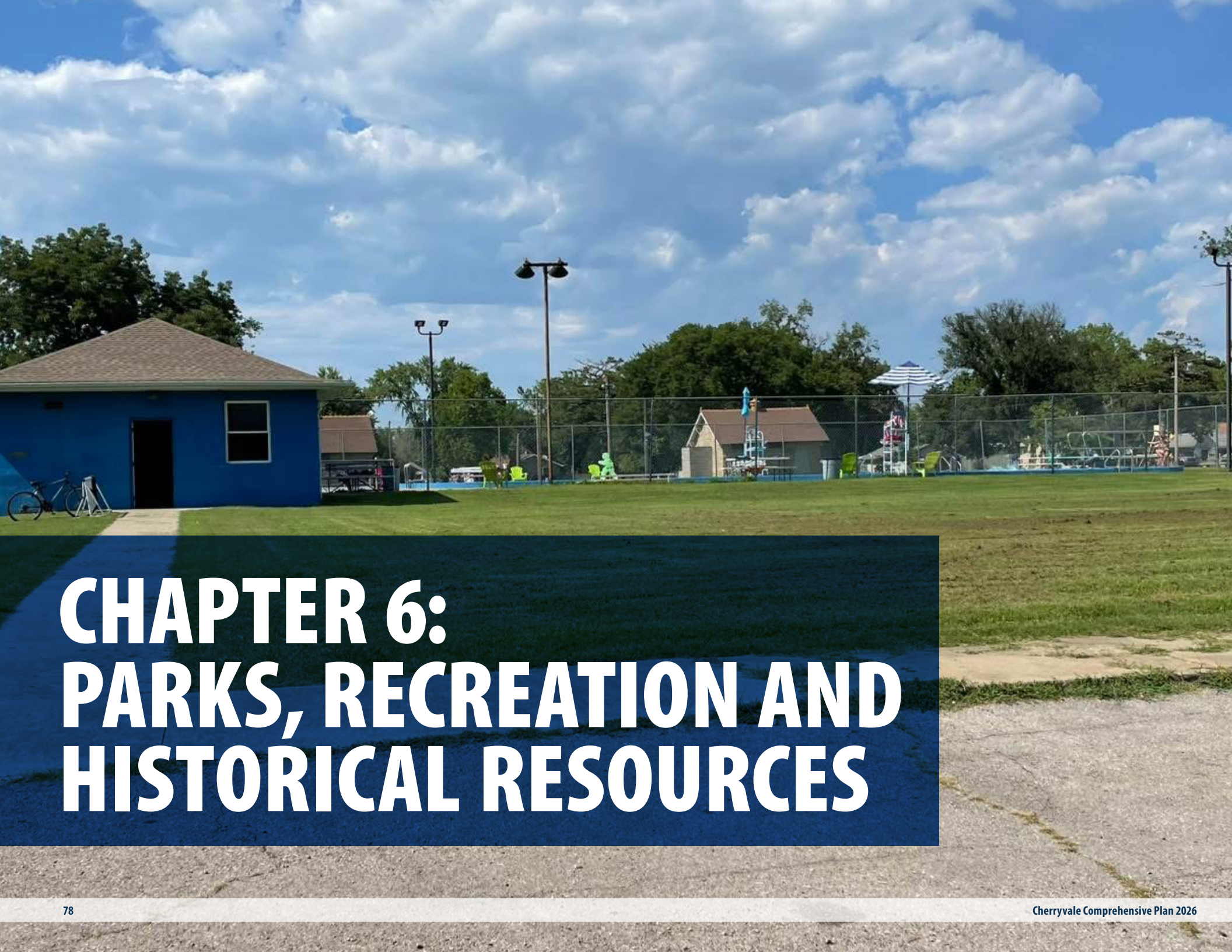
The seven community actions listed below apply to both Goals 5.3 and 5.4

1. Conserve natural areas and identified important habitats by preserving areas containing native eco-systems
2. Implement water conservation measures to reduce water consumption and protect water resources
3. Improve soil health by promoting sustainable land management and soil conservation practices
4. Encourage the planting of native vegetation to provide habitat and improve water infiltration.
5. Restore and protect natural habitats to support biodiversity, such as lakes, rivers, creeks, wetlands, grasslands, and forests
6. Enhance or create habitat corridors by improving the integrity of degraded lakes, wetlands, rivers, grasslands, and forests
7. Implement effective vegetation management and soil conservation by maintaining and restoring native vegetation and associated wildlife habitats



TABLE 5.A – CONSOLIDATED VIEW OF GOALS AND COMMUNITY ACTIONS

GOAL	
<p>GOAL 5.1: To Create a Stormwater Master Plan That Emphasizes Stormwater Management Measures That Will Reduce the Risk of Flooding, Although Minimal in Cherryvale, And Protection of Water Quality</p>	<p>Community Action: 5.1.1: Identify and map assets such as roads, culverts, bridges, or other public infrastructure assets</p> <p>Community Action: 5.1.2: Identify and map areas prone to flooding or slow drainage</p> <p>Community Action: 5.1.3: Improve stormwater drainage conveyance system by maintaining ditches, culverts, and stormwater sewers</p> <p>Community Action: 5.1.4: Establish a public education and outreach program about reducing stormwater runoff</p> <p>Community Action: 5.1.5: Protect utility infrastructure (stormwater conveyance system, water distribution system, and sanitary sewer system) from damage and disasters through mitigation efforts such as routine systems maintenance, identification of system weaknesses</p> <p>Community Action 5.1.6: Identify appropriate mitigation efforts from the adopted Emergency Management Plan and program them into ???????</p>
<p>GOAL 5.2: To Implement a Stormwater Management Plan That Outlines Strategies and Practices to Manage Stormwater Runoff and Improve Water Quality</p>	<p>Community Action: 5.2.1: Establish strategies to reduce the amount of stormwater runoff entering waterways</p> <p>Community Action: 5.2.2: Improve water quality by filtering and treating stormwater runoff</p> <p>Community Action: 5.2.3: Reduce the risk of flooding by managing stormwater runoff and controlling peak flows</p> <p>Community Action: 5.2.4: Prevent erosion by implementing practices that stabilize soil and reduce the amount of sediment entering waterways</p> <p>Community Action: 5.2.5: Implement on-site detention systems, which temporarily store stormwater runoff and release it slowly, preventing flooding</p>
<p>GOAL 5.3: To Protect and Enhance Natural Resources, Including Water, Soil, And Vegetation</p> <p>GOAL 5.4: To Preserve and Improve the Health and Integrity of Natural Areas, Like Forests, Wetlands and Rivers</p>	<p>Community Actions: The seven community actions listed below apply to both Goals 5.3 and 5.4</p> <p>Community Action: 5.3.1 & 5.4.1: Conserve natural areas and identified important habitats by preserving areas containing native eco-systems</p> <p>Community Action: 5.3.2 & 5.4.2: Implement water conservation measures to reduce water consumption and protect water resources</p> <p>Community Action: 5.3.3 & 5.4.3: Improve soil health by promoting sustainable land management and soil conservation practices</p> <p>Community Action: 5.3.4 & 5.4.4: Encourage the planting of native vegetation to provide habitat and improve water infiltration.</p> <p>Community Action: 5.3.5 & 5.4.5: Restore and protect natural habitats to support biodiversity, such as lakes, rivers, creeks, wetlands, grasslands, and forests</p> <p>Community Action: 5.3.6 & 5.4.6: Enhance or create habitat corridors by improving the integrity of degraded lakes, wetlands, rivers, grasslands, and forests</p> <p>Community Action: 5.3.7 & 5.4.7: Implement effective vegetation management and soil conservation by maintaining and restoring native vegetation and associated wildlife habitats</p>



CHAPTER 6: PARKS, RECREATION AND HISTORICAL RESOURCES

PARKS, RECREATION AND HISTORICAL RESOURCES

INTRODUCTION

Cherryvale residents desire a community that celebrates its history and provides equal access to parks, trails, special events, and indoor/outdoor recreation programs for all ages. A park system, to include parks, programs, special events, trails, and historical sites, often focusses on providing accessible and inclusive recreation, enhancing existing parklands, promoting trails and connectivity, fostering environmental stewardship, and ensuring sustainable management. Additional areas of focus can include promoting community health and wellness, strengthening partnerships (USD 447), supporting vibrant programs, encouraging recreation tourism (Lake Tanko and USACE Big Hill Lake), and incorporating public art.

WHAT WE HEARD

Recreation facilities are aging, programs are limited to youth only, there are opportunities and demand to provide more trails, there is support for the number and type of special events that are offered, the park system could be improved by upgrading Logan Park and developing the area around Tanko Lake.

WHAT WE FOUND

Recreation Programming is organized and produced by a Recreation Commission that operates within the requirements of Kansas State Statutes 12-1925 enabling legislation.

Health and wellness opportunities are lacking for adults and older adults. The Community Center and possible partnerships with the USD 447 and Faith Community, coupled with volunteer program leaders or contracted employees to be paid from program fees, may provide the access that is needed to meet program demand.

Trail opportunities should be considered at the Tanko Lake area, perimeter of selected school playgrounds, and within the community as sidewalk improvements are made

The Historical Museum provides an attraction to the community for its 600 annual visitors from eighteen different states and three foreign countries. It also provides a community benefit by offering four to six annual events.

EXISTING CONDITIONS

Parks, Trails, Recreation Facilities, Recreation Programs, and Special Events are provided to the community in a variety of ways. Parks, Trails, and Recreation Facilities are provided by the city, while Recreation Programs and Special Events are provided by a Recreation Commission and other providers to include USD 447, the Faith Community, volunteers, the Museum, the Senior Center, and special interest groups.

Governance – Policy direction is provided by the City Council for parks, trails, and city-owned recreation facilities. While Advisory Oversight is provided by several appointed Boards as listed below:

- City Council Policy Direction (Parks, Trails, City-Owned Facilities)
 - City Council
 - Community Center Board
 - Senior Center Board
 - Library Board
 - Museum Board
- Recreation Commission and USD 447 (Recreation Programs and Special Events)

Cherryvale Recreation Commission – Unique to the State of Kansas is Enabling Legislation (Article 19 12-1925) which outlines the required process to create a recreation system. Following the outline detailed in KSA 12-1924, Cherryvale selected the option of creating a Recreation Commission under the jurisdiction of USD 447.

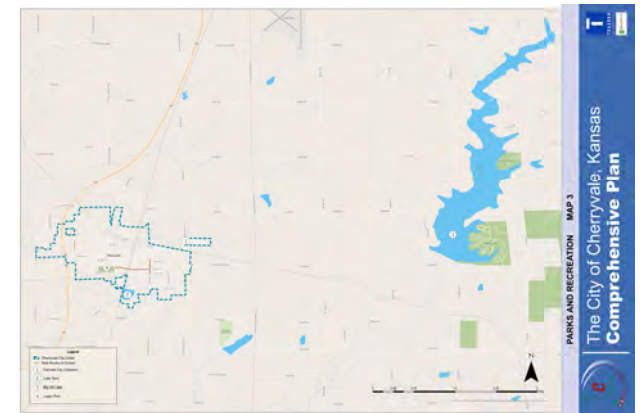


Figure 6.1

OTHER RECREATION FACILITY, RECREATION PROGRAM AND SPECIAL EVENT PROVIDERS

TABLE 6.A: PROVIDERS OF FACILITIES, PROGRAMS, AND SPECIAL EVENTS

PROVIDER	PARKS	TRAILS	FACILITIES	PROGRAMS	SPECIAL EVENTS
City	x	x	x		
Recreation Commission			x	x	x
USD 447			x	x	x
Special Interest Groups				x	x
Volunteers				x	x
Faith Community			x	x	x
Library			x	x	x
Museum			x	x	x
Senior Center			x	x	x

RECREATION PROGRAM, SPECIAL EVENT, AND RECREATION FACILITIES FUNDING

TABLE 6.B: FUNDING ALLOCATION SOURCES

PROVIDER	PARKS	TRAILS	FACILITIES	PROGRAMS	SPECIAL EVENTS
City General Fund	x	x	x		
Recreation Commission Mill Levy			x	x	x
USD 447 Mill Levy			x	x	x
Special Interest Groups Fundraisers and Fees				x	x
Volunteer Fundraisers				x	x
Faith Community Budget			x	x	x
Library Budget			x	x	x
Museum Budget			x	x	x
Senior Center Budget			x	x	x

PARTNERSHIPS THAT ALLOW THE CITY AND RECREATION COMMISSION TO LEVERAGE THEIR RESOURCES TO PROVIDE CITIZENS WITH MORE OPPORTUNITIES

- USD 447
- The Chamber of Commerce
- Special Interest Groups
- Volunteers
- Historic Museum

CITY-OWNED RECREATION AND COMMUNITY FACILITY INVENTORY

- Community Center
- Indoor Basketball Court
- Tile Meeting Room
- Carpet Meeting Room
- Kitchen
- Logan Park
- Half basketball court
- Swimming Pool
- Gazebo and picnic tables
- Large play area
- Community gathering spot for special events
- Lake Tanko
- One baseball field
- Two softball fields
- Blast field for young people
- Pavilion, fire pit, picnic table
- Basketball and Tennis Courts
- Playground
- Fishing and a small boat ramp
- Library
- Historical Museum
- Senior Center

RECREATION AND FACILITIES BY OTHERS

- USD 447 has a football field and track (city-owned but maintained by school district)

- The Faith Community
- Volunteers
- Special Interest Groups
- The Private Sector

RECREATION PROGRAMS AND SPECIAL EVENTS

- Mostly youth programs
- Adult co-ed volleyball and softball
- Special Events
- Easter Egg Hunt
- Pancakes with Santa
- Community Christmas Tree Lighting
- 4th of July Celebration
- Community Center Thanksgiving
- Trunk or Treat

FUTURE FACILITY NEEDS

- Renovation of existing pool, and/or a new pool
- Trail around Lake Tanko
- New floor and kitchen at the community center
- Ball field parking, seating, and shade structures

PARK AND RECREATION FACILITY MAINTENANCE

- Parks are maintained by the city Public Works Department
- The Recreation Commission maintains athletic fields during the summer

PARK SYSTEM AND RECREATION COMMISSION GOALS

GOAL 6.1:

To Develop a Comprehensive Park and Recreation Master Plan to Assess the Community's Need for Parks, Trails, Recreation Programs, Special Events, And Recreation Facilities

Community Action: 6.1.1:

Hire a professional park and recreation planning consultant or appoint a community advocacy group to lead the master planning process

GOAL 6.2:

To Develop Level of Service Standards That Represent Park System and Recreation Program Values of Cherryvale Such as:

- Park or greenspace within a 10-minute walk of each neighborhood
- Recreation Facilities that accommodate program needs of the community
- Sidewalks or trails that provide ample off-street walking and biking opportunities
- Recreation programs that offer opportunities for all age groups
- Special events provided by the Recreation Commission or others throughout the year that provide citizens with an opportunity to celebrate their community and one another

Community Action: 6.2.1:

Convene a series of meetings with community leaders, key stakeholders, staff, and citizens-at-large to discuss Level of Service Standards that are the most realistic for Cherryvale and adopted by the City Council.

GOAL 6.3:

To Identify and Seek City Council Support for Dedicated Park System Funding

Community Action: 6.3.1:

Develop a detailed list of annual park system operating, maintenance, and capital costs

Community Action: 6.3.2:

Develop a detailed list of deferred maintenance needs

Community Action: 6.3.3:

Prioritize Funding Allocations in three categories:

- To Take Care of What We Have
- To Enhance What We Have
- To Invest in a New Trend or Vision

GOAL 6.4:

To Ensure Equitable Access to the Park System by Adopting a Policy That Specifies a Park or Greenspace Within A 10-minute Walk of Each Neighborhood

Community Action: 6.4.1:

Review the park map included in this Comprehensive Plan to identify locations throughout the community that are under served

GOAL 6.5:

To Upgrade Existing Facilities by Utilizing Master Plan Findings That Rate Their Condition and Align with Current Trends, Citizen Preferences, Level of Service Standards, and Master Plan Priorities

Community Action: 6.5.1:

Evaluate the completed Master Plan to determine the upgrade priorities

GOAL 6.6:

To Create a Trail System Plan That Will Enhance Neighborhood Connectivity and Access to Key Destinations

Community Action: 6.6.1:

Use the Park Map in this Comprehensive Plan to Identify On-Street Routes such as the 2015 Safe Routes to School Route and Off-Street Routes to complete the connections that are needed

GOAL 6.7:

To Review Annually the Role of the Recreation Commission and Its Legislative Mandate to Provide Citizens with a Variety of Recreation Program Types (Special Events, Sports, Arts, Aquatics, Environmental Activities) And Formats (Competitive, Recreation, Self-directed, Spectator) That Align with Their Preferences

Community Action: 6.7.1:

Ensure the Recreation Commission engages citizens annually to ask them about their program preferences by type and format

Community Action: 6.7.2:

Ensure the Recreation Commission leverages its resources with others to offer special events and programs which are beyond its staff and facility capabilities



PARK SYSTEM AND RECREATION COMMISSION PRIORITIES

1. Plan for the Future – Complete a comprehensive study of the park system and recreation program to understand citizen preferences for programs, special events, recreation facility upgrades, and new facilities
2. Land Acquisition – Acquire land or conservation easements, especially floodplains or significant natural areas, to expand open space and create linear connections
3. Infrastructure Upgrades – Identify resources to upgrade and maintain the athletic fields, recreation center, the pool, trails, playgrounds, and all park system amenities not otherwise mentioned
4. Connectivity – Create a Connectivity Plan to provide focus on new/upgraded sidewalks, new/existing trails, and greenways to schools, neighborhoods, and the downtown (Safe Routes to Schools Program)
5. Program Development – Offer diverse programs by their type, format, and age group served that align with citizen preferences, trends, and facility capabilities
6. Sustainable Funding – Develop strategies to enhance funding sources beyond dedicated taxes for operating, capital, and deferred maintenance needs of the park system. Sources may include donations, earned income, sponsorships, or a Gifts Catalogue

HISTORIC RESOURCE GOALS

GOAL 6.8:

To Preserve and Interpret Cultural Landmarks by Protecting and Highlighting Significant Historic Sites and Structures and Incorporating Them into the Fabric of the Community

Community Action: 6.8.1:

Create a master list of cultural and historic sites and structures

GOAL 6.9:

To Promote the Community's History and Heritage with Residents and Visitors

Community Action: 6.9.2:

Organize Historic Museum's staff and volunteers to offer education programs, videos, and tours

GOAL 6.10:

To Integrate Historic Preservation with Other Community Goals by Connecting Historic Preservation Efforts with Economic Development, Tourism, And Revitalization Goals

Community Action: 6.10.1:

Create a master list of other community goals

Community Action: 6.10.2:

Ensure the Historic Museum Staff and volunteers adopt a proactive approach to reaching out to the city council and city administration, school board and school district staff, and the business community (realtors, developers, and lending institutions) to collaborate with the exchange of goals and the community benefits to supporting one another

- Identify and designate historic properties through historic records research and site surveys

- Support historic preservation initiatives by exploring incentives and funding mechanisms such as the Kansas Rural Preservation Grant to encourage the preservation and rehabilitation of historic properties
- Partner with preservation organizations by collaborating with local and regional preservation groups to leverage expertise and resources

PARTNERSHIP GOALS

GOAL 6.11:

To Strengthen Existing Partnerships with Preservation Organizations by Collaborating with Local, Regional, And State Preservation Groups to Leverage Expertise and Resources

Community Action: 6.11.1:

Develop a Partnership Policy

Community Action: 6.11.2:

Identify potential partners in the categories of public/public, public/private, and public/not-for-profit

Community Action: 6.11.3:

Develop an approach to recreation, special event, and historical programming that routinely leverages Recreation Commission resources with partners

Community Action: 6.11.4:

Engage all partners annually in a conversation to ensure that the relationship is working well for each party

Community Action: 6.11.5:

Annually recognize partners at a lunch or dinner for their contributions to the community

PARTNERSHIP PRIORITIES

- Create a Partnership Policy
- Leverage Recreation Commission resources with partners to expand the number and quality of annual programs and special events
- Assist with the community engagement process by conducting needs assessments and public input meetings
- Use partners to provide additional advocacy support to the Recreation Commission for matters of importance
- Identify and designate historic properties through historic records research and site surveys
- Support historic preservation initiatives by exploring incentives and funding mechanisms such as the Kansas Rural Preservation Grant to encourage the preservation and rehabilitation of historic properties
- To use volunteers and subject matter experts to promote healthy environmental education, tours, and systems



TABLE 6.C – CONSOLIDATED VIEW OF GOALS AND COMMUNITY ACTIONS

GOAL	COMMUNITY ACTION
GOAL 6.1: To Develop a Comprehensive Park and Recreation Master Plan to Assess the Community's Need for Parks, Trails, Recreation Programs, Special Events, And Recreation Facilities	<u>Community Action: 6.1.1:</u> Hire a professional park and recreation planning consultant or appoint a community advocacy group to lead the master planning process
GOAL 6.2: To Develop Level of Service Standards That Represent Park System and Recreation Program Values of Cherryvale Such as: <ul style="list-style-type: none"> • Park or greenspace within a 10-minute walk of each neighborhood • Recreation Facilities that accommodate program needs of the community • Sidewalks or trails that provide ample off-street walking and biking opportunities • Recreation programs that offer opportunities for all age groups • Special events provided by the Recreation Commission or others throughout the year that provide citizens with an opportunity to celebrate their community and one another 	<u>Community Action: 6.2.1:</u> Convene a series of meetings with community leaders, key stakeholders, staff, and citizens-at-large to discuss Level of Service Standards that are the most realistic for Cherryvale and adopted by the City Council
GOAL 6.3: To Identify and Seek City Council Support for Dedicated Park System Funding	<u>Community Action: 6.3.1:</u> Develop a detailed list of annual park system operating, maintenance, and capital costs <u>Community Action: 6.3.2:</u> Develop a detailed list of deferred maintenance needs <u>Community Action: 6.3.3:</u> Prioritize Funding Allocations in three categories: <ul style="list-style-type: none"> • To Take Care of What We Have • To Enhance What We Have • To Invest in a New Trend or Vision
GOAL 6.4: To Ensure Equitable Access to the Park System by Adopting a Policy That Specifies a Park or Greenspace Within A 10-minute Walk of Each Neighborhood	<u>Community Action: 6.4.1:</u> Review the park map included in this Comprehensive Plan to identify locations throughout the community that are under served
GOAL 6.5: To Upgrade Existing Facilities by Utilizing Master Plan Findings That Rate Their Condition and Align with Current Trends, Citizen Preferences, Level of Service Standards, and Master Plan Priorities	<u>Community Action: 6.5.1:</u> Evaluate the completed Master Plan to determine the upgrade priorities

GOAL	COMMUNITY ACTION
GOAL 6.6: To Create a Trail System Plan That Will Enhance Neighborhood Connectivity and Access to Key Destinations	Community Action: 6.6.1: Use the Park Map in this Comprehensive Plan to Identify On-Street Routes such as the 2015 Safe Routes to School Route and Off-Street Routes to complete the connections that are needed
GOAL 6.7: To Review Annually the Role of the Recreation Commission and Its Legislative Mandate to Provide Citizens with a Variety of Recreation Program Types (Special Events, Sports, Arts, Aquatics, Environmental Activities) And Formats (Competitive, Recreation, Self-directed, Spectator) That Align with Their Preferences	Community Action: 6.7.1: Ensure the Recreation Commission engages citizens annually to ask them about their program preferences by type and format Community Action: 6.7.2: Ensure the Recreation Commission leverages its resources with others to offer special events and programs which are beyond its staff and facility capabilities
GOAL 6.8: To Preserve and Interpret Cultural Landmarks by Protecting and Highlighting Significant Historic Sites and Structures and Incorporating Them into the Fabric of the Community	Community Action: 6.8.1: Create a master list of cultural and historic sites and structures
GOAL 6.9: To Promote the Community's History and Heritage with Residents and Visitors	Community Action: 6.9.1: Organize Historic Museum's staff and volunteers to offer education programs, videos, and tours
GOAL 6.10: To Integrate Historic Preservation with Other Community Goals by Connecting Historic Preservation Efforts with Economic Development, Tourism, And Revitalization Goals	Community Action: 6.10.1: Create a master list of other community goals Community Action: 6.10.2: Ensure the Historic Museum Staff and volunteers adopt a proactive approach to reaching out to the city council and city administration, school board and school district staff, and the business community (realtors, developers, and lending institutions) to collaborate with the exchange of goals and the community benefits to supporting one another Identify and designate historic properties through historic records research and site surveys Support historic preservation initiatives by exploring incentives and funding mechanisms such as the Kansas Rural Preservation Grant to encourage the preservation and rehabilitation of historic properties Partner with preservation organizations by collaborating with local and regional preservation groups to leverage expertise and resources
GOAL 6.11: To Strengthen Existing Partnerships with Preservation Organizations by Collaborating with Local, Regional, And State Preservation Groups to Leverage Expertise and Resources	Community Action: 6.11.1: Develop a Partnership Policy Community Action: 6.11.2: Identify potential partners in the categories of public/public, public/private, and public/not-for-profit Community Action: 6.11.3: Develop an approach to recreation, special event, and historical programming that routinely leverages Recreation Commission resources with partners Community Action: 6.11.4: Engage all partners annually in a conversation to ensure that the relationship is working well for each party Community Action: 6.11.5: Annually recognize partners at a lunch or dinner for their contributions to the community



CHAPTER 7: TRANSPORTATION AND CONNECTIVITY

TRANSPORTATION AND CONNECTIVITY

INTRODUCTION

Cherryvale citizens desire access to safe and functional multi-modal transportation such as driving, biking, or walking.

WHAT WE HEARD

- Many sidewalks are unwalkable, alternative connectivity options should be examined
- The street program budget is underfunded
- Crosswalk issues exist on Liberty, Carson, Neosho, and Carson Streets
- Demand-based transportation is not local
- Several railroad crossings need repair
- The city maintains a connecting link agreement with KDOT

WHAT WE FOUND

- There are trail options that would connect existing walking routes to Lake Tanko and around the perimeter of the high school
- There are trail partnerships available that would include the city, USD 447, and the Recreation Commission
- It is possible that WATCO will repair the railroad crossings at no cost to the city
- Potential funding sources for streets and trails may be available

EXISTING CONDITIONS

Cherryvale is well-connected by its major highway and freight rail network and has access to nearby airports. It does lack local public transit. Transportation in the area is largely dependent on personal vehicles, with the road, rail, and nearby aviation facilities supporting regional travel and commerce.

The existing transportation network for Cherryvale is centered around its roadway system and serves as the primary mode of transportation by providing access to neighborhoods, schools, and commercial nodes. The local street system affords citizens access to the two (2) major state highways and points beyond.

Cherryvale is strategically located along US Highway 169 and near the junction of US Highway 169 and US Highway 400. The location provides excellent local and regional access to residents and businesses to communities in Southeast Kansas and regionally to Tulsa, Oklahoma and the Kansas City metropolitan area.

The city has rail infrastructure that can support industrial and freight transportation needs. The WATCO Railroad (South Kansas & Oklahoma Railroad) provides direct access to the Tulsa Port of Catoosa in Oklahoma, an inland waterway port. The rail line gives industrial development in the community a transportation method for materials and goods.

While not located in the city, proximity to the Tri-City Airport which can accommodate corporate jets and support development in the county. The Joplin (Missouri) Regional Airport is approximately 70 miles away and is the nearest regional airport.

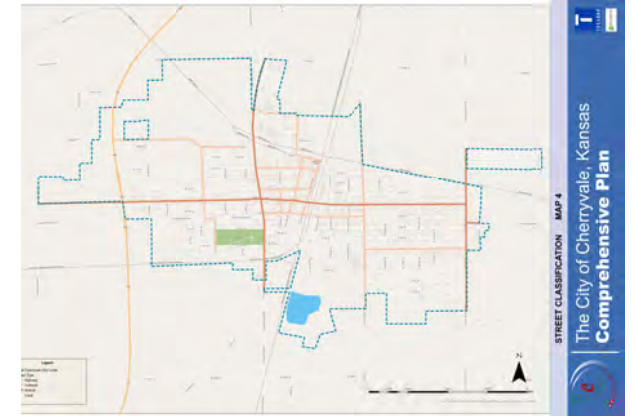


Figure 7.1

CHERRYVALE EXISTING ROAD NETWORK

The existing road network of Cherryvale, Kansas, is reflective of a town platted by the railroad which had evolved and adapted with use of automobiles. Its present-day layout is largely defined by its original town platting and the federal highway system.

EARLY DEVELOPMENT AND THE RAILROAD

In the beginning Cherryvale's existence was entirely owed to the railroad. The town was strategically platted by the Kansas City, Lawrence & Southern Kansas Railroad Company in the valley of Cherry Creek to fortify their financial interests as one of the few rail lines extending toward Indian Territory.

Early “roads” in the area were little more than dirt paths and trails, susceptible to the notorious Kansas mud during rainy seasons. The primary mode of long-distance transport was the rail, which brought goods, people, and a means of connecting to larger markets. Local ingenuity prevailed when, after a devastating fire in 1873, the town was rebuilt with brick structures, and by 1882, many streets and sidewalks were constructed using kiln bricks from local factories. This early, durable infrastructure speaks to the town’s resilience and local industry.

THE AUTOMOBILE AND FEDERAL HIGHWAYS

The early 20th century saw the rise of the automobile, shifting the focus from rail to road transportation. Kansas, like other states, began a coordinated approach to building and maintaining a structured highway system.

The pivotal development for Cherryvale’s modern road network was the establishment and subsequent improvement of the federal highway system. The town’s connection to the broader region became defined by what is now U.S. Route 169, a major north-south corridor that carries significant traffic through or around the city.

The most significant roads in Cherryvale’s current network are U.S 169, U.S Route 400, and U.S. Route 160. These highways have become the primary arteries, connecting the city to surrounding areas and serving a mix of local and regional commercial traffic.

THE MODERN NETWORK

Today, Cherryvale’s road network is a functional blend of its historical origins and modern necessities.

- U.S. Route 169 serves as the primary regional artery, connecting Cherryvale to other communities and major transport routes. Recent development efforts have focused on commercial growth along this highway corridor.
- U.S. Route 400 runs east-west in the northeast corner of the county, intersecting US 169 approximately six miles north of Cherryvale. It is a significant highway supporting a range of economic activities important to Cherryvale and the region.
- U.S. Route 160 runs generally east-west, intersecting with US 169 approximately three miles south of the city. This route was improved to support development, with widened lanes, added shoulders, and installation of turning lanes to accommodate industrial growth, such as the nearby Bartlett soybean plant.
- The internal street grid largely follows the original 1871 platting, a straightforward design that facilitates movement within the community’s quiet neighborhoods.
- The city remains a key location for rail transport, with the South Kansas and Oklahoma Railroad (SKOL) operated by WATCO that includes a large yard, requiring coordination between road and rail infrastructure, as evidenced by the necessary maintenance on rail crossings with city roadways.

CHERRYVALE’S STREET STANDARDS

LOCAL STREETS

Local streets are designed to provide access to the abutting property. They are designed to have smaller footprints and lower speeds. The movement of traffic is a secondary purpose, and they should not carry through traffic. Most local streets in Cherryvale are 28 feet wide and are located within 60-foot-wide rights-of-way. Their primary purpose is to provide direct access to property.

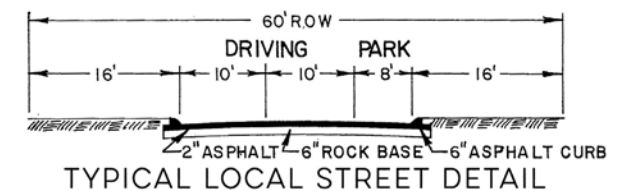


Figure 7.2

COLLECTOR STREETS

Collector streets gather traffic from local streets and carry it to arterial streets and major community facilities. They serve a dual purpose of providing both mobility (traffic movement) and land access and highlight the linking of neighborhoods to the larger road network. Collector streets are typically 36 feet wide and located within 70-foot rights of way. They also serve to buffer local and arterial roads.

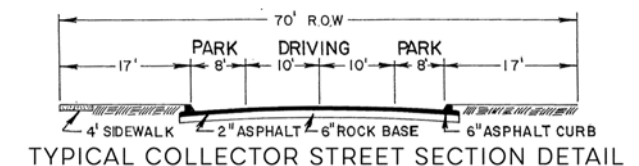


Figure 7.3

ARTERIAL ROADS

Arterial roads are major thoroughfares designed for high-volume, through traffic, connecting different parts of the city or a region. Their function is to move traffic efficiently and safely, with a focus on through-movements rather than direct property access, which is often controlled to protect the road's function. Arterial roads are typically 48 feet wide and located within 80-foot rights-of-way. Land access is a secondary function.

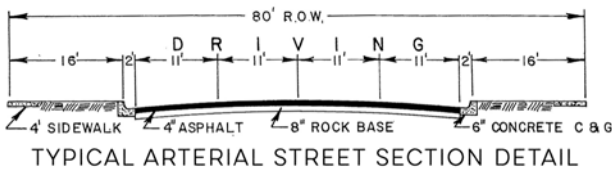
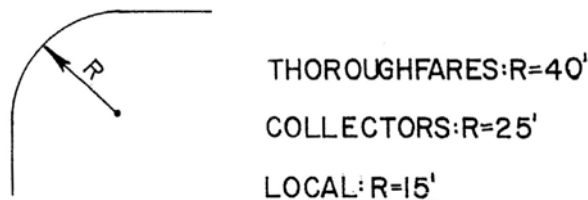


Figure 7.4

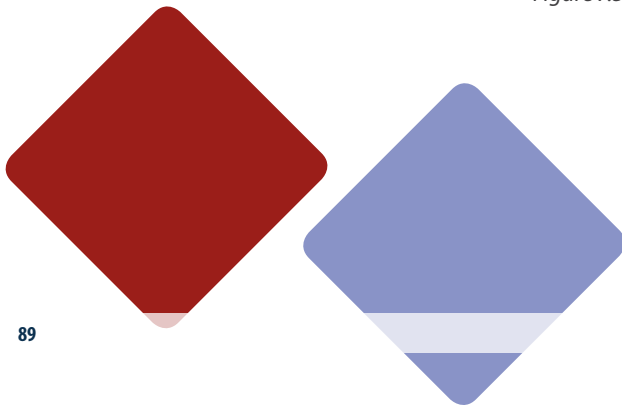
TYPICAL CURB RADII DETAIL

Below is a typical curb radii detail that the city can use to distribute, as needed, to city employees or contractors who are working on updating old curbs or adding new ones to the city's roadway system.



TYPICAL CURB RADII DETAIL

Figure 7.5



Sidewalks are a feature of the city's infrastructure, and their presence is expected in most of the developed areas. Like most rural Kansas communities, most sidewalks are found in the main commercial districts and older, established residential neighborhoods. Article 1 of Chapter XIII of the city code establishes the location and width of sidewalks in general. In some instances, existing sidewalks could be buried under shallow soil or turf. A formal assessment is needed to determine the system's extent. In 2025 the city successfully participated in the Safe Routes to School program and improved the sidewalk system in two identified pedestrian corridors along S. Carson and E. 6th Streets.

TRANSPORTATION AND CONNECTIVITY GOALS AND COMMUNITY ACTIONS

Transportation goals strive to improve the efficiency, safety, and accessibility of Cherryvale's transportation system by creating a reliable, efficient, and affordable system that connects citizens to their community and region

Continued support and development of the community transportation system that is safe for all users, accessible to people with diverse abilities, and efficient for moving people, goods, and provision of services. Specific policies to focus on improving infrastructure, promotion of alternative modes of transportation, and enhancement of intermodal connections.

GOAL 7.1:

To Provide an Efficient and Safe Transportation System

Community Action: 7.1.1:

Invest in and maintain roads, bridges, sidewalks, and bike lanes considering traffic patterns (use), and existing, and or potential bottlenecks

Community Action: 7.1.2:

Formalize a preventative maintenance program to quantify need and to align need with resources

GOAL 7.2:

To Improve Access and Mobility

Community Action: 7.2.1:

Create a city-wide Pedestrian Walkability Plan to include an audit and map of existing conditions

Community Action: 7.2.2:

Utilize the Pedestrian Walkability Plan to identify and pursue funding sources such as the Safe Routes to School Program

Community Action: 7.2.3:

Identify volunteer groups such as schools or citizens-at-large to assist with the sidewalk audit

GOAL 7.3:

To Coordinate Transportation System Improvements with Land Use Planning Through the Future Land Use Map (FLUM)

Community Action: 7.3.1:

Ensure land uses that are depicted in the Land Use Map are aligned with the Capital Improvement Plan

GOAL 7.4:

To Improve Connections Between Local and Area Destinations, Including Employment Centers, Healthcare Facilities, and Other Vital Services

Community Action: 7.4.1:

Coordinate with neighboring communities and area transit providers to explore opportunities for enhanced connections and integrated services

Community Action: 7.4.2:

Explore partnerships with local non-profit organizations or volunteer groups, to provide transportation assistance to those who need it most, i.e. seniors, people with disabilities, and low-income residents

TRANSPORTATION – TO ENHANCE COMMUNITY LIVABILITY

GOAL 7.5:

To Improve Walkability and Bikeability by Increasing Opportunities for Safe and Comfortable Walking and Bicycling Within the Community

Community Action: 7.5.1:

Invest in infrastructure improvements such as well-maintained sidewalks, trails, and marked crosswalks

Community Action: 7.5.2:

Implement design principles for existing streets that prioritize pedestrian and bicycle safety, i.e. narrower streets to reduce vehicle speeds, wider sidewalks, bike lanes

Community Action: 7.5.3:

Consider adopting policies that encourage development of a community sidewalk network that facilitates the connection of places where citizens live, work, and play

GOAL 7.6:

To Manage Traffic to Promote Safety on Identified Key Travel Arteries

Community Action: 7.6.1:

Consider access management policies to reduce the number of entrances and exits on arterial roads

Community Action: 7.6.2:

Implement traffic calming measures, i.e. speed limits, speed bumps, and enforcement in residential areas to improve safety and livability

GOAL 7.7:

To Promote Placemaking by Using Transportation Improvements to Create Appealing Public Spaces That Encourage Community Interaction

Community Action: 7.7.1:

Incorporate features such as benches, landscaping, sidewalks, and public art into transportation assets

TRANSPORTATION SUSTAINABILITY

GOAL 7.8:

To Reduce Vehicle Emissions by Supporting the Use of Sustainable Transportation Modes (Walking and Bicycles) To Reduce Pollution and Promote Healthier Lifestyles

Community Action 7.8.1:

Encourage walking and biking through awareness campaigns and incentives, partnering with schools or first responders to organize bike donations for youth.

Community Action: 7.8.2:

Identify programs such as Safe Routes to School to expand sustainable transportation mode options

GOAL 7.9:

To Prioritize System Maintenance by Maintaining Transportation Infrastructure in a State of Good Repair to Ensure Efficiency and Minimize Life-cycle Costs

Community Action: 7.9.1:

Develop or continue to update existing long-term maintenance plan for roads, bridges, and other identified transportation assets

Community Action: 7.9.2:

Prioritize investments in maintenance and preventative efforts

Community Action: 7.9.3:

Develop a program or process to identify and document existing sidewalks that need to be reclaimed or uncovered

TRANSPORTATION SAFETY

GOAL 7.10:

To Eliminate Fatalities and Serious Injuries from Traffic Accidents by Promoting a Safe Community Transportation System

Community Action: 7.10.1:

Develop a multi-faceted approach to safety that includes roadway maintenance, signage, and driver behavior

Community Action: 7.10.2:

Build upon the 2015 KDOT Safe Routes to School Program as resources become available

GOAL 7.11:

To Prioritize Safety for Pedestrians, Cyclists, and Other Non-Motorized Users in the Transportation System

Community Action: 7.11.1:

Identify and evaluate unsafe intersections such as those with overgrown trees and vegetation or a history of excessive speed, for the safety of non-motorized users

GOAL 7.12:

To Ensure That Transportation Facilities Are Designed to Be Accessible and Usable by People of All Abilities

Community Action: 7.12.1:

Identify and evaluate sidewalks at all intersections for compliance with ADA requirements

TRANSPORTATION – ECONOMIC DEVELOPMENT

GOAL 7.13:

To Obtain Highway Corridor Designation for Highway 169 With the Kansas Department of Transportation (KDOT)

Community Action: 7.13.1:

City staff to establish a relationship with appropriate KDOT representative (s) to develop a designation plan

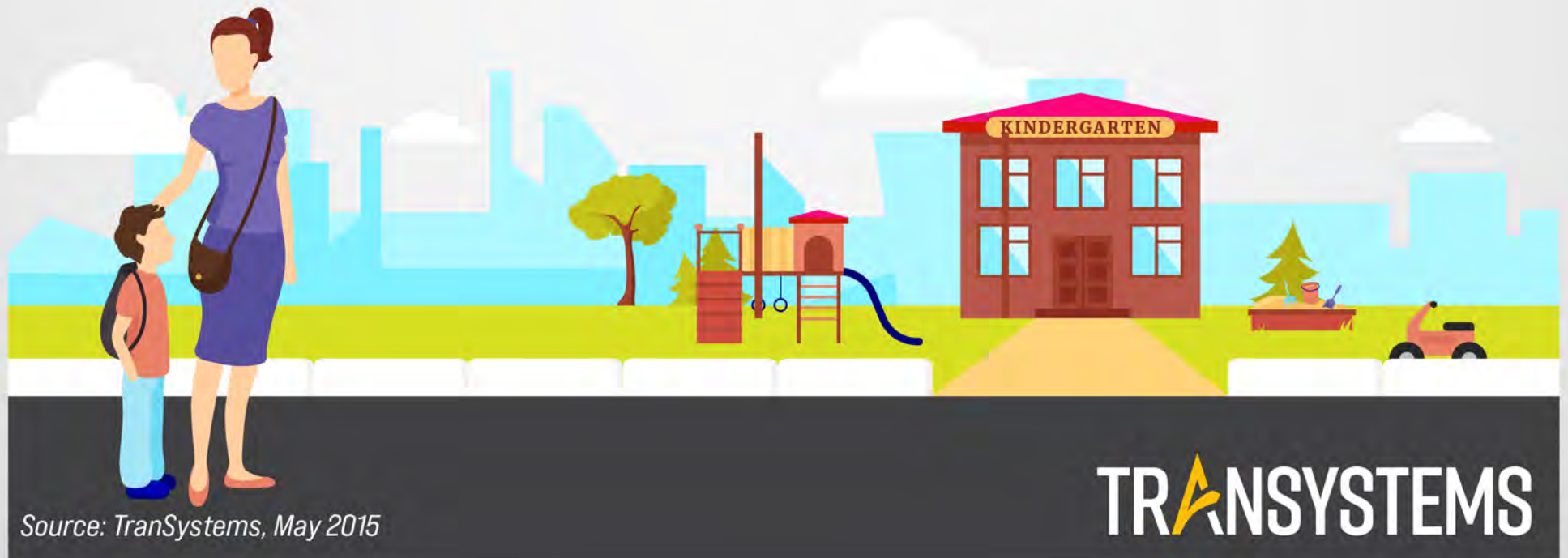


CASE STUDY: SAFE ROUTES TO SCHOOL

Identifying safety, quality of life, and access problems to key destinations, the city applied for a 2015 Safe Routes to School Grant from the Kansas Department of Commerce to address these issues.

The Grant was used to replace and install new ADA compliant sidewalks, access ramps, road crossings, and crosswalk striping and signage along several key street corridors that were identified in the Grant Application.

The Safe Routes to School Grant was augmented by Community Development Block Grant funds, and funds provided by the City of Cherryvale.



Source: TranSystems, May 2015

TRANSYSTEMS

TABLE 7.A – CONSOLIDATED VIEW OF GOALS AND COMMUNITY ACTIONS

GOAL	COMMUNITY ACTION
GOAL 7.1: To Provide an Efficient and Safe Transportation System	<u>Community Action: 7.1.1:</u> Invest in and maintain roads, bridges, sidewalks, and bike lanes considering traffic patterns (use), and existing, and or potential bottlenecks <u>Community Action: 7.1.2:</u> Implement a preventative maintenance program
GOAL 7.2: To Improve Access and Mobility	<u>Community Action: 7.2.1:</u> Create a city-wide Pedestrian Walkability Plan to include an audit and map of existing conditions <u>Community Action: 7.2.2:</u> Utilize the Pedestrian Walkability Plan to identify and pursue funding sources such as the Safe Routes to School Program <u>Community Action: 7.2.3:</u> Identify volunteer groups such as schools or citizens-at-large to assist with the sidewalk audit
GOAL 7.3: To Coordinate Transportation System Improvements with Land Use Planning Through the Future Land Use Map (FLUM)	<u>Community Action: 7.3.1:</u> Ensure land uses that are depicted in the Land Use Map are aligned with the Capital Improvement Plan
GOAL 7.4: To Improve Connections Between Local and Area Destinations, Including Employment Centers, Healthcare Facilities, and Other Vital Services	<u>Community Action: 7.4.1:</u> Coordinate with neighboring communities and area transit providers to explore opportunities for enhanced connections and integrated services <u>Community Action: 7.4.2:</u> Explore partnerships with local non-profit organizations or volunteer groups, to provide transportation assistance to those who need it most, i.e. seniors, people with disabilities, and low-income residents
GOAL 7.5: To Improve Walkability and Bikeability by Increasing Opportunities for Safe and Comfortable Walking and Bicycling Within the Community	<u>Community Action: 7.5.1:</u> Invest in infrastructure improvements such as well-maintained sidewalks, trails, and marked crosswalks <u>Community Action: 7.5.2:</u> Implement design principles for existing streets that prioritize pedestrian and bicycle safety, i.e. narrower streets to reduce vehicle speeds, wider sidewalks, bike lanes <u>Community Action: 7.5.3:</u> Consider adopting policies that encourage development of a community sidewalk network that facilitates the connection of places where citizens live, work, and play
GOAL 7.6: To Manage Traffic to Promote Safety on Identified Key Travel Arteries	<u>Community Action: 7.6.1:</u> Consider access management policies to reduce the number of entrances and exits on arterial roads <u>Community Action: 7.6.2:</u> Implement traffic calming measures, i.e. speed limits, speed bumps, and enforcement in residential areas to improve safety and livability
GOAL 7.7: To Promote Placemaking by Using Transportation Improvements to Create Appealing Public Spaces That Encourage Community Interaction	<u>Community Action: 7.7.1:</u> Incorporate features such as benches, landscaping, sidewalks, and public art into transportation assets

GOAL	COMMUNITY ACTION
GOAL 7.8: To Reduce Vehicle Emissions by Supporting the Use of Sustainable Transportation Modes (Walking and Bicycles) To Reduce Pollution and Promote Healthier Lifestyles	<u>Community Action 7.8.1:</u> Encourage walking and biking through awareness campaigns and incentives, partnering with schools or first responders to organize bike donations for youth. <u>Community Action: 7.8.2:</u> Identify programs such as Safe Routes to School to expand sustainable transportation mode options
GOAL 7.9 To Prioritize System Maintenance by Maintaining Transportation Infrastructure in a State of Good Repair to Ensure Efficiency and Minimize Life-cycle Costs	<u>Community Action: 7.9.1:</u> Develop or continue to update existing long-term maintenance plan for roads, bridges, and other identified transportation assets <u>Community Action: 7.9.2:</u> Prioritize investments in maintenance and preventative efforts <u>Community Action: 7.9.3:</u> Develop a program or process to identify and document existing sidewalks that need to be reclaimed or uncovered
GOAL 7.10: To Eliminate Fatalities and Serious Injuries from Traffic Accidents by Promoting a Safe Community Transportation System	<u>Community Action: 7.10.1:</u> Develop a multi-faceted approach to safety that includes roadway maintenance, signage, and driver behavior <u>Community Action: 7.10.2:</u> Build upon the 2015 KDOT Safe Routes to School Program as resources become available
GOAL 7.11: To Prioritize Safety for Pedestrians, Cyclists, and Other Non-Motorized Users in the Transportation System	<u>Community Action: 7.11.1:</u> Identify and evaluate unsafe intersections such as those with overgrown trees and vegetation or a history of excessive speed, for the safety of non-motorized users
GOAL 7.12: To Ensure That Transportation Facilities Are Designed to Be Accessible and Usable by People of All Abilities	<u>Community Action: 7.12.1:</u> Identify and evaluate sidewalks at all intersections for compliance with ADA requirements
GOAL 7.13: To Obtain Highway Corridor Designation for Highway 169 With the Kansas Department of Transportation (KDOT)	<u>Community Action: 7.13.1:</u> City staff to establish a relationship with appropriate KDOT representative (s) to develop a designation plan



CHAPTER 8: EMERGENCY PREPAREDNESS

EMERGENCY PREPAREDNESS

INTRODUCTION

Cherryvale citizens expect their leaders to provide them with a realistic layer of protection when emergencies occur. Currently, the community benefits from a multi-agency emergency response team.

WHAT WE HEARD

The 2008 Emergency Operation Plan is outdated. There are no fuel reserves for city operations during disasters, and no backup generators for critical power needs.

WHAT WE FOUND

The Fire Department is working on a grant to address emergency electrical generators; Montgomery County has hired a grant writer that will provide assistance with new communication radios; the multi-agency task force works well together; the city is using the iWorQ software program to locate infrastructure and utility assets; the city has access to Montgomery County's GIS data.

EXISTING CONDITIONS

A community's emergency preparedness policies and priorities should focus on minimizing risk and ensuring a coordinated response to various hazards. Key elements include developing comprehensive plans, identifying roles and responsibilities, conducting drills and exercises, and establishing communication protocols.

Cherryvale understands the importance of being prepared for emergencies. Their emergency preparedness narrative focuses on proactive measures and community cooperation to ensure the safety and well-being of its residents during unforeseen events. Cherryvale seeks to minimize the impact of emergencies and protect citizens through a proactive and collaborative approach to emergency preparedness.

Fire Rescue Role – The city provides fire, emergency medical services (EMS), and law enforcement to ensure public safety.

Cherryvale Fire-Rescue handles fire suppression, emergency medical response, and building code enforcement with seven full-time firefighters and approximately 15 volunteers who respond to approximately 700 calls per year. The department administers the International Codes and other safety regulations, overseeing permitting and construction reviews. Emergency medical care is supported by Med Flight (Parsons, KS), which transports critical patients to Labette Health Parsons, Joplin, MO, or Tulsa, OK as needed.

Law Enforcement Role – Law enforcement services are provided by the Cherryvale Police Chief and nine full-time officers who are responsible for crime prevention, investigations, traffic enforcement, and community safety. The department works closely with regional agencies and emergency responders to maintain order and protect residents. Emergency 911 services for fire, EMS, and police are dispatched through the Independence Police Department, which provides Enhanced 911 (E911) services to ensure rapid response.

Emergency Services - Emergency services are dedicated to protecting lives and property while fostering professionalism, teamwork, and public trust. Residents are encouraged to contact Cherryvale Fire-Rescue or the Police Department for non-emergency inquiries and assistance. For emergencies, dial 911 to reach the appropriate first responders.

GOALS AND COMMUNITY ACTIONS

GOAL 8.1:

To Ensure the Safety and Well-being of All Citizens by Prioritizing Life Safety Measures

Community Action: 8.1.1:

Conduct annual review, with updates as needed, of adopted International and Model Codes

GOAL 8.2:

To Minimize Property Damage and Environmental Impact on Homes, Businesses, and Natural Resources

Community Action: 8.2.1:

Perform a community hazard assessment to evaluate vulnerabilities and identify potential hazards

Community Action: 8.2.2:

Create an action plan to prioritize identified hazards and potential funding sources to mitigate them

GOAL 8.3:

To Enhance Community Resilience by Building the Capacity of Its Residents to Withstand and Recover from Any Hazardous Event of Disaster

Community Action: 8.3.1:

Educate residents about potential hazards, risks, and Cherryvale recovery plans

Community Action: 8.3.2:

Raise awareness of emergency response plans through communication strategies that emphasize the proximity of shelters, storm sirens, and emergency care facilities

Community Action: 8.3.3:

Provide community education and training in First Aid, CPR, and other relevant skills that may be required in an emergency event

Community Action: 8.3.4:

Encourage households to assemble 72-hour emergency disaster kits through a community partnership program with schools, the Faith Community, civic clubs, and other interested community groups

GOAL 8.4:

To Facilitate Rapid Recovery and Resumption of Normal Community Life After Any Hazardous Event or Disaster

Community Action: 8.4.1:

Focus on restoring critical municipal services, businesses, and community functions quickly

Community Action: 8.4.2:

Update the 2009 Emergency Water Supply Plan

Community Action: 8.4.3:

Update the 2008 Emergency Operations Plan

GOAL 8.5:

To Develop Communication and Collaboration Strategies to Support Effective Planning and Coordination

Community Action: 8.5.1:

Develop communication plans by establishing reliable methods for alerting and warning residents during an emergency, including those with access and functional needs

Community Action: 8.5.2:

Collaborate with neighboring towns and regional agencies by establishing mutual aid agreements and coordinated response plans

Community Action: 8.5.3:

Conduct regular emergency drills and exercises by practicing emergency procedures to ensure everyone knows their roles and responsibilities

Community Action: 8.5.4:

Update and revise the Emergency Operations Plan (EOP) and policies based on lessons learned from drills, exercises, and real-world events

GOAL 8.6:

To Raise Public Awareness Through Education and Outreach Programs

Community Action: 8.6.1:

Promote individual and family preparedness by encouraging residents to create household emergency plans and assemble emergency kits

Community Action: 8.6.2:

Provide information on potential hazards by educating the community about the specific risks and hazards they may face

Community Action: 8.6.3:

Offer training on emergency response and recovery by involving residents in community emergency response teams and volunteer programs

Community Action: 8.6.4:

Ensure inclusive messaging and outreach by tailoring communication methods to reach everyone, including those with language barriers or disabilities

Community Action: 8.6.5:

Utilize the existing community involvement and volunteer participation in small towns to highlight the benefits of forming an auxiliary group to support Emergency Preparedness

GOAL 8.7:

To Optimize Emergency Preparedness Through Effective Resource Management

Community Action: 8.7.1:

Identify and secure resources by ensuring adequate equipment, supplies, and facilities are available for emergency response and recovery

Community Action: 8.7.2:

Maintain emergency equipment by regularly inspecting and maintaining emergency vehicles, communication systems, and other vital equipment

Community Action: 8.7.3:

Secure backup systems by protecting critical records, data backups, and utility systems

Community Action: 8.7.4:

Establish partnerships with local businesses and community organizations by leveraging private sector resources and volunteer support



TABLE 8.A – CONSOLIDATED VIEW OF GOALS AND COMMUNITY ACTIONS

GOAL	COMMUNITY ACTION
GOAL 8.1: To Ensure the Safety and Well-being of All Citizens by Prioritizing Life Safety Measures	Community Action: 8.1.1: Conduct annual review, with updates as needed, of adopted International and Model Codes
GOAL 8.2: To Minimize Property Damage and Environmental Impact on Homes, Businesses, and Natural Resources	Community Action: 8.2.1: Perform a community hazard assessment to evaluate vulnerabilities and identify potential hazards Community Action: 8.2.2: Create an action plan to prioritize identified hazards and potential funding sources to mitigate them
GOAL 8.3: To Enhance Community Resilience by Building the Capacity of Its Residents to Withstand and Recover from Any Hazardous Event of Disaster	Community Action: 8.3.1: Educate residents about potential hazards, risks, and Cherryvale recovery plans Community Action: 8.3.2: Raise awareness of emergency response plans through communication strategies that emphasize the proximity of shelters, storm sirens, and emergency care facilities Community Action: 8.3.3: Provide community education and training in First Aid, CPR, and other relevant skills that may be required in an emergency event Community Action: 8.3.4: Encourage households to assemble 72-hour emergency disaster kits through a community partnership program with schools, the Faith Community, civic clubs, and other interested community groups
GOAL 8.4: To Facilitate Rapid Recovery and Resumption of Normal Community Life After Any Hazardous Event or Disaster	Community Action: 8.4.1: Focus on restoring critical municipal services, businesses, and community functions quickly Community Action: 8.4.2: Update the 2009 Emergency Water Supply Plan Community Action: 8.4.3: Update the 2008 Emergency Operations Plan
GOAL 8.5: To Develop Communication and Collaboration Strategies to Support Effective Planning and Coordination	Community Action: 8.5.1: Develop communication plans by establishing reliable methods for alerting and warning residents during an emergency, including those with access and functional needs Community Action: 8.5.2: Collaborate with neighboring towns and regional agencies by establishing mutual aid agreements and coordinated response plans Community Action: 8.5.3: Conduct regular emergency drills and exercises by practicing emergency procedures to ensure everyone knows their roles and responsibilities Community Action: 8.5.4: Update and revise the Emergency Operations Plan (EOP) and policies based on lessons learned from drills, exercises, and real-world events

GOAL	COMMUNITY ACTION
<p>GOAL 8.6: To Raise Public Awareness Through Education and Outreach Programs</p>	<p><u>Community Action: 8.6.1:</u> Promote individual and family preparedness by encouraging residents to create household emergency plans and assemble emergency kits</p> <p><u>Community Action: 8.6.2:</u> Provide information on potential hazards by educating the community about the specific risks and hazards they may face</p> <p><u>Community Action: 8.6.3:</u> Offer training on emergency response and recovery by involving residents in community emergency response teams and volunteer programs</p> <p><u>Community Action: 8.6.4:</u> Ensure inclusive messaging and outreach by tailoring communication methods to reach everyone, including those with language barriers or disabilities</p> <p><u>Community Action: 8.6.5:</u> Utilize the existing community involvement and volunteer participation in small towns to highlight the benefits of forming an auxiliary group to support Emergency Preparedness</p>
<p>GOAL 8.7: To Optimize Emergency Preparedness Through Effective Resource Management</p>	<p><u>Community Action: 8.7.1:</u> Identify and secure resources by ensuring adequate equipment, supplies, and facilities are available for emergency response and recovery</p> <p><u>Community Action: 8.7.2:</u> Maintain emergency equipment by regularly inspecting and maintaining emergency vehicles, communication systems, and other vital equipment</p> <p><u>Community Action: 8.7.3:</u> Secure backup systems by protecting critical records, data backups, and utility systems</p> <p><u>Community Action: 8.7.4:</u> Establish partnerships with local businesses and community organizations by leveraging private sector resources and volunteer support</p>





CHAPTER 9: ZONING, LAND USE & BUILDING CODES

ZONING, LAND USE & BUILDING CODES

INTRODUCTION

Cherryvale has adopted a system of zoning regulations and building codes to guide land use and development, and to regulate construction standards. This is done through the adoption of zoning regulations, consistent with state statutes, which determine how land may be used, and building codes, which set minimum requirements for the design, construction, and maintenance of structures. These ordinances and regulations are designed to promote public health, safety, and welfare by ensuring land uses are in conformance with the city's adopted comprehensive plan.

WHAT WE HEARD

- Staff believes the community is mostly unaware of zoning and building codes
- The city processes 1 to 6 zoning applications per year
- Logan Pool needs to be updated, hopefully with a grant
- Opportunity with the Old McKinley School Building for housing

WHAT WE FOUND

- The Fire Chief is the zoning and building codes manager and inspector
- There is a need to implement an ongoing community education process about adopted zoning, building, and subdivision regulations.
- The city has not adopted subdivision regulations

EXISTING CONDITIONS

ZONING AND LAND USE

Historically, like most Midwestern cities, a significant portion of Cherryvale's built environment and associated land uses occurred prior to adoption of any formal comprehensive plan, zoning regulations, building codes, or formal planning. Currently, the city operates under a comprehensive zoning and development code, referenced as the "Cherryvale, Kansas Zoning Regulations" and "Zoning Districts Maps" which was officially adopted by ordinance (96-4113), June 24th 1996. The 1996 zoning regulations established ten separate zoning districts, each with specific permitted uses and development standards, and were modified in 2019 with an eleventh. These zoning districts and regulations govern land use and development within the city.

The zoning map depicts the zoning districts along with streets, lots, and other items so as to enable the users to determine a property's zoning and permitted uses. Approximately 52% (523 acres) of Cherryvale is zoned and designated for residential uses.

Analysis of Cherryvale's existing land uses reveals a predominant pattern of single-family residential development. Most of these residential areas are suburban in character with most retaining older housing stock with distinctive architectural style and pedestrian-friendly streetscapes. These areas are generally concentrated on the eastern and western sides of the community.

Commercial activity occurs largely in an area bounded by Front Street on the north, 7th street on the south, Depot Street on the east, and Liberty Street on the east, and consists of a mix of local businesses, some regional and few national chain stores.

Limited industrial uses are located along the WATCO rail line through the center of town and in areas in the north and northwest part of town primarily consisting of light manufacturing and warehousing facilities

Undeveloped land and vacant lots remain but are limited, undeveloped land is generally located on the outer edges of the city boundary, vacant lots are located throughout the city. There are previously developed areas currently served by utilities that could accommodate redevelopment.

Over the past 25 years, the community has experienced moderate growth, with conversion of undeveloped land to other uses.

Further discussion of existing land uses will occur in Chapter 10.

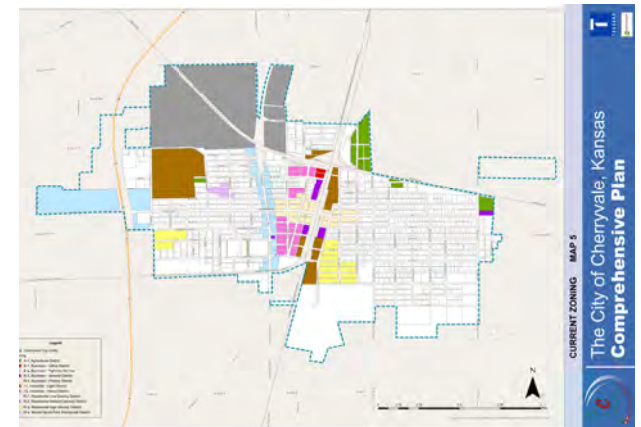


Figure 9.1

WHY WE ZONE?

1. Promote Public Health, Safety, and General Welfare - This is a fundamental purpose of the zoning ordinance, aiming to create a thriving and safe community for residents
2. Preserve and Protect Property Values - Zoning regulations can be used to maintain and enhance the value of properties within the city.
3. Support Economic Development - Zoning can assist with job creation, attract new businesses, strengthen and support existing businesses, encourage redevelopment, and promote commercial and industrial development
4. Ensure a desirable quality of life – This includes providing for and supporting appropriate housing choices, transportation, recreation choices, and public services
5. Regulate Building Characteristics - Control the height, number of stories, size of buildings, lot coverage, and open space to ensure appropriate development and prevent overcrowding
6. Establish Zoning Districts - Divide the city and its extraterritorial jurisdiction into specific zones with defined permitted uses to manage land use effectively
7. Protect the character of the community - Zoning can help preserve small strong towns, rural character and community identity
8. Protect natural resources and environmental quality - Zoning can incorporate language in regulations for the protection of identified community assets such as wetlands, wildlife habitats, and water quality



Figure 9.2

ZONING GOALS AND COMMUNITY ACTIONS

QUALITY OF LIFE

GOAL 9.1:

To Enhance Public Health and Safety by Ensuring That Development and Construction Meet Safety Standards and Contribute to a Healthy Community

Community Action: 9.1.1:

Conduct annual review, with updates as needed, of adopted International and Model Codes

Community Action: 9.1.2:

Facilitate continuing education and certification maintenance for building officials to ensure safety, health, and ADA Accessibility to the built environment

GOAL 9.2:

To Safeguard the Environment, Preserve Property, and Enhance Public Safety

Community Action: 9.2.1:

Identify and incorporate regulatory floodplain into appropriate city ordinances and maps

Community Action: 9.2.2:

Safeguard physical assets, including buildings, from fire hazards through the enforcement of relevant codes

Community Action: 9.2.3:

Code enforcement to improve public safety through property maintenance

GOAL 9.3:

To Enhance the Cherryvale Quality of Life by the Enforcement of Nuisance Regulations

Community Action: 9.3.1:

Develop a Voluntary Compliance Plan to assist Code Enforcement Officials with mitigating code violations

Community Action: 9.3.2:

Develop a program (s) whereby citizens (property owners can request assistance with property maintenance and upkeep

ECONOMIC DEVELOPMENT

GOAL 9.4:

To Identify, Define, and Adopt an Original Town Zoning District as the Core Retail and Residential Area for the City by Collaborating with the Community's Leadership and Key Stakeholders

Community Action: 9.4.1:

Define what an Original Town Zoning District is for Cherryvale

Community Action: 9.4.2:

Define geographic borders of the area that is to become the Original Town Zoning District

Community Action: 9.4.3:

Review and adopt the proposed Original Town Zoning District and update the Future Land Use Map

GOAL 9.5:

To Identify, Define, and Adopt a Highway 169 Corridor Zoning District in collaboration with The Kansas Department of Transportation (KDOT) by Collaborating with the Community's Leadership and Key Stakeholders

Community Action: 9.5.1:

Develop a definition for a Highway 169 Corridor Zoning District

Community Action: 9.5.2:

Designate the geographic border of the area that is to be defined as the Highway 169 Corridor

Community Action: 9.5.3:

Review and adopt the proposed Highway 169 Corridor District and update the Future Land Use Map

LAND USE AND COMMUNITY CHARACTER

GOAL 9.6:

To Promote Land Uses That Maintain and Strengthen Cherryvale's Small-town Character, Enhance Its Visual Appeal, And Foster a Strong Sense of Place

Community Action: 9.6.1:

Create a stakeholder group consisting of the Mayor, City Administrator, Chamber of Commerce President, and a citizen-at-large appointee that is charged with advancing the intent of Goal 9.6

GOAL 9.7:

To Encourage Mixed-use Development, Especially in The Town Center (Original Town), To Create Vibrant and Walkable Areas

Community Action: 9.7.1:

Create a stakeholder group to define and evaluate the applicability of Mixed Use Development as stated in Goal 9.7

GOAL 9.8:

To Establish Design Guidelines and Architectural Standards for New Construction and Renovations That Are Compatible with the Town's Historical Character (Environs)

Community Action: 9.8.1:

Create a stakeholder group to evaluate the feasibility of adopting design guidelines and architectural standards as stated in Goal 9.8

GOAL 9.9:

To Preserve Open Space, Farmland, And Critical Environmental Areas to Maintain the Town's Rural, Small-town Character and Natural Beauty

Community Action: 9.9.1:

Create a stakeholder group consisting of the Mayor, City Administrator, Chamber of Commerce President, and a citizen-at-large appointee that is charged with advancing the intent of Goal 9.9

HOUSING AND NEIGHBORHOODS

GOAL 9.10:

To Provide a Range of Housing Opportunities and Choices to Meet the Needs of All Residents, While Ensuring Compatibility with Existing Neighborhoods

Community Action: 9.10.1:

Allow accessory dwelling units (ADUs) to increase housing supply and affordability, ensuring they are well-integrated into single-family neighborhoods

Community Action: 9.10.2:

Establish zoning regulations that support walkable neighborhoods and neighborhood centers

ECONOMIC DEVELOPMENT

GOAL 9.11:

To Support and Encourage Diverse and Resilient Economic Development That Enhances Community Prosperity

Community Action: 9.11.1:

Legalize home-based businesses to encourage entrepreneurship and economic activity

Community Action: 9.11.2:

Allow residential development in commercial zones to revitalize commercial corridors

Community Action 9.11.3:

Ensure zoning and other regulations are consistent with business practices to facilitate economic growth

TRANSPORTATION AND INFRASTRUCTURE

GOAL 9.12:

To Provide a Variety of Transportation Options and Ensure Infrastructure Development Supports the Town's Growth and Development Goals.

Community Action: 9.12.1:

Modernize street standards to foster walkable places and improve multimodal transportation options

Community Action: 9.12.2:

Coordinate development with upgrades to public transit and bicycle lanes

Community Action: 9.12.3:

Use green infrastructure to manage stormwater. (i.e. rain gardens, bioswales, rainwater harvesting, and stormwater wetlands)

- Promote Community Prosperity: Develop and maintain a strong economy that supports local businesses and residents put this in Chapter 4
- Foster Walkable Communities: Encourage development patterns that promote walking and other alternative transportation options put this in the parks and recreation chapter
- Provide Housing Options: Create a variety of housing types and choices to accommodate the needs of all residents put this in the housing chapter
- Protect Natural Resources: Preserve open spaces, farmland, and environmentally sensitive areas put this in the parks and recreation chapter

BUILDING CODES INTRODUCTION

Building codes are a foundational component of a community's comprehensive plan, serving as the regulatory mechanism to ensure the public's health, safety, and welfare. By establishing minimum standards for building design, construction, and materials, these codes provide a critical framework for the built environment. The regulations govern everything from structural integrity and fire safety to energy efficiency and accessibility and help to translate the broader vision and goals of a community's long-term plan into enforceable requirements. As a result, building codes are a key tool for creating resilient, sustainable, and high-quality development that supports the community's overall character and stability.

Building codes are the regulatory foundation for ensuring that a community's-built environment is safe, resilient, and sustainable. Within a comprehensive plan, these codes serve as critical implementation tools that translate the community's long-term vision for development into practical, enforceable standards. By establishing minimum requirements for construction, from structural integrity and fire safety to energy efficiency and accessibility, building codes safeguard the public health and welfare. They work in concert with zoning ordinances to regulate not only how land is used, but also the quality and performance of the structures built upon it, ensuring that development is both orderly, built to last and safe.

WHY BUILDING CODES

INTRODUCTION

Building codes are a foundational component of a community's comprehensive plan, serving as the regulatory mechanism to ensure the public's health, safety, and welfare. By establishing minimum standards for building design, construction, and materials, these codes provide a critical framework for the built environment. The regulations govern everything from structural integrity and fire safety to energy efficiency and accessibility and help to translate the broader vision and goals of a community's long-term plan into enforceable requirements. As a result, building codes are a key tool for creating resilient, sustainable, and high-quality development that supports the community's overall character and stability.

Building codes are the regulatory foundation for ensuring that a community's-built environment is safe, resilient, and sustainable. Within a comprehensive plan, these codes serve as critical implementation tools that translate the community's long-term vision for development into practical, enforceable standards. By establishing minimum requirements for construction, from structural integrity and fire safety to energy efficiency and accessibility, building codes safeguard the public health and welfare. They work in concert with zoning ordinances to regulate not only how land is used, but also the quality and performance of the structures built upon it, ensuring that development is both orderly, built to last and safe.

WHY ADOPT BUILDING CODES

While sometimes viewed as a bureaucratic burden, adopting building codes is a crucial investment in a small rural community's future safety, economic stability, and long-term resilience. The perception of "common sense" construction and neighborly trust can falter when faced with the realities of modern construction techniques, unforeseen hazards, and the potential for a property built without oversight to threaten the entire community. Implementing modern building codes shifts the focus from short-term construction cost savings to a long-term strategy that protects property values, reduces liability for both builders and homeowners, and creates a more durable and secure community for all residents.

For small towns, building codes are not about overregulation; they are about empowerment. They provide a clear, consistent set of standards that ensures every new structure, whether a home, a business, or a community center, is constructed to withstand local environmental risks, from severe weather to wildfires. These regulations safeguard public health by mandating proper electrical, plumbing, and ventilation systems, preventing hazards like fire and poor indoor air quality. Furthermore, adopting current codes can lower insurance premiums for residents and help attract quality, reliable builders who see commitment to safety as a business advantage, rather than a hurdle. By setting a foundation for quality and safety, a rural community can demonstrate that it is a place built to last, offering security and peace of mind to the families and businesses who call it home.

PROTECTING PUBLIC SAFETY AND PROPERTY VALUES FROM NATURAL AND MAN-MADE HAZARDS

Cherryvale, like all southeastern Kansas, is subject to severe weather events, including tornadoes, high winds, and floods. Building codes provide the minimum standards for structural integrity, electrical safety, fire prevention, and proper plumbing, ensuring that new construction and major renovations are resilient to these dangers. Without modern codes, the community is more vulnerable to the devastating impact of these hazards, which can threaten lives and destroy property.

ENHANCING LONG-TERM ECONOMIC STABILITY AND RESIDENT INVESTMENT

Adopting clear, modern building codes signals a community's commitment to quality and stability, which can attract skilled builders and protect the investments of both new and long-time residents. Properties built to code have a higher likelihood of withstanding disaster, which can lead to lower insurance premiums and prevent the long-term financial fallout of uninsurable or poorly constructed structures. This protects homeowners' equity and ensures that the town's housing stock remains a stable asset.

AVOIDING COSTLY AND DAMAGING SUBSTANDARD CONSTRUCTION

Without regulatory standards, homeowners and builders may be tempted to cut corners to save money, potentially using improper materials or unsafe installation methods. While this might save money up front, it can lead to dangerous conditions like electrical fires or structural failure down the road, and the costs of remediation or liability can be far greater than the initial savings. A building code provides a consistent rule book that protects everyone involved.

PROMOTING BETTER ENERGY EFFICIENCY AND SUSTAINABILITY

Modern building codes include standards for energy efficiency, mandating things like effective insulation and proper ventilation. For a small community like Cherryvale, this can translate into significant long-term savings on utility bills for residents and businesses. This not only benefits individual pocketbooks but also contributes to a more sustainable future for the community as a whole by reducing energy consumption.

SUPPORTING COMMUNITY DEVELOPMENT AND GROWTH WITH CLEAR STANDARDS

A clear and consistent set of building standards helps to streamline the construction process for everyone involved. It gives builders a predictable set of rules to follow, simplifies the permitting process, and ensures that new development aligns with the community's vision. This predictability can foster new construction and reinvestment, helping Cherryvale to grow in a safe and sustainable manner.

WHAT WE HEARD:

- Staff believes the community is mostly unaware of zoning and building codes
- The city processes 1 to 6 zoning applications per year
- Opportunity with the Old McKinley School Building for housing

WHAT WE FOUND:

- The Fire Chief is the zoning and building codes manager and inspector
- There is a need to implement an ongoing community education process about adopted zoning, building, and subdivision regulations.
- The city has not adopted subdivision regulations

EXISTING CONDITIONS – BUILDING CODES

Cherryvale Fire and Rescue Department is responsible for the administration of the adopted international codes. The Fire Chief also serves as the Chief Building Official and is responsible for the review, issuance in inspection of building permits.

Cherryvale has adopted the following international and model codes:

- International Building Code, 2021 Edition, as published by the International Code Council
- International Residential Code, 2021 Edition, as published by the International Code Council
- International Property Maintenance Code, 2021 Edition, as published by the International Code Council
- International Fire Code, 2021 Edition, as published by the International Code Council
- International Plumbing Code, 2021 Edition, as published by the International Code Council
- International Existing Building Code, 2021 Edition, as published by the International Code Council
- NFPA 70 National Electric Code, 2017 Edition, as published by the National Fire Protection Association

BUILDING CODE GOALS AND COMMUNITY ACTION

Building Codes are rules and regulations that specify the minimum standards for the design, construction, and maintenance of structures. Building codes strive to protect people and property from harm caused by structural failure, fire, or other hazards.

GOAL 9.13:

To Ensure the Safety and Well-being of Residents Through the Adoption and Enforcement of Appropriate Building Codes and Standards

Community Action: 9.13.1:

City staff to provide annual assessment of adopted building codes for effectiveness, relevance, potential modification.

GOAL 9.14:

To Mitigate Risks Associated with Hazards Such as Fire, Natural Disasters, And Structural Failures Through Appropriate Building Codes

Community Action: 9.14.1:

City staff to conduct annual assessment of adopted building codes for appropriateness

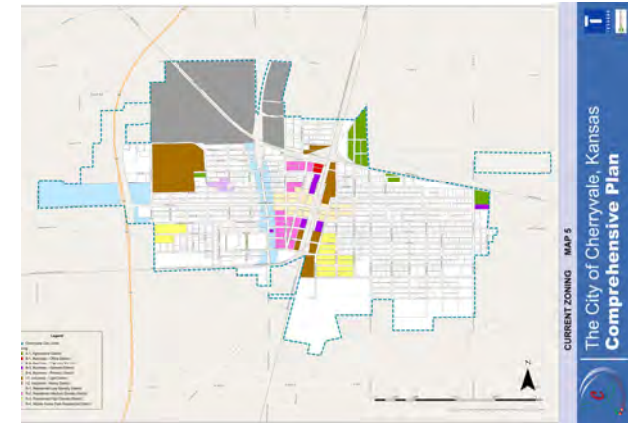


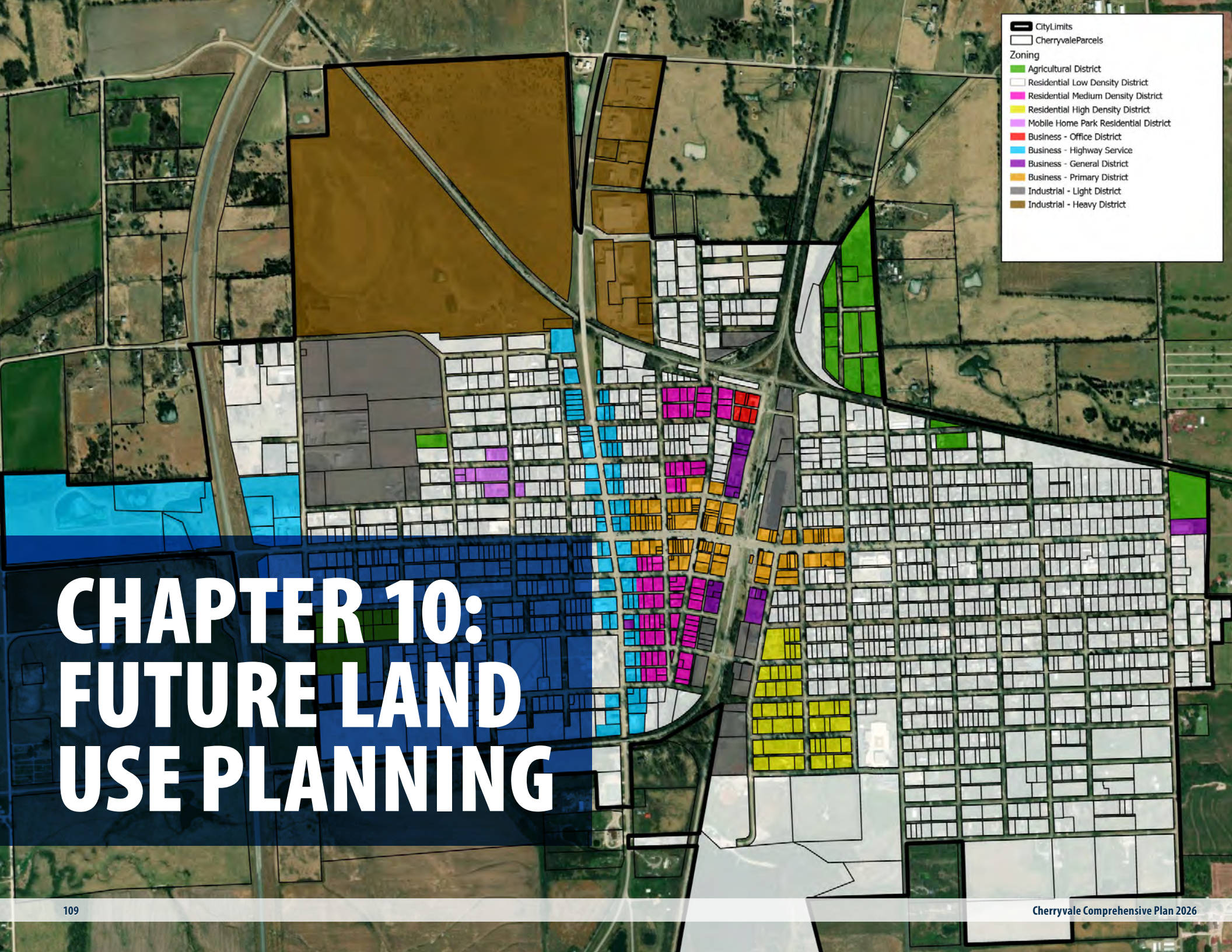
Figure 9.3



TABLE 9.A – CONSOLIDATED VIEW OF GOALS AND COMMUNITY ACTIONS

GOAL	COMMUNITY ACTION
GOAL 9.1: To Enhance Public Health and Safety by Ensuring That Development and Construction Meet Safety Standards and Contribute to a Healthy Community	Community Action: 9.1.1: Conduct annual review, with updates as needed, of adopted International and Model Codes Community Action: 9.1.2: Facilitate continuing education and certification maintenance for building officials to ensure safety, health, and ADA Accessibility to the built environment
GOAL 9.2: To Identify, Define, and Adopt an Original Town Zoning District as the Core Retail and Residential Area for the City by Collaborating with the Community's Leadership and Key Stakeholders	Community Action: 9.2.1: Define what an Original Town Zoning District is for Cherryvale Community Action: 9.2.2: Define geographic borders of the area that is to become the Original Town Zoning District Community Action: 9.2.3: Review and adopt the proposed Original Town Zoning District and update the Future Land Use Map
GOAL 9.3: To Identify, Define, and Adopt a Highway 169 Corridor Zoning District in collaboration with The Kansas Department of Transportation (KDOT) by Collaborating with the Community's Leadership and Key Stakeholders	Community Action: 9.3.1: Develop a definition for a Highway 169 Corridor Zoning District Community Action: 9.3.2: Designate the geographic border of the area that is to be defined as the Highway 169 Corridor Community Action: 9.3.3: Review and adopt the proposed Highway 169 Corridor District and update the Future Land Use Map
GOAL 9.4: To Safeguard the Environment, Preserve Property, and Enhance Public Safety	Community Action: 9.4.1: Identify and incorporate regulatory floodplain into appropriate city ordinances and maps Community Action: 9.4.2: Safeguard physical assets, including buildings, from fire hazards through the enforcement of relevant codes Community Action: 9.4.3: Code enforcement to improve public safety through property maintenance
GOAL 9.5: To Enhance the Cherryvale Quality of Life by the Enforcement of Nuisance Regulations	Community Action: 9.5.1: Develop a Voluntary Compliance Plan to assist Code Enforcement Officials with mitigating code violations Community Action: 9.5.2: Develop a program (s) whereby citizens (property owners can request assistance with property maintenance and upkeep
GOAL 9.6: To Promote Land Uses That Maintain and Strengthen Cherryvale's Small-town Character, Enhance Its Visual Appeal, And Foster a Strong Sense of Place	Community Action: 9.6.1: Create a stakeholder group consisting of the Mayor, City Administrator, Chamber of Commerce President, and a citizen-at-large appointee that is charged with advancing the intent of Goal 9.6
GOAL 9.7: To Encourage Mixed-use Development, Especially in The Town Center (Original Town), To Create Vibrant and Walkable Areas	Community Action: 9.7.1: Create a stakeholder group to define and evaluate the applicability of Mixed Use Development as stated in Goal 9.7
GOAL 9.8: To Establish Design Guidelines and Architectural Standards for New Construction and Renovations That Are Compatible with the Town's Historical Character (Environs)	Community Action: 9.8.1: Create a stakeholder group to evaluate the feasibility of adopting design guidelines and architectural standards as stated in Goal 9.8

GOAL	COMMUNITY ACTION
GOAL 9.9: To Preserve Open Space, Farmland, And Critical Environmental Areas to Maintain the Town's Rural, Small-town Character and Natural Beauty	Community Action: 9.9.1: Create a stakeholder group consisting of the Mayor, City Administrator, Chamber of Commerce President, and a citizen-at-large appointee that is charged with advancing the intent of Goal 9.9
GOAL 9.10: To Provide a Range of Housing Opportunities and Choices to Meet the Needs of All Residents, While Ensuring Compatibility with Existing Neighborhoods	Community Action: 9.10.1: Allow accessory dwelling units (ADUs) to increase housing supply and affordability, ensuring they are well-integrated into single-family neighborhoods Community Action: 9.10.2: Establish zoning regulations that support walkable neighborhoods and neighborhood centers
GOAL 9.11: To Support and Encourage Diverse and Resilient Economic Development That Enhances Community Prosperity	Community Action: 9.11.1 Legalize home-based businesses to encourage entrepreneurship and economic activity Community Action: 9.11.2: Allow residential development in commercial zones to revitalize commercial corridors Community Action 9.11.3: Ensure zoning and other regulations are consistent with business practices to facilitate economic growth
GOAL 9.12: To Provide a Variety of Transportation Options and Ensure Infrastructure Development Supports the Town's Growth and Development Goals	Community Action: 9.12.1: Modernize street standards to foster walkable places and improve multimodal transportation options Community Action: 9.12.2: Coordinate development with upgrades to public transit and bicycle lanes Community Action: 9.12.3: Use green infrastructure to manage stormwater i.e., rain gardens, bioswales, rainwater harvesting, and stormwater wetlands <ul style="list-style-type: none"> • Promote Community Prosperity: Develop and maintain a strong economy that supports local businesses and residents put this in Chapter 4 • Foster Walkable Communities: Encourage development patterns that promote walking and other alternative transportation options put this in the parks and recreation chapter • Provide Housing Options: Create a variety of housing types and choices to accommodate the needs of all residents, put this in the housing chapter • Protect Natural Resources: Preserve open spaces, farmland, and environmentally sensitive areas put this in the parks and recreation chapter
GOAL 9.13: To Ensure the Safety and Well-being of Residents Through the Adoption and Enforcement of Appropriate Building Codes and Standards	Community Action: 9.13.1: City staff to provide annual assessment of adopted building codes for effectiveness, relevance, potential modification.
GOAL 9.14: To Mitigate Risks Associated with Hazards Such as Fire, Natural Disasters, And Structural Failures Through Appropriate Building Codes	Community Action: 9.14.1: City staff to conduct annual assessment of adopted building codes for appropriateness



City Limits
 Cherryvale Parcels

Zoning

- Agricultural District
- Residential Low Density District
- Residential Medium Density District
- Residential High Density District
- Mobile Home Park Residential District
- Business - Office District
- Business - Highway Service
- Business - General District
- Business - Primary District
- Industrial - Light District
- Industrial - Heavy District

CHAPTER 10: FUTURE LAND USE PLANNING

FUTURE LAND USE PLANNING *(STABILIZATION, GROWTH, AND DEVELOPMENT)*

INTRODUCTION

Cherryvale citizens want an orderly process for review and approval of future land uses and the associated developments to ensure that residential, commercial, industrial, and green spaces are appropriately placed in the community to maximize access to infrastructure, police, fire and EMS protection, and efficient traffic flow.

Kansas State statutes, (KSA 12-741 through 12-775), enable cities to plan for their future by providing them with the authority to adopt a comprehensive and future land plan. It is a comprehensive plan that identifies and establishes community goals regarding the community's preferred future and provides guidance to the decision-making process related to infrastructure investments and future growth, or redevelopment..

By documenting and analyzing present conditions, the narrative offers an overview of Cherryvale's land use characteristics, environmental factors, and developmental constraints. This assessment helps identify areas for growth, redevelopment, conservation, and assists in creating realistic land use objectives informed by community input.

Additionally, the narrative is intended to support the alignment of future zoning and land use regulations with the aims described in the comprehensive plan. By offering context for resident and stakeholder engagement, it encourages participation in the planning process.

Overall, this document is designed as a resource for decision-makers, planners, and the public that supports organized and sustainable development in Cherryvale.

BACKGROUND AND PURPOSE

WHAT IS A FUTURE LAND USE PLAN?

A Future Land Use Plan identifies a preferred long-term development plan for land within a community's city limits and planning boundary. The planning boundary intentionally exceeds the city limits to identify potential growth and plan for possible infrastructure needs.

The Future Land Use Plan helps to inform and guide decisions about future growth, development, redevelopment, and infrastructure investments. This Plan is intended to direct residents, property owners, developers, city staff members, and appointed and elected officials in making sound land use development decisions. It is intentionally flexible and should be amended as the community deems appropriate.

Remembering that a future Land Use Plan is not a Zoning Plan, but rather a land use plan for what the community desires, will provide guidance to decision makers regarding the long-term physical development of a community. Zoning will not be changed because of adopting a future Land Use Plan. The Future Land Use plan, and accompanying planning boundary, including the associated maps, is NOT an annexation plan. Land located outside the city limits is depicted and accounted for in the Land Use Plan. This will ensure that future annexation requests are provided adequate infrastructure and services.

Key Functions and Characteristics of this Future Land Use Plan:

- Provides Guidance for Development: Guides city leaders in making sound land use decisions based on public input, local and regional market trends, and projected growth patterns

- Vision Setting: Reflects Cherryvale's Vision, Goals and Objectives
- Plans for the long-term future of land uses, such as residential, commercial, and industrial, in a geographically defined area
- Considers existing land uses, major transportation routes, high activity nodes, and redevelopment/development opportunities
- Ensures Adequate Public Services: Helps to ensure adequate public services and infrastructure for existing and future residents

WHAT IS A FUTURE LAND USE MAP?

A future land use map (FLUM) is a tool that visually represents a community's long-term vision for how land should be used in the future. It serves as a policy guide for making future decisions concerning zoning, development, and infrastructure, but is distinct from a legally binding current zoning map which regulates current land use.

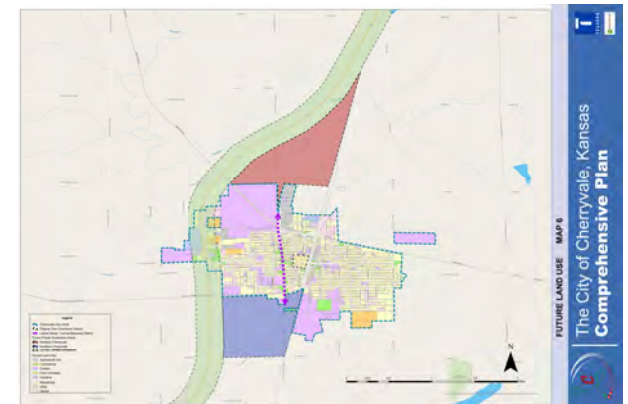


Figure 10.1

HOW A FLUM WORKS:

Community Vision, Goals and Community Actions: The FLUM is a graphic representation, based in part, on a community's comprehensive plan, reflecting citizen input and identified goals regarding community economic health, potential growth, the environment, housing, and economic development

POLICY BASIS FOR ZONING:

The map serves as the underlying policy framework for the city's official, legally binding zoning map, and development regulations. Zoning action must be consistent with the future land use designations

COLOR-CODED AREAS:

The FLUM uses different colors to designate recommended future land uses, such as high-density residential, mixed-use, commercial, or conservation areas

GENERAL CATEGORIES:

The FLUM assigns and depicts general land use categories such as low-density residential, commercial, industrial, agricultural, and open space, to different areas of the community. The boundaries are considered general rather than precise in their location

A GUIDE FOR FUTURE DECISIONS:

It informs future zoning changes, infrastructure improvements, development codes, and guides budgetary decisions by showing the desired long-term pattern of development

NOT AN EXACT FORECAST:

While it uses forecasts, the FLUM is not an exact prediction of what will happen, but rather a guide and goal for the community's future development and built environment

GOAL OF THE FUTURE USE PLAN AND FUTURE LAND USE MAP

STABILIZATION, GROWTH, AND DEVELOPMENT

While the goals of the future Land Use Plan are part of the comprehensive plan, they are specific and include the following:

Provide city staff members and elected officials with a road map for the future of land use planning within Cherryvale

Designate sufficient and appropriate land for a variety of uses, including residential, industrial, commercial, recreation

Encourage infill and redevelopment within areas that have existing infrastructure

Foster appropriate economic development by identifying and improving sites for commercial and industrial growth

Provide for orderly, thoughtful, and high-quality development that is consistent with the community's goals for the city

Establish a citywide land use framework to provide current and future residents with a Plan they can rely on now and moving forward

WHAT WE HEARD

The Lake Tanko area and Logan Park need to be upgraded and cleaned up; the old McKinley School has potential for redevelopment as a park or other community use; there are vacant lots in the community that would be good for infill development; and reinvestment in the historical downtown area is needed.

WHAT WE FOUND

The Highway 169 Corridor, located within the city limits and within the planning boundary, should be designated as a transportation corridor and defined in the Future Land Use Plan; the planning boundary should be defined and depicted on the Future Land Use Plan and Map; the potential energy storage site should be identified in the Future Land Use Map; uses associated with the zoning allowing the WATCO Switching Yard and Bartlet Site are seen as opportunities that should be expanded upon; need to define the central business district area on the Land Use Map.

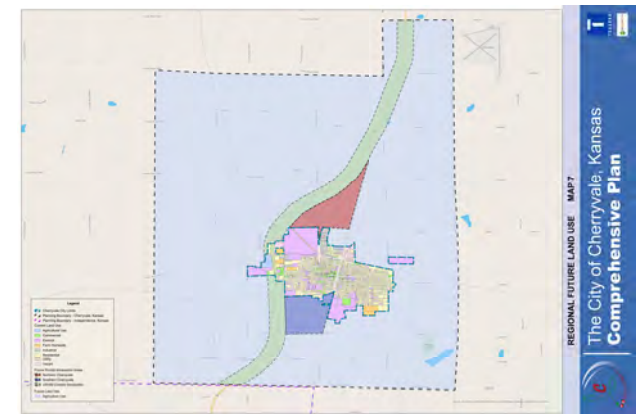


Figure 10.2

EXISTING CONDITIONS – LAND USES

Cherryvale is in southeast Kansas and is positioned in the north and east corner of Montgomery County. The city encompasses almost two square miles or approximately 1,280 acres of land. The major roadways providing access to Cherryvale and the surrounding area are US 169, US 400, and US 160. The roadways providing internal access are Liberty Street-Old US 169 (north and south) and Main Street (east and west). Land Uses along Liberty Street include commercial and residential. Uses along Main Street are varied and include residential, commercial, industrial vacant, and institutional. The Current Land Use Map depicts arterial roads Liberty (Old US 169) and Main Streets and the abutting land uses are the major arterial streets that provide access

Cherryvale's existing Land Use Map was created by utilizing existing data obtained from the Montgomery County Assessor's Office, reviewing property records, interpreting aerial imagery, site visits, and consulting with city staff. It is a factual representation illustrating how land is currently developed and being utilized/used and is to serve as a starting point for analysis and planning.

TABLE 10.1: PERCENTAGE OF TOTAL AREA BY PROPERTY CLASSIFICATION

LAND BASED CLASSIFICATION SYSTEM	% OF TOTAL AREA	ACRES
Residential	52%	523
Exempt	11%	115
Commercial	15%	155
School	5%	48
Industrial	8%	75
Vacant	9%	91

TAKEAWAYS

The exempt category includes parcels that are not subject to taxation. This group covers a significant area (115 acres) and consists of parcels owned by public, institutional, or governmental entities.

KANSAS LAND BASED CLASSIFICATION STANDARD DESCRIPTION

The State of Kansas uses the Land Based Classification Standard (LBCS) Economic Function Codes for classifying real property for tax purposes. These codes describe the current and predominate economic function of each parcel of real property in the state and are used by the Kansas Department of Revenue (KDOR) to compile the annual statistical report of statewide values and respond to numerous query reports prepared for county appraisers, legislative purposes, and statewide agencies.

The Kansas Constitution provides that real property shall be classified into seven subclasses and assessed uniformly by subclass at the assessment percentages detailed in the following table:

KANSAS LAND BASED CLASSIFICATION STANDARD DESCRIPTIONS

TABLE 10.A:

CLASSIFICATION	ASSESSMENT PERCENTAGE	DESCRIPTION
Residential	11.5%	Real property used for residential purposes including multifamily, mobile, or manufactured homes
Agricultural	30%	Land devoted to agricultural use that is valued based on its agricultural income or agricultural productivity
Vacant Lots	12%	Real property with no improvements
Non-Profit	12%	Property owned and operated by a not-for-profit organization that does not pay federal income taxes pursuant to Section 501 of the federal internal revenue code
Public Utilities	33%	Public utility property, except railroads, which are assessed at the Commercial rate of 33%
Commercial	25%	Property used for commercial and industrial purposes, as well as buildings and other improvements located on agricultural use land
Other	30%	All other property that is not classified above

The Kansas Department of Revenue (KDOR) directs county appraisers to use the LBCS Economic Function Codes for property valuation purposes statewide. In Montgomery County, the Land Based Classification Standard (LBCS) is used by the county appraiser for property tax administration. The following tables, graphics, and narrative was created utilizing information obtained from Montgomery County.

EXEMPT PARCELS

Exempt parcels in Kansas are real estate properties, often owned by government entities, nonprofits, or religious organizations, that are legally excluded from paying property taxes (K.S.A. 79-201a). Key examples include property owned by the U.S. government, state/municipal property, industrial revenue bond (IRB) projects, and land owned by educational or charitable institutions.

COMMON TYPES OF EXEMPT PROPERTY IN KANSAS

Government & Public Property: Land owned by the State of Kansas, federal government, or municipalities (e.g., parks, roads, and municipal airports)

Industrial Revenue Bond (IRB) Properties: Properties constructed or purchased using IRB proceeds, often held to encourage economic development

Institutional & Charitable: Property used exclusively for religious, educational, or charitable purposes

Specific Public Infrastructure: Examples include county fair associations, groundwater management districts, and rural/township water districts

Military Installations: Specific housing and utility systems on U.S. Department of Defense installations

TABLE 10.B EXEMPT PARCELS BY LAND BASED CLASSIFICATION SYSTEM (LBCS) DESCRIPTION

LBCS DESCRIPTION/TYPE	ACRES	% OF EXEMPT AREA
Church / place of worship	9 acres	8%
Unified School District 447	17 acres	16%
City of Cherryvale	76 acres	70%
Cherryvale Recreation Commission	5 acres	4%
Other User	2 acres	2%

TAKEAWAYS:

- Exempt land is highly concentrated in municipal and school uses, together they account for approximately 93 acres, or almost 85% of the total acreage of exempt land
- The city currently owns approximately 76 acres, which represents about 70% of the total exempt acreage within its jurisdiction. This substantial portion of land includes several key municipal properties such as city hall, fire stations, and various city parks. These areas play a vital role in supporting essential public services and community activities.

VACANT PARCELS

In Kansas, vacant parcels are defined as being unoccupied, unimproved, or abandoned land plots and often lack buildings, significant structures, or active usage. They can be suitable for developing new homes or structures. When left undeveloped, they can negatively affect neighborhood safety, property values, and contribute to community blight. In Kansas, unused land is often classified as “vacant lot” and assessed at a lower rate than developed property. These parcels provide an opportunity for communities to convert them into productive assets.

TABLE 10.C VACANT PARCELS BY LBCS DESCRIPTION

PARCEL TYPE	NUMBER OF PARCELS	% OF TOTAL VACANT AREA
Residential – highest and best use	176	34%
Commercial – highest and best use	14	36%
Institutional – highest and best use	3	8%
Industrial – highest and best use	4	22%

TAKEAWAYS:

- **Predominance of Residential Vacant Parcels:** While the majority of vacant parcels are classified as “Residential highest and best use,” they are only approximately 1/3 of the total vacant area. This indicates possible opportunities for housing development or investment in residential real estate.
- **Commercial Vacant Parcels:** While a smaller number of vacant parcels are classified as “Commercial highest and best use,” they are approximately 1/3 of the total vacant area. These properties represent opportunities for commercial development, or redevelopment, in retail, office or service sectors.
- **Vacant Land as Development Potential:** These vacant parcels represent undeveloped or underutilized land with potential for future development that is aligned with their respective highest and best use classification. This information can guide planning, investment, or city policy decisions focused on land use optimization.

The previous narrative and tables in this chapter reveal that existing land uses have followed traditional development patterns found in most rural Kansas communities, including Cherryvale.

- Agricultural is the dominant land use in the region outside the city limits
- Residential constitutes the largest use within the city limits
- Commercial uses are located along high traffic roads

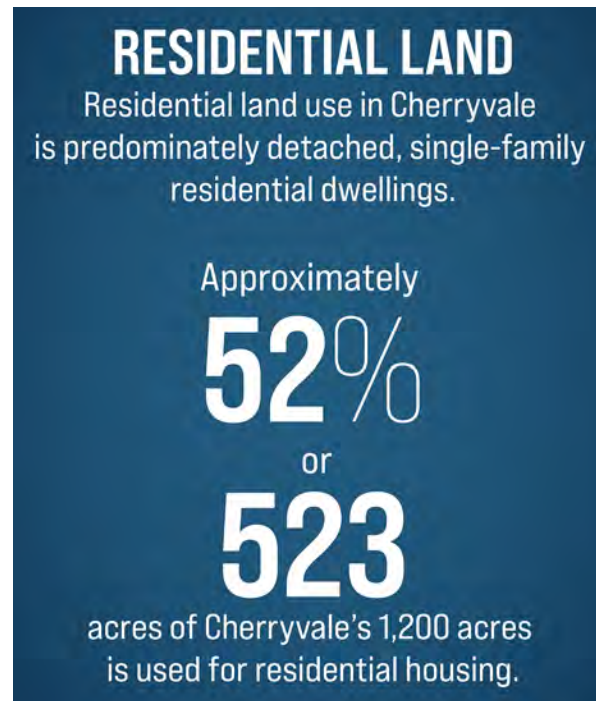
The following land uses are atypical in rural Kansas communities but are an advantage in Cherryvale:

- Presence of Highways 169, 160, 166 and 400 afford significant access to the Region
- Location of a multi-loop rail track system that is the South Kansas & Oklahoma Railroad (SKOL) benefiting industrial and commercial activities

Cherryvale's commercial and industrial land uses are located primarily along major roadways such as US 169 Highway, N. Liberty Street, Main Street, and along WATCO Railroad rights-of-way. There is potential to fill in development gaps along Main Street and establish strong commercial cores at key intersections. The industrial areas are located away from residential uses, mainly on the periphery of the community.

PUBLIC/SEMI PUBLIC

Open space in Cherryvale is generally limited to Logan Park, public schools, and Lake Tanko. Adjacent to the city limits is abundant open space and the Big Hill Lake Area. Park land conditions and needs are further discussed in the Parks and Recreation Chapter 6.



While there are some existing duplexes, townhomes, and fourplexes, the supply of high-density residential options like apartments or condominiums is very limited.

Table 10.1 shows the existing land classifications by total acreage. Approximately 52% of the land in Cherryvale is classified as residential. Commercial and Vacant Classifications are second and third in total acreage.

Figure 10.3 shows a map of the existing land uses in Cherryvale.

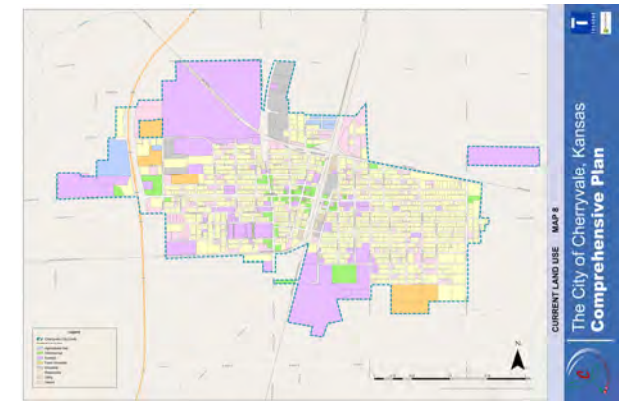


Figure 10.3

GUIDING PRINCIPLE CONNECTION

This chapter aligns with the community's guiding principles on page 7.

PLANNING BOUNDARY DEFINED

The Planning Boundary Map 1, Figure 10.4, shows the planning boundary for Cherryvale



Figure 10.4

The comprehensive plan Future Land Use Plan establishes a designated “growth area” spanning approximately 23 square miles. This region is significantly larger than the anticipated growth of Cherryvale over the next 25 years. The growth area is deliberately oversized to allow for flexibility in the placement of future land uses and to preserve the existing character and development patterns along Cherryvale’s borders (city limits).

The planning boundary is described as starting at the intersection of CR 5100 and CR 5800, at the northwest corner of the boundary area, the northern limits of the planning boundary runs east along CR 5800 for approximately 3.5 miles, to CR 5700 where it turns and runs north for approximately one mile and then turns east and extends another mile, stopping at the Montgomery County Line, and then turns south and runs for approximately 7 miles. The boundary line then turns west and runs along CR 4600 for approximately 4.5 miles until stopping at CR 5100 and turning north, running along CR 5100 for approximately 6 miles returning to the point of origin. This planning boundary encloses an area of approximately 23 square miles, encompassing the City of Cherryvale, multiple county and city road intersections with US 169, environmentally significant areas, view sheds, and other areas deemed important to citizens and the city.

This boundary intentionally extends past the existing city limits so that the Future Land Use Plan may account for needed infrastructure improvements, requested annexations, and continuity of the city limits.

WHAT IS A FUTURE LAND USE MAP?

A future land use map and narrative outlines Cherryvale’s desired land use patterns for a specific timeframe, often 20-25 years. It provides a visual and written descriptive guide for how a community envisions its future development and redevelopment. It serves as a guide for future development decisions, ensuring that growth aligns with the community’s vision. Goals and community action in a future land use map aim to guide development towards specific goals by outlining the community’s preferred land use patterns such as residential, commercial, industrial, and recreational areas. It seeks to promote specific uses, density, intensity, and character of development, such as mixed-use development, preserving natural resources, and fostering economic growth. The purpose of this map is to help establish a long-term vision for the community and establish a policy document that guides future development decisions and infrastructure investments.

When crafting goals and policies for future land use in a small town in a rural community, it’s crucial to consider balancing growth with preserving the town’s character and environmental resources.

The Future Land Use Plan in Chapter 10 should be utilized when debating and making decisions regarding proposed development, annexation, and rezoning requests. It is also common that recommendations articulated in a Comprehensive Plan lead to additional projects or programs in the city. Overall, the comprehensive plan document should be a point of reference and guidance for routine functioning of city government in Cherryvale.

EXISTING LAND USE VERSUS FUTURE LAND USE CATEGORIES

The key distinction between existing and future land use categories lies in their **purpose** and **timeframe**: existing land use categories describe what is occurring on the ground *today*, while future land use categories depict a community’s *long-term vision* for how land should be used.

In essence, the existing land use map tells you where you are now, while the future land use map tells you where the community wants to go. The planning process uses existing community conditions as a starting point to create policies and a vision for the future, written to encourage, and allow changes in zoning district designations and boundaries that align with the community’s vision and depicted in the future land use map.

Future land uses are best organized into various categories that provide broad descriptions based on similar uses, into which numerous businesses, institutions, and structures can then be placed.

FUTURE LAND USE CATEGORIES

The Future Land Use Plan has identified and defined a list of land use categories that describe characteristics, densities, and types of land uses and assigned appropriate locations for the defined planning boundary. These categories differ slightly from the existing zoning ordinance categories and should serve as a guide when updates or amendments to the zoning ordinances occur.

The following future land use categories were identified, defined, and used to create Cherryvale’s first future land use map. They are generally correlated with the appropriate zoning district as defined and contained in the adopted Cherryvale Zoning Regulations.

Agriculture / Open Space – A parcel of land that is not intended for development and is currently used for agriculture purposes, such as pasturing, or contains open spaces such as woodlands or floodplain. The intent is to preserve farmland, protect agricultural activities, and maintain rural character. Permitted uses typically include farming operations, single-family dwellings, and associated structures such as grain storage or livestock facilities. Agritourism and farm-based businesses might be allowed with an approved conditional use permit.

Low-Density Residential – Areas identified as parcels of land primarily intended for single-family occupancy, typically featuring traditional detached homes situated on individual lots with surrounding yards. This designation is designed for traditional neighborhood areas with densities ranging from 1 to 5 dwelling units per acre. The development within this category is predominately composed of single-family detached homes, with the occasional inclusion of duplexes and single-family homes that feature accessory dwelling units (ADUs).

Medium-Density Residential – Land uses are designed to accommodate densities ranging from 6 to 10 dwelling units per acre. This land use category primarily includes housing types such as townhomes, rowhouses, and cottage home development, occasionally incorporating single-family detached homes. This designation often serves as a transitional land use, strategically placed between low-density residential areas and more intense uses like high-density residential and commercial districts. Complementary development within the medium-density category may also encompass various compatible uses, including religious and educational institutions, institutional facilities, childcare centers, and both public and private recreation areas.

High-Density Residential – Areas identified as appropriate for development with densities of 11 or more dwelling units per acre. This land use category primarily accommodates multi-family housing options like apartments and condominiums, with townhomes or rowhouses potentially included where suitable. The intent is to offer housing alternatives for all residents across all age groups and life stages. Development within the category may also include religious, educational, institutional uses, manufactured housing developments, child daycare centers, and public and private recreational areas.

Central Business District (CBD) – This term is referenced in the existing zoning regulations. Traditionally, the CBD is defined as an area that is the primary commercial district, characterized by intensive, mixed-use development, high accessibility, and walkability. The goal of the CBD future land use designation is to ensure the defined area continues as an economic contributor and can evolve to remain economically viable.

Typical components of a CBD include:

- **Primary Uses:** A concentration of office buildings, financial institutions, and business services.
- **Mixed-Use Environment:** An integrated blend of land uses, which has become a focus of modern urban planning, often including high-density residential, retail stores, restaurants, hotels, entertainment venues, and civic or cultural institutions.
- **Intensity and Density:** Regulations promoting high land values and intensive land use, often resulting in multi-story buildings and a dense urban form.

- **Accessibility and Infrastructure:** Emphasis on being the focal point for regional transportation networks (e.g., public transit hubs, pedestrian pathways) to ensure easy access for workers and consumers.
- **Pedestrian-Oriented Design:** Policies encouraging continuous retail frontage, street-level activity, and pedestrian-friendly streetscapes to create a bustling, walkable environment.
- **Civic and Public Spaces:** Integration of government buildings, public plazas, and parks to serve as a hub for civic functions and community gathering.

Downtown (Original Town) Mixed Use Overlay District – Intended for the historical downtown that can be redeveloped with a pedestrian-friendly blend of housing, office, and retail uses. This medium-density district typically has 6 to 10 dwelling units per acre. Final density can be determined by completing a market study.

The development can be either vertical mixed use, where different uses are housed in a multi-story building, or horizontal mixed-use, which involves a cohesive arrangement of separate or attached buildings. Buildings are generally 2 to 4 stories in height, with retail or office space on the ground floor and multi-family residential units on the upper floors.

Parking is designed to be shared, with options for on-street parking located within, under, or at the rear of building. Surface parking requirements can be modified or waived with appropriate supporting parking study.

Neighborhood Commercial – Typically Includes combination of smaller retail, office spaces, and medical uses for readily accessible services to surrounding residents and the traveling public. This category is located at key neighborhood intersections or nodes throughout the planning boundary and are modest in size and scale. Typical land uses include daycares, assisted living facilities, small office, convenience stores, small grocery and hardware stores, and other neighborhood-serving uses. Building Design Standards should be included to ensure this type of development does not interfere with the adjacent neighborhood, is built at a suitable scale, and does not unnecessarily increase noise, light, or vehicular pollution. Sites are generally 1 to 10 acres and should accommodate pedestrian and bicycle circulation.

Regional Commercial – Designed for larger scale commercial activity that occurs along and near major roadways including state and federal highways. These uses provide commercial services to residents and the traveling public. Typical uses include large-box retail, gas stations and convenience stores, car washes, car dealerships, fast food and sit-down restaurants, hotels, banks, and auto repair stores, and can include a truck stop when approved using a special use permit?

Community Facilities – Public and semi-public uses that include schools, faith organizations, city-county-state buildings, utilities, cemeteries, public safety facilities, hospital, and any use that provides social benefit to the community. This definition does not include parks and recreation land.

Parks and Recreation – Refers to public spaces designated for parkland purposes and encompasses a range of neighborhood, community and regional spaces and amenities. These areas feature diverse elements such as open space, playgrounds, gardens, meadows, words or trees, including ponds or streams, and walkways and paths.

These public lands accommodate areas designed for sports, active play, and other various recreation activities, including sports fields and courts, sports facilities, bicycle amenities, and museums. Infrastructure such as spectator facilities and seating, support and maintenance facilities, concessions, restrooms, meeting spaces, landscaping and parking areas.

Industrial/Flex – Industrial and flex uses are intended for businesses focused on manufacturing, assembly, storage, warehousing, distribution, research and development, technology, service, transportation, raw materials handling and storage, outdoor storage and handling, repair and maintenance, and waste management. This land use classification considers both light and flex/innovation uses, and general medium to heavy industrial uses. All activities associated with manufacturing, assembling, packaging, etc. are contained within the building and do not have a major external effect on surrounding properties or uses.

CHERRYVALE AND US 169 CORRIDOR DISTRICT

US 169 Highway is a multi-modal transportation corridor that is vitally important to the State of Kansas, Montgomery County, and Cherryvale.

Cherryvale, Kansas, uses the term “US 169 Corridor District” to refer to the land adjacent to U.S. Highway 169 as it passes through the city, primarily for the purposes of transportation management, public/ private investment, and potential development. The term is also intended to be applicable to the area located long US 169 located outside of the city limits and within the planning area as defined in the comprehensive plan and depicted in the Future Land Use Map.

The US 169 Corridor District is generally defined as an area approximately one-quarter mile wide, centered on the centerline of US 169 right-of-way, and starting at the intersection of Montgomery County Road 6000 (CR 6000) and US 169, and extending approximately eight miles south, ending at the intersection with Montgomery County Road 4600 (CR 4600).

It is not a specific, single zoning designation but rather a descriptive term for a geographical area governed by the city’s general zoning regulations and comprehensive plans, likely to encompass current or future commercial, industrial, or mixed-use zoning and development.

Key aspects include:

- Purpose: The area is identified as a vital regional transportation link for Cherryvale connecting the community to Kansas City and Tulsa, Oklahoma, supporting freight, agriculture, energy, and general businesses.
- Development Goals: The “corridor,” for Cherryvale, is a focus for public and private investment aimed at maximizing economic development, enhancing safety, and managing access to the highway itself.

- **Zoning:** The specific zoning within the corridor is determined by the official “Cherryvale Comprehensive Plan” accompanying maps and the “Cherryvale, Kansas Zoning Regulations” maintained by the Planning and Zoning Commission, which would likely classify it for highway-oriented commercial uses (e.g., the C-2 Highway Commercial district). The city should create a specific zoning district for the Corridor to support goals outlined in this comprehensive plan.
- **Management:** Kansas Department of Transportation, Montgomery County and the City of Cherryvale, in cooperation with groups like the US 169 Corridor Coalition, coordinate on infrastructure improvements, such as railroad crossing upgrades and pavement reconstruction, to ensure the highway remains a high-functioning route.

The U.S. 169 Corridor Coalition is a multi-state, multi-county group focused on improving safety, reducing congestion, and boosting economic development along US 169, primarily in Minnesota, but highlighting the importance of the entire corridor for freight and commerce, aiming for better infrastructure and policy for this major route. The Coalition’s broad mission covers the entire US 169 Corridor and acts as an advocate for improvements, policy development, and private/public partnerships for this critical freight and transportation route.

Kansas Department of Transportation’s involvement includes specific projects, such as the reconstruction and widening of US 169 from Welda to Garnett, demonstrating state-level commitment to the corridor’s Kansas portion.

GROWTH THEMES WITHIN THE PLANNING BOUNDARY

AREAS IDENTIFIED FOR GROWTH

The planning process has identified areas for growth. These areas are within both the city limits and the planning boundary area and depicted in the future Land Use Map. In random order, those areas are:

1. North side of town – Industrial Development
2. South side of town – Residential Housing
3. The US 169 Highway Corridor
4. The Original Town/Downtown

FUTURE LAND USE GOALS AND COMMUNITY ACTIONS

Future land use planning establishes guidelines for how land is developed and used, considering the needs of the community and the environment. Cherryvale’s goals and community action should include focusing on infill development within existing infrastructure, protecting green spaces, ensuring diverse housing options, and promoting sustainable transportation.

INFILL AND REDEVELOPMENT

GOAL 10.1:

To Prioritize Development Within Existing Neighborhood Areas to Utilize Existing Infrastructure, Reducing the Need for the Construction of New Infrastructure, and Helping to Revitalize Existing Neighborhoods

Community Action: 10.1.1:

Encourage infill projects (building on vacant or under utilized land within established neighborhoods) and the redevelopment of older buildings

Community Action:10.1.2:

Identify appropriate areas for targeted investment in transportation, utilities and other infrastructure to support business development and expansion

HOUSING DIVERSITY AND ATTAINABILITY

GOAL 10.2:

To Encourage a Mix of Housing Types and Densities to Meet the Needs of Diverse Populations, Including Families, Seniors, And Single Adults. A Diverse Housing Stock Helps to Prevent Gentrification and Ensures That Everyone Has Access to Attainable Housing Options

Community Action: 10.2.1:

Consider Accessory Dwelling Units (ADUs) by permitting the construction of smaller, independent housing units (like granny flats or garden apartments) on properties with existing homes to increase housing density and attainability

GOAL 10.3:

To Support the Development of Attainable Housing Options Throughout the Community, Including Mixed-income Developments and Inclusionary Zoning Policies

Community Action: 10.3.1:

Create an action plan for redevelopment of the Lincoln Central Elementary School building and site

SUSTAINABLE TRANSPORTATION

GOAL 10.4:

To Develop and Promote a Variety of Transportation Options, Including Cycling and Walking, To Reduce Reliance on Private Vehicles and Encourage Exercise. Sustainable Transportation Reduces Traffic Congestion, Improves Air Quality, And Promotes Public Health

Community Action: 10.4.1:

Create a city-wide Pedestrian Walkability Plan to include an audit and map of existing conditions

GOAL 10.5:

To Invest in Public Transportation Infrastructure, Create Bike Lanes and Pedestrian-friendly Streets, and Other Sustainable Transportation Options

Community Action: 10.5.1:

Develop or continue to update existing long-term maintenance plan for roads, bridges, and other identified transportation assets

Community Action: 10.5.2:

Develop a program or process to identify and document existing sidewalks that need to be reclaimed or uncovered

ECONOMIC DEVELOPMENT AND COMMUNITY NEEDS

GOAL 10.6:

To Support the Development of Commercial and Industrial Areas in Strategic Locations to Create Jobs and Promote Economic Growth. A Strong Local Economy Creates Jobs and Provides Opportunities for Residents

Community Action: 10.6.1:

Develop a strategy and plan to identify, define, and designate the Highway 169 Corridor to facilitate commercial and industrial development

Community Action: 10.6.2:

Identify redevelopment partners to explore site development options for the Zinc Company Brownfield Site

Community Action: 10.6.3:

Create a new Original Town (downtown) Zoning District to promulgate redevelopment

GOAL 10.7:

To Encourage Businesses That Align with Community Needs and Goals, Such as Small Businesses, Local Farms, and Community-based Organizations

Community Action: 10.7.1:

Explore various alternatives and programs for redevelopment of the identified "original downtown" district

Community Action: 10.7.2:

To Support Small Businesses and Entrepreneurship Through Access to Financing, Technical Assistance, And Business Incubators Can Drive Innovation and Job Creation

GOAL 10.8:

To Identify Targeted Growth Areas Directing Development Toward Existing Activity Centers, Corridors, Or Identified Growth Areas to Optimize Infrastructure Use and Create Activity Hubs

Community Action: 10.8.1:

Establish the "Original Town" Zoning District by defining and adopting appropriate language. Determine if it is a standalone or overlay district

Community Action: 10.8.2:

Identify and depict the "Original Town" redevelopment area on the future land use map

Community Action: 10.8.3:

Establish the US 169 Highway Zoning District by defining and adopting appropriate language. Determine if it is a standalone or overlay district

Community Action: 10.8.4:

Identify and depict acceptable area(s) for these land uses on the future land use map.

COMMUNITY CHARACTER, DEFINING AND PRESERVING

GOAL 10.9:

To Develop Community Identity and Character by Emphasizing the Creation of Attractive Neighborhoods Containing Diverse and Attainable Housing, Enhanced Public Spaces, And an Improved Transportation System

Community Action: 10.9.1:

Evaluate existing community gateways for landscaping, signage, and overall curb appeal

Community Action: 10.9.2:

Create a new, or improve an existing central gathering space for year-round, multi-seasonal events

GOAL 10.10:

To Utilize Zoning Regulations and a Future Land Use Map to Depict Areas Identified for Enhancement and Protection

Community Action: 10.10.1:

Identify and depict significant historical areas, cultural amenities, and residential neighborhoods of the future land use map.

Community Action: 10.10.2:

Organize residential neighborhoods into defined geographic areas to facilitate creation of neighborhood associations to build support among residents.

FUTURE LAND USE MAP (PREFERRED USES)

MIXED-USE DEVELOPMENT

Encouraging a mix of residential and commercial uses in specific areas can create more vibrant and walkable communities.
(ORIGINAL DOWNTOWN and AREA out along US Highway 169)

PRESERVATION OF NATURAL RESOURCES

Identifying and protecting areas like wetlands, floodplains, and prime agricultural lands can ensure the long-term sustainability of the community.
(Lake Tanko and USACE Lake)

ECONOMIC DEVELOPMENT

Prioritizing development in areas with existing infrastructure and transportation can attract businesses and create jobs.

TRANSPORTATION

Planning for future transportation needs, such as bicycle lanes and trails, can improve connectivity and encourage economic development.

HOUSING

Ensuring a variety of housing types and densities can accommodate different needs and preferences, while also considering affordability.

PRIORITY ANNEXATION AREAS

Annexations are intricate and sensitive topics to both the City and residents outside of the city limits. To help ensure all parties are fairly treated Cherryvale should keep annexation practices consistent, predictable, and transparent.

An annexation priority map has been prepared to identify short and long-term plans for annexation into Cherryvale city limits. Future Land Use Map #9 highlights the two main priority areas.

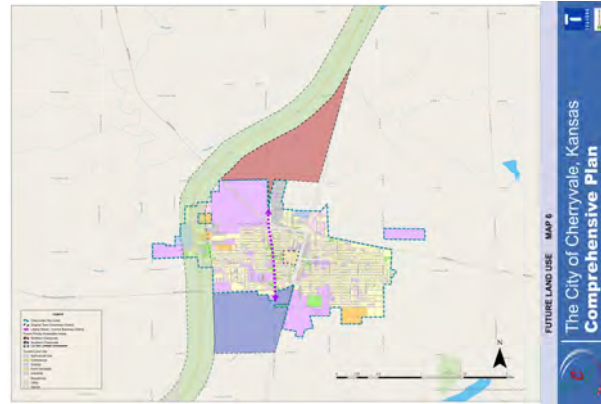


Figure 10.5

Liberty Street, formerly known as US 169 Highway, historically provided the community with access to the state highway system. Significant commercial uses still occur along Liberty Street within the city. The Liberty Street corridor south of the city limits offers a natural progression of city development. The corridor offers access to US 169, and undeveloped land along Montgomery County Roads 5500, 5340, and 4800. The Future Land Use Plan and Map, contemplates low-residential and commercial uses near the intersections of CR 5340 with CR 5500 and CR 4800.

Liberty Street, formerly known as US 169 Highway, historically provided Cherryvale access to the state highway system. Significant commercial uses and activities still occur along Liberty Street within the city. The Liberty Street corridor north of the city limits offers a natural progression of city development. The corridor offers access to US 169, and Montgomery County Roads 5500, 5505 and 5200, and their respective intersections. Within the Future Land Use Plan, industrial uses are depicted alongside of nodes of commercial at the intersections of N Liberty Street (CR 5505) and Montgomery County Roads 5200, 5500., 5515, and US 169.

The highest priority annexation area for Cherryvale is the non-floodplain land along US 169 highway. The future land use plan and map identifies this area as appropriate for a mix of regional commercial and medium and high density residential uses.

PRIORITY 1 – US 169 CORRIDOR ANNEXATION

The highest priority annexation area for Cherryvale is the non-floodplain land along US 169 highway. The future land use plan and map identifies this area as appropriate for a mix of regional commercial and medium and high density residential uses.

PRIORITY 2 - NORTHERN CHERRYVALE

Liberty Street, formerly known as US 169 Highway, historically provided Cherryvale access to the state highway system. Significant commercial uses and activities still occur along Liberty Street within the city. The Liberty Street corridor north of the city limits offers a natural progression of city development. The corridor offers access to US 169, and Montgomery County Roads 5500, 5505 and 5200, and their respective intersections. Within the Future Land Use Plan, industrial uses are depicted alongside nodes of commercial at the intersections of N Liberty Street (CR 5505) and Montgomery County Roads 5200, 5500., 5515, and US 169.

PRIORITY 3 – SOUTHERN CHERRYVALE

Liberty Street, formerly known as US 169 Highway, historically provided the community with access to the state highway system. Significant commercial uses still occur along Liberty Street within the city. The Liberty Street corridor south of the city limits offers a natural progression of city development. The corridor offers access to US 169, and undeveloped land along Montgomery County Roads 5500, 5340, and 4800. The Future Land Use Plan and Map, contemplates low-residential and commercial uses near the intersections of CR 5340 with CR 5500 and CR 4800.

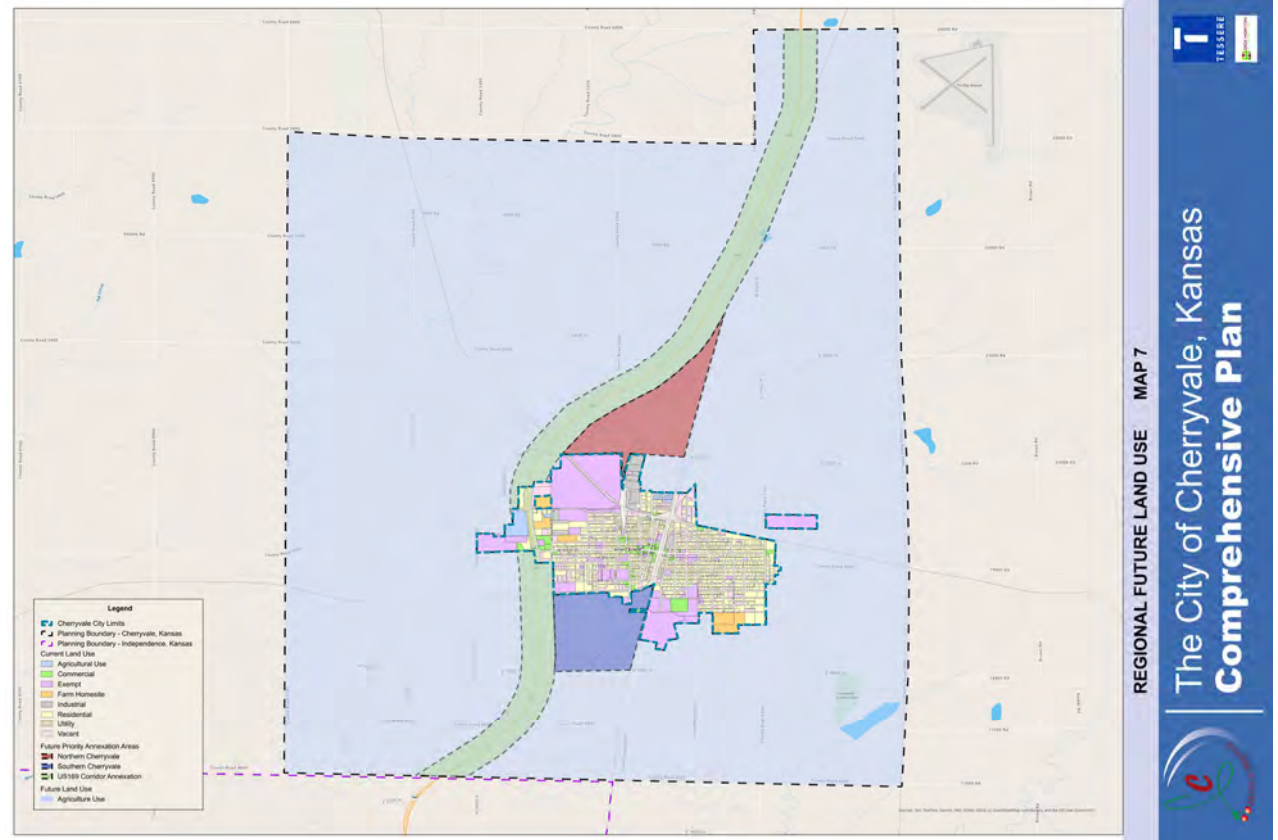


Figure 10.6

TABLE 10.D – CONSOLIDATED VIEW OF GOALS AND COMMUNITY ACTIONS

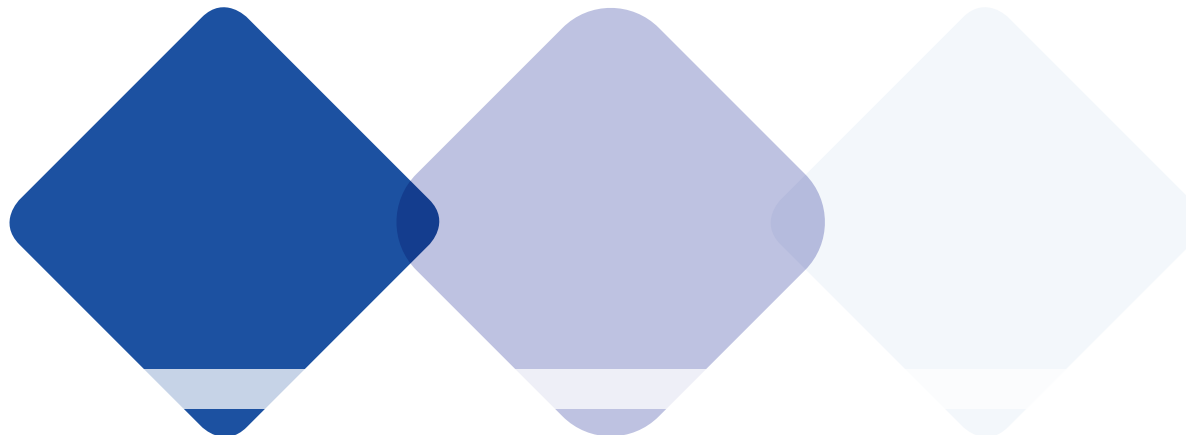
GOAL	COMMUNITY ACTION
<p>GOAL 10.1: To Prioritize Development Within Existing Neighborhood Areas to Utilize Existing Infrastructure, Reducing the Need for the Construction of New Infrastructure, and Helping to Revitalize Existing Neighborhoods</p>	<p>Community Action: 10.1.1: Encourage infill projects (building on vacant or underutilized land within established neighborhoods) and the redevelopment of older buildings</p> <p>Community Action: 10.1.2: Identify appropriate areas for targeted investment in transportation, utilities and other infrastructure to support business development and expansion</p>
<p>GOAL 10.2: To Encourage a Mix of Housing Types and Densities to Meet the Needs of Diverse Populations, Including Families, Seniors, And Single Adults. A Diverse Housing Stock Helps to Prevent Gentrification and Ensures That Everyone Has Access to Attainable Housing Options</p>	<p>Community Action: 10.2.1 Create an action plan for the redevelopment of the Lincoln Central Elementary School Building and Site</p> <p>Community Action: 10.2.2: Utilize the Kansas Department of Commerce Housing Assessment Tool (HAT) to perform a self-assessment for the Cherryvale community and gather and analyze data on their housing inventory, partner with relevant stakeholders, and develop priorities for local housing investment</p> <p>Community Action: 10.2.3: Utilize the Kansas Department of Commerce Housing Assessment Tool (HAT) to perform a self-assessment for the Cherryvale community and gather and analyze data on their housing inventory, partner with relevant stakeholders, and develop priorities for local housing investment</p> <p>Community Action: 10.2.4: Create a Community Housing Plan to establish baseline need and action strategies</p> <p>Protect and improve existing housing units as identified in the Community Housing Plan</p> <p>Encourage and support a variety of housing types that will meet the needs of all ages, special needs, physical abilities, household sizes, and economic groups</p> <p>Encourage and support home ownership and long-term residency</p> <p>Define what constitutes a successful neighborhood and determine where or how the definition of a successful neighborhood is applicable, i.e. connection between neighborhoods, pedestrian links to parks, schools, and other community assets</p> <p>Encourage innovative and attainable housing opportunities and options</p> <p>Community Action: 10.2.5: Create home and property improvement initiatives to assist residents with their upkeep, i.e., better turf establishment and maintenance on residential lots, removal of visible household clutter and inoperative vehicles</p> <p>Community Action: 10.2.6: Incentivize re-development by examining tax breaks, zoning changes, or expedited permitting processes to encourage developers to rehabilitate existing houses and build new housing where appropriate</p> <p>Community Action: 10.2.7: Incentivize infill development by utilizing vacant or underutilized land to create new housing options which can be particularly effective in existing neighborhoods</p> <p>Community Action: 10.2.8: Consider Accessory Dwelling Units (ADUs) by permitting the construction of smaller, independent housing units (like granny flats or garden apartments) on properties with existing homes to increase housing density and attainability</p>

GOAL	COMMUNITY ACTION
	<p><u>Community Action: 10.2.9:</u> Identify and initiate Kansas Department of Commerce programs that can assist with preservation and stabilization of existing neighborhoods</p> <p><u>Community Action: 10.2.10:</u> Develop a city program to encourage infill development on vacant residential lots</p> <p><u>Community Action: 10.2.11:</u> Develop a plan to attract high quality, new single-family, attached, and detached residential development</p> <p><u>Community Action: 10.2.12:</u> Continue the city's participation in county-wide planning efforts to establish a pilot housing advisory group</p> <p><u>Community Action: 10.2.13:</u> Support home repair and rehabilitation programs by assisting homeowners in maintaining and improving their properties, preventing them from falling into disrepair and becoming vacant or abandoned</p> <p><u>Community Action: 10.2.14:</u> Partner with Community Organizations by working with non-profit organizations and community groups to raise awareness about fair housing issues and advocate for policies that promote equal access to housing</p> <p><u>Community Action: 10.2.15:</u> Conduct Fair Housing Assessments by regularly evaluating housing practices to ensure compliance with federal fair housing laws and identify any areas where discrimination may occur</p> <p><u>Community Action: 10.2.16:</u> Provide Resources and Support by offering resources and assistance to residents who may be facing housing discrimination, such as legal aid or mediation services</p>
<p>GOAL 10.3: To Support the Development of Attainable Housing Options Throughout the Community, Including Mixed-income Developments and Inclusionary Zoning Policies</p>	<p><u>Community Action: 10.3.1:</u> Review and modify appropriate zoning ordinances for the density and location criteria for new multi-family and single-family residential uses within the community to account for the potential effect on land use compatibility, generation of traffic, noise levels, and aesthetics</p> <p><u>Community Action: 10.3.2:</u> Identify appropriate areas in the Future Land Use Map for consideration of future residential developments that can meet the diverse housing and social needs of the community</p> <p><u>Community Action: 10.3.3:</u> Collaborate with the Kansas Department of Commerce to identify applicable programs</p> <p><u>Community Action: 10.3.4:</u> Collaborate with Kansas Housing Resources Corporation to identify applicable programs</p> <p><u>Community Action 10.3.5:</u> Collaborate with other State and Federal Agencies to identify applicable programs</p> <p><u>Community Action: 10.3.6:</u> Continued participation with Montgomery County and the housing group to advance housing advocacy</p> <p><u>Community Action: 10.3.7:</u> Develop criteria to identify and designate priority areas</p> <p><u>Community Action: 10.3.8:</u> Identify and designate appropriate priority areas</p> <p><u>Community Action: 10.3.9:</u> Create a marketing program to promote the availability and incentives aligned with the development of priority areas</p>

GOAL	COMMUNITY ACTION
	<p><u>Community Action: 10.3.10:</u> Create a zoning overlay district to encourage development of priority areas to include reduction of potential development barriers such as minimum parking requirements.</p> <p><u>Community Action: 10.3.11:</u> Encourage and provide incentives for the construction of various housing types in appropriate locations, particularly apartments</p> <p><u>Community Action: 10.3.12:</u> Continue to utilize the enforcement of construction codes as a method of preserving and maintaining the safety and livability of the city's housing stock</p> <p><u>Community Action: 10.3.13:</u> Recognize that manufactured homes are a solution to the housing needs of many people but seek to locate them in mobile home parks or other appropriate locations, (city is creating a Manufactured Housing Zoning District)</p> <p><u>Community Action: 10.3.14:</u> Consider access management policies to reduce the number of entrances and exits on arterial</p>
<p>GOAL 10.4: To Develop and Promote a Variety of Transportation Options, Including Cycling and Walking, To Reduce Reliance on Private Vehicles and Encourage Exercise. Sustainable Transportation Reduces Traffic Congestion, Improves Air Quality, And Promotes Public Health</p>	<p><u>Community Action: 10.4.1:</u> Create a city-wide Pedestrian Walkability Plan to include an audit and map of existing conditions</p> <p><u>Community Action: 10.4.2:</u> Utilize the Pedestrian Walkability Plan to identify and pursue funding sources such as the Safe Routes to School Program</p> <p><u>Community Action: 10.4.3:</u> Identify volunteer groups such as schools or citizens-at-large to assist with the sidewalk audit</p> <p>To Coordinate Transportation System Improvements with Land Use Planning Through the Future Land Use Map (FLUM)</p> <p><u>Community Action: 10.4.4:</u> Ensure land uses that are depicted in the Land Use Map are aligned with the Capital Improvement Plan</p> <p><u>Community Action: 10.4.5:</u> Coordinate with neighboring communities and area transit providers to explore opportunities for enhanced connections and integrated services</p> <p><u>Community Action: 10.4.6:</u> Explore partnerships with local non-profit organizations or volunteer groups, to provide transportation assistance to those who need it most, i.e. seniors, people with disabilities, and low-income residents</p> <p><u>Community Action: 10.4.7:</u> Implement design principles for existing streets that prioritize pedestrian and bicycle safety, i.e. narrower streets to reduce vehicle speeds, wider sidewalks, bike lanes</p> <p><u>Community Action: 10.4.8:</u> Consider adopting policies that encourage development of a community sidewalk network that facilitates the connection of places where citizens live, work, and play</p> <p><u>Community Action 10.4.9:</u> Encourage walking and biking through awareness campaigns and incentives, partnering with schools or first responders to organize bike donations for youth.</p> <p><u>Community Action: 10.4.10:</u> Identify programs such as Safe Routes to School to expand sustainable transportation mode options</p> <p><u>Community Action: 10.4.11:</u> City staff to establish a relationship with appropriate KDOT representative (s) to develop a designation plan</p>

GOAL	COMMUNITY ACTION
<p>GOAL 10.5: To Invest in Public Transportation Infrastructure, Create Bike Lanes and Pedestrian-friendly Streets, and Other Sustainable Transportation Options</p>	<p><u>Community Action: 10.5.1:</u> Define what sustainable transportation is for Cherryvale</p> <p><u>Community Action: 10.5.2:</u> Invest in and maintain roads, bridges, sidewalks, and bike lanes considering traffic patterns (use), and existing, and or potential bottlenecks</p> <p><u>Community Action: 10.5.3:</u> Formalize a preventive maintenance program to quantify need and to align need with resources</p> <p><u>Community Action: 10.5.4:</u> Invest in infrastructure improvements such as well-maintained sidewalks, trails, and marked crosswalks</p> <p><u>Community Action: 10.5.5:</u> Incorporate features such as benches, landscaping, sidewalks, and public art into transportation assets</p> <p><u>Community Action: 10.5.6:</u> Implement traffic calming measures, i.e. speed limits, speed bumps, and enforcement in residential areas to improve safety and livability</p> <p><u>Community Action: 10.5.7:</u> Develop or continue to update existing long-term maintenance plans for roads, bridges, and other identified transportation assets</p> <p><u>Community Action: 10.5.8:</u> Prioritize investments in maintenance and preventative efforts</p> <p><u>Community Action: 10.5.9:</u> Develop a program or process to identify and document existing sidewalks that need to be reclaimed or uncovered</p> <p><u>Community Action: 10.5.10:</u> Develop a multi-faceted approach to safety that includes roadway maintenance, signage, and driver behavior</p> <p><u>Community Action: 10.5.11:</u> Build upon the 2015 KDOT Safe Routes to School Program as resources become available</p> <p><u>Community Action: 10.5.12:</u> Identify and evaluate unsafe intersections such as those with overgrown trees and vegetation or a history of excessive speed, for the safety of non-motorized users</p> <p><u>Community Action: 10.5.13:</u> Identify and evaluate sidewalks at all intersections for compliance with ADA requirements</p>

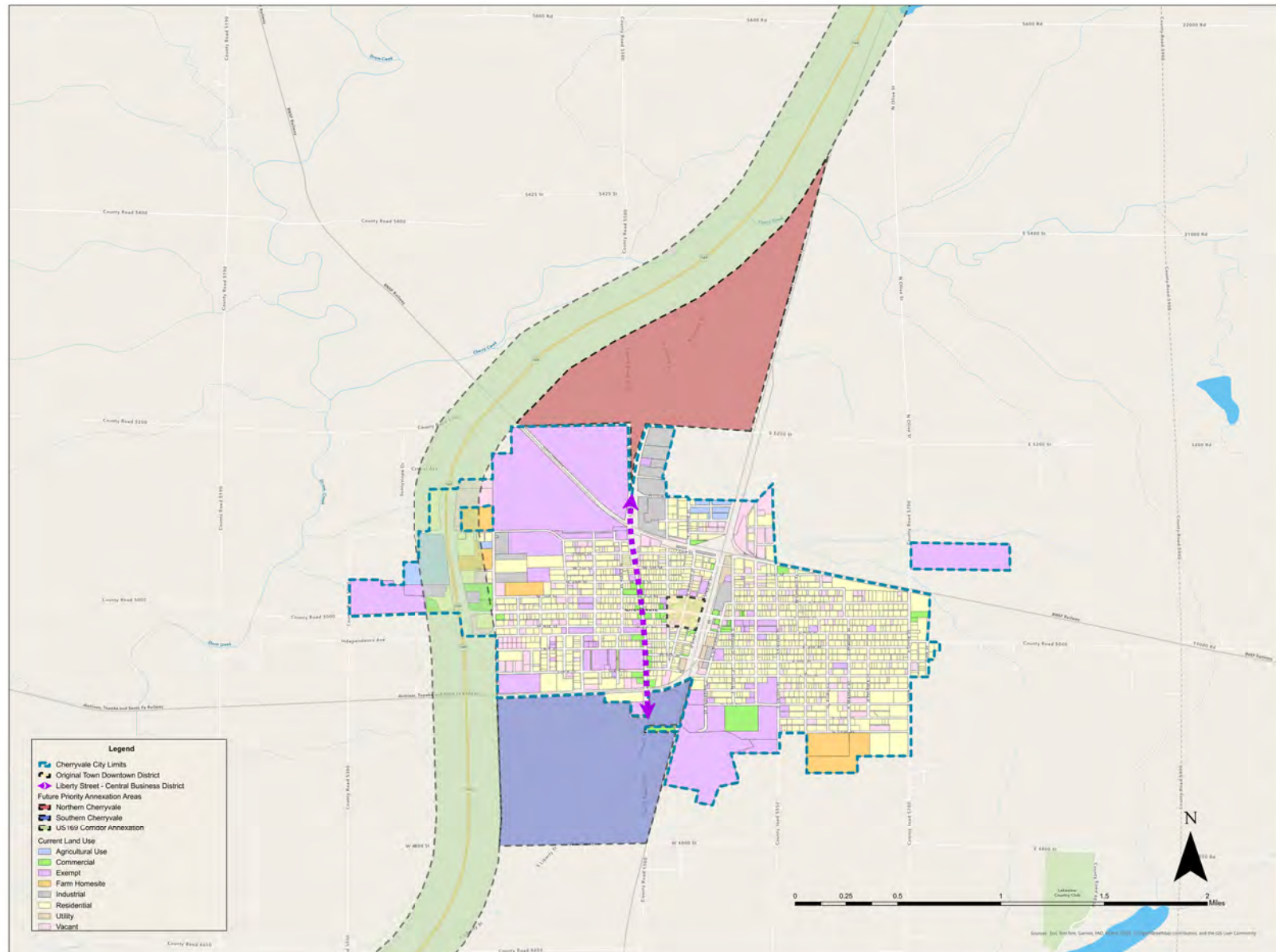
GOAL	COMMUNITY ACTION
<p>GOAL 10.6: To Support the Development of Commercial and Industrial Areas in Strategic Locations to Create Jobs and Promote Economic Growth. A Strong Local Economy Creates Jobs and Provides Opportunities for Residents</p>	<p><u>Community Action: 10.6.1:</u> Work with city staff and consultants to create an original town (downtown) area plan.</p> <p><u>Community Action: 10.6.2:</u> Collaborate with small businesses and community leaders to identify target areas for support and establish the Original Town District</p> <p><u>Community Action: 10.6.3:</u> Utilizing community input to develop a park master plan for Logan Park and Lake Tanko</p> <p><u>Community Action: 10.6.4:</u> Create marketing committee to develop plan to promote and capture economic activity associated with USACE Big Hill Lake</p> <p><u>Community Action: 10.6.5:</u> Develop a strategy and plan to identify, define, and designate Cherryvale’s original downtown district</p> <p><u>Community Action: 10.6.6:</u> Create a new Original Town (downtown) Zoning District to promulgate redevelopment</p> <p><u>Community Action: 10.6.7:</u> Explore various alternatives and programs for redevelopment of the identified “original downtown” district</p> <p><u>Community Action: 10.6.8:</u> Utilize city staff, Cherryvale Chamber leadership, Montgomery County Action Council members and state agencies to establish a Downtown “Original Team” to organize, develop, adopt and execute an area plan</p> <p><u>Community Action: 10.6.9:</u> Develop a strategy and plan to identify, define, and designate the Highway 169 Corridor to facilitate commercial and industrial development</p> <p><u>Community Action: 10.6.10:</u> Create and adopt a new Highway 169 Zoning District</p> <p><u>Community Action: 10.6.11:</u> Establish a partnership with KDOT in anticipation of needed transportation improvements to the newly created Highway 169 Corridor</p> <p><u>Community Action: 10.6.12:</u> Identify redevelopment partners to explore site development options at the old Zinc Plant</p>



GOAL	COMMUNITY ACTION
<p>GOAL 10.7: To Encourage Businesses That Align with Community Needs and Goals, Such as Small Businesses, Local Farms, and Community-based Organizations</p>	<p><u>Community Action: 10.7.1:</u> Implement policies that promote diversification, encourage investment, and support existing businesses</p> <p><u>Community Action: 10.7.2:</u> Reduce reliance on a single industry by attracting new industries, supporting remote work, and developing local tourism</p> <p><u>Community Action: 10.7.3:</u> Identify and support emerging industries, attract new businesses from diverse sectors, and foster entrepreneurship</p> <p><u>Community Action: 10.7.4:</u> Invest in research and development by supporting college and community college-industry partnerships and creating an environment that fosters creativity and experimentation</p> <p><u>Community Action: 10.7.5:</u> Offer incentives for business development by streamlining permitting processes, reducing fees, and providing access to resources and support services</p> <p><u>Community Action: 10.7.6:</u> Coordinate with the Kansas Department of Commerce Resources</p> <p><u>Community Action: 10.7.7:</u> Interact with Pittsburg State University Small Business Development Center</p> <p><u>Community Action: 10.7.8:</u> Interact with the Independence Community College Fab Lab IIC with business and industry partners</p> <p><u>Community Action: 10.7.9:</u> Interact with the Montgomery County Action Council (MCAC)</p> <p><u>Community Action: 10.7.10:</u> Interact with the U.S. Small Business Administration (SBA) and the Kansas Small Business Development Center (SBDC) to determine if their programs benefit the city</p> <p><u>Community Action: 10.7.11:</u> Determine if the Kansas Department of Commerce Resources information and the Montgomery County Action Council have available resources</p> <p><u>Community Action: 10.7.12:</u> Invest in education and training programs, support apprenticeships, and partner with educational institutions to address workforce gaps</p> <p><u>Community Action: 10.7.13:</u> Establish a workforce development program by partnering with Pittsburg State University, Independence Community College and local businesses to identify relevant gaps in the workforce skill sets needed by local employers</p> <p><u>Community Action: 10.7.14:</u> Create a Quality-of-Life Task Force charged with assisting city staff and leadership with prioritizing goals for implementation of all quality-of-life goals referenced in the Comprehensive Plan</p> <p><u>Community Action: 10.7.15:</u> Continuously evaluate relationships with the existing business community to strengthen them</p> <p><u>Community Action: 10.7.16:</u> Promote local agricultural products and develop farm-to-table initiatives to support local businesses and reduce food miles</p>

GOAL	COMMUNITY ACTION
<p>GOAL 10.8: To Identify Targeted Growth Areas Directing Development</p> <p>Toward Existing Activity Centers, Corridors, Or Identified Growth Areas to Optimize Infrastructure Use and Create Activity Hubs</p>	<p>Community Action: 10.8.1: Establish the “Original Town” Zoning District by defining and adopting appropriate language. Determine if it is a standalone or overlay district</p> <p>Community Action: 10.8.2: Identify and depict the “Original Town” redevelopment area on the future land use map</p> <p>Community Action: 10.8.3: Establish the US 169 Highway Zoning District by defining and adopting appropriate language. Determine if it is a standalone or overlay district</p> <p>Community Action: 10.8.4: Identify and depict acceptable area(s) for these land uses on the future land use map</p>
<p>GOAL 10.9: To Develop Community Identity and Character by Emphasizing the Creation of Attractive Neighborhoods Containing Diverse and Attainable Housing, Enhanced Public Spaces, And an Improved Transportation System</p>	<p>Community Action: 10.9.1: Perform audit of the City’s communication, marketing materials, and website</p> <p>Community Action: 10.9.2: Update and Expand Cherryvale branding standards on official city communication documents</p> <p>Community Action: 10.9.3: Evaluate city logo</p> <p>Community Action: 10.9.4: Evaluate existing community gateways for landscaping, signage, and overall curb appeal</p> <p>Community Action: 10.9.5: Compare existing conditions with desired conditions</p> <p>Community Action: 10.9.6: Establish and install preferred landscape and signage package</p> <p>Community Action: 10.9.7: Form a community heritage committee</p> <p>Community Action: 10.9.8: Identify and engage with local history groups</p> <p>Community Action: 10.9.9: Identify historic sites or buildings for preservation/recognition</p> <p>Community Action: 10.9.10: Provide or assist with economic incentives for preservation or restoration of historically significant buildings</p> <p>Community Action: 10.9.11: Itemize, organize and evaluate current efforts, organize and promote cultural events that promote the community’s history</p> <p>Community Action: 10.9.12: Evaluate, organize, and coordinate the promotion of cultural events, festivals and other assets across social media platforms, and appropriate city and county websites</p> <p>Community Action: 10.9.13: Create a new, or improve an existing central gathering space for year-round, multi-seasonal events</p> <p>Community Action: 10.9.14: Work to establish a new, or identify an existing signature event in Cherryvale to promote tourism and increase the quality of life for residents</p>

GOAL	COMMUNITY ACTION
<p>GOAL 10.10: To Utilize Zoning Regulations and a Future Land Use Map to Depict Areas Identified for Enhancement and Protection</p>	<p>Community Action: 10.10.1: Identify and depict significant historical areas, cultural amenities, and residential neighborhoods of the future land use map</p> <p>Community Action: 10.10.2: Organize residential neighborhoods into defined geographic areas to facilitate creation of neighborhood associations to build support</p>



FUTURE LAND USE MAP 6

The City of Cherryvale, Kansas Comprehensive Plan



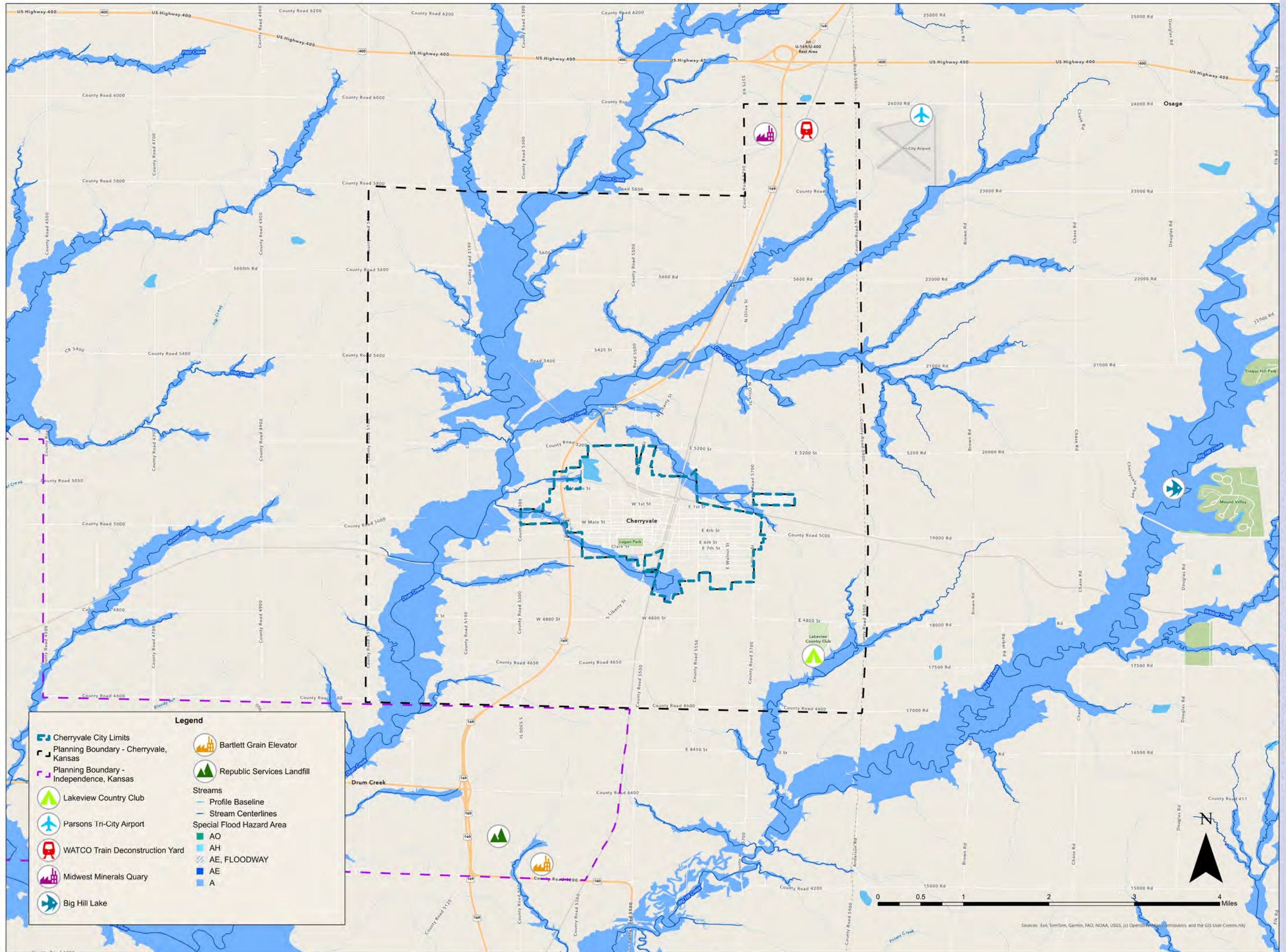
Table 10.7
Cherryvale Comprehensive Plan 2026

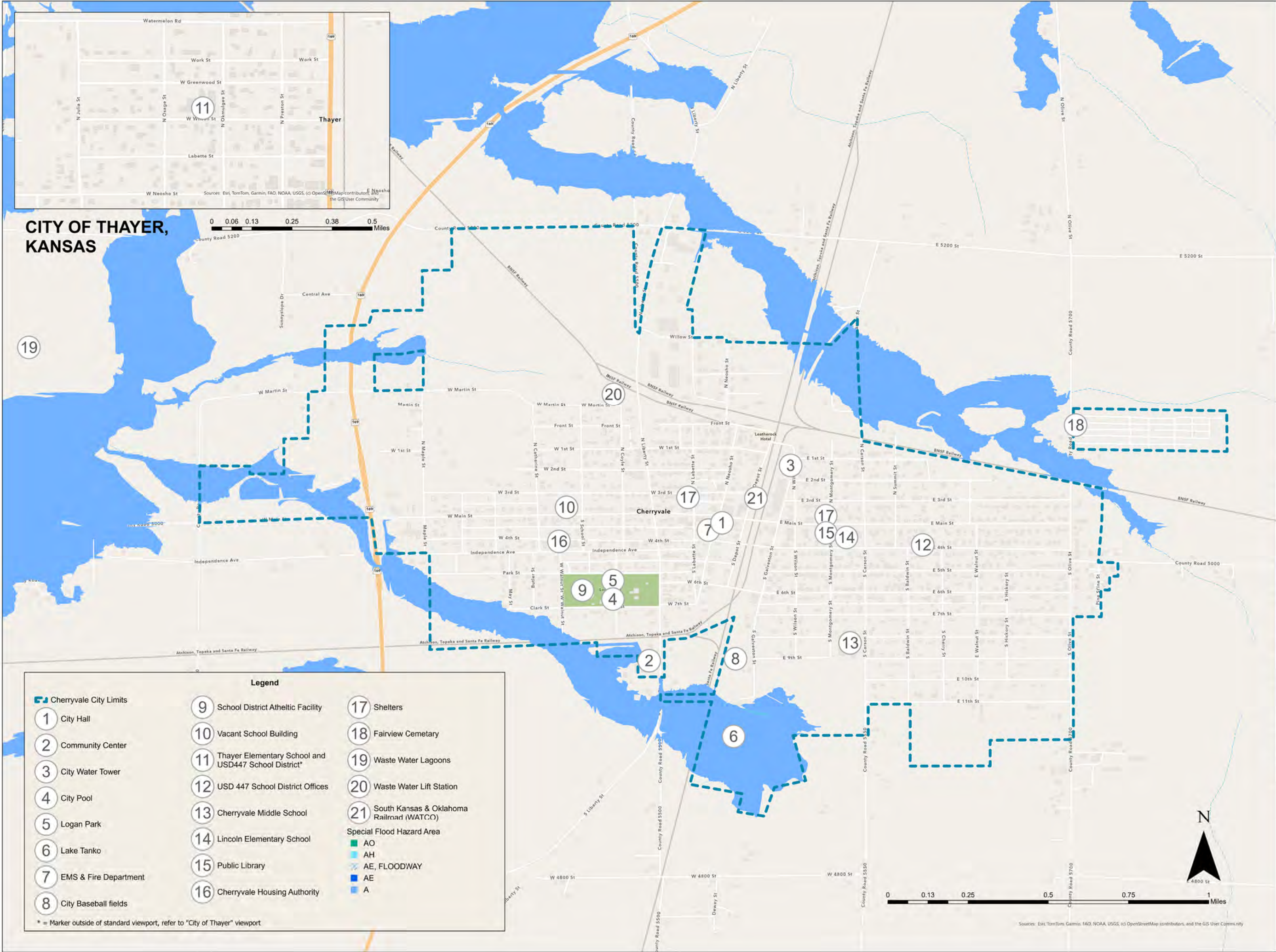


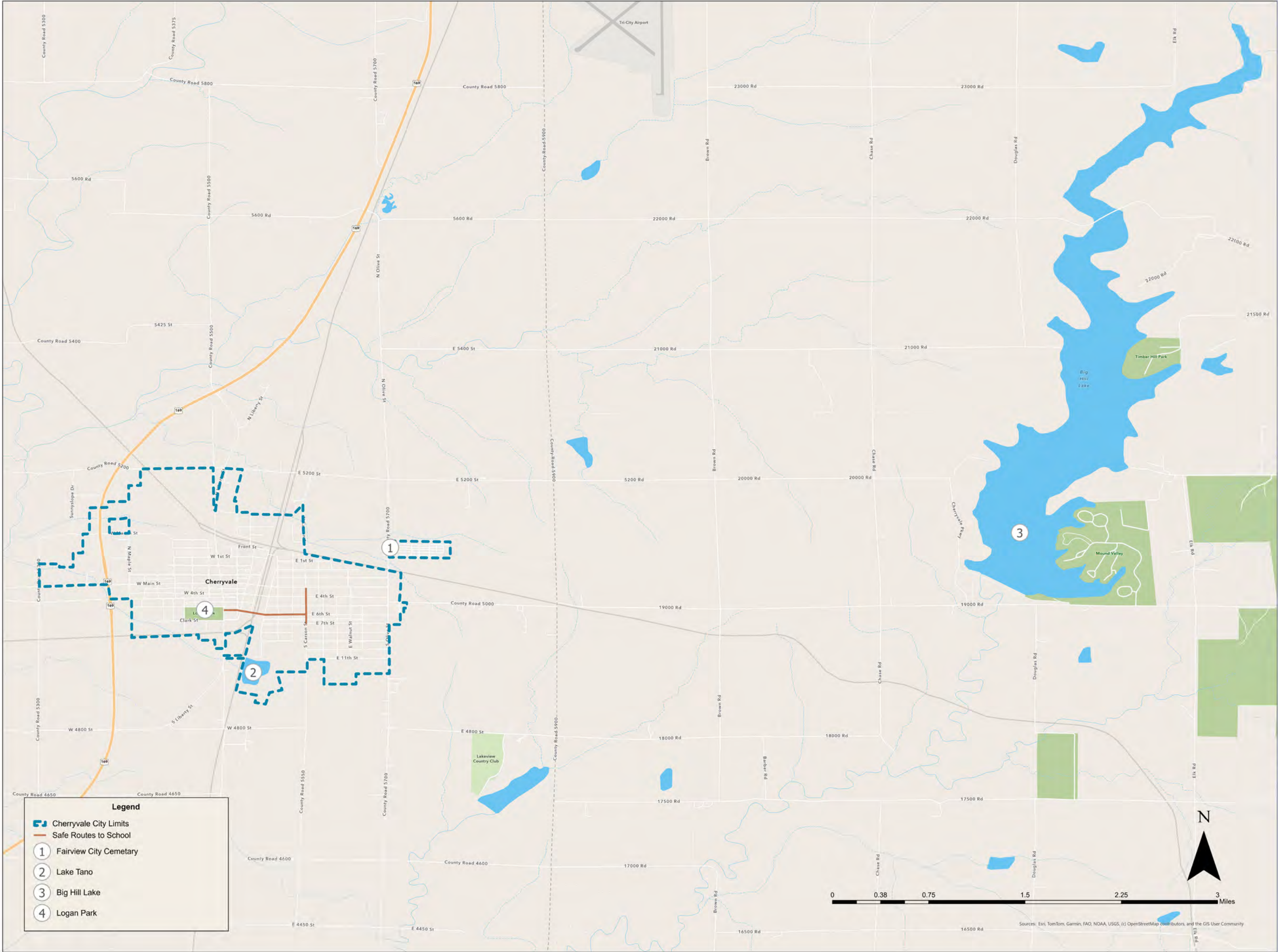
APPENDICES



The City of Cherryvale, Kansas Comprehensive Plan

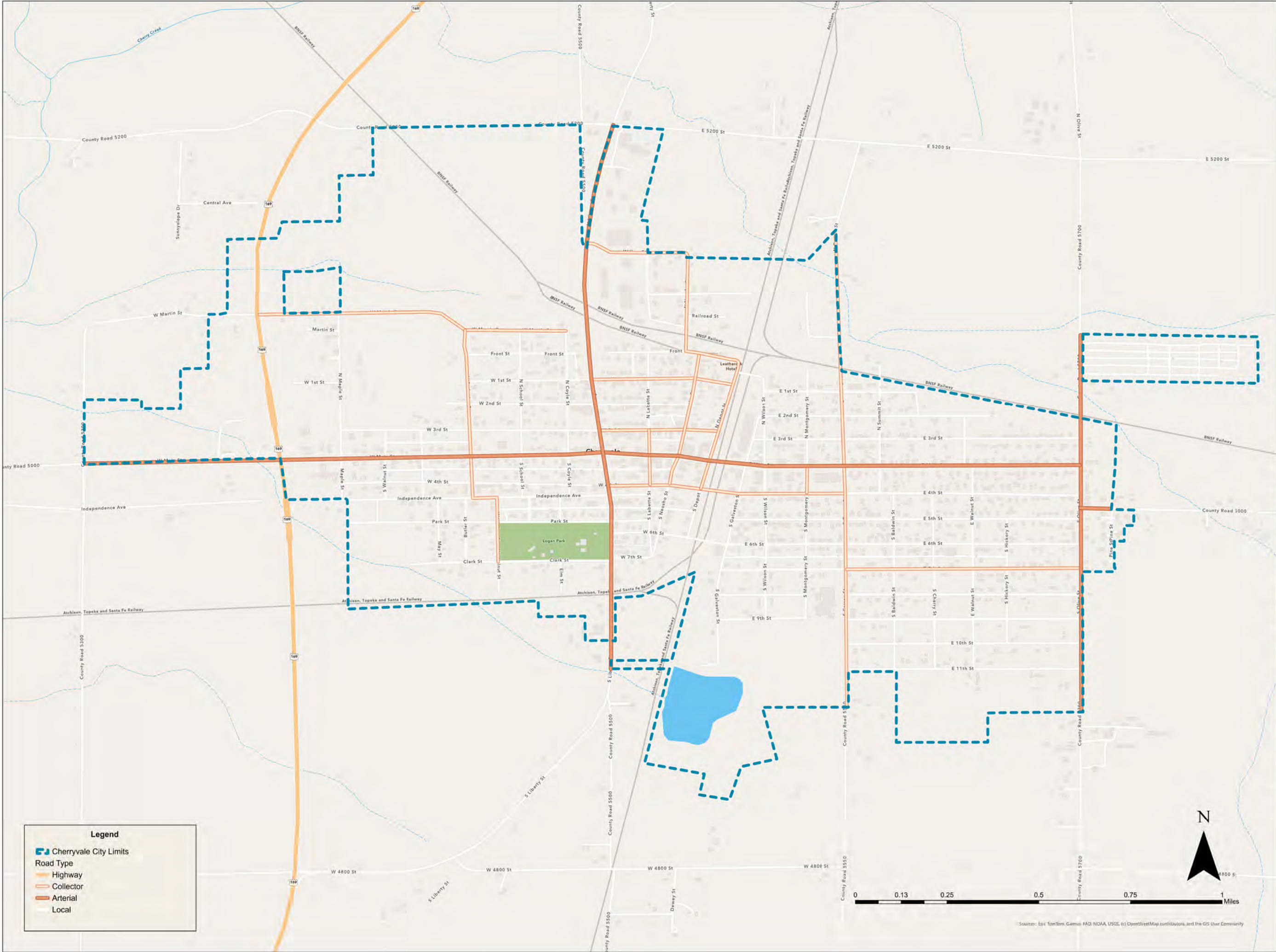






The City of Cherryvale, Kansas Comprehensive Plan



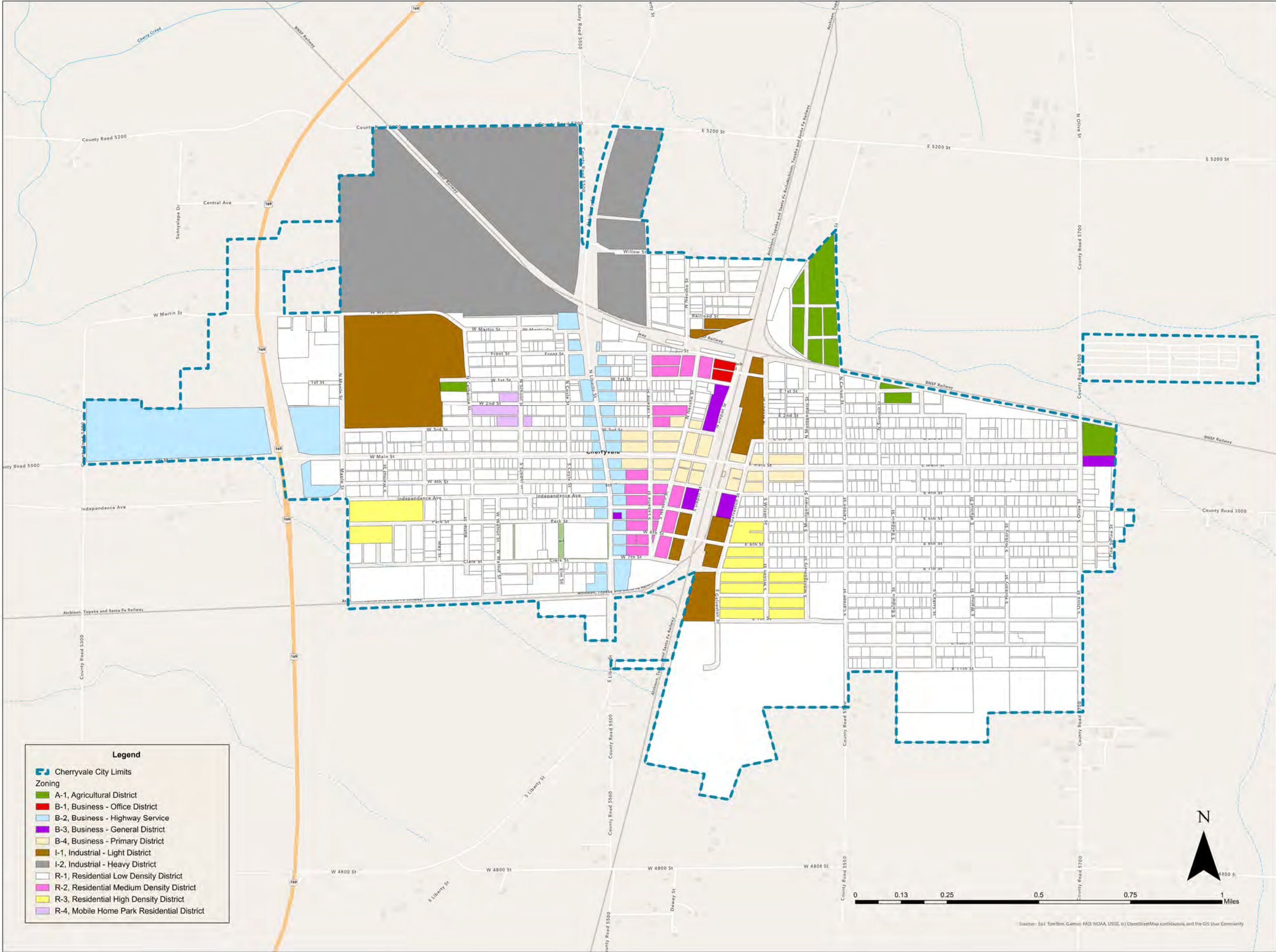


STREET CLASSIFICATION MAP 4



The City of Cherryvale, Kansas Comprehensive Plan



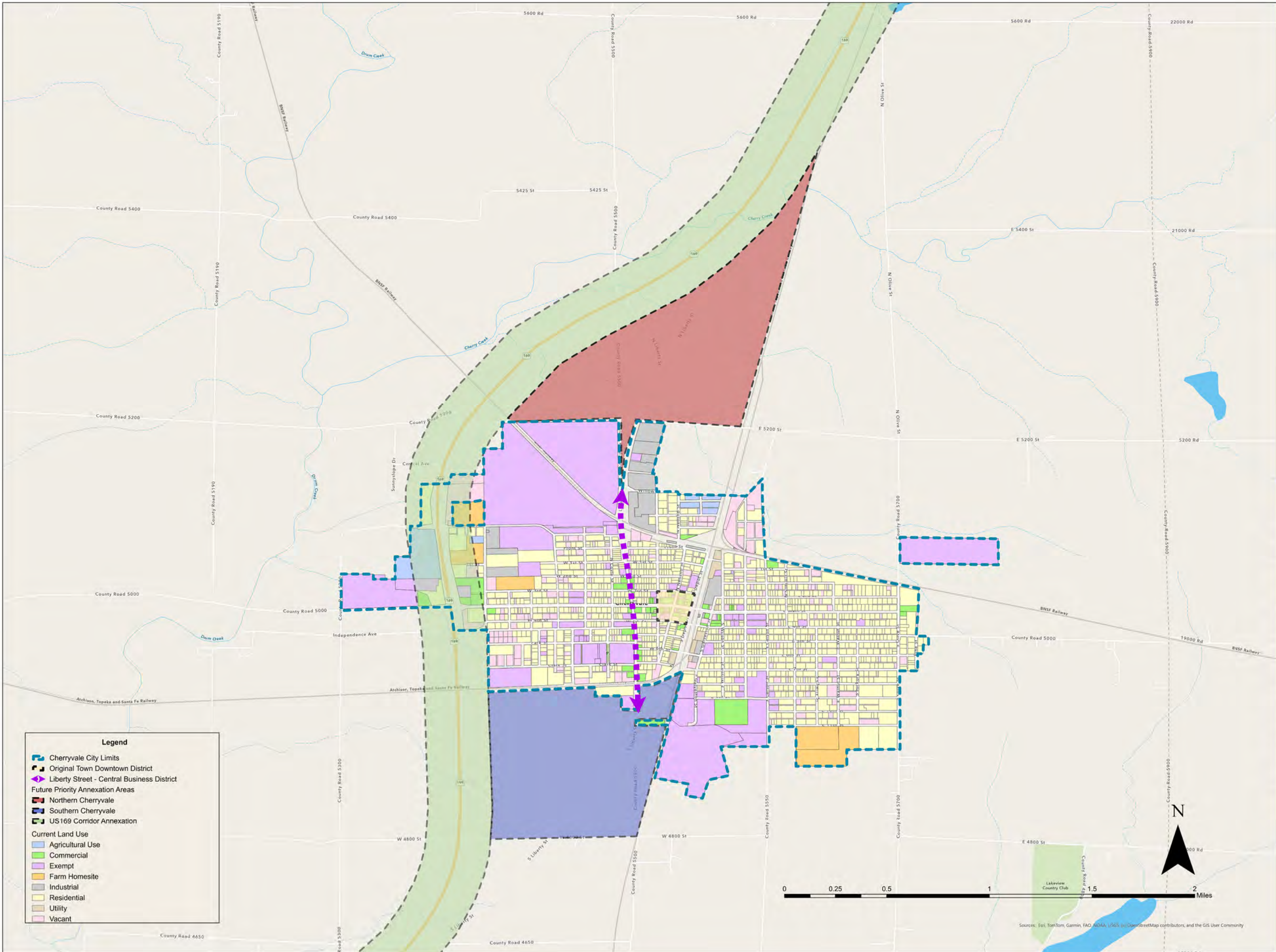


CURRENT ZONING MAP 5



The City of Cherryvale, Kansas Comprehensive Plan



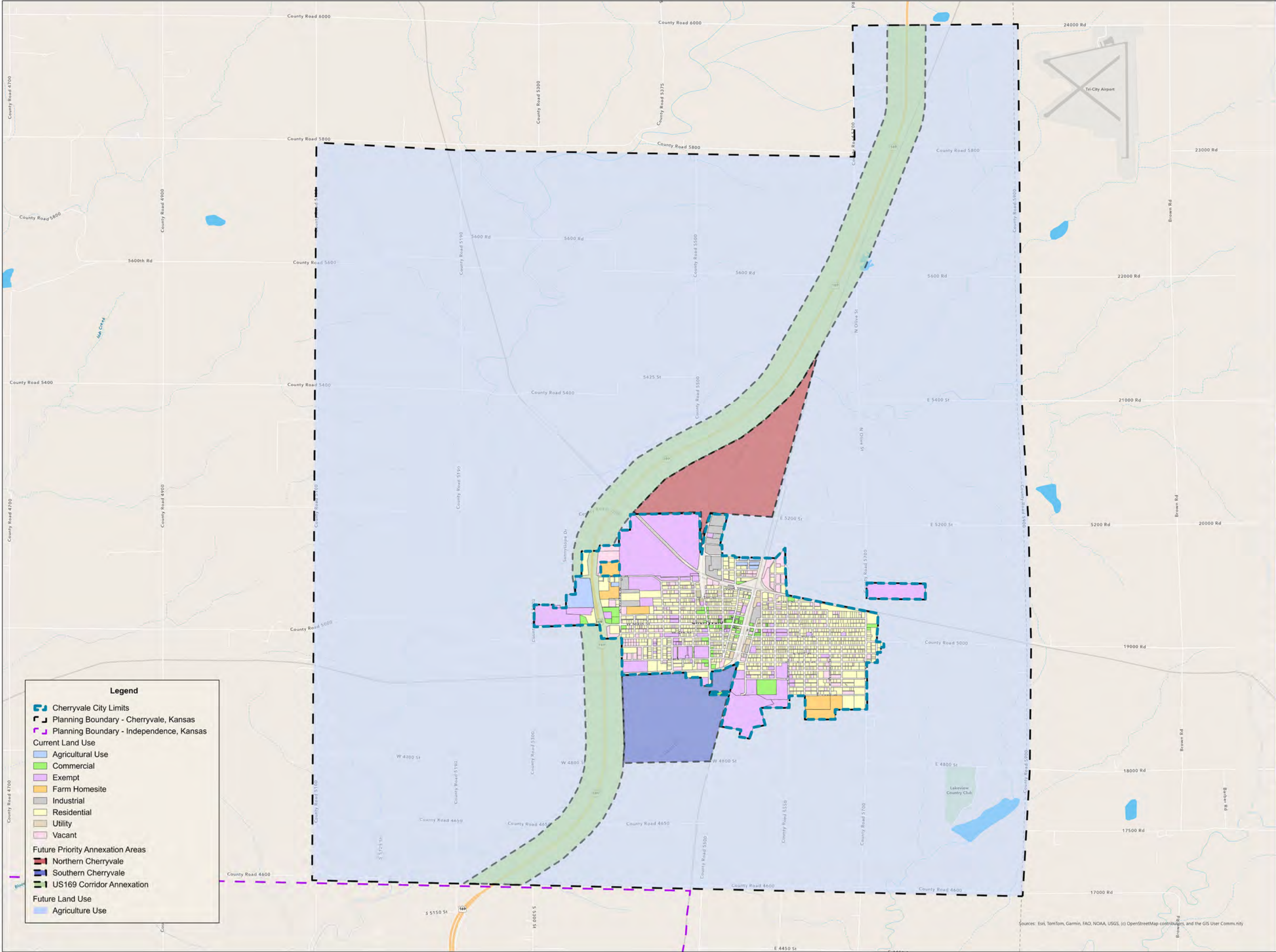


FUTURE LAND USE MAP 6



The City of Cherryvale, Kansas Comprehensive Plan





REGIONAL FUTURE LAND USE MAP 7



The City of Cherryvale, Kansas
Comprehensive Plan



Legend

Cherryvale City Limits

Current Land Use

Agricultural Use

Commercial

Exempt

Farm Homestead

Industrial

Residential

Utility

Vacant



The City of Cherryvale, Kansas

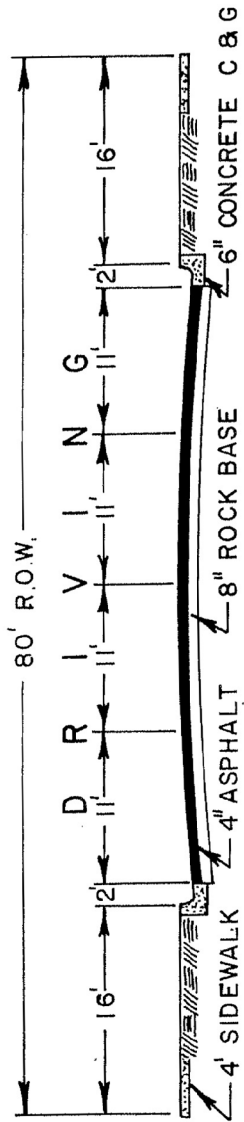
Comprehensive Plan



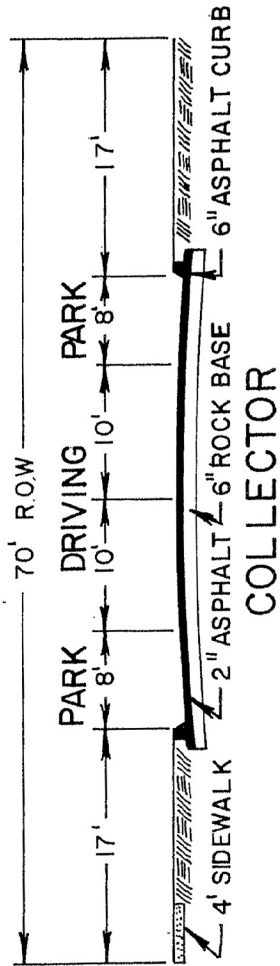
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

FIGURE 10

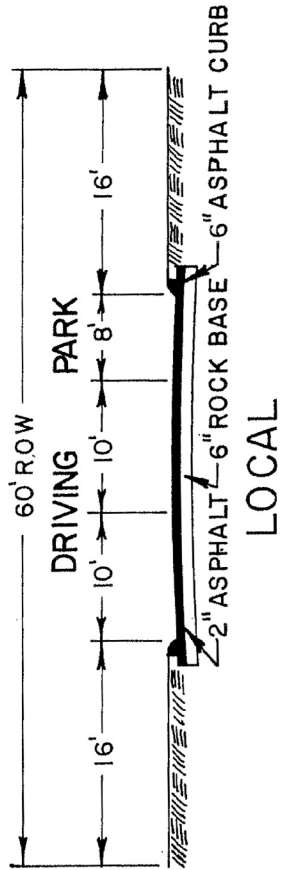
TYPICAL STREET SECTIONS



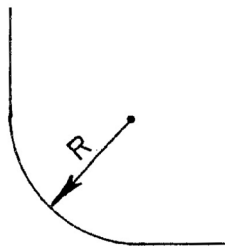
ARTERIAL



COLLECTOR



LOCAL

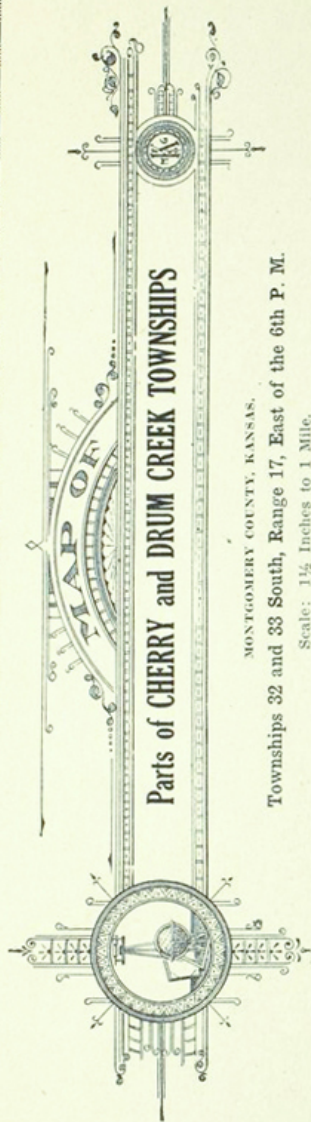


THOROUGHFARES: R=40'

COLLECTORS: R=25'

LOCAL: R=15'

CURB RADII



MONTGOMERY COUNTY, KANSAS.

Townships 32 and 33 South, Range 17, East of the 6th P. M.

Scale: 1 1/2 Inches to 1 Mile.

Rural Routes Shown thus: ————
 Churches Shown thus: ————
 Schools Shown thus: ————
 Cemeteries Shown thus: ————

List of Small Property Owners in
 These Townships Shown on Map by
 Numbers.

No.	Name	Range 17 E.	Acres.	Sec.
1.	Isaac Blanchett	17	25	4
2.	E. E. Stone	17	25	4
3.	J. E. Kring	17	25	4
4.	R. N. Miller	17	25	4
5.	R. N. Miller	17	25	4
6.	J. P. Chap	17	25	4
7.	J. P. Chap	17	25	4
8.	J. P. Chap	17	25	4
9.	J. P. Chap	17	25	4
10.	J. P. Chap	17	25	4
11.	J. P. Chap	17	25	4
12.	J. P. Chap	17	25	4
13.	J. P. Chap	17	25	4
14.	J. P. Chap	17	25	4
15.	J. P. Chap	17	25	4
16.	J. P. Chap	17	25	4
17.	J. P. Chap	17	25	4
18.	J. P. Chap	17	25	4
19.	J. P. Chap	17	25	4
20.	J. P. Chap	17	25	4
21.	J. P. Chap	17	25	4
22.	J. P. Chap	17	25	4
23.	J. P. Chap	17	25	4
24.	J. P. Chap	17	25	4
25.	J. P. Chap	17	25	4
26.	J. P. Chap	17	25	4
27.	J. P. Chap	17	25	4
28.	J. P. Chap	17	25	4
29.	J. P. Chap	17	25	4
30.	J. P. Chap	17	25	4
31.	J. P. Chap	17	25	4
32.	J. P. Chap	17	25	4
33.	J. P. Chap	17	25	4
34.	J. P. Chap	17	25	4
35.	J. P. Chap	17	25	4
36.	J. P. Chap	17	25	4
37.	J. P. Chap	17	25	4
38.	J. P. Chap	17	25	4
39.	J. P. Chap	17	25	4
40.	J. P. Chap	17	25	4
41.	J. P. Chap	17	25	4
42.	J. P. Chap	17	25	4
43.	J. P. Chap	17	25	4
44.	J. P. Chap	17	25	4
45.	J. P. Chap	17	25	4
46.	J. P. Chap	17	25	4
47.	J. P. Chap	17	25	4
48.	J. P. Chap	17	25	4
49.	J. P. Chap	17	25	4
50.	J. P. Chap	17	25	4
51.	J. P. Chap	17	25	4
52.	J. P. Chap	17	25	4
53.	J. P. Chap	17	25	4
54.	J. P. Chap	17	25	4
55.	J. P. Chap	17	25	4
56.	J. P. Chap	17	25	4
57.	J. P. Chap	17	25	4
58.	J. P. Chap	17	25	4
59.	J. P. Chap	17	25	4
60.	J. P. Chap	17	25	4
61.	J. P. Chap	17	25	4
62.	J. P. Chap	17	25	4
63.	J. P. Chap	17	25	4
64.	J. P. Chap	17	25	4
65.	J. P. Chap	17	25	4
66.	J. P. Chap	17	25	4
67.	J. P. Chap	17	25	4
68.	J. P. Chap	17	25	4
69.	J. P. Chap	17	25	4
70.	J. P. Chap	17	25	4
71.	J. P. Chap	17	25	4
72.	J. P. Chap	17	25	4
73.	J. P. Chap	17	25	4
74.	J. P. Chap	17	25	4
75.	J. P. Chap	17	25	4
76.	J. P. Chap	17	25	4
77.	J. P. Chap	17	25	4
78.	J. P. Chap	17	25	4
79.	J. P. Chap	17	25	4
80.	J. P. Chap	17	25	4
81.	J. P. Chap	17	25	4
82.	J. P. Chap	17	25	4
83.	J. P. Chap	17	25	4
84.	J. P. Chap	17	25	4
85.	J. P. Chap	17	25	4
86.	J. P. Chap	17	25	4
87.	J. P. Chap	17	25	4
88.	J. P. Chap	17	25	4
89.	J. P. Chap	17	25	4
90.	J. P. Chap	17	25	4
91.	J. P. Chap	17	25	4
92.	J. P. Chap	17	25	4
93.	J. P. Chap	17	25	4
94.	J. P. Chap	17	25	4
95.	J. P. Chap	17	25	4
96.	J. P. Chap	17	25	4
97.	J. P. Chap	17	25	4
98.	J. P. Chap	17	25	4
99.	J. P. Chap	17	25	4
100.	J. P. Chap	17	25	4

No.	Name	Range 17 E.	Acres.	Sec.
1.	Daniel Misher	17	411	1
2.	Cherryvale Brick Co.	17	15	1
3.	E. F. Casbeer	17	150	1
4.	E. F. Casbeer	17	150	1
5.	H. M. Casbeer	17	150	1
6.	H. M. Casbeer	17	150	1
7.	H. M. Casbeer	17	150	1
8.	H. M. Casbeer	17	150	1
9.	H. M. Casbeer	17	150	1
10.	H. M. Casbeer	17	150	1
11.	H. M. Casbeer	17	150	1
12.	H. M. Casbeer	17	150	1
13.	H. M. Casbeer	17	150	1
14.	H. M. Casbeer	17	150	1
15.	H. M. Casbeer	17	150	1
16.	H. M. Casbeer	17	150	1
17.	H. M. Casbeer	17	150	1
18.	H. M. Casbeer	17	150	1
19.	H. M. Casbeer	17	150	1
20.	H. M. Casbeer	17	150	1
21.	H. M. Casbeer	17	150	1
22.	H. M. Casbeer	17	150	1
23.	H. M. Casbeer	17	150	1
24.	H. M. Casbeer	17	150	1
25.	H. M. Casbeer	17	150	1
26.	H. M. Casbeer	17	150	1
27.	H. M. Casbeer	17	150	1
28.	H. M. Casbeer	17	150	1
29.	H. M. Casbeer	17	150	1
30.	H. M. Casbeer	17	150	1
31.	H. M. Casbeer	17	150	1
32.	H. M. Casbeer	17	150	1
33.	H. M. Casbeer	17	150	1
34.	H. M. Casbeer	17	150	1
35.	H. M. Casbeer	17	150	1
36.	H. M. Casbeer	17	150	1
37.	H. M. Casbeer	17	150	1
38.	H. M. Casbeer	17	150	1
39.	H. M. Casbeer	17	150	1
40.	H. M. Casbeer	17	150	1
41.	H. M. Casbeer	17	150	1
42.	H. M. Casbeer	17	150	1
43.	H. M. Casbeer	17	150	1
44.	H. M. Casbeer	17	150	1
45.	H. M. Casbeer	17	150	1
46.	H. M. Casbeer	17	150	1
47.	H. M. Casbeer	17	150	1
48.	H. M. Casbeer	17	150	1
49.	H. M. Casbeer	17	150	1
50.	H. M. Casbeer	17	150	1
51.	H. M. Casbeer	17	150	1
52.	H. M. Casbeer	17	150	1
53.	H. M. Casbeer	17	150	1
54.	H. M. Casbeer	17	150	1
55.	H. M. Casbeer	17	150	1
56.	H. M. Casbeer	17	150	1
57.	H. M. Casbeer	17	150	1
58.	H. M. Casbeer	17	150	1
59.	H. M. Casbeer	17	150	1
60.	H. M. Casbeer	17	150	1
61.	H. M. Casbeer	17	150	1
62.	H. M. Casbeer	17	150	1
63.	H. M. Casbeer	17	150	1
64.	H. M. Casbeer	17	150	1
65.	H. M. Casbeer	17	150	1
66.	H. M. Casbeer	17	150	1
67.	H. M. Casbeer	17	150	1
68.	H. M. Casbeer	17	150	1
69.	H. M. Casbeer	17	150	1
70.	H. M. Casbeer	17	150	1
71.	H. M. Casbeer	17	150	1
72.	H. M. Casbeer	17	150	1
73.	H. M. Casbeer	17	150	1
74.	H. M. Casbeer	17	150	1
75.	H. M. Casbeer	17	150	1
76.	H. M. Casbeer	17	150	1
77.	H. M. Casbeer	17	150	1
78.	H. M. Casbeer	17	150	1
79.	H. M. Casbeer	17	150	1
80.	H. M. Casbeer	17	150	1
81.	H. M. Casbeer	17	150	1
82.	H. M. Casbeer	17	150	1
83.	H. M. Casbeer	17	150	1
84.	H. M. Casbeer	17	150	1
85.	H. M. Casbeer	17	150	1
86.	H. M. Casbeer	17	150	1
87.	H. M. Casbeer	17	150	1
88.	H. M. Casbeer	17	150	1
89.	H. M. Casbeer	17	150	1
90.	H. M. Casbeer	17	150	1
91.	H. M. Casbeer	17	150	1
92.	H. M. Casbeer	17	150	1
93.	H. M. Casbeer	17	150	1
94.	H. M. Casbeer	17	150	1
95.	H. M. Casbeer	17	150	1
96.	H. M. Casbeer	17	150	1
97.	H. M. Casbeer	17	150	1
98.	H. M. Casbeer	17	150	1
99.	H. M. Casbeer	17	150	1
100.	H. M. Casbeer	17	150	1

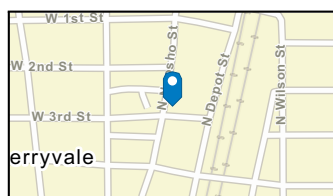
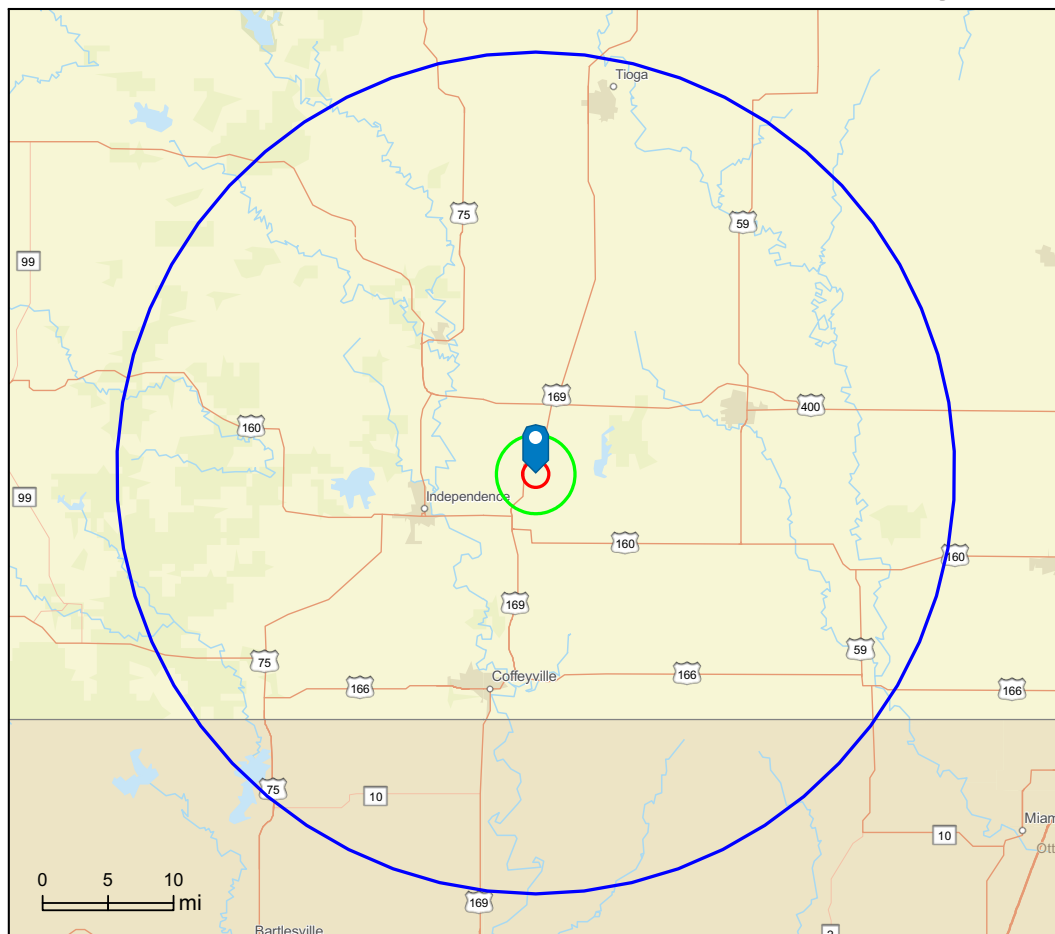
Twp. 32 S., Range 17 E.

1. C. M. Lincoln

Site Map

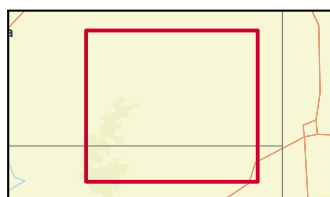
205 N Neosho St, Cherryvale, KS, 67335, USA
Ring: 1 mile radius

Latitude: 37.2701
Longitude: -95.5524



LEGEND

- 1 mile
- 3 miles
- 32 miles



February 19, 2025

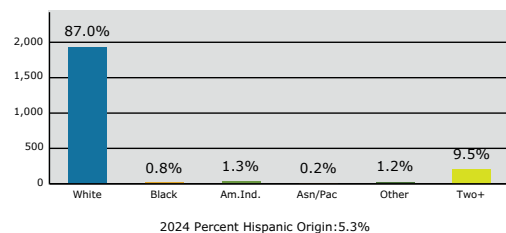


Graphic Profile

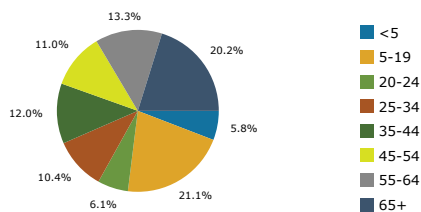
205 N Neosho St, Cherryvale, KS, 67335, USA
Ring: 1 mile radius

Latitude: 37.2701
Longitude: -95.5524

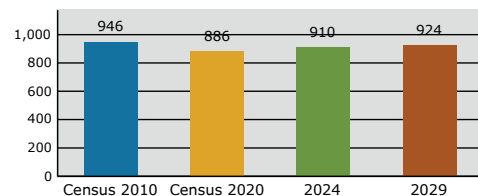
2024 Population by Race



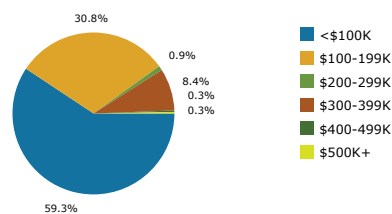
2024 Population by Age



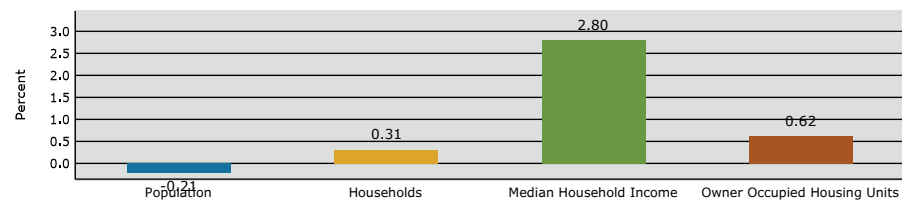
Households



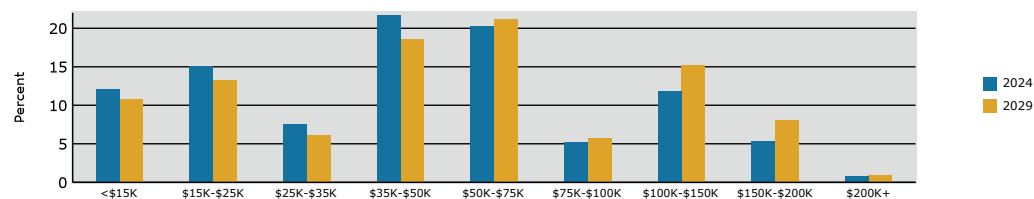
2024 Home Value



2024-2029 Annual Growth Rate



Household Income



Source: Esri forecasts for 2024 and 2029. U.S. Census Bureau 2010 decennial Census data converted by Esri into 2020 geography.

February 19, 2025

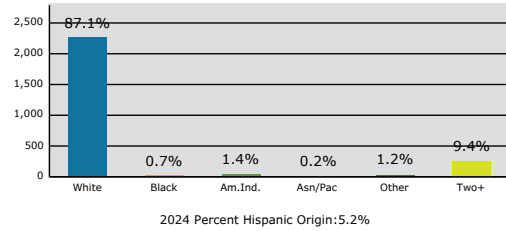


Graphic Profile

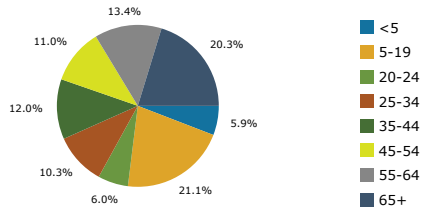
205 N Neosho St, Cherryvale, KS, 67335, USA
Ring: 3 mile radius

Latitude: 37.2701
Longitude: -95.5524

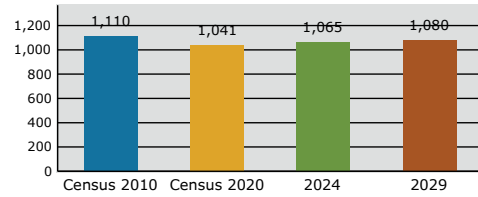
2024 Population by Race



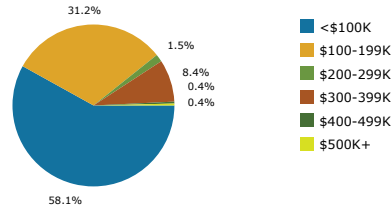
2024 Population by Age



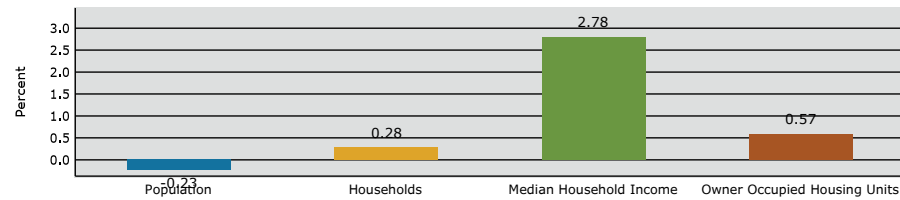
Households



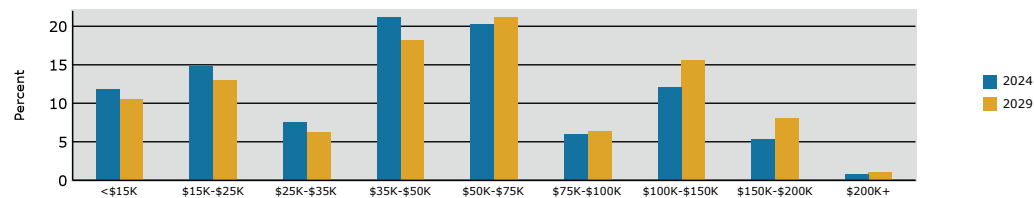
2024 Home Value



2024-2029 Annual Growth Rate



Household Income



Source: Esri forecasts for 2024 and 2029. U.S. Census Bureau 2010 decennial Census data converted by Esri into 2020 geography.

February 19, 2025

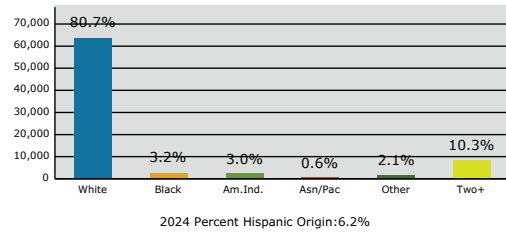


Graphic Profile

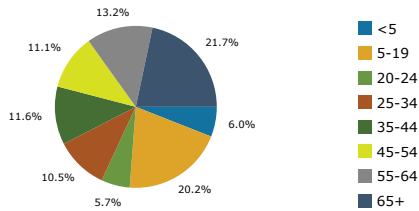
205 N Neosho St, Cherryvale, KS, 67335, USA
Ring: 32 mile radius

Latitude: 37.2701
Longitude: -95.5524

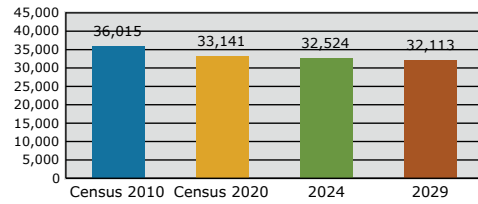
2024 Population by Race



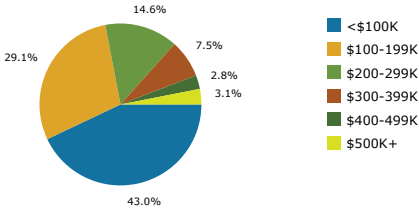
2024 Population by Age



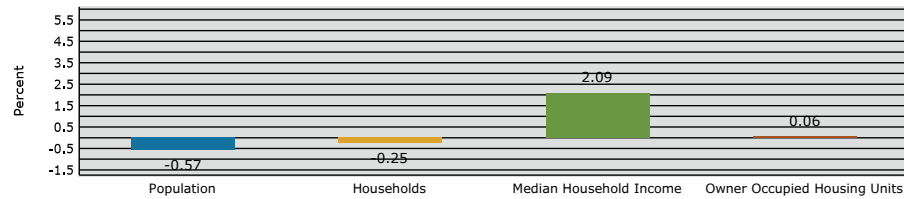
Households



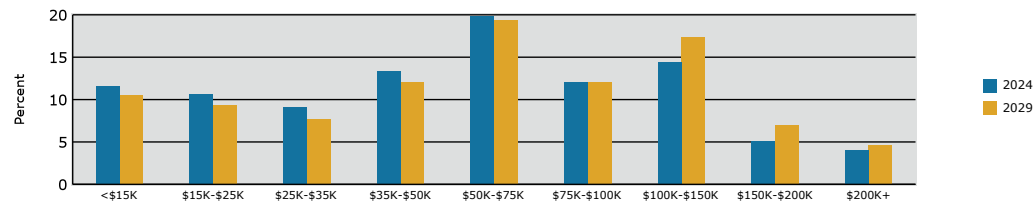
2024 Home Value



2024-2029 Annual Growth Rate



Household Income



Source: Esri forecasts for 2024 and 2029. U.S. Census Bureau 2010 decennial Census data converted by Esri into 2020 geography.

February 19, 2025



EMERGENCY OPERATIONS PLAN SUMMARY

The document is the Emergency Operations Plan for the City of Cherryvale, outlining procedures and organizational structures for managing various emergencies and disasters.

EMERGENCY OPERATIONS PLAN OVERVIEW

The City of Cherryvale's Emergency Operations Plan (EOP) serves as a comprehensive guide for managing emergencies and disasters, ensuring effective coordination among municipal agencies. It aligns with the National Incident Management System (NIMS) to enhance preparedness, response, and recovery efforts.

IDENTIFIED HAZARDS AND RISKS

The City of Cherryvale faces various natural and manmade hazards that threaten public safety and property.

- Potential hazards include tornadoes, snow and ice storms, flooding, chemical releases, explosions, fires, and terrorism.
- Other risks involve hostage situations, bomb threats, civil disturbances, plane crashes, and mass casualty incidents.

ASSUMPTIONS FOR EMERGENCY MANAGEMENT

The plan operates under several key assumptions regarding disaster response and resource management.

- Local government officials will recognize their responsibilities and act promptly during emergencies.
- The city can call on mutual aid agencies for additional support when local resources are exhausted.

INCIDENT COMMAND SYSTEM (ICS) STRUCTURE

The Incident Command System (ICS) is essential for coordinating resources and managing incidents effectively.

- ICS includes five major functional areas: Command, Operations, Planning, Logistics, and Finance/Administration.
- The Incident Commander (IC) oversees the entire operation, ensuring safety and resource allocation.

ROLES AND RESPONSIBILITIES OF KEY PERSONNEL

Specific roles within the ICS are crucial for effective incident management and communication.

- The Incident Commander manages overall incident operations and coordinates with outside agencies.
- The Public Information Officer (PIO) communicates with the media and public, ensuring accurate information dissemination.
- The Safety Officer (SO) monitors safety conditions and has the authority to halt unsafe operations.

OPERATIONS SECTION MANAGEMENT

The Operations Section is responsible for tactical operations at the incident site to mitigate hazards and restore normalcy.

- It includes various branches such as Fire, Medical, Public Works, and Law Enforcement.
- The Operations Section Chief directs the preparation of operational plans and resource requests.

PLANNING SECTION FUNCTIONS AND RESPONSIBILITIES

The Planning Section collects and analyzes information to support incident management and resource allocation.

- It prepares the Incident Action Plan (IAP) and ensures effective communication of the plan to all personnel.
- The Planning Section Chief oversees the planning process and coordinates with other sections for resource management.

DOCUMENTATION AND DEMOBILIZATION PROCEDURES

Proper documentation and demobilization are critical for effective incident management and resource tracking.

- The Documentation Unit maintains records of all incident-related activities and decisions.
- The Demobilization Unit prepares plans for the orderly release of resources and personnel after the incident.

LOGISTICS SECTION CHIEF RESPONSIBILITIES OVERVIEW

The Logistics Section Chief plays a crucial role in incident response by ensuring all necessary support and resources are provided. This includes managing facilities, transportation, supplies, and personnel welfare.

- Works closely with the Incident Commander (IC) to anticipate support requirements.
- Orders resources through appropriate procurement methods.
- Establishes incident facilities, transportation, supplies, and medical services.
- Organizes and supervises the logistics section and its personnel.
- Participates in planning meetings and prepares necessary ICS forms.
- Provides periodic status reports to the IC.

LOGISTICS SECTION CHIEF CHECKLIST OVERVIEW

The checklist for the Logistics Section Chief outlines essential tasks to ensure effective incident management. It serves as a guide for the Chief to follow upon assignment and throughout the incident.

- Receive assignment details and check in at the location.
- Use clear text and ICS terminology during communication.
- Participate in the preparation of the Incident Action Plan (IAP).
- Identify service and support requirements for operations.
- Review and provide input to various plans including Communications and Medical Plans.
- Maintain a Unit/Activity Log (ICS 214) for documentation.

LOGISTICS SECTION ORGANIZATIONAL STRUCTURE OVERVIEW

The organizational chart of the Logistics Section illustrates the hierarchy and various units involved in incident support. Each unit has specific responsibilities to ensure comprehensive logistical support.

- Logistics Section Chief oversees the entire section.
- Service Branch Director and Support Branch Director manage respective branches.
- Units include Communications, Supply, Medical, and Ground Support among others.
- Each unit has designated leaders responsible for specific tasks and reporting.

SERVICE BRANCH DIRECTOR RESPONSIBILITIES OVERVIEW

The Service Branch Director coordinates the activities of the Service Branch Units to ensure effective service delivery during an incident. This role is vital for maintaining operational support.

- Obtains working materials and determines service levels required.
- Confirms dispatch of branch personnel and participates in planning meetings.
- Reviews the Incident Action Plan and coordinates unit activities.
- Resolves service branch problems and maintains a Unit/Activity Log (ICS 214).

COMMUNICATIONS UNIT LEADER CHECKLIST OVERVIEW

The Communications Unit Leader is responsible for establishing and maintaining effective communication systems during an incident. This includes ensuring personnel safety and accountability.

- Participates in planning meetings and confirms dispatch of staff and supplies.
- Develops and implements the Incident Radio Communications Plan (ICS Form 205).
- Ensures communication systems are installed, tested, and maintained.
- Maintains records on all communications equipment and supervises unit activities.

MEDICAL UNIT LEADER CHECKLIST OVERVIEW

The Medical Unit Leader oversees medical operations and ensures that emergency medical services are effectively provided during an incident. This role is critical for the health and safety of personnel.

- Activates the Medical Unit and prepares the Medical Plan (ICS 206).
- Responds to requests for medical aid, transportation, and supplies.
- Maintains a Unit/Activity Log (ICS 214) for documentation and reporting.

SUPPLY UNIT LEADER CHECKLIST OVERVIEW

The Supply Unit Leader manages the procurement, distribution, and inventory of supplies and equipment during an incident. This role ensures that all necessary resources are available for operations.

- Orders, receives, distributes, and stores supplies and equipment.
- Maintains an inventory of supplies and coordinates contracts with the Finance Section.
- Responds to requests for personnel, supplies, and equipment.
- Maintains a Unit/Activity Log (ICS 214) for tracking purposes.

FACILITIES UNIT LEADER CHECKLIST OVERVIEW

The Facilities Unit Leader is responsible for establishing and maintaining incident facilities, ensuring that all logistical needs are met. This role is essential for the comfort and safety of personnel.

- Determines requirements for incident facilities and prepares layouts.
- Activates incident facilities and provides necessary services such as sanitation and security.
- Maintains Facilities Unit records and a Unit/Activity Log (ICS 214).

GROUND SUPPORT UNIT LEADER CHECKLIST OVERVIEW

The Ground Support Unit Leader coordinates transportation and maintenance of ground resources during an incident. This role is vital for ensuring that all vehicles and equipment are operational.

- Coordinates the development of the Transportation Plan with the Planning Section.
- Arranges for fueling, maintenance, and repair of ground transportation resources.
- Maintains an inventory of support and transportation vehicles (ICS 218).

FINANCE SECTION CHIEF RESPONSIBILITIES OVERVIEW

The Finance Section Chief manages all financial aspects of the incident, ensuring compliance with regulations and effective tracking of expenses. This role is crucial for maintaining financial accountability.

- Works closely with the IC to estimate and track incident expenses.
- Monitors funding from multiple sources and ensures compliance with spending laws.
- Organizes and supervises the Finance Section and participates in planning meetings.
- Provides periodic status reports to the IC regarding financial matters.

FINANCE SECTION CHIEF CHECKLIST OVERVIEW

The checklist for the Finance Section Chief outlines key tasks to ensure effective financial management during an incident. It serves as a guide for the Chief to follow throughout the incident.

- Attend briefings and planning meetings to gather information.
- Develop an operating plan for the Finance/Administration function.
- Ensure personnel time records are transmitted according to policy.
- Participate in demobilization planning and ensure proper documentation of obligations.



City of Cherryvale



Emergency Operations Plan

A good plan today is better than a perfect plan tomorrow. George S. Patton

2008 EDITION

EMERGENCY WATER PLAN SUMMARY

Pursuant to the requirements of K.A.R. 28-15-18, the City of Cherryvale, has compiled the following information, and guidelines for the purpose of implementing an Emergency Water Supply Plan.

The document outlines the **Emergency Water Supply Plan** for the City of Cherryvale, aimed at isolating and conserving an adequate supply of potable water during emergency conditions to sustain human life, pets, and maintain hygiene and sanitation standards 1. The plan includes the following sections:

1. **Purpose:** The Plan's primary goal is to ensure an adequate supply of potable water during emergencies.
2. **Description:** Cherryvale purchases its water supply from Public Wholesale Rural Water District #4 and maintains a distribution system with lines ranging from 2-inch to 12-inch. The city operates a 500,000-gallon water storage tank.
3. **Disaster Organization:** Roles and responsibilities of city personnel during emergencies, including the City Administrator and Public Works Director.
4. **Mutual Aid Agreement:** Cooperative arrangements exist for water supply replenishing with the Montgomery County Emergency Preparedness personnel and repair parts with neighboring water districts and cities.
5. **Inventory of Emergency Equipment Available:** Lists city-owned equipment, locally-owned equipment, and equipment available through the State of Kansas.

6. **Vulnerability of System (Disaster Response):** Addresses various emergency scenarios such as drought, accidental spills, electrical problems, transmission main damage, storage tank damage, terrorist threats, and radioactive fallout.
7. **Water Rationing:** Refers to City Ordinance No. 97-4145 for water rationing during emergencies.
8. **Emergency Contacts:** Provides contact information for city officials, emergency services, federal and state agencies, and media.
9. **Annual Review:** Requires annual review of the policy by the City Council and Public Works Director.

Emergency Water Supply Plan

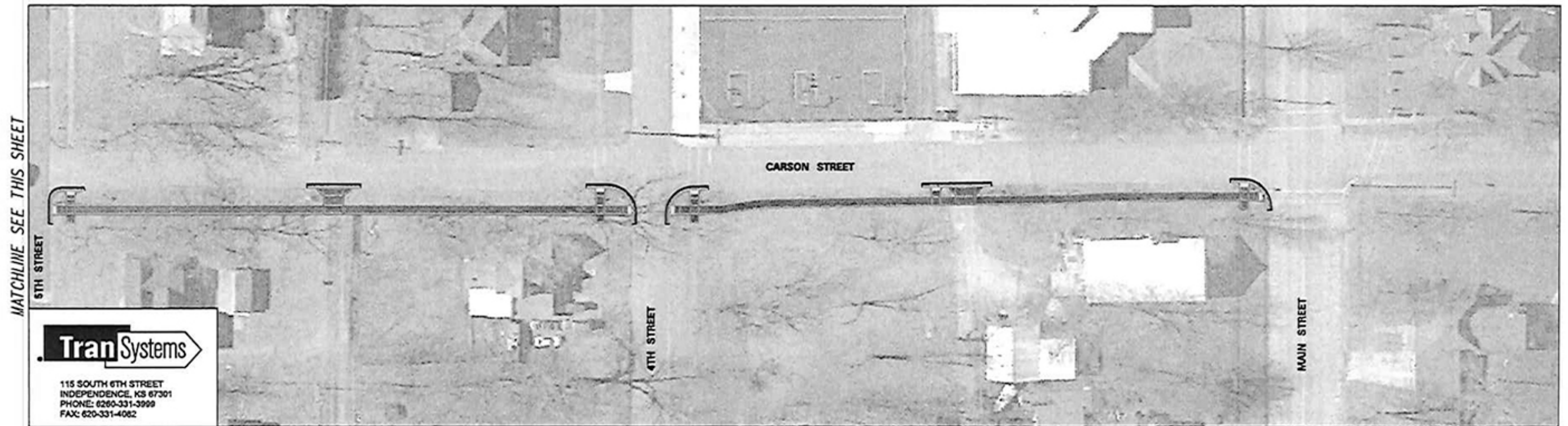
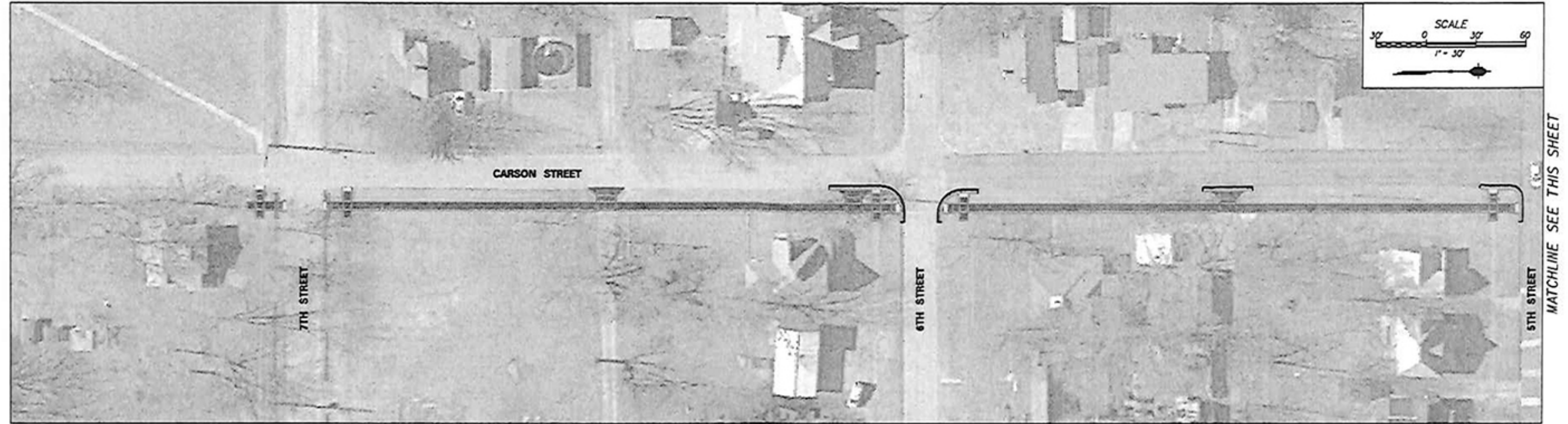
City of Cherryvale
Montgomery County, Kansas

April 2009

1



Carson Street Sidewalk Concept





LifeMode Group: Cozy Country Living

Heartland Communities

6F

Households: 2,850,600

Average Household Size: 2.39

Median Age: 42.3

Median Household Income: \$42,400

WHO ARE WE?

Well settled and close-knit, *Heartland Communities* residents are semirural and semiretired. These older householders are primarily homeowners, and many have paid off their mortgages. Their children have moved away, but they have no plans to leave their homes. Their hearts are with the country; they embrace the slower pace of life here but actively participate in outdoor activities and community events. Traditional and patriotic, these residents support their local businesses, always buy American, and favor domestic driving vacations over foreign plane trips.

OUR NEIGHBORHOOD

- Rural communities or small towns are concentrated in the Midwest, from older Rustbelt cities to the Great Plains.
- Distribution of household types is comparable to the US, primarily (but not the majority) married couples, more with no children, and a slightly higher proportion of singles (Index 112) that reflects the aging of the population.
- Residents own modest, single-family homes built before 1970.
- They own one or two vehicles; commutes are short (Index 82).

SOCIOECONOMIC TRAITS

- Retirees in this market depress the average labor force participation rate to less than 60% (Index 94). More workers are white collar than blue collar; more skilled than unskilled.
- The rural economy of this market provides employment in the manufacturing, construction, utilities, health-care, and agriculture industries.
- These are budget-savvy consumers; they stick to brands they grew up with and know the price of goods they purchase. Buying American is important.
- Daily life is busy but routine. Working on the weekends is not uncommon.
- Residents trust TV and newspapers more than any other media.
- Skeptical about their financial future, they stick to community banks and low-risk investments.



Note: The Index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from data by MRI-Simmons.



LifeMode Group: Cozy Country Living Heartland Communities

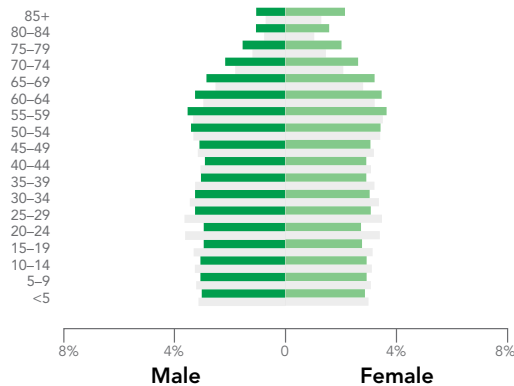


TAPESTRY
SEGMENTATION
esri.com/tapestry

AGE BY SEX (Esri data)

Median Age: 42.3 US: 38.2

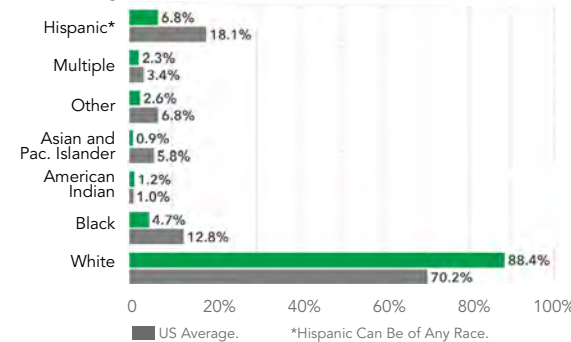
■ Indicates US



RACE AND ETHNICITY (Esri data)

The Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

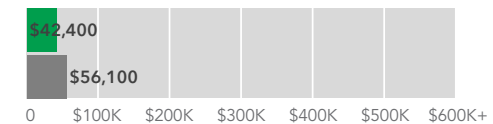
Diversity Index: 31.5 US: 64.0



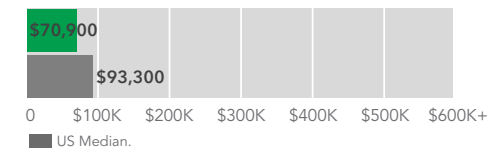
INCOME AND NET WORTH

Net worth measures total household assets (homes, vehicles, investments, etc.) less any debts, secured (e.g., mortgages) or unsecured (credit cards). Household income and net worth are estimated by Esri.

Median Household Income

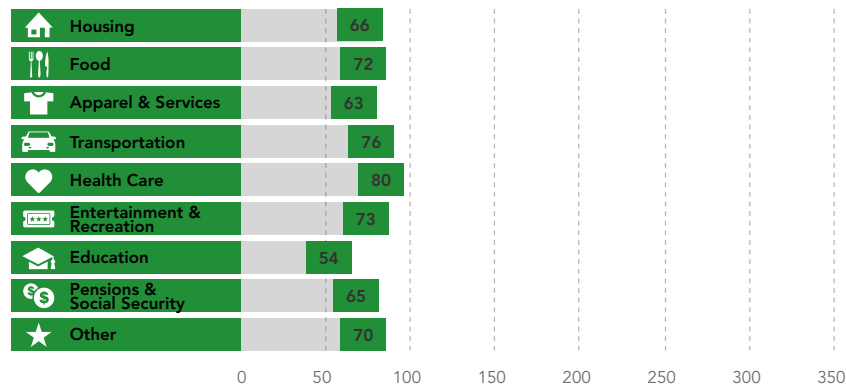


Median Net Worth



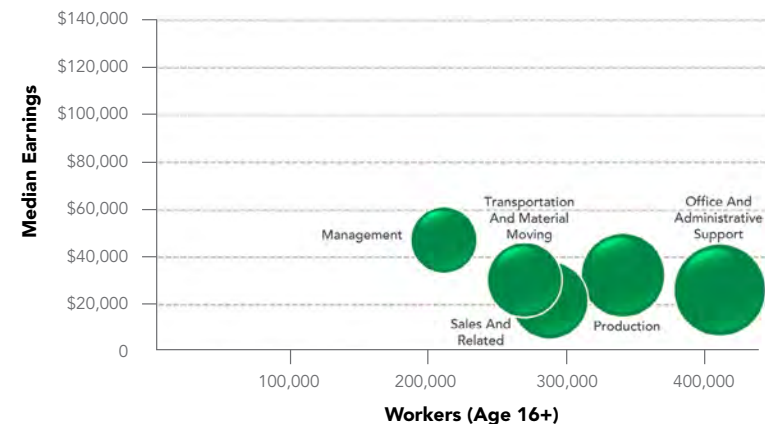
AVERAGE HOUSEHOLD BUDGET INDEX

The index compares the average amount spent in this market's household budgets for housing, food, apparel, etc., to the average amount spent by all US households. An index of 100 is average. An index of 120 shows that average spending by consumers in this market is 20 percent above the national average. Consumer expenditures are estimated by Esri.



OCCUPATION BY EARNINGS

The five occupations with the highest number of workers in the market are displayed by median earnings. Data from the Census Bureau's American Community Survey.





LifeMode Group: Cozy Country Living Heartland Communities



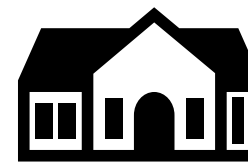
TAPESTRY
SEGMENTATION
esri.com/tapestry

MARKET PROFILE (Consumer preferences are estimated from data by MRI-Simmons.)

- Traditional in their ways, residents of *Heartland Communities* choose to bank and pay their bills in person and purchase insurance from an agent.
- Most have high-speed internet access at home or on their cell phone but aren't ready to go paperless.
- Many residents have paid off their home mortgages but still hold auto loans and student loans. Interest checking accounts are common.
- To support their local community, residents participate in public activities.
- Home remodeling is not a priority, but homeowners do tackle necessary maintenance work on their cherished homes. They have invested in riding lawn mowers to maintain their larger yards.
- They enjoy country music and watch CMT.
- Motorcycling, hunting, and fishing are popular; walking is the main form of exercise.
- To get around these semirural communities, residents prefer domestic trucks or SUVs.

HOUSING

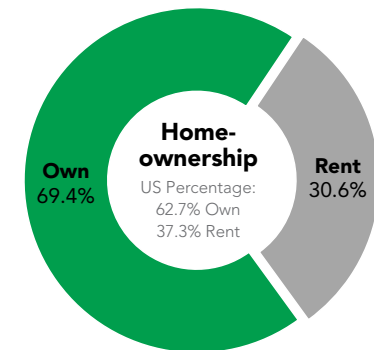
Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.



Typical Housing:
Single Family

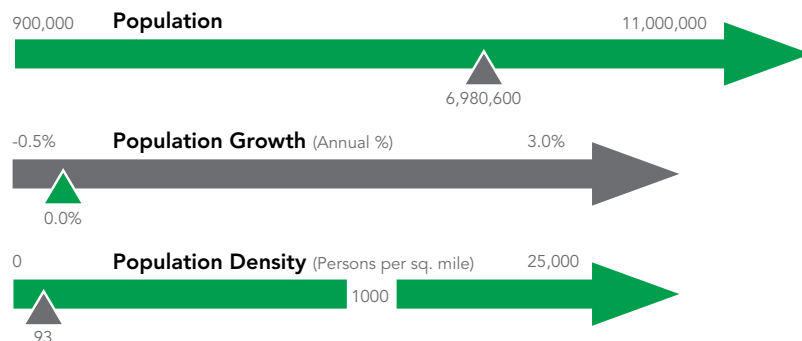
Median Value:
\$95,700

US Median: \$207,300



POPULATION CHARACTERISTICS

Total population, average annual population change since Census 2010, and average density (population per square mile) are displayed for the market relative to the size and change among all Tapestry markets. Data estimated by Esri.



ESRI INDEXES

Esri developed three indexes to display average household wealth, socioeconomic status, and housing affordability for the market relative to US standards.





LifeMode Group: Cozy Country Living

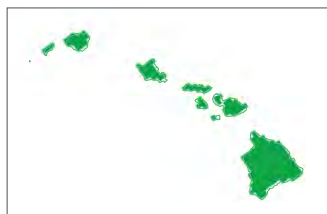
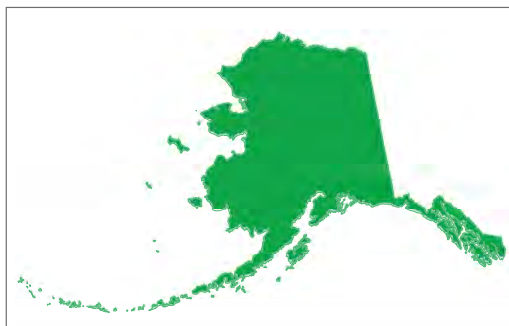
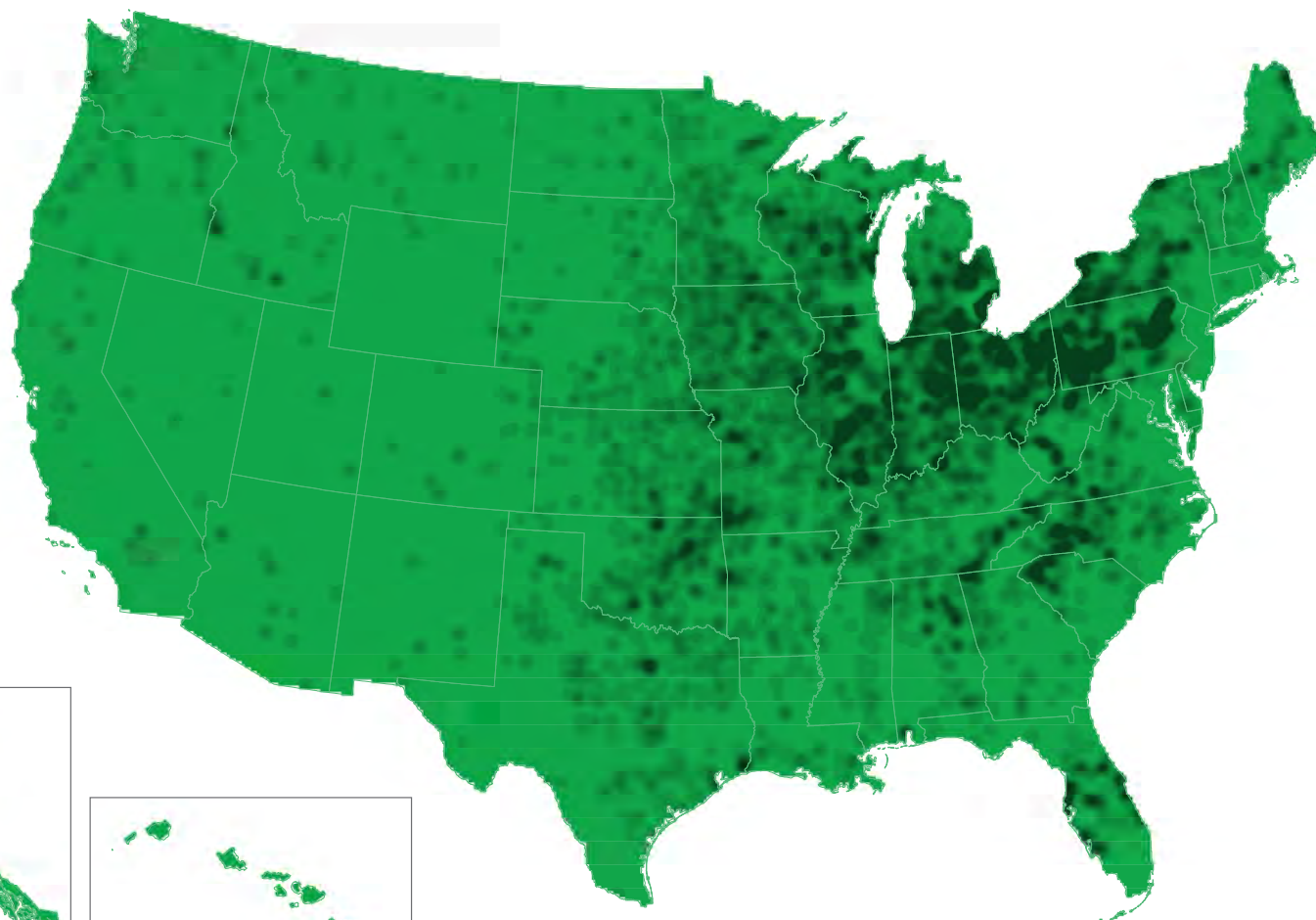
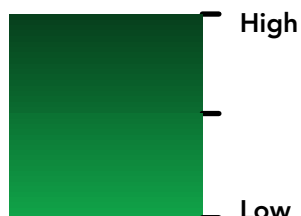
Heartland Communities



TAPESTRY
SEGMENTATION
esri.com/tapestry

SEGMENT DENSITY

This map illustrates the density and distribution of the *Heartland Communities* Tapestry Segment by households.



Copyright © 2022 Esri. All rights reserved. Esri, the Esri globe logo, The Science of Where, Tapestry, @esri.com, and esri.com are trademarks, service marks, or registered marks of Esri in the United States, the European Community, or certain other jurisdictions. Other companies and products or services mentioned herein may be trademarks, service marks, or registered marks of their respective mark owners.

G2831429

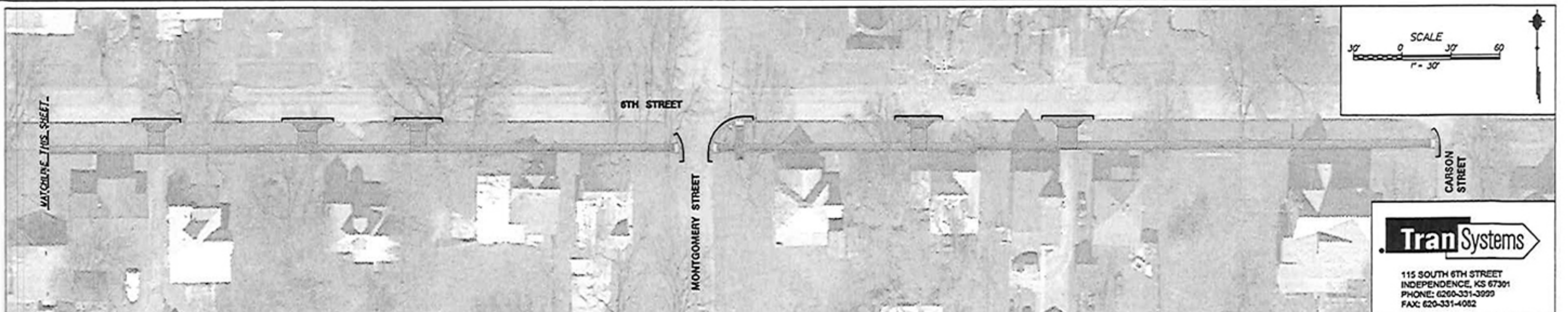
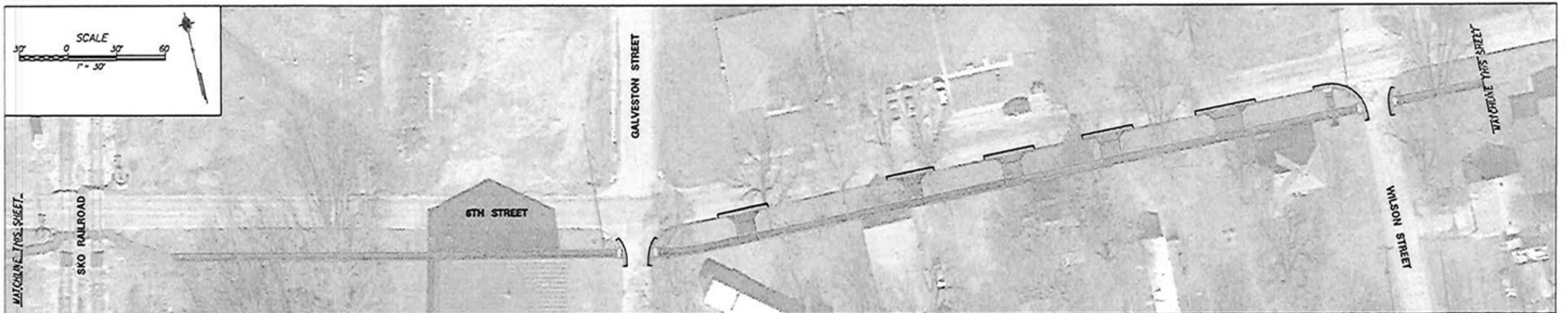
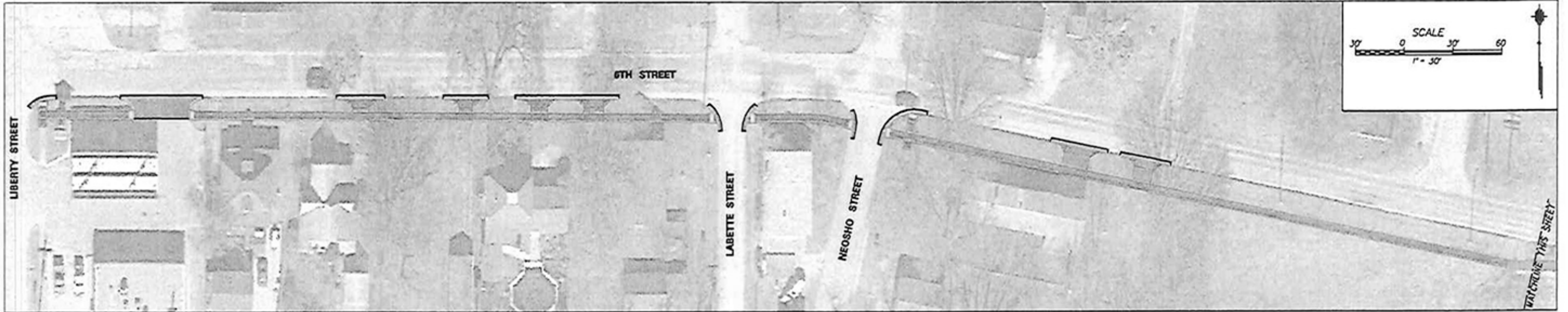
For more information
1-800-447-9778
info@esri.com
esri.com



esri

THE
SCIENCE
OF
WHERE®

6th Street Sidewalk Concept



TranSystems
 115 SOUTH 6TH STREET
 INDEPENDENCE, KS 67301
 PHONE: 620-331-3999
 FAX: 620-331-4082

Kansas Department of Commerce
Community Development Block Grant (CDBG) Program
1000 S.W. Jackson St., Suite 100
Topeka, KS 66612-1354

DETERMINATION OF LEVEL OF REVIEW

ENVIRONMENTAL REVIEW RECORD (ERR)

Grantee Name & Project Number: City of Cherryvale

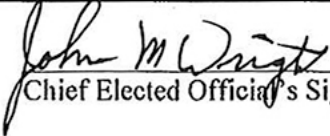
Project Location: Carson Street from Main Street to 7th Street; along 6th Street from Carson Street to Liberty Street

Project Description: Replacement and new installation of ADA compliant sidewalks, access ramps, road crossings and crosswalk striping and signage in an area generally bounded by Carson Street from Main Street to 7th Street; along 6th Street from Carson Street to Liberty within the city limits of Cherryvale, KS. It is not anticipated that easements will be needed. The target area includes the SKO Railroad, but is not located in a floodplain. The current land use of the target area is residential, and business. It is not anticipated to have any current land use or developmental pattern changes from this project. The construction timeline is estimated to be from April 2016 to September 2016. The total estimated project costs are \$400,000 with Community Development Block Grant funds of \$350,000 and local funds provided by the City of Cherryvale in the amount of \$50,000.

The subject project has been reviewed pursuant to HUD regulations 24 CFR Part 58, "Environmental Review Procedures for Entities Assuming HUD Environmental Responsibilities," and the following determination with respect to the project is made:

- ☐ Exempt from NEPA review requirements per 24 CFR 58.34(a)(___)
- ☐ Categorical Exclusion NOT Subject to §58.5 authorities per 24 CFR 58.35(b)(___)
- ☒ Categorical Exclusion SUBJECT to §58.5 authorities per 24 CFR 58.35(a)(1)
- ☐ An Environmental Assessment (EA) is required to be performed.
- ☐ An Environmental Impact Statement (EIS) is required to be performed.

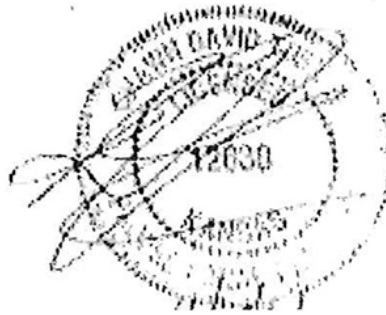
The ERR (see §58.38) must contain all the environmental review documents, public notices and written determinations or environmental findings required by Part 58 as evidence of review, decision making and actions pertaining to a particular project. Include additional information including checklists, studies, analyses and documentation as appropriate.

John M. Wright, Mayor	
Chief Elected Official (print name/title)	Chief Elected Official's Signature
5/18/15	
Date	

PRELIMINARY ENGINEERING REPORT
CDBG Sidewalk Project

Cherryvale, Kansas

May, 2015



Prepared by:



- I. GENERAL
 - II. PHYSIOGRAPHY
 - 2.1 TOPOGRAPHY
 - 2.2 GEOLOGY
 - 2.3 HYDROLOGY
 - 2.4 POPULATION
 - 2.5 CLIMATE
 - III. STREET SYSTEM
 - 3.1 EXISTING FACILITIES
 - 3.2 REGULATORY REQUIREMENTS
 - 3.2.1 Americans with Disabilities Act
 - IV. EVALUATION OF EXISTING FACILITIES
- Figure 1: Proposed Project*
- V. ALTERNATIVES FOR IMPROVEMENT
 - VI. FINANCIAL
 - 6.1 PRELIMINARY COST ESTIMATES
 - 6.2 OPERATION AND MAINTENANCE
 - 6.3 RECOMMENDED IMPROVEMENTS

Preface:

Executive Summary:

The City of Cherryvale is faced with significant problems with a lack of sidewalks in certain areas of the City. These problems include the lack of a sidewalk on either side of the street along Carson, from Main to 7th, and along 6th, from Carson to Liberty. These problems include:

- A significant pedestrian corridor with no sidewalk.
- An area linking two schools and a main thoroughfare with no sidewalk.
- Numerous instances of ADA violations regarding no curb ramps along sidewalks that will connect perpendicularly with the proposed sidewalks.

This engineering report determined that the most viable alternative is to construct new sidewalk along Carson Street and along 6th Street. The Carson Street sidewalk will begin at Main and run to 7th, and provide a pedestrian route between two schools. The 6th Street sidewalk will run from Carson Street to Liberty and connect the Carson Street pedestrian corridor with Liberty Street, which is a commercial area. The total cost estimate is \$400,000.

Sidewalk Improvements

Preliminary Phase Carson Street, Main to 7th and 6th Street, Carson to Liberty

OPINION OF PROBABLE COST

4/30/2015

ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT COST	ESTIMATED QUANTITY	TOTAL COST
1	Mobilization	LS	\$ 10,000.00	1	\$ 10,000.00
2	Traffic Control	LS	\$ 7,500.00	1	\$ 3,000.00
3	Demolition and Site Prep	SY	\$ 14.00	3760	\$ 52,640.00
4	New Sidewalk: 5' wide, 4" thick on Carson	SY	\$ 45.00	700	\$ 31,500.00
5	New ADA Access Ramps on Carson	EA	\$ 1,700.00	14	\$ 23,800.00
6	New Sidewalk: 5' wide, 4" thick on 6th	SY	\$ 45.00	1380	\$ 62,100.00
7	New ADA Access Ramps on 6th	EA	\$ 1,700.00	16	\$ 27,200.00
8	Drainage Improvements at 7th and Carson	LS	\$ 10,000.00	1	\$ 10,000.00
9	Driveway Replacement	SY	\$ 50.00	866	\$ 43,300.00
10	Crosswalk striping and signage	LS	\$ 10,000.00	1	\$ 10,000.00
11	Surface Restoration	LS	\$ 21,460.00	1	\$ 21,460.00
Construction Subtotal:					\$295,000.00
Engineering Design					\$45,000.00
Periodic Inspection					\$40,000.00
Grant Administration					\$20,000.00
Construction Total:					<u>\$400,000.00</u>

**PRELIMINARY ENGINEERING REPORT
CDBG Sidewalk Improvements
CITY OF CHERRYVALE, KANSAS**

I. GENERAL

This report presents the results of an engineering study of a portion of the sidewalk system serving the City of Cherryvale. The City is located in Montgomery County, along US 169, approximately 18 miles north of the Oklahoma State line.



II. PHYSIOGRAPHY

2.1 Topography:

City is flanked on the North by Cherry Creek and on the South by Big Hill Creek. Unnamed tributaries to each bisect the City. The topography can be described gently rolling hills with prairies, with sporadic woods, generally at stream locations.

2.2 Geology:

Cherryvale is underlain by Pennsylvanian Age Limestone. The Soil Conservation Service indicates that the project site consists mainly of Verdigris and Hepler soil types typical of alluvial plains.

2.3 Hydrology:

Surface Runoff: Because of the natural topography and the proximity of the Cherry Creek and Big Hill Creek, the collection and transport of stormwater runoff does not typically pose severe problems for the majority of the City. On occasion, certain areas of the City have experienced issues with stormwater runoff.

2.4 Population

Available census data from 2010 indicates a population of 2,364 people. For this report, no change in population through 2025 is estimated.

2.5 Climate:

The climate in the vicinity of the site is continental in nature. The average annual precipitation is approximately 40 inches, and the average temperature is 58 degrees Fahrenheit. The climate is characterized by frequent and sometimes extreme changes in temperature, humidity, cloudiness, and winds.

The precipitation is well distributed with approximately thirty percent in the

spring, approximately thirty percent in the summer, approximately twenty-six percent in the autumn, and fourteen percent in the winter. Snowfall averages less than ten inches per year.

III. SIDEWALK SYSTEM

3.1 Existing Facilities:

The City owns and operates a significant sidewalk system serving the populated area of the community. The sidewalks, where present, are generally well maintained. Certain areas of the City lack sidewalks, and some contain significant pedestrian corridors.

3.2 Regulatory Requirements:

3.2.1 Americans with Disabilities Act

In 1992, the Americans with Disabilities Act was passed. Pertaining to pedestrian facilities, all newly constructed pedestrian facilities must meet ADA requirements.

IV. EVALUATION OF EXISTING FACILITIES

Two significant pedestrian corridors exist in the City that have no sidewalk. In these locations, pedestrians are forced to walk in the street. This is an obvious threat to health and safety in that it greatly increases the likelihood of a pedestrian/vehicular accident. These corridors are:

Carson Street, Main to 7th: Two schools are located along Carson Street, and sidewalk does not exist on either side of the street. A significant number of houses are also located along Carson Street. Many of the streets that intersect Carson include sidewalks. Constructing a sidewalk along one side of Carson Street will link these sidewalks to a North-South pedestrian corridor that will connect to Main Street. Constructing a sidewalk in this area will eliminate pedestrian walking in the vehicular traffic lanes.



6th Street, Carson to Liberty: This link will connect the proposed sidewalk on Carson with the existing sidewalk on Liberty. Only one block of this six block stretch currently has sidewalk, and it is in extremely poor condition. It is located on the south side of Labette to Carson.

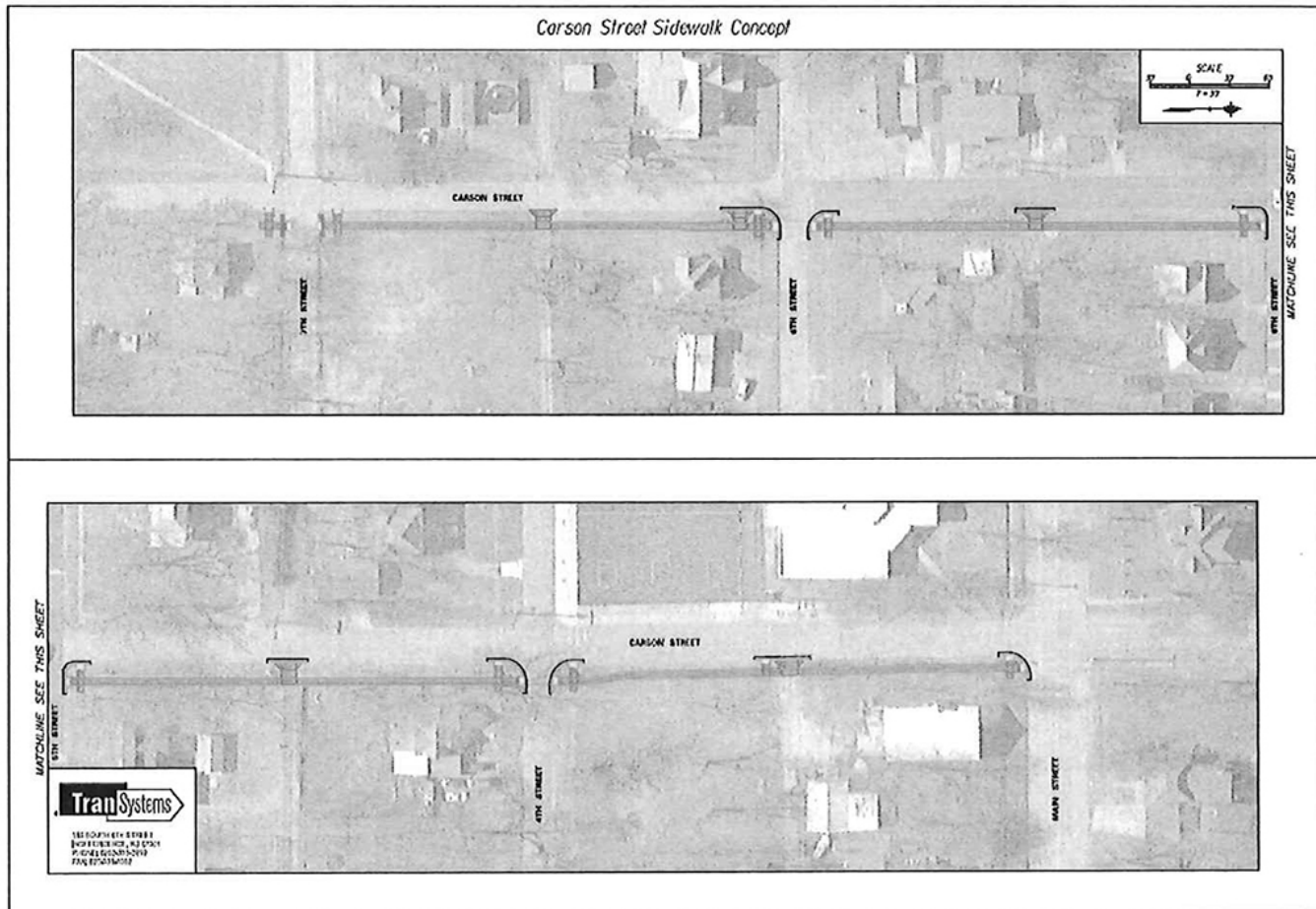


This length of sidewalk also crosses the SKO

Railroad tracks. It is proposed that this crossing be completed in an interim fashion as part of this project by marking the walkway location on the pavement of Sixth Street between the railroad gates. This 50 foot long crosswalk paralleling the street is an acceptable means of crossing the tracks with pedestrians. As a separate project, the City can request SKO railroad to install a pedestrian type crossing to eventually cross the tracks in line with the proposed sidewalk.

V. ALTERNATIVES FOR IMPROVEMENTS

Having no sidewalk along a street that is commonly used by pedestrians, including school children, is a direct threat to health and safety. The status quo is not acceptable. Constructing new sidewalk is the only viable alternative. The minimum recommended width for a new sidewalk to meet all ADA criteria is 5 feet. Other, wider sidewalk widths could be constructed, but are obviously more expensive. It is recommended that a 5' wide sidewalk be constructed on Carson Street, from Main to 7th, and on 6th Street, from Carson to Liberty. The driveways that are crossed by the new sidewalk will also need to be replaced to insure that the maximum ADA cross slope of 2% is maintained.





VII. FINANCIAL

7.1 Preliminary Cost Estimates

Sidewalk Improvements

Preliminary Phase
Carson Street, Main to 7th and 6th Street, Carson to Liberty

OPINION OF PROBABLE COST

4/30/2015

ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT COST	ESTIMATED QUANTITY	TOTAL COST
1	Mobilization	LS	\$ 10,000.00	1	\$ 10,000.00
2	Traffic Control	LS	\$ 7,500.00	1	\$ 3,000.00
3	Demolition and Site Prep	SY	\$ 14.00	3760	\$ 52,640.00
4	New Sidewalk: 6' wide, 4" thick on Carson	SY	\$ 45.00	700	\$ 31,500.00
5	New ADA Access Ramps on Carson	EA	\$ 1,700.00	14	\$ 23,800.00
6	New Sidewalk: 5' wide, 4" thick on 6th	SY	\$ 45.00	1380	\$ 62,100.00
7	New ADA Access Ramps on 6th	EA	\$ 1,700.00	16	\$ 27,200.00
8	Drainage Improvements at 7th and Carson	LS	\$ 10,000.00	1	\$ 10,000.00
9	Driveway Replacement	SY	\$ 50.00	866	\$ 43,300.00
10	Crosswalk striping and signage	LS	\$ 10,000.00	1	\$ 10,000.00
11	Surface Restoration	LS	\$ 21,460.00	1	\$ 21,460.00
Construction Subtotal:					\$295,000.00
Engineering Design					\$45,000.00
Periodic Inspection					\$40,000.00
Grant Administration					\$20,000.00
Construction Total:					\$400,000.00

7.2 Operation and Maintenance

With this project, the annual operation and maintenance cost is anticipated to be \$500 per year.

7.3 Recommended Improvements

Based upon estimated costs, there are no viable alternatives in addition to those previously discussed. The estimated cost of this alternative is \$400,000. For a 20 year design life, this equates to an Equivalent Uniform Annual Cost of approximately \$20,000. Based on this report, constructing a 5' wide concrete walk on one side is the most cost effective alternative.

