

Wellington Strategic Plan | 2021-2023



Acknowledgements



WICHITA STATE
UNIVERSITY
OFFICE OF REGIONAL ENGAGEMENT
AND ECONOMIC DEVELOPMENT
Public Policy and
Management Center

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Table of Contents

Goal 1: Marketing & Communication	3
Goal 2: Economic Diversity & Growth	4
Goal 3: Restoration & Revitalization	5
Goal 4: Quality of Life	6
Infrastructure Capacity Report	7
Potable Water	7
Wastewater	10
Drainage	12
Transportation	13
Quality of Life	15



Goal: Marketing & Communication

Wellington will actively promote and communicate the strengths of the community to residents and visitors to increase positivity and improve the narrative about Wellington.

Objectives

- Actively tell a better story about Wellington and what it offers to residents and visitors.
- Coordinate communication between organizations and the community with consistent messaging.

Strategies

		YR 1	YR 2
1	Develop a comprehensive communication strategy that allows the City to effectively communicate and connect with Wellington residents, schools, businesses and other stakeholders in the community.		
2	Produce regular spotlighting content of positive stories in the community including people, businesses, volunteer opportunities or events/activities.		
3	Establish a formal city committee to assist with the accountability of the strategic plan and assist with community messaging.		
4	Engage representatives from other communities to learn of best practices and experiences that created successful promotion and growth of their community. Host knowledge exchanges and apply learning to the growth of the City of Wellington.		
5	Develop and implement a grassroots engagement process that creates the opportunity for Wellington residents to be a part of the process and influence decision making.		



Goal: Economic Diversity & Growth

Wellington will create a robust environment of resources and support for businesses to develop, expand and thrive in the community.

Objectives

- Focus business attraction efforts on diverse businesses to expand job options for the community.
- Provide resources to improve workforce conditions and education opportunities.
- Foster a supportive environment for small and medium sized businesses.

Strategies

		YR 1	YR 2
1	Pursue partnerships with KS Department of Commerce and Workforce Alliance to address high unemployment levels and improve workforce conditions.		
2	Encourage the development of small entrepreneurial businesses that are unique and clustered together that could include an entertainment venue or local artists like a blacksmith, glassblower or pottery shop.		
3	Develop and promote adult education pathways including GED and technical skills.		
4	Pursue partnership opportunities to develop and promote opportunities to encourage small business growth, economic development and expansion of business resources.		
5	Develop a partnership with internet service providers to seek grant funding to improve internet service and capacity.		
6	Create a new Economic Development Director position that would explore and pursue economic development opportunities within the city limits of Wellington, as well as, serve as a direct partner with the County Economic Development Office.		
7	Identify and begin developing a shovel-ready industrial park to recruit companies and create jobs.		



Goal: Restoration & Revitalization

Wellington will create a community culture to maintain a clean, attractive and desirable hometown for residents and businesses.

Objectives

- Address blight conditions in both residential and business areas of the community.
- Maintain and improve the current infrastructure across Wellington.
- Improve the overall appearance of the community to inspire pride for Wellington.

Strategies

		YR 1	YR 2
1	Continue the City Council's approach for more aggressive code enforcement efforts.		
2	Promote the city dump truck rental program to assist property owners in clean-up efforts.		
3	Promote the affordable rates at the transfer station / landfill to encourage residents and businesses to clean-up their properties.		
4	Pursue the Rural Housing Incentive District (RHID) to improve the housing environment and lower costs for developers and residents.		
5	Develop and implement a menu of options that assist residents with accessing programs to improve energy efficiency and pay for housing upgrades.		
6	Reorganize the volunteer clean-up program to provide regular, coordinated clean-up opportunities for the community.		
7	Develop and implement a local Downtown revitalization plan to incentivize downtown businesses to improve signage, paint facilities and improve the appearance of the downtown area in a coordinated way.		



Goal: Quality of Life

Wellington will build on its quality of life assets to make the community the top choice for residents and businesses in South Central Kansas.

Objectives

- Offer quality attractions and events to draw visitors to town.
- Build a stronger sense of community pride.
- Create more recreational opportunities and amenities to support development of the community.

Strategies

		YR 1	YR 2
1	Foster cooperation and partnership between downtown businesses to build a destination environment.		
2	Continue to enhance the annual Kansas Wheat Festival and other community and business events to expand the regional draw to the community.		
3	Improve signage on the highway/turnpike to project a coordinated message and attract visitors to the core area of the community.		
4	Improve community awareness of current amenities and activities through regular, coordinated communication.		
5	Prioritize the expansion of the current walking and biking pathways in the community to connect the areas of the community for increased safety and recreational opportunities.		
6	Launch a campaign to pursue grants and donations to build new recreational amenities in Wellington including a potential splash pad and improvements to Heritage Park.		

Wellington Strategic Plan Infrastructure Capacity Analysis

In order to promote growth and meet the goals of this strategic plan, the City's infrastructure must be adequate to support the growth. An analysis was performed on the City's current infrastructure capacity to identify strengths, weaknesses, and opportunities. The full infrastructure system was reviewed with an emphasis on the East Highway 160 Corridor and the Downtown Corridor. The infrastructure review included potable water, wastewater, drainage, transportation, and quality of life amenities.

Potable Water

a. Source Water Rights and Treatment Capacity

The City of Wellington has the current water rights and limits as shown in the table below. The current rights include nine groundwater wells and two surface water sources (Chikaskia River and Wellington Lake). The total water rights are limited to 669.3 million gallons per year (MGY). In addition to the current water rights, the City also has three pending water rights for groundwater wells of 45.62 MGY each with a total combined limit of 707.2 MGY.



The Wellington Water Treatment Plant (WTP) was designed for a maximum treatment capacity of 5.4 million gallons per day (MGD) but is currently operated at a maximum of 4.5 MGD due to excessive flow carryover at higher flow rates. A Water Treatment Plant Evaluation was performed in 2019 to assess the current condition of the plant and provide recommendations to address deficiencies. The report presented long-term planning level options and included recommendations for short-term improvements such as structural repairs, electrical gear testing, and HVAC upgrades. The WTP has adequate capacity to treat all the available water right volume.

Table 01: Existing Individual and Total Water Right Limits for Wellington

Water Right No.	Source ID	Authorized Use (MGY)	Authorized Rate (CFS ¹)	Combined Limits (MGY)	Combined Limits (MGY)	Combined Limits (MGY)	Combined Limits (MGY)
SU4	Wellington Lake	186.300	2.76	448.102	582.600	669.300	707.200
3201	Chikaskia River	436.784	6.68				
2510	A-5	17.790	0.59				
2510	A-9	15.690	0.51				
2510	A-11	15.642	0.48				
2510	A-13	24.998	0.69				
2510	A-15	11.757	0.56				
2511	B-1	14.101	0.22				
37979	B-4	40.000	0.67				
37988	B-2	40.000	0.67				
38238	B-3	38.749	0.67				
40019	Wellington Lake	186.300	7.24				
46791	Wellington Lake	296.700	2.23				
48944	Pending Well 1	45.620	0.67				
48945	Pending Well 2	45.620	0.67				
48946	Pending Well 3	45.620	0.67				

1: cfs = cubic feet per second

b. Water Demand

Water Use Reports were obtained for 2014-2018. The water use is summarized in the table below. Due to double counting of water when pumping from the Chikaskia River to Wellington Lake and then from Wellington Lake into the WTP, some years include a correction deduction. The average use over this period was 455.1 MGY. This equates to about 1.25 MGD. The maximum day demand is approximately 1.70 MGD.

With an average of 455.1 MGY water demand, approximately 68% of the City’s current water right quantity is being used. Including the pending water rights, the City has approximately 252 MGY of water right volume available that can be used for growth and higher use years. The City has recently been in contact with a potential industrial user that has indicated water use between 50-150 MGY based on anticipated growth.

Table 02: Historical Water Use

	Total Water Use (1,000s gal)					
	2014	2015	2016	2017	2018	Average
Jan	33,580	108,105	26,317	46,577	105,239	63,964
Feb	30,157	118,745	33,506	20,893	83,165	57,293
Mar	37,006	161,742	141,774	24,641	90,553	91,143
Apr	41,204	106,428	47,214	23,236	89,895	61,595
May	46,645	62,247	27,126	25,612	95,046	51,335
Jun	45,920	45,274	41,434	30,123	57,462	44,043
July	52,769	46,345	48,797	42,643	48,389	47,789
Aug	49,482	42,838	47,776	33,792	72,182	49,214
Sept	44,323	40,601	41,781	65,024	45,208	47,387
Oct	48,766	91,729	37,278	36,650	42,085	51,302
Nov	55,880	102,648	30,498	43,175	28,095	52,059
Dec	54,685	47,465	35,797	28,403	28,975	39,065
Annual Total (1,000s gal)	540,417	974,167	559,298	420,769	786,294	656,189
Double Counting Correction	0	-474,608	-150,795	0	-380,126	
Corrected Annual Total (1,000s gal)	540,417	499,559	408,503	420,769	406,168	455,083
Annual Total (MGY)	540.4	499.6	408.5	420.8	406.2	455.1

c. Distribution System

A water distribution model was developed and evaluated in conjunction with a water tower design in 2001. It was determined in the study that the existing system could not adequately supply a minimum recommended 1,000 gpm fire flow throughout the water distribution system. Waterline improvements were recommended to improve the available fire flows. No additional studies or updates to the model/study have been made. However, based on recent discussions with City staff, it is known that the distribution system does consistently experience low chlorine residuals on the east side of the system. Further study is recommended to evaluate improvement options (piping improvements, control changes, chlorine boosters, etc.) to address the low chlorine residuals.



The east Highway 160 Corridor includes a 14” water main extended along the north side of highway 160. This line should be capable of supplying the water demand growth in this area but should be evaluated as demand increases. The downtown corridor has existing waterlines along most of the streets that should be able to support any area demand growth. Aging waterlines throughout the system should be monitored for deterioration and replaced to maintain an efficient and reliable system.

Wastewater

a. Wastewater Treatment Plant Capacity

The Wellington Wastewater Treatment Plant (WWTP) was constructed in 2010 and was designed for an average flowrate of 1.71 MGD with a 6.0 MGD peak flowrate.

The WWTP treatment process has been adequate to meet current discharge permit requirements. However, it is anticipated that further restrictions on nutrient discharges will be implemented by the Kansas Department of Health & Environment on future permits. Additional studies and improvements may be required to meet future requirements.

The WWTP has had equipment (mixers, centrifuge, etc.) failures that have required repairs or full replacements. Equipment conditions and life expectancies should be monitored to plan for future rebuilds or replacements.



b. Wastewater Demands

Wastewater Effluent Reports were obtained for 2012-2019. The wastewater effluent volume is summarized in the table below. The average use over this period was 284.5 MGY. This equates to about 0.80 MGD. The maximum day demand is approximately 1.14 MGD. Current demands are within the WWTP's design capacity.

Table 03: Historical Wastewater Volumes

	Wastewater Effluent (1,000s gal)								
	2012	2013	2014	2015	2016	2017	2018	2019	Average
Jan	20,612	18,692	18,041	15,979	17,577	19,623	37,224	40,477	23,528
Feb	21,713	17,436	16,687	14,305	14,934	15,958	29,221	27,515	19,721
Mar	25,722	16,740	18,048	16,107	15,992	19,768	29,185	15,487	19,631
Apr	21,489	21,126	16,422	15,964	18,127	28,808	31,097	27,216	22,531
May	21,621	22,880	17,834	37,234	26,569	31,066	27,531	85,206	33,743
Jun	19,735	22,013	21,814	22,663	19,484	25,051	19,764	37,831	23,544
July	18,861	25,226	21,332	23,483	22,320	21,485	23,020	26,516	22,780
Aug	19,259	36,511	19,345	19,283	27,206	25,422	31,457	30,753	26,155
Sept	18,879	19,483	16,845	17,514	27,700	26,977	31,923	32,490	23,976
Oct	18,382	19,838	17,065	16,005	23,053	34,333	41,683	33,142	25,438
Nov	17,729	18,617	15,353	16,980	18,868	30,362	31,081	22,227	21,402
Dec	17,624	18,436	15,443	18,823	19,405	29,804	32,044	24,425	22,001
Annual Total (1,000s gal)	241,626	256,998	214,229	234,340	251,235	308,657	365,230	403,285	284,450
Annual Total (MGY)	241.6	257.0	214.2	234.3	251.2	308.7	365.2	403.3	284.5

c. Collection System

The East Highway 160 corridor is served by two main sanitary sewer interceptors: Hargis Creek Interceptor and Beaver Creek Interceptor. The Hargis Creek Interceptor includes 18” and 12” pipes. A sanitary sewer evaluation on the capacity of the 12” portion of this line was performed in 2014. As part of the analysis, it was determined that the sanitary sewer has adequate capacity but may not have excess capacity for future growth. The Beaver Creek interceptor was designed to collect flows from the east side of the Hargis Creek interceptor collection area out to I-35. A future lift station pumping into the Beaver Creek Interceptor would be required to serve the east end of Highway 160 next to I-35. Future growth should be analyzed to determine which of these interceptors the increased flows will collect into and to verify that interceptor has adequate capacity.



Many of the existing sanitary sewer pipes in the downtown area are older clay pipes. Clay pipes of this age may have deficiencies leading to inefficiencies and potential sewage back-ups. It is recommended that the pipes be inspected to identify any deficiencies and necessary improvements. Based on discussions with City staff, there are not any known capacity issues in the system.

Drainage

a. FEMA Flood Zones

The City contains four main drainage channels with FEMA flood zones mapped: Slate Creek, Rock Island Slough, Hargis Creek, and Beaver Creek. As expected in mapped flood zones, these areas experience periodic flooding.

b. Regional Drainage Issues

City staff also indicated regional drainage concerns along North A Street, along High Drive and Morningside Drive, and in Byler's Seventh Addition.

North A Street has had drainage issues associated with inadequate ditch sections, and culverts. These drainage issues have led to flooded drives and yards. Ditch and culvert improvements are likely needed to reduce drainage concerns. High Drive and Morningside Drive have an inverted crown section and serve as a drainage channel for drainage in the northwest corner of the City. This channel collects stormwater from north of City limits, runs through residential neighborhoods, and discharges into the Golf Course. During rain events, the drainage in these streets makes them impassable. A regional detention facility is a recommended option to reduce peak flows through these streets. Additional conveyance improvements may be an option to reduce flow in the streets.

Byler's Seventh Addition has had localized flooding of residential properties along a drainage channel. The adjacent floodplain of Slate Creek is contributing to the drainage concern. Channel improvements may better convey drainage through this area.

City staff also noted that there are isolated drainage issues, contained within a City block or less, throughout the City.



Transportation

a. Street Function & Condition

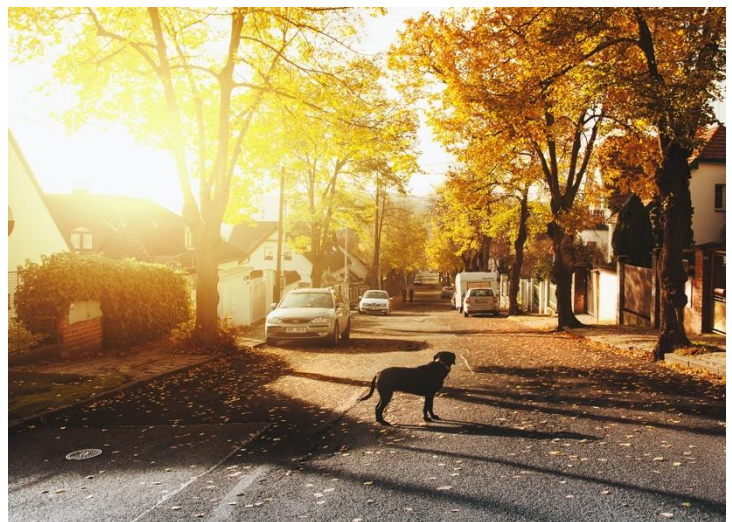
The City of Wellington includes two regional access routes with Highway 160 and Highway 81. These highways also serve as arterials through the City. The City contains a total of approximately 62 miles of roadway. Overall conveyance of the City's roadways is considered adequate. City staff noted that during peak traffic times, some stretches of roadway become crowded, but there is not a significant delay associated with peaks.



The City's roadway surfaces include approximately 62% asphalt, 22% concrete, 8" concrete with asphalt overlays, and 8% gravel. The City utilizes a Pavement Management Software in conjunction with periodic inspections to track street conditions and plan for improvements. This software includes pavement condition ratings as either Very Good, Good, Poor, or Very Poor for each street section. Based on the software in February 2020, approximately 30% of the streets are classified as Very Good or Good, 29% are Poor, and 41% are Very Poor. These ratings are based on the pavement type, section, age, classification, and physical deficiencies. The City has an active maintenance program to address the deteriorating roadway conditions. Street improvements are performed using patching, surface treatments, mill and overlays, and full-depth replacements.

b. City Access

Overall access to public buildings, parks, shopping, and neighborhoods throughout the City by vehicle is good. The only exception is interrupted access to the south side of the City due to BNSF Railways. According to a July 2019 Sealed Corridor Study by BNSF Railway, at-grade crossings are blocked up to 40% of the day. There are currently 3 underpasses crossing the tracks as well. The Sealed Corridor Study recommended constructing an overpass at one location and closing all other at-grade crossings.



Driveway access along Highway 160 will be limited based on the Kansas Department of Transportation typical access requirements. Frontage roads may be required as development occurs to provide access to all properties.

One concern for access throughout the City is pedestrian access. There are areas where there are no sidewalks, or the sidewalks are in poor enough condition that it prevents use. Pedestrian access into the downtown area from other parts of the City may be inadequate. Along the East Highway 160 Corridor there is not a continuous sidewalk. The only sidewalk available in the corridor is on the south side of Hwy 160 from Woodlawn St to Boundary Rd and along the north side from Woodlawn St to Day St. The only pedestrian crossing of Hwy 160 in this corridor is at Woodlawn Street and at the A Street round-a-bout. Sidewalk and crossing improvements are recommended to better allow pedestrians to safely navigate. An overall pedestrian study is recommended.

c. Municipal Airport

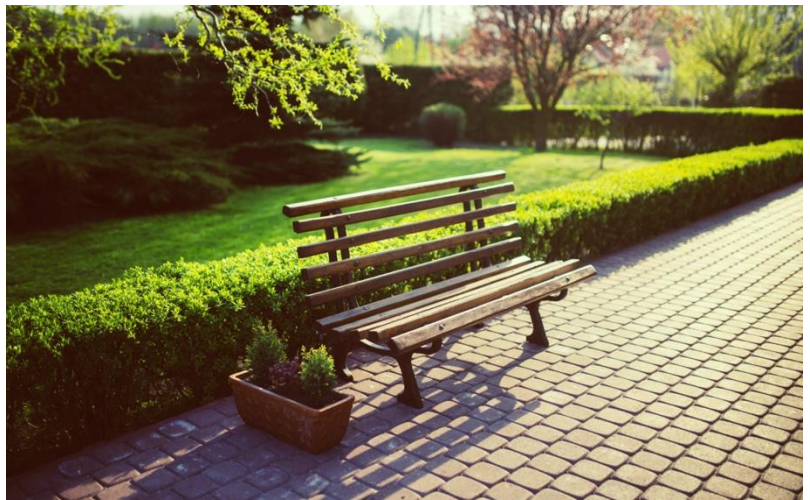
The Wellington Municipal Airport (KEGT) is a public airport located along US-81 about three miles north of US-160. It has one runway that is just under one mile long and 100 feet wide. Self-service and full-service refueling is available.



Quality of Life

a. Existing Quality of Life Infrastructure

The downtown area along Washington Avenue has existing streetscape consisting of traffic calming, planters, trees, parking, ADA access, and pedestrian walkways. This area is utilized for community events such as the annual Kansas Wheat Festival and Fall Festival.



b. Parks

The City of Wellington has 11 parks and recreation areas totaling 315 acres.

- Century Park at 500 N. G Street has a lighted walking trail along with a shelter and seating.
- Hargis Creek Watershed Park at 1500 N. Keyes Street has a playground, public restrooms, fishing, and boat ramps.
- Jefferson Park at 1110 S. Jefferson Avenue has a playground, shelter, basketball court, and small diamond field.
- Madison Park at 1000 E. Lincoln Avenue has a playground, basketball courts, and a backstop.
- McKinley Park at 701 W. 10th Street has a playground, basketball court, and sand volleyball courts.
- Rock Island Ball Fields at 1000 W. 4th Street has two lighted ball diamond fields and public restrooms.
- Sellers Park at 601 E. Harvey Avenue has Hibbs-Hooten Baseball Stadium, High School football field, six lighted tennis courts, and a skate park. The Panhandle Railroad Museum is at this park.
- Wellington Family Aquatic Center and Candy Cane City at 1100 W. Harvey Avenue has a public pool with various water features, playground, and public restrooms.
- Wellington Lake Recreation Area at 452 W. 50th Street South (about six miles west of Wellington proper) has fishing with multiple piers including an ADA accessible pier, boating, camping (modern and primitive), and shelters with seating.
- Woods Park and Melody Bowl Shelter House at 1110 W. 4th Street has a disc golf course, public restrooms, shelter, swing set, sand volleyball court, and fishing.
- Worden Park at 800 W. Hillside Avenue has a playground, three lighted softball fields, soccer/football fields, lighted walking trails, seating, and Karting Association racetrack.

The proximity of residences to parks, especially access by those walking, is a standard assessment. Wellington's parks are fairly well distributed throughout the community, providing residents with good access to parks from their homes. Most residential areas are within ½ mile of a park. There are some residential areas that are not within ½ mile of a park. Others face barriers to walking access due to busy streets and railroad tracks.

c. Other Amenities

There are other major community assets that provide quality of life benefits.

- Wellington Carnegie Library at 121 W. 7th Street was constructed in 1915. The library currently offers a variety of services and programs for children, teens, and adults.
- National Depression Glass Museum at 107 N. Washington Avenue has preserved the history and products of the U.S. glass industry, with an emphasis on Depression Era resources.
- Panhandle Railroad Museum at 425 E Harvey in Sellers Park exhibits a variety of railroad-related items including furniture, uniforms, safety items, clocks, watches, and tools.
- Chisholm Trail Museum at 502 N. Washington, the location of the historic Hatcher Hospital building, exhibits a wide variety of pieces including items purchased by pioneers traveling on the Chisholm Trail, military articles, artifacts from early local businesses, and antique furniture.
- Wellington Memorial Auditorium at 208 N. Washington Avenue is a 1,200+ capacity auditorium with a stage that was originally constructed in 1922 and renovated in 2011.
- Wellington Golf Course at 1500 W. Harvey Avenue is an 18-hole public golf course established shortly after the City purchased the land in 1919.

